

# VCAG Meeting #4

## October 27, 2010

October 15, 2010

Re: US 51 Environmental Impact Statement Project  
Vandalia Community Advisory Group – Rescheduled Meeting

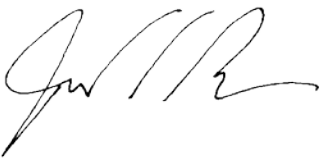
We have rescheduled the Vandalia CAG meeting of October 19th. The rescheduled meeting will be on Wednesday, October 27, 2010 at the Vandalia City Hall located at 431 W. Gallatin Street, from 6:00 PM to 8:00 PM.

The meeting will include a review of the alternatives screened during the September 22<sup>nd</sup> CAG meeting and a presentation of preliminary interchange concepts for the remaining alternatives. In addition, environmental resource considerations will be discussed and the environmental impacts resulting from each alternative will be presented.

Please remember to bring the folder distributed at the September 22 meeting.

You will be contacted to verify your attendance. Feel free to e-mail Barbara Moore at [Barbara.Moore@clark-dietz.com](mailto:Barbara.Moore@clark-dietz.com) or call her at 217-373-8948 and let her know if you can or cannot attend. Thank you for taking the time to participate in the study and we look forward to seeing you on Wednesday evening, October 27th.

Sincerely,

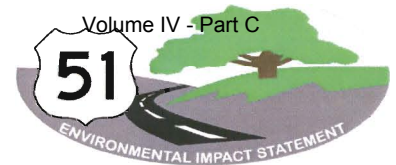
A handwritten signature in black ink, appearing to read 'Jerry Payonk', written in a cursive style.

Jerry Payonk  
Project Manager

cc: file, Matt Hirtzel (IDOT)



# Attendance Roster – Vandalia CAG Members



## Community Advisory Group Meeting

October 27, 2010 6:00 PM to 8:00 PM at Vandalia City Hall

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	
Ernie Chappel	Historic District	echappel@thefnb.com	EC
Andy Craig		craigexc@starband.net	
Ken Cripe	Agriculture / Farmers		
Don Dolly	Homeowners – North Side	BearingPlus@Gmail.com	DD
Randy Edwards		rudiana@sbcglobal.net	RE
Joe Ellison	NOT A CAG MEMBER - AN ALTERNATE	bonjoe1@earthlink.net	JE
Larry Emerick	Historic District	larry3365@yahoo.com	LE
Mike Gidcrimb	Carlyle Road Area – Woodyard		
JoAnn Sasse Givens	Economic Development	econdev@vandaliaillinois.com	
Mayor Gottman	Municipal & Emergency Services	mayor@vandaliaillinois.com	MG
Dennis Graumenz		dgraumenz@yahoo.com	DG
Dave Hall	Religious / Ministerial Alliance	dave6402@gmail.com	
Matt Hall	Vandalia School Board		

## Attendance Roster – Vandalia CAG Members



## Community Advisory Group Meeting

October 27, 2010 6:00 PM to 8:00 PM at Vandalia City Hall

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



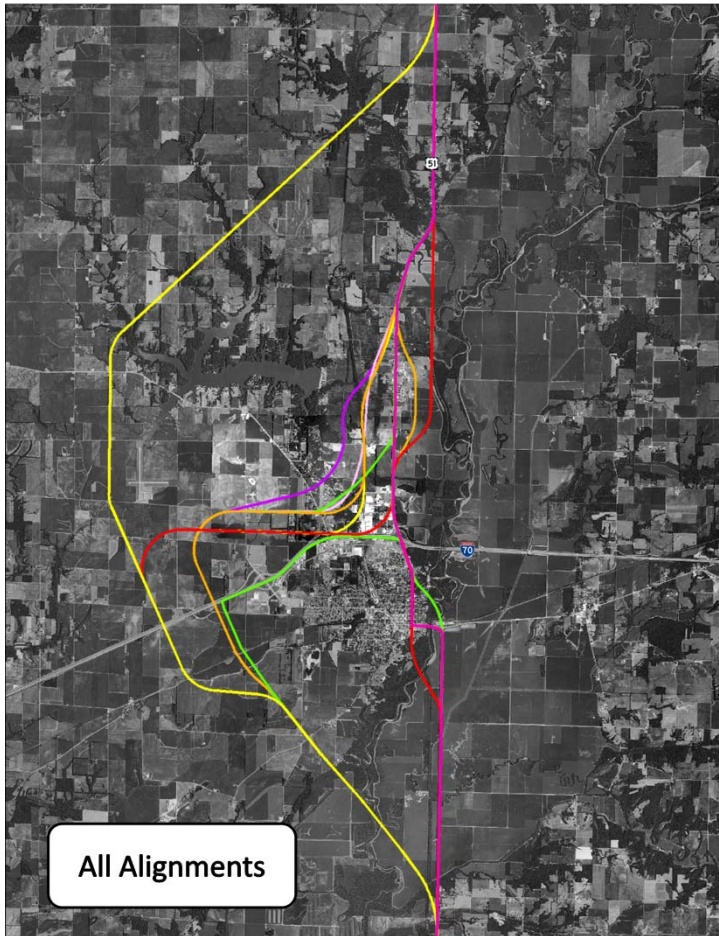
**U.S. Route 51 Environmental Impact Statement**

**October 27, 2010 City Hall in Vandalia**

**Attendance Sign In Sheet for Non - Members of CAG**

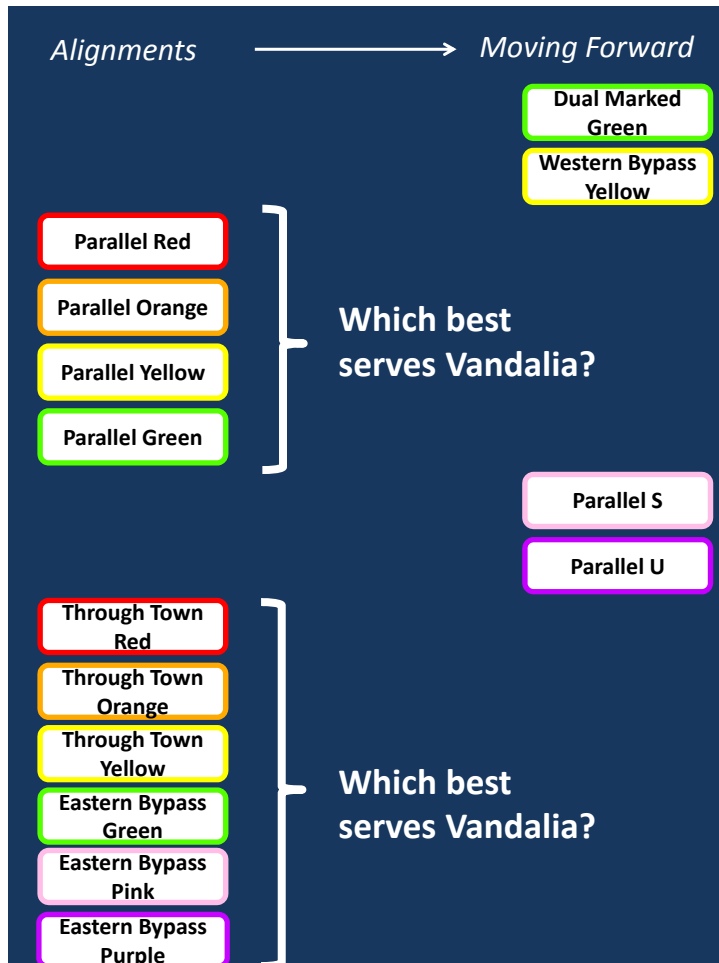


Gary Probst 6189180034

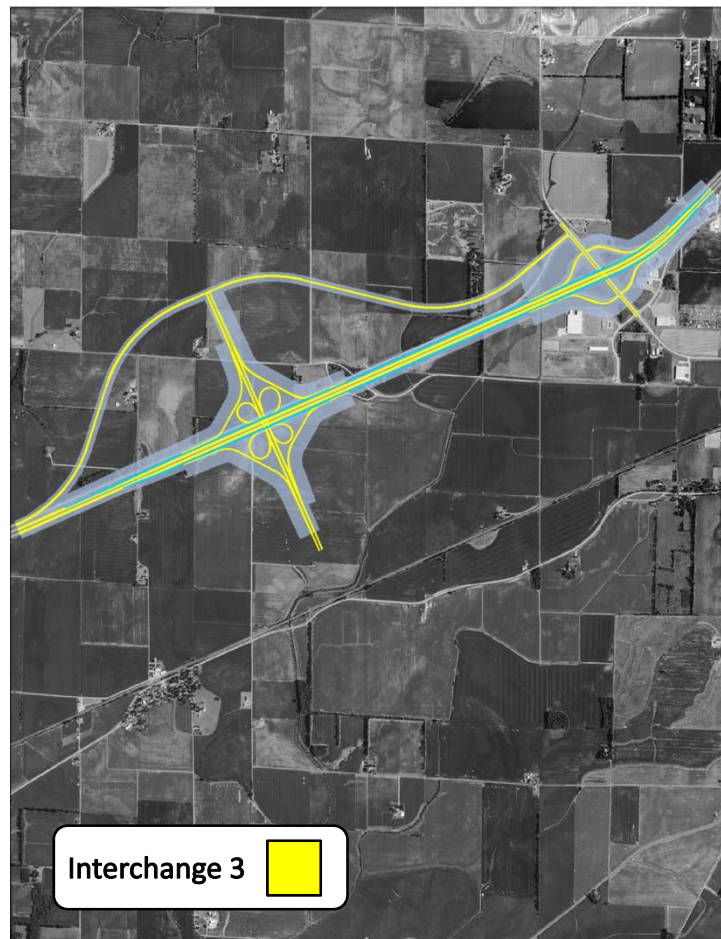
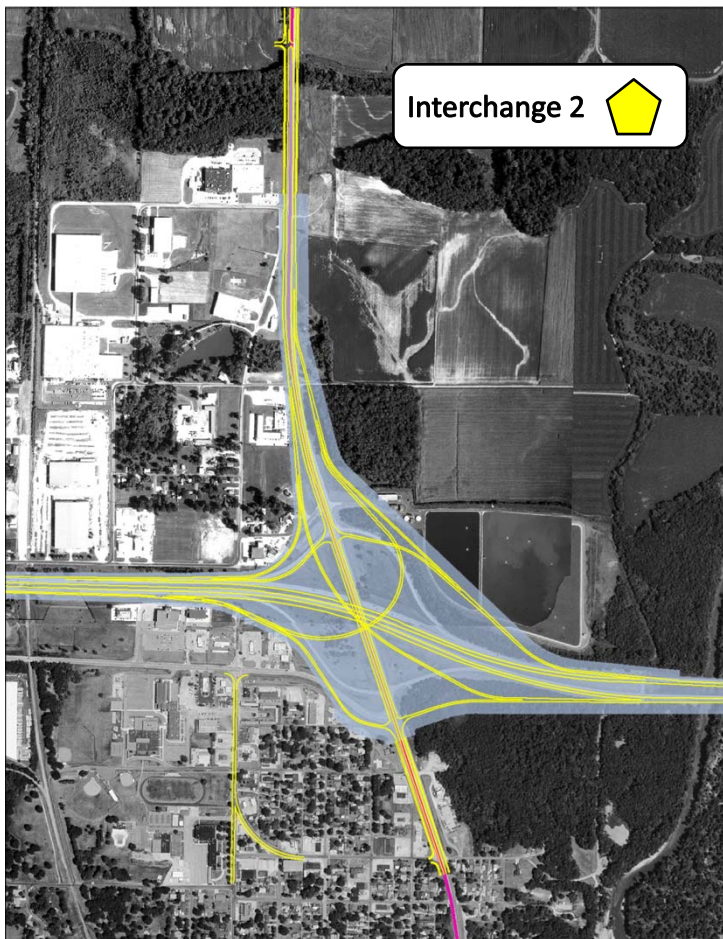


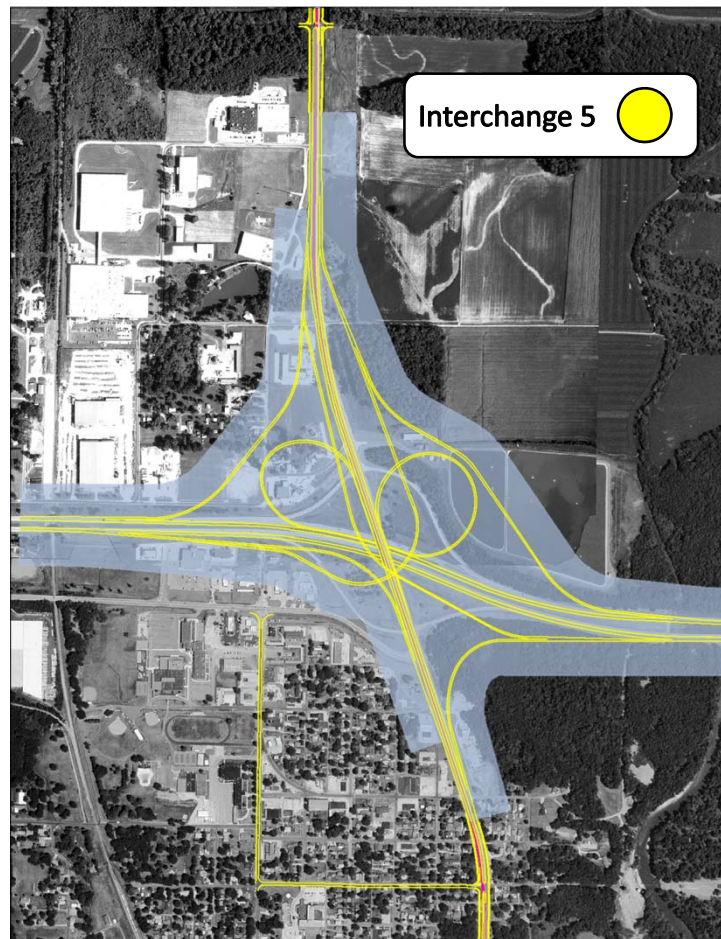
*Alignments*

- Dual Marked Green
- Western Bypass Yellow
- Parallel Red
- Parallel Orange
- Parallel Yellow
- Parallel Green
- Parallel S
- Parallel U
- Through Town Red
- Through Town Orange
- Through Town Yellow
- Eastern Bypass Green
- Eastern Bypass Pink
- Eastern Bypass Purple

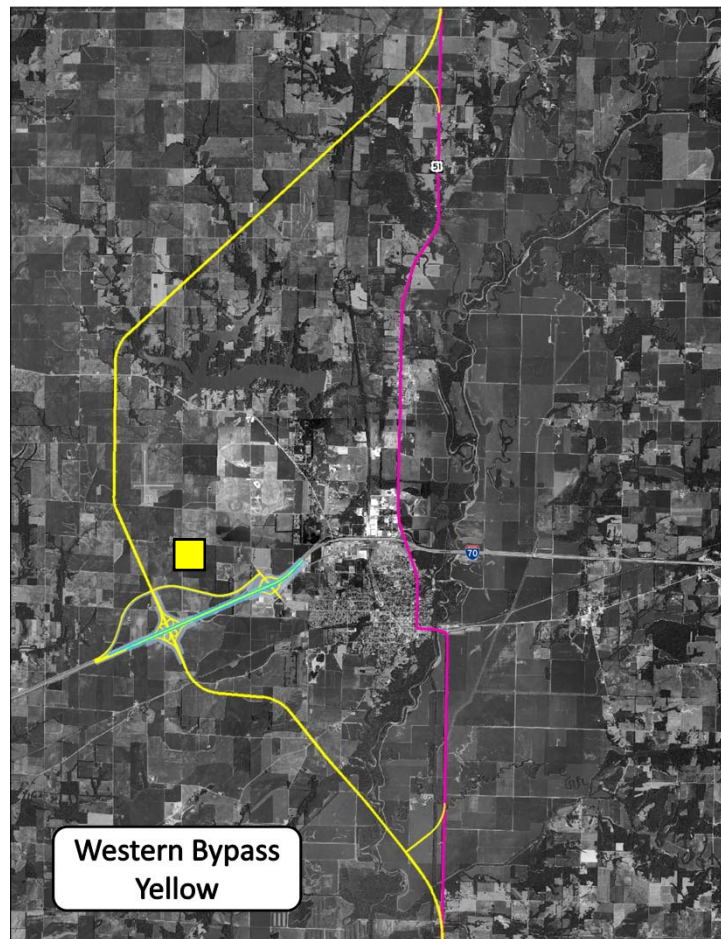




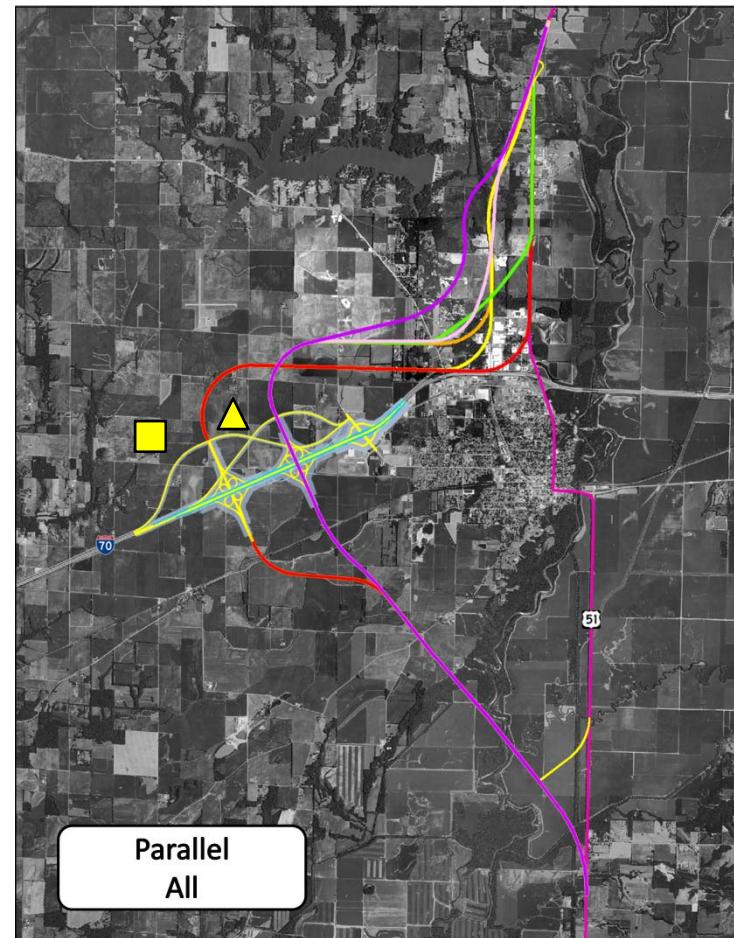


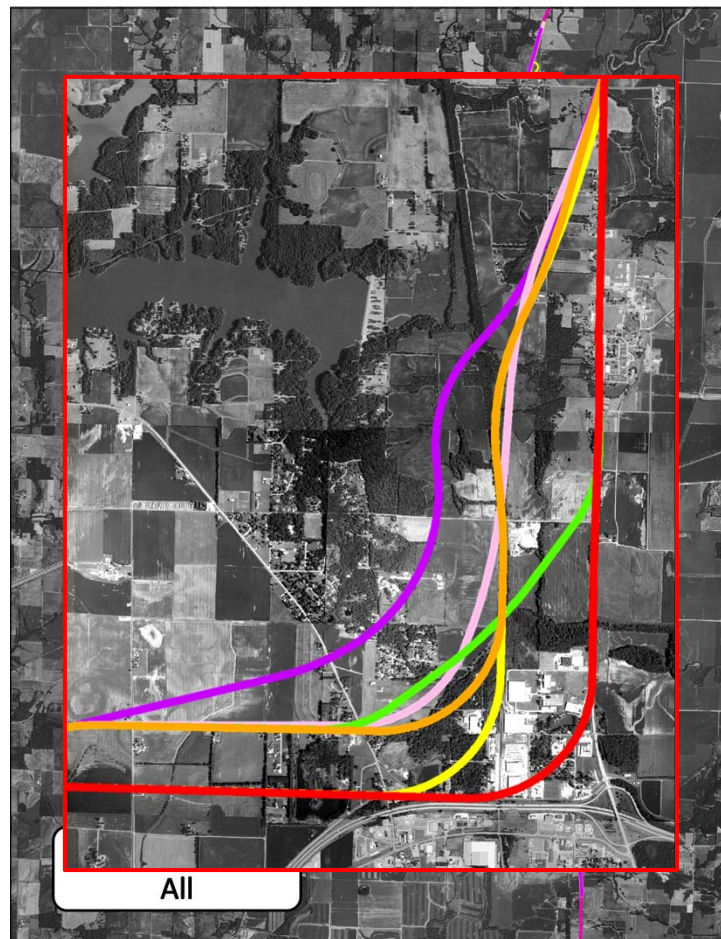
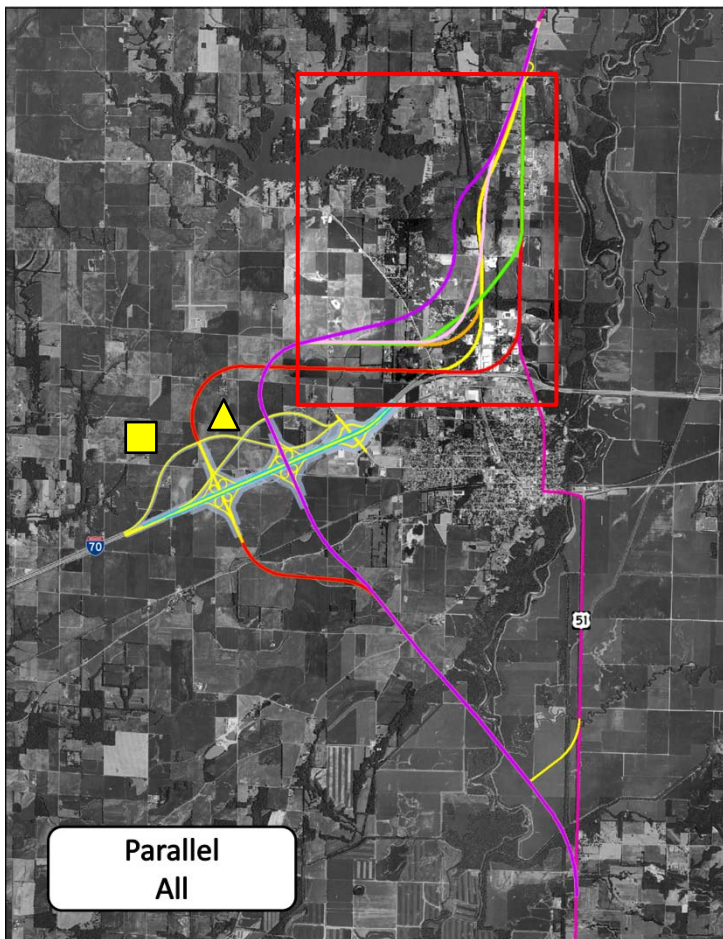


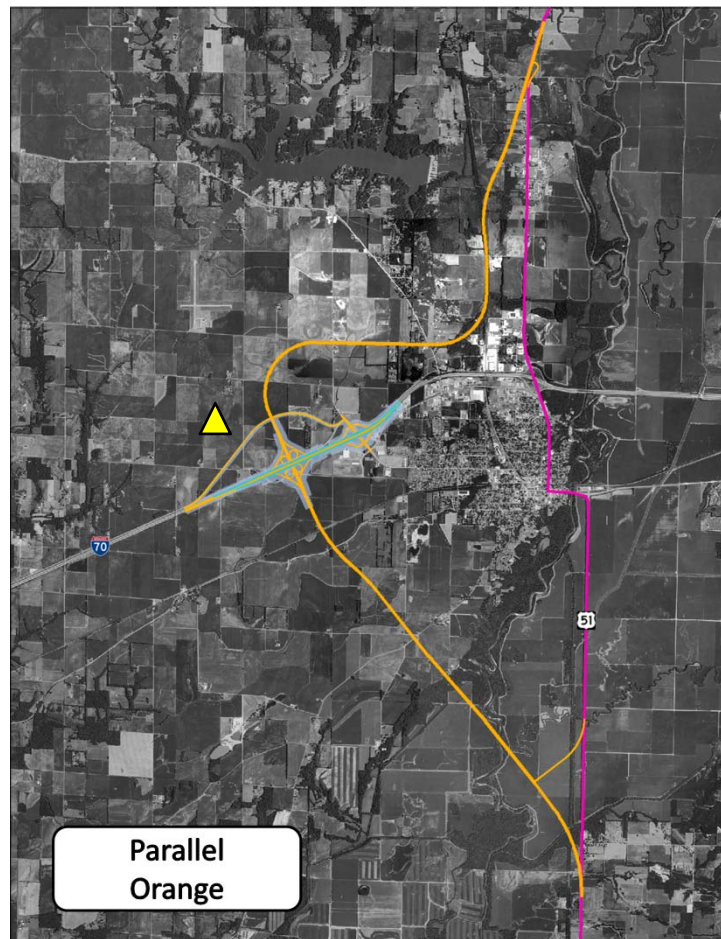
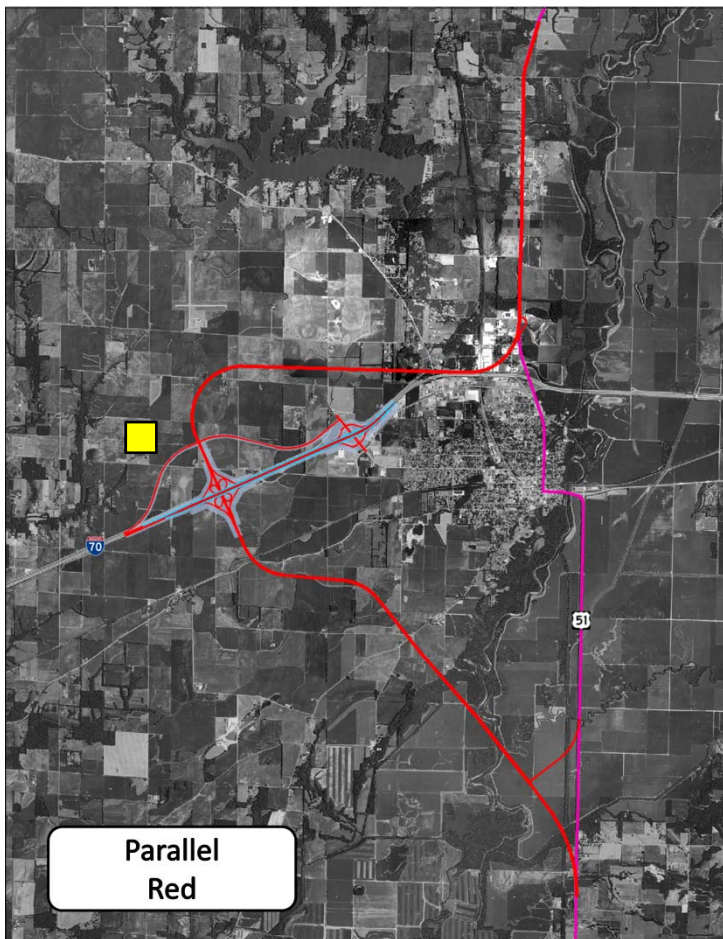




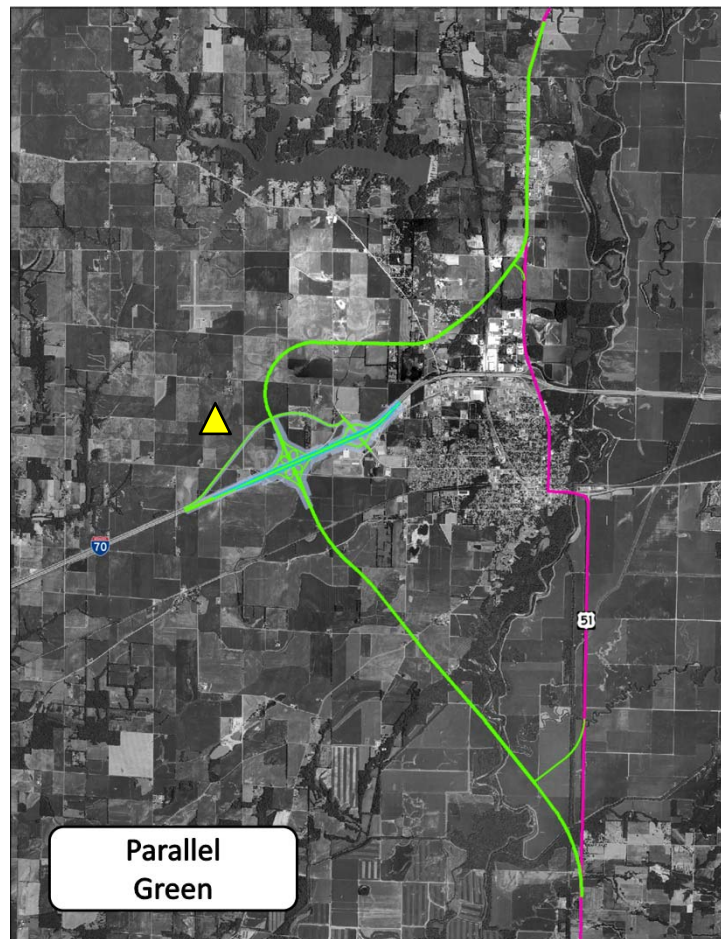
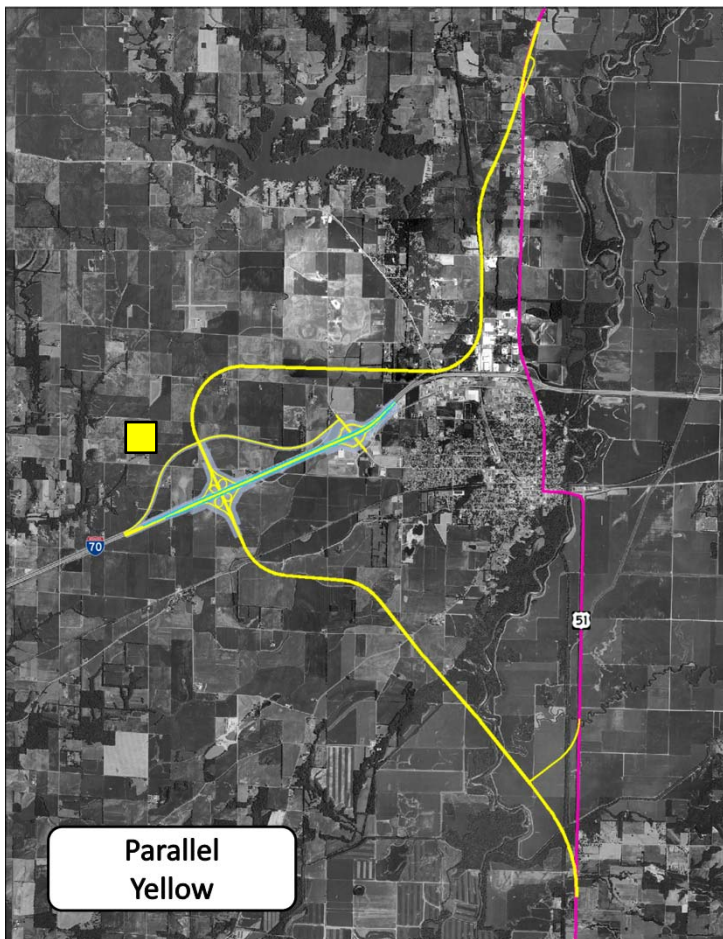


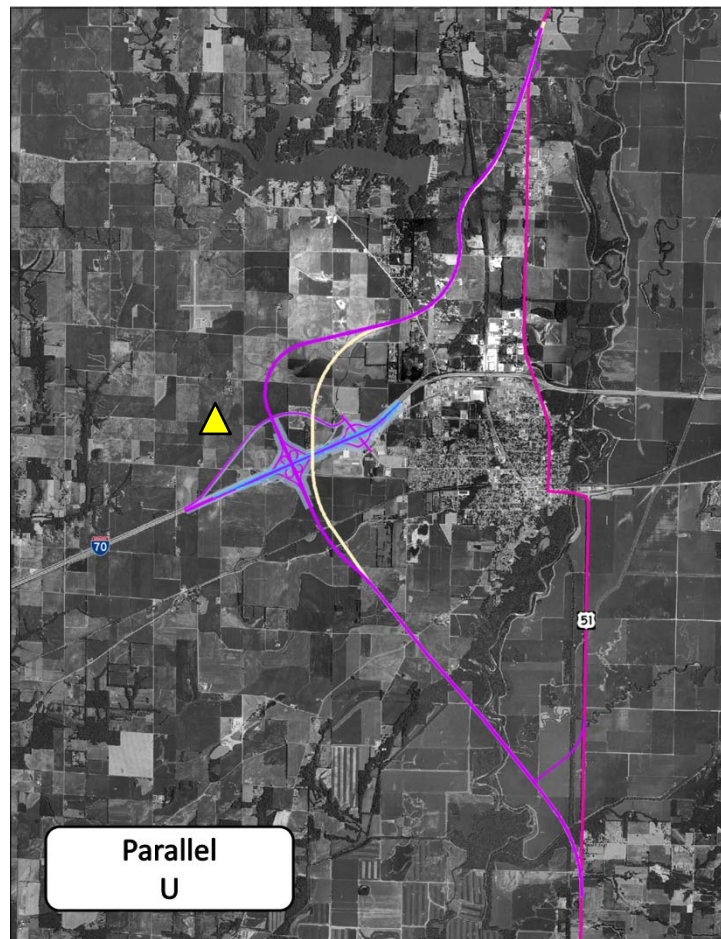
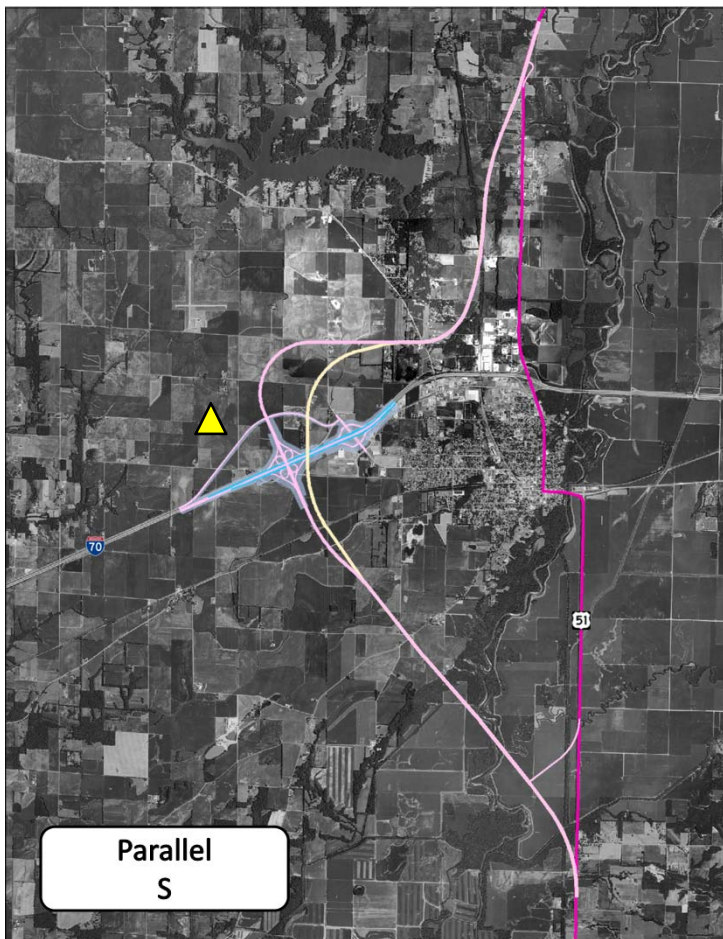


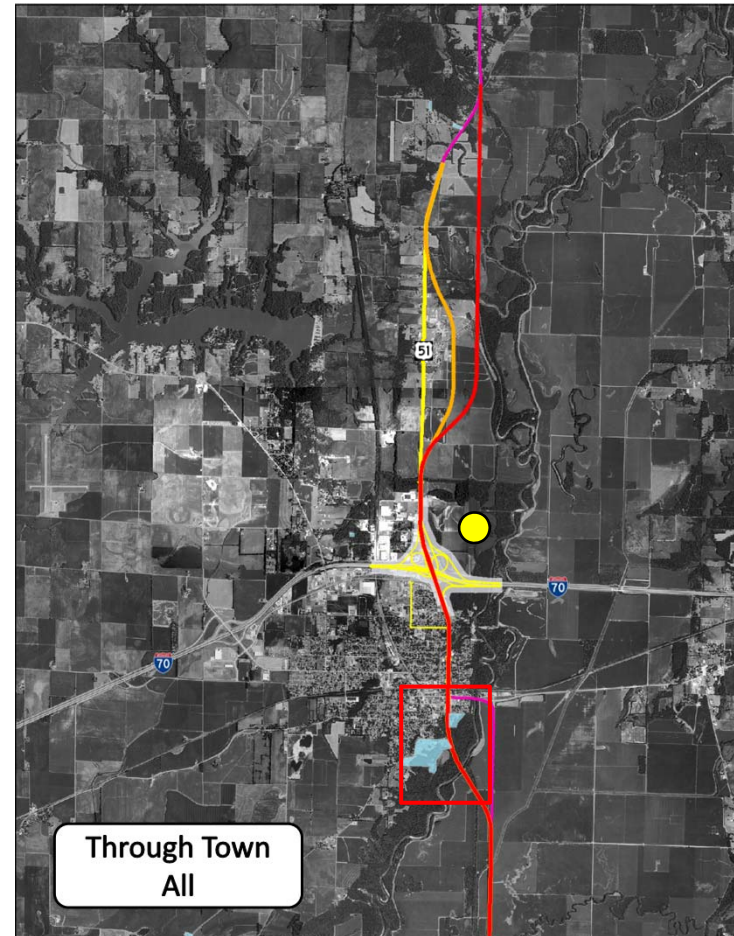
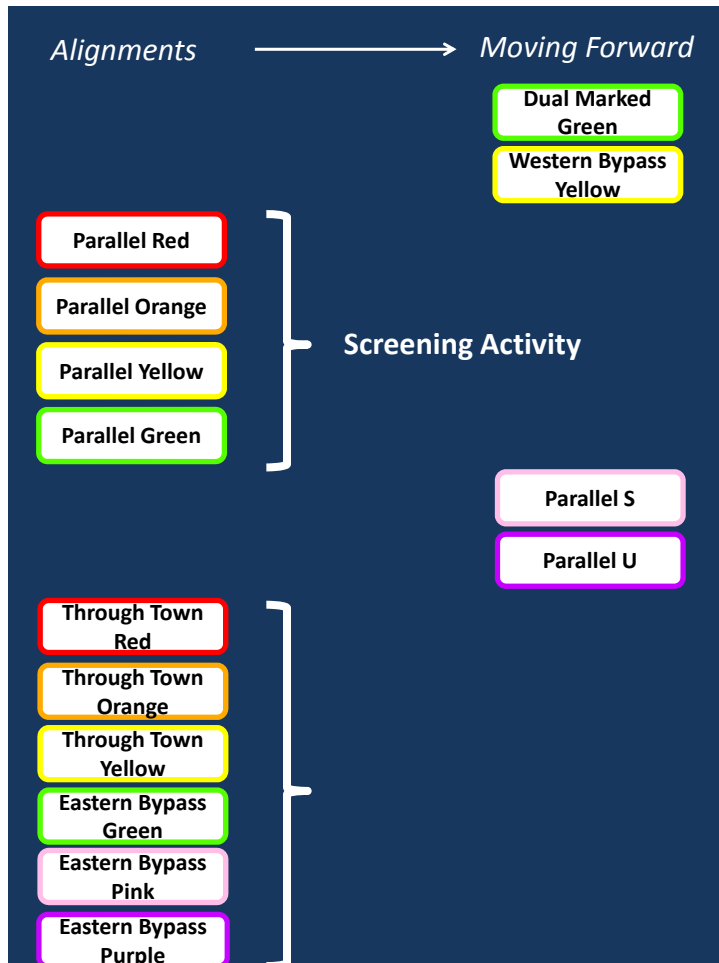




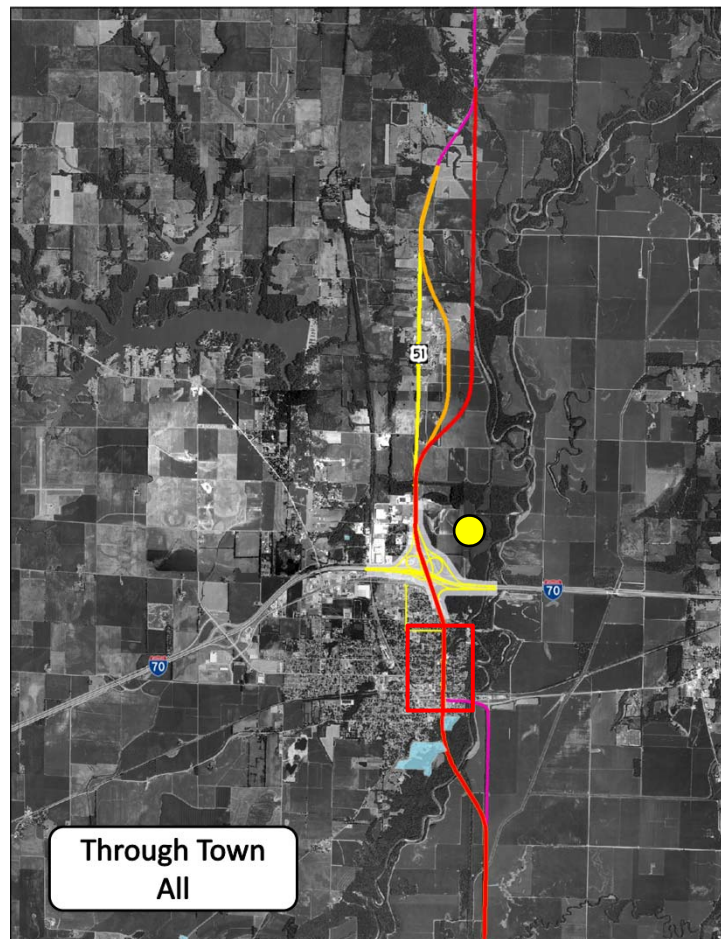


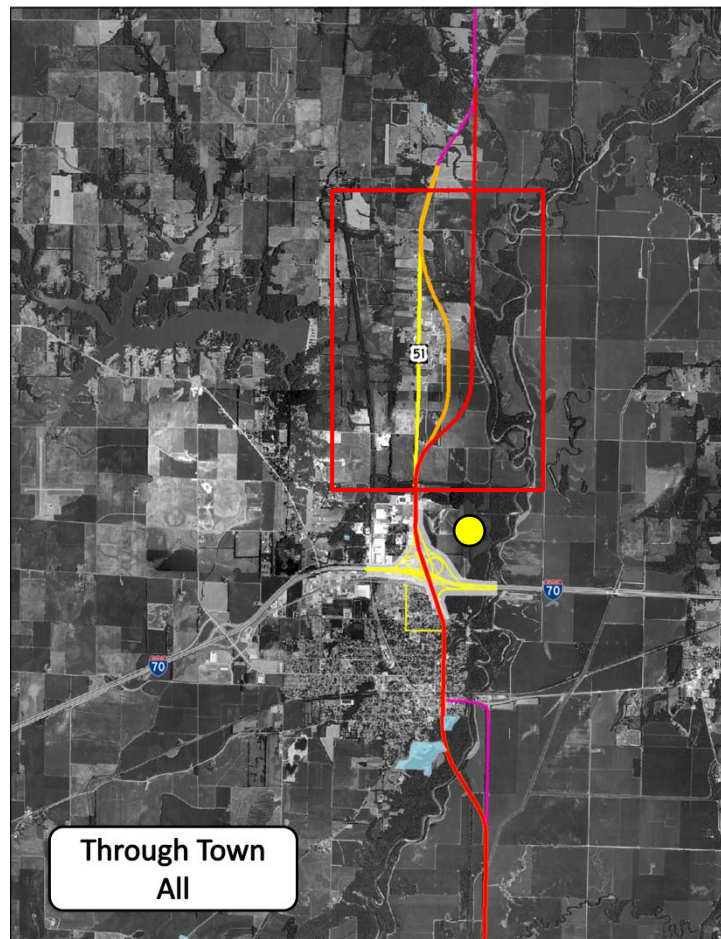




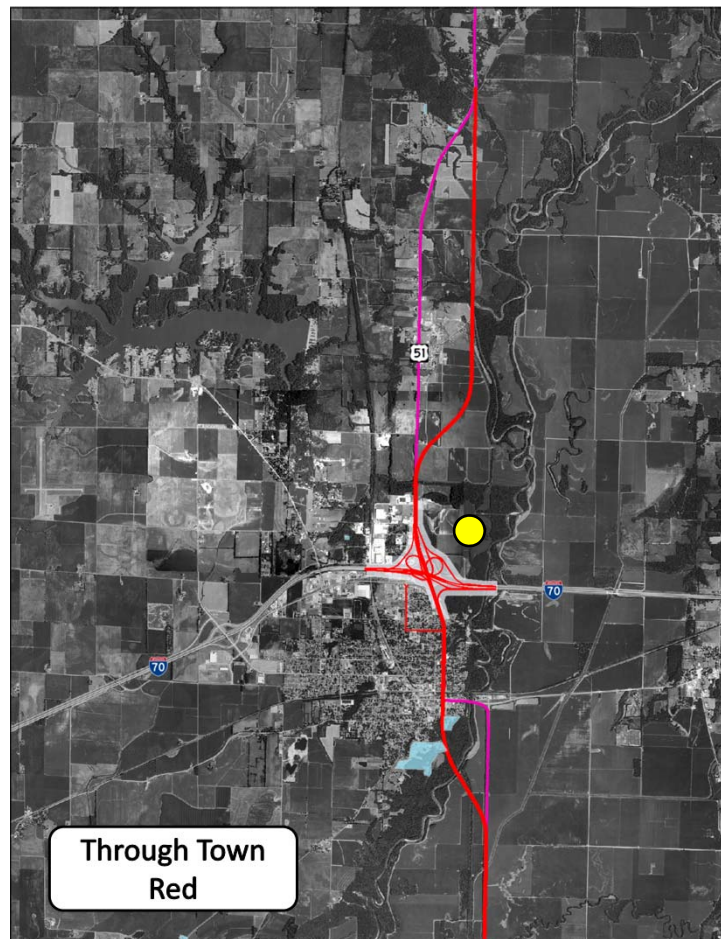


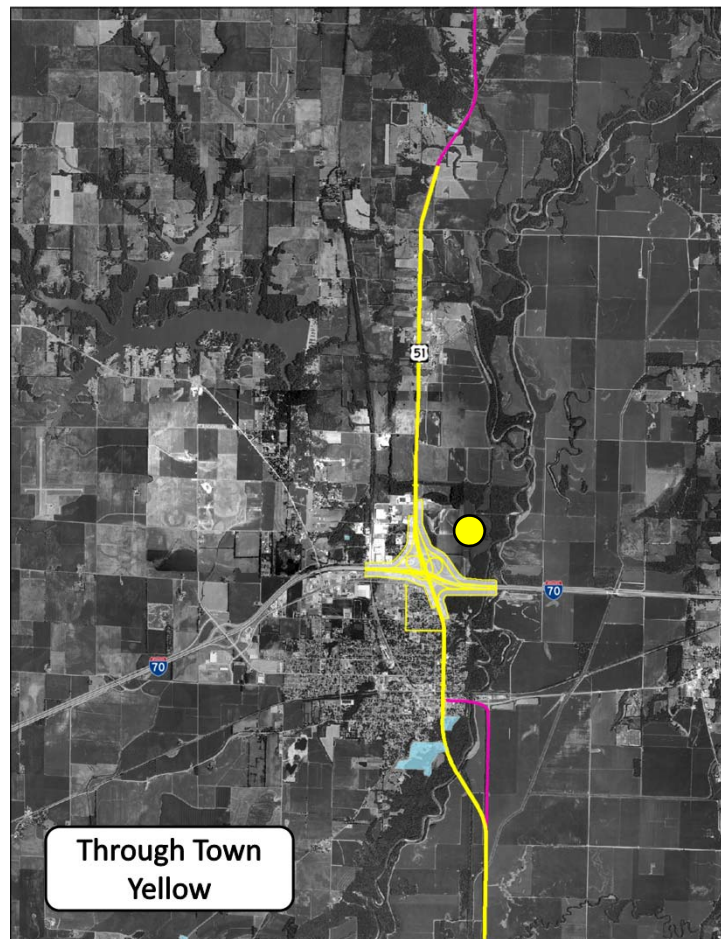
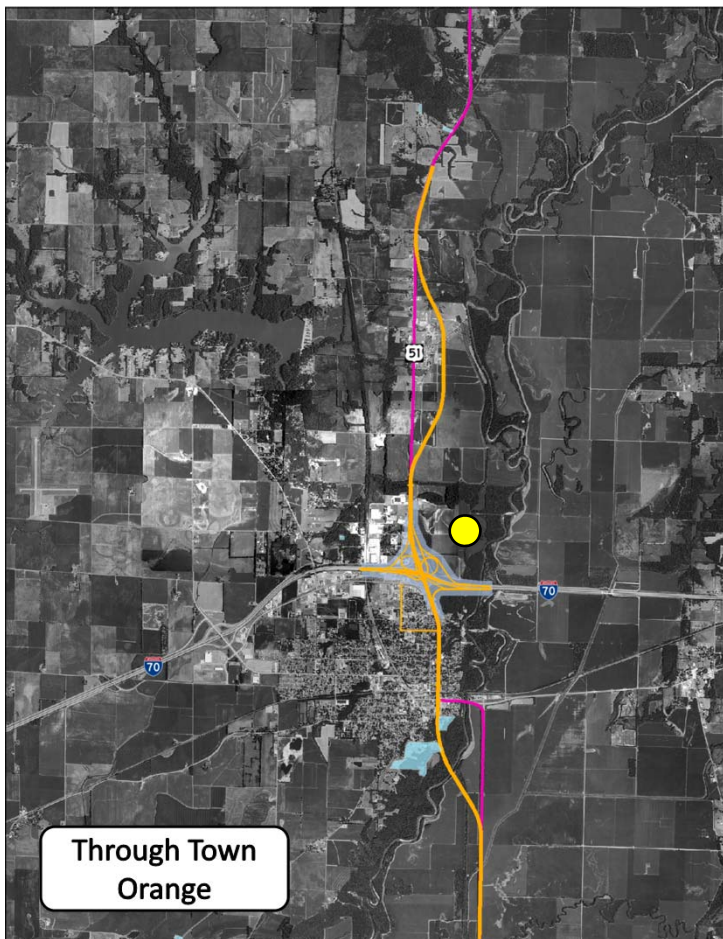


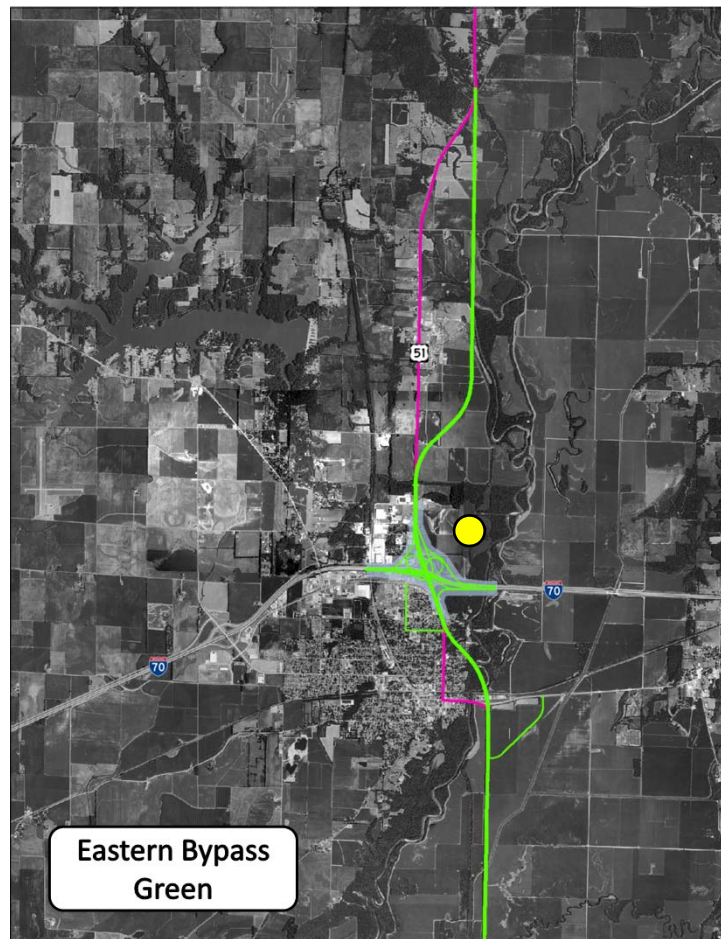
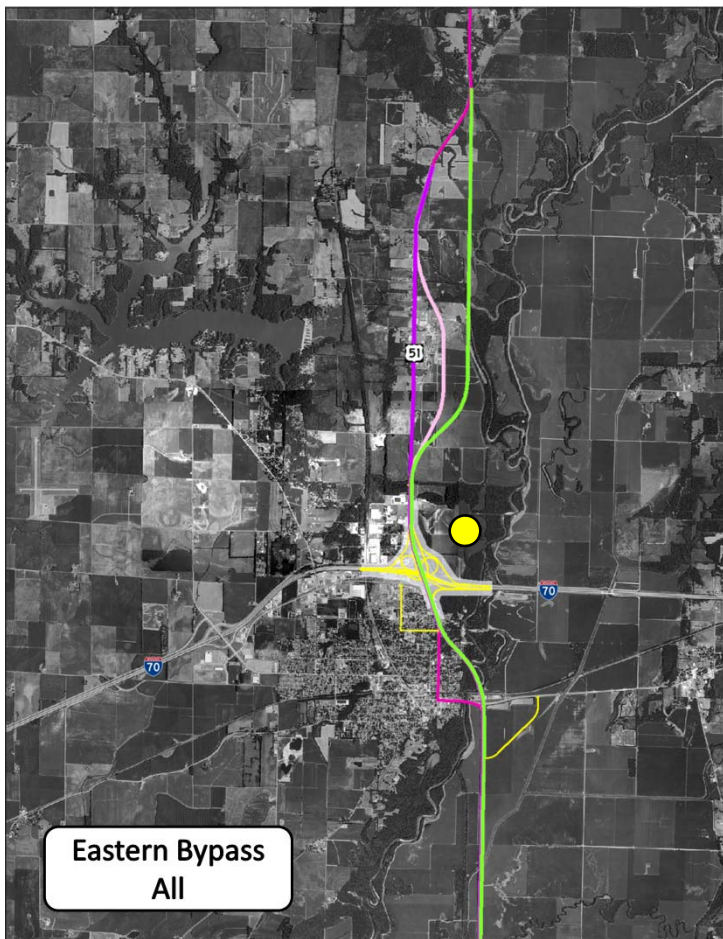




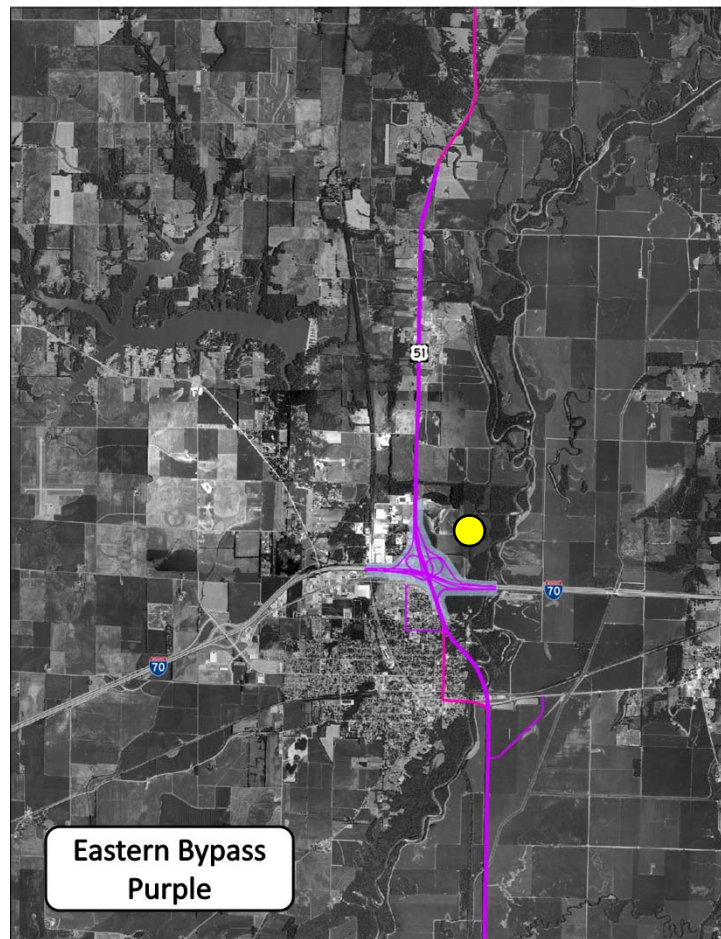
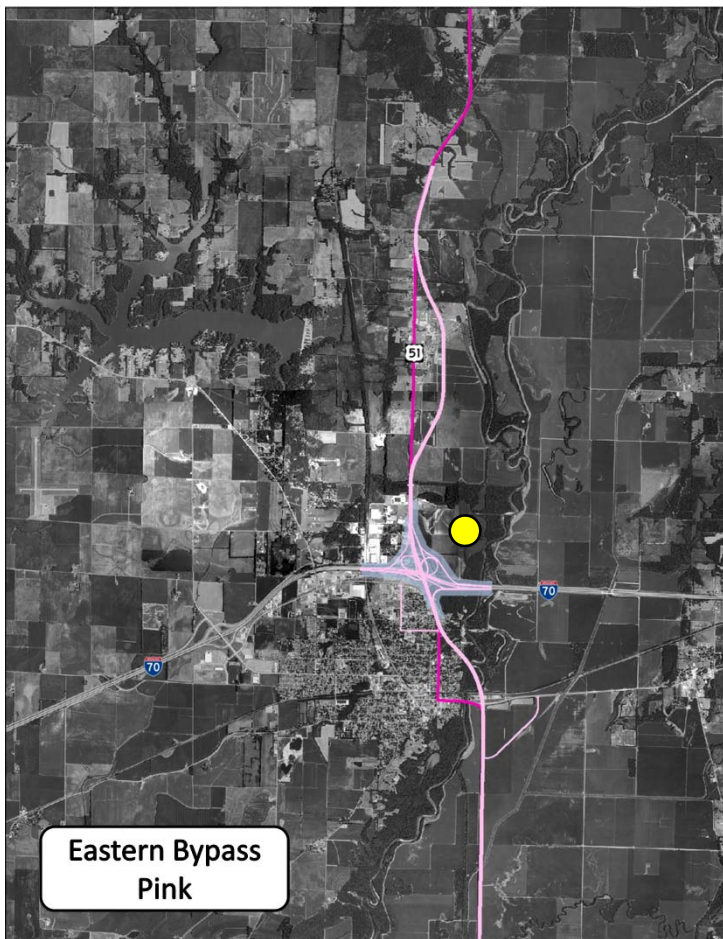














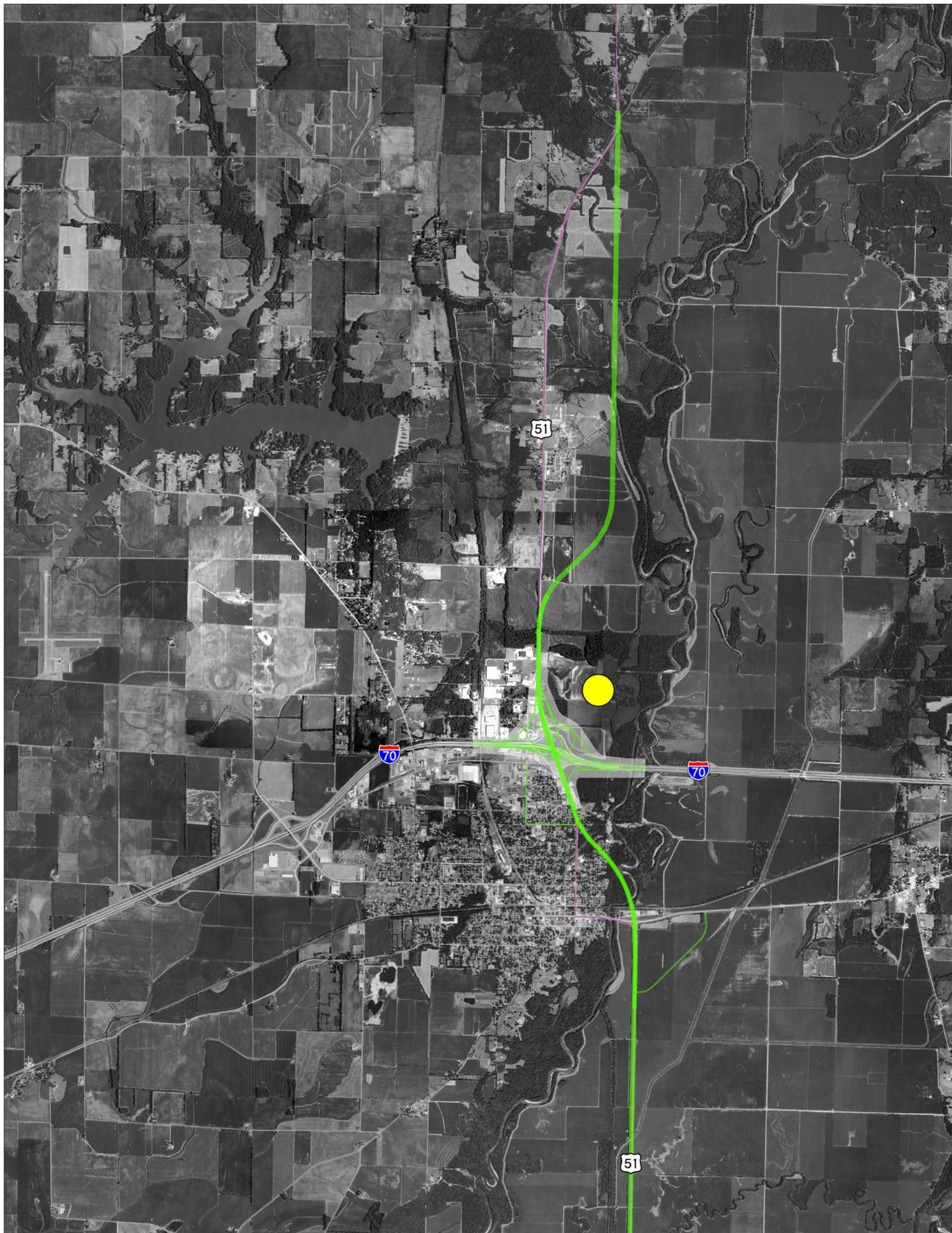




**US 51 Vandalia  
Dual Marked Green**







**US 51 Vandalia  
Eastern Bypass Green**







**US 51 Vandalia  
Eastern Bypass Pink**



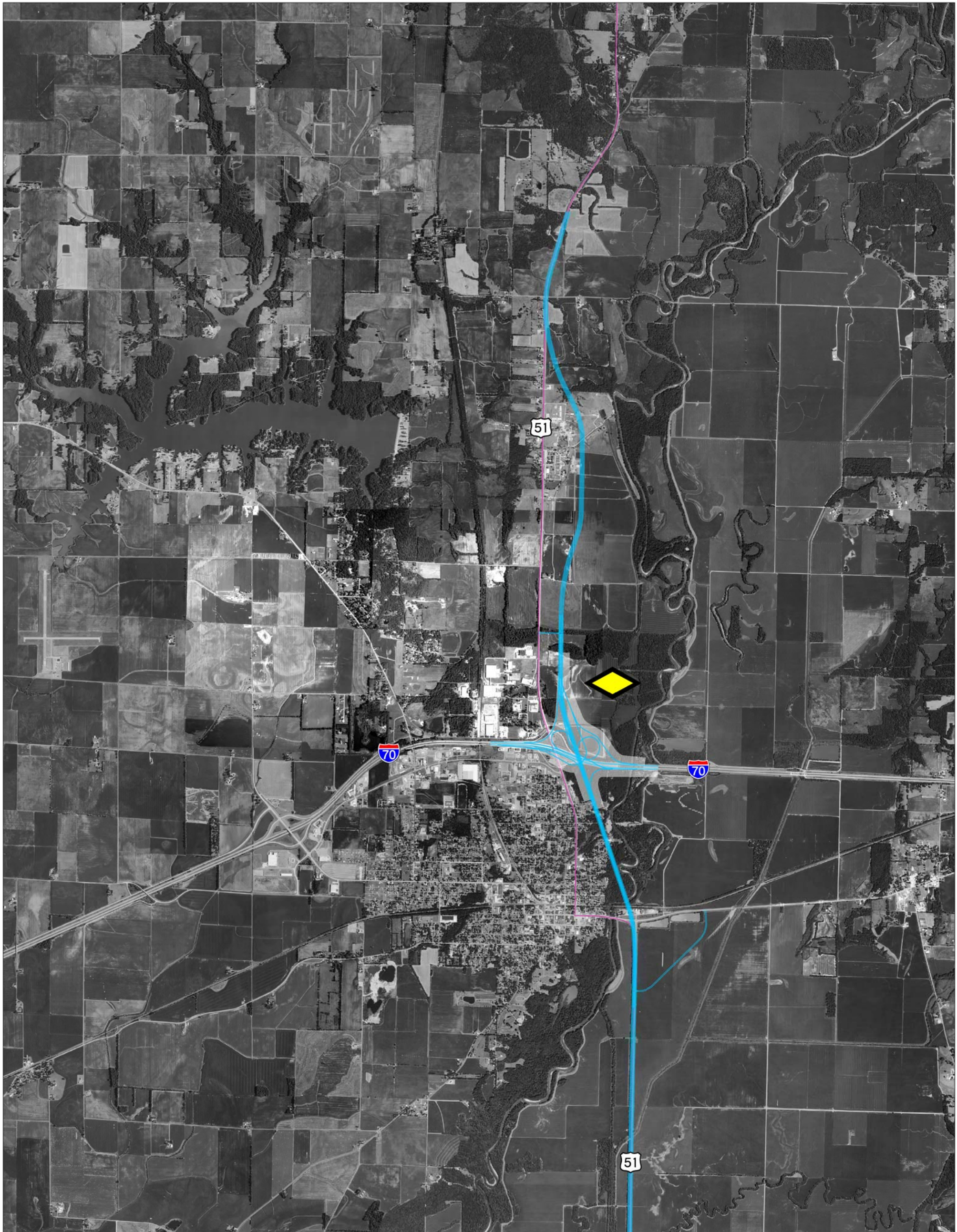




**US 51 Vandalia  
Eastern Bypass Purple**



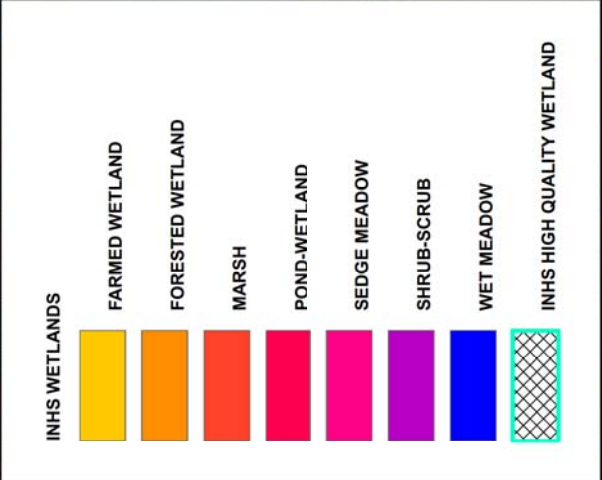
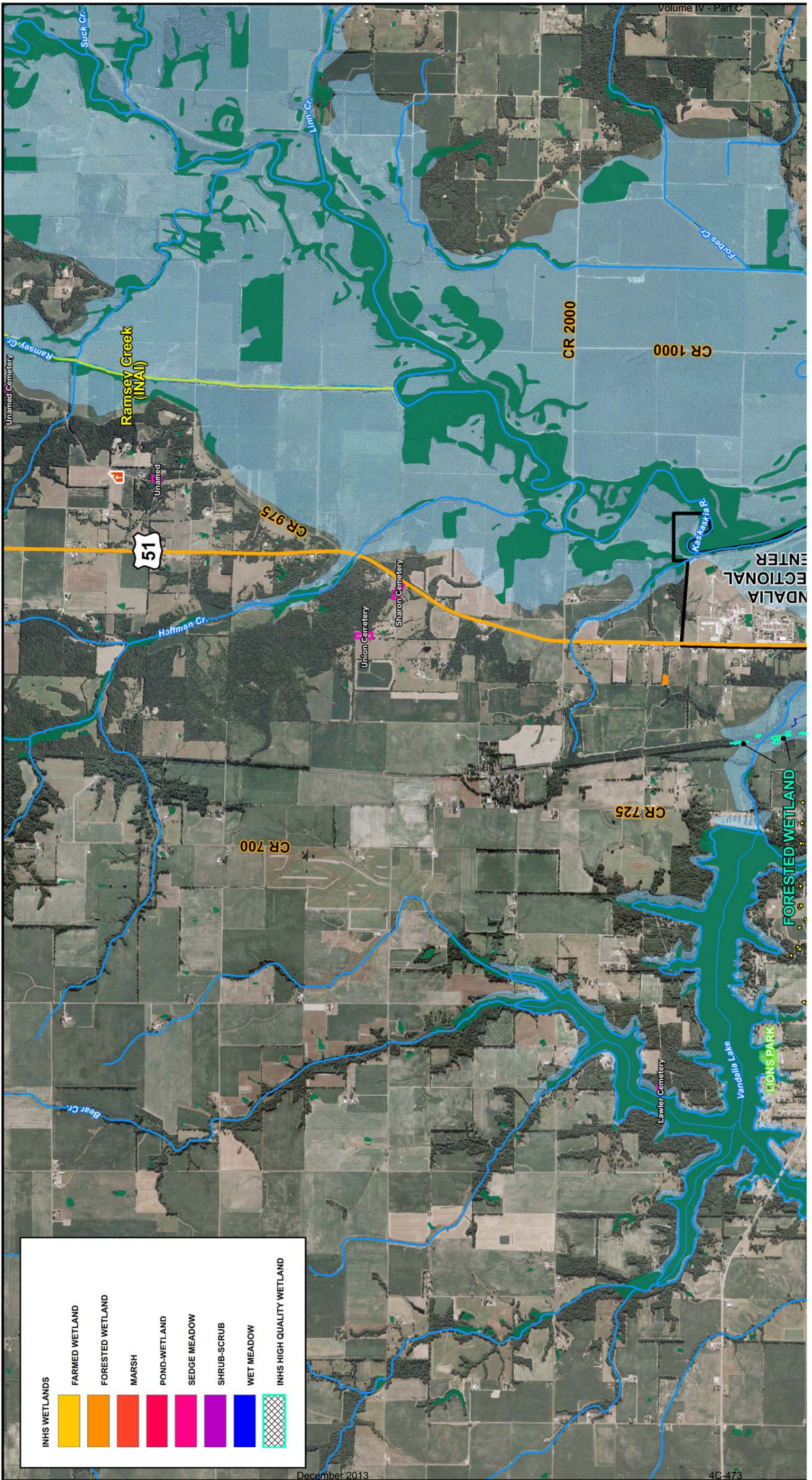




**US 51 Vandalia  
Eastern Bypass - Shift**









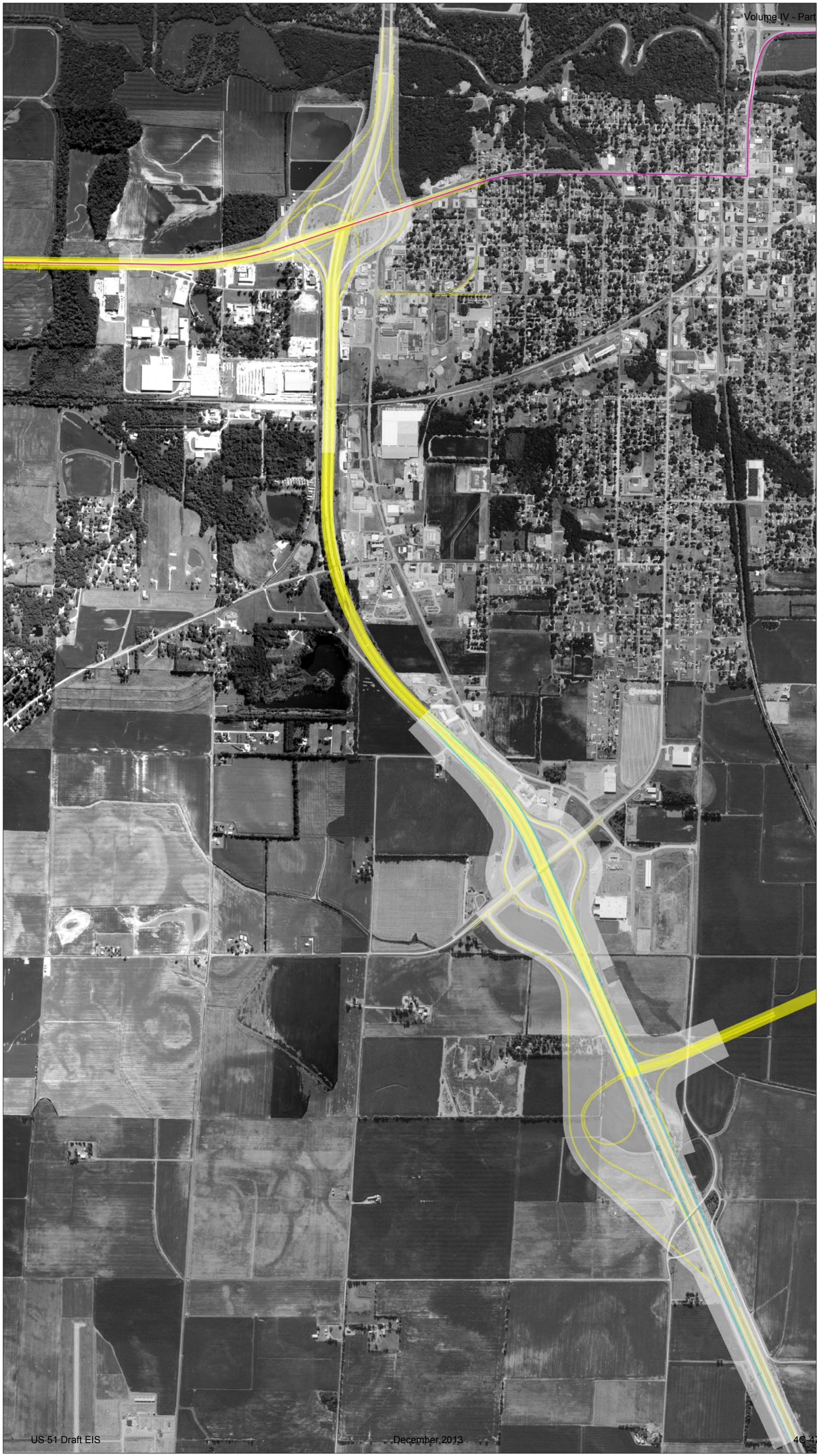


**Legend**

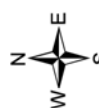
- Interchange (represented by a yellow pentagon symbol)
- Existing US51 (represented by a pink line)
- C-D Road (represented by a blue line)
- Right-of-Way (represented by a white square)



**US 51 Vandalia Interchanges 1 & 2 - Trumpet Collector Distributor and Flyover System for Dual Marking**







**Legend**

Interchange	Right-of-Way
C-D Road	

**US 51 Vandalia Interchange 1**

Used for:  
Dual Marked





### US 51 Vandalia Interchange 2



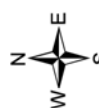
Used for:  
Dual Marked

**Legend**

Interchange		Right-of-Way	
Existing US51			







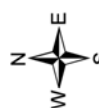
**Legend**  
 Interchange  
 C-D Road  
 Right-of-Way

**Used for:**  
 Western Bypass Yellow, Parallel Red, Parallel Yellow



**US 51 Vandalia Interchange 3**





**Legend**  
Right-of-Way  
Interchange  
C-D Road

**US 51 Vandalia Interchange 4**  
Used for:  
Parallel Orange, Parallel Green, Parallel S, Parallel U





**US 51 Vandalia Interchange 5**



*Used for:  
Through Town and  
Eastern Bypass*

**Legend**

- Interchange — Right-of-Way
- Existing US51 —







**US 51 Vandalia  
Interchange 6**



*Used for:  
Eastern Bypass Shift*

**Legend**

- Interchange — Right-of-Way
- Existing US51 —





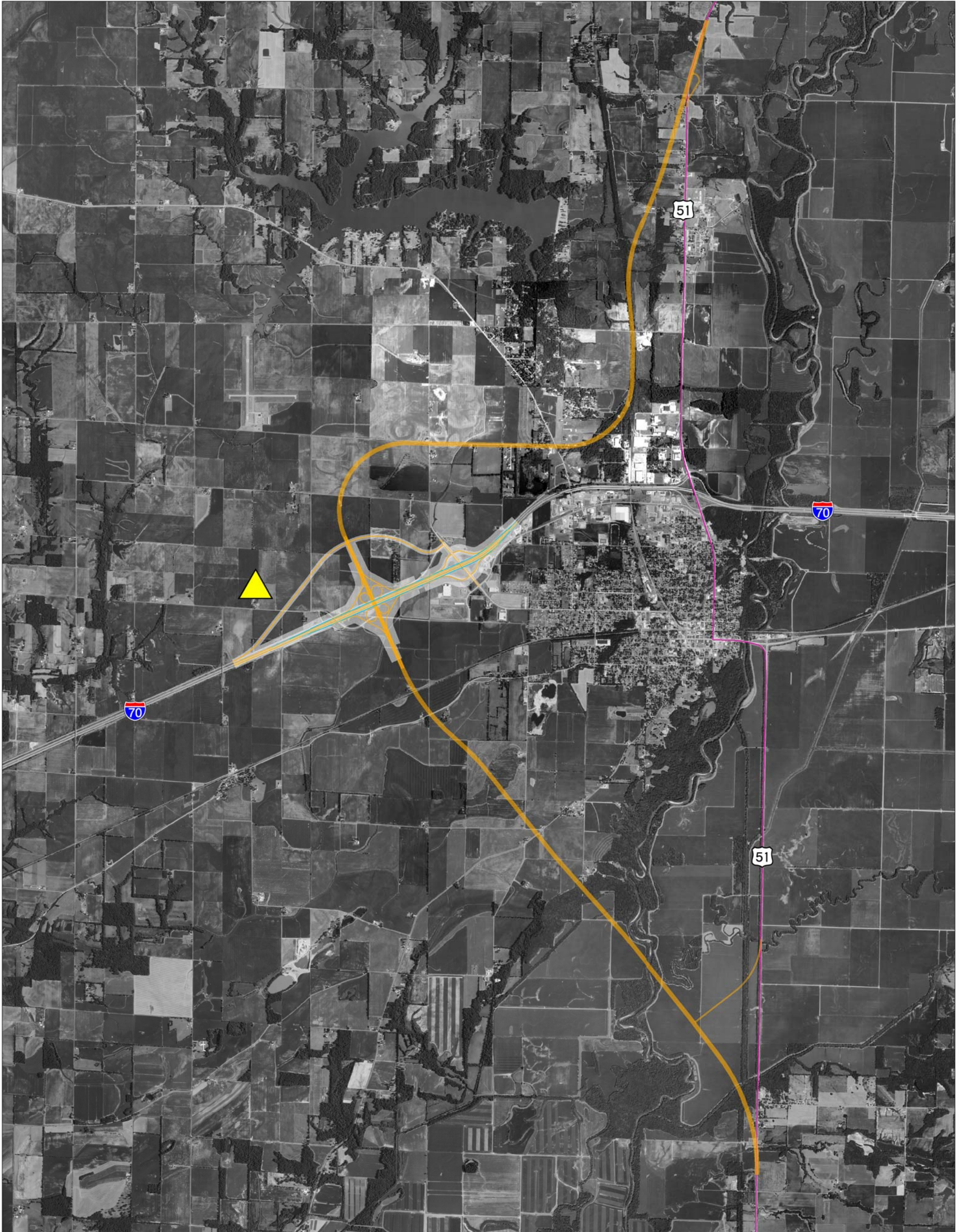


**US 51 Vandalia  
Parallel Green**

Legend			
Alignment		C-D Road	
Existing US51		Right-of-Way	





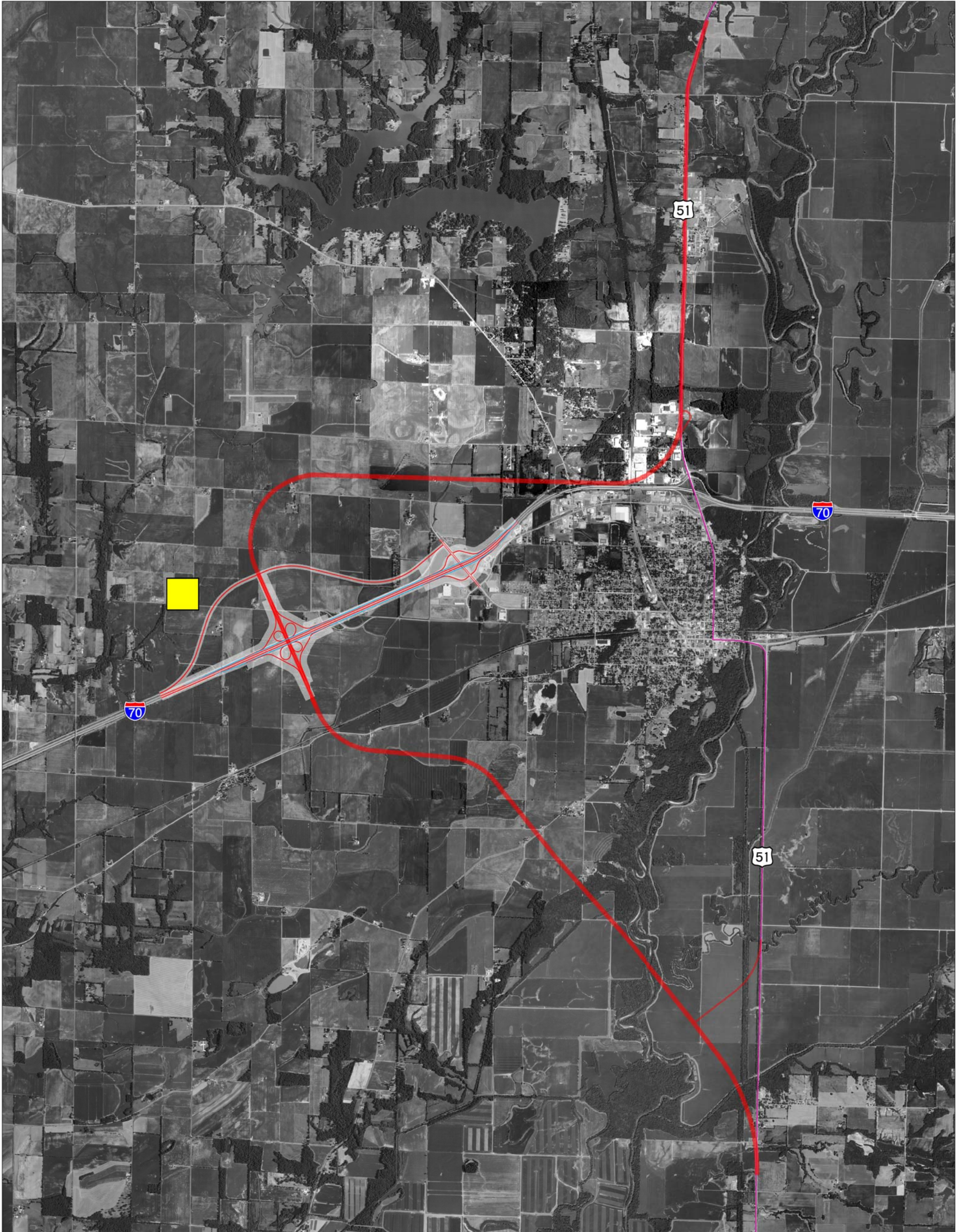


**US 51 Vandalia  
Parallel Orange**

Legend			
Alignment		C-D Road	
Existing US51		Right-of-Way	





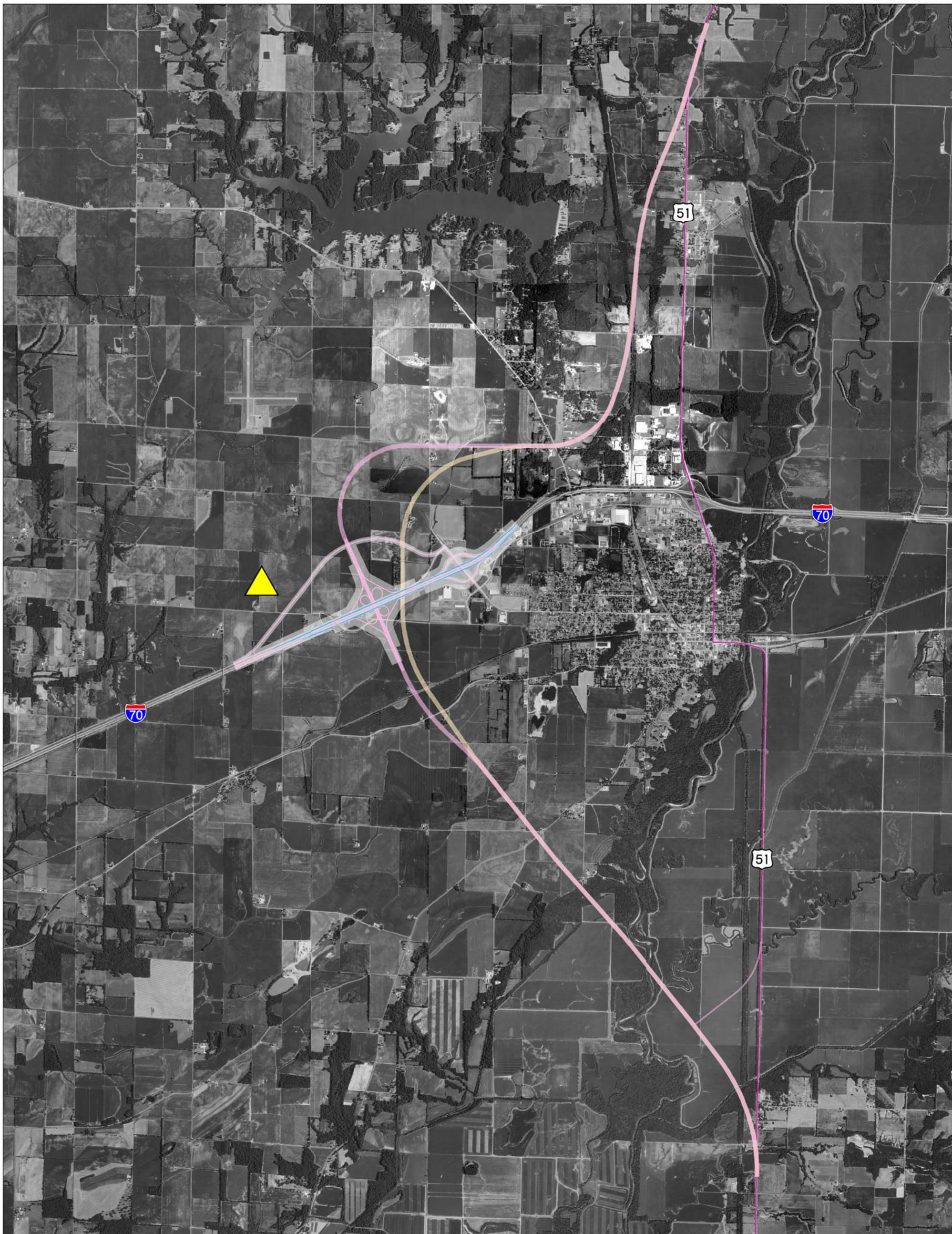


**US 51 Vandalia  
Parallel Red**

Legend			
Alignment		C-D Road	
Existing US51		Right-of-Way	





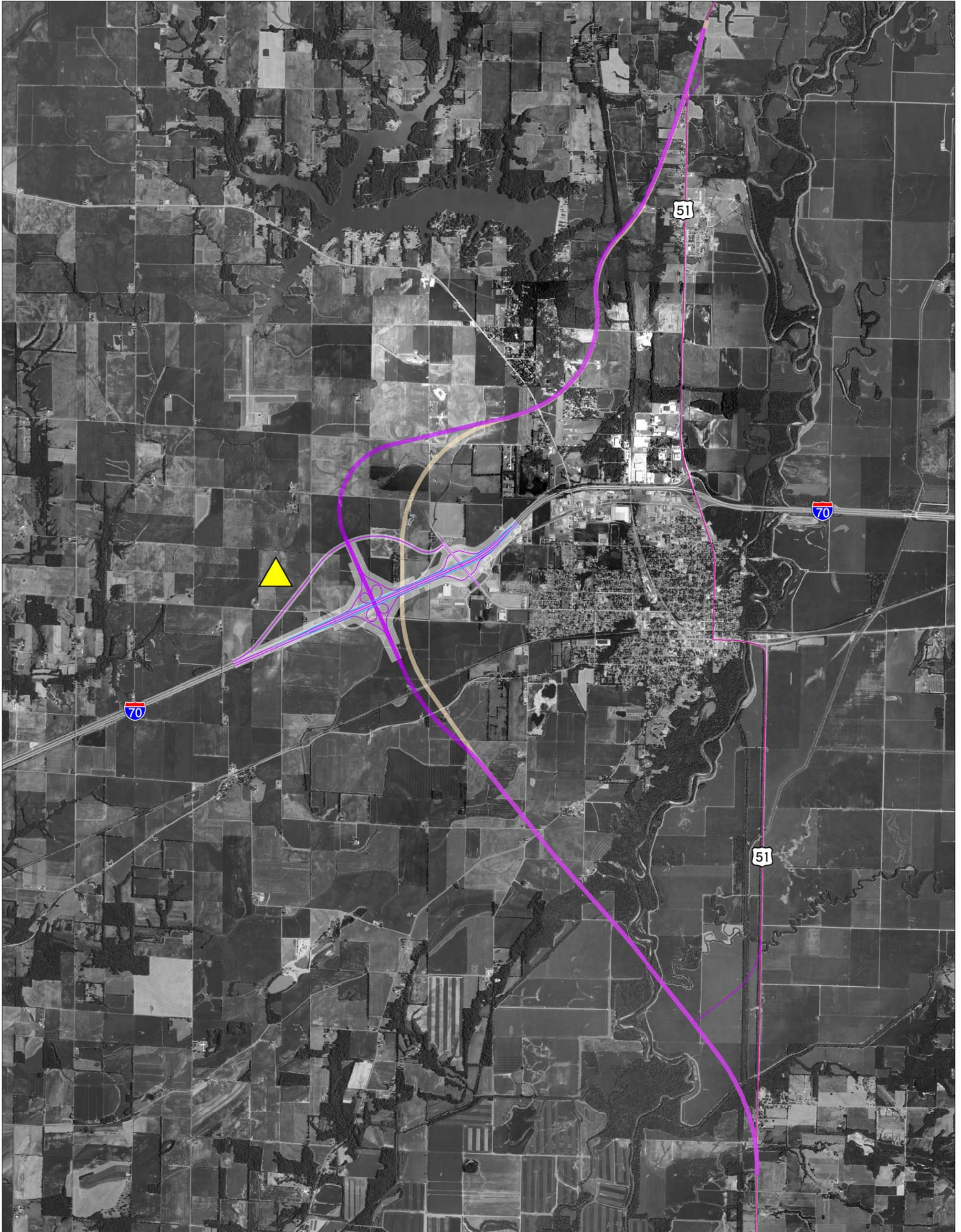


**US 51 Vandalia  
Parallel S**

Legend	
Alignment (NEW)	— C-D Road
Alignment (OLD)	— Right-of-Way
Existing US51	—



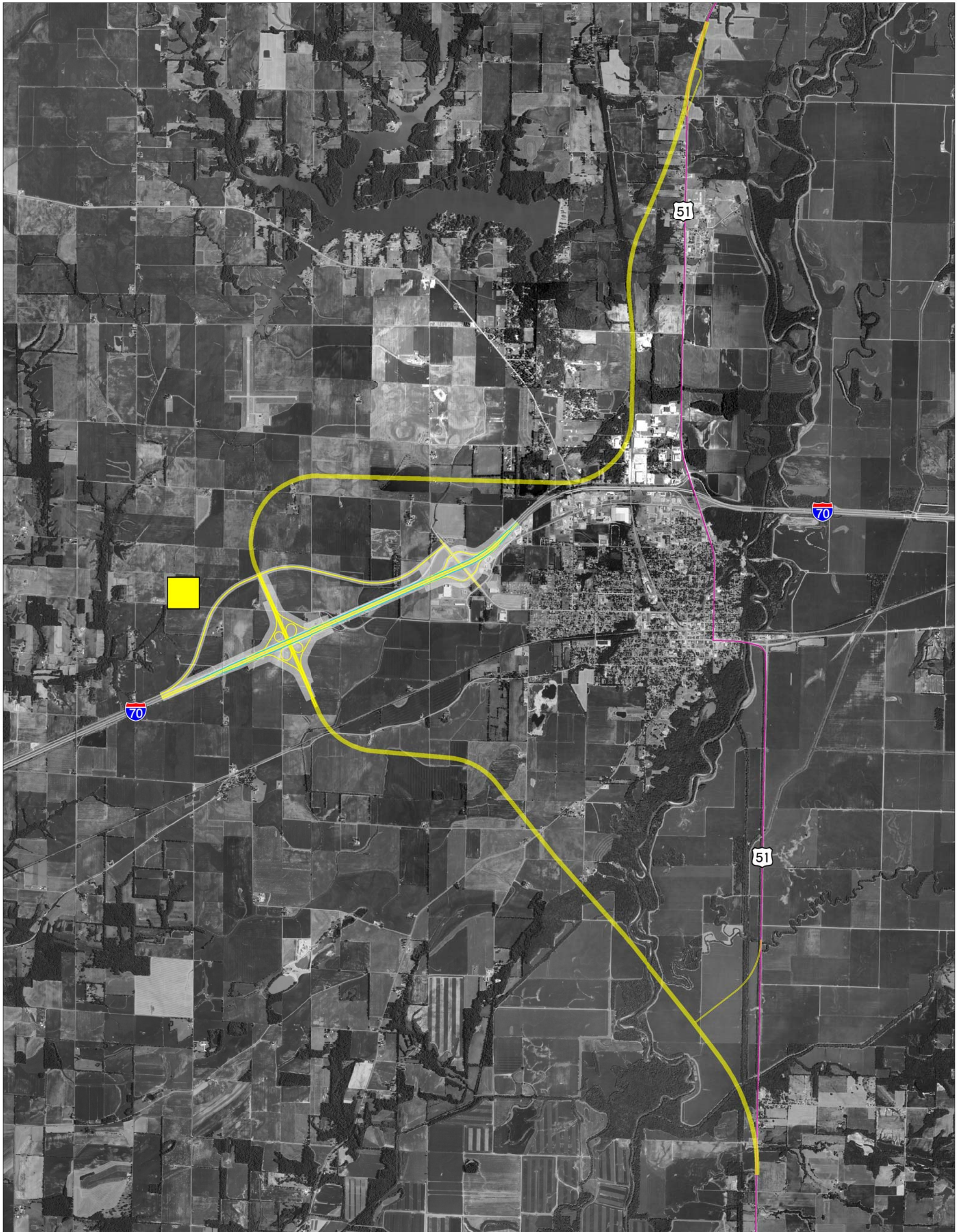




**US 51 Vandalia  
Parallel U**





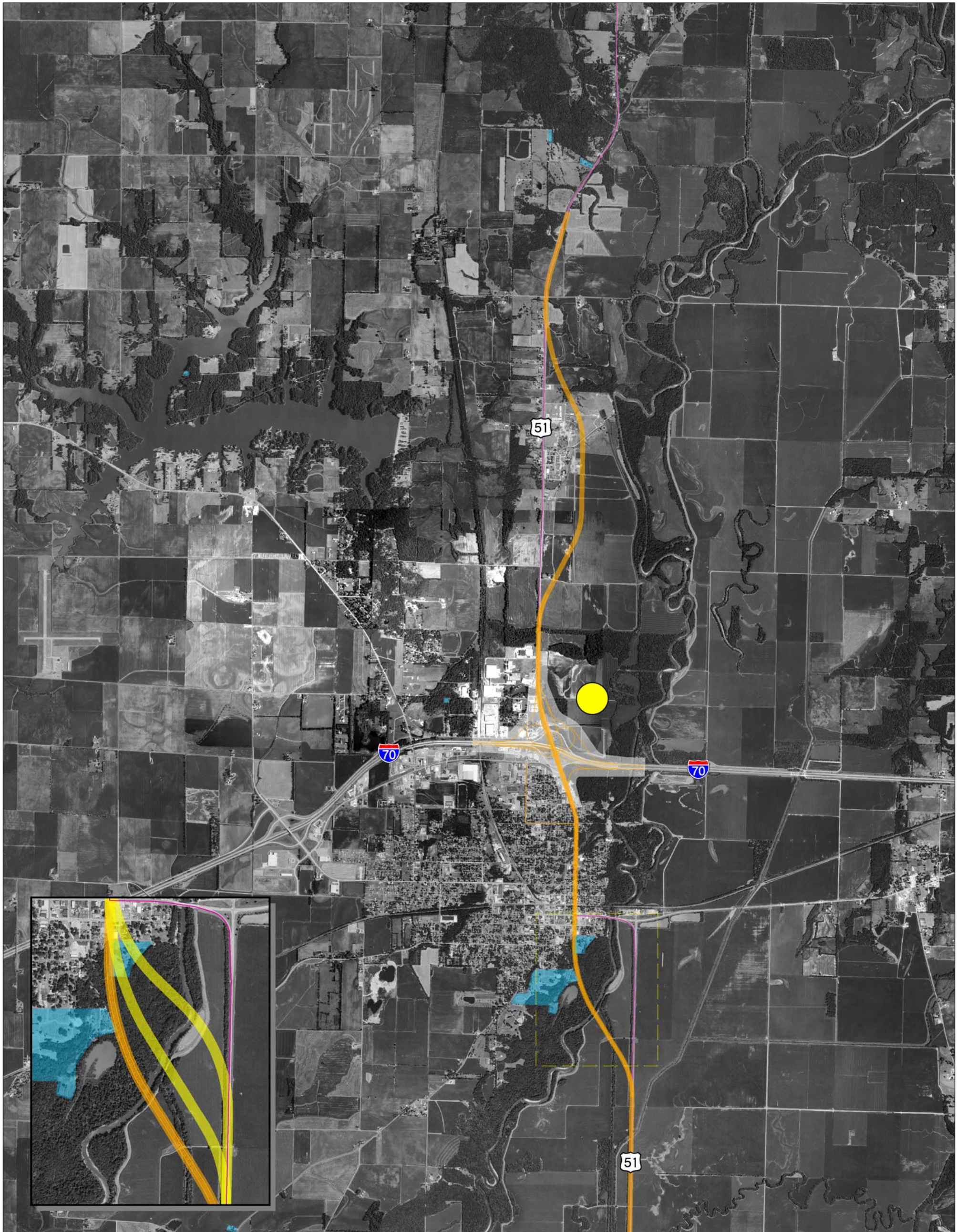


**US 51 Vandalia  
Parallel Yellow**

Legend			
Alignment		C-D Road	
Existing US51		Right-of-Way	



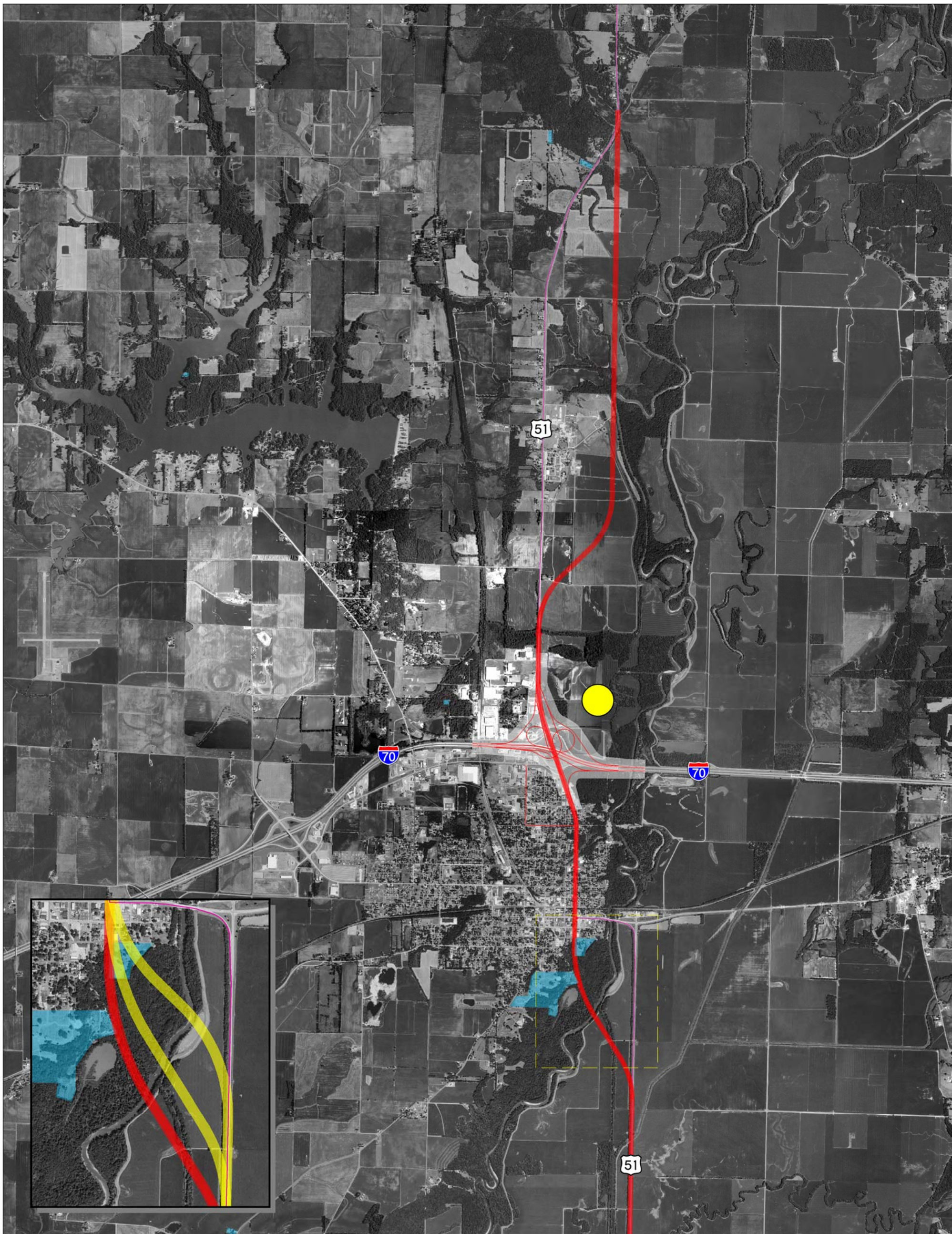




### US 51 Vandalia Through Town Orange



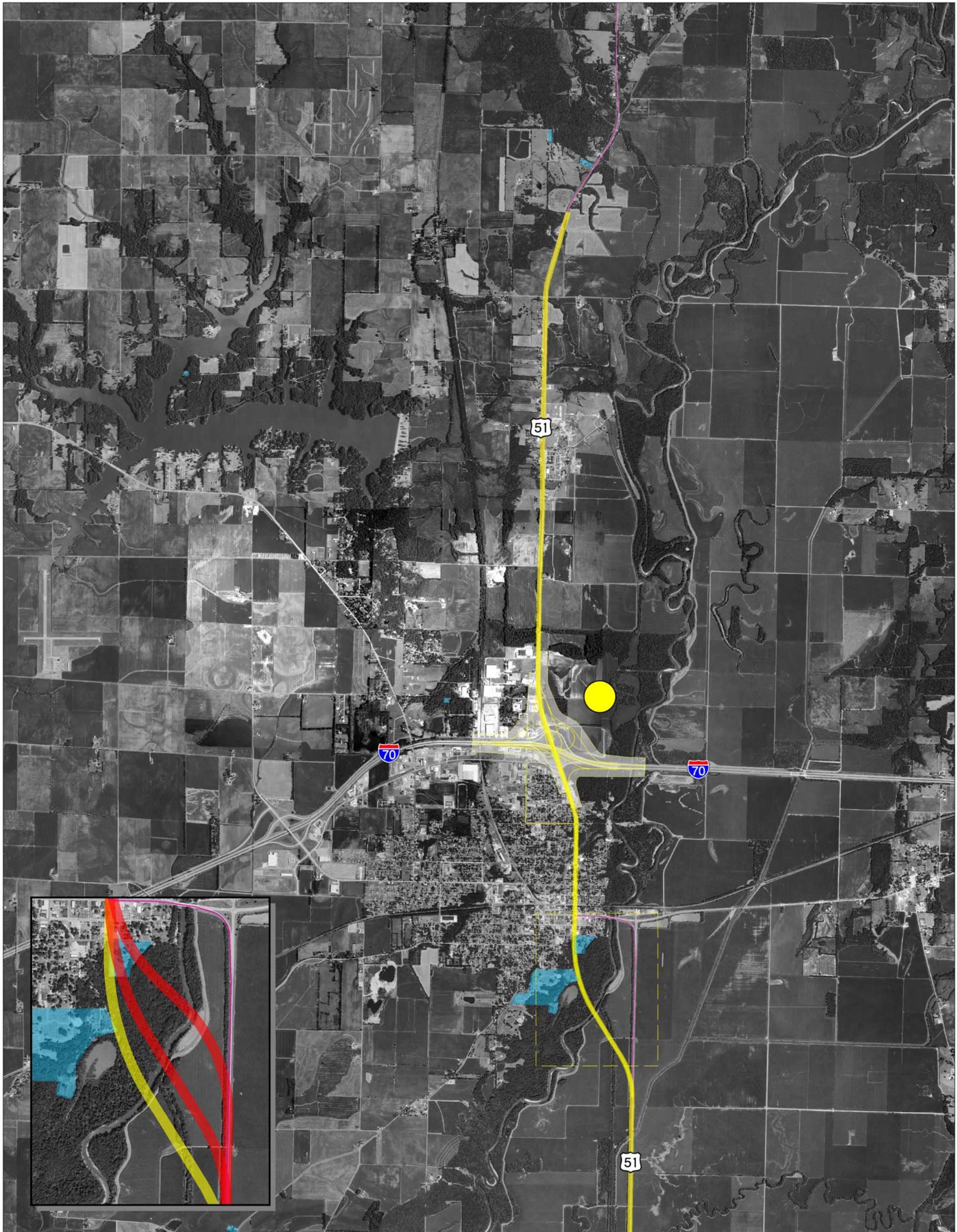




### US 51 Vandalia Through Town Red



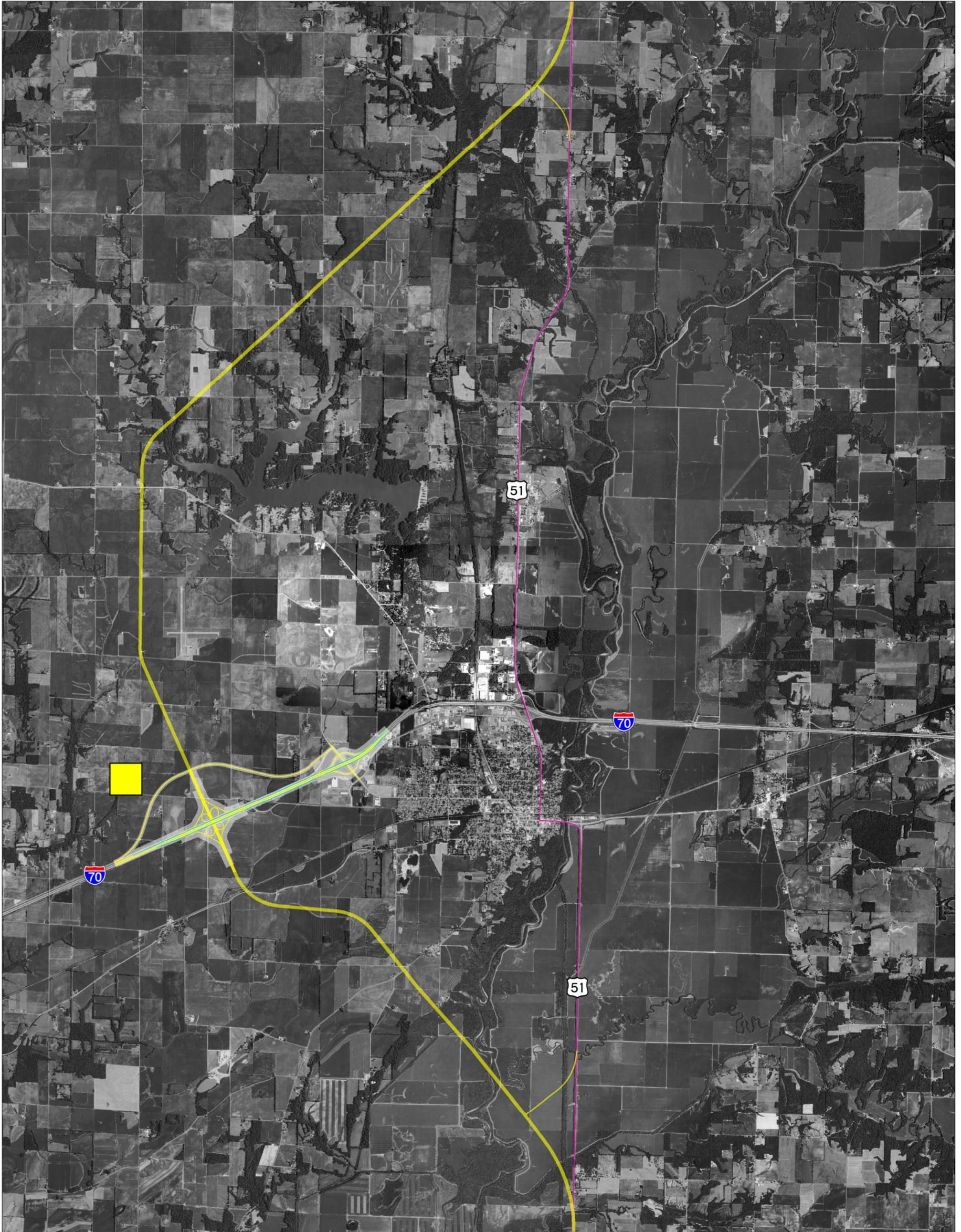




### US 51 Vandalia Through Town Yellow







**US 51 Vandalia  
Western Bypass Yellow**

Legend			
Alignment		C-D Road	
Existing US51		Right-of-Way	





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

Subject: <b>Vandalia CAG</b>	
Client: <b>IDOT D7</b>	
Project: <b>US 51 EIS: Pana to Irvington</b>	Project No:
Meeting Date: <b>October 27, 2010</b>	Meeting Location: <b>Vandalia City Hall</b>
Notes by: <b>Linda Huff / Jennifer Mitchell</b>	

**Project Study Group Attendees:** IDOT: Sherry Phillips, Matt Hirtzel, Gary Welton, Steve Corley, Rob Macklin. Consultant Team: Jerry Payonk (CDI), Stacie Dovalovsky (CDI), Linda Huff (H&H), Jennifer Mitchell (HDR)

**Topics Discussed:** Remaining alignments in Vandalia and their associated geometric footprints

**Action/Notes:**

The meeting convened at 6:10 by Jerry Payonk.

The meeting began with self-introductions. Jerry Payonk and Stacie Dovalovsky discussed guidelines for participation in the meeting. Non-CAG members were reminded that they were observers. Pen and paper were provided so members could take notes during the meeting regarding technical points of the various alternatives. Jerry also noted that in providing comment to the group, members should refrain from generalizing the comment by stating "we". The entire group may not concur and may also feel intimidated and not state their interest groups' point of view.

Jerry continued by stating the general purpose of the meeting was to discuss the refinements made to the remaining alternatives that were carried forward for further study after the October 27, 2010 CAG meeting and to potentially narrow the number of alternatives to be carried forward to environmental screening. At the October 27 meeting, the brainstormed alignments from the September 22, 2010 CAG meeting were presented in four groups of similar ideas: Dual Marked, Western Bypasses, Eastern Bypass/Through Town, and Parallel. At the conclusion of the meeting, only one alternative remained from the Dual Marked group (proposing dual marking of Interstate 70/US 51) and one alternative remained from the Western Bypass group. Two remaining groups, Parallel and Through Town/Eastern Bypass, contained multiple options.

Since the October meeting, the project team refined the geometry of interchanges and alignments to provide a clearer picture of the impacts associated with these alternatives and were seeking CAG input on alternatives to carry forward for environmental screening. For comparison purposes, four options identified to move forward for environmental screening were: Dual Marked Green, Western Bypass Yellow, Parallel S, and Parallel U. The Dual Marked and Western Bypass options were selected as they were the single alternatives remaining from one of the four original groups. Parallel S and U were carried forward as they were the alternatives previously presented to the Federal Highway Administration and NEPA agencies for further study. There were 10 alternatives that remained for consideration from the Parallel and Through Town/Eastern Bypass groups and would be discussed as part of this meeting.

Jerry presented the meeting agenda which included describing the five interchange options, the remaining alignment options, and then obtaining the CAG's input regarding the options to be carried forward. The coloring and naming of interchanges and groups was changed from the last CAG meeting. For easier reference and identification, the



interchanges were assigned a shape nomenclature and the alternatives were assigned a color nomenclature (see attachment for exhibits presented at the meeting).

The first interchange (Interchange Pentagon) is in reference to the Exit 63 and Exit 61 interchanges that work together for the Dual Marked Green alignment. On the west side of the alignment, Exit 61 is a trumpet shaped interchange with a collector-distributor (C-D) system to the existing IL 40 interchange. It was also explained that on the interchange exhibits there are blue shaded areas adjacent to the roadways. The shaded area represents a two-dimensional analysis for identification of right of way needs. The blue shading represents the preliminary limits of right of way impacts for the respective interchange.

*Question: What does impact mean?*

*Response: If a business or house is directly under the shaded area, it will likely be removed. If a building is on the fringe of the shading, there is a potential for a displacement but it may be avoided with future refinements.*

*Question: Why does the blue now impact adjacent properties in the future (at the existing Exit 61), but not now?*

*Response: The need for the C-D system changes the design requirements for the roadway alignments. Additionally, the design and safety policies in which the present interchange was built may not be the same as those we need to follow now.*

Understanding that some people may not have been present at the previous CAG meeting, the C-D system was defined.

*Question: What are the other options to eliminating the C-D system other than moving the proposed interchange west?*

*Response: Close Exit 61.*

The general response by the CAG to the option of closing Exit 61 was not favorable.

*Question: Why can't you use the existing Exit 61 interchange for the US 51 interchange?*

*Response: The interchange would then be a system to system interchange and would result in a much larger footprint, having a significant impact on the adjacent businesses.*

The second interchange of Interchange Pentagon, Exit 63 was discussed next. It was pointed out that due to comments at the previous CAG meeting, the geometry was modified in an attempt to minimize impacts to the industrial park in the northwest quadrant. Specifically, the ramps were changed in the northwest quadrant to be closer to the US 51 roadway. The free-flow movements would be from US 51 to I-70 SB to WB, SB to EB and from I-70 to US 51 WB to NB and EB to NB. The I-70 to US 51 EB to SB, WB to SB, and US 51 to I-70 NB to EB, NB to WB would be intersections under traffic control (signalized or stop signs). The change is in part due to the south half of the interchange connecting with a local roadway system, Business US 51. The north half of the intersection would be a free-flow system to system connection with I-70. With the ramps crossing each other, there will likely be four levels to the interchange. It was noted by the project team that these interchange concepts have only been studied in two dimensions. The vertical impacts have not yet been evaluated.

While the ramps were moved to avoid direct impacts to the buildings, the access to the industrial park would be outside the termini of the ramps, which is significantly further north of the existing access.



*Question: A four-tier interchange, is that even financially reasonable?*

*Response: Not sure at this time. We have not been able to evaluate costs yet. Also, while this may be a large cost at this location, the entire corridor needs to be compared to other entire corridors. Not just spot locations, i.e. four lanes of new roadway could be more expensive than two lanes of new roadway with interchange.*

*Question: With this interchange, how many businesses are impacted?*

*Response: The DOT identifies an impact as a take or displacement of the business. The number of businesses is not yet determined.*

*Comment: Businesses down 40 are also impacted even though not directly by the interchange.*

*Comment: Relocating the truck access may be bad too because every mile driven by a truck is equivalent to money spent. This could affect local trucking business.*

*Question: Where would 40 come in?*

*Response: It is located south of the ramps.*

*Question: Why can't 40 be at its current location and go under the proposed ramps?*

*Response: That is not a typical application within the footprint of an interchange, but it will be investigated further.*

The third interchange (Interchange Square) would be proposed for the Western Bypass Yellow option or some of the parallel options. Interchange Square is a cloverleaf interchange with a CD system to the existing IL 40 interchange. IL 40 along the north side of I-70 would need to be realigned. Access to/from US 51 and adjacent properties would need to be located a minimum of ½ mile from the ramp termini. This interchange has been modified to provide a 90 degree crossing of I-70 and brings the interchange closer to IL 40.

*Question: Why is the CD needed?*

*Response: With a spacing of less than 3 miles between interchanges, a CD system is needed to reduce crash potential associated with interstate weaving maneuvers off of and on to interchange ramps.*

The fourth interchange configuration (Interchange Triangle) would be used for the parallel route alternatives. The interchange is a cloverleaf.

*Question: Where does the CD start for the Wal-Mart?*

*Response: The CD will start west of the US 51 interchange.*

*Question: If the US 51 interchange is three miles out, we don't need a CD?*

*Response: Correct.*

*Question: Is the three mile out still an option?*



*Response: Yes, but while it is viable, the CAG opted to eliminate the three mile interchange at a previous meeting. We will not be going back to that option.*

The fifth interchange (Interchange Circle) would be used for the through town or eastern bypass options. It is a system to system interchange with free-flow movements in all directions. The interchange is the same as was shown at previous CAG meetings.

*Question: With the re-routing of IL 40 via 8<sup>th</sup> Street and Taylor Street, will these be improved?*

*Response: Yes, the route would become the state route and would need to be improved to accommodate the traffic demand.*

*Comment: There will be impacts along the re-routed IL 40 too.*

*Comment: More traffic will travel past the school.*

Having updated everyone on the interchanges, the alignments were subsequently reviewed. The corridors carried forward are the Dual Marked Green and Western Bypass Yellow options. It was shown that Dual Marked Green uses interchange pentagon and Western Bypass Yellow uses interchange square.

*Question: How close can a road be to the airport?*

*Response: We are verifying that. Proposed US 51 for the western bypass alternative is aligned on the existing roadway west of the airport.*

Parallel alternative groups were reviewed first. Two of the parallel alignments would use Interchange Square and the other two would use Interchange Triangle. The alignment south of I-70 is the same for all alignments. The difference between alignments is in the north half. The alignments either pass along the edge of the industrial park or are located between the industrial park and the residential neighborhoods. Alignments S and U fit in the parallel group and utilize the Triangle Interchange. S and U are being carried forward from prior study, but with modifications to meet the design criteria studied in more detail as a result of this refined analysis. The alignment changes to meet horizontal curve requirements and intersecting the interstate at a 90 degree were shown. It was also pointed out that S has alignment pieces similar to the other parallel alignments suggested by the CAG.

*Comment: Don't see drivers from the north wanting to drive straight west.*

*Response: These are options presented by the CAG and we need options for comparison.*

Each color alternative and corresponding interchange in the parallel group was reviewed.

*Question: If the I-40 ramps were eliminated, could the 51 interchange be moved eastward?*

*Response: Yes, but the business access would be restricted to ½ mile beyond the ramp termini.*

*Question: Is this being built under different criteria than US 51 south of Bloomington?*

*Response: Yes, the standard is 1 mile.*



After discussion of the alternatives, the next step was a group exercise to identify the parallel alternative(s) to move forward. The group was provided two colored stickers to place on the alternative(s) that they felt best met the needs of the community and their interest groups.

Results of this exercise are as follows:

Option	# of Stickers
Parallel Yellow	23
Parallel Red	7
Parallel Orange	1
Parallel Green	0

Following the exercise, the CAG was queried to determine if it was acceptable to move forward with just the Parallel Yellow option and not include the Parallel Red option. No one spoke in favor of moving the Parallel Red option forward.

The Through Town and Eastern Bypass options were then reviewed. All options utilize the Interchange Circle. The south end of the Through Town alignments travels adjacent to two cemeteries. It is understood that the CAG's intent is to avoid the cemeteries. The CAG concurred with this assumption. Therefore, the south end of the Through Town alignments was modified to minimize impacts to the cemeteries.

For the Through Town options, US 51 south of I-70 would be a four-lane roadway with controlled or limited access. Preliminary proposed access locations were shown.

Three alignment options existed for the north end of the alignments. The three options presented were the existing US 51 alignment, routing US 51 just east of the State Farm, and routing US 51 east of the State Farm following the extension of US 51 from the curve near Co Rd 975 E south of Ramsey. Both the Eastern Bypass alignments and the Through Town alignments have these same three north end options.

The south end is the same alignment for each eastern bypass in that proposed US 51 would move east of town and align with the south leg of existing US 51 at the 51/40 tee intersection. Proposed US 51 would go over the railroad and touch down south of the existing 51/40 intersection. IL 40 would need to have a new connection to US 51.

A group exercise was held to identify the through town and eastern bypass alternative(s) to move forward. Each person was again given two stickers to again place on the exhibits that they felt best met the needs of the community and their interest group.

Results of this exercise are as follows:

Option	# of Stickers
Eastern Bypass Green	21
Through Town Red	4
Eastern Bypass Purple	2
Through Town Orange	0
Eastern Bypass Pink	0
Through Town Yellow	0

Following the exercise, the CAG was queried to determine if it was acceptable to move forward with just the Eastern Bypass Green option and not include the Through Town Red or Eastern Bypass Purple options. The CAG concurred that the project team could move forward with only the Eastern Bypass Green option.



*Question:*        *You may still have to tweak these?*

*Response:*       *Yes.*

A general discussion followed regarding business impacts. It was asked how economic impact was evaluated and if it included revenue? Linda Huff indicated that it will take into consideration the revenue, employees, etc; however, this detail is contained in the DEIS. The next round of analysis will tally the number of businesses taken, and employment information as available will be considered.

The next meeting will have all the environmental impacts tallied for each alignment. The CAG will then help evaluate and determine which alternatives to further eliminate and recommend those to carry forward for further study.

The next meeting will be on Tuesday November 9, 2010.

The CAG asked for hard copies of the alignments and the environmental impact summaries at the next meeting. It was concurred by the project team to provide hard copies to the CAG.

Discussion followed regarding the public meeting. It was determined that the meeting following November 9<sup>th</sup> would be a public information meeting. The meeting will be on Tuesday, November 23, 2010. The format will be open house, likely from 3:00 PM to 7:00 PM, to allow for question and answer by the public.



VCAG Meeting #5  
November 9, 2010



November 2, 2010

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

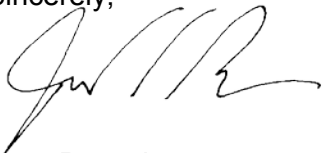
As mentioned at our CAG meeting on October 28<sup>th</sup>, the next meeting for the Vandalia CAG will be on Tuesday, November 9, 2010 at the Mother of Dolors Parish located at 705 West St. Clair Street, in Vandalia. The meeting is scheduled from 6:00 to 8:00 pm.

The meeting will include a discussion of environmental resource impacts, and an analysis of these impacts for the six remaining alternatives. As indicated at our last meeting, please find attached a copy of the meeting minutes from our September 22, 2010 meeting.

Please remember to bring your CAG folder.

You will be contacted to verify your attendance. Feel free to e-mail Barbara Moore at [Barbara.Moore@clark-dietz.com](mailto:Barbara.Moore@clark-dietz.com) or call her at 217-373-8948 and let her know if you can or cannot attend. Thank you for taking the time to participate in the study and we look forward to seeing you on Tuesday evening, November 9<sup>th</sup>.

Sincerely,

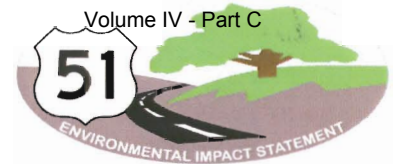
A handwritten signature in black ink, appearing to read "Jerry Payonk". The signature is fluid and cursive, with a long horizontal stroke at the end.

Jerry Payonk  
Project Manager

cc: file, Matt Hirtzel (IDOT)



# Attendance Roster – Vandalia CAG Members



## Community Advisory Group Meeting

November 9, 2010 6:00 PM to 8:00 PM at Mother of Dolores Parish - Vandalia

CAG Member	Representing	E-Mail Address	Present (Please initial)
Walt Barenfanger	Environmental	Kaskas123@aol.com	<i>W. Barenfanger</i>
Charles Barenfanger	Local Business	cbarenfa@illwestern.com	
Harold Baumann	Homeowners within Corp Limits	HGB821@att.net	
Dean Black	Municipal	Deb1941@gmail.com	
Janet Bright	Homeowners – North Side	rbright@swetland.net	<i>JB</i>
Ernie Chappel	Historic District	echappel@thefnb.com	<i>EC</i>
Andy Craig		craigexc@starband.net	
Ken Cripe	Agriculture / Farmers		
Don Dolly	Homeowners – North Side	BearingPlus@Gmail.com	<i>DD</i>
Randy Edwards		<a href="mailto:rudjana@sbcglobal.net">rudjana@sbcglobal.net</a>	
Larry Emerick	Historic District	<a href="mailto:larry3365@yahoo.com">larry3365@yahoo.com</a>	
Mike Gidcrimb	Carlyle Road Area – Woodyard		
JoAnn Sasse Givens	Economic Development	<a href="mailto:econdev@vandaliaillinois.com">econdev@vandaliaillinois.com</a>	
Mayor Gottman	Municipal & Emergency Services	mayor@vandaliaillinois.com	<i>Mayor Gottman</i>
Dennis Graumenz		<a href="mailto:dgraumenz@yahoo.com">dgraumenz@yahoo.com</a>	<i>DKG</i>
Dave Hall	Religious / Ministerial Alliance	<a href="mailto:dave6402@gmail.com">dave6402@gmail.com</a>	
Matt Hall	Vandalia School Board		



## Attendance Roster – Vandalia CAG Members



## Community Advisory Group Meeting

October 27, 2010 6:00 PM to 8:00 PM at Vandalia City Hall

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





**U.S. Route 51 Environmental Impact Statement**

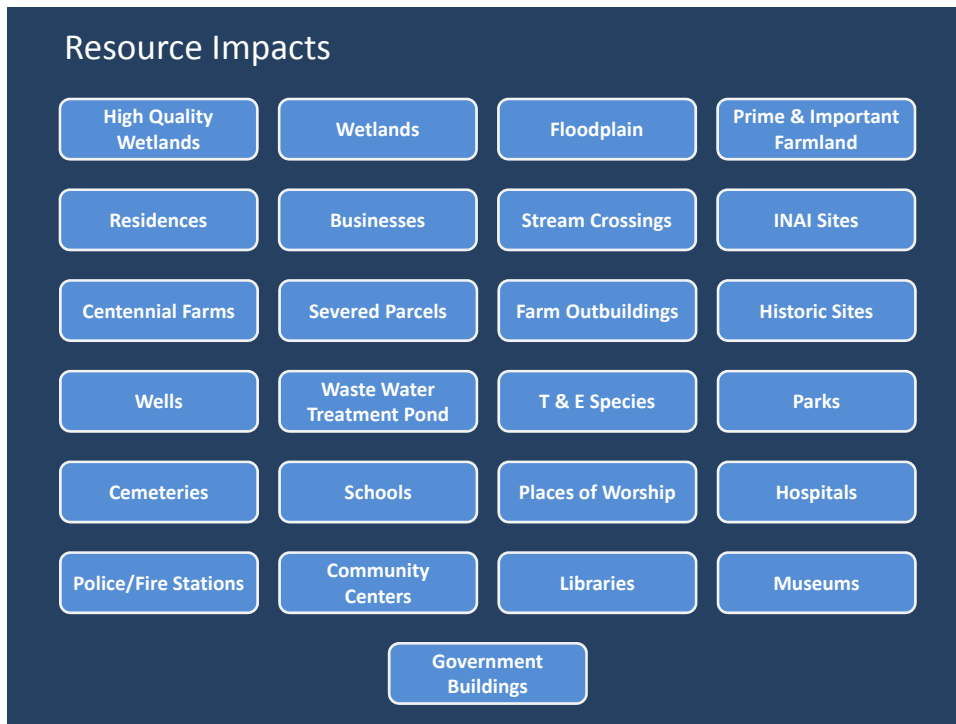


**November 9, 2010 Mother of Dolors Parish, Vandalia**

**Attendance Sign In Sheet for Non - Members of CAG**

JOE ELLISON

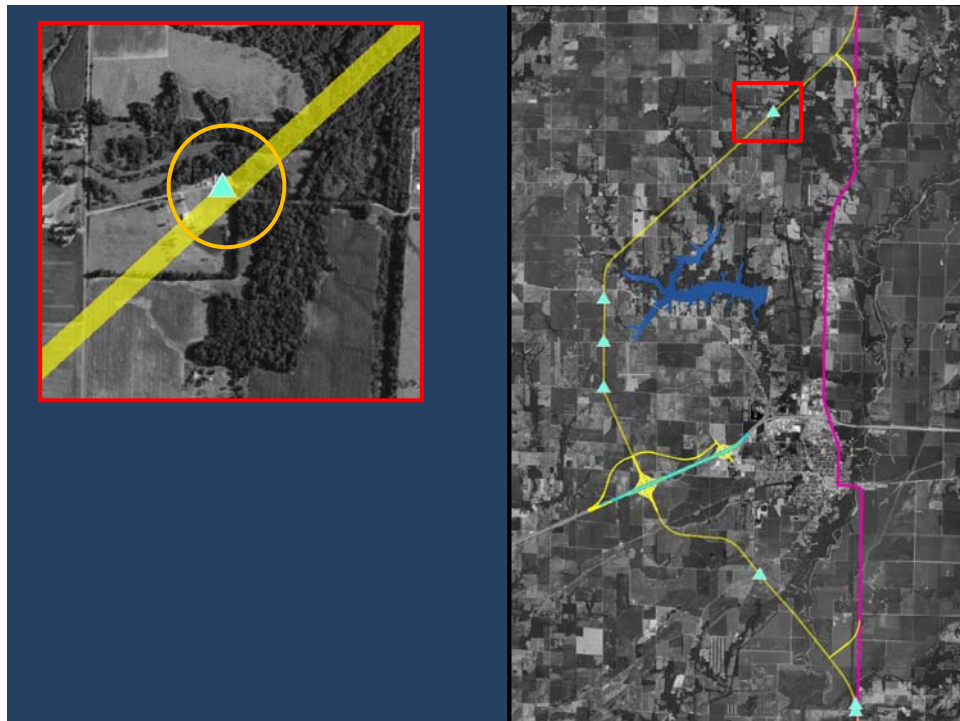
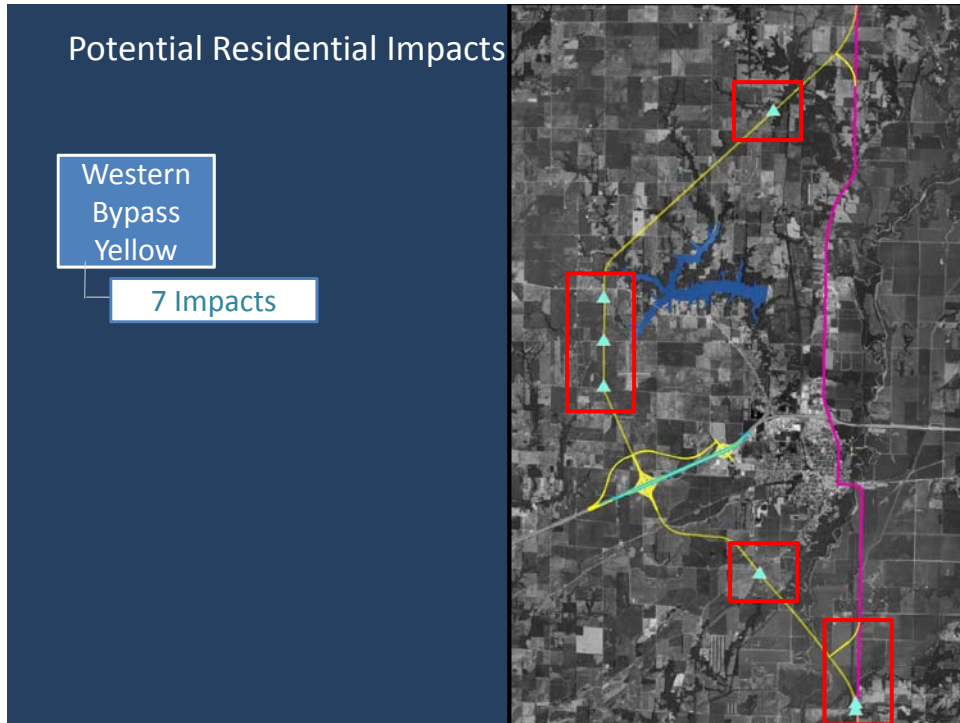




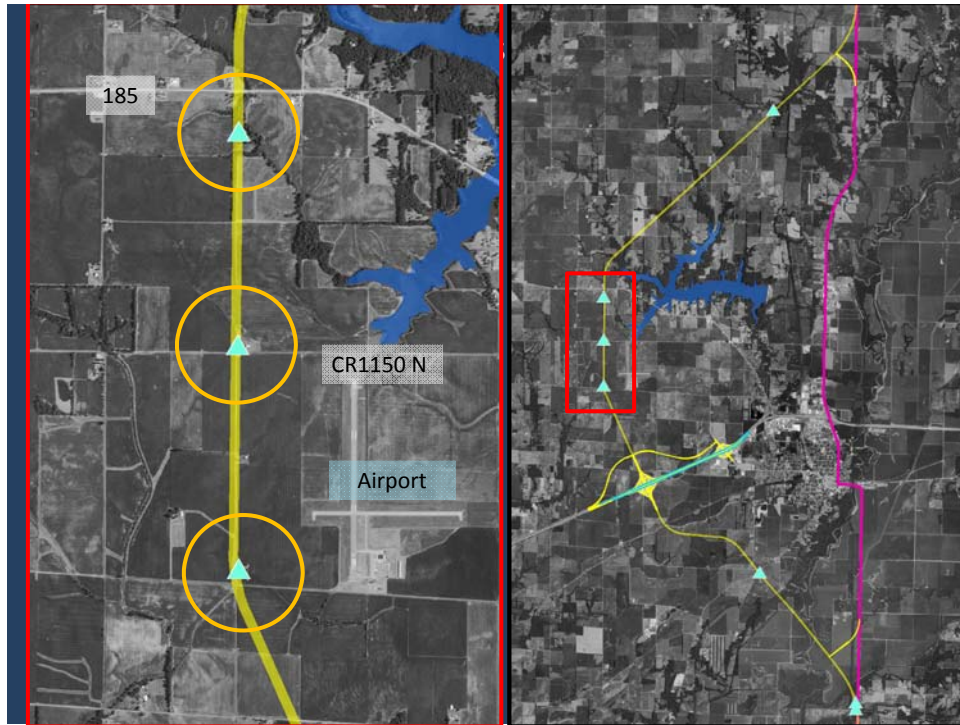
### Impacts - Differentiating Criteria

Resource	Western Bypass Yellow	Dual Marked Green	Parallel Yellow	S	U	Eastern Bypass Green
High Quality Wetlands (acres)	9.9	17.6	19.7	15.0	11.6	19.4
Wetlands (acres)	59.5	28.1	22.4	36.6	27.7	53.4
Floodplain (acres)	55	123	95	89	66	241
Prime & Important Farmland (acres)	524	403	530	455	450	262
Residences (#)	7	9	14	9	9	36
Businesses (#)						

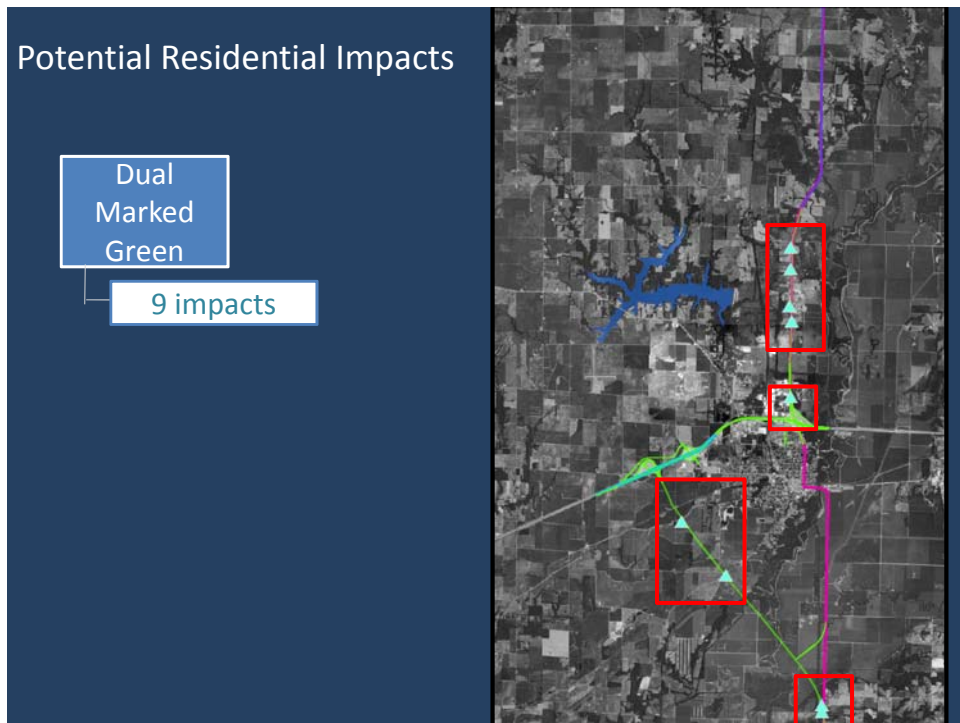
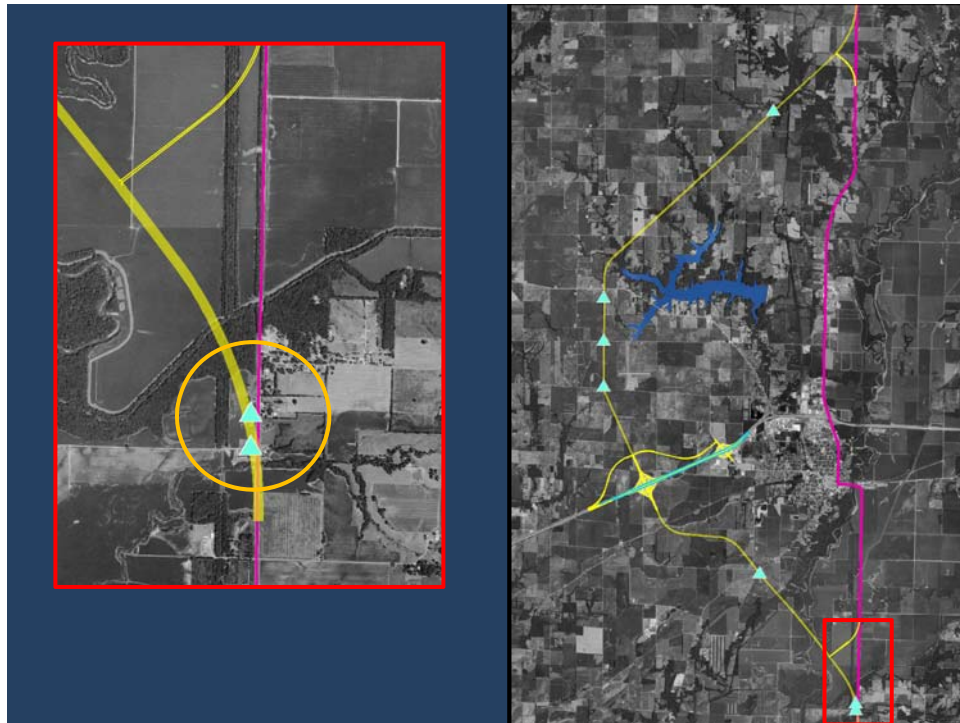








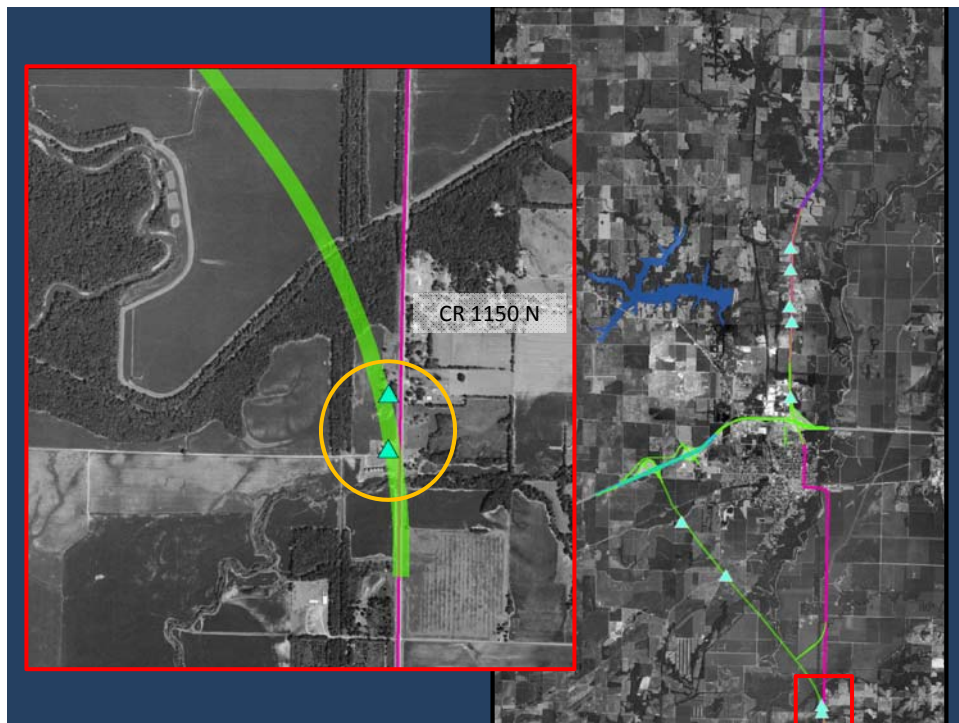




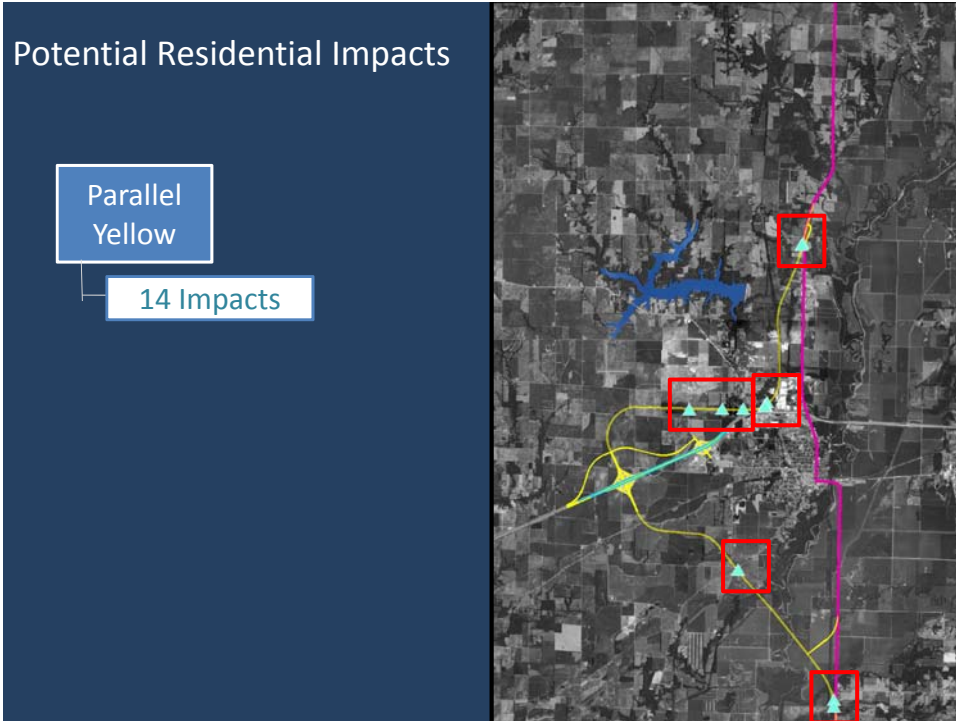




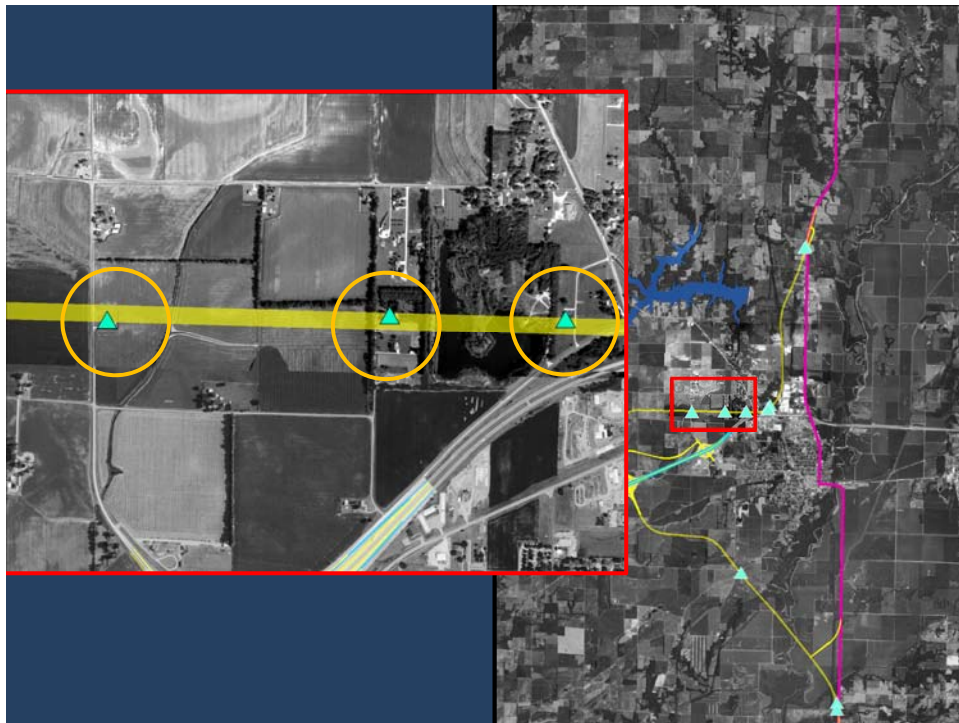




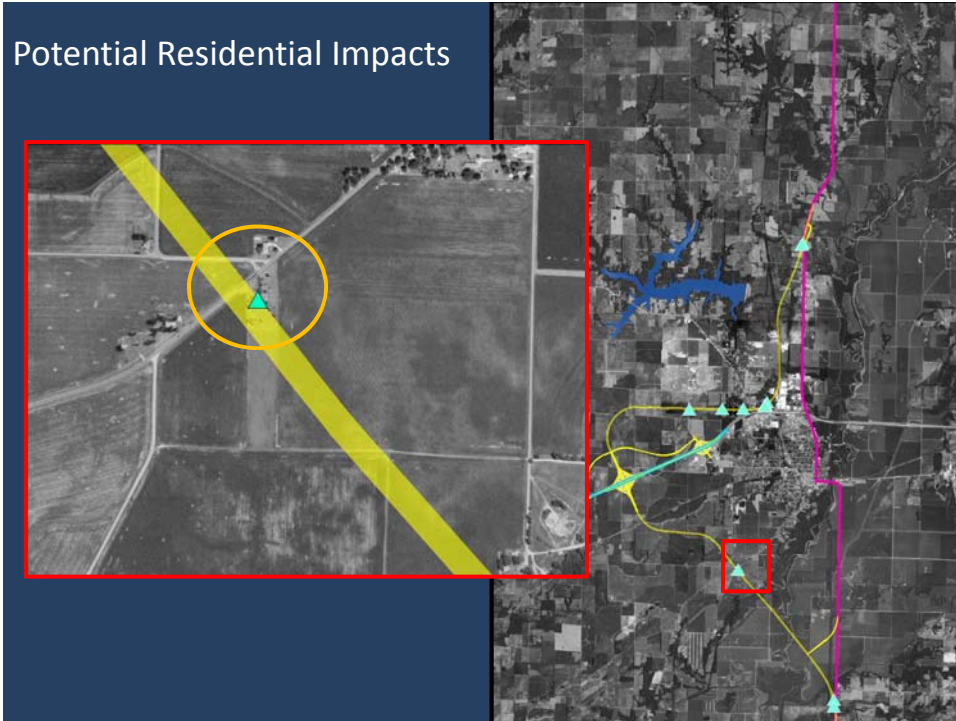




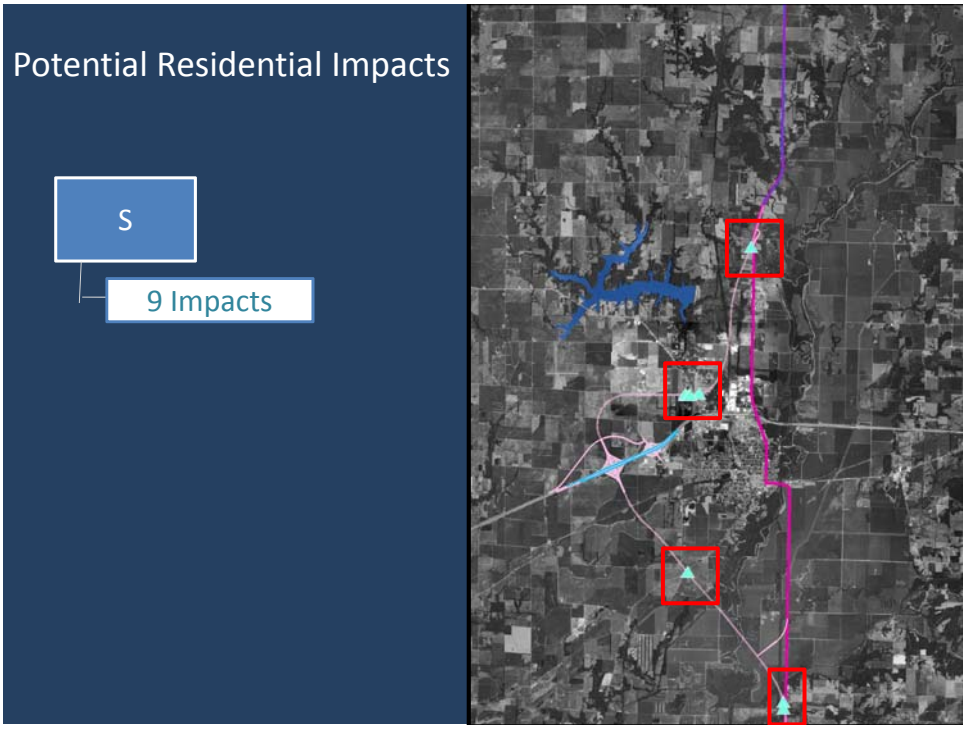




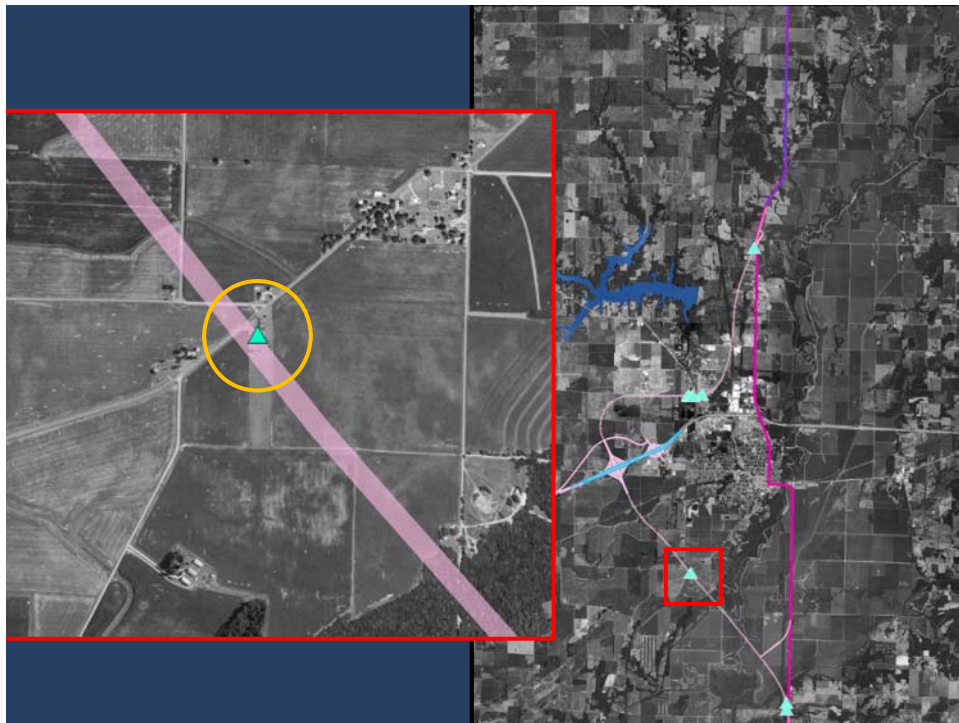




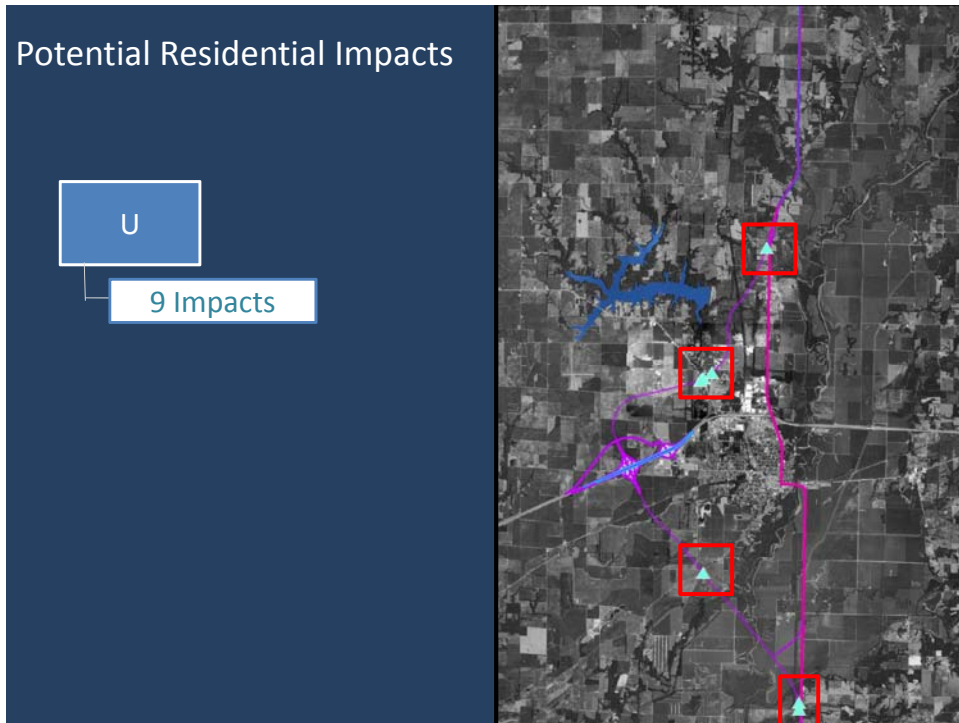




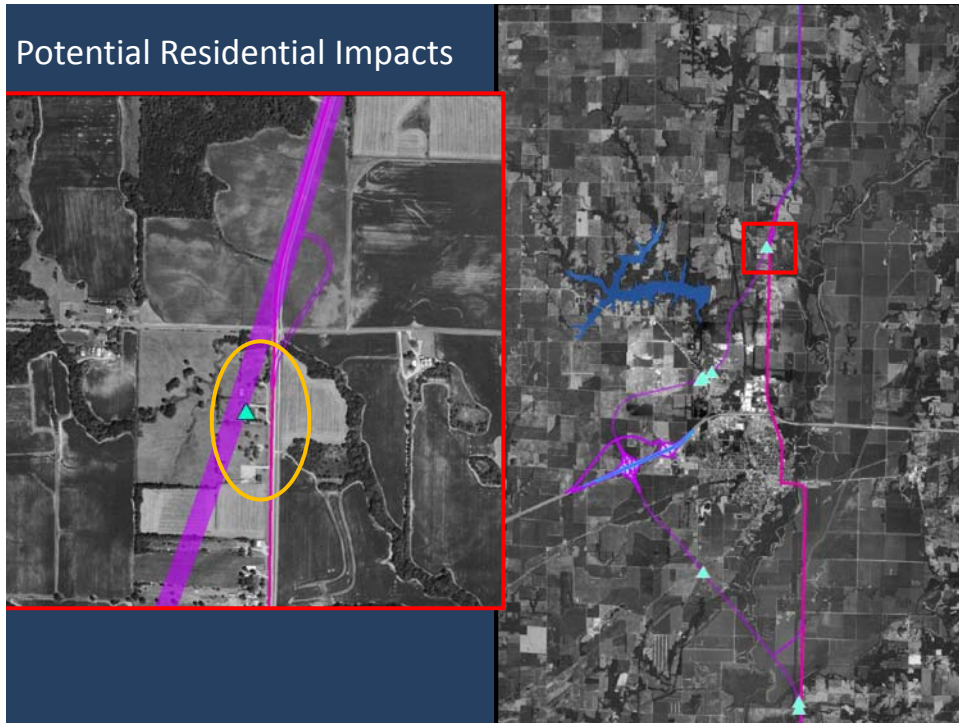




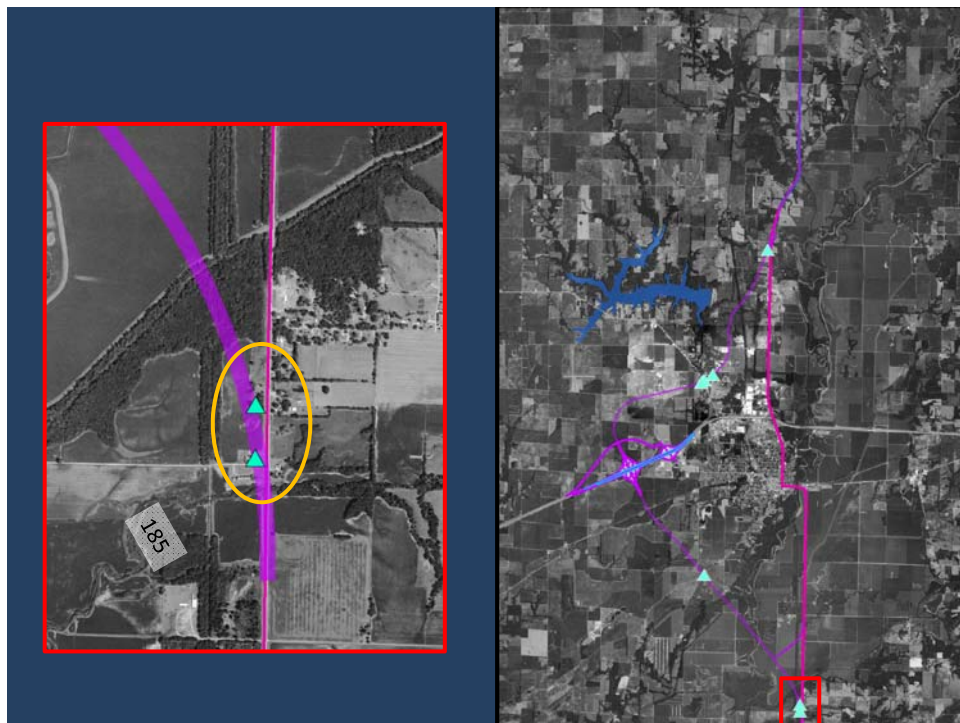
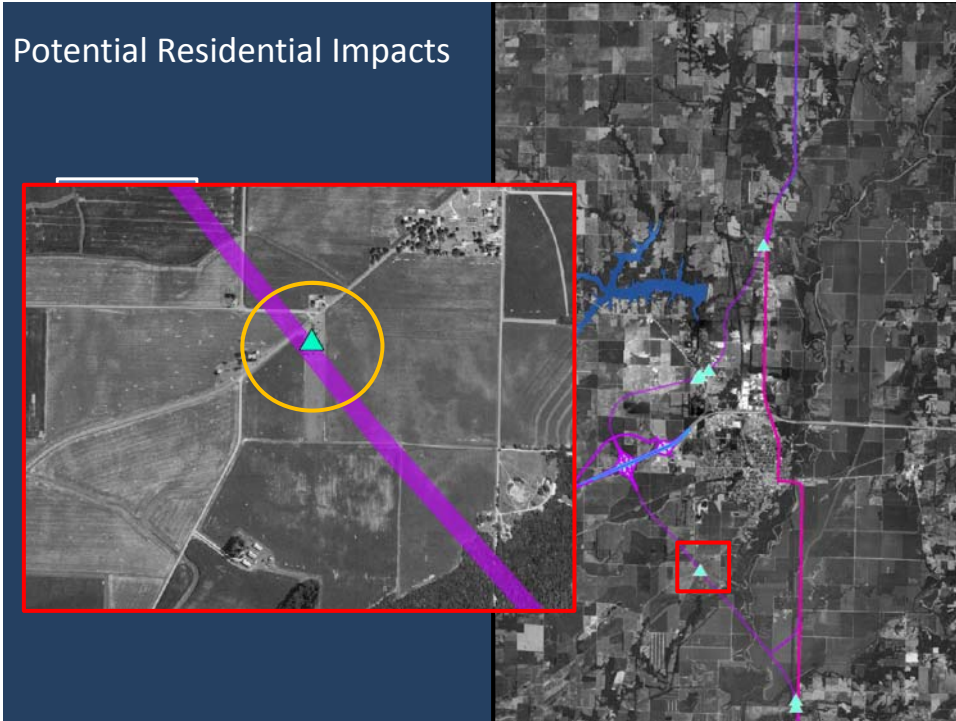










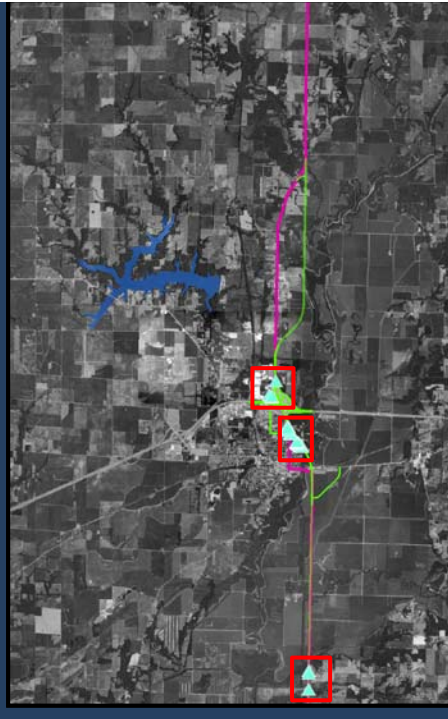




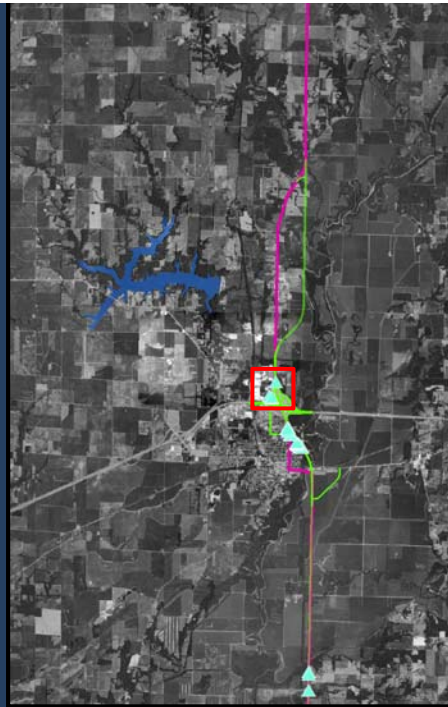
### Potential Residential Impacts

Eastern  
Bypass  
Green

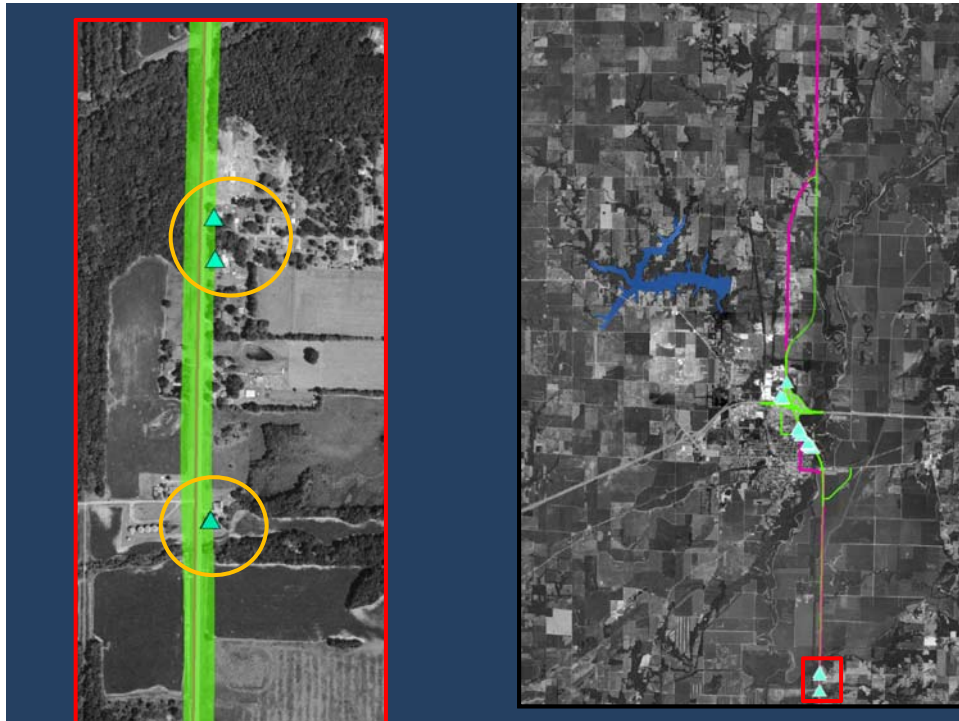
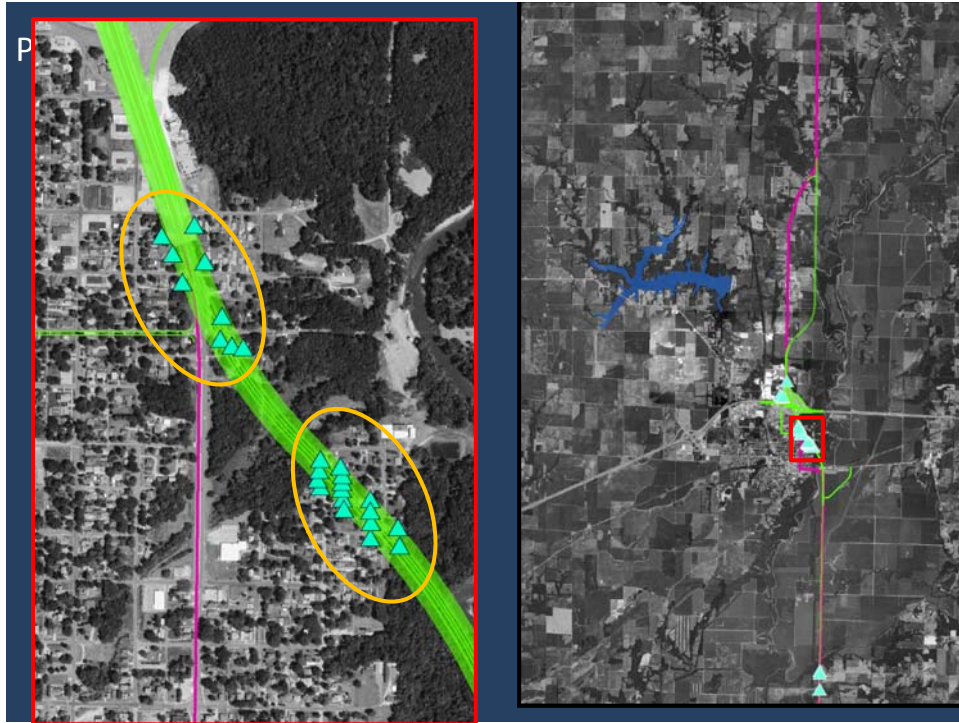
36 Impacts



### Potential Residential Impacts







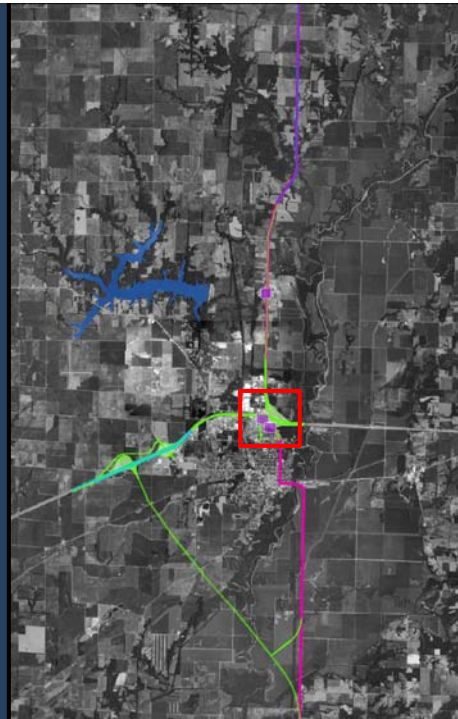


### Impacts - Differentiating Criteria

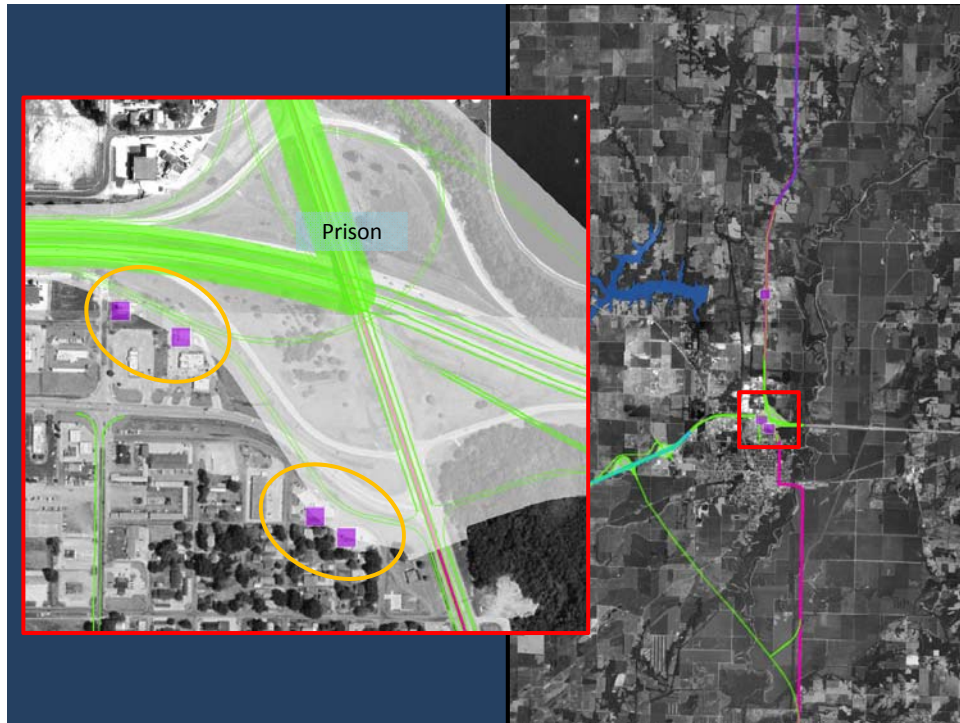
Resource	Western Bypass Yellow	Dual Marked Green	Parallel Yellow	S	U	Eastern Bypass Green
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Floodplain (acres)	55	123	95	89	66	241
Prime & Important Farmland (acres)	524	403	530	455	450	262
Residences (#)	7	9	14	9	9	36
Businesses (#)	0	5	0	0	0	17

### Potential Business Impacts

- Dual Marked Green
  - Pizza Hut
  - Vandalia Car Wash
  - National Bank of Vandalia
  - Rancho Nueva Mexican Restaurant







### Potential Business Impacts

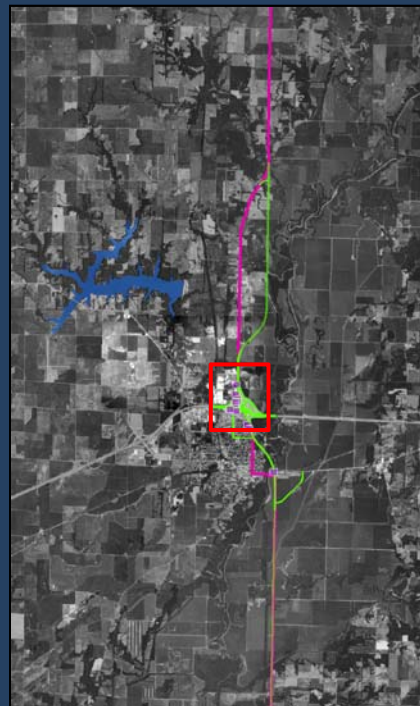
Dual Marked Green
Pizza Hut
Vandalia Car Wash
National Bank of Vandalia
Rancho Nueva Mexican Restaurant
Liquidation Warehouse





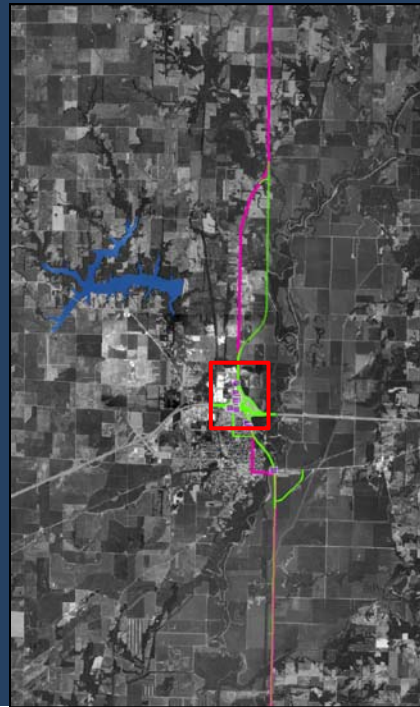
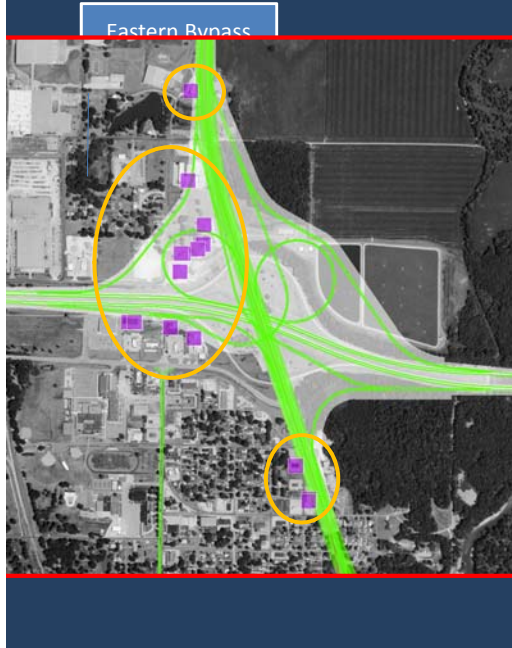
### Potential Business Impacts

Eastern Bypass Green	
Pizza Hut	Chuck Wagon Cafe
Vandalia Car Wash	Vandalia Classic Cars
Corrective Care Chiropractic	Willy's Car Service
China Gate	Thrivant Financial
Marathon Gas Station	Behrend's Sales & Service
Chiropractic Back Pain Center	Long John Silvers
Edward Jones Investments	Days Inn
Veterinary Hospital	





### Potential Business Impacts

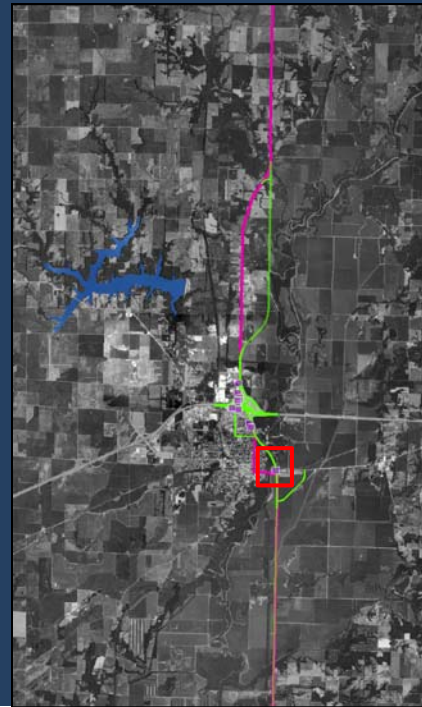


### Potential Business Impacts

Eastern Bypass Green	
Pizza Hut	Chuck Wagon Cafe
Vandalia Car Wash	Vandalia Classic Cars
Corrective Care Chiropractic	Willy's Car Service
China Gate	Thrivant Financial
Marathon Gas Station	Behrend's Sales & Service
Chiropractic Back Pain Center	Long John Silvers
Edward Jones Investments	Days Inn
Veterinary Hospital	Vandalia Asphalt Service
	On-Site Weld & Repair



### Potential Business Impacts



### Other Resources Considered

Resource	Western Bypass Yellow	Dual Marked Green	Parallel Yellow	S	U	Eastern Bypass Green
Streams (# of crossings)	6	7	6	6	6	8
INAI Sites (acres)	0	0	0	0	4.4	0
Centennial Farms (#)	0	1	1	2	2	1
Severed Parcels (#)	31	14	27	23	29	6
Farm Outbuildings (#)	4	6	10	12	14	6
Historic Sites (#)	0	1	1	1	1	1
Wells (#)	13	10	12	18	9	5
Waste Water Treatment Pond (#)	0	1	0	0	0	1



## Resources Not Impacted

Resource	Western Bypass Yellow	Dual Marked Green	Parallel Yellow	S	U	Eastern Bypass Green
T&E Species	<i>No Impacts</i>					
Parks						
Cemeteries						
Schools						
Places of Worship						
Hospitals						
Police/Fire Stations						
Community Centers						
Libraries						
Museums						
Government Buildings						

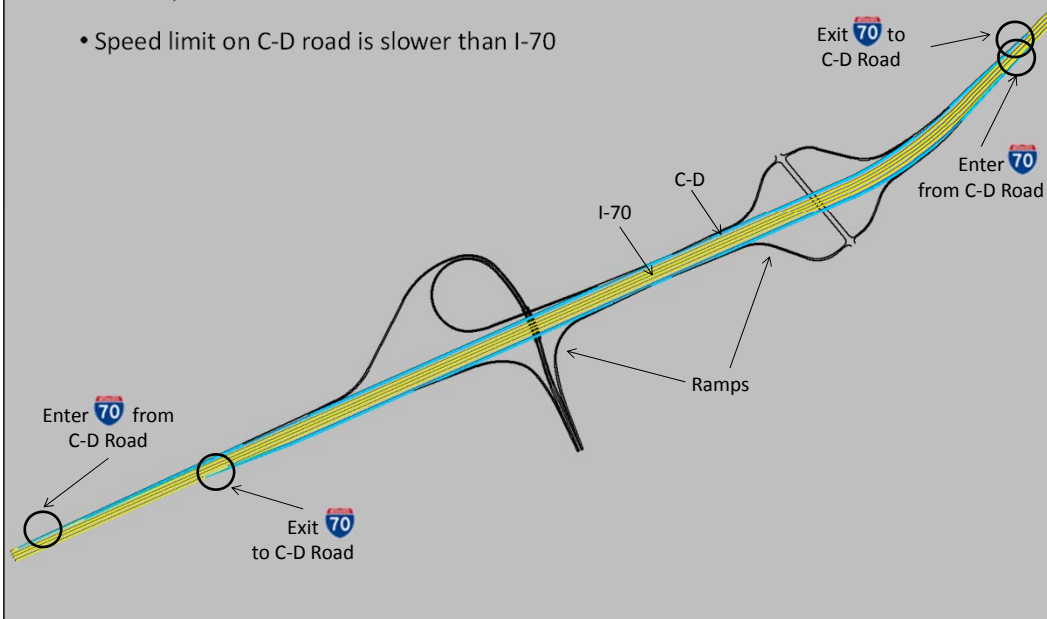
## Operations

Consideration	Western Bypass Yellow	Dual Marked Green	Parallel Yellow	S	U	Eastern Bypass Green	Existing
Distance of Travel (miles)	17.8	16.9	18.8	17.0	16.6	14.1	14.2
Time of Travel (min:sec)	16:26	15:36	17:18	15:40	15:19	13:33	18:30
Use of Existing Roadway (%)	0	65	25	28	28	64	--



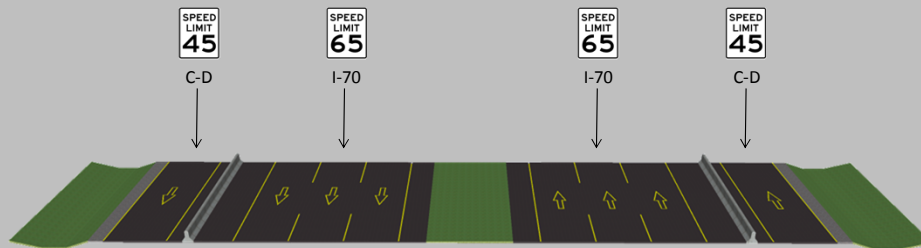
### What is a Collector-Distributor (C-D) System?

- Makes traveling safer by reducing amount of weaving and merging on I-70
- All ramps connect to C-D road instead of I-70
- Speed limit on C-D road is slower than I-70



### What is a Collector-Distributor (C-D) System?

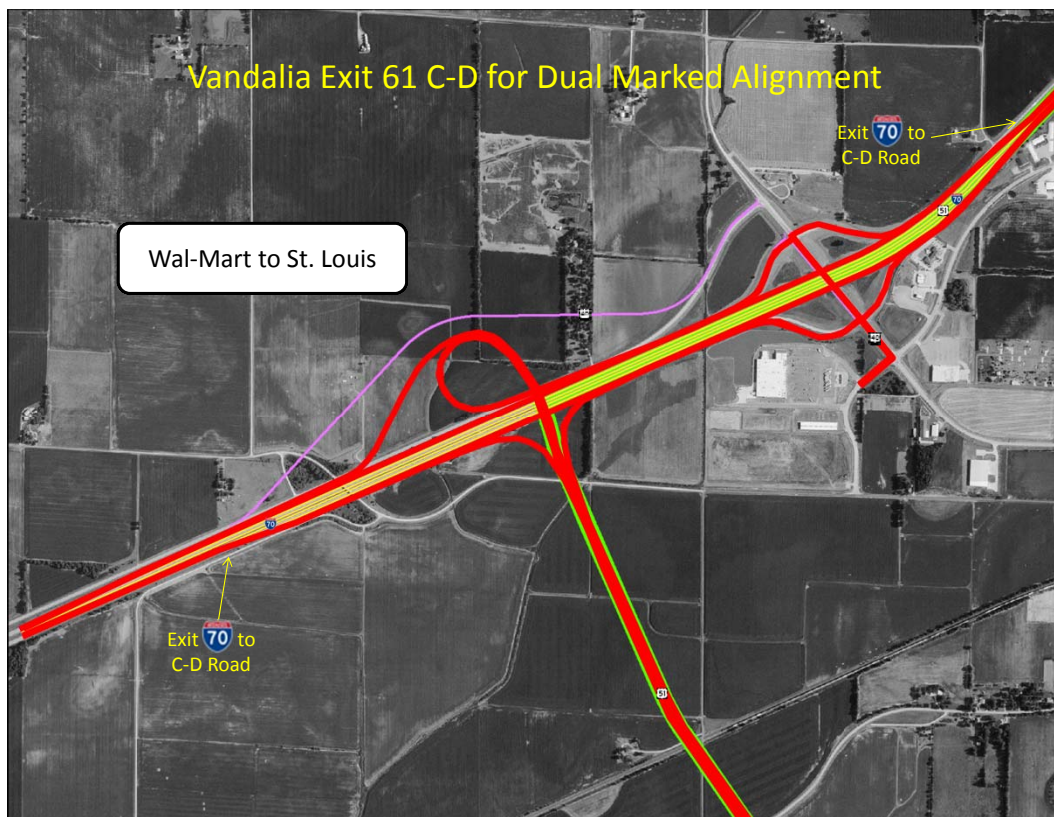
- Connects to I-70 via four access points
- Similar to frontage road but built to freeway standards



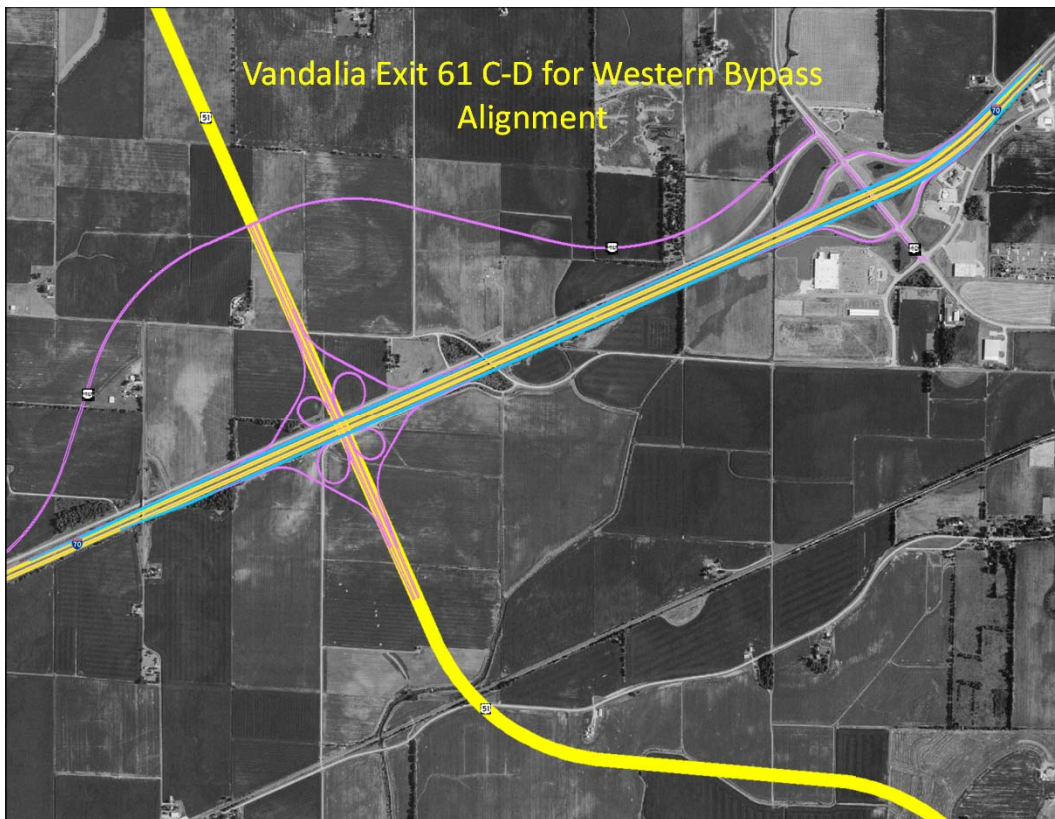
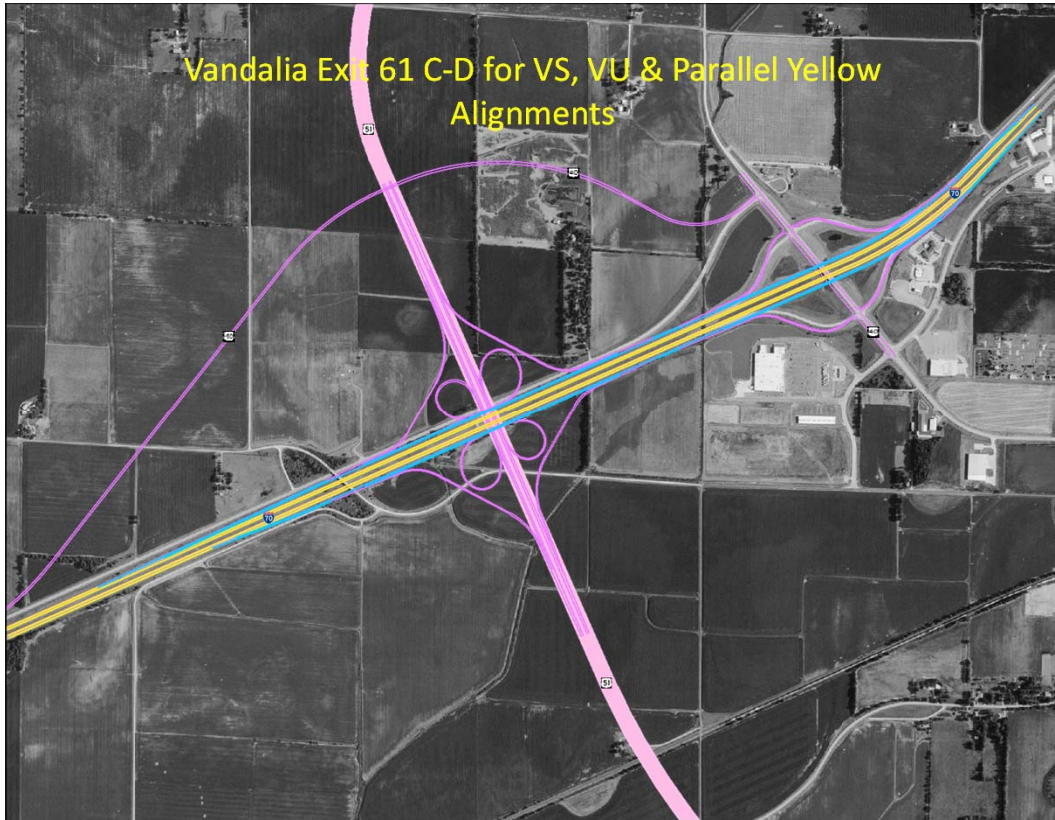


## Why Does Vandalia Need a C-D System?

- To ensure driver safety, IDOT standards prohibit building a new interchange within 3 miles of the existing Exit 61 interchange
- Rebuilding the Exit 61 interchange to handle additional traffic from US51 would displace many Vandalia businesses including Wal-Mart
- A C-D system will handle additional traffic from US51 while allowing the existing Exit 61 interchange to remain open with no impacts to Vandalia businesses









# Environmental Resources

From VCAG 5  
November 9, 2010



## Transportation and the Environment

*All Federally-funded projects must follow the  
National Environmental Policy Act (NEPA) of 1969*

NEPA requires the Federal Highway Administration (FHWA) to examine and avoid potential impacts to the social and natural environment when considering approval of proposed transportation projects.



## Social and Natural Resources in Vandalia

- Wetlands
- Floodplains
- Water Resources
- Illinois Natural Areas
- Threatened and Endangered Species
- Businesses
- Residences
- Parks/Rec Areas
- Historic Sites
- Cemeteries
- Low-Income or Minority Populations
- Agricultural Land
- Public Facilities

## NEPA Umbrella



- Title VI of Civil Rights Act of 1964
- Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970
- Americans with Disabilities Act, 1991
- Executive Order 12898 (Environmental Justice)
- Section 4(f) of USDOT Act (49 USC 303)
- Clean Air Act
- Clean Water Act 404
- Executive Order 11990 (Protection of Wetlands)
- Endangered Species Act
- Farmland Protection Policy Act
- Solid Waste Disposal Act
- Resource Conservation and Recovery Act of 1976
- Noise 23 CFR 772
- Wetlands 23 CFR 777
- National Historic Preservation Act
- Economic, Social and Environmental Effects
- Highway Noise Standards
- Public Hearing Requirements 23 USC 128
- Archaeological and Historic Preservation Act
- Archaeological Resources Protection Act
- **And more...**



## Balance Impacts by Alternatives

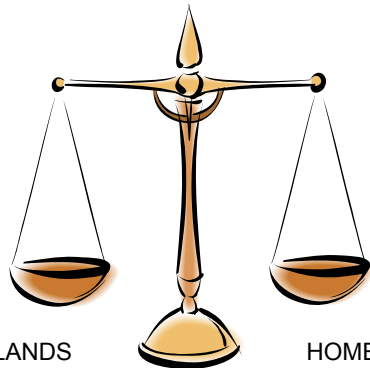
**ALTERNATIVE 1  
IMPACTS TO  
RESOURCES**



**ALTERNATIVE 2  
IMPACTS TO  
RESOURCES**

## Balance Impacts For Each Alternative

Impacts to Resources



**WETLANDS**

**HOMES**



## What is a Wetland?

*Wetlands are transitional areas between wet and dry areas, defined by specific plants, soil, and hydrology.*

### Wetlands in Vandalia:

- Forested Wetlands
- Floodplain Forests
- Seeps
- Scrub-Shrub Wetland
- Wet Meadow
- Sedge Meadow



## Why Are Wetlands Important?

*Wetlands have many important functions:*

- Provide Flood Control
- Act as Filter for Nutrients
- Improve Water Quality
- Provide Wildlife Habitat
  - 40% of Threatened and Endangered Species are found in wetlands
- Recharge and Discharge Groundwater Supplies





## High Quality Wetlands

*High quality wetlands have natural character, and represent a unique snapshot of the Illinois landscape prior to settlement.*

- High plant diversity
- Important habitat for wildlife
- Cannot be re-created once destroyed



*High quality wetland (forested seep)  
Kaskaskia River area, south of  
Vandalia*

## High Quality Wetland Types in Vandalia

- Forested Wetlands: Trees greater than 19 feet tall
- Floodplain Forest: Forest with standing water some of the time
- Scrub-Shrub Wetland: Woody plants/trees that could become forested





## High Quality Wetland Types in Vandalia

- Wet Meadow: Meadow is semi-saturated with water most of the year and dominated by water-loving grasses, sedges, rushes, and wetland wildflowers
- Sedge Meadow: Dominated by small grass-like plants triangular in shape
- Seeps: Areas where groundwater comes to the surface



## Wetlands Regulations

- Clean Water Act of 1970 (Section 404)
- Interagency Wetland Policy Act of 1989
- Final Rule – CFR Part 777 Mitigation of Impacts to Wetlands and Natural Habitat
- Executive Order 11990: Protection of Wetlands





## What Do Wetland Regulations Require?

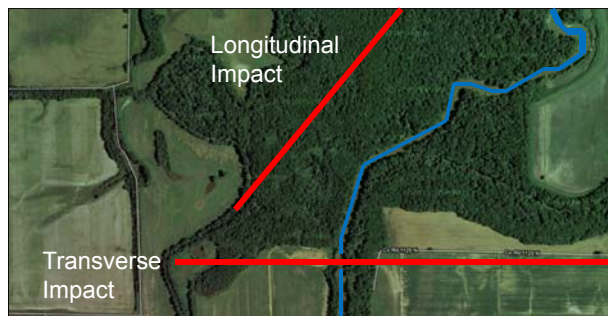
- Avoid
- Minimize
- Mitigate by Replacing Destroyed Wetlands at Greater than 1:1 Ratio

## What are Floodplains?

*Areas adjacent to a body of water that store floodwater during flood events*

Longitudinal Impact: Parallel to water body

Transverse Impact: Crosses water body



*Kaskaskia River area, south of Vandalia  
Entire area shown is in the 100-year floodplain*

A transverse impact crosses the floodplain once and typically is a lesser impact than a longitudinal impact.

## Floodplain Regulations

- 23 CFR 650A
- Executive Order 11988: Balance between protecting lives and property with need to restore and preserve natural floodplains
- Floodplain Management and Protection Order (DOT 5650.2)
- Local floodplain control laws

## What Do Floodplain Regulations Require?

- A project may not increase the base flood elevation (BFE) by more than **1 foot**, per FEMA.
- Avoid
- Minimize
- Mitigate by replacing storage capacity taken



## What is the Illinois Natural Areas Inventory?

*High-quality or unique natural areas are listed on the Illinois Natural Areas Inventory (INAI).*

- Overseen by the Illinois Department of Natural Resources (IDNR)

## Illinois Natural Areas Inventory in Vandalia

### **VANDALIA GEOLOGICAL AREA**

Excellent example of the Vandalia Ridged Drift occurring in southern IL:

- The only such ridge to have been designated for protection in the state.
- Within a larger glacial ridge formation beginning in Vera and extending south to Carlyle Lake



*Vandalia Geological Area  
INAI Site and buffer*

## INAI Regulations

- *Illinois Natural Areas Preservation Act* (525 ILCS 30)
- Memorandum of Understanding between the Illinois Department of Natural Resources and the Illinois Department of Transportation, 2007
- 17 IAC 1075 “Consultation Procedures for Assessing Impacts on Endangered Species and Natural Areas”

## What Do INAI Regulations Require?

- Avoid
- Minimize
- Mitigate (Replace or Compensate)



## What are Threatened and Endangered (T&E) Species?

*An endangered species is a plant or animal at risk of becoming extinct throughout all or a significant portion of its range*

*A threatened species is a plant or animal that is vulnerable to becoming endangered in the foreseeable future*

## What T&E Species are in Vandalia?



Western Sand Darter  
State Endangered Species – Kaskaskia River



Heart-Leaved Plantain  
State Endangered Species – seep near  
Kaskaskia River

## T&E Regulations

- Federal Endangered Species Act of 1973
- Illinois Endangered Species Protection Act of 1972

## What Do T&E Regulations Require?

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



## How Do We Protect Parks and Historic Buildings?

### Section 4(f) Property:

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

#### Examples of 4(f) Resources:

- Vandalia Statehouse
- Publically Owned Parks
- Lions Park, Rogier Park, Greer Park
- Historic Structures
- Public School Playgrounds

## Section 4(f) Regulations

Section 4(f) of the DOT Act of 1966 protects:

- Historic sites eligible for or listed on the National Register of Historic Places (also protected by Section 106 of the National Historic Preservation Act)
- Park/recreation areas open to the public
- Publically-owned wildlife or waterfowl refuges

## What Do the 4(f) Regulations Require?

- Take all feasible and prudent actions to avoid impacting Section 4(f) properties
- Section 4(f) impacts can be minimized or mitigated
- If no feasible or prudent alternative to using a Section 4(f) property exists, FHWA may only approve the alternative that causes the least overall harm.

## Historic Sites

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

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



Vandalia Statehouse



## Historic Sites Regulations

- Section 106 of the National Historic Preservation Act of 1966
- Section 4(f) of the DOT Act, 1966, as revised

## What Do The Historic Properties Regulations Require?

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

## What are Cemeteries? How are they Protected?

*Cemeteries are formally designated tracts of land used for the burial of the dead.*

- National Historic Preservation Act of 1966
- Native American Graves Protection and Repatriation Act of 1990



## How Do We Treat All Populations Fairly?

### Environmental Justice:

*The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income*



## Environmental Justice Regulations

- Title VI of the Civil Rights Act of 1964
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, 1994
- DOT and FHWA Orders on Environmental Justice

## What Do Environmental Justice Regulations Require?

- Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.

## What are Agricultural Lands?

*Land used for the production of crops or raising livestock*



## Agricultural Regulations

- USDA/NRCS:  
Farmland Protection  
Policy Act
- Illinois Agricultural  
Areas Conservation  
and Protection Act of  
1979





## What do Agricultural Land Regulations Require?

- Consider and minimize adverse effects on farmland preservation :
  - Prime and Important Farmland
    - Prime farmland has the best combination of physical and chemical characteristics for agricultural production
    - Farmlands of statewide or local importance are nearly prime farmland and economically produce high yields of crops
  - Farm Severances
    - Physical division of agricultural operations by proposed project
  - Impacted Travel
  - Uneconomic Remnants
    - A piece of land that, after partial acquisition, has little value or utility left

## What is Groundwater?

Water located below surface in such a quantity the soil pore spaces become saturated with water.

Class I – Drinking Water  
Class II – Other Groundwater

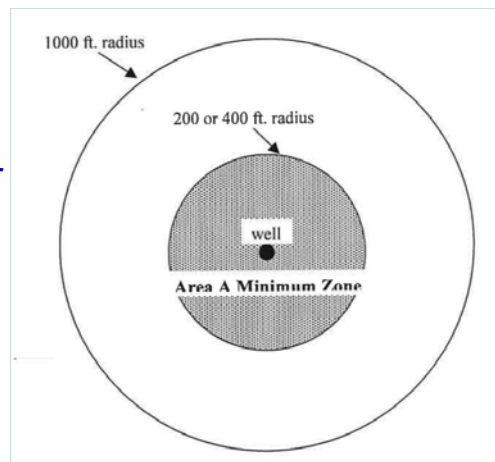
## Ground Water Regulations

Illinois Groundwater Protection Act:

- Establishes water quality monitoring
- Establishes setback zones to protect water supplies

## Groundwater – Setback Zone

*A setback zone is a geographic area containing a public or private well with restrictions on land uses within that zone to protect water supply.*





## Groundwater Setback Policy

- Setback Zones for private wells – 200 feet
- Setback Zones for public wells – 400 to 1,000 feet
- Items that can't be located in setback zone:
  - Hazardous waste or special waste treatment, storage, or disposal facility
  - Municipal waste disposal facility
  - Landfill, land treating facility, surface impoundment or piling of any special waste or hazardous waste
  - Site where 75,000 pounds above ground or 7,500 pounds below grounds of hazardous substances are stored
  - Salt storage facilities with more than 50,000 pounds
  - Petroleum storage of 25,000 gallons above ground or 500 gallons below ground

## What are Communities and Neighborhoods?

*Community: A body or group of individuals within the same locality having common ties/interests or a common character identity.*

*Neighborhood: Small social unit based on face-to-face contact.*

- Should avoid structures, bisecting neighborhoods or reducing neighborhood closeness/bond (cohesiveness) as much as reasonable
  - Community impacts are not regulated by law

## What are Community and Neighborhood Guidelines?

- Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970
  - Just compensation/Fair market value
  - Decent, safe, and sanitary dwelling
- Illinois DOT land acquisition policies



## What do Economic and Business Guidelines Say?

*Transportation projects must evaluate businesses, industry, employment, and income effects in communities.*



- Should take all reasonable actions to avoid business relocation, job loss, or other actions that could result in damaging an area's economy.



## What are the Economic and Business Guidelines?

- Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970
  - Just compensation/Fair market value
  - Similar site for relocation
  
- Illinois DOT land acquisition policies

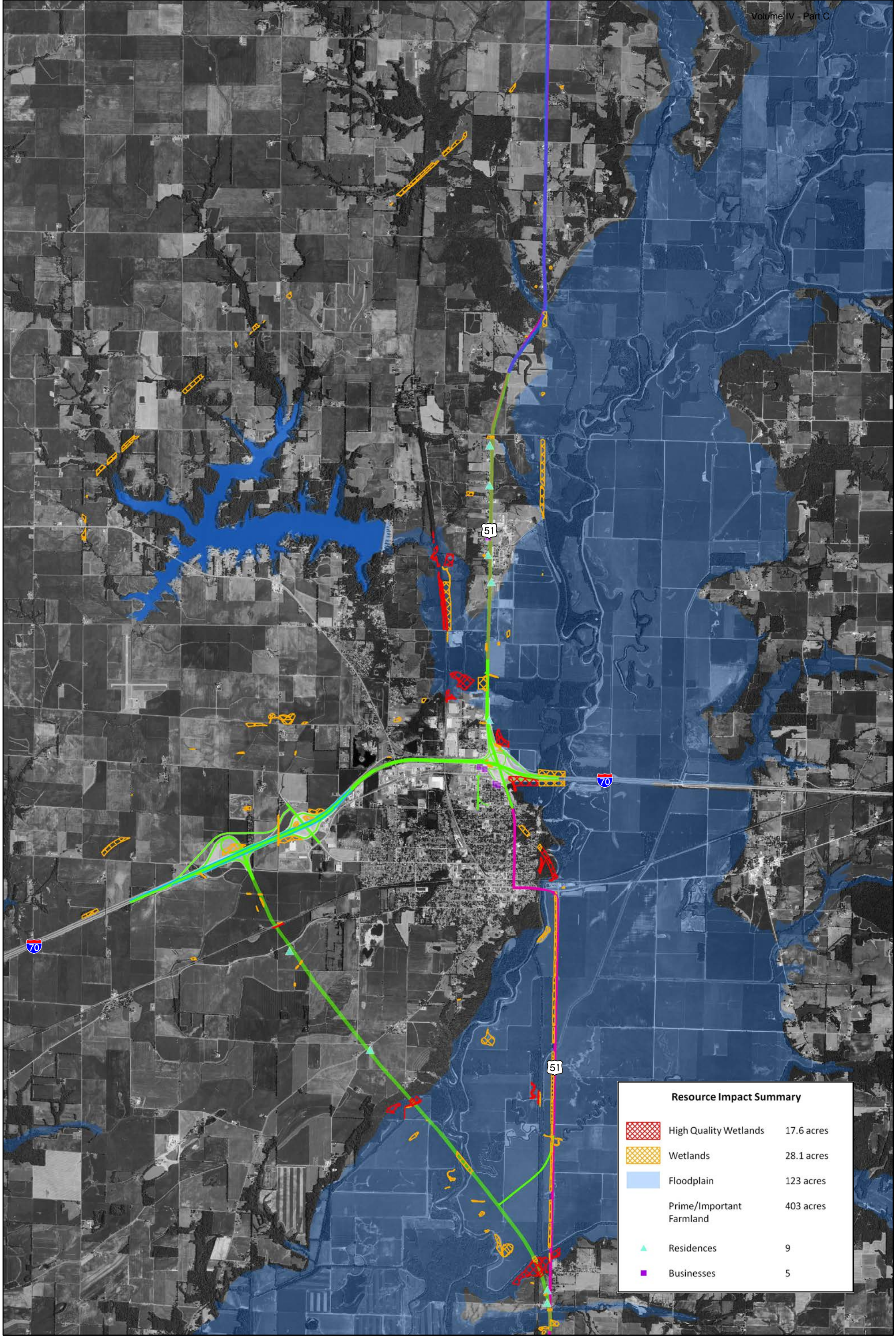


## What Regulations Protect Public Facilities, Schools, and Places of Worship?

- There are no federal or state regulations protecting non-Section 4(f) public facilities, schools, or places of worship.
  
- Should avoid impacting these resources, if possible.







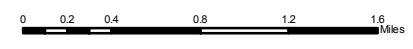
Resource Impact Summary		
	High Quality Wetlands	17.6 acres
	Wetlands	28.1 acres
	Floodplain	123 acres
	Prime/Important Farmland	403 acres
	Residences	9
	Businesses	5

*US 51 Vandalia*  
US 51 Draft EIS  
*Dual Marked Green*

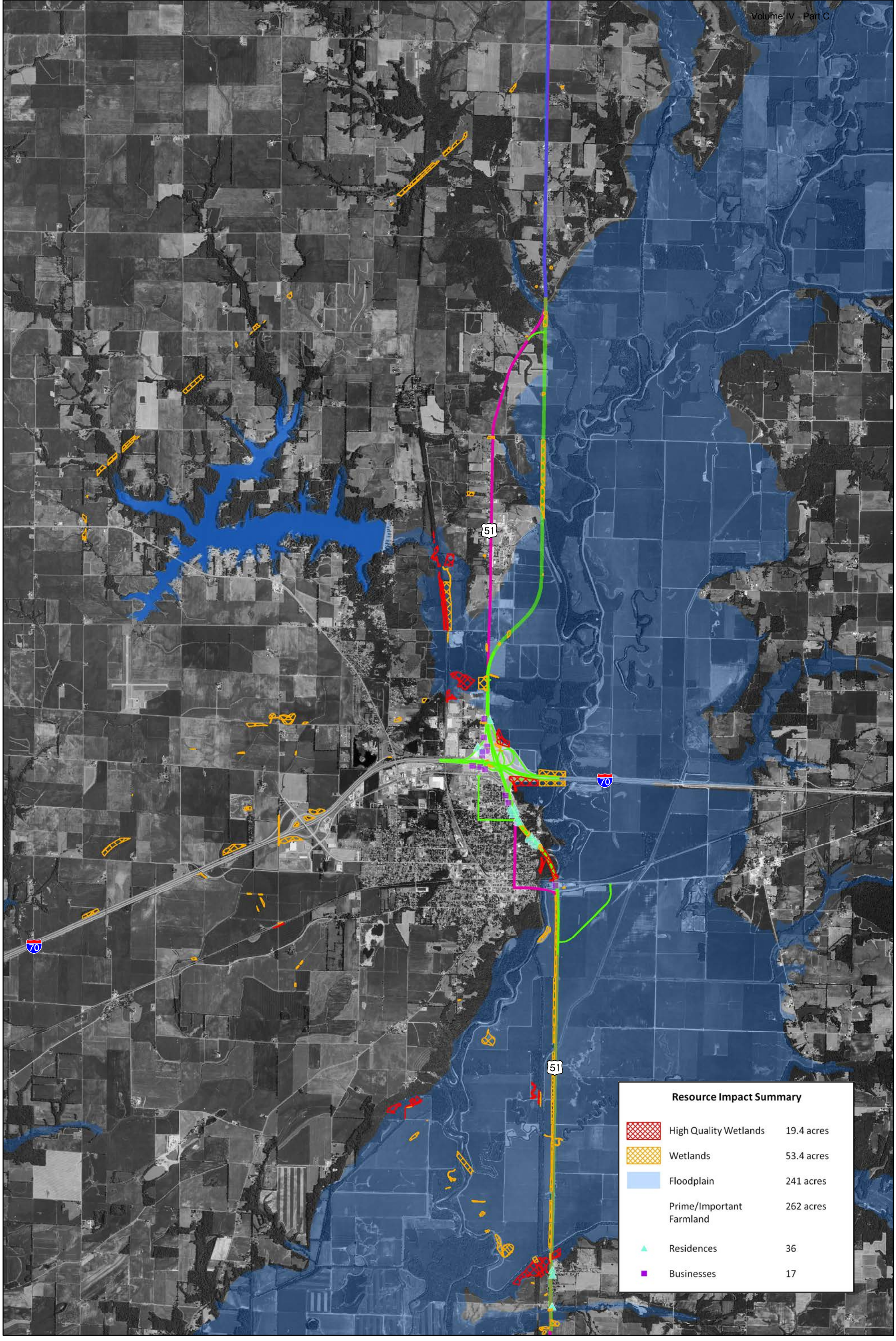


*Legend*

Alignment		C-D Road	
Existing US 51		December 2013	
Tangent		Right-of-Way	







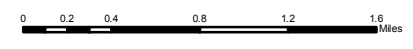
Resource Impact Summary		
	High Quality Wetlands	19.4 acres
	Wetlands	53.4 acres
	Floodplain	241 acres
	Prime/Important Farmland	262 acres
	Residences	36
	Businesses	17



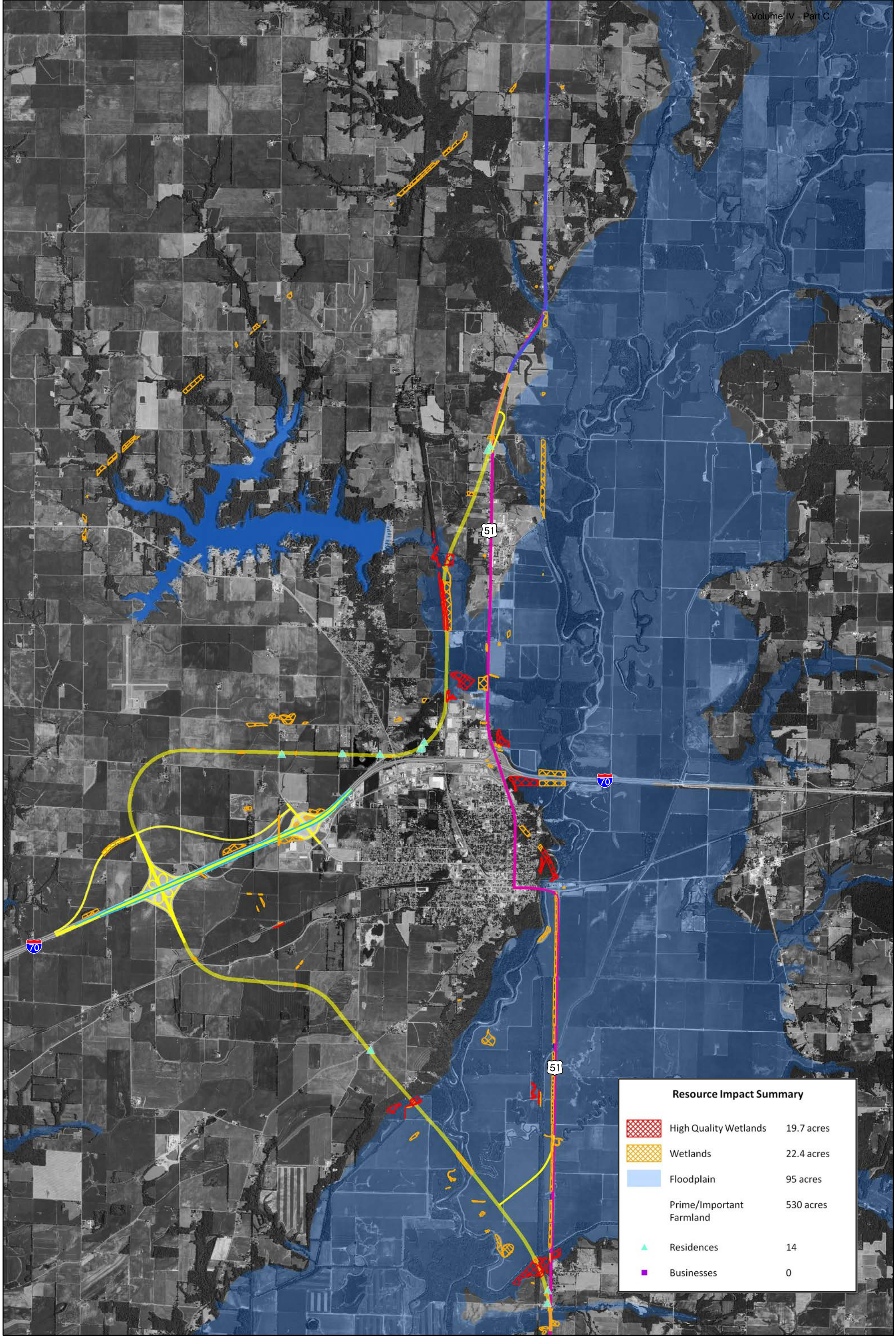
*Legend*

Alignment		Right-of-Way	
Tangent		Existing US51	

December 2013





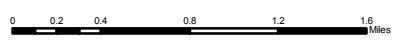


Resource Impact Summary		
	High Quality Wetlands	19.7 acres
	Wetlands	22.4 acres
	Floodplain	95 acres
	Prime/Important Farmland	530 acres
	Residences	14
	Businesses	0

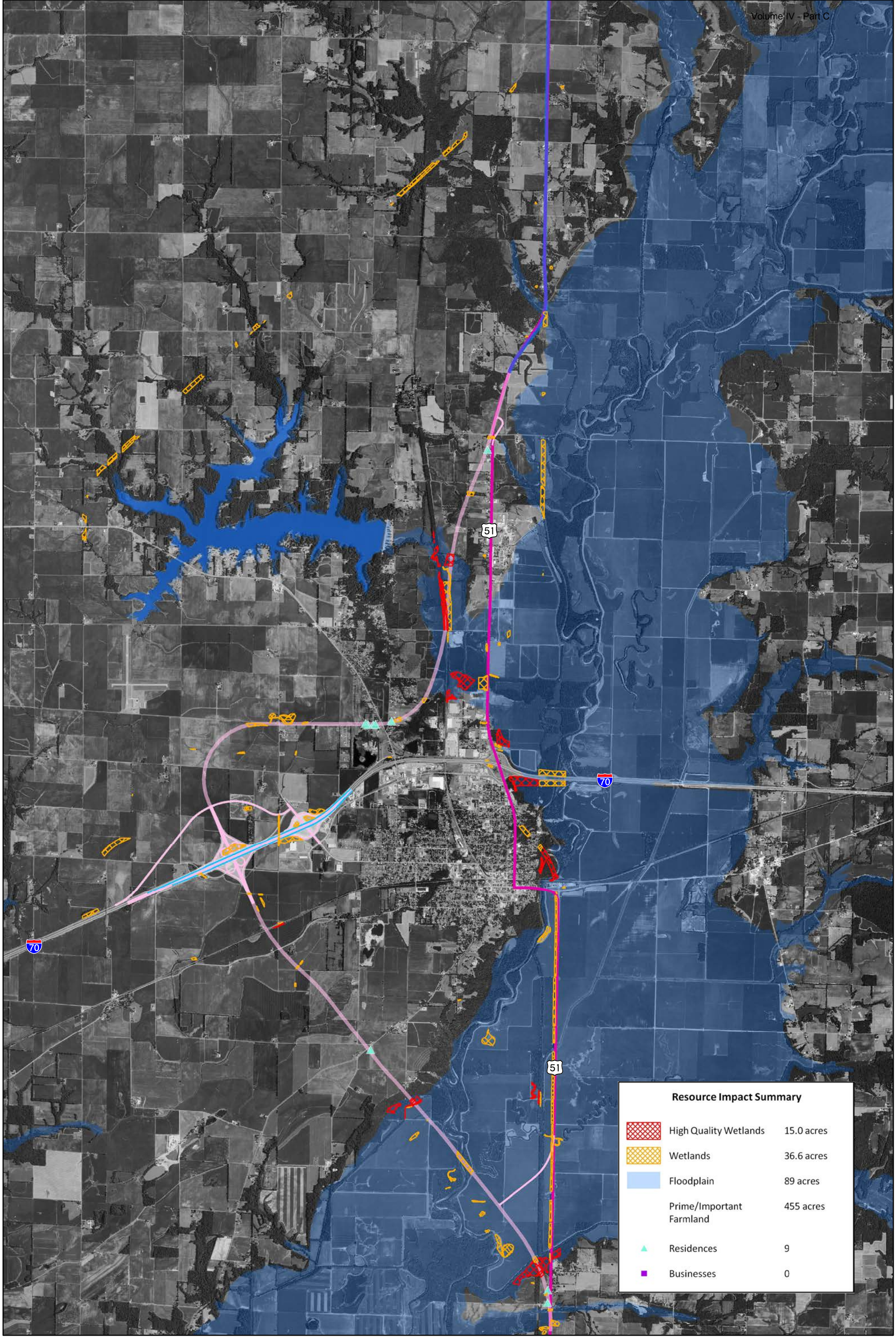


*Legend*

Alignment		C-D Road	
Existing US 51		December 2013	
Tangent		Right-of-Way	





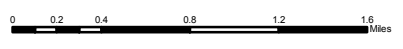


Resource Impact Summary		
	High Quality Wetlands	15.0 acres
	Wetlands	36.6 acres
	Floodplain	89 acres
	Prime/Important Farmland	455 acres
	Residences	9
	Businesses	0

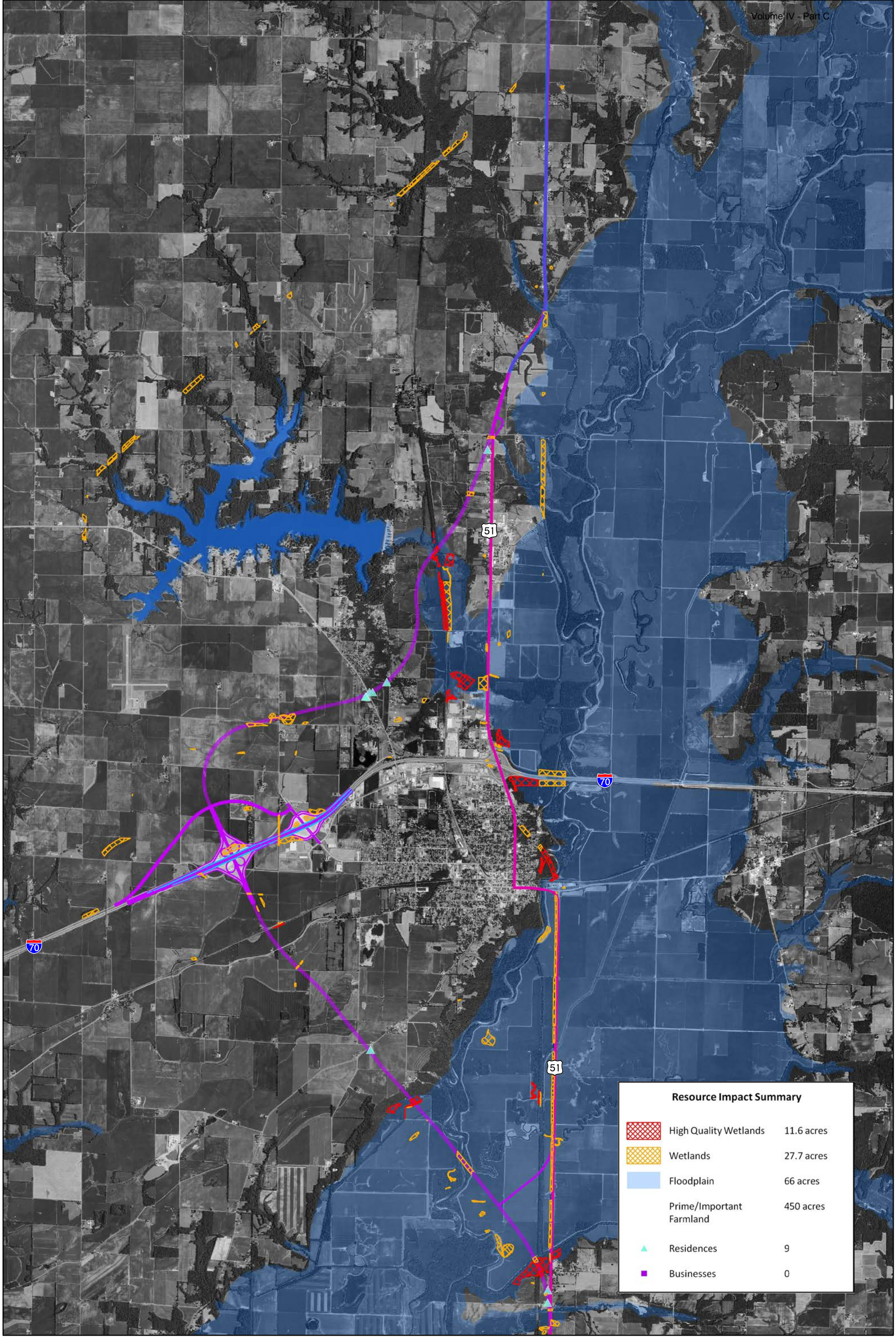


*Legend*

Alignment		C-D Road	
Existing US 51		December 2013	
Tangent		Right-of-Way	





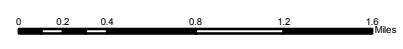


Resource Impact Summary		
	High Quality Wetlands	11.6 acres
	Wetlands	27.7 acres
	Floodplain	66 acres
	Prime/Important Farmland	450 acres
	Residences	9
	Businesses	0

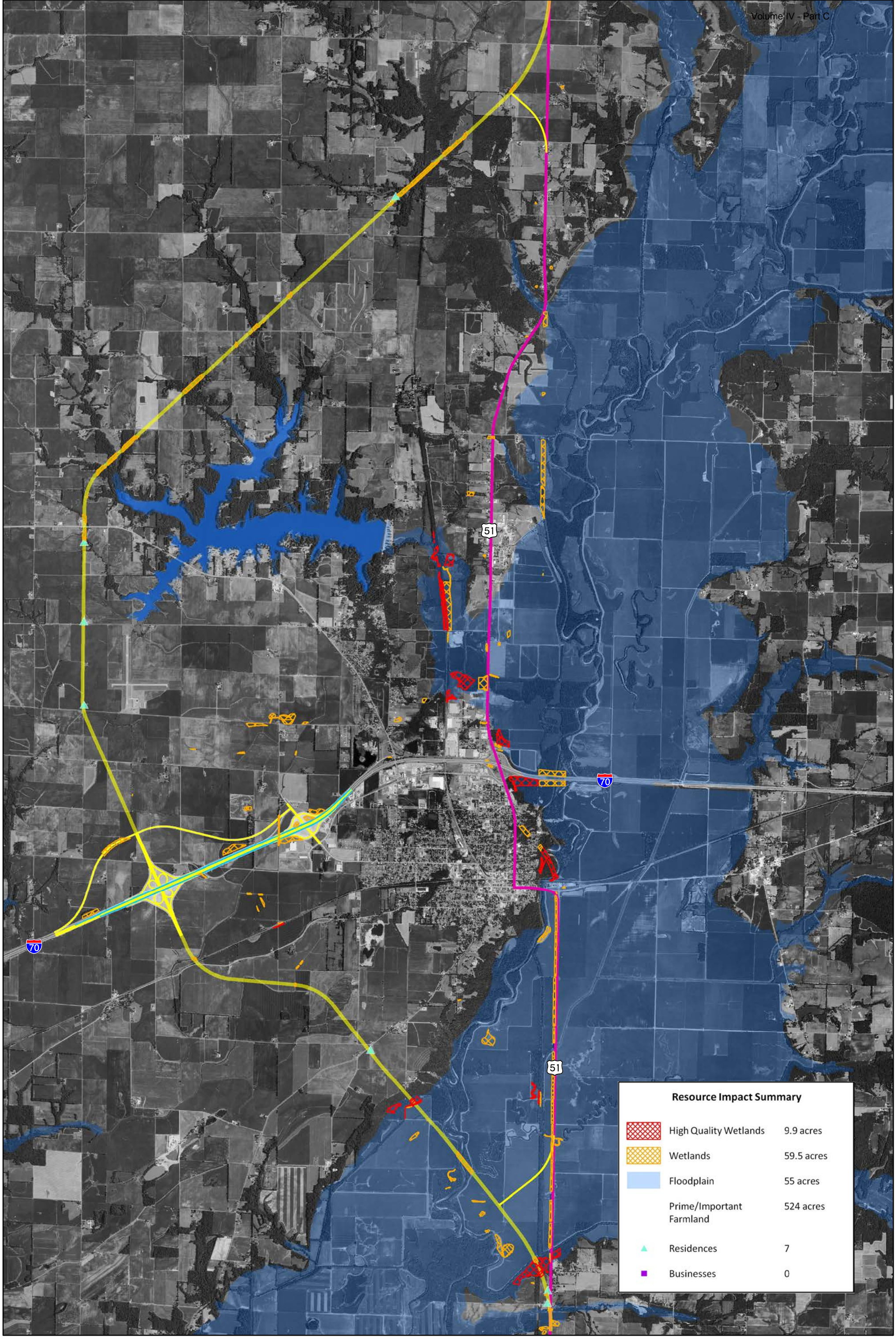


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Alignment		C-D Road	
Existing US 51		December 2013	
Tangent		Right-of-Way	







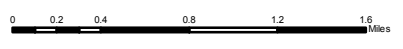
Resource Impact Summary		
	High Quality Wetlands	9.9 acres
	Wetlands	59.5 acres
	Floodplain	55 acres
	Prime/Important Farmland	524 acres
	Residences	7
	Businesses	0

US 51 Vandalia  
US 51 Draft EIS  
Western Bypass Yellow

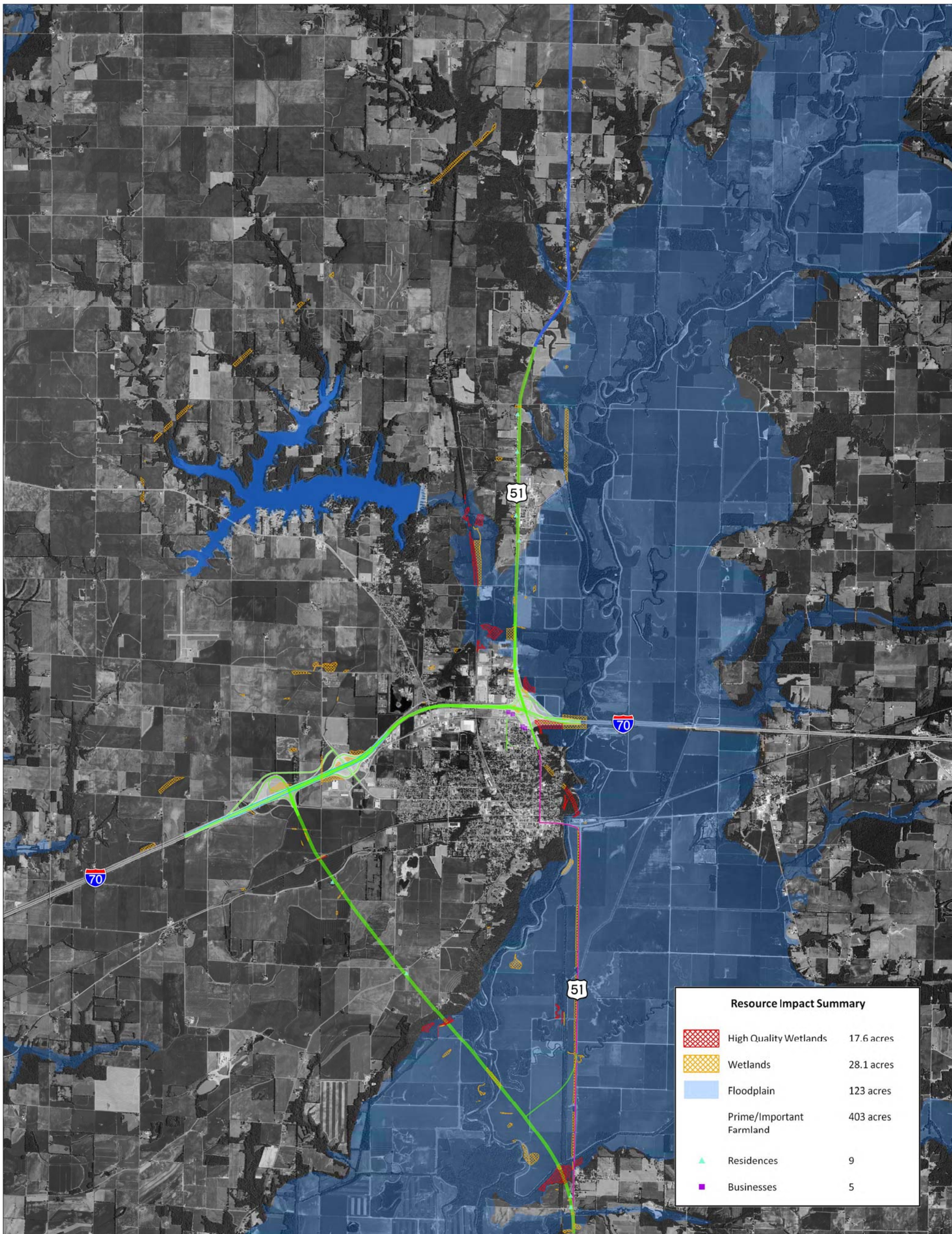


*Legend*

Alignment		C-D Road	
		December 2013	
Existing US 51		Right-of-Way	







Resource Impact Summary		
	High Quality Wetlands	17.6 acres
	Wetlands	28.1 acres
	Floodplain	123 acres
	Prime/Important Farmland	403 acres
	Residences	9
	Businesses	5

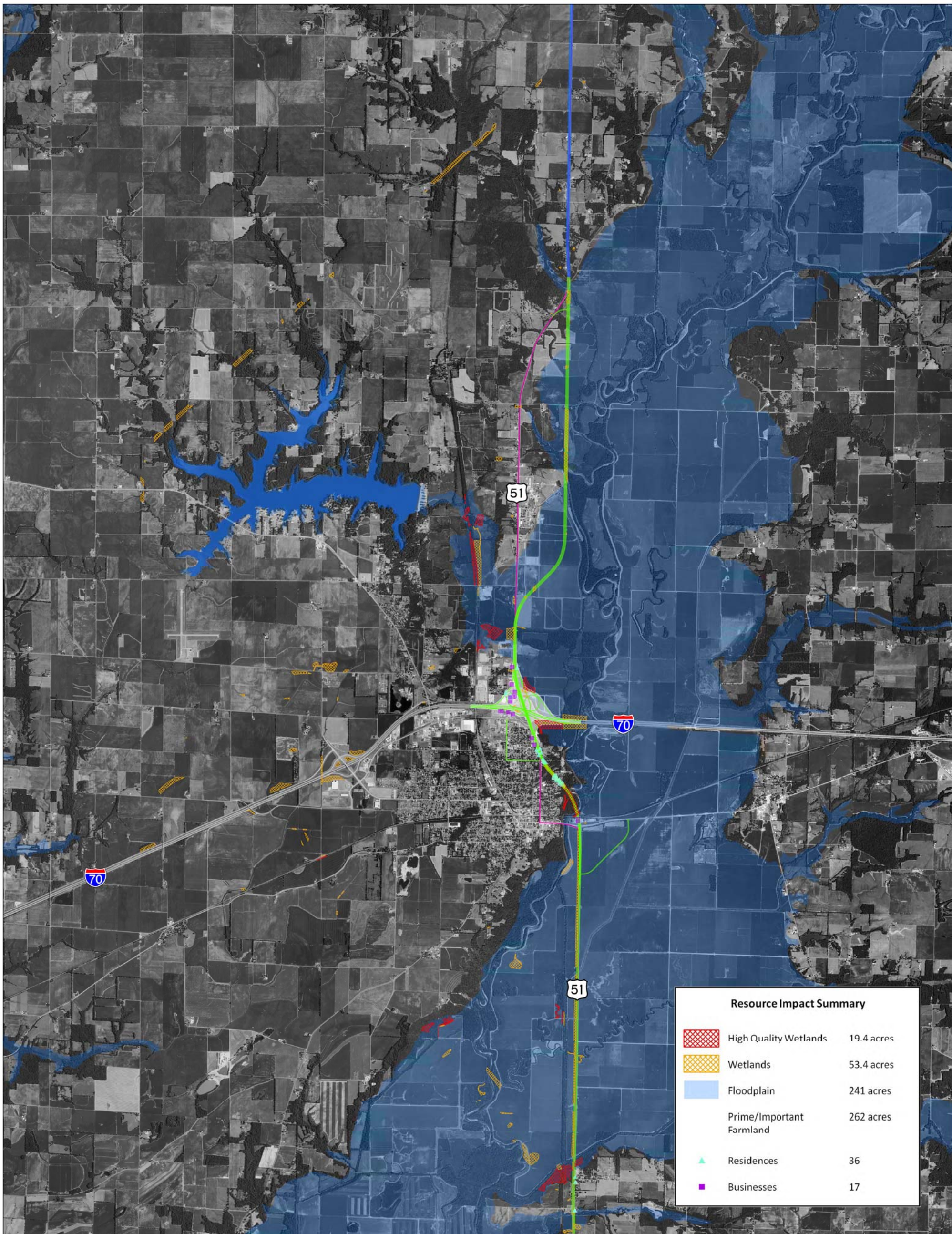
**US51 Vandalia  
Dual Marked Green**



Legend	
Alignment	
Existing US51	
Tangent	
C-D Road	
Right-of-Way	







Resource Impact Summary	
	High Quality Wetlands 19.4 acres
	Wetlands 53.4 acres
	Floodplain 241 acres
	Prime/Important Farmland 262 acres
	Residences 36
	Businesses 17

**US 51 Vandalia Eastern Bypass Green**

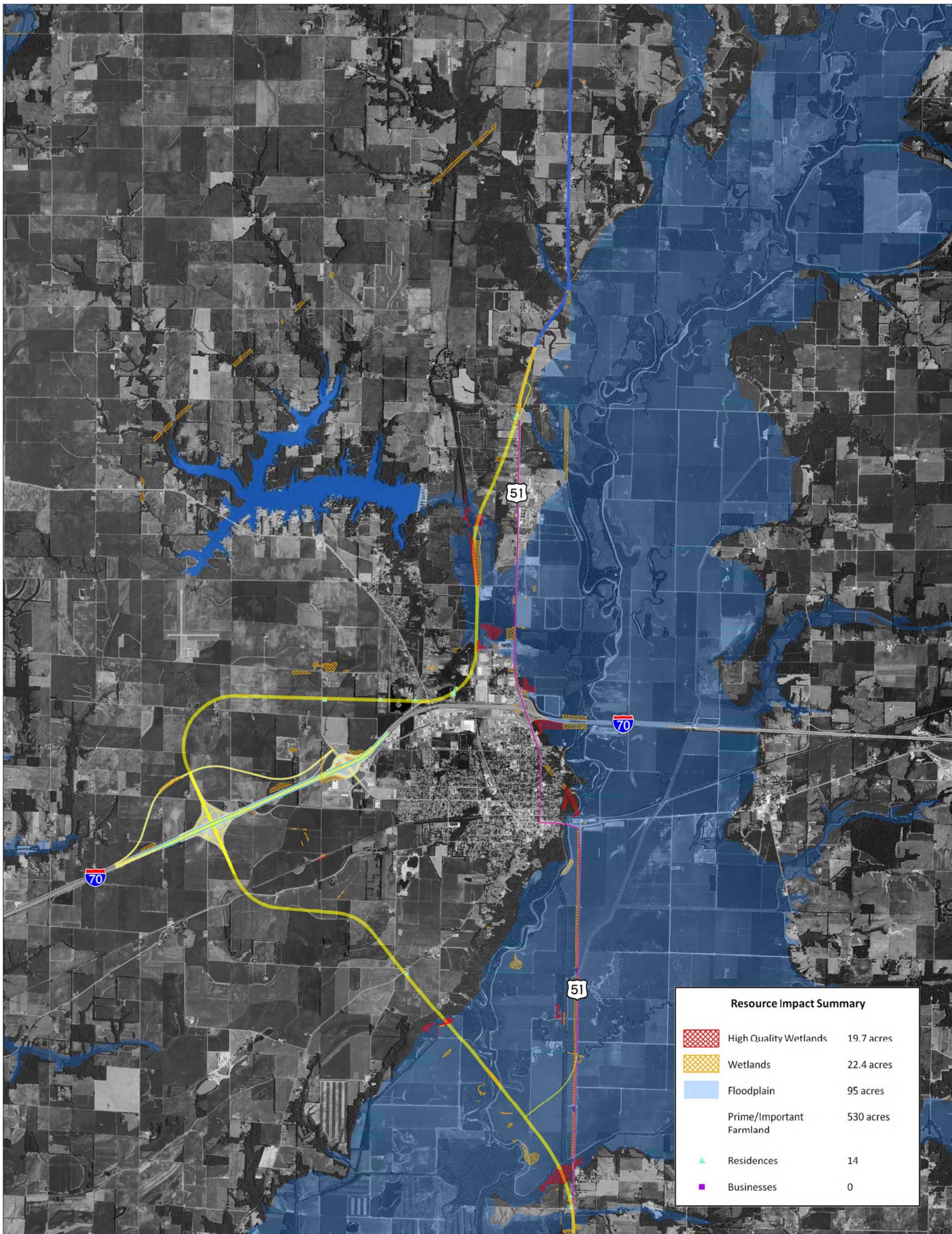


**Legend**

Alignment		Right-of-Way	
Tangent		Existing US 51	







**US51 Vandalia  
Parallel Yellow**

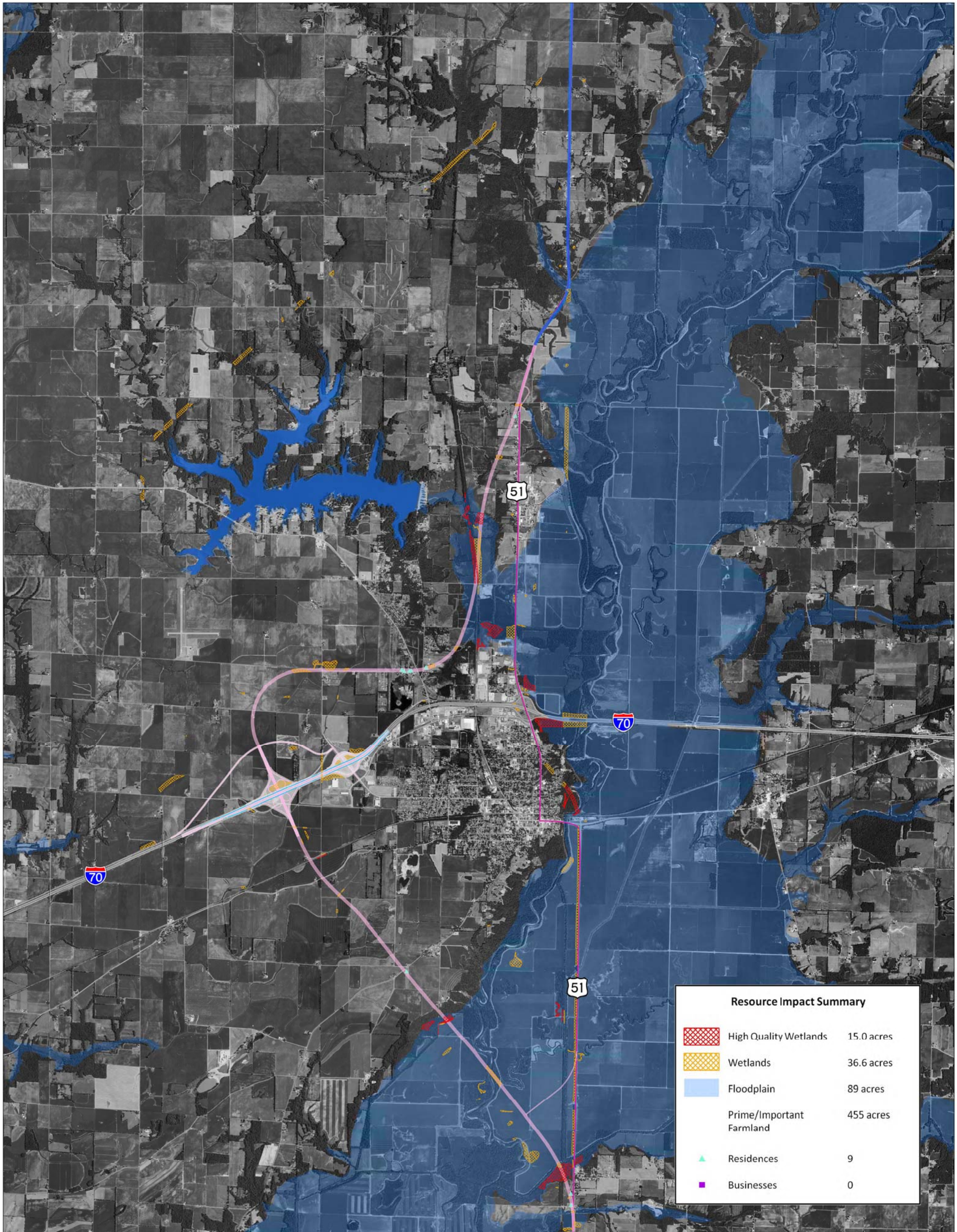


**Legend**

Alignment		C-D Road	
Existing US51		Right-of-Way	
Tangent			







Resource Impact Summary	
	High Quality Wetlands 15.0 acres
	Wetlands 36.6 acres
	Floodplain 89 acres
	Prime/Important Farmland 455 acres
	Residences 9
	Businesses 0

**US51 Vandalia VS**

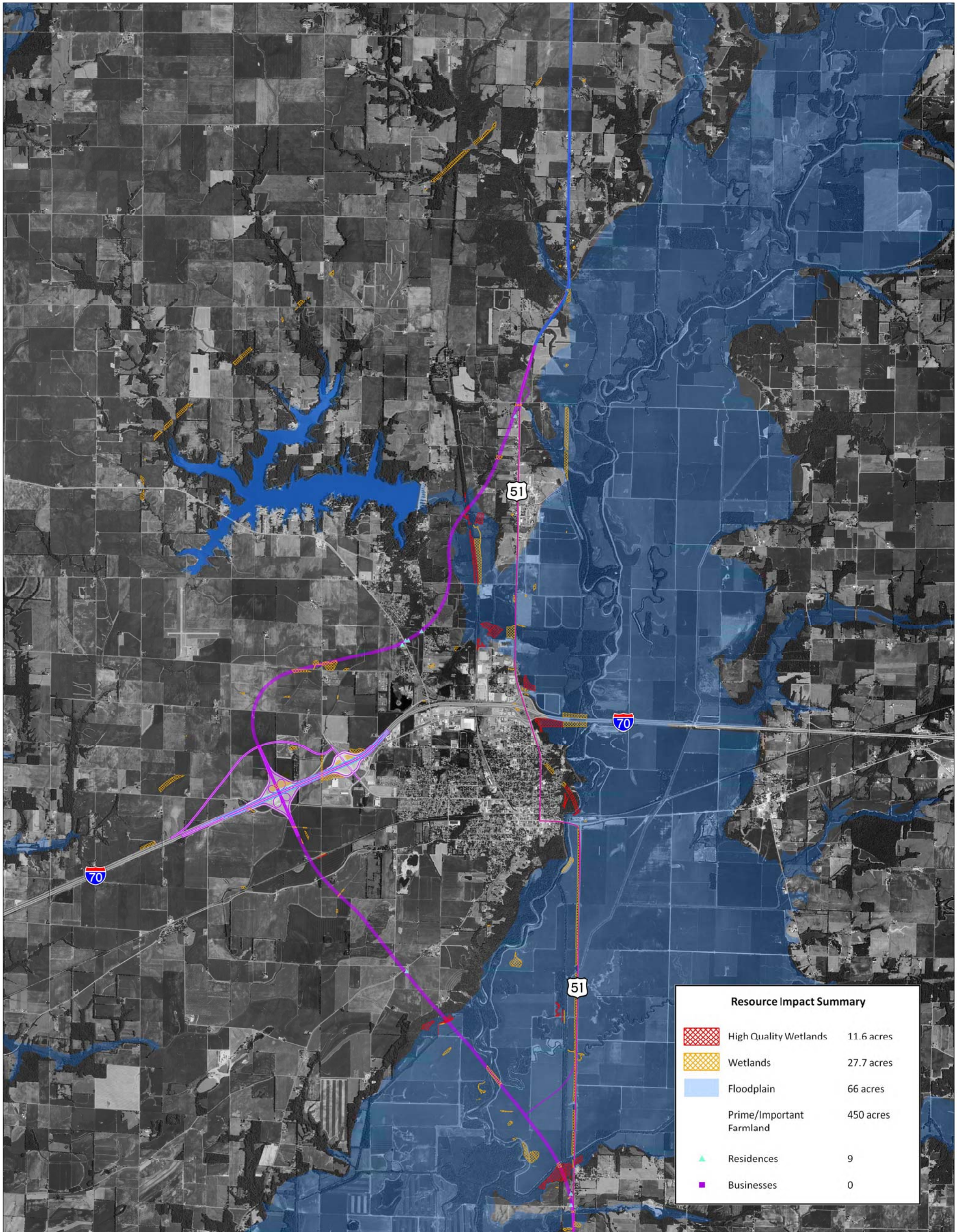


**Legend**

Alignment		C-D Road	
Existing US51		Right-of-Way	
Tangent			







Resource Impact Summary	
	High Quality Wetlands 11.6 acres
	Wetlands 27.7 acres
	Floodplain 66 acres
	Prime/Important Farmland 450 acres
	Residences 9
	Businesses 0

**US51 Vandalia  
VU**

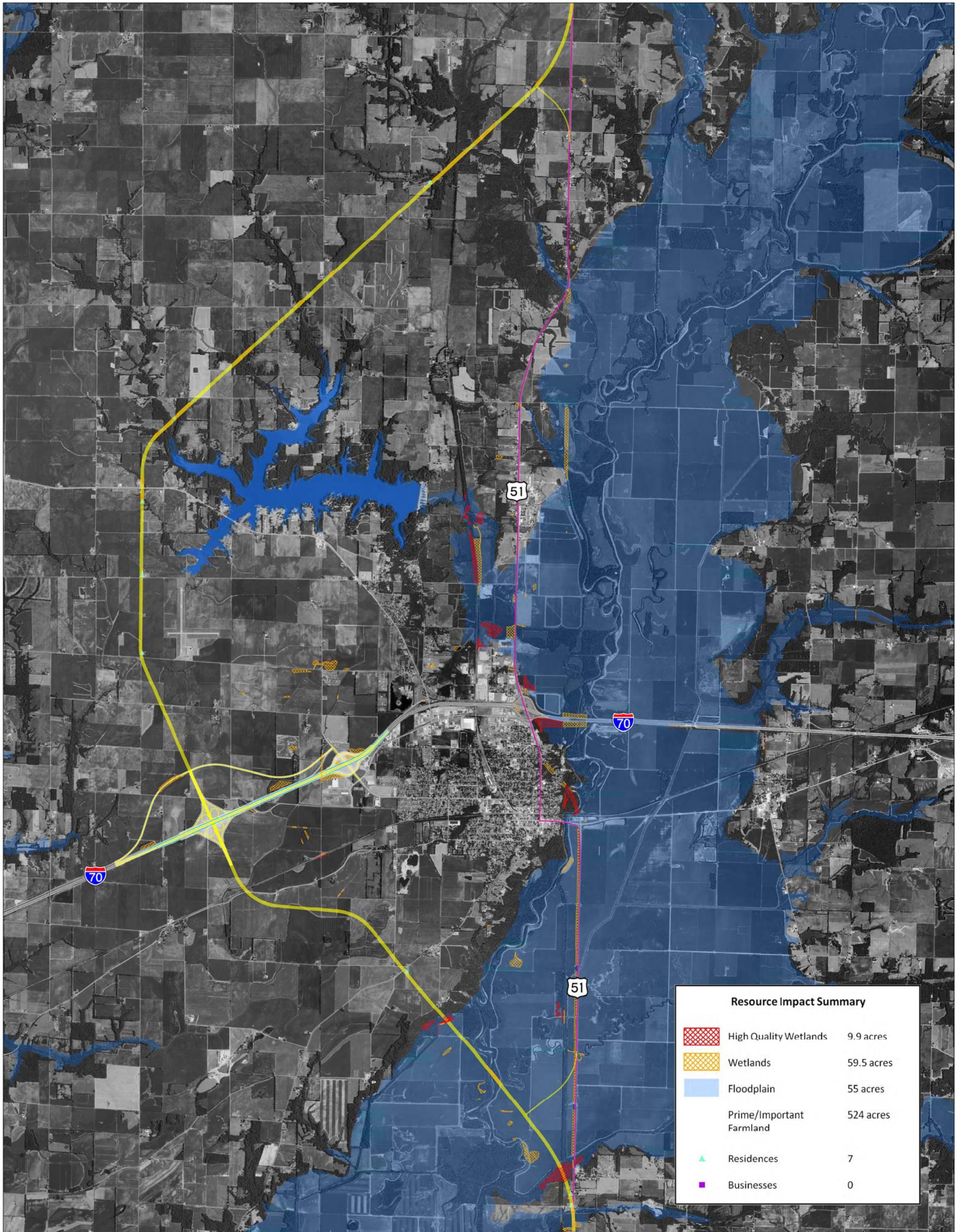


**Legend**

Alignment		C-D Road	
Existing US51		Right-of-Way	
Tangent			







Resource Impact Summary		
	High Quality Wetlands	9.9 acres
	Wetlands	59.5 acres
	Floodplain	55 acres
	Prime/Important Farmland	524 acres
	Residences	7
	Businesses	0

**US51 Vandalia  
Western Bypass Yellow**



Legend	
Alignment	C-D Road
Existing US51	Right-of-Way





# Resource Impact Summary

Resource	Western Bypass Yellow	Dual Marked Green	Parallel Yellow	S	U	Eastern Bypass Green
High Quality Wetlands (acres)	9.9	17.6	19.7	15.0	11.6	19.4
Wetlands (acres)	59.5	28.1	22.4	36.6	27.7	53.4
Floodplain (acres)	55	123	95	89	66	241
Prime & Important Farmland (acres)	524	403	530	455	450	262
Residences (number)	7	9	14	9	9	36
Businesses (number)	0	5	0	0	0	17



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

Subject: <b>Vandalia CAG</b>	
Client: <b>IDOT D7</b>	
Project: <b>US 51 EIS: Pana to Irvington</b>	Project No:
Meeting Date: <b>November 9, 2010</b>	Meeting Location: <b>Mother of Dolors Parish Hall</b>
Notes by: <b>Jamie Bents</b>	

**Project Study Group Attendees:** IDOT: Sherry Phillips, Matt Hirtzel, Roger Driskell, Gary Welton, Gene Beccue, Steve Corley, Rob Macklin. Consultant Team: Jerry Payonk (CDI), Joyce Tanzosh (CDI), Linda Huff (H&H), Jamie Bents (H&H), Jennifer Mitchell (HDR).

The CAG member and general public sign-in sheets are attached to these meeting minutes, as are copies of the environmental resource overview presentation and the alignments impact review presentation

**Topics Discussed:** Environmental and community resources review and regulations, environmental and community effects resulting from the Vandalia alignments, and drawbacks and benefits of each alignment

**Action/Notes:**

The meeting convened at 6:06 PM. Sherry Phillips welcomed the group. The project team introduced themselves to the CAG. Sherry reviewed the evening's agenda with the CAG:

1. Environmental Resources Overview (Linda): Describe environmental and community resources studied in NEPA and the regulations that must be followed in NEPA.
2. Resource Impacts (Jerry and Joyce): Review the environmental and community resource impacts resulting from the Vandalia alignments, as estimated by the project team.
3. Review of Exhibits
4. Discussion (Sherry and Matt) and Identification of CAG Preferences
  - a. Discussion of benefits and drawbacks of each alignment
  - b. Selection of a preferred alignment through a computerized selection program.
  - c. The CAG preferred alignment will be shown at the next Public Information Meeting (PIM) on 11/23/10, along with all the other alignments considered for the City of Vandalia.

Sherry introduced Linda who began the Environmental Resource Overview portion of the meeting.

**Environmental Resource Overview (Linda Huff)**

Linda presented the Environmental Resource Overview from a PowerPoint presentation. A handout of the PowerPoint presentation slides was available for CAG members to keep as a reference.

Linda explained that all federal transportation decision making must follow the NEPA process. She defined NEPA as examining social and natural impacts of Federal actions. She reviewed the social and natural resources identified in Vandalia: wetlands, floodplains, water resources, Illinois natural areas, threatened and endangered species, businesses, residences, parks/recreation areas, historic sites, cemeteries, low-income or minority populations, agricultural land, and public facilities. Linda discussed the concept of the "NEPA umbrella," and reviewed some of the regulations that fall under NEPA. She explained the concept of balancing impacts in NEPA for each alternative. There are different impacts with each alternative, and NEPA looks at the value of different resources. Linda used an example of wetland impacts versus home impacts.



Linda explained that a wetland is a transitional area between wet and dry areas. She stated there were six types of high quality wetlands identified in Vandalia: forested wetlands, seeps, floodplain forests, scrub-shrub wetland, wet meadow, and sedge meadow.

Linda stated that wetlands provide flood control and filter nutrients, improve water quality, provide wildlife habitat, and recharge and discharge groundwater supplies. She said that high quality wetlands were identified by INHS in the project area. High quality wetlands cannot be easily replaced. High quality wetlands usually contain high quality or rare plants or wildlife. High quality forested wetlands may take 100 years to regenerate if disturbed. She reviewed wetland regulations, and said that per regulations, wetland impacts should be avoided as much as possible. If impacts cannot be avoided, impacts must be minimized and wetlands must be replaced (mitigated) at a ratio determined by the regulatory agencies.

She reviewed floodplains, and the difference between transverse and longitudinal crossings of floodplains. Longitudinal floodplain crossings impact floodplains to a greater extent than transverse crossings; longitudinal impacts should be avoided when possible. Linda showed the CAG the floodplain regulations that the team will need to follow. A project may not increase the base flood elevation (BFE) by more than 1 foot, per FEMA.

Linda defined the Illinois Natural Areas Inventory (INAI) sites as special sites identified by the Illinois Department of Natural Resources (IDNR) for containing unique or rare plant, wildlife, or geologic features. Vandalia has an INAI site based on geology. The Vandalia Geologic Area is a unique glacial ridge formation. The project team has spoken to the IDNR biologists about this INAI site. One alignment (Vandalia U) clips the INAI site, but IDNR is not concerned with that alignment, for the INAI area includes a buffer, and the alignment is within the buffer area only. Linda reviewed the regulations for INAI. The sites should be avoided, or impacts should be minimized or resolved (mitigated) if effects cannot be minimized.

Linda defined threatened and endangered (T&E) species for the CAG. Endangered species are at risk of becoming extinct, and threatened species are vulnerable to becoming endangered. In Vandalia, there are two T&E species identified by the Illinois Natural History Survey (INHS). The Western Sand Darter was found at the Kaskaskia River near the Vandalia boat ramp, and the heart-leaved plantain was found south of Vandalia. The species and their habitat should be avoided if possible.

Section 4(f) was explained to the CAG. Section 4(f) protects publicly owned parks, recreational areas, wildlife refuges, and historic areas from being used for a Federal action. Potential 4(f) sites in Vandalia could include the statehouse, parks, and publicly owned playgrounds. All feasible and prudent actions should be taken to avoid 4(f) properties. There are different types of 4(f) impacts; a park's corner could be clipped, and that impact could be allowed as long as the impacts are worked through with the regulatory agencies. Historic properties are structures 50 years of age or older. Section 106 is a regulation that protects historic properties. Some cemeteries are protected by law, but are typically avoided in the design process.

Linda explained that transportation projects must consider Environmental Justice - the fair treatment of populations based on race, color, and income. Environmental Justice was developed from the Civil Rights Act and its analysis uses US Census data. Environmental Justice regulations state that the proposed action must not have a disproportionate effect on the special populations identified by the legislation (low-income or minority populations).

Linda reviewed agricultural lands and impact types with the CAG, farmland regulations at state level, and the Farmland Protection Act. The regulations are in place for the conservation and preservation of farmland. Prime and important farmland is defined by soil types and determined by the National Resource Conservation Service (NRCS) and state soil scientists. Any effect on prime and important farmland is determined during the NEPA process. Access to farm fields, farm severances, and uneconomical remnants that can't be farmed or accessed will also be determined at the next stage of analysis, and impacts will be minimized and mitigated.



Linda reviewed groundwater and drinking water. Drinking water is a volume of water large enough to be pumped out of the ground to service a house. The State of Illinois has established setback zones and the Illinois Groundwater Protection Act to protect wells from contamination. A 200-ft radius is required around a drinking water well to protect drinking water supplies in residential areas. Illinois EPA regulates the list of what cannot be put within a setback zone. A road can be located within a setback zone and is not included in Illinois EPA's list. However, the team will work to ensure that the project will not impact wells, groundwater supplies, or drinking water.

Linda reviewed community, economic, business, and public facilities resources. The resources are not regulated, but the project team will avoid or minimize the impact to or severing of neighborhoods or affecting businesses or public facilities either directly or indirectly. Residential or business acquisitions are regulated by relocation regulations at the federal and state level.

Linda stated there are many types of environmental resources to consider, and NEPA balances effects to the resources. She asked the CAG if they had any questions regarding the environmental resources review, and no questions were asked.

Linda introduced Jerry and Joyce, who would summarize the environmental impacts for each of the remaining alignments in Vandalia.

#### **Alternative Impacts (Jerry Payonk and Joyce Tanzosh)**

Jerry stated that the project team estimated environmental resource effects for each of the six alignments: eastern bypass, western bypass, dual marked, parallel, S, and U. Jerry showed a slide of all the resources found in Vandalia. The resources are broken into three groups:

1. Resources that have a varying magnitude of effect for all alignments. The resources are defined as differentiating criteria. Differentiating criteria identified for the alignments include high quality wetlands, wetlands, floodplains, prime and important farmland, residences, and businesses.
2. Resources that show generally the same magnitude of effect for all alignments. These resources included stream crossings, INAI sites, centennial farms, severed parcels, farm outbuildings, historic sites, wells, and wastewater treatment ponds.
3. Resources that exist but are not impacted by any of the alignments. These resources included T&E species, parks, cemeteries, schools, places of worship, hospitals, police/fire stations, community center, libraries, museums, and government buildings.

Jerry and Joyce presented the impacts to differentiating criteria resulting from each alignment. A slide with a table listing impacts to the differentiating criteria by alignment was shown.

- Wetland and high quality wetland impacts shown are estimates based on aerial photographs and soil survey maps, as the State has not yet surveyed the new alignments areas for specific wetland locations. Wetland impacts were highest for the eastern bypass.
- The eastern bypass was found to have higher floodplain impacts than the other alignments. Joyce reiterated the two types of floodplain crossings (transverse and longitudinal). The eastern bypass would involve a longitudinal floodplain crossing, which is the less desirable floodplain crossing type.
- There is much acreage of prime and important farmland located within the Vandalia alignment limits. The determination of prime and important farmland is based upon soil type and agency determination. Even forested areas can be considered prime and important farmland because forested areas could be farmed if cleared.
- Residential impacts counted in the analysis are considered to be complete acquisitions, meaning the home will be completely taken for the project. Each alignment was reviewed and the location of the impacted homes was identified on aerial photograph shown on the PowerPoint presentation. The eastern bypass and parallel alignment had the most residential impacts, requiring the removal of 36 and 14 residences, respectively. The eastern bypass, approximately two dozen of the impacts are within the Vandalia city



limits. The parallel alignment impacted 14 homes. The dual mark, S, and U all impacted nine homes, and the western bypass impacted seven homes.

- Identified business impacts would constitute a complete removal of a building (or buildings) on the property. These impacts do not include secondary impacts of compromised access, loss of parking, or other impacts to businesses. The dual marked alignment and the eastern bypass impacted 5 and 17 businesses, respectively. The name and location of the impacted businesses were shown on aerial photographs on the PowerPoint presentation. The other four alignments did not result in any business impacts.

Jerry reviewed other resources that were considered, but weren't found to be differentiating by the project team. If the CAG members consider these impacts to be differentiating, they can consider these impacts when evaluating the alignments. These included:

- Number of stream crossings
- INAI sites: This was not found to be differentiating because there is clearance from IDNR to impact the buffer zone of the Vandalia Geologic Area INAI site.
- Centennial farms
- Severed parcels
- Farm outbuildings
- Historic sites: There is an old bridge on Richland Creek on east side of existing US 51. This may be acceptable to impact.
- Wells: 200' setback buffer, the next level of analysis we will have more information about wells. The state database does not contain precise well placement data, and additional analysis needs to be completed to determine exact locations and potential effects.
- Waste water treatment ponds

*CAG Question: If there will be more information collected in the future, shouldn't the CAG wait to make their decision about alternatives? The wells impacted could affect groundwater.*

*Response: Linda: Groundwater impacts first depend upon topography. Wells down slope of the road are the wells that could be impacted. If team develops a good roadway drainage system, it can be ensured that stormwater is drained away from the well area, thus protecting the wells.*

*CAG Comment: Most people in north Vandalia have wells; this CAG member is concerned about water flow to wells.*

*Response: Jennifer Mitchell: We are showing physical well locations at this time, and the team will study groundwater flow and effects as the study progresses.*

*CAG Comment: I am worried about draining wells due to shallowness of existing wells in north Vandalia.*

*Response: The team will analyze groundwater and drinking water effects during NEPA.*

*CAG Comment: We need all the information about groundwater before making a decision because the different alternatives may have different impacts.*

*Response: Matt: The group needs to decide what alternative is best for Vandalia. The team is providing impacts for the best information available now.*



*CAG Comment: If the CAG can only pick one alternative, they would be concerned.*

*Response: Sherry: Wells within the 200-ft setback will be purchased by the state. Wells that could have secondary impacts will be studied and the project team is confident that impacts to those wells can be mitigated.*

*Gene: Some of the wells may be servicing homes that could be acquired as part of the project.*

*Jerry: When the team moves forward with alternatives to study in the DEIS, the team will study issues in extreme detail. That is what the DEIS does to determine if there are fatal flaws or impacts for that alternative.*

*Matt: Tonight, the team will ask the CAG to identify their preferred alternative. If the CAG is not comfortable with one alternative, the team could look at more, and we will remove the alternatives the CAG identifies that they do not want. We do not need to leave with only one alternative in addition to alternatives S and U. Eventually the team needs to reduce alternatives.*

*Sherry: DEIS studies are very intensive and very expensive. The project team cannot evaluate all six alignments at this level of detail.*

*CAG Comment: People signed a petition against alternatives S and U, and the CAG does not feel that moving S and U forward is fair because they did not pick those alternatives.*

*Response: Matt: The other CAG picked those alternatives, they are approved, and they are moving forward. The team wants to move the process forward, and wants to keep the process transparent.*

*CAG Comment: Some CAG members don't want US 51 to be expanded through Vandalia. The CAG does want to pick an alternative that will be good for Vandalia in the future.*

*Response: Roger Driskell: Something to keep in mind is that the project will not be built today, and could happen 10, 20, 30, or 40 years in the future.*

*Question: Why is the project team rushing this decision if the project will not be built for many years?*

*Response: Jerry: It isn't economically feasible to look at detailed impacts for each alternative if all won't be carried forward, and that is why we need to narrow the alternatives studied.*

*Question: Is there a deadline to get these alternatives done?*

*Response: Sherry: The DEIS must be completed within four years.*



*Question: Will this project construction date be pushed up a lot faster? Would the project start in Vandalia?*

*Response: Jerry: Team will look at project phasing in DEIS.*

*Roger: Federal earmarks can also state where roads are built, and if an earmark is received for a portion of the project, that could determine which sections are constructed first.*

*Question: The project team has said before that construction could start in Vandalia as soon as ten years.*

*Response: Matt: This is possible, but unlikely. We cannot say for certain when or where the construction will begin.*

*Question: What will happen if properties are up for sale? No one knows where the alternative will go, and this already is impacting property values in Vandalia.*

*Response: Sherry: This is why we need to decide on an alternative so these the alignments studied are known. We need to go back to Springfield in February with any additional alternatives that will be studied in the DEIS.*

*CAG Comment: This member wants to wait until after February to decide which alternative(s) to select as the CAG preferred alternative.*

*Response: Sherry: There would be no additional data after the February meeting to review. Even if impacts change with future analyses, would that be a reason to not build that alternative?*

*CAG Comment: There are several alternatives this CAG member agreed with and now she believes there are too many impacts to those alternatives. She doesn't believe she has enough information to make an educated decision about the remaining alternatives.*

*Response: Sherry: Tonight we will have a discussion about the alternatives so the CAG can think about impacts. For example, the eastern bypass has a lot more impacts.*

Jerry reviewed the resources that would not be impacted by the alignments.

Jerry reviewed operations for the alignments, including length of alignment, travel time, and use of existing roadway. Travel time and distance for the alignments was compared to the existing US 51 route. Of the six alignments, the eastern bypass demonstrates the shortest travel distance (14.1 miles) and time (13:33 min:sec), and the parallel yellow had the longest travel distance (18.8 miles) and travel time (17:18 min:sec). Only the eastern bypass had a shorter travel distance than the existing US 51. However, the travel time for existing US 51 is greater than all six alignments. The western bypass would not use any existing roadway corridor. The dual marked and eastern bypasses utilize the greatest lengths of existing roadway corridor (65% and 64%, respectively). The amount of new roadway corridor versus existing roadway corridor is not something that is specifically studied in NEPA, but is provided for the CAG's information.



### Review of Exhibits

Sherry invited the CAG members to look at the 36" x 48" color exhibits of the six remaining alignments. Each alignment was displayed on an aerial photograph, and the differentiating resource criteria was shown, as well as a summary table listing the impacts associated with each alignment. Additionally, two environmental base maps were on display, one with the six alignments shown and one with no alignments shown. These base maps showed all the resources identified by the project team. A summary table listing the differentiating criteria impacts associated with each alignment was also shown.

### Discussion and CAG Preferred Alignment Selection (Sherry Phillips and Matt Hirtzel)

Sherry and Matt each stood at an easel, and reviewed each alignment with the CAG. They asked the CAG to provide drawbacks and benefits for each alignment. A summary of comments received is below, and a table of the written comments developed is included at the end of this section.

#### *Western bypass*

##### Drawbacks

- Too far west
- Have to get off the Interstate system far from the Wal-Mart interchange (Exit 61). People will miss the Wal-Mart. Interstate traffic has to get off before they see the businesses. Concerned that Exit 61 will miss interstate traffic. Too confusing and too far west to get off interstate before businesses are in view.
- Secondary business impacts
- Has the largest amount of new road built

##### Benefits

- Avoids northern neighborhoods and residential areas as much as possible
- Avoids business acquisitions/takes
- Avoids schools
- Provides western interchange for future growth, which is the only direction Vandalia can grow
- Because the western bypass is so far west, traffic could still use existing US 51 and patronize businesses and the historic district
- Increased noise would be away from residential areas north of I-70

*CAG Question: Would the inclusion of a collector-distributor (C-D) road be set in stone or can things be changed? If the C-D road were removed that would be the perfect option.*

*Response: Sherry: I cannot answer that. If CD road were removed, would need to ask for an additional interchange, and that may not be allowed. Could close Exit 61 and get a new interchange.*

*CAG Question: Can we look at the option of closing the existing Wal-Mart interchange and building the new US 51 interchange as a replacement instead?*

*Response: Sherry: Yes, could look at that option. IDOT did not look at closing Wal-Mart interchange, because it assumed Vandalia would want to keep that interchange open.*

*CAG Comment: Do not close Wal-Mart interchange. The project team should research both options. A frontage road could take place of a C-D system and be a cheaper option.*



*Response: Sherry: What would be the advantage of closing the interchange and building a replacement interchange further west to economic development?*

*CAG Comment: This would be an advantage for the city because they would need to run utilities out to that new western interchange anyway.*

*Response: Sherry: If the western bypass is selected to move forward, the team will look at that issue in-depth and look at other alternatives, but any results would likely be a year from now.*

*CAG Question: Why are we waiting to study the impacts of traffic noise? The residential areas north of Vandalia already experience noise impacts from I-70. This information would help this CAG member make a decision.*

*Response: Linda: In modeling noise impacts, we look at the profile of the proposed road and homes. The impacts can be mitigated if levels are too high. Homes and other physical impacts are better indicators of impact at this time. Noise is not information that would likely help to make a decision.*

*CAG Question: How much road has to be built? If you do the dual marking alternative, you have to build no new road. CAG keeps telling IDOT that they don't need to build the tri-level interchange with the dual marked alternatives, but their comments don't get very far.*

*Response: Sherry: Large new interchanges would need to be constructed with the dual marked alternative, they are inclusive of the alternative and satisfy the current design standards.*

### **Dual Marked**

#### Benefits

- Less new road to be built, less cost
- Enhances business by increasing drive by traffic and visibility
- Less impact on housing, wells, and septic tanks

#### Drawbacks

- Existing interchange needs to be reconstructed –would have complicated interchanges due to the need for free flow conditions
- Secondary impacts to businesses at Exit 63 – Drivers can see businesses but can't get to them very easily
- Impacts to corrections center, the city's largest employer – removes some of the parking lotsThe alternative would involve re-routing 40/185 past the schools

The project team pointed out that the western bypass has the least impact on housing. The CAG had a short discussion about businesses, and if the dual marked alternative would be a drawback or a benefit for businesses. One CAG member said the interchange doesn't need to be the "monstrosity" it is proposed to be. Sherry said that if the alignment moves forward it would include the large interchanges to achieve free-flow conditions, which is the current design policy as discussed. CAG member says there is a way to engineer the interchanges to avoid businesses. Sherry said to bring the designs to the project team; the team has studied design of the interchanges and has determined the large interchanges are needed.



Another CAG member says that the alternative must have free flowing interchanges or else speeds will be down to 20 mph, and that is why the interchanges are large.

*Parallel*

Benefits

- o Does not re-route traffic by schools
- o Avoids some of the northern residential areas
- o Avoids the Exit 63 large interchange footprint. Because there is no need to reroute 40, there would be no secondary impacts to Exit 63 businesses as with dual marking

Drawbacks

- o Fourteen residences impacted, higher impact than most alternatives
- o C-D system.

*CAG Question:* One CAG member is confused about why the C-D system is needed. Another CAG member says that it's needed to provide access to businesses. CAG member says the CAG is concerned about the impacts of the C-D system

*Response:* Sherry: C-D systems are common in cities, but they may be a surprise to drivers through Vandalia.

**S**

Benefits

No benefits were given by the CAG.

Drawbacks

- o Affects residences.
- o C-D system.

Sherry stated that this alternative won't impact more residences than the eastern bypass and the parallel alternatives. Perhaps this drawback should be rephrased as "neighborhood impacts."

*CAG member:* This alternative could affect residences through wells, septic tanks, and noise

Sherry stated that this alternative has a shorter C-D system than other alternatives with C-D systems

*CAG Question:* *Isn't this alternative going to the next level regardless?*

*Response:* *Matt: Can still select an alternative and can have discussion.*

**U**

Benefits

No benefits were given by the CAG.

Drawbacks

- o Affects residences.
- o C-D system.
- o Both S and U affect northern neighborhoods, and U bisects northern neighborhoods more than S

## *Eastern Bypass*

### Benefits

- Less new roadway
- The state already owns property at the corrections center – this would mean less acquisition would be needed, less cost
- Brings people downtown
- No C-D system

### Drawbacks

- Most impacts on residences
- Has “funky interchange” at Exit 63
- No room for expansion
- Most wetland impacts

*CAG Comment: This is the alternative to choose but it needs to be tweaked. We can't go south through town, and you don't need to take all those houses out. It's already wide enough for four lanes.*

*Response: IDOT: Other variations of that alternative were studied at the last CAG meeting. This alternative shown was the alternative selected by the CAG.*

*CAG Comments: Can't this version be tweaked? Why was that old alternative taken out?*

*Response: Jerry: The alternative referred to had eight crossings of the Kaskaskia River.*

Following discussion of benefits and drawbacks of the six remaining alignments, Sherry led the CAG in a discussion to aid the CAG in selecting their preferred alignment.

*IDOT Question: What surprises you about these options?*

*CAG Response:*

- *The magnitude of the interchange at I-70 to keep traffic free flowing.*
- *Impacts to schools by the rerouting of 40.*
- *Also, thought there would be greater travel time differential among alternatives, but there wasn't.*

*IDOT Question: What concerns you?*

*CAG Response: Could put a road through the northern neighborhoods. There doesn't seem to be one good option – businesses are just as important as northern residences. Any option would require giving up a critical part of our community.*

*CAG Question: We aren't giving anything up with the dual marked alternative, are we?*

*IDOT Response: Yes, residences and businesses are impacted with the dual marked alternative. But, is it OK to take businesses or residences? What is important to Vandalia? The CAG needs to consider direct impacts versus indirect impacts of an alternative.*



*IDOT Question: We are discussing businesses as they are today. If project is not completed now, how will the area be in the future?*

*CAG Response: This is also true of the northern neighborhoods – the number of residents could be totally different in the future than today.*

*IDOT Question: Show of hands: who has discussed options with interest groups they are representing? About half of the CAG members present raised their hand.*

*IDOT Question: This CAG has been meeting for about four months. Has your voice been heard during this time?*

*CAG Response: Yes, whether IDOT wants to listen or not. Once the public meeting is held and impacts are shown, there will be many people against alternatives in their backyard and there may be future petitions against the project.*

*IDOT Question: US 51 could be proposed to stay on existing alignment, and then the NEPA document would likely not be approved because it would not meet the purpose and need of the project. Is that what Vandalia wants?*

*CAG Response: The CAG doesn't have enough information to decide on one alternative.*

*IDOT Comment: The team can say that the CAG doesn't like any of the alternatives developed.*

*CAG Response: The decision will be made by those higher than anyone in this room.*

*IDOT Question: Think about the purpose and need of this project – why are we building this road?*

*CAG Response: There are many caveats of this project that the CAG was not aware of initially.*

*IDOT Comment: The purpose and need for this project is about regional connectivity and continuity.*

*CAG Comment: You are creating chaos for Vandalia if the alternative goes west. I-70 has been here for 50 years and city hasn't built much along it during that time.*

*CAG Comment: Need to look ahead and things will be different in future.*

*CAG Question: Do you think that taking the alternative west is a must for growth for Vandalia in the future?*

*CAG Comment: Town will grow to west in the future. The western bypass does not take the road through the residential areas, either.*

*CAG Comment: I want to share my opinion. Convince me that I'm making the right decision for the future. It seems chaotic to discuss flyovers and connecting roads in this little town and if we have the C-D system people will miss Wal-Mart if they are daydreaming.*

*IDOT Response: This project will follow an expressway standard. We need to take all these alternatives to the public in two weeks. We invite the CAG members to come to the meeting and help explain things we have talked about during the four months of CAG meetings.*

*CAG Comment: We should tell the public that there are too many factors in choosing an alternative, it's not very simple.*

*CAG Comment: Instead of voting on alignments, I would prefer if the CAG can discuss this and come to a consensus on the best alignment. We should discuss this and come to a determination as a group. But I don't think we can do that at this point.*

*CAG Comment: The CAG does not have enough information to make a decision.*

*CAG Comment: We can't do expensive studies on all alternatives.*

*CAG Comment: If we are looking 40 years down the line, is Vandalia locked into the decision made tonight?*

*IDOT Response: Roger: IDOT will decide on the Preferred Alternative and place a corridor protection for the alignment so alignment is on plat. If a development goes in, IDOT has the option to buy property or not. When road is built, IDOT must decide if it goes through the property or determine if realignment should be studied.*

*CAG Comment: Is there a possibility of changing the alignment in the future?*

*IDOT Response: Roger: The alignment could be changed in the future if nothing has been built in 40 years. If part of it is built, IDOT is committed.*

*Sherry: Projects usually aren't reopened, but it could happen. We cannot say for certain now if this study will be reopened in the future, this is dependent on many variables.*

*CAG Comment: We should collect input from the public and then vote on options instead of voting tonight.*

*IDOT Response: If the CAG wants one alternative and public wants another, we need to come back to the CAG to discuss. All the alternatives will be shown at the November PIM, and the CAG preferred alternative will be noted. The public will be able to see all alternatives.*

*IDOT Question: Sherry: if you had to pick an alternative tonight, would you be comfortable? (About half of the CAG indicated they were comfortable voting). Can we go ahead and vote? The vote will be more for project team information only so we know which way you are leaning. We will not indicate which alignment the CAG preferred at the PIM. We will hold another CAG meeting in January to discuss the comments received from the PIM.*



*CAG Comment: In order to avoid a petition, you should go to public first and then CAG will vote on an alternative.*

*IDOT Comment: Matt: If we receive 500 public comments preferring an eastern bypass and 13 CAG members want the dual marked alternative, IDOT will not carry forward the dual marked. The public's comments should be reflecting what the CAG is deciding.*

### **Alignment Selection (Jennifer Mitchell)**

Jennifer led the CAG members in an interactive survey in which each person received an electronic responder, or clicker. Attendees were presented with multiple-choice questions through a slideshow. Each person responded to the question by pressing a button on the clicker that corresponded to their desired answer. Following each question, a chart showing how the group answered was displayed for the audience to provide immediate feedback. Two CAG members left early, and they left their selection with two proxies from the project team, who cast the absent CAG members' selections.

The CAG started by answering several test questions to get used to the selection system and the technology, and then indicated their alignment preference:

*Of the four options, which option best meets the needs of the community of Vandalia?*

- *Dual marked 13%*
- *Western bypass 73%*
- *Parallel 13%*
- *Eastern bypass 0%*

Of note, Alignments S and U were not listed in the preference survey, as they have already been identified as corridors to move forward by the FHWA.

Sherry asked the CAG to raise their hands if they wanted US 51 built to four lanes. Nine people of the 13 CAG members who were still present raised their hands (two members had left by that time).

### **Closing Comments (Sherry Phillips)**

The PIM will be held on 11/23/10, at Mother of Dolors from 3 to 7 pm. The project team encouraged the CAG members to attend the meeting and discuss the project and their alignment selection process with the public. The project team will meet with the CAG in January 2011.

The meeting was adjourned at 8:45 PM.