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## **5.27 Irreversible or Irrecoverable Commitment of Resources**

Since the publication of the DEIS, no substantive changes have been made to this section. Minor changes include reference to the Refined Preferred Alternative (RPA) as described in this FEIS.

Implementing the project involves a commitment of a range of natural, human, and fiscal resources. When land becomes developed for a use other than its natural state, such as a highway facility, an irreversible commitment is made for that land. If a greater need arises for use of the land or if the highway facility is no longer needed, the land can be converted to other uses but will most likely never return to its original state. At present, it is believed that this land will remain as a highway facility for the foreseeable future.

In addition to the conversion of land into a highway facility, indirect impacts to land use are also anticipated. Indirect impacts include the conversion of farmland and forest land to commercial, residential, and other uses because of an improved transportation network. This will be especially noticeable near the new interchange locations including Ohio Street, SR 44/SR 252, Henderson Ford Road, SR 144, Smith Valley Road, County Line Road, Southport Road, and I-465/Epler Avenue. **Section 5.24** describes these indirect and cumulative impacts in more depth.

Considerable amounts of fossil fuels, labor and highway construction materials such as cement, aggregate and bituminous material will be committed to the construction of this project. Additionally, large amounts of human labor and energy resources will be used in the fabrication and preparation of construction materials. These labor and materials are generally irretrievable. However, these resources are not in short supply, and their use will not have an adverse effect on the continued availability of these resources. Any construction will also require a substantial one-time expenditure of both state and federal funds, which are irretrievable.

As is communicated in **Section 5.26**, the commitment of these resources, which are irretrievable, will result in benefits to the residents in the immediate area, state, and region from the improved quality of the transportation system. As described in **Chapter 2, Purpose and Need**, and **Chapter 6, Comparison of Alternatives**, benefits will include reductions in existing and forecasted traffic congestion, improved traffic safety, and support for local economic development initiatives. These benefits are anticipated to outweigh the commitment of these resources.

The alignment for the RPA has been developed using a broad design approach. Consideration will be given during the subsequent and more detailed design phase for use of design refinements as a measure to reduce direct impacts and/or construction costs (see **Section 5.1**). Potential impacts upon the irreversible or irretrievable commitment of resources were determined per the development of the RPA based on the initial design criteria and its associated right of way.