



Memorandum

MONTEREY REGIONAL WASTE MANAGEMENT DISTRICT

Reviewed by: [Signature] Date: 5/14/21
General Manager

DATE: May 14, 2021
TO: General Manager
FROM: Senior Engineer
SUBJECT: MRF and Landfill Access Road Asphalt Pavement Repair

RECOMMENDATION: That the Board authorize the General Manager to execute a contract with Boyds Asphalt Services for MRF and Landfill access road Asphalt Pavement Repair in the amount not-to-exceed \$60,000.

BACKGROUND

The current asphalt paving around the Material Recovery Facility (MRF) was installed approximately 25 years ago when the MRF was first constructed. Over the years there have been several paving projects to repair and maintain these roads and enable customers and MRWMD staff to dispose of and process materials. The areas in map on Figure 1 have reached the end of their life and need to be replaced. The failure mode of these areas is known as fatigue cracking or “alligatoring” and is characterized by cracks on the surface that look like the scales on a reptile (Figure 2). This is a common failure mode for old asphalt that has seen frequent heavy loading and loss of sub-base strength. The eastern repair (Area 2) is approximately 6,000 sf in area and the northern location (Area 1) is approximately 1,000 sf in area.

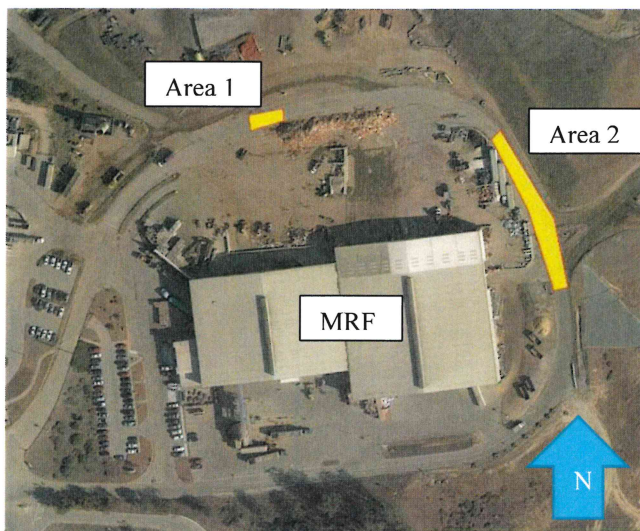


Figure 1

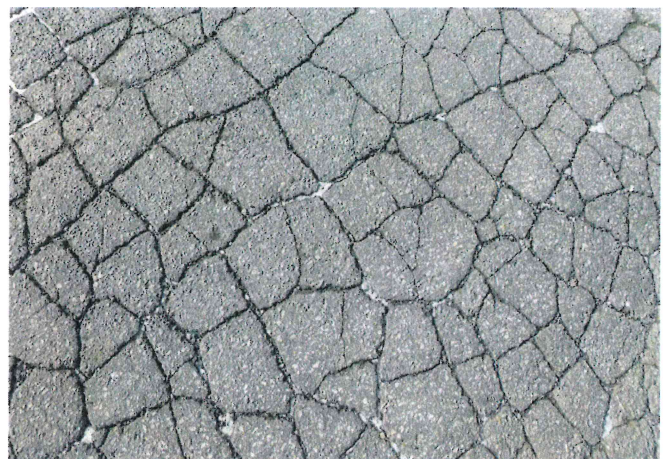


Figure 2

MRF and Landfill Access Road Asphalt Pavement Repair

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Area 2 in Figure 1 is one of the more critical locations at the site. This is the location where loaded vehicles turn east toward the landfill. Loaded vehicles that are headed to the MRF continue north. Conversely, this is also the location that empty vehicles leaving the landfill will turn right as they make their way to the site exit. The frequency of these heavy vehicle turning movements puts significant strain on the pavement. Considering the loads, the pavement has fared well as it has lasted beyond its expected service life.

In addition to the fatigue cracking, potholes have begun occurring and have made it difficult for vehicles to utilize the road.

DISCUSSION

This repair work is focused on the east side of the MRF where the significant pavement failures have taken place. The work includes removing the existing asphalt pavement in each area and recompacting and refurbishing the subbase materials. Once the subbase is recompacted a new layer of asphalt pavement will be installed to match the existing cross section depth of pavement.

FINANCIAL IMPACT

The budget proposal provided by Boyds Asphalt for the MRF and Landfill Access Road Asphalt Pavement Repair is \$54,000 for the scope of work; \$60,000 with a 11 % contingency included for possible unseen subsurface conditions. This was not included in the 2020/21 budget amount. However, adjustments will be made to incorporate the cost of this work within the \$5.7 million Capital Improvement Budget for FY 2020/21.

CONCLUSION

The MRF and Landfill Access Road Asphalt Pavement Repair will have multiple benefits to the District's staff and financials. This involves greater safety, efficiency of operations and access to recycling and disposal locations. Staff therefore recommends that the Board authorize the General Manager to execute a contract for MRF and Landfill Access Road Asphalt Pavement Repair with Boyds Asphalt Services for an amount not-to-exceed \$60,000.



David Ramirez, P.E.