City of Stoughton, 381 E Main Street, Stoughton WI 53589

RESOLUTION OF THE COMMON COUNCIL

Authorizing and directing the proper City official(s) to accept the change in the scope to the 2018 Yahara River Trail Extension and accepting the low quote of $42,835 from Roshon Construction

Committee Action: Finance Committee approved 6-0 on August 28, 2018

Fiscal Impact: ($18,959) including engineering costs-to-date

File Number:	R-158-2018	**Date Introduced:**	September 11, 2018

WHEREAS, the Parks and Recreation Committee of the City of Stoughton unanimously agreed to the change in scope to the 2018 Yahara River Trail Extension Project from asphalt to gravel, and

WHEREAS, the City of Stoughton Parks Recreation Director solicited bids for the asphalt trail on two (2) separate occasions with the lowest bid coming in at $87,000 for a project originally budgeted at $67,000, and

WHEREAS, Jim Wilcox, a member of the Rivers & Trails Taskforce, received three (3) quotes for the revised project plan resulting in the low quote of $42,835 from Roshon Construction broken down as follows: 1) Labor not to exceed $24,977; 2) Materials totaling $17,858, and

WHEREAS, your Finance Committee met on August 28, 2018 and authorized the change in the original scope of the project from asphalt to gravel and to accept the low quote from Roshon Construction totaling $42,835, now therefore

BE IT RESOLVED by the Common Council of the City of Stoughton that the proper city official(s) accept the change in the original scope of the 2018 Yahara River Trail Extension project from asphalt to gravel and to accept the low quote from Roshon Construction totaling $42,835.

Council Action: ☐ **Adopted** ☐ **Failed** **Vote** _____

Mayoral Action: ☐ **Accept** ☐ **Veto**

_____

Tim Swadley, Mayor Date

Council Action: _____ ☐ **Override** **Vote** _____

Yahara River Recreational Trail

Excavation Work

Item	Est. Qty	Unit	Rochon Construction 904 County Road 197 Flat Rock, AL 35966 Mark Rochon 256-608-2237 Bid Amount			Poblocki Paving Corporat ion 525 South 116th Street West Allis, WI 53214 Contact: Paul Sagan 414-476-9130 Bid Amount	Moll Construction Inc 2547 Dyreson Road McFarland, WI 53558 Contact: Mike Moll 608-770-3002 Bid Amount			Comments
Clearing & Grubbing	1	L.S.		$5,500	$5,500	$16,800.00		18500	$18,500.00	
Mobilization/Demobilization	1	L.S.		$3,500	$3,500	$2,400.00		2000	$2,000.00	
Excavation Cut - Offsite Disposal	592	CY		2.5337	$1,500	$11,366.40		25	$14,800.00	
Non-woven geottextile fabric Type 5A5	2072	SY		1.7	$3,522	$6,216.00		2	$4,144.00	
Crushed Aggregate Base Course-No. 57 gradiation	207.2	TON		31	$6,423	$4,475.52		20	$4,144.00	
Construction Entrance Tracking Pad	1	EA		400	$400	$1,800.00		1000	$1,000.00	
Crushed Agg. Base Course-No.2 or 3 gradiation	419.4	TON		$31.00	$13,001	$9,059.04		20	$8,388.00	
Hot Mix Asphalt-Type 3LT5828S			No Bid		$0	$0.00			$0.00	
Shoulder Restoration-Seed, Fertilize & Mulch	592	SY		2.16	$1,279	$2,841.60		1	$592.00	
Sawcut existing Bituminous pavement	30	LF		5	$150	$72.00		10	$300.00	
Limestone Screenings	240	TON		31.5	$7,560					
					$42,835.67	$55,030.56			$53,868.00	

Item	Est Qty	Unit	Unit Price	Unit Cost
Clearing & Grubbing	1	LS	$3,190.00	$3,190.00
23Mobilization/Demobilization	1	LS	$2,030.00	$2,030.00
Excavation Cut - Offsite Disposal	592	CY	$1.4696	$870,00
Non-woven Geotextile Fabric Type 5A5	2072	SY	$1.05	$2,175.60
Crushed Aggregate Base Course - No. 57 Gradation	207.2	TON	$17.98	$3,725.47
Construction Entrance Tracking Pad	1	EA	$232.00	$232.00
Crushed Aggregate Base Course - No 2 or 3 Gradation	419.4	TON	$17.98	$7,540.81
Shoulder Restoration - Seed, Fertilize & Mulch	592	SY	$1.253	$741.66
Sawcut Existing Bituminous Pavement	30	LF	$2.90	$87.00
Limestone Screenings	240	TON	$18.27	$4,384.80
			TOTAL	**$24,977.34**

(58% of original numbers)

5500.00.....3,190.00
3500.00.....2,030.00
1499.95.....870.00
3522.40.....2,175.60
6423.20.....3,725.47
400.....232.00
13001.40.....7,540.81
1278.72.....741.66
150.00.....87.00
7560.00.....4,384.80
42,835.67.....24,977.34

Notes: $42,835.34 – $24,977.34 = **$17,858.00**

1) Stone quote from Forever Sandfill is attached - totals for all base, gravel and screenings = 9,176.27
2) CFM quoted me $1.05/Cu. Yd. for geo. Fabric (2072 x 1.05) = 2,175.60
3) United Rental machine rental for 2 machines = 4,929.68
4) My fuel bill for the job = ...= 1,576.46

MY ESTIMATE OF JOB COST: .....total cost = $17,858.00

5) City of Stoughton is exempt from paying sales tax saving 5.5% or $895.00

Yahara River Trail Extension

Dan Glynn, CPRP

Parks & Recreation Director

Trail Details

- Connects to existing Amundson Trail
- Ends at the Stoughton Hospital trail
  - Connection to Ridge St
- 1,361 LF
- 10 Feet Wide

History

- Fall of 2015 - Cost Estimate
- Funding/Budget
  - Bryant Foundation - $30,000
  - Reserved Park Development Funds - $37,000
- Out for Bid – Spring & Summer 2018
  - One bid for $87,000
- Engineering & Bid Support - $5,000
- Gravel Trail Cost Estimates – Late Summer 2018
  - Rochon Construction - $43,000

Choosing the Right Trail Surface

Gravel vs Asphalt vs Concrete

Gravel Trails

Pros

- More natural looking to some people
- Good for flat areas out of flood plains
- Softer on joints (trail runners)
- Least expensive initial installation cost
- Can be retrofitted for asphalt surface
- Potential for cross country ski grooming
- Potential for motorized use (snowmobile/ATV)

Cons

- High ongoing maintenance costs
- Difficult to maintain consistent surface quality
- Environmental damage cause by gravel erosion
- More difficult to use in winter due to weather causing it to become soft
- Gravel migrates on steep slopes
- More difficult to ride bikes on steep slopes in loose gravel
- Wet weather causes a prolonged dirty surface compared to other options
- Limits some non-motorized user groups (roller blading)
- Less stability for running and walking in loose gravel
- More difficult to meet ADA surface standards (hard surface)
  - Rule of Thumb: Could a person ride a road bike (narrow tires) across the surface without leaving an imprint?

Asphalt Trails

Pros

- Best initial surface – Smoothness
- Less expensive than concrete and more expensive than gravel
- Ease of meeting ADA surfacing standards
- Crack filling and sealing is less expensive than replacing concrete panels
- Cleaner surface after rains
- Freeze/thaw resiliency
- Approximately 20 year lifespan

Cons

- Crack filling and sealing
- Impervious surface
- Less natural looking than gravel

Concrete Trails

Pros

- Best ADA surface long-term
- Does not washout in flood areas or on steep slopes
- Approximately 30 year lifespan
- Cleaner surface after rains
  - Commuter trails

Cons

- Most expensive option
- Harder on joints (runners)
- Less natural looking
- Impervious