

MINUTES

WORKING SESSION CITY COUNCIL 401 WEST WASHINGTON STREET EAST PEORIA, ILLINOIS

February 4, 2020

The Honorable John P. Kahl Mayor of the City of East Peoria called the Working Session of the City Council of the City of East Peoria, Illinois to order at 5:00 P.M. with the meeting having been properly noticed.

Upon the roll being called the following answered present: Mayor John P. Kahl, Commissioners Daniel S. Decker, Mark E. Hill, Seth D. Mingus, and Michael L. Sutherland.

Absent: None.

Mayor Kahl explained that the City Council is meeting for a Working Session and that no formal business will be conducted by the City Council at the meeting. He explained that the purpose of the meeting is to have a Working Session regarding a City Streets Update. Mayor Kahl turned the discussion over to Commissioner Decker. Commissioner Decker explained that this meeting is done yearly and if anyone has questions about streets, they can contact the City. He explained the agenda for the meeting that will include discussion on the street rating system and process.

Commissioner Decker turned the discussion over to engineer Patrick Meyer of Patrick Meyer and Associates. Mr. Meyer explained the rating system that begins with one through ten rating with a rating of one being the worst and a rating of ten being the best. He went through the percentage of streets at each rating level and explained the rating comparison chart. He explained that the ideal scenario is to have 0% of the streets at 2 and 3 rating; 20% at a 5 rating; 25% at 6; 25% at 7; 15% at 8; 10% at 9; and 5% at 10 rating. The history of the street maintenance budget versus the bituminous price was discussed and shown in chart form. This year the city is set to spend \$900,000 in Motor Fuel Tax funding for street maintenance. The city rates the streets every year and goes through and delineates which streets are ready for the street maintenance program. For example, Illini Drive is being bumped up because it has potholes that were filled. Mr. Meyer commented on the heat-sealing process that extends the length of the asphalt streets. A map was shown that identified streets that are planned maintenance this year subject to bidding and other possible changes, including Kerfoot Street, the Highview Road "S" curve section, Briar Court, Chestnut Drive, Julian Avenue, Royal Vista Drive, Regal Lane, Regent Court, Illini Drive, Matthew Parkway, Barbara Street, Taylor Street, James Court, Ritchie Street, and Woodway Court. Mr. Meyer explained that heat scarification cannot be used on steep hills. A spreadsheet was shown that included a 62-year replacement process. The City street maintenance process has included four processes, including spray patching, heat scarification, sealcoating, and GSB 88 (an asphalt sealer that holds loose rock in place). There is a new product that is comparable to GSB 88 but has a faster dry time. Mr. Meyer listed some examples of roads that had different processes used on them and gave estimated timelines of how long roads last with the different processes used. He feels that the heat scarification with GSB 88 will last just as long if not longer than the original asphalt road itself. In determining and choosing roads for street maintenance repair, the impact to East Peoria citizens is also considered.

Commissioner Decker commented on the cost of asphalt increasing. He commented on the value of the street rating that is done every year and see the progression of roads overall. Commissioner Decker explained that he is a fan of complete replacement of roads; however, the City needs to keep up on street maintenance and keep maintenance dollars where they need to be. The GSB overlay has decreased the complaints by citizens of rocks on the surface of roads. He explained that the GSB process is more expensive. The city has a lot of hills that are more expensive on street maintenance, and those roads are a challenge because of their maintenance. Grange Road is something that they want to reconstruct. However, the number of residents that are served by the road is smaller. Commissioner Decker does not want to discount the importance of Grange Road. He explained that Grange Road is a regional road that is used by Washington residents and others, along with those individuals going to Illinois Central College. He is interested in attaining Peoria-Pekin Urbanized Areas Transportation Study (PPUATS) dollars for Grange Road. Commissioner Decker commented on the heat scarification process and that it has increased the life of roads longer than anticipated with the costs of the process being half of that to mill and overlay the streets. He also commented on the impact that the freeze thaw has on streets and the quickness at which streets can be negatively affected.

