

***Environmental Impact Statement***  
***for***  
***US Route 51 (FAP 322) from CR 900 N (South of Pana) to CR 2150 N***  
***(East of Irvington)***

***STAKEHOLDERS INVOLVEMENT PLAN***  
***FOR***  
***AGENCY AND PUBLIC INVOLVEMENT***

***Federal Highway Administration***  
***and***  
***Illinois Department of Transportation***

***Date: December 2007***

Revision 2  
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## 1.0 *Introduction*

An Environmental Impact Statement (EIS) is being prepared for U.S. Route 51 from CR 900 N (South of Pana, IL) to CR 2150 N (East of Irvington, IL) near the IL 177/US 51 interchange. This Stakeholder Involvement Plan establishes the specific minimum points throughout the project duration at which opportunities for agency and public input will be provided, the approximate step in the project schedule that the coordination will occur, the input requested, and the general periods in which the agencies and the public will be expected to provide their input. This is a working document subject to revision and updates as the project progresses.

### 1.1 **Project Background**

US 51 is a major transportation corridor that extends the length of Illinois from Rockford to Cairo. The section of US 51 south of Decatur, currently a two-lane section, has been the subject of several studies.

In 1979/1980, a study conducted along US 51 from Decatur to I-64 determined a four-lane section was not warranted. Between 1980 and 1986, economic development initiatives spurred by the "Build Illinois" program and the completion of four-lane section improvements north of Decatur prompted a delegation of State legislators, elected city officials, and community leaders to request that the Illinois Department of Transportation (IDOT) revisit the concept of four-lane improvements from Decatur to I-64. A planning study for the corridor was completed in April 1987 concluded that based on economic development and regional connectivity, constructing four lanes along US 51 from Decatur to I-64 should be pursued to completion. Since that time, thirty-five (35) of the original one-hundred (100) miles studied have been upgraded to or are programmed to be upgraded to a four-lane section. The remaining sixty-five (65) mile section is the subject of this EIS.

A need to revisit the investigation of upgrading this section of US 51 to four lanes has been prompted by increases in US 51 traffic volumes, operational issues, and State economic initiatives. The goal of this Environmental Impact Statement (EIS) is to obtain a Record of Decision (ROD) that identifies a Preferred Alternative for a transportation improvement that will address identified transportation needs.

Funding for this EIS has been earmarked as part of the 2005 transportation bill legislation, Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The earmark provides \$2.4 million in High Priority Project funds and \$4.8 million in Transportation Improvement funds for engineering design, location and environmental studies.

The study area for this project includes the counties of Shelby, Christian, Fayette, Washington, Jefferson, Marion, and Clinton. The following communities are located in the vicinity of the US 51 study area: Pana, Oconee, Vernon, Ramsey, Vandalia, Shobonier, Patoka, Sandoval, Junction City, Central City, Centralia, Wamac and Irvington. A map of the project study area is included in Appendix A.

## **1.2 Legal Requirements**

The process for this project will meet State and Federal requirements meant to integrate environmental values and public interaction into transportation improvements. The requirements include the National Environmental Policy Act (NEPA), The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), and Context Sensitive Solutions (CSS).

The Federal Highway Administration (FHWA) and the Illinois Department of Transportation (IDOT), acting as joint lead agencies on the US 51 project, developed this SIP to meet the requirements of CSS and to address the Coordination Plan requirements of 23 USC 139(g) within the context of the NEPA process.

### **1.2.1 National Environmental Policy Act**

The Federal Highway Administration (FHWA) and the Illinois Department of Transportation (IDOT) will complete an Environmental Impact Statement (EIS) for the US 51 project in order to satisfy NEPA requirements. The NEPA process requires federal agencies to integrate environmental values into their decision making processes by considering the environmental impacts of their proposed actions and reasonable alternatives to these actions. NEPA encourages coordination with the public and resource agencies throughout the project development process.

Since the mid-1990's, Illinois has had a Statewide Implementation Agreement (SIA) in place that provides for concurrent NEPA and Section 404 (Clean Water Act) processes on Federal-aid highway projects in Illinois. The purpose of the SIA is to ensure appropriate consideration of the concerns of the Signatory Agencies as early as practical in highway project development. The Signatory Agencies are the U.S. Army Corps of Engineers (USACE), the U.S. Environmental Protection Agency (USEPA), and the U.S. Fish and Wildlife Service (USFWS) and the U.S. Coast Guard (USCG). The intent is also to involve the Illinois Environmental Protection Agency, the Illinois Department of Agriculture (IDOA), and the Illinois Department of Natural Resources (IDNR) at key decision points early in project development to minimize the potential for unforeseen issues arising during the NEPA or Section 404 permitting processes.

All federally funded highway projects that require an Individual Permit from the USACE under Section 404 of the Clean Water Act are processed under the NEPA/404 SIA. The process requires Signatory Agency concurrence at three key decision points in the NEPA process: 1) project Purpose and Need, 2) Alternatives to be carried forward, and 3) the Preferred Alternative. FHWA and IDOT will seek Signatory Agency input and concurrence at these key decision points in conjunction with public and agency involvement through the CSS process, at regularly scheduled formal concurrent NEPA/404 meetings.

### **1.2.2 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users**

On August 10, 2005, SAFETEA-LU was passed into law which established additional requirements for the environmental review process for Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) projects (Pub.L. 109-59, 119 Stat. 1144, Section 6002; codified as 23 USC §139). The environmental review process is

defined as the project development process followed when preparing a document required under the National Environmental Policy Act (NEPA), and any other applicable federal law for environmental permit, approval, review or study required for the transportation project. The SAFETEA-LU requirements apply to all FHWA and FTA transportation projects processed as an Environmental Impact Statement (EIS), and therefore, the US 51 project is subject to these requirements. 23 USC §139(g) requires the lead agencies for these projects to develop a Coordination Plan to structure public and agency participation during the environmental review process.

### 1.2.3 Context Sensitive Solutions

This project is being developed using the principles of CSS per the Illinois Department of Transportation Context Sensitive Solutions (CSS) policy and procedures. CSS is an interdisciplinary approach that seeks effective, multi-modal transportation solutions by working with stakeholders to develop, build and maintain cost-effective transportation facilities which fit into and reflect the project's surroundings – its “context”. Through early, frequent and meaningful communication with stakeholders, and a flexible and creative approach to design, the resulting projects should improve safety and mobility for the traveling public, while seeking to preserve and enhance the scenic, economic, historic, and natural qualities of the settings through which they pass. The CSS Policy requires a Stakeholder Involvement Plan (SIP) be prepared.

The FHWA and the Illinois Department of Transportation (IDOT), acting as the joint lead agencies on US 51 (FAP 322) from CR 900 N (South of Pana) to CR 2150 N (east of Irvington) developed this SIP to meet the requirements of CSS and to address the Coordination Plan requirements of 23 USC §139(g) within the context of the NEPA process.

## 2.0 Goals and Objectives

The SIP:

- Identifies the roles and responsibilities of the joint lead agencies.
- Identifies stakeholders.
- Identifies the Cooperating Agencies (CAs) and Participating Agencies (PAs) to be involved in agency coordination.
- Establishes the timing and type of coordination efforts with stakeholders, CAs, PAs and the public.
- Defines the process for Project Development Activities.

### 3.0 Agency and Public Participation

#### 3.1 Joint Lead Agencies

Per SAFETEA-LU, the joint-lead agencies for this project are FHWA and IDOT. As joint lead agencies, FHWA and IDOT are responsible for managing the environmental review process and preparing the environmental document for the project.

Agency Name	Role	Other Project Roles	Responsibilities
Federal Highway Administration	Lead Federal Agency	* NEPA/404 Agency * PSG	* Manage Environmental Review Process * Prepare EIS * Provide opportunity for public and participating/cooperating agency involvement
Illinois Department of Transportation	Joint-Lead Agency	* NEPA/404 Agency * PSG	* Manage Environmental Review Process * Prepare EIS * Provide opportunity for public and participating/cooperating agency involvement * Collect and prepare transportation and environmental data *Manage CSS Process

#### 3.2 Cooperating Agencies

Per NEPA, a cooperating agency is any Federal agency that has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project. A State or local agency of similar qualifications or, when the effects are on lands of tribal interest, a Native American tribe, may by agreement with FHWA and IDOT be a cooperating agency. Cooperating agencies are permitted to, by request of the lead agency, assume responsibility for developing information and preparing environmental analyses for topics about which they have special expertise. Furthermore, they may adopt, without re-circulating, a lead agencies' NEPA document when, after an independent review of the document, they conclude that their comments and suggestions have been satisfied. See Appendix B for a list of Cooperating Agencies and their roles and responsibilities.

#### 3.3 Participating Agencies

Per SAFETEA-LU, a participating agency is any Federal, state, tribal, regional, and local government agency that may have an interest in the project. By definition, all cooperating agencies listed in Appendix B will also be considered participating agencies. However, not all participating agencies will serve as cooperating agencies. A list of Participating Agencies and their roles and responsibilities can be found in Appendix C.

#### 3.4 Project Study Group

Per IDOT's CSS procedures, IDOT has formed a Project Study Group (PSG), an interdisciplinary technical team, for developing the US 51 project. The PSG will make the ultimate project recommendations to the leadership of IDOT and FHWA. The disciplines within the PSG will depend on the context of the project. The membership of the PSG is not static and will evolve as the understanding of the project's context does.

The primary objectives of the PSG include:

- Expedite the project development process.
- Identify and resolve project development issues.
- Promote partnership with stakeholders to address identified project needs.
- Work to develop consensus among stakeholders.
- Provide project recommendations to the joint lead agencies.

Based on initial project scope and its apparent context components, the persons listed in Appendix D will form the PSG for the U.S. 51 Project.

### 3.5 Stakeholders

Per IDOT’s CSS procedures, a stakeholder is anyone who could be affected by the project and has a stake in its outcome. This will include property owners, business owners, State and local officials, special interest groups, and motorists who utilize the facility. The role of the stakeholders is to advise the Project Study Group (PSG) and the joint lead agencies. A consensus from stakeholders is sought, but ultimately the project decisions remain the responsibility of the joint lead agencies. Consensus is defined as a majority of the stakeholders in agreement, with the minority agreeing that their input was duly considered. The PSG has identified the following as stakeholders, shown in Appendix E, for the US 51 project and may revise the list of stakeholders at any time as events warrant. The main points of contact for stakeholders are listed in the table below.

Agency Name	Name	Phone/Email	Address
Illinois Department of Transportation District 7	Sherry Phillips	217-342-8244 <a href="mailto:Sherry.Phillips@illinois.gov">Sherry.Phillips@illinois.gov</a>	IDOT District 7 400 West Wabash Effingham, IL 62401
	Matt Hirtzel	217-342-8246 <a href="mailto:Matthew.Hirtzel@illinois.gov">Matthew.Hirtzel@illinois.gov</a>	
US 51 Partners	Jerry Payonk	217-373-8900 <a href="mailto:Jerry.payonk@clark-dietz.com">Jerry.payonk@clark-dietz.com</a>	Clark Dietz, Inc. 1817 S. Neil Street, Suite 100 Champaign, IL 61820

### 4.0 Advisory Groups

Advisory groups are a subset of the stakeholders list. These groups focus on specific issues affecting specific parts of the community, such as business interests or neighborhood residents. If recommended by the stakeholders and determined necessary by the PSG, advisory groups may be formed for this project.

Each group will have a defined role during the study process and are essential to the CSS process. In general, the role of the advisory groups will be to provide input and advice in addition to assisting the PSG with building overall consensus as the project moves forward.

For this EIS, a two tiered approach to CSS and Advisory groups will be used. The first tier of CSS coordination addresses the US 51 Corridor as a whole, identifying and reaching concurrence on basic corridor and typical section elements for the route from north to

south termini. The second tier of CSS coordination approaches the individual communities within the project limits, investigating specific corridor impacts to the respective community. Advisory groups may include:

#### **4.1 Community Advisory Group (CAG)**

The CAG is comprised of the individual community's stakeholders identified by the PSG, as well as those individuals or groups expressing an interest in serving on the committee. Certain agencies identified as Participating Agencies will most likely be a member of one of these CAGs. These groups will be formed for Ramsey, Vandalia, Shobonier, Vernon, Sandoval, and the Junction City/Central City/Centralia/Wamac area. CAG involvement is critical to the CSS process.

The CAGs will be working committees. Typically, CAG meetings will have a workshop format. Throughout the design and planning process the CAG members will be required to participate in a number of workshop-style exercises developed to solicit input and garner consensus from the members when managing community issues; addressing design/environmental and technical issues; as well as defining proposed design alternatives.

A list of CAG members will be maintained throughout this project in Appendix F through Appendix K of this SIP. As CAG groups are formed the table will be populated.

#### **4.2 Regional Advisory Group (RAG)**

The RAG is comprised of selected CAG members and stakeholders that represent the interests of the individual communities along the corridor. This group is designed to bring the interests of the multiple CAGs and communities together to achieve a consensus on the project as a whole.

A Table of RAG members and their contact information will be maintained throughout this project in Appendix L of this SIP.

#### **4.3 Technical Advisory Group (TAG)**

The TAG is a specific and structured form of an advisory group with specific interests and knowledge, e.g., aesthetics, historical, agricultural, etc. They are assembled to review specific planning and design materials and advise the PSG at key milestones, before the information is finalized. TAGs will be formed for this project as necessary.

A Table of TAG members and their contact information will be maintained throughout this project in Appendix M of this SIP.

The hierarchy of the Advisory Groups as they relate to each other and as they relate to the Project Study Group and the various agencies described in Section 3.0 is identified below,

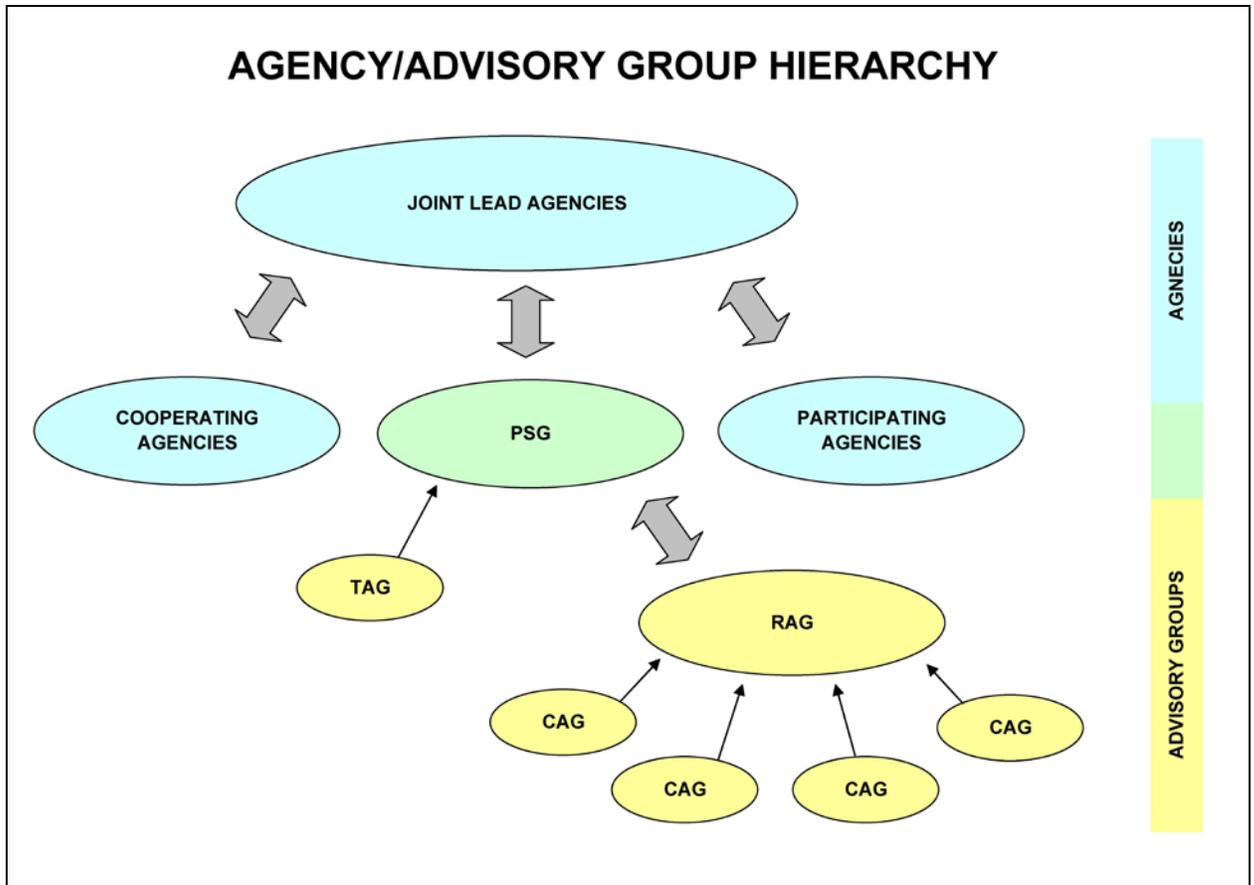


Figure 1: Agency/Advisory Group Hierarchy

## 5.0 Tentative Ground Rules

All stakeholders will operate under a set of ground rules that form the basis for the respectful interaction of all parties involved in this process. These ground rules will be established tentatively with the initiation of the SIP, but must be agreed to by the stakeholders and, therefore, may be modified based on stakeholder input. The following are tentative rules:

- All input from all participants in the process is valued and considered.
- All participants will come to the process with an open mind and participate openly and honestly.
- All participants in the process will treat each other with respect and dignity.
- The project must progress at a reasonable pace based on the original project schedule.
- All decisions of the Joint Lead Agencies must be made in a clear, transparent manner and stakeholders should agree that their input was duly considered.

## **6.0 *Project Development Activities and Stakeholder Involvement***

The intent of the public involvement requirements of NEPA, SAFETEA-LU, and CSS is to involve the stakeholders early and often throughout the project development process. The following section details the steps that will be followed to develop the EIS and the opportunities for Stakeholder involvement. As of November 2007, the project is at the first step which is for FHWA and IDOT to jointly prepare the draft SIP.

### **6.1 *Develop Draft SIP***

The draft SIP sets the framework for how the joint lead agencies will develop the project and how the stakeholders and the public will interact with the joint lead agencies and provide input into the project. The draft SIP identifies the list of potential Stakeholders in the project, potential cooperating and participating agencies, which may change as the project advances and additional stakeholders are identified. The list of stakeholders is listed in Appendix E. The key coordination points, including which agency is responsible for activities during that coordination point are identified in Appendix N.

### **6.2 *Notice of Intent (NOI)***

FHWA and IDOT will jointly prepare the NOI to prepare an Environmental Impact Statement (EIS) for this project. FHWA will ensure the NOI is published in the Federal Register.

### **6.3 *Cooperating and Participating Agency Invitation Letters***

IDOT will be responsible for sending invitation letters to all state and local agencies identified as potential participating agencies. FHWA will send invitations to Federal agencies identified as potential cooperating or participating agencies, and any non-federal agency that is identified as a potential cooperating agency. IDOT will send invitation letters to all State and local agencies identified as potential participating agencies.

IDOT and FHWA will send the invitation letters and will include information sufficient for the agencies to determine if they have any jurisdiction or authority, special expertise or interest related to the project. IDOT and FHWA will send the letters after FHWA publishes the project Notice of Intent (NOI) and after FHWA and IDOT agree on the draft SIP.

Federal agencies invited to participate will automatically be treated as participating agencies unless they submit in writing by hardcopy or email to FHWA or IDOT that they:

1. Have no jurisdiction or authority with respect to the project;
2. Have no expertise or information relevant to the project; and
3. Do not intend to submit comments on the project.

Non-federal agencies must respond to the invitation in writing by hardcopy or email within the specified timeframe (no more than 30 days) in order to be recognized as participating agencies. If FHWA and IDOT disagree with an invited agency declining to participate,

FHWA and IDOT will attempt to resolve the disagreement through established dispute resolution procedures (see Section 10).

Agencies not initially invited to participate or that have declined an invitation to participate may become involved for several reasons listed below:

- an invited agency declines to participate, but the lead agencies think the invited agency has jurisdiction or authority over the project which will effect decision making
- an agency declines invitation, but new information indicates that the agency indeed has authority, jurisdiction, special expertise, or relevant project information
- an agency declines invitation and later wants to participate, then the agency should be invited to participate, but previous decisions will not be revisited
- an agency was unintentionally left out and now wants to participate, the agency should be invited and determined whether previous decisions need to be revisited and FHWA and IDOT will determine whether previous decisions need to be revisited

Any agency that declines to be a participating agency may still comment on a project through established public involvement opportunities.

It is the responsibility of participating agencies to provide timely input throughout the environmental review process. Failure of participating agencies to raise issues in a timely manner may result in these comments not receiving the same consideration as those received at the appropriate time. FHWA and IDOT will address late comments only when doing so will not substantially disrupt the process and established timelines. If a participating agency disagrees with the methodologies FHWA and IDOT propose, they must describe a preferred alternative methodology and explain why they prefer the alternative methodology.

#### **6.4 Agency and Stakeholder Scoping**

Scoping is a formal coordination process, required by the NEPA regulations, which determines the scope of issues to be addressed and identifies the significant issues related to the proposed action. Scoping can be done by letter, phone or formal meeting. Scoping will initiate the stakeholder involvement process and involve both affected agencies and interested public. The early coordination of the scoping process melds with the principles of CSS and provides an introduction of the project to stakeholders. Agency and public scoping will be conducted concurrently.

##### **6.4.1 Agency**

IDOT will conduct scoping activities with State and Federal Resource Agencies as follows: The scoping meeting that will be held with State and Federal Environmental Resource Agencies will occur at the June 2008 NEPA/404 merger meeting.

IDOT, with input from FHWA, will be responsible for developing impact assessment methodologies to be utilized in the environmental analyses for the project. IDOT will assume primary responsibility for providing the methodologies to the cooperating and participating agencies for their review and comment. FHWA and IDOT will consider the

input of the agencies in developing the methodologies; however, the environmental review process does not require agency consensus on the methods chosen. FHWA and IDOT will determine the level of detail for the analysis. FHWA and IDOT intend this phase of the environmental review process to occur during scoping.

#### **6.4.2 Stakeholders**

IDOT will conduct Scoping activities with the general public in the form of a public information meeting held in three locations in the corridor. The three meetings will present identical information; the three locations are proposed to make it more convenient for the public to attend based on their location. The first public information meeting will introduce the project to public stakeholders and gather information on issues and concerns in the project study corridor.

IDOT will also solicit members for future involvement in the advisory groups. The content of the meeting will also describe the roles of the stakeholders in the process, discuss the ground rules of participation, provide a detailed description of the IDOT project development process. The PSG will explain how potential environmental issues will be identified and addressed during the development of the project.

IDOT will conduct scoping activities with State Legislators, Federal Legislators, City Councils, Mayors, City Managers, Economic Development Directors, Chamber of Commerce representatives, and any local, regional, statewide, or national groups with potential interest in the project as follows:

- **Meetings:** The purpose of these meetings is to share general information regarding the project and to gather input to assist in identifying and focusing on the important issues related to the project.
- **Scoping Package:** In addition to meetings, a scoping package will be sent to invited agencies. The scoping package will include an introduction to stakeholders of the CSS approach, presentation of the project timeframe and SIP for their review and comment, an explanation of advisory groups that will be formed and an explanation of their roles and responsibilities. The PSG will seek suggestions on who should be members of these advisory groups.

#### **6.5 Context Audit**

The PSG will work with the advisory groups to complete a context audit. The purpose of the context audit is to help identify various characteristics which define the context of the project. The context audit will consider not only the area's history and heritage, but environmental conditions and community goals.

#### **6.6 Problem Statement**

Drawing on the information gathered at the Scoping meeting and the community context audit, the PSG will draft a project problem statement for presentation to and refinement by the stakeholders. The project problem statement will be a comprehensive statement of the issues that can be solved by a transportation improvement in this area. The statement

must be realistic under the constraints of engineering considerations, available funding and geographic limitations. This statement must represent a consensus view.

### **6.7 Purpose and Need**

The PSG will use the problem statement and develop a preliminary outline of the project Purpose and Need (P&N).

The PSG will take the approved outline of the P&N and develop a draft P&N statement. IDOT will provide an opportunity for the Participating Agencies and the general public to provide input into the draft Purpose and Need Statement. IDOT will provide the opportunity for input into the draft P&N statement through stakeholder briefings and public information meetings. IDOT will send the participating agencies a copy of the draft P&N statement for their review and comment. The comment period will be no more than 30-days.

The PSG will then take the input received at these meetings and make any further needed refinements to the P&N statement. If major changes are made to the P&N statement at this point, additional advisory group meetings may be required. If additional meetings are not required, the IDOT and FHWA will take the P&N statement to the next regularly scheduled Concurrent NEPA/404 process meeting for Agency concurrence on the P&N statement. Upon obtaining concurrence from the NEPA/404 merger agencies, the P&N will be considered finalized for inclusion in the EIS. Ultimately, FHWA is responsible for the final decision on the purpose and need statement.

### **6.8 Alternatives Analysis**

Based upon the completed P&N, the PSG will work with the advisory groups to develop the reasonable range of alternatives. IDOT will provide an opportunity for the Participating Agencies and the general public to provide input into the Alternatives to be Carried Forward. A public meeting will be held to share the results of technical studies and the input received from the advisory groups. IDOT will provide all participating agencies a copy of the draft Alternatives to be Carried Forward for their review and comment. The comment period will be no more than 30-days.

The PSG will then take the input received from these efforts and make any further needed refinements to the Alternatives to be Carried Forward. If major changes are made to the Alternatives to be Carried Forward, additional advisory group meetings may be required. If additional meetings are not required, the IDOT and FHWA will take the Alternatives to be Carried Forward to the next regularly scheduled NEPA/404 concurrence meeting. Upon obtaining concurrence from the NEPA/404 merger agencies, the alternatives to be carried forward will be considered finalized for inclusion in the EIS. FHWA and IDOT will consider input of the public and agency; however, the environmental review process does not require agency and public consensus on the range of alternatives chosen. Ultimately, FHWA is responsible for the final decision on the alternatives to be carried forward.

## **6.9 Draft EIS**

IDOT will prepare the draft EIS in cooperation with FHWA. The P&N and the Alternatives Analysis will be incorporated into the draft EIS. Approval of the draft EIS lies solely with FHWA. FHWA will be responsible for ensuring the public availability notice is in the Federal Register and IDOT will be responsible for circulating the draft EIS for comments.

No sooner than 15-days after the draft EIS Notice of Availability is published in the Federal Register, IDOT will hold a public hearing. One (1) Public Hearing will be scheduled to be held in each geographic area of the project. It will be advertised in local newspapers and on the project website. Flyers advertising the Public Hearing will be mailed to organizations and individuals in the database. Comments on the draft EIS will be accepted for 45-days following the publication of the notice of availability in the Federal Register.

## **6.10 Preferred Alternative**

Input from the Public Hearing and public comment period will be used by IDOT and FHWA to make a decision on the selection of the Preferred Alternative and preliminary mitigation measures. The PSG will present the Preferred Alternative to the advisory group to obtain consensus. The selection of the Preferred Alternative and preliminary mitigation measures will be presented at public meetings. The final Preferred Alternative will be reached by consensus from the stakeholders and the PSG.

The PSG will then take the input received at these meetings and make any further needed refinements to the Preferred Alternative. If major changes are made to the Preferred Alternative at this point, additional advisory group meetings may be required. If additional meetings are not required, the IDOT and FHWA will take the Preferred Alternative to the next regularly scheduled Concurrent NEPA/404 process meeting for Agency concurrence on the Preferred Alternative. Upon obtaining concurrence from the NEPA/404 merger agencies, the Preferred Alternative will be considered finalized for inclusion in the EIS. Ultimately FHWA and IDOT will consider public and agency input in selecting the preferred alternative; however, the environmental review process does not require agency consensus on the preferred alternative.

## **6.11 Final EIS**

IDOT will prepare the final EIS in cooperation with FHWA. The Preferred Alternative will be identified in the final EIS. Approval of the final EIS lies solely with FHWA. FHWA will be responsible for ensuring the notice of availability is in the Federal Register and IDOT will be responsible for circulating the final EIS for the 30-day waiting period. Any comments received during the waiting period will be answered by letter or addressed in the Record or Decision.

### **6.12 Record of Decision**

IDOT will prepare the Record of Decision (ROD), allow for FHWA to provide input, and revise the ROD. However, FHWA will ultimately approve the ROD and the agency assumes responsibility for its issuance.

### **6.13 Limitations on Claims**

SAFETEA-LU Section 6002 establishes a 180-day statute of limitations (SOL) on claims against Federal agencies for certain environmental and other approval actions. The SOL established by SAFETEA-LU applies to a permit, license, or a specified approval action such as an action related to a transportation project and SOL notification is published in the Federal Register. See PART A on page 44 of the FHWA/FTA SAFETEA-LU Environmental Review Process Final Guidance (November 2006) for the FHWA Process for Implementing the Statute of Limitations. The *SAFETEA-LU Environmental Review Process Final Guidance* (November 2006) is available on the FHWA website at [www.environment.fhwa.dot.gov/strmlng/es2safetealu.asp#sec\\_6002](http://www.environment.fhwa.dot.gov/strmlng/es2safetealu.asp#sec_6002).

## **7.0 Additional Methods for Involving Stakeholders**

In addition to the input opportunities identified above, additional opportunities will be afforded to stakeholders and the public throughout the development of the EIS. Those additional opportunities may include, but are not limited to the following activities:

### **7.1 Community Groups Briefings**

Briefings with community/civic groups, business groups, or other interested groups or organizations over the course of the EIS process will be used as an opportunity to introduce the project, provide project updates, and receive public input on the project. Approximately twelve (12) community group briefings are expected to be held in the project area throughout the development of the EIS. Those meetings include presentations to the local Farm Bureau, the local Rotary, Kiwanis, or Lions Club, church groups, or town council.

### **7.2 Identification of Special Outreach Areas**

Constituents requiring special outreach to ensure they have access to information and the opportunity to make comments, regardless of their race, religion, age, income or disability, will be identified in the project area. Identification of these populations will include using census data or information obtained from groups or organizations known to have knowledge of these populations.

### **7.3 Media Relations**

Local newspapers, radio and television stations will be identified for use in disseminating information about the project. Notices and reminders of project meetings will be sent to these media outlets in advance of public meetings.

#### **7.4 Project Newsletters**

Approximately six (6) project newsletters will be prepared to keep the project area residents, business and property owners, interested citizens, civic groups, schools, local agency officials, and local public officials informed of the status of the project.

#### **7.5 Project Website Content**

The website for the project will be maintained through Neighborhood America, a web service provider with extensive experience in supporting project websites for government. The website will be updated with newsletters, public meeting announcements and transcripts, and other project information as needed. Other web-tools to be used will include a public comment service for collecting comments online through the project website. The project website address is [www.US51-IDOT.com](http://www.US51-IDOT.com).

#### **7.6 Frequently Asked Questions**

To provide direct answers to some of the most frequently asked questions (FAQs) posed by the public, FAQ sheets will be prepared and will be distributed via the project website and hardcopies will be available at briefings, public meetings and other public involvement events. These questions/answers will be updated as new information becomes available.

#### **7.7 Comment Forms**

Comment forms will be provided at all public meetings and smaller group meetings to encourage participants to provide their comments on the project. The comment form will also be available on the project website.

Comments may be provided in writing or electronically. Comments will be accepted at any time during the EIS process. All comments will be reviewed and incorporated as appropriate.

## **8.0      *Modification of the SIP***

Revisions to this SIP may be necessary. FHWA and IDOT will provide updated versions of the SIP to all stakeholders, as necessary. Agency contact information may require updating as staffing changes over time. FHWA and IDOT ask that cooperating and participating agencies provide notification if staffing and contact information changes.

FHWA and IDOT developed the timeline included in Appendix O of this SIP. Formal agency concurrence in the schedule is not required. Only FHWA and IDOT may modify the established periods in the SIP. They may lengthen the established periods only for good cause and must document the reasons for the lengthening in the administrative record. FHWA and IDOT may only shorten the established review periods in the SIP with the concurrence of affected participating and cooperating agencies. IDOT will document the cooperating agency concurrence in the administrative record.

IDOT will maintain a record of modifications to the SIP. FHWA and IDOT will make this record available to all involved agencies and the public upon request.

## **9.0      *Public Availability of the SIP***

IDOT will make the current SIP available to the public at project meetings and on the project website. Availability and notification will follow the public involvement procedures established in the Context Sensitive Solutions Policy for Illinois and the Public Involvement Guidelines in the IDOT Bureau of Design and Environment Manual (Chapter 19 available on the IDOT website at [www.dot.state.il.us/desenv/bdmanual.html](http://www.dot.state.il.us/desenv/bdmanual.html)).

## **10.0     *Agency Dispute Resolution***

FHWA and IDOT are committed to working with all agencies in the environmental review process to identify issues early and seek consensus on disagreements.

This section describes the overall project dispute resolution process that will be used by FHWA and IDOT as part of the project stakeholder involvement program. Additional, FHWA and IDOT will follow the existing dispute resolution process outlined as part of the NEPA/404 Merger agreement for resolving issues with signatory agencies.

FHWA and IDOT are committed to building stakeholder consensus for project decisions. However, if an impasse has been reached after making good-faith efforts to address unresolved concerns, FHWA and IDOT may proceed to the next stage of project development without reaching consensus. FHWA and IDOT will notify agencies of their decision and a proposed course of action. FHWA and IDOT may propose using an informal or formal dispute resolution process as described below.

### **10.1 *Informal Dispute Resolution Process***

In the case of an unresolved dispute between the agencies, FHWA and IDOT will notify all agencies of their decision and proposed course of action. The decision to move an action forward without consensus does not eliminate an agency's statutory or regulatory

authorities, or their right to elevate the dispute through established agency dispute resolution procedures. FHWA and IDOT recognize and accept the risk of proceeding on an action without receiving a signatory agency's concurrence and will work with any agency to attempt to resolve a dispute.

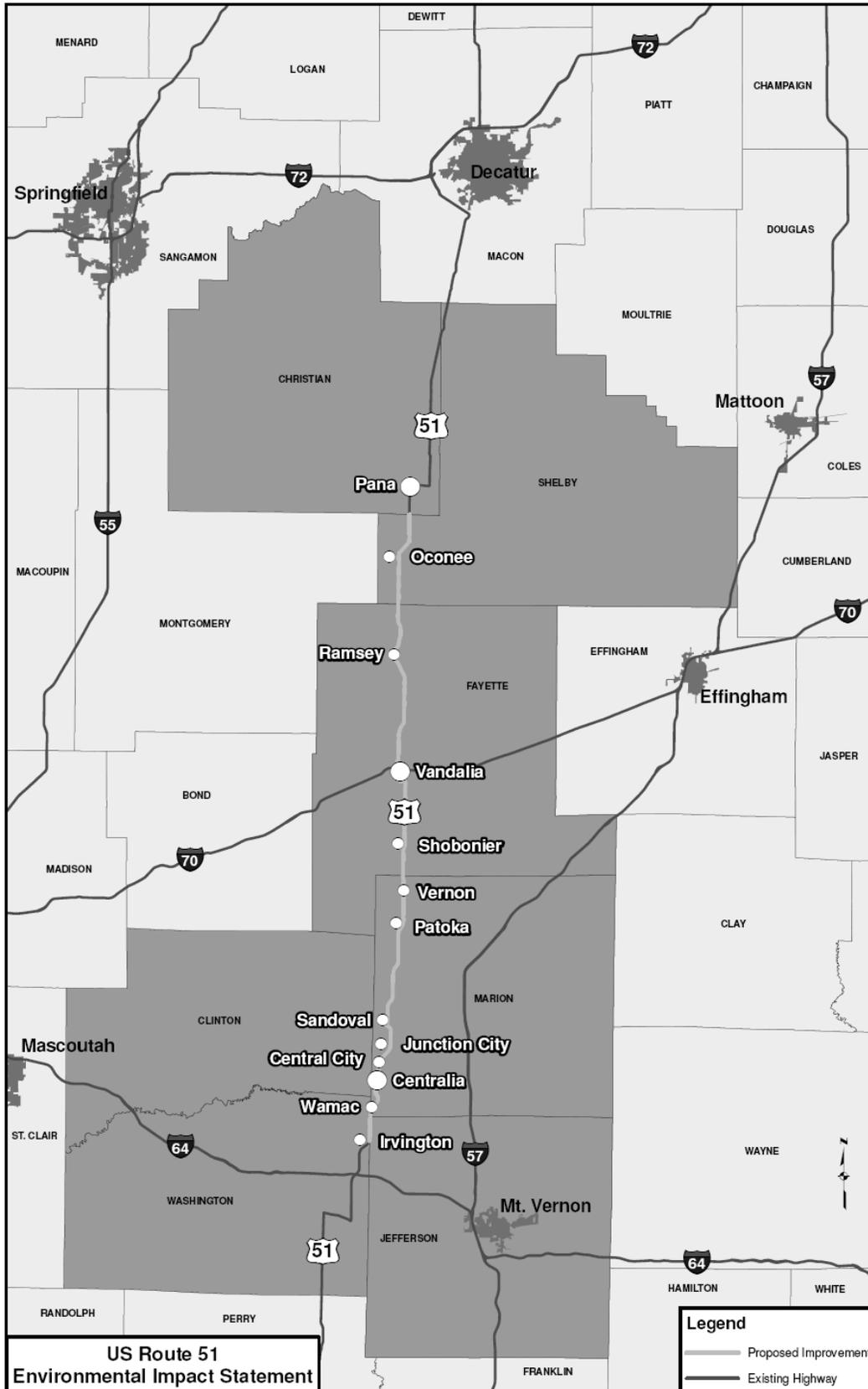
## **10.2 Formal Dispute Resolution Process**

23 USC §139(h) established a formal dispute resolution procedure for the environmental review process. This process is only intended for use on disputes that may delay a project or result in the denial of a required approval or permit for a project. Only the project sponsors or the Illinois State Governor may initiate this formal process; they are encouraged to exhaust all other measures to achieve resolution prior to initiating this process.

**Appendix P** contains a copy of a diagram illustrating the formal dispute resolution process included in the FHWA/FTA *SAFETEA-LU Environmental Review Process Final Guidance* (November 2006) and available on the FHWA website at [www.environment.fhwa.dot.gov/strmlng/es2safetealu.asp#sec\\_6002](http://www.environment.fhwa.dot.gov/strmlng/es2safetealu.asp#sec_6002).

(Flow chart for schedule of involvement activities to be added later.)

Appendix A: Project Study Area Map



**Appendix B: List of Cooperating Agencies, Roles, and Responsibilities**

Agency Name	Requested Role	Response	Other Roles	Responsibilities	Contact
U.S. Environmental Protection Agency	Cooperating Agency	Accepted	NEPA/404 Signatory	Section 404 permit jurisdiction; environmental reviews; wetlands. Provide comments on purpose and need, methodologies, range of alternatives, & preferred alternative	Kenneth Westlake
Illinois Department of Natural Resources	Cooperating Agency	Accepted	None	Fish & wildlife resources; endangered & threatened species; natural areas & nature preserves; wetlands; prairies; forests. Provide comments on purpose and need, methodologies, range of alternatives & preferred alternative	Steve Hamer

**Appendix C: List of Participating Agencies**

Agency Name	Requested Role	Response	Other Project Roles	Responsibilities	Contact
<b>Federal Agencies</b>					
U.S. Army Corps of Engineers	Cooperating Agency	No Response	Participating Agency  NEPA/404 Signatory	Per SAFETEA-LU: by not responding, considered a participating agency.  Section 404 permit jurisdiction. Provide comments on purpose and need, methodologies, range of alternatives, & selected alternative	Keith McMullen
U.S. Fish & Wildlife Service	Cooperating Agency	No Response	Participating Agency  NEPA/404 Signatory	Per SAFETEA-LU: by not responding, considered a participating agency.  Fish & wildlife resources; endangered & threatened species; migratory birds; wetlands. Provide comments on purpose and need, methodologies, range of alternatives & preferred alternative	Joyce Collins
National Park Service	Participating Agency	Accepted	None	Wild & scenic rivers; national rivers inventory; Section 6(f) lands; historic preservation; and National Park; properties. Provide comments on purpose and need, methodologies, range of alternatives, & preferred alternative	Ernest Quintana
Federal Emergency Management Agency	Participating Agency	No Response	None	Per SAFETEA-LU: by not responding, have considered to have declined.	Larry Bailey Branch Chief
U.S. Coast Guard	Participating Agency	Declined	None	Reason declined: Coast Bridge permit not required.	
Federal Aeronautics Administration/ Illinois Division of Aeronautics	Participating Agency	Accepted	None	Potential impacts within 2 miles of public airports, 1 mile of private airports, ½ mile of restricted landing strips or require ROW from an airport. Provide comments on purpose and need, methodologies, range of alternatives, & preferred alternative	Amy Hanson/Ben Mello
Natural Resources Conservation Service	Participating Agency	Declined	None	Reason declined: Involvement with this project will involve the completion of a "Farmland Conversion Impact Rating Form"	
Advisory Council on Historic Preservation	Participating Agency	Accepted	None	Historic preservation issues. Provide comments on purpose and need, methodologies, range of alternatives, & preferred alternative	Carol Legard Historic Preservation Specialist
<b>State Agencies</b>					
Illinois Department of Agriculture	Participating Agency	Accepted	RAG	Agricultural land. Provide comments on purpose and need, methodologies, range of alternatives, & selected alternative	Terry Savko
Illinois Environmental Protection Agency	Participating Agency	No Response	None	Per SAFETEA-LU: by not responding, have considered to have declined.	Bruce Yurdin Manager Watershed Mgmt
Illinois Historic Preservation Agency	Participating Agency	No Response	None	Per SAFETEA-LU: by not responding, have considered to have declined.	Anne Haaker Deputy of IL Historic Preservation
<b>Metropolitan/Region Planning Organizations</b>					
South Central Illinois Regional Planning and Development Commission	Participating Agency	No Response	RAG	Per SAFETEA-LU: by not responding, have considered to have declined.	Fred Walker Director

Legend:  
RAG – Regional Advisory Group

## US 51 EIS Stakeholder Involvement Plan

### Soil & Water Conservation Districts

Fayette County SWCD	Participating Agency	Accepted	RAG	Conserve soil and water resources; erosion and sediment control. Provide comments on purpose and need	Anthony Pals Resource Conservationist
Shelby County SWCD	Participating Agency	No Response	None	Per SAFETEA-LU: by not responding, have considered to have declined.	Gene Davis District Conservationist
Christian County SWCD	Participating Agency	No Response	None	Per SAFETEA-LU: by not responding, have considered to have declined.	Stephanie Porter Resource Conservationist
Marion County SWCD	Participating Agency	Accepted	RAG	Conserve soil and water resources; erosion and sediment control. Provide comments on purpose and need	Burke Davies Resource Conservationist
Clinton County SWCD	Participating Agency	Declined	None		Annette Ambuehl Resource Conservationist
Jefferson County SWCD	Participating Agency	Declined	None		Stacy Helm Resource Conservationist
Washington County SWCD	Participating Agency	No Response	None	Per SAFETEA-LU: by not responding, have considered to have declined.	Cole Gaebe Resource Conservationist

### Municipalities

Centralia	Participating Agency	Accepted	CAG, RAG	Function varies by jurisdiction. Provide comments on purpose and need, methodologies, range of alternatives, & preferred alternative	Mayor Becky Ault
Central City	Participating Agency	No Response	CAG	Per SAFETEA-LU: by not responding, have considered to have declined.	Mayor Ken Buchanan & Village President
Junction City	Participating Agency	No Response	None	Per SAFETEA-LU: by not responding, have considered to have declined.	Jerry Gray Village President
Oconee	Participating Agency	No Response	None	Per SAFETEA-LU: by not responding, have considered to have declined.	Kenneth Tedrick Village President
Pana	Participating Agency	No Response	None	Per SAFETEA-LU: by not responding, have considered to have declined.	Mayor Ken Mueller
Patoka	Participating Agency	Accepted	CAG	Function varies by jurisdiction. Provide comments on purpose and need, methodologies, range of alternatives, & preferred alternative	Mayor Matt Cain
Ramsey	Participating Agency	No Response	CAG, RAG	Per SAFETEA-LU: by not responding, have considered to have declined.	Mayor John Adermann
Sandoval	Participating Agency	No Response	CAG, RAG	Per SAFETEA-LU: by not responding, have considered to have declined.	Jerry Raterman – Mayor
Shobonier	Participating Agency	No Response	None	Per SAFETEA-LU: by not responding, have considered to have declined.	Janet Williams – Supervisor Wilberton Township
Vandalia	Participating Agency	Accepted	CAG, RAG	Function varies by jurisdiction. Provide comments on purpose and need, methodologies, range of alternatives, & preferred alternative	Mayor Rick Gottman
Vernon	Participating Agency	No Response	CAG, RAG	Per SAFETEA-LU: by not responding, have considered to have declined.	Mayor Chester Burke
Wamac	Participating Agency	Accepted	None	Function varies by jurisdiction. Provide comments on purpose and need, methodologies, range of alternatives, & preferred alternative	Mayor Jackie Mathis
Irvington	Participating Agency	No Response	None	Per SAFETEA-LU: by not responding, have considered to have declined.	Thomas Ganz County Officer

Legend:

RAG – Regional Advisory Group

## US 51 EIS Stakeholder Involvement Plan

### County Government Agencies

Christian County Government	Participating Agency	No Response	None	Per SAFETEA-LU: by not responding, have considered to have declined.	John Curtin County Board Chair
Clinton County Government	Participating Agency	Declined	None		Raymond Kloeckner County Board Chair
Fayette County Government	Participating Agency	No Response	None	Per SAFETEA-LU: by not responding, have considered to have declined.	Dean Black County Board Chair
Marion County Government	Participating Agency	No Response	None	Per SAFETEA-LU: by not responding, have considered to have declined.	Samuel Nall County Board Chair
Shelby County Government	Participating Agency	No Response	None	Per SAFETEA-LU: by not responding, have considered to have declined.	George Frazier County Board Chair
Washington Co. Government	Participating Agency	Accepted	None	Provide comments on purpose and need, methodologies, range of alternatives, & preferred alternative	David Meyer County Board Chair
Jefferson County Government	Participating Agency	Accepted	None	Provide comments on purpose and need, methodologies, range of alternatives, & preferred alternative	Ted Buck Sr. County Board Chair

### Townships (By County)

Assumption Township	Participating Agency	Accepted	None	Provide comments on purpose and need, methodologies, range of alternatives, & preferred alternative	Paul Berner Highway Commissioner
Pana Township	Participating Agency	Accepted	RAG	Provide comments on purpose and need, methodologies, range of alternatives, & preferred alternative	Sharon J. Billinski Supervisor
Priarion Township	Participating Agency	No Response	None	Per SAFETEA-LU: by not responding, have considered to have declined.	Eddie Craig Highway Commissioner
Bear Grove Township	Participating Agency	Accepted	None	Provide comments on purpose and need, methodologies, range of alternatives, & preferred alternative	Terri Braun County Officer
Hurricane Township	Participating Agency	No Response	None	Per SAFETEA-LU: by not responding, have considered to have declined.	Gene Fish Supervisor
Kaskaskia Township	Participating Agency	No Response	None	Per SAFETEA-LU: by not responding, have considered to have declined.	James McClintock Supervisor
Ramsey Township	Participating Agency	Accepted	None	Provide comments on purpose and need, methodologies, range of alternatives, & preferred alternative	Landford Estes Supervisor
Sharon Township	Participating Agency	No Response	None	Per SAFETEA-LU: by not responding, have considered to have declined.	James Lay Supervisor
Vandalia Township	Participating Agency	No Response	None	Per SAFETEA-LU: by not responding, have considered to have declined.	Gene Daniels Supervisor
Carrigan Township, Patoka Township, and Sandoval Township	Participating Agency	No Response	None	Per SAFETEA-LU: by not responding, have considered to have declined.	Steve Bailey County Officer
Centralia Township	Participating Agency	Accepted	None	Provide comments on purpose and need, methodologies, range of alternatives, & preferred alternative	Michael Young Supervisor
Brookside Township	Participating Agency	No Response	None	Per SAFETEA-LU: by not responding, have considered to have declined.	Nancy Mickael Supervisor
Meridian Township	Participating Agency	No Response	None	Per SAFETEA-LU: by not responding, have considered to have declined.	Mike Wedekemper Township Supervisor
Grand Prairie Township	Participating Agency	No Response	None	Per SAFETEA-LU: by not responding, have considered to have declined.	Don Rector- County Officer
Irvington Township	Participating Agency	Accepted	None	Provide comments on purpose and need, methodologies, range of alternatives, & preferred alternative	Amy Maurer County Engineer/Highways

Legend:

RAG – Regional Advisory Group

## US 51 EIS Stakeholder Involvement Plan

### Transit Entities

Central Illinois Public Transit (CIPT)	Participating Agency	Declined	None		Linda Mitchell Director
South Central Illinois Public Transit (SCT)	Participating Agency	No Response	None	Per SAFETEA-LU: by not responding, have considered to have declined.	Sheila Niederhofer Managing Director SCT

### Forest Preserve Districts

Christian & Washington Counties	Participating Agency	No Response	None	Per SAFETEA-LU: by not responding, have considered to have declined.	Mark Koch District Forester
Jefferson County	Participating Agency	No Response	None	Per SAFETEA-LU: by not responding, have considered to have declined.	David Johnson District Forester

### Emergency Management Agencies

ESDA	Participating Agency	Accepted	None	Provide comments on purpose and need, methodologies, range of alternatives, & preferred alternative	Donald Brooks Coordinator
IEMA Region 9	Participating Agency	Declined	None		Steve Simms Director
IEMA Region 8	Participating Agency	Declined	None		Stanley Krushas Director
IEMA Region 6	Participating Agency	No Response	None	Per SAFETEA-LU: by not responding, have considered to have declined.	Russ Steil Director
IEMA Region 11	Participating Agency	No Response	None	Per SAFETEA-LU: by not responding, have considered to have declined.	David Shryock Director

**Appendix D: Project Study Group**

Agency Name	Contact Person/Title
Federal Highway Administration	Robin Helmerichs Transportation Engineer
	Matt Fuller Environmental Programs Engineer
Illinois Department of Transportation - District 7	Sherry Phillips Planning
	Matt Hirtzel Planning
	Gary Welton Planning
	Jennifer Wenthe Design
	Mike Allen Bridge & Hydraulics
	Gene Beccue Environmental
	Delbert Crouse Land Acquisitions
	Randy Alwardt Survey
	John Nava-Sifuentes Construction
	Greg Jamerson Traffic
	Rob Macklin Geometrics
	Dean Seales Local Roads
Illinois Department of Transportation – District 6	Sal Madonia IDOT District 6
Illinois Department of Transportation – District 8	Brooks Brestal IDOT District 8
Illinois Department of Transportation – Bureau of Design and Environment	Barbara Stevens IDOT Central Office Environmental Surveys & NEPA Process
US 51 Partners	John Lazzara Environmental Assessment
	Jerry Payonk Project Manager
	Linda Huff Environmental Studies

**Appendix E: Stakeholders**

The stakeholders include the co-lead(s), cooperative, and participating agencies that have agreed to take part in the development of the proposed project and whose contact information is listed in Appendices B and C. The Contact Person is the agency representative that is responsible for attending project meetings and reviewing environmental documents.

Agency	Contact Person/Title	Phone	E-mail
Middle Mississippi River National Wildlife Refuge	John Magera NWR Local Rep		
U.S. National Park Service	Sue Jennings		
U.S. Forest Service	Rebecca Banker – Public Affairs		
<b>Illinois National Resource Conservation Services</b>			
USDA Fayette County	Mary Ann Hoeffliger – District Conservationist		
USDA Marion County	D Anthony Antonacci, Jr – District Conservationist		
USDA Shelby County	Gene Davis – District Conservationist		
USDA Christian County	Tony Hammond – District Conservationist		
IL DNR Office of Water Resources	Paul Mauer		
<b>County Stormwater Management Agencies</b>			
IL EPA Stormwater Management	Terri LeMasters		
<b>County Engineers</b>			
County Engineer Marion County	Jerry Cunningham		
County Engineer Fayette County	Michael Maxey		
County Engineer Shelby County	S. Alan Spesard		
County Engineers Christian County	Clifford Frye		
<b>Local Agencies</b>			
<b>Centralia Chamber of Commerce</b>	Todd Dodds - President		
<b>Pana Chamber of Commerce</b>	James Deere – Director Comm. Development	RAG	
<b>Vandalia Chamber of Commerce</b>	Dave Bell – President		
<b>Forest Preserve Districts</b>			
<b>District Forester Office Fayette &amp; Marion Counties</b>	Shane McDearmon		
<b>District Forester Office - Shelby County</b>	Bob Wagoner		
<b>County Farm Bureaus</b>			
Christian CFB	Eric Johnson		
Fayette CFB	Ron Marshel	RAG	
Marion CFB	Gary Kennedy	RAG	
Shelby CFB	Amy Rochkes	RAG	

## US 51 EIS Stakeholder Involvement Plan

Local Airports		
Centralia Municipal Airport (ENL)	Leslie Erb Manager	
Vandalia Municipal Airport (VLA)	Jason Mark Manager	
Other Local Stakeholders		
Centralia City Hall	Garret Anderson Director of Community Development	
Centralia Recreation Department	Robert Smith Recreation Director	
Centralia Water Treatment Plant	Perry White – Utility Superintendent	
Centralia Recreation Complex	Sanja Germann Director	
Centralia Recreation Complex	Jan Stinde Office Manager	
Patoka Public Library	Rose Vensel Librarian	
Kaskaskia College	Dr. James Underwood President	
Centralia Public Library	Diane Donahoo – Librarian	
Shelbyville Chamber of Commerce	Mark Shanks President	
Carnegie Schuyler Library	Janet Hicks Director	
Nokomis Public Library	Debra Lehman Librarian	
Pana Chamber of Commerce	Kirk Woods President	
Pana Rotary Club	Dick Lees President	
Village Hall of Patoka	Ruth Ann Summers Economic Industrial Development	
Village Hall of Patoka	Annett McNickol Treasurer	
Sandoval Branch Library	Mary O'Neill Clerk	
Vandalia Chamber of Commerce	Dave Bell President	
Vandalia Public Works	John Moyer Director Public Works	
Vandalia Main Street Committee	Dana Whiteman Executive Director	
Centralia Public Library	Joyce Jackson Director	

**Appendix F: CAG Ramsey**

Mayor John Adermann  
Curtis Alderson  
Allan Alderson  
David Benhoff  
Jim Bolyard  
Nick Casey  
Amanda Cole  
Kenneth Cunningham  
John Denton  
Jean Finley  
Ronald Finley  
John Frier  
Harold Wesley Green  
Carolyn Kay Green  
Marc Hortenstine  
Cindy Hunt  
Leroy Jones  
Steve Lay  
Jim Lay  
Jeremy Marx  
Hubert Maske  
Michael McDonald  
Larry Merriman  
Roger Meyers  
Huber Moske  
Ron Nash  
Leon Otto  
Barbara Shute  
Amos Smith  
Marilyn Vanuytven  
Larry Williams

**Appendix G: CAG Vandalia**

Walt Barenfanger  
Charles Barenfanger  
Harold Baumann  
Don Bernhardt  
Dean Black  
Charles Bowles  
Ernie Chappel  
Gene Craig  
Andy Craig  
Randy Edwards  
Jan Eischens  
JoAnn Sasse Givens  
Mayor Rick Gottman  
Dennis Graumenz  
Robert Hanks  
Douglas Knebel  
Bruce Lowry  
Keith & Janet Manley  
James Marlen  
James Morani  
Kevin Satterthwaite  
Byron Sikman  
Greg Starnes  
Chad Towler  
Mike Wehrle  
Dana Whiteman  
William York

**Appendix H: CAG Vernon/Patoka**

Lane Briscoe II  
Leslie Britt  
Mayor Chester Burke  
Mayor Matt Cain  
Bryan Cain  
Clayton Cain  
Jeff Foltz  
John Garrett  
Allen Hinderliter  
Gary Hood  
Blake Hyde  
Carl Joliff  
Patsy Lee  
Wade Mannino  
Jack McNicol  
Tim Motlun  
Shaun Murray  
Mark Payne  
Flora Payne-Cain  
Nita Pitts  
David Rademacher  
Samantha Reynolds  
Sandra Gayle Tappy  
Roger Tune  
John VanSchoyck  
Kenny Walker  
Randy Woolsey

**Appendix I: CAG Sandoval**

Todd Bosler  
Gregg Brink  
Melvin Brink  
James Gamebeatto  
David & Ray Ann Gore  
Marty Halluin  
Tony & Julie Hester  
Leroy Hester  
Tony & Lisa Hood  
Beverly Jett  
Lisa Jett  
Paula Jett  
Bob Kannall  
Rick Kretzer  
Paul Padda  
Jean Rattermann  
Mayor Rattermann  
Kenny & Mary Saatkamp  
Dennis & Chris Schaubert  
Joe Schaubert  
Gene Schurman  
Danny Seats  
Carolyn Seats  
Dan Seidel  
James & Mary Seiger  
Mark & Gwen Snyder  
Joseph Splain  
Mike Stock  
Terry Swagler  
Latrella Travitt  
Boog Walker  
Mike Wedekemper  
John Weiss  
Shelby Winkler  
Melvin Wood  
Mary Copple

**Appendix J: CAG Junction City/Central City/Centralia/Wamac**

Becky Ault  
Darlene Baltzell  
Ty Bates  
Ken Buchanan  
Vernell Burris  
Dan Cole  
Bruce Geary  
Patty Hinton  
Howard Jones  
Tom Kasten  
Bob Kelshemier  
Jack Mann  
David Meyer  
Justin Moll  
Joe Niederhofer  
Ed O'Brian  
Joe Ritchie  
Zack Roeckerman  
Stephanie Sachtleben  
Ward Sneed  
Bill Sprehe  
Bev Virobik  
Fred Walker  
Michael Young  
Tom Jones  
Louis Kalent  
Nancy Dykstra  
Leslie Ingram

**Appendix K: RAG**

Mayor Ault	Mayor of Centralia
Tom Beyers	Marion County Soil & Water Conservation District - Director
Sharon Billinski	Pana Township
Mayor Burke	Mayor of Patoka
Vernell Burris	Centralia CAG
Ken Cripe	Fayette County Farm Bureau
Jim Deere	City of Pana, Development Director
Nancy Dykstra	Centralia CAG
Bruce Geary	Centralia CAG
JoAnn Sasse Givens	Vandalia CAG (Vandalia - Director of Economic Development)
Mayor Gottman	City of Vandalia
Wesley Green	Ramsey CAG
Tara Hall	Rep Ron Stephens Office
Marty Halluin	Sandoval CAG
Robert Kannall	Sandoval CAG
Gary Kennedy	Marion County Farm Bureau
Rick Kretzer	Sandoval CAG
Keith & Janet Manley	Vandalia CAG
Ron Marshel	Fayette County Farm Bureau
Joe Niederhofer	Centralia CAG
Tony Pals	Fayette County Soil & Water Conservation District
Amy Rochkes	Shelby County Farm Bureau
Terry Savko	Illinois Dept. of Agriculture Bureau of Land & Water Resources
Barbara Shute	Ramsey CAG (Ramsey School District)
Bill Sprehe	Centralia CAG
John VanSchoyck	Patoka/Vernon CAG (Township Trustee & Marathon Pipeline Employee)
Fred Walker	South Central IL Regional Planning & Development
Dana Whiteman	Vandalia CAG (Executive Director Vandalia Main Street)

**Appendix L: TAG**

**Appendix M: Revisions to the SIP**

<b>Version</b>	<b>Date</b>	<b>Revision Description</b>
1	12/27/07	Original Stakeholder Involvement Plan
2	08/28/08	Updates to Appendices to reflect participation in CAG, RAG and acceptance of Cooperating and Participating Agencies.  Update to Appendix N reflecting change in RAG process.  Addition of Appendix M to track revisions to the SIP

Appendix N: Coordination Points, Information Requirements, Responsibilities, and Timing

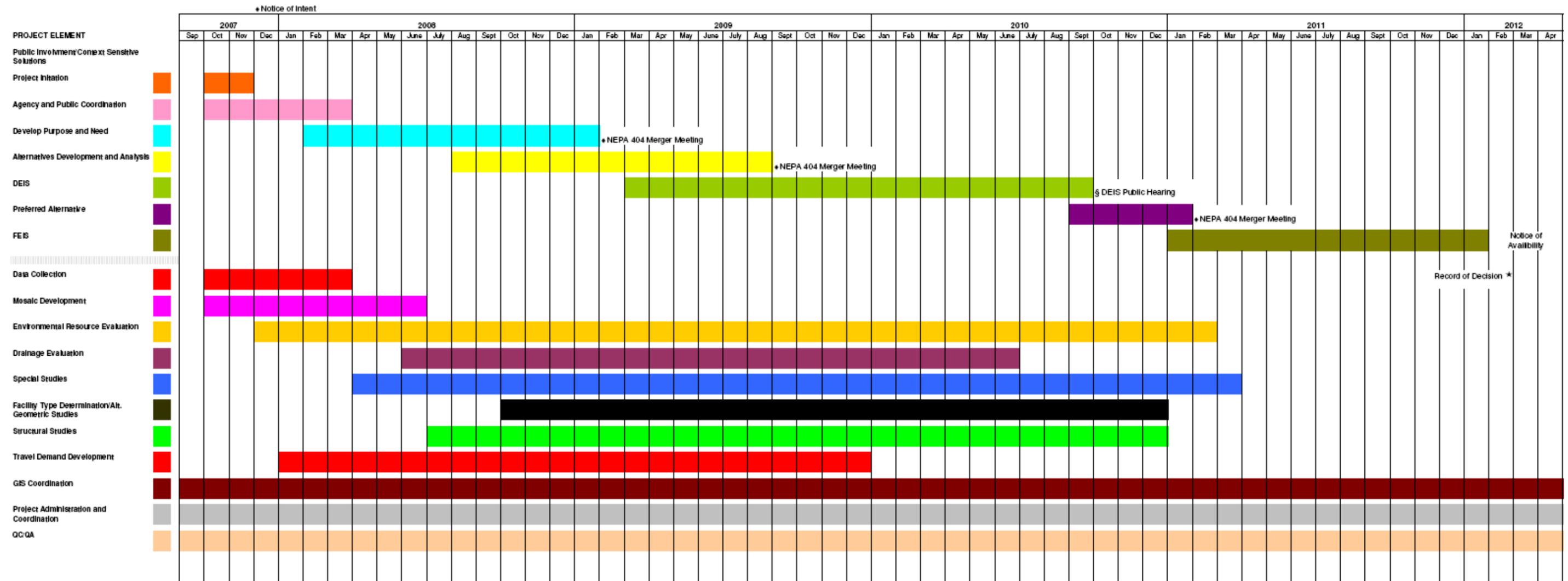
	Coordination Point	Requirement			Action	Agency Responsible		Remarks
		§6002	NEPA	CSS		IDOT	FHWA	
<b>1. Project Initiation Activities</b>								
1.0	Project Initiation	●	●		Send project initiation letter to FHWA Division Administrator or FTA Regional Administrator	●	●	This is the first step in the entire process. IDOT submits this letter to FHWA prior to performing any work on the project.
1.1	Formation of Project Study Group			●	Identify members of the PSG	●		PSG is formed prior to any other work being completed on the project. The PSG is an interdisciplinary technical team. The PSG will make project recommendation to the leaders of IDOT and FHWA.
1.2	Establish Timeframe Agreement	●			Develop specific timeframe for this project	●	●	A Timeframe will be established and agreed to by FHWA and IDOT prior to publication of the NOI.
1.3	Identify Stakeholders, Participating Agencies (PAs) and Cooperating Agencies CAs, and Develop Stakeholder Involvement Plan (SIP)	●		●	PSG identifies preliminary stakeholders list, PAs and CAs to receive invitations, and then develops the SIP that includes all items required to be part of a Coordination Plan by 6002	●		FHWA and IDOT, as joint lead agencies, must agree upon the content of the SIP before it is released externally. Specific information that will be included in the SIP include: NOI and scoping activities, Development of the P&N, identification of the range of alternatives, collaboration on methodologies, completion of the DEIS, identification of the preferred alternative, completion of the FEIS, ROD, and other permits or approvals.
1.4	Notice of Intent (NOI)		●		Publish NOI in Federal Register, send copy of NOI to Participating and Cooperating Agencies; publish notice in newspaper	●	●	FHWA Publishes the NOI in the Federal Register. The SIP and Timeframe are agreed upon before publication of the NOI.
<b>2. Agency and Public Coordination</b>								
2.0	Invite Cooperating and Participating Agencies (CA's and PA's)	●			Send invitation letters to PAs and CAs.	●	●	IDOT invites all PAs and state CAs. FHWA invites Federal CAs. Environmental Resource Agencies (ERAs) that are not CAs will most likely be PAs.
2.1a	Agency Scoping			●	Invite and hold introductory meetings with identified agency stakeholders.	●		The purpose of these meetings is to share information regarding the project status and next steps and to gather input. Meetings may be held with State Legislators, Federal Legislators, City Councils, Mayors, City Managers, Economic Development Directors, Chamber of Commerce representatives, State and Federal Resource Agencies and any local, regional, statewide, or national groups with potential interest in the project.
2.1b		●	●	●	Prepare scoping materials. Send Scoping Package.	●		A Scoping package will be sent to the invited CA's and PA's for their review. The scoping package will include an introduction to stakeholders of the CSS approach, presentation of the project timeframe and SIP for their review and comment, an explanation of advisory groups that will be formed and an explanation of their roles and responsibilities.
2.1c		●	●		Invite ERAs to Agency Scoping Meeting; hold Agency Scoping Meeting	●	●	This meeting will gather information and input from the ERAs. In addition to typical environmental scoping activities, this meeting will explain the CSS process, present the agreed to timeframe and SIP for input, explain the advisory groups, their roles and responsibilities (CAG, RAG, NEPA/404, TAG ...) and the ERAs' roles and responsibilities in these groups, and how the ERAs will be involved throughout this process. IDOT will provide proposed methods on environmental surveys & analyses and solicit agency input on these methods.
2.2	Public Scoping	●		●	Invite public to Public Scoping Meeting; hold Public Scoping Meeting	●	●	This meeting will be an introduction to public stakeholders and will gather scoping input from the general public. In addition, the timeframe and SIP would be presented for review and comment, CSS would be explained, formation of advisory groups (CAG, RAG, NEPA/404, TAG ...) and the publics roles and responsibilities. Volunteers to serve on the advisory groups will be solicited at this meeting. This meeting will be held in three geographical areas in the project corridor.
2.3	Formation of Stakeholder Groups			●	PSG identifies members of Stakeholder Groups			Volunteers from the Public Scoping meetings will be contacted to confirm their interest in serving on an advisory group. Other stakeholders including but not limited to emergency services, transit, schools, agricultural, business will also be contacted by the PSG to serve on advisory groups.
<b>3. Purpose and Need Development</b>								
3.0	CAG Context Audit			●	Convene CAGs to take context survey.	●		The following information will be presented and activities will be completed at these meetings: explain the goals of the meeting; define and explain the goals of CSS; present the revised SIP; define consensus; explain the decision making process (including NEPA and NEPA/404); explain CAG roles and responsibilities; explain the ground rules of CAGs; complete the Context Audit Form; explain the purpose of the Problem Statement; how it will be developed and how it will be utilized to develop the P&N; present the results of the Context Audit and identify and prioritize issues or sensitive resources; begin to develop the project Problem Statement, and select RAG representatives.  This task may require one or more meetings. Meetings will be held in the geographical region of the CAG.

3.1	PSG Meeting			●	Convene PSG Meeting; US 51 Partners prepare: overview of Scoping, CAG and RAG meetings; overview comments on SIP; summary of Context Audit; and resulting Problem Statement; draft outline of a P&N; possible study area and ID sensitive resources; agenda for next CAG/RAG meetings	●		The following will occur at this meeting: 1) IDOT/US 51 Partners will present an overview of Scoping Meetings 2) Discuss and make any necessary revisions to the SIP and timeframe as a result of input at these meetings; 3) Discuss results of Context Audit 4) Draft a Problem Statement for review by CAG/RAG 5) Develop a PSG preliminary outline of the P&N based on the Problem Statement; 5) Identify the preliminary study area and potential sensitive resources within that area; and 6) Discuss Agenda for next CAG/RAG meeting
3.2	CAG Meetings			●	Convene CAGs	●		The following will be covered at this meeting: 1) explain the goals of the meeting 2) present, refine and reach consensus on Problem Statement Drafted by the PSG 3) present and gather input on preliminary outline of P&N developed by the PSG;
3.3	RAG Meeting			●	Convene RAG; prepare package summarizing results of CAG meeting from all CAGs	●		The following information will be presented and activities will be completed at this meetings: explain the goals of the meeting; define and explain the goals of CSS; present the revised SIP; define consensus; explain the decision making process (including NEPA and NEPA/404); explain RAG roles and responsibilities; explain the ground rules of Rags; summarize Context Audit from CAGs; explain the purpose of the Problem Statement; how it will be developed and how it will be utilized to develop the P&N; present, refine and reach consensus on Problem Statement Drafted by the PSG.  This task may require one or more meetings.
3.4	PSG Meeting			●	Convene PSG Meeting; Consultant prepare: overview of CAG and RAG, overview of input on Problem Statement; overview of comments from RAG on draft outline of a P&N; possible study area and ID sensitive resources	●		The following will occur at this meeting: 1) Discuss RAG outline of project P&N; 2) Consultant prepare and present a draft P&N based on the RAG outline; 3) Refine and reach PSG consensus on P&N outline in preparation for presenting to public, PAs and CAs (this may involve multiple versions of the P&N and review outside of this meeting; and 4) Discuss next Public Meeting.  This task may require one or more meetings of the PSG.
3.5	Stakeholder Briefing and Public Information Meeting	●	●	●	Provide opportunity for the general public, PAs and CAs to be involved in the development of the P&N	●		At this meeting, the draft project P&N will be presented for input. The information that will be presented at this meeting will also be sent to the PAs and CAs asking for their input as well. This meeting will serve as meeting the SAFETEA-LU 6002 requirements that PAs and the public have an opportunity to provide input into the P&N prior to final decisions on P&N.
3.6	PSG Meeting			●	Convene PSG Meeting; prepare overview of Public Meeting; summarize of comments on P&N; revise P&N per comments.	●		The following will occur at this meeting: 1) US 51 Partners presents an overview of Public Meeting; 2) Make any necessary refinements to the P&N per input from Public Meeting (if there a major changes to the P&N, take back to the CAGs prior to finalizing); and 3) Seek FHWA approval to proceed with NEPA/404 meeting on P&N.
3.7	NEPA/404 Concurrence Point Meeting		●		Obtain a spot on the agenda at one of the scheduled NEPA/404 meetings; provide FHWA approved P&N Package 30 days prior to meeting	●	●	Obtain Signatory Agency concurrence on Concurrence Point #1 - P&N.
<b>4. Development of Range of Alternatives and Alternatives to be carried forward</b>								
4.0	CAG Meetings			●	Convene CAGs	●		The following will be covered at this meeting: 1) present PSG developed alternatives within the Preferred Corridor; 2) Seek CAG input on these alternatives and ideas on additional alternatives; 3) reach CAG consensus on alternatives to be considered.  TAGs may be formed to add further input on specific issues.
4.1	RAG Meeting			●	Convene RAG for meeting after CAG Meetings	●		The following will be covered at this meeting: 1) Reach RAG consensus on alternatives to be considered within the Preferred Corridor.
4.2	PSG Meeting			●	Convene PSG Meeting	●		The following will occur at this meeting: 1) Discuss RAG alternatives in terms of engineering and environmental issues; and 2) Develop PSG suggested alternatives to carry forward.
4.3	CAG Meetings			●	Convene CAGs	●		The following will be covered at this meeting: 1) present PSG developed alternatives to be carried forward; 2) Reach CAG consensus on alternatives to be carried forward.
4.4	RAG Meeting			●	Convene RAG after CAG Meetings	●		The following will be covered at this meeting: 1) Reach RAG consensus on alternatives to be carried forward.
4.5	Stakeholder Briefing and Public Meeting	●	●	●	Provide PAs, CAs and the public with information regarding alternatives being considered; identify resources located within project area, general location of alternatives, and potential impacts; reasons for eliminating some alternatives and keeping others; solicit comments; hold public meeting	●		At this meeting, all alternatives considered and alternatives that were carried forward for further consideration will be presented for input. The information that will be presented at this meeting will also be sent to the PAs and CAs asking for their input as well. This meeting will serve as meeting the SAFETEA-LU 6002 requirements that PAs and the public have an opportunity to provide input into the alternatives being considered prior to final decisions being made. If, as a result of this meeting, additional alternatives would need consideration or if there are major changes to the alternatives already being consider, subsequent PSG, CAG and RAG meetings will be required.

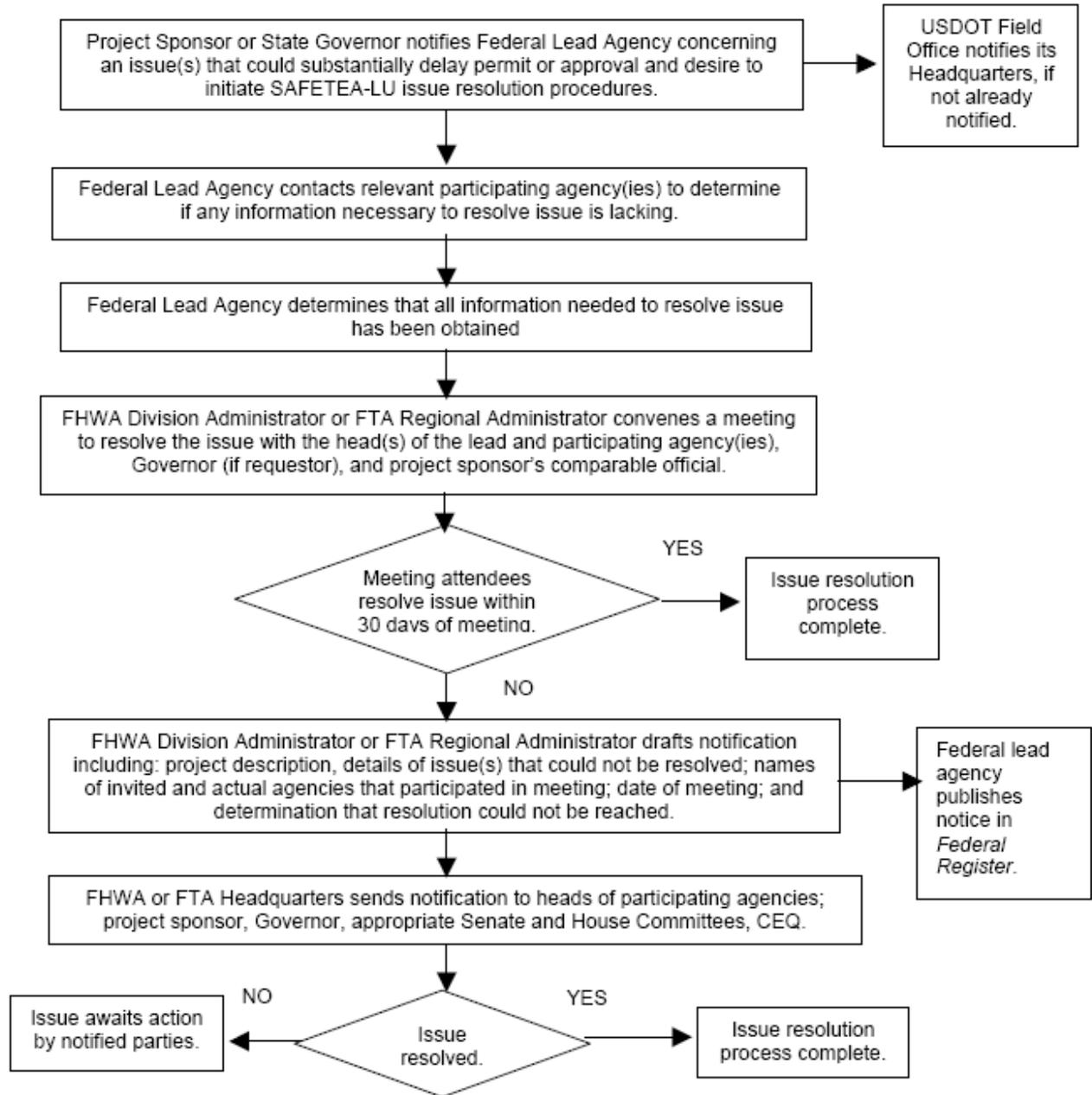
4.6	PSG Meeting		●	Convene PSG Meeting	●		The following will occur at this meeting: 1) Discuss alternatives to be carried forward in terms of engineering and environmental issues; and 2) Get FHWA approval to take to NEPA/404 meeting.
4.7	NEPA/404 Concurrence Point Meeting		●	Obtain a spot on the agenda at one of the scheduled NEPA/404 meetings.	●	●	Obtain Signatory Agency concurrence on alternatives to be carried forward.
<b>5. Draft Environmental Impact Statement</b>							
5.0	Development of the DEIS		●	Develop DEIS document	●	●	During this time, the DEIS will be developed by the consultant. FHWA and IDOT will review this document and refine it to a point it is ready to be circulated to the CAs.
5.1	Circulation of Pre-DEIS		●	Send pre-DEIS to cooperating agencies	●	●	After CA review, appropriate revisions will be made to the document. At this point the DEIS is ready for FHWA signature.
5.2	Circulation of DEIS		●	Send DEIS to all agencies and appropriate legal counsel; make DEIS available for public review; solicit agency and public comments;	●	●	
5.3	DEIS Public Hearing		●	Hold public hearing on DEIS	●	●	
<b>6.7. Preferred Alternative Development</b>							
6.0	CAG Meetings		●	Convene CAGs for 3 day meetings (Monday through Wednesday)	●		The following will be covered at this meeting: develop and reach CAG consensus on Preferred Alternative.
6.1	RAG Meeting		●	Convene RAG after CAG meeting.	●		Reach RAG consensus on Preferred Alternative.
6.2	Stakeholder Briefing and Public Meeting	●	●	Provide PAs, CAs and the public with information regarding alternatives being evaluated; identify resources located within general location of alternatives and potential impacts; reasons for eliminating alternatives and choosing the Preferred Alternative; solicit comments; hold public meeting	●		At this meeting, all alternatives considered, alternatives that were carried forward for further consideration, and the Preferred Alternative will be presented for input. The information that will be presented at this meeting will also be sent to the PAs and CAs asking for their input as well. If, as a result of this meeting, additional alternatives would need consideration or if there are major changes to the Preferred Alternative, subsequent PSG, CAG and RAG meetings will be required.
6.3	PSG Meeting		●	Convene PSG Meeting	●		The following will occur at this meeting: 1) Get FHWA OK to take Preferred Alternative to NEPA/404 meeting.
6.4	NEPA/404 Concurrence Point Meeting		●	Obtain a spot on the agenda at one of the scheduled NEPA/404 meetings. Present rationale for Preferred Alternative to and solicit input from NEPA/404 Signatory Agencies.	●	●	Obtain Signatory Agency concurrence on Preferred Alternative.
6.5	Development of the FEIS		●	Develop FEIS document	●	●	During this time, the FEIS will be developed by US 51 Partners. FHWA and IDOT will review this document and refine it to a point it is ready to be circulated to the CAs.
6.6	Circulation of Pre-FEIS	●	●	Send pre-FEIS and FHWA Legal Counsel	●	●	Once Legal Counsel provides legal sufficiency finding, the FEIS is ready for FHWA signature.
6.7	Circulation of FEIS		●	Send FEIS to all agencies and appropriate legal counsel; make FEIS available for public review	●	●	
6.8	Issue ROD	●	●	Publish notice of availability of ROD in Federal Register; Publish Notice on Statute of Limitations in Federal Register, as appropriate; Make ROD available to public, as appropriate		●	
6.9	Completion of Permits, Licenses or Approvals After ROD			Issue applicable permits, licenses or approvals			Jurisdictional/ permitting agencies

Appendix O: Project Timeline

### U.S. Route 51 Environmental Impact Statement Schedule



**Appendix P: Formal Dispute Resolution Process, FHWA/FTA SAFETEA-LU Environmental Review Process Final Guidance, November 2006, page 40.**



**The SAFETEA-LU issue resolution process. Note that where two steps are not separated by a “yes” or “no” decision diamond, both steps must be taken.**