

## MILL AND OVERLAY PROGRAM



**WHAT HAPPENS WHEN A STREET IS MILLED AND OVERLAID?** The top 2-3 inches of the street are milled off and replaced with new asphalt. The milling removes the old surface and creates a rough surface which allows the new asphalt to bond with the old pavement.

**WHY DOES THE CITY MILL AND OVERLAY STREETS?** As the street ages, it is necessary to remove and replace the top layer of asphalt. The microsurfacing applications enable the City to extend the time until an overlay is needed, but it does not eliminate the need for a mill and overlay.

On average, the City mills and overlays a thoroughfare street every 10-15 years and a residential street about every 25-28 years. The difference in time is due primarily to traffic and truck volume.

**CAN I DRIVE ON THE STREET WHILE THIS WORK IS BEING DONE?** No. Tack oil and hot asphalt is placed on the surface. You can not drive on the pavement until it has cooled 2-4 hours, depending on air temperature.

Visit our Web site at [www.opkansas.org](http://www.opkansas.org) to view active projects on the interactive map or Email us at [engineer@opkansas.org](mailto:engineer@opkansas.org).

## REHABILITATION PROGRAM

**WHAT IS REHABILITATION?** Rehabilitation is a complete reconstruction of the street to include subgrade repair (as necessary), new asphalt pavement, and new curbs and gutters.

**WHEN IS REHABILITATION REQUIRED?** Rehabilitation is required when the street has reached the end of its useful lifetime; and when no other maintenance activity can restore the street to a satisfactory condition or prevent it from deterioration quickly.

**WILL I STILL HAVE ACCESS TO MY STREET DURING REHABILITATION WORK?** Generally, you will have access. Although the street will be closed to through traffic during construction, there will be brief periods when you may not have access to your driveway for several days until the concrete curb has cured.

## POINTS OF CONTACT



**For information on -**

- crack seal program
- wide crack program
- microsurfacing program
- cape seal program
- mill & overlay program
- rehabilitation program

Contact the Public Works Department  
at (913) 895-6040.

Pothole Hotline (913) 895-5010

City of Overland Park  
8500 Santa Fe Drive  
Overland Park, Kansas 66212

# PAVING THE WAY



A  
GUIDE  
TO  
STREET  
MAINTENANCE  
IN  
OVERLAND PARK



## CRACK SEAL PROGRAM



**WHAT IS CRACK SEALING?** Crack sealing is a preventive street maintenance technique where small cracks are sealed with a rubberized asphalt product, creating long thick “snake like” lines on the street. Sealing the cracks prevents water from getting into the street and causing “potholes.”

**WHICH STREETS ARE CRACK SEALED?** All streets that are to be microsurfaced are crack sealed. In addition, streets constructed or overlaid 2-3 years ago are also cracked sealed.

**CAN I DRIVE ON CRACK SEALING?** Yes. After the street is crack sealed, soapy water is applied to cool and cure the rubberized crack sealant. Due to hot weather in the summer, crack seal is typically done in the fall or spring when the weather is cooler.

## WIDE CRACK PROGRAM



**WHAT ARE WIDE CRACKS?** Wide cracks appear in the street due to the thermal expansion and contraction of the pavement. Cracks greater than a 1/4 inch in width are too wide to be crack sealed.

**HOW ARE WIDE CRACKS MAINTAINED?** Wide cracks are milled with a 12 inch wide milling machine to a depth of 1/4 inch. After the cracks are milled, they are filled with an elastic polypatch material that fills the crack and the void. The material cures in about 20-30 minutes depending on the temperature of the pavement.

**Q:** *HOW WILL I KNOW WHEN MY STREET WILL BE UNDER CONSTRUCTION?*

**A:** Door/garage hangers will be used to notify residents that their street will be under construction. A postcard is mailed in the spring for the “microsurfacing” program, and letters are mailed to residents for “mill & overlay” and “cape seal” programs.

## MICROSURFACING PROGRAM



**WHAT IS MICROSURFACING?** Microsurfacing is another preventive street sealing technique that uses pre-mixed slurry of rock, polymer asphalt binders, cement, and filler materials to seal the entire roadway at a depth of about 3/8 inch.

**WHERE IS MICROSURFACING USED?** Microsurfacing applications are used on residential, collector, and thoroughfare streets. It is applied using specialized equipment.

**WILL THE CUL-DE-SAC AND/OR TWO-LANE STREET BE CLOSED DURING THIS PROCESS?** Yes. Microsurfacing needs at least 4 hours to set before the street can be opened to traffic.

**WHAT ABOUT CLOSING A FOUR-LANE STREET?** No. On four-lane roadways, one lane remains open in each direction. Microsurfacing on thoroughfares (four-lanes) is normally done at night.

## CAPE SEAL PROGRAM



**WHAT IS CAPE SEAL?** Cape seal is a layer of chip seal underneath a layer of microsurface. Cape seal is an extensive street preventive maintenance technique that seals cracks in the street and prevents water from getting into the street and causing “potholes.” The process involves a polymer emulsified (water based) road oil, which is sprayed on the surface of the street then covered with small coated rocks called “chips.” These chips are rolled and compressed into the oil and pavement and then a layer of microsurface is applied on top. Two-lane unimproved thoroughfare roads will continue to be chip sealed by the City.

**WHY DOES THE CITY USE TREATMENTS SUCH AS MICROSURFACING AND CAPE SEAL RATHER THAN RESURFACING THEM WITH ASPHALT?** These applications are relatively inexpensive compared to overlaying a street with asphalt, which is significantly more expensive.