

U.S. 45 – IL 132 to IL 173 and Millburn Bypass
Public Meeting #1 Questionnaire Response Summary

As stated in the Public Meeting Summary, the purpose of the first Public Informational Meeting held on March 3, 2009 was to solicit early input from the public regarding the project for use in engineering and environmental studies. 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, 115 questionnaires were completed as a result of the public meeting interaction, along with 46 separate written comments that were provided at and following the Public Meeting. 47 CAG forms were also received. What follows is an outline of the responses.

The first six questions were biographical to give information on the respondents. The respondents have, on average, lived in the area for 12.0 years. 16.5% of the respondents work in the area, but 93.0% of them drive through it daily.

Question #7 asked respondents to identify the issues related to the project they found most important. The issues identified as most important were traffic congestion, residential property impacts, traffic noise, and roadway safety. Ranking the importance of issues by weighted average shows these responses comprise over 50% of the responses.

On the other hand, some issues rose to the top as being considered unimportant by most respondents. Over 75% of the weighted average responses for issues considered not important were comprised of four issues: tourism, historic district impacts, business development, and farmland impacts.

Question #8 asked respondents to identify which traffic problems they have experienced. The most prevalent answers encountered, comprising nearly 60% of the responses were traffic congestion, truck traffic, and inconsistent travel time.

Question #9 asked respondents to state their location preference for a possible bypass within the Millburn area of U.S. Route 45. 50% of people desired the bypass to be built on the east side. 28% of the people suggested the west side. 13% of people preferred another alternative, typically realigning only Grass Lake Road with Millburn Road. 8% of people preferred widening U.S. 45 at its current location. Interestingly, when broken down by respondents' location, the above preferences for east or west correspond very closely to opposite the respondents' residence. 87% of people wanted the bypass on the opposite side of U.S. 45 than they lived.

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