

## 4.24 SHORT-TERM VS. LONG-TERM IMPACTS

### Summary

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All of the build packages involve tradeoffs between short-term uses of the environment and enhancement of long-term productivity. For the purpose of this evaluation, short-term uses of the environment are defined as uses associated with the construction of the package elements.

Short-term impacts will occur over the construction period, depending on the availability of funding (see Chapter 8, Phased Project Implementation). Long-term impacts are defined as the project consequences, both adverse and beneficial, that would occur post-construction of a package element. Based on the definition above, short-term uses of the environment would include:

- Disruption of neighborhoods, increased noise, dust, and visual degradation during construction.
- Temporary degradation of air quality due to fugitive dust during construction.
- Temporary degradation of water quality due to in-stream construction for bridge construction.
- Loss of trees and other natural cover during construction.
- Temporary impacts to wetlands or other water features. These features would be returned to their pre-construction, or better, condition.
- Employment opportunities associated with 2,700 to 3,000 jobs created during the construction phase.

Based on the definition above, long-term productivity that would be maintained or enhanced by the build packages and long-term losses and adverse consequences as a result of the build packages include:

- Improved mobility and safety on United States Highway 36 (US 36) which are effectively equal for Package 2 and the Combined Alternative Package (Preferred Alternative), and slightly better for Package 4.
- Loss of some wildlife due to the loss of habitat.
- Loss of some riparian habitat.
- Improved bike and pedestrian access along the US 36 corridor.
- Savings in travel time and increased worker productivity, which are effectively equal for Package 2 and the Combined Alternative Package (Preferred Alternative), and slightly better for Package 4.
- Loss of 232 to 637 acres of additional property required for right-of-way acquisition.
- Relocation of approximately 65 to 202 homes, and from 24 to 138 businesses and associated impacts due to shifts of housing and businesses within neighborhoods.
- Loss of 21 to 28 acres of wetlands (that would be replaced in other areas).
- Loss of 106 to 123 acres of sensitive habitats.
- Direct impacts, including property acquisition, of 42 to 52 acres of public parks and open space.
- Loss of soil due to erosion during construction.
- Visual impacts due to new lanes and structures.
- Changes in visual quality due to wider pavements, more structures, from 97,300 to 107,300 linear feet of retaining walls, and transit stations.

