

PIM Series #3
November 2009

NOTICE
U.S. 51 ENVIRONMENTAL IMPACT STATEMENT
PUBLIC INFORMATION MEETING

The Illinois Department of Transportation will hold Public Information Meetings on November 17, 18, & 19, 2009 for the US 51 Environmental Impact Statement to accept comments on the project study to date. The limits of the study are the Shelby/Christian County line to the U.S. 51/IL 177 interchange (east of Irvington). The meeting times and locations are as follows:

Tuesday, November 17, 2009 - 6:00 to 8:00PM
Centralia Recreation Complex
115 E. Second Street
Centralia, IL 62801

Wednesday, November 18, 2009 – 6:00 to 8:00 PM
Vandalia American Legion
321 S. 7th Street
Vandalia, IL 62471

Thursday, November 19, 2009 – 6:00 to 8:00 PM
Ramsey High School Library
716 W. Sixth Street
Ramsey, IL 62080

The purpose of the meeting is to review the project study to date and to present the recommended corridors to move forward with for further study around the communities of Ramsey, Vandalia, Vernon, Patoka, Sandoval, and Centralia. At each meeting, a formal presentation will start shortly after six o'clock followed by an open-house format where your questions can be answered by representatives of the project team. Comments will be taken at the meeting or accepted by mail, email or fax until December 4, 2009. Information presented at the meeting will be made available on the project website (www.us51eis-IDOT.com) following the public meetings. Persons with disability requiring special accommodations should contact Mr. Tim Jackson of the Illinois Department of Transportation (217-342-3951) to advise of planned attendance and needed accommodations.



U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Centralia Recreation Center

Centralia - Public Information Meeting

November 17, 2009 - 6:00 – 8:00 PM



NAME	ADDRESS	PHONE	E-MAIL
Martin K. Phoenix	28200 W. 4th St Rd	532-1521	phoenixkk@hotmail.com
Rodney Koemel	26535 US Hwy 50	226-3051	meridan@roniter.com
Ward Sneed	1335 S. Pine St	532-7063	-
RONALD G. MITCHELL	29322 W. 4TH ST RD	532-2604	RONALD MITCHELL@SDG.GLOBAL.NET
Harvey + Jill Coe	29246 W. 10th St. Rd.	532-0015	hcoe@att.net
Adriana Servinsky	HDR	773.867.7209	adriana.servinsky@hdrinc.com
Jennifer Mitchell	HDR	773-867-7225	Jennifer.Mitchell@hdrinc.com
Tim Hemmen	IDOT	217-342-8242	
Gary Welton	IDOT		
Theresa L Petersen	IDOT	217-342 8317	Theresa.petersen@illinois.gov



U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

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NAME	ADDRESS	PHONE	E-MAIL
Wayne Mond	1424 Green Rd Centralia	618-533-7273	
Paul jet	3365 OLD SIRO Sandoval, FL	418 247-3942	pjett19@Fronternet.net
James Anderson	951 W. Nevada Ave Sandoval	618-247-3795	jean1@accessus.net
Rick Kruger	501 N CLAY SANDOVAL	618-339-5569	RRKRETZER@AOL.COM
JOE NIEDERHOFER	8 GAYLA AVE CENTRALIA	618-322-4751	joe.niederhofer@rhutasel.net
RUTH+NATE ROTHSCHILD	5 MAGNOLIA DR	618-532-6488	-0-
Ron Holevoet	7501 Huey Rd	618-495-2211	
TERESA PAPOLCZY	1708 Tee Lane, Centralia	532-7606	
Bob Konnall	25607 US Hw 50	618 226 3574	
MEL BRINK	710 West 8th St SANDOVAL, IL	618-532-9640	



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NAME	ADDRESS	PHONE	E-MAIL
Nina Benzing	3223 Barton Rd. Sandoval	532-4300 work	Zingwingding@yahoo.com
VERNEL BURRIS	727 N. LINCOLN BLVD CENT	618-204-0225	
Sally Schroeter	29712 Junction Rd Centralia	618-780-8217	
Jack W Schroeter	29712 Junction Rd Centralia	618-780-8219	Genesis@mvr.net
David Britt	1224 Britt Rd Patoka	618-432-5927	
Cathy Britt	1224 Britt Rd Patoka	618-432-5927	cbritt@frontiernet.net
Mel Wood	710 N Clay Sandoval	618-247-3705	CMWood@frontier.com
Bruce Geary	1628 E. McGord Centralia	618-532-2228	bruceg@dlbge.net
Robert Pugh	1100 west Bond Patoka	618 432 -7707	
Bob Brink	14871 TOWER RD	249-6275	



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NAME	ADDRESS	PHONE	E-MAIL
Jack C Schroter	9504 Jolliff Bridge Rd	533-4366	
Brenda Fletcher	710 W. Elm	533-1498	
James Patrick	120 Delmar Salem	548-4234	nsa JPatrick@scirpdc.com
MARTY HALLUM	652 US HWY 51 SANDWAL	618/204-8438	
HOWARD KREIBORFER	8414 JOLLIFF BRIDGE ROAD	618 532 3275	
Robert Moody	7501 Huey RD. CENTRALIA, IL.	618-495-2211	
Jerry Payant	Clark Drive 125 WEST CHURCH	217-373-890	
Arena Corley	D7 Effingham		
Dwight Pease	IDOT D-7 Effingham		
Pam Morris	1424 Green St Rd Centralia	533-7273	



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NAME	ADDRESS	PHONE	E-MAIL
Justin Moll	148 S Poplar St CENTRALIA, IL, 62801	618-532-5000	Justin.Moll@Centwp.illinois.gov
John Stack	9936 Joliff Bridge Road 501 MELROSE CENTRALIA, IL 62801		
MURKIN	21500 Vogel Rd Cawlybe IL 62231	618-532-6362	
Larry Johnson	219 N. Harrison, Central City 62801	618 594-8850	
KEN BUCHANAN	157 Greenview Ch. Rd. Centralia	618-532-2834	
Leonard Hart	6000 N. Pleasant Centralia	618-532-7108	
Stephanie Sachtleber	226 S. Walnut. Centralia	618-533-0001	sachtleber6@hotmail.com
Jim Adams	IDOT	618-532-3362	mrjenjim@ATT.net
DELBERT CROUSE	IDOT D7	217-342-8336	Delbert.Crouse@illinois.gov
SHERRY PHILLIPS		217 342 8244	



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Centralia Recreation Center

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November 17, 2009 - 6:00 – 8:00 PM



NAME	ADDRESS	PHONE	E-MAIL
Jeana Gustafson	1714 Moonflow	618-533-6752	jgustafson@cityofcentralia.org
David Schaleben	600 N. Pleasant Ave.	618-533-0001	
Allen J. Staron	522 Wilson Avenue Glen Ellyn, IL 60137	630.858.2532	
Joyce Tanzosh	947 N Leavitt St Chicago IL	614.915.4942	
ROB MACKLIN	400 W. WABASH	(217) 342-8245	ROB.MACKLIN@ILLINOIS.GOV
EUGENE BECCUE	400 W WABASH	217-342-8248	
MATT HIRTZEL			



U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Vandalia American Legion

Vandalia - Public Information Meeting

November 18, 2009 - 6:00 – 8:00 PM



NAME	ADDRESS	PHONE	E-MAIL
Allen Staron	522 Wilson Avenue Glen Ellyn, IL 60137	630.858.2532	
FRANK & JOAN MOXEY	1990 ZENT DR VANDALIA, IL 62471		
Robert Evans	308 S Dieckmann Vandalia IL		
RANDY EDWARDS	3 WOODLAND LN VANDALIA, IL 62471	618-267-2981	
CHARLES Mc CABE	322 N B ST VERNON IL 62892	1618 432-7136	
Rob Macklin		(217) 342-8245	ROB.MACKLIN@ILLINOIS.GOV
Dave Bell	2700 Spring Drive Vandalia	283-2243	
Keith & Janet Mansky	R.R. #3 Box 37 Vandalia, IL 62471	283-3187	
MARTY HALLUM	SANDOVAL		MOOKSNOBOZOS@GMAIL.COM
Jennifer Mitchell	HDR		jennifer.mitchell@hdrinc.com



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NAME	ADDRESS	PHONE	E-MAIL
DAVID GRAYMENZ	Box 294 R2 VANDALIA	283 3331	
KEVIN SATTERTHWAITE	Rt. 3 VANDALIA	283-4340	
Donald Walker	RRH 1 Box 238 Shobonui ct	846-2233	
Judith Walker	RRH 1 Box 238 Shobonui ct	846-2233	
Michelle Hollinshead	1608 W. Fillmore St. Vandalia	283-5722	rhollins@illinois.edu
Charles Hollinshead	" " " "	" " " "	
Jeany Snyder	Decatur 1960 Highway 100 RA 4752	217-433-2520	gas322duck@comcast.net
Harold Burmann	101 Woodland Hills ct	618-283-3147	
Lucinda Schuvald	RR1 St Peter	618-349-0023	
Bonnie Clark	RR1 Shobonui	618-846-2222	



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NAME	ADDRESS	PHONE	E-MAIL
Bob Schulte	302 N. WILLIAMS, ALBERS, ILL ⁶²²¹⁵	618 248 5683	ROBERT.SCHULTE@CHARTER.NET
MIKE NORRIS	8481 US Highway 51 N Patoka ⁶²⁸⁷⁵	618-432-9928	
Chet Burke	108 S. Race Street Vernon	618-432-5367	
LANE BRISCOE	6483 US Hwy 51 PATOKA	618-432-7775	
RICK MYERS	RURAL ROUTE 1, Box 193-1 ^{STEBOWIER 62885}	618-283-3034	myers e lawgroup ltd. com
NORMA WEAVER	Rt 1 Box 34 Stebbiewier, Ill	618-296-2275	
JERRY GOFF	Greenville	618-664-9115	jgoff@hmgengineers.com
SAERRY PHILLIPS	EFF IDOT D7		
GREG PALMER	EFF IDOT D7		
<i>John Lewis</i>	<i>John Lewis</i>		



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NAME	ADDRESS	PHONE	E-MAIL
Gary Pittenger	RR3 Box 55 Vandalia, IL		
S.M. PITTINGER	RR3 Box 54 Vandalia, IL		
Tony Pals	301. S. THIRD VANDALIA		
GARY MEIER	604 SHADY GROVE ^{PATOKA IL.}		
JOHN R. ERICKSEN	R2 BOX 400		
Mike Andeson	1110 W. JOHNSON Vandalia		
John D. Anderson	633 South 8 th St. Vandalia		
Tom Beyers	2438 Ticklen Rd, Odin, IL	618-775-8900	beyers10@hotmail.com
Darryl Welton	IDOT - E Singham		
Dan Stiles	RR1 Box 236A S Lebanon IL		



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Vandalia American Legion

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NAME	ADDRESS	PHONE	E-MAIL
Ernie Chappel	RR2 Box 2343 Ramsey, IL 62080	WK 618-283-1141	echappel@thefub.com
Adriana Servinsky	HDR Chicago	773-382-7900	



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Vandalia American Legion

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NAME	ADDRESS	PHONE	E-MAIL
Stacie Dovalovsky	Clark Dietz	312 466 8217	stacie.dovalovsky@clark-dietz.com
Ken Nelson	Clark Dietz, Inc.	312-382-1293	ken.nelson@clark-dietz.com



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NAME	ADDRESS	PHONE	E-MAIL
Rich Bauer	229 S 5TH St	618-267-0929	rbauer@leader-union.com
Diane Churchwell	617 W. 3rd St. St. Elmo, IL ⁶²⁴⁵⁸	618-829-3631	dchurchwell@mchsi.com



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NAME	ADDRESS	PHONE	E-MAIL
JERRI PAYONK	124 W. CHURCH ST. CHAMPAIGN, IL	217-373-8900	
MATT HIRTZEL			
Mayor Ricky J. Coffman	2305 Kaven St Vandalia IL	618-283-1198	
LARRY R. CABLE	1825 N. 8TH VANDALIA, IL	283-0991	
Sherry Hicks	1018 N. Burtschi, Vandalia, IL	283-9295	
Pete Burnam	2065 South Lake Dr. Vandalia	283-3090	
Ken Marshall	1125 N Sanser, Vandalia	283-3276	
William D. Hill	1148 Boat Docks Rd. Patoka	432-5333	



U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Ramsey High School Library

Ramsey - Public Information Meeting

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



NAME	ADDRESS	PHONE	E-MAIL
Betty Ballard	RR1 Box 373 Ramsey	618-423-2087	
Roger Corington	P.O. Box 472 Ramsey	423-2595	
Marilyn Vanduytven	RR#1 Box 370 RAMSEY	423-2180	MARILYN.VANUYTVEN@SWBCI.COM
Robert Mueller	Box 171 Ramsey	423-2411	
Tim Doyle	Box 232 Ramsey	423 9390	
Jim DEERE	Box 13 PANA	217 562 3109	CITY OF PANA DIR OF DEV. PANAIR@CONSOLIDATED.NET
John Mathis	RR1 Box 357 Ramsey	618 423-2872	
Rusty Moreland	RR1 Box 300B Ramsey, IL	618-423-9494	rd.moreland@frontiernet.net



U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Ramsey High School Library

Ramsey - Public Information Meeting

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



NAME	ADDRESS	PHONE	E-MAIL
DEAN WALLACE	P.O. Box 141	824-3158	
Adriana Servinsky	HDIR	773-380-7900	
John Barrman	RR#3 Box 55	618-780-4861	
Jim & Brewer	Rt 1 Box 364	618-423-2570	
Jim Brewer	Rt 1 Box 197	618-423-2693	
Shawn Eddy	RR1 Box 245 Ramsey	618-423-2409	
Raymond Eddy	RR1 Box 245 Ramsey	618-423-2409	



U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Ramsey High School Library

Ramsey - Public Information Meeting

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



NAME	ADDRESS	PHONE	E-MAIL
Leon Otto	Ramsey	423 9270	
Sherry Phillips	IDOT	-	-
Delbert Crouse	IDOT		
MATT HIRZEL			
Carolyn McLaughlin	Springfield	217 529-1248	
JERRY PAYONK	CHAMPAIGN	-	
Rich Mull	RAMSEY	618-423-9394	
Darwin Roberson	RAMSEY	618-423-2431	
Amos Smith	RAMSEY	618-423-2610	
Janet + Bill Friesner	Vandalia	618 2832549	



U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Ramsey High School Library

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



NAME	ADDRESS	PHONE	E-MAIL
Tim Bergin	RR# 2 Ramsey Box 266	618-531-7483	
John Nava-Sifuentes	IDOT		
CADEG JAMERSON	IDOT		
STEVE MARKWART	708 S. Thompson St	618-780-3877	
Cary C. Kleibacker Jr	RR1 Box 372 Ramsey IL.	618-704-8900	
RODNEY HUNT	RR2 Box 188AA RAMSEY IL	618 423-2659	
MARION + MARY Schmidt	1325 E 600th Ave AHTAMONT, IL	618 483-6055	
Jerry Hays	208 E 6 th St 19254 E. 22ND RD NOKOMIS, IL 62075	217-563-2263	roger@consolidated.net
ROGER BLANKENSHIP			
MICHAEL REISS	402 E. FIRST ST RAMSEY	618-423-2841	

Public Information Meetings
Centralia, Vandalia & Ramsey
November 17 - 19, 2009

US 51 Environmental Impact Statement



Agenda

- Introductions
- Project History
- Alternative Development and Analysis
- Next Steps
- Review of Exhibits



Agenda

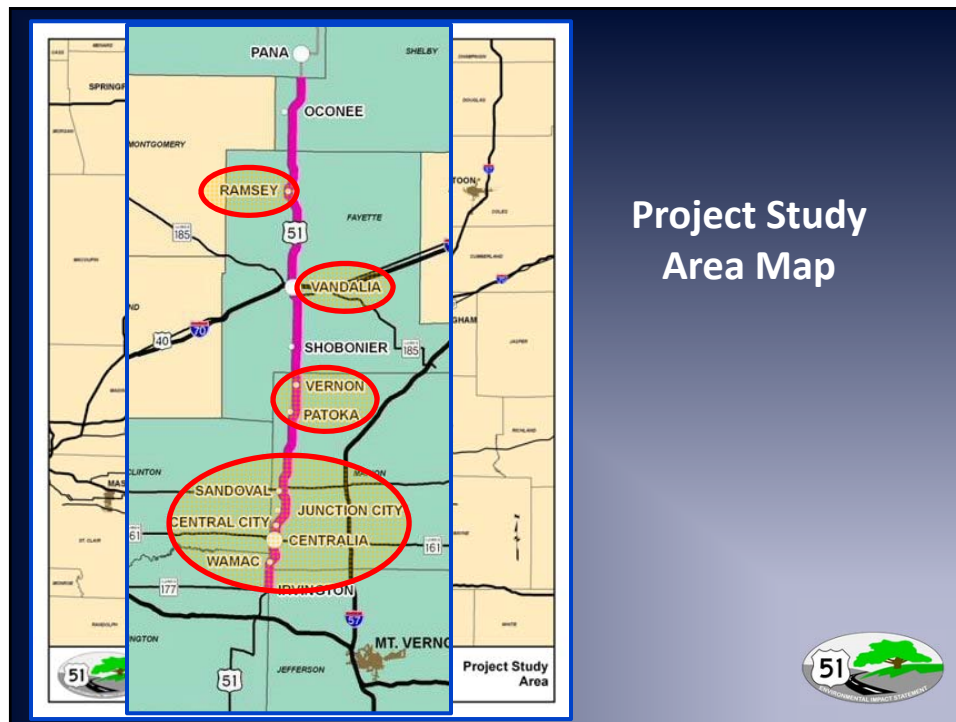
- **Introductions**
- Project History
- Alternative Development and Analysis
- Next Steps
- Review of Exhibits



Agenda

- Introductions
- **Project History**
- Alternative Development and Analysis
- Next Steps
- Review of Exhibits





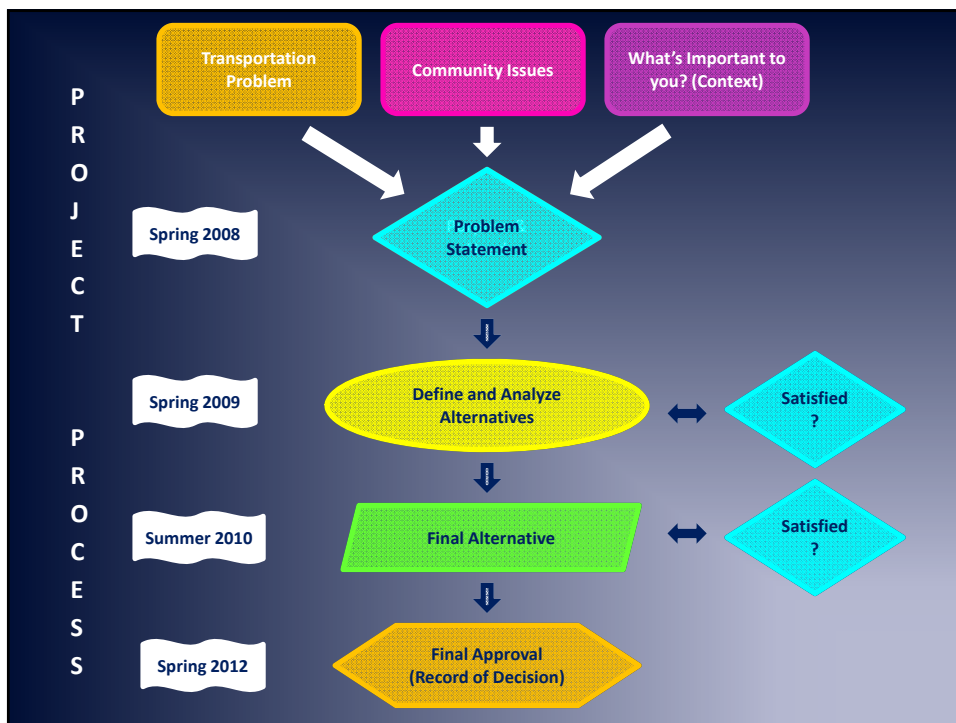
Project History

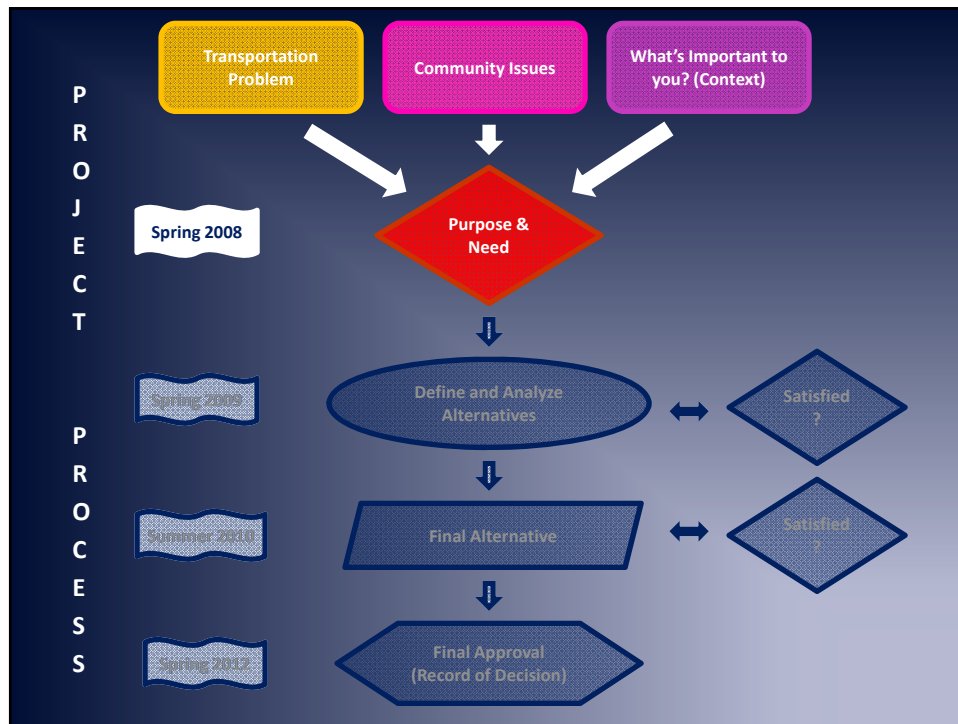
- Studies of the corridor have been ongoing since 1970
- Planning study in 1987 recommended expansion to four lanes from Decatur to I-64
- EIS from Decatur to Pana approved in 1992
- US 51 from Decatur to Pana in various stages of design and construction
- US 51 from Irwinton to I-64 is already four lanes



Agenda

- Introductions
- Project History
- **Alternative Development and Analysis**
- Next Steps
- Review of Corridor Exhibits





Problem Statement

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

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

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

Purpose & Need Statement

The purpose of the US 51 project is to improve the connectivity within the south central Illinois region and to enhance the highway system continuity. The region needs a centralized roadway that effectively connects communities as well as local and commercial centers, while also providing a roadway that promotes safe and efficient travel in the region for a wide variety of transportation users.

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Define and Analyze
Alternatives

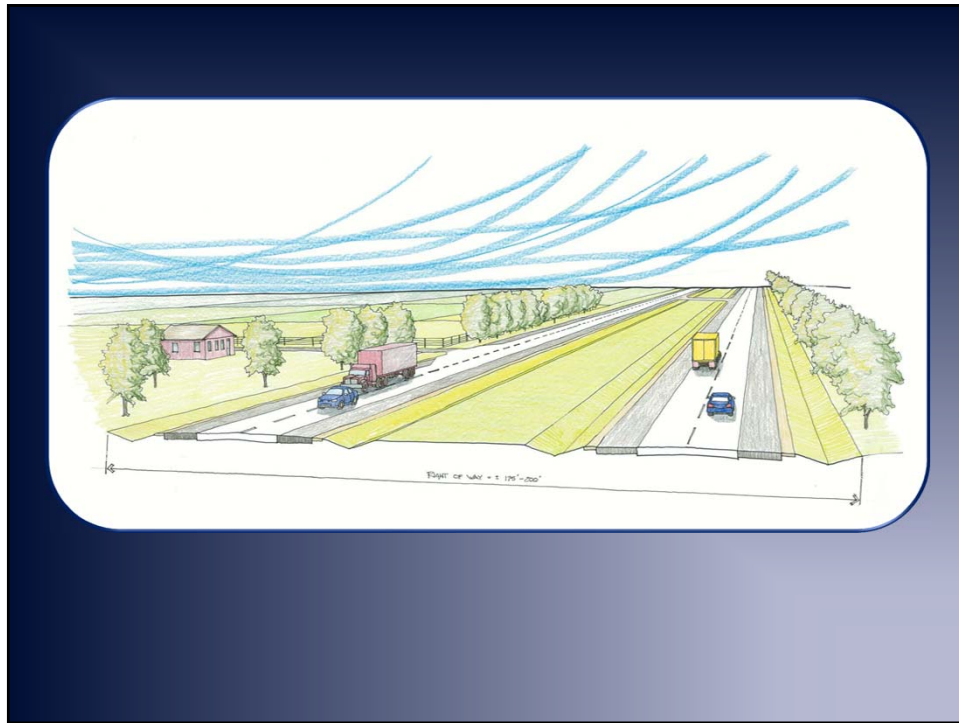
Develop Preliminary Corridors

Conduct Purpose & Need Screening and
Corridor Consolidation

Perform Macro Analysis on Remaining
Corridors

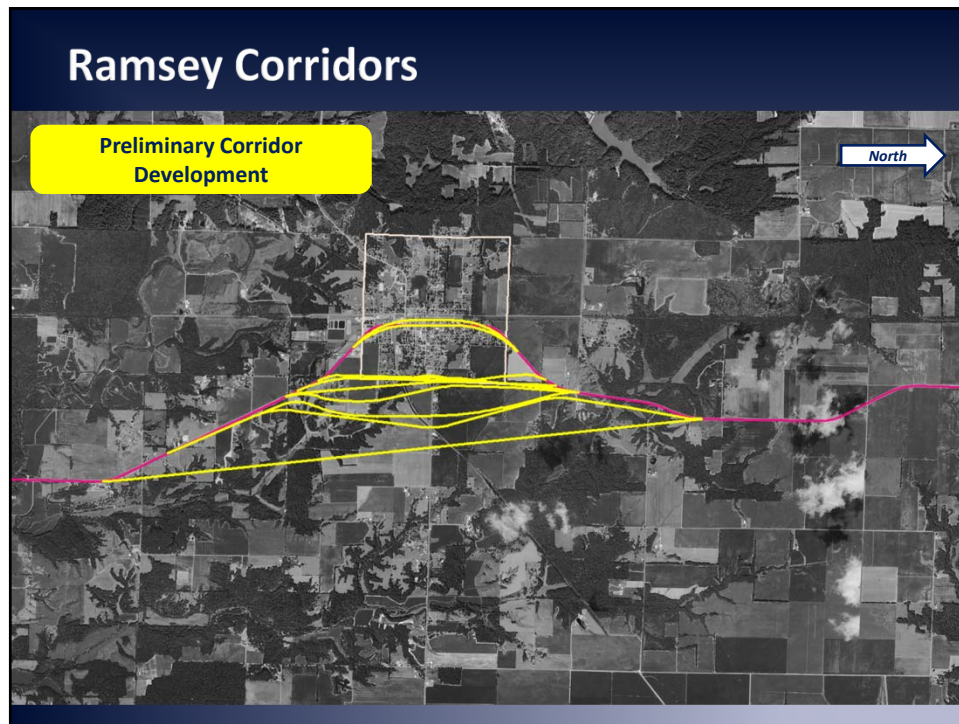
Develop Preliminary Alignments within
Remaining Corridors

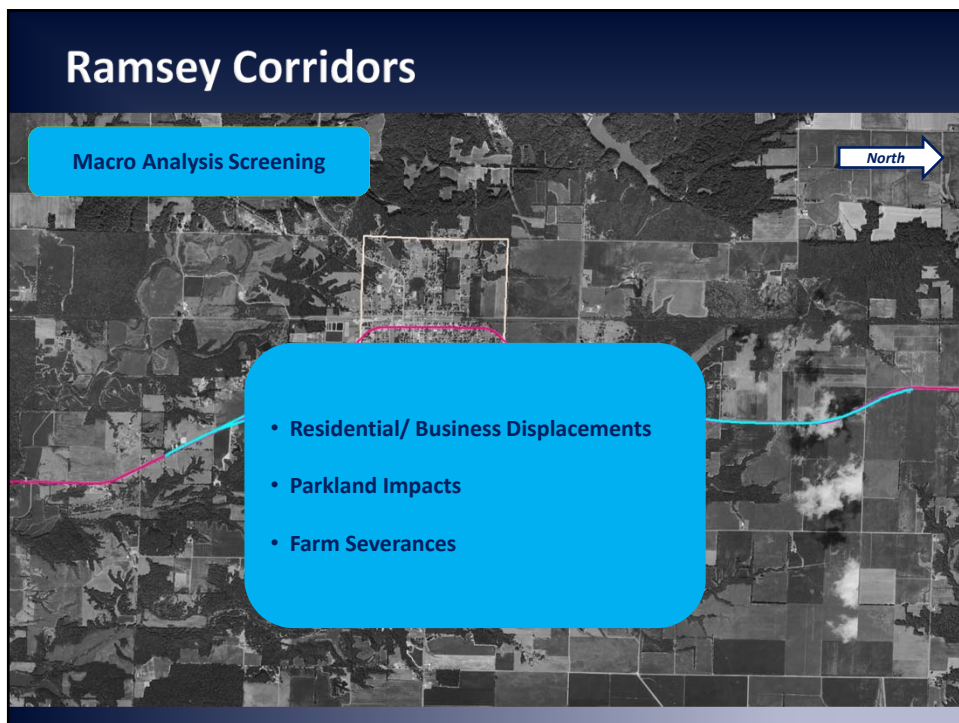
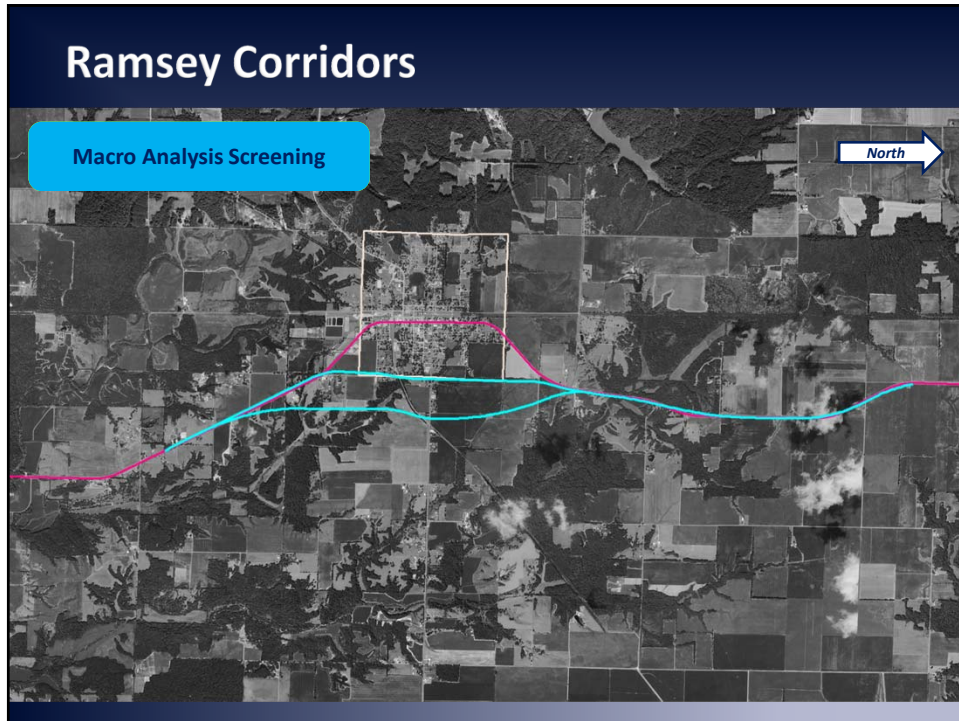
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CAG, RAG & PSG Meetings

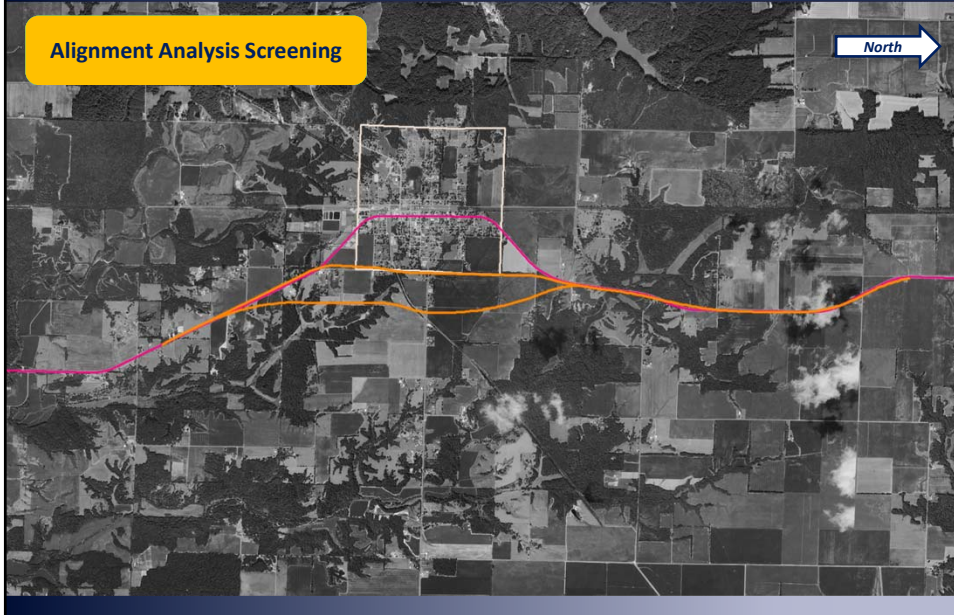






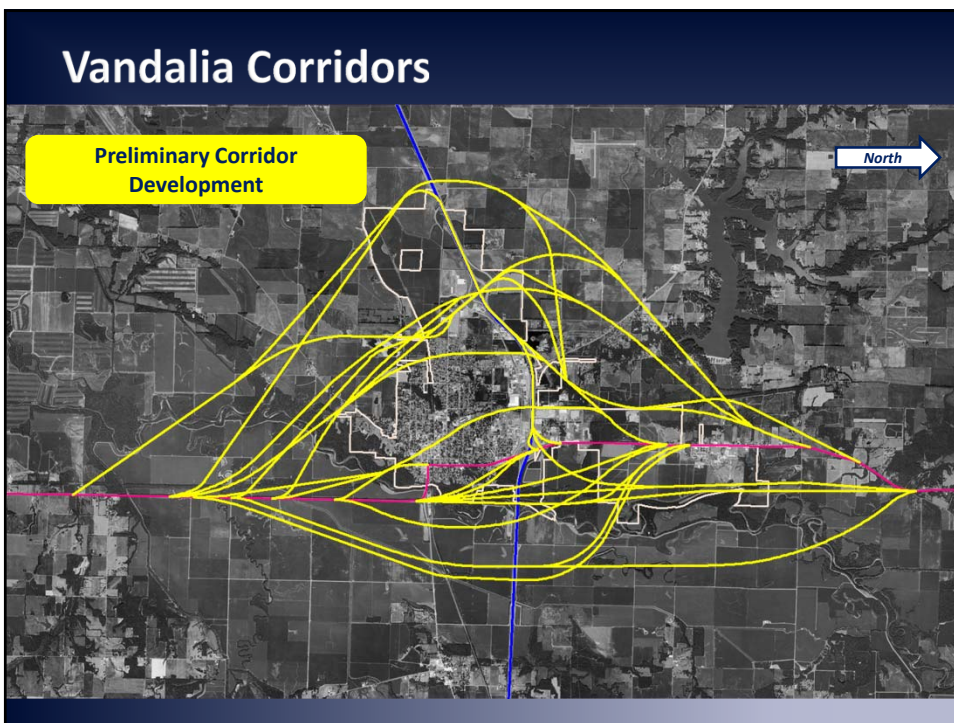
Ramsey Corridors

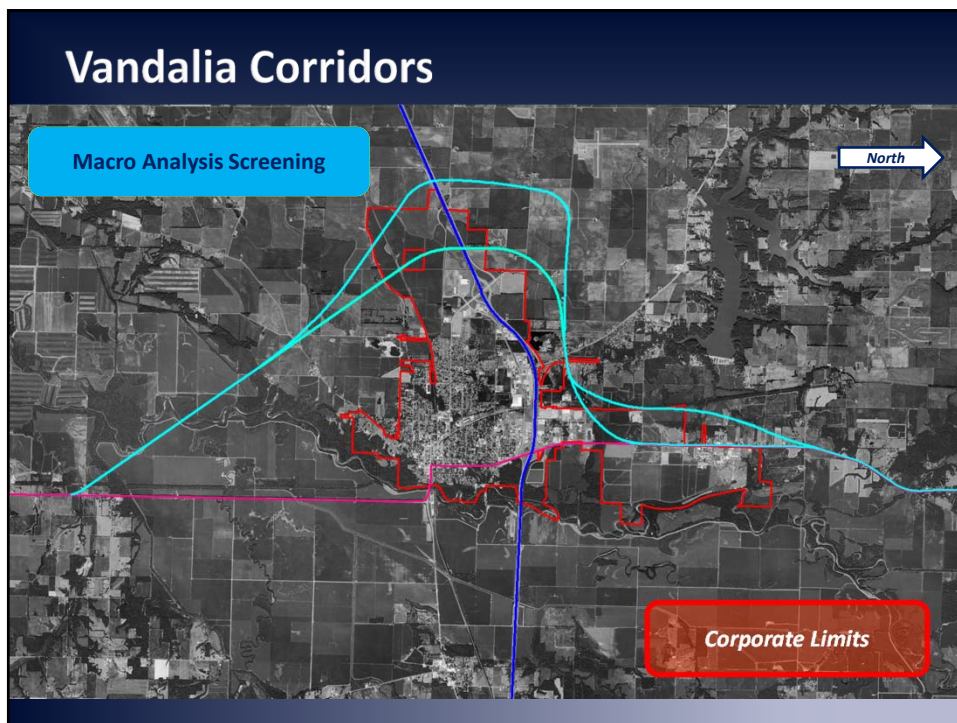
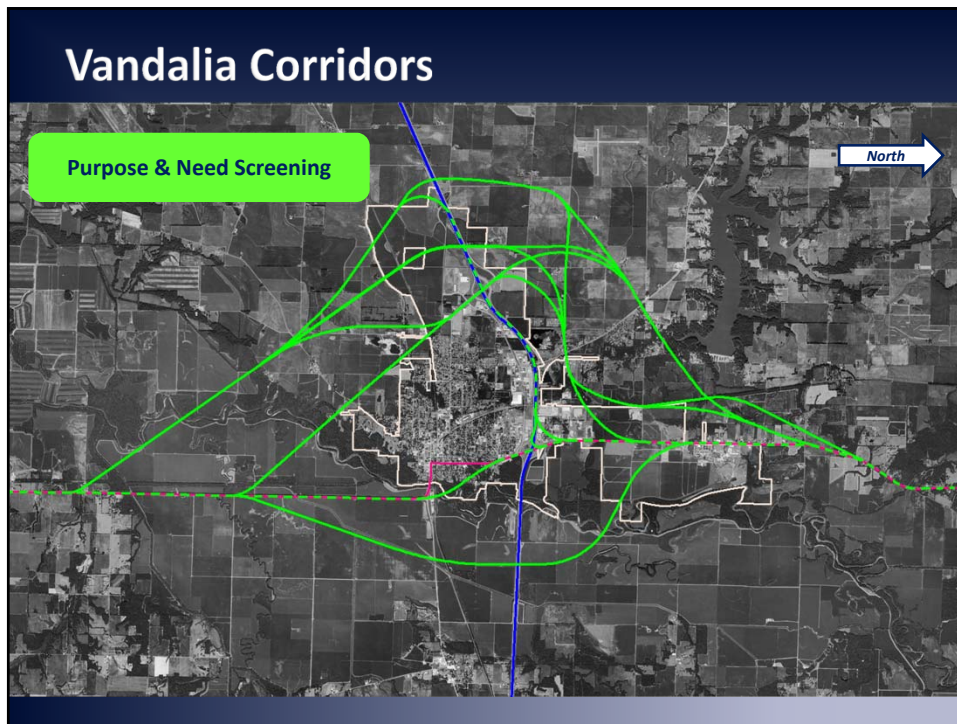
Alignment Analysis Screening

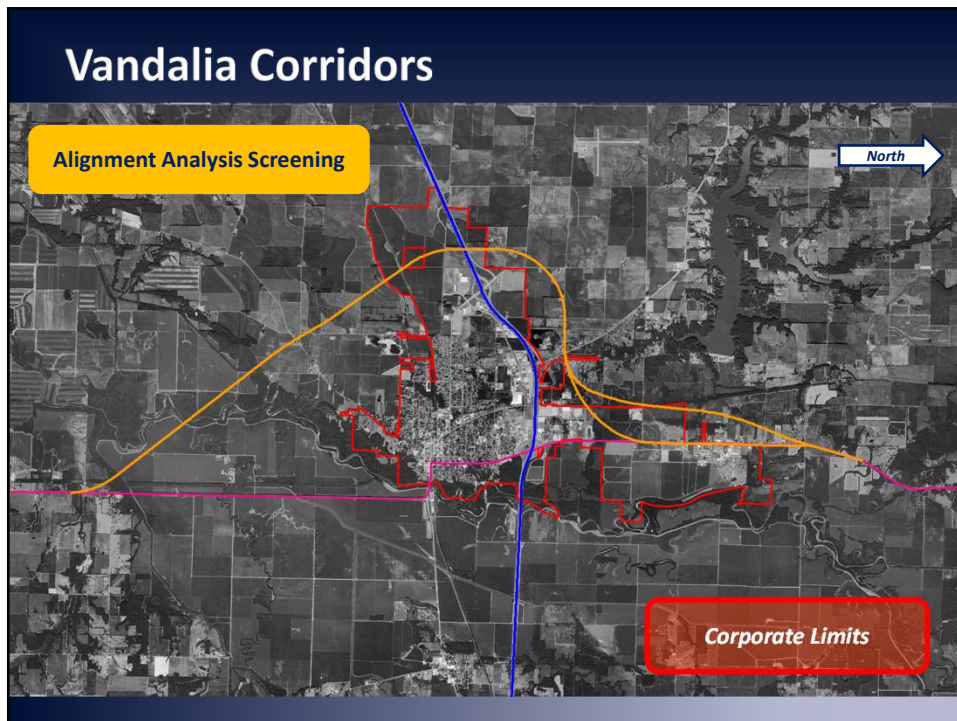
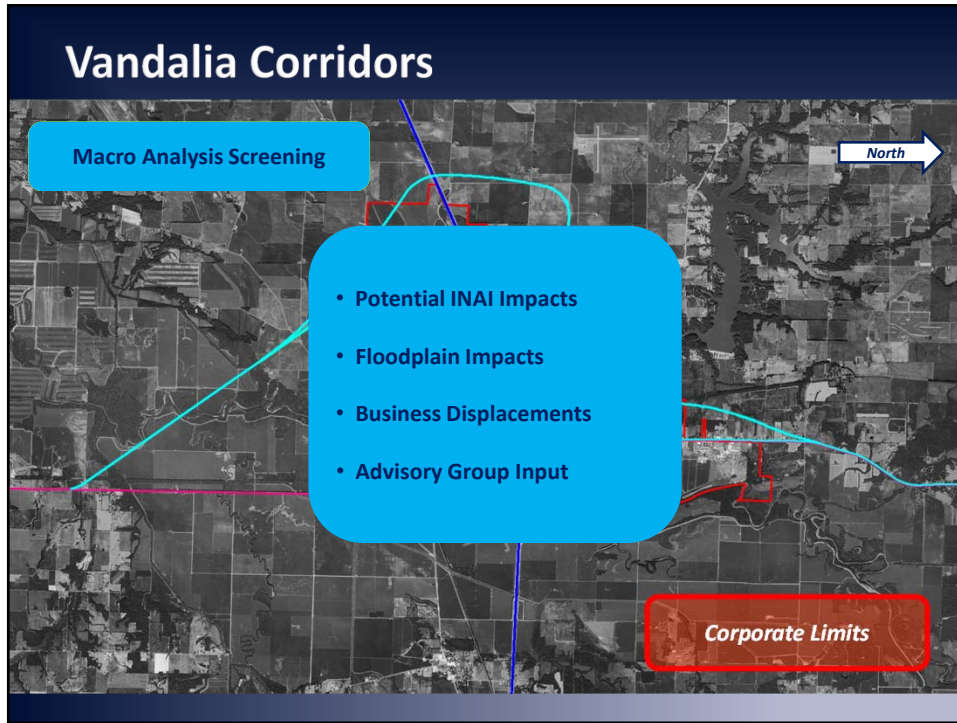


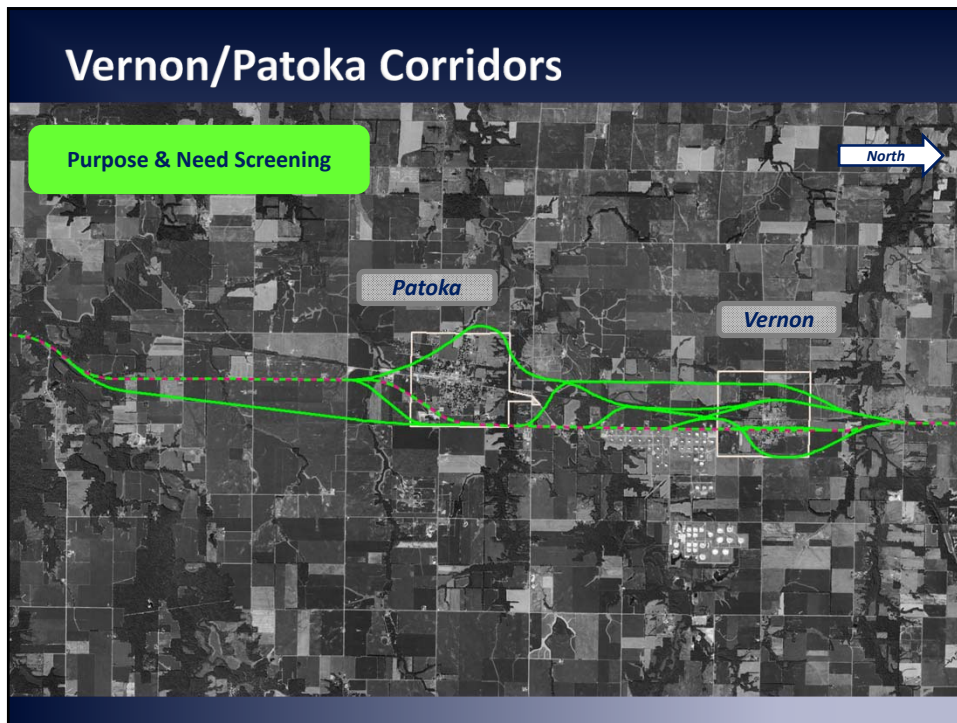
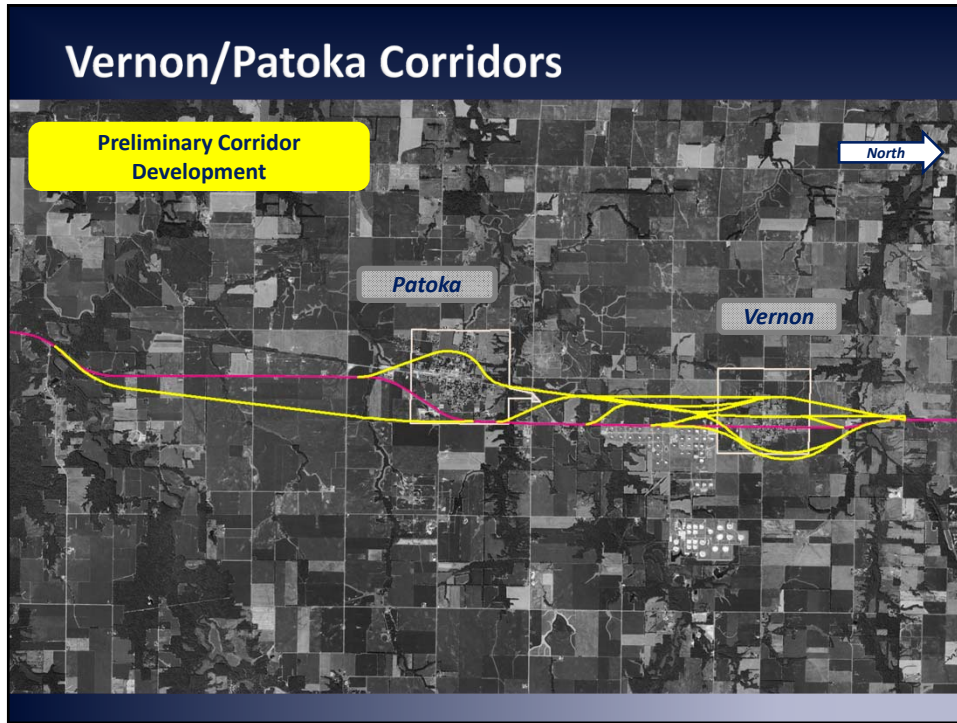
Vandalia Corridors

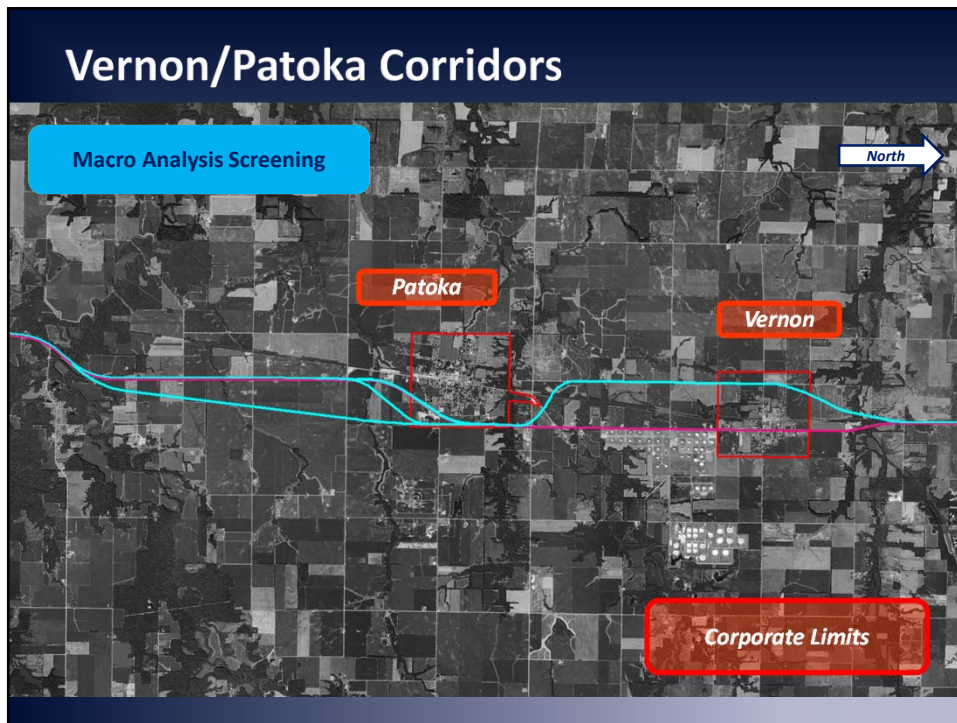
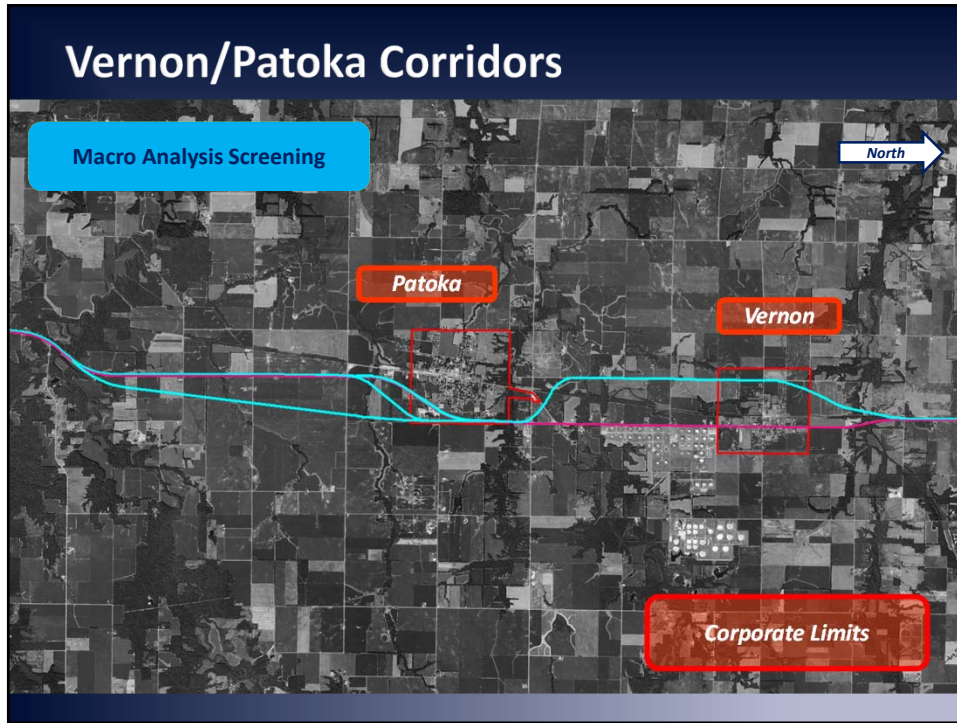
Preliminary Corridor Development

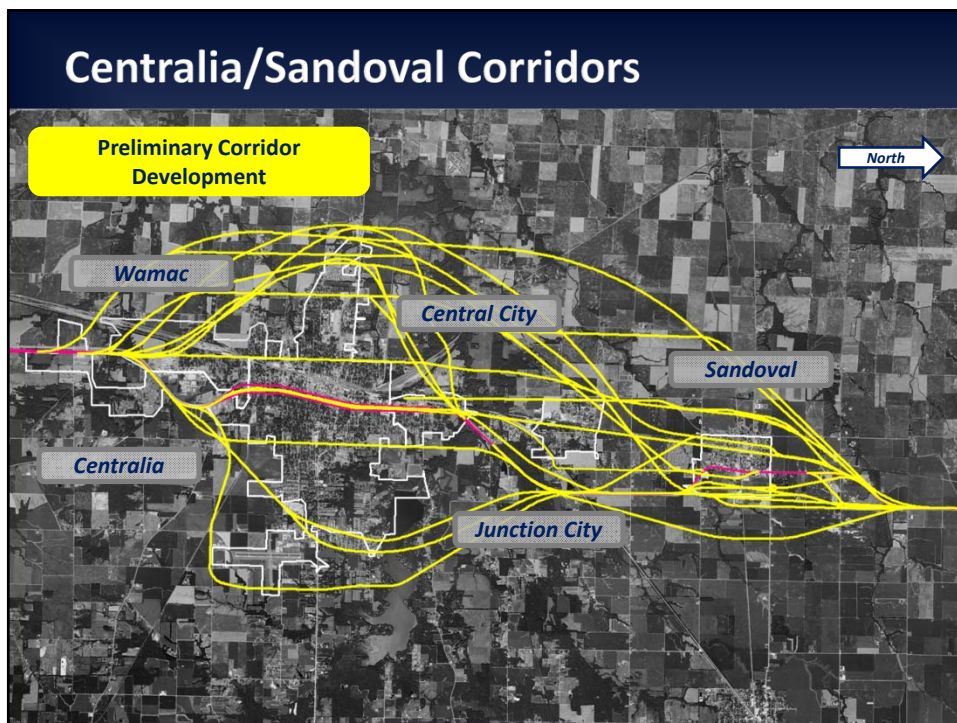
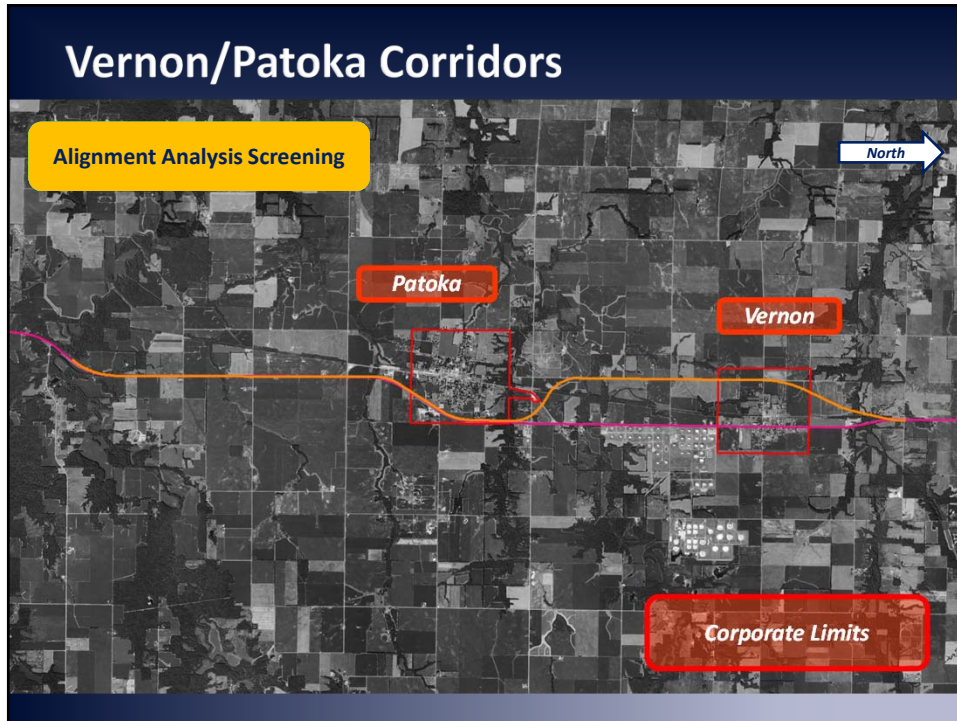






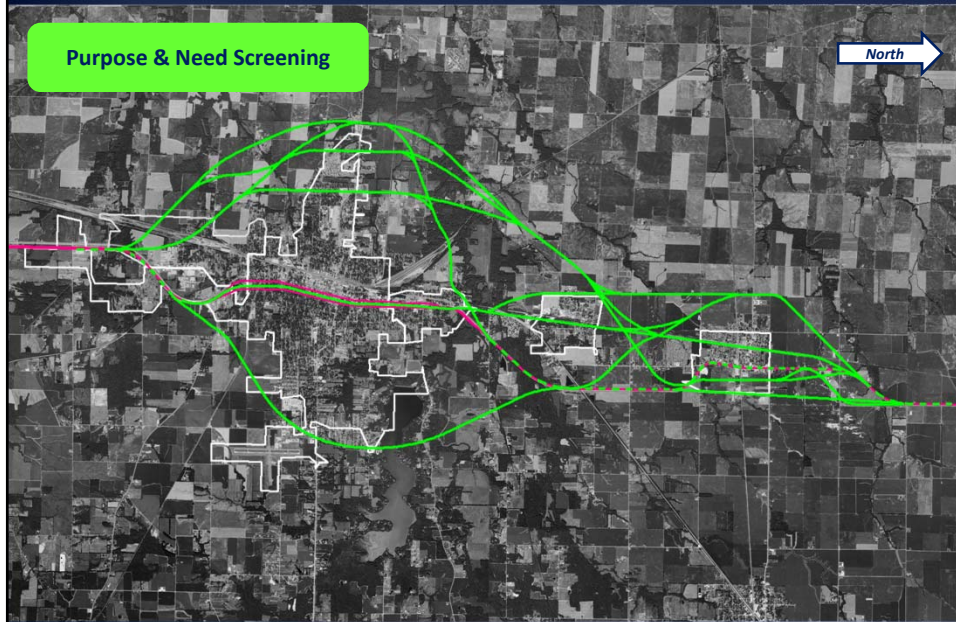






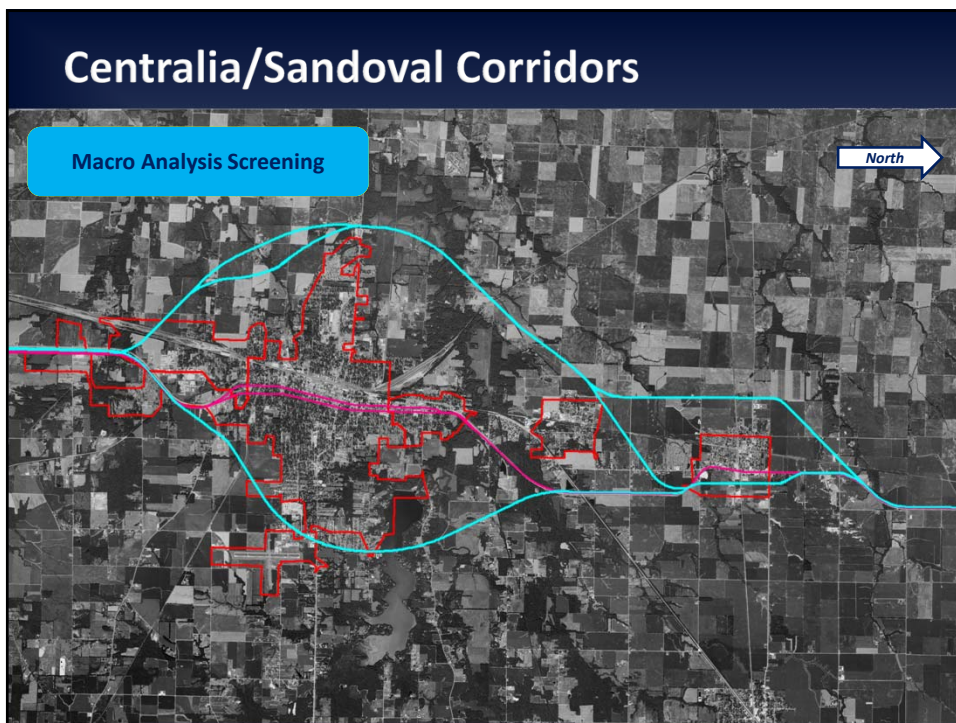
Centralia/Sandoval Corridors

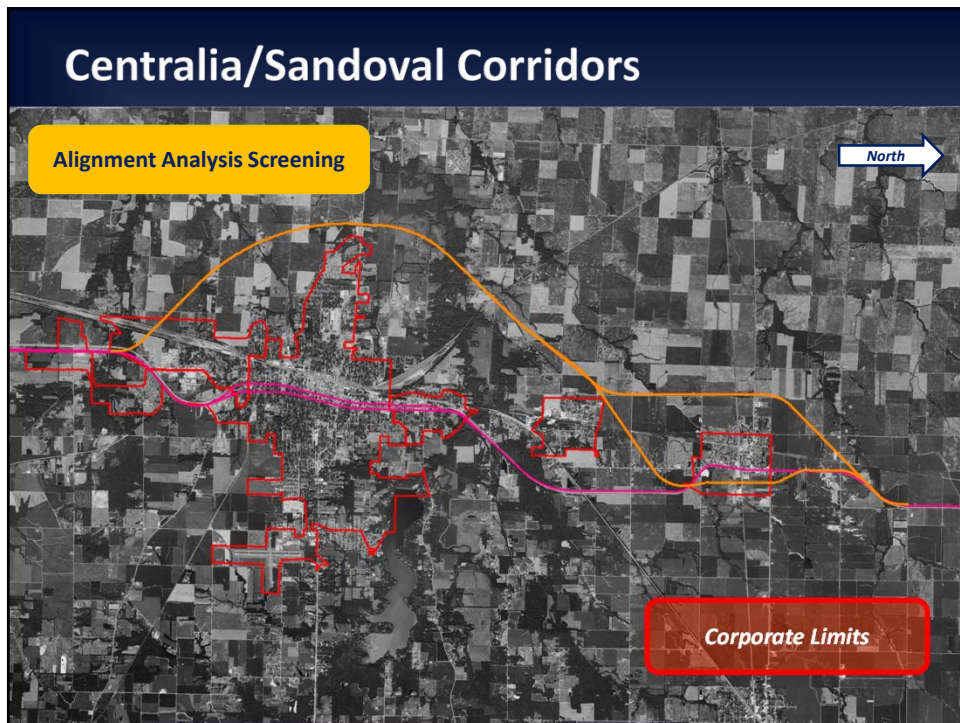
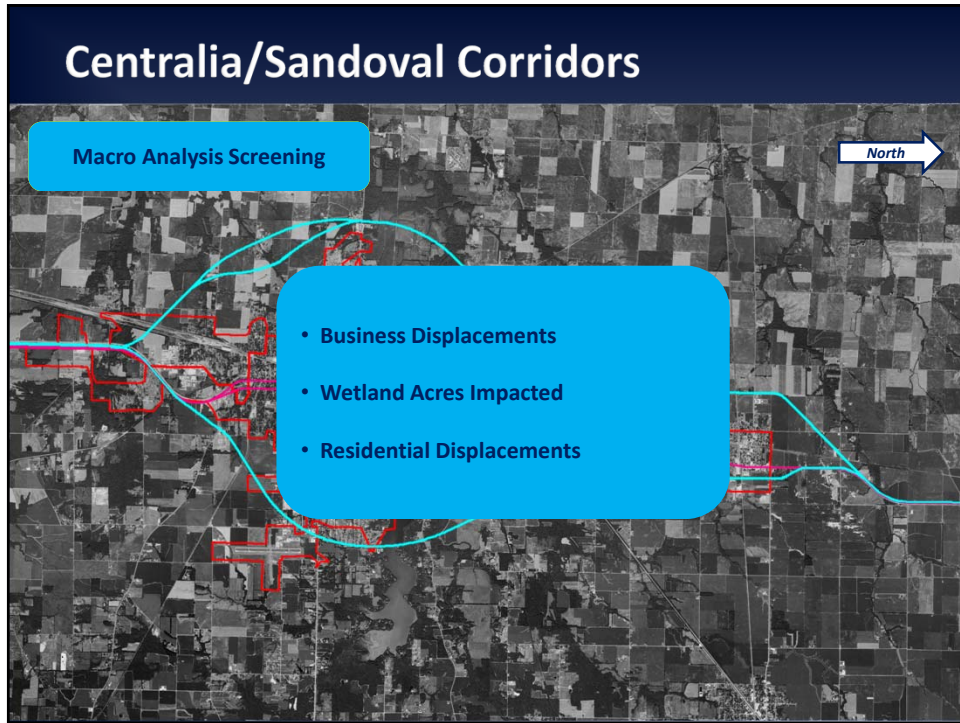
Purpose & Need Screening



Centralia/Sandoval Corridors

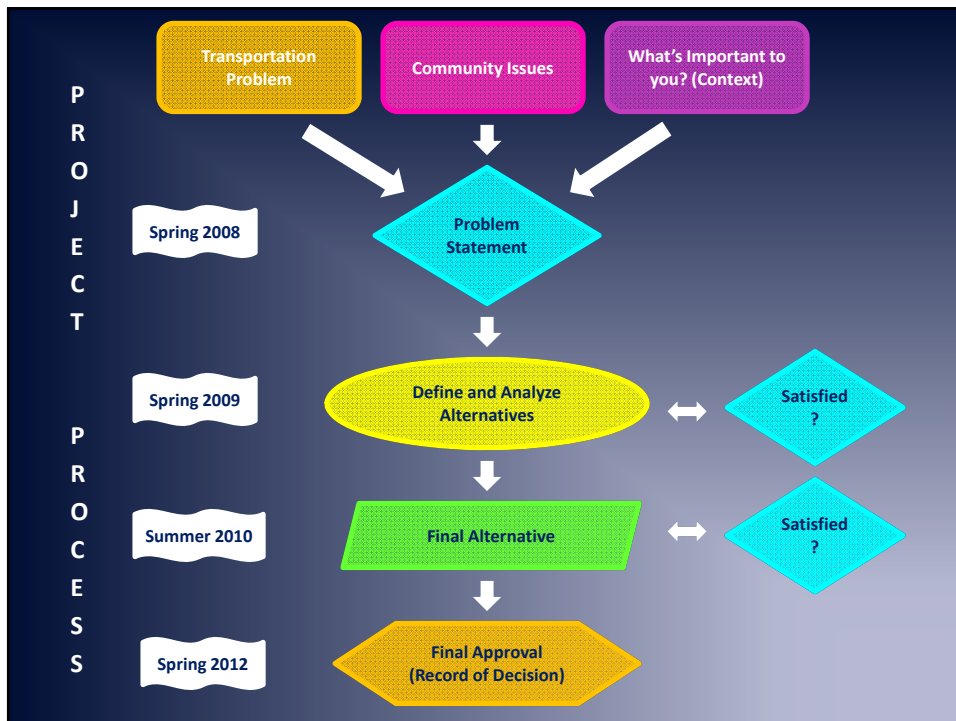
Macro Analysis Screening





Agenda

- Introductions
- Project History
- Alternative Development and Analysis
- **Next Steps**
- Review of Exhibits



How do you contact us?

Website:

www.us51eis-idot.com

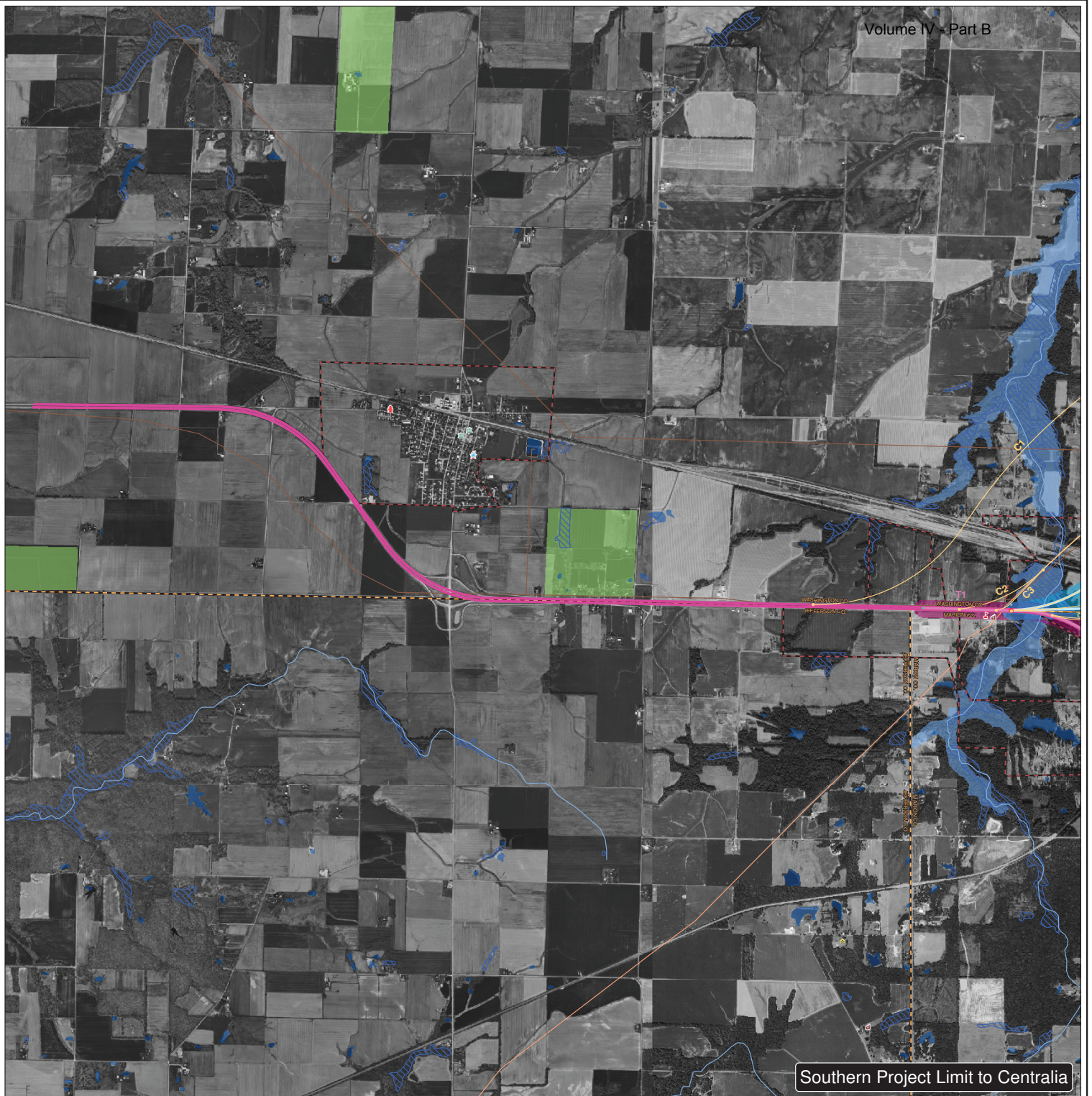
E-Mail:

us51eis@clark-dietz.com

Comment Line:

217.373.8951





Southern Project Limit to Centralia

Legend

• Initial Segment Division	— Initial Alternative	■ C-Series Corridor	— Class 1 Stream	■ NWI Open Water Wetland	— Electrical Transmission Line	🏛️ Museum	🏫 School
• Tangent Segment Division	— C-Series Alternative	■ R-Series Corridor	— All Other Streams	■ Park	— Pipeline	👮 Police Station	⛪ Church
• Alternative Segment Division	— R-Series Alternative	■ S-Series Corridor	— Class A Stream	■ State Park	⚡ Antenna Structure	🚒 Fire Station	🏛️ Historic Site
— Existing U.S. Route 51	— S-Series Alternative	■ V-Series Corridor	— Class B Stream	■ Centennial Farm	🏢 Electrical Facility	🏠 Civic Building	⚰ Cemetery
— Old U.S. Route 51	— V-Series Alternative	■ VP-Series Corridor	■ Floodway	■ Sesquicentennial Farm	🏠 Pipeline Facility	🏥 Hospital	
	— VP-Series Alternative	■ Tangent Corridor	■ Floodplain	🏠 CERCLIS Site	🛢 Tank Farm	🚔 Prison	
	— Tangent Section	▭ Municipal Boundary	▨ INHS Wetland	🌳 High Quality Woodland	🏭 Waste Water Treatment Plant	🏘 Community Center	
		▭ County Boundary	▨ NWI Wetland	🏠 INAI Site		📖 Library	



Macro Analysis Screening

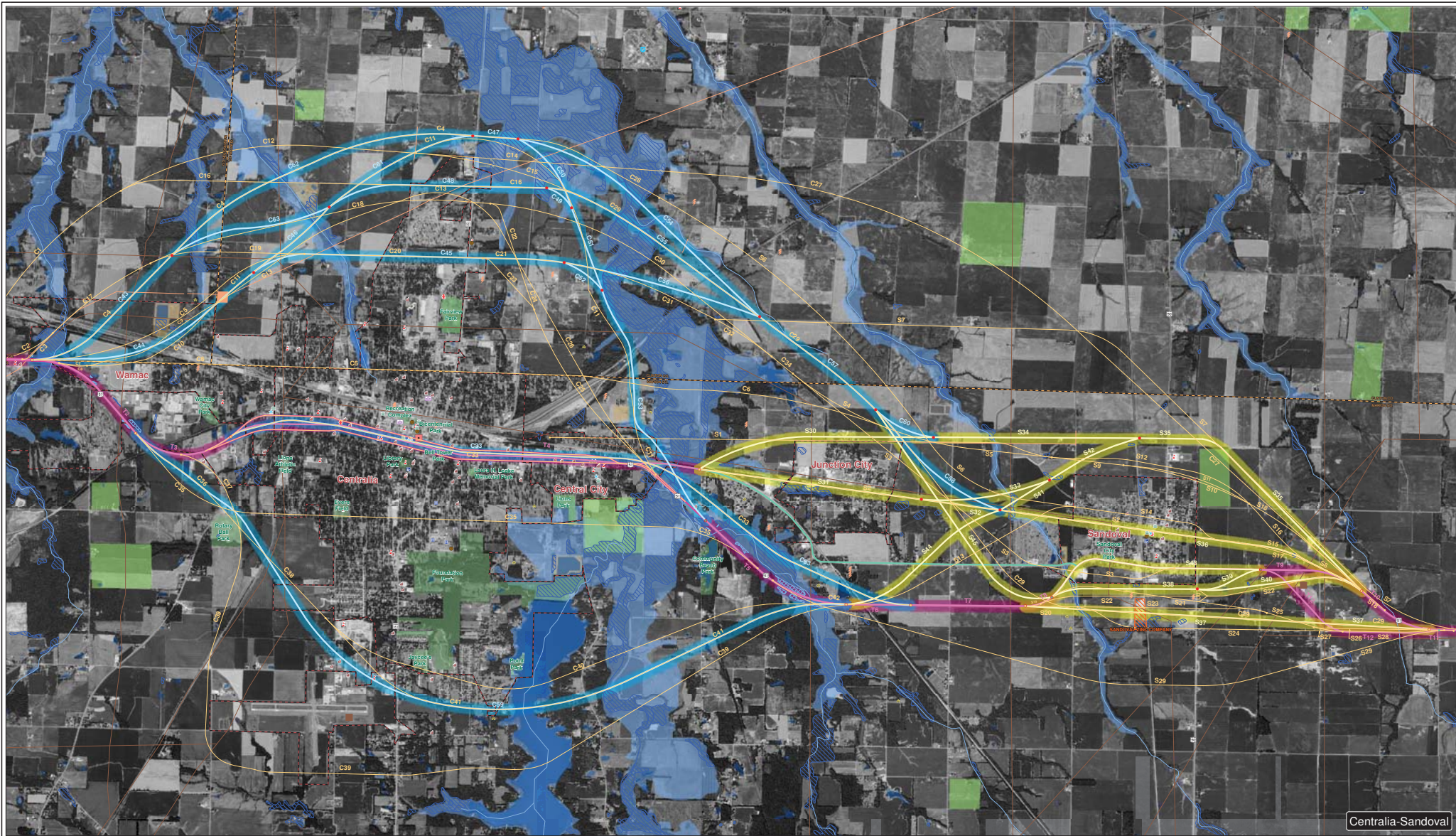
Sheet 1 of 9

December 2013



0 1,800 3,600 Feet

4B-236

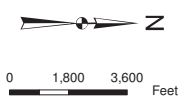


Centralia-Sandoval



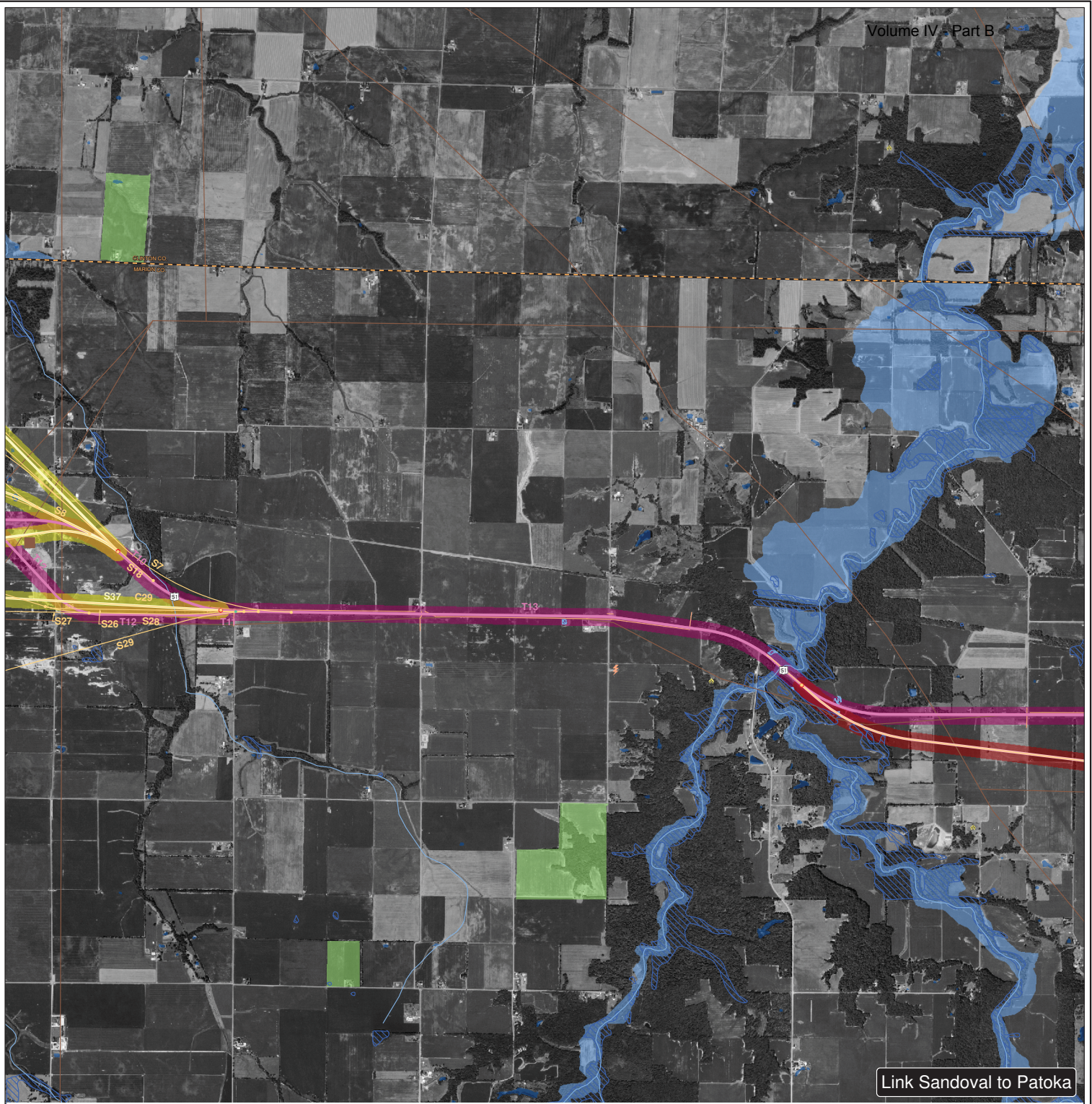
Macro Analysis Screening

Sheet 2 of 9



Legend

- | | | | | | | | |
|------------------------------|-----------------------|--------------------|-------------------|------------------------|------------------------------|------------------|---------------|
| Initial Segment Division | Initial Alternative | C-Series Corridor | Class 1 Stream | NWI Open Water Wetland | Electrical Transmission Line | Museum | School |
| Tangent Segment Division | C-Series Alternative | R-Series Corridor | All Other Streams | Park | Pipeline | Police Station | Church |
| Alternative Segment Division | R-Series Alternative | S-Series Corridor | Class A Stream | State Park | Antenna Structure | Fire Station | Historic Site |
| Existing U.S. Route 51 | S-Series Alternative | V-Series Corridor | Class B Stream | Centennial Farm | Electrical Facility | Civic Building | Cemetery |
| Old U.S. Route 51 | V-Series Alternative | VP-Series Corridor | Floodway | SesquiCentennial Farm | Pipeline Facility | Hospital | |
| | VP-Series Alternative | Tangent Corridor | Floodplain | CERCLIS Site | Tank Farm | Prison | |
| | Municipal Boundary | | INHS Wetland | High Quality Woodland | Waste Water Treatment Plant | Community Center | |
| | County Boundary | | NWI Wetland | INAI Site | | Library | |



Link Sandoval to Patoka

Legend

• Initial Segment Division	— Initial Alternative	■ C-Series Corridor	— Class 1 Stream	■ NWI Open Water Wetland	— Electrical Transmission Line	🏛️ Museum	🚓 School
• Tangent Segment Division	— C-Series Alternative	■ R-Series Corridor	— All Other Streams	■ Park	— Pipeline	👮 Police Station	⛪ Church
• Alternative Segment Division	— R-Series Alternative	■ S-Series Corridor	— Class A Stream	■ State Park	⚡ Antenna Structure	🚒 Fire Station	🏛️ Historic Site
— Existing U.S. Route 51	— S-Series Alternative	■ V-Series Corridor	— Class B Stream	■ Centennial Farm	🏢 Electrical Facility	🏢 Civic Building	⚰ Cemetery
— Old U.S. Route 51	— V-Series Alternative	■ VP-Series Corridor	■ Floodway	■ Sesquicentennial Farm	🏠 Pipeline Facility	🏥 Hospital	
	— VP-Series Alternative	■ Tangent Corridor	■ Floodplain	🏠 CERCLIS Site	🏠 Tank Farm	🚫 Prison	
	— Tangent Section	■ Municipal Boundary	■ INHS Wetland	🌳 High Quality Woodland	🏠 Waste Water Treatment Plant	🏠 Community Center	
		■ County Boundary	■ NWI Wetland	🏠 INAI Site		📖 Library	



Macro Analysis Screening

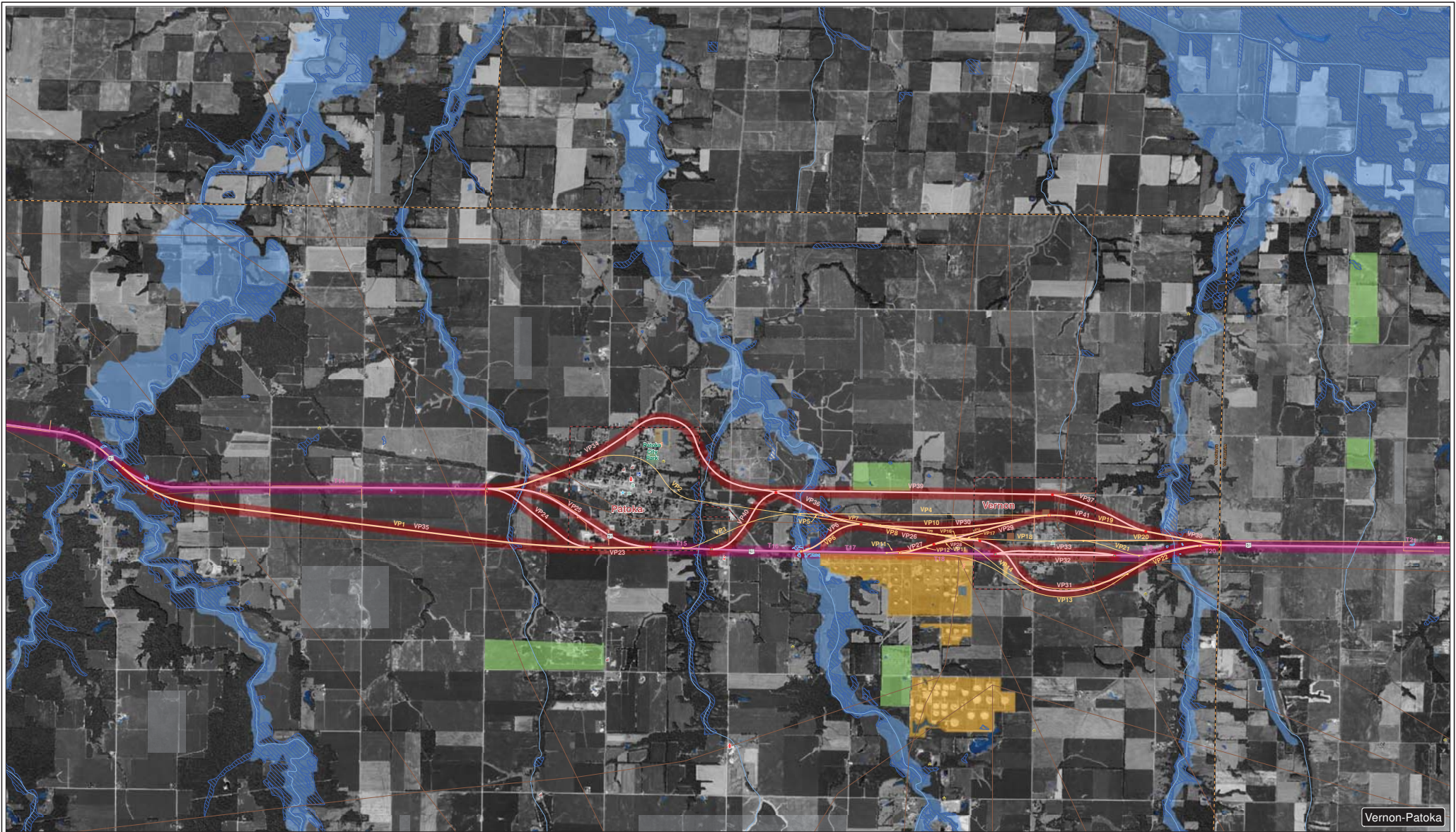
Sheet 3 of 9

December 2013



0 1,800 3,600 Feet

4B-238

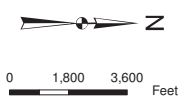


Vernon-Patoka



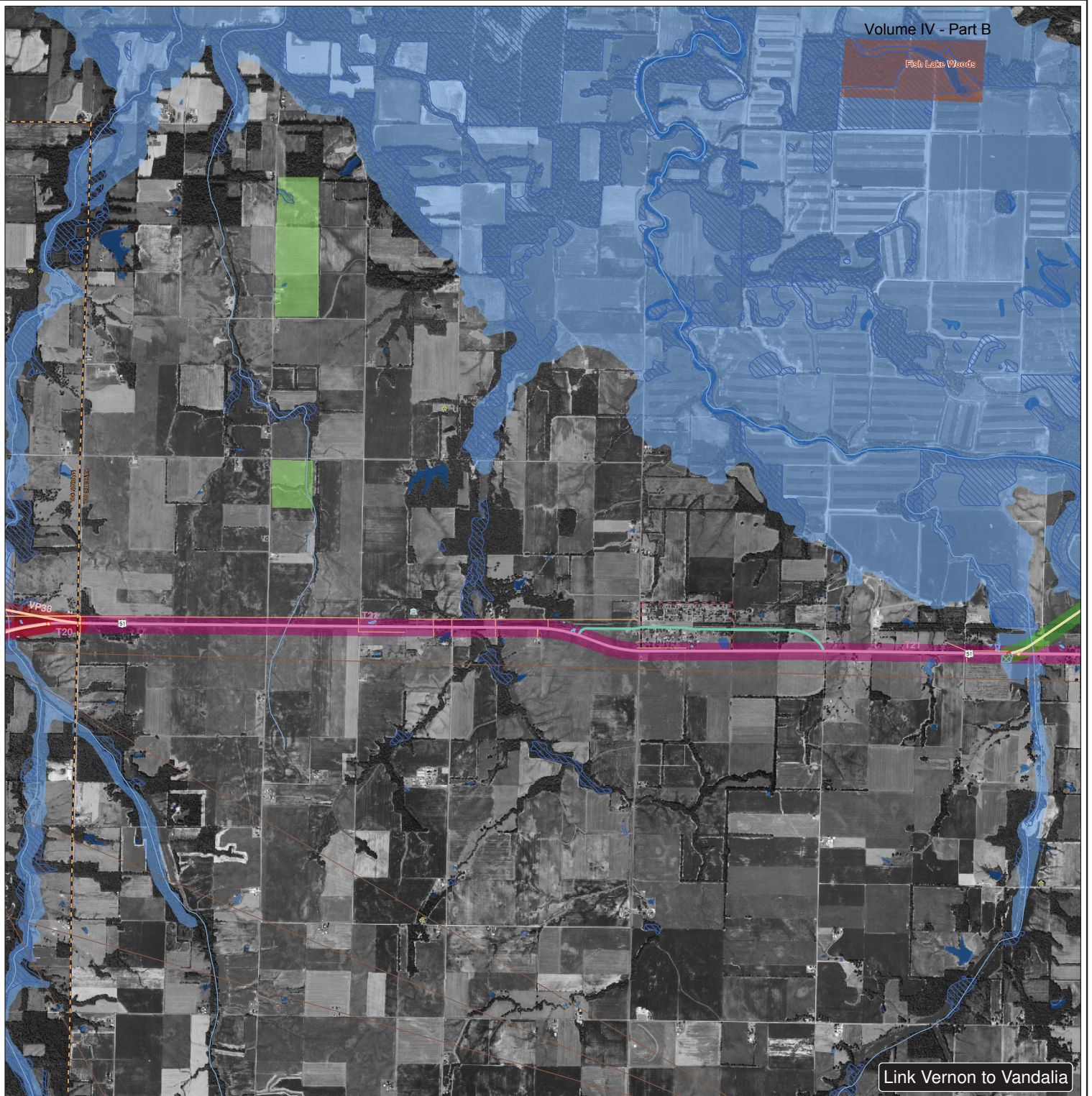
Macro Analysis Screening

Sheet 4 of 9



Legend

- | | | | | | | |
|------------------------------|-----------------------|--------------------|-------------------|------------------------|------------------------------|------------------|
| Initial Segment Division | Initial Alternative | C-Series Corridor | Class 1 Stream | NWI Open Water Wetland | Electrical Transmission Line | Museum |
| Tangent Segment Division | C-Series Alternative | R-Series Corridor | All Other Streams | Park | Pipeline | Police Station |
| Alternative Segment Division | R-Series Alternative | S-Series Corridor | Class A Stream | State Park | Antenna Structure | Fire Station |
| Existing U.S. Route 51 | S-Series Alternative | V-Series Corridor | Class B Stream | Centennial Farm | Electrical Facility | Civic Building |
| Old U.S. Route 51 | V-Series Alternative | VP-Series Corridor | Floodway | Sequencial Farm | Pipeline Facility | Hospital |
| | VP-Series Alternative | Tangent Corridor | Floodplain | CERCLIS Site | Tank Farm | Prison |
| | Tangent Section | Municipal Boundary | NW Wetland | High Quality Woodland | Waste Water Treatment Plant | Community Center |
| | | County Boundary | NWI Wetland | INAI Site | | Library |



Link Vernon to Vandalia

Legend

• Initial Segment Division	— Initial Alternative	■ C-Series Corridor	— Class 1 Stream	■ NWI Open Water Wetland	— Electrical Transmission Line	🏛️ Museum	🏫 School
• Tangent Segment Division	— C-Series Alternative	■ R-Series Corridor	— All Other Streams	■ Park	— Pipeline	👮 Police Station	🏰 Church
• Alternative Segment Division	— R-Series Alternative	■ S-Series Corridor	— Class A Stream	■ State Park	⚡ Antenna Structure	🚒 Fire Station	🏛️ Historic Site
— Existing U.S. Route 51	— S-Series Alternative	■ V-Series Corridor	— Class B Stream	■ Centennial Farm	🏢 Electrical Facility	🏢 Civic Building	⚰ Cemetery
— Old U.S. Route 51	— V-Series Alternative	■ VP-Series Corridor	■ Floodway	■ Sesquicentennial Farm	🏠 Pipeline Facility	🏥 Hospital	🏠 Prison
— VP-Series Alternative	■ Tangent Corridor	■ Municipal Boundary	■ Floodplain	■ CERCLIS Site	🏠 Tank Farm	🏠 Community Center	📖 Library
— Tangent Section	■ County Boundary	■ INHS Wetland	■ NWI Wetland	■ High Quality Woodland	🏠 Waste Water Treatment Plant		
		■ INAI Site					



Macro Analysis Screening

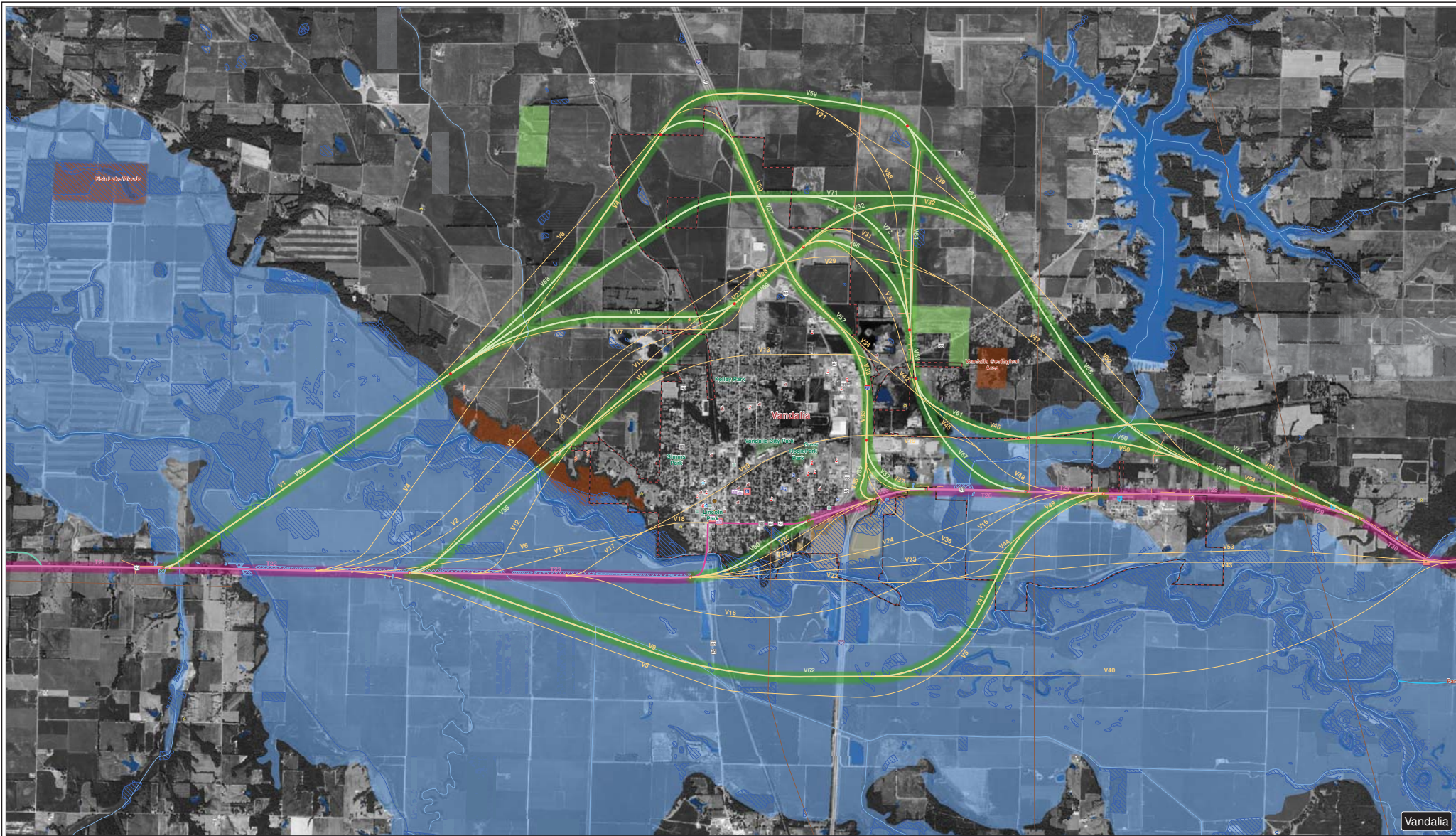
Sheet 5 of 9

December 2013



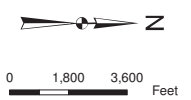
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4B-240



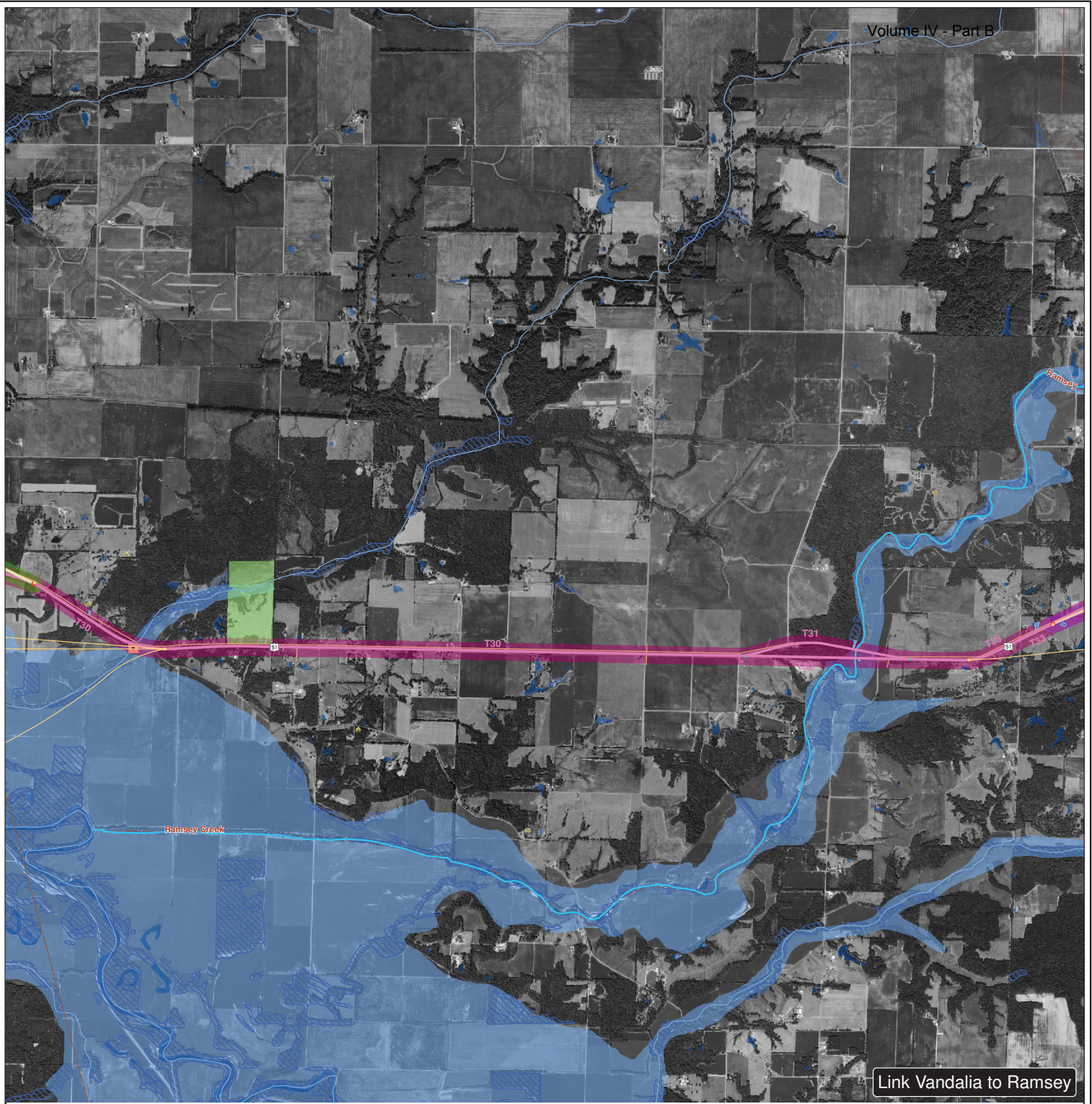
Macro Analysis Screening

Sheet 6 of 9



Legend

- | | | | | | | | |
|------------------------------|-----------------------|--------------------|-------------------|------------------------|------------------------------|------------------|---------------|
| Initial Segment Division | Initial Alternative | C-Series Corridor | Class 1 Stream | NWI Open Water Wetland | Electrical Transmission Line | Museum | School |
| Tangent Segment Division | C-Series Alternative | R-Series Corridor | All Other Streams | Park | Pipeline | Police Station | Church |
| Alternative Segment Division | R-Series Alternative | S-Series Corridor | Class A Stream | State Park | Antenna Structure | Fire Station | Historic Site |
| Existing U.S. Route 51 | S-Series Alternative | VP-Series Corridor | Class B Stream | Centennial Farm | Electrical Facility | Civic Building | Cemetery |
| Old U.S. Route 51 | V-Series Alternative | VP-Series Corridor | Floodway | Sesquicentennial Farm | Pipeline Facility | Hospital | |
| | VP-Series Alternative | Tangent Corridor | Floodplain | CERCLIS Site | Tank Farm | Prison | |
| | Tangent Section | Municipal Boundary | NWHS Wetland | High Quality Woodland | Waste Water Treatment Plant | Community Center | |
| | | County Boundary | NWI Wetland | INAI Site | | Library | |



Link Vandalia to Ramsey

Legend														
• Initial Segment Division	Initial Alternative	C-Series Corridor	Class 1 Stream	NWI Open Water Wetland	Electrical Transmission Line	Museum	School	• Tangent Segment Division	C-Series Alternative	R-Series Corridor	All Other Streams	Park	Police Station	Church
• Alternative Segment Division	R-Series Alternative	S-Series Corridor	Class A Stream	State Park	Pipeline	Fire Station	Historic Site	Existing U.S. Route 51	S-Series Alternative	V-Series Corridor	Class B Stream	Centennial Farm	Civic Building	Cemetery
Old U.S. Route 51	V-Series Alternative	VP-Series Corridor	Floodway	Sesquicentennial Farm	Antenna Structure	Hospital	Prison	Municipal Boundary	VP-Series Alternative	Tangent Corridor	Floodplain	CERCLIS Site	Community Center	Library
County Boundary	Tangent Section	INHS Wetland	NWI Wetland	High Quality Woodland	Electrical Facility	Pipeline Facility	Tank Farm	Waste Water Treatment Plant	INA Site					



Macro Analysis Screening

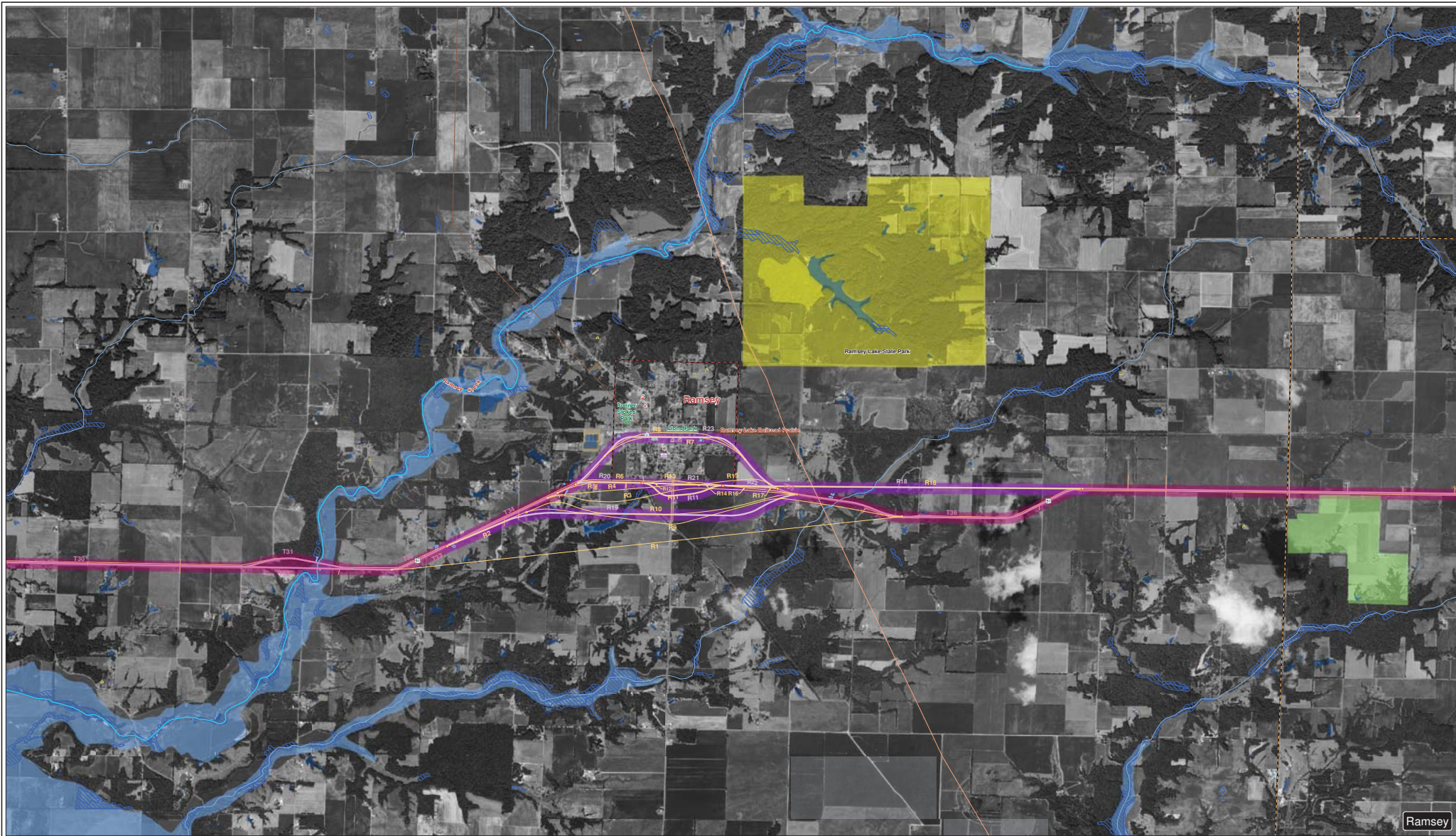
Sheet 7 of 9

December 2013



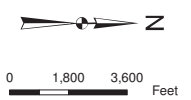
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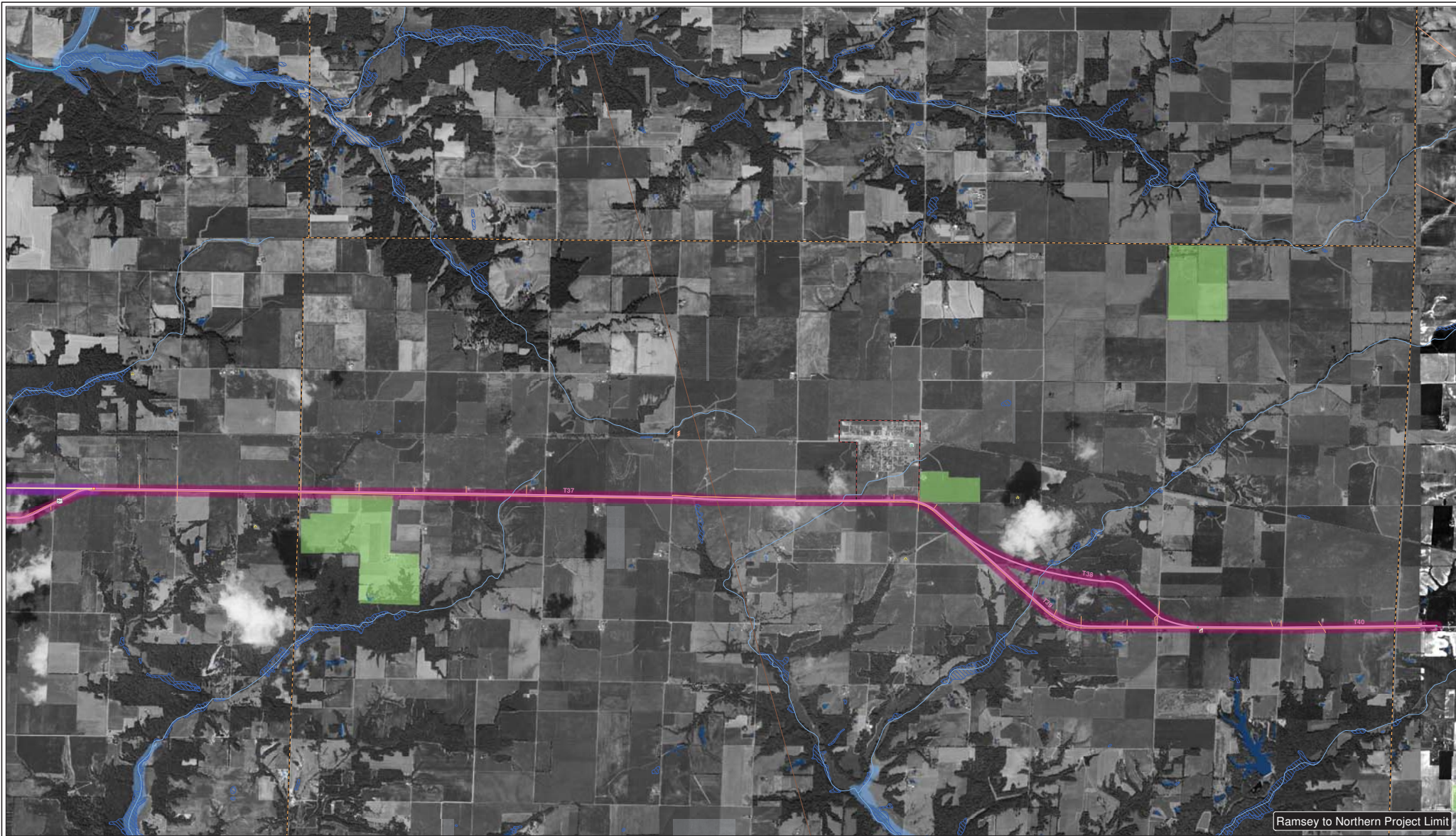
Macro Analysis Screening

Sheet 8 of 9



Legend

- | | | | | | | | |
|------------------------------|-----------------------|--------------------|-------------------|------------------------|------------------------------|------------------|---------------|
| Initial Segment Division | Initial Alternative | C-Series Corridor | Class 1 Stream | NWI Open Water Wetland | Electrical Transmission Line | Museum | School |
| Tangent Segment Division | C-Series Alternative | R-Series Corridor | All Other Streams | Park | Pipeline | Police Station | Church |
| Alternative Segment Division | R-Series Alternative | S-Series Corridor | Class A Stream | State Park | Antenna Structure | Fire Station | Historic Site |
| Existing U.S. Route 51 | S-Series Alternative | V-Series Corridor | Class B Stream | Sesquicentennial Farm | Electrical Facility | Civic Building | Cemetery |
| Old U.S. Route 51 | V-Series Alternative | VP-Series Corridor | Floodway | CERCLUS Site | Pipeline Facility | Hospital | |
| | VP-Series Alternative | Tangent Corridor | Floodplain | High Quality Woodland | Tank Farm | Prison | |
| | Tangent Section | Municipal Boundary | INHS Wetland | INAI Site | Waste Water Treatment Plant | Community Center | |
| | | County Boundary | NWI Wetland | | | Library | |

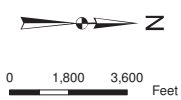


Ramsey to Northern Project Limit



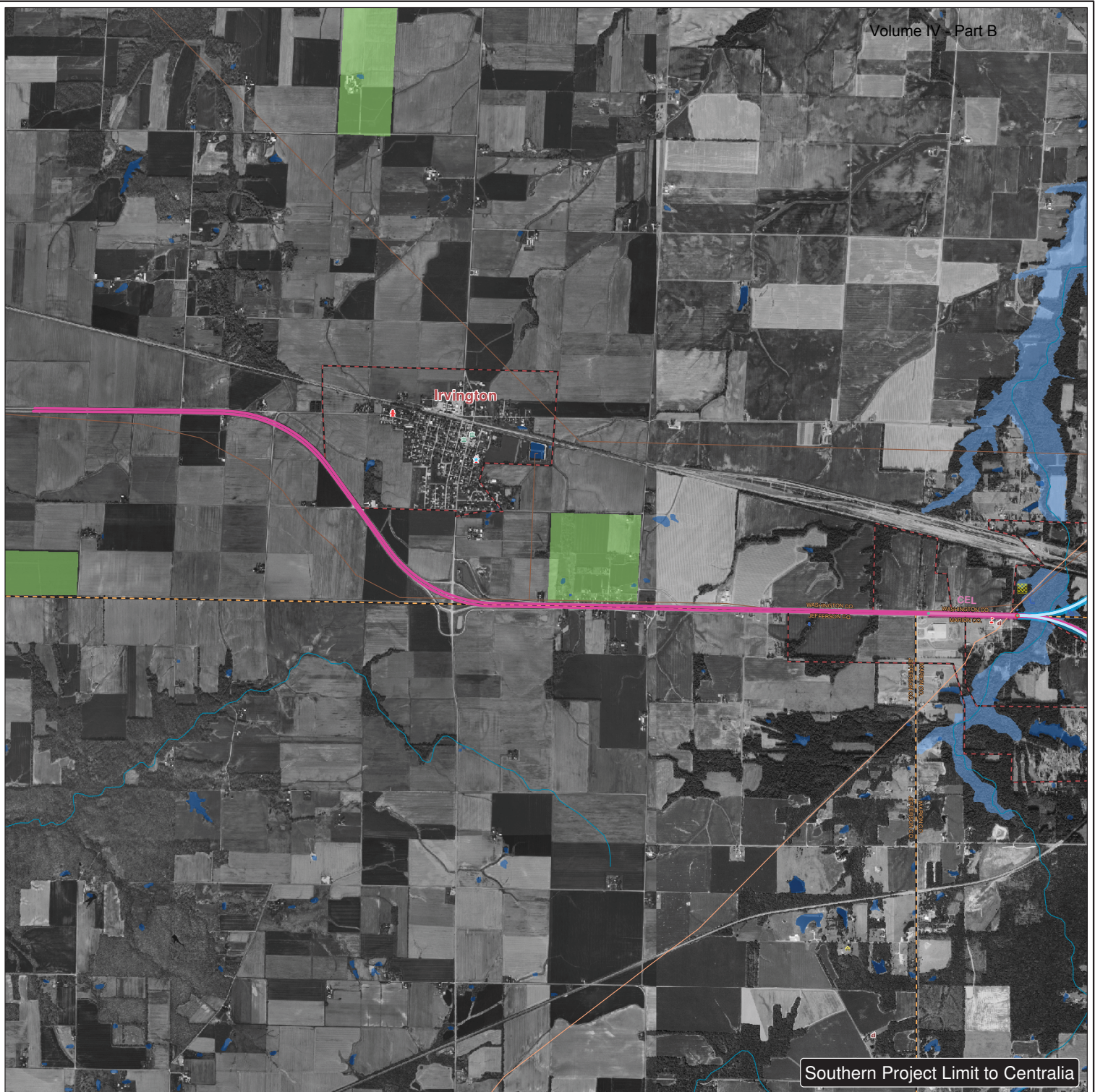
Macro Analysis Screening

Sheet 9 of 9



Legend

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|------------------------------|-----------------------|--------------------|-------------------|-----------------------------|------------------------------|------------------|---------------|
| Initial Segment Division | Initial Alternative | C-Series Corridor | Class 1 Stream | NWI Open Water Wetland | Electrical Transmission Line | Museum | School |
| Tangent Segment Division | C-Series Alternative | R-Series Corridor | All Other Streams | Park | Pipeline | Police Station | Church |
| Alternative Segment Division | R-Series Alternative | S-Series Corridor | Class A Stream | State Park | Antenna Structure | Fire Station | Historic Site |
| Existing U.S. Route 51 | S-Series Alternative | V-Series Corridor | Class B Stream | Sesquicentennial Farm | Electrical Facility | Civic Building | Cemetery |
| Old U.S. Route 51 | V-Series Alternative | VP-Series Corridor | Floodplain | CERCLUS Site | Pipeline Facility | Hospital | |
| | VP-Series Alternative | Tangent Corridor | Floodplain | High Quality Woodland | Tank Farm | Prison | |
| | | Municipal Boundary | INHS Wetland | Waste Water Treatment Plant | | Community Center | |
| | | County Boundary | NWI Wetland | INAI Site | | Library | |



Southern Project Limit to Centralia

Legend							
● Tangent Segment Division	— C-Series Alternative	■ C-Series Corridor	■ Lake	■ Park	— Electrical Transmission Line	■ Museum	■ School
● Alternative Segment Division	— R-Series Alternative	■ R-Series Corridor	■ Drinking Water	■ State Park	— Pipeline	■ Police Station	■ Church
— Existing U.S. Route 51	— S-Series Alternative	■ S-Series Corridor	■ Floodway	■ Centennial Farm	⚡ Antenna Structure	■ Fire Station	■ Historic Site
— Old U.S. Route 51	— V-Series Alternative	■ V-Series Corridor	■ Floodplain	■ Sesquicentennial Farm	■ Electrical Facility	■ Civic Building	■ Cemetery
■ Municipal Boundary	— VP-Series Alternative	■ VP-Series Corridor	■ INHS Wetland	■ High Quality Woodland	■ Pipeline Facility	■ Hospital	■ Rare Plant Population
■ County Boundary	— Tangent Section	■ Tangent Corridor	■ INHS High Quality Wetland	■ INAI Site	■ Tank Farm	■ Prison	
			■ Potential Wetland Area	■ Stream	■ Waste Water Treatment Plant	■ Community Center	
			■ Important Habitat Area	■ Biologically Significant Stream	■ CERCLIS Site	■ Library	
			■ Threatened & Endangered Species				



Recommended Alignments

Sheet 1 of 9

December 2013



0 1,800 3,600 Feet

4B-245

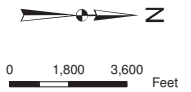


Centralia-Sandoval



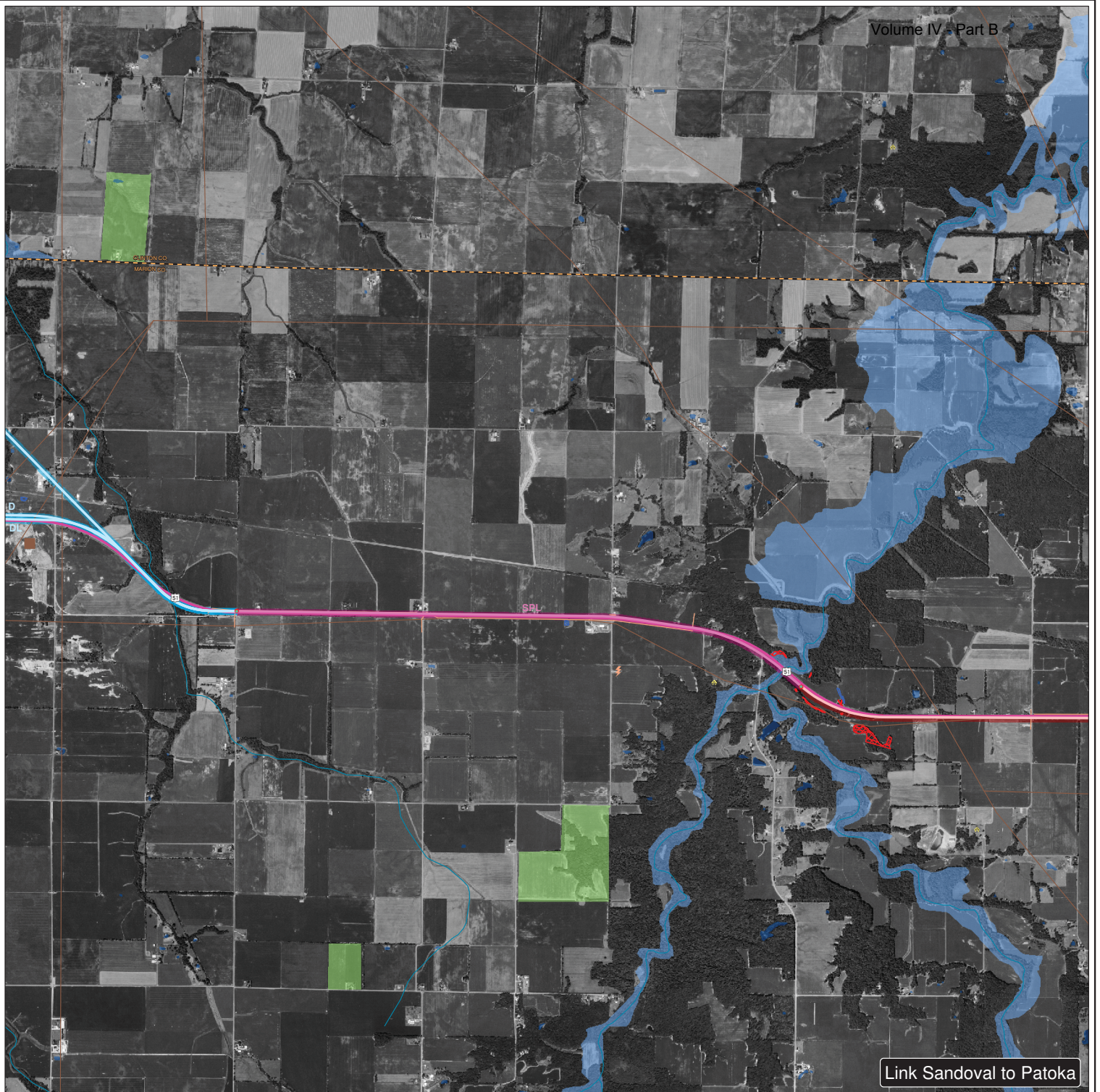
Recommended Alignments

Sheet 2 of 9



Legend

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|--------------------------------|-------------------------|----------------------|-----------------------------------|-----------------------------------|--------------------------------|-------------------------------|--------------------|
| • Tangent Segment Division | — C-Series Alternative | ■ C-Series Corridor | ■ Lake | ■ Park | — Electrical Transmission Line | ■ Museum | ■ School |
| • Alternative Segment Division | — R-Series Alternative | ■ R-Series Corridor | ■ Drinking Water | ■ State Park | — Pipeline | ■ Police Station | ■ Church |
| — Existing U.S. Route 51 | — S-Series Alternative | ■ S-Series Corridor | ■ Floodway | ■ Centennial Farm | ■ Antenna Structure | ■ Fire Station | ■ Historic Site |
| — Old U.S. Route 51 | — V-Series Alternative | ■ V-Series Corridor | ■ Floodplain | ■ Sequelcentennial Farm | ■ Electrical Facility | ■ Civic Building | ■ Cemetery |
| ■ Municipal Boundary | — VP-Series Alternative | ■ VP-Series Corridor | ■ INHS Wetland | ■ High Quality Woodland | ■ Pipeline Facility | ■ Hospital | ■ Prison |
| ■ County Boundary | — Tangent Section | ■ Tangent Corridor | ■ INHS High Quality Wetland | ■ INAI Site | ■ Tank Farm | ■ Waste Water Treatment Plant | ■ Community Center |
| | | | ■ Potential Wetland Area | ■ Stream | ■ CERCLIS Site | ■ Historic District | ■ Library |
| | | | ■ Important Habitat Area | ■ Biologically Significant Stream | | | |
| | | | ■ Threatened & Endangered Species | | | | |



Link Sandoval to Patoka

Legend							
— Tangent Segment Division	— C-Series Alternative	— C-Series Corridor	— Lake	— Park	— Electrical Transmission Line	— Museum	— School
• Alternative Segment Division	— R-Series Alternative	— R-Series Corridor	— Drinking Water	— State Park	— Pipeline	— Police Station	— Church
— Existing U.S. Route 51	— S-Series Alternative	— S-Series Corridor	— Floodway	— Centennial Farm	— Antenna Structure	— Fire Station	— Historic Site
— Old U.S. Route 51	— V-Series Alternative	— V-Series Corridor	— Floodplain	— Sesquicentennial Farm	— Electrical Facility	— Civic Building	— Cemetery
— Municipal Boundary	— VP-Series Alternative	— VP-Series Corridor	— INHS Wetland	— High Quality Woodland	— Pipeline Facility	— Hospital	— Rare Plant Population
— County Boundary	— Tangent Section	— Tangent Corridor	— INHS High Quality Wetland	— INAI Site	— Tank Farm	— Prison	
			— Potential Wetland Area	— Stream	— Waste Water Treatment Plant	— Community Center	
			— Important Habitat Area	— Biologically Significant Stream	— CERCLIS Site	— Library	
			— Threatened & Endangered Species				



Recommended Alignments

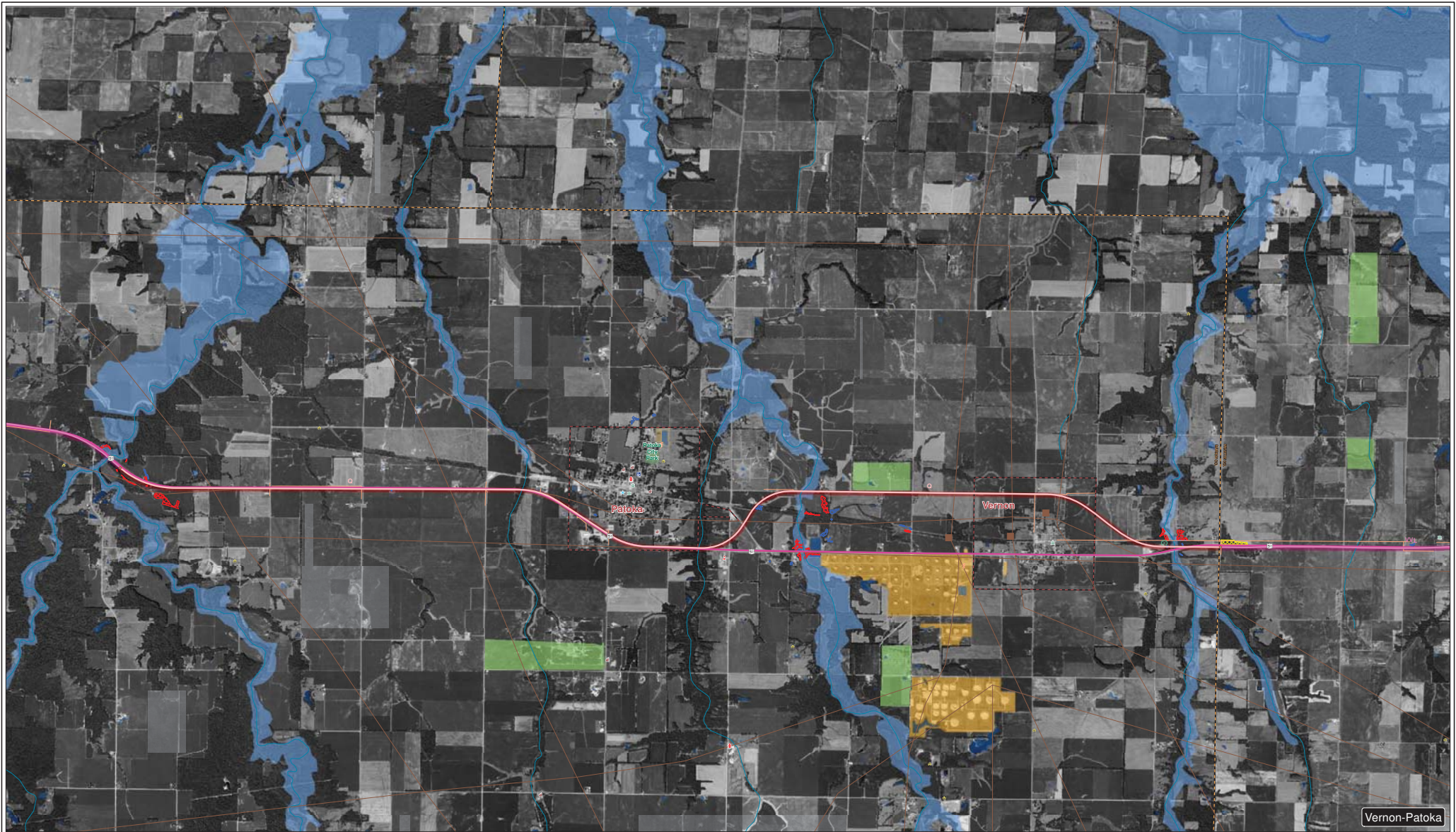
Sheet 3 of 9

December 2013



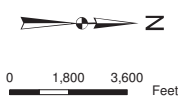
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4B-247



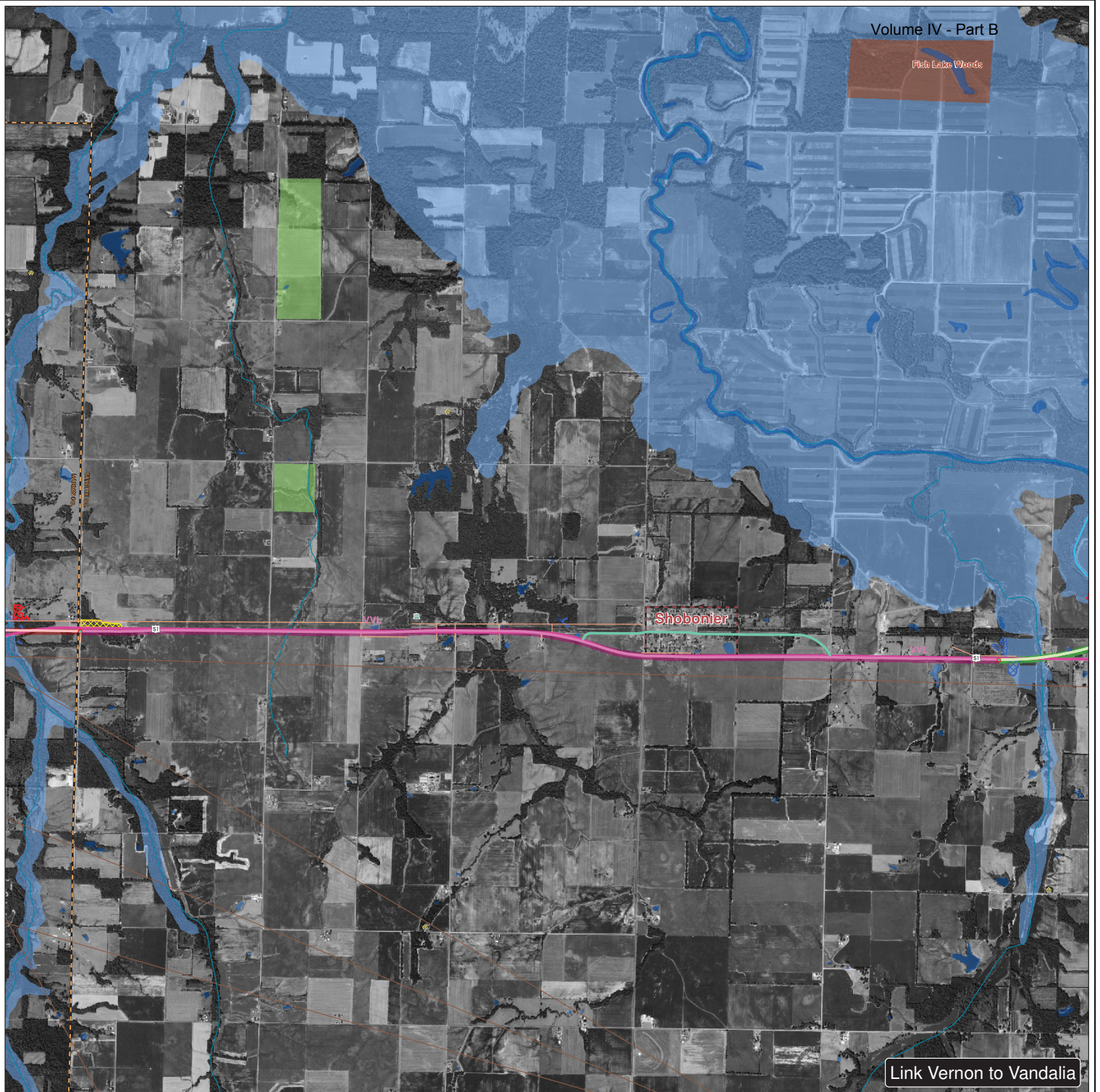
Recommended Alignments

Sheet 4 of 9



Legend

• Tangent Segment Division	— C-Series Alternative	■ C-Series Corridor	■ Lake	■ Park	— Electrical Transmission Line	🏛️ Museum	🏫 School
• Alternative Segment Division	— R-Series Alternative	■ R-Series Corridor	■ Drinking Water	■ State Park	— Pipeline	🏠 Police Station	⛪ Church
— Existing U.S. Route 51	— S-Series Alternative	■ S-Series Corridor	■ Floodway	■ Centennial Farm	📡 Antenna Structure	🚒 Fire Station	🏡 Historic Site
— Old U.S. Route 51	— V-Series Alternative	■ V-Series Corridor	■ Floodplain	■ Sequelcentennial Farm	🏢 Electrical Facility	🏥 Civic Building	⚰ Cemetery
— Municipal Boundary	— VP-Series Alternative	■ VP-Series Corridor	■ NHS Wetland	■ High Quality Woodland	🏭 Pipeline Facility	🏥 Hospital	🌿 Rare Plant
— County Boundary	— Tangent Section	■ Tangent Corridor	■ NHS High Quality Wetland	■ INAI Site	🏭 Tank Farm	🏠 Prison	👤 Population
			■ Potential Wetland Area	■ Waste Water Treatment Plant	🏭 CERCLIS Site	🏠 Community Center	
			■ Important Habitat Area	■ Stream		📖 Library	
			■ Threatened & Endangered Species	■ Biologically Significant Stream			



Legend							
• Tangent Segment Division	— C-Series Alternative	■ C-Series Corridor	■ Lake	■ Park	— Electrical Transmission Line	■ Museum	■ School
• Alternative Segment Division	— R-Series Alternative	■ R-Series Corridor	■ Drinking Water	■ State Park	— Pipeline	■ Police Station	■ Church
— Existing U.S. Route 51	— S-Series Alternative	■ S-Series Corridor	■ Floodway	■ Centennial Farm	■ Antenna Structure	■ Fire Station	■ Historic Site
— Old U.S. Route 51	— V-Series Alternative	■ V-Series Corridor	■ Floodplain	■ Sesquicentennial Farm	■ Electrical Facility	■ Civic Building	■ Cemetery
■ Municipal Boundary	— VP-Series Alternative	■ VP-Series Corridor	■ INHS Wetland	■ High Quality Woodland	■ Pipeline Facility	■ Hospital	■ Rare Plant Population
■ County Boundary	— Tangent Section	■ Tangent Corridor	■ INHS High Quality Wetland	■ INAI Site	■ Tank Farm	■ Prison	
			■ Potential Wetland Area	■ Stream	■ Waste Water Treatment Plant	■ Community Center	
			■ Important Habitat Area	■ Biologically Significant Stream	■ CERCLIS Site	■ Library	
			■ Threatened & Endangered Species				



Recommended Alignments

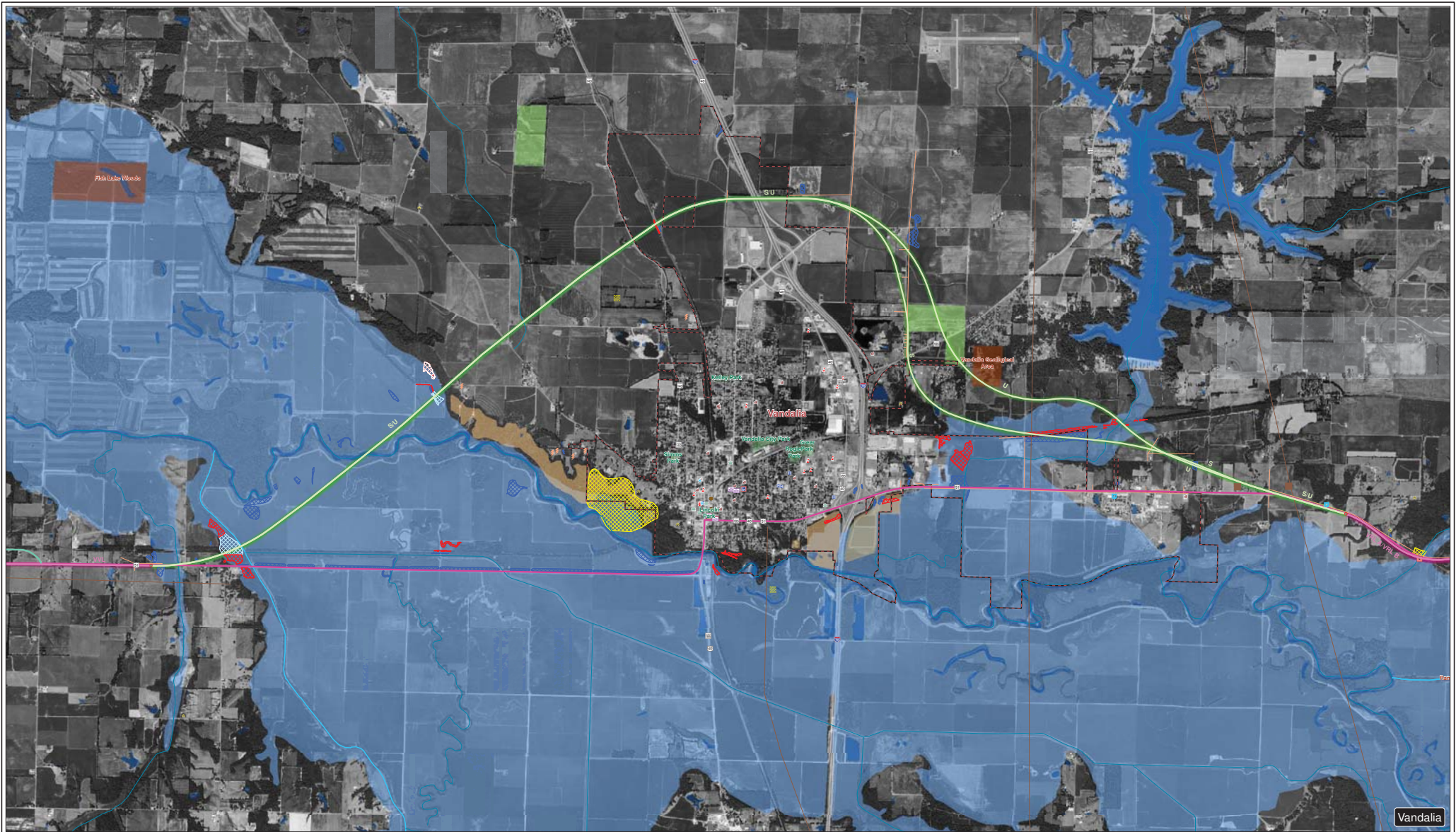
Sheet 5 of 9

December 2013



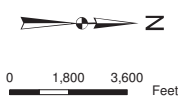
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4B-249



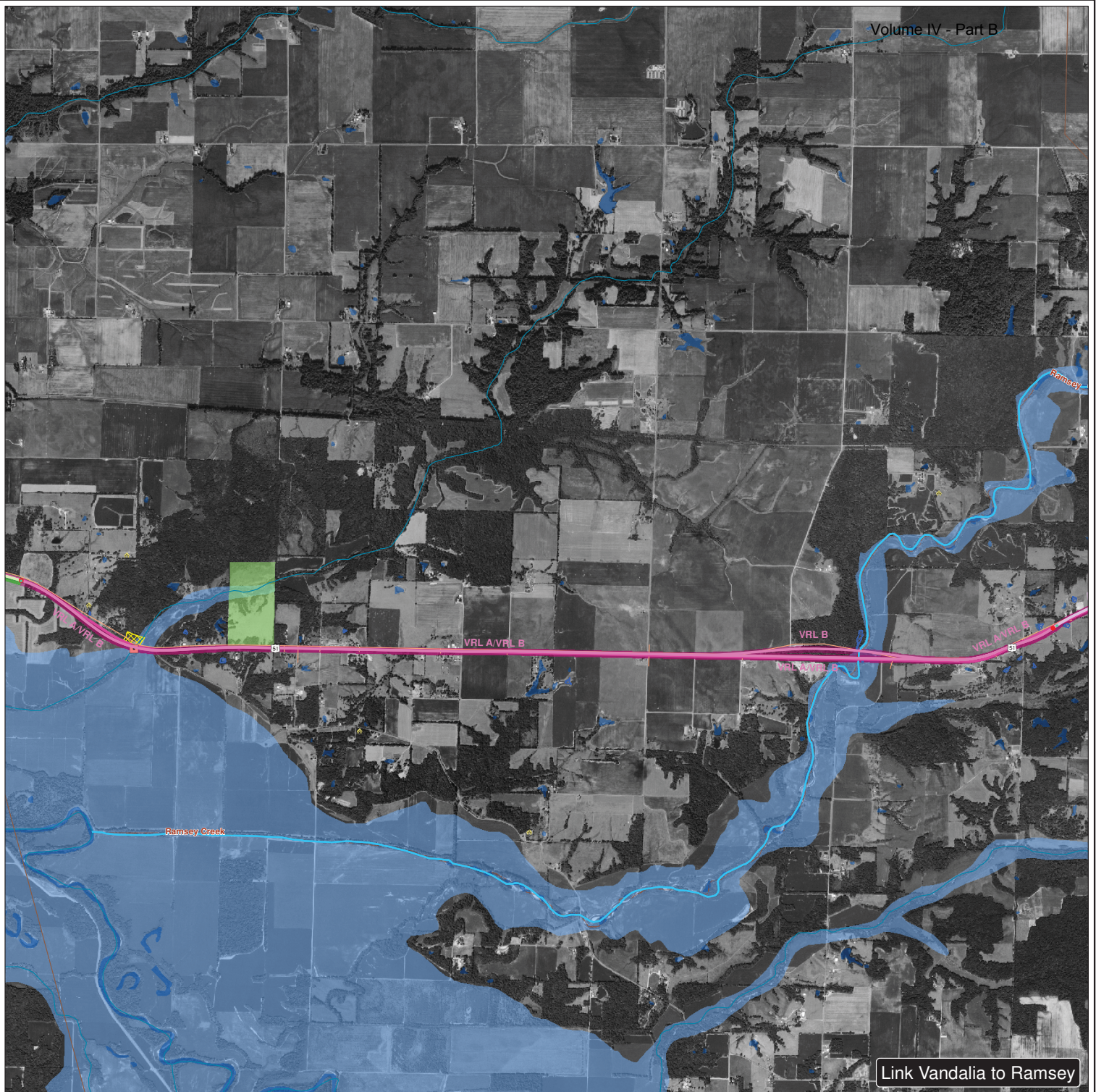
Recommended Alignments

Sheet 6 of 9



Legend

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|--------------------------------|-------------------------|----------------------|-----------------------------------|-----------------------------------|--------------------------------|------------------|-------------------------|
| • Tangent Segment Division | — C-Series Alternative | ■ C-Series Corridor | ■ Lake | ■ Park | — Electrical Transmission Line | ■ Museum | ■ School |
| — Alternative Segment Division | — R-Series Alternative | ■ R-Series Corridor | ■ Drinking Water | ■ State Park | — Pipeline | ■ Police Station | ■ Church |
| — Existing U.S. Route 51 | — S-Series Alternative | ■ S-Series Corridor | ■ Floodplain | ■ Centennial Farm | ■ Antenna Structure | ■ Fire Station | ■ Historic Site |
| — Old U.S. Route 51 | — V-Series Alternative | ■ V-Series Corridor | ■ InHS Wetland | ■ Sequicentennial Farm | ■ Electrical Facility | ■ Civic Building | ■ Cemetery |
| ■ Municipal Boundary | — VP-Series Alternative | ■ VP-Series Corridor | ■ Potential Wetland Area | ■ High Quality Woodland | ■ Pipeline Facility | ■ Hospital | ■ Rare Plant Population |
| ■ County Boundary | — Tangent Section | ■ Tangent Corridor | ■ Threatened & Endangered Species | ■ INAI Site | ■ Tank Farm | ■ Prison | ■ Community Center |
| | | | | ■ Stream | ■ Waste Water Treatment Plant | ■ Library | |
| | | | | ■ Biologically Significant Stream | ■ CERCLIS Site | | |



Link Vandalia to Ramsey

Legend							
● Tangent Segment Division	— C-Series Alternative	■ C-Series Corridor	■ Lake	■ Park	— Electrical Transmission Line	■ Museum	■ School
● Alternative Segment Division	— R-Series Alternative	■ R-Series Corridor	■ Drinking Water	■ State Park	— Pipeline	★ Police Station	■ Church
— Existing U.S. Route 51	— S-Series Alternative	■ S-Series Corridor	■ Floodway	■ Centennial Farm	⚡ Antenna Structure	■ Fire Station	■ Historic Site
— Old U.S. Route 51	— V-Series Alternative	■ V-Series Corridor	■ Floodplain	■ Sesquicentennial Farm	■ Electrical Facility	■ Civic Building	■ Cemetery
■ Municipal Boundary	— VP-Series Alternative	■ VP-Series Corridor	■ INHS Wetland	■ High Quality Woodland	■ Pipeline Facility	■ Hospital	■ Rare Plant Population
■ County Boundary	— Tangent Section	■ Tangent Corridor	■ INHS High Quality Wetland	■ INAI Site	■ Tank Farm	■ Prison	
			■ Potential Wetland Area	■ Waste Water Treatment Plant	■ CERCLIS Site	■ Community Center	
			■ Important Habitat Area	■ Biologically Significant Stream		■ Library	
			■ Threatened & Endangered Species				



Recommended Alignments

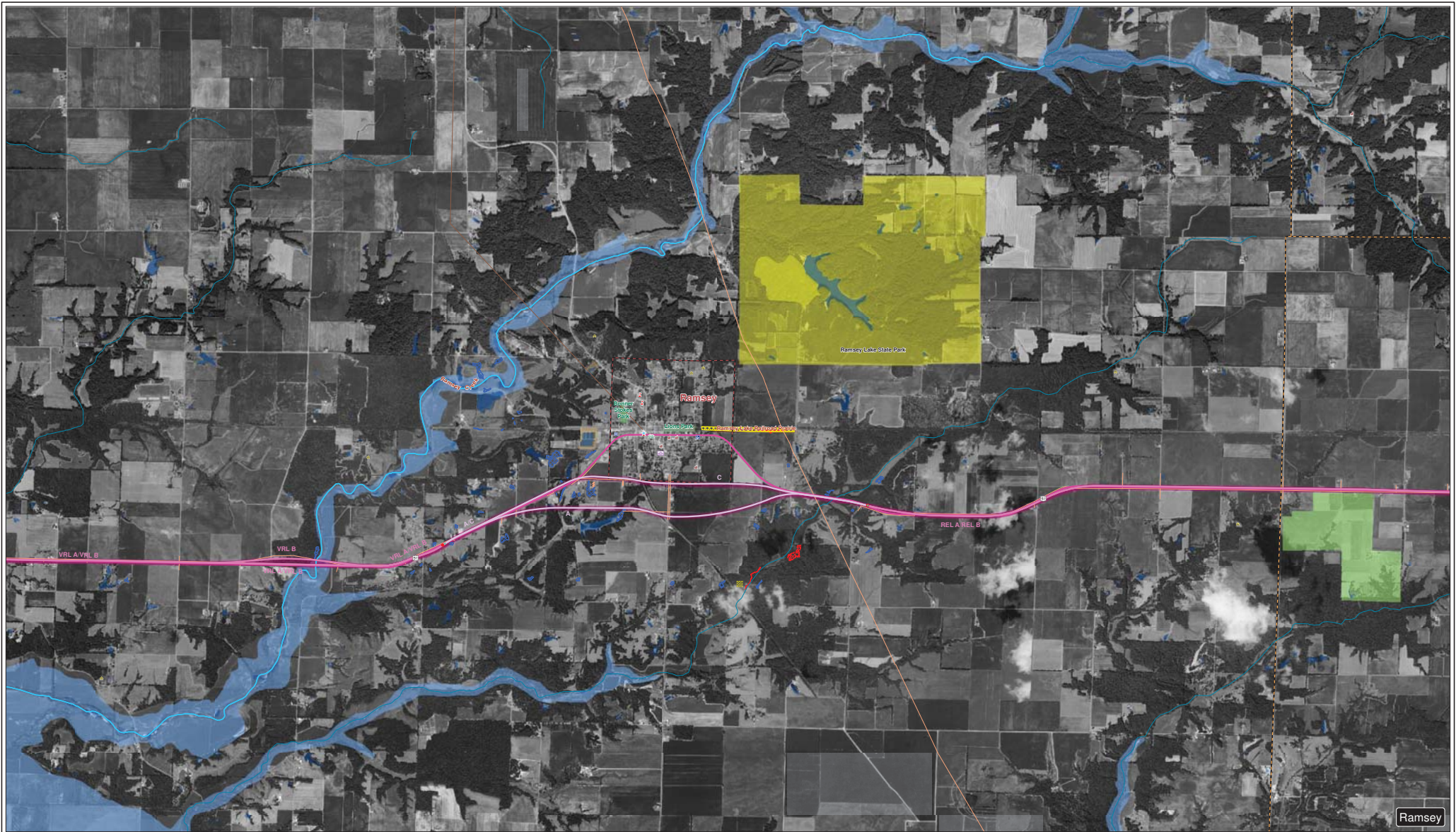
Sheet 7 of 9

December 2013



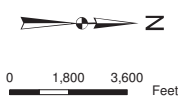
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4B-251



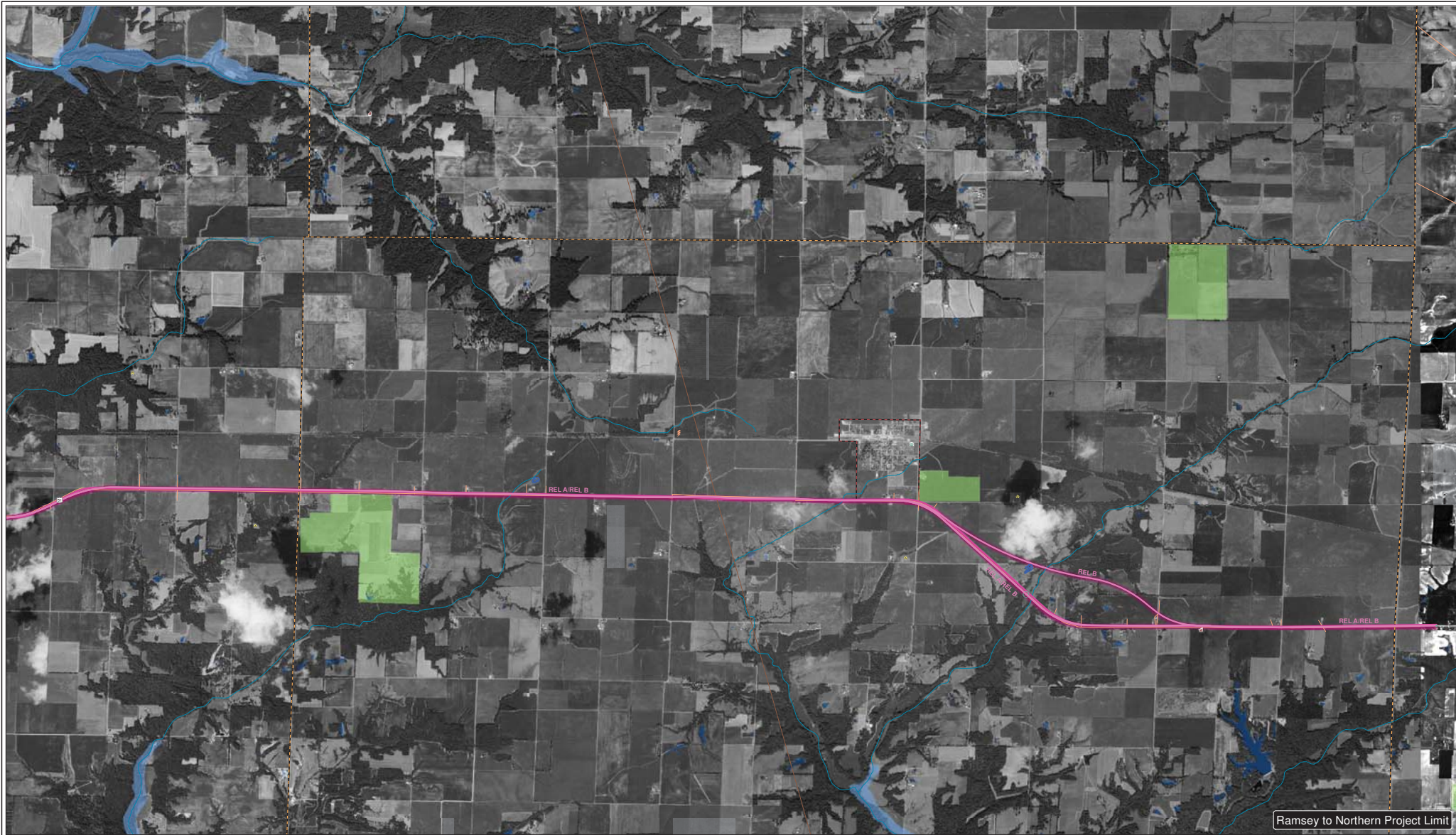
Recommended Alignments

Sheet 8 of 9



Legend

• Tangent Segment Division	— C-Series Alternative	■ C-Series Corridor	■ Lake	■ Park	— Electrical Transmission Line	■ Museum	■ School
— Alternative Segment Division	— R-Series Alternative	■ R-Series Corridor	■ Drinking Water	■ State Park	— Pipeline	■ Police Station	■ Church
— Existing U.S. Route 51	— S-Series Alternative	■ S-Series Corridor	■ Floodplain	■ Centennial Farm	■ Antenna Structure	■ Fire Station	■ Historic Site
— Old U.S. Route 51	— V-Series Alternative	■ V-Series Corridor	■ NHS Wetland	■ Sequelcentennial Farm	■ Electrical Facility	■ Civic Building	■ Cemetery
— Municipal Boundary	— VP-Series Alternative	■ VP-Series Corridor	■ NHS High Quality Wetland	■ High Quality Woodland	■ Pipeline Facility	■ Hospital	■ Rare Plant Population
— County Boundary	— Tangent Section	■ Tangent Corridor	■ Potential Wetland Area	■ INAI Site	■ Tank Farm	■ Prison	■ Community Center
			■ Important Habitat Area	■ Waste Water Treatment Plant	■ CERCLIS Site	■ Library	
			■ Threatened & Endangered Species	■ Stream			
				■ Biologically Significant Stream			

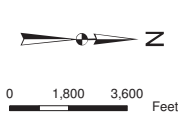


Ramsey to Northern Project Limit



Recommended Alignments

Sheet 9 of 9



- Legend**
- | | | | | | | | |
|--------------------------------|-------------------------|----------------------|-----------------------------------|-------------------------------|--------------------------------|------------------|-------------------------|
| • Tangent Segment Division | — C-Series Alternative | ■ C-Series Corridor | ■ Lake | ■ Park | — Electrical Transmission Line | ■ Museum | ■ School |
| • Alternative Segment Division | — R-Series Alternative | ■ R-Series Corridor | ■ Drinking Water | ■ State Park | — Pipeline | ■ Police Station | ■ Church |
| — Existing U.S. Route 51 | — S-Series Alternative | ■ S-Series Corridor | ■ Floodway | ■ Centennial Farm | ■ Antenna Structure | ■ Fire Station | ■ Historic Site |
| — Old U.S. Route 51 | — V-Series Alternative | ■ V-Series Corridor | ■ Floodplain | ■ Sequelcentennial Farm | ■ Electrical Facility | ■ Civic Building | ■ Cemetery |
| — Municipal Boundary | — VP-Series Alternative | ■ VP-Series Corridor | ■ NHS Wetland | ■ High Quality Woodland | ■ Pipeline Facility | ■ Hospital | ■ Rare Plant Population |
| — County Boundary | — Tangent Section | ■ Tangent Corridor | ■ NHS High Quality Wetland | ■ INAI Site | ■ Tank Farm | ■ Prison | ■ Community Center |
| | | | ■ Potential Wetland Area | ■ Waste Water Treatment Plant | ■ CERCLIS Site | ■ Library | |
| | | | ■ Threatened & Endangered Species | | | | |

US 51 ENVIRONMENTAL IMPACT STATEMENT



The purpose of the US 51 project is to improve the **CONNECTIVITY** within the south central Illinois region and to enhance the highway system **CONTINUITY**. Your input is valued and is critical to the project process; please leave your comments and feel free to visit the project website www.us51eis-idot.com.

Thank you for your involvement.

Sherry Phillips
IDOT District 7
400 West Wabash
Effingham, IL 62401

Comment Line: 217-373-8951
Website: www.us51eis-idot.com
E-mail: us51eis@clark-dietz.com



US 51 ENVIRONMENTAL IMPACT STATEMENT

The purpose of the US 51 project is to improve the **CONNECTIVITY** within the south central Illinois region and to enhance the highway system **CONTINUITY**. Your input is valued and is critical to the project process; please leave your comments and feel free to visit the project website www.us51eis-idot.com.

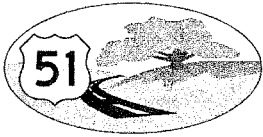
Thank you for your involvement.

Sherry Phillips
IDOT District 7
400 West Wabash
Effingham, IL 62401

Comment Line: 217-373-8951
Website: www.us51eis-idot.com
E-mail: us51eis@clark-dietz.com







Comment Form
Alternative Review Public Meetings
November 17, 18 and 19th

Please return this form by
December 4th, 2009!

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Name: Ryan Wallis

Address: 1545 Zion Hill Rd

Centralia, IL 62801

Please indicate which meeting you attended:

- Nov. 17 – Centralia
- Nov. 18 – Vandalia
- Nov. 19 – Ramsey
- Did not attend any meeting. I received information from the website.

What elements of the US 51 EIS are the most important to you?

- Natural Environment
- Cultural Sites
- Agricultural Land
- Commercial Business Impacts
- Residential Impacts
- Other

Please provide comments on the information presented this evening:

This will pull business away from Centralia.

Should use the nice roads already going through Centralia and add more lanes to it.

Will make emergency response to the west side of Centralia ~~more~~ slower.

Much destruction of land will be needed to raise roadways through wetlands.

Will not encourage further development of Centralia.

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





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Name: MAH Phoenix
 Address: 29250 W. 70th St. Rd.
Centralia, IL 62801

Please indicate which meeting you attended:

- Nov. 17 – Centralia
- Nov. 18 – Vandalia
- Nov. 19 – Ramsey
- Did not attend any meeting. I received information from the website.

What elements of the US 51 EIS are the most important to you?

- Natural Environment
- Cultural Sites
- Agricultural Land
- Commercial Business Impacts
- Residential Impacts
- Other

Please provide comments on the information presented this evening:

I feel that the proposed route 51 bypass around the city of Centralia is not a good use of the state's funds. The cost of ~~expensive~~ buying right of way, buildings roads and bridges, and finding the fill dirt to get through the low-lying areas on the west side of Centralia is not worth the amount of time a traveler would save with a by-pass. The money would be best used to build an overpass for the railroad tracks on the south side of Centralia, on Hwy. 51. The City of Centralia has long discussed the need for an overpass for fire, ambulance, and police. Not to mention the effects and impact on local business. There has already been right of way purchased with the existing route from Sunflower, IL through Centralia with 4 lanes already in existence from north of Central City (North of Centralia) all the way through Centralia to Interstate 64.

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





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Name: TJ Phoenix
 Address: 1168 Byars Rd.
Centralia IL 62801

Please indicate which meeting you attended:

- Nov. 17 – Centralia
- Nov. 18 – Vandalia
- Nov. 19 – Ramsey
- Did not attend any meeting. I received information from the website.

What elements of the US 51 EIS are the most important to you?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Natural Environment | <input type="checkbox"/> Commercial Business Impacts |
| <input type="checkbox"/> Cultural Sites | <input checked="" type="checkbox"/> Residential Impacts |
| <input checked="" type="checkbox"/> Agricultural Land | <input type="checkbox"/> Other |

Please provide comments on the information presented this evening:

I strongly disagree with the 51 bypass of Centralia Ill. There are several problems with the idea. With the passing of centralia at the distance that they want it will make centralia a bigger town than it is now. With the passing of the road through my fathers lot that is nothing but a ~~swamp~~ swamp there will be more borrow pits than ever there is sand. As well the new ramp south of town will not be utilized for the new bypass which was very costly. Through a north of 1161 the land is all swamp. The field directly north of the railroad track to ~~are~~ ^{is} a swamp. As well as when the high way will also split up my land and it then will be divided.

Please check here if additional comments are listed on reverse side.
 US 51 Draft EIS





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Name: Harvey Coe
 Address: 29246 W. 10th St.
Centralia, IL 62801

Please indicate which meeting you attended:

- Nov. 17 – Centralia
- Nov. 18 – Vandalia
- Nov. 19 – Ramsey
- Did not attend any meeting. I received information from the website.

What elements of the US 51 EIS are the most important to you?

- Natural Environment
- Cultural Sites
- Agricultural Land
- Commercial Business Impacts
- Residential Impacts
- Other

Please provide comments on the information presented this evening:

The speaker's knowledge of the material was very good, as well as, was his voice. The presentation was clear and concise ^{lasting} at an appropriate length. I would have appreciated the opportunity to have had open dialog. The individuals providing assistance after the presentation were most helpful and seemed genuinely interested. Unfortunately these are the only positive comments I have about the meeting and its content. To say that I am most troubled by the ~~proposed~~ ^{proposed} bypass route around Centralia is an under statement. First of all very little of the new 51 between Sorental and Centralia and South of Centralia where the railroad overpass and link to the industrial park will not be utilized. This is a huge waste. There is adequate room to place ^{additional} 2 lanes of traffic along the current 51 between the two towns. The proposed route also passes through a large area of wetlands north of where it will intersect 161. That ^{hyway} highway will need to be raised for miles. Moving the highway and traffic that far west of Centralia businesses will restrict the development of new commerce. Centralia passed up the opportunity to have either Interstate 57 or 64 close enough to develop any businesses and it would be tragic to miss growth from the 51 project. Please place the 4 lane 51 close to commerce and the industrial park so Centralia doesn't become a ~~ghost~~ ^{ghost} town. Lastly, the extra travel distance won't save motorist any time or ^{fuel}.

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





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Name: ESTHER M. COE
 Address: 1201 W. 7th STREET
CENTRALIA,
ILLINOIS

Please indicate which meeting you attended:

- Nov. 17 – Centralia
- Nov. 18 – Vandalia
- Nov. 19 – Ramsey
- Did not attend any meeting. I received information from the website.

What elements of the US 51 EIS are the most important to you?

- | | |
|---|---|
| <input type="checkbox"/> Natural Environment | <input type="checkbox"/> Commercial Business Impacts |
| <input type="checkbox"/> Cultural Sites | <input checked="" type="checkbox"/> Residential Impacts |
| <input checked="" type="checkbox"/> Agricultural Land | <input type="checkbox"/> Other |

Please provide comments on the information presented this evening:

1. No development of commerce due to distance from Centralia.
 2. It doesn't connect to the Industrial Park.
 3. This will ruin productive farm land.
 4. Doesn't utilize any of the existing Rt. 51 South of Landonal overpass.
 5. The proposed route will not use the existing overpass for the R.R. south of Centralia.
 6. Raise Highway over wet lands N. of 161.
 7. Don't want my land divided, concerned about access to the different fields that we farm.

Please check here if additional comments are listed on reverse side.
 US 51 Draft EIS



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Name: RONALD C. MITCHELL

Please indicate which meeting you attended:

Address: 28322 W. 4TH ST. RD.

- Nov. 17 – Centralia
- Nov. 18 – Vandalia
- Nov. 19 – Ramsey
- Did not attend any meeting. I received information from the website.

CENTRALIA, IL 62801

What elements of the US 51 EIS are the most important to you?

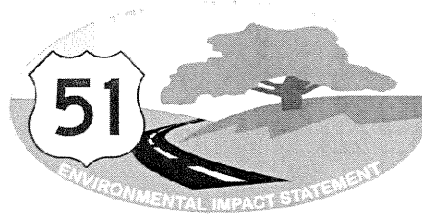
- Natural Environment
- Cultural Sites
- Agricultural Land
- Commercial Business Impacts
- Residential Impacts
- Other

Please provide comments on the information presented this evening:

I AM OPPOSED TO THE PROPOSED CORRIDOR ON THE WEST
SIDE OF CENTRALIA. I THINK THAT THIS PROPOSAL IS
TOO FAR WEST OF THE CITY OF CENTRALIA. I QUESTION
THE STATED ATTEMPT TO AVOID OR MINIMIZE THE
ENVIRONMENTAL RESOURCE IMPACT. THIS PROPOSED CORRIDOR
APPEARS TO TAKE EXCESSIVE WETLANDS ACROSS THE
CROOKED CREEK FLOOD PLAIN AND PRIME FARM LAND OUT OF
CULTIVATION.

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





POST MEETING COMMENT

Thank you for attending the November 2009 US 51 EIS Public Information Meetings. To improve our meetings in the future, we are asking you to complete this brief questionnaire and provide any other comments you may have.

When you have completed the questionnaire, please place it in the comment box at the front table – or – fold, staple and mail this form to the addressee on the back side. Other means of forwarding comments are as follows:

Website: <http://www.us51eis-idot.com/>

E-mail Address: US51EIS@Clark-Dietz.com

Phone: (217) 373-8951

1. Did the location and time for the meeting make it convenient for you to attend?

Yes No

2. Was the length of the presentation and the meeting as a whole acceptable?

Yes No

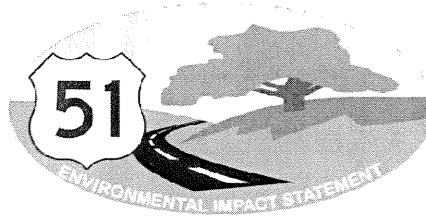
3. Did you feel that the meeting fulfilled its stated purpose?

Yes No

4. What method is most convenient for you to receive project information?

Mail E-Mail Other _____

Comments: _____



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E-mail Address: US51EIS@Clark-Dietz.com

Phone: (217) 373-8951

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Yes No

2. Was the length of the presentation and the meeting as a whole acceptable?

Yes No

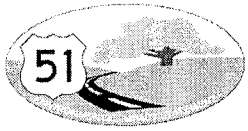
3. Did you feel that the meeting fulfilled its stated purpose?

Yes No

4. What method is most convenient for you to receive project information?

Mail E-Mail Other _____

Comments: COPIES OF ALL OF THE DATA THAT WAS PUT ON
LINE SHOULD HAVE BEEN AVAILABLE - ESPECIALLY
THE MAPS



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Name: Mary Vogt
 Address: 3559 Barton Rd.
Sandoval, IL.
62882

Please indicate which meeting you attended:

- Nov. 17 – Centralia
- Nov. 18 – Vandalia
- Nov. 19 – Ramsey
- Did not attend any meeting. I received information from the website.

What elements of the US 51 EIS are the most important to you?

- | | |
|---|---|
| <input type="checkbox"/> Natural Environment | <input type="checkbox"/> Commercial Business Impacts |
| <input type="checkbox"/> Cultural Sites | <input checked="" type="checkbox"/> Residential Impacts |
| <input checked="" type="checkbox"/> Agricultural Land | <input checked="" type="checkbox"/> Other |

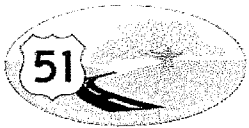
Please provide comments on the information presented this evening:

*I oppose option C0 around Sandoval because:
 Our high school would be too close to another major road & future plans are to construct a grade school at a site near our high school. It would be too dangerous for our children.*

Personally, as a retired widow, the option would cause reduction in my farm income & would decrease my property value should I need to sell at a later time.

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





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Name: KAY BOWEN
 Address: 9 ORCHARD AVE
SANDOUAL, IL
62882

Please indicate which meeting you attended:

- Nov. 17 – Centralia
- Nov. 18 – Vandalia
- Nov. 19 – Ramsey
- Did not attend any meeting. I received information from the website.

What elements of the US 51 EIS are the most important to you?

- Natural Environment
- Cultural Sites
- Agricultural Land
- Commercial Business Impacts
- Residential Impacts
- Other

Please provide comments on the information presented this evening:

I WISH TO EXPRESS MY OPINION ON THE PROPOSED SITE FOR THE NEW HIGHWAY 51 WEST OF SANDOUAL. THIS PLAN WOULD BRING THE HIGHWAY VERY NEAR SANDOUAL HIGH SCHOOL. I FEEL THIS WOULD POSE PROBLEMS WITH TRAFFIC, TRAFFIC NOISE & SAFETY ISSUES AT THE SCHOOL. THE AREA IS CONGESTED ANYWAY WITH SCHOOL BUSES AND TEACHERS & STUDENTS PARKING & LEAVING THE SCHOOL. THERE ARE FREQUENT BALL GAMES PROGRAMS ETC. THAT INCREASE THE CONGESTION AROUND THE SCHOOL ALSO. I THINK THIS WOULD POSE A SIGNIFIANT SAFETY PROBLEM FOR OUR STUDENTS & FAMILIES. I ASK THAT THIS SITE BE EXCLUDED FROM THE PLAN. ALSO THIS

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



PLAN WOULD AFFECT MANY HOMES IN THIS AREA. THE ROAD WOULD BE VERY NEAR THE BACKYARDS OF SEVERAL VERY NICE HOMES. THIS WOULD NEGATIVELY DECREASE THE VALUE OF MANY OF THE NICER HOMES IN THIS TOWN ON ORCHARD AVE & IN OTHER AREAS AS WELL.

PLEASE CONSIDER AN ALTERNATE ROUTE



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Name: PAUL Reynolds

Address: RRI Box 22A

St. Peter IL 62880

Please indicate which meeting you attended:

- Nov. 17 – Centralia
- Nov. 18 – Vandalia
- Nov. 19 – Ramsey
- Did not attend any meeting. I received information from the ~~website~~ Vandalia newspaper

What elements of the US 51 EIS are the most important to you?

- Natural Environment
- Cultural Sites
- Agricultural Land
- Commercial Business Impacts
- Residential Impacts
- Other

Please provide comments on the information presented this evening:

Given the economic state we are in I don't understand the reason to go around Vandalia. There are already 4 lanes through all but maybe a mile. I have driven a Semi through Vandalia and it is not difficult to get through. You have already made improvements at intersection of Gallatin, the short distance of 2 way traffic would not be much of a hinderance. The time spent going around Vandalia would be 5-10min longer than if you went straight through. I just don't get the idea of why go around ~~when~~ when you can go through for ~~less~~ less money

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





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Name: James Anderson
 Address: 951 W. Nevada Ave
Sandoval, IL

Please indicate which meeting you attended:

- Nov. 17 – Centralia
- Nov. 18 – Vandalia
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- Did not attend any meeting. I received information from the website.

What elements of the US 51 EIS are the most important to you?

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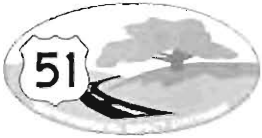
Please provide comments on the information presented this evening:

I THINK OPTION CK WOULD BE A BETTER CHOICE - BECAUSE OF THE TRUCK TRAFFIC AROUND THE HIGH SCHOOL ~~BE~~ WOULD BE ON THE OTHER SIDE OF TOWN. ALSO IF OPTION CO WAS CHOSEN IT WOULD CAUSE CONGESTION AROUND HIGH SCHOOL - TWO MAJOR HIGHWAY SO + 51 AROUND HIGH SCHOOL COME ON! OPTION CK IS BEST CHOICE!

ALSO OPTION CO WOULD DRAW BUSINESS AWAY FROM SANDOVAL MERCHANTS

Please check here if additional comments are listed on reverse side.
 US 51 Draft EIS





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Name: Jean Anderson
 Address: 951 W. Nevada Ave
Sandoval, IL

Please indicate which meeting you attended:

- Nov. 17 – Centralia
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- Nov. 19 – Ramsey
- Did not attend any meeting. I received information from the website.

What elements of the US 51 EIS are the most important to you?

- | | |
|--|---|
| <input type="checkbox"/> Natural Environment | <input type="checkbox"/> Commercial Business Impacts |
| <input type="checkbox"/> Cultural Sites | <input checked="" type="checkbox"/> Residential Impacts |
| <input type="checkbox"/> Agricultural Land | <input checked="" type="checkbox"/> Other |

Please provide comments on the information presented this evening:

I do not like option C0 around Sandoval for two reasons.

#1 - It comes very close to our property & will decrease the property value without compensation.

#2 - I don't like the proximity to the high school. There is already a major US highway at the front of the school with congestion in the morning and afternoon. We don't need another major highway near the school with a concentration of youthful drivers.

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 US 51 Draft EIS





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Name: Joe & Bonnie Ellison

Address: 2089 Illini Ave.
Vandalia IL 62471

Please indicate which meeting you attended:

- Nov. 17 – Centralia
 Nov. 18 – Vandalia
 Nov. 19 – Ramsey
 Did not attend any meeting. I received information from the website.

What elements of the US 51 EIS are the most important to you?

- Natural Environment
 Cultural Sites
 Agricultural Land
 Commercial Business Impacts
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Please provide comments on the information presented this evening:

We were not aware of the meeting; neither were our neighbors - the John Millers. As major stakeholders, we resent not being informed by mail or in person of the public meeting.

We want to be notified of any future meetings regarding this issue, and we want to be kept updated of its progress.

I am sure you are aware of the destruction of our home and property, as well as our quality of life, when this construction takes place. We feel other routes should be considered that are less disruptive to residents.

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



Attn: Mr. Jerry Payonk, P.E. 11-29-09

This is in response to the proposed Route 51 expansion in the Vandalia area. We DID NOT attend any of the scheduled informational meetings because we HAD ABSOLUTELY NO INCLINATION that this expansion could ever IN ANY WAY affect us or our neighborhood. We knew nothing of the proposed route until we saw a map in the November 26 edition of the Vandalia Leader Union newspaper.

It was an ABSOLUTE HORROR to discover that the proposed route goes right through our subdivision's backyard. We live in Deerwood Estates, situated just outside the city limits, off of Zent Drive between Route 185 and Route 51, west of the old railroad and John Crane, Inc.(VanSeal). We have lived here for 17 years and thoroughly enjoyed the semi-rural atmosphere of sun, sky, trees, rolling hills and fields, deer, coyotes, birds, QUIET, dark starry moonlit nights and great neighbors.

Our subdivision has been here for over 30 years and has approximately 40 homes. Having Route 51 take this route in our backyards is an absolute travesty and would forever ruin the integrity of our whole neighborhood. Upon the publication of the aforementioned map in the paper, I suspect the value of all our homes and properties decreased immediately, yet I sincerely doubt that our rather high property taxes will take the same decline.

I (we) fail to understand why we have to be the only area to be so severely affected—why not go either north or south of Vera and proceed north of Vandalia Lake, where all that is there is open fields???? Seems like it could still loop around to the west interchange area just as easily. And as far as any homes currently situated right along 51—we purposely didn't consider ever buying a home there because we always thought that when you buy right on a highway you run the risk of that same highway perhaps widening someday in the future, as they often do. There was absolutely NO REASON for any of us out here to even remotely consider—before buying a home—that well, maybe we better not, because maybe someday in the future 51 will have 4 lanes come right through our backyard!!!

I now cannot pass by my kitchen window or go out on my deck or in my backyard without feeling sick and disgusted, for I already see and hear cars, trucks and semis. This is a letter I never imagined I would have to write, but I simply felt compelled to do so. PLEASE try to put yourself in our place and think of what it would like to have found a home you loved, in an area you love, live there 17 years, want to pass it on to your children and grandchildren, and now having this come to your mind upon awaking every day!!

Not only does this affect our neighborhood, but there is a brand new subdivision being developed as we speak, just slightly north of us about 3 blocks as the crow flies, East View, already with roads and new home construction. I can only begin to imagine what the owners of the homes being built there must be feeling—where they expected to have sweeping views of hills and wildlife and open expanse and QUIET they eventually will have 4 lanes of concrete and noise and pollution and headlights at night.

Another area of concern is how all this “land change” will affect our water supply. We all have shallow wells for our water supply, fed by NUMEROUS close-to-surface springs . What’s going to happen with that?

I know and realize that this expansion is years down the line, but someone has to speak up and try to protect what we all have worked so hard for—the right to enjoy our homes and yards and neighborhood, that will be so severely compromised and forever changed should this route ever come to pass as is currently planned. I sincerely feel that we have been “sold out” by those in charge of this and yet all of us out here must continue to pay our taxes to support our schools, college, parks, library, etc. It is simply NOT FAIR!! And, yes, life is not always fair, BUT in this instance there are certainly other possibilities to be considered.

It is my heartfelt plea that you will entertain other possibilities, and if not, then I pray that I don’t live long enough to see this come to fruition.

Sincerely,

Elizabeth and Don Dolly (2208 Kim Drive Vandalia, IL 62471) 618-283-2953

Cc: Mayor Ricky Gottman (Vandalia)

untitled

November 28, 2009

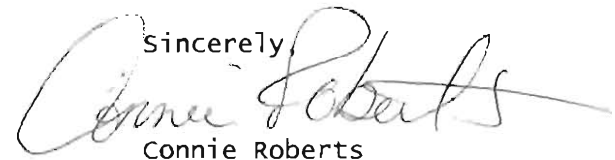
Clark Dietz, Inc.
ATTN: Mr. Jerry Payonk, P.E.
125 West Church Street
Champaign, IL 61820

Mr. & Mrs. Donald Roberts
R.R.#1 Box 225
Ramsey, IL 62080

Dear Mr. Jerry Payonk,

When planning for the expanded RT 51 north of Ramsey, please take into consideration the amount of traffic and the type of vehicles entering and exiting RT 51 from the Ramsey Lake State Park road. Between the golf course, lake, park and horse trails there is a steady flow of golf carts being trailered, RV's, campers, boats and horse trailers. All turning slowly onto or off of RT 51. Now just a little farther north of the RLSP road is Ash Creek. A dangerous curve on the north side of the creek starts your adventure south down the hill to the creek and then uphill to the RLSP road. The semis start gathering speed coming down the hill to make the next hill easier. By the time they top the hill to find a horse trailer turning slowly it's too late. It's already dangerous and to double the lanes there would double the chances for disaster. Please consider the possibility of going farther east, starting before the curve at the north side of Ash Creek eliminating the already dangerous curve and hills and avoiding the busy RLSP road. We don't have much here for entertainment, please don't ruin what we do have. Thank you for your time.

Sincerely,

A handwritten signature in cursive script that reads "Connie Roberts". The signature is written in black ink and is positioned above the printed name.

Connie Roberts

Page 1 of 3



Comment Form
Alternative Review Public Meetings
November 17, 18 and 19th

Please return this form by
 December 4th, 2009!

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Name: Donnie Roberts
 Address: P.R.#1 Box 225
Ramsey, IL
62080

Please indicate which meeting you attended:

- Nov. 17 – Centralia
- Nov. 18 – Vandalia
- Nov. 19 – Ramsey
- Did not attend any meeting. I received information from the website.

What elements of the US 51 EIS are the most important to you?

- Natural Environment
- Cultural Sites
- Agricultural Land
- Commercial Business Impacts
- Residential Impacts
- Other Safety

Please provide comments on the information presented this evening:

Of course our concerns cover all of the above. We realize that the road has to go somewhere and the lesser of all evils would be farm land. Our hope is that you chose the route that maintains the integrity of our small community. We have enclosed a letter and a map for you to consider as a possible choice for the new expanded Rt. 51. A yellow line highlights a safer straighter route and anything arching even farther east (hopefully with the least impact to residential living) would be even better. I am sure that there is a better choice that doesn't involve the curve and hills of Ash Creek so close to the Ramsey Lake State Park road. Please read my letter and check out the map and be mindful of the impact this road will have on our small community.

Please check here if additional comments are listed on reverse side. *on other sheet of paper*



Fold Back Second

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

Fold Back First

Comments:

P.S. Please take the time to drive this part of the road so you can see first hand what I'm talking about. There have already been several accidents on this section of road. Of course this time of year you won't get the full idea of Lake traffic but you'll get the picture of our safety concerns. Thank you, Lennie



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November 17, 18 and 19th

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Name: Nina Benzing
 Address: 3223 Barton Rd.
Sandoval, IL 62882

Please indicate which meeting you attended:

- Nov. 17 – Centralia
- Nov. 18 – Vandalia
- Nov. 19 – Ramsey
- Did not attend any meeting. I received information from the website.

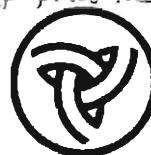
What elements of the US 51 EIS are the most important to you?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Natural Environment | <input checked="" type="checkbox"/> Commercial Business Impacts |
| <input checked="" type="checkbox"/> Cultural Sites | <input checked="" type="checkbox"/> Residential Impacts |
| <input checked="" type="checkbox"/> Agricultural Land | <input checked="" type="checkbox"/> Other |

Please provide comments on the information presented this evening: I have several points to make:

- ① The proposed route north of Centralia, west of Junction City has a direct impact on several acres that have been in my family for 150+ years.
- ② The proposed route comes right over the house I live in. I am a renter for 10+ years, not a home owner. Since I will be ineligible for your buyout funds, I, my husband, and my children will be virtually homeless with nothing to help us move forward.
- ③ Contrary to your findings, the proposed route also effects alligator snapping turtles and eastern massasauga rattlesnakes. They are both endangered and I have encountered them several times during my many years in the area.
- ④ The proposed route is totally unnecessary and a complete waste of money. There are already 4 lanes of US 51 from Irvington to Sandoval if you include both new & old 51 north of Centralia
- ⑤ The proposed route mentioned above sits among several abandoned coal mine shafts, including sink holes.
- ⑥ With the addition of all of the curves along the entire proposed route, I can't understand how these extra miles will save time when there aren't that many towns to slow down to go thru.

Please check here if additional comments are listed on reverse side.
 US 51 Draft EIS



Fold Back Second

Nina Benzky
3223 Barton Rd.
Sandoval, IL 62862



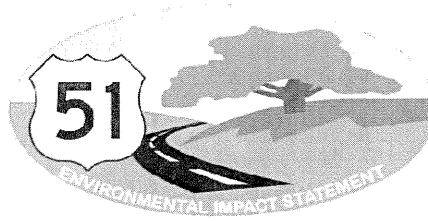
DEC - 2

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

Fold Back First

Comments:

- ① By passing towns along the route will be devastating to the local economies, lots of travelers stop to purchase food, fuel, etc.
- ② We have lost several industries in recent years that had absolutely nothing to do with not having a 4 lane US 51. Ex= Littlefuse moved overseas for cheaper labor. Ex= World Color in Mt. Vernon + Salem closed and both sat directly on Int. 57.
- ③ It IS A COMPLETE WASTE OF TAXPAYER MONEY!



POST MEETING COMMENT

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When you have completed the questionnaire, please place it in the comment box at the front table – or – fold, staple and mail this form to the addressee on the back side. Other means of forwarding comments are as follows:

Website: <http://www.us51eis-idot.com/>

E-mail Address: US51EIS@Clark-Dietz.com

Phone: (217) 373-8951

1. Did the location and time for the meeting make it convenient for you to attend?

Yes No

2. Was the length of the presentation and the meeting as a whole acceptable?

Yes No

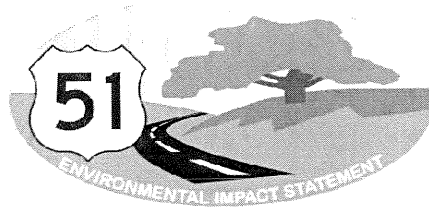
3. Did you feel that the meeting fulfilled its stated purpose?

Yes No

4. What method is most convenient for you to receive project information?

Mail E-Mail Other _____

Comments: _____



POST MEETING COMMENT

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Phone: (217) 373-8951

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Yes **No**

2. Was the length of the presentation and the meeting as a whole acceptable?

Yes **No**

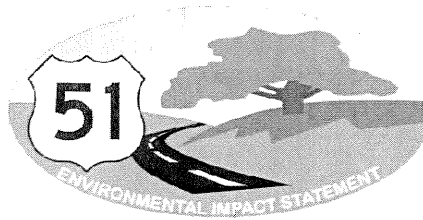
3. Did you feel that the meeting fulfilled its stated purpose?

Yes **No**

4. What method is most convenient for you to receive project information?

Mail **E-Mail** **Other** _____

Comments: _____



POST MEETING COMMENT

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Phone: (217) 373-8951

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2. Was the length of the presentation and the meeting as a whole acceptable?

Yes No

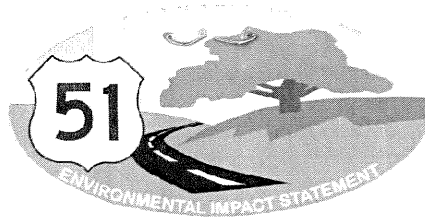
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Yes No

4. What method is most convenient for you to receive project information?

Mail E-Mail Other _____

Comments: _____



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E-mail Address: US51EIS@Clark-Dietz.com

Phone: (217) 373-8951

1. Did the location and time for the meeting make it convenient for you to attend?

Yes No

2. Was the length of the presentation and the meeting as a whole acceptable?

Yes No

3. Did you feel that the meeting fulfilled its stated purpose?

Yes No

4. What method is most convenient for you to receive project information?

Mail E-Mail Other _____

Comments: _____



Comment Form
Alternative Review Public Meetings
November 17, 18 and 19th

Please return this form by
 Volume IV - Part B
 December 4th, 2009!

This is your opportunity to comment on specific issues prior to the recommendation of alternatives for detailed study. IDOT encourages you to comment on project elements that you support as well as items on which you might disagree. Please provide detail in your comments on issues you feel are pertinent to the US 51 study.

Name: Martin K. Phoenix
 Address: 28200 W. 4th St. Rd
Centralia, IL 62801

Please indicate which meeting you attended:

- Nov. 17 – Centralia
- Nov. 18 – Vandalia
- Nov. 19 – Ramsey
- Did not attend any meeting. I received information from the website.

What elements of the US 51 EIS are the most important to you?

- | | |
|---|---|
| <input type="checkbox"/> Natural Environment | <input checked="" type="checkbox"/> Commercial Business Impacts |
| <input type="checkbox"/> Cultural Sites | <input checked="" type="checkbox"/> Residential Impacts |
| <input checked="" type="checkbox"/> Agricultural Land | <input type="checkbox"/> Other |

Please provide comments on the information presented this evening:

I feel that the proposed route 51 by pass around the city of Centralia is not a good use of the state funds. The cost of buying right of ways, building roads and bridges and finding the fill dirt to get through the low-lying flood areas on the west side of Centralia is not worth the amount of time a traveler would save with a by-pass. The money would best be used to build an overpass for the railroad tracks on the south side of Centralia on Hwy 51. The city of Centralia has long discussed the need for an overpass for fire, ambulance and police. Not to mention the effects and impact on local businesses. There has already been right of ways purchased with the existing route from Sandoval IL through Centralia with 4 lanes already in existence from north of Central city (North of Centralia) all the way through Centralia to Interstate 64

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






Comment Form
Alternative Review Public Meetings
November 17, 18 and 19th

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Name: _____

Address: _____

 John E Adermann
RR 3 Box 55
Ramsey IL 62080-9323

Please indicate which meeting you attended:

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- Nov. 18 – Vandalia
- Nov. 19 – Ramsey
- Did not attend any meeting. I received information from the website.

What elements of the US 51 EIS are the most important to you?

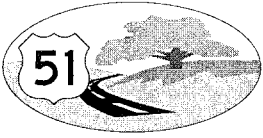
- Natural Environment
- Cultural Sites
- Agricultural Land
- Commercial Business Impacts
- Residential Impacts
- Other

Please provide comments on the information presented this evening:

The meeting was well presented

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





Comment Form Alternative Review Public Meetings November 17, 18 and 19th

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Name: ERNE CHAPPEL

Please indicate which meeting you attended:

Address: RR2 BOX 234B

Nov. 17 – Centralia

Nov. 18 – Vandalia

Nov. 19 – Ramsey

RAMSEY, IL. 62080

Did not attend any meeting. I received information from the website.

What elements of the US 51 EIS are the most important to you?

Natural Environment

Cultural Sites

Agricultural Land

Commercial Business Impacts

Residential Impacts

Other

Please provide comments on the information presented this evening:

Re: Recommended alignment for Vandalia

While obvious refinements are a requirement, the recommended alignment for Vandalia (route to west of Vandalia) appears to be the best long term solution.

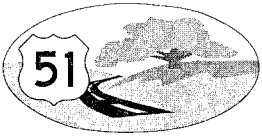
Erne Chappel

Please check here if additional comments are listed on reverse side.
US 51 Draft EIS

December 2013



**Illinois Department
of Transportation**



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November 17, 18 and 19th

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Name: Mel Wood

Address: 710 N. Clay
Sandoval IL
62882

Please indicate which meeting you attended:

- Nov. 17 - Centralia (checked)
Nov. 18 - Vandalia
Nov. 19 - Ramsey
Did not attend any meeting. I received information from the website.

What elements of the US 51 EIS are the most important to you?

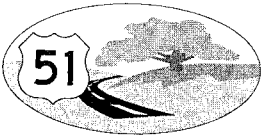
- Natural Environment
Cultural Sites
Agricultural Land
Commercial Business Impacts (checked)
Residential Impacts (checked)
Other

Please provide comments on the information presented this evening:

Either route passing by Sandoval
would be acceptable, but the East
route would seem most practical
due to where an exit might be
placed for Junction City.

Please check here if additional comments are
listed on reverse side.
US 51 Draft EIS





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November 17, 18 and 19th

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Name: Rusty Moreland
 Address: RR1 Box 300B
Ramsey, IL 62080

Please indicate which meeting you attended:

- Nov. 17 – Centralia
- Nov. 18 – Vandalia
- Nov. 19 – Ramsey
- Did not attend any meeting. I received information from the website.

What elements of the US 51 EIS are the most important to you?

- Natural Environment
- Cultural Sites
- Agricultural Land
- Commercial Business Impacts
- Residential Impacts
- Other

Please provide comments on the information presented this evening:

Hello, I appreciate that information was made available at the meeting and on the website. It appears that my home and business could be affected by the proposed expansion of US 51. I would like to know if my home at RR2 Box 63 will be bought and destroyed, or if the future expansion would be slightly west of the existing lane and if my home and yard could be kept the same? My home appears to be just east of the place that the proposed east most route would join the existing Route 51 south of Ramsey.

I hope to have my new home along Rt 51 finished within 2 months. One of the reasons I chose to build at RR2 Box 63 is that it is close to my lumber business north of there at RR2 Box 59. One of the reasons I wanted to be close to my business is because my wife is legally disabled with rheumatoid arthritis. She has some days that may require me to quickly leave work briefly and assist her at home. The thought of losing our home that we have been working hard to finish is troubling to my wife. The more we know about the likelihood of us losing our home and possibly our business the better. We can prepare for the future. I don't want to prevent progress, but I do want all concerns considered. I will look forward to hearing from IDOT about how the proposed expansion may affect me. It will be nice to

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



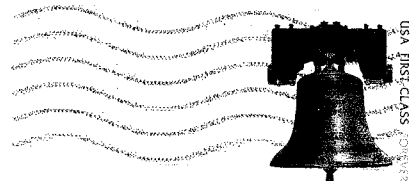
Fold Back Second



The Moreland's
R.R. #1 Box 300B
Ramsey, Illinois 62080

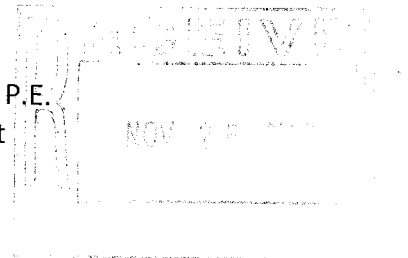
SAINT LOUIS MO 631

23 NOV 09 PM 06T



USA First-Class Forever

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



618207831



Fold Back First

Comments:

Know so that I can plan for the future, I have desired to have an organic garden and orchard at the discussed home location, but these and other plans will remain on hold until I can learn more. My parents at RR2 Box 59 will also be very interested in learning how the proposed expansion may affect them.

Thank You for your consideration and willingness to read our comments

Rusty Moreland

618-427-9494

rdmoreland@frontiernet.net



POST MEETING COMMENT

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When you have completed the questionnaire, please place it in the comment box at the front table – or – fold, staple and mail this form to the addressee on the back side. Other means of forwarding comments are as follows:

*AMERICAN LEGION
321 S. 7TH
6-8*

Website: <http://www.us51eis-idot.com/>

E-mail Address: US51EIS@Clark-Dietz.com

Phone: (217) 373-8951

1. Did the location and time for the meeting make it convenient for you to attend?

Yes No

2. Was the length of the presentation and the meeting as a whole acceptable?

Yes No

3. Did you feel that the meeting fulfilled its stated purpose?

Yes No

4. What method is most convenient for you to receive project information?

Mail E-Mail Other _____

MOOKS NO BOZOS @ GMAIL.COM

Comments: _____



11/18/09 Volume IX - Part B

POST MEETING COMMENT

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E-mail Address: US51EIS@Clark-Dietz.com

Phone: (217) 373-8951

1. Did the location and time for the meeting make it convenient for you to attend?

Yes No

2. Was the length of the presentation and the meeting as a whole acceptable?

Yes No

3. Did you feel that the meeting fulfilled its stated purpose?

Yes No

4. What method is most convenient for you to receive project information?

Mail E-Mail Other _____

Comments: _____



Comment Form
Alternative Review Public Meetings
November 17, 18 and 19th

**Please return this form by
 December 4th, 2009!**

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Name: FRANK & JOAN MOXEY

Please indicate which meeting you attended:

Address: 1990 ZENT DRIVE

Nov. 17 – Centralia

VANDALIA, IL 62471

Nov. 18 – Vandalia

Nov. 19 – Ramsey

Did not attend any meeting. I received information from the website.

What elements of the US 51 EIS are the most important to you?

- Natural Environment
- Cultural Sites
- Agricultural Land

- Commercial Business Impacts
- Residential Impacts
- Other

Please provide comments on the information presented this evening:

The Project location of Route 51 as was presented would affect our residence according to what we discussed with the Project Team.

It appears that the Proposed location of Highway 51 would affect the value of our house and due to the traffic noise make it difficult to live here.

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





Comment Form
Alternative Review Public Meetings
November 17, 18 and 19th

540

Please return this form by
December 4th, 2009!

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Name: MARTY HALLWIN

Address: 652 US HWY 50
SANDOVAL, IL.

62880
MOOK6NB0Z06@GMAIL.COM

Please indicate which meeting you attended:

- Nov. 17 – Centralia
- Nov. 18 – Vandalia
- Nov. 19 – Ramsey
- Did not attend any meeting. I received information from the website.

What elements of the US 51 EIS are the most important to you?

- Natural Environment
- Cultural Sites
- Agricultural Land
- Commercial Business Impacts
- Residential Impacts
- Other

Please provide comments on the information presented this evening:

INFORMATION PROVIDED TONITE SHOWS THAT MY RESIDENCE (4066 HWY 51 N) AND MY FOLKS RESIDENCE (652 ~~US HWY 50~~ US HWY 50) AS WELL AS 3 OTHER NEIGHBORS RESIDENCES WILL BE TAKEN. (I BELIEVE THE SECTION IS LABELED SE 39) - I SAW AN ALTERNATE SECTION SE 40 THAT WAS DROPPED BECAUSE OF THE OIL FIELD AREA - I DON'T KNOW WHY THIS COULDN'T BE USED AS I'M NOT SURE THAT THE OIL FIELD IS EVEN PRODUCTIVE. IF IT IS SO WHAT - MOVE THE LINE - IT WON'T CARE, THE 5 OR MORE RESIDENTS BEING DISPLACED WILL... IF SE 39 CAN BE MOVED JUST A FEW HUNDRED YARDS EAST - NO RESIDENCES WOULD BE DISPLACED - JUST A POLE BARN & A CELL PHONE TOWER... THANK YOU RESPECT FULLY, MARTY HALLWIN SANDOVAL -

Please check here if additional comments are listed on reverse side.
 US 51 Draft EIS





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Name: Robert Mueller

Address: P.O. Box 218

217 S. Superior

Ramsey IL 62080-0218

Please indicate which meeting you attended:

- Nov. 17 – Centralia
 Nov. 18 – Vandalia
 Nov. 19 – Ramsey
 Did not attend any meeting. I received information from the website.

What elements of the US 51 EIS are the most important to you?

- Natural Environment
 Cultural Sites
 Agricultural Land
 Commercial Business Impacts
 Residential Impacts
 Other

Please provide comments on the information presented this evening:

Seeing the complete study area was a bonus even though the local corridor(s) was our primary concern.

No surprise for proposed Ramsey corridor. We will be concerned that highway does not adversely affect our primary east-west roads for commerce, school bus traffic and fire^{EMS} response.

I personally would rather see corridor pass west of WJLY radio station and old reservoir east of station which are as close to cultural items we have. Exit to Ramsey Lake State Park is another preference.

Please check here if additional comments are listed on reverse side.
 US 51 Draft EIS

December 2013



**Illinois Department
 of Transportation**



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E-mail Address: US51EIS@Clark-Dietz.com

Phone: (217) 373-8951

1. Did the location and time for the meeting make it convenient for you to attend?

Yes No

2. Was the length of the presentation and the meeting as a whole acceptable?

Yes No

3. Did you feel that the meeting fulfilled its stated purpose?

Yes No

4. What method is most convenient for you to receive project information?

Mail E-Mail Other _____

Comments: This is a great way
to get whatever info
possible



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Yes No

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Yes No

4. What method is most convenient for you to receive project information?

Mail E-Mail Other _____

Comments: _____



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E-mail Address: US51EIS@Clark-Dietz.com

Phone: (217) 373-8951

1. Did the location and time for the meeting make it convenient for you to attend?

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Mail E-Mail Other _____

Comments: _____



POST MEETING COMMENT

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When you have completed the questionnaire, please place it in the comment box at the front table – or – fold, staple and mail this form to the addressee on the back side. Other means of forwarding comments are as follows:

Website: <http://www.us51eis-idot.com/>

E-mail Address: US51EIS@Clark-Dietz.com

Phone: (217) 373-8951

1. Did the location and time for the meeting make it convenient for you to attend?

Yes No

2. Was the length of the presentation and the meeting as a whole acceptable?

Yes No

3. Did you feel that the meeting fulfilled its stated purpose?

Yes No

4. What method is most convenient for you to receive project information?

Mail E-Mail Other _____

Comments: _____



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Yes No

4. What method is most convenient for you to receive project information?

Mail E-Mail Other _____

Comments: please email updated info @
Genesis@mva.net



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Yes No

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Yes No

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Mail E-Mail Other _____

Comments: RRKRETZER@AOL.COM



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Mail E-Mail Other _____

Comments: _____



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Yes No

3. **Did you feel that the meeting fulfilled its stated purpose?**

Yes No

4. **What method is most convenient for you to receive project information?**

Mail E-Mail Other _____

Comments: _____



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3. Did you feel that the meeting fulfilled its stated purpose?

Yes No

4. What method is most convenient for you to receive project information?

Mail E-Mail Other _____

Comments: MAPS WERE CONFUSING WITH
NORTH TO THE RIGHT INSTEAD OF UP.



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Yes No

3. Did you feel that the meeting fulfilled its stated purpose?

Yes No

4. What method is most convenient for you to receive project information?

Mail E-Mail Other _____

Comments: PLEASE HAVE REFRESH-
MENTS. ALSO, WILL YOU ATTEM-
PT TO RECEIVE THE
VARIOUS GOVERNMENTAL UNITS
ENDORSEMENTS OR SUPPORT.



Comment Form Alternative Review Public Meetings November 17, 18 and 19th

Please return this form by
December 4th, 2009!

This is your opportunity to comment on specific issues prior to the recommendation of alternatives for detailed study. IDOT encourages you to comment on project elements that you support as well as items on which you might disagree. Please provide detail in your comments on issues you feel are pertinent to the US 51 study.

Name: Leon Otto

Address: R 13 Box 4
Ramsey

Please indicate which meeting you attended:

- Nov. 17 – Centralia
- Nov. 18 – Vandalia
- Nov. 19 – Ramsey
- Did not attend any meeting. I received information from the website.

What elements of the US 51 EIS are the most important to you?

- Natural Environment
- Cultural Sites
- Agricultural Land
- Commercial Business Impacts
- Residential Impacts
- Other

Please provide comments on the information presented this evening:

It was a great way to
inform the public.

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





Comment Form Alternative Review Public Meetings November 17, 18 and 19th

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This is your opportunity to comment on specific issues prior to the recommendation of alternatives for detailed study. IDOT encourages you to comment on project elements that you support as well as items on which you might disagree. Please provide detail in your comments on issues you feel are pertinent to the US 51 study.

Name: Natural Gas Pipeline Co
Address: 7501 Huey Rd
Centralia, IL
618-495-2211 ext. 356 or 334

Please indicate which meeting you attended:

- Nov. 17 – Centralia
- Nov. 18 – Vandalia
- Nov. 19 – Ramsey
- Did not attend any meeting. I received information from the website.

What elements of the US 51 EIS are the most important to you?

- Natural Environment
- Cultural Sites
- Agricultural Land
- Commercial Business Impacts
- Residential Impacts
- Other High Pressure Gas Lines

Please provide comments on the information presented this evening:

We like that the existing Rt 51 is being proposed over our 3 high pressure pipelines. At our crossing site of 51, we would prefer to add the two new lanes to the east, as we have more room that way, plus we have a meter regulating station on the west.

Any questions: call Robert Moody 618-292-0128
Ron Holvoet 618-316-3054

Natural Gas Pipeline Co.

Please check here if additional comments are listed on reverse side.
US 51 Draft EIS





Comment Form

Alternative Review Public Meetings

November 17, 18 and 19th

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Name: John Stack

Address: 9936 JOLIFFE Blvd. Rd.
CENTRALIA, IL 62801

Please indicate which meeting you attended:

- Nov. 17 – Centralia
- Nov. 18 – Vandalia
- Nov. 19 – Ramsey
- Did not attend any meeting. I received information from the website.

What elements of the US 51 EIS are the most important to you?

- Natural Environment
- Cultural Sites
- Agricultural Land
- Commercial Business Impacts
- Residential Impacts
- Other

Please provide comments on the information presented this evening:

THE PRESENT 51 thru CENTRALIA WOULD BE MORE
USABLE & ECONOMICAL IF OVERPASSES WERE BUILT
OVER RAILROADS TO ALLOW TRAFIC FLOW. THEN
CONNECT EXISTING HIGHWAYS NORTH & SOUTH OF
CENTRAL CITY AND CENTRALIA.

Please check here if additional comments are listed on reverse side.
US 51 Draft EIS





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Alternative Review Public Meetings
November 17, 18 and 19th

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Name: Delmar Wayne Mowbray
Address: 1474 Green St Rd
Centralia Ill

Please indicate which meeting you attended:

- Nov. 17 – Centralia
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- Nov. 19 – Ramsey
- Did not attend any meeting. I received information from the website.

What elements of the US 51 EIS are the most important to you?

- Natural Environment
- Cultural Sites
- Agricultural Land
- Commercial Business Impacts
- Residential Impacts
- Other

Please provide comments on the information presented this evening:

I would rather see the route to the East of Centralia and Central City because it goes by the airport and the new high school and would be closer to town than the routes to the West of town. I think that the routes to the West of Centralia would probably be the end of Centralia.

Please check here if additional comments are listed on reverse side.
US 51 Draft EIS





Comment Form
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November 17, 18 and 19th

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Name: Bob Brink
 Address: 14871 Tower Road
Richview, IL 62877
618-249-6275

Please indicate which meeting you attended:

- Nov. 17 – Centralia
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- Nov. 19 – Ramsey
- Did not attend any meeting. I received information from the website.

What elements of the US 51 EIS are the most important to you?

- Natural Environment
- Cultural Sites
- Agricultural Land
- Commercial Business Impacts
- Residential Impacts
- Other

Please provide comments on the information presented this evening:

Terrific work on visuals (pictures) Lots of work and
research

The further west you go around Centralia the more wetlands
you impact

Look in to the CNIC Staging area west of town

Agriculture is a large industry here so we need to
assist in grain handling & Trucking for ag. produce

Sandover area new grain facility being constructed by Effingham
Clay needs access.

Bob Brink

Please check here if additional comments are listed on reverse side.
 US 51 Draft EIS





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November 17, 18 and 19th

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Name: MR. VERNELL BURRIS

Please indicate which meeting you attended:

Address: 727 N. LINCOLN BLVD
CENTRALIA, IL
62801
618-204-0225

- Nov. 17 – Centralia
- Nov. 18 – Vandalia
- Nov. 19 – Ramsey
- Did not attend any meeting. I received information from the website.

What elements of the US 51 EIS are the most important to you?

- Natural Environment
- Cultural Sites
- Agricultural Land
- Commercial Business Impacts
- Residential Impacts
- Other FUTURE GROWTH AND IMPACT

Please provide comments on the information presented this evening:

THE PROPOSAL ROUTE FOR CENTRALIA,
IS OK. THE MAIN PROBLEM IS YOU
BY PASS THE MAIN ROUTE THRU
OUR CITY, AND WITH TIME, MANY
BUSINESSES WILL RELOCATE TO
THE HIGHWAY ROUTE. LOOK AT MT.
VERNON AND YOU SEE MANY DOWN
TOWN BUSINESSES ARE MOVING
TOWARD/NEAR 57, KILLING THEIR
INTER CITY BUSINESSES. WHY
CAN'T WE MEET TRAVEL AND
BUSINESS/COMMERCE ON CENTRALIA,
VARIOUS THRU TRAVEL PURPOSE
OF LONG DISTANCE TRAVEL.

Please check here if additional comments are listed on reverse side.
 US 51 Draft EIS





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November 17, 18 and 19th

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Name: Keith Manley
Address: RR 3 Box 37
Vandalia IL

Please indicate which meeting you attended:

- Nov. 17 - Centralia
Nov. 18 - Vandalia
Nov. 19 - Ramsey
Did not attend any meeting. I received information from the website.

What elements of the US 51 EIS are the most important to you?

- Natural Environment
Cultural Sites
Agricultural Land
Commercial Business Impacts
Residential Impacts
Other

Please provide comments on the information presented this evening:

By running 51 along the routes you are showing on this map, you will be impacting too many homes north of Vandalia, as well as State farm property. I still say it would be cheaper to raise road way thru the bottom ground, from a point north of town to tie into 51 south of town. Using line V43. I am very unhappy with both routes as they will impact my residence and property.

Please check here if additional comments are listed on reverse side.
US 51 Draft EIS





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November 17, 18 and 19th

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Name: Rachelle Hollinshead
Address: 1608 W. Fillmore St.
Vandalia, IL 62471
rhollins@illinois.edu

Please indicate which meeting you attended:

- Nov. 17 - Centralia
Nov. 18 - Vandalia
Nov. 19 - Ramsey
Did not attend any meeting. I received information from the website.

What elements of the US 51 EIS are the most important to you?

- Natural Environment
Cultural Sites
Agricultural Land
Commercial Business Impacts
Residential Impacts
Other

Please provide comments on the information presented this evening:

1 mile South of Shobonier (1/8 mile north of 750N)
What is the civic building that is shown?

Stacie spoke to at meeting - need to check GIS

Please check here if additional comments are listed on reverse side.
US 51 Draft EIS





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November 17, 18 and 19th

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Name: David R. Britt

Please indicate which meeting you attended:

Address: 1224 Britt Rd
Patoka, IL 62870

- Nov. 17 – Centralia
- Nov. 18 – Vandalia
- Nov. 19 – Ramsey
- Did not attend any meeting. I received information from the website.

What elements of the US 51 EIS are the most important to you?

- Natural Environment
- Cultural Sites
- Agricultural Land
- Commercial Business Impacts
- Residential Impacts
- Other

Please provide comments on the information presented this evening:

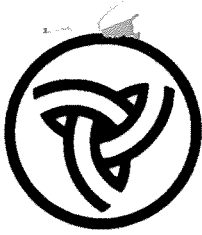
After Looking At the proposed map in the Patoka, IL Area East and South of Town. I Completely Agreed with the proposed Corridor Straying next to the existing Route 51 as shown on the map. By using that corridor it has much less impact on my farmland of which I am the Fifth Generation. I have grandsons who want to farm and they would be seventh generation. Since Illinois became a state Also the proposed Route Aligned with the existing Route 51 would not impact the wildlife, Deer, Turkey etc.

Bottom Line, I Fully Agree with placing Two more Lanes next to the existing Route 51.

Thank you for having this meeting and allowing my input and opinion

Please check here if additional comments are listed on reverse side.
 US 51 Draft EIS





Illinois Department of Transportation

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

October 1, 2010

PROGRAM DEVELOPMENT

FAP 322 (US 51)
 US 51 Corridor Study
 Various Counties
 Contract No. 74163

Mr. Bruce Geary
 140 South Locust Street, Suite 3
 Centralia, IL 62801

Dear Mr. Geary:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received within the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 3, held in November, 2009. The original written comment received has been reproduced below. While a best attempt was made to accurately reproduce the comment, the type-written reproduction below may not be verbatim. *Please note that revised recommended alignments were presented at Public Information Meeting series 4 held in May, 2010.* For more information including project updates, visit the project website at <http://www.us51eis-idot.com/>.

Comment:

Centralia-Sandoval:

I had a chance to attend the meeting on 11/17 in Centralia and also participated in most of the Centralia CAG meetings and the RAG meetings. I also had a chance to further study the proposed maps at <http://us51eis-idot.com>. A couple of comments starting with Centralia/Sandoval. I certainly prefer the eastern route around Sandoval for the reasons below. The alternate routes as drawn (especially the west corridor plan around Sandoval) could have a significant impact on all businesses currently located along Rt 51 as a driver would almost have to commit to taking Bus 51 entirely through Sandoval/Central City and Centralia if they chose to take the Bus route, and at a minimum this issue could be minimized by having new Rt 51 cross existing Rt 51 on the south side of Sandoval, which would be the east corridor route.

Further thinking about drivers using the new Rt 51: If by-passing Sandoval on the west, there will be little opportunity for drivers to make a quick exit and frequent existing businesses along existing Rt 51 in Sandoval. This can be improved somewhat by using the east corridor around Sandoval which would allow drivers a quick on and off into Sandoval for food or gas without having to backtrack to get back on the new Rt 51.

COPY

Mr. Bruce Geary
October 1, 2010
Page – Two

Regarding Centralia. I believe there was discussion at either a CAG or RAG for the need of a connector from new Rt 51 into the north edge of Central City. The western connection around Sandoval, as shown, virtually makes it impossible to come into Centralia until you reach Rt 161 once you have traveled south of the existing Rt 51/New Rt 51 split proposed location on the north side of Sandoval. For a driver heading into Centralia, this would mean that the driver would still have to exit new Rt 51 north of Sandoval and travel through Sandoval and then on the Centralia. If Sandoval is by-passed on the east, then there could be a Bus 51 exit south of Sandoval that would lead you either into Sandoval or on to Centralia/Central City. The other two alternatives is to either follow existing Rt 51 between Sandoval and Central City before spinning off to the west, or to have a connecting route placed between New Rt 51 and Central City. There needs to be reasonable access to the existing Rt 51 into Central City and Centralia, preferably without having to drive through Sandoval.

Vandalia:

Obviously the community leaders in Vandalia may have given this some thought, but it just seems like a lot of roads for such a small community and it would seem that the additional interchanges would just fragment their community further as development decides where to locate going forward after relocation or Rt 51.

Also, with the placement of the new Rt 51 as drawn around Vandalia, it appears to be almost a repeat of Decatur, where depending upon the time of day, it might be quicker to just go straight through the community on existing Rt 51 rather than using the new by-pass, however that might be an illusion and not reality.

Response:

Your preference for the eastern route around Sandoval will be taken into consideration during the next stage of analysis, the refinement of recommended alternatives. Access provisions will be evaluated during the refinement of recommended alternatives. Access to local commercial districts or businesses will be considered.

Your concern regarding access to Central City and Centralia is noted. This issue will be considered when access provisions, including secondary access, are evaluated during the refinement of recommended alternatives. As stated above, access to commercial districts and businesses, in addition to communities, will be considered.


Mr. Bruce Geary
October 1, 2010
Page – Three

Since late January 2008, there have been seven Community Advisor Group (CAG) meetings in Vandalia and three Regional Advisory Group (RAG) meetings. Based upon the overall consensus of the CAG and RAG, the recommended alternatives meet the goals of the community as established by the community leaders and citizens. As discussed at the public meeting held on July 28, 2010, the project team has reorganized the Vandalia Citizens' Advisory Group (CAG) to expand representation in the community. In the next several months, the project team and the CAG will revisit the alternative corridor development and analysis process in Vandalia. You will be added to the mailing list and will be informed of upcoming public meetings. Please check the project website at <http://www.us51eis-idot.com> for updates.

As mentioned at the public information meetings, the proposed Route 51 would operate at a 65 mph speed limit in a free-flow condition - without signals or stop-control. The existing Route 51 through the communities would remain as it currently exists with a 30 or 35 mph speed limit subject to signals and stop signs where they currently exist. Roadway operations of alternatives, including distance of travel and travel time, were evaluated during the macro analysis and alignment analysis considering these differences in the posted speed limit.

Very truly yours,

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


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

MAH:nmm



Illinois Department of Transportation

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

October 1, 2010

PROGRAM DEVELOPMENT

FAP 322 (US 51)
US 51 Corridor Study
Various Counties
Contract No. 74163

Mr. John E. Adermann
RR 3, Box 55
Ramsey, IL 62080-9323

Dear Mr. Adermann:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received within the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 3, held in November, 2009. The original written comment received has been reproduced below. While a best attempt was made to accurately reproduce the comment, the type-written reproduction below may not be verbatim. *Please note that revised recommended alignments were presented at Public Information Meeting series 4 held in May, 2010.* For more information including project updates, visit the project website at <http://www.us51eis-idot.com/>.

Comment:

The meeting was well presented.

Response:

Thank you for your comment.

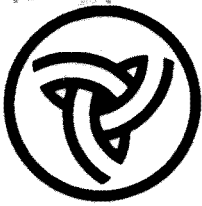
Very truly yours,

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


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

MAH:nmm

COPY



Illinois Department of Transportation

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

October 1, 2010

PROGRAM DEVELOPMENT

FAP 322 (US 51)
 US 51 Corridor Study
 Various Counties
 Contract No. 74163

Mr. & Mrs. Donald Roberts
 RR1 Box 325
 Ramsey, IL 62080

Dear Mr. & Mrs. Roberts:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received within the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 3, held in November, 2009. The original written comment received has been reproduced below. While a best attempt was made to accurately reproduce the comment, the type-written reproduction below may not be verbatim. *Please note that revised recommended alignments were presented at Public Information Meeting series 4 held in May, 2010.* For more information including project updates, visit the project website at <http://www.us51eis-idot.com/>.

Comment:

Of course our concerns cover all of the above. We realize that the road has to go somewhere and the lesser of all evils would be farmland. Our hopes that you chose the route that maintains the integrity of our small community. We have enclosed a letter and a map for you to consider as a possible choice for the new expanded Rt. 51. A yellow line highlights a safer straighter route and anything arching ever farther east (hopefully with the least impact in residential living) would be even better. I am sure that there is a better choice that doesn't involve the curve and hills of Ash Creeks so close to the Ramsey Lake State Park road. Please read my letter and check out the map and be mindful of the impact this road will have on our small community.

P.S. Please take the time to drive this part of the road so you can see firsthand what I'm talking about. There have already been several accidents on this section of road. Of course this time of year you won't get the full idea of lake traffic but you'll get the picture of our safety concerns. Thank You.

Attached:

COPY

Mr. & Mrs. Donald Roberts
October 1, 2010
Page – Two

Dear Mr. Jerry Payonk,

When planning for the expanded Rt. 51 north of Ramsey, please take into consideration the amount of traffic and the type of vehicles entering and existing Rt. 51 from the Ramsey Lake State Park road. Between the golf course, lake, park and horse trails there is a steady flow of golf carts being trailered, RV's, campers, boats and horse trailers. All turning slowly onto or off of Rt. 51. Now just a little farther north of the RLSP road is Ash Creek. A dangerous curve on the north side of the creek starts your adventure south down the hill to the creek then uphill to the RLSP road. The semis start gathering speed coming down the hill to make the next uphill easier. By the time they top the hill to find a horse trailer turning slowly it's too late. It's already dangerous and to double the lanes there would be double the chances for disaster. Please consider the possibility of going farther east, starting before the curve at the north side of Ash Creek eliminating the already dangerous curve and hills and avoiding the busy RLSP road. We don't have much here for entertainment, please don't ruin what we do have. Thank you for your time.

Response:

Thank you for the information provided and your comment. This will be considered during the refinement of recommended alternatives. In addition, the project study team is in the process of compiling vehicle crash data within the project corridor to identify trends and recommend countermeasures, where applicable. In compiling this data, your information is helpful in identifying underlying causes of crash patterns.

Very truly yours,

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



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

MAH:nmm



Illinois Department of Transportation

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October 1, 2010

PROGRAM DEVELOPMENT

FAP 322 (US 51)
 US 51 Corridor Study
 Various Counties
 Contract No. 74163

Mr. Robert Mueller
 P.O. Box 218 217 S. Superior St.
 Ramsey, IL 62080-0218

Dear Mr. Mueller:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received within the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 3, held in November, 2009. The original written comment received has been reproduced below. While a best attempt was made to accurately reproduce the comment, the type-written reproduction below may not be verbatim. *Please note that revised recommended alignments were presented at Public Information Meeting series 4 held in May, 2010.* For more information including project updates, visit the project website at <http://www.us51eis-idot.com/>.

Comment:

Seeing the complete study area was a bonus even though the local corridor(s) was our primary concern. No surprise for proposed Ramsey corridor. We will be concerned that the highway does not adversely affect our primary east-west roads for commerce, school bus traffic and fire/EMS response. I personally would rather see corridor pass west of WILY radio station and old reservoir east of station which are close to cultural items we have. Exit to Ramsey Lake State Park is another preference.

Response:

Access issues will be evaluated during the refinement of recommended alternatives. Avoidance of the radio transmission tower and the reservoir will be considered at that time.

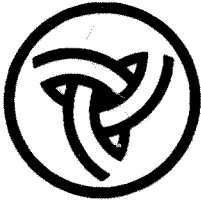
Very truly yours,

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

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

COPY

MAH:nmm



Illinois Department of Transportation

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October 1, 2010

PROGRAM DEVELOPMENT

FAP 322 (US 51)
 US 51 Corridor Study
 Various Counties
 Contract No. 74163

Mr. Rusty Moreland
 RR 1 Box 300 B
 Ramsey, IL 62080

Dear Mr. Moreland:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received within the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 3, held in November, 2009. The original written comment received has been reproduced below. While a best attempt was made to accurately reproduce the comment, the type-written reproduction below may not be verbatim. *Please note that revised recommended alignments were presented at Public Information Meeting series 4 held in May, 2010.* For more information including project updates, visit the project website at <http://www.us51eis-idot.com/>.

Comment:

Hello, I appreciate that information was made available at the meeting and on the website. It appears that my home and business could be affected by the proposed expansion of US 51. I would like to know if my home at RR2 Box 63 will be bought and destroyed, or if the future expansion would be slightly west of the existing lane and if my home and yard would be kept the same? My home appears to be just east of the place that the most proposed east route would join the existing Route 51 south of Ramsey.

I hope to have my new home along Route 51 finished within 2 months. One of the reasons I chose to build at RR2 Box 63 is that it is close to my lumber business north of there at RR 2 Box 59. One of the reasons I wanted to be close to my business is because my wife is legally disabled with rheumatoid arthritis. She has some days that may require me to quickly leave work briefly and assist her at home. The thought of losing our home that we have been working hard to finish is troubling to my wife. The more we know about the likeliness of us losing our home and possibly our business the better. We can prepare for the future. I don't want to prevent progress, but I do want all concerns considered. I will look forward to hearing from IDOT about how the proposed expansion may affect me. It will be nice to know so that I can plan for the future. I have desired to have an organic garden and orchard at the discussed home location, but these and other plans will remain on hold until I can learn more. My parents at RR2 Box 59 will also be very interested in learning how the proposed expansion may affect them. Thank you for your consideration and willingness to read our comments.

Mr. Rusty Moreland
October 1, 2010
Page – Two

Response:

Your interest in the proximity of US 51 improvements to your home and business is appreciated. At this point in the analysis details are not refined to the level where individual impacts can be identified. Impacts to residences will be determined during the next stage of analysis, the refinement of recommended alternatives. This information will be available to the public in the Draft Environmental Impact Statement (DEIS), which will tentatively be issued in 2011. In the meantime, stakeholders will be informed of any future public meetings detailing the progress of the refinement analysis.

It should be noted that there are three phases of a roadway project. Currently, the project is in Phase I, the planning stage. Completion of the Environmental Impact Statement (EIS), which will tentatively be issued in late 2012, will conclude Phase I of the project study. Phase II would be development of construction plans for sections of the project. Construction plans will be broken down into smaller sections, usually measuring a few miles in length. Phase III would be construction. Currently, the project is not funded for Phase II or Phase III.

Very truly yours,

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


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

MAH:nmm



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October 1, 2010

PROGRAM DEVELOPMENT

FAP 322 (US 51)
US 51 Corridor Study
Various Counties
Contract No. 74163

Mr. Leon Otto
Rt. 3, Box 4
Ramsey, IL 62080

Dear Mr. Otto:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received within the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 3, held in November, 2009. The original written comment received has been reproduced below. While a best attempt was made to accurately reproduce the comment, the type-written reproduction below may not be verbatim. *Please note that revised recommended alignments were presented at Public Information Meeting series 4 held in May, 2010.* For more information including project updates, visit the project website at <http://www.us51eis-idot.com/>.

Comment:

It was a great way to inform the public.

Response:

Thank you for your comment.

Very truly yours,

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


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

MAH:nmm

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PROGRAM DEVELOPMENT

FAP 322 (US 51)
 US 51 Corridor Study
 Various Counties
 Contract No. 74163

Mr. Paul Reynolds
 RR 1 Box 72A
 St. Peter, IL 62880

Dear Mr. Reynolds:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received within the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 3, held in November, 2009. The original written comment received has been reproduced below. While a best attempt was made to accurately reproduce the comment, the type-written reproduction below may not be verbatim. *Please note that revised recommended alignments were presented at Public Information Meeting series 4 held in May, 2010.* For more information including project updates, visit the project website at <http://www.us51eis-idot.com/>.

Comment:

Given the economic state we are in I don't understand the reason to go around Vandalia. There are already 4 lanes through all but maybe a mile. I have driven a semi through Vandalia and it is not difficult to get through. You have already made improvements at intersection of Gallatin, the short distance of 2 way traffic would not be much of a hindrance. The time spent going around Vandalia would be 5-10 minutes longer than if you went straight through. I just don't get the idea of why go around when you can go through for less money.

Response:

The purpose of the US 51 project is to improve the connectivity within the south central Illinois region and to enhance the highway system continuity, while simultaneously addressing the transportation issues identified by the communities. In maintaining connectivity and continuity, it would not be possible to develop a free-flow condition (limited access, no main-line stop signs or signals) through Vandalia without large numbers of commercial business displacements.

Roadway operations of bypasses including distance of travel and travel time were evaluated during the macro analysis and alignment analysis.

Mr. Paul Reynolds
October 1, 2010
Page – Two

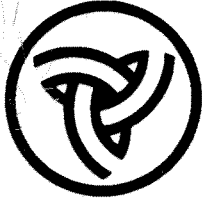
As discussed at the public meeting held on July 28, 2010, the project team has reorganized the Vandalia Citizens' Advisory Group (CAG) to expand representation in the community. In the next several months, the project team and the CAG will revisit the alternative corridor development and analysis process in Vandalia. You will be added to the mailing list and will be informed of upcoming public meetings. Please check the project website at <http://www.us51eis-idot.com> for updates.

Very truly yours,

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


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

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PROGRAM DEVELOPMENT

FAP 322 (US 51)
 US 51 Corridor Study
 Various Counties
 Contract No. 74163

Elizabeth & Don Dolly
 2208 Kim Drive
 Vandalia, IL 62471

Dear Mr. & Mrs. Dolly:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received within the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 3, held in November, 2009. The original written comment received has been reproduced below. While a best attempt was made to accurately reproduce the comment, the type-written reproduction below may not be verbatim. *Please note that revised recommended alignments were presented at Public Information Meeting series 4 held in May, 2010.* For more information including project updates, visit the project website at <http://www.us51eis-idot.com/>.

Comment:

This is in response to the proposed Route 51 expansion in the Vandalia area. We DID NOT attend any of the scheduled information meetings because we HAD ABSOLUTELY NO INCLINATION that this expansion could ever IN ANY WAY affect us in our neighborhood. We knew nothing of the proposed route until we saw a map in the November 26 edition of the Vandalia Leader newspaper.

It was ABSOLUTE HORROR to discover that the proposed route goes right through our subdivision's backyard. We live in Deerwood Estates, situated just outside the city limits, off of Zent Drive between Route 185 and Route 51, west of the old railroad and John Crane, Inc. (Van Seal). We have lived here for 17 years and thoroughly enjoyed the semi-rural atmosphere of sun, sky, trees, rolling hills and fields, deer, coyotes, birds, QUIET, dark starry moonlit nights and great neighbors.

Our subdivision has been here for over 30 years and has approximately 40 homes. Having Route 51 take this route in our backyards is an absolute travesty and would forever ruin the integrity of our whole neighborhood. Upon the publication of the aforementioned map in the paper, I suspect the value of all our homes and properties decreased immediately, yet I sincerely doubt that our rather high property taxes will take the same decline.

Elizabeth & Don Dolly
October 1, 2010
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I (we) fail to understand why we have to be the only area to be so severely affected – why not go either north or south of Vera and proceed north of Vandalia Lake, where all that is there is open fields???? Seem like it could still loop around to the west interchange area just as easily. And as far as any home situated right along 51 – we purposely didn't consider ever buying a home there because we always thought that when you buy right on a highway you run the risk of that same highway perhaps widening someday in the future, as they often do. There was absolutely NO REASON for any of us out here to even remotely consider – before buying a home – that well, maybe we better not, because maybe someday in the future 51 will have 4 lanes come right through our backyard!!!!

I now cannot pass by my kitchen window or go on my deck or in my backyard without feeling sick and disgusted, for I already see and hear cars, trucks and semis. This is a letter I never imagined I would have to write, but I simply felt compelled to do so. PLEASE try to put yourself in our place and think of what it would [be] like to have found a home you loved, in an area you love, live there for 17 years, want to pass it on to your children and grandchildren, and now having this come to your mind upon awaking every day!!

Not only does this affect our neighborhood, but there is a brand new subdivision being developed as we speak, just slightly north of us about 3 blocks as the crow flies, East View, already with roads and new home construction. I can only begin to imagine what the owners of the homes being built there must be feeling – where they expected to have sweeping views of hills and wildlife and open expanse and QUIET they eventually will have 4 lanes of concrete and noise pollution and headlights at night.

Another area of concern is how all this “land change” will affect our water supply. We all happen to have shallow wells for our water supply, fed by NUMEROUS close-to-surface springs. What's going to happen with that?

I know and realize that this expansion is years down the line, but someone has to speak up and try to protect what we all have worked so hard for – the right to enjoy our homes and yards and neighborhood, that will be so severely compromised and forever changed should this route ever come to pass as is currently planned. I sincerely feel that we have been “sold out” by those in charge of this and yet all of us out here must continue to pay our taxes to support our schools, college, parks, library, etc. It is simply NOT FAIR!! And, yes, life is not always fair, BUT in this instance there are certainly other possibilities to be considered.

It is my heartfelt plea that you will entertain other possibilities, and if to, then I will pray that I don't live long enough to see this come to fruition.

Elizabeth & Don Dolly
October 1, 2010
Page - Three

Response:

Through the Context Sensitive Solutions (CSS) process, the public has had the opportunity to participate in the project and has been involved in many of the steps taken in developing the corridors. Numerous preliminary corridor options were developed by the various advisory groups comprised of local stakeholders— corridors that proposed an alignment through the center of the communities, and corridors that go around the communities. The criteria used to evaluate the alternatives, which included residences, farm, wetlands, and a variety of resources, were developed using input from the public.

As discussed at the public meeting held on July 28, 2010, the project team is in the process of reorganizing the Vandalia Citizens' Advisory Group (CAG) to expand representation in the community. In the next several months, the project team and the CAG will revisit the alternative corridor development and analysis process in Vandalia. You will be added to the mailing list and will be informed of upcoming public meetings. Please check the project website at <http://www.us51eis-idot.com> for updates

At this point in the analysis, details are not refined to the level where individual impacts can be identified. Impacts to residences will be determined during the next stage of analysis when the right-of-way is refined for the recommended alternatives. Impacts to residences will be minimized where reasonable and feasible. However, it is not feasible to avoid all impacts to residences. Information regarding land acquisition compensation will be provided to all impacted homeowners after individual impacts are finalized.

Your concern regarding private wells is acknowledged. Impacts to shallow groundwater supplies will be evaluated during the refinement of recommended alternatives and minimized by evaluating methods for managing storm water runoff.

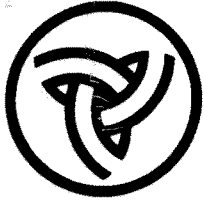
As discussed at the public meeting held on July 28, 2010, the project team has reorganized the Vandalia Citizens' Advisory Group (CAG) to expand representation in the community. In the next several months, the project team and the CAG will revisit the alternative corridor development and analysis process in Vandalia. You will be added to the mailing list and will be informed of upcoming public meetings. Please check the project website at <http://www.us51eis-idot.com> for updates

Very truly yours,

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



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



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October 1, 2010

PROGRAM DEVELOPMENT

FAP 322 (US 51)
 US 51 Corridor Study
 Various Counties
 Contract No. 74163

Joe & Bonnie Ellison
 2089 Illini Ave.
 Vandalia, IL 62471

Dear Mr. & Mrs. Ellison:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received within the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 3, held in November, 2009. The original written comment received has been reproduced below. While a best attempt was made to accurately reproduce the comment, the type-written reproduction below may not be verbatim. *Please note that revised recommended alignments were presented at Public Information Meeting series 4 held in May, 2010.* For more information including project updates, visit the project website at <http://www.us51eis-idot.com/>.

Comment:

We were not aware of the meeting; neither were our neighbors – the John Millers. As major stakeholders, we resent not being informed by mail or in person of the public meeting.

We want to be notified of any future meetings regarding this issue, and we want to be kept updated of its progress.

I am sure you are aware of the destruction of our home and property as well as our quality of life, when this construction takes place. We feel other routes should be considered that are less disruptive to residents.

Response:

Since late January, 2008, there have been nine Public Information Meetings throughout the project corridor, six Community Advisor Group (CAG) meetings in each community directly impacted by US 51, three Regional Advisory Group (RAG) meetings, and opportunity to communicate through the project website, the project e-mail address, or by contacting the US 51 comment line. The public meetings were advertised in the local newspapers and radio stations, and flyers were distributed in public facilities, including libraries.

Joe & Bonnie Ellison
October 1, 2010
Page – Two

Through the Context Sensitive Solutions (CSS) process, the public has been involved in many of the steps taken in developing the corridors. Numerous preliminary corridor options were developed by the various advisory groups comprised of local shareholders– corridors that proposed an alignment through the center of the communities, and corridors that go around the communities. Detailed information regarding the alternatives considered, the selection of recommended alternatives, and the CSS process is available on the US 51 website.

As discussed at the public meeting held on July 28, 2010, the project team has reorganized the Vandalia Citizens' Advisory Group (CAG) to expand representation in the community. In the next several months, the project team and the CAG will revisit the alternative corridor development and analysis process in Vandalia. You will be added to the mailing list and will be informed of upcoming public meetings. Please check the project website at <http://www.us51eis-idot.com> for updates.

Very truly yours,

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



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

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October 1, 2010

PROGRAM DEVELOPMENT

FAP 322 (US 51)
US 51 Corridor Study
Various Counties
Contract No. 74163

Mr. Ernie Chappel
RR 2 Box 234B
Ramsey, IL 62080

Dear Mr. Chappel:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received within the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 3, held in November, 2009. The original written comment received has been reproduced below. While a best attempt was made to accurately reproduce the comment, the type-written reproduction below may not be verbatim. *Please note that revised recommended alignments were presented at Public Information Meeting series 4 held in May, 2010.* For more information including project updates, visit the project website at <http://www.us51eis-idot.com/>.

Comment:


Re: Recommended alignment for Vandalia
While obvious refinements are a requirement, the recommended alignment for Vandalia (route west of Vandalia) appears to be the best long-term solution.

Response:

Thank you for your comment and participation in the Vandalia Community Advisory Group (CAG).

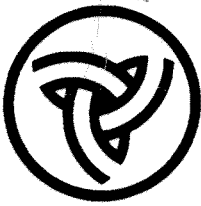
Very truly yours,

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


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

MAH:nmm

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PROGRAM DEVELOPMENT

FAP 322 (US 51)
 US 51 Corridor Study
 Various Counties
 Contract No. 74163

Frank & Joan Moxey
 1990 Zent Drive
 Vandalia, IL 62471

Dear Mr. & Mrs. Moxey:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received within the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 3, held in November, 2009. The original written comment received has been reproduced below. While a best attempt was made to accurately reproduce the comment, the type-written reproduction below may not be verbatim. *Please note that revised recommended alignments were presented at Public Information Meeting series 4 held in May, 2010.* For more information including project updates, visit the project website at <http://www.us51eis-idot.com/>.

Comment:

The project location of Route 51 as was presented would affect our residence according to what we discussed with the Project Team.

It appears that the proposed location of Highway 51 would affect the value of our house and due to the traffic noise make it difficult to live there.

Response:

At this point in the analysis, details are not refined to the level where individual impacts can be identified. Impacts to residences will be determined during the next stage of analysis when the right-of-way is refined for the recommended alternatives. Impacts to residences will be minimized where reasonable and feasible. However, it is not feasible to avoid all impacts to residences. Information regarding land acquisition compensation will be provided to all impacted homeowners after individual impacts are finalized. Impacts to residences from traffic noise along the entire project area will be evaluated during the refinement of recommended alternatives. Additional information regarding noise levels will be presented in the Draft Environmental Impact Statement.

COPY

Frank & Joan Moxey
October 1, 2010
Page – Two

As discussed at the public meeting held on July 28, 2010, the project team has reorganized the Vandalia Citizens' Advisory Group (CAG) to expand representation in the community. In the next several months, the project team and the CAG will revisit the alternative corridor development and analysis process in Vandalia. You will be added to the mailing list and will be informed of upcoming public meetings. Please check the project website at <http://www.us51eis-idot.com> for updates.

Very truly yours,

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



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

MAH:nmm



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PROGRAM DEVELOPMENT

FAP 322 (US 51)
 US 51 Corridor Study
 Various Counties
 Contract No. 74163

Mr. Keith Manley
 RR3 Box 37
 Vandalia, IL 62471

Dear Mr. Manley:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received within the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 3, held in November, 2009. The original written comment received has been reproduced below. While a best attempt was made to accurately reproduce the comment, the type-written reproduction below may not be verbatim. *Please note that revised recommended alignments were presented at Public Information Meeting series 4 held in May, 2010.* For more information including project updates, visit the project website at <http://www.us51eis-idot.com/>.

Comment:

By running 51 along the routes you are showing on this map, you will be impacting too many homes north of Vandalia, as well as state farm property. I still say it would be cheaper to raise roadway thru the bottom ground, from a point north of town to tie into 51 south of town. Using Line V43 I am very unhappy with both routes as they will impact my residence and property.

Response:

At this point in the analysis, details are not refined to the level where individual impacts can be identified. Impacts to residences will be determined during the next stage of analysis when the right-of-way is refined for the recommended alternatives. Impacts to residences will be minimized where reasonable and feasible. However, it is not feasible to avoid all impacts to residences. Information regarding land acquisition compensation will be provided to all impacted homeowners after individual impacts are finalized.


COPY

Mr. Keith Manley
October 1, 2010
Page – Two

As discussed at the public meeting held on July 28, 2010, the project team has reorganized the Vandalia Citizens' Advisory Group (CAG) to expand representation in the community. In the next several months, the project team and the CAG will revisit the alternative corridor development and analysis process in Vandalia. You will be added to the mailing list and will be informed of upcoming public meetings. Please check the project website at <http://www.us51eis-idot.com> for updates

Very truly yours,

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


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

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PROGRAM DEVELOPMENT

FAP 322 (US 51)
US 51 Corridor Study
Various Counties
Contract No. 74163

Ms. Rachelle Hollinshead
1608 W. Fillmore St.
Vandalia, IL 62471

Dear Ms. Hollinshead:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received within the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 3, held in November, 2009. The original written comment received has been reproduced below. While a best attempt was made to accurately reproduce the comment, the type-written reproduction below may not be verbatim. *Please note that revised recommended alignments were presented at Public Information Meeting series 4 held in May, 2010.* For more information including project updates, visit the project website at <http://www.us51eis-idot.com/>.

Comment:

1 mile south of Shobonier (1/8 mile north of 750 N) what is the civic building that is shown?

Response:

This is a Post Office located at 9998 Blackburn Addition, Shobonier.

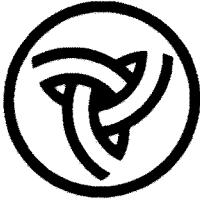
Very truly yours,

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


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

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PROGRAM DEVELOPMENT

FAP 322 (US 51)
 US 51 Corridor Study
 Various Counties
 Contract No. 74163

Mr. David R. Britt
 1224 Britt Rd.
 Patoka, IL 62875

Dear Mr. Britt:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received within the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 3, held in November, 2009. The original written comment received has been reproduced below. While a best attempt was made to accurately reproduce the comment, the type-written reproduction below may not be verbatim. *Please note that revised recommended alignments were presented at Public Information Meeting series 4 held in May, 2010.* For more information including project updates, visit the project website at <http://www.us51eis-idot.com/>.

Comment:

After looking at the proposed map in the Patoka, IL area east and south of town, I completely agree with the proposed corridor staying next to the existing Route 51 as shown on the map. By using that corridor it has much less impact on my farmland of which I am the fifth generation. I have grandsons who want to farm and they would be seventh generation since Illinois became a state. Also the proposed route aligned with the existing Route 51 would not impact the wildlife, deer, turkey etc.

Bottom line, I fully agree with placing two more lanes next to the existing Route 51. Thank you for having this meeting and allowing my input and opinion.

Response:

Thank you for your comment.

Very truly yours,

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


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

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PROGRAM DEVELOPMENT

FAP 322 (US 51)
 US 51 Corridor Study
 Various Counties
 Contract No. 74163

Ms. Mary Vogt
 3559 Barton Rd.
 Sandoval, IL 62882

Dear Ms. Vogt:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received within the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 3, held in November, 2009. The original written comment received has been reproduced below. While a best attempt was made to accurately reproduce the comment, the type-written reproduction below may not be verbatim. *Please note that revised recommended alignments were presented at Public Information Meeting series 4 held in May, 2010.* For more information including project updates, visit the project website at <http://www.us51eis-idot.com/>.

Comment:

I oppose option CO around Sandoval because: Our high school would be too close to another major road and future plans are to construct a grade school at a site near our high school. It would be too dangerous for our children.

Personally, as a retired widow, the option would cause reduction in my farm income and would decrease my property value should I need to sell at a later date.

Response:

Your concern regarding the proximity of the proposed route CO to Sandoval High School is acknowledged, and will be taken into consideration during the refinement of recommended alternatives.

COPY

Ms. Mary Vogt
October 1, 2010
Page – Two

Minimizing impacts to farmsteads was considered in the alternative evaluation process. At this point in the analysis, details are not refined to the level where individual impacts can be identified. Impacts to residences will be determined during the next stage of analysis, the refinement of recommended alternatives. Impacts to residences will be minimized where reasonable and feasible. However, it is not feasible to avoid all impacts to residences. Information regarding land acquisition compensation will be provided to all impacted homeowners after individual impacts are finalized.

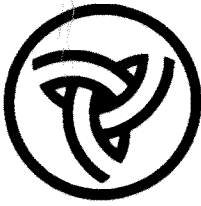
Very truly yours,

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



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

MAH:nmm



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PROGRAM DEVELOPMENT

FAP 322 (US 51)
 US 51 Corridor Study
 Various Counties
 Contract No. 74163

Ms. Kay Bowen
 9 Orchard Ave.
 Sandoval, IL 62882

Dear Ms. Bowen:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received within the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 3, held in November, 2009. The original written comment received has been reproduced below. While a best attempt was made to accurately reproduce the comment, the type-written reproduction below may not be verbatim. *Please note that revised recommended alignments were presented at Public Information Meeting series 4 held in May, 2010.* For more information including project updates, visit the project website at <http://www.us51eis-idot.com/>.

Comment:

I wish to express my opinion on the proposed site for the new highway 51 west of Sandoval. This plan would bring the highway very near Sandoval High School. I feel this would pose problems with traffic, traffic noise, and safety issues at the school. The area is congested anyway with school buses and teachers and students parking and leaving the school. There are frequent ballgames, programs, etc that increase the congestion around the school also. I think this would pose a significant safety problem for our students and families. I ask that this site be excluded from the plan. Also this plan would effect many homes in this area. The road would be very near the backyards of several very nice homes. This would negatively decrease the value of many homes in this town on Orchard Ave. and other areas as well. Please consider an alternative route!

COPY

Ms. Kay Bowen
October 1, 2010
Paged – Two

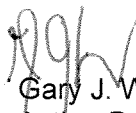
Response:

Your concern regarding the proximity of the proposed route CO to Sandoval High School is acknowledged, and will be taken into consideration during the refinement of recommended alternatives.

At this point in the analysis, details are not refined to the level where individual impacts can be identified. Impacts to residences will be determined during the next stage of analysis, the refinement of recommended alternatives.

Very truly yours,

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



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

MAH:nmm



Illinois Department of Transportation

Division of Highways / Region 4 / District 7
400 West Wabash / Effingham, Illinois / 62401-2699
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October 1, 2010

PROGRAM DEVELOPMENT

FAP 322 (US 51)
US 51 Corridor Study
Various Counties
Contract No. 74163

Mr. James Anderson
951 W. Nevada Ave.
Sandoval, IL 62882

Dear Mr. Anderson:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received within the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 3, held in November, 2009. The original written comment received has been reproduced below. While a best attempt was made to accurately reproduce the comment, the type-written reproduction below may not be verbatim. *Please note that revised recommended alignments were presented at Public Information Meeting series 4 held in May, 2010.* For more information including project updates, visit the project website at <http://www.us51eis-idot.com/>.

Comment:

I think option CK would be a better choice – because of the truck traffic around the high school would be on the other side of town. Also if option CO was chosen it would cause congestion around high school-two major highways, 50 and 51 around high school come on! Option CK is best choice! Also option CO would draw business away from Sandoval merchants.

Response:

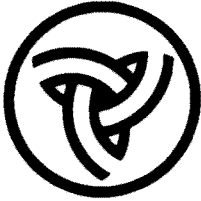
The concern regarding the proximity of the proposed route CO to Sandoval High School is acknowledged, and will be taken into consideration during the refinement of recommended alternatives. Impacts to businesses are an important concern, and will be evaluated for the alternatives under consideration.

Very truly yours,

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


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

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PROGRAM DEVELOPMENT

FAP 322 (US 51)
 US 51 Corridor Study
 Various Counties
 Contract No. 74163

Mr. Mel Wood
 710 N. Clay
 Sandoval, IL 62882

Dear Mr. Wood:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received within the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 3, held in November, 2009. The original written comment received has been reproduced below. While a best attempt was made to accurately reproduce the comment, the type-written reproduction below may not be verbatim. *Please note that revised recommended alignments were presented at Public Information Meeting series 4 held in May, 2010.* For more information including project updates, visit the project website at <http://www.us51eis-idot.com/>.

Comment:

Either route passing by Sandoval would be acceptable, but the east route would seem most practical due to where an exit might be planned for Junction City.

Response:

The macro and alignment analyses did not assess connections to all existing roadways. This will be evaluated during the refinement of recommended alternatives. In addition, the existing US 51 will remain in use and serve as a connector to Junction City and Central City.

Very truly yours,

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

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

MAH:nmm

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PROGRAM DEVELOPMENT

FAP 322 (US 51)
 US 51 Corridor Study
 Various Counties
 Contract No. 74163

Mr. Marty Halluin
 652 US Hwy 50
 Sandoval, IL 62882

Dear Mr. Halluin:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received within the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 3, held in November, 2009. The original written comment received has been reproduced below. While a best attempt was made to accurately reproduce the comment, the type-written reproduction below may not be verbatim. *Please note that revised recommended alignments were presented at Public Information Meeting series 4 held in May, 2010.* For more information including project updates, visit the project website at <http://www.us51eis-idot.com/>.

Comment:

Information provided tonight shows that my residence (4066 Hwy 51 N) and my folks residence (652 US Hwy 50) as well as 3 other neighbors residences will be taken (I believe the section is labeled SE 39) – I saw an alternate section SE 40 that was dropped because of the oil field area – I don't know why this couldn't be used as I'm not sure that the oil field is even productive. If it is so what – move the line – it won't care, the 5 or more residents being displaced will... If SE 39 can be moved just a few hundred yards east – no residences could be displaced – just a pole barn and a cell phone tower... thank you respectfully.

Response:

At this point in the analysis, details are not refined to the level where individual impacts can be identified. Impacts to residences will be determined during the next stage of analysis when the right-of-way is refined for the recommended alternatives. As you indicate above, the alternate section S40 was dropped due to impacts to existing oil pumping stations. The project team will verify if these

COPY

Mr. Marty Halluin
October 1, 2010
Page – Two

units are still in operation. Your input will be considered in potentially modifying the corridor in this area. Impacts to residences will be further examined during the refinement of recommended alternatives, and minimized where reasonable and feasible.

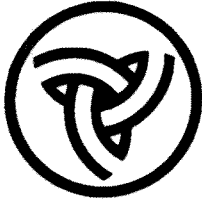
Very truly yours,

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



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

MAH:nmm



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PROGRAM DEVELOPMENT

FAP 322 (US 51)
 US 51 Corridor Study
 Various Counties
 Contract No. 74163

Mr. Ryan Wallis
 1545 Zion Hill Rd.
 Centralia, IL 62801

Dear Mr. Wallis:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received within the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 3, held in November, 2009. The original written comment received has been reproduced below. While a best attempt was made to accurately reproduce the comment, the type-written reproduction below may not be verbatim. *Please note that revised recommended alignments were presented at Public Information Meeting series 4 held in May, 2010.* For more information including project updates, visit the project website at <http://www.us51eis-idot.com/>.

Comment:

This will pull business away from Centralia.

Should use the nice roads already going through Centralia and add more lanes to it.

Will make emergency response to the west side of Centralia slower.

Much destruction of land will be needed to raise roadways through wetlands.
 Will not encourage further development of Centralia.

Response:

The purpose of the US 51 project is to improve the connectivity within the south central Illinois region and to enhance the highway system continuity, while simultaneously addressing the transportation issues identified by the communities. In addition to the at-grade railroad crossing, drivers using US 51 in Centralia also encounter traffic signals, a reduction in speed limit, and a business district with on-street parking and cross streets. These interruptions to free flow travel compromise efforts to efficiently move through the US 51 corridor. An alternative through Centralia that maintained free flow conditions was developed during the analysis but was eliminated from further consideration as it displaced a large number of businesses.

Impacts to businesses are an important concern, and will be evaluated for the alternatives under consideration.


Mr. Ryan Wallis
October 1, 2010
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Access provisions for emergency response are important and will be evaluated during the refinement of recommended alternatives.

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. While all wetlands impacts cannot be avoided, alignments around the west side of Centralia were developed to minimize wetland impacts to the greatest extent practicable.

Very truly yours,

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


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

MAH:nmm



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PROGRAM DEVELOPMENT

FAP 322 (US 51)
 US 51 Corridor Study
 Various Counties
 Contract No. 74163

Mr. Ronald G. Mitchell
 28322 W. 4th St. Rd.
 Centralia, IL 62801

Dear Mr. Mitchell:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received within the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 3, held in November, 2009. The original written comment received has been reproduced below. While a best attempt was made to accurately reproduce the comment, the type-written reproduction below may not be verbatim. *Please note that revised recommended alignments were presented at Public Information Meeting series 4 held in May, 2010.* For more information including project updates, visit the project website at <http://www.us51eis-idot.com/>.

Comment:

I am opposed to the proposed corridor on the west side of Centralia. I think that this proposal is too far west of the city of Centralia. I question the stated attempt to avoid or minimize the environmental resource impact. This proposed corridor appears to take excessive wetlands across the Crooked Creek floodplain and prime farmland out of cultivation.

Response:

Executive Order 11988 (Protection of Floodplains) and 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 floodplains and wetlands, and to avoid direct and indirect support of floodplain development when a practicable alternative exists. While all wetland and floodplain impacts cannot be avoided, alignments around the west side of Centralia were developed to minimize impacts to the

COPY

Mr. Ronald G. Mitchell
October 1, 2010
Page – Two

greatest extent practicable. In addition, impacts to prime and important farmland were evaluated during the macro and alignment analysis, and minimized, where reasonable and feasible. Impacts to floodplains, wetlands, and prime and important farmland will be further evaluated during the refinement of recommended alternatives.

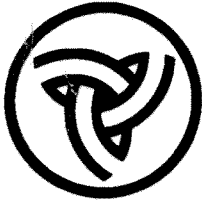
Very truly yours,

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



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

MAH:nmm



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PROGRAM DEVELOPMENT

FAP 322 (US 51)
 US 51 Corridor Study
 Various Counties
 Contract No. 74163

Ms. Esther Coe
 1201 W. 7th St.
 Centralia, IL 62801

Dear Ms. Coe:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received within the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 3, held in November, 2009. The original written comment received has been reproduced below. While a best attempt was made to accurately reproduce the comment, the type-written reproduction below may not be verbatim. *Please note that revised recommended alignments were presented at Public Information Meeting series 4 held in May, 2010.* For more information including project updates, visit the project website at <http://www.us51eis-idot.com/>.

Comment:

1. No development of commerce due to distance from Centralia.
2. It doesn't connect to the Industrial Park.
3. This will ruin productive farm land.
4. Doesn't utilize any of the existing Rt. 51 south of Sandoval overpass.
5. The proposed route will not use the existing overpass from the RR south of Centralia.
6. Raise highway over wetlands N of 161
7. Don't want my land divided, concerned about access to the different fields that we farm.

Response:

Impacts to businesses are an important concern, and will be evaluated for the alternatives under consideration.

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Ms. Esther Coe
October 1, 2010
Page – Two

Access provisions for agricultural and other businesses, including the industrial park, are important and will be evaluated during the refinement of recommended alternatives. Impacts to prime and important farmland and farm severances were evaluated during the macro and alignment analysis, and minimized, where reasonable and feasible. Impacts to prime and important farmland and severances will be further evaluated during the refinement of recommended alternatives.

The utilization of existing roadway within a corridor was evaluated as part of the macro analysis, and was considered favorable. However, the objective of this project is to improve the connectivity within the south central Illinois region and to enhance the highway system continuity, while simultaneously addressing the transportation issues identified by the communities. An alternative through Centralia that maintained free flow conditions was developed during the analysis but was eliminated from further consideration as it displaced a large number of businesses.

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. While all wetlands impacts cannot be avoided, alignments around the west side of Centralia were developed to minimize wetland impacts to the greatest extent practicable.

Very truly yours,

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


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

MAH:nmm



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PROGRAM DEVELOPMENT

FAP 322 (US 51)
 US 51 Corridor Study
 Various Counties
 Contract No. 74163

Mr. Harvey Coe
 29246 W. 10th St.
 Centralia, IL 62801

Dear Mr. Coe:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received within the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 3, held in November, 2009. The original written comment received has been reproduced below. While a best attempt was made to accurately reproduce the comment, the type-written reproduction below may not be verbatim. *Please note that revised recommended alignments were presented at Public Information Meeting series 4 held in May, 2010.* For more information including project updates, visit the project website at <http://www.us51eis-idot.com/>.

Comment:

The speaker's knowledge of the material was very good as well as was his voice. The presentation was clear and concise lasting an appropriate length of time. I would have appreciated the opportunity to have an open dialog. The individuals providing assistance after the presentation were most helpful and seemed genuinely interested. Unfortunately these are the only positive comments I have about the meeting and its content. To say that I am most troubled by the proposed bypass route around Centralia is an understatement. First of all very little of the new 51 between Sandoval and Centralia and south of Centralia where the railroad overpass and the link to the industrial park will not be utilized. This is a huge waste. There is adequate room to place 2 additional lanes of traffic along the current 51 between the two towns. The proposed route also passes through a large area of wetland north of where it will intersect 161. That highway will need to be raised for miles. Moving the highway and traffic that far west of Centralia businesses will restrict the development of new commerce. Centralia passed up the opportunity to have either Interstate 57 or 64 close enough to develop any businesses and it would be tragic to miss growth from the 51 project. Please place the 4 lane 51 close to commerce and the industrial park so Centralia doesn't become a ghost town. Lastly, the extra travel time distance won't save motorists any time of fuel.

Mr. Harvey Coe
October 1, 2010
Page - Two

Response:

Thank you for your comment. Access provisions for the industrial park and other businesses are important and will be evaluated during the refinement of recommended alternatives.

Numerous preliminary corridor options were developed by the various advisory groups comprised of local stakeholders – corridors that proposed an alignment through the center of the communities, and corridors that go around the communities. An alternative through Centralia that maintained free flow conditions was developed during the analysis but was eliminated from further consideration as it displaced a large number of businesses.

Impacts to businesses are an important concern, and will be evaluated for the alternatives under consideration. This will continue to be studied in the Draft Environmental Impact Statement.

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. While all wetlands impacts cannot be avoided, alignments around the west side of Centralia were developed to minimize wetland impacts to the greatest extent practicable.

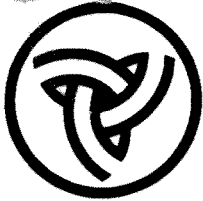
The travel time is a function of both speed and distance. The construction of four lanes with a uniform speed limit does provide benefits to travelers. As mentioned at the public information meetings, the proposed Route 51 would operate at a 65 mph speed limit in a free-flow condition - without signals or stop-control. The existing Route 51 through the communities would remain as it currently exists with a 30 or 35 mph speed limit subject to signals and stop signs where they currently exist. Roadway operations of alternatives, including distance of travel and travel time, were evaluated during the macro analysis and alignment analysis considering these differences in the posted speed limit.

Very truly yours,

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


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

MAH:nmm



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October 1, 2010

PROGRAM DEVELOPMENT

FAP 322 (US 51)
 US 51 Corridor Study
 Various Counties
 Contract No. 74163

Mr. TJ Phoenix
 1168 Byars Rd.
 Centralia, IL 62801

Dear Mr. Phoenix:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received within the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 3, held in November, 2009. The original written comment received has been reproduced below. While a best attempt was made to accurately reproduce the comment, the type-written reproduction below may not be verbatim. *Please note that revised recommended alignments were presented at Public Information Meeting series 4 held in May, 2010.* For more information including project updates, visit the project website at <http://www.us51eis-idot.com/>.

Comment:

I strongly disagree with the 51 bypass of Centralia IL. There are several problems with the idea. With the passing of Centralia at the distance that they want it will make Centralia a bigger ghost town than it is now. With the passing of the road through my father's [land] that is nothing but a swamp there will be more [barrow pits] than there is land. As well the new overpass south of town will not be utilized for the new bypass which was very costly. North of 161 the land is all swamp. The field directly north of the railroad tracks too is a swamp. As well as then the highway will also split up land and it then will be divided.

Response:

Impacts to businesses are an important concern, and will be evaluated for the alternatives under consideration. Some research indicates that the development of a bypass may result in short-term impacts to drive-through or traffic-dependent businesses (e.g., gas stations), but little overall economic impact. This will continue to be studied in the Draft Environmental Impact Statement.

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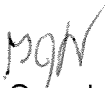
Mr. TJ Phoenix
October 1, 2010
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Executive Order 11990 (Protection of Wetlands) requires federal agencies to avoid to the extent possible the long and short-term adverse impacts associated with the occupancy and modification of wetlands, and avoid direct and indirect impacts whenever there is a practicable alternative. While all wetlands impacts cannot be avoided, alignments around the west side of Centralia were developed to minimize wetland impacts to the greatest extent practicable.

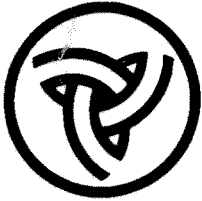
Farm severance impacts evaluated during the macro and alignment analysis, and minimized, where reasonable and feasible. Impacts to prime and important farmland and severances will be further evaluated during the refinement of recommended alternatives.

Very truly yours,

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


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

MAH:nmm



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PROGRAM DEVELOPMENT

FAP 322 (US 51)
 US 51 Corridor Study
 Various Counties
 Contract No. 74163

Mr. Matt Phoenix
 29250 W. 10th St. Rd.
 Centralia, IL 62801

Dear Mr. Phoenix:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received within the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 3, held in November, 2009. The original written comment received has been reproduced below. While a best attempt was made to accurately reproduce the comment, the type-written reproduction below may not be verbatim. *Please note that revised recommended alignments were presented at Public Information Meeting series 4 held in May, 2010.* For more information including project updates, visit the project website at <http://www.us51eis-idot.com/>.

Comment:

I feel that the proposed route 51 bypass around the City of Centralia is not a good use of the state's funds. The cost of buying right of ways, building roads and bridges, and finding the fill dirt to get through the low-lying areas on the west side of Centralia is not worth the amount of time a traveler would save with a bypass. The money would be best used to build an overpass for the railroad tracks on the south side of Centralia, on Hwy. 51. The City of Centralia has long discussed the need for an overpass for fire, ambulance, and police. Not to mention the effects and impact on local business. There has already been right of ways purchased with the existing route from Sandoval, IL through Centralia with 4 lanes already in existence from north of Central City (north of Centralia) all the way through Centralia to Interstate 64.

COPY

Mr. Matt Phoenix
October 1, 2010
Page – Two

Response:

Thank you for your comment. Numerous preliminary corridor options were developed by the various advisory groups comprised of local stakeholders – corridors that proposed an alignment through the center of the communities, and corridors that go around the communities. An alternative through Centralia that maintained free flow conditions was developed during the analysis but was eliminated from further consideration as it displaced a large number of businesses. Impacts to businesses are an important concern, and will be evaluated for the alternatives under consideration.

Very truly yours,

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



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

MAH:nmm



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October 1, 2010

PROGRAM DEVELOPMENT

FAP 322 (US 51)
US 51 Corridor Study
Various Counties
Contract No. 74163

Mr. Martin K. Phoenix
28200 W. 4th St. Rd.
Centralia, IL 62801

Dear Mr. Phoenix:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received within the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 3, held in November, 2009. The original written comment received has been reproduced below. While a best attempt was made to accurately reproduce the comment, the type-written reproduction below may not be verbatim. *Please note that revised recommended alignments were presented at Public Information Meeting series 4 held in May, 2010.* For more information including project updates, visit the project website at <http://www.us51eis-idot.com/>.

Comment:

I feel that the proposed Route 51 bypass around the city of Centralia is not a good use of the state funds. The cost of buying right of ways, building roads and bridges and finding the fill dirt to get through the low-lying flood areas on the west side of Centralia is not worth the amount of time a traveler would save with a bypass. The money would be best used to build an overpass for the railroad tracks on the south side of Centralia on Hwy 51. The city of Centralia has long discussed the need for an overpass for fire, ambulance and police. Not to mention the effects and impacts on local businesses. There has already been right of ways purchased with the existing route from Sandoval IL through Centralia with 4 lanes already in existence from north of Central City (north of Centralia) all the way through Centralia to Interstate 64.

Mr. Martin K. Phoenix
October 1, 2010
Page – Two

Response:

Thank you for your comment. Numerous preliminary corridor options were developed by the various advisory groups comprised of local stakeholders – corridors that proposed an alignment through the center of the communities, and corridors that go around the communities. An alternative through Centralia that maintained free flow conditions was developed during the analysis but was eliminated from further consideration as it displaced a large number of businesses. Impacts to businesses are an important concern, and will be evaluated for the alternatives under consideration.

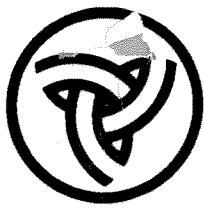
Very truly yours,

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



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

MAH:nmm



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October 1, 2010

PROGRAM DEVELOPMENT

FAP 322 (US 51)
US 51 Corridor Study
Various Counties
Contract No. 74163

Mr. Robert C. Brink
Brink Farms, Inc.
14871 Tower Rd.
Richview, IL 62877

Dear Mr. Brink:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received within the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 3, held in November, 2009. The original written comment received has been reproduced below. While a best attempt was made to accurately reproduce the comment, the type-written reproduction below may not be verbatim. *Please note that revised recommended alignments were presented at Public Information Meeting series 4 held in May, 2010.* For more information including project updates, visit the project website at <http://www.us51eis-idot.com/>.

Comment:

I very much enjoyed your presentation on the highway extension of Rt. 51 in the Sandoval-Centralia area. This area in the past had been blessed with several industries such as oil, coal, and railroad car construction most of which no longer exist. In your composition of advisory committees I saw a deficiency of agricultural interests, which is probably one of the largest economic enterprises in this area.

A large grain-fertilizer enterprise has just closed its facility in Salem (Rt. 57) to a location adjacent to the proposed easterly bypass of Sandoval. If this easterly route were continued thru Centralia it would serve as a wonderful access for us farmers who must farm in the Sandoval-Odin-Salem area. The benefit to the industrial park on the south side of Centralia would be tremendous! This would now serve as a connection route via Rt. 161 to Centralia's industries which they are in need of.

Secondly, by over passing the railroad you would be providing fire and police service to this area unhindered by rail traffic. To me there are also economic advantages to building one overpass instead of the longer, more extensive overpasses required by the westerly routes. There are already two railroad overpasses serving the western traffic. In addition a large percentage of the residences on the west side of Centralia were built in the early 1900's.

COPY

Mr. Robert C. Brink
 October 1, 2010
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It is true the bridging over Raccoon lake presents an engineering challenge, but no greater than the southern approaches to Springfield and Decatur. Raccoon Lake is no longer the only source of water since Centralia has a supply line to Carlyle Lake. The area northwest of Centralia presents its own challenges. Webster Creek, Sewer Creek, Crooked Creek, and Lost Creek with many adjoining wetland areas present their own environmental problems.

In conclusion I will state that I have supplied 1 ¼ mile of easement for Highway Rt. 51 south of Irvington and feel this provision I made is one of the best investments I have made of the future of downstate Illinois! Please give this project your highest priority. I wish you success.


Response:

Thank you for your comments. Your comment regarding lack of agricultural interests on the advisory committees is acknowledged. The various Community Advisory Groups (CAG) include stakeholders who own farmland in the project area; and the Regional Advisory Group (RAG) includes an active member from the Department of Agriculture. Additionally, members of the local farm bureaus have been contacted and invited to participate in the corridor development process.

Several eastern bypass alternatives around Centralia were considered. These alternatives were eliminated prior to the third series of Public Information Meetings (PIM#3), held in November, 2009. However, subsequent to PIM#3, additional environmental information, including the location of high quality wetlands, was received. All of the original alternatives, including the alternatives that bypass Centralia to the east were evaluated in light of the new information. One eastern bypass alternative and two western bypasses were selected to be carried forward into the next stage of detailed analysis. The alternatives were presented to the public at the fourth series of Public Information Meetings (PIM#4), held in May, 2010. The project team presented these alignments at the June 9, 2010, NEPA/404 merger meeting in Springfield, Illinois. After a lengthy discussion with the regulatory agencies, the eastern bypass of Centralia was eliminated. This bypass exhibited the highest impacts to floodplains, wetlands, high quality wetlands, homes, and commercial and public facility buildings in comparison to remaining alignments on the west side of Centralia. Therefore, all eastern bypasses of Centralia have been eliminated from further study.

Very truly yours,

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


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

MAH:nmm



Illinois Department of Transportation

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

October 1, 2010

PROGRAM DEVELOPMENT

FAP 322 (US 51)
US 51 Corridor Study
Various Counties
Contract No. 74163

Mr. Bob Brink
14871 Tower Road
Richview, IL 62877

Dear Mr. Brink:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received within the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 3, held in November, 2009. The original written comment received has been reproduced below. While a best attempt was made to accurately reproduce the comment, the type-written reproduction below may not be verbatim. *Please note that revised recommended alignments were presented at Public Information Meeting series 4 held in May, 2010.* For more information including project updates, visit the project website at <http://www.us51eis-idot.com/>.

Comment:

Terrific work on visuals (pictures). Lots of work and research.

The further west you go around Centralia the more wetlands you impact.
Look into the CNIC [railroad] staging area west of town.

Agriculture is a large industry here so we need to assist in grain handling and trucking for ag. produce.

Sandoval area new grain facility being constructed by Effingham Clay needs access.

Response:

Your comments and concerns are appreciated. 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. While all wetlands impacts cannot be avoided, alignments around the west side of Centralia were developed to minimize wetland impacts to the greatest extent practicable.

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The CNIC railroad was contacted regarding future plans of the staging area west of Centralia. Based upon the railroad response, a route through this location is not a viable alternative at this time.

Access provisions for agricultural and other businesses are important and will be evaluated during the refinement of recommended alternatives.

Very truly yours,

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


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

MAH:nmm



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Telephone 217/342-3951

October 1, 2010

PROGRAM DEVELOPMENT

FAP 322 (US 51)
US 51 Corridor Study
Various Counties
Contract No. 74163

Ms. Nina Benzing
3223 Barton Rd.
Sandoval, IL 62882

Dear Ms. Benzing:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received within the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 3, held in November, 2009. The original written comment received has been reproduced below. While a best attempt was made to accurately reproduce the comment, the type-written reproduction below may not be verbatim. *Please note that revised recommended alignments were presented at Public Information Meeting series 4 held in May, 2010.* For more information including project updates, visit the project website at <http://www.us51eis-idot.com/>.

Comment:

I have several points to make:

- 1) The proposed route north of Centralia, west of Junction City has a direct impact on several acres that have been in my family for 150+ years.
- 2) The proposed route comes right over the house I live in. I am a renter for 16+ years, not a home owner. Since I will be ineligible for your buyout finds, I, my husband, and my children will be virtually homeless with nothing to help us move forward.
- 3) Contrary to your findings, the proposed route also effects alligator snapping turtles and eastern massasauga rattlesnakes. They are both endangered and I have encountered them several times during my many years in the area.
- 4) The proposed route is totally unnecessary and a complete waste of money. There are already 4 lanes of US 51 from Irvington to Sandoval if you include both new and old 51 north of Sandoval.
- 5) The proposed route mentioned above sits along several abandoned coal mine shafts, including sink holes.
- 6) With the addition of all of the curves along the proposed route, I can't understand how these extra miles will save time when there aren't that many towns to slow down to go thru.
- 7) Bypassing towns along the route will be devastating to the local economies. Lots of travelers stop to purchase food, fuel, etc.

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- 8) We have lost several industries in recent years that had absolutely nothing to do with not having a 4 lane US 51. Ex=Littlefuse moved overseas for cheaper labor. Ex=World Color in Mt. Vernon and Salem closed and both sat directly on Int. 57.
- 9) It is a complete waste of taxpayer money!

Response:

Minimizing impacts to farmsteads was considered in the alternative evaluation process and will continue to be evaluated. Impacts to registered centennial and sesquicentennial farms will be minimized where possible and evaluations will continue as alignments are refined.

Individuals who are renting impacted residences will be addressed according to the IDOT land acquisition program. At this point in the analysis details are not refined to the level where individual impacts can be identified. Impacts to residences will be determined during the next stage of analysis, the refinement of recommended alternatives. Information regarding land acquisition compensation will be provided to all impacted homeowners and renters after individual impacts are finalized.

During 2008 and 2009, biologists with the Illinois Natural History Survey (INHS) conducted field surveys for biological resources present within and adjacent to the US 51 study area, which included amphibian and reptile surveys. No alligator snapping turtles or eastern massasauga individuals were encountered by the INHS. None of the amphibian or reptile species documented during the surveys are listed as threatened or endangered in Illinois. Your comment will be forwarded to the INHS.

The purpose of the US 51 project is to improve the connectivity within the south central Illinois region and to enhance the highway system continuity, while simultaneously addressing the transportation issues identified by the communities. Drivers using US 51 in Centralia also encounter an at-grade railroad crossing, traffic signals, a reduction in speed limit, and a business district with on-street parking and cross streets. These interruptions to free flow travel compromise efforts to efficiently move through the US 51 corridor.

Your information regarding geology is appreciated and will be useful during the refinement of recommended alternatives. Information from the Illinois State Geological Survey is anticipated to identify such areas.

The travel time is a function of both speed and distance. The construction of four lanes with a uniform speed limit does provide benefits to travelers. As mentioned at the public information meetings, the proposed Route 51 would operate at a 65 mph speed limit in a free-flow condition - without signals or stop-control. The existing Route 51 through the communities would remain as it currently exists with a 30 or 35 mph speed limit subject to signals and stop signs where they currently exist. Roadway operations of alternatives, including distance of travel and travel time, were evaluated during the macro analysis and alignment analysis considering these differences in the posted speed limit.

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Impacts to businesses are an important concern, and will be evaluated for the alternatives under consideration. Some research indicates that the development of a bypass may result in short-term impacts to drive-through or traffic-dependent businesses (e.g., gas stations), but little overall economic impact. This will continue to be studied in the Draft Environmental Impact Statement.

The project team recognizes that infrastructure services, such as roadways, are only one factor in business decisions.

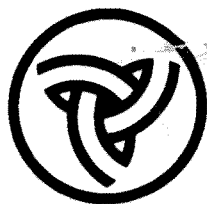
Very truly yours,

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



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

MAH:nmm



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October 1, 2010

PROGRAM DEVELOPMENT

FAP 322 (US 51)
 US 51 Corridor Study
 Various Counties
 Contract No. 74163

Mr. Justin Moll
 148 S. Poplar St.
 Centralia, IL 62801

Dear Mr. Moll:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received within the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 3, held in November, 2009. The original written comment received has been reproduced below. While a best attempt was made to accurately reproduce the comment, the type-written reproduction below may not be verbatim. *Please note that revised recommended alignments were presented at Public Information Meeting series 4 held in May, 2010.* For more information including project updates, visit the project website at <http://www.us51eis-idot.com/>.

Comment:

Poor route, C19, C20, C45 is a better way! This is a smooth route that still goes through the city. The current route goes through Centralia and provides tourism & lots of traffic to the [area] as it's the last major town before I-64 or Carbondale. Route C19, C20, C45 only has 1 commercial impact and about 9 residential impacts but I feel that is far from the major impact that moving the route away from town will do. Many businesses in Centralia thrive on the daily traffic that the current 51 brings. I agree that the current route is not safe but again C19, C20, C45 is the best economical impact for the Community of Centralia as a whole.

Response:

This route containing segments C19, C20, and C45 included impacts to an electrical substation and involved crossing five sets of railroad tracks at one location at a sharp angle, which makes a bridge difficult to construct and maintain. Due in part to these engineering constraints, this route was eliminated during the Macro Analysis. In addition, segment C45 is located directly east of the Murray Center. Discussions with Murray Center representatives resulted in a conclusion that routing US 51 along the

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west side of the Murray Center would have the least impact based on location of site access and impacts to residential living quarters on the campus. Corridors using segment 45 would sever an existing neighborhood located southeast of the Murray Center. Therefore, corridors utilizing Segment 45 were eliminated from consideration.

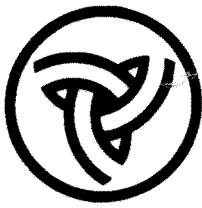
Very truly yours,

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



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

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PROGRAM DEVELOPMENT

FAP 322 (US 51)
 US 51 Corridor Study
 Various Counties
 Contract No. 74163

Mr. Vernell Burris
 727 N. Lincoln Blvd.
 Centralia, IL 62801

Dear Mr. Burris:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received within the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 3, held in November, 2009. The original written comment received has been reproduced below. While a best attempt was made to accurately reproduce the comment, the type-written reproduction below may not be verbatim. *Please note that revised recommended alignments were presented at Public Information Meeting series 4 held in May, 2010.* For more information including project updates, visit the project website at <http://www.us51eis-idot.com/>.

Comment:

The proposal route for Centralia, is OK. The main problem is you bypass the main route thru our city, and with time, many businesses will relocate to the highway route. Look at Mt. Vernon and you see many downtown businesses are moving toward/near 57, killing their intercity businesses. Why can't we meet travel and business/commerce on Centralia, various thru travel purpose of long distance travel?

Response:

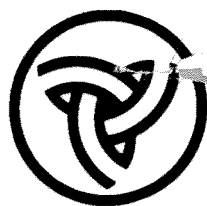
Numerous preliminary corridor options were developed by the various advisory groups comprised of local stakeholders – corridors that proposed an alignment through the center of the communities, and corridors that go around the communities. An alternative through Centralia that maintained free flow conditions was developed during the analysis but was eliminated from further consideration as it displaced a large number of businesses.

Very truly yours,

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


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

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PROGRAM DEVELOPMENT

FAP 322 (US 51)
 US 51 Corridor Study
 Various Counties
 Contract No. 74163

Mr. Delmar Wayne Morris
 1424 Green St. Rd.
 Centralia, IL 62801

Dear Mr. Morris:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received within the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 3, held in November, 2009. The original written comment received has been reproduced below. While a best attempt was made to accurately reproduce the comment, the type-written reproduction below may not be verbatim. *Please note that revised recommended alignments were presented at Public Information Meeting series 4 held in May, 2010.* For more information including project updates, visit the project website at <http://www.us51eis-idot.com/>.

Comment:

I would rather see the route to the east of Centralia and Central City because it goes by the airport and the new high school and would be closer to town than the routes to the west of town. I think that the routes to the west of Centralia would probably be the end of Centralia.

Response:

Several eastern bypass alternatives around Centralia were considered. These alternatives were eliminated prior to the third series of Public Information Meetings (PIM#3), held in November, 2009. However, subsequent to PIM#3, additional environmental information, including the location of high quality wetlands, was received. All of the original alternatives, including the alternatives that bypass Centralia to the east were evaluated in light of the new information. One eastern bypass alternative and two western bypasses were selected to be carried forward into the next stage of detailed analysis. The alternatives were presented to the public at the fourth series of Public Information Meetings (PIM#4), held in May, 2010.

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Mr. Delmar Wayne Morris
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The project team presented these alignments at the June 9, 2010, NEPA/404 merger meeting in Springfield, Illinois. After a lengthy discussion with the regulatory agencies, the eastern bypass of Centralia was eliminated. This bypass exhibited the highest impacts to floodplains, wetlands, high quality wetlands, homes, and commercial and public facility buildings in comparison to remaining alignments on the west side of Centralia. Therefore, all eastern bypasses of Centralia have been eliminated from further study.

Very truly yours,

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


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

MAH:nmm



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PROGRAM DEVELOPMENT

FAP 322 (US 51)
US 51 Corridor Study
Various Counties
Contract No. 74163

Mr. John Stack
9936 Joliff Brdg. Rd.
Centralia, IL 62801

Dear Mr. Stack:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received within the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 3, held in November, 2009. The original written comment received has been reproduced below. While a best attempt was made to accurately reproduce the comment, the type-written reproduction below may not be verbatim. *Please note that revised recommended alignments were presented at Public Information Meeting series 4 held in May, 2010.* For more information including project updates, visit the project website at <http://www.us51eis-idot.com/>.

Comment:

The present 51 thru Centralia would be more usable and economical if overpasses were built over railroads to allow traffic flow. Then connect existing highways north and south of Central City and Centralia.

Response:

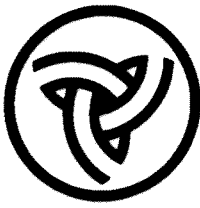
The purpose of the US 51 project is to improve the connectivity within the south central Illinois region and to enhance the highway system continuity, while simultaneously addressing the transportation issues identified by the communities. In addition to the at-grade railroad crossing, drivers using US 51 in Centralia also encounter traffic signals, a reduction in speed limit, and a business district with on-street parking and cross streets. These interruptions to free flow travel compromise efforts to efficiently move through the US 51 corridor. An alternative through Centralia that maintained free flow conditions was developed during the analysis but was eliminated from further consideration as it displaced a large number of businesses.

Very truly yours,

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


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

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October 1, 2010

PROGRAM DEVELOPMENT

FAP 322 (US 51)
US 51 Corridor Study
Various Counties
Contract No. 74163

Mr. Joe Niederhofer
8 Gayla Ave.
Centralia, IL 62801

Dear Mr. Niederhofer:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received within the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 3, held in November, 2009. The original written comment received has been reproduced below. While a best attempt was made to accurately reproduce the comment, the type-written reproduction below may not be verbatim. *Please note that revised recommended alignments were presented at Public Information Meeting series 4 held in May, 2010.* For more information including project updates, visit the project website at <http://www.us51eis-idot.com/>.

Comment:

I have attended most of the [Community Advisory Group] CAG and [Regional Advisory Group] RAG group meetings and feel real progress is being made. The objectives are being addressed and the corridors "selected" appear to be in the best interest for the region.

Response:

Thank you for your comment.

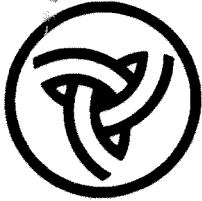
Very truly yours,

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


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

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PROGRAM DEVELOPMENT

FAP 322 (US 51)
 US 51 Corridor Study
 Various Counties
 Contract No. 74163

Ms. Jean Anderson
 952 W. Nevada Ave.
 Sandoval, IL 62882

Dear Ms. Anderson:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received within the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 3, held in November, 2009. The original written comment received has been reproduced below. While a best attempt was made to accurately reproduce the comment, the type-written reproduction below may not be verbatim. *Please note that revised recommended alignments were presented at Public Information Meeting series 4 held in May, 2010.* For more information including project updates, visit the project website at <http://www.us51eis-idot.com/>.

Comment:

I do not like option CO around Sandoval for two reasons.

#1 – It comes very close to our property and will decrease the property value without compensation.

#2- I don't like the proximity to the high school. There is already a major US highway at the front of the school with congestion in the morning and afternoon. We don't need another major highway near the school with a concentration of youthful drivers.

Response:

At this point in the analysis, details are not refined to the level where individual impacts can be identified. Impacts to residences will be determined during the next stage of analysis when the right-of-way is refined for the recommended alternatives, and minimized where reasonable and feasible. Information regarding land acquisition compensation will be provided to all impacted homeowners after individual impacts are finalized.

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Ms. Jean Anderson
October 1, 2010
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Your concern regarding the proximity of the proposed route CO to Sandoval High School is acknowledged, and will be taken into consideration during the refinement of recommended alternatives.

Very truly yours,

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



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

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