

Reimagining WIS 175 Study Wisconsin Avenue to Lisbon Avenue

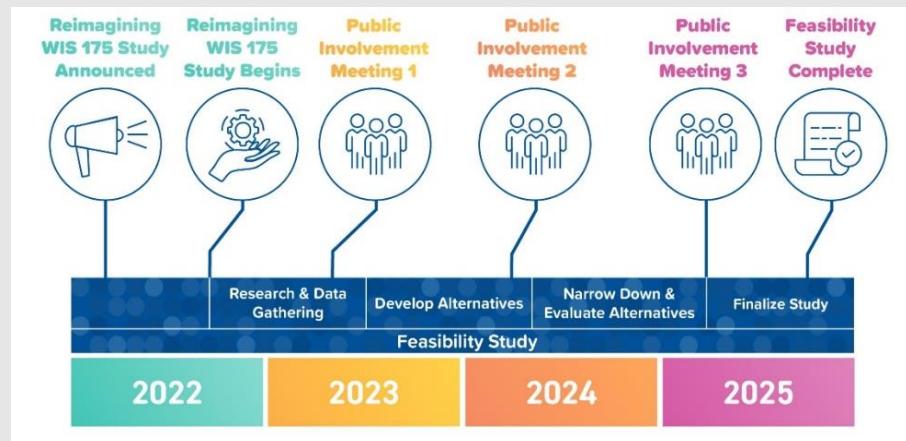
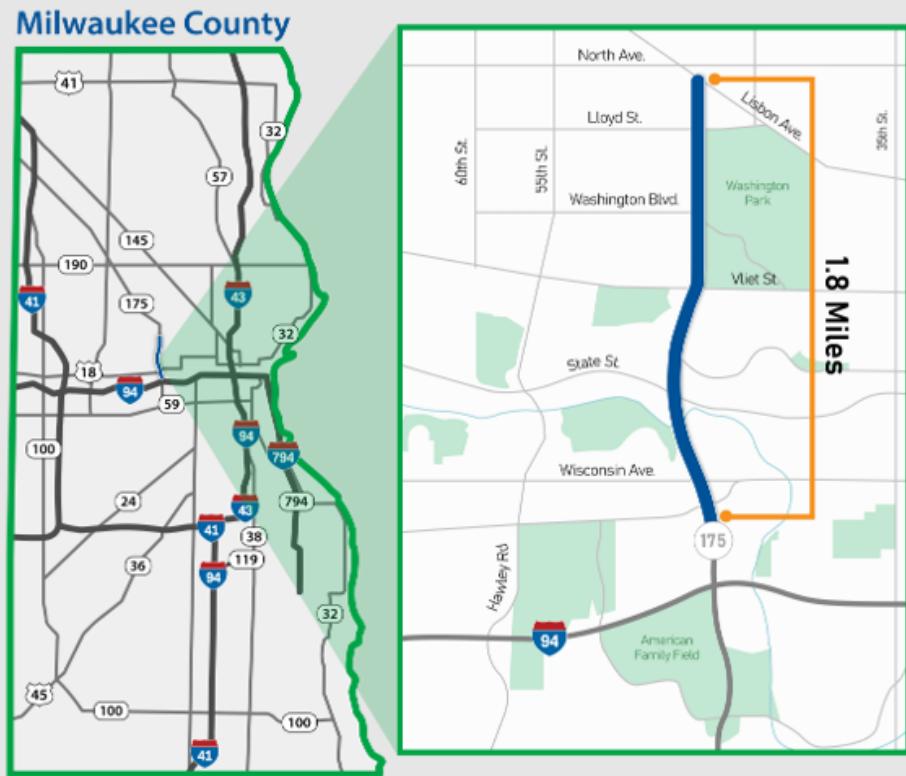
Milwaukee County – Final Report Rollout

January 21, 2026



Reimagining WIS 175 Study

- Completed as a partnership with Milwaukee County and City of Milwaukee
- Stadium Interchange to Lisbon Avenue
- 1.8 miles
- **Study was a 3-step process to narrow alternatives + 3 public meetings guided alternative development**



Purpose and Need

Evaluate alternatives for the future of WIS 175 Corridor that:

-  Address aging infrastructure and outdated design
-  Improve safety and traffic operations for all modes
-  Support transit, biking and walking
-  Reconnect neighborhoods & promote economic vitality
-  Transition where the freeway ends to the local street network



Study Report Highlights

- Public input shaped alternatives
- Study Report compared four alternatives, no preferred option selected
- PIM #3 held on April 2, 2025 shared the results and gathered comments
 - High level traffic analysis identified potential delays and diversion
 - Safety review evaluated current corridor conditions
 - Environmental scan flagged no major concerns
 - Reconnection Evaluation for all alternatives including physical, economic and social factors
- Study Report sets the stage for future PEL / NEPA, where alternatives will be reviewed, further evaluated, refined and reduced
- Final Report to be published in early 2026 on WisDOT website: wisconsindot.gov/reimagine175



PIM #3 Take Aways

- Support for slower speeds and safer roadways for all users
- Support for multi-modal facilitates on WIS 175 (ped, bike and transit)
 - Connecting existing regional trails (Oak Leaf Trail and Hank Aaron)
 - Better mobility connecting parks and services
- Washington Park access should be improved for all modes
- The replace-in-kind alternative did not meet the study's goals and received the least positive feedback
- Public feedback preferred WIS 175 at-grade from Vliet Street to Lisbon Avenue offered by Alternatives 2 and 3 over Alternative 1
- Support for development of potential surplus land
- New development should maintain neighborhood character



Opportunities of Reimagining WIS 175



User Safety

- Safe road users
- Safe speeds
- Safe roads



Transportation Operations

- Acceptable vehicle diversion
- Acceptable system travel time
- Acceptable intersection traffic operations



Multi-modal Mobility

- Local & regional connections
- Safe bike and pedestrian connections
- Improved transit connections



Neighborhood Design

- Urban form & character
- Public & community meeting places
- Mitigate disconnections

Residential development opportunities



Social Reconnection

- Access to goods & services
- Improve quality of life
- New business opportunities



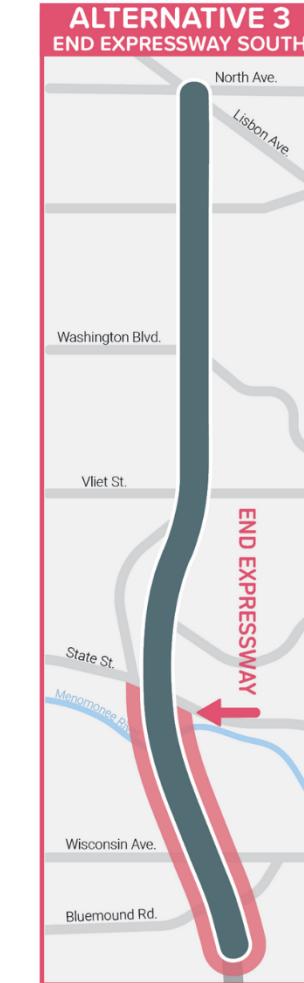
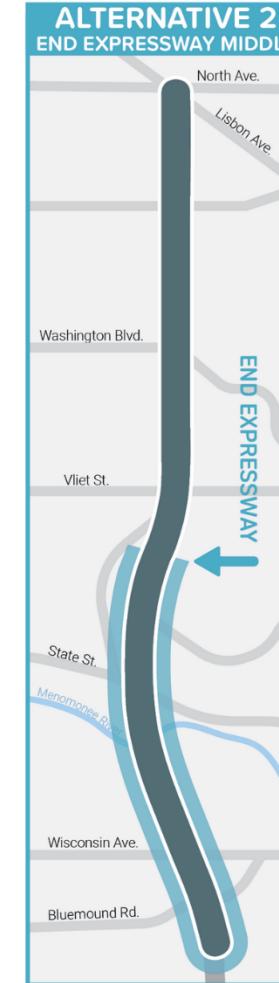
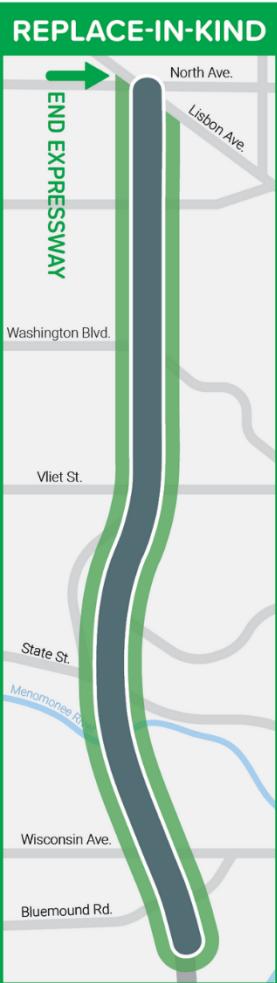
Economic Reconnection

- Accessible jobs & workforce training
- Equitable home-ownership
- Business development opportunities

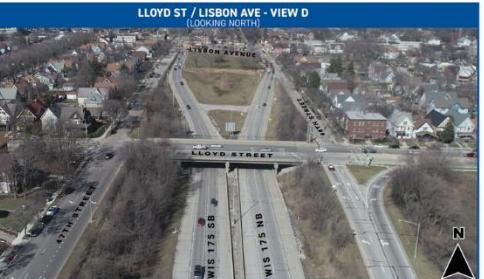


Study Alternatives focused on where the expressway ends

WE STARTED WITH 27 DIFFERENT ALTERNATIVES. WE NOW HAVE **FOUR** TO SHARE.



Existing / Replace-In-Kind



WHAT'S ON THIS EXHIBIT?

This exhibit shows the Replace-In-Kind Alternative:

- The top row shows existing aerial imagery of key areas along the project corridor.
- The middle row shows the plan view of the Replace-In-Kind Alternative.
- The bottom row shows typical sections at key locations along the corridor.
- A summary of the criteria evaluation for the Replace-In-Kind Alternative is shown below.



ESTIMATED ROADWAY CONSTRUCTION COST

\$102 - 126 Million

*2025 dollars

RECONNECTION

Land Available for Future Uses	0 Acres	New Residential	0 Acres
New Non-Residential	0 Sq. Ft.	Potential Relocations	0

ENVIRONMENTAL

Potential Relocations: 0
Park Impacts: 0 Acres
Wetland Impacts: No substantial impacts anticipated
Traffic Noise Impacts: No substantial impacts anticipated
Stormwater Quality Impacts: No impacts anticipated
Cultural Resources Impacts: No impacts anticipated

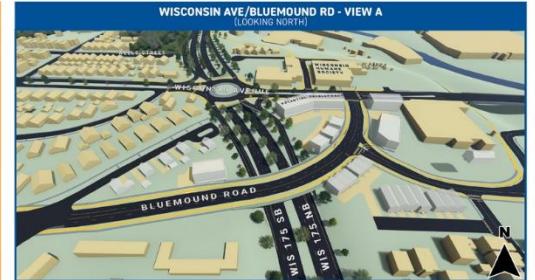
TRANSPORTATION

TRAVEL TIME: WIS 175
Replace-In-Kind: 2.0-2.5 Minutes

Designed using traditional road safety practices



Alternative 1: End Expressway North



WHAT'S ON THIS EXHIBIT?

This exhibit shows Alternative 1:

- The top row shows 3D imagery of what Alternative 1 would look like at key areas.
- The middle row shows the plan view of Alternative 1 with notes indicating important changes from the existing conditions.
- The bottom row shows typical sections at key locations along the corridor.
- A summary of the criteria evaluation for Alternative 1 is shown below.

ALTERNATIVE 1: END EXPRESSWAY NORTH

APRIL 2025



ESTIMATED ROADWAY CONSTRUCTION COST

\$185 - 227 Million

*2025 dollars

RECONNECTION

Land Available for Future Uses	20 Acres	New Residential ~11 Acres	New Activity Places 3-4 Acres
New Non-Residential 10-20K Sq. Ft.		Potential Relocations 1	Potential Relocations 1

ENVIRONMENTAL IMPACT

Potential Relocations: 1
Park Impacts: + 0.2 Acres
Wetland Impacts: No substantial impacts anticipated
Traffic Noise Impacts: No substantial impacts anticipated
Stormwater Quality Impacts: No substantial impacts anticipated
Cultural Resources Impacts: No impacts anticipated

TRANSPORTATION

TRAVEL TIME: WIS 175
Replace-In-Kind: 2.0-2.5 Minutes Alternative 1: 2.0-3.5 Minutes

Safe system approach used to reduce crash severity and save lives through safe roads and speeds.



Alternative 2: End Expressway Middle



WHAT'S ON THIS EXHIBIT?

This exhibit shows Alternative 2:

- The top row shows 3D imagery of what Alternative 2 would look like at key areas.
- The middle row shows the plan view of Alternative 2 with notes indicating important changes from the existing conditions.
- The bottom row shows typical sections at key locations along the corridor.
- A summary of the criteria evaluation for Alternative 2 is shown below.

ALTERNATIVE 2: END EXPRESSWAY MIDDLE

APRIL 2025



ESTIMATED ROADWAY CONSTRUCTION COST

\$128 - 155 Million

*2025 dollars

RECONNECTION

Land Available for Future Use	30 Acres	New Residential ~16 Acres	New Activity Places 7-8 Acres
		New Non-Residential 40-50K Sq. Ft.	Potential Relocations 2

ENVIRONMENTAL IMPACT

Potential Relocations: 2
Park Impacts: + 0.2 Acres
Wetland Impacts: No substantial impacts anticipated
Traffic Noise Impacts: Potential impacts for at-grade area
Stormwater Quality Impacts: Opportunities to improve quality
Cultural Resources Impacts: No impacts anticipated

TRANSPORTATION

TRAVEL TIME: WIS 175
Replace-In-Kind 2.0-2.5 Minutes Alternative 2 2.5-4.0 Minutes

Safe System approach used to reduce crash severity and save lives through safe roads and speeds.



Alternative 3: End Expressway South



WHAT'S ON THIS EXHIBIT?

This exhibit shows Alternative 3:

- The top row shows 3D imagery of what Alternative 3 would look like at key areas.
- The middle row shows the plan view of Alternative 3 with notes indicating important changes from the existing conditions.
- The bottom row shows typical sections at key locations along the corridor.
- A summary of the criteria evaluation for Alternative 3 is shown below.



This exhibit shows study-level concepts and renderings. If the project is funded in future phases, designs may change.



KEY FEATURES

- I-94 Project will reconstruct the Stadium Interchange
- Blue mound Rd reconfigured to connect directly into Wisconsin Ave
- I-94 Project will extend the Hank Aaron Trail
- WIS 175 is grade separated at Wisconsin Ave as diamond interchange
- Remove 44th St north of Blue mound Rd for Hank Aaron Trail extension
- Weis St bridge is removed
- Oak Leaf Trail bridge to connect to Hank Aaron Trail
- WIS 175 remains above Menomonee River and railroad
- State St raised to at-grade intersection, allowing for bus transfers and direct access to State St
- Martin Dr is extended to WIS 175
- Alois St is removed
- Vliet St is at-grade intersection
- New pedestrian crossings and connections to Washington Park
- Net increase in park land for Washington Park
- Washington Blvd and Olmsted Way intersections are at-grade intersections
- Southbound WIS 175 to replace N 47th St
- One-way split between Vliet St and Lloyd St
- Lloyd St / Sherman and Lisbon Ave intersection is realigned to improve safety
- WIS 175 to replace 46th St north of Lloyd St
- Lisbon Ave is realigned to improve safety

WISCONSIN AVE/BLUEMOUND RD - SECTION A - A
(LOOKING NORTH)



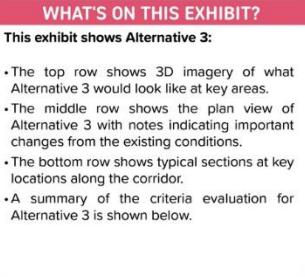
STATE ST / MARTIN DR - SECTION B - B
(LOOKING NORTH)



WASHINGTON BLVD / OLMSTED WAY - SECTION C - C
(LOOKING NORTH)



LLOYD ST / LISBON AVE - SECTION D - D
(LOOKING NORTH)



RECONNECTION

Land Available for Future Use	New Residential ~18 Acres	New Activity Places 10-11 Acres
35 Acres	45-65K Sq. Ft.	Potential Relocations 10

ENVIRONMENTAL IMPACT

Potential Relocations: 10
Park Impacts: + 0.5 Acres
Wetland Impacts: No substantial impacts anticipated
Traffic Noise Impacts: Potential impacts for at-grade area
Stormwater Quality Impacts: Opportunities to improve quality
Cultural Resources Impacts: No impacts anticipated

TRANSPORTATION

TRAVEL TIME: WIS 175
Replace-in-Kind: 2.0-2.5 Minutes
Alternative 3: 4.0-5.0 Minutes

Safe System approach used to reduce crash severity and save lives through safe roads and speeds.

Report Alternatives Highlights

Additional information on PIM #3 and the Study Alternatives can be found at: bit.ly/wis175

or using QR code:



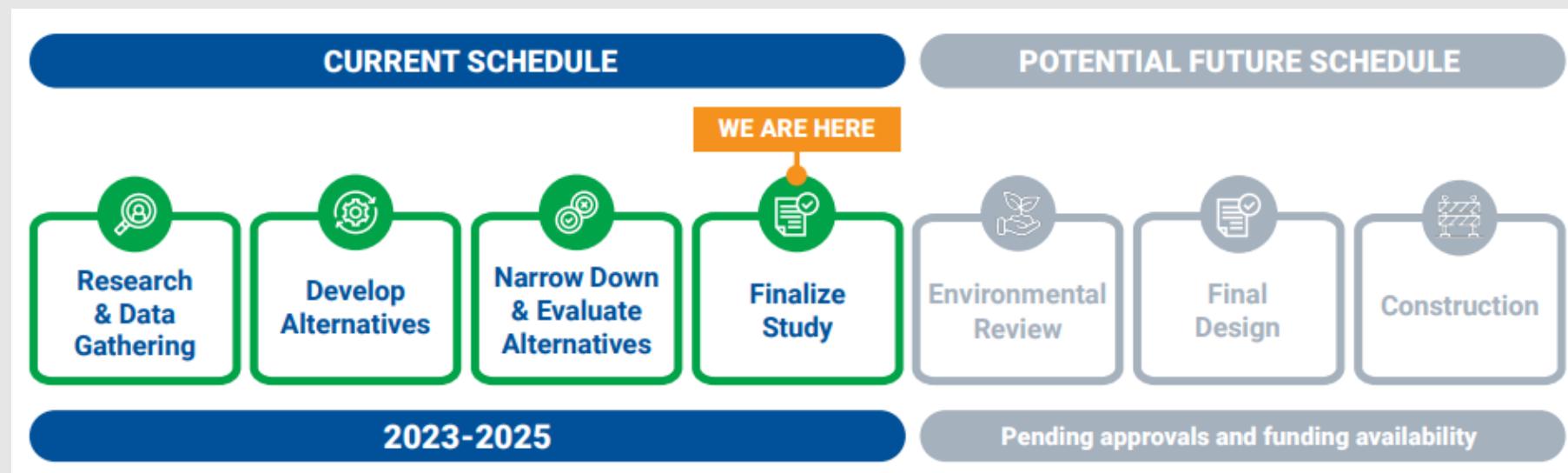
Alternative	Construction Cost (2025 Dollars)	Relocations	Potential Surplus Land (Acres)	Miles of expressway converted
Replace-In-Kind	\$102 - \$126	0	0.0	0.0
Alternative 1 – End Expressway North	\$185 - \$227	1	19.6	0.2
Alternative 2 – End Expressway Middle	\$128 - \$155	2	31.0	0.8
Alternative 3 – End Expressway South	\$123 - \$150	9	37.0	1.3



Next Steps

WisDOT is evaluating funding opportunities to continue the project engineering in partnership with Milwaukee County and the City of Milwaukee.

Timing of construction will be dependent on funding.



Questions?

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Scan the QR
code to see the
study website



Wisconsindot.gov/reimagine175



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