

Vandalia North Side Neighborhood Meetings



NOTICE
U.S. 51 ENVIRONMENTAL IMPACT STATEMENT
SPECIAL MEETING – NORTH SIDE NEIGHBORHOODS

You are invited to attend a special information meeting with the Vandalia north side neighborhoods to discuss the US 51 Project. The meeting will be held Thursday, June 3rd, from 6:00 PM to 8:00 PM at Kaskaskia College, 2310 West Fillmore, in Vandalia.

Due to neighborhood concerns, this meeting is being held to present study updates and the proposed alignments around the community of Vandalia, focusing on the north side. A presentation will be made shortly after six o'clock and will be followed by an open house to review project exhibits and provide an opportunity for discussion and questions.

Persons with a 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

Kaskaskia College – Vandalia Campus

Vandalia – Special Meeting

North-Side Neighborhoods

June 3, 2010 - 6:00 – 8:00 PM



NAME	ADDRESS	PHONE	E-MAIL
George Meseke	2409 Hillsboro Rd	283-1935	NA
Joann McCarty	2018 Francis	283-0460	
Jim McCarty	2018 Francis	283-0460	
Dawn Oldfield	2701 S. Fork Dr.	283-4651	
David Oldfield	2701 S. Fork Dr.	283-4651	
Vickie Miller	2426 Hillsboro Rd.	283-9159	
Laura Dosselt	2215 Kim Dr. Vandalia, IL	283-0785 267-9785	bdosselt@newwavecomm.net
Randy Moore	Rt 3 Box 577 Vandalia, IL	283-9304	



U.S. 51 ENVIRONMENTAL IMPACT STATEMENT
Kaskaskia College – Vandalia Campus
Vandalia – Special Meeting
North-Side Neighborhoods
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NAME	ADDRESS	PHONE	E-MAIL
LESLIE VAUGHAN	2104 DANA DR	283-4593	
Tom MCCARTY	2420 LINDA	283-4191	
Tracy Clearlock	5116 Zent Dr., Vandalia	283-2223	
Doug Forbes	RR 3 Box 594 Vandalia	283-0781	
Jim Hor	2416 LINDA AVE VANDALIA	283-4356	
Q. Scott BUNYARD	1519 W. MADISON, VANDALIA, IL	283-3211	
Bobbie Vaughan	2104 Dana Dr. Vandalia, IL	283-4593	
Joni Warren	2209 Kim Dr. Vandalia, IL	780-9275	
Tina Payne	2432 Linda Ave Vandalia	618/283-2265	
Troy Payne	"	"	



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NAME	ADDRESS	PHONE	E-MAIL
Ron Tompkins	RR4 Box 114	618-2432864	
Steda Kurek	RR2 Box 8	283-4704	
Ron Wiseman & Sue	2023 Thrill Hill Rd	283-3531	
Mark Ritter	3011 Zent Dr	283-9124	
Maura Hall	1817 Doe Run Drive	283-3281	
Gail Hall	1817 Doe Run Drive	283-3281	
Renee Newitt	2410 Hillsboro Rd	283-4381	NA
Pat Busch	2606 Lake Front	283-1418	
Mike Puroch	
Charles Forbes	RR3 Box 859 Vandalia	283-4511	



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NAME	ADDRESS	PHONE	E-MAIL
Jan Polunow	2505 Mabry Lane	283 2905	
Jan Polunow	2505 MABRY LANE	283-2905	
Bill and Marilyn Oger	2415 Linda Ave	283-2390	e
Bret Brosman	678 W. Callatin St	283-4267	
LARRY FORTIN'S	2422 WHITLER LN	283-3245	
Charles & Deb Miller	2007 Francis Ave	283.0925	
Gene Craig	2812 Spring Drive Van.	283.9755	
JOSH NEELEY	RR 3 Box 569	618 267-0505	
Betty Warner	2112 3rd St	618-283-0157	
Charles Barenfang	PO Box 190	618-283-2268	



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NAME	ADDRESS	PHONE	E-MAIL
James, Rose & Victor Hanuser	2107 Dana Drive	283-1619	
JAVONRA HELM	2719 S FORK DR VAN.	283-3558	rshelem210@earthlink.net
Sharon Castle	RR3 Box 596 Vandalia	283-3289	
Hebbie Brantley	Rt 3 Box 520 Vandalia	283-3515	dbrant@fayette.k12.il.us
Don Brantley	Rt 3 Box 520	283-3515	
JASON WARNER	RR3 Box 968 Vandalia	283-7077	
CODY GOLDSBORO	2083 S. LAKE DR VANDALIA	283-1985	
Troy & Tina Payne	2432 Linda Ave Vandalia	283-2265	
Ricky J Cottman	2305 Karen Street Vandalia		



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NAME	ADDRESS	PHONE	E-MAIL
Mike Hall	2816 Bear Creek		
Don Bright	RR3 Box 589	(618) 283-8721	
Janet Bright	RR3 Box 589	(618) 283-8721	
Matt & Lyn Gantke	1821 Doe Run Dr.	(618) 283-4529	
Curt & Lori Meseke	2213 Angie Dr	618-283-2884	
DAN LAACK	2210 Angie Dr.	618-283-4204	
Dave Bell	2700 Spring Drive	283-2243	
Tom Guren	2826 Spring Drive	283 4144	X
Grace Lambert	2511 Whittier LANE	283 4341	
Justin Gibbs	1714 Doe Run Dr.	614-3080	justin.gibbs@pioneer.com



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NAME	ADDRESS	PHONE	E-MAIL
Sally Emerick	Rt. 3 Box 966 Vandalia	283-9144	
Anita Wueh / Jason Mark	2123 Lake Hills Vandalia	283-2786	
Mabelene Vanden	2400 Zent Dr Van	283-8788 283-1813	
Danya Kuedras	2207 Angie Dr, Van	283-4697	
Lisa + Brian Arenas	2206 Angie Dr Van	283-1580	
Donald Divley	2025 Francis VAND	283-0542	
Bill + Janet Fresner	2503 Malory Vandalia	283-2549	
Edward J. Helm	2504 Whitler Lane, Vandalia	283-4998	
Mary Jo Ritter	65 Schilling Lane Vandalia	283-3333	
Steven D Bohner	1710 Doe Run Dr Van	283-1906	bohner@newwavecomm.net



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NAME	ADDRESS	PHONE	E-MAIL
✓ ROSAMUND HOBLER	2421 LINDA, VANDALIA	283-4835	
Mike Wehler	2407 Whittier VANDALIA	292-3932	
Kim Gebke	2513 Whittier Vandalia	283-3462	
Shelli Meyers	2110 Dana Dr.	267-4717	
Roger Myers	2113 Kelly Lane, Vandalia	283-2739	
Ron Dally	2407 Linda Ave Vandalia	283-4505	
TRICIA ELAM	2817 SPRING DRIVE VANDALIA	283-9035	
✓ Boyd Ledbetter	2104 zent Dr Vandalia	283-0263	
Norma Ledbetter	2104 zent Dr Vandalia	283-0263	
Terry Robbins	2425 Hillsboro RD VANDALIA	283-4800	



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NAME	ADDRESS	PHONE	E-MAIL
FRANK & JOAN MOXEY	1998 Zent Dr Vandalia, IL 62471	618-283-4043	
Jeff & Jennifer Hester	2204 Kim Dr Vandalia	283-4519	
Don & Liz Dally	2208- Kim Dr. Vandalia	283-2953	Don BearingsPlus@gmail.com
Edward & Deanna Kulebza	2630 Lake Wood DR. Vandalia	283-0762	
J.D & Amy Veregge	8618 E. Fork Dr Vandalia	283-1746	
Jane & Merrill Thull	2016 HICKORY HILLS ^{DR.} VANDALIA	283-4331	
Bruce & Peggy Bowen	1910 Zent Drive Vandalia	283-9137	
Wayne & Gerry Phillips	2211 Angie DR Vandalia	335-2870	
Tom & Linda Malry	2504 Zent Dr	283-1085	
Larry Pappert	2418 Zent dr.	267-9444	

Public Information Meetings
Vandalia
June 3, 2010

US 51 Environmental Impact Statement



Illinois Department
of Transportation



US Department
of Transportation
Federal Highway
Administration



Agenda

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



Agenda

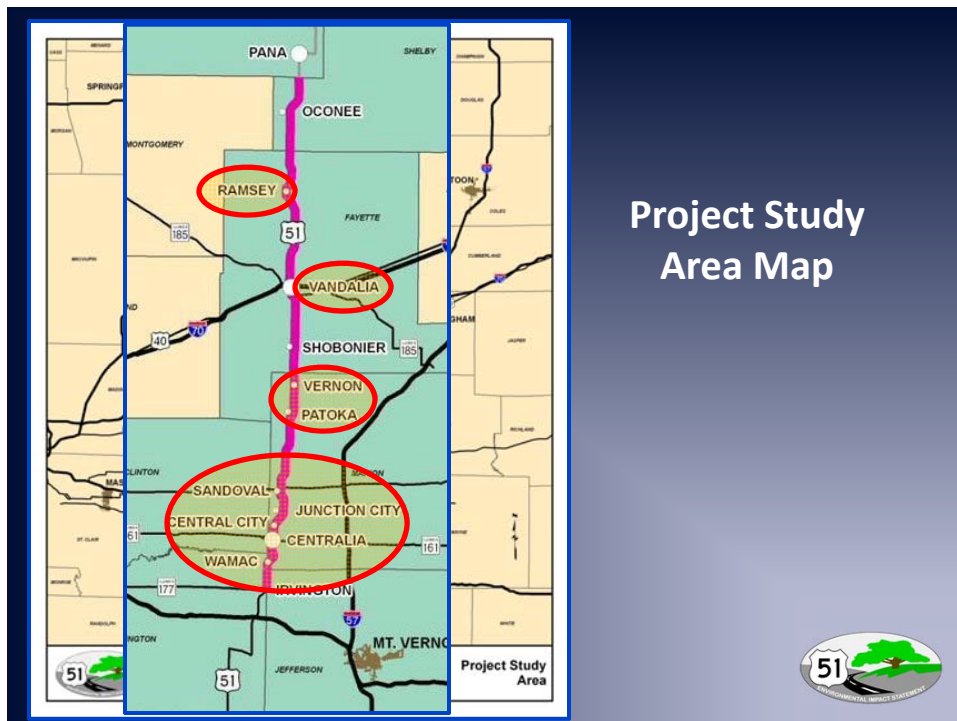
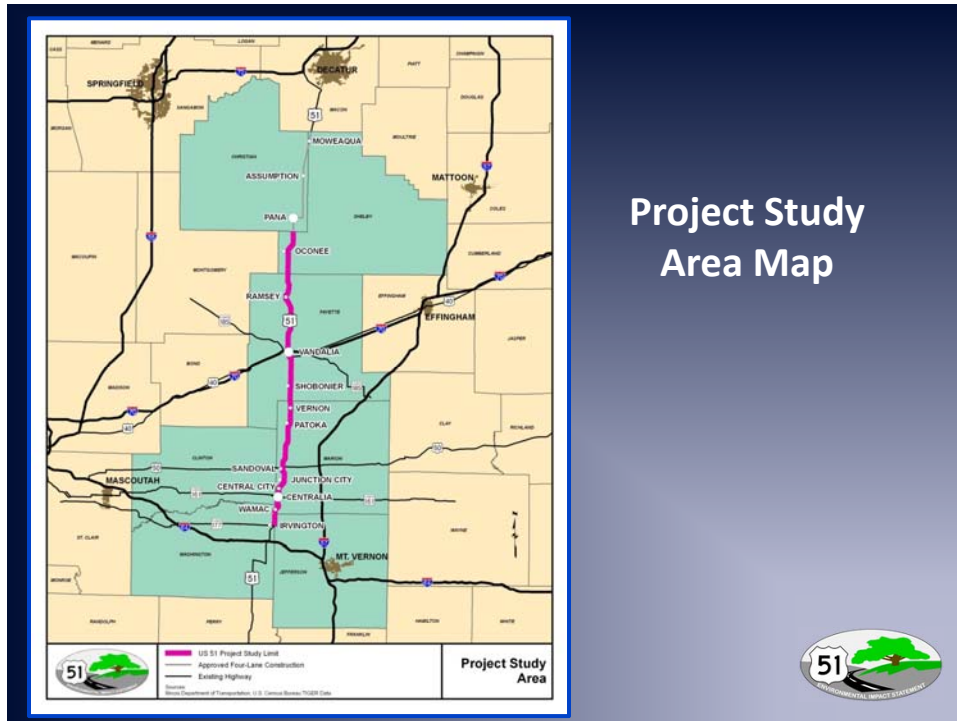
- **Introductions**
- Alternative Development and Analysis
- Next Steps
- Review of Exhibits

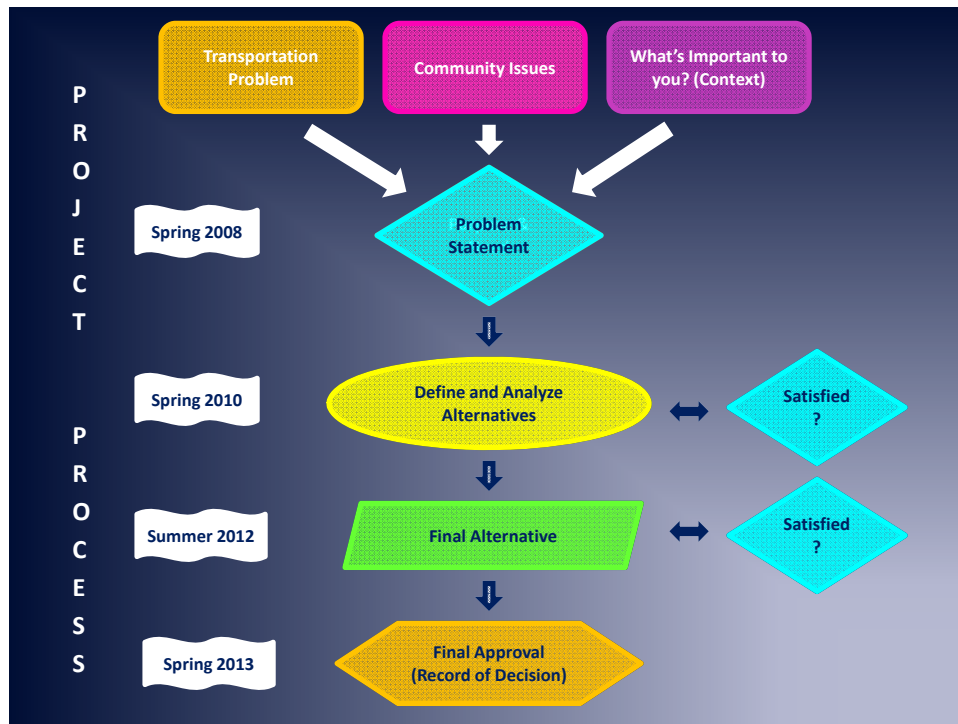


Agenda

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

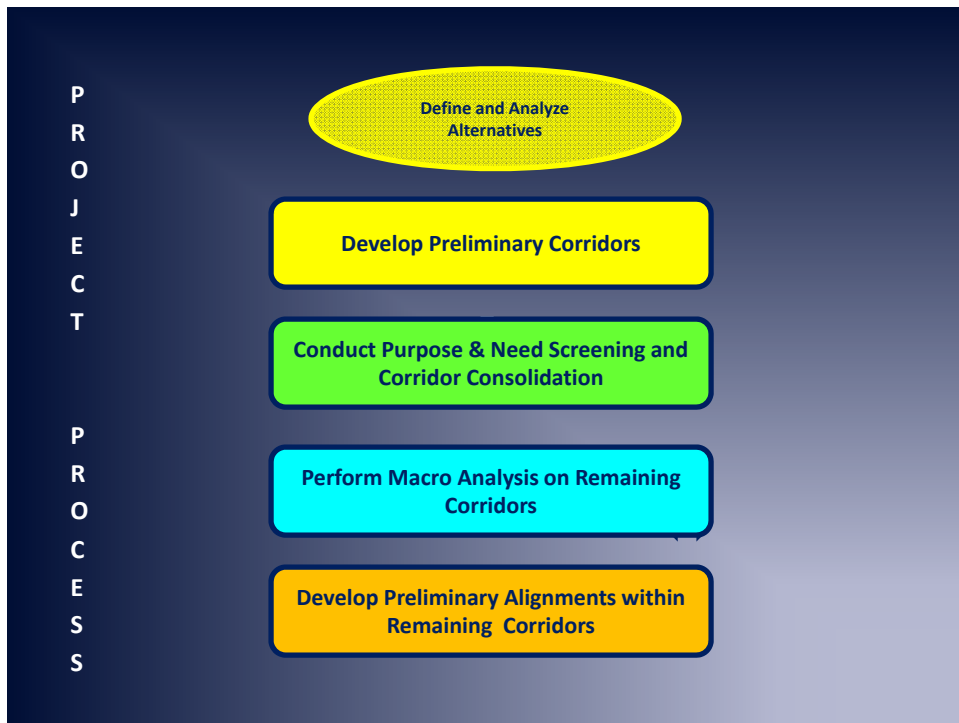
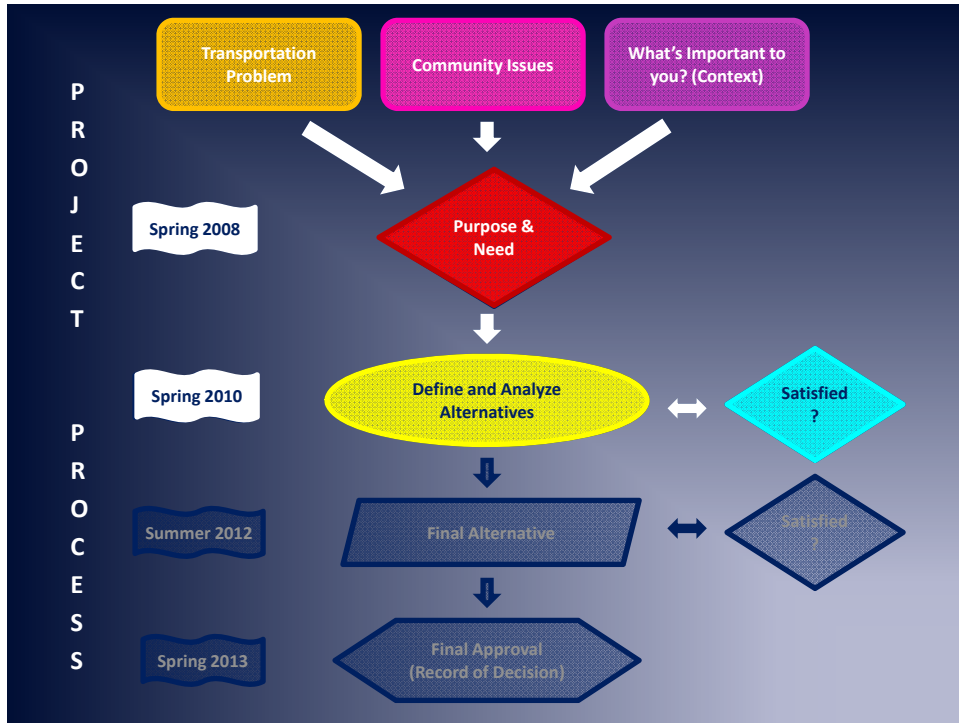






Purpose & Need Statement

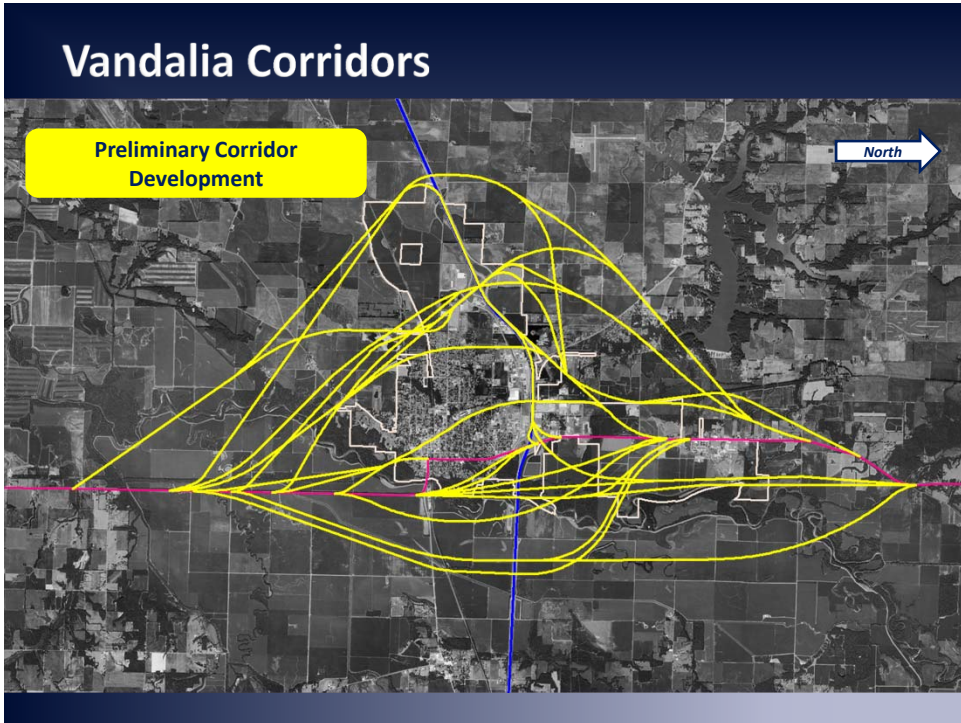
The purpose of the US 51 project is to improve the connectivity within the south central Illinois region and to enhance the highway system continuity. The region needs a centralized roadway that effectively connects communities as well as local and commercial centers, while also providing a roadway that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

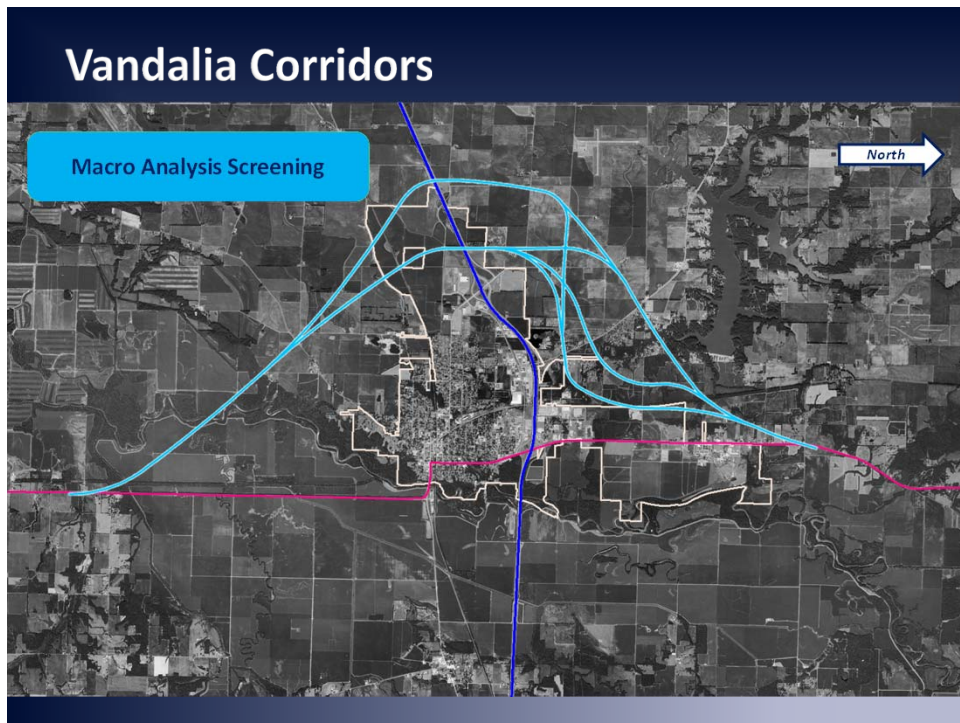
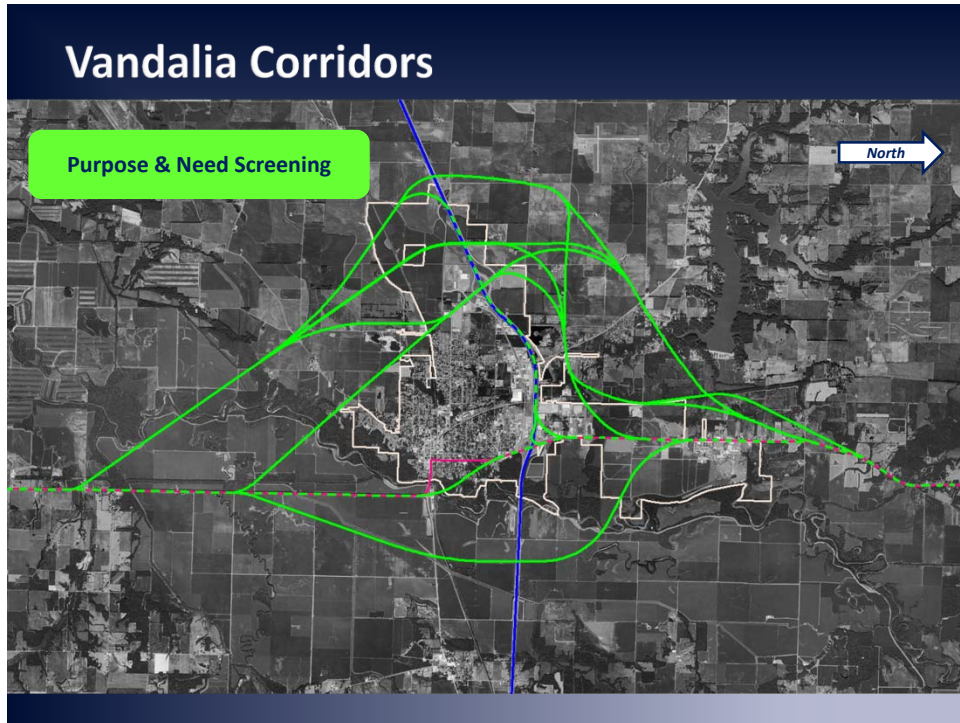


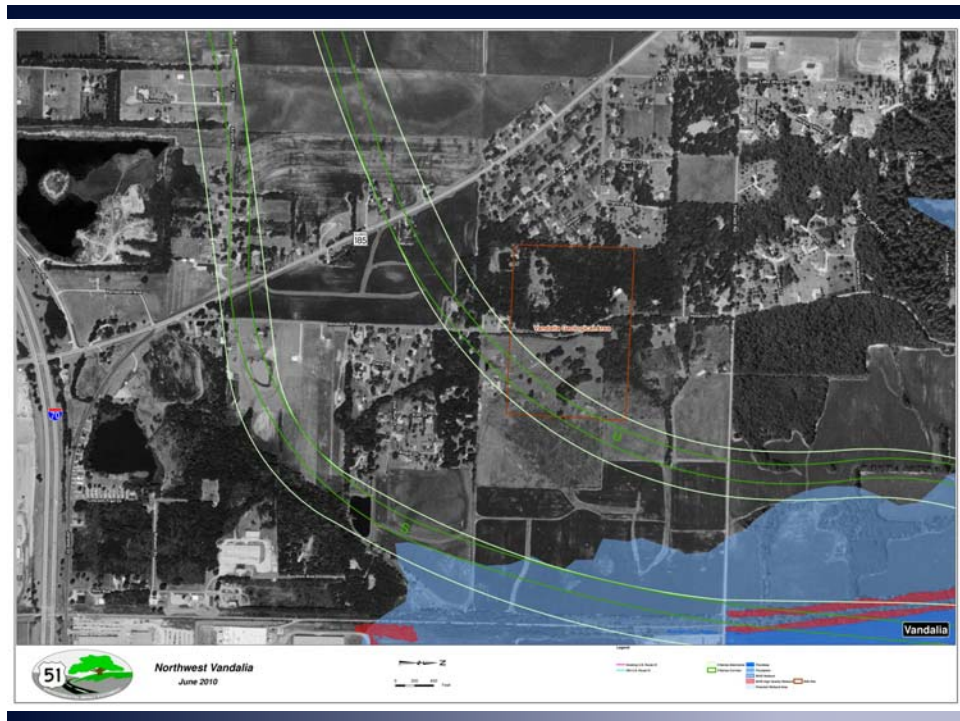
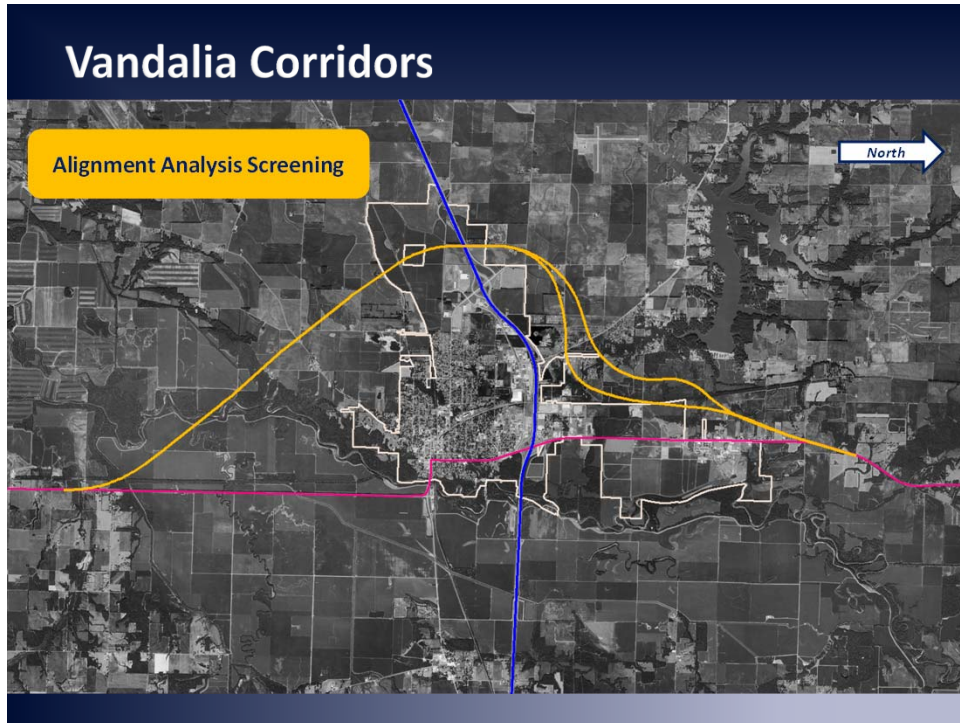
CAG & Agency Meetings



Vandalia Corridors

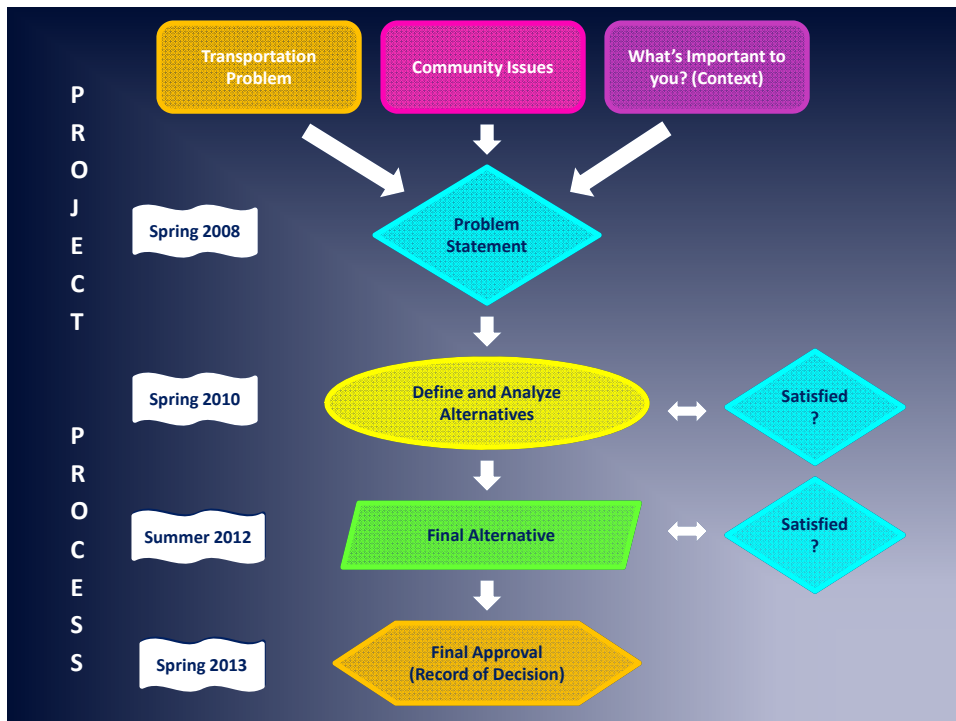






Agenda

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



Frequently Asked Questions

- Why are we doing this?
- How was the CAG developed?
- Why not go north of the lake?
- Why not dual-mark the Interstate?
- Why can't we use the DOC property?
- Do you take into consideration a home's value when developing an alignment?
- What's the status of the sections north of the project near Pana?
- When will the project be built?

How do you contact us?

Website:

www.us51eis-idot.com

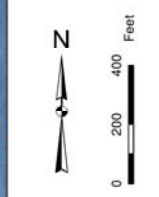
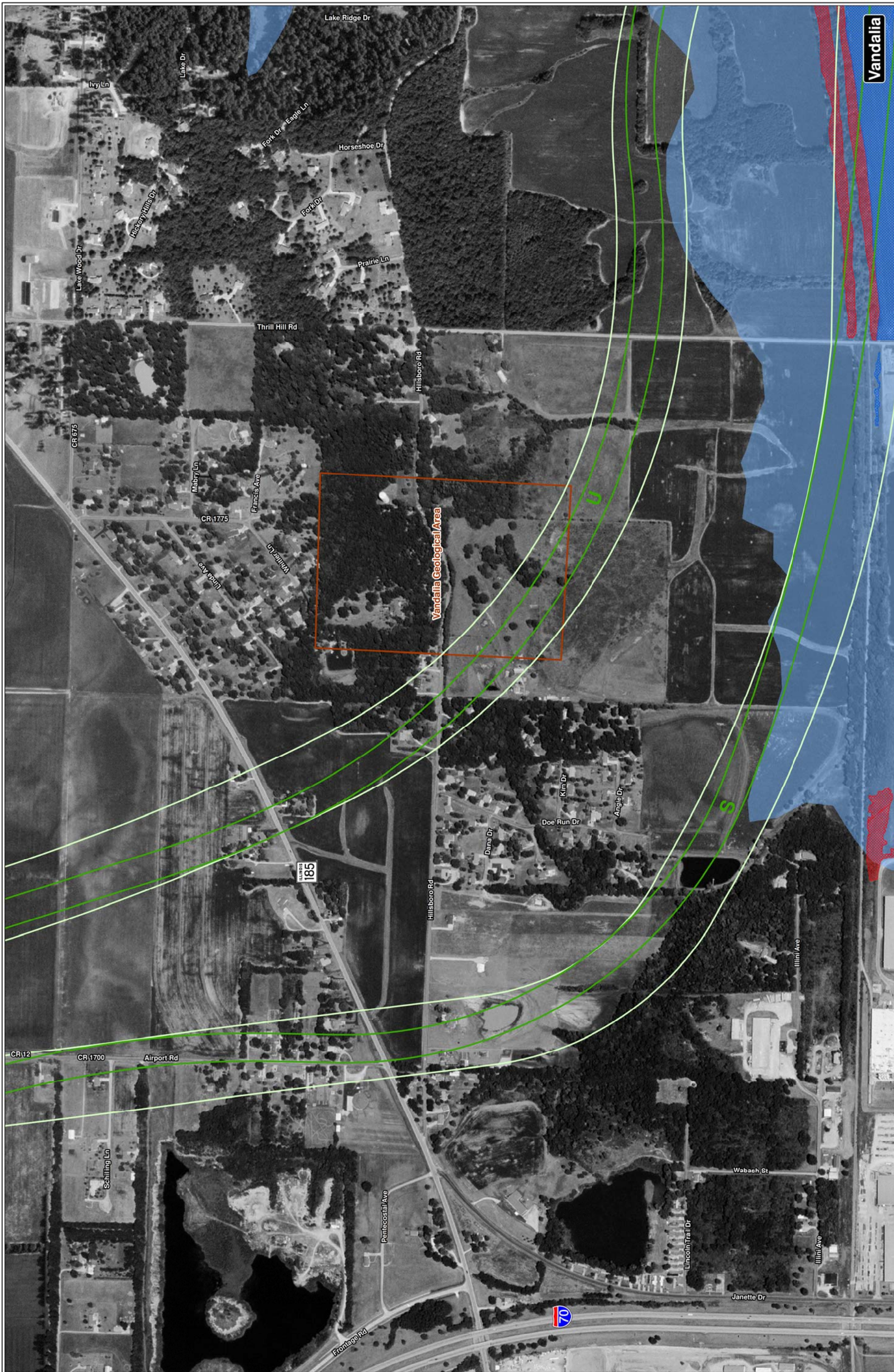
E-Mail:

us51eis@clark-dietz.com

Comment Line:

217.373.8951





Northwest Vandalia
June 2010



Comment Form

Vandalia North-Side Neighborhoods

Special Meeting


June 3, 2010



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:


 Mabelene Virden
 2400 Zent Dr
 Vandalia, IL 62471

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 type="checkbox"/> Other |

Vandalia, Illinois
11 June, 2010

Dear Mr. Payonk, P.E.

Thank you and your group for the opportunity to learn more about the US Rt. 51 project at the 3 June, 2010 meeting. I appreciate all the efforts on our behalf.

Please consider the following ideas:

1) Widen the existing Rt. 51 roadbed right where it sits now, from the Vera Road all the way to the I-70 intersection exit #63, where it goes into a 4 lane already. People can take "Business 51", the present road, into downtown Vandalia or go on I-70 further East exiting South on an expanded Rt. 51 where it currently lays. Another option would be to take I-70 further East past the wetland & then head south.

Note: Rt. 51 in Decatur takes a very long swing West of town & then follows I-72 until it takes off North. Going into town on Business 51 is a straight shot for food, shopping & services just like it could be a straight shot into Vandalia on "Our Business 51".

2) It would impact less people to avoid the North side residential areas by making a bigger swing to the North and West hooking up with I-70 West of Exit 61. We were told that Exit 61 is a substandard exit and cannot be used. Why is that, and why was that done? Traffic can still go easily into Vandalia for shopping & services on the current Rt. 51 road.

3) Taking Rt. 51 through the proposed route will stop the prime development that has started on Zent Drive, Airport Road & surrounding North areas. The value of current homes will go down and thereby reduce tax money for local schools & services. Plus, we also lose tax money from potential homes to be built.

4) I think it is important that we know who was on the local input committee, and also what group or individual appointed them.

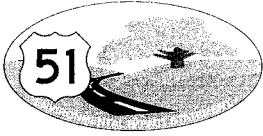
5) If you use the current Rt. 51 & add the extra lanes, it would be less expensive.

6) I believe in being responsible stewards of the land; however, people rate more consideration than, for example, a water snake.

Thanking you for this opportunity to express my views and suggestions,
I am,

Mabelene Virden





Comment Form
Vandalia North-Side Neighborhoods
Special Meeting
June 3, 2010

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Name: Tina Payne

Address: 2432 Linda Ave.

Vandalia

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 US 51 expansion is an issue that poses many concerns for the town of Vandalia. My main concern with the proposed alignments is that they are further fragmenting a community already divided by Interstate 70. The alignments will also isolate residences located between 70 and the new R.51. It seems odd and wasteful to have 2 continuous 4 lane roads running parallel to each other. Merging R.51 with 70 presents challenges, but seems a more viable option if it is absolutely necessary to have R.51 swing west. However, it upsets many residents of Vandalia that this option will completely bypass the historical downtown areas. Areas we, as taxpayers, have contributed our money to. Tourism is an important part of our town's economy - and the west bypass will irrevocably injure it. An east bypass

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

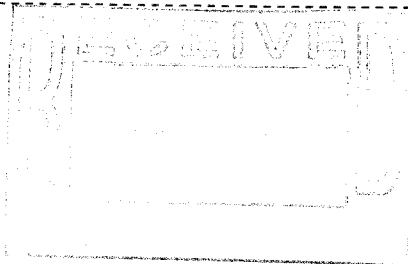
December 2013



**Illinois Department
of Transportation**

Fold Back Second

Tina Bane
2432 Linda Ave.
Vandalia, IL
62471



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

Fold Back First

Comments:

looping past the floodplain seems a better option.
It would be shorter, and would be closer to our
historical downtown.



APPROX Route Location MAY vary

40 Yr Projection
Less impact on City
⌘

Residential
Industrial
Commercial
Less Fill → Grade
Cost Efficiency

major Rds

170

185

51

CANIK Rd

2140

40

51

mostly All level
Farm ground

GARY Probst

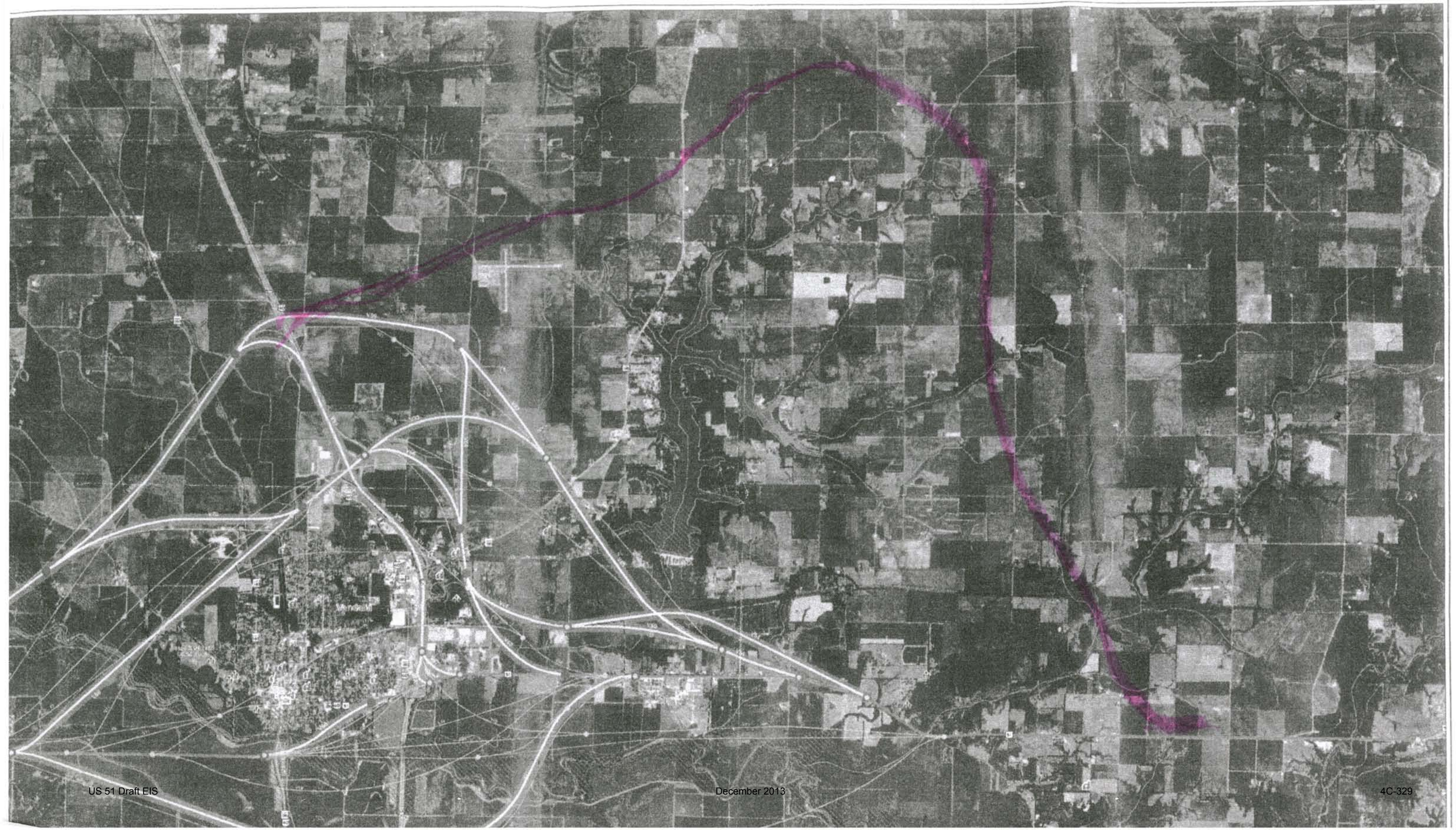
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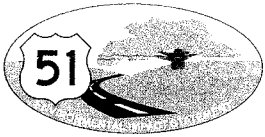
192

Bramsey Hill 62080

618 918 0034

Please call me when you get this





Comment Form
Vandalia North-Side Neighborhoods
Special Meeting
June 3, 2010

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Name: William C. Friesner

Address: 2503 Mabry Lane

Vandalia, IL 62471

1-618-283-2549

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:

Please See attached.

Multiple horizontal lines for handwritten comments.

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



IN RESPONSE TO THE PROPOSED ROUTES S & U AROUND VANDALIA FOR THE RT. 51 EXPANSION.

THE TWO ROUTES PROPOSED SEEMS TO BE TRADING SEVERAL ECO-SYSTEMS TO PROTECT A SINGLE SYSTEM. BY USING AN EAST ROUTE AROUND VANDALIA WOULD NOT ONLY BE A SHORTER ROUTE AND ONLY AFFECT A WETLAND ECO-SYSTEM. THE AREA THAT WOULD BE IMPACTED IS LESS THAN 100 % PRODUCTIVE FARM GROUND BECAUSE OF FLOODING. THE PROPOSED S & U ROUTES NOT ONLY IMPACT WET LANDS BUT ALSO 100% PORDUCTIVE FARM LAND, DISPLACES HUMAN HABITAT, DUPLICATES HIGHWAY SYSTEMS, DEVALUES PRESENT REAL ESTATE AND REMOVES HOUSES AND FARM PROPERTY FROM THE TAX ROLLS.

THE AREA OF THRILL HILL IS A GLACIER MORAINE AND IS A LARGE PERCENTAGE GRAVEL, WHICH IS A POOR BASE FOR A HIGHWAY. ALSO THIS AREA HAS A LARGE UNDERGROUND WATER SUPPLY.

SEVERAL REASONS GIVEN FOR USING THE PROPOSED ROUTES DID NOT FALL WITHIN THE PARAMETERS THAT HAS BEEN USED IN THE PORTION OF RT. 51 THAT HAS BEEN CONSTRUCTED FOUR LANE. SUCH ITEMS AS TRAFFIC LIGHTS (S, BLOMMINGTON 1, CLINTON 2, FORSYTH 6), RAIL ROAD CROSSINGS (CLINTON 1), REDUCED SPEED LIMITS (NUMEROUS), CORPORATE LIMITS (SEVERAL) DUAL USE OF AN INTERSTATE HIGHWAY (BLOOMINGTON AND FORSYTH) AND SINGLE LANE EXISTS (SEVERAL).

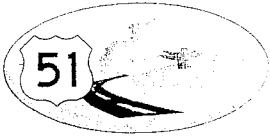
IF THE PROPOSED ROUTES ARE UTILIZED, FREQUENT USERS OF THE HIGHWAY WILL CHOSE TO GO THROUGH VANDALIA ON THE PRESENT RT. 51 BECAUSE OF THE ADDITIONAL DISTANCE AND ADDED TIME REQUIRED TO BY-PASS VANDALIA. THERE WOULD BE AN IMPACT ON THE BUSINESSES IN VANDALIA IF THE PROPOSED ROUTES ARE USED.

IF A EAST ROUTE IS USED I WOULD SUGGEST USING THE PRESENT 4-LANE AT THE NORTH CITY LIMITS, ACROSS RT. 70 INTERCHANGE, ROUTE RT. 51 ONTO RT. 70 GOING EAST ACROSS THE RIVER BRIDGE, THAN HAVE AN INTERCHANGE TO TAKE TRAFFIC SOUTH TO INTERSECT INTO THE PRESENT RT. 51 AND CONSTRUCT THE SOUTH BOUND LANES WEST OF THE THE PRESENT RT. 51, USING PRESENT TWO LANES FOR NORTH BOUND TRAFFIC. THIS WOULD ELIMINATE BUILDING A BRIDGE ACROSS THE RIVER AND BUILDING TWO LANES OF HIGHWAY. THIS WOULD REQUIRE AN INTERCHANGE ON RT. 70 AFTER YOU CROSS THE RIVER. THIS WOULD NOT REQUIRE ANY HOME ACQUISITION, WOULD NOT INTERFERE WITH THE PRESENT SEWER PLANT AND WOULD UTILIZE THE PRESENT EXIT 63 AS IS. THIS WOULD NOT ADD ANYTHING ADDITIONAL TO THIS ROUTE THAT IS NOT ALREADY USED ON THE RT. 51 EXPANSION BETWEEN BLOOMINGTON AND ASSUMPTION.

A COMMENT ABOUT FLOOD WATER FLOW AND FLOOD WATER RECEDING. IN THE PROPOSED ROUTES S & U, CALLS FOR A RIVER CROSSING SOUTH OF VANDALIA AND CROSSING A WET LAND AREA. IF A BRIDGE IS BUILT ACROSS THE RIVER SOUTH OF VANDALIA THIS WOULD BE IN ESSENCE A MIN-DAM WHICH WOULD MAKE THE RIVER RISE HIGHER THAN IT PRESENTLY DOES, CREATING MORE WET LANDS AND POSSIBLY FLOODING THE PRESENT RT. 51. PLUS IT WOULD IMPEDE THE FLOOD WATERS FROM RECEDING. IF AN EAST ROUTE IS USED, THE ADDITION OF THE OTHER TWO LANES WOULD NOT IMPEDE FLOOD WATER FLOW OR FLOOD WATER RECEDING.

IT IS ABOUT TIME COMMON SENSE IS USED RATHER THAN POLITICAL NON-SENSE.

WILLIAM C. FRIESNER & JANET M. FRIESNER
2503 MABERY LANE, VANDALIA, IL. 62471
1-618-283-2549



Comment Form
Vandalia North-Side Neighborhoods
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June 3, 2010

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Name: LISA ARENAS
Address: 2206 ANGIE DRIVE
VANDALLA IL 62471

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

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

Please provide comments on the information presented this evening:

I am opposed to the current proposed routes. Please consider other alternatives. There are several issues that arise with the current plan: 1) There are natural springs in the area that feed resident's wells, 2) there is a Marathon pipeline that runs through the proposed route, 3) the entire north side area is full of new developments housing developments most of which pay much higher property taxes. If those homes are taken out the county will lose revenue. Property values will fall for remaining residents which also leads to a decrease in tax revenue. I also believe that taking people's homes is not progress. The route should utilize the current highway 51 on the east side of town. This saves money. The

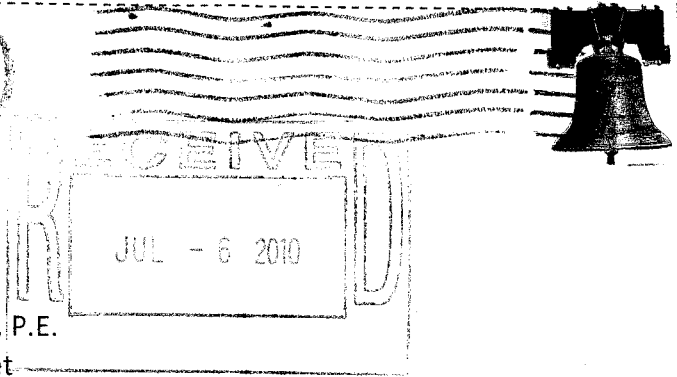
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December 2013



Fold Back Second



Lisa Arenas
2206 Angie Dr.
Vandalia, IL 62471-3602



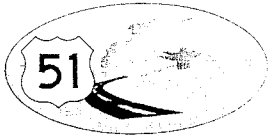
USA FIRST CLASS FOREVER

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

Fold Back First

Comments:

State has no money to begin with regardless
of whatever special funding there may be.
Please reconsider routing options that do not
impose on the north side community. There
are other, more reasonable, and cost effective
routes.



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Name: Brian Arenas

Address: 2206 Angie Drive
Vandalia, IL 62471

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

- Natural Environment
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- Agricultural Land
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- Residential Impacts
- Other

Please provide comments on the information presented this evening:

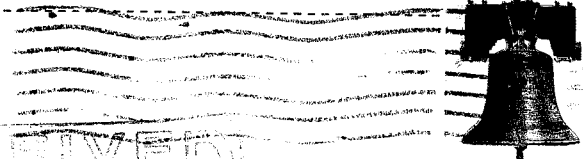
I oppose the current plans for the expansion of
 Hwy 51 due to the impact on numerous families and
 neighborhoods. Also the cost of rerouting into areas other
 than the ones currently being used. The current route
 runs through ~~the~~ some of the highest taxed neighborhoods
 in the Vandalia Area.

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

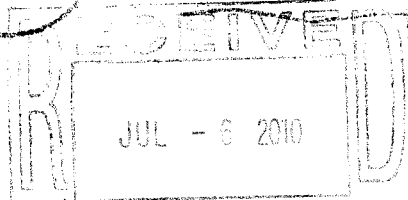


Fold Back Second

B. Arenas
2206 Angie Drive
Vandalia, IL 62471

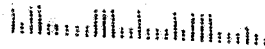


USA FIRST-CLASS FOREVER



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

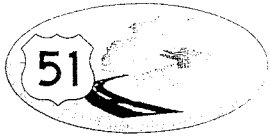
6182097251 0015



Fold Back First

Comments:

Multiple horizontal lines for handwritten comments.



Comment Form
Vandalia North-Side Neighborhoods
Special Meeting
June 3, 2010

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: Diana Ritter
Address: 2108 Bambi Lane
Vandalia, Ill.
62471

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

- Checkboxes for: Natural Environment, Cultural Sites, Agricultural Land, Commercial Business Impacts, Residential Impacts, Other. Residential Impacts is checked.

Please provide comments on the information presented this evening:

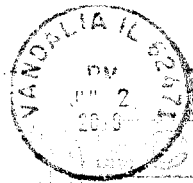
Dear Sirs, First of all, I'm wondering how much thought went into the choosing of these two routes. In the past 25 years or so the N.W. area of Vandalia has been the major area for residential subdivisions. By placing 51 through pretty much the center of them, I think it will impact our town greatly. We own and live on property in Deerwood Estates subdivision. One route will be just east of our back yard and take out a pond that is fed by a natural spring that surfaces in Deerwood Estates. We have several creeks in the area with crystal clear water. Also, I wondered why 51 needs to join into Interstate 70 when 70 goes S.W. and 51 is east & south of Vandalia. It seems to me that if you go west and then south you will run into bottom lands. Has there been any thought given to a route at the north of town or 51 and making a route to join into 70 E and then going south to join into 51? It would not impact all the subdivisions, be the shortest route and probably would not involve as much natural environment.

Please check here if additional comments are listed on reverse side.
December 2013



Fold Back Second

Diana Ritter
2108 Bambi Lane
Vandalia, IL
62471



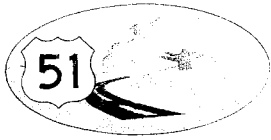
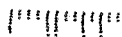
Clark Dietz, Inc.
Attn: Mr. Jerry Payonk, P.E.
125 West Church Street
Champaign, IL 61820

Fold Back First

Comments:

I just want to add, that the photo, in the newspaper, was very deceiving. Our street, Bambi Lane, is not even in the photo. It sort of looks like there are only a few houses impacted by these proposed routes. However, there is a cemetery close to check into and a fairly new church that I've been told, will lose parkings and a front door and involve at least 3 or 4 subdivisions, or more. That pretty much takes care of our home values, but should help with property tax. Thank you for reading my thoughts. I have more





Comment Form

Vandalia North-Side Neighborhoods Special Meeting June 3, 2010

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: Gail and Darla Hall

Address: 1817 Doe Run Drive

Vandalia IL 62471

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 type="checkbox"/> Other |

Please provide comments on the information presented this evening:

We as homeowners within the proposed area of construction of the U.S. Route 51 project through Vandalia are very concerned with the impact the proposed route (s) will have on our North Side Neighborhoods and Subdivisions. Multiple homes and families who live within those homes would suffer negative impact with either of the two routes as presented on June 3.

As stated at the meeting, there had been no consideration of an Eastern Route thru the Vandalia area. Although some wetlands do exist according to your literature (Issue 4, April 2010) wetlands may be considered with minimal impact. No threatened or endangered species were found in the area. The impact to our neighborhoods is not minimal...it is great! Please consider an Eastern Route.

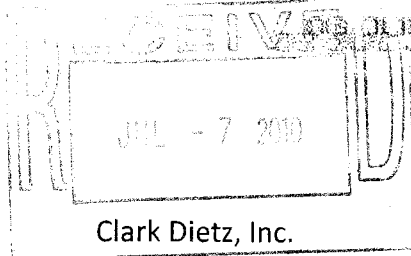
Gail + Darla Hall

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



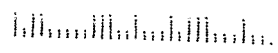
Fold Back Second

Macl + Darla Hall
1817 Doe Run Drive
Vandalia, IL
62471



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

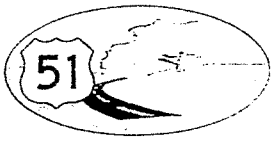
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Comments:





Vandalia North-Side Neighborhoods
Special Meeting
June 3, 2010

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: Charles & Deb Miller
Address: 2007 Francis Avenue
Vandalia, IL 62471

Postmarked JULY 12, 2010
RECEIVED JULY 15TH
STP

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

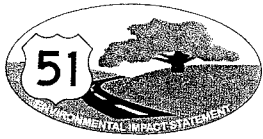
Please provide comments on the information presented this evening:

Looking at all of the alternatives shows that there are other ways of bringing Route 51 Interstate around Vandalia than what is presently proposed. We are not in favor of the highway taking out residential homes whenever there are better ways to do the same thing. We have invested much work and money into our home and appreciate that there is distance from Interstate 70. The proposed route would bring the road approximately 1/4 mile from our home. Our neighborhood is made up of several families with children. Safety is of great importance and bringing Route 51 this close is not safe for our children. As you look at the various proposals please keep in mind that lives are more important than wetlands. We are in favor of the route going east instead of west of Vandalia and utilizing Interstate 70. This appears to be a much better economical solution than what is presently proposed. Thank you for considering our point of view!

Charles J. Miller Deb Miller

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





Comment Form
Vandalia North-Side Neighborhoods
Special Meeting
June 3, 2010

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: Jeff Hester

Address: 2204 Kim

Vandalia IL

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 highway needs to go on I-70^W to a new interchange rather than impact so many residences.

Why not cut across the river (FLOOD PLAIN) NORTH OF THE PRISON where it TAPERS DOWN AND THEN TAKE THE ROUTE ON THE ~~WEST~~ EAST SIDE OF THE PLAIN BETWEEN BLUFF CITY AND BROWNSTOWN AND GRADUALLY BACK SOUTH OF VANDALIA where IT TAPERS BACK.

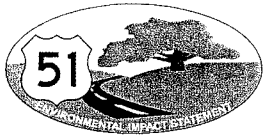
BUSINESSES ON I-70 EXIT 61 WILL STILL GET THE SAME BUSINESS THEY ALWAYS HAD.

Help out Brownstown
+ Bluff City! Sincerely,

Jeff Hester

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





Comment Form
Vandalia North-Side Neighborhoods
Special Meeting
June 3, 2010

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: Jennifer Hester

Address: 2204 Kim Dr

Vandalia IL 62471

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 route makes no sense! Too much
impact on too many people for a highway we
don't need! It makes more sense to go on the
EAST side + travel thru farmland

Multiple horizontal lines for additional handwritten comments.

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





Comment Form

Vandalia North-Side Neighborhoods

Special Meeting

June 3, 2010

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: Peggy Tippitt
PEGGY TIPPITT
Address: 2418 ZENT DR.
VANDALIA IL 62471

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:

As usual in this town, only a few special people were involved in mapping potential routes - What a shame!

The ones who should have been consulted were people who work in that area. Construction people and town participation members.

I think it's ridiculous to even consider going through the downtown area -

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





Comment Form
Vandalia North-Side Neighborhoods
Special Meeting
June 3, 2010

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: Larry Emerick
 Address: Route 3 Box 966
Vandalia, IL
62471

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 type="checkbox"/> Other |

Please provide comments on the information presented this evening:

I came to the meeting expecting to be able to provide some input into the route but feel the decision has already been made. I believe the people most affected should have more input. My house & acres sits between the 2 proposed locations. By moving the location from airport road, which takes several hours, slightly north from the current plan, only farmland is taken. My house & property would be in the path but it would avoid many others. I do not want a 4 lane highway fifteen yards from my porch! The proposal would significantly impact my property value and I would receive no compensation. This is not fair. The best plan is to use state owned property and take it to Interstate 70. It could connect here and run 2 miles west. This does not affect Walmart and does not impact the many homeowners now affected. This plan should be re-examined as it did not take into account any concerns of those outside the Vandalia City limits on the North side!

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

US 51 Draft EIS

December 2013



Illinois Department of Transportation

Dear Mr. Payonk, P.E. (and whom it may concern),

I am writing to state my opinion on the Route 51 Project. I would like to see alternate routes of travel to the East of Vandalia, just beyond the flood plain. The relative distance between the proposed routes of travel through the West side of Vandalia and the East side of Vandalia is similar in distance. Avoiding the flood plain to the East would only require the routes of travel to extend approximately three to four miles to the East outside the pre-existing Route 51 lanes of travel. Extending to the East would also allow for the desired continuous travel without stoplights. If three or four miles of deviation from the pre-existing Route 51 lanes of travel is relevant to the economic impact of the community of Vandalia, then the argument could be made that the proposed routes of travel that extend to the West have an adversarial affect on the economic impact on the business aspect of the East portion of Vandalia. In other words, one could say that the routes of travel extending to the West portion of Vandalia would have an inverse relationship on the economic impact of the East portion. Likewise, the routes of travel extending beyond the flood plain to the East, which I have proposed, could affect the economic impact of Vandalia in several ways and is not mutually exclusive to Vandalia in general. My point is that economic impact is purely speculation. All other impacts including cultural sites, natural environment, agricultural land, and residential impacts are factual based. The impacts of residential area are especially true of this. A map can show the impact of the land upon which the routes travel upon or near, but cannot show the impact economically. The economical impact aspect can only be determined post-project completion. If the idea of the project is to minimize impacts, then the project fails in that aspect by not allowing my proposed routes of travel to the East to be considered to the fullest degree. The residential impact of construction to the East would be minimal as possible. The natural environment and cultural sites would also be minimal because of the fact that it is relatively close to the flood plain. Although the economic impact could be affected, it is speculation and not fact.

I would also like to be considered as a future Community Advisory Group representative. The proposed travel routes do not travel upon my land so my opinion would be unbiased. However, I feel the Community Advisory Group representatives have failed to completely represent the entire community of Vandalia and surrounding area. My personal information has been provided below. Thank you for your time.

Cody Goldsboro

2083 S. Lake Drive
Vandalia, Illinois 62471

(618) 283-1985



Comment Form
Vandalia North-Side Neighborhoods
Special Meeting
June 3, 2010

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: Doug Forbes
Address: RR 3 Box 594
Vandalia IL 62471

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 type="checkbox"/> Other |

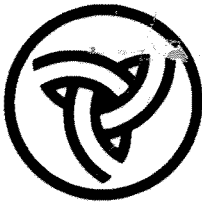
Please provide comments on the information presented this evening:

I first want to thank you for having the meeting and for
presenting the information. It was very informative. The completion of
a four lane 51 will certainly help out our community.

If my house is taken, I just want fair compensation for it. I do
have a question though. If my house isn't taken, and I have a four
lane highway in my frontyard, how does that affect my property
value?

Thanks,
Doug Forbes

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

Gail and Darla Hall
1817 Doe Run Drive
Vandalia, IL 62471

Dear Mr. & Mrs. Hall:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received after the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 4, held in May, 2010, and/or after the Vandalia North Side Neighborhoods Meeting held on June 3, 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 as homeowners within the proposed area of construction of the US Route 51 project through Vandalia are very concerned with the impact the proposed route(s) will have on our North Side Neighborhoods and Subdivisions. Multiple homes and families who live within those homes would suffer negative impact with either of the two routes presented on June 3.

As stated at the meeting, there had been no consideration of an Eastern Route thru the Vandalia area. Although some wetlands do exist according to your literature (Issue 4, April 2010) wetlands may be considered with minimal impact. No threatened or endangered species were found in the area. The impact to our neighborhoods is not minimal...it is great! Please consider an Eastern Route.

COPY

Gail and Darla Hall
October 1, 2010
Page – Two

Response:

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



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

Ms. Mabelene Virden
2400 Zent Drive
Vandalia, IL 62471

Dear Ms Virden:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received after the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 4, held in May, 2010, and/or after the Vandalia North Side Neighborhoods Meeting held on June 3, 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:

Dear Mr. Payonk, P.E.,

Thank you and your group for the opportunity to learn more about the US Rt. 51 project at the 3 June, 2010 meeting. I appreciate all the efforts on our behalf.

Please consider the following ideas:

1) Widen the existing Rt. 51 roadbed right where it is now, from the Vera Road all the way to the I-70 intersection exit #63, where it goes to a 4 lane already. People can take "Business 51," the present road, into downtown Vandalia or go on I-70 further east exiting south on an expanded Rt. 51 where it currently lays. Another option would be to take I-70 further east past the wetland and then head south.

Note: Rt. 51 in Decatur takes a very long swing west of town & then follows I-72 until it takes off north. Going into town on Business 51 is a straight shot for food, shopping & services just like it could be a straight shot into Vandalia on "Our Business 51."

2) It would impact less people to avoid the north side residential areas by making a bigger swing to the north and west hooking up with I-70 west of Exit 61. We were told that Exit 61 is a substandard exist and cannot be used. Why is that, and why was that done? Traffic can still go easily into Vandalia for shopping & services on the current Rt. 51 road.

Ms. Mabelene Virden
October 1, 2010
Page – Two

3) Taking Rt. 51 though the proposed route will stop the prime development that has started on Zent Drive, Airport Road & surrounding north areas. The value of current homes will go down and thereby reduce tax money for local schools & services. Plus, we also lose tax money from potential homes to be built.

4) I think it is important that we know who was on the local input committee, and also what group or individual appointed them.

5) If you use the current Rt. 51 & add the extra lanes, it would be less expensive.

6) I believe in being responsible stewards of the land; however, people rate more consideration than, for example, a water snake.

Thank you for this opportunity to express my views and suggestions,

Response:

Impacts to tax revenues resulting from the proposed alternatives will be evaluated during the Draft Environmental Impact Statement (DEIS).

Through the Context Sensitive Solutions (CSS) process, the public has been involved in many of the steps taken in developing the corridors. At the first series of Public Information Meetings, the Project Team requested attendees to volunteer and serve on the advisory groups. All those who volunteered were selected as members. Detailed information regarding the CSS process and advisory group member information 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.

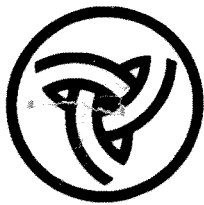
Very truly yours,

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



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

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

William C. & Janet M. Friesner
2503 Mabry Lane
Vandalia, IL 62471

Dear Mr. & Mrs. Friesner

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received after the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 4, held in May, 2010, and/or after the Vandalia North Side Neighborhoods Meeting held on June 3, 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:

In response to the proposed routes S & U around Vandalia for the Rt. 51 expansion. The two routes proposed seem to be trading several eco-systems to protect a single system. By using an east route around Vandalia would not only be a shorter route and only affect a wetland eco-system. The area that would be impacted less than 100% productive farm ground because of flooding. The proposed S & U routes not only impact wetlands but also 100% productive farm land, displaces human habitat, duplicates highway systems, devalues present real estate and removes houses and farm property from the tax roles.

The area of Thrill Hill is a glacier moraine and is a large percentage of gravel, which is a poor base for a highway. Also the area has a large underground water supply.

Several reasons given for using the proposed routes did not fall within the parameters that has been used in the portion of Rt. 51 that has been constructed four lane. Such items as traffic lights (S Bloomington 1, Clinton 2, Forsyth 6), rail road crossings (Clinton 1), reduced speed limits (numerous), corporate limits (several) dual use of an interstate highway (Bloomington and Forsyth) and single lane exists (several).

If the proposed routes are utilized, frequent users of the highway will choose to go through Vandalia on the present Rt. 51 because of the additional distance and added time required to bypass Vandalia. There would be an impact on the businesses in Vandalia if the proposed routes are used.

COPY

William C. & Janet M. Friesner
October 1, 2010
Page – Two

If an east route is used I would suggest using the present 4-lane at the north city limits, across Rt. 70 interchange, route Rt. 51 onto Rt. 70 going east across the river bridge, then have an interchange to take traffic south to intersect into the present Rt. 51 and construct the south bound lanes west of the present Rt. 51, using present two lanes for north bound traffic. This would eliminate building a bridge across the river and building two lanes of highway. This would require an interchange on Rt. 70 after you cross the river. This would not require any home acquisition, would not interfere with the present sewer plant and would utilize the present Exit 63 as is. This would not add anything additional to this route that is not already used on the Rt. 51 expansion between Bloomington and Assumption.

A comment about flood water flow and flood water receding. In the proposed Routes S & U, calls for a river crossing south of Vandalia and crossing a wetland area. If a bridge is built across the river south of Vandalia this would be in essence a mini-dam which would make the river rise higher than it presently does, creating more wetlands and possibly flooding the present Rt. 51. Plus it would impede the flood waters from receding. If an east route is used, the addition of the other two lanes would not impede flood water flow or flood water receding.

It's about time common sense is used rather than political nonsense.

Response:

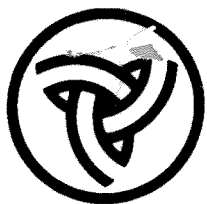
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Very truly yours,

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

Ms. Lisa Arenas
2206 Angie Drive
Vandalia, IL 62471

Dear Ms. Arenas:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received after the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 4, held in May, 2010, and/or after the Vandalia North Side Neighborhoods Meeting held on June 3, 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 am opposed to the current proposed routes. Please consider other alternatives. There are several issues that arise within the current plan: 1) There are natural springs in the area that feed resident's wells, 2) there is a Marathon pipeline that runs through the proposed route, 3) the entire north side area is full of new housing developments most of which pay much higher property taxes. If those homes are taken out the county will lose revenue. Property values will fall for remaining residents which also leads to a decrease in tax revenue. I also believe that taking people's homes is not progress. The route should utilize the current highway 51 on the east side of town. This saves money. The state has no money to begin with regardless of whatever special funding there may be. Please consider routing options that do not impose on the north side community. There are other, more reasonable, and cost effective routes.

Response:

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.

COPY

Ms. Lisa Arenas
October 1, 2010
Page – Two

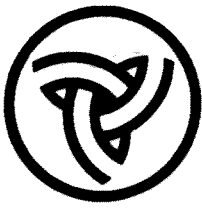
Water quality including groundwater wells, and tax revenue impacts resulting from the proposed US 51 improvement will be evaluated during the Draft Environmental Impact Statement (DEIS). The Project Team is aware of the referenced pipeline and has evaluated utility crossings in the project study area.

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. Brian Arenas
2206 Angie Drive
Vandalia, IL 62471

Dear Mr. Arenas:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received after the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 4, held in May, 2010, and/or after the Vandalia North Side Neighborhoods Meeting held on June 3, 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 oppose the current plans for the expansion of Hwy 51 due to the impact on numerous families and neighborhoods. Also the cost of rerouting into areas other than the ones currently being used. The current route runs through some of the highest taxes neighborhoods in Vandalia.

Response:

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.

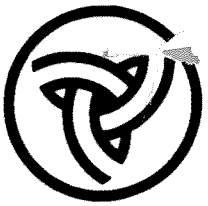
Impacts to tax revenues resulting from the proposed US 51 improvement will be evaluated during the Draft Environmental Impact Statement (DEIS).

Very truly yours,

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


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

COPY



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October 1, 2010

PROGRAM DEVELOPMENT

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

Ms. Diana Ritter
 2108 Bambi Lane
 Vandalia, IL 62471

Dear Ms. Ritter:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received after the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 4, held in May, 2010, and/or after the Vandalia North Side Neighborhoods Meeting held on June 3, 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:

Dear Sir,

First of all, I'm wondering how much thought went into the choosing of these two routes. In the past 25 years or so the NW area of Vandalia has been the major area for residential subdivisions. By placing 51 through, pretty much the center of them, I think it will impact out town greatly. We own and live on property in Deerwood Estates subdivision. One route will be just east of our backyard and take out a pond that is "fed by a natural spring that surfaces in Deerwood Estates." We have several creeks in the area with crystal clear water. Also, I wondered why 51 needs to join into Interstate 70 when 70 goes SW and 51 is east and south of Vandalia. It seems to me that if you go west and then south you will run into bottom lands. Has there been any thought given to a route at the north of town on 51 and making a route to join into 70 E and then going south to join into 51? It would not impact all the subdivisions, be the shortest route and probably would not involve as much natural environment.

I just want to add, that the photo in the newspaper, was very deceiving. Our street, Bambi Lane, is not even in the photo. It sort of looks like there are only a few houses impacted by the proposed routes. However, there is a cemetery close to check into and a fairly new church that I've been told, will lose parking and a front door and involve at least 3 or 4 subdivisions, or more. That pretty much takes care of our home values, but should help with property tax. Thank you for reading my thoughts.

COPY

Ms. Diana Ritter
October 1, 2010
Page – Two

Response:

Your comment regarding the photograph in the newspaper is noted. The Project Team was not responsible for publishing the referenced photograph. Aerial maps showing the areas along the proposed routes are available on the project website.

Impacts to water quality will be evaluated in detail in the Draft Environmental Impact Statement (DEIS). Impacts to residences, cemeteries, and places of worship have been evaluated, and continue to be refined.

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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October 1, 2010

PROGRAM DEVELOPMENT

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

Mr. Doug Forbes
RR 3 Box 594
Vandalia, IL 62471

Dear Mr. Forbes:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received after the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 4, held in May, 2010, and/or after the Vandalia North Side Neighborhoods Meeting held on June 3, 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 first want to thank you for having the meeting and for presenting the information. It was very informative. The completion of a four lane 51 will certainly help out our community.

If my house is taken, I just want fair compensation for it. I do have a question though. If my house isn't taken, and I have a four lane highway in my front yard, how does that affect my property value? Thanks.

Response:

At this point in the analysis, details are not refined to the level where individual impacts can be identified. Impacts to private property 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 land owners after individual impacts are finalized.

Mr. Doug Forbes
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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October 1, 2010

PROGRAM DEVELOPMENT

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

Mr. Cody Goldsboro
2083 S. Lake Drive
Vandalia, IL 62471

Dear Mr. Goldsboro:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received after the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 4, held in May, 2010, and/or after the Vandalia North Side Neighborhoods Meeting held on June 3, 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 am writing to state my opinion on the Route 51 Project. I would like to see alternate routes of travel to the East of Vandalia, just beyond the flood plain. The relative distance between the proposed routes of travel through the West side of Vandalia and the East side of Vandalia is similar in distance. Avoiding the floor plain to the East would only require the routes of travel to extend approximately three to four miles to the East outside pre-existing Route 51 lanes of travel. Extending to the East would also allow for the desired continuous travel without stoplights. If three or four miles of deviation from the pre-existing Route 51 lanes of travel is relevant to the economic impact of the community of Vandalia, then the argument could be made that the proposed routes of travel that extend to the West have an adversarial affect on the economic impact on the business aspect of the east portion of Vandalia. In other words, one could say that the routes of travel extending to the West portion of Vandalia would have an inverse relationship on the economic impact of the East portion. Likewise, the routes of travel extending beyond the flood plain to the East, which I have proposed, could affect the economic impact of Vandalia in several ways and is not mutually exclusive to Vandalia in general. My point is that economic impact is purely speculation. All other impacts including cultural sites, natural environment, agricultural land and residential impacts are factual based. The impacts of residential area are especially true of this. A map can show the impact of the land upon which the routes travel upon or near but cannot show the impact economically. The economical impact aspect can only be determined in post-project completion. If the idea of the project is to minimize impacts, then the project fails in that aspect by not allowing my proposed routes of travel to the East to be considered to the fullest degree. The residential impact of construction to the East would be minimal as possible. The natural environment and cultural sites would also be minimal because of the fact that it is relatively close to the flood plain. Although the economic impact could be affected, it is speculation and not fact.

Mr. Cody Goldsboro
October 1, 2010
Page – Two

I would also like to be considered as a future Community Advisory Group representative. The proposed travel routes do not travel upon my land so my opinion would be unbiased. However, I feel the CAG representatives have failed to completely represent the entire community of Vandalia and surrounding area. My personal information has been provided below. Thank you for your time.

Cody Goldsboro
2083 S. Lake Dr
Vandalia, IL 62471

Response:

Your comment is appreciated. No alternatives were eliminated based exclusively on economic impact.

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



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. Justin Gibb
1714 Doe Run Drive
Vandalia, IL 62471

Dear Mr. Gibb:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received after the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 4, held in May, 2010, and/or after the Vandalia North Side Neighborhoods Meeting held on June 3, 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 find it highly unlikely that IDOT determine the two proposed routes for the new highway 51 by giving a map and pen to random people. You hand selected a group of business owner to determine what would be best for their businesses. Bruce Lowery (who owns KFC, Taco Bell and Ramada Inn) was on the counsel that determined the two routes. You stood in front of 100 people on 6/3/10 and lied to all of our faces. This is an awful thing you are doing and I hope you lie awake at night miserable because you are going to ruin wonderful neighborhoods where we raise out families with this highway. You and your team did not spend any time researching other avenues for these routes. You jumped on two and are sticking to them without our say or advice. You did not consult one person that this is going to affect. You only consulted people that this highway would benefit. We need to take time and research the east side of Vandalia or look closer at connecting at Wal-Mart. You are more worried about affecting Wal-Mart than you are 100s of people and their homes. I visited with your team after the meeting and not one of them has driven around and researched better locations.

Response:

Since late January, 2008, there have been twelve Public Information Meetings throughout the project corridor where public input was sought, seven 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.

Mr. Justin Gibb
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. At the first series of Public Information Meetings, the Project Team requested attendees to volunteer and serve on the advisory groups. All those who volunteered were selected as members. Detailed information regarding 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.

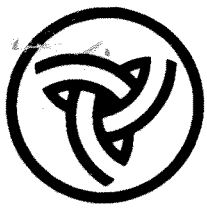
Very truly yours,

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



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

MAH:nmm



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October 1, 2010

PROGRAM DEVELOPMENT

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

Ms. Peggy Tippitt
2418 Zent Drive
Vandalia, IL 62471

Dear Ms. Tippitt:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received after the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 4, held in May, 2010, and/or after the Vandalia North Side Neighborhoods Meeting held on June 3, 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:

As usual in this town, only a few special people were involved in mapping of potential results—what a shame!

The ones who should have been consulted were people work in that area—construction people and transportation workers.

I think it's ridiculous to even consider going through the downtown area.

Response:

Since late January, 2008, there have been twelve Public Information Meetings throughout the project corridor where public input was sought, seven 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.


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. At the first series of Public Information Meetings, the Project Team requested attendees to volunteer and serve on the advisory groups. All those who volunteered were selected as members. Detailed information regarding the CSS process is available on the US 51 website.

Ms. Peggy Tippitt
October 1, 2010
Page – Two

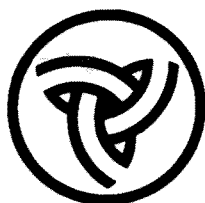
As discussed at the public meeting held on July 28, 2010, the project team has reorganized the Vandalia Citizens' Advisory Group (CAG) to expand representation in the community. In the next several months, the project team and the CAG will revisit the alternative corridor development and analysis process 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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October 1, 2010

PROGRAM DEVELOPMENT

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

Ms. Jennifer Hester
2204 Kim Drive
Vandalia, IL 62471

Dear Ms. Hester:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received after the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 4, held in May, 2010, and/or after the Vandalia North Side Neighborhoods Meeting held on June 3, 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:

This route makes no sense! Too much impact on too many people for a highway we don't need! It makes more sense to go on the EAST side and travel thru farmland.

Response:

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.

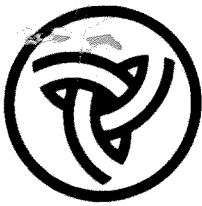
Very truly yours,

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

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

MAH:nmm

COPY



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October 1, 2010

PROGRAM DEVELOPMENT

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

Maurice & June Trexler
RR 3, Box 694
Vandalia, IL 62471

Dear Mr. & Mrs. Trexler:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received after the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 4, held in May, 2010, and/or after the Vandalia North Side Neighborhoods Meeting held on June 3, 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 would like to inform you that we were never informed of the hearing on the extension route and neither were our neighbors.

We think we should have been notified of the hearing since we are the ones being targeted. How were the committee people chosen? It is pretty much tilted against the people who will lose their homes.

Mrs. Maurice Trexler
R. R. 3 Box 964
Vandalia, IL 62471
618-283-0595

Response:

Since late January, 2008, there have been twelve Public Information Meetings throughout the project corridor, seven 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.

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. At the first series of Public Information Meetings, the Project Team requested attendees to volunteer and serve on the advisory groups. All those who volunteered were selected as members. Detailed information regarding the CSS process is available on the US 51 website.

Maurice & June Trexler
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.

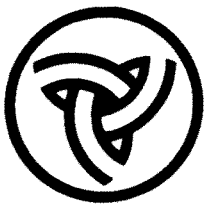
Very truly yours,

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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October 1, 2010

PROGRAM DEVELOPMENT

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

Mr. Dave Harris
92A RR 1
Bingham, IL 62011-9751

Dear Mr. Harris:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received after the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 4, held in May, 2010, and/or after the Vandalia North Side Neighborhoods Meeting held on June 3, 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 was just reviewing these routes on the new Route 51 expansion. Why you people want to go west and then back south of Vandalia is beyond me. It seems to be a lot more cost effective to go down the east side of Vandalia and connect with the old 51. Whoever designing this thing better do some serious thinking.
Phone: 618.423.2459

Response:

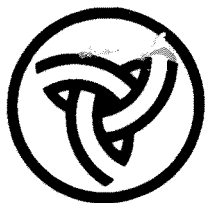
As discussed at the public meeting held on July 28, 2010, the project team has reorganized the Vandalia Citizens' Advisory Group (CAG) to expand representation in the community. In the next several months, the project team and the CAG will revisit the alternative corridor development and analysis process 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

Ms. Tina Payne
2432 Linda Avenue
Vandalia, IL 62471

Dear Ms. Payne:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received after the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 4, held in May, 2010, and/or after the Vandalia North Side Neighborhoods Meeting held on June 3, 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:

Sir or Madam,

I would like to contact members of the CAG for Vandalia. Could I please have an e-mail or contact number?

Response:

E-mail response from Jerry Payonk, June 10, 2010

Ms. Payne:

Sorry for the delay in getting back to you. I have been out of the office all week. You can find a link to the stakeholders' involvement plan on this page of the project website: <http://www.us51eis-idot.com/page1.php>. Click the link for "US 51 Stakeholder Involvement Plan". In this document you will find the names of the Vandalia CAG members. We do not list their addresses or phone numbers to protect their privacy.

Thank you.

COPY

Ms. Tina Payne
October 1, 2010
Page - Two

Comment 2:

The US 51 expansion is an issue that poses many concerns for the town of Vandalia. My main concern with the proposed alignments is that they are further fragmenting a community already divided by Interstate 70. The alignments will also isolate residences located between 70 and the new R. 51. It seems odd and wasteful to have 2 continuous 4 lane roads running parallel to each other. Merging R. 51 with 70 presents challenges, but seems a more viable option if it is absolutely necessary to have R. 51 swing west. However, it upsets many residents of Vandalia that this option will completely bypass the historical downtown areas. Areas we, as taxpayers, have contributed our money to. Tourism is an important part of our town's economy – and the west bypass will irrevocably injure it. An east bypass looping past the floodplain seems a better option. It would be shorter, and would be closer to our historical downtown.

Response:

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



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. Jeff Hester
2204 Kim Drive
Vandalia, IL 62471

Dear Mr. Hester:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received after the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 4, held in May, 2010, and/or after the Vandalia North Side Neighborhoods Meeting held on June 3, 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:

I was at your meeting last night. I know somebody that did a thesis for grad school or some kind of paper on the area where you're going to be putting the road. I guess there are a lot of springs and wells and a lot of watery stuff so you can give me a call back. I also like to know who's on that committee in Vandalia. I'm having trouble finding it on the website.

Phone: 618.283.4519

Jeff Hester; June 4, 2010; Email

Comment 2:

Hi. I was at the meeting in Vandalia last night and wanted to thank all of you folks for the info.

I do have more questions, however and we are very interested in this because it looks like, as of now, that this route could run within two football fields of our home.

1. I travel up and down 51 and this road has very light traffic. I do not understand why all the taxpayer monies has to be spent to divert from the regular route that has only 3 lights (actually we only need 2 because Randolph traffic is low, also).

2. There are already 4 lanes through much of this route going through Vandalia.

3. I heard that for every mile of new road that the cost of taxpayers is \$1,000,000. This is an outrage or even if it was half that much.

4. I find it concerning that a person (Bruce Lowery) that was on the original advisory board owns several businesses where the new route would go (exit 6). I will look more into this.

Mr. Jeff Hester
October 1, 2010
Page – Two

5. Why spend all this extra taxpayer money to wreak havoc, lessen property values of homes and provide more noise to our neighborhoods when you already have an existing road.

6. The negatives outweigh the positives in this case.

7. Anita Griffin's nephew, who I will try to find did a study for his grad school paper from The U of I, I am pretty sure on the water, springs, etc in the area where the road could go (the south route of the two you showed us last night). I do know there are 2 springs that run under our property and several in the neighborhood.

If you have any questions call me at 618-283-4519.

Commenter: Jeff Hester; June, 2010; Vandalia North-Side Neighborhoods Meeting comment form

Comment 3:

This highway needs to go on I-70 W to a new interchange rather than impact so many residents.

Why not cut across the river (floodplain) north of the prison where it tapers down and then take the route on the east side of the plain between Bluff City and Brownstown and gradually back south of Vandalia where it tapers back. Businesses on I-70 exit 61 will get the same business they always had.

Help out Brownstown and Bluff City!

Response:

Thank you for the information regarding the wells near Vandalia, completed by a University of Illinois student. Water quality and wells will be evaluated in detail in the Draft Environmental Impact Statement (DEIS).

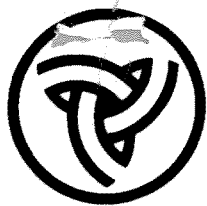
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The Vandalia Citizen's Advisory Group (CAG) member information is available in the Stakeholder Involvement Plan (SIP) on the project website <http://www.us51eis-idot.com/>. The SIP can be found under the Public Involvement → Documents tab.

Very truly yours,

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


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



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. Bill Oger
2415 Linda Avenue
Vandalia, IL 62471

Dear Mr. Oger:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received after the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 4, held in May, 2010, and/or after the Vandalia North Side Neighborhoods Meeting held on June 3, 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:

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 an eastern bypass of Vandalia. This alternative was initially studied, but ultimately dismissed from further consideration due to Kaskaskia River floodplain impacts.

FILE COPY

Mr. Bill Oger
October 1, 2010
Page – Two

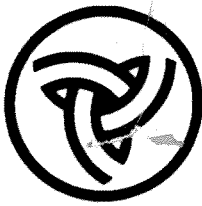
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Very truly yours,

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. Larry Emerick
Route 3 Box 966
Vandalia, IL 62471

Dear Mr. Emerick:

Thank you for your interest in the US 51 Environmental Impact Statement project. Your comment was received after the official public comment period following the presentation of preliminary recommended alignments at Public Information Meeting series 4, held in May, 2010, and/or after the Vandalia North Side Neighborhoods Meeting held on June 3, 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:

I was at the meeting at Vandalia last night and wanted some information on where to find the names of the individuals who are on the community group that drew the lines. Phone: 618.267.1209

Response:

Jerry Payonk phoned Mr. Emerick and left a message regarding the location on the webpage where CAG member's names could be found.

Larry Emerick; June 9, 2010; Email

Comment 2:

I called the office number last week and left a message requesting the names of the individuals on the CAG from Vandalia. As of today, I have not received a response. I therefore am requesting, under the Freedom of Information Act, those names. I would like those to be forwarded to me at the address below within ten days. If this information cannot be provided to me, then I ask for a written explanation as to why it cannot be released.

At the meeting in Vandalia, we were told the information was on your website. It is not. We were told that the names could be obtained easily. That also does not appear to be true. I can be reached at 618-267-1209 or at the following address:

Larry Emerick
Route 3 Box 966
Vandalia, Illinois 62471

FILE COPY

Mr. Larry Emerick
 October 1, 2010
 Page – Two

Larry Emerick; June, 2010; Vandalia North-Side Neighborhoods Meeting comment form

Comment 3:

I came to the meeting expecting to be able to provide some input into the route but feel the decision has already been made. I believe the people most affected should have more input. My house and 6 acres sits between the two proposed locations. By moving the location from Airport Road, which takes several houses, slightly north from the current plan, only farmland is taken. My house and property would be in the path but it would avoid many others. I do not want a four lane highway 15 yards from my porch! The proposal would significantly impact my property value and I would receive no compensation. This is not fair. The best plan is to use state owned property and take to Interstate 70. It could connect there and run two miles west. This does not affect Wal-Mart and does not impact the many homeowners now affected. This plan should be re-examined as it did not take into account any concerns of those outside the Vandalia city limits on the north side!

Response:

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.

The Vandalia Citizen's Advisory Group (CAG) member information is available in the Stakeholder Involvement Plan (SIP) on the project website <http://www.us51eis-idot.com/>. The SIP can be found under the Public Involvement → Documents tab.

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

US 51 Partners, A Joint Venture



July 15, 2010

The US 51 Project Team held a meeting for the residents of the Vandalia north side neighborhoods at Kaskaskia College on June 3, 2010. As a follow-up to that meeting, the Project Team is forming a focus group comprised of north side residents and businesses to address the unique concerns of the region. The Project Team will meet with the focus group on an as-needed basis as the project progresses. The purpose of the focus group will be to serve in an advisory role assisting in the evaluation of the remaining alternatives that will be studied in the Draft Environmental Impact Statement (DEIS).

In order to better facilitate a working discussion, the focus group will be limited to approximately 20 members who will serve as representatives of the north side residents. Should more than 20 individuals volunteer for the group, participants will be selected at random from all volunteers.

If you are interested in becoming a member of the focus group, please meet the Project Team at **Kaskaskia College at 7:30 p.m. on Wednesday, July 28, 2010.** If you are unable to attend and are interested in becoming a member, please call Sherry Phillips at 217-342-8244 no later than July 27th.

The purpose of July 28th meeting is not to discuss the project in detail; but to establish the focus group, cover ground rules and schedule the first meeting.

Cordially,

Clark Dietz, Inc.

A handwritten signature in black ink, appearing to read 'J. Payonk', written over a white background.

Jerald T. Payonk, P.E.
Vice President

Cc: Matt Hirtzel – IDOT
File

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





U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Kaskaskia College – Vandalia Campus

Vandalia Meeting

July 28, 2010 - 6:00 – 8:00 PM



NAME	ADDRESS	E-MAIL
Dorothy Lach	Rt 3 Box 354, Vandalia, Ill.	dorothylach@yahoo.com
Joan Mokey	1990 Zent Dr Vandalia, IL	
Frank Mokey	" " " "	
Maurice & June Trexler	RR 3 Box 964, Vandalia, IL	mjtrexler@newwavecomm.net
Kathy Trexler	RR 3 Box 964, Vandalia, IL	katrexler@newwavecomm.net
Mayor Ricky Gottman	Vandalia	_____
Tom Aluk	Vandalia	
Celia Dewey	Vandalia	
David Ritter	2108 Bambi Lane - Vandalia	dritter ¹⁰¹ @ymail.com
Troy & Tina Payne	2432 Linda Ave, Vandalia	payne@lawgroup1td.com



U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Kaskaskia College – Vandalia Campus

Vandalia Meeting

July 28, 2010 - 6:00 – 8:00 PM



NAME	ADDRESS	E-MAIL
Ron Rosborough	2505 Mabry Lane	_____
Jan Rosborough	2505 Mabry Lane	_____
Arla Hall	1817 Oak Run Drive	_____
Diana Ritter	2108 Bambi Lane, Vandalia	dritter101@ymail.com
Cami Hill	2204 Brian St Vandalia, IL	
Dave Hall	1317 W. St. Clair Vandalia IL	
Tina Payne		
Brian Arenas	2206 Angie Drive Vandalia IL	
Janet + Keith Manley	2089 ILLINI AVE VANDALIA	
JOE ELLISON		



U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Kaskaskia College – Vandalia Campus

Vandalia Meeting

July 28, 2010 - 6:00 – 8:00 PM



NAME	ADDRESS	E-MAIL
LISA ARENAS	2206 ANGIE DR Vandalia IL 62471	
Bruce Bowen	1910 Zant Dr. Vandalia	
Bill + Janet Friesner	2503 Malony Ln Vandalia 62471	
Steve Bohner	1710 Doe Run Dr, Vandalia	
Russell + Julie Stewart	4 Schilling LN, Vandalia	
Steve Knobel	2705 W. ST LOUIS AVE VANDALIA	
KENN SATTERTHWAITE		
LARRY IC CABLE	1825 N. 8TH ST VANDALIA, IL	



U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Kaskaskia College – Vandalia Campus

Vandalia Meeting

July 28, 2010 - 6:00 – 8:00 PM



NAME	ADDRESS	E-MAIL
Dan & Liz Dolly	2208 Kiri Drive	bearingsplus@gmail.com
Renée Venut	2410 Hillsboro Rd	NA
Renee Sawyer		
Steve P Lach J	RR#3 BOX 354 Vandalia IL	
Ernie Chappel	R22 BOX 234B RAMSEY, IL 62080	echappel@thehub.com
Doug Snawmer	R2 Box 294 VANDALIA	



U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Kaskaskia College – Vandalia Campus

Vandalia Meeting

July 28, 2010 - 6:00 – 8:00 PM



NAME	ADDRESS	E-MAIL
Edie E. Brown J	1706 Doe Run DR.	
Doug DFA	RR 3 Box 594 Vandalia IL	



U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Kaskaskia College – Vandalia Campus

Vandalia Meeting

July 28, 2010 - 6:00 – 8:00 PM



NAME	ADDRESS	E-MAIL
Dean BLACK		deb1941@gmail.com
Kerna Runkel	RR#3 Box 580 Vandalia, IL 62471	miss100mph@yahoo.com





U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Kaskaskia College – Vandalia Campus

Vandalia Meeting

July 28, 2010 - 6:00 – 8:00 PM



NAME	ADDRESS	E-MAIL
Jebb Hester	2204 KIM DRIVE 62471	hester@NEWWAVECOMM.NET



U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Kaskaskia College – Vandalia Campus

Vandalia Meeting

July 28, 2010 - 6:00 – 8:00 PM



NAME	ADDRESS	E-MAIL
Kim Gebke	2513 Whittier Lane Vandalia	kim-gebke@hotmail.com
Hebbie Brantley	Rt 3 Box 520 Vandalia	dbrant@fayette.k12.il.us
Don Brantley	Same	Same
Ron & Janet Bright	RR 3 Box 589 Vandalia	rbright@swetland.net
David & Dawn Deafield	same [as last time]	



U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Kaskaskia College – Vandalia Campus

Vandalia Meeting

July 28, 2010 - 6:00 – 8:00 PM



NAME	ADDRESS	E-MAIL
Anita Wuerk & Jason Mark	2123 Lake Hills Drive - Vandalia, IL 62471	awuerk@sbcglobal.net
Rudithora Morrill	RT 3 Box 577 Vandalia 62471	
Steve Runkel	RT 3 Box 580 VANDALIA 62471	doc.copy@yahoo.com
SHARON CASTLE	R#3 Box 596 VANDALIA, 62471	
Marnie Chubb	2016 Hickory Hills Vandalia 62471	
Dave Bell	2700 Spring Dr., Van 62471	
Bobbie Vaughan	2104 Dana Dr., Vandalia 62471	

VCAG Meeting #1

August 11, 2010

August 4, 2010

Re: US 51 Environmental Impact Statement Project
Vandalia Citizens Advisory Group - Meeting # 8

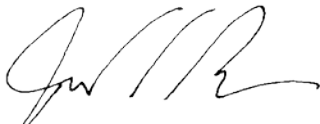
We will be having our next CAG meeting on August 11, 2010, at Kaskaskia College – Vandalia Annex from 6:00 PM to 8:00 PM. The purpose of the meeting will be to continue refining the re-organized CAG, assuring that we have diverse representation of the entire community.

We recently corresponded with you regarding the re-organization of the Vandalia CAG. We invited all current members to remain on the CAG if they are interested and asked that they let us know. We have not heard back from all members.

Please let us know if you will be able to attend. If we do not hear from you, we will assume that you are no longer interested in serving on the CAG.

We will be contacting you in the near future to verify if you can join us. Feel free to e-mail Barbara Moore at Barbara.Moore@clark-dietz.com or call her at 217-373-8948 and let her know you are coming. Thank you for participating in the US 51 project. We look forward to seeing you at the meeting.

Sincerely,



Jerry Payonk
Project Manager

cc: file, Matt Hirtzel (IDOT)



U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Vandalia Sign-In Sheet

Citizens Advisory Group Meeting # 8

August 11, 2010

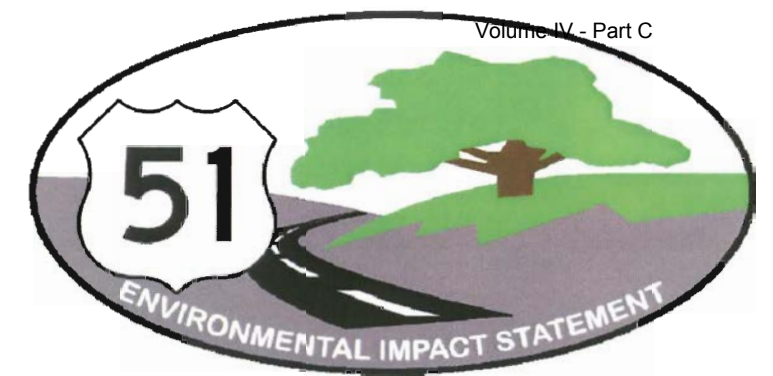
6:00 – 8:00 PM Kaskaskia College - Vandalia



NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
Byron Sikma	South Central FS	1800 Hillsboro Rd. Vandalia	283-0789	bsikma@southcentralfs.com
Hebbie Brantley	North End - Airport Rd	Rt 3 B520 Vandalia	283-3515	dbrant@fayette.k12.il.us



U.S. 51 ENVIRONMENTAL IMPACT STATEMENT
Vandalia Sign-In Sheet
Citizens Advisory Group Meeting # 8
August 11, 2010
6:00 – 8:00 PM Kaskaskia College - Vandalia



NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
Mayor Ricky J. Gottman	City of Vandalia	_____	_____	_____
STEPHEN KNABEL	FRYBORN CO. BOARD	_____	_____	SKNABEL@SBCGLOBAL.NET
WALT BARENFANGER	—	_____	_____	KASKAS123@AOL.COM
Charles Barenfanger	—	_____	_____	cbarenfa@illwestern.com



U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Vandalia Sign-In Sheet

Citizens Advisory Group Meeting # 8

August 11, 2010

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



NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
Kath & Janet Manley		RR 3 Box 37	618-283-3187	janet-manley@hotmail.com
Kathy Driller		RR 3 BOX 964	618-283-0595	Katrexler@newwavecomm.net
JIM MARLEN		P.O. BOX 28, MILLSTADT, IL 62260	618-476-7780	WINGMEAD@ROCKETMAIL.COM
Janet Bright		RR 3 Box 589 Vandalia	618-283-9979	jbright@swetland.net
Larry Emerick		RR 3 BOX 966 Vandalia	618-283-9144	larry336@yahoo.com
Dean Black		211 W. Fillmore St. Vandalia	618-283-1736	deb1941@gmail.com
Harold Baumann		101 Woodland Hills of Vandalia	283-3147	HGB821@ATT.NET



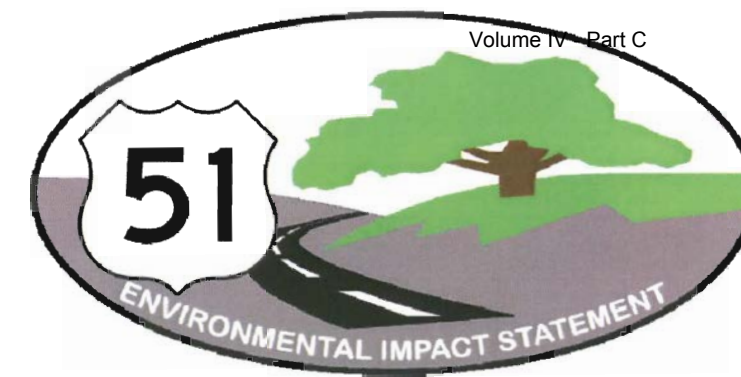
U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Vandalia Sign-In Sheet

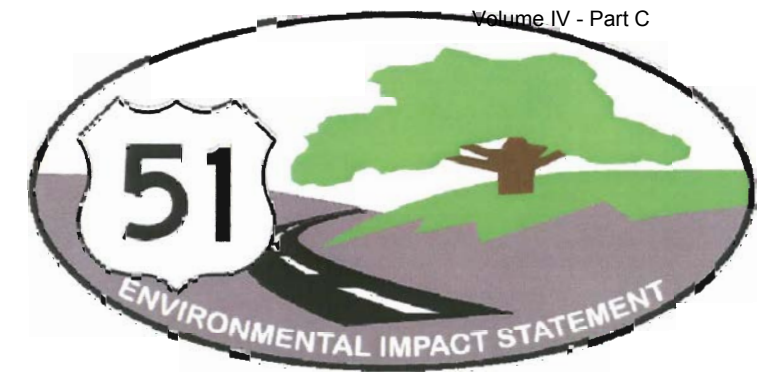
Citizens Advisory Group Meeting # 8

August 11, 2010

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



NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
Don Dilly		2208 Kim Drive	618-283-2953	bearingsplus@gmail.com
DAN BRANTLEY		R#3 Box 520	618 283-3515	
Ernie Chappel		1222 Box 234B Ramsey	283-1141 WK	echappel@theSub.com
Dave Hall		1317 W. St. Clair	267-1162	dave6402@gmail.com
Bruce Lowery		2222 Kim Dr.	781-5532	brc.lowery@gmail.com



U.S. 51 ENVIRONMENTAL IMPACT STATEMENT

Vandalia Sign-In Sheet

Citizens Advisory Group Meeting # 8

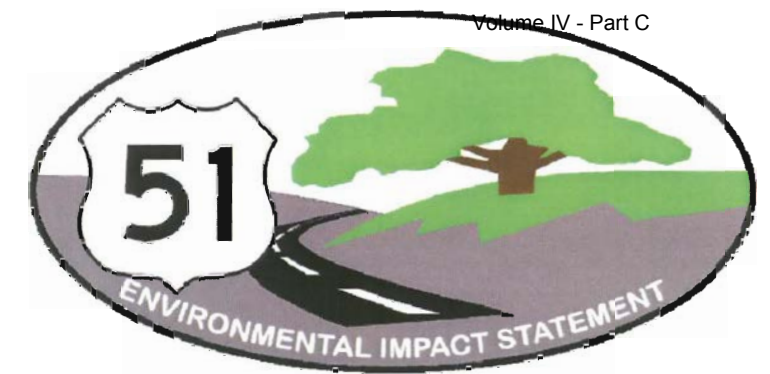
August 11, 2010

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

NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
<i>Shawn Castle</i>	<i>North End Airport Rd</i>	<i>R#3 Box 596 Vandalia</i>	<i>283-3289</i>	



U.S. 51 ENVIRONMENTAL IMPACT STATEMENT
Vandalia Sign-In Sheet
Citizens Advisory Group Meeting # 8
August 11, 2010
6:00 – 8:00 PM Kaskaskia College - Vandalia



NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
GREGG A. Hubler	#2 Elect Jvd	318 S. 2 ND St	618-283-2566	←

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

Subject: Vandalia CAG Meeting Minutes	
Client: IDOT D7	
Project: US 51 EIS	Project No:
Meeting Date: August 11, 2010	Meeting Location: Kaskaskia College, Vandalia
Notes by: JTB	

Project Team Attendees: Jerry Payonk (CDI), Jennifer Mitchell (HDR), Joyce Tanzosh (CDI), Jamie Bents (H&H), Sherry Phillips (IDOT), Matt Hirtzel (IDOT), Gene Beccue (IDOT), Steve Corley (IDOT) (see sign-in sheet for names of the 20 attendees from the public)

Topics Discussed: Vandalia CAG reorganization

Action/Notes:

The meeting convened at 6:15 PM by Sherry Phillips.

Phillips led introductions of the project team, which included representatives from IDOT as well as consultants hired by IDOT (CDI, HDR, H&H). The consultants are known as the US 51 Partners; ultimate project decisions are made by IDOT, not by the consultants. The project team introduced themselves.

Question 1: What year were the consultants hired?

Phillips: 2006 or 2007.

Phillips stated that the goal of the meeting was to develop a list of members for the reorganized CAG for Vandalia. The intent of the CAG is to provide a diverse representation both geographically and across interest areas. The CAG should be reorganized to include not only the north side neighborhoods areas, but also other areas that may be not represented or under represented. At the next meeting, the CAG will draw alternatives on the map, but this will not take place during tonight's meeting.

Jerry Payonk reviewed the scope of the project. The US 51 project is a study for the provision of a four-lane US 51 corridor from the Christian/Shelby County line to south of Irvington. The entire project is 65 to 70 miles long; the Vandalia area represents 8 to 10 miles of the entire corridor. CAGs have been established in other communities along the corridor, with a RAG (regional

advisory group) established to include both the towns and the rural areas between communities. These groups advise the project team but do not have decision-making authority. The US 51 study started in 2007. The alternatives to be carried forward for the entire project have been approved by jurisdictional agencies, but the team is going to revisit Vandalia's alternatives based on public comments. The team is not going to reassess any other part of the corridor.

Matt Hirtzel reviewed the roles and responsibilities of being a CAG member. IDOT expects the CAG members to:

- Attend meetings. The meetings build upon each other and the project team needs continual CAG input.
- Provide input. The CAG must give the project team multiple options to review in case other suggested alternatives are determined to not be feasible based upon potential impacts. The project team needs many alternatives for consideration, and is looking to CAG to provide these alternatives.
- Ground rules. There are ground rules that all CAG members and project team members must follow, to be read later in the meeting.
- Attend public meetings. The CAG members are expected to be ambassadors of the project; because of the CAG meetings and discussions, the CAG members should be able to discuss the project and the analysis processes with neighbors and those they are representing. IDOT and their representatives will be able to support the CAG if they feel they cannot discuss specific project related issues with the public.

Payonk stated that the project team is looking for CAG members who do not say, "keep US 51 away from me," but say "make US 51 work for me." Hirtzel stated that IDOT wants the road to work today and into the future for Vandalia. He asked if there were any questions about being a CAG member.

Jennifer Mitchell asked what other roles the CAG members could play in the project. Payonk responded that CAG members can take information back to those they are representing and find out other people's ideas and opinions.

Payonk stated that the project team would now ask those attending who were interested in becoming a CAG member to introduce themselves, identify where they live by placing a yellow dot on their home on a large aerial map tacked to the wall, and to state the one or two interest areas they believe they could represent on the CAG. Payonk reviewed the Vandalia CAG interest areas listed on a board at the front of the room. Interested parties could take a sticky note, write their name on it, and place the note by the interest area they felt they most represented. People could put the notes by up to two interest areas, although they would ultimately represent one interest area. The interest areas included:

- Historical district
- Local business
- Agricultural/farming

- Correctional center
- School district
- Park district
- Emergency services
- County representative
- Municipal representative
- Homeowners in city limits
- Homeowners outside city limits

Other interest areas added by attendees during the meeting included:

- Environmental
- Existing US 51 residents
- Economic development
- Religious/ministerial alliance
- Woodyard subdivision

Those attending completed the exercise as presented, and Phillips discussed the results. She asked the attendees if they felt any of the groups on the board were underrepresented, and if so, was it important to them that those groups be represented? She went through each of the groups on the board, listed here by the number of people who initially stated they could be representatives of that group:

- Zero representatives:
 - Correctional center
 - School district
 - Park district
 - Economic development
- One representative:
 - County representatives
 - Environmental
 - Existing US 51 residents
- Two representatives:
 - Historical district
 - Agricultural
 - Emergency services
 - Municipal representatives

- Three representatives:
 - Homeowners within corporate limits
- Four representatives:
 - Homeowners outside corporate limits (north side residents)
- Five representatives:
 - None
- Six representatives:
 - Local businesses

Phillips led the meeting attendees in a discussion to determine if the CAG representation (as a result of the aerial map and interest area exercises) was adequate. Phillips asked the group if it was important to them if underrepresented groups were better represented, and if they could think of others that could provide the best representation for the interest areas, if not already identified. The following changes were made based on this discussion:

- There were no representatives for the correctional center – Mayor Gottman volunteered to contact the warden or the union representative to find a CAG representative.
- There were no representatives for the school district. Mike Wehrle volunteered to contact the district to find a representative for the CAG.
- There were no representatives for the parks district. Ernie Chappel volunteered to contact Mark Miller to see if he is willing to serve as a CAG member. Janet Bright volunteered to contact Anita Wirtz to see if she is willing to serve as a CAG member.
- The group came to a consensus that there is merit in having an historical board member serve on the CAG. Mayor Gottman volunteered to contact Dale Timmerman to find a CAG rep that is a historical board member.
- The group came to a consensus that there is merit in having a CAG representative from the Farm Bureau. The project team will contact the Farm Bureau.
- The two people who signed up to represent emergency services were the only two people to sign up for municipal representation (Mayor Gottman) and county representative (Steve Knebel). The group came to a consensus that these two people could represent both their elected positions and emergency management by bringing project materials and alternatives to the emergency management sectors (fire, EMS, hospital, police) for review and comment. The Mayor and Mr. Knebel will then bring back the information to the CAG.
- The economic development interest area was noted to be represented by Joann Sasse Givens, an existing CAG member who is the economic development coordinator for this area. She previously indicated her desire to continue on the CAG but did not attend the meeting due to illness.

- Phillips stated that anyone calling potential CAG members should tell the potential members about the number of meetings they are expected to attend (approximately ten) and the general responsibilities of a CAG member.

Question 1: If the road is placed west of Vandalia, will Vandalia's corporate boundaries expand to the new road?

That is not known at this time.

Question 2: Will the CAG and the group representation be published in the paper?

Hirtzel stated that the interest areas being represented could be published in the paper. It is not desired to print names or contact information of CAG members. Payonk stated that the CAG interest areas and representative information will be included in the Stakeholder Involvement Plan, which would be published on the project website.

Question 3: Will there be a representative from the railroad?

IDOT stated that the project would bridge over active rail lines; rail companies would need to be contacted during project development, but will not be members of the CAG.

Question 4: There is no representative from the south side of Vandalia.

IDOT asked the group if they felt they needed a representative from this area. Janet Bright stated she knew someone who built a home along Carlyle road south of Vandalia. Steve Knebel stated he would call Mike Gidcumb, who lives in this area.

Question 5: There is no representation from near the new bridge, the Woodyard Subdivision south of Vandalia.

Janet Manley will contact Ron Lange to see if he would represent this area on the CAG.

Summary table of assignments to find additional CAG members:

Interest Area	Name	Person to contact them
Historic District	Dale Timmerman	Mayor Gottman
Agriculture	Farm Bureau	Project Team
Correctional Center	Unknown	Mayor Gottman
School District	Rich Wells	Mike Wehrle
Park District (Airport)	Mark Miller	Ernie Chappel
	Anita Wirtz	Janet Bright
Economic Development	Joann Sasse Givens	(already a CAG member – not at meeting/ill)
Woodyard Subdivision	Ron Lange	Janet Manley (already contacted)
Carlyle Road Area	Mike Gidcumb	Steve Knebel

Where interest areas had relatively high representation, such as local businesses, the potential CAG members stated if they felt they represented more than one interest area, and could serve as a representative of an underrepresented interest area instead.

Phillips asked the meeting attendees how they felt about the CAG development and those who will serve on the CAG. The attendees stated they felt they were given the opportunity to provide input into the CAG development, and they greatly appreciate being heard. All the meeting attendees indicated they were satisfied with the CAG development process.

Phillips stated that the next CAG meeting will be held on August 31st, from 6 – 8 PM. CAG ground rules were passed out to attendees and read out loud by the project team. IDOT stated that all CAG members should read the ground rules again and be prepared to sign them as a sign of acceptance at the first CAG meeting. The project team stated that new rules can be added based on CAG member discretion, such as limiting the number of meetings a member can miss before they are kicked off of the CAG. The CAG members were instructed to consider any new rules they would like to add.

Question 6: What happens if a member has to miss the meetings? For example, harvest is coming and it may be necessary for people to skip a meeting.

Hirtzel said that the project team understands that it may not be possible for the members to attend every meeting. CAG members are responsible for contacting IDOT or another CAG member after the missed meeting to catch up on items that were covered during the meeting. The project team will not spend time catching someone up during the next meeting; all members must come prepared so no time is wasted. Payonk stated that although the next CAG meeting date has been set, normally the team will discuss with the members what days of the week are not good for people, such as church nights or nights when farmers must harvest.

Question 7: Can the public attend CAG meetings?

Phillips stated that IDOT will not turn the public away from CAG meetings, but they would prefer that non-CAG members and members of the media not attend the CAG meetings so as to not hinder discussions. The CAG representatives have the responsibility to provide the public with information about the project.

Questions 8: Can a short agenda be provided with meeting notices?

IDOT – yes.

Vandalia CAG Reorganization
August 11, 2010

Interest Area	Member	If no member, who will contact to find member?
Historic District	Ernie Chappel	
	Larry Emerick	
		Mayor Gottman will call Dale Timmerman
Local Business	Bruce Lawry	
	Charlie Barenfanger	
Agriculture	Byron Sikma	
	Mike Wehrle	
	Jim Marlen	
		Project team will contact Farm Bureau
Correctional Center		Mayor Gottman will call warden/union rep
School District		Mike Wehrle will contact district
Park District		Ernie Chappel will call Mark Miller
		Janet Bright will call Anita Wirtz
Emergency Services	(Mayor Gottman, Steve Knebel)	
County Representative	Steve Knebel	
Municipal Representative	Ricky Gottman	
	Dean Black	
Homeowners within Corporate Limits	Harold Baumann	
	Greg Hubler	
North Side Homeowners	Kathy Trexler	
	Don Dolly	
	Janet Bright	
Environment	Walt Barenfanger	
Existing US 51 Residents	Keith Manley	
Economic Development	Joann Sasse Givens	
Religious/Ministerial Alliance	Dave Hall	
Carlyle Road		Steve Knebel will call Mike Gidcomb or Raymond Woolsey
Woodyard Subdivision		Janet Manley will call Ron Lange

VCAG Meeting #2
August 31, 2010

August 23, 2010

Re: US 51 Environmental Impact Statement Project
Vandalia Citizens Advisory Group - Meeting # 9

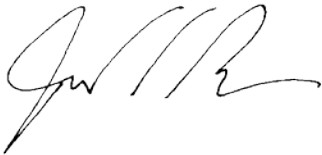
We will be having our next CAG meeting on Tuesday, August 31, 2010 from 6:00 to 8:00 PM. The meeting will be held at the Ramada Inn, located at 2707 Veterans Avenue in Vandalia.

The purpose of the meeting will be to brainstorm preliminary US 51 corridor locations within the Vandalia Community.

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

We will be contacting you to verify if you can join us. Feel free to e-mail Barbara Moore at Barbara.Moore@clark-dietz.com or call her at 217-373-8948 and let her know you are coming. Thank you for participating in the US 51 project. We look forward to seeing you at the meeting.

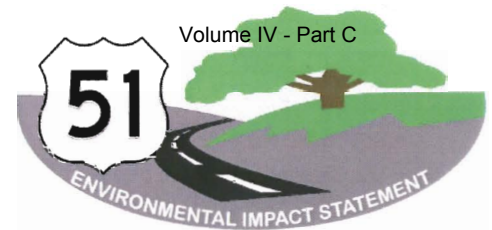
Sincerely,

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

Jerry Payonk
Project Manager

cc: file, Matt Hirtzel (IDOT)

Attendance Roster – Vandalia CAG Members



Community Advisory Group Meeting # 2

August 31, 2010; 6:00 PM to 8:00 PM - Vandalia Ramada Inn

	CAG Member	Representing	E-Mail Address	Present (Please initial)
1	Walt Barenfanger	Environmental	Kaskas123@aol.com	WB
2	Charles Barenfanger	Local Business	cbarenfa@illwestern.com	CB
3	Harold Baumann <i>HB</i>	Homeowners within Corp Limits	HGB821@att.net	HB
4	Dean Black	Municipal	Deb1941@gmail.com	DB
5	Janet Bright	Homeowners – North Side	rbright@swetland.net	JB
6	Ernie Chappel	Historic District	echappel@thefnb.com	EC
7	Andy Craig		craigexc@starband.net	
8	Ken Cripe	Agriculture / Farmers		
9	Don Dolly	Homeowners – North Side	BearingPlus@Gmail.com	DD
10	Randy Edwards		rudjana@sbcglobal.net	RE
11	Larry Emerick	Historic District	larry3365@yahoo.com	LE
12	Mike Gidcrimb	Carlye Road Area – Woodyard		
13	JoAnn Sasse Givens	Economic Development	econdev@vandaliaillinois.com	JAG
14	Mayor Gottman	Municipal & Emergency Services	mayor@vandaliaillinois.com	MG
15	Dennis Graumenz		dgraumenz@yahoo.com	DG
16	Dave Hall	Religious / Ministerial Alliance		DH
17	Matt Hall	Vandalia School Board		MH
18	Greg Hubler	Homeowners within Corp Limits		GH
19	Steve Knebel	Carlye Road Area – Woodyard & Emergency Services & County Representatives	slknebel@sbcglobal.net	SK
20	Ron Lange	Carlye Road Area - Woodyard	618-846-2002	RL

Attendance Roster – Vandalia CAG Members

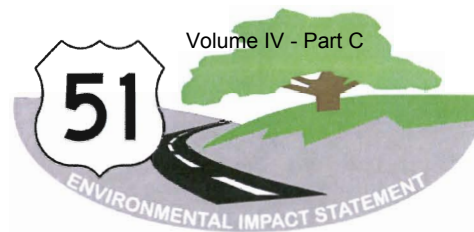
Volume IV - Part C



Community Advisory Group Meeting # 2 August 31, 2010; 6:00 PM to 8:00 PM - Vandalia Ramada Inn

CAG Member	Representing	E-Mail Address	Present (Please initial)	
21	Keith & Janet Manley	Existing 51 Residents	<u>janet_manley@hotmail.com</u>	JM JM
22	James Marlen <i>JM</i>	Agriculture / Farmers	wingmead@rocketmail.com	JM
23	Ron Marshall	Agriculture / Farmers	<u>manager@fayettefb.com</u>	
24	Mark Miller	Vandalia Park District	900 N Locust St. 618-283-1029	MM
25	Kevin Satterthwaite		<u>pineridge@pineridgehomes.net</u>	KCS
26	Greg Schal	Carlye Road Area - Woodyard		
27	Byron Sikma	Agriculture / Farmers	<u>bsikma@southcentralfs.com</u>	
28	Russ Stunkel	Vandalia Correctional Center	618-292-9187	
29	Dale Timmerman	Historic District		
30	Kathy Trexler	Homeowners - North Side	<u>katrexler@newwavecomm.net</u>	KT
31	Jim Weaver	Carlye Road Area - Woodyard		
32	Mike Wehrle	Agriculture / Farmers	<u>wehrleprop@yahoo.com</u>	MW
33	Rich Well	School District 203	618 267 5404	
34	Anita Wuertz	Vandalia Park District / Airport	<u>awuertz@sbcglobal.net</u>	AW
35	Raymond Wosley	Carlye Road Area - Woodyard		
36	William York		<u>wyork@icompass.us</u>	
37				
38				
39				
40	US 51 Draft EIS			

Attendance Roster – Vandalia CAG Meeting

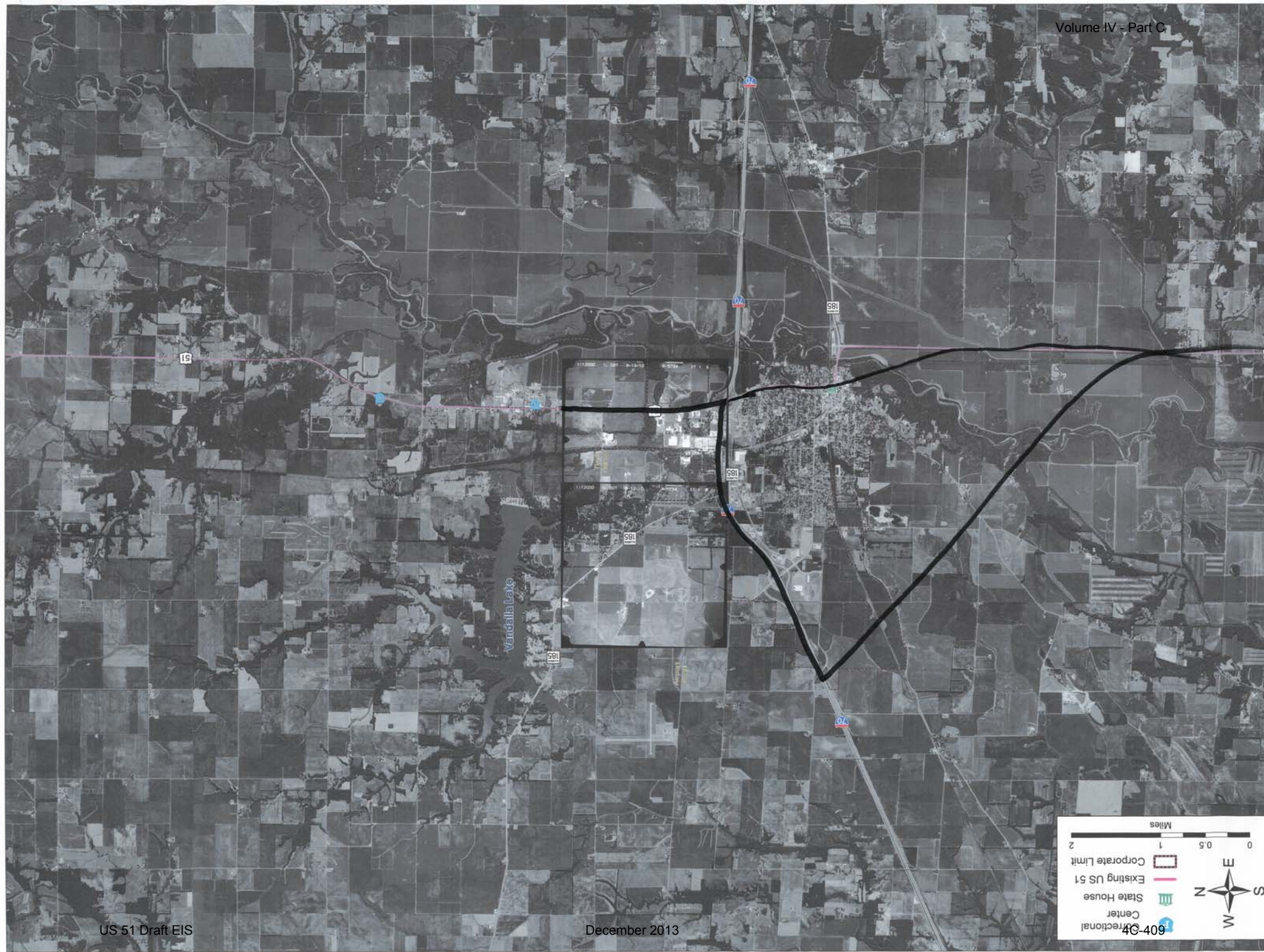


Public At-Large Attendance

Community Advisory Group Meeting # 2

August 31, 2010; 6:00 PM to 8:00 PM - Vandalia Ramada Inn

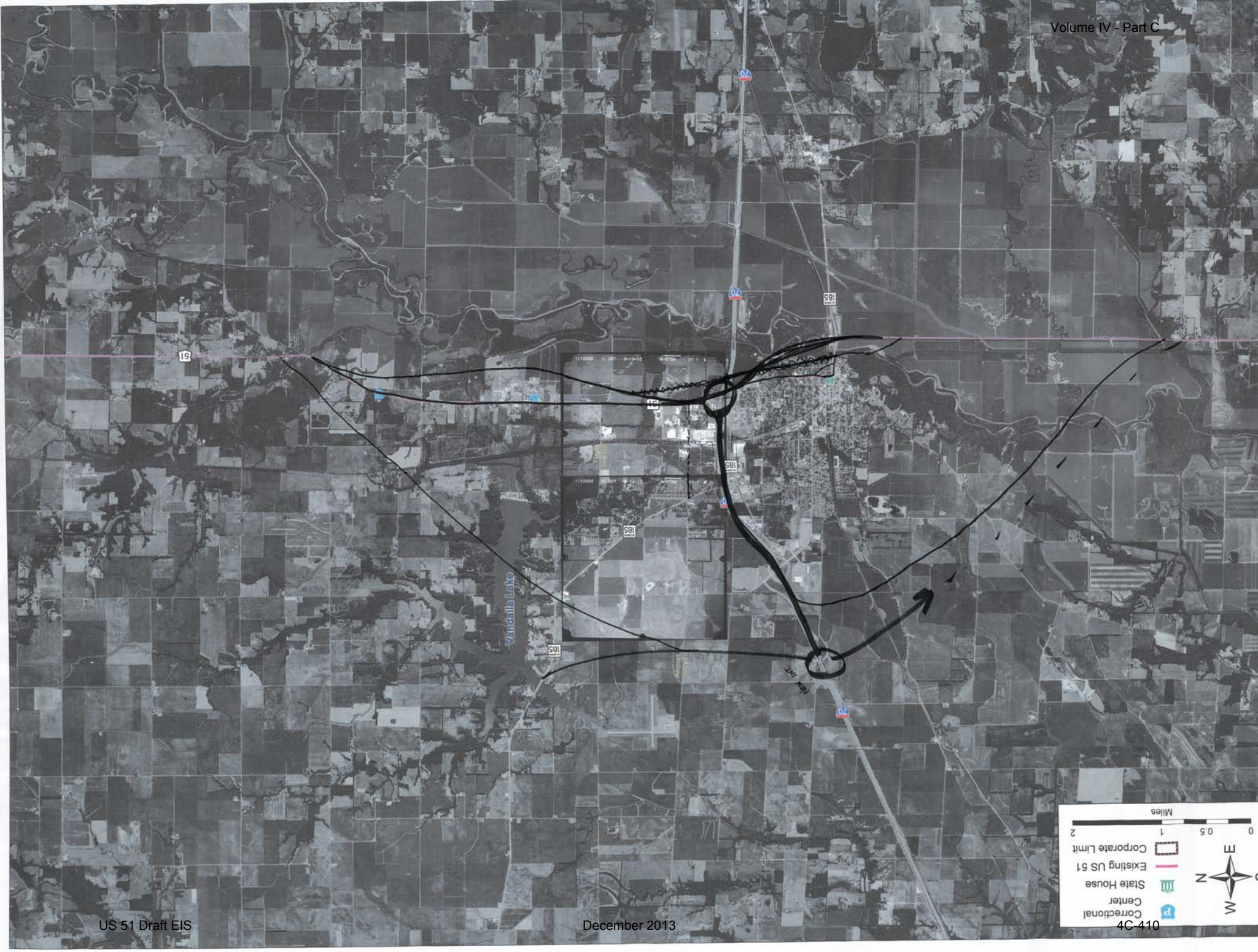
	Name	Address	Phone
1	JOE ELLISON	2089 ILLINI - VANDALIA	203-3732
2			
3			
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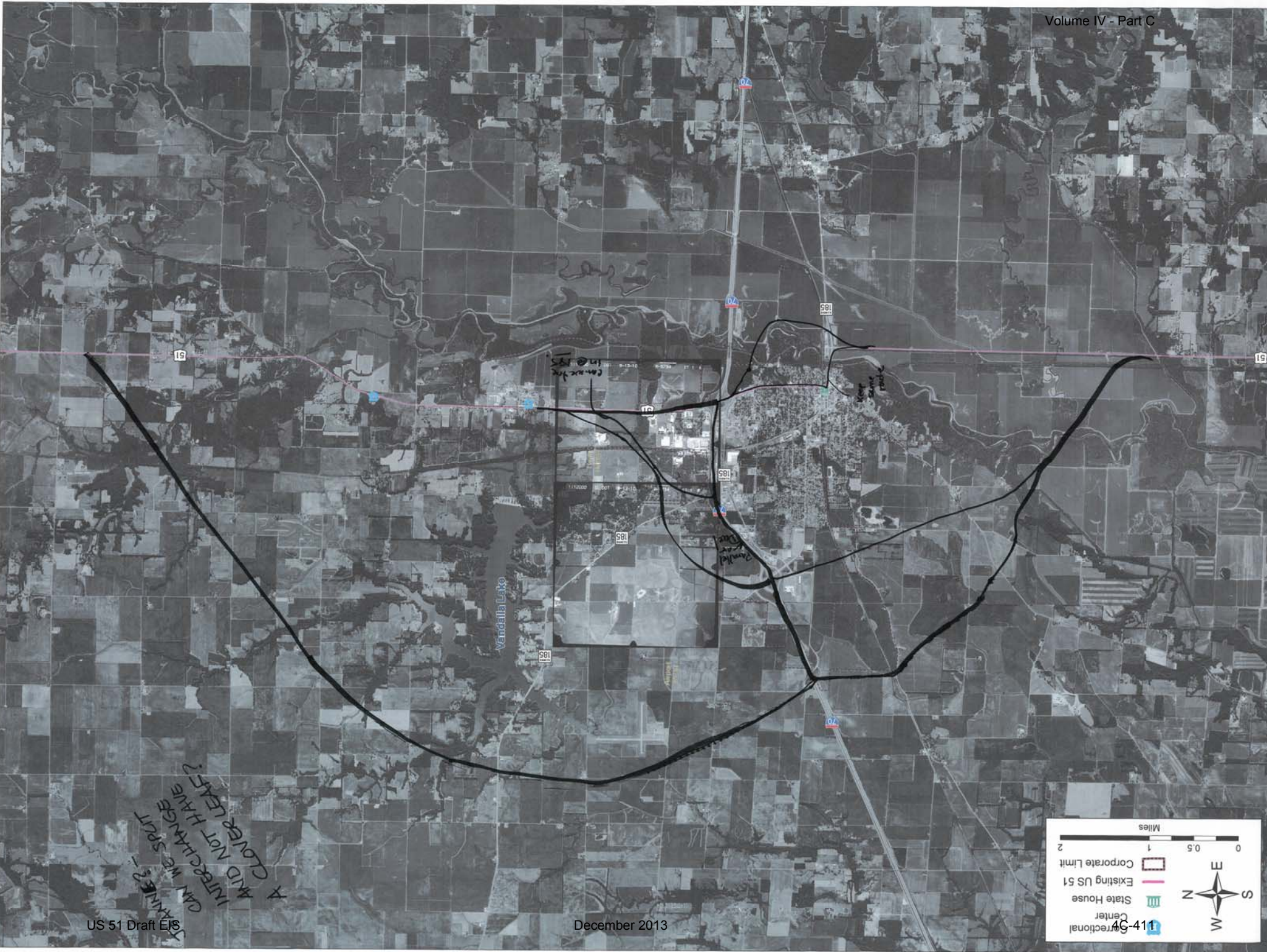


Miles
0 0.5 1 2

North Arrow

- Recreational Center
- State House Center
- Existing US 51
- Corporate Limit





Correctional Center

State House Center

Existing US 51

Corporate Limit

Miles

0 0.5 1 2

North

South

East

West

4C-411

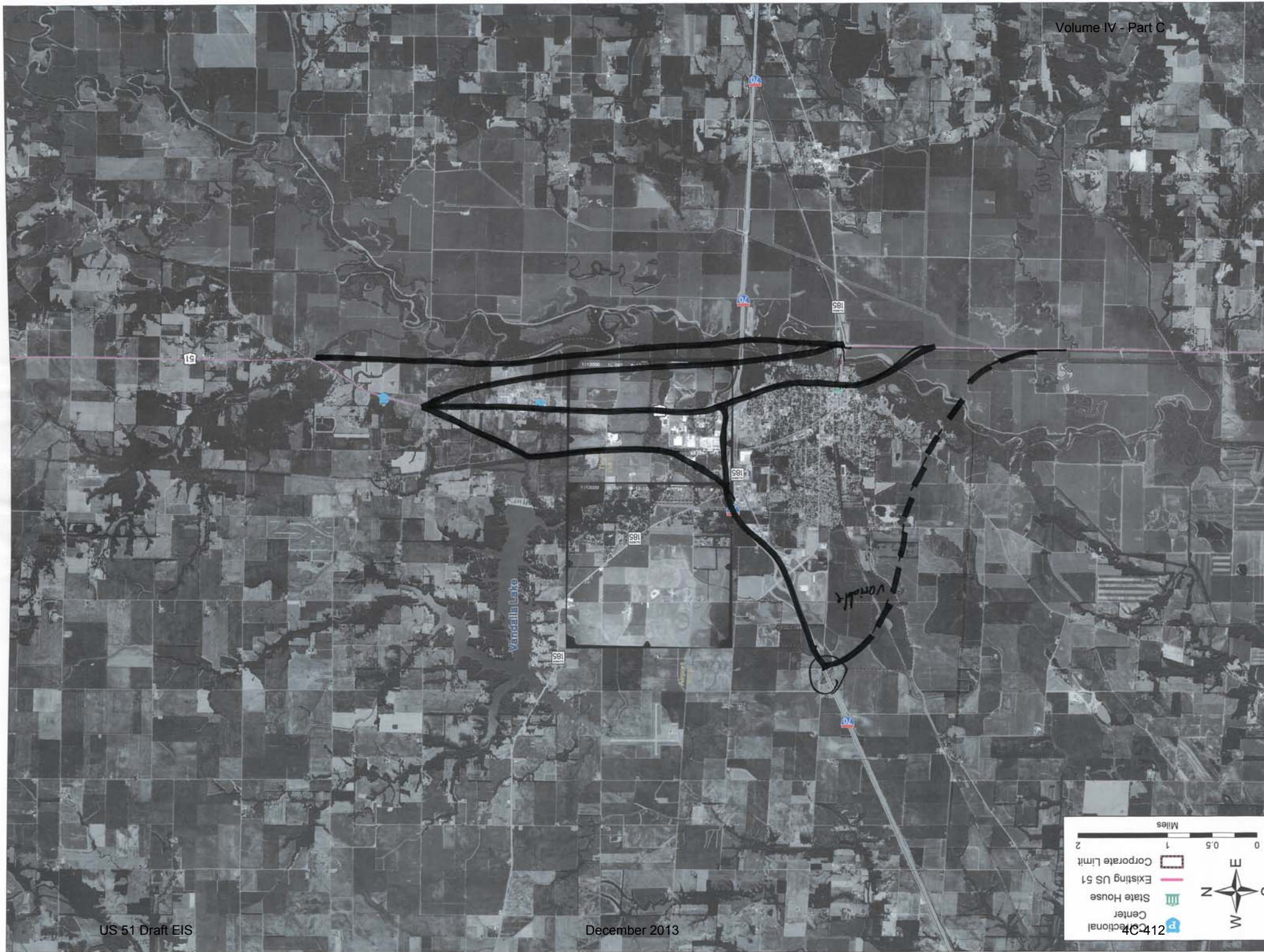
Can we split
interchange?
Aid not have
a clover leaf?

State House Center

Canaanville

Vandalia Lake

Vandalia Lake

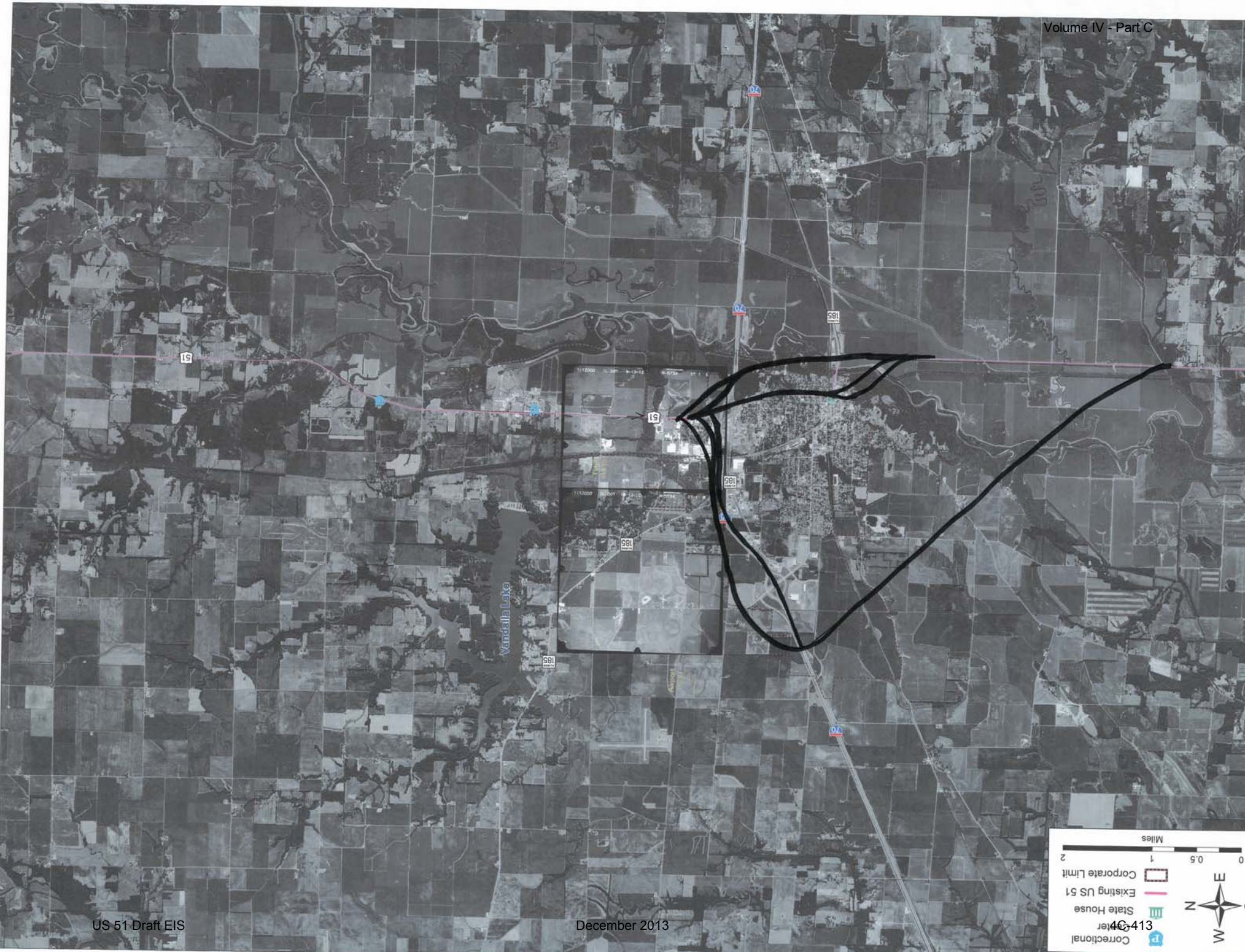


Miles
0 0.5 1 2

Center
State House
Existing US 51
Corporate Limit

N
S
E
W

40-412



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

Subject: Vandalia CAG Meeting Minutes	
Client: IDOT D7	
Project: US 51 EIS	Project No:
Meeting Date: August 31, 2010, 6:00 pm to 8:00 pm	Meeting Location: Ramada Inn, Vandalia
Notes by: JKT	

Project Team Attendees: Sherry Phillips (IDOT), Matt Hirtzel (IDOT), Gary Welton (IDOT), Gene Beccue (IDOT), Jerry Payonk (CDI), Stacie Dovalovsky (CDI), Joyce Tanzosh (CDI), Jennifer Mitchell (HDR),

See attached sign-in sheet for CAG member and public observer attendees

Topics Discussed: Vandalia Alignment Development

1. Welcome (Sherry Phillips and Jerry Payonk)

- a. For the introduction and icebreaker, attendees (CAG members and project team) introduced themselves, stated what interest area they represent (CAG members only), and indicated their high school mascot.
- b. Sherry summarized the August 11, 2010, CAG meeting and welcomed new members who joined subsequent to that meeting. Sherry discussed the interest areas that the CAG members represent and asked if any other interest areas are not represented or under represented. The CAG members agreed that all interest areas are represented. The project team stated that no new members would be permitted to join the CAG after the next CAG meeting as the CAG would be too far in the process. The existing CAG members agreed.
- c. The ground rules, originally distributed for review at the August 11, 2010, CAG meeting, were redistributed and read out loud by Sherry and Jerry. Sherry asked if any of the rules were unclear or needed more explanation. No questions were raised by CAG members. Sherry asked if any of the CAG members did not agree with any of the rules or if new rules should be added. No objections or comments from the CAG members were raised. Jerry distributed a form stating that the members would adhere to the ground rules; each CAG member and project team member initialed the form and agreed to follow the ground rules

2. Alignment Workshop Exercise (Sherry Phillips, Jerry Payonk, Matt Hirtzel)

The CAG members were seated at tables of 5-7 people. A facilitator from the project team was seated at each table.

- a. Each CAG member was given an 11" x 17" aerial photograph of Vandalia with key features labeled (existing US 51, I-70, Lake Vandalia, State House, prison). Jerry read the focus question: "Where would a US 51 best meet the needs of the City of Vandalia?" aloud. The CAG members were instructed to refer to this question when drawing alignments, and to keep in mind the interest area that they represent. Sherry instructed each person to individually draw 4 to 5 alignment centerlines

- that satisfy the focus question. Sherry stated that it is important for the group to develop multiple alignments because it is possible that some alignments will not be feasible from an engineering, planning, or environmental perspective, so the project team needs multiple options to evaluate. The CAG members completed this task in approximately ten minutes. Sherry instructed each CAG member to highlight or mark the top two or three alignments that they feel best answers the focus question.
- b. The CAG members shared their ideas with the facilitator and the other CAG members at their table. Many of the members discussed how they believe their alignments best served Vandalia. Several group members pointed out similarities between alignments. Several members that drew similar alignments with the same intent conceded that they liked another CAG member's idea better than their own and in some cases, modified or eliminated their alignment in favor of another member's. The groups completed this discussion in approximately twenty minutes.
 - c. Each table had a 48" x 36" aerial exhibit (identical to the 11" x 17" exhibit distributed to each member). Each group member drew their ideas on the larger aerial exhibit. Once this was completed, the groups discussed the maps at their own tables. The table facilitator instructed each member to review the larger exhibit with respect to their individual maps. If any member felt that any of their original ideas (including the non-highlighted alignments) were not represented, they were instructed to add it to the larger map so that all options were represented.
 - d. The 48" x 36" aerials were displayed on easels next to each table. One CAG member from each group served as spokesperson and described the alignments drawn by their group. Matt asked each group if they wanted to add any additional alternatives to the aerials. After the spokesperson expressed that the alignments drawn represented all ideas from the group, the next table explained their ideas.
 - e. A single larger four-panel aerial exhibit (identical to the others previously distributed) was placed on rearranged tables. A CAG representative from each group transferred the alignments from the 48" x 36" aerial onto the large exhibit until all alignments were on the large map. Sherry then asked if any alignments were not drawn. Sherry also asked if anyone wanted to draw any additional alignments on the map. Several CAG members added additional alignments and/or alignment modifications, particularly in the vicinity of the downtown area. The CAG came to a consensus that the alignments drawn on the aerial consist of all alignments that the project team should evaluate.

3. Closing (Sherry Phillips, Jerry Payonk, Matt Hirtzel)

- a. Matt explained that the project team will take the large aerial exhibit and reproduce the alignments in a digital format (GIS). The alignments will be reproduced as close as possible to the location of the hand drawn alignments. The alignments drawn will be used as a centerline and a 100 foot buffer will be added to each side of the centerline to reflect the 200 foot wide alignment. The project team will evaluate preliminary interchange footprints for some of the alignments intersecting I-70.
- b. The project team explained that at the next meeting the CAG members will review the reproduced alignment drawings. The large map with the hand drawn alignments will be displayed so CAG members can review and indicate if any alignments were missed or drawn incorrectly. At the next meeting the project team will present an engineering and environmental regulation overview. The purpose is to inform the CAG of what the project team must take into account when evaluating the alignments. The CAG members can choose to alter any alignment based on the engineering and environmental information presented.

Postscript: The next CAG agenda has changed since the 8/31/10 meeting. Agenda will consist of display of GIS reproduced alignments, discussion of some engineering/geometric considerations, and explanation of acceptable interchange concepts.

- c. Sherry said the CAG meetings will normally be held on Tuesday or Wednesday evenings. She asked the CAG members to raise their hands to indicate if Tuesday or Wednesday was a better night for them. The majority of CAG members indicated that Tuesday is a better night to hold CAG meetings. Jerry asked when corn harvest will take place, and if that should be taken into account when scheduling the next meeting. Mike Wherle indicated that corn is already being harvested and will continue to be harvested for the next several weeks. Once corn is harvested it will be time to harvest the beans. Therefore, harvest will be going on for the next several months. Mike said that once the beans are ready, they must be harvested, so it is difficult to plan ahead to schedule meetings around the harvest.
- d. The project team will send an email notifying the members of the next meeting date and location. The members who do not have email will receive a telephone call.

4. CAG Member Questions/Comments

- A CAG member asked if any traffic data had been collected to determine if the destination of most US 51 users near Vandalia is Vandalia itself, or if the traffic is regional. Jerry stated that an origin-destination survey identifying such a distribution ratio had not been conducted for this study; estimates were made. Sherry stated that even if traffic data were collected this year, it would not necessarily speak to the need of the new US 51. The new US 51 is being built to address future traffic needs, not just the needs of current traffic.
- Keith Manley asked if the project team can provide a small handout of all of the newly developed alignments at the next meeting. That way, the CAG members can take the handout to the interest area members that they represent. The project team indicated that this is a good idea and they will provide such a handout at the next meeting.
- Mike Wherle stated that he and Walt Barenfanger discussed that they believe it is very important that the proposed alignment provide access to I-70 as they believe the destination for a majority of US 51 users is I-70.
- During a side conversation, Walt Barenfanger gave Joyce Tanzosh a printed handout pertaining to air pollution resulting from motorists. Walt also discussed the glacial features southwest of Vandalia and stated that he and his brothers are planning on tapping into the shallow water supply in this area for distribution.

Over the last six years Brauer and colleagues have been evaluating the air pollution in the Seattle and Vancouver area, and its relationship to human health. They've mapped people's exposure to eight major pollutants – CO, NO, NO₂, SO₂, ozone, PM_{2.5}, PM₁₀ and black carbon – according to post code, and used medical records to analyse the link with health.

Their results showed that “mums-to-be” who lived within 50 m of a major road were 26% more likely to have a low-birth-weight baby and had a greater chance of a premature birth, compared with women living more than 50 m from a major road. “This then puts children at increased risk for a large number of health problems throughout their lives,” explains Brauer. What's more, children living near busy highways were 13% more likely to develop asthma, 6% more likely to develop bronchiolitis and around 8% more likely to experience middle-ear infections.

And it isn't just babies and children who are at risk. Brauer and colleagues have also found a strong link between traffic pollution and death from cardiovascular disease. “We show that people who move away from high-traffic roads reduce their risk of cardiovascular-disease death compared with people who do not,” Brauer told *environmentalresearchweb*. Specifically their study revealed that people who move from within 50 m of a major highway reduce their risk by 45%.

Prevailing winds on I70 route would push winds easterly to dissipate in non residential area

How is all the perpendicular traffic going to be handled. Another interchange would be needed to address this perpendicular traf

* Given to the project team from
Walt Barenfanger during the
08/31/10 CAG meeting - Vandalia.

VCAG Meeting #3
September 22, 2010

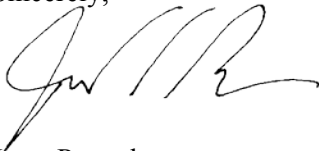
September 13, 2010

Re: US 51 Environmental Impact Statement Project
Vandalia Community Advisory Group # 3

We will be having our next CAG meeting on September 22, 2010, at the Mother of Dolores Parish located at 705 West St. Clair Street, in Vandalia. The meeting is scheduled from 6:00 PM to 8:00 PM. At the meeting we will be fine-tuning corridors developed at the last meeting, and discussing some engineering considerations for I-70 interchange concepts.

We will be contacting you in the near future to verify if you can join us. Feel free to e-mail Barbara Moore at Barbara.Moore@clark-dietz.com or call her at 217-373-8948 and let her know you are coming. Thank you for participating in the US 51 project. We look forward to seeing you at the meeting.

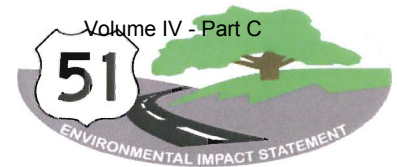
Sincerely,

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

Jerry Payonk
Project Manager

cc: file, Matt Hirtzel (IDOT)

Attendance Roster – Vandalia CAG Members



Community Advisory Group Meeting # 3

September 22, 2010 6:00 PM to 8:00 PM – Mother of Dolores Parish - Vandalia

CAG Member	Representing	E-Mail Address	Present (Please initial)
Walt Barenfanger	Environmental	Kaskas123@aol.com	
Charles Barenfanger	Local Business	cbarenfa@illwestern.com	CB
Harold Baumann	Homeowners within Corp Limits	HGB821@att.net	HGB
Dean Black	Municipal	Deb1941@gmail.com	DB
Janet Bright	Homeowners – North Side	rbright@swetland.net	JB
Ernie Chappel	Historic District	echappel@thefnb.com	
Andy Craig		craigexc@starband.net	
Ken Cripe	Agriculture / Farmers		
Don Dolly	Homeowners – North Side	BearingPlus@Gmail.com	DD
Randy Edwards		rudjana@sbcglobal.net	RE
Joe Ellison		bonjoe1@earthlink.net	
Larry Emerick	Historic District	<u>larry3365@yahoo.com</u>	LE
Mike Gidcrimb	Carlyle Road Area – Woodyard	no email - Steve will contact	
JoAnn Sasse Givens	Economic Development	<u>econdev@vandaliaillinois.com</u>	
Mayor Gottman	Municipal & Emergency Services	mayor@vandaliaillinois.com	
Dennis Graumenz	Route 185	<u>dgraumenz@yahoo.com</u>	DG
Dave Hall	Religious / Ministerial Alliance	<u>dave6402@gmail.com</u>	DH
Matt Hall	Vandalia School Board		

Attendance Roster – Vandalia CAG Members



Community Advisory Group Meeting # 3

September 22, 2010 6:00 PM to 8:00 PM – Mother of Dolores Parish - Vandalia

CAG Member	Representing	E-Mail Address	Present (Please initial)
Greg Hubler	Homeowners within Corp Limits		<i>GH</i>
Steve Knebel	Carlyle Rd Area – Woodyard & Emerg. Services & Cnty Repres.	slknebel@sbcglobal.net	<i>SK</i>
Ron Lange	Carlyle Road Area - Woodyard	618-846-2002	
Keith Manley	Existing 51 Residents	janet_manley@hotmail.com	<i>KW</i>
James Marlen	Agriculture / Farmers	wingmead@rocketmail.com	
Ron Marshall	Agriculture / Farmers	manager@fayettefb.com	<i>RM</i>
Mark Miller	Vandalia Park District	900 N Locust St. 618-283-1029	
Kevin Satterthwaite		pineridge@pineridgehomes.net	<i>KLS</i>
Greg Schal	Carlyle Road Area - Woodyard		
Byron Sikma	Agriculture / Farmers	bsikma@southcentralfs.com	<i>BLS</i>
Russ Stunkel	Vandalia Correctional Center	618-292-9187	
Dale Timmerman	Historic District	dale@timco.us	
Kathy Trexler	Homeowners - North Side	katrexler@newwavecomm.net	<i>KAT</i>
Jim Weaver	Carlyle Road Area - Woodyard		
Mike Wehrle	Agriculture / Farmers	wehrleprop@yahoo.com	<i>MW</i>
Rich Well	School District 203	rwell@fayette.k12.il.us	<i>RW</i>
Raymond Wosley	Carlyle Road Area - Woodyard		
Anita Wuertz	Vandalia Park District / Airport	awuertz@sbcglobal.net	<i>AW</i>
William York		wYork@icompass.us	

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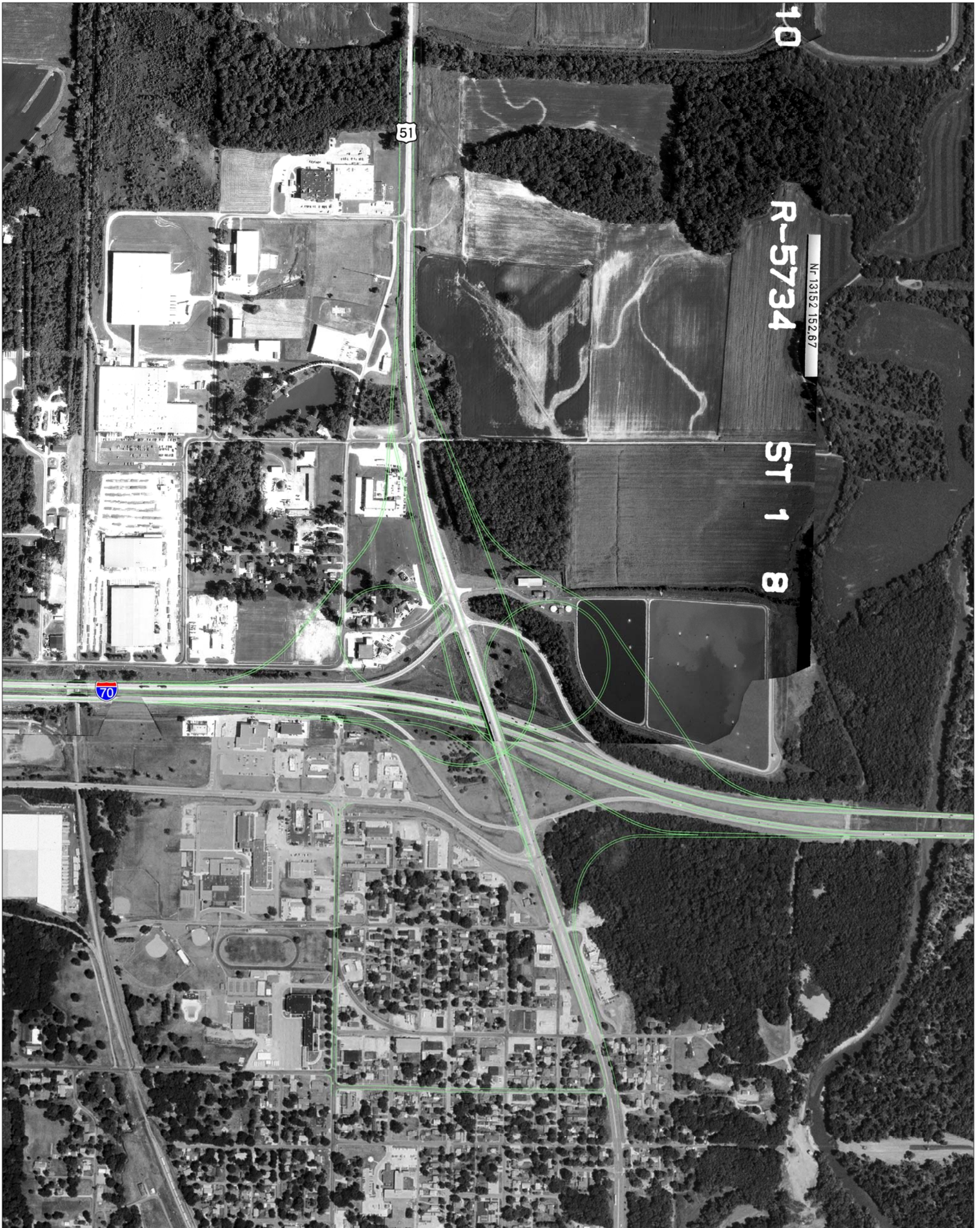


***US 51 Vandalia
Western Bypass Cloverleaf Collector Distributor System***



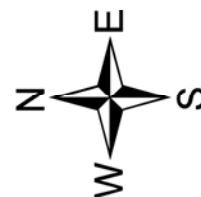
***US 51 Vandalia
Eastern Bypass Cloverleaf***



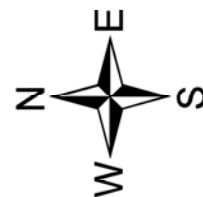


*US 51 Vandalia
Eastern Bypass or Dual Marked Fly Over System*

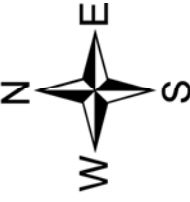




***US 51 Vandalia
Dual Marked Trumpet (2 Mile Spacing)***



***US 51 Vandalia
Dual Marked Trumpet (3 Mile Spacing)***



***US 51 Vandalia
Dual Marked Trumpet Collector Distributor System***



***US 51 EIS Vandalia Alternatives - Dual Marked with I-70
Brainstormed by CAG on August 31, 2010***





***US 51 EIS Vandalia Alternatives - Eastern
Brainstormed by CAG on August 31, 2010***





***US 51 EIS Vandalia Alternatives - Parallel with I-70
Brainstormed by CAG on August 31, 2010***





***US 51 EIS Vandalia Alternatives - Western
Brainstormed by CAG on August 31, 2010***



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

Subject: Vandalia CAG Meeting Minutes	
Client: IDOT D7	
Project: US 51 EIS	Project No: I0020360
Meeting Date: September 22, 2010, 6:00 pm to 8:00 pm	Meeting Location: Mother of Dolors, Vandalia
Notes by: JKT/JTB	

Project Team Attendees: Sherry Phillips (IDOT), Matt Hirtzel (IDOT), Gary Welton (IDOT), Gene Beccue (IDOT), Rob Macklin (IDOT), Steve Corley (IDOT), Jerry Payonk (CDI), Stacie Dovalovsky (CDI), Antonio Acevedo (CDI), Joyce Tanzosh (CDI), Jennifer Mitchell (HDR), Linda Huff (H&H), Jamie Tunnell Bents (H&H), Jan Piland (FHWA)

See attached sign-in sheet for CAG members and public attendees

Topics Discussed: Review of Alternatives Developed by CAG members at the August 31, 2010, CAG meeting; Engineering Concepts; and Engineering Feasibility and Preliminary Interchange Geometry of Alternatives Developed by CAG

The meeting commenced at 6:05 p.m.

1. Welcome (Sherry Phillips, Matt Hirtzel)

- a. Following a brief ice breaker, the attendees (CAG members, public attendees, and project team) introduced themselves and stated what interest area they represent (CAG members only).
- b. Sherry stated the main purposes of the meeting:
 - Review engineering terms and definitions.
 - Review alternatives developed by CAG at August 31, 2010, CAG meeting.
 - Review engineering feasibility and preliminary interchange geometry examples.

2. Engineering terms and definition (Sherry Phillips, Matt Hirtzel)

An illustrated reader-friendly Engineering Glossary handout prepared by the project team was distributed to the CAG members. A summary of the terms and concepts explained by Sherry and Matt, and questions raised by the CAG members are summarized below.

Cross Section: 200 feet wide, four-lane divided expressway, rural or urban cross-section. 200 feet is an estimate, because when the road is elevated, the footprint is wider. Think of this cross section as an Interstate with restricted access and high speed. Narrowing the grass median width is the only way to narrow standard cross-section.

CAG member: What about four-lane highways that do not have medians?

Project team: We are showing you a rural cross section. What you describe is an urban cross section, which often has no median but does have a barrier wall or barrier median, which limits access.

CAG member: What about 32 coming out of Effingham?

Project team: That is a five-lane road, not a highway. What we are developing is a highway. Access to this road is based on certain criteria. Access is not as restricted as an interstate. If the median is narrowed, it has to be about the length of a car per standards.

CAG member: 32 works well.

Project team: That is a different design. We (IDOT) are fairly limited where we can put that type of road. We can only construct those for certain lengths with center turn lane.

Design speed: The speed the road is designed for to safely operate a vehicle is not the same as posted speed. IDOT plans to post speed for new US 51 at 65 mph, and the design speed at 70 mph.

Radius: The higher the design speed of a roadway, the larger the radius is needed to travel around the curve. IDOT has standards for minimum curve radii for vehicles to operate safely.

Interchange: For an intersection, some cars stop, either a two-way stop or four-way stop. For an interchange, some movements do not stop (free flow), and some might stop. Sherry drew illustrations of different types of interchanges, including cloverleaf and trumpet (both free flow) on a flip chart. An interchange at US 51 and I-70 would be a system-to-system interchange.

Dual marking: One road that is marked for two routes. A portion of the routes share the same road segment.

Collector-Distributor (C-D) system: Roadways parallel but separate from the interstate that allows vehicles to enter and exit in a safe manner. There is a C-D system in Peoria.

Sherry drew an example of a C-D system using I-70 and US 51 as an example. Sherry demonstrated the eight different traffic movements associated with this C-D system. Sherry stated that the length of a C-D system can vary. Sherry and Matt discussed how proper signage on the interstate (I-70) or US 51 will direct the traveling public to businesses off these roads and direct them to the correct ramps to use. A CAG member commented that there is a C-D system in Collinsville.

Matt stated that economic development should be considered with regard to C-D systems. If a driver on a C-D system sees a mall along the C-D road, they might not be able to easily access it. Once a driver is on a C-D road, they must enter and exit at a ramp; there are no turns onto cross roads.

Jerry stated the reason interchanges are spaced a minimum distance of three miles apart is because weaving on to and off of the interstate at high speeds from interchange ramps poses safety concerns. C-D

roads provide an opportunity to perform the weaving operations at a lower posted speed. So a C-D system is designed to improve safety.

3. Review of Alternatives Developed by CAG Members (Jerry Payonk, Stacie Dovalovsky)

The project team electronically recreated the alternatives that were hand drawn on aerial photographs by the CAG during the August 31, 2010, CAG meeting. Jerry stated that the CAG members should check that all of the alternatives were accurately reproduced. The original aerial photographs with alternatives developed by the CAG are available for reference.

The project team handed out 11" x 17" color aerial photographs showing the alternatives developed by the CAG members at the August 31, 2010, CAG meeting. Five handouts were distributed, one showing all alternatives, and the other four handouts show similar alternatives grouped together in one color scheme. The groupings are as follows:

- Dual marked with I-70 alternatives (green color scheme)
- Western bypass alternatives (yellow color scheme)
- Eastern bypass and through town alternatives (blue and purple color scheme)
- Parallel with I-70 alternatives (orange color scheme)

Each of these five handouts was displayed via projector on a large screen. Jerry and Stacie reviewed each grouping. For the slide showing all alternatives, Vandalia S & U were shown along with the alternatives developed by the CAG at the August 31, 2010, meeting. The project team stated that S & U are shown for comparative purposes, and as a reminder that these alternatives are still being considered. After each group was displayed, Stacie asked the CAG members if there were any alternatives missing or if any should be modified. Stacie pointed out that the alternatives were grouped by the project team after the August 31, 2010, meeting, and asked the CAG members if they believe that any of the alternatives were in the wrong group and should be moved.

All CAG members agreed that the alternatives they created at the August 31, 2010, CAG meeting were accurately reproduced, no additional alternatives should be added, and that the alternatives appeared to be in the proper groupings.

Note: the handouts and slides presented during this segment of the meeting included the alignments only, and not preliminary interchange footprints or engineering constructability issues.

Stacie stated that if CAG members are present tonight that did not attend the last CAG meeting, those members must review, agree to, and sign the ground rules.

4. Review of Preliminary Interchanges and Engineering Issues of Alternatives (Jerry Payonk, Stacie Dovalovsky, Sherry Phillips, Matt Hirtzel)

Stacie discussed engineering constructability and preliminary interchange examples for the alternatives. The project team presented one preliminary interchange concept for one alternative from each of the four groups to provide an example of the engineering challenges. Engineering constructability issues identified by the project team included areas where curves are too tight and require modification. Another issue discussed in association with the interchanges was change in access to properties or side streets. After the discussion of each alternative group, the project team checked with the CAG to make sure that the

members agreed that the project team should continue developing these alternatives in light of the interchange options and modifications that are required. The interchanges as presented were preliminary and were presented to show what the interchange would look like and how it would function. Stacie reminded the group that the lines shown for the interchanges were not the entire interchange footprint, only lane lines, and the interchange footprint could be much larger. Stacie noted that environmental constraints have not yet been evaluated, and will be discussed with the CAG at a future meeting.

Dual Marked with I-70 Alternatives

A dual marked alternative that modifies the existing US 51 and I-70 interchange on the east side of town (Exit 63), curves west and is dual marked with I-70, and then travels past the existing interchange (Exit 61) and Wal-Mart to a new trumpet type interchange then traverses southwest to join existing US 51, was shown on the screen. For a dual mark alternative, the footprint of Exit 63 would enlarge significantly. The existing diamond interchange would change to a modified cloverleaf interchange to keep traffic free flow. Jerry demonstrated the different directional travel patterns through the interchange. The modified cloverleaf would be a three-level interchange configuration. It was noted that an access modification to US 51 and US 40, south of I-70 would be needed to provide proper spacing with the eastbound to southbound exit ramp. An example of the re-routed (to the south) US 40 was shown. Also, because the north ramps would terminate so far north of I-70, access to the businesses north of I-70 would be rerouted north of the terminus of the exit ramps. Several existing businesses in the northwest quadrant would be impacted by this interchange.

Discussion

CAG member: If US 51 stays on existing alignment through Vandalia, a driver heading south from Ramsey headed onto the interstate would not need access without stopping heading east or west. That is, you don't need free flow on the south leg.

Project team: This is true for existing condition, but for a new system, through town must be free flow.

CAG member: What would happen if we leave the existing interchange (Exit 63) as it is and get a variance?

Project team: No variances will be sought. We have to consider the standards.

CAG member: But it is possible we would get a variance.

Project team: And there is a possibility we would not. Variances can compromise safety standards. We will follow standards at this point. Variances and design exceptions are only for cases when no other reasonable alternatives that meet design standards are available. The investment in the new road should not be substandard.

CAG member: Effingham has the only tri-level in the area. I'm sure they don't want to compete.

Project team: That is probably not the case. A tri-level might not be thought of as a great thing by everyone.

A new independent interchange on the west side of town must be three miles away the nearest interchange, per policy. An interchange three miles west of the existing US 40 and I-70 (Exit 61) interchange was shown on the screen for reference. It was agreed by the CAG that an interchange 3-miles away was undesirable.

An alternative to the independent interchange 3-miles away is to provide an interchange with US 51 while maintaining interstate access to I-40 via a C-D system. The project team showed an example of the dual-marked route with a new trumpet system interchange between I-70 and US 51 with a C-D system to the existing US 40 interchange (Exit 61). Jerry demonstrated all system and C-D traffic movements within this configuration.

CAG member: Do you have a handout of the C-D system?

Project team: Not today. We did not bring any because these are preliminary. The size and location of the C-D system can vary. But we can bring a handout showing how a C-D system works to the next meeting.

CAG member: How far west is the trumpet from Exit 61 (I-70 and US 40 exit near the Wal-Mart)?

Project team: Shown here, about one mile.

CAG member: What about US 40?

Project team: US 40 would still cross I-70 at the same location, but its access to US 51 would be through the CD system. At the location where US 40 physically crosses a proposed US 51, it would remain an overpass for the dual marked I-70 alternatives.

CAG member: What about the Main Street overpass?

Project team: Main Street will not be there, and access will not be there. It will be moved a minimum of one-half mile from where it is now. The C-D system will impact local roads and have other secondary impacts. Keep in mind that we cannot show them all today.

The project team displayed the rest of the dual-marked alternatives developed by the CAG on the screen. Stacie stated that while specific interchange designs have not been formally developed by the project team for the rest of the alternatives, they are similar to the trumpet or cloverleaf interchange. The interchange locations for the alternatives were shown with red boxes. The interchange footprints would be the about the size of the red boxes and would include flyovers similar to the modified cloverleaf at Exit 63.

The project team asked if these options represent what the CAG members drew. Do any of these options need to be removed because they now do not meet the intent of the CAG when the alternative was drawn?

CAG member: What is the frontage road shown north of the west interchanges?

Project team: That is relocated US 40.

CAG member: I am here to collect data for some CAG members who could not attend. (It appears) the consensus (is) that (the) dual marked is probably the most popular option among the CAG members because it would impact the least amount of housing or businesses. The interchange size should be tightened up to reduce impacts. Do you have handouts?

Project team: The project team will not hand out figures at this time because the interchanges are preliminary – the project team can meet with the CAG members that could not attend.

The project team asked if the CAG members understand the impacts that would occur with the dual-marked options for all dual marked alternatives.

CAG member: In order to keep the road free-flowing, a wide area will be impacted by the interchange no matter where it is located.

Project team: Yes, the interchanges will get much larger and other interchanges will be modified.

CAG member: It's not as simple as putting a stop sign there.

CAG member: Take off the alternative that runs along IL 185 (north of I-70) because it takes out too much housing.

Project team: Whoever drew that line should agree to take it off. But if you feel as a community that you don't want to keep it, then we can take it off.

CAG member: This is the only area in Vandalia where residential growth is occurring.

Project team: A CAG member drew this option to use existing roads and bridges as much as possible, which would still require reconstructing. Does anyone object to removing this alternative? Does anyone want to leave it in?

CAG member: Take out all dual marked alternatives except the one that uses the existing US 51 and I-70 interchange east of town. Is anyone for those other alternatives?

The CAG members discussed the options further.

The CAG reached a consensus to remove all dual marked options except the one that uses the existing interchange at Exit 63.

Project team: It might not be in the best interest of Vandalia to only leave one dual marked option. There are other things we have not yet considered that may compromise the viability of this option, such as geometrics or environmental constraints. Take caution that there are other things we have to evaluate.

CAG member: What does the alternative that would be left impact?

Project team: At a minimum, business and commercial impacts and the treatment lagoons.

CAG member: What if we wait to remove until you come back with interchange designs for all alternatives? That would be the timeline?

Project team: About two months.

CAG member: I keep asking myself, what is best for Vandalia and future growth? Should I look at this for the betterment of Vandalia or for myself? I live on the north side. But I don't want to knock out industry so people can't work. All dual marked options will be impacting someone.

Project team: Everyone should be considering what is best for Vandalia.

CAG member: The town can only grow to the west.

The CAG members discussed these options further and reviewed all dual marked alternatives.

The CAG confirmed that all dual marked options should be eliminated except the one that uses the existing interchange at Exit 63.

Western Alternatives

The farthest western alternative was shown on the screen. This alternative traverses west of Vandalia Lake and the airport. As originally drawn, the alternative was located through the airport runways. The project team modified the alternative originally drawn to clear the airport property and follow existing roadways until crossing I-70. The western alternatives utilize an interchange option similar to the dual mark alternatives. Instead of a trumpet interchange with I-70, US 51 would be a cloverleaf interchange with I-70 with a C-D system to US 40 (Exit 61). Jerry demonstrated the different directional travel patterns within the system. At this distance west, drivers likely wouldn't be able to see the businesses in Vandalia.

Discussion

Public attendee: I developed a drawing like this that was in the paper. This option has the least impact to the city and goes around the residential and commercial areas.

CAG member: How far does the road have to be from the airport?

Project team: We have to coordinate with the FAA to determine the distance.

Public attendee: North of Vera around the lake is 3.5 miles, Vandalia to Gallatin Street to Hickory Creek is 3.5 miles, 70 to Hagerstown is 3.5 miles.

CAG member: The way this alternative was modified, it goes right through Hagerstown.

Project team: This is a preliminary concept only. We would avoid Hagerstown.

CAG member: This is too far west and would have a negative impact on businesses. People won't use that road. The dual mark option uses I-70 through town.

The two additional western alternatives, one that bridges the lake and one further east that uses the Exit 61, were discussed. The interchanges resulting from these alternatives would be much larger than the existing interchanges along I-70

CAG member: is routing an alternative over a lake feasible?

Project team: Yes.

CAG member: What about time travel? These alternatives won't work for anyone. People won't come to Vandalia.

Project team: Does this meet the needs of the community or interest areas?

Public attendee: People know what destination they are going to next and do not stop when they see signs. So Vandalia won't lose existing businesses. Going around the lake will not affect one business or resident.

Project team: Residents will be affected.

CAG member: I ask this question for our kids and grandkids – how much money will be saved by bringing the option closer to town?

Project team: We have not developed cost. Dual marking I-70 has costs too with the complex interchanges and modifications to the interstate. Western alternatives have a longer length to build on new alignment and will impact homes and businesses, particularly farm businesses.

CAG member: That far west bypass is like Decatur, no one will use it. There are no industries by Decatur.

Project team: Does anyone want to still look at the western bypass around the airport? If there are options that are more palatable, today is the day to bring them up.

The CAG discussed the western alternatives further.

The CAG reached a consensus to eliminate all western alternatives except the alternative around the lake. That alternative can be kept for further refinement and for comparative purposes.

Project team: So remove the two eastern bypasses but bring back the modified far west bypass?

Multiple CAG members: Yes.

Project team: What is it about the middle option that crosses the lake that you all don't like?

Various CAG members: We are eliminating not because it crosses the lake but because of the residences near the lake. The western bypass that crosses farthest east would impact a lot of residential areas and Wal-Mart.

Project team: Residential impacts have not been counted yet. The CAG should not remove based on residential impacts. Vandalia S or U only impacted six homes. Don't eliminate on resources yet, we can determine numbers at a later date.

CAG member: If we decide we don't like an option now, why can't we agree to remove it? We were only brainstorming possible options at the last meeting, and if we decide now that we don't like them, we should be able to change our minds and remove them.

Project Team: Residences must be counted for each alternative before CAG members state that alternatives could be removed because S or U only would remove 6 homes.

Eastern and Through Town Alternatives

The project team showed a cloverleaf interchange for a representative eastern alternative that crosses I-70 east of Exit 63. Jerry demonstrated the different directional travel patterns through the interchange. The eastern alternative would require eight bridges over the Kaskaskia River. The existing interchange at Exit 63 would have to close and access to US 40 would be altered. The eastern alternative would be too close to existing US 51 for a C-D system and would cut off access to Vandalia's business districts from the realigned US 51. A C-D system might work if this option was moved further to the east. There may be other challenges with the eastern alternative that have not been fully studied yet, for example, topography issues. Engineers would look at this option and likely not move it forward. However, if the CAG likes this interchange option, it can be evaluated further.

The project team displayed the remaining eastern and through town bypass alternatives. It was noted that the free-flow interchange introduced at Exit 63 with the dual mark alternatives would be the same interchange utilized for the through town alternatives. It may be possible to do an urban section for US 51 through town south of I-70, but access to Vandalia's businesses would be limited due to intersection spacing criteria.

The project team discussed an alternative developed by a CAG member that contains a sharp curve south of I-70. The intent of the curve was to avoid a meander in the Kaskaskia River. The curve is not feasible from an engineering standpoint. The curve will need to be straightened out or go through town, similar to other alternatives. In addition, the alternatives that follow existing US 51 through town with two right angles are not feasible. It is not possible to have free flow under these conditions. The project team asked the CAG if it was acceptable to eliminate the alternatives with unfeasible curvature. There are many alternatives shown in this area – are there any concepts here that the CAG feels does not make sense or are not in the best interest of Vandalia?

Discussion

CAG member: None of these options would work.

CAG member: These options would be on fill in the river bottom; there would be no commercial development.

Project team: Is there a consensus for these alternatives?

CAG member: The old studies by IDOT showed alternatives through town as limited access. If there was an urban cross section on the east side, what kind of access would there be?

Project team: Through town, there may be at-grade intersections with cross roads that would occur no closer than one-half mile. We can configure the access spacing and present at the next meeting. There would be free flow conditions at I-70; we cannot have stop control on the south side because it's not business US 51 as it is with the dual mark options.

CAG Member: Go with the urban cross section through town using the existing interchange, and show us what kind of exits and ramps through town would look like.

The CAG members discussed the eastern and through town alternatives further.

The CAG reached a consensus to eliminate alternatives that require an interchange east of the existing US 51/I-70 interchange (exit 63). The CAG prefers alternatives that do not require a cloverleaf, but utilize existing Exit 63. Only keep the through town alternatives that utilize the Exit 63 interchange. At the next meeting, the project team should develop what access through town would look like.

Project team: We are hesitant to get rid of the eastern options. When we previously met with the north side residents, they were adamant about going east.

The CAG members confirmed that the eastern alternatives were not desired.

Parallel to I-70 Alternatives

The project team discussed that these alternatives are not dual-marked with I-70, but rather new routes that run parallel to I-70. It is not possible to have an interchange at I-70 with a parallel US 51 due to spacing and curve radius. The intention of the alternatives as originally drawn by the CAG cannot be met. Many of the lines drawn on the paper do not translate to a feasible corridor. The project team reconfigured the parallel alternatives to show where the alternatives would have to be located to make an interchange with I-70 feasible. The alternatives are no longer parallel with I-70, but located about one mile to the north. The project team showed an example of what an interchange with I-70 would look like based on the reconfigured alternatives. The interchange option is a cloverleaf for US 51 with a C-D system to US 40. The movements of the interchange and rerouted US 40 were illustrated.

Discussion

CAG member: Why does the reconfigured alternative loop so far to the west?

Project team: So the alignment can get across I-70 at 90-degrees to reduce skew and potential safety problems.

CAG member: These routes are somewhat similar to the dual marked routes we've already eliminated.

CAG member: What type of exit would be required when new US 51 diverges southeast from existing US 51?

Project team: This would probably be a spur like in Moweaqua or Patoka where Old US 51 was rerouted.

CAG member: If there are that many engineering issues, we should get rid of it.

Project team: The reconfigured alternative would work.

CAG member: It seems like the other alternatives that were discussed were higher priority.

A CAG member requested that the project team illustrate traffic flow through the reworked parallel alternative to the Wal-Mart. The CAG members discussed different options of these alternatives, and compared these to the dual-marked options.

CAG member: Why would a driver travel a mile east or west when you are trying to travel south?

Project team: This has been a question for other alternatives as well and something that must be considered.

The CAG discussed the parallel alternatives further. A consensus was reached that the parallel alternatives were not favored, but the feasible parallel alternative as provided by the Project Team should be included for comparison.

The project team will reconfigure parallel alternatives to be feasible from an engineering perspective for review at the next meeting. The preliminary interchange designs will also be prepared for CAG review.

5. Conclusions (Sherry Phillips, Matt Hirtzel, Jerry Payonk, Stacie Dovalovsky)

Jerry asked if the CAG is comfortable with the project team refining the alternatives and moving forward with only the alternatives selected by the CAG tonight. Is the CAG satisfied with the alternatives? Should anything else be considered?

The CAG members confirmed that they are satisfied with the alternatives selected tonight for further evaluation.

Jerry asked if another meeting was required to discuss anything presented tonight. Is everything clear?

The CAG members confirmed that no additional meeting to cover this material was required.

The project team stated that preliminary interchanges for all alternatives would be presented at the next meeting. In addition, environmental considerations would be discussed.

The official meeting period ended (8:00 p.m.).

The project team created an image in PowerPoint showing only the alternatives selected by the CAG for further review; the image was projected on the screen. Several CAG members stayed to review and confirm that the alternatives shown were accurate based on the night's discussion.

One CAG member stated that he was unhappy that several of the parallel alternatives that traverse the north side of Vandalia west of existing US 51 remain. He stated that this area is where the residential growth is occurring in Vandalia. If these homes are taken, then the tax revenue is lost and will never be replaced.

Sherry stated that she understands, however, the CAG did not come to a clear consensus that parallel alternatives should be eliminated tonight. The project team will quantify impacts for the remaining alternatives. Sherry understands there are homes on the north side, but there are homes on the south side and near the through town alternatives and those will be considered as well.