

5. PUBLIC INVOLVEMENT / PROJECT COORDINATION

A. Site Visit & Local Officials Scoping Meeting

NDOR On-Site Meeting: 10 January 2011

An informal overview and discussion of the project was held with area public officials at the Knight Museum and Sandhills Center in Alliance. The 23 attendees included representatives from the City of Alliance, Box Butte Development, Heartland Expressway Board, Twin Cities Development, NDOR, and the project consultant team. The discussion included project history, environmental process, and schedule. The relationship of this design and environmental project to the Corridor Management Plan were distinguished. The local officials provided insight into development that is likely to occur in the near future and expressed their concerns for traffic safety along the corridor, particularly as it relates to large truck movements. Those attending boarded a bus and toured the corridor to identify key features and issues that the project would need to address.

B. Citizen Survey by Alliance Police Department

The Alliance Police Department conducted an informal survey to determine the types and frequency of near-miss incidents along the project length. Twenty persons completed the survey and described their experiences travelling along US 385. The most frequently mentioned concern was the truck traffic from beet or hay haulers and the associated difficult passing maneuvers. **Appendix K** includes the full survey results from this public outreach.

C. Limited English Proficiency

To comply with Executive Order 13166 on improving access to services for persons with limited English proficiency (LEP), an analysis was conducted of language spoken in the project area. **Table 5.1** provides the results.

Table 5.1 – Limited English Proficiency Analysis

Area	% of Population that Speaks ONLY English	Languages Other Than English Spoken by 5% or Greater of the Total Population*
Tract 9511, Box Butte County	97.5%	None
Tract 9513, Box Butte County	88.8%	None
Box Butte County	93.3%	None
Morrill County	89.5%	None

* These figures reflect the population of an area that speaks a language other than English, and also speaks English "Less than Very Well." All data from 2008-2012 American Community Survey Table B16001.

The project area is mostly English-speaking. In the areas surveyed, none of the data indicates the presence of an LEP population that reaches the NDOR LEP outreach triggers of 5 percent or 1,000 persons. No LEP outreach is recommended for this project.

D. Formal Public Outreach

Public Information Meeting: 3 May 2011, 4-6 pm MST

A Public Information Meeting was held on the proposed project at the Knight Museum and Sandhills Center at 908 Yellowstone Avenue in Alliance. The meeting was held in the theatre room of the facility, which is Americans with Disabilities Act (ADA) accessible. Notices were published in English in the *Alliance Times-Herald* on 12 and 16 April 2011 and in the *Bridgeport News-Blade* on 13 and 27 April 2011. Project notification information sheets were mailed to 259 key area stakeholders. A news release announcing the open house was distributed through NDOR's normal media distribution on 19 April 2011. A story was included in the *Scottsbluff Star Herald* on 16 April 2011. Signs were also placed at two locations along the corridor to inform drivers of the public meeting.

Seventy-nine (79) persons attended the meeting, not including NDOR officials and consultants. The meeting was conducted in an open house format with informational displays and stations throughout the room. The project design team was available to answer questions and take comments. Thirteen written comments were received. All handouts were available in both English and Spanish, and a Spanish translator was available.

Most of the comments received were supportive of the project. The local community considers the roadway to be in need of upgrading due to the presence of large trucks, and poor visibility due to the vertical curves. Most attendees were middle-aged to older, and there were no foreign language speakers. Several people mentioned they learned about the meeting from reading the newspaper, direct mailings, and/or highway signs. Documentation of the NDOR Public Information Meeting is provided in **Appendix L**, including information on advertising, venue, support materials, attendance, and public comments. **Table 5.2** provides a summary of the public comments. At that time names of the alternatives were as follows:

- Alternative 1 was the longest sweeping curve
- Alternative 2 was the mid-range curve
- Alternative 3 was the shortest curve
- Alternative 4 was the Angora west alignment
- Alternative 5 was the Angora middle alignment
- Alternative 6 was the Angora west alignment
- Alternative A was the 5-lane flush median centered on the existing alignment
- Alternative B was the 5-lane raised median with east edge of pavement held
- Alternative C was the 5-lane divided median with east edge of pavement held
- Alternative D was the 5-lane raised median offset to the west
- Alternative E was the 4-lane divided median offset to the west

Following the meeting, the names of the alternatives were changed; however, no new alternatives were developed.

Table 5.2– Citizen Comments from the Public Information Meeting

Citizen Comments & Project Sponsor's Response				
Comment No.	Date	Type	Comment Summary	Response Summary
1. (Citizen)	5/3/2011	In Person	Why not cross railroad to the east to minimize ROW impacts in Angora	The project stayed west of the railroads to use exiting ROW and roadway. It is also difficult and expensive to cross railroad.
2. (US Rep. Assistant)	5/3/2011	In Person	Wanted to know what safety improvements could be added if stayed 2 lanes; project phasing. Noted that the region's cities and academic institutions were especially interested in the project for economic development opportunity. Summer months are challenging between local and tourist traffic.	Thanked them for their comment. The roadway would have wider surfaced shoulders (a Super-two), with flatter backslopes to reduce drifting snow, centerline rumble strip, improve certain vertical curves.
3. (Citizen)	5/3/2011	In Person	Wanted to know utility impacts/gaslines; environmental process. Thought prairie dogs had already been moved.	The project team works with utility companies to determine locations. ROW process does not occur until Environmental is complete. Explained that the prairie dogs would be evaluated during the Environmental process.
4. (Citizen)	5/3/2011	In Person	Asked about overlay in the interim.	Generally, NDOR utilizes existing pavement until such a point it can no longer be maintained and must be replaced.
5. (Citizen)	5/3/2011	In Person	Likes Alt 1 b/c allows for flatter grades. Noted that his loaded hauls are downhill and empty going back up L-62A. Thought the project might "clip" his pivots	Thanked them for their comment. NDOR would determine the grades on the sweeping curve depending on the amount of grading through the hills and valleys. Designers would take the pivot & well location into account and would take steps to study the severity of impacts and studying ways to minimize impacts. The ROW process cannot occur until the environmental is complete. NDOR would contact impacted property owners and work through the Uniform Act regarding acquisition.

Citizen Comments & Project Sponsor's Response				
Comment No.	Date	Type	Comment Summary	Response Summary
6. (Citizen)	5/3/2011	In Person	Concerned about amount of traffic. His house is the old kitchen house from the 1st Country Club from the 1920s. Would like to see old highway rehabbed for access to town that's not the main highway.	SHPO review would be completed as part of the project. (Review indicated that the house in question would not be impacted by the project.) The existing highway ROW, including the ROW where the 'old highway' was, is being used to accommodate the widening in this area. As such the existing highway and old highway would be completely removed with this project and replaced by the new highway.
7. (Citizen)	5/3/2011	In Person	Safety is main concern. Near miss accidents when drive the highway. Need to start the project before S.D. finishes their last 24 miles!	Thanked them for their comment.
8. (County Board Rep)	5/3/2011	In Person	Likes Alt 3 or 4. Limit changes to County Road 95 and 118. Give farm equipment wider county roads to access Angora for less time on 385.	Alternative 4 through Angora was selected as part of the Preferred Alternative, having the least impacts. The realignment of County Rd. 118 through Angora provides adequate width for farm equipment and provides a direct crossing of US 385 to avoid having to drive on US 385.
9. (City Council Rep)	5/3/2011	In Person	Don't understand why the process takes so long. Wonders if she'll see it done.	Thanked them for their comment.
10. (Reps for Dinklage Feedlot)	5/3/2011	In Person	Recently spent \$185,000 upgrading lagoon system to meet NDEQ requirements. Site drains to ponds along road and then pump to center pivot land application. If the highway impacted the lagoons, it would require relocating the lagoons and 2 rows of cattle pens (approx. 4000 cattle). They use the Snake Creek crossing to run cattle under the highway and railroad track to access their land on both sides. It is a dry creek.	Designers have made adjustments to the design to avoid impacts to both the lagoons and cattle pens. The cattle crossing at Snake Creek would be perpetuated with the project.

Citizen Comments & Project Sponsor's Response				
Comment No.	Date	Type	Comment Summary	Response Summary
11. (Citizen)	5/3/2011	In Person	Safety is main concern. Near miss accidents when drive the highway.	Thanked them for their comment.
13. (Citizen)	5/3/2011	In Person	Big Picture should include oil drilling in Niobrara formation. One oil well would require 1200 truck trips.	Increased traffic capacity on the Heartland Expressway due to economic development is part of the project purpose and need.
14. (Citizen)	5/3/2011	In Person	Lives in Angora. Against Alt.5. Prefer alternate through Angora that does not shift. Concerned about impacts to property including ROW and noise. Reduction in at-grade crossings would help noise. Trains blow horn three times/day in Angora.	Alternative 4 through Angora was selected as part of the Preferred Alternative, having the least impacts. At-grade crossings with railroad tracks cannot be removed without land-locking properties and is not a consideration.
15. (Citizen)	5/3/2011	In Person	Get it done.	Thanked them for their comment.
16. (City of Alliance Rep)	5/3/2011	In Person	Supports project; the City is starting to develop an intermodal plan. Airport runway could support freight. Combine with highway and railroad - economic development opportunity. He noted an increase in BNSF hiring bring more people to the area and adding commuters to the highway. Working with NE Dept of Economic Development.	Thanked them for their comment.
17. (Highway archeologist)	5/3/2011	In Person	Works at Ft. Robinson and travels frequently on 385. Concerns regarding safety and close calls.	Thanked them for their comment.
18. (Citizen)	5/3/2011	In Person	Safety concerns and traffic. Beet harvest season the trucks go 24/7 unless bad weather. Travel 385 frequently. Experience many vehicles in oncoming traffic trying to pass.	The preferred alternative is a 4-lane highway which would eliminate traffic entering on-coming lanes to pass.

Citizen Comments & Project Sponsor's Response				
Comment No.	Date	Type	Comment Summary	Response Summary
19. (Land-owner)	5/3/2011	In Person	Three (3) family members in attendance and other relatives live in vicinity of SW corner of 385 and Sarpy Road. Concerns about ROW and their properties. Commented that they may like to be acquired, stating that the "intersection skew angle could be improved" if their property is acquired. Land behind homes is farmed by the attendee's uncle. There is a domestic water well on their property.	The two residences near US 385 and Sarpy Road would be acquired with this project. There are no registered wells on the NDNR database registered to the family's name or associated with the address. Unregistered wells would need to be registered with the NDNR and if potentially impacted by construction would following the well abandonment and relocation (if necessary) procedures outlined by state law (see mitigation measure regarding wells). Negotiations with the well owners would occur during the ROW process. The ROW process cannot occur until the environmental process is complete. NDOR would contact impacted property owners and work through the Uniform Act regarding acquisition. The discussion concerning early acquisition would occur at this time. (The acquisitions would not affect access to the remaining properties in the area. No known protected populations would be affected by the relocations).
20. (Citizen)	5/3/2011	In Person	Wondered if a permanent DOT truck scale would be constructed as part of the project. Likes the alternatives at the US 385 & L62A junction. Curious why the project is stopping at 3rd St and not 10th Street.	The existing Truck Scale location would be relocated just north of Angora. Portable truck scales would continue to be used. The logical termini for the northern end of the project is the junction of W. 3rd Street and US 385 because W. 3rd Street is Nebraska Highway 2 (N-2) and one of two major intersections along this stretch of US 385. The other is L-62A at the southern end of the project. 10th Street is a local roadway and was included within the environmental study area. (Logical termini is discussed in Section B.4 of the Draft EA)

Citizen Comments & Project Sponsor's Response				
Comment No.	Date	Type	Comment Summary	Response Summary
21. (Land-owner)	5/3/2011	In Person	Landowner south of CR128 on west side of US 385. Worried about widening impacting his center pivot well. It can't be moved due to trees in the way. Suggested shifting roadway to the east to use old ROW to reduce impacts to the center pivot. Also indicated need for a cattle crossing under 385 in the same area as previous since his operation is on both sides of the highway.	Thanked them for their comment. Designers would take the pivot & well location into account and are taking steps to study the severity of impacts and studying ways to minimize impacts. The ROW process cannot occur until the environmental is complete. NDOR would contact impacted property owners and work through the Uniform Act regarding acquisition. (The driveway access/cattle crossing would be maintained in its existing location and current practices would continue to be allowed unless state law changes (see Section B.5 regarding property rights acquisition).
22. (Land-owner)	5/3/2011	In Person	Landowner on west side of 385 about Station 360. Concerned about median breaks and running his cattle from east to west across highway. Would like median breaks at Station 346 and 360. Likes Alt. 3.	Thanked them for their comment. NDOR and the project designers would take it under consideration. (NDOR provided median breaks at the requested locations through the access control committee. The driveway access/cattle crossing would be maintained in its existing location and current practices would continue to be allowed unless state law changes.)
23. (Citizen)	5/3/2011	In Person	Concerned about access to property east of rail road tracks via Sarpy Road and sight distance when turning onto 385	Thanked them for their comment. The designers would evaluate sight distance at the intersection as part of the project.
24. (Citizen)	5/3/2011	In Person	In support; Pleased to see that none included a frontage road through his property. Concerned about BNSF traffic using Rock Road and if that could be limited.	Thanked them for their comment and stated that because Rock Road is a public road there wasn't anything that could be done about BNSF using the road to access their facilities.
25. (Citizen)	5/3/2011	In Person	Three different residents along 385 between Rock Rd and Kansas Ave. indicated they did not like the 5-lane alternative. They preferred the shifted alignment to the west with a frontage road giving them access.	Thanked them for their comment and stated that it would be taken under consideration.

Citizen Comments & Project Sponsor's Response				
Comment No.	Date	Type	Comment Summary	Response Summary
26. (Land-owner)	5/3/2011	In Person	Landowner on northeast corner of 385 & Kansas Ave concerned about sight distance between N-2 and Kansas Ave. His house is close to the intersection and had ROW concerns and driveway access; amount of traffic on Kansas Ave. and frontage road lining up with his driveway and the entrance to the Pepsi distribution center.	Thanked them for their comment and stated that it would be taken under consideration. A plat showing the location of the proposed drive was requested from the city.
27. (Citizen)	5/3/2011	In Person	Discussed number of truck on 385 and concerns regarding two-lane traffic trying to pass. Stated that driving south from Alliance is slow and below posted speed limit due to traffic and limited passing zones.	Thanked them for their comment. The design team would take their comment under consideration.
28. (Citizen)	5/3/2011	In Person	Traffic concerns during harvest. Would the traffic study take harvest into account?	The traffic study is based on the design hour volume and average daily traffic (peak hours of traffic throughout the day).
29. (Citizen)	5/3/2011	In Person	Indicated tremendous traffic on 385. Cite beet trucks, cattle trucks and freight between NE, WY and ND	Thanked them for their comment.
30. (Heartland Expressway Board Member)	5/3/2011	In Person	Disappointed at length of time this project has taken. The Board is looking at the big picture and not just the L62A junction to Alliance. It is "mind boggling" what traffic would come through if the connection was in place linking Canada and Mexico. The current traffic, especially during beat season (Oct-Feb) is dangerous and congested.	Thanked them for their comment.
31. (Citizen)	5/3/2011	In Person	Making left turns off 385 to Sarpy Road is dangerous b/c drivers pass on the shoulder.	Thanked them for their comment. Left-turn movements would be addressed by the improvements.

Citizen Comments & Project Sponsor's Response				
Comment No.	Date	Type	Comment Summary	Response Summary
32. (County Commissioner)	5/3/2011	In Person	Supports project; asked about project schedule.	Referred to project handout for timeline.
33. (WEST-CO Rep)	5/3/2011	In Person	Southeast corner of 385 and 3rd Street. Prefers full access including left turns onto 385. Would be willing to accept right turn-in/right-turn out if he can maintain his two drives on 3rd Street	Thanked them for their comment. The design team would take their comment under consideration. (The preferred alternative in Alliance is the 5-lane TWLTL on 385. The two drives on 3rd Street would be maintained).
34. (Citizen)	5/3/2011	In Person	Landowner in southwest corner 385 and Sarpy Road. Stated BNSF drives on and off their property wherever they want to.	Thanked them for their comment.
35. (Citizen)	5/3/2011	In Person	Supports project; likes left-turn lane as a feature	Thanked them for their comment.
36. (Land-owner)	5/3/2011	In Person	Lives in Angora. Against bypass alternative. Prefers existing alignment. Concerns about wide farm machinery getting from point west of Angora to BNSF tracks. Did not agree with District's placement of delineators along highway in Angora to prevent the illegal use of the public's ROW.	Thanked them for their comment.
37. (Citizen)	5/3/2011	In Person	Supports project	Thanked them for their comment
38. (Citizen)	5/3/2011	In Person	Lives northeast of 385 and Rock Road. Supports project; does not like Rock Road ending at railroad	Thanked them for their comment.
39. (Citizen)	5/3/2011	In Person	Supports project; Likes Alt 1.	Thanked them for their comment.
40. (Land-owner)	5/3/2011	In Person	Supports project; Owns land along 385 north of Alliance. Curious about plans for highway north of Alliance. Prefers Alt. 1 at L62 junction.	The long term plan for the Heartland Expressway was for the four lane to end at Alliance and they the highway near his property would remain a two lane with truck passing lanes.

Citizen Comments & Project Sponsor's Response				
Comment No.	Date	Type	Comment Summary	Response Summary
41. (Citizen)	5/3/2011	In Person	Landowner near Angora. Concerned bypass alternative would move the highway to his property line. Prefers the alternative to stay on alignment and go through Angora.	Thanked them for their comment. The design team would take their comment under consideration. (Alternative 4 through Angora was selected as part of the Preferred Alternative, having the least impacts).
42. (City of Hemingford Rep)	5/3/2011	In Person	Supports project; Formerly on the Heartland Expressway committee; wants to see it built before lose funding. In favor of building alternates that are cheaper if meant building the four-lane option.	Thanked them for their comment.
Citizen Comments & Project Sponsor's Response				
Comment No.	Date	Type	Comment Summary	Response Summary
Written comments received at or after the Public Information Meeting				
43. (Citizen)	5/3/2011	written	This project needs to be a top priority for economic growth & survival in the Panhandle. Delaying the project would delay the growth of the Panhandle.	Comment was noted.
44. (Citizen)	5/3/2011	written	Why do we not get on board...it only benefits the communities in Western Nebraska. Prefers Alt 1 at Angora	Comment was noted.
45. (Citizen)	5/3/2011	written	S.D. only 28 miles left; get it done!	Comment was noted.
46. (Citizen)	5/3/2011	written	strong support; don't worry about prairie dogs; We need 4-lane to S.D. and Sidney, truckers go at 450/load	Comment was noted.
47. (Citizen)	5/3/2011	written	support; continue to S.D. border!	Comment was noted.
48. (Citizen)	5/6/2011	mailed	Very impressed w/ mtg; south-bound traffic a concern; wants it done. PS-- project promotes economic development to region.	Comment was noted.

Citizen Comments & Project Sponsor's Response				
Comment No.	Date	Type	Comment Summary	Response Summary
49. (Citizen)	5/6/2011	mailed (With Alt A map from hand-out attached & his property marked)	Prefers Alt A; Currently uses old highway as frontage road and for mail. Concerned about snow removal on east side of 385 and the frontage road. Says the city/county doesn't remove snow.	Comment was noted and addressed in the EA during the alternatives analysis. (Alternative 10, 11, and 13 were eliminated in preliminary screening partly due to increased maintenance and snow removal for frontage roads.)
50. (WETCO Rep)	5/12/2011	mailed	Prefers Alt A, 5-lane flush median centered for ease of access to WESTCO's business "Terry's Corner"	Comment taken under consideration. (The preferred alternative in Alliance is the 5-lane TWLTL on 385. The two drives on 3rd Street would be maintained).
51. (Citizen)	5/17/2011	email	property owner; experiences frequent near misses; against Alt A, B & C; likes D & E except for access to properties; suggests limiting access to Kansas St. & north of Rock Rd.	Comment taken under consideration.
52. (Citizen)	5/17/2011	mailed	Prefer Alt 1, 5, & B; For the safety improvements and positive economic impact; resilient prairie dogs would repopulate; looks forward to project	Comment taken under consideration.
53. (Citizen)	5/3/2011	in person	Support project; Driving during harvest season for wheat (July), potato (Sept) and beans is not safe. Avoids the highway during beet season.	Comment taken under consideration.
54. (Citizen)	5/19/2011	phone	Asked if it was too late to comment. Doesn't believe project would bring the economic impact many locally believe it would because front range to Rapid City S.D. uses WY due to increased speed limits and cheaper gas.	Thanked them for their comment.
55. (Citizen)	5/18/2011	mailed	Likes Alt 1 best but believes Alt 3 is less expensive; Alt 4 best option for less near accidents; Likes Alt A by Alliance -- There is a need for four-lanes. Experienced near miss accident with tractor trailer.	Comment taken under consideration.

Citizen Comments & Project Sponsor's Response				
Comment No.	Date	Type	Comment Summary	Response Summary
56. (Citizen)	5/18/2011	mailed	like to see Alt 1,4, A	Comment taken under consideration.
57. (Citizen)	5/19/2011	email	If (Angora) roadside park (former rest area) closed would like the land returned to their section but prefers to see if left open for people to use. Prefers Alt 3 overall. Likes Alt 4 best over Alt 5 but would like to know more about Alt 5 access; advantage to 4-lane would be ability to pass	Comment taken under consideration. (The south drive to the former rest area is remaining in place to allow field access. The rest of the pavement within the former rest area would be removed.)

See **Appendix L** for description of Alternatives and additional detail.

E. Agency Coordination

A scoping meeting was conducted on 16 September 2010 with FHWA, NDOR, and the project consultants. The purpose of the meeting was to develop the scope of analysis and determine major issues that would need to be analyzed in the EA.

Following NDOR protocol, coordination with the SHPO and THPOs, including letters to 21 tribes (**Appendix C**), was handled by FHWA (**Appendix G**).

Informally FHWA and NDOR have met with USFWS and NGPC throughout the development of the EA. The initial meeting to discuss the project occurred on 29 November 2011. The primary concerns of USFWS and NGPC were the prairie dog colony near the sweeping curve and the habitat connectivity of the swift fox. Requested information on the prairie dog colony and its relationship to the sweeping curve alignments (Phase III) was provided to USFWS and NGPC in memos dated 3 June 2011 and 4 November 2011. A Biological Assessment (BA) was prepared and approved by NDOR in compliance with the *Nebraska Programmatic Agreement for the Federal Aid Transportation Program* (January 2012).. FHWA signed the BA on 29 April 2012 and submitted the BA to USFWS and NGPC requesting their concurrence that the project “**may affect, not likely to adversely affect**” the Black-footed Ferret, Blowout Penstemon, and Swift Fox. USFWS concurred on 1 May 2014 and NGPC concurred 16 May 2014. (See **Appendix G** for agency coordination letters.)

Coordination with the US Army Corps of Engineers (**Appendix E**) was handled by the consultant for the purpose of obtaining a Jurisdictional Determination which was issued on 5 December 2012.

Required mitigation, addressing requirements of all regulatory and reviewing agencies, has been included in **Chapter 6**.

F. Public Hearing

NDOR would hold a Public Hearing for the project on 1 October 2014, 5:00-7:00 pm MST, at Newberry's, 110 W 4th Street, Alliance, Nebraska 69301. The format of the public hearing would consist of an Open House from 5:00-6:30, and a Public Forum from 6:30-7:00 pm. Public notices, letters, and news releases would be developed to inform members of the public and interested agencies of the upcoming meeting details. The first legal notice of the hearing would be provided approximately 31 days before the hearing, and again 14 and 7 days before the hearing.

NDOR would provide an accessible meeting facility for all persons. Reasonable accommodation would be made for people who are hearing and visually challenged or who have limited English proficiency (LEP). If requested, materials would be provided languages other than English. NDOR would specifically invite all those that would be directly affected by the proposed project.

Design information would be displayed and personnel from NDOR would be present to answer questions and receive comments about the project. This hearing would be held for coordination and fact-gathering on the NEPA document, as well as to provide and receive information regarding environmental impacts. The project study team would be present to receive design input regarding the project. Design plans and the Draft EA would be developed further after the public hearing.

The Draft EA would be available for public review at the hearing. Copies of the Draft EA would be available at the following locations:

City of Alliance – City Clerk	324 Laramie Avenue	Alliance, Nebraska
US Post Office	South 1 st Street	Angora, Nebraska
City of Bridgeport – City Clerk	809 Main Street	Bridgeport, Nebraska
Alliance Public Library	1750 Sweetwater Avenue	Alliance, Nebraska
NDOR District 5 Office	140375 Rundell Road	Gering, Nebraska
NDOR Headquarters	1500 Highway 2	Lincoln, Nebraska
FHWA Nebraska Division	100 Centennial Mall North	Lincoln, Nebraska

Before the public hearing, the Draft EA would also be available on the NDOR website at www.transportation.Nebraska.gov/projects/ and clicking on the “L62A/US 385” link.

There would be a 30-day comment period for the Draft EA, after which the Final EA would be prepared.