Executive Summary

The project study group prepared this Draft Environmental Impact Statement (DEIS) to examine the potential environmental effects of the proposed alternatives for the US 51 project, and identify measures to mitigate adverse effects. The remaining alternatives are described in detail in this report. Based on the findings of this DEIS and comments received after a Public Hearing tentatively to be held in spring 2014, a Final Environmental Impact Statement (FEIS) will be issued that identifies the Preferred Alternative.

Where is the US 51 project located?

US 51 is part of a transportation corridor that extends the length of Illinois from Rockford to Cairo. All sections of US 51 from the Wisconsin border to the Kentucky border are four-lane roadways or greater, except for the section of US 51 from south of Assumption to south of Centralia and from I-64 to south of Anna. Improvements to the 60 mile, two-lane portion of US 51 from south of Pana to south of Centralia are the subject of this study, shown in red on the map below.

Project Study Group

The group who has prepared the DEIS includes technical representatives from Federal Highway Administration (FHWA), Illinois Department of Transportation (IDOT), and the consultant engineering teams.

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

Chapter 1 discusses the purpose and need of the project in detail.

What is Connectivity?

Connectivity means efficient access for all types of transportation and effectively moves people, goods, and services.

What is Continuity?

Continuity means uniform speed and pavement width to promote free flow movement of goods and services.

Build Alternatives to the east, west, and through the larger towns circled above were developed. For the areas between towns, Build Alternative options included widening existing US 51 to the east side, west side, or along both sides.

Why is the US 51 project needed?

The purpose of the US 51 project is to improve connectivity within the south central Illinois region and to enhance the highway system continuity. The region needs a centralized roadway that effectively connects communities as well as local and commercial centers, while also providing a roadway that promotes efficient and safe travel in the region for a wide variety of transportation users. Connectivity and continuity are issues that can be addressed by a transportation improvement, while being sensitive to the economic development goals and safety concerns expressed in the problem statements of the local communities.

Drivers using US 51 will encounter numerous traffic problems, including traffic signals in Centralia and Vandalia, at-grade railroad crossings in Sandoval and Centralia, business districts with on-street parking and cross streets, multiple changes in speed limit, abrupt right angle turns in Vandalia, and slow moving oversized farm equipment throughout the corridor. The mix of users creates an impediment to efficient travel and causes safety concerns for farmers, the traveling public and commercial trucks. The interruptions to free flow travel combined with limited opportunities to safely pass slower moving and oversize vehicles, hinders efforts to move freely though the US 51 corridor, and encourage risky driving behavior.

What alternatives were considered?

Several different types of alternatives were considered.

<u>Build Alternatives</u>

Hundreds of Build Alternatives were developed through the public involvement process by working with carious advisory groups. Additional alternatives were developed by the Project Study Group to ensure that a wide range of alternatives were considered.

Alternatives that bypass to the east, to the west, or follow existing US 51 through the towns were considered. For the majority of sections between the towns, options included widening existing US 51 by either adding lanes to the east side of existing US 51, to the west side of existing US 51, or widening along both sides of existing US 51.

No Build Alternative

The No Build Alternative maintains present-day US 51 as it currently exists, and includes only those improvements needed to maintain the existing roadway, such as roadway resurfacing.

No Build Alternative

Maintains US 51 as it currently exist, and includes only improvements needed to maintain the existing roadway, such as resurfacing.

Transportation Systems Management (TSM)

TSM strategies are typically minor improvements to the existing transportation system. TSM strategies include the reconstruction or rehabilitation of existing US 51, intersection capacity improvements (turn-lane additions, radii improvements), reconfiguration of interchange spacing, adding traffic signals, adjusting lane widths, adding traffic calming measures (speed humps), adding passing lanes at high-traffic locations, and widening shoulders.

Transportation System Management (TSM) Alternative

TSM strategies typically include minor improvements to the existing transportation system such as adjusting lane width or improving intersections.

Travel Demand Management (TDM)

TDM strategies are policy changes implemented to influence travel behavior, spread travel demand across peak periods, and reduce the demand for single-occupancy vehicle trips. TDM measures include recommending public transit options, carpooling recommendations including ride-sharing incentives, and parking regulations (prohibit or restrict on street parking).

Travel Demand Management (TDM) Alternative

TDM strategies are policy changes implemented to influence travel behavior, spread travel demand across peak periods, and reduce the demand for single-occupancy vehicle trips.

How were the initial range of alternatives narrowed down?

The original range of Build Alternatives in each community were evaluated using a four-step process. During this four-step process, the number of alternatives was narrowed down.

Step 1: Screening Analysis

This is the first step in the alternative evaluation process where the preliminary range of alternatives is reviewed. The project team divided the alternatives into small sections, or pieces, for analysis. The advisory group members were asked to review the sections, and as a group, decide which sections should be carried forward, which should be eliminated because they did not meet the Purpose and Need Statement, which should be modified, and which should be consolidated. Consolidation occurred where there were more than one section in the same general location, with similar starting and end points that served the same purpose, and a "best fit" section was created and carried to the next evaluation step.

Step 2: Purpose and Need Analysis

This is the second step in the alternative evaluation process where the alternatives are evaluated to make sure they comply with the goals established in the project's Purpose and Need Statement. The needs identified in the

The Four-Step Alternative Evaluation Process. Eleven alternatives remained at the end of the four-step process. The eleven alternatives are studied in detail in this DEIS.

Purpose and Need Statement were broken down into specific goals and the project study group made sure that each alternative met the goals. All of the alternatives were at least somewhat consistent with the Purpose and Need. So, no alternatives were eliminated in this step.

The No Build Alternative does not meet the project's Purpose and Need Statement, but is carried through to the end of the study and serves as a basis for comparison. Because the TSM and TDM alternatives do not satisfy the Purpose and Need, they were eliminated early in the alternative process.

Step 3: Macro Analysis

This is the third step in the alternative evaluation process where the impacts to environmental, community, agricultural, and cultural resources of each 500 foot wide alternative are calculated. The alternatives with the highest resource impacts were eliminated. The Macro Analysis was a broad-stroke review to ensure that a feasible roadway could be developed within a 500 foot wide alternative and include only alternatives through and around the larger towns.

Step 4: Alignment Analysis

This is the fourth step in the alternative evaluation process where the impacts to environmental, community, agricultural, and cultural resources of each 200 foot wide alternative were calculated. The alternatives with the highest overall impacts were eliminated. For the Alignment Analysis, a smaller 200 foot alternative was developed within each 500 foot Macro Analysis alternatives. The 200 feet represent a more realistic width of the right-of-way needed for a 4-lane expressway. Where the previous three steps included only the alternatives through and around the larger towns, the Alignment Analysis included alternatives through and around the larger towns and the alternatives between towns.

What are the remaining alternatives studied in detail in this report?

Chapter 2 discusses alternative development, the four-step alternative evaluation process, the eleven remaining alternatives studied in detail, and explains when and how the Preferred Alternative will be selected.

After the original range of alternatives were narrowed down using the four-step evaluation process, eleven separate alternatives remained and were evaluated further in this document. Multiple alternatives remained near the communities of Sandoval, Vandalia, Ramsey, and near Ramsey Creek. The alternatives in each community have identical starting and end points so they can be compared against each other. In some locations, only one alternative location remained. The areas where only one alternative remains are referred collectively as the "US 51 Build Alternative." The eleven alternatives are summarized in the table below and shown on the maps below.

Summary of Alternatives Carried Forward for Detailed Study in the DEIS

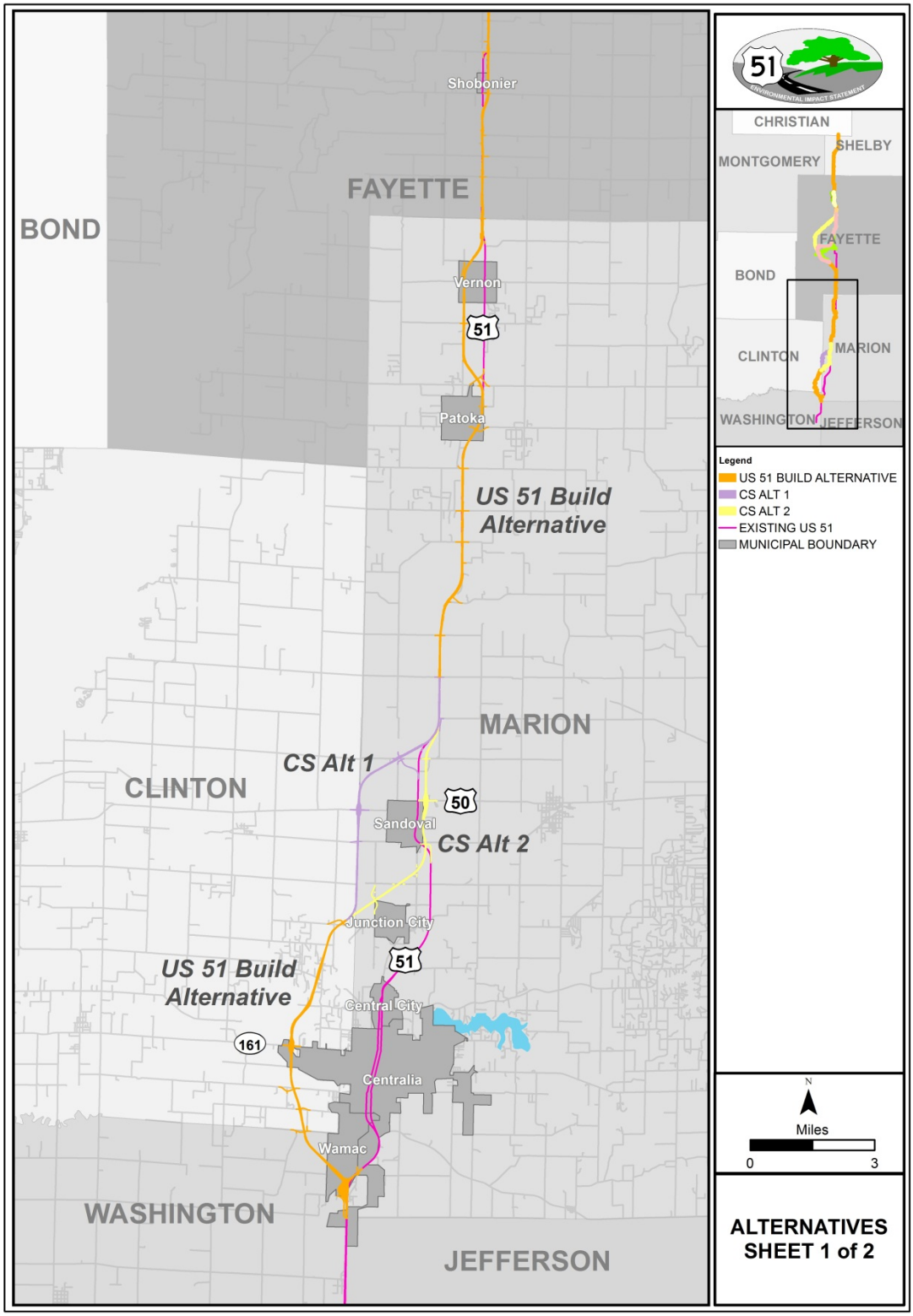
Location	Name	Description
Wamac to Junction City	US 51 Build Alternative	Western bypass of Wamac, Centralia, Central City, and Junction City
Junction City to north of Sandoval	CS Alt 1	Western bypass of Junction City and Sandoval
	CS Alt 2	Western bypass of Junction City, eastern bypass of Sandoval
North of Sandoval to south of Vandalia	US 51 Build Alternative	Expansion of existing US 51 and western bypass of Patoka
Vandalia	V Alt 1	Western bypass of Vandalia around Vandalia Lake
	V Alt 2	Western bypass of Vandalia, north of Airport Road (CH 50)
	V Alt 3	Western bypass of Vandalia, along Airport Road (CH 50)
	V Alt 4	Western bypass of Vandalia, with 2.9 miles of dual marking along I-70
North of Vandalia near Ramsey Creek	Ramsey Creek Option A (RCOA)	Two-lane, one-way paired roadways using existing bridge over Ramsey Creek and the adjacent Old US 51 bridge over Ramsey Creek
	Ramsey Creek Option B (RCOB)	Expansion of the existing US 51 using existing bridge over Ramsey Creek
South of Ramsey	US 51 Build Alternative	Expansion of existing US 51
Ramsey	R Alt 1	Eastern bypass of Ramsey, 0.4 miles east of the existing US 51 alignment
	R Alt 2	Eastern bypass of Ramsey, 0.7 miles east of the existing US 51 alignment
North of Ramsey to Christian/Shelby Co. line	US 51 Build Alternative	Expansion of existing US 51 alignment

US 51 Build Alternative

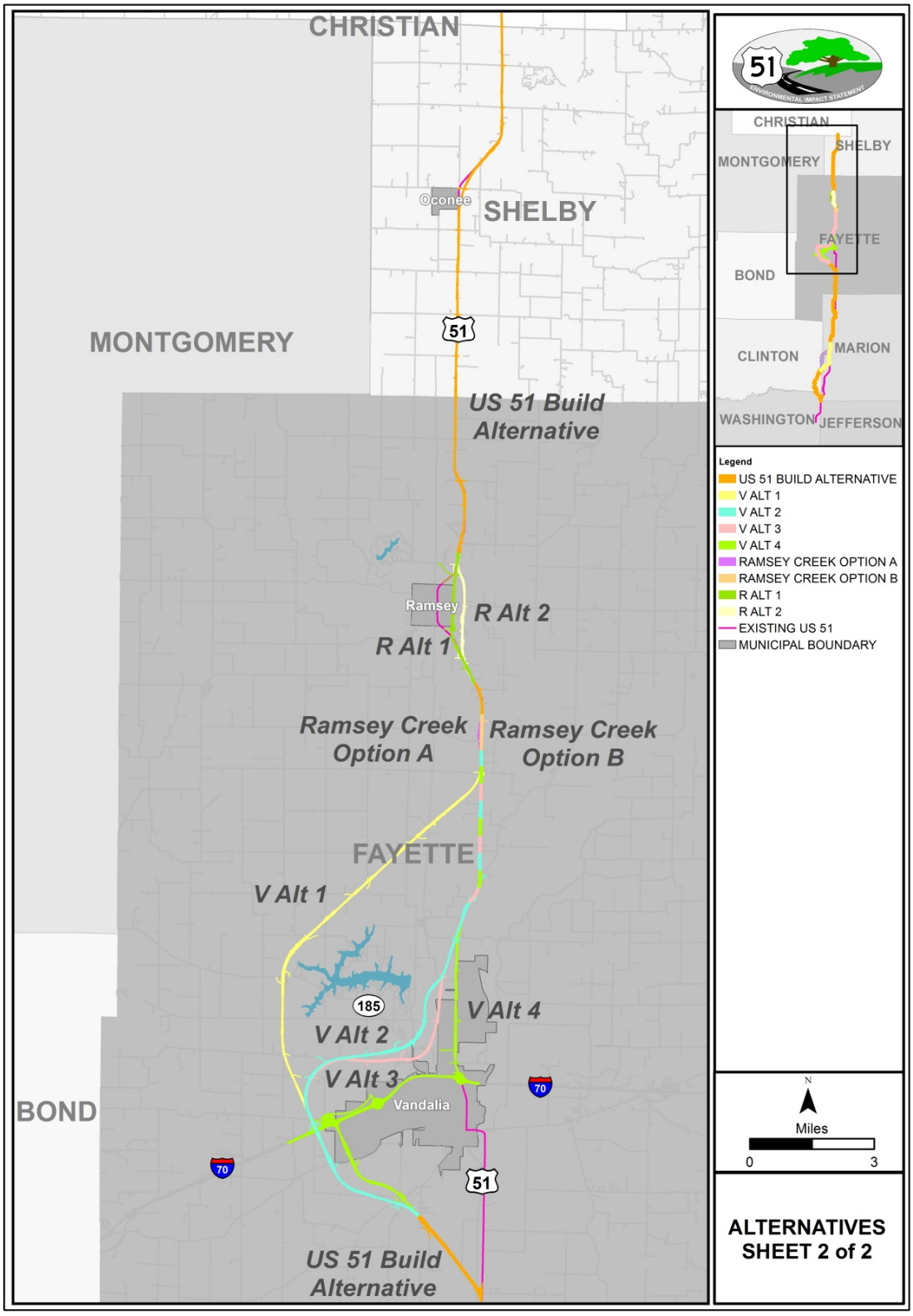
The alternative between the larger towns where there is only one remaining alternative is referred to collectively as the US 51 Build Alternative. The US 51 Build Alternative is shown in orange below. Existing US 51 is shown in pink.

The US 51 Build Alternative is compared against the No Build Alternative.

Alternatives Carried Forward for Detailed Study (page 1 of 2)



Alternatives Carried Forward for Detailed Study (page 2 of 2)



When will the Preferred Alternative for each community be determined?

Preferred Alternative

The Preferred Alternative is the final alternative that meets the purpose and need. Typically, the preferred alternative results in the least amount of impacts to the environmental, cultural, agricultural and community resources. The FHWA and IDOT consider public input when selecting the Preferred Alternative.

The Preferred Alternative for each community has not yet been determined. A Public Hearing will be held in spring of 2014. The input received from stakeholders following the Public Hearing and the results of the DEIS will be considered when selecting a Preferred Alternative. The Preferred Alternatives will be identified in the Final Environmental Impact Statement (FEIS).

Generally, the Preferred Alternative is the alternative that minimizes the impacts to environmental, cultural, agricultural, and community resources. Public input is considered when selecting the Preferred Alternative. However, the FHWA and IDOT must comply with Federal and State laws. This means that the alternative selection cannot be based entirely on public input. The Preferred Alternative must meet the Purpose and Need Statement, and generally results in the fewest impacts to environmental resources that are protected by Federal and State laws.

What are the human environment resources considered?

Can the No Build Alternative be selected as the Preferred Alternative?

The No Build Alterative may be selected as the Preferred Alternative if the environmental impacts resulting from the Build Alternatives are so great that FHWA, IDOT, or the Federal and State resource agencies consider selecting it.

Community and Accessibility

This category includes land uses, public facilities, populations, neighborhoods, community cohesion, recreation, travel patterns, and access.

Environmental Justice

Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income. Title VI of the Civil Rights Act of 1964 and Presidential Executive Order 12898 state that high or adverse impacts to low-income and/or minority populations as a result of Federal projects should be identified and addressed.

Economy and Business

The effect on industries, employment trends, the permanent and temporary loss of businesses and business access, and natural resources were considered.

The human environment is discussed in Chapter 3. Socio-economics are described in Chapter 3.1 and Noise is discussed in Chapter 3.5.

Residential and Community Facilities

The number of households and community facilities that would be displaced by the study alternatives were calculated.

Businesses

The number and type of businesses to be displaced by the study alternatives and an estimation of the loss of employment was calculated. An analysis of impacts

to remaining businesses due to proximity of the proposed project or changes in access is included.

Noise

Noise is unwanted sound. The Federal Highway Administration (FHWA) developed general highway traffic noise assessment procedures, which were adopted by the Illinois Department of Transportation (IDOT) to regulate noise. Highway noise depends upon four main factors: the number of vehicles present, traffic speed, the number of large trucks present, and the distance from the highway. Traffic noise is predicted for existing, future No Build, and future Build conditions. When IDOT determines that traffic noise impacts will occur in the proposed project, then methods to reduce noise at the receiver, called noise abatement, are considered.

The natural environment and the US 51 project's potential effects to it are described throughout Chapter 3.

What are the natural environment resources considered?

Agricultural Resources

Conversion of agricultural land to highway right of way can lead to reductions in agricultural production. Minimizing these effects is required by the Federal Farmland Protection Policy Act and the Illinois Farmland Preservation Act. The agricultural resources evaluated include farmsteads displaced, farm outbuildings displaced, farm businesses displaced, acreage of prime and important farmland, severed farms, affected farm operations, severance management zones, landlocked parcels, uneconomical remnants, farms affected by adverse travel, total adverse travel, and average farm revenue lost.

Agriculture is the primary land use in the project area.

Historic, Cultural, and Archaeological Resources

Historic resources include any prehistoric or historic district, site, building, structure, or object included in or eligible for inclusion in the National Register of Historic Places (National Register). These resources are protected by Section 106 of the National Historic Preservation Act (NHPA), as amended (16 USC 470(f)).

Air Quality

Air quality is important to protect public health from air pollutants. Air quality is protected by the Clean Air Act and air quality standards established by the United States Environmental Protection Agency (USEPA). If the standards are not met air quality is required to be improved.

The natural environment and the US 51 project's potential effects to it are described throughout Chapter 3.

Threatened and endangered species, such as the Piping Plover, are considered natural resources.
Photo By: USFWS

A forested wetland along existing US 51

Energy

The energy use for the construction of the proposed US 51 improvement was considered, including the energy required for processing materials, construction activities, and maintenance for the lane miles to be added within the project limits.

Natural Resources

Natural resources describe the plants and animals in the study area. Some of these resources are protected by state and federal regulations and are an important part of the natural environment. Natural resources considered include vegetation and land cover, wildlife resources, threatened and endangered species, and natural areas.

Water Resources and Aquatic Habitats

Water resources are important for recreational purposes as well as for maintaining our fish, mussels, and other species in our streams. These resources are protected by the Clean Water Act and the Illinois Environmental Protection Act. Congress set a goal to "restore and maintain the physical, chemical, and biological components of the waters of the United States." The physical, biological, and the water quality characteristics of the surface water resources (streams, creeks, rivers, drainage ditches, ponds, and lakes) are discussed.

Groundwater Resources

Groundwater provides drinking water for communities and individual homeowners. The Illinois Groundwater Protection Act regulates the protection of groundwater and established factors that affect drinking water quality. Roadway projects must comply with both state and federal regulations protecting groundwater. Private wells and public water supplies are discussed.

Floodplains

Floodplains are flat areas along streams and water bodies that hold excess water after a storm. Executive Order 11988 says that impacts to floodplains should be avoided when possible.

Wetlands

Wetlands are transitional areas between aquatic and terrestrial habitats where water occurs at or near the soil surface during the growing season. They provide diverse and sometimes specialized habitats for aquatic and terrestrial wildlife and plants. Wetlands are regulated under a number of Federal and state laws and policies.

Special Waste

Special waste is a broad category that includes hazardous wastes and other types of wastes that are less toxic. Special waste sites have the potential to contaminate soil and groundwater. There are both state and federal regulations for investigating and cleaning up such sites. Any construction of a new roadway considers and avoids to the maximum extent possible sites where soil and groundwater may be contaminated by petroleum or chemicals.

The natural environment and the US 51 project's potential effects to it are described throughout Chapter 3.

Recreation and Special Lands

Recreational and special lands include state parks, local parks, recreational areas, trails and greenways, wildlife and waterfowl refuge, historic sites of national, state or local significance, and Land and Water Conservation Fund properties. Recreation lands have strict rules governing their properties and their boundaries since they are protected by federal and state laws.

Ramsey Railroad Prairie Nature Preserve is a recreational and special land.
Photo By: Illinois Natural History Survey

What are the effects of the eleven remaining alternatives on the human and natural environment?

The table on the following pages summarizes the potential effects to the human and natural environment. The effects are described in detail throughout Chapter 3.

Resources Affected by the Eleven Alternatives Carried Forward for Detailed Study

Environmental Resources Affected	Remaining Alternatives										
	US 51 Build	**CS Alt 1**	**CS Alt 2**	**V Alt 1**	**V Alt 2**	**V Alt 3**	**V Alt 4**	**RCOA**	**RCOB**	**R Alt 1**	**R Alt 2**
Social/Economic Resources											
Total Residences displaced (number)[1]	51	5	12	9	25	29	38	0	0	15	6
Businesses (non-agricultural) displaced (number)	5*	0	2	0	1	1	2	1	1	1	0
Worship Centers displaced (number)	0	0	0	0	0	0	0	0	0	0	0
Agricultural Resources											
Farm Residences displaced (number)	28	4	4	9	20	14	14	0	0	2	3
Farm Businesses displaced (number)	2	1	1	0	0	0	0	0	0	0	0
Agricultural Soils (acres)	877	169	148	500	433	408	279	22	13	68	94
Farm Severances (by tract)	58	11	27	39	29	26	14	1	1	7	5
Affected Farms (number)	245	39	47	78	84	84	67	9	8	21	15
Total Adverse Travel between Split Farm Parcels, Based on One Round Trip (miles) for each Operator	21.6	13.0	6.9	30.6	4.8	3.3	1.4	0	0	0.6	0.9
Prime Farmland (acres)	416	9	5	351	284	294	210	10	6	56	61
Statewide and Local Important Farmland (acres)	384	158	141	120	127	97	49	8.2	7	11	20
Landlocked Parcels (number)	0	0	0	0	0	0	0	0	0	0	0
Cultural Resources											
National Register-eligible Historic Resources with Adverse Effects (number)	0	0	0	0	0	0	0	0	0	0	0
Noise Impacts											
Residences, Classrooms, or Churches with Noise Impacts (number)	0	0	0	0	0	0	1	0	0	0	0
Natural Resources											
Forest Impacts (acres)	201	18	3	92	34	32	39	29	17	8	13
Large Forest Stands (acres)	13.89	0	0	30.77	0.77	0.77	0.77	11.57	4.52	0	0

Resources Affected by the Eleven Alternatives Carried Forward for Detailed Study

Environmental Resources Affected	Remaining Alternatives										
	US 51 Build	**CS Alt 1**	**CS Alt 2**	**V Alt 1**	**V Alt 2**	**V Alt 3**	**V Alt 4**	**RCOA**	**RCOB**	**R Alt 1**	**R Alt 2**
Protected Species Potentially Affected (number)	6	2	2	2	2	2	2	2	2	2	2
Special and Protected Lands											
Nature Preserves Affected	0	0	0	0	0	0	0	0	0	0	0
Illinois Natural Areas Inventory Sites Affected (number/acres)	0	0	0	0	1/ 11.5	0	0	1/0.29	1/0.16	0	0
Parks and Forest Preserves Affected (number)	0	0	0	0	0	0	0	0	0	0	0
Water Resources/Quality											
Surface Water Crossings (number)	55	1	2	19	10	10	7	1	1	3	3
Private Water Wells displaced /within 200 feet (number)	8/17	0/1	0/0	4/1	4/13	7/17	6/10	0/1	0/1	3/3	1/2
Floodplains											
100-Year Floodplain along New Crossing (feet)	23,345	485	250	0	1,715	6,400	0	0	0	0	0
100-Year Floodplain along Existing Crossing (feet)	2,470	0	265	0	700	1,350	9,410	1,445	1,000	0	0
Floodplains Crossed (Number)	11	1	1	0	2	2	2	1	1	0	0
Wetlands											
Wetland Impact (acres)	37.8	0.3	3.9	1.3	2.61	15.2	4.6	0.2	0.1	0.2	0.6
Wetland Impact (number)	38	5	9	5	9	11	14	3	2	4	3
Special Waste Sites											
Special Waste Sites Affected (number)	34	4	7	4	3	3	17	0	0	7	5

[1]*Includes farm residences*

**2 of 5 businesses vacant/abandoned former commercial buildings*

Mitigation measures are described throughout Chapter 3 and summarized In Section 3.19.

How are the effects to the environment reduced or mitigated?

Effects to the human and natural environment were avoided and minimized where feasible. Where impacts cannot be avoided, they are mitigated where required. Mitigation can be accomplished through repairing, rehabilitating, or restoring the impacted environment. Sometimes impacts are compensated for by replacing or providing substitute resources. For example, for every wetland acre that is destroyed, at least one acre must be created.

How were the public and stakeholders involved in the project?

Public involvement is an important element of the US 51 project. Public input was sought and considered throughout the development of the study.

Stakeholder

Anyone who may be affected by the project and has a stake in its outcome.

Members brainstorming alternatives at a CAG meeting

Advisory Groups

The members of the advisory groups serve as representatives of the stakeholders. Two types of advisory groups were formed for the US 51 project: Community Advisory Groups (CAGs) and a Regional Advisory Group (RAG). Advisory groups were formed early in the project process.

Community Advisory Group (CAG)

A group made up of local stakeholders who volunteered to be a part of the study, and advised the PSG during major project decisions. The CAG members developed alternatives near the towns they represent.

Five CAGs were established for communities along the US 51 study area. In some cases communities located in close geographic proximity to each other formed one CAG. The communities that composed the five CAGs are:

- Wamac, Junction City , Central City, Centralia - this CAG will be referred to as the Centralia CAG through the remainder of the document
- Sandoval
- Vernon and Patoka
- Vandalia
- Ramsey

Regional Advisory Group (RAG)

A group similar to the CAG, the RAG develop alternatives along the entire length of the project, emphasizing the portions of US 51 between the CAG communities.

The approximately 70 miles of study corridor are not comprised only of towns, villages, and cities. A majority of the corridor runs through unincorporated farmland, woodland, and sparse residential areas. The RAG was developed to assist in identifying impacts that the US 51 expansion would have to areas outside of the separate communities, and to bring the interests of the multiple CAGs and communities together to achieve a consensus on the project as a whole.

The Problem Statements, which form the basis of the Purpose and Need Statement, were developed by the advisory groups. The preliminary range of alternatives was developed when the advisory group members developed

preliminary alternatives by drawing potential locations on a map. The alterative evaluation process was developed using advisory group input. The alternatives were continually refined based upon the information provided by the advisory group members.

A total of 51 CAG meetings, three RAG meetings, and 21 PIMs have been held to date.

A total of 51 CAG meetings and three RAG meetings were held to date.

Public Information Meetings (PIMs)

A series of five PIMs totaling 21 individual meetings have been held to date. The PIMs were held before each major project milestone. The project team presented an update of the project and sought public input. At each PIM the stakeholders were encouraged to fill out a comment form to provide input on the information presented at the meeting. Public input received after each PIM was read and considered. Public input was used when developing the Purpose and Need Statement, during alternative evaluation process, and during the alternative evaluation screening process. The alternatives were continually refined based upon the information provided by the public. For example, the public provided information about the location of new homes that were considered during the alternative evaluation process.

The public involvement process is described in detail in Chapter 4.

Stakeholders reviewed exhibits showing the refined alternatives at PIM #5 in Centralia.

Project Website and Email

IDOT established a public website for the project (http://www.us51-idot.com). General project information including current project status and upcoming meetings was available in addition to an archive of all the past events, fact sheets/handouts, newsletters, presentations, and project reports. The exhibits displayed at the advisory group meetings and the PIMs were posted to the website, in addition to a summary of each meeting. The website included on online comment form that provided the public with an opportunity to submit comments and concerns to the project team at any point during the project. The project team made every attempt to respond to each comment submitted. An interactive map showing the remaining alternatives on an aerial base map was included on the project webpage.

Attendees were asked to provide written comments during the PIMs.

Project Email and Telephone Line

Stakeholders were encouraged to send comments or ask the project team questions through the project e-mail address (US51EIS@clark-dietz.com) and telephone line (217-373-8951). The email address and telephone number were included on the website, on the PIM notices, on comment forms, and in newsletters.

Comment Forms

Comment forms were provided at all PIMs to encourage participants to provide their comments on the project. The comment forms were also available on the project website. Comments could be submitted in writing or electronically.

Newsletters

IDOT developed five newsletters during the course of the project. The newsletters provided updates on project status, notices of upcoming meetings, and contact information for the project. The newsletters were mailed to anyone who signed in at a PIM, the members of the advisory groups, anyone who requested to be added to the mailing list, in addition to the elected officials in the project area and representatives of government agencies. The public had the opportunity to sign up for the mailing list at each of the PIMs, or through the US 51 website. Copies of the newsletters were available at the public libraries along the project corridor, on the project website, and at the PIMs.

Local Media

Legal notices and reminders were sent to local newspaper and radio outlets in advance of PIMs. In addition, local newspapers independently published articles regarding the project development. Over 20 newspapers articles were independently published in local newspapers regarding the project. IDOT or members of the PSG were available at PIMs to talk to members of the press.

Community Group Presentations and One-on-One Meetings

Briefings with community groups, civic groups, business groups, and other interested groups or organizations over the course of the project were used as an opportunity to introduce the project and provide project updates.

What are the next steps for the US 51 project?

Stakeholders are encouraged to review the DEIS and provide comment on the remaining alternatives. The results of the DEIS will be presented at a Public Hearing tentatively to be held in spring of 2014. Based upon stakeholder input and the results of the DEIS, a Final Environmental Impact Statement (FEIS) will be prepared and published. The Preferred Alternative will be identified in the FEIS.