TOWN COUNCIL STAFF REPORT

Title: Accept the Project Closeout Report for the 2024 Slurry Seal Project.

Meeting Date: October 2, 2024

Prepared by: Colin Brownlee, Assistant Engineer
Shaun Troy, Finance Analyst

RECOMMENDATION:

Staff recommends Town Council:

- Accept the project closeout report for the 2024 Slurry Seal Project.

BACKGROUND:

The Public Works Department is responsible for the maintenance of public roads within the Town. There are a variety of methods to maintain roads that range from simple crack sealing to extensive repaving. The Public Works Department tracks the condition of roads through street maintenance software and in-person evaluations of asphalt conditions. This software recommends maintenance treatments based on budgeting scenarios and asphalt conditions. The Engineers use these recommendations as a basis for determining which roads should receive treatment and which types of treatment based on their condition. The software recommended a number of roads for a slurry seal treatment during analysis in the winter of 2023/2024. The Town previously completed a slurry seal project on Le Verne, Fir, and Pine Streets (The Bluffs) in 2022. The project was successful, and the product has performed well over the last few years.

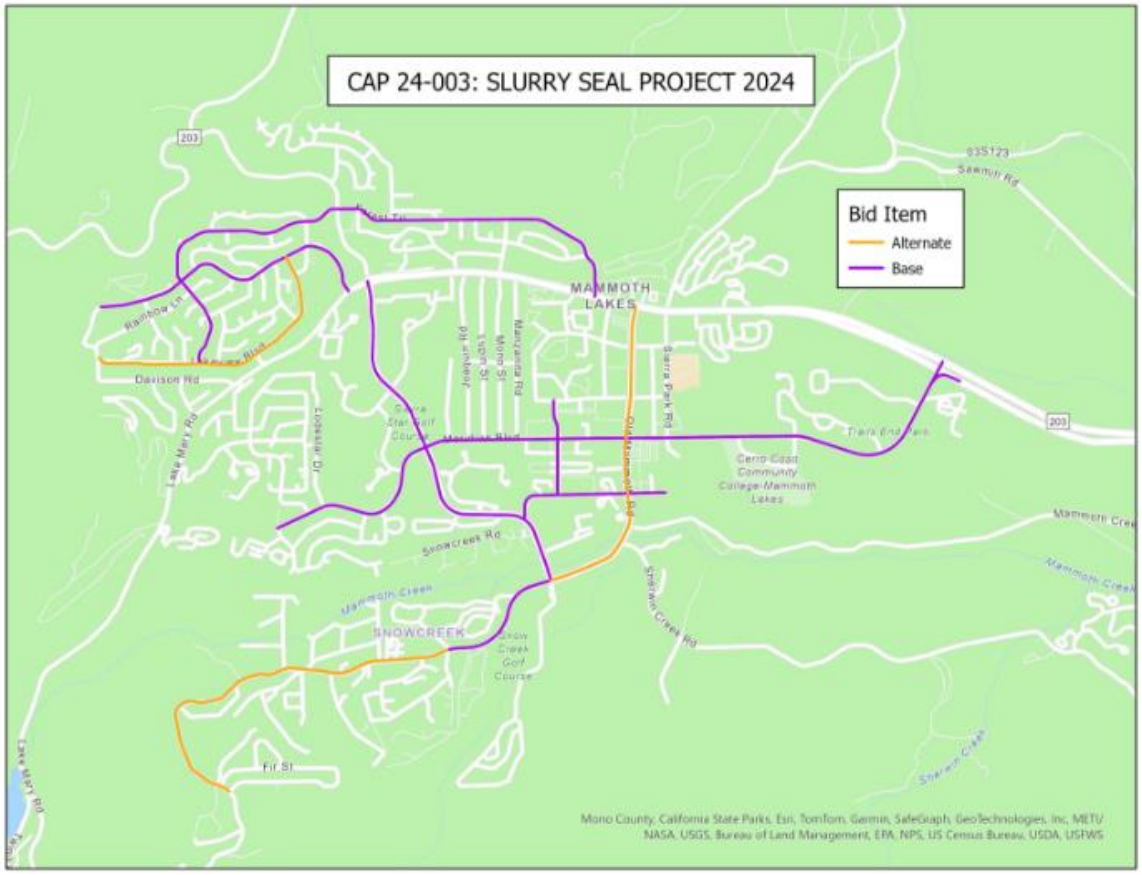
The purpose of a slurry seal is to rejuvenate asphalt with bituminous material, provide a coating that protects cracks from water, and give the road a smoother, finished surface. A Type II seal uses aggregate as large as ¼" and provides enough thickness to hold up to the heavy snow removal machinery that Town roads see every winter. Because slurry seals require specialized equipment and the Town is isolated, mobilization costs can be high. Therefore, Staff chose to do a large-scale project that made the treatment economical. Staff selected all major arterials and some collectors because their surface conditions were appropriate for a slurry seal. In addition to being an effective and economical form of preventive maintenance, slurry seals are applied and cure quickly, making them a generally quick treatment to implement compared to other options. This type of preventive maintenance should extend the life of these roads by years and save significant reconstruction costs over the lifetime of the roads.

The contract also included the striping and pavement markings of all of the slurried roads. This is typical of such a contract, but one benefit of this scope was that it reduced the scope of work for the Public Works road crew this summer. The road crew stripes and marks all

roads every summer due to the heavy wear and tear of snow removal operations. By allowing a contractor to stripe all of the roads within the scope of this project, it created opportunity for the road crew to complete several other special projects. The contracted striping and markings were completed efficiently and cost effectively.

Although the project was bid with several alternates, only the base bid was awarded and completed. The alternate road segments will remain in consideration for future treatments.

PROJECT LOCATION:



FINANCIAL CONSIDERATIONS:

The engineer's estimate for the project was $900,000 and the Town received 7 bids. At the Town Council meeting on May 15th, 2024, the contract was awarded to the low responsive bid from Doolittle Construction, LLC for $734,056.50 including authorization of up to an additional 10% of the award amount.

The total cost of the project, including construction prep, change orders and incidentals, came in under the originally identified project budget of $807,462.15. Final project costs are as follows:

Item	Amount
Construction	$795,716.35
Advertisement – Notice Inviting Bids	$720.00
Advertisement – PSA	$1,181.00
Final Project Cost	**$797,617.35**

The remaining unspent funds will be returned to FD 210 – Road Rehabilitation Fund Balance, in the amount of $9,844.80. This project was accounted for in FD 300 – Capital Improvements.

CONSTRUCTION PHOTOS:



Application of the slurry seal along Forest Trail



A fresh seal along Azimuth Drive. The surface could typically be driven over within 10-15 minutes



The specialized box truck required for a slurry seal. The machine mixes sand, aggregate and oil before laying material at a precisely measured thickness



Old Mammoth Road with a fresh coating (left) vs the existing asphalt condition (right)



A wet slurry (left) adjacent to a cured slurry (right). These two coats were likely laid within 1 hour of each other



Traffic continuing to pass along Meridian Boulevard while another coat is layed in the middle lane



Striping and pavement markings after the slurry seal