

VOLUME IV – PART A:
Agency Coordination

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Notice of Intent

2007-2013
Volume IV - Part A
Priority
RSP



US Department
of Transportation
**Federal Highway
Administration**

Illinois Division

November 26, 2007

3250 Executive Park Drive
Springfield, Illinois 62703

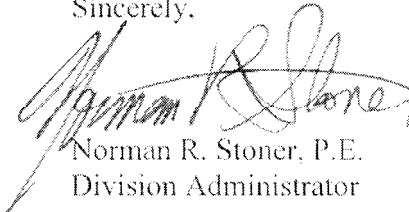
Federal Register (NF)
National Archives and Records Administration
800 North Capitol Street, NW, Suite 700
Washington, DC 20001

In Reply Refer To:
HDA-IL

Dear Office of the Federal Register:

Enclosed are three original signed copies of a Notice of Intent to advise the public that an Environmental Impact Statement will be prepared for a proposed transportation project on US Route 51 in Christian, Shelby, Fayette, Marion, Clinton, Jefferson and Washington Counties, Illinois. Please publish the enclosed Notice of Intent in the *Federal Register* at the earliest practical date.

Sincerely,


Norman R. Stoner, P.E.
Division Administrator

Enclosures

AMERICAN
ECONOMY

4910-22

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Christian, Shelby, Fayette, Marion, Clinton, Jefferson and Washington Counties, Illinois

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for a proposed highway project in Christian, Shelby, Fayette, Marion, Clinton, Jefferson, and Washington Counties, Illinois.

FOR FURTHER INFORMATION CONTACT: Norman R. Stoner, P.E., Division Administrator, Federal Highway Administration, 3250 Executive Park Drive, Springfield, Illinois 62703, Phone: (217) 492-4600. Christine Reed, P.E., Deputy Director of Highways, Region Four Engineer, District 7, Illinois Department of Transportation, 400 W. Wabash, Effingham, Illinois 62401, Phone: (217) 342-8201.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Illinois Department of Transportation, will prepare an environmental impact statement (EIS) on a proposal to improve US Route 51 located in the Illinois counties of Christian, Shelby, Fayette, Marion, Clinton, Jefferson, and Washington. The proposed improvement would involve the expansion of the existing 70 mile roadway facility between CR 900 N (South of Pana) to CR 2150 N (East of Irvington).

Improvements to the corridor are considered necessary due to increases in traffic volumes, operational issues, and State economic initiatives. Alternatives that may be considered include (1) taking no action; (2) combining the existing two-lane highway

with widening to four-lanes on existing and/or new location; and (3) constructing a four-lane highway on new location.


Improvements to US 51 have the potential to affect agricultural, biological, historical, and natural resources within the corridor. The corridor contains moderately prime farmland in rural areas. A nature preserve exists along the abandoned railroad right-of-way north of Ramsey and the palustrine wetlands of the Kaskaskia River basin area may be habitat for plant and animal species listed by State and Federal endangered and threatened wildlife and plants programs. The Kaskaskia drainage basin has potential to contain prehistoric archaeological sites. Historical resources located along US 51 include the Vandalia Statehouse and the First Presbyterian church in Vandalia. Hazardous waste sites exist within the corridor including the Sandoval zinc smelter site and several tank farms east of US 51 near Patoka. In the urban limits of the corridor, residential areas adjacent to US 51 may be affected.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies. A public scoping meeting is planned for January 2008 and agency scoping meeting is planned for February 2008. Due to the length of the corridor, public meetings will be held in each region; north, central, and south. The first public meetings will take place in January 2008. Illinois' Context Sensitive Solutions (CSS) process will be used for public involvement. The project website is www.US51-IDOT.com. In addition to the public meetings, a public hearing and comment period will be held following the release of the Draft EIS. Public notice will be given for the time and place of the public meetings and hearing.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments, and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: November 26, 2007.



Norman R. Stoner, P.E.
Division Administrator
Springfield, Illinois

Project Study Group (PSG) Meeting Minutes



MEETING MINUTES

Project: U.S. 51 Corridor Study
Date: June 20, 2007, 8:00 AM
Attendees: Sherry Phillips – IDOT
 Matt Hirtzel – IDOT
 Randy Alwardt - IDOT
 John Lazzara – HDR
 Mike Marchyshyn – HDR
 Stacie Dovalovsky – Clark Dietz
 Jerry Payonk – Clark Dietz
Copies: Attendees, Gary Welton, Linda Huff, Sean LaDeiu, Mike Haley

Minutes of this meeting were prepared by Jerry Payonk of Clark Dietz, Inc. Please inform him of corrections or modifications.

The purpose of the meeting was to establish a preliminary Project Study Group (PSG) and discuss miscellaneous project issues and needs.

The PSG will be comprised of representatives from IDOT, the FHWA, and the US 51 Partners. The preliminary PSG was identified as such:

- Dist 7 Planning – Sherry Phillips, Matt Hirtzel & Gary Welton
- Dist 7 Design – Jennifer Wenthe
- Dist 7 Environmental – Gene Beccue
- Dist 7 Bridge & Hydraulics – Mike Allen
- Dist 7 Survey – Randy Alwardt
- Dist 7 Land Acquisition – Delbert Crouse
- Dist 7 Construction – John Nava-Sifuentes
- Dist 7 Maintenance – Chris Smith
- Dist 7 Traffic – Greg Jamerson
- Dist 7 Geometrics – Rob Macklin
- Dist 7 Local Roads – Dean Seales
- District 8 – Cindy Stafford or Brooks Bristol
- District 6 – Foreman Hardwick
- FHWA – Robin Helmrichs

PSG members from the US 51 Partners will be comprised of representatives from Clark Dietz, HDR, & Huff & Huff.

Meeting Minutes

U.S. 51 Corridor Study

Page 2

Sherry Phillips indicated that the University of Illinois has performed some traffic modeling for Effingham, Fayette and Marion Counties. The project is called the LEAM model and the US 51 Partners are encouraged to contact Dr. Brian Deal (deal@uiuc.edu) for information that can be incorporated into the travel demand model.

Line/contour detail has only been provided by IDOT for locations where the proposed US 51 alignment is anticipated to be similar to existing alignment. Additional information can be collected by IDOT; however, spring is the optimum time to conduct the flights for aerial pick-up. Ideally, the project team can have preliminary alignment information by early 2008 so additional aerial pick-up can be performed. District 6 should be able to provide aerial information for Christian County at the north terminus of the project.

IDOT can provide bridge inventory sheets for the entire corridor. Culvert info can also be provided. Field inventory of the structures will still need to be performed to pick up small structures for which info is not available.

Local representation spearheading this project has done so under the assumption that the project will move forward as a four-lane facility. To this end we already have a purpose for the overall project, but we will have to verify a need. Upon verification of need, specific alignment as it relates to the various communities within the corridor of study will be investigated through the Context Sensitive Solutions (CSS) process. When we initially meet with the public, we will discuss the needs already defined and begin identifying the Citizen Advisory Groups.

Sherry will discuss this with IDOT before moving forward with public involvement. The next Federal Coordination Meeting occurs on July 19th. The project team will make an initial presentation to the FHWA at this meeting. We also wish to discuss this issue regarding project purpose.

The US 51 Partners will initiate contact with the US 51 Coalition with the objective of meeting with the group to discuss the project. IDOT will be copied for all correspondence with the coalition.

The US 51 Partners will develop a letterhead to be used on all future correspondence with the District and with project stakeholders.

The meeting was adjourned at approximately 10:30 AM.

US 51 Partners, A Joint Venture

MEETING MINUTES

Project: U.S. 51 Environmental Impact Statement – Project Study Group Meeting
Date: September 27, 2007
Attendees: See attached list
Copies: attendees

Minutes of this meeting were prepared by Barbara Moore of Clark Dietz, Inc. Please inform her of corrections or modifications.

The purpose of the meeting was to update the Project Study Group (PSG) on the progress of the US 51 Environmental Impact Statement and discuss upcoming work elements. A copy of the meeting agenda is attached.

Mr. Payonk reported the meeting with the Federal Highway Administration resulted in a status change in the project from a corridor study to an Environmental Impact Statement. The study area for this study includes the counties of Shelby, Christian, Fayette, Washington, Marion and Clinton. Communities located along US 51 include Pana, Oconee, Ramsey, Vandalia, Patoka, Sandoval and Centralia. Efforts continue on the finalizing the Project Scope of Work.

Mr. Payonk discussed the Context Sensitive Solutions (CSS) process as it relates to this project. A two-tiered approach will be used. The first tier of CSS coordination addresses the US 51 Corridor as a whole. The corridor will be investigated regarding the feasibility of expanding the existing two-lane facility into a four-lane facility. The second tier of CSS coordination approaches the individual communities within the project limits. Stakeholders within these individual communities will assist in determining the feasibility of bypass scenarios around their communities.

The project study group reviewed the draft Stakeholder Involvement Plan and identified recommended revisions. Please refer to the SIP document attached herein with recommended changes italicized.

Robin Helmerichs stated new environmental streamlining procedures would warrant a meeting with the Federal Highway Administration (FHWA) and the Illinois Department of Transportation (IDOT). Both agencies have to approve the SIP before contacting stakeholders or a public notice is published. This meeting is tentatively set for Wednesday, October 17 at the Federal Highway Administration office in Effingham; however, Ms. Helmerichs will coordinate with Matt Fuller to see if an earlier meeting date could be scheduled in Springfield. Robin also indicated that by Federal law, the EIS process takes precedence over the CSS process. A meeting was subsequently scheduled for October 9th in Springfield.

US 51 Partners, A Joint Venture
Clark Dietz, Inc. and HDR Engineering, Inc.
1817 South Neil Street
Suite 100
Champaign, IL 61820

Eugene Beccue indicated that two pipe lines are proposed through the project corridor. Mr. Beccue referenced Terry Peterson for information regarding the preliminary pipeline alignments.

Sal Madonia from IDOT District 6 provided a copy of the EIS for Route 51 in Macon County in addition to plan information of the transition of Route 51 from four lanes to two lanes at the Christian/Fayette County line. He indicated that he can forward electronic files of alignments.

A draft copy of the IDOT letter format was provided by Sherry Phillips. Ms. Phillips emphasized that all documentation from IDOT must come from their office, including the public notices on IDOT letterhead. Ms. Phillips said nothing would be published until a Notice of Intent (NOI) has been filed. Ms. Phillips requested a man-hour review and back-up documentation for expenses submitted to IDOT District 7 before final submittal.

The next PSG meeting will be scheduled as directed by the District and coordinated through Matt Hirtzel.

Following the meeting, Sherry Phillips introduced Barbara Moore to Nancy Meinhart. Nancy and Barbara will be coordinating meeting dates and times. Ms. Meinhart requested a copy of the stakeholders' database. Ms. Meinhart will provide Clark Dietz the data she has available on local agencies and representatives. Ms. Meinhart stated contact to any state or federal agency should be coordinated through the District 7 office. Clark Dietz was asked to revisit postage expenses assuming that the US 51 Partners will mail out notices/information under IDOT letterhead. The project team should also assume 8 newsletters over the anticipated four-year duration of the project. A request was made of a one-week notice be provided to Ms. Meinhart prior to any public notices displayed or announced.

US Route 51 Environmental Impact Statement

Sign-in Sheet

Meeting Purpose: Project Study Group Meeting
Meeting Date: September 27, 2007
Meeting Time: 9:00 AM
Location: IDOT District 7 – Effingham, IL

List of Attendees

Name (print clearly)	Company/ Organization	Phone Number	E-mail Address (print clearly)
MATT HIRTZEL	IDOT	342-8246	Matthew.Hirtzel@illinois.gov
JERRY FAYWIK	CLARK DIETZ	217-373-8900	JERRY.FAYWIK@CLARK-DIETZ.COM
JOHN LAZZARA	HDR ENGINEERING	773/380-7938	JOHN.LAZZARA@HDRINC.COM
EUGENE BECCUE	IDOT	217-342-8249	Eugene.Beccue@illinois.gov
TIM JACKSON	IDOT	217-342-8311	Timothy.Jackson@illinois.gov
John Nava-Sifuentes	IDOT	217 342 8303	John.Nava-Sifuentes@illinois.gov
Barbara Moore	Clark-Dietz	217-373-8948	Barbara.Moore@Clark-Dietz.com
Jennifer Wenthe	IDOT	217-342-8361	Jennifer.Wenthe@illinois.gov
DELBERT CROUSE	IDOT	217-342-8336	DELBERT.CROUSE@illinois.gov
SHERRY PHILLIPS	IDOT D7	217 342 8244	Sherry.Phillips@illinois.gov
Gary Wetton	" "	217 342 8241	gary.wetton@illinois.gov
SAL MADONIA	IDOT D6	217 782-4761	sal.madonia3@illinois.gov
MIKE ALLEN	IDOT D7	217 342-8316	michael.allen@illinois.gov
GREG JAMERSON	"	342-8242	GREGORY.JAMERSON@ILLINOIS.GOV
ROB MACKLIN	"	342-8245	ROB.MACKLIN@ILLINOIS.GOV
Dwight Pease	"	342-8211	Dwight.H.Pease@ILLINOIS.GOV
ROBIN HELMERICH	FHWA	217-492-4615	ROBIN.HELMECH@FHWA.DOT.GOV
Allen Staron	CLARK DIETZ	312.648.9900	allen.staron@clark-dietz.com
Stacie Dovalovsky	ClarkDietz	312-648-9900	stacie.dovalovsky@ stacie clark-dietz.com

MEETING MINUTES

Project: U.S. 51 Environmental Impact Statement – Project Study Group Meeting
Date: January 18, 2008, 1:15 PM, IDOT/D7 Office
Attendees: See attached list
Copies: attendees

Minutes of this meeting were prepared by Jerry Payonk of Clark Dietz, Inc. Please inform him of corrections or modifications.

The purpose of the meeting was to review exhibits for the upcoming series of Public Information Meetings and identify who will be attending which meetings. Jerry indicated that the project team (consultant team) will bring six people. IDOT stated that they will internally determine who will attend.

Jerry went through the list of exhibits which were as follows:

1. Welcome Board
2. Study Limits Board
3. Process Board
4. EIS Board
5. US 51 Schedule Exhibit
6. Guiding Principles Board
7. Project History Board
8. SIP Board
9. Thank You Board

For each meeting, Jerry will walk through each board. For the SIP Board, he will solicit interest in serving on a Citizen's Advisory Group for each respective community: Ramsey, Vandalia, Vernon/Patoka, Sandoval, and Centralia.

The PIM schedule will consist of a meeting:

January 23rd - Centralia City Council Chambers - 5:00 to 8:00 PM
 January 24th – Kaskaskia College (Vandalia Campus) - 1:00 to 4:00 PM
 January 24th – Ramsey Community High School - 5:30 – 8:00 PM

With no additional comments, the meeting adjourned at approximately 2:30.

US 51 Partners, A Joint Venture

Meeting Minutes

Subject:	US Route 51 Project Study Group Meeting		
Client:	Illinois Department of Transportation, District 7		
Project:	US Route 51 Environmental Impact Statement	Project No:	
Meeting Date:	March 25, 2008	Meeting Location:	IDOT District 7
Notes by:	Stacie L. Dovalovsky of Clark Dietz, Inc.		

Attendees: See attached list

Topics Discussed: See attached agenda

Action/Notes:

The purpose of the meeting was to bring the Project Study Group up-to-date on project activities and discuss upcoming Citizen's Advisory Group meetings.

1.0 Current Activities

US 51 Partners prepares a weekly bullet point list of the current activities for the project forwarded to the District each Monday morning. This week's activities are:

US 51 EIS:

- Finishing up methodologies/scoping package for District review – hope to have at 3/25 PSG meeting
- Water Resources data collection (literature review; BSC ratings; 303d listings; use restrictions; sources of impairment; stream lengths; etc.)
- Creating an updated detailed project schedule to be submitted to the District for review later this month
- Finalizing Context Audit Form - District has US 51 Partners comments
- Collection of property owner information along corridor section not likely to undergo significant alignment changes
- Performing structure inventory throughout the corridor
- Coordinating with various agencies for additional mapping needs relating to ESR

CSS Related Activities:

- Stakeholder meeting in Sandoval on the 24th, 4:00 to 7:00
- PSG meeting at District Office on the 25th at 9:00
- Coordinating with Centralia Mayor to get list of potential CAG candidates
- Coordinating with Mayors of Vernon and Patoka to get list of potential candidates for CAG
- Ramsey CAG meeting on the 31st; 6:00-9:00 at the Village Hall
- Vandalia CAG meeting in April 1st; 6:00-9:00 at City Hall

2.0 Methodologies and Scoping Package

Methodologies, the written description of the proposed evaluation processes to be used for assessing impacts, are drafted and have been submitted to IDOT D7 for their review. The methodologies are required as part of the NEPA/404 Merger process. The draft methodologies will be transmitted electronically to IDOT by J. Payonk; IDOT D7 will forward to BDE and FHWA for concurrent review. Robin Helmerichs indicated that the FHWA will have the review completed in 30 days. After review by D7, BDE and FHWA, the methodologies (with comments addressed) will be sent to Cooperating and Participating agencies for their review as part of the scoping package. The scoping package consists of:

1. Scoping Letter and Check Sheet
2. Project History
3. Project Study Map (11x17)
4. Stakeholder Involvement Plan (SIP)
5. Draft Methodologies

Agencies will return comments on the SIP and methodologies. Ideally the scoping process will be completed through written correspondence and a presentation at a NEPA/404 Merger Meeting will not be needed.

3.0 Stakeholder Meetings Update

Meetings for all stakeholders have been held in Centralia (Jan. and Mar. 2008), Vandalia (Jan. 2008), Ramsey (Jan. 2008), Vernon/Patoka (Mar. 2008), and Sandoval. The last meeting was held in Sandoval on March 24, 2008. Vandalia, Ramsey, Vernon/Patoka and Sandoval were well attended. Inclement weather in January and March may have affected attendance at the Centralia meetings and other outreach strategies will be employed to form the Citizen's Advisory Group.

4.0 Additional Efforts to Create Citizen's Advisory Group

Although the Vandalia, Ramsey, Vernon/Patoka, and Sandoval meetings were well attended, only a handful of citizen's (9 Vandalia, 11 Ramsey, 4 Vernon/Patoka) volunteered for the advisory groups. The mayors of the communities were contacted and supplied names of various residents, landowners, and business owners that may be interested in volunteering.

The mayor of Centralia is also supplying names for possible inclusion in the CAG. Presently, there are 7 volunteers. Additional outreach efforts proposed for Centralia include contacting the local rotary and/or local churches.

5.0 Upcoming Citizen's Advisory Meetings

CAG's have been assembled for Ramsey and Vandalia and meetings are scheduled for the evenings of March 31, 2008 and April 1, 2008, respectively.

Meeting Content: See attached proposed CAG meeting agenda

Context Audit: A draft context audit has been prepared by US 51 Partners. The audit will be tailored for the project after the first round of CAG meetings.

Meeting Room Size: Because of the small meeting room size, the number of PSG members may have to be limited (3-5 IDOT and 3-5 US 51 Partners). G. Welton suggested PSG members interested in facilitating at the CAG meetings pick a community and attend those meetings. Continuity of staff at meetings will build trust and familiarity between project staff and the CAG.

Vernon/Patoka CAG: As a result of the low number of volunteers from the community of Vernon, and because of Vernon's close proximity with the Village of Patoka, the Vernon/Patoka CAG meetings will be

combined into one Citizen's Advisory Group. The project team will try to identify a meeting location convenient to both communities.

Tentative Dates for Centralia, Sandoval, and Vernon/Patoka CAG's will be identified at the close of the comment period for those public meetings and after a workable number of CAG participants are identified.

6.0 Study Schedule

The next NEPA/404 Merger milestone is February 2009 at which time we will seek concurrence on Purpose and Need (P&N). To make that meeting, the draft package on P&N must be submitted to the FHWA in September 2008.

7.0 Other Issues

Below are miscellaneous project-related issues identified during the meeting:

Item No.	Item Description	Responsibility	Due Date
7.1	<p>Abandoned Railroad Right-of-way (Various Locations)</p> <p>During the public meetings, citizens have suggested that an abandoned railroad right-of-way that runs along the west side of existing US 51 might be a feasible location for an alignment. Ownership of the right-of-way is in question as it is not clear if the railroad ever owned the ROW; it may only be easement. IDOT will look into the right-of-way ownership and educate the project team as to the current status of that property.</p>	T. Peterson, D7	ASAP
7.2	<p>Zinc Smelter (Sandoval)</p> <p>During the public meetings, citizens have inquired about the status of the zinc smelter site in Sandoval. IDOT will look into the status of the previous seal order for that site. The feasibility of site clean-up will also be investigated and reported to members of the project team.</p>	G. Beccue, D7	ASAP
7.3	<p>Open Meetings Act</p> <p>IDOT will contact their legal counsel for guidance/interpretation of the open meetings act. If more than two public officials attend a CAG meeting, the project team needs to have a strategy to deal with the situation.</p>	S. Phillips, D7	Before the 3/31/08 CAG

*US 51 Partners, A Joint Venture***Meeting Minutes**

Subject:	US Route 51 Project Study Group Meeting		
Client:	Illinois Department of Transportation, District 7		
Project:	US Route 51 Environmental Impact Statement	Project No:	I0020360
Meeting Date:	August 22, 2008	Meeting Location:	IDOT District 7, Effingham
Notes by:	Stacie L. Dovalovsky of Clark Dietz, Inc.		

Attendees: Stacie Dovalovsky, Jerry Payonk, Gary Welton, Rob Macklin, John Lazzara, Terry Petersen, Randy Alwardt, Jennifer Wenthe, Greg Jamerson, Sherry Phillips, Matt Hirtzel

Topics Discussed:

1. Overview of CAG/RAG process to date
2. Problem Statement
3. Stakeholder Involvement Plan Revisions
4. Purpose & Need Outline
5. Upcoming CAG/RAG Meeting Strategy

Action/Notes:

The purpose of the meeting was to discuss the use of the status of the project and strategize for upcoming meetings.

1.0 Overview of CAG/RAG Process to data

There have been three (3) meetings of each CAG and one meeting of the RAG. Problem statements for each community were written at the third CAG meeting. A problem statement that was a compilation of the five individual community statements was presented to the RAG and edited to make a statement for the entire corridor.

2.0 Problem Statement

The regional problem statement for the project is as follows:

ECONOMIC DEVELOPMENT

The existing US 51 Highway hinders travel, the movement of goods and services, and limits tourism, commerce, residential, commercial, and industrial growth.

CONNECTIVITY & CONTINUITY

The existing US 51 highway does not provide an efficient and safe connection between local communities and commercial centers, and does not encourage long distance travel.

SAFETY

The existing US 51 Highway is unsafe for cars, trucks, busses, pedestrians, bicycles, farm equipment, and other forms of transportation to cross, access and share the road at the same time.

3.0 Stakeholder Involvement Plan (SIP) Revisions

The SIP is currently being revised as follows:

1. In Appendix N, Sections 3.3 and 3.4, the Purpose and Need (P&N) outline was to be presented to the CAG and RAG for comment. The project team is concerned that seeking comment from the public on P&N outline might be confusing. The project team feels that the individual CAG's development of problem statements meet the requirement of public participation in development of the P&N and it is not necessary to have public comment on the outline. The FHWA concurred on changing Sections 3.3 and 3.4. The draft P&N will be presented to the participating agencies and public for their review and comment during Fall 2008 prior to finalization of the document.
2. CAG and RAG member names will be added to the appendices.

4.0 Purpose & Need (P&N) Outline

The P&N outline was distributed to the PSG for their review. The outline was developed from the problem statements written with the CAG's and RAG. The P&N is being written in a new format called "Reader Friendly Format." The FHWA and IDOT BDE are supporting the effort to use the new format and it will be presented at the September 2008 NEPA/404 merger meeting to introduce it to the resource agencies.

5.0 Upcoming CAG/RAG Meeting Strategy

In addition to discussing the P&N and land acquisition, the participants will begin brainstorming possible alignments. A brief "Engineering 101" and "Environmental 101" discussion will be had to give participants guidance. The engineering presentation will touch on cross section, access control, and urban and rural expressway standards. The environmental discussion will touch on protected items. The presentation material will be graphical to the extent possible.

The next series of CAG meetings will begin in late September 2008. There is concern that harvest will begin late this year due to the wet spring. Meetings will be schedule first in Sandoval, Ramsey, and Vernon/Patoka to try getting the meetings started before harvest. An all stakeholder meeting will be scheduled for late fall.

*US 51 Partners, A Joint Venture***Meeting Notes**

Subject: PSG Meeting	
Client: IDOT District 7	
Project: US 51 EIS	Project No: I0020360
Meeting Date: April 14, 2009	Meeting Location: Knights of Columbus, Effingham, IL
Notes by: S. Dovalovsky	

Attendees: See attached sign-in sheet.

Topics Discussed:

The purpose of this meeting was to review the range of corridor alternatives developed by the CAG, RAG and PSG and the corridors remaining for further evaluation after the refinement with the CAG and RAG. See attached agenda and handouts.

Action/Notes:

Jerry Payonk of US 51 Partners presented the attached agenda and handout as presented and discussed with the CAG and RAG. A scroll map of all of the brainstormed ideas from the CAG, RAG and PSG was available for review in addition to a map of the remaining corridors after refinement with the CAG. Corridor additions/modifications made at RAG #3 were shown in marker on the remaining corridor map. Alphanumeric corridor segments referred to below were represented on the exhibits discussed at the meeting.

There was general discussion about the elimination process. The FHWA suggested some general points to remember/consider when eliminating corridors:

- Be consistent in applying methodology across communities.
- Eliminations must have a reason based on Purpose and Need or fatal flaw criteria.
- Consolidation of corridors is acceptable to reach a reasonable range of options if the corridors are close or similar (cases where 500' buffers overlap).
- Detailed explanation is required if a corridor was not carried forward or not introduced as a logical corridor location. An example of the latter condition would be a corridor on the west side of Ramsey. Such a corridor was not proposed by any group.

Corridors eliminated by the CAG may be returned to the range of reasonable alternatives considered if they meet the Purpose and Need and it is not represented by a consolidated corridor. Discussion of the range of alternatives by community followed:

Ramsey – Existing US 51 through Ramsey was eliminated by the CAG due to potential impacts to the downtown area but will be returned to the corridor options being evaluated as it potentially meets the Purpose and Need.

Vernon/Patoka – Western by-pass options were eliminated by the CAG but the PSG determined that a western option could meet the Purpose and Need. A western by-pass that follows Willet Road (short and long option) and VP2 shifted to miss the park will be returned to the range of alternatives for consideration.

Sandoval – Existing US 51 through Sandoval was eliminated by the CAG due to potential impacts to the downtown area but will be returned to the range of alternatives being evaluated as the PSG determined that it potentially meets the Purpose and Need.

Centralia – Range of alternatives is acceptable.

Vandalia – The CAG eliminated all alternatives with the exception of two western by-pass options. An eastern option (V26 or similar) will be returned. Another option further east, V41/V9, will be returned for comparison. It is known that the farther east alternative will require fill in the floodplain but the impacts are unknown until it is evaluated. It was agreed that the further east (V41/V9) alternative would be a lower priority for the environmental field survey and would only be done if the macro-level GIS analysis indicates a need for additional information.

A combination of segments, V52, V39 and V32, on the northwest side of Vandalia was also returned to the range of alternatives for consideration. The corridor segments are alternative connections to the western by-passes desired by the CAG. (Note: The closer-in western by-pass is drawn through an abandoned quarry/lake which is being planned to be a city water source and thus will be moved or eliminated. RAG input added a segment for evaluation between the two western by-passes suggested by the CAG.)

The FHWA asked if there will be a traffic analysis, such as an origin/destination study, that can evaluate how much traffic would use the by-passes. There is not an origin destination study in the scope of this project, but in the evaluation of impacts, operations issues such as travel time on the by-pass versus through towns will be evaluated. Intersection Design Studies will estimate vehicle distribution in to and out of the local communities.

The schedule for NEPA/404 concurrence was also discussed. At the September NEPA meeting, concurrence will be sought on the range of alternative alignments being carried forward. At the June meeting, the project team will present the corridor development and elimination to date based on the CSS process, Purpose and Need evaluation and Macro analysis of impacts using available database information. The FHWA will look at the possibility of allotting more than 45 minutes at the June meeting to hold a workshop type presentation with the resource agencies. The project team will submit a draft package to the FHWA in May to begin coordination. The documentation for the resource agencies needs to be written in a way that tells the story of the elimination process and presents the remaining range of alternatives as reasonable and thoroughly considered.

U.S. 51 ENVIRONMENTAL IMPACT STATEMENT



Project Study Group

April 14, 2009 9:00 AM – 12:00 PM

Knights of Columbus – Effingham, IL

NAME	ORGANIZATION	E-MAIL
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U.S. 51 ENVIRONMENTAL IMPACT STATEMENT



Project Study Group

April 14, 2009 9:00 AM – 12:00 PM

Knights of Columbus – Effingham, IL

NAME	ORGANIZATION	E-MAIL
Matt Fuller	FHWA	Matt.Fuller@dot.gov
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US 51
CR 900 N (South of Pana) to CR 2150 N (East of Irvington)
Alternatives Analysis Procedure

Step 1: Purpose & Need Evaluation

Does the alternative meet the purpose and need of the project?

Step 2: Fatal Flaw Review

If the alternative impacts any of the following, it has a fatal flaw:

- Nature Preserves
- INAI Sites
- State parks
- Threatened and Endangered species
- National Register of Historic Sites/Eligible Sites

Step 3: Macro Analysis of Recommended Corridors

Area	Factor	Impact Measurement
Water Resources	Floodplain Class A Streams Class B Streams Class 1 streams Stream Crossings	Acres affected Number of crossings Number of crossings Number of crossings Number of crossings
Wetlands	Wetlands	Acres affected Number affected
Community	Homes Business Public facilities Loss of Developed (zoned) area Compatibility with Land Use Plans Parks Utility Relocations (including Tank Farms) Divides or isolates a community	Number displaced Number displaced Number displaced Acres taken Yes or No Number affected/Acres affected Number Impacted Yes or No
Environmental Justice	Low Income Minority Populations	Percent of total displacements Percent of total displacements
Cultural	Archaeological sites Historic sites Cemeteries	Number affected Number affected Number affected
Agriculture	Prime farmland Farmsteads Farms severed Centennial/Sesquicentennial Farms	Acres affected Number affected Number affected Number affected
Special Waste	CERCLIS sites Special waste sites	Number affected Number affected
Operations	Distance of Travel Points of Access Distance from existing US 51 Alignment	Lengths of relocated alignment Number Length and travel time comparison

Step 4: Comparative Analysis of Alignments

Area	Factor	Impact Measurement
Water Resources	Floodplain Class A Streams Class B Streams Class 1 streams Stream Crossings	Acres affected Number of crossings Number of crossings Number of crossings Number of crossings
Wetlands	Wetlands	Acres affected Number affected
Community	Homes Business Public facilities Loss of Developed (zoned) area Compatibility with Land Use Plans Parks Utility Relocations (including Tank Farms) Divides or isolates a community	Number displaced Number displaced Number displaced Acres taken Yes or No Number affected/Acres affected Number Impacted Yes or No
Environmental Justice	Low Income Minority Populations	Percent of total displacements Percent of total displacements
Cultural	Archaeological sites Historic sites Cemeteries	Number affected Number affected Number affected
Agriculture	Prime farmland Farmsteads Farms severed Centennial/Sesquicentennial Farms	Acres affected Number affected Number affected Number affected
Special Waste	CERCLIS sites Special waste sites	Number affected Number affected
Noise	Sensitive Receptors	Number affected
Operations	Distance of Travel Points of Access Distance from existing US 51 Alignment	Lengths of relocated alignment Number Length and travel time comparison

DESIGN ELEMENTS	GENERAL CONSIDERATIONS
Design for conditions 20 years from now	Traffic projections, land use, pavement thickness, etc.
Design as an expressway	Partial Access Control (intersections or interchanges for access)
Traffic volumes determine number of travel lanes	Two lanes of traffic in each direction (four total) are anticipated
<p>Horizontal Alignment:</p> <p>Use gradual curves (roadway radius $\geq 3,000'$ desirable; 2,050' minimum)</p> <p>Avoid curves in same direction, abrupt reversals, etc.</p> <p>Avoid curves in vicinity of proposed interchanges</p> <p>Coordinate horizontal curves with vertical curves as much as possible</p>	In general, roadway curves are to be gentle, and abrupt changes in driving conditions are to be avoided.
<p>Vertical Alignment:</p> <p>Not too steep (3% maximum)</p> <p>Avoid deep cuts & high fills</p> <p>Make vertical curves gradual</p>	In general, avoid hilly areas if possible; keep driving comfort and visibility in mind.
<p>Assumed cross section:</p> <p>Maximum pavement cross slope on curves: 6%</p> <p>Lane Widths: 4 @ 12'</p> <p>Maintenance Border Areas: 10'</p>	Total roadway cross section width will vary dependent on existing conditions.
<p>Rural conditions:</p> <p>Median Width: 50' (includes shoulders)</p> <p>Median Type: depressed ditch section</p> <p>Shoulder Widths: 10' outside, 6' inside</p> <p>Outside Ditch Width: 40' minimum</p> <p>Drainage: Open (ditches)</p>	
<p>Urban conditions:</p> <p>Median Width: 22' (includes shoulders)</p> <p>Median Type: flush w/ barrier or raised w/ curb & gutter</p> <p>Shoulder Widths: 10' outside, 6' inside (flush median)</p> <p>Shoulder Widths: 10' outside, curb & gutter inside (raised median)</p> <p>Outside Ditch Width: 40' minimum</p> <p>Drainage: Closed (storm sewers)</p>	

DESIGN ELEMENTS	GENERAL CONSIDERATIONS
<p>Access:</p> <ul style="list-style-type: none"> No direct commercial access. Space private/field entrances \geq 500' apart (1/4 mi. average) Space median openings \geq 1/2 mi. apart (1 mi. average) Build interchange if signals are needed within 9 years Plan interchange if signals are needed from 10 to 20 years Space interchanges \geq 3 mi. apart (preferably 7.5 mi.) 	<p>In general, each access point is a conflict point and a source of potential safety considerations. Goal is to minimize conflict and maximize safety by minimizing access to properly spaced access points.</p>
<p>Minimize stream and river crossings.</p>	<p>Bridges are costly; Environmental issues are involved that could impact project.</p>
<p>Rules to follow (Illinois DOT, AASHTO, Highway Capacity Manual, ITE Trip Generation, MUTCD, etc.)</p>	<p>In general, the goal of the rules is to maximize safety while striking a balance between cost and impacts to surrounding land.</p>

Table 7-14 Accident Pattern Countermeasures

Accident Type	Possible Cause	Possible Study	Safety Enhancement
Overturn	Roadside features	Determine sideslope Investigate recovery zone	Provide traversable culvert end treatments Extend culverts Install/improve traffic barriers Flatten slopes and ditches Relocate drainage facilities
	Inadequate shoulder	Determine shoulder dimensions and composition Check for shoulder dropoffs	Upgrade shoulder surface Remove curbing/obstructions Widen lane/shoulder
	Pavement feature	Check for potholes and rutting Check for water ponding	Eliminate edge dropoff Improve superelevation/crown
Fixed object	Obstruction in or too close to roadway	Field observation to locate obstructions	Delineation/reflectorize safety hardware Remove/relocate obstacles Install breakaway features to light poles, signposts, etc. Protect objects with guardrail Install crash cushions
	Inadequate lighting	Check illumination	Improve roadway lighting
	Inadequate pavement markings	Review pavement markings	Install reflectorized pavement lines/raised markers
	Inadequate signs, delineators and guardrails	Review signs, delineators and guardrails	Install reflectorized paint, and/or reflectors on the fixed object Add special signing Upgrade barrier system
	Inadequate road design	Check roadside shoulders and maintenance Check superelevation Perform ball-bank study	Install warning signs/delineators Improve alignment/grade Provide proper superelevation Provide wider lanes
	Slippery surface	Check skid resistance Check for adequate drainage	Reduce speed limit if justified by spot speed study Provide adequate drainage
Right-angle collisions at unsignalized intersections	Restricted sight distance	Field observation for sight obstructions Check roadway illumination Perform spot speed study	Install warning signs (see MUTCD) Install stop signs (see MUTCD) Install yield signs (see MUTCD) Restrict parking near corners Reduce speed limit if justified by spot speed study Remove sight obstructions Install signals (see MUTCD) Install/improve street lighting Channelize intersection
	Large total intersection volume	Volume count on all approaches	Install signals (see MUTCD)
	High approach speed	Perform spot speed study	Reduce speed limit on approaches if justified by spot speed study Install rumble strips
Right-angle collisions at signalized intersections	Poor visibility of signals	Review existing signals and placement Field observation for sight obstructions Perform spot speed study	Install advanced warning devices (see MUTCD) Install visors Install back plates Reduce speed limit on approaches if justified by spot speed study Remove sight obstructions Add additional signal heads Install 12-inch signal lenses (see MUTCD) Improve location of signal heads Install overhead signals
	Inadequate signal timing	Volume count on all approaches Review signal timing	Adjust amber phase Provide all-red clearance phases Add multi-dial controller Install signal actuation Retime signals Provide progression through a set of signalized intersections

Table 7-14 Accident Pattern Countermeasures (continued)

Accident Type	Possible Cause	Possible Study	Safety Enhancement
Collisions at railroad crossings	Restricted sight distance	Review sight distance	Install advance warning signs (see MUTCD) Remove sight obstructions Install train actuated signals (see MUTCD) Install gates (see MUTCD) Reduce grades
	Poor visibility	Check roadway illumination Review signing	Increase size of signs Improve roadway lighting
	Inadequate pavement markings	Review pavement markings	Install advance markings to supplement signs Install stop bars Install/improve pavement markings
	Rough crossing surface	Check crossing surface	Improve crossing surface
	Sharp crossing angle	Check crossing angle	Rebuild crossing with proper angle
	Improper pre-emption timing of traffic signals, railroad signals, or gates	Review traffic signal timing Review railroad signal and gate timing	Retime traffic signals Retime railroad signals and gates
Nighttime	Poor visibility or lighting	Check roadway illumination	Install/improve warning signs Install/improve delineation/markings Install/improve street lighting
	Poor sign quality	Review signing	Upgrade signing Provide illuminated reflectorized signs
	Inadequate channelization or delineation	Review channelization/delineation	Install pavement markings Improve channelization/delineation
Wet pavement	Slippery pavement	Check skid resistance Check for adequate drainage Perform spot speed study	Provide "SLIPPERY WHEN WET" signs Reduce speed limit if justified by spot speed study Provide adequate drainage Groove existing pavement Overlay existing pavement
	Inadequate pavement markings	Review pavement markings	Install raised/reflectorized pavement markings
Rear-end collisions at unsignalized intersections	Pedestrian crossing	Review pedestrian signing and crosswalk marking	Install/improve signing or marking of pedestrian crosswalks Relocate crosswalk
	Driver not aware of intersection	Review signing	Install/improve warning signs
	Slippery surface	Check skid resistance Check for adequate drainage Perform spot speed study	Provide "SLIPPERY WHEN WET" signs Reduce speed limit on approaches if justified by spot speed study Provide adequate drainage Groove pavement Overlay pavement
	Large numbers of turning vehicles	Perform turning count Perform volume count for thru traffic	Prohibit turns Increase curb radii Create left-or-right-turn lanes
Collisions with parked cars or cars being parked	Inadequate road design	Check lane width Review angle parking	Change from angle to parallel parking Prohibit parking Widen lanes/shoulders
	Large parking turnovers	Perform parking turnover study	Prohibit parking Change from angle to parallel parking Reduce speed limit if justified by spot speed study Create one-way streets Create off-street parking
	Improper pavement markings	Review pavement markings	Correct pavement markings
	Illegal parking	Law observance study	Enforcement
Collision at driveways	Left-turning vehicles	Perform turning count	Install median divider Install two-way left-turn lanes
	Improperly located driveway	Review driveway placement	Regulate minimum spacing of driveways Regulate minimum corner clearance Move driveway to side street Install curbing to define driveway location Consolidate adjacent driveways

Table 7-14 Accident Pattern Countermeasures (continued)

Accident Type	Possible Cause	Possible Study	Safety Enhancement
Collision at driveways	Right-turning vehicles	Perform turning counts Review parking Check driveway and lane width Check curb radii	Restrict parking near driveways Increase the width of the driveway Increase curb radii Provide right-turn lanes Widen through lanes
	Large volume of through traffic	Perform volume count for thru traffic	Move driveway to side street Construct a local service road Reroute through traffic
	Large volume of driveway traffic	Perform volume count for driveway traffic Perform gap study	Signalize driveway Provide acceleration and deceleration lanes Channelize driveway
	Restricted sight distance	Field observation for sight obstructions Review parking Check roadway illumination Perform spot speed study	Restrict parking near driveway Reduce speed limit if justified by spot speed study Install/improve street lighting Remove sight obstructions
Sideswipe or head-on	Inadequate road design and/or maintenance	Review lane width Check alignment Perform no passing study Check road surface for proper maintenance	Perform necessary road surface repairs Sign and mark unsafe passing areas Provide roadside delineators Improve alignment/grade Provide wider lanes Provide passing lanes
	Inadequate shoulders	Review road shoulders	Improve shoulders
	Excessive vehicle speed	Perform spot speed study	Reduce speed limit if justified by spot speed study Install median devices
	Inadequate pavement markings	Review pavement markings	Install/improve centerlines, lane lines, and edgelines Install reflectorized markers
	Inadequate channelization	Review channelization	Install/improve channelization Install acceleration and deceleration lanes Provide turning bays
	Inadequate signing	Review signing and placement	Provide advance direction and warning signs Add illuminated name signs
Run-off-road	Slippery pavement/ponded water	Check skid resistance Check for adequate drainage Perform spot speed study	Reduce speed limit if justified by spot speed study Provide "SLIPPERY WHEN WET" signs Provide adequate drainage Groove existing pavement Overlay existing pavement
	Roadway design inadequate for traffic conditions	Check roadside shoulders and road maintenance Check superelevation Perform ball-bank study	Install/improve traffic barriers Close curb lane Flatten slopes/ditches Relocate islands Improve alignment/grade Provide proper superelevation Provide escape ramp Widen lanes/shoulders
	Poor delineation	Review pavement markings Review signs and placement	Install roadside delineators Install advance warning signs Improve/install pavement markings
	Poor visibility	Check roadway illumination	Increase sign size Improve roadway lighting
	Improper channelization	Review channelization	Improve channelization
Pedestrian/bicycle	Limited sight distance	Check sight distance	Remove sight obstructions Install/improve pedestrian crossing signs and markings Reroute pedestrian paths
	Inadequate protection	Check existing protection	Add pedestrian refuge islands
	Inadequate signal/signs	Review signal/signs	Install/upgrade signals/signs

Table 7-14 Accident Pattern Countermeasures (continued)

Accident Type	Possible Cause	Possible Study	Safety Enhancement
Pedestrian/ bicycle	Inadequate signal phasing	Review signal phasing	Change timing of pedestrian phase Add pedestrian "WALK" phase
	Inadequate pavement markings	Review pavement markings	Supplement markings with signing Upgrade pavement markings
	Inadequate lighting	Check roadway illumination	Improve lighting
	Driver has inadequate warning of frequent mid-block crossings	Review existing parking Perform spot speed study	Prohibit parking Install warning signs Reduce speed limit if justified by spot speed study Install pedestrian barriers
	Lack of crossing opportunity	Perform gap study	Install traffic/pedestrian signals Install pedestrian crosswalk and signs
	Excessive vehicle speed	Perform spot speed study	Reduce speed limits Install proper warning signs
	Pedestrians/bicycles on roadway	Review existence of sidewalks	Eliminate roadside obstructions Install curb ramps Install sidewalks Install bike lanes/paths
	Long distance to nearest crosswalk	Check distance and travel time to nearest crosswalk	Install pedestrian crosswalk Install pedestrian actuated signals
	Sidewalk too close to traveled way	Review existing sidewalks	Move sidewalk laterally away from roadway
	School crossing area	Check pedestrian crossing time and available gaps Check school's safe route to and from school program Check school's student awareness program	Establish safe route and awareness program Use school crossing guards Install crosswalks and traffic signals
Bridges	Alignment	Check alignment	Install advance warning signs Improve delineation/markings Realign bridge/roadway
	Narrow roadway	Review lane width Review signing	Improve delineation/markings Install signing/signals Widen structure
	Visibility	Field observation for site obstructions	Improve delineation/markings Install advance warning signs Remove obstruction
	Vertical clearance	Check clearance	Improve delineation/markings Install advance warning signs Provide height restrictor/warning device Rebuild structure/adjust roadway grade
	Slippery surface (wet/icy)	Check skid resistance Check for adequate drainage	Provide special signing Provide adequate drainage Improve skid resistance Resurface deck
	Rough surface		Rehabilitate joints Resurface deck Regrade approaches
	Inadequate barrier system	Field observation and checks against established barrier standards	Improve delineation/markings Remove hazardous curb Upgrade bridge rail Upgrade bridge approach rail connections Upgrade approach rail/terminals

Source: "Local Highway Safety Studies," U.S. DOT FHWA Report, July 1986, Appendix C, Accident Pattern Tables.

*US 51 Partners, A Joint Venture***Meeting Notes**

Subject: Project Study Group Meeting	
Client: IDOT D7	
Project: US 51 EIS	Project No:
Meeting Date: November 2, 2009	Meeting Location: IDOT/D7 Office – Effingham
Notes by: S. Dovalovsky	

Attendees: See attached sign in sheet

Topics Discussed: See Agenda

Action/Notes:

The main purpose of this meeting was to review the draft presentation that will be presented at a series of public meetings to be held on November 17-19, 2009. Detailed notes on the presentation were taken by the consultant team. General discussion and comments about the presentation are summarized:

1. The presentation should be conveyed assuming the audience has not been involved with the project to date. It is to provide an overview and present transparency in the decision making process, not to defend a particular decision at this point.
2. The regional aspect of the EIS needs to be emphasized, minimizing focus on specifics of the individual communities.
3. Some of the analysis process explanation was too detailed and should be generalized or simplified; detail will be available during the open house portion of the meeting.
4. Staff members at the Public Meetings should be familiar with each step of the process and be able to either answer questions or direct the questions to appropriate staff.
5. Project Exhibits 1 & 2 (identified below) will not be presented for review at the meetings until the presentation is completed.

Exhibits for the meeting:

1. Brainstorming of all preliminary corridors (spaghetti bowls) with segments labeled and all environmental resources shown.
2. Preliminary alignments recommended for further study.
3. Project process flow chart.
4. Purpose and Need.
5. Project study area map.

Other meeting materials:

1. Comment forms
2. Contact info handout
3. Newsletter No. 3
4. Snacks

Staffing for the meeting will be determined; between the consultant team and the project study group, 8-12 team members will be available. A question and answer sheet will be created and forwarded to those attending to adequately prepare for difficult questions.

After the Public Meetings, the draft Macro Analysis and Alignment Analysis memo are to be posted to the project website for public comment. The comment period will end December 4, 2009. The biological resource report will also be posted to the project website for public access.

Concurrence on alternatives to be carried forward is being sought at the February 2010 NEPA/404 Merger Meeting. Prior to the NEPA meeting but after the submittal of the documentation package, a second field visit with the signatory agencies may be beneficial. Jerry Payonk will send an email to Robin Helmerichs at the FHWA requesting the field visit and the FHWA will coordinate. The date for submittal of the documentation package prior to the February NEPA meeting was stated as December 23, 2009 (FHWA to confirm).

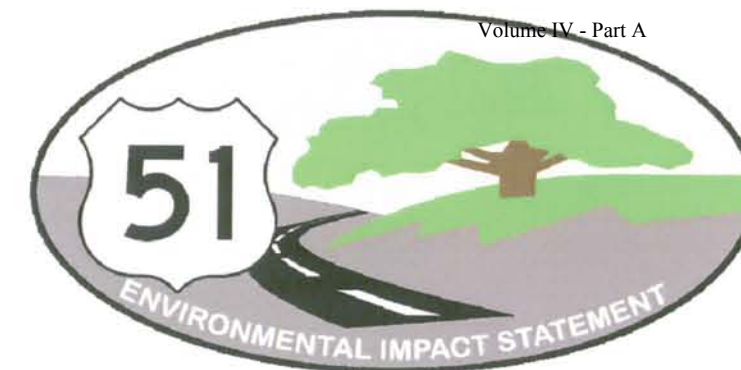
The FHWA and BDE comments on the Macro Analysis and Alignment Analysis were discussed in a smaller session after the main PSG meeting. Notes for the discussion are available under separate document.



U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Project Study Group Meeting

November 2, 2009, IDOT/D7 Office



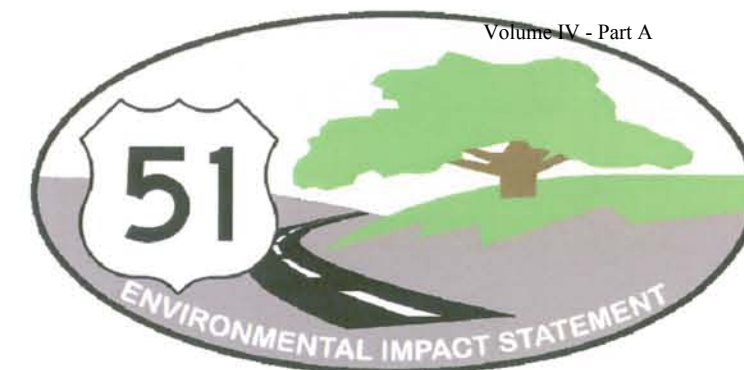
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Delbert Crouse	IDOT D-7	
Eugene Beccus	IDOT D-7	
GREG PALMER	IDOT D-7	
Jennifer Wenthe	IDOT D-7	
Tim Kemmen	IDOT D-7	
Holly Moriarty	Huff + Huff	
Jen Mitchell	HDR	



U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Project Study Group Meeting

November 2, 2009, IDOT/D7 Office



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<small>M&H Hirtel</small> JERRY PATONK	CDI	jerry.patonk@clark-dietz.com

Request for Information Letter And Mailing List

US 51 Partners, A Joint Venture

December 17, 2007

<<Recipient>>

<<Recipient's Address>>

Subject: US Route 51 Environmental Impact Statement (Route FA 322) CR 900 N (South of Pana) to CR 2150 N (East of Irvington) request for information.

Dear <<Recipient>>:

On behalf of the Illinois Department of Transportation (IDOT), US 51 Partners is preparing a Phase I Engineering and Environmental Study (EIS) of an expanded section and alignment of US Route 51 from CR 900 N (South of Pana) to CR 2150 N (East of Irvington). This study will investigate various highway alignment alternatives along the seventy (70) mile corridor. The purpose of this letter is to request information that will be used for the study. The attached location maps show the study area for which the following information is needed.

- Utility Atlases and other Utility information available within the study area
- Hydraulic and Hydrology information
- Floodplain and Flooding information
- Railroad information
- Hazardous Material reports
- Land Use / Zoning / Comprehensive Plans and Maps including existing and proposed Bike Paths, Parks, Pedestrian Trails, etc.
- Sidwell information
- Parcel and Property Owner information
- Community Characteristics / Areas of Local and Historical Significance
- Soil Maps
- Roadway Maintenance Issues or Complaint Logs
- Historical ADT / Traffic Studies
- GIS Data
- Other information that you feel would be useful to this study

The outcome of the study will be the selection of a Preferred Alternative for a transportation improvement that meets transportation needs identified during the study

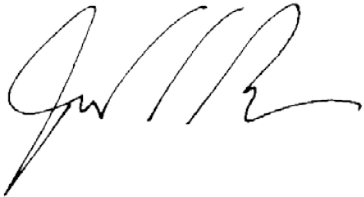
process. The data received from this request will be used in the evaluation of existing conditions, development of alternative evaluation criteria, and the development and evaluation of alternatives.

To maintain our study schedule, we would like as much of this information as possible by January 14, 2008. Your assistance is greatly appreciated. Please contact myself or Sherry Phillips at IDOT District 7 in Effingham if you have any questions regarding this request. I can be reached at 217-373-8900 or Jerry.Payonk@clark-dietz.com. Sherry can be reached at 217-342-8244 or Sherry.Phillips@illinois.gov.

Please send any information to:

Jerry Payonk, P.E.
1817 S. Neil Street, Suite 100
Champaign, IL 61820

Sincerely,

A handwritten signature in black ink, appearing to read 'JP', with a stylized flourish extending from the bottom left.

Jerry Payonk
Project Manager
US 51 Partners, Clark Dietz

Enclosed:
Project Map

cc: file
Matt Hirtzel, Project Engineer, Illinois Department of Transportation
John Lazzara, Project Manager, HDR

Prefix	First Name	Last Name	Suffix	Title	Organization	Address	City	State	ZIP	Enclosure 1	Enclosure 2
Mr.	Paul	Berner		Highway Commissioner	Assumption Township	1253 N. 2500E	Assumption	IL	62570	Project Map	
Ms.	Annette	Arbuehl		Resource Conservationist	Clinton County SWCD	Assumption Ave., PO Box 1	Assumption	IL	62510	Project Map	
Mr.	Howard	Zenner		District Conservationist	USDA Clinton County	1780 N. 4th Street	Breese	IL	62230	Project Map	
Mr.	Robert	Kannell		Highway Commissioner	Meridian Township	29607 US Highway 50	Breese	IL	62230	Project Map	
Ms.	Linda	Mensing		Chief County Assessment Officer	Clinton County Assessors Office	889 Fairfax St.	Carlyle	IL	62231	Project Map	
Mr.	Raymond	Kloechner		County Board Chair	Clinton County Government	PO Box 308	Carlyle	IL	62231-0308	Project Map	
Mr.	Dan	Behrens		County Engineer	Clinton County Highway Department	PO Box 188 431 Twenty Fir	Carlyle	IL	62231	Project Map	
Ms.	Nancy	Mickael		Supervisor	Brookside Township	24234 W. 10 Street	Centralia	IL	62801	Project Map	
Mr.	Gary	Toedde		Highway Commissioner	Brookside Township	26939 W. 10th St.	Centralia	IL	62801	Project Map	
Mr.	Michael	Galsinger		Supt. Of Public Works	Central City Village Hall	141 N Harrison Street	Centralia	IL	62801	Project Map	Centralia Map
Mr.	Garrett	Anderson		Director Community Development & Planning	Centralia City Hall	222 S. Poplar Street	Centralia	IL	62801	Project Map	
Mr.	Michael	Young		Supervisor	Centralia Township	305 S. Locust Street	Centralia	IL	62801	Project Map	
Mr.	Bill	Schwartz		Highway Commissioner	Centralia Township	857 Schwartz Street	Centralia	IL	62801	Project Map	
Mr.	Bob	Keishelmer		Executive Director	Greater Centralia, Illinois Chamber of Commerce	130 S. Locust Street	Centralia	IL	62801	Project Map	Centralia Map
Mr.	Charlie	Howe		Highway Commissioner	Irvington Township	PO Box 181	Centralia	IL	62801	Project Map	
Ms.	Shelley	Niederhofer		Managing Director SCT	South Central Illinois Public Transit (SCT)	1616 East McCord	Centralia	IL	62801	Project Map	
Mr.	Kenneth	Buchanan		Village President	Central City Village Hall	219 N. Harrison	Centralia	IL	62801	Project Map	Centralia & Central City Map
Ms.	Linda	Mitchell		Director	Central Illinois Public Transit	PO Box 928	Effingham	IL	62401	Project Map	
Mr.	Mike	Garrison		President	Irvington City Hall	PO Box 515	Irvington	IL	62848	Project Map	Irvington Map
Mr.	John	Magera		NWR Local Rep	Middle Mississippi River National Wildlife Refuge	8888 Route 148	Marion	IL	62959	Project Map	
Mr.	Don	Rector		County Engineer	Jefferson County	100 S. Kent St.	Mount Vernon	IL	62864	Project Map	
Mr.	Steve	Schneke		County Engineer	Jefferson County	750 Old Fairfield Road	Mount Vernon	IL	62864	Project Map	
Mr.	Steven	Lueker		Chief County Assessment Officer	Jefferson County Assessors Office	100 S. 10th St.	Mount Vernon	IL	62864	Project Map	
Mr.	Paul	Schuelte		Manager	Jefferson County Farm Bureau	814 Harrison St., PO Box 92	Mount Vernon	IL	62864-0019	Project Map	
Mr.	Tea	Buck	Sr.	County Board Chairman	Jefferson County Government	100 S. 10th Street	Mount Vernon	IL	62864	Project Map	
Ms.	Stacy	Heim		Resource Conservationist	Jefferson County SWCD	221 Withers Drive	Mount Vernon	IL	62864	Project Map	
Mr.	Art	Friedrich		District Conservationist	USDA Jefferson County	221 Withers Drive	Mount Vernon	IL	62864	Project Map	
Mr.	Edward	Craig		Highway Commissioner	Prairieton Township	1800 N. 2400 E	Moweaqua	IL	62550	Project Map	
Mr.	Kenneth	Vindel		Supervisor	Prairieton Township	1869 N. 2400 East Road	Moweaqua	IL	62550	Project Map	
Mr.	Gary	Haupt		Highway Commissioner	Bear Grove Township	Route 1 Box 135	Mulberry Grove	IL	62262	Project Map	
Mr.	Thomas	Ganz		County Officer	Irvington Township	101 E. St. Louis Street	Nashville	IL	62263	Project Map	
Ms.	Gary	Gaubatz		District Conservationist	USDA Washington County	424 E. Holzhauser Drive	Nashville	IL	62263	Project Map	
Mr.	Gary	Maurer		County Engineer/Highway's	Washington County	1243 W. Adams	Nashville	IL	62263	Project Map	
Ms.	Sharon	Koewler		Chief County Assessment Officer	Washington County Assessors Office	101 E. St. Louis Street	Nashville	IL	62263	Project Map	
Mr.	Brad	Conant		Manager	Washington County Farm Bureau	246 W. Saint Louis St., PO B	Nashville	IL	62263-0112	Project Map	
Mr.	David	Meyer		County Board Chair	Washington County Government	101 E. St. Louis Street	Nashville	IL	62263-2300	Project Map	
Mr.	Edward	Gaebbe		Resource Conservationist	Washington County SWCD	424 E. Holzhauser Drive	Nashville	IL	62263	Project Map	
Mr.	Kenneth	Tedrick		Village President	Oconee Village Hall	RR #1 Box 20-D	Oconee	IL	62553	Project Map	Oconee Map
Mr.	Wallace	Butch		Highway Commissioner	Carriagan Township	1203 Ferrydale Road	Odin	IL	62870	Project Map	
Mr.	David	Janes		Supervisor	Carriagan Township	1776 Tont Road	Odin	IL	62870	Project Map	
Mr.	James	Deere		Director of Community Development	Pana Chamber of Commerce	120 E. Third Street	Pana	IL	62557	Project Map	Pana Map
Mr.	Ken	Longwell		City Engineer	Pana City Hall	120 E. Third Street	Pana	IL	62557	Project Map	Pana Map
Mr.	Randy	Radford		Planning & Zoning Director	Pana City Hall	120 E. Third Street	Pana	IL	62557	Project Map	Pana Map
Ms.	Sharon	Blinski		Supervisor	Pana Township	225 Illinois Route 16	Pana	IL	62557	Project Map	
Mr.	Clarence	Wardford		Highway Commissioner	Pana Township	225 Illinois Route 16	Pana	IL	62557	Project Map	
Mr.	Kenneth	Mueller		President	US-51 Coalition	120 E. Third Street	Pana	IL	62557	Project Map	
Mr.	Edward	Thaman		Highway Commissioner	Patoka Township	8150 Thoman Road	Patoka	IL	62875	Project Map	
Ms.	Denise	Davis		Supervisor	Patoka Township	607 E Bond PO Box 141	Patoka	IL	62875	Project Map	
Ms.	Ruth Ann	Summers		Economic/Industrial/Development Contact	Patoka Village Hall	301 S. Oak Street	Patoka	IL	62875	Project Map	Patoka Map
Mr.	Johnny	Hicks		Highway Commissioner	Hurricane Township	PO Box 124	Ramsey	IL	62080	Project Map	
Mr.	Richard	Thull		Highway Commissioner	Ramsey Township	Route 1 Box 271	Ramsey	IL	62080	Project Map	
Mr.	Derrick	Heimbacher		Village Administrator	Ramsey Village Hall	401 S. Superior Street	Ramsey	IL	62080	Project Map	Ramsey Map
Mr.	Terry	Denton		Highway Commissioner	Sharon Township	Route 2 Box 242	Ramsey	IL	62080	Project Map	
Mr.	Jerry	Cunningham	Sr.	County Engineer	Marion County	901 W. Elm Street	Salem	IL	62851	Project Map	
Ms.	Patty	Brough		Chief County Assessment Officer	Marion County Assessors Office	100 E. Main	Salem	IL	62851	Project Map	
Ms.	Gary	Kennedy		Manager	Marion County Farm Bureau	1630 N Broadway, PO Box 640	Salem	IL	62881-0640	Project Map	
Mr.	Samuel	Nail		County Board Chair	Marion County Government	P.O. Box 637	Salem	IL	62881	Project Map	
Mr.	Burke	Davies		Resource Conservationist	Marion County SWCD	1550 E. Main Street	Salem	IL	62881	Project Map	
Mr.	Mike	Shaw		Grants Manager	South Central Illinois Regional Planning and Development Commission	120 Delmar Avenue, Suite A	Salem	IL	62881-2006	Project Map	
Mr.	D. Anthony	Antonacch	Jr.	District Conservationist	USDA Marion County	1550 E. Main St.	Salem	IL	62881	Project Map	
Mr.	Jerry	Gray		Village President	Junction City Village Hall	1108 Adams Avenue	Sandoval	IL	62882	Project Map	Junction City Map
Mr.	Jerry	Krazenewski		Highway Commissioner	Sandoval Township	505 E. Twe	Sandoval	IL	62882	Project Map	
Mr.	Hallice Buckley	Pulver		Supervisor	Sandoval Township	206 S Main	Sandoval	IL	62882	Project Map	
Mr.	Gene	Schurman		Village Administrator	Sandoval Village Hall	102 N. Cherry St.	Sandoval	IL	62882	Project Map	Sandoval Map
Mr.	Mike	Wedekemper		Township Supervisor	Meridian Township	26480 Honeysuckle Land	Shattuc	IL	62283	Project Map	
Ms.	S. Alan	Spesard		County Engineer	Shelby County	1010 E. Northland Drive	Shelbyville	IL	62565	Project Map	
Ms.	Diana	Clagg		Chief County Assessment Officer	Shelby County Assessors Office	301 E. Main	Shelbyville	IL	62565	Project Map	
Ms.	Amny	Rochkes		Manager	Shelby County Farm Bureau	Route 128 N, PO Box 409	Shelbyville	IL	62565	Project Map	

Mr. George	Frazier	County Board Chair	Shelby County Government	PO Box 230	Shelbyville	IL	62565-0230	Project Map
Ms. Vicky	Wagner	Resource Conservationist	Shelby County SWCD	111 N. Cedar, Suite 3	Shelbyville	IL	62565	Project Map
Mr. Gene	Davis	District Conservationist	USDA Shelby County	111 N. Cedar, Suite 3	Shelbyville	IL	62565	Project Map
Mr. Jerry	Mays	Highway Commissioner	Kaskaskia Township	Route 1 Box 2-A	Shobonier	IL	62885	Project Map
Ms. Janet	Williams	Supervisor	Shobonier City Hall	RR 2	Shobonier	IL	62885	Project Map
Mr. Clifford	Frye	County Engineer	Christian County	100 N. Cheney Street	Taylorville	IL	62568	Project Map
Mr. Ronald	Finley	Chief County Assessment Officer	Christian County Assessors Office	101 S. Main St.	Taylorville	IL	62568	Project Map
Mr. Eric	Johnson	Manager	Christian County Farm Bureau	400 W. Market Street	Taylorville	IL	62568	Project Map
Mr. John	Curtin	County Board Chair	Christian County Government	P.O. Box 647	Taylorville	IL	62568-0647	Project Map
Ms. Stephanie	Porter	Resource Conservationist	Christian County SWCD	951-2 W. Spresenter Street	Taylorville	IL	62568	Project Map
Mr. Tony	Hammond	District Conservationist	USDA Christian County	951-2 W. Spresenter Street	Taylorville	IL	62568	Project Map
Ms. Terri	Braun	County Officer	Bear Grove Township	PO Box 5004	Vandalia	IL	62471	Project Map
Mr. Michael	Maxey	County Engineer	Fayette County	PO Box 297	Vandalia	IL	62471	Project Map
Ms. Cindi	Lotz	Chief County Assessment Officer	Fayette County Assessors Office	221 S. 7th Street	Vandalia	IL	62471	Project Map
Mr. Ron	Marshall	Manager	Fayette County Farm Bureau	1125 N. Sunset Drive	Vandalia	IL	62471	Project Map
Mr. Dean	Black	County Board Chair	Fayette County Government	221 S. 7th	Vandalia	IL	62471	Project Map
Mr. Anthony	Pais	Resource Conservationist	Fayette County SWCD	301 South Third Street	Vandalia	IL	62471	Project Map
Mr. Gene	Fish	Supervisor	Hurricane Township	221 S. 7th Street	Vandalia	IL	62471	Project Map
Mr. James	McClintock	Supervisor	Kaskaskia Township	221 S. 7th Street	Vandalia	IL	62471	Project Map
Mr. Landford	Estes	Supervisor	Ramsey Township	221 S. 7th Street	Vandalia	IL	62471	Project Map
Mr. James	Lay	Supervisor	Sharon Township	221 S. 7th Street	Vandalia	IL	62471	Project Map
Ms. Mary Ann	Hoefliger	District Conservationist	USDA Fayette County	301 South Third Street	Vandalia	IL	62471	Project Map
Mr. Jimmy	Morani	City Administrator	Vandalia City Hall	219 S. Fifth Street	Vandalia	IL	62471	Project Map
Mr. Gene	Daniels	Supervisor	Vandalia Township	221 S. 7th Street	Vandalia	IL	62471	Project Map
Mr. Tony	Draege	Highway Commissioner	Vandalia Township	Route 2 Box 388	Vandalia	IL	62471	Project Map
Mr. Dave	Bell	President	Vandalia, Illinois Chamber of Commerce	229 S. Fifth Street	Vandalia	IL	62471	Project Map
Mr. Chester	Burks	Mayor	Vernon Village Hall	108 S. Race St.	Vernon	IL	62892	Project Map
Mr. John Wesley	Orrill	Highway Commissioner	Grand Prairie Township	4706 E. Dix-Irvington Rd.	Walnut Hill	IL	62893	Project Map
Mr. Jackie	Mathis	Mayor	Wamac City Hall	361 East 17th Street	Wamac	IL	62801	Project Map

Cooperating and Participating Agency Invitation Letters and Responses



U.S. Department
of Transportation

**Federal Highway
Administration**

Illinois Division

December 7, 2007

3250 Executive Park Drive
Springfield, Illinois 62703

Ms. Joyce Collins
Ecological Services Field Office
8588 Route 148
Marion, IL 62959-4565

In Reply Refer To:
HPER-IL

Dear Ms. Collins:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is initiating an Environmental Impact Statement (EIS) for the US Route 51 project. The project limits extend from County Road (CR) 900 N (south of Pana, IL) to CR 2150 N (east of Irvington, IL). The study area extends 70 miles through the Illinois counties of Christian, Shelby, Fayette, Marion, Clinton, Jefferson and Washington. The project area is primarily rural with several communities along the corridor. Resources within the study area include agricultural, historical and natural resources.

The FHWA and IDOT, as joint lead agencies for this project, are responsible for identifying Federal, state and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible to identify, as early as possible, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Additionally, FHWA is required to invite agencies with jurisdiction by law or with special expertise with respect to environmental issues to be cooperating agencies, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's Regulations for Implementing the Procedural Provision of the National Environmental Policy Act.

The FHWA and IDOT identified the U.S. Fish and Wildlife Service (USFWS) as an agency that may have an interest in the project because of the potential environmental impacts in the proposed project area and the USFWS's special expertise with respect to this and other environmental issues. Therefore, FHWA and IDOT invite the USFWS to become a *participating agency* and a *cooperating agency* in the development of the EIS for the US Route 51 project. The designation does not imply that your agency supports the proposal.

The FHWA and IDOT propose that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

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1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis;
2. Participate in coordination meetings and joint field reviews, as appropriate; and
3. Timely review and comment on the pre-draft Environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be both a cooperating and participating agency prior to January 7, 2008. If your agency declines to be a participating agency, the response should state your reason for declining the invitation. Pursuant to SAFETEA-LU Section 6002, a Federal agency that chooses to decline to be a participating agency must specifically state in its response that it:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact me at (217) 492-4625, or Sherry Phillips, IDOT District 7 at (217) 342-8244.

Thank you for your cooperation and interest in this project.

Sincerely,



Matt Fuller
Environmental Programs Engineer

For: Norman R. Stoner, P.E.
Division Administrator

cc: Mr. Eric E. Harm, Deputy Director, -Interim Bureau Chief of Design and Environment, IDOT
Ms. Christine Reed, Deputy Director, Region 4 Engineer, IDOT
Sherry Phillips, District 7 Plans Project Engineer, IDOT



U.S. Department
of Transportation

**Federal Highway
Administration**

Illinois Division

December 7, 2007

3250 Executive Park Drive
Springfield, Illinois 62703

Ms. Elyse LaForest
National Park Service
15 State Street
Boston, MA 02109

In Reply Refer To:
HPER-IL

Dear Ms. LaForest:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is initiating an Environmental Impact Statement (EIS) for the US Route 51 project. The project limits extend from County Road (CR) 900 N (south of Pana, IL) to CR 2150 N (east of Irvington, IL). The study area extends 70 miles through the Illinois counties of Christian, Shelby, Fayette, Marion, Clinton, Jefferson and Washington. The project area is primarily rural with several communities along the corridor. Resources within the study area include agricultural, historical and natural resources.

The FHWA and IDOT, as joint lead agencies for this project, are responsible for identifying Federal, state and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible to identify, as early as possible, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project.

The FHWA and IDOT identified the National Park Service (NPS) as an agency that may have an interest in the project. Therefore, with this letter, FHWA and IDOT invite the NPS to become a *participating agency* in the development of the EIS for the US Route 51 project. The designation does not imply that your agency supports the proposal.

The FHWA and IDOT propose that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis; and
2. Participate in coordination meetings and joint field reviews, as appropriate.

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ECONOMY**

Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be a participating agency prior to January 7, 2008. If your agency declines to be a participating agency, the response should state your reason for declining the invitation. Pursuant to SAFETEA-LU Section 6002, a Federal agency that chooses to decline to be a participating agency must specifically state in its response that it:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact me at (217) 492-4625, or Sherry Phillips, IDOT District 7 at (217) 342-8244.

Thank you for your cooperation and interest in this project.

Sincerely,



Matt Fuller
Environmental Programs Engineer

For: Norman R. Stoner, P.E.
Division Administrator

cc: Mr. Eric E. Harm, Deputy Director, -Interim Bureau Chief of Design and Environment, IDOT
Ms. Christine Reed, Deputy Director, Region 4 Engineer, IDOT
Sherry Phillips, District 7 Plans Project Engineer, IDOT



United States Department of the Interior

National Park Service

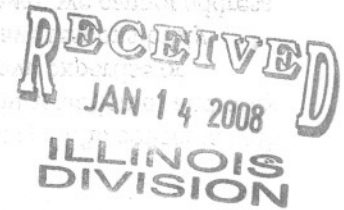
Midwest Region

601 Riverfront Drive
Omaha, Nebraska 68102-4226



JAN 09 2008

ER-07/1036



Mr. Norman Stoner
Division Administrator
Federal Highway Administration
Illinois Division
3250 Executive Park Drive
Springfield, Illinois 62703

Dear Mr. Stoner:

The Department of the Interior (Department) has requested that the National Park Service (NPS), Midwest Regional Office, respond to your written and phone request for the Department to become a participating agency for the environmental impact statement process for improvements to U.S. Route 51 in Christian, Shelby, Fayette, Marion, Clinton, Jefferson, and Washington Counties, Illinois.

After reviewing the "Federal Register" notice, we do not believe that the NPS has specific concerns with the project but we may need to become a participating Agency. We do not have jurisdiction or authority as a land manager over lands or properties involved in this project area, but we have expertise or information relevant to the project concerning specific properties for which we have responsibility. Because the project area is linear but specific route realignments are not now known, we cannot address any direct impacts to significant properties at this time, with the exceptions noted below.

River Segments on the Nationwide Rivers Inventory

The Nationwide Rivers Inventory (NRI) is a register of rivers that may be eligible for inclusion in the National Wild and Scenic River System and the register is maintained by the NPS. These rivers were included on the NRI based on the degree to which they are free-flowing, the degree to which the rivers and their corridors are undeveloped, and the outstanding natural and cultural characteristics of the rivers and their immediate environments. Section 5(d) of the National Wild and Scenic Rivers Act requires that:

In all planning for the use and development of water and related land resources, consideration shall be given by all Federal Agencies involved to potential national wild, scenic and recreational river areas.

A Presidential directive and subsequent instructions issued by the Council on Environmental Quality requires that each Federal Agency, as part of its normal planning and environmental review processes, take care to avoid or mitigate adverse effects on rivers identified in the NRI. Further, all Federal Agencies are required to consult with the NPS prior to taking actions that could effectively foreclose wild, scenic, or recreational status for rivers on the inventory.



The project would appear to cross two rivers listed on the NRI. Ramsey Creek, in Shelby and Fayette Counties, is crossed by U.S. Route 51 south of Ramsey, Illinois, and the Big Muddy River, in Jackson County, is crossed by U.S. Route 51 north of Carbondale. The NPS requests that we are provided with project-specific information relative to the method proposed for each river crossing and the onsite environmental conditions as you move through the environmental process.

National Historic Landmarks

There may be properties listed on the National Register of Historic Places as National Historic Landmarks in the project area. Until more information is available on any potential route realignment, we can only suggest that you work with the Illinois State Historic Preservation Officer in identifying all National Register-eligible properties. National Historic Landmarks are the responsibility of the NPS and we should be consulted directly if any properties appear in those searches. In the meantime, the NPS maintains a listing of all National Historic Landmarks, which can be searched for specific properties.

<http://www.nps.gov/history/nhl/>

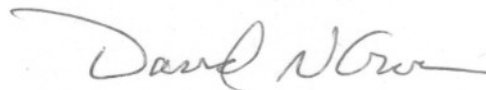
Section 4(f) Properties


In addition, because of the responsibilities of the Department, as may be delegated to the NPS, to review and comment on all section 4(f) evaluations, we will reserve our right to review and comment on any section 4(f) evaluation prepared in relation to this project, regardless of our position on becoming a participating agency for the preparation of the environmental document.

The NPS has a continuing interest in working with the Federal Highway Administration to ensure impacts to resources of concern to the Department and to the NPS are adequately addressed. For information concerning these comments, please contact the Regional Environmental Coordinator, Midwest Regional Office, National Park Service, 601 Riverfront Drive, Omaha, Nebraska 68102, telephone 402-661-1844.

We appreciate the opportunity to provide these comments.

Sincerely,



 Ernest Quintana
Regional Director

cc:
Department of the Interior
Office of Environmental Policy and Compliance
Attn: Ms. Ethel Smith
1849 C Street NW,
Washington, D.C. 20240

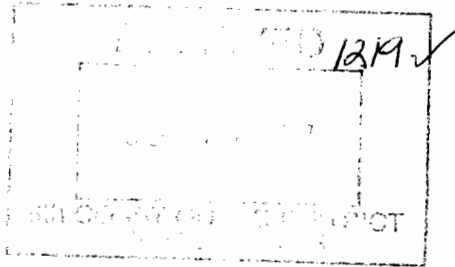


U.S. Department of Transportation
Federal Highway Administration

Illinois Division

3250 Executive Park Drive
 Springfield, Illinois 62703

December 7, 2007



RECEIVED
 DEC 18 2007
ILLINOIS DIVISION
 In Reply Refer To:
 HPER-IL

Mr. Roger Wiebusch
 Bridge Administrator
 U.S. Coast Guard, District 2
 1222 Spruce Street
 St. Louis, MO 63103

Dear Mr. Wiebusch:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is initiating an Environmental Impact Statement (EIS) for the US Route 51 project. The project limits extend from County Road (CR) 900 N (south of Pana, IL) to CR 2150 N (east of Irvington, IL). The study area extends 70 miles through the Illinois counties of Christian, Shelby, Fayette, Marion, Clinton, Jefferson and Washington. The project area is primarily rural with several communities along the corridor. Resources within the study area include agricultural, historical and natural resources.

The FHWA and IDOT, as joint lead agencies for this project, are responsible for identifying Federal, state and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); participating agencies are responsible to identify, as early as possible, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project.

The FHWA and IDOT identified the U.S. Coast Guard (USCG) as an agency that may have an interest in the project. Therefore, with this letter, FHWA and IDOT invite the USCG to become a *participating agency* in the development of the EIS for the US Route 51 project. The designation does not imply that your agency supports the proposal.

The FHWA and IDOT propose that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis; and
2. Participate in coordination meetings and joint field reviews, as

	INFO	ACTION	FILE	INITIALS
DWB				DW
SEC				
CLERK				
BR SPEC		DS		
BR SPEC				
BR SPEC				
COMMENTS: any jurisdiction?				

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Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be participating agency prior to January 7, 2008. If your agency declines to be a participating agency, the response should state your reason for declining the invitation. Pursuant to SAFETEA-LU Section 6002, a Federal agency that chooses to decline to be a participating agency must specifically state in its response that it:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact me at (217) 492-4625, or Sherry Phillips, IDOT District 7 at (217) 342-8244.

Thank you for your cooperation and interest in this project.

Sincerely,

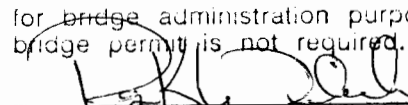


Matt Fuller
Environmental Programs Engineer

For: Norman R. Stoner, P.E.
Division Administrator

cc: Mr. Eric E. Harm, Deputy Director, -Interim Bureau Chief of Design and Environment, IDOT
Ms. Christine Reed, Deputy Director, Region 4 Engineer, IDOT
Sherry Phillips, District 7 Plans Project Engineer, IDOT

Pursuant to the Coast Guard Authorization Act of 1952, it has been determined this is not a waterway over which the Coast Guard exercises jurisdiction for bridge administration purposes. A Coast Guard bridge permit is not required.



ROGER R. WIEBUSCH
Bridge Administrator
Eighth Coast Guard District (obr)

12/13/07
(Date)



US Department
of Transportation

**Federal Highway
Administration**

Illinois Division

December 7, 2007

3250 Executive Park Drive
Springfield, Illinois 62703

Mr. Keith McMullen
Assistant Chief Regulatory Branch
U.S. Army Corps of Engineers – St. Louis District
1222 Spruce Street, Room 4300
St. Louis, MO 63103-2833

In Reply Refer To:
HPER-IL

Dear Mr. McMullen:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is initiating an Environmental Impact Statement (EIS) for the US Route 51 project. The project limits extend from County Road (CR) 900 N (south of Pana, IL) to CR 2150 N (east of Irvington, IL). The study area extends 70 miles through the Illinois counties of Christian, Shelby, Fayette, Marion, Clinton, Jefferson and Washington. The project area is primarily rural with several communities along the corridor. Resources within the study area include agricultural, historical and natural resources.

The FHWA and IDOT, as joint lead agencies for this project, are responsible for identifying Federal, state and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible to identify, as early as possible, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Additionally, FHWA is required to invite agencies with jurisdiction by law or with special expertise with respect to environmental issues to be cooperating agencies, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's Regulations for Implementing the Procedural Provision of the National Environmental Policy Act.

The FHWA and IDOT identified the U.S. Army Corps of Engineers (USACE) as an agency that may have an interest in the project because of the potential environmental impacts in the proposed project area and the USACE's special expertise with respect to this and other environmental issues. Therefore, FHWA and IDOT invite the USACE to become a *participating agency* and a *cooperating agency* in the development of the EIS for the US Route 51 project. The designation does not imply that your agency supports the proposal.

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**AMERICAN
ECONOMY**

The FHWA and IDOT propose that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

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2. Participate in coordination meetings and joint field reviews, as appropriate; and
3. Timely review and comment on the pre-draft Environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be both a cooperating and participating agency prior to January 7, 2008. If your agency declines to be a participating agency, the response should state your reason for declining the invitation. Pursuant to SAFETEA-LU Section 6002, a Federal agency that chooses to decline to be a participating agency must specifically state in its response that it:

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- Has no expertise or information relevant to the project; and
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If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact me at (217) 492-4625, or Sherry Phillips, IDOT District 7 at (217) 342-8244.

Thank you for your cooperation and interest in this project.

Sincerely,



Matt Fuller
Environmental Programs Engineer

For: Norman R. Stoner, P.E.
Division Administrator

cc: Mr. Eric E. Harm, Deputy Director, -Interim Bureau Chief of Design and Environment, IDOT
Ms. Christine Reed, Deputy Director, Region 4 Engineer, IDOT
Sherry Phillips, District 7 Plans Project Engineer, IDOT



U.S. Department
of Transportation

**Federal Highway
Administration**

Illinois Division

December 7, 2007

3250 Executive Park Drive
Springfield, Illinois 62703

Mr. Kenneth Westlake
Branch Chief, NEPA Program
U.S. Environmental Protection Agency, Region 5
77 West Jackson Boulevard
Chicago, IL 60604-3590

In Reply Refer To:
HPER-IL

Dear Mr. Westlake:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is initiating an Environmental Impact Statement (EIS) for the US Route 51 project. The project limits extend from County Road (CR) 900 N (south of Pana, IL) to CR 2150 N (east of Irvington, IL). The study area extends 70 miles through the Illinois counties of Christian, Shelby, Fayette, Marion, Clinton, Jefferson and Washington. The project area is primarily rural with several communities along the corridor. Resources within the study area include agricultural, historical and natural resources.

The FHWA and IDOT, as joint lead agencies for this project, are responsible for identifying Federal, state and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible to identify, as early as possible, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Additionally, FHWA is required to invite agencies with jurisdiction by law or with special expertise with respect to environmental issues to be cooperating agencies, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's Regulations for Implementing the Procedural Provision of the National Environmental Policy Act.

The FHWA and IDOT identified the U.S. Environmental Protection Agency (USEPA) as an agency that may have an interest in the project because of the potential environmental impacts in the proposed project area and USEPA's special expertise with respect to this and other environmental issues. Therefore, FHWA and IDOT invite the USEPA to become a *participating agency* and a *cooperating agency* in the development of the EIS for the US Route 51 project. The designation does not imply that your agency supports the proposal.

The FHWA and IDOT propose that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

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1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis;
2. Participate in coordination meetings and joint field reviews, as appropriate; and
3. Timely review and comment on the pre-draft Environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be both a cooperating and participating agency prior to January 7, 2008. If your agency declines to be a participating agency, the response should state your reason for declining the invitation. Pursuant to SAFETEA-LU Section 6002, a Federal agency that chooses to decline to be a participating agency must specifically state in its response that it:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact me at (217) 492-4625, or Sherry Phillips, IDOT District 7 at (217) 342-8244.

Thank you for your cooperation and interest in this project.

Sincerely,



Matt Fuller
Environmental Programs Engineer

For: Norman R. Stoner, P.E.
Division Administrator

cc: Mr. Eric E. Harm, Deputy Director, -Interim Bureau Chief of Design and Environment, IDOT
Ms. Christine Reed, Deputy Director, Region 4 Engineer, IDOT
Sherry Phillips, District 7 Plans Project Engineer, IDOT

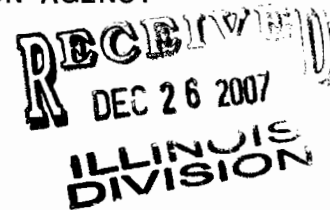


UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

Volume IV - Part A

REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

DEC 20 2007



REPLY TO THE ATTENTION OF:
mailcode E-19J

Matthew Fuller
Environmental Programs Engineer
Federal Highway Administration, Illinois Divisio
3250 Executive Park Drive
Springfield, Illinois 62703

RE: Federal Highway Administration (FHWA) Request for the U.S. EPA to be a Participating Agency for the Illinois Department of Transportation (IDOT) US Route 51 Project, County Road (CR) 900N to CR 2150N

Dear Mr. Fuller:

The United States Environmental Protection Agency, Region 5 (U.S. EPA) has received your invitation letter of December 7, 2007, regarding the above project. Because the U.S. EPA has expertise concerning the nation's natural resources and National Environmental Policy Act (NEPA) documents, we do have an interest in this project.

Pursuant to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and in keeping with our responsibilities under the NEPA and Section 309 of the Clean Water Act, we accept the invitation to participate in this project, to the degree time and resources permit, in the manner you requested, specifically:

1. We will provide meaningful early input to defining the purpose and need, alternatives, methodologies and level of detail for alternatives analysis;
2. Participate in coordination meetings and appropriate field reviews;
3. Provide timely review and comment on pre-draft and subsequent environmental documents.

We look forward to continuing discussion of the issues involved in this project along with the preparations for and review of the draft Environmental Impact Statement. Feel free to contact me or Mr. West, my staff member, at 312-353-5692 or west.norman@epa.gov, with further information or inquiries regarding this project.

Sincerely,

Kenneth A. Westlake, Supervisor
NEPA Implementation
Office of Enforcement and Compliance Assurance

Cc: Sherry Phillips, IDOT District 7



US Department
of Transportation

**Federal Highway
Administration**

Illinois Division

December 7, 2007

3250 Executive Park Drive
Springfield, Illinois 62703

Mr. Don Klima, Director
Advisory Council on Historic Preservation
1100 Pennsylvania Ave. NW, Ste 803
Washington, DC 20004

In Reply Refer To:
HPER-IL

Dear Mr. Klima:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is initiating an Environmental Impact Statement (EIS) for the US Route 51 project. The project limits extend from County Road (CR) 900 N (south of Pana, IL) to CR 2150 N (east of Irvington, IL). The study area extends 70 miles through the Illinois counties of Christian, Shelby, Fayette, Marion, Clinton, Jefferson and Washington. The project area is primarily rural with several communities along the corridor. Resources within the study area include agricultural, historical and natural resources.

The FHWA and IDOT, as joint lead agencies for this project, are responsible for identifying Federal, state and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible to identify, as early as possible, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project.

The FHWA and IDOT identified the Advisory Council on Historic Preservation (ACHP) as an agency that may have an interest in the project. Therefore, with this letter, FHWA and IDOT invite the ACHP to become a *participating agency* in the development of the EIS for the US Route 51 project. The designation does not imply that your agency supports the proposal.

The FHWA and IDOT propose that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis; and
2. Participate in coordination meetings and joint field reviews, as appropriate.

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ECONOMY**

US 51 Draft EIS

December 2013

4A-55

Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be participating agency prior to January 7, 2008. If your agency declines to be a participating agency, the response should state your reason for declining the invitation. Pursuant to SAFETEA-LU Section 6002, a Federal agency that chooses to decline to be a participating agency must specifically state in its response that it:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact me at (217) 492-4625, or Sherry Phillips, IDOT District 7 at (217) 342-8244.

Thank you for your cooperation and interest in this project.

Sincerely,



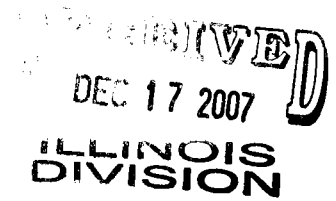
Matt Fuller
Environmental Programs Engineer

For: Norman R. Stoner, P.E.
Division Administrator

cc: Mr. Eric E. Harm, Deputy Director, -Interim Bureau Chief of Design and Environment, IDOT
Ms. Christine Reed, Deputy Director, Region 4 Engineer, IDOT
Sherry Phillips, District 7 Plans Project Engineer, IDOT



Preserving America's Heritage



December 13, 2007

Mr. Matt Fuller
Environmental Programs Engineer
Illinois Division
Federal Highway Administration
3250 Executive Park Drive
Springfield, IL 62703

Re: *Invitation to Become a Participating Agency for the US Route 51 Project
Preparation of an Environmental Impact Statement
HPER-IL
Christian, Shelby, Fayette, Marion, Clinton, Jefferson, and Washington Counties, Illinois*

Dear Mr. Fuller:

On December 10, 2007, the Advisory Council on Historic Preservation (ACHP) received your invitation to participate in the environmental review process for the referenced undertaking pursuant to Section 6002 of the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)*. The ACHP accepts your invitation to become a participating agency. We do not at this time have sufficient staffing or resources to attend meetings or provide formal comments at environmental review milestones. However, we would appreciate your keeping us informed of progress, and we may decide to become more actively involved in the future, if warranted. We are also happy to provide the Federal Highway Administration with technical assistance at any time on matters related to historic preservation and Section 106 of the National Historic Preservation Act.

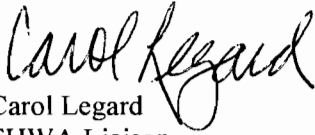
The ACHP encourages your agency to coordinate the Section 106 process with National Environmental Policy Act (NEPA) compliance by notifying, at your earliest convenience, the appropriate State Historic Preservation Officer (SHPO) and/or Tribal Historic Preservation Officer (THPO), Indian tribes, and other consulting parties pursuant to our regulations, "Protection of Historic Properties" (36 CFR Part 800). Through early consultation, your agency will be able to determine the appropriate strategy to ensure Section 106 compliance is completed in a timely manner for this undertaking.

The agency should continue consultation with the appropriate SHPO/THPO, Indian tribes, and other consulting parties to identify and evaluate historic properties and to assess any potential adverse effects on those historic properties. If your agency determines through consultation with the consulting parties that the undertaking will adversely affect historic properties, or that the development of a programmatic agreement is necessary, the agency must notify the ACHP and provide the documentation detailed at 36 CFR §800.11(e).

-2-

Thank you for inviting our participation in the development of this project. Should you have any questions as to how your agency should comply with the requirements of Section 106, please contact me by telephone at (202) 606-8522 or by e-mail at clegard@achp.gov.

Sincerely,

A handwritten signature in black ink that reads "Carol Legard". The signature is written in a cursive style with a large, looping initial 'C'.

Carol Legard
FHWA Liaison
Office of Federal Agency Programs



U.S. Department
of Transportation

**Federal Highway
Administration**

Illinois Division

December 7, 2007

3250 Executive Park Drive
Springfield, Illinois 62703

Mr. Steve Hamer
Transportation Review Manager
Illinois Department of Natural Resources
1 Natural Resources Way
Springfield, IL 62702-1271

In Reply Refer To:
HPER-IL

Dear Mr. Hamer:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is initiating an Environmental Impact Statement (EIS) for the US Route 51 project. The project limits extend from County Road (CR) 900 N (south of Pana, IL) to CR 2150 N (east of Irvington, IL). The study area extends 70 miles through the Illinois counties of Christian, Shelby, Fayette, Marion, Clinton, Jefferson and Washington. The project area is primarily rural with several communities along the corridor. Resources within the study area include agricultural, historical and natural resources.

The FHWA and IDOT, as joint lead agencies for this project, are responsible for identifying Federal, state and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users participating agencies are responsible to identify, as early as possible, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Additionally, FHWA is required to invite agencies with jurisdiction by law or with special expertise with respect to environmental issues to be cooperating agencies, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's Regulations for Implementing the Procedural Provision of the National Environmental Policy Act.

The FHWA and IDOT identified the Illinois Department of Natural Resources (IDNR) as an agency that may have an interest in the project because of the potential environmental impacts in the proposed project area and IDNR's special expertise with respect to this and other environmental issues. Therefore, FHWA and IDOT invite the IDNR to become a *participating agency* and a *cooperating agency* in the development of the EIS for the US Route 51 project. The designation does not imply that your agency supports the proposal.

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The FHWA and IDOT propose that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis;
2. Participate in coordination meetings and joint field reviews, as appropriate; and
3. Timely review and comment on the pre-draft Environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be both a cooperating and participating agency prior to January 7, 2008. **If your agency does not accept the invitation to be a participating agency in writing, then FHWA and IDOT will not consider IDNR to be a participating agency.**

If you have any questions or would like to discuss, in more detail, the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact me at (217) 492-4625, or Sherry Phillips, IDOT District 7 at (217) 342-8244.

Thank you for your cooperation and interest in this project.

Sincerely,



Matt Fuller
Environmental Programs Engineer

For: Norman R. Stoner, P.E.
Division Administrator

cc: Mr. Eric E. Harm, Deputy Director, -Interim Bureau Chief of Design and Environment, IDOT
Ms. Christine Reed, Deputy Director, Region 4 Engineer, IDOT
Sherry Phillips, District 7 Plans Project Engineer, IDOT



Illinois Department of Natural Resources

One Natural Resources Way • Springfield, Illinois 62702-1271
<http://dnr.state.il.us>

Rod R. Blagojevich, Governor

Sam Flood, Acting Director

RECEIVED
DEC 19 2007
**ILLINOIS
DIVISION**

December 18, 2007

Matt Fuller
FHWA IL Division Environmental Engineer
Federal Highway Administration- Illinois Division
3250 Executive Park Drive
Springfield, Illinois 62703

RE: US Route 51
Pana, IL. To Irvington IL.
FHWA # – HPER-IL

IDNR Cooperating Agency

Dear Mr. Fuller:

Thank you for the opportunity to participate as a Cooperating Agency in the development of the Environmental Impact Statement for the above referenced project. It is important that the Illinois Department of Natural Resources be involved in the review process to assure resource protection and compliance with the state Endangered Species Protection Act and the Interagency Wetlands Policy Act of 1989.

Please address all correspondence and meeting agendas to Mr. Steve Hamer of the Office of Realty and Environmental Planning, Division of Ecosystems and Environment at One Natural Resources Way, Springfield, Illinois 62702-1271.

Sincerely,

Steve Hamer
Transportation Review Program Manager
Division of Ecosystem and Environment
Illinois Department of Natural Resources

cc: Todd Rettig; Division Manager of Ecosystem and Environment
File



U.S. Department
of Transportation

**Federal Highway
Administration**

Illinois Division

December 7, 2007

3250 Executive Park Drive
Springfield, Illinois 62703

Mr. Bill Gradle
Natural Resources Conservation Service
2118 West Park Court
Champaign, IL 61821

In Reply Refer To:
HPER-IL

Dear Mr. Gradle:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is initiating an Environmental Impact Statement (EIS) for the US Route 51 project. The project limits extend from County Road (CR) 900 N (south of Pana, IL) to CR 2150 N (east of Irvington, IL). The study area extends 70 miles through the Illinois counties of Christian, Shelby, Fayette, Marion, Clinton, Jefferson and Washington. The project area is primarily rural with several communities along the corridor. Resources within the study area include agricultural, historical and natural resources.

The FHWA and IDOT, as joint lead agencies for this project, are responsible for identifying Federal, state and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible to identify, as early as possible, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project.

The FHWA and IDOT identified the Natural Resources Conservation Service (NRCS) as an agency that may have an interest in the project. Therefore, with this letter, FHWA and IDOT invite the NRCS to become a *participating agency* in the development of the EIS for the US Route 51 project. The designation does not imply that your agency supports the proposal.

The FHWA and IDOT propose that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis; and
2. Participate in coordination meetings and joint field reviews, as appropriate.

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Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be participating agency prior to January 7, 2008. If your agency declines to be a participating agency, the response should state your reason for declining the invitation. Pursuant to SAFETEA-LU Section 6002, a Federal agency that chooses to decline to be a participating agency must specifically state in its response that it:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact me at (217) 492-4625, or Sherry Phillips, IDOT District 7 at (217) 342-8244.

Thank you for your cooperation and interest in this project.

Sincerely,



Matt Fuller
Environmental Programs Engineer

For: Norman R. Stoner, P.E.
Division Administrator

cc: Mr. Eric E. Harm, Deputy Director, -Interim Bureau Chief of Design and Environment, IDOT
Ms. Christine Reed, Deputy Director, Region 4 Engineer, IDOT
Sherry Phillips, District 7 Plans Project Engineer, IDOT

Re: US Route 51; Christian, Shelby, Fayette, Marion, Clinton, Jefferson and Washington Counties, Illinois

PARTICIPATING AGENCY RESPONSE

RECEIVED
DEC 21 2007
ILLINOIS
DIVISION

Accept: _____

Do Not Accept:

Reason(s) for not accepting:

Illinois Natural Resources Conservation Service is a Federal agency. Our involvement with this project will involve the completion of a "Farmland Conversion Impact Rating Form" (AD-1006) if Prime and/Statewide Important agricultural lands are converted to a non-agricultural land use.

Signature: *Robert M. Lane*
acting

Title: State Conservationist

Date: 12/20/07



U.S. Department
of Transportation
**Federal Highway
Administration**

Illinois Division

December 7, 2007

3250 Executive Park Drive
Springfield, Illinois 62703

Mr. Larry Bailey
Federal Emergency Management Agency
536 South Clark Street, 6th Floor
Chicago, IL 60605

In Reply Refer To:
HPER-IL

Dear Mr. Bailey:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is initiating an Environmental Impact Statement (EIS) for the US Route 51 project. The project limits extend from County Road (CR) 900 N (south of Pana, IL) to CR 2150 N (east of Irvington, IL). The study area extends 70 miles through the Illinois counties of Christian, Shelby, Fayette, Marion, Clinton, Jefferson and Washington. The project area is primarily rural with several communities along the corridor. Resources within the study area include agricultural, historical and natural resources.

The FHWA and IDOT, as joint lead agencies for this project, are responsible for identifying Federal, state and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible to identify, as early as possible, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project.

The FHWA and IDOT identified the Federal Emergency Management Agency (FEMA) as an agency that may have an interest in the project. Therefore, with this letter, FHWA and IDOT invite the FEMA to become a *participating agency* in the development of the EIS for the US Route 51 project. The designation does not imply that your agency supports the proposal.

The FHWA and IDOT propose that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis; and
2. Participate in coordination meetings and joint field reviews, as appropriate.

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**AMERICAN
ECONOMY**

Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be participating agency prior to January 7, 2008. If your agency declines to be a participating agency, the response should state your reason for declining the invitation. Pursuant to SAFETEA-LU Section 6002, a Federal agency that chooses to decline to be a participating agency must specifically state in its response that it:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact me at (217) 492-4625, or Sherry Phillips, IDOT District 7 at (217) 342-8244.

Thank you for your cooperation and interest in this project.

Sincerely,



Matt Fuller
Environmental Programs Engineer

For: Norman R. Stoner, P.E.
Division Administrator

cc: Mr. Eric E. Harm, Deputy Director, -Interim Bureau Chief of Design and Environment, IDOT
Ms. Christine Reed, Deputy Director, Region 4 Engineer, IDOT
Sherry Phillips, District 7 Plans Project Engineer, IDOT



U.S. Department
of Transportation
**Federal Highway
Administration**

Illinois Division DEC 10 RECD

3250 Executive Park Drive
Springfield, Illinois 62703

December 7, 2007

Mr. Antonio Borrego
FAA South West Regional Office
2601 Meacham Blvd.
Mail Code AJ02-C3
Ft. Worth, TX 76137

In Reply Refer To:
HPER-IL

Dear Mr Borrego:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is initiating an Environmental Impact Statement (EIS) for the US Route 51 project. The project limits extend from County Road (CR) 900 N (south of Pana, IL) to CR 2150 N (east of Irvington, IL). The study area extends 70 miles through the Illinois counties of Christian, Shelby, Fayette, Marion, Clinton, Jefferson and Washington. The project area is primarily rural with several communities along the corridor. Resources within the study area include agricultural, historical and natural resources.

The FHWA and IDOT, as joint lead agencies for this project, are responsible for identifying Federal, state and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible to identify, as early as possible, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project.

The FHWA and IDOT identified the Federal Aviation Administration (FAA) as an agency that may have an interest in the project. Therefore, with this letter, FHWA and IDOT invite the FAA to become a *participating agency* in the development of the EIS for the US Route 51 project. The designation does not imply that your agency supports the proposal.

The FHWA and IDOT propose that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis; and
2. Participate in coordination meetings and joint field reviews, as appropriate.

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**AMERICAN
ECONOMY**

Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be a participating agency prior to January 7, 2008. If your agency declines to be a participating agency, the response should state your reason for declining the invitation. Pursuant to SAFETEA-LU Section 6002, a Federal agency that chooses to decline to be a participating agency must specifically state in its response that it:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact me at (217) 492-4625, or Sherry Phillips, IDOT District 7 at (217) 342-8244.

Thank you for your cooperation and interest in this project.

Sincerely,



Matt Fuller
Environmental Programs Engineer

For: Norman R. Stoner, P.E.
Division Administrator

cc: Mr. Eric E. Harm, Deputy Director, -Interim Bureau Chief of Design and Environment, IDOT
Ms. Christine Reed, Deputy Director, Region 4 Engineer, IDOT
Sherry Phillips, District 7 Plans Project Engineer, IDOT

From: Amy.Hanson@faa.gov
Sent: Friday, December 21, 2007 2:27 PM
To: Fuller, Matt
Cc: Allen J. Staron; barbara.stevens@illinois.gov; Schrum, Dan; Beccue, Eugene F; Piland, Janis; Jerry T. Payonk; Stevenson, Jerry; Lazzara, John; Ken E. Nelson; Joyce, Marty; Hirtzel, Matthew A; Helmerichs, Robin; Deverman, Ron; Phillips, Sherry A; Stacie L. Dovalovsky; Benjamin.Mello@faa.gov; Terrence.Schaddel@illinois.gov; William.Viste@illinois.gov
Subject: Re: US 51 EIS - Participating Agency Request
Attachments: 2007-11-28 - PA Invitation - FAA_Fuller.pdf

Matt,

Because of the extent of this project, two of us here in my office would have review responsibilities, myself and Ben Mello. Please send all correspondence to Ben and I at:

2300 E. Devon Ave., Room 320
Des Plaines, IL 60018

Please be sure to coordinate with IDOT Division of Aeronautics also (specifically Terry Schaddel and Bill Viste).

Amy Hanson
Environmental Protection Specialist
Federal Aviation Administration
office (847) 294-7354
cell (847) 571-3425
amy.hanson@faa.gov

"Fuller, Matt" <Matt.Fuller@fhwa.dot.gov>

12/17/2007 10:21 AM

To Amy Hanson/AGL/FAA@FAA

cc "Allen J. Staron" <Allen.Staron@clark-dietz.com>, "Stacie L. Dovalovsky" <Stacie.Dovalovsky@clark-dietz.com>, "Joyce, Marty" <Marty.Joyce@hdrinc.com>, "Lazzara, John" <jlazzara@hdrinc.com>, "Deverman, Ron" <ron.deverman@hdrinc.com>, "Schrum, Dan" <daniel.schrum@hdrinc.com>, "Ken E. Nelson" <Ken.Nelson@clark-dietz.com>, "Jerry T. Payonk" <Jerry.Payonk@clark-dietz.com>, <barbara.stevens@illinois.gov>, "Piland, Janis" <Janis.Piland@fhwa.dot.gov>, "Stevenson, Jerry" <Jerry.Stevenson@fhwa.dot.gov>, "Phillips, Sherry A" <Sherry.Phillips@illinois.gov>, "Hirtzel, Matthew A" <Matthew.Hirtzel@illinois.gov>, "Beccue, Eugene F" <Eugene.Beccue@illinois.gov>, "Helmerichs, Robin" <Robin.Helmerichs@fhwa.dot.gov>

Subject US 51 EIS - Participating Agency Request

Hi Amy, as we discussed last week, FHWA sent a request to FAA to become a participating agency for the US 51 project in Illinois. Attached is the copy of the letter sent to the Ft. Worth, TX office of FAA. Please let me know if you are the correct contact for the project and we will update the mailing/contact list. Thanks!

Matt Fuller
Illinois Division, FHWA
3250 Executive Park Drive
Springfield, IL



U.S. Department
of Transportation
**Federal Highway
Administration**

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703

April 8, 2010

In Reply Refer To:
HPER-IL

Mr. Steve Ortiz
Prairie Band of Potawatomi Nation
Government Center
16281 Q Road
Mayetta, Kansas 66509

**Subject: U.S. Route 51 Environmental Impact Statement
Participating Agency and Section 106 Consulting Party Request**

Dear Mr. Ortiz:

The Federal Highway Administration (FHWA) in cooperation with the Illinois Department of Transportation (IDOT) is preparing an Environmental Impact Statement (EIS) for the proposed improvements to U.S. Route 51 from County Road 900 N, south of Pana, Illinois, to County Road 2150 N, east of Irvington, Illinois. The study area extends 70 miles through the Illinois Counties of Christian, Shelby, Fayette, Marion, Clinton, Jefferson and Washington. The project area is primarily rural with several communities along the corridor. Resources within the study area include agricultural, historical and natural resources.

The FHWA and IDOT are developing the EIS in accordance with the National Environmental Policy Act and Section 106 of the National Historic Preservation Act (Section 106). Since the inception of the project, substantive efforts are being made to identify specific alternatives to be addressed in the EIS. The purpose of the proposed project is to improve connectivity within the south central Illinois region and to enhance the highway system continuity.

The FHWA and IDOT, as joint lead agencies for this project, are responsible for identifying Federal, Tribal, State and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible to identify, as early as possible, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Furthermore, Section 106 encourages Federal agencies to invite consulting parties, entities with an interest in the Federal undertaking, to participate in the Section 106 review process. The FHWA and IDOT identified the Prairie Band of Potawatomi Nation as a Tribal government that may have an interest in the project. Therefore, with this letter, FHWA and IDOT invite the



Prairie Band of Potawatomi Nation to become a *participating agency* and a *Section 106 consulting party* in the development of the U.S. Route 51 EIS. The designation does not imply that the Prairie Band of Potawatomi Nation supports the proposal.

The FHWA and IDOT propose that your Tribe's role in the development of the above project should include the following as they relate to your area of expertise:

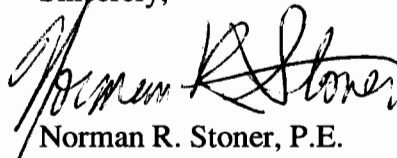
1. Provide meaningful and early input on defining the project's purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis;
2. Participate in coordination meetings and joint field reviews, as appropriate; and
3. Participate and comment on appropriate Section 106 documentation.

Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be both a participating agency and a consulting party prior to May 10, 2010. Pursuant to SAFETEA-LU Section 6002, a non-Federal agency must accept in writing to be a participating agency.

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Ms. Janis Piland, of my staff by phone at (217) 492-4989 or by email at janis.piland@dot.gov. Or you may contact Ms. Barbara H. Stevens, IDOT, Bureau of Design and Environment by phone at (217) 785-4245, or by email at barbara.stevens@illinois.gov.

Thank you for your cooperation and interest in this project.

Sincerely,



Norman R. Stoner, P.E.
Division Administrator

ecc: Ms. Anne Haaker, State Historic Preservation Office
Ms. Carol Legard, Advisory Council on Historic Preservation

Identical letters were sent to:

Kaw Nation
Kickapoo Tribe of Oklahoma
Kickapoo Tribe in Kansas
Kickapoo Traditional Tribe of Texas
Miami Tribe of Oklahoma
Osage Nation
Peoria Tribe of Indians of Oklahoma
Ponca Tribe of Nebraska



Illinois Department of Transportation

Division of Highways / Region 4 / District 7
400 West Wabash / Effingham, Illinois / 62401-2699
Telephone 217/342-3951

December 18, 2007

PROGRAM DEVELOPMENT

FA Route 322 (US 51)
Section (19-26) Corridor 51
Various Counties

(A copy of this letter was sent to the attached list of entities.)

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is initiating an Environmental Impact Statement (EIS) for the US Route 51 project. The project limits extend from CR 900 N (South of Pana) to CR 2150 N (East of Irvington). The study area extends 70 miles through the Illinois Counties of Christian, Shelby, Fayette, Marion, Clinton, Jefferson and Washington. The project area is primarily rural with several communities along the corridor. Resources within the study area include agricultural, historical and natural resources.

The FHWA and IDOT, as joint lead agencies for this project, are responsible for identifying federal, state and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible to identify, as early as possible, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project.

The FHWA and IDOT identified the IL EPA Bureau of Water as an agency that may have an interest in the project. Therefore, with this letter, FHWA and IDOT invite the IL EPA Bureau of Water to become a *participating agency* in the development of the EIS for the US 51 project. The designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.

FHWA and IDOT propose that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

December 18, 2007

Page – Two

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis;
2. Participate in coordination meetings and joint field reviews, as appropriate.

Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be a participating agency prior to January 18, 2008. Pursuant to SAFETEA-LU Section 6002, a State or local agency must respond affirmatively to the invitation to be designated as a participating agency. Failure to respond by the stated deadline will exclude your agency from being considered a participating agency.

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Sherry Phillips, IDOT District 7 at (217) 342-8244, or Matt Fuller, FHWA Environmental Programs Engineer at (217) 492-4625.

Thank you for your cooperation and interest in this project.

Very truly yours,

Christine M. Reed, P.E.
Director of Highways
Chief Engineer

Timothy S. Jackson, P.E.
District Program Development Engineer

SP:nmm

cc: Mr. Eric E. Harm, IDOT Deputy Director, Interim Bureau Chief of Design and Environment
Ms. Christine Reed, Director of Highways, Chief Engineer

US 51 Mail Merge

Mailing ListID	First Name	Last Name	Title	Organization Name	Address	City	State	Postal Code
1	Terry	Savko		Illinois Dept. of Agriculture	PO Box 19281	Springfield	IL	62794-9281
2	Bruce	Yurdin	Manager	IL EPA Bureau of Water	1021 North Grand Avenue East	Springfield	IL	62794-9276
3	Anne	Haaker	Deputy	Illinois Historic Preservation Agency	1 Old State Capital Plaza	Springfield	IL	62701-1512
4	Anthony	Pals	Resource Conservationist	Fayette County Soil & Water Conservation District	301 South Third Street	Vandalia	IL	62471
5	Vicky	Wagner	Resource Conservationist	Shelby County Soil & Water Conservation District	111 N. Cedar Street	Shelbyville	IL	62565
6	Burke	Davies	Resource Conservationist	Marion County Soil & Water Conservation District	1550 E. Main Street	Salem	IL	62881
7	Annette I	Ambuehl	Resource Conservationist	Clinton County Soil & Water Conservation District	1780 N 4th Street	Breese	IL	62230
8	Stacy	Helm	Resource Conservationist	Jefferson Cnty Soil & Water Conservation District	221 Withers Drive	Mt. Vernon	IL	62864
9	Cole	Gaebe	Resource Conservationist	Washington Cnty Soil & Water Conservation District	424 E. Holzhauer Drive	Nashville	IL	62263
10	Becky	Ault	Mayor	Centralia City Hall	222 South Poplar Street	Centralia	IL	62801
11	Ken	Buchanan	Village President	City Hall	141 N. Harrison Street	Centralia	IL	62701
12	Jerry	Gray	Village President	Village of Sandoval	1108 Adams Avenue	Sandoval	IL	62882
13	Kenneth	Tedrick	President	Village of Oconee	RR #1 Box 20-D	Oconee	IL	62553
14	Mayor Ken	Mueller		Pana City Hall	120 E. Third Street	Pana	IL	62557
15	Mayor Matt	Cain		Patoka Village	109 Wall Street	Vernon	IL	62881
16	Mayor John	Adermann		Ramsey Village Hall	401 S. Superior Street	Ramsey	IL	62080
18	Mayor Jerry	Raterman		Sandoval Village Hall	102 N. Cherry Street	Sandoval	IL	62882
20	Janet	Williams	Supervisor	Wilberton Township	RR #1 Box 145	Shobonier	IL	62885

Mailing ListID	First Name	Last Name	Title	Organization Name	Address	City	State	Postal Code
21	Mayor Rick	Gottam		Vandalia City Hall	219 S. Fifth Street	Vandalia	IL	62471
22	Jimmy	Morani	City Administrator	Vandalia City Hall	219 S. Fifth Street	Vandalia	IL	62471
23	Mayor Chester	Burke		Patoka Township	109 Wall Street	Vernon	IL	62881
24	Mayor Jackie	Mathis		Village of Wamac	130 S. Locust Street	Centralia	IL	62801
25	John	Curtin	County Board Chair	Christian County Courthouse	PO Box 647	Taylorville	IL	62568-0647
26	Raymond	Kloeckner	County Board Chair	County Courthouse	PO Box 308	Carlyle	IL	62231
27	Dean	Black	County Board Chair District 7	County Courthouse	221 S. 7th Street	Vandalia	IL	62471
28	Samuel	Nall	County Board Chairman	County Courthouse	PO Box 637	Salem	IL	62881
29	George	Frazier	County Board Chair	County Courthouse	PO Box 230	Shelbyville	IL	62565
30	David	Meyer	Board Chairman	County Courthouse	101 E. St. Louis Street	Nashville	IL	62263
31	Ted	Buck Sr.	County Board Chairman	County Courthouse	100 S. 10th Street	Mt. Vernon	IL	62864
32	Paul	Berner	Highway Commissioner	Assumption Township	1253 N 2500 E	Assumption	IL	62510
33	Sharon	Billinski	Supervisor	Pana Township	2295 Illinois Route 16	Pana	IL	62557
34	Eddie	Craig	Highway Commissioner	Prairieton Township	1800 N 2400 E	Moweakua	IL	62550
35	Gene	Fish	Supervisor	Hurricane Township	221 S. 7th Street	Vandalia	IL	62471
36	Terri	Braun	County Officer	Bear Grove Township	PO Box 5004	Vandalia	IL	62471
37	James	McClintock	Supervisor	Kaskaskia Township	221 S. 7th Street	Vandalia	IL	62471
38	Landford	Estes	Supervisor	Ramsey Township	221 S. 7th Street	Vandalia	IL	62471
39	James	Lay	Supervisor	Sharon Township	221 S. 7th Street	Vandalia	IL	62471
40	Gene	Daniels	Supervisor	Vandalia Township	221 S. 7th Street	Vandalia	IL	62471
41	Steve	Bailey	County Officer	Marion County	PO Box 537	Salem	IL	62881
42	Michael	Young	Supervisor	Centralia Township	305 S. Locust Street	Centralia	IL	62801
43	Nancy	Mickael	Supervisor	Brookside Township	24234 W. 10 Street	Centralia	IL	62801
44	Mike	Wedekemper	Supervisor	Meridian Township	26480 Honeysuckle Land	Shattuc	IL	62283
45	Don	Rector	County Officer	Grand Prairie Township	100 South Kent Street	Mount Vernon	IL	62864

Mailing ListID	First Name	Last Name	Title	Organization Name	Address	City	State	Postal Code
46	Amy	Maurer	Highway Engineer	Irvington Township	1243 W. Adams	Nashville	IL	62263
47	Linda	Mitchell	Director	Central IL Public Transit CEFS Corporation	PO Box 928	Effingham	IL	62401
48	Sheila	Niederhofer	Managing Director	South Central Illinois Public Transit	1616 East McCord	Centralia	IL	62801
49	Shane	McDearmon	District Forester	Stephen Forbes State Park	6924 Omega Road	Kinmundy	IL	62854
50	Mark	Koch	District Forester	Christian & Washington Counties Forester Office	20100 Hazlett Park Road	Carlyle	IL	62231
51	Steve	Simms	Director Region 9	Illinois EMA	112 W. Sixth Street	Flora	IL	62839-1401
52	Stanley	Krushas	Director Region 8	Illinois EMA	2105 Vandalia Street	Collinsville	IL	62234-4589
53	Russ	Steil	Director Region 6	Illinois EMA	22200 S. Dirksen Parkway	Springfield	IL	62703-4528
54	David	Shryock	Director Region 11	Illinois EMA	2309 W. Main Street Suite 110	Marion	IL	62959-1196
55	Donald	Brooks	Coordinator	ESDA	1999 South Marion	Salem	IL	62881
56	Stephanie	Porter	Resource Conservationist	Christian Cnty Soil & Water Conservation District	951-2 W. Spresser	Taylorville	IL	62568
57	David	Johnson	District Forester	Jefferson County Forester Office	RR 3 Box 979	Fairfield	IL	62837
58	Fred	Walker	Executive Director	South Central IL Regional Planning & Development	120 Delmar Suite #8	Salem	IL	62881

Scoping Letters and Responses



Illinois Department of Transportation

Division of Highways / Region 4 / District 7
400 West Wabash / Effingham, Illinois / 62401-2699
Telephone 217/342-3951

May 16, 2008

(A copy of this letter was sent to the attached list of entities)

Dear _____ :

Thank you for accepting the invitation to be a Participating Agency for the US Route 51 Environmental Impact Statement project. The public and agency scoping phase of the study is now underway. 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. In lieu of a formal scoping meeting, enclosed are the following items for your information and review:

1. Project History
2. Project Study Map (11x17)
3. Draft Stakeholder Involvement Plan (SIP)
4. Draft Methodologies

Early input in the environmental review process by the Cooperating and Participating Agencies is essential to this EIS and we appreciate your time to review and comment on the Draft SIP and the Draft Methodologies. Should your agency disagree with the proposed methodologies, please submit a description of a preferred alternative methodology and explain why that alternative methodology is preferred.

Please return comments on the Draft SIP and Draft Methodologies with the enclosed cover sheet by June 16, 2008. Please do not hesitate to contact Sherry Phillips of this office at (217)342-8244 if you have any questions.

Very truly yours,

Christine M. Reed, P.E.
Director of Highways
Chief Engineer

Timothy S. Jackson, P.E.
District Program Development Engineer

SP:nmm
Enclosures

cc: Matt Fuller, FHWA
Jerald T. Payonk, Clark Dietz, Inc.

US RT. 51 PARTICIPATING AGENCY LIST – 5/16/08

Ms. Terry Savko
 Division of Natural Resources
 Land & Water Resources
 State Fairgrounds
 P.O. Box 19281
 Springfield, IL 62794-9281

Mr. Anthony Pals
 Resource Conservationist
 Fayette County Soil & Water Conservation District
 301 South Third Street
 Vandalia, IL 62471

Mr. Burke Davies
 Resource Conservationist
 Marion County Soil & Water Conservation District
 1550 E. Main Street
 Salem, IL 62881

Honorable Becky Ault, Mayor
 Centralia City Hall
 222 South Poplar Street
 Centralia, IL 62801

Mayor Matt Cain
 Village of Patoka
 109 Wall Street
 Vernon, IL 62881

Honorable Rick Gottam, Mayor
 Vandalia City Hall
 219 S. Fifth Street
 Vandalia, IL 62471

Mayor Jackie Mathis
 Village of Wamac
 130 S. Locust Street
 Centralia, IL 62801

Mr. David Meyer
 Washington County Board Chairman
 County Courthouse
 101 E. St. Louis Street
 Nashville, IL 62263

Mr. Ted Buck Sr.
 Jefferson County Board Chairman
 County Courthouse
 100 S. 10th Street
 Mt. Vernon, IL 62864

Mr. Paul Berner
 Highway Commissioner
 Assumption Township
 1253 N 2500 E
 Assumption, IL 62510

Ms. Sharon Billinski, Supervisor
 Pana Township
 2295 Illinois Route 16
 Pana, IL 62557

Mr. Terri Braun
 County Officer
 Bear Grove Township
 PO Box 5004
 Vandalia, IL 62471

Mr. Landford Estes, Supervisor
 Ramsey Township
 221 S. 7th Street
 Vandalia, IL 62471

Mr. Michael Young, Supervisor
 Centralia Township
 305 S. Locust Street
 Centralia, IL 62801

Ms. Amy Maurer, County Engineer
 Irvington Township
 1243 W. Adams
 Nashville, IL 62263

Mr. Donald Brooks, Coordinator
 ESDA
 1999 South Marion
 Salem, IL 62881

RECEIVED

JUN 10 2008

Scoping Check Sheet

Agency Name: US ARMY CORPS OF ENGINEERS, St. Louis District

The above listed agency has jurisdiction or authority, special expertise or interest related to some or all of the methodologies list below. Please check the boxes where appropriate. An unchecked box indicates the agency has no jurisdiction or authority, special expertise or interest related in that area.

We **concur** with the following methodologies:

- | | |
|---|--|
| <input type="checkbox"/> Land Use and Zoning | <input type="checkbox"/> Natural Resources |
| <input type="checkbox"/> Section4(f)/6(f) Resources | <input type="checkbox"/> Agricultural Analysis |
| <input checked="" type="checkbox"/> Wetlands | <input type="checkbox"/> Energy Resource Analysis |
| <input type="checkbox"/> Special Waste | <input type="checkbox"/> Air Quality Analysis |
| <input type="checkbox"/> Floodplains | <input type="checkbox"/> Traffic Noise Analysis |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Socioeconomic and Environmental Justice |
| <input type="checkbox"/> Visual Resources | <input type="checkbox"/> Indirect Impacts and Cumulative Effects |
| <input checked="" type="checkbox"/> Water Resources | |

We **disagree** with the following methodologies and have attached a description of a preferred alternate methodology:

- | | |
|---|--|
| <input type="checkbox"/> Land Use and Zoning | <input type="checkbox"/> Natural Resources |
| <input type="checkbox"/> Section4(f)/6(f) Resources | <input type="checkbox"/> Agricultural Analysis |
| <input type="checkbox"/> Wetlands | <input type="checkbox"/> Energy Resource Analysis |
| <input type="checkbox"/> Special Waste | <input type="checkbox"/> Air Quality Analysis |
| <input type="checkbox"/> Floodplains | <input type="checkbox"/> Traffic Noise Analysis |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Socioeconomic and Environmental Justice |
| <input type="checkbox"/> Visual Resources | <input type="checkbox"/> Indirect Impacts and Cumulative Effects |
| <input type="checkbox"/> Water Resources | |

Please return by June 23, 2008 to: Sherry Phillips, Project Engineer
 Illinois Department of Transportation
 400 W. Wabash,
 Effingham, IL 62401
 Sherry.Phillips@illinois.gov



REPLY TO
ATTENTION OF:

DEPARTMENT OF THE ARMY
ST. LOUIS DISTRICT CORPS OF ENGINEERS
1222 SPRUCE STREET
ST. LOUIS, MISSOURI 63103-2833

RECEIVED

JUN 10 2008

DOT DISTRICT 7

June 5, 2008

Regulatory Branch
File Number: MVS-2008-374

Sherry Phillips
Illinois Department of Transportation
400 West Wabash
Effingham, IL 62401

Dear Ms. Phillips:

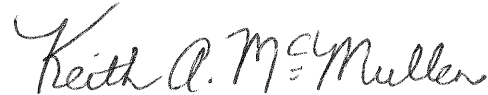
As a cooperating agency we have reviewed your scoping document pursuant to compliance with the National Environmental Policy Act (NEPA) for Federal-aid transportation projects. Specifically, this project involves converting US Route 51 from a two lane highway to a four lane highway from CR 900 N to CR 2150 E. We offer the following comments for this project as it relates to Section 404 of the Clean Water Act and the National Environmental Policy Act.

1. To the greatest extent possible we encourage merging the NEPA and Section 404 permit processes to expedite project decision making and improving overall public interest decision making. Both the NEPA and Section 404 processes involve the evaluation of alternatives, the assessment of impacts to resources, and the balancing of resource impacts and the project need. All involved agencies recognize the need to avoid duplication and process inefficiencies.
2. The mitigation sequence established by the Clean Water Act Section 404(b)(1) Guidelines require that proposed impacts must be avoided to the maximum extent practicable; remaining unavoidable impacts must then be minimized, and finally compensated for to the extent appropriate and practicable. We encourage the mitigation sequence to be used when developing alternatives and describing the environmental consequences pursuant to the NEPA analysis.
3. Within the Methodologies, Impacts Analysis section of your scoping document we encourage you to apply the recent final mitigation rule dated, April 10, 2008 to your Environmental Impact Statement for analysis of wetlands and water resources. This mitigation rule improves the planning, implementation and management by emphasizing a watershed approach in selecting mitigation locations, requires measurable, enforceable ecological performance and monitoring standards, and establishes a hierarchy of mitigation options. We encourage you to incorporate the new rule into your NEPA document to reduce future delays and avoid duplication related to unavoidable impacts to wetlands and water resources.
4. Additionally, we find the use of specific ecological assessment techniques (i.e. Missouri Stream Mitigation Method) to be effective in establishing a baseline of environmental resource

information that can be applied in both the Section 404 and NEPA processes. Stream and wetland assessment techniques accurately develop baseline information to guide the appropriate level of mitigation, compare alternatives, and measure the effectiveness of the proposed mitigation plan for each alternative.

We appreciate the opportunity to comment early in the NEPA process and become involved as a cooperating agency for your transportation project. If you have any questions please contact Kale Horton at (314) 331-8185. Please refer to file number MVS-2008-374.

Sincerely,

A handwritten signature in black ink that reads "Keith A. McMullen". The signature is written in a cursive style with a large initial 'K' and 'M'.

Keith A. McMullen
Assistant Branch Chief
Regulatory Branch

Enclosures

JUN 11 2008

Scoping Check Sheet

Steve HAMER

Agency Name: ILLINOIS Dept of NATURAL Resources
ECOSYSTEMS + ENVIRONMENT - TRANSPORTATION Review Prog.

The above listed agency has jurisdiction or authority, special expertise or interest related to some or all of the methodologies list below. Please check the boxes where appropriate. An unchecked box indicates the agency has no jurisdiction or authority, special expertise or interest related in that area.

We **concur** with the following methodologies:

- | | |
|---|---|
| <input type="checkbox"/> Land Use and Zoning | <input checked="" type="checkbox"/> Natural Resources |
| <input checked="" type="checkbox"/> Section 4(f)/6(f) Resources | <input type="checkbox"/> Agricultural Analysis |
| <input checked="" type="checkbox"/> Wetlands | <input type="checkbox"/> Energy Resource Analysis |
| <input type="checkbox"/> Special Waste | <input type="checkbox"/> Air Quality Analysis |
| <input type="checkbox"/> Floodplains | <input type="checkbox"/> Traffic Noise Analysis |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Socioeconomic and Environmental Justice |
| <input type="checkbox"/> Visual Resources | <input checked="" type="checkbox"/> Indirect Impacts and Cumulative Effects |
| <input checked="" type="checkbox"/> Water Resources | |

We **disagree** with the following methodologies and have attached a description of a preferred alternate methodology:

- | | |
|--|--|
| <input type="checkbox"/> Land Use and Zoning | <input type="checkbox"/> Natural Resources |
| <input type="checkbox"/> Section 4(f)/6(f) Resources | <input type="checkbox"/> Agricultural Analysis |
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| <input type="checkbox"/> Floodplains | <input type="checkbox"/> Traffic Noise Analysis |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Socioeconomic and Environmental Justice |
| <input type="checkbox"/> Visual Resources | <input type="checkbox"/> Indirect Impacts and Cumulative Effects |
| <input type="checkbox"/> Water Resources | |

Please return by June 23, 2008 to: Sherry Phillips, Project Engineer
Illinois Department of Transportation
400 W. Wabash,
Effingham, IL 62401
Sherry.Phillips@illinois.gov

RECEIVED

JUN 05 2008

IDOT DISTRICT 7

Scoping Check Sheet

Agency Name: FAYETTE COUNTY SWCD

The above listed agency has jurisdiction or authority, special expertise or interest related to some or all of the methodologies list below. Please check the boxes where appropriate. An unchecked box indicates the agency has no jurisdiction or authority, special expertise or interest related in that area.

We **concur** with the following methodologies:

- | | |
|--|---|
| <input checked="" type="checkbox"/> Land Use and Zoning | <input checked="" type="checkbox"/> Natural Resources |
| <input checked="" type="checkbox"/> Section4(f)/6(f) Resources | <input checked="" type="checkbox"/> Agricultural Analysis |
| <input checked="" type="checkbox"/> Wetlands | <input type="checkbox"/> Energy Resource Analysis |
| <input checked="" type="checkbox"/> Special Waste | <input checked="" type="checkbox"/> Air Quality Analysis |
| <input checked="" type="checkbox"/> Floodplains | <input checked="" type="checkbox"/> Traffic Noise Analysis |
| <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Socioeconomic and Environmental Justice |
| <input checked="" type="checkbox"/> Visual Resources | <input checked="" type="checkbox"/> Indirect Impacts and Cumulative Effects |
| <input checked="" type="checkbox"/> Water Resources | |

We **disagree** with the following methodologies and have attached a description of a preferred alternate methodology:

- | | |
|---|--|
| <input type="checkbox"/> Land Use and Zoning | <input type="checkbox"/> Natural Resources |
| <input type="checkbox"/> Section4(f)/6(f) Resources | <input type="checkbox"/> Agricultural Analysis |
| <input type="checkbox"/> Wetlands | <input type="checkbox"/> Energy Resource Analysis |
| <input type="checkbox"/> Special Waste | <input type="checkbox"/> Air Quality Analysis |
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| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Socioeconomic and Environmental Justice |
| <input type="checkbox"/> Visual Resources | <input type="checkbox"/> Indirect Impacts and Cumulative Effects |
| <input type="checkbox"/> Water Resources | |

Please return by June 16, 2008 to: Sherry Phillips, Project Engineer
 Illinois Department of Transportation
 400 W. Wabash,
 Effingham, IL 62401
 Sherry.Phillips@illinois.gov

JUN 06 2008

IDOT - DISTRICT 7

Scoping Check Sheet

Agency Name: Marion County Soil + Water Conservation District

The above listed agency has jurisdiction or authority, special expertise or interest related to some or all of the methodologies list below. Please check the boxes where appropriate. An unchecked box indicates the agency has no jurisdiction or authority, special expertise or interest related in that area.

We **concur** with the following methodologies:

- | | |
|---|---|
| <input checked="" type="checkbox"/> Land Use and Zoning | <input checked="" type="checkbox"/> Natural Resources |
| <input type="checkbox"/> Section 4(f)/6(f) Resources | <input checked="" type="checkbox"/> Agricultural Analysis |
| <input checked="" type="checkbox"/> Wetlands | <input type="checkbox"/> Energy Resource Analysis |
| <input checked="" type="checkbox"/> Special Waste | <input checked="" type="checkbox"/> Air Quality Analysis |
| <input checked="" type="checkbox"/> Floodplains | <input checked="" type="checkbox"/> Traffic Noise Analysis |
| <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Socioeconomic and Environmental Justice |
| <input checked="" type="checkbox"/> Visual Resources | <input checked="" type="checkbox"/> Indirect Impacts and Cumulative Effects |
| <input checked="" type="checkbox"/> Water Resources | |

We **disagree** with the following methodologies and have attached a description of a preferred alternate methodology:

- | | |
|--|--|
| <input type="checkbox"/> Land Use and Zoning | <input type="checkbox"/> Natural Resources |
| <input type="checkbox"/> Section 4(f)/6(f) Resources | <input type="checkbox"/> Agricultural Analysis |
| <input type="checkbox"/> Wetlands | <input type="checkbox"/> Energy Resource Analysis |
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| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Socioeconomic and Environmental Justice |
| <input type="checkbox"/> Visual Resources | <input type="checkbox"/> Indirect Impacts and Cumulative Effects |
| <input type="checkbox"/> Water Resources | |

Please return by June 16, 2008 to: Sherry Phillips, Project Engineer
Illinois Department of Transportation
400 W. Wabash,
Effingham, IL 62401
Sherry.Phillips@illinois.gov

Concerns

- Are oil brine damaged areas included in Special Waste?
- Where is Energy Resources Analysis in Methodologies?

RECEIVED

JUN 06 2008

IDOT DISTRICT 7

Scoping Check Sheet

Agency Name: Ramsey Township

The above listed agency has jurisdiction or authority, special expertise or interest related to some or all of the methodologies list below. Please check the boxes where appropriate. An unchecked box indicates the agency has no jurisdiction or authority, special expertise or interest related in that area.

We **concur** with the following methodologies:

- | | |
|--|--|
| <input type="checkbox"/> Land Use and Zoning | <input type="checkbox"/> Natural Resources |
| <input type="checkbox"/> Section 4(f)/6(f) Resources | <input type="checkbox"/> Agricultural Analysis |
| <input type="checkbox"/> Wetlands | <input type="checkbox"/> Energy Resource Analysis |
| <input type="checkbox"/> Special Waste | <input type="checkbox"/> Air Quality Analysis |
| <input type="checkbox"/> Floodplains | <input type="checkbox"/> Traffic Noise Analysis |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Socioeconomic and Environmental Justice |
| <input type="checkbox"/> Visual Resources | <input type="checkbox"/> Indirect Impacts and Cumulative Effects |
| <input type="checkbox"/> Water Resources | |

We **disagree** with the following methodologies and have attached a description of a preferred alternate methodology:

- | | |
|--|--|
| <input type="checkbox"/> Land Use and Zoning | <input type="checkbox"/> Natural Resources |
| <input type="checkbox"/> Section 4(f)/6(f) Resources | <input type="checkbox"/> Agricultural Analysis |
| <input type="checkbox"/> Wetlands | <input type="checkbox"/> Energy Resource Analysis |
| <input type="checkbox"/> Special Waste | <input type="checkbox"/> Air Quality Analysis |
| <input type="checkbox"/> Floodplains | <input type="checkbox"/> Traffic Noise Analysis |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Socioeconomic and Environmental Justice |
| <input type="checkbox"/> Visual Resources | <input type="checkbox"/> Indirect Impacts and Cumulative Effects |
| <input type="checkbox"/> Water Resources | |

Please return by June 30, 2008 to: Sherry Phillips, Project Engineer
 Illinois Department of Transportation
 400 W. Wabash,
 Effingham, IL 62401
 Sherry.Phillips@illinois.gov

Federal and State Agency Meeting Minutes

*US 51 Partners, A Joint Venture***Meeting Minutes**

Subject:	Environmental Field Review		
Client:	Illinois Department of Transportation, District 7		
Project:	US Route 51 Environmental Impact Statement	Project No:	
Meeting Date:	October 23, 2008	Meeting Location:	Pana to Centralia
Notes by:			

Attendees: IDOT – Matt Hirtzel
 FHWA – Matt Fuller
 USEPA Region 5 – Norm West
 USACE St Louis District – Kale Horton
 IDNR – Steve Hammer
 Clark Dietz – Jerry Payonk
 HDR - Marty Joyce

Topics Discussed: The group met in Pana @ 8:30 am and travelled the corridor from north to south and back again making appropriate stops along the way. The purpose of the meeting was introductory in nature. Emphasis was placed on the 5% zones where traffic accidents occur at a higher rate than the rest of the corridor.

Stops were made at the following locations:

- Ramsey Lake State Park. This site was reviewed as a barrier to a corridor around the west side of Vandalia.
- Ramsey Lake Railroad Prairie. This nature preserve was reviewed as it is the only nature preserve along the corridor.
- Ramsey Creek. The group reviewed the historical structure east of existing US 51. The USACE asked if we could reuse the historic corridor because the floodplain was already impacted by the historic structure. USEPA said we could probably remove the existing structure as long as it was documented and SHPO agreed.
- Kaskaskia River. The group visited the floodplain area of the wild and scenic river via CR2000. Several levees were noted
- Vandalia. Several features were noted including the old State Capital, The Madonna of the Trail, the terminus of the National Road or Cumberland Road. In addition, the group traveled east and west of town to review potential bypass corridors.
- Patoka. The tank farms were reviewed and their importance was discussed.
- Sandoval. The zinc smelter area was reviewed. The portion of old US 51 between Sandoval and Centralia was reviewed
- Centralia. The one-way couple was traveled and potential bypass corridors were reviewed both east and west of town. Some areas of interest were the Raccoon Creek floodplain to the west, the reservoir to the east and the Centralia Foundation Park.

Action/Notes: None at this time. The trip was intended to familiarize the federal agencies with the project.

*US 51 Partners, A Joint Venture***Meeting Notes**

Subject: Vandalia INAI Sites	
Client: IDOT/D7	
Project: US 51 EIS	Project No: CDI # I0020360
Meeting Date: September 2, 2009	Meeting Location: Department of Natural Resources, Springfield
Notes by: JTP	

Attendees: Steve Hamer (DNR), Barbara Stevens, Charles Perino (IDOT/BDE), Sherry Phillips (IDOT/D7), Linda Huff (Huff & Huff), Jerry Payonk (Clark Dietz)

Topics Discussed: INAI Sites in Vandalia

Action/Notes:

The purpose of the meeting was to discuss possible US 51 corridor impacts to potential INAI sites in the Kaskaskia river bluff area south of Vandalia. The potential INAI area is depicted in yellow with white cross-hatching in the image below.



This location is not yet designated as an INAI site at this time. The entire area depicted above does not represent one potential INAI site; there are numerous smaller patches within the area which demonstrate a high volume of species diversity. A natural area is based on the floristic quality of the species – plants, not wildlife. A proposal to make this area an INAI site has not yet been developed, but it is anticipated that this will occur. If this is the case, INAI designation will likely occur in 2010.

Corridor segment V55 does not travel through the potential INAI area; it crosses the bluff area south of the potential sites. Corridor segment V56 *does* travel through the area, however, it does not travel through any of the aforementioned patches. Barbara and Charles both recommended avoidance of this area stating that the potential for INAI designation would be a sound reason to eliminate V56 from further analysis.

Charles asked about schedule, inquiring when the Draft EIS will be submitted. The EIS timeframe currently identifies June 1, 2010 as the date for submittal of the DEIS to the BDE for initial review. The project team is concerned that the INHS data might not be complete by that time; this would hamper the project schedule.

The project team should consult Susan Dees to ask if we are getting the latest reports from the field efforts.

In early July, the project team forwarded to BDE a memo identifying tiers of importance for the corridor segments in each community. A 1st tier segment was a segment still under serious consideration for a potential corridor alternative. A 3rd tier was a segment that was no longer under serious consideration. The 2nd tier represented segments under some consideration. Charles indicated that it would be helpful in identifying priorities for remaining work in the field if we could update that memo as corridors are eliminated. We indicated we will take a look at this and forward changes to BDE.

The meeting concurred at approximately 10:55 AM.

*US 51 Partners, A Joint Venture***Meeting Notes**

Subject: Discussion of 2009 INHS Wetland impacts with USACE	
Client: Illinois Department of Transportation, District 7	
Project: US 51 Environmental Impact Statement	Project No:
Meeting Date: 02/03/2010	Meeting Location: USACE, St. Louis, MO
Notes by: S. Dovalovsky (Clark Dietz)	

Attendees: See attached sign-in list

Topics Discussed:

The purpose of the meeting was to update staff from USACE on the project progress since the Purpose and Need concurrence meeting in February 2009 and to specifically identify measures taken to avoid and minimize impact to areas of High Quality Wetlands (HQW) while balancing impacts to other environmental resources. The USACE has not yet seen the memoranda documenting the Macro Analysis of corridors or preliminary Alignment Analysis.

A summary of project work to date relating to the Alternatives was provided. In September 2009, a Macro and Alignment Analysis memorandum submittal was made to FHWA/BDE containing analysis of corridors and preliminary alignments. This analysis was based on the available information, which included National Wetland Inventory (NWI) wetlands in the by-pass areas and INHS wetlands along US 51. The NWI information was viewed as approximate; it was anticipated that refinement of the alternatives would occur once INHS data were available. Public Meetings were held in November 2009 to garner public input on the range of alternatives recommended for further study in the Draft Environmental Impact Statement (DEIS) at the February 2010 NEPA/404 Merger Meeting. In December 2009, the INHS wetland information for the bypass areas was received and indicated numerous HQWs in these areas. With this information, a re-evaluation of the preferred corridors in the Macro Analysis and the preliminary alignments is necessary to minimize impact to the HQW. For this reason, concurrence is no longer being sought at the February NEPA/404 meeting.

The next scheduled NEPA/404 Merger meeting is June 2010. A field visit/site review is tentatively planned prior to the June meeting and will be coordinated by the FHWA. A representative from USACE will be invited to attend the field review.

Action/Notes:

Aerial maps of Vandalia, Vernon and Patoka, and the Centralia and Sandoval area, showing the proposed corridors and wetlands delineated by the INHS in 2008 and 2009 were used to facilitate a discussion of the environmental impacts. General discussion about the impacts to HQW and other wetland are as follows:

1. USACE indicated that their wetland ranking and mitigation ratios may not be as high as those of INHS. The mitigation ratios to be used for this project will utilize the more stringent of the two policies, but it is anticipated that mitigation will follow Illinois State regulations regarding wetland impacts.
2. When considering mitigation, the following are evaluated: direct impact, functionality of remainder, indirect and cumulative impacts, and travel paths of hydrology. Impacting the edge of a wetland is preferable to bisection.
3. Per IDOT BDE (Sue Dees) if two-thirds or more of a wetland is impacted, mitigation will be required for the whole wetland.
4. USACE concurred with the project team's assessment that shifting corridors and alignments to undelineated areas may encounter additional wetlands that have not been delineated at this time.

5. Several of the areas of HQW wetlands are along abandoned railroad right-of-way, while others are of a natural, forested nature. Although the wetlands in the right-of-way have a high FQI, wetlands created on borrow are not regarded as highly as wetlands created naturally.
6. Forested wetlands typically result in higher mitigation ratios than emergent wetlands due to the time associated with replacing trees. See item 3 above regarding mitigation ratios.
7. A 25 foot buffer should also be considered when trying to avoid wetlands. While mitigation is not needed when encroaching a buffer, the USACE is interested in this tally. This will be a consideration in the permitting process.

A summary of the community specific discussions are as follows:

Vandalia

Mr. Frerker is familiar with the Vandalia area through work he has done as part of permitting for the levee system between the Vandalia and Bluff City area. His other work has identified Eagles' nests in areas near the levees and there has been successful mist netting of bats in which bats (*Myotis sodalia*) were captured. INHS surveyed this area including netting for bats, and no Indiana bats have been identified. The report for the 2009 field season is anticipated to be completed in February. In advance of the report completion, the shapefiles for the HQW were forwarded to the project team in addition to the location of a Threatened or Endangered plant, the heart-leave plantain (*Plantago cordata*) on the south side of Vandalia. Other important habitat areas for birds and fish were identified in the 2008 report and will be considered in the DEIS.

In addition to avoiding/minimizing impacts to wetlands, other challenges in developing and evaluating alternatives in the Vandalia area include impacts to floodplains and the levee system, the historic downtown, business displacements, residential displacements, and high quality woodlands (potential for Illinois Natural Area Inventory (INAI) designation). One alternative that was not previously evaluated by the project team is the possibility of traversing an INAI geologic site. Traversing this site avoids some HQW and may be permissible by the IDNR as a new road cut would expose the geologic features of the area. The project team plans to meet with the IDNR to discuss the possibility.

Vernon & Patoka

USACE is also aware of the Vernon and Patoka area with respect to the tank farms. Planned expansion of the tank farms and pipelines in the area was briefly discussed. The preliminary analysis shows a western bypass of Vernon and an eastern bypass on existing alignment to have the least impact to environmental resources. HQWs were delineated near a railroad right-of-way on the north side of Vernon. The preliminary alignments are being shifted to miss the HQW to the extent possible. USACE again mentioned that the indirect and cumulative impacts to the streams in the area will need to be considered in future analysis.

Centralia & Sandoval

The project team has studied 108 corridors around the cities of the Centralia and village of Sandoval. To the east of Centralia there are HQWs in the Crooked Creek watershed, Raccoon Lake (a drinking water source for Centralia and surrounding communities), churches, a high school, airport, and residential areas. On the west side of Centralia, there are HQWs in the Crooked Creek watershed, the Murray Developmental Center, businesses, and residential areas (including a trailer park). Preliminarily, the western most edge of the city was considered a favorable location for a US 51 corridor as it appeared to avoid some environmental impacts and to meet the community's economic development goals. Once the 2009 INHS data were considered, this area was identified as also containing environmentally sensitive features. Other alternatives closer to the city are being considered but balancing impacts to the built environment is a challenge. The USACE understood that community impacts must be balanced with environmental impacts. Further analysis including impacts to the residents at the Murray Developmental Center and the adjacent residential areas will be conducted by the project team.

USACE had knowledge of a permit to dredge Raccoon Lake submitted by the City of Centralia. The purpose of the dredging would be to restore the lake to its original boundaries and increase its capacity as a drinking source for Centralia and the surrounding communities. If an eastern bypass was preferred, there may be

some benefit to attempting a joint permit, but it seems unlikely as the timing of construction for each project is unknown.

The discussion of impacts to HQW wetlands ended at approximately 11:30 am. Other discussion about the timing and requirements for mitigation continued and is noted as follows:

Other discussion

1. The type of mitigation measures may be an FHWA decision.
2. Commitments to mitigation in the DEIS are flexible. The mitigation ratios will be defined, but the location and type of mitigation can be determined in Phase II. The commitments may be written such that priorities are given to the type of mitigation to be considered first, second, etc.
3. Building the US 51 project in pieces gives additional flexibility in mitigating; not all of the potential impacts in the 70-mile corridor will be mitigated at one time.
4. When mitigating, priority should be to mitigate within the service area and watershed first.
5. Wetland Banks are available. A list is available on the COE website.
6. IDOT BDE expressed a concern about the availability of credits in wetland banks by the time this project is designed.
7. WRP farmland will need to be considered. If there is WRP farmland, mitigation may be needed.
8. It is important to quantify the different types of wetlands impacted, and the associated streams and watersheds. Depending on the nature of stream impacts, stream restoration in a degraded area may be a possibility for mitigation.
9. Shawn Sullivan is the USACE contact for wetland banking; RIBITS.
10. The State owns two wetland banks currently; neither is in District 7.
11. District 7 shared that they have been approached in the past by a seller with property that may have been suitable for a wetland bank development but the District could not procure the property due to lack of funds.

2-3-2010

USACOE - St. Louis

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STACIE DONALOVSKY	CLARK DIOTZ, INC	

*US 51 Partners, A Joint Venture***Meeting Notes**

Subject: Discussion of 2009 INHS Wetland impacts with IDNR	
Client: Illinois Department of Transportation, District 7	
Project: US 51 Environmental Impact Statement	Project No:
Meeting Date: 02/16/2010	Meeting Location: DNR Office, Springfield, IL
Notes by: S. Dovalovsky (Clark Dietz)	

Attendees: See attached sign-in list

Topics Discussed:

The purpose of the meeting was to update staff from the Illinois Department of Natural Resources (INDR) on the project progress since the Purpose and Need concurrence meeting in February 2009 and specifically to present measures taken to avoid and minimize impact to areas of High Quality Wetlands (HQW) while balancing impacts to other environmental resources. The project team has previously met with the Federal Highway Administration, Illinois Department of Transportation Bureau of Design and Environment (IDOT BDE), and United States Army Corps of Engineers (USACE) to discuss efforts to minimize impacts.

Action/Notes:

Aerial maps of Vernon, Patoka, Centralia-Sandoval, and the Vandalia areas, showing the proposed corridors, wetlands delineated by the INHS in 2008 and 2009, and other environmental features were used to facilitate discussion of the environmental impacts.

A summary of the community specific discussions are as follows:

Vernon & Patoka

The preliminary analysis shows a western bypass of Vernon and an eastern bypass of Patoka on existing alignment having the least impacts to environmental resources. HQWs were delineated near a railroad right-of-way on the north side of Vernon. The preliminary alignments are being shifted to miss the HQW to the extent possible. Flat Creek is adjacent to the area of HQW.

Centralia & Sandoval

Efforts have been made to avoid wetlands as much as possible. To the east of Centralia, resources include HQWs in the Crooked Creek watershed, Raccoon Lake, a church, a high school, an airport, and residential areas. On the west side of Centralia, resources included HQWs in the Crooked Creek watershed, the Murray Developmental Center, businesses and residential areas (including a trailer park). Prior to the receipt of the 2009 INHS data, the farthest alternative west of the city was considered favorable as it appeared to avoid most environmental impacts and better met the community's economic development goals. Other alternatives closer to the City are being reconsidered to avoid and minimize impacts to the recently identified HQW, but balancing impacts to the built environment is a challenge. The two options that are closer to the City are on the east side and west side of the Murray Developmental Center. Steve Hamer indicated that Pat Malone (DNR) had looked at this area prior and thought an alignment on the east side of the Center (C45) may be feasible.

Vandalia

A bypass of the City of Vandalia would likely go to the west of the I-70/IL 40 interchange. The east side of Vandalia has 300-400 acres of floodplain impacts. The western bypass corridors are being adjusted to avoid and minimize impacts to HQW. An alternative was developed by the project team that traverses the southeast corner of the Vandalia Geologic Area, an Illinois Natural Area Inventory (INA) site. Several options traversing this area were provided to the IDNR and a preliminary report by the Illinois State Geological Society (ISGS) was submitted to Steve Hamer (dated Feb. 11, 2010, attached). The Vandalia Geologic Area is part of a larger formation that begins near Vera, IL and extends to the Carlyle Lake area. The Vandalia site is likely a specific formation and a buffer. An alternative that impacts the buffer and maintains the integrity of the site will be pursued.

The next steps in the project process will be to submit a revised alternative development package to the FHWA and DBE the first week of March and to seek concurrence on the range of alternatives at the June NEPA/404 Merger meeting. Prior to the June meeting, a field review will be scheduled through the FHWA for interested agencies to visit the project site and see areas of concern.

Other discussion

Charles Perino provided Sherry Phillips with a copy of the Illinois Comprehensive Wildlife Conservation Plan Strategy (pages 203-212, attached). IDOT BDE recommends the District begins pre-mitigation activities (funding and monitoring) in advance of a Record of Decision. If possible, the mitigation by the Department should meet the needs of the IDNR using the distributed Plan as a guide. District 8's proactive approach to mitigation in the 1990's for the Mississippi River Bridge construction that is now underway was cited as an example of pre-mitigation benefitting a project. There is concern from the District about funding and land acquisition as it relates to pre-mitigation activities but they will take the BDE recommendation under advisement.

US 51 EIS - DNR MTG

16 FEB 10

NAME

REPRESENTING

JERRY PAYONK	CLARK DIETZ, INC.
Stacie Dovalovsky	Clark Dietz, Inc.
Jim Novak	HUFF + HUFF, INC.
SHERY PHILIPS	IDOT D7
CHARLES PERINO	IDOT - BDE
Susan Dees	IDOT - BDE
Steve HAMMER	IDNR
Jan Piland	PAWA

UNIVERSITY OF ILLINOIS
AT URBANA-CHAMPAIGN

Institute of Natural Resource Sustainability
Illinois State Geological Survey

615 East Peabody Drive
Champaign, Illinois 61820



Steven Hamer
Illinois Department of Natural Resources
Division of Ecosystems and Environment
One Natural Resources Way
Springfield, Illinois 62702-1271

February 11, 2010

Dear Mr. Hamer:

As you requested, the Illinois State Geological Survey (ISGS) has reviewed the proposed impact on the Vandalia Geological Area, Illinois Natural Areas Inventory site #548. According to ISGS procedures, the following factors were relevant in making our recommendation.

The site is an excellent example of the Vandalia ridged drift, and is composed of glacial till intermixed with sand and gravel deposits. It is one of the highest ridges in the vicinity, and many nearby ridges have been mined or otherwise altered. This is the only example that we are aware of that has been specially designated for protection. We are not aware of any geological research where the excavation of this particular feature would solve a critical problem. Given that the ridge partly is composed of sand and gravel, we expect that excavation may erode the site by inducing groundwater discharge, which also raises other geotechnical issues. The site will not be available for continued study for any period of time due to the need for erosion control. Therefore, given the designated status and need for preservation, lack of geological benefits, and potential for damage, we do not recommend impacting this site.

The Illinois Department of Transportation has provided a map (attached) showing a number of different potential alignments proposed for the reconstruction of U.S. Route 51. The alignment shown in purple is expected to have impacts to the site under any circumstances. If it can be shown through future analysis that no excavation is required for the yellow, blue, and red/brown alignments, or if any of those alignments could be shifted so that any excavation is out of the footprint of the site, then we estimate that the site would not be impacted. The green alignments would not impact the site as shown.

Please let me know if you have any questions regarding this information.

Sincerely,

E. Don McKay
Director, Illinois State Geological Survey
Institute of Natural Resources Sustainability
University of Illinois, Urbana-Champaign
615 E. Peabody Drive
Champaign, Illinois 61820
(217) 333-0044

Appendix: Site Information, Vandalia Geologic Area, Illinois Natural Areas Inventory Site #548

Areas representing the major geologic features of the state were included in Category IV of the Illinois Natural Areas Inventory (Department of Landscape Architecture 1978). Because geological features are often widespread and have low vulnerability to destruction relative to ecosystems, most of the geologic areas were chosen to be representative of the geological diversity of the state rather than inventorying each instance. In the final site selection, preference was given to natural exposures, sites with varied features, sites where preservation might be practical, and sites with type geologic sections or published studies. Individual sites were assigned a Preservation Value from 1 (other localities are available) to 5 (exceptionally good and unusual).

The Vandalia Geologic Area (VGA, INAI site G130; Fig. 1), Fayette County, was chosen to represent the Kaskaskia Ridged Drift, a striking train of elongate hills and associated mounds that traverse southern Illinois along the trend of the Kaskaskia River. It is one of 24 sites showing an important topographic feature, and is the only site featuring the Hagarstown Member of the Pearl Formation (Jacobs and Lineback, 1969; Willman and Frye, 1970; Killey, 1983). The Pearl Formation in general comprises sand and gravel deposited mainly by glacial meltwater streams during the second-to-last glaciation, the Illinois Episode, whereas the Hagarstown Member is restricted to ridge forms deposited in ice-contact environments and has a distinctly complex sedimentology with significant portions of diamicton and fine-grained sorted sediment. The Type Section of the Hagarstown Member occurs ~4.5 miles to the southwest. This ridge feature in this report, known locally as Thrill Hill, is actually larger than the quarter-section designation of the VGA. It is approximately 1.25 mi long, 0.75 mi wide, and stands about 150 ft above the surrounding plain.

Significance of Ridged Drift

The Kaskaskia Ridged Drift was deposited during the waning phases of the Illinois Glacial Episode, which lasted from about 190,000 to 130,000 years before present. The Illinois Episode glacier advanced out of northeastern Canada, reaching as far south as the Shawnee Hills and as far west as the Mississippi Valley. The Kaskaskia Ridged Drift is stratigraphically higher than the subglacial till deposits that blanket the landscape of southern Illinois. The prominent hills were formed by a variety of mechanisms, from ice-contact debris flows to subglacial esker fills. In addition to being visually striking, their value for research lies as evidence of glacier flow direction, ice dynamics, and possibly retreat styles.

The VGA as an example of the Kaskaskia Ridged Drift is part of a complex of ridges heading from about 5 miles north northeast near Vera, tailing out to what has been interpreted as a glacial delta about 10 miles to the southwest at Carlyle Lake (Fig. 3). On the map accompanying the INAI data sheet, the area is delimited as a 38 acre site including the southernmost summit of the larger landform. It features the third-highest summit of the complex at 650 feet above sea level. The larger ridge has the second-greatest relief of the complex (Stiff 1996).

The ridge is steeper on the east than the west, as can be experienced on the aptly-named Thrill Hill Rd. The ridge terminates on the south as a crenulated mound. The internal structure is

known only from interpreting water well records, a few resistivity stations from surveys conducted in 1949 and 1999 by ISGS, and minor exposures near the surface. Sediment in the ridge is a mixture of gravel, sand, and loamy diamicton, capped by less than 5 ft of loess. A paleosol, the Sangamon Geosol, is developed in the lower part of the loess and the upper part of the Hagarstown Member. Some evidence exists for cemented zones within the glacial sediments. Numerous springs at varied elevation along the periphery of the hill from attest to outcroppings of sand or gravel beds intercalated with diamicton.

Across the state, various ridges have been obliterated or eroded for aggregate, whereas others are reliable groundwater resources. There are few that don't feature a house on top.

Current Condition

The area was surveyed on 2/3/2010. The ridge is traversed longitudinally by Hillsboro Rd. and orthogonally by Thrill Hill Rd.. The roads are inset 0-5 ft into the land surface.

Private residences are widespread, with significant areas of wooded ravine (Fig. 2). The houses obtain water mainly from shallow, bored water wells, which accumulate water from thin, discontinuous sand and gravel layers. A 24-lot subdivision, annexed to Vandalia, is under construction over main part of site. The houses will include basements cut into the hill, and a road with ~3 ft culverts emptying to the main ravine on the site has already been installed. The roads and houses do not significantly alter the gross morphology of the ridge. However, the steep, wooded ravines appear to be prone to erosion because the loamy to sandy surface sediments are easily mobilized.

Many nearby ridges and lowland areas just south of and adjacent to Thrill Hill, as well as further south of Vandalia, have been removed for aggregate, whereas others are important water resources.

Recommendation

The Vandalia Geologic Area comprises a portion of a large ridge feature, relatively unimpacted by mining. The most important attribute of the feature is its overall morphology. There are no current research questions that could only be answered by excavating the area, whereas large excavations would damage the ridge form. Any excavation that does occur will have to be immediately controlled for erosion, making study difficult. Current shallow excavations now occurring for residential development do not alter the overall ridge morphology, although there is a significant concern of subsequent increased erosion of the highly erodible sediments that comprise the ridge. This ridge is the only one known that has protected status.

References Cited

Department of Landscape Architecture, 1978, Technical Report : Illinois Natural Areas Inventory, Vol. 1: University of Illinois, Urbana-Champaign, and the Natural Land Institute, Rockford, Illinois, Urbana, 159 p.

Jacobs, A.M. and Lineback, J.A., 1969, Glacial geology of the Vandalia Illinois region: Illinois State Geological Survey Circular 442, 23 p.

Killey, M.M., and J.A. Lineback, 1983, Stratigraphic reassignment of the Hagarstown Member in Illinois: *In* Geologic Notes, Illinois State Geological Survey Circular 529, Champaign, pp. 13-16.

Stiff, B., 1996, Morphometric Analyses of Ridges and Subsurface Coarse, Water-laid deposits in a portion of the Ridged Drit of the Kaskaskia Valley, south=central Illinois: Master's Thesis, University of Illinois, Urbana, 156 p.

Willman, H.B., and Frye, J.C., 1970, Pleistocene stratigraphy of Illinois: Illinois State Geological Survey Bulletin 94, 204 p.

DRAFT



Figure 1. The Vandalia Geologic Area as seen from the east on Thrill Hill Rd.



Figure 2. A wooded ravine within the Vandalia Geologic Area, one of many along Thrill Hill Rd.

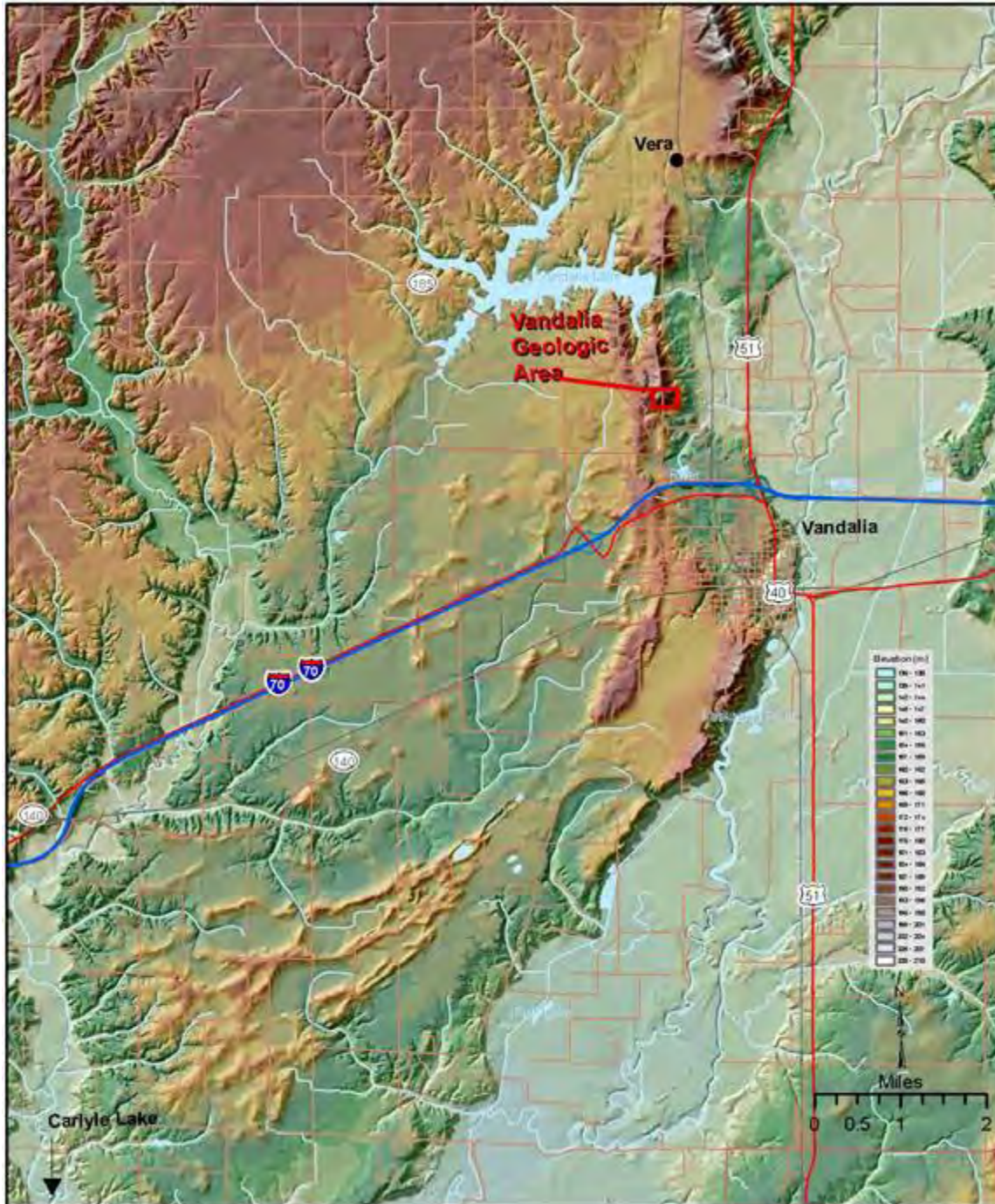
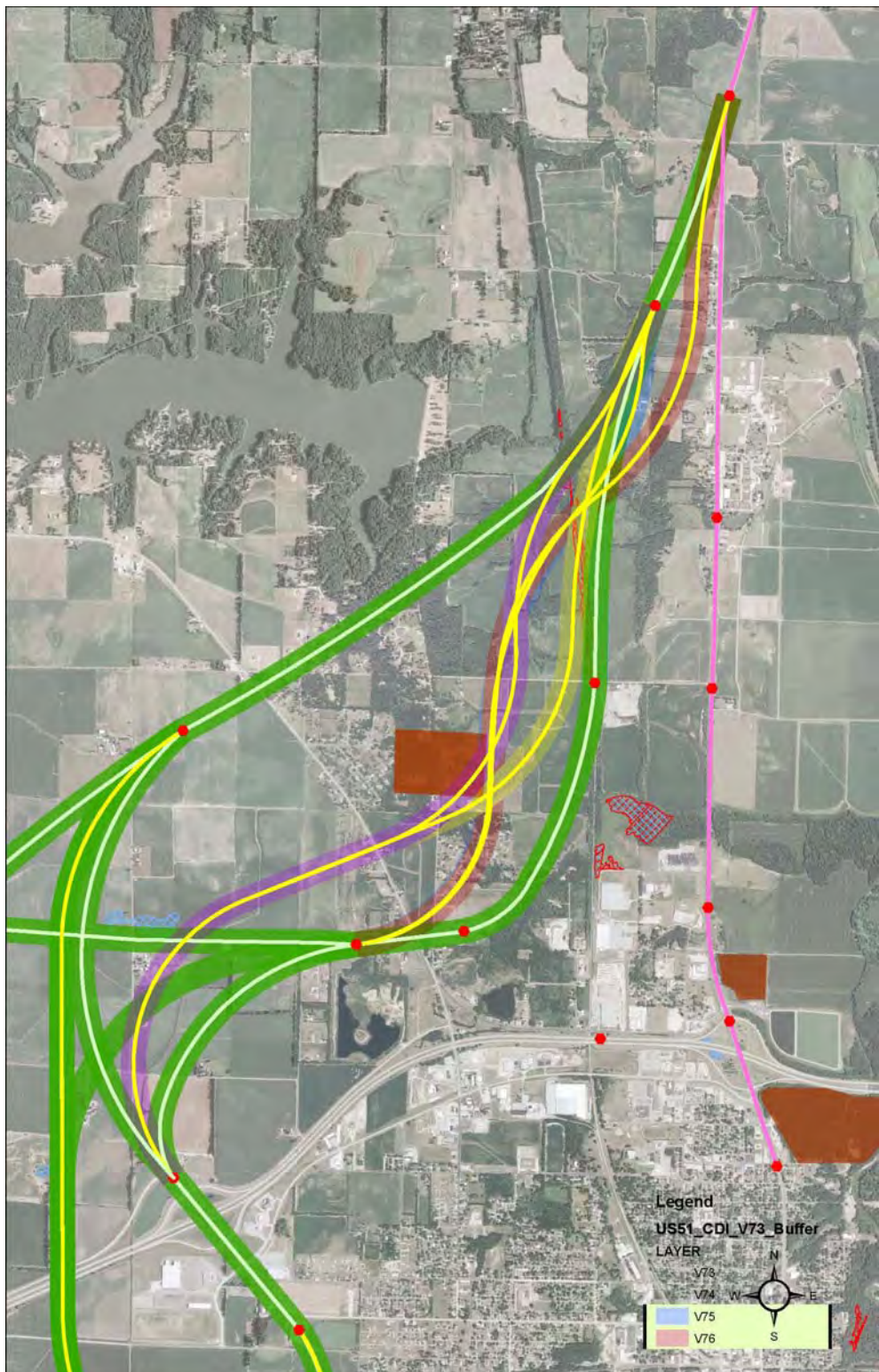


Figure 3. The Vandalia Geologic Area is part of a ridge system heading near Vera and tailing off in Hurricane Creek upstream of Carlyle Lake.



Potential alignments provided by IDOT

IV. K. The Southern Till Plain Natural Division

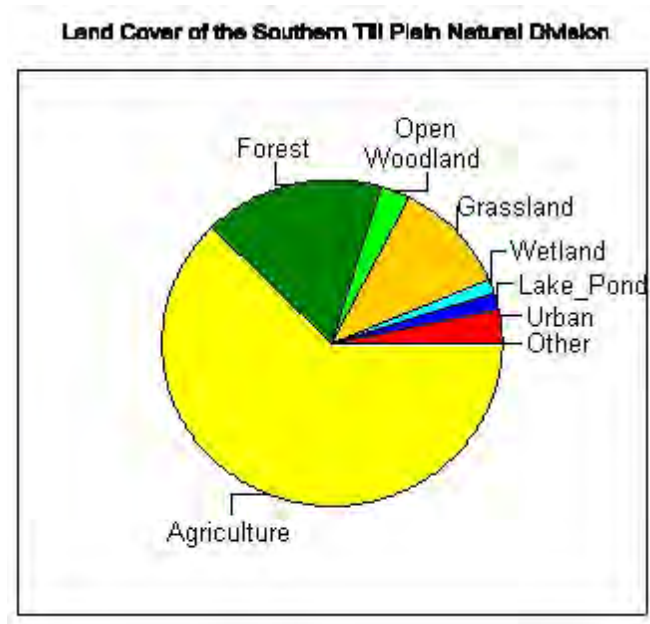
Characteristics

The Southern Till Plain Natural Division of south-central Illinois is a dissected Illinoian till plain south of the terminal Wisconsinan moraine. Forest was found along streams and prairie occupied the level uplands. Although about 40% of the natural division was prairie at the time of European settlement, upland soils are largely alfisols formed under forests. These soils are relatively poor because of high clay content and frequent “claypan” subsoil. Because these soils have a comparatively light color, upland prairies here have been referred to as the “gray prairie.” Southern flatwoods is a characteristic natural community found on level uplands and river terraces. Crayfish frog, ornate box turtle and remnant populations of greater prairie-chickens are characteristic animals of the Southern Till Plain Natural Division. The division encompasses large portions of the Kaskaskia River and Big Muddy River watersheds, and tributaries to the Wabash River. Extensive areas of river floodplain and ancient glacial lakebeds were occupied by forested wetlands and some wet prairies. Upland prairies were highly interspersed in the Southern Till Plan, and many were likely quite open due to the influence of fire.

Major Habitats & Challenges

Forest - historic over-grazing, species composition, invasive species, fire suppression, fragmentation, poor timber harvest practices, changes in hydrology, exurban development

Open Woodland/Savanna/Barren - scarcity, overgrazing, succession, lack of prescribed fire, invasive species, poor timber harvest practices, exurban development



Grassland - scarcity, fragmentation, dominance by invasive species (especially fescue), overgrazing of pasture, excessively high or low disturbance levels, low structural diversity, loss and degradation of prairie remnants; much of the grassland acreage in the division is temporary in the Conservation Reserve Program

Wetlands - scarcity, altered hydrology, dominance by invasive plants, sedimentation

Lakes and Ponds - sedimentation, nutrient loading, backwater lakes have been nearly eliminated; water level fluctuations in the reservoirs and downstream of Rend and Carlyle lakes

Streams - sediment load, incision, lack of riparian habitat, channelization; impoundment for water supply, flood control, and recreation; runoff from urban areas, livestock facilities, and coal/oil extraction

Opportunities

Large, publicly- and corporately-owned grasslands (many on reclaimed mine lands) have existing and potential wildlife benefits (Prairie Ridge State Natural Area and Pyramid State Park are Illinois Department of Natural Resources-managed examples). Large concentrations of Conservation Reserve Program grasslands occur in many areas of the natural division.

Large flood-prone areas (along Kaskaskia, Little Wabash and Big Muddy Rivers) have wetland and bottomland forest restoration potential through the Wetland Reserve Program, conservation easements and other programs. Illinois' largest concentration of bottomland forest along Kaskaskia River is known to harbor exceptional populations of birds. Large lake and wetland habitats are associated with Carlyle Lake and Rend Lake, though extreme water fluctuations at Carlyle diminish habitat quality.

Management Guidelines

Landscapes

Grasslands: Grassland management landscapes larger than 10,000 acres in the Southern Till Plain Natural Division should contain at least 40% grassland land cover (over 50% in patches larger than 160 acres) and less than 10% combined wooded and urban land covers. At least two additional Bird Conservation Areas (grasslands >3,000 acres; see Fitzgerald et al. 2000) should be established in addition to Prairie Ridge State Natural Area (both units require augmentation; see Walk 2004), and Pyramid State Park (needs management plan). An increase of 240,000 acres of grassland will support wildlife objectives. Grasslands should be managed for diverse structure and vegetation composition across the landscape with prescribed fire, proper grazing, soil disturbance, and invasive species control (mechanical, chemical). Open, treeless, upland grasslands more than 0.5 mile wide are especially important to Species in Greatest Need of Conservation.

Forest, Open Woodland, Savanna and Barren: Restore and manage broad transitions (at least 50 m) from cropland and grassland to closed upland forests using mechanical disturbances and prescribed fire. Identify degraded open woodlands, barrens and savannas, and restore with mechanical removal of undesirable vegetation, and manage with prescribed fire and proper grazing. Inventory, restore and manage all tracts of southern flatwoods of Illinois Natural Areas Inventory grade C or higher, with at least one tract >1,000 acres and at least one tract >500 acres in each the Effingham and Mt. Vernon sections. Restore and manage a bottomland forest tract of >10,000 acres in the Kaskaskia River watershed; restore and manage at least one bottomland forest tract >1,000 in the other major watersheds. Riparian wetlands and bottomland forests should be restored and managed to increase ecological connectivity and decrease fragmentation of patches larger than 500 acres, respectively. A net increase of 65,000 acres of forest and 75,000 acres of open woodland/savanna/barrens is needed to meet wildlife objectives.

Wetland: Restore 3,800 acres of backwater and wetland habitats. Ephemeral and semipermanent (fishless) wetlands associated with grasslands, flatwoods and bottomland

forests are important to many amphibians and reptiles, including crayfish frog, Kirtland's snake and eastern massasauga.

Stream: Restore riparian vegetation along 100% of streams in the natural division.

Lake & Pond: Establish aquatic vegetation on 10-20% of the littoral zone on all impoundments.

Natural communities

Southern flatwoods is largely restricted to the natural division. All of the 700 acres of high-quality remnants occur here. Dry barrens, dry-mesic prairie, dry-mesic forest, dry-mesic savanna, low gradient creeks, big river, and sandstone overhang are natural communities found here, but less commonly in other portions of Illinois.

Critical Species

Western sand darter (Kaskaskia), eastern sand darter (Embarras, Little Wabash River), gravel chub (Kaskaskia), harlequin darter (Embarras), bigeye chub (Embarras, Little Wabash, Big Muddy, Kaskaskia), bigeye shiner (Little Wabash, Kaskaskia), crayfish frog, Kirtland's snake, eastern massasauga, ornate box turtle, Henslow's sparrow, LeConte's sparrow, nelson's sharp-tailed sparrow, grasshopper sparrow, short-eared owl, upland sandpiper, red-shouldered hawk, brown creeper, northern harrier, sedge wren, yellow-billed cuckoo, northern flicker, cerulean warbler, little blue heron, willow flycatcher, least bittern, American bittern, bald eagle, yellow-breasted chat, loggerhead shrike, red-headed woodpecker, osprey, American golden-plover, king rail, American woodcock, dickcissel, field sparrow, brown thrasher, greater yellowlegs, buff-breasted sandpiper, greater prairie-chicken, barn owl, Bell's vireo, Indiana bat, marsh rice rat, golden mouse, river otter, and bobcat

Emphasis Game Species

Largemouth bass, smallmouth bass, warmouth, white bass, yellow bass, bluegill, longear sunfish, redear sunfish, rock bass, white crappie, black crappie, white catfish, blue catfish, channel catfish, flathead catfish, black bullhead, yellow bullhead, freshwater drum,

migratory waterfowl, wild turkey, northern bobwhite, white-tailed deer, eastern cottontail, swamp rabbit, beaver, fox squirrel

Nongame Indicator Species

Forest - eastern box turtle, red-eyed vireo, American redstart

Open Woodland/Savanna/Barren - red-headed woodpecker, eastern kingbird, Baltimore oriole, great crested flycatcher

Grasslands - prairie kingsnake, dickcissel, grasshopper sparrow, eastern meadowlark, field sparrow (shrub-grassland), southern bog lemming, *Microtus* species

Wetlands - willow flycatcher, migratory shorebirds, southern leopard frog, cricket frog, chorus frog, spring peeper, smallmouth salamander

Streams - paddlefish, freckled madtom, shorthead redhorse, flier, pugnose minnow, slenderhead darter, smooth softshell turtle

Recreational Opportunities

Fishing on major reservoirs (Rend, Carlyle), impoundments (Newton, Coffeen, others) and streams; waterfowl hunting (especially at Rend and Carlyle); white-tailed deer, wild turkey, northern bobwhite and mourning dove hunting; furbearer trapping & hunting; Prairie Ridge State Natural Area, Carlyle Lake, and Rend Lake are “destination” birding sites for Illinois within the natural division; large multiple-use recreation facilities at Carlyle Lake, Rend Lake, Pyramid State Park, and Ten-Mile Creek State Fish & Wildlife Area; water sport recreation on Carlyle Lake, Rend Lake; canoeing on streams & rivers; morel and ginseng hunting

Educational/Interpretive

Interpretive trails and wildlife viewing platforms on Illinois Audubon Society properties at Prairie Ridge State Natural Area (Jasper and Marion counties); U.S. Army Corps of Engineers visitors' centers, Eldon Hazlet State Park and Wayne Fitzgerald State Park at Carlyle and Rend Lakes; Illinois Natural History Survey field stations (Great Rivers-Brighton, Ridge Lake - Charleston, Sam Parr - Kinmundy); Southeastern Illinois and Carlyle Lake Birding Trail; Ballard Nature Center, Altamont; Bremer Audubon Sanctuary; White Demonstration Farm, Belleville; Southwest Illinois College Outdoor Classroom, Belleville; Heartland prairie, Alton; St. Clair County Silver Creek nature preserve, Mascoutah; Highland high School Outdoor Classroom; Washington County Storck Woods Nature Preserve; Centralia Park District; Greenville Park District; Frank Holton State Park; Washington County Conservation Area

Natural Resource Commodities

Forest products (timber, medicinal plants, foods, ornamental); Grassland products (grazing, hay); Commercial fisheries; Guided hunting and fishing (local, centered at Carlyle and Rend); Bird-watching, nature viewing (Prairie Ridge State Natural Area); Ecotourism, nature photography, carbon sequestration, soil protection/enhancement, clean air & water, improved human health & quality of life

Conservation Opportunity Areas

Prairie Ridge Landscape

Protected lands - Prairie Ridge State Natural Area (nature preserve, land & water reserve and Illinois Natural Areas Inventory parcels), Twelve-Mile Prairie (conservation easement)

Priority resources - rare and declining grassland wildlife (especially threatened and endangered birds) and grassland-wetland wildlife, remnant prairie communities

Conservation philosophy - The primary goal is development of a grassland ecosystem capable of maintaining viable populations of grassland species, including both permanent residents and migratory species, with emphasis on threatened and endangered species. A secondary goal is the development of a prairie preserve characteristic of the presettlement flora of the Southern Till Plain natural division of Illinois (from Simpson & Esker 1997).

10-Year Goals - add 500 grassland acres per year until target acreages (5,000 acres in each unit) are obtained; improve private land synergies (open space, foraging areas, brood habitat) on 500 acres near each unit within 3 years; establish three 500-acre satellite locations from year 4 to 7 of implementation (see Simpson and Esker 1997, Walk 2004)

Key Actions - Establishing additional habitat at core locations and satellites. Promoting compatible agricultural practices on adjacent private lands (managed grazing, small grains, legumes, idle/fallow areas, and field borders) with incentives and farm programs. Continually addressing grassland management/succession and invasive species (especially fescue) with methods including grazing, prescribed fire, mowing and mechanical and chemical control. Addressing management, restoration and outreach staffing/equipment/facility needs.

Partners - Illinois Department of Natural Resources, Illinois Audubon Society, U.S. Department of Agriculture - Natural Resources Conservation Service & Farm Service Agency, Ameren-CIPS, The Nature Conservancy, Illinois Central Gulf Railroad, Eastern Illinois University, University of Illinois, Illinois Natural History Survey, Endangered Species Protection Board, Illinois Nature Preserves Commission

Research, Monitoring & Evaluation - ongoing and periodic efforts include site breeding bird census, Christmas Bird Count (Jasper County), Spring Bird Count, prairie-chicken lek surveys, prairie-chicken genetic evaluations, threatened/endangered species surveys, herpetological surveys, insect surveys, vegetation cover mapping, research on

grassland birds, mesopredators, reptiles, and prairie restorations (Illinois Department of Natural Resources, Illinois Natural History Survey, Eastern Illinois University, University of Illinois)

Pyramid - Arkland Landscape

Protected lands - Pyramid State Park

Priority resources - grassland, shrubland and wetland wildlife; Henslow's sparrow, northern harrier, short-eared owl, Bell's vireo, loggerhead shrike, northern bobwhite, migratory waterfowl, least bittern; potential landscape for greater prairie-chicken re-introduction

Conservation philosophy - Maintain shrub, marsh and lake habitats in an open grassland matrix to manage priority wildlife resources, while providing high-quality resource-compatible recreation opportunities.

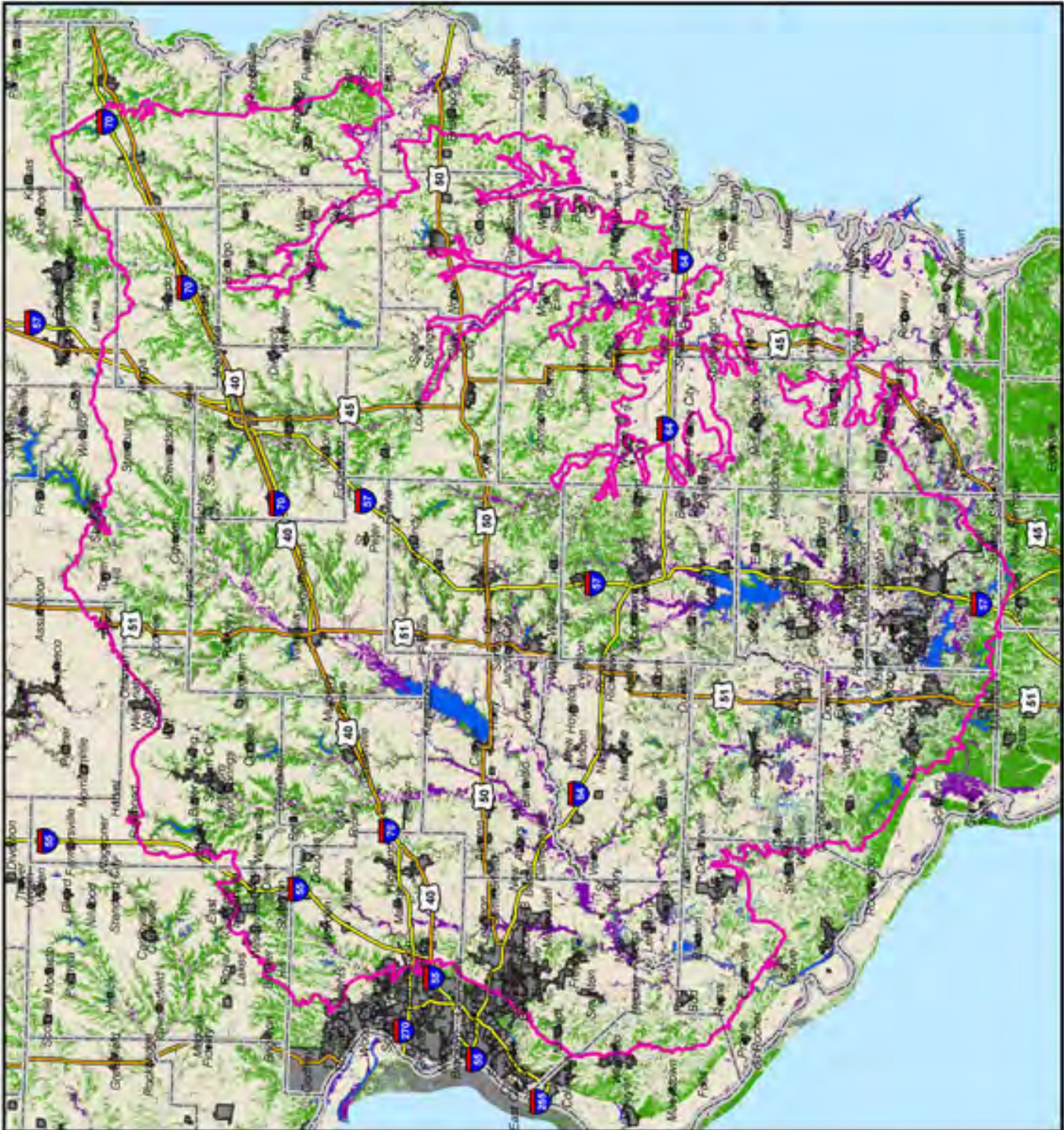
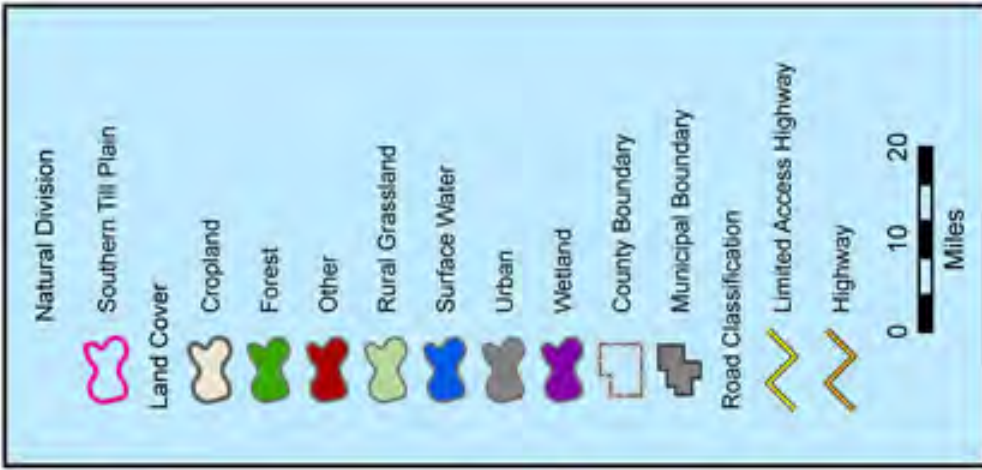
Key Actions - Continually addressing grassland and shrubland management/succession and invasive species with methods including grazing, prescribed fire, mowing and mechanical and chemical control). Develop site management plan that balances natural resource conservation with recreational demands; may require re-designation of "Arkland" portion from State Park to State Fish & Wildlife Area.

Lower Kaskaskia River Bottomlands

Priority Resources - High concentration and large tracts of bottomland hardwood forest (including Illinois' largest forest); area includes one-half of all high quality flatwoods in Illinois. Near-natural floodplain-river ecosystem, wood duck, cerulean warbler, red-shouldered hawk, brown creeper, prothonotary warbler

Partners - U.S. Army Corps of Engineers, Kaskaskia Watershed Association, Illinois Department of Natural Resources, U.S. Department of Agriculture

Contributors: Terry Esker, Marty Kemper, Randy Sauer, Trent Thomas, Jeff Walk, Kevin Woods



US 51 EIS – June 8, 2010 Field Review Summary

Project Location Stops:

North

1. North of Oconee - T38 vs. T39
2. Ramsey - R18 vs. T36
3. Ramsey - Ramsey A vs. Ramsey C on east side

Central

4. Ramsey Creek - T31 & T32
5. North of Vandalia - Historic Structure on T30
6. Vandalia – INHS High Quality Wetlands near V67
7. Vandalia - Abandoned railroad corridor along V51 – east of Thrill Hill Road
8. Vandalia - INAI geological area along V73
9. Vandalia - Proposed interchange area along V69 at I-70
10. Vandalia - Existing I-70/US 40 interchange
11. Vandalia - INHS high quality wetlands near V55
12. Vandalia - Floodplain area east of Vandalia near V62
13. Vandalia - Boat Dock at Kaskaskia River – Sand Darter
14. Vernon - Important Habitat, Rare Plant Species & INHS High Quality Wetlands near VP38
15. Vernon - INHS High Quality Wetlands near VP36 & VP6
16. Vernon - Willett Road along VP 39 (Vernon Q)
17. Vernon & Patoka - Tank Farms
18. Patoka - VP25 vs. VP24
19. Patoka - INHS High Quality Wetlands at south end of VP35
20. Sandoval - Lost Creek

South

21. Sandoval - Zinc Smelter
22. Sandoval - S38 on the east side and INHS High Quality Wetlands at south end
23. Sandoval - INHS High Quality Wooded Wetland near S48 by high school
24. Centralia - INHS High Quality Wetlands north end of C59/T5
25. Centralia - INHS High Quality Wetlands near C56
26. Centralia - C48 corridor west of Murray Center and east of Trailer Park
27. Centralia - C45 corridor east of Murray Center
28. Centralia - Raccoon Lake/Foundation Park along C59
29. Centralia - Airport, school, churches south end of C59
30. Centralia - Railroad crossing near C43
31. Centralia - Important habitat area near T1
32. Centralia - Future Industrial Park growth area
33. Centralia - Two-way couple through Centralia Business District

US 51 EIS

JUNE 8, 2010 FIELD REVIEW SUMMARY

	<u>NAME</u>	<u>Agency</u>	<u>PHONE #</u>
1	Keith McMullen	Corps of Engineers	314-331-8582
2	Jan Piland	FHWA	217-492-4989
3	Tom Brooks	IDOT - BDE	217 785-2943
4	STEVE HAMER	IDNR	217 785-4862
5	Eugene Beccia	IDOT	217-342-8249
6	Doug Wasmuth	Corps of Engineers	314-331-8185
7	Chuck Frecker	Corps of Eng.	314-331-8583
8	Susan Dees	IDOT - BDE	217-785-0150
9	Kristen Cardenas	FHWA	618-761-0088
10	Toni Whitfield	FHWA	618-727-0368
11	Jamie Bents	Huff & Huff	630-684-4409
12	Norm West	US - EPA	312-353-5692
13	Linda Gump	Huff & Huff	630-684-4401
14	Sherry Phillips	IDOT DT	217 342 8244
15	Marty Joyce	HDR	773-677-7292
16	JOHN LAZZARA	HDR	773/380-7938
17	Joyce Tanzosh	Clark Dietz	312-466-8215
18	JERRI FALONK	Clark Dietz	217-373-8900
19			
20			

*US 51 Partners, A Joint Venture***Meeting Notes**

Subject: Meeting with Illinois Department of Agriculture	
Client: IDOT/D7	
Project: US 51 EIS	Project No: CDI # I0020360
Meeting Date: June 9, 2011	Meeting Location: Department of Agriculture, Springfield
Notes by: LLH	

Attendees: Gene Beccu (IDOT/D7), Linda Huff (Huff & Huff), Terry Savko, IDOA

Topics Discussed: Format for AD-1006

Action/Notes:

The purpose of the meeting was to discuss the presentation for the various alternatives associated with the US 51 project. The alternatives were presented and discussed regarding the format that would be helpful for IDOA review. Draft versions of the supporting tables required for the AD-1006 were presented and discussed regarding the best format to utilize. Given the length of the project and number of alternatives that occurred, the AD-1006 tables would present the US 51 Build segment and then the various alternatives for Centralia, Sandoval, Vandalia, and Ramsey.

Local Agency Meeting Minutes



MEETING MINUTES

Project: U.S. 51 Corridor Environmental Impact Statement
Date: July 23, 2007, 4:30 PM
Place: Centralia City Hall, Centralia, Illinois
Attendees: Becky Ault – Mayor of Centralia
 Grant Kleinhenz - City Manager
 Katie Standford – City of Centralia
 Tanja Bundy – City of Centralia
 Louie Kalert - City of Centralia
 Tom Ashby – City of Centralia
 Doris Clark - City of Centralia
 Sam Klemet WJBD Radio
 Mike Jones – Centralia Sentinel
 Matt Hirtzel – IDOT District 7
 Jerry Payonk – Clark Dietz
 Barbara Moore – Clark Dietz

Copies: Attendees, Gary Welton, Linda Huff, Sean LaDeiu, Mike Haley

Minutes of this meeting were prepared by Barbara Moore of Clark Dietz, Inc. Please inform her of corrections or modifications.

The meeting was opened by Becky Ault, Mayor of Centralia.

The purpose of the meeting was to introduce the U.S. 51 Corridor project status to council members. Jerry Payonk announced the recent status change from a corridor study to an Environmental Impact Statement. Jerry explained the purpose: the realignment of U.S. 51 would be based on a need basis, as depicted from surrounding communities, stakeholders, and local businesses. This phase of the project should take approximately three to five year to complete. Jerry stressed the importance of community involvement and explained how and why the CSS process has been implemented.

Becky Ault suggested local areas for a Public Information Meeting to be held. Becky also referenced Jim Schwartz, as a U.S. 51 Coalition contact for assistance of whom to contact in the local areas.

Meeting discussions included how to route U.S. 51 through towns such as Ramsey, Vandalia, Centralia, and Vernon. Concern was noted from council

members on how this project would impact the smallest of communities throughout the corridor.

Grant Kleinhenz, City Manager of Centralia, emphasized the importance of protecting the inner city and preserving Centralia's historical buildings, without by-passing their community. Mr. Kleinhenz announced an upcoming meeting with District 8 to relocate a current railroad crossing that could impact potential project layouts.

Matt Hirtzel explained the three phases of the project. The immediate time frame, Phase I, will be concentrating on establishing a broad picture of where local communities would like to see the corridor route.

Clark Dietz will provide Grant Kleinhenz a copy of the U.S. 51 contact list to evaluate and offer further contact additions.

A tentative time frame for the first Public Information Meeting for the Centralia area was determined to begin in September, 2007.

The meeting was adjourned at approximately 5:30 PM.



MEETING MINUTES

Project: U.S. 51 Corridor Study
Date: August 6, 2007 6:30 PM
Place: Vandalia City Hall, Vandalia, Illinois
Attendees: Rick Gottman – Vandalia Mayor
 James Morani – City Administrator
 Council Members
 Sherry Phillips – IDOT District 7
 Jerry Payonk – Clark Dietz
 Barbara Moore – Clark Dietz

Copies: Attendees

Minutes of this meeting were prepared by Barbara Moore of Clark Dietz, Inc. Please inform her of corrections or modifications.

The meeting, with full-council present, was opened by Rick Gottman, Mayor of Vandalia.

The purpose of the meeting was to update the council members of the U.S. 51 Corridor project status. Jerry Payonk explained the purpose of the potential realignment of U.S. 51 would be based on a need basis, as depicted from surrounding communities, stakeholders, and local businesses. This phase of the project should take approximately three to five year to complete. Jerry stressed the importance of community involvement and explained how and why the CSS process has been implemented. Jerry informed the council there would be a specific advisory group for Vandalia. A tentative time frame for the first Public Information Meeting for Vandalia was determined to begin in October, 2007.

Mayor Gottman asked if Clark Dietz, Inc. would be utilizing the U.S. 51 Coalition. Council has previously worked with Christine Reed at previous coalition meetings. Sherry Phillips assured council of a coalition representative present at the public meetings.

Council members discussed if the study includes impact of the project to the smaller communities along the corridor. Mayor Gottman emphasized Vandalia could not grow to the east due to the flood zones. Other areas of

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 Vandalia and funding for the project.

Council members would like to see an impact study done in regards to the Clinton bypass route. In addition, council members would like to see a map of U.S. 51 showing how much is currently four-lane, and where those points begin and end.

Sherry Phillips explained the study area would need to include the areas to the east of Vandalia also. Sherry emphasized the council members needed to do their part to have strong community support of the project and how the proposed route would affect local businesses.

Jerry explained that the study cannot have a pre-ordained specific area as the matrix covers all areas within the project corridor. Explanation was given of the project phases and that funding would be on a future transportation bill. In addition, Jerry highlighted on the need of positive attendance from community members in favor of the proposed project to be present at the upcoming public meetings.

Council members would like a tentative time frame of when the project would reach the Christian County line. *Sherry Phillips will provide council with this information.*

The meeting was adjourned at approximately 7:15 PM.



MEETING MINUTES

Project: U.S. 51 Corridor Study
Date: August 27, 2007 11:00AM
Place: Sandoval Village Hall, Sandoval, Illinois
Attendees: Jerry Ratterman – Mayor
 Gene Schurman – City Administrator
 Sherry Phillips – IDOT District 7
 Matt Hirtzel – IDOT District 7
 Jerry Payonk – Clark Dietz
 Barbara Moore – Clark Dietz

Copies: Attendees

Minutes of this meeting were prepared by Barbara Moore of Clark Dietz, Inc. Please inform her of corrections or modifications.

While waiting for Mr. Schurman to arrive, Mayor Ratterman offered a site visit to the Sandoval Zinc site. The site is within close proximity of the center of the town of Sandoval. The site occupies about 13 acres southeast of Sandoval. It is an abandoned zinc smelter that was next to a coal mining operation and closed in 1985. The area was sealed by court order in 1991 by The Illinois Environmental Protection Agency. The building structures have been removed without any other necessary clean-ups done to date. The area is surrounded by a chain link fence, has posted no trespassing signs, and is currently for sale. We returned to the Village Hall where Mr. Schurman had arrived.

The purpose of the meeting was to update Mayor Ratterman and Mr. Schurman of the U.S. 51 Corridor project status. Jerry Payonk explained the purpose of the potential realignment of U.S. 51 would be based on a need basis, as depicted from surrounding communities, stakeholders, and local businesses. This phase of the project should take approximately three to five year to complete. Jerry stressed the importance of community involvement and explained how and why the CSS process has been implemented.

Sherry Phillips emphasized that council members needed to do their part to have strong community support of the project and how the proposed route would affect local businesses. Council supported the idea of getting the word out to the community and felt the project would be well received by all.

The council's preferred date of the first of the public meeting is tentatively set to begin the first week of November. Council suggested the Village Hall has been used in the past and will accommodate 100+ visitors. Mr. Schurman requested notification of a date for the first PIM as soon as possible.

Mr. Shurman would like to see a mapping of the expressway and how many entrances would be allowed. He also inquired on the proximity of frontage roads along the Sandoval area.

The meeting was adjourned at approximately 12:15 PM.



MEETING MINUTES

Project: U.S. 51 Corridor Study
Date: September 10, 2007 5:30 P.M.
Place: Patoka City Hall, Patoka, Illinois
Attendees: Matt Cain – Patoka Mayor
 Chester Burke – Vernon Mayor
 Cory Hossell – Village of Patoka
 Mark Landreth – Village of Patoka
 Kenny Walker – Village of Patoka
 Allen Hinderliter – Village of Patoka
 Annette McNicol – Village of Patoka
 Matt Hirtzel – IDOT District 7
 Jerry Payonk – Clark Dietz
 Barbara Moore – Clark Dietz

Copies: Attendees

Minutes of this meeting were prepared by Barbara Moore of Clark Dietz, Inc. Please inform her of corrections or modifications.

The meeting, with Patoka council present, and the Mayor of Vernon, Illinois was opened by Annette McNicol.

The purpose of the meeting was to update the council members of the U.S. 51 Corridor project status. Jerry Payonk explained the purpose of the potential realignment of U.S. 51 would be based on a need basis, as depicted from surrounding communities, stakeholders, and local businesses. This phase of the project should take approximately three to five year to complete. Jerry stressed the importance of community involvement and explained how and why the CSS process has been implemented. A tentative time frame for the first Public Information Meeting for was determined to begin in October, 2007. The public meetings in this area would include Patoka and Vernon area residents.

Matt Hirtzel emphasized to the council members in doing their part to have strong community support of the project and how the proposed route would/ could affect residential locations and local businesses. Additionally noted was the alignment phase would include different alternatives around surrounding areas in relation to the river.

Mr. Hinderliter indicated special needs were also going to be needed around the Tank Farms. At this time he feels there are five separate oil companies involved in the Patoka area.

Mr. Payonk explained how the matrix covers all areas within the project corridor. Explanation was given of the project phases and that funding would be on a future transportation bill. In addition, highlights were given on the need of positive attendance from community members in favor of the proposed project to be present at the upcoming public meetings.

Mayor Burke would like to know if one of the alternatives could include a one-way section in Vernon. Mayor Burke is also a member of the Route 51 Coalition.

The meeting was adjourned at approximately 6:15 PM.



MEETING MINUTES

Project: U.S. 51 Corridor Study
Date: September 17, 2007 5:30 P.M.
Attendees: John Adermann – Mayor Village of Ramsey
 Claude Willis - Village Trustee
 Hans Chestman – Village Trustee
 Donna Price – Village Trustee
 Roger Corrington – Village Trustee
 Heather Steaton – Village Clerk
 Carla Denton – Village Clerk
 Derrich Helmbacher – Village Administrator
 Matt Hirtzel – IDOT
 Jerry Payonk - Clark Dietz
 Barbara Moore – Clark Dietz

Minutes of this meeting were prepared by Barbara Moore of Clark Dietz, Inc. Please inform her of corrections or modifications.

The purpose of the meeting was to establish initial contact with the Village of Ramsey officials. The meeting was in full attendance of board members for the Village of Ramsey.

Jerry Payonk updated the council on the status of the U.S. 51 project. Mr. Payonk explained the Context Sensitive Solutions (CSS) process to the board members. Mr. Payonk emphasized for the CSS process to be successful it needed to be based on an interactive community. The current phase, the Environmental Impact Study, should take approximately three to five years to complete. A tentative date of mid November was discussed as the first public meeting.


Matt Hirtzel conveyed to the board the importance of a community effort at the public meetings. Mr. Hirtzel explained the phases of the project and emphasized at this time, it is only a study.

Board members noted over-all the community they felt have a positive outlook on the proposed expansion. Discussions of affected areas and where to have the public meetings followed.

The board questioned the construction phase and when that might begin. Mr. Payonk explained that portion of the project is not yet funded. Once the data

results from the study have been compiled, the request for funding goes on to a transportation bill.

The meeting was adjourned at approximately 6:00 P.M.

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*US 51 Partners, A Joint Venture***Memo**

To: US 51 EIS Project Files	
From: JTP	Project: US 51 EIS
CC: Stacie Dovalovsky, John Lazzara, Linda Huff	
Date: 17 Dec 08	Job No: I0020360

RE: Meeting with Ed Wollet (Mayor) and Tim Followell (Administrative Assistant) from Clinton

I met with Ed and Tim on December 17, 2008, 11:00 AM at the Clinton City Hall to discuss the impacts the US 51 bypass has had on the community since it was constructed in the mid-80's. Ed has been mayor of Clinton for 19 months. It is unclear how long he has been in the community prior to that. Tim has been an employee of the town for over 30 years. He remembers when the bypass was constructed.

Prior to the bypass, existing Route 51 didn't truly go through the business district; it carried north/south traffic west of the business district through a residential area of the community. As a result, the bypass relieved traffic through this residential area – this was a definite benefit to those living along Route 51.

Commercial development has increased as a result of the bypass, but property owners adjacent to US 51 have significantly escalated the price of undeveloped land to a point where it's difficult to maintain this development. Property owners want prices indicative of fully developed commercial land.

One of the primary attractions for Clinton is the lake and recreational activities associated with it. The lake was constructed in the 70's and is located a few miles east of town. When the bypass was being considered, there was a contingent within the town that thought the alignment should be situated on the east side of town to make it easier for travelers to get to the lake. Others thought it was important for the alignment to be located on the west side, thereby forcing drivers to travel through Clinton to get to the lake. The bypass was eventually built on the west side, and the community has benefited from this as travelers drive through the town and stop for gas, food, or other amenities as they go to and from the lake.

Both Ed and Tim emphasized the importance of keeping the bypass close to the community. An alignment too far to the west probably would not have served the community, nor would it have encouraged development. The City has extended their subsurface infrastructure to the west side of US 51 to encourage development. If the bypass was too far west, they would not have been able to afford to do this.

Tim commented on Wapella to the north. He indicated that Casey's and some commercial development at the north end of town would not have happened if US 51 did not expand to four lanes.

*US 51 Partners, A Joint Venture***Meeting Notes**

Subject: US 51 EIS Presentation to Centralia City Council	
Client: Illinois Department of Transportation, District 7	
Project: US 51 Environmental Impact Statement	Project No: I0020360 (CDI Number)
Meeting Date: December 14, 2009	Meeting Location: Centralia Town Hall – Council Chambers
Notes by: J. Payonk (CDI)	

Project Team Attendees: Jerry Payonk (CDI), Gary Welton (IDOT)

Topics Discussed/Notes:

The purpose of the meeting was to update the Centralia City Council on the US 51 EIS Progress. Mayor Becky Ault requested the presentation following the November Public Information Meetings in November.

Jerry Payonk presented a condensed Powerpoint of the November PIM presentations that were given in Ramsey, Vandalia, Vernon/Patoka, Sandoval and Centralia. This presentation was edited to provide information on only Sandoval and the Centralia area.

The Centralia/Sandoval alternatives began with 123 corridor combinations. The alternative alignment development process consisted of four steps: development of preliminary corridors, screening to consolidate and eliminate corridors, macro analysis of the remaining corridors, and development of preliminary alignments within the corridors. These four steps reduced the number of corridor combinations from 123 down to two. The variable impacts to resources that were used to eliminate corridors in Centralia and Sandoval were:

- High quality wetlands
- Total wetland acreage
- Commercial displacements
- Residential displacements
- CERCLIS impacts
- Engineering considerations

After the presentation, two questions were asked:

Q: How much will the project cost?

A: At this time, cost is not known. Project cost will be determined after a final preferred alignment is established.

Q: When will the project be constructed in Centralia?

A: The location of start-up has not yet been determined. It could continue south from Pana, it could start in Vandalia (the only location within the study area that has access to Interstate), or it could begin at the south end in Centralia since the area has the highest population within the study area. Regardless of start-up location, the project is at least 10 years from construction commencing. At this time funding does not exist for final design, the purchase of right-of-way, or construction, so construction could be more than 10 years away.

Mayer Ault stated that she would prefer the project start in Centralia.



Illinois Department of Transportation

Division of Highways / Region 4 / District 7
400 West Wabash / Effingham, Illinois / 62401-2699
Telephone 217/342-3951

July 2, 2010

US Route 51
Section (19-26) Corridor 51
Fayette, Marion & Shelby Counties
Contract No. 74163

Honorable Rick Gottman
City of Vandalia
431 W Gallatin
Vandalia, Illinois 62471

Dear Mayor Gottman:

On June 7th, 2010, the US 51 Project Team received an email from LaTisha Paslay, Executive Secretary of the City of Vandalia, regarding the recommendation of additional residents to the Community Advisory Group (CAG). Attached to the email was a letter from a concerned Vandalia resident who attended the US 51 North Side Neighborhoods meeting held at Kaskaskia College on June 3, 2010. The letter includes a list of additional residents recommended to serve on an advisory committee for the US 51 Environmental Impact Statement (EIS) project.

This project is using Context Sensitive Solutions (CSS) guidelines to facilitate the public involvement. Per CSS guidelines and as a courtesy to the existing CAG members, the Project Team does not recommend adding new members to the CAG. The Project Team does recommend the formation of a focus group comprised of approximately twenty north side residents. The purpose of the focus group is to allow the residents an opportunity to learn more about the project and how the decisions were made. The focus group will follow the guidelines for *Technical Advisory Groups* described in Section 4.3 of the Stakeholder Involvement Plan.

A meeting to select the focus group members will be held in late July. At the meeting, the Project Team will explain the purpose of the focus group and cover the ground rules. The focus group will then be selected by the neighborhood residents. We will mail meeting invitations to all of the north side neighborhood residents who signed in at the June 3 meeting, and we will publish an invitation in the local newspaper.

Thank you for your continued interest and support of the US 51 EIS. If you have any questions, do not hesitate to call a member of the Project Team.

Very truly yours,

Roger L. Driskell, P.E.
Deputy Director of Highways
Region Four Engineer

A handwritten signature in black ink, appearing to read 'Gary J. Welton'.

Gary J. Welton, P.E.
Acting Program Development Engineer

SP:nmm

*US 51 Partners, A Joint Venture***Meeting Minutes**

Subject:	US Route 51 Introduction Meeting with Mayor Ashby, City of Centralia		
Client:	Illinois Department of Transportation, District 7		
Project:	US Route 51 Environmental Impact Statement	Project No:	
Meeting Date:	June 1, 2011	Meeting Location:	City of Centralia, City Hall
Notes by:	Jennifer Mitchell of HDR, Engineering.		

Attendees: Tom Ashby, Mayor of Centralia; Jack Mann, Interim City Manager; Jerry Payonk, CDI; Jennifer Mitchell, HDR; Matt Hirtzel, IDOT; Rob Macklin, IDOT;

Topics Discussed:

The purpose of the meeting was to bring the Mayor up-to-date on project activities and to discuss the overall process.

Jerry gave an overview of the purpose and need of the project. Based upon the purpose and need the Citizens Advisory Group (CAG) identified over 116 alignment options. In Centralia the options were narrowed down to the single alignment shown on the strip map. The alignment bypasses the community west of the City.

The step the Team is at today is to present the CAG with the alignment and the side street access locations. In the City of Centralia, two locations are proposed to be interchanges. The first location is the proposed US 51 with IL 161 and the second at the south end where the proposed US 51 will connect with the current alignment of US 51, south of Wamac. Otherwise all side street connections are proposed to be full access intersections.

The Project Team is working toward completion of a draft Environmental Impact Statement (EIS). Throughout the evaluation process the alignment will be fine tuned.

Jerry indicated that a second alignment around the east side of the city across Racoon Lake was eliminated at a Federal Highway Administration meeting of June 2009.

Question by Mayor Ashby: Has the public seen this?

Response: The public has not seen this particular alignment detail with side street access yet. Today is the first that the CAG will see it. But, the public has seen all the alignment options and the reason as to why the proposed alignment has moved forward.

Question by Mayor Ashby: Are there any environmental problems?

Response: While there are many locations of wetlands, high quality wetlands and some bird habitats, the proposed alignment avoids or minimizes a great number of the environmental sites.

Mayor Ashby voiced concern about the proposed interchange at IL 161. It is the Mayor's opinion that many drivers utilize 4th Street (runs west of and parallel to IL 161) from the eastern side of the community to travel west. Mayor Ashby would prefer a full access at 4th Street instead of at 10th Street. The access policy was further explained to Mayor Ashby and the difficulties of having an interchange at IL 161 and a full access at 4th Street, with less than a half mile separation. Mayor Ashby indicated that a high volume of traffic utilizes 4th Street and his preference is access at 4th or 7th, not 10th.

The Project Team indicated that they will review the access further and evaluate the ability to provide access to 4th Street.

*US 51 Partners, A Joint Venture***Meeting Notes**

Subject: Review Alternatives to be Carried Forward in Fayette County with Fayette County Farm Bureau	
Client: Illinois Department of Transportation, District 7	
Project: US 51 Environmental Impact Statement	Project No: I0020360 (CDI Number)
Meeting Date: 06/09/2011	Meeting Location: Farm Bureau Office, Vandalia, IL
Notes by: J. Tanzosh (CDI)	

Project Team Attendees: Jerry Payonk (CDI), Joyce Tanzosh (CDI), Linda Huff (H&H), Gary Welton (IDOT), Sherry Phillips (IDOT), Matt Hirtzel (IDOT), Rob Macklin (IDOT)

Topics Discussed/Notes:

The purpose of the meeting was to review the alternatives to be carried forward in Fayette County into the Draft Environmental Impact Statement (DEIS). Two 36" x 100" aerial scroll maps were displayed showing the remaining alternatives within Fayette County. Four 36" x 48" aerial maps showing the four remaining alternatives in Vandalia were also displayed. The cultural and environmental resources were shown on each map.

The Farm Bureau members were invited to browse the exhibits and representatives of the project team were available to answer questions. The members were encouraged to provide input on the remaining alternatives, particularly regarding agricultural related-issues such as farm vehicle access, and to inform the project team of agricultural-related resources (e.g., centennial farms) that were missing or incorrectly displayed on the exhibits.

Specific issues/questions brought up by the attendees during the open-house format map review included:

- Several attendees stated that they did not like the Western Bypass as it would result in high farmland impacts.
- Several attendees stated that all four alternatives would result in farmland impacts and severed parcels south of Vandalia.
- One attendee questioned the accuracy of the environmental resources shown on the Vandalia exhibits, particularly the location of high quality wetlands near the existing US 51 and I-70 interchange. The high quality wetlands in question were identified by the Illinois Natural History Survey (INHS).
- Several attendees stated that an eastern bypass would be the best option. Representatives of the project team explained why the eastern alternatives were eliminated, including the required minimization to cultural and environmental resources per state and Federal laws. One attendee stated that the laws were flawed.
- An attendee pointed out one centennial farm (family name – Doyle) north of Vandalia and west of existing US 51 that was not displayed on the map. A second possible centennial farm location was also identified. The project team will investigate the locations.

The members reviewed the maps for approximately 35 minutes. Jerry Payonk then led a closing discussion. He stated that the project team must abide by the National Environmental Policy Act (NEPA) and applicable state and Federal laws when evaluating alternatives. The team must present the project at key milestones to various resources agencies including the U.S. Army Corps of Engineers (USACE), the U.S. Fish and Wildlife Service (USFWS), the Illinois Department of Agriculture (IDOA), the U.S. Environmental Protection Agency (USEPA), the Illinois EPA (IEPA), and the Illinois Department of Natural Resources (IDNR). The agencies must give unanimous approval at the key milestones, including the alternatives to study in detail and the preferred alternative. Jerry stated that the project team received concurrence on alternatives VS and VU then took steps back in the process in Vandalia to evaluate additional alternatives with local residents on the Citizen's Advisory Group (CAG).

The project team asked the attendees to comment on the alternatives. One attendee stated that the alternatives, particularly the western bypass, impact a great deal of farmland; and although houses can be rebuilt, farmland cannot be reconstructed once it is paved over. Most attendees agreed that the western bypass is the least favored alternative. The project team asked for comments on the other three Vandalia alternatives. One attendee stated that although he believes that the Dual Marked Alternative is a poor choice from a function perspective, it impacts the least farmland so in that regard it is the best choice. Several other attendees agreed.

*US 51 Partners, A Joint Venture***Meeting Notes**

Subject: Meeting with Mayor Gottman of Vandalia to discuss US 51/I-70 Interchanges in Vandalia	
Client: Illinois Department of Transportation, District 7	
Project: US 51 Environmental Impact Statement	Project No: I0020360 (CDI Number)
Meeting Date: 10/26/2011	Meeting Location: Vandalia, IL
Notes by: J. Payonk (CDI)	

Project Team Attendees: Jerry Payonk (CDI), Matt Hirtzel (IDOT)

Topics Discussed/Notes:

The purpose of the meeting was to discuss the location of the proposed interchanges with I-70 in Vandalia.

Jerry Payonk and Matt Hirtzel went over the remaining alternatives and explained how traffic would move through the collector distributor system. It was pointed out that none of the remaining alternatives would provide convenient access to I-70 for any proposed developments on the west side of Vandalia. The third interchange on the west side would be a trumpet connecting I-70 to a south leg of proposed US 51. Local businesses and developments would not be able to access US 51 between I-70 and IL-140 to the south.

Mayor Gottman indicated that this will not work well with plans for development on the west side. The project team will continue to investigate solutions that both promote facility continuity on the west side while potentially providing access to future development.

NEPA/404 Merger Meeting Materials

**Illinois NEPA/404 Merger Meeting
February 7, 2008
Federal Highway Administration
3250 Executive Park Drive
Springfield, Illinois 62703**

8:00 am – 10:00 am

- I-294 at I-57 Interchange (District 1, Tollway), Cook County
 - Purpose and Need, Alternatives to be Carried Forward, Preferred Alternative Concurrence
- Red Gate Road Extension (District 1, City of St. Charles), Kane County
 - Purpose and Need, Alternatives to be Carried Forward, Preferred Alternative Concurrence

10:00 am – 10:20 am

- BREAK

10:20 am – 12:00 noon

- IL 47 from Reed Road to US 14 (District 1, IDOT), McHenry County
 - Project Introduction
- Danville Beltline (District 5, City of Danville), Vermilion County
 - Purpose and Need Concurrence
- Macon County Beltway (District 7, Macon County), Macon County
 - Purpose and Need Concurrence

12:00 noon – 1:00 pm

Lunch

1:00 pm - 3:00 pm

- IL 13 Marion to Carterville (District 9, IDOT), Williamson County
 - Alternatives to be Carried Forward and Preferred Alternative Concurrence
- US 51 from CR 900 N (South of Pana) to CR 2150 N (East of Irvingonton) (District 7, IDOT); Shelby, Christian, Fayette, Washington, Jefferson, Marion and Clinton Counties
 - Project Introduction
- Dupo Interchange (District 8, City of Dupo), Monroe County
 - Alternatives to be Carried Forward and Preferred Alternative Concurrence

**NEPA/404 Merger Meeting
February 7, 2008**

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**NEPA/404 Merger Meeting
February 7, 2008**

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Keith McMullen	St. Louis District Corps of Engineers	314-331-8582	Keith.A.McMullen@usace.army.mil
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MATT REMPFER	CTE	312 373 6792	matt.rempfer@cte.aecor.com
Jim Now	Hanson	217-788-2450	Jnow@Hanson - see

**NEPA/404 Merger Meeting
February 7, 2008**

Name	Agency/Office	Phone No.	E-mail
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John Berker	CORPS Rock Island (309) 794-5300		John.W.BERKER@USACE.army.mil
R. David Schnelle	City of Danville	431-2384	dschnelle@cityofdanville.org
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Barb Traeger	IDOT-BDE	785-0202	Barb.Traeger@Illinois.gov
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Harold Draper	Burns & McDonnell	816-822-3219	hdraper@burnsmcd.com
JOE GILROY	BURNS & McDONNELL	(618) 632-0354	jjgilroy@burnsmcd.com

NEPA/404 Merger Meeting
February 7, 2008

Name	Agency/Office	Phone No.	E-mail
Julie Klammer	IDOT D9	618-351-5220	Julie.Klammer@illinois.gov
Joe ZDANKIEWICZ	IDOT D9	618-35-5220	Joe.Zdankiewicz@illinois.gov
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SHERRY PHILLIPS	IDOT D7	217 342 8244	Sherry.Phillips@illinois.gov
<hr/>			
ON TELECONFERENCE			
NORM WEST - USEPA			
KEN WESTLAKE - USEPA			
KATHY CHERNICH - USACE - Chicago			
SHAWN GERTON - USFWS - Chicago			

improvement along the south and east side of Decatur would provide an alternate route for that traffic as well.

IDNR (Hamer) recommended using the EcoCAT (Ecological Compliance Assessment Tool) to rescreen the study area for threatened and endangered species and natural areas since the last screening was conducted in 2001. USACE (Betker) asked when the alternatives and preferred alternative would be submitted. Hanson responded that they anticipated the alternative and preferred alternatives to be included in the next NEPA/404 merger meeting. A copy of the 2005 Feasibility Study was requested by all agencies so that additional alternatives that may not have been investigated could be suggested before the analysis of all alternatives is completed and presented. Hanson subsequently submitted copies of the Feasibility Study to FHWA on February 11, 2008.

USEPA (West), USACE (Betker), IDNR (Hamer) and IDOA (Savko) gave concurrence for the Purpose and Need. USFWS provided concurrence via e-mail.

**IDOT District 9, Williamson County
IL 13 Marion to Carterville
Environmental Assessment
Alternatives to be Carried Forward
And Preferred Alternative Concurrence**

Representatives of District 9 presented the above listed project at the February 7, 2008 NEPA 404 Merger Meeting. Discussed were Concurrence Points #2 and #3, the Alternatives Analyzed and the Preferred Alternative. USEPA (West) provide comments on the aerial exhibits as follows:

1. Remove some of the lines associated with the project proposal (such as Right-of-Way lines, etc.) that complicate the exhibit and make it confusing to the general public.
2. Clearly label the project termini and the limits of adjacent construction projects that are currently in progress or programmed for construction. (Particularly in Marion.)
3. Clearly label and describe all proposed intersections throughout, including the turning movement arrows depicting allowable turning movements and any restrictions that may be proposed.
4. Clearly label which frontage roads are proposed and which frontage roads are existing.
5. Update the aerial photography to show recent economical and residential development where necessary.

Concurrence was deferred until the comments provided by USEPA could be addressed.

**IDOT District 7, Shelby, Christian, Fayette, Washington,
Jefferson, Marion and Clinton Counties
US 51 from CR 900 North (South of Pana)**

**to CR 2150 North (East of Irvington)
Environmental Impact Statement
Initial Presentation**

The purpose of the meeting was to introduce the US 51 Environmental Impact Statement. The Federal earmark for this study provides for the study of expanding US 51 from a two-lane facility to a four-lane facility between the project limits of the Christian/Shelby County line to the north and the existing US 51/IL 177 interchange east of Irvington.

Studies of the US 51 Corridor (from Bloomington south the I-64) have been on-going since the 1970's. A planning study in 1987 recommended expanding US 51 to a four-lane facility from Decatur to I-64. An EIS was completed for US 51 from Decatur to Pana in 2002. Phase II engineering for US 51 from Assumption to Pana are currently being completed. As such, US 51 exists as a four-lane roadway north and south of the current study area.

US 51 currently travels through numerous communities within the study area. Jerry Payonk walked through project aerials identifying various culture and alignment issues for the project. From the south, US 51 currently travels through the Centralia area (Wamac, Centralia, Central City & Junction City), Sandoval, the Patoka/Vernon/petroleum tank storage area, Vandalia, and Ramsey.

Some issues of note within the project corridor:

Centralia:	existing US 51 one-way couple through town
Sandoval:	zinc mines (closed in 1985)
Patoka/Vernon:	existing petroleum tank farm, future Enbridge and Keystone pipelines
Vandalia:	old State Capitol building, permitted and non-permitted Kaskaskia River levees
Ramsey:	wild/scenic stream candidate

The project will follow Context Sensitive Solutions (CSS) guidelines for public involvement. Advisory Groups will be developed regionally for the entire corridor, and locally for individual communities. The project team has already held stakeholder meetings in Centralia, Vandalia and Ramsey. A second meeting is scheduled for late February in Centralia as initial turnout for the first meeting was less than expected. Meetings are currently being scheduled in the first half of March for Sandoval, Patoka and Vernon.

The project schedule estimates a Record of Decision in spring of 2012.

**IDOT District 8, Monroe County
Dupo Interchange
Environmental Assessment
Alternatives to be Carried Forward
And Preferred Alternative Concurrence**

Dupo's consultant (Joe Gilroy) provided an overview of the project and described the

**Illinois NEPA/404 Merger Meeting
September 4, 2008
Federal Highway Administration
3250 Executive Park Drive
Training Room
Springfield, Illinois 62703**

8 am – 9:30 am

- Pioneer Parkway (District 4, City of Peoria), Peoria County
 - Purpose and Need Concurrence
- Veterans Drive (District 4, City of Pekin), Tazewell County
 - Purpose and Need, Alternatives to be Carried Forward, Preferred Alternative Concurrence

9:30 – 9:45 am (Break)

9:45 am – 12 noon

- US 30 from IL 136 to IL 40, (District 2, IDOT), Whiteside County
 - Purpose and Need Concurrence
- US 51 from South of Pana to East of Irvington, (District 7, IDOT), Christian, Shelby, Fayette, Marion, Clinton, Jefferson and Washington Counties
 - Project Status Update
- Crosstown Road (District 8, City of Godfrey), Madison County
 - Purpose and Need, Alternatives to be Carried Forward, Preferred Alternative Concurrence

12 noon – 1:00 pm (Lunch Break)

1:00 pm – 3:00 pm

- Elgin O'Hare-West Bypass (District 1, IDOT), Cook-DuPage Counties
 - Status of Alternatives Process
- ~~I-55 at Lorenzo Road and IL 129 (District 1, IDOT), Will County~~
 - ~~○ Purpose and Need Concurrence~~
 - ~~○ Overview of Alternatives~~
- ~~I-55 at IL 59 (District 1, City of Joliet), Will County~~
 - ~~○ Purpose and Need Concurrence~~

**NEPA/404 Merger Meeting
September 4, 2008**

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**NEPA/404 Merger Meeting
September 4, 2008**

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**NEPA/404 Merger Meeting
September 4, 2008**

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PEPE HARMET	IDOT - DISTRICT ONE	(847) 705-4343	PEPE.HARMET@illinois.gov

GOV

- Whiteside County Highway and Public Works Department (CAG)
- FEMA Region V
- US EPA Region V
- USACOE Rock Island District (PSG)
- USFWS Rock Island Field Office

Coordination of the Purpose and Need statement has also taken place with the public through a public notice that was published in 14 local papers. The notice stated the availability of the Purpose and Need statement for review and comment at local libraries, the project website, the IDOT District 2 office, and the IDOT Environment website.

Next Steps for the project will be to go back to the PSG and CAG to discuss the potential corridors for the project and try to narrow down the corridors to a preferred 1400 foot-wide corridor(s) within which alternative alignments will be developed. The team is currently putting together a matrix to evaluate the corridors that were developed by the CAG in October 2007. Once a preferred corridor(s) is selected, it will be presented at a public meeting for review and comment.

The following is a list of questions and answers:

- Did we coordinate with IDNR? Yes we coordinated with them through the ESR process in 2007.
- Have we reached out to farmers because of the large agricultural community? Yes, through the CAG. It was explained that the CAG was carefully selected by the PSG to include a large representation of farmers.
- Why is economic development not part of purpose and need but seems to have been a key issue with the CAG? First, it was stated that the purpose and need for the project was to provide a safe and efficient roadway, not to provide for economic development. In addition, there is no land use or comprehensive development plan for Whiteside County and therefore the information necessary to provide reasoning for inclusion in the purpose and need is not available.
- Why are no environmental issues key issues? IDOT considers agriculture to be a key environmental issue.
- There were no Threatened and Endangered Species found in the nature preserve? According to the US FWS and IDNR websites and information received to date through the ESR process, no Threatened and Endangered species have been found.
- How much traffic is on IL 78? The ADT on IL 78 is approximately 2000. IDOT conducted a separate Feasibility Study for the realignment of IL 78 several years ago.

USEPA (West), USACE (Betker), IDNR (Hamer) and IDOA (Savko) concurred with the Purpose and Need. USFWS provided concurrence prior to the meeting via e-mail.

IDOT District 7, Christian, Shelby, Fayette, Marion, Clinton, Jefferson and Washington Counties
US 51 from South of Pana to East of Irvington
Environmental Impact Statement
Project Status Update

The purpose of the meeting was to provide an update on the US 51 Environmental Impact Statement. The Federal earmark for this study provides for the study of expanding US 51 from a two-lane facility to a four-lane facility between the project limits of the Christian/Shelby County line to the north and the existing US 51/IL 177 interchange east of Irvington.

The study is being developed using the Illinois Department of Transportation's Context Sensitive Solutions (CSS) policy and the Federal Highway Administration's guidance under SAFETEA-LU legislation. To date, we have conducted three Citizen Advisory Group (CAG) meetings for the five CAG's within the corridor. These CAG's represent communities directly impacted by the US 51 corridor. The communities are Ramsey, Vandalia, Vernon/Patoka, Sandoval, and Junction City/Central City/Centralia/Wamac.

The Project Team has also conducted one Regional Advisory Group (RAG) meeting. The RAG looks at the project corridor for the entire ~70 mile length of the study, incorporating the input from the CAG's and identifying corridor issues beyond the individual communities.

Through the aforementioned CAG & RAG meetings, the project team has developed a problem statement. This problem statement is being used to develop the Purpose and Need. Our objective is to achieve consensus on a Purpose and Need Statement at the February 2009 NEPA/404 Merger Meeting. The Project Team is developing the Purpose and Need in a reader friendly format.

To keep the CAG's involved in the process, we intend to start going over some basic engineering, environmental and land acquisition considerations in the next month. We will also start brainstorming on potential corridor considerations. Eliminations will not be considered until consensus is achieved on a Purpose and Need.

The Project Team intends to interview the communities of Maroa, Clinton & Heyworth north of Decatur. A four-lane bypass of US 51 was constructed around these communities in the mid-1980. How these communities dealt with the change of having a State route relocated around their community may quell some of the apprehensions the communities in the current corridor study area have.

The current project schedule anticipates a submittal of the Draft EIS in early 2010.

The project website can be accessed at www.us51-idot.com.

**IDOT District 8, Madison County
Crosstown Road
Environmental Assessment
Purpose and Need, Alternatives to be Carried Forward and Preferred Alternative
Concurrence**

Mr. Matt Fuller started meeting by asking for introductions. Ms. Farrington then presented a brief explanation of the project, the purpose and need, the alternatives considered, and the preferred alternative.

Illinois NEPA/404 Merger Meeting
February 3, 2009
Illinois Department of Transportation - District 4
401 Main Street
6th Floor Training Room
Peoria, Illinois 61602

8 am – 9:30 am

- Pioneer Parkway (District 4, City of Peoria), Peoria County
 - Alternatives to be Carried Forward
- Veterans Drive (District 4, City of Pekin), Tazewell County
 - Preferred Alternative Concurrence

9:30 – 9:45 am (Break)

9:45 am – 12 noon

- Peoria Eastern Bypass – Corridor Study (District 4, IDOT), Peoria, Tazewell and Woodford Counties
 - Project Introduction
- US 30 from IL 136 to IL 40 (District 2, IDOT), Whiteside County
 - Update on Alternatives Analysis
- US Route 45 Bypass (District 1, Lake County), Lake County
 - Project Introduction

12 noon – 1:00 pm (Lunch Break)

1:00 pm – 3:00 pm

- I-55 at Lorenzo Road and IL 129 (District 1, IDOT), Will County
 - Purpose and Need Concurrence
 - Overview of Alternatives
- Elgin O'Hare-West Bypass (District 1, IDOT), Cook-DuPage Counties
 - Project Briefing

3:00 – 3:15 pm (Break)

3:15 pm – 4:00 pm

- US 51 from South of Pana to East of Irvington, (District 7, IDOT), Christian, Shelby, Fayette, Marion, Clinton, Jefferson and Washington Counties
 - Purpose and Need Concurrence
- Discuss status of NEPA-404 merger projects

**NEPA/404 Merger Meeting
February 3, 2009**

Name	Organization	Phone No.	E-mail
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Susan Dees	IDOT	217-785-0150	susan.dees@illinois.gov
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Derek Parish	IDOT	309-671-5670	derek.parish@illinois.gov
Tomy SASSINE	IDOT	309-671-3696	Tomy.Sassine@illinois.gov
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Marylou Goodpaster	Kaskaskia Engineering Group	217-824-2264	mgoodpaster@kaskaskiaeng.com
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NICK STOFFER	CITY OF PEORIA	309-474-8823	nstoffer@ci.peoria.il.us
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George Jamison	Kaskaskia Engg Corp	217-824-2264	gjowens@kaskaskiaeng.com
MIKE LEWIS	IDOT-DIST 4	309-671-3474	Michael.L.Lewis2@illinois.gov

Name	Organization	Phone No.	E-mail
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Rebecca Rebecca Marraffo	IDOT - D2	815-284-5902	rebecca.marraffo@illinois.gov
Bridgett Jacquet	Vollert & Assoc.	618-345-8918	bjacquet@vollert.com
Greg Larson	IDOT-D4	309-671-3479	greg.larson@illinois.gov

9:30 Break

Name	Organization	Phone No.	E-mail
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Kath McMillen	USACE	314 331 8582	Kath.A.McMillen@usace.army.mil
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Ryan Thady	Benesch	312-565-0450	rthady@benesch.com
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Eugen Beccac	" "	217-342-8249	Eugene.Beccac@illinois.gov
Marty Joyce	HDR	773-380-1945	mjoyce@hdrinc.com
Sherry Kamke	USEPA	(via speaker phone)	
Stacio Donabusk	Clark Ditz		
Jerry Payank	Clark Ditz		

ROBIN HEUMERICKS FHWA

IDOT District 7, Christian, Shelby, Fayette, Marion, Clinton, Jefferson and Washington Counties
US 51 from South of Pana to East of Irvington
Environmental Impact Statement
Purpose and Need Concurrence

The project was initially presented at the February 7, 2008 NEPA/404 Merger Meeting. An update was given September 4, 2008.

The purpose of the meeting was to provide an Overview of the project to date and gain concurrence on Purpose and Need. The project Team presented information on:

- Project Location and Description
- US 51 Study History
- Environmental Resources
- Context Sensitive Solutions
- Crash Data Summary
- Traffic Forecasts
- Purpose & Need
- Next Steps in the Study

A 47-page presentation slide handout was given to all in attendance. Additional handouts consisted of a single summary sheet of public comments on the Purpose & Need, and a revised page 15 in the Purpose & Need updating 2030 Average Daily Traffic Forecasts.

After the presentation, the following questions were addressed:

Q: With a Record of Decision anticipated in 2012, when will the Draft EIS be submitted for review?

A: We anticipate the DEIS going to BDE for review in January of 2010. A pre-signature DEIS is scheduled to be forwarded to the CA's for review in the 3rd Quarter of 2010.

Q: The presentation spoke of the development of corridors; have alignments been investigated yet?

A: To date, we are only looking at corridors. Following consensus on P&N, we would start analyzing, refining and eliminating corridors with the goal of identifying recommended corridors to move forward with in May 2009. From this point, we would start the development of preliminary alignments within the recommended corridors.

Q: Have any of the communities indicated that a bypass would impact their town?

A: Some individuals at the Community Advisory Group (CAG) Meetings have expressed this concern. To help with this, we talked to several communities in which US 51 has already

bypassed the community. One municipality we talked to had only recently been bypassed (Macon). And another was bypassed in the mid-1980s (Clinton).

The City of Macon (population 1,200) indicated that the US 51 bypass resulted in the opportunity to bring a gas station and a Dollar General store to the community – services that the local population had to travel to visit before the bypass. These businesses have almost doubled sales tax revenue for Macon. It was noted by the community, however, that it is important to try to locate the bypass as close to the community as possible.

The City of Clinton (population 7,500) cited several benefits created by the bypass. Prior to the bypass, US 51 did not go through their downtown, it traveled primarily through a residential area west of their downtown. Relocating the US 51 created a safer environment for those whose properties had abutted the route. Additionally, Clinton Lake on the east side of the City is a major tourist attraction in the area. Some community leaders wanted a bypass that traveled around the east side to make it more convenient for travelers to get to the lake. At the request of others, the final alignment was located on the west side of the community, thereby bringing tourists through Clinton's commercial district. This has benefited sales tax revenue for the City.

Q: How will an expanded US 51 help vehicles trying to get around farm equipment?

A: Currently, if one wishes to pass a slow-moving farm vehicle, they must cross the centerline into a 12 ft lane and negotiate a pass while avoiding opposing traffic. With a four-lane US 51, the typical section in each direction would conceivably be 2-12 ft lanes, a 6 ft inner shoulder, and a 10ft outer shoulder. Ideally, opposed to a 12ft lane with opposing traffic, the driver would have approximately 18ft (12ft lane + 6ft shoulder) without opposing traffic – a much safer condition.

Q: What is being said about the floodplains and levees in Vandalia where the Kaskaskia travels between the two 90° turns on US 51?

A: The public is interested in whether or not floodplain areas can be used for a bypass and if US 51 will have any impact on the levees already established. We have not started our detailed floodplain study to analyze these issues.

After the Q&A, Matt Fuller (FHWA) asked for concurrence on the P&N. USEPA (West), USACE (McMullen), IDOA (Savko), IDNR (Hamer) concurred with the Purpose and Need. USFWS (Woeber) previously sent concurrence via e-mail.

The project website can be accessed at www.us51eis-idot.com

Illinois NEPA/404 Merger Meeting
Purpose and Need Concurrence
February 3, 2009

US 51 Environmental Impact Statement



Illinois Department
of Transportation



U.S. Department
of Transportation
Federal Highway
Administration



Agenda

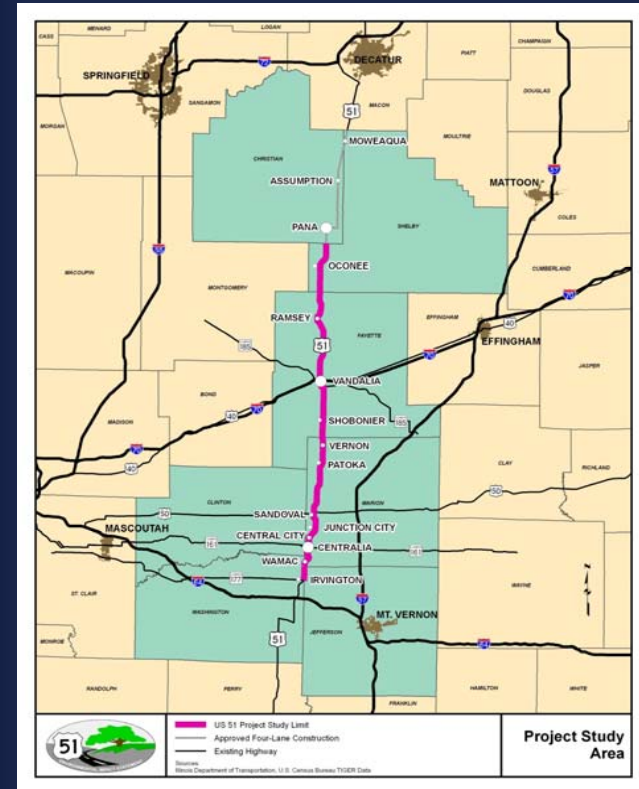
- Project Location and Description
- US 51 Study History
- Environmental Resources
- Context Sensitive Solutions
- Crash Data Summary
- Traffic Forecasts
- Purpose & Need
- Next Steps
- Questions

Agenda

- **Project Location and Description**
- US 51 Study History
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Study Area Map



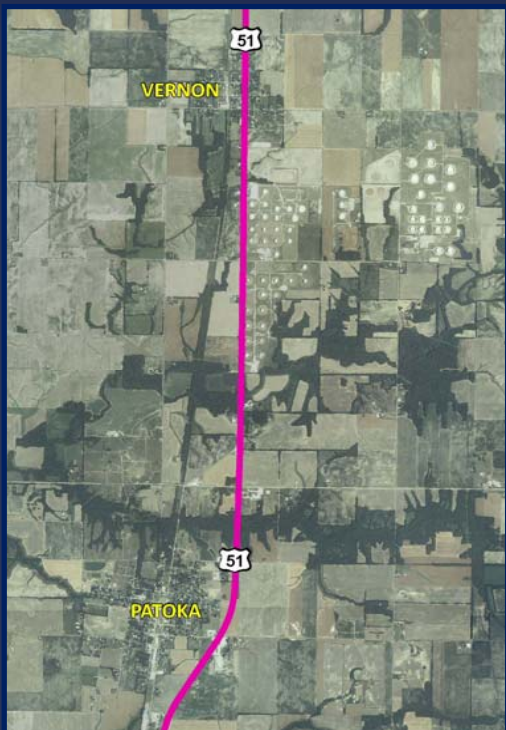
Study Area Map



Study Area Map



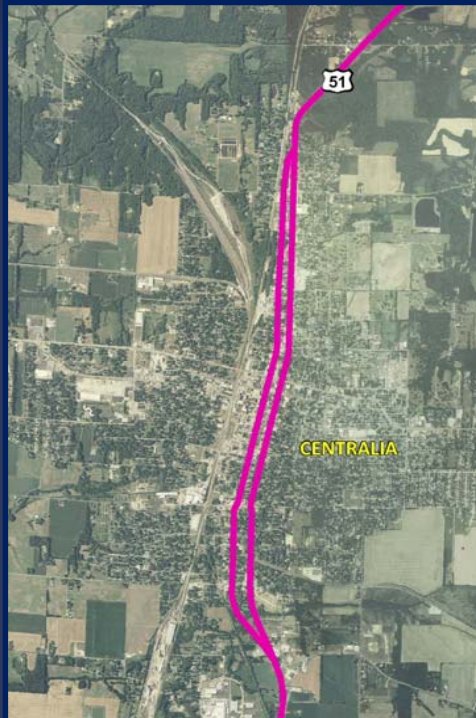
Study Area Map



Study Area Map



Study Area Map



Agenda

- Project Location and Description
- **US 51 Study History**
- Environmental Resources
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US 51 Study History

- Studies of Corridor have been ongoing since 1970
- Planning Study in 1987 recommends expansion to 4 lanes from Decatur to I-64
- EIS from Decatur to Pana approved in 1992
- US 51 from Decatur to Pana is in various stages of design and construction
- US 51 from Irvington to I-64 is already 4 lanes



Agenda

- Project Location and Description
- US 51 Study History
- **Environmental Resources**
- Context Sensitive Solutions
- Crash Data Summary
- Traffic Forecasts
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- Questions



Environmental Analyses to be Completed

Land Use & Zoning	Socioeconomic and Environmental Justice	Section 4(f) & 6(f) Resources
Wetlands	Special Waste	Floodplains
Cultural Resources	Water Resources	Natural Resources
Geology & Mining	Agriculture	Air Quality
Traffic Noise	Visual Resources	Indirect Impacts and Cumulative Effects

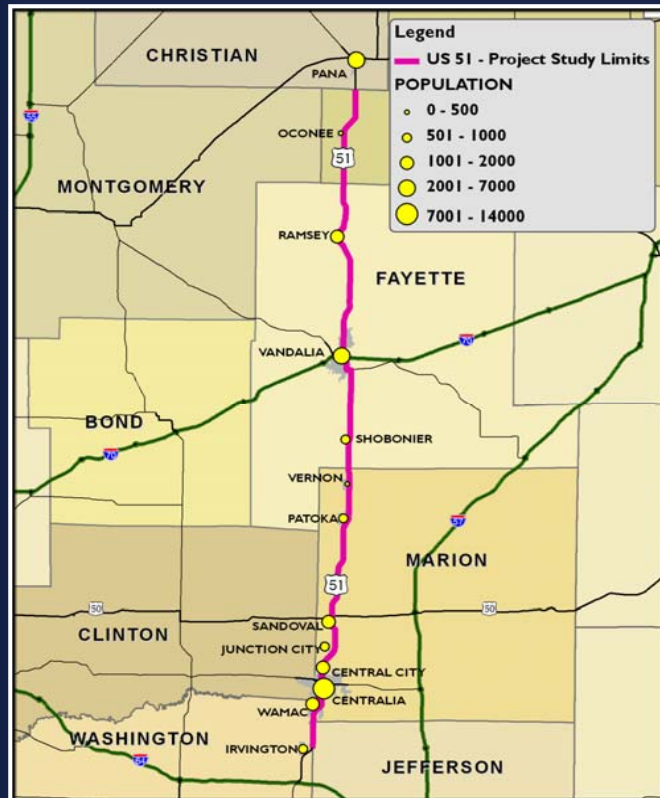


Environmental Features Discussed

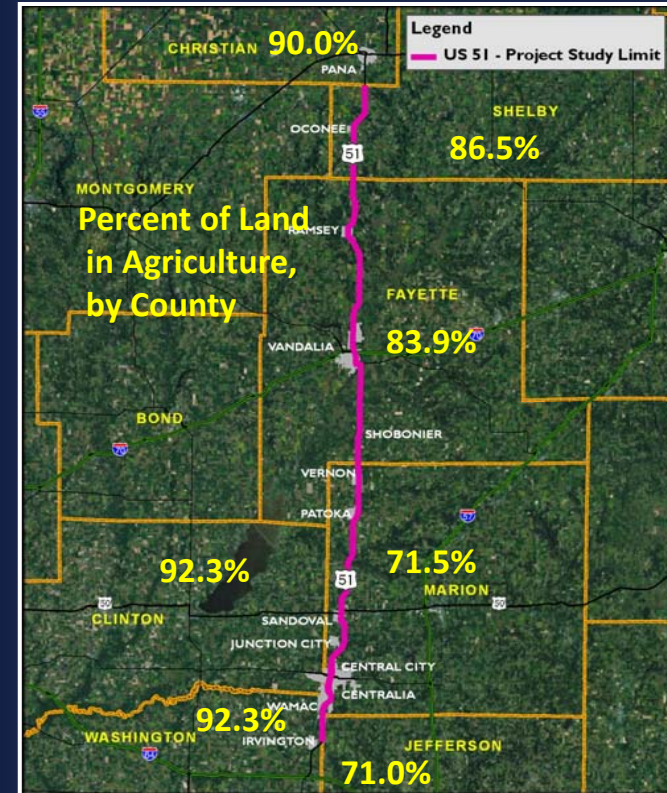
-  Land Use – Population Centers
-  Agriculture
-  Parks, Nature Preserves, INAI Sites
-  Cultural Resources
-  Threatened & Endangered Species
-  Water Resources
-  Wetlands



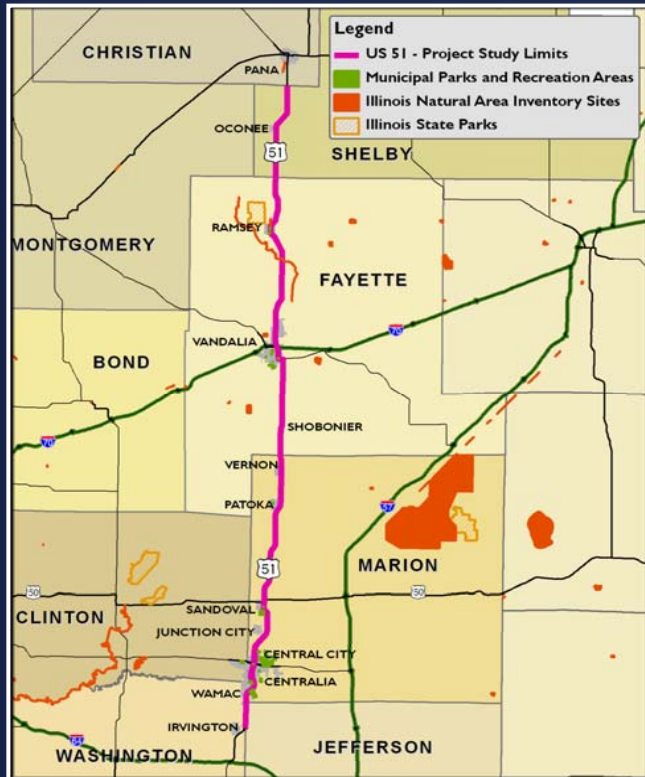
Land Use – Developed Areas



Agriculture



Parks, Nature Preserves, and INAI Sites



Cultural Resources



Historic Sites



Archaeological Sites



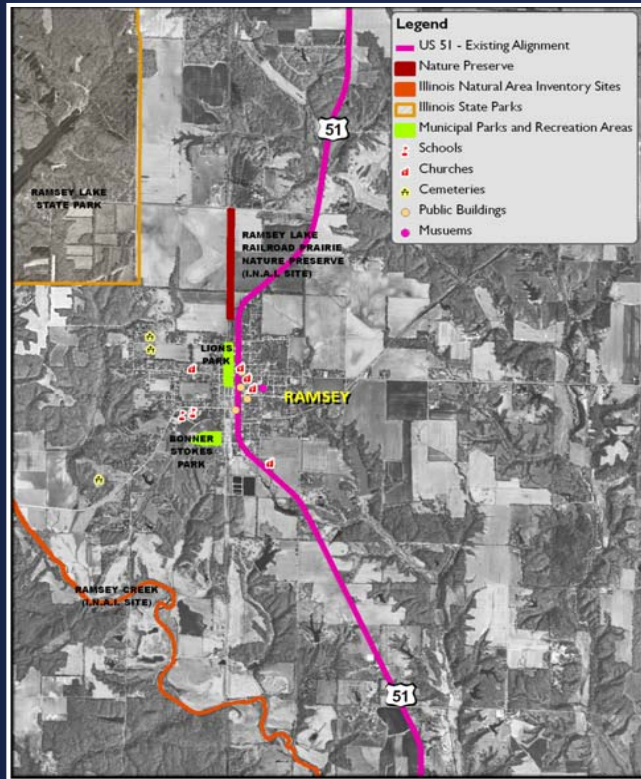
Museums



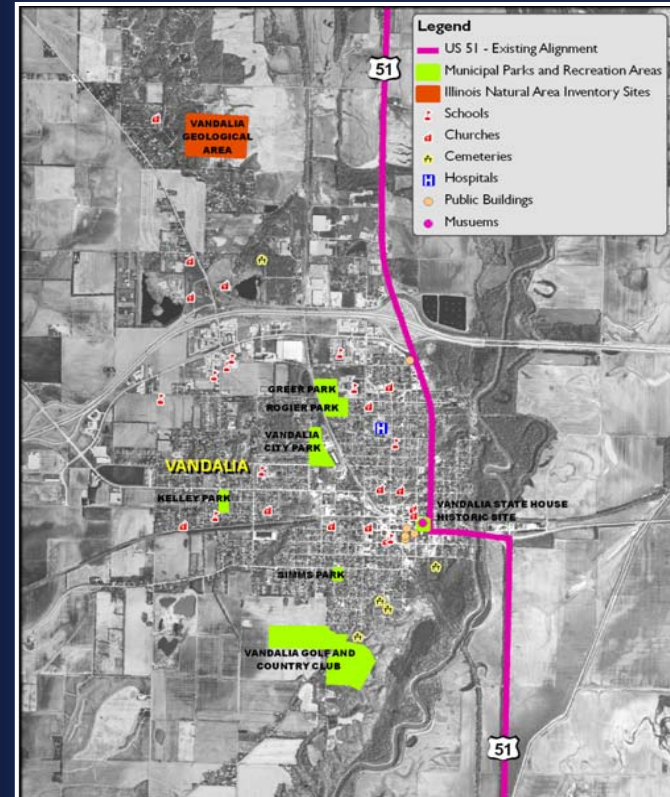
Cemeteries



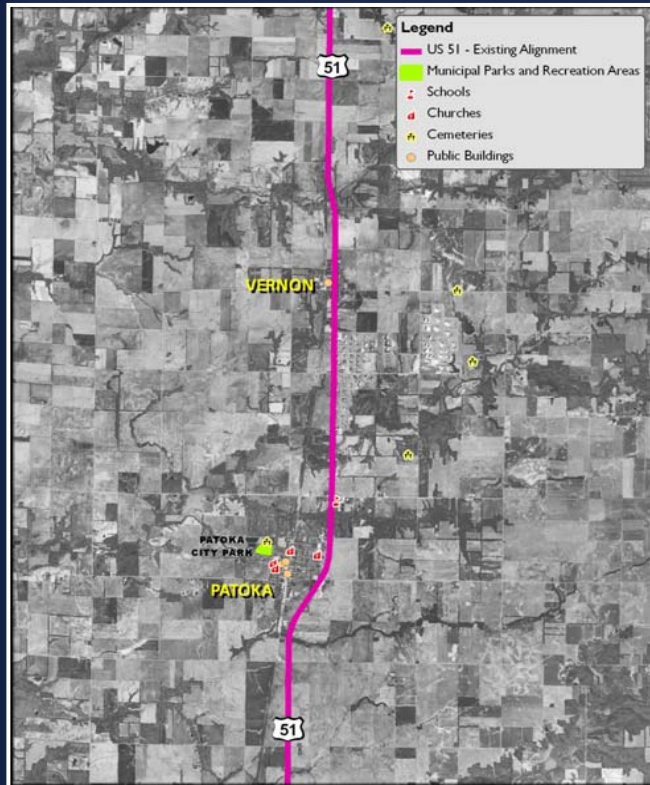
Village of Ramsey



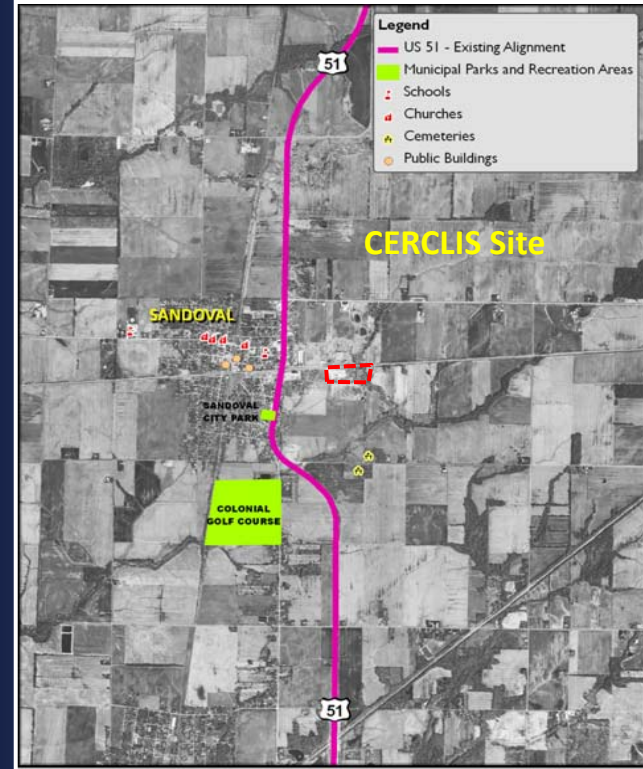
City of Vandalia



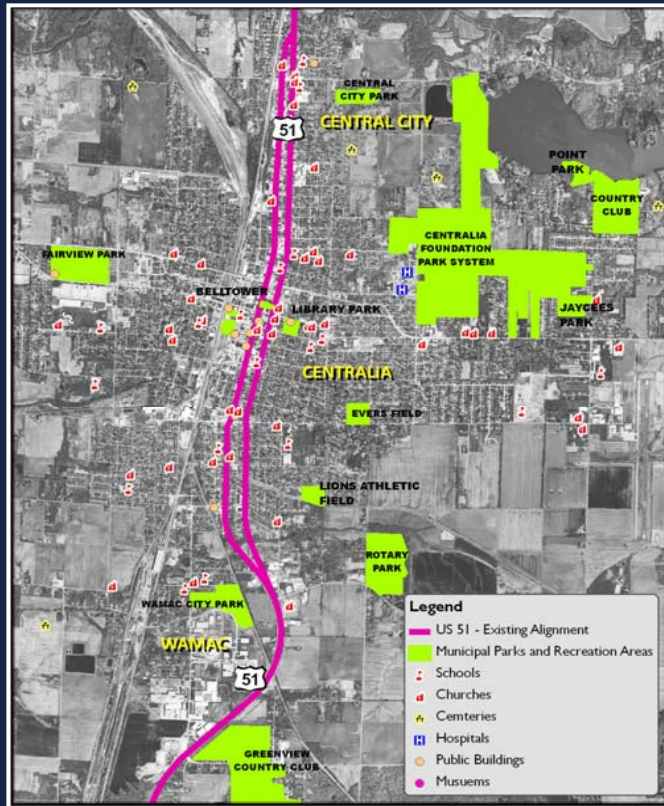
Villages of Vernon and Patoka



Village of Sandoval



City of Centralia



Threatened & Endangered Species



Eastern prairie fringed orchid



Prairie bush clover



Ear-leaf foxglove



Water pennywort



Franklin's ground squirrel



Indiana bat



Loggerhead shrike



Barn owl



Kirtland's Snake



Eastern Massasauga



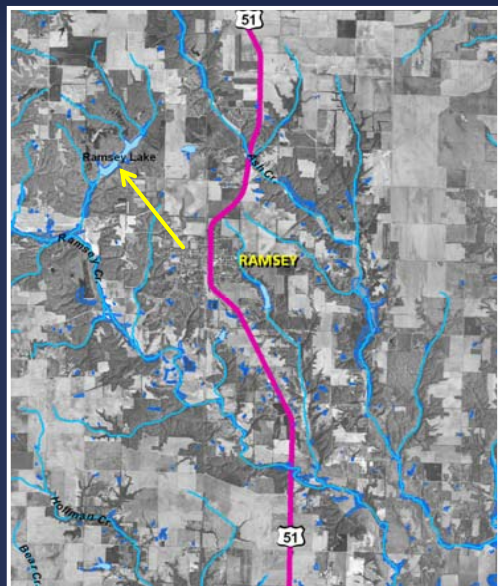
Ornate box turtle (under consideration)



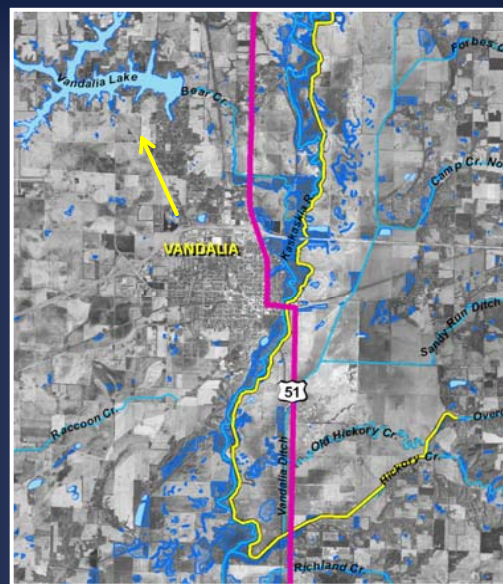
Western sand darter



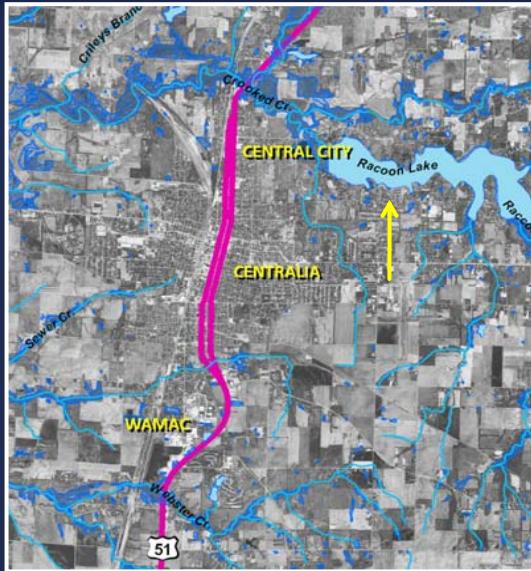
Water Resources



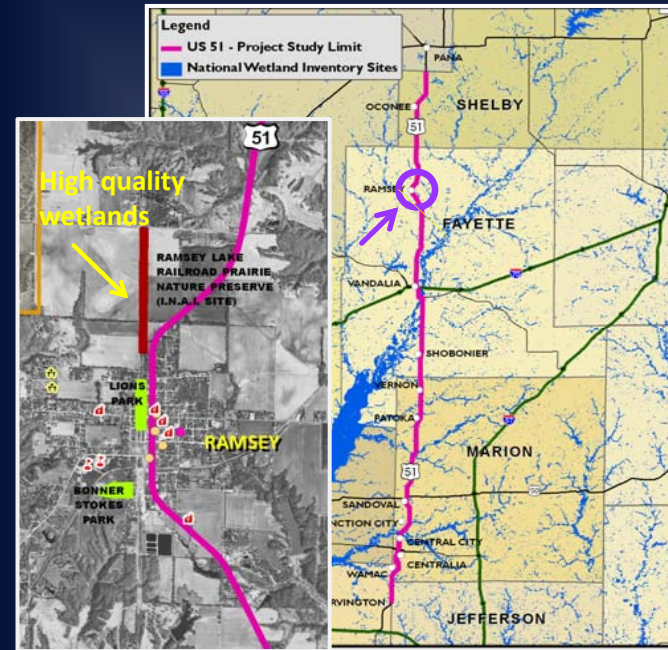
Water Resources



Water Resources



Wetlands



Environmental Analyses to be Completed

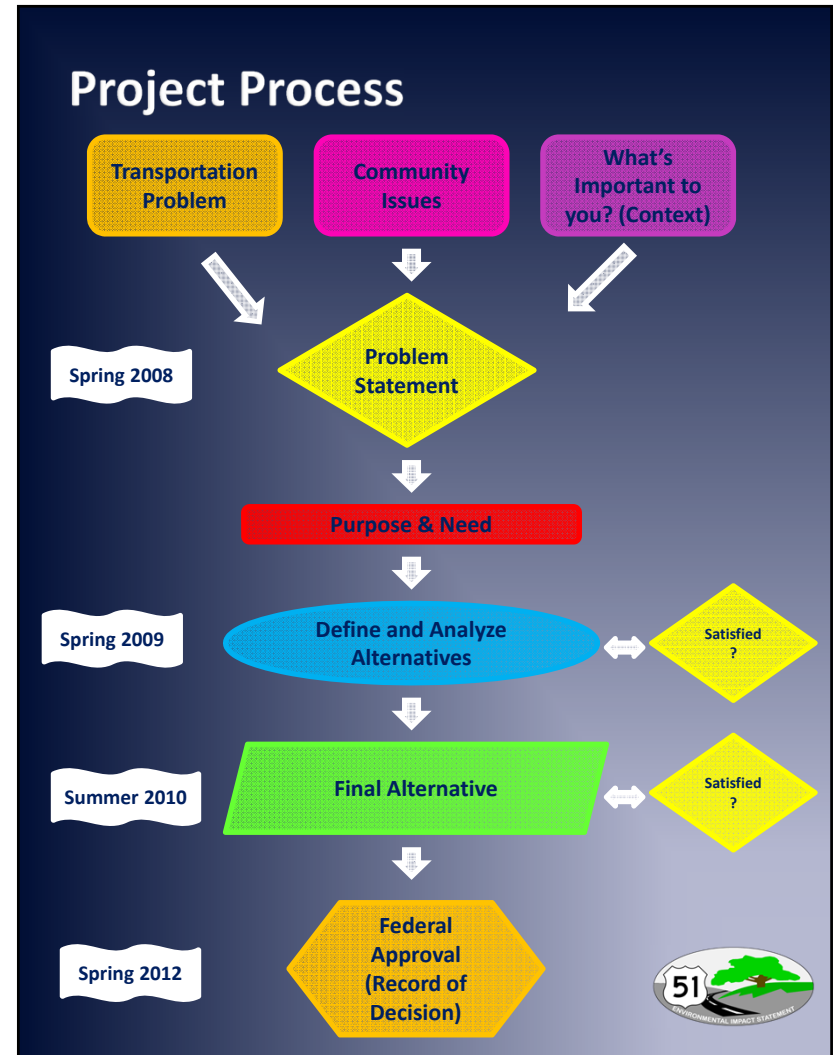
Land Use & Zoning	Socioeconomic and Environmental Justice	Section 4(f) & 6(f) Resources
Wetlands	Special Waste	Floodplains
Cultural Resources	Water Resources	Natural Resources
Geology & Mining	Agriculture	Air Quality
Traffic Noise	Visual Resources	Indirect Impacts and Cumulative Effects



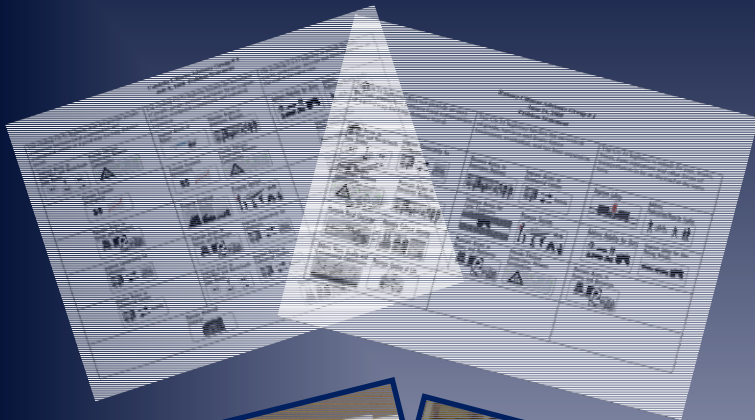
Agenda

- Project Location and Description
- US 51 Study History
- Environmental Resources
- **Context Sensitive Solutions**
- Crash Data Summary
- Traffic Forecasts
- Purpose & Need
- Next Steps
- Questions





Community Advisory Group



Problem Statement

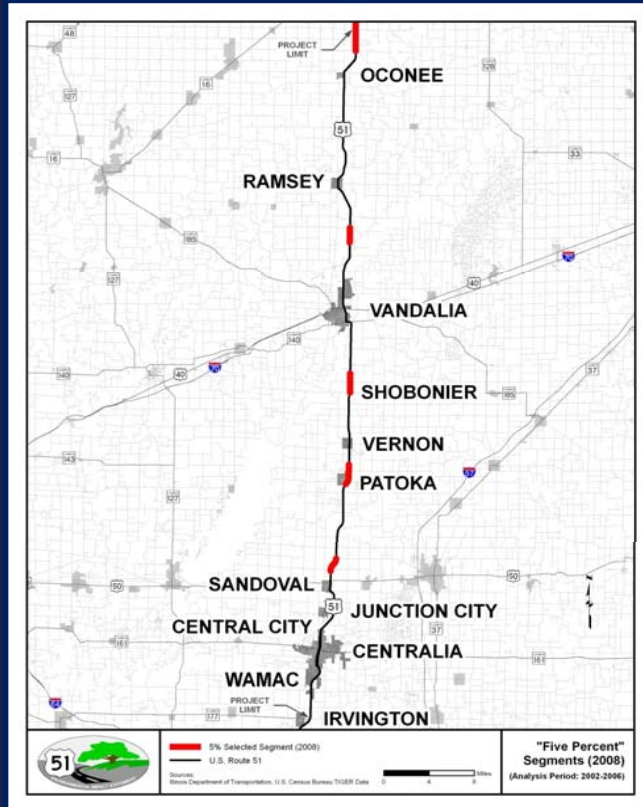
The existing US 51 highway does not provide an efficient and safe connection between local communities and commercial centers, and does not encourage long distance travel.

The US 51 highway hinders travel and the movement of goods and services, limits tourism and commerce, and limits residential, commercial, and industrial growth.

The existing US 51 highway is unsafe for cars, trucks, buses, pedestrians, bicycles, and farm equipment to share the road at the same time.



5% Segments

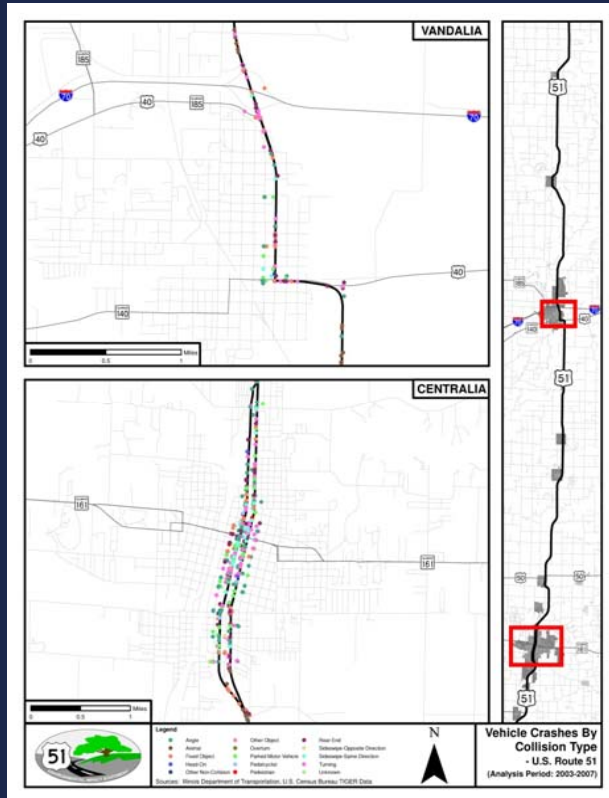


Crash Analysis Summary

- Analysis Period – 2003 to 2007
- ~1500 Crashes
- Top five collision types
 - Animal – ~24%
 - Angle – ~17%
 - Turning – ~17%
 - Rear End – ~13%
 - Fixed Object – ~12%
- High frequency crash locations
 - Other locations?



Vandalia & Centralia Crashes



Agenda

- Project Location and Description
- US 51 Study History
- Environmental Resources
- Context Sensitive Solutions
- Crash Data Summary
- **Traffic Forecasts**
- Purpose & Need
- Next Steps
- Questions



Data Reviewed

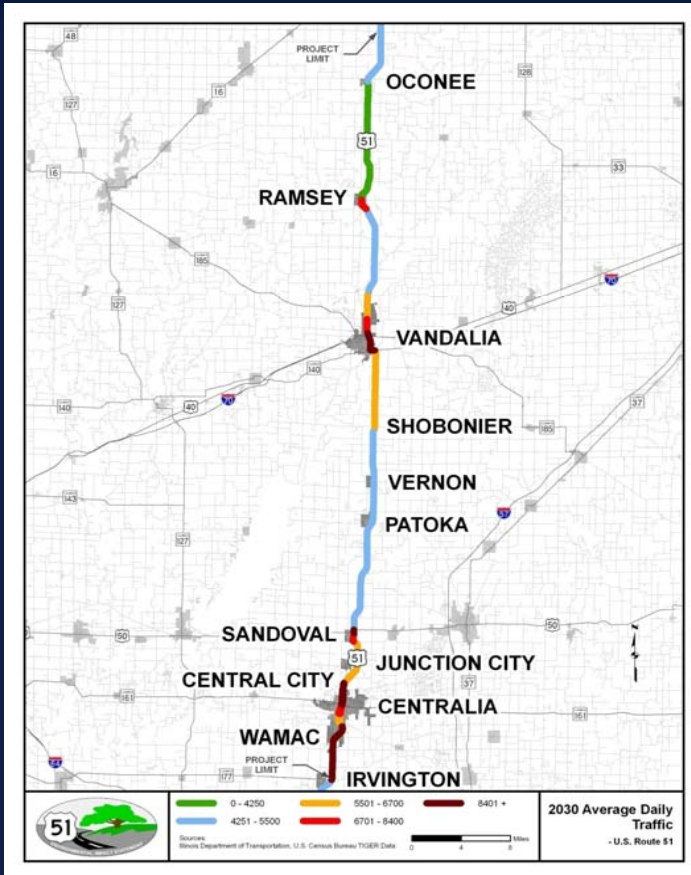
- Metropolitan Planning Organizations (MPOs)
- Census Data
- Employment Data
- Comprehensive Plans
- Historic Average Daily Traffic
- Previous Studies and Land Use Evolution and Impact Assessment Model (LEAM)



Metropolitan Planning Organizations

- DUATS - Decatur
- SATS - Springfield
- EWGCOG - St. Louis Area





Agenda

- Project Location and Description
- US 51 Study History
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- Context Sensitive Solutions
- Crash Data Summary
- Traffic Forecasts
- **Purpose & Need**
- Next Steps
- Questions



Purpose and Need

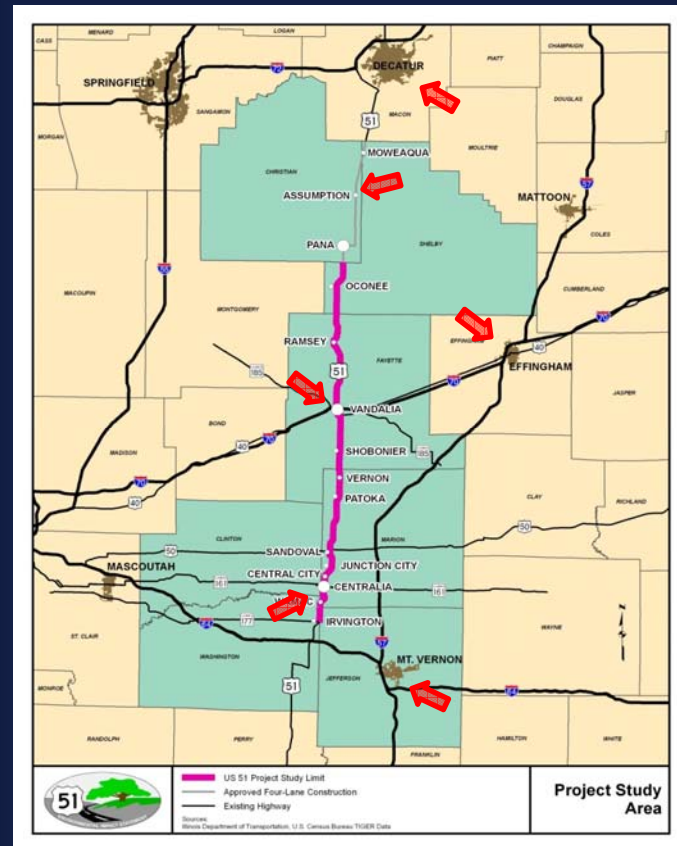
“...to improve connectivity within the south central Illinois region and to enhance the highway system continuity.”



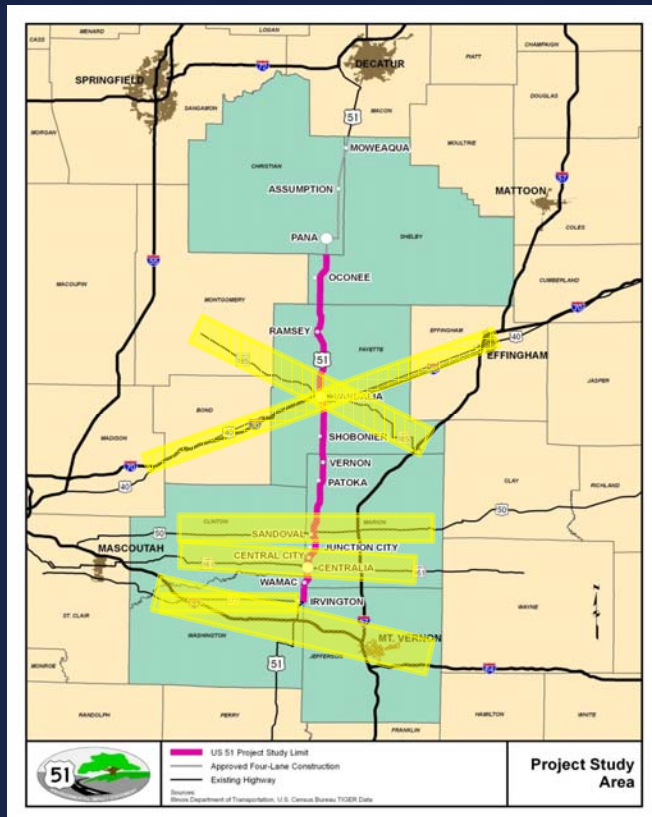
Notes: The Purpose for this project is driven by the Need to increase the existing US 51 two lane roadway to four lanes.

The region needs a centralized roadway that connects towns and communities while allowing for safe and efficient travel for the wide variety of transportation users.

Regional Importance of US 51



Regional Importance of US 51



Existing US 51 Issues

- Traffic signals in Centralia and Vandalia
- At grade RR crossings
- Speed limit changes
- Business Districts with on-street parking
- Geometric deficiencies
- Slow moving oversized farm machinery

30 mph	Centralia
30 mph	Ramsey
30 mph	Vandalia
35 mph	Sandoval
40 mph	Vernon
55 mph	Unincorporated
65 mph S. of	Wamac



Public's Input through CSS Process

1. Does not provide a *connection* between communities and commercial centers
2. Limits tourism and growth and hinders the movement of goods and services
3. Unsafe for farm equipment to share the road with cars, trucks and pedestrians



This Region Needs a Centralized Roadway That...

- Connects communities and commercial centers
- Promotes free flow movement of people, goods and services
- Promotes efficient and safe travel



Summary of Public's Comments



Agenda

- Introductions
- Project Location and Description
- US 51 Study History
- Environmental Resources
- Context Sensitive Solutions
- Crash Data Summary
- Traffic Forecasts
- Purpose & Need
- **Next Steps**
- Questions



Next Steps

- Alternatives Development and Screening Process
 - CAG Meetings
 - RAG Meeting
 - PSG Meeting
- NEPA/404 Merger Meeting – September 2009

Define and Analyze
Alternatives



Agenda

- Introductions
- Project Location and Description
- US 51 Study History
- Environmental Resources
- Context Sensitive Solutions
- Crash Data Summary
- Traffic Forecasts
- Purpose & Need
- Next Steps
- **Questions**



**Illinois NEPA/404 Merger Meeting
June 24, 2009
IDOT – Annex Building
Fourth Floor Training Room A
3215 Executive Park Drive
Springfield, IL 62703**

8 am – 9:30 am

- Eldamain Road from US 34 to Walker Road (District 3, Kendall County)
 - Information - Project introduction
- IL Route 104, Merodosia Bridge over the Illinois River (District 6, County)
 - Concurrence - Purpose and Need

9:30 – 9:45 am (Break)

9:45 am – 12 noon

- US 51 from South of Pana to East of Irvington (District 7, Christian, Shelby, Fayette, Marion, Clinton, Jefferson and Washington Counties)
 - Information - Briefing on corridors eliminated from further study
- US 45 from Eldorado to IL 141 (District 9, Saline, Gallatin and White Counties)
 - Concurrence - Purpose and Need

12 noon – 1:00 pm (Lunch Break)

1:00 pm – 3:00 pm

- Elgin O'Hare-West Bypass (District 1, IDOT), Cook-DuPage Counties
 - Concurrence - Purpose and Need
 - Concurrence - Alternatives to Be Carried Forward
- I-55 at Lorenzo Road (District 1, Will County)
 - Information - Present initial range of alternatives

3:00 – 3:15 pm (Break)

3:15 pm – 4:00 pm

- Caton Farm-Bruce Road (District 1, Will County)
 - Information – Project status update
- Discuss status of NEPA-404 merger projects

**NEPA/404 Merger Meeting
June 24, 2009**

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IDOT District 7, Christian, Shelby, Fayette, Marion, Clinton, Jefferson and Washington Counties
US 51 from South of Pana to East of Irvington
Environmental Impact Statement
Information – Briefing on corridors eliminated from further study

The project was previously presented at the 2/7/08 and 9/4/08 NEPA/404 Merger Meetings for project introduction and status, respectively. Concurrence on Purpose and Need was received at the 2/3/09 meeting.

The purpose of the meeting was to provide an update on project status, to review the screening process for eliminating or consolidating corridors, identify remaining corridors undergoing a macro level analysis within the communities, and briefly indicate current work tasks.

A 9-page presentation slide handout was given to all in attendance. The following summary points were made at the presentation:

- Through the CSS process, the project is approaching 50 meetings with the CAG, RAG, and PSG.
- A Purpose and Need (P&N) matrix was presented to demonstrate the remaining corridor's ability to meet the P&N; the No-Build does not meet the project's P&N.
- In the five communities, corridors were studied on the east and west sides with the exception of Ramsey; no advisory group member proposed a west bypass, and such a location might be difficult to configure with Ramsey Lake State Park and an Illinois Natural Area Inventory (INAI) site along the abandoned railroad situated on the west side.
- Each community was presented in aerial view with a graphic of all corridors originally considered and then only those corridors remaining after the screening process.
- The next step is to examine impacts to environmental resources through macro analysis for the remaining corridors.

After the presentation, the following questions were addressed:

Q: Are business routes being considered through the larger communities? (Centralia and Vandalia)

A: The existing US 51 would remain through these communities. These could be signed as a business route.

Q: How old is the aerial data?

A: Aerial data was flown by IDOT in 2007.

Q: Has a western corridor in Centralia been investigated that carries the proposed US 51 south around the west side of Irvington? This would cross the existing railroad line at a location with fewer tracks to cross and permit the railroad to expand their operation on the south side of

Centralia without having a US 51 overpass.

A: This has not been considered. The project team will investigate and contact the railroad; however, the railroad has not expressed any interest to date in cost sharing for improvements in this area. The team will report its findings at the next merger meeting.

Q: A western alternative aligned with Shattuc Road by Kaskaskia College was reviewed during the field trip by the agencies. Is this under consideration or is it too far west?

A: Such a corridor would be slightly more than one mile farther west than corridor C47, the current corridor located farthest to the west. A corridor this far west was never developed by the advisory groups under the premise that its distance from existing US 51 (approximately 4 miles to the west) would result in a greater travel time than traveling through the signalized downtown area.

Q: Would an interchange be provided where US 51 crosses I-70 in Vandalia?

A: Access is now being evaluated. The project team has discussed preliminary options with the BDE.

Q: What type of resource impacts can be expected for corridor V62 (east side of Vandalia)?

A: Impacts along the length of the corridor include wetlands, floodplains, and a railroad crossing.

Q: Is there a water feature in NW Vandalia?

A: Yes; Vandalia Lake.

Q: Was an option considered that went through Vandalia?

A: Yes, the screening memo exhibit show an original corridor labeled V19 that followed what was thought to be an abandoned railroad. This was eliminated from further consideration after it was discovered that the railroad line is still used.

Sue Dees from the BDE indicated that 2008 biological and wetland information is available for download on the ftp site.

The goal for the next merger meeting presentation is to attain concurrence on a narrowed field of corridors with preliminary alignment developed within these corridors.

The project website can be accessed at www.us51eis-idot.com.

Illinois NEPA/404 Merger Meeting
Project Update
June 24, 2009

US 51 Environmental Impact Statement



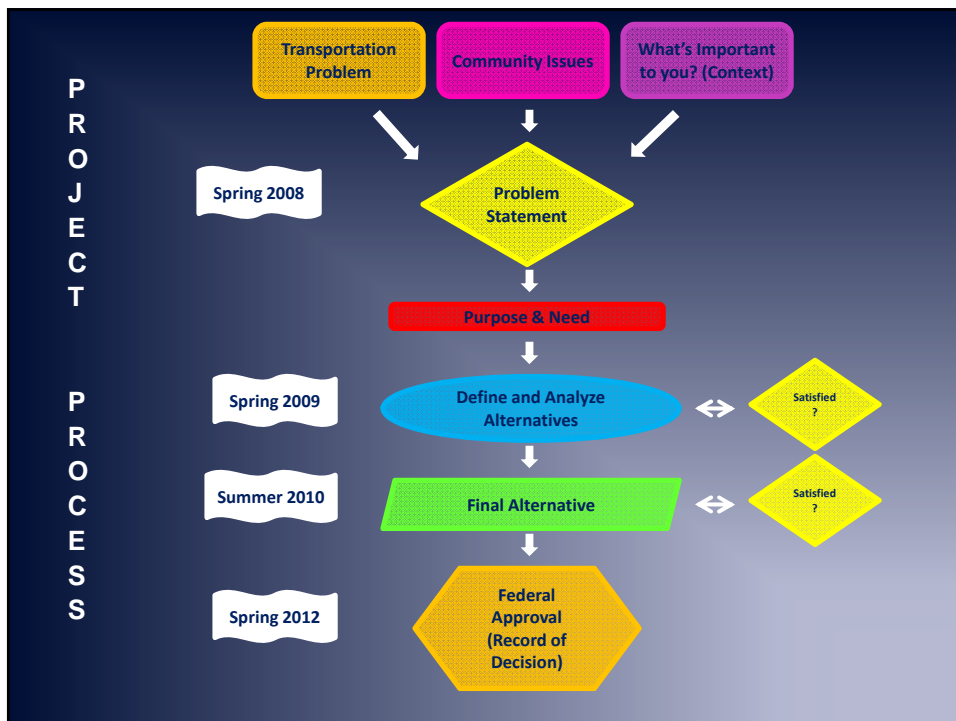
Agenda

- Introductions
- Project Process Flow Chart
- CSS Process
- US 51 Corridors
- Current Tasks
- Next Steps
- Questions



Agenda

- Introductions
- **Project Process Flow Chart**
- CSS Process
- US 51 Corridors
- Current Tasks
- Next Steps
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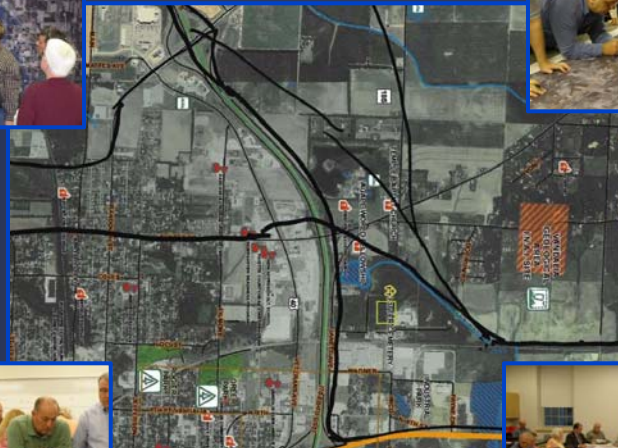


Agenda

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CAG, RAG & PSG Meetings



CAG, RAG & PSG Meetings



Screening Criteria Matrix

Table 3. Ramsey Corridor Screening Summary

Corridor	Still Considering? Y or N	Criteria for Consolidation	Screening Explanation
Ramsey Initial Range	R1	N	1, 3, 7 Combined and modified. Located 1/2 mile east of town. R19 represents corridor in close proximity to R1.
	R2	N	7 Combined and modified. R19 represents corridor in close proximity to R2.
	R3	N	7 Combined and modified. R20, R21, and R22 represent corridor in close proximity to R3.
	R4	N	7 Combined and modified. R20 and R21 represents corridor in close proximity to R4.
	R5	N	7 Combined and modified. R20 represents corridor in close proximity to R5.
	R6	N	7 Combined and modified. R20 and R21 represent corridor in close proximity to R6.
	R7	N	7 Combined and modified. R22 represents corridor in close proximity to R7.
	R8	N	7 Combined and modified. R22 represents corridor in close proximity to R8.
	R9	N	7 Combined and modified. R19 represents corridor in close proximity to R9.
	R10	N	7 Combined and modified. R19 represents corridor in close proximity to R10.
	R11	Y	- Satisfies Screening Criteria. Carried Forward.
	R12	N	7 Combined and modified. R21 represents corridor in close proximity to R12.
	R13	N	7 Combined and modified. R21 represents corridor in close proximity to R13.
	R14	N	7 Combined and modified. R21 represents corridor in close proximity to R14.
	R15	N	7 Combined and modified. R21 and R22 represent corridor in close proximity to R15.
	R16	N	7 Combined and modified. R22 represents corridor in close proximity to R16.
	R17	N	7 Combined and modified. R22 represents corridor in close proximity to R17.
	R18	Y	- Satisfies Screening Criteria. Carried Forward.
Ramsey Combined/ Best Fit	R19	Y	- Satisfies Screening Criteria. Carried Forward. R19 is a consolidation of R1, R2, R5, and R10.
	R20	Y	- Satisfies Screening Criteria. Carried Forward. R20 is a consolidation of R3, R4, R5, and R6.
	R21	Y	- Satisfies Screening Criteria. Carried Forward. R21 is a consolidation of R3, R4, R6, R12, R13, R14, and R15.
	R22	Y	- Satisfies Screening Criteria. Carried Forward. R22 is a consolidation of R4, R15, R16, and R17.
	R23	Y	- Satisfies Screening Criteria. Carried Forward. R23 is a consolidation of R7 and R8.

Key

Criteria #	Corridor Screening Criteria
1	Continuity - Safe and Efficient Travel
2	Continuity - Encourage Long Distance Travel (related to Travel Time)
3	Connectivity - Promote/Encourage the Movement of Goods and Services
4	Connectivity - Improve Connectivity in South Central Illinois Region
5	Connectivity - Enhance Highway System Connectivity
6	Connectivity - Provide an Efficient North-South Route (related to Distance)
7	Consolidation - Represents a Similar Corridor/Created a Best Fit Line
8	Fatal Flaw - Known Fatal Flaw Avoided

- Corridors to be further evaluated

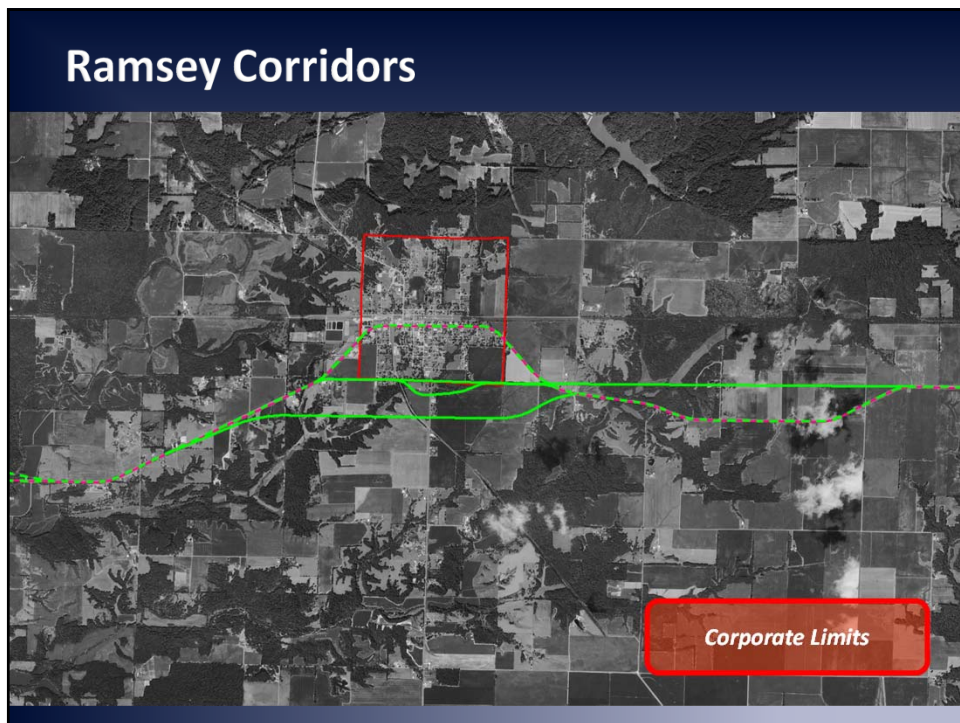
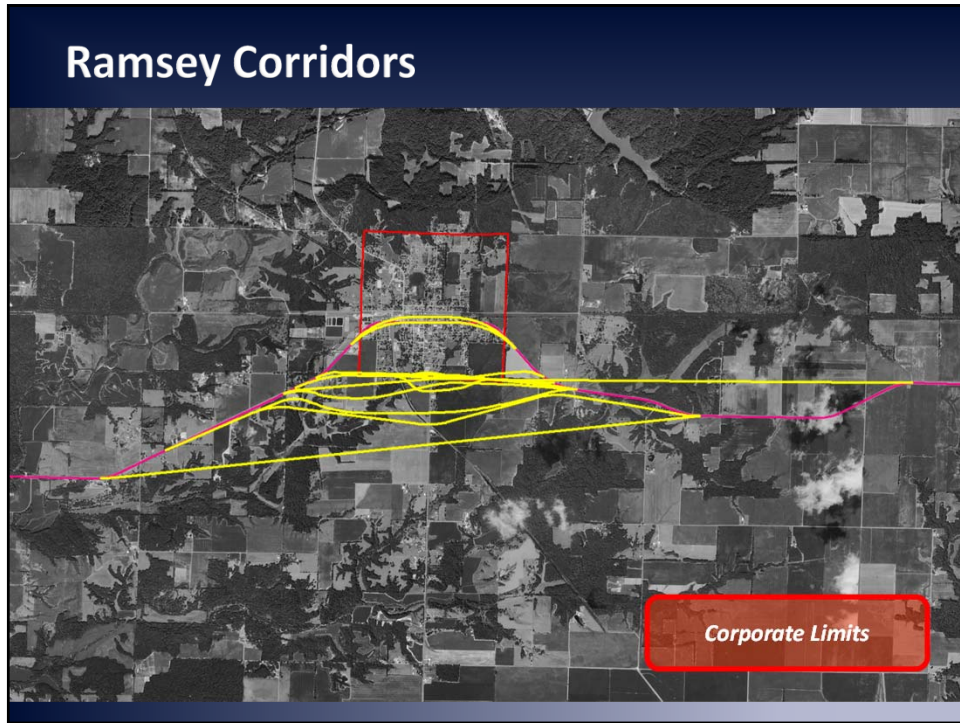
Agenda

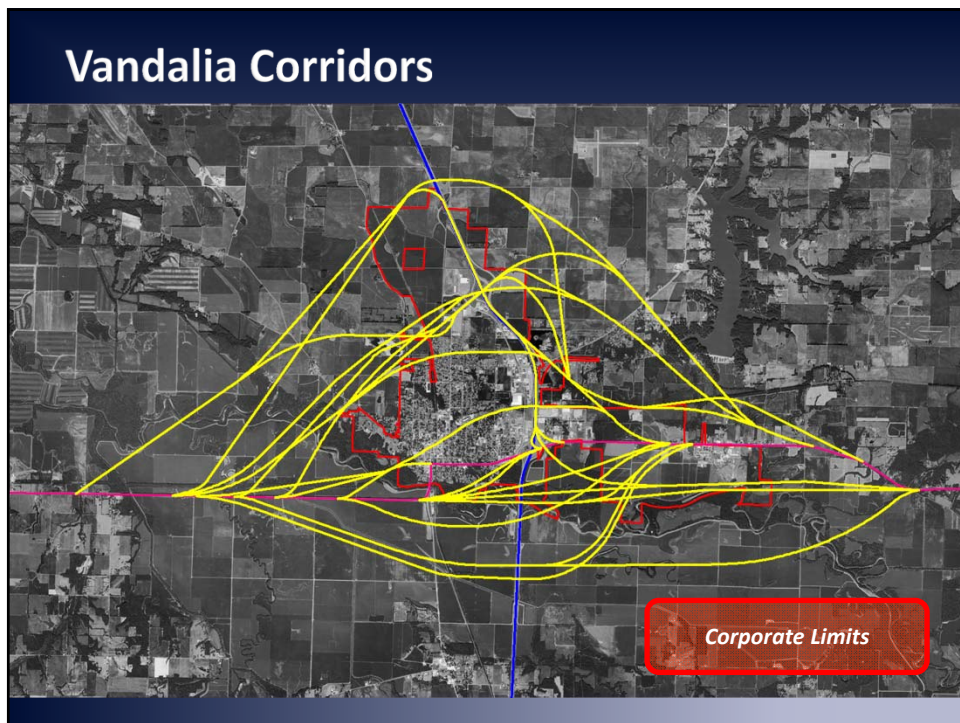
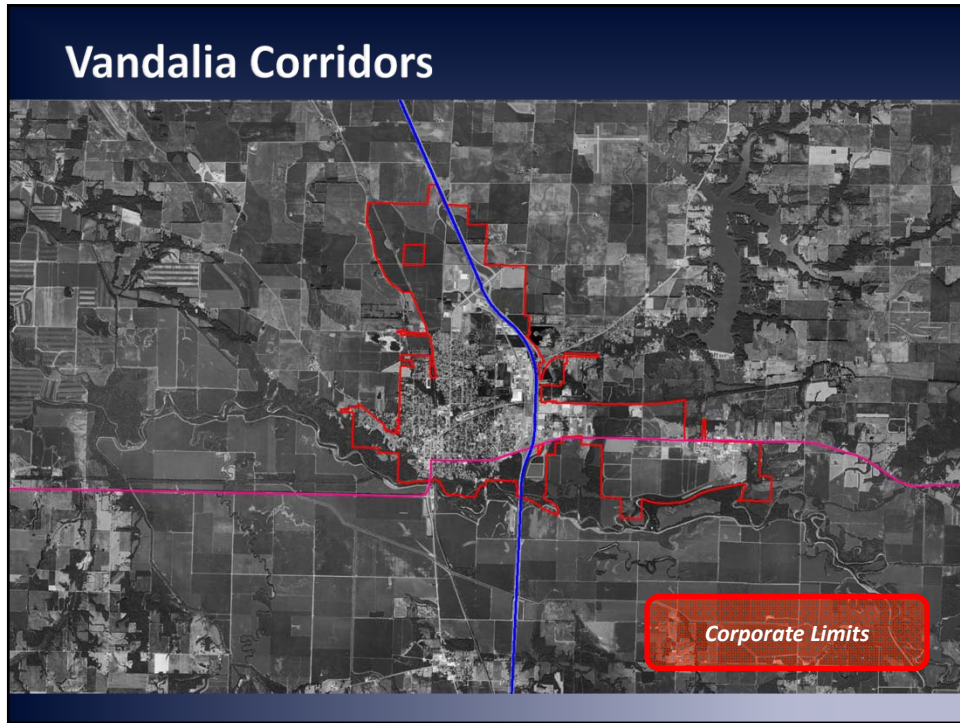
- Introductions
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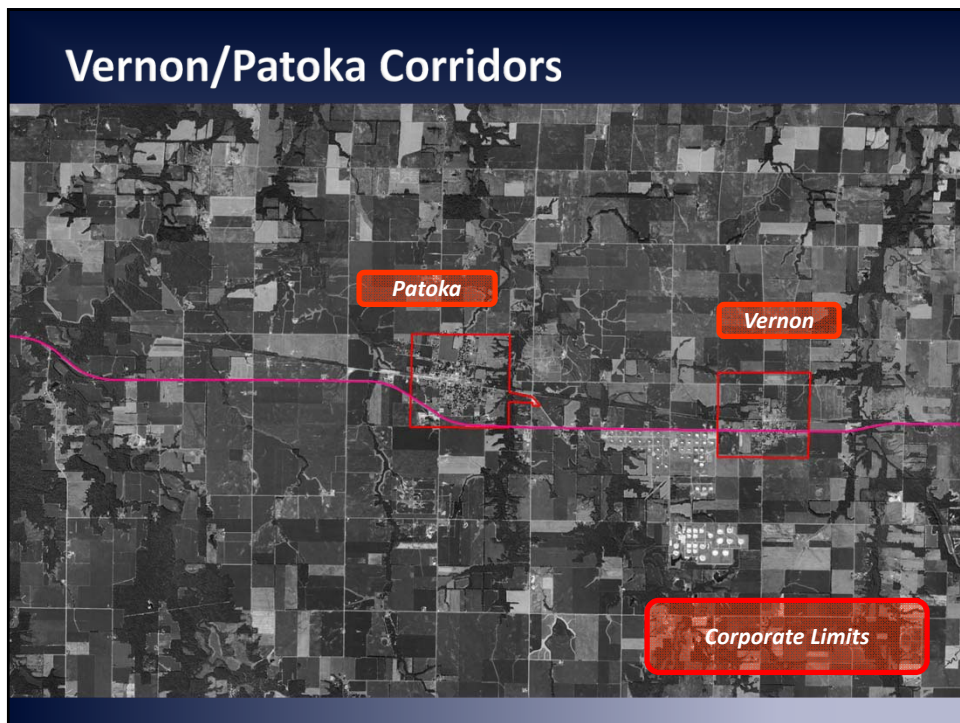
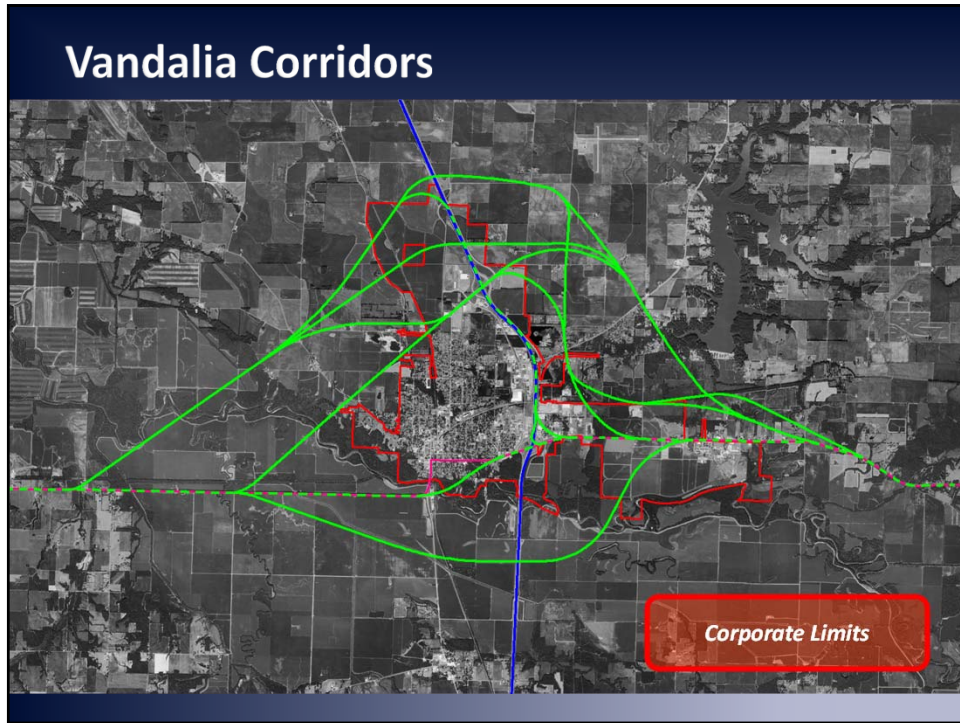


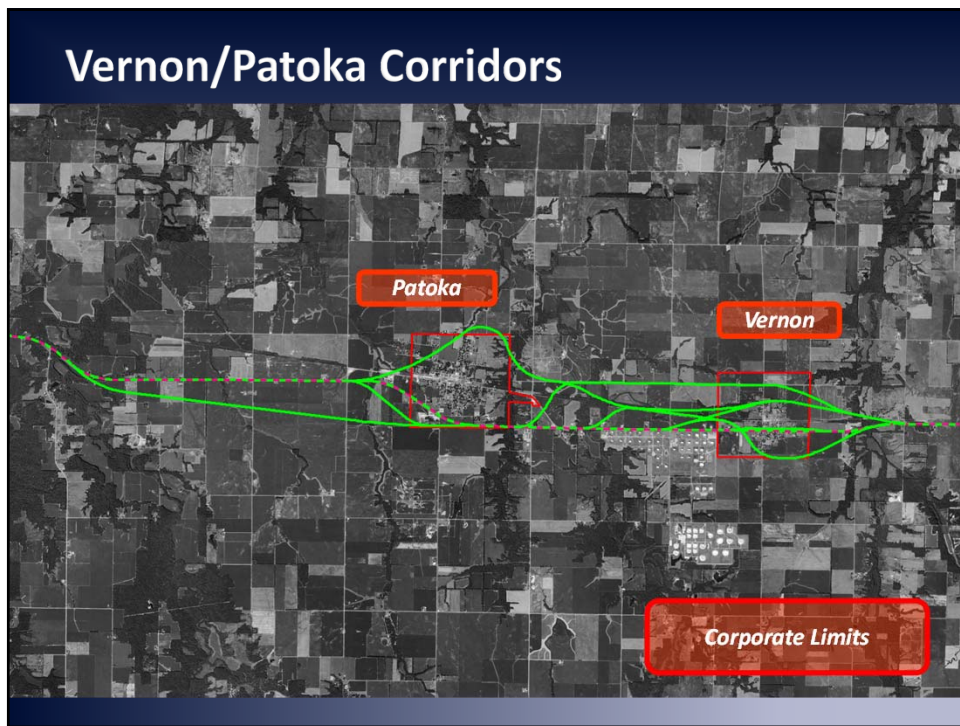
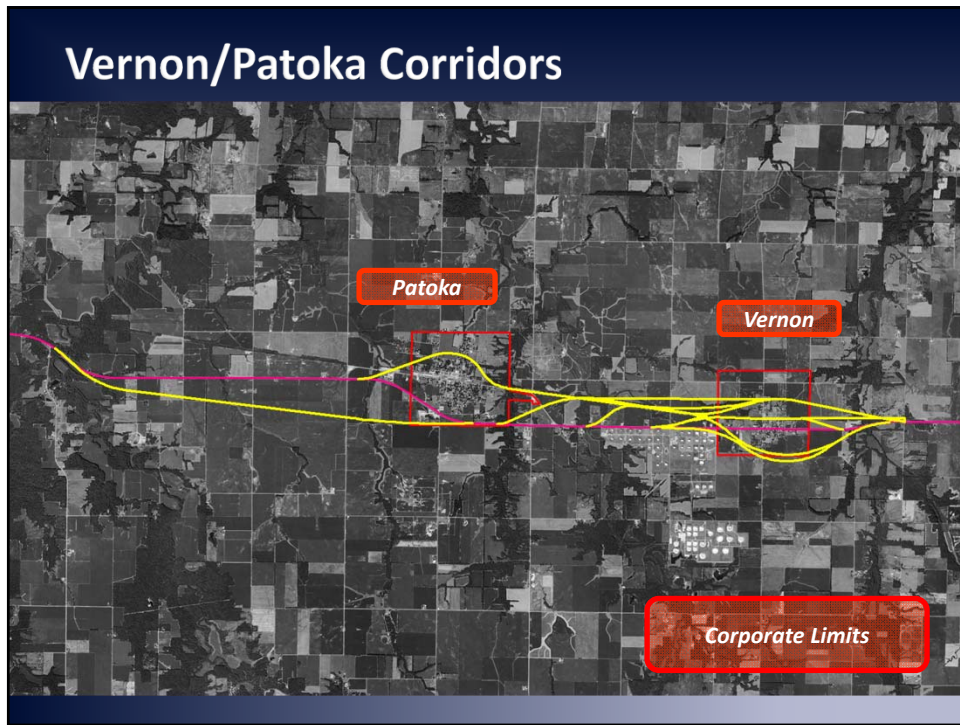
Ramsey Corridors

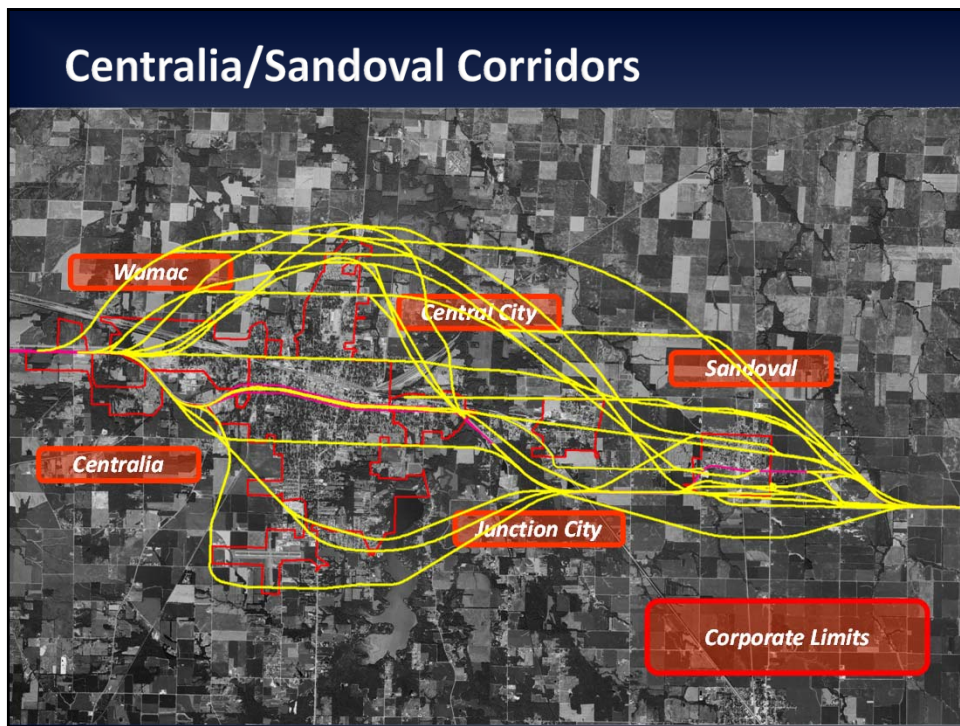
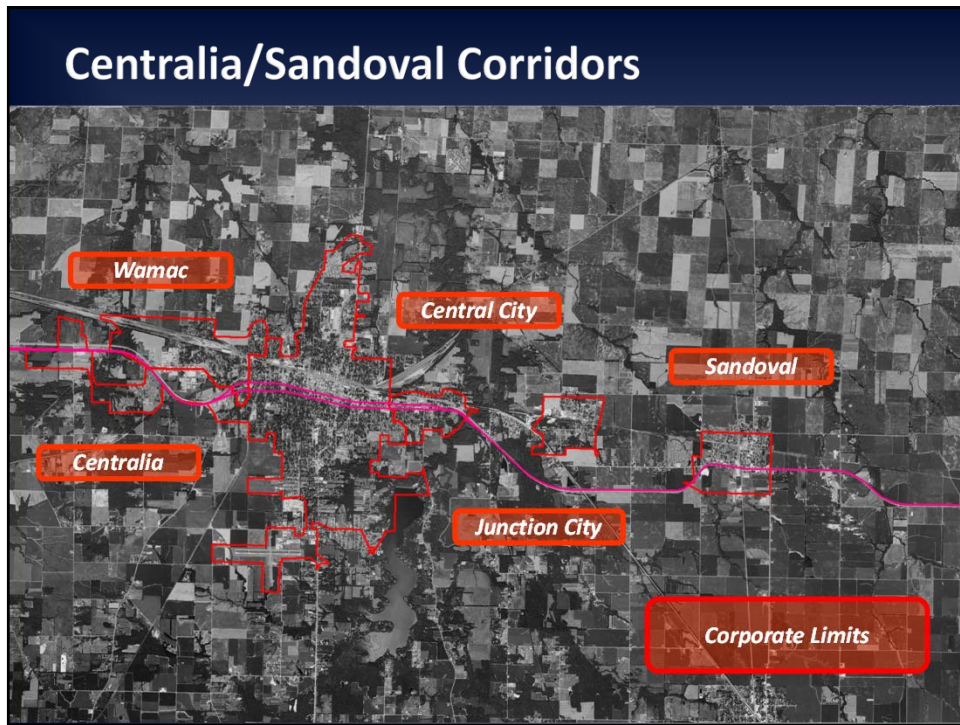




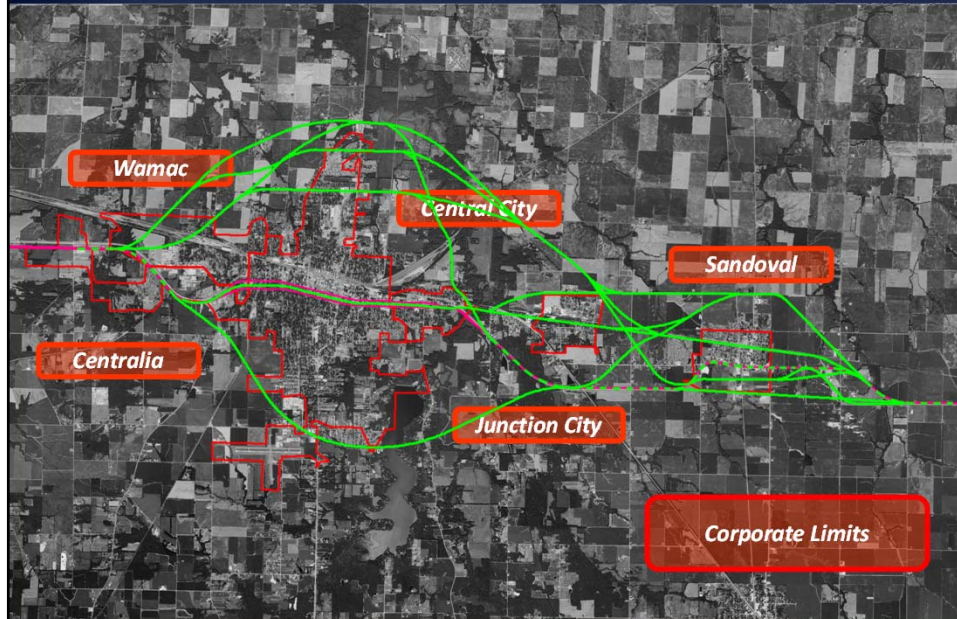








Centralia/Sandoval Corridors



Agenda

- Introductions
- Project Process Flow Chart
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- US 51 Corridors
- **Current Tasks**
- Next Steps
- Questions



Purpose & Need Evaluation

Evaluation of Alternative's Ability to Meet Purpose and Need		No-Build	Combined Corridor Alternative									
Identified Need	Goal		T21-V55-V68-V54-T29	T21-V55-V68-V59-V54-V58-V61-V51	T21-V55-V68-V59-V54-V58-V67-T21-T29-T29	T21-V55-V68-V59-V54-V58-V61-V50-V54-T29	T21-V55-V68-V57-V35-T25-T26-T27-T28-T29	T21-V55-V70-V48-V32-V65-V54-T29	T21-V55-V70-V69-V66-V58-V61-V51	T21-V55-V70-V69-V66-V58-V61-V50-V54-T29	T21-T21-V66-V60-V32-V65-V54-T29	
Need: Continuity												
Safe and Efficient Travel	provide safe travel for a wide variety of transportation uses?	<input type="radio"/>	●	●	●	●	●	●	●	●	●	
	reduce potential for slow moving farm equipment to conflict with faster moving cars.	<input type="radio"/>	●	●	●	●	●	●	●	●	●	
	meet minimum design standards?	<input type="radio"/>	●	●	●	●	○	●	●	●	●	
Encourage Long Distance Travel	encourage free flow (reduce conflicts with on-street parking, cross streets, railroad crossings, driveways and field impediments)?	<input type="radio"/>	●	●	●	●	●	●	●	●	●	
	improve north/south travel time over length of corridor (assume speed limit changes)?	<input type="radio"/>	●	●	●	●	●	○	○	○	○	
		<input type="radio"/>	●	●	●	●	●	●	●	●	●	
Need: Connectivity												
Promote/Encourage the Movement of Goods and Services	promote and encourage the movement of goods and services through unimpeded flow?	<input type="radio"/>	●	●	●	●	●	●	●	●	●	
	accommodate projected Year 2030 traffic volume?	<input type="radio"/>	●	●	●	●	●	●	●	●	●	
Improve Connectivity in South Central Illinois Region	provide efficient access for all types of transportation in South Central Illinois?	<input type="radio"/>	●	●	●	●	●	●	●	●	●	
	improve connection to employment centers in south-central Illinois (ADM/Circular, Memorial Health/Springfield, General Fire/MS, Veterans, GSI/Parsons/Assumption, St. Ambrose Memorial/Trigham)?	<input type="radio"/>	●	●	●	●	●	●	●	●	●	
		<input type="radio"/>	●	●	●	●	●	●	●	●	●	
Enhance Highway System Connectivity	enhance connection to interstates and major communities?	<input type="radio"/>	●	●	●	●	●	●	●	●	●	
	improve connections to commercial and industrial centers in Springfield and Central?	<input type="radio"/>	●	●	●	●	●	●	●	●	●	
Provide an Efficient North-South Route	improve connection to metropolitan areas outside of US-51 study area (Decatur, Springfield, Terre Haute, St. Louis)?	<input type="radio"/>	●	●	●	●	●	●	●	●	●	
	provide favorable option over use of I-57 for north/south travel in South Central Illinois?	<input type="radio"/>	●	●	●	●	●	●	●	●	●	

Measures:

- =more consistent
- =neutral
- =less consistent

Agenda

- Introductions
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- Questions



What's Next

- Complete Macro Analysis and Identify Preferred Corridors

Floodplain & Floodway Acreage

Wetlands (acres & number)

Stream Crossings (Class A, B, & others)

INAI Sites

CERCLIS Sites

4(f) & 6(f) Impacts

Residential & Commercial Impacts

Historic Sites

Farmland Impacts

Utility Impacts

Cemeteries

What's Next

- Complete Macro Analysis and Identify Preferred Corridors
- Develop Alignments within Preferred Corridors
- Present at September NEPA/404 Meeting

QUESTIONS?



**Illinois NEPA/404 Merger Meeting
Day 1 – Downstate Projects
June 9, 2010**

**FHWA – Illinois Division Office
Training Room
3250 Executive Park Drive
Springfield, IL 62703**

9:00 am – 12 noon

- Eldamain Road (District 3, Kendall County)
 - Information – Alternatives to be Considered

- US 45 from Eldorado to IL 141 (District 9, Saline, Gallatin and White Counties)
 - Concurrence - Preferred Alternative

- US 51 – Pana to Centralia (District 7, Christian, Shelby, Fayette, Marion, Clinton, Jefferson and Washington Counties)
 - Concurrence – Alternatives to be Carried Forward

- Discuss status of NEPA-404 merger projects

**NEPA/404 Merger Meeting
June 9, 2010**

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**IDOT District 7, Christian, Shelby, Fayette, Marion, Clinton, Jefferson and Washington
Counties
US 51 from Pana to Centralia
Environmental Impact Statement
Concurrence – Alternatives to be Carried Forward**

The US 51 EIS project has previously been presented at the 2/07/08, 2/03/09, and 6/24/09 NEPA/404 Merger Meetings for project introduction, concurrence on Purpose and Need, and project update, respectively.

The purpose of the meeting was to seek concurrence on the Alternatives to be Carried Forward. The methodology used in the Macro Analysis Memo and Alignment Analysis Memo (submitted April 7, 2010) for corridor and alignment elimination was reviewed. In preparation for this meeting, on June 8th (the previous day) the project team conducted a field review of the project. The review was attended by various agencies.

A dual screen PowerPoint presentation was given by Jerry Payonk and Stacie Dovalovsky of Clark Dietz, Inc. The following summary points were made at the presentation:

- Through the Context Sensitive Solution (CSS) process, the project team has conducted over 70 meetings with the various Community Advisory Groups (CAG), Regional Advisory Group (RAG), and Project Study Group (PSG).
- The four step process used to define and analyze alternatives was summarized as follows:
 - 1) Develop Preliminary Corridors - the corridors were developed by the CAG, RAG, and PSG;
 - 2) Conduct Purpose & Need Screening and Corridor Consolidation - this step was presented at the 6/24/09 NEPA/404 Merger meeting;
 - 3) Perform Macro Analysis on Remaining Corridors; and,
 - 4) Develop and Analyze Preliminary Alignments within Remaining Corridors.

Steps 3 and 4 were outlined during the presentation.

- Thirty-one resource criteria (including environmental, community, cultural, and agricultural) were evaluated during the macro analysis of corridors. Engineering judgment and CAG input were also considered. The macro elimination process considered the range of impacts for each resource within the 500-foot width and assigned a threshold value for elimination based upon that range. The resource criteria that were used during the corridor elimination process varied by community as the resource impacts varied by community, making the process similar but unique for each geographical area. The resource impact evaluation considered the regulatory mandates and protection of resources. The macro analysis elimination process was illustrated graphically using Vernon Patoka as an example.

- During the macro analysis, 123 corridors were evaluated in Centralia-Sandoval, 24 corridors in Vernon-Patoka, 21 in Vandalia, and six in Ramsey. The number of corridors evaluated in each community varied based on factors such as community size and topographic features encountered. The Macro Analysis screening yielded three corridors in Centralia-Sandoval (Corridors D, DJ, and DL), two in Vernon-Patoka (Corridors J and Q), five in Vandalia (Corridors A, D, Q, S, and U), and two in Ramsey (Corridors A and C). These corridors demonstrated the fewest impacts to environmental resources and were carried forward into the alignment analysis for further evaluation.
- The first step of the alignment analysis was to develop a 200' wide preliminary roadway alignment measuring within the 500-foot roadway corridor originally studied. The preliminary roadway alignment was developed minimizing or avoiding resource impacts as much as possible. The alignment screening process evaluated the same 31 resource criteria used in the Macro Analysis. Engineering constraints and CAG input were also taken into consideration when evaluating the alignments. The alignments with the highest relative impacts and those that were not feasible from an engineering perspective were eliminated. The Alignment Analysis elimination process was illustrated graphically using Vandalia as an example.
- The Alignment Analysis screening yielded three alignments in Centralia-Sandoval (Alignment D, DJ, and DL), one in Vernon-Patoka (Alignment Q), two in Vandalia (Alignments S and U), and two in Ramsey (Alignments A and C). These alignments demonstrated the fewest impacts to environmental resources were selected to be carried forward for further evaluation into the Draft Environmental Impact Statement (DEIS).
- Centralia-Sandoval D (an eastern bypass that crosses over Raccoon Lake) was carried through the alignment analysis to provide balance by maintaining a bypass alignment for further evaluation around both sides of the Centralia area. The project team, however, believed there was compelling reasons for it to be eliminated. Centralia-Sandoval D exhibited the highest impacts to floodplains, wetlands, high quality wetlands, parklands, residential buildings, and commercial buildings compared to Alignments DJ and DL. An alignment that results in higher resource impacts relative to other viable alternatives would not be selected as a preferred alternative in the DEIS. After discussion with the agencies over the viability of Alignment D, they concurred that there are reasonable alternatives on the west side of Centralia that result in fewer resource impacts. The agencies agreed that Alignment D should be eliminated from further consideration.
- Each community was presented in aerial view with a graphic of all corridors originally considered, the corridors remaining after the screening process, the corridors remaining after the macro analysis, and finally, the corridors remaining after the alignment analysis.
- In general, existing US 51 will be widened to the east or west in the sections between communities to minimize impacts. In two cases along existing US 51 between communities, multiple alternatives were designed and carried forward to minimize impacts. The coincident areas with multiple alternatives are 1) Vandalia to Ramsey Link A (existing US 51 over Ramsey Creek) and Vandalia to Ramsey Link B (which utilizes disturbed area from a previous crossing over Ramsey Creek), and 2) Ramsey End Link A

(which utilizes existing US 51 over Opossum Creek) and Ramsey End Link B (an alternative west of existing US 51 over Opossum Creek to minimize impacts in an area of steep wooded topography).

- Six Public Information meetings (PIM) were held in the project area to present the alternatives to be carried forward. PIM#3 (three meetings at different locations within the project study area) was held in November 2009. Preliminary alternatives to be carried forward were presented at the meeting. Following this meeting in December 2009, additional high-quality wetland information was provided by the Illinois Natural History Survey (INHS) which resulted in modifications to some of the alternatives presented to the public. The modified corridors were presented at PIM#4 in May, 2010. As a result of the high quality wetland information received, Vandalia Alignment U was developed, which traverses the southeast corner of the Vandalia Geologic Area Illinois Natural Area Inventory (INAI) site. The INAI site was originally avoided during the corridor development process. The project team met with the Illinois Department of Natural Resources (IDNR) to discuss this site. The IDNR indicated that it is acceptable to traverse the INAI site as long as the integrity of the site is maintained. The portion of the INAI site traversed by Alignment U is likely a buffer to the actual Geological area specimen. The project team also met with the U.S. Army Corps of Engineers (USACE) – St. Louis District to discuss high-quality wetland impacts.
- A summary of public comments received after PIM#3 and PIM#4 was presented. Subsequent to PIM#4, the project team received numerous comments from residents living in the north side neighborhoods of Vandalia near Thrill Hill Road. Vandalia Alignments S and U are within the vicinity of these neighborhoods, and result in 10 and 6 residential impacts, respectively. IDOT invited over 200 residents to a meeting held on June 3, 2010, to discuss the project development and residential impacts. Over 100 attendees came to the meeting. A general consensus among attendees was that Vandalia should be bypassed to the east. The project team discussed the constraints of an eastern bypass with attendees, which include extensive Kaskaskia River floodplain impacts. Although the project team had evaluated two eastern bypasses during the macro analysis, two additional eastern bypasses were developed subsequent to the meeting per the suggestions of the residents. It was determined that these corridors would be eliminated based upon incongruence with the project's Purpose & Need, and impacts to floodplain and Prime & Important farmland examined during macro analysis.
- Concurrence was granted for the following alignments to be carried forward into the DEIS:
 - Centralia End Link,
 - Centralia-Sandoval DJ,
 - Centralia Sandoval DL,
 - Sandoval to Patoka Link,
 - Vernon-Patoka Q,
 - Vernon to Vandalia Link,
 - Vandalia S,

- Vandalia U,
- Vandalia to Ramsey Link A,
- Vandalia to Ramsey Link B,
- Ramsey A,
- Ramsey C,
- Ramsey End Link A, and
- Ramsey End Link B.

Of note, Centralia-Sandoval D was not carried forward for further study.

After the presentation, the following questions were addressed:

Q: Where you surprised by the interest that the neighborhood residents on the north side of Vandalia showed?

A: The residential neighborhood on the north side of Vandalia is the densest residential area in the vicinity of the proposed alignments. The Vandalia CAG indicated that the residents in this area would not be pleased at the proposed alignments. However, the CAG and the project team believe that all options have been fully evaluated and that these are the best alternatives. The north side neighborhood group did not become involved with the project early on because they did not think an improved US 51 would be in proximity to their neighborhoods. IDOT has reached out to this group and invited them to attend the North Side neighborhoods meeting on June 3, 2010.

Q: What's happening with the proposed plans for I-70 access with respect to an interchange?

A: Due to the location of the existing I-70/US-40 interchange, an additional interchange cannot be constructed along I-70 where Vandalia Alignments S or U cross the interstate without compromising recommended interchange spacing distance of 3 miles. A preliminary study has been initiated and it is likely than a local road will be extended to provide access from the improved US 51 to the existing I-70 interchange. Additional studies will be performed to determine the exact type of facility that will be required. The proposed interchange areas have been submitted in an Addendum Environmental Survey Request (ESR) for field review.

Q: So there's no direct access proposed between US 51 and I-70?

A: Due to the location of the existing I-70 interchange, at this time an interchange with the improved US 51 and I-70 does not appear workable due to interchange spacing standards. US 51 users will have access to I-70 from a local roadway.

Q: Will you be doing more detailed wetland studies to identify more wetlands?

A: Yes, an Addendum ESR has been submitted for proposed interchange areas and areas where the alignments have shifted to avoid resources outside of the original survey limits.

Q: Engineering constraints including a forty foot cut and grade for trucks are a problem along the north side of Vandalia south of the lake; is the bluff/grade along the Kaskaskia River a problem on the south side of Vandalia?

A: No; there is adequate space along the south side of Vandalia to avoid steep grades.

Q: Have you drawn alignments to the east of Vandalia?

A: Two eastern alignments were evaluated during the macro analysis. These alignments were eliminated due to high floodplain impacts. During the Vandalia North Side Neighborhood meeting on June 3, 2010, the residents indicated that they would prefer an eastern bypass to avoid impacts to their neighborhood. Subsequent to the meeting, two additional preliminary eastern corridors were developed and analyzed using the macro analysis evaluation criteria. The alignments were developed to minimize impacts to the floodplain. Both alignments extend east of Bluff City in order to minimize impacts to the Kaskaskia River floodplain.

Q: How real are the alternatives to the east of Vandalia and should they be considered in this concurrence determination?

A: Using the macro analysis evaluation criteria, the eastern alignments would be eliminated due to floodplain impacts, residential impacts, and agricultural impacts. An eastern bypass that minimizes floodplain impacts extends east of Bluff City. A bypass this far east would not meet the project Purpose & Need because it fails to provide connectivity among communities, as Vandalia would not be connected by such a bypass. An eastern bypass precludes development due to the extensive floodplain, and is not compatible with Vandalia's existing land use plans. In addition, an eastern bypass would likely be constructed on fill or berms to avoid flooding, which would increase floodplain impacts.

Q: Wouldn't alignments to the east of Vandalia be expensive due to floodplains?

A: Cost has not been considered in the macro analysis or alignment analysis unless an element of an alternative being considered presented a unique cost concern of

extraordinary magnitude. However, it is likely that the cost of an eastern bypass could be high due to the requirement of constructing the roadway on fill.

Q: The new eastern alignments near Vandalia aren't going through all floodplain area, correct?

A: No, we have developed an eastern bypass that minimizes impact to the floodplain by veering off of existing US 51 north of Vandalia, extending east of Bluff City, and coming back to existing US 51 south of the floodplain. However, such a bypass does not meet the project's Purpose & Need, and results in high agricultural impacts. Such a bypass essentially connects Ramsey to Bluff City and on to Vernon. Vandalia would not be connected by such a bypass. Moving the bypass farther east to further minimize impacts to the floodplain would exacerbate the issue of connectivity to Vandalia.

Q: What about going west of Lake Vandalia?

A: By going west of Vandalia Lake, the impacts to neighborhoods on the north side of Vandalia would be minimized. However, agricultural impacts would be very high as this corridor south of Lake Vandalia would be traversing exclusively through farmland. A bypass that extends this far west would likely fail to meet the Purpose & Need of the project to provide regional connectivity

Q: What about going through Raccoon Lake in Centralia?

A: The project team has carried Alignment D, an eastern bypass of Centralia that crosses Raccoon Lake, through the alignment analysis. However, based on resource impacts, we believe that this bypass can be eliminated. Alignment D results in higher floodplain, wetland, high quality wetland, residential, and public facility impacts compared to the western alternatives (Alignments DJ and DL).

Q: Wouldn't it be appropriate to retain alignment D in Centralia that crosses Raccoon Lake if a new alignment is studied further that would cross Lake Vandalia?

A: Vandalia Lake is a major recreation destination for the region. An alignment that crosses Vandalia Lake would result in high agricultural impacts south of the lake, and would not completely eliminate residential impacts. It would avoid the north side neighborhoods near Thrill Hill Road in place of impacting other residences around the lake. In addition, parkland and densely wooded areas are adjacent to the north side of the lake. Crossing a lake would generally not be considered a preferred alternative if other alternatives with fewer resource impacts exist. Therefore, an alignment over Vandalia

Lake is not recommended, and the project team is comfortable eliminating Centralia-Sandoval D if the agencies concur.

Q: The City of Centralia has been discussing projects with the USACE around Raccoon Lake, correct?

A: There are plans to dredge Raccoon Lake. It is unknown if funding has been secured for this project to date.

Q: What strategy are you considering for addressing concerns and interest from the northern neighborhoods in Vandalia?

A: The project team intends to keep the lines of communication with the north side residents open. We plan on meeting with the group, or a smaller group of representatives, again to discuss the corridor development and elimination process in detail, and discuss the eastern corridors that have been developed and evaluated based on the comments received from the June meeting.

Q: Will you be studying new eastern alternatives at the macro level?

A:The preliminary eastern bypass corridors of Vandalia developed following the north side neighborhoods meeting have been evaluated using macro analysis criteria. An eastern bypass of Vandalia would be eliminated due to resource impacts, including floodplain, wetlands (this analysis is based on NWI wetlands as field data is not available), and agricultural. Additionally, an eastern bypass of Vandalia does not meet the project's Purpose & Need of connectivity of the region. Vandalia's 2009 zoning map identifies growth and development on the west side of the community. Vandalia is the second largest population and employment center within the 65-mile study area. A re-aligned US 51 to the east of the community would stifle growth and would not promote connectivity between communities.

Q: Is there any public support for the east side of Centralia?

A: We have received approximately eight public comments in favor of an eastern bypass. However, the City of Centralia and the majority of the CAG are not in support of an eastern bypass. They believe an eastern bypass would not allow for future development as the east side is already developed.

Q: Are there any strong reasons for keeping Alignment D in Centralia on the east side?

A: No, Alignment D results in the highest impacts to floodplains, wetlands, high quality wetlands, residences, and commercial facilities when compared to the western bypass alternative. The western bypass is a feasible alternative that would result in less resource impacts.

Q: Could alignment D in Centralia be eliminated due to wetlands, floodplains, and displacements?

A: Yes.

Q: How would an interchange at IL 161 affect the airport in Centralia?

A: The interchange with IL 161 near the airport east of Centralia near Alignment D has not been fully developed. However, it appears that due to the airport and adjacent commercial development, the interchange would be restricted to the north side of IL 161. It is possible that Alignment D may conflict with airport operations.

Q: Do the agencies concur with the request to move forward with detailed studies for the alignments discussed in the information package and also eliminate Alignment D in Centralia?

A: Yes, the agencies (USFWS, USACE, USEPA, IDNR) concur with all alignments to be carried forward and eliminate Alignment D in Centralia.

The goal for the next merger meeting presentation is to attain concurrence on the preferred alternative.

Illinois NEPA/404 Merger Meeting
Alternatives to be Carried Forward
June 9, 2010

US 51 Environmental Impact Statement



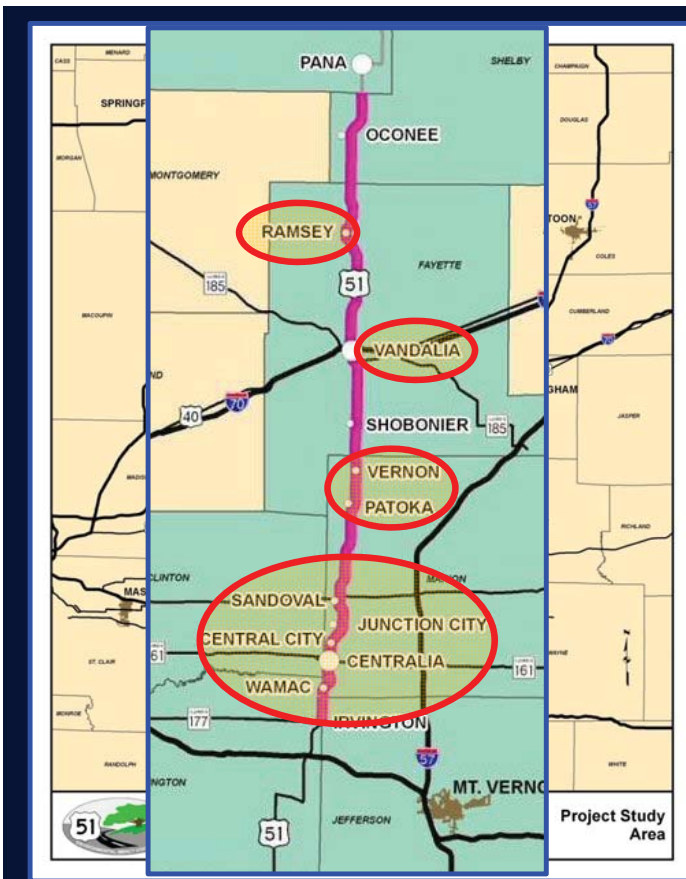
Agenda

- Introductions
- Project Background
- CSS Process
- Project Process Flow Chart
- Alternative Screening Process
- Summary



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- Introductions
- **Project Background**
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Project Study Area Map



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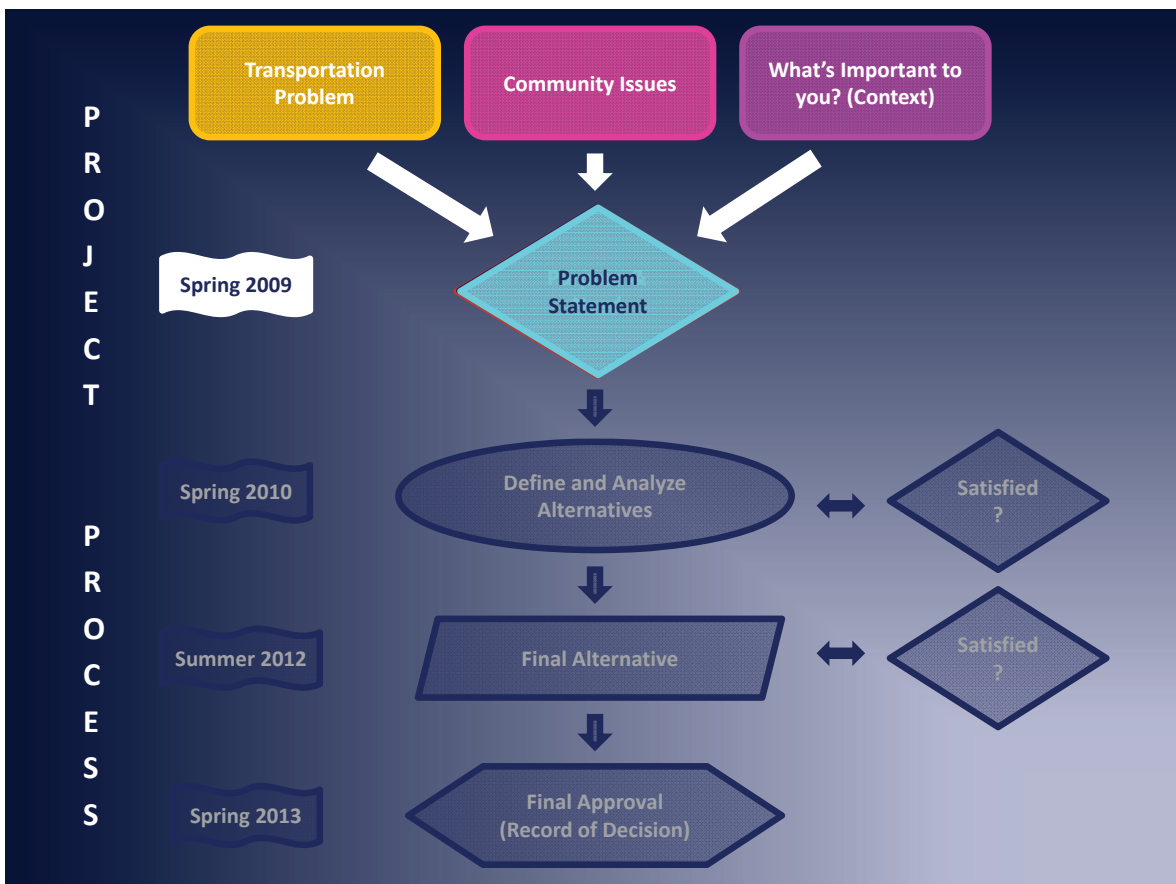
CAG, RAG & PSG Meetings

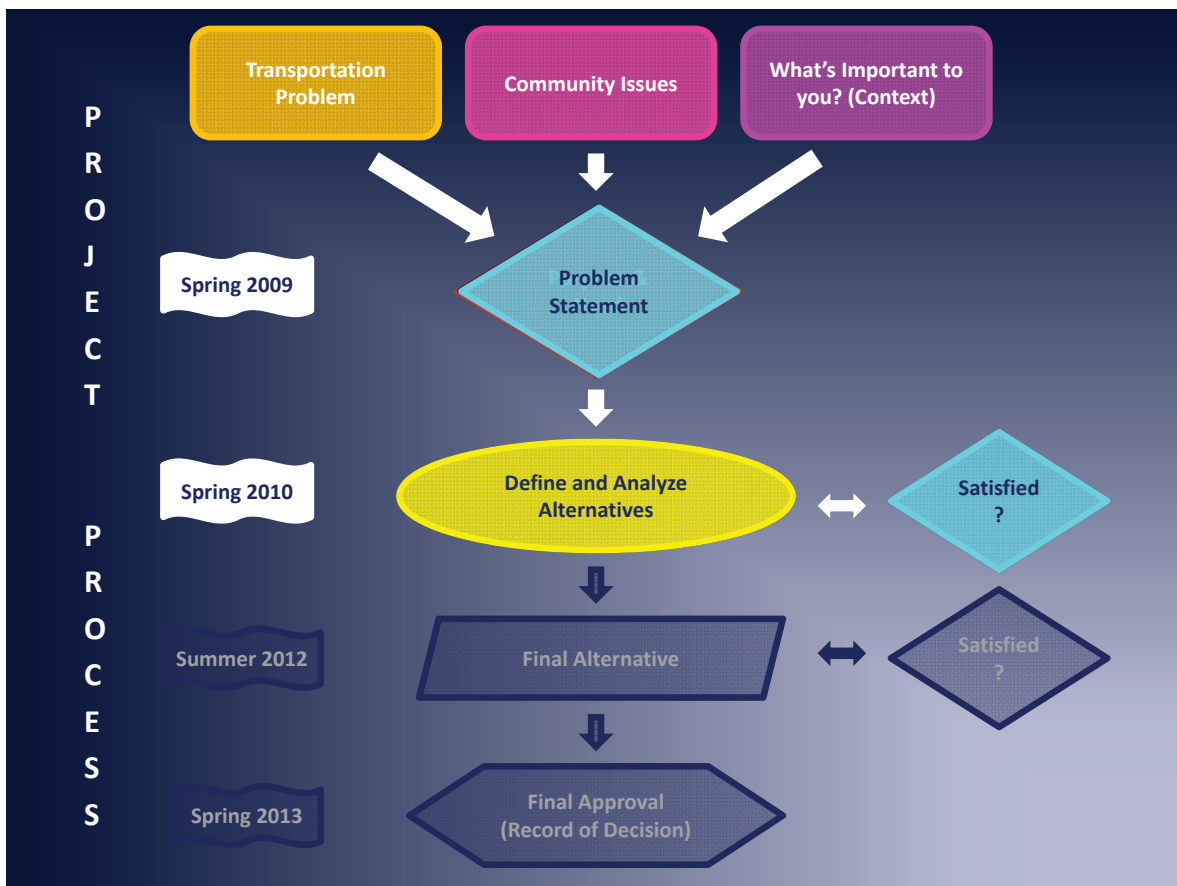
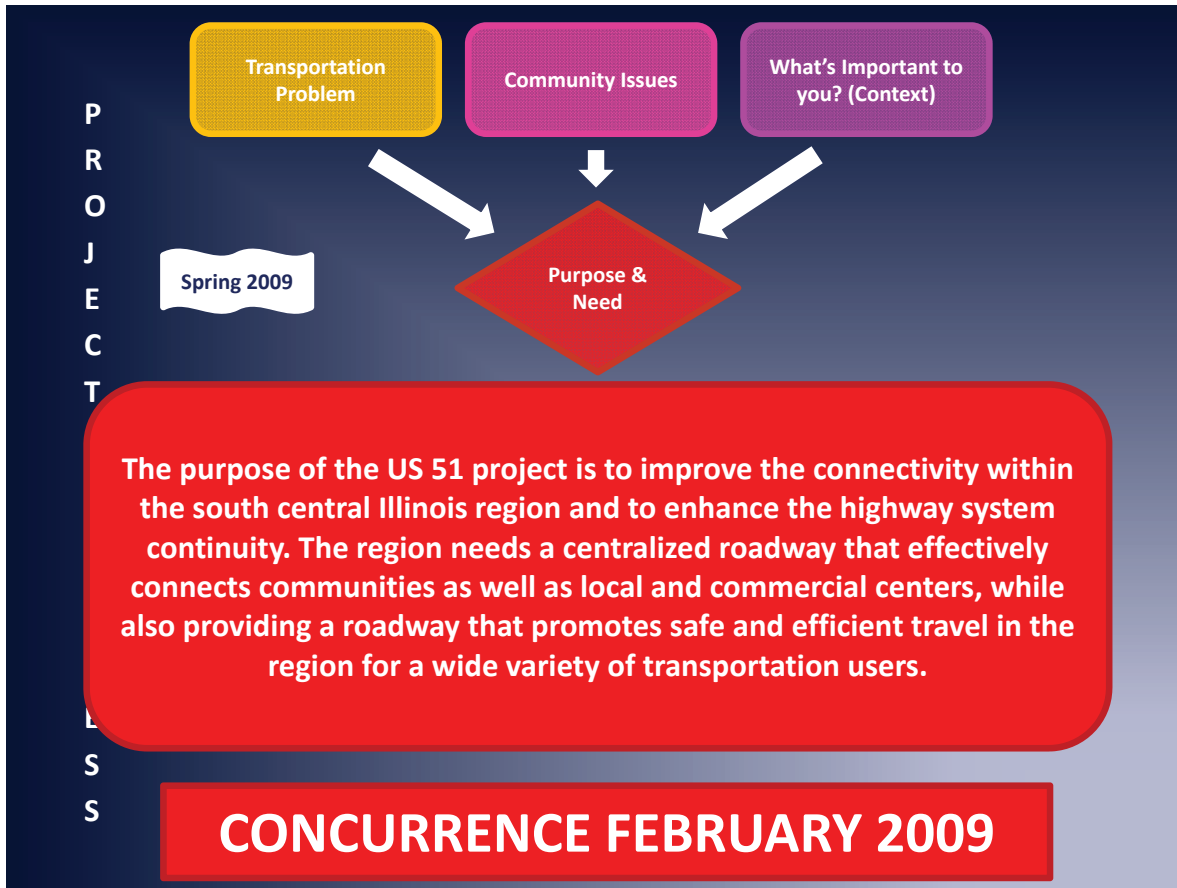


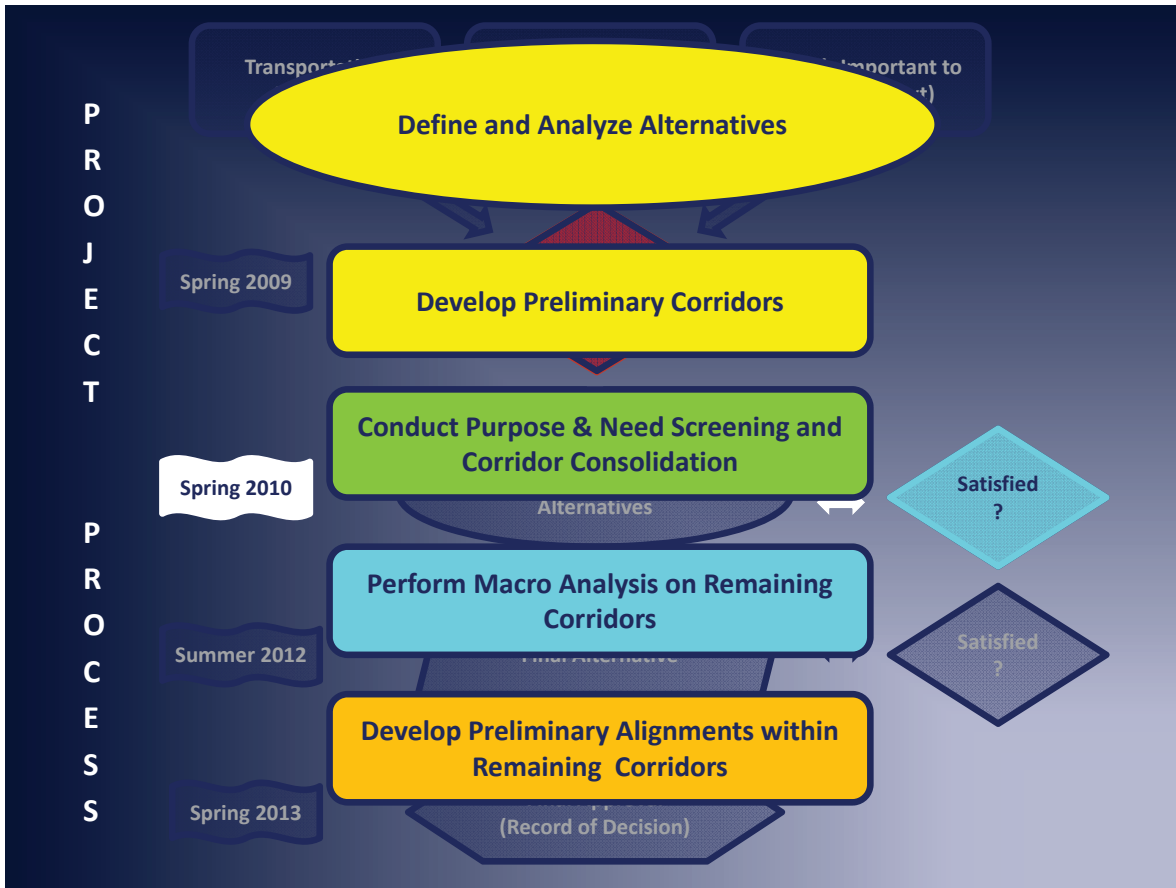
Corridor Development

Agenda

- Introductions
- Project Background
- CSS Process
- **Project Process Flow Chart**
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- Summary



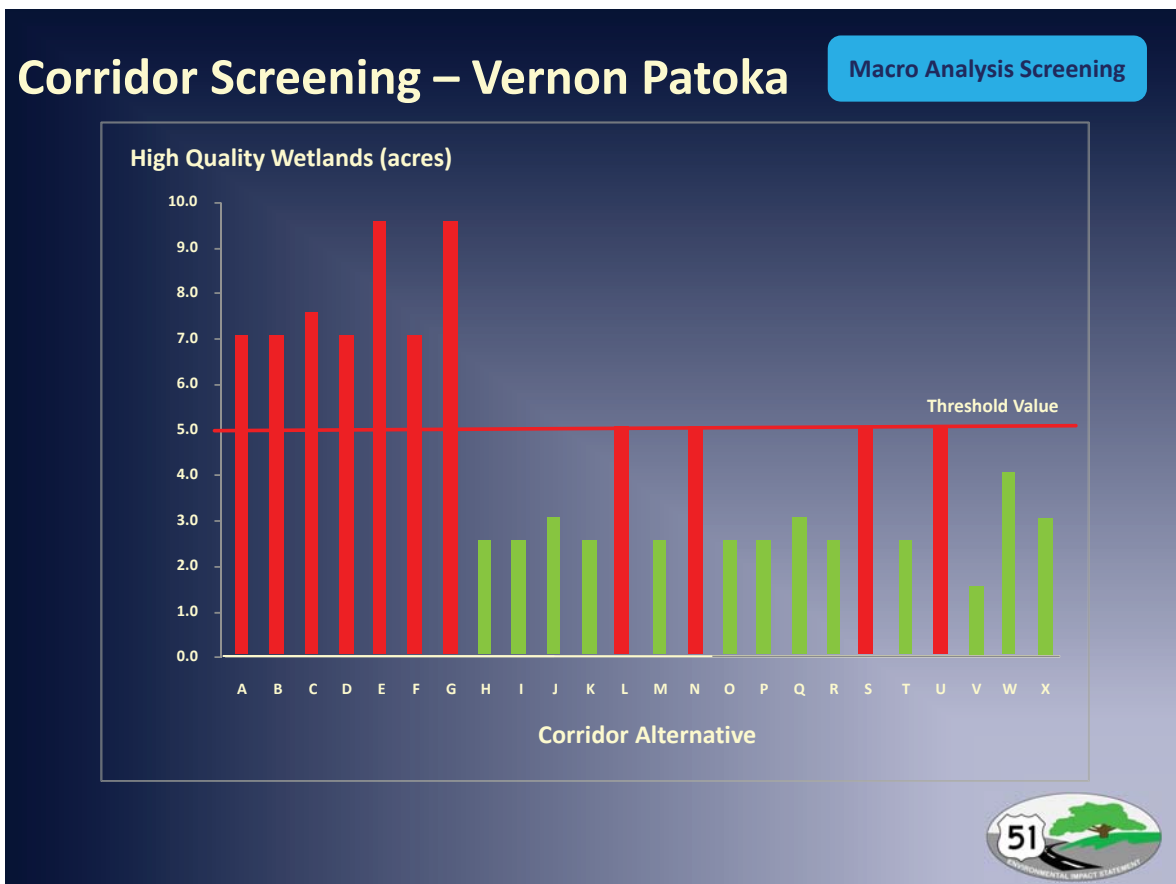
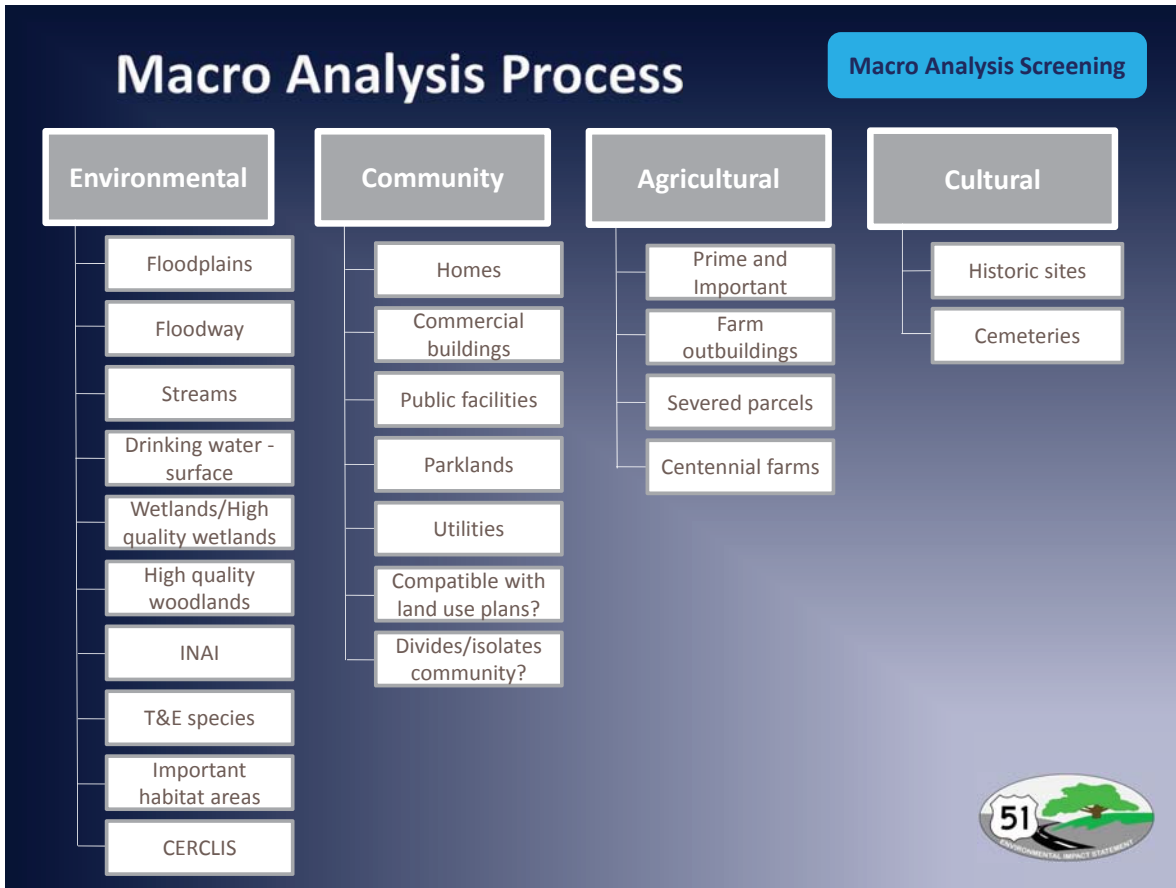




Agenda

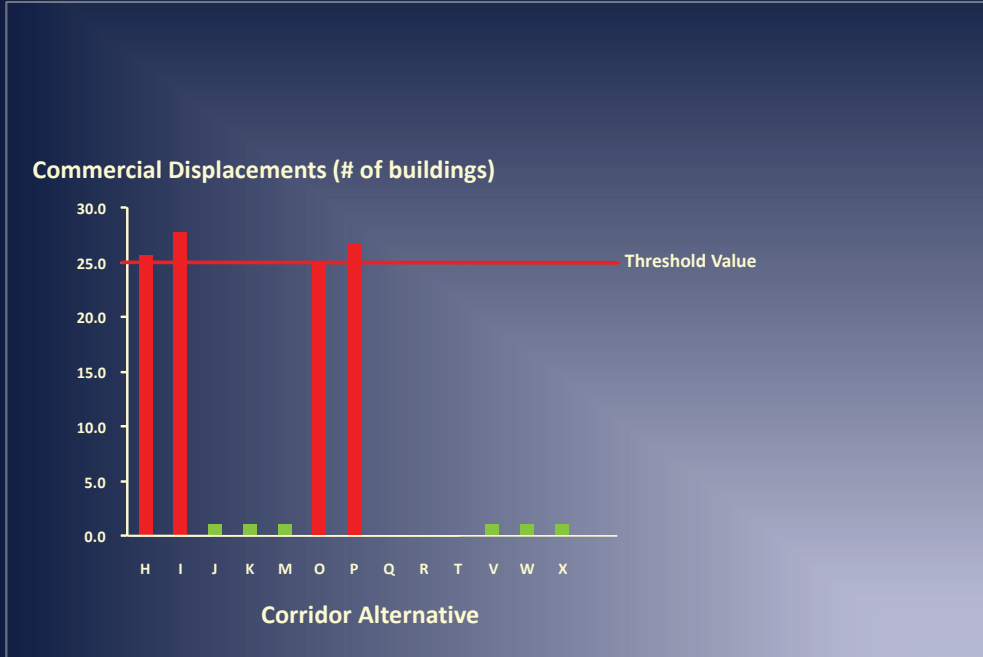
- Introductions
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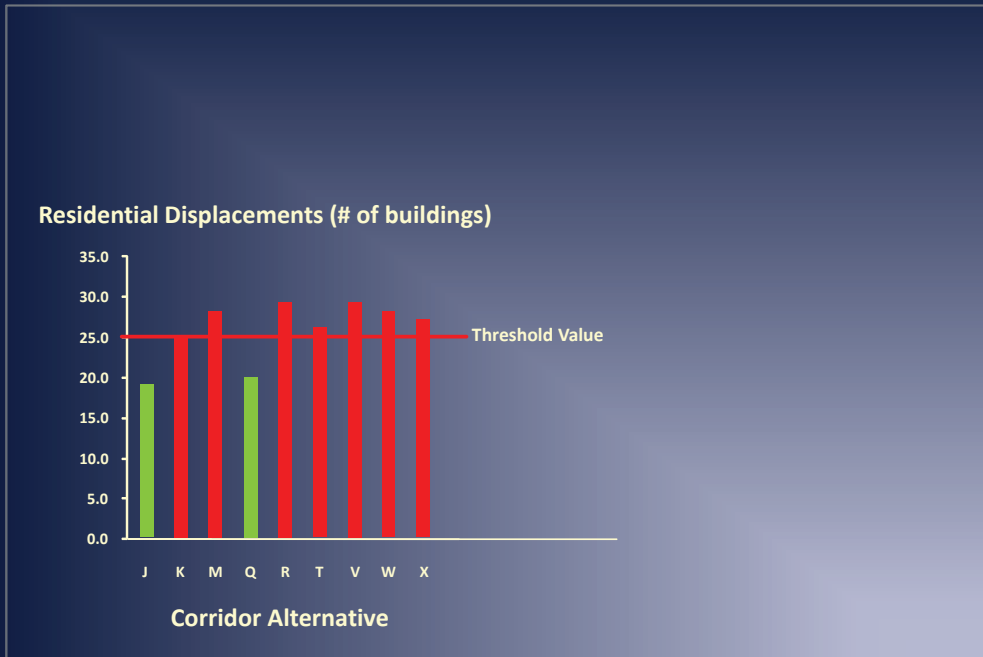
Corridor Screening – Vernon Patoka

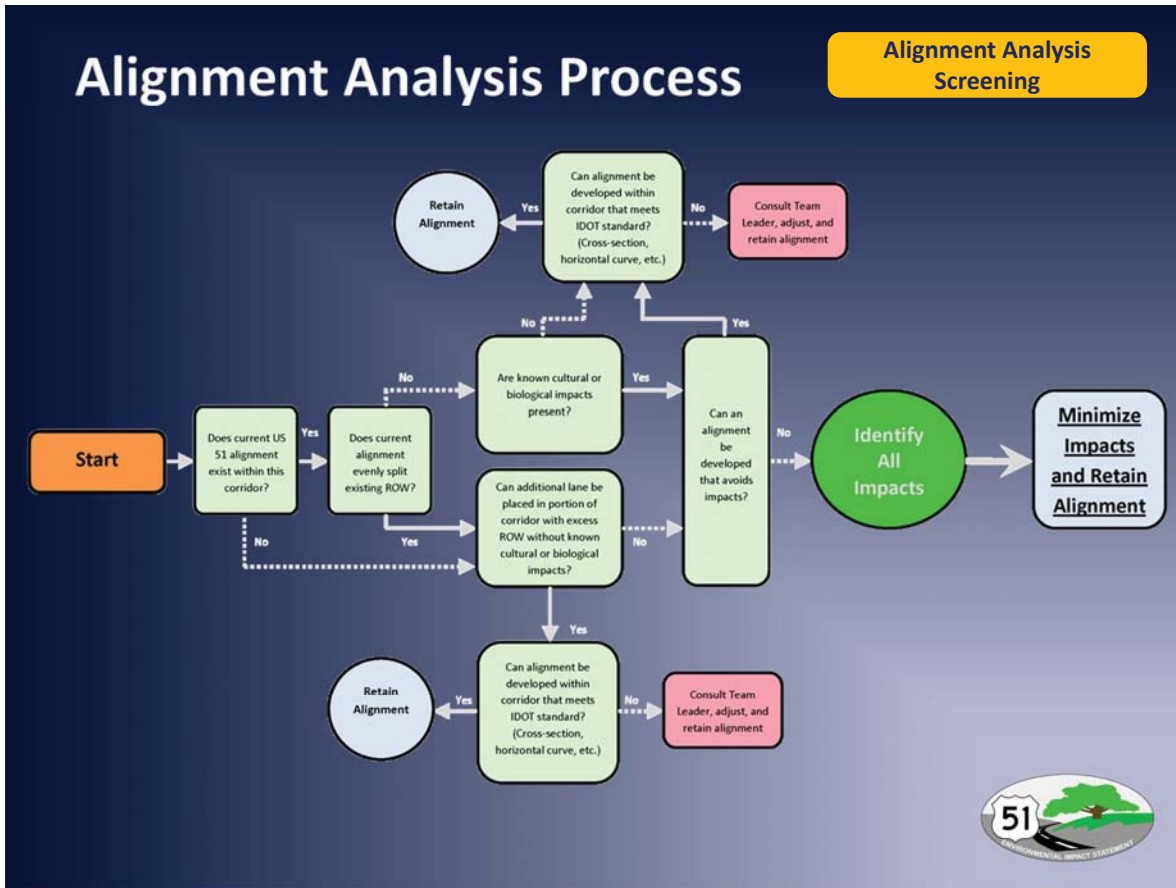
Macro Analysis Screening



Corridor Screening – Vernon Patoka

Macro Analysis Screening





Alignment Analysis Screening – Vandalia

Macro Analysis Screening

Resource	Alignment				
	A	D	Q	S	U
Floodplain, acres	156	224	156	224	166
Total Wetlands, acres/number	14.5 / 9	39.4 / 14	15.5 / 12	37.6 / 16	17.1 / 13
High Quality Wetlands, acres/number	11.8 / 3	17.4 / 3	12.2 / 4	17.8 / 4	12.5 / 4
High Quality Woodlands, acres	None	None	None	None	None
INAI Sites, acres	None	None	None	None	10
Residential Displacements	35	25	37	30	21
Commercial Displacements	2	2	2	2	None
Public Facility Displacements	None	None	None	None	None
Prime/Important Farmland, acres	746	784	689	700	681
Farmland Severances, parcels	20	22	18	20	18

Alignment Analysis Screening – Vandalia

Macro Analysis Screening

Resource	Alignment				
	A	D	Q	S	U
Floodplain, acres	61.1	85.6	60.6	85.5	63.1
Total Wetlands, acres/number	5.3 / 7	17.3 / 13	6.3 / 10	15.7 / 13	6.4 / 10
High Quality Wetlands, acres/number	4.4 / 1	7.0 / 3	4.6 / 4	7.1 / 4	4.7 / 4
High Quality Woodlands, acres	None	None	None	None	None
INAI Sites, acres	None	None	None	None	4.1
Residential Displacements	16	7	9	10	6
Commercial Displacements	1	None	None	None	None
Public Facility Displacements	None	None	None	None	None
Prime/Important Farmland, acres	295	310	274	278	271
Farmland Severances, parcels	13	19	18	18	17
Engineering Constraints	Yes	No	Yes	No	No



Alignment Analysis Screening – Vandalia

Alignment Analysis Screening

Resource	Alignment		
	D	S	U
Floodplain, acres	85.6	85.5	63.1
Total Wetlands, acres/number	17.3 / 13	15.7 / 13	6.4 / 10
High Quality Wetlands, acres/number	7.0 / 3	7.1 / 4	4.7 / 4
High Quality Woodlands, acres	None	None	None
INAI Sites, acres	None	None	4.1
Residential Displacements	7	10	6
Commercial Displacements	None	None	None
Public Facility Displacements	None	None	None
Prime/Important Farmland, acres	310	278	271
Farmland Severances, parcels	19	18	17
Engineering Constraints	No	No	No



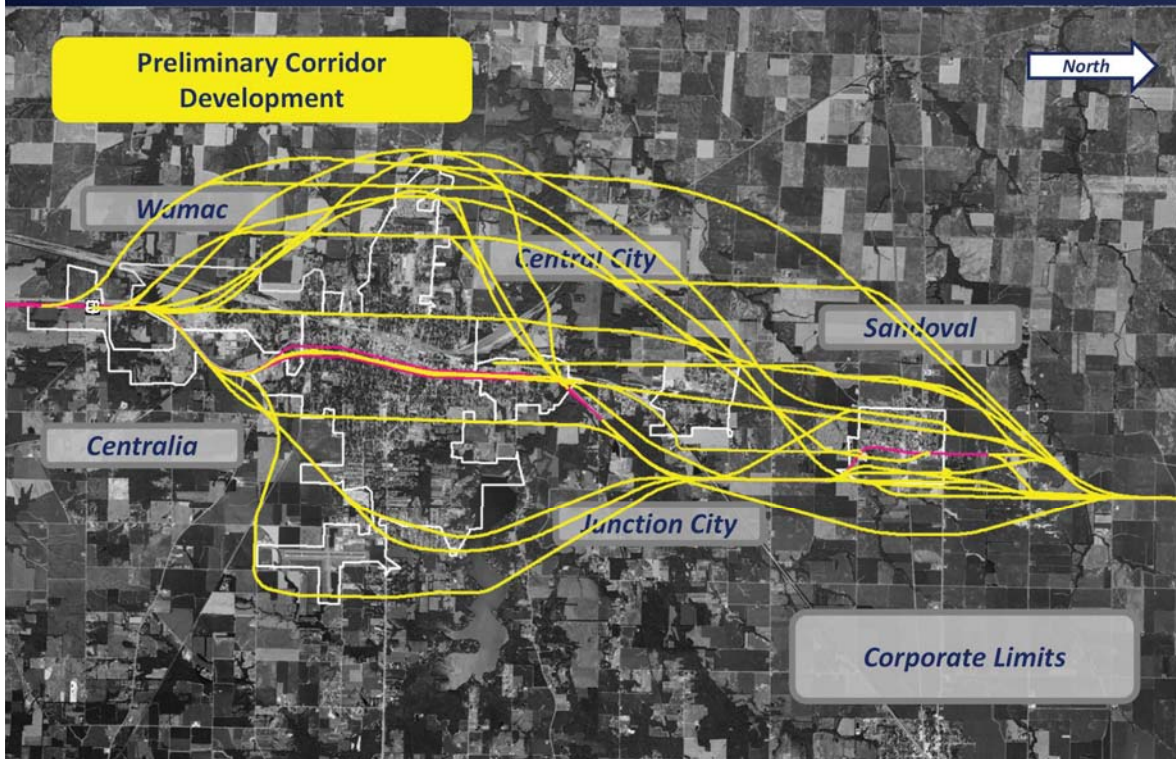
Alignment Analysis Screening – Vandalia

Alignment Analysis Screening

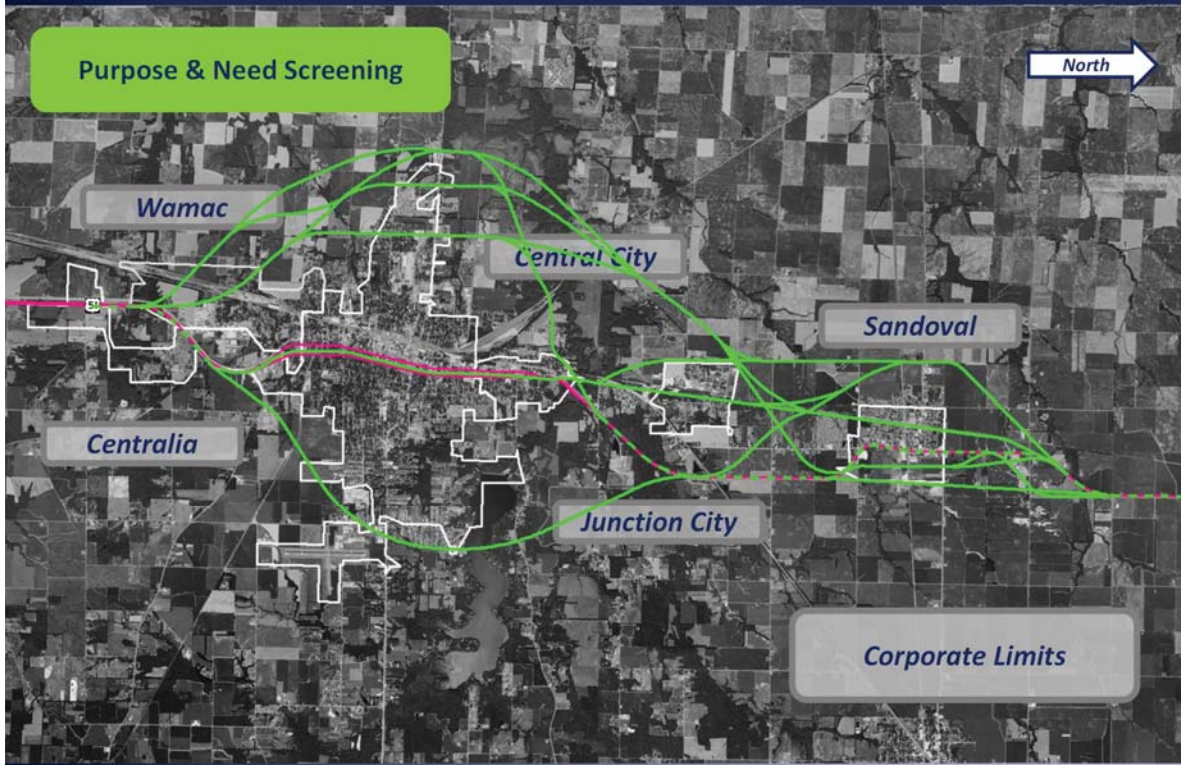
Resource	Alignment	
	S	U
Floodplain, acres	85.5	63.1
Total Wetlands, acres/number	15.7 / 13	6.4 / 10
High Quality Wetlands, acres/number	7.1 / 4	4.7 / 4
High Quality Woodlands, acres	None	None
INAI Sites, acres	None	4.1
Residential Displacements	10	6
Commercial Displacements	None	None
Public Facility Displacements	None	None
Prime/Important Farmland, acres	278	271
Farmland Severances, parcels	18	17
Engineering Constraints	No	No



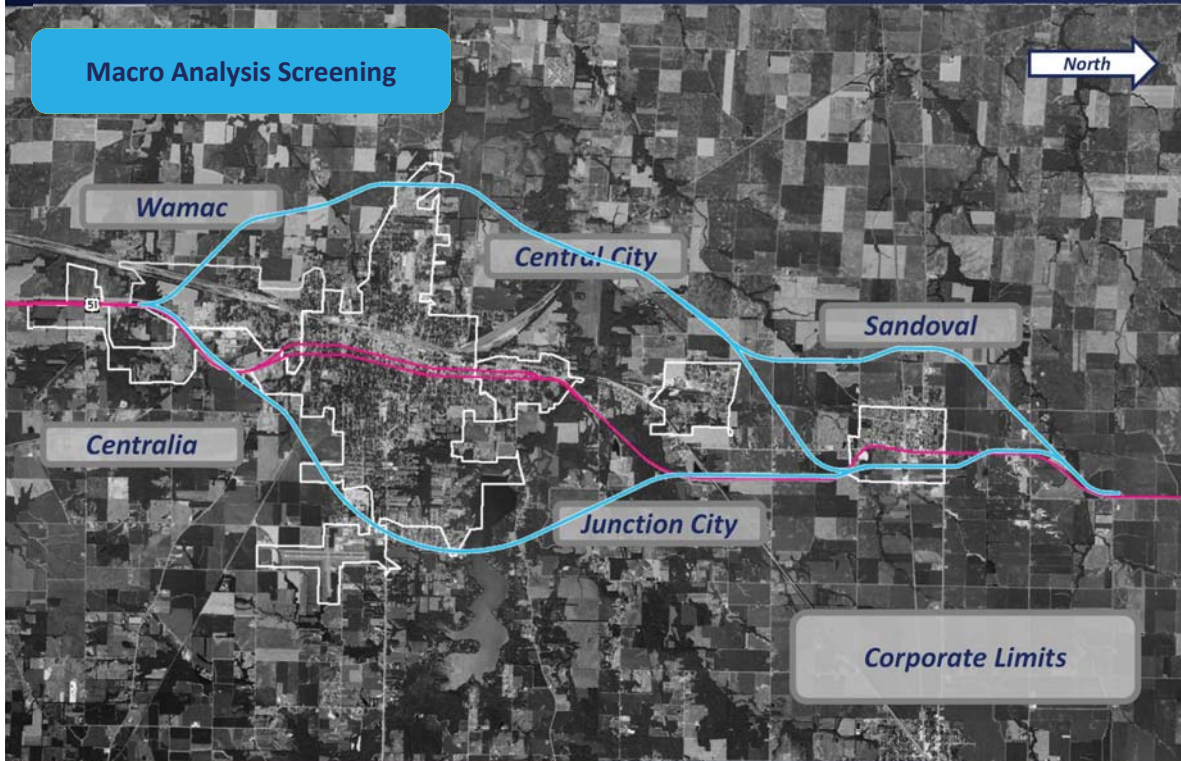
Centralia/Sandoval Corridors



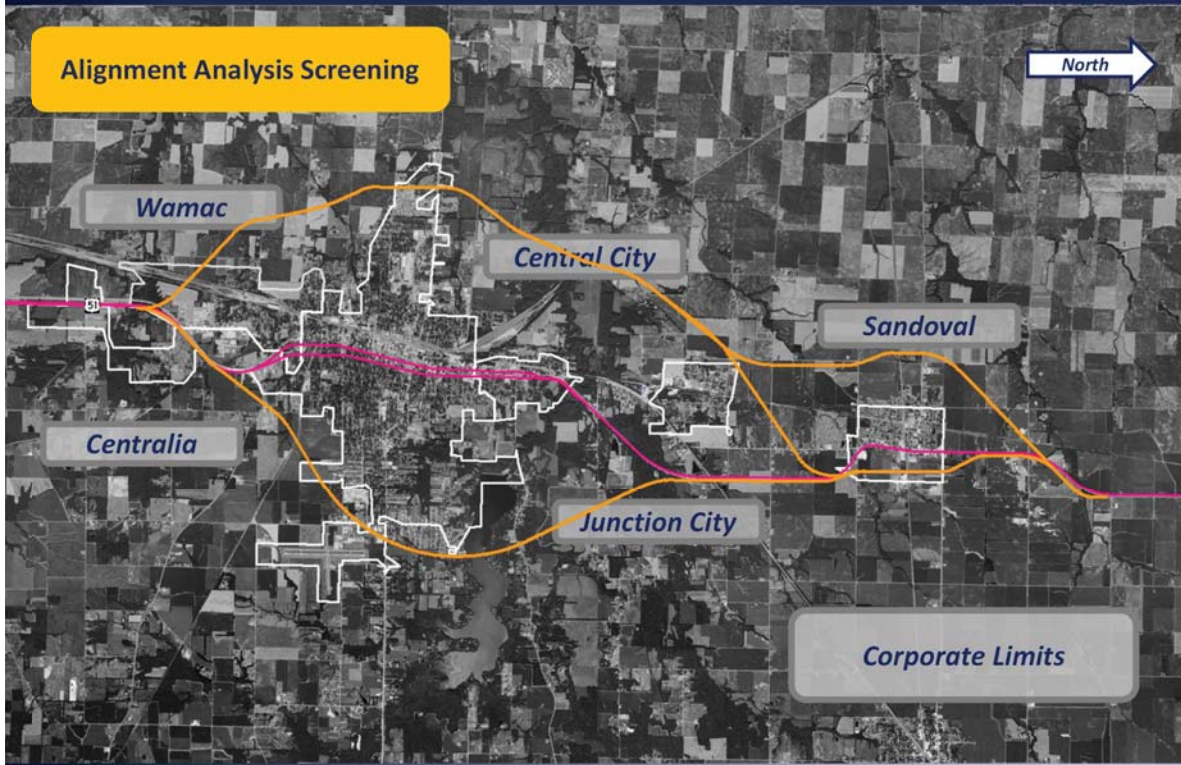
Centralia/Sandoval Corridors



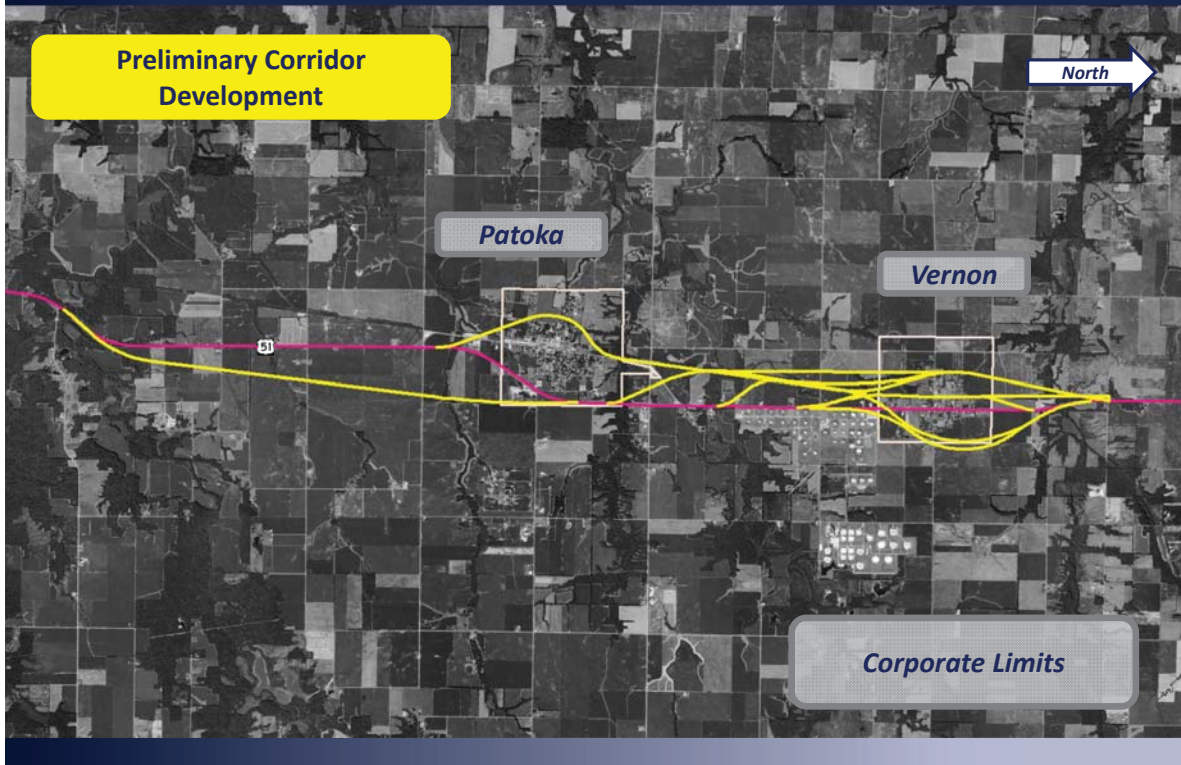
Centralia/Sandoval Corridors



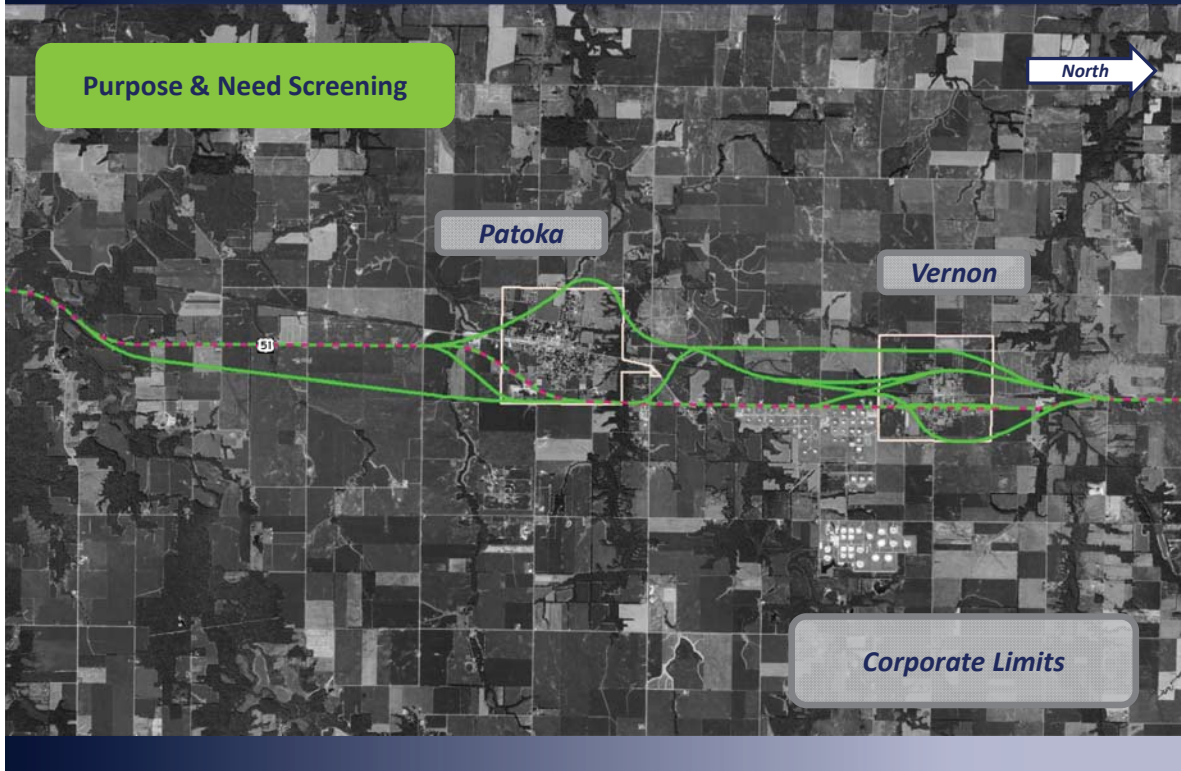
Centralia/Sandoval Corridors



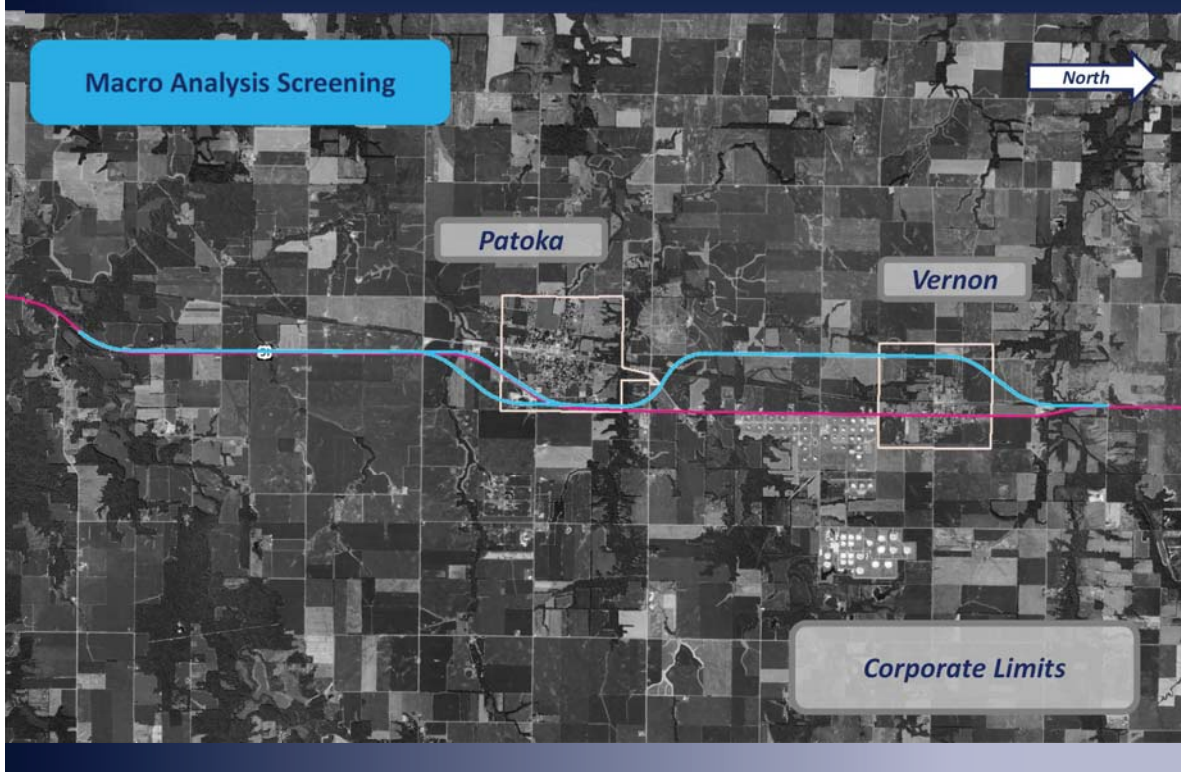
Vernon/Patoka Corridors



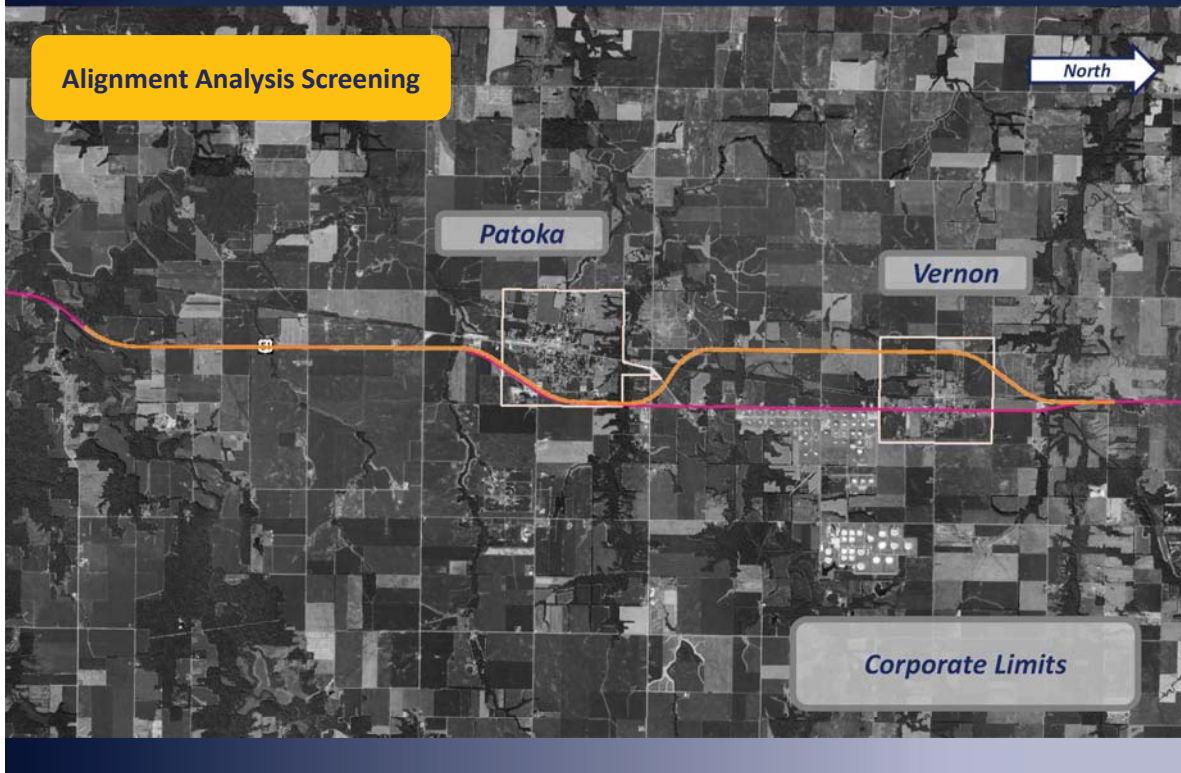
Vernon/Patoka Corridors



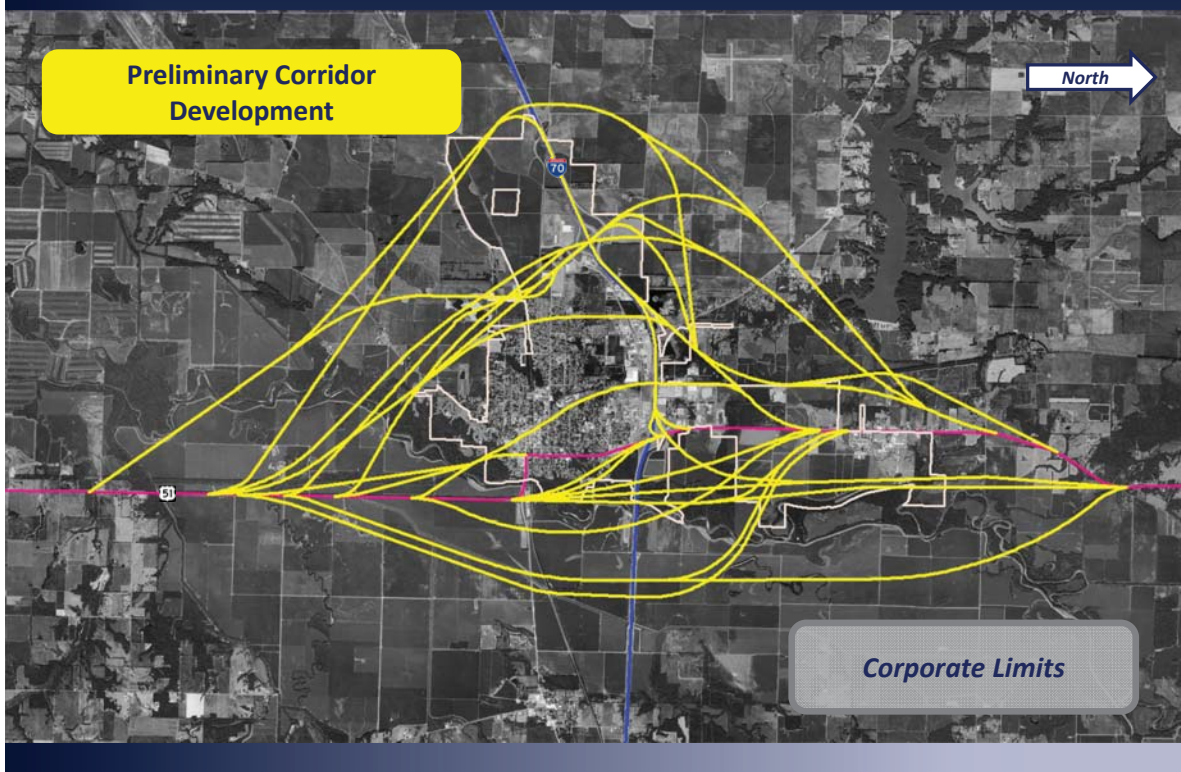
Vernon/Patoka Corridors



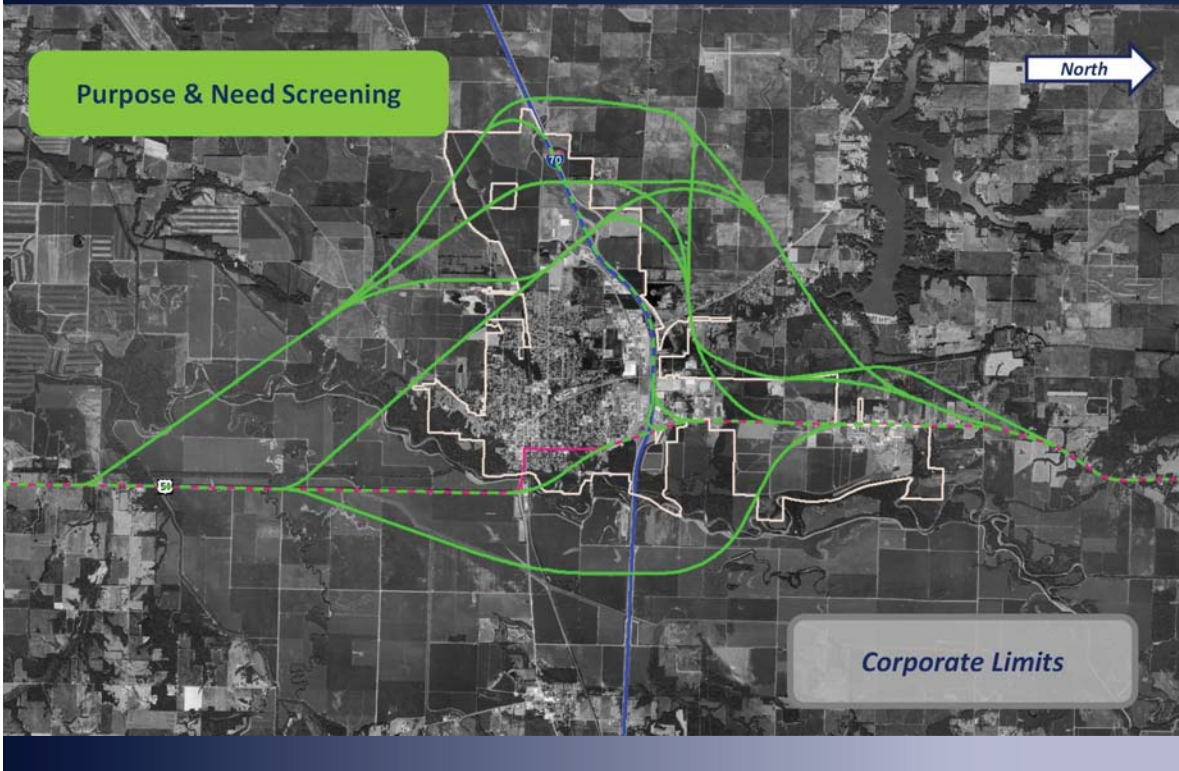
Vernon/Patoka Corridors



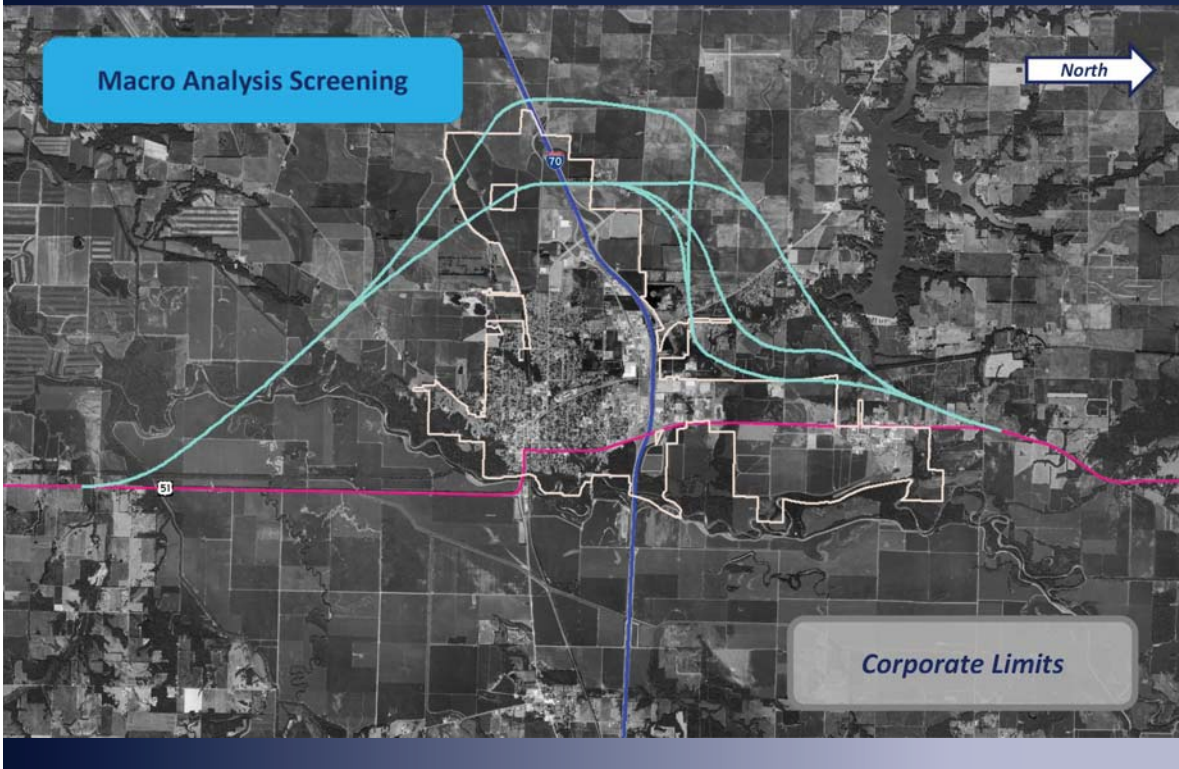
Vandalia Corridors



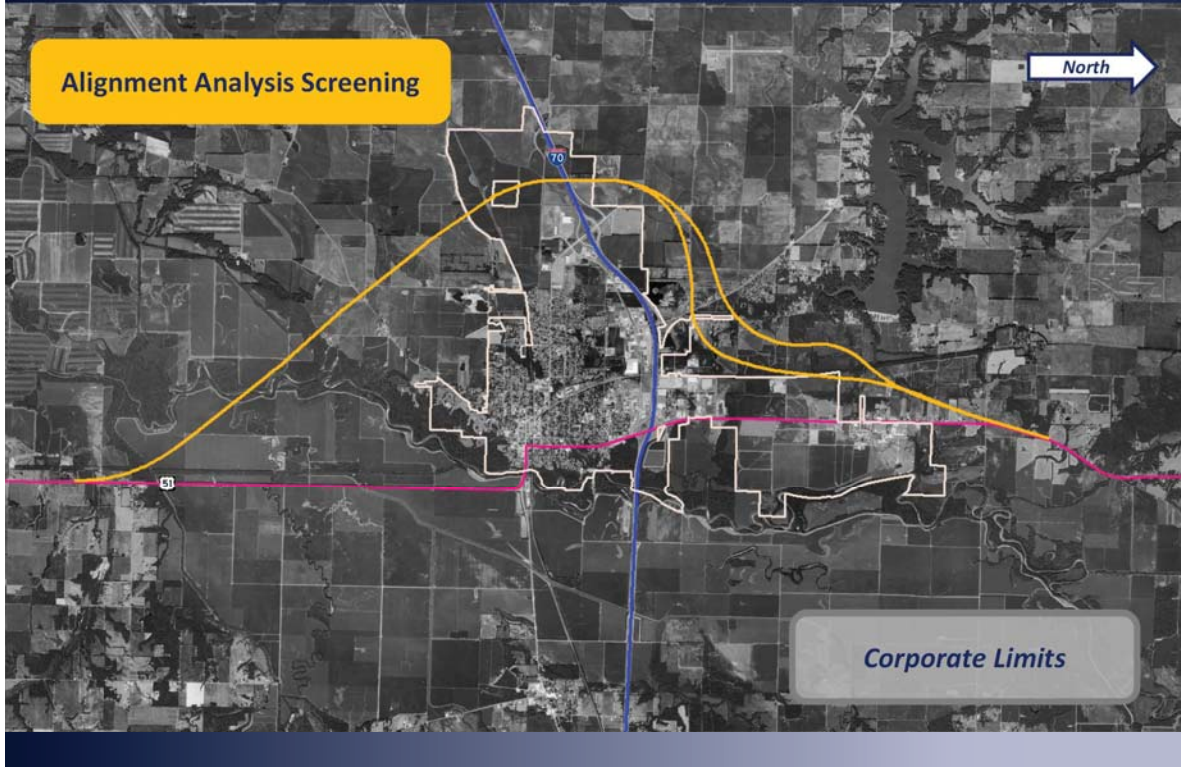
Vandalia Corridors



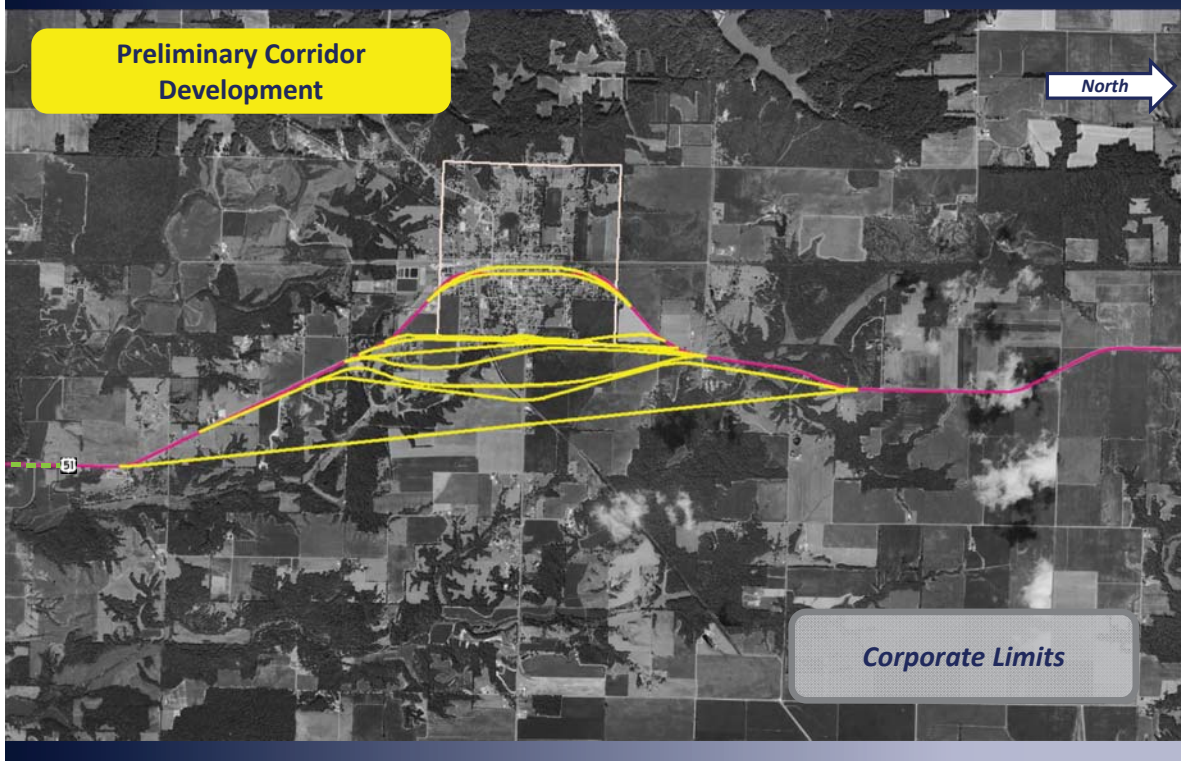
Vandalia Corridors



Vandalia Corridors



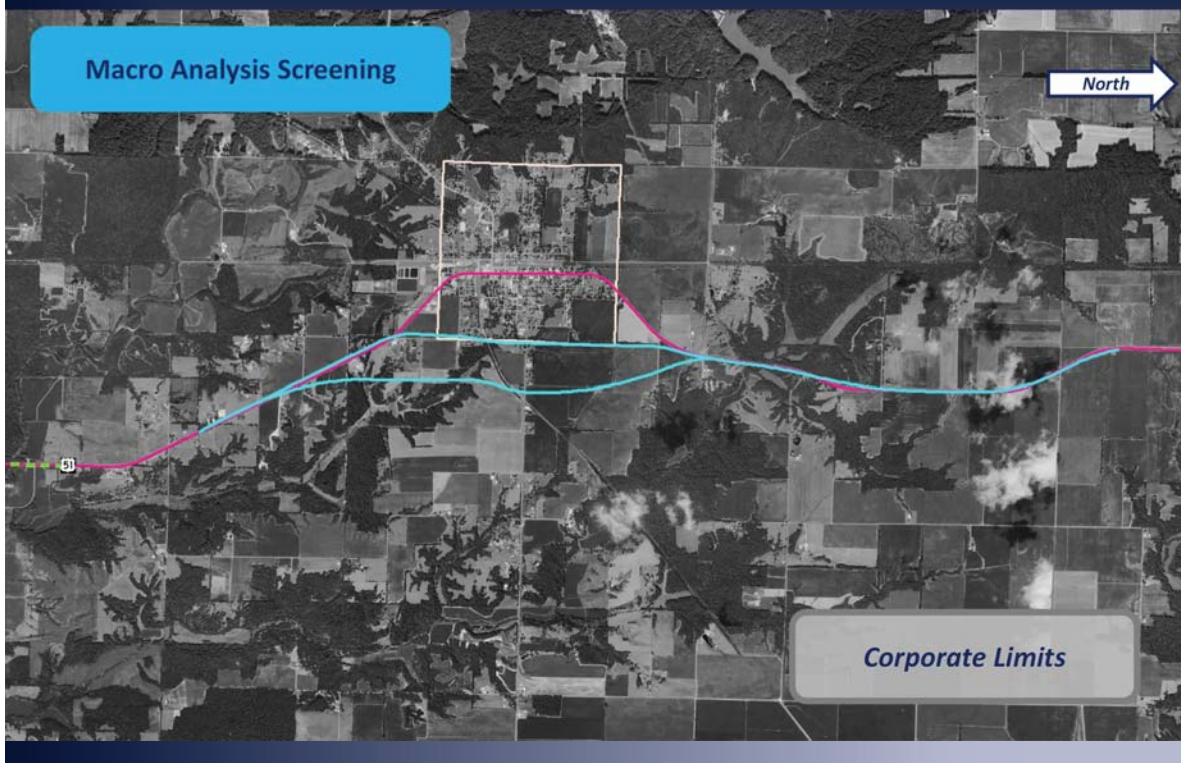
Ramsey Corridors



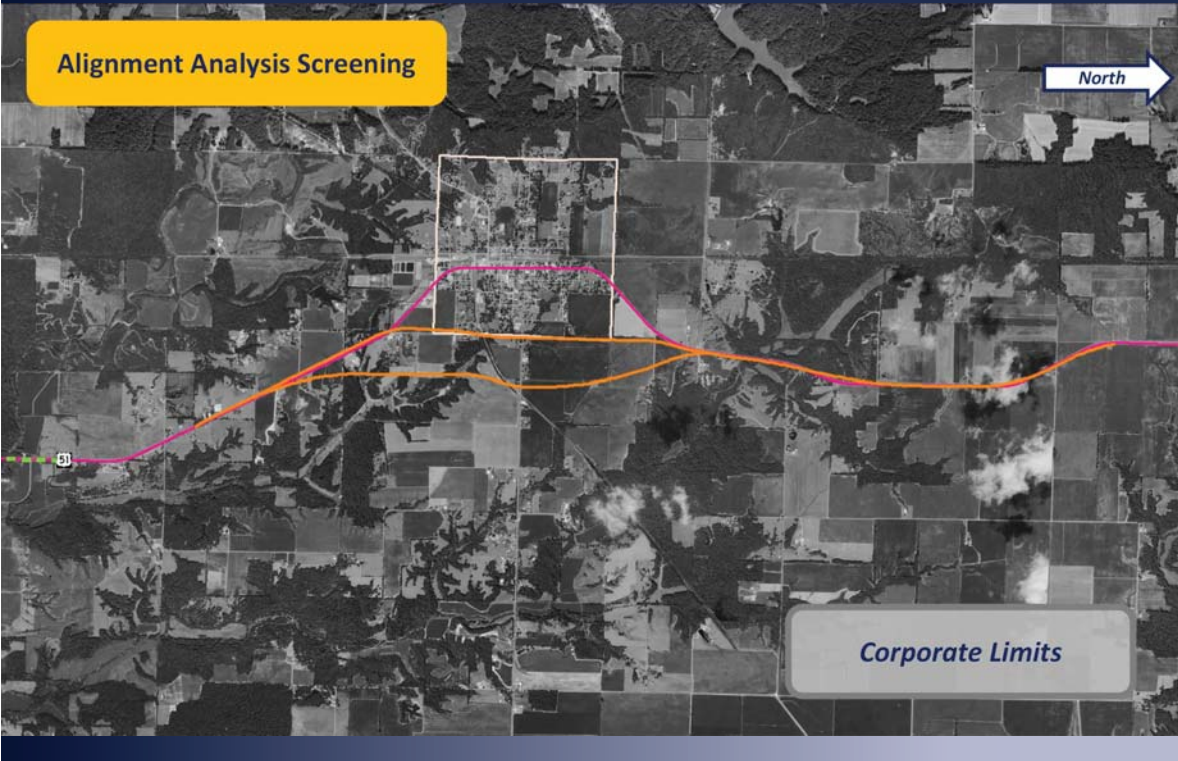
Ramsey Corridors



Ramsey Corridors

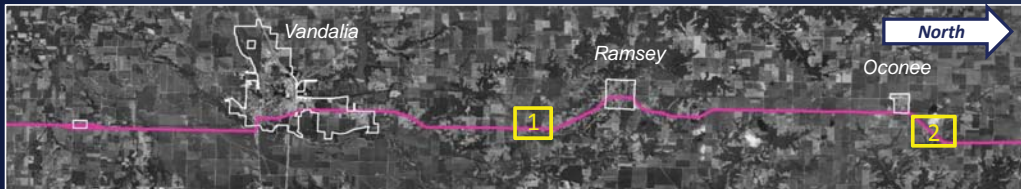


Ramsey Corridors



Coincident Area Alternatives

Alignment Analysis Screening



- Vandalia to Ramsey Link A
- Vandalia to Ramsey Link B



- Ramsey End Link A
- Ramsey End Link B

Agenda

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- **Summary**



Summary of Public's Comments

Six Public Information Meetings

- 246 attendees
- 45 comments received

Centralia-Sandoval (28 commenters)

- Supports alternatives carried forward (1)
- Prefers eastern bypass of Centralia (6)
- Prefers eastern bypass of Sandoval (7)
- Opposes a bypass (8)
- Concerns:
 - waste of funds
 - personal property
 - existing businesses
 - travel time/distance of bypass
 - farmland
 - low lying areas and wetlands
 - T&E
 - abandoned mine shafts

Vernon-Patoka (1 commenter)

- Supports alternatives carried forward

Ramsey (6 commenters)

- Concerns:
 - personal property
 - access to existing east-west roads
 - accidents/safety at Ramsey Lake State Park Road

Vandalia (10 commenters)

- Prefers eastern bypass (1)
- Prefers western bypass (1)
- Oppose western bypass (3)
- Improve existing US 51 (1)
- Concerns:
 - personal property
 - time/distance of bypass
 - shallow water supplies
 - fragmentation of community due to interchange
 - traffic noise



Summary of Public's Comments

Vandalia

- North Side Neighborhoods Meeting
- Discuss project development and residential impact concerns
- 100 attendees



Summary

We are asking for concurrence on the following alignments to be carried forward in the reasonable range of alternatives for further consideration:

- Centralia End Link,
- Centralia-Sandoval D,
- Centralia-Sandoval DJ,
- Centralia-Sandoval DL,
- Sandoval to Patoka Link,
- Vernon-Patoka Q,
- Vernon to Vandalia Link,
- Vandalia S,
- Vandalia U,
- Vandalia to Ramsey Link A,
- Vandalia to Ramsey Link B,
- Ramsey A,
- Ramsey C,
- Ramsey End Link A, and
- Ramsey End Link B



QUESTIONS?



Total Range of Impacts

Environmental		Range
	Floodplains (acres)	97.2 - 134.3
	Biologically significant streams (crossings)	2 - 3
	Streams (crossings)	20 - 22
	Drinking water supplies - surface water (supply)	0 - 1
	Wetlands (acres)	8.5 - 20.4
	Wetlands (sites)	19 - 29
	High quality wetlands (acres)	5.1 - 9.1
	High quality wetlands (sites)	6 - 7
	INAL sites (acres)	0 - 4.1
	CERCLIS sites (number)	0
	High quality woodlands (acres)	0
	T&E species	0
Community		
	Residential Displacements (buildings)	23 - 48
	Commercial Displacements (buildings)	0 - 9
	Public Facility Displacements (buildings)	0 - 1
	Parklands (4(f)/6(f)) (acres)	0 - <0.1
	Utility Conflicts	90 - 112
Agriculture		
	Prime and Important Farmland (acres)	1205 - 1393
	Parcels Severed (parcels)	25 - 37
Cultural		
	Historic bridge	1



Centralia-Sandoval Alignments

Resource	Centralia-Sandoval Alignment		
	D	DJ	DL
Floodplain, acres	34.5	22.4	21.8
Biologically Significant Streams, number of crossings	1	1	1
Streams, number of crossings	5	6	6
Drinking Water Supplies – surface water, crossing	1	None	None
Total Wetlands, acres/number	3.6 / 7	1.3 / 3	2.2 / 4
High Quality Wetlands, acres/number	1.9 / 2	0.3 / 1	1.2 / 2
CERCLIS Sites, number impacted	None	None	None
Residential Displacements	21	8	12
Commercial Displacements	9	None	None
Public Facility Displacements	1	None	None
Parkland, acres	<0.1	None	None
Prime/Important Farmland, acres	274	303	424
Farmland Severances, parcels	4	11	14
Engineering Constraints	No	No	No

Corridors carried forward

**Illinois NEPA/404 Merger Meeting
February 15, 2011**

**IDOT – Region 1 Office
Training Room B – Basement Level
201 West Center Court
Schaumburg, Illinois 60196**

8:00 am – 9:45 am

- Illiana Expressway from I-65 (Indiana) to I-55 (Illinois) (District 1, multiple counties)
 - Information – Project Introduction
- Elgin O’Hare West Bypass Tier 2 EIS (District 1, Cook and DuPage Counties)
 - Information - Purpose and Need
- I-80 from Ridge Road to US Route 30 (District 1, Kendall, Grundy and Will Counties)
 - Information - Project Introduction
 - **Special Note: US Coast Guard Permit Required**

9:45 am – 10:00 am (Break)

10:00 am – 11:45 am

- **In-Lieu Fee Program**
 - *Pros and cons of ILF programs – agencies experiences*
 - *Examples of successful ILF projects*
 - *Application of new COE Guidelines – performance standards, monitoring and report requirements*
 - *Role of IDNR in approval of sites and monitoring schedule*
 - *Identification of third parties in Chicago area*
 - *Status of Chicago area commercial wetland banks*
 - *Discussion of Midewin as pilot ILF project*

11:45 am – 1:00 pm (Lunch Break)

1:00 pm – 5:00 pm

- Savanna/Sabula Bridge (District 2, Carroll County, IL and Jackson County, IA)
 - Information - Project Introduction
 - **Special Note: US Coast Guard Permit Required**
- Eastern Bypass near Peoria (District 4, Tazewell, Woodford and Peoria Counties)
 - Information – Status Update
- Eastside Highway, Bloomington, IL (District 5, McLean County)
 - Concurrence – Purpose and Need
- US 51 from Pana to Centralia (District 7, Christian, Shelby, Fayette, Marion, Clinton, Jefferson and Washington Counties)
 - Concurrence – Alternatives to be Carried Forward

**NEPA/404 Merger Meeting
February 15, 2011**

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IDOT District 7, Christian, Shelby, Fayette, Marion, Clinton, Jefferson and Washington Counties
US 51 from Pana to Centralia
Environmental Impact Statement
Concurrence – Alternatives to be Carried Forward

The project was previously presented at the 2/07/08, 2/03/09, 6/24/09, and 6/9/10 NEPA/404 Merger Meetings for project introduction, concurrence on Purpose and Need, project update, and concurrence on Alternatives to be Carried Forward, respectively.

The purpose of the meeting was to seek concurrence on additional Alternatives to be Carried Forward in Vandalia. The Vandalia Alignment Analysis Memo (Supplement to the April 2010 Alignment Analysis), submitted January 12, 2011, was reviewed.

Sherry Phillips of IDOT District 7 introduced the project. Jerry Payonk and Stacie Dovalovsky of Clark Dietz, Inc., presented the PowerPoint presentation. The following summary points were made at the presentation:

- As mentioned at the June 9, 2010, NEPA/404 merger meeting, the project team met with Vandalia north side residents on June 3, 2010, who expressed concern regarding impacts associated with VS and VU. Additional comments from concerned Vandalia residents were received after the June 9 NEPA/404 merger meeting. Based upon these additional comments, IDOT decided to revisit corridor alternatives in Vandalia. The Vandalia Community Advisory Group (VCAG) was reorganized to expand representation in the community, to continue to build consensus, and to increase local input regarding the alternative selection process. The VCAG consists of members who represent a diverse cross-section of interest areas and geographic areas. During a series of meetings, the reformed VCAG revisited the steps of the alignment development and analysis process.
- The VCAG developed and evaluated a total of 39 alignments. The alignments were consolidated to 12 alignments and subsequently reduced to four alignments based upon both engineering and environmental considerations. The four remaining alignments (Western Bypass Yellow, Dual marked Green, Parallel Yellow, and Eastern Bypass Green) were considered with alignments Modified VS and Modified VU (which received concurrence at the June 9, 2010, NEPA/404 merger meeting, and subsequently modified to accommodate an interchange with I-70).

The six alignments and their associated interchanges with I-70 were presented to the reviewing agencies. A table showing the differentiating resource impacts resulting from each alignment was displayed. A graphic showing the resources in relation to each alignment was displayed.

- Of note, the residential impacts in Table 5, page 11, of the Alignment Addendum memo were overstated as farm residences were counted twice. The correct residential impacts are as follows:
 - Western Bypass Yellow 7
 - Dual Marked Green 9
 - Parallel Yellow 14
 - Modified VS 9
 - Modified VU 9
 - Eastern Bypass Green 36

The correct residential impacts listed above were shown at the VCAG meetings and at the public meeting. A revised Page 11 is attached.

The resource impact information in Appendix B reflects information presented to the VCAG members at meetings held in the fall of 2010. Wetland impacts in the Alignment Addendum memo were subsequently updated with additional information received in December 2010. The updated information was also presented to the VCAG members.

- The six alignments were presented at a public meeting held on November 23, 2010. A total of 54 responses were received within the two-week comment period. A summary of comments and concerns was presented. Western Bypass Yellow and Dual Marked Green received the most public support.
- Parallel Yellow did not receive much public support and did not result in fewer environmental impacts when compared to the other five alignments. Parallel Yellow results in the longest travel distance and travel time compared to the other five alignments. Although the Eastern Bypass Green received some public support, the floodplain impacts, total wetland impacts, residential displacements, and business displacements were disproportionately high when compared to the other five alignments. For these reasons, the two alignments are not recommended to be carried forward into the DEIS.
- Concurrence was granted for the remaining four alignments presented by USACE (McMullen), USEPA (West), USFWS (Woeber), IDNR (Hamer) and IDOA (Savko). The Vandalia alignments that will be carried forward into the DEIS are:
 - Western Bypass Yellow,
 - Dual Marked Green,
 - Modified VS,
 - Modified VU.

During and after the presentation, the following questions were addressed:

Q: Were any north side residents on the original CAG? (USEPA-West)

A: Yes, at least two north side residents were on the original CAG. They attended the first several meetings and then stopped participating.

Q: Does the Western Bypass alternative propose a new interchange with I-70? (USEPA-West)

A: Yes, all the alternatives, with the exception of the Eastern Bypass Green propose a new interchange with I-70 west of the existing Exit 63 interchange. All of the interchanges at this location propose a Collector-Distributor (C-D) system, which is an additional roadway parallel to but separated from the proposed main line I-70 that provides the ability for vehicles to enter and exit in a safe manner at a lower design speed. The C-D system is proposed due to the three-mile minimum rural interchange spacing recommendation under the rural classification. Without the C-D system, the proposed US 51/I-70 interchange would be an additional two miles west to meet the spacing recommendation. The interchanges result in changes to existing access, including access to Route 40. Some of the changes in access have been discussed with the CAG. A video showing how the C-D system would look and operate was on display at the public meeting.

Q: During the field visit (with the resource agencies conducted June 8, 2010) we stopped at the location where VU crosses the north side neighborhoods, and it was a good location to cross because of the ridge? (USEPA-West)

A: We did stop there on the field visit. It is a high point on a bluff. Due to the topography, the residents in the area would have a view of the alignment from their homes.

Q: Why does the Eastern Bypass Green go behind the prison and not stay on existing US 51? Would staying on existing US 51 minimize wetland and floodplain impacts? (USEPA-West)

A: The VCAG members did develop an alternative that stayed on existing US 51 near the prison, but it was eliminated by consensus in favor of the Eastern Bypass Green. The VCAG members wanted to see an option that went behind the prison. The idea was promoted to reduce impacts on homes along existing US 51. The Dual Marked Green alternative utilizes existing US 51 in the same location, and the VCAG members wanted an alternative located east of the prison for comparative purposes. Some members of the VCAG believe that since the state owns the prison, if the route went through prison ground it would be easy to acquire the right-of-way.

The project team did evaluate an eastern bypass alignment that stayed on existing US 51 near the prison as suggested. Such a route results in a reduction in impacts to floodplains and wetlands, by 64 and 17 acres, respectively. Approximately eleven additional homes and one additional business would be impacted by such a route. However, even with the reduced impacts, overall the alignment results in disproportionately high impacts to floodplain, residences, and businesses compared to the other five alignments. The alignment south of I-70 severs an existing neighborhood, requires over two dozen residential takes, and results in access issues to the remaining homes. All variations of the eastern and through town alignments result in disproportionately high impacts to businesses, homes, and floodplain.

For eastern and through town alternatives to maintain free-flow travel between I-70 and US 51, existing Exit 61 would have to be reconfigured in such a way that many existing businesses would be impacted. The eastern bypass options have an interchange footprint that is larger than Dual Marked Green because all ramps must be free flow. For the Dual Marked alternative, Business US 51 (currently existing US 51) does not need to be free flow, so ramp configurations south of I-70 can be stop-controlled or signalized, and would not require as large a footprint as a free-flow condition. Still, in order to lessen the footprint, the Dual Marked interchange would be four levels high. The project team and the VCAG looked at eastern bypass alternatives that were shifted to the east of Exit 61 in order to lessen residential and business impacts, but the options required crossing over eight meanders of the Kaskaskia River.

Q: The western bypass appears to serve through-traffic nicely. Do you think that people in Vandalia would use Western Bypass Yellow or use existing US 51 to travel, for example, to St. Louis or Centralia? (USEPA-West)

A: The traffic analysis has not been completed yet, that will be determined in the DEIS.

Q: Would the region perhaps benefit in the long-term from an alignment located west of Ramsey and Vandalia? (USEPA-West)

A: If Western Bypass Yellow were extended north to take off from existing US 51 north of Ramsey, it is unlikely that impacts would be lessened. Ramsey Lake State Park is located north of Ramsey, and there are many tributaries north of Vandalia. Such a route may result in a negative socio-economic impact to the small communities along existing US 51, and would utilize less of existing US 51 and require additional right-of-way costs.

Q: Has there been any recent industrial or commercial development in Vandalia?
(USEPA-West)

A: Yes, Sloane Implements and Vandalia Tractor Sales are newly constructed along I-70 west of town.

Q: The land use plan shows conversion from agricultural to industrial land use on the north side of town. Is that the prison? (USEPA-West)

A: Yes, the prison grounds had included agricultural land that was farmed by the prisoners. It is our understanding from the CAG that the prisoners no longer farm that area, and it is being leased or sold to farmers.

The land use graphic as shown in the PowerPoint presentation is not included in the memo. The project team will forward the graphic to Illinois Department of Agriculture (IDOA) (on the phone) after the meeting for review.

Postscript: The land use graphic was forwarded to Terry Savko (IDOA) on February 16, 2011, and is attached.

Q: Will the bypasses be limited access or arterial? (USEPA-West)

A: The bypasses will be partial access control with access spaced approximately every one mile per rural criteria. The three mile spacing criteria is for rural interchanges for freeways.

Q: Modified VS and VU were concurred upon previously. Does the public give you the sense that they will concede keeping them to the next level of analysis or do they want them taken out now? (USEPA-West)

A: Very little public support was given for Modified VS and Modified VU from the public meeting, as shown in the presentation. The map on Page 22 of the memo shows that the majority of comments were from residents of the north side neighborhoods. While the majority of the VCAG is in favor of Western Bypass Yellow, there is some support from the VCAG for Modified VU.

If Western Bypass Yellow and Dual Marked Green are not kept to the next level of analysis, additional petitions against the project are expected. The project team would like the opportunity to study the alternatives in detail to see if they are viable, unless there are specific reasons for dropping them at this time.

Q: Does Modified VU impact a park as represented by a green shaded area shown on the maps in Appendix B? (IDOA-Savko)

A: The green shaded area is a Centennial Farm, and according to new aerial photographs, a portion of the area is currently in residential development.

Q: The Western Bypass Yellow does not appear to be the best choice. It impacts a large amount of farmland and does not utilize existing roadway. Modified VU appears to be a good choice. I suppose Western Bypass Yellow can be studied further in the DEIS, but it does not appear to be the best choice. (USFWS-Woeber)

A: Given public support and the fact that there is no definitive reason to eliminate it at this point, the project team would like the opportunity to study the Western Bypass Yellow in more detail in the DEIS.

The goal for the next merger meeting presentation is to attain concurrence on the Preferred Alternative.

V. ALIGNMENT ANALYSIS SUMMARY

As presented to the VCAG, the resource impacts are divided into three groups:

- I. Resources that have a varying magnitude of effect for all alignments. The resources are defined as differentiating criteria.
- II. Resources that show generally the same magnitude of effect for all alignments, or where more detailed information is required.
- III. Resources that exist but are not impacted by any of the alignments.

The alignments resulted in impacts to the resources listed in Table 5, which are considered to be differentiating criteria. The resources are considered differentiating criteria because the alignments impact the resources to a varying magnitude.

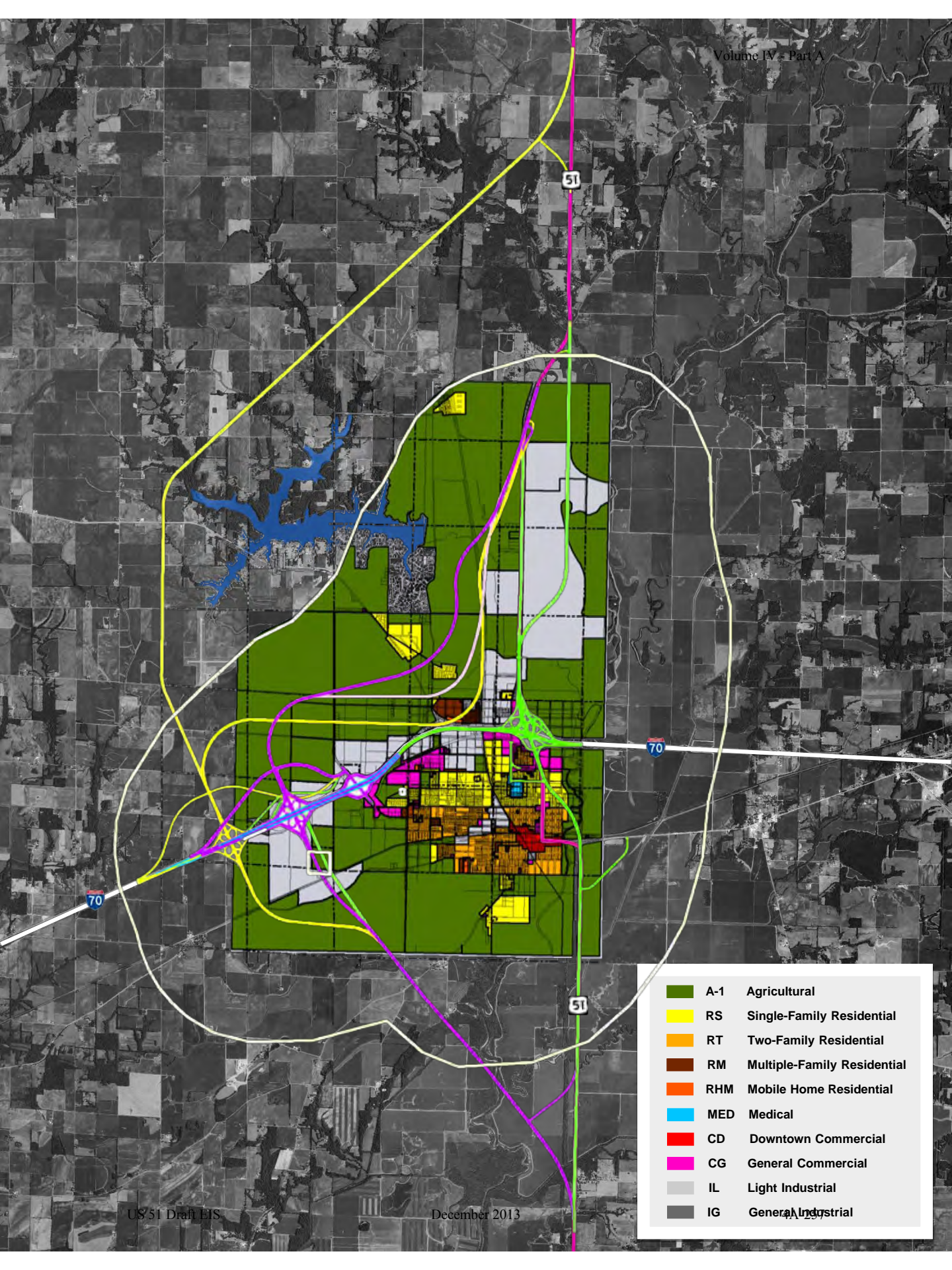
Acres of impacted wetlands increased substantially when potential wetland areas were added to the wetland acreages already provided by INHS. The increase occurred for two reasons. First, the available INHS wetland analyses did not study interchange areas for any of the alternatives. The interchange areas include large tracts of land for the main roads and the associated entrance and exit ramps. Second, the majority of Western Bypass Yellow had not been previously studied by INHS. The Western Bypass Yellow, as currently aligned, crosses through the Vandalia Lake area, over many tributaries and their associated wooded riparian areas, and through many areas included in the National Wetlands Inventory.











The Eastern Bypass Green exhibits disproportionately high impacts to total wetlands (high quality plus other), floodplains, residences, and businesses. While the location of the Kaskaskia River floodplain precludes development of an alignment that avoids floodplain impacts, the Eastern Bypass Green results in longitudinal floodplain impacts. The impacts to businesses are associated with the modification of the existing US 51/I-70 interchange resulting from the Eastern Bypass Green alignment. The Western Bypass Yellow and Parallel Yellow exhibit disproportionately high impacts to prime and important farmland.

Of note, continued refinement of alignments VS and VU since the June 9, 2010, merger meeting has resulted in revised resource impacts than those presented at the merger meeting. The resource impacts resulting from VS and VU as presented at the June 9, 2010, merger meeting did not include impacts resulting from a proposed interchange with I-70. Table 5 includes the resource impacts resulting from modified VS and VU and a proposed interchange with I-70. Therefore, impacts to wetlands, prime and important farmland, residences, and businesses resulting from the modified VS and VU are slightly higher than those presented at the June 9, 2010, merger meeting. During the refinement process, all feasible attempts were made to minimize impacts to known resources.

Table 5: Differentiating Resource Impacts

Resource	Western Bypass Yellow	Dual Marked Green	Parallel Yellow	VS	VU	Eastern Bypass Green
Total High Quality Wetland INHS + Potential (acres)	5.5	16.3	12.3	7.6	5.7	12.3
Total Other Wetlands INHS + Potential (acres)	31.3	11.5	11.3	18.2	12.0	44.4
Floodplain (acres)	55	123	95	89	66	241
Prime & Important Farmland (acres)	524	403	530	455	450	262
Residences (number)	7	9	14	9	9	36
Businesses (number)	0	6	0	1	1	17



	A-1	Agricultural
	RS	Single-Family Residential
	RT	Two-Family Residential
	RM	Multiple-Family Residential
	RHM	Mobile Home Residential
	MED	Medical
	CD	Downtown Commercial
	CG	General Commercial
	IL	Light Industrial
	IG	General Industrial

Illinois NEPA/404 Merger Meeting
Alternatives to be Carried Forward - Vandalia
February 15, 2011

US 51 Environmental Impact Statement



Agenda

- Introduction
- Alignment Development
- Final Six Alignments
- Summary of Public Comment
- Recommended Alternatives to be Carried Forward
- Questions

Agenda

- **Introduction**
- Alignment Development
- Final Six Alignments
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- Questions






Introduction

- June 3, 2010 public meeting
- June 9, 2010 merger meeting
 - VS
 - VU
- Reorganized Vandalia CAG (VCAG) to ensure diverse representation
 - Interest areas
 - Geographic areas



Introduction



-  VCAG Meeting
-  Public Information Meeting
-  Project Milestone – February 15, 2011



Agenda

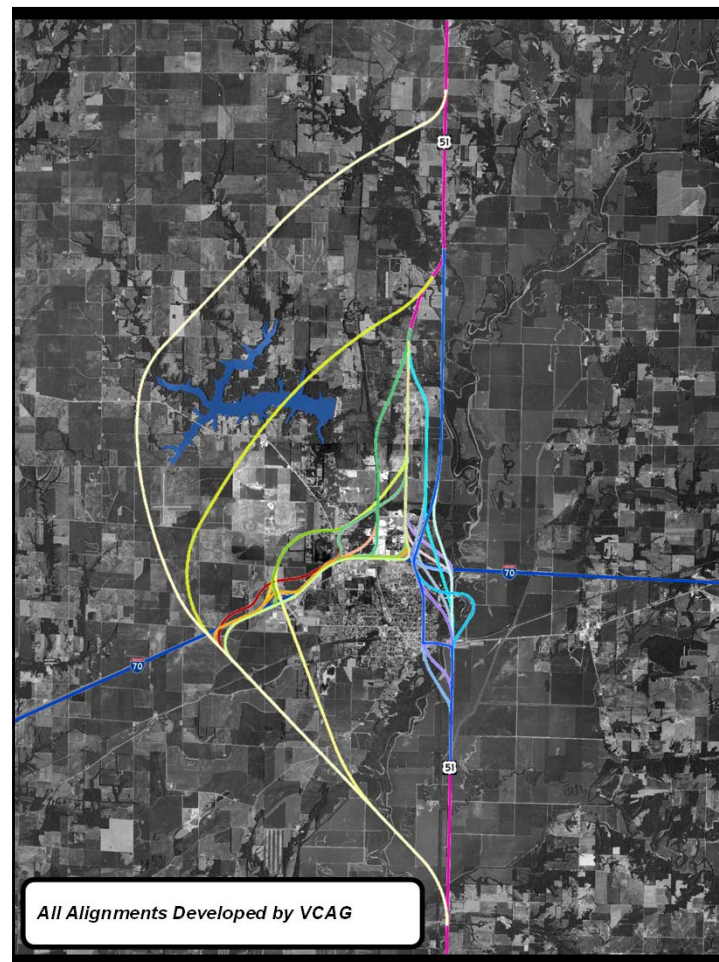
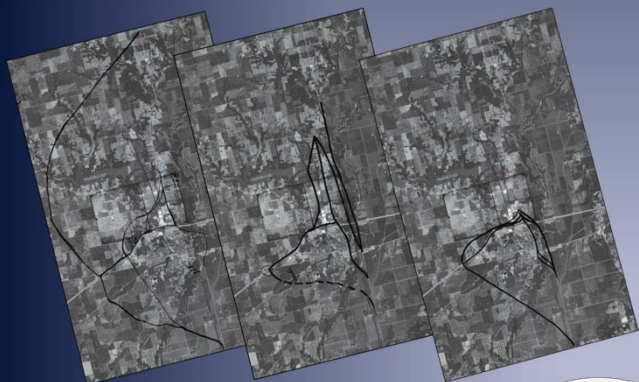
- Introduction
- **Alignment Development**
- Final Six Alignments
- Summary of Public Comment
- Recommended Alternatives to be Carried Forward
- Questions

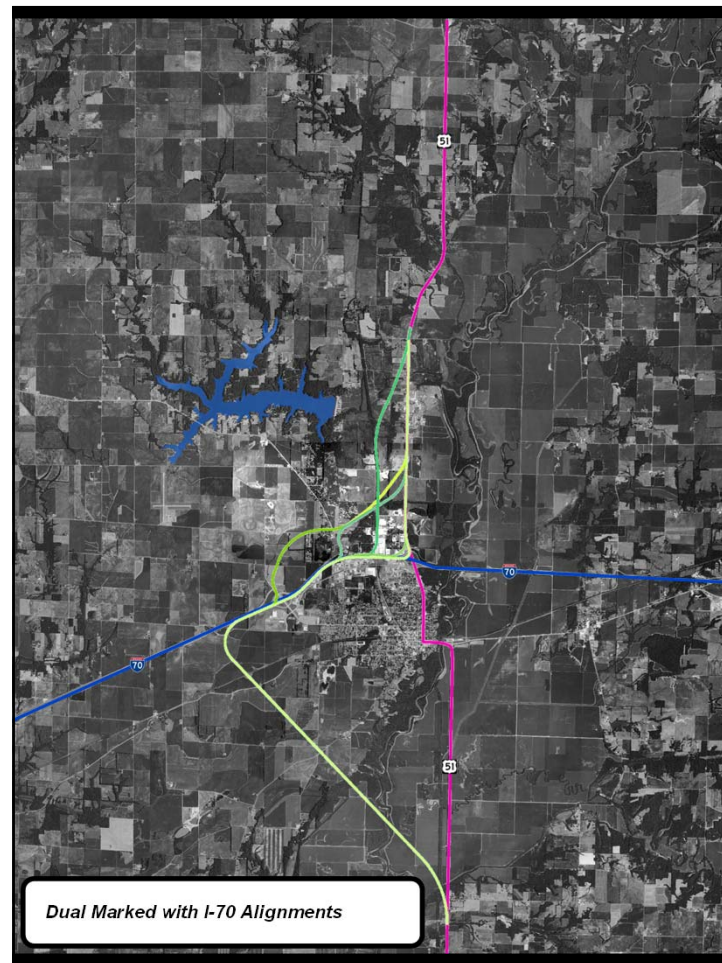
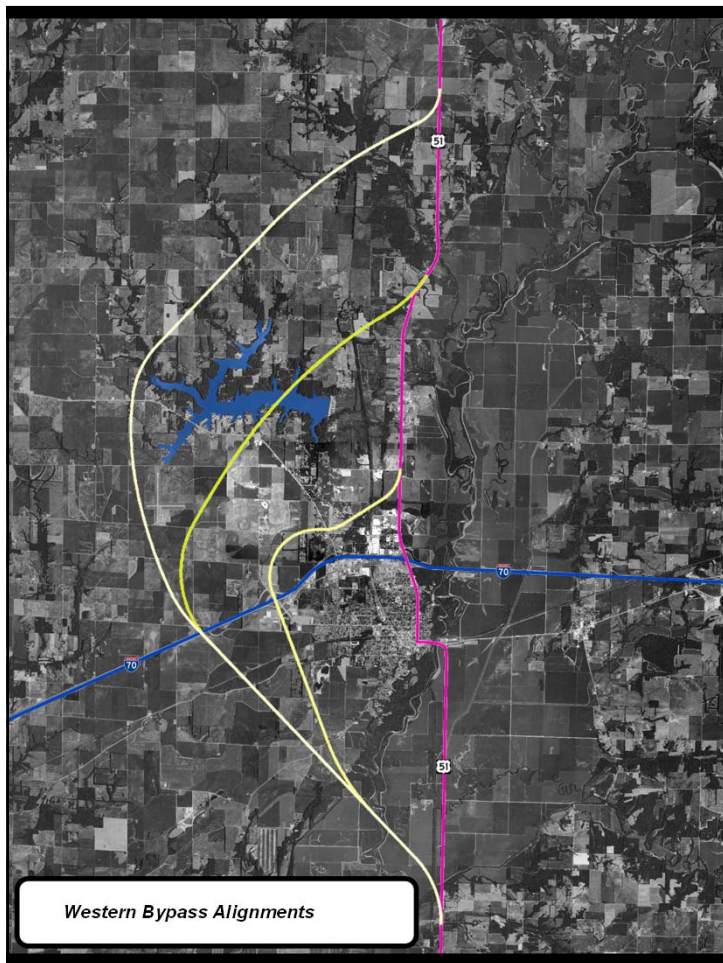


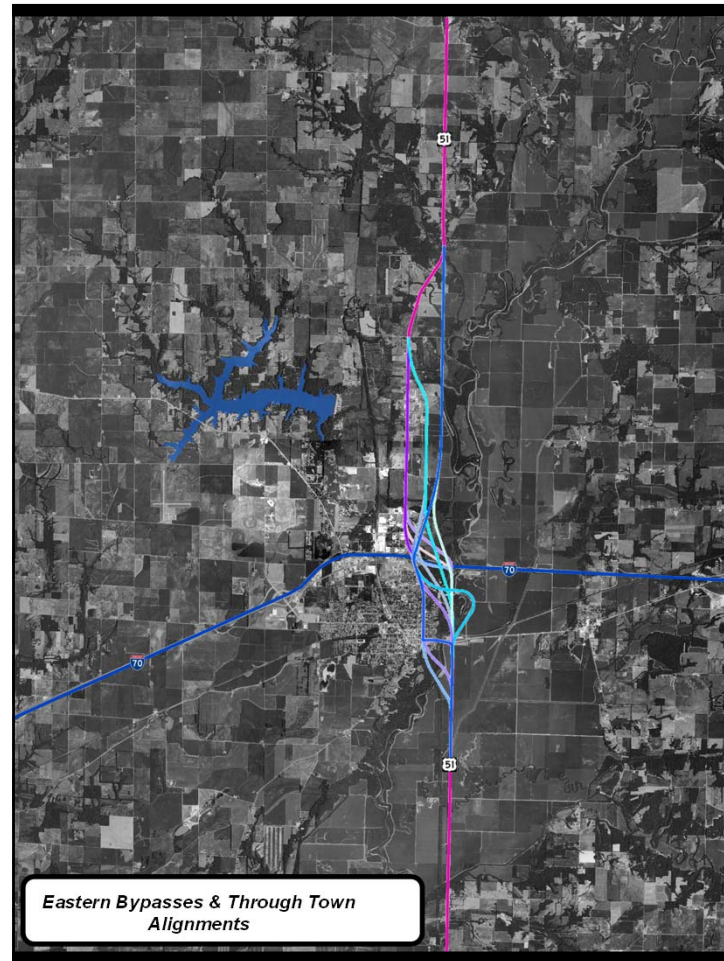
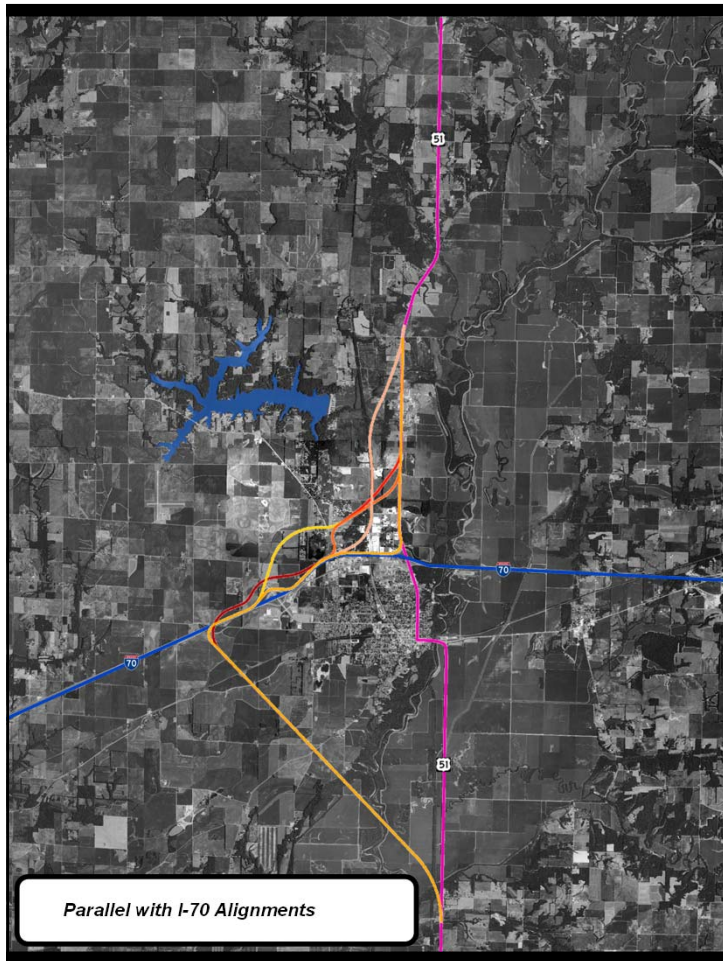
Alignment Development

39 Alignments developed by VCAG

- Western Bypasses
- Dual Marked with I-70
- Parallel with I-70
- Eastern and Through Town



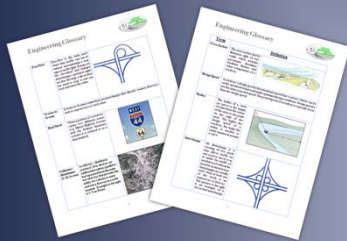




Alignment Development

- Engineering feasibility
- Alignment refinement
- Screening process

39 → 12 → 4 + VS and VU



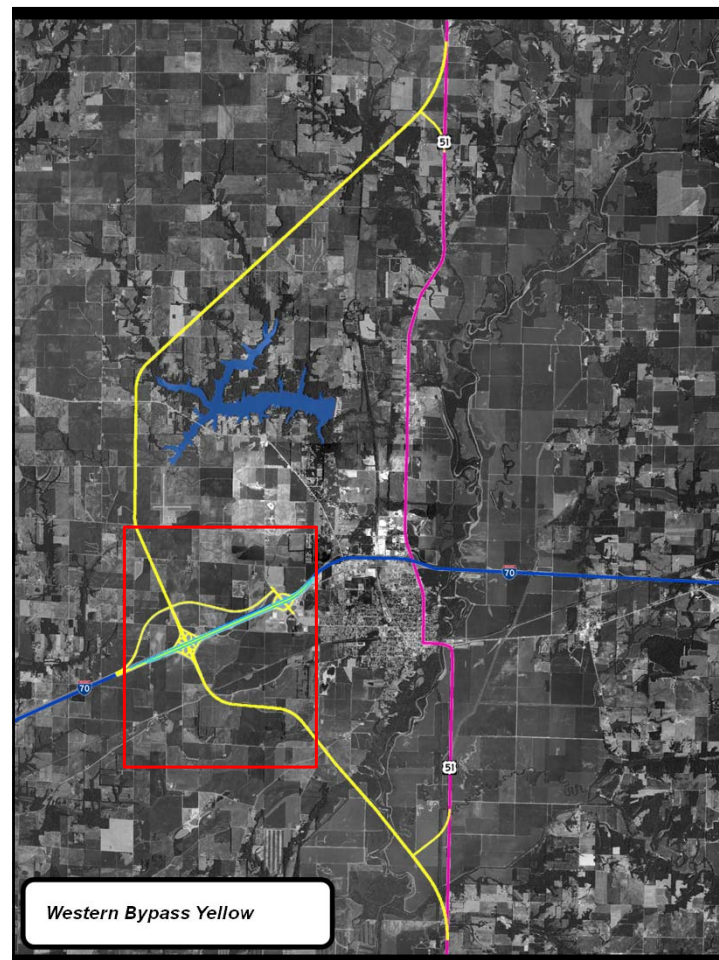
Agenda

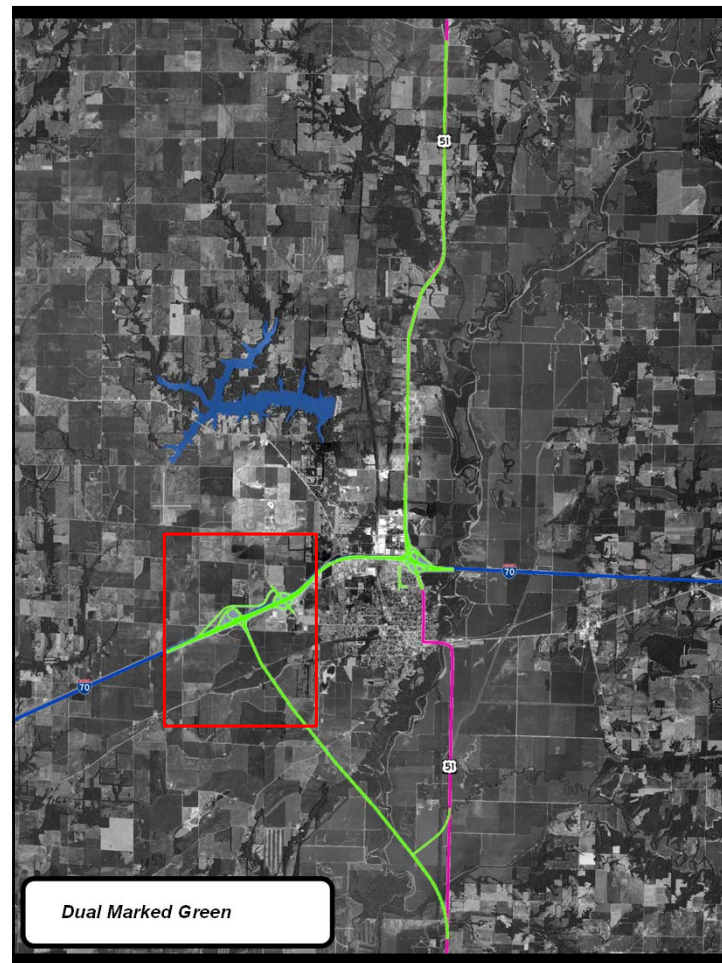
- Introduction
- Alignment Development
- **Final Six Alignments**
- Summary of Public Comment
- Recommended Alternatives to be Carried Forward
- Questions

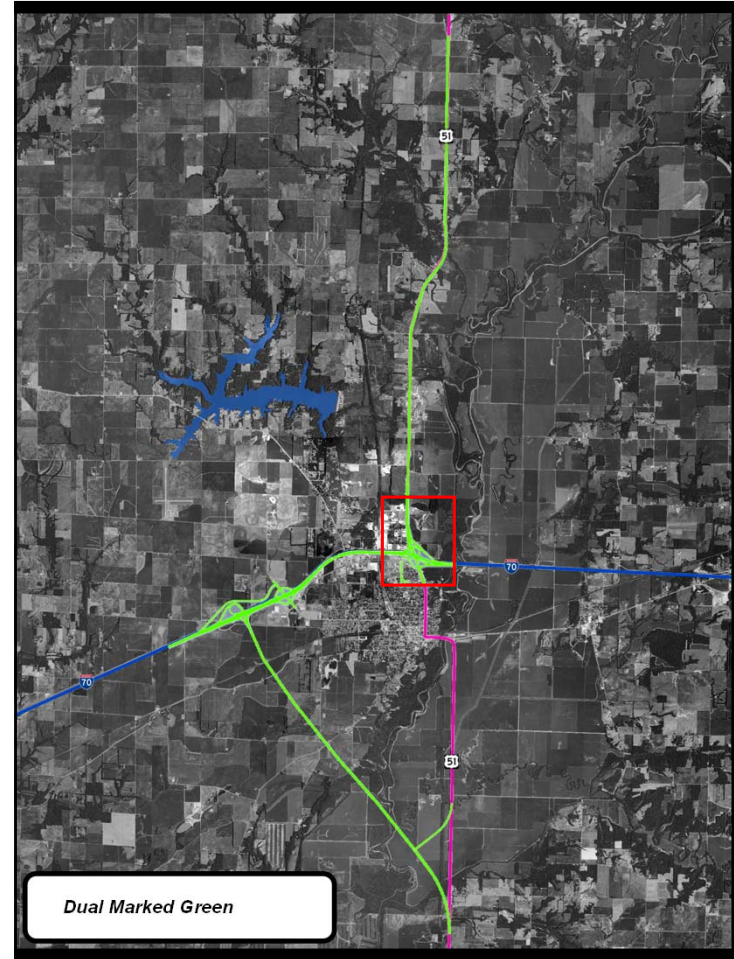


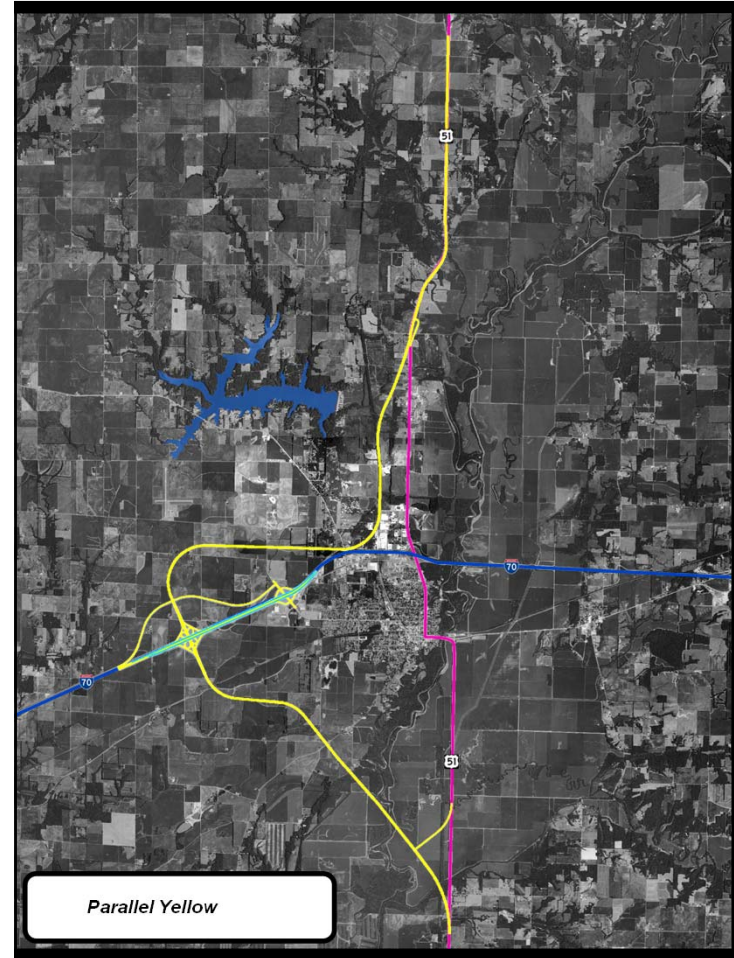
Final Six Alignments

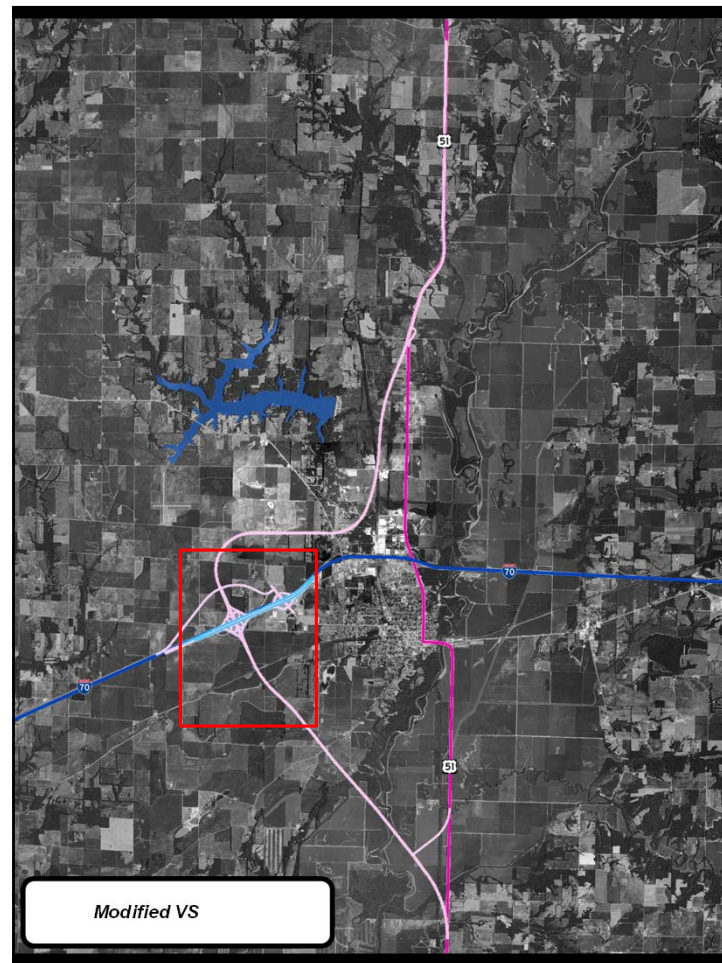
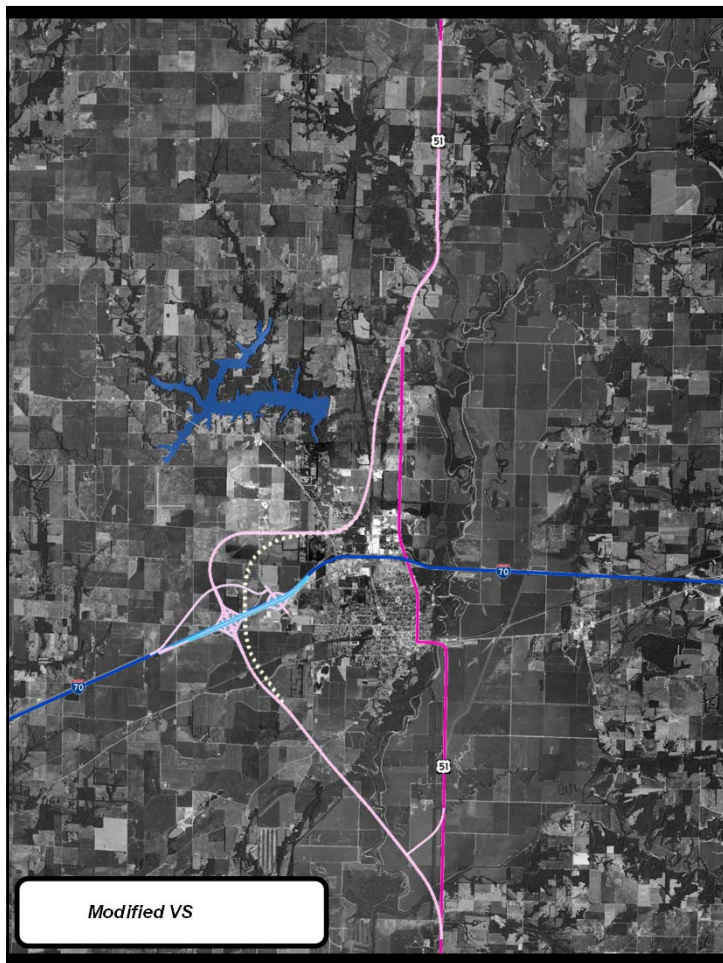
- Western Bypass Yellow
- Dual Marked Green
- Parallel Yellow
- Modified VS
- Modified VU
- Eastern Bypass Green

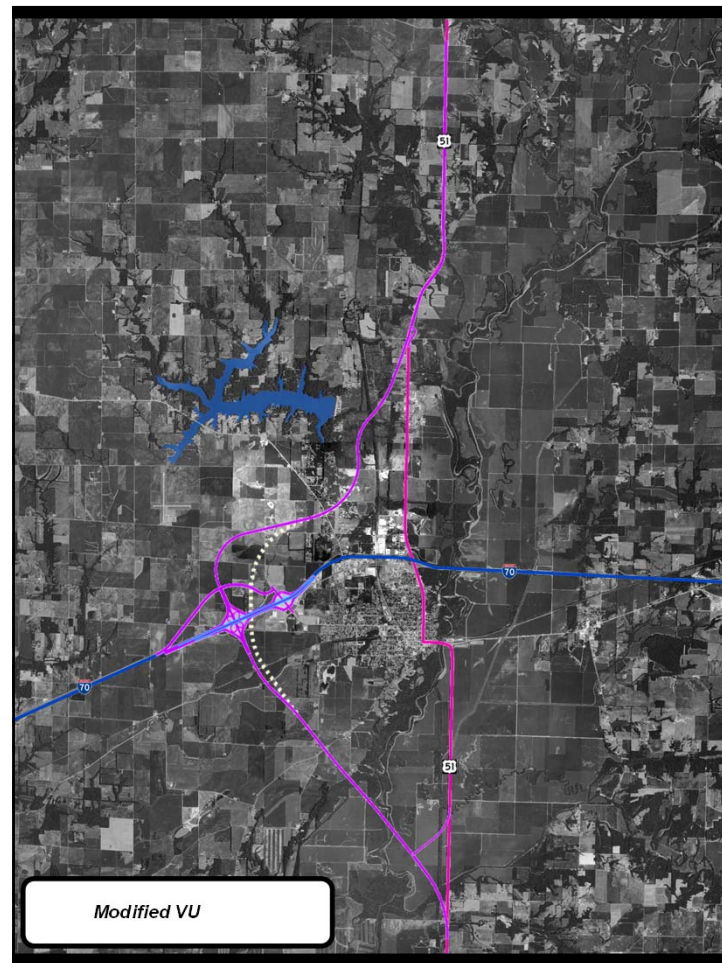


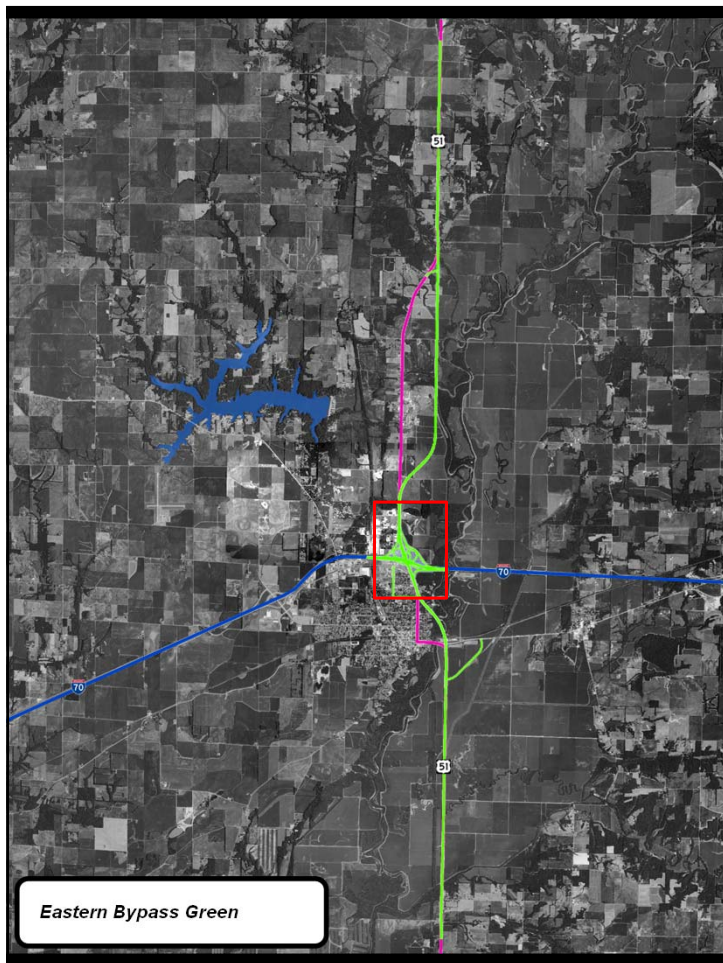


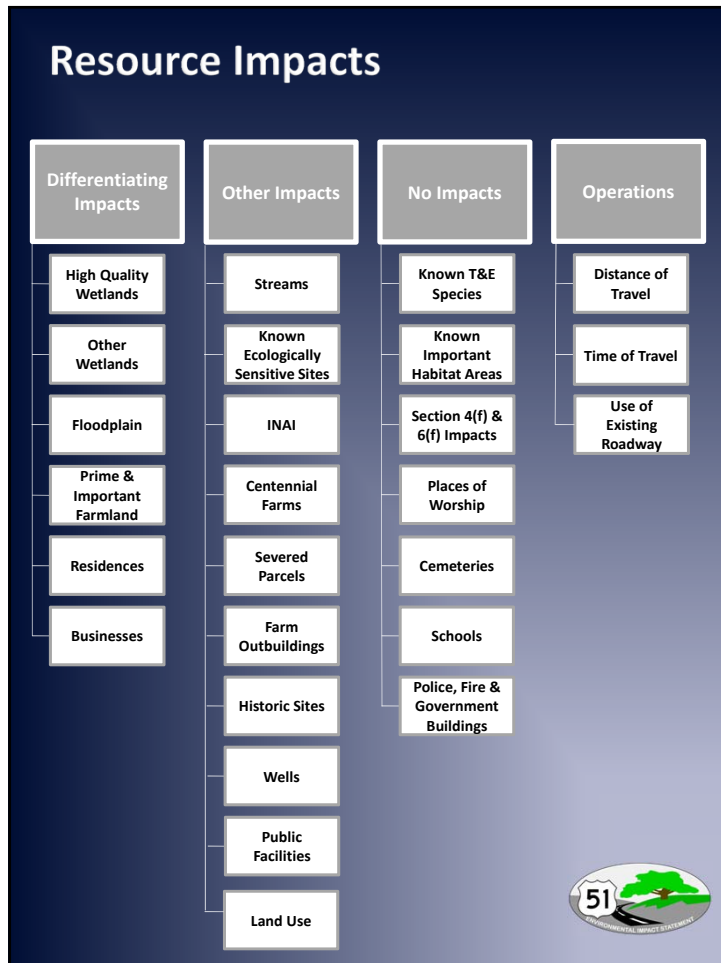













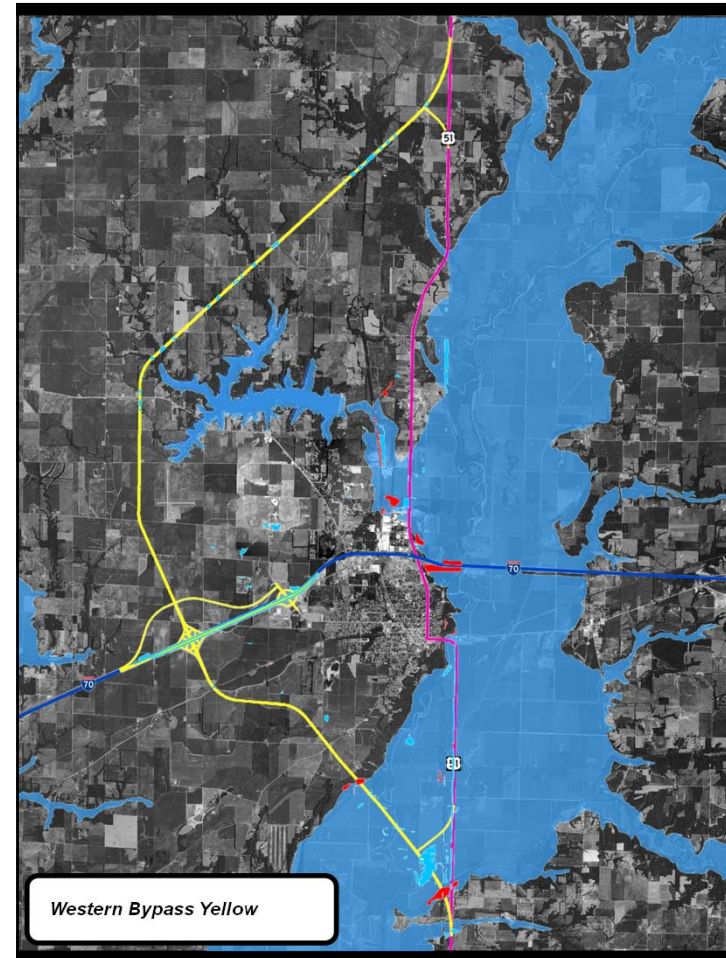
Differentiating Resource Impacts

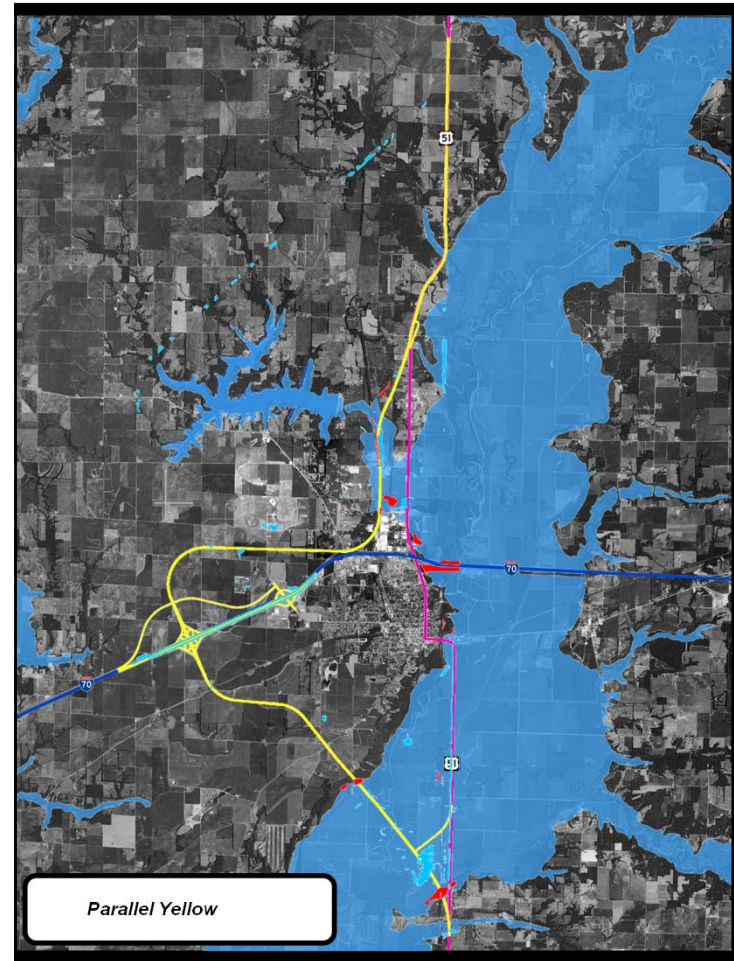
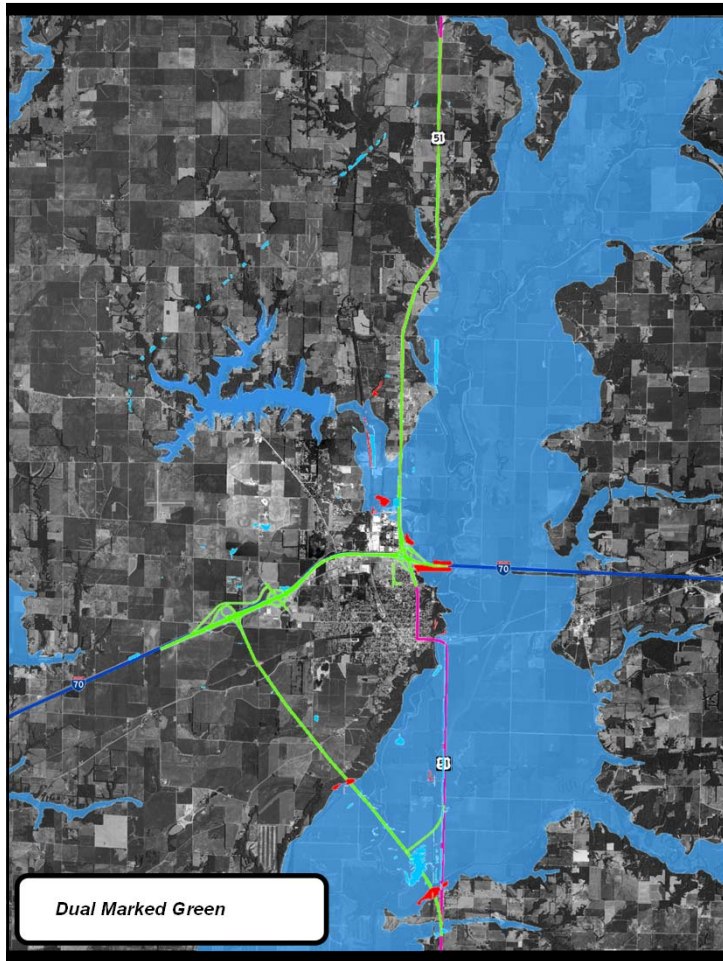
Resource	Western Bypass Yellow	Dual Marked Green	Parallel Yellow	Modified VS	Modified VU	Eastern Bypass Green
High Quality Wetlands (acres)	5.5	16.3	12.3	7.6	5.7	12.3
Wetlands (acres)	31.3	11.5	11.3	18.2	12.0	44.4
Floodplain (acres)	55	123	95	89	66	241
Prime & Important Farmland (acres)	524	403	530	455	450	262
Residences (number)	7	9	14	9	9	36
Businesses (number)	0	6	0	1	1	17

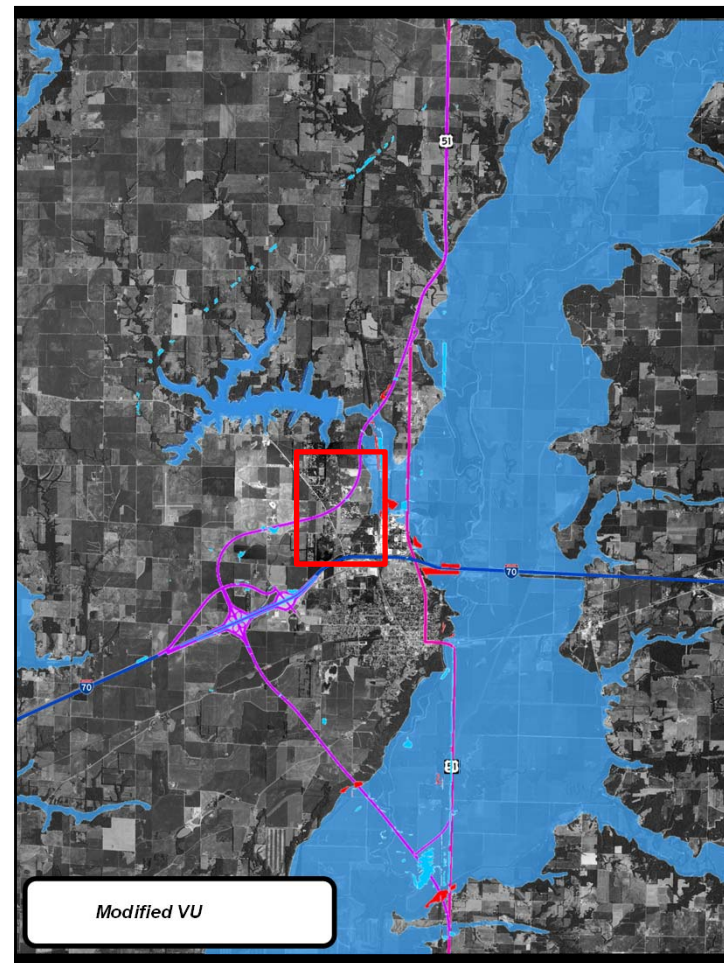
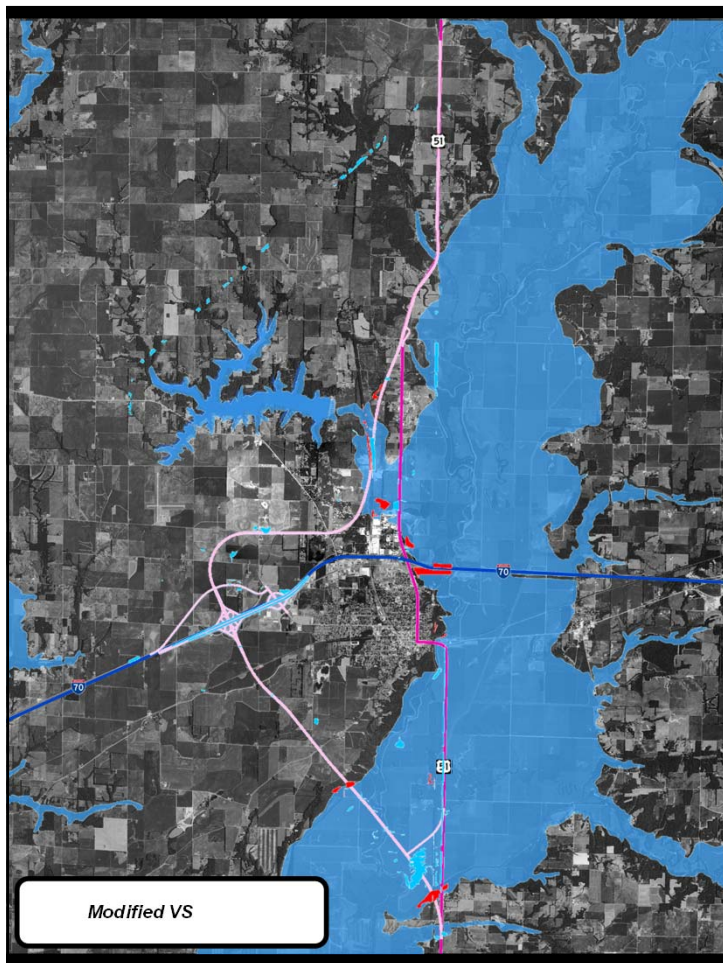


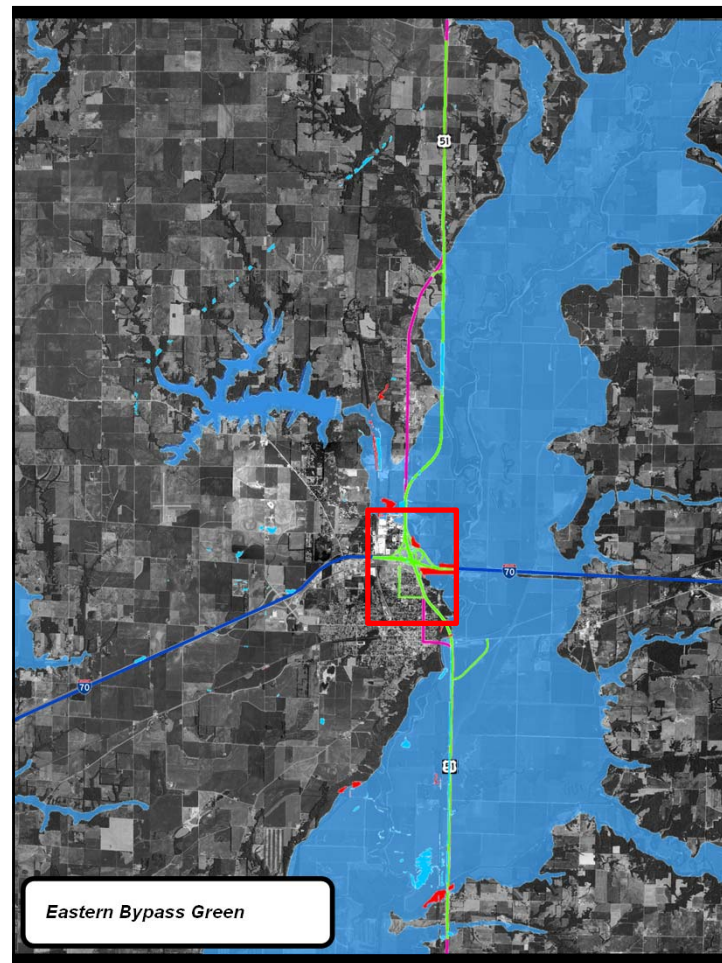
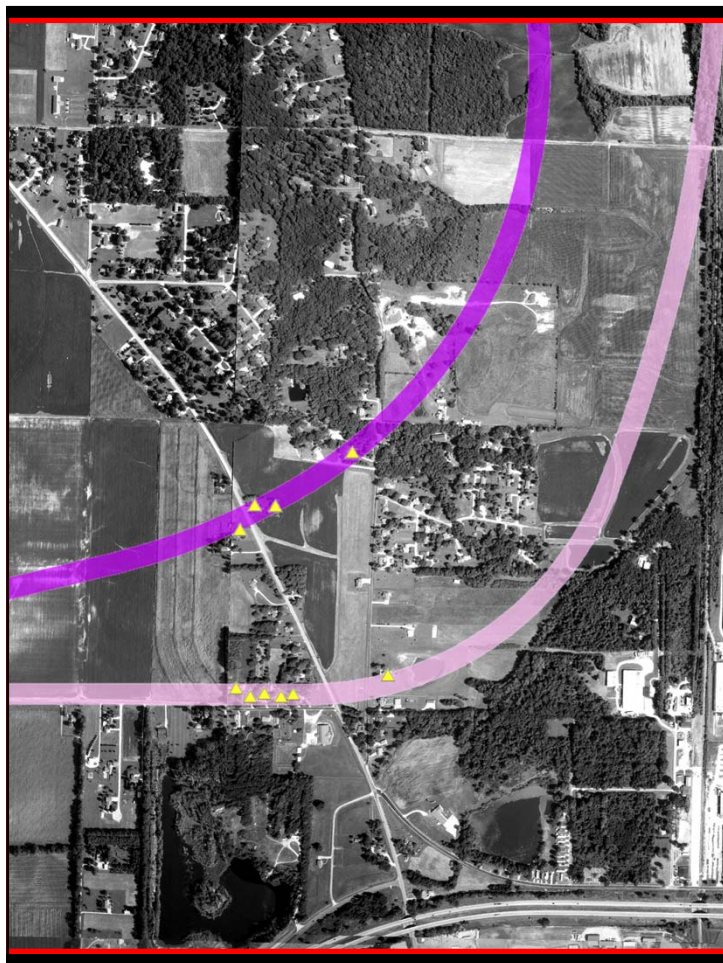
Operations

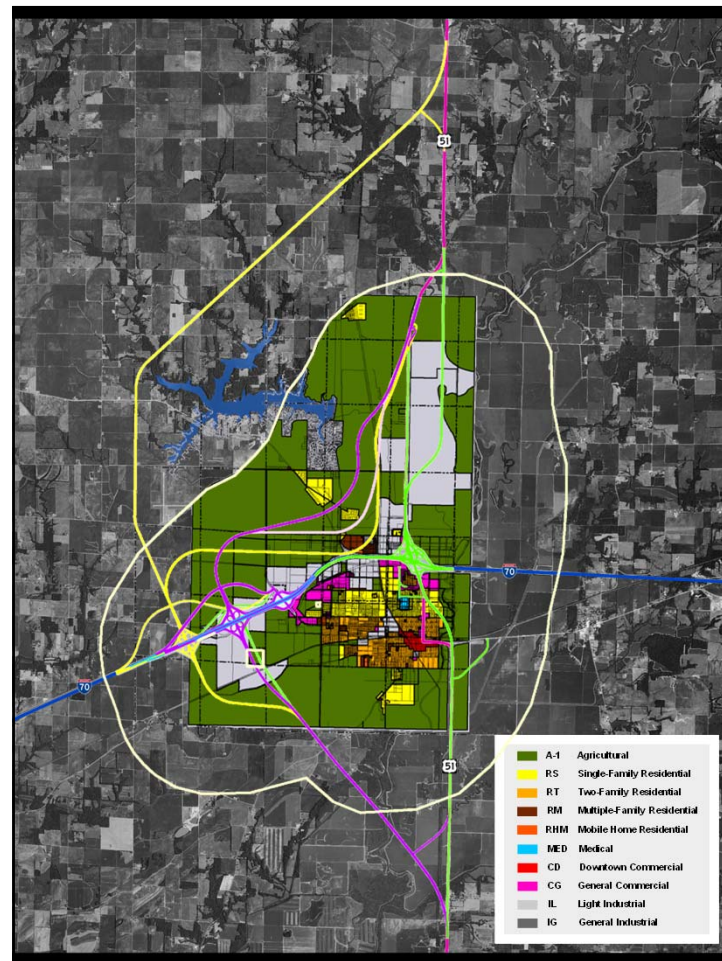
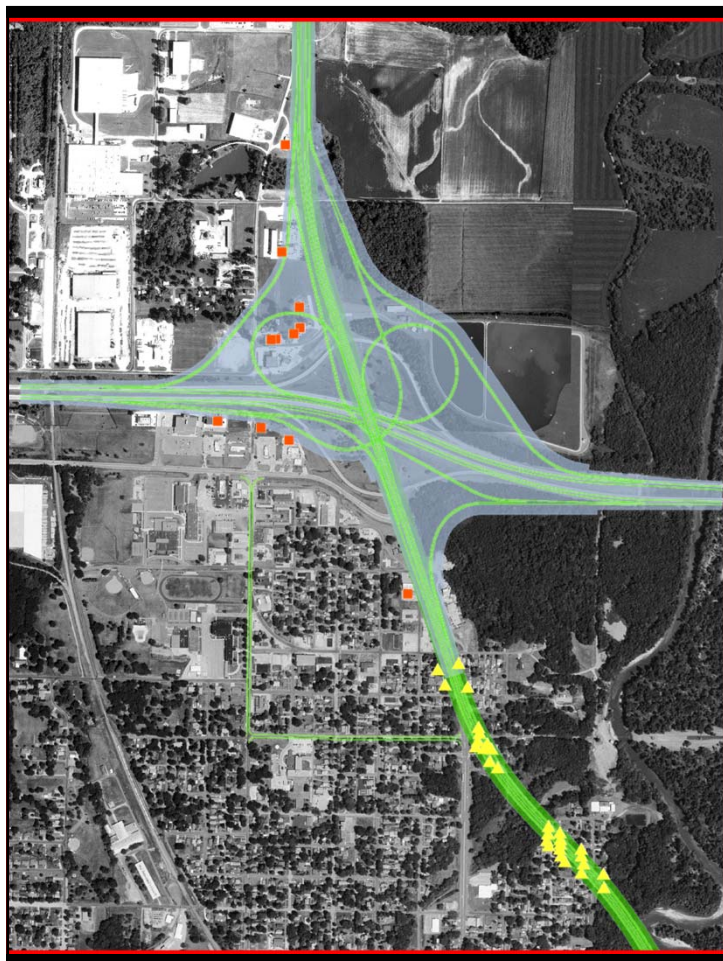
Consideration	Western Bypass Yellow	Dual Marked Green	Parallel Yellow	Modified VS	Modified VU	Eastern Bypass Green	Existing
Distance of Travel (miles)	17.8	16.9	18.8	17.0	16.6	14.1	14.2
Time of Travel (min:sec)	16:26	15:36	17:18	15:40	15:19	13:33	18:30
Use of Existing Roadway (%)	0	65	25	28	28	64	--











Agenda

- Introduction
- Vandalia CAG Reorganization
- Alignment Development
- Final Six Alignments
- **Summary of Public Comment**
- Recommended Alternatives to be Carried Forward
- Questions

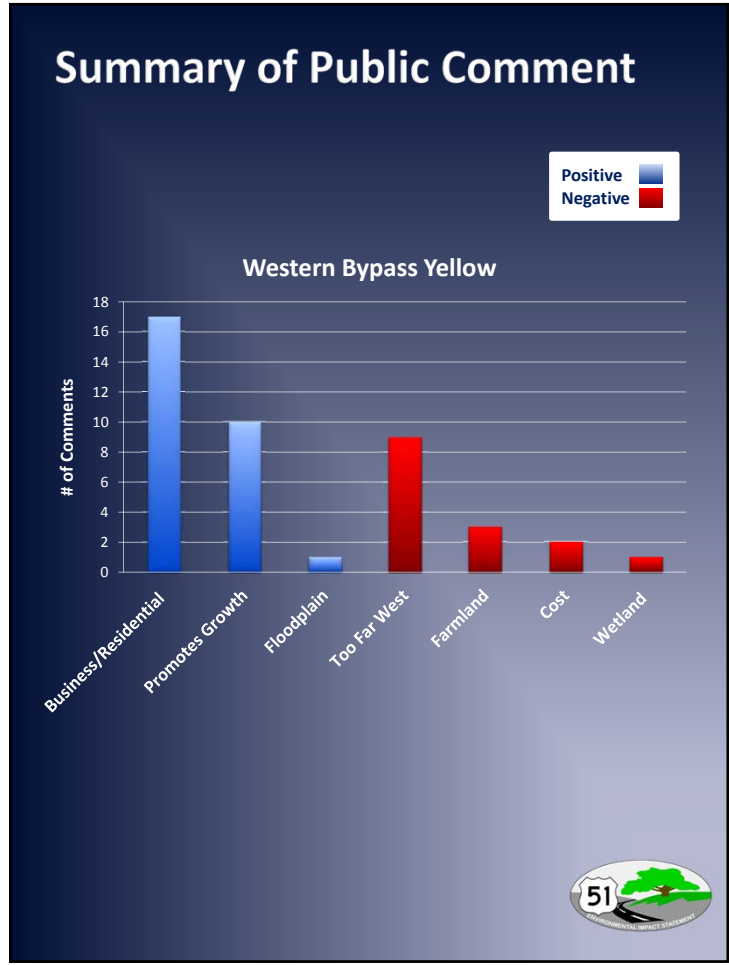
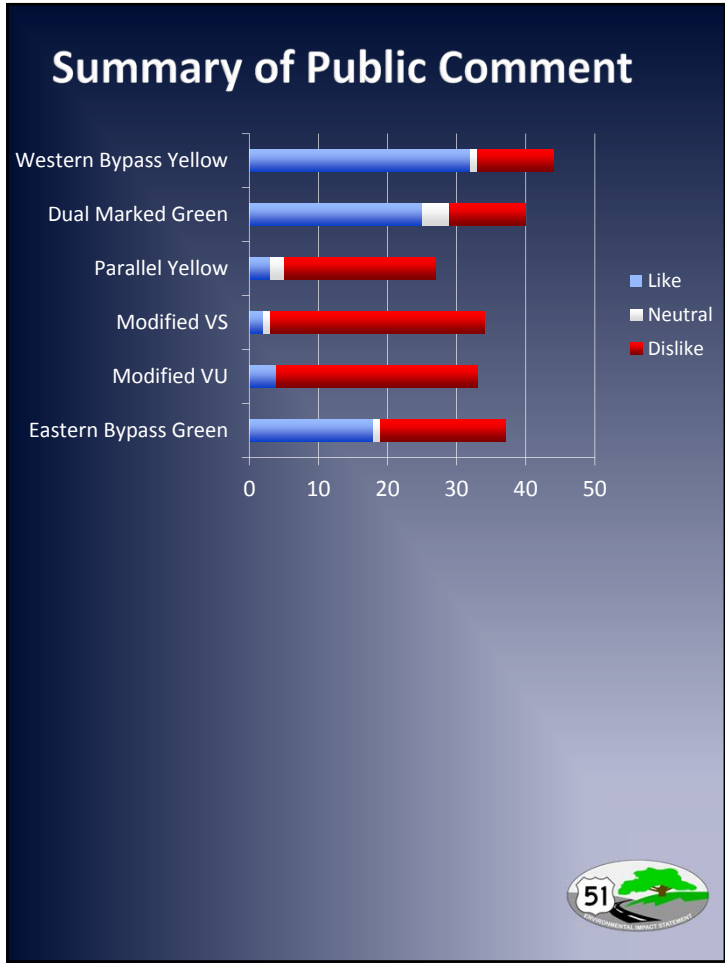


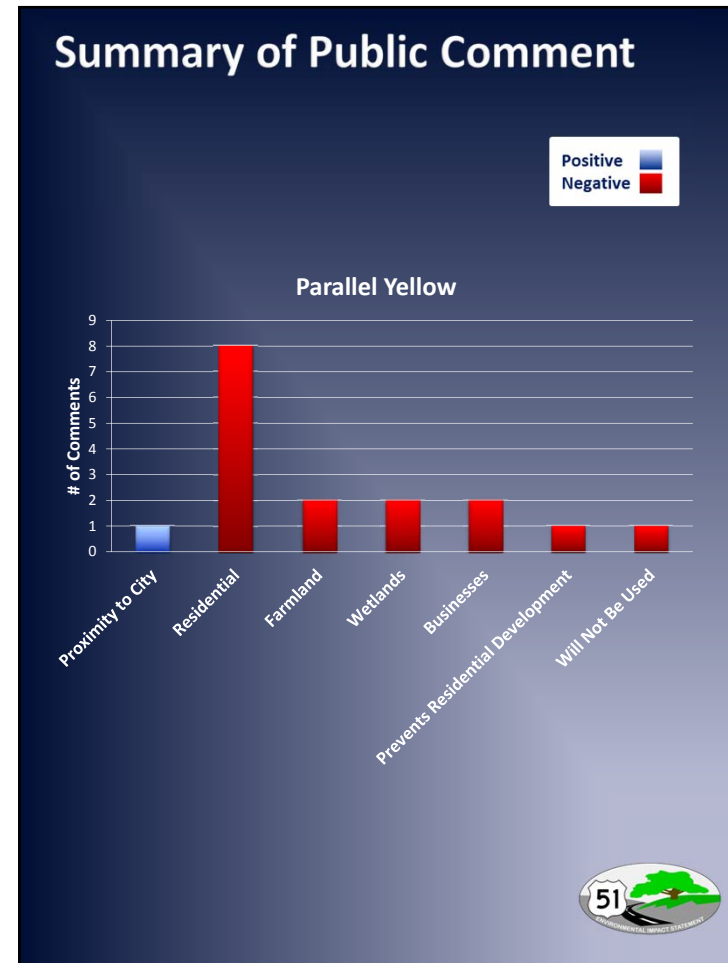
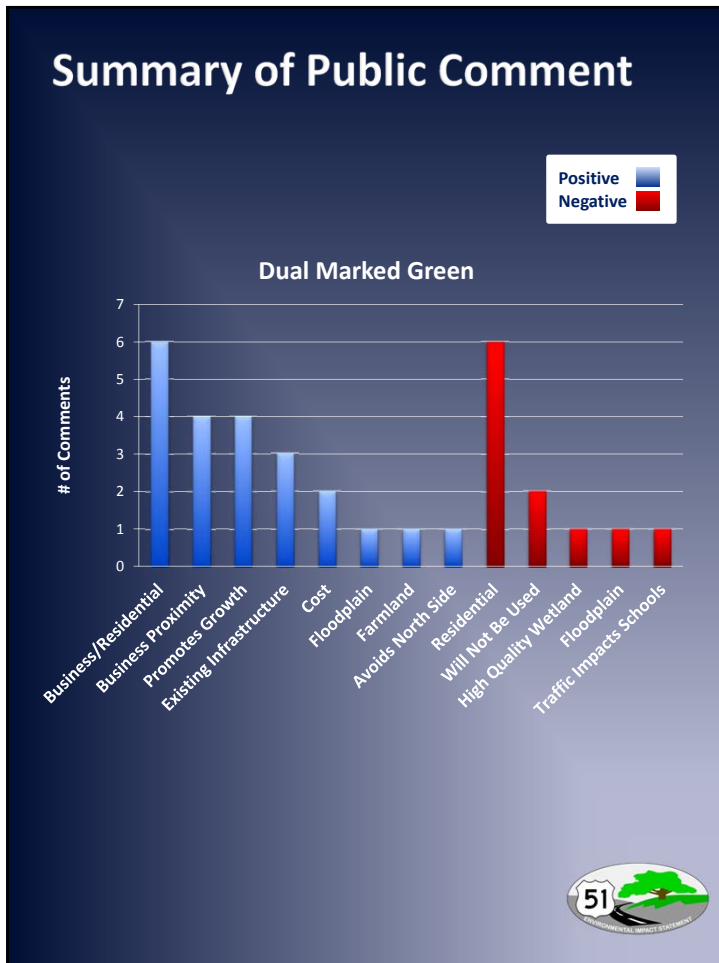
Summary of Public Comment

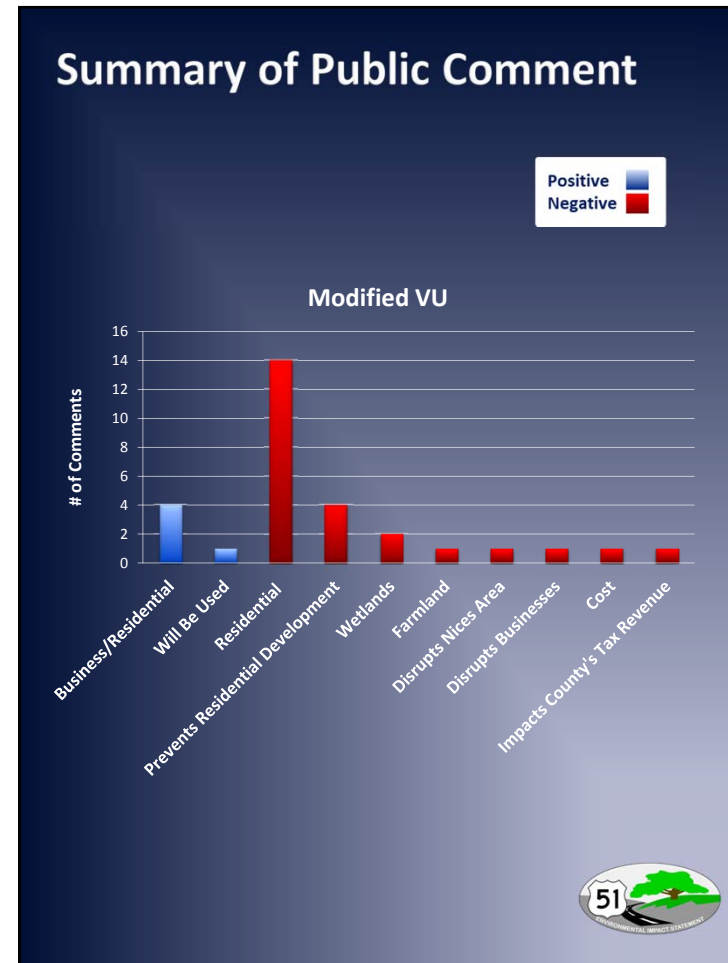
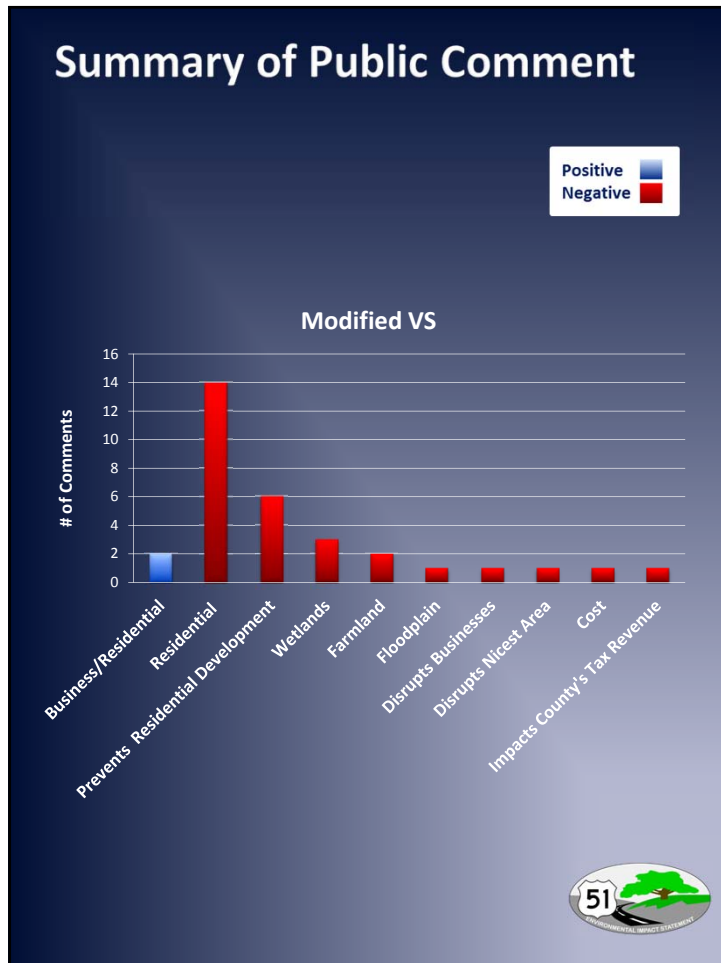
Public Information Meeting – November 23, 2010

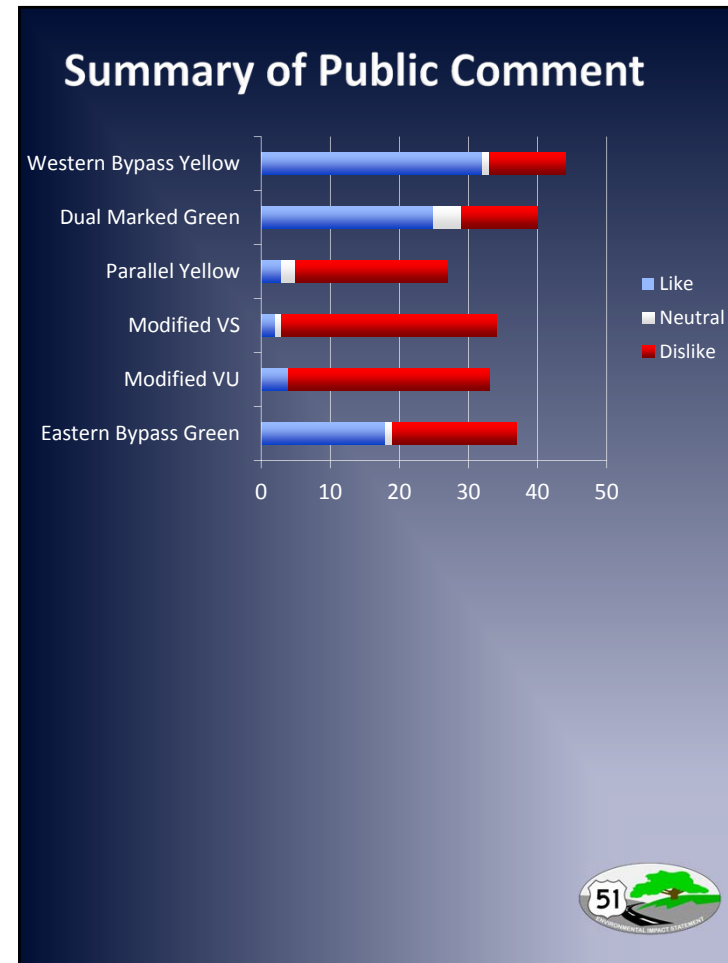
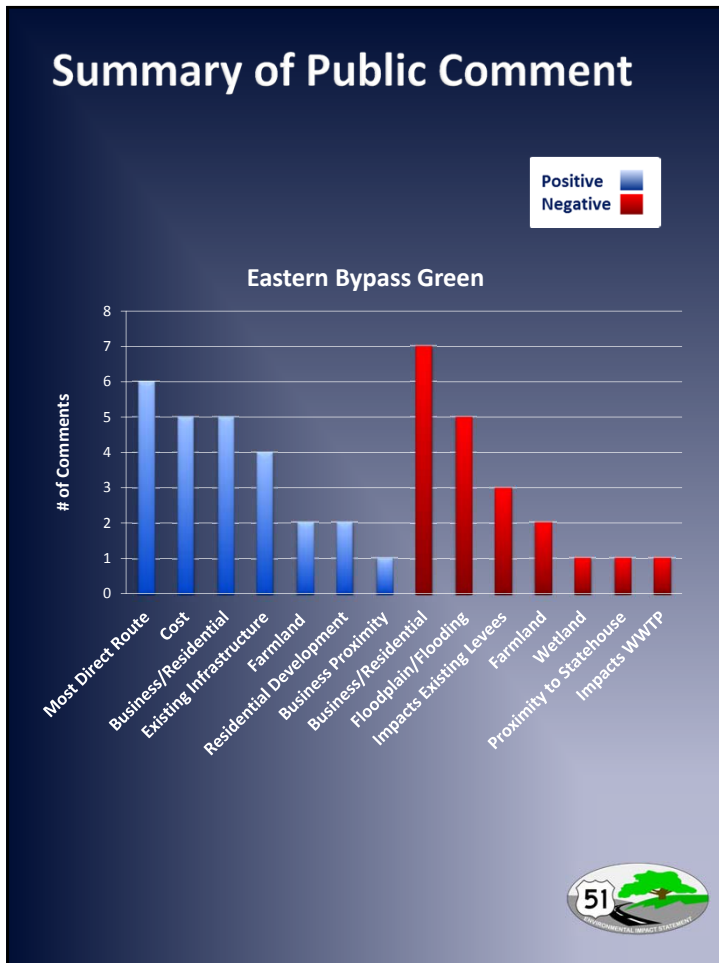
- 104 people in attendance
- 54 comments received











Agenda

- Introduction
- Vandalia CAG Reorganization
- Alignment Development
- Final Six Alignments
- Summary of Public Comment
- **Recommended Alternatives to be Carried Forward**
- Questions



Recommended Alternatives to be Carried Forward

- Western Bypass Yellow
- Dual Marked Green
- Modified VS
- Modified VU



Agenda

- Background
- Vandalia CAG Reorganization
- Alignment Development
- Final Six Alignments
- Summary of Public Comment
- Recommended Alternatives to be Carried Forward
- **Questions**



**Illinois NEPA/404 Merger Meeting
February 20 and 22, 2013**

**Federal Highway Administration
Conference Room
3250 Executive Park Drive
Springfield, IL 62703**

**U.S. Environmental Protection
Agency
Ralph Metcalfe Federal Building
12th Floor
Wisconsin Room (2/20)
Lake Ontario Room (2/22)
77 West Jackson Blvd.
Chicago, IL 60604**

February 20, 2013

10 am – 11 am

- US 51 from Pana to Centralia (District 7, Christian, Shelby, Fayette, Marion, Clinton, Jefferson, and Washington Counties)
 - Concurrence – Alternatives to be Carried Forward (modified)
 - ESA: Ongoing field studies

February 22, 2013

10 am – 11 am

- US 14 Grade Separation in Barrington (District 1, Lake County)
 - Concurrence, Range of Alternatives
 - ESA: No Effect Determination (Not enough associates for EPFO in wetlands, no other federal species)

NEPA/404 Merger Meeting
February 20, 2013
Springfield, IL

Name	Organization	Phone No.	E-mail
Matt Fuller	FHWA-IL	217 492 4625	matt.Fuller@dot.gov
Steve Hansen	IDNR	217 785-4862	Steve.Hansen@illinois.gov
JEFF PANOUEK	CAWK DIETZ INC.	217-373-8100	JEFF.PANOUEK@CAWKDIETZ.COM
Keith McMullen	Corps of Engineers	214-331-8582	Keith.A.McMullen@usace.army.mil
Eugene Bacon	IDOT D-7		
Mike Staggs	FHWA-IL	217-492-4630	mike.staggs@dot.gov
JOHN LAZZARA	HDR ENGINEERING	773/380.7938	JOHN.LAZZARA@HDRINC.COM
Walter Zyzanski	IDOT-BDE	217-785-4245	Walter.Zyzanski@illinois.gov
Sherry Phillips	IDOT D7	217 342 8244	Sherry.Phillips@illinois.gov
Matt Hirtzel	D7	2173428343	Matthew.Hirtzel@illinois.gov
Jan Piland	FHWA	217.492.4989	janis.piland@dot.gov
Susan Hargrove	IDOT	217-785-0150	susan.hargrove@illinois.gov
Terry Sarko (Teleconf/web)	IDOA		
Ken Westlake (Video Conf)	USEPA		
Heidi Weber (Telecon/webinar)	USFWS		
Norm West (Video Conf)	USEPA		

NEPA/404 Merger Meeting Summary February 20 and 22, 2013

FEBRUARY 20, 2013

**IDOT District 7, Christian, Shelby, Fayette, Marion, Clinton, Jefferson, and Washington counties
US 51 from Pana to Centralia
Environmental Impact Statement
Concurrence – Alternatives to be carried forward (modified)
ESA – Ongoing field studies**

DECISIONS:

IDNR, IDOA, USFWS, USACE, and USEPA concurred with the alternatives to be carried forward as presented by the project team.

NEXT STEPS:

None noted for resource agencies.

Project team will coordinate with stakeholders regarding the four alternatives being carried forward.

Project team is working towards publishing the Draft EIS in the third or fourth quarter of 2013.

DISCUSSION:

Matt Fuller started the meeting with introductions. It was noted that the purpose of the meeting was to discuss alternative variations for the Vandalia area and to seek concurrence on the changes to the alternatives to be carried forward for detailed evaluation in the Draft EIS.

Sherry Phillips provided a background on the current status of the alternatives evaluation and focused on the four remaining alternatives in Vandalia. These alternatives are identified as Valt1 (previously called “western alternative”), Valt2 (VU), Valt3 (VS), and Valt4 (dual marked). The initial direction for the study was considering a new direct connection to I-70 which required the use of collector-distributor (CD) roads. The District is now considering modifications to the four alternatives without a new direction connection to I-70. This approach allows for the elimination of the CD roads (for three of the four alternatives), reduced footprint of impacts, and improved access. A Vandalia CAG meeting was held the previous week with 16 people attending.

Jerry Payonk presented a summary of the changes to each of the four alternatives, highlighting access to the interstate system and local connections. This information was consistent with the handout material that was provided for the meeting. Below are the key points discussed for each of the four alternatives:

- Valt1
 - Eliminates the proposed CD Road
 - Does not provide new direct connection between US 51 and I-70
 - Smaller footprint of impacts than original version
 - Allows for additional local access to US 51 in four quadrants surrounding the crossing of I-70 with one mile spacing
 - Accommodates future economic development through enhanced local access
 - Limited economic development has occurred around the existing interchange in the past four years
- Valt2
 - Shifted west to cross I-70 at the same location as Valt1
 - Eliminates the proposed CD Road
 - Does not provide new direct connection between US 51 and I-70
 - Avoids farmstead to the west
- Valt3
 - Shifted west to cross I-70 at the same location as Valt1
 - Eliminates the proposed CD Road
 - Does not provide new direct connection between US 51 and I-70
- Valt4
 - Still requires a CD road due to interchange spacing
 - Modifies the proposed changes to the existing US 51 interchange with I-70, changing from a directional interchange to a diamond interchange and resulting in a smaller footprint of impacts
 - Route 40 access is shifted slightly south to increase spacing between existing interchange ramp and intersection
 - Minimizes impacts to access on the north side of I-70

The Vandalia CAG meeting was discussed in further detail. In general, the CAG liked the changes to the alternatives better than the original versions. However, the group still expressed concerns. The Mayor of Vandalia indicated that he still wanted a third interchange along I-70 and he referenced the Mount Vernon area as a similar example. Conditions in Mount Vernon were different regarding greater traffic volumes. The Farm Bureau did not prefer Valt1 since it is farther west and has higher impacts to agricultural land. They had suggested going through the floodplains east of the existing US 51. [The regulatory agencies all agreed that an alternative to the east through the floodplains and wetlands would not be practicable.] The No-Build alternative was discussed at the Vandalia CAG meeting. [The group discussed the validity of the No-Build alternative since the purpose and need relate to continuity and connectivity. It was agreed that the No-Build alternative is not an option for the Vandalia area since there are other reasonable alternatives.]

It was noted that the IL DOA would likely object to a third interchange along I-70 due to agricultural land impacts. FHWA further noted that their guidance on interchanges includes eight controlling criteria to be able to justify an access break to the interstate system. A proposal for a third interchange along I-70 would need to meet these criteria addressing spacing, safety, and operations. The group surmised that these criteria probably could not be met.

The schedule for the US 51 EIS project was discussed. The District would be submitting a Draft EIS in late March or early April for FHWA's first review. The Draft EIS publication would be targeted for seven months later. CAG meetings would be conducted over the summer and a Public Hearing will be planned for late this year after the Draft EIS is published. IL DOA asked about the 1006 forms for the alternatives and it was agreed that they would be provided as soon as they are available. The group discussed I-70 as a destination for Valt4. The US 51 Coalition is a support group for the project that has been active in securing funding for the various section of the US 51 improvements.

FHWA indicated that concurrence was being sought for moving forward with further detailed studies for the four modified alternatives in Vandalia (Valt1, Valt2, Valt3, Valt4). The following agencies concurred: IDNR, IL DOA, USFWS, USACOE, and US EPA.

Illinois NEPA/404 Merger Meeting
Alternatives to be Carried Forward –
Vandalia Modifications
February 20, 2013

US 51 Environmental Impact Statement



Agenda

- Introduction
- Vandalia Alignment Modifications
- Advisory Group Input

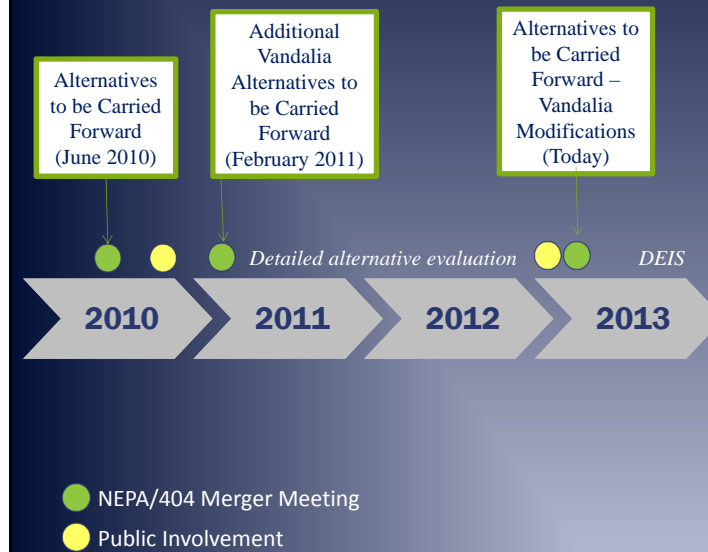


Agenda

- **Introduction**
- Vandalia Alignment Modifications
- Advisory Group Input



Alternative Development Timeline



Agenda

- Introduction
- **Vandalia Alignment Modifications**
- Advisory Group Input



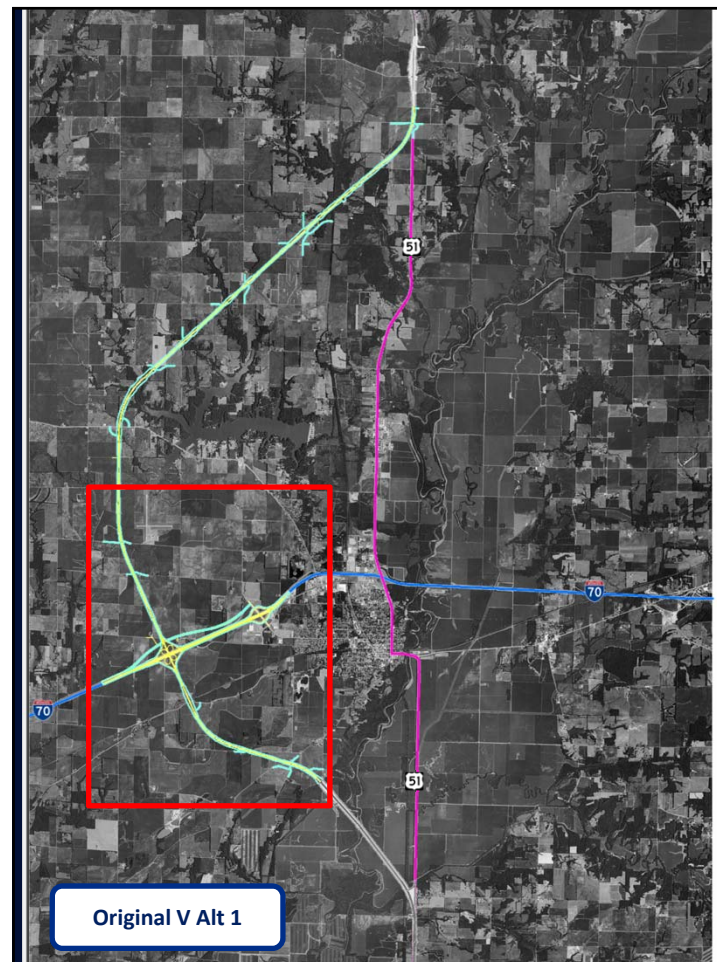
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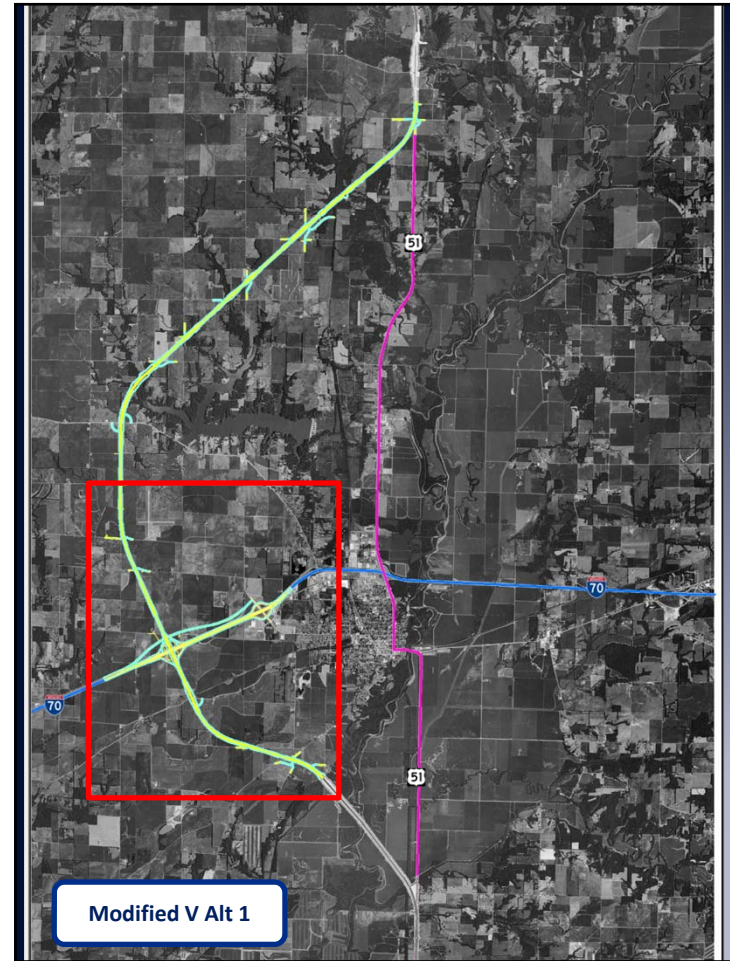
- Interchange modifications
- System-to-system
- Collector-Distributor (CD) roads
- Community context

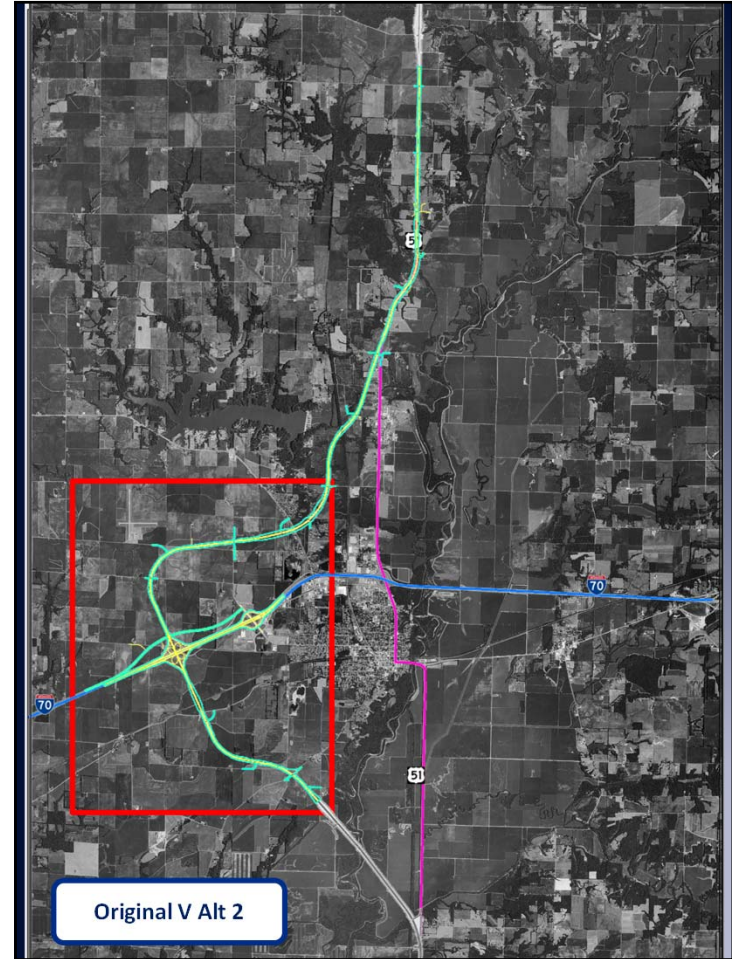


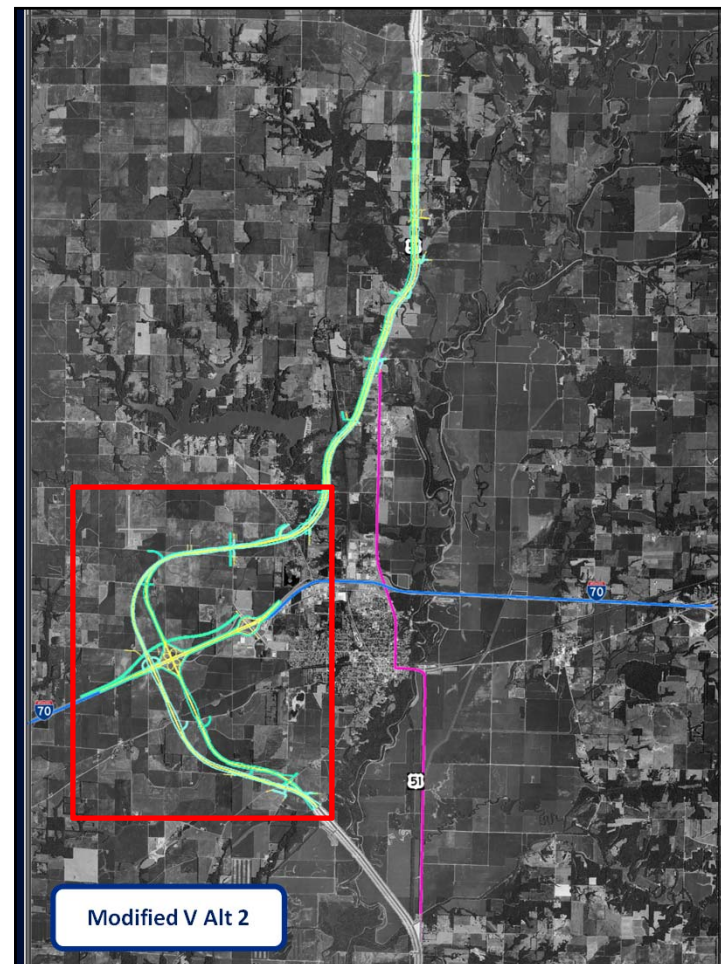
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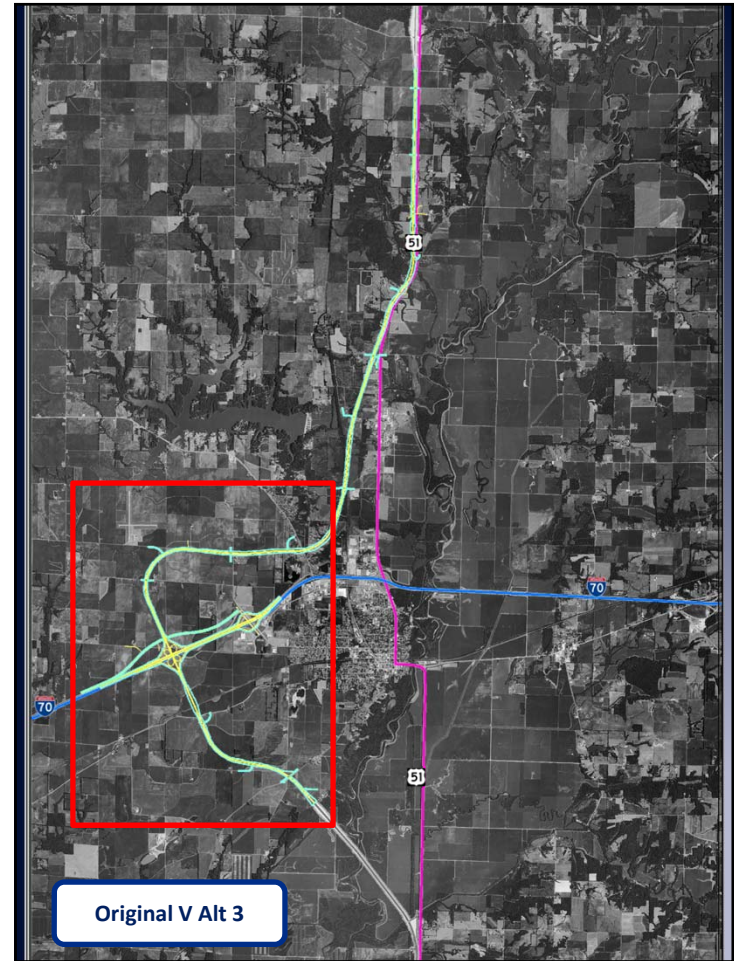
- Western Bypass* → V Alt 1
- VU* → V Alt 2
- VS* → V Alt 3
- Dual-Marked* → V Alt 4

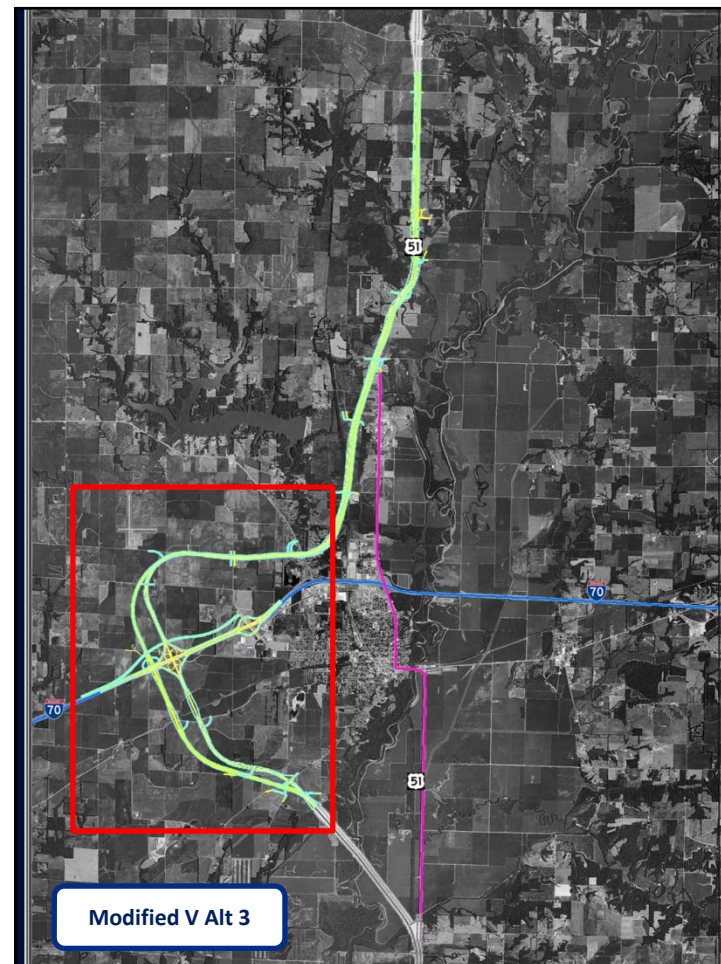


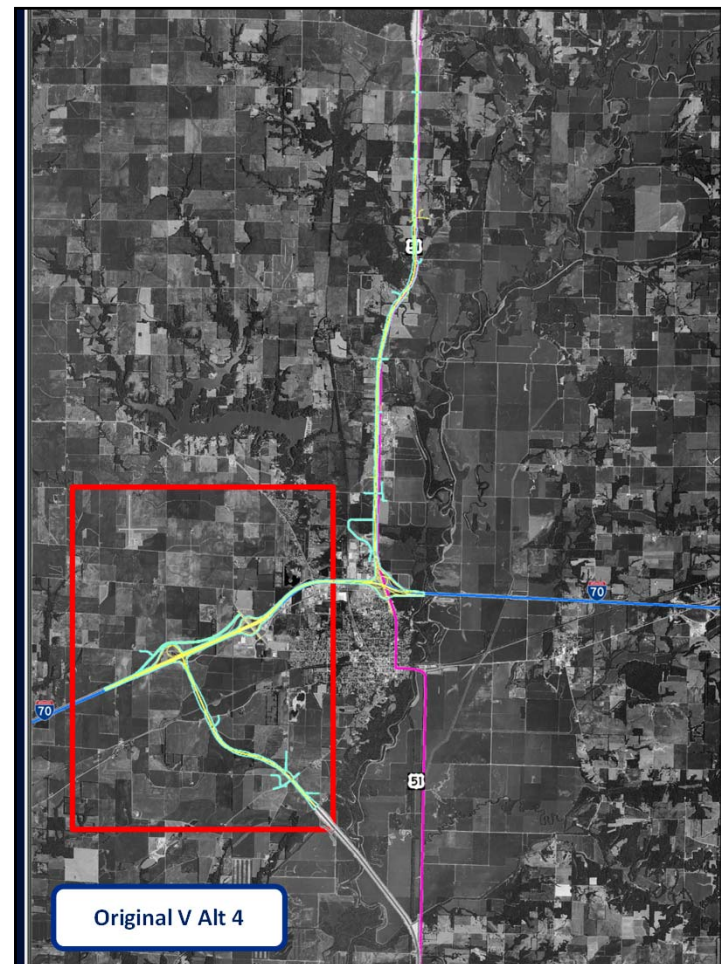


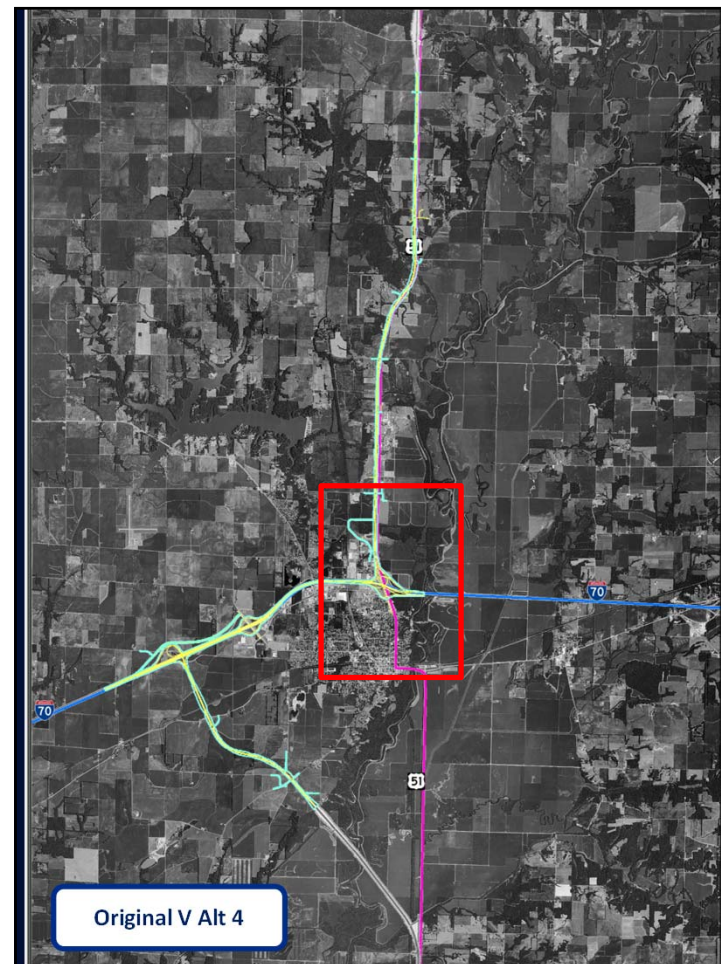


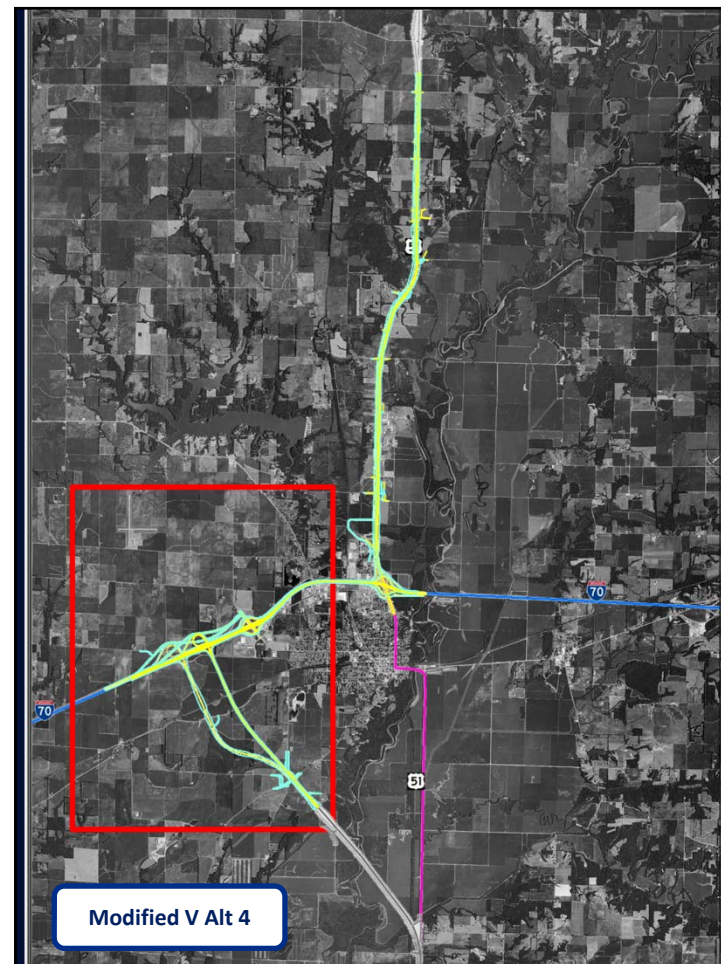
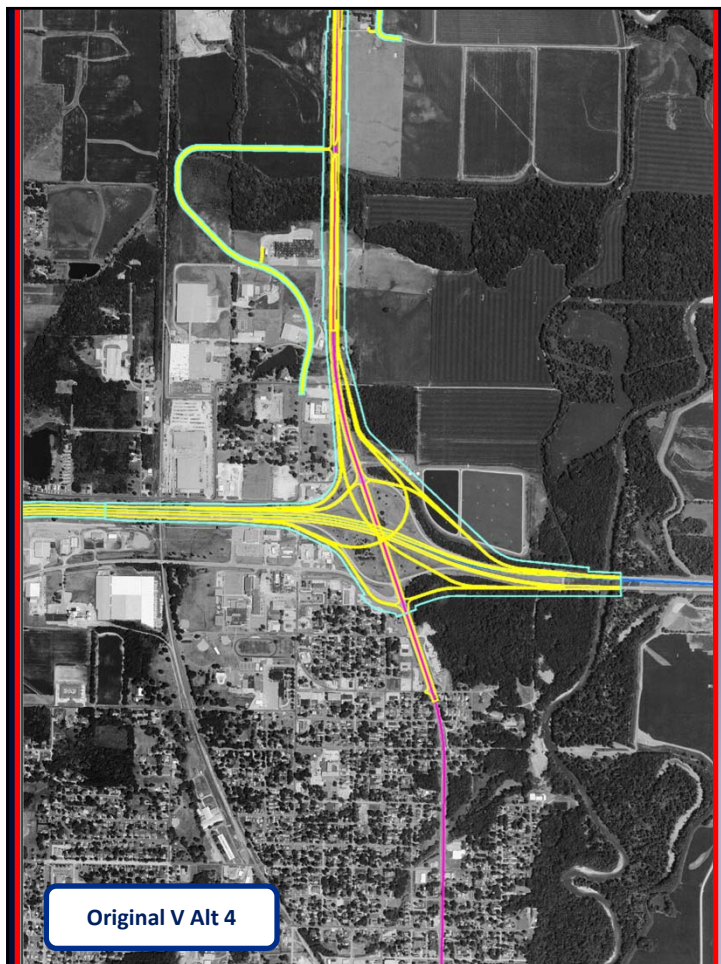


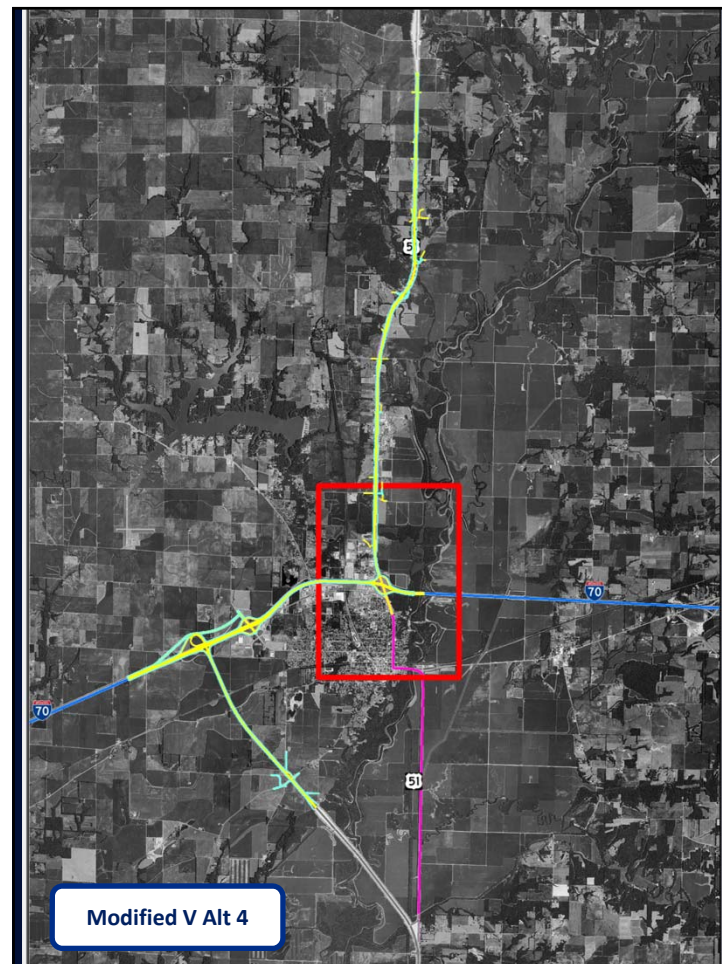


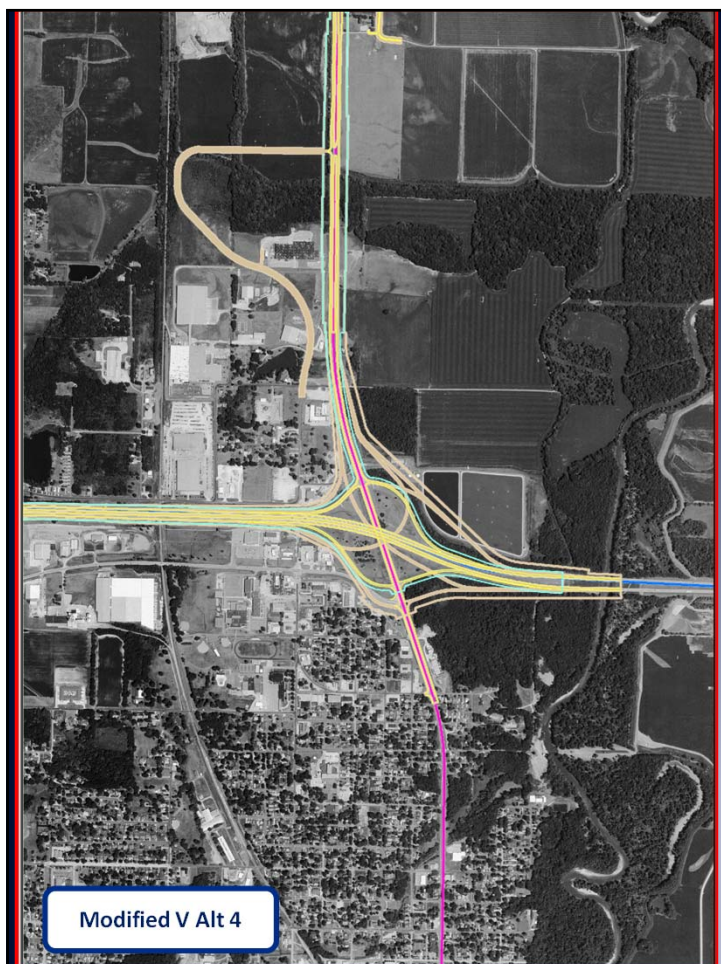












Agenda

- Introduction
- Vandalia Alignment Modifications
- **Advisory Group Input**



Advisory Group Input

- VCAG Meeting February 13, 2013

- Concerns/Comments
 - Third interchange – full access for economic development
 - Agricultural impacts
 - Bypass Vandalia to the east
 - No Build



Seeking concurrence on

- Modified V Alt 1
- Modified V Alt 2
- Modified V Alt 3
- Modified V Alt 4

Eliminate Original Alternatives from further consideration



