

 CITY OF *Bloomington* ILLINOIS



**Streets and Sidewalks  
Supplemental Report  
Fiscal Year 2025**

The City of Bloomington Department of Operations and Engineering Services (DOES) prepared this supplemental report to describe the data presented in the 2024 Street and Sidewalk Network Update in more detail and provide additional data. The update was presented to the Bloomington City Council at its regular meeting on May 28, 2024.

## Measuring Streets and Sidewalks

DOES primarily uses 12-foot lane miles and parcel miles to measure streets and sidewalks, respectively, although centerline miles are also sometimes used to measure streets. A centerline mile is the length of the road at the centerline and does not account for the number of lanes. A 12-foot lane mile is the width of the road in feet divided by 12 (to obtain the number of 12-foot lanes) and then multiplied by the centerline mile length. A parcel mile is the length of a sidewalk along a parcel and does not include the width. Ramps are measured by the number of ramps.

The street measurements used by DOES are shown in Figure 1 below, which includes a four-lane road that is one mile long. The road is one centerline mile long or four 12-foot lane miles long. If the road had two lanes, the road would be one centerline mile long or two 12-foot lane miles long. Figure 2 shows how DOES measures sidewalks using parcel miles and number of ramps.

Figure 1: Example of Street Centerline Miles and 12-foot Lane Miles

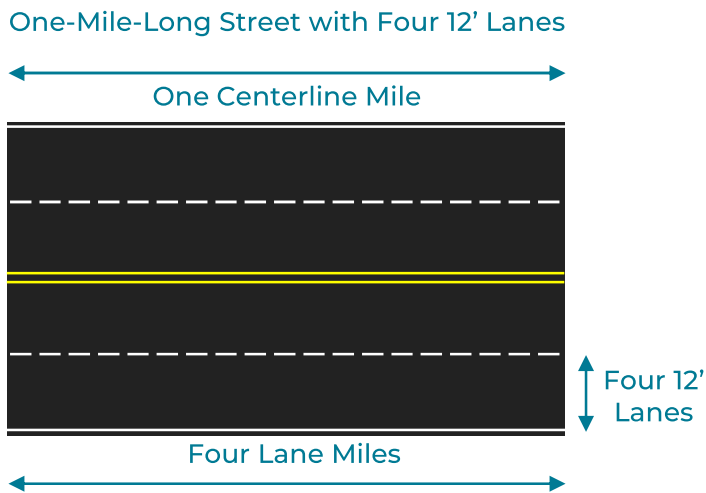
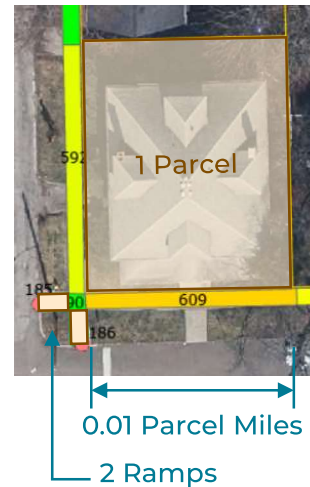


Figure 2: Example of Sidewalk Parcel Miles and Ramps



The City’s road network includes approximately 322 centerline miles or 842 12-foot lane miles of roadway. The City’s sidewalk network includes 427 parcel miles of sidewalks and 8,482 ramps.

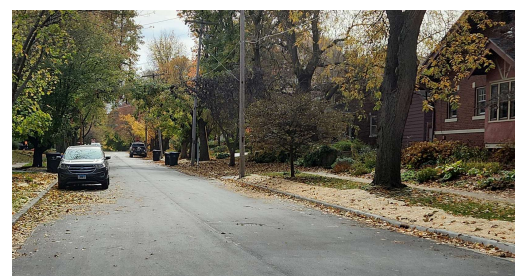
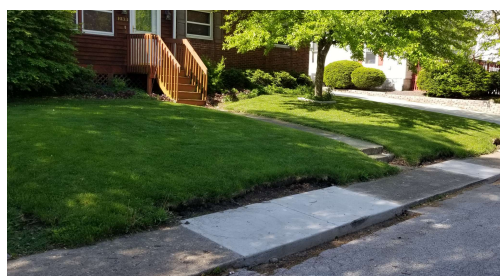
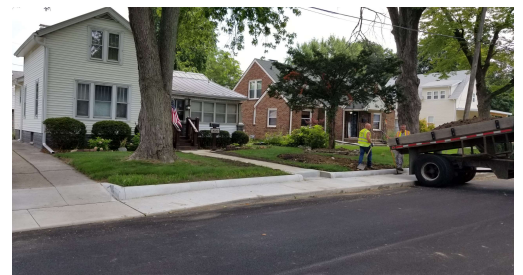


Table 1: Asphalt Pavement Surface Evaluation and Rating (PASER) System

Color	PASER System Rating		Description
	10	New	New construction.
	9	Excellent	Recent overlay. Like new.
	8	Very Good	Minimal surface cracking.
	7	Good +	First signs of aging. Some traffic wear with ¼" surface cracks. No patching.
	6	Good -	Shows signs of aging. Occasional patching.
	5	Fair +	½" open surface cracks. Surface aging. Some patching.
	4	Fair -	Significant aging. Patching in fair condition. Slight rutting.
	3	Poor	Closely spaced surface cracking. Patches in fair to poor condition. Occasional potholes.
	2	Very Poor	Severe deterioration. Excessive patching in poor condition. Needs major rehabilitation or reconstruction.
	1	Failed	Needs total reconstruction.

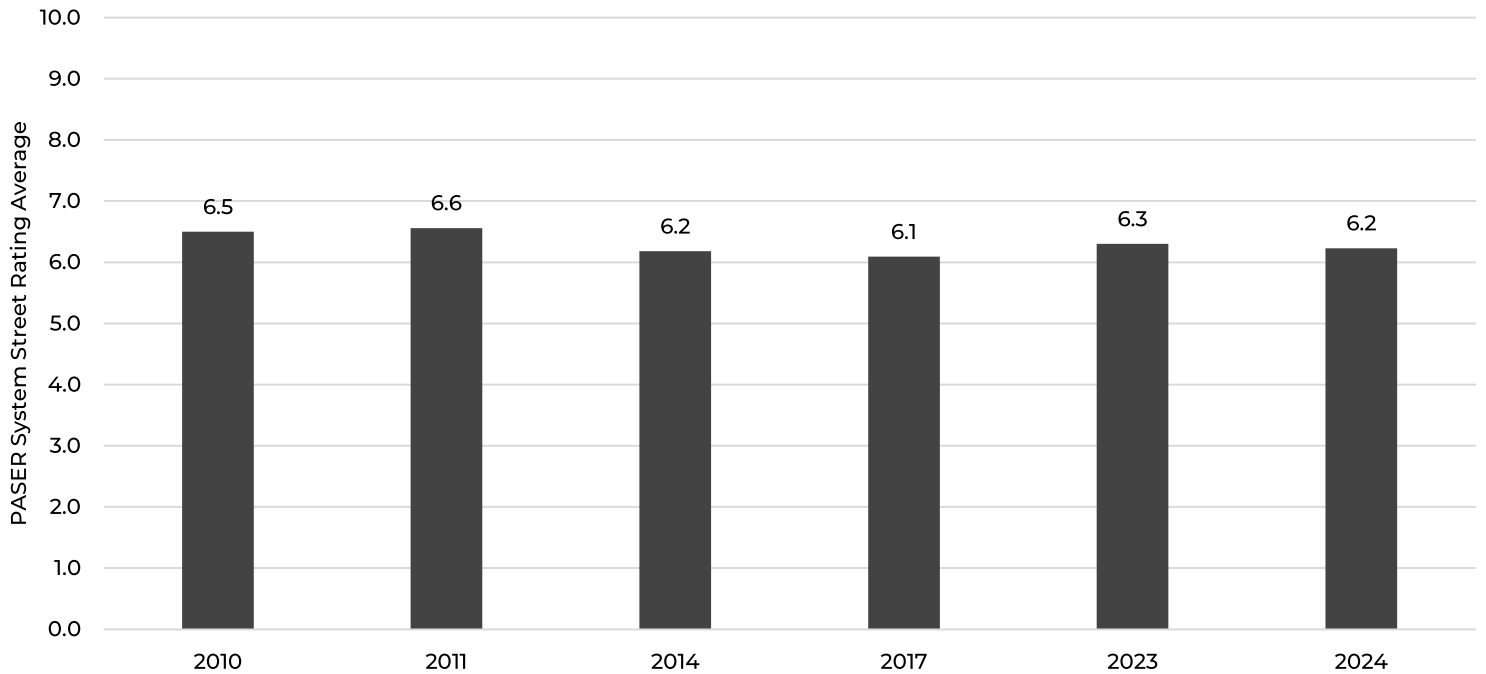
The rating system that DOES uses to rate its asphalt streets is shown in Table 1 above. Staff performs a “windshield survey” of City streets. The condition rating, along with other information, is used to help determine which streets will be resurfaced each year. The rating system is from the *Asphalt PASER Manual* released by the University of Wisconsin-Madison in 2002.

Table 2: 10-Point Sidewalk Rating System Based on PASER

Color	PASER System Rating		Description
	10	New	Brand new.
	9	Excellent	1 to 2 years old.
	8	Very Good	Minor defects caused by weathering. Still looks acceptable.
	7	Good +	Weathering and minor defects are becoming visible. Still functional.
	6	Good -	Minor defects. Functionality and aesthetics are slightly lowered. Still acceptable.
	5	Fair +	Might be a hindrance to some pedestrians, but functionality acceptable to most.
	4	Fair -	Still usable by most. Not easily navigated by runners, stroller users, and wheelchair users. Lacking aesthetic appeal.
	3	Poor	Functionality is almost gone. Negative aesthetics.
	2	Very Poor	Not functional. Panels need replacing.
	1	Failed	Sidewalk is impassible. Needs to be replaced.

Table 2 shows the rating system that DOES uses to rate its sidewalks. Similar to street ratings, staff performs a “windshield survey” of City sidewalks. The condition rating, along with other information, is used to help determine which sidewalks will be maintained each year. City staff developed the rating system, which is based on the 10-point PASER systems released by the University of Wisconsin-Madison.

Figure 3: Overall PASER System Street Rating Average from 2010 to 2024



The overall PASER system street rating averages for 2010, 2011, 2014, 2017, 2023, and 2024 are included in Figure 3. These averages are snapshots that include asphalt, concrete, brick, and gravel streets. The City’s goal is to rerate streets at least every three years.

Figure 4: Street Condition Rating Map

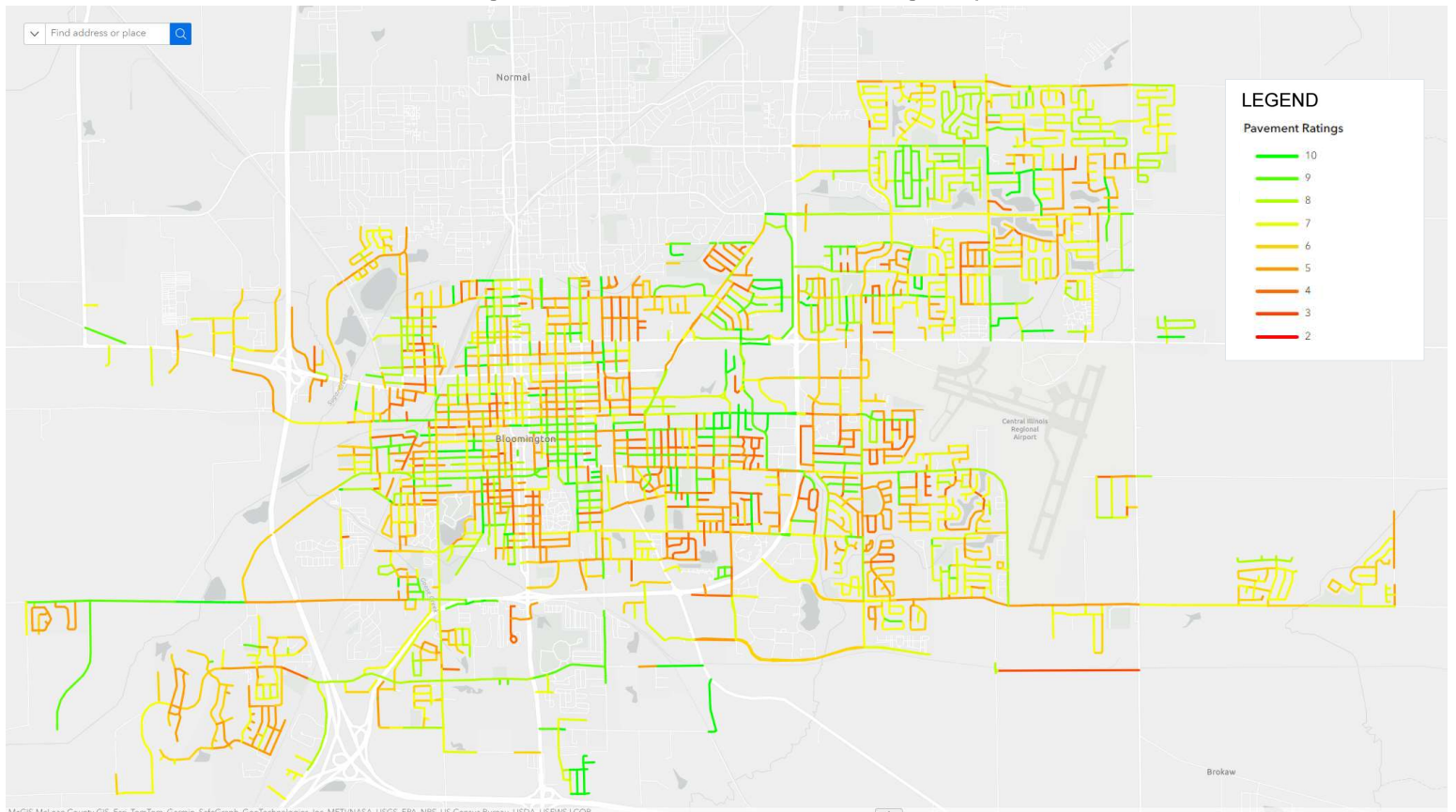


Figure 5: Percentage of Streets by Functional Class

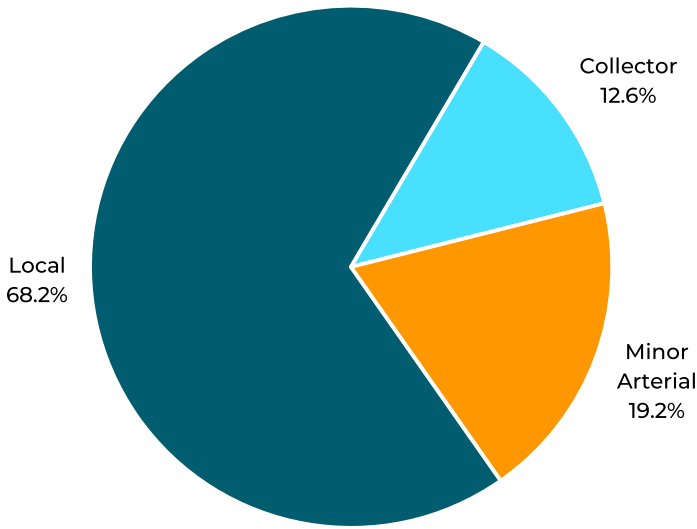


Figure 6: Percentage of Streets by Surface Type

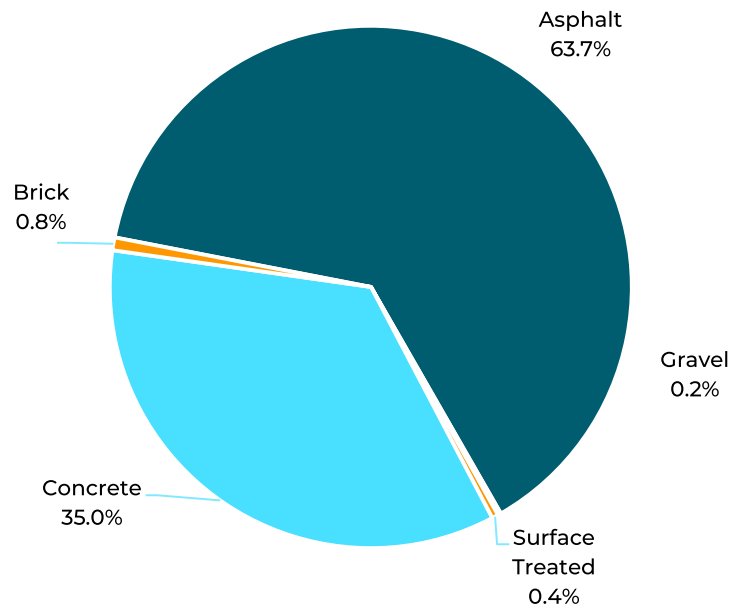


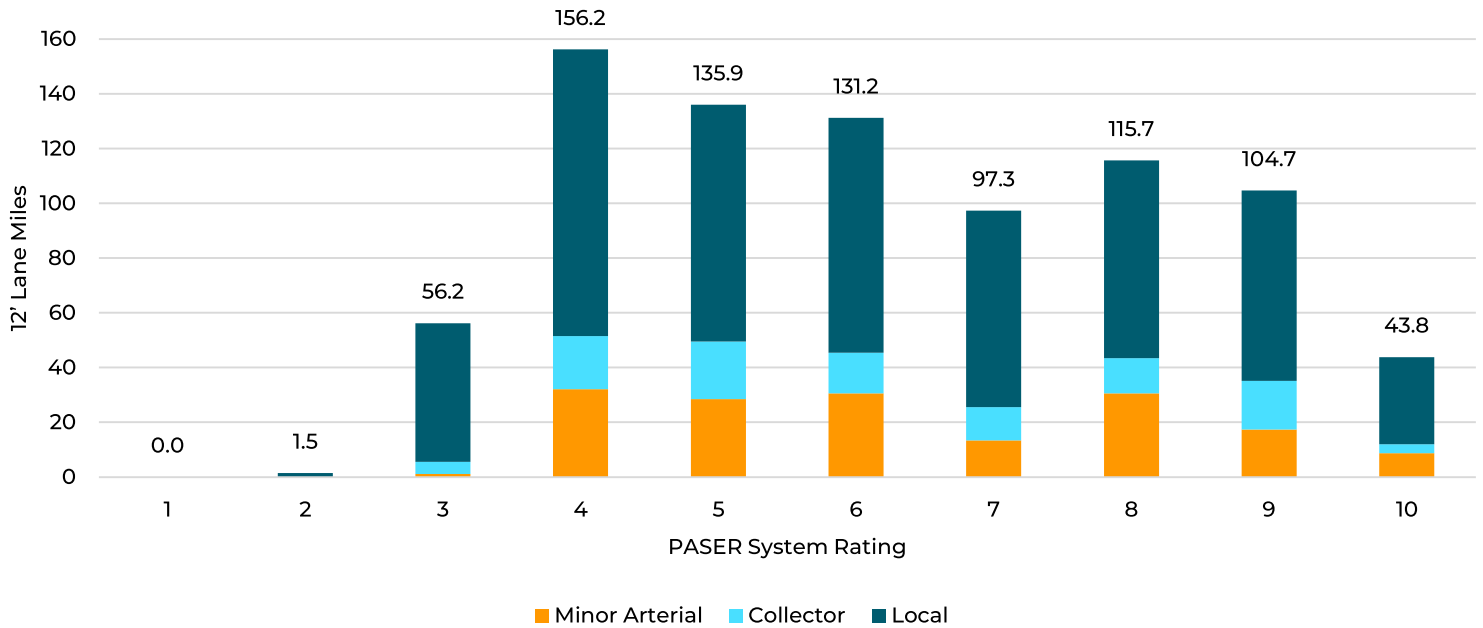
Figure 5 shows the percentage of streets by functional class, and Figure 6 shows the percentage of streets by surface type. DOES sorts roads into three functional classes: minor arterial (e.g., Washington Street), collector (e.g., Colton Avenue), and local (e.g., Jefferson Street and Monroe Street). These streets each carry different amounts of traffic and have different characteristics to support those different amounts of traffic (e.g., number of lanes, pavement markings, and thickness).

Table 3: 12' Lane Miles by Functional Class and Surface Type

Surface Type	Functional Class					
	Minor Arterial		Collector		Local	
	12' Lane Miles	%	12' Lane Miles	%	12' Lane Miles	%
Hot Mix Asphalt	93.5	57.7%	74.4	70.2%	368.2	64.1%
Concrete	68.7	42.3%	31.5	29.8%	195.0	34.0%
Brick	0	0.0%	0	0.0%	6.5	1.1%
Surface Treated	0	0.0%	0	0.0%	3.1	0.5%
Gravel	0	0.0%	0	0.0%	1.6	0.3%
<b>TOTAL</b>	<b>162.2</b>	<b>100.0%</b>	<b>105.9</b>	<b>100.0%</b>	<b>574.4</b>	<b>100.0%</b>

Table 3 shows more detailed information for Figure 5 and Figure 6 above, including 12-foot lane miles and percentages of surface types and functional classes. The majority of streets in Bloomington are local roads constructed with asphalt. In total, Bloomington has 536.1 12-foot lane miles of asphalt streets, 295.2 12-foot lane miles of concrete streets, 6.5 12-foot lane miles of brick streets, 3.1 12-foot lane miles of surface treated streets, and 1.6 12-foot lane miles of gravel streets.

Figure 7: PASER System Street Rating Snapshot by 12-foot Lane Miles and Functional Class



A snapshot of the PASER system street rating from March 2024, sorted by rating, functional class, and number of 12-foot lane miles is shown in Figure 7 above. Information about City streets is maintained in a Geographic Information System (GIS) by the Department of Operations and Engineering. To view an interactive map of these ratings, visit [www.bloomingtonstreets.com](http://www.bloomingtonstreets.com).

Table 4: Detailed PASER System Street Rating Snapshot by 12-foot Lane Miles and Functional Class

Surface Rating (Overall Average 6.2)		Minor Arterial Average: 6.4		Collector Average: 6.3		Local Average: 6.2		Grand Total		
		12' Lane Miles	%	12' Lane Miles	%	12' Lane Miles	%	12' Lane Miles	%	Cumul. %
10	New	8.8	5.4%	3.3	3.1%	31.8	5.5%	43.8	5.2%	5.2%
9	Excellent	17.4	10.7%	17.8	16.8%	69.6	12.1%	104.7	12.4%	17.6%
8	Very Good	30.5	18.8%	12.9	12.1%	72.3	12.6%	115.7	13.7%	31.4%
7	Good +	13.3	8.2%	12.2	11.5%	71.8	12.5%	97.3	11.6%	42.9%
6	Good -	30.5	18.8%	14.9	14.0%	85.8	14.9%	131.2	15.6%	58.5%
5	Fair +	28.5	17.5%	21.1	19.9%	86.4	15.0%	135.9	16.1%	74.6%
4	Fair -	32.0	19.8%	19.5	18.4%	104.7	18.2%	156.2	18.5%	93.2%
3	Poor	1.2	0.7%	4.4	4.2%	50.6	8.2%	56.2	6.7%	99.8%
2	Very Poor	0.0	0.0%	0.0	0.0%	1.5	0.3%	1.5	0.2%	100.0%
1	Failed	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	100.0%
<b>TOTAL</b>		<b>162.2</b>	<b>100.0%</b>	<b>105.9</b>	<b>100.0%</b>	<b>574.4</b>	<b>100.0%</b>	<b>842.5</b>	<b>100.0%</b>	<b>100.0%</b>

A more detailed snapshot of the PASER system street rating (as of March 2024) is included in Table 4. Nearly 60 percent of roads in Bloomington are rated 6 (Good -) or better, with an average overall rating of 6.2, an average rating of 6.4 for minor arterial roads, an average rating of 6.3 for collector roads, and an average rating of 6.2 for local roads.

Figure 8: 10-Point Sidewalk Rating Snapshot by Parcel Miles

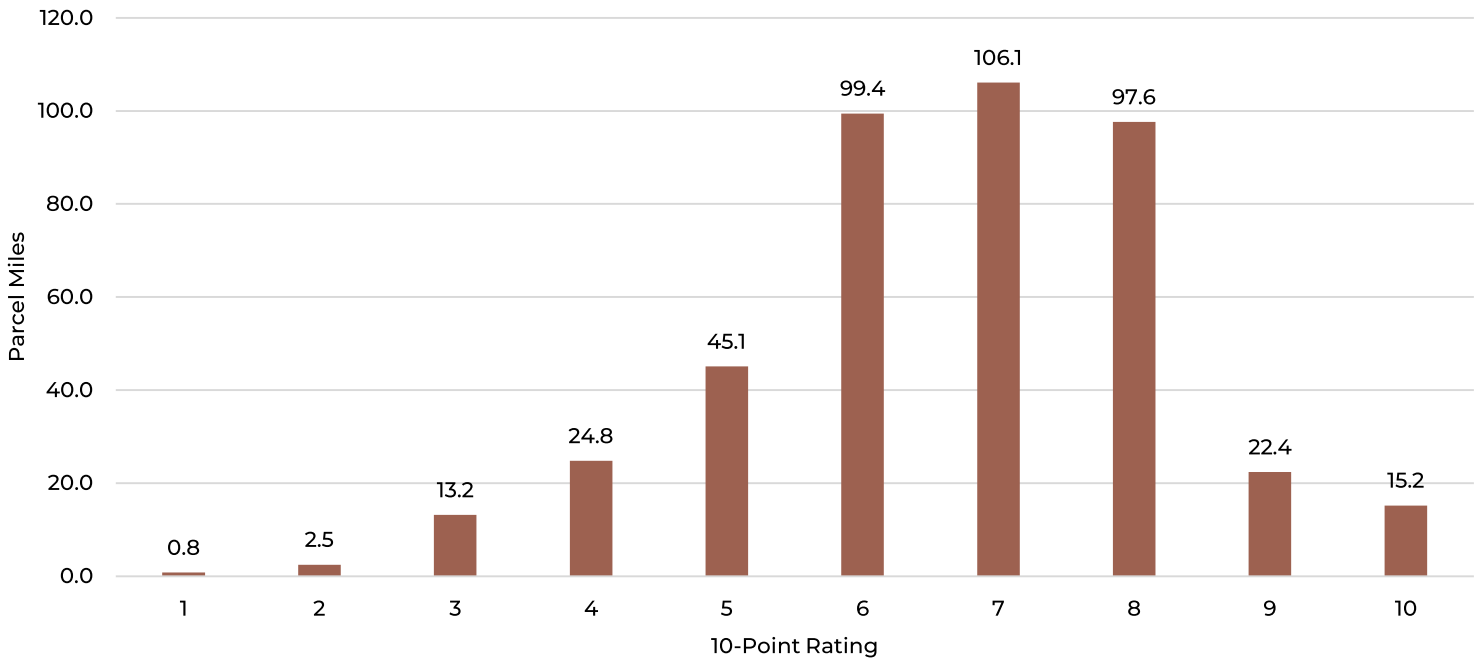


Figure 8 shows a snapshot of the 10-point sidewalk ratings by the number of parcel miles as of March 2024. The majority of sidewalks have a rating of 7 (Good +), and less than 20 parcel miles are rated below 4 (Fair -).

Table 5: 10-Point Sidewalk Ratings Summary

Average Rating: 6.7			
Rating	Parcel Miles	%	Cumulative %
10 NEW	15.2	3.6%	3.6%
9 EXCELLENT	22.4	5.2%	8.8%
8 VERY GOOD	97.6	22.9%	31.7%
7 GOOD +	106.1	24.8%	56.5%
6 GOOD -	99.4	23.3%	79.8%
5 FAIR +	45.1	10.6%	90.4%
4 FAIR -	24.8	5.8%	96.2%
3 POOR	13.2	3.1%	99.2%
2 VERY POOR	2.5	0.6%	99.8%
1 FAILED	0.8	0.2%	100.0%
TOTAL	427.0	100.0%	100.0%

Table 5 shows a more detailed snapshot of the 10-point sidewalk ratings by the number of parcel miles as of March 2024. Nearly 80 percent of sidewalks are rated at 6 (Good -) or better, and the average sidewalk rating is 6.7.

## Streets and Sidewalks Funding and Expenditures

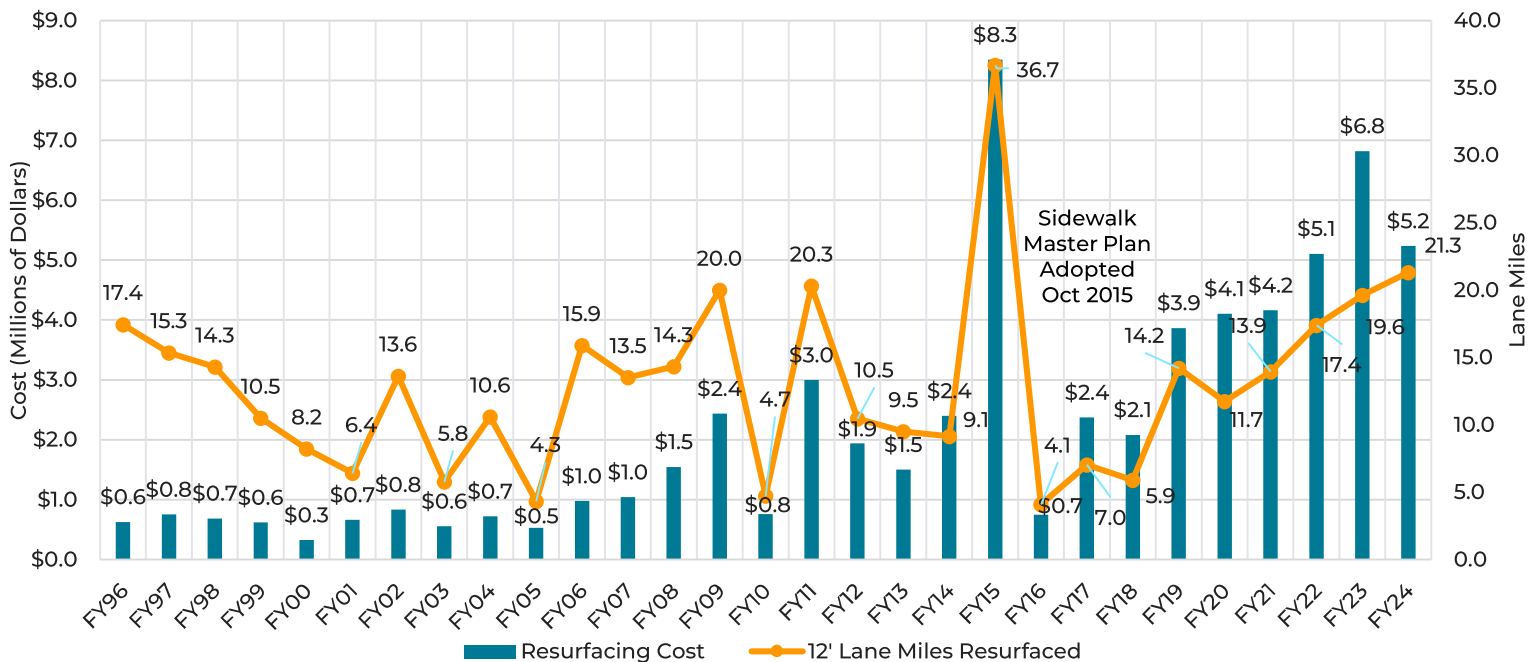
Streets and sidewalks in the City are primarily funded by Local Motor Fuel Tax (LMFT), Home Rule Sales Tax (HRST), and intergovernmental revenues such as State Motor Fuel Tax (State MFT) and state and federal grants. However, resurfacing work is primarily funded by LMFT and HRST, while larger projects are primarily funded by intergovernmental revenues.

LMFT is an eight-cent (\$0.08) per gallon tax on the retail sale of Local Motor Fuel, and HRST is a two-and-a-half percent (2.5 percent) tax on all persons who are in the business of selling tangible personal property at retail in their jurisdiction. The revenue generated by LMFT, and one-quarter of one percent (0.25 percent) of the HRST, is kept separate in a special fund that can only be utilized for asphalt and concrete work.

- The City uses State MFT for larger projects, such as bridges and intersections, for two main reasons:
1. The money carries over from year to year, so that money can be banked and saved to fund major construction.
  2. The State of Illinois has rigorous standards, including documentation requirements that far surpass requirements for locally-funded work. From an efficiency standpoint, it makes no sense to use MFT for many small projects, due to the intense amount of documentation.

Figure 9 shows the annual resurfacing cost in millions of dollars (current dollars) by fund and 12-foot lane miles resurfaced from fiscal year 1996 to fiscal year 2024. These figures do not include costs such as patching, sidewalk replacements, pavement preservation, and other maintenance for streets and sidewalks. The City obtained a \$10 million bond to fund streets and sidewalks for fiscal year 2015 and fiscal year 2016.

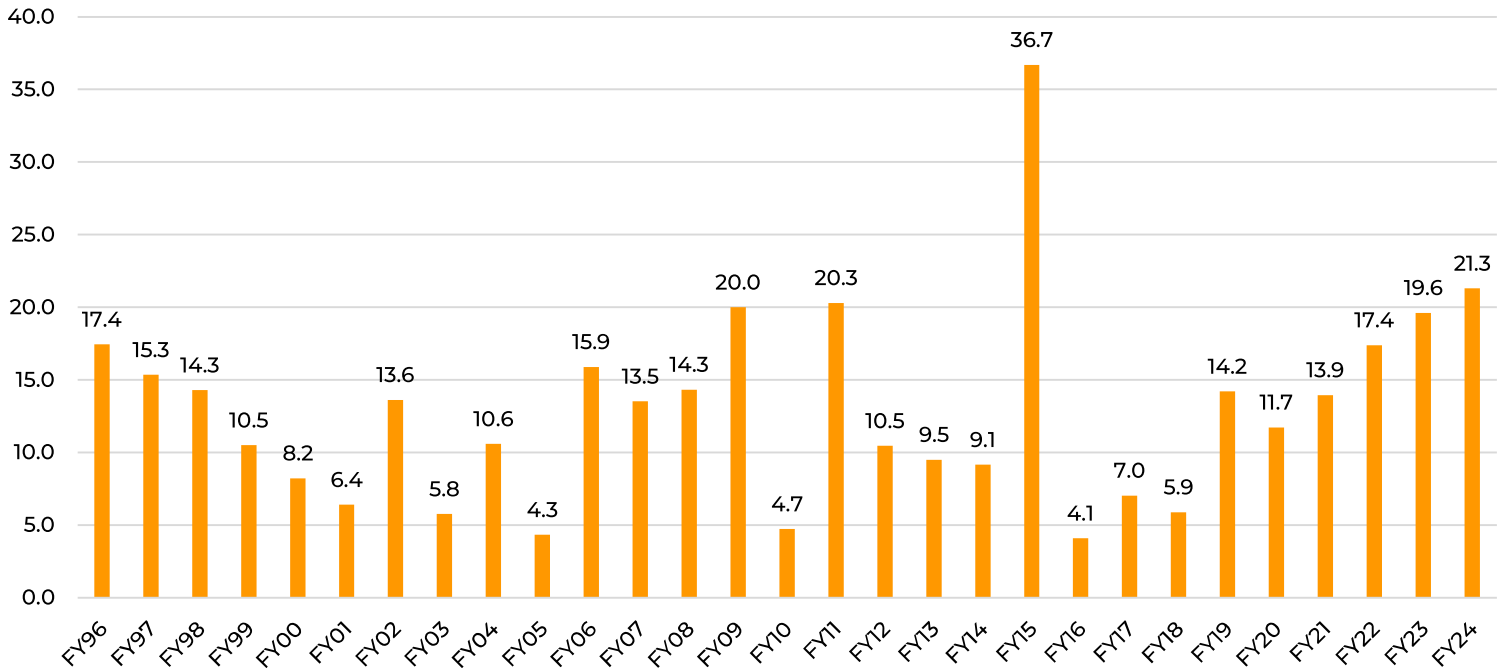
Figure 9: Resurfacing Cost and 12' Lane Miles Resurfaced from FY96 to FY24  
(Millions of Dollars)



The City approved its first LMFT of four cents per gallon and *A Master Plan for Sidewalks* in fiscal year 2015. The City increased the LMFT to eight cents per gallon in fiscal year 2020. Annual funding for resurfacing has increased from less than \$1 million dollars to more than \$5 million when comparing FY96 to more recent years, with nearly \$7 million dollars spent on resurfacing in fiscal year 2023.

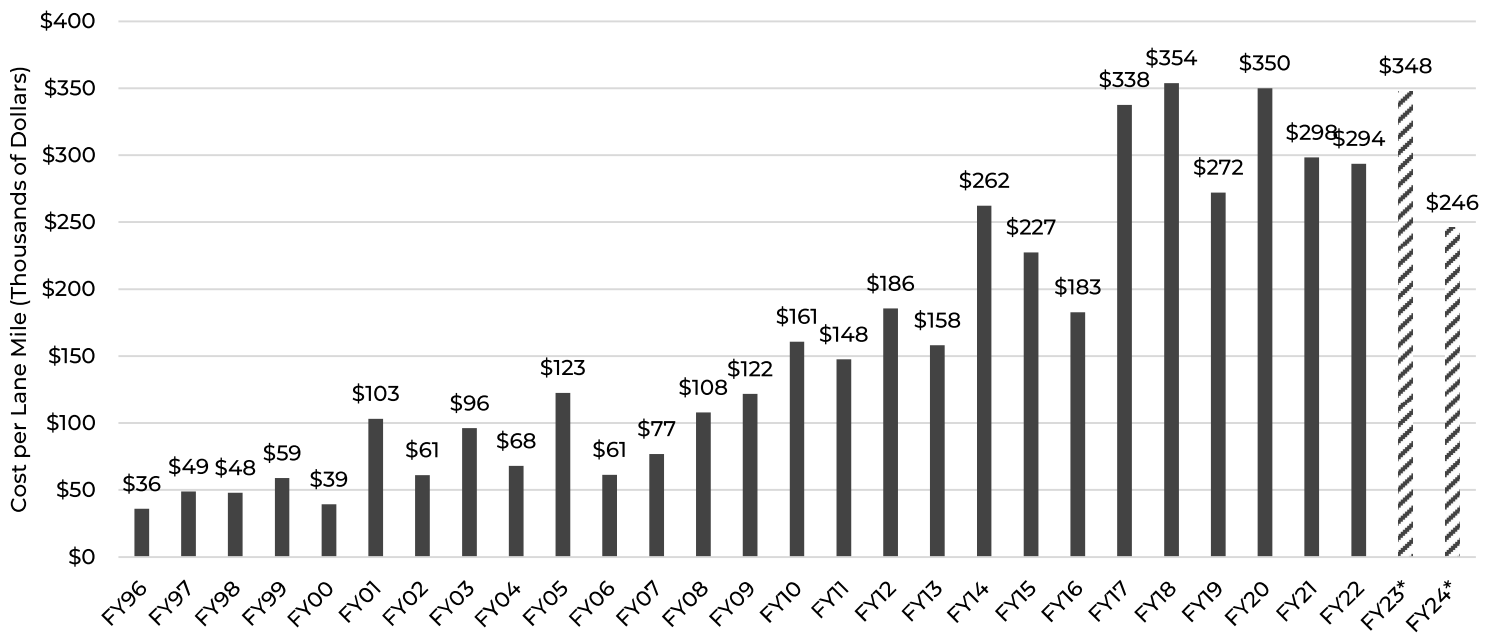


Figure 10: 12-foot Lane Miles Resurfaced from FY96 to FY24



The number of 12-foot lane miles resurfaced from fiscal year 1996 to fiscal year 2024 is shown in Figure 10. The \$10 million road bond enabled the City to resurface nearly 37 12-foot lane miles in a single year, while recent changes to resurfacing funding has allowed the City to resurface increasing numbers of 12-foot lane miles. The City also has an increased focus on pavement preservation, which delays the need to resurface roads.

Figure 11: Resurfacing Cost per 12-foot Lane Mile from FY96 to FY24 (Thousands of Dollars)



\* Does not include midblock curb, gutter, and inlets

Figure 11 shows the resurfacing cost per 12-foot lane mile in thousands of dollars from fiscal year 1996 to fiscal year 2024 using current dollars. Starting in fiscal year 2023, these figures do not include midblock curb, gutter, and inlets because they are now included with sidewalk expenditures. The cost per 12-foot lane mile varies depending on factors such as the nature of the road facility, including stormwater and bicycle infrastructure, and decreased mobilization costs if projects are adjacent.

Figure 12: Sidewalk Cost from FY03 to FY24 (Thousands of Dollars)

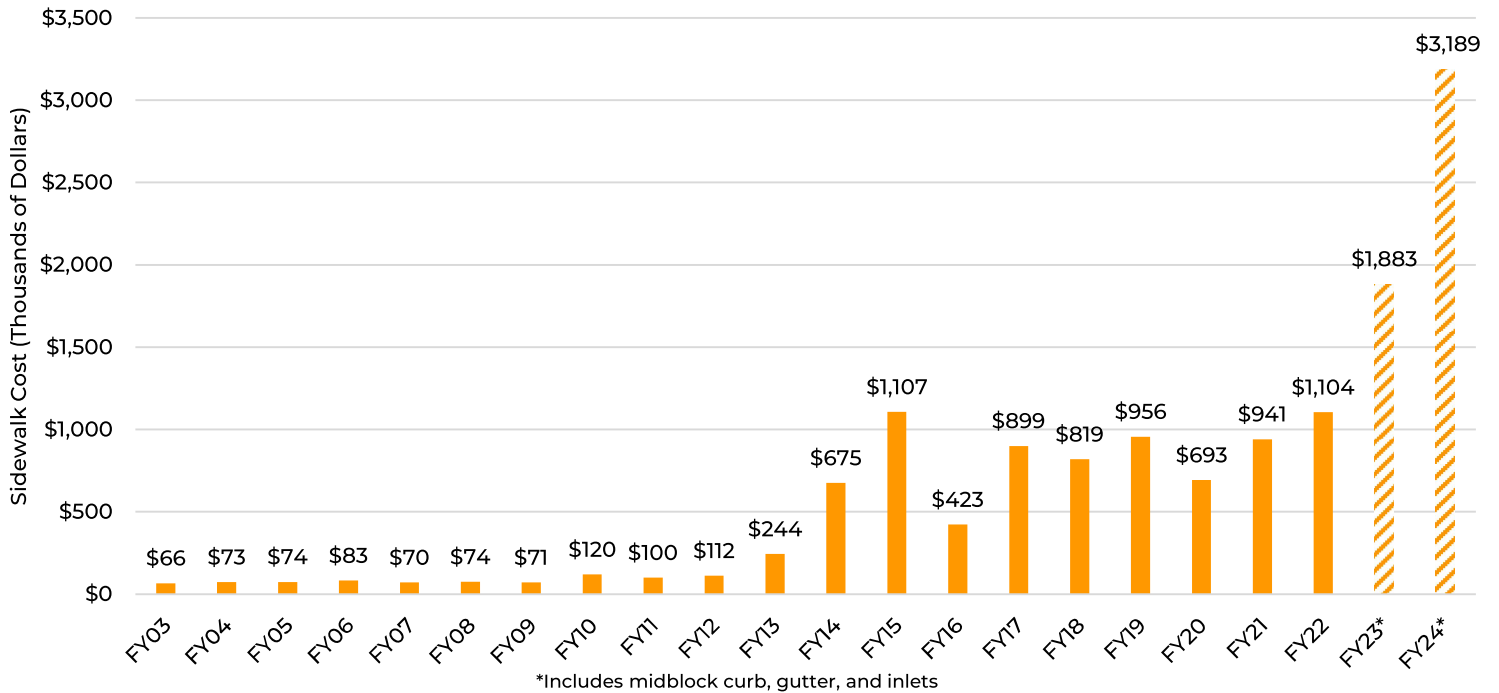
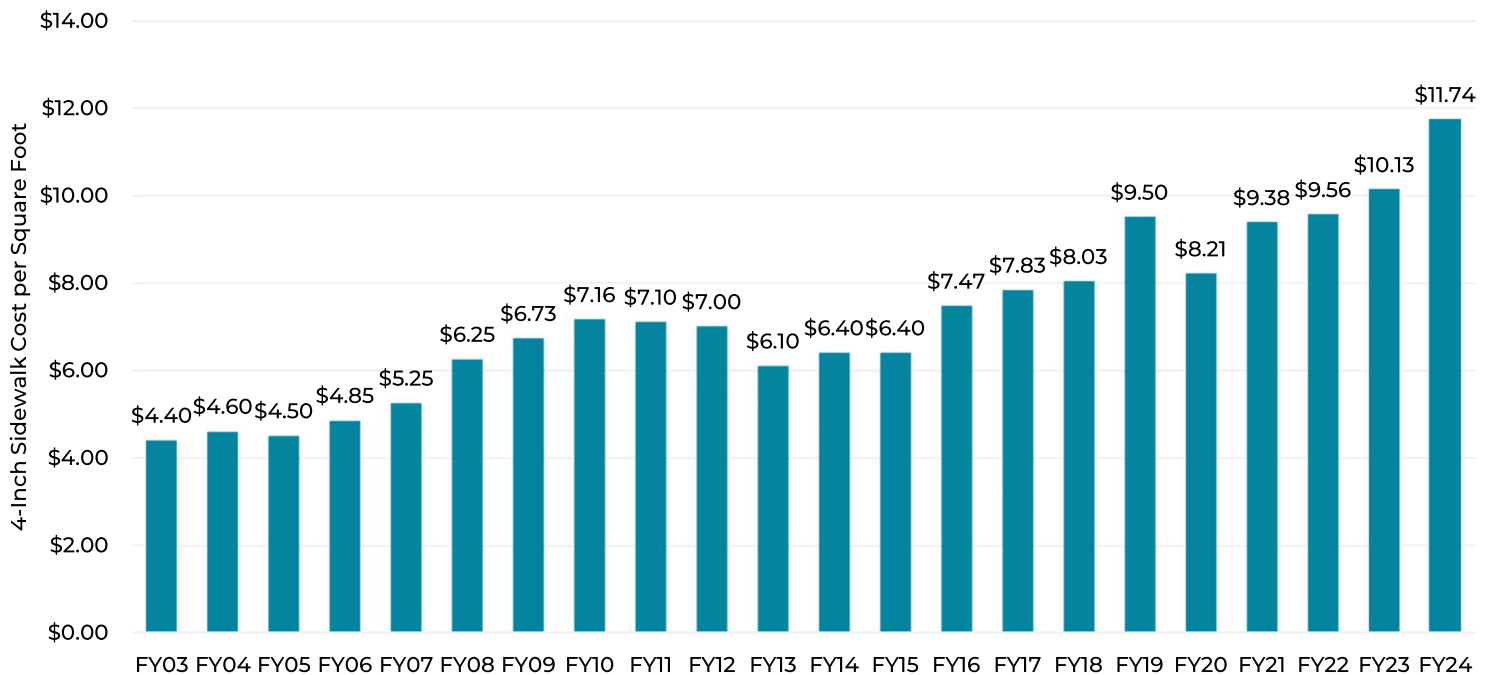


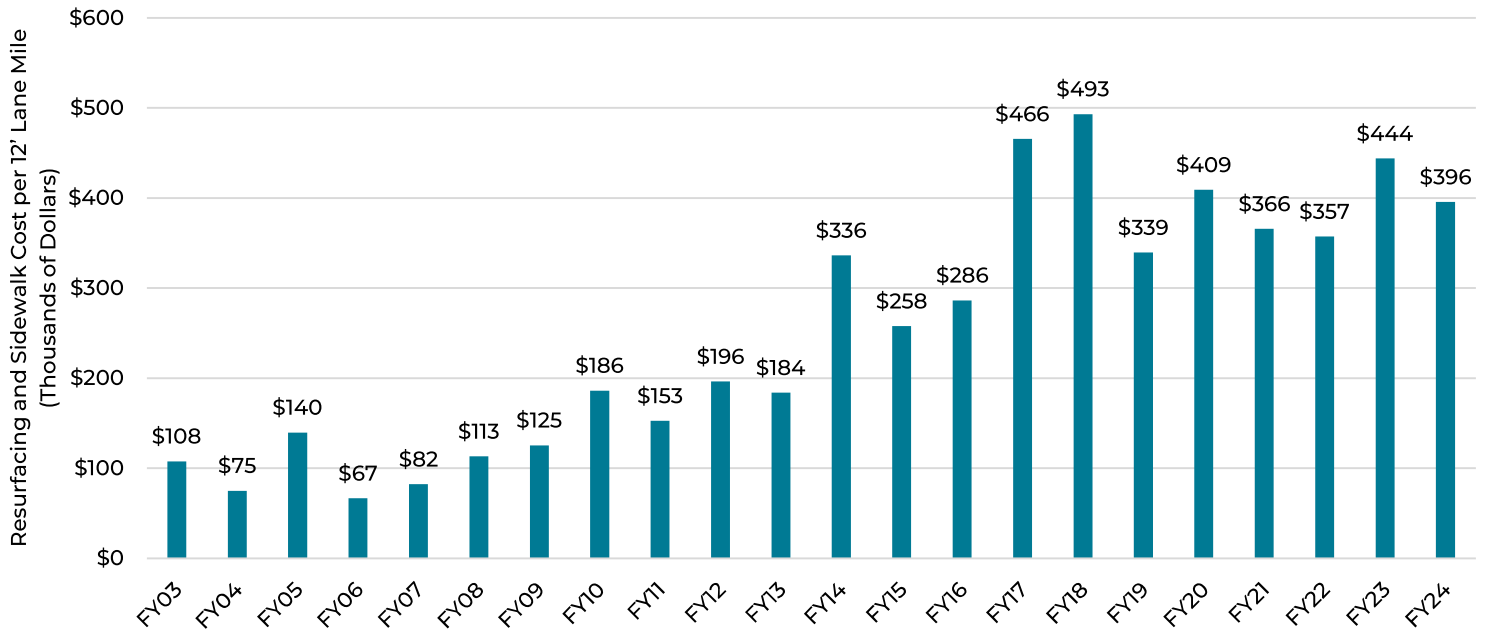
Figure 12 includes the sidewalk cost (thousands of dollars) from fiscal year 2003 to fiscal year 2024 using current dollars. Starting in fiscal year 2023, the data includes midblock curb, gutter, and inlets, which were previously included with resurfacing. Fiscal year 2015 sidewalk costs increased because of the \$10 million road bond. Council approved *A Master Plan for Sidewalks* in 2015, and the City has consistently invested in sidewalks to implement the 10-year plan included in the master plan.

Figure 13: 4-inch Sidewalk Cost per Square Foot from FY03 to FY24



As shown in Figure 13, which includes 4-inch sidewalk cost per square foot (current dollars) from fiscal year 2003 to fiscal year 2024, sidewalk costs have also increased substantially, from \$4.40 per square foot in fiscal year 2003 to \$11.74 per square foot in fiscal year 2024. Unit costs are based on contract bid prices.

Figure 14: Resurfacing and Sidewalk Cost per 12-foot Lane Mile from FY03 to FY24  
(Thousands of Dollars)



Cost data from Figure 11 and Figure 12 are combined with 12-foot lane mile data from Figure 10 in Figure 14 above to show the total resurfacing and sidewalk cost (thousands of dollars) per 12-foot lane mile resurfaced from fiscal year 2003 to fiscal year 2024 using current dollars. The highest cost per 12-foot lane mile occurred in fiscal year 2018, with a cost of \$493,000 per 12-foot lane mile. The latest figure from fiscal year 2024 is \$396,000 per 12-foot lane mile.

Figure 15: Asphalt Cost per Ton Installed from FY96 to FY24

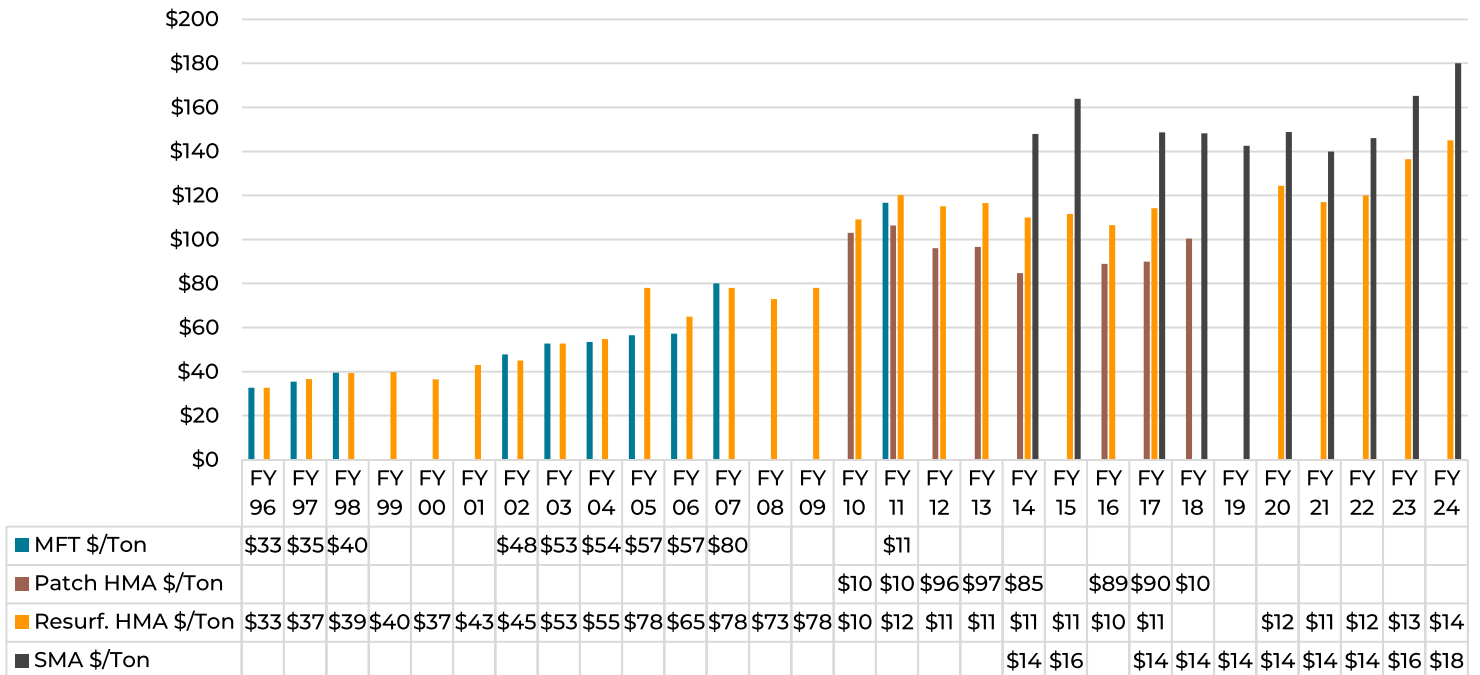


Figure 15 shows the asphalt cost per ton installed from fiscal year 1996 to fiscal year 2024 using current dollars and sorted by asphalt mix type. Unit costs are based on contract bid prices.

Figure 16: FY25 Program Allocations

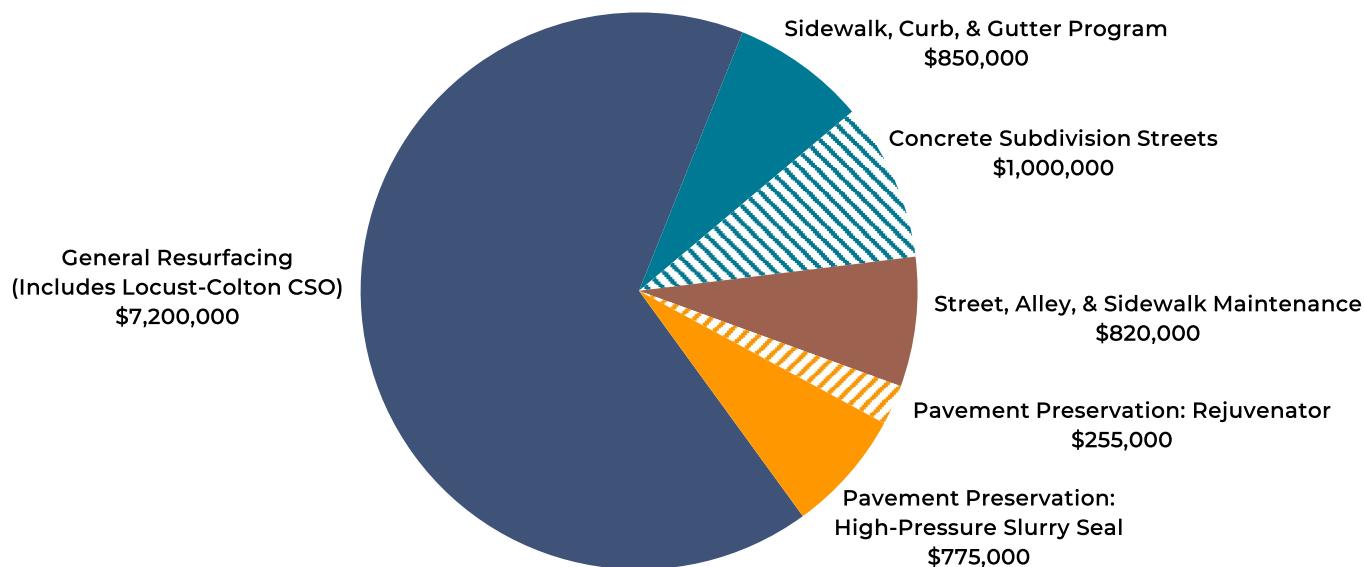


Figure 16 shows the proposed fiscal year 2025 program allocations that includes the initial fiscal year 2025 budget of \$10 million, a proposed budget amendment of \$600,000, and the allocation of \$300,000 in American Rescue Plan Act funds for a total of \$10,900,000. The \$7.2 million budget for General Resurfacing includes \$200,000 for Locust Colton CSO, which is not loan eligible.

Table 6: FY25 Resurfacing Base and Potential Additives – 12’ Lane Miles

Program	Minor Arterial	Collector	Local
FY25 Resurfacing Base	12.2	0.0	3.7
Alternate 1: Fort Jesse Rd Additional Work	4.7	0.0	0.0
Alternate 2: GE Road Additional Work	1.9	0.0	0.0
<b>Total Base</b>		15.9	
<b>Total Base + Alternate 1</b>		20.6	
<b>Total Base + Alternate 2</b>		17.8	
<b>Total Base + Alternate 1 + Alternate 2</b>		22.5	

The number of 12-foot lane miles for the fiscal year 2025 resurfacing base program and potential additives are shown in Table 6. The number of 12-foot lane miles is organized by functional class. The majority of the resurfacing work is on minor arterial roads, with 3.7 12-foot lane miles on local roads.

Table 7: FY25 Pavement Preservation - 12’ Lane Miles

Program	Minor Arterial	Collector	Local
FY25 High-Pressure Slurry Seal	0.9	0.0	8.5
FY25 Rejuvenator	2.7	1.4	19.5
<b>Subtotal</b>	3.6	1.4	28.0
<b>TOTAL</b>		33	

The numbers of 12-foot lane miles for the fiscal year 2025 pavement preservation programs, including high-pressure slurry seal and rejuvenator, are included in Table 7. The number of 12-foot lane miles is organized by functional class. The majority of the pavement preservation work is on local roads, with 3.6 2-foot lane miles of minor arterial roads and 1.4 12-foot lane miles of collector roads.

## Street Maintenance

The City uses various pavement treatments to extend pavement life. The mix of treatments used each year depends on several factors. The treatment methods include resurfacing, concrete work, patching, and pavement preservation. Information about resurfacing and pavement preservation is included below. For more information, visit [www.bloomingtonstreets.com](http://www.bloomingtonstreets.com).

### Resurfacing

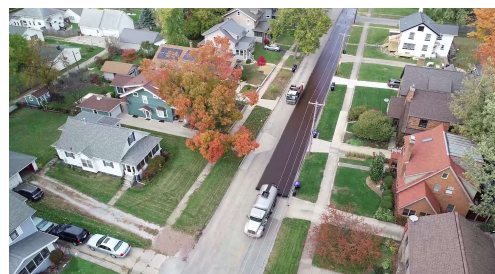
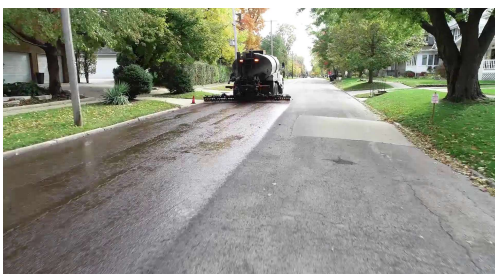
Resurfacing a street may include milling off the existing surface, spot repairs, and adjusting manholes and other utilities in the street. Many streets will receive 2 layers of new hot mix asphalt. Typically, this will include a binder layer and a surface layer.



### Pavement Preservation

Staff has found that pavement preservation protects the City's investment in roadwork by using the "keep your good roads good" strategy. Using pavement preservation helps limited road funding dollars go much further and reduces the annualized cost of paving and/or resurfacing. The City uses or has used Reclamite (Rejuvenator), C85 (Restorative Seal), PressurePave (High-Pressure Slurry Seal), and Chip Seal (Sealcoat) pavement preservation techniques. Figure 16 on the next page provides additional details on how pavement preservation saves money.

**Reclamite (Rejuvenator)** uses emulsion made up of specific petroleum oils and resins. The rejuvenating process keeps the pavement flexible, so both cracking and road fatigue are reduced. It also seals the pavement from air and water, slowing the oxidation process and reducing the loss of small aggregate. Reclamite is used for preventative maintenance of newly resurfaced pavements. The benefits of Reclamite include: (1) improves durability and flexibility; (2) slows the aging process; (3) helps prevent raveling, stripping, and fatigue cracking; (4) restores the cohesive ability of the asphalt cement to retain aggregate; (5) seals the surface in-depth; and (6) can extend pavement life up to 40 percent.



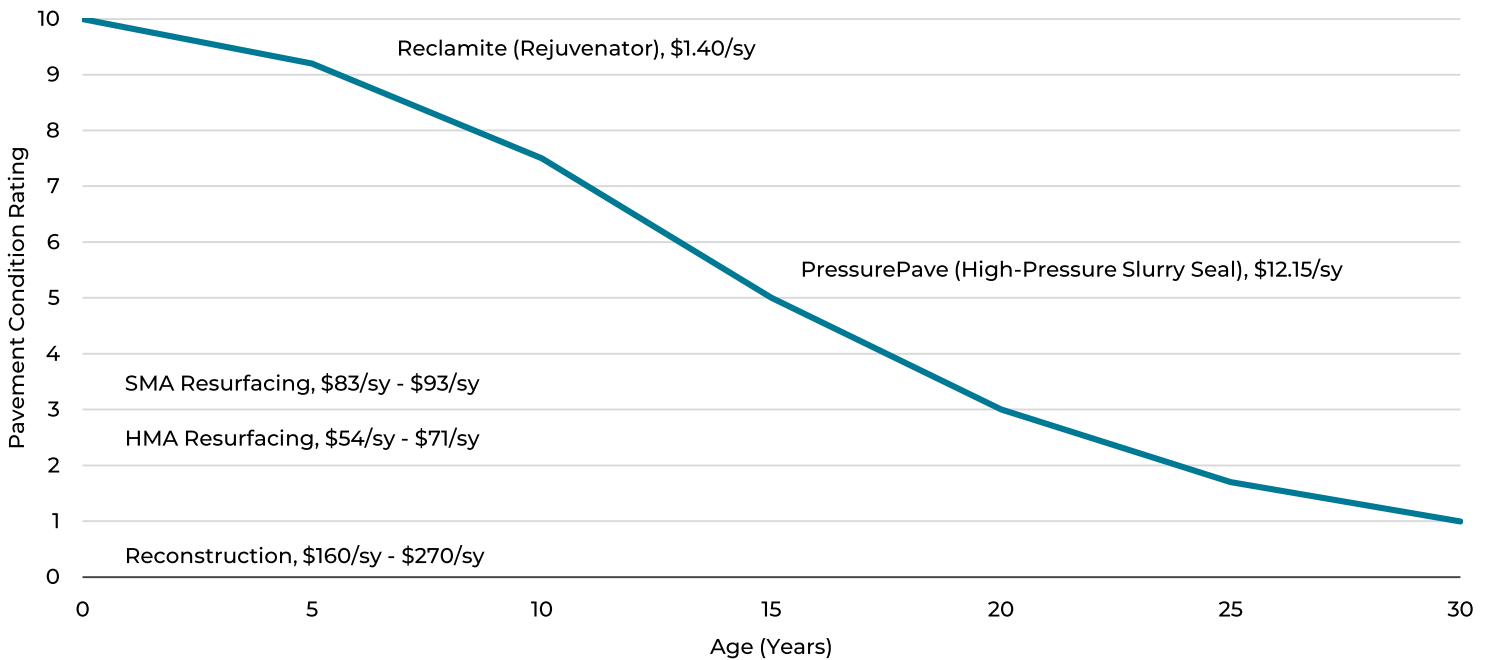
**C85 (Restorative Seal)** is intended for asphalt that has deteriorated beyond the point that Reclamite alone is an effective treatment method for the surface. C85 is a petroleum-based emulsion product that is covered in lime screenings in order to mend the asphalt surface, sealing cracks and filling in voids. The product is designed to be kneaded into the surface by vehicular traffic once it has been applied. C85 is designed to maintain its flexibility over time, which helps to reduce cracking and weathering. C85 is used for preventative maintenance of pavements middle age to old showing moderate to heavier signs of distress. The benefits of C85 include: (1) helps rejuvenate pavement; (2) seals cracks; (3) fills pavement voids providing a smoother surface; and (4) seals pavement from further oxidation & weathering.

**PressurePave (High-Pressure Slurry Seal)** is said to be one of the most versatile tools in the pavement preservation industry. Able to preserve pavements many would consider to be candidates for mill and overlay, this hybrid system pressure injects a crack sealant into the pavement while simultaneously applying a thin asphalt overlay. This system is more efficient and cost-effective than many other pavement preservation options. With a price that can be significantly less than the cost of a mill and asphalt overlay, and a 10+ year average surface life, the life cycle cost is ideal for public and private agencies wishing to cut costs or double the number of roadways able to be treated.



**Chip Seal (Sealcoat)** application is a two-step process that includes applying an asphalt emulsion before applying a layer of small, crushed rocks or "chips" to an existing pavement surface. While this is a process that is typically used on rural roads or in smaller communities, it can be used effectively in some areas in larger communities. City staff have researched various pavement preservation products via site visits of current and previously treated roadways in other municipalities and have concluded that this system is an effective method to extend the useful life of our paved roads in limited quantities and specific areas. It is significantly cheaper than resurfacing, though not as long-lasting.

Figure 17: Pavement Deterioration Curve



The deterioration curve shown in Figure 17 shows how much it costs per square yard to repair or reconstruct a road using different methods at different pavement condition ratings and ages. This shows the benefit of using pavement preservation techniques when streets are in better condition.

## Sidewalk, Curb, and Gutter Maintenance

The Sidewalk, Curb, and Gutter Program is designed to provide for construction of sidewalk ramps that are compliant with standards related to the Americans with Disabilities Act, other sidewalk repairs, and projects in which property owners voluntarily enter a 50 percent cost sharing agreement (50/50 Sidewalk Program). The program also funds concrete work related to curb and gutter replacements. To request to participate in the 50/50 Sidewalk Program, see additional details below. Information about sidewalk, curb, and gutter work is included below. For more information, visit [www.bloomingtonstreets.com](http://www.bloomingtonstreets.com).

### Sidewalk, Curb, and Gutter Program

The City is working on its 10-year Sidewalk Master Plan. The funding level and needs will continue to be evaluated. The "Vision 2025" in Bloomington's Strategic Plan foresees a beautiful, family-friendly city. Quality sidewalks provide a piece of the equation, a necessary component to achieve this vision, because they affect walkability and connectivity. Communities with strong walkability and connectivity have healthier and more cohesive neighborhoods where pedestrians routinely traverse, where children walk about safely and where residents gain a stronger sense of neighborhood and civic identity. Further, good sidewalks are essential to persons with visual impairment, walking impairment, and other disabilities. These are members of the community who, by right and by law, deserve access.



The City needed a framework in order to address the overall quality of sidewalks. A Master Plan for Sidewalks provides that framework. The Department created a rating system based on the PASER system used for evaluating streets. It mapped these ratings along each parcel of property. It weighed the dual goals of safety and accessibility and set a level of service compatible with those goals while also being compatible with Staff-Council strategic planning. Objectives are made within the context of practical funding levels. A Master Plan for Sidewalks serves as the primary guide in the allocation of resources and in addressing maintenance and replacement issues and policy.

### 50/50 Sidewalk Program

The City has miles of public sidewalks in need of repair, and its resources are limited. The Department, therefore, must set priorities. The 50/50 Sidewalk Program provides residential property owners with an opportunity to repair public sidewalks in front of their parcels for half of the total cost, without having to wait for sidewalks to be designated for the City's regular sidewalk repair program. Sidewalks that qualify typically are rated in poor to fair condition. Sidewalks in good condition typically will not qualify for the program. Owners of commercial properties in Bloomington typically are expected to repair their own sidewalks, but the 50/50 program offers an appealing discount. The program is used only for public sidewalks; it is not used for driveway aprons or for walkways between the sidewalk and street (carriage walks).

### Vertical Displacement Repair

The Department uses sidewalk grinding for its vertical displacement repair program. The work entails repairing sidewalk in which two adjoining panels are uneven by grinding to eliminate the displacement. The cost for this type of repair is a fraction of the cost of replacing one of the panels. Previously, grinding has been a pay item in the regular sidewalk contract, and the pay item is in this year's regular sidewalk contract. However, the City is using grinding as a way to address sidewalk settlement in certain neighborhoods, primarily on the east side, where concrete is in good physical condition but displacement between adjoining sidewalk panels is common.

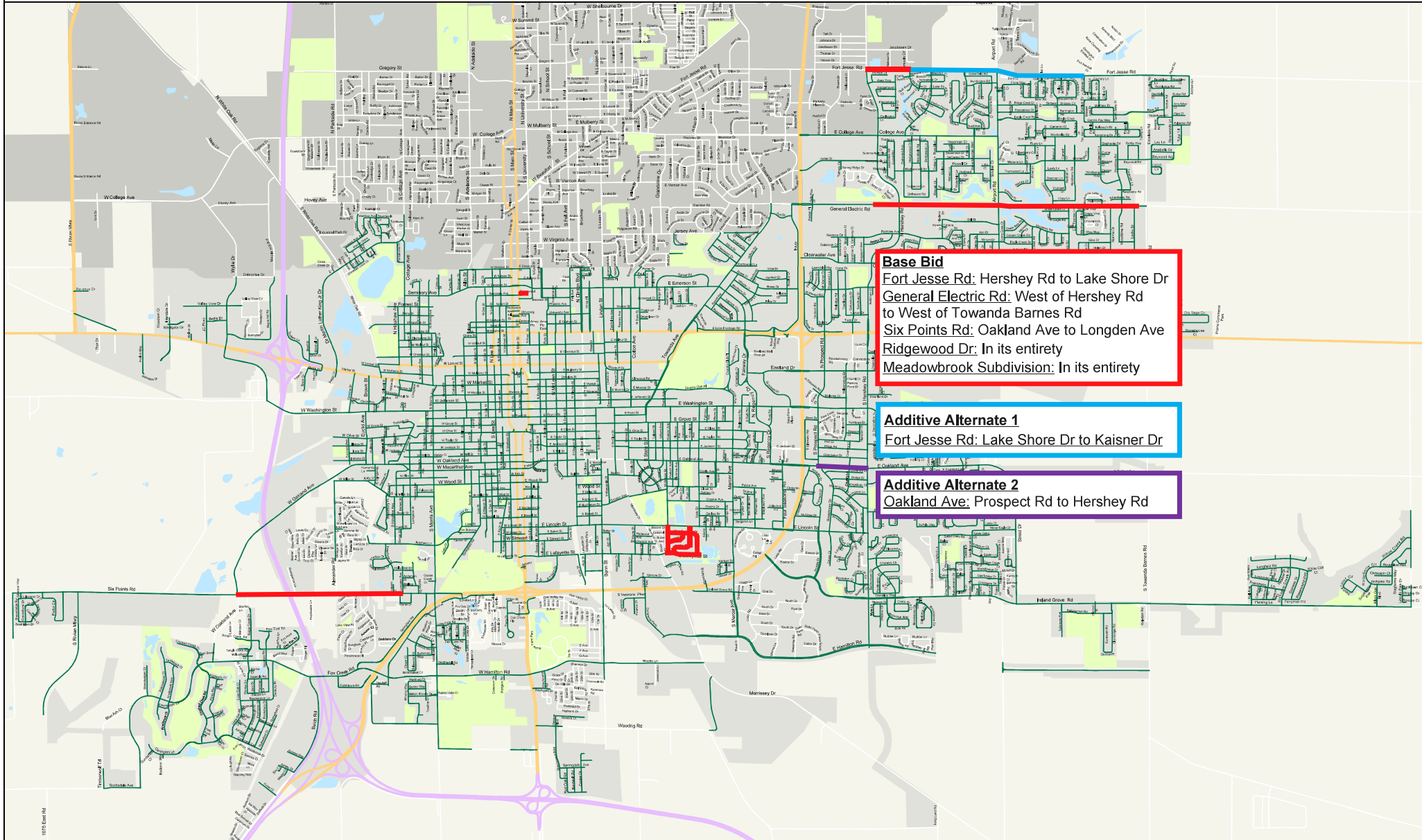




Figure 18: FY25 Proposed Resurfacing Program Map



0 5,000 10,000  
Feet  
5/13/24



**Base Bid**  
Fort Jesse Rd: Hershey Rd to Lake Shore Dr  
General Electric Rd: West of Hershey Rd to West of Towanda Barnes Rd  
Six Points Rd: Oakland Ave to Longden Ave  
Ridgewood Dr: In its entirety  
Meadowbrook Subdivision: In its entirety

**Additive Alternate 1**  
Fort Jesse Rd: Lake Shore Dr to Kaisner Dr

**Additive Alternate 2**  
Oakland Ave: Prospect Rd to Hershey Rd



Figure 19: FY25 & FY26 Concrete Streets Map

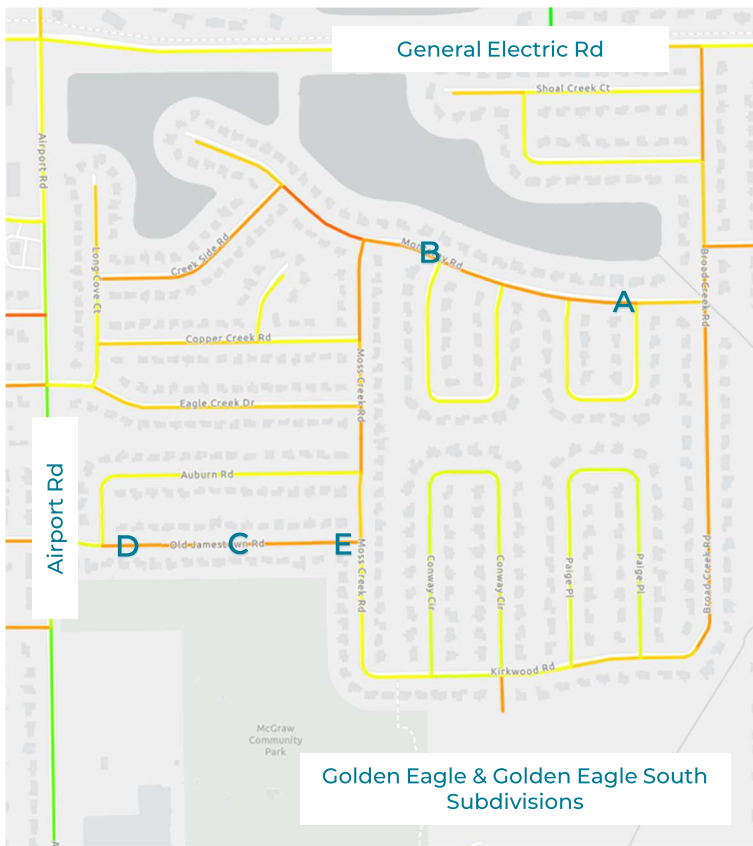
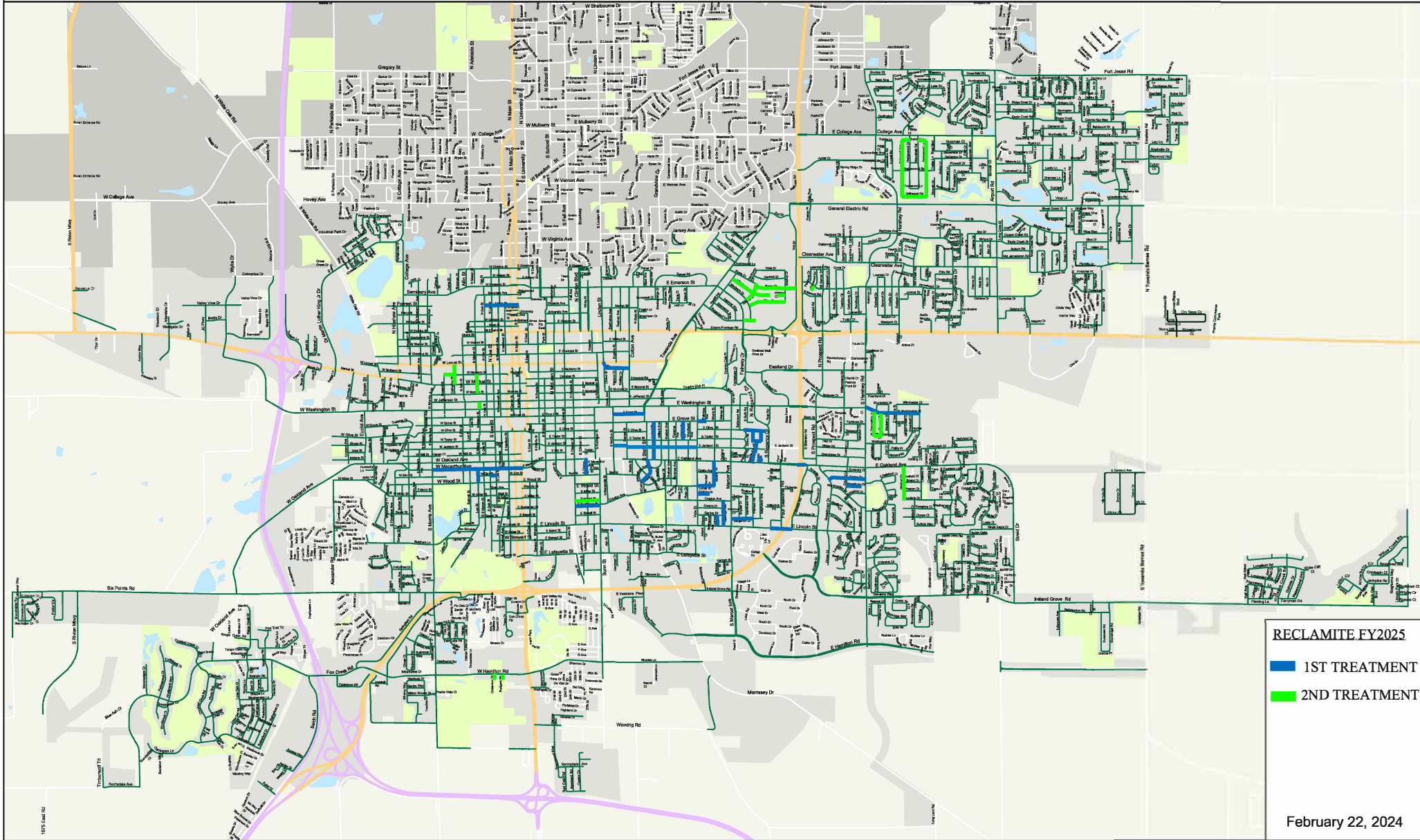
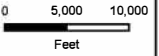


Figure 19 shows a map of the streets that are part of the fiscal year 2025 and fiscal year 2026 Concrete Subdivision Streets programs, which includes Golden Eagle and Golden Eagle South subdivisions, southeast of Airport Road and General Electric Road. The City has allocated \$1 million for this program in fiscal year 2025. The letters in Figure 17 correspond with the letters on each of the photos on this page to show the location of each photo.





Figure 97: FY25 Reclamite Program Map



RECLAMITE FY2025

■ 1ST TREATMENT

■ 2ND TREATMENT

February 22, 2024



Figure 21: FY25 High-Pressure Slurry Seal Program Map

