

# TURKEY CREEK BASIN

## Kansas and Missouri

### MODIFICATION REQUEST

Modification to the authorized total project cost is requested to \$145,300,000 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 expanse 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.

### 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.



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.

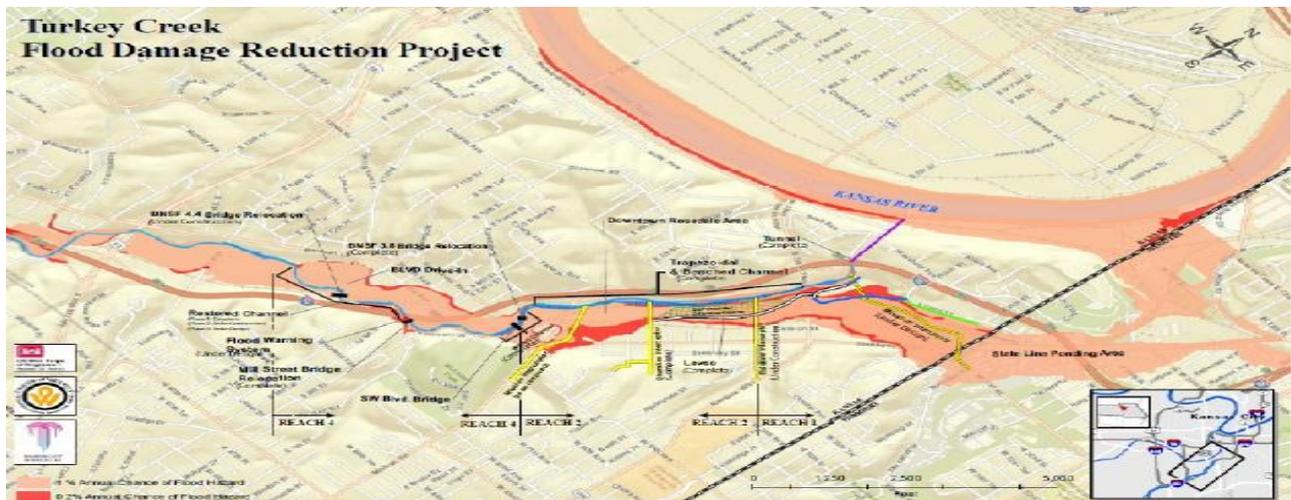
The first construction contract was completed along with the work being undertaken by the Kansas DOT as part of the I-35 modifications. The channel along this portion of the highway work was accomplished in accordance with the approved Corps of Engineers' plans, and the excavated material was used as 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 awarded September 2014.

Missouri hillside drainage areas are a serious risk of dangerous and frequent flooding along Southwest Boulevard. This authorization request is needed to complete design and initiate construction of the last phase of the project to mitigate impacts of the drainage area presenting the highest risk of flooding.



## **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.