



JANUARY 2012 NEWSLETTER

Accomplishments and a Vision for the Future

We believe that few residents were satisfied with the road surface and resulting ride quality of our main roads this past winter and spring. A "red tag" (Stop Work Order) of our Wayside facility issued by the County temporarily derailed maintenance schedules and our road crew has been playing catch-up ever since. Special Use Permits have now been granted by the County and the board and road crew have scrambled to get back to normal. That said, we have done some things different in trial sections and have perpetuated existing approaches in other areas:

What we tried for the first time was a chip seal application on our worst sections of existing pavement on segments of Whiskey Springs and Axe Handle Roads. The old pavement was pulverized and mixed with the underlying soil; the sub-grade was re-graded and compacted and a chip seal surfacing was applied. This is not an asphalt concrete pavement; it is merely an asphalt-stabilizing surface seal. Countries like Canada and Australia, as well as some Eastern States, have thousands of miles of chip-sealed dirt highways with good performance records. Chip seals typically have a performance life of approximately five (5) years at which time another chip seal is applied directly over the existing layer, building up an increasing thickness of asphalt surfacing over time. We will monitor the performance of these test sections on Whiskey Springs and Axe Handle before making the decision as to whether or not to continue the program. If these sections perform well, we may chip seal several miles of high-traffic dirt roadways in the future. It is our goal to provide better surfaced roadways while reducing required maintenance. It will take a few years with our limited budget, but we are optimistic.

In October, we re-graded and re-treated the first mile or so of Ironwood Road, starting at Pyramid Highway, to monitor if re-stabilization in the fall months will minimize potholing after winter storms.

What we have done the same is the application of durablend™ dust palliative/stabilizing agent to major roadways. Washoe County air quality standards require some type of dust abatement during summer months and durablend™ gives us the longest lasting, most cost-effective results. A departure from past years procedures will be more intensive maintenance during winter months to prevent the long-term potholing that plagued us last winter. Granted, potholes will form after each storm event. However, more interim re-grading will be performed to minimize the periods of poor ride quality.

In summary, the PVGID is investigating methods of improving our road surfaces in the most cost-effective manner, with the limited budget available.