



October 24, 2019

To: Columbia Association Board of Directors  
Milton W. Matthews, President/CEO

From: Dennis Matthey, Director of Open Space and Facilities Services

cc: Susan Krabbe, Vice President and Chief Financial Officer

Subject: Supplemental Pathway Information

The FY19 average installed cost for a 10-foot-wide pathway was \$51.21 a linear foot (labor at \$32.51 per foot and material cost \$18.70 per foot). The FY19 average installed cost for a 6-foot-wide pathway was \$51.37 (labor at \$40.16 per foot and material cost \$11.21 per foot)

Although it seems counterintuitive that a 6-foot-wide pathway would cost more than a 10-foot-wide pathway, a quick look at the extra labor associated with a 6-foot pathway will clear up any confusion.

Asphalt for 10-foot-wide pathways is delivered directly to the site using single-axle 10-ton dump trucks, which come in and out of the site on the 10-foot-wide pathway section. Asphalt for 6-foot-wide pathways is delivered to the site with 2-ton dump trucks, which have less of an impact on the open space and are better suited to the smaller quantities of asphalt that create the 6-foot-wide pathway section.

While much of the truck traffic associated with a 10-foot-wide pathway can be accommodated directly on top of the pathway surface, truck traffic associated with a 6-foot-wide pathway is always off the pathway surface on one side — and increases the area of disturbance and subsequent cleanup and regrading.

Where possible, smaller skid steer equipment is used to deliver asphalt to 6-foot-wide pathway projects, which reduces the area of disturbance for 6-foot-wide pathway construction but also increases labor cost. When a skid steer is used for pathway work, the material must be handled twice (once to supply the dump truck and then again to fill the skid steer bucket), and a skid steer bucket can accommodate no more than 1.5 tons of asphalt per load.

The 10-foot-wide pathways are a good fit for CA's primary pathway travel loops, both in regard to creating a safer environment for combined bike and pedestrian traffic and also reducing CA's long-term erosion management, snow and general debris program cost.