

**2018-2022**  
**FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM**  
**TRANSPORTATION PROJECTS TOTALS**

Print Date: 4/12/2018

	2018	2019	2020	2021	2022	Category Totals
Design/Engineering	\$1,407,500	\$3,033,300	\$1,851,100	\$1,008,700	\$1,315,900	\$8,616,500
Right-of-Way	\$299,000	\$150,000	\$1,105,000	\$3,730,000	\$330,000	\$5,614,000
Utilities	\$220,000	\$50,000	\$400,000	\$620,000	\$150,000	\$1,440,000
Construction	\$9,956,047	\$10,018,400	\$5,087,100	\$17,095,000	\$20,629,000	\$62,785,547
Contract Admin./Inspection	\$1,131,700	\$1,059,600	\$449,700	\$2,092,700	\$2,253,100	\$6,986,800
<b>Yearly Totals</b>	<b>\$13,014,247</b>	<b>\$14,311,300</b>	<b>\$8,892,900</b>	<b>\$24,546,400</b>	<b>\$24,678,000</b>	

Source of Funds City Capital Improvement Funds 206 & 304

**Grand Total = \$85,442,847**

**Portion of Cost to be funded by Development**

	2018	2019	2020	2021	2022	Category Totals
Design/Engineering		\$639,300	\$639,300	\$200,000	\$800,000	\$2,278,600
Right-of-Way		\$150,000	\$0	\$2,200,000	\$0	\$2,350,000
Utilities		\$25,000	\$0	\$250,000	\$0	\$275,000
Construction		\$3,000,000	\$0	\$0	\$10,784,600	\$13,784,600
Contract Admin./Inspection		\$360,000	\$0	\$0	\$1,294,200	\$1,654,200
<b>Yearly Totals</b>		<b>\$4,174,300</b>	<b>\$639,300</b>	<b>\$2,650,000</b>	<b>\$12,878,800</b>	

Federal Earmark Funds

**Grand Total = \$20,342,400**

Net developer/ Grant Funds \$0

Percentage 24%

**Portion of Cost to be funded by City**

	2018	2019	2020	2021	2022	Category Totals
Design/Engineering	\$1,407,500	\$2,394,000	\$1,211,800	\$808,700	\$515,900	\$6,337,900
Right-of-Way	\$299,000	\$0	\$1,105,000	\$1,530,000	\$330,000	\$3,264,000
Utilities	\$220,000	\$25,000	\$400,000	\$370,000	\$150,000	\$1,165,000
Construction	\$9,956,047	\$7,018,400	\$5,087,100	\$17,095,000	\$9,844,400	\$49,000,947
Contract Admin./Inspection	\$1,131,700	\$699,600	\$449,700	\$2,092,700	\$958,900	\$5,332,600
<b>Yearly Totals</b>	<b>\$13,014,247</b>	<b>\$10,137,000</b>	<b>\$8,253,600</b>	<b>\$21,896,400</b>	<b>\$11,799,200</b>	

OPWC Funds \$ 7,157,500 T-21-129

**Grand Total = \$65,100,447**

FCEO \$5 funds

NET CIP Fund 304 \$ 5,856,747

Percentage 76%

Source of Funds City Capital Improvement Fund 304 or 206

F. B. Rowland

## C.I.P. No. T-21/129 (TIF)

### Scioto Darby Rd & Leppert Rd Improvements

This project improves Scioto Darby Road between Bradford Drive and Cosgray Road and Leppert Road between Scioto Darby Road and the Heritage Rail Trail. The two projects were previously listed separately on the CIP, but have now been combined as one project since preliminary engineering and public comment was completed in 2014.

The preferred alternative for this project was selected and detailed design of the project began in 2014. The project consists of:

#### Scioto Darby Road

5-lane pavement section with curb & gutter between Leppert and Bradford, 3-lane open-ditch drainage section between Leppert and Cosgray, full street lighting, raised medians to control speed and improve pedestrian crossings, multi-use paths on both sides, on-street bicycle accommodations, landscaping along the corridor, unique stormwater treatments, a pedestrian/bicycle crossing at the Hellbranch Trail (between Muni Park & Hoffman Farms), and roundabouts at Leppert Road and Veterans Memorial Drive. Multi-use paths will also be extended along both sides of Veterans Memorial Drive to Hilliard Municipal Park as part of this project.

#### Leppert Road

Maintain existing 2/3 lane open ditch section with an improved pavement surface and shoulder widening to better accommodate buses, school traffic, and on-street bicyclists, a multi-use path on the east side of the street, improved pedestrian crossings, and street lighting at intersections and pedestrian crossings. Low Impact Design (LID) strategies are being evaluated on this project to minimize stormwater runoff. Work includes realignment of the Heritage Rail Trail at Leppert Road and installation of a pedestrian activated RRFB.

#### Schedule:

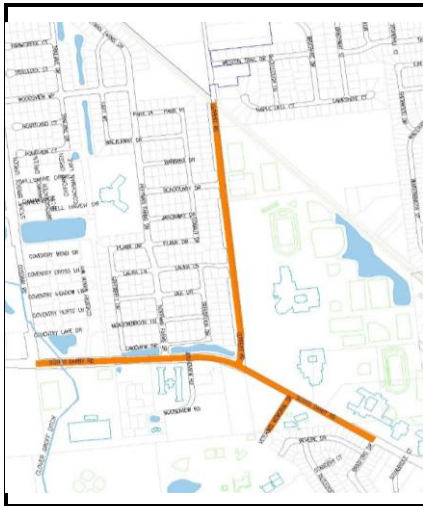
2016 - ROW Acquisition was completed; utility relocation design commenced  
 2017 - Private utilities cleared by 7/31/2017; construction of companion CIP S-41; award project in Fall 2017  
 2018 - Leppert Rd work + Scioto Darby Phase 1 north side  
 2019 - Scioto Darby Phase 2 south side; project complete Fall 2019

Funding source: TIF funds from development along Cosgray and Scioto Darby. The City applied for an OPWC grant/loan in 2016 to supplement city funding.

The City was funded through SCIP and awarded a grant in the amount of \$1,750,000 and a loan in the amount of \$5,407,500. **Total OPWC Funding of 7,157,500.** OPWC Administrative fee of up to 1% of the fund amount (approx. \$7,000 payable to MORPC) is included in the Design/Engineering costs for 2018.

Ord. 17-17 Appropriated funds to begin construction in 2017 in the amount of \$2 million dollars. The Ord. 17-28 appropriated the balance

#### Location Map (No Scale)



#### Figures below are for 5 year program uses current year \$

Design/Engineering	\$75,000
Right-of-Way	\$0
Utilities	\$0
Construction	\$6,965,047
Contract Admin./Inspection	\$995,000
<b>Total</b>	<b>\$8,035,047</b>

#### Companion C.I.P.'s

IT-11 & S-41

#### Authorizing Legislation

Current CIP/CIB legislation

#### Funding Source

Department	408
Fund Name	MIT & Cap. Imp.
Fund Number	203/304

#### Project Origin

2014

Priority Level: I

Design/Engineering  
 Right-of-Way  
 Utilities  
 Construction  
 Contract Admin./Inspection

Total

Fiscal Year = 2018				
2018	2019	2020	2021	2022
\$50,000	\$25,000			
\$6,815,047	\$150,000			
\$945,000	\$50,000			
<b>Total</b>	<b>\$7,810,047</b>	<b>\$225,000</b>	<b>\$0</b>	<b>\$0</b>
\$ 2,000,000	2017 Appropriation Ord. 17-17			
\$ 7,810,047	2017-18 CIB Appropriation by Ord. 17-28			

## C.I.P. No. T-65B (D&TIF)

### Britton Parkway - Sect.2/Ph.2 and Sect.3/Ph.2 (Davidson Road - Hayden Run Road)

CIP T-65B will convert the existing 3-lane Britton Road into the 5-lane divided Britton Parkway. The limits are from just north of Davidson Road to just south of existing Hayden Run Road. Roundabouts may be considered at one or two intersections along this corridor depending on traffic volumes and future development plans.

The roadway project includes curb & gutter, an enclosed drainage system, waterline extension, street lighting, telecommunication duct bank, traffic control, shared-use path on both sides of the street, landscaping, and irrigation. A companion project, CIP T-117, addressed major utility relocation along this corridor. In 2015, the City began working with AEP to facilitate most of these utility relocations in conjunction with upgrades being done for the Vadanta project at the SE corner of Hayden Run & Britton. The majority of this relocation was completed in 2017.

This project will likely be development driven and funded locally with costs reimbursed to the City through a future Tax Increment Financing (TIF) agreement. Preliminary design work is proposed to begin in 2022 unless it is funded by a developer prior to that year. Portions of right-of-way for this project have been donated by the property owners as part development. Additional right-of-way will likely be required from existing commercial properties; no permanent right-of-way is expected from residential properties (Britton & Carrington).

Location Map  
(No Scale)



Figures below are for 5 year program  
uses current year \$

Design/Engineering	\$500,000
Right-of-Way using 2010 doll	\$0
Utilities	\$0
Construction	\$0
CA/Insp.	\$0
<b>Total</b>	<b>\$500,000</b>

#### Companion C.I.P.'s

T-117 & S-28

#### Authorizing Legislation

#### Funding Source

Department	408
Fund Name	Capital Imp. Fund
Fund Number	304

#### Project Origin

Priority Level: III

Design/Engineering  
Right-of-Way  
Utilities  
Construction  
CA/Insp.

Fiscal Year = 2018				
0	1	2	3	4
				\$500,000

# C.I.P. No. T-76

## Scioto Darby Road / Walcutt Road Intersection

This project is high priority due to peak hour congestion, vehicle queuing & delay, poor pavement condition, and lack of pedestrian/bicycle facilities. This existing intersection experiences significant delays and long vehicle queues during peak periods due to the lack of turning lanes at this intersection. Possible solutions to improve capacity and safety is the conversion of this intersection into a modern roundabout or the addition of a westbound left turn lane and a northbound right turn lane and replacement of the existing traffic signal. The existing roadside drainage ditches would be improved to provide for safer, more maintainable slopes or the roadways will be converted to a curb & gutter section with an underground storm water system. This project may include resurfacing of Scioto Darby Road outside the project limits to improve pavement conditions and to install a paved shoulder. Pedestrian/bicycle accommodations will be included in the project in accordance with the City's Complete Streets policy and to provide connection to the future Heritage Rail Trail extension.

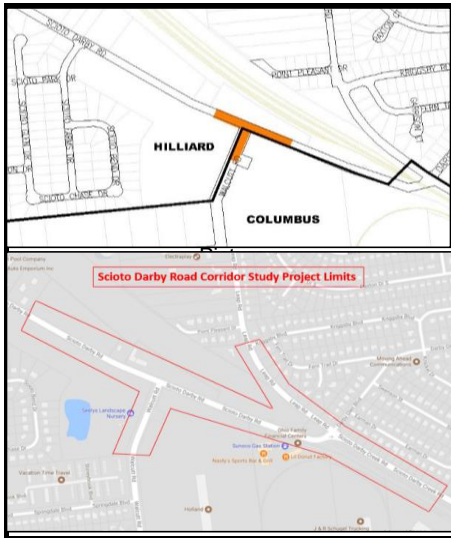
The southern leg of this intersection is within the City of Columbus, so this project would require a participation or partnership agreement with the City of Columbus. The City of Columbus initiated a study of this intersection and the intersection of Scioto Darby/Leap in 2013; the study showed that an improvement at the Walcutt Road intersection will likely alleviate the congestion along the corridor between and including these two intersections.

The City of Hilliard entered into a professional services contract for Phase 1 Corridor Study in 2017. This study will evaluate various alternatives to improve the corridor, including Columbus's Scioto Darby/Leap/Darby Glen intersection, and will include a public meeting. Upon completion of the study in 2018, Columbus & Hilliard will identify one or more projects to move forward into design of the preferred alternative and establish jurisdictional funding & participation.

Estimated costs, as presented below, are preliminary and may change based on findings of the study.

2018: Begin detailed design - \$240,000      2019: Complete detailed design - \$350,000  
2020: ROW acquisition & utility reloc - \$400,000      2021: Construction - \$3.5M; Constr Svcs - \$525,000

### Location Map (No Scale)



### Figures below are for 5 year program using current dollars

Design/Engineering	\$590,000
Right-of-Way	\$300,000
Utilities	\$100,000
Construction	\$3,500,000
Contract Admin./Inspection	\$525,000
Total	\$5,015,000

### Companion C.I.P.'s

### Authorizing Legislation

### Funding Source

Department	408
Fund Name	MIT & Cap. Imp.
Fund Number	203/304

### Project Origin

### Priority Level: I

Design/Engineering  
Right-of-Way  
Utilities  
Construction  
Contract Admin./Inspection

Fiscal Year =		2018			
	2018	2019	2020	2021	2022
Design/Engineering	\$240,000	\$350,000			
Right-of-Way			\$300,000		
Utilities			\$100,000		
Construction				\$3,500,000	
Contract Admin./Inspection				\$525,000	

## C.I.P. No. T-84

### Cosgray Road Improvements (Scioto Darby - Baldwin)

This project improves Cosgray Road between Scioto Darby Road and Baldwin Road. The north project limit was shifted from the Heritage Trail to Baldwin Rd due to annexation and the presence of the Bo Jackson facility/city parkland on the former Grener property.

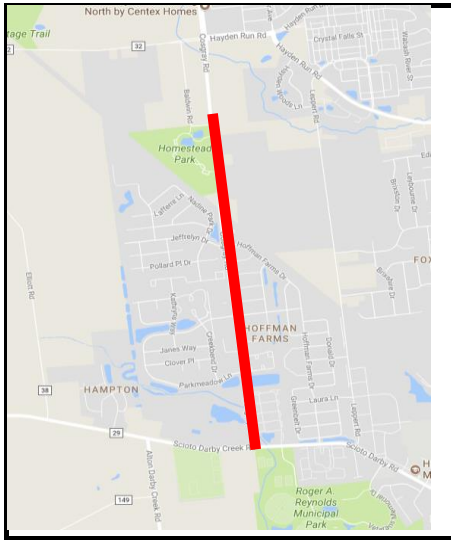
In the near term, there is a critical need to improve the pedestrian/bicycle accessibility along this corridor and improve key intersection capacity/safety. Past development has occurred without shoulder & ditch improvements and without constructing multi-use paths along some sections of Cosgray Road. Public demand for pedestrian & bicycle facilities along this corridor is high to better connect neighborhoods, mixed retail, the YMCA, the Heritage Trail, Municipal Park, Homestead Park, Bo Jackson facility, Grener Property parkland, and schools. T-84A will improve ditches, conduct minor street and 4' shoulder widening, mill & overlay the street, signing & pavement marking, street lighting at key locations, and construction of multi-use paths on both sides of the street. T-84A will also include evaluation of major intersections (Woodview, Jeffrelyn, Homestead Park) as single lane roundabouts to improve pedestrian crossings and slow vehicle speeds along the corridor.

In the long term (outside this 5 year CIP) Cosgray Road will be reconstructed and widened to a four-lane divided roadway. Widening of this corridor and the future extension of Cosgray Road to the south of Scioto Darby Road (T-86), is important to the City's north/south arterial infrastructure. Improvement of this corridor will reduce traffic on Main Street through Old Hilliard and the Triangle area, providing some relief to the congested corridor.

The City of Hilliard entered into a professional services contract for Phase 1 for study, public involvement, and preliminary design in 2017. At the conclusion of Phase 1 in 2018, short term & long term improvements along the corridor will be identified and prioritized to allow opportunities to phase improvements if desired.

Estimated costs, as presented below, are preliminary and may change based on findings of the study.  
2018: Preliminary design - \$195,000      2019: Detailed design - \$600,000

#### Location Map (No Scale)



#### Figures below are for 5 year program using current dollars

Design/Engineering	\$995,000
Right-of-Way	\$250,000
Utilities	\$150,000
Construction	\$6,000,000
Contract Admin./Inspection	\$850,000
<b>Total</b>	<b>\$8,245,000</b>

#### Companion C.I.P.'s

T-86, T-141

#### Authorizing Legislation

#### Funding Source

Department	408
Fund Name	MIT & Cap. Imp.
Fund Number	203/304

#### Project Origin

Priority Level: II

Design/Engineering  
Right-of-Way  
Utilities  
Construction  
Contract Admin./Inspection

Fiscal Year =		2018			
	2018	2019	2020	2021	2022
Design/Engineering	\$195,000	\$600,000	\$200,000		
Right-of-Way			\$250,000		
Utilities			\$150,000		
Construction				\$6,000,000	
Contract Admin./Inspection				\$850,000	

**C.I.P. No. T-86 (D & TIF)**  
**Cosgray Road Extension - PID 90989**

This project consists of design and construction of a new 4-lane divided roadway through the Jerman property, which will provide an extension of Cosgray Road south of its existing terminus at Scioto Darby Road to realign with Alton Darby Road, north of Heritage Club Drive. Preliminary design and environmental documentation of this project began in 2012 as a result of receipt of \$500,000 in federal earmark funds (OH397); therefore, this project is currently being administered through the Ohio Department of Transportation (ODOT). Long term, this roadway extension is vitally important to the City's north/south arterial infrastructure. Improvement of this corridor will reduce traffic on Main Street through Old Hilliard and the Triangle area, providing some relief to a congested corridor.

The project will include a 4-lane roadway with center median, on-street & off-street bike facilities, street lighting, and appropriate traffic controls. Because this roadway is within the Darby Watershed, the typical section will include roadside ditches to convey storm water and the future relocated soccer fields will be designed to manage and treat stormwater. Modern roundabouts will be used at two intersections along this corridor; the intersection of Scioto Darby Road and Cosgray Road will remain signalized.

Most of the work conducted to date has been to support submittal & approval of the environmental document to comply with federal aid requirements. Alternatives analysis & public meeting were held in 2014. The environmental document was submitted to ODOT in 2017; awaiting environmental clearance.

This project is dependent on development of the Jerman property and likely will be constructed by a private development or as part of a public-private funding partnership. To advance this project publicly, the City applied for MORPC Attributable Funds in 2014 and 2016, but the project was not awarded funding. Therefore, this project was put on hold in 2017 unless development prompts its reinstatement. The project costs below reflect what was submitted in our funding application, but the schedule has been pushed back. Right-of-way costs may be greatly reduced if the roadway is built in conjunction with the development. The priority of this project may shift, depending on the status of proposed development of the Jerman property.

The City will apply for a federal TIGER funds in October 2017. If a grant is awarded for this project, the design will be re-started; money has been budgeted in 2018 for this purpose. If a grant is not awarded, no work will be done on this project in 2018 and the funding can be reallocated for other CIP transportation projects. If grant awarded will need to do a

Location Map  
(No Scale)



Figures below are for 5 year program  
using current dollars

Design/Engineering	\$1,078,600
Right-of-Way	\$2,200,000
Utilities	\$250,000
Construction	\$10,784,600
Contract Admin./Inspection	\$1,294,200
<b>Total</b>	<b>\$15,607,400</b>

Companion C.I.P.'s

T-84  
ST-38

Authorizing Legislation

Ord. 10-46 adopted 1/11/2011 Preliminary Funding  
Ord. 11-xx , adopted 9/12/2011 Consent legislation

Funding Source

Department	408
Fund Name	MIT & Cap. Imp.
Fund Number	203/304

Project Origin

Programming by ODOT in 2011  
Priority Level: II

	Fiscal Year = 2018				
	2018	2019	2020	2021	2022
Design/Engineering		\$539,300	\$539,300		
Right-of-Way				\$2,200,000	
Utilities				\$250,000	
Construction					\$10,784,600
Contract Admin./Inspection					\$1,294,200



# **FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM TRANSPORTATION PROJECTS TOTALS**

## **C.I.P. No. T-111**

### **Cemetery Road Widening (High School Drive to Norwich Street)**

This project dates back to the early 2000s. Originally it was planned to widen Cemetery Road to five lanes from High School Drive to Norwich Street. This project was removed from the 5-year CIP in 2013. The introduction of a roundabout at the critical Main/Cemetery intersection resulted in significant improvement to capacity, making the need for the widening of Cemetery Road less urgent. The 3-lane section on Cemetery Road was anticipated to meet short term needs of the City. When the project was removed from the CIP in 2013, it was understood that it may be reintroduced in the future.

In 2018, the project is being re-introduced into the 5-year CIP. Due to afternoon peak hour queueing in the westbound direction, it may be beneficial to explore the addition of an additional westbound lane. This could improve capacity and queueing on Cemetery Road, not only within the limits of the project but further east of Norwich Street as well. Traffic rarely queues in the eastbound direction in the AM peak; therefore, a five lane section, as originally planned in the early 2000s may not be needed.

A feasibility study, which will evaluate traffic and identify property and utility impacts, and preliminary engineering, which will establish the footprint of the project is planned for 2020. The Project will likely include curb & gutter, an enclosed drainage system, street lighting, and ped/bike facilities. Reconstruction of the existing roadway beneath the railroad underpass is anticipated, but all road widening will take place within the limits of the existing structure. Geotechnical studies will determine whether replacement of the existing pavement is necessary or whether the surface mill

Location Map  
(No Scale)



Figures below are for 5 year program  
using current dollars

Design/Engineering	\$600,000
Right-of-Way	\$250,000
Utilities	\$100,000
Construction	\$0
Contract Admin./Inspection	\$0
<b>Total</b>	<b>\$950,000</b>

Companion C.I.P.'s

Authorizing Legislation

Funding Source

Department	408
Fund Name	MIT & Cap. Imp.
Fund Number	203/304

Project Origin

Priority Level: I

	Fiscal Year = 2018				
	2018	2019	2020	2021	2022
PE			\$100,000	\$400,000	\$100,000
RoW					\$250,000
Utilities					\$100,000
Construction					
CA/Insp.					



# C.I.P. No. T-121

## Citywide Street Rehabilitation and Right-of-Way Management Program

This comprehensive program provides funding for street rehabilitation, curb and gutter replacement, and sidewalk replacement. This program also provides funding for ditch, drainage, radius, shoulder, and other roadside safety improvements.

Additionally, this program replaces and/or constructs new curb ramps at locations within the limits of street rehabilitation and at isolated intersections throughout the City. The Americans with Disabilities Act (ADA) Law requires construction of curb ramps to bring sidewalk systems to a state of accessibility for people with disabilities.

The streetscape portion of this projects which includes: street signs, streetlights, mast arm traffic signals, street trees, pedestrian and bikeway facilities will all designed and constructed to the aesthetic standards of the City of Hilliard. as set forth by Hilliard City Council initiatives.

Work associated with this program does not include street maintenance surface treatments such as crack seal, micro surfacing, slurry seal, and other miscellaneous items. However, rehabilitation and maintenance projects may be combined for bidding purposes.

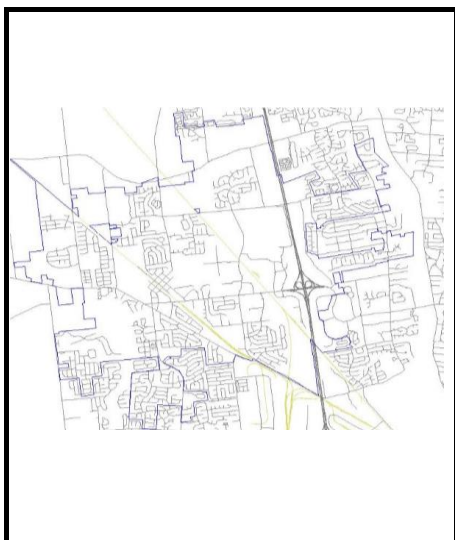
Service areas under this program are identified and prioritized by the City's pavement management system. Consequently, quantities for items associated with this program vary from year to year. Costs for this program are increased annually in subsequent years to cover inflation.

**2018 - \$1,482,000** - Construction budgeted at \$1,425,000 plus 5% for Construction Administration/Inspection.

**2019 - \$1,946,900** Maintains the level of funding of 2018 by 5 percent and includes 5 percent for Construction Administration/Inspections

**2020-22 reduces 2019 construction by \$300,000 and uses a 5 percent increase and 5 percent for Construction Administration/Inspections**

Location Map  
(No Scale)



Figures below are for 5 year program  
using current dollars

Design/Engineering	\$0
Right-of-Way	\$0
Utilities	\$0
Construction	\$7,874,600
Contract Admin./Inspection	\$379,700
<b>Total</b>	<b>\$8,254,300</b>

### Companion C.I.P.'s

**T-122 & LB-12**

### Authorizing Legislation

**Current CIP/CIB Legislation**

### Funding Source

Department	<b>408</b>
Fund Name	<b>MIT &amp; Cap. Imp.</b>
Fund Number	<b>206/304</b>

### Project Origin

**2004**  
Priority Level: Annual

Design/Engineering  
Right-of-Way  
Utilities  
Construction  
Contract Admin./Inspection

Fiscal Year =		2018			
	2018	2019	2020	2021	2022
Design/Engineering					
Right-of-Way					
Utilities					
Construction	\$1,425,000	\$1,496,300	\$1,571,200	\$1,649,800	\$1,732,300
Contract Admin./Inspection	\$57,000	\$74,900	\$78,600	\$82,500	\$86,700

**C.I.P. No. T-122**

**Citywide Alley Rehabilitation and Reconstruction Program**

This program provides funding for rehabilitation and/or reconstruction of alleys in the City of Hilliard. Many of the alleys are in poor condition and will require a complete reconstruction to become serviceable.

Alleys that no longer serve as a through roadway or that have significant public use may be abandoned if warranted.

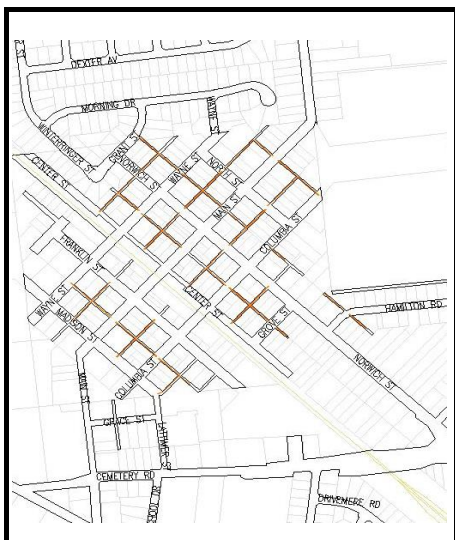
**2018- \$54,100**

The program is budgeted at \$51,500 for construction with CA/Insp. \$2,600

**2019-22**

The program is budgeted based at \$51,500 in 2018 for construction and \$2,600 for inspections services per year in 2019 with 5 percent annual increases to cover inflation. Funds may also be used for design as needed.

Location Map  
(No Scale)



Figures below are for 5 year program  
using current dollars

Design/Engineering	\$0
Right-of-Way	\$0
Utilities	\$0
Construction	\$285,100
Contract Admin./Inspection	\$14,000
<b>Total</b>	<b>\$299,100</b>

Companion C.I.P.'s

T-121 & LB-11

Authorizing Legislation

Funding Source

Department 408  
Fund Name Street Imp.  
Fund Number 206

Project Origin

Priority Level: I

Design/Engineering  
Right-of-Way  
Utilities  
Construction  
Contract Admin./Inspection

Fiscal Year =		2018			
	2018	2019	2020	2021	2022
Design/Engineering					
Right-of-Way					
Utilities					
Construction	\$51,500	\$54,100	\$56,900	\$59,800	\$62,800
Contract Admin./Inspection	\$2,100	\$2,800	\$2,900	\$3,000	\$3,200

## C.I.P. No. T-124

### Citywide Safety and Capacity Improvements

T-124 is a multi-year program that makes various improvements throughout the City to improve vehicular and pedestrian safety and capacity. Improvements may include upgrading or replacing existing traffic signals, making system improvements along corridors, installing or modifying street lighting, installing countdown LED pedestrians signal heads, installing special pedestrian crossings, conducting safety or capacity studies, or making other minor improvements to infrastructure to improve safety or capacity. As technology changes or is improved, the toolbox of engineering solutions to capacity and safety problems may also change. In some cases, studies conducted as part of CIP T-124 may result in addition of new CIP projects to accommodate project development of a larger project.

Improvements conducted as part of this project will be identified either through independent studies of existing conditions by staff, as a result of recommendations identified in the Transportation Plan, or as a result of other studies.

This project also provides ongoing traffic engineering services to support the Engineering & Operations Divisions.

#### 2018 Projects - \$450,400

1. Construction of Cemetery/Lacon traffic signal & master relocate (includes aerial fiber install & camera system)\*
- \* NOTE: using 2017 carryover funds (304.626.53703 and 304.626.53704) = \$530,000
2. Complete design of Davidson/Leap traffic signal, relocate utilities, and bid in late 2018.

#### 2019 Projects -

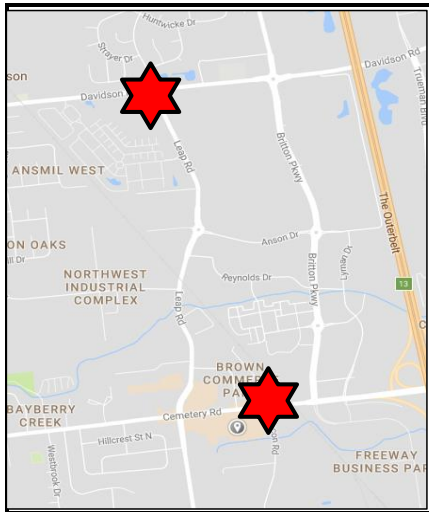
1. Conduct citywide traffic counts & signal warrant analyses
2. Construction of Davidson/Leap traffic signal, relocate utilities
3. Street lighting modification @ 3 roundabouts (Britton @ Riggins and Anson and Leap @ Anson = \$200,000)

#### 2020 Projects

1. Various traffic engineering services (signal system evaluation, studies, signal/SZF inventory & evaluation, assist with telecommunication/fiber upgrades citywide)

Future year priorities assume, on average, one new traffic signal or similar modification per year for construction plus general design and/or traffic engineering services annually.

Location Map  
(No Scale)



Figures below are for 5 year program  
using current dollars

Design/Engineering	\$658,000
Right-of-Way	\$10,000
Utilities	\$10,000
Construction	\$3,552,000
Contract Admin./Inspection	\$344,000
<b>Total</b>	<b>\$4,574,000</b>

#### Companion C.I.P.'s

#### Authorizing Legislation

#### Project Origin

Priority Level: I

#### Funding Source

Department	408
Fund Name	County \$5 Funds
Fund Number	206

	Fiscal Year = 2018				
	2018	2019	2020	2021	2022
Design/Engineering	\$20,000	\$155,000	\$158,000	\$161,000	\$164,000
Right-of-Way	\$10,000	\$0	\$0	\$0	\$0
Utilities	\$10,000	\$0	\$0	\$0	\$0
Construction	\$380,000	\$775,000	\$787,000	\$799,000	\$811,000
Contract Admin./Inspection	\$30,400	\$77,500	\$77,500	\$78,700	\$79,900

**C.I.P. No. T-125****Hilliard Participation in Multi Jurisdiction Transportation Improvements**

This project provides funding for transportation projects, including those that focus on active transportation (pedestrian/bike), that may be managed and owned by another government agency outside the Hilliard corporation limit but with some participation required on behalf of Hilliard. Hilliard may be required to participate either because a portion of the project is within the boundaries of Hilliard or because Hilliard requests additional amenities added to a project that would not normally be covered by the other government agency, such as upgrades to traffic signals, waterline extensions, streetlights, sidewalks, and multi-use paths.

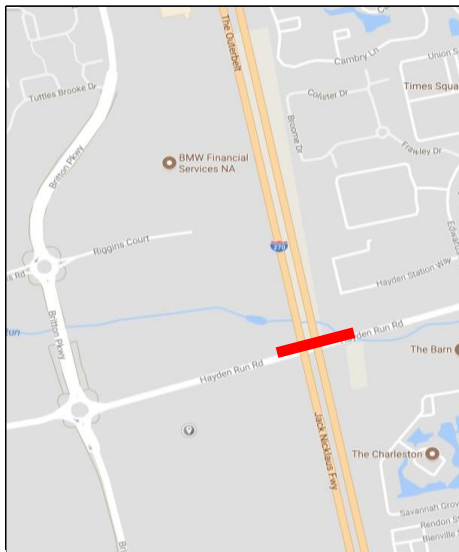
Funding as part of this project may be for planning/design, right-of-way, utility relocation, construction, or contract administration/inspection.

In 2017, the City and FCEO agreed to partner to extend the Hayden Run COG Trail under I-270 to connect the trail built by Hilliard as part of CIP T-117, which terminates on the west side of I-270, and the trail built by development in Columbus, which terminates on the east side of I-270.

In 2018, \$240,000 is budgeted to cover Hilliard's share of design and construction costs associated with COG Trail under I-270 project. FCEO will lead the design & construction. Construction will not occur until after work on the I-270 bridges by Kokosing as part of ODOT's I-270 West Side Widening project is complete.

No specific projects have been identified for 2019 and beyond. For budgetary purposes, \$25,000 is provided for design and \$150,000 is provided for construction in future years.

Location Map  
(No Scale)



Figures below are for 5 year program  
using current dollars

Design/Engineering	\$122,500
Right-of-Way	\$0
Utilities	\$0
Construction	\$817,500
Contract Admin./Inspection	\$0
<b>Total</b>	<b>\$940,000</b>

Companion C.I.P.'s

Authorizing Legislation

Funding Source

Department	408
Fund Name	Cap. Imp.
Fund Number	304

Project Origin

Priority Level: I

	Fiscal Year = 2018				
	2018	2019	2020	2021	2022
Design/Engineering	\$22,500	\$25,000	\$25,000	\$25,000	\$25,000
Right-of-Way					
Utilities					
Construction	\$217,500	\$150,000	\$150,000	\$150,000	\$150,000
Contract Admin./Inspection					

# C.I.P. No. T-128

## Public/Private Partnership for Improvements

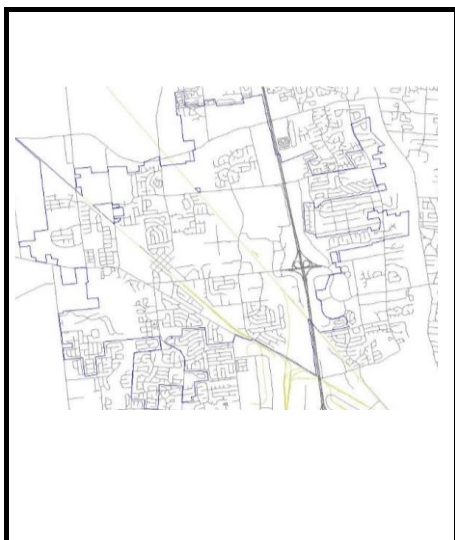
This project was created in 2006 to help fund the construction of public transportation infrastructure in conjunction with private development throughout the City that may not be required specifically to mitigate impacts of the development. For example, funding may be used for street/shoulder widening or path construction on the opposite side of the street from a developer project; thoroughfare plan street construction within a development; regional trail construction within a development; and installation of a roundabout in lieu of turning lanes/traffic signals at development entrances.

Pending annexations, such as the Hill/Bright properties, may result in the need to utilize this funding to provide valuable infrastructure that may be built as part of development but has a benefit to the Hilliard community.

For the purposes of budgeting, \$492,800 in 2019 dollars increase by 5% annuall has been provided annually for construction. Design, right-of-way, utility, and contract administration/inspection costs would typically be born by the Developer.

No project identified in 2018.

Location Map  
(No Scale)



Figures below are for 5 year program  
using current dollars

Design/Engineering	\$0
Right-of-Way	\$0
Utilities	\$0
Construction	\$1,896,500
Contract Admin./Inspection	\$227,800
Total	\$2,124,300

Companion C.I.P.'s

Authorizing Legislation

Funding Source

Department	408
Fund Name	CDBG Grant
Fund Number	

Project Origin

Priority Level: II

Design/Engineering  
Right-of-Way  
Utilities  
Construction  
Contract Admin./Inspection

Fiscal Year =		2018			
	2018	2019	2020	2021	2022
		\$440,000	\$462,000	\$485,100	\$509,400
		\$52,800	\$55,500	\$58,300	\$61,200

# C.I.P. No. T-133

## Pedestrian/ Bicycle Mobility and Safety Improvements

This project includes making various improvements throughout the City to improve pedestrian and bicycle mobility and safety. Improvements may include the addition of multi-use paths (or connections between existing paths), the construction of sidewalks, revised pavement markings to better accommodate bicycles on the streets (SHARROW or wider outside lanes), revised signage for pedestrians or bicycles, and special pedestrian or bicycle crossing treatments to improve visibility or safety of crossings. This is an annual program to improve and promote pedestrian and bicycle mobility in the City of Hilliard.

**2018 projects are prioritized as follows: \$1,057,200**

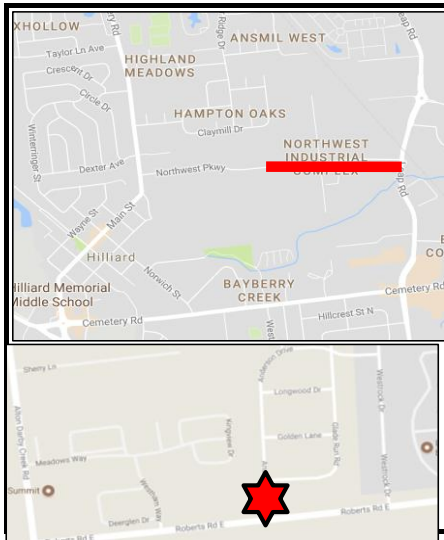
1. **NW Pkwy Ped & Lighting**- extend paths between fairgrounds & Leap Rd; includes lighting & new drive approaches for business to meet ADA. Partner with SMP to resurface & repair curbs. (Est:\$775K)
2. **5th Grade Ped Safety Education Program** - develop pilot program & hire retired teacher to implement at 2-3 schools. (Est. \$30K)
3. **Anderson Dr. Lighting Improvements** - add SL on Anderson Dr. near Roberts Road to improve lighting for student bus pick-up. (Est. \$55K)
4. **Feasibility and Preliminary Design of two (2) Central Ohio Regional trails that will connect to the Metro Parks project Q at the Old Quarry Site: These are the Heritage Rail to Trail from Scioto Darby/Leap area north west to City Hall along the NS RR corridor and the Dublin Road Pathway (Council Initiative. This work also looks at the needs between the Quarry site and these trails. - \$125,000**

2019 and beyond

1. **Alton & Darby Creek Ped Imp** - add sidewalk on A&DC between Lakewood & Fairway Commons & provide crossing near Muir to connect to pathways in Heritage Preserve. (Est: \$135K)
2. **Citywide Arterial Ped Crossing Study** - evaluate arterial street crossing citywide, identify cross-street compatible land uses, and review ped crash reports. Identify safety improvements to improve ped crossing safety in key locations. May include public meeting and some design work, depending on budget. (Est. \$100K)
3. **Dublin Rd Trail Feasibility Study** - Identify options for trail alignment & connections, evaluating ROW impacts, drainage impacts, and high level constructability issues; possible partnership with FCEO and/or Columbus
4. **New project design** (possible projects: west side of Frazell Rd to Frank's Park, east side of Britton Pkwy at Verizon, or begin design of Dublin Rd trail (following Item 6 above). (Est. \$60K)
5. **Bike/Ped Technical Assistance** - misc. review, small studies, etc. (Est. \$20K)

New projects will be added annually. Future year budget 2019 & beyond is dependent on various studies.

### Location Map (No Scale)



### Funding Source

Department	408
Fund Name	MIT & Cap. Imp.
Fund Number	203/304

### Figures below are for 5 year program using current dollars

Design/Engineering	\$626,400
Right-of-Way	\$114,000
Utilities	\$165,000
Construction	\$2,445,200
Contract Admin./Inspection	\$228,800
<b>Total</b>	<b>\$3,579,400</b>

### Companion C.I.P.'s

T-134

### Authorizing Legislation

Annual CIP/CIB Legislation

### Project Origin

2015  
Priority Level: I

	Fiscal Year = 2018				
	2018	2019	2020	2021	2022
Design/Engineering	\$165,000	\$213,000	\$78,800	\$82,700	\$86,900
Right-of-Way	\$24,000		\$30,000	\$30,000	\$30,000
Utilities	\$15,000		\$50,000	\$50,000	\$50,000
Construction	\$790,000		\$525,000	\$551,300	\$578,900
Contract Admin./Inspection	\$63,200	\$0	\$52,500	\$55,200	\$57,900



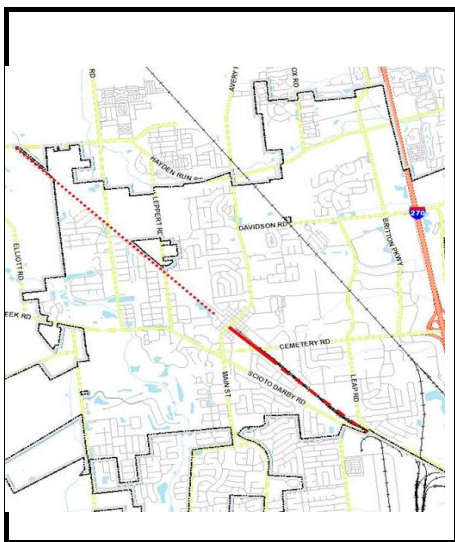
## C.I.P. No. T-134

### Heritage Rail Trail Extension & Improvements

This project consists of four components as follows:

- 1. Widening & resurfacing of the existing Heritage Rail Trail** (2.5 miles between Hayden Run Road and Old Hilliard) from approximately 10' to 16' to accommodate the growing use of the trail by various user types. Estimated cost = \$1.5M total. Phase 1 project could be divided into sections (~\$500K per section plus \$50K per section for design) to spread out costs if needed.
- 2. Surveying and marking property boundaries** to delineate the public pathway from the private properties in order to clearly identify private encroach upon the path right-of-way. Also includes re-establishing mile marker on the path following new zero point at Main Street. Estimated cost = \$50K in 2018.
- 3. Heritage Rail Trail Extension Phase 1** to the southeast from Old Hilliard to Hilliard City Hall. A companion project (LB-21 & LB-18) will provide for public space and aesthetic improvements including landscaping, large scale aesthetic bridge treatments across Cemetery Road, creation of additional parking & pavilion at City Hall, and a pedestrian connection to Drivemere Rd. Conceptual planning of this improvement began in 2014 as part of T-133. Detailed design commenced in 2015 and is at 80% complete and can be completed soon if rights-of-way become available. Construction is planned for once right-of-way is available depending on funding. The City is working to lease/purchase the land necessary for this improvement from the Norfolk Southern Railway. Portions of the cost from this improvement will be provided through developer parkland "fee in lieu of" contributions (208 Funds) for the Landmark Lofts development. Estimated costs: \$70K for design services, \$1.65M for construction, and \$185K for CA/Insp.
- 4. Heritage Rail Trail Extension Phase 2** from Hilliard City Hall to the intersection of Leap Road/Scioto Darby Road/Darby Glen Blvd. Phase 2 is dependent upon purchase or lease of land from Norfolk Southern Railway and/or development of the former rail corridor in accordance with the Hilliard Comprehensive Plan. Estimated costs: \$250K for design and \$150K for ROW & \$1.4M for construction.

Location Map  
(No Scale)



Funding Source

Department	408
Fund Name	Parkland
Fund Number	208

Figures below are for 5 year program  
using current dollars

Design/Engineering	\$200,000
Right-of-Way	\$1,050,000
Utilities	\$40,000
Construction	\$4,050,000
Contract Admin./Inspection	\$425,000
<b>Total</b>	<b>\$5,765,000</b>

Companion C.I.P.'s

T-133, LB-18; LB-21

Authorizing Legislation

Annual CIP/CIB Legislation

Project Origin

2014  
Priority Level: I

Fiscal Year = 2018

Design/Engineering  
RoW  
Utilities  
Construction  
CA/Insp.

	2018	2019	2020	2021	2022
Design/Engineering		\$50,000	\$50,000	\$50,000	\$50,000
RoW			\$500,000	\$500,000	\$50,000
Utilities		\$20,000		\$20,000	
Construction		\$1,650,000		\$1,900,000	\$500,000
CA/Insp.		\$165,000		\$200,000	\$60,000



**C.I.P. No. T-137****Wilcox Road/Hayden Run Road Intersection Improvement**

This intersection was identified in the Hilliard Comprehensive Plan to be improved to address capacity and safety issues. The horizontal alignment, topography, and lack of turn lanes to handle turning traffic has resulted in the need for the improvement.

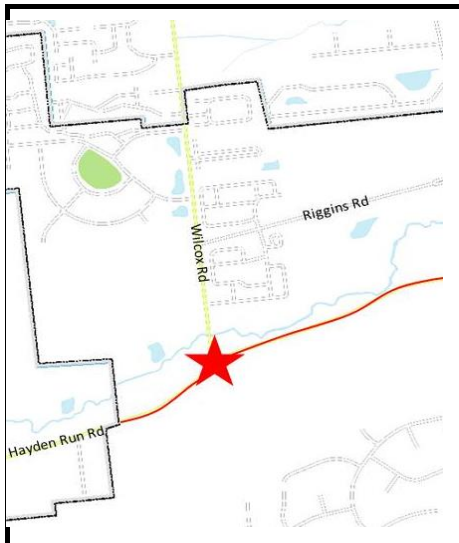
A review of a three year crash history in 2014 identified this intersection as a Top 5 crash location in Hilliard with numerous injury crashes. Even though the extension of Riggins Road west of Wilcox Road will likely reduce the traffic volumes at this intersection in the future, improvement of this intersection will still be needed.

A single-lane roundabout will likely improve capacity and safety better than a traffic signal with turn lanes; however, both alternatives will be evaluated during the preliminary design phase. This project will also add shoulders and improve ditch slopes along existing Hayden Run Road to improve safety and will establish the initial alignment of the extension of Wilcox Road south to Davidson Road.

This project will also explore the feasibility of extending the Hayden Run COG Trail on the north side of Hayden Run road. Landscaping, street lighting, and underground utility extensions will be included with this project. Care will be taken to improve water quality and maintain the scenic character in the area.

Columbus's portion of the Riggins Road/Hayden Run Blvd Extension west of Avery Road is scheduled to be complete in late 2018. Feasibility study and preliminary design of this project is scheduled to begin in 2019.

Location Map  
(No Scale)



Figures below are for 5 year program  
using current dollars

Design/Engineering	\$500,000
Right-of-Way	\$250,000
Utilities	\$100,000
Construction	\$2,500,000
Contract Admin./Inspection	\$250,000
<b>Total</b>	<b>\$3,600,000</b>

Companion C.I.P.'s

Authorizing Legislation

Funding Source

Department	408
Fund Name	Cap. Imp.
Fund Number	304

Project Origin

Priority Level: II

Design/Engineering  
Right-of-Way  
Utilities  
Construction  
Contract Admin./Inspection

Fiscal Year =		2018			
	2018	2019	2020	2021	2022
Design/Engineering		\$250,000	\$250,000		
Right-of-Way				\$250,000	
Utilities				\$100,000	
Construction					\$2,500,000
Contract Admin./Inspection					\$250,000

# C.I.P. No. T-138

## Franklin Street Improvements

This project is to fully reconstruct Franklin Street from Main Street to its eastern terminus. In 2013 the City approved a PUD for Landmark Lofts, located just east of Old Hilliard. The Landmark Lofts development will construct the portion of Franklin Street within their development, converting a private drive into a public street and intersecting Cemetery Road opposite Luxair Drive.

This project will reconstruct existing Franklin Street to provide a street section similar to Norwich Street with sidewalks, street lighting, curb & gutter, storm sewer, waterline, sanitary sewer relocations (if required), and parallel parking in key areas. Because of the proximity of the future Heritage Trail extension, the project limits were extended in 2016 to include Columbia Street between Franklin & Center.

Preliminary design began in 2016. Final design commenced in 2017 and will be completed in 2018. ROW acquisition & utility relocation will commence in 2018. Construction is scheduled for 2019.

Location Map  
(No Scale)



Figures below are for 5 year program  
using current dollars

Design/Engineering	\$155,000
Right-of-Way	\$200,000
Utilities	\$125,000
Construction	\$2,168,000
Contract Admin./Inspection	\$260,200
<b>Total</b>	<b>\$2,908,200</b>

Companion C.I.P.'s

Authorizing Legislation

Funding Source

Department	408
Fund Name	CIP
Fund Number	206/304

Project Origin

Priority Level: II

	Fiscal Year = 2018				
	2018	2019	2020	2021	2022
Design/Engineering	\$140,000	\$15,000			
Right-of-Way	\$200,000				
Utilities	\$125,000				
Construction		\$2,168,000			
Contract Admin./Inspection		\$260,200			

# C.I.P. No. T-139

## Leppert Rd-Old Hilliard Connector Street

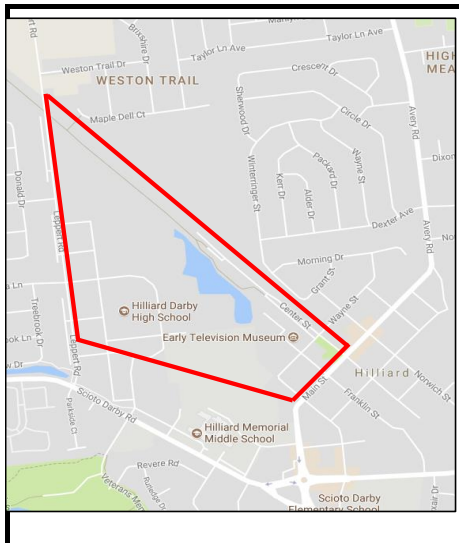
This project will provide a vehicular and ped/bike connection between Leppert Road and Old Hilliard. The goals of this project are to provide more east/west connections in the western portion of Hilliard to better manage traffic along existing corridors; to better connect neighborhoods, schools, and the Old Hilliard District; and to provide better connections to the school campuses for school and athletic events. Traffic calming, a high level of pedestrian accommodation, ped/bike "comfort" along the street environment, and parking needs for the schools and athletic fields will be key elements. The study will include evaluation of other school campuses with multiple connections and how such connections effect school and student safety. A partnership with HCSD and a stakeholder group that includes District and School staff (administrative, teacher, and coaches) will be formed to evaluate feasibility of such connection and its impact on the Darby HS/Heritage MS campus environment.

A high level feasibility study commenced in 2017 and includes field review, background research, development and evaluation of up to six concept-level alternatives, identification of constraints, development of concept-level construction costs, and preparation of a summary report. Depending on the findings of the feasibility study, a larger stakeholder group may be formed and further study may be conducted in 2018.

Significant public involvement will be conducted as part of this project to ensure buy-in from residents, trail users, Old Hilliard businesses, and schools.

2018 work assumes that the City will pursue next steps on this project and continue with more detailed analysis of fewer alternatives, traffic analysis, and public involvement. If a preferred alternative is identified as part of this process, preliminary design would commence in 2019 with detailed design in 2020. Costs will be refined later as project scope is determined through the study process.

### Location Map (No Scale)



### Figures below are for 5 year program using current dollars

Design/Engineering	\$645,000
Right-of-Way	\$750,000
Utilities	\$200,000
Construction	\$3,000,000
Contract Admin./Inspection	\$360,000
<b>Total</b>	<b>\$4,955,000</b>

### Companion C.I.P.'s

### Authorizing Legislation

### Funding Source

Department	408
Fund Name	Cap. Imp.
Fund Number	304

### Project Origin

Priority Level: III

	Fiscal Year = 2018				
	2018	2019	2020	2021	2022
Design/Engineering	\$25,000	\$250,000	\$350,000	\$10,000	\$10,000
Right-of-Way				\$750,000	
Utilities				\$200,000	
Construction					\$3,000,000
Contract Admin./Inspection					\$360,000

## C.I.P. No. T-140 (D)

### Leppert Road Improvements (North of Heritage Trail)

This project improves Leppert Road from the Columbus corporation limit south of Hayden Run Road south to the Heritage Trail. Portions of this project are located within unincorporated areas within the jurisdiction of Franklin County. The developer of Carr Farms is required to make some improvements to the transportation infrastructure along their frontage (east side of Leppert Road); however, portions of Leppert Road would remain unimproved. It is in the best interest of the City to enter into an agreement with the Franklin County Engineer's Office (FCEO) and the Developer to improve the entire length of Leppert Road.

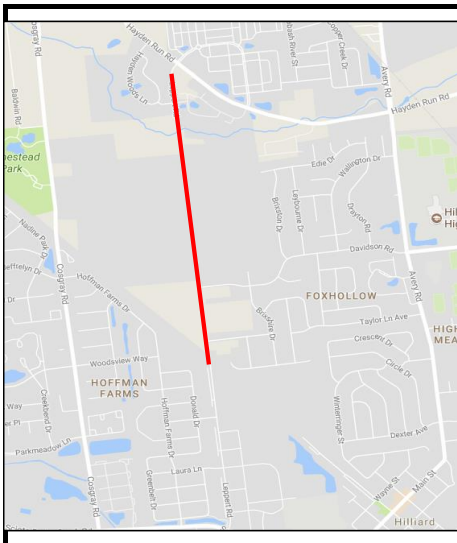
Leppert Road will be improved in accordance with Thoroughfare Plan, including widened vehicle lanes, 4' paved shoulders, improved ditches, and shared use paths on both sides of the street. Roundabouts will be included at the Carr Farms entrance and will be evaluated at the Davidson Road intersection. Street lighting will be provided, at a minimum, at intersections and pedestrian crossings. ROW acquisition will be required, and utility relocation may be required pending final design.

FCEO is administering this project. Preliminary engineering activities commenced in late 2017. A joint OPWC application may be filed in 2018 with Hilliard as the likely lead agency for the grant request.

For budgetary purposes, Hilliard share costs are estimated as shown below. Costs provided below will be refined further upon further project development.

A companion project, CIP T-141, was initiated in 2017 to provide funding for a study to explore east/west roadway connections through the Grener Property and traffic projections associated with these connections, which are critical to the traffic development for the Leppert Road Improvements (CIP T-140).

Location Map  
(No Scale)



Figures below are for 5 year program  
using current dollars

Design/Engineering	\$300,000
Right-of-Way	\$200,000
Utilities	\$75,000
Construction	\$3,000,000
Contract Admin./Inspection	\$360,000
Total	\$3,935,000

#### Companion C.I.P.'s

T-141

#### Authorizing Legislation

#### Funding Source

Department	408
Fund Name	Cap. Imp.
Fund Number	304

#### Project Origin

Priority Level: II

Design/Engineering  
Right-of-Way  
Utilities  
Construction  
Contract Admin./Inspection

Fiscal Year =		2018			
	2018	2019	2020	2021	2022
Design/Engineering	\$200,000	\$100,000			
Right-of-Way	\$50,000	\$150,000			
Utilities	\$50,000	\$25,000			
Construction		\$3,000,000			
Contract Admin./Inspection		\$360,000			

# C.I.P. No. T-141

## Cosgray Road Intersection with Homestead Park & Grener Sports Complex

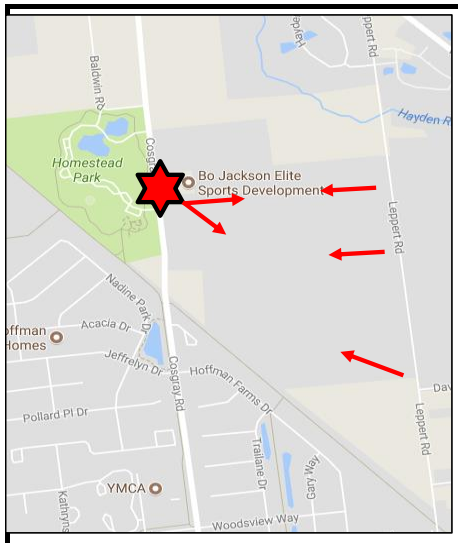
This project was initiated in 2017 to evaluate east/west street & path connections between Cosgray Road and Leppert Road through the former Grener property to support area transportation needs and development of the property for Bo Jackson facility, future city sports fields, and a possible future school site. To better manage traffic on the west side of Hilliard, it is critical that a network of streets with adequate lighting and pedestrian facilities be planned for this large tract of land before the property is fully developed.

\$50K was allocated in 2017 for a planning study to determine traffic assignments resulting from a future park on the Grener property as well as through traffic that will use the east-west street system. This study was combined with CIP T-140 Leppert Rd Improvements because the traffic volumes generated by the park and traffic diverted through the site are necessary for the Leppert Road project. This project will establish traffic volumes for use in the design of the Cosgray Road/Homestead Park/Grener Site intersection.

CIP T-84 Cosgray Road Improvements commenced in late 2017 with a planning level study to identify improvements on Cosgray Road corridor between Scioto Darby Rd & Baldwin Rd, which includes the Cosgray/Homestead Park/Grener intersection. Upon completion of the study, the intersection at Homestead Park/Grener site will likely be split from the corridor and advanced as a stand-alone project (CIP T-141) to support the park development. CIP T-141 provides funding for this intersection improvement from design through construction. Project costs will be refined later in the project development process.

Estimated funds below assumes design in 2018 & 2019, ROW & utilities in 2019, and construction 2020. The schedule is tied to the park development (LB-24) and may adjust accordingly.

Location Map  
(No Scale)



Figures below are for 5 year program  
using current dollars

Design/Engineering	\$300,000
Right-of-Way	\$25,000
Utilities	\$100,000
Construction	\$2,000,000
Contract Admin./Inspection	\$240,000
<b>Total</b>	<b>\$2,665,000</b>

### Companion C.I.P.'s

T-84, 140, & LB-24

### Authorizing Legislation

NEW

### Funding Source

Department	408
Fund Name	Cap. Imp.
Fund Number	304

### Project Origin

Priority Level: I

Design/Engineering  
Right-of-Way  
Utilities  
Construction  
Contract Admin./Inspection

Fiscal Year =		2018			
	2018	2019	2020	2021	2022
Design/Engineering		\$150,000	\$150,000		
Right-of-Way			\$25,000		
Utilities			\$100,000		
Construction				\$2,000,000	
Contract Admin./Inspection				\$240,000	

## C.I.P. No. T-142

### Roundabout Modifications

In 2017, the City of Hilliard completed a detailed study of three roundabouts that have the highest number of crashes: Main St/Cemetery Rd, Main St/Scioto Darby Rd, and Davidson Rd/Britton Pkwy. The study concluded in late 2017 with a series of recommended countermeasures to improve the crash problem. The countermeasures have been "tiered" to allow for an incremental, and potentially cost-saving, approach to improvements. Countermeasures fall into two categories: Infrastructure and Education/Outreach. The study has shown that the education/outreach component is critically important to improve the crash problem at roundabouts with multiple lanes.

The Tier 1 Infrastructure Improvements will be phased to allow for evaluation of countermeasures (to determine effectiveness) and to spread out costs. In 2018, the following items are planned:

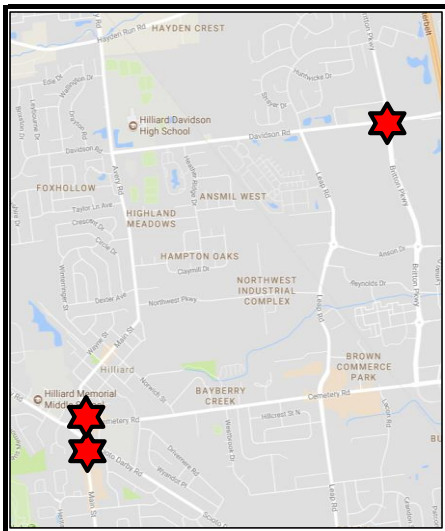
1. Design of all Tier 1 improvements at the Main St roundabouts
2. Construction of signing changes & geometric changes at the Main St roundabouts
3. Evaluation of effectiveness of the changes

Resurfacing, construction of raised crosswalks, and landscaping modifications at the Main St roundabouts will be constructed in 2019 or 2020 depending on evaluation. Infrastructure modifications at Britton/Davidson have been pushed to 2020. Future CIP/CIB (for 2019 & beyond) will be adjusted to allow for flexibility in implementation based on evaluation of effectiveness.

Tier 1 Education/Outreach includes a budgetary amount to develop & produce a variety of educational materials (print, video, meeting/workshop resources, social media, PSA etc.) - \$50K in 2018 & 2019; \$10K in 2020; \$5K thereafter to maintain resources. These costs are included in the "Engineering/Design" section of costs below.

Funds for the Roundabout GES contract (for review & technical assistance on roundabouts has been moved to this CIP (previously in T-124 Traffic & Safety Improvements). Assume \$75k/year due to review required for T76, T84, and T86 which will require review in future years. \$10K in 2018 - 2020 is provided for FHWA's pooled fund research project to investigate high crash rates at 2x2 roundabouts. (See <http://www.pooledfund.org/Details/Solicitation/1451>)

#### Location Map (No Scale)



#### Figures below are for 5 year program using current dollars

Design/Engineering	\$700,000
Right-of-Way	\$15,000
Utilities	\$25,000
Construction	\$1,147,000
Contract Admin./Inspection	\$137,100
<b>Total</b>	<b>\$2,024,100</b>

#### Companion C.I.P.'s

#### Authorizing Legislation

Annual CIP/CIB Legislation

#### Funding Source

Department	408
Fund Name	<a href="#">Cap. Imp.</a>
Fund Number	304

#### Project Origin

2017  
Priority Level: I

	Fiscal Year = 2018				
	2018	2019	2020	2021	2022
Design/Engineering	\$285,000	\$155,000	\$100,000	\$80,000	\$80,000
Right-of-Way	\$15,000				
Utilities	\$20,000	\$5,000			
Construction	\$277,000	\$135,000	\$735,000		
Contract Admin./Inspection	\$34,000	\$16,400	\$86,700		

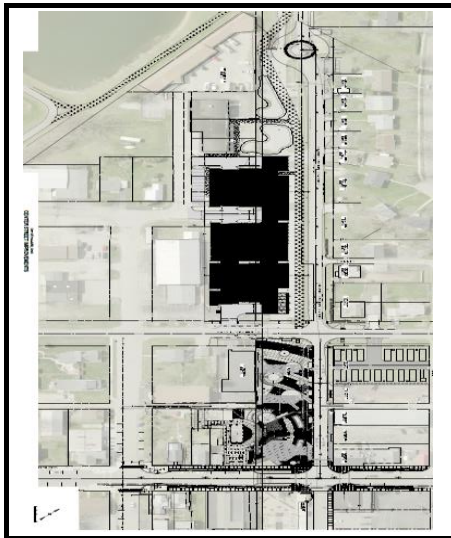
**C.I.P. No. T-143****Center Street Improvement Phase 2 (Wayne Street to Trailhead)**

This project provides for the improvement of Center Street from Wayne Street northwest to the existing trailhead for the Heritage Trail (near the Makoy Center), including the extension of the Heritage Trail to Wayne Street. This eliminates the trail routing through the parking lot for the Hilliard Cultural Arts building. Also included in this project is a connection of the trail to the school driveway east of the stormwater pond located behind Darby HS.

This is the second phase of the Center Street Improvements. Phase 1 of the street improvements consisted of reconstruction of Center Street, storm, waterline, sidewalk, street lighting, and streetscape between Main Street & Wayne Street (as part of LB-17).

Funding is provided in 2019 to continue design efforts. Construction is planned in 2020 or later depending on funding.

Location Map  
(No Scale)



Figures below are for 5 year program  
using current dollars

Design/Engineering	\$96,000
Right-of-Way	\$0
Utilities	\$0
Construction	\$800,000
Contract Admin./Inspection	\$96,000
<b>Total</b>	<b>\$992,000</b>

Companion C.I.P.'s

LB-17, T-139

Authorizing Legislation

Annual Authorizing Legislation

Funding Source

Department  
Fund Name  
Fund Number

Project Origin

2008 CIP/CIB Formerly LB-17

2018 CIP

Priority Level: I

Design/Engineering  
Right-of-Way  
Utilities  
Construction  
Contract Admin./Inspection

Fiscal Year =		2018			
	2018	2019	2020	2021	2022
Design/Engineering		\$96,000			
Right-of-Way					
Utilities					
Construction			\$800,000		
Contract Admin./Inspection			\$96,000		



# C.I.P. No. T-144

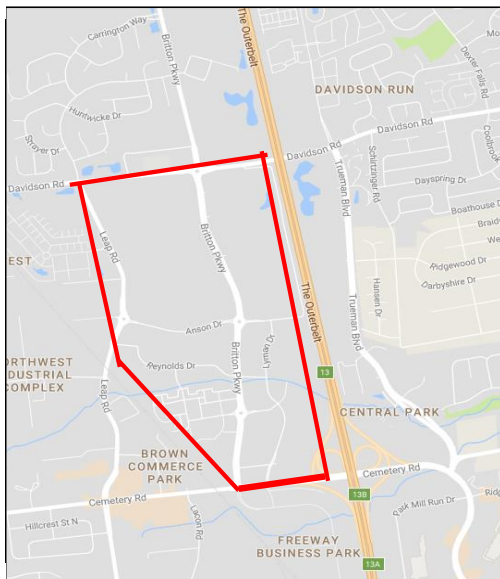
## Cemetery Road Traffic Modeling (Britton - Lyman)

In 2017 the City completed a study to evaluate three different potential intersection reconfigurations at the Cemetery Rd/Lyman Dr intersection to better manage traffic congestion on Cemetery Road. The purpose of the study was to determine what, if any, impact the three reconfiguration options have on traffic flow in the area. Intersection capacity/delay, corridor flow, ped/bike access & connectivity, safety, and a comparison of construction cost were evaluated.

The study concluded that changes to the Lyman Drive intersection may result in poorer intersection capacity, corridor flow, ped/bike access & safety. However, these conclusions were drawn based on assumptions of traffic generated by vacant land use along Britton Pkwy north of Cemetery Road that may have changed since original land use assumptions were made. Because a macro-level evaluation of traffic along the Britton Parkway has not occurred for nearly two decades, it is recommended that more detailed traffic analysis and modeling occur before making a determination on how to improve traffic flow along the Cemetery Road corridor.

This project has been added to the 2018-22 CIP to provide funding for an extensive traffic study & modeling in 2018 for the Britton Parkway corridor, including Ansmil and the I-270 Focus Area in the Comprehensive Plan, based on current land use projections. The extension of Anson Drive over I-270 will also be evaluated as part of the study as this infrastructure link is likely critical in the management of vehicular, pedestrian & bicycle traffic and connectivity in the I-270 area. Pending the outcome of the study, funds for preliminary design of an improvement on Cemetery Road, if any, will be allocated in future years in the CIP.

### Location Map (No Scale)



### Figures below are for 5 year program using current dollars

Design/Engineering	\$125,000
Right-of-Way	\$0
Utilities	\$0
Construction	\$0
Contract Admin./Inspection	\$0
<b>Total</b>	<b>\$125,000</b>

### Companion C.I.P.'s

None

### Authorizing Legislation

Annual Authorizing Legislation

### Funding Source

Department  
Fund Name  
Fund Number

### Project Origin

2018 CIP  
Priority Level: I

Design/Engineering  
Right-of-Way  
Utilities  
Construction  
Contract Admin./Inspection

Fiscal Year =		2018			
	2018	2019	2020	2021	2022
Design/Engineering	\$65,000	\$60,000			
Right-of-Way					
Utilities					
Construction					
Contract Admin./Inspection					

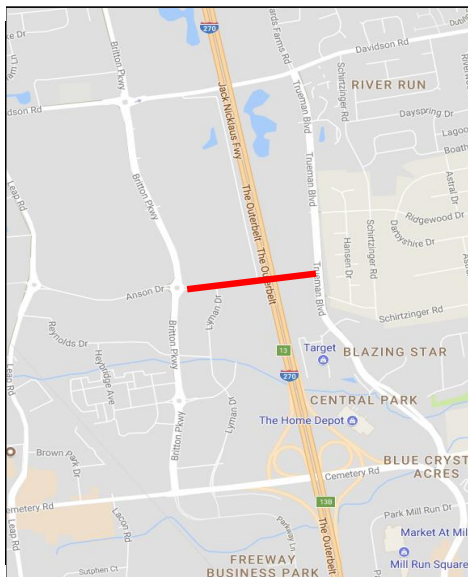
**C.I.P. No. T-145 (D)**  
**Anson Drive Extension Feasibility Study**

Hilliard's Comprehensive Plan identified the Anson Drive Extension over I-270, connecting Britton Parkway & Trueman Boulevard, as a critical component of improved traffic operations on Cemetery Road at the I-270 interchange and to improve pedestrian & bicycle connections to and from the portions of Hilliard on the east side of I-270. The Anson Drive Extension would:

1. Provide an additional east/west vehicular connection across I-270, thereby reducing traffic on the congested Cemetery Road and Davidson Road corridor.
2. Provide an important off-street ped/bike link between the neighborhoods on the east side of I-270 to neighborhood serving public and private land uses on the west side, specifically Old Hilliard, the Hilliard branch of the Columbus Metropolitan Library, schools, the Heritage Trail, Hellbranch Trail, and Hilliard Municipal Park.
3. Provide a gateway bridge over I-270, which would improve the regional image of the City.

This project establishes funding to conduct a feasibility study for this connection in 2020. Traffic volumes obtaining through modeling efforts conducted as part of CIP T-144 Cemetery Road Traffic Modeling may be used as a basis for this project. Preliminary design efforts would commence in 2021 or later depending on funding.

Location Map  
(No Scale)



Funding Source

Department  
Fund Name  
Fund Number

Figures below are for 5 year program  
using current dollars

Design/Engineering	\$600,000
Right-of-Way	\$0
Utilities	\$0
Construction	\$0
Contract Admin./Inspection	\$0
<b>Total</b>	<b>\$600,000</b>

Companion C.I.P.'s

None

Authorizing Legislation

Annual Authorizing Legislation

Project Origin

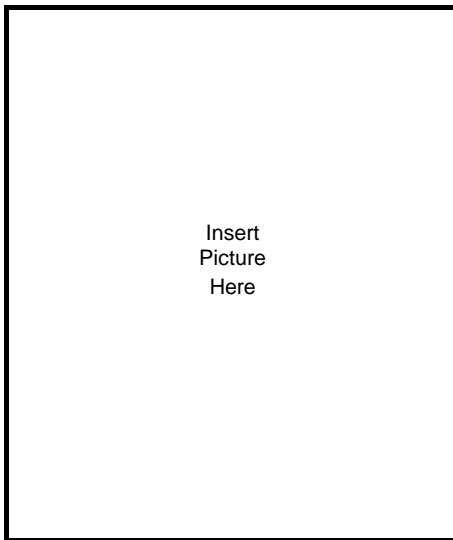
2018 CIP  
Priority Level: I

Design/Engineering  
Right-of-Way  
Utilities  
Construction  
Contract Admin./Inspection

Fiscal Year =		2018			
	2018	2019	2020	2021	2022
Design/Engineering			\$100,000	\$200,000	\$300,000
Right-of-Way					
Utilities					
Construction					
Contract Admin./Inspection					

**C.I.P. No. T-146**  
**PROJECT TITLE BLANK 4**

Location Map  
(No Scale)



Figures below are for 5 year program  
using current dollars

Design/Engineering	\$0
Right-of-Way	\$0
Utilities	\$0
Construction	\$0
Contract Admin./Inspection	\$0
Total	\$0

Companion C.I.P.'s

None

Authorizing Legislation

Annual Authorizing Legislation

Funding Source

Department  
Fund Name  
Fund Number

Project Origin

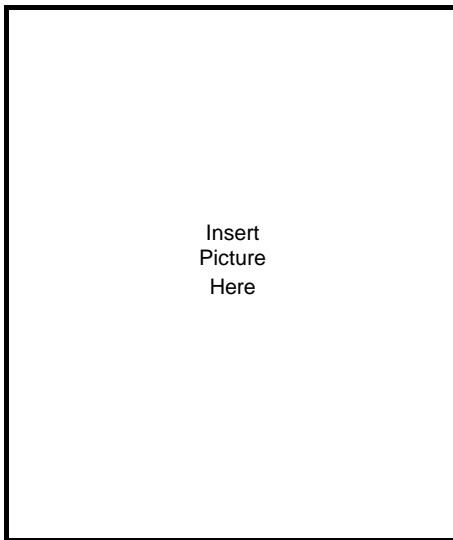
2018 CIP  
Priority Level: I

Design/Engineering  
Right-of-Way  
Utilities  
Construction  
Contract Admin./Inspection

Fiscal Year = 2018				
2018	2019	2020	2021	2022

**C.I.P. No. T-Blank**  
**PROJECT TITLE BLANK**

Location Map  
(No Scale)



Funding Source

Department  
Fund Name  
Fund Number

Figures below are for 5 year program  
using current dollars

Design/Engineering	\$0
Right-of-Way	\$0
Utilities	\$0
Construction	\$0
Contract Admin./Inspection	\$0
Total	\$0

Companion C.I.P.'s

None

Authorizing Legislation

Annual Authorizing Legislation

Project Origin

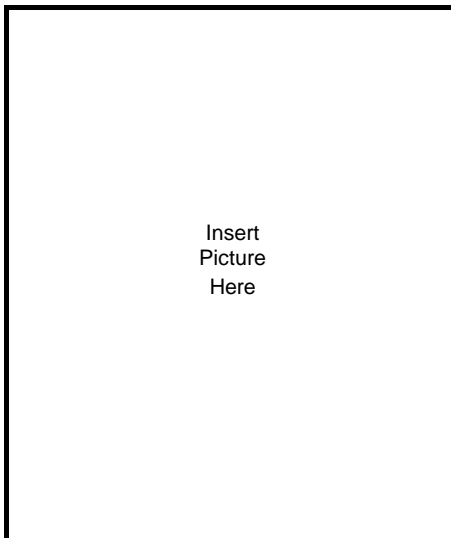
2018 CIP  
Priority Level: I

Design/Engineering  
Right-of-Way  
Utilities  
Construction  
Contract Admin./Inspection

Fiscal Year = 2018				
2018	2019	2020	2021	2022

**C.I.P. No. T-  
PROJECT TITLE**

Location Map  
(No Scale)



Funding Source

Department  
Fund Name  
Fund Number

Figures below are for 5 year program  
using current dollars

Design/Engineering	\$0
Right-of-Way	\$0
Utilities	\$0
Construction	\$0
Contract Admin./Inspection	\$0
Total	\$0

Companion C.I.P.'s

Authorizing Legislation

Annual CIB Ordinance

Project Origin

20?? CIP  
Priority Level: I

Design/Engineering  
Right-of-Way  
Utilities  
Construction  
Contract Admin./Inspection

Fiscal Year = 2015				
2015	2016	2017	2018	2019

**2008-2012  
FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM  
TRANSPORTATION PROJECTS TOTALS**

**C.I.P. No. T-9**

**Hilliard-Rome Road/Main Street Improvements**

This project widens Hilliard Rome Road/Main Street to five lanes between and including the Roberts Road intersection and Scioto Darby Road. The northern terminus of this project is the southern terminus of the Main St./Cemetery Rd./Scioto Darby Rd. project. Project includes curb & gutter, an enclosed drainage system, street lighting, traffic signals and signal interconnect, and sidewalk.

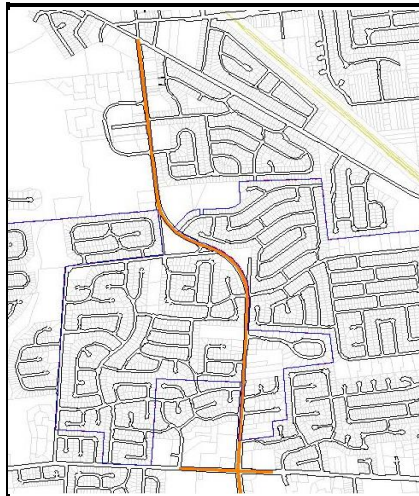
Right-of-way acquisition is completed; \$3,000,000 was appropriated in 2005 for this purpose. Engineering is nearing completion. \$100,000 has been budgeted for 2006 for additional design services, if necessary, as a result of ROW acquisition negotiations or utility relocation. Utility relocation will commence in early 2006, and construction will begin in early 2007.

Federal funds have been secured for this project and will cover 80% of the construction and right-of-way acquisition costs. The Ohio Department of Transportation is involved with this project as the administrator of the Federal funds. The City of Columbus is participating financially on this project to cover the costs within their jurisdiction. The remaining 20% of the construction and right-of-way acquisition costs will be paid by the Cities of Hilliard and Columbus.

Total project costs are estimated to be \$3.5 million for right-of-way acquisition (expended) and \$1.75 million for reimbursable utility relocations during 2006. The funds for these activities must be totally encumbered by the City prior to starting the activity, and the City will be reimbursed its 80% Federal portion of the funds (\$3.08 million for right-of-way and \$1.54 million for utility relocations) as the activity progresses. The City of Columbus has already provided \$1,300,000 in its 2005 budget to fund their share of the right-of-way expenses. This was approved by Columbus City Council on February 7, 2005. The total cost of construction is estimated at \$11,818,200, and the total estimated cost of contract administration and construction inspection is \$1,181,800.

The City applied for an Ohio Public Works Commission (OPWC) Grant in 2005 and was awarded a \$2.39 million grant. These funds are applied toward the local project costs for construction, and construction administration & inspection. These OPWC funds require a construction contract for this project to be awarded by May 31, 2007. With the above construction cost the Hilliard final share of the construction cost will be reduced to \$157,500 after the replacement of 4.5 million in 2008 and 1.4 million in 2009.

Location Map  
(No Scale)



Figures below are for 5 year program  
using 2008 dollars

Design/Engineering	\$0
Right-of-Way	\$0
Utilities	\$0
Construction	\$0
Contract Admin./Inspection	\$0
<b>Total</b>	<b>\$0</b>

Companion C.I.P.'s

T-63

Authorizing Legislation

Consent legis.	1323-94	9/2/1994
Right-of-Way	93-06	2/22/1993

Funding Source

Department	408 & Federal
Fund Name	MVT, SIB, & MORPC
Fund Number	206

Project Origin

FRA-CR3-24.505	FPN: FAN-E041113
SPN: 46228(0)	PID: 14537

Fiscal Year = 2008				
2008	2009	2010	2011	2012

**2009-2013  
FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM  
TRANSPORTATION PROJECTS TOTALS**

**C.I.P. No. T-19**

**Norwich Street Improvement Project**

The improvement of Norwich Street was completed in 2007. This project reconstructed Norwich Street from Main Street to Cemetery Road. The project included lowering the profile of the Norwich Street pavement, reconstruction of the existing two lanes with curb & gutter, an enclosed storm drainage system, street lighting, sidewalk on both sides of the street, and replacement of the traffic signal with mast arm signals at the Norwich St./Cemetery Rd. intersection. Parking pull offs at various locations along Norwich Street between Columbia Street and Cemetery Road will also be included in the project. The project also included the construction of a new 12-inch waterline between Wayne Street and Cemetery Road as recommended in the City's latest waterline master plan. This companion waterline project is CIP W-28. Cost of this project was 2.2 million dollars.

In 2008, the street trees and landscaping work will be done to complete this project. \$45,000 is estimated for this work with \$3,600 for contract administration and inspection.

Location Map  
(No Scale)



Figures below are for 5 year program  
using 2006 dollars

Design/Engineering	\$0
Right-of-Way	\$0
Utilities	\$0
Construction	\$0
Contract Admin./Inspection	\$0
<b>Total</b>	<b>\$0</b>

Companion C.I.P.'s

W-28

Authorizing Legislation

Funding Source

Department	408
Fund Name	Cap. Imp.
Fund Number	304

Project Origin

Fiscal Year =		2009			
2009	2010	2011	2012	2013	
\$0					
\$0					



**2011-2015  
 FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM  
 TRANSPORTATION PROJECTS TOTALS**

**C.I.P. No. T-63**

**TRIANGLE IMPROVEMENT PROJECT**

**Main Street/Scioto Darby Road/Cemetery Road Improvements**

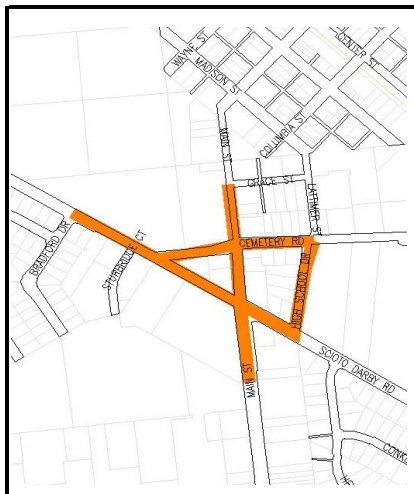
This project will improve the capacity, safety, and operations within the Triangle area. The project limits extend from south of Scioto Darby to approximately Grace Street on Main Street, from High School Drive to Scioto Darby Road on Cemetery Road, and from High School Drive to Bradford Drive on Scioto Darby Road.

The City was awarded a \$3,977,000 grant and \$3,208,000 zero percent loan for construction in 2010. City project costs are estimated to be approximately \$100,000 for additional engineering in 2009, \$1.81 million for right-of-way (professional services and land costs) in 2009.

City Council waived the provision of city code concerning burial of utilities for this project at its council meeting on January 26, 2009. This reduced project cost for utility relocation for \$5 million in 2009 to an estimated \$200,000, and approximately \$7.2 million for construction, contract administration, construction inspection, and materials testing in 2010. An amount of \$100,000 was also expended for appropriation action legal council in 2010.

**Funds below represent additional local funds to complete project in 2011.  
 Additional Construction and right-of-way funds**

Location Map  
 (No Scale)



Figures below are for 5 year program  
 uses current year \$

Design/Engineering	\$0
Right-of-Way	\$500,000
Utilities	\$0
Construction	\$470,000
Contract Admin./Inspection	\$80,000
<b>Total</b>	<b>\$1,050,000</b>

Companion C.I.P.'s

S-35

Authorizing Legislation

ORD 05-41, ORD 06-18, ORD 07-57  
 various operating budget ORDs

Funding Source

Department	626
Fund Name	OPWC Grant/Loan & CIP
Fund Number	304

Project Origin

Priority Level: I

	Fiscal Year = 2018				
	2018	2010	2011	2012	2013
enr					
r/w	\$500,000				
util					
constr	\$470,000				
ca/insp/testing	\$80,000				
<b>Total</b>	<b>\$1,050,000</b>				

**2009-2013  
FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM  
TRANSPORTATION PROJECTS TOTALS**

**C.I.P. No. T-65A (TIF)**

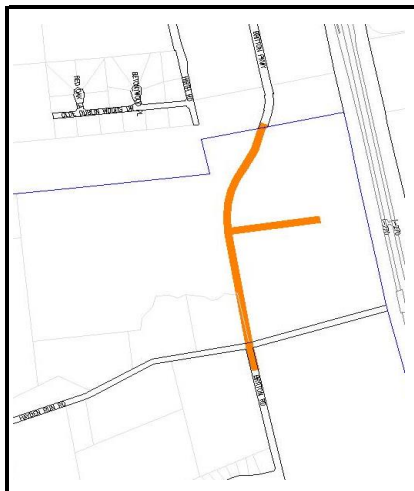
**Britton Parkway - Section 3, Phase 1 (Hayden Run Road - Columbus Corp. Limit)**

This project constructed a new 4-lane divided roadway from the Columbus corporation limit (near Kittles Furniture) to Hayden Run Road. Riggins Road/Riggins Court was constructed from its intersection with Britton Parkway to the east to its terminus at the cul-de-sac. The roadway project included curb & gutter, an enclosed drainage system, waterline extension, street lighting, telecommunication duct bank, one bridge structure, two large culverts, sidewalk, and bike path. Two companion sanitary projects project, CIP S-28 and S-28A, constructed a portion of the Hayden Run Sanitary Sewer Trunk line and a sanitary sub-trunk along Britton Parkway to serve portions of the Britton Central development. The other companion project, CIP W-44, constructed a 16-inch water main along Britton Parkway.

Phase 1 of the landscaping improvements was installed in 2007. It included irrigation of the roadways and installation of plant material around the two roundabouts. Phase 2 of the landscaping improvements are being planned for 2008. This work will include installation of additional plant material, stone veneers on the culverts, and various hardscape items such as brick piers, decorative concrete, and benches.

Construction cost of Phase 2 of the landscaping improvements is estimated to be \$500,000 and contract administration and inspection is estimated to be \$50,000.

Location Map  
(No Scale)



Figures below are for 5 year program  
using 2008 dollars

Design/Engineering	\$0
Right-of-Way	\$0
Utilities	\$0
Construction	\$0
Contract Admin./Inspection	\$0
<b>Total</b>	<b>\$0</b>

Companion C.I.P.'s

T-65B, S-28A, S-28, W-44, T-117

Authorizing Legislation

Funding Source

Department 408  
Fund Name MIT & Cap. Imp.  
Fund Number 203/304

Project Origin

Fiscal Year = 2008				
2008	2009	2010	2011	2012

**2009-2013  
FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM  
TRANSPORTATION PROJECTS TOTALS**

**C.I.P. No. T-68B (D&TIF)**

**Britton Parkway - Section 2, Phase 1 (Reynolds Road - Davidson Road)**

This project will construct a new 5-lane divided roadway from Reynolds Drive to just north of Davidson Road. This project completes a vital link in the City's infrastructure. This project includes the intersection of Davidson Road including the necessary approach work on Davidson Road. The roadway project includes curb & gutter, an enclosed drainage system, two modern roundabouts, two traffic signals, street lighting, telecommunication duct bank, two culvert structures, sidewalk, bike path, landscaping, and irrigation. This project has companion projects for the Sanitary Sewer and Waterline for this development area. Project length approximately 1 mile.

This project is being constructed in conjunction with the Erickson development, which is part of the Ansmil PUD.

A companion waterline project, CIP W-46, will construct a waterline along this section of Britton Parkway.

This project will be locally funded. Costs could be reimbursed to the City through a Tax Increment Financing (TIF) agreement with Columbus Campus LLC and future office developments along the corridor. Design began in 2007 and was funded by private development. \$300,000 is estimated for right-of-way acquisition from existing developed properties; the majority of the right-of-way is being dedicated as part of the Ansmil development plat. \$300,000 is estimated for reimbursable utility relocation (outside the scope of the larger AEP transmission relocation being conducted as part of CIP T-117).

Location Map  
(No Scale)



Figures below are for 5 year program  
using 2008 dollars

Design/Engineering	\$0
Right-of-Way	\$0
Utilities	\$0
Construction	\$0
Contract Admin./Inspection	\$0
<b>Total</b>	<b>\$0</b>

Companion C.I.P.'s

W-46, S-36, ST-36

Authorizing Legislation

Funding Source

Department	408
Fund Name	CDA & TIFF
Fund Number	

Project Origin

Fiscal Year = 2008				
2008	2009	2010	2011	2012

**C.I.P. No. T-69C (D)**

**Edwards Farm Drive (formerly Trueman Blvd. Section 3) from Davidson Road - North Corp Line)**

This project consists of the construction of a new 4-lane divided roadway from Davidson Road to the Columbus Corporation limit to connect with Edwards Farms Drive. The project includes curb & gutter, an enclosed drainage system, waterline extension, street lighting, telecommunication duct bank, one traffic signal (or roundabout conversion), one culvert structure, sidewalk, multi-use path, landscaping, and irrigation, similar to the existing section of Trueman Blvd south of Davidson Road. Total project costs is estimated at \$6.4M.

In 2015, the eastern portion of the Woolpert property was rezoned to PUD to allow for multi-family and neighborhood retail uses. The private developer will build this roadway extension in 2016 as part of a development proposal. It will be built as a 5-lane curb & gutter section to just north of Smith Ditch and then narrow to a 3-lane open ditch section from Smith Ditch to Edwards Farms Drive at the Columbus corporation limit. The estimated cost for the developer-built roadway improvements, which are scheduled for construction in 2016, is \$1.4M.

The widening of the 3-lane section of roadway north of Smith Ditch to 5 lanes is not likely to occur within the 5 year capital budget time frame.

Location Map  
(No Scale)



Figures below are for 5 year program  
using current dollars

Design/Engineering	\$0
Right-of-Way	\$0
Utilities	\$0
Construction	\$0
Contract Admin./Inspection	\$0
Total	\$0

Companion C.I.P.'s

W-47

Authorizing Legislation

Funding Source

Department	408
Fund Name	MIT & Cap. Imp.
Fund Number	203/304

Project Origin

Priority Level: III

Design/Engineering  
Right-of-Way  
Utilities  
Construction  
Contract Admin./Inspection

Fiscal Year =		2016			
	2016	2017	2018	2019	2020
Design/Engineering					
Right-of-Way					
Utilities					
Construction					
Contract Admin./Inspection					

## C.I.P. No. T-117 (Grant)

### Hayden Run Road Imp. & Britton Road Utility Relocation & Right-of-Way Acquisition

This project is closely associated with CIP T-65B Britton Parkway Section 2/Phase 2 and Section 3/Phase 2 . In order to reconstruct and widen existing Britton Road as part of the above referenced project, additional right-of-way clearance and extensive utility relocation is necessary.

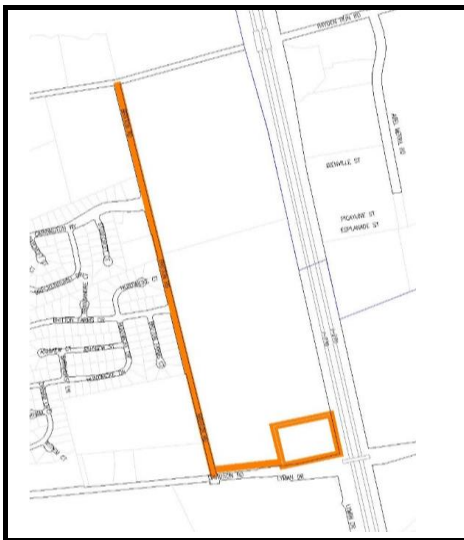
To reduce the impact of the CIP T-65B project on adjacent residents in Britton Farms and Carrington Way subdivisions, the City committed to not purchasing additional permanent right-of-way from subdivision residents; any additional permanent right-of-way for the widening of the 3-lane Britton Road to the 5-lane Britton Parkway will be to the east. This will require relocation of transmission power lines along the east side of Britton Road.

In 2015, because of the power needs to support the new VADATA development, the City entered into a cooperative agreement with AEP, Verizon, and VADATA to relocate and upgrade AEP's facilities. This work began in 2016 and will continue into 2017. Additional work associated with the pole relocation and infrastructure improvements to support the VADATA development, such as driveway improvements at Verizon, light pole relocations at Verizon, path improvements , and improvements on Hayden Run Road east of Britton Parkway, will be bid in 2017.

The City received a 629 Roadway improvement Grant in 2015 (\$690,000) for portions of this work. Construction must be completed by December 31, 2018

The dollars below are estimated needs in 2017 to complete this project.

Location Map  
(No Scale)



Figures below are for 5 year program  
using current dollars

Design/Engineering	\$0
Easements	\$0
Utilities	\$0
Construction	\$0
Contract Admin./Inspection	\$0
<b>Total</b>	<b>\$0</b>

#### Companion C.I.P.'s

T-65 & S-28;

#### Authorizing Legislation

15-24

#### Funding Source

Department	408
Fund Name	Cap. Imp. Fund
Fund Number	304- 629 Grant

#### Project Origin

Priority Level: I

Design/Engineering  
Easements  
Utilities  
Construction  
Contract Admin./Inspection

Fiscal Year = 2018				
2018	2019	2020	2021	2022

**2008-2012  
FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM  
TRANSPORTATION PROJECTS TOTALS**

**C.I.P. No. T-119**

**North Avery Road Street Lights**

This project constructs street lighting along Avery Road between Davidson Road and the corporation limit just south of Hayden Run Road. The project site is the eastern side of Avery Road which abuts the western side of Davidson High School. An asphalt bike path is adjacent to the entire length of this project. Due to the amount of pedestrian traffic on this path associated with students at both the high school and Weaver Middle School, the need for adequate street lighting becomes critical. Therefore, this project addresses safety issues near a highly traveled pedestrian facility.

Funding required for this project is estimated to be a total of \$92,000 for engineering, contract administration, inspection, and construction, which will take place in 2008.

Location Map  
(No Scale)



Figures below are for 5 year program  
using 2008 dollars

Design/Engineering	\$0
Right-of-Way	\$0
Utilities	\$0
Construction	\$0
Contract Admin./Inspection	\$0
<b>Total</b>	<b>\$0</b>

Companion C.I.P.'s

Authorizing Legislation

Funding Source

Department	408
Fund Name	MIT & Cap. Impr.
Fund Number	203/304

Project Origin

Fiscal Year = 2008				
2008	2009	2010	2011	2012

**2009-2013  
FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM  
TRANSPORTATION PROJECTS TOTALS**

**C.I.P. No. T-120**

**Main Street Improvement Project**

The limits of this project are from Grace Street to the 45°-bend at Avery Road and up to 100 feet on Norwich Street and Center Street. This project includes significant work, including a pavement planning, asphalt overlay, some full depth pavement replacement, new ADA-compliant curb ramps, signing and pavement marking, replacement of the of curbs, drainage improvements at key locations, concrete and brick sidewalks, street lighting, signal upgrade, creation of on-street parking areas, new street trees, decorative arches, and other landscape/hardscape elements. The City is using elements of the Context Sensitive Solutions for designing urban corridors to create a pedestrian and business-friendly street. This project will also incorporate a public spaces improvement of adjacent city owned lands.

The City was awarded OPWC funding for this project in 2007, and the City has requested funding through a CDBG grant. The OPWC grant award is \$ 1,800,000. The City plans to use \$478,000 in funds from the County Motor Vehicle Tax Revenues for this project. These funds are guaranteed, so the construction cost of this project has been reduced accordingly. The City will likely need to front all project costs and will reimbursed for project expenses at a later date.

Design of this Project is nearing completion. Construction of this project will commence by March 31, 2008 to comply with the conditions of the OPWC grant.

Project costs include \$80K for additional engineering in 2008, \$50K for easement acquisition in 2008, \$2.5M for construction in 2008, and \$200K for contract administration, inspection, and testing in 2008.

Location Map  
(No Scale)



Figures below are for 5 year program  
using 2008 dollars

Design/Engineering	\$0
Right-of-Way	\$0
Utilities	\$0
Construction	\$0
Contract Admin./Inspection	\$0
Total	\$0

Companion C.I.P.'s

Authorizing Legislation

Funding Source

Department	408	FY 07
Fund Name	SCIP - Loan	FY 07
Fund Number	304	FY08 & beyond

Project Origin

Fiscal Year =		2008			
2008	2009	2010	2011	2012	
\$0					



**2009-2013  
 FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM  
 TRANSPORTATION PROJECTS TOTALS**

**C.I.P. No. T-123**

**Citywide Roadside Safety Improvements**

This project provides funding for shoulder, radius, and ditch improvements on uncurbed streets within the City of Hilliard. Funds may be used for engineering, right-of-way acquisition, or construction, as needed depending on the nature of specific locations.

Funding of \$40,000 has been programmed for 2008, with annual increases due to inflation.

Location Map  
 (No Scale)



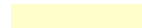
Figures below are for 5 year program  
 using 2008 dollars

Design/Engineering	\$0
Right-of-Way	\$0
Utilities	\$0
Construction	\$0
Contract Admin./Inspection	\$0
<b>Total</b>	<b>\$0</b>

Companion C.I.P.'s



Authorizing Legislation



Funding Source

Department	408
Fund Name	MIT & Cap. Imp.
Fund Number	203/304

Project Origin



Fiscal Year = 2008				
2008	2009	2010	2011	2012
\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0

# **FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM TRANSPORTATION PROJECTS TOTALS**

## **C.I.P. No. T-126 (D)**

### **Cemetery Road Service Drive -- Britton to Lyman**

This project will construct a 24-foot wide curbed public street between Britton Parkway and Lyman Drive north of Cemetery Road and the existing Speedway and former BP service stations. This street connection will improve access to the existing properties along the north side of Cemetery Road since the construction of a non-traversable median in 2003 along Cemetery Road to improve safety and capacity along the arterial corridor. Full access will be provided at Lyman Drive, and right-in/right-out only access will be provided at Britton Parkway.

Design of this project will likely begin as provided for below. Right-of-way acquisition is estimated to be \$200,000; this cost assumes that only the amount of land necessary for the construction of the roadway is purchased (i.e. a total take of the vacant property is not assumed). Construction costs and contract administration/construction inspection costs are estimated to be \$400,000 and \$48,000, respectively.

Location Map  
(No Scale)



Figures below are for 5 year program  
using current dollars

Design/Engineering	\$0
Right-of-Way	\$0
Utilities	\$0
Construction	\$0
Contract Admin./Inspection	\$0
<b>Total</b>	<b>\$0</b>

Companion C.I.P.'s



Authorizing Legislation



Funding Source

Department	408
Fund Name	Cap. Imp.
Fund Number	304

Project Origin



Priority Level: Low

	Fiscal Year = 2018				
	2018	2019	2020	2021	2022
PE					
RoW					
Utilities					
Construction					
CA/Insp.					\$0

# **FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM TRANSPORTATION PROJECTS TOTALS**

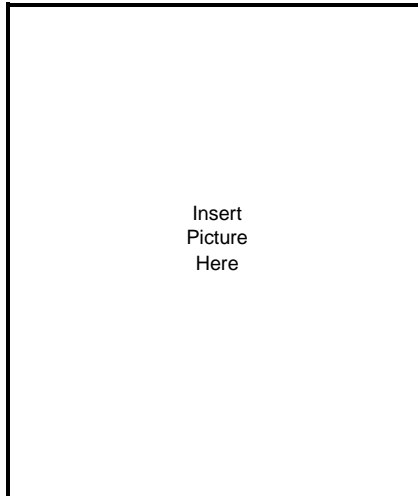
**C.I.P. No. T-129****Leppert Road Improvement Project**

This project consists of improving Leppert Road between Scioto Darby Road and the Rails to Trails with a multi-use path on the east side of the street, improved pedestrian crossings, intersection lighting, and improved pavement to a uniform 2 lane cross section with turn lanes at key intersections or school driveways to better accommodate turning traffic needs. Low Impact Design (LID) strategies are being evaluated on this project to minimize stormwater runoff. On-street parking on the east side of Leppert Road north of the Darby HS tennis courts will be evaluated; the practice fields in this area are currently used for various school and non-school extracurricular activities so additional parking in this area may be needed.

This project is currently being designed as part of the Scioto Darby Road Improvement Project (CIP T21), and all costs associated with T-129 are included in T-21.

Land needed for the multi-use path on the east side of Leppert Road is to be dedicated by the Hilliard City School District.

Location Map  
(No Scale)



Figures below are for 5 year program  
using current dollars

Design/Engineering	\$0
Right-of-Way	\$0
Utilities	\$0
Construction	\$0
Contract Admin./Inspection	\$0
Total	\$0

Companion C.I.P.'s

T-21

Authorizing Legislation

Funding Source

Department	408
Fund Name	Cap. Imp.
Fund Number	304

Project Origin

Priority Level: High

	Fiscal Year = 2018				
	2018	2019	2020	2021	2022
PE					
RoW					
Utilities					
Construction					
CA/Insp.					

**2009-2013  
FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM  
TRANSPORTATION PROJECTS TOTALS**

**C.I.P. No. T-130 (D&TIFF)  
Anson Drive from Leap Road to Britton Parkway**

This project will be designed and constructed in conjunction with the CIP T-68B Britton Parkway - Section 2 roadway project. This is a new 3 lane curb & gutter road street with multi-use paths and water improvements required as part of the Ansmil PUD.

Design for this project began in 2007 and is being paid for as part of the Columbus Campus, LLC as part of a development project. Construction is scheduled for 2009. Cost for construction is \$1,865,000 and \$149,200 for plan review and construction inspection services.

Location Map  
(No Scale)



Figures below are for 5 year program  
using 2009 dollars

Design/Engineering	\$0
Right-of-Way	\$0
Utilities	\$0
Construction	\$0
Contract Admin./Inspection	\$0
Total	\$0

Companion C.I.P.'s

T-68B

Authorizing Legislation

Ord. 06-17

Funding Source

Department 408  
Fund Name CDA & TIFF  
Fund Number

Project Origin

Priority Level: I

	Fiscal Year = 2010				
	2010	2011	2012	2013	2014
enr					
r/w					
util					
constr					
ca/insp/testng					



**2010-2014  
FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM  
TRANSPORTATION PROJECTS TOTALS**

**C.I.P. No. T-132A&B**

**FRA- Avery Road at Northwest Parkway & NW Pkwy Extension**

The T-132A project will be designed and constructed as a new 3 lane curb & gutter road to replace the existing private fairground driveway. The project will include wider pavement for shared road on-street bicycle facilities, multi-use paths, street lighting, underground drainage system, new water, and sanitary sewer lines. T-132B includes the resurfacing of approximately 2,400 feet of existing Northwest Parkway (between the fairground property and Leap Road) and the construction of multi-use paths which will connect the paths constructed as part of T-132A with the existing paths on Leap Road.

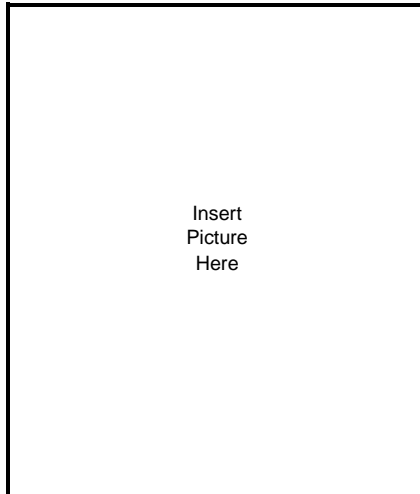
Preliminary design for T-132A began in 2008. Final Design (\$190,000) was completed in 2009 and ROW acquisition (\$250,000) completed as well. Construction of T-132A is scheduled in 2010.

T-132A will be an economic stimulus to redevelop portions of the Franklin County Fairgrounds. The project will be a partnership with Norwich Township, The Franklin County Agricultural Society, Franklin County. Potential redevelopment could include an exhibit hall similar in nature to that at the Ohio State Fair, Office and a convention style hotel. This project with the associated redevelopment and convention draw could mean millions in convention dollars to the Hilliard Community and up to 300 new jobs.

T-132A was added to MORPC STIP by resolution T-7-09 approved April 16, 2009. T-132A received \$1,000,000 in ARRA Funding for construction of the intersection portion of the project. ODOT PID# 86490. Agreement with ODOT authorized by Ordinance 09-38.

T-132B will be designed in 2010 and constructed in 2011 following T-132A to continue path connections.

Location Map  
(No Scale)



Figures below are for 5 year program  
using 2010 dollars

Design/Engineering	\$0
Right-of-Way	\$0
Utilities	\$0
Construction	\$0
Contract Admin./Inspection	\$0
<b>Total</b>	<b>\$0</b>

Companion C.I.P.'s

Authorizing Legislation

Ord. 06-17

Funding Source

Department	408
Fund Name	Capital
Fund Number	304

Project Origin

Ord., 09-38 & 42  
Priority Level: I

	Fiscal Year = 2018				
	2018	2019	2020	2021	2022
Engr					
r/w					
util					
constr					
insp/ca					

# C.I.P. No. T-135

## Riggins Road/Wilcox Road Improvements

The City of Columbus is working to complete the extension of Hayden Run Boulevard between Cosgray Road and Avery Road, including an overpass of the railroad. this project is anticipated to begin in 2017.

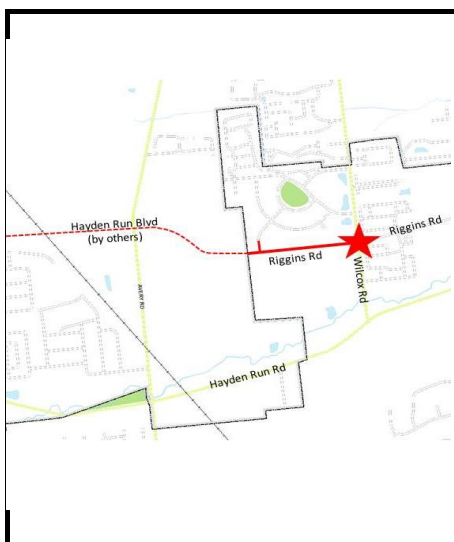
In 2013, the Franklin County Engineer's Office applied for and obtained a grant through the Ohio Public Works Commission to design and construct the extension of Hayden Run Boulevard/Riggins Road between Avery Road & Wilcox Road, including a roundabout at the intersection of Riggins Road/Wilcox Road. The eastern half of the project is within the City of Hilliard, and western half is within the City of Columbus. These roadway improvements have significant regional benefits as collectively they provide a better east/west route between Cosgray Road and Britton Parkway, improve safety and capacity at Wilcox and Riggins (roundabout), and will reduce traffic on Hayden Run Road, a scenic corridor.

Estimated total project cost is \$11.6 M. The City of Hilliard is responsible for \$400,000 in accordance with the OPWC application. Construction of utility relocation (Marathon Oil Line) and clearing were completed in 2015; Construction of the roadway project will begin in 2016.

City requested \$500,000 from its \$5 Funds for this project in 2016. The County Engineer will also make an additional \$1,600,000 available from the Rotary \$5 Funds to the City. \$350,000 in new Capital Funds from the City will complete the local match requirements for the project. The Franklin County Engineer also obtained a \$4,362,000 OPWC grant for this project. The project funding shown below is simply to accept the \$5 licenses fees monies and forward them to the County Engineer to pay the cost of the project. This project should be completed by late summer of 2017.

### 2017 - \$2,100,000 in \$5 license fees

Location Map  
(No Scale)



Figures below are for 5 year program  
using current dollars

Design/Engineering	\$0
Right-of-Way	\$0
Utilities	\$0
Construction	\$0
Contract Admin./Inspection	\$0
Total	\$0

### Companion C.I.P.'s

ST-39 & W-50  
S-40

### Authorizing Legislation

### Funding Source

Department 408  
Fund Name \$5 Funds  
Fund Number 203

### Project Origin

Priority Level: I

Design/Engineering  
Right-of-Way  
Utilities  
Construction  
Contract Admin./Inspection

Fiscal Year =		2018				
		2018	2019	2020	2021	2022