



Village of Marvin

DATE: July 17, 2024
TO: Village Council
FROM: Hunter Nestor, Planner and Zoning Administrator
SUBJECT: Preserve-Marvin Creek Connector Trail Options

Background

Below are the options Staff has researched. It is important to note that all these options will require some level of preliminary engineering and various studies that will be needed prior construction of the Marvin Creek Connector Trail.

Furthermore, there are two distinct components of preliminary engineering and studies to be conducted for these options: 1) floodway/rise/no rise assessments; and 2) Wetland Delineation/Determination AND mitigation plan. Both will have their own set of laws/guidelines to follow and respective agencies of coordination ASIDE from the Village's floodplain development permitting process (Article 18). There are other areas of potential increases depending on results found in these preliminary studies such as construction drawings that needed for CLOMR/LOMR submittal; wetlands confirmations/mitigation plans (if needed); field surveys for endangered species/mitigation plans.

Options

Option 1 (ORIGINAL ROUTE): is the original route of the trail which crosses the Regulatory Floodway (Marvin Branch) on the Preserve at Marvin Common Open Space Property and then follows the Greenway Easement on the Marvin Creek Common Open Space Property to tie into the existing Painted Turtle Trail.

Option 1 Cost Break Down:

- Blue Ridge Trail Works Quote: \$24,750
- Engineering: Analyzing the impact of the bridge would cost \$5,000 to \$15,000
- Surveying: Between \$5,500 and \$7,500
- Environmental and Wetlands: \$5,000 to \$8,000
- Additional Engineering and Studies: up to an additional \$20,000 (DEPENDING ON RISE ANALYSIS)



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Option 1 Notes:

- The bridge is proposed to be no longer than 24' (between ends of support).
- There is a FEMA floodplain Zone AE with a floodway (DFIRM 4456 Marvin Branch)
- The floodway scales to around 50' wide at the crossing location.
- Flood study could determine the following No-Rise Projected; or 2) Rise projected.
- If there is no-rise, the firm can assist in permitting with the Village of Marvin through its own floodplain development process. If there is a rise projected, the Village has two options:
 - 1) lengthen/rise the proposed bridge (engineered certified documents/plans would be needed); or
 - 2) Submit a Conditional Letter of Map Revision and/or a Limited Letter of Map Revision (otherwise known as “LOMR” or “CLOMR”). This process is an extensive process that would take over a year and would require a lot more involvement from firm and submittal application and would require Engineered approved documents for the bridge. Current permits are estimated around \$7,500-\$8,500 (not including engineering work needed to get to submittal). Staff would have to come back for additional appropriations for this if it cannot be absorbed in contingency in addition to competing with other potential needs as identified herein.

Option 2: is the reroute alternative is only a revision on the Preserve HOA Common Open Space property and does not change any of the proposed trail route on the Marvin Creek COS. **This is a high-level conceptual route and just an idea that the Village has been researching further.** This alternative is to reroute the trail on the Preserve COS property to cross the creek and run along the edge of the Preserve COS Property to the existing Marvin Creek Easement. The Village already has obtained an easement from the Marvin Creek HOA and no additional easements would be needed other than one from the Preserve HOA.

Option 2 Cost Break Down:

- Blue Ridge Trail Works Quote: \$27,750
- Preliminary Engineering: \$5,000 to \$10,000
- Surveying: Between \$5,500 and \$7,500
- Environmental and Wetlands: \$5,000 to \$8,000
- Additional Engineering and Studies: up to an additional \$20,000 (not likely for this option)



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Option 2 Notes:

- Would have to obtain easement from the Preserve HOA.
- Bridges would be out of floodplain and floodway, but Staff still recommend having preliminary engineering done to assure no adverse negative impacts occur. However, no floodway/rise/no rise certificates would be required for the bridges.
- If the trail is to encroach into the floodway in any portion (between bridges and painted turtle trail) then no rise assessments would have to be done but just for the trail portions that encroach.

Option 3: Would be to route the proposed trail along the west side of Marvin Branch and the Floodway that would run through the property located at 9683 Saddle Ave. This option would require an easement from the property owner.

Option 3 Cost Break Down:

- Blue Ridge Trail Works Quote: Currently not quoted but would estimate \$25,000 to \$30,000
- Preliminary Engineering: \$5,000 to \$10,000
- Surveying: Between \$5,500 and \$7,500
- Environmental and Wetlands: \$5,000 to \$8,000

Option 3 Notes:

- **There is simply no way to connect the Preserve trail (on the west Floodway) to the Marvin Creek Trail (east of floodway) without crossing the at some point.**
- It would still require at least 1 bridge to over the perpendicular tributary.
- Would require significant tree removal in order to reach the existing Preserve Trail from Saddle Ave.
- Saddle Avenue is also a Private Road and no dedicated pedestrian path.

Option 3A – Trail would follow the Easement on Preserve COS Property and then trail would follow the existing sewer easement to tie into the Marvin Creek Painted Turtle pathway. This would still require permitting and crossing the floodway and cost would be similar to Option 1.

Option 4: Any other alternative or project direction that Council wants to Consider



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Conclusion

Staff would like to emphasize that these proposed routes are conceptual and not drawn to scale and are for discussion purposes for the Village Council. Regardless of the option, if the project moves forward with one of these options, it would be flagged and surveyed by a professional land surveyor to ensure all compliance with our Floodplain Ordinance. This would include staking property lines, the regulatory floodway, and floodplain fringe lines.