

PIM Series #4  
May 2010



**NOTICE**  
**U.S. 51 ENVIRONMENTAL IMPACT STATEMENT**  
**PUBLIC INFORMATION MEETING # 4**

Notice is hereby given that the Illinois Department of Transportation will hold Public Information Meeting's on May 5<sup>th</sup>, 6<sup>th</sup> & 11<sup>th</sup>. The meeting times and locations are as follows:

Wednesday, May 5<sup>th</sup> – 6:00 to 8:00 PM  
 Kaskaskia College – Vandalia Extension  
 2310 West Fillmore  
 Vandalia, IL 62471

Thursday, May 6<sup>th</sup> – 6:00 to 8:00 PM  
 America's Best Value Inn – Bell Tower  
 200 East Noleman Street  
 Centralia, IL 62801

Tuesday, May 11<sup>th</sup> - 6:00 to 8:00 PM  
 Patoka Civic Center  
 210 West Bond Street  
 Patoka, IL 62875

The purpose of the meeting is to present study updates and the alignments recommended for further study around the communities of Ramsey, Vandalia, Vernon, Patoka, Sandoval, and the Centralia area. At the November 2009 Public Information Meetings, the project team presented the preliminary corridors recommended to be carried forward for further study. Since the presentations in November, additional environmental data has been received that influence the locations of corridors and their resulting alignments in the Centralia-Sandoval area, Vernon, and Vandalia. A formal presentation (identical content at all three locations) starting shortly after six o'clock will be followed by an open house to review project exhibits and provide an opportunity for discussion and questions. Comments will be taken at the meeting, by mail, email, or fax until May 20<sup>th</sup>, 2010. Information presented at the meeting will be made available on the project website following the public meetings. Persons with disability requiring special accommodations should contact Mr. Gary Welton of the Illinois Department of Transportation (217-342-3951) to advise of planned attendance and needed accommodations.

**US 51 Webpage: <http://www.us51eis-IDOT.com>**



U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

America's Best Value Inn – Bell Tower

Centralia - Public Information Meeting # 4

May 6, 2010 6:00 – 8:00 PM



NAME	ADDRESS	PHONE	E-MAIL
Jack C Schroeter	950 N Jalliff Bridge Rd	618-533-4366	
Derin Mulken	200 S FRANKLIN SALEM 62881	618-548-0060	
James Patrick	120 Edmar Ave Salem	618-548-4234	JPatrick@ScirPDC.com
Sally Schroeter	29712 Junction Rd Centralia	618-780-8217	genesis@mvn.net
Jack Schroeter	29712 Junction Rd Centralia	618-780-8219	genesis@mvn.net
RICK KRETZER	501 N CLAY SANDOVAL	618-339-5569	RRKRETZER@AOL.COM
VERNELL BURRIS	727 W. LINCOLN CENT	618-204-0725	VERNELL BURRIS @YR1100.COM
John Brink	27716 ST. RT 177 Richview, IL	618-249-8508	
John Stack	9936 Jalliff Brdg. Rd Centralia	618-533-1962	
Darrell Mary Alb	28825 Sand Ridge Rd Centralia	618-247-3630	



U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Kaskaskia College

Vandalia - Public Information Meeting # 4

May 5, 2010 6:00 – 8:00 PM



NAME	ADDRESS	PHONE	E-MAIL
<i>A. M. Pirog</i>	RR 3 BOX 54 VANDALIA, IL 62471		
<i>Dennis Graumenz</i>	RR3 Box 970 Vandalia IL 62471	292-0011	
<i>Chris Graumenz</i>	RR3 box 970 vandalia IL 62471	297-2880	
<i>William E. Haskins</i>	2426 LINDA AVE VANDALIA, IL	918-9485	
<i>Gary Welfer</i>	400 W. Walnut, Effingham		
<i>John R. Erickson</i>	R2 Box 400 Vandalia	618-283-4042	JRE 400 @ <del>sb</del> global.net
<i>Jeppan Panack</i>	STAMPANA, IL		
<i>SHERRY PHILLIPS</i>	IDOT		
<i>Steve Corley</i>	IDOT	217-342-8228	
<i>Byron + Tracey Sikora</i>	2252 Lake Hills Dr	267-1876	



U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Kaskaskia College

Vandalia - Public Information Meeting # 4

May 5, 2010 6:00 – 8:00 PM



NAME	ADDRESS	PHONE	E-MAIL
Rich Bauer	1227 W. St Clair St	267-0929	rbauer@leaderunion.com
Bonnie Ellison	2089 Illini; Vand.	283-3732	bonjoe1@earthlink.net
JOE ELLISON	2089 ILLINI AVE VAN	283-3732	
Van England	R2 Box 290 Vandalia	283-4956	
Ellen Black	211 W. Fillmore St	283-1736	
Alan Black	211 W. Fillmore ST	283-1736	
Wade Bell	2700 Spring Dr. Van	283-2243	wbell@leaderunion.com
Harold Baumann	101 Woodland Hills St Van	283-3147	H&B821@ATT.NET
MARILYN VANUYTVEEN	RR#1 Box 370	423-2180	MARILYN.VANUYTVEEN@SENECA.COM
JOHN ADERMANN	RR#3 Box 55	780-4861	



U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Kaskaskia College

Vandalia - Public Information Meeting # 4



May 5, 2010 6:00 – 8:00 PM

NAME	ADDRESS	PHONE	E-MAIL
Jim DeRozar	1204 3rd St VANA	562 3109	PANA-IL@Comcast.net
JoAnn Sasse Givans			
JUDITH WALKER	RR#1 Box 238 SHOBNIER	618 846 2233	
DONALD WALKER	RR#1 Box 238 SHOBNIER	618 846 - 2233	
Rusty & Tammy Moreland B 5	RR#2 Box 63 Ramsey, IL	618-423-9494	rdmoreland@frontiernet.net
B.J. Mueller	Box 171 Ramsey IL	<del>618</del> 618-423-2553	
Scott Rakers	HMG Engineers PO Box 70, 1075 Lake Road, Carlyle, IL 62231	618-594-3711	srakers@hmgengineers.com
Janet Trisner	2503 Malony Ln Vandalia, IL 62471	618 283 2549	



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

**Kaskaskia College**

**Vandalia - Public Information Meeting # 4**

**May 5, 2010 6:00 – 8:00 PM**



NAME	ADDRESS	PHONE	E-MAIL
<i>Bob J Dugan</i>	<i>RRR Box 52 Vandalia</i>	<i>283-2408</i>	
<i>Kenneth Cunningham</i>	<i>RR#1 Box 289 Quincy</i>	<i>423-2588</i>	



# U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Kaskaskia College

Vandalia - Public Information Meeting # 4

May 5, 2010 6:00 – 8:00 PM



NAME	ADDRESS	PHONE	E-MAIL
TONY PALS	301 S. THIRD VANDALIA, IL 62471	618-283-1095,x3	tony.pals@il.nacdn.net.net
Rich Hull	RR#1 Box 271 RAMSEY ILL 62450	618-423-9394	
FRANK & JOAN MOXEY	1990 ZENT DR VANDALIA, IL 62471	618-283-4043	
Dale Timmerman	1409 N 574 Vandalia	618 283 0540	dale@timco.ws
GARY HART	RR1 Box 135 MULBERRY GROVE ILL 62264	618-328-7445	
RANDY EDWARDS	3 WOODLAND DR.	618-267-2981	
Rob Blackerby	2004 Hickory Hill Dr VANDALIA	618-292-0216	
Sherry Hicks	1018 N. Burtschi Vandalia	618-283-9295	h_sherry@sbcglobal.net
Larry Mabry	720 Cochenour St Vandalia	283-1085	
Jon Keck	R.R. 2 Box 189 VANDALIA	267-6911	kecksmarsh@hotmail.com





U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

America's Best Value Inn – Bell Tower

Centralia - Public Information Meeting # 4

May 6, 2010 6:00 – 8:00 PM



NAME	ADDRESS	PHONE	E-MAIL
Wm & Ruth Meltzer	Junction 50+51 Sandoval, IL 62882	247-3252	jrsrec@frontiernet.net
Michael Chambers Banks Bowl Inc	2750 Old Hwy 51	532-1641	mchamb@gmail.com
Jim & Jean Anderson	951 W. Nevada Ave Sandoval	247-3795	jean1@accessus.net
John Warde	334 N Maple Centralia, IL	292-8038	jworlds@center.net
JOE NIEDERHOFER	8 GAYLH AVENUE CENTRALIA IL 62801	322-4751	joe.niederhofer@rhutasel.net
Robert Moody	7501 Huey Rd. CENTRALIA, IL 62801	618-495-2211	Robert_Moody@KinderMorgan.com
Ron Halvoet	7501 Huey Rd Centralia, IL	618-495-2211 ext 356	ronald_halvoet@kindermorgan.com
Bill Sprake	15 Clear Lake Dr		
Bruce Geary	1628 E. McCord, Centralia IL	618-532-2228	bruceg@dbge.net
LERRN PANONK	CHAMPANA		



U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

America's Best Value Inn – Bell Tower

Centralia - Public Information Meeting # 4

May 6, 2010 6:00 – 8:00 PM



NAME	ADDRESS	PHONE	E-MAIL
Glenn + Nina Benzing	3223 Barton Rd. Sandoval, IL 62882	(618) 532-4300/work	zingwingding@yahoo.com
RONALD MITCHELL	28322 W. 4TH ST. RD CENTRALIA, IL	(618) 532-2604	
David R. Britt	1224 Britt Rd. Paducah, IL 62875	618-432-5927	
Jim BEAYER	27837 W. 4th St. Rd Centralia	(618) 532-6496	
Burke Davies	1550 E Main Salem IL. 62881	618-548-2230 ext #3	burke.davies@il.nacdnet.net
Jenny Ratermann	601 Iowa AV Sandoval, 62882	618-367-3463	
MARTIN & Phoenix	28200 W 4th Street Rd Centralia, IL	618 532 1521	
Jeff Brink	29228 U.S. Hwy 50 Sandoval, IL.	618-616-6567	
Kathy Brink	29228 U.S. Hwy 50 Sandoval, IL.		
Gary Dodillet	17462 Irvington Rd. Centralia, IL.	618-249-8178	gdodillet@yahoo.com



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

**America's Best Value Inn – Bell Tower**

**Centralia - Public Information Meeting # 4**

**May 6, 2010 6:00 – 8:00 PM**



NAME	ADDRESS	PHONE	E-MAIL
<i>Becky Cull</i>			

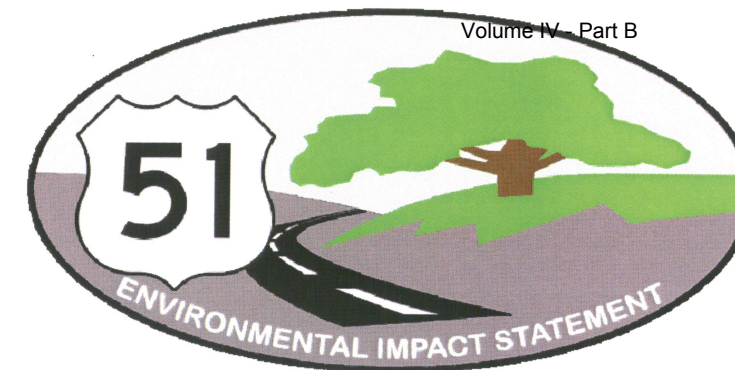


U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Patoka Civic Center

Patoka / Vernon - Public Information Meeting # 4

May 11, 2010 - 6:00-8:00 PM



NAME	ADDRESS	PHONE	E-MAIL
HOWARD KLEI BOEKER	CENTRALIA ILL	618 532 75	
J PAULDING	VERNON, IL		
Mary Vogt	Sandoval	618-247-3377	NA
Harry Braddock	Patoka	618 292 5946	bradcasey@yahoo.com
Brad Braddock	1178 Boat Dock Rd. Patoka, IL 62875	618 780-7020	bradb4h@yahoo.com
Brenda Knipping	36942 W. 4 <sup>th</sup> St Rd Centralia, IL 62801	618 532 9434	
Billy Sullens	Patoka 1009 Dickey Pond Rd	618-432-5574	NA
Les Sullens	Vernon 731 Dickey Pond Rd	618-432-5608	
Derold Snyder	1960 Highway 2 Rd Decatur IL 62521	217 428 2520	qas372dtk@comcast.net
Bob Wilson	5855 LAKELYN DR MACON IL 62544	217-865-2555	CRAPRAEBOY@GMAIL.COM

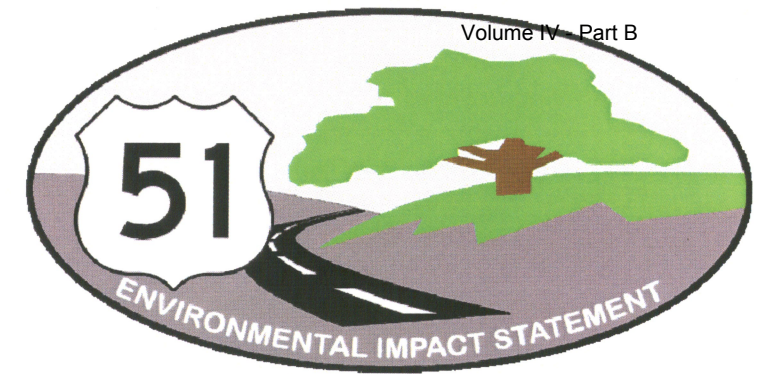


U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Patoka Civic Center

Patoka / Vernon - Public Information Meeting # 4

May 11, 2010 - 6:00-8:00 PM



NAME	ADDRESS	PHONE	E-MAIL
Ed Thoman	8150 Thoman Ln Patoka IL 62853	618-432-5519	Pattupe@frontier.net.net
Mike Norris	8481 US Highway 51 Patoka	618-432-9928	
Al Hinderliter	503 S. Maple St Patoka	618-432-7704	
Bob Schulte	302 N. Williams ALBERN, IL	618-248-5683	
Garry Walton	400 W. Wabash	217-342-8241	
Kendell + Tracy Discus	803 W. Fayette Ave. Patoka, IL	618-432-5948	clinspec@frontier.net.net
MARK + BRENDA MURFEN	2168 TANK FARM RD VERNON IL		
Gary Heister	532 Shady Grove Rd. Patoka	618-432-5417	
Tim Bolin	20006 Diamond Springs Rd. Carlyle IL 62231	618-226-3423	tamarabolin@yahoo.com
Phil & Julia Owens	1305 Ferrydale Rd, Bolin, IL 62820		fmcwater@hughes.net

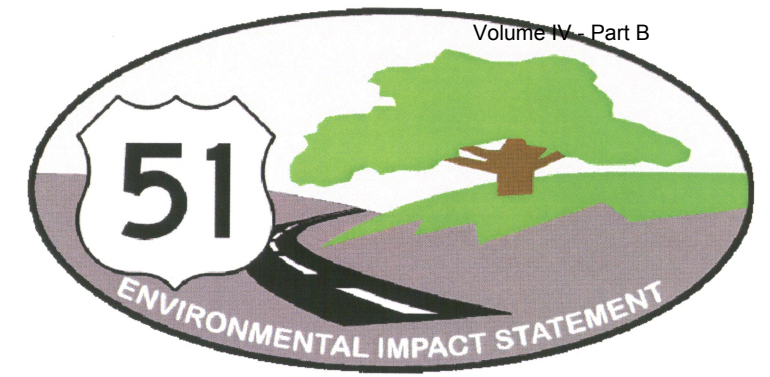


U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Patoka Civic Center

Patoka / Vernon - Public Information Meeting # 4

May 11, 2010 - 6:00-8:00 PM



Volume IV - Part B

NAME	ADDRESS	PHONE	E-MAIL
James D. Roeten	P.O. Box 189 Central IL	618-533-5209	
Blake Hyde	101 E. Effingham Patoka, IL	618-432-7258	
Leslie Britt	1881 KINOKA RD PATOKA IL	618 432-7663	BRIT1@fronturnet.net
Chad Burns	Box 4 Vernon IL	432-5367	
Stacy Hood	511 W Jefferson PATOKA	432-5304	shood@handhcomputers.com

Public Information Meetings  
Vandalia, Centralia, Patoka  
May 5, 6, & 11, 2010

# US 51 Environmental Impact Statement



## Agenda

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



## Agenda

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

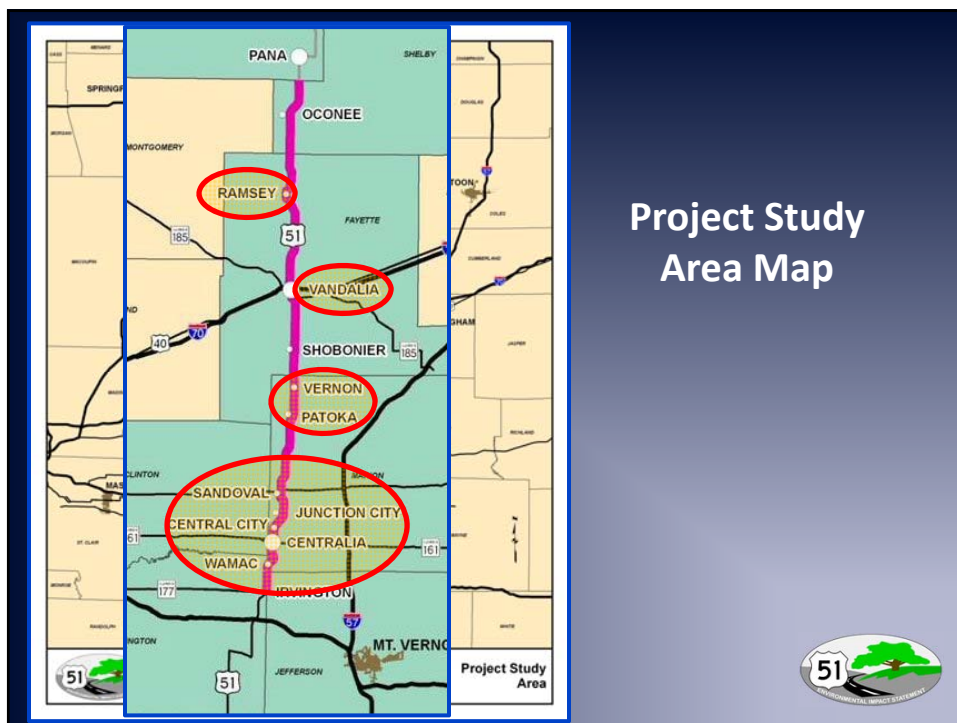
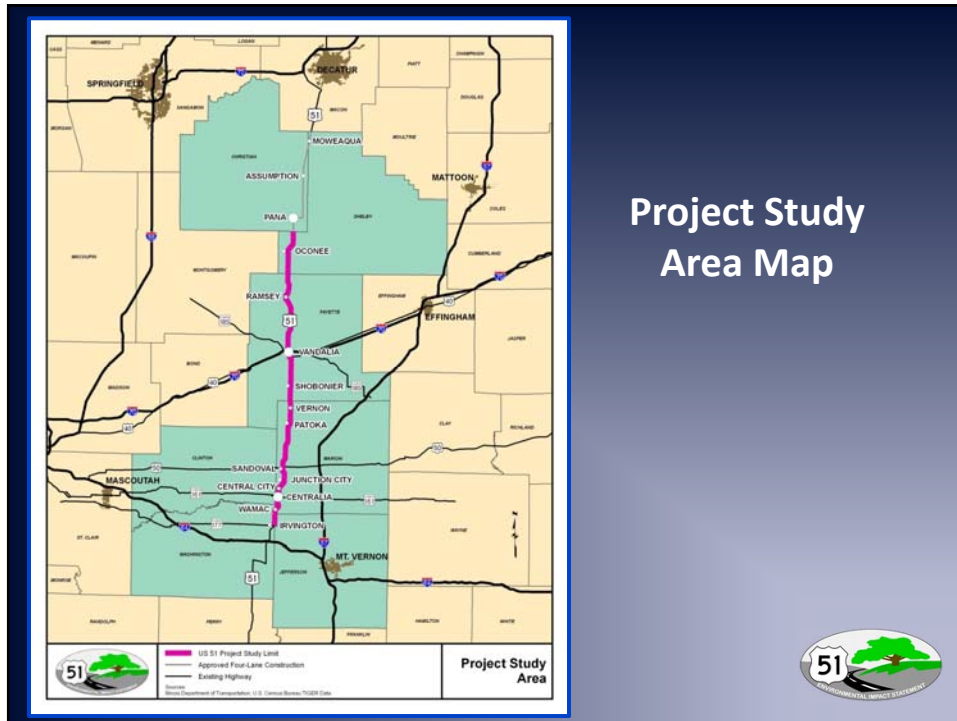


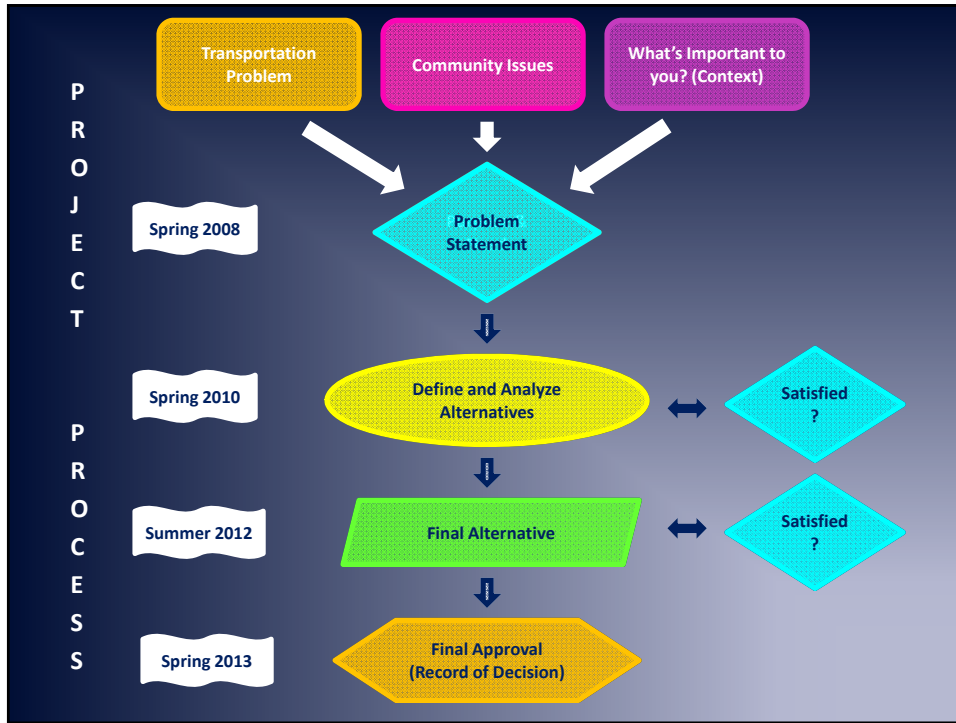
## Agenda

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



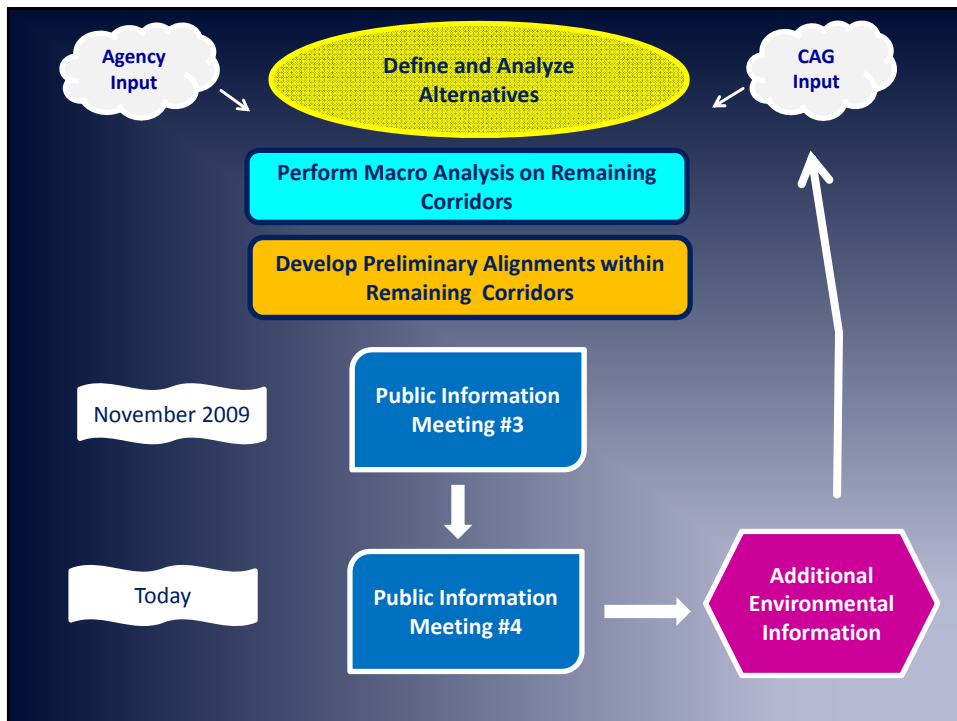
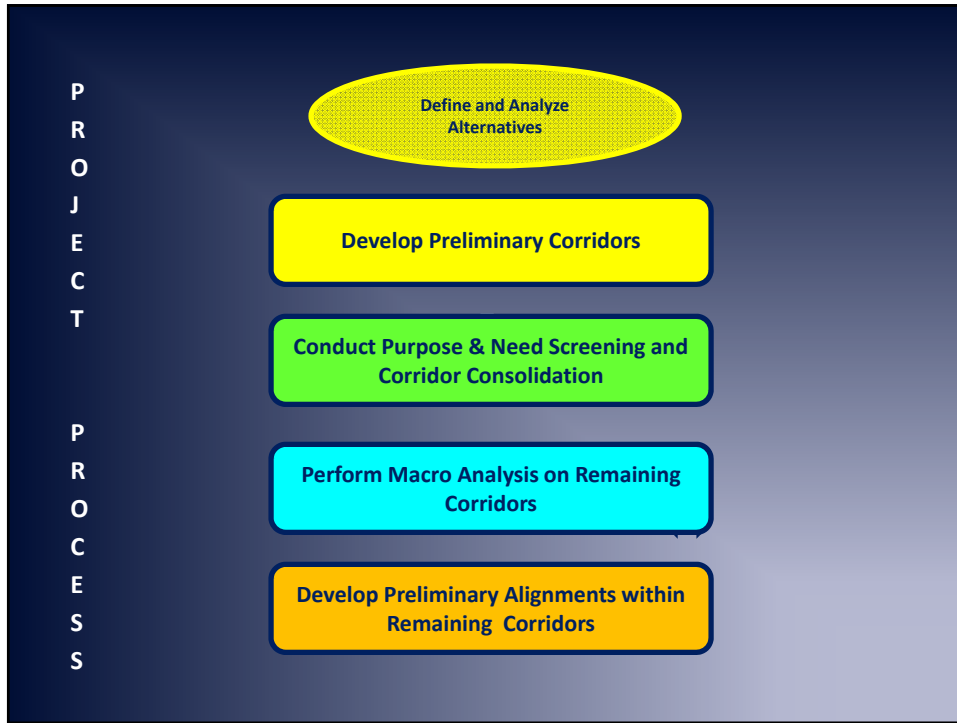






## Purpose & Need Statement

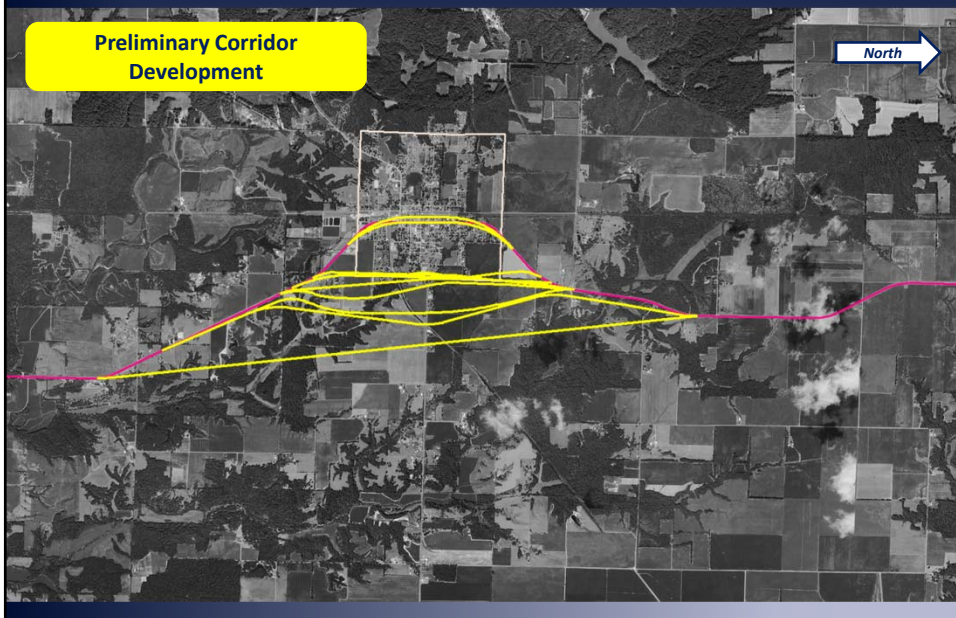
The purpose of the US 51 project is to improve the connectivity within the south central Illinois region and to enhance the highway system continuity. The region needs a centralized roadway that effectively connects communities as well as local and commercial centers, while also providing a roadway that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

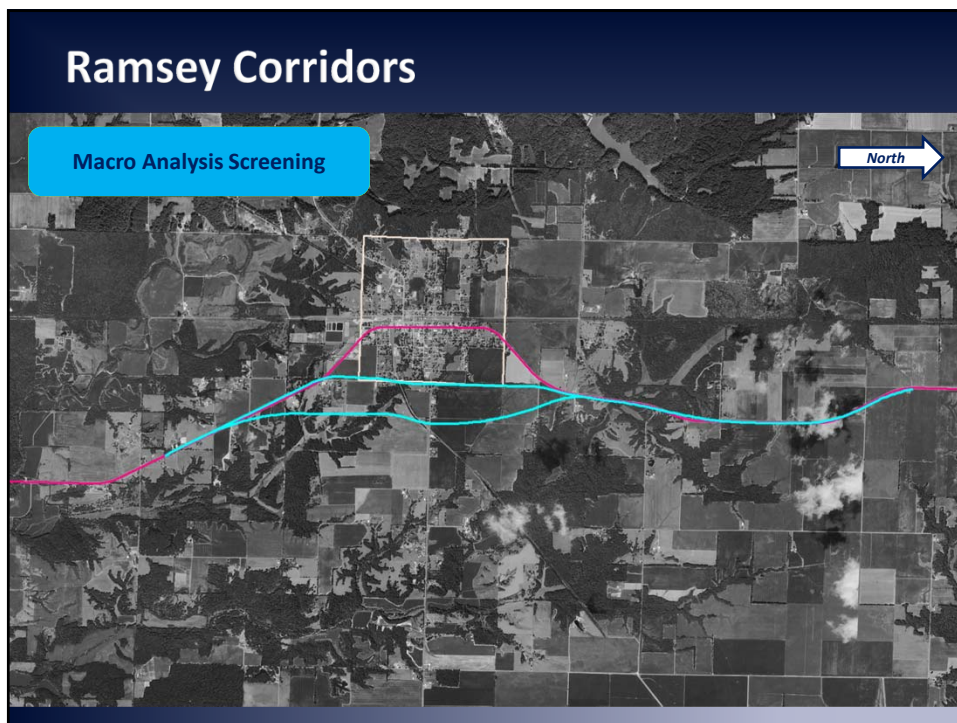
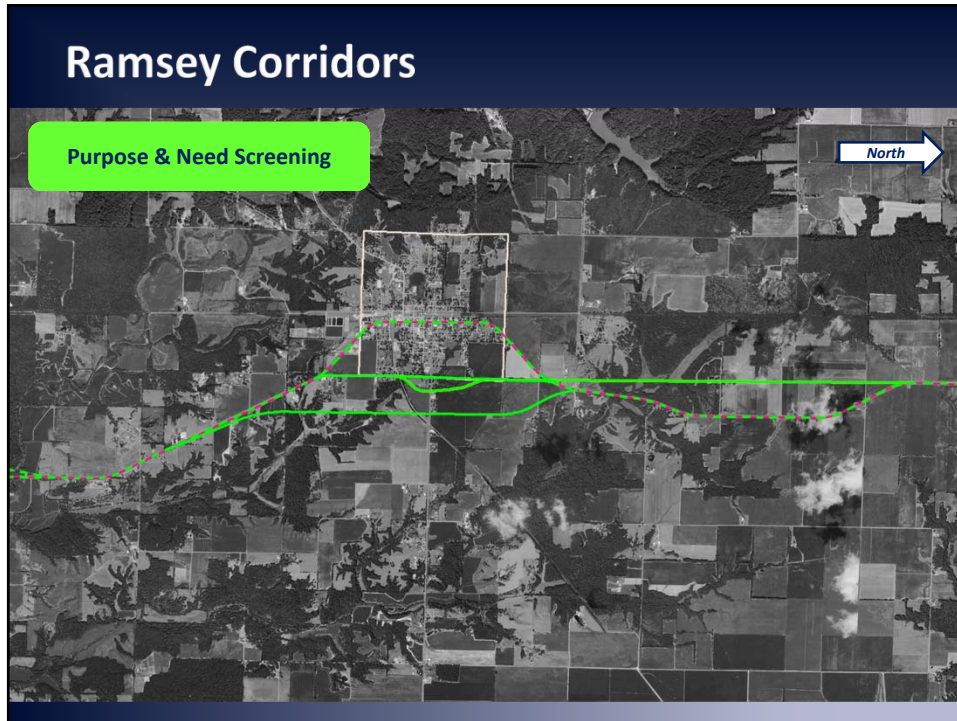


## CAG & Agency Meetings



## Ramsey Corridors





## Ramsey Corridors

Macro Analysis Screening

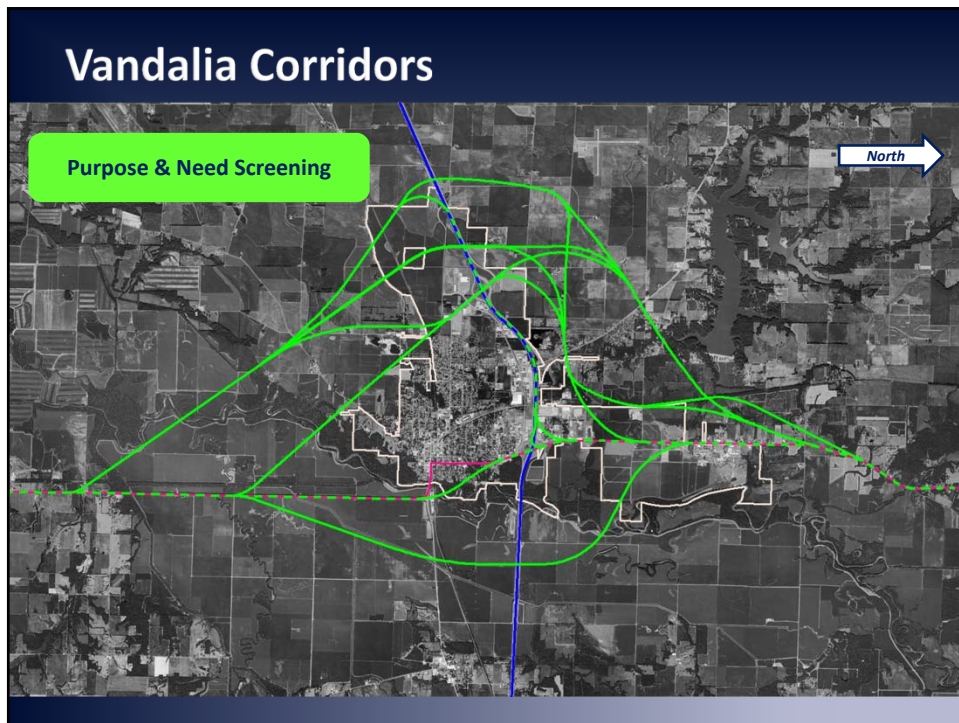
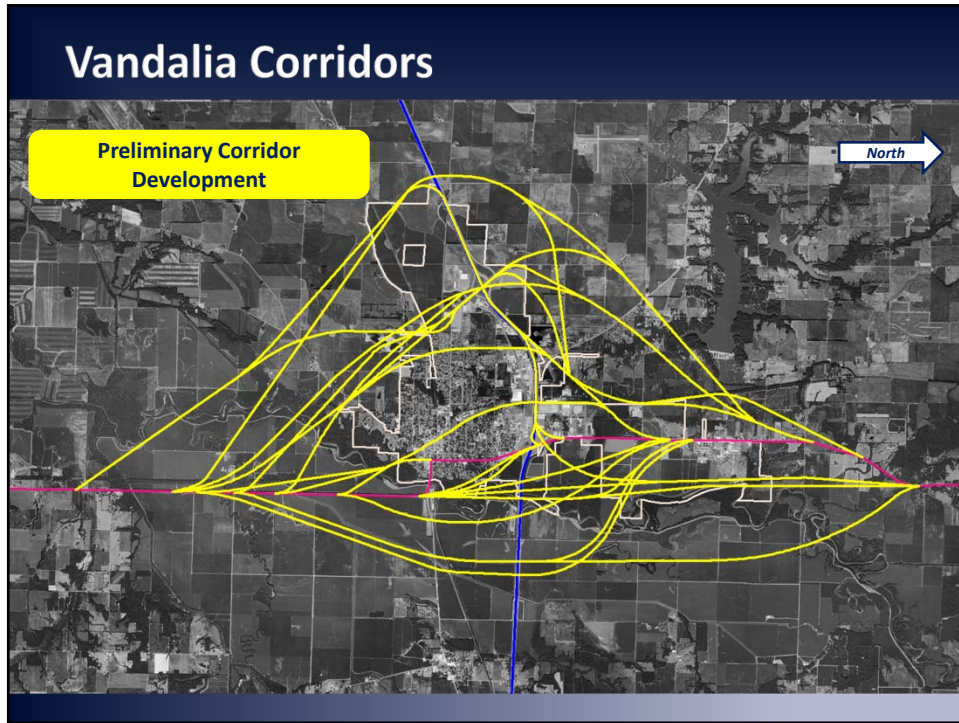
North

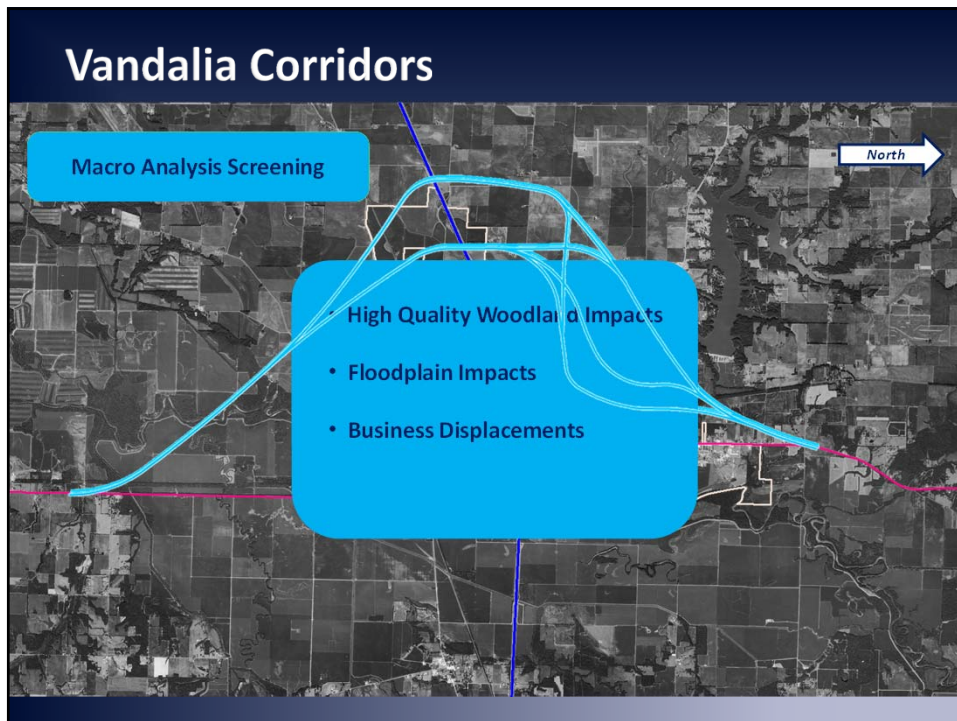
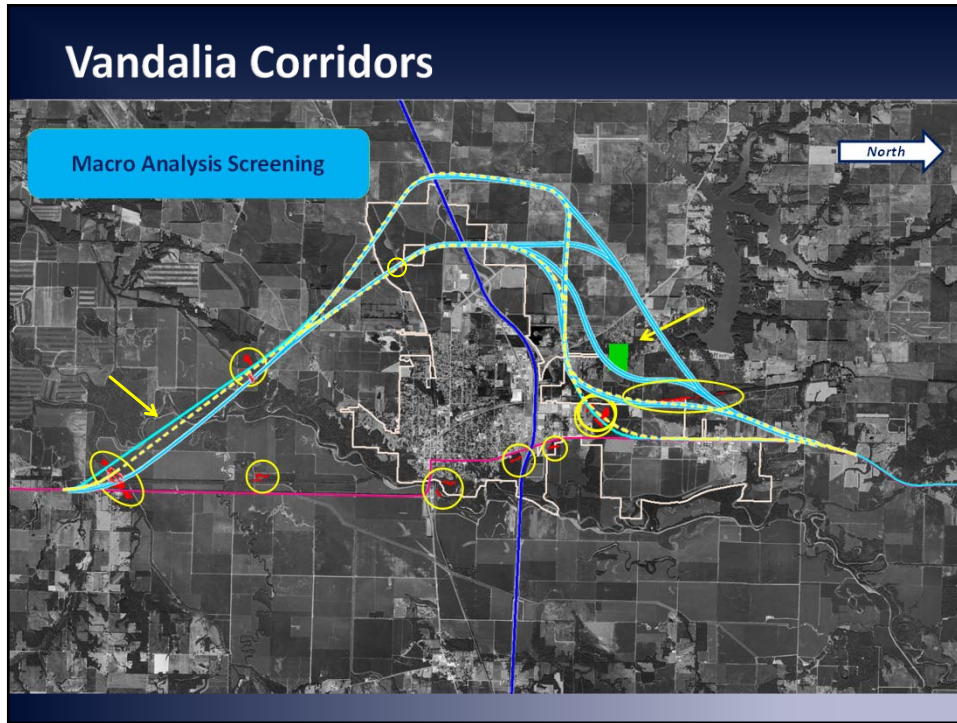
- Business Displacements
- Residential Displacements
- Parkland Impacts
- Farm Severances

## Ramsey Corridors

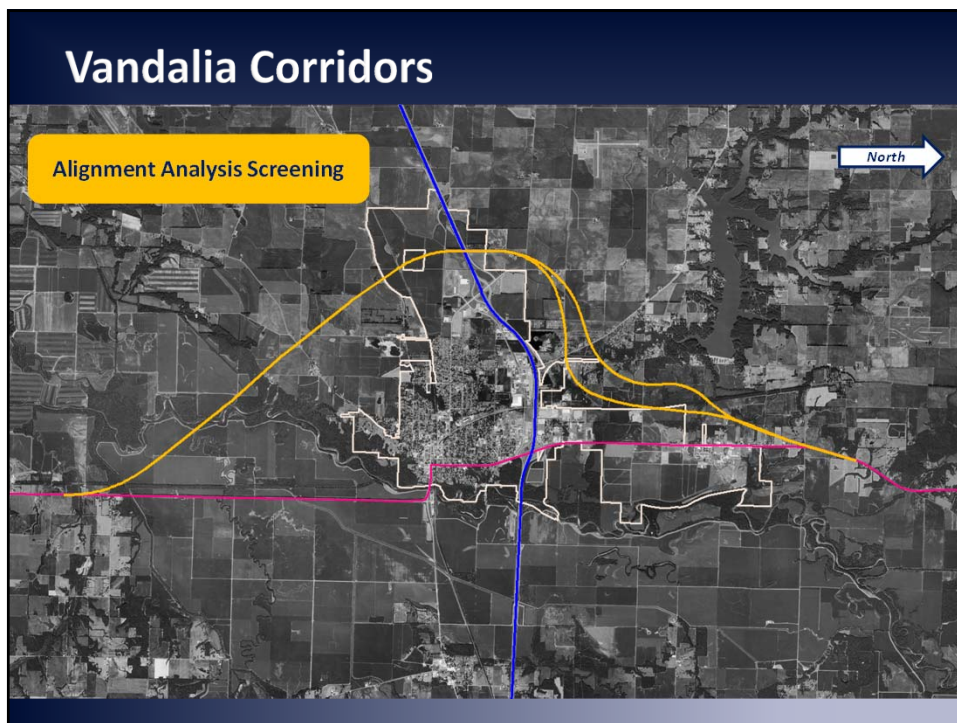
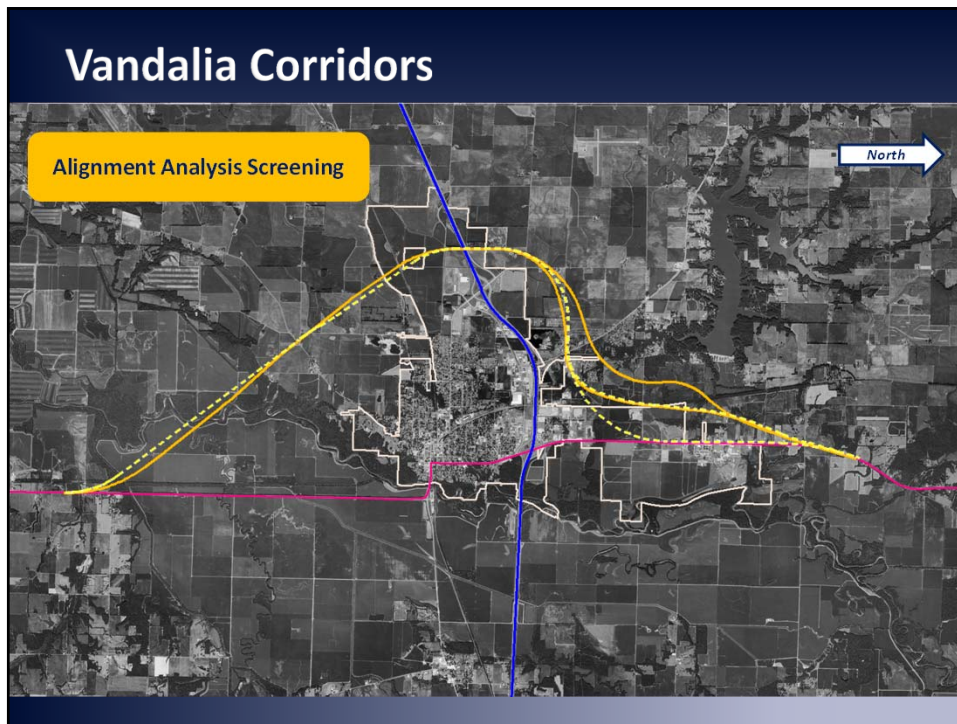
Alignment Analysis Screening

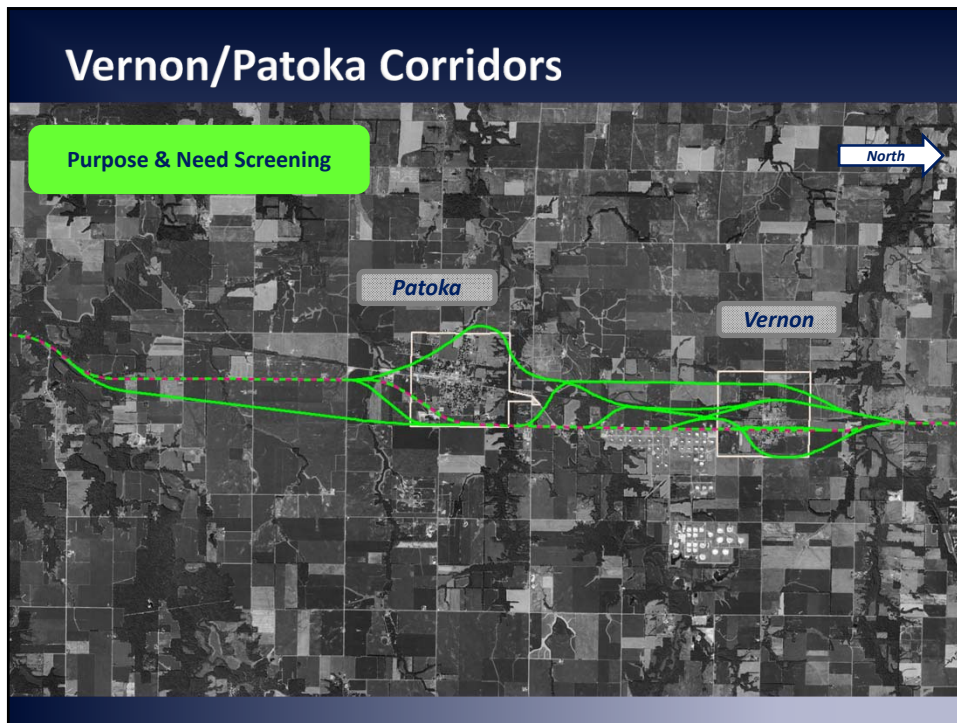
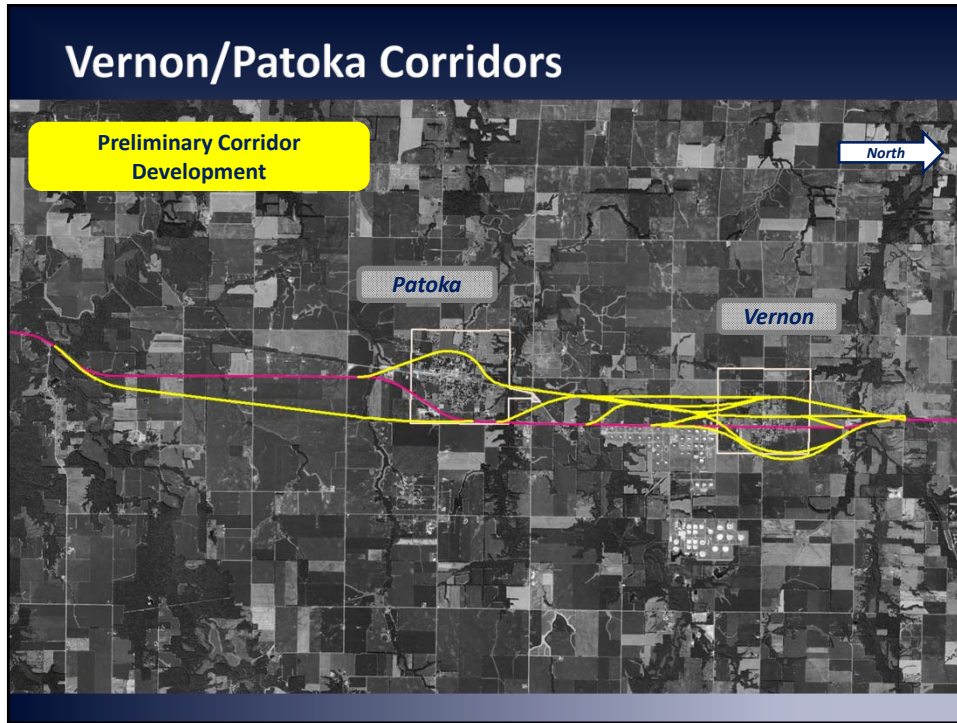
North

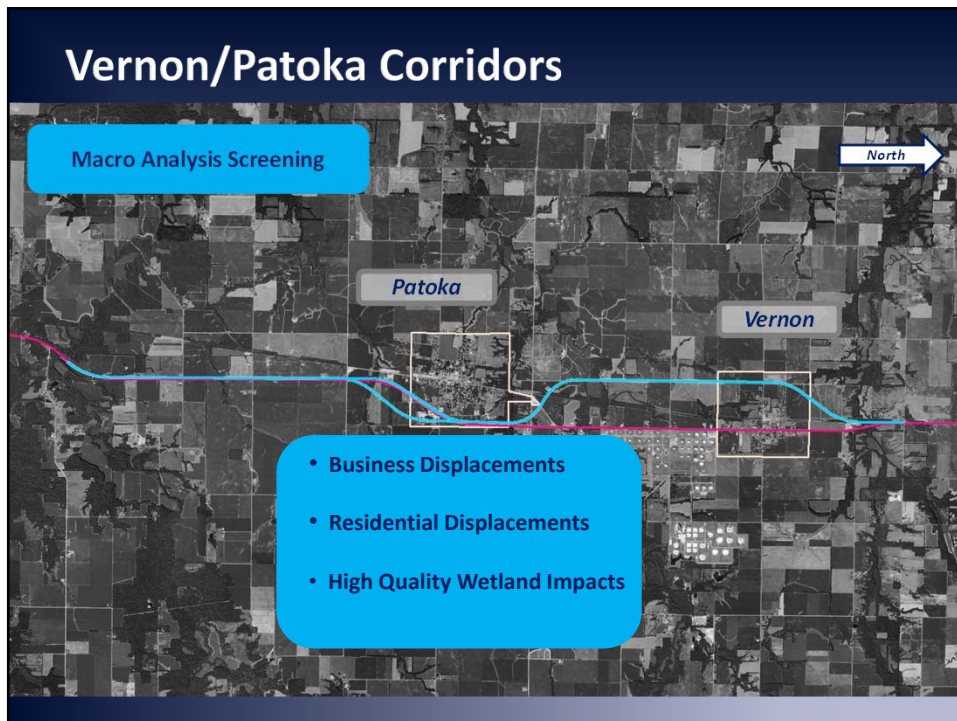
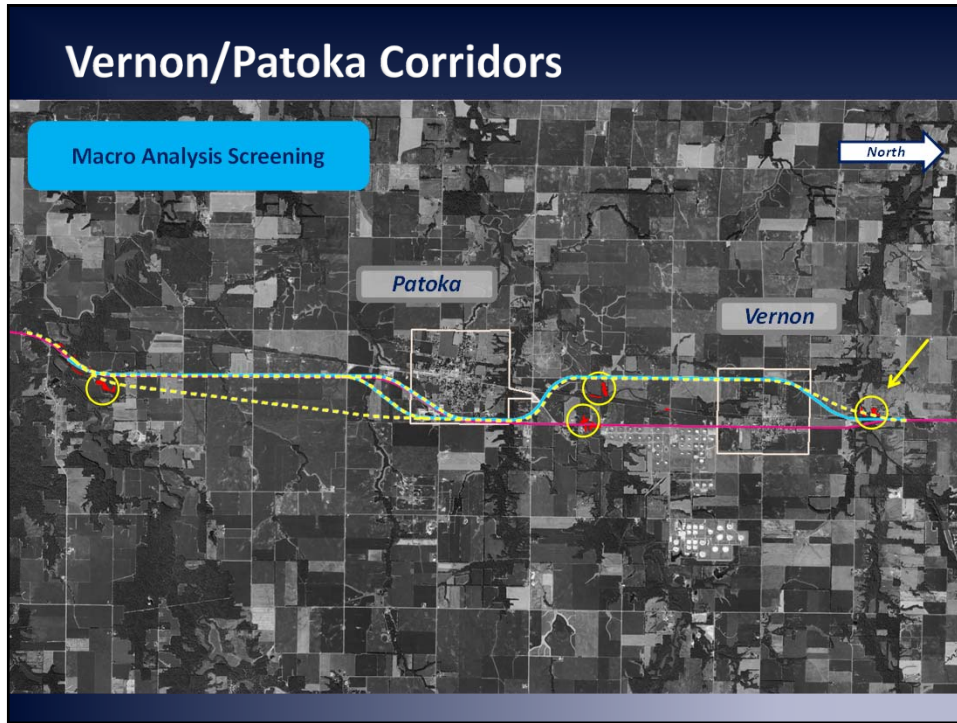


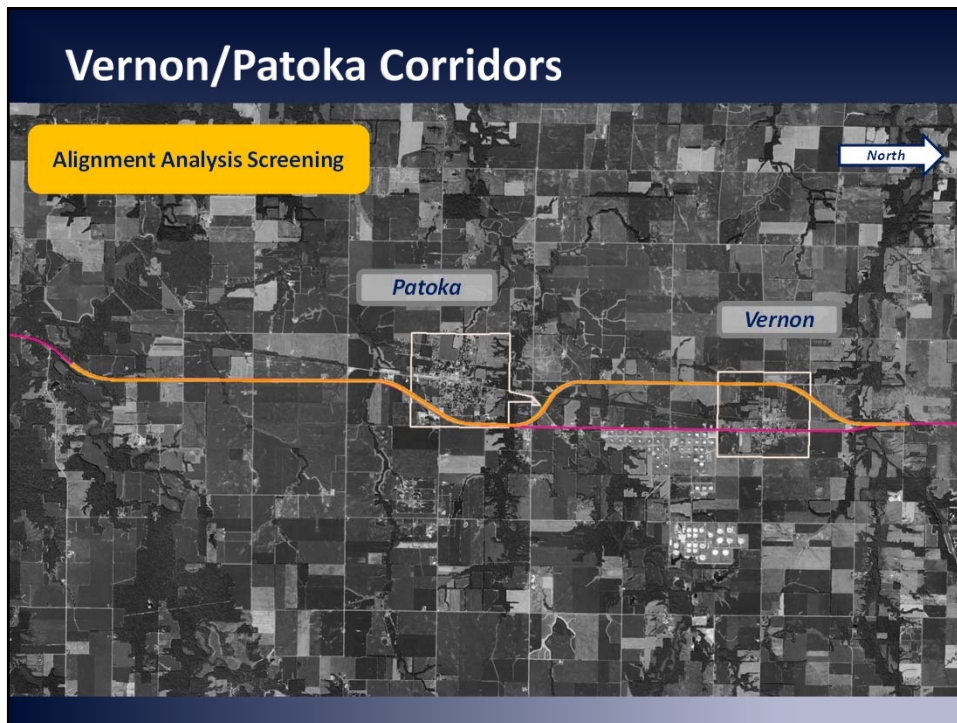
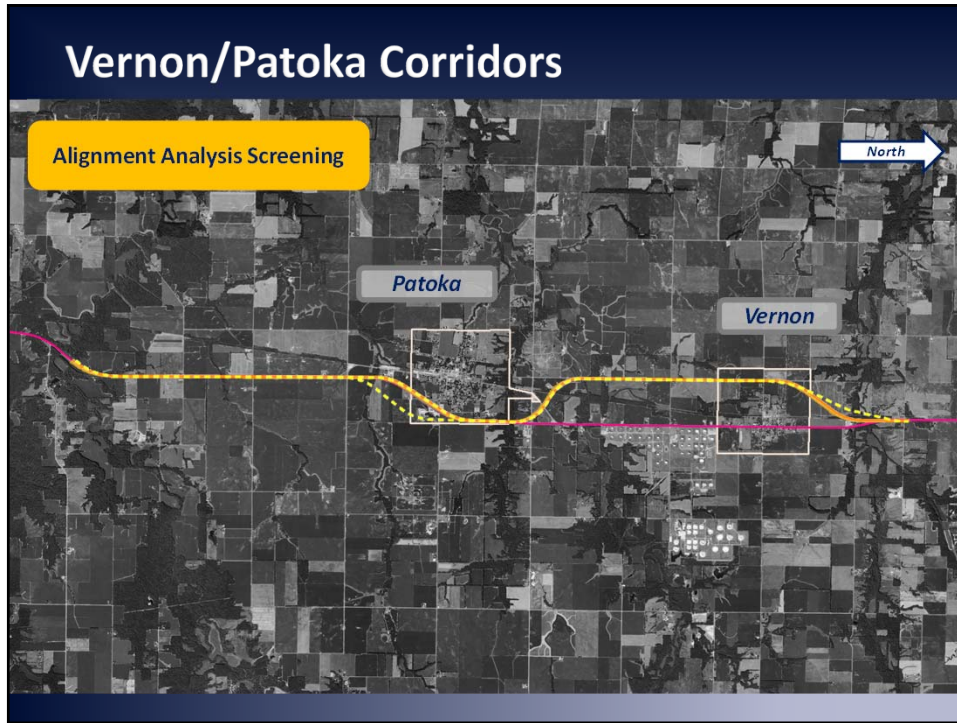


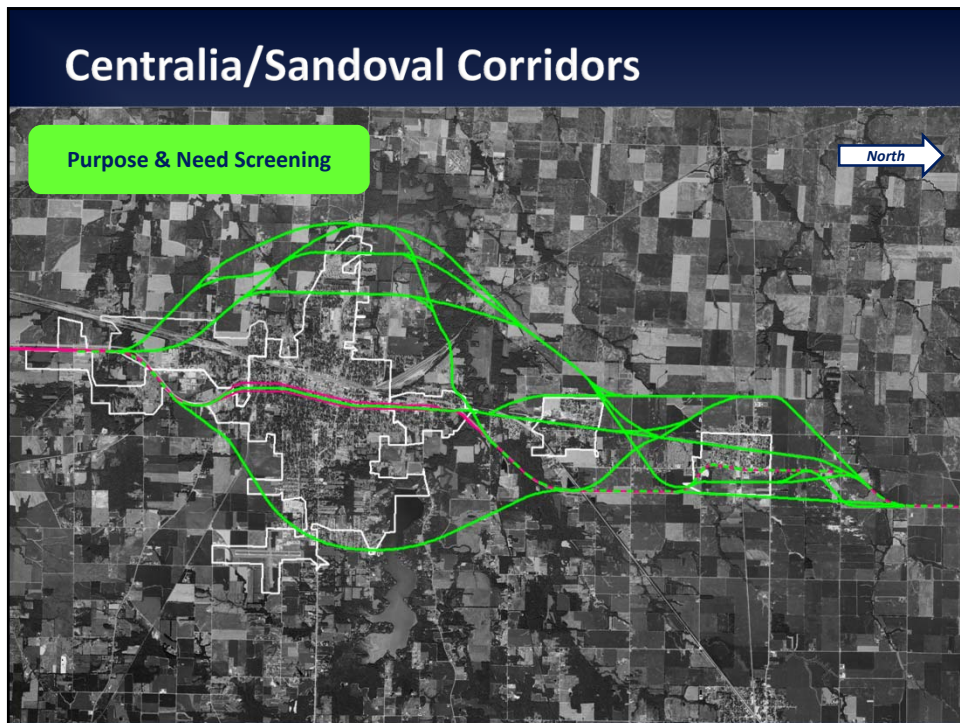
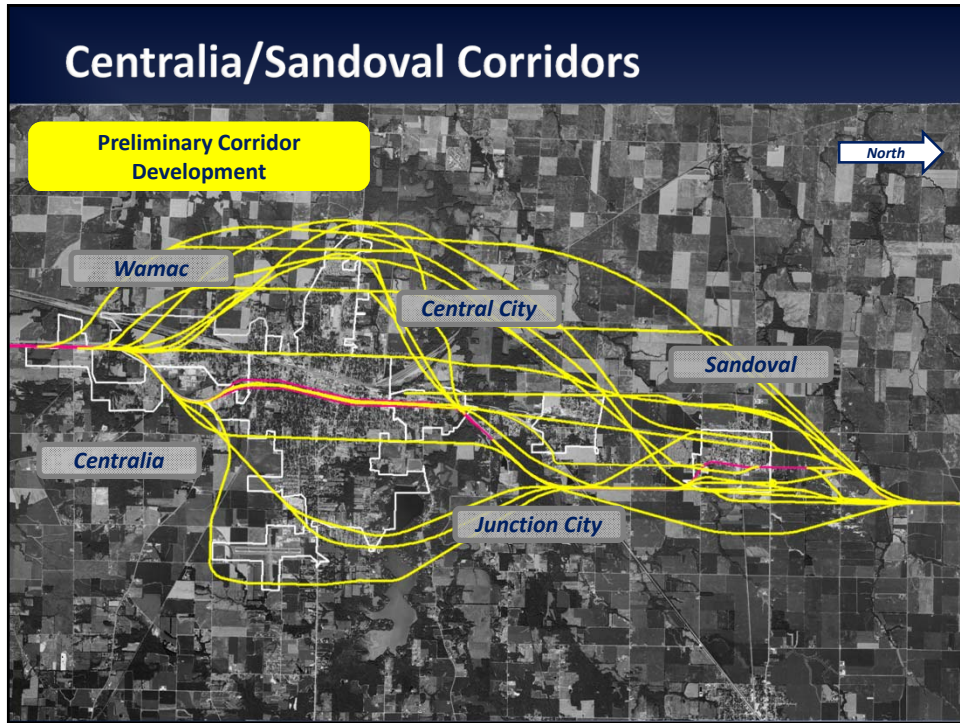




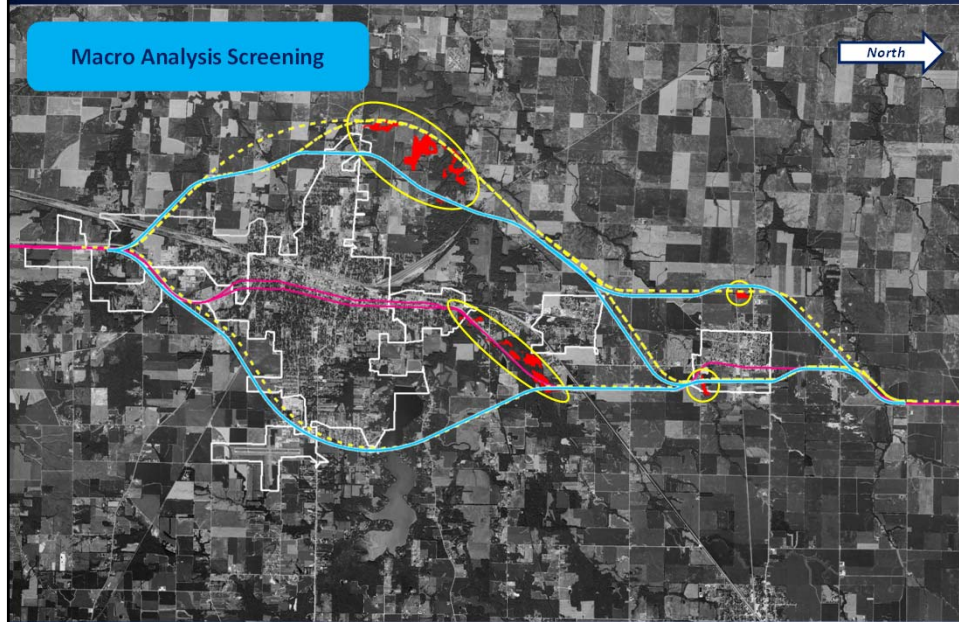




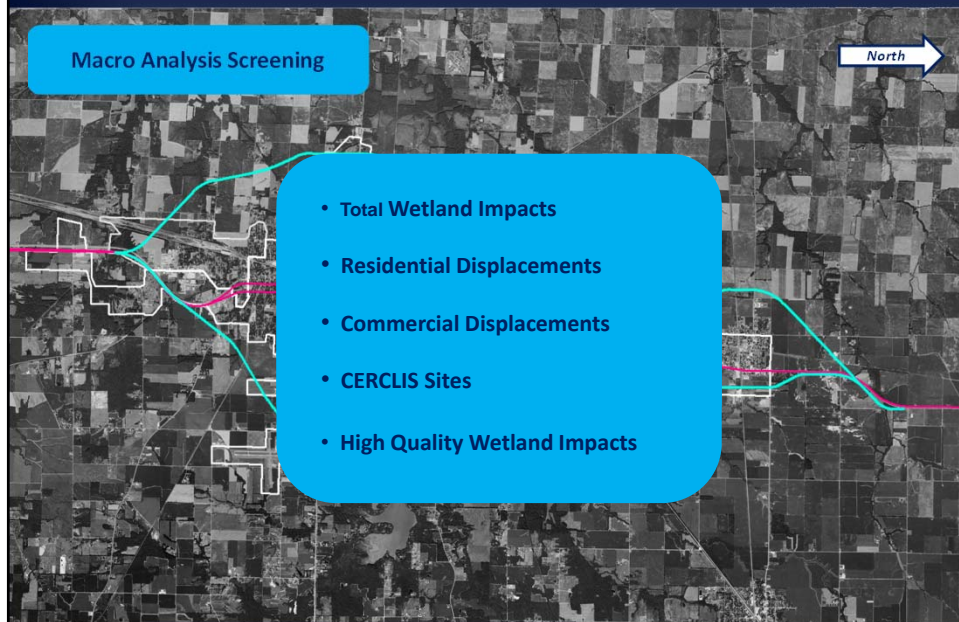


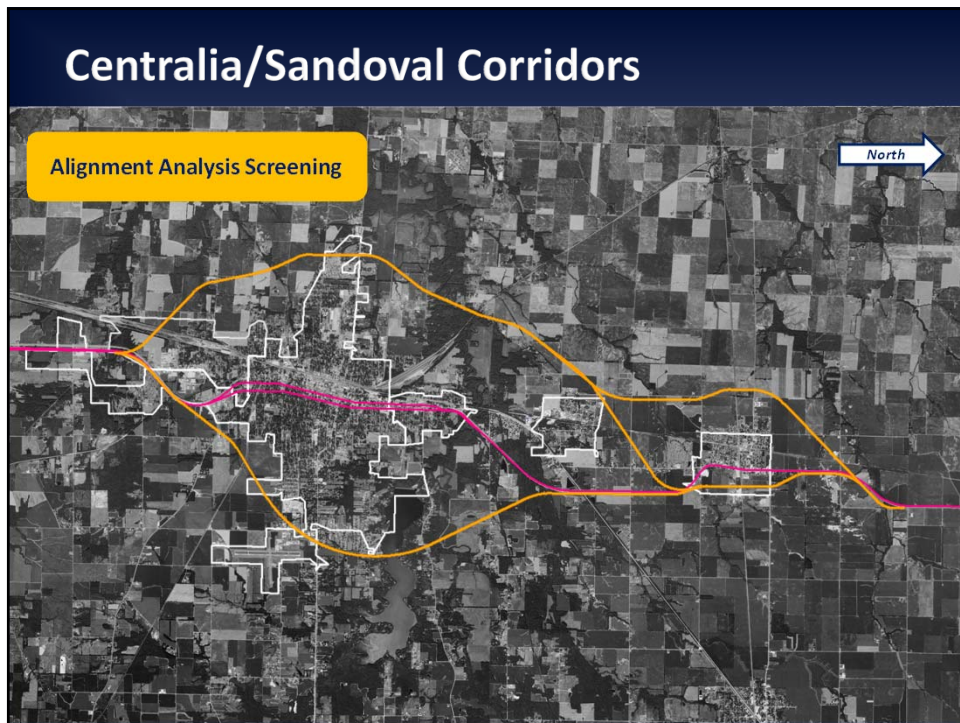
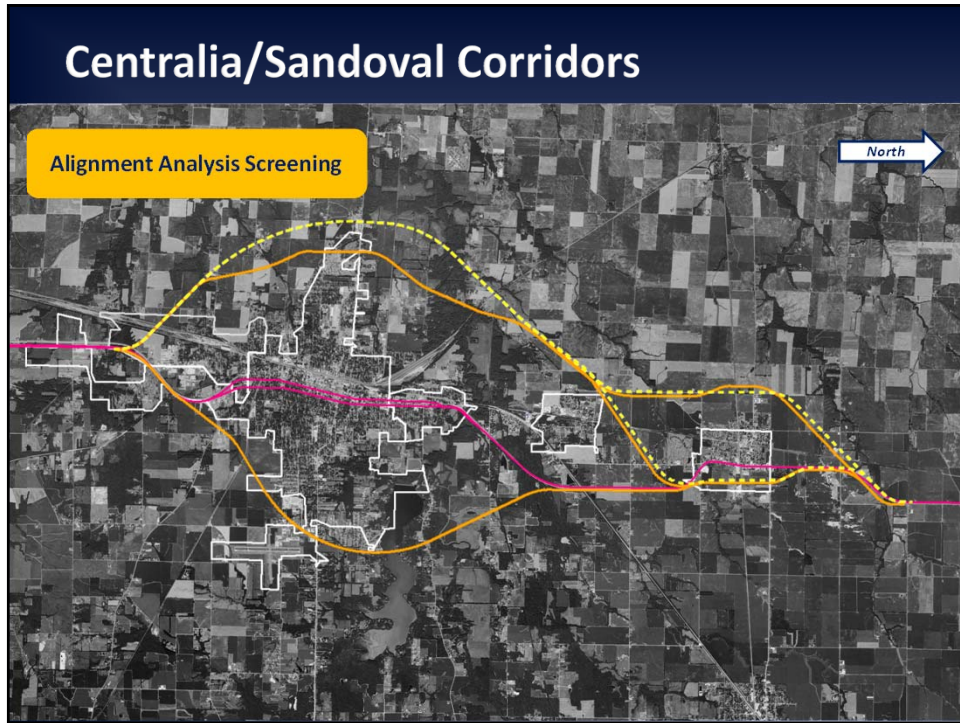


## Centralia/Sandoval Corridors



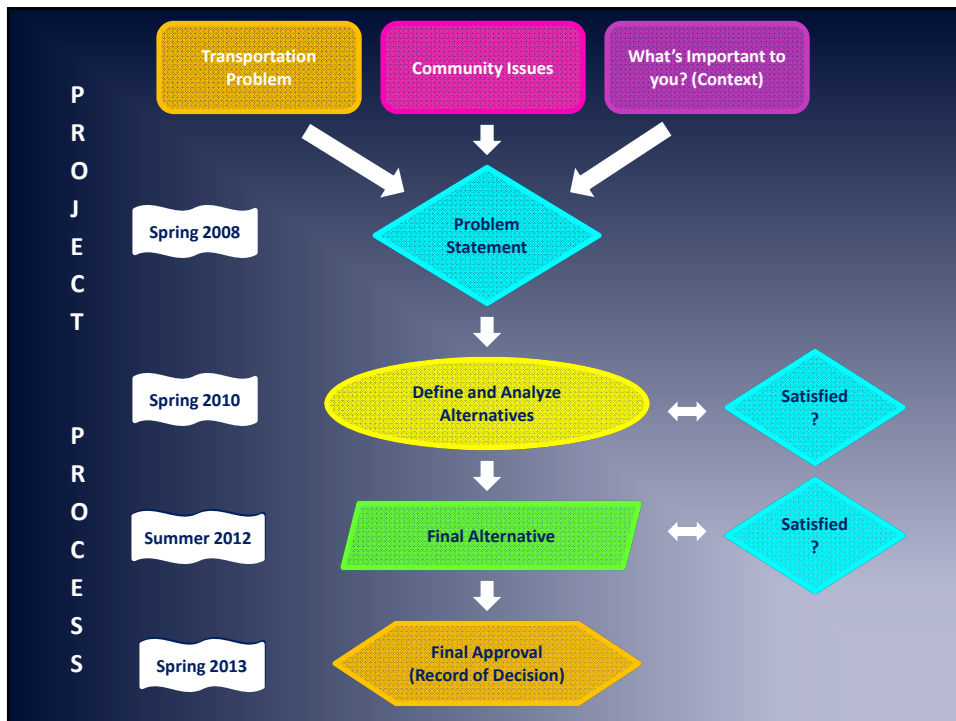
## Centralia/Sandoval Corridors





# Agenda

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





## How do you contact us?

Website:

[www.us51eis-idot.com](http://www.us51eis-idot.com)

E-Mail:

[us51eis@clark-dietz.com](mailto:us51eis@clark-dietz.com)

Comment Line:

**217.373.8951**



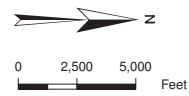


Centralia-Sandoval

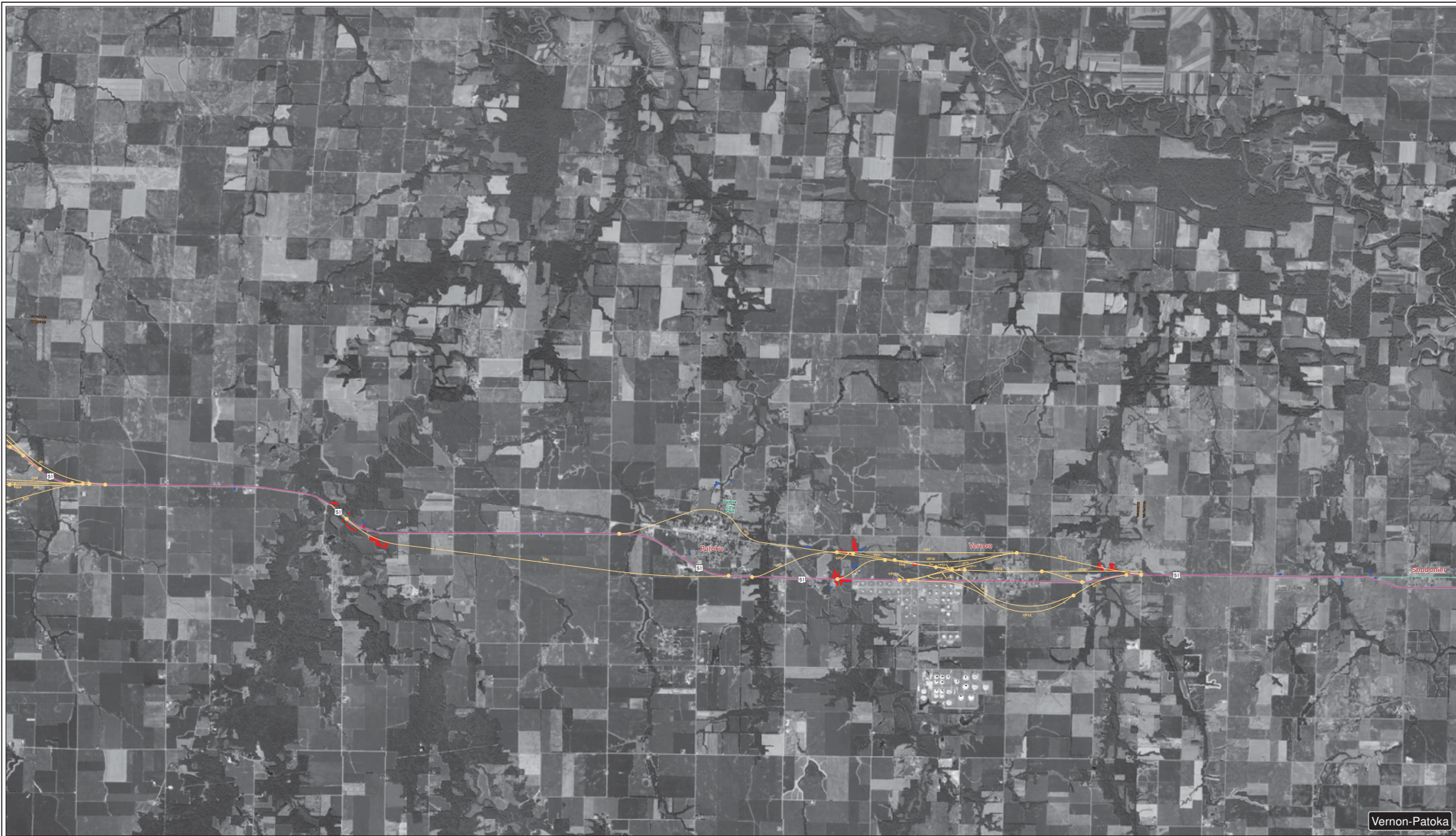


**Initial Alternatives**

Sheet 1 of 4

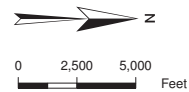


- Legend**
- Initial Segment Division
  - Initial Alternative
  - Existing U.S. Route 51
  - Old U.S. Route 51
  - ▭ Municipal Boundary
  - ▭ County Boundary
  - ▨ INHS Wetland
  - ▨ INHS High Quality Wetland
  - ▨ Potential Wetland Area
  - ▨ INAI Site
  - ▨ High Quality Woodland

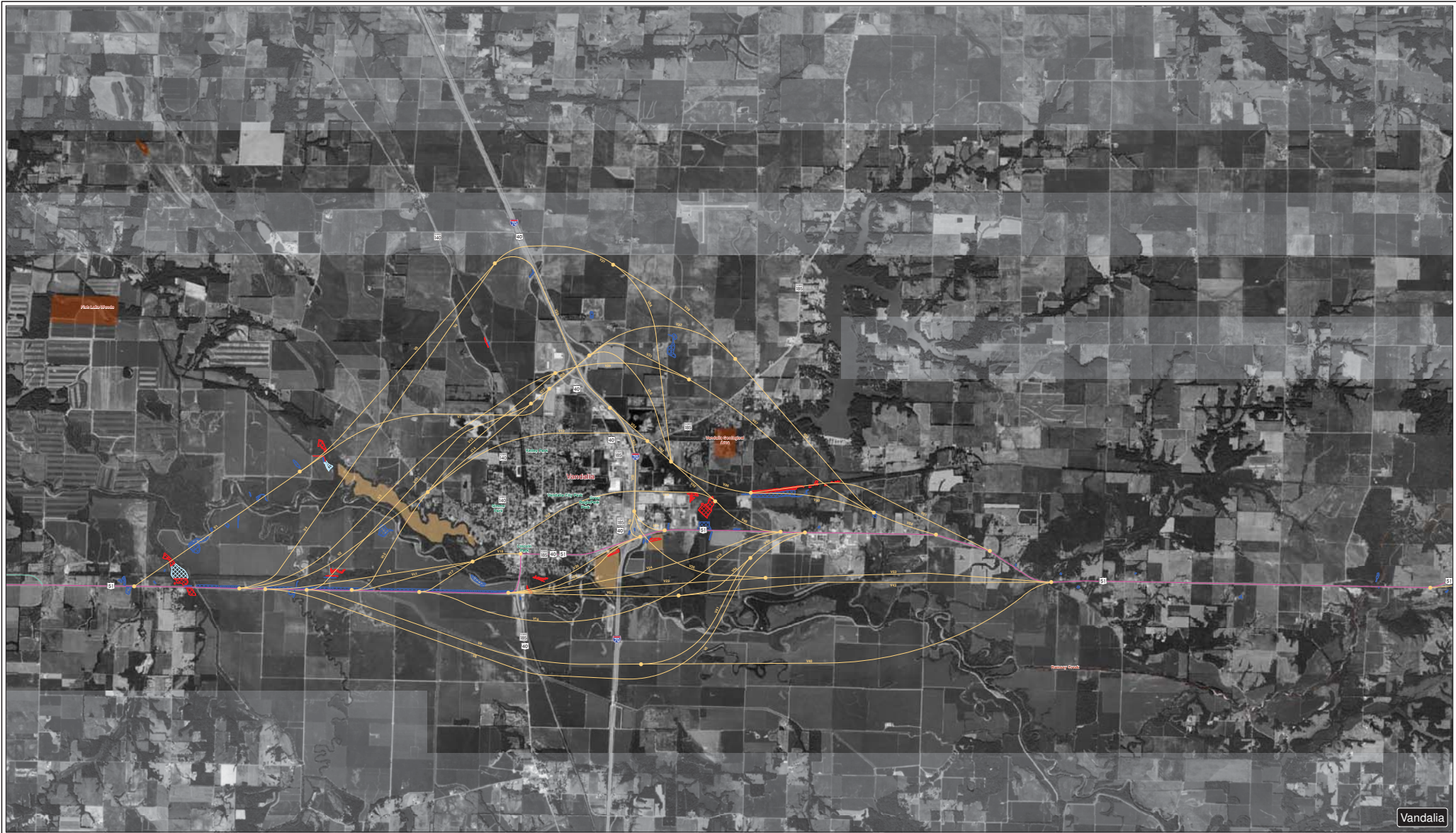


**Initial Alternatives**

Sheet 2 of 4



- Legend**
- Initial Segment Division
  - Initial Alternative
  - Existing U.S. Route 51
  - Old U.S. Route 51
  - Municipal Boundary
  - County Boundary
  - INHS Wetland
  - INHS High Quality Wetland
  - Potential Wetland Area
  - INAI Site
  - High Quality Woodland

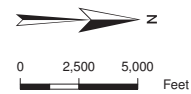


Vandalia

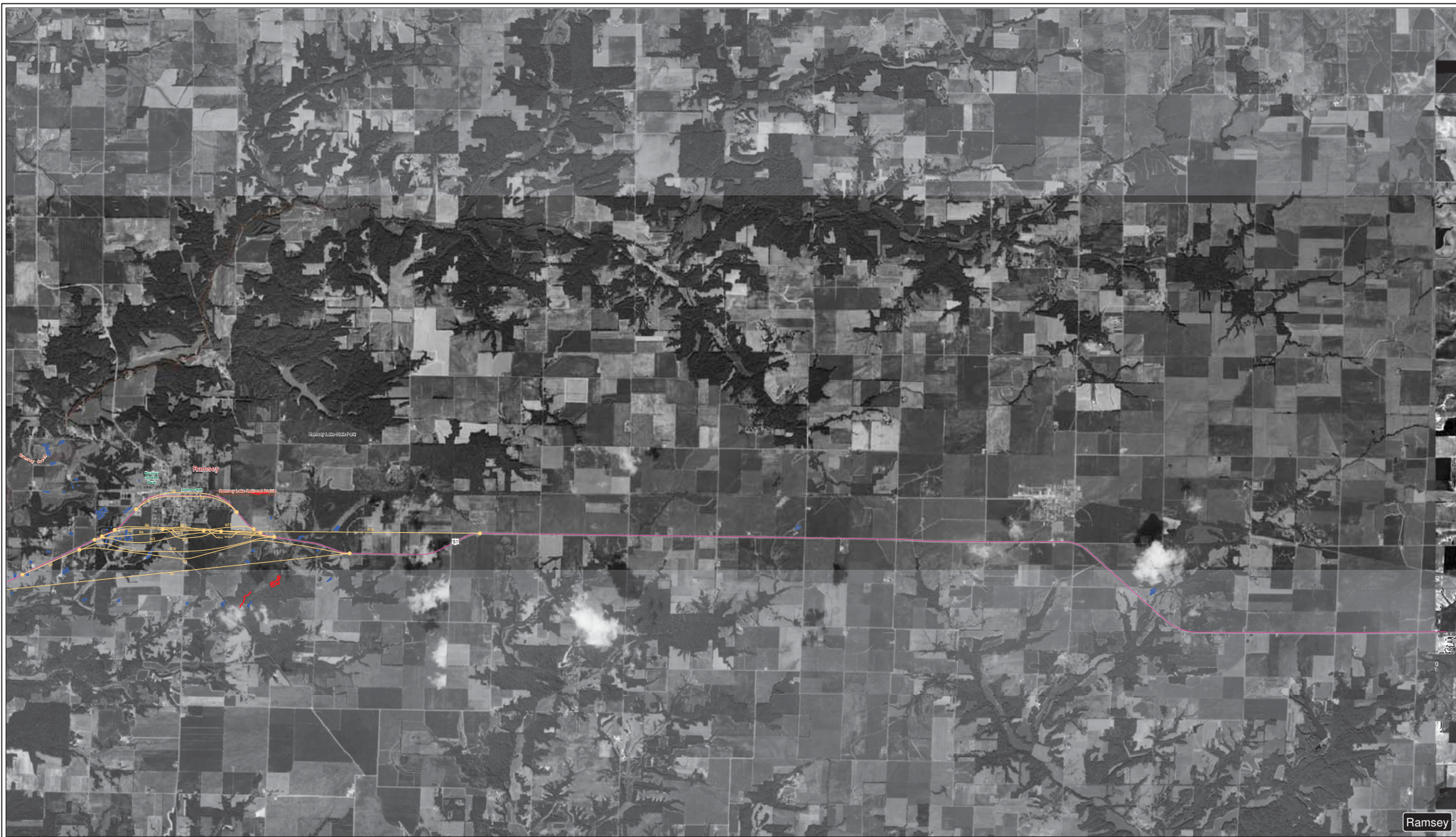


### Initial Alternatives

Sheet 3 of 4



- Legend**
- Initial Segment Division
  - Initial Alternative
  - Existing U.S. Route 51
  - Old U.S. Route 51
  - Municipal Boundary
  - County Boundary
  - INHS Wetland
  - INHS High Quality Wetland
  - Potential Wetland Area
  - INAI Site
  - High Quality Woodland

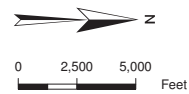


Ramsey



**Initial Alternatives**

Sheet 4 of 4

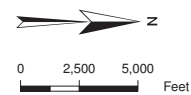


- Legend**
- Initial Segment Division
  - Initial Alternative
  - Existing U.S. Route 51
  - Old U.S. Route 51
  - ▭ Municipal Boundary
  - ▭ County Boundary
  - ▨ INHS Wetland
  - ▨ INHS High Quality Wetland
  - ▨ Potential Wetland Area
  - ▨ INAI Site
  - ▨ High Quality Woodland



**Previous Vs. New Alternatives**

Sheet 1 of 4



- Legend**
- Previous Segment Division
  - Tangent Segment Division
  - Alternative Segment Division
  - Previous Segment
  - Alternative Segment
  - Tangent Segment
  - Existing U.S. Route 51
  - Old U.S. Route 51
  - INHS Wetland
  - INHS High Quality Wetland
  - Potential Wetland Area
  - INAI Site
  - High Quality Woodland
  - Municipal Boundary
  - County Boundary

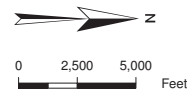


Vernon-Patoka

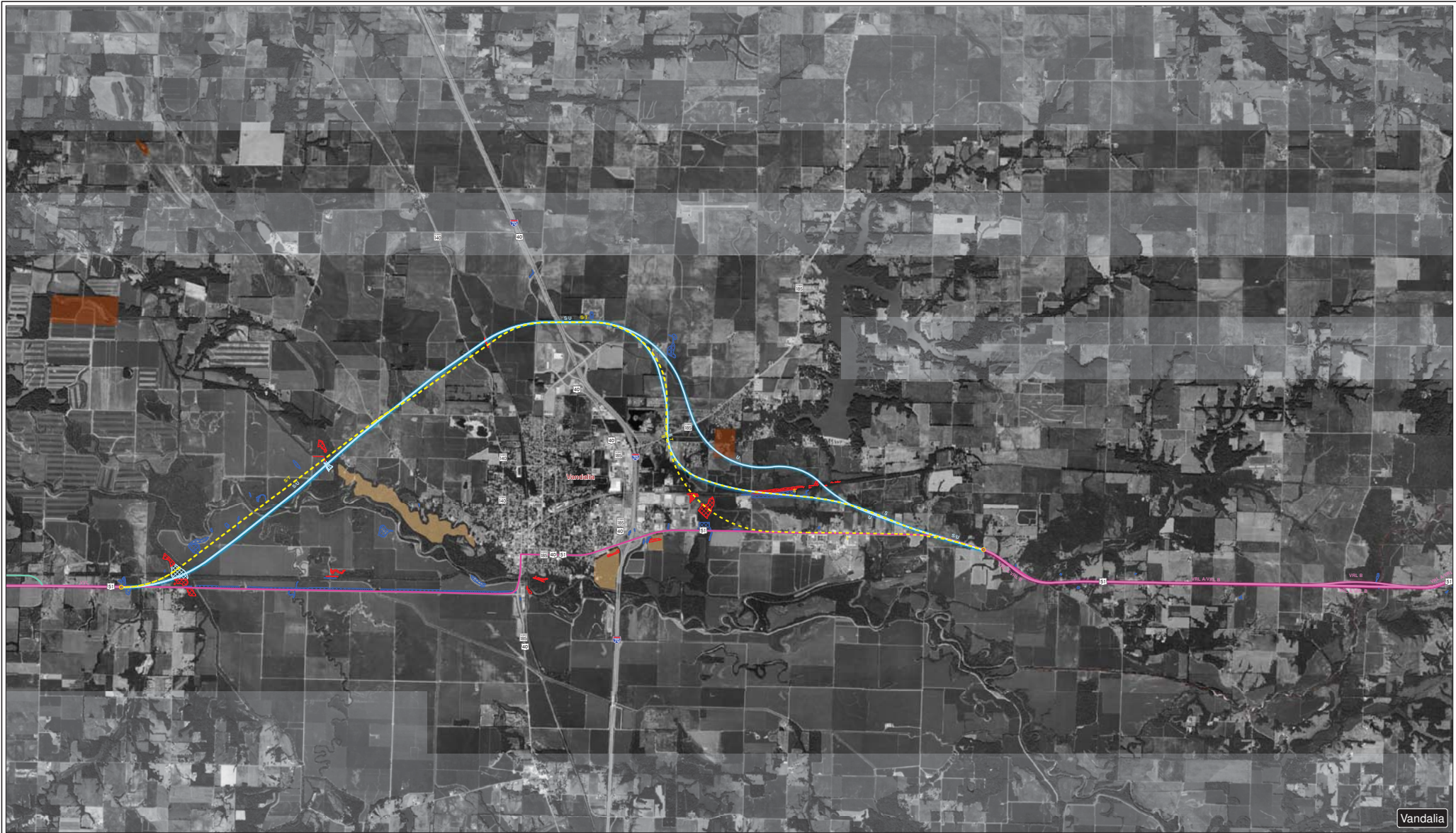


**Previous Vs. New Alternatives**

Sheet 2 of 4

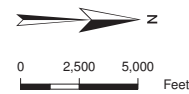


- Legend**
- Previous Segment Division
  - Tangent Segment Division
  - Alternative Segment Division
  - Previous Segment
  - Alternative Segment
  - Tangent Segment
  - Existing U.S. Route 51
  - Old U.S. Route 51
  - INHS Wetland
  - INHS High Quality Wetland
  - Potential Wetland Area
  - INAI Site
  - High Quality Woodland
  - Municipal Boundary
  - County Boundary



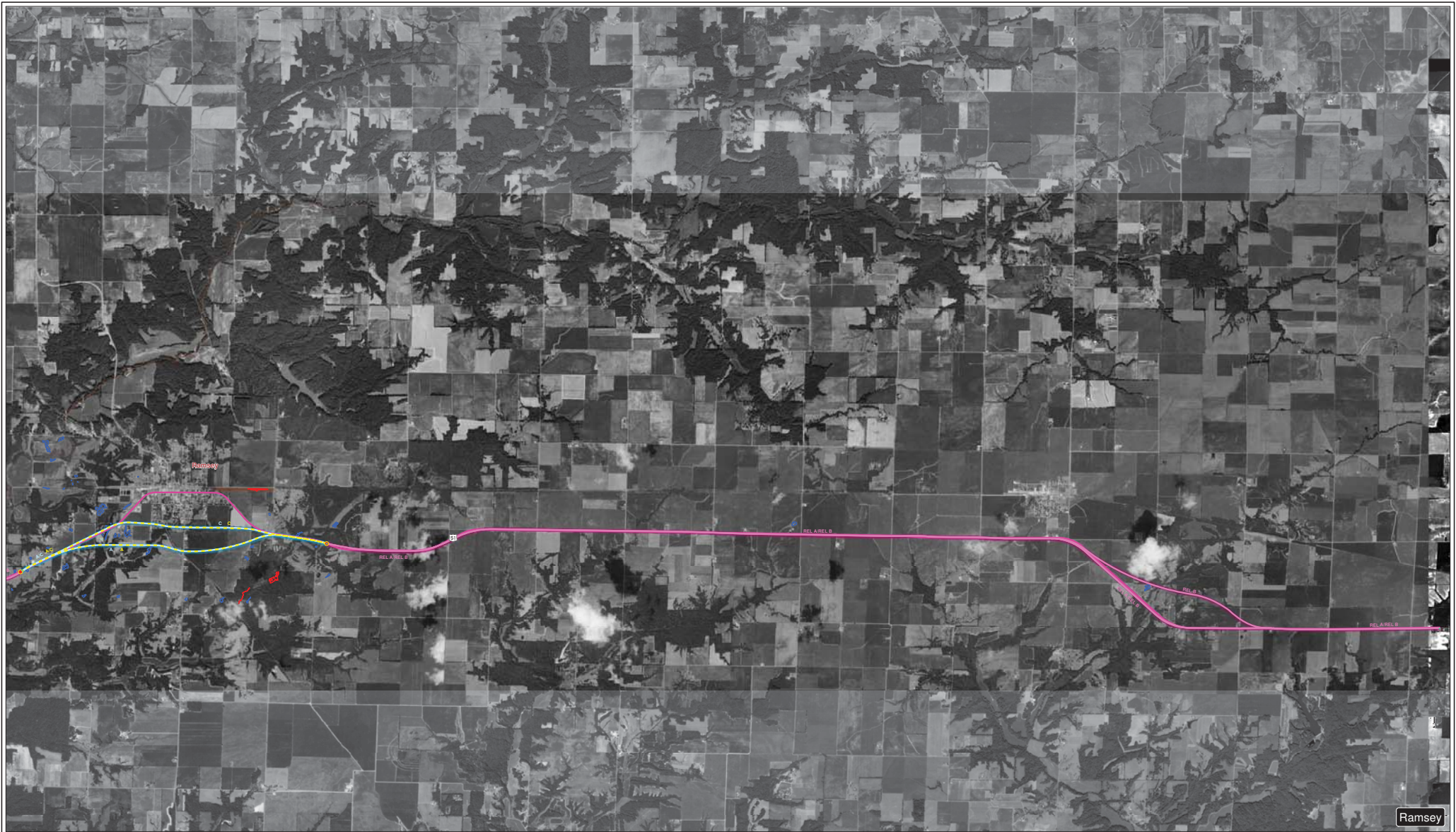
**Previous Vs. New Alternatives**

Sheet 3 of 4



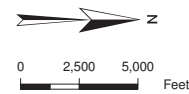
- Legend**
- Previous Segment Division
  - INHS Wetland
  - Tangent Segment Division
  - INHS High Quality Wetland
  - Alternative Segment Division
  - Potential Wetland Area
  - Previous Segment
  - INAI Site
  - Alternative Segment
  - High Quality Woodland
  - Tangent Segment
  - Municipal Boundary
  - Existing U.S. Route 51
  - County Boundary
  - Old U.S. Route 51





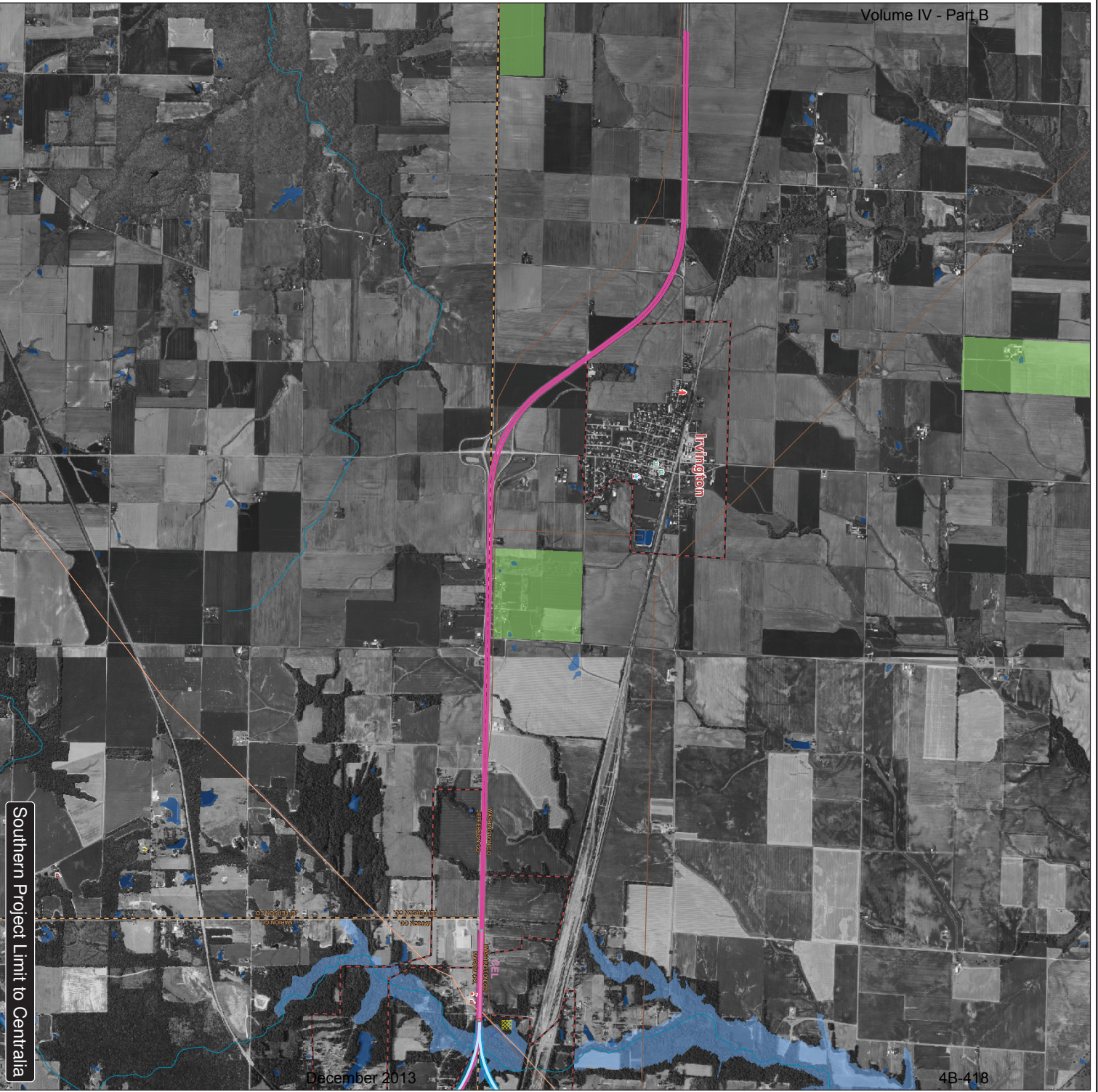
**Previous Vs. New Alternatives**

Sheet 4 of 4



**Legend**

Previous Segment Division	INHS Wetland
Tangent Segment Division	INHS High Quality Wetland
Alternative Segment Division	Potential Wetland Area
Previous Segment	INAI Site
Alternative Segment	High Quality Woodland
Tangent Segment	Municipal Boundary
Existing U.S. Route 51	County Boundary
Old U.S. Route 51	



December 2013

4B-118

- Legend**
- |                                |                         |                                   |                                   |                                |                               |                         |
|--------------------------------|-------------------------|-----------------------------------|-----------------------------------|--------------------------------|-------------------------------|-------------------------|
| • Tangent Segment Division     | — C-Series Alternative  | ■ Lake                            | ■ Park                            | — Electrical Transmission Line | 🏛️ Museum                     | 🎓 School                |
| • Alternative Segment Division | — R-Series Alternative  | ■ Drinking Water                  | ■ State Park                      | — Pipeline                     | 🚒 Fire Station                | ⛪ Church                |
| • Existing U.S. Route 51       | — S-Series Alternative  | ■ Floodway                        | ■ Centennial Farm                 | 📡 Antenna Structure            | 🚰 Water Treatment Plant       | 🏠 Historic Site         |
| — Old U.S. Route 51            | — V-Series Alternative  | ■ Floodplain                      | ■ Sesquicentennial Farm           | 🏢 Electrical Facility          | 🏠 Tank Farm                   | ⚰️ Cemetery             |
| ▭ Municipal Boundary           | — VP-Series Alternative | ■ INHS Wetland                    | ■ High Quality Woodland           | 🏠 Pipeline Facility            | 🏠 Waste Water Treatment Plant | 🌳 Rare Plant Population |
| ▭ County Boundary              | — Tangent Section       | ■ INHS High Quality Wetland       | ■ IAA Site                        | 🏠 CERCCLS Site                 | 🏠 Community Center            |                         |
|                                |                         | ■ Potential Wetland Area          | — Stream                          |                                | 🏠 Prison                      |                         |
|                                |                         | ■ Important Habitat Area          | — Biologically Significant Stream |                                | 🏠 Hospital                    |                         |
|                                |                         | ■ Threatened & Endangered Species |                                   |                                | 🏠 Community Center            |                         |

Southern Project Limit to Centralia

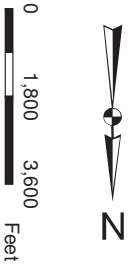
Irvington

CEL



# Recommended Alignments

Sheet 1 of 9



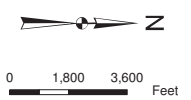


Centralia-Sandoval



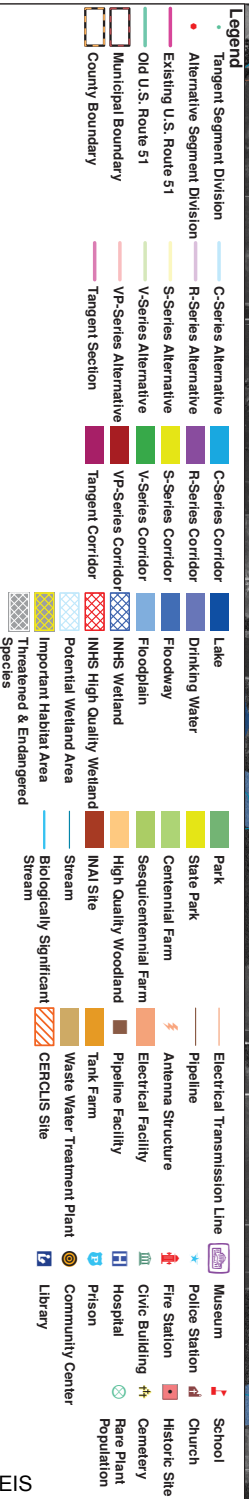
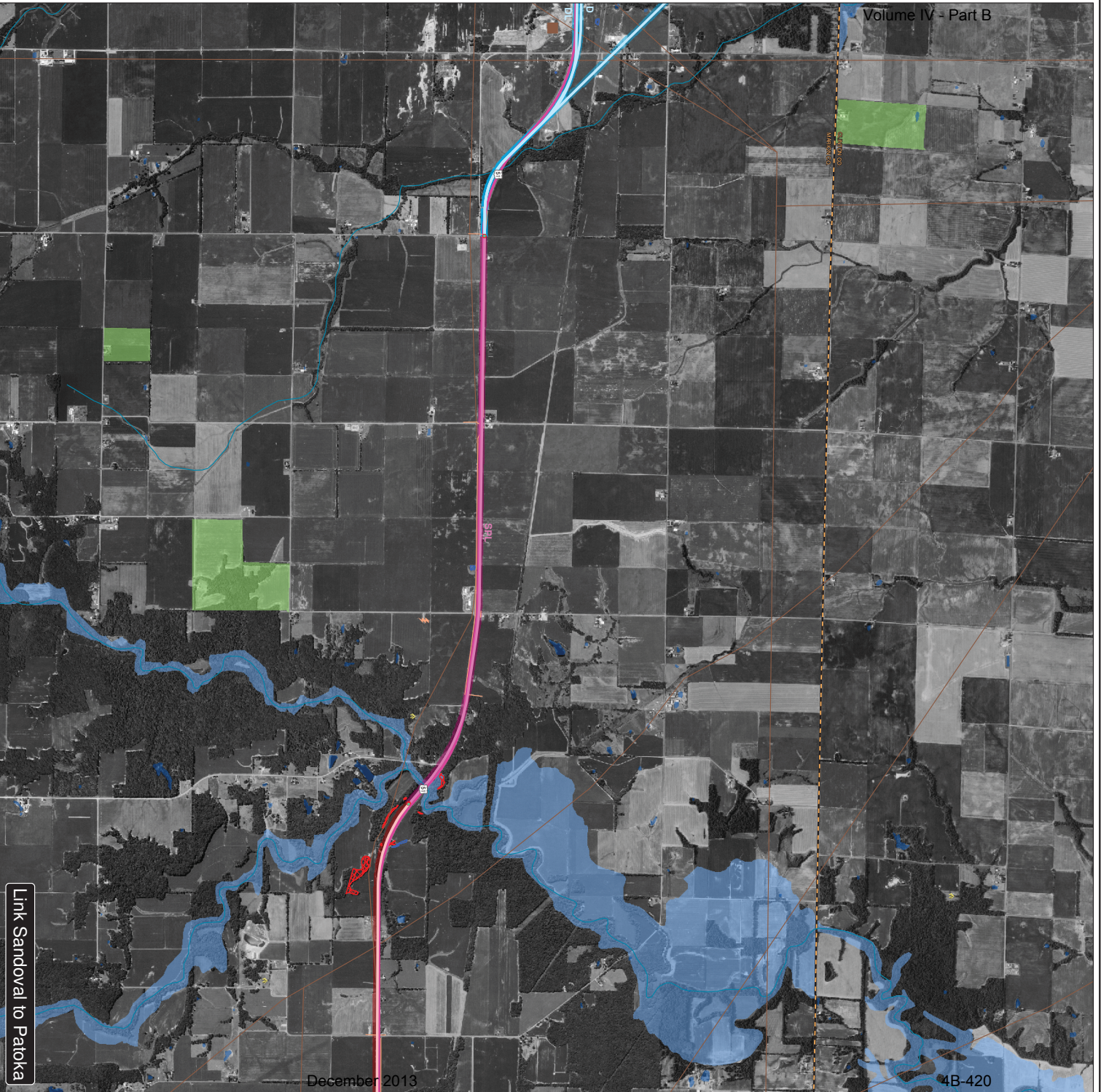
**Recommended Alignments**

Sheet 2 of 9



**Legend**

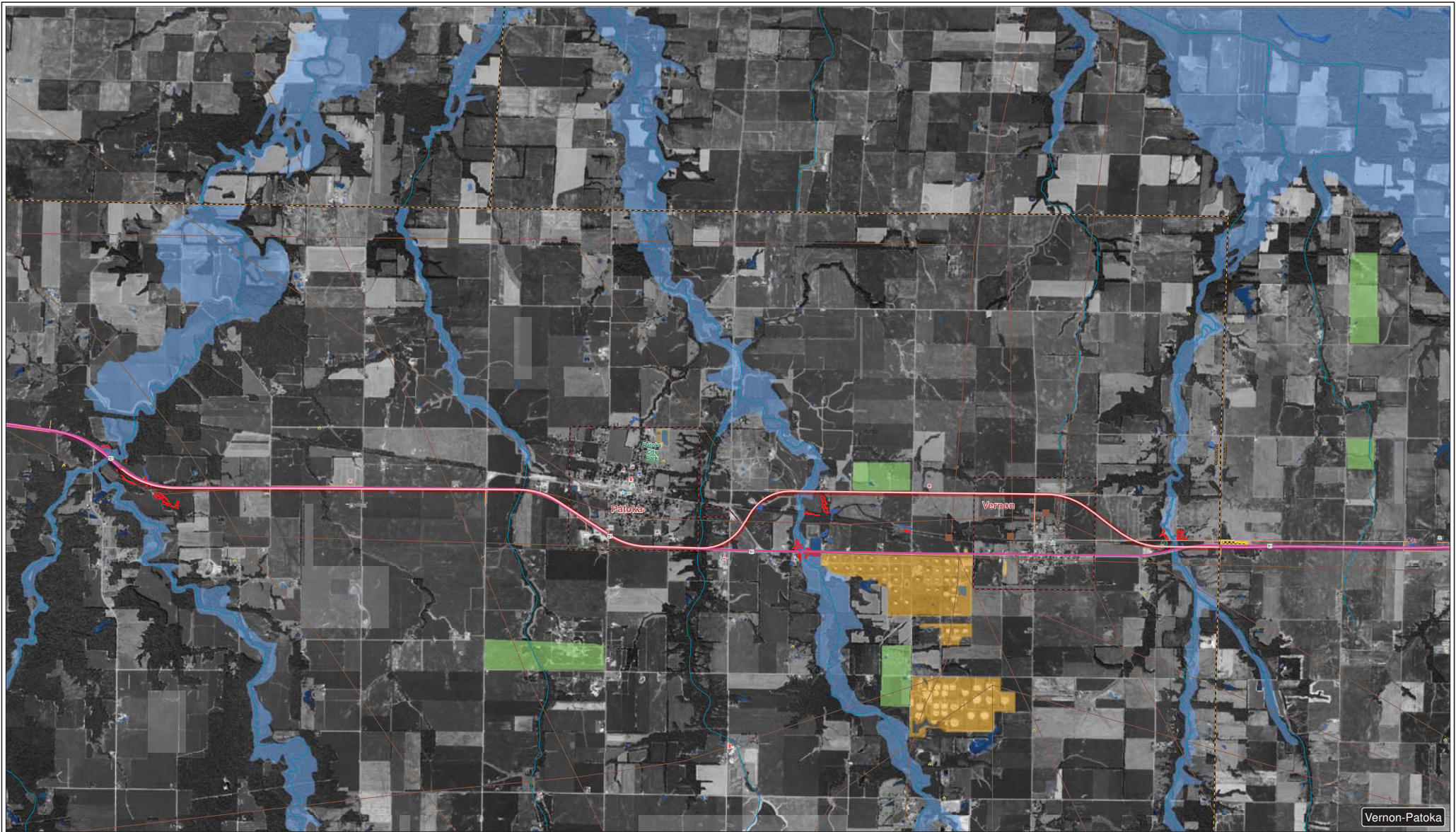
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|--------------------------------|-------------------------|----------------------|-----------------------------------|-------------------------------|--------------------------------|------------------|-------------------------|
| • Tangent Segment 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                      | ■ Sequocentennial 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         | ■ Community Center      |
|                                |                         |                      | ■ Potential Wetland Area          | ■ Waste Water Treatment Plant | ■ CERCLIS Site                 | ■ Library        |                         |
|                                |                         |                      | ■ Important Habitat Area          |                               |                                |                  |                         |
|                                |                         |                      | ■ Threatened & Endangered Species |                               |                                |                  |                         |



# Recommended Alignments

Sheet 3 of 9



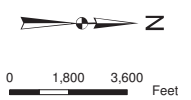


Vernon-Patoka



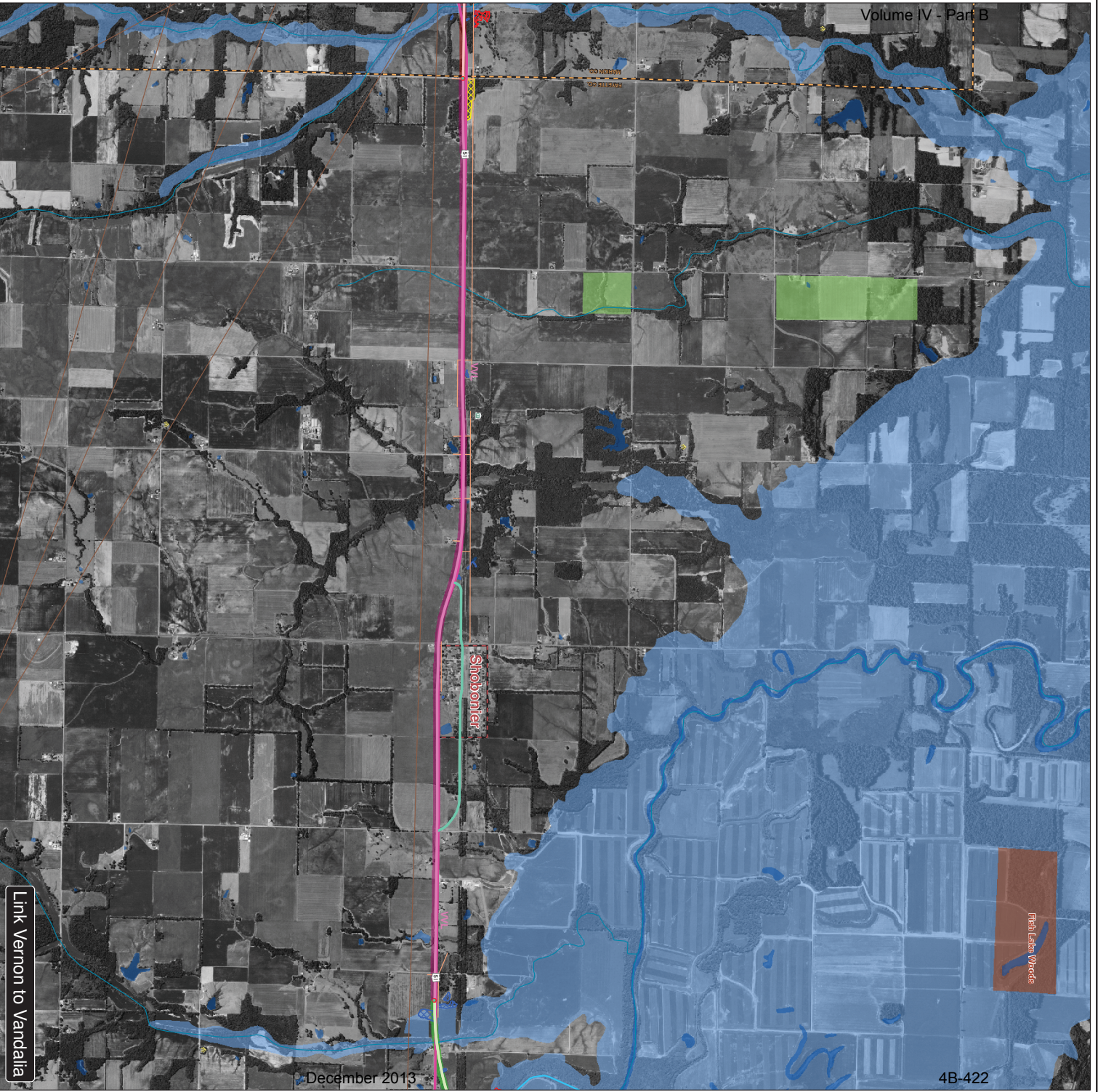
**Recommended Alignments**

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			



Link Vernon to Vandalia

December 2013

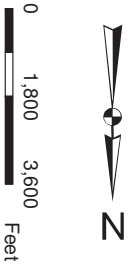
4B-22

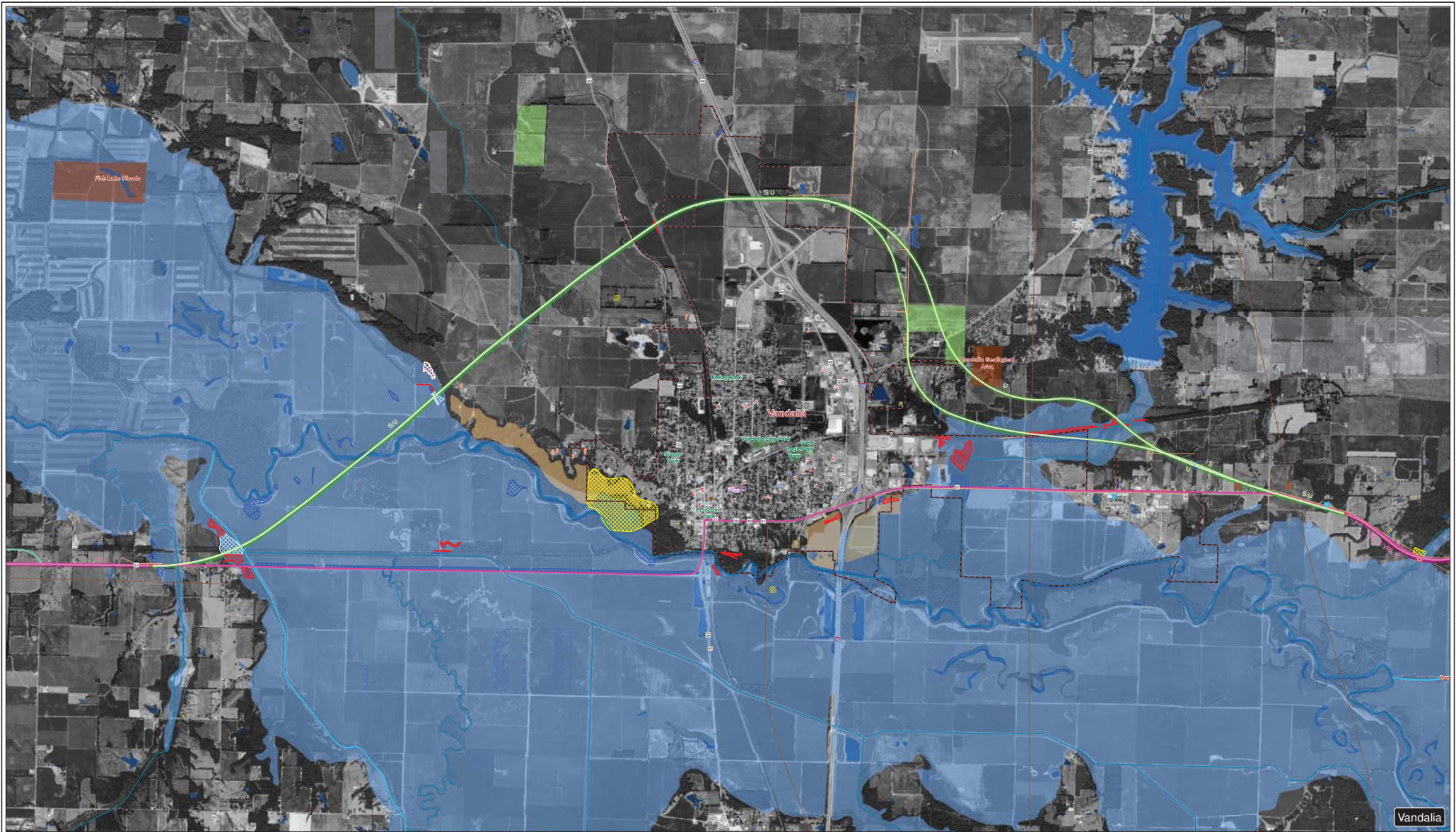
- Legend**
- Tangent Segment Division
  - Alternative Segment Division
  - Existing U.S. Route 51
  - Old U.S. Route 51
  - Municipal Boundary
  - County Boundary
  - C-Series Alternative
  - R-Series Alternative
  - S-Series Alternative
  - V-Series Alternative
  - VP-Series Alternative
  - Tangent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



# Recommended Alignments

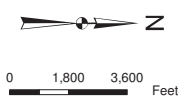
Sheet 5 of 9





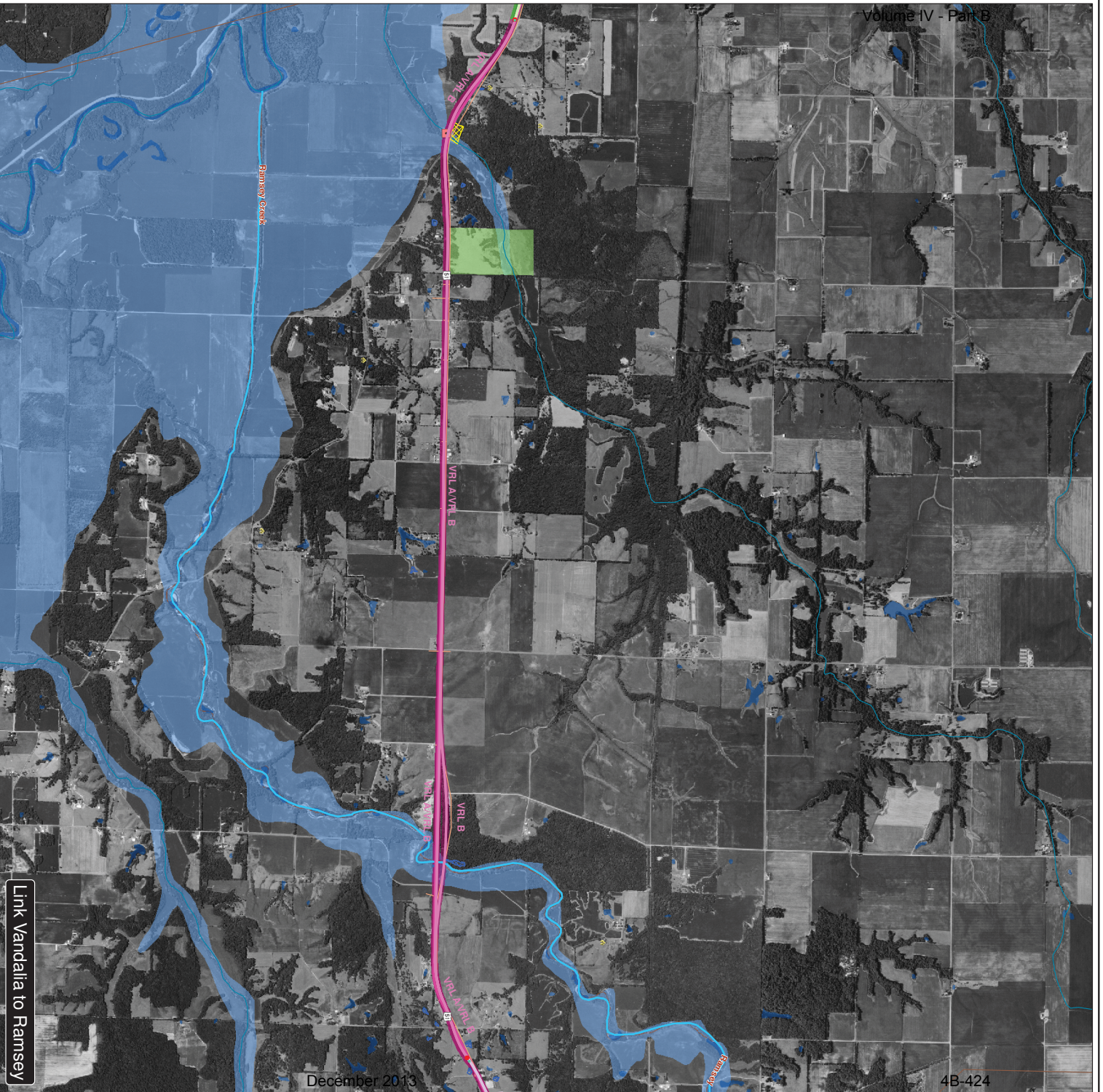
**Recommended Alignments**

Sheet 6 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  | ■ InHS Wetland                    | ■ Sequelcentennial 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      |
|                                |                         |                      |                                   | ■ InHS High Quality Wetland       | ■ Waste Water Treatment Plant  | ■ CERCLIS Site   | ■ Library               |
|                                |                         |                      |                                   | ■ Stream                          |                                |                  |                         |
|                                |                         |                      |                                   | ■ Biologically Significant Stream |                                |                  |                         |



Link Vandalia to Ramsey

December 2013

4B-424

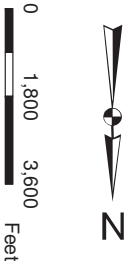
**Legend**

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

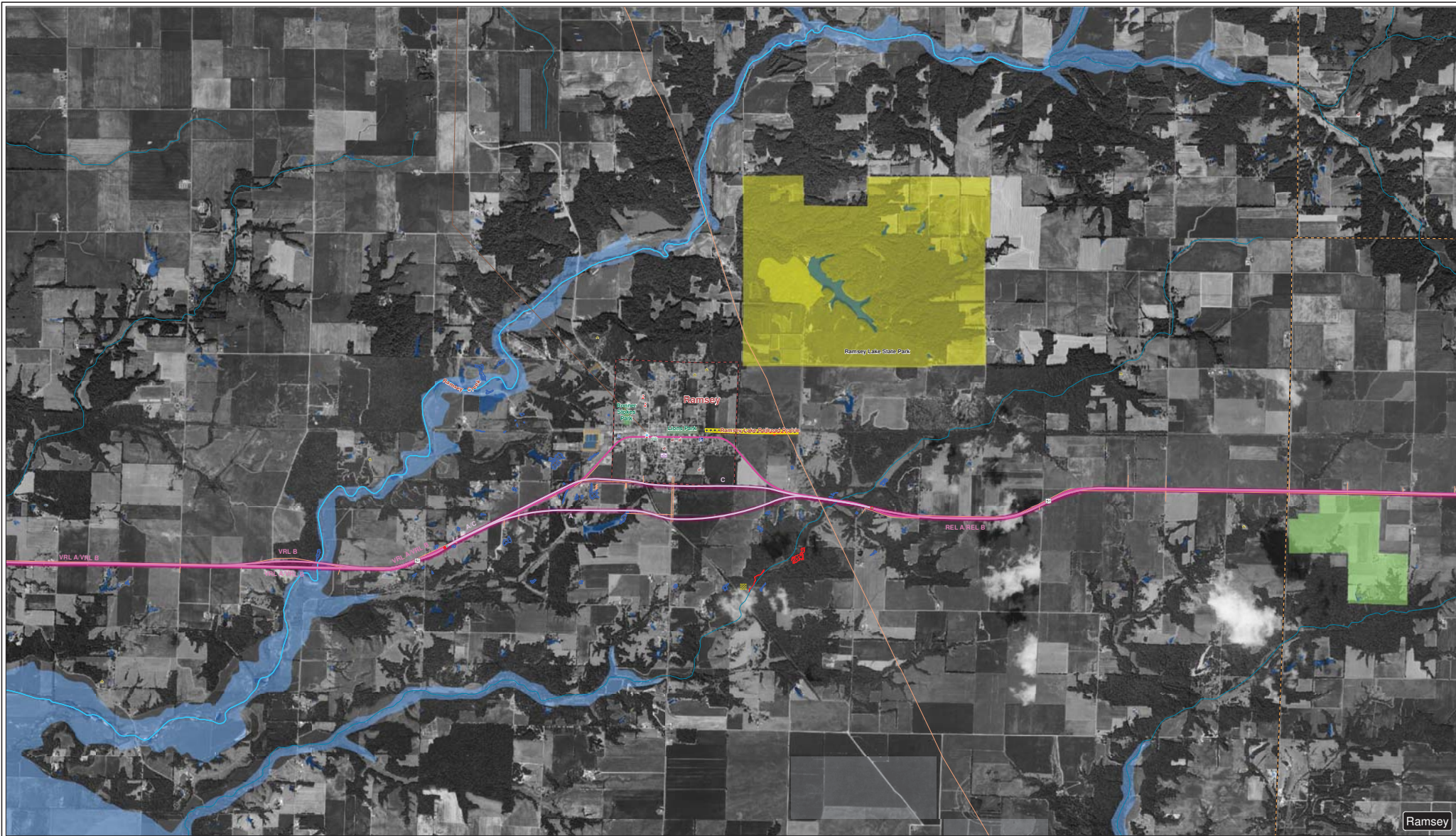


# Recommended Alignments

Sheet 7 of 9

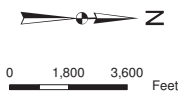






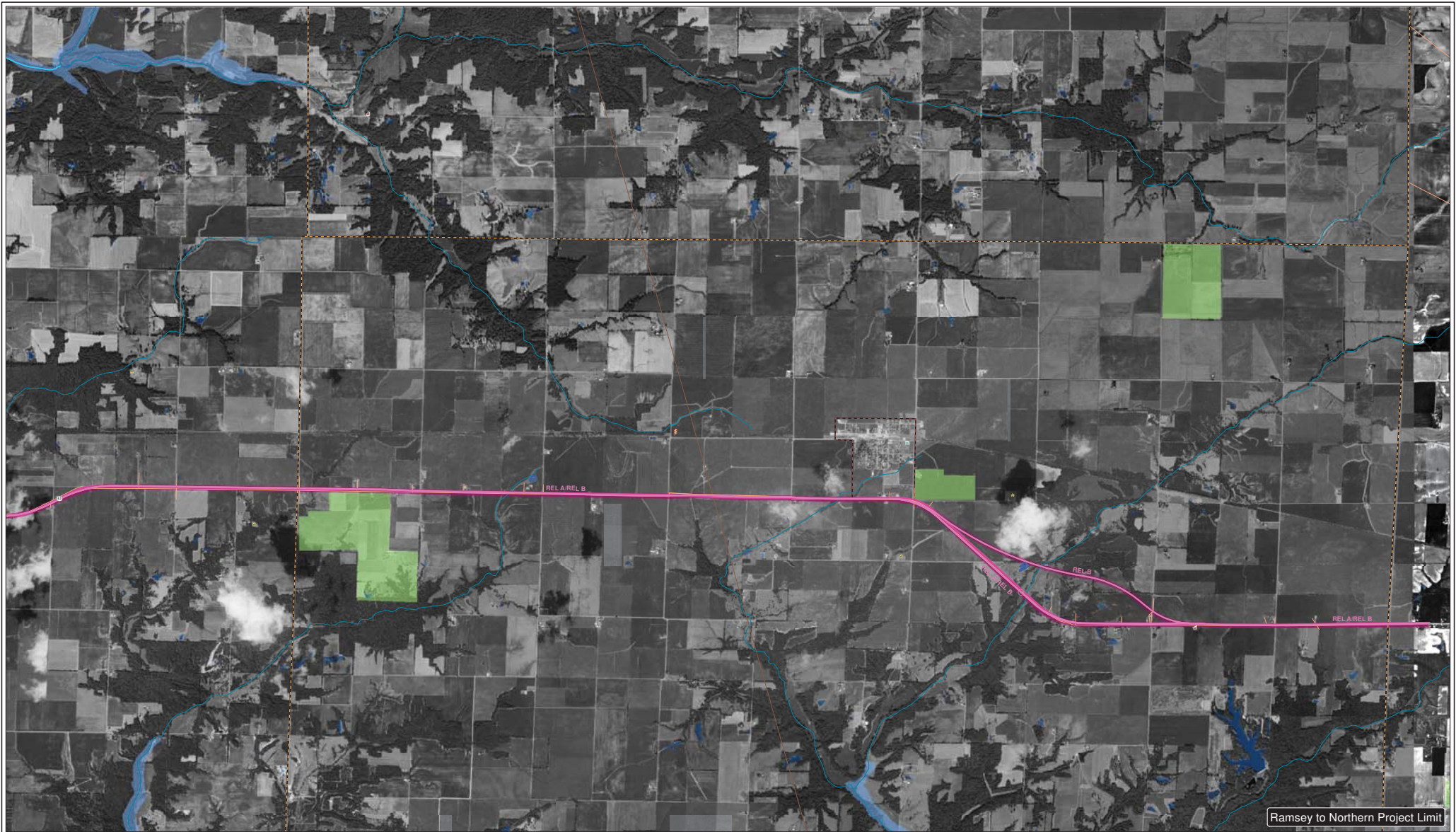
**Recommended Alignments**

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          | ■ Threatened & Endangered Species | 🚰 Waste Water Treatment Plant  | 📖 Library        |                         |
|                                |                         |                      | ■ Stream                          |                                   | 🏭 CERCLIS Site                 |                  |                         |
|                                |                         |                      | ■ Biologically Significant Stream |                                   |                                |                  |                         |

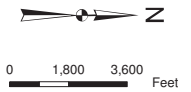


Ramsey to Northern Project Limit



**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                    | ■ Prison           |
| — County Boundary              | — Tangent Section       | ■ Tangent Corridor   | ■ NHS High Quality Wetland        | ■ INAI Site                       | ■ Tank Farm                    | ■ Waste Water Treatment Plant | ■ Community Center |
|                                |                         |                      | ■ Potential Wetland Area          | ■ Threatened & Endangered Species | ■ CERCLIS Site                 |                               |                    |
|                                |                         |                      | ■ Important Habitat Area          |                                   |                                |                               |                    |
|                                |                         |                      | ■ Stream                          |                                   |                                |                               |                    |
|                                |                         |                      | ■ Biologically Significant Stream |                                   |                                |                               |                    |



# Comment Form Alternative Review Public Meetings May 5<sup>th</sup>, 6<sup>th</sup> & 11<sup>th</sup>

This questionnaire is your opportunity to comment on specific issues prior to recommending alternatives for detailed study. IDOT strongly 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: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Please indicate which meeting you attended:

- May 5 – Vandalia
- May 6 – Centralia
- May 11 - Patoka
- 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:*

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



Fold Back Second

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

Fold Back First

Comments:

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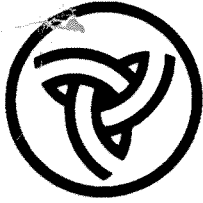
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# Illinois Department of Transportation

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

September 27, 2010

## PROGRAM DEVELOPMENT

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

Ms. Brenda Knipping  
 26942 W. 4<sup>th</sup> St. Rd.  
 Centralia, IL 62801

Dear Ms. Knipping:

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 recommended alignments at Public Information Meeting series 4, held in May, 2010. 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. For more information including project updates, visit the project website at <http://www.us51eis-idot.com/>.

### Comment:

Concerns – west alignment Centralia

1. Gilmore cemetery on hill – 20 markers – numerous unmarked – E of Nolting Rd. and 161.
2. Centralia Waste Disposal Pond – appears to be near the new 51 alignment. On north side of 161 at recycle center west of Murray Center and East of Nolting Rd.
3. Nolting Rd. is just east of Crooked Creek area, east of Crooked Creek and North of 161 floods – a few times a year (according to rain) goes over (floods 161 which closes Rd at 161 and Nolting Raccoon Lake is the city of Centralia water source - when rain is heavy, the gates are opened and excess is drained N of 161 and Nolting Rd – flooding area N and E.

Jollif Bridge Rd – goes N of 161 (one way into town). The bridge across Rd going N also floods and is closed at times.

These areas are watersheds (Crooked Creek) for North of Kaskaskia River.

Railroad tracks (still in use) is 0.5 mile N of 161.

**FILE COPY**

Ms. Brenda Knipping  
September 27, 2010  
Page – Two

**Questions:**

- Will noise impact of new road be studied?
- Can trees, etc be planted?
- There are deer in the area where woods are close to the suggested area?
- What will impact to new 51 around Centralia have on watershed?

**Response:**

Your concerns along the west alignment are noted and were considered during the corridor analysis process. The project team is aware of the landmarks you mention. Noise and watershed impacts will be evaluated during the next step of the analysis process, the detailed study of alignments in the Draft Environmental Impact Statement (DEIS). Aesthetics, including tree plantings, along the proposed route will be evaluated later in the project process. Deer activity was evaluated by the Illinois Natural History Survey (INHS) and provided to the project team; wildlife and habitat impacts for the project alternatives will be determined in the DEIS.

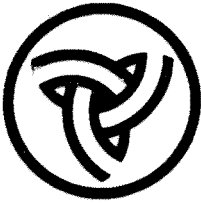
Very truly yours,

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

September 27, 2010

## 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 recommended alignments at Public Information Meeting series 4, held in May, 2010. 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. For more information including project updates, visit the project website at <http://www.us51eis-idot.com/>.

### Comment:

We urgently need this highway for Centralia. I recommend the east alignment because we need business growth on the east side in Marion County. But we need this highway near Centralia for commercial and business purposes.

### Response:

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 at the fourth series of Public Information Meetings, 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 from further consideration. 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

FILE COPY



# Illinois Department of Transportation

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

September 27, 2010

## PROGRAM DEVELOPMENT

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

Mr. James Reuter  
P.O. Box 189  
Centralia, IL 62801

Dear Mr. Reuter:

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 recommended alignments at Public Information Meeting series 4, held in May, 2010. 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. For more information including project updates, visit the project website at <http://www.us51eis-idot.com/>.

### Comment:

1. It only makes sense to place the new highway on the EAST SIDE of CENTRALIA.
2. Close access to St. Mary's Hospital (Trauma).
3. Help develop Raccoon Lake into a nice retirement lake.
4. Possible development of 161 to 4 way EAST to Int. 57.
5. Increase growth and development of Centralia EAST to Interstate.
6. Easy access to Industrial Park for Interstate travel.
7. Project to be completed by 2015.

### Response:

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 at the fourth series of Public Information Meetings, 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 from further consideration. 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.

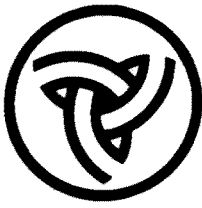
Very truly yours,

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

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

FILE COPY





# Illinois Department of Transportation

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

September 27, 2010

## PROGRAM DEVELOPMENT

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

Mr. Mark Mirfin  
 2168 Tank Farm Rd.  
 Vernon, IL 62892

Dear Mr. Mirfin:

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 recommended alignments at Public Information Meeting series 4, held in May, 2010. 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. For more information including project updates, visit the project website at <http://www.us51eis-idot.com/>.

### Comment:

West Route around Centralia looks to be a loser. Centralia doesn't grow or prosper. East route looks all that is important – 161, hospital Industrial Park, city population. Thanks for very nice presentation.

### Response:

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 at the fourth series of Public Information Meetings, 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 from further consideration. 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.

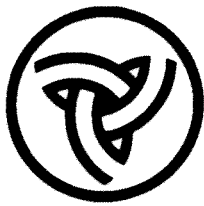
Very truly yours,

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

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

MAH:nmm

**FILE COPY**



# Illinois Department of Transportation

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

September 27, 2010

## PROGRAM DEVELOPMENT

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

Kendell and Tracy Fiscus  
803 W. Fayette Ave.  
Patoka, IL, 62875

Dear Mr. & Mrs. Fiscus:

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 recommended alignments at Public Information Meeting series 4, held in May, 2010. 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. For more information including project updates, visit the project website at <http://www.us51eis-idot.com/>.

### Comment:

I feel the east route around Centralia is much better than the west route. The access to St. Mary's Hospital is much better. It also provides an easy route to I-57. The east route will help develop the community. The west route will not. The east route will allow development around Raccoon Lake and will benefit the people of Centralia. I am very happy with the route on the east side of Patoka, where the existing Route 51 is located. Great job with this Route!!!

### Response:

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 at the fourth series of Public Information Meetings, 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 from further consideration. 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. The eastern bypass of Patoka remains a corridor under consideration and will be studied in further detail in the Draft Environmental Impact Statement (DEIS).

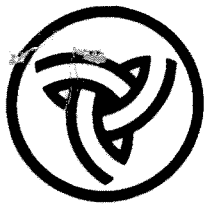
Very truly yours,

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

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

FILE COPY

MAH:nmm



# Illinois Department of Transportation

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

September 27, 2010

## PROGRAM DEVELOPMENT

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

Mr. Jerry Ratermann  
601 Iowa Ave.  
Sandoval, IL 62882

Dear Mr. Ratermann:

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 recommended alignments at Public Information Meeting series 4, held in May, 2010. 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. For more information including project updates, visit the project website at <http://www.us51eis-idot.com/>.

### Comment:

I don't like the idea of going west of Sandoval because of the school. Law offices say that 51 is drug traffic lane to Chicago now. Also I don't care to have strangers able to get off of 51 next to the school; you never know who it might be. Also using part of property already bought south of Sandoval is a savings. Also going east of Sandoval would be closer to Hospital, plus I believe there is a better chance of growth East of Centralia. I favor going east side.

### Response:

The concern regarding the proximity of the proposed alignment to Sandoval High School is acknowledged, and will be taken into consideration during the refinement of recommended alternatives. One Centralia eastern bypass alternative and two Centralia western bypasses were selected to be carried forward into the next stage of detailed analysis. The alternatives were presented at the fourth series of Public Information Meetings, 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 from further consideration. 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.


FILE COPY

Mr. Jerry Ratermann  
September 27, 2010  
Page - Twp

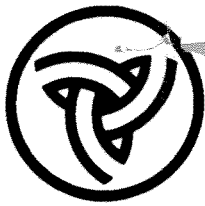
Therefore, all eastern bypasses of Centralia have been eliminated from further study; however, alternatives are being studied that are routed east and west of Sandoval. Additional information will be available in the Draft Environmental Impact Statement when it is prepared.

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

September 27, 2010

## PROGRAM DEVELOPMENT

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

Mr. Dave Bell  
2700 Spring Drive  
Vandalia, IL 62471

Dear Mr. Bell:

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 recommended alignments at Public Information Meeting series 4, held in May, 2010. 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. For more information including project updates, visit the project website at <http://www.us51eis-idot.com/>.

### Comment:

First of all, thank you for having the local hearings and updates. That has had the intended effect of letting us feel like we have a voice in the decision on what the route will be for the Route 51 bypass around Vandalia.

As the publisher of the newspaper in Vandalia and a citizen who lives just north of the intersection of Thrill Hill Road and Zent Drive, I have concerns about the proposed routes. It seems that you're sacrificing the rural setting and ambiance that drew residents to that area. We intentionally built our homes in that area because it was sheltered from the noise and disruption of major roads. This proposal will significantly diminish the quality of life and the property values in that area.

Specifically, I object to bringing the bypass so far west from the current route – moving it nearly three-quarters of a mile up Thrill Hill. That puts it within a quarter mile of heavy residential development around the lake just north of Thrill Hill and within a couple hundred yards of the new Eastview development just south of Thrill Hill. And the impact gets worse as you go directly behind Deerwood Estates a little farther south on Zent. And wherever you actually punch through to cross Zent and Route 185, you will actually be taking out houses (in addition to radically compromising the quality of life for those living near the route. Those people on the south end of Zent knew the location of Interstate 70 when they built or bought their homes and they accepted the fallout of noise and potential accidents on that route that could impact their residences.

Those of us in the Thrill Hill and lake area, however, did not bargain for such impositions. And we object to them being thrust on us now.

Instead, I'd advocate keeping Route 51 traffic on the current roadway as long as possible – veering off just before Bear Creek and making a direct shot to the west from there to pick up the easternmost of the two proposed routes. That would preserve the atmosphere that most of the lake area residents desired when they moved to that area. And it would keep the roadway as close as possible to the factories and industrial area on the north side of I-70.

Mr. Dave Bell  
September 27, 2010  
Page – Two

Of course, that leaves the issue of what to do with the Vandalia Correctional Center area. I could see two things happening there. First, leave the roadway where it is and sacrifice the handful of houses on the west side for the expanded route. Those houses are much less expensive than the houses you'll impact in the Thrill Hill and Zent Drive areas. Second, follow the proposed bypass route that swings west of the correctional center and then swing back to the original Route 51 path south of VCC – or at least stay close to Route 51 rather than going clear up the hill on Thrill Hill as the road goes south. I see no reason to go much west of the old railroad route. And finally, I'd recommend looking at taking the bypass route somewhat north of Airport Road rather than going directly down it, as the map appears to show. If the bypass were a few hundred yards north of Airport Road, it would traverse mostly farmland once it was west of Route 185. I understand the need to balance many different factors as we make this decision. I hope you'll carefully consider the investment and the quality of life of the people in the Thrill Hill and Zent Drive area.

**Response:**

Numerous corridors were evaluated during the corridor development process. The corridor suggested in your letter, a corridor that veered west off existing US 51 near Bear Creek, was evaluated and eliminated during the Macro Analysis due to disproportionately high environmental impacts. Thank you for your comment regarding Airport Road. The Project Team will review your suggestion of a US 51 north and parallel to Airport Road. 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



**Commenter: Elizabeth Dolly; May, 2010; PIM#4 comment form and letter addressed to Mr. Jerry Payonk**

Comment:

Dear Mr. Payonk,

Attached is a letter I sent to you in Nov. 2009 in response to your requesting the public's input on the proposed Rt. 52 expansion in and around Vandalia.

I cannot say it any better now than I did then – I think the route is SO WRONG. I sincerely implore you to read and consider my original thoughts on the matter. Please try to place yourself and your family in my (our) position.

Maybe all concerned need to sit back and realize that just perhaps the reason there are so many obstacles to the route is because that is God's way of saying "THIS IS NOT RIGHT."

I still fail to realize why it is not possible to go just north or south of Vera, north of Vandalia Lake through JUST FARMLAND and loop around near the west interchange.

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.

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.

Response:

*IDOT responded to Ms. Dolly on May 20, 2010, via telephone. IDOT informed Ms. Dolly that a meeting will be scheduled for the first week of June 2010 to answer questions regarding the proposed alignments. Ms. Dolly also received a letter in the mail regarding the exact time and location for the June meeting.*





US 51 EIS

Telephone Response Record for PIM #4 Comments

**Commenter: Ron Dolly; May 19, 2010; Voicemail**Comment:

Yes, I'm calling in on the Highway 51 impact. I'm calling in with some questions, it's been three hours, nobody's bothered to call me back. I live at 2407 Linda Avenue. My number is 618.283.4505. I don't understand why you're doing this to this community. I want to have my influence. I would appreciate if somebody would call. My number is 283.4505. Thank you.

Response:

*IDOT responded to Mr. Dolly on May 20, 2010, via telephone. IDOT informed Mr. Dolly that a meeting will be scheduled for the first week of June 2010 to answer questions regarding the proposed alignments. Mr. Dolly also received a letter in the mail regarding the exact time and location for the June meeting.*

**Commenter: Ron Dolly; May 19, 2010; Voicemail**Comment:

Yes I'm calling about the Highway 51 impact deal. It's going right through my yard. I don't understand why this hasn't been stopped. My number is 618.283.4505. What's up with this? Do you just destroy people's property? I've been living here for 30 years. There's got to be something you can do other than this. I've called 2, 3 times, I've had no reply. I think this is very disrespectful. I don't understand. I mean if you want to buy my property, buy it, but don't destroy it and all its wealth. I think I deserve better than this. You'll be owing everybody in this neighborhood an answer and the way I understand it, tomorrow's the deadline. I think you need to get on the phone right through the neighborhood and do a hell of a lot of explaining. Thank you. Goodbye.

Response:

*IDOT responded to Mr. Dolly on May 20, 2010, via telephone. IDOT informed Mr. Dolly that a meeting will be scheduled for the first week of June 2010 to answer questions regarding the proposed alignments. Mr. Dolly also received a letter in the mail regarding the exact time and location for the June meeting.*

**Commenter: Ron Dolly; May 19, 2010; Voicemail**Comment:

Yes, my name is Ron Dolly, I live at 2407 Linda Avenue. I'm strongly opposed to Route 51 coming through my backyard. If you could please give me a call, my number is 618.283.4505. I've lived at this residence for 30 years, been in business for 25 years. I can't believe you're doing that to the people that live in this community. Give me a call. Thank you. Goodbye.

Response:

*IDOT responded to Mr. Dolly on May 20, 2010, via telephone. IDOT informed Mr. Dolly that a meeting will be scheduled for the first week of June 2010 to answer questions regarding the proposed alignments. Mr. Dolly also received a letter in the mail regarding the exact time and location for the June meeting.*

**Commenter: Ron Dolly; May 19, 2010; Voicemail**Comment:

Yes, my name is Ron Dolly, I called there earlier and I received your letter today that you're wanting to build a highway through my subdivision, my backyard or whatever. And I got to thinking and I think the proper thing for you to do is offer to buy me out at a fair market value plus 30 years of memories or whatever, but you probably should, before you build a highway, pay off the bills you owe the state of Illinois to begin with. But I am ready to negotiate whatever you think is a fair settlement for my property. This is ridiculous for you to go through people's house, through their yards and stuff. Where you come up with this idea, I would like to know. We have enough highways in Illinois the way it is, but I would like to hear your comment, which I doubt that I will. Thanks for at least leaving me a number to call on my nickel. Thank you. Goodbye.

Response:

*IDOT responded to Mr. Dolly on May 20, 2010, via telephone. IDOT informed Mr. Dolly that a meeting will be scheduled for the first week of June 2010 to answer questions regarding the proposed alignments. Mr. Dolly also received a letter in the mail regarding the exact time and location for the June meeting.*

**Commenter: Ron Dolly; May 19, 2010; Voicemail**Comment:

I have been trying to get a hold of somebody all day. My name is Ron Dolly. I live at 2407 Linda Avenue. I received a letter that you guys are wanting to build a highway through my subdivision. I've lived here 30 years, I see no point of it. It would hurt my property values, if you want to buy my property, that's fine. I'll sell it you, because it won't be worth anything tomorrow. I'll sell it to you at the price today plus 30 years of memories. Please give me a call and let know me know why you want to do this. Thank you. Goodbye. My number is 283.4505. Thank you. Goodbye.

Response:

*IDOT responded to Mr. Dolly on May 20, 2010, via telephone. IDOT informed Mr. Dolly that a meeting will be scheduled for the first week of June 2010 to answer questions regarding the proposed alignments. Mr. Dolly also received a letter in the mail regarding the exact time and location for the June meeting.*

**Commenter: Bill Oger; May, 2010; Voicemail**Comment:

Yes, I was calling about that Route 51 going through Vandalia, Illinois and I can't see why they can't come across the state Vandalia prison center ground, they own 1100 acres there. Just head to the east side of Vandalia and hook right on to 51. I know there's a lot of low ground, but it'll be a lot cheaper than going through all these other routes and heading towards the new Wal-Mart. If you want to let me know, my name is Bill Oger, I live in Vandalia and my number is 618.283.2390. \*repeats number\* Thank you. Bye.

Response:

Thank you for your comments. Several US 51 alignments were studied in the Vandalia area, including one eastern bypass of Vandalia. The eastern bypass studied did not utilize the state correctional facility land as you suggest, but rather aligned on US 51 and shifted east onto new alignment south of the correctional facility. This alternative was initially studied, but ultimately dismissed from further consideration due to floodplain impacts from the Kaskaskia River floodplain.

The alignments carried forward will be refined during the next stage of analysis, the Draft Environmental Impact Statement (DEIS). Impacts will be minimized where reasonable and feasible. However, it is not feasible to avoid all impacts. The project team met with the north Vandalia residents on June 3, 2010, to listen to and address their concerns regarding this project. We intend to form a focus group with representatives of the north side residents and meet on an as-needed basis to address concerns as well as obtain their input.



US 51 EIS

Telephone Response Record for PIM #4 Comments

**Commenter: Todd Shulman; May 20, 2010; Voicemail**Comment:

I just have a comment about where the road's going to go through in Vandalia. I think it's where you have it mapped doesn't make a whole lot of sense—too close to the town. Maybe it needs to come out to the west a little bit quicker. I'd appreciate someone calling. Thank you.

Phone: 618.267.5750

Response:

*IDOT responded to Mr. Shulman on May 20, 2010, via telephone. IDOT informed Mr. Shulman that a meeting will be scheduled for the first week of June 2010 to answer questions regarding the proposed alignments. Mr. Shulman also received a letter in the mail regarding the exact time and location for the June meeting.*

**Commenter: Tom McCarty; May 20, 2010; Voicemail**Comment:

I was just calling to make a comment regarding the path of the Route 51 expansion, particularly on the north side of Vandalia. My concern is when it turns west, it is turning west too close to some housing developments on Linda Avenue. I would prefer the more southern pass. There's two options—one's a southern and one's a northern. I would prefer the pass that is closest to Interstate 70 and I guess I would even question (and I know it's been looked at), but to question why you're not simply using Interstate 70 to make the swing west. But anyway, my preference would be the pass that is closest to Interstate 70.

Phone: 618.283.4191  
618.283.4200

Response:

*IDOT responded to Mr. McCarty on May 20, 2010, via telephone. IDOT informed Mr. McCarty that a meeting will be scheduled for the first week of June 2010 to answer questions regarding the proposed alignments. Mr. McCarty also received a letter in the mail regarding the exact time and location for the June meeting.*



**Commenter: Willie Strobel; May 20, 2010; Voicemail**Comment:

I lived in Portstail Estate on Frances Avenue and I've been informed that this Interstate may come right through our neighborhood and that's very shocking and upsetting to think that this area here is one of the most peaceful neighborhoods that I could ever live in. And to think all the noise and traffic, if my home isn't destroyed. We've lived here 40 years and we've raised three boys here and the Saddle club is behind my house (I have a field and then the Saddle club behind my house) and I really, really am shocked and would be so upset. I'm a widow and all the kids come home at various times and well I'm against it, that's what I am. You have my opinion. I so hope and pray it doesn't come through here. Thank you.

Phone: 618.283.0030

Address: 2021 Frances Avenue

Response:

*IDOT responded to Mr. Strobel on May 20, 2010, via telephone. IDOT informed Mr. Strobel that a meeting will be scheduled for the first week of June 2010 to answer questions regarding the proposed alignments. Mr. Strobel also received a letter in the mail regarding the exact time and location for the June meeting.*



US 51 EIS

Telephone Response Record for PIM #4 Comments

**Commenter: Deb Miller; May 20, 2010; Voicemail**Comment:

I'm from Vandalia, Illinois. I'm calling about the 51 Route and I'm concerned about the area that is going to be affecting my community. Also concerned about bypassing the downtown area so much; we've worked hard to get it up and improving it and this is not going to help out any to get traffic through that way. My phone number is. Thank you.

Phone: 618.283.0925

Response:

*IDOT responded to Ms. Miller on May 20, 2010, via telephone. IDOT informed Ms. Miller that a meeting will be scheduled for the first week of June 2010 to answer questions regarding the proposed alignments. Ms. Miller also received a letter in the mail regarding the exact time and location for the June meeting.*

**Commenter: Christi Cheffer; May 20, 2010; Voicemail**Comment:

Yes, I'm calling in regards to the Vandalia bypass site. A couple of concerns—wondering why we chose the bypass labeled "U" as that wasn't on the original brainstorm. Also, both U and S, whether they cut through or don't go through high quality wetlands, are going to negatively affect those wetlands, considering how close they are, whereas, if 51 runs basically to the east of where it is, these high quality wetlands would not be as badly, negatively influenced. Also my number is 618.292.0283. Thank you.

Response:

*IDOT attempted to respond to Ms. Cheffer on May 20, 2010, via telephone. IDOT was unable to reach Ms. Cheffer. IDOT's response is below.*

*In this area of Vandalia, Alternatives S and U will be carried forward for further analysis in the Draft Environmental Impact Statement (DEIS). The alignments carried forward will be refined during the next stage of analysis, the Draft Environmental Impact Statement (DEIS).*

*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 were developed to minimize wetland impacts to the greatest extent practicable. Impacts will be minimized where reasonable and feasible. However, it is not feasible to avoid all impacts.*

*The project team met with the north Vandalia residents on June 3, 2010, to listen to and address their concerns regarding this project. We intend to form a focus group with representatives of the north side residents and meet on an as-needed basis to address concerns as well as obtain their input.*

**Commenter: Kevin and Cathy Kern; May 20, 2010; Voicemail**Comment:

Yes, this is the Kevin and Cathy Kern residence and we live at 2006 Frances Avenue in Vandalia and we are not happy about the route 51 bypass that could be running through our neighborhood and we wanted to let you know that and our number is 618.283.0472. Thank you.

Response:

*IDOT responded to Ms. Kern on May 20, 2010, via telephone. IDOT informed Ms. Kern that a meeting will be scheduled for the first week of June 2010 to answer questions regarding the proposed alignments. Ms. Kern also received a letter in the mail regarding the exact time and location for the June meeting.*

**Commenter: Don Dolly; May 20, 2010; Voicemail**Comment:

Yes, my name is Don Dolly, D-O-L-L-Y. Would you please call me concerning the 51 expansion? I live in Vandalia, Illinois. That number is 618.283.2953. Thanks a lot. Bye.

Response:

*IDOT responded to the Dolly residence on May 20, 2010, via telephone. IDOT informed the Dolly's that a meeting will be scheduled for the first week of June 2010 to answer questions regarding the proposed alignments. The Dolly residence also received a letter in the mail regarding the exact time and location for the June meeting.*