

Minutes approved 03-21-12



## **EXECUTIVE COMMITTEE**

McKenzie Building - Jury Commission Room

Wednesday, February 22, 2012 – 4:31 p.m.

Committee Members Present: Vice-Chairman James Carius, Russ Crawford, Jim Donahue, Terry Hillegonds, Lincoln Hobson, Carroll Imig, Tim Neuhauser, Greg Sinn, Terry Von Boeckman

Committee Members Absent: Chairman Zimmerman, Dean Grimm, Mike Harris

## **MOTION**

**MOTION BY IMIG, SECOND BY HOBSON** to approve the minutes of the January 18, 2012 meeting and the January 25, 2012 In-Place meeting.

**On voice vote, motion carried.**

## **NEW BUSINESS**

### **MOTION**

E-12-09

**MOTION BY SINN, SECOND BY HILLEGONDS** to recommend to County Board to approve the Transportation Committee's recommendation on the Easter Bypass corridor selections.

Sinn explained that they have recommended 2, 6 and 10. He stated that the County supports a ring road regardless of location. The ring road is to connect Route 6 with the new bridge with an interstate connection on the southern end. We need a new bridge, a north/south route and traffic relief on local roads.

The Transportation Committee looked at the remaining six corridors and eliminated three that were not best for the county.

Sinn explained the corridor names. P is for Pleasant Hill Interchange, T is for Tennessee Avenue Interchange, M is for Main Street/Washington Road and D is for Dee-Mack Road. They considered all input received from County Board members.

Sinn stated that D-13 was too far out and had low traffic count. P-4 had a huge residential displacement and already has a north/south route. It has also been developed so it

would be a low economic development score. T-7 was not better and just a few less displacements.

P-2, T-6 are to the west of Washington and loops around Germantown Hills. Between the 6 and 10 is the decision to go east or west of Washington.

County Engineer, John Anderson, stated that he and Sinn are members of the Citizens Advisory Group. Anderson represents the Road Commissioners and Sinn the County Board. IDOT has asked for local agency input to narrow these corridors down before their next meeting. He stated that as it gets down to one there will likely be opposition. It is a big project and the funding is yet unknown.

Von Boeckman stated he knew that both Sinn and Anderson had put a lot of time in on this project and should be commended.

Hillegonds stated that considering Washington, he would suggest taking M-10 out of the recommendation. He said that corridor does nothing for the north/south traffic for Washington or above the bluff for East Peoria. He stated that 6 or 2 could be used a lot. There is no infrastructure out there so Washington is left out.

Hillegonds said that M-10 would be a by-pass for anyone that did not want to go into Peoria. M-10 does nothing for the local residents. T-6 or P-2 provides a new north/south which is desperately needed in the Washington area. P-2 would be the best selection.

Sinn stated that M-10 seemed to be the least offensive route, but that does not mean it is the best route.

Donahue stated he is totally in favor of P-2 taking everyone's needs into consideration. It is close to Washington and Metamora. He said that Pekin, the State and the Federal governments are spending a lot of money on a ring road around Pekin. Pekin has problems recruiting businesses due to lack of proper roads. If the money is going to be spent it could be taken down to Excel Foundry and all truck traffic via I-74 would be given access to Pekin. It would also be a good corridor to go from southern Tazewell County all the way to Mossville.

Neuhauser agreed that M-10 was the least controversial, but that was not the reason for the project. It was to draw the County together to provide communities with transportation and economic growth in the area. Either T-6 or P-2 would connect all to I-74.

Imig stated his preference was P-2 over T-6 as he sees Veterans eventually connecting with the P-2 corridor to benefit and service the County.

County Engineer Anderson reminded the Committee that they will have more opportunities for input. This part of the project was to help IDOT get the 6 corridors down to 3 for further study.

Hobson said the M-10 was too far out. The Transportation Committee eliminated the three corridors that did not make sense for the County.

Crawford provided the Committee with some history of the last time that a bypass was looked at. The end result was another area of the State received the funds as there was not enough local support. The bottom line is the County needs to do the best we can to get the bypass in.

Sinn summed up the consensus of the Committee that all strongly recommend P-2 but T-6 and M-10 were acceptable. Anderson again reminded the Committee they will get more input later in the process.

Resolution E-12-09 was read out loud by Crawford. Crawford recommended that there be one more WHEREAS stating the County would stand by and support the final decision. Crawford stated he would prepare the wording.

**On voice vote, MOTION CARRIED.**

Vice Chairman Carius addressed the liquor license discussion. There is a business in Tazewell County that would like to be able to sell alcohol on Sunday's earlier than the allowed in the Ordinance, which is noon.

The Committee agreed to wait to make any decisions on an Ordinance change until after a new County Administrator was on board.

**MOTION**

E-12-07

**MOTION BY CRAWFORD, SECOND BY HOBSON** to recommend to County Board to approve the appointment of Brad Brooks to the East Peoria Sanitary District.

**On voice vote, MOTION CARRIED.**

**MOTION**

E-12-08

**MOTION BY CRAWFORD, SECOND BY HOBSON** to recommend to County Board to approve the reappointment of Robert Lehmkuhl to the Greater Creve Coeur Sanitary District.

**On voice vote, MOTION CARRIED.**

Vice Chairman Carius recessed the meeting at 5:05 p.m.

(transcribed by S. Beeney)