

Airpark Pavement Project Crack Seal and Slurry Coat

19 October, 2026

Airpark Streets Current Condition and Options

- Airpark streets have not had any maintenance for over 10 years
- Continuing decay, water penetration
- Many patches due to utility and water line repairs
- Repair options explored:
 - Crack seal and seal coat
 - Crack seal and slurry coat
- Based on evaluation of current condition, seal coat inadequate
- Recommended Slurry coat to fill and repair damage areas
- Projected to be longer lasting repair

Current condition streets – cracks



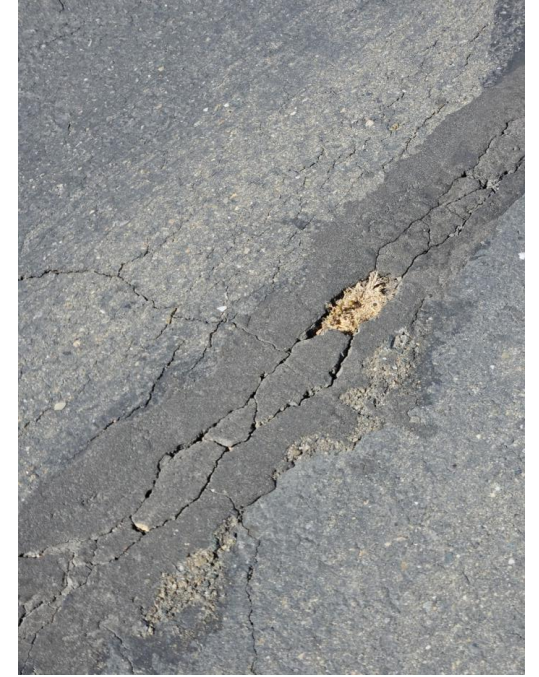
Current condition streets – more cracks



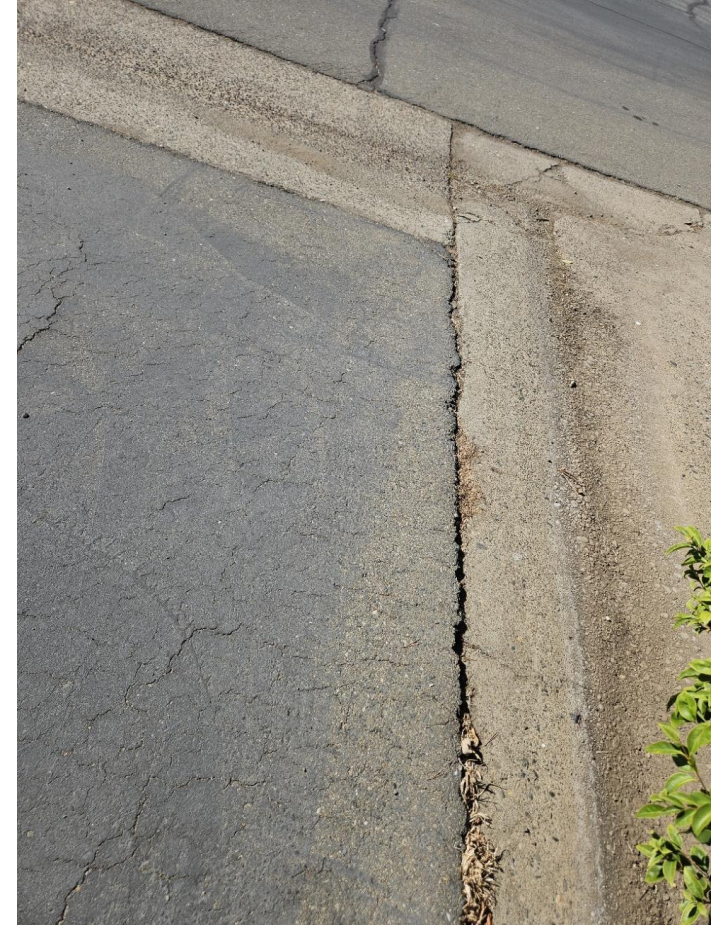
Current condition streets – edges and vegetation encroachment



Current condition streets – patches and cracks



Current condition streets – patches and more patches – 15 -20 large patches throughout airpark



Current condition – airpark streets and drainage
- Washout around drains



Recent washout repair



Airpark Pavement Improvement Project Description

ITEM #	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
Crack Fill	Hot rubber crack-fill 1/4"-1" wide linear cracks	LS	1	\$ 27,500.00	\$27,500.00
Fog Seal	Tack Coat (Tack Coat surface of streets prior to Slurry)	LS	1	\$ 9,680.00	\$9,680.00
Slurry	Type 1 Slurry Seal (Fairway Dr. and Western Dr.)	SF	260,750	\$ 0.29	\$76,399.75
Striping	Remove existing Thermoplastic and Re-stripe using 2 layers of paint.	LS	1	\$ 15,142.00	\$15,142.00
					\$128,721.75

Prep work will not shut down streets. Will need to coordinate airplane movement and traffic flow during Slurry Coat application step of the project.

Work includes:

- Grind off old paint striping and lettering on pavement
- Repair decaying spots
- Crack seal
- Tack coat
- Slurry coat
- Repaint

Pavement project phases

Project Phase schedule, “current” intentions

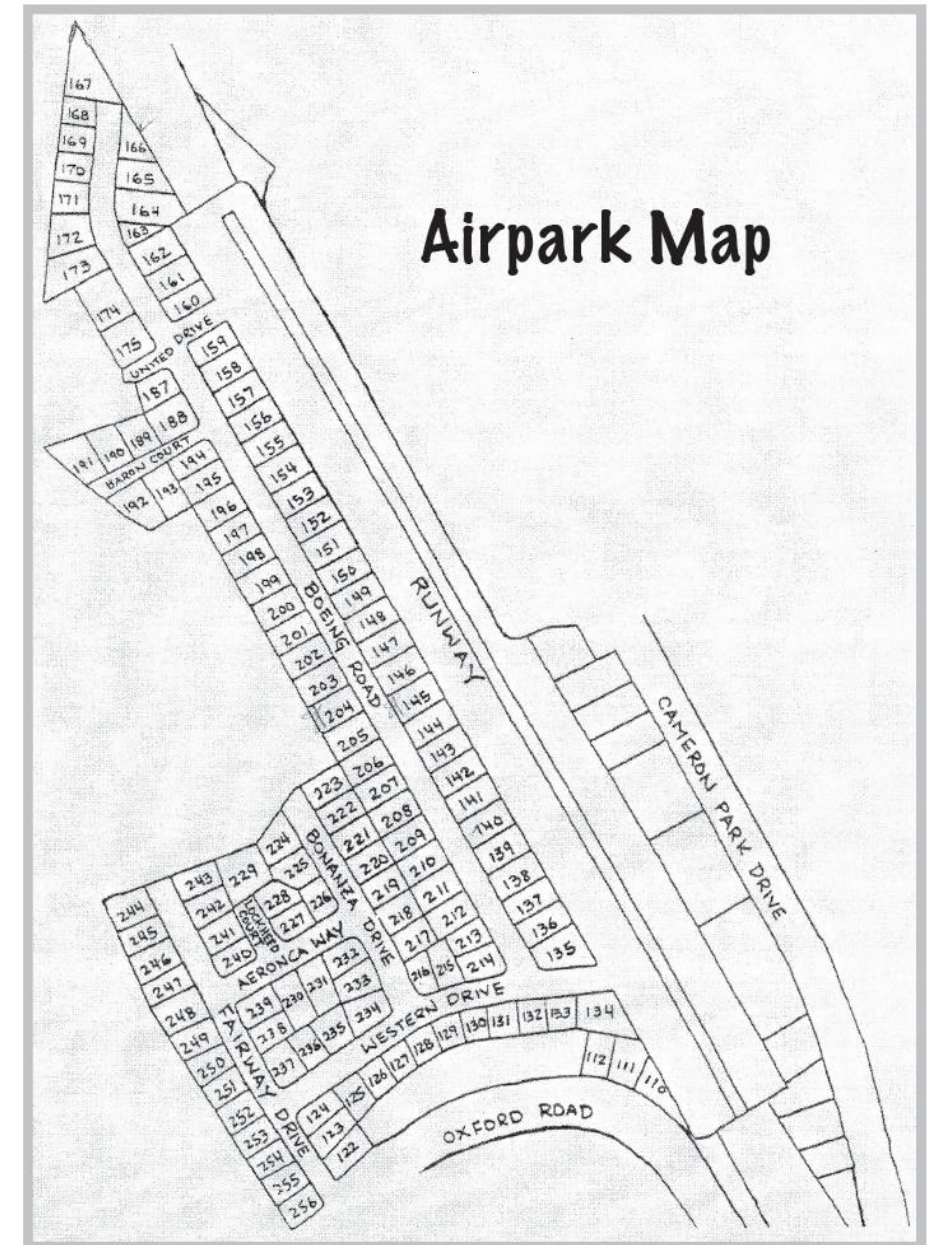
2026 – Phase 1 – Fairway Dr and Western Dr.

2028 – Phase 2 – Aeronca, Lockheed, Bonanza, south half of Boeing starting from Western

2030 – Phase 3 – Remainder of Boeing, United and Baron

2032 – Phase 4 – Any area not covered in previous phases. Begin regular, rolling maintenance of previously slurry sealed areas

Phase 2 and 3 can be switched or modified to meet operational and budget requirements.



Commercial Project Cost Breakdown

For an industrial area or roadway network of this magnitude, standard professional slurry seals (such as a Type 2 aggregate emulsion mix) cost between **\$0.30 and \$0.65 per square foot**. This places your **total project estimate at \$82,500 to \$178,750**.  www.crewnest.app +1

Cost Category	Percentage	Estimated Cost (275,000 sq. ft.)	Breakdown Notes
Bulk Materials & Aggregate	20% – 30%	\$16,500 – \$53,625	Shipped via large bulk commercial tankers.
Heavy Machinery & Labor	55% – 65%	\$45,375 – \$116,187	Slurry truck operations, street sweepers, large prep crews.
Overhead, Traffic Control & Profit	15% – 20%	\$12,375 – \$35,750	Phased traffic management, flaggers, and scheduling logistics.

VSS price per sq ft:
0.29 for slury coat
0.49 for total project

Fuel cost impacts on project cost

project cost \$128,721

material is 35% to 50% of total cost
30% fuel price increase translates to 12-20% increase in material costs
so \$129,000 project would be:
lower estimate = $.35 \times 129000 \times 1.2$ ~\$5,400
upper estimate = $.5 \times 129000 \times 1.2$ ~\$12,900

avg material escalation cost is ~ \$9,000 or ~7%