

## Legislation Details (With Text)

**File #:** 16-0629      **Version:** 1      **Name:**

**Type:** Report      **Status:** Agenda Ready

**File created:** 7/25/2016      **In control:** Work Session

**On agenda:** 8/9/2016      **Final action:**

**Title:** Discussion on the Harpeth River Watershed Feasibility Study and the Franklin Road Streetscape Project.

**Sponsors:** Paul Holzen, Jonathan Marston, William Banks

**Indexes:**

**Code sections:**

**Attachments:** 1. Presentation

Date	Ver.	Action By	Action	Result
8/9/2016	1	Work Session	acknowledged	

**DATE:** July 25, 2016

**TO:** Board of Mayor and Aldermen

**FROM:** Eric Stuckey, City Administrator  
Paul Holzen, Director of Engineering  
Jonathan Marston, Assistant Director of Engineering  
William Banks, Engineer I

**SUBJECT:**  
Discussion on the Harpeth River Watershed Feasibility Study and the Franklin Road Streetscape Project.

### Purpose

The purpose of this memorandum is to provide an update to the Board of Mayor and Aldermen (BOMA) on the Harpeth River Watershed Feasibility Study and Franklin Road Streetscape Project.

### Background

The May 2010 flood event created devastation throughout the Harpeth River Watershed and caused four fatalities and over \$480 million in direct economic impacts in the Harpeth River Watershed alone. For this reason the Department of the Army conducted a preliminary reconnaissance of the Harpeth River Watershed and found over 850 structures in the regulated floodplain within the basin located in the City of Brentwood, City of Franklin, Williamson County and Davidson County. In addition, they found aquatic ecosystem issues throughout the basin primarily involving stream bank erosion and loss of riparian buffers. On June 13, 2013 the U.S. Army Corp of Engineers (USACE), City of Franklin, Metropolitan Nashville and Davidson County, City of Brentwood and Williamson County signed a Feasibility Study Agreement to analyze alternative flood risk management options. The feasibility study evaluated numerous flood risk management options and provided

an analysis of cost and benefits associated with various projects. The USACE have determined that channel modifications at Franklin Road was considered to be economically justified within the City of Franklin.

The preliminary cost estimate provided by the USACE is approximately \$1,000,000. The City would be responsible for 35% of the actual cost (\$350,000). A portion of the Franklin Road Project (Harpeth River Bridge to Harpeth Industrial Ct) could be incorporated into this project allowing the City to utilize federal funds to help pay for some of the proposed roadway and pedestrian improvements. Accepting Federal Funds could delay the project. Staff has worked with the USACE to evaluate three options.

**Option 1** - Franklin Road as one Project. Accept the Federal funding and bid the entire project under Federal regulations and requirements. Assuming funding was available today, it is anticipated that we would be under construction in approximately 3-4 years.

**Option 2** - Franklin Road as two separate projects. Project 1 would be from the Harpeth River Bridge to BGA and would be subject to all Federal regulations and requirements. Project 2 would be from BGA to Hooper Lane and would follow standard City of Franklin requirements. Assuming funding was available today, Project 1 would be under construction in approximately 4-5 years and Project 2 would be under construction in approximately 3-4 years.

**Option 3** - Franklin Road as one project without USACE participation. Do not accept the Federal funding and incorporate the channel modifications into the City Project. The USACE would provide the modeling and FEMA approvals. The City would be responsible for the Design, ROW acquisition and Construction. If funding was available today, this project could be under construction in the next 2-3 years.

#### **Finical Impact**

<b>Option 1 - Franklin Road as one project</b>		
City Funding	USACE Funding	
\$50,000	\$0	Misc Design (TBD)
\$287,500	\$287,500	USACE Feasability Study
\$2,500,000	\$0	ROW
\$900,000	\$0	CEI
\$10,790,000	\$0	Construction
\$350,000	\$750,000	Channel Modification + 10
<b>\$14,877,500</b>	<b>\$1,037,500</b>	<b>Total Estimated Cost</b>

<b>Option 2 - Franklin Road as two separate projects</b>		
<b>Project 1 - Franklin Road (Harpeth Riverg Bridge to BGA)</b>		
City Funding	USACE Funding	
\$75,000	\$0	Additional Design (CT Co
\$287,500	\$287,500	USACE Feasability Study
\$1,740,857	\$0	Construction

\$350,000	\$750,000	Channel Modifications
\$2,453,357	\$1,037,500	Total Estimated Cost (Proj
<b>Project 2 - Franklin Road (BGA to Hooper Lane)</b>		
City Funding	USACE Funding	
\$75,000	\$0	Additional Design (CT Co
\$30,000	\$0	Additional Design (SSR)
\$50,000	\$0	Misc Design (TBD)
\$2,500,000	\$0	ROW
\$900,000	\$0	CEI
\$9,149,143	\$0	Construction
\$180,000	\$0	Construction (Temporary S
\$12,884,143	\$0	Total Estimated Cost (Proj
<b>\$15,337,500</b>	<b>\$1,037,500</b>	<b>Total Estimated Cost (Pr</b>

<b>Option 3 - Franklin Road as one project without USACE Participation</b>		
City Funding	USACE Funding	
\$50,000	\$0	Misc Design (TBD)
\$350,000	\$0	Channel Modification Deis
\$2,500,000	\$0	ROW
\$900,000	\$0	CEI
\$10,790,000	\$0	Construction
\$1,000,000	\$0	Channel Modification
<b>\$15,590,000</b>	<b>\$0</b>	<b>Total Estimated Cost</b>

**Recommendation**

Staff would recommend moving forward with Option 1.