



**Street Maintenance Sales Tax
Finance Oversight Committee
2020 Annual Report**





City of Olathe

2020 Annual Report



Street Maintenance Sales Tax Finance Oversight Committee

Background

On November 12, 2013, the citizens of Olathe approved a 10-year, 3/8 cent Street Maintenance Sales Tax, which the City began collecting on April 1, 2014. The purpose of the sales tax revenue is to finance the cost of repairing, rebuilding, rehabilitating, upgrading, and improving streets in the City of Olathe.

Introduction

On February 18, 2014 the City Council enacted Resolution No. 14-1020 that adopted the charter creating the Street Maintenance Sales Tax Finance Oversight Committee. The Street Maintenance Sales Tax (SMST) Finance Oversight Committee is an advisory body tasked with the annual review of the 3/8 cent sales tax-related revenues and expenditures during its term. The Committee shall consist of seven members, all residents of the City of Olathe, appointed by the City Council. Generally, terms will be limited to four, consecutive two-year terms for a total of eight consecutive years. The Committee's specific duties are as follows:

- Annually review SMST income and expenditure to ensure the SMST revenues were expended consistently with the voter-approved street maintenance sales tax referendum.
- Annually, prepare an independent report to the City Council regarding the revenue and expenditures of the Street Maintenance Sales Tax.

The Committee's function is strictly that of oversight. It should be noted that it is not within the purview of the Committee to make decisions or recommendations on the use of SMST funds, direct staff, or define the scope of a project. These responsibilities remain under the authority of the City Council, City Manager, and professional staff.

Summary of 2020 SMST Revenues and Expenditures

In presenting this annual SMST report on the revenues and expenditures, the Committee undertook a review of documentation provided by the Director of Resource Management, Public Works Deputy Director, and Project Manager. At the onset of the pandemic, the City anticipated sales tax revenues would fall below budgeted amounts and took appropriate actions to mitigate the impact to the City's financial position. Expenditures were reduced early in 2020, including a reduction in the City's cash contribution to the Street Maintenance Program. The 2020 SMST revenues were below the budgeted amount by \$1,398,950 (10.5%).

To sustain a financially sound fund, actual expenditures were reduced from the original budget by \$2,272,597.

2020 Street Preservation Program Revenues & Expenditures Detail

AUTHORIZED SOURCES OF FUNDS SUMMARY		SMST	Bonds	Grants	Street Excise	Other	TOTAL
CARS Program				\$600,000.00			\$600,000.00
Street Maintenance Sales Tax		\$10,200,000.00					\$10,200,000.00
General Obligation Bonds			\$1,000,000.00				\$1,000,000.00
CIP & CPR Cash						\$800,000.00	\$800,000.00
Total Sources		\$10,200,000.00	\$1,000,000.00	\$600,000.00	\$0.00	\$800,000.00	\$12,600,000.00
ACTUAL ALLOCATION OF FUNDS BY PROJECT							
3-P-000-20	2020 Street Preservation Program	\$177,964.23	\$3,467.38				\$181,431.61
3-P-001-19	Santa Fe Arterial M&O (KC Road to I-35)Design	\$2,600,958.32					\$2,600,958.32
3-P-001-20	Old 56 Highway	\$856,510.00				\$800,000.00	\$1,656,510.00
3-P-002-20	127th Street Arterial M&O (Moore Ave to Black Bob)	\$484,118.19		\$474,951.65			\$959,069.84
3-P-004-20	Ridgeview Road Arterial M&O (151st to 159th)	\$673,223.84					\$673,223.84
3-P-005-20	Local and Collector Mill & Overlay - Group A	\$2,219,765.87	\$1,000,000.00				\$3,219,765.87
3-P-006-20	Local and Collector Mill & Overlay - Group B	\$2,185,725.76					\$2,185,725.76
3-P-007-20	MAQS Micro Surface	\$1,047,365.61					\$1,047,365.61
3-P-008-20	Street Maintenance Curb Replacement	\$281,660.82					\$281,660.82
3-P-009-20	Street Maintenance Crack Seal	\$101,110.80					\$101,110.80
3-P-001-21	119th Street Arterial Mill M&O	\$131,000.00					\$131,000.00
3-P-002-21	Ridgeview Road Arterial M&O	\$85,000.00					\$85,000.00
3-P-003-21	159th Street Arterial M&O	\$133,000.00					\$133,000.00
	TOTAL ALLOCATION	\$10,977,403.44	\$1,003,467.38	\$474,951.65	\$0.00	\$800,000.00	\$13,255,822.47
	<i>2020 Proposed Funding</i>	<i>\$10,200,000.00</i>	<i>\$1,000,000.00</i>	<i>\$600,000.00</i>		<i>\$800,000</i>	<i>\$12,600,000</i>
	<i>Delta</i>	<i>\$777,403.44</i>	<i>\$3,467.38</i>	<i>-\$125,048.35</i>	<i>\$0.00</i>	<i>\$0.00</i>	<i>\$655,822</i>

2020 SMST Fund Balance Summary



	2014 Actual	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual	2020 Actual*
Beginning Fund Balance	\$0	\$2,563,642	\$3,452,256	\$2,695,484	\$2,149,690	\$783,874	\$1,213,761
Revenue:							
Sales Tax	\$6,736,937	\$9,068,620	\$11,545,236	\$11,510,779	\$11,632,788	\$11,302,112	\$11,837,861
Interest Income	\$7,160	\$25,392	\$47,992	\$116,403	\$128,396	\$158,775	\$52,959
Transfer Revenue	\$669,545	\$1,209,550	\$0	\$0	\$0	\$0	\$0
Total Revenue	\$7,413,642	\$10,303,562	\$11,593,228	\$11,627,182	\$11,761,184	\$11,460,887	\$11,890,820
Funds Available	\$7,413,642	\$12,867,204	\$15,045,484	\$14,322,666	\$13,910,874	\$12,244,761	\$13,104,581
Expenditures:							
Transfer to Projects	\$4,850,000	\$9,414,948	\$12,350,000	\$12,172,976	\$13,127,000	\$11,031,000	\$10,977,403
Ending Fund Balance	\$2,563,642	\$3,452,256	\$2,695,484	\$2,149,690	\$783,874	\$1,213,761	\$2,127,178

*Unaudited

**2018 original funding \$12,500,000, authorization increased to \$13,137,000 on 6/5/18

Conclusion

The Committee has concluded that:

- The revenue from SMST is being appropriately sequestered and routinely tracked, reported, and monitored.
- The expenditures of SMST funds were utilized in a manner consistent with the referendum passed by the Olathe voters.
- Due to the impact of the pandemic, the City's cash funding allocated to the Street Preservation Program was modified to ensure the City's sound financial position.

Further detailed information about the SMST Finance Oversight Committee's proceedings and the projects in the 2020 Street Preservation Program may be found in the appendix of this report. This report has been researched, assembled and presented in a manner the committee believes is consistent with the stated objectives of Resolution 14-1020.

In accordance with the directives of Resolution 14-1020, the 2020 Annual Report of the Street Maintenance Sales Tax Finance Oversight Committee is respectfully submitted:

Ms Anne Oswald, Chairperson

The Members of the SMST Finance Oversight Committee

Ms Carrie Rezac, Vice Chair

Mr Tom Grady

Mr Steve Smith

Mr Doug Svatos

Ms Becky Feller

Mr Gregg Herbert

City of Olathe
2020 Annual Report
Street Maintenance Sales Tax Finance Oversight Committee

Appendix

- I. SMST Finance Oversight Committee Activities

- II. Project Information
 - a. Santa Fe Arterial M&O (KC Road to I-35) Design
 - b. Old 56 Highway
 - c. 127th Street Arterial M&O (Moore Ave to Black Bob)
 - d. Ridgeview Road Arterial Mill and Overlay
 - e. Local and Collector Mill & Overlay – Group A
 - f. Local and Collector Mill & Overlay – Group B
 - g. MAQS Micro Surface
 - h. Street Maintenance Curb Replacement
 - i. Street Maintenance Crack Seal
 - j. 119th Street Arterial Mill M&O Design
 - k. Ridgeview Road Arterial M&O Design
 - l. 159th Street M&O Design
 - m. Map of 2020 projects

- III. Resolution No. 20-1003 authorizing the 2020 Street Preservation Program

- IV. Definitions of Street Preservation Project Categories

STREET MAINTENANCE SALES TAX

FINANCE OVERSIGHT COMMITTEE

ACTIVITIES

2020:

- ✓ February 18, 2020 Council reappoints Anne Oswald and Doug Svatos for their fourth 2-year consecutive term, Gregg Herbert for his third 2-year consecutive term, and Carrie Rezac to her second 2-year term. Council also reappointed Anne Oswald as chair and Carrie Rezac as vice-chair of the committee.
- ✓ May 18, 2020 Committee reviewed the 2019 financial information and the draft 2019 SMST Finance Oversight Committee's annual report. Received presentation by staff on the 2020 Street Preservation Program. The meeting was conducted virtually and members in attendance were: Anne Oswald, Carrie Rezac, Doug Svatos, Steve Smith, Becky Feller, and Gregg Herbert (Tom Grady was absent). Also, in attendance were staff members Director of Resource Management Dianna Wright and Deputy Public Works Director Beth Wright.
- ✓ June 2, 2020 The 2019 Annual Report was submitted to the City Council and Committee Chair Anne Oswald was available virtually to answer any questions.

“Santa Fe Street Arterial Mill and Overlay Project”

Project Number: 3-P-001-19	
Project: Santa Fe Street Arterial Mill & Overlay, Kansas City Road to I-35	Project Description: The project includes asphalt base repair, 2” depth mill and superpave asphalt overlay, median installation or replacement, curb and sidewalk replacements, pavement markings, traffic signal detection and stormwater rehabilitation to existing pipes and curb inlets.
Lane Miles: 5.25	
Project Status: Complete	

Revenue Source(s)	Amount	% of Project	Obligations & Expenditures	Amount	% of Project
CIP Cash – Reported from 2019	\$135,000.00	4.9%	Design/Engineering	\$100,858.00	3.7%
General Obligation Bonds			Acquisition		
CARS Program			Construction	\$2,581,801.85	94.4%
Street Maintenance Sales Tax	\$2,600,958.32	95.1%	Project Management – Staff - Inspections	\$48,863.28	1.8%
Storm Water Funds			Utilities		
Other Revenue			Other: Testing, Publications & Communications	\$4,435.19	>0.1%
Total Revenues	\$2,735,958.32	100%	Total Obligations & Expenditures	\$2,735,958.32	100%

Before Photo

After Photo



“Old 56 Highway Arterial Mill and Overlay”

Project Number: 3-P-001-20	
Project: Old 56 Highway Lane Miles: 4.1 Project Status: Currently In Construction	<p>Project Description: This project from 151st Street to Lone Elm Road includes partial depth base & crack repair, 2" depth mill and asphalt overlay, widening of existing pavement surface for roadway shoulder raveling, shoulder grading and aggregate surface placement, installation of turn lanes and entrance at the Robinson Campus Parks Facility entrance, along with replacement of pavement markings and traffic signal detection. This project is authorized as an alternate and will only be bid and constructed in 2020 if authorized funding allows once all primary project bids are contracted.</p> <p>Update for 2021: Upon completion of all primary 2020 project construction, there is sufficient authorized 2020 Program funding to bid and construct this project as part of the 2020 Street Preservation Program as authorized. Construction began in April 2021 and is tentatively scheduled for completion late summer 2021.</p>

Revenue Source(s)	Amount	% of Project		Expenditures	Amount	% of Project
CIP Cash	\$166,490.00	9.1%		Design/Engineering	\$156,490.00	8.6%
CPR Cash	\$800,000.00	43.9%		Acquisition		
CARS Program				Construction	\$1,430,401.15	78.5%
Street Maintenance Sales Tax	\$856,510.00	47.0%		Project Management - Inspection	\$40,000.00	2.2%
Storm Water Funds				Contingency	\$194,108.85	10.6%
Other Revenue				Other: Testing & Publications	\$2000.00	0.1%
Total Revenues	\$1,823,000.00	100%		Total Expenditures	\$1,823,000.00	100%

Before Photo



After Photo

Under Construction

“127th Street Arterial Mill and Overlay Project”

Project Number: 3-P-002-20	
Project: 127 th Street	Project Description: This project from Moore Avenue to Black Bob Road included asphalt base repair, 2” depth mill and asphalt overlay, minor spot curb and sidewalk replacements, ADA ramp replacement, median crossing repair, pavement markings, and traffic signal detection.
Lane Miles: 5.9	
Project Status: Complete	

Revenue Source(s)	Amount	% of Project	Expenditures & Obligations	Amount	% of Project
CIP Cash	\$72,000.00	6.98%	Design/Engineering	\$61,768.00	5.99%
General Obligation Bonds			Acquisition		
CARS Program	\$474,951.65	46.07%	Construction	\$940,535.56	91.22%
Street Maintenance Sales Tax	\$484,118.19	46.95%	Project Management Staff - Inspection	\$26,415.36	2.56%
Storm Water Funds			Utilities		
Other Revenue			Other: Testing, Publications & Communications	\$2,,350.92	0.23%
Total Revenues	\$1,031,069.84	100%	Total Expenditures	\$1,031,069.84	100%

Before Photo



After Photo



“Ridgeview Road Arterial Mill and Overlay”

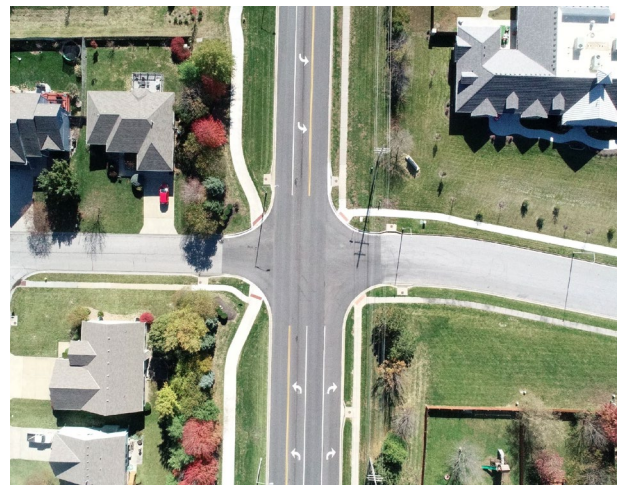
Project Number: 3-P-004-20	
Project: Ridgeview Road Lane Miles: 2.0 Project Status: Complete	Project Description: This project from 159 th Street to 151 st Street included asphalt base and crack repair, 2” depth mill and asphalt overlay, curb replacement, ADA ramp installation, sidewalk replacement and installation of 8’ wide concrete shared used path, and pavement markings.

Revenue Source(s)	Amount	% of Project		Expenditures & Obligations	Amount	% of Project
CIP Cash	\$87,000.00	11.44%		Design/Engineering	\$74,244.59	9.77%
General Obligation Bonds				Acquisition		
CARS Program				Construction	\$656,102.54	86.30%
Street Maintenance Sales Tax	\$673,223.84	88.56%		Project Management - Inspection	\$26,803.25	3.53%
Storm Water Funds				Utilities		
Other Revenue				Other: Testing, Publications & Communications	\$3,073.46	0.40%
Total Revenues	\$760,223.84	100%		Total Expenditures	\$760,223.84	100%

Before Photo



After Photo



“2020 Local and Collector Street Mill and Overlay Project- Group A”

Project Number: 3-P-005-20	
Project: 2020 Local and Collector Street Mill and Overlay Project- Group A	Project Description: The project provided a 2” depth mill and asphalt overlay, spot replacement of concrete curb and sidewalk, installation of a 8’ shared use path on Keeler Street (Bristol Lane to Wabash Street), installation of ADA sidewalk ramps and replacement of pavement markings on thirty-four (34) local and collector streets, including the Edgemere neighborhood, Loula Street (Water to Fir), and Keeler Street (Dennis to Santa Fe).
Lane Miles: 15.2	
Project Status: Complete	

Revenue Source(s)	Amount	% of Project	Expenditures	Amount	% of Project
CIP Cash			Design/Engineering		
General Obligation Bonds	\$1,000,000.00	31.06%	Acquisition		
CARS Program			Construction	\$3,153,507.74	97.9%
Street Maintenance Sales Tax	\$2,219,765.87	68.94%	Project Management – Inspection	\$54,473.15	1.7%
Storm Water Funds			Utilities:		
Other Revenue:			Other: Testing, Towing, Communications Publications	\$11,784.98	0.4%
Total Revenues	\$3,219,765.87	100%	Total Expenditures	\$3,219,765.87	100%

Before Photo

After Photo



“2020 Local and Collector Street Mill and Overlay Project- Group B”

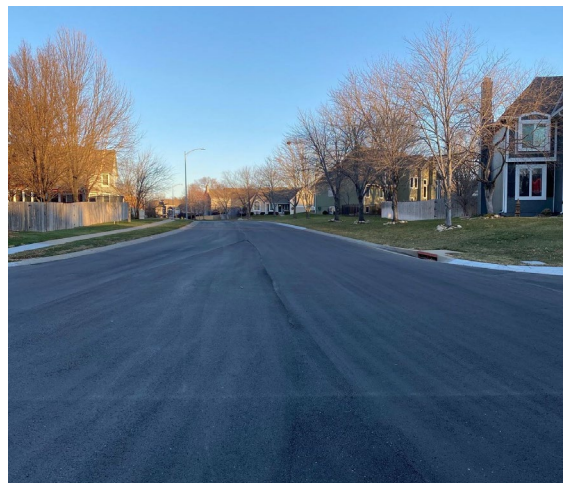
Project Number: 3-P-006-20	
Project: 2020 Local and Collector Street Mill and Overlay Project- Group B	Project Description: The project provided a 2” depth mill and asphalt overlay, spot replacement of concrete curb and sidewalk, installation of ADA sidewalk ramps and replacement of pavement markings on forty-four (44) local and collector streets in the Woodland Meadows, Jan-Mar, Somerset Terrace, Homestead Creek, Black Bob Meadows and Dalington neighborhoods.
Lane Miles: 15.4	
Project Status: Complete	

Revenue Source(s)	Amount	% of Project	Expenditures	Amount	% of Project
CIP Cash			Design/Engineering		
General Obligation Bonds			Acquisition		
CARS Program			Construction	\$2,118,460.30	96.92%
Street Maintenance Sales Tax	\$2,185,725.76	100%	Project Management – Inspection	\$54,539.58	2.50%
Storm Water Funds			Utilities:		
Other Revenue: 2015 thru 2018 Street Preservation Remaining CIP Cash Balances			Other: Testing, Towing, Communications & Publications	\$12,725.88	0.58%
Total Revenues	\$2,185,725.76	100%	Total Expenditures	\$2,185,725.76	100%

Before Photo



After Photo



“2020 MAQS Micro Surface Project”

Project Number: 3-P-007-20	
Project: 2020 MAQS Micro Surface Project	Project Description: The project includes application of a Type II Modified Aggregate Quickset Surface (MAQS) Micro Surface on the existing street surface and replacement of pavement markings where required on approximately 92 streets.
Lane Miles: 34.5	
Project Status: Complete	

Revenue Source(s)	Amount	% of Project	Expenditures	Amount	% of Project
CIP Cash			Design/Engineering		
General Obligation Bonds			Acquisition		
CARS Program			Construction	\$1,027,766.30	98.13%
Street Maintenance Sales Tax	\$1,047,365.61	100%	Project Management – Inspection	\$14,695.78	1.40%
Storm Water Funds			Utilities:		
Other Revenue: 2015 thru 2018 Street Preservation Remaining CIP Cash Balances			Other: Testing, Towing, Communications & Publications	\$4,903.53	0.47%
Total Revenues	\$1,047,365.61	100%	Total Expenditures	\$1,047,365.61	100%

Before Photo



After Photo



“Street Maintenance Curb Replacement”

Project Number: 3-P-008-20	
Project: Street Maintenance Curb Replacement	<p>Project Description: Removal and replacement of existing concrete curb and gutter on local and collector streets. The project completed 21,632 linear feet equal to 4.1 miles of deteriorated and broken concrete curb spot location replacement throughout the city.</p> <p>Street Preservation funding is used to pay for all materials related to concrete curb replacement completed by the Street Maintenance Division of the Public Works Department.</p>
Contractor: Street Maintenance Division	
Linear Feet: 21,632	
Project Status: Complete	

Revenue Source(s)	Amount	% of Project		Expenditures	Amount	% of Project
CIP Cash				Design/Engineering		
General Obligation Bonds				Acquisition		
CARS Program				Construction Materials	\$281,660.82	100%
Street Maintenance Sales Tax	\$281,660.82	100%		Project Management - Inspection		
Storm Water Funds				Utilities		
Other Revenue				Other: Testing & Publications		
Total Revenues	\$281,660.82	100%		Total Expenditures	\$281,660.82	100%

Before Photo



After Photo



“Street Maintenance Crack Sealing”

Project Number: 3-P-009-20	
Project: Street Maintenance Crack Sealing	<p>Project Description: Crack Sealing of pavement cracks up to a width of ¼ inch with rubberized asphalt sealant to prevent damage to base asphalt. The project also includes a wide crack sealant on cracks which have become wider than ¼ inch. Crack sealing is the first step of an efficient street preservation program and is a deterrent to potholes forming as a result of cracks in the asphalt pavement.</p> <p>SMST funding is used to pay for materials related to crack sealing completed by the Street Maintenance Division of the Public Works Department.</p>
Contractor: Street Maintenance Division	
Lane Miles: 212 Lane Miles Rubberized Crack Sealant & 1,850 Individual Wide Crack Patches	
Project Status: Complete	

Revenue Source(s)	Amount	% of Project	Expenditures	Amount	% of Project
CIP Cash			Design/Engineering		
General Obligation Bonds			Acquisition		
CARS Program			Construction Materials	\$101,110.80	100%
Street Maintenance Sales Tax	\$101,110.80	100%	Project Management - Inspection		
Storm Water Funds			Utilities		
Other Revenue			Other: Testing & Publications		
Total Revenues	\$101,110.80	100%	Total Expenditures	\$101,110.80	100%

Rubberized Asphalt Crack Seal



Wide Asphalt Crack Seal



“119th Street Arterial Mill and Overlay”

Project Number: 3-P-001-21	
Project: 119 th Street	Project Description: This project from Ridgeview Road to Renner Boulevard and Strang Line Road to Black Bob Road includes asphalt base and crack repair, 2” depth mill and asphalt overlay, curb replacement, ADA ramp installation, sidewalk replacement, traffic signal modifications and replacement of pavement markings.
Lane Miles: 5.8	
Project Status: Pre-Construction	

Revenue Source(s)	Amount	% of Project		Expenditures & Obligations	Amount	% of Project
CIP Cash				Design/Engineering	\$121,000.00	92.4%
General Obligation Bonds				Acquisition		
CARS Program				Construction		
Street Maintenance Sales Tax	\$131,000	100%		Project Management - Inspection	\$10,000.00	7.6%
Storm Water Funds				Utilities		
Other Revenue				Other: Testing, Publications & Communications		
Total Revenues	\$85,000.00	100%		Total Expenditures	\$131,000.00	100%

Before Photo



After Photo

“Ridgeview Road Arterial Mill and Overlay”

Project Number: 3-P-002-21	
Project: Ridgeview Road	Project Description: This project from Sheridan Street to Park Street will include asphalt base and crack repair, 2” depth mill and asphalt overlay, curb replacement, ADA ramp installation, sidewalk replacement, and replacement of pavement markings.
Lane Miles: 1.4	
Project Status: Pre-Construction	

Revenue Source(s)	Amount	% of Project		Expenditures & Obligations	Amount	% of Project
CIP Cash	\$85,000.00	100%		Design/Engineering	\$75,000.00	88.24%
General Obligation Bonds				Acquisition		
CARS Program				Construction		
Street Maintenance Sales Tax	\$0	0%		Project Management - Inspection	\$10,000.00	11.76%
Storm Water Funds				Utilities		
Other Revenue				Other: Testing, Publications & Communications		
Total Revenues	\$85,000.00	100%		Total Expenditures	\$85,000.00	100%

Before Photo



After Photo



“159th Street Arterial Mill and Overlay”

Project Number: 3-P-003-21	
Project: 159 th Street	Project Description: This project from US 169 Highway to Black Bob Road will include asphalt base and crack repair, 2” depth mill and asphalt overlay, curb replacement, ADA ramp installation, sidewalk replacement and installation of an 8’ wide concrete shared use path as needed on the north side, traffic signal detection improvements and replacement of pavement markings.
Lane Miles: 8.9	
Project Status: Pre-Construction	

Revenue Source(s)	Amount	% of Project		Expenditures & Obligations	Amount	% of Project
CIP Cash	\$133,000.00	100%		Design/Engineering	\$123,000.00	92.48%
General Obligation Bonds				Acquisition		
CARS Program				Construction		
Street Maintenance Sales Tax	\$0	0%		Project Management - Inspection	\$10,000.00	7.52%
Storm Water Funds				Utilities		
Other Revenue				Other: Testing, Publications & Communications		
Total Revenues	\$133,000.00	100%		Total Expenditures	\$133,000.00	100%

Before Photo

After Photo



Definitions of Street Preservation Project Categories

Crack Seal and Wide Crack Patch Seal



Crack seal is a preventative maintenance process consisting of sealing the cracks in the pavement with a rubberized sealant or asphalt sealing product to prevent the moisture from penetrating into the base and subgrade material. The joint between the asphalt surface and the concrete curb and gutter is also sealed. Wide Crack Patch

Seal is used on larger cracks that have also developed minor depressions. Usually along transverse cracks that are opened to a width wider than one half inch. The wide crack material incorporates a fine aggregate material to allow filling of larger cracks and depressions.

Target streets are Good or better condition.

Crack Seal is completed by Contractors and City Street Maintenance Crews depending on the scope of the project.

Resident Impact: Minimum, street open to traffic during work.

Full-Depth Repair (FDR)

If base or subgrade failure has occurred because of severe cracks or settlements of a pavement section, that pavement section needs to be replaced or repaired full-depth (typically 8 to 10 inches) to



a condition equal to or better than the surrounding pavement sections.

Full depth repairs are completed by Contractors and City Street Maintenance Crews depending on the scope of the project.

Resident Impact: Minimum, street open to traffic during work.

Micro Surface

Micro Surface is a mixture of an asphaltic oil and water (emulsion) and crushed rock aggregate that is spread over the street at about ¼ to 3/8-inch



thickness. The micro "cures" when the water evaporates leaving only the asphalt to coat the crushed rock. The asphalt acts as a binder to hold the slurry together and bonds to the existing pavement. The Micro Surface protects the existing street surface from the effects of aging and oxidizing and increases the skid resistance. Micro Surface typically requires a crack

seal on cracks 3/16 inch and larger.

All Micro Surface Streets are crack sealed prior to surface placement. Prep work may also include a minor amount of Full Depth Repair or surface replacement areas depending upon conditions; however, Micro Surface is typically used on streets that are in good to excellent condition. In general, a Micro Surface does not extend the life cycle of the pavement; it helps preserve the remaining utility and original design life of the pavement. Micro Surface is strictly a preventative maintenance operation.

Micro Surface projects are contracted.

Resident Impact: Medium – 2 to 4-hour cure time with street completely closed to traffic.

Ultrathin Bonded Asphalt Surface (UBAS)

An Ultrathin Bonded Asphalt Surface is an overlay that consists of a single layer of hot mix asphaltic concrete (minimum of 3/4 inch thick) used to level, waterproof, and restore the original street shape and ride. Edge Milling may be utilized to maintain the surface edge at the curb and gutter. Although it is not intended to add a substantial amount of structural value to the pavement section, it is a minor structural improvement, nonetheless. All UBAS streets are crack sealed prior to surface placement. Prep work may also include small amounts of isolated Full Depth Repair.

UBAS projects are contracted.

Resident Impact: medium – 4 to 8 hours street closed to traffic until pavement is placed, compacted and cooled.

Asphalt Mill and Overlay

Asphalt Mill and Overlay is rehabilitation which typically includes less than 30% FDR, limited curb and gutter repairs, ADA required sidewalk ramp improvements and a 2" depth structural mill and overlay.



Asphalt Mill and Overlay projects are contracted. FDR Base Repair may be completed by Street Maintenance crews prior to contractor construction.

Resident Impact: medium – street remains open to residents during concrete work with access limited at times, 1 to 2 days paving requires 4 to 8 hours street closed to traffic until pavement is placed, compacted and cooled.

Mill and Overlay Major Repair

Mill and Overlay Major Repair is a rehabilitation which typically includes greater than 30% but less than 70% FDR, extensive curb and gutter replacement, and a structural asphalt overlay usually 2" or more.



Mill and Overlay Major Repair projects are contracted. FDR Base Repair may be completed by Street Maintenance crews prior to contractor construction.

Resident Impact: medium – street remains open to residents during concrete work, larger sections of FDR may require street closure at times, 1 to 2 days surface paving requires 4 to 8 hours street closed to traffic until pavement is placed, compacted and cooled.

Curb & Gutter Replacement



Concrete curb & gutter replacement if needed is completed by the contractor on all Street Preservation Asphalt Mill and Overlay projects. Curb Only Replacement Projects will usually be completed by Street Maintenance.

Resident Impact: medium – street remains open to residents during concrete work; however, access to residential drives may be limited at times.

Reconstruction

Reconstruction is the process of replacing the entire street within the existing right-of-way and consists of subgrade improvements, replacing the full depth asphalt or concrete pavement section, all the curb and gutter, storm sewer, sidewalks and ADA Sidewalk ramps. Street reconstruction can incorporate moderate changes to the street alignment, profile, cross section, and roadway width.

Resident Impact: Major, project duration varies depending on length of street. The street is usually closed to thru traffic with access provided to residents and emergency personnel only. Resident access is usually restricted during working hours and during certain construction phases.

Reconstruction projects are contracted.

