Commercial and Industrial Impact Evaluation

1. Business Displacements

The proposed project will acquire 7 businesses as summarized in the table below. The commercial relocations are 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 businesses that are operated by or for minorities, the elderly, or disabled 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 business displacements at the CTH G, STH 20, STH 11, CTH KR, CTH E, and STH 158 interchanges.

Business Displacements

INTERCHANGE	QUADRANT	BUSINESS DISPLACEMENTS	TYPE/CHARACTERISTICS
CTH C (Kenosha Co.)	Southeast	2	U.S. Oil (service station), 2-3 employees Club 94 (bar), 1-5 employees
STH 50 (Kenosha Co.)	Northwest	1	Taco Bell, 40 employees
STH 142 (Kenosha Co.)	Northwest Northeast	1 1	Star Bar and Restaurant, 15 employees Express Lane (service station), 6 employees
CTH K (Racine Co.)	Southwest	1	Phillips 66, 5-10 employees
7 Mile Road (Racine Co.)	Southeast	1	7 Mile Amoco Food Shop[6], 8-9 employees
	NW quad	1	Auto Auction Car Wash

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2. Relocation Potential

A June 1996, Multiple Listing search located 26 commercial properties for sale in Racine and Kenosha Counties. The price range for these commercial properties, all of which were developed, was $35,900 to $3 million. Because the proposed improvements would create a "pocket " of developable land between the relocated frontage roads and I-94, it is possible that all of the potentially displaced businesses could be relocated within this pocket in their respective interchange rather than at an offsite location.

3. Access Changes/Other Impacts

Access to commercial properties would be modified at all interchanges, except at 27th Street/USH 41 (ramp reconstruction only), CTH KR (no existing commercial uses), STH 20 (commercial access established during recent interchange reconstruction project), and STH 165 (No Build Alt.). Throughout the project interchanges, all commercial access would be from the relocated frontage roads except for service stations in the southeast and northwest quadrants. Service stations in these quadrants would be allowed a right turn in only from

[6] It may be possible to reconfigure the layout of the service station to avoid relocating it. This will be determined during the project's engineering design phase.

the crossroad. Patrons would exit to the frontage road. In addition, the Ameritech office in the southwest quadrant would be allowed a right turn in/right turn out at their existing driveway.

As noted on page 30, General Economics, moving commercial access to the relocated frontage road would slightly increase the distance a commercial patron would travel to reach a commercial use. It is difficult to estimate, however, the change in commercial access on project-area business activity. It is reasonable to expect that highway service businesses (i.e. service stations) that rely on convenient access would be affected differently than other businesses such as a manufacturing facility or car dealer whose customers are not making impulse purchases. It is clear, however, that relocating access from the crossroads to the frontage roads does not diminish an interchange's commercial appeal. Recent development activity at STH 20 and STH 165 that followed reconstruction and access control confirms the continued attractiveness of those interchanges. Indeed, reconstruction and access control greatly improve the capacity of the interchange, thus enhancing its accessibility to I-94 and attractiveness to potential development.

In addition to access changes, the proposal to widen the crossroads would require acquisition of strip takings from some project-area businesses, but strip takings would not require the relocation of any business. The frontage road in the northwest quadrant of the 7 Mile Road interchange would acquire a substantial number of parking spaces from 7-Mile Fair and Metro Auto Auction. The 7-Mile Fair would also lose leased parking spaces in the southwest quadrant. The project team minimized the parking loss to the extent practicable with the alignment of the relocated frontage road and by using an urban cross section on 7 Mile Road. The project team has coordinated with both property owners to develop a shared parking arrangement to mitigate the lost parking. WisDOT will also consider measures to mitigate the lost parking such as paving and striping portions of 7-Mile Fair's gravel lot to maximize its parking capacity. WisDOT will consider other means of reducing the parking loss impact on 7-Mile Fair and Metro Auto Auction during the project's design phase.

4. Relocation Assistance Information

Relocation assistance information applicable to businesses is found on page 39.

5. Measures To Minimize Adverse Effects

The recommended alternatives illustrated and described on Figures 7 through 18 were developed with input from property owners and community leaders to minimize business impacts. The following changes to the recommended alternatives were made to minimize business impacts:

- 27th Street: the west frontage road was previously proposed west of the existing frontage road and existing businesses. Under the recommended alternative, the existing frontage road will follow its current alignment to reduce impacts to the area's businesses;

- 7 Mile Road: the relocated west frontage road would be aligned between Metro Auto Auction and 7 Mile Fair. This alignment does not sever Metro Auto Auction's parking areas at the north end of the property, as was done by another alternative considered at

the interchange. A curb and gutter section would be used at 7 Mile Road to minimize new right-of-way acquisition. Closing the drainage rather than using an open-drainage rural section would reduce the loss of parking space at 7-Mile Fair. The relocated frontage road in the southeast quadrant would follow property lines to reduce property severances.

- CTH G: the relocated west frontage road was moved closer to I-94 to reduce the distance drivers would have to travel to reach businesses in northwest quadrant (off the frontage road);

- STH 20: The existing west frontage road alignment was maintained, departing from the concept of a new alignment with the elimination of some access drives;

- STH 11: Maintained Old STH 11 with its associated access drives;

- CTH E: Provided access road from frontage road to commercial property (former service station site) in the northwest quadrant. Provide right-in only access to the Speedway service station in the southeast quadrant;

- STH 142: Added additional access drive to Mars Cheese and adjacent Craft Shop, and allow a right-in only entrance to service station in the southeast quadrant; and

- STH 50: Under the proposed improvements, the existing and planned development necessitated unique design solutions to accommodate access needs. Intermediate, signalized access is provided between the west frontage road and interchange. The "interchange" itself is augmented by the construction of a new crossing over I-94 south of STH 50, with ramp connections to the crossing, enabling better access to the southeast and southwest quadrants.

A traffic management plan will be developed and implemented during the design phase to ensure reasonably convenient access to businesses, 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.