



## CITY OF WASHINGTON, ILLINOIS Committee of the Whole Agenda Communication

**Meeting Date:** July 10, 2023

**Prepared By:** Dennis Carr – City Engineer

**Agenda Item:** Devonshire Condition Discussion

**Devonshire Explanation:** Devonshire was one of the roadways set to get the pressure paving. Staff began walking the project to review the curb condition and to mark out what needed to be replaced before the pressure paving. During this walk, the curb line was found to be in much worse condition than expected. We do not have enough budgeted in curb maintenance and curb replacement capital projects to replace the curb that needed to be replaced.

With pressure paving having a 10-12 year service life, we would be doing a large disservice by putting it down with curbs that do not have the same service life remaining.

There is 3 times as much curb to replace as currently budgeted. The sidewalks adjacent to the curbs are also in disrepair. There is a transite watermain under Devonshire. The sanitary sewer has not been lined.

Option 1 – Replace all of the curb over 2-3 years. Follow it up with milling and overlaying the existing pavement. (This does not address sidewalks outside of driveways)

Option 2 – Plan for a complete reconstruction of Devonshire after Catherine.

Staff is continuing with reviewing roads on the east side of town for reconstruction as directed by the past City Council. The Devonshire pavement was rated a 73 during the last pavement rating. The pavement rating does not take into account curb, sidewalk, and utility condition. West, Ridge, Terrace, and Central were all rated lower and have similarly poor watermain. These roads are only local roads, but have seen a large uptick in pavement damage due to the Hilldale construction. North and South Main both have worse pavement ratings, but during the strategic planning meeting, staff showed these two roads being mill and overlay candidates moving forward,

**Fiscal Impact:** Staff has \$100,000 budgeted for a curb replacement capital project similar to the Belaire projects of the last two years. This is close to the amount needed to replace from Westgate to Cambridge (not including sidewalks).

**Recommendation Summary:** Staff recommends Option 2 and planning to reconstruct after the Catherine project.