

# **Dalomino** **Valley General Improvement District**

9732 Pyramid Hwy #407, Sparks, NV 89441

## MEMORANDUM

Date: May 16, 2022  
To: Trustees Larry Johnson, John Patterson, Don Otto, and Dan Helton  
cc: PVGID Constituents  
From: Trustee Greg Dennis  
Subject: Is Bad Asphalt Better Than Good Dirt? – Right Hand Canyon Road  
May 19, 2022 Agenda Items 6.a., b., and c.

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The PVGID enlisted Trustee Larry Johnson to solicit and obtain bids for chip seal and Cape seal on specific roadways. This memorandum addresses the approximately 1.35 miles on Right Hand Canyon Road under consideration by the Board to receive Cape seal. This roadway segment, originally constructed in the 1960's, has reached a deteriorated state that the surface is somewhat rough on which to drive. The addition of a Cape seal was selected as the necessary application to preserve the roadway surface and it was noted that Trustee Helton said that "bad asphalt is better than good dirt" or his preference was to keep the old roadway surface.

The preliminary estimate for the entire 2022 Seal Coat Program (chip seal and Cape seal) was \$270,000. The only bid of \$314,000, far exceeds the anticipated amount and the funds available. With the budget constraints in mind, there are other alternatives to repairing or reconstructing the asphalt portion of Right Hand Canyon Road which are listed below for consideration by the PVGID Board. Please note that these are only options, and the Trustees will certainly be concerned about how users of that roadway view any proposed improvements.

### OPTIONS FOR REPAIR OR RECONSTRUCTION

1. Continue patching the asphalt with the understanding that when the budget allows, the asphalt may be Cape sealed.

ESTIMATED COST: \$3,000

2. Cape seal the roadway at some future date (with extensive patching done prior to surfacing with Cape seal).

ESTIMATED COST: \$108,000 (Cape seal) + \$6,000 (patching) = \$114,000

3. Construct a 6-inch-thick modified Class E base consisting of Class E, topped with Type II base, that would have a mag-chloride solution applied to the compacted base material. The roadway constructed near the highway-end of Range Land Road is very similar to this alternative. Note: the mag chloride solution prohibits almost all dust created by vehicles on the road. Wilcox Ranch Road has had similar treatment.

ESTIMATED COST: \$29,000 for material (Class E and Type II base) + \$28,000 for Hauling = \$57,000

4. Grind and pulverize existing roadway, re-compact, top with Type II base, and treat with mag-chloride.

This item would likely be more expensive than option 2 above.

Note: the least costly “improvement” is the number 3 option at about half the cost of Cape seal. Please note it is likely that due to the rough, cracked and fractured surface of the roadway that any Cape seal may not last or stand up to normal wear and tear for an expected life of 5 years. Option 3 does improve the roadway by putting down a hard surface and would be less rough but not have the look of a paved roadway. It would be possible to put down a chip or Cape seal later, but the current allocated budget amount does not lend itself to that currently. Eventually this roadway will require some major rehabilitation, which option 2 represents, as the sub-base and asphalt are almost as old as me.

It would appear that for now this Board may wish to consider at least patching and keeping the roadway as is (option #1).