



# Memorandum

## MONTEREY REGIONAL WASTE MANAGEMENT DISTRICT

Reviewed by: [Signature] Date: 10/18/2021  
General Manager

DATE: October 15, 2021  
TO: General Manager  
FROM: Senior Engineer  
SUBJECT: MRF and Charlie Benson Road Asphalt Pavement Repairs

**RECOMMENDATION:** That the Board authorize the General Manager to execute a contract with Boyds Asphalt Services for MRF and Charlie Benson Lane Asphalt Pavement Repair in the amount not-to-exceed \$75,000.

### 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. At the Board’s meeting in May of this year the Board authorized repairs of pavement around the MRF. During that work additional areas for paving were identified that had similar failures and were reaching their end of life, These areas are in need of replacement. The areas include additional locations around the MRF and the east and west ends of Charlie Benson Road. 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 1). This is a common failure mode for old asphalt that has seen frequent heavy loading and loss of sub-base strength. The repairs around the MRF are approximately 5,000 sf in area and the Charlie Benson Lane repairs are approximately 2,000 sf in area.



Figure 1

## DISCUSSION

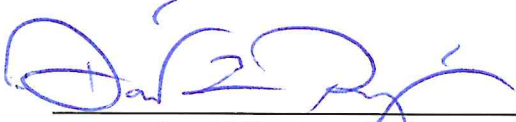
The pavement repairs at the MRF will consist of excavating to a depth of 12 inches to remove the failed pavement and some baserock, compaction of the exposed subgrade, and replacement of 6 inches of hot-mix asphalt concrete over 6 inches of Class 2 baserock. The pavement repairs at Charlie Benson Lane will only consist of a pavement overlay and pot hole repair due to the planned future capital project improvement at the intersection which is being designed. The areas chosen for repairs are the more critical locations at the site due to the high traffic loading. However, most of the site needs some form of pavement maintenance. In a separate scope of work, independent of this staff report, MRMWD staff has authorized Whitson Engineers to conduct a full site pavement assessment and management plan which will be brought to the Board for budgeting and approval at a latter date.

## FINANCIAL IMPACT

The budget proposal provided by Boyds Asphalt for the MRF and Charlie Benson Road Asphalt Pavement Repair is \$67,000 for the scope of work; \$75,000 with a 11% contingency included for possible unseen subsurface conditions. Boyds Asphalt was selected due to their consistent performance of providing a low bid on multiple prior projects and due to their availability to complete the work shortly. This repair cost was not included in the 2021/22 expense budget amount. However, adjustments will be made to incorporate the cost of this work within the Expense Budget for FY 2021/22.

## CONCLUSION

The MRF and Charlie Benson Road Asphalt Pavement Repair will have multiple benefits to the District's operations and the customer's use of the facility roads. This involves greater vehicle safety, efficiency of operations and access to recycling and disposal locations. The repairs will also mitigate the premature failure of adjacent pavement as ponding of water and infiltration will have been positively addressed by completing the repairs. Staff therefore recommends that the Board authorize the General Manager to execute a contract for MRF and Charlie Benson Lane Asphalt Pavement Repair with Boyds Asphalt Services for an amount not-to-exceed \$75,000.



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David Ramirez, P.E.