

U.S. 45 – IL 132 to IL 173 and Millburn Bypass
Public Meeting #2 Questionnaire Response Summary

As stated in the Public Meeting Summary, the purpose of the second Public Informational Meeting held on September 2, 2010 was to provide an update to the public on the progress of the Phase I Study, provide information to the stakeholders regarding the study progress, schedule, and to-date results, and solicit input from the public. At the meeting, a questionnaire in regard to the project issues was distributed. This document serves as a summary of the responses received to that questionnaire.

To recap, 201 questionnaires were completed as a result of the public meeting interaction, and what follows is an outline of the responses.

Question one asked respondents if they agreed a Millburn Bypass was necessary, and the majority (78%) thought the bypass was a necessity. They were also asked if they are for or against a bypass. Most believed that the delays and backups resulting from the current roadway network are unacceptable and require immediate attention. Many people were concerned about safety, noise, truck traffic, and environmental impacts. Those opposed were typically opposed due to cost reasons.

Question two asked what respondents thought of the three finalist bypass alternatives as a transportation improvement. The most common responses are summarized below:

Alternative A1:

- Least expensive and uses the least amount of new land
- Concerned with proximity of the new US 45 alignment to the neighborhoods and school
- Concerned about traffic noise and buffering, heavy truck traffic near neighborhoods, safety including kids near the roadway, impact on parks and preserves, air pollution, displacement of home owners, and decrease in property values
- Concerned this alternative does not fix the problem with east-west traffic progression (through the historic district), considering the current intersection offset and stop light configuration are not corrected
- Concerned about access locations and their safety
- Concerned this alternative limits land development options in the future
- Like the easy access to the historic district and businesses

Overall, the majority of people feel this is their least favorite option.

Alternative A4:

- Many of the same general concerns as were stated under Alternative A1 with regard to the location of the bypass
- Unlike Alternative A1, many people believed that this would correct the problem with east-west traffic progression
- Some liked that travel time would be streamlined with this configuration

- Many who preferred this alternative liked that heavy commuter traffic no longer passes through the Historic District and in general felt traffic performance was better than C4.

Overall, the majority of people feel this is their 2nd choice option.

Alternative C4:

- Prefer the bypass going through farmland instead of impacting residential and school areas
- Less noise and air pollution near residential areas
- There will be more freedom with respect to future development of properties
- Will not impact the forest preserve
- Some opposed to this alternative believed the farmland could be developed more easily without the bypass cutting through it, and felt the roadway would sever the Historic District from its connections to the east

The large majority of responders live to the west of US 45 and are strongly in favor of this alternative. It is believed to be safer with more separation from residents.

Questions three and four asked if there were any other concerns that responders felt needed to be addressed with detailed development of the preferred alternative, or anything in general to be considered by the project study team. Some additional concerns are listed as follows:

- When will the rest of US 45 be widened?
- Consider the difference in land prices between east and west
- Consideration of State purchase of homes near but not within proposed ROW
- Original plan (maybe SRA) includes 2-lane US 45 not 4-lane (deceptive)
- How soon and what impact construction will have on congestion
- Pedestrian and bike access
- C4 is better for local economy due to tax generation potential (adjacent development)
- People have known about the A alignment going through and got cheaper homes
- Traffic counts were not performed properly
- Don't let Tempel's political influence force the A alignment
- When the west bypass plan was developed it did not consider the residential that now exists
- Existing curves are causing accidents on US 45 and crash concern in general
- Four lanes are not needed
- Stage the east-west alignment first and then the north-south second
- Cost is too high
- Residents plan to have a meeting to discuss options for future development in and around the Millburn Historic District
- Modified access from local roads will cause increased travel time when accessing major roadways
- Why are buildings in Historic District being preserved as their upkeep is poor

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