

MEMO



**Consent
Item #: 8**

Meeting Date: September 23, 2022

To: Board of Directors
From: Senior Engineer, David Ramirez
Approved by: General Manager, Felipe Melchor

Subject: Charles Benson Road Improvements

RECOMMENDATION: That the Board authorize staff to prepare a Request for Bids (RFB) and solicit construction bids from qualified contractors for the Charles Benson Road Improvements.

BACKGROUND

The one-mile entrance road that connects Del Monte Blvd. to the intersection with the entrance scales approach at ReGen Monterey’s facilities is known as Charles Benson Road. It is the only paved access road to the site and is vital to the site’s operations. The road is often used by over 1,000 vehicles per day. These vehicles include the following user groups:

- ReGen Staff, Customers, Deliveries, Contractors, and Visitors
- Monterey One Water Staff, Deliveries, Contractors, Customers, and Visitors
- Keith Day Composting Staff, Deliveries, Subcontractors, and Customers
- Last Chance Mercantile Staff, Deliveries, and Customers
- Don Chapin (Sand and Baserock) Staff, Deliveries, Subcontractors, and Customers
- Ramco Farming Staff
- Monterey County Water Resources Agency Staff (Rubber Dam on Salinas River)

Vehicles utilize Charles Benson Road to access various facilities both on and off ReGen’s property. Charles Benson Road is a paved asphalt concrete road that is approximately 24 feet wide and has trees on the north and south shoulders. In 2001, ReGen received a grant to overlay the road with rubberized asphalt. The rubberized asphalt project recycled approximately 4,000 tires and has performed well over the years given the heavy vehicle use of the road. However, the intersections at both ends of the road have reached the end of their useful life (a 11 - 20 year design life) and need to be replaced. The annual tonnage of materials delivered to the facility has more than doubled since the rubberized asphalt was installed and in that time many services and customers have been added to the user groups noted above.

The intersection at Del Monte Blvd. is a “T-intersection” with a single stop sign on the westbound exit lane on Charles Benson Road. There is no traffic control devices on Del Monte Blvd. This

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Let’s not waste this.



intersection also includes ReGen and Monterey One Water's entrance gate which is closed during ReGen's non-operating hours.

The intersection just west of ReGen's truck scales approach is a "crossroad intersection" with a four way stop. Eastbound vehicles can continue straight to access ReGen's scales, turn right to access Monterey One Water, Keith Day Composting site or Don Chapin's material site. Eastbound vehicles can also turn left to access the ReGen's Administration Building, Last Chance Mercantile or the Household Hazardous Waste Facility.

In recent years, the property just to the west of the Last Chance Mercantile has been considered as the site for the proposed Cal Am Desalination Plant. If this project materializes, it would add another entity to the list of Charles Benson Road users.

On occasion, the line of vehicles waiting to be serviced at the scalehouse can extend beyond the crossroad intersection just west of the scales. The vehicle que can sometimes block the right and left hand turn lanes and can require that users who need to turn (as mentioned above) wait until the que dissipates and allows them to enter their respective turn lanes.

DISCUSSION

As mentioned above, Charles Benson Road is the site's only paved access road. The deterioration of the pavement at these intersections has the potential to create potholes, uncomfortable driving experience, and with significant deterioration, serious operational delays to customers and various users to the site.

The proposed project has several objectives. They are aimed at restoring a useful pavement surface at either end of Charles Benson Road and improving circulation for the various site users at the intersection just west of the scales. The work includes the following scope:

- Replace intersection paving
- Restriping new lanes
- Add new wayfinding signage
- Extend the eastbound right and left hand turn lanes for greater que capacity
- Add an additional eastbound intersection lane to serve the scales
- Pilot the use of one-way tire spikes at entrance gate – outbound lane
- Improve the northbound shoulder width on Del Monte Blvd. for customer que capacity

A unique feature of this work is that it must be 'phased' in order for ReGen to maintain its normal operating hours. As a result, work will be done in phases with some construction occurring at night. This project requirement will add cost to the job and will be made known to the contractors at the time of bidding as it is an owner's operating requirement.

Rubberized asphalt was not included in the proposed project specifications for several reasons such as its limited availability and elevated cost. Absent the award of a grant, the installation of rubberized asphalt will likely be cost prohibitive to the District. Studies by CalTrans in their



“Crumb Rubber Report” in 2020 indicate that rubberized asphalt for a pavement rehabilitation project could be as much as 1.14 times more expensive as conventional asphalt paving. However, the scale of this project is small compared those performed by Caltrans and the District could expect anywhere from 1.5 to 2 times the cost to mobilize a rubberized pavement contractor.

A site map showing the areas of work is included as an attachment to this memo.

Authorizing the solicitation of bids for the Charles Benson Road Improvements will enable staff to obtain competitive construction bids for subsequent consideration by the Board of Directors for award of a public works construction contract.

FINANCIAL IMPACT

The Engineer’s Estimate for this work is \$2,045,000 and anticipates the need for phased construction as required for ReGen’s business operations. A cost sharing agreement for the project is being discussed between ReGen and Monterey One Water which could relieve the District of a small portion of the construction costs. Nonetheless, this work is included in the FY 2022/23 budget for capital infrastructure in the amount of \$2,150,000.

CONCLUSION

Charles Benson Road is the only access road to ReGen’s facilities. It serves multiple entities both on and off ReGen’s property, including Monterey One Water. The road is an essential piece of infrastructure for ReGen’s and Monterey One Water’s facility operations. The proposed improvements will improve circulation and restore pavement that has reached the end of its useful life. Staff therefore recommends that the Board authorize staff to prepare a Request for Bids (RFB) and solicit construction bids from qualified contractors for the Charles Benson Road Improvements.