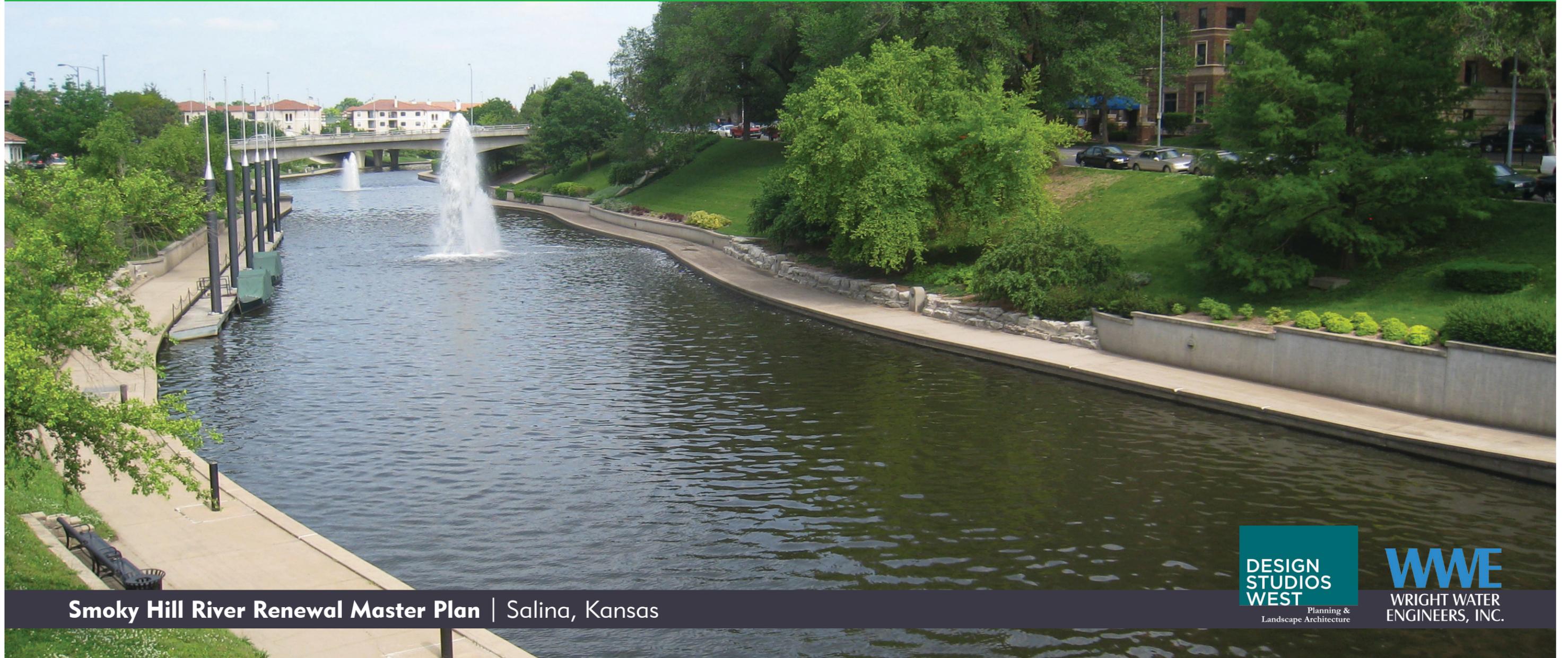


SECTION 3.0

IMPLEMENTATION



Smoky Hill River Renewal Master Plan | Salina, Kansas

DESIGN
STUDIOS
WEST
Planning &
Landscape Architecture

WWE
WRIGHT WATER
ENGINEERS, INC.



*"It's not what you look at that matters,
it's what you see."*

Thoreau

IMPLEMENTATION INTRODUCTION

The Phase One – Public Awareness and Outreach and Phase Two – Master Plan have both been highly public and open processes that engaged the community and were funded by public and private donations. This remarkable effort reflects the importance of this community-wide project and underlines the necessity to proceed with physical improvements in a thoughtful and purposeful manner that is clear, fair, economically sound, and reflects the goals and objectives of the City Comprehensive Plan and the Smoky Hill River Renewal Master Plan.

As stated in earlier sections of this document, the Master Plan is intended to identify specific improvements and their location, general costs and potential funding sources, recommended phasing, and operations and maintenance considerations for future improvements. The Master Plan is not intended as a “Final Construction Design” for the Old River Channel. Those specific improvements would be subject of future design efforts not included in the Phase Two – Master Plan.

Section 3 – Implementation addresses the following topics associated with implementing the Master Plan to provide an accounting of opportunities and issues that can provide an informed point of departure as further, more detailed implementation planning, design, and ultimately primary phase construction are undertaken.

Land Acquisition and Easements

Master Plan Implementation Phasing, identifying

- Primary Phase
- Additional Phases

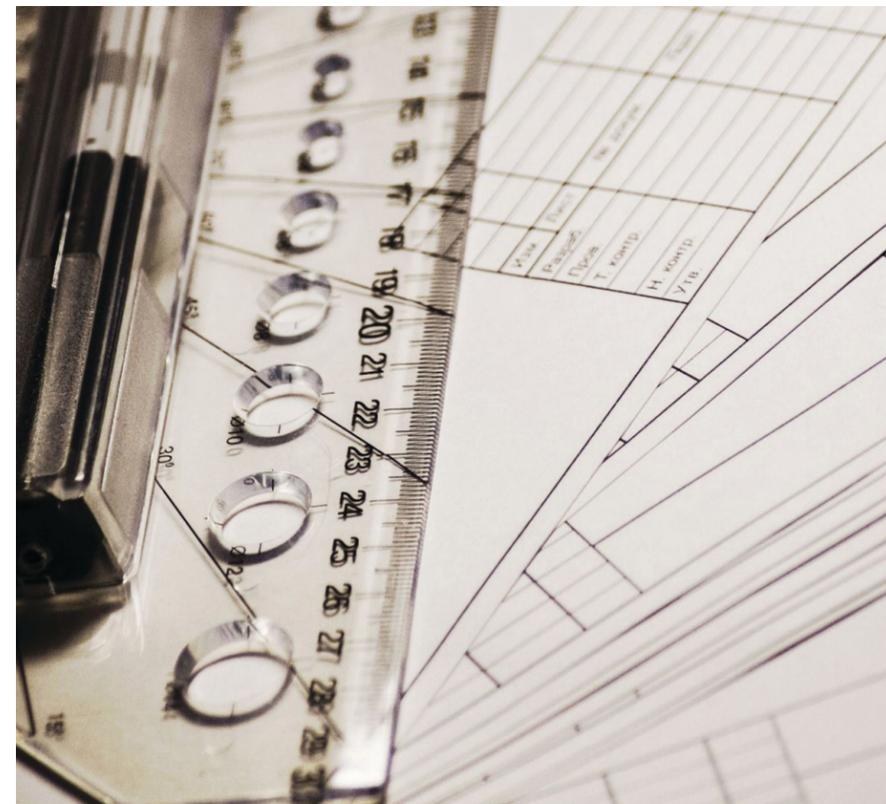
Master Plan Construction Cost for the

- Primary Phase
- Additional Phases

Potential Funding Sources and Strategies

Next Steps

- Phase 3 – Implementation Planning
- Phase 4 – Primary Phase Design Development and Construction Documents
- Phase 5 - Primary Phase Construction



LAND ACQUISITION AND EASEMENTS

Throughout the Master Planning process it has been noted that there are publicly-owned park and other municipal properties adjacent to at least one side of the Old Channel for 80 percent of its length. So when possible, improvements have been located to minimize private property conflicts.

An analysis of existing ownership requiring some form of public access illustrated in Land Acquisitions and Easements (Fig. 3.1) indicates conditions with a wide range of specific dimensions that can generally be described as:

- Public Ownership of a parcel defined in the channel with adjacent private property on one or both banks;
- Public Ownership to the center of the channel with adjacent private property extending to the center of the channel on the opposite side;
- No public ownership with private property extending to the center of the channel on both banks;

	Left Bank*	Channel	Right Bank*
Public	72%	57%	50%
1/2 Public, 1/2 Private	NA	29%	NA
Private	28%	14%	50%
Total	100%	100%	100%

*Facing downstream

There are currently four (4) segments, representing approximately 14 percent of the total channel length, where the channel and both banks are privately owned. Those segments are located:

- Immediately downstream of S. Ohio Street crossing (1,413 LF);
- Adjacent to E. Prescott Road (288 LF);
- Between W. Ash Street and W. Elm Street (1,039 LF);
- Downstream from Lakewood Park to the levee outlet structure (2,224 LF).

Final land acquisition needs for individual properties can not be determined at this level of planning and design process, however the following types of access needs have been identified, along with their purpose, with typical dimensions from similar projects:

- **Channel Public Access** - 50' (25' each side of the channel center) Provide continuous public access on and in the river channel water area for potential wading, excursion boats, kayaks and canoes.
- **Channel and adjacent bank Construction** – 100 feet (50' each side of the channel center) Provide temporary construction access during the construction period to the channel for in-channel construction activity such as sediment removal and dam construction, and to the channel banks (potentially to the top of bank slope) for bank stabilization and vegetation thinning/removal, for example.
- **Channel Maintenance** - 100 feet (50' each side of the channel center) Provide for ongoing City maintenance of the channel and bank improvements.
- **Trail Construction and Public Access** – 20' (10' each side of the center of the trail) Provide construction access and on-going public access for Multi-Use Public Trail and Regional Trail improvements, respectively. In specific conditions, it may be possible to locate trail construction and public access within access easements or acquisitions noted above, based on final trail design.

Where County or other public land is part of or adjacent to the immediate channel, an intergovernmental agreement granting City access has been identified.

A Land Acquisition Allowance, included in the Primary Phase, has been estimated by the City to be \$3,500,000 for the entire project, excluding the Kenwood Park Midway Gateway at S. Ohio Street and the relocation cost associated with the City of Salina General Services Facility located on E. Ash Street.

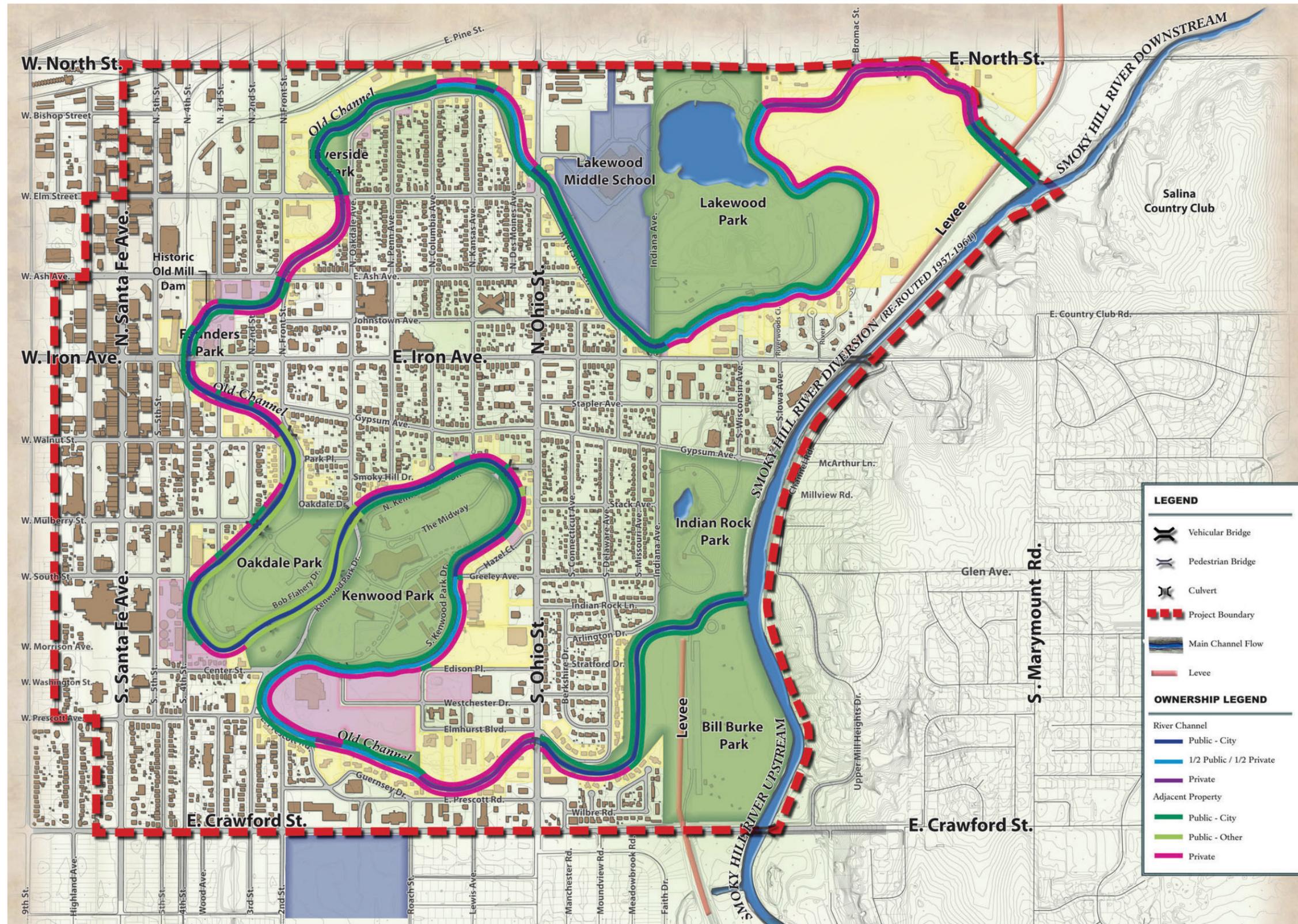


FIGURE 3.1
Land Acquisition and Easements

PRIMARY PHASE SELECTION STRATEGY

There are a range of considerations that directed alternatives in the selection of improvements to include in a primary phase. The considerations that emerged as priorities in what improvements to make include:

- **Make it Functional** - Returning water flow to the old channel of the Smoky Hill River has been considered the essential missing ingredient for river renewal success;
- **Provide Recreational Amenity** – The highest ranking amenity identified in the public outreach Uses and Activities process, by far, was recreational trails, so a significant trail component is important to the Primary Phase.
- **Demonstrate the Vision** – Provide a portion of the entire range of improvements, including a finished portion of the Riverwalk, to demonstrate additional phases for the future.
- **Address the Spectrum of Diverse Interests** – Include improvements that promote benefits in the areas of Recreation and Wellness, Economic Development, Environment, Community and Education.
- **Geographically Distribute Improvements** – Distributing improvements within each of the South, Central and North river reaches promotes equity between neighborhoods.
- **Cost** – Make the primary phase ambitious enough to provide a meaningful start to the project, but within reasonable financial reach to ensure success.
- **Flexibility** - Depending on the success of specifically-targeted funding grant applications, land acquisition, final design or other factors, the mix and design of improvements in any single phase should be expected to change. Flexibility to incrementally add, delete or otherwise modify improvements in the Primary Phase is critical for success.

With those and other considerations in mind, the recommended Primary Phase improvements are discussed below.

PRIMARY PHASE IMPROVEMENTS

The highest priority improvements proposed in the Primary Phase Improvements (Fig. 3.2) are those that are necessary to re-establish water flow in the old channel of the river. Those improvements are located between Bill Burke Park and the Western Star Mill dam.

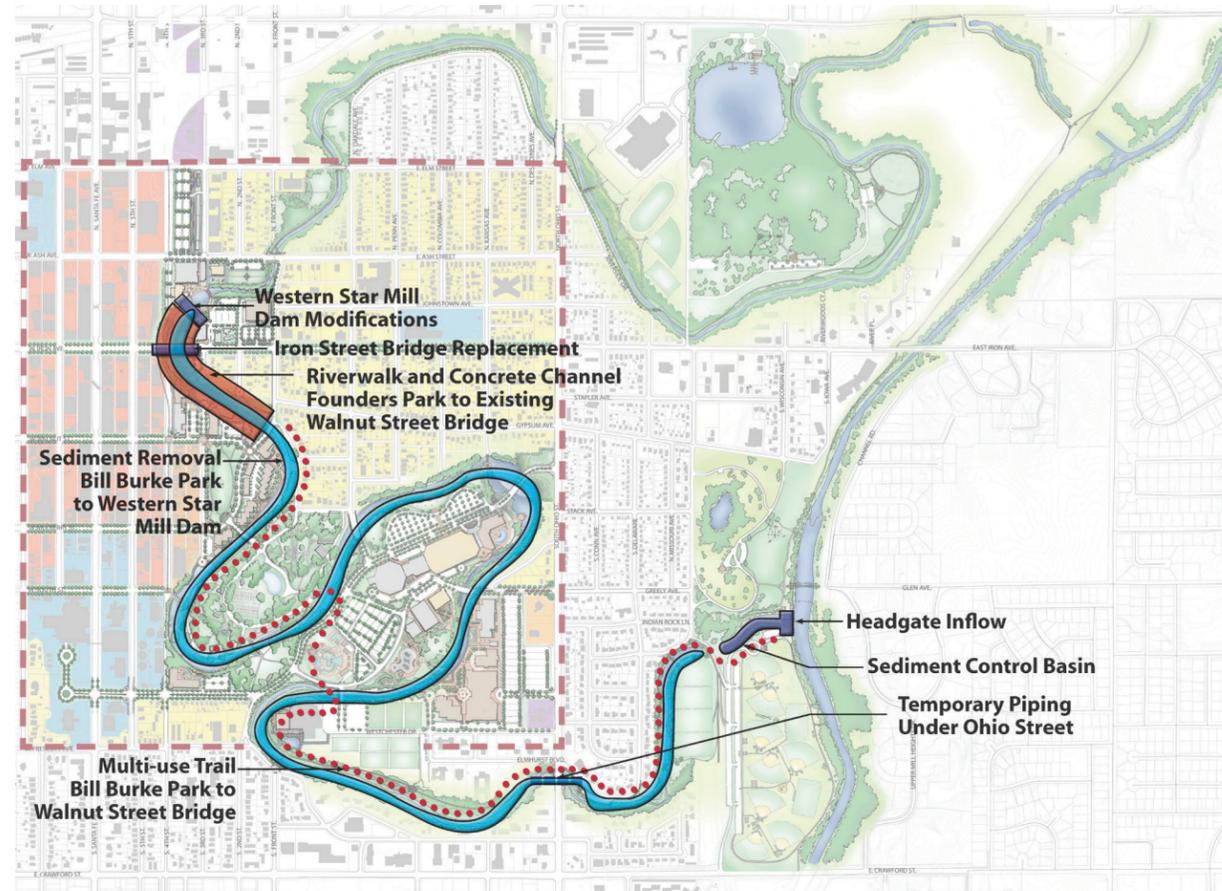


FIGURE 3.2
Primary Phase Improvements

Primary Phase improvements to establish water flow include:

- River Inflow Wall and Inflow Headgates at Bill Burke Park
- Concrete Sedimentation Basin at Bill Burke Park
- Temporary Conveyance (culvert) under South Ohio Street
- Tree Trimming and Brush Clearing in the Channel
- Sediment Removal

Budget allowances are included for:

- Water Right Firming
- Wetland/Stream Mitigation

Additional priorities for Primary Phase include:

- Multi-Use Trail System between Bill Burke Park and Walnut Street, including Trail Lighting in Oakdale Park
- Riverwalk with Concrete-lined Channel Western Star Mill Dam to Walnut Street
- Founders Park/ Western Star Mill Plaza Improvements and Restrooms

- Iron Street Bridge Replacement
- Western Star Mill Dam Rehabilitation

Priorities included for potential periods of drought include:

- Lakewood Park Lake delivery to Riverwalk Concrete Channel
- Moveable Dam and Aeration System for Riverwalk Concrete Channel

Alternative Primary Phase improvement scenarios should continue to be evaluated. For example, completion of a fully-looped Multi-use Trail in the Primary Phase would provide a completed recreational amenity, but add cost (approximately \$2.6 -4.1M) that may require a reduction of other amenity improvements or their level of finish and added complexity of land acquisition. Alternatively, if availability of Transportation Enhancement (trail) funding sources is considerably greater than other improvements it could influence a greater emphasis on trails in the Primary Phase. It is recommended that the Multi-use Trails to complete the river loop be included as an Add/Alternative to the Primary Phase project.

PRIMARY PHASE PROJECT CONSTRUCTION COST

Based on the proposed improvements described above, Primary Phase – Total Construction Costs are currently estimated at:

Primary Phase Construction Estimate :	\$23,362,000
Primary Phase Allowance (22%):	\$ 4,374,000
Primary Phase Construction Cost:	\$27,736,000

A line item summary is provided in the Primary Phase Construction Cost Table (Fig. 3.3), with further detail provided in the Engineering Issues report in Section 2 of this Master Plan.

A 22% allowance has been made for landscape architecture and engineering design, surveying, geotechnical engineering, structural engineering, construction-related permitting, construction-phase services, grants/funding applications, economic analysis, project administration (including design guidelines and local regulatory structure) and legal review. This 22% factor is based on DSW and WWE present knowledge of the project. As planning and design progress, unforeseen circumstances could cause this percentage to change.

In addition, because these costs have been projected at a Master Planning level (and are based on conceptual design), a 30% contingency has been utilized, in accordance with industry standards. Final cost will be recalculated upon completion of final design.

The 30% contingency for the Primary Phase is: \$7,278,000

In preparing these costs, WWE and DSW assumed that neither an environmental impact statement (EIS) nor an environmental assessment (EA) will be necessary. The Master Plan recommends that a detailed floodplain study of the Old River Channel be prepared—that cost is not included herein, nor is the cost of a “Letter of Map Revision” (LOMR) from the Federal Emergency Management Agency (FEMA). There is no indication in the current channel sediment sampling data that environmental remediation will be necessary; thus, costs for environmental remediation are not included in these projections.

A Land Acquisition Allowance, included in the Primary Phase, has been estimated by the City to be \$3,500,000 for the entire project, excluding the Kenwood Park Midway Gateway at S. Ohio Street and the relocation cost associated with the City of Salina General Services Facility located on E. Ash Street.

Primary Phase: Water flowing; sediment removal, sedimentation basins; Lakewood Park delivery to concrete channel, trails, Founders Park Mill/Plaza, Iron Ave. Bridge, Western Star Mill Dam to Walnut Street		
No.	Item	Construction Cost
1	Water Rights Firming Allowance	\$ 732,000
2	River Intake Wall and Gates at Bill Burke Park	\$ 732,000
3	Sedimentation Basin (2 concrete lined cells, total length 500', bottom width 40', height 11', 10" thickness, railings) at Bill Burke Park	\$ 1,098,000
4	Temporary conveyance (culvert) under South Ohio Street	\$ 366,000
5	Clearing and Trimming Trees and Brush from Channel, Allowance	\$ 696,000
6	Sediment Removal	\$ 2,379,000
7	Wetland/Stream Mitigation Allowance	\$ 1,220,000
8	Initial Multi-Use Trails System Bill Burke Park to Walnut St.	\$ 2,991,000
9	Multi-use trail lighting	\$ 173,000
10	Lakewood Park Lake Delivery to Concrete Channel	\$ 976,000
11	Founders Park/Mill Plaza Improvements	\$ 1,879,000
12	Iron Ave. Bridge & Streetscape Enhancements	\$ 2,440,000
13	Concrete Lined Channel (60' width, average 6.5' walls, 8" thickness) Western Star Mill Dam to Walnut St	\$ 3,368,000
14	Riverwalk - Streamside Amenities Western Star Mill Dam to Walnut St. Channel Amenities and Lighting	\$ 3,368,000
15	Western Star Mill Dam Rehabilitation	\$ 488,000
16	Vegetation/Landscape Planting	\$ 354,000
17	Utility Relocation & Power along trail	\$ 244,000
18	Aeration System	\$ 366,000
19	Moveable Dam	\$ 366,000
20	Land Acquisition & Easements ⁴	\$ 3,500,000
Primary Phase		\$ 27,736,000

FIGURE 3.3
Primary Phase Construction Cost Table

ADDITIONAL PHASES

IMPROVEMENTS

The Master Plan river improvements are anticipated to span a time frame of 25-30 years. The full range of improvements over that time should be expected to be redefined as the community grows, needs change and priorities are redefined. In addition, all downtown riverfront improvement projects are complex and involve a combination of public and private investment that can significantly influence final design and cost parameters.

In order to provide the flexibility to respond to changing priorities, additional phases through project completion have been proposed in a general sequence and described geographically, understanding that the sequence of phases may change.

Including the Primary Phase, the proposed sequence of Additional Phase Improvements (Fig. 3.4) includes:

1. Primary Phase – Water Flowing, Sediment Removal, South & Central Reach Trails, Downtown Riverwalk (North Half), Founders Park, Iron Street Bridge
2. Kenwood Park East Gateway – YMCA Drive to Kansas Avenue (approx.)
3. Downtown Riverwalk – (South Half) E. Walnut Street to S. 3rd Street
4. South Reach Enhancements – S. Ohio Street to YMCA Drive
5. Main Channel Bypass – Indian Rock Park to Levee Outlet Structure
6. North Reaches Western Star Mill Dam to Levee Outlet Structure

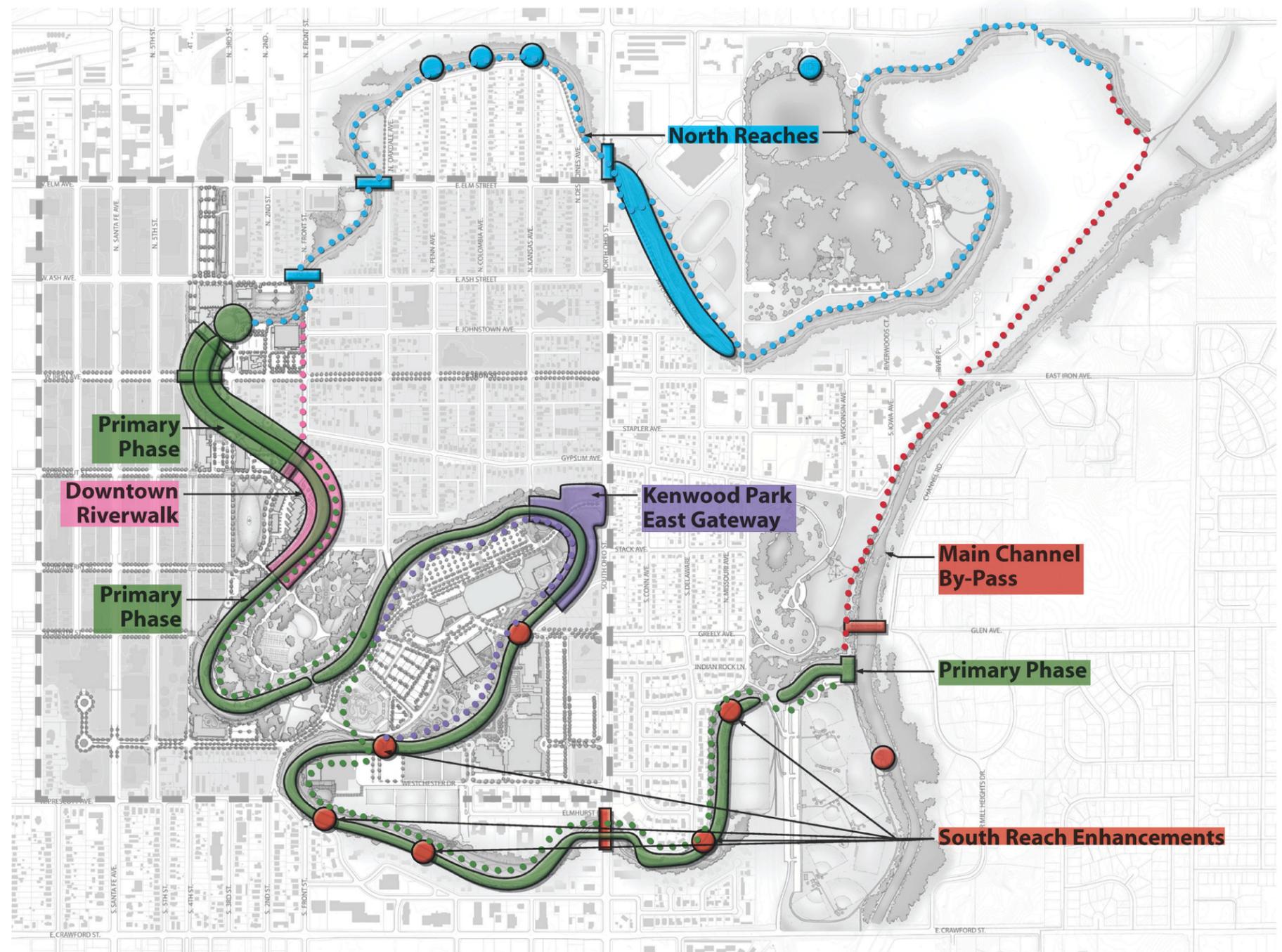


FIGURE 3.4
Additional Phase Improvements

ADDITIONAL PHASES - PROJECT CONSTRUCTION COST

Based on the proposed improvements described above, Project Construction Costs for Primary Project Phase and Additional Phases are currently estimated below. Project Construction Costs include the estimated construction cost and a 22% allowance described in the narrative below.

Primary Phase	\$27,736,000
Kenwood Park East Gateway	\$ 12,965,000
Downtown Riverwalk – (South Half)	\$ 8,792,000
South Reach Enhancements	\$ 9,760,000
Main Channel Bypass	\$ 6,729,000
North Reaches	\$ 8,226,000
Total Project Construction Cost	\$74,208,000

The line item summary in the Additional Phases Construction Cost Table (Fig. 3.5) is provided with further detail in the Engineering Issues report in Section 2 of this Master Plan.

A 22% allowance has been made for landscape architecture and engineering design, surveying, geotechnical engineering, structural engineering, construction-related permitting, construction-phase services, grants/funding applications, economic analysis, project administration (including design guidelines and local regulatory structure) and legal review. This 22% factor is based on DSW and WVE present knowledge of the project. As planning and design progress, unforeseen circumstances could cause this percentage to change.

In addition, because these costs have been projected at a Master Planning level (and are based on conceptual design), a 30% contingency has been utilized, in accordance with industry standards. Final cost will be recalculated upon completion of final design.

The 30% contingency for the entire Project is: \$21,255,000

A Land Acquisition Allowance, included in the Primary Phase, has been estimated by the City to be \$3,500,000 for the entire project, excluding the Kenwood Park Midway Gateway at S. Ohio Street and the relocation cost associated with the City of Salina General Services Facility located on E. Ash Street.

Kenwood Park - East Gateway		
No.	Item	Construction Cost
21	Concrete Lined Channel (70' width, average 5' walls, 8" thickness) at Midway	\$ 1,172,000
22	Channel Amenities at Midway	\$ 976,000
23	New Dam at Midway	\$ 793,000
24	Moveable Dam at Midway	\$ 732,000
25	Bridge at Midway	\$ 1,098,000
26	Gateway Entry, Bridge Enhancements and Streetscape	\$ 2,440,000
27	Aeration System	\$ 366,000
28	Lowering Western Star Mill Dam	\$ 183,000
29	Multi-Use Trail System Bicentennial Loop	\$ 891,000
30	Multi-use Trail Lighting	\$ 165,954
31	Channel Amenities - South	\$ 976,000
32	Wetland/Stream Mitigation Allowance	\$ 2,440,000
33	Utility Relocation & Power along trail	\$ 244,000
34	Vegetation/Landscape Planting	\$ 488,000
Kenwood Park - East Gateway		\$ 12,964,954

Downtown Riverwalk (South Half)		
No.	Item	Construction Cost
35	Concrete Lined Channel (60' width, 5' walls, 8" thickness) Walnut St to south of Mulberry St	\$ 1,965,000
36	Riverwalk - Channel Amenities Walnut to south of Mulberry and Lighting	\$ 2,050,000
37	Walnut Street Bridge -Realignment with Front Street	\$ 976,000
38	Walnut Street Bridge Enhancements and Streetscape	\$ 2,440,000
39	Front Street Regional Trail Bypass	\$ 275,000
40	Utilities	\$ 244,000
41	Rest Rooms	\$ 305,000
42	Vegetation/Landscape Planting	\$ 244,000
43	Oakdale Park Boardwalk	\$ 293,000
Downtown Riverwalk (South)		\$ 8,792,000

South Reach Enhancements		
No.	Item	Construction Cost
44	Pedestrian Bridges	\$ 366,000
45	South Ohio Street Permanent Bridge	\$ 1,586,000
46	YMCA Avenue Bridge	\$ 854,000
47	Greeley Avenue Bridge	\$ -
48	Utilities	\$ 122,000
49	Rest Rooms - (Lincol Park)	\$ 305,000
50	Wetland/Stream Mitigation/Habitat	\$ 2,440,000
51	Regional Trail (Potential Future Phase)	\$ 3,660,000
52	BMX Off-Road Bike Course - Allowance	\$ 183,000
53	Vegetation/Landscape Planting	\$ 244,000
South Reaches Enhancements		\$ 9,760,000

Main Channel Bypass		
No.	Item	Construction Cost
54	Indian Rock Park Suspension Bridge	\$ 3,904,000
55	Multi-Use Trail - Diversion Bypass	\$ 1,464,000
56	Regional Trail (Potential Future Phase)	\$ 976,000
57	Historic Interpretive Installation	\$ 92,000
58	Boardwalk/Accessible Fishing	\$ 293,000
Main Channel By-Pass		\$ 6,729,000

North Reaches		
No.	Item	Construction Cost
59	Multi-Use Trail	\$ 1,733,000
60	Environmental Education Facilities at Lakewood Middle School	\$ 610,000
61	Riverside Streetscape Enhancements	\$ 88,000
62	Regional Trail (Potential Future Phase)	\$ 1,647,000
63	North Ohio Street Bridge	\$ 1,342,000
64	Elm Street Bridge or Box Culvert	\$ 1,098,000
65	Ash Street Bridge or Box Culvert	\$ 1,098,000
66	Lakewood Marina/Launch Area	\$ 610,000
North Reaches		\$ 8,226,000

FIGURE 3.5
Additional Phases Construction Cost Table

POTENTIAL FUNDING SOURCES & STRATEGIES

STATE AND FEDERAL FUNDING

Other communities that have redeveloped their riverfronts have used combinations of public and private funding sources. Typically, public sources include a combination of local, State and Federal dollars associated with economic development; drainage, flooding or water quality; environmental or transportation improvements. Depending on the success of specific funding applications, the mix and design of improvements identified in any particular phase can be expected to change based on funding availability. Most State and Federal funding applications provide for only a portion of a specified project cost, requiring the local community to contribute a specified “matching” portion of funding to qualify for funding consideration. Private funding sources for public improvements include Corporate and Charitable Foundation gifts and grants. Examples of potential local, state and federal funding sources or partners and types of projects that may be applicable to the Smoky Hill River Renewal are included in the table on the following page.

LOCAL FUNDING

Local funding in other communities has frequently been provided through a local tourism and lodging tax or local sales tax. Tax Increment Financing (TIF) within an improvement district that is created, where the improvements will benefit those businesses, is a variation of local taxing where sales and/or property tax generated within the district is applied within that specific district. Local tax initiatives require voter approval through an election. Examples of community projects in Salina receiving a portion of sales tax funding include:

- Kenwood Cove Aquatic Park
- KTI / KSU Salina Transition
- Saline County Jail Expansion

PRIVATE CHARITABLE FOUNDATIONS

Private Charitable Foundations providing charitable grants are also a frequent source of funding at local, state and national levels. Examples of Salina community projects that have been funded in part by charitable foundations include:

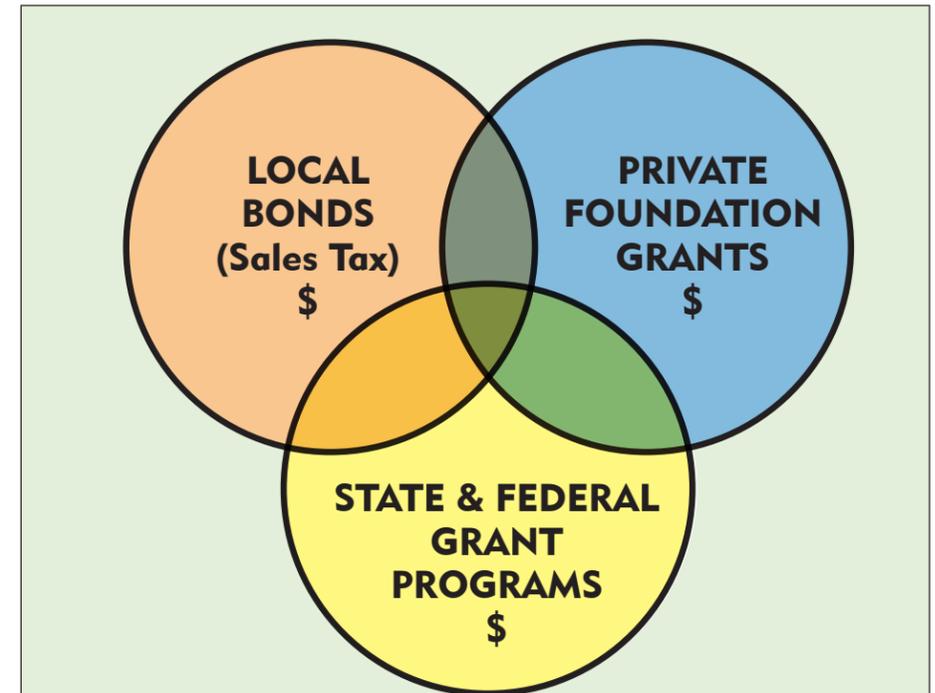
- Salina Community Theater
- Stiefel Theatre
- Central High School Stadium Turf
- First Tee Program Golf Course
- Smoky Hill River Renewal – Phase One, Public Outreach
- Smoky Hill Museum
- Dean Evans Stadium
- Sunset Park War Memorial
- Eric Stein Stage (Oakdale Park)
- Salina Art Center

POTENTIAL FUNDING SCENARIO

There are many potential funding scenarios that can be considered based on the variables of proposed phasing of improvements, private foundation grant availability and leveraging them as local matches for State and Federal programs. The demonstrated local private and public investment in the Smoky Hill River Renewal in Phases One and Two demonstrates a strong local commitment in obtaining future funding opportunities.

One potential funding scenario that may be considered as a framework to consider further options and refinement could include:

1. Local Sales Tax Increase (voter approved) Bond Issue to fund Primary Phase Capital Improvements to demonstrate success, build support and attract private investment.
2. Existing Sales Tax (Sunset) transfer to River improvements Operations and Maintenance upon completion of construction, with sunset provision after 10 years. Strong performance and support encourage re-issue after 10 years.
3. Private Foundation grants and private donations to serve as local match for State and Federal program grants for specifically targeted improvement priorities in additional phases/ improvements that further demonstrate success, build support and attract private investment.



What share of local funding have similar projects had to provide?

The Historic Arkansas Riverwalk of Pueblo (HARP) in Colorado has constructed \$31 million in improvements to date, with a mix of sales tax - supported local bonds, private foundation grants and state and federal public grants.

However, no two riverfront projects are alike and each requires detailed engineering analysis to outline project components and competitive applications for public and private grants.

Funding	Source	%
\$12.8 M	Voter-approved Bonds with Sales/Property Tax	42%
\$11.4 M	Private Charitable Foundation Grants and Private Donations	37%
\$6.0M	Federal and State Grants	20%
\$0.5 M	Bond Refinancing	1%

HARP Funding Mix

MATRIX OF POTENTIAL FUNDING PARTNERS AND SOURCES

The Matrix of Potential Funding Partners and Sources (Fig. 3.6) illustrates improvements that are functional elements of the Smoky Hill River Master Plan improvements could be funded through local sales tax revenue, while capital improvements such as utility line replacement or other regularly scheduled upgrades could be coordinated with master plan improvements and funded as capital improvements through existing local taxation or fees.

City of Salina		Channel Improvements	Streambank Stabilization	Bridge Replacement	Wildlife Habitat Programs	Wetland Habitat Preservation/Protection	Watershed Restoration/Protection	Aquatic Ecosystem Preservation/Protection	Outdoor Recreation	Human Development Projects	Water Conservation/Water Quality	Education	Pollution	Economic Development-Downtown	Multi-Use Trails	Utility Infrastructure	Operations and Maintenance
FEDERAL SOURCES																	
1.	American Recovery and Reinvestment Act (ARRA)			█											█		
2.	Economic Development Administration (EDA)									█				█			
3.	Environmental Protection Agency (EPA)						█				█	█	█				
4.	US Army Corps of Engineers (US ACE)				█	█					█						
5.	US Fish and Wildlife Service				█			█			█						
6.	US Department of Transportation (DOT)				█										█		
7.	US Department of Housing and Urban Development (HUD)													█			
STATE SOURCES																	
8.	Kansas Water Office (KWO)										█	█					
9.	Kansas Division of Water Resources (KWDR)										█						
10.	Kansas Division of Health and Environment (KDHE)						█					█					
11.	Kansas Department of Commerce and Housing									█							
12.	Kansas Department of Wildlife and Parks				█	█			█								
13.	Kansas Forest Service				█												
14.	State Conservation Commission		█			█					█		█				
15.	Kansas Alliance for Wetlands and Streams					█											
16.	Kansas Assoc. for Conservation & Environmental Education										█						
17.	Kansas Health Foundation										█				█		
LOCAL SOURCES																	
18.	City of Salina - Public Works			█												█	
19.	City of Salina - Utilities										█						
20.	City of Salina - Public Works - Transportation			█													
21.	City of Salina - Stormwater										█						
22.	City of Salina - Flood Control	█															
23.	City of Salina - Parks & Recreation	█							█								
24.	Salina School District											█					
25.	Local Sales Tax	█							█	█				█	█		█

FIGURE 3.6
Matrix of Potential Funding Partners and Sources

NEXT STEPS

PHASE 3

Upon completion of the Master Planning process City Staff, representatives of the MAC and TAC committees, and the DSW Consulting Team made a formal presentation to the Planning Commission and City Commission summarizing recommendations included in the Master Plan. The Planning Commission and City Commission asked to adopt, or adopt with conditional revisions, the Master Plan as an official planning document for the Master Plan area. Upon adoption, key aspects of the Master Plan will now be incorporated as an integral part of the “City Comprehensive Plan” to guide future redevelopment and restoration of the Old River Channel.

Now that the Master Plan has been approved and adopted its intent to identify appropriate planning, design and preliminary engineering responses to the specific opportunities associated with the restoration and redevelopment of the Old River Channel area of the Smoky Hill River has been met. At a time deemed appropriate, the remaining Phases of the river renewal process can be initiated.

As described in Section One of this document, remaining phases include:

Phase 3-Implementation Planning is currently envisioned to include guidelines that define public and private improvement responsibilities, overlay district (if any) responsibilities, redevelopment review processes, economic potential redevelopment incentives and will include a primary project concept to better define components of those project improvements and to demonstrate the application of implementation guidelines. Phase Three Implementation Planning establishes the legal and financial business plan for the river renewal.

Phase 4 - Primary Project Design Development /

Construction Documents

The Phase Four documents are envisioned to be prepared as a public / private funding partnership to produce Design Development drawings and Construction Documents for the primary project area improvements

Phase 5 - Primary Phase Project Construction

Primary Phase Project Construction is the construction phase for the primary project area through the public / private funding partnership.

