



City of Hilliard 2024-2028 CIP



Final Version - 11/13/2023

Last updated 12/05/23



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CAPITAL IMPROVEMENTS

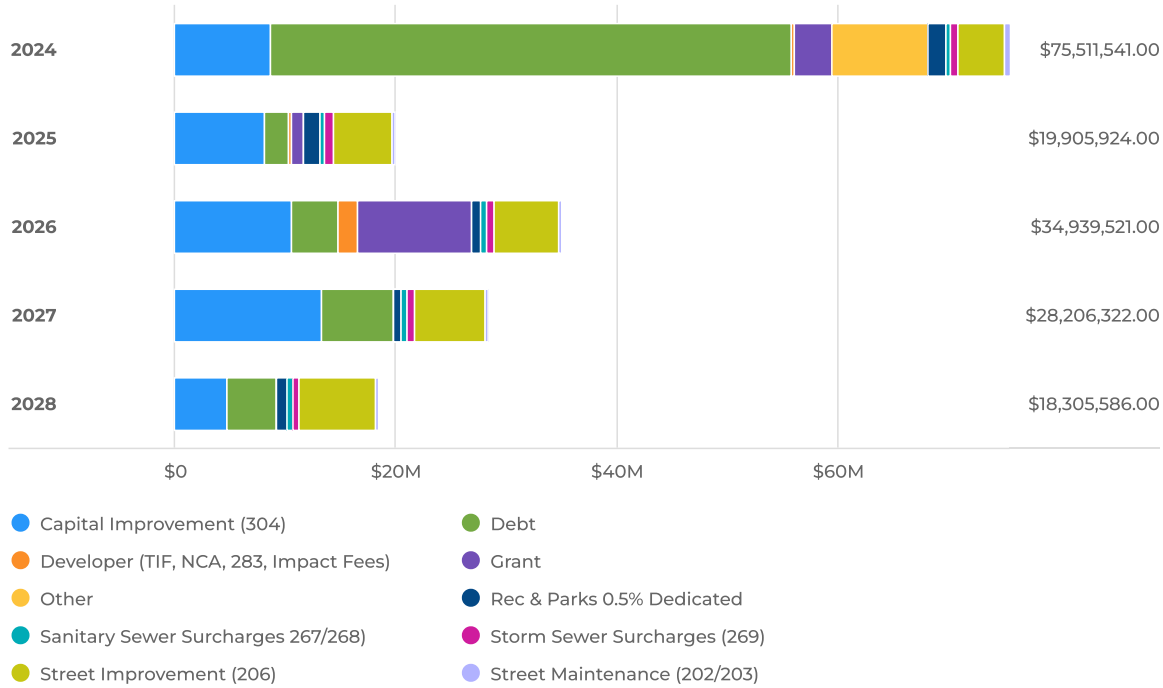
Capital Improvements: Multi-year Plan

Total Capital Requested

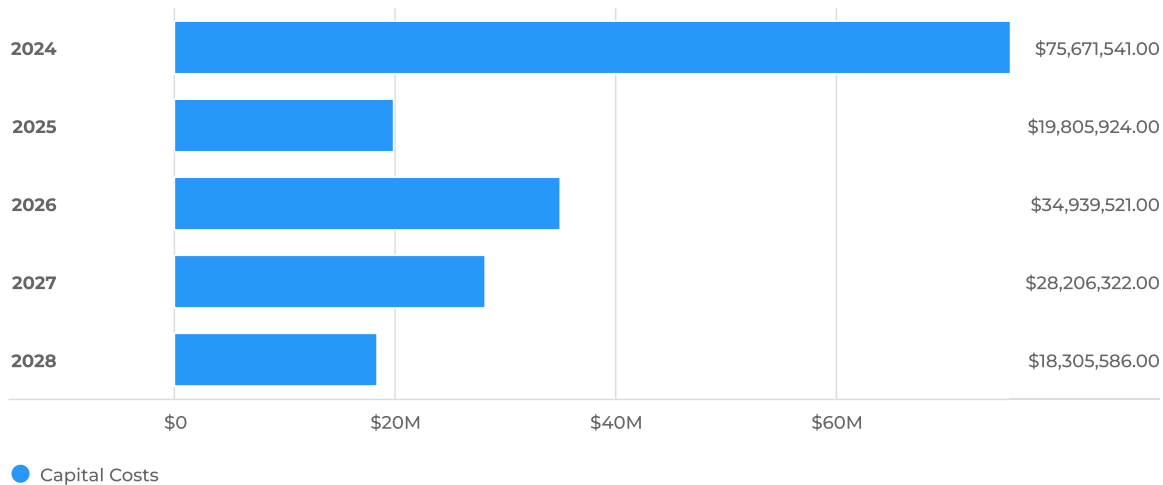
\$176,928,894

115 Capital Improvement Projects

Total Funding Requested by Source



Capital Costs Breakdown



Transportation & Mobility Requests

Itemized Requests for 2024-2029

Alton Darby Creek Rd & Roberts Rd Improvement

\$4,870,000

This project consists of a hybrid multi-lane roundabout, including street lighting, fiber conduit, pedestrian/bicycle facilities, drainage, stormwater management, waterline, and other utilities as needed. This project is needed to...

Cemetery Rd Mobility, Safety & Accessibility Improvements

\$100,000

In 2019, the Mid-Ohio Regional Planning Commission (MORPC) completed the Central Ohio Regional Safety Plan. The plan identified streets that have historically experienced a high number of crashes resulting in fatal and serious injuries and...

Cemetery Rd/I-270 Trail Overpass and Safety Improvements

\$11,457,940

This project consists of a separated trail on the south side of Cemetery Road between Britton Pkwy and Trueman Blvd, including a tunnel under the Cemetery Rd EB to I-270SB entry ramp and a bridge over I-270. Safety upgrades will be made at...

Citywide Street Maintenance & Rehabilitation Program (SMRP)

\$27,530,000

This comprehensive program provides funding for the City's annual programmatic street maintenance and rehabilitation program. Streets are prioritized based on condition assessments, average daily traffic, and functional...

Cosgray Road Extension

\$7,125,000

The project consists of a hybrid multi-lane roundabout at Scioto Darby Road with raised crosswalks; a single lane roundabout for a new park entrance and access to the new Community Center; a single lane roundabout at the Alton & Darby Creek...

Cosgray Road Improvements

\$2,910,000

Phase 1 of this project, which included a roundabout at the Cosgray-Woodsview intersection, completion of a shared-use path, and resurfacing of Cosgray Road, was completed in 2023. Phase 2 consists of a single lane roundabout at the...

Davidson Road Corridor Improvements

\$75,000

This project would include citizen engagement with the neighborhoods along Davidson Road, east of I-270, to identify a plan to slow vehicle speeds and improve ped/bike accessibility between Trueman Blvd and Dublin Road. Presently, Davidson...

Davidson Road Shared-Use Path & Bridge Modifications

\$4,010,000

This project was initiated in the 2023-27 CIP to improve the pedestrian & bicycle connectivity along the south side of Davidson Road and to enhance synergy between mixed-use and office development on both sides of the City's freeway...

Dublin Road Shared-Use Path

\$1,284,000

The City of Hilliard partnered with the Franklin County Engineer's Office (FCEO), the City of Dublin, and the City of Columbus on a MORPC Attributable Funds federal grant application in 2022 to build a 10-foot wide shared use path along the...

Hayden Run and Britton Parkway Improvement

\$1,235,000

In 2006, when a roundabout was constructed at the Hayden Run Road/Britton Parkway intersection, the Britton Central PUD zoning contemplated a relocation of Hayden Run Road to the south, so the roundabout was constructed to be converted to a...

Hayden Run and Wilcox Intersection Improvements

\$800,000

The intersection of Hayden Run Road and Wilcox Road was identified as a high injury crash hot spot several years ago; therefore, a project to address safety issues at this intersection was added to the CIP in the mid 2010s. In 2019, a...

Heritage Rail Trail Extension Phase 1 & 2	\$10,000
This project provides for the extension of the Heritage Trail, a Central Ohio Greenway regional trail, within the retired railroad corridor owned by Norfolk Southern Railroad from Columbia Street in Old Hilliard to Hilliard City Hall (Phase 1) and...	
Heritage Trail Extension Phase 3	\$10,000
This project extends the Heritage Trail southeast from the 4-way stop intersection at Leap/Scioto Darby/Darby Glen in partnership with other agency partners. In 2022, Metro Parks, in collaboration with the City of Hilliard and other agency...	
Leap Rd South Improvements	\$2,525,000
This project was originally initiated in late 2022 as part of the Pedestrian & Bicycle Mobility & Safety Program (CIP T-133) to address the sidewalk condition and connectivity along Leap Road between Cemetery Road and Scioto Darby Road and...	
Main St/Hilliard Rome Rd Corridor Safety Improvements	\$100,000
Over the past few years, several fatalities and severe injury crashes along multi-lane arterial roadways in the Hilliard area involving pedestrians and bicyclists have occurred. A pedestrian safety study was conducted in 2018-19 to evaluate...	
Neighborhood Traffic Calming Program	\$310,000
Speeding complaints are common citywide, especially on neighborhood collector streets. Since 2013, the City has been collecting speed data on residential streets to identify trends and streets that might be good candidates for...	
Pedestrian/Bicycle Mobility and Safety Improvements	\$2,350,000
This program was established in 2013 to improve pedestrian & bicycle mobility & safety citywide, including technical assistance, planning activities, feasibility studies, design, review, and construction of minor projects. ...	
Rec & Wellness Campus - Clover Groff Bridge at Municipal Park	\$4,900,665
This project will connect Roger A. Reynolds Municipal Park with the Hilliard Recreation and Wellness Campus, providing a vehicular and pedestrian/bicycle connection over Clover Groff Run to the Cosgray Road Extension.	
Roundabout Modifications	\$1,000,000
This project provides funding for modifications to existing roundabouts, which would be completed as part of routine resurfacing. This includes the addition of raised crosswalks for all multi-lane approaches to meet accessibility guidelines...	
Sidewalk Maintenance Program	\$6,000,000
This program provides funding for repair or replacement of sidewalks and curb ramps citywide to ensure compliance with the Americans with Disabilities Act (ADA). Hilliard City Code Sections 909.01 and 909.03 require property owners to repair...	
Traffic Management Center and Smart Technology Improvements	\$475,000
This is a multi-year program to evaluate, monitor, and upgrade traffic signal technology and intelligent transportation systems. Some projects may "piggy-back" on planned fiber upgrades citywide and set the framework to make...	
Traffic Signal Asset Management Program	\$1,015,000
This is an annual program to maintain & upgrade traffic signals, school zone flashers, and other signal-related traffic control equipment. Many traffic signals and school zone flashing lights in the city have been in service for more...	
Trail Maintenance Program	\$825,000
The City of Hilliard has over 35 miles of trails located within parkland, public easements, and public right-of-way. These trails were built as part of capital and development projects over the past 25 - 30 years. A...	
Total: \$80,917,605	

APPENDIX

TRANSPORTATION & MOBILITY REQUESTS

This requests information is generated from , Proposed Version.

Alton Darby Creek Rd & Roberts Rd Improvement

Overview

Request Owner	Letty Schamp, Director, Transportation and Mobility
Department	Transportation & Mobility
Type	Capital Improvement
Project Number	T-156

Description

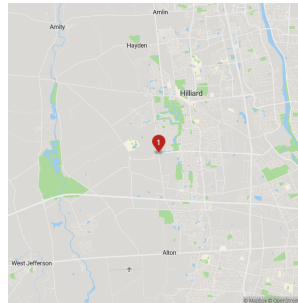
This project consists of a hybrid multi-lane roundabout, including street lighting, fiber conduit, pedestrian/bicycle facilities, drainage, stormwater management, waterline, and other utilities as needed. This project is needed to support the commercial development within Alton Place and is not required until the development is at or near full build.

Preliminary design commenced in 2021 and was funded through Developer contribution. Preliminary design is required to establish the right-of-way footprint and stormwater requirements for the intersection improvement. This will allow development in the commercial sub-areas of Alton Place to move forward. Final design is deferred until 2025 but may be adjusted based on development activity, available funding, and City priorities.

Details

Type of Project	Modification of Transportation Infrastructure
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Location

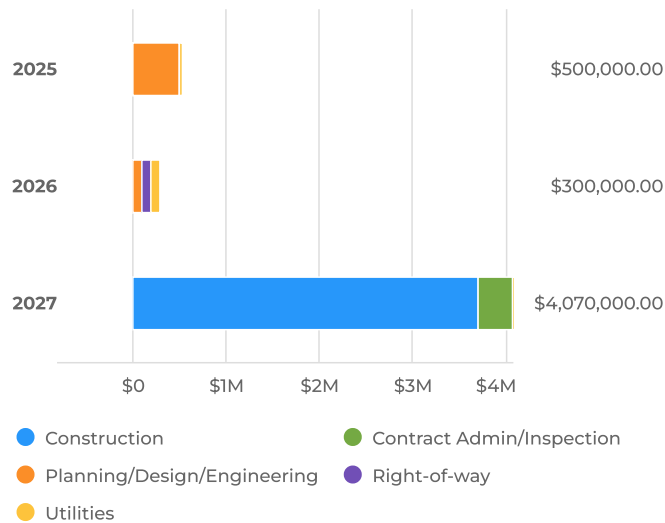


Capital Cost

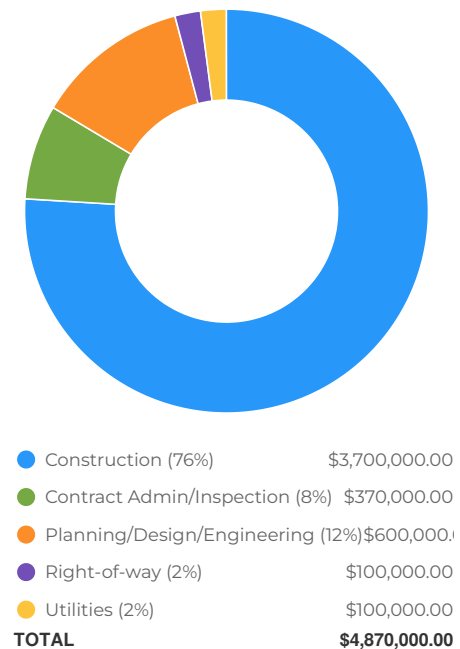
Total Budget (all years)
\$4.87M

Project Total
\$4.87M

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



Capital Cost Breakdown

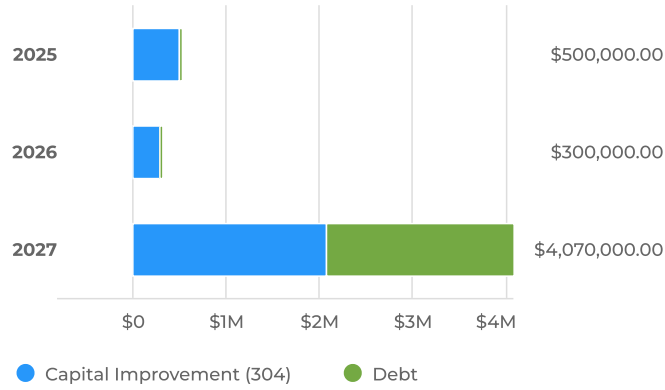
Capital Cost	FY2025	FY2026	FY2027	Total
Planning/Design/Engineering	\$500,000	\$100,000		\$600,000
Right-of-way		\$100,000		\$100,000
Construction			\$3,700,000	\$3,700,000
Utilities		\$100,000		\$100,000
Contract Admin/Inspection			\$370,000	\$370,000
Total	\$500,000	\$300,000	\$4,070,000	\$4,870,000

Funding Sources

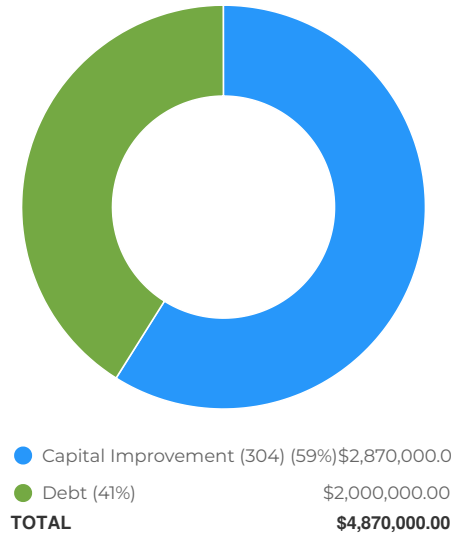
Total Budget (all years)
\$4.87M

Project Total
\$4.87M

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown				
Funding Sources	FY2025	FY2026	FY2027	Total
Capital Improvement (304)	\$500,000	\$300,000	\$2,070,000	\$2,870,000
Debt			\$2,000,000	\$2,000,000
Total	\$500,000	\$300,000	\$4,070,000	\$4,870,000

This requests information is generated from , Proposed Version.

Cemetery Rd Mobility, Safety & Accessibility Improvements

Overview

Request Owner	Letty Schamp, Director, Transportation and Mobility
Department	Transportation & Mobility
Type	Capital Improvement
Project Number	T-165

Description

In 2019, the Mid-Ohio Regional Planning Commission (MORPC) completed the Central Ohio Regional Safety Plan. The plan identified streets that have historically experienced a high number of crashes resulting in fatal and serious injuries and are considered high injury corridors. The Central Ohio High Injury Network (HIN) includes those high injury corridors within MORPC's MPO area where multiple fatal and serious injury crashes occurred along continuous, or mostly continuous, stretches of the identified roadways. This HIN is used to highlight the priority corridors for safety improvements throughout the region, and helps to prioritize where safety funding is invested within the region. Cemetery Road was one of two multi-lane Hilliard corridors included in the HIN.

Later that same year, the City of Hilliard partnered with MORPC to conduct a planning study of the Cemetery Road corridor. The purpose was to re-envision land use and redevelopment and to improve safety and mobility options along the corridor. In 2021, the study was completed. One key recommendation was to provide a wider, separate multi-modal facility on the south side of Cemetery Road to improve safety for pedestrians, bicyclists, transit users, and future users of micro-mobility options along the mixed-use corridor. Other improvements recommended along the corridor include the addition of landscaped medians to control access, improving safety of crossings, slowing vehicle speeds, and improving the aesthetics of the corridor. Companion improvements to improve safety and accessibility include new ADA-compliant curb ramps and accessible pedestrian signals (APS). Smart technologies will be included in the project to ensure that the corridor is ready to meet the changing mobility needs of the future.

This project, combined with CIP T-162 Cemetery Road/I-270 Trail Overpass & Safety Improvements, would dramatically improve the safety, walkability, and accessibility of the corridor and provide a more equitable transportation system for residents and employees that live and work along the Cemetery Road/Fishinger Boulevard corridor. It would also support the development of a transit center near the intersection of Cemetery Road and Britton Parkway.

Funding is established in the 5-year CIP to initiate preliminary design activities, which would include public engagement and establish project costs. This would enable submission of grant applications.

Images



Details

Type of Project	Modification of Transportation Infrastructure
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Location



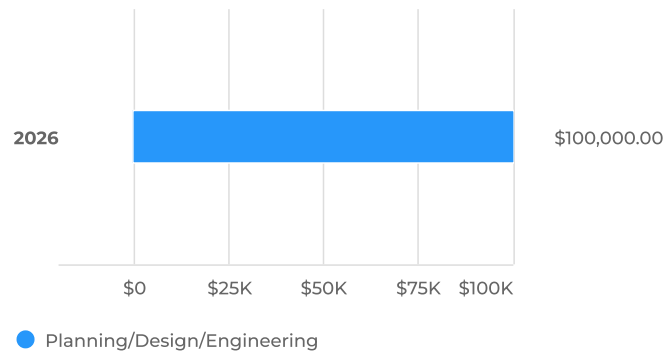
Benefit to Community

This project improves safety for vulnerable road users, provides more equitable mobility options for residents and workers along the Cemetery Road corridor, and supports transit improvements along the Cemetery Road corridor.

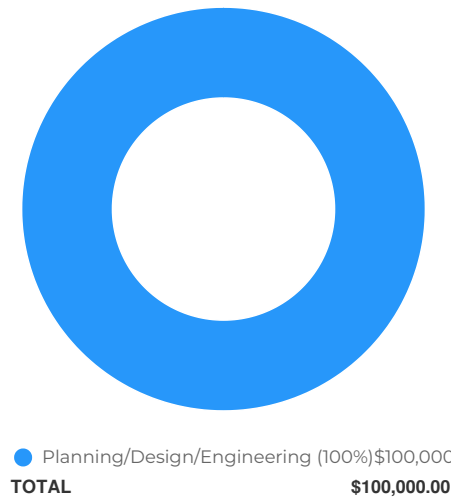
Capital Cost

Total Budget (all years) **\$100K**
 Project Total **\$100K**

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



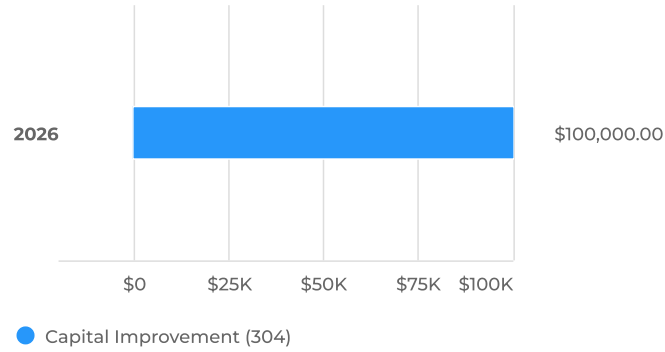
Capital Cost Breakdown		
Capital Cost	FY2026	Total
Planning/Design/Engineering	\$100,000	\$100,000
Total	\$100,000	\$100,000

Funding Sources

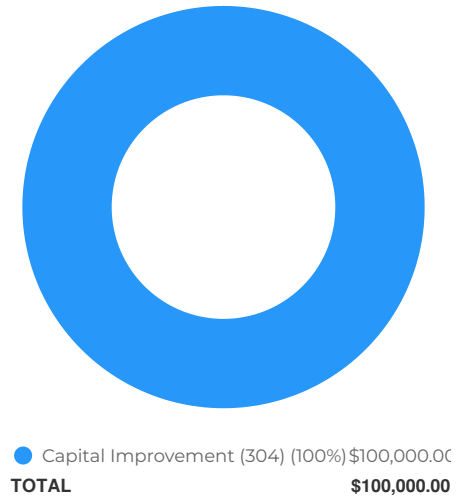
Total Budget (all years)
\$100K

Project Total
\$100K

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown		
Funding Sources	FY2026	Total
Capital Improvement (304)	\$100,000	\$100,000
Total	\$100,000	\$100,000

This request information is generated from , Proposed Version.

Cemetery Rd/I-270 Trail Overpass and Safety Improvements

Overview

Request Owner	Letty Schamp, Director, Transportation and Mobility
Department	Transportation & Mobility
Type	Capital Improvement
Project Number	T-162

Description

This project consists of a separated trail on the south side of Cemetery Road between Britton Pkwy and Trueman Blvd, including a tunnel under the Cemetery Rd EB to I-270SB entry ramp and a bridge over I-270. Safety upgrades will be made at all traffic signals within the project limits.

On March 9, 2023, the Mid Ohio Regional Planning Commission approved a total of \$7,097,717 in federal funding for the Project. On August 7, 2023, Governor DeWine announced approval of \$2,949,371 from the Ohio Department of Transportation through the federal Highway Safety Improvement Program (HSIP) to supplement MORPC's award. Funding sources and amounts below reflect total project costs and account for both grant awards.

Images



Cemetery Road over I-270 Trail Overpass & Safety Improvements

Details

Type of Project	New Transportation Infrastructure
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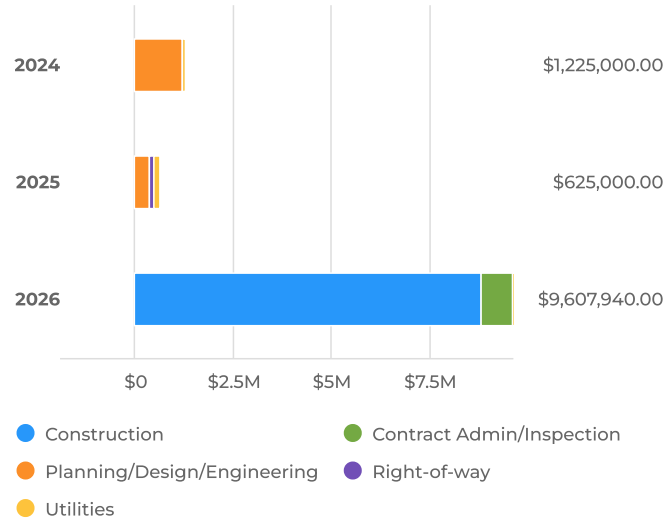
Capital Cost

FY2024 Budget
\$1,225,000

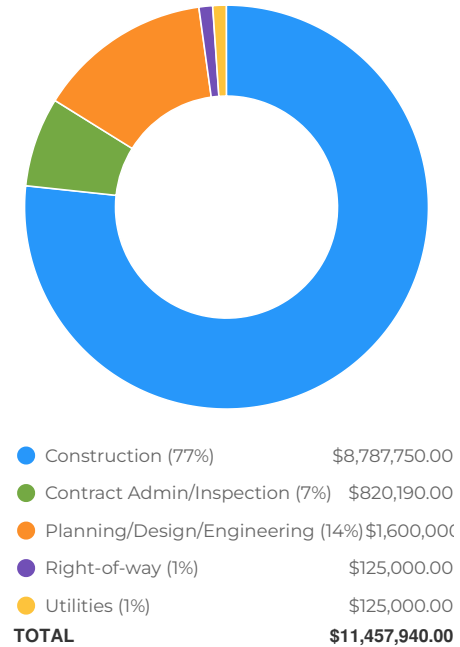
Total Budget (all years)
\$11.458M

Project Total
\$11.458M

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



Capital Cost Breakdown

Capital Cost	FY2024	FY2025	FY2026	Total
Planning/Design/Engineering	\$1,225,000	\$375,000		\$1,600,000
Right-of-way		\$125,000		\$125,000
Construction			\$8,787,750	\$8,787,750
Utilities		\$125,000		\$125,000
Contract Admin/Inspection			\$820,190	\$820,190
Total	\$1,225,000	\$625,000	\$9,607,940	\$11,457,940

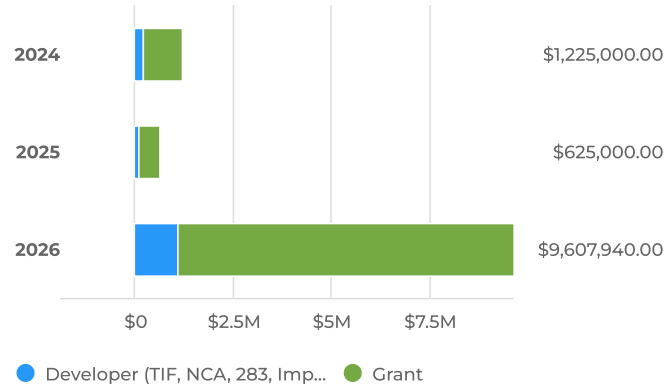
Funding Sources

FY2024 Budget
\$1,225,000

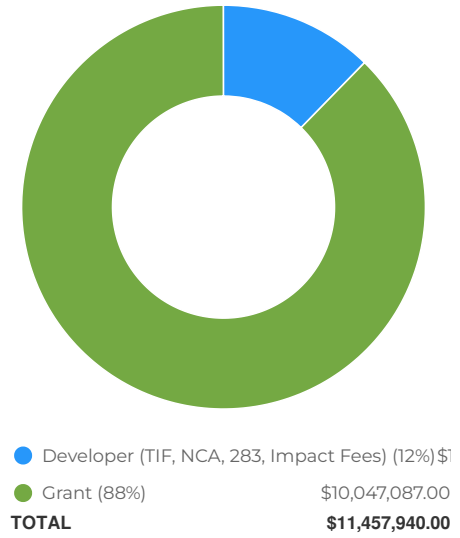
Total Budget (all years)
\$11.458M

Project Total
\$11.458M

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown				
Funding Sources	FY2024	FY2025	FY2026	Total
Grant	\$1,012,500	\$517,500	\$8,517,087	\$10,047,087
Developer (TIF, NCA, 283, Impact Fees)	\$212,500	\$107,500	\$1,090,853	\$1,410,853
Total	\$1,225,000	\$625,000	\$9,607,940	\$11,457,940

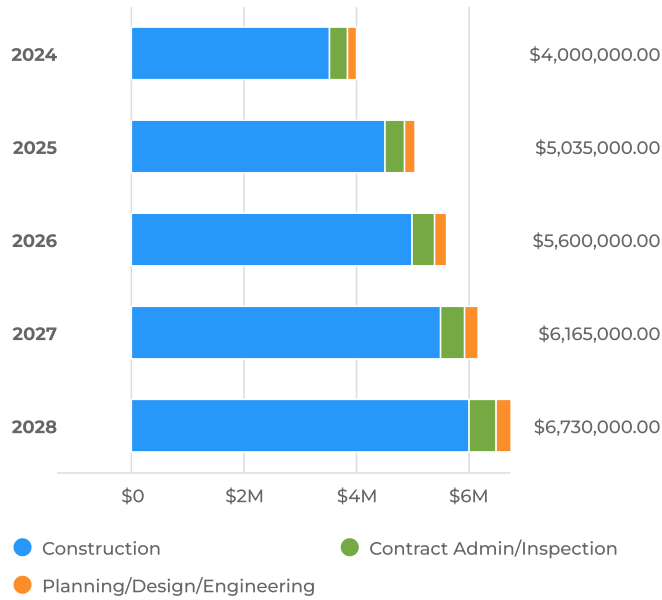
Benefit to Community

The City of Hilliard will benefit from the Street Maintenance & Rehabilitation Program because our streets are a key part of the community as they service homes, schools and businesses. Maintaining good quality streets will encourage economic development in the community and help keep property values maintained.

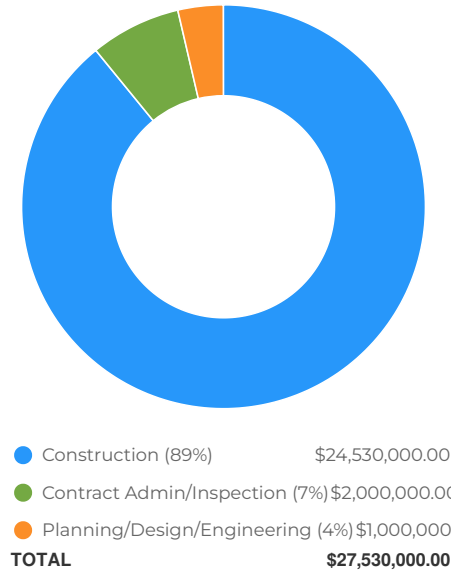
Capital Cost

FY2024 Budget **\$4,000,000** Total Budget (all years) **\$27.53M** Project Total **\$27.53M**

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



Capital Cost Breakdown

Capital Cost	FY2024	FY2025	FY2026	FY2027	FY2028	Total
Planning/Design/Engineering	\$150,000	\$175,000	\$200,000	\$225,000	\$250,000	\$1,000,000
Construction	\$3,530,000	\$4,500,000	\$5,000,000	\$5,500,000	\$6,000,000	\$24,530,000
Contract Admin/Inspection	\$320,000	\$360,000	\$400,000	\$440,000	\$480,000	\$2,000,000
Total	\$4,000,000	\$5,035,000	\$5,600,000	\$6,165,000	\$6,730,000	\$27,530,000

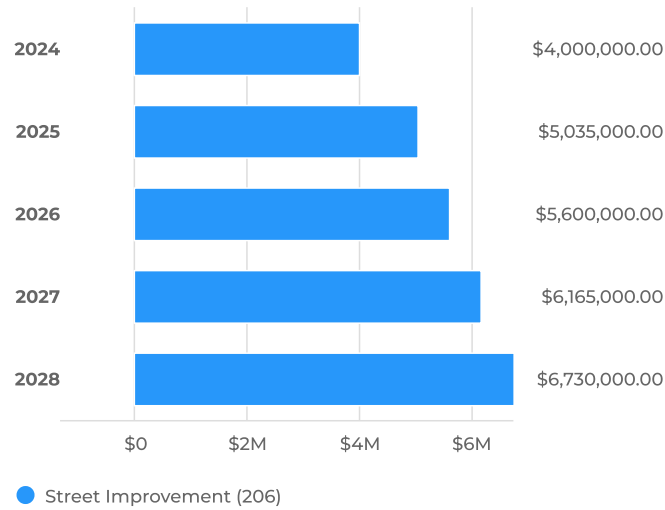
Funding Sources

FY2024 Budget
\$4,000,000

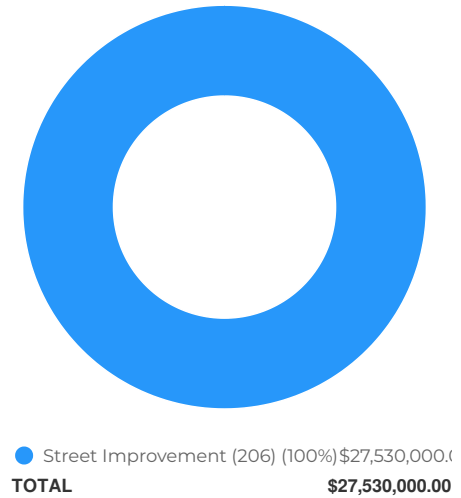
Total Budget (all years)
\$27.53M

Project Total
\$27.53M

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown						
Funding Sources	FY2024	FY2025	FY2026	FY2027	FY2028	Total
Street Improvement (206)	\$4,000,000	\$5,035,000	\$5,600,000	\$6,165,000	\$6,730,000	\$27,530,000
Total	\$4,000,000	\$5,035,000	\$5,600,000	\$6,165,000	\$6,730,000	\$27,530,000

This requests information is generated from , Proposed Version.

Cosgray Road Extension

Overview

Request Owner	Letty Schamp, Director, Transportation and Mobility
Est. Start Date	11/01/2021
Est. Completion Date	11/15/2024
Department	Transportation & Mobility
Type	Capital Improvement
Project Number	RP-7.2

Description

The project consists of a hybrid multi-lane roundabout at Scioto Darby Road with raised crosswalks; a single lane roundabout for a new park entrance and access to the new Community Center; a single lane roundabout at the Alton & Darby Creek Road connection; landscaped medians; open ditch drainage or other green infrastructure to manage stormwater in accordance with the OEPA Big Darby permit requirements; waterline, street lighting; shared-use paths; sidewalk or trail connections to adjacent neighborhoods; enhanced crosswalks; and fiber conduit.

The City entered into a construction contract in 2023, and approximately half of the funds for this project were included in the 2023 CIB. The balance of funds for construction and contract administration & inspection are included in the 2024 CIB.

The City received an LTIP grant from OPWC in an amount not to exceed \$2,339,859 to supplement City Funds.

Images



Cosgray Rd Extension & Wellness Campus Master Plan

6/28/2022



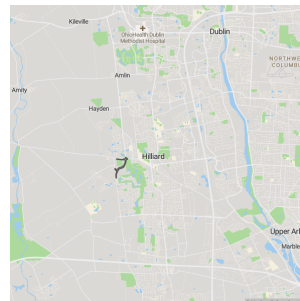
Scioto Darby Rd/Cosgray Rd Roundabout

6/28/2022

Details

Type of Project New Transportation Infrastructure

Location



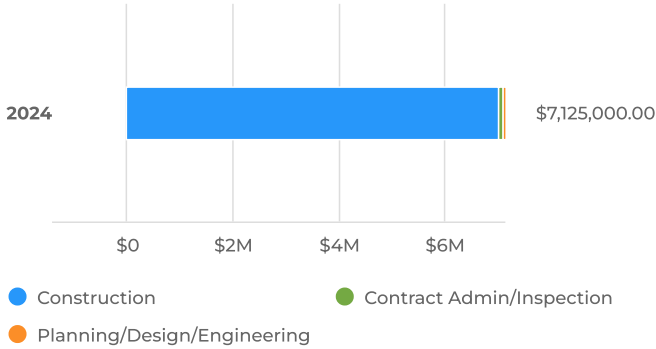
Benefit to Community

The Cosgray Road Extension provides an important north/south arterial that will allow for a significant expansion of Municipal Park, reduce peak hour congestion, and increase pedestrian and bicycle mobility and safety.

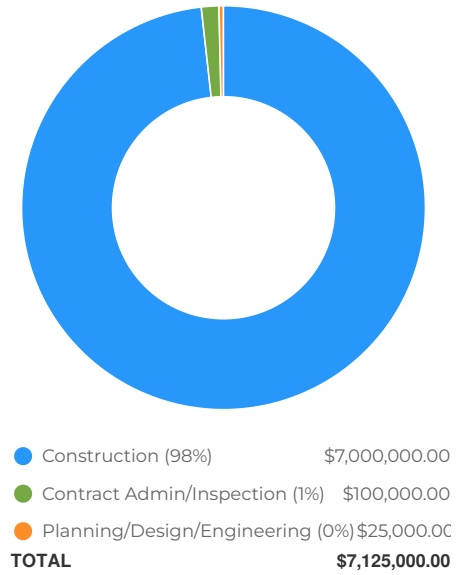
Capital Cost

FY2024 Budget	Total Budget (all years)	Project Total
\$7,125,000	\$7.125M	\$7.125M

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



Capital Cost Breakdown		
Capital Cost	FY2024	Total
Planning/Design/Engineering	\$25,000	\$25,000
Construction	\$7,000,000	\$7,000,000
Contract Admin/Inspection	\$100,000	\$100,000
Total	\$7,125,000	\$7,125,000

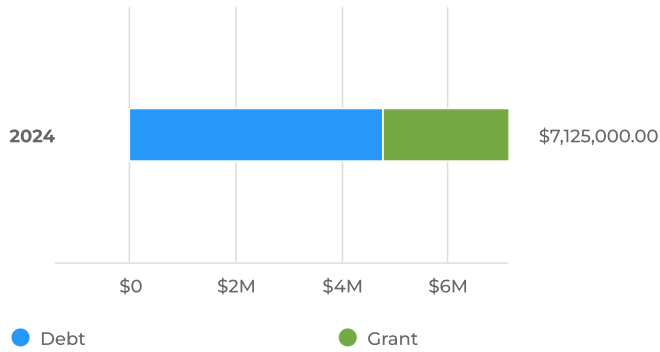
Funding Sources

FY2024 Budget
\$7,125,000

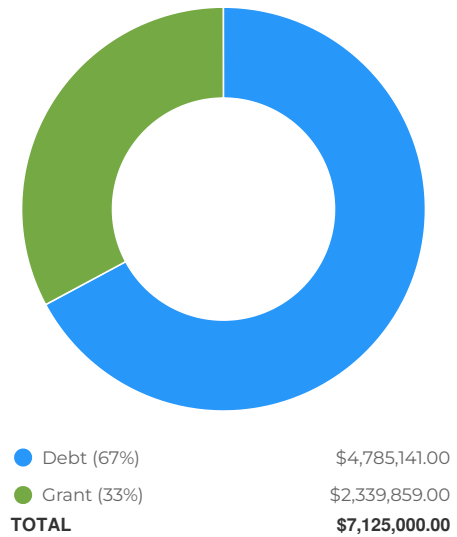
Total Budget (all years)
\$7.125M

Project Total
\$7.125M

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown		
Funding Sources	FY2024	Total
Grant	\$2,339,859	\$2,339,859
Debt	\$4,785,141	\$4,785,141
Total	\$7,125,000	\$7,125,000

This requests information is generated from , Proposed Version.

Cosgray Road Improvements

Overview

Request Owner	Letty Schamp, Director, Transportation and Mobility
Est. Start Date	01/01/2022
Est. Completion Date	10/31/2026
Department	Transportation & Mobility
Type	Capital Improvement
Project Number	T-084

Description

Phase 1 of this project, which included a roundabout at the Cosgray-Woodsvie intersection, completion of a shared-use path, and resurfacing of Cosgray Road, was completed in 2023.

Phase 2 consists of a single lane roundabout at the intersection of Cosgray Road/Jeffrelyn Dr/Hoffman Farms Drive. This roundabout is necessary to improve safety and operations at the intersection and to slow vehicle speeds along the corridor. The Phase 2 project is a good candidate for an OPWC application in 2025.

Images



Cosgray Road



Public Meeting Flyer


Details

Type of Project Modification of Transportation Infrastructure

Supplemental Attachments

 [2019 Cosgray Road Feasibility Study\(/resource/cleargov-prod/projects/documents/15fc175d2f18a2f54ed6.pdf\)](/resource/cleargov-prod/projects/documents/15fc175d2f18a2f54ed6.pdf)

May 2019

 [2018 Public Meeting Handouts\(/resource/cleargov-prod/projects/documents/0570ae19bcd3e7d01996.pdf\)](/resource/cleargov-prod/projects/documents/0570ae19bcd3e7d01996.pdf)

Meeting held September 13, 2018

 [2018 Cosgray Road Survey/Questionnaire\(/resource/cleargov-prod/projects/documents/2259ccd7a402b2764c2b.pdf\)](/resource/cleargov-prod/projects/documents/2259ccd7a402b2764c2b.pdf)

March 2018

 [2018 Cosgray Road Responses to Survey/Questionnaire \(/resource/cleargov-prod/projects/documents/47ef51053ae283ef9ec2.pdf\)](/resource/cleargov-prod/projects/documents/47ef51053ae283ef9ec2.pdf)

April 2018

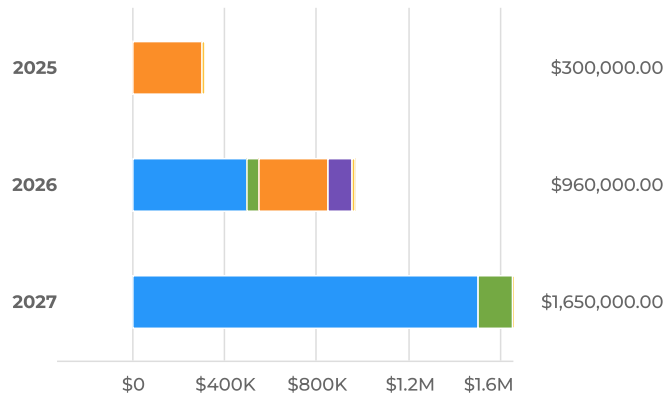
Benefit to Community

Safety, pedestrian and bicycle mobility and safety.

Capital Cost

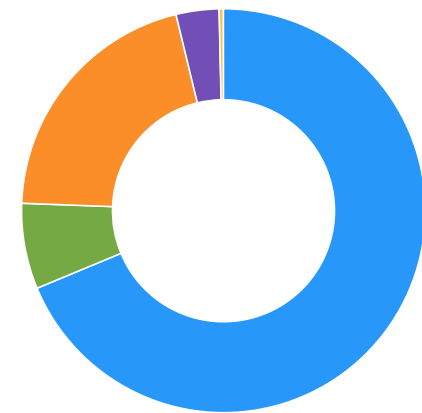
Total Budget (all years) **\$2.91M** Project Total **\$2.91M**

Capital Cost by Year (Proposed)



- Construction
- Planning/Design/Engineering
- Utilities
- Contract Admin/Inspection
- Right-of-way

Capital Cost for Budgeted Years (Proposed)



- Construction (69%) \$2,000,000.00
- Contract Admin/Inspection (7%) \$200,000.00
- Planning/Design/Engineering (21%) \$600,000.00
- Right-of-way (3%) \$100,000.00
- Utilities (0%) \$10,000.00
- TOTAL** **\$2,910,000.00**

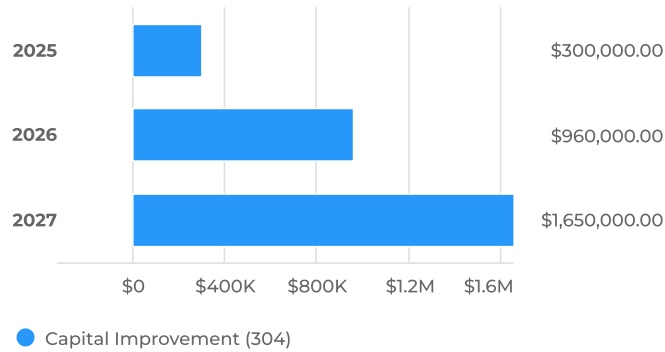
Capital Cost Breakdown				
Capital Cost	FY2025	FY2026	FY2027	Total
Planning/Design/Engineering	\$300,000	\$300,000		\$600,000
Right-of-way		\$100,000		\$100,000
Construction		\$500,000	\$1,500,000	\$2,000,000
Utilities		\$10,000		\$10,000
Contract Admin/Inspection		\$50,000	\$150,000	\$200,000
Total	\$300,000	\$960,000	\$1,650,000	\$2,910,000

Funding Sources

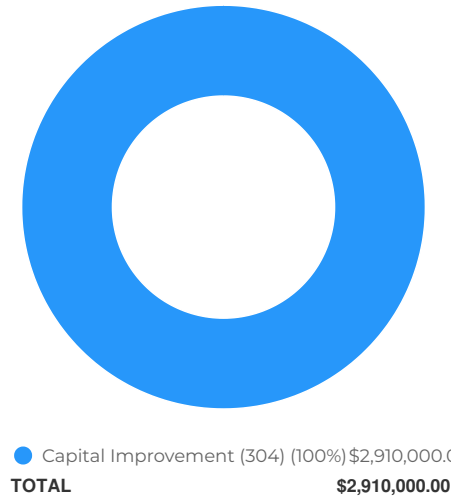
Total Budget (all years)
\$2.91M

Project Total
\$2.91M

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown				
Funding Sources	FY2025	FY2026	FY2027	Total
Capital Improvement (304)	\$300,000	\$960,000	\$1,650,000	\$2,910,000
Total	\$300,000	\$960,000	\$1,650,000	\$2,910,000

This requests information is generated from , Proposed Version.

Davidson Road Corridor Improvements

Overview

Request Owner	Letty Schamp, Director, Transportation and Mobility
Department	Transportation & Mobility
Type	Capital Improvement
Project Number	T-159

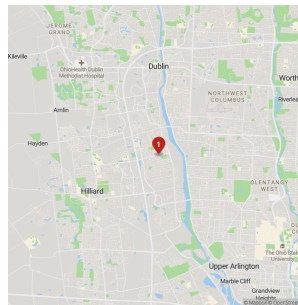
Description

This project would include citizen engagement with the neighborhoods along Davidson Road, east of I-270, to identify a plan to slow vehicle speeds and improve ped/bike accessibility between Trueman Blvd and Dublin Road. Presently, Davidson Road consists of 36' of pavement for vehicles and a 4' wide sidewalk on the south side of the street. There may be opportunities to reallocate vehicle space to include a protected and separated on-street bicycle lane. A separated and safe on-street bike facility could connect to the separated shared-use path on the west side of I-270 and lower vehicle speeds along the corridor. On the east end, this facility would connect to the planned Dublin Road shared-use path, which is currently in the design stage.

Details

Type of Project	Transportation Planning or Studies
-----------------	------------------------------------

Location



Benefit to Community

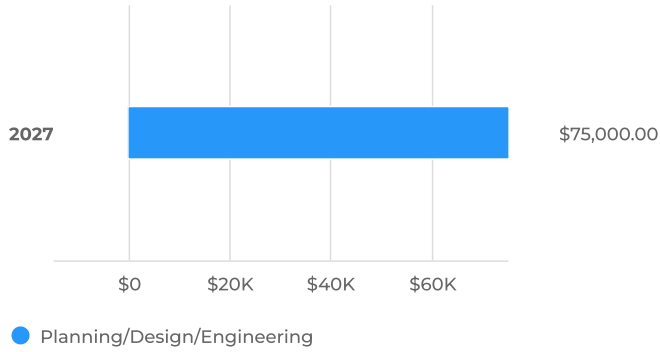
This project would establish a plan for improving the street environment, reducing vehicle speeds, and improving pedestrian & bicycle accessibility for neighborhoods on the east side of Hilliard.

Capital Cost

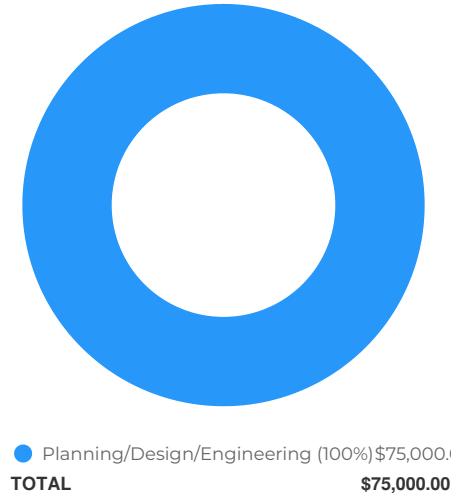
Total Budget (all years)
\$75K

Project Total
\$75K

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



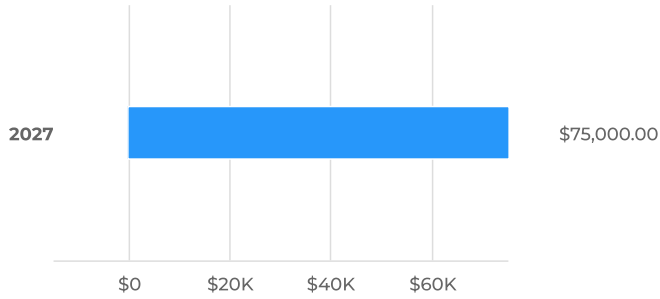
Capital Cost Breakdown		
Capital Cost	FY2027	Total
Planning/Design/Engineering	\$75,000	\$75,000
Total	\$75,000	\$75,000

Funding Sources

Total Budget (all years)
\$75K

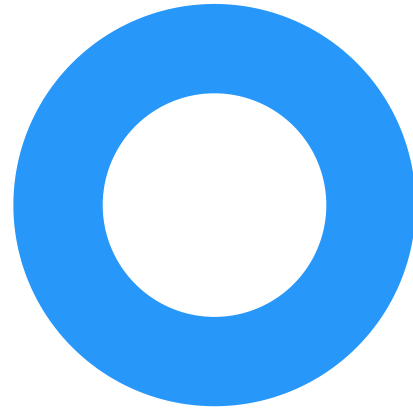
Project Total
\$75K

Funding Sources by Year (Proposed)



● Capital Improvement (304)

Funding Sources for Budgeted Years (Proposed)



● Capital Improvement (304) (100%) \$75,000.00
TOTAL \$75,000.00

Funding Sources Breakdown		
Funding Sources	FY2027	Total
Capital Improvement (304)	\$75,000	\$75,000
Total	\$75,000	\$75,000

This requests information is generated from , Proposed Version.

Davidson Road Shared-Use Path & Bridge Modifications

Overview

Request Owner	Letty Schamp, Director, Transportation and Mobility
Department	Transportation & Mobility
Type	Capital Improvement
Project Number	T-166

Description

This project was initiated in the 2023-27 CIP to improve the pedestrian & bicycle connectivity along the south side of Davidson Road and to enhance synergy between mixed-use and office development on both sides of the City's freeway frontage. Presently, a narrow sidewalk exists on the south side of Davidson Road, and the bridge over I-270 does not safely accommodate two-way bicycle traffic.

The goals of this project are to improve pedestrian & bicycle mobility & safety; to enhance the aesthetics of the City's freeway frontage; and to support the economic development of current and future businesses along I-270.

This project replaces the existing 4'-5' wide sidewalk with an 8' wide shared-use path on the south side of Davidson Road between Lyman Drive and Trueman Boulevard. The Davidson Road/Trueman Boulevard intersection will be modified to reduce vehicle speeds and improve safety at the signalized intersection. A median with flashing beacons will be installed west of Lyman Drive to provide a safe connection to the shared-use path on the north side of Davidson Road west of the project limits. The bridge deck over I-270 and the approaches on either side will be modified to accommodate the wider pedestrian/bicycle facility, and the street will be resurfaced to improve the pavement surface. Aesthetic elements may be added to the fencing over I-270 to improve the brand and image along Hilliard's freeway frontage.

Images

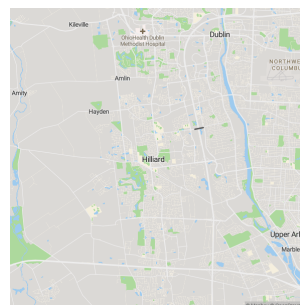


Davidson Road over I-270
Pedestrian/Bicycle
Improvements

Details

Type of Project	Modification of Transportation Infrastructure
-----------------	---

Location



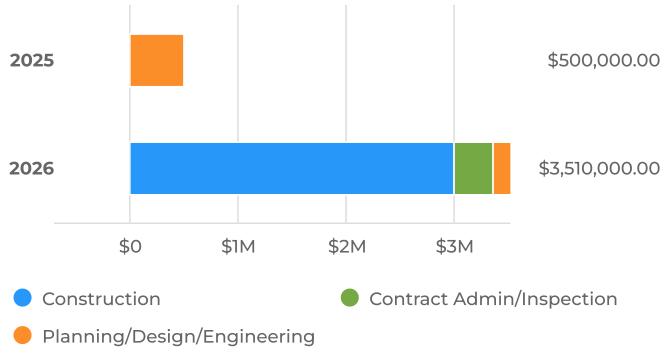
Benefit to Community

This project will benefit the community by replacing the narrow sidewalk over I-270 with a wider shared-use path. This will improve the comfort and safety of people who walk and bike and provide greater mobility options for residents that live on the east side of Hilliard. Existing and future businesses along the I-270 corridor will benefit by providing their employees with a valued quality of life amenity.

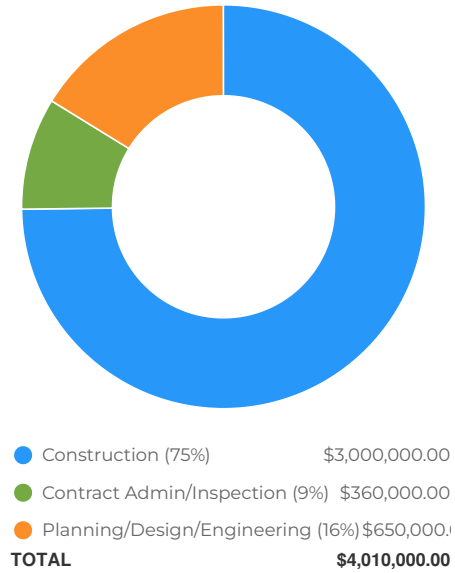
Capital Cost

Total Budget (all years) **\$4.01M** Project Total **\$4.01M**

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



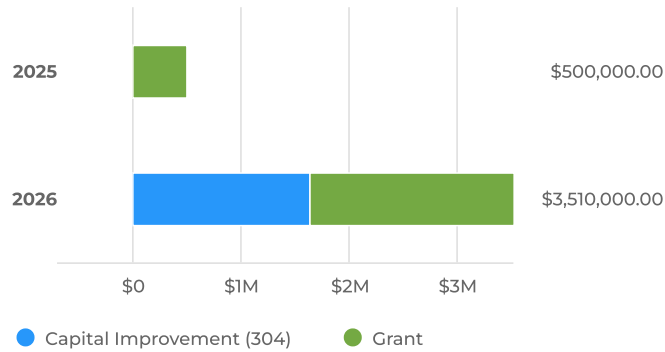
Capital Cost Breakdown			
Capital Cost	FY2025	FY2026	Total
Planning/Design/Engineering	\$500,000	\$150,000	\$650,000
Construction		\$3,000,000	\$3,000,000
Contract Admin/Inspection		\$360,000	\$360,000
Total	\$500,000	\$3,510,000	\$4,010,000

Funding Sources

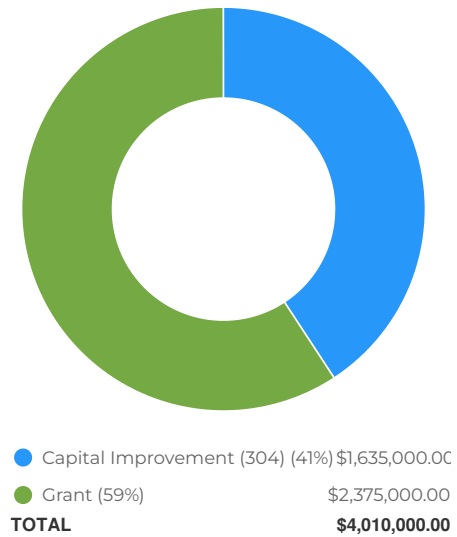
Total Budget (all years)
\$4.01M

Project Total
\$4.01M

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown			
Funding Sources	FY2025	FY2026	Total
Capital Improvement (304)		\$1,635,000	\$1,635,000
Grant	\$500,000	\$1,875,000	\$2,375,000
Total	\$500,000	\$3,510,000	\$4,010,000

This requests information is generated from , Proposed Version.

Dublin Road Shared-Use Path

Overview

Request Owner	Letty Schamp, Director, Transportation and Mobility
Department	Transportation & Mobility
Type	Capital Improvement
Project Number	T-167

Description

The City of Hilliard partnered with the Franklin County Engineer's Office (FCEO), the City of Dublin, and the City of Columbus on a MORPC Attributable Funds federal grant application in 2022 to build a 10-foot wide shared use path along the east side of Dublin Road to connect between Limestone Ridge Drive (north of Hayden Run Road) to Quarry Trails Metro Park. FCEO is the lead agency for a total length of 4.3 miles.

On March 9, 2023, the MORPC Commission committed to allocating its attributable federal funding for the project in the amount of \$10,351,449.

The Franklin County Engineer's Office is the lead agency on this project and has entered into a consultant service contract for the design. Hilliard is responsible for its proportionate share (approximately 35%) of the local share cost of the project, based on jurisdictional boundaries.

The estimated costs and funding below represent Hilliard's share only of the project costs.

Images



Dublin Road Shared Use Path
Jurisdictional Boundaries

Details

Type of Project	New Transportation Infrastructure
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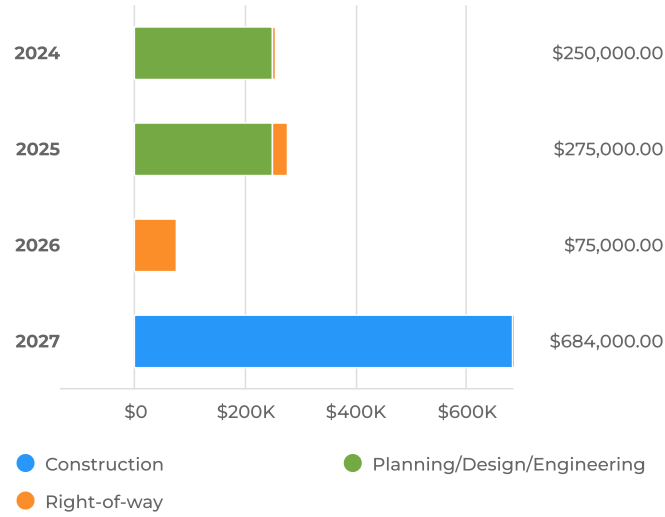
Capital Cost

FY2024 Budget
\$250,000

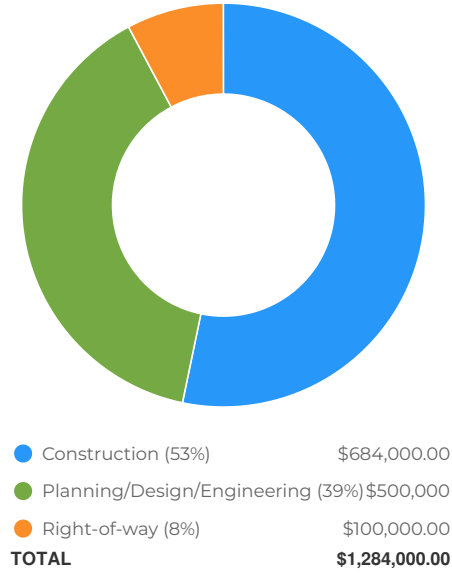
Total Budget (all years)
\$1.284M

Project Total
\$1.284M

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)

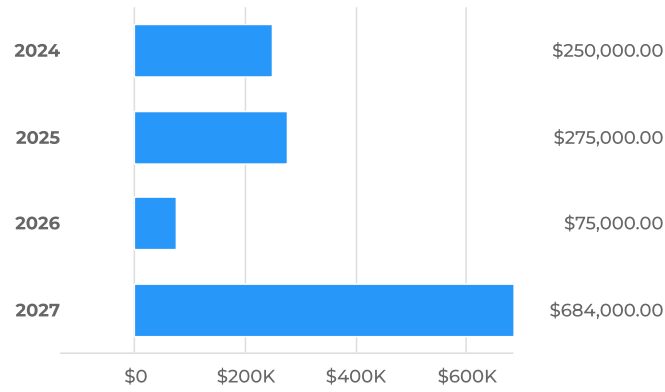


Capital Cost Breakdown					
Capital Cost	FY2024	FY2025	FY2026	FY2027	Total
Planning/Design/Engineering	\$250,000	\$250,000			\$500,000
Right-of-way		\$25,000	\$75,000		\$100,000
Construction				\$684,000	\$684,000
Total	\$250,000	\$275,000	\$75,000	\$684,000	\$1,284,000

Funding Sources

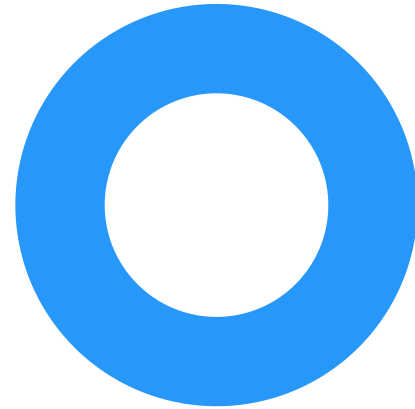
FY2024 Budget **\$250,000** Total Budget (all years) **\$1.284M** Project Total **\$1.284M**

Funding Sources by Year (Proposed)



● Capital Improvement (304)

Funding Sources for Budgeted Years (Proposed)



● Capital Improvement (304) (100%) \$1,284,000.00
TOTAL **\$1,284,000.00**

Funding Sources Breakdown					
Funding Sources	FY2024	FY2025	FY2026	FY2027	Total
Capital Improvement (304)	\$250,000	\$275,000	\$75,000	\$684,000	\$1,284,000
Total	\$250,000	\$275,000	\$75,000	\$684,000	\$1,284,000

This requests information is generated from , Proposed Version.

Hayden Run and Britton Parkway Improvement

Overview

Request Owner	Letty Schamp, Director, Transportation and Mobility
Est. Start Date	01/02/2023
Est. Completion Date	11/03/2025
Department	Transportation & Mobility
Type	Capital Improvement
Project Number	T-155

Description

In 2006, when a roundabout was constructed at the Hayden Run Road/Britton Parkway intersection, the Britton Central PUD zoning contemplated a relocation of Hayden Run Road to the south, so the roundabout was constructed to be converted to a commercial driveway access in the future. In 2015, the PUD was modified for the development of the Amazon site, and the plan to relocate Hayden Run Road was abandoned. In 2019, the City conducted a safety & capacity study of the roundabout. Based on the findings of the study, the roundabout needs to be modified to improve safety and peak hour capacity.

Revenue generated by the multi-family development on Riggins Road (Hilliard Lakes) is expected to generate approximately \$900K in impact fees and \$60K/year for twenty years through a New Community Authority. Impact fees would fund the design and a portion of the construction of this project.

The scope of the Project includes extension the splitter islands on the east and west approaches to slow vehicle speeds, the addition of right turn bypass lanes eastbound & westbound to improve capacity, installation of raised crosswalks on all multi-lane approaches to meet accessibility guidelines; modification of the central island to meet current best practices for a mountable truck apron, relocation of four street light poles, and modification of signing & marking based on current best practices.

Images

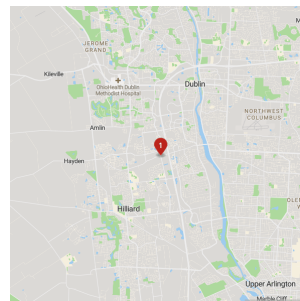


Hayden Run Britton Parkway Roundabout

Details

Type of Project	Modification of Transportation Infrastructure
-----------------	---

Location



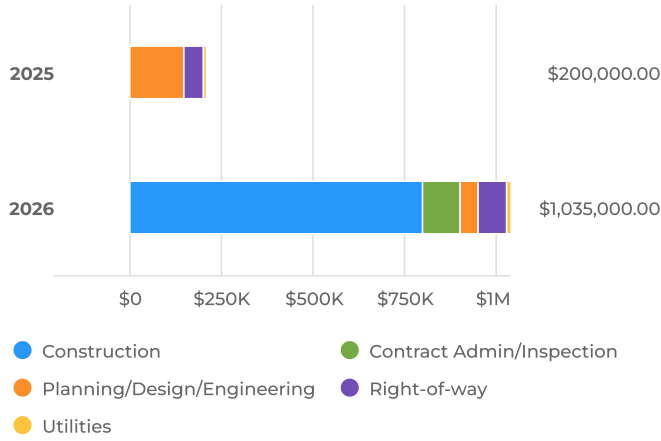
Benefit to Community

This project benefits the community by addressing safety & peak hour congestion. It will also support the redevelopment of properties along the I-270 corridor. The majority of the funding for this project is generated through Developer-paid impact fees and NCA fees.

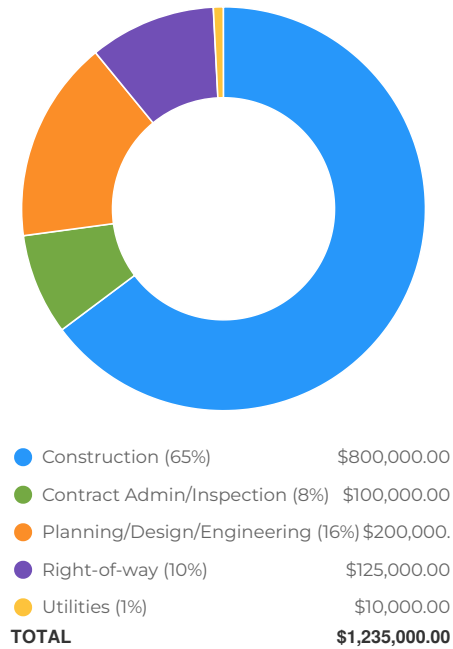
Capital Cost

Total Budget (all years) **\$1.235M** Project Total **\$1.235M**

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



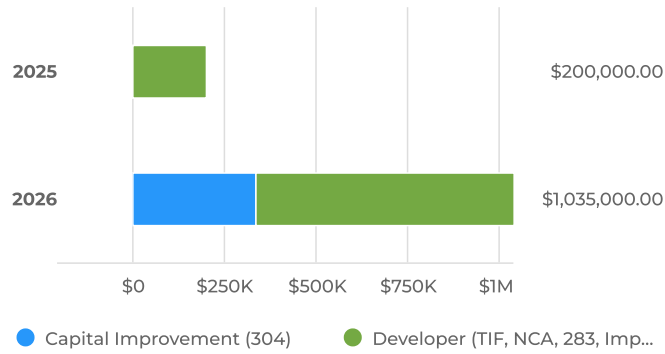
Capital Cost Breakdown			
Capital Cost	FY2025	FY2026	Total
Planning/Design/Engineering	\$150,000	\$50,000	\$200,000
Right-of-way	\$50,000	\$75,000	\$125,000
Construction		\$800,000	\$800,000
Utilities		\$10,000	\$10,000
Contract Admin/Inspection		\$100,000	\$100,000
Total	\$200,000	\$1,035,000	\$1,235,000

Funding Sources

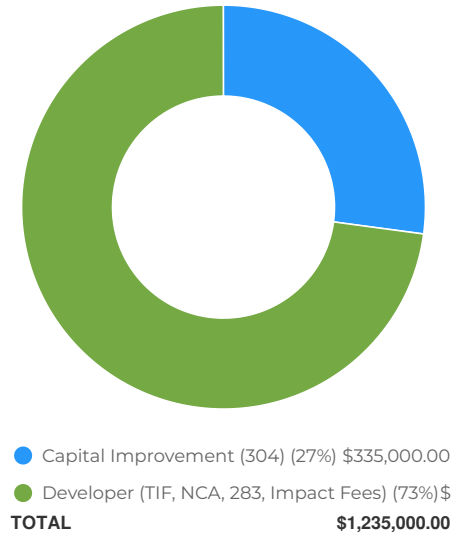
Total Budget (all years)
\$1.235M

Project Total
\$1.235M

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown			
Funding Sources	FY2025	FY2026	Total
Capital Improvement (304)		\$335,000	\$335,000
Developer (TIF, NCA, 283, Impact Fees)	\$200,000	\$700,000	\$900,000
Total	\$200,000	\$1,035,000	\$1,235,000

This requests information is generated from , Proposed Version.

Hayden Run and Wilcox Intersection Improvements

Overview

Request Owner	Letty Schamp, Director, Transportation and Mobility
Department	Transportation & Mobility
Type	Capital Improvement
Project Number	T-137

Description

The intersection of Hayden Run Road and Wilcox Road was identified as a high injury crash hot spot several years ago; therefore, a project to address safety issues at this intersection was added to the CIP in the mid 2010s. In 2019, a parallel roadway, Riggins Road/Hayden Run Boulevard, was completed. This new roadway has diverted a significant amount of traffic away from this intersection, and as a result, crashes have gone down. Crashes at this intersection continue to be monitored, and the prioritization of this project will be adjusted based on need and available funding.

A single lane roundabout would be considered for this intersection to address safety. The extension of the Hayden Run Trail, a regional Central Ohio Greenways Trail, will be accommodated through this intersection as part of the project. Replacement or modification of an existing culvert over the Hayden Run stream to accommodate trail connections may also be included.

Images

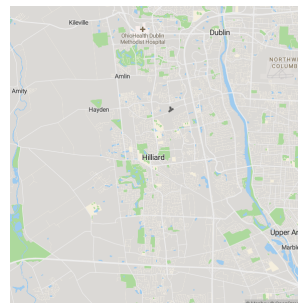


Hayden Run Road/Wilcox Road Intersection

Details

Type of Project	Modification of Transportation Infrastructure
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Location



Benefit to Community

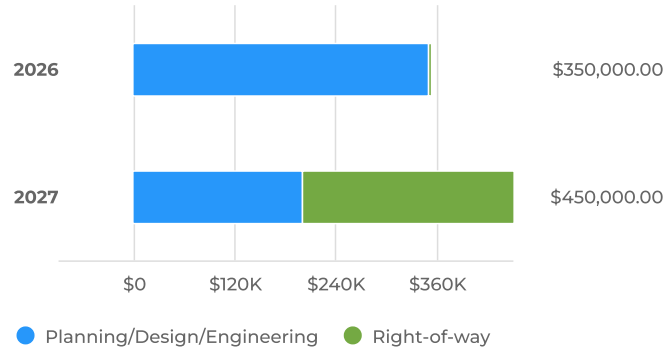
This project would improve safety and would accommodate important future regional trail connections.

Capital Cost

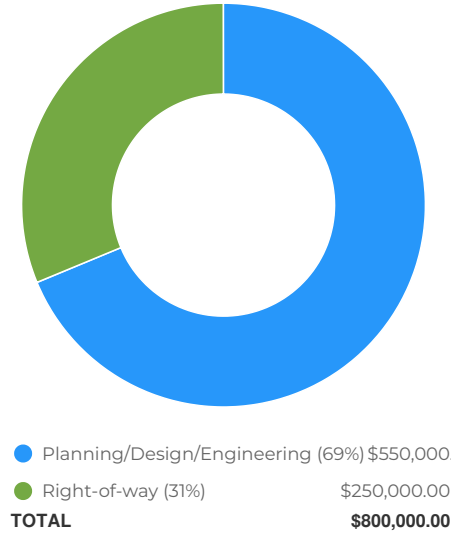
Total Budget (all years)
\$800K

Project Total
\$800K

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



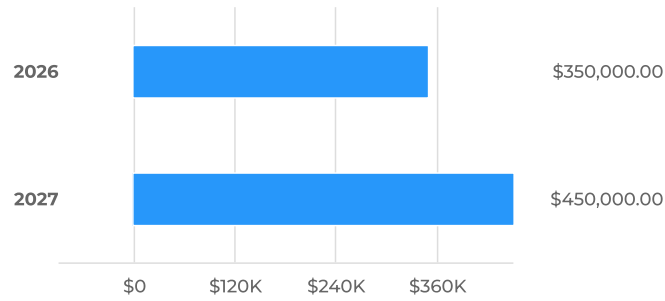
Capital Cost Breakdown			
Capital Cost	FY2026	FY2027	Total
Planning/Design/Engineering	\$350,000	\$200,000	\$550,000
Right-of-way		\$250,000	\$250,000
Total	\$350,000	\$450,000	\$800,000

Funding Sources

Total Budget (all years)
\$800K

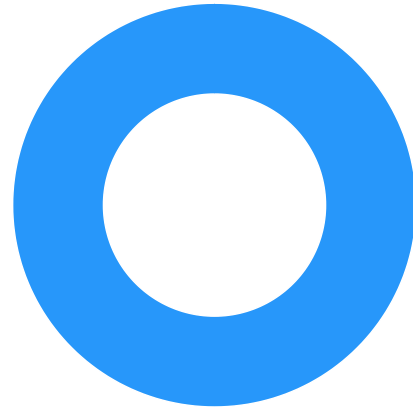
Project Total
\$800K

Funding Sources by Year (Proposed)



● Capital Improvement (304)

Funding Sources for Budgeted Years (Proposed)



● Capital Improvement (304) (100%) \$800,000.0
TOTAL \$800,000.00

Funding Sources Breakdown			
Funding Sources	FY2026	FY2027	Total
Capital Improvement (304)	\$350,000	\$450,000	\$800,000
Total	\$350,000	\$450,000	\$800,000

This requests information is generated from , Proposed Version.

Heritage Rail Trail Extension Phase 1 & 2

Overview

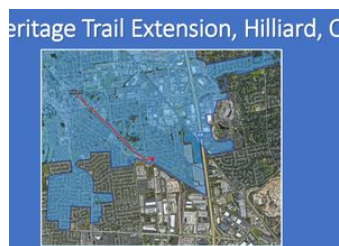
Request Owner	Letty Schamp, Director, Transportation and Mobility
Department	Transportation & Mobility
Type	Capital Improvement
Project Number	T-134

Description

This project provides for the extension of the Heritage Trail, a Central Ohio Greenway regional trail, within the retired railroad corridor owned by Norfolk Southern Railroad from Columbia Street in Old Hilliard to Hilliard City Hall (Phase 1) and from Hilliard City Hall to the Scioto Darby Road/Leap Road/Darby Glen Blvd intersection (Phase 2). Design of Phase 1 was put on hold in 2016 due to challenges related to acquisition of land from Norfolk Southern. In 2018-19, the City authorized an appraisal of the land to facilitate the acquisition. Presently, no agreement to purchase the land has been negotiated; however, the City is actively working with other agencies (Metro Parks, MORPC, Franklin County Engineer's Office, Marble Cliff, Grandview Heights, and Columbus) to acquire the entire corridor southeast to downtown Columbus.

Funds are budgeted in the current year, if needed, for planning-related activities, multi-jurisdictional acquisition efforts, or submittal of grants. If the City of Hilliard and its partners can acquire the land, design and construction activities will be programmed in subsequent years.

Images



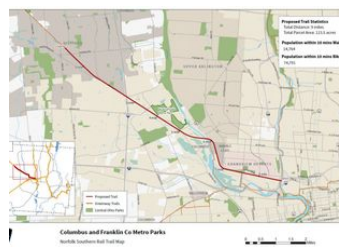
Heritage Trail Phase 1 & 2 Project Limits



2015 Public Meeting Exhibit: Heritage Trail Ph 1 Concept Plan



Proposed Bridge Enhancement & Historic Preservation



Heritage Trail - Proposed Alignment

Proposed alignment within RR corridor between downtown Hilliard and downtown Columbus

Details

Type of Project: New Transportation Infrastructure

Location



Benefit to Community

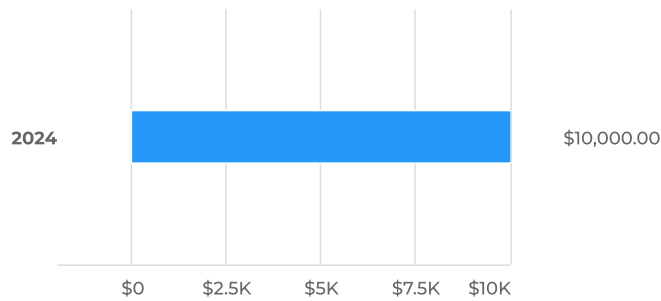
The extension of the Heritage Trail from Old Hilliard to the City's southeast border would be one of the most impactful projects in Hilliard's history. It would provide access to parkland and equitable transportation options for some of the City's older neighborhoods, increase mobility options to serve Old Hilliard, and connect thousands of Hilliard residents to the larger Central Ohio Greenway regional trail network.

Funds are provided in 2024, if needed, for multi-jurisdictional planning activities or to secure outside funding.

Capital Cost

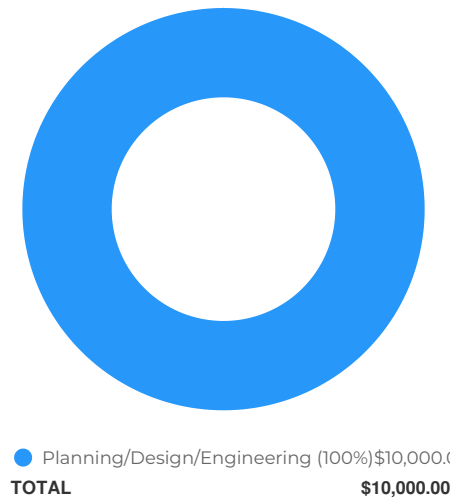
FY2024 Budget	Total Budget (all years)	Project Total
\$10,000	\$10K	\$10K

Capital Cost by Year (Proposed)



● Planning/Design/Engineering

Capital Cost for Budgeted Years (Proposed)



Capital Cost Breakdown		
Capital Cost	FY2024	Total
Planning/Design/Engineering	\$10,000	\$10,000
Total	\$10,000	\$10,000

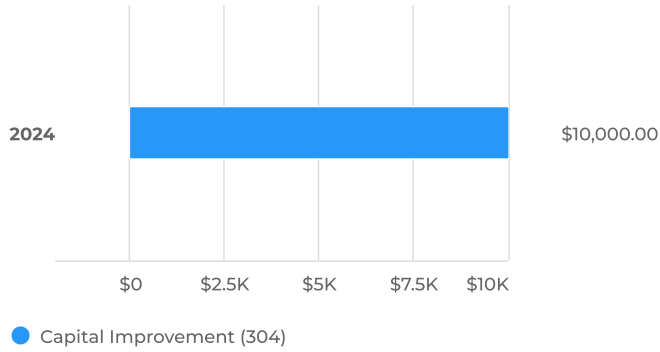
Funding Sources

FY2024 Budget
\$10,000

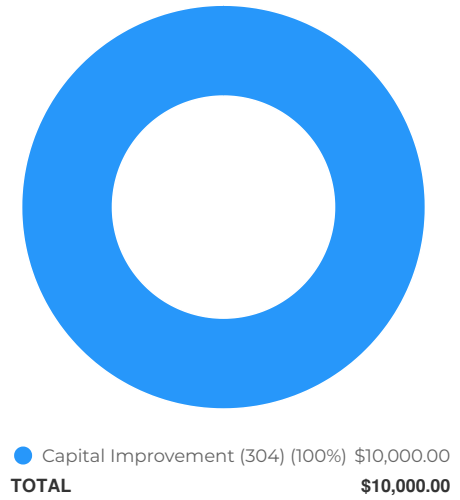
Total Budget (all years)
\$10K

Project Total
\$10K

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown		
Funding Sources	FY2024	Total
Capital Improvement (304)	\$10,000	\$10,000
Total	\$10,000	\$10,000

This requests information is generated from , Proposed Version.

Heritage Trail Extension Phase 3

Overview

Request Owner	Letty Schamp, Director, Transportation and Mobility
Department	Transportation & Mobility
Type	Capital Improvement
Project Number	T-148

Description

This project extends the Heritage Trail southeast from the 4-way stop intersection at Leap/Scioto Darby/Darby Glen in partnership with other agency partners. In 2022, Metro Parks, in collaboration with the City of Hilliard and other agency partners, submitted a budget request through the SFY 2023-24 State Capital Budget for funding to begin to acquire land for the Heritage Trail Extension. \$2.5M was included in the State Capital Budget to begin acquisition, and this planning work is underway.

Funding for planning activities and grant applications is provided in the near term. Funding for design and construction will be programmed in future years, pending acquisition of land.

Images

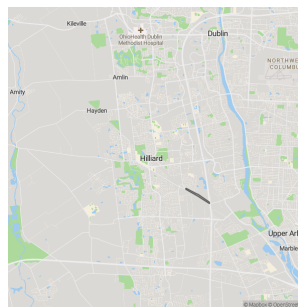


Heritage Trail - Proposed Alignment

Details

Type of Project New Transportation Infrastructure

Location



Benefit to Community

The extension of the Heritage Trail to connect to the larger Central Ohio Greenway regional trail network would be one of the most impactful projects in Hilliard's history. It would connect to highly valued recreational amenities and provide safe, equitable transportation alternatives to thousands of Hilliard residents.

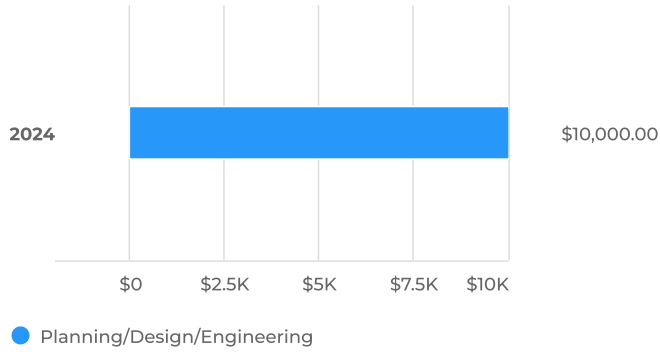
Capital Cost

FY2024 Budget
\$10,000

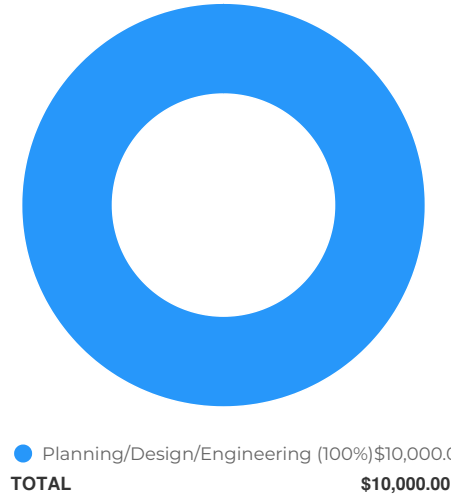
Total Budget (all years)
\$10K

Project Total
\$10K

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



Capital Cost Breakdown		
Capital Cost	FY2024	Total
Planning/Design/Engineering	\$10,000	\$10,000
Total	\$10,000	\$10,000

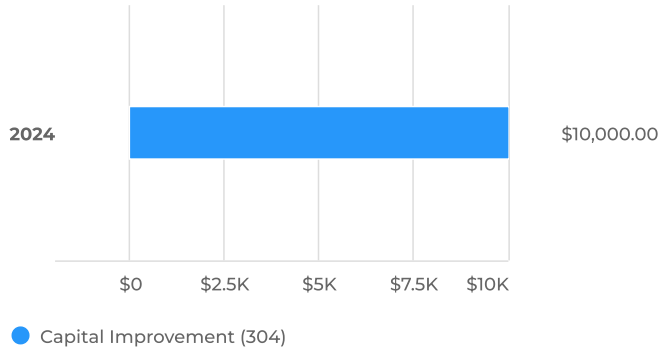
Funding Sources

FY2024 Budget
\$10,000

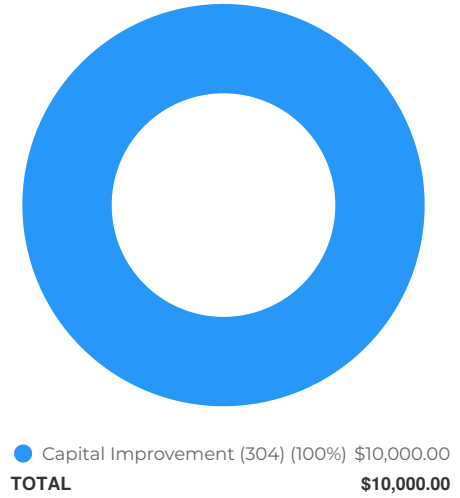
Total Budget (all years)
\$10K

Project Total
\$10K

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown		
Funding Sources	FY2024	Total
Capital Improvement (304)	\$10,000	\$10,000
Total	\$10,000	\$10,000

This requests information is generated from , Proposed Version.

Leap Rd South Improvements

Overview

Request Owner	Letty Schamp, Director, Transportation and Mobility
Department	Transportation & Mobility
Type	Capital Improvement
Project Number	T-164

Description

This project was originally initiated in late 2022 as part of the Pedestrian & Bicycle Mobility & Safety Program (CIP T-133) to address the sidewalk condition and connectivity along Leap Road between Cemetery Road and Scioto Darby Road and to investigate drainage issues along the corridor. Presently, a 4-foot sidewalk exists on most of the east side with a few gaps in the network between Lacon Road and Edgewyn Drive. The age of the sidewalk ranges from 20 – 60 years, and some portions of the sidewalk are located at or near the low point of the ditch. Because of the streetside drainage, the condition of much of the east side sidewalk is poor and unusable during rain events. On the west side of Leap Road, an 8-foot-wide shared-use path (SUP) is planned; however, an SUP only exists immediately behind the back of curb between Cemetery Road and Midlane Drive; this sidewalk is approximately 20 years old. South of Midlane Drive, a few properties have constructed an SUP as part of redevelopment, but the network is largely disconnected.

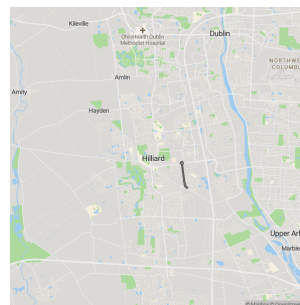
An Alternatives Evaluation Report was completed in May 2023, which investigated the problems along Leap Road south of Cemetery Road, identified potential solutions, and developed high-level cost estimates. Through this evaluation, it became apparent that the condition and age of various types of infrastructure - not just the sidewalk condition - needed to be considered. The waterlines along Leap Road vary in age between 50 - 80 years; Leap Road has never been reconstructed; and modifications to the homes that were built along Leap Road in the 1950s and 1960 have altered the roadside drainage, contributing to flooding and poor sidewalk condition. A piecemeal "band-aid" fix to sidewalks and drainage along the corridor would not address the underlying aging infrastructure that is becoming critically important. Therefore, CIP T-164 is being initiated in 2024 for a full street reconstruction, including new public utilities, extensive private utility relocation, curb & gutter drainage, new sidewalk and shared-use path, street lighting, and on-street parking in key areas to address current and future demands. Environmental documentation & permitting, right-of-way acquisition, utility relocation, maintenance of traffic during construction, and public engagement will all be important components of this project. Right-of-way and/or easements will likely be needed from approximately 75 properties. The intersection of Cemetery Road & Leap Road may be "dieted" to remove excess lanes on Leap Road to improve safety and to trade pavement for greenspace.

A street reconstruction project of this nature is anticipated to cost over \$10M and would likely take more than five years to complete. Therefore, identifying outside funding to supplement City funds will be important. Staff recommends that this project be submitted for MORPC Attributable funds in 2024; the project would likely be competitive in its "System Preservation" category. If the project is funded, it could move into design in 2025. Project schedule will be further refined, but construction would likely occur beyond 2028.

Details

Type of Project Asset Management

Location



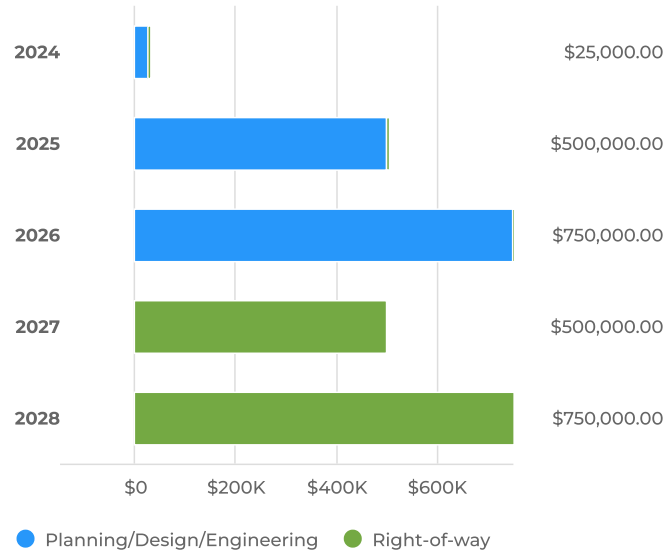
Benefit to Community

This project will address pedestrian connectivity, ADA compliance, safety, and aging infrastructure needs.

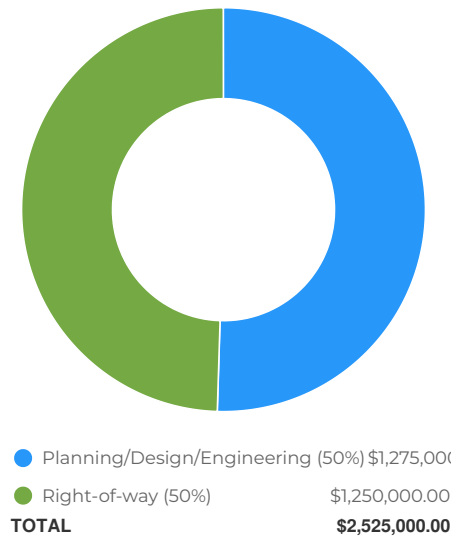
Capital Cost

FY2024 Budget **\$25,000** Total Budget (all years) **\$2.525M** Project Total **\$2.525M**

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



Capital Cost Breakdown

Capital Cost	FY2024	FY2025	FY2026	FY2027	FY2028	Total
Planning/Design/Engineering	\$25,000	\$500,000	\$750,000			\$1,275,000
Right-of-way				\$500,000	\$750,000	\$1,250,000
Total	\$25,000	\$500,000	\$750,000	\$500,000	\$750,000	\$2,525,000

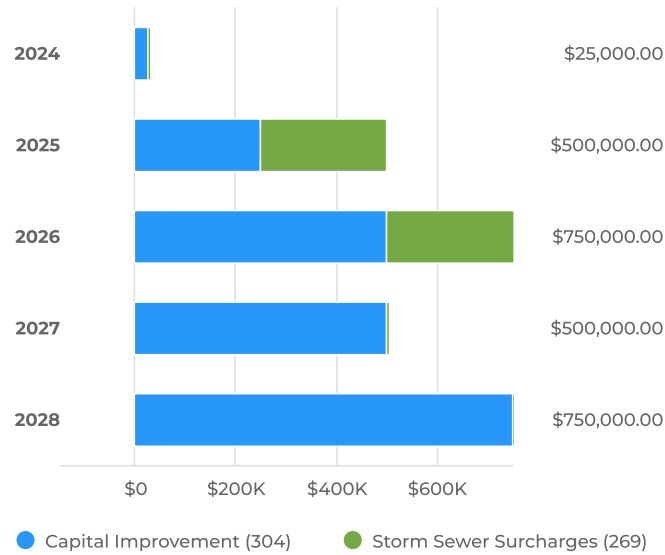
Funding Sources

FY2024 Budget
\$25,000

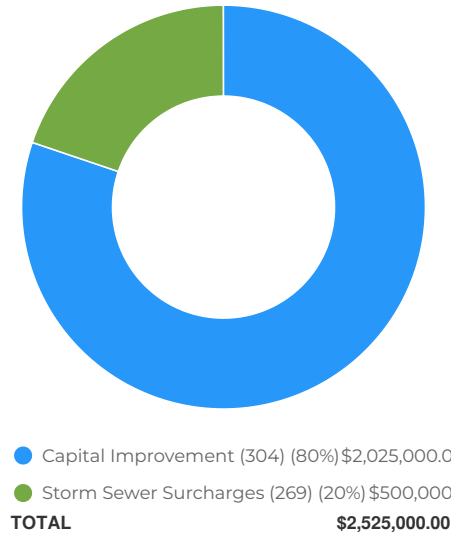
Total Budget (all years)
\$2.525M

Project Total
\$2.525M

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown						
Funding Sources	FY2024	FY2025	FY2026	FY2027	FY2028	Total
Capital Improvement (304)	\$25,000	\$250,000	\$500,000	\$500,000	\$750,000	\$2,025,000
Storm Sewer Surcharges (269)		\$250,000	\$250,000			\$500,000
Total	\$25,000	\$500,000	\$750,000	\$500,000	\$750,000	\$2,525,000

This requests information is generated from , Proposed Version.

Main St/Hilliard Rome Rd Corridor Safety Improvements

Overview

Request Owner	Letty Schamp, Director, Transportation and Mobility
Department	Transportation & Mobility
Type	Capital Improvement
Project Number	T-147

Description

Over the past few years, several fatalities and severe injury crashes along multi-lane arterial roadways in the Hilliard area involving pedestrians and bicyclists have occurred. A pedestrian safety study was conducted in 2018-19 to evaluate crash patterns, identify possible contributing factors, and make recommendations to improve pedestrian safety. The study identified the following Priority 1 improvements: two new high visibility pedestrian crossings, including medians and overhead flashing lights at the COTA Park & Ride and at Ten Pin Alley/Wakefield Dr and narrowing of vehicle lanes to lower vehicle speeds on the northern portion of the corridor. These Priority 1 improvements were completed in 2021 through a Highway Safety Improvement Program (HSIP) grant.

Additional improvements may be considered to address corridor-wide speed and safety issues. A corridor planning study is recommended to engage the public and to identify other countermeasures to change the character of the street to reduce vehicle speeds, improve safety, and provide for more mobility options. Priority 2 improvements may include access management on the northern portion of the corridor, signalization of the Heritage Club Drive North intersection, installation of medians and landscaping, lane narrowing, ped/bike and/or crosswalk improvements, or other safety countermeasures identified as part of community engagement.

Images



Main St

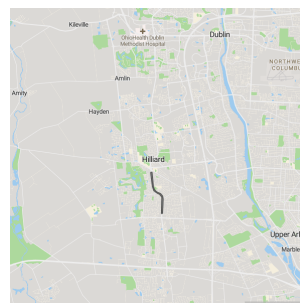


2021 Crosswalk Improvements

Details

Type of Project	Modification of Transportation Infrastructure
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Location



Benefit to Community

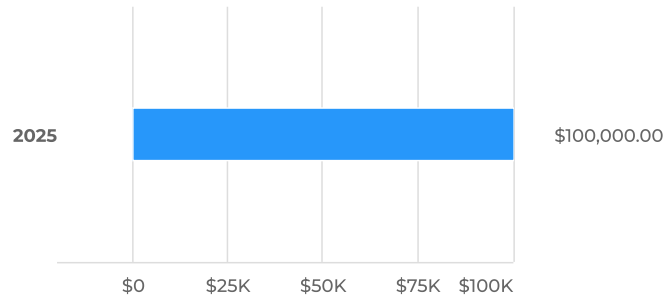
This project would change the streetside character, lower vehicle speeds, and improve safety along the 5-lane portion of Main Street/Hilliard Rome Road.

Capital Cost

Total Budget (all years)
\$100K

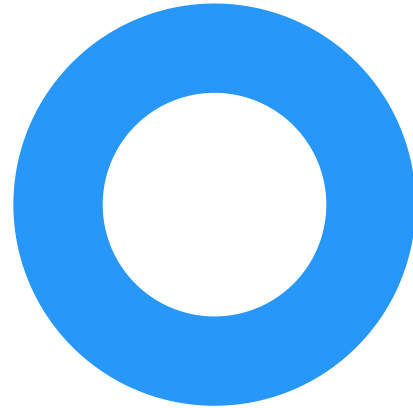
Project Total
\$100K

Capital Cost by Year (Proposed)



● Planning/Design/Engineering

Capital Cost for Budgeted Years (Proposed)



● Planning/Design/Engineering (100%) \$100,000

TOTAL \$100,000.00

Capital Cost Breakdown

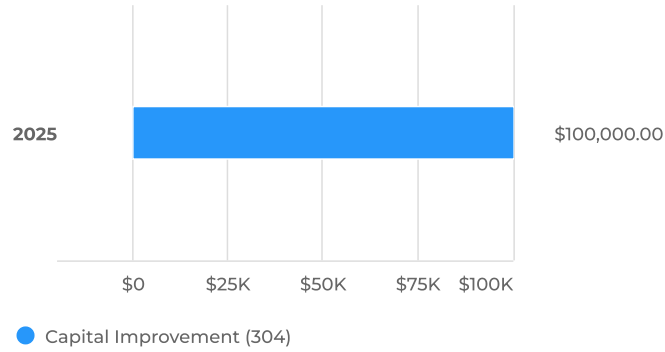
Capital Cost	FY2025	Total
Planning/Design/Engineering	\$100,000	\$100,000
Total	\$100,000	\$100,000

Funding Sources

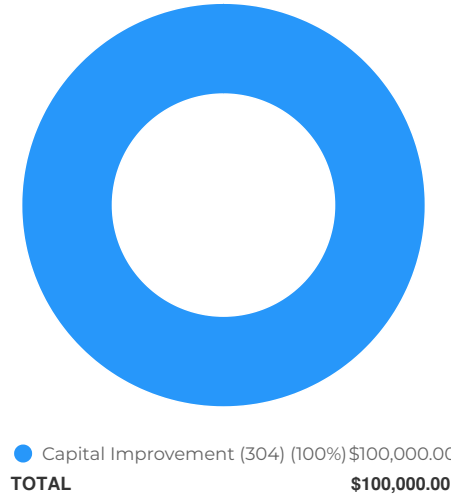
Total Budget (all years)
\$100K

Project Total
\$100K

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown		
Funding Sources	FY2025	Total
Capital Improvement (304)	\$100,000	\$100,000
Total	\$100,000	\$100,000

This requests information is generated from , Proposed Version.

Neighborhood Traffic Calming Program

Overview

Request Owner	Letty Schamp, Director, Transportation and Mobility
Department	Transportation & Mobility
Type	Capital Improvement
Project Number	T-163

Description

Speeding complaints are common citywide, especially on neighborhood collector streets. Since 2013, the City has been collecting speed data on residential streets to identify trends and streets that might be good candidates for some type of traffic calming to lower vehicle speeds and improve quality of life in neighborhoods. Based on this data collection, common characteristics of streets with higher vehicle speeds include wide streets, long streets, restricted or under-utilized on-street parking, and streets that provide a direct connection between the arterial street network. CIP T-163 was added to the CIP in 2021 to update the City's Neighborhood Traffic Calming Program, to develop a Resident's Guide for Traffic Calming, and to establish funding for some low-cost solutions to lower vehicle speeds in neighborhoods.

In 2022, the City of Hilliard Neighborhood Traffic Calming Program was updated. This program establishes a data-driven, rather than complaint-driven, approach to prioritizing and implementing traffic-calming solutions. In 2023, streets were prioritized based on various factors including speed, crash history, vicinity to schools or other pedestrian generators, cut-through traffic, and traffic volumes. In June 2023, radar speed signs were installed on four Tier 1 neighborhood collector streets: Davidson Road, Norwich Street, Hoffman Farms Drive, and Lacon Road. Speeds will be evaluated through 2023 to determine the effectiveness of the radar speed signs. If the signs are shown to be effective, radar speeds will be installed on four or five Tier 2 streets in 2024: Heather Ridge Drive, Schirtzinger Road, Jeffreyln Drive, Strider Lane, and Woods Mill Drive.

Funding is provided annually for low-cost traffic calming countermeasures on high-ranked streets only and to evaluate effectiveness. Higher cost solutions would only be added to the CIP after extensive citizen engagement & involvement to achieve consensus and with City Council approval to proceed with design of higher-cost traffic calming projects. A consultant would oversee and manage this program on behalf of the City due to limited staff resources to support the program.

Images



Driver Feedback Speed Sign



Lane Narrowing with Street Art



Example of a Chicane

Higher cost traffic calming solution

Details

Type of Project	Modification of Transportation Infrastructure
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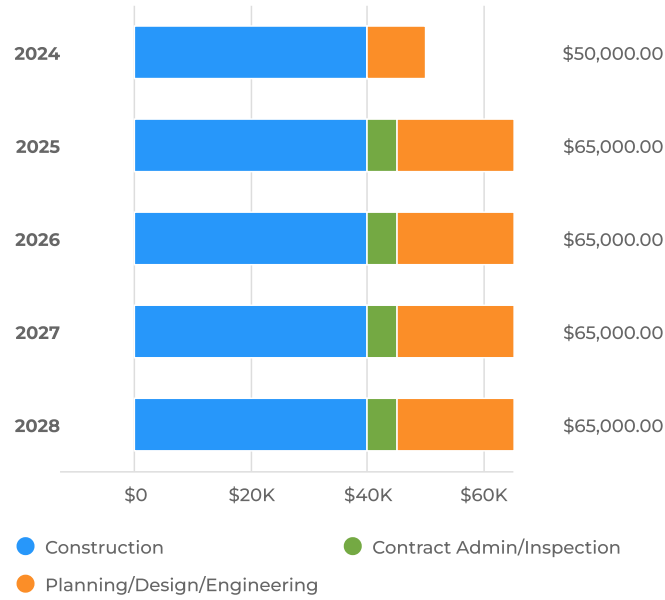
Benefit to Community

This program will address chronic speeding problems on key residential streets and improve quality of life.

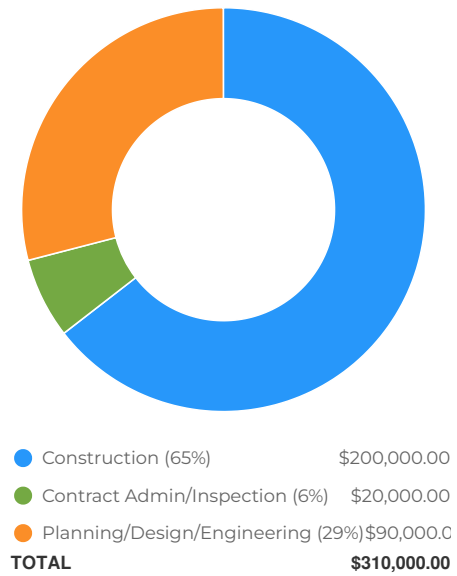
Capital Cost

FY2024 Budget **\$50,000** Total Budget (all years) **\$310K** Project Total **\$310K**

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



Capital Cost Breakdown						
Capital Cost	FY2024	FY2025	FY2026	FY2027	FY2028	Total
Planning/Design/Engineering	\$10,000	\$20,000	\$20,000	\$20,000	\$20,000	\$90,000
Construction	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$200,000
Contract Admin/Inspection		\$5,000	\$5,000	\$5,000	\$5,000	\$20,000
Total	\$50,000	\$65,000	\$65,000	\$65,000	\$65,000	\$310,000

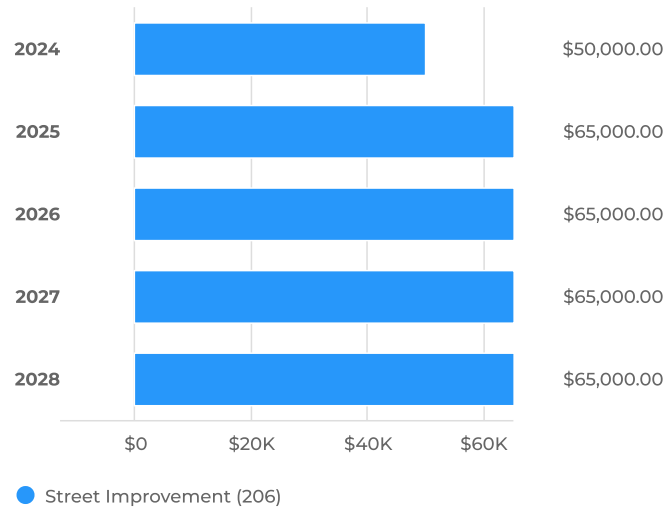
Funding Sources

FY2024 Budget
\$50,000

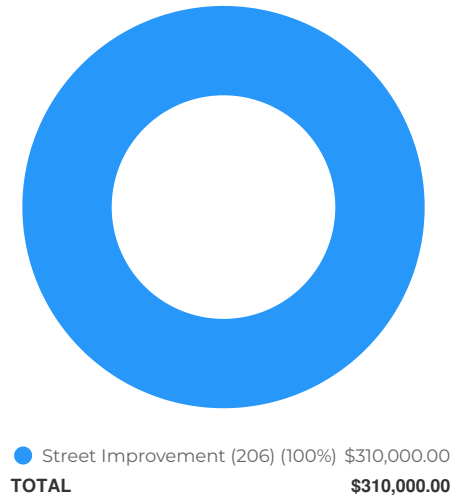
Total Budget (all years)
\$310K

Project Total
\$310K

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown						
Funding Sources	FY2024	FY2025	FY2026	FY2027	FY2028	Total
Street Improvement (206)	\$50,000	\$65,000	\$65,000	\$65,000	\$65,000	\$310,000
Total	\$50,000	\$65,000	\$65,000	\$65,000	\$65,000	\$310,000

This requests information is generated from , Proposed Version.

Pedestrian/Bicycle Mobility and Safety Improvements

Overview

Request Owner	Letty Schamp, Director, Transportation and Mobility
Department	Transportation & Mobility
Type	Capital Improvement
Project Number	T-133

Description

This program was established in 2013 to improve pedestrian & bicycle mobility & safety citywide, including technical assistance, planning activities, feasibility studies, design, review, and construction of minor projects. Improvements may include the addition of shared-use paths (or connections between existing paths), the construction of sidewalks, revised pavement markings to better accommodate bicycles on the streets, revised signage for pedestrians or bicycles, and special pedestrian or bicycle crossing treatments to improve visibility or safety of crossings. Projects are identified through the Comprehensive Plan, safety studies, staff field reviews, and citizen requests. Large pedestrian/bicycle projects may be initiated as part of this program and then programmed for design, right-of-way acquisition, and construction as part of a separate capital improvement project. The budget for each year is adjusted based on planned work.

In 2024, the following projects are planned:

1. Schirtzinger Road Sidewalk Extension - construction
2. Davidson Road Crosswalk Enhancements (between Davidson Run & Schirtzinger and at Dexter Fall/Coolbrook) - construction
3. Hellbranch Trail Upgrades along Heritage Club Drive (protected bike lane or ADA improvements to existing wide sidewalk) - planning/design

Future projects for consideration include:

1. Hayden Run COG trail between Avery Road & Eventing Way
2. Hayden Run Central Ohio Greenways (COG) regional trail corridor study
3. Alton & Darby Creek Road Shared-Use Paths - gap filling projects
4. Leap Road Shared-Use Path south of Davidson Road - gap filling project
5. Hamilton-Clover Groff Trail to Hellbranch Trail Wayfinding through Lakewood Subdivision
6. Jeanette Road Shared-Use Path (Leap Road to Heritage Trail Extension)
7. Stand-alone sidewalk projects in Old Hilliard to fill critical gaps
8. Trail connections from the Hamilton-Clover Groff Trail to the Bradley High School campus
9. Trail connections within the western greenbelt
10. Citywide trail wayfinding project

Images



Schirtzinger Rd Sidewalk and Davidson Road Crosswalk Improvements



Hellbranch Trail Upgrades
Evaluate options for Hellbranch COG Trail along Heritage Club Drive.

Details

Type of Project

New Transportation Infrastructure

Benefit to Community

This project benefits the community by planning, designing and constructing some of the most valued infrastructure by the community: trails, sidewalks, and safety improvements that encourage and enhance walking and bicycling for recreation and transportation.

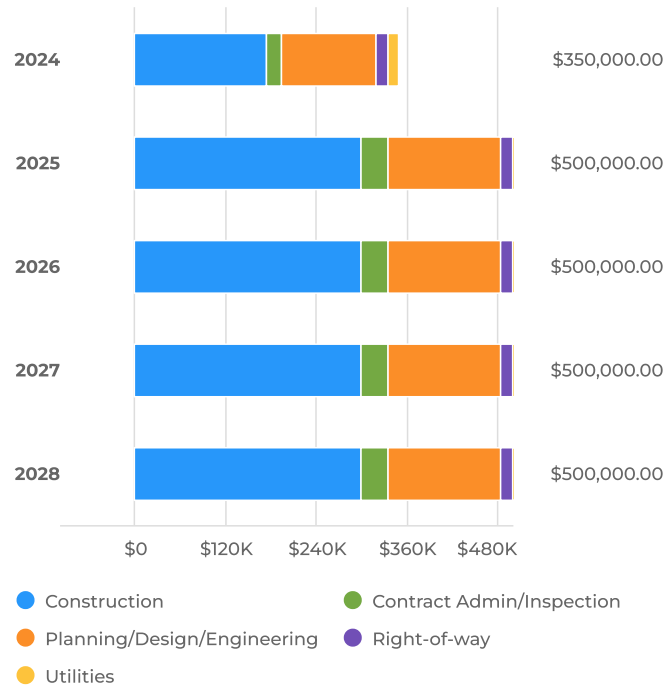
Capital Cost

FY2024 Budget
\$350,000

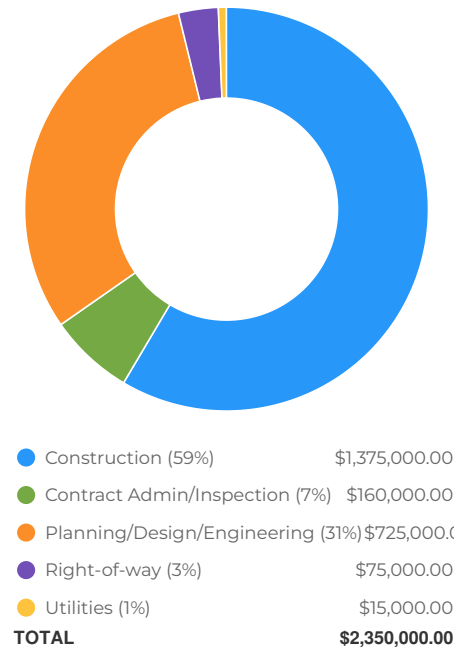
Total Budget (all years)
\$2.35M

Project Total
\$2.35M

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)

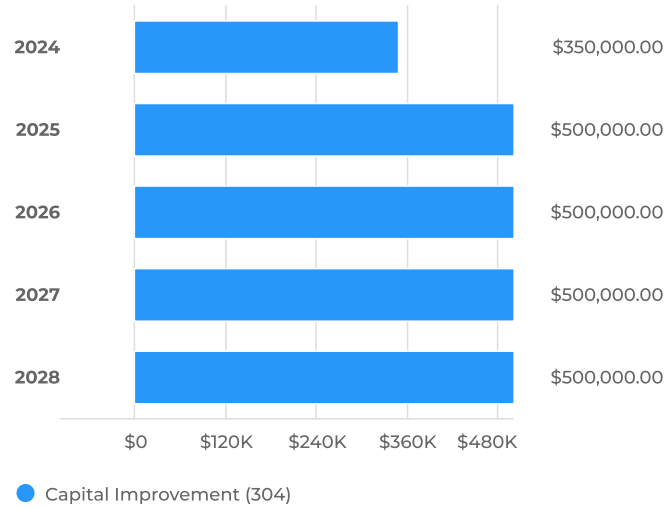


Capital Cost Breakdown						
Capital Cost	FY2024	FY2025	FY2026	FY2027	FY2028	Total
Planning/Design/Engineering	\$125,000	\$150,000	\$150,000	\$150,000	\$150,000	\$725,000
Right-of-way	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$75,000
Construction	\$175,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,375,000
Utilities	\$15,000					\$15,000
Contract Admin/Inspection	\$20,000	\$35,000	\$35,000	\$35,000	\$35,000	\$160,000
Total	\$350,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,350,000

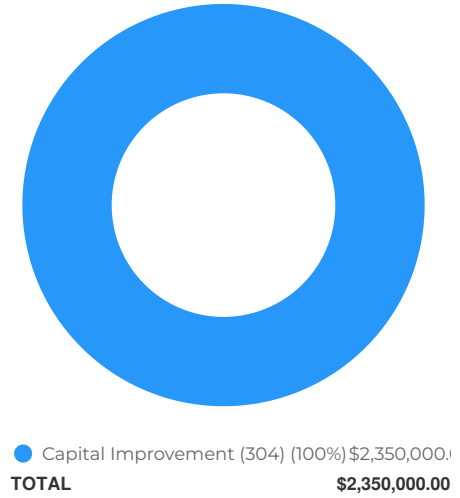
Funding Sources

FY2024 Budget **\$350,000** Total Budget (all years) **\$2.35M** Project Total **\$2.35M**

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown						
Funding Sources	FY2024	FY2025	FY2026	FY2027	FY2028	Total
Capital Improvement (304)	\$350,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,350,000
Total	\$350,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,350,000

This requests information is generated from , Proposed Version.

Rec & Wellness Campus - Clover Groff Bridge at Municipal Park

Overview

Request Owner	Letty Schamp, Director, Transportation and Mobility
Est. Completion Date	12/01/2025
Department	Transportation & Mobility
Type	Capital Improvement
Project Number	RP-7.5

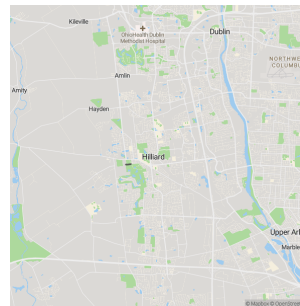
Description

This project will connect Roger A. Reynolds Municipal Park with the Hilliard Recreation and Wellness Campus, providing a vehicular and pedestrian/bicycle connection over Clover Groff Run to the Cosgray Road Extension.

Details

Type of Project	New Transportation Infrastructure
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Location



Benefit to Community

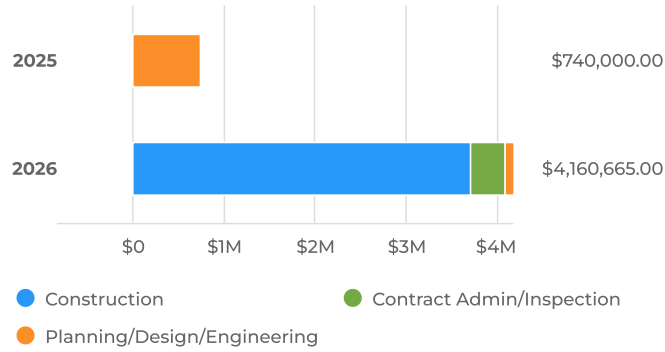
This project benefits the community by providing a direct connection between Roger A. Reynolds Municipal Park and the Hilliard Recreation & Wellness Campus.

Capital Cost

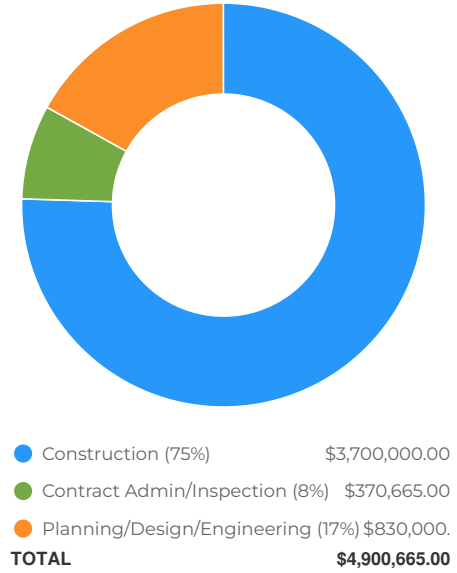
Total Budget (all years)
\$4.901M

Project Total
\$4.901M

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



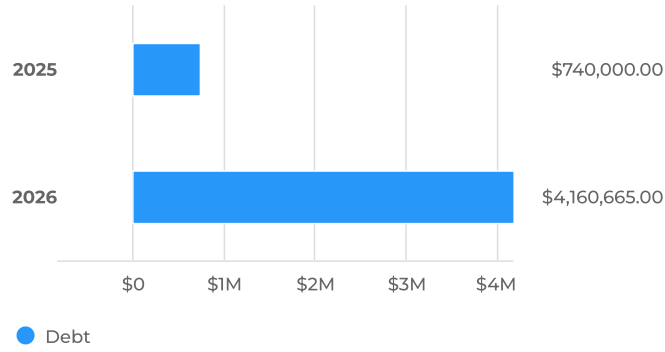
Capital Cost Breakdown			
Capital Cost	FY2025	FY2026	Total
Planning/Design/Engineering	\$740,000	\$90,000	\$830,000
Construction		\$3,700,000	\$3,700,000
Contract Admin/Inspection		\$370,665	\$370,665
Total	\$740,000	\$4,160,665	\$4,900,665

Funding Sources

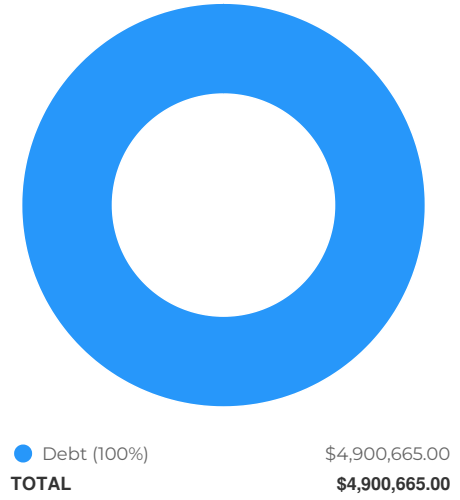
Total Budget (all years)
\$4.901M

Project Total
\$4.901M

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown			
Funding Sources	FY2025	FY2026	Total
Debt	\$740,000	\$4,160,665	\$4,900,665
Total	\$740,000	\$4,160,665	\$4,900,665

This requests information is generated from , Proposed Version.

Roundabout Modifications

Overview

Request Owner	Letty Schamp, Director, Transportation and Mobility
Department	Transportation & Mobility
Type	Capital Improvement
Project Number	T-142

Description

This project provides funding for modifications to existing roundabouts, which would be completed as part of routine resurfacing. This includes the addition of raised crosswalks for all multi-lane approaches to meet accessibility guidelines and to improve safety and/or minor geometric changes to improve operations.

In 2024, the Britton Parkway/Davidson Road roundabout will be resurfaced and upgraded. The City submitted an abbreviated safety fund application for this project in September 2023 and is awaiting determination of grant funding.

Details

Type of Project	Modification of Transportation Infrastructure
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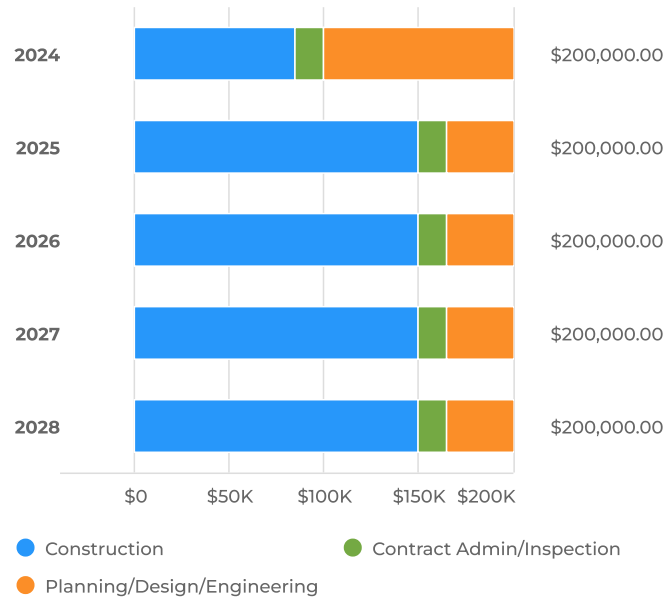
Capital Cost

FY2024 Budget
\$200,000

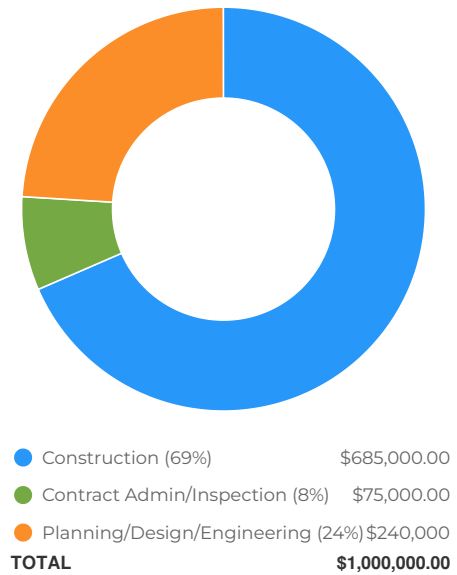
Total Budget (all years)
\$1M

Project Total
\$1M

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



Capital Cost Breakdown						
Capital Cost	FY2024	FY2025	FY2026	FY2027	FY2028	Total
Planning/Design/Engineering	\$100,000	\$35,000	\$35,000	\$35,000	\$35,000	\$240,000
Construction	\$85,000	\$150,000	\$150,000	\$150,000	\$150,000	\$685,000
Contract Admin/Inspection	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$75,000
Total	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000

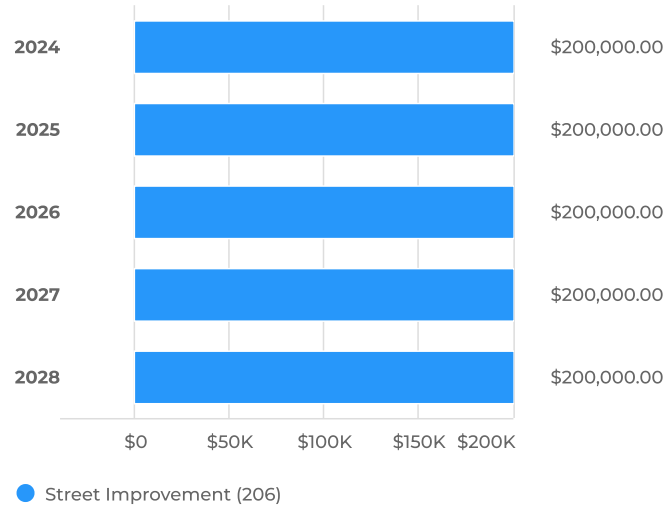
Funding Sources

FY2024 Budget
\$200,000

Total Budget (all years)
\$1M

Project Total
\$1M

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown						
Funding Sources	FY2024	FY2025	FY2026	FY2027	FY2028	Total
Street Improvement (206)	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000
Total	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000

This requests information is generated from , Proposed Version.

Sidewalk Maintenance Program

Overview

Request Owner	Letty Schamp, Director, Transportation and Mobility
Department	Transportation & Mobility
Type	Capital Improvement
Project Number	T-160

Description

This program provides funding for repair or replacement of sidewalks and curb ramps citywide to ensure compliance with the Americans with Disabilities Act (ADA). Hilliard City Code Sections 909.01 and 909.03 require property owners to repair and maintain sidewalks. However, by policy, if sidewalk repair or maintenance is required due to conditions caused by a city-owned street tree, a public utility or poor roadside drainage of an uncurbed street, the City covers those costs.

In 2023, the City initiated a program to pro-actively inspect, repair, and/or replace sidewalks and curb ramps citywide. The City has been broken into ten zones, and sidewalks and curb ramps will be made within each zone annually based on budget. The City will fund all curb ramp repairs and repairs to sidewalks that are the City's responsibility. Property owners will be given the opportunity to "opt-in" or "opt-out" of the City's annual program to perform repairs that are the property owner's responsibility. Payment options are provided for property owners to spread out costs. Over time, the City will recoup a portion of its costs for this program through property owner assessments.

In 2023, the City completed only a portion of Zone 1 as part of the Annual Sidewalk Maintenance Program due to budget constraints. It is the City's goal to complete one zone per calendar year, which would mean an increase in the annual budget for the Sidewalk Maintenance Program. Therefore, the 2024 program is assumed to complete the balance of Zone 1 and all of Zone 2.

Images



Vertical Separation Defect - Resident Responsible



Crack Utility Defect - City Responsible



Disintegrated Sidewalk - Resident Responsible



Tree damage - Resident Responsible



Vertical Separation - Tree damage - City Responsible

Details

Type of Project	Asset Management
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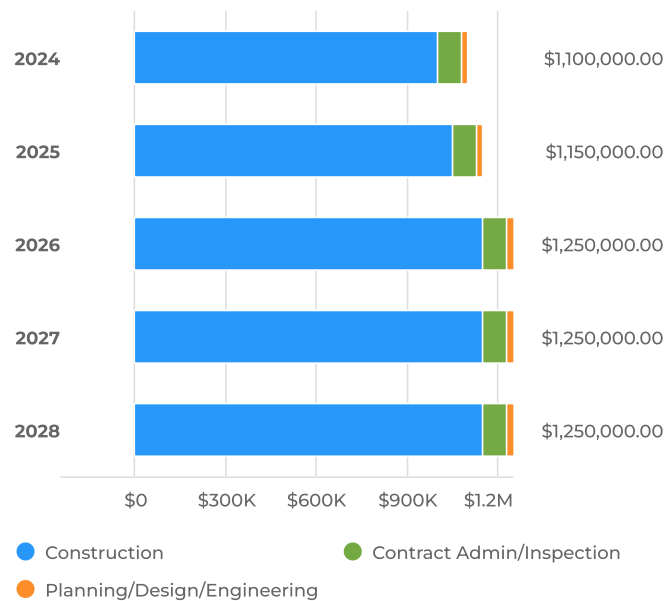
Benefit to Community

Maintaining the sidewalks and curb ramps in the City of Hilliard provides many benefits to the community and the need for an annual maintenance program. The sidewalks are for the people, and every bit as important as the roads they are next to. The sidewalks and curb ramps create a healthy recreation and transportation opportunity by providing people of all ages and abilities with attractive, safe, accessible and low or no-cost places to walk or jog. Maintained sidewalks help the residents of Hilliard incorporate walking into their daily routines by connecting them with the places they want or need to go, such as school, work or neighborhood commercial areas.

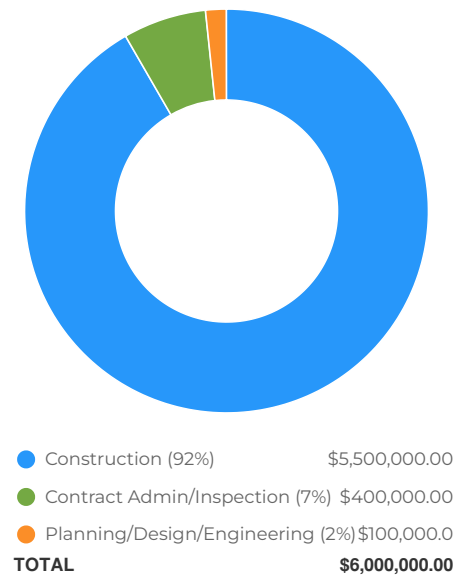
Capital Cost

FY2024 Budget **\$1,100,000** Total Budget (all years) **\$6M** Project Total **\$6M**

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



Capital Cost Breakdown						
Capital Cost	FY2024	FY2025	FY2026	FY2027	FY2028	Total
Planning/Design/Engineering	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$100,000
Construction	\$1,000,000	\$1,050,000	\$1,150,000	\$1,150,000	\$1,150,000	\$5,500,000
Contract Admin/Inspection	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000	\$400,000
Total	\$1,100,000	\$1,150,000	\$1,250,000	\$1,250,000	\$1,250,000	\$6,000,000

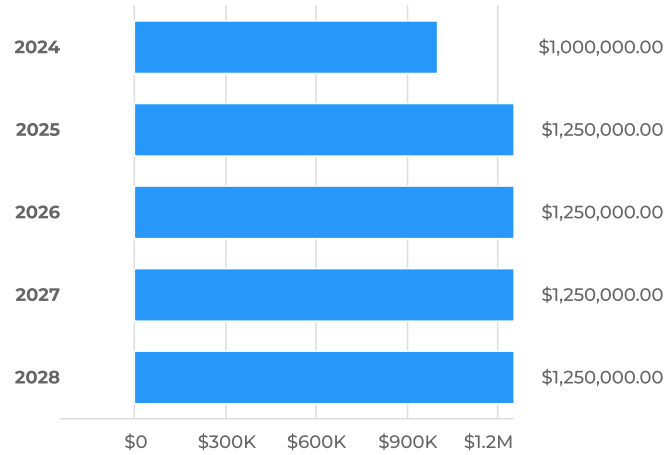
Funding Sources

FY2024 Budget
\$1,000,000

Total Budget (all years)
\$6M

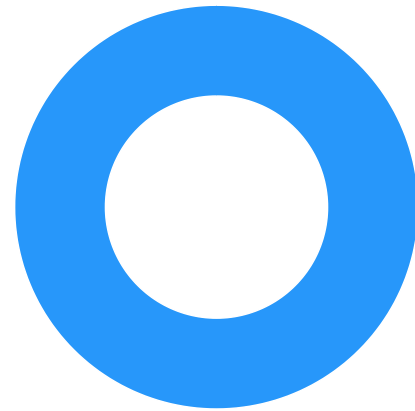
Project Total
\$6M

Funding Sources by Year (Proposed)



● Capital Improvement (304)

Funding Sources for Budgeted Years (Proposed)



● Capital Improvement (304) (100%) \$6,000,000

TOTAL \$6,000,000.00

Funding Sources Breakdown

Funding Sources	FY2024	FY2025	FY2026	FY2027	FY2028	Total
Capital Improvement (304)	\$1,000,000	\$1,250,000	\$1,250,000	\$1,250,000	\$1,250,000	\$6,000,000
Total	\$1,000,000	\$1,250,000	\$1,250,000	\$1,250,000	\$1,250,000	\$6,000,000

This requests information is generated from , Proposed Version.

Traffic Management Center and Smart Technology Improvements

Overview

Request Owner	Letty Schamp, Director, Transportation and Mobility
Department	Transportation & Mobility
Type	Capital Improvement
Project Number	T-149

Description

This is a multi-year program to evaluate, monitor, and upgrade traffic signal technology and intelligent transportation systems. Some projects may “piggy-back” on planned fiber upgrades citywide and set the framework to make technology improvements to the City of Hilliard’s signal systems to meet the needs of the future. Emergency Vehicle Preemption (EVP) will be added to traffic signals along Cemetery Road as part of any new capital improvement projects or major upgrades.

In 2024, the City plans to fund vehicle detection upgrades at two intersections to allow for data collection and monitoring of traffic. In future years, the City may expand its Centrac’s TMC to include additional traffic signals as fiber upgrades and extensions are made or consider technology to operate the Cemetery Road traffic signals using traffic sensors to adjust signal timing based on fluctuating demand.

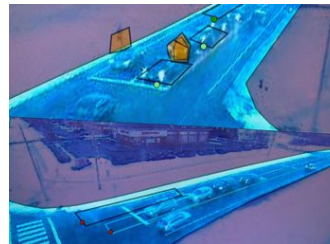
Images



Traffic Signal



Traffic Management Center



Video Detection System

Details

Type of Project	Technology Upgrade
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Benefit to Community

Implementing smart technology improvements at traffic signals improves traffic signal operations, allows for quicker trouble-shooting of problems, and allows for collection of data to prioritize investments where the need is greatest.

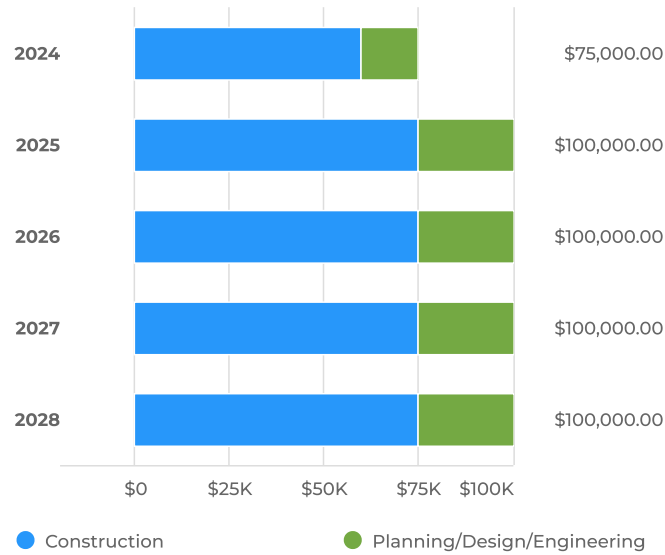
Capital Cost

FY2024 Budget
\$75,000

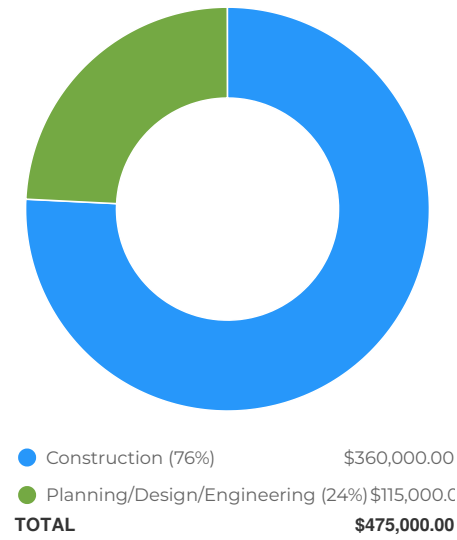
Total Budget (all years)
\$475K

Project Total
\$475K

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



Capital Cost Breakdown						
Capital Cost	FY2024	FY2025	FY2026	FY2027	FY2028	Total
Planning/Design/Engineering	\$15,000	\$25,000	\$25,000	\$25,000	\$25,000	\$115,000
Construction	\$60,000	\$75,000	\$75,000	\$75,000	\$75,000	\$360,000
Total	\$75,000	\$100,000	\$100,000	\$100,000	\$100,000	\$475,000

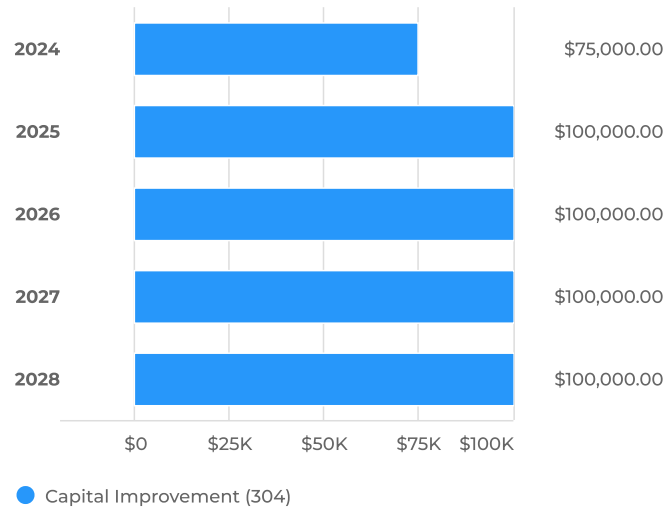
Funding Sources

FY2024 Budget
\$75,000

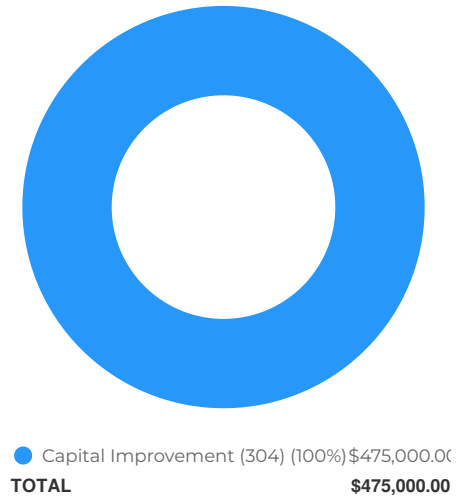
Total Budget (all years)
\$475K

Project Total
\$475K

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown

Funding Sources	FY2024	FY2025	FY2026	FY2027	FY2028	Total
Capital Improvement (304)	\$75,000	\$100,000	\$100,000	\$100,000	\$100,000	\$475,000
Total	\$75,000	\$100,000	\$100,000	\$100,000	\$100,000	\$475,000

This request information is generated from , Proposed Version.

Traffic Signal Asset Management Program

Overview

Request Owner	Letty Schamp, Director, Transportation and Mobility
Department	Transportation & Mobility
Type	Capital Improvement
Project Number	T-154

Description

This is an annual program to maintain & upgrade traffic signals, school zone flashers, and other signal-related traffic control equipment. Many traffic signals and school zone flashing lights in the city have been in service for more than 25 years and need to be programmed for upgrades or replacement. CIP T-154 was initiated in 2020 to ensure that major capital upgrades to traffic signals & flashing lights are programmed each year to ensure our traffic signal systems can meet the needs of the future. A traffic signal asset management plan is in development, and assets are being integrated into the GIS. Based on the findings of condition assessments and evaluation of ADA compliance, signal and/or equipment upgrades will be prioritized and upgraded. Some traffic signal upgrades may require engineering, right-of-way acquisition, and/or utility relocation if a signal needs to be re-built to meet current requirements. The goal of this traffic signal asset management plan is to identify and develop a 5-year plan for capital signal upgrades to ensure the City's signals are maintained properly, meet current legal requirements, and extend their useful life.

In 2024, the traffic signals at Davidson/Leap/Britton Farms and Davidson/Davidson HS/Weaver MS will be upgraded, including rewiring, cabinet upgrades, signal head upgrades, and ADA upgrades.

2025-2028: Implementation of the asset management plan based on the findings of the study. Engineering upgrades, major rehabilitation projects or full signal replacements will be prioritized & programmed based on need.

Minor or routine traffic signal maintenance will be planned and programmed by the Operations Division.

Images



Traffic Signal Control Box



Traffic Signal Upgrade



School Zone Flasher Upgrade

Details

Type of Project	Asset Management
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Benefit to Community

This project benefits the community because it demonstrates a commitment to maintenance of existing traffic control devices to ensure safety and to meet current electrical or regulatory requirements.

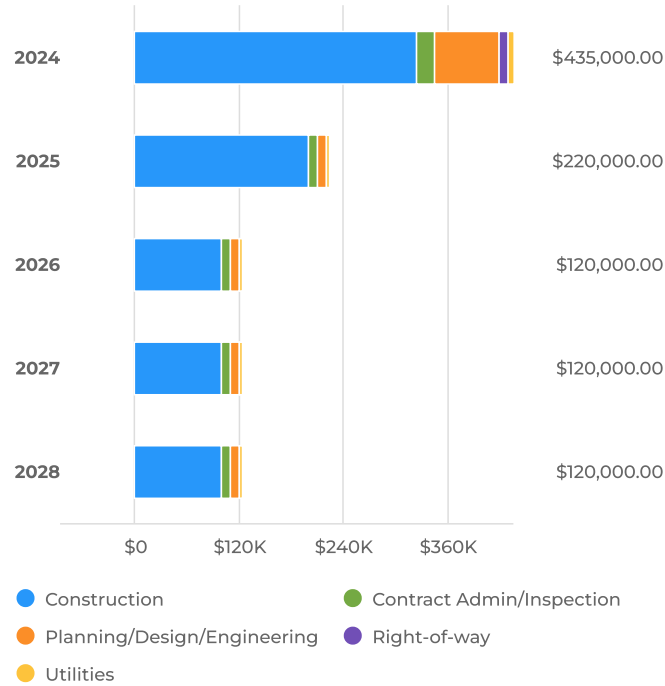
Capital Cost

FY2024 Budget
\$435,000

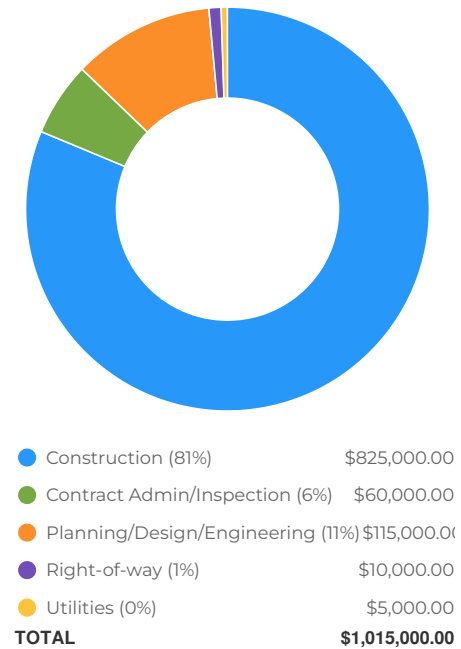
Total Budget (all years)
\$1.015M

Project Total
\$1.015M

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)

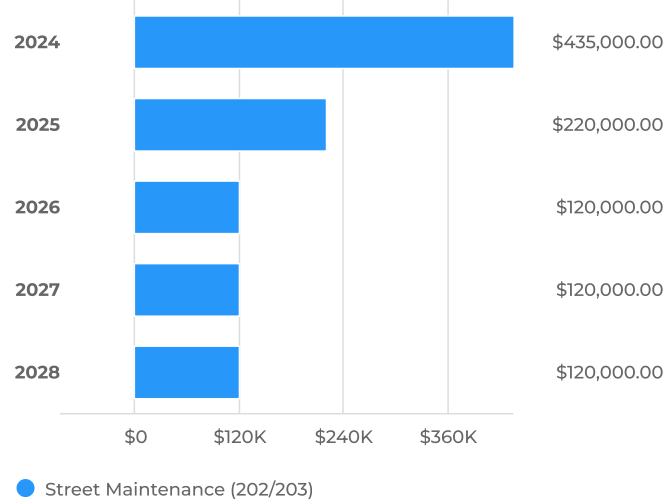


Capital Cost Breakdown						
Capital Cost	FY2024	FY2025	FY2026	FY2027	FY2028	Total
Planning/Design/Engineering	\$75,000	\$10,000	\$10,000	\$10,000	\$10,000	\$115,000
Right-of-way	\$10,000					\$10,000
Construction	\$325,000	\$200,000	\$100,000	\$100,000	\$100,000	\$825,000
Utilities	\$5,000					\$5,000
Contract Admin/Inspection	\$20,000	\$10,000	\$10,000	\$10,000	\$10,000	\$60,000
Total	\$435,000	\$220,000	\$120,000	\$120,000	\$120,000	\$1,015,000

Funding Sources

FY2024 Budget **\$435,000** Total Budget (all years) **\$1.015M** Project Total **\$1.015M**

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown

Funding Sources	FY2024	FY2025	FY2026	FY2027	FY2028	Total
Street Maintenance (202/203)	\$435,000	\$220,000	\$120,000	\$120,000	\$120,000	\$1,015,000
Total	\$435,000	\$220,000	\$120,000	\$120,000	\$120,000	\$1,015,000

This requests information is generated from , Proposed Version.

Trail Maintenance Program

Overview

Request Owner	Letty Schamp, Director, Transportation and Mobility
Department	Transportation & Mobility
Type	Capital Improvement
Project Number	T-161

Description

The City of Hilliard has over 35 miles of trails located within parkland, public easements, and public right-of-way. These trails were built as part of capital and development projects over the past 25 - 30 years. A significant level of investment has been made in trail planning, design, and construction; however, very little has been spent in terms of maintenance of the trail assets. This program provides funding devoted specifically to trail maintenance, such as crack sealing, surface sealing, and mill & overlay. Trail segments would be prioritized based on condition, level of use, and connectivity.

In 2022, pavement condition index (PCI) ratings were collected to establish a capital plan to prioritize trail segments for maintenance, select the best method or type of maintenance, and develop specifications and estimates to complete the work based on an annual budget.

Beginning in 2024, T-161 will fund maintenance of trails and shared-use paths in public rights-of-way or easements. Trail maintenance in parkland will be funded through the Recreation & Parks capital budget. The trail maintenance projects for the two departments will be bundled for construction to capitalize on the economies of scale and reduce unit costs.

Images



Britton Pkwy Shared-Use Path



Britton Rd Shared-Use Path



Davidson Rd Shared-Use Path

Details

Type of Project	Asset Management
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Benefit to Community

The trails in the City of Hilliard provide many benefits to the community. Therefore, it is important to maintain the integrity of these trails with an annual maintenance program. The trails create a healthy recreation and transportation opportunity by providing people of all ages with attractive, safe, accessible and low or no-cost places to cycle, walk, jog or skate. The trails help the residents of Hilliard incorporate exercise into their daily routines by connecting them with the places they want or need to go, such as school, work or Old Hilliard.

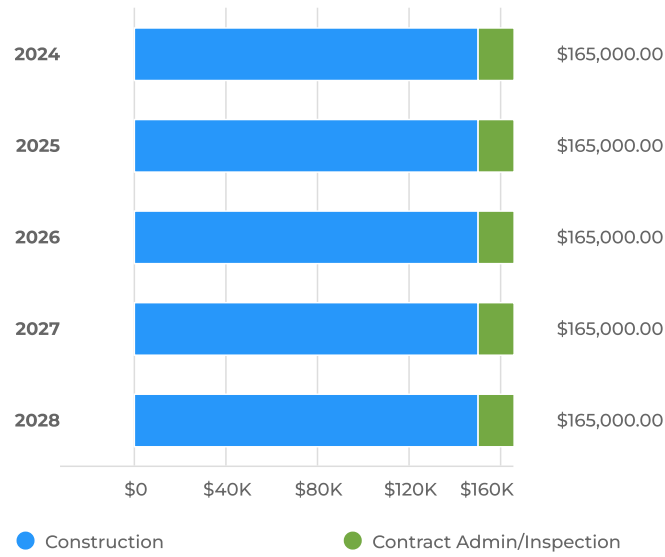
Capital Cost

FY2024 Budget
\$165,000

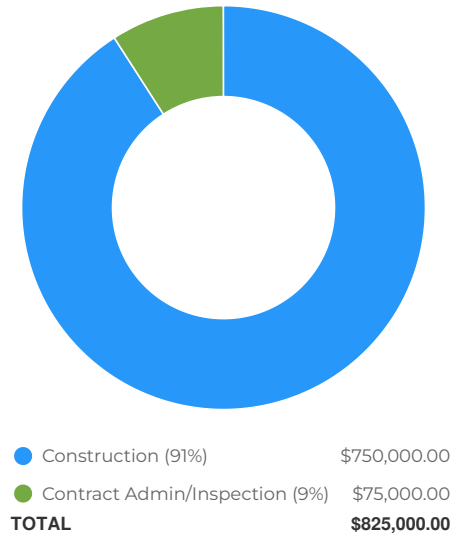
Total Budget (all years)
\$825K

Project Total
\$825K

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)

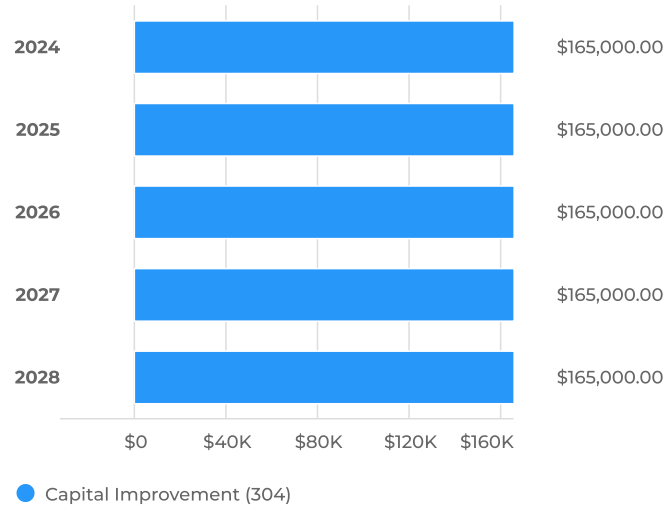


Capital Cost Breakdown						
Capital Cost	FY2024	FY2025	FY2026	FY2027	FY2028	Total
Construction	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$750,000
Contract Admin/Inspection	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$75,000
Total	\$165,000	\$165,000	\$165,000	\$165,000	\$165,000	\$825,000

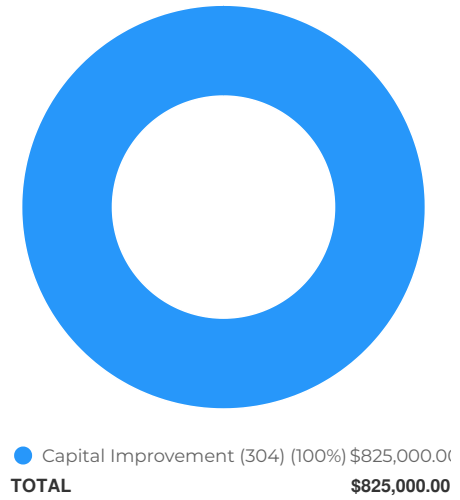
Funding Sources

FY2024 Budget **\$165,000** Total Budget (all years) **\$825K** Project Total **\$825K**

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown						
Funding Sources	FY2024	FY2025	FY2026	FY2027	FY2028	Total
Capital Improvement (304)	\$165,000	\$165,000	\$165,000	\$165,000	\$165,000	\$825,000
Total	\$165,000	\$165,000	\$165,000	\$165,000	\$165,000	\$825,000

This request information is generated from , Proposed Version.

Transportation and Mobility Planning

Overview

Request Owner	Letty Schamp, Director, Transportation and Mobility
Est. Start Date	01/01/2024
Department	Transportation & Mobility
Type	Capital Improvement
Project Number	T-158

Description

This project provides annual funding to supplement the Comprehensive Plan on matters related to safe, connected, equitable, multi-modal transportation planning. The needs of the community, best practices, safety, and emerging technologies will guide this work. Example plans may include an Active Transportation Plan, a site-specific Safety Plan, a Trail Master Plan, and/or various corridor plans to improve safety and mobility along our Thoroughfare Plan streets.

Details

Type of Project	Transportation Planning or Studies
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Benefit to Community

This program will benefit the community by establishing actionable plans to address some of the transportation-related priorities identified through the Comprehensive Planning process.