

Basis FOR Analysis

- **Compliance with the Clean Water Act as set forth in a Consent Decree approved by the U.S. District Court of Guam in February 2004**
- **Layon site selected by Government of Guam and approved by the U.S. Environmental Protection Agency and the Guam Environmental Protection Agency.**
- **DPW Highways Division in conformance with the Consent Decree is to provide necessary roadway improvements to Route 4 between Route 10 and the Municipal Solid Waste Landfill turnoff**



Communications

- **Communications between Receiver Gershman, Brickner & Bratton, Inc. (GBB) and the Government of Guam Department of Public Works (DPW):**
 - Route review and improvements consistent with Consent Decree
 - Completion of improvements to meet new landfill opening date of September 2010
 - Transfer truck specifications
 - Schedule and cost for completion of improvements to meet Consent Decree
 - Planning and funding of improvements to Layon Municipal Solid Waste Landfill Haul Route



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Haul Vehicle Review and Analysis

- **Vehicle used for analysis**
 - Kenworth T800 Tractor
 - 45 foot Long Mac Transfer Trailer
 - 40 foot centerline tractor axle to centerline trailer axle
 - 102" max trailer width
 - Approximately 13 hauls per day
 - Type 3S2 36 Tons
- **Confirmed with local solid waste collection company (Mr. Rubbishman) that 45 ft long Mac Transfer Trailers will be used**





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Status Report on Bridges and Roads Repair/Renovations

Route 4 (Route 10 to MSWLF Turnoff)

- **Route Features**
 - Pago Bridge
 - Ylig Bridge
 - Togcha Bridge
 - Talofoto Bridge
 - Asalonso Area
 - 11 Route Miles
 - 2 lane to 4 lane roads
 - Speed limit varies from 25 mph to 35 mph







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Route 4 (Route 10 to MSWLF Turnoff)

- **Pago Bridge**
 - Single Span Girder Bridge
 - 70 ft Long & 69 ft Wide
 - Constructed in 1984
 - Load Rating per FHWA 2004 Inspection Reports
 - Type 3S2 45 Tons (Normal Traffic)
 - Type 3S2 75 Tons (Maximum Load)
- **Ylig Bridge**
 - Three Span Beam Bridge
 - 144 ft Long & 33 ft Wide
 - Constructed in 1968
 - Load Rating per FHWA 2004 Inspection Reports
 - Type 3S2 10 Tons (Normal Traffic)
 - Type 3S2 16 Tons (Maximum Load)

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Status Report on Bridges and Roads Repair/Renovations

Route 4 (Route 10 to MSWLF Turnoff)

• Togcha Bridge

- Single Span Tee Beam Bridge
- 46 ft Long & 46 ft Wide
- Constructed in 1972
- Load Rating per FHWA 2004
- Inspection Reports
 - Type 3S2 51 Tons (Normal Traffic)
 - Type 3S2 86 Tons (Maximum Load)



• Talofoto Bridge

- Three Span Girder/Beam Bridge
- 160 ft Long & 38 ft Wide
- Constructed in 1979
- Load Rating per FHWA 2004 Inspection Reports
 - Type 3S2 41 Tons (Normal Traffic)
 - Type 3S2 69 Tons (Maximum Load)



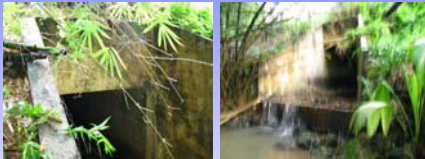
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Route 4 (Route 10 to MSWLF Turnoff)

• Asalonso Area

- Typhoon Damage
- Earthquake Damage
- Roadway & Embankment Repair
- Channel Bank Restoration/Protection



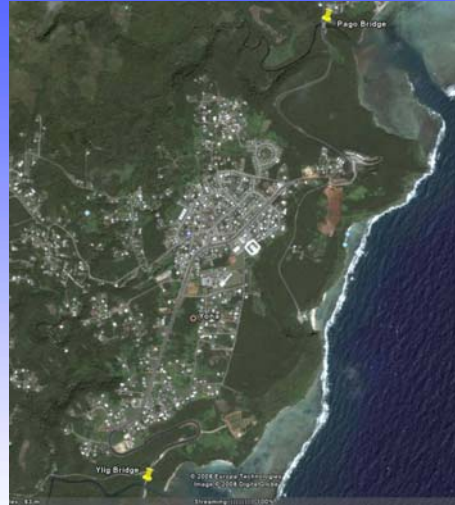
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Status Report on Bridges and Roads Repair/Renovations

Route 4 (Route 10 to MSWLF Turnoff)

- **Roadway Horizontal Geometry**
 - Widening at curves to prevent off-tracking
 - Widening to provide shy distance to guardrail



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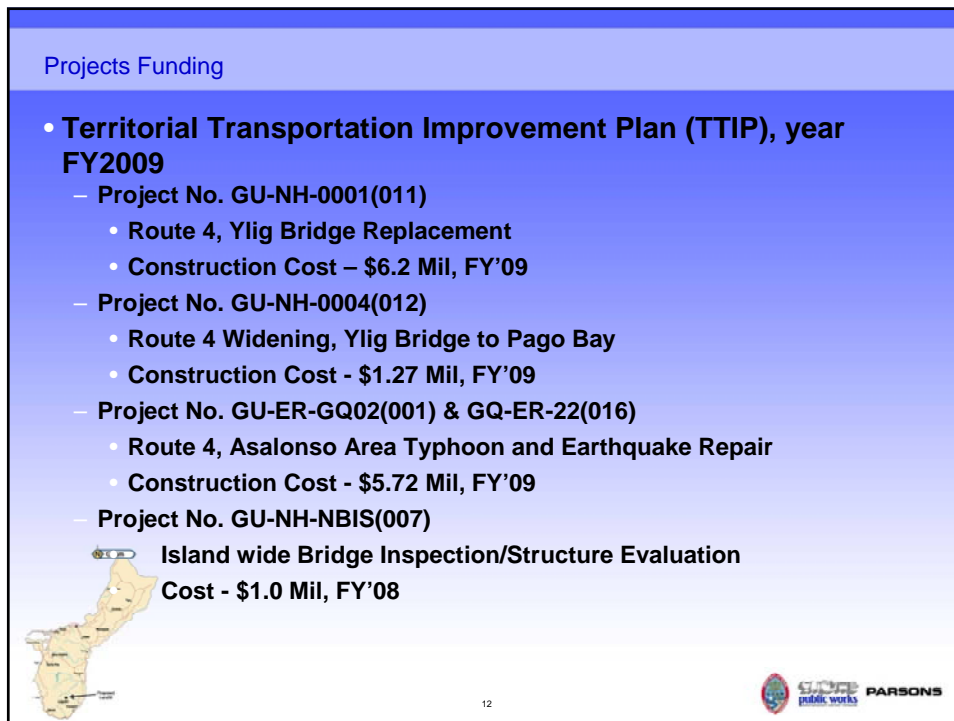
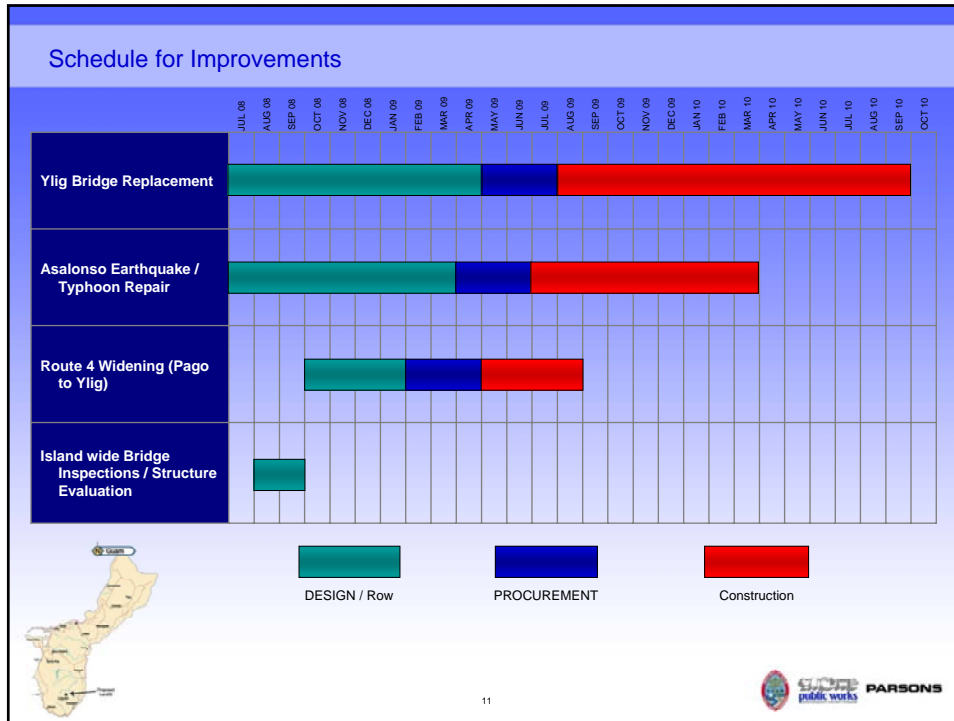
Layon Landfill Haul Route Improvements

- **Route 4 Improvements**
 - Based on transfer truck length, roadway geometry improvements required on Northern segment of Route 4
 - Ylig bridge has insufficient load carry capacity and needs to be replaced
 - Roadway embankment stabilization and channel slope protection required at Asalonso area to prevent failure of roadway
- **Analyzed improvements, but deemed unnecessary**
 - Climbing lanes for stretches of road north and south of Talofoto and Asalonso area
 - Posted speed limit is 25 mph & trips required by the transfer trucks do not warrant the addition of climbing lanes.
 - Pago, Togcha and Talofoto bridges have sufficient load carrying capacity. Upcoming inspections will reassess these structures and determine required repairs if necessary.



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Status Report on Bridges and Roads Repair/Renovations



Status Report on Bridges and Roads Repair/Renovations

Summary

- **In compliance with the US District Court Consent Decree...**
 - The Layon Landfill Haul Route (LLHR) has been established
 - The scope of work (Projects) necessary to establish the LLHR have been identified
 - The Projects have been scheduled for completion consistent with Receiver GBB late opening date of September 2010
 - Funding of the Projects have been identified in the Territorial Transportation Improvement Plan



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Next Steps

- **Clear all archaeological, environmental, right-of-way and utility issues**
- **Complete bridge inspections...Pago, Togcha, Asalonso and Talofoto...and institute corrective measures as necessary**
- **Finalize engineering analysis and design basis for Layon Landfill Haul Route**
- **Complete environmental/archaeological activities and award design contract to DBC for the replacement of Ylig Bridge**
- **Prepare, procure and award design-build contract for roadway improvements**
- **Asalonso project is in final design with DBC and currently addressing ROW issues.**



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Status Report on Bridges and Roads Repair/Renovations

Contacts and Resources

- **Government of Guam
Department of Public Works
(DPW)**

- **Director Larry Perez**
- Tel: (671) 646-3232
- Email: zerepyrral@yahoo.com

Division of Highways
- **Joaquin Blaz, BMA IV**
- **Acting Administrator**
- Tel: (671) 649-3121
- Email: kindob@gmail.com

- **PARSONS**

- **Jeff Fielder**
- Tel: (671) 648-1060
- Email: jeff.fielder@parsons.com

- **Robin Shishido**
- Tel: (671) 648-1051
- Email: robin.shishido@parsons.com

