

64.9 Acres
 For Acquisition
 10/97

Agricultural Impact Evaluation

1. Farming Operations Affected

Thirty-two hectares (80 acres) of farmland would be acquired from 38 farm operations in the project corridor as summarized in the following table. An additional 5 hectares (13 acres) of other land (woodland, wetland, etc.) would be acquired from farm operations. There would be no impact on farming operations at the STH 165 (No-Build Alt.) and 27th Street/USH 41 (ramp improvements only) interchanges.

Farming Operations Affected

Interchange	Quadrant	Farms Affected	Farmland Acquired hectares (acres)	Buildings Acquired	Severance hectares (acres)
CTH C (Kenosha Co.)	NE	1	0.4 (0.9)	none	0.1 ha (0.25 ac.)
	SE	1	1.6 (3.9)	none	1.7 ha (4.3 ac.)
	SW	1	1.1 (2.6)	none	0.3 ha (0.75 ac.)
STH 50 (Kenosha Co.)	SW	1	0.8 (2.0)	none	5 ha (12.5 ac.)
STH 158 (Kenosha Co.)	NW	1	0.5 (1.3)	none	none
	SW	2	1.1 (2.7)	none	2 parcels: 3.6 ha (9 ac) and 1.1 ha (2.8 ac)
STH 142 (Kenosha Co.)	NE	1	3.0 (7.5)	none	2 parcels: 0.3 ha (0.75 ac) and 5 ha (12.5 ac)
	NW	1	0.9 (2.3)	none	0.4 ha (1 ac)
	SE	1	0.3 (0.7)	none	2 ha (5 ac)
	SW	3	1.9 (4.6)	none	1.2 ha (3 ac)
CTH E (Kenosha Co.)	NE	1	1.9 (4.8)	none	2.8 ha (7 ac)
	NW	1	1.6 (3.9)	none	2.3 ha (5.8 ac)
	SE	2	1.8 (4.5)	none	3 parcels: 3.5 ha (8.8 ac), 1.0 ha (2.5 ac), and 1.2 ha (3 ac)
	SW	1	1.6 (4.0)	none	2 parcels: 1.1 ha (2.8 ac) and 0.4 ha (1 ac)

Interchange	Quadrant	Farms Affected	Farmland Acquired hectares (acres)	Buildings Acquired	Severance hectares (acres)
CTH KR (Kenosha / Racine Co. Line)	NE	1	0.4 (1.0)	none	1.3 ha (3.3 ac)
	NW	1	1.5 (3.6)	none	none
	SE	1	0.4 (1.0)	none	none
	SW	1	0.8 (1.9)	none	0.3 ha (0.75 ac)
STH 11 (Racine Co.)	NE	3	2.1 (5.3)	none	1.3 ha (3.3 ac)
	NW	2	1.6 (3.9)	none	2.8 ha (7 ac)
STH 20 (Racine Co.)	NE	1	2.0 (5)	none	0.8 ha (2 acres)
CTH K (Racine Co.)	NE	2	1.1 (2.8)	none	2 parcels: 0.5 ha (1.3 ac) and 1.6 ha (4 ac)
	NW	1	1.5 (3.7)	none	6 ha (15 ac)
	SE	1	0.1 (0.2)	none	none
	SW	1	0.8 (2.0)	none	1.1 ha (2.8 ac)
CTH G (Racine Co.)	NE	1	0.4 (1.0)	none	none
	NW	1	1.3 (3.2)	none	2.5 ha (6.3 ac)
	SE	1	1.3 (3.2)	none	0.1 ha (0.5 ac)
	SW	1	1.3 (3.2)	none	1.7 ha (4.3 ac)
7 Mile Road (Racine Co.)	NE	1	0.6 (1.5)	none	0.2 ha (0.5 ac)
	NW	1	0.4 (1.1)	none	5.2 ha (10.4 ac)

2. Farmland Acquisition Breakdown

- a. Total number of farm operations with land acquisition: 38⁷
- b. Total number of farm operations with 0.4 hectare (1 acre) or less acquired: 8
- c. Number of farm operations with more than 0.4 hectare (1 acre) but less than 2 hectares (5 acres) acquired: 28
- d. Number of farm operations with more than 2 hectares (5 acres) acquired: 2

⁷ One farm operation would have land acquired from two parcels at two different interchanges

3. Access Changes and Other Impacts

Access to some farm fields in the interchanges would be modified by the relocated frontage roads. If existing access to a parcel is modified, access to the property will be established at another location. Location of access points would be determined during final design of the proposed improvements. During this study, some potentially affected farmers expressed concern about the effect of relocating frontage roads on drain tile and other drainage systems. Drainage systems, including ditches and tiling on private land, would be maintained, restored, or re-established in a manner that will not impound water. These drainage issues will be addressed during the engineering design phase.

Thirty-three (33) farm operations would be severed by the proposed improvements. Most of the severances are small (0.8 hectares [2 acres] or less) and would result from the realignment of frontage roads away from the interchange ramps. Access to the severed parcels would be from the relocated frontage roads. Severed parcels that may be uneconomical to farm would be considered for purchase by WisDOT. No farm buildings or structures would be acquired by the proposed improvements.

As noted, the relocated frontage roads would create a "pocket" of land between the relocated frontage road and I-94. In the long term, it is likely that agricultural land in this area would be developed. Because the relocated frontage road creates the opportunity to develop on both sides of the frontage road, it may result in more farmland being converted to commercial use than would have occurred with the existing frontage road. Conversely, if local units of government are interested in preserving agricultural land, the relocated frontage roads could be viewed as the limit of commercial development at an interchange.

4. Measures to Minimize Impacts

During the alternatives development and refinement phases, alternatives were developed to minimize impacts to agricultural land. Preliminary alternatives at most interchanges included alternatives that had maximum desirable spacing between the frontage road-crossroads intersection and the crossroads-ramp intersection. Alternatives with greater spacing have greater impacts on farmland. The recommended alternatives for the interchanges at STH 158, STH 142, CTH E, CTH KR, STH 20, and CTH K have been refined to reduce the spacing between the frontage roads and the crossroads/ramp intersection, thereby reducing the amount of agricultural land severance. The remaining interchanges are in areas where there is little agricultural impact, or where the recommended alternative did not result in an appreciable difference in terms of frontage road and ramp terminal spacing. In addition, procedures outlined in the *Standard Specifications for Road and Bridge Design* would be followed to minimize impacts to agricultural land. As noted, any changes in existing drainage systems as a result of the proposed improvements would be restored or re-established by WisDOT.

5. Farmland Impact Rating

Farmland Conversion Impact Rating Sheets, prepared in accordance with the Farmland Protection Policy Act administered by the U.S. Department of Agriculture—Natural Resources Conservation Service, were submitted to NRCS and are included in Appendix B, page B-27. The Wisconsin Department of Agriculture, Trade, and Consumer Protection will prepare an Agricultural Impact Statement for this project (Appendix B, page B-16).