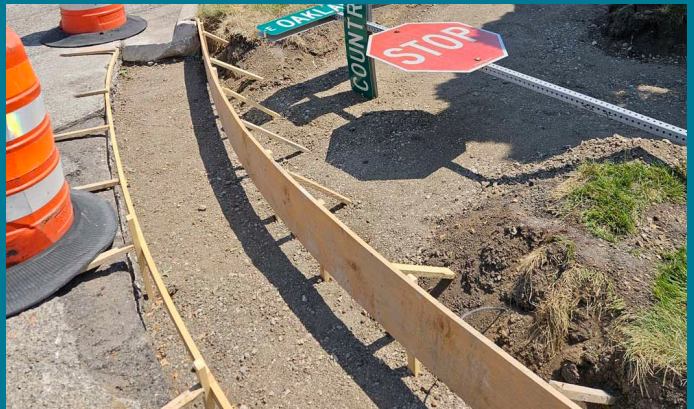
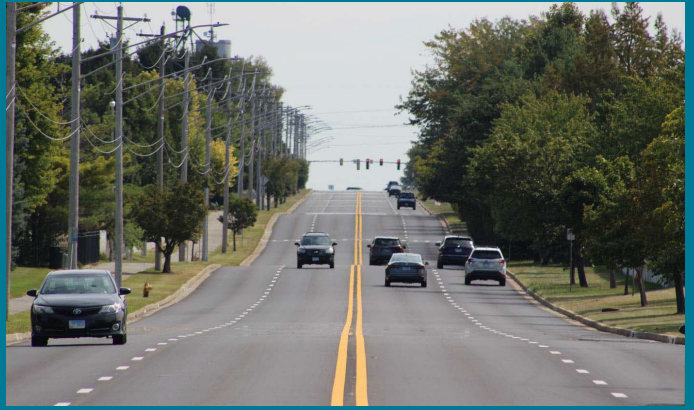


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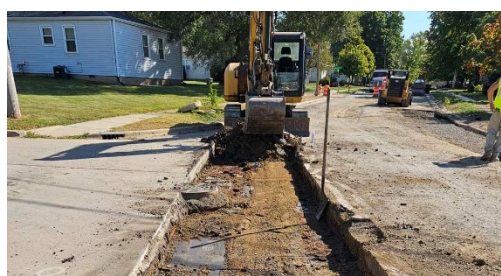


2026 Streets and Sidewalks Report

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The City of Bloomington prepared this report to provide detailed street and sidewalk data that includes a high-level view of the current state of streets and sidewalks in the City, information about the various treatment methods the City uses to build and maintain streets and sidewalks, historical costs and expenditures, and the planned street and sidewalk programs for Fiscal Year 2027. For more information on street and sidewalk work in Bloomington, please visit: www.bloomingtonstreets.com.



Measuring and Rating Streets and Sidewalks

Engineering primarily uses 12-foot lane miles (LM) and parcel miles to measure streets and sidewalks, respectively, although centerline miles are also sometimes used to measure streets. As of February 2026, the City's road network includes approximately 323 centerline miles or 844 12-foot LM of roadway.

A centerline mile is the length of the road at the centerline and does not account for the number of lanes. A 12-foot LM 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.

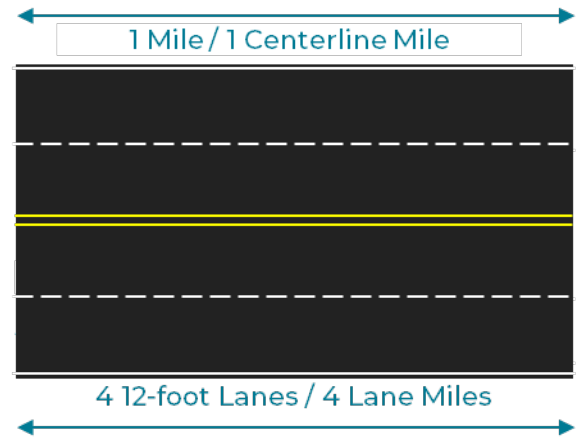


Figure 1: Example of street centerline miles and 12-foot LM

The street measurements used by Engineering are shown in Figure 1, which shows a road with four lanes that are 12 feet wide and one mile long. This road is one centerline mile long or four, 12-foot LM long. If the road had two 12-foot-wide lanes, the road would be one centerline mile long or two 12-foot LM long.

A parcel mile is the length of a sidewalk along a parcel and does not include the width. The City's sidewalk network includes 427 parcel miles of sidewalks. Figure 2 shows how Engineering measures sidewalks using parcel miles and number of ramps. Each corner of sidewalk typically has two ramps, although some may have one or zero ramps if they are not fully compliant. Parcel miles of sidewalk are measured by using the width of parcels on a block. In Figure 2, 1 parcel has 0.01 parcel miles of sidewalk in front of it.

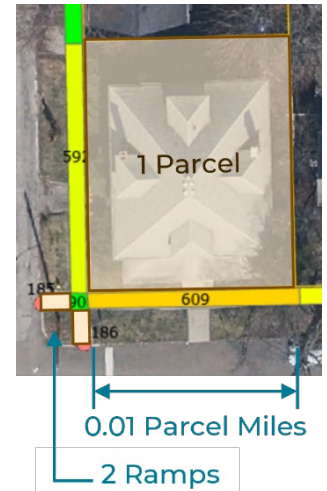
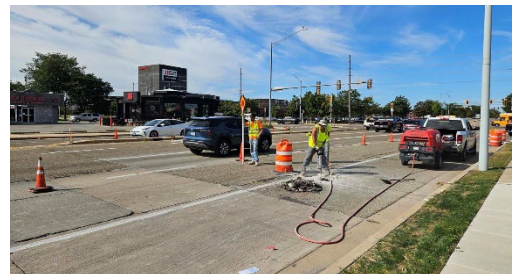
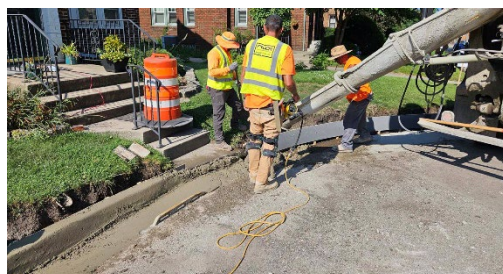


Figure 2: Example of sidewalk parcel miles and ramps



Asphalt Pavement Surface Evaluation and Rating (PASER) System

The rating system that Engineering uses to rate its asphalt streets is shown in Figures 3-12 below. 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 and is published on an interactive map on the City’s website. The ratings and black and white photos are from the Asphalt PASER Manual published by the University of Wisconsin-Madison in 2002.



Figure 3: New (10) - New construction. (City) recent overlay. Like new.



Figure 4: Excellent (9) - Recent overlay. Like new. No cracking.



Figure 5: Very Good (8) - Minimal surface cracking.



Figure 6: Good + (7) - First signs of aging. Some traffic wear with 1/4-inch surface cracks. No patching.



Figure 7: Good - (6) - Shows signs of aging. Occasional patching.



Figure 8: Fair + (5) - 1/2-inch open surface cracks. Surface aging. Some patching.



Figure 9: Fair - (4) - Significant aging. Patching in fair condition. Slight rutting.



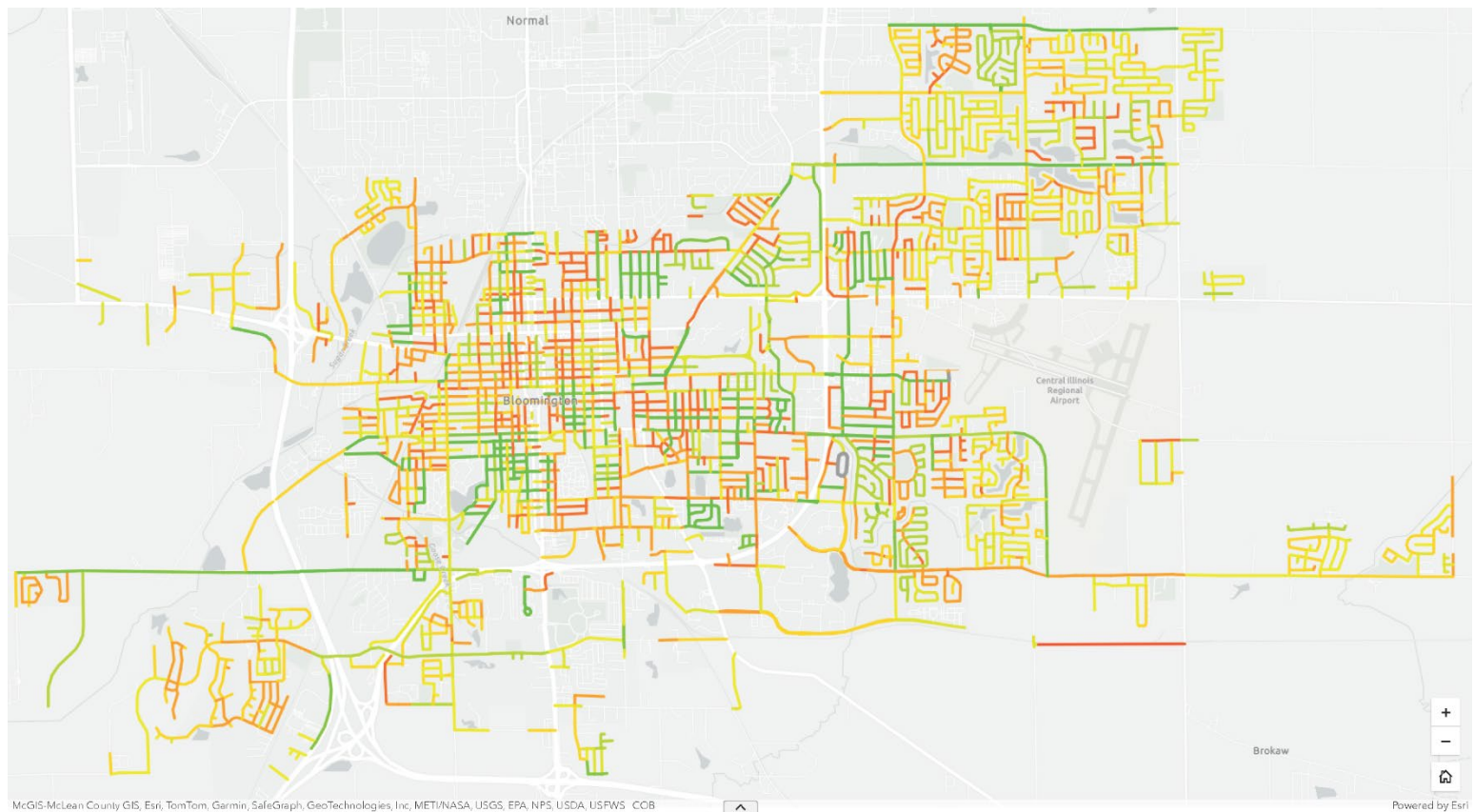
Figure 10: Poor (3) - Closely spaced surface cracking. Patches in fair to poor condition. Occasional potholes.



Figure 11: Very Poor (2) - Severe deterioration. Excessive patching in poor condition. Needs major rehabilitation or reconstruction.



Figure 12: Failed (1) - Needs total reconstruction.



McGIS-McLean County GIS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, USFWS, COB

Figure 13: February 2026 snapshot of interactive street rating map

(Note: This map is available online at: experience.arcgis.com/experience/36eea74c6ede4cd08e7d6ec03ed14246)

10-Point Sidewalk Rating System Based on PASER

Figures 14-23 below show the rating system that Engineering 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. Additional sidewalk condition examples are shown in Figures 24-32.

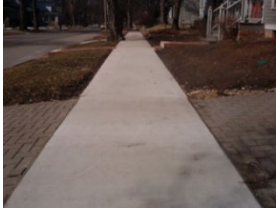


Figure 14: New (10) - Brand new.



Figure 15: Excellent (9) - 1 to 2 years old.



Figure 16: Very Good (8) - Minor defects caused by weathering. Still looks acceptable.



Figure 17: Good + (7) - Weathering and minor defects are becoming visible. Still functional.



Figure 18: Good - (6) - Minor defects. Functionality and aesthetics are slightly lowered. Still acceptable.



Figure 19: Fair + (5) - Might be a hindrance to some pedestrians, but functionality acceptable to most.



Figure 20: Fair - (4) - Still usable by most. Not easily navigated by runners, stroller users, and wheelchair users. Lacking aesthetic appeal.



Figure 21: Poor (3) - Functionality is almost gone. Negative aesthetics.

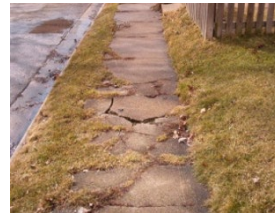


Figure 22: Very Poor (2) - Not functional. Panels need replacing.



Figure 23: Failed (1) - Sidewalk is impassable. Needs to be replaced.



Figure 24: New sidewalk



Figure 25: Old sidewalk but still good



Figure 26: Example of spalled concrete



Figure 27: Example of settled panel



Figure 28: Example of utility service sinking



Figure 29: No ramp creates a curb barrier

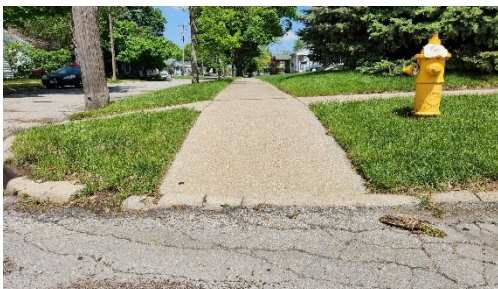


Figure 30: Example of steep ramp



Figure 31: Example of tree heaving



Figure 32: Example of old and broken sidewalk

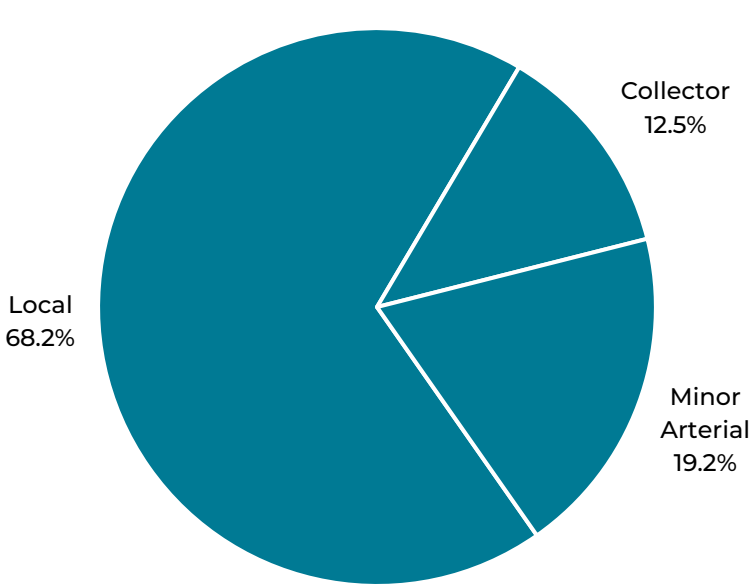


Figure 33: Percentage of streets by functional class

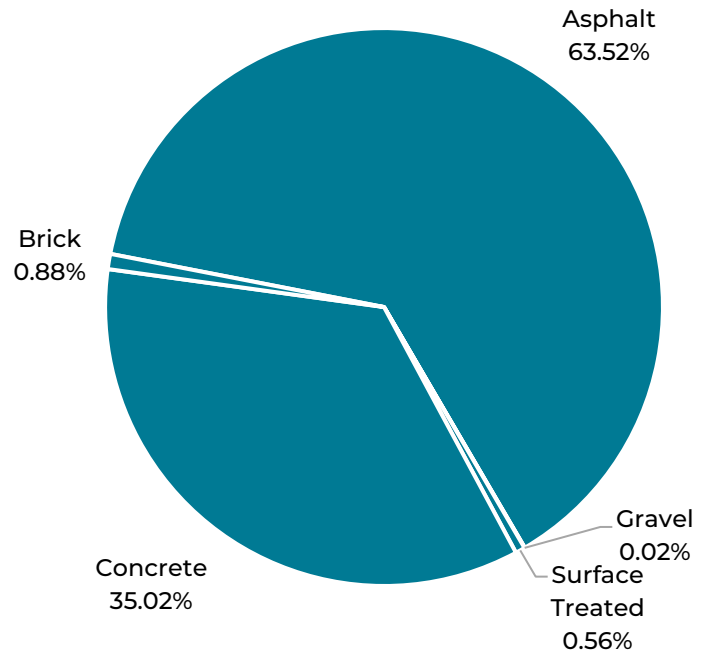


Figure 34: Percentage of streets by surface type

Figure 33 shows the percentage of streets by functional class, and Figure 34 shows the percentage of streets by surface type. Engineering 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 varying amounts of traffic (e.g., number of lanes, pavement markings, and thickness).

Table 1: Minor arterial 12-foot LM by Surface Type

Surface Type	12' LM	%
Asphalt	93.5	57.6%
Concrete	68.7	42.4%
TOTAL	162.2	100.0%

Table 2: Collector 12-foot LM by surface type

Surface Type	12' LM	%
Asphalt	74.4	70.2%
Concrete	31.5	29.8%
TOTAL	105.9	100.0%

Table 3: Local 12-foot LM by surface type

Surface Type	12' LM	%
Asphalt	368.2	63.9%
Concrete	195.3	35.0%
Brick	7.4	0.9%
Surface Treated	4.7	0.6%
Gravel	0.2	0.03%
TOTAL	575.9	100.0%

Tables 1-3 show more detailed information for Figure 33 and Figure 34 above, including 12-foot LM and percentages of surface types and functional classes. The majority of streets in Bloomington are local roads constructed with asphalt.

Bloomington has 536 12-foot LM of asphalt streets, 296 12-foot LM of concrete streets, 7 12-foot LM of brick streets, 5 12-foot LM of surface treated streets, and 0.2 12-foot LM of gravel streets, which is a total of 844 12-foot LM of streets.

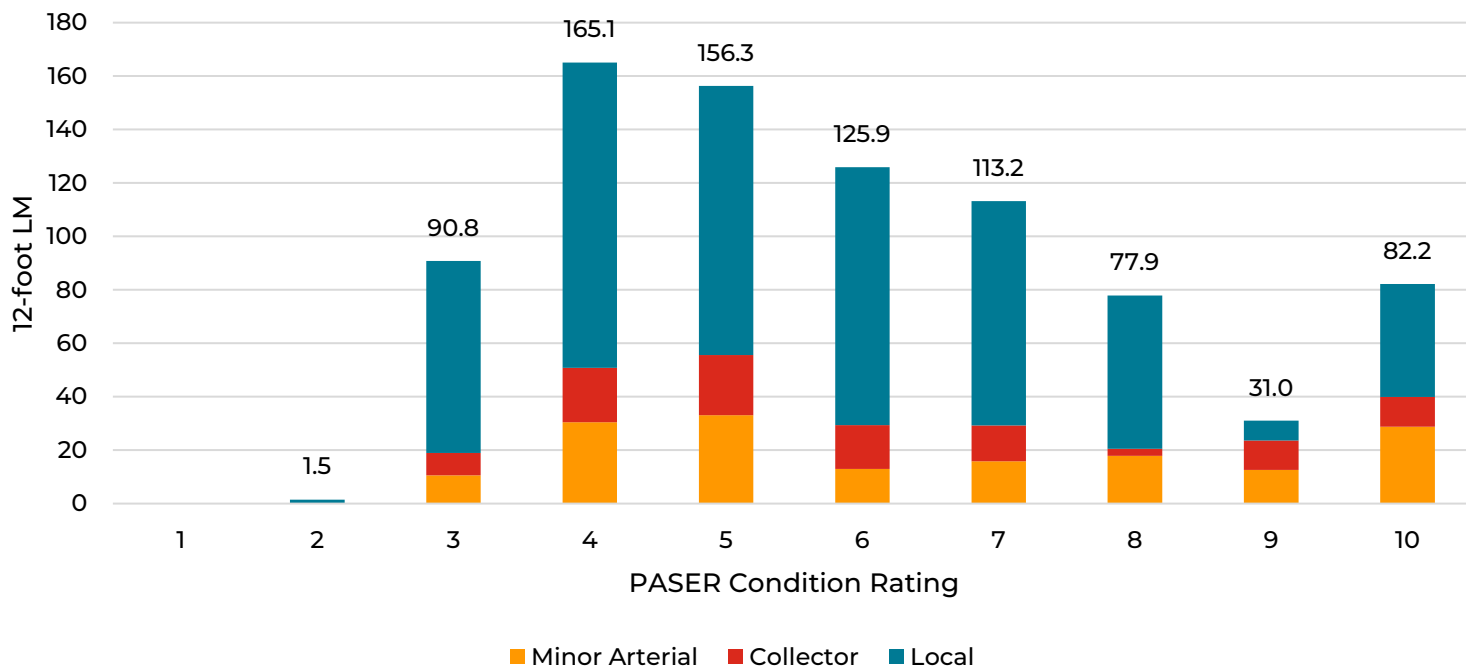


Figure 35: PASER condition rating snapshot by functional class and number of 12-foot LM

A snapshot of the PASER system street ratings from February 2026 sorted by rating, functional class, and number of 12-foot LM is shown in Figure 35 above with detailed information in Tables 4-8 below.

Table 4: Minor Arterial PASER (February 2026)

Rating	12' LM	%
New (10)	28.8	17.8%
Excellent (9)	12.6	7.7%
Very Good (8)	17.9	11.1%
Good + (7)	15.8	9.7%
Good - (6)	13.0	8.0%
Fair + (5)	33.1	20.4%
Fair - (4)	30.4	18.8%
Poor (3)	10.6	6.5%
Very Poor (2)	0.0	0.0%
Failed (1)	0.0	0.0%
TOTAL	162.2	100.0%

Table 5: Collector PASER (February 2026)

Rating	12' LM	%
New (10)	11.1	10.5%
Excellent (9)	11.1	10.5%
Very Good (8)	2.6	2.5%
Good + (7)	13.5	12.7%
Good - (6)	16.4	15.5%
Fair + (5)	22.5	21.2%
Fair - (4)	20.4	19.2%
Poor (3)	8.3	7.9%
Very Poor (2)	0.0	0.0%
Failed (1)	0.0	0.0%
TOTAL	105.9	100.0%

Table 6: Local PASER (February 2026)

Rating	12' LM	%
New (10)	42.2	7.3%
Excellent (9)	7.4	1.3%
Very Good (8)	57.3	10.0%
Good + (7)	53.9	14.6%
Good - (6)	96.6	16.8%
Fair + (5)	100.8	17.5%
Fair - (4)	114.3	19.8%
Poor (3)	71.9	12.5%
Very Poor (2)	1.5	0.3%
Failed (1)	0.0	0.0%
TOTAL	575.9	100.0%

Table 7: Overall PASER (February 2026)

Rating	12' LM	%	Cumulative %
New (10)	82.2	9.7%	9.7%
Excellent (9)	31.0	3.7%	13.4%
Very Good (8)	77.9	9.2%	22.6%
Good + (7)	113.2	13.4%	36.1%
Good - (6)	125.9	14.9%	51.0%
Fair + (5)	156.3	18.5%	69.5%
Fair - (4)	165.1	19.6%	89.1%
Poor (3)	90.8	10.8%	99.9%
Very Poor (2)	1.5	0.2%	100.0%
Failed (1)	0.0	0.0%	100.0%
TOTAL	844.0	100.0%	100.0%

Table 8: Average PASER by functional class and overall (February 2026)

Functional Class	Average PASER
Minor Arterial	6.5
Collector	6.1
Local	5.7
Overall	5.9

As shown in Table 8, the overall average PASER condition rating for the City's streets is 5.9 as of February 2026.

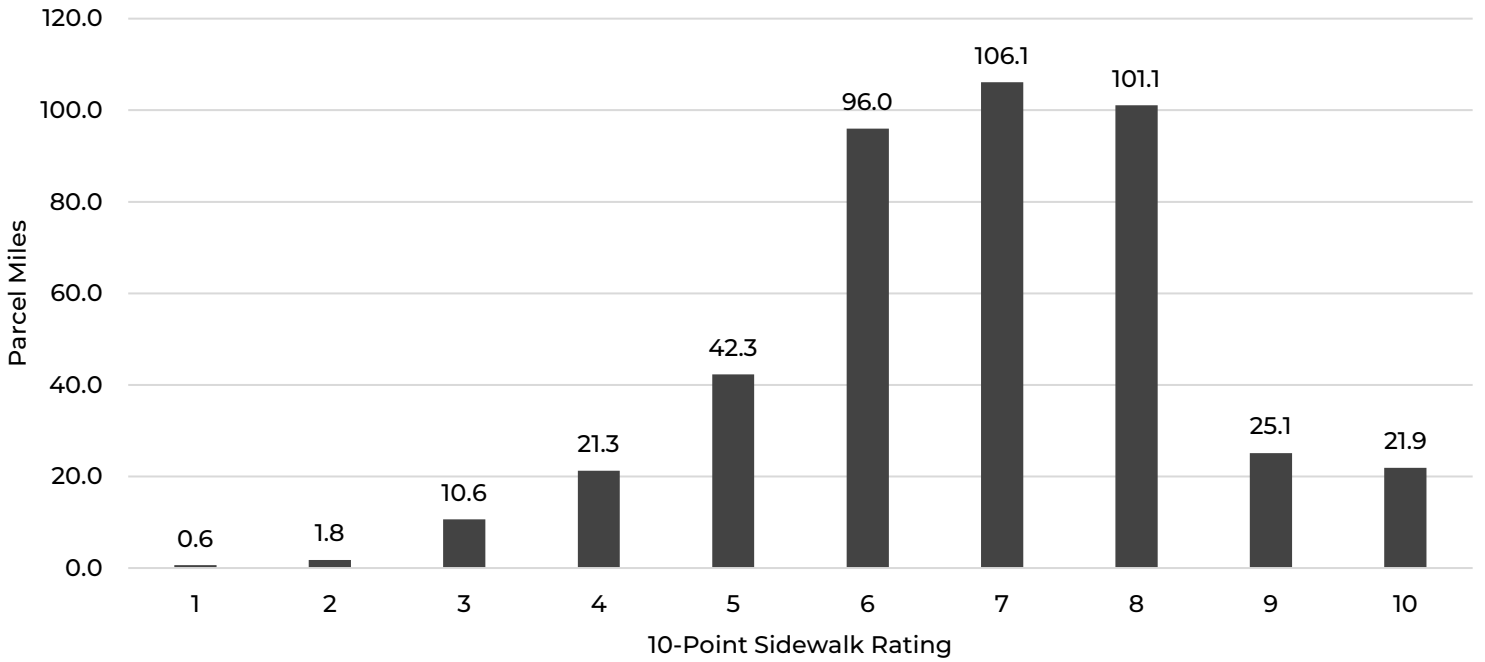


Figure 36: 10-point sidewalk rating snapshot by parcel miles

Figure 36 shows a snapshot of the 10-point sidewalk ratings by the number of parcel miles as of February 2026. The majority of sidewalks have a rating of 7 (Good +), and about 13 parcel miles of sidewalks are rated below 4 (Fair -).

Table 9: 10-point sidewalk ratings summary

Rating	Parcel Miles	%	Cumulative %
New (10)	21.9	5.1%	5.1%
Excellent (9)	25.1	5.9%	11.0%
Very Good (8)	101.1	23.7%	34.7%
Good + (7)	106.1	24.9%	59.6%
Good - (6)	96.0	22.5%	82.0%
Fair + (5)	42.3	9.9%	92.0%
Fair - (4)	21.3	5.0%	97.0%
Poor (3)	10.6	2.5%	99.4%
Very Poor (2)	1.8	0.4%	99.9%
Failed (1)	0.7	0.1%	100.0%
TOTAL	426.8	100.0%	100.0%

Table 9 shows a more detailed snapshot of the 10-point sidewalk ratings by the number of parcel miles as of February 2026. Over 82 percent of sidewalks are rated at 6 (Good -) or better, and the average sidewalk rating is 6.8.

Street Maintenance Information

The City uses various pavement treatments to extend pavement life, including resurfacing and various forms of pavement preservation. The mix of treatments used each year depends on several factors. Information about each of these treatments is included below. For more details, visit 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 asphalt. Typically, this will include a binder layer and a surface layer. Resurfacing in Bloomington includes using either hot mix asphalt (HMA) or stone matrix asphalt (SMA). Figures 37-39 provide examples of this process.



Figure 37: Milling asphalt before resurfacing



Figure 38: Resurfacing in progress



Figure 39: Rolling after resurfacing

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), PressurePave (High-Pressure Slurry Seal), and Chip Seal (Sealcoat) pavement preservation techniques.

Reclamite (Rejuvenator)

This product 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. Figures 40-42 provide examples of this process.



Figure 40: Truck applying Reclamite



Figure 41: Drone image of trucks applying Reclamite and sand



Figure 42: Truck applying sand after Reclamite.

Chip Seal (Sealcoat)

Application of this product 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.

PressurePave (High-Pressure Slurry Seal)

This product 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. Figures 43-48 show examples of how PressurePave treatment improves the condition of a street.



Figure 43: Before PressurePave



Figure 44: After PressurePave



Figure 45: 3 weeks after PressurePave



Figure 46: Before PressurePave



Figure 47: After PressurePave



Figure 48: 3 weeks after PressurePave

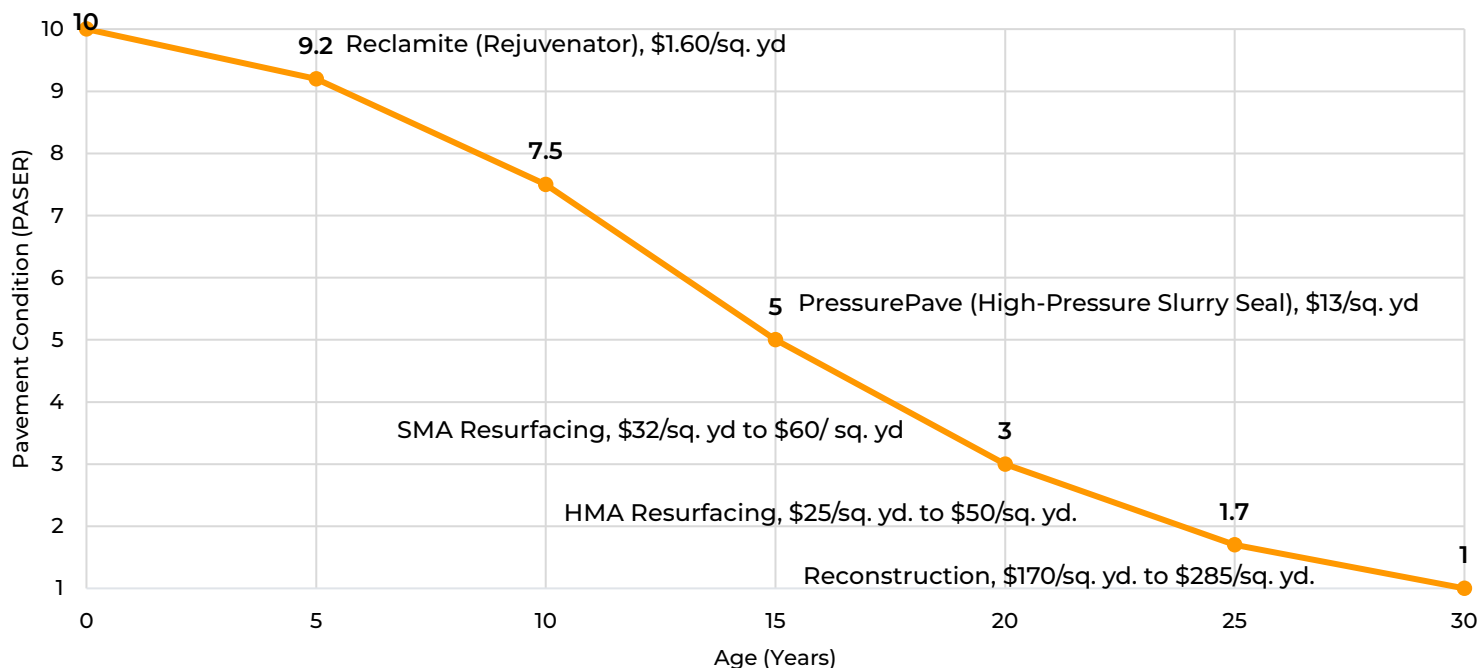


Figure 49: PASER-based pavement deterioration curve with cost estimates for treatments based on condition

The deterioration curve shown in Figure 49 shows estimates for 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 because maintenance costs are higher as the rating goes down.

Sidewalk, Curb, and Gutter Program

The Sidewalk, Curb, and Gutter Program funds construction of public sidewalks and sidewalk curb ramps that are compliant with standards related to the Americans with Disabilities Act (ADA). It also includes limited curb and gutter replacement related to this construction and a voluntary 50/50 cost-sharing.

Almost all monies are used to replace existing infrastructure.

Information about the sidewalk, curb, and gutter program can be found on the City's Infrastructure Dashboard on

www.bloomingtonstreets.com.

Shift in Priorities

In the early 2020s, the sidewalk contract was directed almost exclusively to capital-intensive "complete streets" projects. This produced dramatic improvements to walkability in neighborhoods such as Dimmitt's Grove, South Hill, Miller Park, and Meadowbrook. A negative consequence was that response to complaints, citywide, remained limited while complaints spiked. The City had a massive backlog of complaints to address. For fiscal year 2025 and fiscal year 2026, the Engineering Department, in consultation with the City Administration, refocused nearly all its sidewalk contract on citizen complaints, plus the Meadowbrook Subdivision project. By the end of the fiscal year, the City will have completed its response to 420 complaints through these two contracts. Going forward, Engineering seeks to resolve new complaints on its next available contract so that a complaint made today is, at worst, planned, budgeted, and under contract within a year. Meantime, most sidewalk ramp replacements shifted to the street resurfacing contract. Ramps must be reconstructed at the time of resurfacing, and using the resurfacing contract creates a more efficient workflow.

50/50 Sidewalk Program

Property owners making sidewalk requests naturally want immediate attention to the sidewalk issues adjacent to their properties. By its nature, the competitive bidding and budget allocation process used by the City, through the Engineering Department, involves lag time between new complaints and sidewalk replacement. However, if property owners are willing to pay half of the cost, through the voluntary 50/50 Sidewalk Program, the City can provide them with faster service. The City has prioritized response to sidewalk complaints/requests, starting in the latter portion of fiscal year 2024 and accelerating since then. With the knowledge that a complaint filed today will be remedied on the next contract, the vast majority of property owners choose to wait rather than spending their own money on City sidewalk for more prompt construction. No residential property owners have opted for the 50/50 Program in fiscal year 2025 and fiscal year 2026, and most commercial owners also choose to wait.

Vertical Displacement Repair

Unevenness between two adjacent sidewalk sections ("panels") is known as "vertical displacement." Displacements can, at times, be remediated by cutting one or both panels with specialized saws at less cost than sidewalk panel replacement. For fiscal year 2026, the City procured the services of an industry leader, Precision Concrete Cutting Inc., for about \$50,000 through an approved joint purchasing agreement used by multiple governmental agencies. Five neighborhoods are targeted in this contract. Using Precision allows the City to fix its big sidewalk problems under the Sidewalk Program and its small-but-still-important issues through panel saw-cutting.



Figure 50: City contractors work to install sidewalk, curb, and gutter at an intersection



Figure 51: Sidewalk vertical displacement repaired using panel saw-cutting

Streets and Sidewalks Funding and Expenditures Data

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.

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 fiscal year 1996 to more recent years, with over \$3.8 million dollars spent on resurfacing in fiscal year 2026.

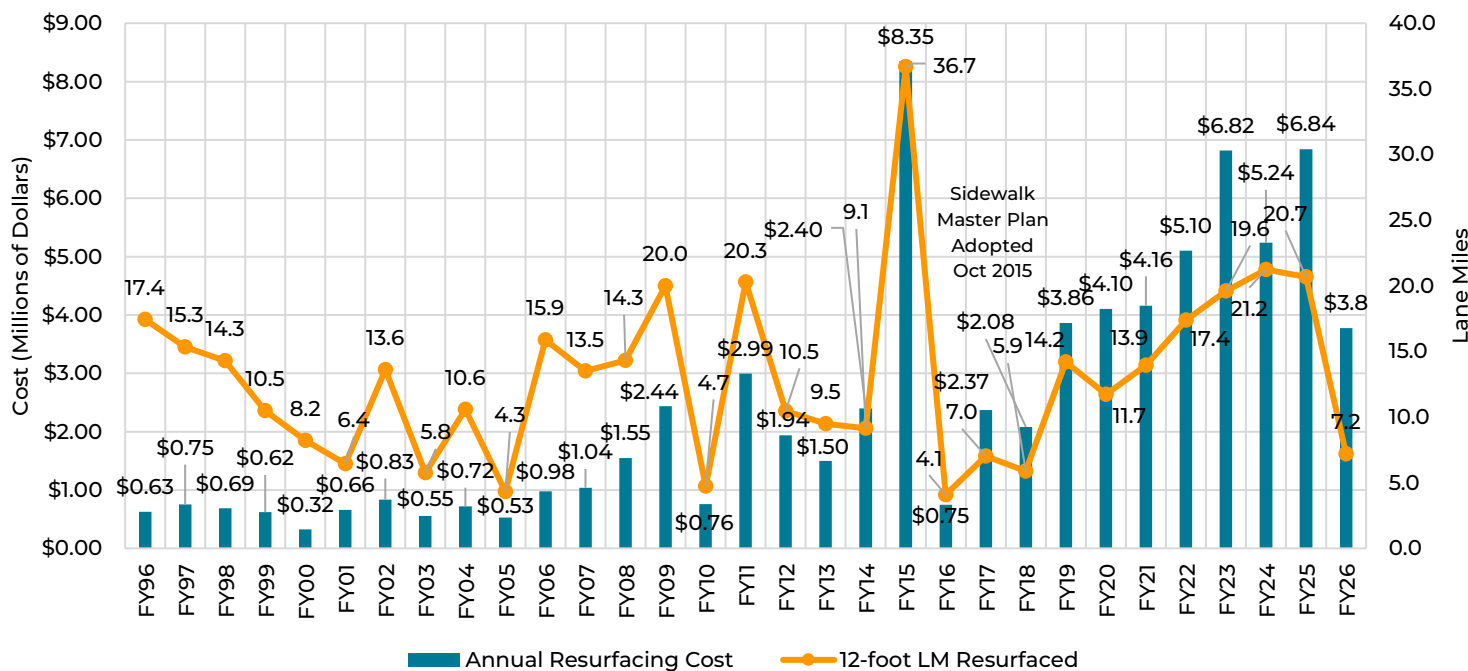


Figure 52: Annual resurfacing cost and 12-foot LM resurfaced from FY96 to FY26

Figure 52 shows the annual resurfacing cost in millions of dollars (current dollars) and 12-foot LM resurfaced from fiscal year 1996 to fiscal year 2026. 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. In fiscal year 2026, the City resurfaced 7.2 12-foot LM of streets.

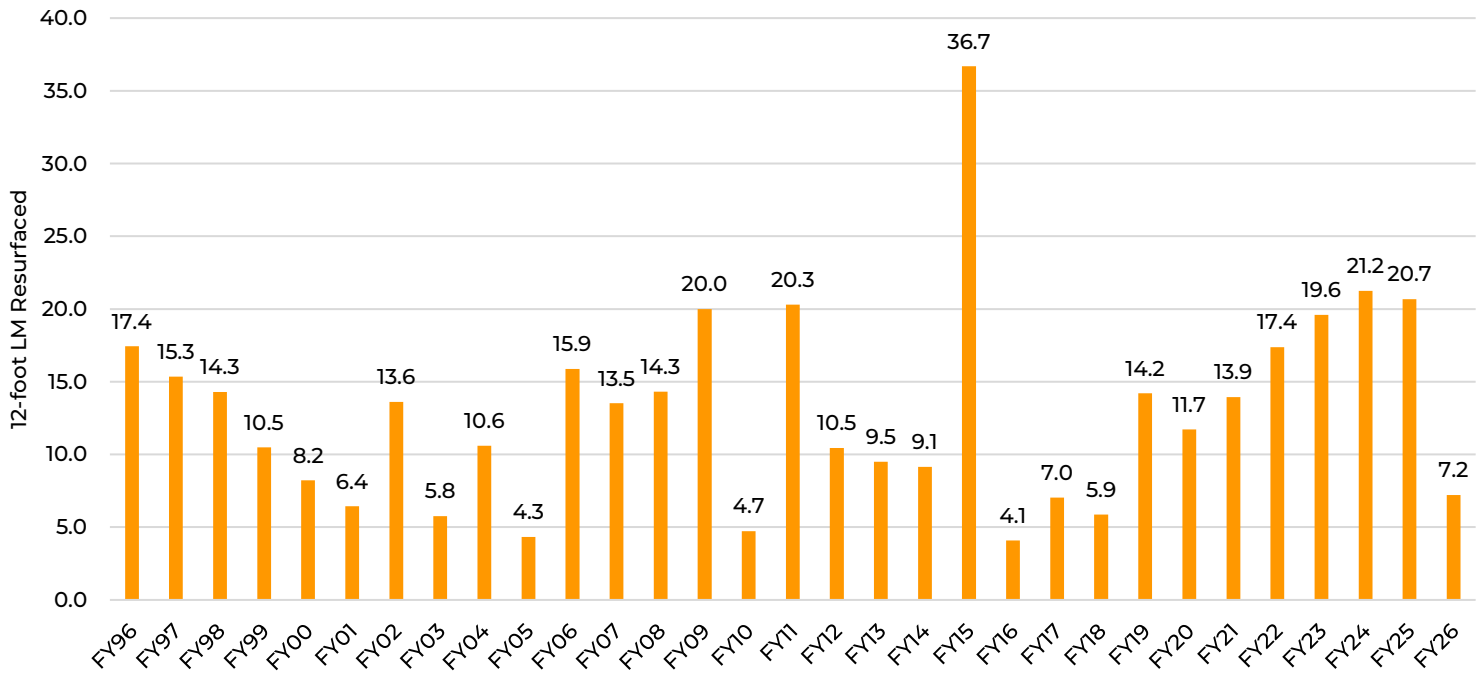


Figure 53: 12-foot LM resurfaced from FY96 to FY26

The number of 12-foot LM resurfaced from fiscal year 1996 to fiscal year 2026 are shown in Figure 53. A \$10 million road bond in fiscal year 2015 enabled the City to resurface nearly 37 12-foot LM in a single year, while recent changes to resurfacing funding allowed the City to resurface increasing numbers of 12-foot LM through fiscal year 2025. The City also has an increased focus on pavement preservation, which delays the need to resurface roads.

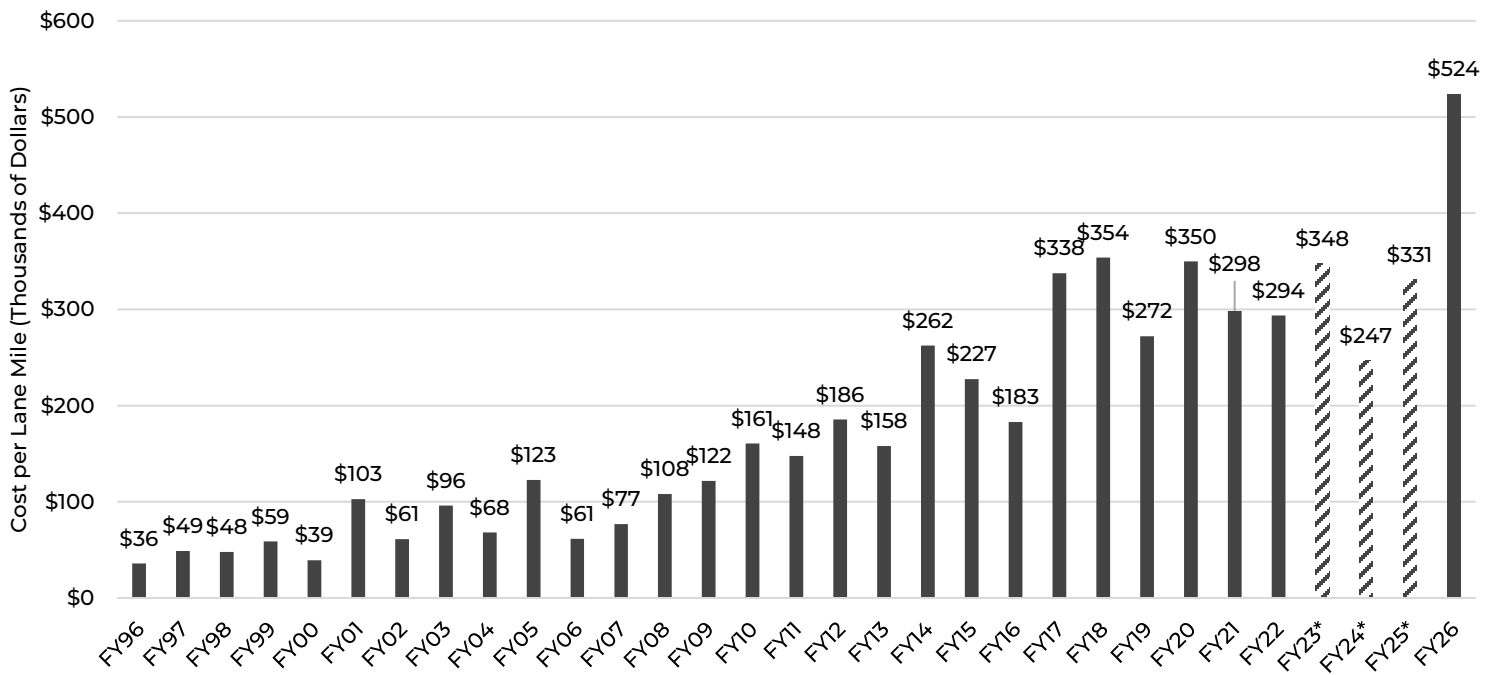


Figure 54: Resurfacing cost per 12-foot LM from FY96 to FY26 (*Note: From FY23-FY25, these figures don't include midblock curb, gutter, and inlets)

Figure 54 shows the resurfacing cost per 12-foot LM in thousands of dollars from fiscal year 1996 to fiscal year 2026 using current dollars. The cost per 12-foot LM 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. In fiscal year 26, the resurfacing cost per 12-foot LM was about \$524,000.

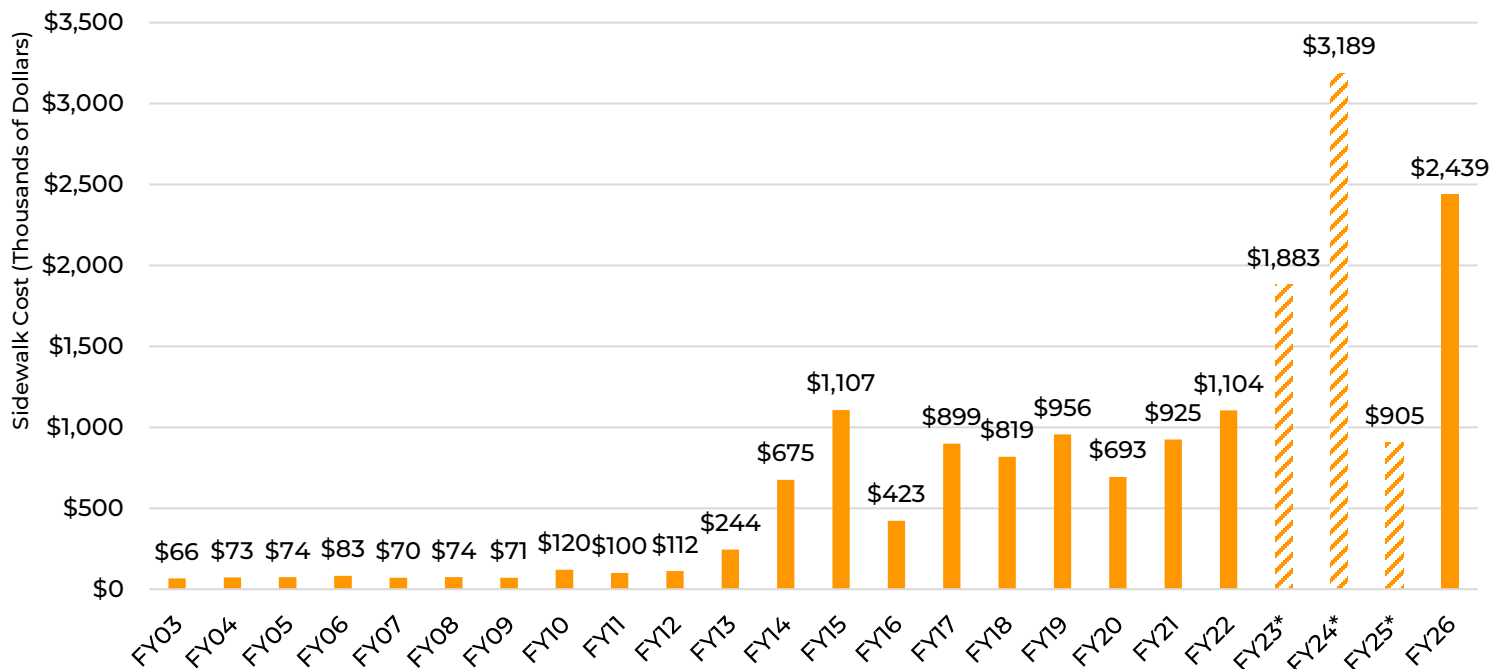


Figure 55: Sidewalk cost from FY03 to FY26 (thousands of dollars) (*Note: From FY23-FY25, these figures include midblock curb, gutter, and inlets)

Figure 55 includes the sidewalk cost (thousands of dollars) from fiscal year 2003 to fiscal year 2026 using current dollars. From fiscal year 2023 to 2025, the data includes midblock curb, gutter, and inlets, which were included with resurfacing in prior years and are included in fiscal year 2026. Fiscal year 2015 sidewalk costs increased because of the \$10 million road bond.

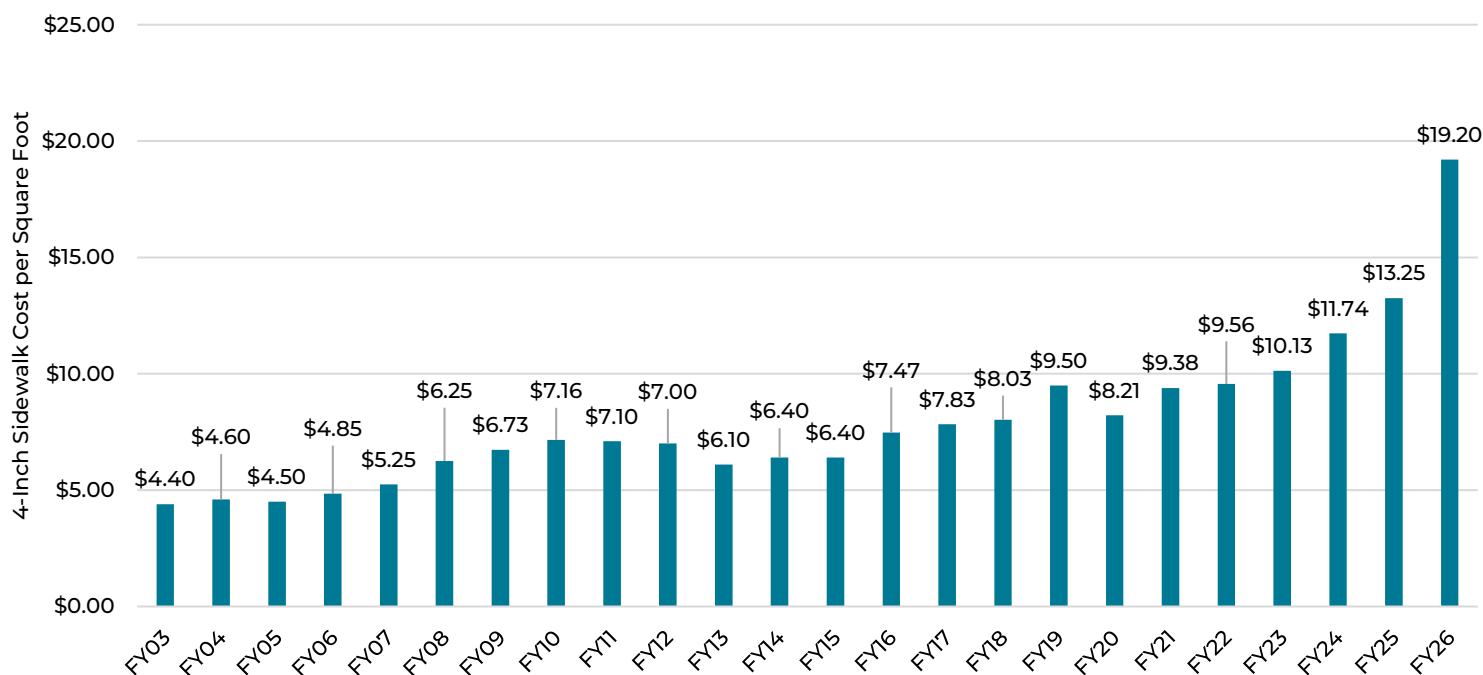


Figure 56: 4-inch sidewalk cost per square foot from FY03 to FY26

As shown in Figure 56, which includes 4-inch sidewalk cost per square foot (current dollars) from fiscal year 2003 to fiscal year 2026, sidewalk costs have also increased substantially, from \$4.40 per square foot in fiscal year 2003 to \$19.20 per square foot in fiscal year 2026. Unit costs are based on contract bid prices.

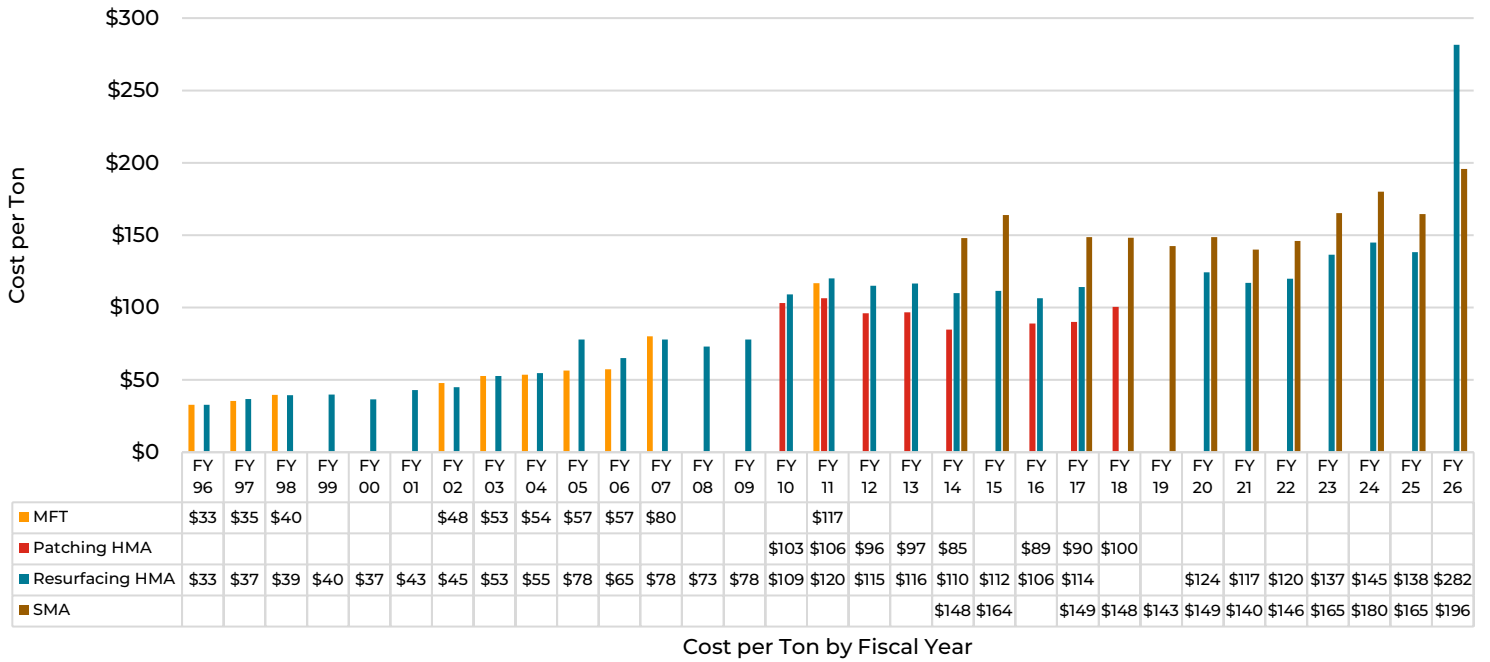
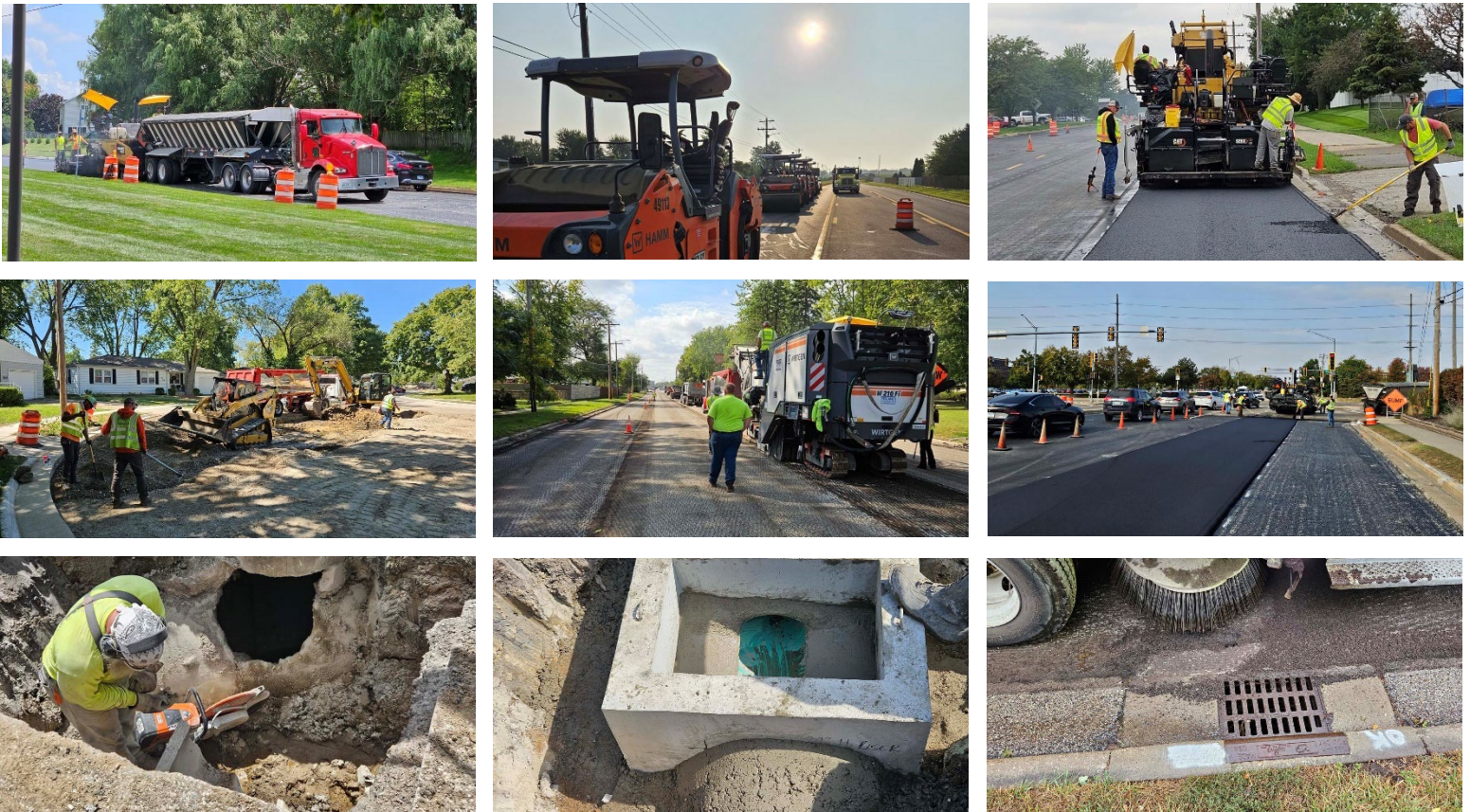


Figure 57: Asphalt cost per ton installed from FY96 to FY26

Figure 57 shows the asphalt cost per ton installed from fiscal year 1996 to fiscal year 2026 using current dollars and sorted by asphalt mix type. Unit costs are based on contract bid prices. In fiscal year 26, resurfacing with HMA cost \$282 per ton, and resurfacing with SMA cost \$196 per ton.



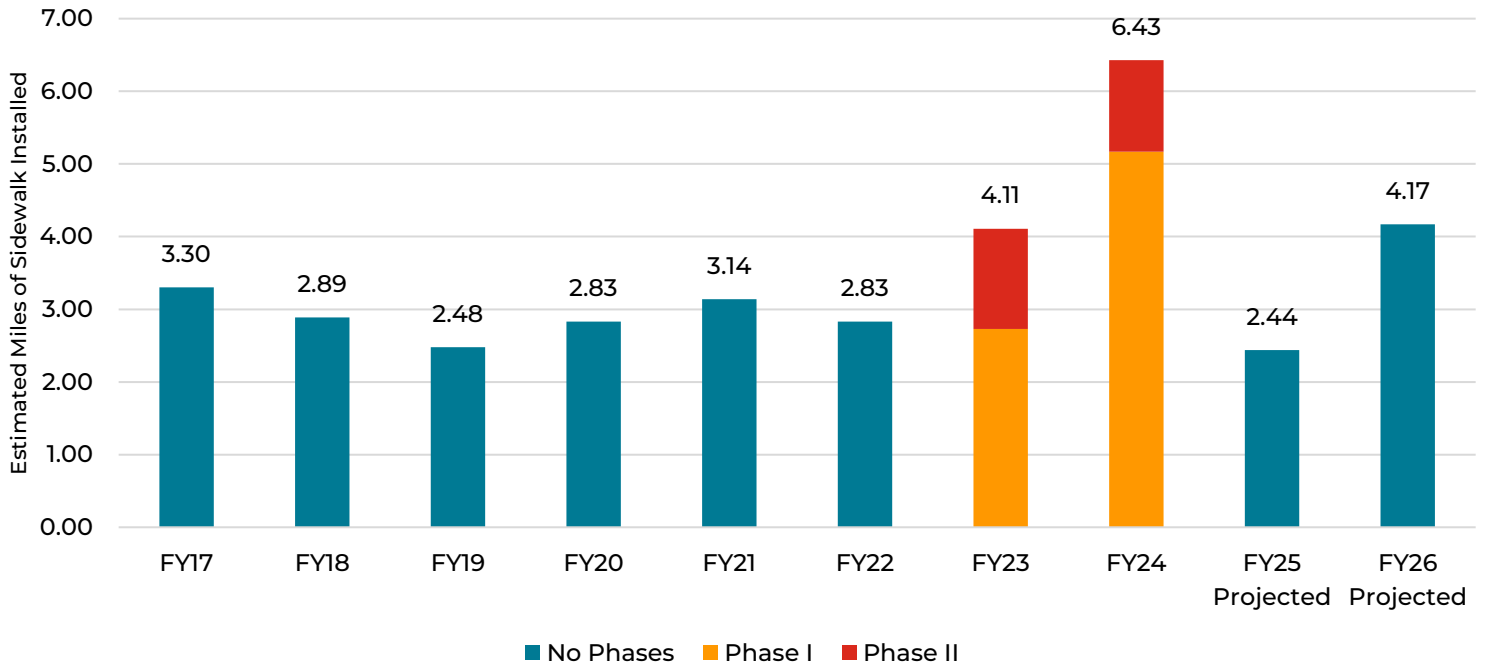


Figure 58: Estimated miles of sidewalk installed from FY17 to FY26

Figure 58 shows estimated miles of sidewalk installed from fiscal year 2017 to fiscal year 2026 using a calculation of square feet of sidewalk installed divided by 4.5 feet and then divided by 5,980 feet. Staff projects that 4.17 miles of sidewalk will be installed for fiscal year 2026.

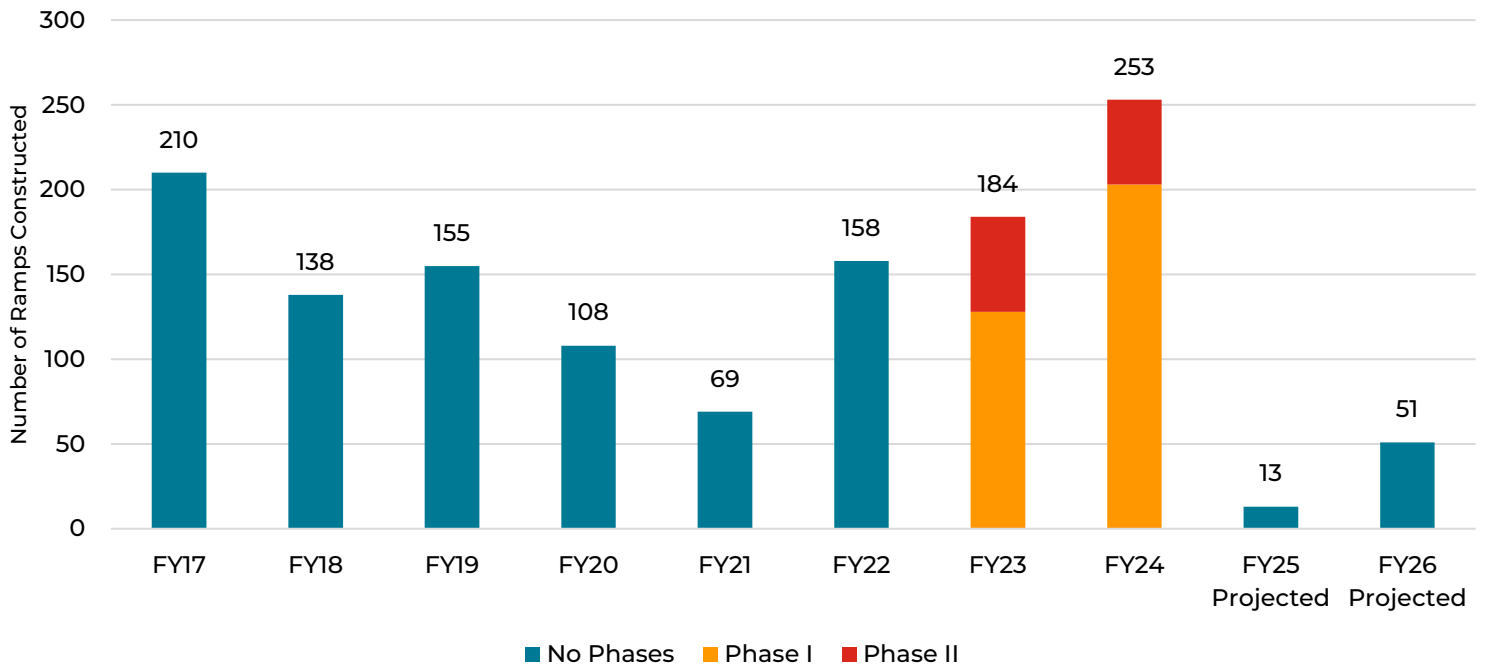


Figure 59: Number of ramps installed from FY17 to FY26

As shown in Figure 59, the City constructed 1,275 ramps from fiscal year 2017 to fiscal year 2024 with a projection of 13 ramps for fiscal year 2025 and 51 ramps for fiscal year 2026.

Fiscal Year 2027 Streets and Sidewalks Program Recommendations

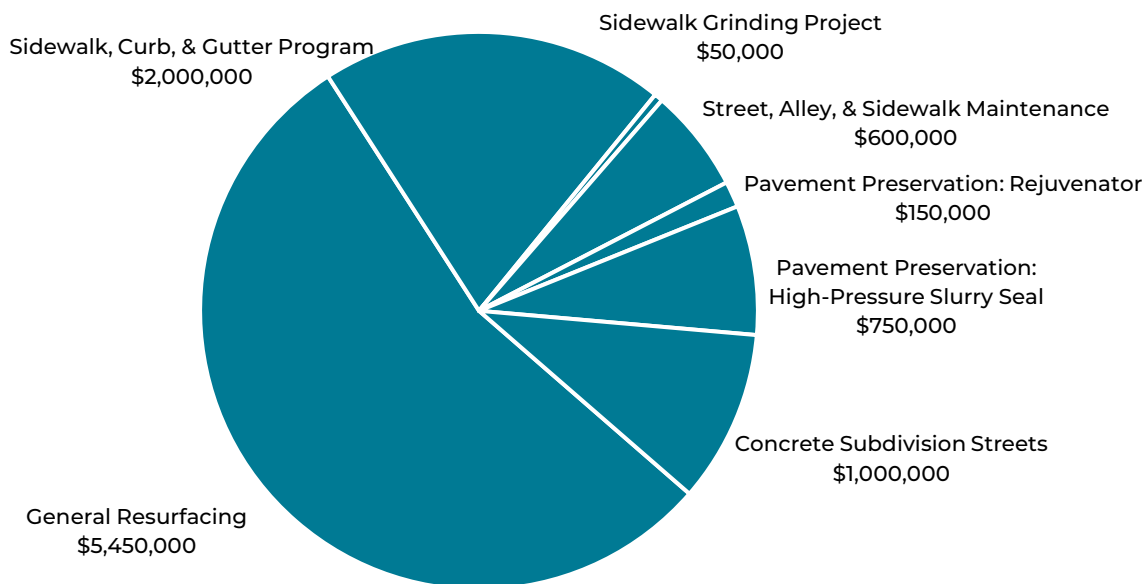


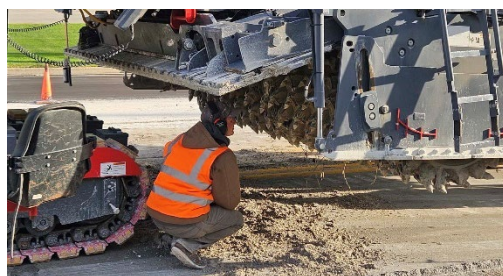
Figure 60: FY27 proposed Streets and Sidewalks Program budget

Figure 60 shows the proposed fiscal year 2027 program allocations that includes the initial fiscal year 2027 budget of \$10 million, including \$5.45 million for General Resurfacing, \$2 million for the Sidewalk, Curb, & Gutter Program, \$50,000 for the Sidewalk Grinding Project, \$600,000 for Street, Alley, & Sidewalk Maintenance, \$150,000 for Pavement Preservation: Rejuvenator, \$750,000 for Pavement Preservation: High-Pressure Slurry Seal, and \$1 million for Concrete Subdivision Streets.

Table 10: FY27 Resurfacing and Pavement Preservation Programs Number of 12-foot LM

FY27 Program	Minor Arterial (12' LM)	Collector (12' LM)	Local (12' LM)	TOTAL
Resurfacing	5.9	4.8	1.3	11.9
High-Pressure Slurry Seal	0.0	0.0	9.3	9.3
Rejuvenator	0.0	0.0	12.9	12.9
TOTAL	5.9	4.8	23.5	34.2

The number of 12-foot LM for the fiscal year 2027 resurfacing and pavement preservation programs by functional class are shown in Table 10. Resurfacing includes 5.9 12-foot LM of minor arterial roads, 4.8 12-foot LM of collector roads, and 1.3 12-foot LM of local roads. The pavement preservation work is on local roads only for fiscal year 2027, with 9.3 12-foot LM of high-pressure slurry seal and 12.9 12-foot LM of rejuvenator. In total, the fiscal year 2027 programs include 11.9 12-foot LM of resurfacing, 9.3 12-foot LM of high-pressure slurry seal, and 12.9 12-foot LM of rejuvenator.



Fiscal Year 2027 Resurfacing Program

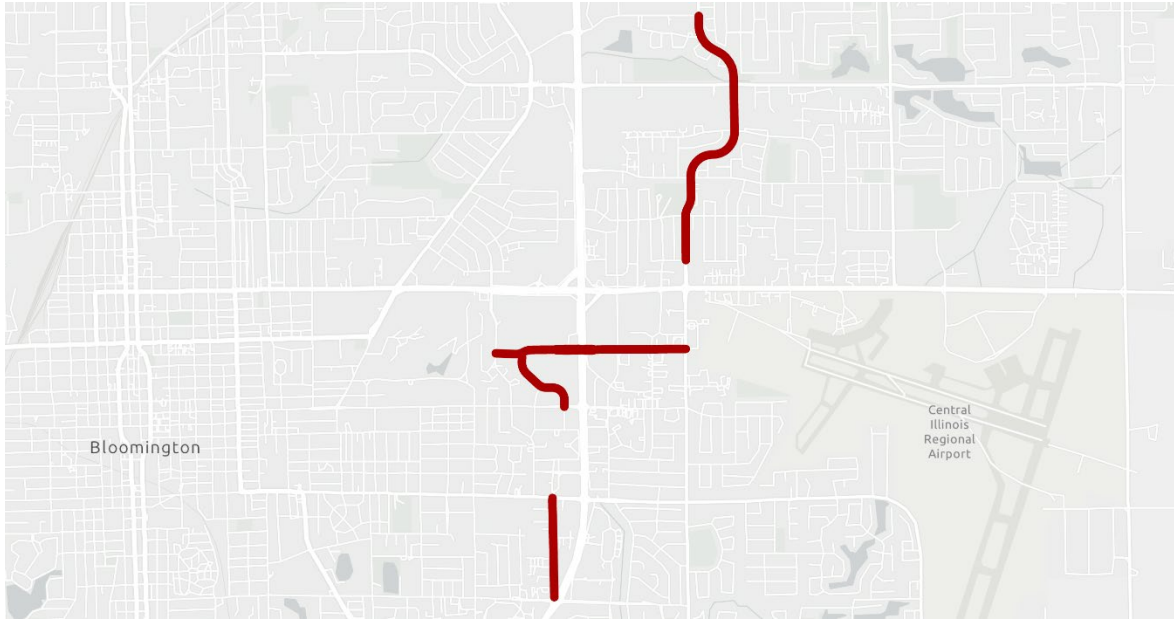


Figure 61: FY27 Resurfacing Program map

Table 11: FY27 Resurfacing Program list of streets

Name	From	To
Eastland Dr	East of Veterans Pkwy	Hershey Rd
Eastland Dr	Fairway Dr	West of Veterans Pkwy
Four Seasons Rd	South limits	North of Oakland Ave
Hershey Rd	North of Lamon Dr	Jumer Dr
St Joseph Dr	Washington St	Eastland Dr

Fiscal Year 2027 PressurePave (High-Pressure Slurry Seal) Program



Figure 62: FY27 PressurePave (High-Pressure Slurry Seal) Program map

Table 12: FY27 PressurePave (High-Pressure Slurry Seal) Program list of streets

Name	From	To
Pebblebrook Ct	End	End
Knollbrook Wy / Ct	End	Turtleback Ct
Turtleback Ct	Pebblebrook Ct	End
Fiddlestix Ct	Crooked Creek Rd	End
Huff Way	Piney Run	End
Emeral Crest Ct	Crooked Creek Rd	End
Flag Tree Ct	Crooked Creek Rd	End
Piney Run Ct	Carrington Ln	End
Crooked Creek Rd	Carrington Ln	Fox Creek Rd
Piney Run	Carrington Ln	Fox Creek Rd
Lauderhill Ln	Scarborough St	Essington St
Scarborough St	Carrington Ln	Binghamton Ln
Bainbridge Ln	Essington St	Rutherford Dr
Essington St	Bainbridge Ln	Binghamton Ln
Rutherford Dr	Carrington Ln	Bainbridge Ln
Rutherford Ct	Bainbridge Ln	End

Fiscal Year 2027 Reclamite (Rejuvenator) Program

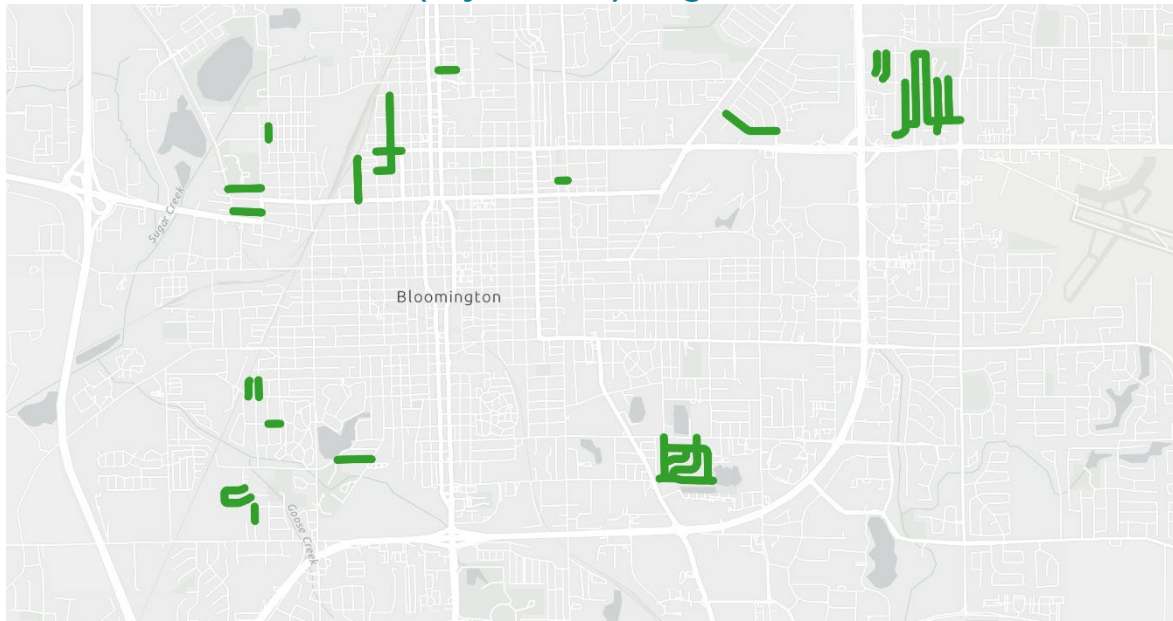


Figure 63: FY27 Reclamite (Rejuvenator) Program map

Table 13: FY27 Reclamite (Rejuvenator) Program list of streets

Name	From	To
Allin St	Locust St	Ohara St
Beyer St	Livingston St	Barker St
Chestnut St	Hinshaw Ave	White Oak Rd
Chestnut St	Robinson St	Linden St
Conley Cir	McGregor St	Meadowbrook Dr
Cottage Ave	Graham St	Perry St
Dogwood Ln	Mt Vernon	Arrowhead Dr
Empire St	Lee St	Mason St
Gettysburg Dr	Todd Dr	Arrowhead Dr
Glenwood Rd	Arrowhead Dr	Lawndale Way
Hinshaw Ave	Wood St	Miller St
Kelsey St	Main St	East St
Lafayette St	Doral Dr	End
Lamon Dr	Townley Dr	Hershey Rd
Magnolia Dr	Lincoln St	Lafayette St
McGregor St	Lincoln St	Lafayette St
Meadowbrook Dr	McGregor St	Lafayette St
Mulberry St	Hinshaw Ave	White Oak Rd
Oak St	Walnut St	Seminary Ave
Orme Dr	Rutledge Rd	Townley Dr
Pancake St	Wood St	Miller St
Peach St	Dogwood Ln	Rutledge Rd
Pinehurst Dr	Arrowhead Dr	Lawndale Way
Robinhood Ln	Radliff Rd	Fairway Dr
Rutledge Rd	Arrowhead Dr	Orme Dr
Sandburg Dr	Lamon Dr	Arrowhead Dr
Steeplechase Dr	Sweetbriar Dr	Stetson Dr
Stetson Dr	Sweetbriar Dr	Steeplechase Dr
Sweetbriar Dr	Hollycrest Dr	End
Tanner St	Springfield Rd	Lake Dr
Townley Dr	Arrowhead Dr	Orme Dr
Walnut St	Oak St	Mason St

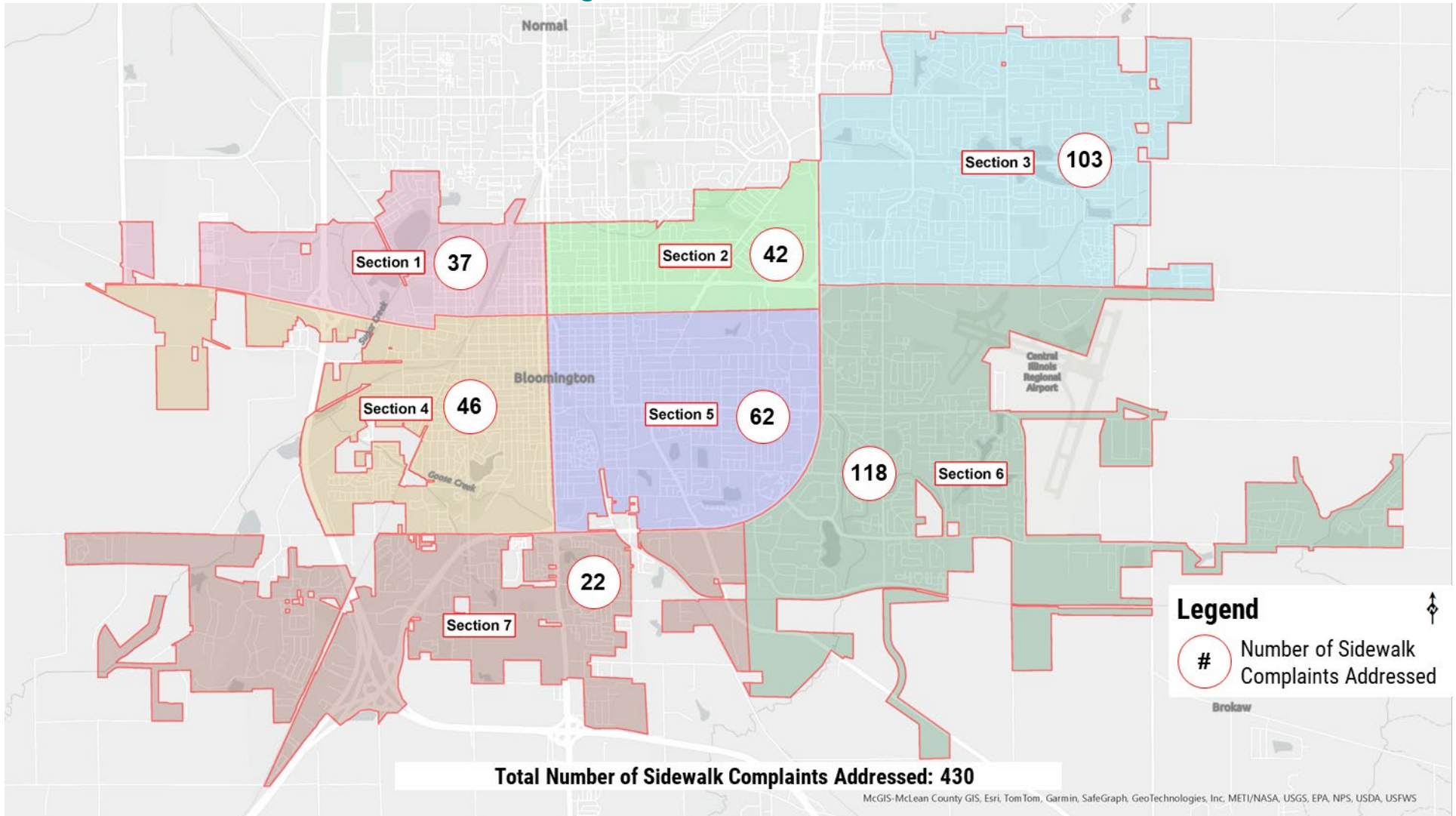


Figure 64: Map of number of sidewalk complaints addressed during FY25 and FY26 as of February 2026

As shown in Figure 64, the City addressed a total of 430 sidewalk complaints in FY25 and FY26 as of February 2026. The map shows the number of sidewalk complaints addressed in each section.