

- Additional economic benefits from construction of the EO-WB project combined with the other improvements would result in \$10.6 billion in construction costs over the 13-year period from 2013 through 2025. Annual construction costs would range from \$181 million to over \$1.3 billion. Total value added for the project would be an estimated \$11.6 billion over the construction period, while total sales volume (as measured by total output), would be \$21 billion. Between 2013 and 2025, approximately 8,000 to 13,700 jobs would be created annually; and only in the last year, as construction is completed, would jobs decrease to less than 3,000.

The Build Alternative is 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 short-term impacts and use of resources by the proposed action is consistent with the maintenance and enhancement of long-term productivity.

3.19 Irreversible and Irretrievable Commitment of Resources

The Build Alternative 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 resource uses to transportation use. The Build Alternative is generally compatible with land use patterns within the project area, and adjacent land uses would 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 Alternative would require irretrievable federal, state, and local funding. Land converted from private to public uses would reduce local tax revenues.

Resources are committed based on the concept that residents in the project area, the region, and the state 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.

3.20 Permits and Approvals

Implementation of the EO-WB project would require regulatory permits and approvals. The primary federal and state permits and approvals are listed below and briefly described in the following subsections.

- Section 404 of the CWA permit from USACE.
- Section 401 of the CWA water quality certification from IEPA.