

SWOPE PARK INDUSTRIAL AREA

Kansas City, Missouri

MODIFICATION REQUEST

Modification to the authorized total project cost is requested to \$32,029,000 fully funded in order to complete the authorized project.

Unforeseen site conditions that included impacted foundations and eroding bank caused modification to design.

A Post Authorization Change Report has been submitted to the Northwestern Division for consideration. It is anticipated that the Report will be submitted to the U. S. Army Corps of Engineers Headquarters shortly.

NON-FEDERAL SPONSORS

The Non-Federal Sponsor is the City of Kansas City, Missouri per the Project Partnership Agreement dated May 11, 2011. The Non-Federal Sponsor has the financial capability to support this request.

PROJECT PURPOSE

Swope Park Industrial Area is located in the south-central portion of Kansas City, Missouri, across the Blue River from Swope Park, at 75th Terrace and Manchester Trafficway, less than 1 mile east of the new state Highway 71, also known as Bruce R. Watkins Memorial Drive. The plan for flood damage reduction is an approximately mile long floodwall to protect the area from up to the 0.2 percent chance (500-year) flood event together with a new railroad flyover bridge to provide safe ingress/egress during flooding. The Swope Park Industrial Area has limited access, one-way in and out, with an active railroad track crossing near the entrance to the Park, in any given year there is a one in four chance that flooding will interrupt roadway access to the Park, and an approximately one in five chance that buildings will be flooded. Especially hazard flood conditions, and a threat to public safety, exist as people and businesses must decide whether to evacuate the Park during the initial stages of flooding, or risk being stuck with no surface means of egress should the water continues to rise, combining to create significant risk for loss of life in future Blue River floods until the project is begun and the new access complete. Unstable slopes along the southwest bank are of major concern and need to be addressed by the project immediately. Development of the 53-acre Industrial Park was substantially completed prior to enactment of the Federal Flood Insurance Act, and the entire area is now located within the 100-year floodplain as currently mapped by FEMA, and is largely within the floodway. Reconnaissance Study was approved on March 1, 1997, Feasibility Study is complete, and the Chief's Report issued in December 2003. The 2007 Water Resources and Development Act included authorization for the Project. Construction has begun and design is nearly complete. Bridge design underway under PED funded entirely by non-Federal Sponsor. The new bridge is a cooperative effort with private funding being provided by the railroad and businesses to help with the elimination of the especially dangerous at grade RR crossing. Non-Federal Sponsor is funding the design of the bridge and approaches.



Emergency Access and Flood Damage Reduction Project for the Swope Park Industrial Area, Kansas City, Missouri.

PROJECT BENEFITS

Flooding relief and safe ingress/egress will be provided by this project to this economically vital business park comprised of various lean manufacturing facilities engaged in nationwide niche competition in the urban core of Kansas City, providing over 400 skilled manufacturing jobs to the community.



STAKEHOLDERS/SUPPORTERS

The City of Kansas City, Missouri is submitting this request as the Non-Federal Sponsor.

Letters of support are also provided by Clay and Bailey, Livers-Bronze, Swope Park Industrial Association, and Vance Brothers. Additional project supporters are as follows:

Allied Waste, Blue River Watershed Association (BRWA), Blue Valley Association (BVA), Control Electric, Inc., Economic Development Corporation (EDC), ENTECO, Forte Plastics Company, Gasket Engineering Co., Inc., Hornbeck Specialties, Jackson County Parks and Recreation, Kansas City Industrial Council (KCIC), Missouri Department of Natural Resources (MDNR), MOARC, Planned Industrial Expansion Authority (PIEA), Primus Corp., Salvajor, Union Pacific Railroad

(UPRR), US Environmental Protection Agency (USEPA) and US Geological Survey (USGS).
Materials Co., Alber Electric Co., BSC Steel, Inc.