

5.0 SOCIAL AND ECONOMIC IMPACTS

This chapter describes the current socioeconomic conditions within the Preferred Alternative study area (including racial/ethnic and economic characteristics), as well as population trends in the transportation corridor from the Twin Cities to St. Cloud, and population and employment forecasts to the study year (2040). The chapter does not attempt to project future racial/ethnic and economic characteristics of the population. It should be noted that the existing characteristics described here may change by the time project construction is initiated, currently scheduled for 2015.

5.1 SOCIAL AND COMMUNITY ENVIRONMENT

5.1.1 Affected Environment

5.1.1.1. Population

The Preferred Alternative directly affects land in three census tracts in two counties. They are as follows:

- Census Tract 303 – Clear Lake and the surrounding area, Sherburne County
- Census Tract 1003 – Clearwater, Clearwater Township, and a portion of Silver Creek Township, Wright County

Table 5.1 presents 10-year population and household trends for these census tracts individually and for the counties affected by the project.

**TABLE 5.1
POPULATION AND HOUSEHOLD GROWTH BY CENSUS TRACT AND COUNTY,
1990-2000**

Census Tract	1990 Population	2000 Population	1990 Households	2000 Households	Population Change from 1990-2000		Household Change from 1990-2000	
					Number	Percent	Number	Percent
303 (Sherburne)	4,735	5,919	1,553	2,036	1,184	25	483	31
313 (Sherburne)	4,947	6,397	1,797	2,242	1,450	29	445	25
1003 (Wright)	3,588	4,558	1,198	1,595	970	27	397	33
Total affected Census Tracts	13,270	16,874	4,548	5,873	3,604	27	1,325	29
County								
Sherburne	41,945	64,417	13,643	21,581	22,472	54	7,938	58
Wright	68,710	89,986	23,013	31,465	21,276	31	8,452	37
Total counties	110,655	154,403	36,656	53,046	43,748	40	16,390	45

Together, the census tracts within the study area experienced a 27 percent increase in population and a 29 percent increase in the number of households between 1990 and 2000. Because this project is to serve as an interregional connection, it is also important to examine growth rates in

the wider area in which the Preferred Alternative is located and expected to serve. Sherburne County as a whole experienced 54 percent population growth between 1990 and 2000; Wright County experienced 31 percent population growth over the same time period. Population projections for the cities and townships that will be affected most directly by the Preferred Alternative are discussed below and predict that the area will experience a 206 percent increase in overall population between the years 2000 and 2040.

The growth experienced in the Preferred Alternative's corridor area during the last decade represents a continuation of trends that have occurred in the transportation corridor between St. Cloud and the northwest portion of the Twin Cities metropolitan area in the last 30 years, as shown in the population data for municipalities along TH 10 and I-94 in Table 5.2. Of the communities along TH 10 and I-94, only the City of Clear Lake did not grow over this period. However, Clear Lake has recognized the fact that there will be growth in the region, and is updating its Comprehensive Plan to prepare accordingly. Most of the remaining communities have experienced large population increases as the Twin Cities metropolitan area continues to extend toward the northwest and the St. Cloud metropolitan area continues to extend to the southeast.

**TABLE 5.2
MUNICIPAL POPULATION GROWTH ALONG TH 10 AND I-94, 1970-2000**

City	1970	1980	1990	2000	Percent Change 1970-1980	Percent Change 1980-1990	Percent Change 1990-2000
Maple Grove	6,275	20,525	38,736	50,365	227	89	30
Anoka	13,298	15,634	17,192	18,076	18	10	5
Dayton	2,672	4,070	4,443	4,699	52	9	6
Rogers	544	652	698	3,588	20	7	414
Otsego	1,526	4,769	5,219	6,389	213	9	22
Albertville	451	564	1,251	3,621	25	122	189
St. Michael	1,021	1,519	2,506	9,099	49	65	263
Elk River	4,098	6,785	11,143	16,447	66	64	48
Big Lake	1,015	2,210	3,113	6,063	118	41	95
Monticello	1,636	2,830	4,941	7,868	73	75	59
Becker	365	601	902	2,673	65	50	196
Clear Lake	280	266	315	266	-5	18	-16
Clearwater	282	379	597	858	34	58	44
St. Cloud	39,691	42,566	48,812	59,107	7	15	21
Sauk Rapids	5,051	5,793	7,825	10,213	15	35	31
Sartell	1,323	3,427	5,393	9,641	159	57	79

Source: U.S. Census Bureau.

The State Demographic Center projects continuation of this growth trend over the next 30 years and indicates that Sherburne County's population will grow by 89 percent and Wright County's by 54 percent between 2000 and 2030. Year 2040 population projections for the cities and townships most directly affected by the project were developed in consultation with municipal and county officials and are presented in Table 5.3. Again, these projections predict that the area that will be affected most directly by the Preferred Alternative will experience approximately a 206 percent increase in overall population between 2000 and 2040.

**TABLE 5.3
2040 POPULATION PROJECTIONS FOR CITIES AND TOWNSHIPS
IN THE PROJECT AREA**

Jurisdiction	2000 Population	Projected 2040 Population	Population Change From 2000 - 2040	
			Number	Percent
Clearwater	858	5,000	4,142	483
Clearwater Township	1,368	2,500	1,132	83
Clear Lake	266	900	634	238
Clear Lake Township	1,630	4,200	2,570	158
Total	4,122	12,600	8,478	206

Note: Population totals for 2000 are from the U.S. Census. 2040 population estimates are based on TAZ totals.

Table 5.4 presents U.S. Census data for 1999 median household income levels and 2000 employment levels for the affected census tracts in the Preferred Alternative area and for the two affected counties. The median household income for the affected census tracts ranges from \$41,250 to \$62,571, and the counties' median household incomes are \$53,945 (Wright) and \$57,014 (Sherburne).

**TABLE 5.4
1999 MEDIAN HOUSEHOLD INCOME LEVELS AND 2000 EMPLOYMENT LEVELS
BY CENSUS TRACT AND COUNTY**

Census Tract	2000 Population	1999 Median Household Income	2000 Persons Employed	
			Number	Percent
303	5,919	\$62,571	3,317	56
313	6,397	\$41,250	3,065	48
1003	4,558	\$53,615	2,372	52
Total affected Census tracts	16,874	-----	8,754	52
County				
Sherburne	64,417	\$57,014	34,509	54
Wright	89,986	\$53,945	48,145	54
Total for the 2 Counties	154,403	-----	82,654	54

Source: U.S. Census Bureau

5.1.1.2 Community Facilities

Community facilities serve local residents, visitors and the traveling public. Refer to the DEIS for a complete list of the community facilities that were identified in the overall study area. Community facilities adjacent to the Preferred Alternative are the Clearview Elementary School (7310 TH 24, Clear Lake; located in the northeast quadrant of the Preferred Alternative/TH 24 interchange) and the Eagle Trace Golf Course (private golf course at 1100 Main Street, Clearwater; located on the south side of the river, immediately west of the Preferred Alternative's river crossing). The Preferred Alternative will require minor right of way acquisition from the western and southern portions of the elementary school property, and from the southeast portion of the golf course property; however, in neither case will the acquisition impact the use of the properties. The DEIS concluded that there would be no impacts to the golf course; however, the collection of additional post-DEIS survey information and updated mapping revealed that DEIS Alternative C would have impacted approximately 12 acres (including 3 golf holes) of the golf course. The post-DEIS modifications to the Preferred Alternative have limited the impact to this property.

The two medical centers closest to the Preferred Alternative are the St. Cloud Hospital (1406 - 6th Avenue, St. Cloud) and the Monticello-Big Lake Hospital (1013 Hard Boulevard, Monticello). There are no senior dining services within the Preferred Alternative area; refer to the DEIS for information on those located within the larger study area.

Fire and emergency services are provided in the cities of Clear Lake and Clearwater by the respective city fire departments. Clear Lake provides services on both sides of TH 10 to Clear Lake Township. The Clearwater Volunteer Fire Department provides emergency first response to all of Clearwater Township and a majority of Lyndon Township, for crashes on I-94 from Hasty to St. Augusta, and for crashes on TH 24 from the Clearwater Township border to the Mississippi River.

The portion of the corridor area near Clear Lake and Clearwater is within Independent School District 742. Elementary students from the Clearwater and Clear Lake areas attend Clearview Elementary School; junior high and high school students attend schools in St. Cloud. District staff report that students in Clearwater may opt to attend schools outside School District 742 if the receiving school district has space, but the students may be required to provide their own transportation. The receiving school district has the authority to decide whether or not to provide transportation to students from outside the district.

Transit in the study area consists of flexible fixed route and dial-a-ride services, including the Sherburne County River Rider and Tri-Cap.

The *City of Clearwater Comprehensive Plan (1996)* recommends consideration of a civic center oriented as a community gathering place adjacent to the existing City Hall. According to city staff, there has been more recent discussion of a potential community center/hockey arena in the recently annexed area south of I-94. Discussions are in the preliminary phase.

Impacts on parks and public recreation areas are discussed in Section 6.8 of this FEIS.

5.1.2 Environmental Consequences

5.1.2.1 Community Cohesion

Existing TH 24 connects the cities of Clearwater and Clear Lake to I-94 and TH 10 and provides a connection between the two cities across the Mississippi River. The highway is also used by local traffic within the two cities, including within Clearwater north and south of I-94. Each of the two cities is also bisected by TH 24. Refer to the DEIS for a discussion of the No-Build Alternative's and the three non-selected Build Alternatives' potential impacts to community cohesion. The Preferred Alternative will alleviate community impacts attributable to congestion on TH 24 in the cities of Clearwater and Clear Lake. The proposed interchange at TH 24 will reduce the potential for a "bypass" effect by providing a route into each community from the Interregional Connection.

5.1.2.2 Access

The Preferred Alternative will improve regional access by providing additional river crossing capacity within the project area. The increased crossing capacity will provide more convenient access for regional travelers and alleviate some congestion at existing river crossings. In association with these improvements, access and circulation patterns will be modified. Where reasonable alternative access cannot be provided, the affected properties will be acquired as right of way for the project, as discussed under Section 5.2.2.3 (Right of Way and Relocation) of this FEIS. A summary of access changes associated with the Preferred Alternative follows. Refer to Figure 5 for a map of how access points are related to the overall road network.

- The Preferred Alternative will maintain existing TH 24 local and interregional system access for the City of Clearwater with the full access interchange on I-94 at TH 24 and the Preferred Alternative's local access interchange on the Interregional Connection at TH 24 (a 12-foot trail has been incorporated on the TH 24 overpass bridge over the Interregional Connection, to provide pedestrian and bicycle access). Consistent with the purpose of the project and with the support of the City of Clearwater, the Preferred Alternative will divert interregional traffic, including commercial traffic, away from existing TH 24. Travelers on I-94 who are aware of shopping opportunities in Clearwater, however, will continue to have the option of using the existing full access interchange, as well as the Preferred Alternative local access interchange, to access locations within Clearwater. Similarly, interregional traffic is diverted away from downtown Clear Lake. However, travelers and local residents have the option of accessing Clear Lake from the Preferred Alternative's local access interchange or at the existing TH 10/TH 24 intersection.
- The Preferred Alternative will not provide access to CSAH 75. Continuity will be provided along CSAH 75 with the proposed provision of an overpass over the Interregional Connection. A 12-foot trail has been incorporated on the north side of the CSAH 75 overpass in order to accommodate bicycles and pedestrians.
- In order to mitigate reduced access to a property in the southeast quadrant of the CSAH 8 overpass, the project will include construction of a private access road from CSAH 8 to connect with the existing driveway. Mn/DOT has also been working with the property owners in the northwest quadrant of the CSAH 8 overpass to determine how access

can be provided to the properties at this location, as well as to future development at this location. Currently a driveway system has been planned for construction by others in this location. The details of this system (e.g., specific location) will be worked out in coordination with landowners and local government. A 12-foot trail has been incorporated on the south side of the CSAH 8 overpass in order to accommodate bicycles and pedestrians.

- No access impacts are necessary along existing TH 24 in the vicinity of the Preferred Alternative's local access interchange. Properties with access in this area will be acquired in order to construct the new interchange. Figures 3A-3C identify the driveway access points that will be perpetuated following construction of the new interchange.
- East-west travel on CR 57 will be impacted due to the necessary access management controls along the new interregional roadway. To control access, the segments of CR 57 east and west of the Preferred Alternative will be terminated with cul-de-sacs. As a result, existing north-south circulation to/from CR 57 along 70th Avenue, which is the alignment of the Preferred Alternative, will be terminated. In order to reach areas immediately east and west of the proposed interregional alignment, travelers will need to either travel northwest to use the proposed overpass at CR 76 or travel southeast to use the Preferred Alternative's local access interchange at TH 24.
- A cul-de-sac will be constructed at the existing 70th Avenue/TH 10 intersection on the south side of TH 10 in order to manage access. A proposed overpass at CR 76 will provide access to the TH 10/TH 24 intersection. Travelers may also travel to the Preferred Alternative's local access interchange, where they can travel north to the TH 10 interchange.
- A cul-de-sac will be constructed immediately north of the existing 72nd Street/TH 10 intersection. With the elimination of the existing connection to TH 10, properties along 72nd Street will need to use the existing intersection in Clear Lake at TH 10/CSAH 6.
- Properties along State Street, a parallel roadway on the south side of TH 10, will no longer have direct access to TH 10 but will be able to access TH 10 at the TH 10/TH 24 intersection in Clear Lake.
- The 70th Avenue intersection on the north side of TH 10 will be closed in order to accommodate the new TH 10 interchange. This roadway currently provides access to/from TH 10 via 72nd Street (an east-west roadway). Without the 70th Avenue connection to TH 10, properties along 72nd Street will need to use the existing intersection in Clear Lake at TH 10/CSAH 6. (Note: CSAH 6 becomes TH 24 south of TH 10).
- The CSAH 20 intersection with TH 10 will be closed to accommodate the TH 10 interchange. As a result, CSAH 20 will be realigned to the east over to CSAH 6. Design of the realignment was reviewed with Sherburne County. Access to TH 10 will be provided via CSAH 6 (the northern extension of TH 24).
- Properties along CR 66 will no longer have direct access to TH 10. A cul-de-sac will be constructed at the CR 66/TH 10 intersection requiring travelers to use the 64th Street access to TH 10.

Mn/DOT will continue to work with affected communities and residents throughout the final design process to minimize inconvenience.

5.1.2.3 Community Facilities and Services

The Preferred Alternative will have minor impacts to the continuity of local roads. Movement will be more circuitous in some cases; however, alternative access is provided and the increase in travel distance should not substantially interfere with the use of most community services. The TH 24 interchange with the Preferred Alternative will provide access for emergency service providers to reach all portions of their current service area.

The Preferred Alternative will require minor acquisition of right of way from the western and southern portions of the Clearview Elementary School property (approximately 1.7 acres). This is vacant land, and is not in use as play space or for any other active use. The Preferred Alternative will not require the acquisition of any school buildings. The proposed project would also require minor acquisition of right of way (approximately 1.3 acres) from the southeastern portion of the Eagle Trace Golf Course property (a private course). This portion is not in use for the course itself. The Preferred Alternative does not physically impact the Clearwater/Clear Lake sewage treatment facility.

Impacts on parks and recreation areas are addressed in Section 6.8 of this FEIS.

5.1.2.4 Environmental Justice

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations*, dated February 1, 1994, directs federal agencies to achieve “environmental justice as part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” The proposed project has federal funding and federal permit requirements and is considered a federal project for purposes of compliance with the Executive Order

Table 5.5 presents poverty data for the Census tract block groups affected by the Preferred Alternative; Table 5.6 presents race/ethnicity data for the census tract block groups within the Preferred Alternative corridor. The Census tract block groups affected by the Preferred Alternative have relatively low numbers and percentages of low-income and minority persons.

Based on a review of the project area’s 2000 Census data and conversations with local officials—and in accordance with Executive Order 12898—it has been determined that the proposed action will not have disproportionately high and adverse human health or environmental effects to concentrations of minority or low income populations. No substantial increase in the population of low-income or minority persons is anticipated by city officials (including Clear Lake and Clearwater) in the future. Refer to the DEIS for a detailed discussion of the process and population characteristics that were studied to make this determination.

5.1.3 Mitigation of Social and Community Impacts

Impacts on community cohesion, access, and community facilities and services discussed in the previous sections are mitigated by the provision of alternate local access. It is anticipated that no community facilities will have to be acquired. Mitigation of park and recreation impacts is discussed in Section 6.8 of this FEIS, and right of way acquisition and relocation efforts are discussed in Sections 5.2.2.3 and 5.2.3 below.

**TABLE 5.5
PERSONS WITH INCOMES BELOW POVERTY LEVEL**

Census Tract, Block Group	Total Population Providing Income Data, 1999	Persons with Incomes Below Poverty Level, 1999	
		Number	Percent
303, BG4 (Sherburne)	1,551	17	1
303, BG5 (Sherburne)	1,256	5	0
1003, BG1 (Wright)	1,335	103	8
Total:	4,142	125	3
Sherburne County	62,711	2,776	4
Wright County	88,910	4,211	5
Total affected Counties	151,621	6,987	5

**TABLE 5.6
PERCENTAGE OF NON-WHITE AND HISPANIC PERSONS**

Census Tract, Block Group	Total Population Providing Race/Ethnicity Data, 1999	Non-white persons (includes non-white Hispanic persons), 1999		Hispanic (white and non-white), 1999	
		Number	Percent	Number	Percent
303, BG4 (Sherburne)	1,551	41	3	27	2
303, BG5 (Sherburne)	1,274	12	1	2	0
1003, BG1 (Wright)	1,310	39	3	12	1
Total	4,135	92	2	41	1
Sherburne County	64,417	2,109	3	709	1
Wright County	89,986	1,931	2	994	1
Total affected Counties	154,403	4,040	3	1,703	1

5.2 LAND USE

5.2.1 Affected Environment

5.2.1.1 Existing Land Uses

This section discusses land uses and the control thereof for both the Preferred Alternative project area (i.e., the cities and townships of Clear Lake and Clear Water, and Sherburne and Wright Counties) and, where necessary, for areas beyond what was identified as the study area in the DEIS (before identification of the Preferred Alternative). The discussion of land use in this FEIS responds to comments and concerns raised by the MnDNR and the Region 5 division of the U.S. EPA during the DEIS review process regarding the potential for the proposed project to have indirect and cumulative impacts.

Existing land use along the southern portion of the Preferred Alternative corridor is agricultural and rural residential, including a small concentration of homes along CSAH 75, public recreational uses and a private golf course. The Preferred Alternative corridor is located at the less urbanized southern limits of the City of Clearwater; it crosses through the Mississippi River

Scenic Riverway, which is part of the state Wild and Scenic Rivers System. Where the Preferred Alternative approaches TH 10, the land use is primarily agricultural and rural residential with some isolated commercial uses and an elementary school.

5.2.1.2 Land Use Planning

The existing land uses described above may change by the time the Preferred Alternative's construction is scheduled to occur (approximately in 2015). Local land use planning decisions will determine the type of land uses adjacent to the Preferred Alternative corridor in the future.

Local land use planning will guide the development of the immediate project area, both before and after construction of the Preferred Alternative. Land use in the project area is regulated by the cities of Clearwater and Clear Lake, and Sherburne and Wright counties, through their zoning and subdivision ordinances. More detailed information on the planning controls currently in place are summarized, by jurisdiction, below. In some instances, joint planning between the respective cities and townships has occurred, or is planned to occur. These plans and others are described below.

5.2.1.2.1 City of Clearwater

The City of Clearwater prepared a Comprehensive Plan, completed in 1996 and updated in 1999. It established goals and policies for many areas of local planning, including Land Use. The Land Use Plan component established general growth and expansion areas, in addition to goals and objectives to guide Clearwater's future development. The Plan recognizes the potential for change, due to a bypass of Clearwater's downtown business district as part of this proposed project, and encourages development of highway service and local/regional business along the TH 24 corridor in order to account for this change.

The 1999 Comprehensive Plan includes a goal of protecting natural resources within the city, including the Mississippi River corridor. As part of this goal, the city seeks to "ensure private development initiatives do not encroach on environmentally sensitive shorelands or disturb the natural habitats and ecosystems of the river locally, as well as downstream." A series of planning objectives and policies were adopted to achieve this goal. These policies and objectives focus on protecting all environmentally sensitive areas and geographic features, ensuring that land development is compatible with features of the natural environment and can be accommodated without long-term adverse impacts, protecting groundwater and soils from contamination, and establishing cost-effective solid waste management practices.

The city is in the initial stages of updating its 1999 Comprehensive Plan to reflect new planning directions, including the proposed interregional river crossing alignment.

5.2.1.2.2 City of Clearwater/Clearwater Township

The City of Clearwater and Clearwater Township have signed a joint resolution establishing an area of the township for orderly annexation, called the Orderly Annexation Area (OAA). The purpose of the resolution is to annex properties abutting the city in order for the city to provide municipal water and municipal sanitary sewer service in an orderly manner. Various circumstances by which annexation will occur are detailed in the joint resolution. After

annexation, the city has three years to provide municipal water and sanitary sewer service to the annexed property. A Joint Planning Board has been established to exercise the planning and land use control authority within the OAA. The Wright County planning, zoning and subdivision controls remain in effect for all land within the OAA in the interim.

5.2.1.2.3 Clearwater Township

Clearwater Township has no independent authority over land use or zoning issues, but is guided by Wright County planning and zoning.

5.2.1.2.4 Wright County

Land use in the project area is designated as Agricultural/Residential, with minimum residential lot sizes established at five acres. A "Major Growth Area" has been identified and is referred to as "Clearwater Development Inc." In discussions with Wright County staff, it was indicated that any residential development that did occur in the project area, outside of the OAA as discussed above, would be large lot development, served by individual septic systems.

5.2.1.2.5 Cities of Clearwater/Clear Lake

The cities of Clearwater and Clear Lake have signed a Joint Powers Agreement (1975), the purpose of which is "the joint acquisition of waste water disposal facilities." A Clear Lake-Clearwater Sewer Authority was established to administer this agreement. In conversations with the City of Clear Lake, there is ongoing planning for water disposal/quality issues, with a planned expansion of this facility by November 2006 to serve anticipated development.

The cities acknowledge their existing connections along the I-94/TH 10 growth corridor and anticipate future growth and development pressures. They have worked to coordinate future land use and development plans to achieve orderly development of the project area.

5.2.1.2.6 City of Clear Lake

The City of Clear Lake completed a Comprehensive Plan in 1999. This document, along with its zoning ordinance, establishes goals and policies for many areas of local planning. Similar to the City of Clearwater's Comprehensive Plan, plan components establish goals and objectives for future growth to ensure that it occurs in an "orderly, economic and efficient manner."

Natural resource protection is a goal of Clear Lake's Comprehensive Plan. Protected waters, wetlands and floodplains are mapped with the objective of "protect[ing] all environmentally sensitive areas and unique physical features." An additional goal is to ensure that "development initiatives do not encroach on sensitive habitats or ecosystems of the natural environment both within a local and regional context." A series of planning objectives and policies were adopted to achieve this goal. These objectives and policies focus on ensuring that development is compatible with features of the natural environment, and restrict new development and the expansion of existing activities where environmental damage may result.

The City is in the midst of updating its Comprehensive Plan to reflect new planning directions, including the proposed interregional river crossing corridor.

5.2.1.2.7 City of Clear Lake/Clear Lake Township

The city and township are in the midst of developing an orderly annexation agreement to guide expansion of urban services as the city/township develop.

5.2.1.2.8 Clear Lake Township

Clear Lake Township has no independent authority over land use or zoning issues, but is guided by Sherburne County planning and zoning.

5.2.1.2.9 Sherburne County

All land in the project area is zoned Agricultural. Some limited residential development is allowed on "wooded lots" (presumably not farmed) at five-acre minimum densities, with a maximum of three lots per subdivided parcel. These lots would be served by septic systems.

5.2.2 Environmental Consequences

The Preferred Alternative will have direct impacts (i.e., conversion of land to highway use) on agricultural, rural residential and natural open space, as well as on commercial land. Mn/DOT has worked with local communities to provide project information that can inform local plan updates.

5.2.2.1 Parks

The Preferred Alternative does not result in any impacts to parks or recreational facilities. Refer to Section 6.8 of this FEIS for a detailed discussion of the alignment's relationship to parks and recreation areas.

5.2.2.2 Farmland

Refer to Section 6.3 of this FEIS for a discussion of the project's impacts on farmland.

5.2.2.3 Right of Way and Relocation

The Preferred Alternative will require the acquisition of property for right of way. A fee acquisition strip was assumed for estimating purposes. No temporary easements have been taken into consideration at this time. Project staff will work with local officials if the need is identified for official mapping to preserve right of way.

The identification of property impacted and the associated property lines were established utilizing county and local GIS information along with property identification numbers (PINs). Parcels are considered to be total acquisitions when the entire tract is within the fee area ("acquisition area") or when land and primary structures are within the acquisition area, even if other land remains beyond the acquisition area and the remainder appears to be a non-buildable lot. Furthermore, multiple contiguous parcels of the same land classification that are under the same ownership are counted as one acquisition. In all other cases, where portions of the parcel lay both within and outside of the acquisition area, partial acquisitions are assumed. Access will be available to all parcels that are not acquired via alternative routes.

Tables 5.7 and 5.8 present the data for total acquisition and partial acquisition costs. The numbers presented are based on the fact that, in some cases, land beyond the project area's

construction limits is anticipated to be acquired (resulting in greater right of way acreage than required solely from the project's construction limits). However, this increased acreage is likely to reflect a worst-case impact, since in some cases Mn/DOT acquires an entire property when only a portion will be directly impacted by the project. Any remnants will be released for sale by Mn/DOT.

For purposes of the FEIS analysis, the coverage of residential/agricultural impacts under the DEIS' "agricultural" land use type was expanded. A "residential/agricultural" land use type was added to Tables 5.7 and 5.8 to represent the potential impacts to the residences on these agricultural properties. This FEIS analysis indicates that total acquisition will be required for seven "residential" properties; in addition, five "residential/agricultural" properties will be acquired for the project. The FEIS analysis therefore finds potential total acquisition impacts to 12 residential properties when combining impacts to "residential" and "residential/agricultural" categories (the DEIS estimated that 15 residential properties would be acquired). The FEIS analysis determined that one additional agricultural property will be impacted by the Preferred Alternative (resulting in an increase from three to four since the DEIS).

The DEIS identified five potential commercial acquisitions for Alternative C. The FEIS analysis for the Preferred Alternative concluded that the post-DEIS design modifications avoided two of those five commercial properties. In addition, the classification of two of the originally identified commercial properties was corrected; these two were re-assigned as residential/agricultural properties and will only sustain partial acquisitions. Therefore, only one commercial property will be acquired for the Preferred Alternative. No partial impacts to any commercial properties are anticipated.

The FEIS analysis also identified three additional land use types to be impacted by the Preferred Alternative – municipal (two total acquisitions); public (one partial acquisition) and a private golf course (one partial acquisition).

Based on the FEIS analysis, right of way for the Preferred Alternative will affect 49 parcels (19 total acquisitions, 30 partial acquisitions) and a total acquisition of approximately 508 acres (210 acres of total acquisitions, 298 acres of partial acquisitions). The DEIS concluded that the project would involve 23 total acquisitions; it did not enumerate the acreage or number of parcels that would be partially acquired.

Residents being displaced will receive relocation assistance services from Mn/DOT and are entitled to reimbursements for certain expenses such as moving costs and replacement housing costs. Replacement housing units must be "decent, safe and sanitary" and must be functionally equivalent to the present dwelling with respect to the number of rooms and living space, location and general improvements. Although an adequate supply of comparable replacement housing sites can generally be found (with regard to price, size, and occupancy status), an administrative process called Last Resort Housing is available to address situations where the supply of replacement sites is inadequate. Last Resort Housing guarantees that comparable housing would be provided before the owner is required to move. In the event sufficient comparable replacement housing is not available, Mn/DOT commits to Last Resort Housing. All displacees would receive adequate time and notice to relocate.

Economic and fiscal impacts of right of way acquisition are discussed in Section 5.3.2 of this FEIS.

**TABLE 5.7
SUMMARY OF TOTAL ACQUISITIONS**

	Residential	Residential/ Agricultural⁽¹⁾	Agricultural	Commercial	Municipal⁽²⁾	TOTAL
Total Acquisition, Parcels (Acreage)⁽³⁾	7 (13.81)	5 (118.49)	4 (55.11)	1 (17.10)	2 (5.96)	19 (210.47)
Estimated Market Value (rounded to nearest 1000)	\$1,319,000	\$2,355,000	\$342,000	\$113,000	\$26,000	\$4,154,000
Estimated Acquisition/Relocation Cost⁽⁴⁾ (rounded to nearest 1000)	\$1,529,000	\$2,485,000	\$372,000	\$163,000	\$26,000	\$4,575,000

Note: ⁽¹⁾ Residential/Agricultural acquisitions involve the total acquisition of property, which includes a homesteaded property and agricultural land.

⁽²⁾ Properties owned by Village and Township of Clear Lake.

⁽³⁾ Acreage is total area estimated to be acquired for right of way; unused remnants will be released by Mn/DOT.

⁽⁴⁾ Estimated Acquisition/Relocation Cost includes the Estimated Market value plus anticipated relocation costs.

**TABLE 5.8
SUMMARY OF PARTIAL ACQUISITIONS**

	Residential	Residential/ Agricultural⁽¹⁾	Agricultural	Commercial	Public⁽²⁾	Golf Course	TOTAL
Partial Acquisition, Parcels (Acreage)⁽³⁾	5 (11.27)	10 (103.99)	13 (179.57)	N/A	1 (1.66)	1 (1.30)	30 (297.79)
Estimated Market Value (rounded to nearest 1000)	\$288,000	\$973,000	\$1,431,000	N/A	\$787,000	\$20,000	\$3,499,000

Note: ⁽¹⁾ Residential/Agricultural property includes a homesteaded property and agricultural land.

⁽²⁾ Clearview Elementary School property acquisition.

⁽³⁾ Acreage is total area estimated to be acquired for right of way.

5.2.3 Mitigation

All right of way acquisition and relocation will be in accordance with the Uniform Relocation and Real Property Acquisition Act of 1970, as amended by the Surface Transportation and Uniform Relocation Assistance Act of 1987 and 49 Code of Federal Regulations, Part 24. Two booklets entitled *Relocation: Your Rights and Benefits* and the *Guidebook for Property Owners* have been produced by Mn/DOT to provide information to property owners and potential displacees on their rights and benefits under the Uniform Act, including the Relocation Assistance Program. These documents are available from the Mn/DOT Office of Land Management. Mn/DOT relocation advisers provide information on programs and benefits to, and develop individual relocation plans for, relocatees. Relocation resources are available to all residential and business relocatees without discrimination.

One commercial business will be displaced by the Preferred Alternative. The acquisition of this business will be conducted in accordance with Mn/DOT policy for business acquisition.

Twelve homes (seven residential properties, plus five residential/agricultural properties) are being acquired in the project area. Currently there is adequate housing of a similar price range in the area to provide replacement housing for those residents displaced by the project.

Mn/DOT will work with business owners, including farm business owners, to find a suitable relocation site. Property owners will be eligible for appraisal reimbursement. In addition, affected business owners will be reimbursed for actual reasonable moving costs, reestablishment costs and costs incurred in identifying a replacement site. Detailed eligibility benefits are explained at individual meetings.

Because the Preferred Alternative does not result in any impacts to parks and recreation areas, no mitigation for these resources is required. See Section 6.8 of this FEIS for additional discussion of parks and recreational areas. Mitigation of impacts on farmland is addressed in Section 6.3 of this FEIS.

5.3 ECONOMIC IMPACTS

5.3.1 Affected Environment

Table 5.9 presents existing (2000) and projected (2040) job levels for the cities and townships most directly affected by the project.

**TABLE 5.9
2040 EMPLOYMENT PROJECTIONS FOR CITIES AND TOWNSHIPS
IN THE PROJECT AREA**

Jurisdiction	2000 Employment	Projected 2040 Employment	Employment Change 2000-2040
Clearwater	533	1,250	717
Clearwater Township	427	625	198
Clear Lake	138	225	87
Clear Lake Township	113	1,050	937
Total	1,211	3,150	1,939

The total property taxes payable (2006) for the City of Clearwater and the two counties in the Preferred Alternative area are listed below. The City of Clear Lake’s property taxes are assessed by Sherburne County and are therefore included in the County’s total.

- Sherburne County: \$ 107.1 million
- Wright County: \$ 123.0 million
- City of Clearwater: \$ 0.98 million

5.3.2 Environmental Consequences

5.3.2.1 Business and Job Impacts

The DEIS identified a conservative total acquisition estimate for five commercial properties. Additional information obtained during the FEIS analysis reduced this estimate to one total commercial property acquisition. The commercial property (an auction barn) is owned by the Central Minnesota Agriculture Association, Inc. An estimate of the number of employees affected identifies the potential for loss of fewer than five part time employment positions and no full time employment positions.

As shown in Table 5.9, there is an expectation of an increase of 1,939 jobs in the most directly affected communities by 2040. This anticipated growth and the availability of undeveloped land in all of the communities indicates capacity within the project area to compensate for the commercial jobs that will be displaced as a result of the project.

The impact of job loss will be localized. The Preferred Alternative will divert regional traffic away from TH 24, which will have some impact on existing businesses, as recognized in the *City of Clearwater Comprehensive Plan*. Similarly, the Preferred Alternative will direct regional traffic away from downtown Clear Lake, which could affect existing business there. However, traffic forecasts indicate that much of the initial loss of regional traffic will be replaced by local traffic. The local access interchange on the Preferred Alternative at TH 24 will provide convenient access to both communities from the Interregional Connection.

5.3.2.2 Fiscal Impacts

As is further discussed in Section 5.2.2.3 above, the Preferred Alternative will result in the total acquisition of 19 parcels. Table 5.10 presents taxes payable for the affected properties by county, as well as total 2006 taxes payable for each county. The difference between the tax losses estimated in the DEIS and the estimates provided here are attributed to the fact that the FEIS used more definitive and detailed property information, as well as updated tax figures.

**TABLE 5.10
TAXES PAYABLE–TOTAL ACQUISITION PROPERTIES**

Preferred Alternative – Jurisdiction	Estimated Tax Loss on Total Acquisitions (2006 Taxes Payable)	Total 2006 County Taxes Payable (Million)	Estimated Tax Loss as a Percentage of 2006 Total County Taxes Payable
Sherburne County	\$17,862 ⁽¹⁾	\$107.1	.01%
Wright County	\$5,192 ⁽²⁾	\$123.0	<.01%

⁽¹⁾ DEIS estimated tax loss of \$16,268 in Sherburne County (2002 taxes payable).

⁽²⁾ DEIS estimated tax loss of \$14,466 in Wright County (2003 taxes payable).

5.3.3 Mitigation

As discussed above in Section 5.2.3, Mn/DOT will work with business owners, including farm business owners, to find a suitable relocation site. Property owners would be eligible for appraisal reimbursement. In addition, affected business owners are reimbursed for actual reasonable moving costs, reestablishment costs and costs incurred in identifying a replacement site. It is possible that businesses, jobs and tax base lost as a result of the project could be offset by new development occurring within the affected communities. In addition, impacts on both Clear Lake and Clearwater downtowns due to the bypass effect of the new interregional connection would be offset by improved traffic conditions in those downtown areas, due to less interregional traffic.