

Dear Spring Creek Residents,

The Spring Creek Association Roads Department will soon begin the 2026 Chip Seal Road Maintenance Project starting Monday, July 27th and running through Friday August 7th, as part of our ongoing commitment to preserving and extending the life of our road system.

The Spring Creek Association is responsible for maintaining nearly 300 Lane miles of roads throughout our community which is not typical of an HOA. As a homeowner's association, we do not receive federal funding or grants for road maintenance. Instead, nearly half of your annual assessment is invested directly into road repairs, chip sealing, crack sealing, and snow removal. Each February, after the snow has melted, our Roads Department evaluates the condition of every roadway to determine which streets require maintenance during the upcoming construction season based on our pavement preservation plan. This annual assessment helps us prioritize repairs and make the best use of assessment dollars. Potholes that develop during winter are often repaired temporarily until weather conditions allow for permanent repairs.

What is Chip Seal?

Chip seal is a preventive maintenance treatment that is most effective when applied to dense-graded asphalt roadways. It seals small cracks, protects the pavement from water intrusion and weather damage, improves traction, and helps extend the life of a roadway before significant deterioration occurs. It is important to understand that most residential roads maintained by the Spring Creek Association (SCA) are not dense-graded asphalt roads. Approximately 97% of SCA's roadway system consists of chip seal placed over former gravel roads that were originally constructed in the 1970s without the drainage systems, roadway base, or subgrade needed to support long-term asphalt pavement. On a properly constructed asphalt roadway, routine chip seal applications can extend pavement life to 25–30 years or more, delaying the need for costly reconstruction.

Constructing a new 3-inch dense-graded asphalt roadway costs approximately \$105 per linear foot, or about \$546,500 per mile, for paving alone. However, because the existing roadway foundations are generally inadequate, simply paving over the current roads is not recommended. To achieve an expected pavement life of 40–45 years, the roadways would first require major reconstruction, including:

- Upgrading roadside drainage ditches
- Improving driveway connections
- Reconstructing the roadway subgrade
- Installing a properly engineered base course

These improvements would add another \$105–\$115 per linear foot, bringing the total cost to approximately \$1.09 million per mile.

To put these costs into perspective, the Spring Creek Association maintains approximately 300 lane miles of roadway. Paving alone would cost more than \$164 million. When the necessary roadway reconstruction and drainage improvements are included, the total cost exceeds \$327 million.

A project of this magnitude is simply not financially feasible for SCA residents to fund through assessments alone. For that reason, chip seal remains the most practical and cost-effective method

of preserving the existing roadway system. While it is not a substitute for full reconstruction, each chip seal application adds a small amount of structural thickness. After approximately four to five chip seal cycles, the roadway surface typically gains 1 to 1¼ inches of additional thickness, helping strengthen and preserve the road until comprehensive reconstruction becomes financially possible.

What to Expect

During the project, residents may notice:

- Temporary traffic delays
- Loose rock on roadways
- Reduced speed limits in work zones
- Flaggers directing traffic
- Short-term road closures or lane restrictions
- Street sweeping following chip seal application after a few days

We ask all residents to please drive slowly through work areas, obey all traffic control devices, and avoid parking on streets scheduled for treatment whenever possible. Please stay off the "meat line" (the strip of oil applied to the center of the roadway) until it has fully cured. Driving or walking through the fresh material can track oil onto vehicles, driveways, and other road surfaces.

Roads will not be swept immediately after chip seal is applied. The loose rock is intentionally left in place for several days to allow traffic to press the aggregate into the asphalt binder. This process helps create a stronger, longer-lasting road surface. Once the chip seal has properly cured, our crews will return to sweep and remove the excess rock. We appreciate your patience and cooperation during this important maintenance process.

View the 2026 Chip Seal Schedule

To see whether your street is included in this year's chip seal project and to view the complete project map and schedule, [CLICK HERE](#).

Help Us Track Road Issues

SCA maintains more than 300 lane miles of roads, including many chip-sealed streets. If you notice potholes, flooding, drainage concerns, damaged culverts, or issues related to utility work such as internet, gas, or water line installations, please report them using the Road Concern Form available on our Roads webpage [HERE](#). Your reports help us identify issues quickly and prioritize repairs.

We will continue providing updates through social media throughout the project, including scheduled work areas and any anticipated traffic impacts. Please note that all work is weather dependent and schedules may change.

Thank you for your patience and cooperation as we continue investing in the maintenance and longevity of Spring Creek's road system.

If you have any questions, please contact the Spring Creek Association office at (775) 753-6295 or frontdesk@springcreeknv.org.