TOWN COUNCIL STAFF REPORT

Title: Accept the Project Closeout Report for the 2025 Slurry and Fog Seal Project.

Meeting Date: October 15, 2025

Prepared by: Trace Calvin, Engineering Assistant
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RECOMMENDATION:

Staff recommend Town Council:

- Accept the project closeout report for the 2025 Slurry and Fog 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 Town previously completed a significant slurry seal project on main arterial and collector roads in the Summer of 2024. The project was successful, and the treatment has performed well over the last year. The Town's analysis in the winter of 2024/2025 recommended several additional roads for slurry seal treatment. Because slurry seals require specialized equipment and the Town is isolated, mobilization costs can be high. Based on this, staff developed a strategy to create several large-scale projects to keep the treatments economical, dividing the Town's publicly maintained roads into five (5) distinct neighborhoods and designating one of them for slurry sealing each year on a 5-year rotating basis. Also, in addition to the slurry seal treatment, staff recommended a fog seal treatment on roads five years old and newer.

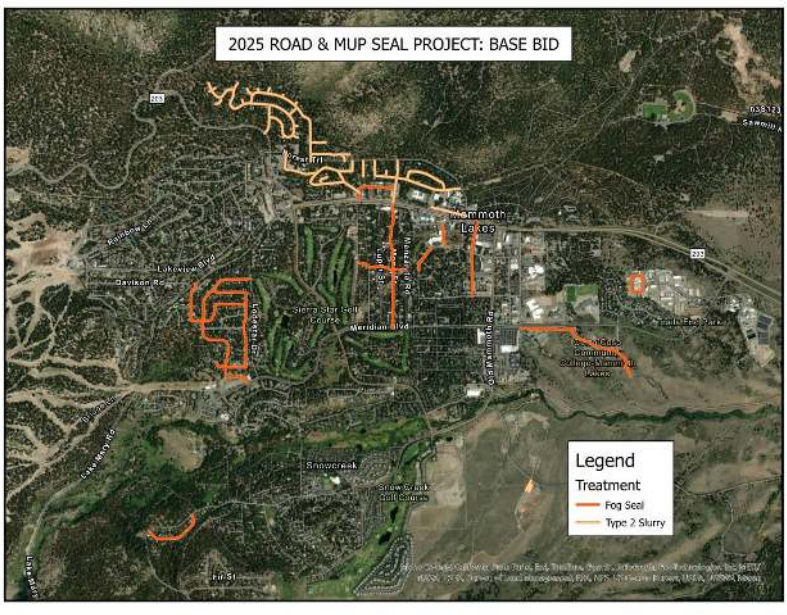
The purpose of a slurry seal is to rejuvenate asphalt with bituminous material, provide a coating that protects cracks from water, and give the road a smoother, finished surface. A Type II seal uses aggregate as large as ¼" and provides enough thickness to hold up to the heavy snow removal machinery that Town roads see every winter. A fog seal uses the same oil used in slurry seal but without the aggregate. This treatment isn't as robust as the slurry seal but does help to rejuvenate the newer roads and acts as preventative maintenance.

This year, staff selected all roads in the Knolls neighborhood as well as all other roads north of Main Street in between Minaret Rd/HWY 203 and Sawmill Cutoff for the slurry seal treatment. Staff selected all roads constructed within the last five years, except for Inyo St. and Chaparral extension, for the fog seal treatment. 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 construction contract also included striping and pavement markings on all the roads receiving slurry or fog seals, plus linear striping for all other Town 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 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. One downside to combining the general striping and marking into the slurry and fog seal project was that the roads were not painted until much later in the summer than desired. In the future, staff recommends executing a separate maintenance contract for painting only, in anticipation of having this work completed earlier in the spring.

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 base bid was $600,000.00 and the Town received six (6) bids. At the Town Council meeting on May 21st, 2025, the contract was awarded to the low responsive bid from VSS International, Inc. for $559,120.00. During construction, some minor changes and actual quantities resulted in a final construction contract amount of $608,952.02. Other minor project expenses brought the total project cost to $609,983.65.

Project Expenses	**Amount**
Construction Contract	$ 608,952.02
Other Expenses	$ 1,031.63
Total Project Cost	**$ 609,983.65**

The project was fully funded at the time of award, from a variety of funding sources, in conjunction with the Town's concurrent Road and MUP Rehab 2025 project and Miscellaneous Concrete and Facility Work project. The full original construction contract amount of $559,120.00 was allocated to the Slurry & Fog seal project, and a combined 3-project 10% contingency in the amount of $417,256.30 was made available for use across the three (3) projects.

While this project's total cost exceeded the original estimate and base bid contract amount, final cost came in within the estimated 10% contingency that was allocated.

Original Construction Contract	$559,120.00
Total Project Cost	$ 609,983.65
3-project Contingency	$ 417,256.30
Contingency Used	$ 50,863.65
Contingency Still Available	**$ 366,392.65**

The $366,392.65 of unused 3-project contingency will remain available for use by the other two Town projects.

CONSTRUCTION PHOTOS:



Application of the Fog Seal along Red Fir Road



Fresh Fog Seal on Majestic Pines Drive



Slurry Seal Being Placed at St. Moritz Road.



Fresh Slurry Coat (left) vs Existing Asphalt (middle) vs Set Slurry Coat (Right)



College Connector MUP with Fresh Striping and Pavement Markings after the Fog Seal Treatment



Paint over Slurry at the Parking Lot on North Frontage Road



Linear Striping Along Minaret Road