San Benito County

Resource Management Agency
Public Works Division
Panoche Road/New Idria Road Improvement Project
January 2022

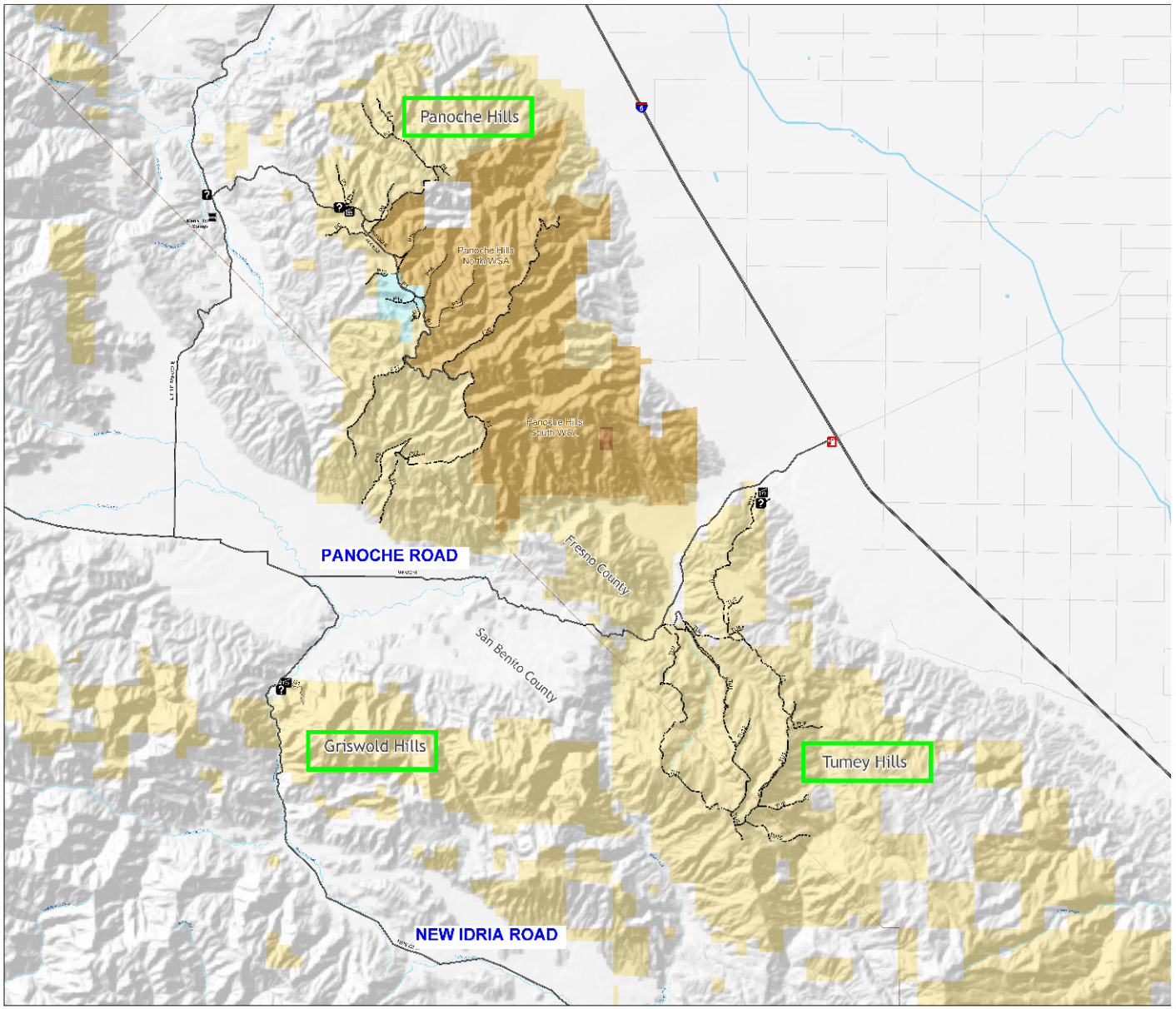
Recent Issues

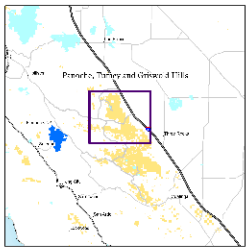
1) Resident Concerns

2) United States Postal Service (USPS) Concerns

3) Increased visitor use to recreational areas: Areas owned by the Bureau of Land Management (BLM): Panoche Hills, Tumey Hills and Griswold Hills.

Panoche, Tumey and Griswold Hills





Land Status

- Bureau of Land Management
- State
- BLM Wilderness Study Area - No Motorized Access
- County Boundary

- Kiosk
- Picnic Area - Trailhead
- Services
- Mercy Hot Springs

- Trail
- BLM Roads
- County Roads
- Interstate
- Perennial Water Bodies
- Streams

N
W E
S

0 1 2 4 Miles

1:45,000

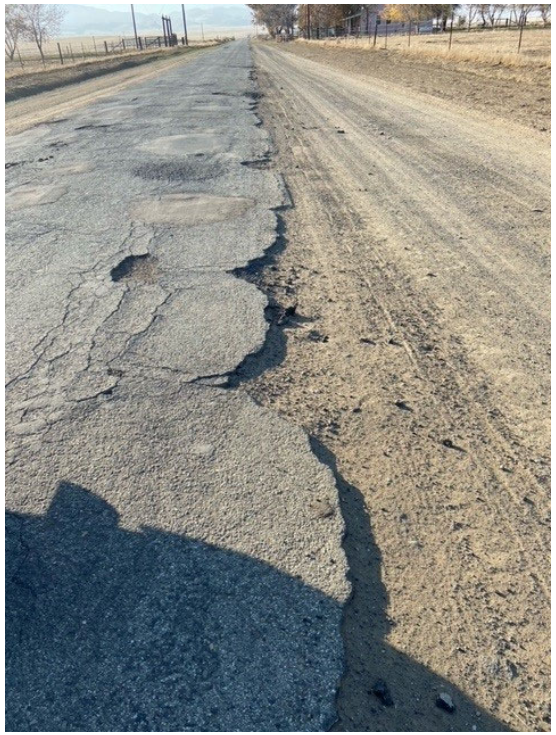
No warranty is made by the Bureau of Land Management (BLM). The accuracy, reliability, or completeness of these data for individual use or aggregate use with other data is not guaranteed.

Roadway Deficiencies

1) Roadway failure in multiple segments

2) Too narrow to stripe centerline (several locations are less than 18' wide)

3) Dirt shoulders are preferable travel areas than actual roadway in some locations



Roadway Segments

A, B1 and B2


Panoche Road
Panoche Road
(Segment B1: 3 miles)
Panoche Road/New
Idria Road
(Segment A: 7 miles)
Griswold Hills
New Idria Road
(Segment B2: 10 miles)
Pinnacles
San Benito
Pinnacles
National Park
146
25
146
25
Bitterwater
5

Hot Mix Asphalt vs. Double Chip Seal

1) Hot Mix Asphalt (HMA) has a life expectancy of approximately 20 years

Hot mix asphalt (HMA) is mixed, placed and compacted at elevated temperatures, hence the name. HMA material is composed of about 95 percent stone, sand, and gravel by weight, and about 5 percent asphalt cement, a petroleum product. Asphalt cement acts as the glue to hold the pavement together.

Benefits of Hot Mix Asphalt Overlay:

- *Lasts longer than double chip seal*
- *Improves surface for smoother driving*

2) Double Chip Seal has a life expectancy of approximately 10 years

Chip seal process is as follows: First, asphalt cement is mixed with about 30% water. This emulsified mixture is then applied to the road using a special spray truck. Immediately after spraying this asphalt, a layer of crushed gravel is applied by a spreader. Next, the gravel is compacted and embedded into the asphalt by rubber-tired rollers. The bottom layer of gravel (chips) would have a size of 1/2 inch.
The process would be repeated; however, the top level of chips would have a maximum size of 3/8 inch.

Benefits of Double Chip Seal:

- *Durable, reduces cracking*
- *Easy, quick application. Minimum disruption to traveling public*

(the goal would be to install additional surface treatments prior to reaching life expectancies, i.e. slurry seal, etc.)

Improvement Options (construction)
Rough Order of Magnitude (ROM) Estimate

1) Complete reconstruction of all 20 miles with standard roadway construction *(2" new asphalt on a base of 4"cold in-place (CIP) recycling of existing roadway material)*

(All Segments = 2"AC/4"AB, cost=$12 million)

2) Segment A, 7 miles: *2"AC/4"AB standard roadway construction*
Segments B1 and B2, 13 miles: *Pulverize/compact roadway material, with double chip seal surfacing*

(Segment A, 2"AC/4"AB= $4.2 million)
(Segments B1 and B2, Double chip seal /4"pulverized +compacted materials= $3.3 million) *Total = $7.5 million*

3) All segments, 20 miles: *Pulverize/compact roadway material, with double chip seal surfacing*

(All Segments, Double chip seal /4"pulverized +compacted materials= $5.0 million)

Improvement Options (construction)
Rough Order of Magnitude (ROM) Estimate

4) Segment A, 7 miles: *Pulverize/compact roadway material, with double chip seal surfacing*
Segments B1 and B2, 13 miles: *Pulverize/compact roadway material, (no surface treatment/striping)*

(Segment A, Double chip seal /4"pulverized +compacted materials= $1.8 million)
(Segments B1 and B2, 4"pulverized +compacted materials= $0.2 million) *Total = $2.0 million*

(***if additional funding became available, chip seal could be applied to segments B1 and/or B2)

This project is not currently programmed within the Capital Improvement Program.

It is being presented for consideration as adoption into the CIP.

Note, there are no funding sources currently identified for this project. Potential funding sources are Community Development Block Grant and the General Fund.

Questions/Comments