

Gypsum Flood Risk Review Meeting

Date/Time: September 24, 2019 / 10:00 AM
Place: Gypsum
Attendees: City of Gypsum
Sandy Kruse - Mayor
Judy Scanlan – City Clerk and FPA
Shelly Harnlan – City Council
Jim Benfer– City Council
Tracy Dahl – City Council
David Jackson – City Council
Saline County
Tim Hamilton – Saline County Planning and Zoning
Bernard Botson – Saline County Emergency Management
KDA
Steve Samuelson
Tara Lanzrath
Joanna Rohlf
Bill Pace
FEMA
Andy Megrail
Dawn Livingston
Stantec
Tom Morey
Will Zung
Wilson and Company
Drew Hoops
USACE
Jennifer Wood

Item:

- Steve kicked off the meeting
- Tom gave the presentation
 - Focus of the presentation was on the data available and the processes used to create it, timeline moving forward and the need for a decision by the City on whether to pursue certification.
- Comments
 - This July they had 10 inches of rain within 24 hours and that event did not flood as much as our maps are showing
 - Other side conversations about our maps are showing more flooding than their experiences this summer which is more rain than our modeled 100yr (7.42 Inches in 24 hours)
 - Flood insurance discussion about preferred risk policy
 - Houses have a higher foundation (3ft) elevating their home, but the foundation is part of the house. A LOMA is needed to

Action:

Give Bernard Botson (Saline County EMA) a copy of the presentation and maps

Item:

remove the house if the lowest adjacent grade is higher than the BFE.

- Council did vote to certify data for the levee but not for the railroad at an earlier meeting. No date for that meeting was given.

Action:

Open House Meeting Notes – random conversations throughout the night but below are some highlights from my conversations and observations

- General
 - Four stations with computers and monitors to locate individual homes to identify their structure specific flood risk and depths. The stations were manned by Tara Lanzrath, Joanna Rohlf, Will Zung and Tom Morey. The KDA web map was successful to visually show and share information to homeowners. One issue was identified that the value attributes of the building footprints did not match the grids. Stantec discovered the attributes were not updated using the newly updated grids.
 - Information was made available on flood insurance by Steve Samuelson and Martin Koch
 - Presentation at 6:00 pm was new to a few attendees that were not part of the City Council present at the Flood Risk Review meeting.
 - Presentation focused on the potential mapping depending on the decisions made by the City, the data available to property owners and the timeline moving forward for the mapping project.
- Mayor Sandy Kruse conversation
 - She and Will Zung spoke in great depth about the July 4, 2019 flooding event experienced by Gypsum and how the interior drainage mapping of the Accredited Levee and Railroad scenario as well as the Accredited Levee no Railroad (Natural Valley of Railroad) was accurate in some locations but not in others. She described where in town she observed flooding as she was driving around in her golf cart
 - Found that West (upstream) of the old railroad spur in town did not experience the flood depths our model results were showing. But found that East (downstream) of the old railroad spur was accurately showing the flooding that occur.
 - Water surface elevation grids were analyzed in depth throughout the City. Concluded that East (downstream) of the old railroad spur is primarily backwater flooding from the one outlet through the levee that was closed during the event. This is why the flooding was observed after the rainfall was finished because it was ponded.
 - Flooding over K-4 in the model appears to be less than what was observed. This is attributed to the larger precipitation event (~10 inches) of rainfall. Also, the flooding over the K-4 is ponding by the highway as well as the old railroad embankment near the area. This ponding allowed for eyewitness views of the flooding after the rain stopped.

Item:

- The West (upstream) of the old railroad spur flooding was minimized to just the drainage ditch. The field next to her son's house was not flooding. When looking at the depth grid, it was noticed that the depths are less than 1-foot with the deeper locations relegated to the ditches. It was encouraged that she talk with KDA representatives to enter in comments into their web map to document the model results in this field did not match the experienced flooding of July 4th
 - 65.10 discussion was honest in how likely could the city certify data for the levee embankment. Based on the analysis completed it was expressed to the Mayor that the levee system can likely be shown as providing protection because of the following: good operation and maintenance, newer levee design and construction, potentially available design data, few closures, no pump stations, an interior drainage analysis produced by USACE and this project, and sufficient freeboard. The primary missing information is the geotechnical data of the levee for seepage calculation. These items do not exist for the abandoned railroad embankment. In addition, ownership of the land the abandoned railroad embankment lies on is controlled privately.
- Gypsum will need to make a decision by October 31 regarding their intentions to pursue certification.
 - Meeting materials can be found here: [Flood Risk Review Meeting Materials](#)

Action:

Option to discuss with KDA is to map this shallow flooding area less than 1ft of depth as a Zone X shaded.

Provide Gypsum with the hydrology and hydraulic deliverables and our grids so it can be shared with perspective engineering firms for proposals.