

ITEM #:	34
DATE:	10-14-25
DEPT:	P&R

COUNCIL ACTION FORM

**SUBJECT: ADA HAYDEN HERITAGE PARK PATH REPLACEMENT PROJECT -
HARRISON ROAD PARKING LOT PATH TO MAIN TRAIL**

BACKGROUND:

On June 24, 2025, City Council awarded a contract to Caliber Construction, Adair, Iowa, to complete the replacement of the ten-foot-wide asphalt path at Ada Hayden Heritage Park with a twelve-foot-wide concrete path. Also awarded as part of the contract was the replacement of the four connecting paths that enter the park from Edgewater Court, Fletcher Blvd., Stone Brooke Road, and the Harrison Road Parking Lot. Caliber Concrete started the project the week of August 11 and is anticipated to be completed with the project in late October.

The paths connecting Fletcher Blvd. and Stone Brooke Road were specified to remain ten feet wide because of the lack of land available to increase these paths to twelve foot wide. The path connecting Edgewater Court was specified to remain eight feet wide, also due to the lack of space available to increase the width. The path connecting the Harrison Road Parking Lot to the main trail, previously ten feet wide, was specified to be increased to twelve feet wide in order to accommodate individuals that use the parking lot as a hub to enter the park.

During project development, staff received feedback from users in favor of the increased path width around the lake, as that was the main emphasis of the project. **Staff did not receive much, if any, feedback regarding the widths of the connecting paths.**

During a project observation visit in late September, staff noticed that Caliber Concrete had completed paths connecting Edgewater Court, Fletcher Blvd, Stone Brooke Road, and the Harrison Parking Lot to the main trail. **While at the park, staff measured the width of the path that connects to the Harrison Road Parking Lot. The width was measured at ten feet, instead of the specified twelve feet.**

Staff communicated with representatives from Caliber Concrete about the path not being constructed to the specified width. Caliber Concrete staff acknowledged its mistake and asked how the City would like it rectified. Staff requested the path be removed and replaced with a twelve-foot-wide path. **Caliber responded by presenting other options instead of removing the entire 564-foot-long path and replacing it in order to attain the twelve-foot-wide path. These are detailed in the alternatives below.**

ALTERNATIVES:

- 1. Leave the ten-foot-wide path as it is currently installed and authorize the Mayor to sign a five-year agreement with the contractor allowing the City to require replacement of the path with the specified width by the contractor at no cost to the City, if the City determines the wider path is necessary.**

This option is presented because this section has been installed and was previously a ten-foot-wide path. Additionally, staff did not receive any feedback stating that this section of path was a safety concern, and staff does not have any reports of any accidents occurring in the past.

Staff spoke with Caliber and they are willing to sign an agreement stating that they would replace the path, at no cost to the City, with a twelve-foot-wide path if over the next five years staff determines this section is a safety concern because of the ten-foot-width.

If this option is taken, the City Attorney's Office will develop an agreement with Caliber for the five-year period of which replacement could be required of the contractor at no cost to the City, and the Council should also authorize the Mayor to sign the agreement. This action would allow the project to continue moving forward rather than potentially delaying it.

It is important to note that payments for this project are not based on lump sum, but rather on quantities and a specified unit cost. Therefore, the City is only responsible for paying for the quantities that are installed/constructed. If the Council recommends this option, the City would not be charged approximately \$5,761 for the amount of concrete that was not poured.

- 2. Increase the width of the ten-foot-wide path to twelve feet by removing four feet of the current path (leaving six feet in place) and adding a six-foot wide portion of concrete along the entire length of the path.**

This option was presented by Caliber Concrete as a way to meet the twelve-foot width without having to remove the entire path that has been poured. Staff reviewed this option and agrees it would meet the specified twelve-foot width. **However, with this option there would be a control joint that would run parallel to the trail edge the entire length of the path. Over time control joints crack, become wider, and spall, creating safety concerns for bicyclists, roller blades, scooters, etc. Also, control joints will need sealing from time to time to prevent degradation from freezing and thawing. Having a control joint that runs the length of the path increases the amount of joints that will need to be maintained over the life of the concrete.**

If Council recommends this option, there would be no additional construction cost to the City, only added maintenance costs over the life of the concrete, and the project may take longer to complete.

- 3. Increase the width of the ten-foot-wide path to twelve-feet by adding a two-foot-wide portion of concrete along the entire length of the path.**

Similar to option two, this was presented by Caliber Concrete as a way to meet the specified twelve-foot width. **The same issues apply with this option as they do for Option 2.** Also, another goal of the project is to ensure the path looks uniform and constructed applying industry standards. **This option is not ideal as the appearance would obviously indicate that there was a mistake made with the necessary addition of the two-foot swath of concrete to meet the specified twelve-foot-width.**

If Council recommends this option, there would be no additional construction cost to the City, only added maintenance costs over the life of the concrete, and the project may take longer to complete.

4. Remove the current ten-foot-wide concrete path and replace it with a twelve-foot-wide concrete path.

This option is presented since a twelve-foot-wide path was intended and specified. This option would more than likely delay final completion of the project.

If Council recommends this option, there may be an additional cost of \$5,761 to the City for the amount of concrete not included in the original pour.

CITY MANAGER'S RECOMMENDED ACTION:

Staff has evaluated all options for this situation and does not recommend Alternatives 2 or 3, since both options have an additional control joint that would run the length of the path that will become a safety concern and require additional maintenance over the life of the path. That leaves Alternatives 1 and 4, which staff feels are the most reasonable solutions.

Alternative 4 would provide a path as it was specified and what was approved by Council. However, based on a review of the feedback received during the planning process, the lack of safety issues seen on that path previously at ten feet wide, conversations with Caliber, and the fact that the remaining connecting paths are 10 feet wide or less, it is the recommendation of the City Manager that Alternative 1 be pursued.

If Council agrees with the recommendation of Alternative 1, the ten-foot-wide path currently installed will remain. The City Attorney's Office will develop an agreement with Caliber Concrete, stating that Caliber would be responsible for removing and replacing the path currently in place with a twelve-foot-wide path if deemed unsafe by City staff within the next five years, starting the first day after final completion of the project, and Council should authorize the Mayor to sign the agreement.

ATTACHMENT(S):

[Harrison_Parking_Path_Detail.pdf](#)

[Ada_Hayden_Heritage_Park_-_Park_Connecting_Paths_Map.jpg](#)