LEFTHAND CREEK FLOOD CONTROL PROJECT

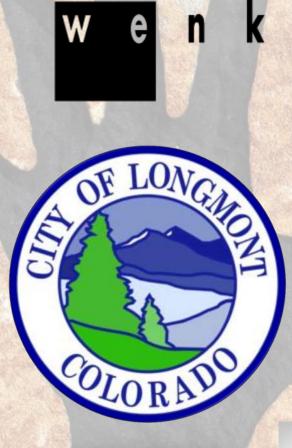
CASEM CONFERENCE 2013

Project Team

MULLER

FRQ

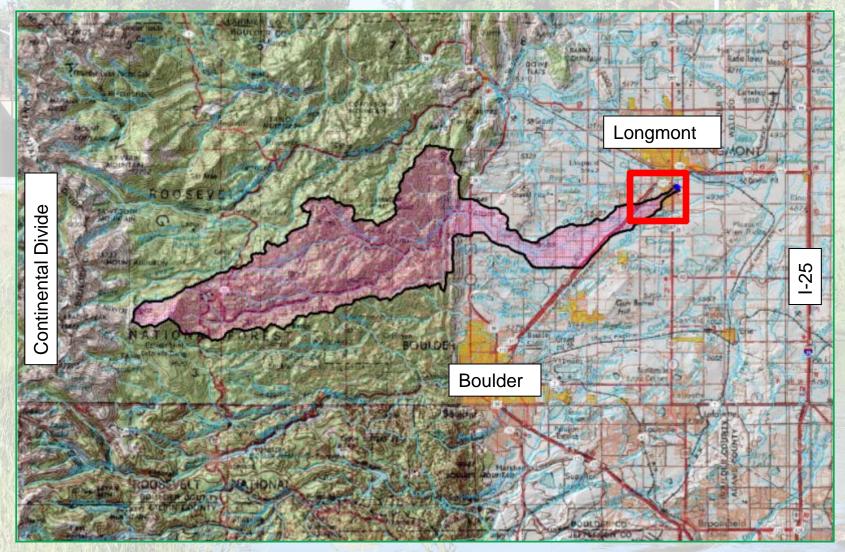
ERO Resources Corp.





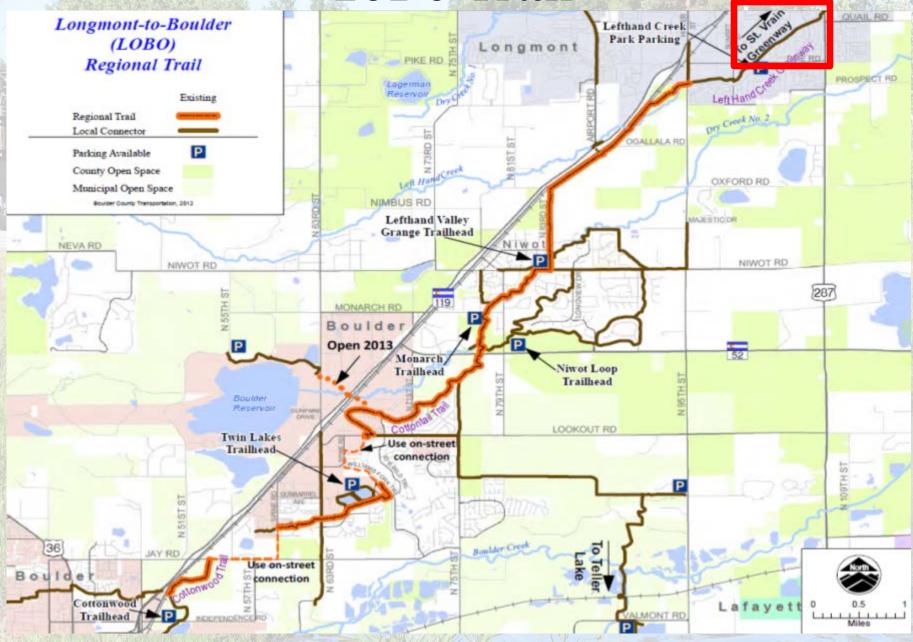


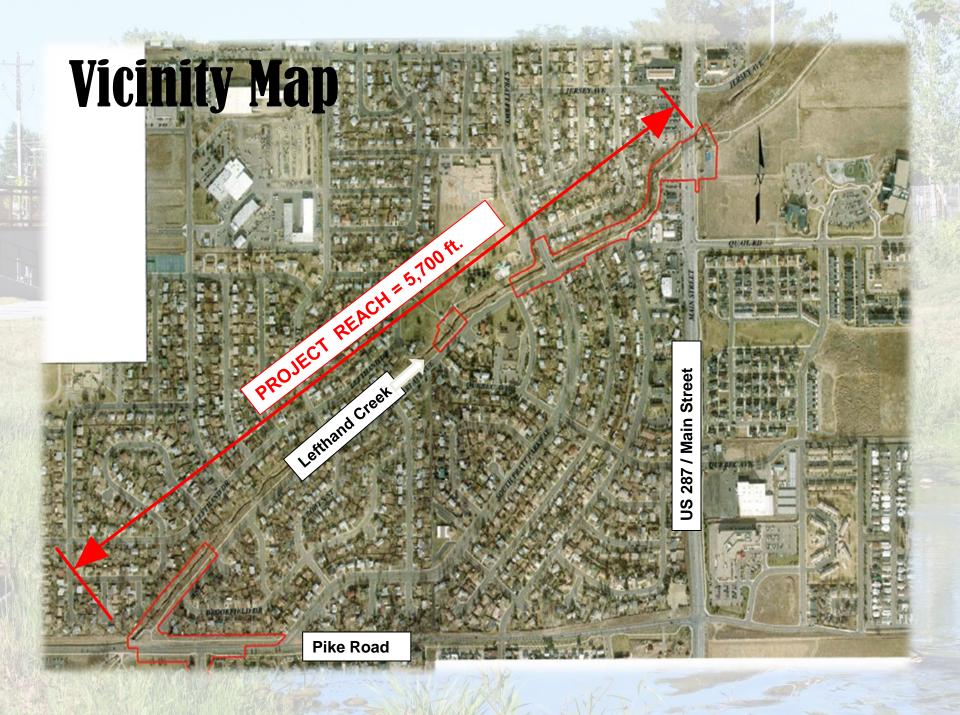
Project Location



Drainage basin area = 72 sq mi - 100-year flow rate = 5,000 cfs

LOBO Trail

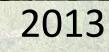




Development

1963





1969 Flooding





1995 Flooding

Regulatory Floodplain

LEFTHAND CREEK

Pike Road

Protection

S.

US281 Main street

(bridge





STRUCTURE IN THE REGULATORY 00-VR FLOODPLAIN

TOTAL = 114 BUILDINGS

NOTE: ADDITIONAL STRUCTURES COULD BE IN THE REGULATORY FLOODPLAIN BASED OFF FEMA'S ZONE AE LIMITS SHOWN ON THE FLOOD INSURANCE RATE MAP.

2007 Storm Drainage Bond

Ballot Issue 2B

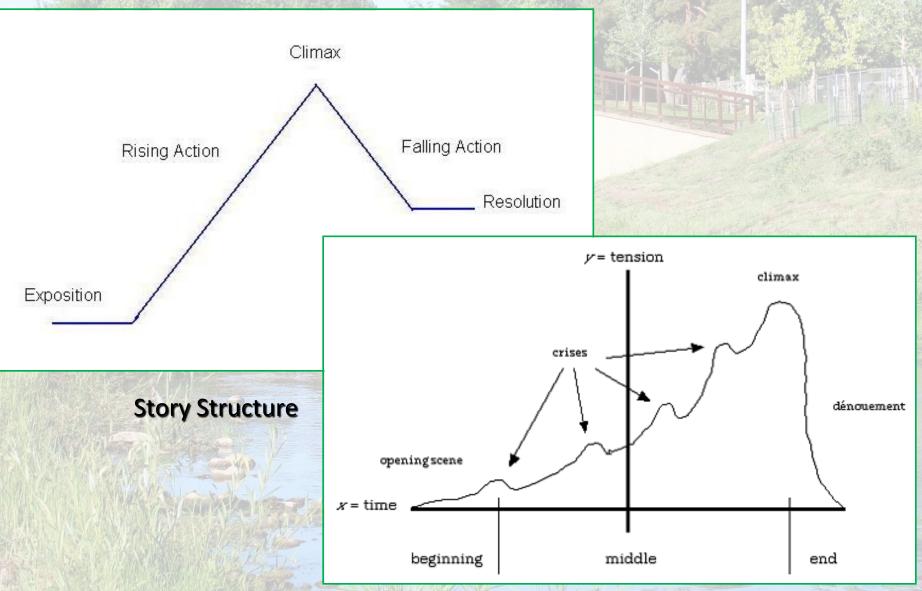
Improve City Storm Drainage System
Reduce risk of serious flooding
Lefthand Creek identified as a priority project

Process vs. Product





Great Story



CREEK

LEFTHAND

PIKE ROAD

S. Prat Provi

BIL

LEFTHAND CREEK

S. Prathymy

(bridge

US281 Main Street



REGULATORY 100-YR FLOODPLAIN (APPROXIMATED LIMITS)

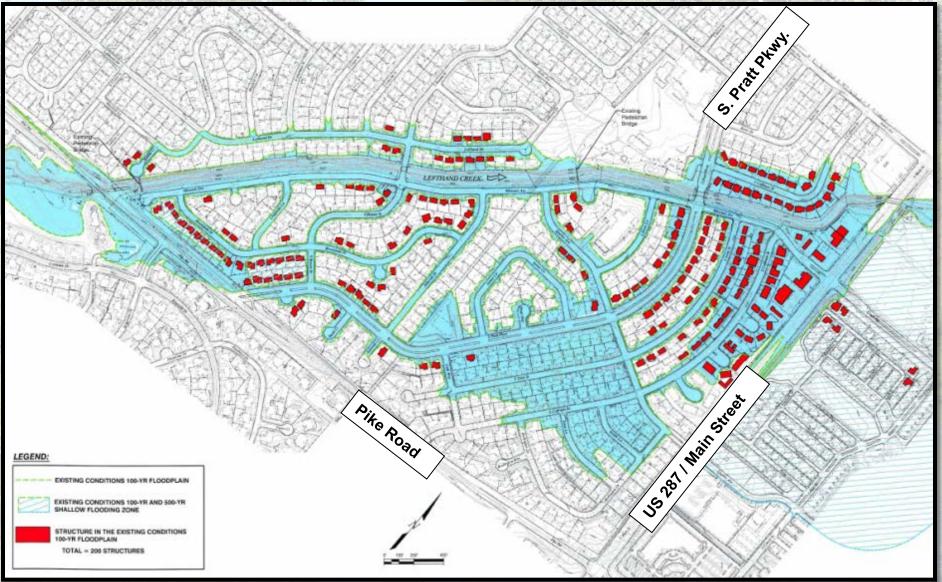
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Regulatory floodplain

Pitte Road



Existing floodplain analysis brings about more concerns

Good news: developed a plan to get all houses out and eliminate overtopping at US 287...

Good news: developed a plan to get all houses out and eliminate US 287 overtopping...

Bad news: plan costs over \$11 million (well above original \$2 million project budget)

Reorganize City **Funds**

> Apply for FEMA **Hazard Mitigation** Grant

Hazard **Mitigation Assistance Unified Guidance**



Hazard Mitigation Grant Program, Pre-Disaster Mitigation Program,

Federal Emergency Management Agenc Department of Homeland Security Washington, DC 20472

New Budget:

> Original Budget = \$2 million
> Additional Funding from City = \$2 million
> FEMA Grant = \$3 million
> Total Budget = \$7 million

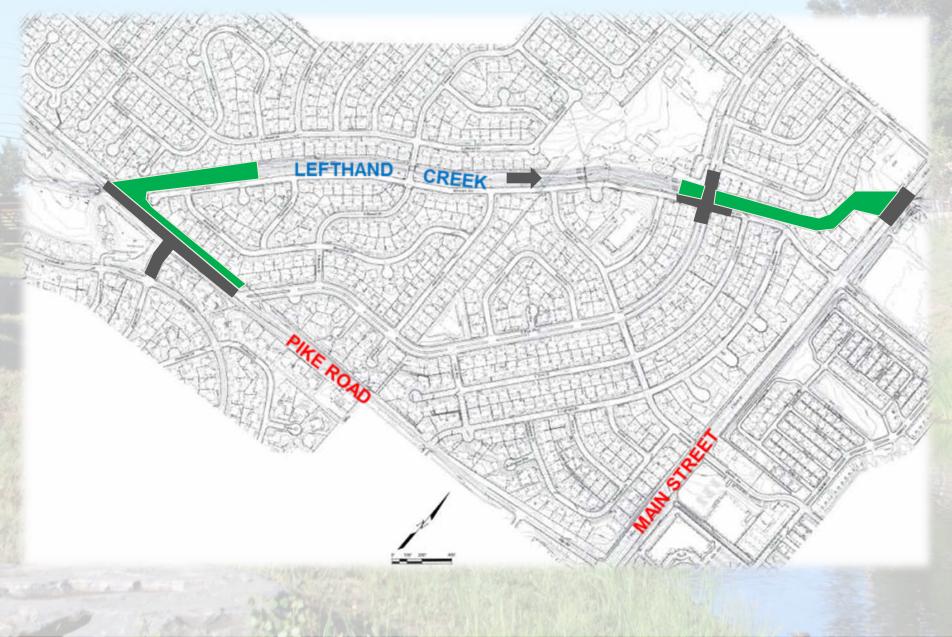
New Plan:

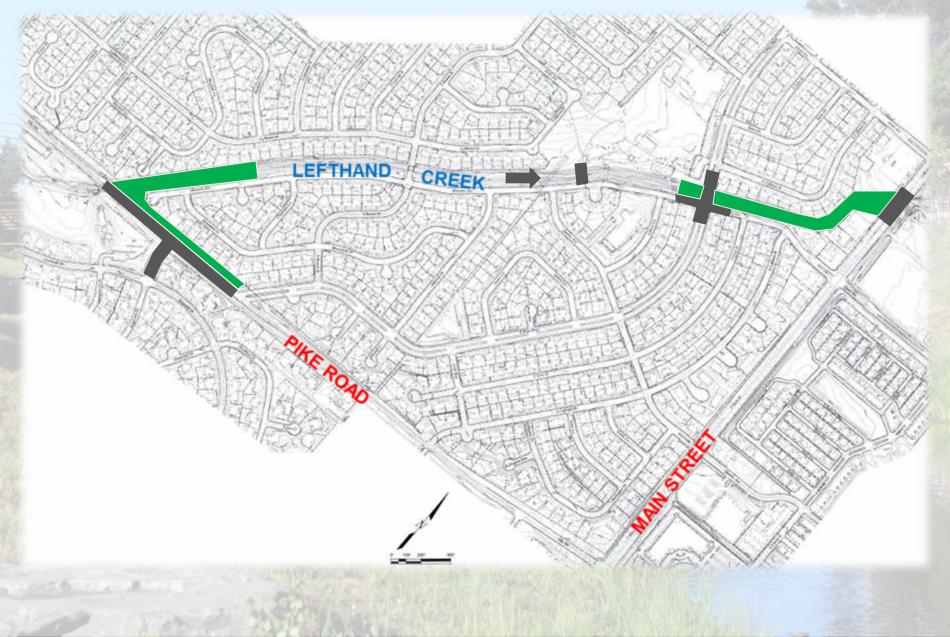
Eliminate Overtopping of US 287
Maximize flood mitigation for houses

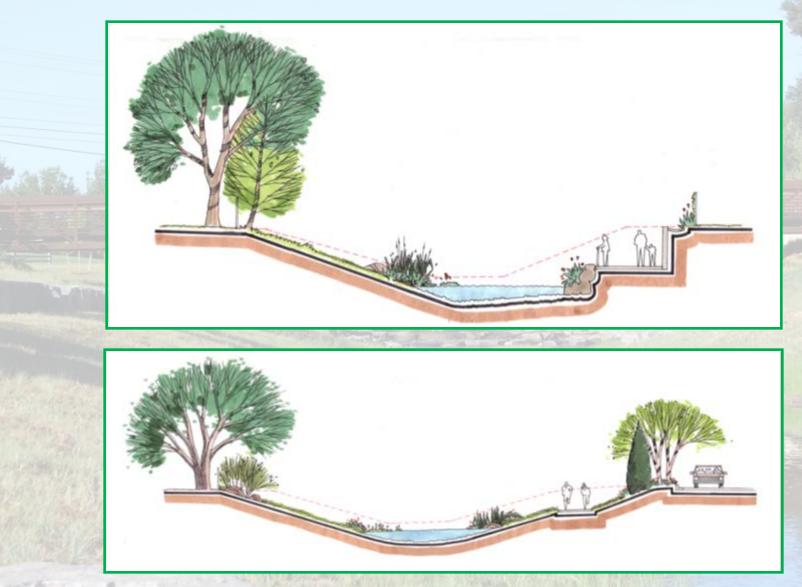


CREEK

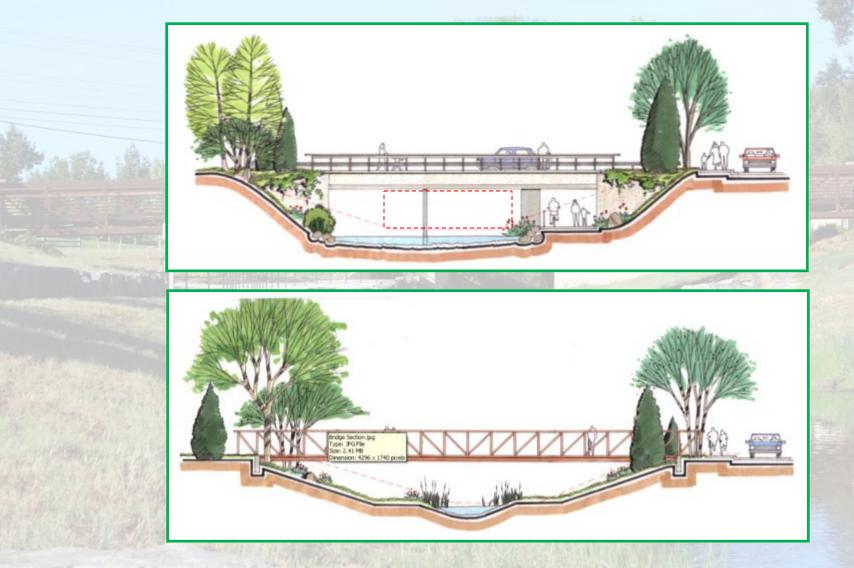
CREF







Typical Sections



Typical Sections

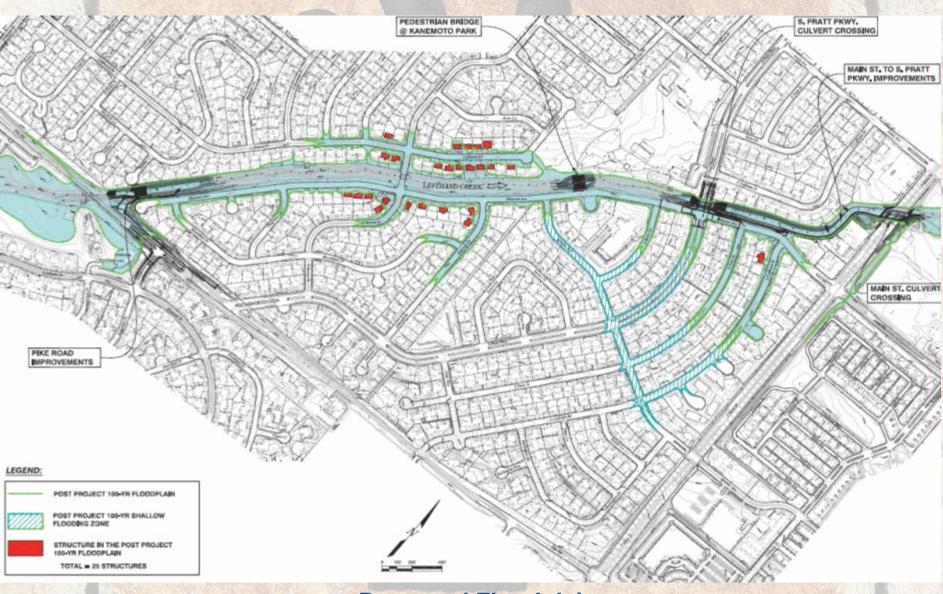


Existing Floodplain





Existing Floodplain



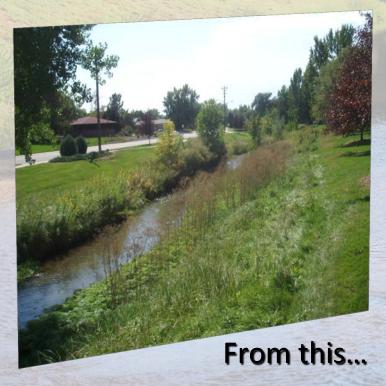
Proposed Floodplain

Environmental challenges

Get project team and regulatory agencies on same page

...to this

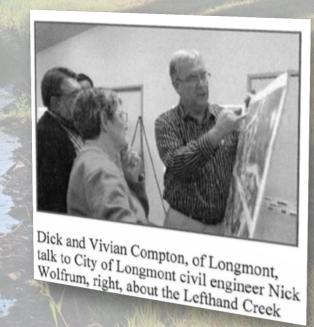
- Mitigate major tree removal
- Minimize capacity obstructing vegetation
- Maintain characteristics/functions below OHWM



Public Outreach Challenges

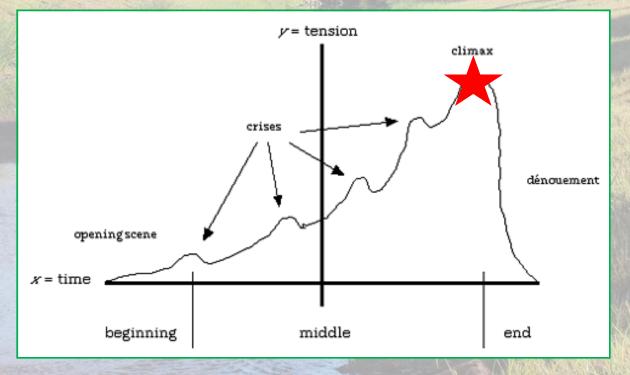
- Make residents part of the team
- Educate residents on floodplain process/benefits
- Incorporate desired design features (new ped. bridge)
- Address concerns related to construction disruption





Climax

- FEMA Grant awarded!
- > CLOMR application approved!
- Environmental clearances/permits issued!
- > Public outreach concerns addressed!



Resolution

Time to deliver the project...

- Added 20'x10' box culvert and 12'x8' ped cell to US 287 crossing
- Replaced 28'x8' S. Pratt Pkwy bridge with double 20'x10' box and 12'x8' ped cell
- 550 LF of 10' concrete retaining wall
- 190 LF of 8' concrete retaining wall
- 500 LF of 2.5' boulder retaining wall
- 1,100 LF of 3.5' boulder retaining wall
- 3,100 LF of bioengineered bank protection
- 2 grouted boulder drop structures (1.5' and 2.5' high)
- Raised 500 LF of Pike Road and 200 LF of Ridgeview Street
- Reconfigured 300 LF of South Pratt Parkway and 200 LF of Missouri Avenue
- Exported 30,000 CY of soil
- Replaced 2 pedestrian bridges (90' and 100' long)
- 4,000 LF of recreational trail
- 9 storm sewer renovations
- Relocated 450 LF of waterline and 100 LF of sanitary sewer
- Relocated 470 LF of irrigation ditch
- Planting of 170 trees, 1,700 shrubs, 8,900 wetland plugs, and 6.5 acres of seed

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AFTER



BEFORE

AFTER



BEFORE



AFTER

AFTER

AFTER

14 - 22 - 2

BEFORE

de las

AFTER



New Swale

New Road

> Judging Criteria

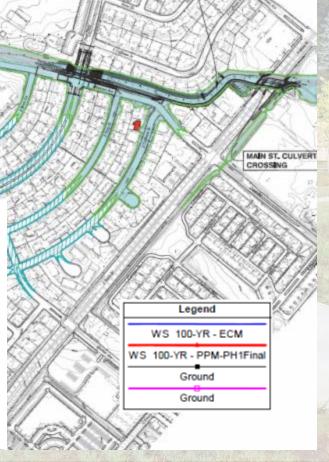
Best Seller...Or not? Enhancement of Public Health, Safety and Welfare

PEDESTRIAN BRIDGE

KANEMOTO PARK

Floodplain Improvements:

- Reduced flooded structures from 197 to 25
- Eliminated overtopping of US 287
- Reduced overtopping of South Pratt Parkway from 2.9' to 0.6'



S. PRATT PKWY.

CULVERT CROSSING

MAIN ST. TO S. PRATT

Best Seller....Or not? Enhancement of Public Health, Safety and Welfare

Trail Improvements:

- Eliminated at-grade trail crossing at South Pratt Parkway
- Increased capacity prior to trail overtopping at US 287
- Replaced 2 dilapidated pedestrian bridges





Enhancement of Surrounding Environment

- Maintained natural characteristics below the OHWM
- Incorporated step-pool sequences into drop structures
- Planted 170 trees, 1,700 shrubs, and 8,900 wetland plugs
- Water quality features incorporated to treat runoff



Creative, Unique, Innovative Solutions



- Complex hydraulic modeling
- Increased flood capacity without increased space
- Strategic selection and placement of plant materials
 - wetland grasses, not willows
 - trees with narrow trunks placed higher up on banks
- Alternate funding source through FEMA grant

Multiple Objective Management



- Provide a safe drainage corridor
- Protect existing infrastructure
- Provide facilities to enhance recreational value
- Establish a wildlife friendly environment
- Improve water quality
- Improve roadway/traffic facilities
- Make efficient use of dollars

Problem Solutions, Budget Goals, and Time Schedule

Construction Costs:

- City of Longmont = \$4,000,000
- FEMA = \$3,000,000

Schedule:

- Floodplain Study: 5/2008 5/2009
- Final Design/CLOMR: 5/2009 11/2010
- FEMA Grant Process: 11/2010 8/2011
- Construction: 9/2011 12/2012
- > LOMR: 12/2012 Present

A Model for Other Communities and Projects

- Proactive in identifying and funding flood mitigation projects
- Working through Pre-NFIP constraints:

-high flooding potential with little room for expansion-

- Balancing public safety, environment, and recreation
- Persistence in working through obstacles to achieve project goals



Sequel...



2nd Phase defined to eliminate flooding of remaining houses.
On City's Future Projects List for \$4 million



