

A. CONDENSED FINAL EIS

This section describes the intent, approach, and organization used in this condensed Final Environmental Impact Statement (FEIS). The intent of this document is to make clear to the reviewer those changes and additions that have been made since the Draft Environmental Impact Statement (DEIS) was published. This is done by refraining from repeating the extensive material given in the DEIS in this document. Rather, the DEIS in its entirety is incorporated by reference in this FEIS. Thus, changes and additions to the DEIS, which are presented in this FEIS, stand out clearly to the reviewer.

The approach used for this condensed FEIS is to repeat the DEIS Summary in its entirety with changes and additions highlighted in **bold** to provide a stand-alone project summary. Then each capital-lettered section of each chapter is briefly summarized in a few paragraphs with any changes or additions highlighted in **bold**, and/or followed by a presentation, labeled "**ADD**," presenting more extensive discussions, where applicable. Two new sections are added to Chapter 7 Coordination: a Section D to discuss the public hearings and a Section E to present the responses to the DEIS comments. Appendix A to this FEIS includes a signed parkland and a signed historic Section 4(f) Memorandum of Agreement (MOA). Appendix B includes photocopies of comment letters from federal, state, and local governmental agencies and organizations along with a listing of all individuals who commented on the project. The responses, which are given in Section E of Chapter 7 and organized by topic of discussion, are cross-referenced to each appropriate commenting party. Appendix C includes a conceptual wetland mitigation plan.

B. SUBSTANTIVE DEIS CHANGES AND ADDITIONS

This FEIS includes discussion of the following substantive changes and additions from the DEIS:

- Selection of a preferred alternative, namely, the full build solution including downtown traffic control and transit pricing, without tolls (which will only be considered as a last-resort measure with state and local endorsement)
- incorporation of a conceptual wetland mitigation plan
- incorporation of a conceptual floodplain plan
- incorporation of additional mitigation measures in East St. Louis, including a Fifteenth Street pedestrian overpass, a local Ninth Street realignment, a local Bowman Avenue overpass, and a new East St. Louis street connecting downtown East St. Louis and the riverfront (in lieu of Missouri Avenue) with a First Street tie-in
- incorporation of an additional noise wall along I-70 between Palm and Tyler Streets and a Palm Street cul-de-sac in Missouri
- incorporation of an executed MOA both for the Jefferson National Expansion Memorial Park and for four National Register-eligible industrial buildings
- modification of the Mississippi River channel crossing to provide a 457-meter/m (1,500-foot/ft)-long main span and a 183-m (600-ft)-long Missouri side span, resulting in only one pier in the river at most.