

*1. Administrative Details*

**Proposal Name: Turkey Creek Basin Flood Damage Reduction Modification**

**by Agency: City of Kansas City, Missouri**

**Locations: KS,MO**

**POC Name:**

**POC Phone:**

**POC Email:**

**Date Submitted: 09/23/2015**

**Confirmation Number: 510b33d3-4c82-406d-9de3-c8c925cf694b**

*Supporting Documents*

<b>File Name</b>	<b>Date Uploaded</b>
9B 20150917 Turkey Creek Support Schutte.pdf	09/23/2015
2A Turkey Creek Basin Support Letter KCMO.pdf	09/23/2015
2B Turkey Creek Support UG.pdf	09/23/2015
9A Turkey Creek Support letter Rosedale 9 22 2015.pdf	09/23/2015
9C Turkey Creek Basin Modification 2016 Request Data Sheet.pdf	09/23/2015

*2. Provide the name of the primary sponsor and all non-Federal interests that have contributed or are expected to contribute toward the non-Federal share of the proposed feasibility study or modification.*

Sponsor	Letter of Support
City of Kansas City, Missouri(Primary)	<p>Our request for the Turkey Creek Flood Damage Reduction Project is modification to authorized total project cost to \$152,000,000 fully funded. We understand our role as the Local Sponsor, along with the Unified Government of Wyandotte County and Kansas City, Kansas (UG) as the co-Local Sponsor, will be to provide the 35% cost share of the National Economic Development (NED) Plan and 100% of the incremental costs which is the difference between the NED and the Locally Preferred Plan (LPP). We understand that in order to move beyond the current authorized cost, approval of a Post Authorization Change Report (PACR) will be required. Kansas City, Missouri as the co-Local Sponsor has the financial capabilities to satisfy our obligations under the Project Cooperation Agreement between the Department of the Army and the Unified Government of Wyandotte County, Kansas City, Kansas, and the City of Kansas City, Missouri for the Construction of the Turkey Creek Basin, Kansas City, Kansas and Kansas City, Missouri Flood Damage Reduction Project at the modified total project cost of \$152,000,000. The benefits of the project are more than \$5 Million annually through channel widening, levee construction, tunnel modifications and construction of hillside interceptors. These benefits cannot be achieved without the requested modification to complete the project.</p>
Unified Government of Wyandotte County/Kanss City, KS	<p>The Unified Government of Wyandotte County/Kansas City, KS (UG) expresses our support for the recommended cost increases to the Turkey Creek Flood Damage Reduction Project. We understand our role as the Local Sponsor, along with the City of Kansas City, Missouri (KCMO) as the other Local Sponsor, will be to provide the 35% cost share of the National Economic Development (NED) Plan. UG supports the modification of the project to increase the total project cost to \$152,000,000 and we are prepared to have the financial capabilities to support our increased project contributions. We believe that the additional costs are justified based on the unforeseen changes during design and construction. These have included unknown tunnel conditions, soil quality in levee path, and additional utility and railroad relocation fees. We understand that the our portion of the local sponsor cost share includes local acquisition or provisions of all cash, lands, easements, rights of way, relocations, and disposal areas (LEERD) and that land values are based upon the appraised fair market value. The UG understands that ownership, operation and maintenance of the project after construction, and the acceptance of work are the Local Sponsor's responsibility. The flood threat associated with Turkey Creek is a serious risk to loss of life, as well as, a severe economic impact to the area. We desire to move forward with the recommended project as expeditiously as possible and we firmly express the</p>
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***3. State if this proposal is for a feasibility study, a modification to an authorized USACE feasibility study or a modification to an authorized USACE project. If it is a proposal for a modification, provide the authorized water resources development feasibility study or project name.***

[x] Modification to an Authorized USACE Project : Turkey Creek Flood Damage Reduction Project

***4. Clearly articulate the specific project purpose(s) of the proposed study or modification. Demonstrate that the proposal is related to USACE mission and authorities and specifically address why additional or new authorization is needed.***

Project is located along I-35 and SW Blvd in KC, KS and KC, MO, in a highly traveled business corridor, with damaging floods experienced every 3 - 5 years. Flooding occurs as a result of overflow from the Turkey Creek channel and runoff from the adjacent hillsides, with 10 feet depth of flooding along SW Blvd for the 25-year event, and flooding of I-35 occurring twice in the past decade. Additionally, the 1919 Turkey Creek tunnel constructed to divert the channel away from the W. Bottoms stockyards by sending it directly to the Kaw River, was in disrepair and unable to continue to safely carry flow; large voids had developed along the sides of the tunnel threatening its stability. Two upstream RR bridges were severely constricting the channel opening and caused flows to back up, overtop the channel banks and run along SW Blvd where the most severe flood damage occurs. The completed works consist of: Tunnel repair, 3.8 and 4.4 RR relocations, Levee/Environmental Enhancements, Walled Channel, Restored Channel, KS Interceptors, and Mill Street Bridge Relocation. Bids are being reviewed for construction of the first phase of the MO Hillside Interceptor taking the project to the 902 limit. This authorization request is needed to complete construction of the remaining phases of the MO Hillside Interceptor to mitigate impacts of the drainage area presenting the highest risk of flooding along SW Blvd. Cost increases have occurred due to unknown expense of the tunnel cavitation and erosion, additional requirements set forth by BNSF to relocate the two bridges to facilitate continued RR operations during construction, additional utility relocations, and differing site conditions. These modifications have caused cost and schedule increases. A Post Authorization Change Report has been submitted to Corps Headquarters by the Northwestern Division for consideration.

5. To the extent practicable, provide an estimate of the total cost, and the Federal and non-Federal share of those costs, of the proposed study and, separately, an estimate of the cost of construction or modification.

	Federal	Non-Federal	Total
<b>Study</b>	\$1,000,000	\$1,000,000	\$2,000,000
<b>Construction</b>	\$18,200,000	\$9,800,000	\$28,000,000

**Explanation (if necessary)**

Authorized Total Project cost is approximately \$124 million. Estimated Total Project Cost is approximately \$152 million. The cost increase is \$28 million at \$18.2 M Federal/\$9.8M Non-Federal Sponsor cost share. Cost increases have occurred due to unknown expanse of the tunnel cavitation and erosion, additional requirements set forth by BNSF to relocate the two bridges to facilitate continued RR operations during construction, additional utility relocations, and differing site conditions. These modifications have caused cost and schedule increases.

***6. To the extent practicable, describe the anticipated monetary and nonmonetary benefits of the proposal including benefits to the protection of human life and property; improvement to transportation; the national economy; the environment; or the national security interests of the United States.***

Project area is located primarily along I-35 and Southwest Boulevard in Kansas City, Kansas and Kansas City, Missouri, in a highly traveled business corridor, with damaging floods typically experienced every 3 to 5 years. Flooding occurs as a result of overflow from the Turkey Creek channel and runoff from the adjacent hillsides, and the current depth of flooding along Southwest Blvd is 10 feet for the 25-year event, and flooding of Interstate 35 has occurred twice in the past decade. Additionally, the Turkey Creek tunnel constructed in 1919 to divert the channel away from the West Bottoms stockyards by sending it directly to the Kaw River, was in disrepair and unable to continue to safely carry flow; large voids had developed along the sides of the tunnel threatening its stability. Two upstream railroad bridges were severely constricting the channel opening and caused flows to back up, overtop the channel banks and run along Southwest Boulevard where the most severe flood damage occurs. More than \$5 Million in annual benefits will be achieved through channel widening, levee construction, tunnel modifications and hillside interceptors.

**7. Does local support exist? If ‘Yes’, describe the local support for the proposal.**

Yes

### **Local Support Description**

The City of Kansas City, Missouri is submitting this request and has included a letter of support from the non-federal sponsor partner. Letters of support are also provided by Rosedale Development Association and Schutte Lumber Co. Additional project supporters are as follows: MOARC, Turkey Creek Bi-State Association, Mid-America Regional Council (MARC), Kansas Department of Transportation (KDOT), Central Industrial District Association (CIDA), Kansas City Industrial Council (KCIC), DST Realty, Boulevard Brewing Co., CAM-DEX Security Corp, Boulevard Drive-In Theater, Perez Food Products, Ponak’s Restaurant, Margarita’s Restaurant, Strasser Hardware, Carthage Marbel Corp., cfm Distributors, Materials Co., Alber Electric Co., BSC Steel, Inc.

**8. Does the primary sponsor named in (2.) above have the financial ability to provide for the required cost share?**

Yes

# Primary Sponsor Letter of Support

(As uploaded)

**2A Turkey Creek Basin Support Letter KCMO.pdf**



## KANSAS CITY WATER SERVICES

OFFICE OF THE DIRECTOR

4800 E. 63rd Street  
Kansas City, MO 64130

P: 816-513-0504 F: 816-513-0185

September 22, 2015

U.S. Army Corps of Engineers  
Attn: CECW-CE (Lisa Kiefel)  
441 G Street NW.  
Washington DC 20314-1000.

RE: Request for Turkey Creek Basin Modification for Inclusion in the February 2016 U.S. Army Corps of Engineers Annual Report to Congress on Future Water Resources Development Per Section 7001 of WRRDA 2014

Attention: Ms. Lisa Kiefel:

In response to the U.S. Army Corps of Engineers Request for Proposals, the City of Kansas City, Missouri requests the Turkey Creek Basin Modification approval be included in the February 2016 U.S. Army Corps of Engineers Annual Report to Congress on Future Water Resources Development, Per Section 7001 of WRRDA 2014.

Our request for the Turkey Creek Flood Damage Reduction Project is modification to authorized total project cost to \$152,000,000 fully funded.

We understand our role as the Local Sponsor, along with the Unified Government of Wyandotte County and Kansas City, Kansas (UG) as the co-Local Sponsor, will be to provide the 35% cost share of the National Economic Development (NED) Plan and 100% of the incremental costs which is the difference between the NED and the Locally Preferred Plan (LPP). We understand that in order to move beyond the current authorized cost, approval of a Post Authorization Change Report (PACR) will be required.

Kansas City, Missouri as the co-Local Sponsor has the financial capabilities to satisfy our obligations under the Project Cooperation Agreement between the Department of the Army and the Unified Government of Wyandotte County, Kansas City, Kansas, and the City of Kansas City, Missouri for the Construction of the Turkey Creek Basin, Kansas City, Kansas and Kansas City, Missouri Flood Damage Reduction Project at the modified total project cost of \$152,000,000.

The project is located in a highly traveled business corridor, with damaging floods typically experienced every 3 to 5 years. Flooding occurs as a result of overflow from the Turkey Creek channel and runoff from the adjacent hillsides causing serious risk to loss of life and severe economic impact to the area. The benefits of the project are more than \$5 Million annually

through channel widening, levee construction, tunnel modifications and construction of hillside interceptors. These benefits cannot be achieved without the requested modification to complete the project.

We look forward to your favorable review and inclusion in the U.S. Army Corps of Engineers 2016 Annual Report.

Sincerely,

A handwritten signature in blue ink, appearing to read "Terry Leeds".

Terry Leeds, Director

# Other Non-Federal Sponsors Letter(s) of Support

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**2B Turkey Creek Support UG.pdf**



**UNIFIED GOVERNMENT OF WYANDOTTE COUNTY  
PUBLIC WORKS DEPARTMENT**

**ENGINEERING DIVISION**

ONE McDOWELL PLAZA  
PHONE (913) 573-5700

701 NORTH 7<sup>TH</sup> STREET, 66101  
FAX (913) 573-5727

September 21, 2015

COL Andrew D. Sexton  
Commander, Kansas City District  
United States Army Corps of Engineers  
Attn: CENWK-PM-CJ (Mensing)  
Bolling Federal Building, Room 557  
601 E. 12<sup>th</sup> Street  
Kansas City, MO 64106-2896

**RE: Turkey Creek Project Modification  
Letter of Support for Recommended Increase of Project Cost**

Dear COL Sexton:

The purpose of this letter is to express our support for the recommended cost increases to the Turkey Creek Flood Damage Reduction Project. We understand our role as the Local Sponsor, along with the City of Kansas City, Missouri (KCMO) as the other Local Sponsor, will be to provide the 35% cost share of the National Economic Development (NED) Plan. The Unified Government of Wyandotte County/Kansas City, KS (UG) supports the modification of the project to increase the total project cost.

We understand that the recommended total project cost has increased to \$152,000,000 and we are prepared to have the financial capabilities to support our increased project contributions. We believe that the additional costs are justified based on the unforeseen changes during design and construction. These have included unknown tunnel conditions, soil quality in levee path, and additional utility and railroad relocation fees. We understand that our portion of the local sponsor cost share includes local acquisition or provisions of all cash, lands, easements, rights of way, relocations, and disposal areas (LEERD) and that land values are based upon the appraised fair market value. The UG understands that ownership, operation and maintenance of the project after construction, and the acceptance of work are the Local Sponsor's responsibility.

The flood threat associated with Turkey Creek is a serious risk to loss of life, as well as, a severe economic impact to the area. We desire to move forward with the recommended project as expeditiously as possible and we firmly express the need for project completion in order to realize the benefits. We look forward to continuing our strong and successful relationship with the Corps of Engineers and the City of Kansas City, MO on this project.

Sincerely,

Mike Tobin- Director of Public Works

# Additional Proposal Information

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**9A Turkey Creek Support letter Rosedale 9 22 2015.pdf**



**Working in partnership** with residents, businesses, and institutions to build a strong and healthy community and to improve the quality of life for those who live, work, and play in Rosedale.

September 22, 2015

Dear Honorable Members of Congress:

The bi-state US Army Corps of Engineers Turkey Creek Flood Control Project in Kansas City, Kansas and Kansas City, Missouri is incredibly important for our community. The Rosedale neighborhood has struggled with flooding for decades, and the flood control work that has been completed is vital to our neighborhood's economic and social future.

Rosedale Development Association is the non-profit organization serving the Rosedale neighborhood of Kansas City, Kansas. We work with businesses, residents and local government to create a healthy community for all who live, work or play in Rosedale.

Please support an increase in the total cost of the Turkey Creek Flood Control Project to \$152 million. Unforeseen changes during design and construction activities have occurred, including but not limited to, differing site conditions, additional utility relocations, and additional relocation requirements from the railroad companies to facilitate continued railroad operations during construction. These modifications have caused cost and schedule increases.

Specific major items include the unknown expense of the tunnel cavitation and erosion, additional requirements set forth by BNSF to relocate the two bridges, and differing site conditions.

Now is not the time to consider dropping the ball on US Army Corps of Engineers Turkey Creek Flood Control Project. Please, maintain this vital funding for a few more years to ensure the project's completion.

I would be happy to speak with you about your concerns or questions. I can be reached at 913-677-5097 or by email at [heidi@rosedale.org](mailto:heidi@rosedale.org).

Sincerely,

A handwritten signature in blue ink that reads "Heidi Holliday".

Heidi Holliday  
Executive Director  
Rosedale Development Association, Inc.

# Additional Proposal Information

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**9B 20150917 Turkey Creek Support Schutte.pdf**



September 17, 2015

**Re: Turkey Creek Project**

**Dear Honorable Members of Congress:**

**First, let me thank you for your past support and dedication to the Kansas City Area flood control projects. In particular, the Turkey Creek project is on schedule and has been continually funded so that the 150+ small businesses in both Kansas City, KS and Kansas City, MO remain dry! Your efforts and awareness of the significance of these projects are a true testament to your commitment to your constituents.**

**We have come again to the time of year when we must ask you to remember the great work that has been done with regard to these projects. Your continued support of these projects is needed so that they may remain on schedule for completion. This letter is to show the full support of Schutte Lumber Company for the work that the Corps of Engineers plans to do in coordination with the cities of Kansas City, KS and Kansas City, MO.**

**As is typical in construction, time has gone on and additional findings have risen to the surface. Unforeseen changes during design and construction activities have occurred, including but not limited to, differing site conditions, additional utility relocations, and additional relocation requirements from the railroad companies to facilitate continued railroad operations during construction. These modifications have caused cost and schedule increases. Specific major items include the unknown expanse of the tunnel cavitation and erosion, additional requirements set forth by BNSF to relocate the two bridges and differing site conditions. As such, we support the proposed update to the total project cost to \$152M.**

**Thank you in advance for your continued support,**

A handwritten signature in black ink, appearing to read 'Michael D. Fuhrman', is written over a faint, larger version of the same signature.

**Michael D. Fuhrman  
President**

# Additional Proposal Information

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**9C Turkey Creek Basin Modification 2016 Request Data Sheet.pdf**

# **TURKEY CREEK BASIN**

## **Kansas and Missouri**

### **NON-FEDERAL SPONSORS**

The Non-Federal Sponsors are the City of Kansas City, Missouri and the Unified Government of Wyandotte County and Kansas City, Kansas and per the Project Cooperation Agreement dated July 17, 2006. The Non-Federal Sponsors have the financial capabilities to support this request.

### **MODIFICATION REQUEST**

Modification to the authorized total project cost is requested to \$152,000,000 fully funded in order to complete the authorized project.

Cost increases have occurred due to unforeseen changes during design and construction activities that include differing site conditions, additional utility relocations, and additional relocation requirements from the railroad companies to facilitate continued railroad operations during construction. These modifications have caused cost and schedule increases. Specific major items include the unknown expense of the tunnel cavitation and erosion, additional requirements set forth by BNSF to relocate the two bridges, and differing site conditions.

A Post Authorization Change Report has been submitted to Corps Headquarters by the Northwestern Division for consideration.



**Flooding along SW boulevard  
from nearby Turkey Creek**



**Voids in upstream section, now filled**

### **PROJECT PURPOSE**

Project area is located primarily along I-35 and Southwest Boulevard in Kansas City, Kansas and Kansas City, Missouri, in a highly traveled business corridor, with damaging floods typically experienced every 3 to 5 years. Flooding occurs as a result of overflow from the Turkey Creek channel and runoff from the adjacent hillsides, and the current depth of flooding along Southwest Blvd is 10 feet for the 25-year event, and flooding of Interstate 35 has occurred twice in the past decade. Additionally, the Turkey Creek tunnel constructed in 1919 to divert the channel away from the West Bottoms stockyards by sending it directly to the Kaw River, was in disrepair and unable to continue to safely carry flow; large voids had developed along the sides of the tunnel threatening its stability. Two upstream railroad bridges were severely constricting the channel opening and caused flows to back up, overtop the channel banks and run along Southwest Boulevard where the most severe flood damage occurs.

The first construction contract was completed along with the work being undertaken by the Kansas DOT as part of the I-35 modifications. The channel along this portion of the highway work was accomplished in accordance with the approved Corps of Engineers' plans, and the excavated material was used as embankment. This arrangement allowed for an overall cost savings to the project. The second construction contract was completed by the Unified Government and Kansas City, Missouri, as a tunnel modification contract, also in accordance with the Corp's approved plans, in order that the increased flows allowed through the newly opened channel can be safely carried from Turkey Creek to the Kansas River without resulting in unintended damages in the project area. The third construction contract completed in November 2009 concluded the tunnel repairs. The work was completed under the PCA with the Unified Government and Kansas City, Missouri as local sponsors. Additional work completed or commenced consists of replacement of BNSF 3.8 RR Bridge completed July 2010, walled channel construction complete November 2011, levee/environmental enhancement complete February 2012, restored channel Phase 1 completed June 2013, Mill Street Bridge relocation completed by Non-Federal Sponsor August 2013, first of the Kansas Interceptors (Cherokee) completed September 2013, replacement of BNSF 4.4 RR Bridge May 2014, second Kansas Interceptor (Rainbow) completed July 2014, restored channel Phase 2 completed June 2014, restored Channel Phase 3 construction completed September 2015.

Bids are being reviewed for construction of the first phase of the Missouri Hillside Interceptor taking the project to the 902 limit. This authorization request is needed to complete construction of the remaining phases of the Missouri Hillside Interceptor to mitigate impacts of the drainage area presenting the highest risk of flooding along Southwest Boulevard.



## **PROJECT BENEFITS**

More than \$5 Million in annual benefits will be achieved through channel widening, levee construction, tunnel modifications and hillside interceptors.

## **STAKEHOLDERS/SUPPORTERS**

The City of Kansas City, Missouri is submitting this request and has included a letter of support from the non-federal sponsor partner. Letters of support are also provided by Rosedale Development Association and Schutte Lumber Co. Additional project supporters are as follows: MOARC, Turkey Creek Bi-State Association, Mid-America Regional Council (MARC), Kansas Department of Transportation (KDOT), Central Industrial District Association (CIDA), Kansas City Industrial Council (KCIC), DST Realty, Boulevard Brewing Co., CAM-DEX Security Corp, Boulevard Drive-In Theater, Perez Food Products, Ponak's Restaurant, Margarita's Restaurant, Strasser Hardware, Carthage Marbel Corp., cfm Distributors, Materials Co., Alber Electric Co., BSC Steel, Inc.