

CAG Meeting Series #6

May 2009

May 1, 2009

Re: US 51 Environmental Impact Statement Project
Citizens Advisory Group and Regional Advisory Group Members
Corridor Review Meeting

Dear Advisory Member,

Our last CAG meeting focused on identifying corridors to move forward with from the range of corridors brainstormed at the fourth CAG meeting. We also indicated that the Regional Advisory Group (RAG) and the Project Study Group (PSG) would be looking at the individual communities and potentially adding corridors to consider.

We have completed the meetings with the RAG and PSG and would like to offer you the opportunity to review the corridors that we will be forwarding to the Federal Highway Administration for review.

There will be five opportunities on two consecutive dates for you to attend. If you are unable to attend the meeting in your community, please feel free to join us at any one of the other locations listed below, as we will have the corridors for all communities on display at each meeting:

May 19 - Ramsey Town Hall, 401 S. Superior Street, Ramsey, IL, 10:00 AM to 12:00 PM

May 19 - Patoka Civic Center, 210 W. Bond Street, Patoka, IL, 2:00–4:00 PM

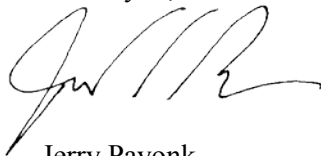
May 19 - Centralia Council Chambers, 222 S. Poplar, Centralia, IL, 6:00–8:00 PM

May 20 - Sandoval Village Hall, 102 N. Cherry Street, Sandoval, IL, 2:00–4:00 PM

May 20 - Vandalia Kaskaskia College, 2310 West Fillmore, Vandalia, IL, 6:00-8:00 PM

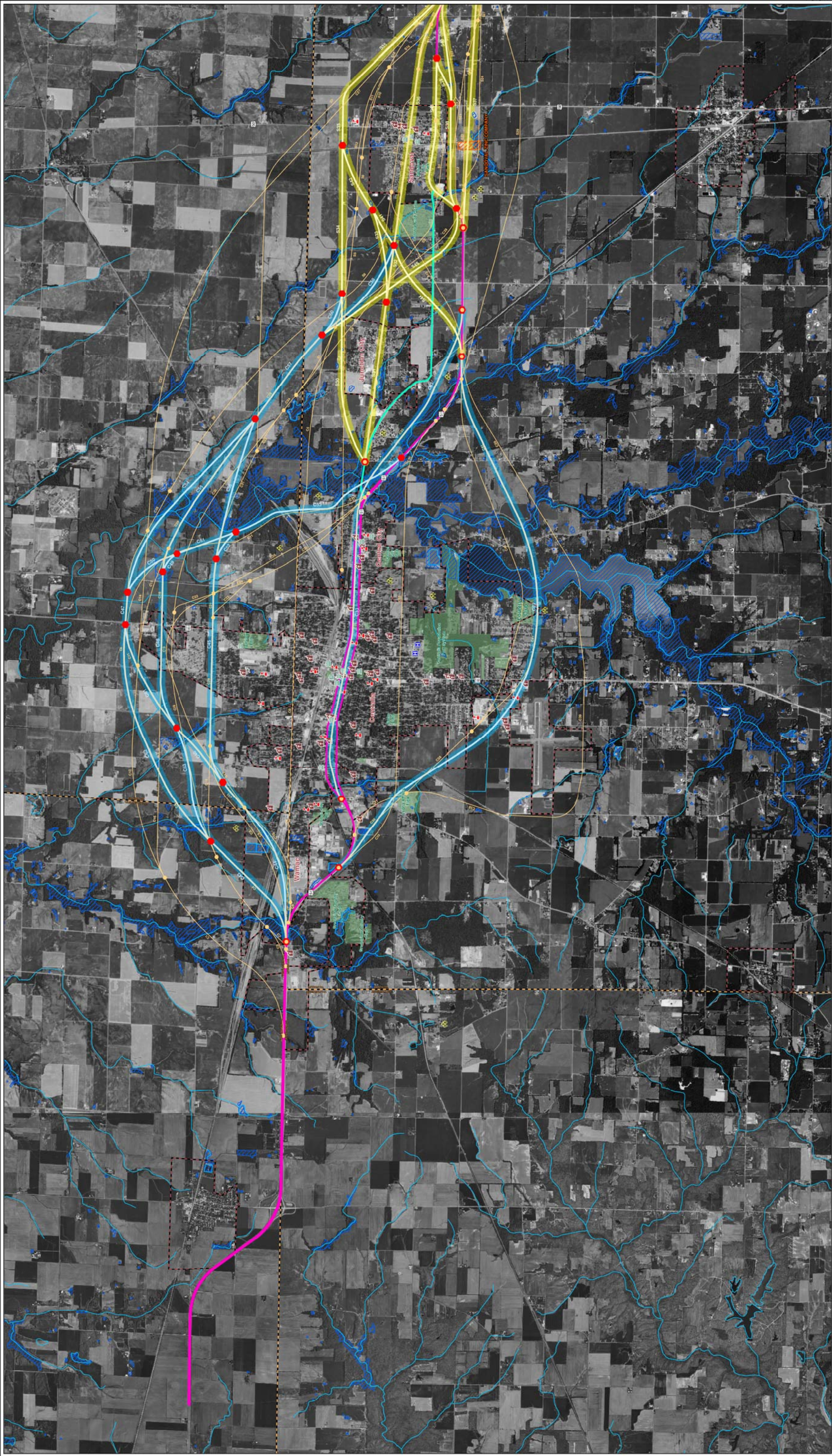
If you have any questions, please do not hesitate to contact us either by phone (217-373-8945) or by e-mail (US51EIS@clark-dietz.com). Thank you for taking the time to participate in the study and we look forward to seeing you at one of the meetings.

Thank you,



Jerry Payonk
Project Manager

cc: file, Matt Hirtzel (IDOT)



LEGEND

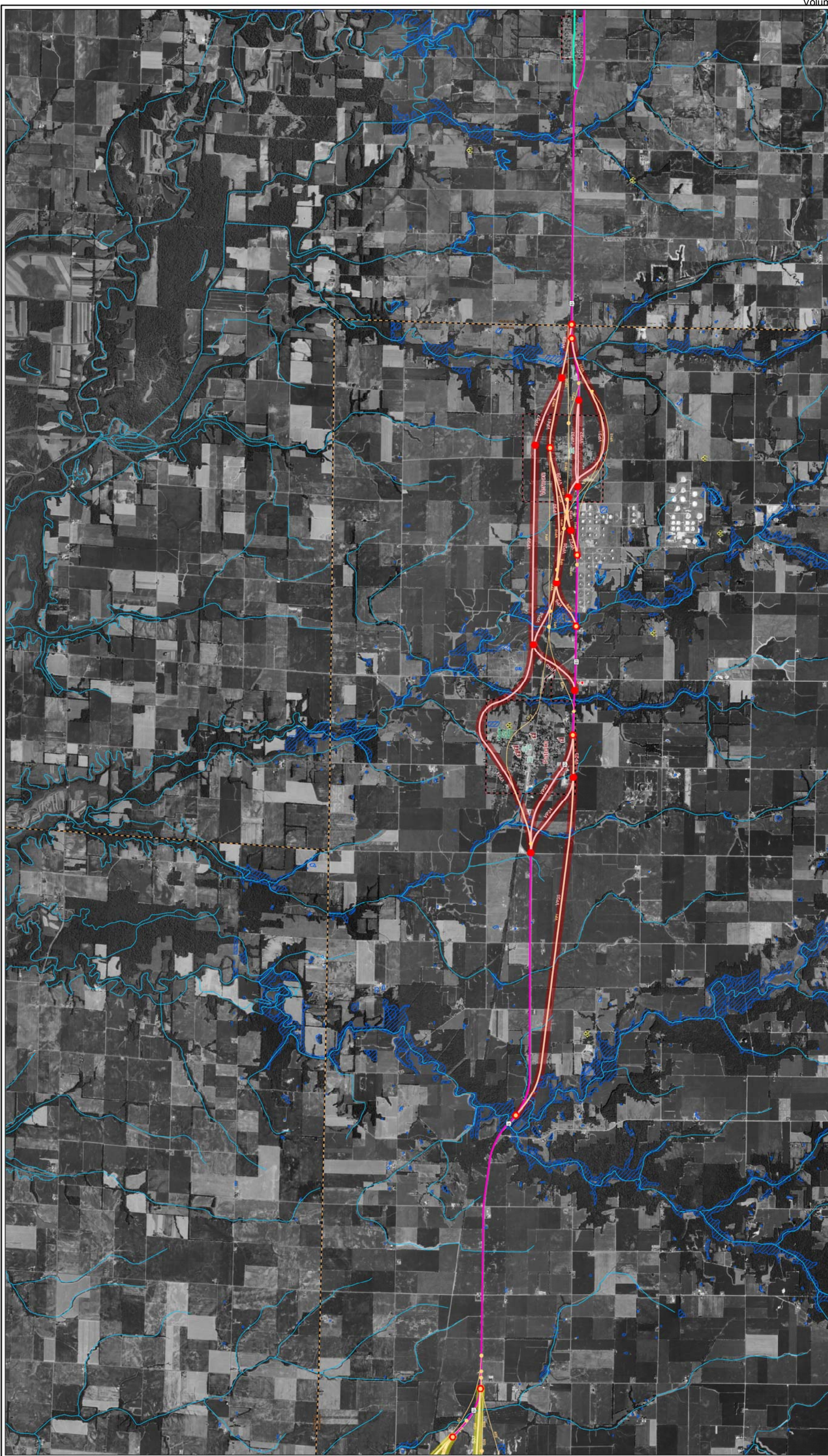
- Existing U.S. Route 51
- Old U.S. Route 51
- County Boundary
- Municipal Boundary
- State Park
- Other Park
- Initial Alternative
- C-Series Alternatives
- R-Series Alternatives
- S-Series Alternatives
- V-Series Alternatives
- VP-Series Alternatives
- Segment Division
- Initial Segment Division
- C-Series Corridor
- R-Series Corridor
- S-Series Corridor
- V-Series Corridor
- VP-Series Corridor
- Streams and Lakes
- NWI Wetlands
- Historic District
- High Quality Woodland
- INAI Sites
- Sandoval Zinc Company
- Potential Special Waste
- Hospital
- Museum
- Public Facility
- Cemetery
- School
- Church



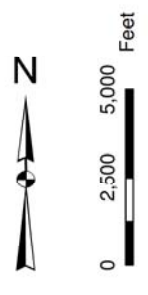
Preliminary Alternatives

Sheet 1 of 4





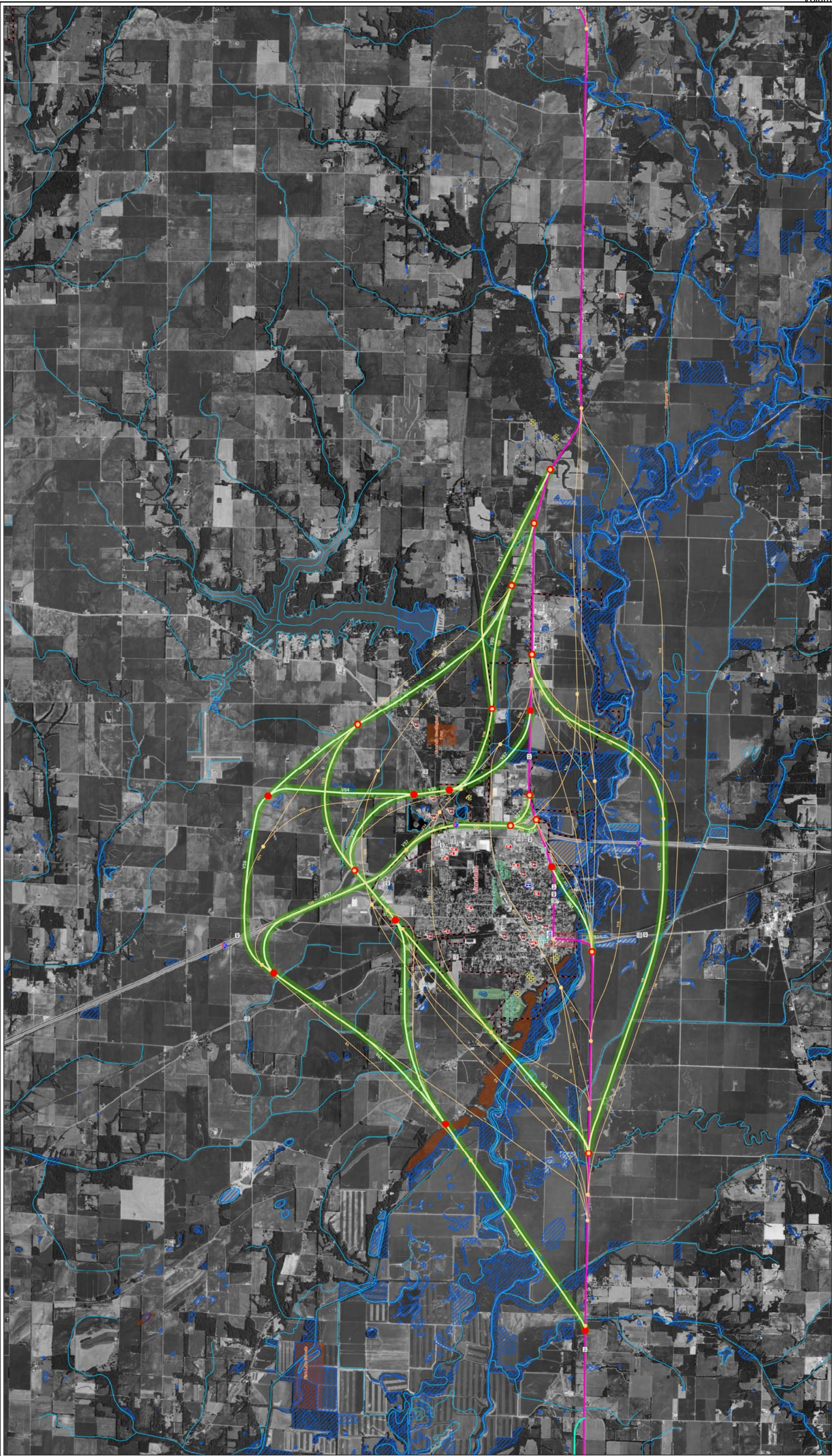
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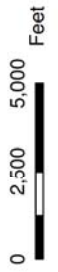
Preliminary Alternatives

Sheet 2 of 4





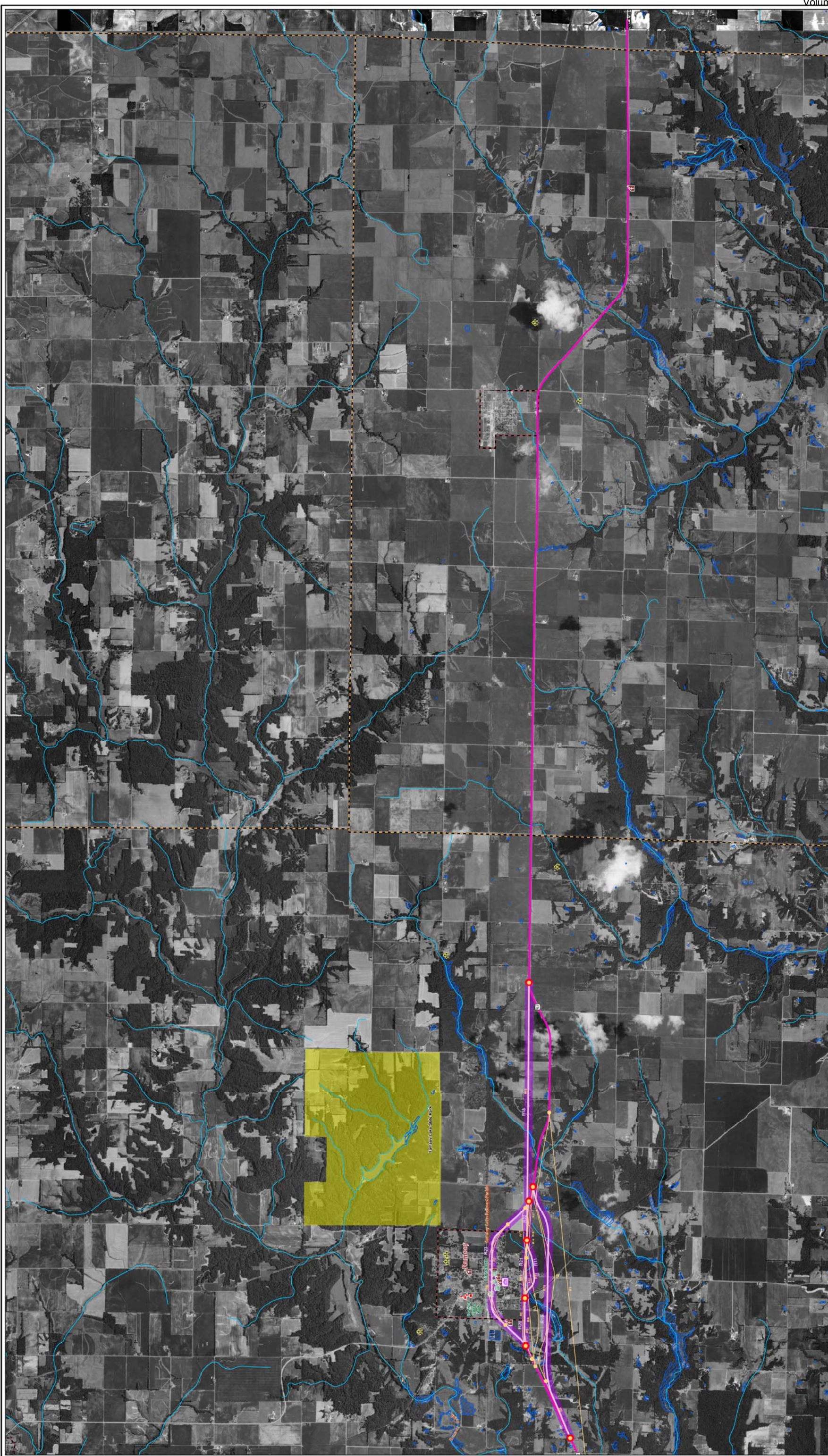
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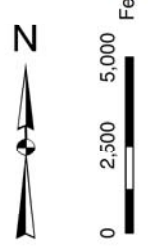
Preliminary Alternatives

Sheet 3 of 4





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Preliminary Alternatives

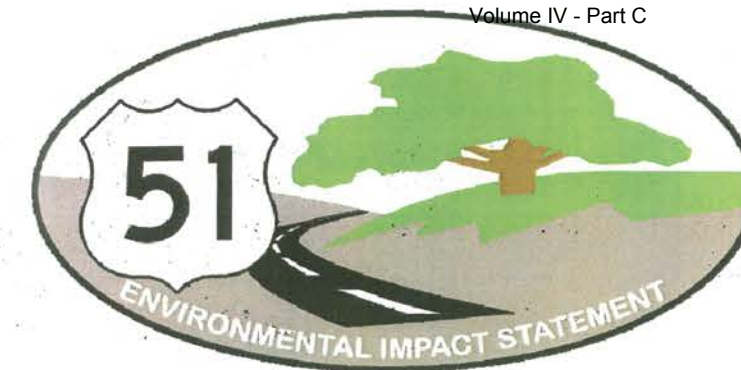
Sheet 4 of 4





U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Centralia Council Chambers
 Centralia Corridor Review Meeting



Meeting # 6

May 19, 2009 - 6:00 - 8:00 PM

NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
Melvin Brink		710 West 8th Sandoval, IL	532-9640	
HOWARD KLEIBOEKER		8414 JOLIFE BRIDGE RD CENTRALIA ILL	532 32 75	
Shirley HALL		820 US Hwy 50 SANDOUAL	247-8134	SAH820@FRONTIER.NET.NET
Ken Buchanan		219 N. Harrison Central City	532-2837	Ken-Buchanan@sbcglobal.net
Bruce Geary		P.O. Drawer D Centralia	532-2228	bruce.g@dbge.net
Bill Spashe		15 CLEAR LAKE DR CENTRALIA	532 1734	
Paula Jett		3365 OLD SI RD Sandoval, IL 62882	247-3947	PJett19@Frontier.net.net
JOE NIEDERHOFER		CENTRALIA IL 62801	532-5905	Joe.niederhofer@hutaset.net
Ed O'Brien		10019 4th Ave Apt 310 CENTRALIA ILL	532-4119	



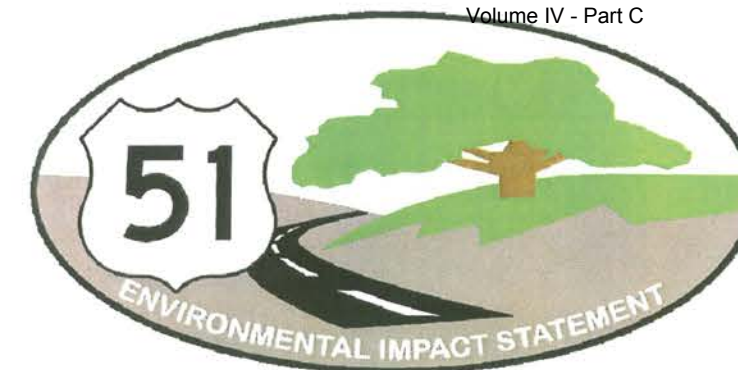
U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Sandoval Village Hall

Sandoval Corridor Review Meeting

Meeting # 6

May 20, 2009 - 2:00 – 4:00 PM



NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
RICK KRETZER	VILLAGE TRUSTEE	501 N CLAY	618-339-5569	RRKRETZER@AOL.COM
Darrell Ahlf		28825 Sand Ridge Road	618 747-3630	
Ron Kretzer	Village President	401 W. Kansas Avenue	618-918-0205	kretzerron@hotmail.com



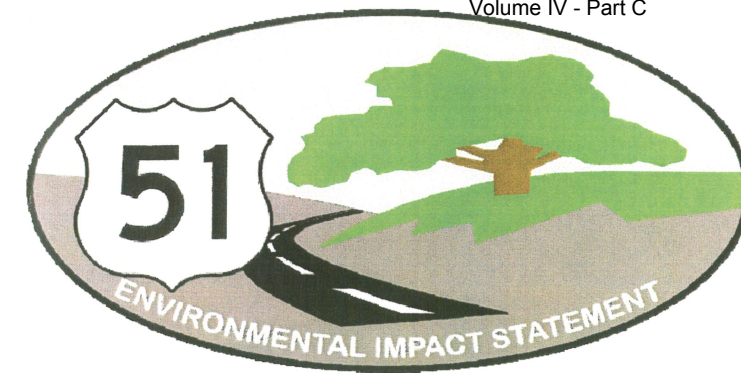
U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Patoka Civic Center

Patoka / Vernon Corridor Review Meeting

Meeting # 6

May 19, 2009 - 2:00 – 4:00 PM



NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
Cindy Woolsey		7119 US Hwy 51	432-7275	gran531@yahoo.com
David H. Rademacher	Patoka School	1220 KINOKA RD	432-5200	drademac@MARION.k12.ia.us



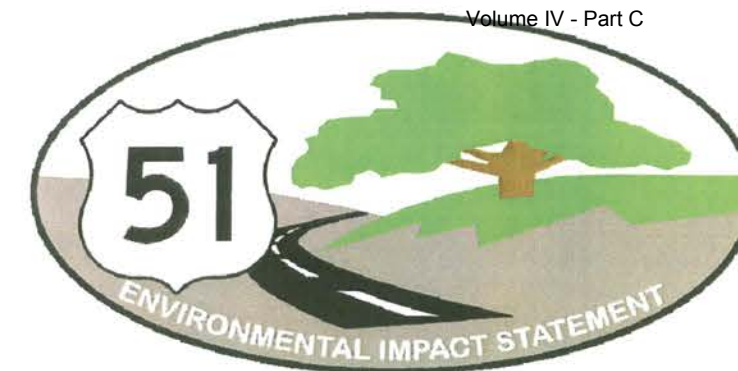
U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Kaskaskia College - Vandalia Campus

Vandalia Corridor Review Meeting

Meeting # 6

May 20, 2009 - 6:00 - 8:00 PM



NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
Vince Ochs	South Central FS	1800 Hillsboro Rd Vandalia IL	618-283-0789	vochs@southcentralfs.com
TONY PALS	FAYETTE Co. SWCD	301 S. THIRD ST. VANDALIA, IL 62471	618-283-1095	
HAROLD BAUMANN	VANDALIA	101 WOODLAND HILLS CT PO BOX 249 VANDALIA, IL 62471-0249	618-283-3147	
Ken Marshall	FAYETTE Quarter Farm Bureau	1125 N SUNSET DR Vandalia	618-283-3276	
JON KECK	KECK'S MARSH, INC.	R.R 2 Box 189 VANDALIA, IL 62471	618-267-6911	kecksmarsh@hotmail.com
FRED KECK	''	''	6182672977	''
Gerald Snyder	RWA	1910 Highland Vandalia 62471	217-422-2520	ggs322direct@comcast.net
Ernie Chappel	FIRST NAT'L BANK	432 W. GALLATIN, VANDALIA, IL	618-283-1141	echappel@thefub.com
Rich Mull	Ramsay TOWNSHIP	Rt#1 Box 241 Ramsay IL	618-423-9344	
Myers	Ramsay	Rt#1 Box 269 Ramsay I	618-339-8303	myers4112@yahoo.com



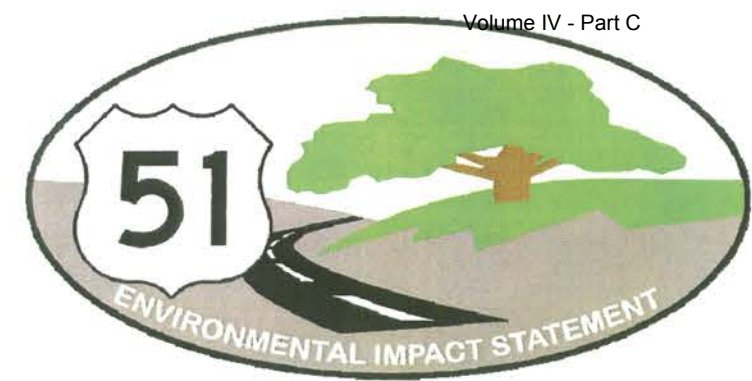
U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Kaskaskia College - Vandalia Campus

Vandalia Corridor Review Meeting

Meeting # 6

May 20, 2009 - 6:00 – 8:00 PM



NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
MARILYN VAN DYK	RAMSEY	RR#1 BOX 370 RAMSEY IL	618-423-2180	MARILYN.VANDYK@SWECI.COM
JOHN ADERMANN	CITY OF RAMSEY	RR#3 BOX 55 RAMSEY	618-780-4861	



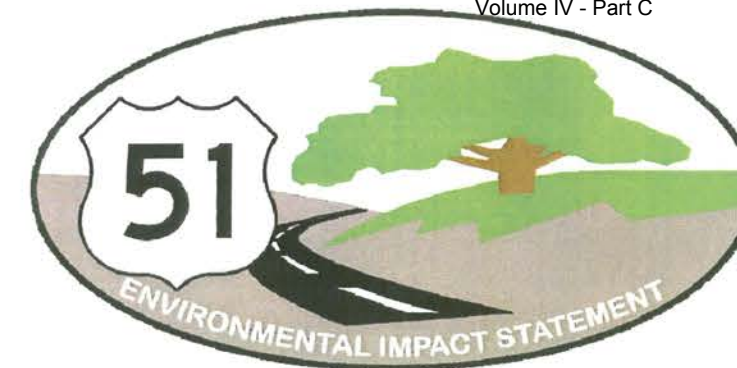
U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Ramsey Town Hall

Ramsey Corridor Review Meeting

Meeting # 6

May 19, 2009 - 10:00 AM – 12:00 PM



NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
Keith Manley	land owner	RR3 Vandalia	618-283-3187	
Don + Ruth Ann Thornton	Land owner	3614 Tuxhorn Rd Spfld IL 62712	217-899-6430 cell 217-544-9164 home	dthorn1031@aol.com
Don + Sally Schilling	Land owner	904 Edgewood Columbia, Mo. ⁶⁵²⁰³	573-442-1967	<u>ADD TO LIST</u> schillings@missouri.edu
Steve Harner	IDNR		217-785-4862	
Kenneth Cathine Cunningham	Land owner	RR 1 Box 289	618-423-2588	
Jean Finley	Land owner	R2 Box 91	618-423-2294	
Jim DEERE	City of PAWA	120 E 300th PAWA 62557	217 562 3109	PAWAEL@CONSOLIDATED.NET
ROB AMLING	SHELBY CO. BOARD.	Box 91 RR 1 TOWER HILL 62571	217-567-3574	rodestam1@CONSOLIDATED.NET

August 6, 2009

Re: US 51 Environmental Impact Statement Project
Vandalia Citizen's Advisory Group Meeting **#6a**

Since the last Citizen's Advisory Group meeting in May, the project study team has continued to develop and analyze corridors for the various communities throughout the project area. In working to refine the corridors, we have encountered a few issues around Vandalia on which we would like the Vandalia CAG input before moving forward with recommendations to the FHWA.

We would like to meet with the Vandalia CAG on Tuesday, August 25th, 2009 from 6:00 to 8:00 PM at the Vandalia Ramada Inn to discuss these issues.

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, 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,

Jerry Payonk
Project Manager

cc: file, Matt Hirtzel (IDOT)



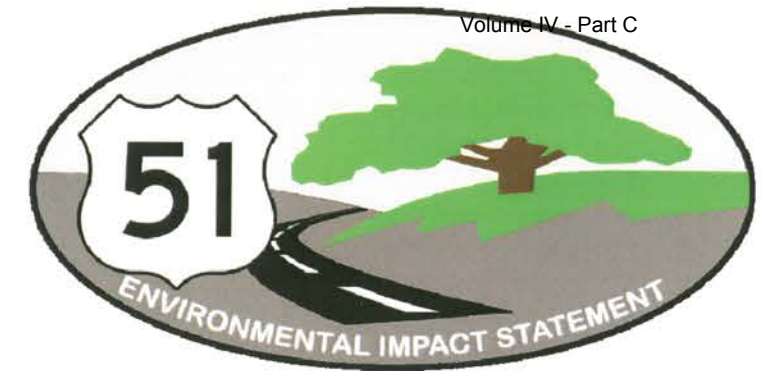
U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Vandalia Sign-In Sheet

Citizens Advisory Group Meeting

August 25, 2009

6:00 – 8:00 PM Vandalia Ramada Inn



NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
WALT BAREN FANKEN		Box 68 VANDALIA	618 283 1211	KASKAS123@AOL.COM
BRUCE LOWRY		2222 Kins Dr. Vandalia	618-283-2266	brc.lowry@gmail.com
Ricky J. Gottman		2305 Karen St Vandalia	618-283-1198	
RANDY EDWARDS		3 WOODLAND LN. VAN.	618-267-2981	
HAROLD BAUMANN		101 WOODLAND HILLS CT.	618-283-3147	HCB821@ATT.NET
JOANN SASSE GIVERS	City Vandalia	431 W. Gallatin	618-283-1152	econdor@VandaliaIllinois.org
Chad Bonfay		129 N. Kennedy	618-283-2268	cbarenfa@illwestern.com
Keith + Janet Manley		R. R #3- Box 37 Vandalia	618-283-3187	Keithmanley@earthlink.net
Ernie Chappel		RR2 Box 234 Rausch, Ill.	618-283-1141	echappel@thehub.com
DEAN BLACK	ALDEMAN	211 W. Fillmore VANDALIA	618-283-1736	deb1941@gmail.com

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

Subject: Vandalia CAG	
Client: IDOT/D7	
Project: US 51 EIS	Project No: CDI # I0020360
Meeting Date: August 25, 2009, 6:00 PM	Meeting Location: Vandalia Ramada Inn
Notes by: JTP	

Attendees: Various IDOT and US 51 Partners Staff, Vandalia CAG members (see attached)

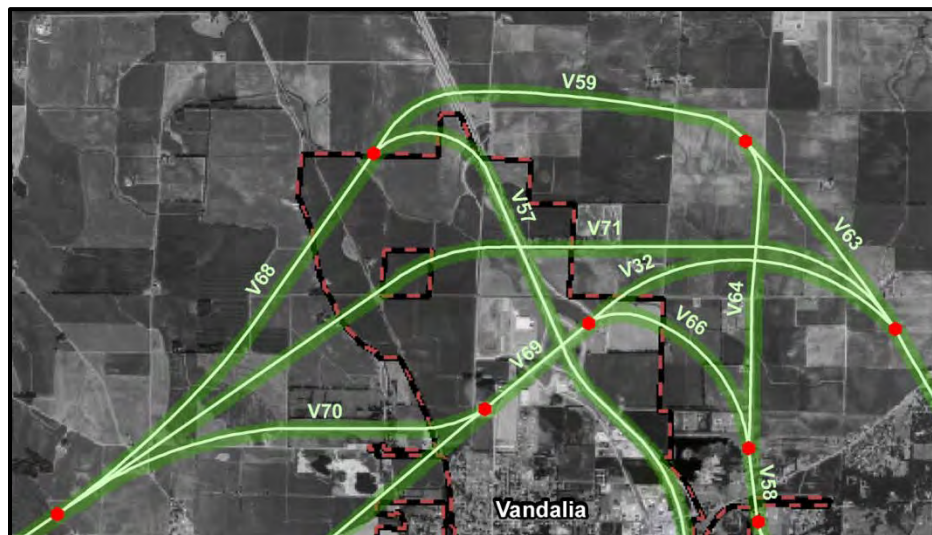
Topics Discussed: Vandalia Corridor Alternative Issues

Action/Notes:

The purpose of this meeting was to present some specific corridor analysis issues to the CAG on which the project team sought community input.

V71

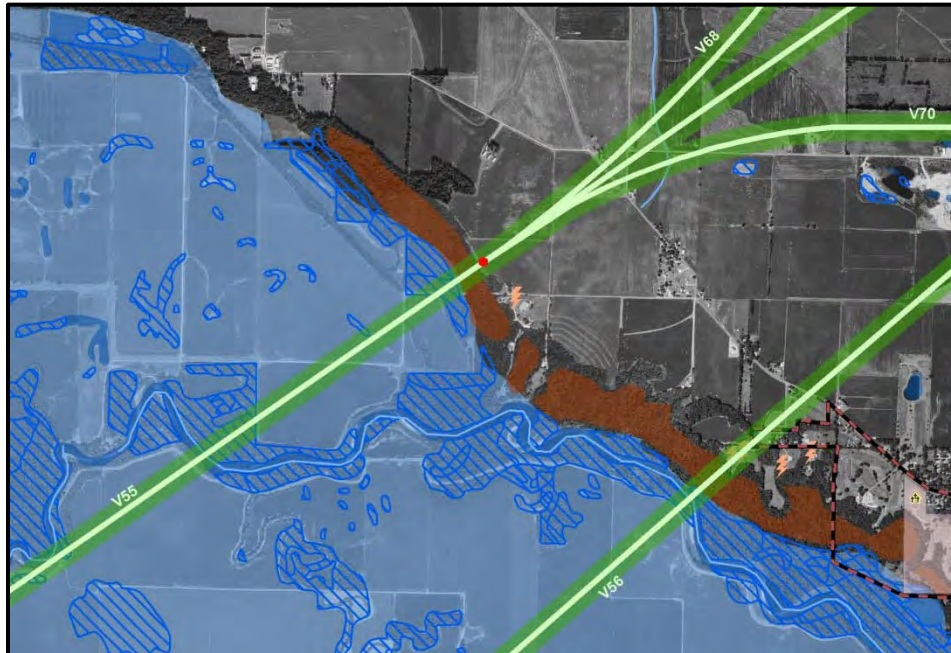
Jerry Payonk presented corridor segment V71. This segment had not been presented at prior meetings; it was developed by the project team. The reason for the consideration of V71 involved access control through the current US40/I-70 interchange, and the surrounding interchange area. This area has experienced considerable commercial growth in the last 5 years. If we were to move forward with segment V69 and maintain free-flow traffic on proposed US 51, the existing diamond interchange would have to be replaced with a cloverleaf. A cloverleaf interchange requires a larger area than the existing diamond and this would negatively impact many of the commercial businesses in the area. Another potential negative impact would be the removal of the existing traffic signal at the US 40 intersection south of I-70 to maintain free flow traffic on the new US 51. As an alternative, the project team developed corridor segment V71 which travels around the commercial area to the west. If V71 were to be implemented, access to US 51 would be provided by extending V69 or V32 northwest to provide access from US 51 to I-70 and the Vandalia commercial area. See the layout below for a depiction of the corridor area.



The Vandalia CAG was in concurrence with the incorporation of V71 with the understanding that adequate signage would be provided on US 51 for the accessing commercial businesses in the area.

INAI Sites

During preliminary field survey for environmental resources within the project corridor areas, an area south of Vandalia on the Kaskaskia River bluff was identified as a candidate for INAI (Illinois Natural Area Inventory) designation. The area, depicted in the image below in reddish/brown, is potentially a high quality natural area. Two corridor segments, V55 and V56, travel through this area. The project team is scheduling a meeting with the DNR (Department of Natural Resources) to discuss this area and identify potential mitigative measures if these corridors move forward.



V65

The project team discussed the layout of corridor segment V65. The corridor travels through a dense, wooded residential area on the north side of Vandalia. Representatives of the CAG indicated that this corridor alignment would be an extremely unpopular location for US 51. It was suggested that other locations be studied. Because V71 (discussed above) ties in to V65, a suggestion was made to create a corridor segment V72 which would connect V55 to the south to V58 to the north and follow a similar course around the US51/I70 interchange and commercial area similar to V71.

The project study team indicated that this will be looked at.

The project team indicated that the next meeting will be a Public Information Meeting in late September/October giving the public an opportunity to comment on the corridors to be further studied.

CAG Meeting Series #7

February 2010

February 5, 2010

Re: US 51 Environmental Impact Statement Project
Centralia Citizens Advisory Group - Meeting # 7

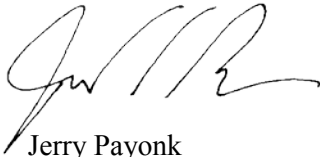
Dear,

As we discussed at the US 51 Public Information Meetings last November, we were anticipating updated environmental resource information from the Illinois Natural History Survey (INHS) which could influence some of the corridors we are investigating. That information was received in December. We have since re-examined some of the corridors we were studying and we would like to meet with the CAG to present this information for review. The meeting date for the Centralia CAG will be Monday, February 22, 2010. The meeting time will be 6:00 to 8:00 PM at the Centralia Recreation Center, located at 115 East Second Street.

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

If you have any questions, please 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 22nd.

Sincerely,



Jerry Payonk
Project Manager

cc: file, Matt Hirtzel (IDOT)



U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Sign In Sheet

Citizens Advisory Group Meeting # 7

~~Monday~~ ~~February 15, 2010~~ ²²

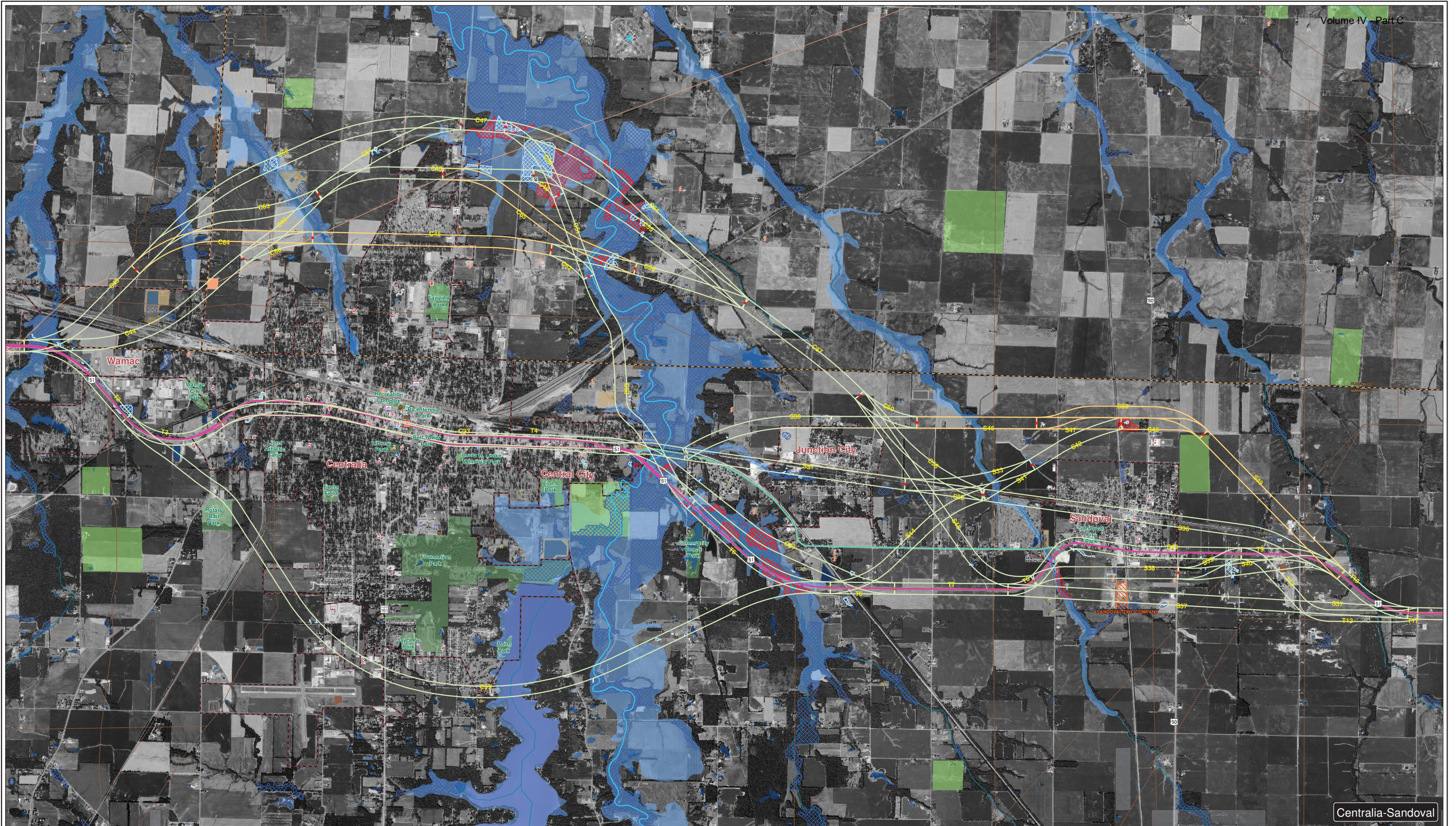
~~Thursday, February 18, 2010~~

~~CENT. REC CENTER~~

~~Patoka Civic Center, 6:00 – 8:00 PM~~



NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
Vicki & Nancy Dykstra		5767 Pope Rd Sandford IL	618-432-7142	NDYKSTRA@ILRESERVICES.COM
JOE NIEDERHOFER		8 GAYLA AVE. CENTRALIA, IL	322-4751	joe.niederhofer@rhtasel.net
KEN BUCHANAN		219 N. HARRISON, CENTRALIA	618-532-2834	KEN-BUCHANAN@sbcglobal
Butch Border		249 Country Club Rd. Apt. #1	618-532-2007	golden.org/but@sbglobal
TOM KASTEN	Dairy Queen	427 S. Poplar	618-532-0716	
Bruce Geary		P.O. Drawer D	618-532-2228	bruceg@dbge.net
Bill Sprcho		15 CLEAR LAKE	532 1734	



Centralia-Sandoval



Preliminary Alignments
2/8/2010
Centralia-Sandoval



0 1,800 3,600 Feet

December 2013

Legend

- | | | | | | |
|--|--|-----------------------------------|--------------------------------|--------------------|-----------------|
| • Tangent Segment Division | ■ Drinking Water | ■ Park | — Electrical Transmission Line | ■ Museum | ■ School |
| • Alternative Segment Division | ■ Lake | ■ State Park | — Pipeline | ★ Police Station | ■ Church |
| — Existing U.S. Route 51 | ■ Floodway | ■ Centennial Farm | ⚡ Antenna Structure | ■ Fire Station | ■ Historic Site |
| — Old U.S. Route 51 | ■ Floodplain | ■ Sesquicentennial Farm | ■ Electrical Facility | ■ Civic Building | ■ Cemetery |
| ■ Municipal Boundary | ■ INHS Wetland - 12/15/2009 | ■ INAI Site | ■ Pipeline Facility | ■ Hospital | |
| ■ County Boundary | ■ INHS High Quality Wetland - 12/15/2009 | ■ High Quality Woodland | ■ Tank Farm | ■ Prison | |
| — 500ft Corridor | ■ NWI Wetland (Not INHS Surveyed) | ■ Stream | ■ Waste Water Treatment Plant | ■ Community Center | |
| — New 500ft Corridor for Wetland Avoidance | | ■ Biologically Significant Stream | ■ CERCLIS Site | ■ Library | |

February 9, 2010

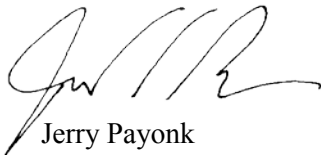
Re: US 51 Environmental Impact Statement Project
Sandoval Citizens Advisory Group - Meeting # 7

As we discussed at the US 51 Public Information Meetings last November, we were anticipating updated environmental resource information from the Illinois Natural History Survey (INHS) which could influence some of the corridors we are investigating. That information was received in December. We have since re-examined some of the corridors we were studying and we would like to meet with the CAG to present this information for review. The meeting date for the Sandoval CAG will be Tuesday, February 16, 2010. The meeting time will be 6:00 to 8:00 PM at the Sandoval Village Hall.

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

If you have any questions, please 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 16th.

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)



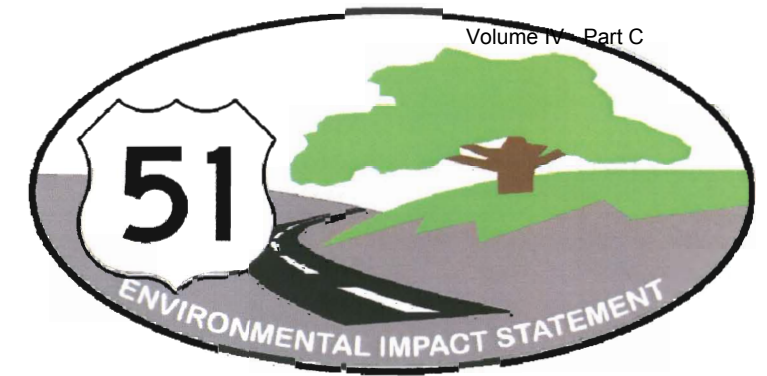
U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Sandoval Sign In Sheet

Citizens Advisory Group Meeting # 7

Tuesday, February 16, 2010

Sandoval Village Hall, 6:00 -8:00 PM



NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
Bob KANNALL	25607 US Hwy 50 Cajon		618 226 3574	
Matt & Laura Carter		Sol Range Road Sandoval,	618 247-3809	Laura.C.1971@hotmail.com



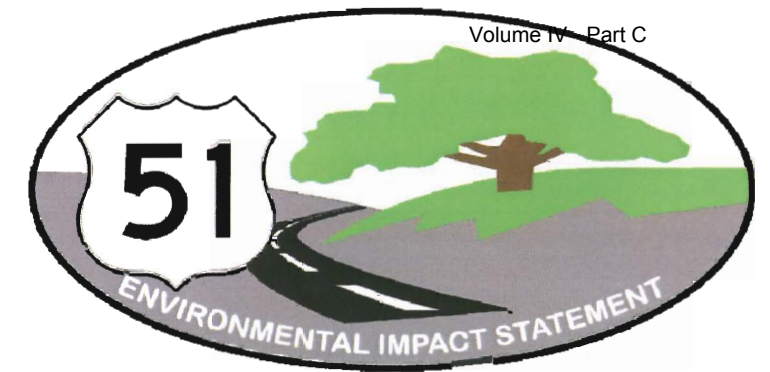
U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Sandoval Sign In Sheet

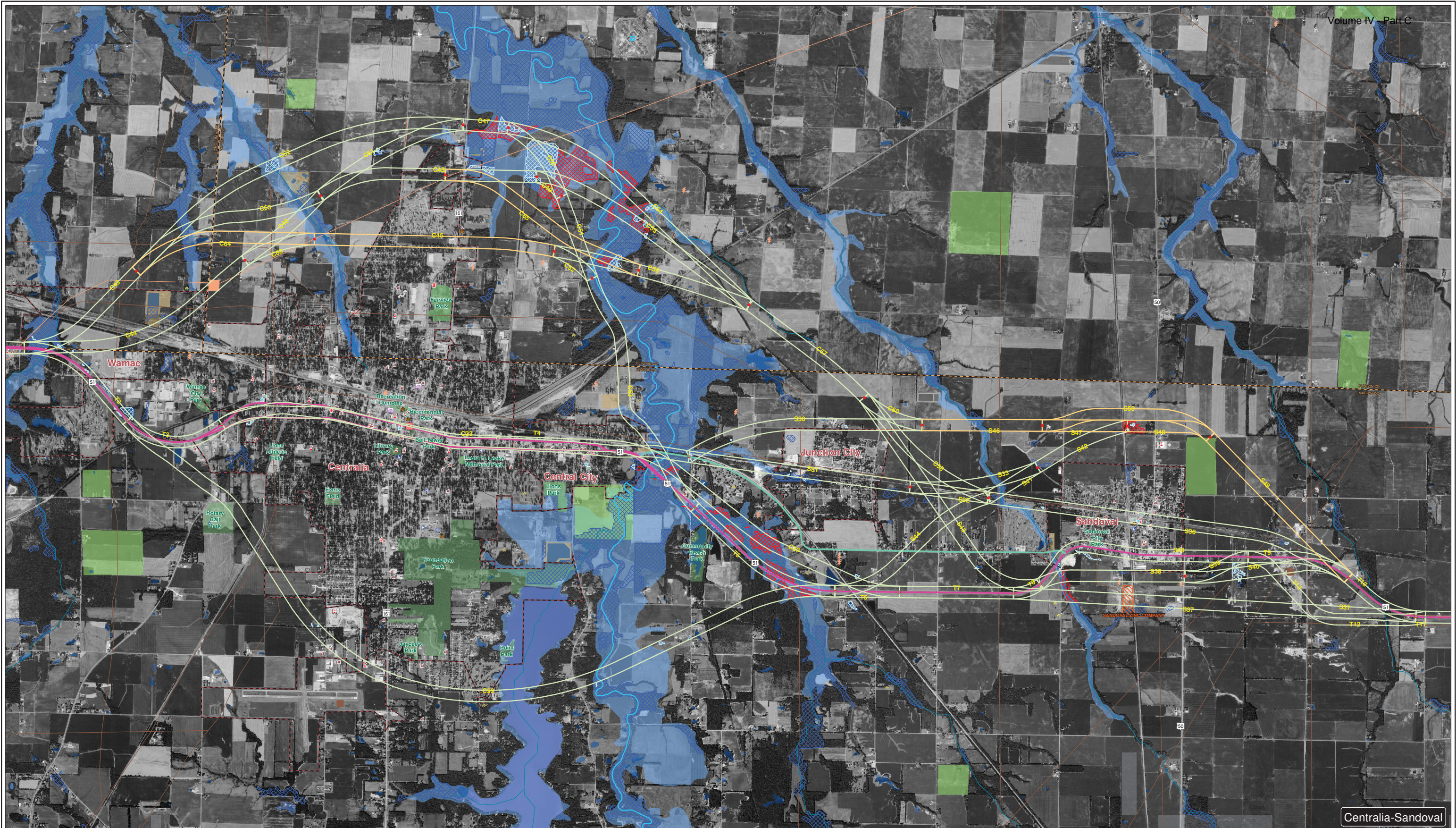
Citizens Advisory Group Meeting # 7

Tuesday, February 16, 2010

Sandoval Village Hall, 6:00 -8:00 PM



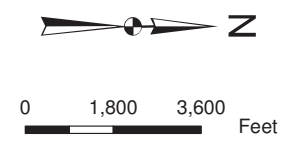
NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
Dennis D Day		Po Box 106 ⁶²⁸⁰² Sandoval	618 247 3156	day12@frontier.com
Jessie Day		"	"	"
Mel Brink				
Terry Swagler		334 Range Rd Sandoval		
RICK KRETZER <small>+ wants 11x17 map</small>		501 N. CLAY SANDOVAL	618-339-5569	RRKRETZER@AOL.COM
Mel Wood		710 N Clay Sandoval	618-247-3705	
DAN SEIDEL		938 Bone St. Rd	618 267 1313	
Jerry Ratermann		601 Iowa AVE	618 247 3668	JRatt@frontier.net.net
John Stack		CENTRALIA, IL 62801 9936 Jolliff Bridge Rd	618-533-1967	



Centralia-Sandoval



Preliminary Alignments
2/8/2010
Centralia-Sandoval



December 2013

Legend

- | | | | | | |
|--|--|-----------------------------------|--------------------------------|--------------------|-----------------|
| • Tangent Segment Division | ■ Drinking Water | ■ Park | — Electrical Transmission Line | ■ Museum | ■ School |
| • Alternative Segment Division | ■ Lake | ■ State Park | — Pipeline | ★ Police Station | ■ Church |
| — Existing U.S. Route 51 | ■ Floodway | ■ Centennial Farm | ⚡ Antenna Structure | ■ Fire Station | ■ Historic Site |
| — Old U.S. Route 51 | ■ Floodplain | ■ Sesquicentennial Farm | ■ Electrical Facility | ■ Civic Building | ■ Cemetery |
| ■ Municipal Boundary | ■ INHS Wetland - 12/15/2009 | ■ INAI Site | ■ Pipeline Facility | ■ Hospital | |
| ■ County Boundary | ■ INHS High Quality Wetland - 12/15/2009 | ■ High Quality Woodland | ■ Tank Farm | ■ Prison | |
| ■ 500ft Corridor | ■ NWI Wetland (Not INHS Surveyed) | ■ Stream | ■ Waste Water Treatment Plant | ■ Community Center | |
| ■ New 500ft Corridor for Wetland Avoidance | | ■ Biologically Significant Stream | ■ CERCLIS Site | ■ Library | |

February 8, 2010

Re: US 51 Environmental Impact Statement Project
Patoka & Vernon Citizens Advisory Group - Meeting # 7

As we discussed at the US 51 Public Information Meetings last November, we were anticipating updated environmental resource information from the Illinois Natural History Survey (INHS) which could influence some of the corridors we are investigating. That information was received in December. We have since re-examined some of the corridors we were studying and we would like to meet with the CAG to present this information for review. The meeting date for the Vernon and Patoka's, CAG will be on Thursday, February 18, 2010. The meeting time will be 6:00 to 8:00 PM at the Patoka Civic Center located at 210 West Bond Street.

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

If you have any questions, please 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 18th.

Sincerely,

Jerry Payonk
Project Manager

cc: file, Matt Hirtzel (IDOT)



U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Sign In Sheet

Citizens Advisory Group Meeting # 7

Thursday, February 18, 2010

Patoka Civic Center, 6:00 – 8:00 PM



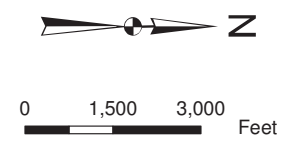
NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
Cindy Woolsey		108-S. Race Vernon	432-5367	gran531@yahoo.com
Chet Burke		108-S. Race Vernon	432-5367	
Blake Hyde		101 E Effingham	432-7258	
Kenny Walker		513 MARY DR.	432-7248	



Vernon-Patoka



Preliminary Alignments
2/8/2010
Vernon-Patoka



December 2013

Legend

- | | | | | | |
|--|--|-----------------------------------|--------------------------------|--------------------|-----------------|
| • Tangent Segment Division | ■ Drinking Water | ■ Park | — Electrical Transmission Line | ■ Museum | ■ School |
| • Alternative Segment Division | ■ Lake | ■ State Park | — Pipeline | ■ Police Station | ■ Church |
| — Existing U.S. Route 51 | ■ Floodway | ■ Centennial Farm | ⚡ Antenna Structure | ■ Fire Station | ■ Historic Site |
| — Old U.S. Route 51 | ■ Floodplain | ■ Sesquicentennial Farm | ■ Electrical Facility | ■ Civic Building | ■ Cemetery |
| — Municipal Boundary | ■ INHS Wetland - 12/15/2009 | ■ INAI Site | ■ Pipeline Facility | ■ Hospital | |
| — County Boundary | ■ INHS High Quality Wetland - 12/15/2009 | ■ High Quality Woodland | ■ Tank Farm | ■ Prison | |
| — 500ft Corridor | ■ NWI Wetland (Not INHS Surveyed) | ■ Stream | ■ Waste Water Treatment Plant | ■ Community Center | |
| — New 500ft Corridor for Wetland Avoidance | | ■ Biologically Significant Stream | ■ CERCLIS Site | ■ Library | |

US 51 Partners, A Joint Venture

Volume IV - Part C



February 5, 2010

Chad Towler
RR # 1 Box 271
Vandalia, IL 62471

Re: US 51 Environmental Impact Statement Project
Vandalia Citizens Advisory Group - Meeting # 7

Dear Chad,

As we discussed at the US 51 Public Information Meetings last November, we were anticipating updated environmental resource information from the Illinois Natural History Survey (INHS) which could influence some of the corridors we are investigating. That information was received in December. We have since re-examined some of the corridors we were studying and we would like to meet with the CAG to present this information for review. The meeting date for the Vandalia CAG will be Wednesday, February 17, 2010. The meeting time will be 6:00 to 8:00 PM at the Vandalia Ramada Inn, located at 2707 Veterans Avenue.

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

If you have any questions, please 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 17th.

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)

US 51 Partners, A Joint Venture
Clark Dietz, Inc. and HDR Engineering, Inc.
125 West Church Street
Champaign, IL 61820





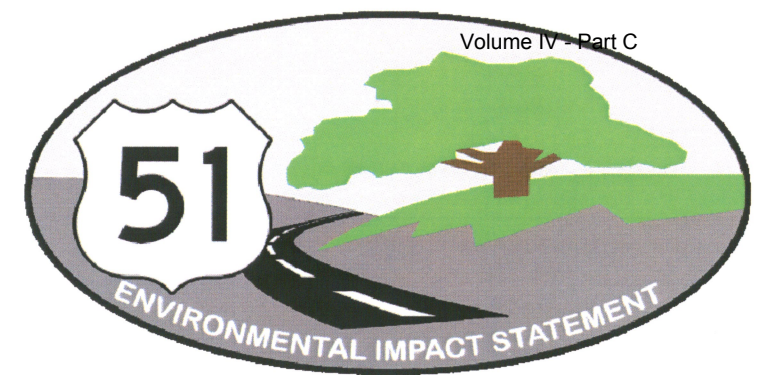
U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Vandalia Sign In Sheet

Citizens Advisory Group Meeting # 7

Wednesday, February 17, 2010

Vandalia Ramada Inn, 6:00 – 8:00 PM



NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
Byron Sikma	South Central FS	1800 Hillsboro Rd Vandalia, IL 62471	618-283-0789	bsikma@southcentralfs.com
Keith & Janet Manley		R.R. #3 Box 37 Vandalia, IL 62471	618-283-3187	janet-manley@hotmail.com
Dennis Graumeny		RR 3 Box 970 Vandalia IL 62471	618-292-0011	dgraumeny@yahoo.com
Randy Edwards		VANDALIA 62471	618-267-2981	RUDJANA@HOTMAIL.COM
Bruce Lowry		Vandalia 62471	618-283-2266	brc.lowry@gmail.com
Jay & Maya Little	R+3	Vandalia 62471	618-283-3080	BJLITTLE@LANDOLAKES.COM
Ernie Chappel				echappel@thefub.com
Ruff Johnson Mayor		Vandalia IL		
Keri Sathre		Vandalia		



Vandalia



Preliminary Alignments
2/8/2010
Vandalia



0 1,600 3,200 Feet

December 2013

Legend

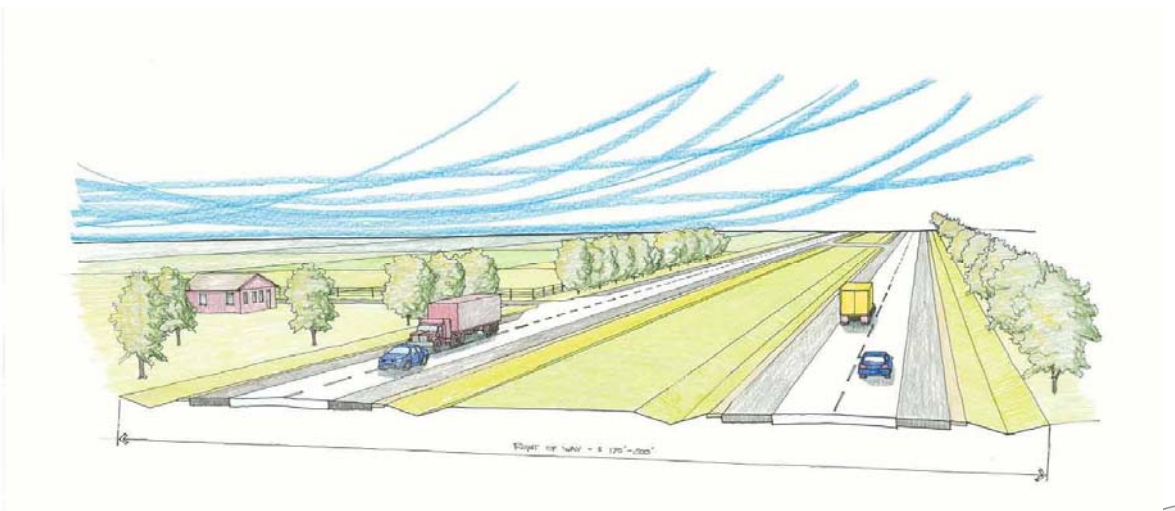
- | | | | | | |
|--|--|-----------------------------------|--------------------------------|--------------------|-----------------|
| • Tangent Segment Division | ■ Drinking Water | ■ Park | — Electrical Transmission Line | ■ Museum | ■ School |
| • Alternative Segment Division | ■ Lake | ■ State Park | — Pipeline | ★ Police Station | ■ Church |
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| — Old U.S. Route 51 | ■ Floodplain | ■ Sesquicentennial Farm | ■ Electrical Facility | ■ Civic Building | ■ Cemetery |
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| — New 500ft Corridor for Wetland Avoidance | | ■ Biologically Significant Stream | ■ CERCLIS Site | ■ Library | |

CAG Meeting Series #8

May-June 2011

Top Ten Things to Know about EXPRESSWAY ACCESS

1. State routes and major intersections will have an interchange built.
2. One mile spacing (on average) between intersections.
3. All intersections will have right and left turn lanes.
4. Intersection median will be large enough for a school bus.
5. Driveways (including field roads) will be “right in – right out”.
6. No more than 3 driveways per mile.
7. There will be no direct access to Route 51 for commercial properties.
8. Frontage roads will be built to access commercial property and when there are more than three driveways per mile.
9. The distance between Route 51 and a frontage road or entrance must be at least 100 feet.
10. Mailboxes – placed two feet from edge of outer ten foot shoulder.



May 10, 2011

Re: US 51 Environmental Impact Statement Project
Centralia Citizens Advisory Group (CAG)

Since the last Centralia CAG meeting in early 2010, the project team has been further refining the remaining alternatives. We would like to meet again with the CAG to briefly review the progress of the remaining alternatives under consideration and to explain what has transpired since our last meeting.

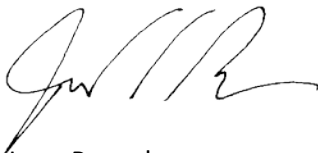
The CAG Meeting is scheduled on Wednesday, June 1, 2011 from 6:00 to 8:00 PM at the Centralia City Hall Council Chambers located at 222 S. Poplar Street. Please arrive promptly at 6:00 PM, as there will be a brief presentation to refresh everyone on the process to date. After the presentation, updated mapping of the remaining alternatives within the Centralia area will be displayed for your review and comment. Of note, this will be the most detailed alignment information presented to date.

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

Please verify your attendance at the meeting. Feel free to e-mail Barbara Moore at Barbara.Moore@clark-dietz.com or call her at 217-373-8948 and let her know if you can or cannot attend.

Thank you for taking the time to participate in the study and we look forward to seeing you on June 1st at 6:00 PM at the Centralia City Hall Council Chambers.

Sincerely,



Jerry Payonk
Project Manager

cc: file, Matt Hirtzel (IDOT)

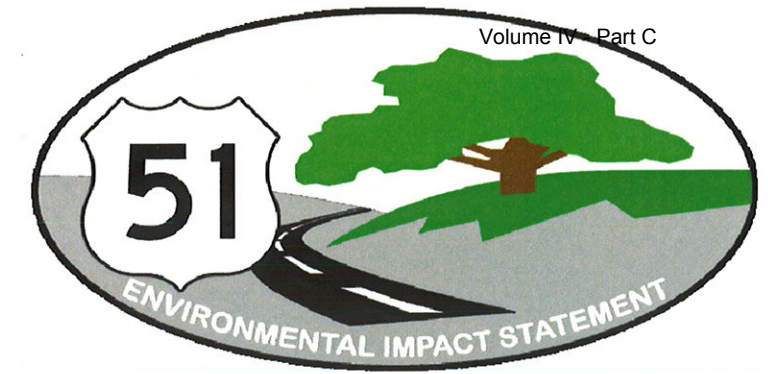


U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

City Hall Council Chambers

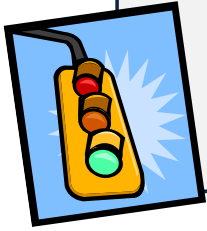
Centralia – Community Advisory Group Meeting # 8

June 1, 2011 6:00 – 8:00 PM

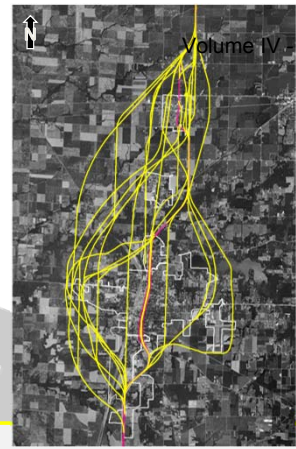


NAME	ADDRESS	PHONE	E-MAIL
Dev Kriepke	640 Sam Center Rd 62801	618-532-8430	Devirobikesbc@global.net
JOE NIEDERHOFER	8 GAYLA AVE CENTRALIA, IL 62800	618-322-4751	joe.niederhofer@hutasel.net
Tom Ashby	46 Blackberry	618-367-0289	tomash45@yahoo.com
Nancy Dykstra	5767 Pope Rd Sandoual	618-432-7142	D BRANDT@ILRESERVICES.COM
Tom Kesten	427 S. Poplar	618-532-0716	dtkas10@netwitz.net
Howard Jones	526 Sycamore	618 545 0655	Howard_Jones@ssmkci.com
Bill Spach	15 CLEAR LAKE DR		

HOW WE GOT HERE...

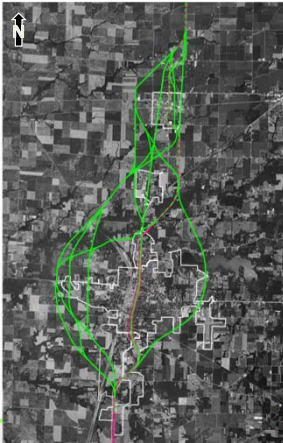


Project Start
July 2007

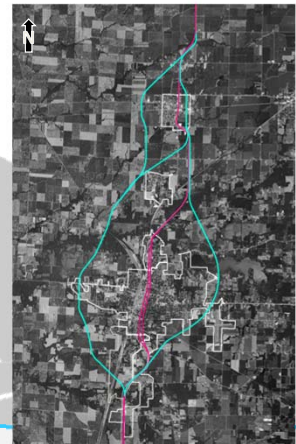


Volume IV - Part C

**Develop Corridors
(Brainstorming)**
Fall 2008



**Corridor
Consolidation**
Spring 2009



**Alignment
Development**
Fall 2009

**Alignment
Refinement**
June 2010- Present

Draft EIS
Summer 2012



Final EIS
Summer 2013

May 10, 2011

Re: US 51 Environmental Impact Statement Project
Sandoval Citizens Advisory Group (CAG)

Since the last Sandoval CAG meeting in early 2010, the project team has been further refining the remaining alternatives. We would like to meet again with the CAG to briefly review the progress of the remaining alternatives under consideration and to explain what has transpired since our last meeting.

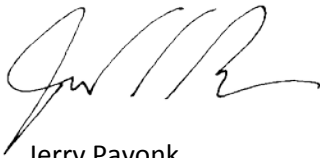
The CAG Meeting is scheduled on Tuesday, June 7, 2011 from 6:00 to 8:00 PM at the Sandoval Village Hall located at 102 N. Cherry Street. Please arrive promptly at 6:00 PM as there will be a brief presentation to refresh everyone on the process to date. After the presentation, updated mapping of the remaining alternatives within the Sandoval area will be displayed for your review and comment. Of note, this will be the most detailed alignment information presented to date.

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

Please verify your attendance at the meeting. Feel free to e-mail Barbara Moore at Barbara.Moore@clark-dietz.com or call her at 217-373-8948 and let her know if you can or cannot attend.

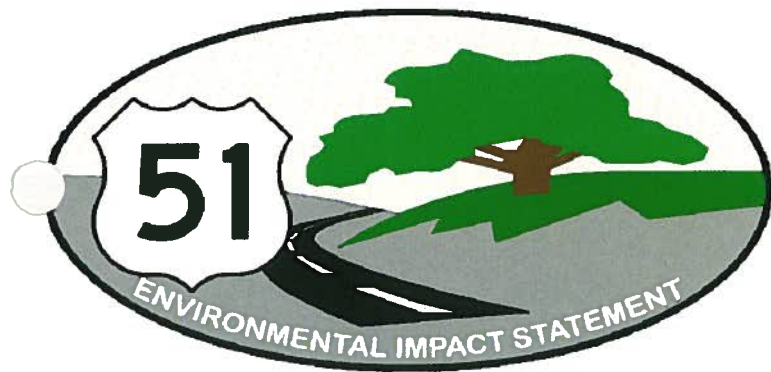
Thank you for taking the time to participate in the study and we look forward to seeing you on June 7th at 6:00 PM at the Sandoval Village Hall.

Sincerely,



Jerry Payonk
Project Manager

cc: file, Matt Hirtzel (IDOT)



U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Village Hall

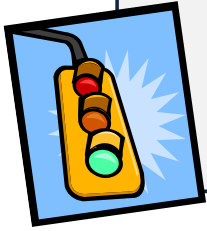
Sandoval – Community Advisory Group Meeting # 8

June 7, 2011 6:00 – 8:00 PM



NAME	ADDRESS	PHONE	E-MAIL
Ron Kretzer	401 Kansas	618-918-0301	Kretzerron@hotmail.com
Bruce Geary	P.O. Drawer D Centralia, IL	618-532-2228	bruceg@dbge.net
Bill Sprue	15 CLEAR LAKE DR CENTRALIA, IL	618 532 1734	
DAN RAMEY	22 BLACKBERRY RUN CENTRALIA, ILLINOIS	618-322-7405	danramey@charter.net
RICK KRETZER	501 N. CLAY	618 339 5569	RRKRETZER@AOL.COM
Emily Heinzmann	29710 Wortman Road Sandoval, IL	618-322-2454	emheinz@aol.com
Melvin Bright	710 West 8th (Junction City) Sandoval, MO 62882		
Dennis D Day	PO Box 106 Sandoval, IL 62882	618-247-3156	day12@frontier.com
Judy Ralston	Sandoval	247-3668	
Lawrence O. Burgers	Sandoval	247-8214	

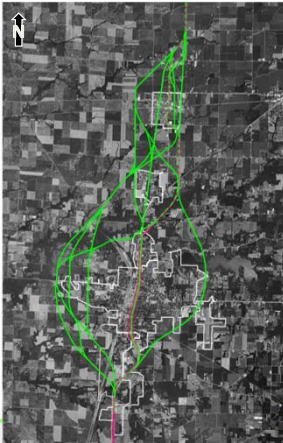
HOW WE GOT HERE...



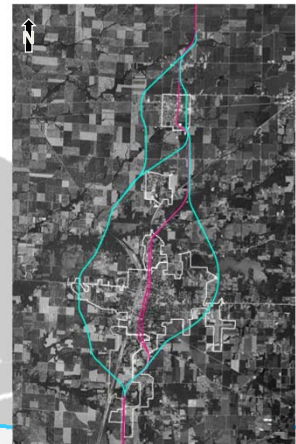
Project Start
July 2007



**Develop Corridors
(Brainstorming)**
Fall 2008



**Corridor
Consolidation**
Spring 2009



**Alignment
Development**
Fall 2009

**Alignment
Refinement**
June 2010- Present

Draft EIS
Summer 2012



Final EIS
Summer 2013

May 10, 2011

Mayor Chester Burke
108 S. Race Street
Vernon, IL 62892

Re: US 51 Environmental Impact Statement Project
Patoka / Vernon Citizens Advisory Group (CAG)

Dear Mayor,

Since the last Patoka / Vernon CAG meeting in early 2010, the project team has been further refining the remaining alternatives. We would like to meet again with the CAG to briefly review the progress of the remaining alternatives under consideration and to explain what has transpired since our last meeting.

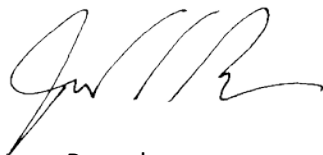
The CAG Meeting is scheduled on Tuesday, May 31, 2011 from 6:00 to 8:00 PM at the Village Hall located at 301 South Oak Street in Patoka. Please arrive promptly at 6:00 PM, as there will be a brief presentation to refresh everyone on the process to date. After the presentation, updated mapping of the remaining alternatives within the Patoka / Vernon areas will be displayed for your review and comment. Of note, this will be the most detailed alignment information presented to date.

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

Please verify your attendance at the meeting. Feel free to e-mail Barbara Moore at Barbara.Moore@clark-dietz.com or call her at 217-373-8948 and let her know if you can or cannot attend.

Thank you for taking the time to participate in the study and we look forward to seeing you on May 31st, from 6:00 to 8:00 PM, at the Patoka Village Hall.

Sincerely,



Jerry Payonk
Project Manager

cc: file, Matt Hirtzel (IDOT)



U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Patoka Village Hall

Patoka / Vernon - Community Advisory Group Meeting # 8

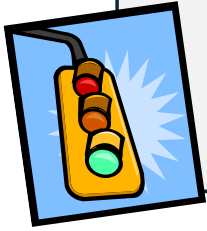
May 31, 2011 - 6:00-8:00 PM

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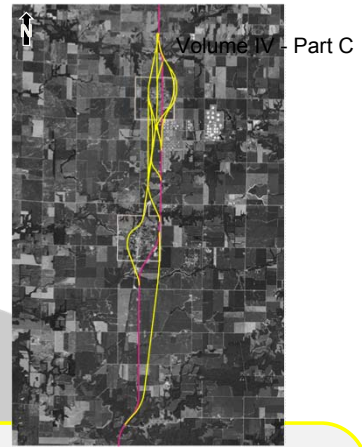


NAME	ADDRESS	PHONE	E-MAIL
Joak Mc Nicol	RR2 Box 95	618-740-0163	www.joakmenicol@hotmail.com
Jenny Lee	Vernon,	618-432-7293	
Hayes Lappay	611 W. Fair Vernon, IL 62892	618-432-5982	
Flora Payne-Cain	517 W Fair Vernon IL	618-432-5982	
Blebe Hale	Patoka	618-432-7258	
Leslie A Bruth	Patoka	618-432-7663	

HOW WE GOT HERE...



Project Start
July 2007



**Develop Corridors
(Brainstorming)**
Fall 2008



**Corridor
Consolidation**
Spring 2009



**Alignment
Development**
Fall 2009

**Alignment
Refinement**
June 2010- Present

Draft EIS
Summer 2012



Final EIS
Summer 2013

May 10, 2011

Re: US 51 Environmental Impact Statement Project
Ramsey Citizens Advisory Group (CAG)

Dear _____,

Since the last Ramsey CAG meeting in spring 2009, the project team has been further refining the remaining alternatives. We would like to meet again with the CAG to briefly review the progress of the remaining alternatives under consideration and to explain what has transpired since our last meeting.

The CAG Meeting is scheduled on Thursday, June 2, 2011 from 6:00 to 8:00 PM at the Ramsey High School Library at 716 W 6th Street. Please arrive promptly at 6:00 PM, as there will be a brief presentation to refresh everyone on the process to date. After the presentation, updated mapping of the remaining alternatives within the Ramsey areas will be displayed for your review and comment. Of note, this will be the most detailed alignment information presented to date.

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

Please verify your attendance at the meeting. Feel free to e-mail Barbara Moore at Barbara.Moore@clark-dietz.com or call her at 217-373-8948 and let her know if you can or cannot attend.

Thank you for taking the time to participate in the study and we look forward to seeing you on June 2nd, from 6:00 to 8:00 PM, at the Ramsey High School Library.

Sincerely,



Jerry Payonk
Project Manager

cc: file, Matt Hirtzel (IDOT)

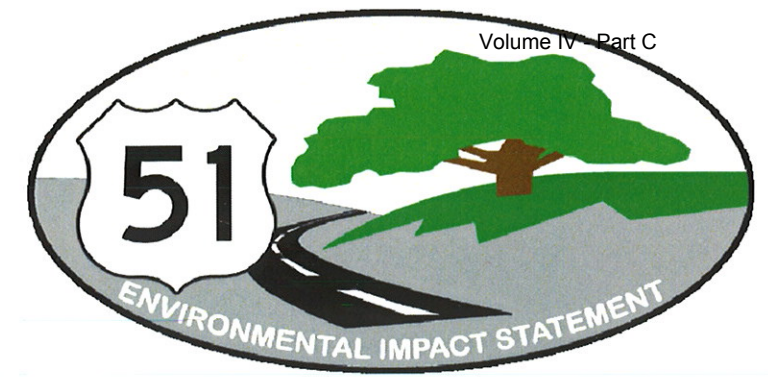


U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Ramsey High School Library

Ramsey – Community Advisory Group Meeting #8

June 2, 2011 - 6:00-8:00 PM

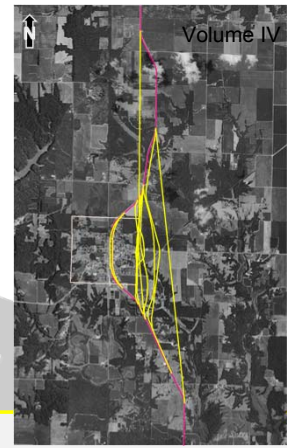


NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
Kris & Mistie Odermann		515 E. Main St.	618-423-2089	odermann@frontiernet.net
John Odermann	Village of Ramsey		618 780-4861	
Leon Otto		Rt 3 Box 4	423 9270	
Carolee Green	Citizen of Ramsey	RR2 Box 318B	618-423-9930	hwgreen@mail.com
Wes Green	"	"	"	"
Marilyn Vandytven		RR#1 Box 370 Ramsey	618-423-2180	MARILYN.VANDYTVEN@SWECI.COM
Barbara Shute	Ramsey USD 204	716 W 6th Str Ramsey	618 423 2335	bshute@ramsey.fayette.k12.mo.us
Don Thornton		580 E Lake Shore Dr - Spfld IL	617-899-6430	DTHORN1031@AOL.COM
Ruth Ann Thornton		"	"	

HOW WE GOT HERE...



Project Start
July 2007



**Develop Corridors
(Brainstorming)**
Fall 2008



**Corridor
Consolidation**
Spring 2009



**Macro/Alignment
Development**
Fall 2009



**Alignment
Refinement**
June 2010- Present

Draft EIS
Summer 2012



Final EIS
Summer 2013

CAG Meeting Series #9

June 2013

US 51 Partners, A Joint Venture

Volume IV - Part C



May 29, 2013

Re: US 51 Environmental Impact Statement Project
Centralia Community Advisory Group (CAG)

The next meeting of the Centralia CAG is scheduled for Monday, June 17, from 6:00 to 8:00 pm. The meeting will be at the Centralia City Hall located at 222 South Poplar Street.

The purpose of the meeting is to review the remaining alternative in Centralia, and to discuss the environmental and community impacts resulting from the alternative.

You will be contacted to verify your attendance. Feel free to e-mail Megan Murray at megan.murray@clarkdietz.com or call her at 217-373-8903 and let her know if you can or cannot attend. Thank you for taking the time to participate in the study and we look forward to seeing you.

Sincerely,



Jerry Payonk
Project Manager

cc: file, Matt Hirtzel (IDOT)

US 51 Partners, A Joint Venture
Clark Dietz, Inc. and HDR Engineering, Inc.
125 West Church Street
Champaign, IL 61820





U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Sign-In Sheet

Centralia Citizens Advisory Group (CAG) Meeting

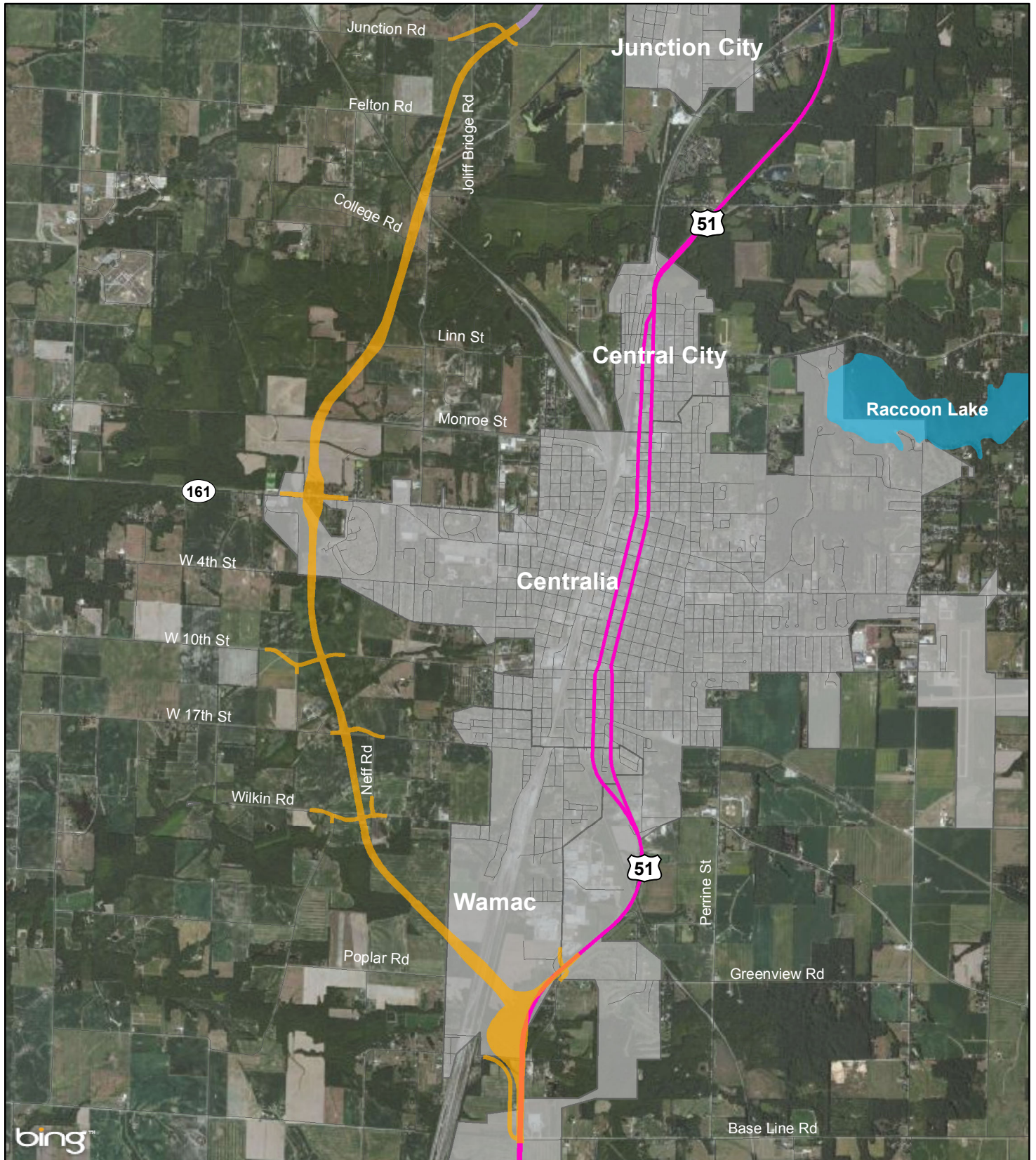
Monday June 17, 2013

6:00 – 8:00 PM



NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
Tom Kasten	Dairy Queen	427 S. Poplar	618-532-0716	dgkas10@netwitz.net
Dan Ramey	CITY OF CENTRALIA	222 S POPLAR	618-533-7623	dramey@cityofcentralia.org
Bruce Geary	Various	P.O. DRAWER D	618-532-2228	bruceg@dbge.net
Becky Ault		702 S. Pine	618-533-2437	beckault@gmail.com
Ken Buchanan		219 N. Harrison	618-532-2834	ken-buchanan@sbcglobal.net
Howard Jones	City Centralia	526 South Sycamore	545-0655	Howard_Jones@SSMNC.com
Joe Niederhofer		8 Gayln Ave	618-322-4751	joe.niederhofer@rhutasel.net
Kala Lambert	City of Centralia	222 S Poplar	918-8434	KLambert@cityofcentralia.org

Remaining Alternative Near Centralia



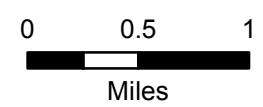
Alternative

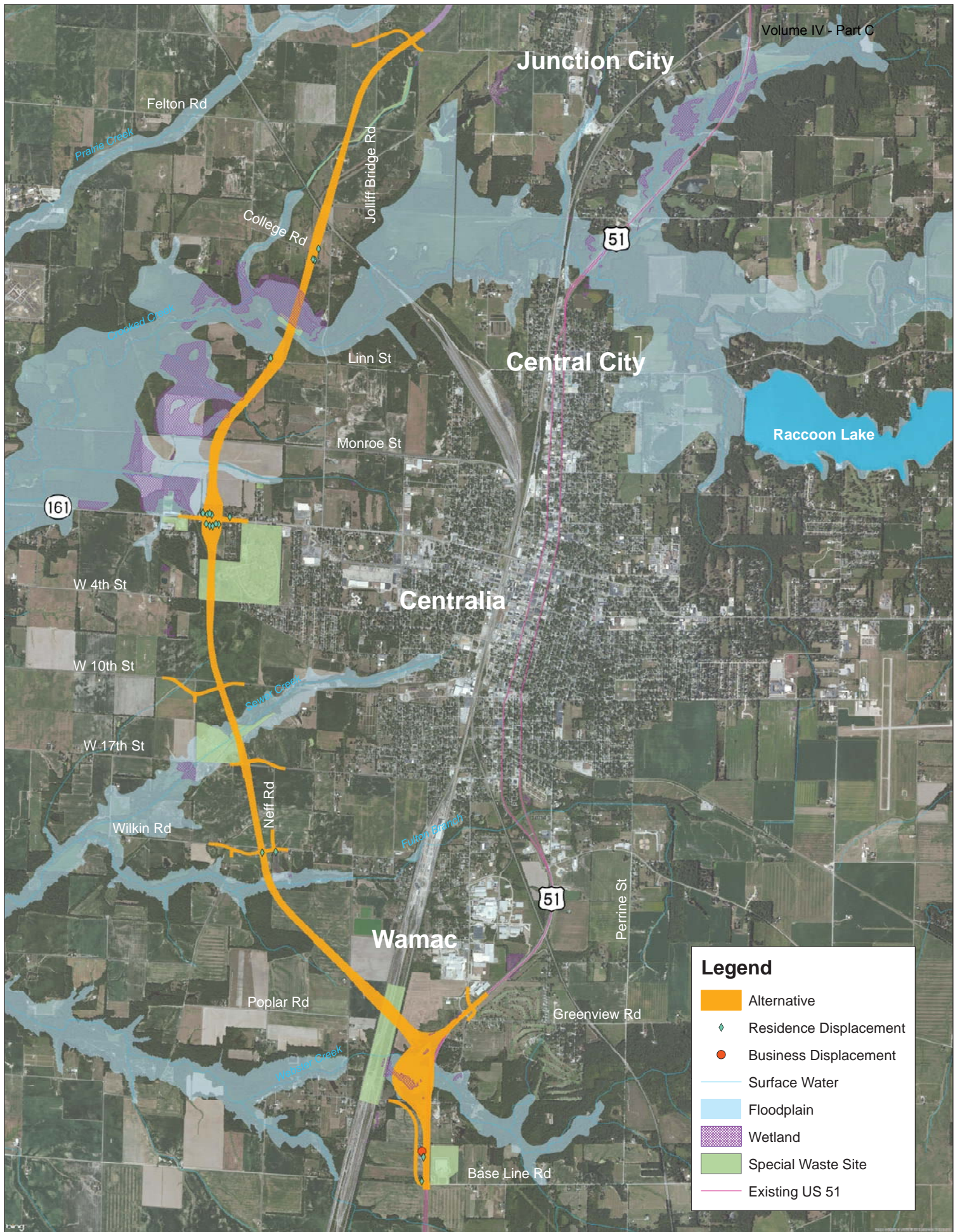


Existing US 51



Municipal Boundary





Remaining Alternative Near Centralia
 June 17, 2013





COMMENT FORM

Centralia Citizen Advisory Group Meeting
June 17, 2013

Please use this comment form to provide input on the information presented tonight. Your comments and opinions are an important part of this project and you are encouraged to provide them in writing today or soon after this meeting. Comments can be returned via mail (see reverse side of sheet), email (US51EIS@clark-dietz.com), or fax (217-373-8923). Please submit comments no later than **July 1, 2013**.

Name: KEN BUCHANAN Phone: (618) 532-2934
First name Last name
 Address: 219 N. HARRISON ST. Email: KEN-BUCHANAN@SBCGLOBAL.NET
Number and street Apt. No.
CENTRAL IL. 62801
City State ZIP code

Please provide your comments concerning the remaining alternative near Centralia. General comments about the project can be written on the back page of this form.

HAVING ATTENDED THE ADVISORY MEETING IN CENTRALIA ON JUNE 17TH, 2013, I WOULD LIKE TO MAKE THE FOLLOWING COMMENTS.

(1) OF THE TWO OPTIONS OF THE NEW ROUTE IN THE SANDOVAL AREA, I BELIEVE THE OPTION GOING EAST SIDE OF SANDOVAL AND TURNING TOWARD THE WEST ON THE SOUTH SIDE OF SANDOVAL IS THE BEST, AND ONLY, THAT PROVIDES OPTION FOR CENTRAL CITY ACCESS TO THE NEW ROUTE.

(2) NEITHER OPTION OFFERS AN IDEAL ACCESS TO CENTRAL CITY OR THE NORTH SIDE OF CENTRALIA. THE OPTION I FAVOR IS STILL NEARLY FIVE MILES NORTH OF CENTRAL CITY AND ACCESS WOULD BE AT THE SANDOVAL VILLAGE LIMITS.

THE ACCESS TO THE NEW ROUTE ON THE WEST SIDE OF CENTRALIA WILL BE AT LEAST A 10 MINUTE DRIVE THROUGH CENTRALIA FROM CENTRAL CITY.

(3) I AM TOTALLY OPPOSED TO THE SANDOVAL OPTION STARTING NEW ROUTE 51 NORTH OF SANDOVAL GOING TO THE WEST SIDE OF SANDOVAL. THIS OPTION WOULD FORCE COMING TO OR LEAVING CENTRAL CITY TO ACCESS THE NEW ROUTE BY TRAVELING TO THE WEST SIDE OF CENTRALIA (10 MINUTES) OR NORTH AND WEST THROUGH SANDOVAL - 10-15 MINUTES.

(4) SAFETY AND ECONOMIC DEVELOPMENT - NEITHER OPTION PROVIDES A SAFER ROUTE OR ACCESS TO THE NEW HIGHWAY.

ALSO, NEITHER OPTION OFFER ANY TYPE OF OPPORTUNITY FOR FUTURE ECONOMIC DEVELOPMENT FOR CENTRAL CITY. WITH THE CLOSEST ACCESS 5 MILES AWAY AND AT THE SANDOVAL CITY LIMITS.

Please check here if additional comments are listed on reverse side.

Page 1

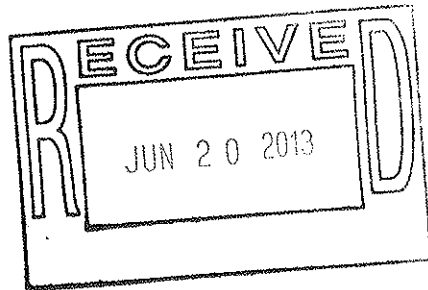


Illinois Department
of Transportation

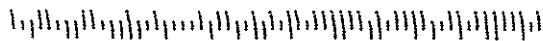
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Clark Dietz, Inc.
Attn: Jerry Payonk, P.E.
125 West Church Street
Champaign, IL 61820



6182087251 0015



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Comments:

CENTRAL CITY'S ^{MAIN} REVENUE IS SALES TAX. THE DISTANCE OF ACCESS TO THE NEW 51 WILL HINDER OR VILLAGE'S MERCHANTS AS LOCAL SHOPPERS. OTHER SMALL COMMUNITIES WILL CHANGE THEIR TRAVEL ROUTES.

(5) ACCESS - CENTRAL CITY WILL BE ONE OF A FEW TOWNS DENIED, CLOSED, SAVED, AND EASY ACCESS TO THE NEW RT. 51 PROJECT THROUGH THE STATE OF ILL.



COMMENT FORM

Centralia Citizen Advisory Group Meeting
June 17, 2013

Please use this comment form to provide input on the information presented tonight. Your comments and opinions are an important part of this project and you are encouraged to provide them in writing today or soon after this meeting. Comments can be returned via mail (see reverse side of sheet), email (US51EIS@clark-dietz.com), or fax (217-373-8923). Please submit comments no later than **July 1, 2013**.

Name: JOE NIEDERHOFER Phone: (618) 292-3708
First name Last name

Address: 8 GAYLA AVE Apt. No. _____ Email: joe.niederhofer@rhutasel.net
Number and street

CENTRALIA IL 62801
City State ZIP code

Please provide your comments concerning the remaining alternative near Centralia. General comments about the project can be written on the back page of this form.

EAST ALT. AT SANDOVAL SEEMS TO BE PREFERRED ALIGNMENT.

CONSIDER UTILIZING EXISTING ROUTE 51 ALIGNMENT FROM SE OF SANDOVAL TO NEAR INTERSECTION WITH COMMUNITY BEACH ROAD. THEN ANGLE SW TOWARD ALIGNMENT WEST OF CENTRALIA.

POSSIBLE LINE FROM INT. OF CURRENT 51 & COMMUNITY BEACH ROAD TO "PROPOSED" 51 AT LINN ST. THIS ALIGNMENT WOULD PUT NEW ROUTE CLOSER TO CENTRAL CITY AND NORTH END OF CENTRALIA

Please check here if additional comments are listed on reverse side.

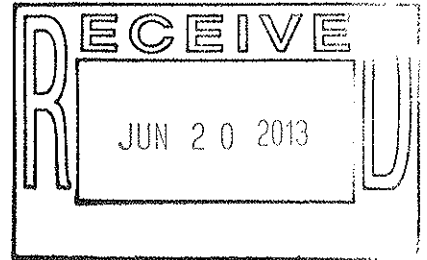


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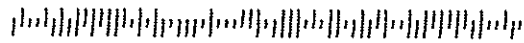
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Clark Dietz, Inc.
Attn: Jerry Payonk, P.E.
125 West Church Street
Champaign, IL 61820



61820725199



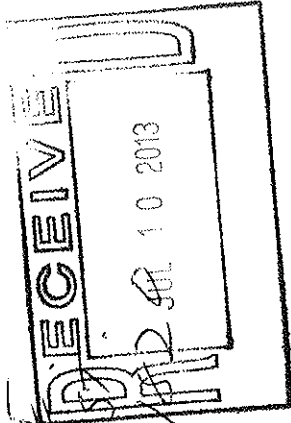
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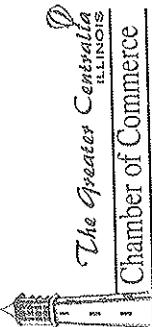
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CLARK DIETZ, INC
ATTN: JERRY PAYONK, P.E.
125 WEST CHURCH
CHAMPAIGN, IL 61820



61820725198


The Greater Centralia
ILLINOIS
Chamber of Commerce
& Tourism Office
130 South Locust
Centralia, Illinois 62801



COMMENT FORM

Centralia Citizen Advisory Group Meeting
June 17, 2013

Please use this comment form to provide input on the information presented tonight. Your comments and opinions are an important part of this project and you are encouraged to provide them in writing today or soon after this meeting. Comments can be returned via mail (see reverse side of sheet), email (US51EIS@clark-dietz.com), or fax (217-373-8923). Please submit comments no later than **July 1, 2013**.

Name: JOE KESHEIMER
First name Last name
Address: 130 S. LOCUST
Number and street Apt. No.
CENTRALIA IL 62801
City State ZIP code

Phone: 618 532 6789
Email: GCCOC@CENTRALIAIL
.COM

Please provide your comments concerning the remaining alternative near Centralia. General comments about the project can be written on the back page of this form.

I APPRECIATE THE IMPROVEMENTS
MADE SINCE OUR LAST MEETING AS
IT APPLIES TO OUR INDUSTRIAL PARK.

I STILL BELIEVE THE SPLIT OFF
POINT FROM CURRENT US 51
NEEDS TO BE SOUTH OF SANDOVAL

Please check here if additional comments are listed on reverse side.



Fold Back Second

PLACE
STAMP
HERE

Clark Dietz, Inc.
Attn: Jerry Payonk, P.E.
125 West Church Street
Champaign, IL 61820

Fold Back First

Comments:

US 51 Partners, A Joint Venture

Volume IV - Part C



May 29, 2013

Re: US 51 Environmental Impact Statement Project
Sandoval Community Advisory Group (CAG)

The next meeting of the Sandoval CAG is scheduled for Thursday, June 13, from 6:00 to 8:00 pm. The meeting will be at the Sandoval Village Hall located at 102 North Cherry Street.

The purpose of the meeting is to review the remaining alternatives in Sandoval, and discuss the environmental and community impacts resulting from the alternatives. We will seek input from CAG members regarding which alternative should be eliminated and which should be selected as the preferred alternative to carry forward.

You will be contacted to verify your attendance. Feel free to e-mail Megan Murray at megan.murray@clarkdietz.com or call her at 217-373-8903 and let her know if you can or cannot attend. Thank you for taking the time to participate in the study and we look forward to seeing you.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Payonk', written over the typed name and title.

Jerry Payonk
Project Manager

cc: file, Matt Hirtzel (IDOT)

US 51 Partners, A Joint Venture
Clark Dietz, Inc. and HDR Engineering, Inc.
125 West Church Street
Champaign, IL 61820



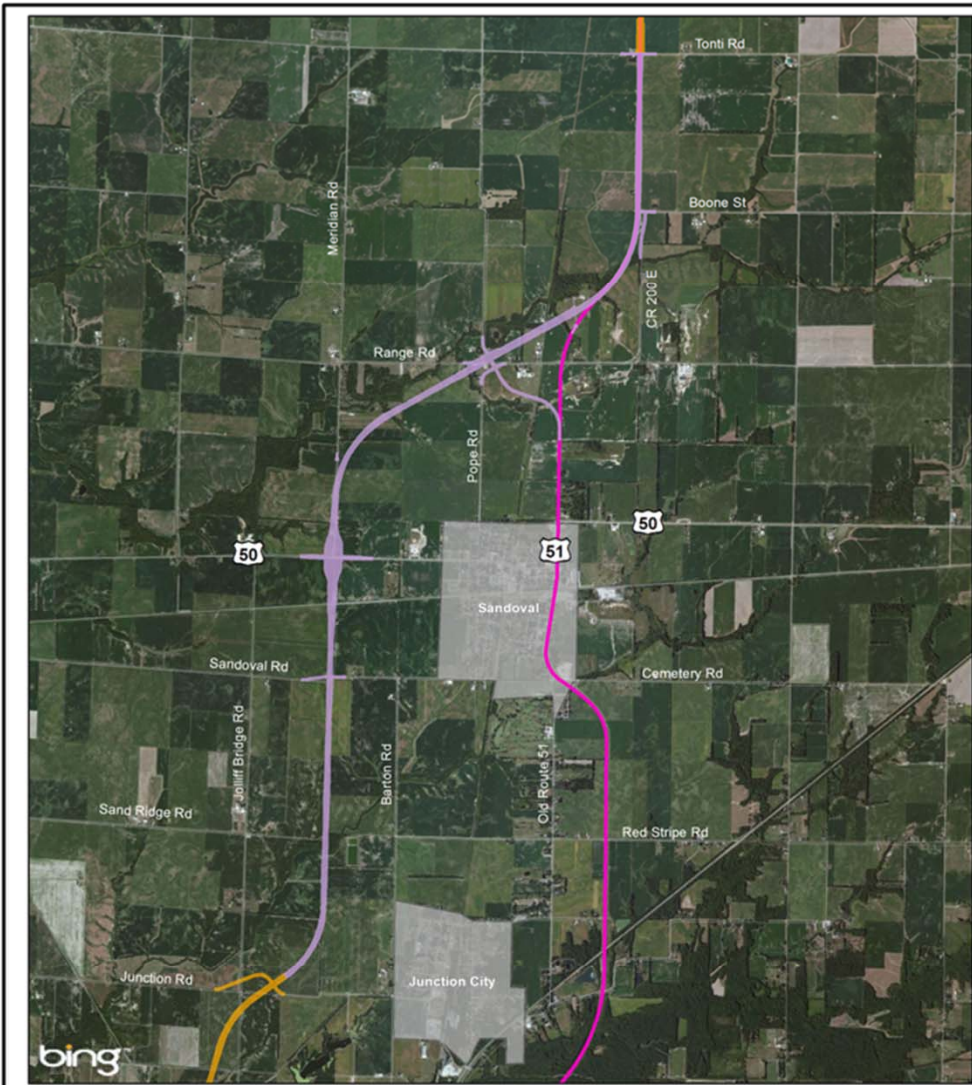


U.S. 51 ENVIRONMENTAL IMPACT STATEMENT
Sign-In Sheet
Sandoval Citizens Advisory Group (CAG) Meeting
Thursday June 13, 2013
6:00 – 8:00 PM

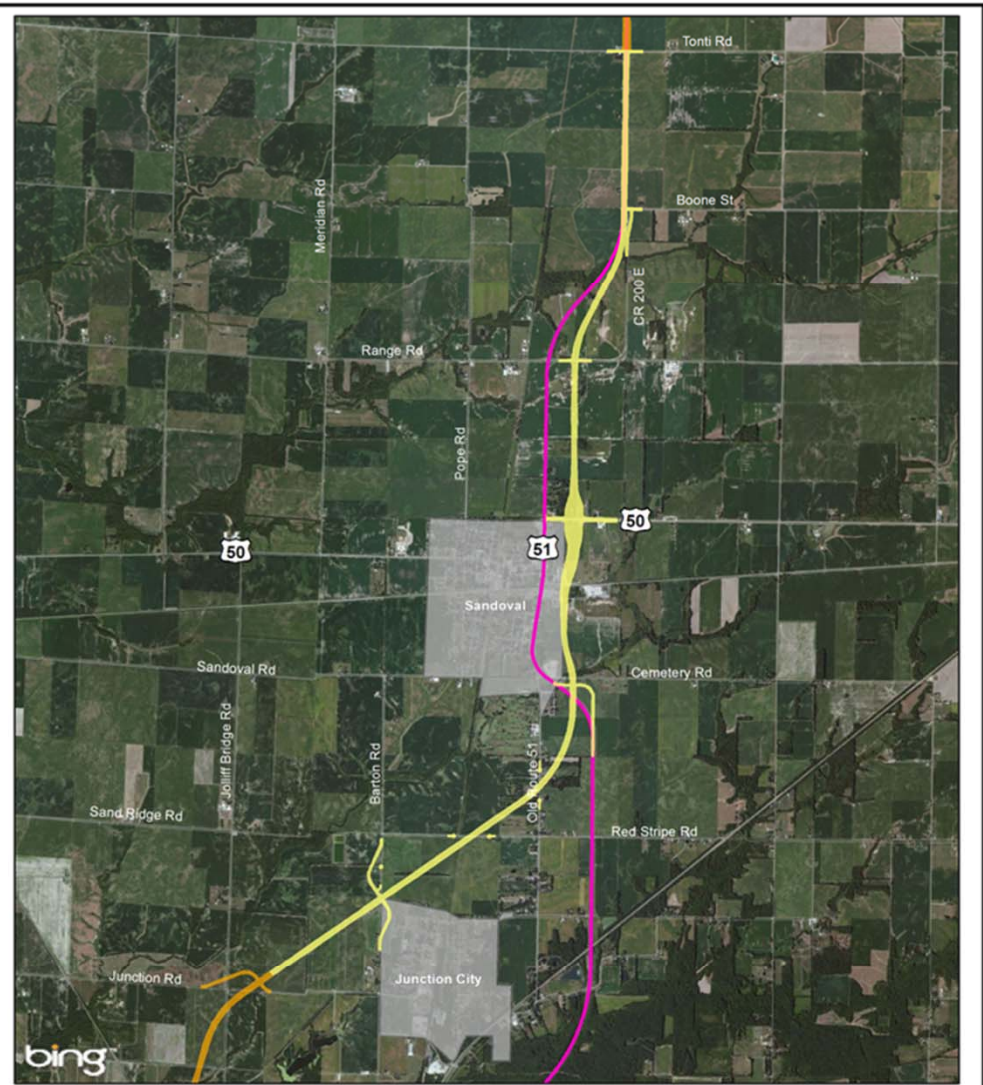


NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
Pam Helsingger	Mayor	103 S. Clay, Sandoval	618-322-3418	sandovalmayor@yahoo.com
Rick Kreter		501 N. CLAY SANDOVAL	618-339-5569	RRKRETER@AOL.COM
Terry Swagler		334 Range Rd Sandoval	618-247-3115	
Debra Swagler		334 Range Rd Sandoval, AZ	618-247-3115	
Jenny Katerman		601 Iowa Sandoval	247-3668	
Roberta Kannall		25607 U.S. Hwy. 50, Carlyle	618-226-3574	RK3574@frontier.net.net

Remaining Alternatives Near Sandoval



CS ALT 1



CS ALT 2





Design Characteristics and Resource Descriptions for Sandoval

Design characteristic criteria and resource descriptions, sources of data, and methodology of impact assessment is listed below.

Design Characteristics

Length of Roadway

The total length of each alternative was measured in miles.

Right-of-Way Required for Construction

Total right-of-way (ROW) acquisition was calculated for each alternative. The total includes area that is in existing ROW.

New Interchanges

The number of new interchanges proposed for each alternative was counted.

New Impervious Area

The new area of pavement required to construct each alternative was calculated. The area of pavement included the pavement required for the mainline roadway, collector distributor roadways, and all interchange ramps. All areas were calculated by measuring the length of each type of roadway and multiplying by its width. The widths for each type of roadway were determined from the IDOT BDE and included the inside and outside shoulders.

As the amount of impervious area increases, storm water quality may decrease, and the quantity may increase, which can have a negative effect on surrounding ecosystems. The total area of new pavement required was calculated to determine the amount of new impervious area that will be constructed for each alternative. This was determined by subtracting out the area of existing roadway pavement from the area of total pavement.

Estimated Cost

The estimate includes the cost of pavement, intersections, ROW, grade separations, interchanges, and drainage structures.

Social/Economic Criteria

Total Residences Displaced

Homes were identified within the alternative limits based on information from ESRI (Environmental System Research Institute, Inc.) data, Google Maps, and public feedback. Buildings were located by the project team using 2008 aerial photography and verified with field visits. The buildings identified as residences were compared to business and public facility buildings in order to remove duplicates.

A residence was considered impacted if any part of the building structure is located within the alternative limits. Only the residential structure was counted as being impacted; freestanding garages or other



structures on the respective property were not counted as impacted. Residential buildings under construction were counted. Farmsteads were included in the count of residential buildings.

Businesses Displaced

Commercial buildings were identified within the alternative limits based on information from ESRI (Environmental System Research Institute, Inc.) data, Google Maps, and public feedback. Buildings were located by the project team using 2008 aerial photography and verified with field visits. The buildings identified as businesses were compared to residences and public facility buildings in order to remove duplicates.

A commercial property was impacted if any part of the building structure is located within the alternative limits. Commercial impacts were computed as each commercial building impacted. Several commercial properties incorporated multiple buildings. Each building was counted as a separate commercial building. If a commercial property was located within a multi-use building along with residences, each was counted.

Agricultural Criteria

Farm Businesses Displaced

Farm businesses were identified within the alternative limits based on information from ESRI (Environmental System Research Institute, Inc.) data, Google Maps, and public feedback. Farm businesses were located by the project team using 2008 aerial photography and verified with field visits. The buildings identified as businesses were compared to residences, public facility, and non-agricultural businesses in order to remove duplicates.

A farm business property was impacted if any part of the building structure is located within the alternative limits. Commercial impacts were computed as each commercial building impacted. Several commercial properties incorporated multiple buildings. Each building was counted as a separate commercial building.

Agricultural Soils

Agricultural soil is land within the proposed right-of-way that is currently used or could potentially be used as agricultural land. These areas do not include land within the proposed project right-of-way that is paved, covered by water, or urban development.

The digital format Natural Resource Conservation Service (NRCS) soil maps for each county were used to measure agricultural soil impacts. In characterizing impacts to prime farmland, any agricultural land within the alternative footprint was measured and rounded to one acre.

Farm Severances

Severed farm operations occur when a new roadway divides a farm either laterally or diagonally, and separates one or more tract from others within a single farm operation. If an alternative takes farm land on the edge or perimeter of a farm tract, this is not a severance. Farm tracts were obtained from the U.S. Department of Agriculture.

In characterizing impacts to farm severances, if any portion of the alternative severs the parcel and the severance results in less than 25% of a parcel separated from the remainder of the parcel, it is counted as one impact. A severance was determined if a proposed alternative bisected a tract and resulted in two unconnected tracts. A severance was also determined if greater than 1/3 of the tract was taken by a proposed alternative.



Affected Farms

Farms affected are tracts that are either completely taken by a proposed alternative or less than a 1/3 of a tract was taken by a proposed alternative but the tract is not severed. Farms otherwise affected also included severed tracts where the resulting farmable area was less than 5 acres

Total Adverse Travel between Split Farm Parcels

Adverse travel occurs when a new roadway causes additional travel distance from one part of a farm operation to another part. Added travel is typically caused by severance of a farm operation by a new roadway or by a road closure, and is calculated as the one-way mileage per field visit. Adverse travel equals the old trip distance minus the new trip distance times two. This represents one round trip per year.

Prime Farmland

The Code of Federal Regulations (CFR) Title 7, Volume 6, Section 657.5(a) defines prime farmland as land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and is also available for these uses. Prime farmland does not have to be cleared; however, it cannot be urbanized, paved, or permanently under water.

The digital format Natural Resource Conservation Service (NRCS) soil maps for each county were used to measure potential prime farmland impacts. The digital soil maps identify each soil type designated as prime farmland. In characterizing impacts to prime farmland, any soil type designated as prime farmland within the alternative footprint was measured and rounded to one acre. Developed areas, including existing roadway under pavement, are not considered prime farmland and were subtracted from the total acreage.

Statewide and Local Important Farmland

Farmland of Statewide Importance is farmland other than Prime Farmland that is of statewide or local importance for the production of food, feed, fiber, forage, or oilseed crops, as determined by the appropriate State agency. Important farmland includes prime farmland soils with steep slopes or eroded farmland

The digital format Natural Resource Conservation Service (NRCS) soil maps for each county were used to measure potential important farmland impacts. The digital soil maps identify each soil type designated as important farmland. In characterizing impacts to important farmland, any soil type designated as important farmland within the alternative footprint was measured and rounded to one acre. Developed areas, including existing roadway under pavement, are not considered important farmland and were subtracted from the total acreage.

Natural Resource Criteria

Forests

Forested areas were identified within the alternatives using an aerial map. In characterizing impacts to forested areas, any forested area within the footprint was measured and rounded to one half acre.

Protected Species

Protected species are threatened and endangered (T&E) species and all types of plants and animals which face possible extinction in the near future if steps aren't taken to protect them. These species are protected by both state and federal laws, such that avoidance of these resources is required to the maximum extent possible. T&E species were surveyed by the INHS during field visits.



Water Resources Criteria

Surface Water Crossing

Streams crossed by the alternatives were identified for purposes of providing a measure of water quality impacts. Each stream may have more than one crossing by the same alternative and each crossing is counted individually.

Private Water Well

Drinking water supplies represent groundwater and surface waters used as a supply of potable water. The main supply of drinking water for users within the cities of Normal and Bloomington limits is provided by Lake Bloomington, Evergreen Lake, and fifteen groundwater wells. Private wells provide potable water for residences located outside the Bloomington and Normal city limits. Sources of data used to identify drinking water supplies included Source Water Assessment Summary Fact Sheets from the IEPA website as well as the ISGS water well database.

In characterizing impacts to drinking water supplies private wells were identified within the ROW and within the setback zone to assess potential impacts. A setback zone is a geographic area containing a public or private well with restrictions on land uses within that zone to protect water supply—400 feet for public water supplies and 200 feet for private wells. Private wells within the ROW will be properly abandoned in accordance with state requirements.

Wells that can potentially be affected by a new roadway would be those within 200 feet of the roadway and are shallow, improperly cased, or directly hydraulically connected to highway runoff. For these wells there is the possibility of increased chlorides in the groundwater. Additionally, where shallow ground water aquifers exist, the direction and supply of groundwater must be maintained. The private wells within the ROW and 200-ft setback zone impacted were counted.

Floodplains

Floodplains are low-lying areas that often flood after storm events. The regulatory (100-year) floodplain is the portion of subject to floodplain laws, regulations, and ordinances. Executive Order 11988 (Protection of Floodplains) requires federal agencies to avoid to the extent possible the long and short-term adverse impacts associated with the occupancy and modification of floodplains, and to avoid direct and indirect support of floodplain development when a practicable alternative exists. Floodplains within the alternatives have been identified by the Federal Emergency Management Agency (FEMA). Flood Insurance Rate Maps (FIRM) maps were obtained from FEMA for each county. Linear feet of floodplains crossed and total number of floodplains crossed were counted for each alternative.

Wetlands

The U.S. Army Corps of Engineers (USACE) (Federal Register 1982) and the U.S. Environmental Protection Agency (Federal Register 1980) jointly define wetlands as: "Those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions". Wetlands include forested areas, wet meadows, and a variety of habitats exhibiting the hydrology, soils, and vegetation required by the USACE.

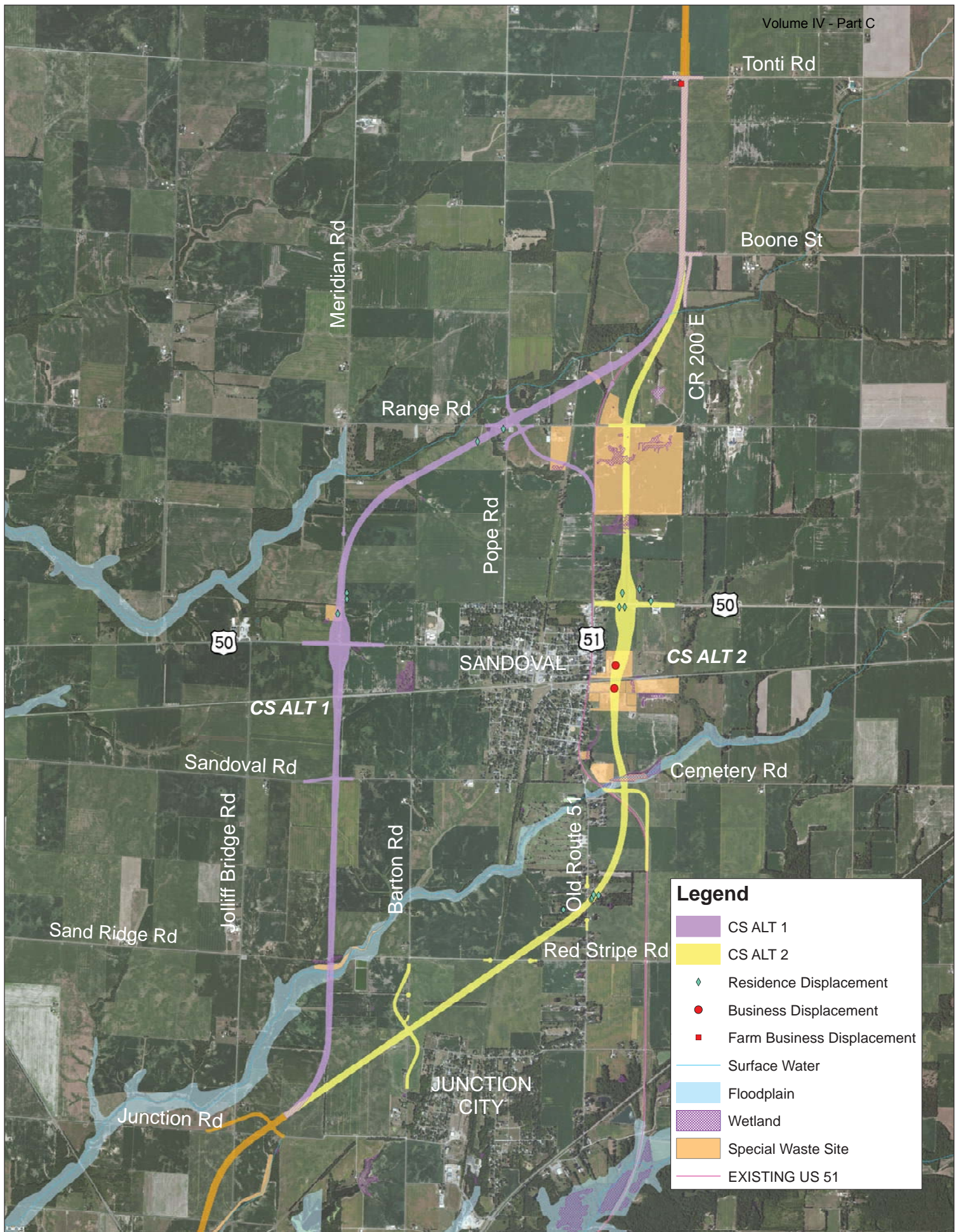
Executive Order 11990 (Protection of Wetlands) requires federal agencies to avoid to the extent possible the long and short-term adverse impacts associated with the occupancy and modification of wetlands, and avoid direct and indirect impacts whenever there is a practicable alternative. Avoidance of wetlands was of first importance in evaluating alternatives. Minimizing wetland impacts was an important criterion in evaluating alternatives. In characterizing impacts to wetlands, any wetland area within the footprint was measured



Special Waste Sites

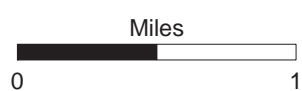
Special wastes are regulated by the Illinois Environmental Protection Agency (IEPA) and also include a variety of waste materials, such as potentially infectious medical waste, pollution control waste, or industrial process waste, or petroleum contaminated soils. Special waste must be managed and disposed of properly to protect human health and the environment. Special waste sites affect construction projects because of high clean-up costs and safety hazards through exposure and material handling.

The Illinois State Geological Survey (ISGS) completed a database search of special waste sites in the study area. In characterizing impacts to special waste, any special waste site that lies within the alternative footprint is counted as one impact.



Remaining Alternatives Near Sandoval

June 13, 2013



**US 51 Draft Environmental Impact Statement (DEIS)
Sandoval Alternative Impact Summary Table**

Design Characteristics and Environmental Resources Affected	Remaining Alternatives	
	CS ALT 1	CS ALT 2
Design Characteristics		
Length of Roadway (miles)	6.9	6.9
Right-of-Way Required for Construction (acres)	239.9	242.9
New Interchanges (number)	1	1
New Impervious Area (acres)	50.0	50.5
Estimated Cost (millions)	\$86.5	\$93.1
Social/Economic Resources		
Total Residences Displaced (number)	5	10
Businesses (non-agricultural) Displaced (number)	0	2
Agricultural Resources		
Farm Businesses Displaced (number)	1	1
Agricultural Soils (acres)	169	148
Farm Severances (by tract)	11	27
Affected Farms (number)	39	47
Total Adverse Travel between Split Farm Parcels, Based on One Round Trip (miles) for each Operator	13.0	6.9
Prime Farmland (acres)	9	5
Statewide and Local Important Farmland (acres)	158	141
Natural Resources		
Forest Impacts (acres)	18	3
Protected Species Potentially Affected (number)	1	1
Water Resources/Quality		
Surface Water Crossings (number)	2	3
Private Water Wells Displaced / Within 200 feet (number)	0/1	0/0
Floodplains		
Floodplain Crossed (feet)	485	515
Floodplain Crossed (Number)	1	1
Wetlands		
Wetland Impact (acres)	0.3	3.9
Wetland Impact (number)	5	9
Special Waste Sites		
Special Waste Sites Affected (number)	4	7



COMMENT FORM

**Sandoval Citizens Advisory Group Meeting
June 13, 2013**

Please use this comment form to provide input on the information presented tonight. Your comments and opinions are an important part of this project and you are encouraged to provide them in writing today or soon after this meeting. Comments can be returned via mail (see reverse side of sheet), email (US51EIS@clark-dietz.com), or fax (217-373-8923). **Please submit comments no later than June 27, 2013.**

Name: Robert Kannall **Phone:** (618) 226-3574
First name Last name
Address: 25607 U.S. Hwy, 50 **Email:** RK3574@frontier.net.
Number and street Apt. No.
Carlyle IL 62231
City State ZIP code

Please provide your comments concerning CS Alt 1 and CS Alt 2. Please state clearly which alternative you prefer to be carried forward as the Preferred Alternative and why. Refer to the summary table of impacts to support your decision. General comments about the project can be written on the back page of this form.

We prefer Alt. Rt. 2 for the Sandoval portion of Rt. 51.

Due to the fact that under Alt. 1 will close a substantial amount of side roads this would put a burden on farming equipment getting to their fields.

Alt. 2 would allow for a longer stretch of straight roadway which would possibly result in lesser accidents.

Alt. rt. 2 would allow for project to remain in Sandoval Township instead of moving to Meridian Township.

Please check here if additional comments are listed on reverse side.



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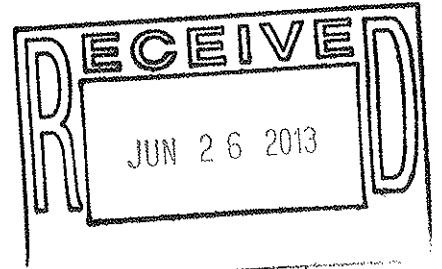
Robert Kannall
25607 U.S. Hwy 50
Carlyle, IL 62231

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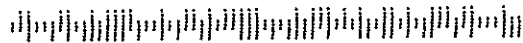
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Clark Dietz, Inc.
Attn: Jerry Payonk, P.E.
125 West Church Street
Champaign, IL 61820



61820725198



Comments:

Five horizontal lines for handwritten comments.

US 51 Partners, A Joint Venture

Volume IV - Part C



May 29, 2013

Re: US 51 Environmental Impact Statement Project
Vernon-Patoka Community Advisory Group (CAG)

The next meeting of the Vernon-Patoka CAG is scheduled for Thursday, June 20, from 6:00 to 8:00 pm. The meeting will be at the Patoka Civic Center Gymnasium located at 210 West Bond Street.

The purpose of the meeting is to review the remaining alternative in Vernon-Patoka, and to discuss the environmental and community impacts resulting from the alternative.

You will be contacted to verify your attendance. Feel free to e-mail Megan Murray at megan.murray@clarkdietz.com or call her at 217-373-8903 and let her know if you can or cannot attend. Thank you for taking the time to participate in the study and we look forward to seeing you.

Sincerely,



Jerry Payork
Project Manager

cc: file, Matt Hirtzel (IDOT)

US 51 Partners, A Joint Venture
Clark Dietz, Inc. and HDR Engineering, Inc.
125 West Church Street
Champaign, IL 61820





U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Sign-In Sheet

Vernon-Patoka Citizens Advisory Group (CAG)
Meeting

Thursday June 20, 2013

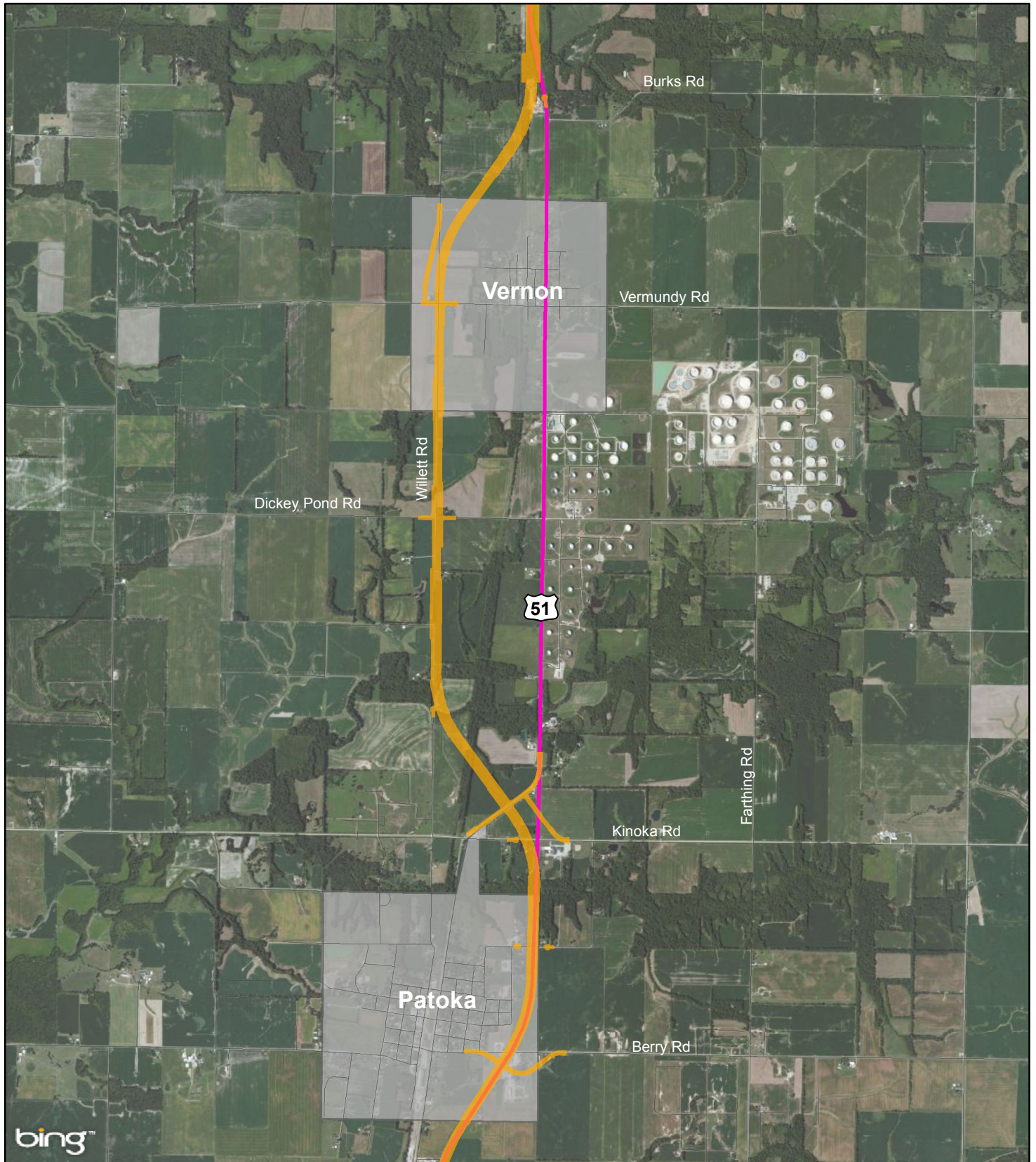
6:00 – 8:00 PM



NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
Vernon Lee	Village of Vernon	529-W LAIR	618-432-7293	
Patty Lee	↑	↑	↑	
Florence Payne-Cain	↑	517 W Lair	618-432-5982	
Jeff + Nina Turner		7383 US Hwy 51	618-322-3243	
Leslie Britt	Fire Dept	—	—	—
Chet Burkha	Mayor of Vernon	108-S. Pace Vernon	432-5567	
Blake Hyde	Patoka Fire		367-5874	

Remaining Alternative Near Vernon and Patoka

Volume IV



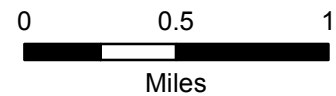
Alternative



Existing US 51



Municipal Boundary



Miles



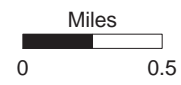


Legend

- Alternative
- Residence Displacement
- Business Displacement
- Surface Water
- Floodplain
- Wetland
- Special Waste Site
- Existing US 51

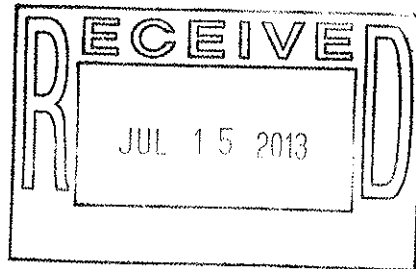
Remaining Alternative Near Vernon and Patoka

June 20, 2013



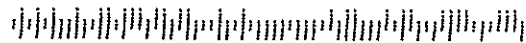
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McGraw
251 E. 200 Ave
Potomac, Md.
62875



Clark Dietz, Inc.
Attn: Jerry Payonk, P.E.
125 West Church Street
Champaign, IL 61820

61820725199



Fold Back First

Comments:

Five horizontal lines for handwritten comments.

US 51 Partners, A Joint Venture

Volume IV - Part C



May 29, 2013

Re: US 51 Environmental Impact Statement Project
Ramsey Community Advisory Group (CAG)

The next meeting of the Ramsey CAG is scheduled for Monday, June 10, from 6:00 to 8:00 pm. The meeting will be at the Ramsey Village Hall located at 401 South Superior Street.

The purpose of the meeting is to review the remaining alternatives in Ramsey, and discuss the environmental and community impacts resulting from the alternatives. We will seek input from CAG members regarding which alternative should be eliminated and which should be selected as the preferred alternative to carry forward.

You will be contacted to verify your attendance. Feel free to e-mail Megan Murray at megan.murray@clarkdietz.com or call her at 217-373-8903 and let her know if you can or cannot attend. Thank you for taking the time to participate in the study and we look forward to seeing you.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Payonk', written over the printed name.

Jerry Payonk
Project Manager

cc: file, Matt Hirtzel (IDOT)

US 51 Partners, A Joint Venture
Clark Dietz, Inc. and HDR Engineering, Inc.
125 West Church Street
Champaign, IL 61820





U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Ramsey Sign-In Sheet

Citizens Advisory Group Meeting

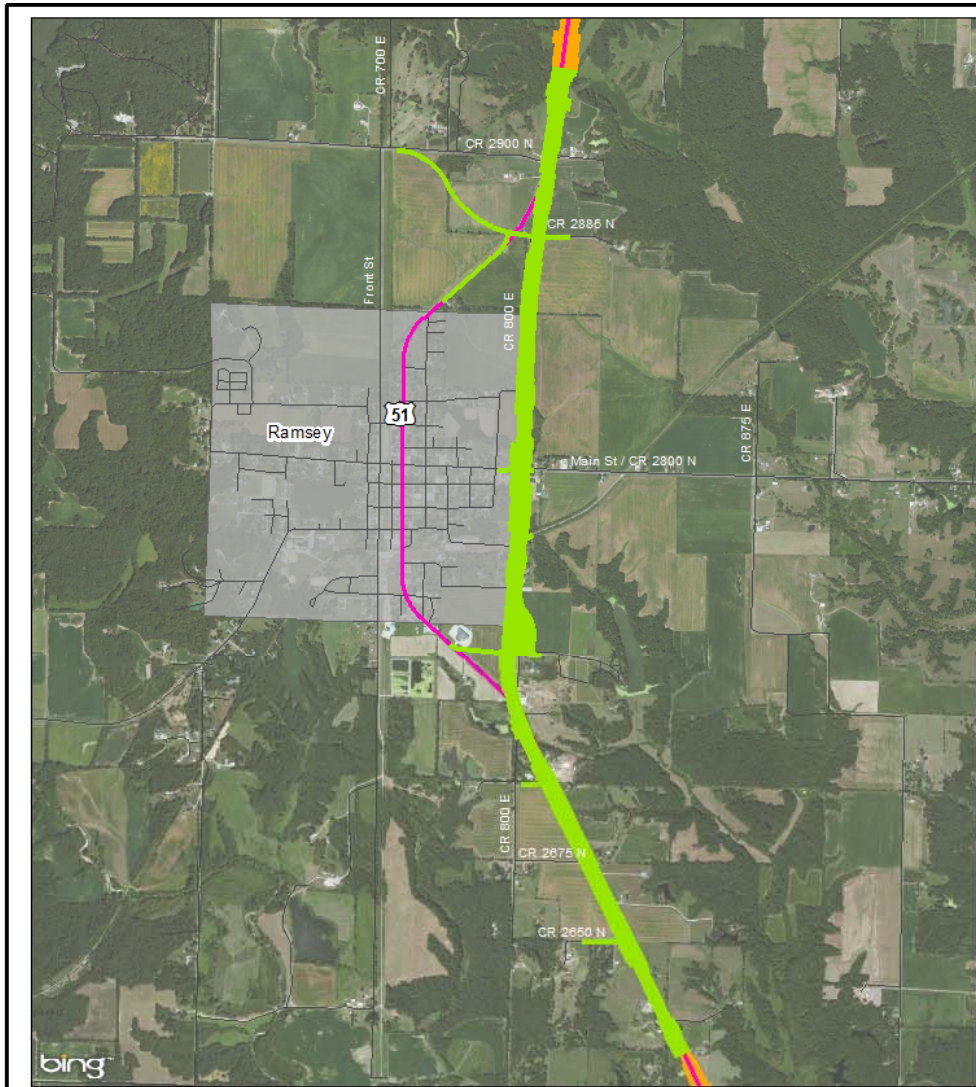
Monday June 10, 2013

6:00 – 8:00 PM



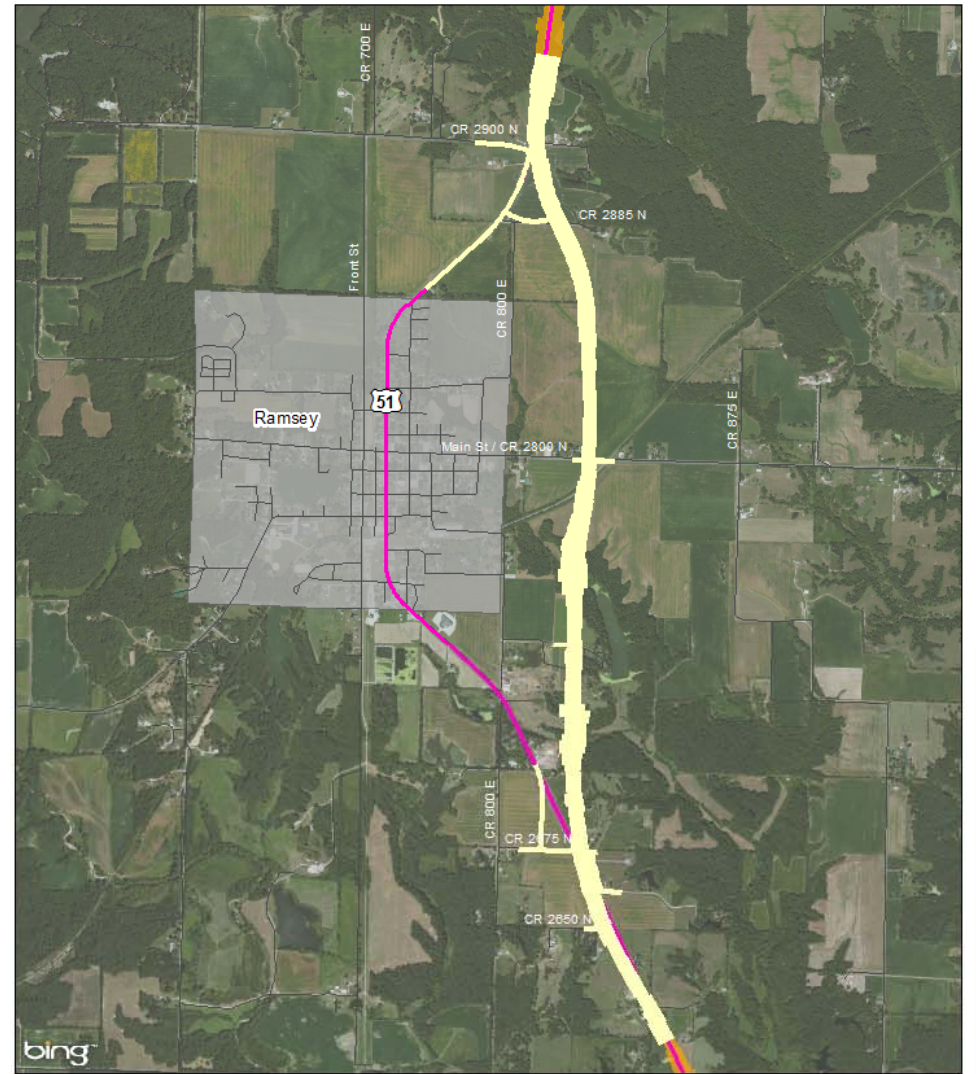
NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
Leon Otto		421 W 6th	423 9270	
Catherine Cunningham		Ramsey, IA RR#1 Box 289	423-2588	
Royal Myers		RR#1 Box 268	339-8303	
Rich Stull	RAMSEY TOWNSHIP	RR#1, Box 271	792-9362	
Jean Finley	Ramsey Twp	R2 Box 91	423-2294	
John [Signature]	Ramsey City	RR#3 B121	780-68	

Remaining Alternatives Near Ramsey



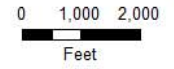
R ALT 1

 R ALT 1  Existing US 51  Municipal Boundary



R ALT 2

 R ALT 2  Existing US 51  Municipal Boundary





Design Characteristics and Resource Descriptions for Ramsey

Design characteristic criteria and resource descriptions, sources of data, and methodology of impact assessment is listed below.

Design Characteristics

Length of Roadway

The total length of each alternative was measured in miles.

Right-of-Way Required for Construction

Total right-of-way (ROW) acquisition was calculated for each alternative. The total includes area that is in existing ROW.

New Impervious Area

The new area of pavement required to construct each alternative was calculated. The area of pavement included the pavement required for the mainline roadway, collector distributor roadways, and all interchange ramps. All areas were calculated by measuring the length of each type of roadway and multiplying by its width. The widths for each type of roadway were determined from the IDOT BDE and included the inside and outside shoulders.

As the amount of impervious area increases, storm water quality may decrease, and the quantity may increase, which can have a negative effect on surrounding ecosystems. The total area of new pavement required was calculated to determine the amount of new impervious area that will be constructed for each alternative. This was determined by subtracting out the area of existing roadway pavement from the area of total pavement.

Estimated Cost

The estimate includes the cost of pavement, intersections, ROW, grade separations, interchanges, and drainage structures.

Social/Economic Criteria

Total Residences Displaced

Homes were identified within the alternative limits based on information from ESRI (Environmental System Research Institute, Inc.) data, Google Maps, and public feedback. Buildings were located by the project team using 2008 aerial photography and verified with field visits. The buildings identified as residences were compared to business and public facility buildings in order to remove duplicates.

A residence was considered impacted if any part of the building structure is located within the alternative limits. Only the residential structure was counted as being impacted; freestanding garages or other structures on the respective property were not counted as impacted. Residential buildings under construction were counted. Farmsteads were included in the count of residential buildings.



Businesses Displaced

Commercial buildings were identified within the alternative limits based on information from ESRI (Environmental System Research Institute, Inc.) data, Google Maps, and public feedback. Buildings were located by the project team using 2008 aerial photography and verified with field visits. The buildings identified as businesses were compared to residences and public facility buildings in order to remove duplicates.

A commercial property was impacted if any part of the building structure is located within the alternative limits. Commercial impacts were computed as each commercial building impacted. Several commercial properties incorporated multiple buildings. Each building was counted as a separate commercial building. If a commercial property was located within a multi-use building along with residences, each was counted.

Agricultural Criteria

Agricultural Soils

Agricultural soil is land within the proposed right-of-way that is currently used or could potentially be used as agricultural land. These areas do not include land within the proposed project right-of-way that is paved, covered by water, or urban development.

The digital format Natural Resource Conservation Service (NRCS) soil maps for each county were used to measure agricultural soil impacts. In characterizing impacts to prime farmland, any agricultural land within the alternative footprint was measured and rounded to one acre.

Farm Severances

Severed farm operations occur when a new roadway divides a farm either laterally or diagonally, and separates one or more tract from others within a single farm operation. If an alternative takes farm land on the edge or perimeter of a farm tract, this is not a severance. Farm tracts were obtained from the U.S. Department of Agriculture.

In characterizing impacts to farm severances, if any portion of the alternative severs the parcel and the severance results in less than 25% of a parcel separated from the remainder of the parcel, it is counted as one impact. A severance was determined if a proposed alternative bisected a tract and resulted in two unconnected tracts. A severance was also determined if greater than 1/3 of the tract was taken by a proposed alternative.

Affected Farms

Farms affected are tracts that are either completely taken by a proposed alternative or less than a 1/3 of a tract was taken by a proposed alternative but the tract is not severed. Farms otherwise affected also included severed tracts where the resulting farmable area was less than 5 acres

Total Adverse Travel between Split Farm Parcels

Adverse travel occurs when a new roadway causes additional travel distance from one part of a farm operation to another part. Added travel is typically caused by severance of a farm operation by a new roadway or by a road closure, and is calculated as the one-way mileage per field visit. Adverse travel equals the old trip distance minus the new trip distance times two. This represents one round trip per year.

Prime Farmland

The Code of Federal Regulations (CFR) Title 7, Volume 6, Section 657.5(a) defines prime farmland as land that has the best combination of physical and chemical characteristics for producing food, feed,



forage, fiber, and oilseed crops and is also available for these uses. Prime farmland does not have to be cleared; however, it cannot be urbanized, paved, or permanently under water.

The digital format Natural Resource Conservation Service (NRCS) soil maps for each county were used to measure potential prime farmland impacts. The digital soil maps identify each soil type designated as prime farmland. In characterizing impacts to prime farmland, any soil type designated as prime farmland within the alternative footprint was measured and rounded to one acre. Developed areas, including existing roadway under pavement, are not considered prime farmland and were subtracted from the total acreage.

Statewide and Local Important Farmland

Farmland of Statewide Importance is farmland other than Prime Farmland that is of statewide or local importance for the production of food, feed, fiber, forage, or oilseed crops, as determined by the appropriate State agency. Important farmland includes prime farmland soils with steep slopes or eroded farmland

The digital format Natural Resource Conservation Service (NRCS) soil maps for each county were used to measure potential important farmland impacts. The digital soil maps identify each soil type designated as important farmland. In characterizing impacts to important farmland, any soil type designated as important farmland within the alternative footprint was measured and rounded to one acre. Developed areas, including existing roadway under pavement, are not considered important farmland and were subtracted from the total acreage.

Natural Resource Criteria

Forests

Forested areas were identified within the alternatives using an aerial map. In characterizing impacts to forested areas, any forested area within the footprint was measured and rounded to one half acre.

Protected Species

Protected species are threatened and endangered (T&E) species and all types of plants and animals which face possible extinction in the near future if steps aren't taken to protect them. These species are protected by both state and federal laws, such that avoidance of these resources is required to the maximum extent possible. T&E species were surveyed by the INHS during field visits.

Water Resources Criteria

Surface Water Crossing

Streams crossed by the alternatives were identified for purposes of providing a measure of water quality impacts. Each stream may have more than one crossing by the same alternative and each crossing is counted individually.

Private Water Well

Drinking water supplies represent groundwater and surface waters used as a supply of potable water. The main supply of drinking water for users within the cities of Normal and Bloomington limits is provided by Lake Bloomington, Evergreen Lake, and fifteen groundwater wells. Private wells provide potable water for residences located outside the Bloomington and Normal city limits. Sources of data used to identify drinking water supplies included Source Water Assessment Summary Fact Sheets from the IEPA website as well as the ISGS water well database.

In characterizing impacts to drinking water supplies private wells were identified within the ROW and within the setback zone to assess potential impacts. A setback zone is a geographic area containing a



public or private well with restrictions on land uses within that zone to protect water supply—400 feet for public water supplies and 200 feet for private wells. Private wells within the ROW will be properly abandoned in accordance with state requirements.

Wells that can potentially be affected by a new roadway would be those within 200 feet of the roadway and are shallow, improperly cased, or directly hydraulically connected to highway runoff. For these wells there is the possibility of increased chlorides in the groundwater. Additionally, where shallow ground water aquifers exist, the direction and supply of groundwater must be maintained. The private wells within the ROW and 200-ft setback zone impacted were counted.

Wetlands

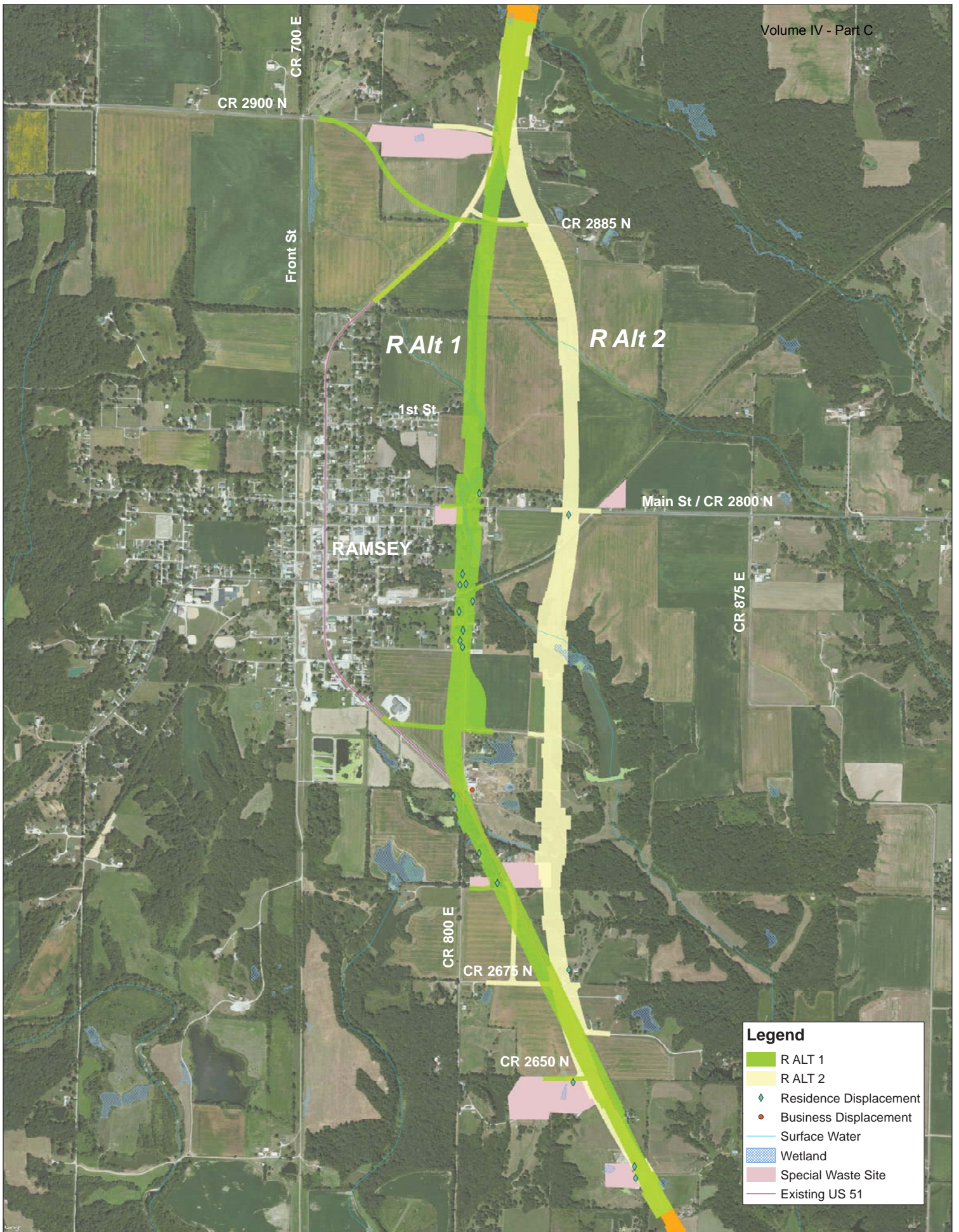
The U.S. Army Corps of Engineers (USACE) (Federal Register 1982) and the U.S. Environmental Protection Agency (Federal Register 1980) jointly define wetlands as: “Those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions”. Wetlands include forested areas, wet meadows, and a variety of habitats exhibiting the hydrology, soils, and vegetation required by the USACE.

Executive Order 11990 (Protection of Wetlands) requires federal agencies to avoid to the extent possible the long and short-term adverse impacts associated with the occupancy and modification of wetlands, and avoid direct and indirect impacts whenever there is a practicable alternative. Avoidance of wetlands was of first importance in evaluating alternatives. Minimizing wetland impacts was an important criterion in evaluating alternatives. In characterizing impacts to wetlands, any wetland area within the footprint was measured.

Special Waste Sites

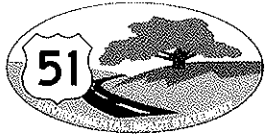
Special wastes are regulated by the Illinois Environmental Protection Agency (IEPA) and also include a variety of waste materials, such as potentially infectious medical waste, pollution control waste, or industrial process waste, or petroleum contaminated soils. Special waste must be managed and disposed of properly to protect human health and the environment. Special waste sites affect construction projects because of high clean-up costs and safety hazards through exposure and material handling.

The Illinois State Geological Survey (ISGS) completed a database search of special waste sites in the study area. In characterizing impacts to special waste, any special waste site that lies within the alternative footprint is counted as one impact.



US 51 Draft Environmental Impact Statement (DEIS) Ramsey Alternative Impact Summary Table

Design Characteristics and Environmental Resources Affected	Remaining Alternatives	
	R ALT 1	R ALT 2
Design Characteristics		
Length of Roadway (miles)	3.3	3.3
Right-of-Way Required for Construction (acres)	124.1	120.3
New Impervious Area (acres)	23.4	23.6
Estimated Cost (millions)	\$24.80	\$25.0
Social/Economic Resources		
Total Residences Displaced (number)	15	5
Businesses Displaced (number)	1	0
Agricultural Resources		
Agricultural Soils (acres)	68	94
Farm Severances (by tract)	7	5
Affected Farms (number)	21	15
Total Adverse Travel between Split Farm Parcels, Based on One Round Trip (miles) for each Operator	0.6	0.9
Prime Farmland (acres)	56	61
Statewide and Local Important Farmland (acres)	11	20
Natural Resources		
Forest Impacts (acres)	8	13
Protected Species Potentially Affected (number)	1	1
Water Resources/Quality		
Surface Water Crossings (number)	3	3
Private Water Wells Displaced /Within 200 feet (number)	3/3	1/2
Wetlands		
Wetland Impact (acres)	0.2	0.6
Wetland Impact (number)	4	3
Special Waste Sites		
Special Waste Sites Affected (number)	7	5



COMMENT FORM

**Ramsey Citizen's Advisory Group Meeting
June 10, 2013**

Please use this comment form to provide input on the information presented tonight. Your comments and opinions are an important part of this project and you are encouraged to provide them in writing today or soon after this meeting. Comments can be returned via mail (see reverse side of sheet), email (US51EIS@clark-dietz.com), or fax (217-373-8923). Please submit comments no later than **June 24, 2013**.

Thank you for your participation.

Name: Roger or Rhonda Myers **Phone:** (618) 339-8303
First name Last name

Address: Rt # 1 Box 265 **Email:** _____
Number and street Apt. No.

Ramsey IL 62080
City State ZIP code

Please provide your comments concerning R Alt 1 and R Alt 2. Please state clearly which alternative you prefer to be carried forward as the Preferred Alternative and why. Refer to the summary table of impacts to support your decision. General comments about the project can be written on the back page of this form.

I would prefer on East side of my property
ALT 2

Multiple horizontal lines for writing comments.

Please check here if additional comments are listed on reverse side.

Fold Back Second

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HERE

Clark Dietz, Inc.
Attn: Jerry Payonk, P.E.
125 West Church Street
Champaign, IL 61820

Fold Back First

Comments:



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Thank you for your participation.

Name: RICHARD THUL **Phone:** (618) 292-9362
First name Last name

Address: RR #1 BOX 271 **Email:** _____
Number and street Apt. No.

RAMSEY IL 62080
City State ZIP code

Please provide your comments concerning R Alt 1 and R Alt 2. Please state clearly which alternative you prefer to be carried forward as the Preferred Alternative and why. Refer to the summary table of impacts to support your decision. General comments about the project can be written on the back page of this form.

I PREFER RALT #2. LESS RESIDENCE DISPLACED AND FARTHER FROM TOWN

Please check here if additional comments are listed on reverse side.

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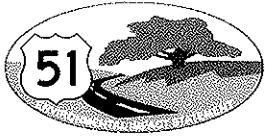
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Thank you for your participation.

Name: Leon Otto **Phone:** (618) 423 9270
First name Last name

Address: 421 W 6th **Email:** _____
Number and street Apt. No.

Ramsey IL 62080
City State ZIP code

Please provide your comments concerning R Alt 1 and R Alt 2. Please state clearly which alternative you prefer to be carried forward as the Preferred Alternative and why. Refer to the summary table of impacts to support your decision. General comments about the project can be written on the back page of this form.

I believe alt ~~two~~^{to} be a good plan but I'm aware that the start time could affect certain things at that time will dictate a certain amount of variations then

Please check here if additional comments are listed on reverse side.

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