

### 3.21 Relationship Between Local Short-Term Uses of Man's Environment and the Maintenance and Enhancement of Long-Term Productivity

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Short-term uses of the environment would generally be those associated with construction of the proposed project. Construction of the proposed project would involve the short-term use of resources such as labor and land for construction staging and storage of materials. As with any major construction activity, temporary disturbances are expected to occur. Such disturbances would consist of temporary construction noise, vibration, and visual impacts, temporary disruption of local traffic, and disruption to business and residential access within proposed construction areas.

The negative short-term effects stated above are of minor concern when compared with the positive effects of the proposed project. The long-term effects would be a shorter and safer route connecting I-55 in Illinois with I-65 in Indiana, and the creation of an environment that is supportive of economic growth that would include the potential for increased tax revenues and employment in the Study Area. The long-term benefits of the proposed Illiana Corridor are consistent with the use of resources and the short-term impacts upon the areas involved, and far outweigh the negative aspects.

The proposed project would contribute to the maintenance and enhancement of long-term productivity for the communities in the Study Area by providing improved local and regional accessibility and reduced traffic congestion on area roads. Increased travel speeds would save motorists time and lower vehicle operation costs.

### 3.22 Irreversible and Irretrievable Commitment of Resources

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Constructing the Illiana Corridor would involve an irreversible commitment of many irretrievable resources. Some of these resources include land, natural resources, construction materials, energy, and manpower. Land used in the construction of the proposed project is considered an irretrievable resource along with everything below the surface.

Construction of a new transportation facility would require the permanent and irreversible removal of various natural resources located within the project right-of-way. These natural resources include trees, vegetation, wetlands and floodplains. Implementation of mitigation measures would reduce the impacts over time. Large amounts of other natural resources such as fossil fuels, aggregate cement, asphalt, sand, iron, and carbon would also be required to construct the proposed project.

Resources in the Study Area that are in the category of irretrievable resources include sand, gravel, limestone deposits, and farmland. These resources are generally viewed as income producing commodities. While the land above the deposits is used for a transportation project, or other secondary development, these deposits would not be available for use; unless these deposits are extracted using relatively new below ground

extraction techniques that would keep in place a sufficient overburden to ensure the stability of a roadway or other transportation facility. Extraction of these types of deposits is irreversible. In addition, farmland that is directly used for a transportation facility would not be available for continued farm operations.

Fabrication of construction materials and operation of construction machinery would require energy derived primarily from fossil fuels. Similar to other mineral resources, fossil fuels are an irretrievable resource, the use of which is unrecoverable.

Additionally, large amounts of labor are used in the fabrication and preparation of construction materials. These materials are generally not retrievable. However, they are not in short supply and their use in this project would not adversely affect their future availability.

State and federal funds and manpower used to build the proposed project would represent an irretrievable monetary commitment. However, the long-term economic and traffic benefits expected to result from the proposed project would outweigh this initial investment.

Overall, the use of these resources is warranted in conjunction with the Illiana Corridor because the construction of the project would produce an overall improved transportation system to the Region. Appropriate planning during the design of a new transportation facility would help minimize impacts to various natural resources, while implementation of mitigation measures would help offset unavoidable impacts to those resources otherwise protected by statute.