STREET MAINTENANCE SALES TAX

2024 ANNUAL REPORT

FINANCE OVERSIGHT COMMITTEE

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CITY OF OLATHE 2024 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.

On April 25, 2023, the residents of Olathe renewed the 10-year, 3/8 cent Street Maintenance Sales Tax. The renewed tax continued to be collected without interruption on April 1, 2024 with an end date of March 31, 2034.

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. In 2025, the City Council enacted Resolution 25-1054, creating a new SMST Finance Oversight Committee for the second term of the 10 year sales tax. 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 expenditures 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 2024 SMST Revenues and Expenditures

The 2024 Street Preservation Program revenue allocation was $22.96 million, with $2.8 million coming from the General Fund and $20.16 million coming from the Street Maintenance Sales Tax Fund. In 2024, the Street Maintenance Sales Tax Fund collected $16,767,182 in revenue and expended $20,160,000 via a transfer to the Street Preservation Program project. The fund balance at the beginning of 2024 was $5,043,644. In 2024, the Street Maintenance Sales Tax balance lowered by $3,392,818, leaving a total fund balance of $1,650,826 at the end of 2024. Sales tax collections for all city sales tax started to slow in 2024, resulting in lower revenues than originally anticipated when the 2024 budget was built.

2024 STREET PRESERVATION PROGRAM

2024 STREET PRESERVATION PROGRAM REVENUE ALLOCATION						
	Authorized Sources of Funds Summary	**SMST**	**CIP Cash (General Fund)**	**Stormwater Fund**	**Other**	**Total**
	Street Maintenance Sales Tax	$20,160,000	-	-	-	**$20,160,000**
	General Obligation Bonds	-	-	-	-	
	CIP Cash (General Fund)	-	$2,800,000	-	-	**$2,800,000**
	Total Sources	$20,160,000	$2,800,000	$-	$-	**$22,960,000**
	Actual Allocation of Funds By Project					
3-P-001-24	Ridgeview Road (N) Arterial Mill And Overlay Project	$3,500,000	$78,194	$764,552	$225,000	**$4,567,746**
3-P-002-24	Ridgeview Road (S) Arterial Mill And Overlay Project	$1,450,000	$78,971	-	$171,000	**$1,699,971**
3-P-003-24	Sheridan Street Arterial Mill And Overlay Project	$2,430,000	$66,797	$336,450	$166,000	**$2,999,247**
3-P-004-24	Santa Fe Street Arterial Mill And Overlay Project	$530,000	$15,459	-	$28,000	**$573,459**
3-P-005-24	Valley Parkway Arterial Mill And Overlay Project	$670,659	$1,334,341	-	$115,000	**$2,120,000**
3-P-006-24	Local And Collector Street Mill And Overlay - Group A	$4,300,000	$126,657	-	-	**$4,426,657**
3-P-007-24	Local And Collector Street Mill And Overlay - Group B	$3,680,000	$106,666	-	$54,543	**$3,841,209**
3-P-008-24	2024 MAQS Micro Surface Project	$3,220,000	$41,037	-	-	**$3,261,037**
3-P-009-24	Street Maintenance Curb Replacement	$258,569	-	-	-	**$258,569**
3-P-010-24	Street Maintenance Crack Sealing	$99,092	-	-	-	**$99,092**
	Total Allocation	**$20,138,320**	**$1,848,122**	**$1,101,002**	**$759,543**	**$23,846,987**
	2024 Budgeted Funding	*$20,160,000*	*$2,800,000*	*$-*	*$-*	*$22,960,000*
	Delta	*-$21,680*	*-$951,878*	*$1,101,002*	*$759,543*	*$886,987*

REVENUES & EXPENDITURES DETAIL & FUND BALANCE SUMMARY

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Beginning Fund Balance	$ -	$ 2,563,642	$ 3,452,256	$ 2,695,484	$ 2,149,690	$ 783,874	$ 1,213,761	$ 2,127,178	$ 6,395,337	$ 7,970,639	$ 5,043,644
Revenues											
Sales Tax	$ 6,736,937	$ 9,068,620	$ 11,545,236	$ 11,510,779	$ 11,632,788	$ 11,302,112	$ 11,837,861	$ 14,604,190	$ 15,764,664	$ 16,522,283	$ 16,373,369
Interest Income	$ 7,160	$ 25,392	$ 47,992	$ 116,403	$ 128,396	$ 158,775	$ 52,959	$ 3,891	$ 190,958	$ 550,722	$ 393,813
Transfers In	$ 669,545	$ 1,209,550	$ -	$ -	$ -	$ -	$ -	$ -	$ 119,680	$ -	$ -
Total Revenue	$ 7,413,642	$ 10,303,562	$ 11,593,228	$ 11,627,182	$ 11,761,184	$ 11,460,887	$ 11,890,820	$ 14,608,081	$ 16,075,302	$ 17,073,005	$ 16,767,182
Expenditures											
Transfers To Projects	$ 4,850,000	$ 9,414,948	$ 12,350,000	$ 12,172,976	$ 13,127,000	$ 11,031,000	$ 10,977,403	$ 10,339,922	$ 14,500,000	$ 20,000,000	$ 20,160,000
Total Expenditures	$ 4,850,000	$ 9,414,948	$ 12,350,000	$ 12,172,976	$ 13,127,000	$ 11,031,000	$ 10,977,403	$ 10,339,922	$ 14,500,000	$ 20,000,000	$ 20,160,000
Ending Fund Balance	$ 2,563,642	$ 3,452,256	$ 2,695,484	$ 2,149,690	$ 783,874	$ 1,213,761	$ 2,127,178	$ 6,395,337	$ 7,970,639	$ 5,043,644	$ 1,650,826

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.
- The City's cash funding allocated to the Street Preservation Program was allocated in a way to ensure the City's sound financial position.
- The SMST Fund is also audited as part of the City's larger external financial audit each year

Further detailed information about the SMST Finance Oversight Committee's proceedings and the projects in the 2024 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 25-1054.

In accordance with the directives of Resolution 25-1054, the 2024 Annual Report of the Street Maintenance Sales Tax Finance Oversight Committee is respectfully submitted:

Mike Mangino, *Chairperson*
Troy Snyder, *Vice Chairperson*
Ken Baruth, *Committee Member*
Beverly Copsey, *Committee Member*
Kyle Kneale, *Committee Member*
Mike Rinke, *Committee Member*
Gene Senesac, *Committee Member*

HOME DEPOT

Street Maintenance Sales Tax Finance Oversight Committee

APPENDIX

I. SMST Finance Oversight Committee Activities

II. Project Information

a. Ridgeview Road (N) Arterial Mill and Overlay Project

b. Ridgeview Road (S) Arterial Mill and Overlay Project

c. Sheridan Street Arterial Mill and Overlay Project

d. Santa Fe Street Arterial Mill and Overlay Project

e. Valley Parkway Arterial Mill and Overlay Project

f. Local and Collector Street Mill and Overlay Project – Group A

g. Local and Collector Street Mill and Overlay Project – Group B

h. 2024 MAQS Micro Surface Project

i. Street Maintenance Curb Replacement

j. Street Maintenance Crack Sealing

III. Definitions of Street Preservation Project Categories

STREET MAINTENANCE SALES TAX FINANCE OVERSIGHT COMMITTEE ACTIVITIES

2024:

- August 14, 2025: Committee convened for an onboarding of new committee members, an election of a chair and vice chair, a tour of recently completed road projects, an overview of the Street Preservation Program, and a review of the 2024 financial information and draft 2024 SMST Finance Oversight Committee's Annual Report. The meeting was conducted in-person at City Hall and the members in attendance were: Mike Mangino, Troy Snyder, Ken Baruth, Beverly Copsey, Kyle Kneale, and Mike Rinke. Staff present included Economy Director Jamie Robichaud, Interim Budget Manager Clara Bernauer, City Engineer Nate Baldwin, and Street Preservation Program Manager Austin Lamparter.
- September 25, 2025: The Committee reconvened for a discussion of final questions and changes needed to the 2024 Annual Report.
- October 21, 2025: The Committee submitted the 2024 Annual Report to the City Council and Committee Chair (Mike Mangino) was available to answer questions.

"RIDGEVIEW ROAD (N) ARTERIAL MILL AND OVERLAY PROJECT"

Project Number: 3-P-001-24

Project: Ridgeview Road (N) Arterial Mill and Overlay Project

Lane Miles: 8

Project Status: Complete

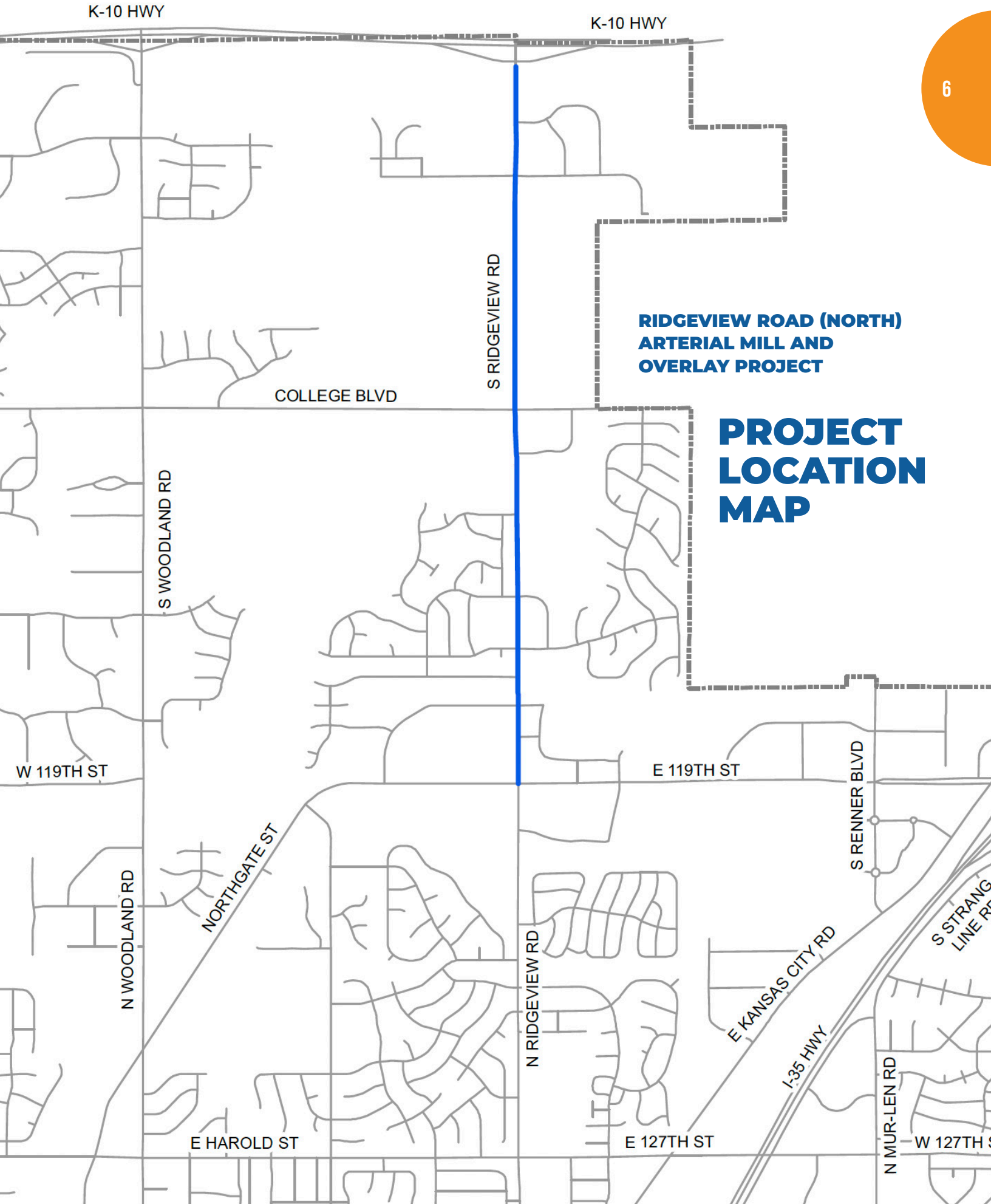
Project Description: The Ridgeview Road (N) Arterial Mill and Overlay Project provided a 2" depth mill and asphalt overlay on Ridgeview Road from K-10 to 119th Street. This project will also include asphalt base repair, concrete curb and gutter replacement, sidewalk and ADA ramp replacement, installation of 8'-10' concrete shared use path, placement of pavement marking, and storm sewer improvements.

Revenue Source(s)	Amount	% of Project	Expenditures & Obligations	Amount	% of Project
CIP Cash	$78,194	1.71%	Design/ Engineering	$236,851	5.19%
General Obligation Bonds	-	-	Traffic Signal & Equipment	$28,042	0.61%
CARS Program	-	-	Land Acquisition	$72,690	1.59%
Street Maintenance Sales Tax	$3,500,000	76.62%	Construction	$4,144,151	90.73%
Storm Water Funds	$764,552	16.74%	Project Management & Inspection	$75,740	1.66%
Other Revenue: 2023 CIP Cash	$225,000	4.93%	Other: Testing, Utilities, & Publications	$10,272	0.22%
Total Revenues	$4,567,746	100.00%	Total Expenditures	$4,567,746	100%

Photo Location: North facing of northbound Ridgeview, just south of Ambassador Street.

RIDGEVIEW ROAD (NORTH) ARTERIAL MILL AND OVERLAY PROJECT

PROJECT LOCATION MAP



"RIDGEVIEW ROAD (S) ARTERIAL MILL AND OVERLAY PROJECT"

Project Number: 3-P-002-24

Project: Ridgeview Road (S) Arterial Mill and Overlay Project

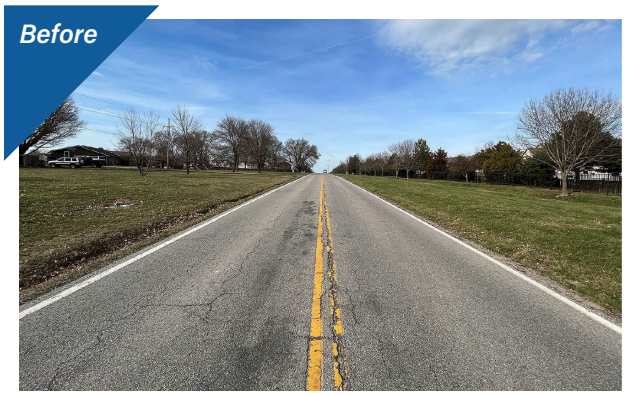
Lane Miles: 3

Project Status: Complete

Project Description: The Ridgeview Road (N) Arterial Mill and Overlay Project provided a 2" depth mill and asphalt overlay on Ridgeview Road from K-10 to 119th Street. This project will also include asphalt base repair, concrete curb and gutter replacement, sidewalk and ADA ramp replacement, installation of 8'-10' concrete shared use path, placement of pavement marking, and storm sewer improvements.

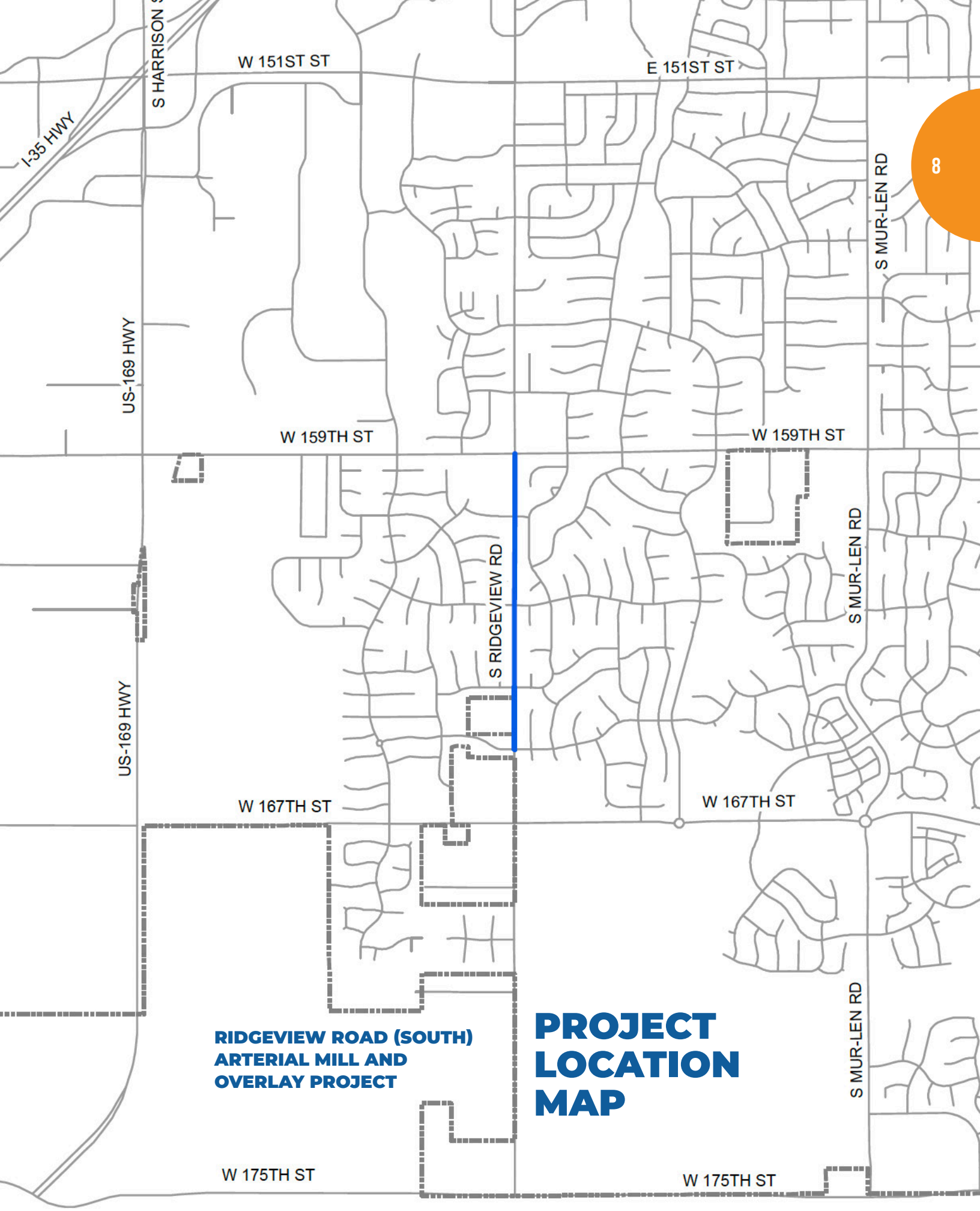
Revenue Source(s)	Amount	% of Project	Expenditures & Obligations	Amount	% of Project
CIP Cash	$78,971	4.64%	Design/ Engineering	$147,952	8.70%
General Obligation Bonds	-	-	Acquisition	$49,223	2.89%
CARS Program	-	-	Construction	$1,415,154	83.25%
Street Maintenance Sales Tax	$1,450,000	85.30%	Project Management & Inspection	$85,281	5.02%
Storm Water Funds		-	Utilities	-	-
Other Revenue: 2023 CIP Cash	$171,000	10.06%	Other: Testing, & Publications	$2,361	0.14%
Total Revenues	$1,699,971	100.00%	Total Expenditures	$1,699,971	100%

Before



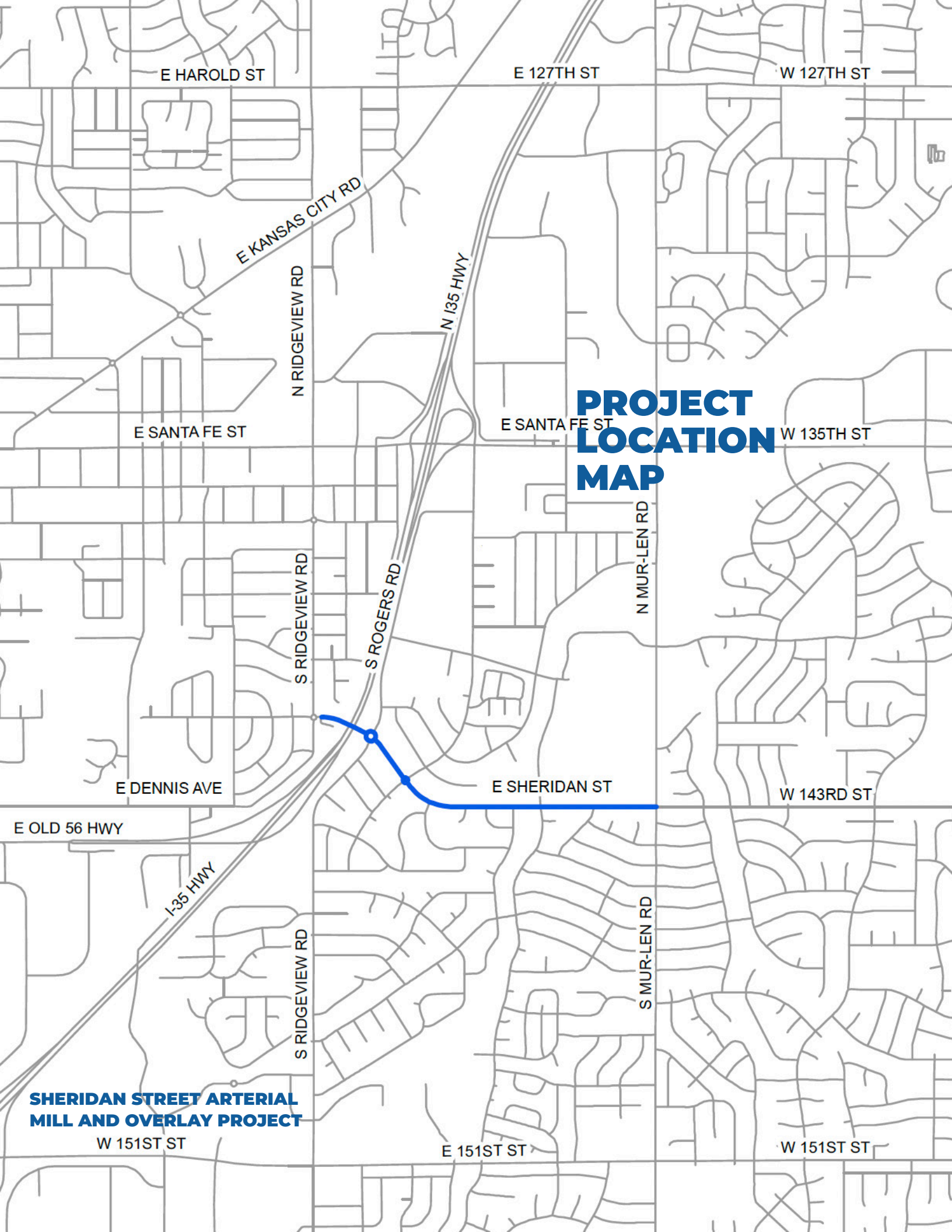
After

Photo Location: North facing on Ridgeview Road, north of 165th Street



RIDGEVIEW ROAD (SOUTH) ARTERIAL MILL AND OVERLAY PROJECT

PROJECT LOCATION MAP


PROJECT LOCATION MAP
E HAROLD ST
E 127TH ST
W 127TH ST
E KANSAS CITY RD
N RIDGEVIEW RD
N I35 HWY
E SANTA FE ST
E SANTA FE ST
W 135TH ST
N MUR-LEN RD
S RIDGEVIEW RD
S ROGERS RD
E DENNIS AVE
E SHERIDAN ST
W 143RD ST
E OLD 56 HWY
I-35 HWY
S RIDGEVIEW RD
S MUR-LEN RD
SHERIDAN STREET ARTERIAL
MILL AND OVERLAY PROJECT
W 151ST ST
E 151ST ST
W 151ST ST

"SHERIDAN STREET ARTERIAL MILL AND OVERLAY PROJECT"

Project Number: 3-P-003-24

Project: Sheridan Street Arterial Mill and Overlay Project

Lane Miles: 3

Project Status: Complete

Project Description: The Sheridan Street Arterial Mill and Overlay Project provided a 2" depth mill and asphalt overlay on Sheridan Street from Dennis Avenue to Mur-Len Road. The project also include asphalt base repair, concrete curb and gutter replacement, sidewalk and ADA ramp replacement, installation of 8' concrete shared use path, street lighting, signal detection replacement, placement of pavement markings, and storm sewer improvements.

Revenue Source(s)	Amount	% of Project	Expenditures & Obligations	Amount	% of Project
CIP Cash	$66,797	2.23%	Design/ Engineering	$227,347	7.58%
General Obligation Bonds	-	-	Traffic Signal & Equipment	$48,538	1.62%
CARS Program	-	-	Construction	$2,653,178	88.46%
Street Maintenance Sales Tax	$2,430,000	81.02%	Project Management & Inspection	$64,703	2.16%
Storm Water Funds	$336,450	11.22%	Utilities	-	-
Other Revenue: 2023 CIP Cash	$166,000	5.53%	Other: Testing, & Publications	$5,480	0.18%
Total Revenues	$2,999,247	100%	Total Expenditures	$2,999,247	100%

Photo Location: North facing on Ridgeview Road, north of 165th Street

"SANTA FE STREET ARTERIAL MILL AND OVERLAY PROJECT"

Project Number: 3-P-004-24

Project: Santa Fe Street Arterial Mill and Overlay Project

Lane Miles: 3.6

Project Status: Complete

Project Description: The Santa Fe Street Arterial Mill and Overlay Project provided a 2" depth mill and asphalt overlay on Santa Fe Street from I-35 to Mur-Len Road. The project also included signal detection replacement and placement of pavement markings.

Revenue Source(s)	Amount	% of Project	Expenditures & Obligations	Amount	% of Project
CIP Cash	$15,459	2.70%	Design/ Engineering	$21,090	3.68%
General Obligation Bonds	-	-	Acquisition	-	-
CARS Program	-	-	Construction	$535,862	93.44%
Street Maintenance Sales Tax	$530,000	92.42%	Project Management & Inspection	$15,967	2.79%
Storm Water Funds		-	Utilities	-	-
Other Revenue: 2023 CIP Cash	$28,000	4.88%	Other: Testing, & Publications	$540	0.09%
Total Revenues	$573,459	100.00%	Total Expenditures	$573,459	100%

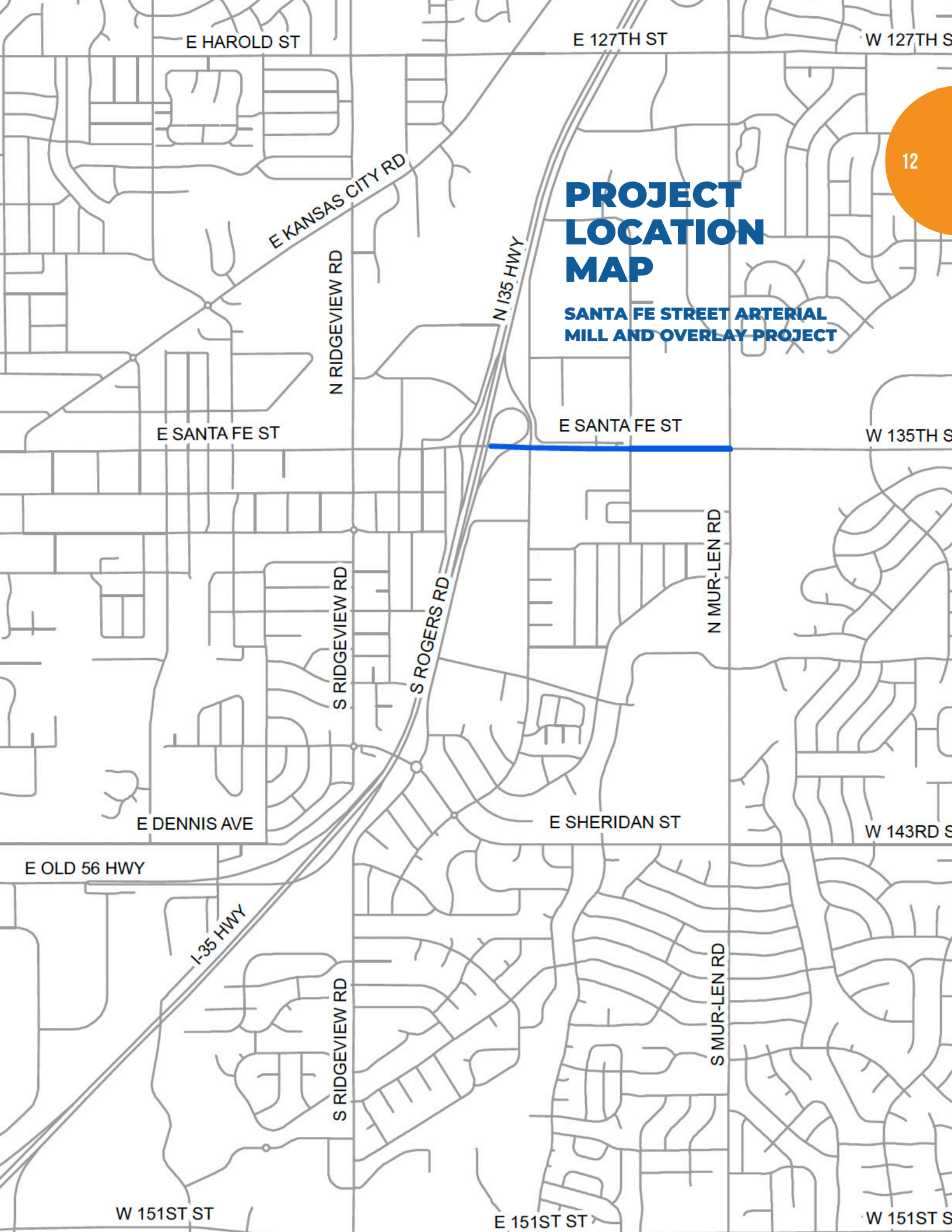
Before

After

Photo Location: East facing on the southwest corner of Santa Fe Street and Clairborne Road

PROJECT LOCATION MAP

SANTA FE STREET ARTERIAL MILL AND OVERLAY PROJECT



"VALLEY PARKWAY ARTERIAL MILL AND OVERLAY PROJECT"

Project Number: 3-P-005-24

Project: Valley Parkway Arterial Mill and Overlay Project

Lane Miles: 2.5

Project Status: Construction

Project Description: The Valley Parkway Arterial Mill and Overlay Project will provide a 3.5" depth mill and asphalt overlay on Valley Parkway from Cedar Niles Boulevard to 103rd Terrace. This project will also include placement of pavement markings and replacement of sidewalk and ADA ramps. This project is tentatively scheduled for completion in Fall 2025.

Revenue Source(s)	Amount	% of Project	Expenditures & Obligations	Amount	% of Project
CIP Cash	$1,334,341	62.94%	Design/ Engineering	$100,131	88.31%
General Obligation Bonds	-	-	Acquisition	-	-
CARS Program	-	-	Construction	-	-
Street Maintenance Sales Tax	$670,659	31.64%	Project Management & Inspection	$13,258	11.69%
Storm Water Funds	-	-	Utilities	-	-
Other Revenue: 2023 CIP Cash	$115,000	5.43%	Other: Testing, & Publications	-	-
Total Revenues	$2,120,000	100%	Total Expenditures	$113,389	100%

Before

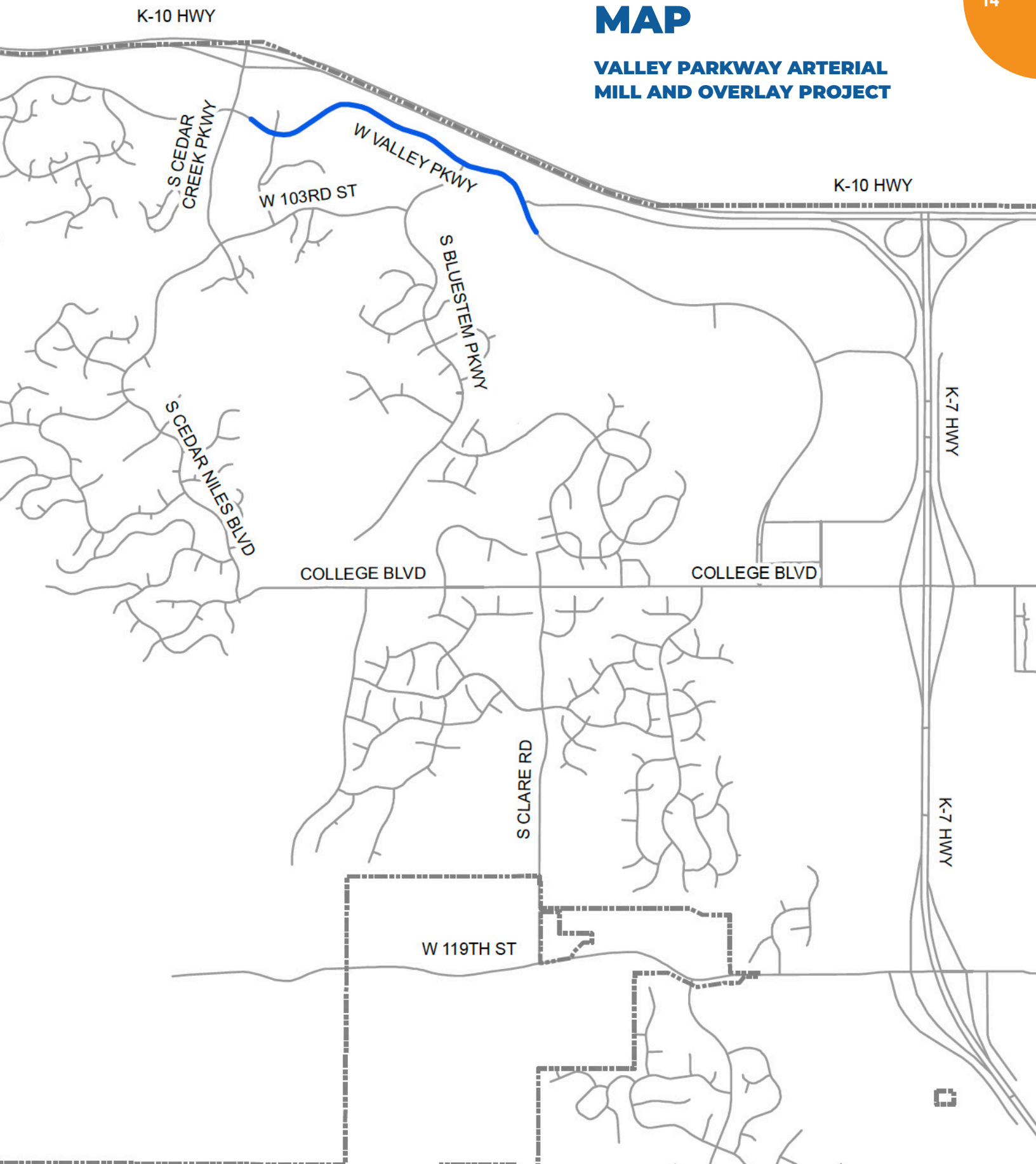
After

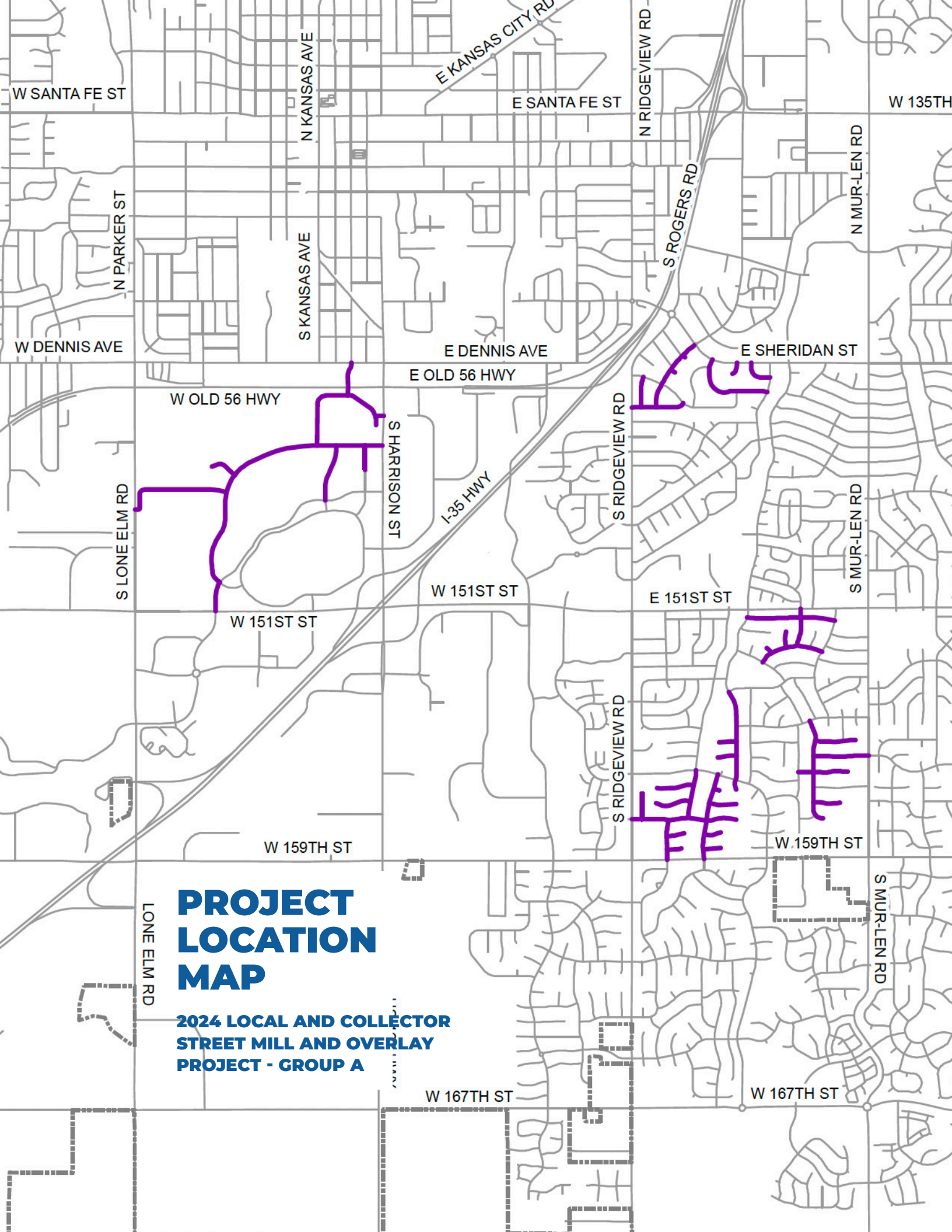
Under Construction

Photo Location: East facing on the southwest corner of Santa Fe Street and Clairborne Road

PROJECT LOCATION MAP

VALLEY PARKWAY ARTERIAL MILL AND OVERLAY PROJECT





PROJECT LOCATION MAP

2024 LOCAL AND COLLECTOR STREET MILL AND OVERLAY PROJECT - GROUP A

"2024 LOCAL AND COLLECTOR STREET MILL & OVERLAY PROJECT - GROUP A"

Project Number: 3-P-006-24

Project: 2024 Local and Collector Street Mill and Overlay Project - Group A

Lane Miles: 17.0

Project Status: Complete

Project Description: The 2024 Local and Collector Street Mill and Overlay Project - Group A 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

Revenue Source(s)	Amount	% of Project	Expenditures & Obligations	Amount	% of Project
CIP Cash	$126,657	2.86%	Design/ Engineering	-	-
General Obligation Bonds	-	-	Acquisition	-	-
CARS Program	-	-	Construction	$4,325,374	97.71%
Street Maintenance Sales Tax	$4,300,000	97.14%	Project Management & Inspection	$92,449	2.09%
Storm Water Funds		-	Utilities	-	-
Other Revenue: 2023 CIP Cash	-	-	Other: Testing, & Publications	$8,833	0.20%
Total Revenues	$4,426,657	100.00%	Total Expenditures	$4,426,657	100%

Before

After

Photo Location: South facing on Frontier Lane at the Ironwood Street intersection

“2024 LOCAL AND COLLECTOR STREET MILL & OVERLAY PROJECT - GROUP B”

Project Number: 3-P-007-24

Project: 2024 Local and Collector Street Mill and Overlay Project - Group B

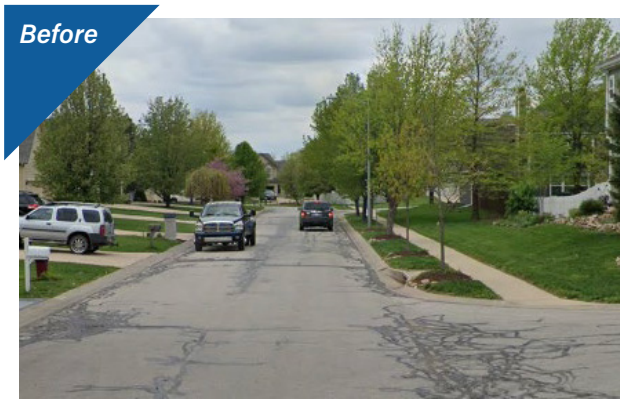
Lane Miles: 15.8

Project Status: Complete

Project Description: The 2024 Local and Collector Street Mill and Overlay Project - Group B 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-three (43) local and collector streets. This included a portion of 106th Street in Mill Creek Farms as part of the Olathe Private Street Preservation Program.

Revenue Source(s)	Amount	% of Project	Expenditures & Obligations	Amount	% of Project
CIP Cash	$106,666	2.78%	Design/ Engineering	-	-
General Obligation Bonds	-	-	Acquisition	-	-
CARS Program	-	-	Construction	$3,737,931	97.31%
Street Maintenance Sales Tax	$3,680,000	95.80%	Project Management & Inspection	$99,553	2.59%
Storm Water Funds		-	Utilities	-	-
Other Revenue: HOA Costs to City for OPSPP	$54,543	1.42%	Other: Testing, & Publications	$3,725	0.10%
Total Revenues	$3,841,209	100.00%	Total Expenditures	$3,841,209	100%

Before

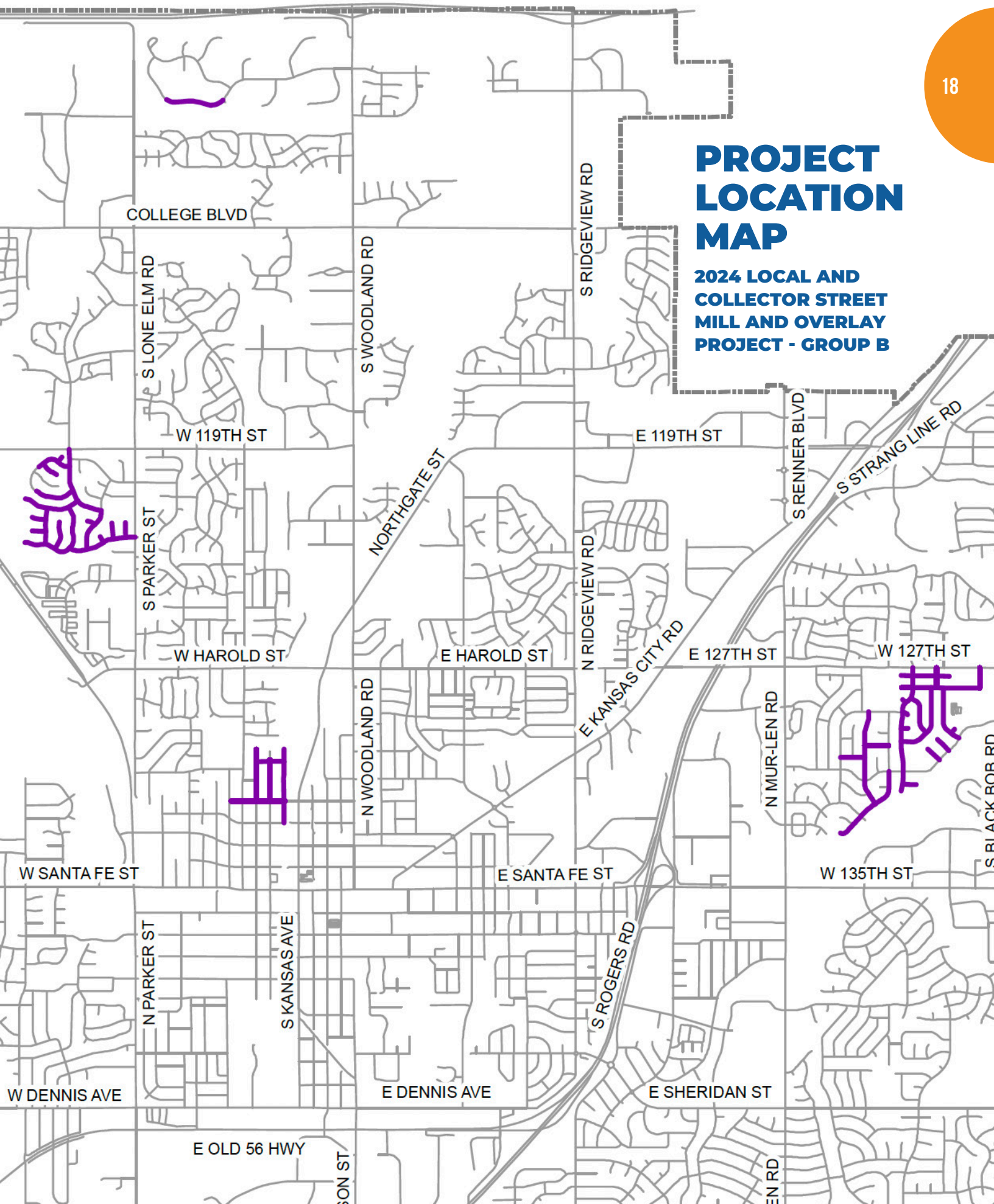


After

Photo Location: West facing on 122nd Street at the Tallgrass Drive intersection

PROJECT LOCATION MAP

2024 LOCAL AND COLLECTOR STREET MILL AND OVERLAY PROJECT - GROUP B



"2024 MAQS MICRO SURFACE PROJECT"

Project Number: 3-P-008-24

Project: 2024 MAQS Micro Surface Project

Lane Miles: 56.7

Project Status: Complete

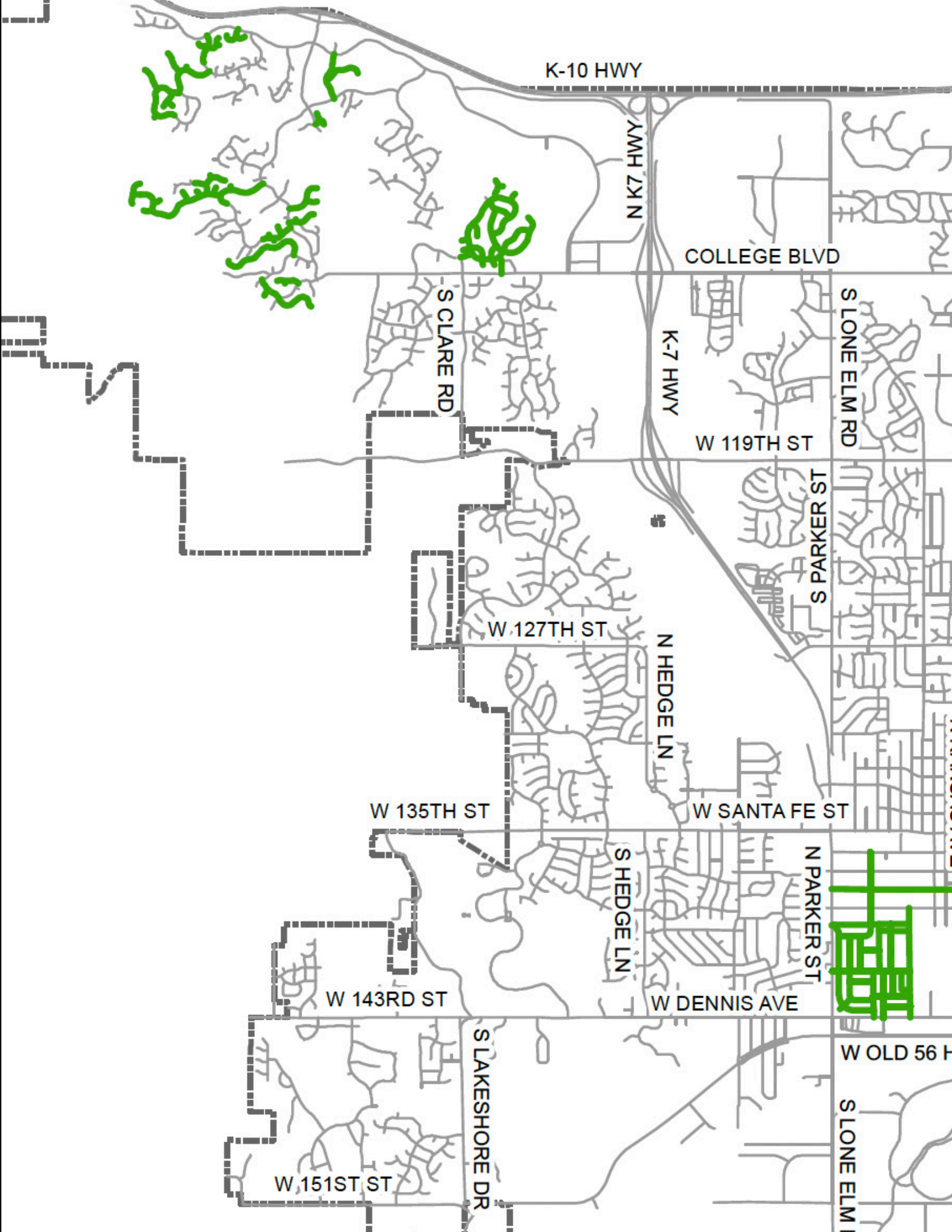
Project Description: The 2024 MAQS Micro Surface Project will included a modified aggregate quickset surface (MAQS) treatment on 174 local and collector streets throughout Olathe.

Revenue Source(s)	Amount	% of Project	Expenditures & Obligations	Amount	% of Project
CIP Cash	$41,037	1.26%	Design/ Engineering	-	-
General Obligation Bonds	-	-	Acquisition	-	-
CARS Program	-	-	Construction	$3,223,673	98.85%
Street Maintenance Sales Tax	$3,220,000	98.74%	Project Management & Inspection	$31,828	0.98%
Storm Water Funds		-	Utilities	-	-
Other Revenue	-	-	Other: Testing, & Publications	$5,536	0.17%
Total Revenues	$3,261,037	100%	Total Expenditures	$3,261,037	100%

Before

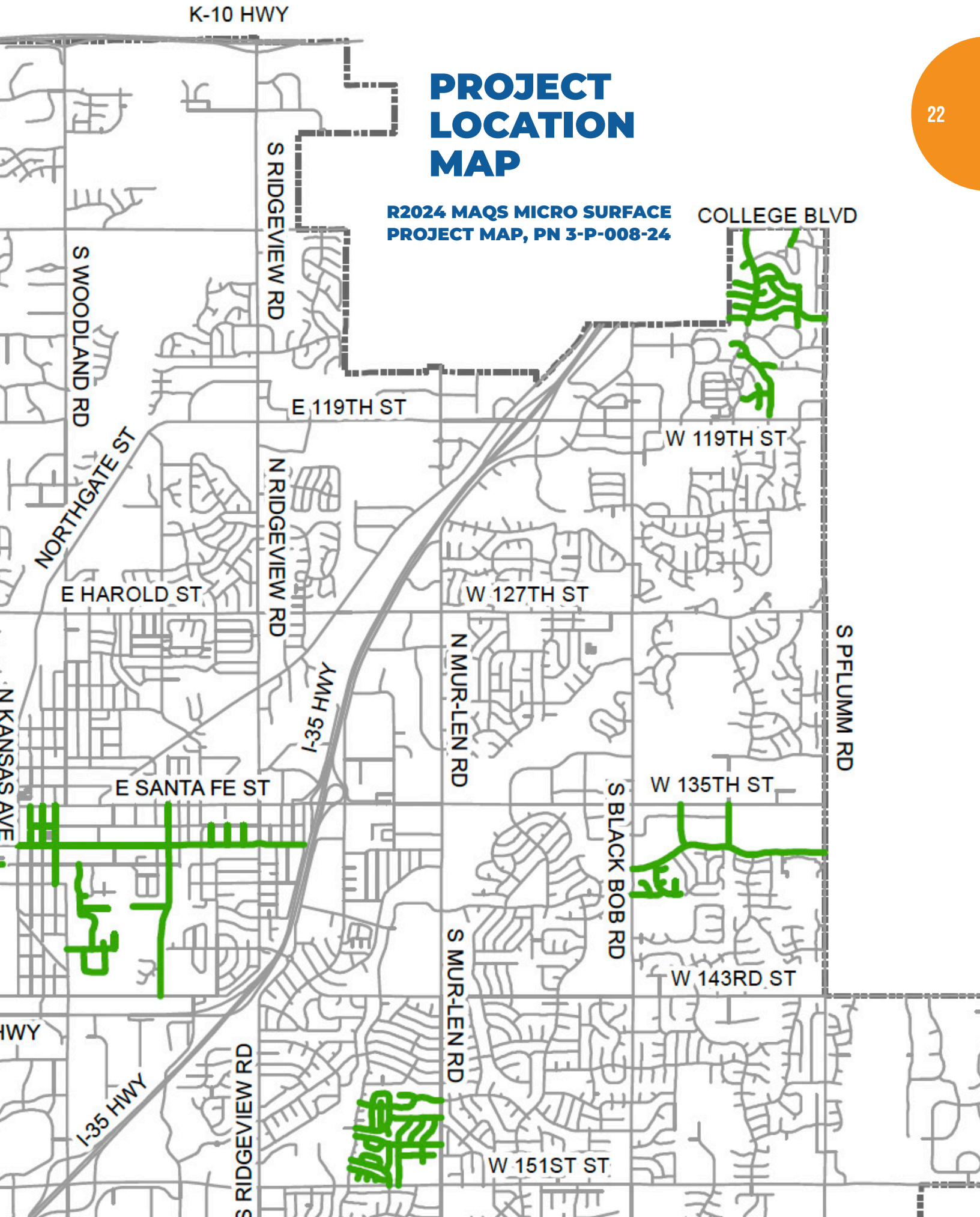
After

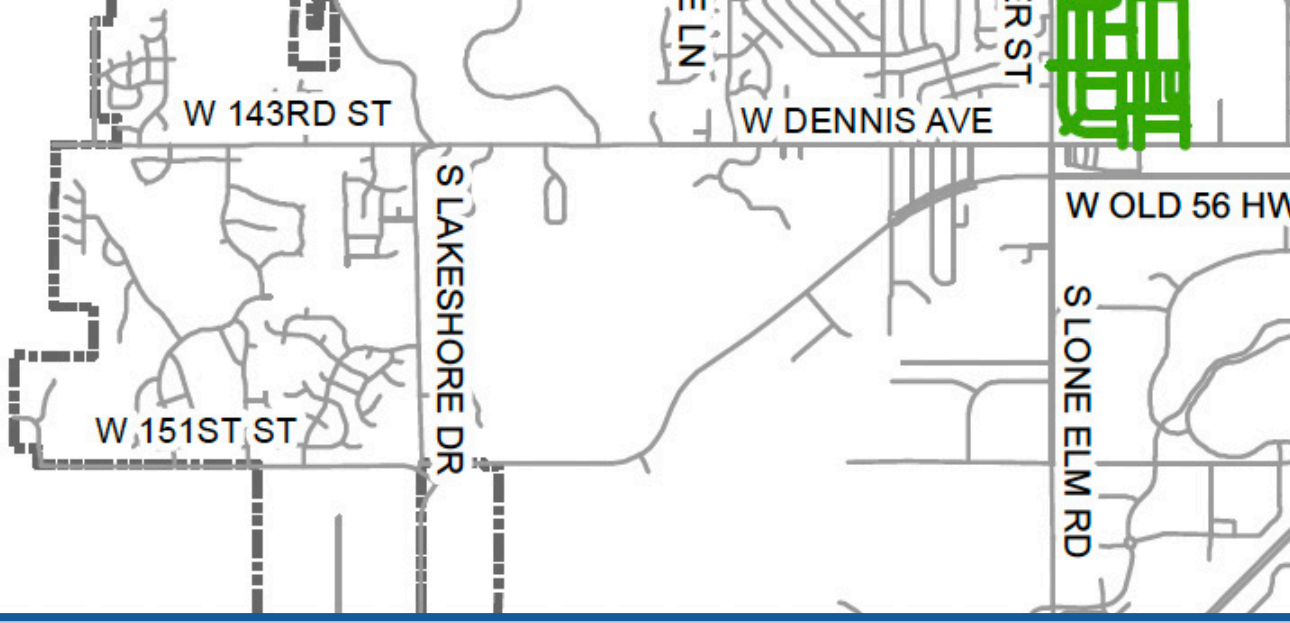
Photo Location: West facing on Loula Street at the Fir Street intersection


K-10 HWY
N K7 HWY
COLLEGE BLVD
S CLARE RD
K-7 HWY
S LONE ELM RD
W 119TH ST
S PARKER ST
W 127TH ST
N HEDGE LN
W 135TH ST
W SANTA FE ST
S HEDGE LN
N PARKER ST
W 143RD ST
W DENNIS AVE
W OLD 56 H
S LAKESHORE DR
S LONE ELM
W 151ST ST

PROJECT LOCATION MAP

R2024 MAQS MICRO SURFACE PROJECT MAP, PN 3-P-008-24





"STREET MAINTENANCE CURB REPLACEMENT"

Project Number: 3-P-009-24

Project: Street Maintenance Curb Replacement

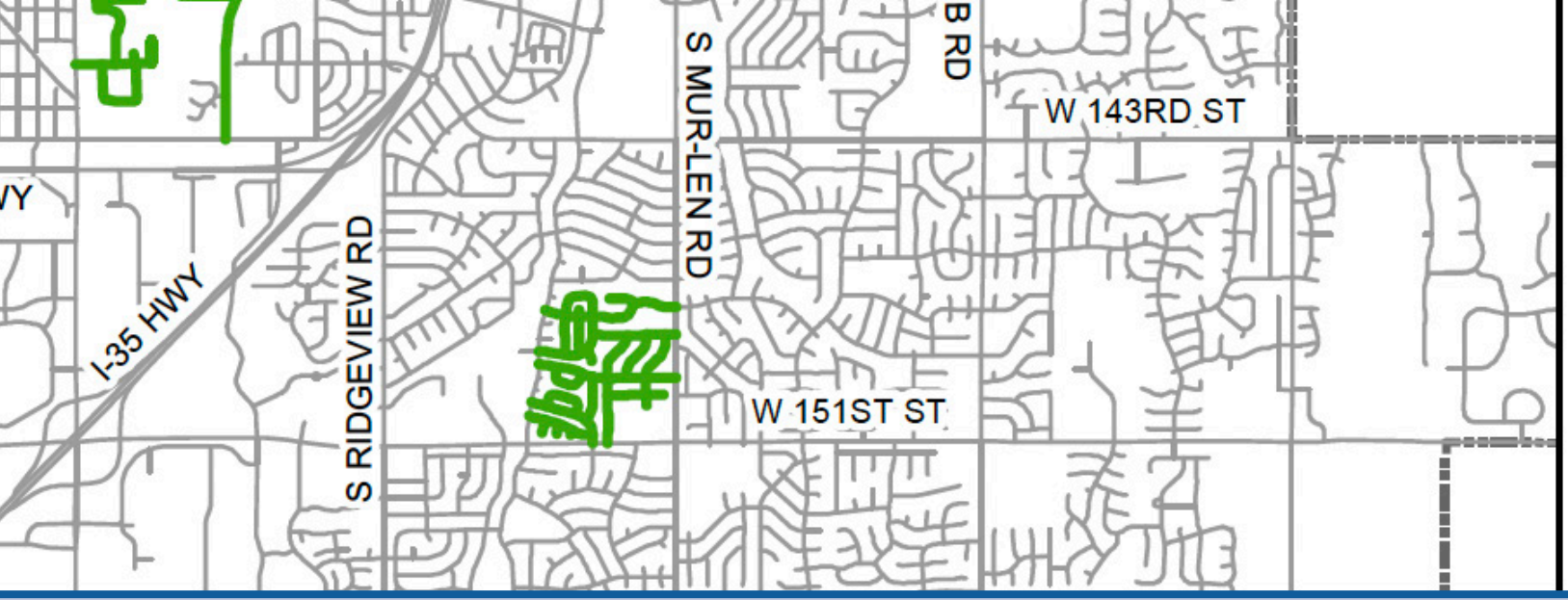
Contractor: Street Maintenance Division

Linear Feet: 17,000

Project Status: Complete

Project Description: Removal and replacement of existing concrete curb and gutter on local and collector streets. The project completed 17,000 linear feet equal to 3.2 miles of deteriorated and broken concrete curb spot location replacement throughout the city. 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.

Revenue Source(s)	Amount	% of Project	Expenditures	Amount	% of Project
CIP Cash	-	-	Design/Engineering	-	-
General Obligation Bonds	-	-	Acquisition	-	-
CARS Program	-	-	Construction Materials	$258,569	100%
Street Maintenance Sales Tax	$258,569	100%	Project Management & Inspection	-	-
Storm Water Funds		-	Utilities	-	-
Other Revenue	-	-	Other:	-	-
Total Revenues	$258,569	100%	Total Expenditures	$258,569	100%



"STREET MAINTENANCE CRACK SEAL"

Project Number: 3-P-010-24

Project: Street Maintenance Crack Seal

Contractor: Street Maintenance Division

Lane Miles: 90 Lane Miles Rubberized Crack Sealant & 2,274 Individual Wide Crack Patches

Project Status: Complete

Project Description: Crack Sealing of pavement cracks up to a width of 3/4 inch with rubberized asphalt sealant to prevent damage to base asphalt. The project also included a wide crack sealant on cracks which have become wider than 1/4 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. SMST funding is used to pay for materials related to crack sealing completed by the Street Maintenance Division of the Public Works Department.

Revenue Source(s)	Amount	% of Project	Expenditures	Amount	% of Project
CIP Cash	-	-	Design/Engineering	-	-
General Obligation Bonds	-	-	Acquisition	-	-
CARS Program	-	-	Construction Materials	$99,092	100%
Street Maintenance Sales Tax	$99,092	100%	Project Management & Inspection	-	-
Storm Water Funds		-	Utilities	-	-
Other Revenue	-	-	Other: Testing & Publications	-	-
Total Revenues	$99,092	100%	Total Expenditures	$99,092	100%

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 that 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 1/4 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.

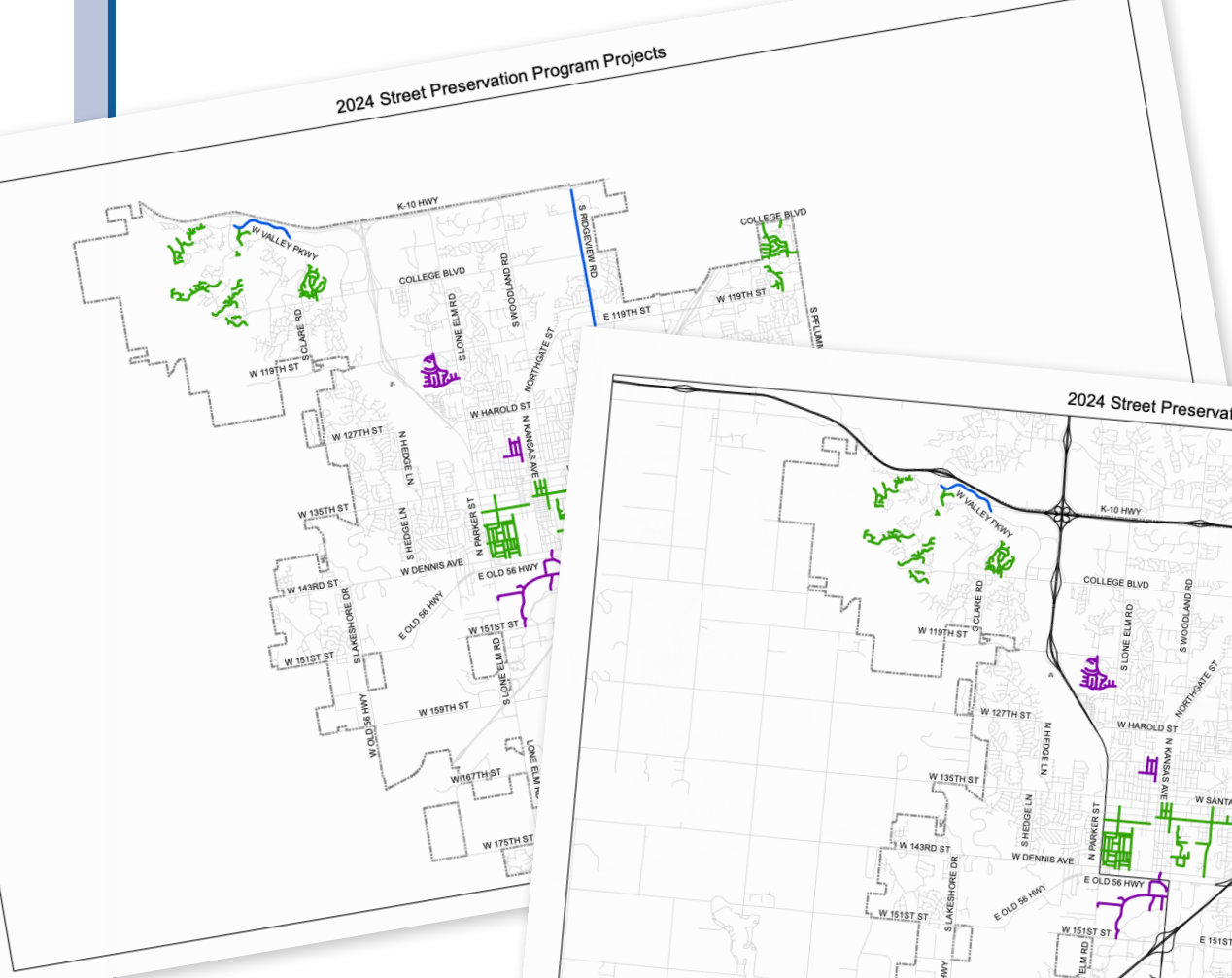
Resident Impact: medium – street remains open to residents during concrete work; however, access to residential drives may be limited at times.

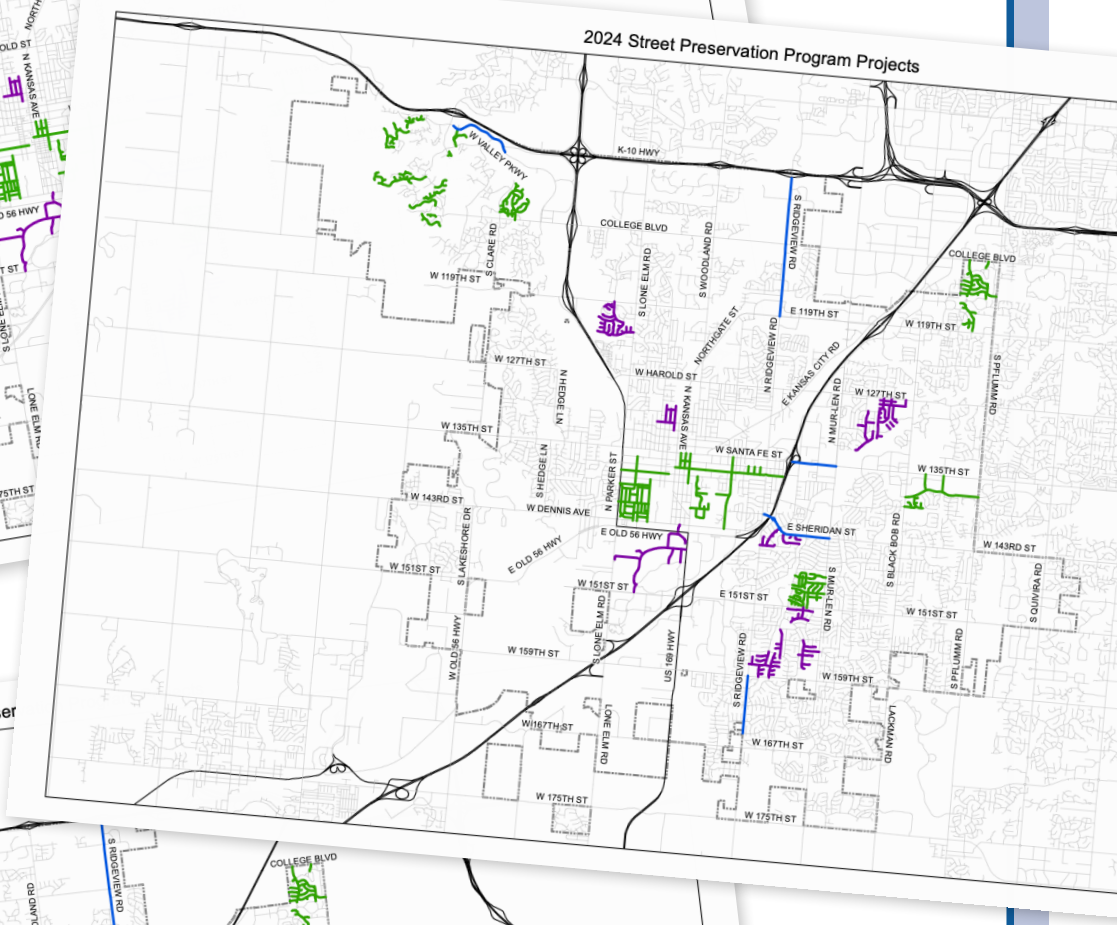
RECONSTRUCTION

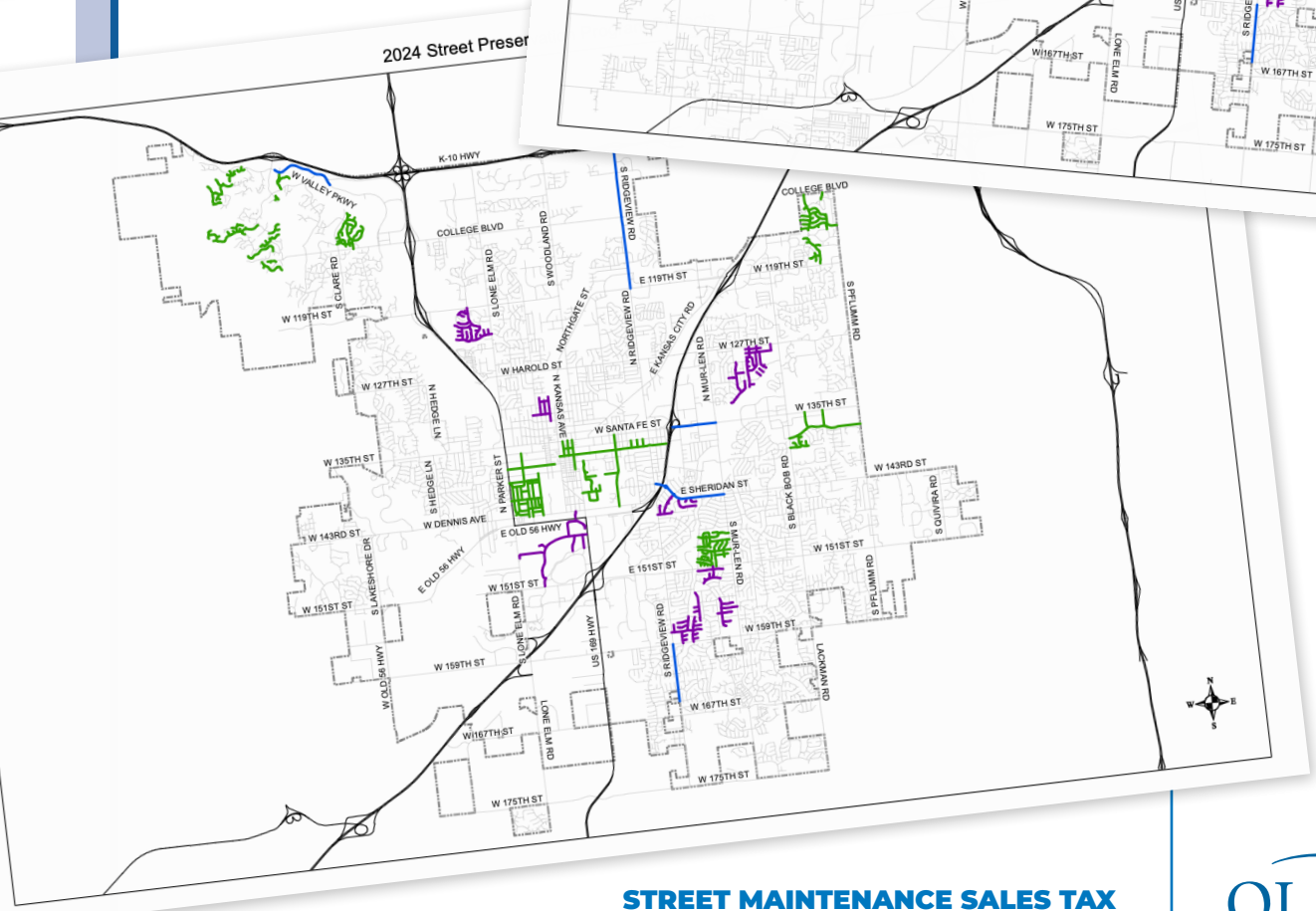
Reconstruction is the process of replacing the entire street within the existing right-of-way and consists of subgrade improvements, replacing the full depth asphalt or concrete pavement section, all the curb and gutter, storm sewer, sidewalks and ADA Sidewalk ramps. Street reconstruction can incorporate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

CAT







STREET MAINTENANCE SALES TAX

2024 ANNUAL REPORT FINANCE OVERSIGHT COMMITTEE

OLATHE
KANSAS