



### **5.26 Short-Term Uses versus Long-Term Productivity**

The short-term uses associated with construction of I-69 are typical of highway construction and would be very similar for any of the Section 2 alternatives. There would potentially be temporary adverse impacts on air, water, and the natural landscape. Highway construction involves noise, air pollution (especially dust), erosion, sedimentation, and local degradations in water quality. The appearance of construction machinery and the disturbed landscape created during construction would be aesthetically displeasing to persons in the area. Individuals would be displaced from the right-of-way and businesses depending on drive-by traffic on local roads could lose customers as traffic diverts to the Interstate. In addition, demand for raw materials for highway construction could lead to increased costs of those materials in the short-term.

As noted in previous sections, Best Management Practices (BMPs) would be employed during construction to minimize impacts to the environment, and relocation assistance would be available to those being displaced.

Regarding long-term productivity, loss of agricultural land to right-of-way would be a permanent loss of agricultural production on that land. Between 1,798 and 1,843 acres of land would be acquired for right-of-way (1,824 acres with the Preferred Alternative), of which between 1,120 and 1,204 acres (1,195 acres with the Preferred Alternative) would be agricultural land removed from production. This represents about 0.15 percent of the total amount of agricultural cropland in the three counties Section 2 crosses. Most, if not all, displaced residents would be able to locate in the general area from which they are being displaced. In the long run, new residents would be expected to locate in the communities served by the new roadway, as a result of an improved transportation network and jobs created from anticipated economic development. Long-term benefits of the project would be expected to include a reduction in the costs of production and shipping due to the improved transportation network.

Transportation improvements are based on state and local comprehensive plans that consider present and future traffic requirements within the context of present and future land use development. The local short-term impacts and use of resources by the project are consistent with the maintenance and enhancement of long-term productivity for the local area, the state, and—in the project’s capacity as a link in the I-69 National Corridor—the region.

The chief long-term benefits of the project are defined by the project’s Purpose and Need, as described in Chapter 2.



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