



RECREATION COMMITTEE MEETING

TUESDAY, SEPTEMBER 6, 2022 | 6 PM

2nd committee meeting

The Committee will meet in Mauldin City Hall at 5 East Butler Road in the Council Chambers at 6 p.m.

The meeting will be available remotely through Zoom. Please visit the City's website at <https://cityofmauldin.org/your-government/meeting-minutes-agendas/> to access the meeting via audio and videoconferencing.
A quorum of Council will be present.

**RECREATION COMMITTEE MEETING
SEPTEMBER 6, 2022 6PM
CITY HALL - COUNCIL CHAMBERS
5 E. BUTLER ROAD**

Committee Members: Frank Allgood (Chair), Taft Matney, and Michael Reynolds

- | | |
|---|-----------------------------|
| 1. <u>Call to Order</u> | The Honorable Frank Allgood |
| 2. <u>Public Comment</u> | The Honorable Frank Allgood |
| 3. <u>Reading and Approval of Minutes</u>
a. Recreation Committee Meeting: August 1, 2022
[Pages 3-4] | The Honorable Frank Allgood |
| 4. <u>Reports or Communications from City Officers</u>
a. Recreation Director Bart Cumalander
i. Budget Review | The Honorable Frank Allgood |
| 5. <u>Unfinished Business</u>
There is no unfinished business. | The Honorable Frank Allgood |
| 6. <u>New Business</u>
a. Bridgeway Station Connection [Pages 5-12]
b. Gilder Creek Trail [Pages 13] | The Honorable Frank Allgood |
| 7. <u>Public Comment</u> | The Honorable Frank Allgood |
| 8. <u>Committee Concerns</u> | The Honorable Frank Allgood |
| 9. <u>Adjournment</u> | |

MINUTES
RECREATION COMMITTEE MEETING
AUGUST 1, 2022 6PM
CITY HALL - COUNCIL CHAMBERS
5 E. BUTLER ROAD
5th committee meeting

Committee Members present: Frank Allgood (Chair), Taft Matney, and Michael Reynolds
Others present: Recreation Director Bart Cumalander and Interim City Administrator Rebecca Vance

1. Call to Order- Chairman Allgood
2. Public Comment- None
3. Reading and Approval of Minutes
 - a. Recreation Committee Meeting: July 5, 2022

Motion: Councilman Matney made a motion to approve the minutes with one spelling correction with Chairman Allgood seconding. Councilman Reynolds was not present at this meeting and will not vote.

Vote: The vote was unanimous (2-0).

4. Reports or Communications from City Officers
 - a. Recreation Director Bart Cumalander

Mr. Cumalander reported that kids are participating in fall sports right now with fall baseball, tackle football, softball and soccer.

Mr. Cumalander thanked the Sports Center staff for opening the building for Beachin' Fridays so residents could use the restrooms, cool off, and get water.

i. Budget Review

ii. Recognition of employee

Mr. Cumalander thanked Andre Clark for his service to the department. He will be leaving to teach at Mauldin High School. He has affected many kids' lives in a positive way.

iii. CIP updates

Two vehicles have been ordered for the department. A RFP for Sunset Park fencing will be sent out.

5. Unfinished Business- There is no unfinished business.

6. New Business

a. Connection to Bridgeway Station

This item is a change order on the existing contract with Cely Construction to connect the footbridge to Bridgeway Station. There is a section that does not connect to the pedestrian bridge.

Kevin Talbot from Cely Construction and Mr. Jeff Cunningham from Aecom were both present. Mr. Talbot said the property needs to be surveyed to determine cost of construction. Mr. Cunningham said the biggest issue would be to determine the grade so that the project is ADA compliant. The trail will probably need to be lengthened because the grade looks to be too steep. The survey could be done in about three weeks and then it would come back to Council to finalize a design. The bridge may also end at the DOT right of way, and if so, an encroachment from DOT may be needed.

Councilman Matney asked what the plan would be to lower the grade if it is too steep. Mr. Cunningham answered the idea would be to swing it to the west and hopefully not have to switch back.

Chairman Allgood asked if there has to be a secondary permit since the bridge should already have an encroachment permit. Mr. Cunningham said the bridge has one, but there may be extra construction going into DOT's right of way. Councilman Allgood asked because of the gulley that is there, would this not be a bridge going into a bridge? Mr. Cunningham said it would probably be a pipe and fill. Chairman Allgood asked if everything would be owned by the City. Mr. Dyrhaug said the property is owned by Laurens Electric, but we have permission for the trail easement from them.

Councilman Reynolds asked if there was a reason this connection was not included with the project when it was previously approved. Mr. Dyrhaug did not have an answer. Chairman Allgood said there was a disconnect between staff and the developer of the Bridgeway Station property.

Motion: Councilman Matney made a motion to send this item to Council with Councilman Reynolds seconding.

Vote: The vote was unanimous (3-0).

7. Public Comment

Andre Clark said he appreciates everyone's comments and working for the City has meant a lot to him. He is happy he has positively impacted many lives.

8. Committee Concerns

Councilman Reynolds thanked Mr. Clark for all he has done for Mauldin Recreation.

9. Adjournment- Chairman Allgood adjourned the meeting at 8:06 p.m.

Respectfully Submitted,
Cindy Miller
Municipal Clerk

RECREATION COMMITTEE

AGENDA ITEM SUMMARY

MEETING DATE: September 5, 2022

AGENDA ITEM: 6a

TO: Recreation Committee
FROM: J.R. Charles, Community Development Director
SUBJECT: Consider Proposal from United Infrastructure Group (UIG) to Complete the Mauldin Trail

REQUEST

To consider a proposal by United Infrastructure Group for the final portion of construction of the Mauldin Trail. This construction project will create a completed trail between East Butler Road and the Bridgeway Station Pedestrian Bridge

HISTORY/BACKGROUND

The Community Development Department reached out to UIG to ask if they would provide engineering information/studies related to their original bid for the construction of the Mauldin Trail and the Bridgeway Station Pedestrian Bridge. Mr. Michael Gantt said that UIG had created a preliminary design of a trail based on an as-built study provided by AECOM. UIG did not have any other engineered drawings that showed a construction plan for the Mauldin Trail.

Following up on this conversation, Mr. Gantt expressed an interest to bid on completing the Mauldin Trail and connecting it to the Bridgeway Station Pedestrian Bridge. .

UIG has provided a proposal which includes the following:

- The proposal includes all design and construction based on the 2020 RFP originally issued by the City. UIG is proposing their plan as a unified project; in other words, it will include both the engineering design and construction in a single proposal. The proposal will be ADA compliant; it will exclude any signage/pavement markings since UIG does not know what is already constructed on the trail.
- UIG's quote assumes it will source material from the site in order to create a balanced construction profile. In other words, they would use the existing dirt at the site to create a smooth topography. This will prevent any trucking in of material to fill uneven terrain, as well as minimize the disposal of any materials offsite.
- UIG proposes that it will cut approximately 250 feet of existing trail in order to fill in the remaining 250 feet of required trail to make the connection to the Bridgeway Station Pedestrian Bridge.
- The proposed start date of the project is October 2022, but this timeframe is dependent on how UIG's other projects progress.
- The design estimate is \$30,000. The construction estimate is \$201,500. The total cost of the total proposal of \$231,500.

ANALYSIS or STAFF FINDINGS

UIG's proposed methodology for constructing the trail, namely the reclamation/reuse of existing trail to be used to construct the remaining portion of the trail, is a key consideration. The Preliminary Profile provided by UIG proposes the last 250 feet of the trail be used as material fill to construct the 250-275

feet of new trail which will connect to the bridge. By cutting the existing trail, UIG would create a shallower drop in grade, reducing the potential for a sharp change in grade/elevation. While the prospect of reclaiming and repurposing 250 feet of constructed trail is difficult to accept, the resulting topographical change to the trail will more even path to meet the bridge.

Hughes Investments is open to entering into partnership similar to the one created for the construction of the Bridgeway Station Pedestrian Bridge: create a public/private partnership between the City and Hughes Investment, allow Hughes Investment to select a contractor (in this case UIG), and the City enter into a reimbursement agreement with Hughes Investments for the completion of the construction project.

This is a decision regarding the financial capacity of the City relative to the timing of the opening the of Bridgeway Station Pedestrian Bridge. UIG is proposing a packaged project that encompasses both the engineering and construction of the remaining Mauldin Trail for \$231,500, and its start-time of October could mean a completion date of December 2022 or January 2023. This exercise in collecting a proposal from UIG gives the City a preview of the cost and timing to build the remaining portion of the trail, whether that is UIG or another entity.

FISCAL IMPACT

If the City Council accepts UIG's bid, it must identify a source for the \$231,500 proposal. This item was not identified in the FY-23 budget.

RECOMMENDATION

The Community Development Department recommends constructing the remaining portion of the trail. The decision to engage UIG for the project or engage with AECOM to fund an engineering study only is a City Council decision.

The advantages to choosing to engage with UIG are: up-front knowledge of the entire cost of the project, thereby creating the potential for a "Not To Exceed" cost scenario and the potential for continuity in construction by allowing UIG to construct both the Pedestrian Bridge and complete the trail.

The disadvantages of choosing UIG are: the City will be locked into a comprehensive contract for both the engineering and construction of the trail; UIG's availability may be undetermined due to its project load/schedule; and the opportunity cost of choosing UIG, thereby removing the potential for a construction quote from AECOM.

ATTACHMENTS

- "Swamp Rabbit Trail Connection to Pedestrian Bridge
- Email containing conversation between Community Development Department and Mr. Michael Gantt of UIG

1. Instructions

1.1. Submission of Proposals

To be considered, interested parties should send one electronic (.pdf) version of a fully responsive proposal. All proposals must be received on October 26, 2020 by noon (closing date and time) at which time they will be opened in the upstairs conference room at City Hall. Proposals can be emailed to mputnam@mauldincitysc.com or mailed to the following address:

City of Mauldin
Mark Putnam
5 East Butler Road
PO Box 249
Mauldin, SC 29662
(864) 289-8890

Offerors wishing to make changes to their proposals after submission but prior to noon may do so by submitting the revisions by fax, email or hard copy. It is the Offeror's sole responsibility to ensure the revisions are received by the City prior to the closing date and time. Proposals received after the closing date and time may not be accepted or considered.

Responses to this request for proposals will allow the City to rank the Offerors and enter negotiations with the Offeror whose proposal is deemed most advantageous to the City with price and other factors considered.

2. Introduction

2.1. Purpose

The City is requesting proposals from qualified contractors/firms for the design, build & construction administration for paving approximately ~~(0.25 mile)~~ of trail, eleven (11) feet wide, and related work such as quality control and assurance. Firms interested in providing the aforementioned services must prepare and submit a proposal in accordance with the Scope of Services in this Request for Proposals. The City will review proposals only from those firms that include all of the information required to be included as described herein (in the sole judgment of the City).

+/- 500' Remaining

2.2. Background

The City of Mauldin intends to construct a trail head and a section of the Swamp Rabbit Trail along a ~~.25 mile~~ easement. This section will serve as the City's first section of the Swamp Rabbit Trail and will ultimately connect to a pedestrian bridge that will span across I-385.

+/- 500' Remaining

3. Scope of Work

The Swamp Rabbit Trail is a 22-mile multi-use (cycling, walking and running) greenway that traverses throughout cities in Greenville County, SC. Currently, the trail commences in Travelers Rest and traverses through the City of Greenville, SC. The City expects that the trail will eventually connect to Mauldin. In anticipation of this future connection, the City has identified a location within the City to construct a section of the trail. The proposed trail will begin on East Butler Road near the Mauldin High School parking entrance for students and their athletic facilities and will traverse for a distance of approximately .25 mile as detailed in Attachment A. ~~In addition to the trail, the City intends to construct a brick entryway for accessing the trail.~~ Attachment B is a preliminary design for the entryway.

+/- 500' Remaining

+/- 500' Remaining

The proposed Trail shall be eleven (11) feet wide and approximately ~~0.25 mile~~ long and should include a six inch crusher run base course that is properly compacted. The Trail should be constructed per the attached specifications – Attachment C.

3.1. Project Manager

The Contractor will name a Project Manager who will be a single point of contact for City staff. The Project Manager will be ultimately responsible for, but not limited to, the coordination, quality control, invoicing, and successful completion of the project. The Project Manager shall also be responsible for efficiently coordinating the Program Team (utility coordination, right-of-way management, construction teams, etc.), furnishing all labor, materials, equipment, tools, transportation, and supplies required to complete the project in accordance with the Plans, Specifications and terms of the Contract. The Project Manager shall ensure the performance of all services required by this document, within budget and the scheduled completion dates. It shall be agreed and understood that all services performed shall be performed in the most highly professional and ethical manner and each project shall be in accordance with the highest industry standards.

3.2. Contractor Requirements

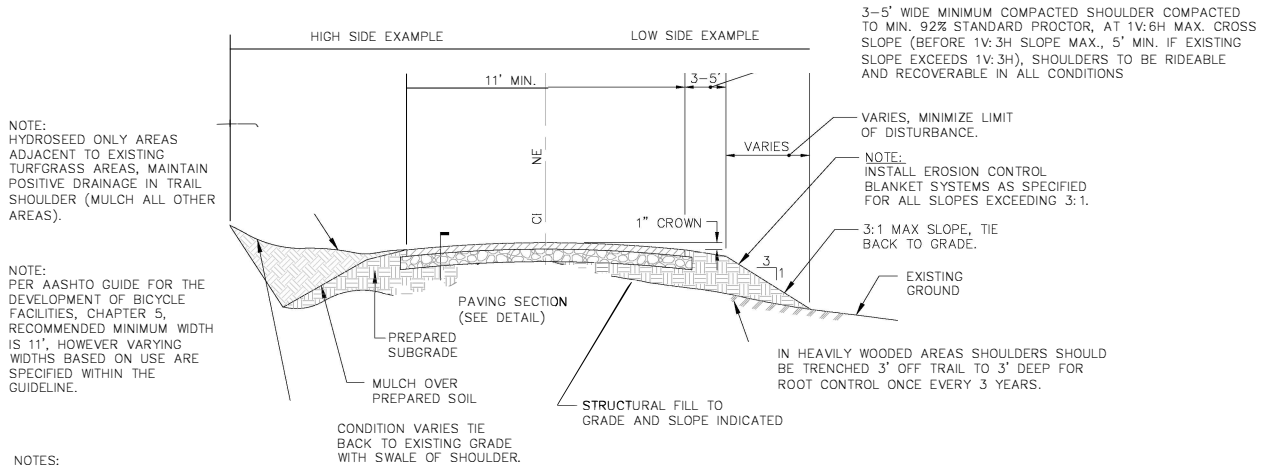
The Contractor will implement a Quality Assurance / Quality Control program to ensure material and construction practices conform to the latest published edition of the South Carolina Department of Transportation Specifications, Construction Plans (where applicable), the Contract and the enclosed Special Provisions. The work herein consists of applicable construction methods to apply asphaltic surface course to compacted six-inch crusher run base. Unless the means or methods of performing a task are specified or referenced elsewhere in this document, the Contractor shall employ methods, at a minimum, considered industry standard practices and conform to SCDOT and Specifications. This does not preclude the use of and/or suggestion of new and innovative construction practices.

The Contractor must be a licensed general contractor in the State of South Carolina, Reference: South Carolina Department of Labor, Licensing and Regulation, and South Carolina Contractors Licensing Board.

The Contractor may work any weekday that weather permits. Saturday and holiday work is not guaranteed, the City Point of Contact (POC) is to receive notification / schedule of intent to work. Work on Sundays is not allowed. The Contractor shall develop and maintain a proposed schedule of work to be submitted to the City. The schedule shall be provided in a bar-chart format listing the sequence of work within the contract time frame. As a minimum, construction schedules shall be updated bi-weekly and submitted to the City of Mauldin. Changes in the schedule must be reviewed and approved by the POC.

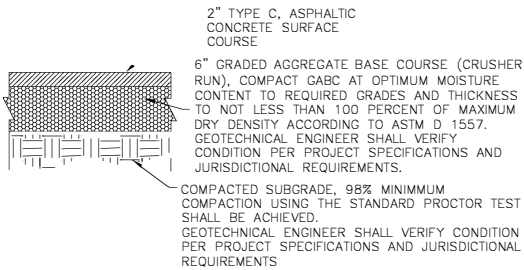
Prior to the beginning of work, the County will provide a public notice to inform the general public of the project. Written notification of at least ten (10) working days must be given to the POC. Notice to all applicable agencies, specified contacts, for roads that require preparation and/or adjustments by utility companies shall be the sole responsibility of the Contractor.

ASPHALT TRAIL SECTION

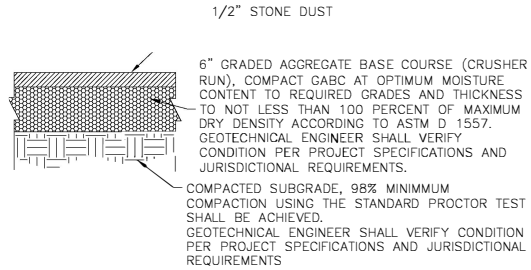


- NOTES:**
1. MINIMIZE TREE REMOVAL AND DISTURBANCE WHEN CLEARING FOR PATHWAYS.
 2. PREPARE SOIL TO A DEPTH OF 3", CLEAN AND FREE OF ALL ORGANIC LAYER (LEAVES/DEBRIS REMOVED)
 3. CROSS SLOPE OF TRAIL NOT TO EXCEED 2%.
 4. CONTRACTOR TO CONTACT GEOTECHNICAL ENGINEER IF ANY UNSUITABLE SOIL CONDITIONS ARE ENCOUNTERED, WHICH MAY COMPROMISE STRUCTURAL INTEGRITY OF PATH.
 5. ENSURE TRAIL AND SHOULDERS ARE CLEARED OF ALL TREES AND VEGETATION THAT COULD CAUSE ROOT GROWTH BELOW TRAIL BED.
 - ~~6. 4" DASHED OR SOLID CENTERLINE (THERMOPLASTIC OR RETRO REFLECTIVE PAINT DEPENDING ON TRAIL CONDITIONS).~~
 - ~~7. EVERY 1/10 OF A MILE PROVIDE ALPHA NUMERIC MILEAGE SYSTEM W/ 4" NUMBERING (THERMOPLASTIC OR RETRO REFLECTIVE PAINT) AND POSTS EVERY 1/2 MILE THAT ARE 2" MIN. FROM EDGE OF TRAIL~~

PAVING SECTION



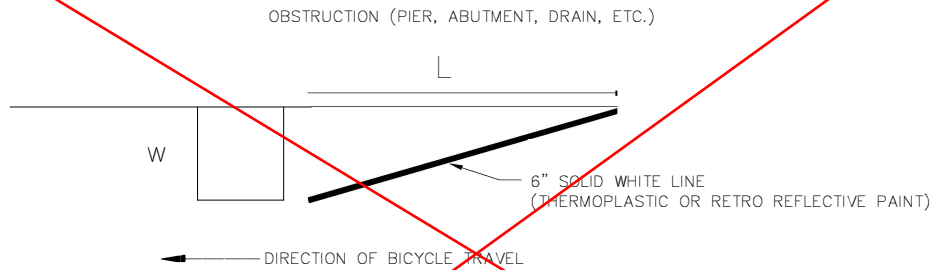
STONE DUST SECTION



PAVING NOTES

SUBGRADE, BASE COURSE AND PAVEMENT CONSTRUCTION METHODS SHALL MEET THE MINIMUM REQUIREMENTS OF THE SCDOT "STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION", LATEST EDITION.

OBSTRUCTION MARKINGS None Anticipated



$$L=WS$$

L=TAPER LENGTH (FT)

W=OBSTRUCTION WIDTH

S= BICYCLE APPROACH SPEED (MPH)

(20 MPH FOR GHS SWAMP RABBIT TRAIL)

NOTE: ALL EFFORTS SHOULD BE TAKEN TO ROUTE TRAIL TO AVOID VERTICAL OBSTRUCTIONS

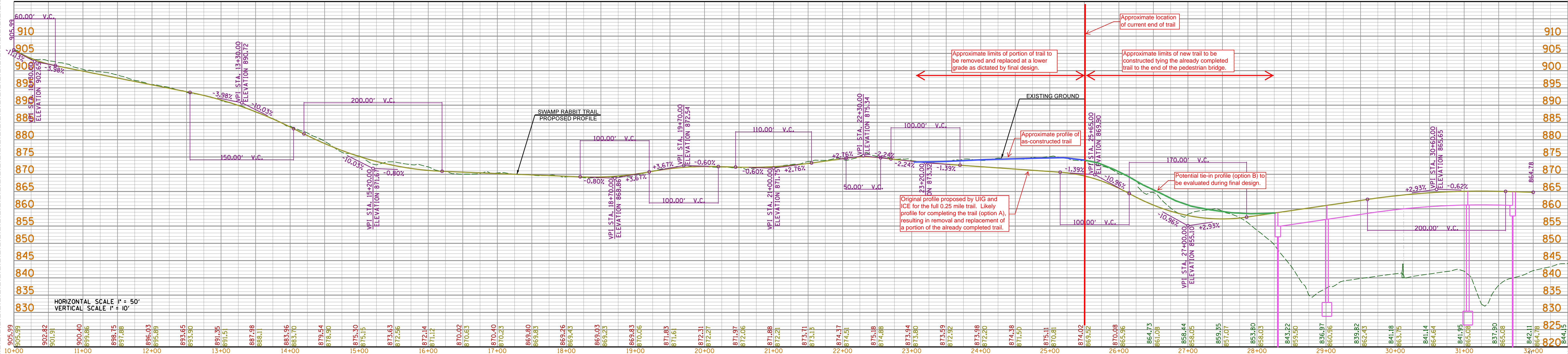
FIGURE 4-30

- Extensive Design-Build Experience | UIG and ICE collectively have worked on over 35 design-build projects totaling over \$3.5B involving trails, roads, bridges, ports, etc., most of which are in South Carolina. We have a keen understanding and familiarity with all facets of delivering a design-build project such as the Swamp Rabbit Trail, including the planning and permitting processes, design criteria and standards, incorporating quality and durability, maintenance of traffic and work zone safety, construction best-practices and techniques, and quality assurance/quality control. Some of our relevant design-build projects are included in the next section.
- Long-Standing Established Working Relationships | Through 20+ years and numerous successful projects working together, the staff of UIG and ICE have excellent working relationships that have resulted in the successful delivery of innovative high-quality projects delivered safely on schedule and on budget. These established working processes will be applied to this Project during every phase of delivery.
- Established Relationship with the CITY | UIG and ICE are currently working with the CITY and their developer to design and build the Bridgeway Station Pedestrian Bridge project within a fixed budget while incorporating the maximum amount of aesthetics possible and obtaining all approvals necessary from all agencies.

+/- 500' Remaining

Statement of Understanding | UIG and ICE fully understand the City of Mauldin's objectives and all features necessary for this ~~0.25 mile~~ multi-use trail from East Butler Road to the pedestrian bridge that we are currently designing/building. We will design and construct the Project in accordance with the RFP criteria and incorporate appropriate criteria from the AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities (July 2004) and AASHTO's Guide for the Development of Bicycle Facilities, including cyclist criteria such as 2' min. graded area adjacent to both edges of path, 5' min. separation between path edges and top of slopes over 1V:3H, 8' vertical clearance to obstructions, recommended grades no steeper than 5% with a graduated scale up to 11% or more for short distances, 5' min. separation from roadways, 2% max. cross slopes, and careful design of path-roadway intersections. ~~We will also provide a trail entrance at East Butler Road with expanded hardscape and landscape features that accommodates the existing substation driveway and trail entrance.~~ Most importantly, UIG and ICE will work integrally and cooperatively with City of Mauldin staff to design and build the final trail product desired and ensure the most cost-effective solution while delivering the adjacent project. ~~See Appendix C for our preliminary Plan and Profile for the Swamp Rabbit Trail Project.~~

APPENDIX B - SWAMP RABBIT TRAIL - PRELIMINARY PROFILE



JR – As discussed, please see the attached markups to the original trail RFP (from City of Mauldin) and from our proposal sent in response to the RFP. These documents show the scope we included in the \$231,500 quote we provided. Essentially, we have proposed to connect the last section of trail using the original requirements from the City’s 2020 RFP, excluding any signage/pavement markings since we don’t know what is out there on the already constructed portion of the trail. Additionally, our quote assumes we can waste excess material on-site and/or balance the site such that we don’t have to truck and dispose of any material offsite.

Design - \$30,000

Construction - \$201,500

Total - \$231,500

Completion date – 4/30/2023 (with an attempt to complete in the fall of 2022 based on resource availability)

Please let me know if you have any questions or need any additional information.

Thanks,

Michael

803-899-0178

RECREATION COMMITTEE

AGENDA ITEM SUMMARY

MEETING DATE: September 6, 2022

AGENDA ITEM: 6b

TO: Recreation Committee
FROM: Recreation Director Bart Cumalander
SUBJECT: Gilder Creek Trail

REQUEST

The Recreation Department is seeking guidance from City Council to decide how to move forward with the Gilder Creek Trail project.

HISTORY/BACKGROUND

The space selected for the Gilder Creek Trail was part of the Gilder Creek Multi-Use Trail Feasibility Study performed by Davis & Floyd for the City of Mauldin. The trail will be located between East Butler Road and Corn Road. This study estimated that the project would cost \$890,426. No funding for this project was budgeted in the FY 2023 budget.

The City applied for and received a SCPRT Recreation Trails Program Grant for \$66,000.89 for the Gilder Creek Trail project and has until April of 2024 to complete the project. This project may be affected by the SCDOT improvements to East Butler Road.

ANALYSIS or STAFF FINDINGS

After speaking with SCPRT, staff finds that there are three potential options for how to proceed with the Gilder Creek Trail project.

The options are as follows:

1. Not accept grant funding for this project at this time
2. Accept grant funding and complete full project by budgeting for the project in the FY 2024 budget.
3. Accept grant funding and construct trail with alternative trail surface and/or route and in-kind work to reduce costs within grant funding. SCPRT is amenable to this idea but the proposed work would need to be approved by them before construction.

FISCAL IMPACT

The estimated cost for the Gilder Creek Trail project is \$890,426. The City applied for and received a SCPRT Recreation Trails Program grant for \$66,000.89 for this project. No funding for this project was budgeted in the FY 2023 budget. A funding source has not been identified for the remaining cost of the full project.

ATTACHMENTS

-“Gilder Creek Multi-Use Trail Feasibility Study” for City of Mauldin

-State of South Carolina Department of Parks, Recreation and Tourism Recreation Trails Program project agreement