



MAJOR PROJECTS



NEWPORT
KENTUCKY

FEB 2023 // PREPARED BY LAUREN O'BRIEN

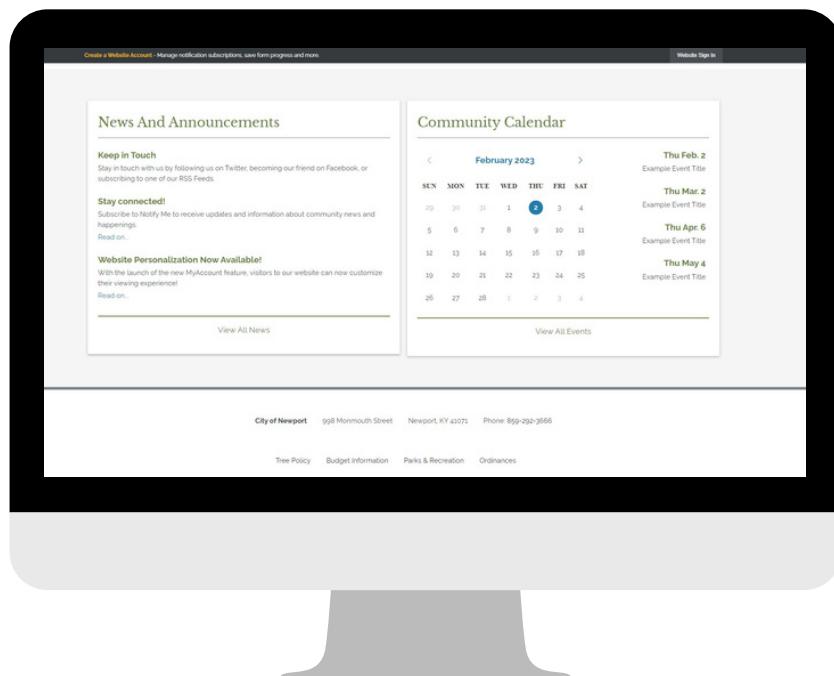
WEBSITE REDESIGN

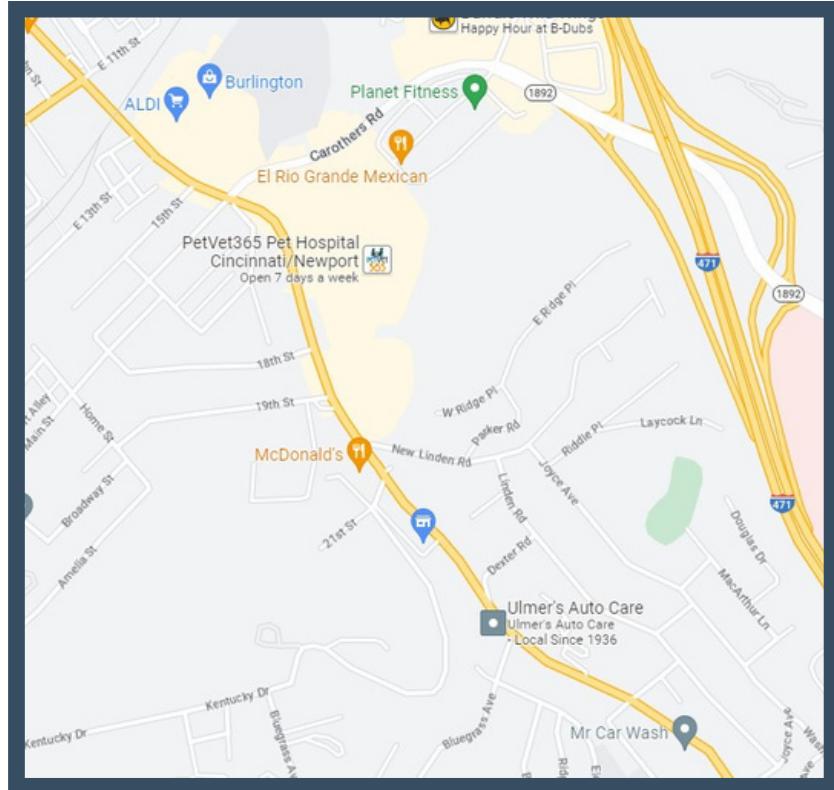
At the end of July 2022, the City of Newport put out a Request for Information: Web Design and Replacement. In response, we received multiple responses and interviewed three companies. Ultimately, we selected CivicPlus. They have done many municipal websites and have former municipal workers as part of their staff.

The website had become outdated, hard to update, and difficult for constituents to use. This new website will be ADA compliant and work well on mobile devices. We are working with Strategic Advisors LLC for content.

Starting January 27th, CivicPlus has started collecting information from the old website that needs to be placed on the new website. This is expected to take until the end of February. No major changes can be made to the current website.

Estimated Go Live
Timeframe:
Mid April





US-27/ CARTHERS RD

KYTC has given the approval to coordinate the US-27 and Carothers Road projects. Prime Engineering is taking the responsibility of this coordination, as they are responsible for US-27. They have been working with TEC on right of way negotiations on Carothers Road. Duke is finalizing an agreement at a property and Prime is doing a final quality check. After those are complete, the project will go out to bid for construction. The US-27 project is funded by a SNK Grant through OKI.

Funding

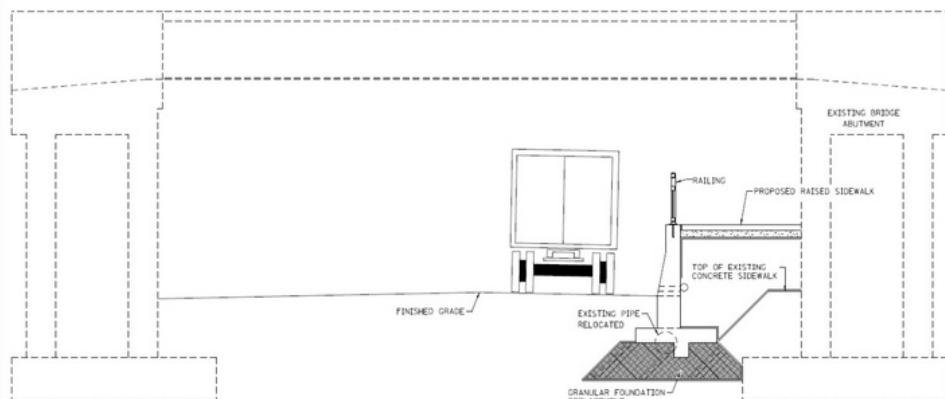
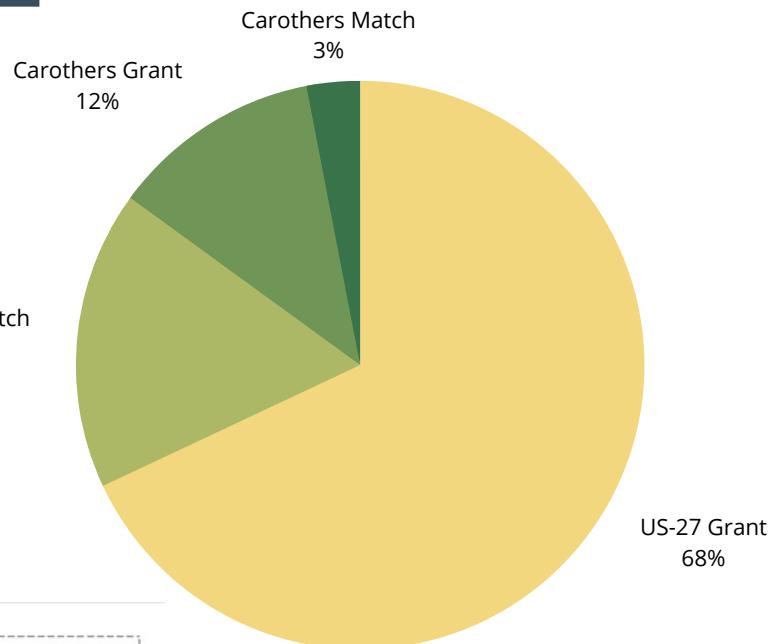
US-27 Grant: \$6,286,960

US-27 Match: \$1,571,740

Carothers Grant: \$1,105,557

Carothers Match: \$280,149

*Most federal grants require a 20% match



Goals

Multi-modal options and connectivity.
Ensuring the safety of all users.

FESTIVAL PARK

The archeological study required has already been completed.

The boring was completed in November. They dug into the ground to take samples of the earth. They are studying it to determine what the soil is made of. The results should come in soon and that will determine how the sea wall is made. The design of the park is nearly complete.

We had a meeting with the Army Corp of Engineers to determine next steps for their feasibility study. They are determining the cost of the study, which should be reduced and done quickly due to the work we have already done. We are exploring the option of an MOU so we can begin construction and have that credited as a local match to any local grant.

Funding

The Water Resources Development Act (WRDA) of 2022: funds the USACE feasibility study, which allows us to apply for funding in the WRDA '24 bill. This is what Cincinnati used to build Smale Riverfront Park.

Kentucky Surface Transportation Block Grant for Northern Kentucky Roadway Projects (SNK) through OKI plus 20% local match: \$3,035,535. This can only be used to build the multi-modal path.

Land and Water Conservation Fund (LWCF): \$200,000. This will be used to construct play areas and improve access to the park. Governor Beshear awarded us this grant on the Purple People Bridge in 2022.

City Bonds: \$5,000,000. This will be used to build the sea wall and qualifies as "local match" money for any federal grants.



GENERAL JAMES TAYLOR PARK

The Environmental Stewardship Project funded by the Campbell County Extension District Board	\$999.99	Money to be used to purchase and plant trees.
Transportation Alternatives Program (TAP) Grants	Federal \$1,725,900 Match \$287,650 Total \$2,013,550	Money to be used to improve non-driver, multi-modal, public transportation routes.
Army Corp of Engineers Ecosystem Restoration	Federal \$7,386,500 Match \$2,435,500 Total \$9,822,000	Partnership with Southbank and other Cities to restore riverfront ecosystem

*Most federal grants require a 20% match

Planned location for trees funded by the environmental stewardship project.



Archeological study

In order to comply with the Kentucky Antiquities Act (KRS 164.705 - KRS 164.735; KRS 164.990) we must do an archeological study before disturbing any earth. Scott Clark has been working with NKU and the State to complete a ground penetrating radar survey as soon as possible.



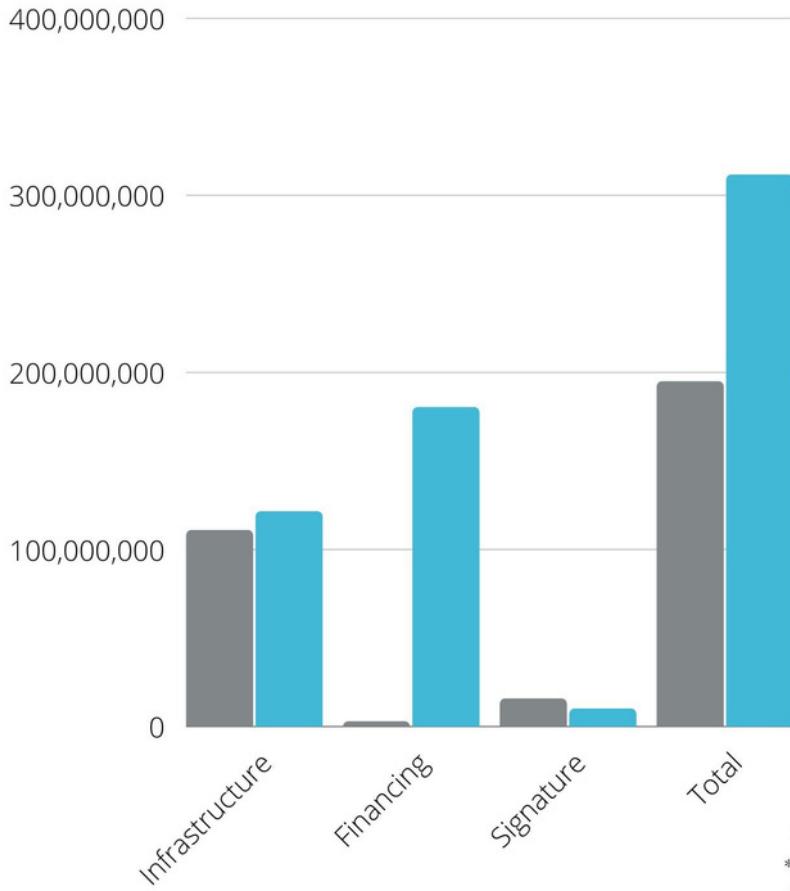
OVATION TIF

To Date

Infrastructure Costs: \$110,760,475.85
Financing Costs: \$3,026,528.67
Signature Costs: \$15,634,033.23
Total: \$194,826,470.24

Not to exceed

Infrastructure Costs: \$121,312,623
Financing Costs: \$180,114,000
Signature Costs: \$10,000,000
Total: \$311,426,623

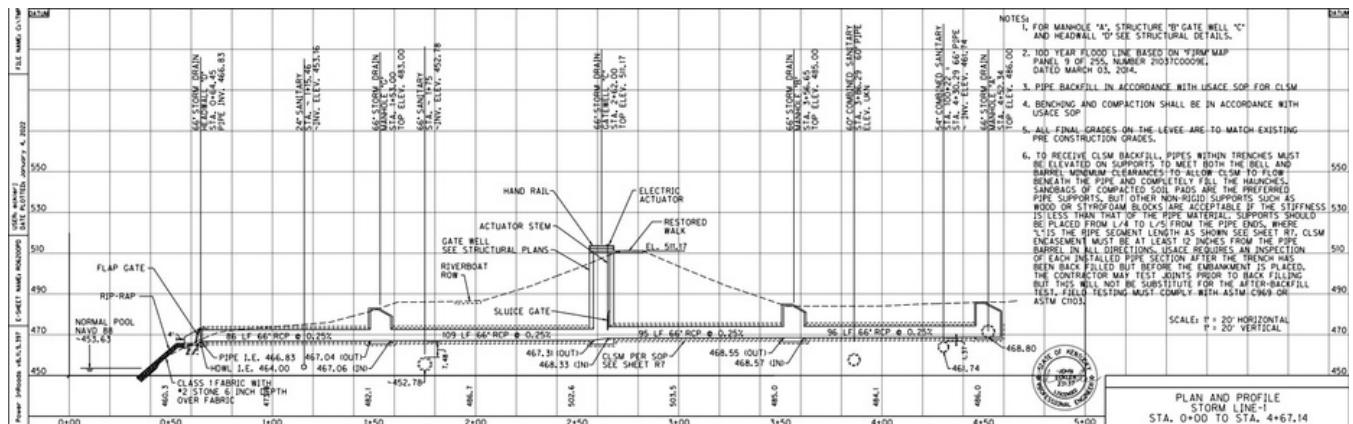


Public agencies can use Tax Increment Financing (TIF) as an economic development tool to help finance large projects by earmarking future tax gains resulting from the development and improvements within the TIF footprint. Essentially, it captures the future value of an improved property to pay for the current costs of those improvements.

The Ovation TIF hit its Minimum Capital Investment (MCI) in July 2022. The Finance Director, Lenny, has been working with Commonwealth Economic, Corporex, and the State of Kentucky to complete the tasks needed once this threshold was met.



KY 9 STORMWATER OUTFALL AT 4TH ST PUMP STATION



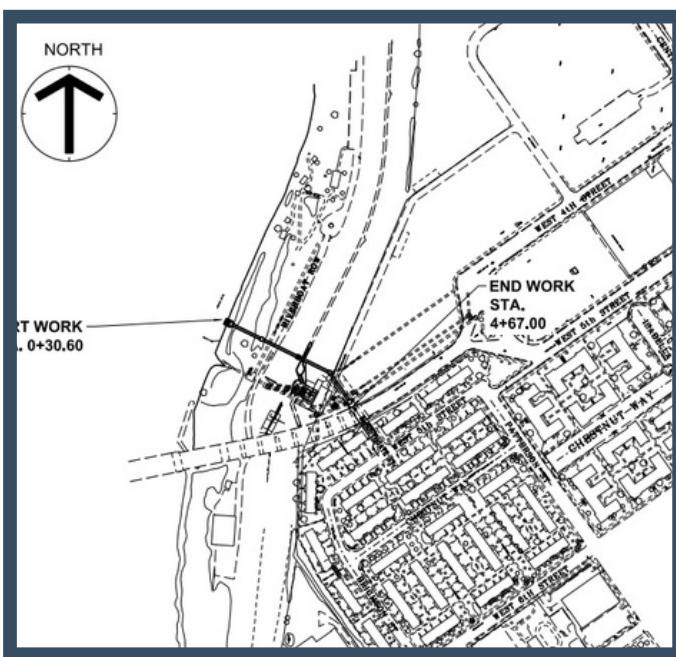
Partners: SD1, the Army Corp of Engineers, and KYTC

Status: the bid for the project has been awarded. We met with the group on Monday. The project is expected to begin in July and end in October. We will meet with KYTC to ensure that this does not interfere with the 4th Street Bridge project.

Challenges

This project involves cutting into the levee, which can only be done between May - October for flood safety reasons. The sluice gate must be on site before the project begins. Due to demands on the supply chain, getting the gate may take longer than anticipated. If this happens, USACE has suggested rent inflatable bladders.

The purpose of this project is to reduce Combined Sewer Overflow (CSO). This becomes a problem when there is a large amount of stormwater, and the system becomes overwhelmed. The result is a combination of stormwater, untreated human and industrial waste, oil and grease, metal, floating debris, and other harmful pollutants into the waterways. In 2005, SD1 and the EPA entered into a consent decree to comply with the federal law Clean Water Act of 1972 to reduce CSOs and Sanitary System Overflows (SSO) by 2025.





4TH STREET BRIDGE

Construction Date: 1936

Bridge Length: 1,001 feet

Pedestrian Path Width: 4 feet

Timeline

March: Proposals from Design Build teams will be submitted, and a team will be chosen. This team will include a bridge architect. Once chosen, they will form an aesthetic committee.

Late Spring/Early Summer: the bridge architect will develop bridge alternatives to meet the community needs and are within budget.

Late Summer: the various bridge designs are available.

Fall: the final bridge design is selected. Site preparation and underground investigation begins. The exact construction schedule and completion date will depend on the chosen design. We should have more information on that this summer.

Current Issues

- Classified as functionally obsolete.
- Pedestrian path width is only 4 feet and not ADA compliant.
- Bicyclist do not feel safe using the bridge.
- Narrow one foot shoulders widths do not meet modern design standards.
- Can only accommodate vehicles under 17 tons, but KY8 can accommodate vehicles up to 40 tons.
- TANK does not use the bridge due to weight restriction.

Construction Information

- The new bridge could cost \$25 - \$65 million. There is \$65 million in funding set aside for this project.
- The bridge will be multi-modal, meaning it will accommodate pedestrians, cyclists, and cars.
- KYTC will be using a Design-Build Process - a delivery system which design and construction services are contracted by a single known entity.
 - Benefits: Only one contract allows for easier communication, faster completion, and an agreed set budget before the project begins.

*City Manager Fromme asks about Commissioner Rechtin's request about access to the rowing club under the bridge in every discussion.