

VII. CONCLUSION/ PREFERRED ALTERNATIVES

The Preferred Alternative for the Blue Ball Area Transportation Project meets all the project needs and minimizes environmental impacts to the greatest extent probable. The proposed project alleviates current traffic congestion, addresses concerns with future traffic congestion, and addresses the high accident rates occurring within the corridor. With agency coordination, the roadway design went through extensive avoidance/minimization analysis to lesson impacts to the natural and cultural resources in the Blue Ball area. Avoidance of the project areas complete wetlands was not possible, but impacts, through the avoidance/minimization analyses were reduced from 1.62 acres to 1.12. Additionally, through the implementation of a concrete retaining wall, with the Preferred Alternative there are no impacts to the archaeological structures on the J.R. Weldin Archaeological Site. The Blue Ball Properties Transportation Improvement Project will impact about 1.12 acres of freshwater wetlands and have minor stream encroachments.

The No-Build Alternative does not address project need and will promote increased air quality and noise impacts that result from heavy traffic congestion. Therefore, the Preferred Alternative is recommended as the best means to meet project needs.