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## TABLE OF CONTENTS

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	<u>Page</u>
4.22 RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF THE ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY .....	4.22-1
4.22.1 No Action Alternative.....	4.22-1
4.22.2 Freeway Alternative, Tollway Alternative, Regional Arterial Alternative, and Combined Alternative (Recommended Alternative).....	4.22-1



Northwest Corridor  
A TRANSPORTATION ENVIRONMENTAL STUDY

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## ***4.22 RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF THE ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY***

Implementation of any of the four build alternatives could involve short-term uses of the environment to reach the long-term productivity gains and benefits offered by that alternative. The uses and benefits vary among the No Action Alternative and the four build alternatives.

### **4.22.1 NO ACTION ALTERNATIVE**

The No Action Alternative would have no planned short-term uses of the environment because no changes to the transportation system within study area would be made. It should be noted that the No Action Alternative would eventually lead to replacement of existing highway and street infrastructure, and that these activities could involve short-term uses similar to the build alternatives from other unrelated actions. The No Action Alternative also would not provide long-term productivity enhancement because the current deficiencies in the study area, as described in the project Purpose and Need (see **Chapter 1**), would still exist. In fact, long-term productivity would be expected to decrease because increased traffic would place greater demand on un-improved roads. The No Action Alternative would involve the fewest short-term uses of the environment, but would provide the fewest long-term productivity increases. This alternative would not fulfill the project Purpose and Need.

### **4.22.2 FREEWAY ALTERNATIVE, TOLLWAY ALTERNATIVE, REGIONAL ARTERIAL ALTERNATIVE, AND COMBINED ALTERNATIVE (RECOMMENDED ALTERNATIVE)**

Because the four build alternatives (Freeway Alternative, Tollway Alternative, Regional Arterial Alternative, and Combined Alternative [Recommended Alternative]) would have similar short-term uses and long-term benefits, they are discussed together. Each of these alternatives would involve a substantial amount of construction for roads and associated improvements. Therefore, some of the short-term uses of the environment that are typical of road construction would be necessary and could include:

- Loss of soil through erosion and fugitive dust.
- Temporary disruption of traffic and business in the construction area.
- Temporary undesirable viewsheds and aesthetics.
- Temporary noise impacts.

Each of the four build alternatives would achieve the project Purpose and Need somewhat differently. However, they would reach the same general goals of providing long-term transportation benefits (see **Chapter 1**). The overall goals and corridor shortcomings were discussed. Some of the long-term productivity benefits expected from these alternatives include:

- Improving safety for the traveling public.
- Increasing the efficiency of a critical transportation corridor.
- Modernizing transportation infrastructure to accommodate future demands.
- Creating a more environmentally friendly and aesthetically pleasing transportation corridor.
- Improving the energy efficiency of vehicle movement through the study area.
- Improving corridor air quality by reducing traffic congestion.

The transportation improvements associated with the build alternatives are consistent with the state and local comprehensive planning that considers the need for present and future traffic requirements in the context of present and future land use development. Therefore, the local short-term impacts and use of resources by the four build alternatives are consistent with the maintenance and enhancement of long-term productivity for the study area.