

**Kansas Citys, Missouri and Kansas
Flood Damage Reduction Feasibility Study
(Section 216 – Review of Completed Civil Works Projects)
Engineering Appendix to the Interim Feasibility Report**

Chapter A-18

ACCESS ROADS

CHAPTER A-18 ACCESS ROADS

A-18.1 ARGENTINE RAISE

The Argentine Unit is a highly developed manufacturing area with a significant road network. Contractor access into the area (Argentine Unit) is via the Turner Street Bridge from the west, the I-635 Bridge from the north, the West Kansas Avenue Bridge from the east, and I-635 from the south. The bridges can be accessed from I-70, which runs east-west on the north side of the Argentine Unit (Kansas River). Bridge load limits and clearances will be included during design of plans and specifications.

Direct access to the site will be via the existing road network shown by Exhibit A-18.1 on the following page. The main arteries running east-west are Kansas Ave and Speaker Road, with various north-south streets connecting the levee. Kaw Valley Drainage District (KVDD) will provide access to the levee at the following 12 ramps along the levee unit:

- Station 26+46 - landward side of the levee
- Station 36+00 - street access on Thorn Drive
- Station 60+00 - access by Turner Pump Station landward side
- Station 64+00 - river side of the levee
- Station 99+90 - river and landward side access behind Harcros Chemical Company
- Station 123+00 - river side of the levee
- Station 140+10 - river side of the levee
- Station 166+80 - river and landward side street access from 42nd & Speaker Road
- Station 211+21 - land side on Kansas Avenue
- Station 216+15 - land side on 26th & Kansas Avenue
- Station 250+50 - land side
- Station 254+25 - land side

Public access to these ramps is available over city streets and roadways. Coordination with the KVDD has shown that each access is maintained and usable for the project. In addition, multiple rights-of-entry will be required for direct access to the levee through privately owned property. The borrow area is located approximately 4 miles to the west of the site and is accessible via the public road system. Temporary work area easements will be needed for location of construction trailers, contractor storage areas, and may also be needed for temporary construction roads.

Temporary aggregate construction roads will be constructed along the levee. These roads have little value for permanent use after construction is completed. They will be removed and replaced by permanent parking or seeded for turf establishment. Use of construction roads as permanent access to the levee is not viable since the current access is via existing ramps, which will be modified to accommodate any raise.

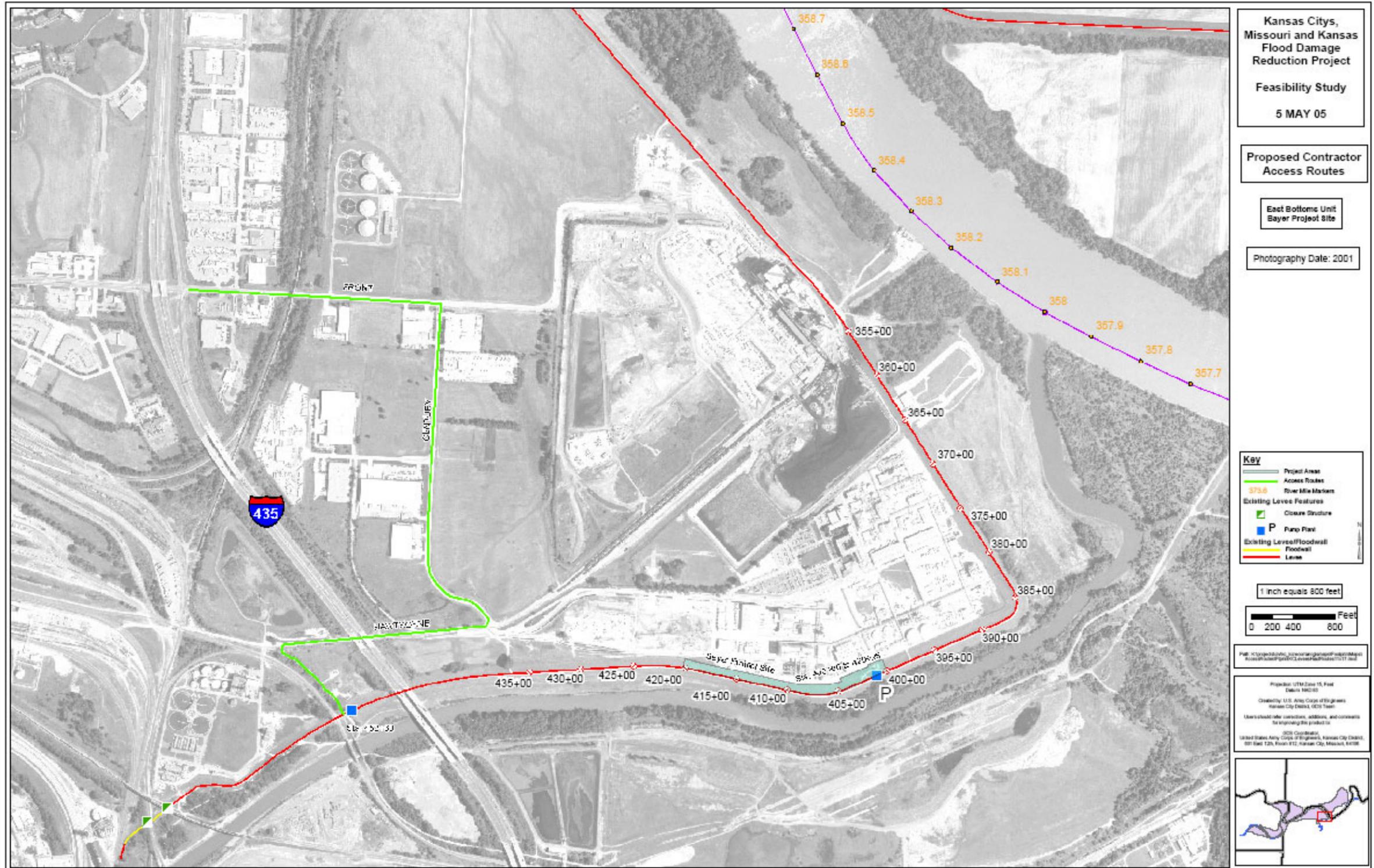
It is assumed that the city will require a road repair bond from the contractor in the amount of \$500,000. The bond will be held by the city to use for any damages caused

by the contractor's construction equipment. It is also assumed a full-time street sweeper will be required during the earth hauling operations. Inspections of the contractor's access route will be conducted prior to the start of construction and periodically during construction to determine the extent of any damage caused by the contractor. Costs are included in the estimate (see Cost Engineering chapter of the appendix) for cleaning and repair of existing roads.

A-18.2 EAST BOTTOMS (MISSOURI AND BLUE RIVERS CONFLUENCE AREA)

The Missouri and Blue Rivers Confluence area is located within the East Bottoms Unit. Contractor access to the general site vicinity will be via I-435, exiting to the east on Front Street. Refer to Exhibit A-18.2 on the next page for a map of the access route. The City of Kansas City, Missouri will provide direct access to the site from the existing levee. The levee access is maintained and usable for the project. If access is required for the Bayer Chemical Plant, extensive security measures will have to be met for those needing access. This is not anticipated at this time. It is assumed that the city will require a road repair bond from the contractor in the amount of \$500,000. The bond will be held by the city to use for any damages caused by the contractor's construction equipment.

EXHIBIT A-18.2
Contractor Access for East Bottoms (Missouri and Blue Rivers Confluence Area)



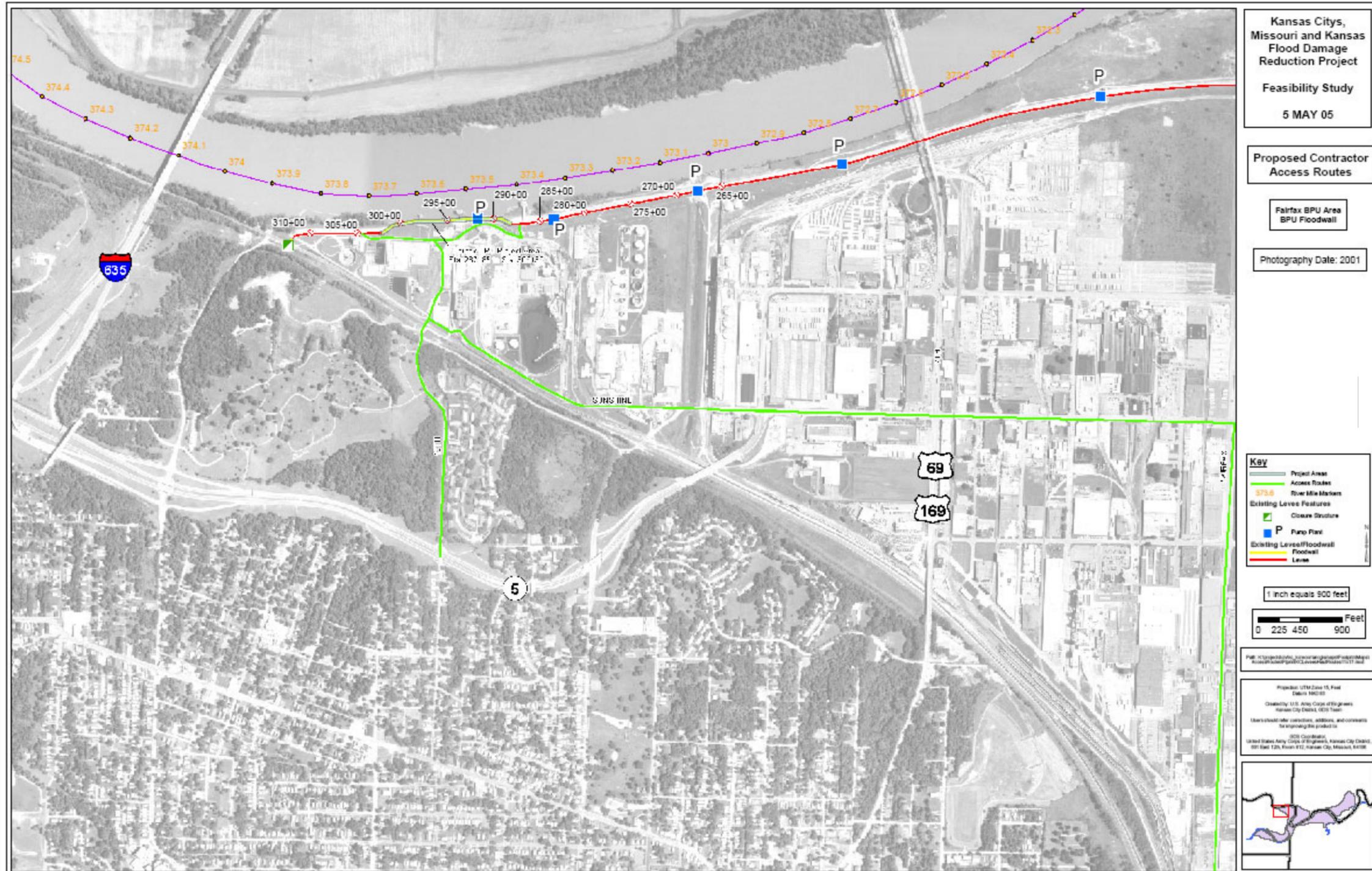
A-18.3 FAIRFAX-JERSEY CREEK (BPU FLOODWALL)

The BPU Floodwall is located within the Fairfax Drainage District and is accessible via public streets and roadways. Direct access is available by way of Sunshine Road up to the construction gate of the power plant. The Board of Public Utilities will provide access from that point through the power plant grounds. The route has been determined and will be coordinated further as the proposed construction period begins. Refer to Exhibit A-18.3 on the next page for a map of the access route. Roads within the power plant grounds can be used by construction equipment for direct access to the floodwall. A separate gate will be constructed for construction access. Inspections of the contractor's access route will be conducted prior to the start of construction and periodically during construction to determine the extent of any damage caused by the contractor. Costs are included in the estimate (see Cost Engineering chapter of this appendix) for cleaning and repair of existing roads.

Location of construction trailers and contractor storage areas is available on site and has been coordinated with plant personnel. This will have to be revisited during the Preliminary Engineering and Design (PED) phase.

Further coordination with the Attorney for BPU will be required. In addition, Security Officer for checking in at the guard station and issuance of a security type pass or badge.

EXHIBIT A-18.3
Contractor Access for Fairfax-Jersey Creek BPU Floodwall



Kansas City,
 Missouri and Kansas
 Flood Damage
 Reduction Project
 Feasibility Study
 5 MAY 05

Proposed Contractor
 Access Routes

Fairfax BPU Area
 BPU Floodwall

Photography Date: 2001

- Key**
- Project Areas
 - Access Routes
 - River Mile Markers
 - Existing Levee Features
 - Close Structure
 - Pump Plant
 - Existing Levee/Floodwall
 - Floodwall
 - Levee

1 inch equals 900 feet

0 225 450 900 Feet

File: K:\projects\fdmr\jcr\map\contractor_access_routes\contractor_access_routes.mxd

Projection: UTM Zone 15, Feet
 Datum: NAD83
 Created by: U.S. Army Corps of Engineers
 Kansas City District, KC23 Team
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 301 East 12th, Room 612, Kansas City, Missouri, 64108



A-18.4 FAIRFAX-JERSEY CREEK (JERSEY CREEK SHEETPILE WALL)

Public access is available over city streets and roadways. Kaw Valley Drainage District (KVDD) will provide access to the levee unit. Access points are maintained and usable for the project. Refer to Exhibit A-18.4 on the next page for a contractor access map for the site. It is assumed that the city of Kansas City, KS will require a road repair bond from the contractor in the amount of \$500,000. The bond will be held by the city to use for any damages caused by the contractor's construction equipment.

A-18.5 NORTH KANSAS CITY-LOWER (HARLEM AREA)

The Harlem area is located within the North Kansas City Levee District (NKCLD). Contractor access to the site is via the Broadway Bridge from the south and 169 Highway from the north. Refer to Exhibit A-18.5 on the next page for a map of the access routes. Access directly to the site will be via city streets and roadways. Coordination with NKCLD has shown that the access is maintained and usable for the project. It is assumed that the city will require a road repair bond from the contractor in the amount of \$500,000. The bond will be held by the city to use for any damages caused by the contractor's construction equipment.

A-18.6 NORTH KANSAS CITY-LOWER (NATIONAL STARCH AREA)

The National Starch area is located within the North Kansas City Levee District and is accessible via public streets and roadways. Access to the levee unit will be by way of I-35, exiting at Levee Road. Direct entry to the site will be at the main gate of National Starch on Bedford Avenue. Refer to the contractor access map shown in Exhibit A-18.6 on the next page. Coordination with the National Starch Plant will be required for entry through their Safety and Security Office. Security will require checking in at the guard station, issuance of a security type pass or badge, and a brief safety review with the safety officer. Construction vehicles can use roads within the National Starch property for direct access to the site. The levee access points (within National Starch property) are maintained and usable for the project. Inspections of the contractor's access route will be conducted prior to the start of construction and periodically during construction to determine the extent of any damage caused by the contractor. Costs are included in the estimate (see Cost Engineering chapter of the appendix) for cleaning and repair of existing roads. It is assumed that the city will require a road repair bond from the contractor in the amount of \$500,000. The bond will be held by the city to use for any damages caused by the contractor's construction equipment.

