

Community or Residential Impact Evaluation

The proposed interchange improvements are located in Racine and Kenosha Counties and involve the Towns of Raymond, Caledonia, Yorkville, Mount Pleasant, Paris, Somers, and Bristol, and the Village of Pleasant Prairie. The table below describes the project-area demographics:

Project Area Demographics

	1995 Population Estimate	Percent Minority	Number of Households	Owner Occupancy	Median Household Income
Town of Caledonia (Racine Co.)	22,006	2.8%	7071	83%	\$43,244
Town of Mt. Pleasant (Racine Co.)	21,666	6.9%	7703	74%	\$38,920
Town of Raymond (Racine Co.)	3,289	2.1%	1070	85%	\$42,000
Town of Yorkville (Racine Co.)	2,943	2.8%	981	87%	\$38,885
Town of Bristol (Kenosha Co.)	4,267	0.2%	1410	83%	\$36,441
Town of Paris (Kenosha Co.)	1,469	1.6%	492	77%	\$40,000
Village of Pleasant Prairie (Kenosha Co.)	13,093	2.6%	4191	88%	\$40,145
Town of Somers (Kenosha Co.)	8,136	3.5%	2964	71%	\$32,972

Source: Bureau of the Census 1990 and Wisconsin Department of Administration, 1996.

1. Residential Displacements

The proposed project will acquire 13 residences as summarized in the table on the next page. The residential relocations were based on preliminary information regarding frontage road and crossroads widths and location. Future preliminary and final engineering design work may change the number of relocations. There are no known special occupant characteristics (minority, elderly, disabled, low income) that would require special relocation assistance. Detailed property owner interviews during future right-of-way activities and preparation of the project relocation plan would reveal any unusual circumstances. There are no residential displacements at the 27th Street/USH 41, STH 11, CTH KR, CTH E, STH 142, and STH 158 interchanges. A shed would be relocated at the STH 158 interchange.

Residential Displacements

Interchange	Quadrant	Residential Displacements	Comments
CTH C (Kenosha Co.)	Northeast	1	Single-family residence
	Southeast	2	Single-family residence
	Southwest	2	Single-family residence
STH 50 (Kenosha Co.)	Southeast	2	Single-family residence
CTH K (Racine Co.)	Southeast	3	Single-family residence
	Southwest	1	Single-family residence
CTH G (Racine Co.)	Southeast	1	Single-family residence
7 Mile Road (Racine Co.)	Southeast <i>SW</i>	1 <i>1</i>	Single-family residence <i>11</i>

*See FD NSI
TH #*

2. Relocation Potential

The following table summarizes the potential for relocating residential displacements within the area. This information is based on Multiple Listing Service information from June 1996. Although property acquisition would not occur for a number of years at most project interchanges, the review of currently available replacement housing may indicate the future potential to relocate affected residents within their community.

Availability of Replacement Housing

RESIDENTIAL DISPLACEMENTS			RESIDENTIAL UNITS AVAILABLE		
Number	Size	Price Range	Number	Size	Price Range
2	2 Bdr.	\$70,000-\$93,000	14	2 Bdr.	\$24,000-\$115,000
10	3 Bdr.	\$36,000-\$136,000	150	3 Bdr.	\$25,000-\$170,000
2	4 Bdr.	\$82,000-\$86,000	11	4 Bdr.	\$78,000-\$120,000

3. Access Changes and Other Impacts

As part of the proposed improvements, most residents would continue to access their properties from the crossroad or the frontage road they currently use. Exceptions to this general rule are described below.

The existing access for some residences at 7 Mile Road, STH 11, CTH KR, and CTH E would be modified. A residence in the northeast quadrant at 7 Mile Road would lose its access on the existing frontage road because of ramp improvements. Future access would be provided from the frontage road. At STH 11, a residence in the southeast quadrant, which currently has access to STH 11, would have its driveway moved to the west side of the property along the relocated frontage road. This change is necessary because the existing driveway would be too close to the proposed exit ramp/east frontage road intersection. In the southwest quadrant of CTH KR, a residential access drive will be lengthened to intersect the relocated frontage road. At the residents' request, residential properties in the southwest quadrant of CTH E will have their access moved to the rear of the properties. In the northeast quadrant

of CTH E, the intersection of 118th Street and CTH E would be closed. Affected property owners will have to travel north on 118th Street to a new access road that will intersect the relocated east frontage road.

Residents who currently have access to CTH C, CTH E, and CTH K would experience an access change with the proposed improvements. The proposal to widen crossroads and install a median barrier would limit turning movements by residents to "right in/right out" only. This means that residents living on the north side of the crossroad would not be able to directly enter their driveway from the eastbound lane or turn left (travel east) from their driveway. Similarly, residents living on the south side of the crossroad would not be able to directly enter their driveway from the westbound lane or turn left (travel west) from their driveway. To minimize the inconvenience the median barrier will cause for crossroads residents, median openings are proposed at CTH C, CTH E, and CTH K east and west of I-94. The median openings will limit travel indirection to 70 to 100 meters (100 to 300 feet) rather than driving through the entire interchange before changing direction. As an example, a resident living on the south side of CTH K who wanted to travel west on CTH K would travel east 70 to 100 meters (100 to 300 feet) to the median opening and then proceed west.

4. Relocation Assistance Information

Acquisitions and relocations will be in accordance with the *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, as amended. In addition to providing for payment of just compensation for property acquired, additional benefits are available to eligible persons displaced from their residence, business, or farm. Some available benefits include relocation advisory services, reimbursement for moving expenses, replacement housing payments, down payment assistance, and business re-establishment expenses. Under State law, no person or business would be displaced unless a comparable replacement dwelling or business location is located by the displacing agency. The replacement housing must also be open to persons regardless of race, color, religion, or national origin.

Compensation is available to all displaced persons without discrimination. Before initiation of any property acquisition activities, property owners would be contacted and given an explanation of the details of the acquisition process and Wisconsin's eminent domain law under Section 32.05, Wisconsin Statutes. Any property acquired would be inspected by a professional appraiser. The property owner would be invited to accompany the appraiser during the inspection to ensure the appraiser is informed on every aspect of the property. Owners would be given the opportunity to obtain a second appraisal that would be considered by WisDOT in establishing just compensation. Based on the appraisal(s) made, the value of the property would be determined, and that amount offered to the owner.

5. Environmental Justice

This document is in compliance with U.S. DOT and Federal Highway Administration (FHWA) policies to determine whether a proposed project will have induced socioeconomic impacts or any disproportionately adverse impacts on minority or low-income populations; and it meets the requirements of Executive Order on Environmental Justice 12898 - *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations*. Neither

minority nor low-income populations would receive disproportionately large or adverse impact as a result of the recommended interchange improvements.

6. Measures To Minimize Adverse Effects

During the alternatives development and refinement phases, efforts were made to minimize residential impacts. In addition, the project team met with residents at public information meetings and neighborhood meetings to obtain input on reducing the project's residential impacts. Information about property owner meetings is found on pages 22 and 28.

A number of measures were included in the design of the crossroads and frontage roads to minimize impacts on residential properties. Those measures include adding median openings to be used for U-turns on CTH C, CTH E, CTH KR, CTH K, and CTH G (as noted, this feature is included to ease the impact that the median barrier will have on residential properties); realigning the proposed east frontage road at 7 Mile Road away from the rear of the properties fronting on Hagemann Road; and realigning the west frontage road at STH 142 to follow rear property lines in the southwest quadrant of the interchange.

A traffic management plan will be developed and implemented during the design phase to ensure reasonably convenient access to residences, community services, and local roads during construction. Work would likely be staged to minimize disruption during the construction period. To minimize delays to emergency vehicles, WisDOT will coordinate construction activities, sequencing, and traffic management plans with local fire, police, and emergency rescue services and school administrators. Traffic flow will be maintained to the extent possible. Detours will be minimized. Measures to minimize construction noise impacts are discussed on page 70.