

ITEM #: 21
 DATE: 09-12-23
 DEPT: PW

COUNCIL ACTION FORM

SUBJECT: 2022/2023 PAVEMENT RESTORATION – SLURRY SEAL PROGRAM

BACKGROUND:

The Slurry Seal Program is an annual program that **levels joints and provides a new thin wearing surface for traffic, predominately on residential streets, limiting the typical disruption to residents to no more than one day.** The techniques in this program are typically more specialized and larger in scope than can be performed with City maintenance staff. A list of project locations completed for the 2022/23 project season is show below:

Slurry Seal Proposed Locations	
Hunziker Drive	Roosevelt to Ferndale
Harding Avenue	10th to 13th
Harding Avenue	13th to 16th
Bel Air Drive	16th To Coolidge
Bel Air Circle	
Alabama Lane	Ontario to Toronto
Alberta Avenue	Ontario to Toronto
Arizona Avenue	Ontario to Toronto
Edison Street	Carnegie to Whitney
Johnson Street	Northwestern to Kennedy
Kennedy Street	Northwestern to Ferndale
Johnson Street	Hoover to Northwestern
25th Street	Tyler to Northwestern
26th Street	Ferndale to Melrose
26th Street	Melrose to Northwestern
15th Street	Grand to Wilson
Wilson Avenue	13th to 16th

On February 28, 2023, City Council awarded this project to Fort Dodge Asphalt Company of Fort Dodge, IA in the amount of \$210,646.60. One change order, a deduction in the amount of (\$15,271.10), was administratively approved by bringing **final construction costs to \$195,375.50.**

There is \$250,000 of Road Use Tax funding allocated to this program annually in the Capital Improvement Plan. With accumulation of program carryovers, **\$491,218 remains available for this project.** Revenue savings will be utilized for other pavement restoration priorities.

ALTERNATIVES:

1. Accept the 2022/2023 Pavement Restoration – Slurry Seal Project as completed by Fort Dodge Asphalt Company in the amount of \$195,375.50.
2. Direct staff to make changes to the project.

CITY MANAGER’S RECOMMENDED ACTION:

The project is now complete with an improved riding surface from streets receiving a new wearing surface and dips in pavement joints leveled in neighborhoods. **Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, as noted above.**