



FDM 25-20-1 Mitigation Measures

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When an adverse impact on the socio-economic environment is identified and evaluated, some form of mitigation is often desirable to reduce or eliminate the impact. Mitigation normally involves one or a combination of factors such as Planning Measures, Design Measures, Access Control Measures, and Financial Measures. Other mitigative measures can also be promoted, even though they are generally outside the powers of the WisDOT to implement.

1.1 Planning Measures

When it is apparent that proposed transportation improvements would impact the socio-economic environment of a community it should be determined whether or not there are alternatives that would reduce or eliminate adverse effects. This may involve actions such as a change in the proposed alignment away from the most severely impacted areas. No clear set of criteria exists to provide a standard that would automatically trigger realignment considerations. Nevertheless, the possibility of realignment for socio-economic reasons should be considered when the anticipated impacts warrant such a decision or whenever significant controversy regarding a proposal has developed.

Land use control through zoning is a potential mitigative measure that is often overlooked. Though WisDOT has no authority to control land use outside of its right-of-way, it can recommend to the local unit of government zoning changes that would promote compatible land uses and help reduce or avoid undesirable socio-economic impacts. Another planning measure that can reduce socio-economic impacts is to acquire, as part of the project right-of-way, sufficient land to provide for the inclusion of a buffer zone designed as an integral part of the highway improvement.

1.2 Design Measures

The joint development of a right-of-way with two or more modes of transportation or utilities can result in the reduction of right-of-way acquisition and, consequently, the socio-economic impacts on a community. For example, the use of excess right-of-way for the joint development of adjacent park or recreation facilities can result in positive impacts. However, a number of steps involving coordination with a variety of governmental agencies and the private sector must be conducted prior to any decision to attempt joint development of right-of-way.

Roadway design elements that reduce right-of-way requirements can reduce the project's impact on a community's housing stock abutting the transportation improvement.

1.3 Access Control Measures

Control of access to a transportation facility is a measure that can be used to lessen the need for future improvements. Sections 84.29, 84.295, f 84.25, 86.07 (and Chapter Hwy 31, Wisconsin Administrative Code), and Section 236.13 (and Chapter 33, Wisconsin Administrative Code) all refer to access control measures that can be used to designate, maintain, or reduce the type and number of access points to highways of different functional classifications.

1.4 Financial Measures

This mitigation measure is most often associated with relocation assistance. Specifically, relocation assistance requirements specify:

"... that persons displaced by any public project be fairly compensated by payment for the property acquired and other losses hereinafter described and suffered as a result of programs designed for the benefit of the public as a whole;... payment of such relocation assistance and assistance in the acquisition of replacement housing [and business sites] are proper costs of the construction of public improvements." [Excerpted from Section 32.19(1), Wisconsin Statutes.]

Persons displaced by a transportation improvement are entitled to reasonable moving expenses and replacement facility payments in relation to whether or not they own or rent the building they are in. For more information, see [Chapter 5 of the Real Estate Program Manual \(REPM\)](#). The environmental document does not discuss individual acquisition situations but should state that the required federal/state acquisition and relocation procedures will be followed.

In any case involving acquisition of homes or businesses, coordination with the Region and BTS Statewide Relocation Program Coordinator is necessary as part of the project development process. Impact mitigation measures must be considered in all cases where an impact is expected to occur. Those shown above are the most common, but do not constitute all that can be done. It should be remembered that as each transportation improvement is unique, so are its impacts and potential mitigative measures.