

**VOLUME IV - PART C:**  
**Stakeholder Advisory Groups**

# TABLE OF CONTENTS

## VOLUME IV – PART C: Stakeholder Advisory Groups

<b>Stakeholder Involvement Plan</b> .....	4C-1
<b>Community Advisory Group (CAG) Meetings</b>	
<b>CAG Meeting Series #1, May-June 2008</b> .....	4C-44
Agenda .....	4C-45
Ground Rules.....	4C-46
Centralia Invitation .....	4C-47
Centralia Sign-In Sheets.....	4C-48
Centralia Community Focus Question Matrix.....	4C-50
Sandoval Invitation .....	4C-51
Sandoval Sign-In Sheet .....	4C-52
Sandoval Community Focus Question Matrix .....	4C-53
Vernon-Patoka Invitation .....	4C-54
Vernon-Patoka Sign-In Sheets .....	4C-55
Vernon-Patoka Community Focus Question Matrix .....	4C-57
Vandalia Invitation .....	4C-58
Vandalia Sign-In Sheet .....	4C-59
Vandalia Community Focus Question Matrix .....	4C-60
Ramsey Invitation .....	4C-61
Ramsey Sign-In Sheet .....	4C-62
Ramsey Community Focus Question Matrix .....	4C-63
<b>CAG Meeting Series #2, May-July 2008</b> .....	4C-64
Agenda .....	4C-65
Centralia Invitation .....	4C-66
Centralia Sign-In Sheet .....	4C-67
Centralia Summary of Context Survey Results .....	4C-68
Centralia Exhibits .....	4C-76
Sandoval Invitation.....	4C-78
Sandoval Sign-In Sheet .....	4C-79
Sandoval Summary of Context Survey Results .....	4C-80
Sandoval Exhibits .....	4C-86
Vernon-Patoka Invitation .....	4C-88
Vernon-Patoka Sign-In Sheet .....	4C-89

Vernon-Patoka Summary of Context Survey Results.....	4C-90
Vernon-Patoka Exhibits .....	4C-97
Vandalia Invitation .....	4C-100
Vandalia Sign-In Sheet .....	4C-101
Vandalia Summary of Context Survey Results .....	4C-102
Vandalia Exhibits .....	4C-111
Ramsey Invitation .....	4C-113
Ramsey Sign-In Sheet .....	4C-114
Ramsey Summary of Context Survey Results .....	4C-115
Ramsey Exhibits.....	4C-124
<b>CAG Meeting Series #3, June-July, 2008</b> .....	4C-126
Agenda .....	4C-127
Problem Statement .....	4C-128
Centralia Invitation .....	4C-129
Centralia Sign-In Sheets .....	4C-130
Centralia Community Problem Statement .....	4C-132
Sandoval Invitation .....	4C-133
Sandoval Sign-In Sheet .....	4C-134
Sandoval Community Problem Statement .....	4C-135
Vernon-Patoka Invitation .....	4C-136
Vernon-Patoka Sign-In Sheet .....	4C-137
Vernon-Patoka Community Problem Statement .....	4C-138
Vandalia Invitation .....	4C-139
Vandalia Sign-In Sheet .....	4C-140
Vandalia Community Problem Statement .....	4C-141
Ramsey Invitation.....	4C-142
Ramsey Sign-In Sheet.....	4C-143
Ramsey Community Problem Statement.....	4C-144
<b>CAG Meeting Series #4, September-October 2008</b> .....	4C-145
Agenda.....	4C-146
Engineering 101 Handout.....	4C-147
Environmental 101 Presentation Slides.....	4C-152
Centralia Invitation.....	4C-155
Centralia Sign-In Sheet.....	4C-156
Centralia Community Preliminary Alternatives Brainstorming.....	4C-157
Sandoval Invitation.....	4C-161
Sandoval Sign-In Sheet.....	4C-162

Sandoval Community Preliminary Alternatives Brainstorming.....	4C-163
Vernon-Patoka Invitation.....	4C-168
Vernon-Patoka Sign-In Sheet.....	4C-169
Vernon-Patoka Community Preliminary Alternatives Brainstorming.....	4C-170
Vandalia Invitation.....	4C-172
Vandalia Sign-In Sheet.....	4C-173
Vandalia Community Preliminary Alternatives Brainstorming.....	4C-174
Ramsey Invitation.....	4C-177
Ramsey Sign-In Sheet.....	4C-178
Ramsey Community Preliminary Alternatives Brainstorming.....	4C-179
<b>CAG Meeting Series #5, February-March 2009.....</b>	<b>4C-184</b>
Agenda.....	4C-185
Exhibits.....	4C-186
Alternative Analysis Procedure Handout.....	4C-188
Design Criteria Handout.....	4C-191
Centralia Invitation.....	4C-198
Centralia Sign-In Sheets.....	4C-199
Centralia Meeting Notes.....	4C-201
Sandoval Invitation.....	4C-204
Sandoval Sign-In Sheet.....	4C-205
Vernon-Patoka Invitation.....	4C-206
Vernon-Patoka Sign-In Sheet.....	4C-207
Vandalia Meeting Invitation.....	4C-208
Vandalia Sign-In Sheet.....	4C-209
Ramsey Invitation.....	4C-201
Ramsey Sign-In Sheet.....	4C-211
<b>CAG Meeting Series #6, May 2009.....</b>	<b>4C-212</b>
Invitation.....	4C-213
Exhibits.....	4C-214
Centralia Sign-In Sheet.....	4C-218
Sandoval Sign-In Sheet.....	4C-219
Vernon-Patoka Sign-In Sheet.....	4C-220
Vandalia Sign-In Sheets.....	4C-221
Ramsey Sign-In Sheet.....	4C-223
CAG Meeting #6a Invitation (Vandalia Only), August 2009 .....	4C-224
CAG Meeting #6a Sign-In Sheet .....	4C-225
CAG Meeting #6a Meeting Notes.....	4C-226



<b>CAG Meeting Series #7, February 2010</b> .....	4C-228
Centralia Invitation.....	4C-229
Centralia Sign-In Sheet.....	4C-230
Centralia Exhibit.....	4C-231
Sandoval Invitation.....	4C-232
Sandoval Sign-In Sheets.....	4C-233
Sandoval Exhibit.....	4C-235
Vernon-Patoka Invitation.....	4C-236
Vernon-Patoka Sign-In Sheet.....	4C-237
Vernon-Patoka Exhibit.....	4C-238
Vandalia Invitation.....	4C-239
Vandalia Sign-In Sheet.....	4C-240
Vandalia Exhibit.....	4C-241
<b>CAG Meeting Series #8, May-June, 2011</b> .....	4C-242
Exhibit.....	4C-243
Centralia Invitation.....	4C-244
Centralia Sign-In Sheet.....	4C-245
Centralia Exhibit.....	4C-246
Sandoval Invitation.....	4C-247
Sandoval Sign-In Sheet.....	4C-248
Sandoval Exhibit.....	4C-249
Vernon-Patoka Invitation.....	4C-250
Vernon-Patoka Sign-In Sheet.....	4C-251
Vernon-Patoka Exhibit.....	4C-252
Ramsey Invitation.....	4C-253
Ramsey Sign-In Sheet.....	4C-254
Ramsey Exhibit.....	4C-255
<b>CAG Meeting Series #9, June, 2013</b> .....	4C-256
Centralia Invitation.....	4C-257
Centralia Sign-In Sheet.....	4C-258
Centralia Handout.....	4C-259
Centralia Exhibit.....	4C-260
Centralia Returned Comment Forms.....	4C-261
Sandoval Invitation.....	4C-268
Sandoval Sign-In Sheet.....	4C-269
Sandoval Handouts.....	4C-270
Sandoval Exhibits.....	4C-276
Sandoval Returned Comment Forms.....	4C-278
Vernon-Patoka Invitation.....	4C-280
Vernon-Patoka Sign-In Sheet.....	4C-281

Vernon-Patoka Handout.....	4C-282
Vernon-Patoka Exhibit.....	4C-283
Vernon-Patoka Returned Comment Forms.....	4C-284
Ramsey Invitation.....	4C-285
Ramsey Sign-In Sheet.....	4C-286
Ramsey Handouts.....	4C-287
Ramsey Exhibits.....	4C-293
Ramsey Returned Comment Forms.....	4C-295
<b>Vandalia North Side Neighborhood Meetings</b>	<b>4C-303</b>
June 3, 2010 Notice.....	4C-304
Sign-In Sheets.....	4C-305
Presentation Slides.....	4C-314
Exhibit.....	4C-324
Public Comments.....	4C-325
Response to Public Comments.....	4C-348
June 28, 2010 Invitation.....	4C-379
Sign-In Sheets.....	4C-380
<b>Reorganized Vandalia Community Advisory Group (VCAG) Meetings</b>	
<b>VCAG Meeting #1, August 11, 2010.....</b>	<b>4C-389</b>
Invitation.....	4C-390
Sign-In Sheets.....	4C-391
Meeting Notes.....	4C-397
<b>VCAG Meeting #2, August 31, 2010.....</b>	<b>4C-404</b>
Invitation.....	4C-405
Sign-In Sheets.....	4C-406
Alternative Brainstorming.....	4C-409
Meeting Notes.....	4C-414
VCAG Member Comment.....	4C-417
<b>VCAG Meeting #3, September 22, 2010.....</b>	<b>4C-418</b>
Invitation.....	4C-419
Sign-In Sheets.....	4C-420
Exhibits.....	4C-423
Meeting Notes.....	4C-433
<b>VCAG Meeting #4, October 27, 2010.....</b>	<b>4C-445</b>
Invitation.....	4C-446
Sign-In Sheets.....	4C-447
Presentation Slides.....	4C-450
Exhibits.....	4C-468

Meeting Notes.....	4C-491
<b>VCAG Meeting #5, November 9, 2010.....</b>	<b>4C-497</b>
Invitation.....	4C-498
Sign-In Sheets.....	4C-499
Presentation Slides.....	4C-502
Exhibits.....	4C-550
Meeting Notes.....	4C-563
<b>VCAG Meeting #6, February 9, 2011.....</b>	<b>4C-576</b>
Invitation.....	4C-577
Sign-In Sheets.....	4C-578
Presentation Slides.....	4C-581
Exhibit.....	4C-594
Meeting Notes.....	4C-595
Follow-up Letter to VCAG Members, February 16, 2011.....	4C-599
<b>VCAG Meeting #7, July 20, 2011.....</b>	<b>4C-600</b>
Invitation.....	4C-601
Sign-In Sheets.....	4C-602
Exhibits.....	4C-603
Meeting Notes.....	4C-608
<b>VCAG Meeting #8, February 13, 2013.....</b>	<b>4C-609</b>
Invitation.....	4C-610
Presentation Slides.....	4C-611
Exhibits.....	4C-624
Sign-In Sheets.....	4C-628
<b>VCAG Meeting #9, June 11, 2013.....</b>	<b>4C-629</b>
Invitation.....	4C-630
Sign-in Sheets.....	4C-631
Handouts.....	4C-633
Exhibits.....	4C-640
Returned Comment Forms.....	4C-642
<b>Regional Advisory Group (RAG) Meetings</b>	
<b>RAG Meeting #1, August 21, 2008.....</b>	<b>4C-651</b>
Invitation.....	4C-652
Agenda.....	4C-653
Sign-In Sheets.....	4C-654
Handout.....	4C-656
Problem Statement.....	4C-657
Exhibit.....	4C-658
<b>RAG Meeting #2, November 18, 2008.....</b>	<b>4C-659</b>

Invitation.....	4C-660
Agenda.....	4C-661
Sign-In Sheets.....	4C-662
<b>RAG Meeting #3, April 13, 2009.....</b>	<b>4C-664</b>
Invitation.....	4C-665
Agenda.....	4C-666
Sign-In Sheets.....	4C-667
Survey Results.....	4C-669

# Stakeholder Involvement Plan

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

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

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

***Date: December 2007***

Revision 5  
Revised 10/12/12



# Table of Contents

<b>Table of Contents</b> .....	<b>i</b>
<b>1.0 Introduction</b> .....	<b>1</b>
1.1 Project Background.....	1
1.2 Legal Requirements.....	2
<b>2.0 Goals and Objectives</b> .....	<b>3</b>
<b>3.0 Agency and Public Participation</b> .....	<b>4</b>
3.1 Joint Lead Agencies.....	4
3.2 Cooperating Agencies.....	4
3.3 Participating Agencies.....	4
3.4 Project Study Group.....	4
3.5 Stakeholders.....	5
<b>4.0 Advisory Groups</b> .....	<b>5</b>
4.1 Community Advisory Group (CAG).....	6
4.2 Regional Advisory Group (RAG).....	6
4.3 Technical Advisory Group (TAG).....	6
<b>5.0 Tentative Ground Rules</b> .....	<b>7</b>
<b>6.0 Project Development Activities and Stakeholder Involvement</b> .....	<b>8</b>
6.1 Develop Draft SIP.....	8
6.2 Notice of Intent (NOI).....	8
6.3 Cooperating and Participating Agency Invitation Letters.....	8
6.4 Agency and Stakeholder Scoping.....	9
6.5 Context Audit.....	10
6.6 Problem Statement.....	10
6.7 Purpose and Need.....	11
6.8 Alternatives Analysis.....	11
6.9 Draft EIS.....	12
6.10 Preferred Alternative.....	12
6.11 Final EIS.....	12
6.12 Record of Decision.....	13
6.13 Limitations on Claims.....	13
<b>7.0 Additional Methods for Involving Stakeholders</b> .....	<b>13</b>
7.1 Community Groups Briefings.....	13
7.2 Identification of Special Outreach Areas.....	13
7.3 Media Relations.....	13
7.4 Project Newsletters.....	14
7.5 Project Website Content.....	14
7.6 Frequently Asked Questions.....	14
7.7 Comment Forms.....	14
<b>8.0 Modification of the SIP</b> .....	<b>15</b>
<b>9.0 Public Availability of the SIP</b> .....	<b>15</b>

<b>10.0 Agency Dispute Resolution</b> .....	<b>15</b>
10.1 Informal Dispute Resolution Process.....	15
10.2 Formal Dispute Resolution Process.....	16
<b>Appendix A: Project Study Area Map</b> .....	<b>17</b>
<b>Appendix B: List of Cooperating Agencies, Roles, and Responsibilities</b> .....	<b>18</b>
<b>Appendix C: List of Participating Agencies</b> .....	<b>19</b>
<b>Appendix D: Project Study Group</b> .....	<b>23</b>
<b>Appendix E: Stakeholders</b> .....	<b>24</b>
<b>Appendix F: CAG Ramsey</b> .....	<b>26</b>
<b>Appendix G: CAG Vandalia</b> .....	<b>27</b>
<b>Appendix H:</b> .....	<b>29</b>
<b>CAG Vernon/Patoka</b> .....	<b>29</b>
<b>Appendix I: CAG Sandoval</b> .....	<b>30</b>
<b>Appendix J: CAG Junction City/Central City/Centralia/Wamac</b> .....	<b>31</b>
<b>Appendix K: RAG</b> .....	<b>32</b>
<b>Appendix L: TAG</b> .....	<b>33</b>
<b>Appendix M: Revisions to the SIP</b> .....	<b>34</b>
<b>Appendix N: Coordination Points, Information Requirements, Responsibilities, and Timing</b> .....	<b>35</b>
<b>Appendix O: Project Timeline</b> .....	<b>38</b>
<b>Appendix P: Formal Dispute Resolution Process, FHWA/FTA SAFETEA-LU Environmental Review Process Final Guidance, November 2006, page 40</b> .....	<b>39</b>



## 1.0 Introduction

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

### 1.1 Project Background

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

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

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

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

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

## **1.2 Legal Requirements**

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

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

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

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

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

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

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

On August 10, 2005, SAFETEA-LU was passed into law which established additional requirements for the environmental review process for Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) projects (Pub.L. 109-59, 119 Stat.

1144, Section 6002; codified as 23 USC §139). The environmental review process is defined as the project development process followed when preparing a document required under the National Environmental Policy Act (NEPA), and any other applicable federal law for environmental permit, approval, review or study required for the transportation project. The SAFETEA-LU requirements apply to all FHWA and FTA transportation projects processed as an Environmental Impact Statement (EIS), and therefore, the US 51 project is subject to these requirements. 23 USC §139(g) requires the lead agencies for these projects to develop a Coordination Plan to structure public and agency participation during the environmental review process.

### 1.2.3 Context Sensitive Solutions

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

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

## 2.0 Goals and Objectives

The SIP:

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

### **3.0 Agency and Public Participation**

#### **3.1 Joint Lead Agencies**

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

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

#### **3.2 Cooperating Agencies**

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

#### **3.3 Participating Agencies**

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

#### **3.4 Project Study Group**

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

The primary objectives of the PSG include:

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

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

### 3.5 Stakeholders

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

Agency Name	Name	Phone/Email	Address
Illinois Department of Transportation District 7	Sherry Phillips	217-342-8244 <a href="mailto:Sherry.Phillips@illinois.gov">Sherry.Phillips@illinois.gov</a>	IDOT District 7 400 West Wabash Effingham, IL 62401
	Matt Hirtzel	217-342-8246 <a href="mailto:Matthew.Hirtzel@illinois.gov">Matthew.Hirtzel@illinois.gov</a>	
US 51 Partners	Jerry Payonk	217-373-8900 <a href="mailto:Jerry.payonk@clark-dietz.com">Jerry.payonk@clark-dietz.com</a>	Clark Dietz, Inc. 125 West Church Street Champaign, IL 61820

### 4.0 Advisory Groups

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

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

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

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

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

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

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

A list of CAG members will be maintained throughout this project in Appendix F through Appendix K of this SIP. CAG member composition is subject to change at any time as events warrant. As CAG groups are formed the table will be populated.

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

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

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

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

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

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

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

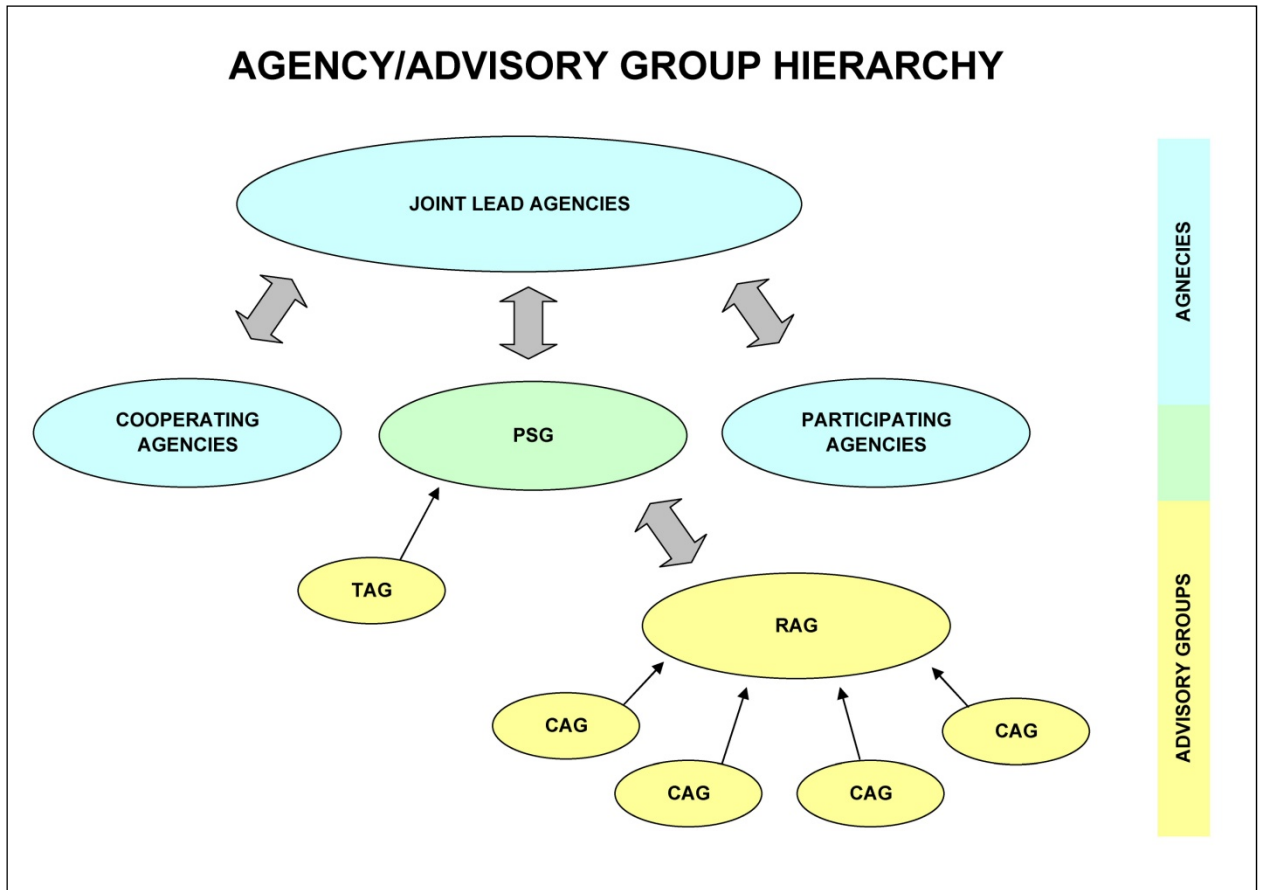


Figure 1: Agency/Advisory Group Hierarchy

## 5.0 Tentative Ground Rules

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

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

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

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

### **6.1 Develop Draft SIP**

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

##### **6.4.1 Agency**

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

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

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

#### **6.4.2 Stakeholders**

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

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

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

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

#### **6.5 Context Audit**

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

#### **6.6 Problem Statement**

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

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

### **6.7 Purpose and Need**

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

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

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

### **6.8 Alternatives Analysis**

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

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

## **6.9 Draft EIS**

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

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

## **6.10 Preferred Alternative**

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

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

## **6.11 Final EIS**

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

## **6.12 Record of Decision**

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

## **6.13 Limitations on Claims**

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

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

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

### **7.1 Community Groups Briefings**

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

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

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

### **7.3 Media Relations**

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

#### **7.4 Project Newsletters**

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

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

The website for the project will be maintained through Neighborhood America, a web service provider with extensive experience in supporting project websites for government. The website will be updated with newsletters, public meeting announcements and transcripts, and other project information as needed. Other web-tools to be used will include a public comment service for collecting comments online through the project website. The project website address is [www.US51eis-IDOT.com](http://www.US51eis-IDOT.com).

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

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

#### **7.7 Comment Forms**

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

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

## **8.0 Modification of the SIP**

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

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

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

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

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

## **10.0 Agency Dispute Resolution**

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

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

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

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

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

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

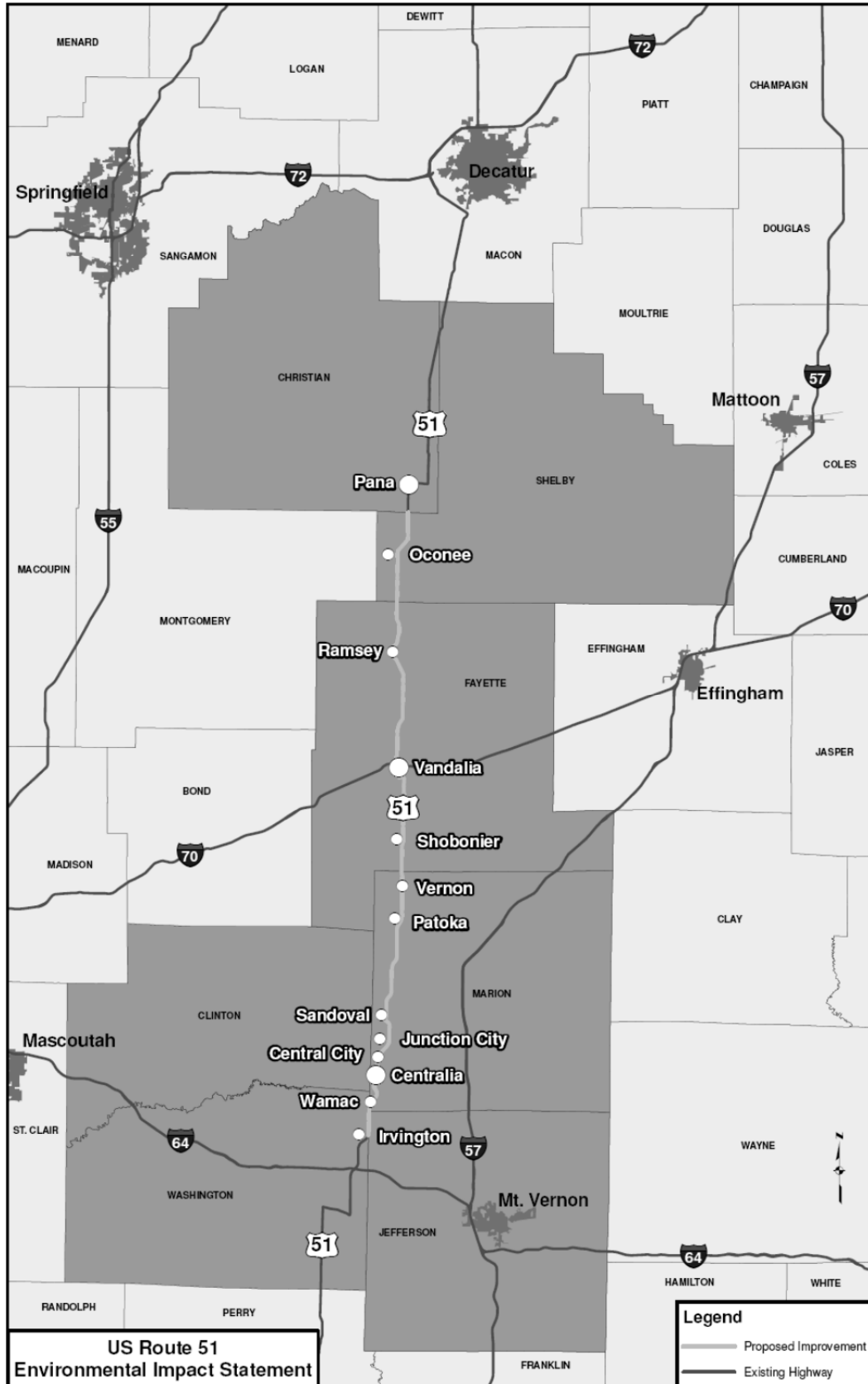
## **10.2 Formal Dispute Resolution Process**

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

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



Appendix A: Project Study Area Map



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

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

## US 51 EIS Stakeholder Involvement Plan

## Appendix C: List of Participating Agencies

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

Legend:

RAG – Regional Advisory Group

## US 51 EIS Stakeholder Involvement Plan

**Soil & Water Conservation Districts**

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

**Municipalities**

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

Legend:

RAG – Regional Advisory Group

## US 51 EIS Stakeholder Involvement Plan

**County Government Agencies**

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

**Townships (By County)**

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

Legend:

RAG – Regional Advisory Group

## US 51 EIS Stakeholder Involvement Plan

**Transit Entities**

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

**Forest Preserve Districts**

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

**Emergency Management Agencies**

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

**Appendix D: Project Study Group**

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

**Appendix E: Stakeholders**

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

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



## US 51 EIS Stakeholder Involvement Plan

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

## Appendix F: CAG Ramsey

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

## Appendix G: CAG Vandalia

### Original CAG Members

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

### Reorganized CAG Members

Walt Barenfanger  
Charles Barenfanger  
Harold Baumann  
Dean Black  
Janet Bright  
Ernie Chappel  
Andy Craig  
Don Dolly  
Randy Edwards  
Larry Emerick  
JoAnn Sasse Givens  
Mayor Gottman  
Dennis Graumenz  
Dave Hall  
Matt Hall  
Greg Hubler  
Steve Knebel  
Ron Lange

**US 51 EIS Stakeholder Involvement Plan**

Keith Manley  
James Marlen  
Ron Marshel  
Mark Miller  
Kevin Satterthwaite  
Greg Schal  
Byron Sikma  
Russ Stunkel  
Dale Timmerman  
Kathy Trexler  
Jim Weaver  
Mike Wherle  
Rich Well  
Raymond Wosley  
Anita Wuertz  
William York  
Joe Ellison (Alternate member)

## Appendix H: CAG Vernon/Patoka

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

## Appendix I: CAG Sandoval

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

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

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

**Appendix K: RAG**

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



**Appendix L: TAG**

**Appendix M: Revisions to the SIP**

Version	Date	Revision Description
1	12/27/07	Original Stakeholder Involvement Plan
2	08/28/08	<p>Updates to Appendices to reflect participation in CAG, RAG and acceptance of Cooperating and Participating Agencies.</p> <p>Update to Appendix N reflecting change in RAG process.</p> <p>Addition of Appendix M to track revisions to the SIP</p>
3	10/28/09	Web address change
4	07/27/10	<p>Clark Dietz address change in Section 3.5</p> <p>Update to Appendix O reflecting change in project timeline</p> <p>Update to Section 4.1 reflecting CAG locations</p>
5	10/12/12	<p>Clarification added in Section 4.1 to indicate that CAG member composition may change at any time as events warrant</p> <p>Update to Appendix D reflecting current FHWA and IDOT/BDE contact persons</p> <p>Update to Appendix G reflecting new Vandalia CAG members</p> <p>Update to Appendix O reflecting change in project timeline</p>

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

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

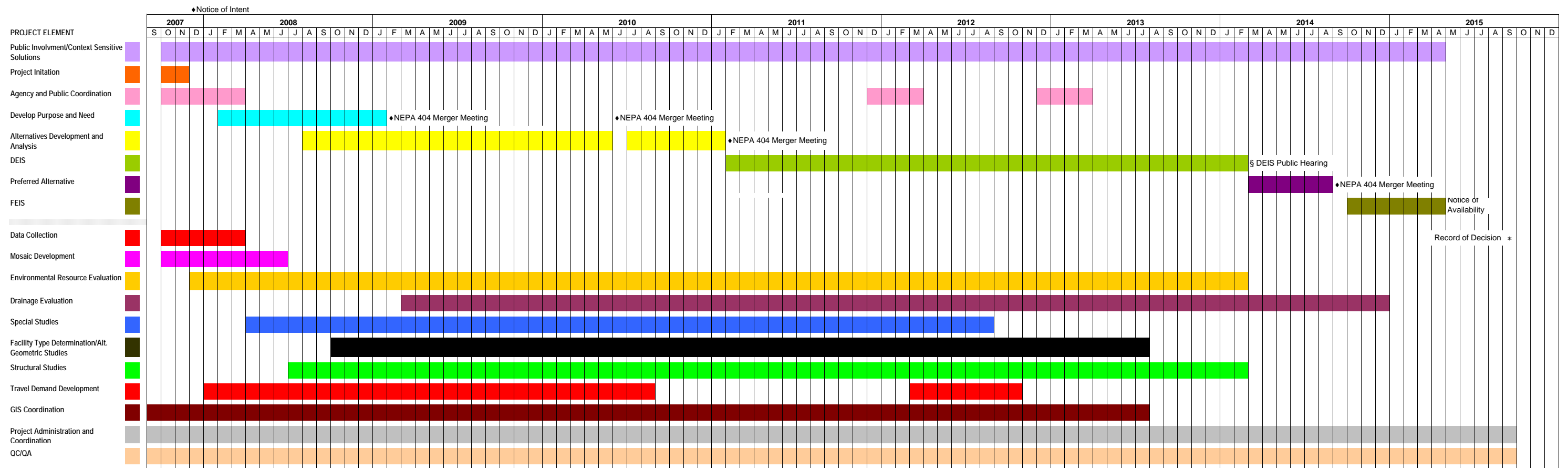
US 51 EIS Stakeholder Involvement Plan

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

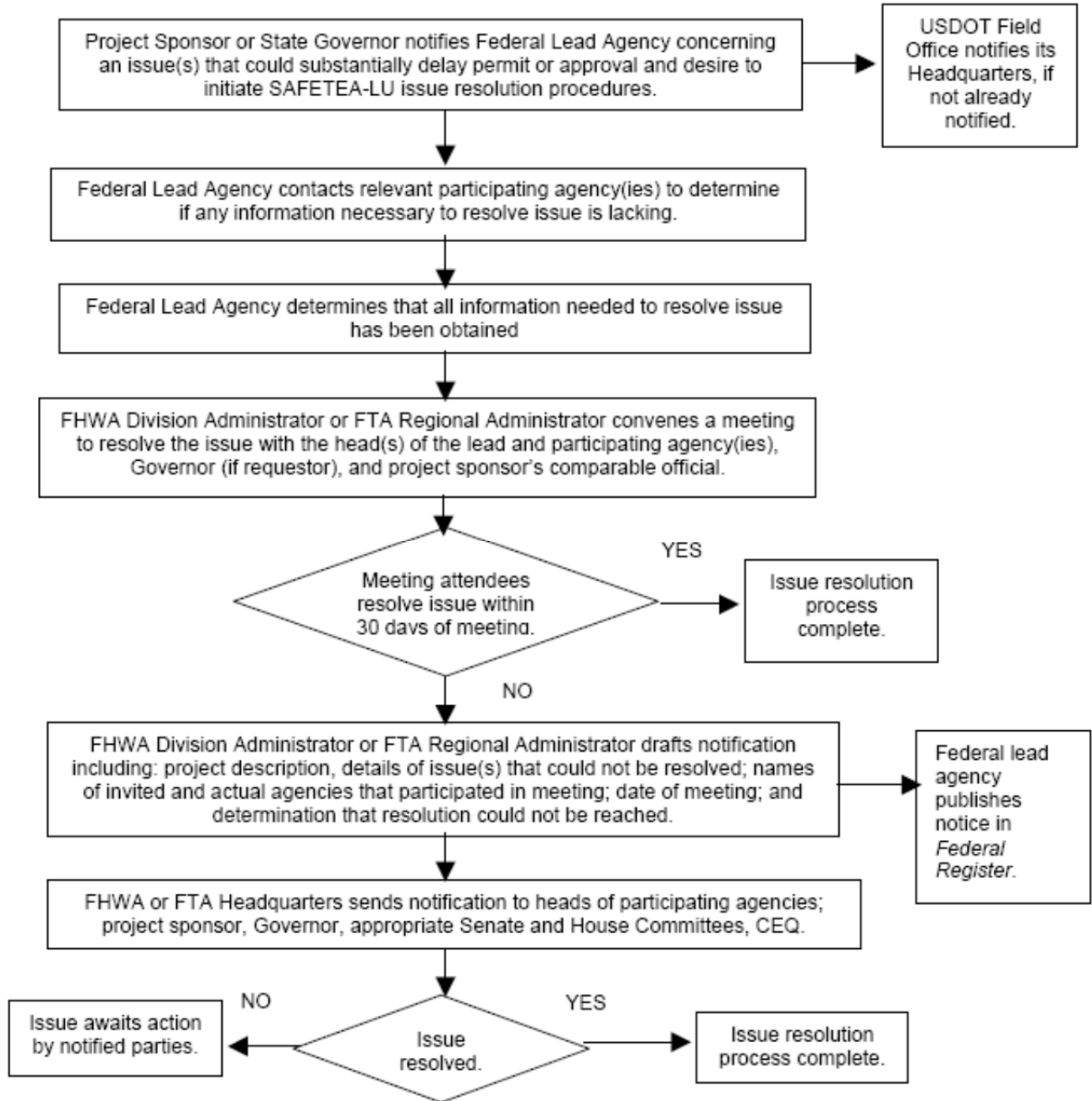
US 51 EIS Stakeholder Involvement Plan

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

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



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



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

# CAG Meeting Series #1

## May-June 2008





**Citizen's Advisory Group Meeting Agenda  
Meeting #1  
Topic: Identifying the Problem**

1. Welcome and Introduction
  
2. Ground Rules
  
3. Timeline
  
4. IDOT's Problem
  
5. Group Workshop Activity
  
6. Closing/Housekeeping



## Community Advisory Group (CAG) Ground Rules

- All input from all participants in the process is valued and considered.
- All participants must come to the process with an open mind and participate openly and honestly.
- All participants in the process must treat each other with respect and dignity.
- The project must progress at a reasonable pace, based on the original project schedule.
- All decisions made by the Illinois Department of Transportation (IDOT) must be arrived at in a clear and transparent manner and the stakeholders should agree their input has been considered.
- The role of the CAG is to advise the Project Study Group (PSG), which will make the ultimate decision on the project. A consensus of CAG concurrence on project choices is sought, but the ultimate decision remains in the hands of the PSG and the State of Illinois.
- The list of CAG members is subject to revision at any time as events warrant.
- Members of the media are welcome to attend the meetings as observers, not participants in the process.

If you wish to contact us any time during the project, you can do so through the following methods:

US 51 Comment Line: 217-373-8951

E-mail: [US51EIS@clark-dietz.com](mailto:US51EIS@clark-dietz.com).

May 21, 2008

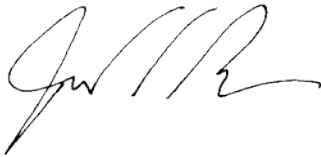
Re: US 51 Environmental Impact Statement Project  
Citizen's Advisory Group

The first meeting for the Centralia Citizen's Advisory Group (CAG) is scheduled for Wednesday, May 28, 2008 from 6:00 to 8:00 P.M. The meeting location will be at the Americas Best Value Inn-Bell Tower located at 200 East Noleman Street, Centralia Illinois. We will have signs identifying the specific location.

If you are receiving this message, please try to attend. We will be contacting you in the near future to verify if you can join us. Feel free to e-mail or call Barbara Moore at 217-373-8948 and let her know you're coming.

We thank you for taking the time to consider being part of this important study and look forward to speaking with you soon.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Payonk', with a stylized flourish at the end.

Jerry Payonk  
Project Manager

cc: file, Matt Hirtzel (IDOT)





Centralia, May 28 2008 CAG #1

**Focus Question: What problems do you foresee by expanding U.S. 51 to four lanes?**

Physical Barriers Detrimental To Project	Legal Battles Over Property Acquisition	Negative Impact on local Economy	Traffic Flow Logistics	Increased Infrastructure Cost	Cost To Construction
Natural Barriers	Eminent Domain	Economic Impact AG Business & Private	Traffic Flow & Safety	Creating More City Roadways	Cost
East - Lakes West - Flood Plains	Homes Businesses Forced to Move	Possible Negative Economic Impact (Bypassing Towns)	Traffic In Town		
Environmental Impact	Some Property removed or condemned	Direction around Centralia Town			
Flood Areas	Right of Ways				
Rail Obstruction					

June 11, 2008

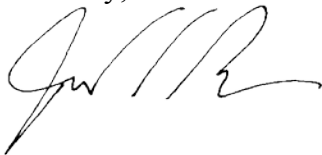
Re: US 51 Environmental Impact Statement Project  
Citizen's Advisory Group

The first meeting for the Sandoval Citizen's Advisory Group (CAG) is scheduled for Thursday June 19, 2008 from 6:00 to 8:00 P.M. The meeting location will be at the Sandoval Village Hall, 102 N Cherry Street.

If you are receiving this message, please try to attend. We will be contacting you in the near future to verify if you can join us. Feel free to e-mail Barbara Moore at [Barbara.moore@clark-dietz.com](mailto:Barbara.moore@clark-dietz.com), or call her at 217-373-8948 and let her know you're coming.

We thank you for taking the time to consider being part of this important study and look forward to speaking with you soon.

Sincerely,

A handwritten signature in black ink, appearing to read "Jerry Payonk". The signature is stylized and cursive.

Jerry Payonk  
Project Manager

cc: file, Matt Hirtzel (IDOT)



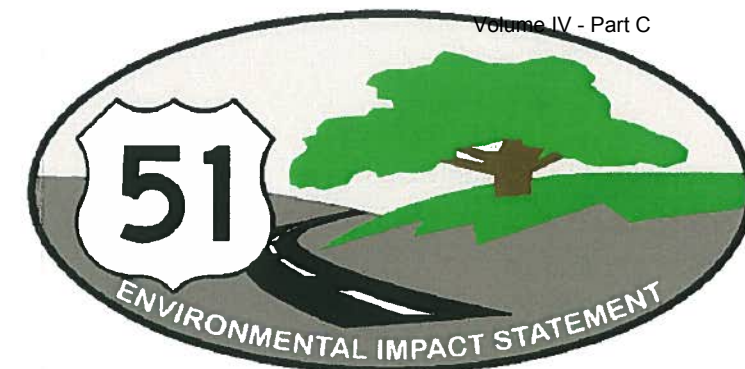


# U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

## Sandoval Citizens Advisory Group Meeting # 1

6:00 – 8:00 PM – June 19, 2008

### Sign in Sheet



NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
Paula Jett		3365 Old 51 Rd	618-247-3942	pjjj@ussonet.net
Caryn Seals		918 W. Messers Rd	247-3903	JACKANDCARYNSEALS@FRONTIER.NET
Lisa Jett		1466 Meridian Rd.	247-3587	Lisa_Jett@NAL.com
Jan Seidel		938 Boone Street Road	247-3151	diseidel@frontier.net.net
MIKE WEDEKEMPER	MERIDIAN TOWNSHIP	26480 HOWERSUCKLE	226-3073	MWEDEKEMPER@FRONTIER.NET
Jeanie Ratermann		601 IOWA AVE	247-3668	
John A. Tony Weiss		601 Nevada Ave	247-3743	
PAUL PADDA	PUMA MARKET	409 E. MISSOURI AVE	247-3272	PPADDA@VERIZON.NET
Mel Wood	Retired	710 N. Clay	247-3705	Melwood@ussonet.net



Sandoval CAG #1 June 19, 2008

**Focus Question: What problems do you foresee by expanding U.S. 51 to four lanes?**

Negative Impacts On Individual Property	Negative Impact on Existing Business	Increase Taxes as Needed to Expand Maintenance	Not Best Use of Taxpayer Money	Could Isolate Our Community	Increase Traffic, Noise, and Crime	Loss of Tax Base	Lack of Concern For Community Values
Division of Properties	Decreased Business	More Taxes to Maintain / Build	May not be a Real Need.	Could Isolate Our Community	More Traffic	Loss of Tax Base	State will Take Cheaper Route Than Best Route
Lower Property Values	Negative Financial Effect on Existing Business	Lack of Care for Old Roads	Missue of State Dollars	Heavier Traffic			
Relocation of Homes & Land Acquisition			Funds Needed for more Important Projects				
Limited Access							

April 8, 2008

Re: US 51 Environmental Impact Statement Project  
Citizen's Advisory Groups

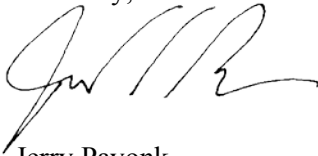
As you may have already heard, the Illinois Department of Transportation (IDOT) along with US 51 Partners, A Joint Venture, is just kicking off a study to improve US 51 from south of Pana to south of Centralia. The Patoka and Vernon communities are a critical part in the study area. A meeting was held in March at the Patoka Civic Center to introduce the project and ask volunteers to serve on a Citizen's Advisory Group (CAG) for the project. The CAG will help IDOT understand the transportation issues in your community and develop alternatives to address these issues.

The March meeting had a great turn out and a handful of community members volunteered for the CAG. This study is a long process and not everyone will be able to attend every meeting, so we are looking for a few more members for the committee. You were recommended by Mayor Cain or Mayor Burke as someone who might be willing to participate on the CAG and represent the issues and concerns of your community.

There are two informational enclosures from public meetings we have had in addition to a self-addressed stamped response card to send back to us. Please fill out the card and send it back to us by April 15 even if you are not interested in serving on the advisory group. *We are planning our first CAG meeting in Patoka on the evening of April 28*; please keep this evening open if you are interested in serving on the CAG. If you have any questions, please don't hesitate to contact us either by phone (217-373-8945) or by E-mail (US51EIS@clark-dietz.com).

We thank you for taking the time to consider being part of this important study and look forward to speaking with you soon.

Sincerely,



Jerry Payonk  
Project Manager

cc: file, Matt Hirtzel (IDOT)

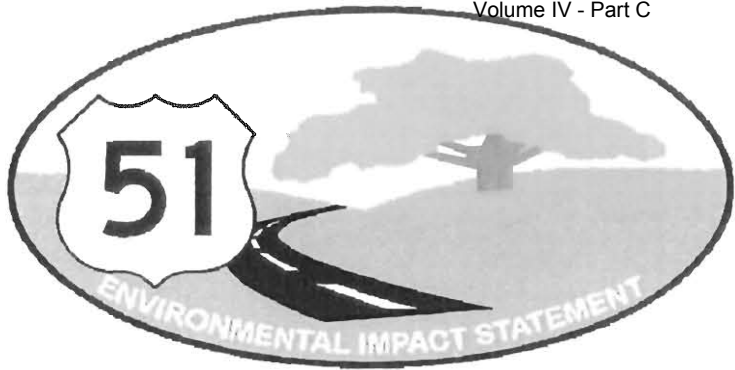




# U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

## Patoka & Vernon Citizens Advisory Group Meeting

6:00 – 8:00 PM –April 28, 2008



NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
Jack McGeid	Legion	At 2 Box 95	618-780-0163	
Blake Hyde	Patoka Fire Dept	202 W. Fayette ave	618-432-7258	patokaFire@frontier.net.net
Allen Hinderliter	PATOKA Village Board	503 S. Maple St	618-432-9905	AllenHinderliter@hotmail.com
John Van Schoyck	Patoka Township trustee	8186 Deer Creek Patoka	618-432-7199	JK551@frontier.net.net
Jatay Lee	Vernon, IL	579 W. Fair St	618-432-7293	
Lola Bayne-Cain	Vernon, IL	517 W. Main St	618-432-5982	
LESLIE BRITT	PATOKA IL	1881 KINOKA RD	618 432-7663	
DAVID H. RASEMUTKA	PATOKA CUSD #100	1220 KINOKA RD	618 432 5200	drademuc@marion.kir... 145



**Focus Question: What problems do you foresee by expanding U.S. 51 to four lanes?**

School Safety	Compromises Tank Farm Security	Farm Equipment Access	May lose existing Businesses	People and Business Displacement	Impacting Farmland	Unable to Extend and Maintaining Existing Utilities	Could Limit Access to Economic Development	Could Increase Traffic Accidents
Safety Concerning School	Tank Farm Issues	Access On / Off	Loss of business existing route	Property (Home & Business) Concerns	Taking Good Farm Land	Unable to Extend Utilities	Access to Economic Development	Traffic Accidents Speed
Getting Kids to school safely		Access to crossing Highway	Ghost Town (Vernon)	Displacing People	Property Issues	Take Water Tower? Vernon		
		Slow Traffic Crossing 4-Lanes	Leave Community off Beaten Path					
			Take Businesses & Post Office Vernon					

March 17, 2008

Re: US 51 Environmental Impact Statement Project  
Citizen's Advisory Groups

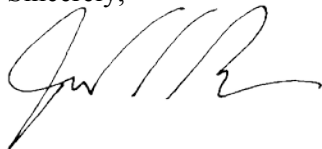
As you may have already heard, the Illinois Department of Transportation (IDOT) along with US 51 Partners, A Joint Venture, is just kicking off a study to improve US 51 from south of Pana to south of Centralia. The Vandalia community is a critical part in the study area. A meeting was held in January at the Vandalia Campus of Kaskaskia College to introduce the project and ask for volunteers to serve on a Citizen's Advisory Group (CAG) for the project. The CAG will help IDOT understand the transportation issues in your community and develop alternatives to address these issues.

The January meeting had a great turn out and a handful of community members volunteered for the CAG. This study is a long process and not everyone will be able to attend every meeting, so we are looking for a few more members for the committee. You were recommended by Mayor Rick Gottman as someone who might be willing to participate on the CAG and represent the issues and concerns of your community.

There are two informational enclosures from public meetings we have had in addition to a self-addressed stamped response card to send back to us. Please fill out the card and send it back to us by March 25 even if you are not interested in serving on the advisory group. We are tentatively planning our first CAG meeting in Vandalia on the evening of April 1; please keep this evening open if you are interested in serving on the CAG. If you have any questions, please don't hesitate to contact us either by phone (217-373-8945) or by E-mail (US51EIS@clark-dietz.com).

We thank you for taking the time to consider being part of this important study and look forward to speaking with you soon.

Sincerely,



Jerry Payonk  
Project Manager

cc: file, Matt Hirtzel (IDOT)

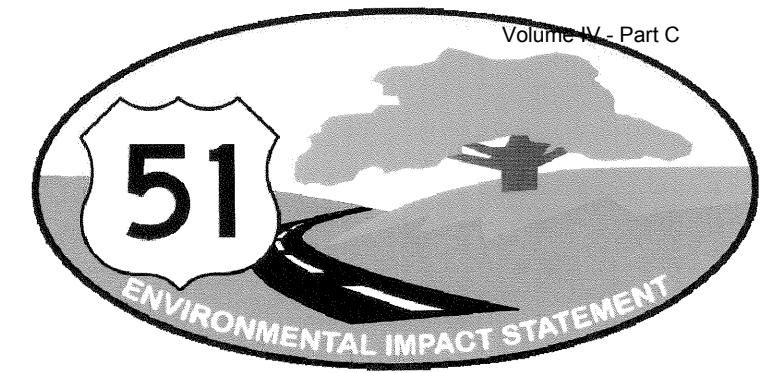


# U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

## Vandalia Citizens Advisory Group Meeting

6:00 – 8:00 PM - April 1, 2008

### Sign in Sheet



NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
Dennis Draumeny		Box 970 RR3 Vandalia	292-0011	dgraumeny@yahoo.com
RANDY EDWARDS		3 WOODLAND LANE, VAN.	267-2981	rudjana@sbcglobal.net
Byron Sikma		2252 Lake Hills Dr. Vandalia	267-1870	bsikma@southcentralfs.com
HAROLD BAUMANN		101 WOODLAND HILLS CT. <sup>PO Box 249</sup>	618-283-3147	HGB821@ATT.NET
MIKE WEHRLE		2407 Whittier Ln	618-292-3932	WEHRLEPROP@YAHOO.COM
DON BERNHARDT		#1 Woodland Lane Vandalia	618-283-2296	MARCFAN@ATT.COM
DEAN BLANCH		211 W. Fillmore St Vandalia	618-283-1736	deb1941@ATT.NET
Janet Manley		RR #3 - Box 37 Vandalia	618-283-3187	Keithmanley@earthlink.net
Keith Manley		RR3 Box 37 Vandalia	618-283-3187	KeithManley@Earthlink.net
WALT BARENFANGER		PO Box 69	618-283-1211	KASKAS123@AOL.COM
Robert Hanks		RR1 Box 10-10 Shenier, IL	618-846-3049	rbert-hanks@yahoo.com
Dana Whiteman	Vandalia Main Street	124 S. Fifth Vandalia, IL	618-283-8751	director@vandaliainmainstreet.com
Charles Barenfanger	Barenfanger, Inc	129 N. Kennedy Blvd. Vandalia	618-283-2268	cbarenfa@illwestern.com
Ernie Chappel	FIRST NATIONAL BANK	432 W. Gallatin, Vandalia	618-283-1141	echappel@thehub.com
Ricky J. Gottman	City of Vandalia		618-283-1152	
Bruce Lowry		P.O. Box 316, Vandalia	618-281-5532	lowrym@swetland.net

Vandalia April 1, 2008 CAG

**Focus Question: What problems do you foresee by expanding U.S. 51 to four lanes?**

Human Environmental Impact	Economic Impact	Adequate Access	Commuter Inconvenience	Residential & Agricultural impacts	Funding	Impact on Historic Sites	Geographic Barriers
Environmental Impact	Hurt Downtown Businesses	Limited access	Extra miles to drive.	Availability of Right-of Way	Funding	Impact on Historic Architecture	Overcoming Geographic Barriers
Noise	Loss of Businesses	Lack of Access	Speed limit thru town	Land Displacement	Not being done fast enough	Impact on Old State Capital Building	Crossing Railroad
Additional Traffic	Downtown Exposure Limited	Tie in with existing roads		Acquiring Right of Way	Connectibility Cost thru River Bottom	Impact to Cemetery	Crossing River
	Continuing to Serve existing Businesses	Create Barrier		Loss of Houses			Crossing Vandalia Lake
	Economic Development Displacements	Logistic problem connecting existing routes.					Crossing major Interstate
	Impact on Businesses on Current or Future Routes						Flooding in River Bottom
	Keep Road close to town of Vandalia						



March 11, 2008

Re: US 51 Environmental Impact Statement Project  
Citizen's Advisory Groups

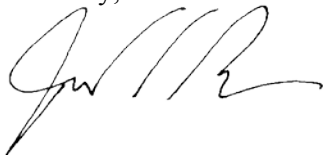
As you may have already heard, the Illinois Department of Transportation (IDOT) along with US 51 Partners, A Joint Venture, is just kicking off a study to improve US 51 from south of Pana to south of Centralia. The Ramsey community is a critical part in the study area. A meeting was held in January at Ramsey High School to introduce the project and ask for volunteers to serve on a Citizen's Advisory Group (CAG) for the project. The CAG will help IDOT understand the transportation issues in your community and develop alternatives to address these issues.

The January meeting had a great turn out and a handful of community members volunteered for the CAG. This study is a long process and not everyone will be able to attend every meeting, so we are looking for a few more members for the committee. You were recommended by Mayor John Adermann as someone who might be willing to participate on the CAG and represent the issues and concerns of your community.

There are two informational enclosures from public meetings we have had in addition to a self-addressed stamped response card to send back to us. Please fill out the card and send it back to us by March 21 even if you are not interested in serving on the advisory group. We are tentatively planning our first CAG meeting in Ramsey on the evening of March 31. If you have any questions, please don't hesitate to contact us either by phone (217-373-8945) or by E-mail (US51EIS@clark-dietz.com).

We thank you for taking the time to consider being part of this important study and look forward to speaking with you soon.

Sincerely,

A handwritten signature in black ink, appearing to read "Jerry Payonk". The signature is fluid and cursive, with a large initial "J" and "P".

Jerry Payonk  
Project Manager

cc: file, Matt Hirtzel (IDOT)



# U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

## Ramsey Citizens Advisory Group Meeting

6:00 – 8:00 PM - March 31, 2008

### Sign in Sheet



NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
DAVE BREITHOFF				
CAROLYN GREEN				
"WES" HAROLD GREEN				
Hubert + Jessie Maske				acole1@uiuc.edu
Amanda Cole				
Roger Myers				MYERS4112@yahoo.com
Leon Otto				
Kenneth Cunningham				

Ramsey CAG March 31, 2008

**Focus Question: What problems do you foresee by expanding U.S. 51 to four lanes?**

Negative Impacts On Access for Farmers & Property Owners	Negative Impact on Downtown Business	Negative Impact on Landowner's & Schools	Negative Affect on Property Taxes & Reduced Tax Base	Safety	Quality of Life for Residents Along Route	Environmental & Conservation
Farm equipment access	Hurt businesses	Economic Impact on Landowner's & Schools.	Impact on Property taxes for Municipalities	Safety issues such crossroads & speed limits	Relocation for homeowners & businesses	Dirt & Culvert. Water run-off concerns.
Access to Hwy both directions. Private Drive	Loss of business	Landowner concerns - buy-outs "Eminent Domain"	Effect on Property Taxes	Safety speed through town	"Closeness" to Residential Property	Natural Waterway concerns. River Bottoms
Connectivity - access to private properties	Effect on downtown business	Land Values		Lane markings and roadside white lines	If rerouting? Bypass Vandalia??	
	How close to existing Rt. 51?	Property Acquisition		Safety: Roadway design, turnover (Decatur)	Historical Preservation Concerns.	
	By-pass - loss of business activity downtown	Will schools be affected		Safety thru town		
		Four lanes thru town possible?		Safety - more traffic, faster speeds "School Access"		
				Heavier Traffic		

# CAG Meeting Series #2

## May-July 2008

**Citizen's Advisory Group Meeting Agenda**  
**Meeting #2**  
**Topic: Community Context**

1. Welcome
  - a. Meeting #1 Recap
  - b. Purpose of Meeting
2. Context Survey Workshop
  - a. Community Characteristics and Land Use Survey and discussion
  - b. Transportation System Assessment Survey and discussion
  - c. Economic Development Survey and discussion
  - d. Community Planning Survey and discussion
3. Close

Notes or questions:

---

---

---

---

---

---

---

---

June 16, 2008

«AddressBlock»

Re: US 51 Centralia Citizen Advisory Group Meeting # 2

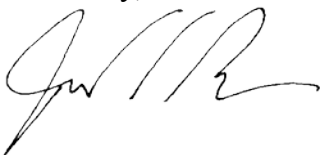
«GreetingLine»

The next meeting for the Centralia's Citizen Advisory Group (CAG) is scheduled for Wednesday June 25, 2008 from 6:00 to 8:00 P.M. The meeting location will be at the Centralia Recreation Complex, 115 E. Second Street in Centralia.

If you are receiving this message, please try to attend – even if you were unable to attend the previous meeting. We will be contacting you in the near future to verify if you can join us. Feel free to e-mail Barbara Moore at [Barbara.Moore@clark-dietz.com](mailto:Barbara.Moore@clark-dietz.com) or call her at 217-373-8948 and let her know you are coming.

We thank you for taking the time to consider being part of this important study and look forward to speaking with you soon.

Sincerely,



Jerry Payonk  
Project Manager

cc: file, Matt Hirtzel (IDOT)



U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Centralia's Citizens Advisory Group Meeting # 2

6:00 - 8:00 PM - June 25, 2008

Sign in Sheet



NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
VERNELL BARRIS	SELF	P.O. BOX 324, CENTRALIA, WA 98502	204-0205	VERNELLBARRIS@KAFOD.COM
Zack ROCKEMAN	SELF	702 S. PINE, CENTRALIA, WA 98502	204-9710	
Billy Hinton	SELF	2596 Lakeside Dr. Cent. Centralia, WA 98502	532-4430	philvuchocolate@aol.com
Ed O'Brien	City of Centralia	1200 D Street Centralia, WA 98502	587-4179	
Betty Hunt	11			
Howard Jones				
Bob Carter	Bob Carter's Property	640 Lane Centralia, WA 98502	532-8430	
Aloe NIEDERHOPE	NONE	8 Gayln Ave, Centralia, WA 98502	322-4751	BARB HAS IT.
Bruce Geary	Various	P.O. Drawer D Centralia, WA 98502	532-2228	bruceg@lge.net
Bill Spornha	VARIOUS	15 CLEAR LAKE DR Centralia, WA 98502	532-1734	
WARD SNEED	CITY BOARD OF APPEALS	1335 S. PINE, CENTRALIA, WA 98502	532-6431	

<b>Centralia CAG # 2 June 25, 2008</b>			
<b>Community Characteristics and Land Use</b>			<b>Present ?</b>
<b>In your community, are there any...</b>			<b>Replied</b>
	<b>Yes</b>	<b>No</b>	
...major industrial districts?			19
...public use facilities (schools, fairgrounds, parks, gathering spots)?			16
...transportation centers that serve cars, trains, buses, trains and pedestrians?			12
...manmade features (railroads, pipelines, lakes, prisons, quarries, mines, etc.)			9
...commercial centers of local/regional significance?			8
...social or community features (churches, monuments, cemeteries, etc.)?			6
...major populated urban areas?			5
...agricultural lands of local/regional importance?			3
...historically significant features (landmarks, monuments, etc.)?			3
... densely populated urban areas?			2
...mixed residential/commercial city centers?			2
...architectural features (structures that convey information about community)?			1
...entertainment centers or key attractions?			1
...archaeological features (area where artifacts have been found)?			0
...natural features (rural areas, stream, hills, valleys, etc.)?			0



<b>Transportation System</b>		Present ?		
Are the following present in your community along US 51:		Yes	No	Replied
	...convenient access to the interstate?			22
	... access to commercial/retail areas?			16
	...access to airports and regional air travel?			15
	...access to east/west or north/south State routes?			14
	...bicycle lanes/paths/facilities?			6
	...connections to public transportation?			6
	Does traffic travel in a safe manner?			4
	Is the roadway network compatible with existing business?			3
	...access to farming operations?			2
	...sidewalks?			0
	...street and pedestrian lighting?			0
	...pedestrian crossings and crosswalks?			0
	...signals (traffic & pedestrian)?			0
	...access to residential areas?			0

<b>Economic Resource</b>		Present ?		Replied
		Yes	No	
In your community....				
	...is US 51 important to businesses?			24
	...have areas been identified for new development or redevelopment?			23
	...is improving movement along US 51 a local/regional concern?			15
	...are visitor regularly attracted to the area?			11
	...does US 51 serve as a commuter route (primary route for going back/forth to work)?			7
	...is the local economy supported by historical, natural, cultural or entertainment spots?			6
	...is sprawl a concern?			2

<b>Community Planning</b>		<b>Present ?</b>	
		<b>Yes</b>	<b>No</b>
1	Does your community have a plan for growth and development? If yes, describe the proposed plan:		
2	Are you aware of any growth management plan adopted by local governments? If yes, describe the plan and its location.		
3	Do you think an expansion of US 51 will serve local transportation needs in addition to regional travel? If yes, explain why:		
4	Are there any other scheduled or planned projects that may tie into this project or impact this project? If yes, list project names and describe project.		
5	Are there any community / traffic safety issues within your community? If yes, please list:		
6	Are aesthetics important within your community? Comments:		
7	Are community parks and open areas important within your community? Comments:		
8	Are there any location where access to a recreational area is important within your community? If yes, please list:		
9	Area there any seasonal events that may be affected by the proposed US 51 expansion in your community? If yes, please list:		

**Centralia Context Audit**  
**Citizens Advisory Group Meeting # 2, June 25, 2008**

Community Characteristics

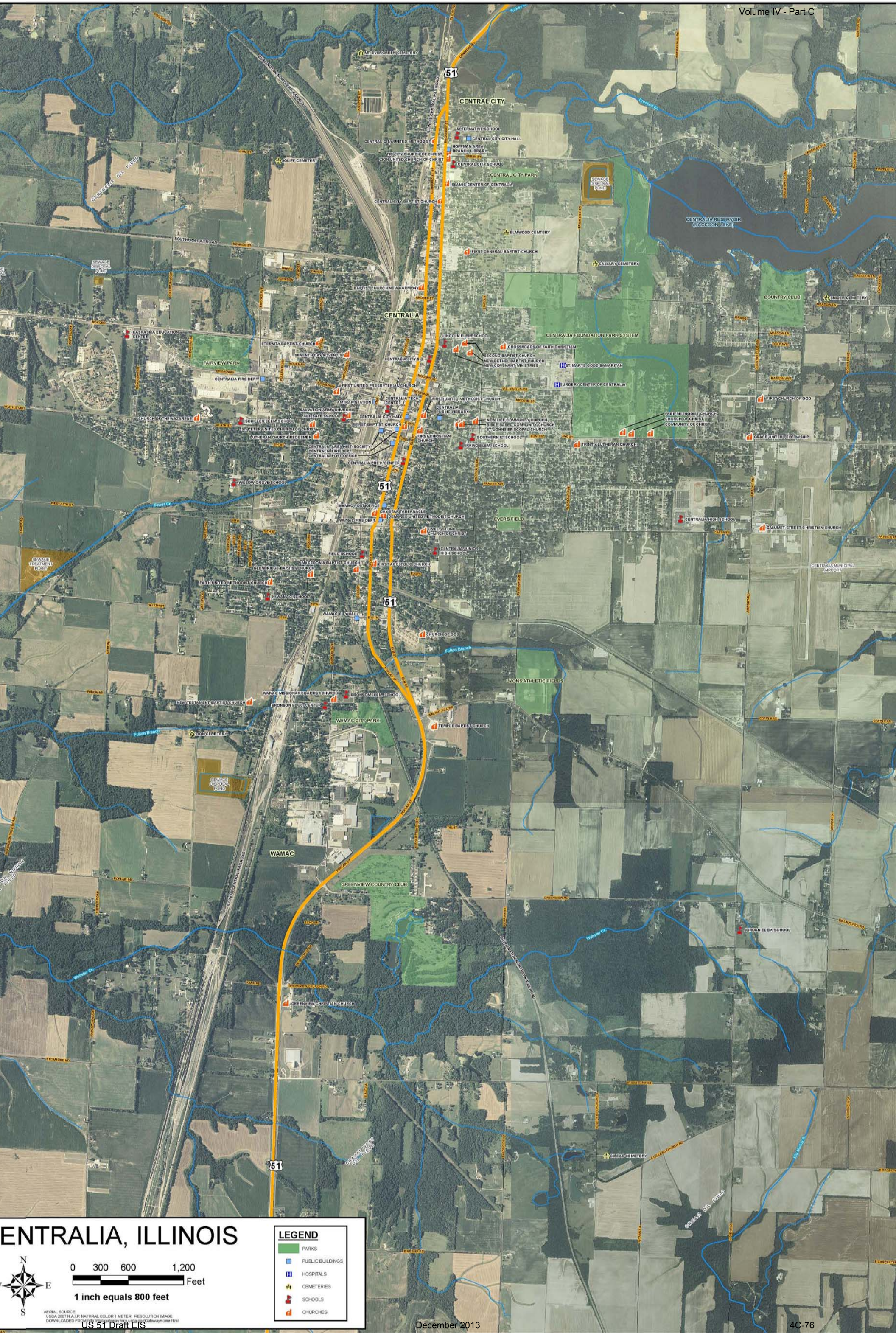
- Major Industrial District
  - Factories
  - Industry
  - Jobs
  - 2 Districts
  - Swan
  - EFI
  - Universal
  - Big 3
  - CN IC Railroad
  - Gelster
  - Monsanto
  - KWI Kaskaskia Workshop
  - Graphic Packaging
  
- Public Use
  - Foundation Park
  - Fairview Park
  - Recreation
  - Swimming
  - Disc Golf
  - Balloon Fest \* August
  - Skate Park
  - Brings People
  - Recreation Center
  - Ballparks
  - Cultural Society
  - Rotary Field
  - Lions Park Central City
  - Seasonal Festivals
    - Fall Fest / Halloween Parade (Older than Macy's)
  - Kaskaskia College – (First Community in the State)
  - City Schools
  - High Schools
  - 3 other schools
    - Central City, Willow Grove, N. Wamac
  - St. Mary's

- Transportation Center
  - Amtrak
  - South Central (Local Bus)
  - Airport (Local)
    - Used by Business people
    - Training / Instructional School
  - Trucking Companies
  - Terminals
  - Midstate
  - Freight
  
- Manmade Features
  - Railroads (3)
  - Prison
  - Murray Center – Development
  - Lakes – Water Source
    - Recreation
  
- Commercial – Local / Regional
  - Downtown Area
  - West side shopping center
    - Wal-Mart, Aldi
  - Central City
  - 51 Corridor – Lots of Commercial
  - Important to Business
  
- Social Community Features
  - A lot of Churches
  - Bell Tower
    - Concerts
  - Band Shell > Historically Significant
  - Library & Park > Historically Significant
  - City Cemetery
  
- Major Residential
  - East & West Side
  - 3 Cities that run together
  
- Historical
  - 3<sup>rd</sup> :PR. Meridian Marker on 51 South
  - Possible Future Registered Buildings
  
- AG Land
  - AG Area to East & South
  - No Major Grain Elevators

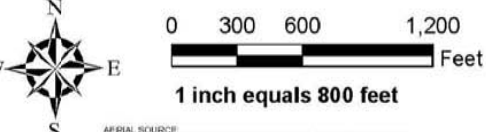
- Entertainment
  - Museum
  - Cultural Society
  - Old High School – Local & Regional Groups
  - Redeveloping Theater
  - Bring in Live Performances
- Transportation
  - Access to Interstate
  - Easy Access to South
  - East & West Congested
  - Lack of Access hurts Growth / Business
- Access to Commercial
  - Need access for downtown development
- Access to Airport
  - Private Planes
  - Future Freight Growth
- Access to East / West & North / South
  - Important Commercial Trucking
  - Comp Plan Based on Access
- Bicycles / Paths
  - Plan for Bike connects KC, GOE 8 around Lake and crosses U.S. 51
  - Part of Comp. Plan
- Bicycles
  - Recreation
  - Future Mode of Transportation
- Connections
  - Greyhound was moved to Mt. Vernon because of Interstate Access
  - Future Intermodal Center in Plan
- Safe Manner
  - A lot of Int. wrecks
  - 161 & 51 Int.
  - Signalized Int. timing
  - Post Office Ent. Dangerous
  - Fire & Police Use Alley
  - Fire - Moving off 51
- Farming
  - Surrounded by AG
  - Tractors
  - South of Town

- Economic Development
  - Important to Business
  - Downtown, Industrial Park on U.S. 51
  - Locust was original U.S. 51
  - Coupled created in 1960's.
  
- Development / Redevelopment
  - Decreased Population over time
  - Growth by Annexation – Recent
  - Growth in County
  - Development on Shattuc Road – Clinton County.
  
- Improving Movement
  - Maintain
  - North is 2-Lane
  
- Visitors
  - Tourism – Need easier Access
  - Bus, Train Traffic (Tours – Civil War, Museum, Carillion)
  - Holiday Tournament (Basketball)
  - Family Destination
  - Attracted to Festival
  - Kids Activities
  - Christmas Lights in Foundation Park
  - Cultural Center for Region
  - Prison Visitors
  
- Commuters
  - More come in than go out
  - Some travel to West.





# CENTRALIA, ILLINOIS

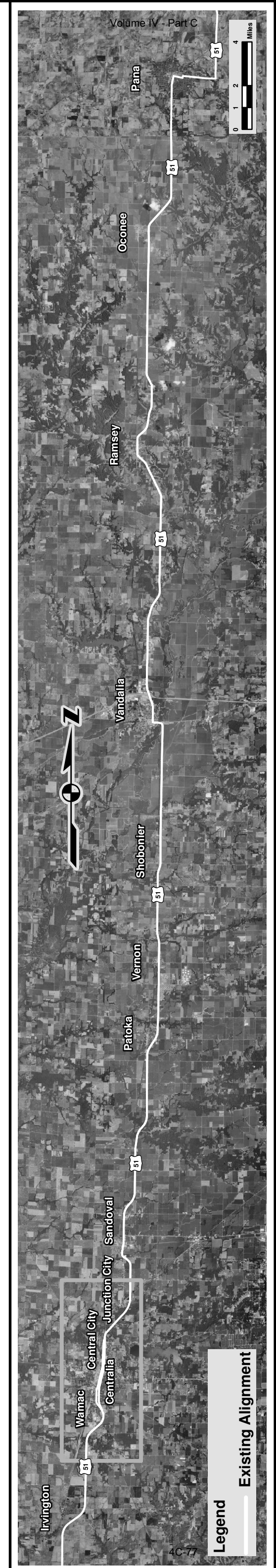
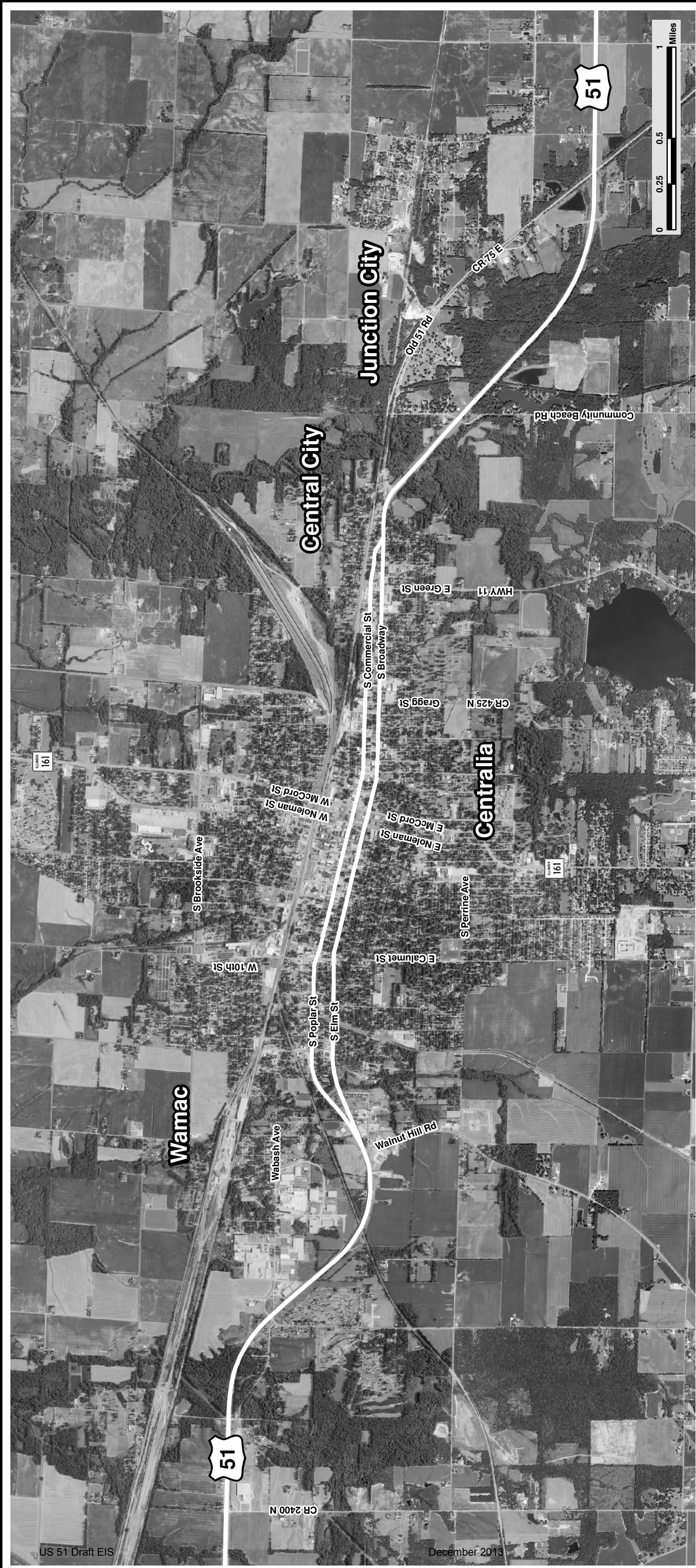


LEGEND	
	PARKS
	PUBLIC BUILDINGS
	HOSPITALS
	CEMETERIES
	SCHOOLS
	CHURCHES

AERIAL SOURCE: USA 2007 N.A.I.P. NATURAL COLOR 1 METER RESOLUTION IMAGE  
DOWNLOADED FROM: [www.fishbase.org](http://www.fishbase.org) (GatewayHome 180)



# US Route 51 Environmental Impact Statement - Centralia, Illinois



Legend  
Existing Alignment

July 3, 2008

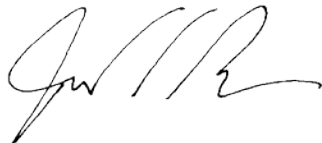
Re: US 51 Environmental Impact Statement Project  
Sandoval's Citizen's Advisory Group Meeting # 2

The next meeting for the Sandoval Citizen's Advisory Group (CAG) is scheduled for Tuesday July 15, 2008 from 6:00 to 8:00 P.M. The meeting will be at the same location as the first meeting, at the Sandoval Village Hall, 102 N Cherry Street.

If you are receiving this message, please try to attend, even if you did not make the first meeting. We will be contacting you in the near future to verify if you can join us. Feel free to e-mail Barbara Moore at [Barbara.moore@clark-dietz.com](mailto:Barbara.moore@clark-dietz.com), or call her at 217-373-8948 and let her know you're coming.

We thank you for taking the time to consider being part of this important study and look forward to speaking with you soon.

Sincerely,



Jerry Payonk  
Project Manager

cc: file, Matt Hirtzel (IDOT)

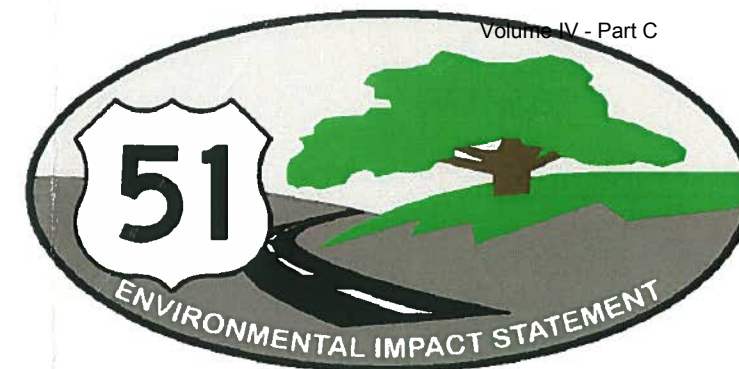




# U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

## Sandoval Citizens Advisory Group Meeting # 2

6:00 – 8:00 PM – July 15, 2008



### Sign in Sheet

NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
Lisa Jett	↗	14606 Meridian Rd, Sandoval	618-247-3587	LJETT@NAL.COM
Paula Jett		3365 Old 51 RD Sandoval	618 247 3942	RJJ@usconet.net
Mary Reizer		15303 Meridian Rd Sandoval	618-24-3963	
Jane Geiger		15015 Meridian Rd Sandoval	618-247-3662	
Ferry Swagler		334 Range Rd Sandoval	618-247-3115	TSwagler@Frontier.net
Jan Seidel		938 Boone St Rd Sandoval	618 247-3151	
Melvin Brink		710 West 8th St, Junction City, MO	618-532-9640	
Lisa Hood		216 S. Main St, Sandoval	618-918-0004	lisa.j.hood@sbcglobal.net
Imy Hood		"	"	"
Beverly Jett		501 S Main St Sandoval	339-8242	
Bob Walker	Fate Rendazvous	106 W. Missouri Sandoval	618-918-0431	
Joe Spini				
MIKE WEDEKEMER	MERIDIAN TOWNSHIP		618-226-3073	
Mel Wood		710 N Clay Sandoval	618-247-3705	
ROCK KRETZER		501 N. CLAY SANDOVAL	618 339 5569	RR KRETZER @ AOL.COM

<b>Sandoval CAG # 2 July 15, 2008</b>			
<b>Community Characteristics and Land Use</b>			Present ?
In your community, are there any...			Yes No Replied
	...agricultural lands of local/regional importance?		52
	...social or community features (churches, monuments, cemeteries, etc.)?		15
	...manmade features (railroads, pipelines, lakes, prisons, quarries, mines, etc.)		10
	...public use facilities (schools, fairgrounds, parks, gathering spots)?		9
	...natural features (rural areas, stream, hills, valleys, etc.)?		4
	...historically significant features (landmarks, monuments, etc.)?		3
	...transportation centers that serve cars, trains, buses and pedestrians?		2
	...commercial centers of local/regional significance?		0
	...major industrial districts?		0
	...mixed residential/commercial city centers?		0
	...architectural features (structures that convey information about community)?		0
	... densely populated urban areas?		0
	...archaeological features (area where artifacts have been found)?		0
	...entertainment centers or key attractions?		0
	...major residential districts		0
	...major populated urban areas?		

<b>Transportation System</b>		<b>Present ?</b>		
Are the following present in your community along US 51:		Yes	No	Replied
	Is the roadway network compatible with existing business?			21
	... access to farming operations?			16
	...pedestrian crossings and crosswalks?			10
	...sidewalks?			9
	...street and pedestrian lighting?			6
	...access to commercial/retail areas?			5
	...convenient access to the interstate?			4
	...access to east/west or north/south State routes?			3
	...access to residential areas?			3
	...bicycle lanes/paths/facilities?			3
	Does traffic travel in a safe manner?			2
	...signals (traffic & pedestrian)?			0
	...connections to public transportation?			0
	...access to airports and regional air travel?			0

<b>Economic Resource</b>		<b>Present ?</b>		
<b>In your community....</b>		<b>Yes</b>	<b>No</b>	<b>Replied</b>
	...is US 51 important to businesses?			26
	...does US 51 serve as a commuter route (primary route for going back/forth to work)?			23
	...is improving movement along US 51 a local/regional concern?			21
	...have areas been identified for new development or redevelopment?			0
	...is the local economy supported by historical, natural, cultural or entertainment spots?			0
	...are visitor regularly attracted to the area?			0
	...is sprawl a concern?			0

<b>Community Planning</b>		<b>Present ?</b>	
		<b>Yes</b>	<b>No</b>
1	Does your community have a plan for growth and development? If yes, describe the proposed plan:		
2	Are you aware of any growth management plan adopted by local governments? If yes, describe the plan and its location.		
3	Do you think an expansion of US 51 will serve local transportation needs in addition to regional travel? If yes, explain why:		
4	Are there any other scheduled or planned projects that may tie into this project or impact this project? If yes, list project names and describe project.		
5	Are there any community / traffic safety issues within your community? If yes, please list:		
6	Are aesthetics important within your community? Comments:		
7	Are community parks and open areas important within your community? Comments:		
8	Are there any location where access to a recreational area is important within your community? If yes, please list:		
9	Area there any seasonal events that may be affected by the proposed US 51 expansion in your community? If yes, please list:		

**Sandoval Citizens Advisory Group # 2  
July 15, 2008 – Flip Chart Points**

**AGRICULTURAL – RURAL LANDS**

- If it's your farm – it's important
- It is The business for the community
- 3 elevators with in one mile
- Major portion of tax base
- Farm economy supports local business i.e. banks
- Farms employ non-family people
- Some centennial farms

**SOCIAL COMMUNITY FEATURES**

- Family in cemeteries

**MANMADE FEATURES**

- Several Pipelines thru properties, i.e., water, natural gas.
- Mine Shafts
- Zinc Smelter

**PUBLIC USE FACILITIES**

- Fireman's Picnic
- 150 Anniversary
- Ball Park
  - Entertainment – Family time
- Schools
  - Grade School & High School
- Golf Course

**NATURAL FEATURES**

- Maintain Existing Features

**HISTORICALLY SIGNIFICANT FEATURES**

- Veteran's Memorial (New)

**TRANSPORTATION CENTER**

- School Buses
- High AOT – 2 State Routes Cross
- CCX Trucks from Salem
- Lots of trucks



#### ROADWAY NETWORK COMPATIBLE WITH EXISTING BUSINESSES?

- Gas Stations
- Bars
- Access to Business important
- US 50 is busier than US 51
- Businesses struggle as is – Limiting access will hurt more
- Curb & Gutter restricts width for wide vehicles, i.e. farm equipment.

#### ACCESS TO FARMING OPS

- Farm Land Severances
- Access to Fields – into / out of
- Number of access points cross over's every mile

#### PEDESTRIAN CROSSING & CROSSWALKS

- US 51 only has one block of sidewalk
- Need Bike Path

#### STREET & PEDESTRIAN LIGHTING

- Existing on Rt. 51 at intersections
- Safer at night

#### ACCESS TO COMMUNITY / RETAIL AREAS

- Same as compatible with network

#### CONVENIENT ACCESS TO INTERSTATE

- 8 miles to Salem – Good access

#### US 51 IMPORTANT TO BUSINESS

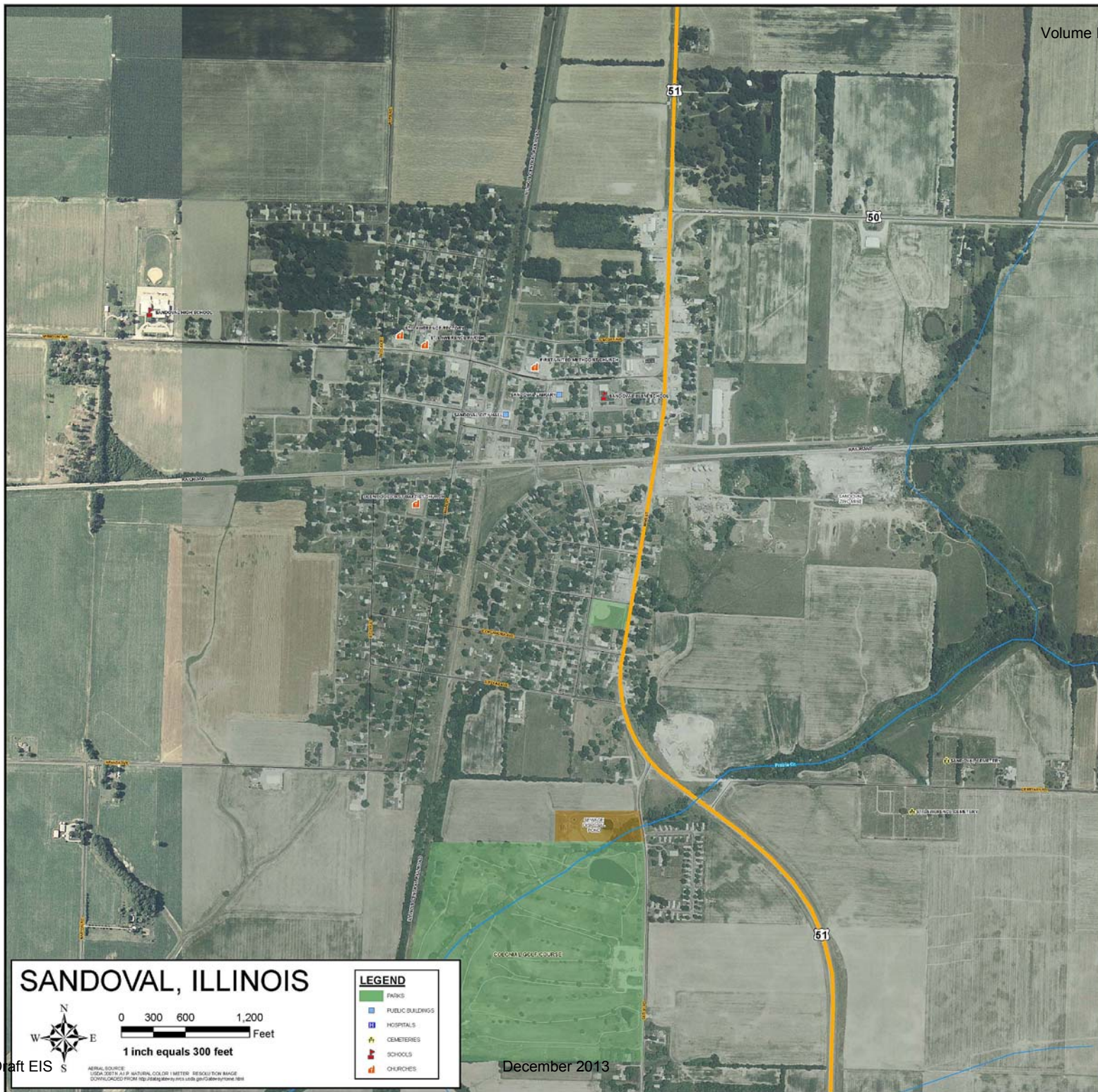
- Already discussed

#### AS A COMMUTER ROUTE

- Commute to Centralia & Vandalia
- Limited employment in Sandoval – must commute
- No Grocery Stores

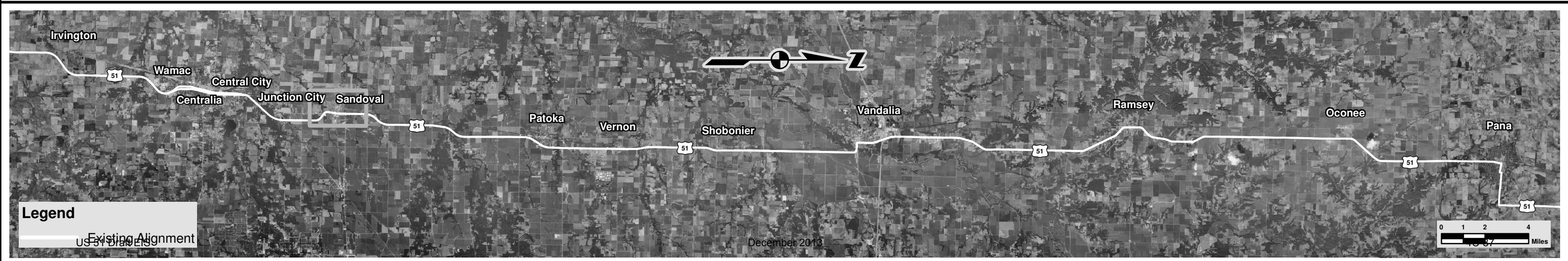
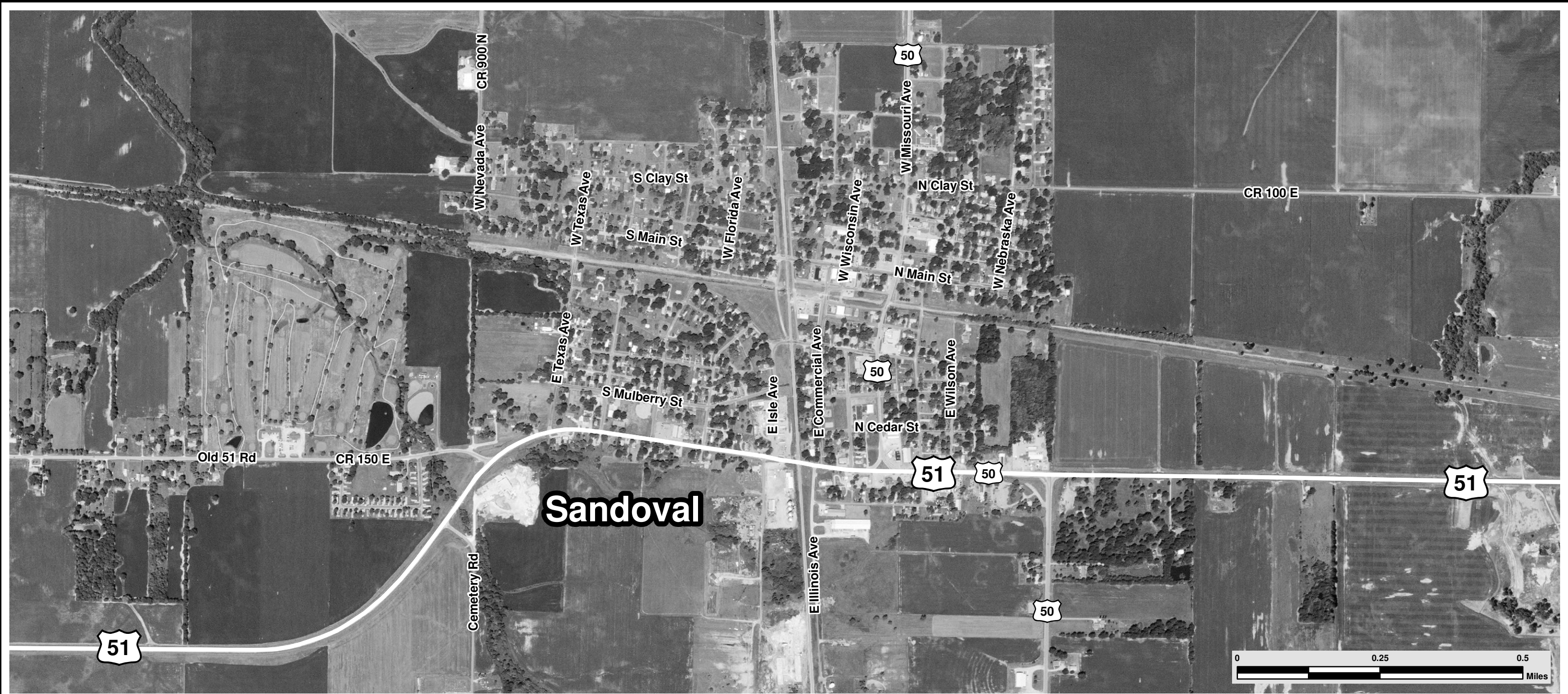
#### IMPROVING MOVEMENT ALONG US 51

- Not a Local or Regional concern
- Existing Highway Works





# US Route 51 Environmental Impact Statement - Sandoval, Illinois



May 21, 2008

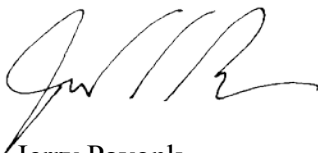
Re: US 51 Vernon/Patoka Citizen's Advisory Group Meeting # 2

The next meeting for the Vernon/Patoka Citizen's Advisory Group (CAG) is scheduled for Tuesday, May 27, 2008 from 6:00 to 8:00 P.M. The meeting location will be at the Patoka Civic Center located at 210 West Bond Street in Patoka, the same location where the first CAG was held.

If you are receiving this message, please try to attend – even if you were unable to make the first meeting. We will be contacting you in the near future to verify if you can join us. Feel free to e-mail Barbara Moore at [Barbara.Moore@clark-dietz.com](mailto:Barbara.Moore@clark-dietz.com) or call her at 217-373-8948 and let her know you are coming.

We thank you for taking the time to consider being part of this important study and look forward to speaking with you soon.

Sincerely,



Jerry Payonk  
Project Manager

cc: file, Matt Hirtzel (IDOT)





<b>Vernon / Patoka CAG # 2 May 27, 2008</b>			
<b>Community Characteristics and Land Use</b>			<b>Present ?</b>
<b>In your community, are there any...</b>			<b>Replied</b>
	<b>Yes</b>	<b>No</b>	
...manmade features (railroads, pipelines, lakes, prisons, quarries, mines, etc.)			16
...agricultural lands of local/regional importance?			15
...public use facilities (schools, fairgrounds, parks, gathering spots)?			14
...social or community features (churches, monuments, cemeteries, etc.)?			12
...commercial centers of local/regional significance?			5
...major industrial districts?			5
...historically significant features (landmarks, monuments, etc.)?			5
... densely populated urban areas?			0
...major populated urban areas?			0
...transportation centers that serve cars, trains, buses and pedestrians?			0
...mixed residential/commercial city centers?			0
...archaeological features (area where artifacts have been found)?			0
...architectural features (structures that convey information about community)?			0
...natural features (rural areas, stream, hills, valleys, etc.)?			0
...entertainment centers or key attractions?			0

<b>Transportation System</b>		Present ?		
Are the following present in your community <u>along</u> US 51:		Yes	No	Replied
	...access to farming operations?			26
	...access to commercial/retail areas?			19
	Is the roadway network compatible with existing business?			14
	Does traffic travel in a safe manner?			5
	...access to east/west or north/south State routes?			4
	...convenient access to the interstate?			3
	...street and pedestrian lighting?			1
	...sidewalks?			0
	...bicycle lanes/paths/facilities?			0
	...connections to public transportation?			0
	...pedestrian crossings and crosswalks?			0
	...signals (traffic & pedestrian)?			0
	...access to residential areas?			0
	...access to airports and regional air travel?			0

<b>Economic Resource</b>	<b>Present ?</b>		<b>Replied</b>
	<b>Yes</b>	<b>No</b>	
In your community....			
...does US 51 serve as a commuter route (primary route for going back/forth to work)?			26
...is US 51 important to businesses?			25
...is the local economy supported by historical, natural, cultural or entertainment spots?			9
...is improving movement along US 51 a local/regional concern?			9
...have areas been identified for new development or redevelopment?			3
...are visitor regularly attracted to the area?			0
...is sprawl a concern?			0



<b>Community Planning</b>		<b>Present ?</b>	
		<b>Yes</b>	<b>No</b>
1	Does your community have a plan for growth and development? If yes, describe the proposed plan:		
2	Are you aware of any growth management plan adopted by local governments? If yes, describe the plan and its location.		
3	Do you think an expansion of US 51 will serve local transportation needs in addition to regional travel? If yes, explain why:		
4	Are there any other scheduled or planned projects that may tie into this project or impact this project? If yes, list project names and describe project.		
5	Are there any community / traffic safety issues within your community? If yes, please list:		
6	Are aesthetics important within your community? Comments:		
7	Are community parks and open areas important within your community? Comments:		
8	Are there any location where access to a recreational area is important within your community? If yes, please list:		
9	Area there any seasonal events that may be affected by the proposed US 51 expansion in your community? If yes, please list:		

**Vernon & Patoka Context Audit  
Citizens Advisory Group Meeting May 27, 2008**

Community Characteristics

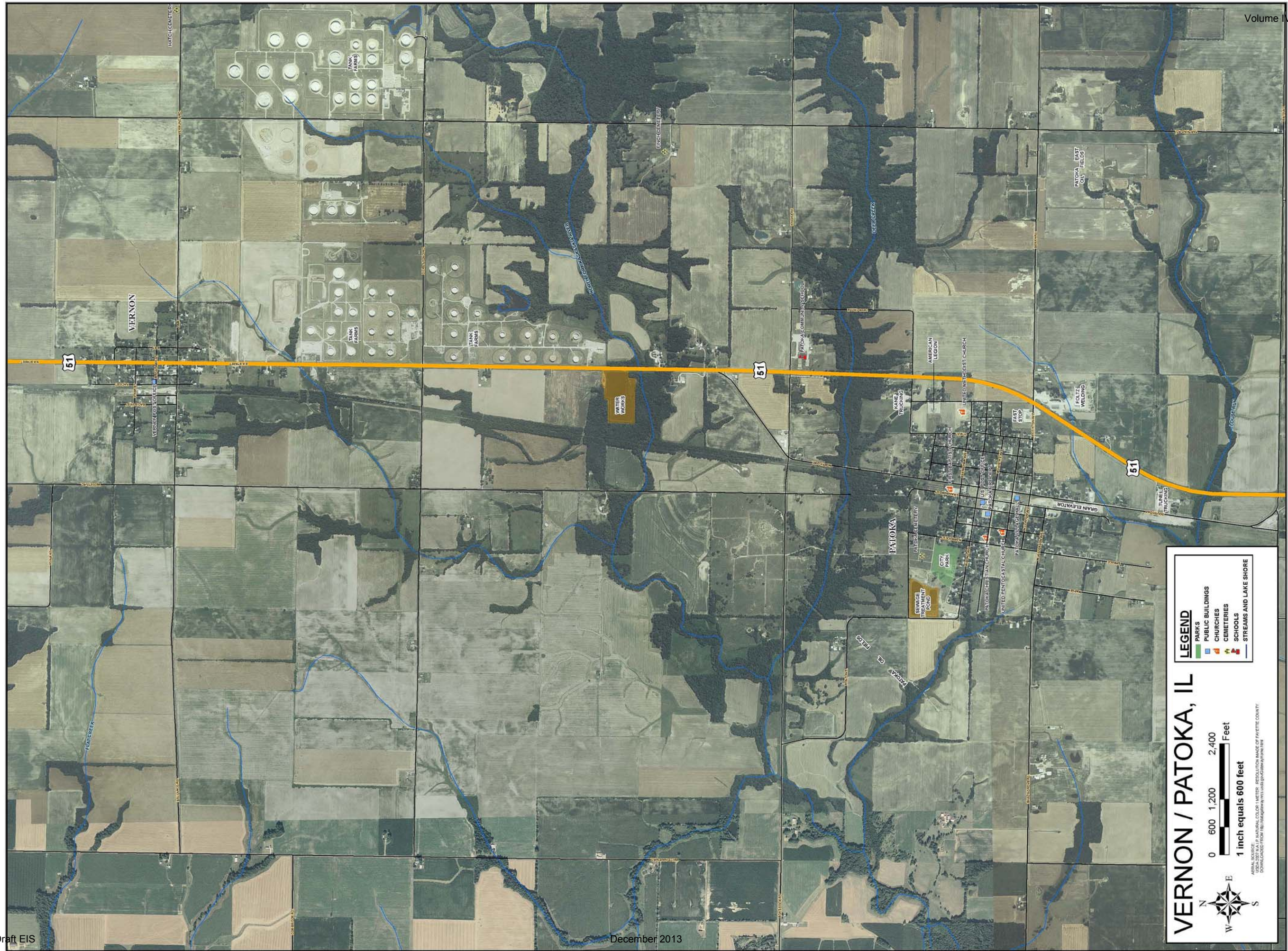
- Pipeline
  - Generates Jobs
  - Important to Regional and National Economy
- AG Land
  - Family Incomes
  - Regional and Local
- Elevator Access
  - South Edge of Patoka
  - Next closest is Sandoval
- Agricultural Businesses
- Public Use
  - Carlyle Lake
  - Fishing & Camping
- School
  - On Route 51
  - Sports
  - Basketball
- Patoka City Park
  - Patoka Fall Festival
- Social Community Features
  - Vernon – Civil War Monument
  - Vernon City Park
- Commercial Centers
  - Fast Stop – Closest Convenience Store
- Major Industrial
  - Tank Farms
- Historically Significant Features
  - Civil War Monument

## TRANSPORTATION

- Farming Operations
  - Farming on both sides of U.S. 51
  - Access to 51 – Currently adequate
  - Safety Issues ( Speed / Slow Moving)
  - Travel Distance W/Modified Access
- Access to Commercial / Retail
  - Need to be able to get on & off
  - Current access is adequate
- Compatible
  - Currently Compatible
- Safety
  - Speed thru Vernon
  - ½ mile North and South of Fast Stop – Accidents
  - Crossing as School
  - Accidents in Vernon (Lair & 51)
- Access
  - Existing is Adequate
  - East / West Convenient access to I-57 for car.
- Lighting
  - Vernon – Lighting at Intersections
    - City Owned
  - Patoka – City Owned
- Students not allowed to walk to School.
- Commuter Route
  - Drive to work – Away
  - Salem, Decatur, Vandalia, Centralia, Sandoval, St. Louis, Carlyle.
- Business
  - Maintain Economic Base
  - Could be more attractive to Business
- Historic / Entertainment
  - Carlyle Lake, Tourist Stop for Gas

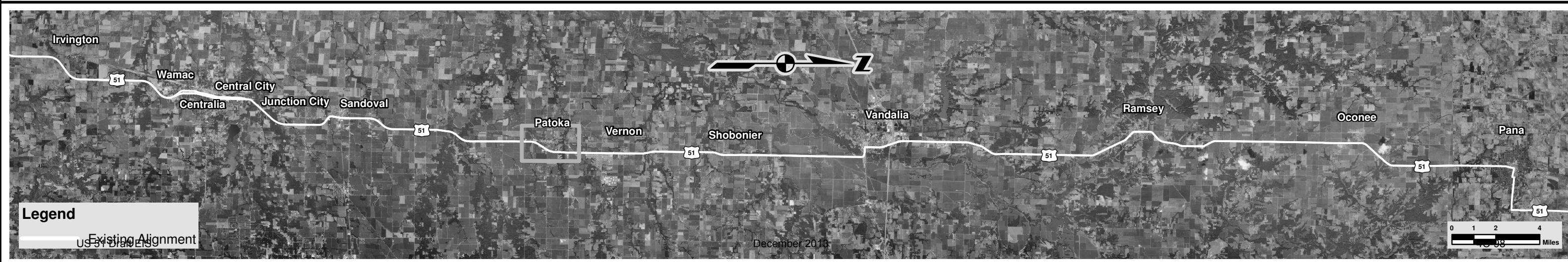
- Improving Movement
  - More Attractive to Commuters
  - Better for Trucks
  
- New Development / Re-Development
  - New Tank Farms
  
- Other Issues
  - Improve Access to I-57 - Important





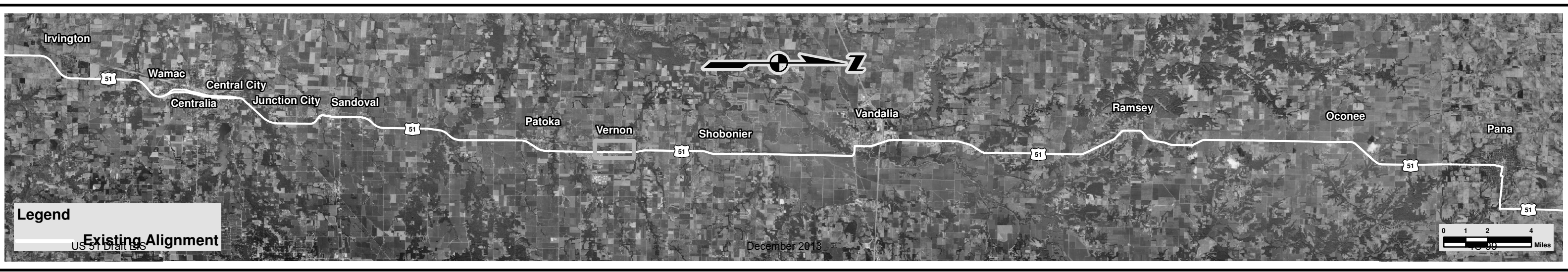


# US Route 51 Environmental Impact Statement - Patoka, Illinois





# US Route 51 Environmental Impact Statement - Vernon, Illinois



June 16, 2008

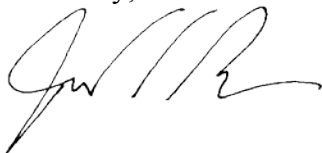
Re: US 51 Vandalia Citizen's Advisory Group Meeting # 2

The next meeting for the Vandalia's Citizen Advisory Group (CAG) is scheduled for Wednesday June 25, 2008 from 11:00 A.M to 1:00 P.M. The meeting location will be at the Kaskaskia College (Vandalia Campus) Multi Purpose Conference Room at 2310 W. Fillmore Street. There will be signs posted for the meeting location at the college. Attendance was low at the previous meeting so we are holding CAG #2 again. If you attended last time, you are welcome to attend again; however, it is not necessary.

If you are receiving this message, please try to attend – even if you were unable to attend the previous meeting. We will be contacting you in the near future to verify if you can join us. Feel free to e-mail Barbara Moore at [Barbara.Moore@clark-dietz.com](mailto:Barbara.Moore@clark-dietz.com) or call her at 217-373-8948 and let her know you are coming.

We thank you for taking the time to consider being part of this important study and look forward to speaking with you soon.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Payonk', written in a cursive style.

Jerry Payonk  
Project Manager

cc: file, Matt Hirtzel (IDOT)

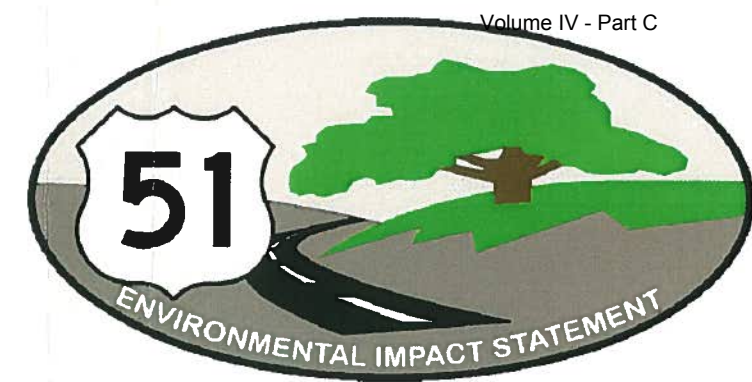




# U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

## Vandalia's Citizens Advisory Group Meeting # 2

11:00 – 1:00 PM – June 25, 2008



### Sign in Sheet

NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
HAROLD BAUMANN		101 WOODLAND HILLS COURT	618-283-3147	HGB821@ATT.NET
BRUCE LOWRY		2222 Kinn Dr.	283-2266	brc-lowry@gmail.com
WILLIAM YORK		Box 10	283-4676	wyork@compass.us
Dean BLACK		211 W. Fillmore ST.	283-1736	deb1941@ATT.NET
Kevin Satterthwaite		Rt 3 Box 568 Vandalia, IL 62471	283-4340	kevin@pineridgehomes.net
<i>[Signature]</i>	Mayor City of Vandalia	481 W. Gallatin St.	283-1190	
James Moran	City of Vandalia	481 W. Gallatin St.	283-1152	cityadmin@vandaliaillinois.com
JoAnn Sasse Givens	City of Vandalia	481 W. Gallatin St.	283-1152	econder@vandaliaillinois.com
Greg Starnes	Fayette County Hospital	650 W. Taylor Street	283-5400	
Keith Manley	citizen	RR3 Box 37 Vandalia	283-3187	
Robert Hanks	citizen	RR1 Box 10-1 Shenier	846-3049	robert_hanks@yahoo.com

<b>Vandalia Repeat CAG # 2 June 25, 2008</b>			
<b>Community Characteristics and Land Use</b>		<b>Present ?</b>	
<b>In your community, are there any...</b>		<b>Yes</b>	<b>No</b>
		<b>Replied</b>	
1	... densely populated urban areas?		0
2	...major populated urban areas?		3
3	...transportation centers that serve cars, trains, buses and pedestrians?		0
4	...commercial centers of local/regional significance?		6
5	...major industrial districts?		14
6	...mixed residential/commercial city centers?		1
7	...agricultural lands of local/regional importance?		12
8	...archaeological features (area where artifacts have been found)?		4
9	...architectural features (structures that convey information about community)?		0
10	...historically significant features (landmarks, monuments, etc.)?		15
11	...social or community features (churches, monuments, cemeteries, etc.)?		5
12	...natural features (rural areas, stream, hills, valleys, etc.)?		6
13	...manmade features (railroads, pipelines, lakes, prisons, quarries, mines, etc.)		13
14	...public use facilities (schools, fairgrounds, parks, gathering spots)?		8
15	...entertainment centers or key attractions?		0

<b>Transportation System</b>		Present ?		
Are the following present in your community along US 51:		Yes	No	Replied
1	...sidewalks?			0
2	...bicycle lanes/paths/facilities?			1
3	...connections to public transportation?			1
4	...street and pedestrian lighting?			2
5	...pedestrian crossings and crosswalks?			1
6	...signals (traffic & pedestrian)?			1
7	...convenient access to the interstate?			21
8	...access to east/west or north/south State routes?			10
9	...access to commercial/retail areas?			19
10	...access to residential areas?			5
11	...access to farming operations?			5
12	...access to airports and regional air travel?			1
13	Is the roadway network compatible with existing business?			12
14	Does traffic travel in a safe manner?			8

<b>Economic Resource</b>		<b>Present ?</b>		
<b>In your community....</b>		<b>Yes</b>	<b>No</b>	<b>Replied</b>
1	...have areas been identified for new development or redevelopment?			18
2	...are visitor regularly attracted to the area?			7
3	...is the local economy supported by historical, natural, cultural or entertainment spots?			10
4	...is US 51 important to businesses?			25
5	...is improving movement along US 51 a local/regional concern?			7
6	...is sprawl a concern?			0
7	...does US 51 serve as a commuter route (primary route for going back/forth to work)?			10

<b>Community Planning</b>		<b>Present ?</b>	
		<b>Yes</b>	<b>No</b>
1	Does your community have a plan for growth and development? If yes, describe the proposed plan:		
2	Are you aware of any growth management plan adopted by local governments? If yes, describe the plan and its location.		
3	Do you think an expansion of US 51 will serve local transportation needs in addition to regional travel? If yes, explain why:		
4	Are there any other scheduled or planned projects that may tie into this project or impact this project? If yes, list project names and describe project.		
5	Are there any community / traffic safety issues within your community? If yes, please list:		
6	Are aesthetics important within your community? Comments:		
7	Are community parks and open areas important within your community? Comments:		
8	Are there any location where access to a recreational area is important within your community? If yes, please list:		
9	Area there any seasonal events that may be affected by the proposed US 51 expansion in your community? If yes, please list:		

**Vandalia Repeat of # 2  
Citizens Advisory Group Meeting June 25, 2008**

- Historical Features
  - Old State Capital
  - Heritage
  - Economical Development
  - Museum / Lincoln History
  - National Road
  - Old State Cemetery
  - Tourism
  
- Industrial Districts
  - Existing Location (North) on U.S. 51
  - Future Expansion (West)
  - Jobs and Commuters / Future Residents
  - Access / visibility to Transportation System
  
- Man-Made Features
  - Quarry Activities (3) Van.
  - Recreation (Lake) Beach / Boating
  - Employment (Prison largest employer)
  - Tourism
  - Two Interchanges
  - Major Highway Exist in area
  - Local Airport with growth plans (Sky Diving)
  - Future RR Expansion
  - Shell Pipeline
  
- Agricultural Lands
  - Farming Industry Key to Area (County)
  - Agricultural Lands
  - Proximity to Grain Elevators
  - Centennial Lands
  - Farmland Preservation
  
- Public Use Facilities
  - Downtown Functions
  - Lake Activities
  - Parkland Dispersed
  - Campgrounds at Lake
  - Local Use of Facilities
  - Tourism through Tournaments

- Commercial Centers
  - Wal-Mart
  - Along Veterans
  - Primarily Retail/Fast Food
  - New Truck Stop
  - Corridor Between 61 & 63
  - Downtown Focus
  
- Natural Features
  - Water Supply
  - Recreational Use
    - Fishing
    - Hunting
    - Boating
  
- Social Community Features
  - Historical Cemetery
  - Poor Folks Cemetery
  - Historical Churches
  - Historical Statues
  - Downtown Historical Buildings
  - Hospital
  - Schools / College Local & Regional Significance
  - YMCA Facility
  - Ball fields / Golf Course / Country Clubs
  
- Archaeological Features
  - Indian Mound Sites ( East of U.S. 51)
  - Local Searches
  - Privately Held Properties
  
- Residential Districts
  - Noise Concerns
  - Subdivision 185 / Lake
  - Limited Number Existing
  - Dense Housing in Downtown
  - All Existing Residences Important
  
- Mixed Residential / Community Centers
  - Home Based Businesses

- Interstate Access
  - Connections E/W & N/S Corridor
  - Transportation
  - Safety
  - Economic Development
  
- Commercial / Retail
  - Future Development
  - Retain Current Development
  - Providing Local Employment
  - Convenient
  - Concentration of Business
  - Important to Tax Base
  - Quality of Life
  
- Roadway Network Compatibility
  - Existing U.S. 51 Does provide Access to some Businesses along U.S. 51 (Industrial not Commercial)
  - Indirect Access is Provided
  
- Access to State Routes
  - Better Access to Businesses than Residential Areas
  
- Safe Travel
  - Important to Community
  - Accidents Along U.S. 51
  - Four lanes
  - Congested
  - Mixed type vehicles using U.S. 51 including Farm equipment
  - Downtown and residential areas pedestrian crossings
  
- Residential Areas
  - Adequate Indirect Access Exists
  - Access to Lake Communities
  
- Farming Operations
  - Mixed Usage is a Problem
  
- Street / Pedestrian Lighting
  - Limited sidewalks
  - Street lighting in town pedestrian / drivers
  
- Pedestrian / Bicycle
  - Alternative modes becoming more important
  - Recreational Use



- Public Transportation
  - No Services Provided Currently.
  - Desire Bus Service
  
- Pedestrian Crosswalks
  - In Downtown
  
- Traffic Signals
  - 4 in short length
  - Businesses vs. through travel
  
- Airport
  - Access could be important to Economic Development

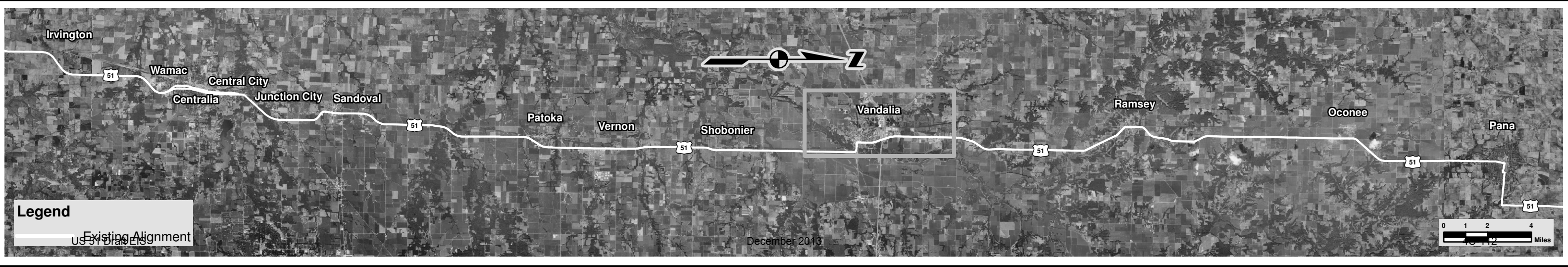
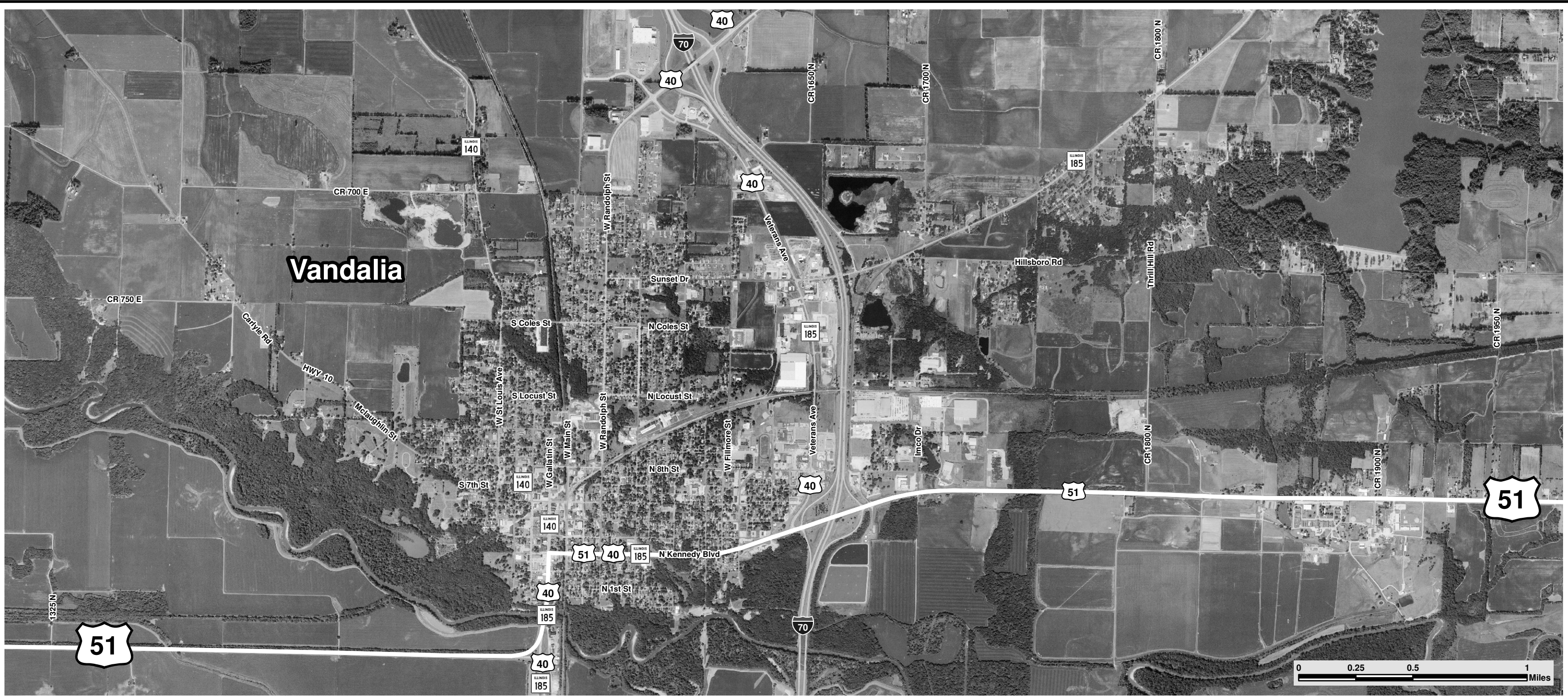
- Important to Businesses
- New Development / Redevelopment
  - Current focus on downtown
  - Also along U.S. 42
- Commuter Route
  - Brings People in and out
  - Daytime Population Higher
- Local Economy
  - Tourism from Old State Capital
- Movement Along U.S. 51
  - Expediting Travel Flow
  - N/ S 4 lane off of Vandalia
  - Transportation / Trucking Especially
  - Growth Along Whole Corridor







# US Route 51 Environmental Impact Statement - Vandalia, Illinois



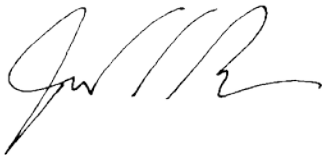
May 8, 2008

Re: US 51 Environmental Impact Statement Project  
Citizen's Advisory Groups

The next meeting for the Ramsey Citizen's Advisory Group (CAG) is scheduled for Tuesday, May 20, 2008 from 6:00 to 8:00 P.M. The meeting location will be at the Ramsey Community High School All Purpose Room on 716 West 6<sup>th</sup> Street. We will have signs at the school identifying the location.

If you are receiving this message, please try to attend – even if you were unable to make the first meeting. We will be contacting you in the near future to verify if you can join us. Feel free to e-mail or call Barbara Moore at 217-373-8948 and let her know you're coming.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Payonk', written in a cursive style.

Jerry Payonk  
Project Manager

cc: file, Matt Hirtzel (IDOT)

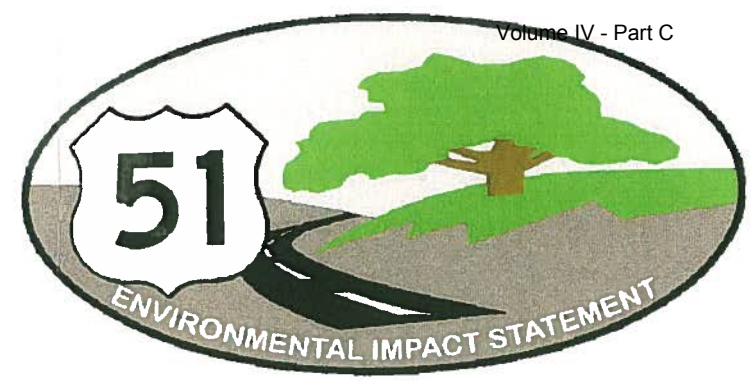




# U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

## Ramsey Citizens Advisory Group Meeting

6:00 – 8:00 PM – May 20, 2008



### Sign in Sheet

NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
Leon Otto		Rt 3 Box 4	423 9270	
Wesley Green		RR2 Box 318B	423-9930	hwgreen@mail.com
Wesley Green		RR2 Box 318B	423-9930	" " "
Marilyn Vandytoven		RR#1 Box 370 Ramsey	423-2180	MARILYN.VANDYTUVEN@SUNSCI.COM
John Ademann		RR#3 WASHINGTON Box 53 Ramsey	423-2476	
Barbara Spinto	Ramsey School District	716 W. 6th St. Ramsey	423 2335	bshute@ramsey.fayette.k12.il.us
Ann L. Smith		240 N. WASHINGTON Ramsey	423-2610	
DAVE BENHOFF	RAM	RR#1 Box 302-A Ramsey	423 2536	

<b>Ramsey CAG # 2 May 20, 2008</b>				
<b>Community Characteristics and Land Use</b>		<b>Present ?</b>		
<b>In your community, are there any...</b>		<b>Yes</b>	<b>No</b>	<b>Replied</b>
14	...public use facilities (schools, fairgrounds, parks, gathering spots)?			14
7	...agricultural lands of local/regional importance?			10
11	...social or community features (churches, monuments, cemeteries, etc.)?			10
6	...mixed residential/commercial city centers?			5
12	...natural features (rural areas, stream, hills, valleys, etc.)?			5
15	...entertainment centers or key attractions?			4
10	...historically significant features (landmarks, monuments, etc.)?			3
13	...manmade features (railroads, pipelines, lakes, prisons, quarries, mines, etc.)			3
8	...archaeological features (area where artifacts have been found)?			2
1	... densely populated urban areas?			0
2	...major populated urban areas?			0
3	...transportation centers that serve cars, trains, buses and pedestrians?			0
4	...commercial centers of local/regional significance?			0
5	...major industrial districts?			0
9	...architectural features (structures that convey information about community)?			0

<b>Transportation System</b>		Present ?		
Are the following present in your community <u>along</u> US 51:		Yes	No	Replied
11	...access to farming operations?			9
4	...street and pedestrian lighting?			7
5	...pedestrian crossings and crosswalks?			7
14	Does traffic travel in a safe manner?			7
1	...sidewalks?			5
10	...access to residential areas?			5
13	Is the roadway network compatible with existing business?			5
9	...access to commercial/retail areas?			4
2	...bicycle lanes/paths/facilities?			3
8	...access to east/west or north/south State routes?			3
6	...signals (traffic & pedestrian)?			1
3	...connections to public transportation?			0
7	...convenient access to the interstate?			0
12	...access to airports and regional air travel?			0



<b>Economic Resource</b>		Present ?		Replied
		Yes	No	
In your community....				
7	...does US 51 serve as a commuter route (primary route for going back/forth to work)?			19
5	...is improving movement along US 51 a local/regional concern?			14
2	...are visitor regularly attracted to the area?			11
4	...is US 51 important to businesses?			11
3	...is the local economy supported by historical, natural, cultural or entertainment spots?			1
1	...have areas been identified for new development or redevelopment?			0
6	...is sprawl a concern?			0

<b>Community Planning</b>		<b>Present ?</b>	
		<b>Yes</b>	<b>No</b>
1	Does your community have a plan for growth and development? If yes, describe the proposed plan:		
2	Are you aware of any growth management plan adopted by local governments? If yes, describe the plan and its location.		
3	Do you think an expansion of US 51 will serve local transportation needs in addition to regional travel? If yes, explain why:		
4	Are there any other scheduled or planned projects that may tie into this project or impact this project? If yes, list project names and describe project.		
5	Are there any community / traffic safety issues within your community? If yes, please list:		
6	Are aesthetics important within your community? Comments:		
7	Are community parks and open areas important within your community? Comments:		
8	Are there any location where access to a recreational area is important within your community? If yes, please list:		
9	Area there any seasonal events that may be affected by the proposed US 51 expansion in your community? If yes, please list:		

**Ramsey Context Audit  
Citizens Advisory Group Meeting May 20, 2008**

Community Characteristics

- Legion Hall
  - Used 5 days
  - Senior Citizen's Meals on Wheels – "Golden Circle"
  - Reunions
  - Veteran's Memorial
- Lions Park
  - Ramsey Sale
  - Ramsey Days
  - 4<sup>th</sup> of July
  - Halloween Parade
  - Fish Fry
  - Concerts
- Bonner Stokes Park
  - Horse Show
  - Fire Department
- School Multi-Purpose Room
  - Charity Events
- High School Gym
  - Concerts
- School Fields
  - Ball Diamonds
  - Little League
  - Soccer
- AG or Rural Lands
  - Local Importance
  - Grain Elevators – East Main Street
  - Logging & Sawmill
  - Fertilizer Plant
  - Local Employees
- Social & Community
  - Already on maps
- Residential / Commercial City Centers
  - US 51
  - Casey's
  - Restaurant
  - Dairy-Dee
- Natural Features
  - Fishing at Ramsey lake
  - Protect Creeks
  - Hunting as far as PA

- Historical
  - Railroad Tower
    - Intent to make Historic Center / Museum
  - First Hospital in Fayette County.
- Archeological
  - Arrow heads

## Transportation System Assessment

- Farm Operations
  - Moving machines from field to field
  - Safety – slow moving vehicles
  - Time issues
- Lighting
  - Exists in downtown
  - Future needs to be will lighted
  - Hang flags and holiday lighting
- Cross Walks
  - One existing
  - No traffic signals
  - Safety of students crossing
- Travel in safe manner
  - Maintain current safe compatible with business
  - Present & important to local business
- Access to Commercial
  - Need to get to Vandalia
- Access to Residential
  - Need to get to other regional areas
- Sidewalks
  - Each side of 51 existing
  - Important to maintain
- Bicycle Paths
  - No existing paths
- Access to East/West & North/South State Routes
  - Important for Commercial North / South
  - Access for Williams Trucking
- Signals
  - No existing
  - School Flasher Important

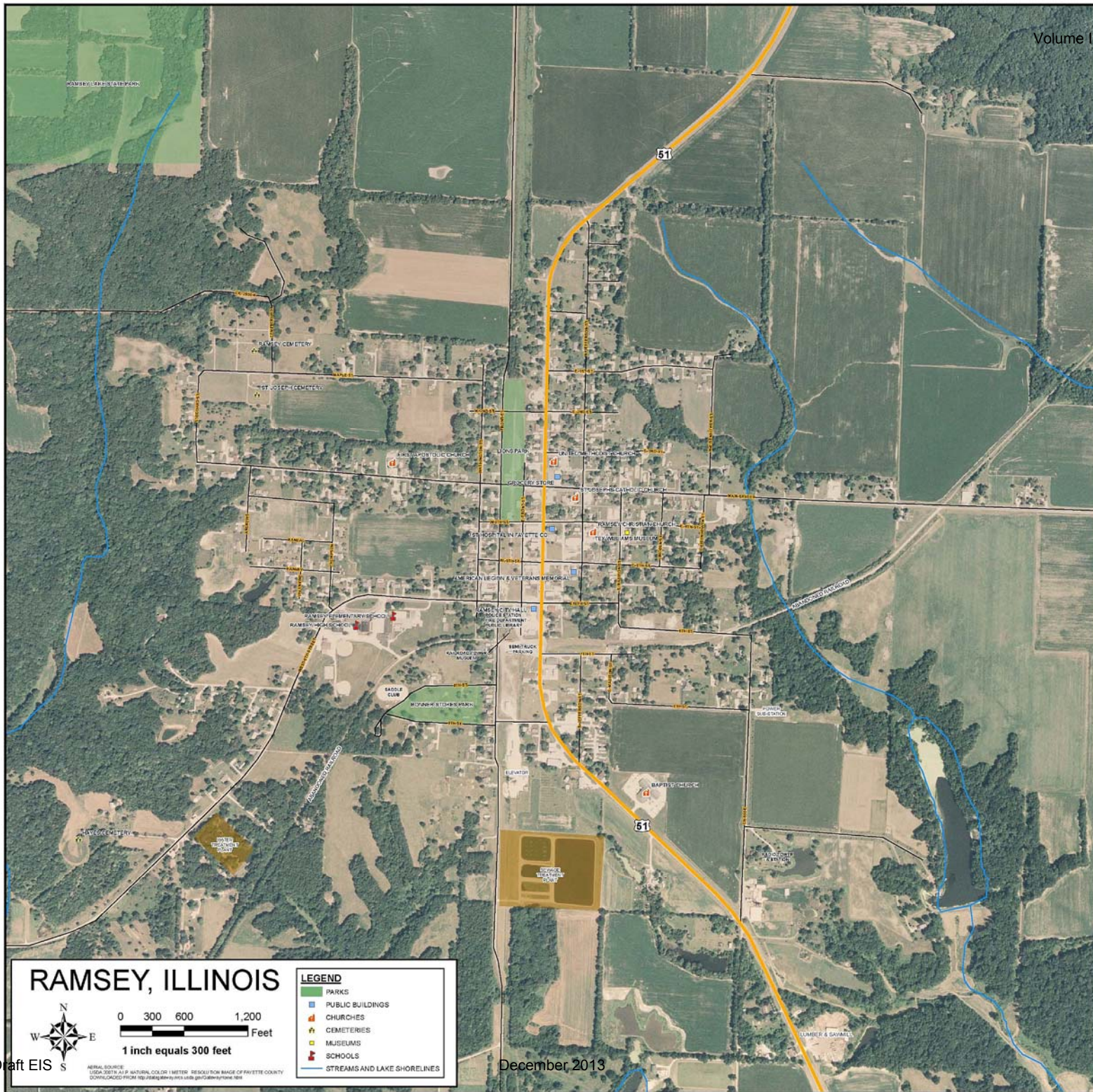
## Economic Development

- Commuting to:
  - Prison
  - Vandalia
  - Decatur
  - Oconee
  - Effingham
  - Pana
  - Greenville
  
- Movement
  - Important for Commuting
  - No Passing Alderson Curve – Currently Not Marked.
  
- Business
  - Important to existing
  
- Visitors
  - State Parks Generates Business
  - Ramsey Daze
  - Community Sale – April
  
- Historic
  - Tex Williams on Saturday Night

## **Community Planning**

- Traffic Safety
  - Kids ride bikes on US 51
  
- Connectivity to Vandalia
  - Maintenance of existing US 51





# RAMSEY, ILLINOIS



0 300 600 1,200  
 Feet  
 1 inch equals 300 feet

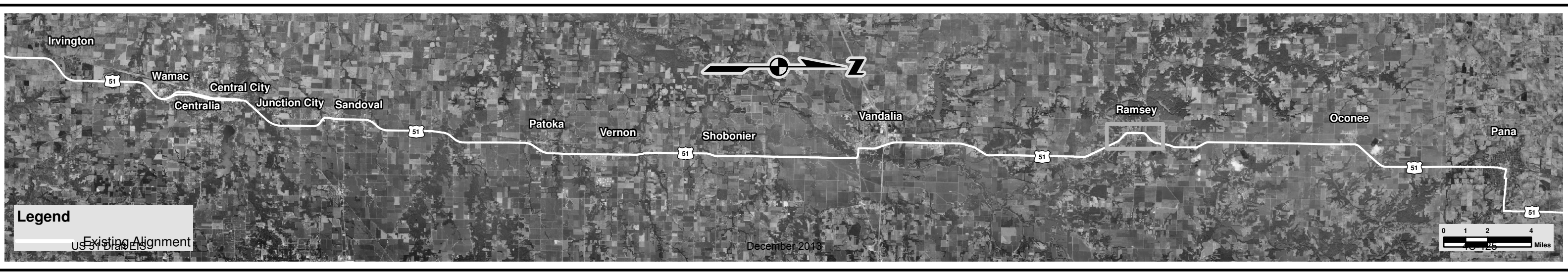
LEGEND	
	PARKS
	PUBLIC BUILDINGS
	CHURCHES
	CEMETERIES
	MUSEUMS
	SCHOOLS
	STREAMS AND LAKE SHORELINES

AERIAL SOURCE:  
 USDA 2011 AT 1 P. NATURAL COLOR 1 METER RESOLUTION IMAGE OF FAIRFAX COUNTY  
 DOWNLOADED FROM THE NATIONAL AIR PHOTO ARCHIVE (NAPAR) WWW.NAPAR.USDA.GOV

December, 2013



# US Route 51 Environmental Impact Statement - Ramsey, Illinois



# CAG Meeting Series #3

## June-July 2008

**Citizen's Advisory Group Meeting Agenda**  
**Meeting #3**  
**Topic: Community Context**

1. Welcome
  - a. Meetings #1 & #2 Recap
  - b. Purpose of Meeting
2. Problem Statement Workshop
  - a. Review IDOT's Transportation Problem
  - b. Review and discuss Community Purpose Elements/Icons
  - c. Present Preliminary Problem Statements
  - d. Modify to reflect Community Context
3. Close

Notes or questions:

---

---

---

---

---

---

---

---



## **US 51 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, the movement of goods and services, limits tourism and commerce, and residential, commercial, and industrial growth.
- 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.

July 11, 2008

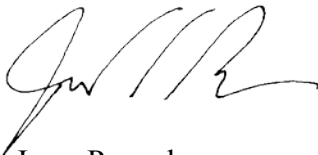
Re: US 51 Environmental Impact Statement Project  
Centralia's Citizen Advisory Group Meeting # 3

The next meeting for the Centralia's Citizen Advisory Group (CAG) is scheduled for Thursday July 17, 2008 from 6:00 to 8:00 P.M. The meeting location will be at the Centralia Recreation Complex, 115 E. Second Street in Centralia.

If you are receiving this message, please try to attend – even if you were unable to attend the previous meeting. We will be contacting you in the near future to verify if you can join us. Feel free to e-mail Barbara Moore at [Barbara.Moore@clark-dietz.com](mailto:Barbara.Moore@clark-dietz.com) or call her at 217-373-8948 and let her know you are coming.

We thank you for taking the time to consider being part of this important study and look forward to speaking with you soon.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jerry Payonk', written in a cursive style.

Jerry Payonk  
Project Manager

cc: file, Matt Hirtzel (IDOT)





# U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

## Centralia's Citizens Advisory Group Meeting # 3

6:00 – 8:00 PM – July 17, 2008

### Sign in Sheet



NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
• WARE SNEED	CITY CENTRALIA (Rotary)	P.O. Box 475	618-532-6451	—
• KEN Buchann	Village Central City	141 N. Harrison St. Cent.	618-532-2834	
• Arland Speidel	Rotary	1003 Community Beach Rd	618 532 3784	
• Tom Ballagh	Rotary	514 MEADOWBROOK	618 532-2538	
• Bev Deibel	Clean & Green	640 Sam	532-8430	
• Monica Seals	Morning Sentinel	232 E. Broadway	532-5601	
• Ty J. Bates	Marion County Board	718 Fulton Drive	533-0792	
• Ed O'Riordan	<del>1700 W. Yellow</del>	1700 W. Yellow	532-4119	
• Bill Sprache	CENTRALIA IND	15 CLEAR LAKE	532 1734	
• Zach Roebeman				
• Bruce Geary	Centralia IND	1628 E. McCord, Centralia	532-2228	
• Jeff Mann	Centralia, Ill.	#5 Orchard drive	532-3417	
• VERNELL BURRIS	SELF	P.O. BOX 324 CENT	204-0225	
• TOM JONES	SELF	917 E. MELL. CENT	533-8473	
• Patty (Gay) Hunter	Self	2596 Lakeit Day Cent	532-4430	
• David Meyer	Wash County Board Chair	12567 BEAVERCK Nashville	534-5921	
• Louis Kalant	CITY of Centralia	1416 N. Lms	532-1590	
• Becky Hunt		702 S. Pine	292-4793	
• Nancy Nykstra	Marion Co. Abstract	5767 pope Rd	432-7142	

Reginald



**CENTRALIA Citizens Advisory Group # 3**  
**July 17, 2008**  
**Problem Statement**

The US 51 highway does not provide an easy connection between local communities or a means of efficient travel.

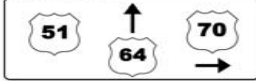
The US 51 highway hinders the movement of travelers, goods, and services, commerce north of Centralia and limits future tourism, residential, and industrial expansion.

The US 51 highway is unsafe for cars, trucks, bikes, pedestrians and farm equipment to be on the road at the same time.

**Maintain Access to Homes and Businesses**



**Improve Access to East/West and North/South State Routes**



**Improve Connectivity for Commuters**



**Improve Connections to Transportation Centers**



**Improve Access for Tourists**



**Provide Efficient Connections Between Communities**



**Improve Connectivity for Commuters**



**Improve Connections to Transportation Centers**



**Improve Access for Tourists**



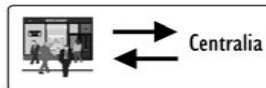
**Provide Efficient Connections Between Communities**



**Improve Access to Airport**



**Improve Access to Commercial Centers**



**Improve Access to Industrial Centers**



**Promote Economic Development**



**Promote Tourism**



**Maintain Access to Downtown Business**



**Maintain Quality of Life**



**Improve Safety**



**Maintain Quality of Life**



**Improve Safety**



**Address Mobility for Users**



**Address Pedestrian/Bicycle Traffic**



**Maintain Access for Farm Equipment**



**Maintain Access to Public Use Facilities**



**Other Important Community Characteristics**

**Provide Connections for Future Bikeways**





July 17, 2008

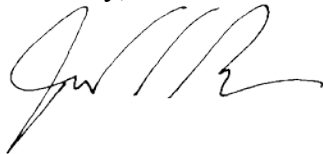
Re: US 51 Environmental Impact Statement Project  
Sandoval's Citizen's Advisory Group Meeting # 3

The next meeting for the Sandoval Citizen's Advisory Group (CAG) is scheduled for Monday July 28, 2008 from 6:00 to 8:00 P.M. The meeting will be at the Sandoval Village Hall, 102 N Cherry Street.

If you are receiving this message, please try to attend, even if you missed the previous meeting. We will be contacting you in the near future to verify if you can join us. Feel free to e-mail Barbara Moore at [Barbara.moore@clark-dietz.com](mailto:Barbara.moore@clark-dietz.com), or call her at 217-373-8948 and let her know you're coming.

We thank you for taking the time to consider being part of this important study and look forward to speaking with you soon.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Payonk", written in a cursive style.

Jerry Payonk  
Project Manager

cc: file, Matt Hirtzel (IDOT)

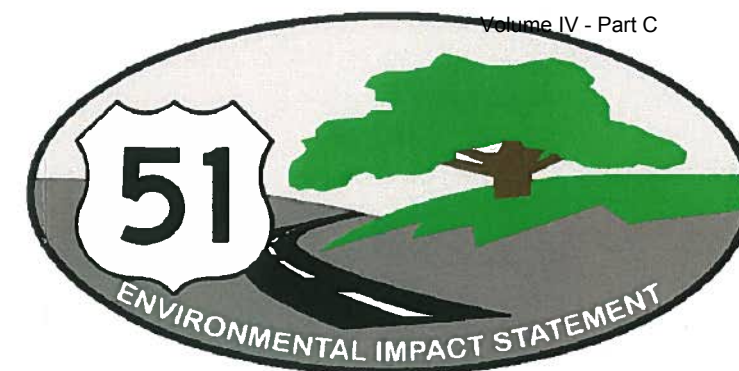


# U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

## Sandoval Citizens Advisory Group Meeting # 3




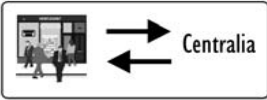


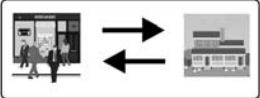

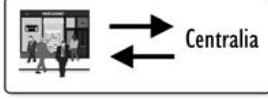
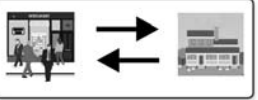


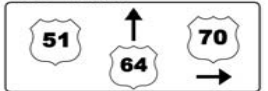






6:00 – 8:00 PM – July 28, 2008

### Sign in Sheet



NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
Paula Jett		3365 Old 51 Rd Sandoval, AZ	247-3942	PJJJ@vsn.net
JAMES GAMBETTA		5125 US HWY. 51 SANDOVAL, AZ	247-3109	
Melvin Brink		710 West 8th St SANDOVAL, IL	532-9640	
Lisa Jett		1406 Meridian Rd. Sandoval, IL	247-3577	LJETT@NAL.COM
BOB WALKER		106 W. Missouri Sandoval	247-3273	
Mel Wood		710 N Clay Sandoval	247-3705	
RICK KRETZER		501 N CLAY SANDOVAL	339 5569	RRKRETZER@AOL.COM
Jennie Raftermann		601 IOWA AVE Sandoval	247-3668	
Dan Seidel		938 Boone St. Rd Sandoval	247 3151	
Jerry Swygler		334 Range Rd Sandoval	247-3115	
MIKE WEDEKEMPER	MERIDIAN TOWNSHIP		226-3073	
PAUL PADDA	PUMA MARKET	409 E. MISSOURI AVE SANDOVAL	247-3272.	

### SANDOVAL Citizens Advisory Group # 3 July 28, 2008 Problem Statement

<p>The US 51 highway does not provide an easy connection between communities or a good way for long distance travel.</p>	<p>The US 51 highway hinders the movement of goods, and services, possibly limits future business, residential, and industrial expansion.</p>	<p>The US 51 highway is potentially unsafe for cars, trucks, pedestrians and farm equipment to be on the road at the same time.</p>
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p><b>Improve Access to East/West and North/South State Routes</b></p>  </div> <div style="width: 45%;"> <p><b>Improve Safety</b></p>  </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="width: 45%;"> <p><b>Improve Safety for Slow Moving Vehicles</b></p>  </div> <div style="width: 45%;"> <p><b>Improve Access to Commercial Centers</b></p>  </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="width: 45%;"> <p><b>Address Mobility for Users</b></p>  </div> <div style="width: 45%;"> <p><b>Provide Efficient Connections Between Communities</b></p>  </div> </div> <div style="margin-top: 10px;"> <p><b>Improve Connectivity for Commuters</b></p>  </div>	<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p><b>Maintain Access to Homes and Businesses</b></p>  </div> <div style="width: 45%;"> <p><b>Improve Access to Commercial Centers</b></p>  </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="width: 45%;"> <p><b>Improve Connectivity for Commuters</b></p>  </div> <div style="width: 45%;"> <p><b>Provide Efficient Connections Between Communities</b></p>  </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="width: 45%;"> <p><b>Maintain Access to Public Use Facilities</b></p>  </div> <div style="width: 45%;"> <p><b>Improve Access to East/West and North/South State Routes</b></p>  </div> </div>	<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p><b>Improve Safety at Crossings</b></p>  </div> <div style="width: 45%;"> <p><b>Address Mobility for Users</b></p>  </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="width: 45%;"> <p><b>Address Pedestrian/Bicycle Traffic</b></p>  </div> <div style="width: 45%;"> <p><b>Improve Safety for Slow Moving Vehicles</b></p>  </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="width: 45%;"> <p><b>Maintain Access for Farm Equipment</b></p>  </div> <div style="width: 45%;"> <p><b>Improve Safety</b></p>  </div> </div>

Other Important Community Characteristics

Maintain Rural Character



Preserve Farmland



Maintain Cultural Identity





June 26, 2008

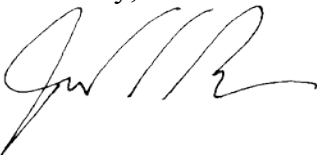
Re: US 51 Vernon/Patoka Citizen's Advisory Group Meeting # 3

The next meeting for the Vernon/Patoka Citizen's Advisory Group (CAG) is scheduled for Monday July 7, 2008 from 6:00 to 8:00 P.M. The meeting location will be at the Patoka Civic Center located at 210 West Bond Street in Patoka.

If you are receiving this message, please try to attend – even if you were unable to make the first meeting. We will be contacting you in the near future to verify if you can join us. Feel free to e-mail Barbara Moore at [Barbara.Moore@clark-dietz.com](mailto:Barbara.Moore@clark-dietz.com) or call her at 217-373-8948 and let her know you are coming.

We thank you for taking the time to consider being part of this important study and look forward to speaking with you soon.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jerry Payonk', written in a cursive style.

Jerry Payonk  
Project Manager

cc: file, Matt Hirtzel (IDOT)



Problem Statement

The US 51 highway does not provide an easy connection between local communities and commercial centers or a good way for long distance travel.

The US 51 highway hinders the movement of goods, and services.

The existing US 51 highway is unsafe at some locations for cars, trucks, and farm equipment to cross, access, and to be on the road at the same time.

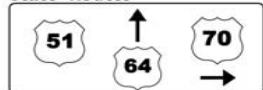
Provide Efficient Connections Between Communities



Improve Connectivity for Commuters



Improve Access to East/West and North/South State Routes



Address Mobility for Users



Promote Economic Development



Maintain Access to Homes and Businesses



Provide Efficient Connections Between Communities



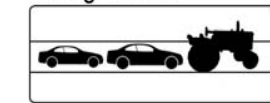
Improve Access to Commercial Centers



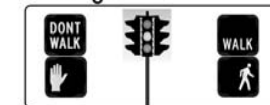
Improve Safety



Improve Safety for Slow Moving Vehicles



Improve Safety at Crossings



Maintain Access for Farm Equipment



Other Important Community Characteristics

Preserve Farmland



Maintain Quality of Life



Maintain Rural Character



June 26, 2008

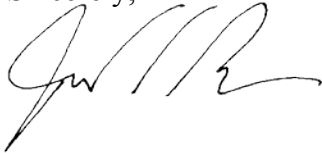
Re: US 51 Vandalia Citizen's Advisory Group Meeting # 3

The next meeting for the Vandalia's Citizen Advisory Group (CAG) is scheduled for Tuesday July 8, 2008 from 6:00 to 8:00 P.M. The meeting location will be at the Kaskaskia College (Vandalia Campus) Multi Purpose Conference Room at 2310 W. Fillmore Street. There will be signs posted for the meeting location at the college.

If you are receiving this message, please try to attend – even if you were unable to attend the previous meeting. We will be contacting you in the near future to verify if you can join us. Feel free to e-mail Barbara Moore at [Barbara.Moore@clark-dietz.com](mailto:Barbara.Moore@clark-dietz.com) or call her at 217-373-8948 and let her know you are coming.

We thank you for taking the time to consider being part of this important study and look forward to speaking with you soon.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jerry Payonk', written in a cursive style.

Jerry Payonk  
Project Manager

cc: file, Matt Hirtzel (IDOT)





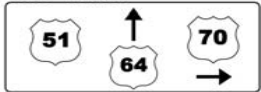
**VANDALIA Citizens Advisory Group # 3  
July 8, 2008 Problem Statement**

The existing US 51 highway does not provide an easy connection between local communities and commercial centers or a good way for long distance travel.

The existing US 51 highway hinders the movement of people, goods, services and limits future tourism, business, residential commercial, and industrial expansion.

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

Improve Access to East/West and North/South State Routes



Provide Efficient Connections Between Communities



Promote Economic Development



Maintain Access to Homes and Businesses



Improve Connectivity for Commuters



Improve Access to Commercial Centers



Improve Access to Airport



Maintain Access to Downtown Business



Promote Economic Development



Provide Efficient Connections Between Communities



Preserve Farmland



Promote Tourism



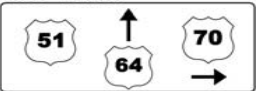
Maintain Access to Homes and Businesses



Improve Connectivity for Commuters



Improve Access to East/West and North/South State Routes



Improve Access to Commercial Centers



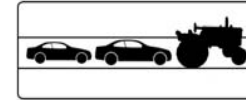
Address Mobility for Users



Address Pedestrian/Bicycle Traffic



Improve Safety for Slow Moving Vehicles



Maintain Access for Farm Equipment



Maintain Access to Homes and Businesses



Improve Connectivity for Commuters



Other Important community Characteristics

Maintain Historical Character



Maintain Cultural Identity





June 16, 2008

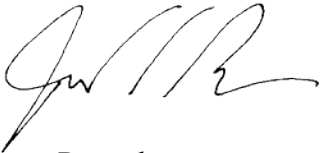
Re: US 51 Ramsey Citizen's Advisory Group Meeting # 3

The next meeting for the Ramsey's Citizen Advisory Group (CAG) is scheduled for Tuesday June 24, 2008 from 6:00 to 8:00 P.M. The meeting location will be at the Ramsey Community High School All Purpose Room on 716 West 6<sup>th</sup> Street. We will have signs at the school identifying the location.

If you are receiving this message, please try to attend – even if you were unable to attend the previous meeting. We will be contacting you in the near future to verify if you can join us. Feel free to e-mail Barbara Moore at [Barbara.Moore@clark-dietz.com](mailto:Barbara.Moore@clark-dietz.com) or call her at 217-373-8948 and let her know you are coming.

We thank you for taking the time to consider being part of this important study and look forward to speaking with you soon.

Sincerely,

A handwritten signature in black ink, appearing to read "Jerry Payonk". The signature is fluid and cursive, with a long horizontal stroke at the end.

Jerry Payonk  
Project Manager

cc: file, Matt Hirtzel (IDOT)

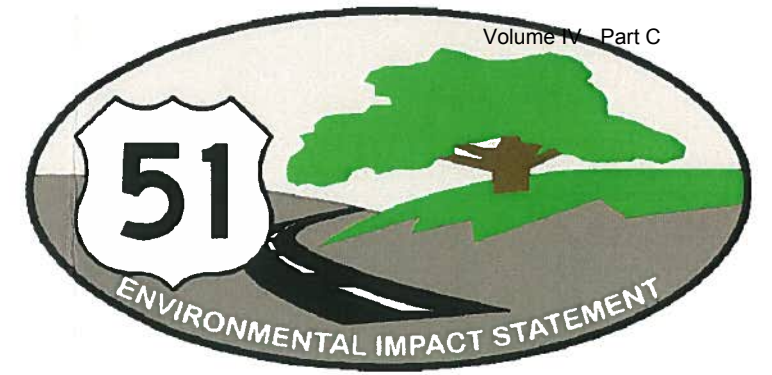


# U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

## Ramsey's Citizens Advisory Group Meeting # 3

6:00 – 8:00 PM – June 24, 2008

### Sign in Sheet



NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
Cindy Hunt		5366 Yavapai Dr. Forsyth	217-877-4683	Markcindyhunt@comcast.net
Leon Otis				Ramsey
Michael McDonald		RR1 Box 157 Ramsey IL		MTMcDonald@frontiernet.net
Amos Smith		240 N. WASHINGTON RAMSEY IL	618 423-2610	
Allan Alderson		R.R. #2 Box 202 Ramsey	618 423-2815	
MARILYN VANDYKVEN		RR#1 Box 370 RAMSEY	618-423-2180	
Kenneth Cunningham		RR1 Box 289 Ramsey	618-423-2588	
Ronald D. Finley		1625 W Elm St Taylorville, IL 62568	217-824-9107	rondfinley@hotmail.com
Marc Hostenstine		RR1 Box 324 Ramsey	618-423-2204	
Barb Skute	Ramsey School District			

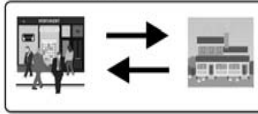
**RAMSEY Citizens Advisory Group # 3**  
**June 24, 2008**  
**Problem Statement**

The US 51 highway does not provide an easy and safe connection between local communities or a good way for long distance travel.

Improve Access to East/West and North/South State Routes



Improve Connectivity for Commuters



Provide Efficient Connections Between Communities



The US 51 highway hinders the movement of goods, services and limits future business, residential, and tax base expansion.

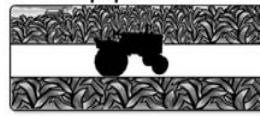
Maintain Access to Downtown Business



Improve Access to Commercial Centers



Maintain Access for Farm Equipment



Promote Tourism



Maintain Access to Homes and Businesses



Provide Efficient Connections Between Communities



The US 51 highway is unsafe for cars, trucks, buses, farm equipment and other forms of transportation to be on the road at the same time.

Improve Safety



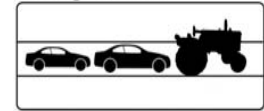
Address Pedestrian/Bicycle Traffic



Address Mobility for Users



Improve Safety for Slow Moving Vehicles



Maintain Access to Homes and Businesses



Other important community characteristics

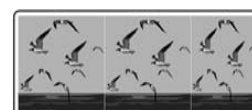
Maintain Rural Character



Maintain Cultural Identity



Address Water Quality and Environmental Conservation



Maintain Quality of Life



# CAG Meeting Series #4

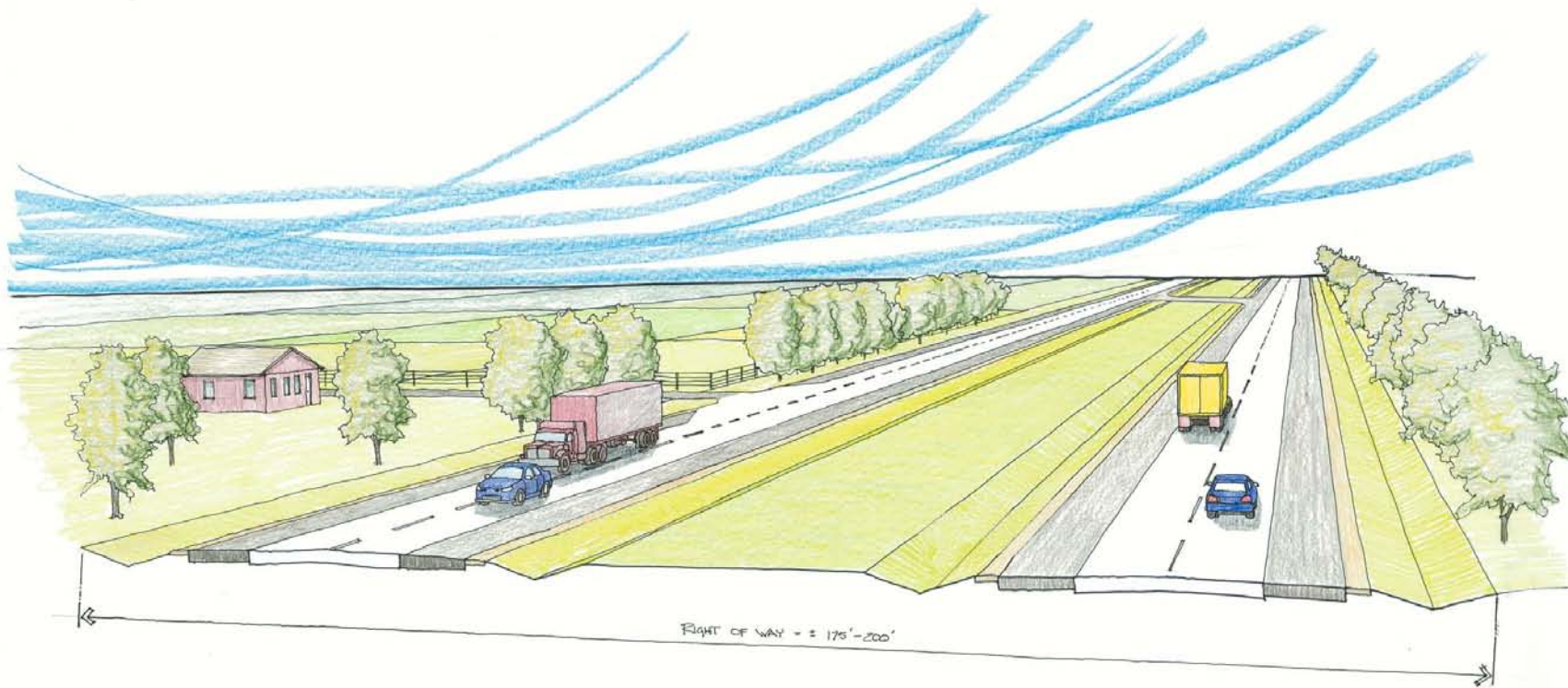
## September-October 2008



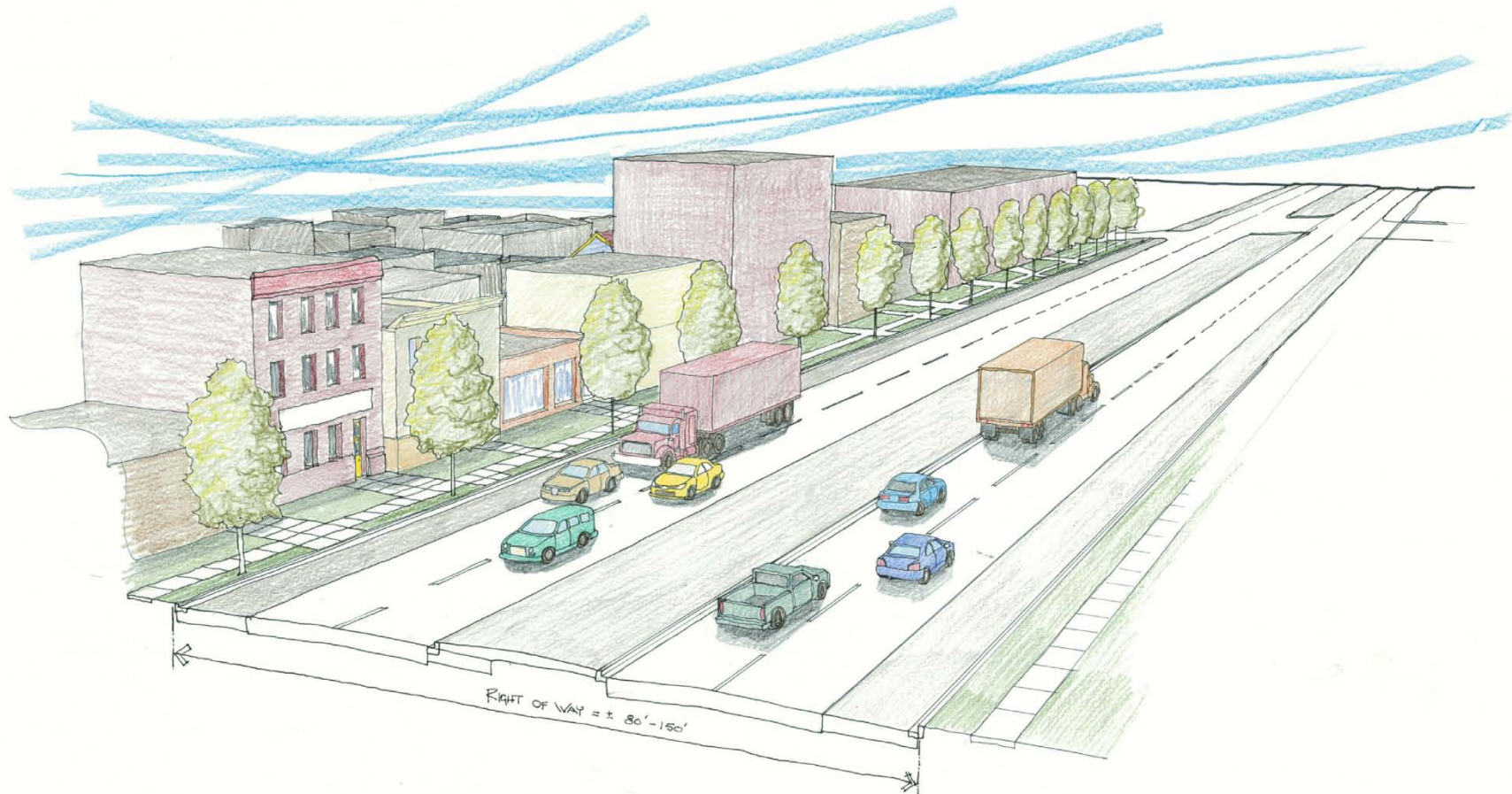
## **Citizen's Advisory Group Meeting Agenda Meeting #4 Topic: Design Considerations and Preliminary Brainstorming**

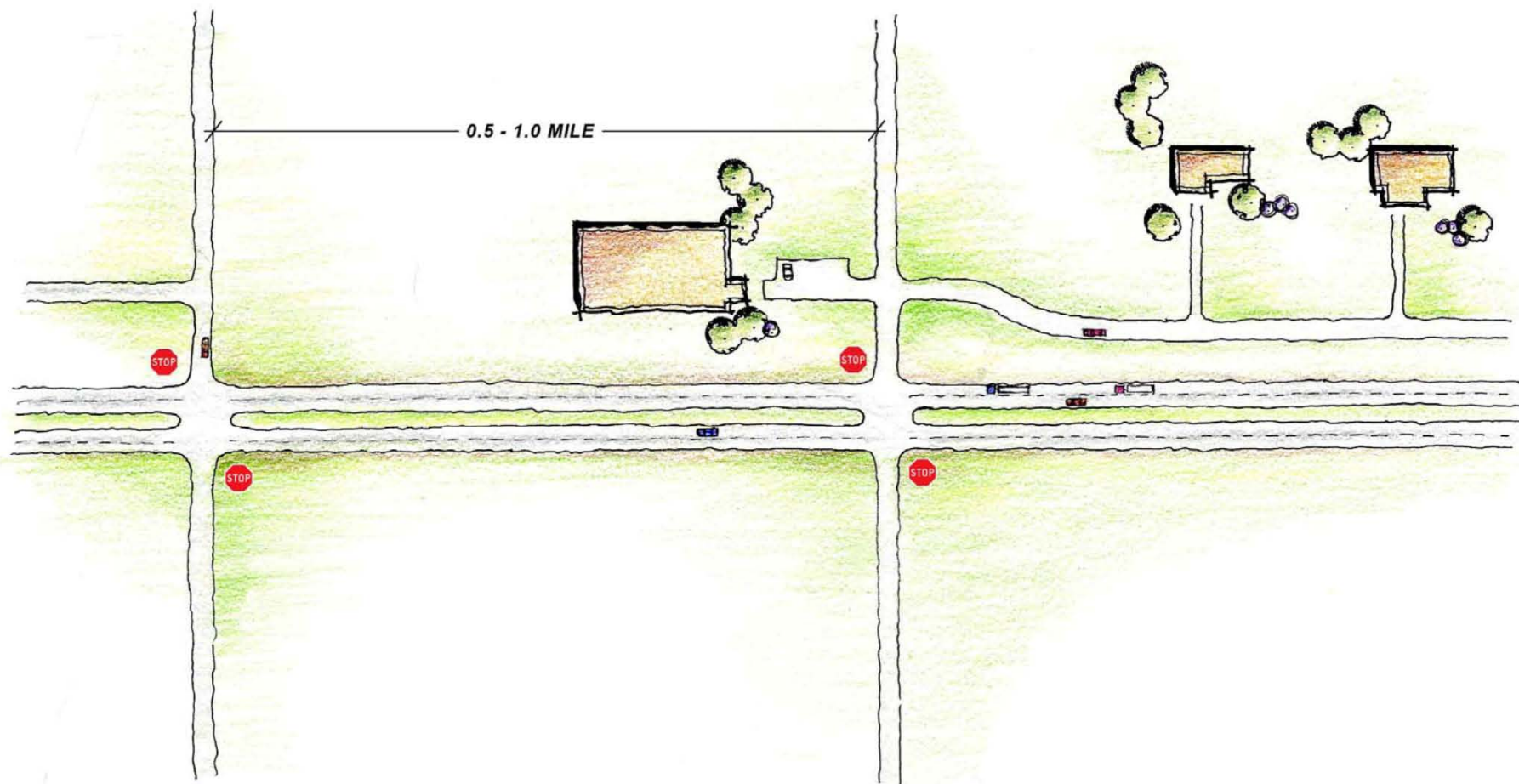
- I. Welcome
  - a. Purpose and goal
  - b. Introductions and ice breaker
  - c. Project-to-date recap
    - Regional Advisory Group (RAG)
    - Purpose & Need
    - Status of data collection
2. Environmental Considerations Presentation
3. Engineering Considerations Presentation
4. Land Acquisition Presentation
5. Brainstorming of potential alignments
6. What's next
  - a. Between meetings
    - Meet with stakeholders
    - Meet with RAG
    - Meet with PSG
    - Continue to collect data
    - Get consensus on P&N from FHWA
  - b. Next CAG meeting
    - Present new data
    - Eliminate fatal flaws
    - Refine and add alternates as a group
    - Discuss criteria

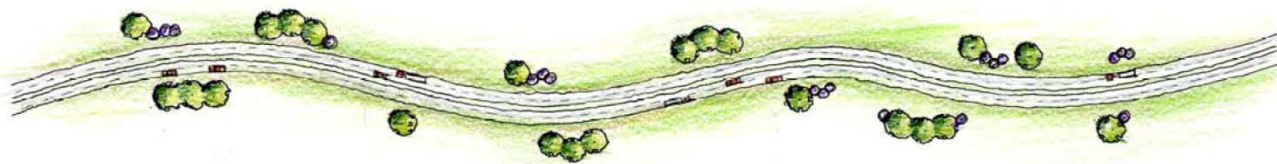
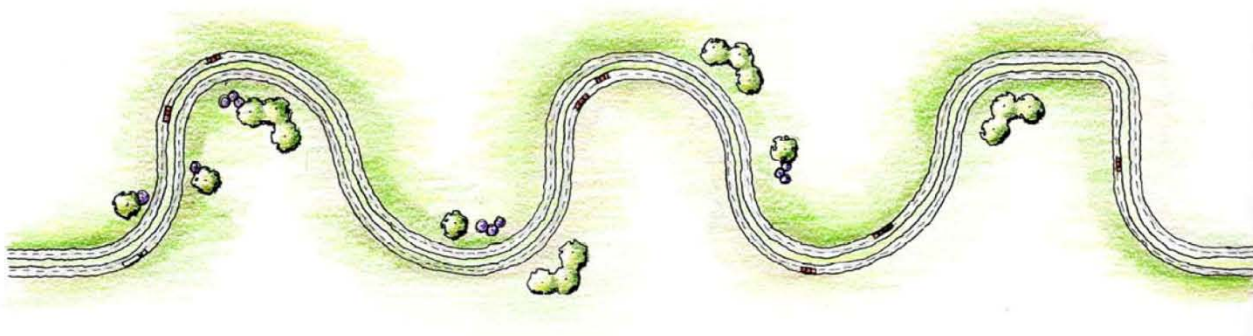
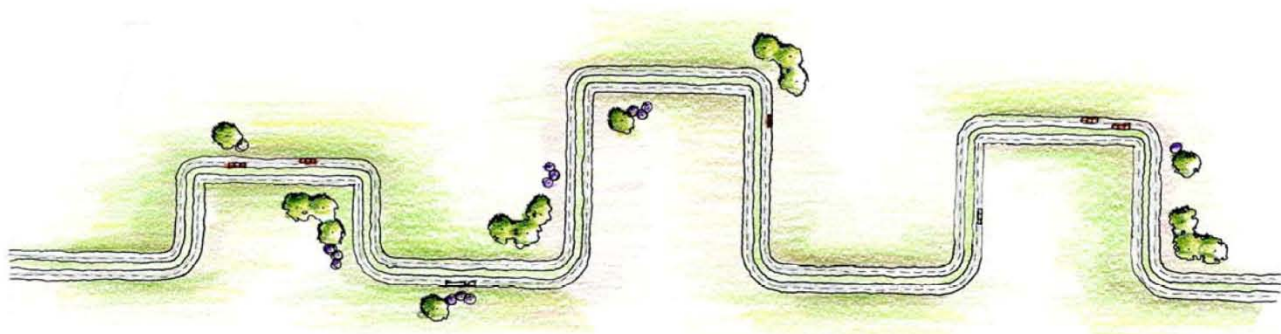




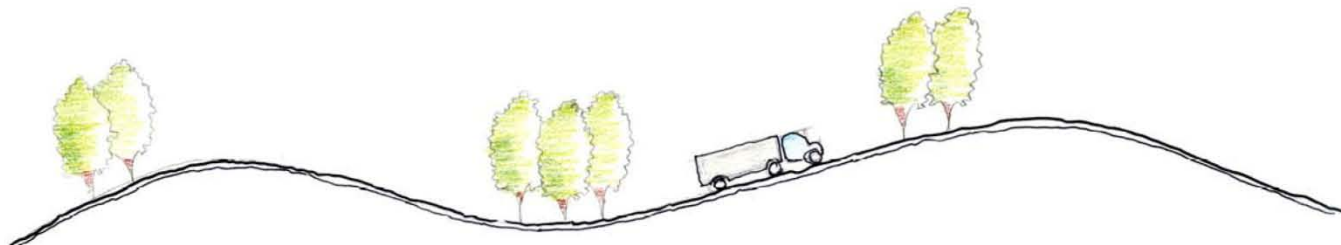
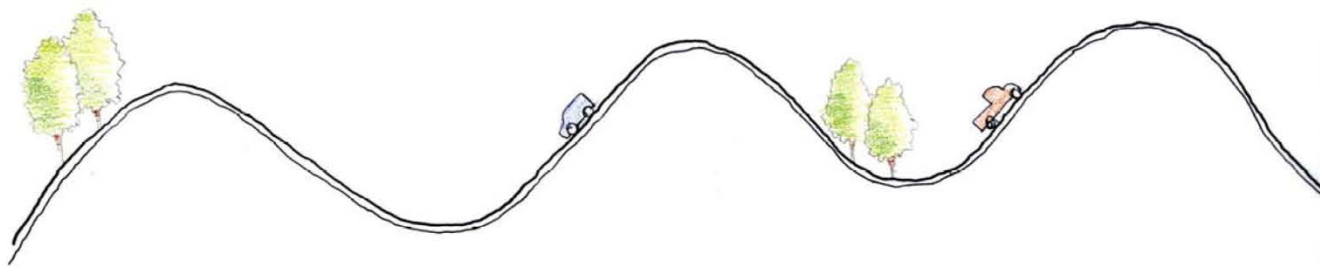












## Nature Preserves



A high-quality natural area of importance for wildlife, flora, fauna, or other special interests

Dedication is the strongest protection that can be given to land and provides permanent protection

Protected under the Illinois Natural Areas Preservation Act of 1981. Must take all feasible actions to avoid. Cannot be disturbed unless approved by the Commission or the Governor for an a project deemed imperative and unavoidable for public necessity

## Natural Areas



High-quality areas listed on the Illinois Natural Areas Inventory (INAI), under jurisdiction of the Illinois Department of Natural Resources (IDNR). Includes Nature Preserves

Protected by state regulations

Must take all feasible actions to avoid



## Parks



Any publicly owned park, recreational area, or wildlife and waterfowl refuge or a historic site (publicly or privately owned) of national, state, or local significance

Protected by Section 4(f) of the DOT Act of 1966 and the Parks, Recreation Areas, Wildlife and Waterfowl Refuges, and Historic Sites regulation. Applies only if federal funding will be used

Must take all feasible and prudent actions to avoid. Can disturb only if there is no feasible alternative to the use of land, and the action includes all possible planning to minimize harm



## Wetlands

Areas saturated by surface or ground water at a frequency and duration sufficient to support vegetation adapted for wet conditions

Protected at the federal, state, and sometimes the local level. Regulations include the Clean Water Act of 1970 and the Interagency Wetland Policy Act of 1989

Must take all feasible actions to avoid, if impacts are unavoidable must minimize impacts, and then mitigate for loss of wetland area



## Threatened and Endangered (T&E) Species

An endangered species is in danger of extinction throughout all or a significant portion of its range

A threatened species is likely to become endangered in the foreseeable future

Includes all types of animals as well as plants

May be protected by federal or state regulation, or both. Regulations include the Federal Endangered Species Act of 1973 and the Illinois Endangered Species Protection Act of 1972

Must take all feasible actions to avoid impacts to a T&E species and their habitat, if impacts are unavoidable must minimize impacts, and may be required to mitigate for the loss of habitat



## CERCLIS Sites

Sites that have been identified by the United States Environmental Protection Agency (USEPA) as having unlawfully stored hazardous substances, or have a record of accidental spills or illegal dumping

Sites are to be avoided unless no practical or feasible alternative as they represent high risk of contamination



## Historic Sites



Generally, a site at least 50 years old which possesses historical, architectural, or archaeological significance

May include buildings, bridges, landmarks, historic districts, archaeological sites

National Register of Historic Places, Illinois Historic Preservation Agency

Protected under the National Historic Preservation Act of 1966

Must take all feasible actions to avoid. If avoidance is not possible, the proposed act must be deemed a public necessity and be approved by federal and state agencies



## Cemeteries

Land used for human burials

Protected under the National Historic Preservation Act of 1966 and the Native American Graves Protection and Repatriation Act of 1990

Must take all feasible actions to avoid



## Special Waste Sites

Sites that generate soils or wastes containing chemicals or petroleum residues above levels defined by the Illinois Environmental Protection Agency (IEPA)

Should take all feasible actions to avoid



## Schools

A public or private institution for the instruction of people

No federal or state regulations protecting schools

Should take all feasible actions to avoid





## Places of Worship



A building where a group of people meet to perform acts of religious praise or devotion

No federal or state regulations protecting places of worship

Should take all feasible actions to avoid



## Public Facilities



Any building or facility open to the general public

No federal or state regulations protecting public facilities

Should take all feasible actions to avoid



## Agricultural Lands

Land used for the production of crops or raising livestock

Illinois Agricultural Areas Conservation and Protection Act of 1979

Should take all feasible actions to minimize agricultural land impacts



September 10, 2008

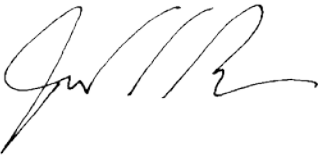
Re: US 51 Environmental Impact Statement Project  
Citizen Advisory Group - Meeting # 4 – October 1, 2008

We have scheduled our next CAG meeting for Centralia on October 1, 2008. The meeting time will be 6:00 to 8:00 PM at the Centralia Recreation Complex, where we have had our previous meetings. For this meeting, we wish to go over some engineering basics, environmental issues, and land acquisition considerations. We also hope to start brainstorming on preliminary corridor locations.

If you can make the meeting, please remember to bring your folder.

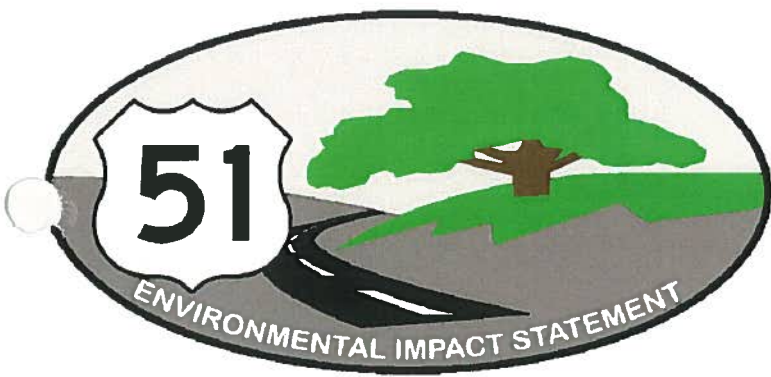
If you have any questions, please do not hesitate to contact us either by phone (217-373-8945) or by E-mail (US51EIS@clark-dietz.com). We will be getting in touch with you to verify your attendance. Thank you for taking the time to participate in the study and we look forward to seeing you on the 1st.

Sincerely,

A handwritten signature in black ink, appearing to read "JP", written in a cursive style.

Jerry Payonk  
Project Manager

cc: file, Matt Hirtzel (IDOT)

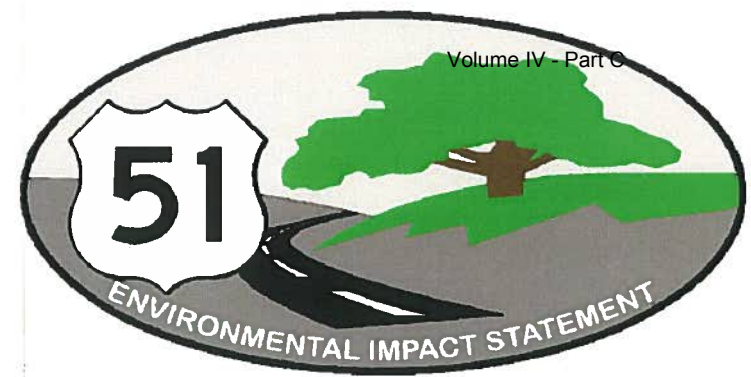


U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Centralia Citizens Advisory Group

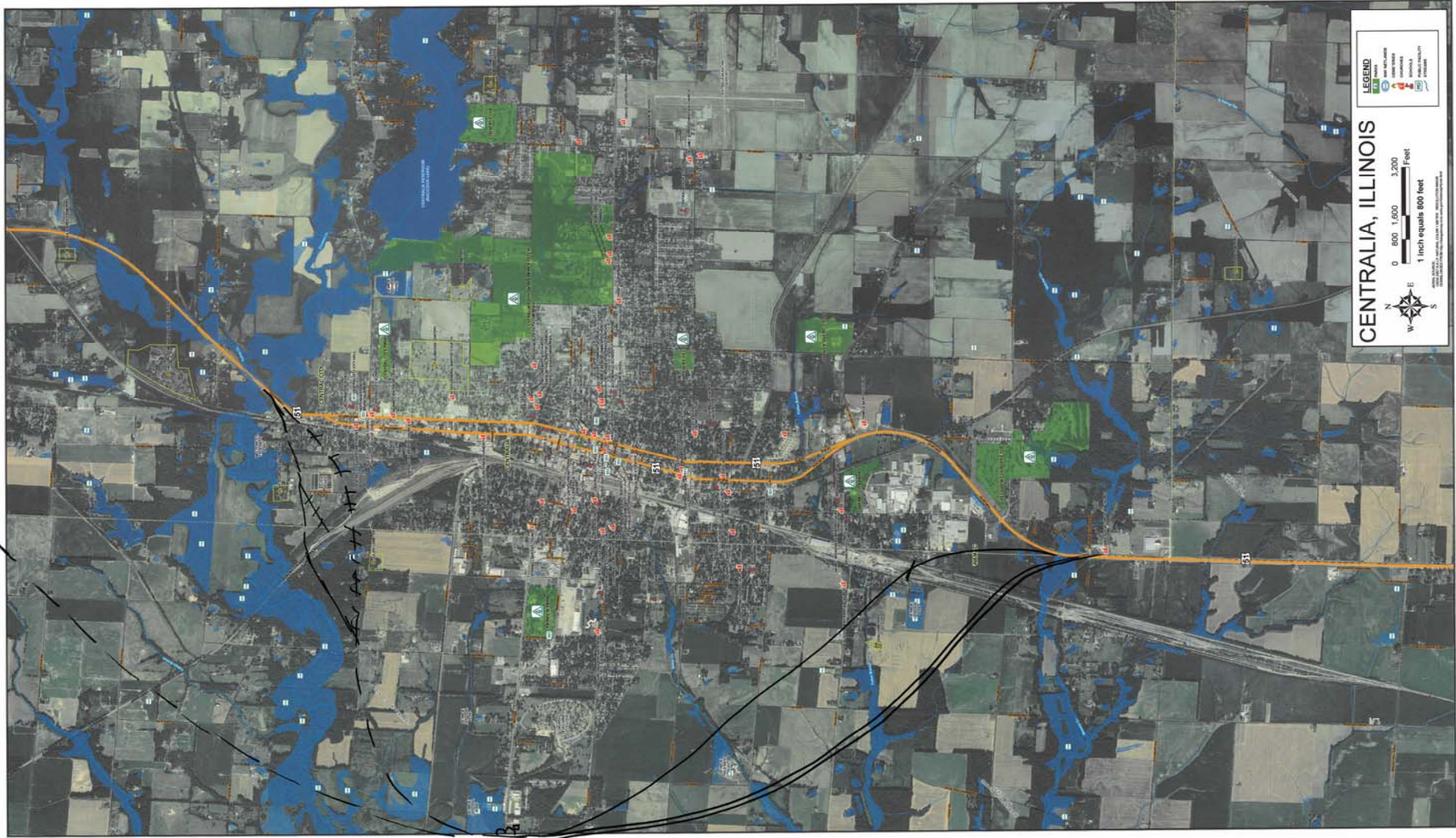
Meeting # 4

6:00 – 8:00 PM – October 1, 2008



NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
LOUIS KALINT	CITY of CENTRALIA	14116 Nelms	532 1590	KKCYCLES & SBC GLOBAL.NET
Nancy Dykstra	Centralia Title	5767 Poplar Sundoral	432-7142	NDYKSTRA@ILRESERVICES.COM
JOE NIEDERHOFER		8 GAYLA AVE	618 322-4751	joe.niederhofer@rhotasel.net
VERWELL BURRIS	SELF	P.O. BOX 324 CENT	618-204-0225	VERWELL BURRIS @CAHO.COM
TOM KOSTEN	Dairy Queen	427 S. Poplar	618-532-0716	dgkas10@netwiz.net
KEN BUCHANAN	CENTRAL CITY	219 N. HARRISON ST	618-532-2834	
Ed O'BRIEN	Centralia	1200 W <del>W</del>	618-532-4119	
Becky Jull	City of Centralia			
Stephanie Salter	Centralia Cultural Society	600 N. Pleasant	618-533-0001	saaltleben@hotmail.com
WAARD SNEED	CITY of CENTRALIA	1335 S. PINE ST.	618 532-6431	-





Go on  
LEFT SIDE  
of ROADWAY

US 51 Draft EIS

December 2013



4C-157







411

St. Mary's Hospital



CENTRALIA, ILLINOIS

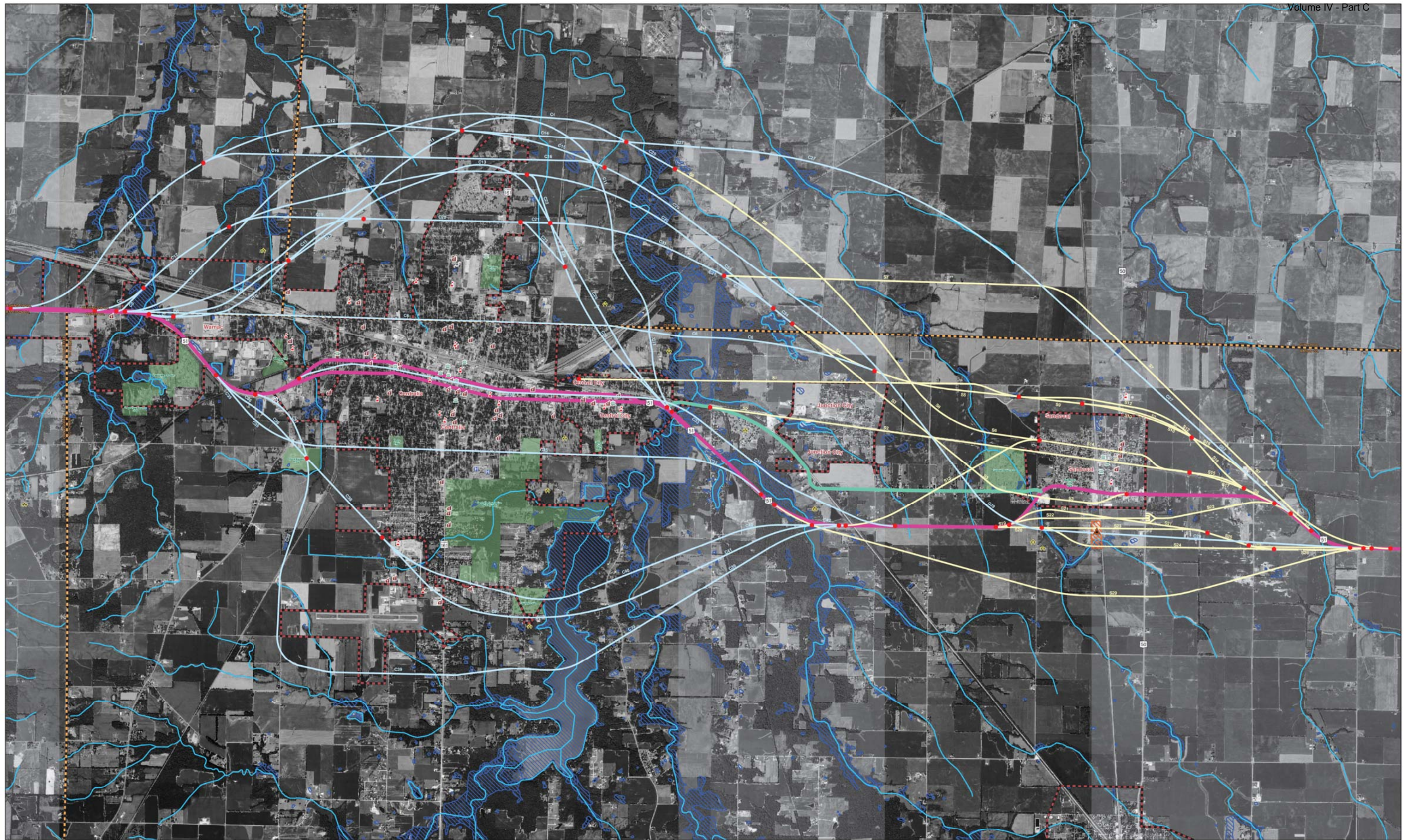
**LEGEND**

- Proposed Project
- Existing Project
- Water
- Parks
- Highways
- Other

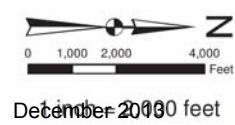


2013/12/10 10:21 AM





# Preliminary Alternatives



December 2010  
400 feet

## LEGEND

- |                        |                        |                              |                 |
|------------------------|------------------------|------------------------------|-----------------|
| Existing U.S. Route 51 | C-Series Alternatives  | Streams and Lakes            | Hospital        |
| Old U.S. Route 51      | R-Series Alternatives  | NWI Wetlands                 | Museum          |
| County Boundary        | S-Series Alternatives  | Park                         | Public Facility |
| Municipal Boundary     | V-Series Alternatives  | Sandoval Zinc Company        | Cemetery        |
|                        | VP-Series Alternatives | Potential Special Waste Site | School          |
|                        | Segment Division       |                              | Church          |



September 5, 2008

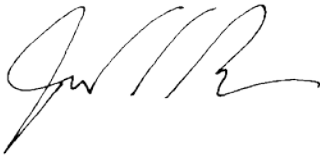
Re: US 51 Environmental Impact Statement Project  
Sandoval's Citizen Advisory Group - Meeting #4 – September 22, 2008

We have scheduled our next CAG meeting for the Village of Sandoval on September 22, 2008. The meeting time will be 6:00 to 8:00 PM at the Village Hall, where we have had our previous meetings. For this meeting, we wish to go over some engineering basics, environmental issues, and land acquisition considerations. We also hope to start brainstorming on preliminary corridor locations.

If you can make the meeting, please remember to bring your folder.

If you have any questions, please do not hesitate to contact us either by phone (217-373-8945) or by E-mail (US51EIS@clark-dietz.com). We will be getting in touch with you to verify your attendance. Thank you for taking the time to participate in the study and we look forward to seeing you on the 22<sup>nd</sup>.

Sincerely,

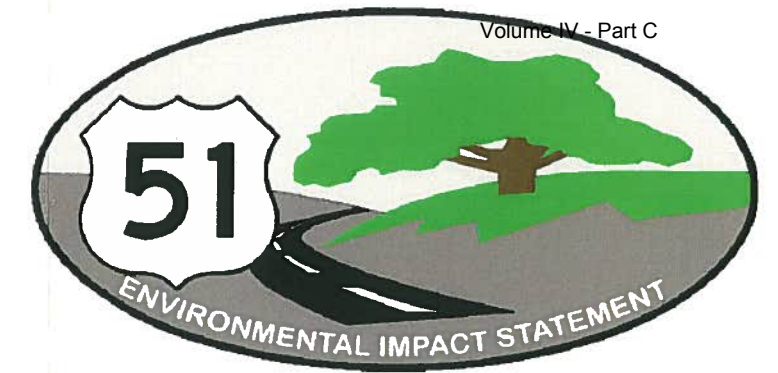
A handwritten signature in black ink, appearing to read "Jerry Payonk". The signature is fluid and cursive, with a long horizontal stroke at the end.

Jerry Payonk  
Project Manager

cc: file, Matt Hirtzel (IDOT)



**U.S. 51 ENVIRONMENTAL IMPACT STATEMENT**



**Sandoval's Citizens Advisory Group  
Meeting # 4**

**6:00 – 8:00 PM – September 22, 2008**

NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
Paula Jett		3365 OLD 51 ROAD Sandoval, FL	247-3942	pjett19@Frontier.net.net
Mal Wood		938 Boone St Rd	267-193	
Jan Seidel		15303 Meridian Pk.	247-3963	
Mary Geiger		↓ ↓	↓ ↓	
Jan Geiger		15015 Meridian Rd	247-3662	
Terry Swagler		334 Range Rd Sandoval	247-3115	
Rick Kretzer		501 N Clay Sandoval	339-5569	RRKRETZER@AOL.COM
Jon Lynam		802 US Hwy 50 Sandoval	247 3731	
MIKE WEDEKEMPER			226-3073	
Bob Kennell			226 3574	
Bob Walker		106 W Missouri Sandoval	247-3273	





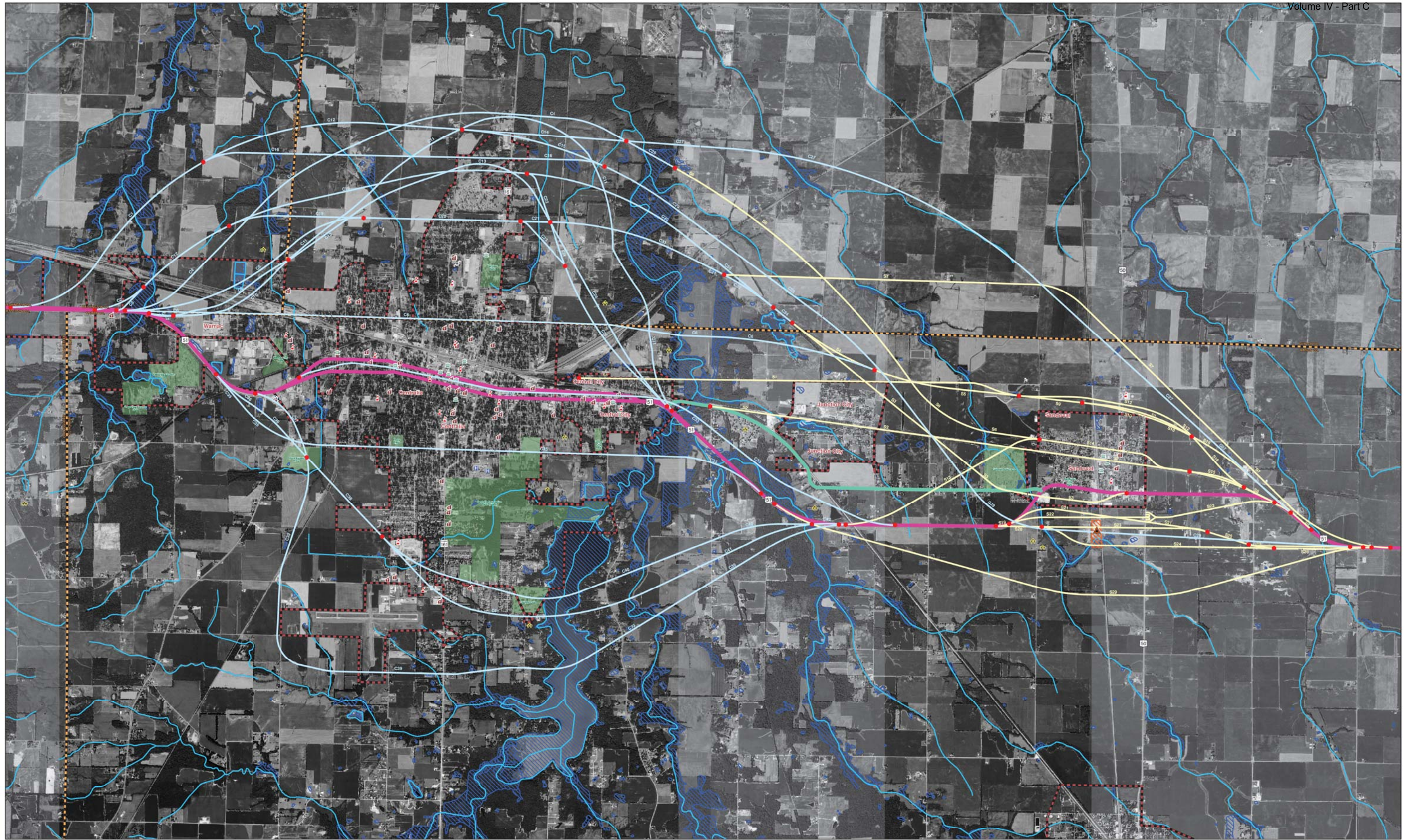




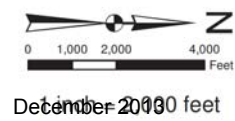








# Preliminary Alternatives



## LEGEND

- |                        |                        |                              |                 |
|------------------------|------------------------|------------------------------|-----------------|
| Existing U.S. Route 51 | C-Series Alternatives  | Streams and Lakes            | Hospital        |
| Old U.S. Route 51      | R-Series Alternatives  | NWI Wetlands                 | Museum          |
| County Boundary        | S-Series Alternatives  | Park                         | Public Facility |
| Municipal Boundary     | V-Series Alternatives  | Sandoval Zinc Company        | Cemetery        |
|                        | VP-Series Alternatives | Potential Special Waste Site | School          |
|                        | Segment Division       |                              | Church          |



September 17, 2008

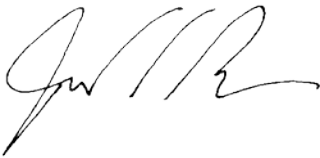
Re: US 51 Environmental Impact Statement Project  
Citizen Advisory Group - Meeting # 4 – September 30, 2008

We have scheduled our next CAG meeting for Vernon and Patoka on September 30, 2008. The meeting time will be 6:00 to 8:00 PM at the Patoka Civic Center, where we have had our previous meetings. For this meeting, we wish to go over some engineering basics, environmental issues, and land acquisition considerations. We also hope to start brainstorming on preliminary corridor locations.

If you can make the meeting, please remember to bring your folder.

If you have any questions, please do not hesitate to contact us either by phone (217-373-8945) or by E-mail (US51EIS@clark-dietz.com). We will be getting in touch with you to verify your attendance. Thank you for taking the time to participate in the study and we look forward to seeing you on the 30th.

Sincerely,

A handwritten signature in black ink, appearing to read "Jerry Payonk". The signature is fluid and cursive, with a long horizontal stroke at the end.

Jerry Payonk  
Project Manager

cc: file, Matt Hirtzel (IDOT)

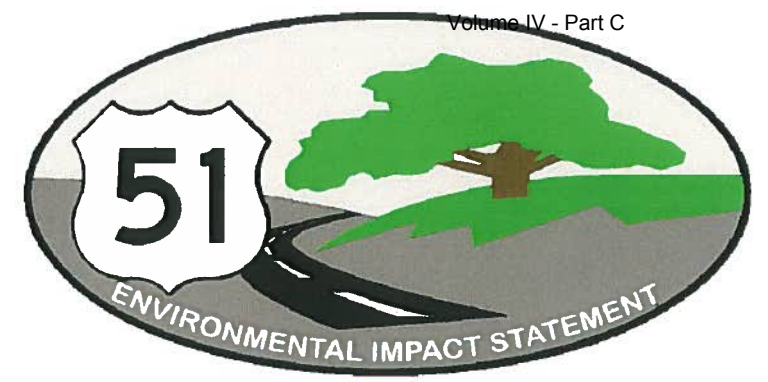


# U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Patoka / Vernon Citizens Advisory Group

Meeting # 4

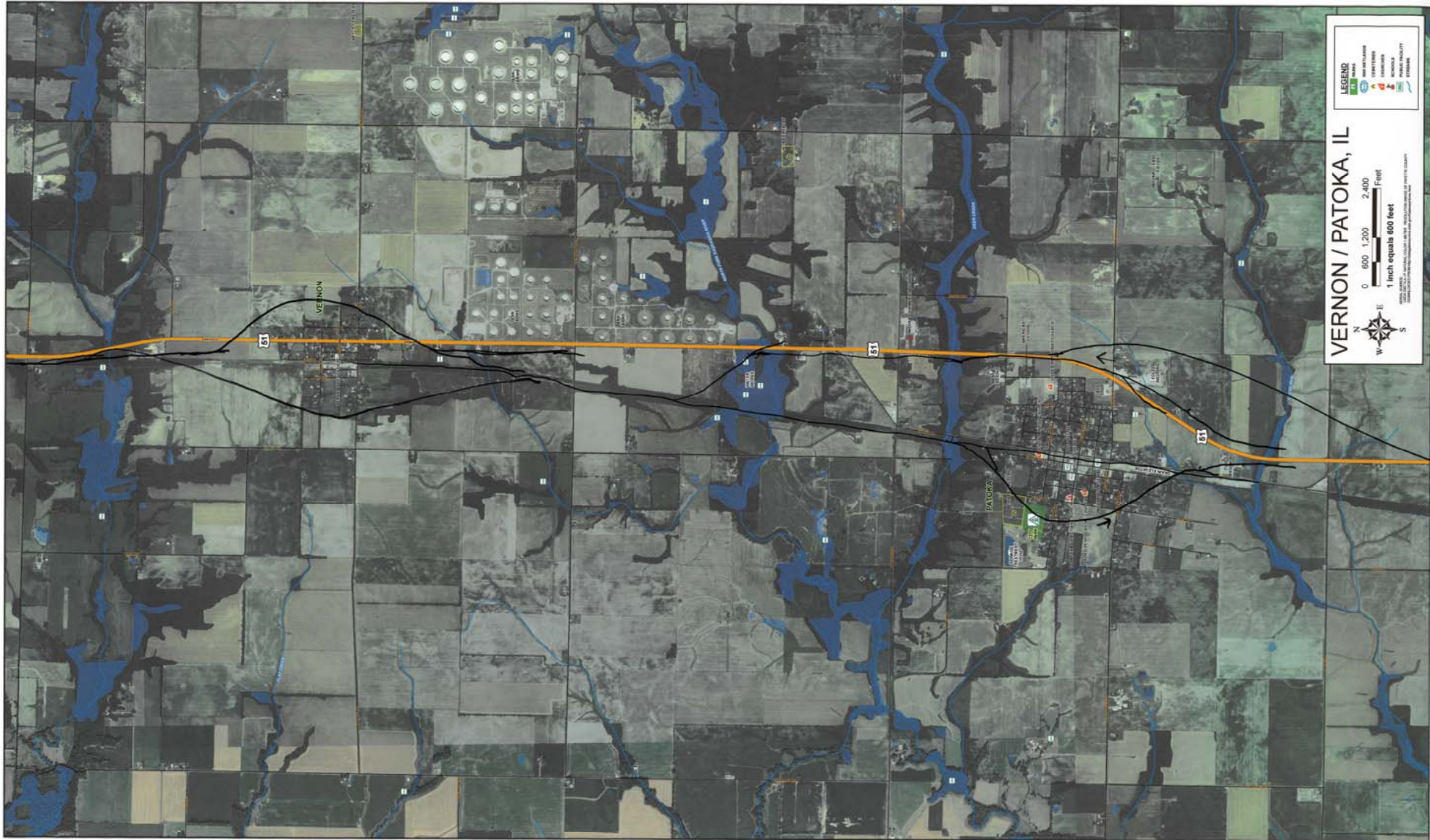
6:00 – 8:00 PM September 30, 2008



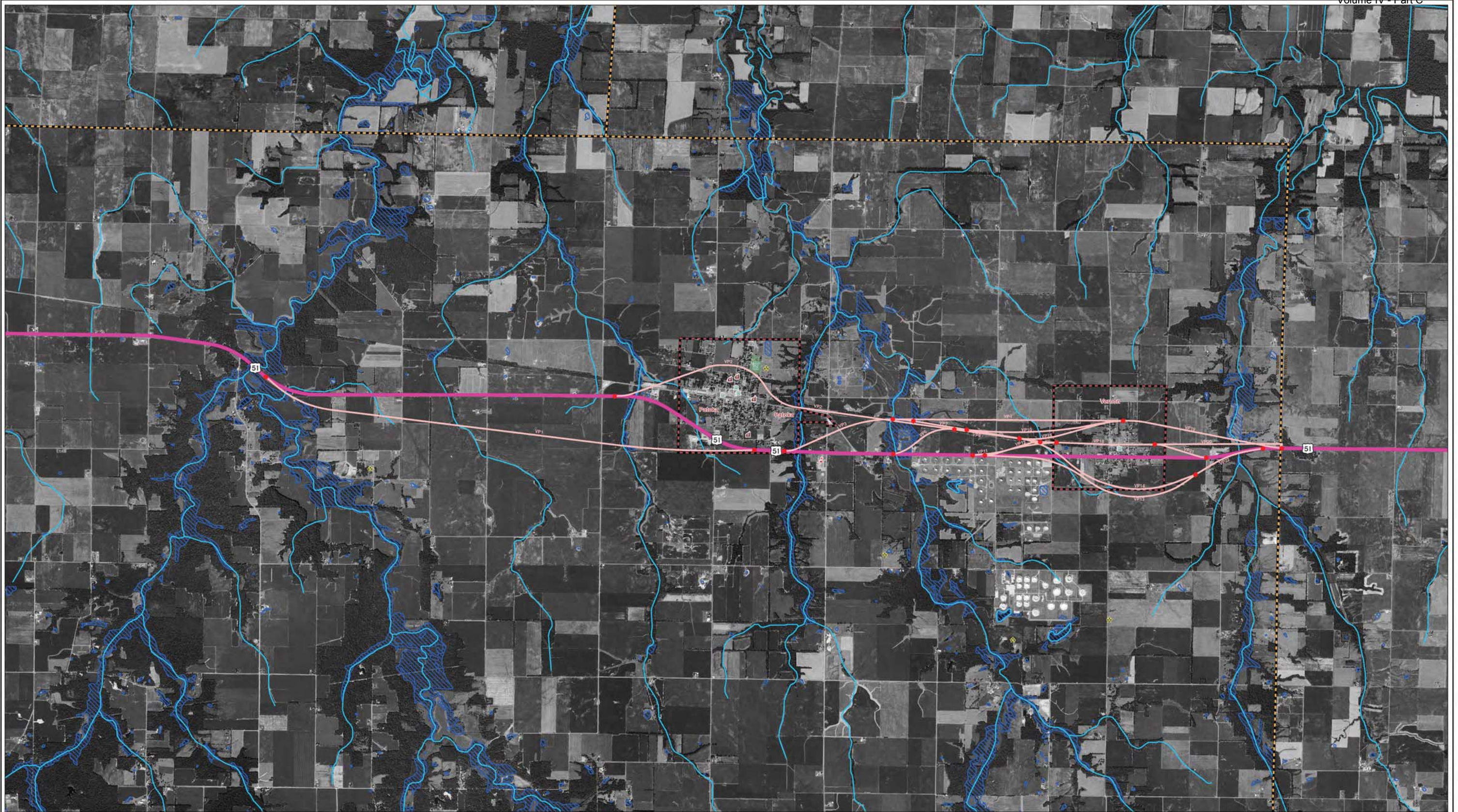
NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
Blatte Hyde	Patoka Fire	202 W. Fayette	618-432-5336	patoka fire @ frontier.net.net
Jack Medical	Legion	Rt 2 Box 95	618 780-0163	www.jackmedical.com
LARRY BRITT FOR LESLIE BRITT	PATOKA FIRE	1843 KINOKA RD	618-432-5595	



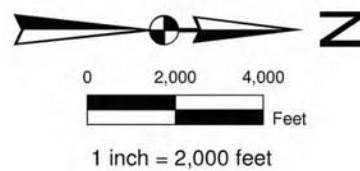
7/12 09/14 8/20/15/16/17/18







# Preliminary Alternatives



## LEGEND

- |  |  |  |  |
|--|--|--|--|
| <ul style="list-style-type: none"> <li><span style="color: magenta;">—</span> Existing U.S. Route 51</li> <li><span style="color: cyan;">—</span> Old U.S. Route 51</li> <li><span style="border-bottom: 1px dashed orange;">   </span> County Boundary</li> <li><span style="border-bottom: 1px dashed red;">   </span> Municipal Boundary</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: lightblue;">—</span> C-Series Alternatives</li> <li><span style="color: purple;">—</span> R-Series Alternatives</li> <li><span style="color: yellow;">—</span> S-Series Alternatives</li> <li><span style="color: green;">—</span> V-Series Alternatives</li> <li><span style="color: red;">—</span> VP-Series Alternatives</li> <li><span style="color: red;">•</span> Segment Division</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: lightblue;">—</span> Streams and Lakes</li> <li><span style="background-color: lightblue; border: 1px solid blue; display: inline-block; width: 10px; height: 10px;"></span> NWI Wetlands</li> <li><span style="background-color: green; border: 1px solid green; display: inline-block; width: 10px; height: 10px;"></span> Park</li> <li><span style="background-color: red; border: 1px solid red; display: inline-block; width: 10px; height: 10px;"></span> Historic District</li> </ul> | <ul style="list-style-type: none"> <li><span style="border: 1px solid blue; display: inline-block; width: 10px; height: 10px;"></span> Hospital</li> <li><span style="border: 1px solid purple; display: inline-block; width: 10px; height: 10px;"></span> Museum</li> <li><span style="border: 1px solid green; display: inline-block; width: 10px; height: 10px;"></span> Public Facility</li> <li><span style="color: yellow;">✠</span> Cemetery</li> <li><span style="color: red;">✠</span> School</li> <li><span style="color: red;">✠</span> Church</li> </ul> |
|--|--|--|--|



September 24, 2008

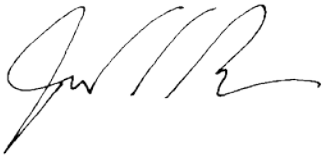
Re: US 51 Environmental Impact Statement Project  
Vandalia's Citizen Advisory Group - Meeting # 4 – October 7, 2008

We have scheduled our next CAG meeting for Vandalia on October 7, 2008. The meeting time will be 6:00 to 8:00 PM at the Ramada Inn Conference Room located at 2707 Veterans Parkway in Vandalia. For this meeting, we wish to go over some engineering basics, environmental issues, and land acquisition considerations. We also hope to start brainstorming on preliminary corridor locations.

If you can make the meeting, please remember to bring your folder.

If you have any questions, please do not hesitate to contact us either by phone (217-373-8945) or by E-mail (US51EIS@clark-dietz.com). We will be getting in touch with you to verify your attendance. Thank you for taking the time to participate in the study and we look forward to seeing you on Tuesday evening October 7th.

Sincerely,

A handwritten signature in black ink, appearing to read "Jerry Payonk". The signature is fluid and cursive, with a long horizontal stroke at the end.

Jerry Payonk  
Project Manager

cc: file, Matt Hirtzel (IDOT)



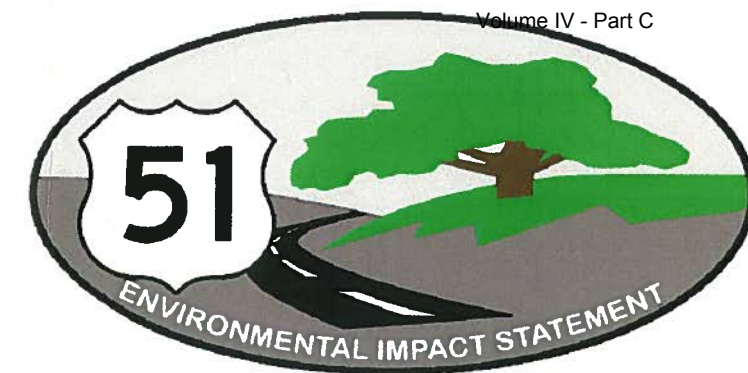
# U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

## Vandalia Citizens Advisory Group

October 7, 2008 - Meeting # 4

Ramada Inn Conference Room

6:00 - 8:00 PM - ~~October~~ 7, 2008



NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
<i>[Signature]</i>	City of Vandalia		618-283-1152	
Janet & Keith Manley	—	R.R.#3 Box 37- Vandalia	618-283-3187	Keithmanley@earthlink.net
JAMES E. MARLEN	—	P.O. BOX 28, MILLSTADT, IL	618-476-7780	WINGMEAD@DISHMAIL.NET
BRUCE LOWRY	—	P.O. Box 316, Vandalia, IL	618-781-5532	brc.lowry@gmail.com
ANDY CRAIG	—	115 N 6 <sup>th</sup> VANDALIA IL	618-283-1817	CRAIGEXC@STARBOARD.NET
Debra Black	—	211 W. Fillmore St	618-283-1736	de61941@ATT.NET
<i>[Signature]</i>	City of V.	2212 Karen vand.	618-283-1152	econderv@vandaliaillinois.org
<i>[Signature]</i>	—			kevin@pineridgehomes.net
Harold Bauman	city of V.	101 Woodland Hills Ct	618-283-3147	HGB 821@ATT.NET
Dana Whiteman	Vandalia Main Street	124 S. Fifth, Vandalia	618-283-8751	director@vandaliamainstreet.com
Chad Fowler	—	114 N. 1st, Vandalia	618-267-8519	chadsworthk82@yahoo.com
RANDY EDWARDS	—	3 WOODLAND LN VAN	618-267-2981	RUDJANA@SBCGLOBAL.NET

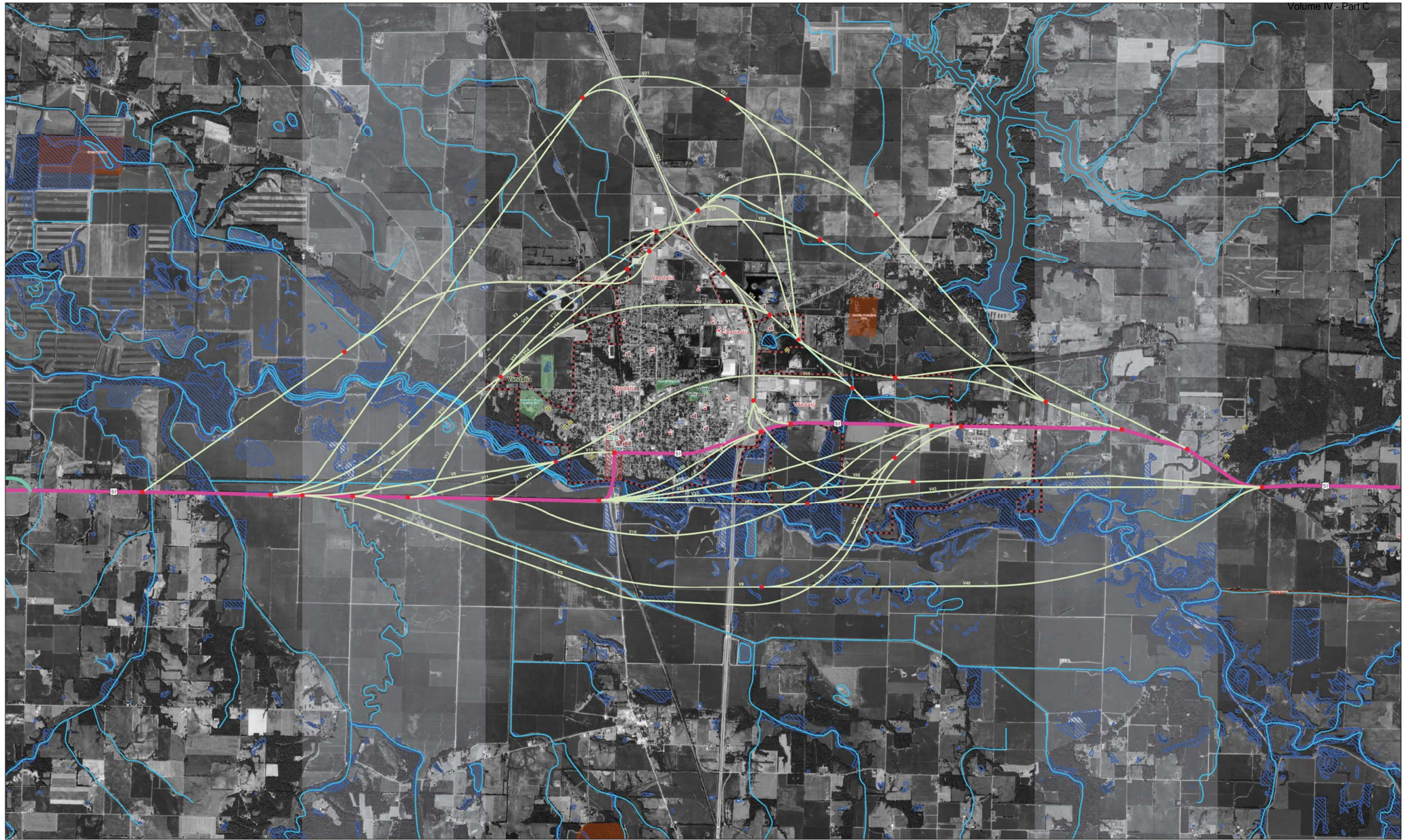




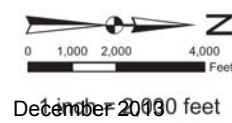








# Preliminary Alternatives



## LEGEND

- |                        |                        |                   |                   |                 |
|------------------------|------------------------|-------------------|-------------------|-----------------|
| Existing U.S. Route 51 | C-Series Alternatives  | Streams and Lakes | NWI Wetlands      | Hospital        |
| Old U.S. Route 51      | R-Series Alternatives  | Park              | Historic District | Museum          |
| County Boundary        | S-Series Alternatives  |                   |                   | Public Facility |
| Municipal Boundary     | V-Series Alternatives  |                   |                   | Cemetery        |
|                        | VP-Series Alternatives |                   |                   | School          |
|                        | Segment Division       |                   |                   | Church          |



September 5, 2008

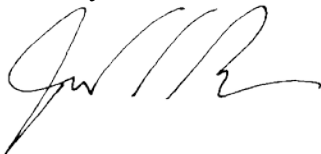
Re: US 51 Environmental Impact Statement Project  
Ramsey's Citizen Advisory Group - Meeting #4 – September 23, 2008

We have scheduled our next CAG meeting for Ramsey on September 23, 2008. The meeting time will be 6:00 to 8:00 PM at the Ramsey High School Library. For this meeting, we wish to go over some engineering basics, environmental issues, and land acquisition considerations. We also hope to start brainstorming on preliminary corridor locations.

If you can make the meeting, please remember to bring your folder.

If you have any questions, please do not hesitate to contact us either by phone (217-373-8945) or by E-mail (US51EIS@clark-dietz.com). We will be getting in touch with you to verify your attendance. Thank you for taking the time to participate in the study and we look forward to seeing you on the 23rd.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Payonk', written in a cursive style.

Jerry Payonk  
Project Manager

cc: file, Matt Hirtzel (IDOT)



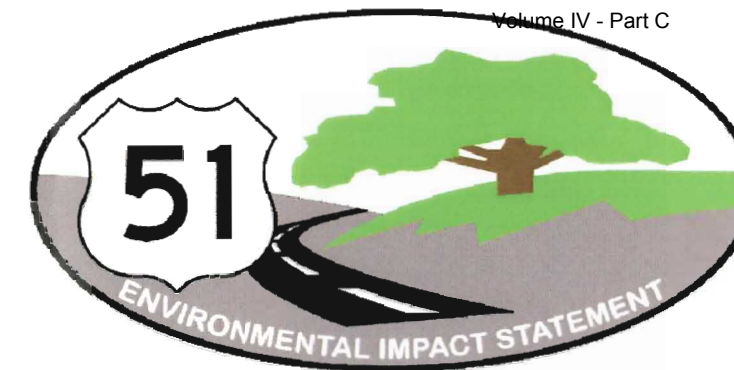


# U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

## Ramsey Citizens Advisory Group

### Meeting # 4

6:00 – 8:00 PM – September 23, 2008

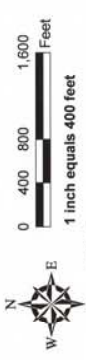


NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
Leon Alto		Ramsey		
Jean Finley		R2 Box 91 Ramsey, Ill.	618-423-2294	
Wes Green		RR 2 Box 318B Ramsey	618-423-9930	hwgreen@mail.com
Carolyn Green		" " "	"	
Allan Alderson		RR # 2 Box 202 Ramsey	423-2815	
Roy Myer		R# 1 Box 265 Ramsey	618-339-8303	
Ann Smith		240 N Washington Ramsey	618-423-2610	
Ruth Ann Thornton		3614 Juxhorn Rd Spfld IL	217-544-9164	
Don Thornton		3614 Juxhorn Rd Spfld IL	217-544-9164	DTHORN1031@AOL.COM
Kenneth Cunningham		RR 1 Ramsey Ill	618-423-2588 292-3212	





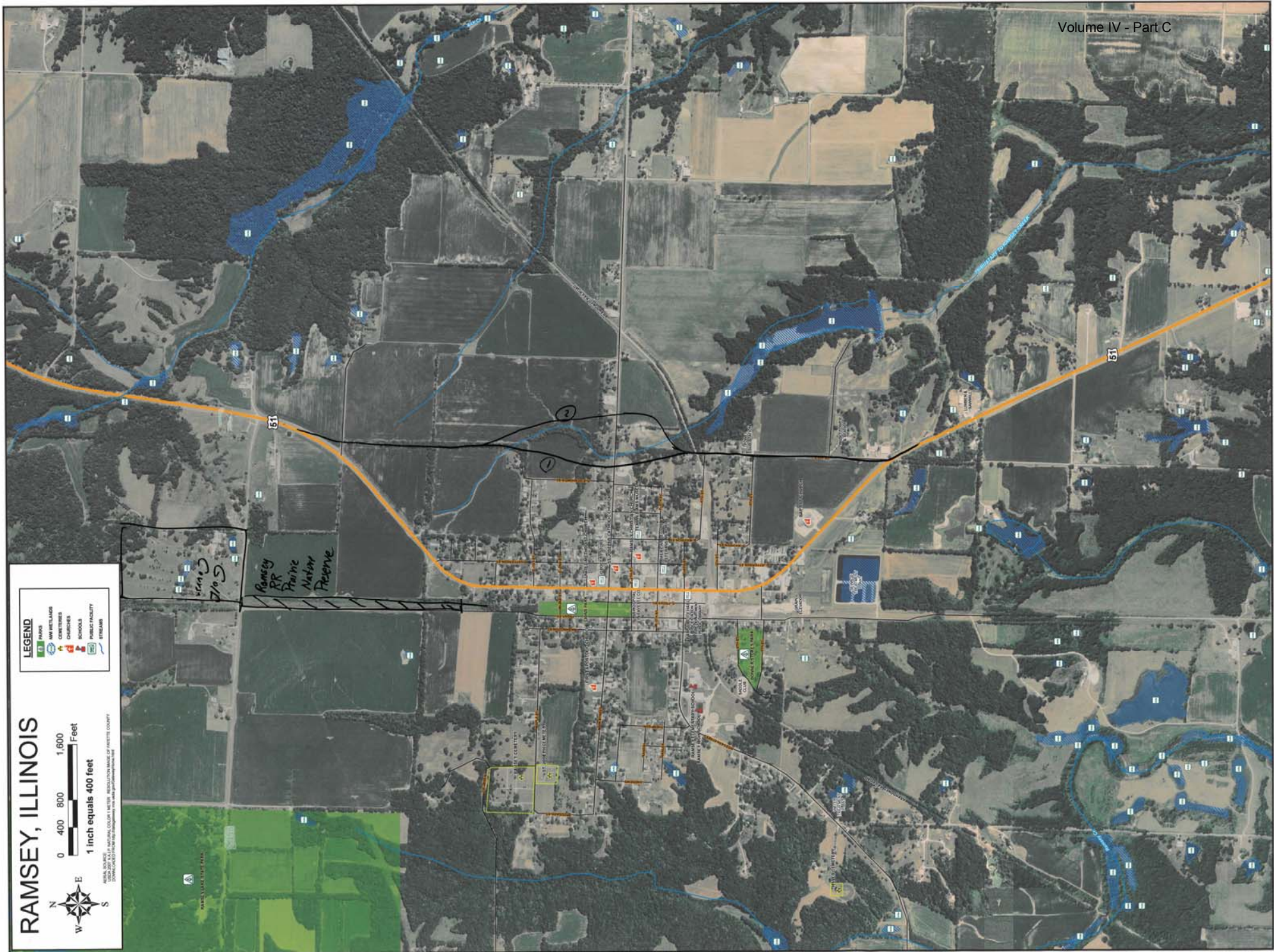
# RAMSEY, ILLINOIS



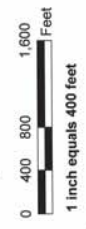
**LEGEND**

- WETLANDS
- CHURCHES
- SCHOOLS
- PUBLIC FACILITY
- STREAMS





# RAMSEY, ILLINOIS



**LEGEND**

	PARKS
	WETLANDS
	WETLANDS
	CHURCHES
	SCHOOLS
	PUBLIC FACILITY
	STREAMS

RAMSEY, ILLINOIS - AERIAL PHOTOGRAPHY - SOURCE: GOOGLE EARTH, 2013. DATA COURTESY OF RAMSEY, ILLINOIS. DOWNLOAD DATE: 12/11/2013. 1:50,000 SCALE. 1:50,000 SCALE. 1:50,000 SCALE.

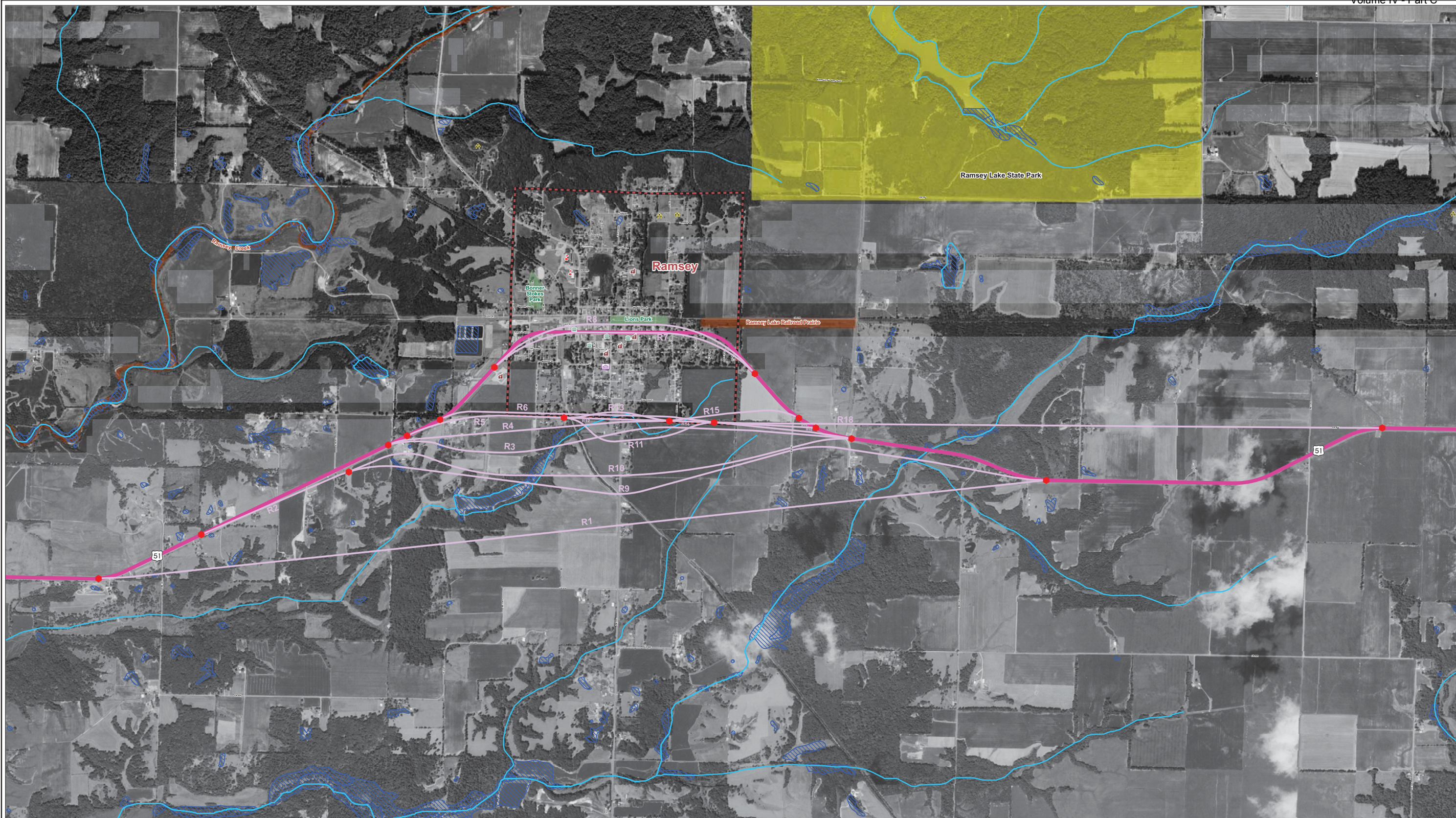




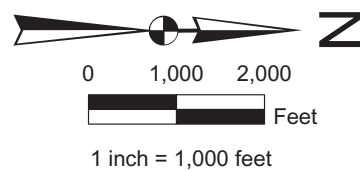








# Preliminary Alternatives



## LEGEND

- |                        |                       |                   |                 |
|------------------------|-----------------------|-------------------|-----------------|
| Existing U.S. Route 51 | C-Series Alternatives | Streams and Lakes | Hospital        |
| Old U.S. Route 51      | R-Series Alternatives | NWI Wetlands      | Museum          |
| County Boundary        | S-Series Alternatives | Park              | Public Facility |
| Municipal Boundary     | V-Series Alternatives | Historic District | Cemetery        |
| VP-Series Alternatives | Segment Division      |                   | School          |
|                        |                       |                   | Church          |



# CAG Series Meeting #5

## February-March 2009



**Citizen’s Advisory Group Meeting Agenda  
Meeting #5  
Topic: Corridor Refinement**

- 1. Welcome
  - a. Today’s Meeting Objective
  - b. Meetings #1 - #4 Recap
  - c. Review of Problem Statement
- 2. Continued Corridor Development
  - a. Review of CAG, RAG, & PSG Preliminary Corridors
  - b. Corridor vs. Alignment
  - c. Fatal Flaw Review
  - d. Additional Engineering Considerations
  - e. Analysis Workshop
- 3. Close

Notes or questions:

---

---

---

---

---

---

---



# Community Advisory Group Meetings

Volume IV - Part C

## CAG #1

## CAG #2

## CAG #3

## CAG #4



# 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.



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**

<b>Area</b>	<b>Factor</b>	<b>Impact Measurement</b>
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 <math>\geq 3,000'</math> 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 &amp; 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 &amp; gutter</p> <p>Shoulder Widths: 10' outside, 6' inside (flush median)</p> <p>Shoulder Widths: 10' outside, curb &amp; 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"> <li>No direct commercial access.</li> <li>Space private/field entrances <math>\geq</math> 500' apart (1/4 mi. average)</li> <li>Space median openings <math>\geq</math> 1/2 mi. apart (1 mi. average)</li> <li>Build interchange if signals are needed within 9 years</li> <li>Plan interchange if signals are needed from 10 to 20 years</li> <li>Space interchanges <math>\geq</math> 3 mi. apart (preferably 7.5 mi.)</li> </ul>	<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>

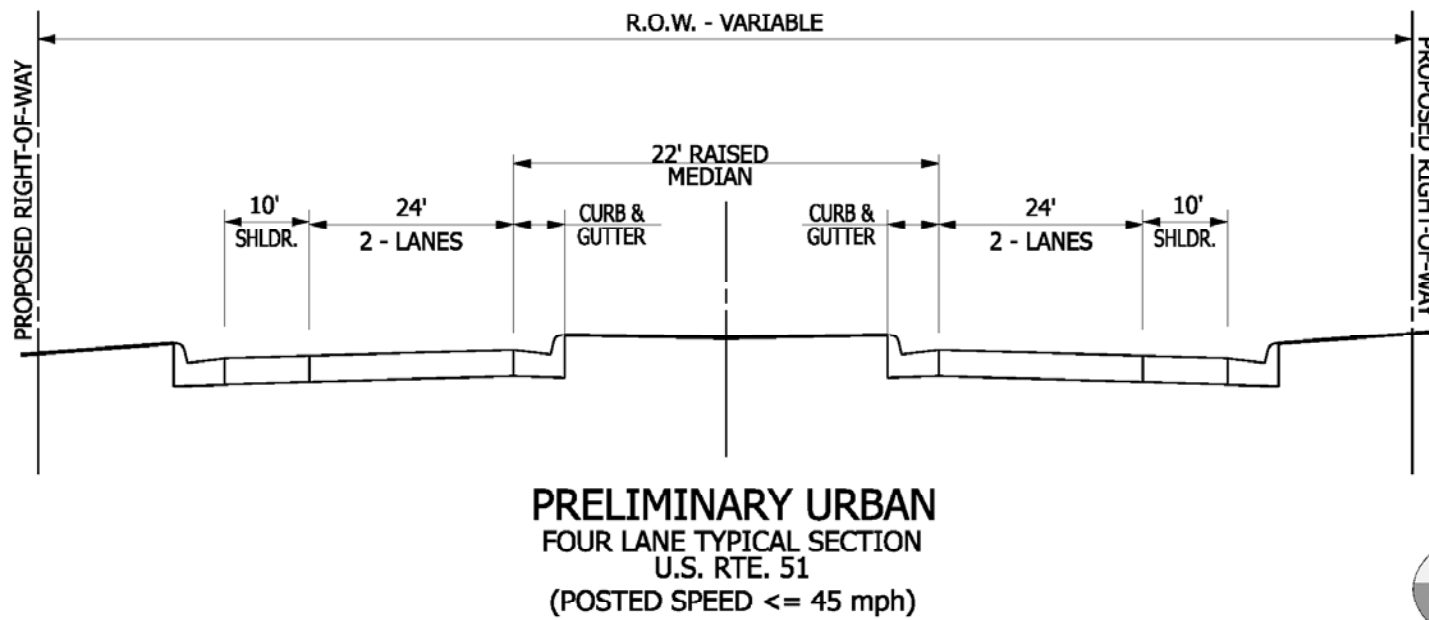
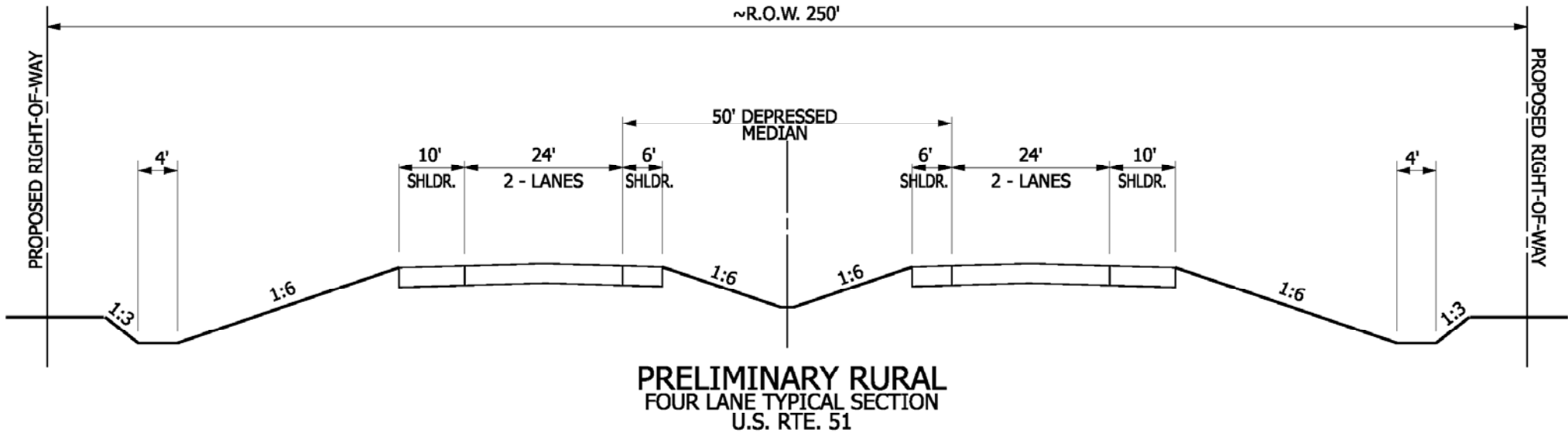




Table 7-14 Accident Pattern Countermeasures

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.



February 6, 2009

Re: US 51 Environmental Impact Statement Project  
Centralia Citizen's Advisory Group Meeting No. 5

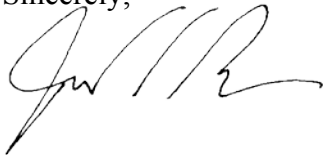
On February 3rd, we received consensus for the US 51 Purpose and Need Statement from the Federal Highway Administration. We are now ready to continue development of alternatives for the various preliminary US 51 corridors we started working on at our last CAG meeting.

The next meeting for the Centralia CAG group will be Wednesday, February 25 from 6:00 to 8:00 PM. The meeting location will be at the Centralia Recreation Center, 115 E. Second Street in Centralia.

Please remember to bring your white project folders to the meeting. We will be contacting you in the near future to verify if you can join us. Feel free to e-mail Barbara Moore at [Barbara.moore@clark-dietz.com](mailto:Barbara.moore@clark-dietz.com), or call her at 217-373-8948 and let her know you're coming.

Again, we thank you for being part of this important study and look forward to meeting with you soon.

Sincerely,

A handwritten signature in black ink, appearing to read "Jerry Payonk". The signature is fluid and cursive, with the first name "Jerry" being more prominent than the last name "Payonk".

Jerry Payonk  
Project Manager

cc: file, Matt Hirtzel (IDOT)



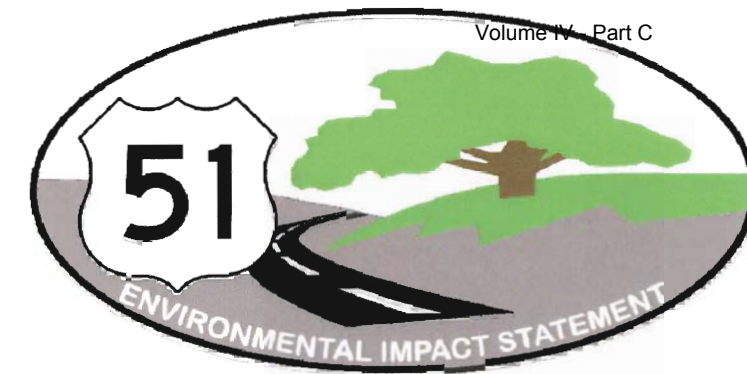
**U.S. 51 ENVIRONMENTAL IMPACT STATEMENT**

**Centralia Sign In Sheet**

**Citizens Advisory Group Meeting # 5**

**Wednesday, February 25, 2009**

**6:00 – 8:00 PM Centralia Recreation Complex**



NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
JOE NIEDERHOFER		8 GAYLA AV. CENTRALIA	322-4751	joe.niederhofer@photosl.net
Jack Mann		8 Orchard Drive Centralia, IL	532-3417	
Louis Kalent		1416 N. Lms Centralia	532-1590	KKCYCLES & SERVICE@GLOBE.NET
Michael Young	Centralia Twp.	748 S. Poplar	532-5000	MYoung@CentTwp.org
Justin Moll	Centralia Twp	148 S Poplar St	532-5000 Ext 11	justin.moll@centwp.org
VERNELL BURRIS	CENT	P.O. BOX 324	204-0725	
VAN DYKSTRA NANCY DYKSTRA	Centralia Little	103 S Elm	532-9400	NDYKSTRA@ILRESERVICES.COM
KEN BUCHANAN	CENTRAL CITY	141 N. HARRISON	532-2834	
Bill Sprue		15 CLEAR LAKE DR	532-1734	
Bruce Geary		1628 E. McCord, Centralia	532-2228	bruceg@dbge.net



**U.S. 51 ENVIRONMENTAL IMPACT STATEMENT**

**Centralia Sign In Sheet**

**Citizens Advisory Group Meeting # 5**

**Wednesday, February 25, 2009**

**6:00 – 8:00 PM Centralia Recreation Complex**



NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
<i>Ed Brown</i>	<i>at large</i>	<i>1500 West 4th St</i>	<i>532417</i>	

March 16, 2009

Centralia CAG # 5 Centralia Recreation Complex 6:00 PM 2/25/09

Attendees:

IDOT – 5

CAG Members – 16

Consultants – 3

The objective of the meeting was to review preliminary corridors, and identify corridors to move forward with. Jerry Payonk gave overview of CAG meetings 1-4, discussed flow chart for process, and reviewed Problem Statement.

The following items were discussed in Mr. Payonk's overview:

**Alternatives Analysis Process:**

- P & N evaluation
- Fatal Flaw review
- Macro Analysis
- Comparative Analysis

**Design Criteria:**

- Discussed various design elements
- Horizontal curvature
- Cross section elements
- Interchange configurations
- Stream crossings

**Crash Analysis:**

- Crash patterns and countermeasures

During the analysis workshop the following points were discussed:

- Noted that there is a concern about moving away from downtown and county tax base in different counties.
- Economic issues exist currently in downtown areas. C38 near Lyon Athletic Fields – underground tanks.
- Need to develop access from Central City to a North / West corridor. (create a spur connection) Centennial Building is Historic on Poplar Street.
- Asked about status of Bald Eagle protection for T & E.

The following preliminary corridors were either removed or carried forward for reasons identified.

C39 – Out – too far out, sharp turn, too much east/ west



C35 – Out – too much residential impacts, limited access

C41 – Keep – shift slightly east to avoid High School.

C40 – Out – C41 represents similar, more residential impacts, more difficult lake crossing.

C33 – Keep – Community cohesion, economic impacts, limited access / circulation for local traffic, keep access for Central City.

C6 – Out – same as C35, long RR Bridge better than through downtown through older, lower cost area.

C1 – Out – too far out.

C4 – Keep

C12, C16 - Out – Connect to C1

C5, C9, C10 – Keep – Combine for best fit, connect to

C2, C3, C7 – Out – too complex, difficult RR crossing

Others in middle represented by others.

C16 – Keep – possible option

C20, C21 – Keep

C11, C25, C26 - ? – Water plant a problem, also too much east / west

C29, C30, C31 – Keep – use a best fit

C27 – Out – too far out.

C11, C25, C26 – Keep – make a best fit south of floodplain on north edge of Water Plant, connect to existing or old US 51.

C39 – Out – too far out.

C41 – Shift to east to avoid High School

C35 – Too many impacts to residences

C33 – Ken Buchanan from Central City does not want to eliminate through town option as it is too far from CC – Need connection to C. C. if there is a NW bypass. (need to investigate spur)

Need to consolidate on NW side . Combine C29, C30, C31 “Best Fit”.

C11, C24, C25 – Need to find best fit around Centralia Water Plant

February 6, 2009

Re: US 51 Environmental Impact Statement Project  
Sandoval Citizen's Advisory Group Meeting No. 5

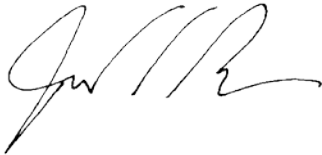
On February 3rd, we received consensus for the US 51 Purpose and Need Statement from the Federal Highway Administration. We are now ready to continue development of alternatives for the various preliminary US 51 corridors we started working on at our last CAG meeting.

The next meeting for the Sandoval CAG group will be Tuesday, February 24, 2009 from 6:00 to 8:00 PM. The meeting location will be at the Sandoval Village Hall, 102 N Cherry Street in Sandoval.

Please remember to bring your white project folders to the meeting. We will be contacting you in the near future to verify if you can join us. Feel free to e-mail Barbara Moore at [Barbara.moore@clark-dietz.com](mailto:Barbara.moore@clark-dietz.com), or call her at 217-373-8948 and let her know you're coming.

Again, we thank you for being part of this important study and look forward to meeting with you soon.

Sincerely,

A handwritten signature in black ink, appearing to read "Jerry Payonk". The signature is fluid and cursive, with a large initial "J" and "P".

Jerry Payonk  
Project Manager

cc: file, Matt Hirtzel (IDOT)



U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Sandoval Sign In Sheet

Citizens Advisory Group Meeting # 5

Tuesday, February 24, 2009

6:00 – 8:00 PM – Sandoval Village Hall



NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
Jeppa Payork	Clark Dietz, Inc.	1817 S. Noble Champaign, IL	217-343-8900	
Mel Wood	Just me	710 N Clay Sandoval	618 247-3705	
Rodney Koemel	Meridan township	26535 US Hwy 50 Shattuck	618-226-3054	
Boo Walker	Fatz	106 W. Missouri	618-918-0431	
RICK KRETZER		501 N. CLAY, SANDOVAL	618-339-5569	RR KRETZER @ AOL.COM
Jerry Ratermann	Village Pres	601 N Iowa Sandoval	247-3668	
Jerry Swagler		334 Range Rd Sandoval	618-247-3115	
Dan Seidel		938 Boone Street Sandoval	618 247-3151	
Melvin Bunk		710 West 8th Sandoval, IL	618-532-9640	
Paula Jett		3365 Old 51 Rd Sandoval, FL	247-3942	



February 12, 2009

Re: US 51 Environmental Impact Statement Project  
Patoka & Vernon Citizen's Advisory Group Meeting No. 5

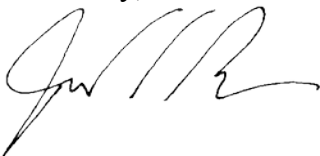
On February 3rd, we received consensus for the US 51 Purpose and Need Statement from the Federal Highway Administration. We are now ready to continue development of alternatives for the various preliminary US 51 corridors we started working on at our last CAG meeting.

The next meeting for the Patoka and Vernon CAG group will be Monday, March 2, 2009 from 6:00 to 8:00 PM. The meeting location will be at the Patoka Civic Center, 210 West Bond Street in Patoka.

Please remember to bring your white project folders to the meeting. We will be contacting you in the near future to verify if you can join us. Feel free to e-mail Barbara Moore at [Barbara.moore@clark-dietz.com](mailto:Barbara.moore@clark-dietz.com), or call her at 217-373-8948 and let her know you're coming.

Again, we thank you for being part of this important study and look forward to meeting with you soon.

Sincerely,

A handwritten signature in black ink, appearing to read "Jerry Payonk". The signature is stylized and cursive.

Jerry Payonk  
Project Manager

cc: file, Matt Hirtzel (IDOT)



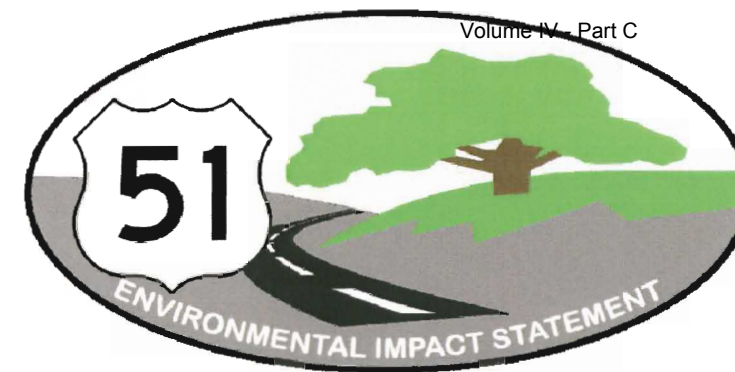
**U.S. 51 ENVIRONMENTAL IMPACT STATEMENT**

**Patoka & Vernon Sign In Sheet**

**Citizens Advisory Group Meeting # 5**

**Monday March 2, 2009**

**6:00 – 8:00 PM Patoka Civic Center**



NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
Roger TUNE	TUNE Trucking	Patoka	432 5928	
LESLIE BRUH	PATOKA Fire Dept	PATOKA	432-7663	
John VanSchoyck	Marathon Pipeline	Patoka	432-7199	
Clut Burk	Retired	Vernon Mayor	432-5367	
Kenneth WALKER	Village of Patoka	Patoka	432-7248	
Blake Hyde	Patoka Fire	Patoka	432-7258	

February 24, 2009

Re: US 51 Environmental Impact Statement Project  
Vandalia Citizen's Advisory Group Meeting No. 5

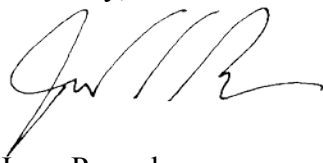
On February 3rd, we received consensus for the US 51 Purpose and Need Statement from the Federal Highway Administration. We are now ready to continue development of alternatives for the various preliminary US 51 corridors we started working on at our last CAG meeting.

The next meeting for the Vandalia CAG group will be Wednesday, March 11 from 6:00 to 8:00 PM. The meeting will be at the Kaskaskia College (Vandalia Campus) in the Multi Purpose Conference Room at 2310 W. Fillmore Street. There will be signs posted for the meeting location at the college.

Please remember to bring your white project folders to the meeting. We will be contacting you in the near future to verify if you can join us. Feel free to e-mail Barbara Moore at [Barbara.moore@clark-dietz.com](mailto:Barbara.moore@clark-dietz.com), or call her at 217-373-8948 and let her know you're coming.

Again, we thank you for being part of this important study and look forward to meeting with you soon.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Payonk', written in a cursive style.

Jerry Payonk  
Project Manager

cc: file, Matt Hirtzel (IDOT)



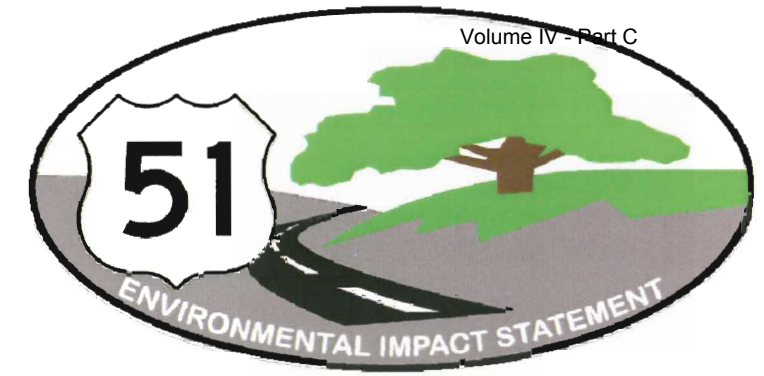
U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Vandalia Sign In Sheet

Citizens Advisory Group Meeting # 5

Wednesday, March 11, 2009

6:00 – 8:00 PM Kaskaskia College – Vandalia Campus



NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
WALT BARENFANGAR		PO Box 68	618 283 1211	KASKAS123@AOL.COM
HAROLD BAUMANN		PO BOX 249	618-283-3147	HCB821@ATT.NET
DEAN BLACK		211 W. Fillmore ST	618-283-1736	deb1941@ATT.NET
JIM MARLEN		P.O. BOX 28, MILLSTADT, IL	618-476-7780	WINGMEAD@DISHMAIL.NET
Keith + Janet Manley		R. R. # 3- Box 37- Vandalia	618-283-3187	Keithmanley@earthlink.net
Ricky J Gottman		2305 Kaven Street Vandalia	618-283-1152	
ANDY CRAIG		115 W 6th ST	283-1813	CRAIGEXC@STARBAND.NET



February 12, 2009

Re: US 51 Environmental Impact Statement Project  
Ramsey Citizen's Advisory Group Meeting No. 5

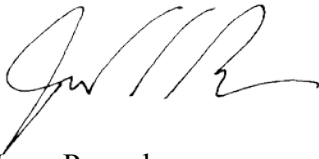
On February 3rd, we received consensus for the US 51 Purpose and Need Statement from the Federal Highway Administration. We are now ready to continue development of alternatives for the various preliminary US 51 corridors we started working on at our last CAG meeting.

The next meeting for the Ramsey CAG group will be Tuesday, March 3 from 6:00 to 8:00 PM. The meeting location will be at the Ramsey High School Library, 716 West 6<sup>th</sup> Street in Ramsey.

Please remember to bring your white project folders to the meeting. We will be contacting you in the near future to verify if you can join us. Feel free to e-mail Barbara Moore at [Barbara.moore@clark-dietz.com](mailto:Barbara.moore@clark-dietz.com), or call her at 217-373-8948 and let her know you're coming.

Again, we thank you for being part of this important study and look forward to meeting with you soon.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Payonk', written in a cursive style.

Jerry Payonk  
Project Manager

cc: file, Matt Hirtzel (IDOT)



**U.S. 51 ENVIRONMENTAL IMPACT STATEMENT**

**Ramsey Sign In Sheet**

**Citizens Advisory Group Meeting # 5**

**Tuesday March 3, 2009**

**6:00 – 8:00 PM Ramsey High School**



NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
Leon Otto				
Michael White		Ramsey, IL		
Rick Stull	RAMSEY TOWNSHIP	RAMSEY ILL	618-423-9394	
John Obermann	Mayor Ramsey	Ramsey, IL	618-780-4861	
Marilyn Vandgruen		RAMSEY IL	618-423-2180	
Roger Myer		Ramsey, IL	618-339-8303	
Allan Alderson		R. R. #2 Box 202 Ramsey	618-423-2815	
Jean Finley	Co Board Ramsey Twp.	P2 Box 91 Ramsey	618-423-2294	
Marc Hostenstine		RR1 Box 324 Ramsey	618-423-2204	
Roger Diskal	IDOT			