

General Economics Impact Evaluation

1. Existing General Economic Characteristics

Commercial and agricultural uses form the basis of the project-area economy. For at least the past 20 years, the project corridor has experienced strong commercial growth and a corresponding decline in agricultural uses. With the availability of large undeveloped areas, convenient access to I-94, Milwaukee, and Chicago, the commercial and industrial growth in the project area is projected to continue in the near future.

Commercial uses are found at all project-area interchanges, although the level of commercial development varies widely among the interchanges. Highway-oriented service and consumer-oriented retail are the most common businesses in the corridor and are usually concentrated near interchanges. Business/industrial parks and other non-highway service businesses (i.e., equipment dealers and truck terminals) tend to be located along frontage roads between interchanges. The largest commercial development in the corridor occurs at STH 165 (Lakeside Market, LakeView Corporate Park), STH 50 (Factory Outlet Center, Mauro Auto Mall, numerous restaurants, motels, and service stations), STH 20 (Grandview Business Park, restaurants, and service stations), and 7 Mile Road (7 Mile Fair, Metro Milwaukee Auto Auction).

Most industrial activity in the study area is located in the 582-hectare (1,439-acre) LakeView business and office park located approximately 3 kilometers (2 miles) east of I-94 on STH 165. Approximately 36 businesses are located in the industrial park. The largest employer located in the business park is Snap-On Incorporated, a hand- and power-tool manufacturer and distributor, which employs approximately 1,550 people.

At STH 11, there are six businesses in the Sylvania Airport Industrial Park including Distribution Systems Inc., Tire Rebuilders, W.H. Fuller, Miller-Bradford & Risberg, Inc., Hygrade-Distribution and Delivery Systems Inc., and a warehouse for Carson, Pirie Scott & Co. An additional 7 hectares (18 acres) of land is currently being marketed for further industrial expansion.

In the southeast quadrant of the STH 20 interchange the Mount Pleasant Commerce Center, a 57-hectare (140-acre) business park, is being developed for both commercial and industrial activities. The Grandview Business Park is being developed in the southwest quadrant of the STH 20 interchange. Grandview Business Park is a 51-hectare (125-acre) site and the largest employer is Warren Industries.

The 20-hectare (50-acre) Blackhawk Business Park is located on the west frontage road between CTH K and CTH C in Racine County. The largest employer located at this site is ISE with approximately 25 employees.

Although farming is declining in the corridor because of increased development, it remains an important economic activity. According to SEWRPC, approximately three-fourths of the I-94 corridor described in *A Land Use and Transportation System Development Plan for the IH-94 South Freeway Corridor: Kenosha, Milwaukee, and Racine Counties*, which includes the project interchanges, was in agricultural use in 1985. The I-94 corridor in SEWRPC's study is bounded by College Avenue in Milwaukee County on the north; the Chicago & North Western Transportation Company right-of-way on the east; the Wisconsin/Illinois border

on the south; and a line approximately 3 kilometers (2 miles) west of I-94 on the west. The area of effect for the I-94 Corridor Study is approximately 2.6 square kilometers (1 square mile) area around each of the interchanges in this study; representing about 7 percent of the larger I-94 corridor as defined in SEWRPC's land use and transportation plan. SEWRPC's land use plan for the corridor calls for the conversion of approximately 3,000 hectares (7,500 acres) of farmland to urban uses by 2010. Farms located within the project's area of effect are small to medium-sized farms ranging in size from approximately 16 to 126 hectares (40 to 310 acres).

2. Project Effects On General Economic Characteristics

The proposed improvements would improve the safety and operation of the interchange ramps, crossroads, and frontage roads, and access to the existing and proposed development discussed above. Well-planned infrastructure, such as road improvements, enables orderly growth and minimizes inconvenience. The proposed improvements would provide efficient and safer traffic operation. Failure to implement the proposed improvements would result in deteriorated traffic conditions at each interchange such as long delays at traffic control on crossroads and frontage roads, and potentially more accidents as greater volumes of frontage road traffic conflict with interchange traffic.

The interchange improvements are being proposed to respond to anticipated changes in interchange operations caused by increasing traffic volumes. Therefore, the interchange improvements would not affect the timing or scale of development in the corridor. The improvements would, however, affect the location of development because frontage roads would be separated from ramps and access to most commercial uses would be prohibited on the crossroads and shifted to the relocated frontage roads. The proposed access change would generally increase the distance that patrons would travel to reach the commercial uses. A discussion of the potential effects of the increased travel on commercial and industrial uses is found on page 41.

By relocating the frontage roads, a "pocket" of land would be created between the relocated frontage roads and I-94. In the near term, farmland within the pockets may continue to be cultivated, but in the long term, commercial/industrial uses would likely develop at most interchanges. By relocating the frontage roads, the project would also require acquisition of existing businesses and farmland. Information about those impacts is found on pages 41 and 44, respectively.

3. Interchange Improvement Cost Estimates

Cost estimates for the recommended improvement alternative at each interchange are summarized in the following table.

Interchange Improvement Cost Estimates	
INTERCHANGE	CONSTRUCTION COST ESTIMATE (1996 dollars) ¹
CTH C (Kenosha Co.)	\$13.6 million
STH 50 (Kenosha Co.)	\$23.8 million
STH 158 (Kenosha Co.)	\$12.0 million
STH 142 (Kenosha Co.)	\$18.8 million
CTH E (Kenosha Co.)	\$13.9 million
CTH KR (Kenosha/Racine Co. Line)	\$10.8 million
STH 11 (Racine Co.)	\$13.6 million
STH 20 (Racine Co.)	\$10.0 million
CTH K (Racine Co.)	\$17.7 million
CTH G (Racine Co.)	\$12.3 million
7 Mile Road (Racine Co.)	\$18.4 million
27th Street / USH 41 (Racine Co.)	\$1.3 million

Note: None of the interchanges are programmed for construction, and costs may increase due to inflation. Preliminary cost estimates include construction of ramps, relocated frontage roads, and crossroads; I-94 structures at the interchanges, structures, right-of-way and relocation costs, utility relocations, Phase II hazardous material investigations, wetland mitigation site acquisition and development, and administrative and engineering contingency costs.