The build alternatives are based on comprehensive transportation planning that considers the need for present and future traffic movement within the context of existing and future land use development and the environment. Therefore, the local short-term impacts and use of resources by the proposed action is consistent with the maintenance and enhancement of long-term productivity.

4.16 Irreversible and Irretrievable Commitments of Resources

The build alternatives would involve committing a range of natural, physical, human, and fiscal resources. Land acquired for constructing the proposed project is considered an irreversible commitment during the period the land is used for highway purposes. Right-of-way requirements would convert land from residential, commercial, and natural environmental resource uses. Both alternatives generally are compatible with land use patterns within the study area, and adjacent land uses will remain consistent.

Fossil fuel, labor, and highway construction materials, such as steel, cement, aggregate, and asphalt, would be required during construction. Considerable labor and natural resources would be used in construction. Those resources generally are irretrievable (although they can be recycled somewhat), but their use overall would not adversely affect continued availability.

The build alternatives would require irretrievable federal, state, and local funding. Land converted from private to public uses would displace local tax revenues.

Resources are committed based on the concept that residents in the study area, region, and state would benefit from the improvements brought about by the proposed project. Improved access to commercial and industrial areas, reduced travel times, and increased economic development are expected to outweigh the commitment of resources in the long term.

4.17 Summary of Environmental Consequences

Table 4-32 summarizes the environmental effects of the No-Action Alternative and the build alternatives in combination with South Bypass Connection Options A and D. The effects would be minimized to the extent possible by using appropriate design techniques and considerations, construction methods, and mitigation measures as discussed in this document and companion technical reports.

TABLE 4-32
Summary of Environmental Consequences

	Alternative 203		Alternative 402	
	Option A	**Option D**	**Option A**	**Option D**
Length (miles)[a]	25.0	23.3	24.6	22.9
Right-of-way (acres)	1,910	1,895	1,600	1,585
Roadway construction costs	$3,061M	$2,987M	$2,405M	$2,331M
Roadway right-of-way costs	$563M	$648 M	$388 M	$473 M
Total roadway costs	$3,624M	$3,635M	$2,793M	$2,804M
Transit cost[b]	$430M	$430M	$250M	$250M