City of Hilliard
2026-30 Capital Improvement Plan and
2026 Capital Improvement Budget
for Engineering Projects
(Transportation, Water, Storm, Sanitary)

Approved by Hilliard City Council on
11/10/2025 via ORD 25-29

ENGINEERING REQUESTS

Alton Darby Creek Rd & Roberts Rd Improvement

Overview

Request Owner	Letty Schamp, Director of Engineering/City Engineer
Department	Engineering
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.

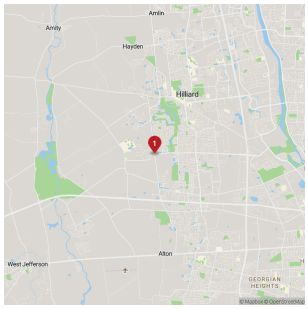
Preliminary design commenced in 2021 and is complete. Final design is deferred until 2027 but may be adjusted based on development activity, available funding, and City priorities.

The Alton Place Developer is required to make a payment in the amount of $125,000 prior to commencement of final design in accordance with Section 4 of the Development Agreement. Impact fees and NCA revenue may be available for construction of this Project in later years.

Details

Type of Project	Modification of Transportation Infrastructure

Location

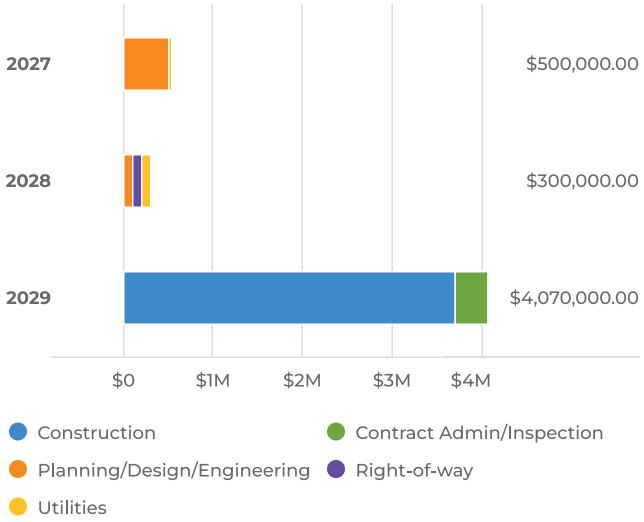


Capital Cost

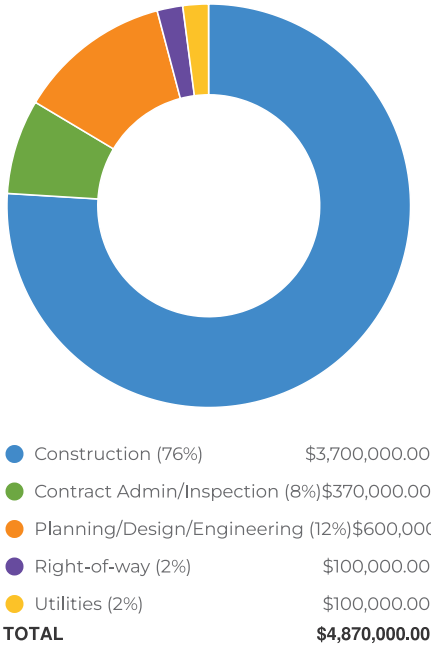
Total Budget (all years)
$4.87M

Project Total
$4.87M

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown

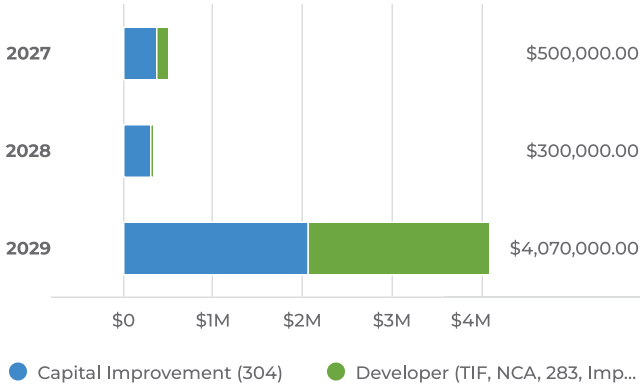
Capital Cost	FY2027	FY2028	FY2029	Total
Planning/Design/Engineering	$500,000	$100,000	$0	$600,000
Right-of-way	$0	$100,000	$0	$100,000
Construction	$0	$0	$3,700,000	$3,700,000
Utilities	$0	$100,000	$0	$100,000
Contract Admin/Inspection	$0	$0	$370,000	$370,000
Total	**$500,000**	**$300,000**	**$4,070,000**	**$4,870,000**

Funding Sources

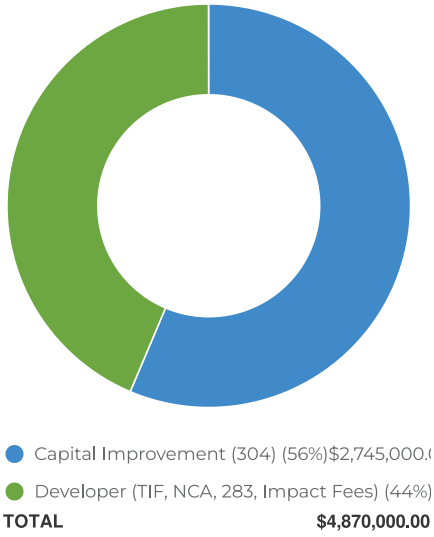
Total Budget (all years)
$4.87M

Project Total
$4.87M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	FY2027	FY2028	FY2029	Total
Capital Improvement (304)	$375,000	$300,000	$2,070,000	$2,745,000
Developer (TIF, NCA, 283, Impact Fees)	$125,000	$0	$2,000,000	$2,125,000
Total	**$500,000**	**$300,000**	**$4,070,000**	**$4,870,000**

Annual Sanitary Sewer Cleaning and CCTV Program

Overview

Request Owner	Letty Schamp, Director of Engineering/City Engineer
Est. Start Date	05/02/2022
Est. Completion Date	11/30/2022
Department	Engineering
Type	Capital Improvement
Project Number	S-33

Description

This program is an annual maintenance program in which a portion of the city's sanitary sewer system will be inspected, cleaned, and closed-circuit televised. The program has been established to identify rehabilitation needs (sewer lining, point repairs, or manhole rehabilitation). The cost for each annual program takes into account that a portion of the sewers may need heavy cleaning (cleaning in excess of standard, normal cleaning methods).

The findings of this program will inform S-37 Sanitary Sewer Rehabilitation Program, which lines sanitary sewers, makes point repairs, and rehabilitates sanitary manholes.

In some cases, this program will be used to clean and TV storm sewers to investigate storm drainage issues.

Funding for development of plans and specifications for the annual cleaning and TVing program is included in the City's annual CMOM Program (S-20). Funding for cleaning and TVing activities is included herein.

In 2026, the following sewers will be cleaned and TVed:

- Davidson Road sanitary trunk sewer
- Heritage Club Drive/Heritage Lakes/Pinehurst storm sewer lines between Ten Pin Alley and Clover Groff Run

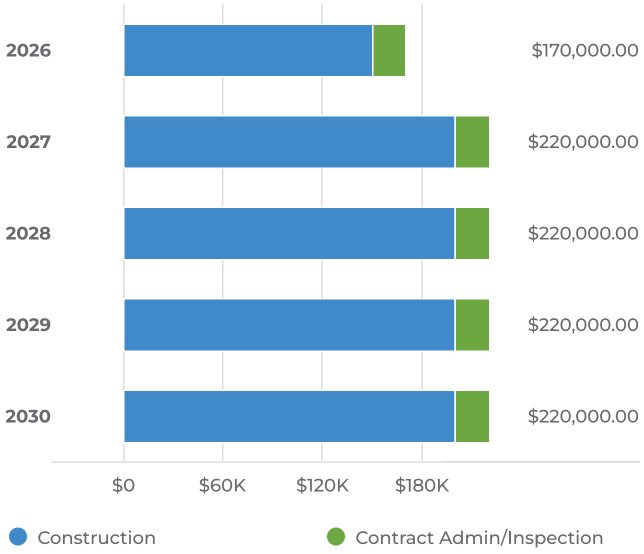
Details

Type of Project	Maintenance of Existing Infrastructure

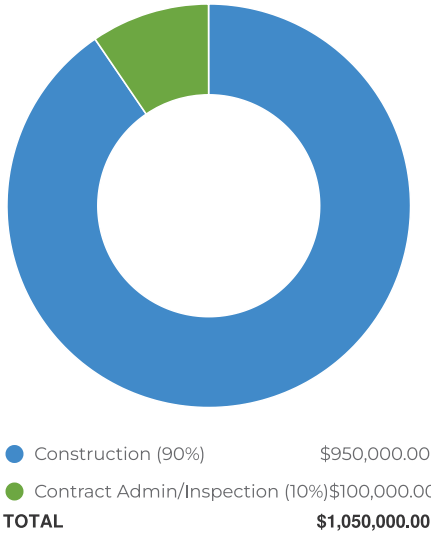
Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
$170,000	$1.05M	$1.05M

Capital Cost by Year



Capital Cost for Budgeted Years



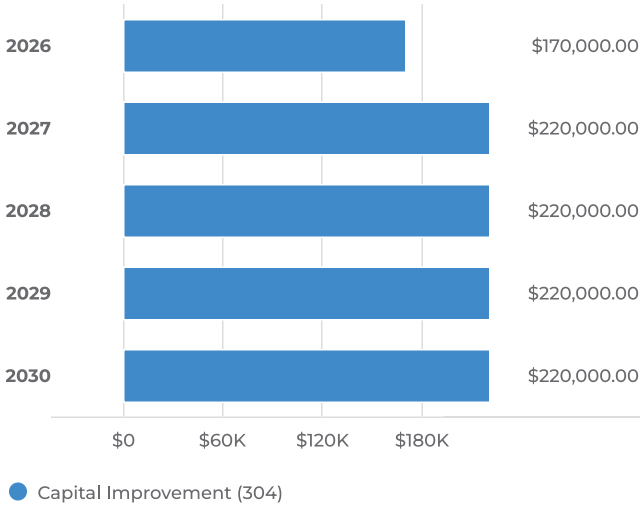
Capital Cost Breakdown

Capital Cost	Historical	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Construction	$0	$150,000	$200,000	$200,000	$200,000	$200,000	$950,000
Contract Admin/Inspection	$0	$20,000	$20,000	$20,000	$20,000	$20,000	$100,000
Total	**$0**	**$170,000**	**$220,000**	**$220,000**	**$220,000**	**$220,000**	**$1,050,000**

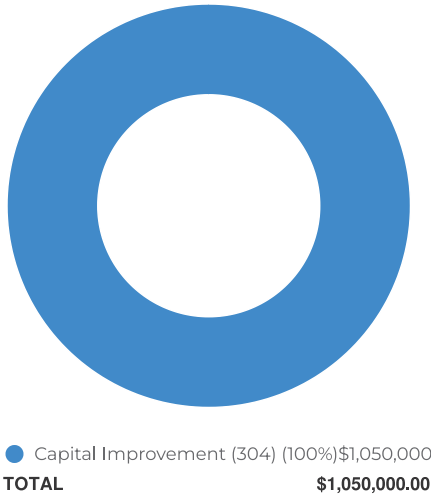
Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total
$170,000	$1.05M	$1.05M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Capital Improvement (304)	$0	$170,000	$220,000	$220,000	$220,000	$220,000	$1,050,000
Total	**$0**	**$170,000**	**$220,000**	**$220,000**	**$220,000**	**$220,000**	**$1,050,000**

Annual Sanitary Sewer Rehabilitation/Lining Program

Overview

Request Owner	Letty Schamp, Director of Engineering/City Engineer
Department	Engineering
Type	Capital Improvement
Project Number	S-37

Description

This project includes funding for rehabilitation of aging, damaged sanitary sewers that have been identified as needing repair based upon records obtained from the annual cleaning & closed-circuit televising program (S-33).

Historically and through 2027, this program consists largely of sewer lining, point repairs, and manhole lining for sewers in public easements. In 2025, Hilliard City Council authorized the Old Hilliard Sanitary Sewer Evaluation Study (SSES) via Resolution 25-R-66, which will investigate I&I in Old Hilliard. It is anticipated that as a result of these studies in 2026 and 2027, a much larger sanitary sewer rehabilitation program will begin in 2028 which will include lining of sanitary laterals and installation of sanitary clean-outs on private property to address I&I.

Funding for development of plans and specifications for the annual rehabilitation programs is included in the City's annual CMOM Program (S-20). Funding for construction/rehabilitation activities is included herein.

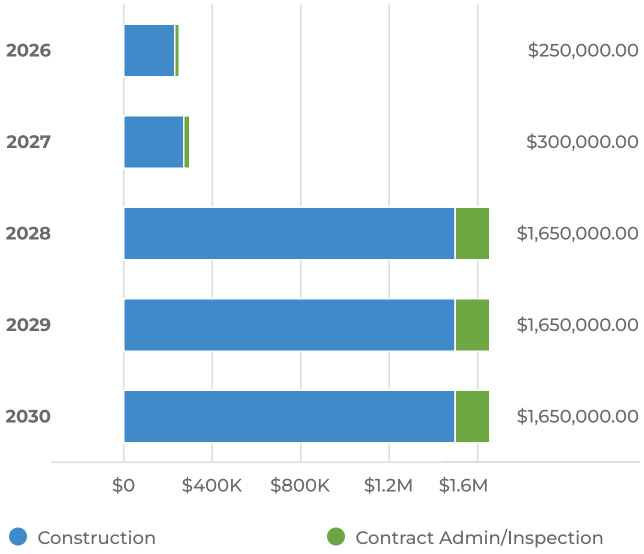
Details

Type of Project	Maintenance of Existing Infrastructure

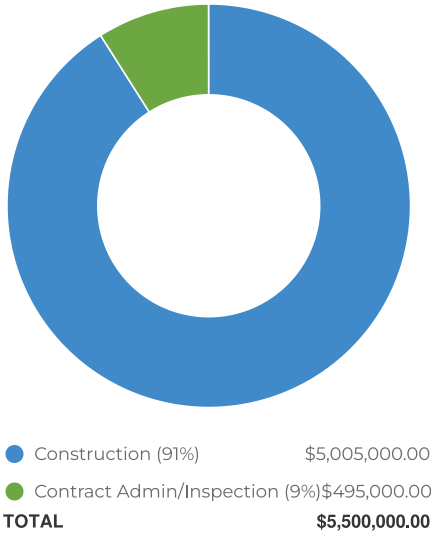
Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
$250,000	$5.5M	$5.5M

Capital Cost by Year



Capital Cost for Budgeted Years



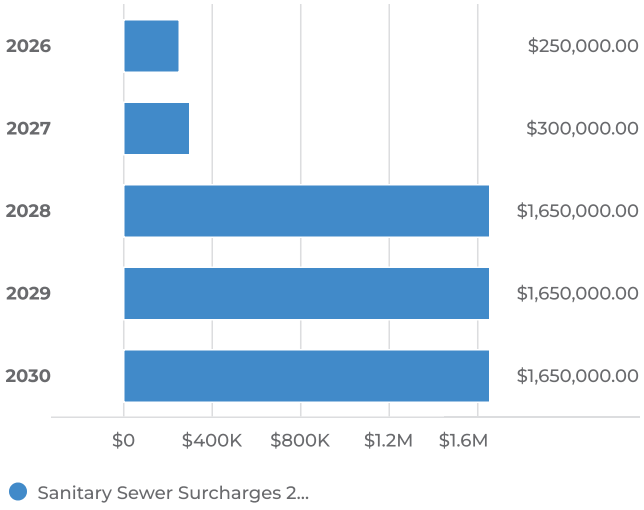
Capital Cost Breakdown

Capital Cost	Historical	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Construction	$0	$230,000	$275,000	$1,500,000	$1,500,000	$1,500,000	$5,005,000
Contract Admin/Inspection	$0	$20,000	$25,000	$150,000	$150,000	$150,000	$495,000
Total	**$0**	**$250,000**	**$300,000**	**$1,650,000**	**$1,650,000**	**$1,650,000**	**$5,500,000**

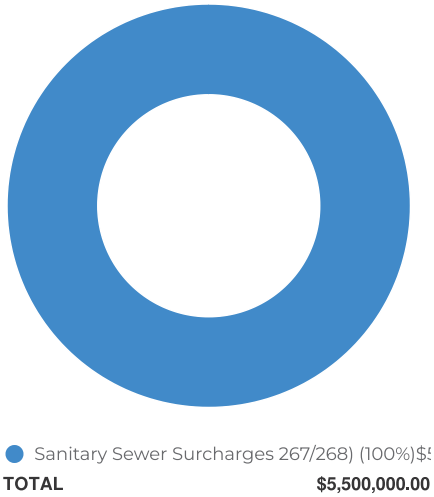
Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total
$250,000	$5.5M	$5.5M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Sanitary Sewer Surcharges 267/268)	$0	$250,000	$300,000	$1,650,000	$1,650,000	$1,650,000	$5,500,000
Total	**$0**	**$250,000**	**$300,000**	**$1,650,000**	**$1,650,000**	**$1,650,000**	**$5,500,000**

Bridge & Culvert Asset Management Program

Overview

Request Owner	Letty Schamp, Director of Engineering/City Engineer
Department	Engineering
Type	Capital Improvement
Project Number	T-174

Description

This program provides funding for repair and rehabilitation of culverts and bridges citywide. This program would not only include bridges and large culverts that are inspected in accordance with federal and state regulations, but would also include smaller culverts under public streets that are not classified as bridges.

An inventory and assessment of bridges and culverts will be conducted in 2026 and 2027. Maintenance, repairs, and/or rehabilitation work will be identified and priorized, and a plan will be developed for capital upgrades to these structures. Life cycle replacement of structures will be identified to ensure that the City is planning for major capital expenditures in the future.

Maintenance, repair, and/or rehabilitation work will be programmed into subsequent capital budgets based on the findings of the 2026 study. For any structure that requires full replacement, a separate stand-alone capital project will be created.

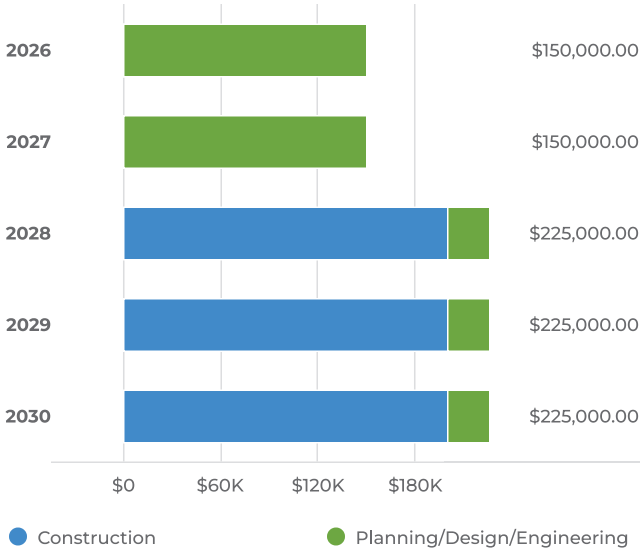
Benefit to Community

Planning to ensure that bridge and culvert assets are properly maintained and programmed for replacement at end of life.

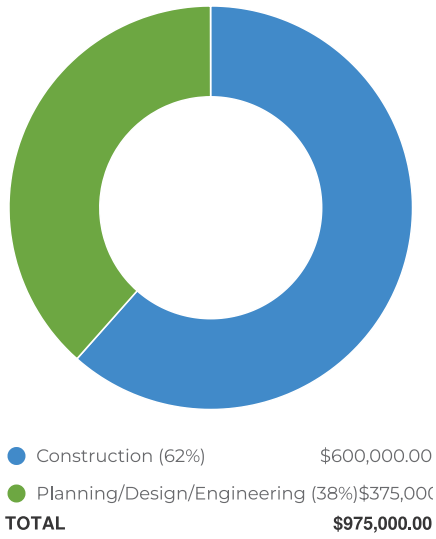
Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
$150,000	$975K	$975K

Capital Cost by Year



Capital Cost for Budgeted Years



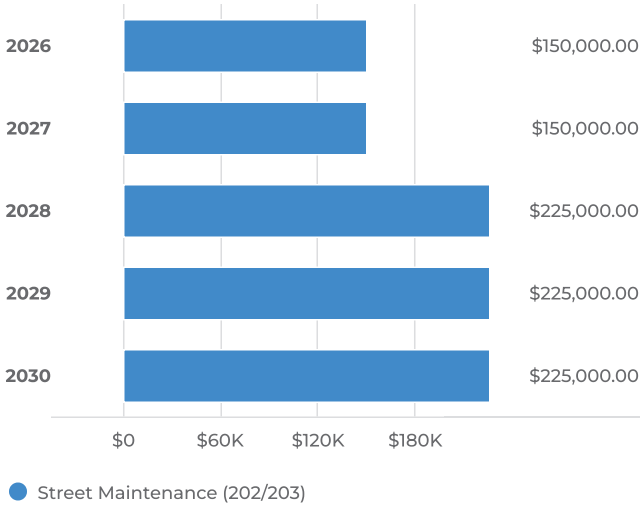
Capital Cost Breakdown

Capital Cost	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Planning/Design/Engineering	$150,000	$150,000	$25,000	$25,000	$25,000	$375,000
Construction	$0	$0	$200,000	$200,000	$200,000	$600,000
Total	**$150,000**	**$150,000**	**$225,000**	**$225,000**	**$225,000**	**$975,000**

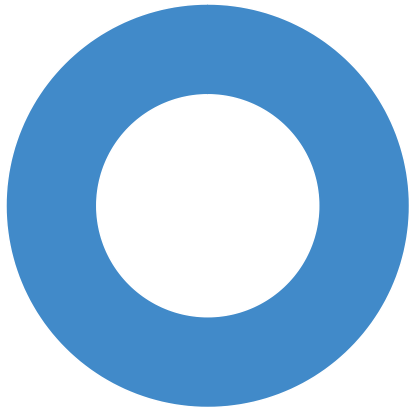
Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total
$150,000	$975K	$975K

Funding Sources by Year



Funding Sources for Budgeted Years



Street Maintenance (202/203) (100%) $975,00

TOTAL **$975,000.00**

Funding Sources Breakdown

Funding Sources	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Street Maintenance (202/203)	$150,000	$150,000	$225,000	$225,000	$225,000	$975,000
Total	**$150,000**	**$150,000**	**$225,000**	**$225,000**	**$225,000**	**$975,000**

Cemetery Rd Mobility, Safety & Accessibility Improvements

Overview

Request Owner	Letty Schamp, Director of Engineering/City Engineer
Department	Engineering
Type	Capital Improvement
Project Number	T-165

Description

This project will convert the 4' to 5' sidewalk along the south side of Cemetery Road to a 10' shared-use path (SUP). The project would connect between the SUP that terminates at the Innovative Learning Center and the SUP planned as part of the Cemetery Road over I-270 Trail Overpass project at Britton Parkway. Other safety or crossing improvements would be considered as part of project development.

The project is split into three phases:

1. Phase 1: Leap Road to Britton Parkway
2. Phase 2: Heritage Trail to Leap Road
3. Phase 3: ILC to Heritage Trail

Phase 2 is the most complicated section of the project as it requires significant right-of-way. For this reason, Phase 2 will likely be designed and constructed last unless the sidewalk-to-SUP conversion can be incorporated into a redevelopment proposal within the Cemetery Road Focus Area of the Comprehensive Plan.

Details

Type of Project	Modification of Transportation Infrastructure

Location

Benefit to Community

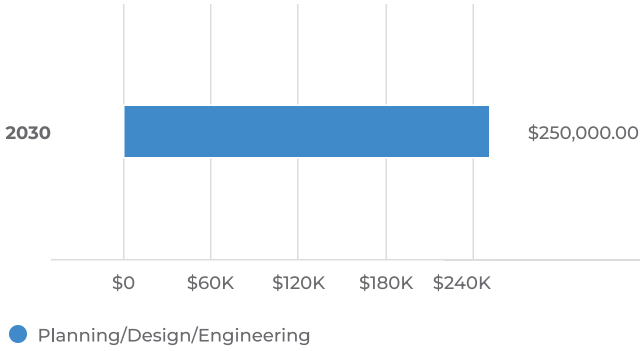
This project improves safety for vulnerable road users, provides more equitable mobility options for residents and workers along the Cemetery Road corridor, and supports transit improvements along the Cemetery Road corridor.

Capital Cost

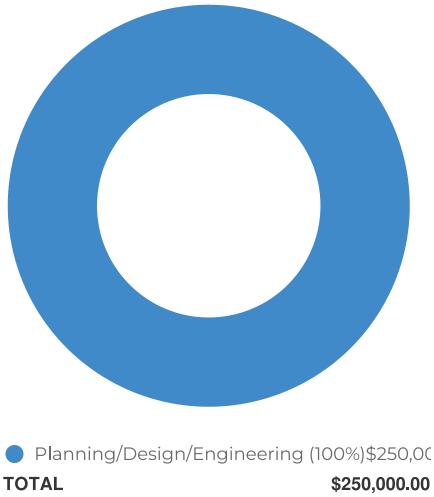
Total Budget (all years)
$250K

Project Total
$250K

Capital Cost by Year



Capital Cost for Budgeted Years



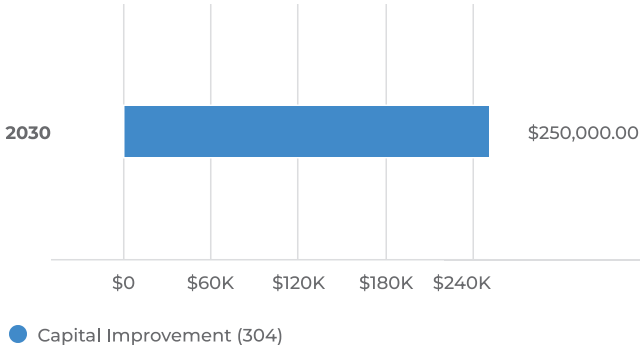
Capital Cost Breakdown		
Capital Cost	**FY2030**	**Total**
Planning/Design/Engineering	$250,000	$250,000
Total	**$250,000**	**$250,000**

Funding Sources

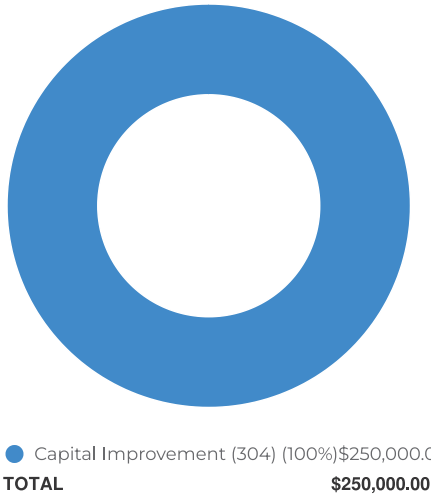
Total Budget (all years)
$250K

Project Total
$250K

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	FY2030	Total
Capital Improvement (304)	$250,000	$250,000
Total	**$250,000**	**$250,000**

Cemetery Rd/I-270 Trail Overpass and Safety Improvements

Overview

Request Owner	Letty Schamp, Director of Engineering/City Engineer
Department	Engineering
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. Design of this project is underway.

The City received a total of $10,047,088 in funding through two federal grants (MORPC Attributable Funds and the Highway Safety Improvement Program). The majority of the local share funding will be paid through Developer funds secured as part of the Giant Eagle/Continental TIF ($2,359,160).

This project will be bid and awarded by ODOT in the 3rd or 4th quarter of 2026. ODOT will hold both the construction contract and the contract administration/inspection contract, and the City will pay the local share to ODOT in a lump sum. Therefore, all costs associated with this project are shown as "construction" and split between construction and contract administration/inspection.

Images

Cemetery Road over I-270 Trail Overpass & Safety Improvements

Details

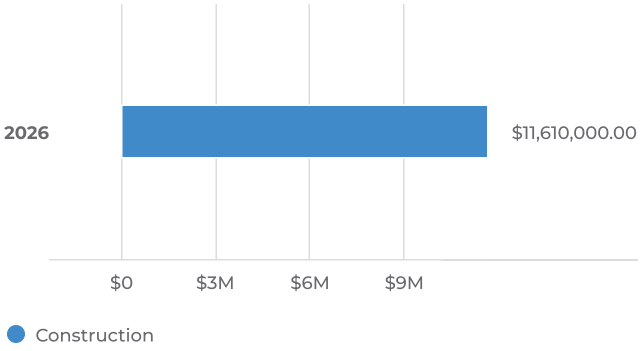
Type of Project	New Transportation Infrastructure

Location

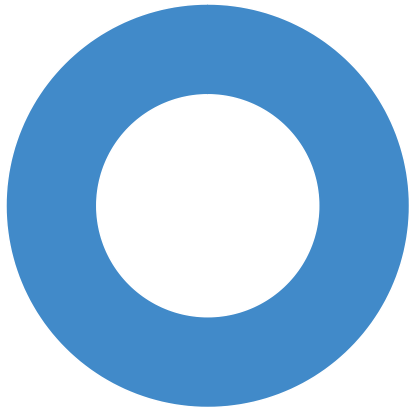
Capital Cost

Total Historical	FY2026 Budget	Total Budget (all years)	Project Total
$625,000	$11,610,000	$11.61M	$12.235M

Capital Cost by Year



Capital Cost for Budgeted Years



Construction (100%)	$11,610,000.00
TOTAL	**$11,610,000.00**

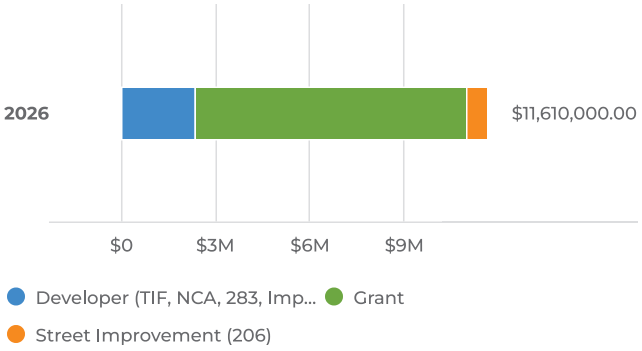
Capital Cost Breakdown

Capital Cost	Historical	FY2026	Total
Planning/Design/Engineering	$375,000	$0	$375,000
Right-of-way	$125,000	$0	$125,000
Construction	$0	$11,610,000	$11,610,000
Utilities	$125,000	$0	$125,000
Total	**$625,000**	**$11,610,000**	**$12,235,000**

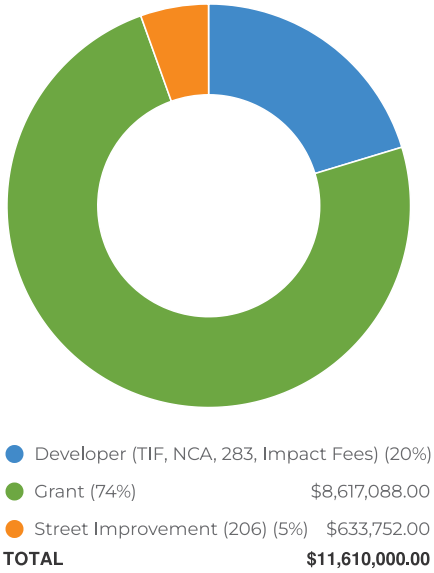
Funding Sources

Total Historical	FY2026 Budget	Total Budget (all years)	Project Total
$625,000	$11,610,000	$11.61M	$12.235M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2026	Total
Grant	$517,500	$8,617,088	$9,134,588
Street Improvement (206)	$0	$633,752	$633,752
Developer (TIF, NCA, 283, Impact Fees)	$107,500	$2,359,160	$2,466,660
Total	**$625,000**	**$11,610,000**	**$12,235,000**

Cemetery Road over Tudor Ditch Culvert Replacement

Overview

Request Owner	Letty Schamp, Director of Engineering/City Engineer
Department	Engineering
Type	Capital Improvement
Project Number	T-173

Description

This project replaces the culvert that conveys Tudor Ditch beneath Cemetery Road. This culvert is located immediately west of Trueman Boulevard and east of I-270.

The existing culvert was constructed in 1985 and is a 12' x 7' four-sided precast box culvert 144' in length. The most recent routine inspection in 2024 rated the culvert as "5-Fair".

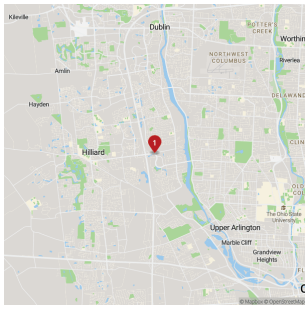
A repair assessment study for this culvert was completed in 2025. While the overall structure condition is fair, the joints between culvert sections are leaking, which means that the condition of the culvert will continue to degrade over time if leakage through the top slab continues. Significant delamination, spalling, and exposed and corroded reinforcing steel was identified. Due to widespread deterioration in the culvert, the invasive nature of necessary repairs, and the volume of traffic on Cemetery Road, replacement of this culvert is an immediate priority.

Because of the proximity of this culvert to work planned as part of the adjacent Cemetery Road Trail Overpass project (CIP T-162) and overlapping work limits, it is necessary to replace this culvert in the first half of 2027.

Therefore, preliminary engineering was advanced at the end of 2025, design and permitting will be completed in the 3rd quarter of 2026, and the project will be bid in late 2026 for construction during the summer of 2027.

The City will request the use of Permissive Motor Vehicle Tax Funds (AKA $5 Funds) for a portion of the construction of this project.

Location



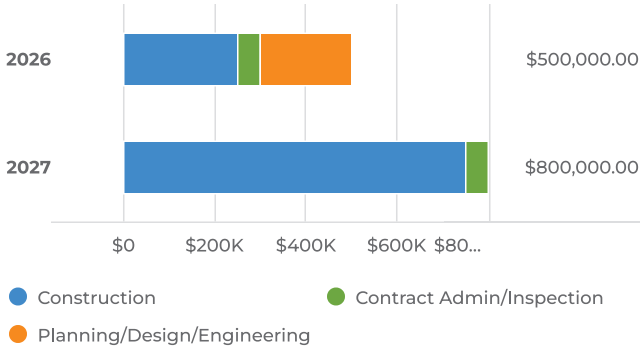
Benefit to Community

This project replaces aging infrastructure and ensures a safe and reliable transportation system.

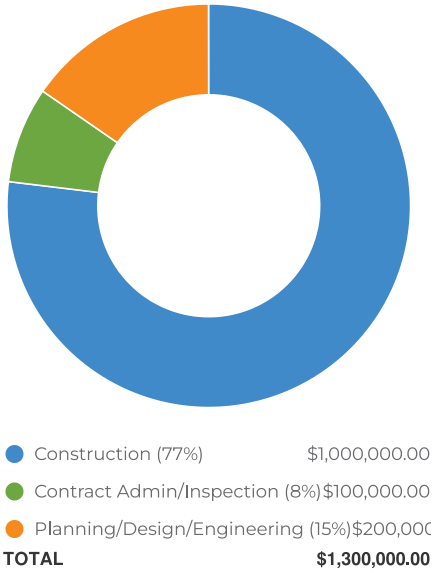
Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
$500,000	$1.3M	$1.3M

Capital Cost by Year



Capital Cost for Budgeted Years



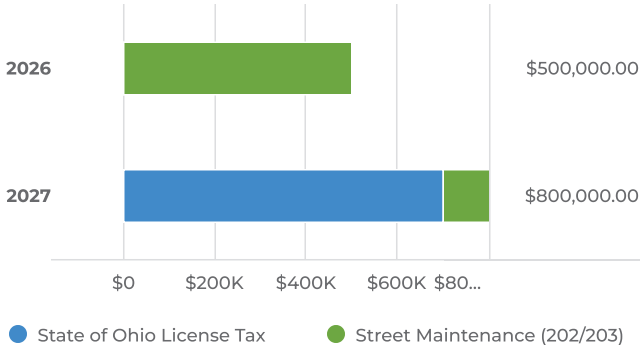
Capital Cost Breakdown

Capital Cost	FY2026	FY2027	Total
Planning/Design/Engineering	$200,000	$0	$200,000
Construction	$250,000	$750,000	$1,000,000
Contract Admin/Inspection	$50,000	$50,000	$100,000
Total	**$500,000**	**$800,000**	**$1,300,000**

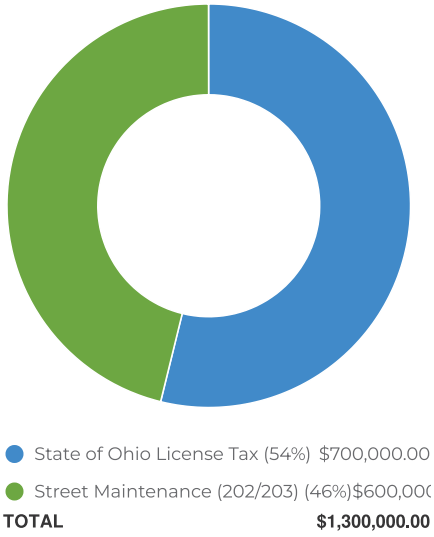
Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total
$500,000	$1.3M	$1.3M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	FY2026	FY2027	Total
State of Ohio License Tax	$0	$700,000	$700,000
Street Maintenance (202/203)	$500,000	$100,000	$600,000
Total	**$500,000**	**$800,000**	**$1,300,000**

Citywide Street Maintenance & Rehabilitation Program (SMRP)

Overview

Request Owner	Letty Schamp, Director of Engineering/City Engineer
Est. Start Date	05/02/2022
Est. Completion Date	11/04/2022
Department	Engineering
Type	Capital Improvement
Project Number	T-121

Description

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

The City currently maintains approximately 150 miles of streets and public parking lots/drives. The City's current average Pavement Condition Index (PCI) rating is 76. The goal is to have a PCI rating over 80.

Work associated with this program consists of:

1. street resurfacing and/or reconstruction
2. preventative maintenance treatments such as crack seal, micro surfacing, slurry seal, and cape seal;
3. full or partial depth pavement repairs
4. pavement markings

This program also includes repair, replacement, or reconstruction of the following infrastructure located *within the limits of street resurfacing or rehabilitation*:

1. curb ramps not in compliance with ADA
2. sidewalk panels in poor condition or not in compliance with ADA due to the presence of city-owned street trees, public utilities, or poor roadside drainage*
3. curb & gutter in poor condition**
4. repair of drainage structures or culverts

This program also funds biennial assessment of pavements citywide to assist in planning and programming of improvements.

Details

Type of Project	Asset Management

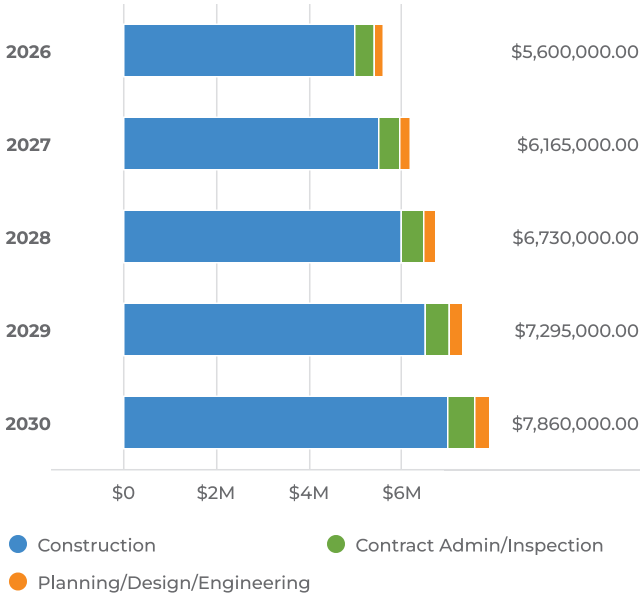
Benefit to Community

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.

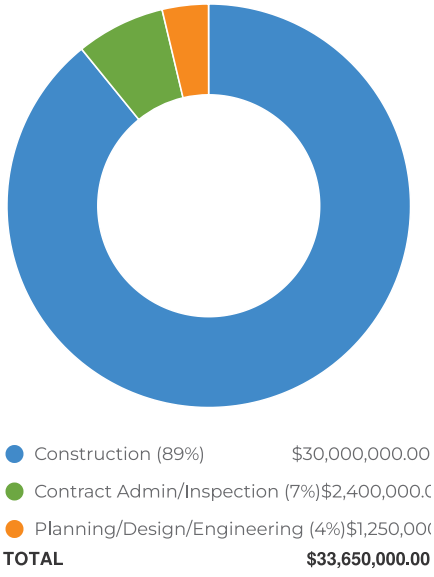
Capital Cost

Total Historical	FY2026 Budget	Total Budget (all years)	Project Total
$4,710,000	$5,600,000	$33.65M	$38.36M

Capital Cost by Year



Capital Cost for Budgeted Years



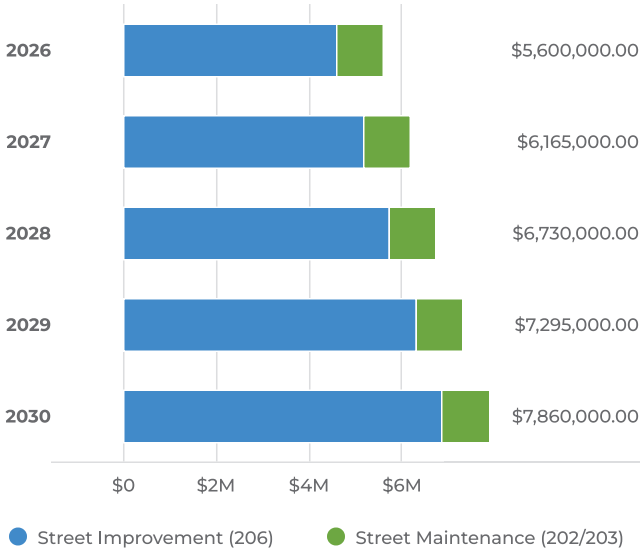
Capital Cost Breakdown

Capital Cost	Historical	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Planning/Design/Engineering	$290,000	$200,000	$225,000	$250,000	$275,000	$300,000	$1,54
Construction	$4,060,000	$5,000,000	$5,500,000	$6,000,000	$6,500,000	$7,000,000	$34,0
Contract Admin/Inspection	$360,000	$400,000	$440,000	$480,000	$520,000	$560,000	$2,76
Total	**$4,710,000**	**$5,600,000**	**$6,165,000**	**$6,730,000**	**$7,295,000**	**$7,860,000**	**$38,3**

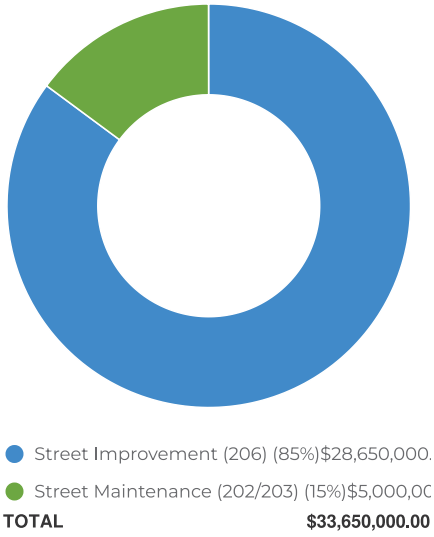
Funding Sources

Total Historical	FY2026 Budget	Total Budget (all years)	Project Total
$4,710,000	$5,600,000	$33.65M	$38.36M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Street Maintenance (202/203)	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$6,000,000
Street Improvement (206)	$3,710,000	$4,600,000	$5,165,000	$5,730,000	$6,295,000	$6,860,000	$32,360,000
Total	**$4,710,000**	**$5,600,000**	**$6,165,000**	**$6,730,000**	**$7,295,000**	**$7,860,000**	**$38,360,000**

Citywide Wayfinding Program

Overview

Request Owner	Letty Schamp, Director of Engineering/City Engineer
Department	Engineering
Type	Capital Improvement
Project Number	T-169

Description

This program adds or upgrades signs citywide within the public right-of-way or easements to assist in wayfinding. This program has been initiated as a result of the 2024 Wayfinding project focusing predominantly on Downtown Hilliard.

Priority 1 locations are in Downtown Hilliard and include parking and vehicular directional signs and modification of the gateway sign at the corner of Cemetery Road & Norwich Street.

Priority 2 locations include a pedestrian kiosk in Downtown Hilliard and citywide vehicular directional signs.

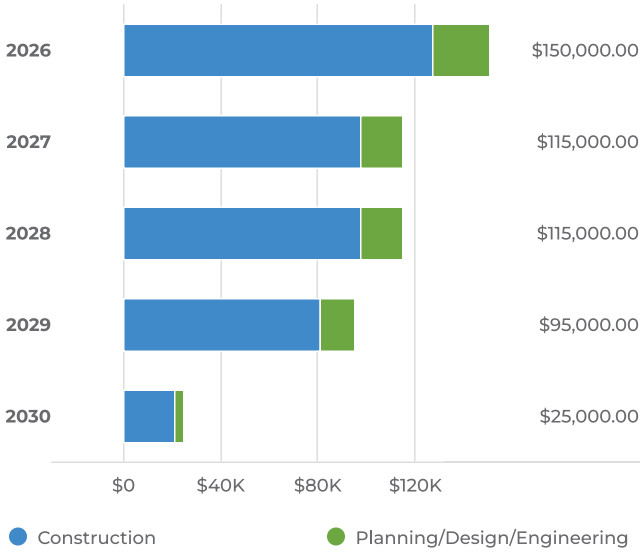
Priority 3 locations include gateway signs citywide.

Priority 4 locations include updated building identification signs.

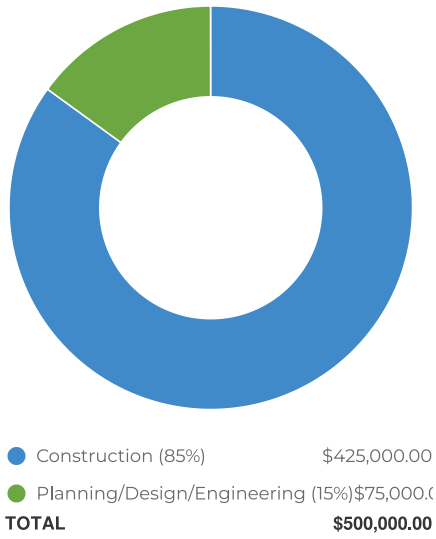
Capital Cost

Total Historical	FY2026 Budget	Total Budget (all years)	Project Total
$20,000	$150,000	$500K	$520K

Capital Cost by Year



Capital Cost for Budgeted Years



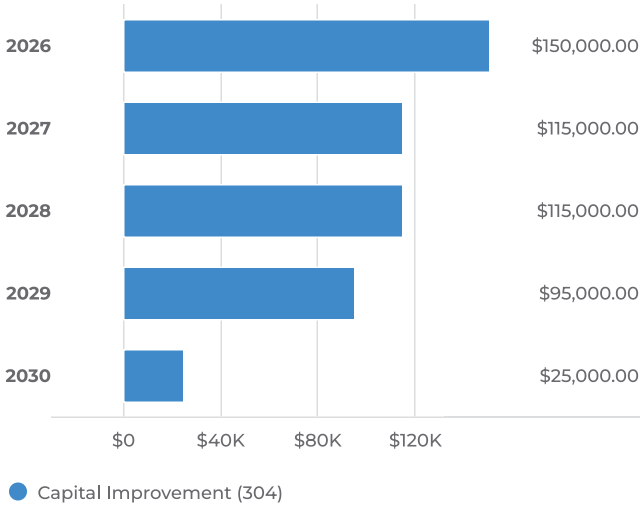
Capital Cost Breakdown

Capital Cost	Historical	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Planning/Design/Engineering	$20,000	$22,500	$17,250	$17,250	$14,250	$3,750	$95,000
Construction	$0	$127,500	$97,750	$97,750	$80,750	$21,250	$425,000
Total	**$20,000**	**$150,000**	**$115,000**	**$115,000**	**$95,000**	**$25,000**	**$520,000**

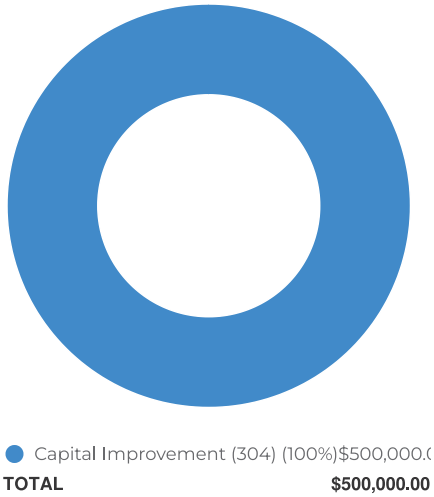
Funding Sources

Total Historical	FY2026 Budget	Total Budget (all years)	Project Total
$20,000	$150,000	$500K	$520K

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Capital Improvement (304)	$20,000	$150,000	$115,000	$115,000	$95,000	$25,000	$520,000
Total	**$20,000**	**$150,000**	**$115,000**	**$115,000**	**$95,000**	**$25,000**	**$520,000**

Comprehensive Maintenance and Operations Plan including Annual Inflow and Infiltration Program

Overview

Request Owner	Letty Schamp, Director of Engineering/City Engineer
Department	Engineering
Type	Capital Improvement
Project Number	S-20

Description

This project provides funding for the City's annual sanitary sewer Capacity, Management, Operation, and Maintenance (CMOM) program, which is a regulatory requirement established in 2009 as part of the Ohio EPA Director's Final Findings and Orders. Work performed as part of this program includes sanitary flow monitoring, capacity studies, sanitary modeling, identification and mitigation of infiltration and inflow (I&I) of storm water into the sanitary system, bi-annual reporting to the Ohio EPA, investigation of sanitary sewer overflow (SSO) and/or water-in-basement events (WIB), assistance with the City's backflow prevention program, and planning/design services for the City's programmatic sanitary sewer cleaning/TVing program (S-33), sanitary sewer lining program (S-37), and other capital projects that originate through studies conducted as part of the CMOM program.

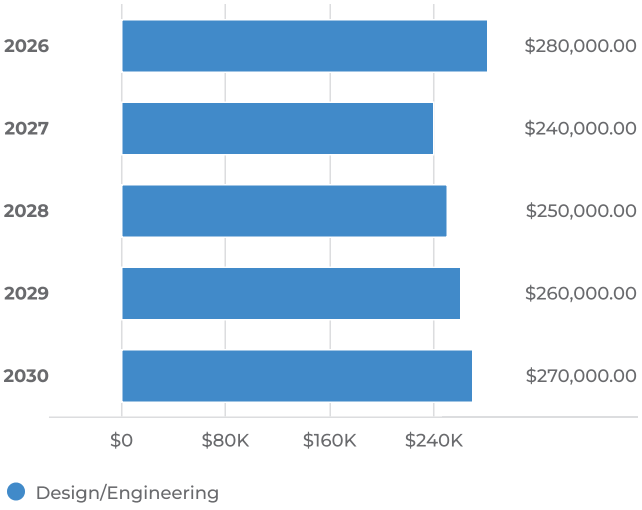
Details

Type of Project	Maintenance of Existing Infrastructure

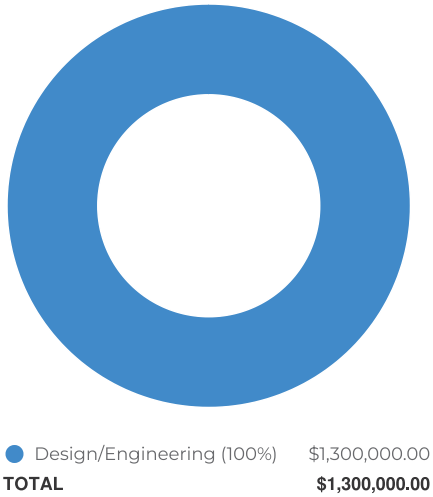
Capital Cost

Total Historical	FY2026 Budget	Total Budget (all years)	Project Total
$162,000	$280,000	$1.3M	$1.462M

Capital Cost by Year



Capital Cost for Budgeted Years



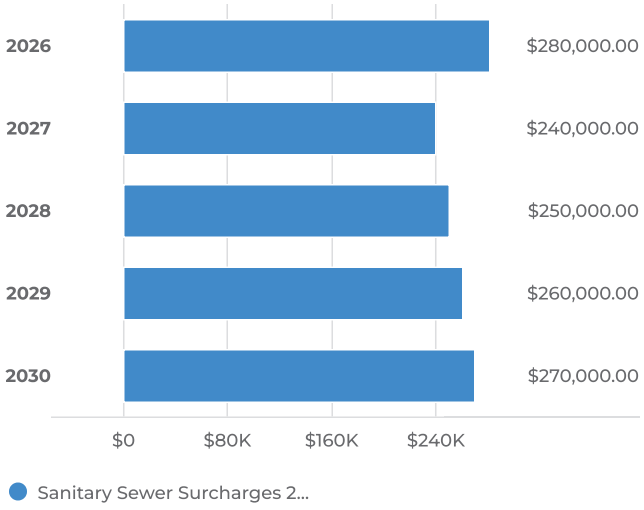
Capital Cost Breakdown

Capital Cost	Historical	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Design/Engineering	$162,000	$280,000	$240,000	$250,000	$260,000	$270,000	$1,462,000
Total	**$162,000**	**$280,000**	**$240,000**	**$250,000**	**$260,000**	**$270,000**	**$1,462,000**

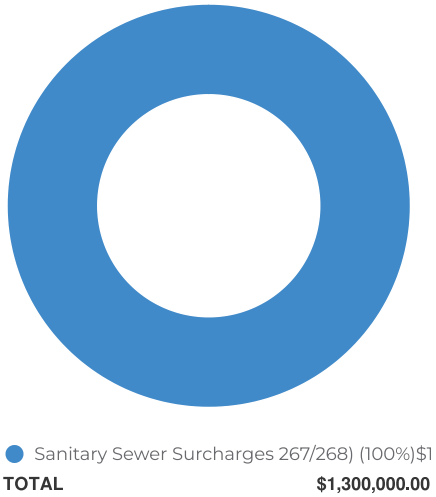
Funding Sources

Total Historical	FY2026 Budget	Total Budget (all years)	Project Total
$162,000	$280,000	$1.3M	$1.462M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Sanitary Sewer Surcharges 267/268)	$162,000	$280,000	$240,000	$250,000	$260,000	$270,000	$1,462,000
Total	**$162,000**	**$280,000**	**$240,000**	**$250,000**	**$260,000**	**$270,000**	**$1,462,000**

Cosgray Road/Jeffrelyn Drive/Hoffman Farms Drive Intersection Improvement

Overview

Request Owner	Letty Schamp, Director of Engineering/City Engineer
Department	Engineering
Type	Capital Improvement
Project Number	T-171

Description

This project installs a roundabout on Cosgray Road at the intersection with Jeffrelyn Drive and Hoffman Farms Drive.

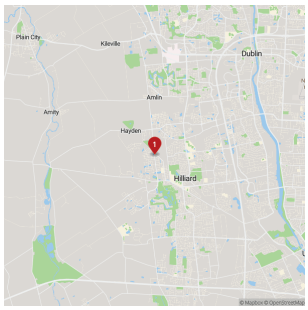
Preliminary engineering commenced in 2025. This project will be submitted for funding through the Ohio Public Works Commission in 2026. If funding is obtained, the project will be bid for construction in the fall of 2027.

The Hill Farm II project contributes a total of $370,000 toward this project. $200,000 is due no later than December 31, 2025, and $170,000 is due no later than December 31, 2026.

Details

Type of Project	New Transportation Infrastructure

Location



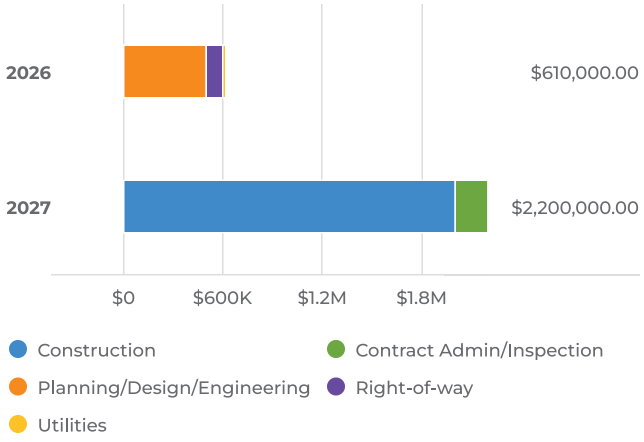
Benefit to Community

This project improves safety and operations at the Cosgray/Jeffrelyn/Hoffman Farms intersection.

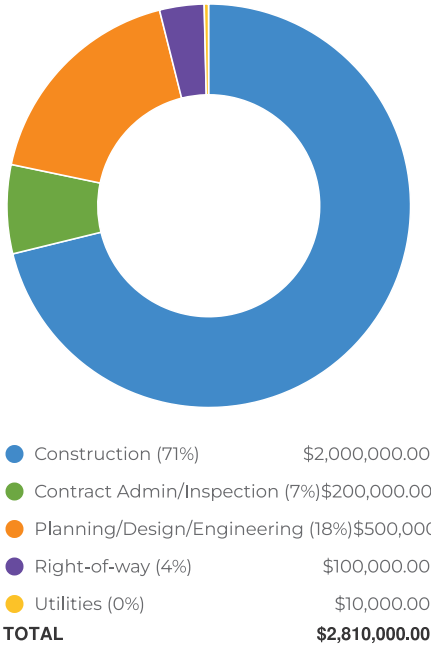
Capital Cost

Total Historical	FY2026 Budget	Total Budget (all years)	Project Total
$150,000	$610,000	$2.81M	$2.96M

Capital Cost by Year



Capital Cost for Budgeted Years



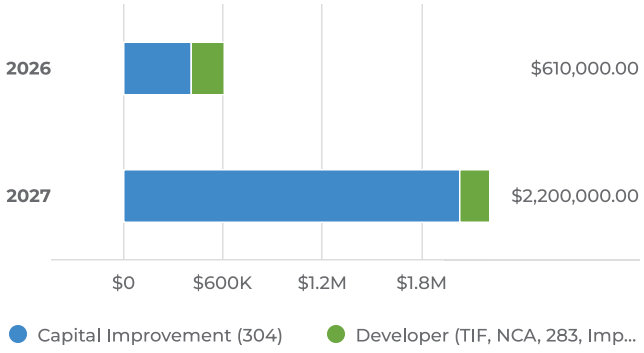
Capital Cost Breakdown

Capital Cost	Historical	FY2026	FY2027	Total
Planning/Design/Engineering	$150,000	$500,000	$0	$650,000
Right-of-way	$0	$100,000	$0	$100,000
Construction	$0	$0	$2,000,000	$2,000,000
Utilities	$0	$10,000	$0	$10,000
Contract Admin/Inspection	$0	$0	$200,000	$200,000
Total	**$150,000**	**$610,000**	**$2,200,000**	**$2,960,000**

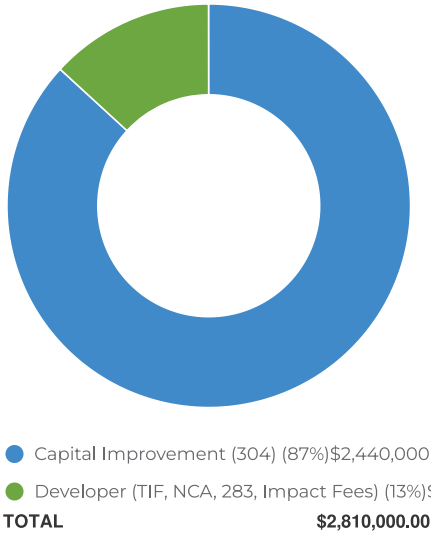
Funding Sources

Total Historical	FY2026 Budget	Total Budget (all years)	Project Total
$150,000	$610,000	$2.81M	$2.96M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2026	FY2027	Total
Capital Improvement (304)	$150,000	$410,000	$2,030,000	$2,590,000
Developer (TIF, NCA, 283, Impact Fees)	$0	$200,000	$170,000	$370,000
Total	**$150,000**	**$610,000**	**$2,200,000**	**$2,960,000**

Davidson Road Corridor Improvements

Overview

Request Owner	Letty Schamp, Director of Engineering/City Engineer
Department	Engineering
Type	Capital Improvement
Project Number	T-159

Description

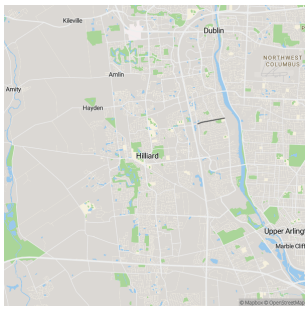
This project would improve or enhance pedestrian and bicycle facilities along the Davidson Road corridor between the existing shared-use path (SUP) along Trueman Boulevard and the future SUP along Dublin Road, which is planned for construction in 2028.

Presently, Davidson Road, east of I-270, includes only a 4' sidewalk on the south side of the street. In 2025, crosswalk improvements were constructed at several locations along Davidson Road to facilitate safer crossings to/from the north side. In the long term, converting the 4' sidewalk to an 8' to 10' SUP on the south side would improve conditions for people who walk and bike.

Details

Type of Project	Modification of Transportation Infrastructure

Location



Benefit to Community

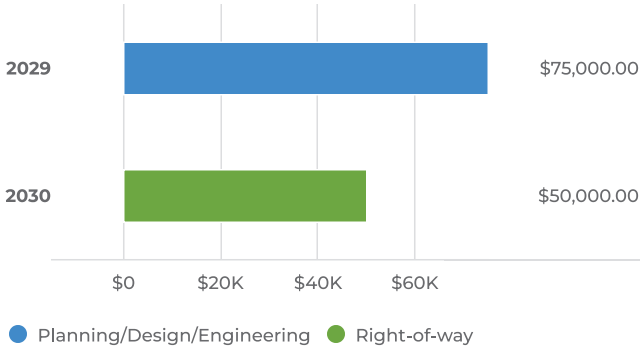
This project would establish a plan for improving the street environment, reducing vehicle speeds, and improving pedestrian & bicycle accessibility for neighborhoods on the east side of Hilliard.

Capital Cost

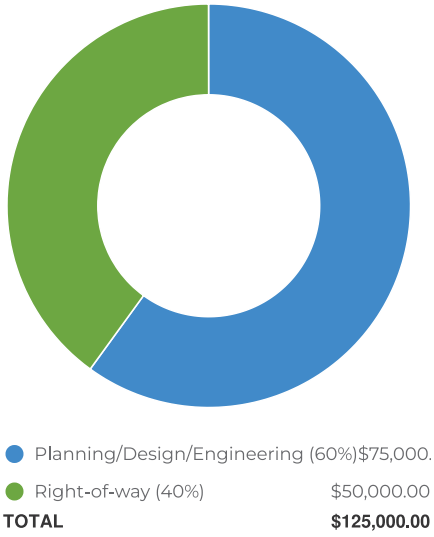
Total Budget (all years)
$125K

Project Total
$125K

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown

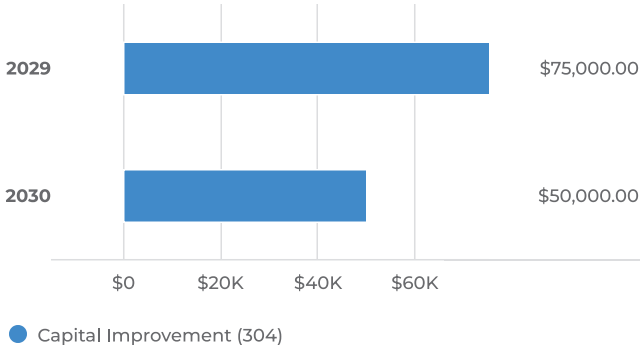
Capital Cost	FY2029	FY2030	Total
Planning/Design/Engineering	$75,000	$0	$75,000
Right-of-way	$0	$50,000	$50,000
Total	**$75,000**	**$50,000**	**$125,000**

Funding Sources

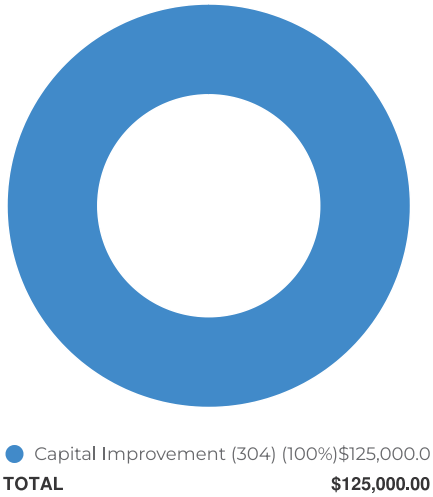
Total Budget (all years)
$125K

Project Total
$125K

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	FY2029	FY2030	Total
Capital Improvement (304)	$75,000	$50,000	$125,000
Total	**$75,000**	**$50,000**	**$125,000**

Davidson Road Shared-Use Path, Bridge Modifications & Safety Improvements

Overview

Request Owner	Letty Schamp, Director of Engineering/City Engineer
Department	Engineering
Type	Capital Improvement
Project Number	T-166

Description

This project replaces the existing 4'-5' wide sidewalk along the south side of Davidson Road between Lyman Drive and Trueman Blvd with an 8'-10' wide shared-use path. The bridge deck over I-270 and the approaches on either side will be modified to accommodate the wider pedestrian/bicycle facility.

The City authorized a feasibility study for this project in 2024 and submitted an application for funding to ODOT as part of a ped/bike special solicitation in February 2025. The City was notified in September 2025 that the project was awarded $690,170 in federal funds, which is estimated to cover approximately 100% of the cost of the construction of the project.

Details

Type of Project	Modification of Transportation Infrastructure

Location

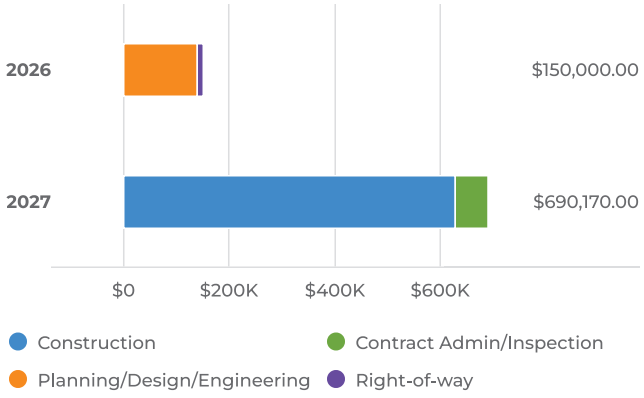
Benefit to Community

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.

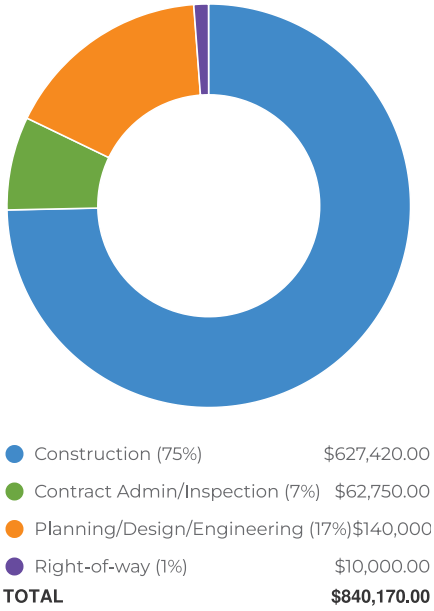
Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
$150,000	$840.17K	$840.17K

Capital Cost by Year



Capital Cost for Budgeted Years



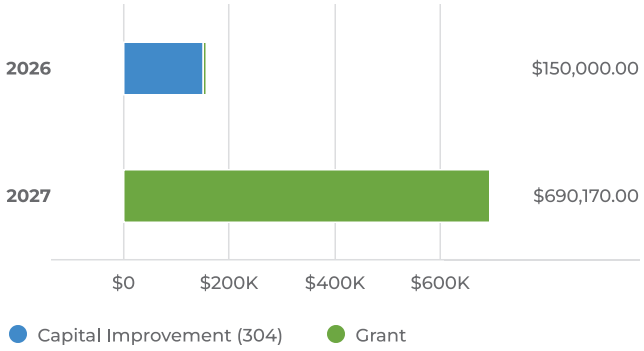
Capital Cost Breakdown

Capital Cost	Historical	FY2026	FY2027	Total
Planning/Design/Engineering	$0	$140,000	$0	$140,000
Right-of-way	$0	$10,000	$0	$10,000
Construction	$0	$0	$627,420	$627,420
Contract Admin/Inspection	$0	$0	$62,750	$62,750
Total	**$0**	**$150,000**	**$690,170**	**$840,170**

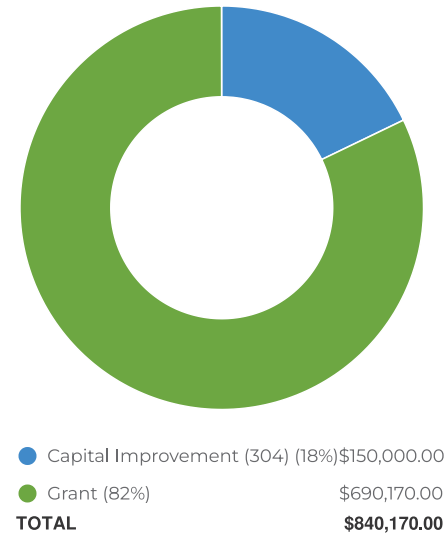
Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total
$150,000	$840.17K	$840.17K

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	FY2026	FY2027	Total
Capital Improvement (304)	$150,000	$0	$150,000
Grant	$0	$690,170	$690,170
Total	**$150,000**	**$690,170**	**$840,170**

Detention & Retention Basin Rehabilitation Program

Overview

Request Owner	Letty Schamp, Director of Engineering/City Engineer
Department	Engineering
Type	Capital Improvement
Project Number	ST-27

Description

This project improves and rehabilitates detention and retention basins that the city is responsible for maintaining. Activities include dredging, bank stabilization, erosion control, or other measures required to ensure that all city-owned basins meet regulatory requirements and function as designed for flood control and/or water quality.

Work on basins has been prioritized based on routine inspections. In a given year, one or more basins are programmed for design and then constructed the following year. The number of basins addressed in a given year is dependent on scope of work, estimated cost, and available budget.

In 2026, the following basins will be addressed:

- Darby High School basin rehabilitation
- Sediment removal from basins in the 2025 program (Anderson Meadows, Heather Ridge, and Bo Jackson)
- Design of basin rehabilitation in Britton Farms subdivision

In 2027, the following basin rehabilitation work is planned but may be adjusted based on budget and needs:

- Britton Farms basin rehabilitation
- Design of basin rehabilitation in The Village at Homestead subdivision

In 2028 - 2030, rehabilitation work is planned on the Village at Homestead basin, the Scioto Darby/Walcutt basin, the Darby Glen subdivision basin, and the Hayden Run Village subdivision basin.

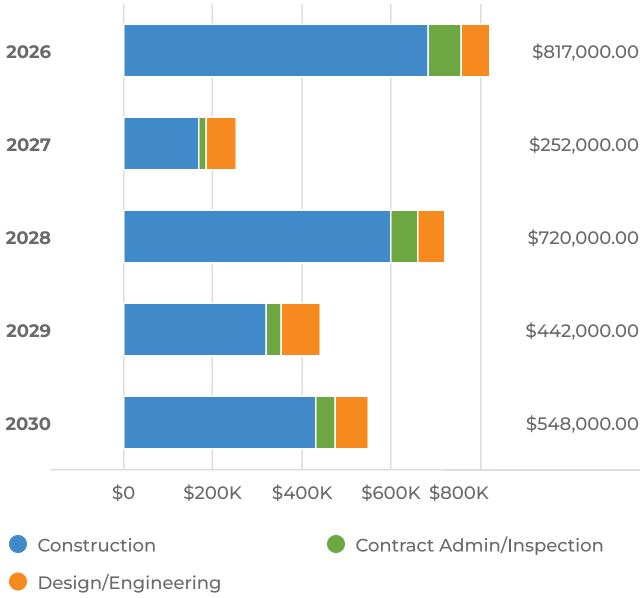
Details

Type of Project	Maintenance of Existing Infrastructure

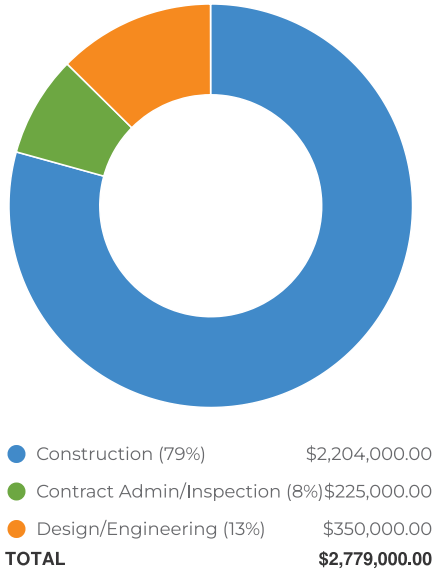
Capital Cost

Total Historical	FY2026 Budget	Total Budget (all years)	Project Total
$510,452	$817,000	$2.779M	$3.289M

Capital Cost by Year



Capital Cost for Budgeted Years



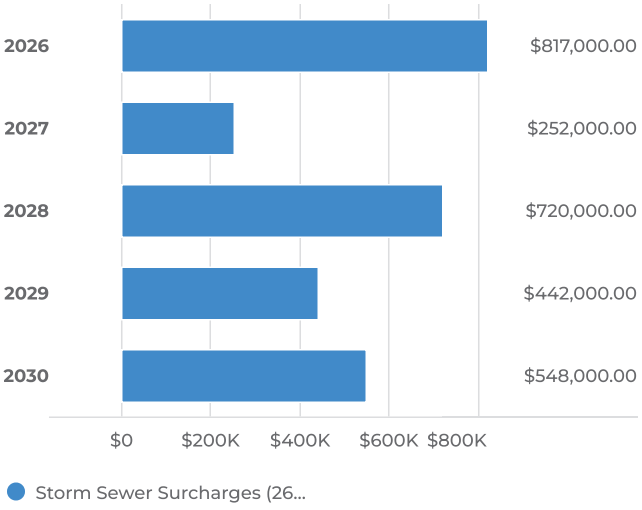
Capital Cost Breakdown

Capital Cost	Historical	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Design/Engineering	$106,090	$60,000	$65,000	$60,000	$90,000	$75,000	$456,090
Construction	$379,855	$684,000	$170,000	$600,000	$320,000	$430,000	$2,583,855
Contract Admin/Inspection	$24,507	$73,000	$17,000	$60,000	$32,000	$43,000	$249,507
Total	**$510,452**	**$817,000**	**$252,000**	**$720,000**	**$442,000**	**$548,000**	**$3,289,452**

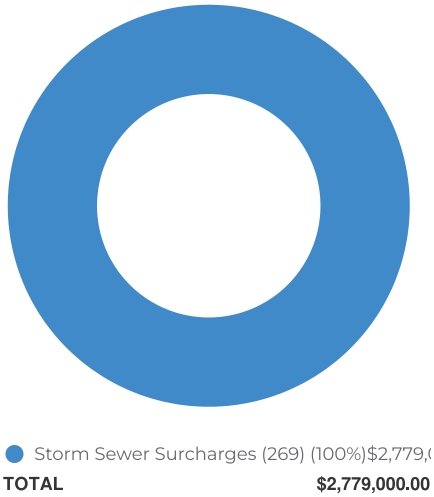
Funding Sources

Total Historical	FY2026 Budget	Total Budget (all years)	Project Total
$510,452	$817,000	$2.779M	$3.289M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Storm Sewer Surcharges (269)	$510,452	$817,000	$252,000	$720,000	$442,000	$548,000	$3,289,452
Total	**$510,452**	**$817,000**	**$252,000**	**$720,000**	**$442,000**	**$548,000**	**$3,289,452**

Dublin Road Shared-Use Path

Overview

Request Owner	Letty Schamp, Director of Engineering/City Engineer
Department	Engineering
Type	Capital Improvement
Project Number	T-167

Description

This multi-jurisdictional project builds a 10-foot wide shared use path along 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. This project has received federal funding through MORPC Attributable Funds in the amount of $10,351,449. Hilliard is responsible for 33% of the total project cost. Hilliard's share of the project is estimated at $1.485M.

Since the COTA LinkUS sales tax ballot initiative passed in November 2024, the Transit-Supportive Infrastructure (TSI) funds will cover the majority of the local share of this project. A nominal amount is budgeted for this project in 2026, 2027, and 2028 to cover any minor Hilliard-share costs that are not covered by the MORPC grant or TSI funds.

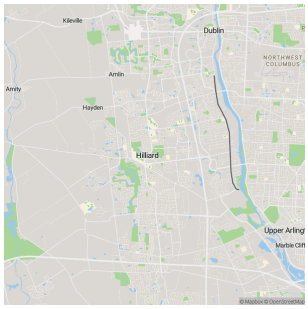
Images

Dublin Road Shared Use Path
Jurisdictional Boundaries

Details

Type of Project	New Transportation Infrastructure

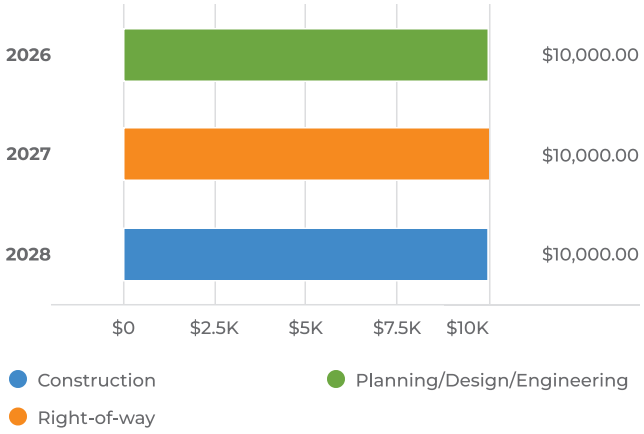
Location



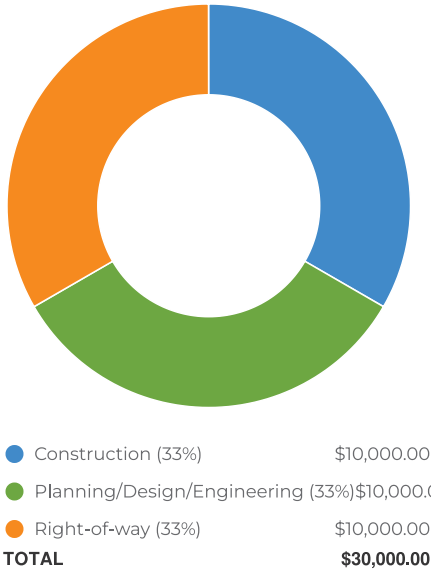
Capital Cost

Total Historical	FY2026 Budget	Total Budget (all years)	Project Total
$455,000	$10,000	$30K	$485K

Capital Cost by Year



Capital Cost for Budgeted Years



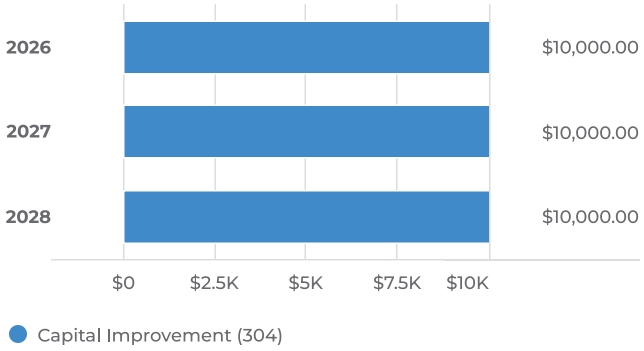
Capital Cost Breakdown

Capital Cost	Historical	FY2026	FY2027	FY2028	Total
Planning/Design/Engineering	$380,000	$10,000	$0	$0	$390,000
Right-of-way	$75,000	$0	$10,000	$0	$85,000
Construction	$0	$0	$0	$10,000	$10,000
Total	**$455,000**	**$10,000**	**$10,000**	**$10,000**	**$485,000**

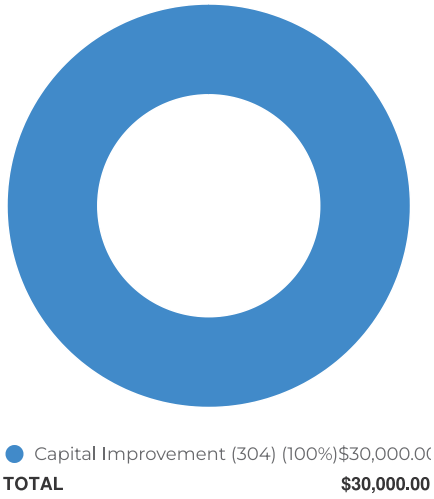
Funding Sources

Total Historical	FY2026 Budget	Total Budget (all years)	Project Total
$455,000	$10,000	$30K	$485K

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2026	FY2027	FY2028	Total
Capital Improvement (304)	$455,000	$10,000	$10,000	$10,000	$485,000
Total	**$455,000**	**$10,000**	**$10,000**	**$10,000**	**$485,000**

Hayden Run and Wilcox Intersection Improvements

Overview

Request Owner	Letty Schamp, Director of Engineering/City Engineer
Department	Engineering
Type	Capital Improvement
Project Number	T-137

Description

This project proposes a single lane roundabout at the Hayden Run/Wilcox intersection to address safety. The extension of the Hayden Run Trail, a regional Central Ohio Greenways Trail, and extension of an existing shared-use path on Wilcox Road, will be accommodated through this intersection as part of the project. Replacement or modification of an existing culvert over the Hayden Run stream, which is the maintenance responsibility of the Franklin County Engineer's Office (FCEO), to accommodate trail connections may also be included.

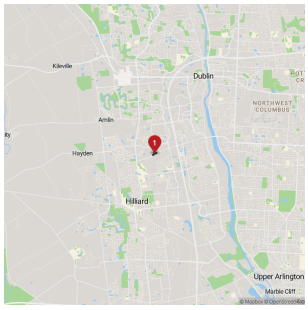
A feasibility study for this intersection improvement was conducted in 2025. This study, which will be completed in early 2026, will be used as the basis for programming of this project in the CIP. The project scope and schedule will be coordinated with the Franklin County Engineer's Office, and a partnership project may be initiated in subsequent years. A partnership project may be a good candidate for Ohio Public Works Commission funding in a future year.

Images

Details

Type of Project	Modification of Transportation Infrastructure

Location



Benefit to Community

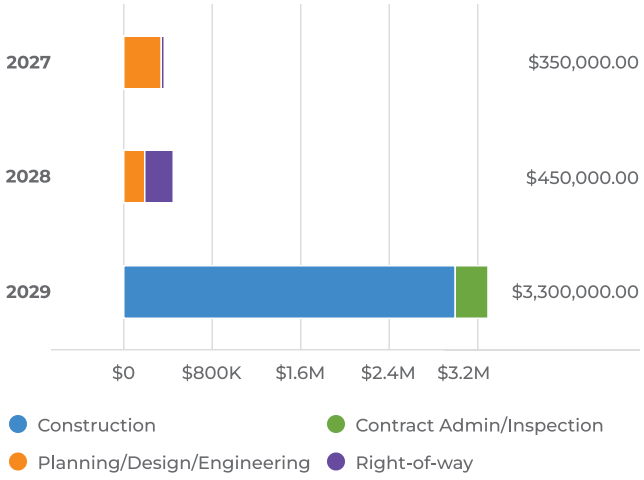
This project would improve safety and would accommodate important future regional trail connections.

Capital Cost

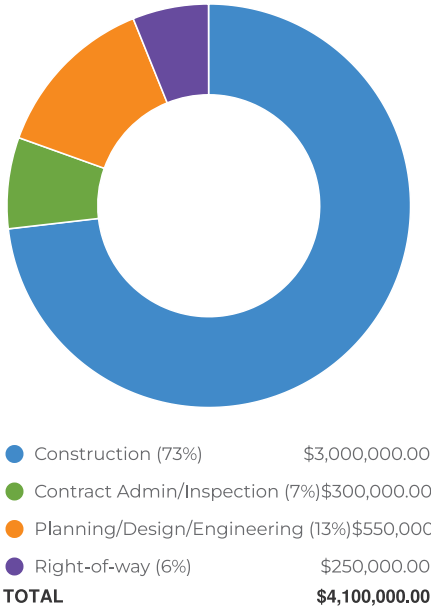
Total Budget (all years)
$4.1M

Project Total
$4.1M

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown

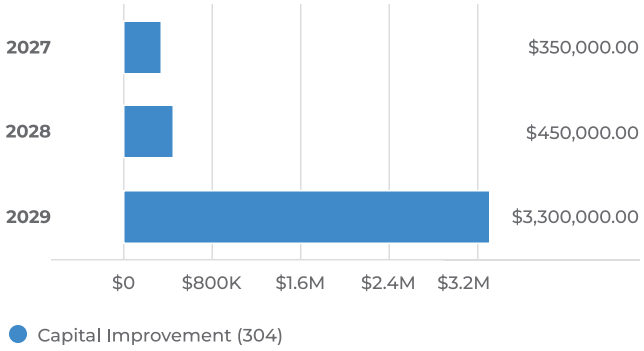
Capital Cost	FY2027	FY2028	FY2029	Total
Planning/Design/Engineering	$350,000	$200,000	$0	$550,000
Right-of-way	$0	$250,000	$0	$250,000
Construction	$0	$0	$3,000,000	$3,000,000
Contract Admin/Inspection	$0	$0	$300,000	$300,000
Total	**$350,000**	**$450,000**	**$3,300,000**	**$4,100,000**

Funding Sources

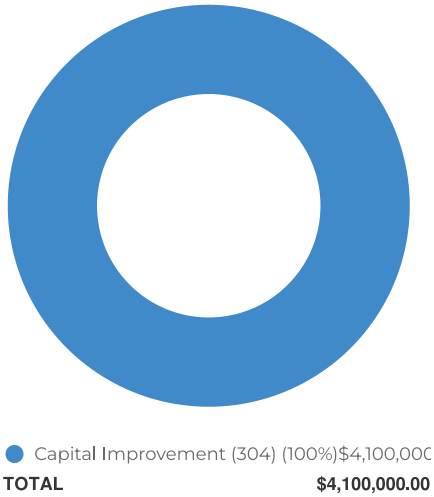
Total Budget (all years)
$4.1M

Project Total
$4.1M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	FY2027	FY2028	FY2029	Total
Capital Improvement (304)	$350,000	$450,000	$3,300,000	$4,100,000
Total	**$350,000**	**$450,000**	**$3,300,000**	**$4,100,000**

Heritage Lakes No. 1 Lift Station Replacement

Overview

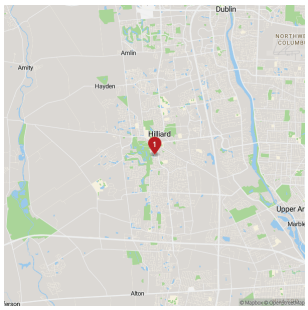
Request Owner	Letty Schamp, Director of Engineering/City Engineer
Department	Engineering
Type	Capital Improvement
Project Number	S-48

Description

This project replaces the Heritages Lakes No. 1 Lift Station, which was identified as a high priority project in the 2025 Lift Station Master Plan. Preliminary design of this improvement was authorized in 2025 as part of the S-31 Lift Station Rehabilitation Program. Since this project is a full replacement of the lift station, it is being established as a stand-alone CIP project.

This lift station is located on Heritage Club Drive, was installed in 1993, and carries flows from the northern portion of the Roberts-Miliken sanitary sewer tributary area, including Heritage Lakes, Municipal Park, Hoffman Farms, Estates at Hoffman Farms, Village at Homestead, and Hill Farm I. Because of the age, condition, and number of residents served, replacement of this critical infrastructure is being advanced in 2026. A construction contract will be authorized and construction may begin at the end of 2026; the majority of construction work will take place in 2027.

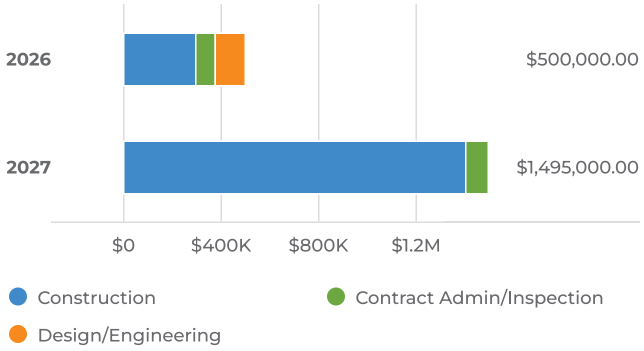
Location



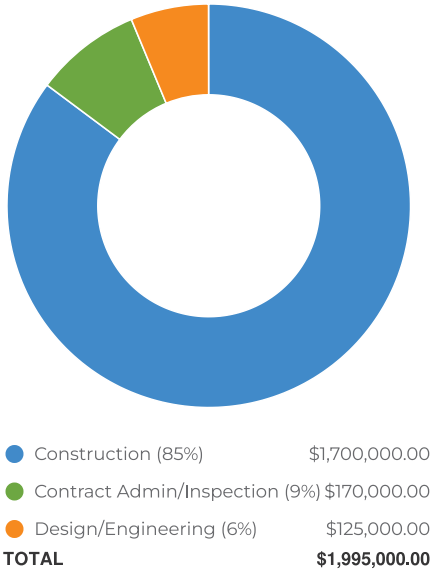
Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
$500,000	$1.995M	$1.995M

Capital Cost by Year



Capital Cost for Budgeted Years



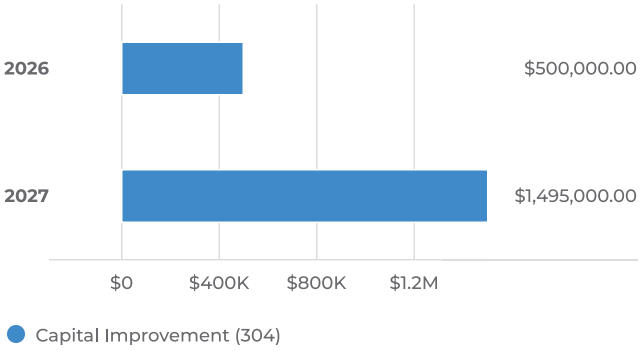
Capital Cost Breakdown

Capital Cost	FY2026	FY2027	Total
Design/Engineering	$125,000	$0	$125,000
Construction	$300,000	$1,400,000	$1,700,000
Contract Admin/Inspection	$75,000	$95,000	$170,000
Total	**$500,000**	**$1,495,000**	**$1,995,000**

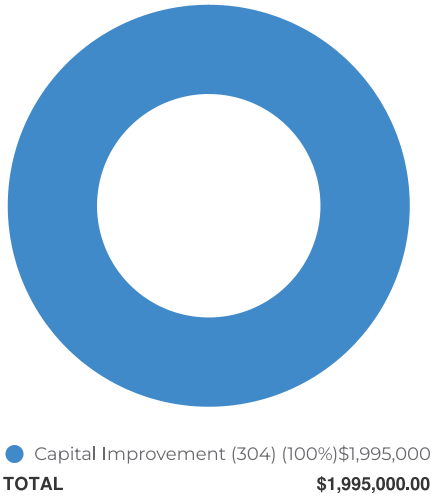
Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total
$500,000	$1.995M	$1.995M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	FY2026	FY2027	Total
Capital Improvement (304)	$500,000	$1,495,000	$1,995,000
Total	**$500,000**	**$1,495,000**	**$1,995,000**

Heritage Trail Extension

Overview

Request Owner	Letty Schamp, Director of Engineering/City Engineer
Department	Engineering
Type	Capital Improvement
Project Number	T-134

Description

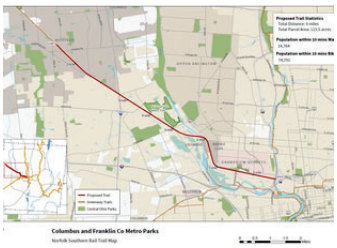
This project constructs the Heritage Trail from Main Street in Hilliard to the City's southeast boundary within land owned by Norfolk Southern Railroad.

Since late 2022, the Open Space Institute has been working on behalf of multiple agencies (Columbus, Grandview Heights, Marble Cliff, Upper Arlington, Franklin County, and Metro Parks) to obtain a purchase agreement with Norfolk Southern for the entire corridor from downtown Hilliard to downtown Columbus near Lower.com Field and the southern terminus of the Olentangy Trail. In July 2025, Union Pacific Corporation announced that they would acquire Norfolk Southern; the timing of this transaction, and its impact on past negotiations with Norfolk Southern, are unknown at this time.

In collaboration with partner agencies, Hilliard received funding through the SFY2025-26 State Capital Budget in its One-Time Strategic Community Investment Fund (OTSCIF) in the amount of $8M to assist in acquiring the land. The balance of funds necessary to secure the property would be shared proportionately between all jurisdictions. Since the COTA LinkUS sales tax initiative passed in November 2024, an estimated $2M/year has been allocated in Transit-Supportive Infrastructure (TSI) funds to assist in debt payment for the purchase.

Until financing agreements can be put in place, this project is showing a $10K/year budget allocation to cover planning-level costs that may be necessary to secure the property. Once the property is secured, the budget will be updated in future years to allocate funds for design and construction of the trail.

Images



Location

Supplemental Attachments

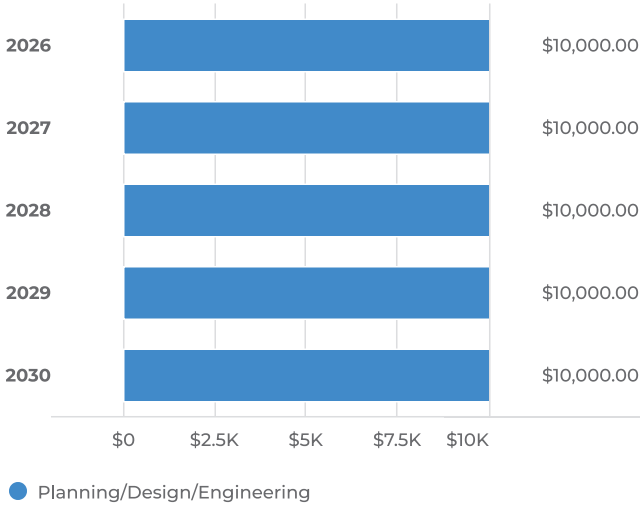
OTSCIF Awards - Franklin County(/resource/cg-prod-v2/projects/documents/42c3eb29f81f8c7178f0.pdf)

(/resource/cg-prod-v2/projects/documents/2334317b195f0d958b6d.pdf)

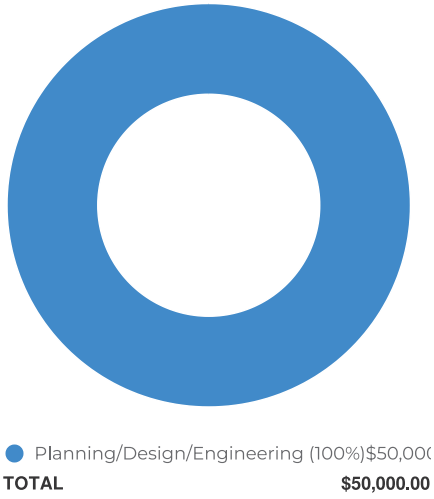
Capital Cost

Total Historical	FY2026 Budget	Total Budget (all years)	Project Total
$10,000	$10,000	$50K	$60K

Capital Cost by Year



Capital Cost for Budgeted Years



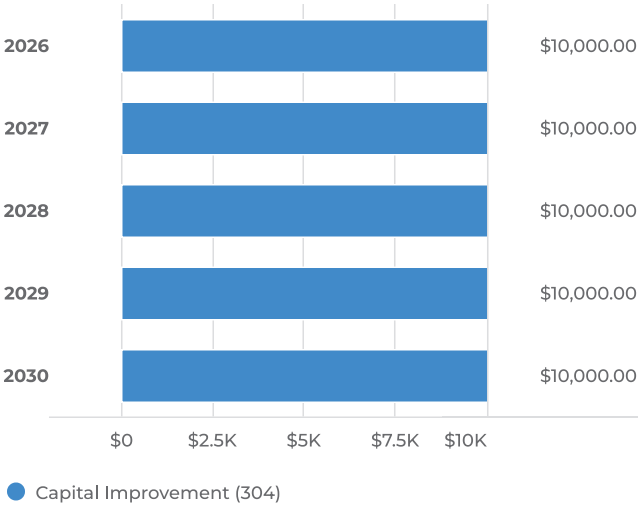
Capital Cost Breakdown

Capital Cost	Historical	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Planning/Design/Engineering	$10,000	$10,000	$10,000	$10,000	$10,000	$10,000	$60,000
Total	**$10,000**	**$10,000**	**$10,000**	**$10,000**	**$10,000**	**$10,000**	**$60,000**

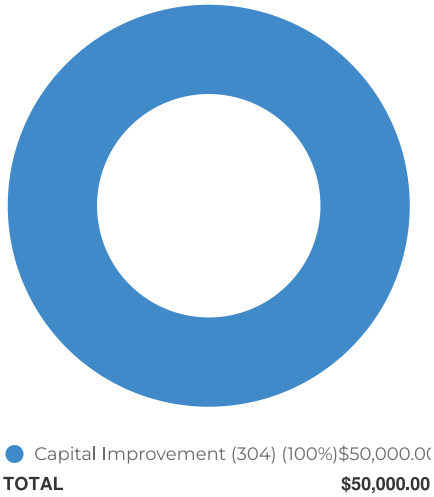
Funding Sources

Total Historical	FY2026 Budget	Total Budget (all years)	Project Total
$10,000	$10,000	$50K	$60K

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Capital Improvement (304)	$10,000	$10,000	$10,000	$10,000	$10,000	$10,000	$60,000
Total	**$10,000**	**$10,000**	**$10,000**	**$10,000**	**$10,000**	**$10,000**	**$60,000**

Joint Storm Water Quality and Erosion Control Projects

Overview

Request Owner	Letty Schamp, Director of Engineering/City Engineer
Department	Engineering
Type	Capital Improvement
Project Number	ST-42

Description

This project provides funding for joint stormwater and/or erosion control projects on various streams and ditches with overlapping jurisdictional authorities. For larger projects where the City of Hilliard would be lead agency, a separate CIP will be created to establish a funding source.

In 2025, as part of routine inspections of public and private storm water quality basins, basin maintenance work was identified within the Hampton Reserve subdivision that the HOA is required to complete. During field reviews, staff determined that it may be necessary for the upstream and downstream ditches to be cleaned to ensure that the Hampton Reserve basin functions as designed and that drainage flows properly along sections of Scioto Darby Road west of Alton & Darby Creek Road. The upstream ditches are within unincorporated portions of Franklin County, and the downstream ditches are within the City of Hilliard. The City is working with the Franklin County Engineer's Office to conduct a multi-jurisdictional project to clean the upstream and downstream sections to support the work that the Hampton Reserve HOA is required to do on their privately-owned basin.

Funds are provided in 2026 for the City of Hilliard to contribute to a project that the Franklin County Engineer's Office would lead.

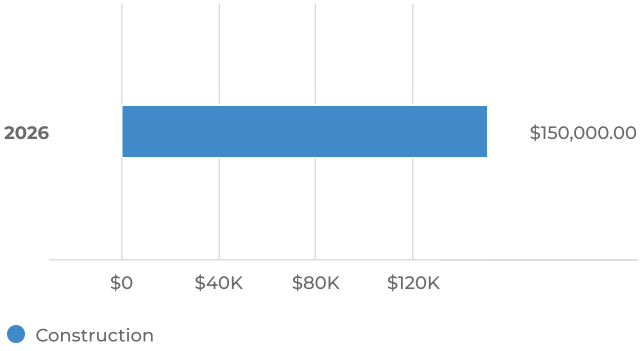
Details

Type of Project	Maintenance of Existing Infrastructure

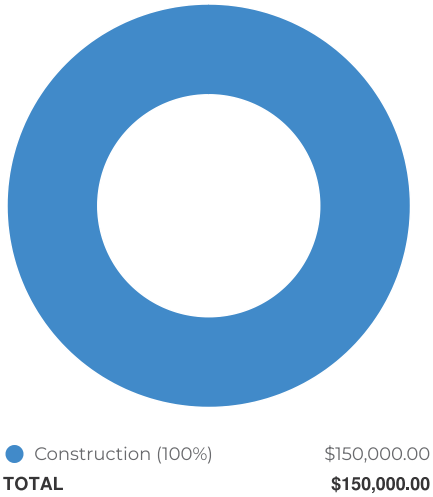
Capital Cost

Total Historical	FY2026 Budget	Total Budget (all years)	Project Total
$16,100	$150,000	$150K	$166.1K

Capital Cost by Year



Capital Cost for Budgeted Years



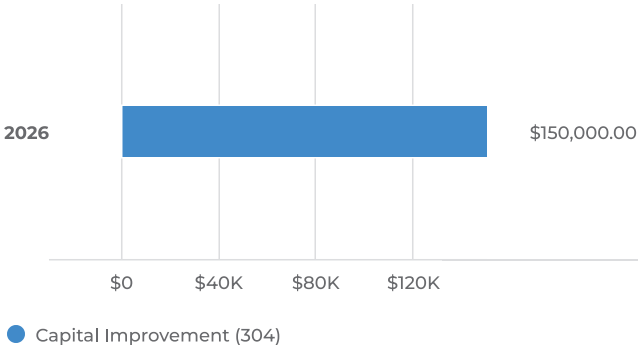
Capital Cost Breakdown

Capital Cost	Historical	FY2026	Total
Design/Engineering	$16,100	$0	$16,100
Construction	$0	$150,000	$150,000
Total	**$16,100**	**$150,000**	**$166,100**

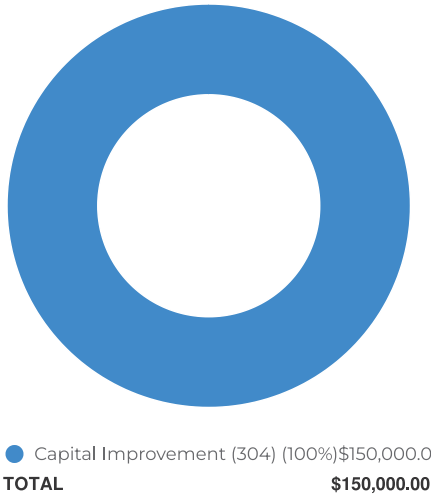
Funding Sources

Total Historical	FY2026 Budget	Total Budget (all years)	Project Total
$16,100	$150,000	$150K	$166.1K

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2026	Total
Capital Improvement (304)	$16,100	$150,000	$166,100
Total	**$16,100**	**$150,000**	**$166,100**

Lacon Road Culvert Replacement

Overview

Request Owner	Letty Schamp, Director of Engineering/City Engineer
Department	Engineering
Type	Capital Improvement
Project Number	T-172

Description

This project replaces the culvert that conveys Tudor Ditch beneath Lacon Road. This project was previously identified as ST-44 in the capital improvement plan.

The existing culvert consists of twin corrugated elliptical pipes, which were constructed in 1970. The most recent inspection rated the culvert as "4-Poor" due to extensive rust and noticeable flattening.

A structure type study for this culvert, which evaluated alternatives for rehabilitation or replacement of the structure, was completed in 2025. The recommended alternative for the culvert replacement is a 4-sided precast box culvert with half-height headwalls. Design of the culvert was authorized in 2025, which was funded via ST-44.

Design will be completed and easements will be acquired in 2026. Construction is planned for 2027.

Details

Type of Project	Asset Management

Location

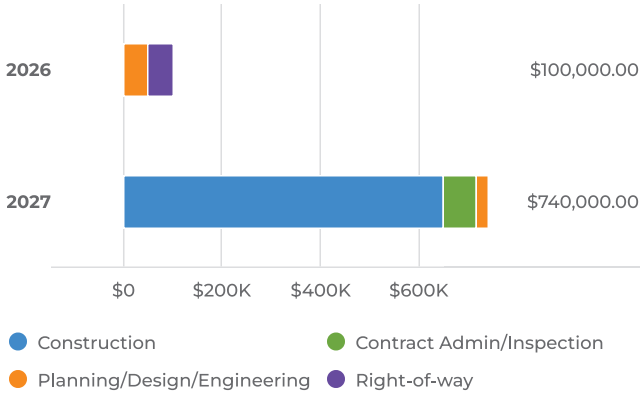
Benefit to Community

This project replaces aging infrastructure and ensures a safe and reliable transportation system.

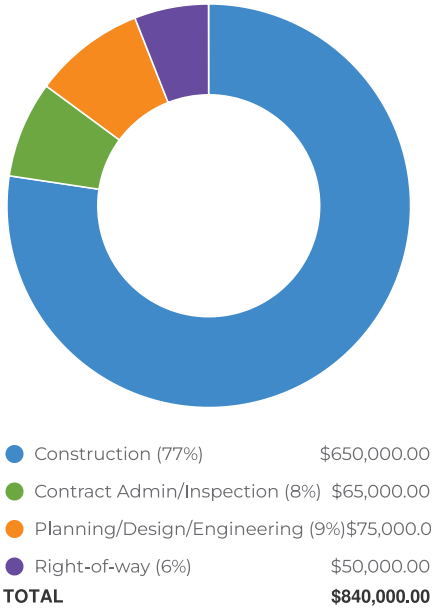
Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
$100,000	$840K	$840K

Capital Cost by Year



Capital Cost for Budgeted Years



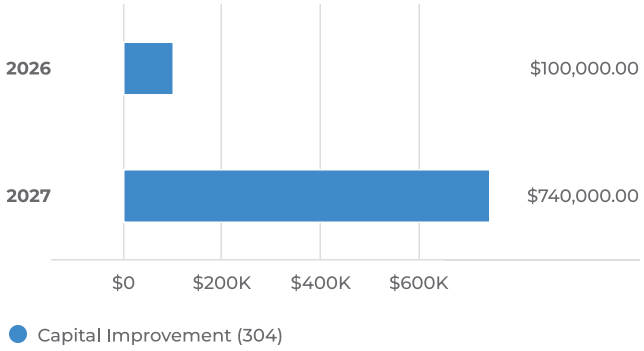
Capital Cost Breakdown

Capital Cost	FY2026	FY2027	Total
Planning/Design/Engineering	$50,000	$25,000	$75,000
Right-of-way	$50,000	$0	$50,000
Construction	$0	$650,000	$650,000
Contract Admin/Inspection	$0	$65,000	$65,000
Total	**$100,000**	**$740,000**	**$840,000**

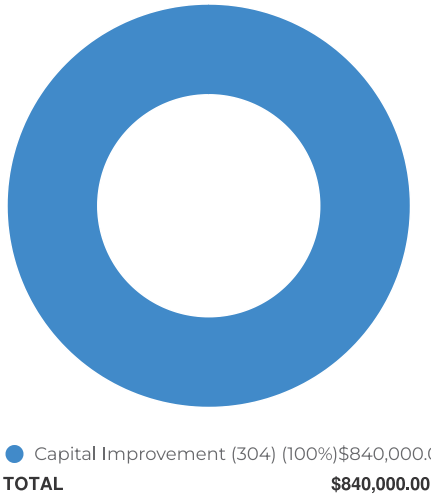
Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total
$100,000	$840K	$840K

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	FY2026	FY2027	Total
Capital Improvement (304)	$100,000	$740,000	$840,000
Total	**$100,000**	**$740,000**	**$840,000**

Lead & Galvanized Water Service Replacement Program

Overview

Request Owner	Letty Schamp, Director of Engineering/City Engineer
Department	Engineering
Type	Capital Improvement
Project Number	W-55

Description

This project provides funding, if needed, for minor capital expenditures related to replacement of lead or galvanized water service lines.

In 2025, the City of Columbus implemented a Lead Service Line Replacement Program to proactively identify and replace these water services street by street, prioritizing schools, hospitals, day care centers, and other institutions or businesses that serve higher risk populations. Columbus is not expected to be in Hilliard to implement this program until the early to mid 2030s. It is unknown at this time what requirements Hilliard will have in helping to fund these replacements for Hilliard residents. Therefore, in 2026, Hilliard added a capital program to establish nominal funding to support this public health initiative, if needed.

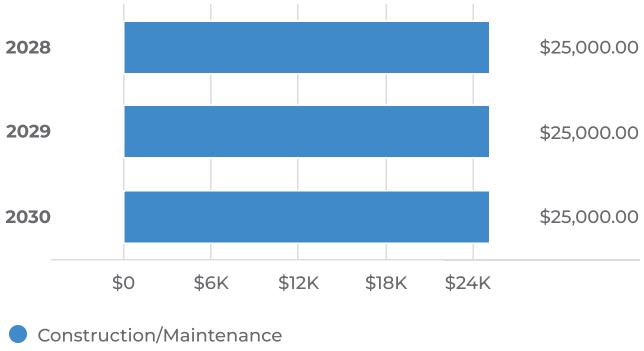
Information on the City of Columbus' Lead Service Line Replacement Program is available here: Lead Service Line Replacement Program - City of Columbus, Ohio (https://www.columbus.gov/Services/Columbus-Water-Power/About-Columbus-Water-Power/The-Division-of-Water/Water-Facts/Water-Health/Lead-Service-Program-Information)

Capital Cost

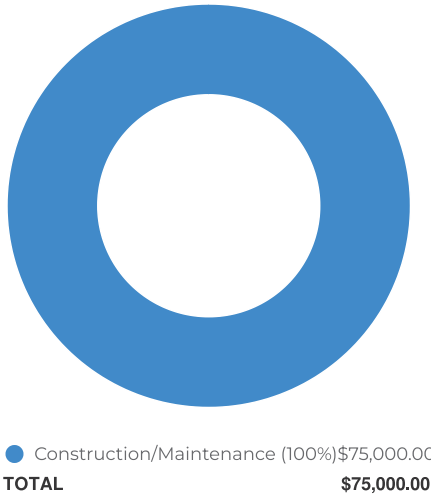
Total Budget (all years)
$75K

Project Total
$75K

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown

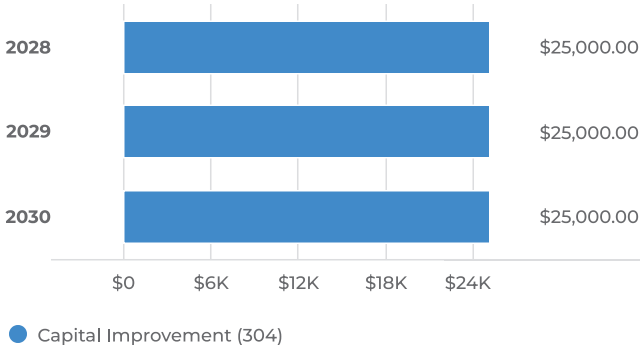
Capital Cost	FY2028	FY2029	FY2030	Total
Construction/Maintenance	$25,000	$25,000	$25,000	$75,000
Total	**$25,000**	**$25,000**	**$25,000**	**$75,000**

Funding Sources

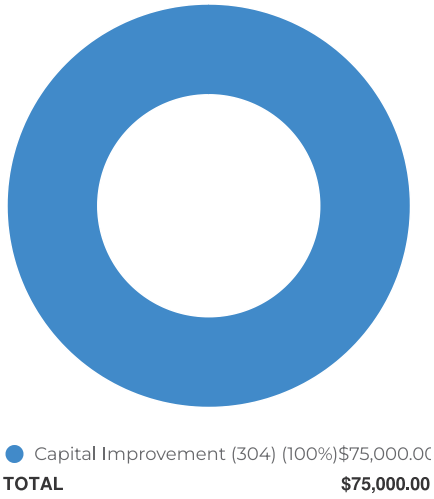
Total Budget (all years)
$75K

Project Total
$75K

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	FY2028	FY2029	FY2030	Total
Capital Improvement (304)	$25,000	$25,000	$25,000	$75,000
Total	**$25,000**	**$25,000**	**$25,000**	**$75,000**

Leap Rd South Improvements

Overview

Request Owner	Letty Schamp, Director of Engineering/City Engineer
Department	Engineering
Type	Capital Improvement
Project Number	T-164

Description

This project reconstructs Leap Road south of Cemetery Road to improve aging infrastructure, provide a connected ped/bike system, replace a culvert, improve drainage, improve safety, and improve the overall streetscape of this corridor. North of Cemetery Road, one lane will be removed to improve vehicle operations, shorten the north crosswalk, improve ped/bike safety, and create/widen a tree lawn buffer along the Kroger plaza frontage.

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 street 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.

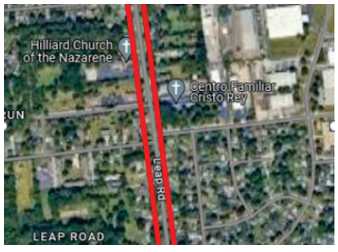
An Alternatives Evaluation Report was completed in May 2023, which investigated the infrastructure deficiencies along Leap Road south of Cemetery Road, identified potential solutions, and developed high-level cost estimates. Through this evaluation, it became apparent that the condition and age of various 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 1960s 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.

A safety and operational analysis was conducted in 2024 to evaluate the feasibility to remove one or more lanes on Leap Road as part of this project. Based on this analysis, the dual southbound left turn lanes can be converted to a single lane, which will allow for removal of one lane on the north leg. This change will improve vehicle operations and ped/bike safety by providing space for the creation of a tree lawn/buffer area on the side of PNC Bank and shortening of the north crosswalk. Therefore, this "intersection diet" will be added to the Leap Road South Improvement project.

A street reconstruction project of this nature is estimated to cost approximately $10M and would likely take more than five years to complete. Therefore, identifying outside funding to supplement City funds will be important. Staff submitted this project for MORPC Attributable funds in 2024, and if the COTA LinkUS sales tax ballot initiative passes in November 2024, COTA Transit-Supportive Infrastructure (TSI) funds will be allocated for this project.

This project was not successful in securing funding through MORPC; however, COTA's 2024 ballot issue passed, and $6.7M was allocated for this project in the 2026-2030 TSI CIP. TSI funding is a reimbursement program.

Images



Details

Type of Project	Asset Management

Location

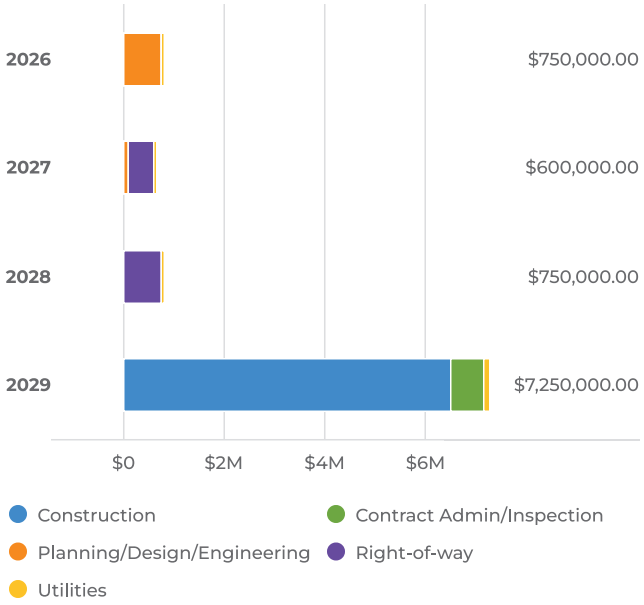
Benefit to Community

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

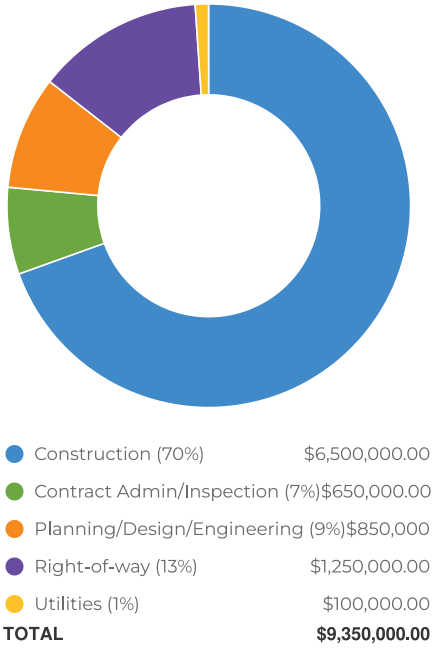
Capital Cost

Total Historical	FY2026 Budget	Total Budget (all years)	Project Total
$400,000	$750,000	$9.35M	$9.75M

Capital Cost by Year



Capital Cost for Budgeted Years



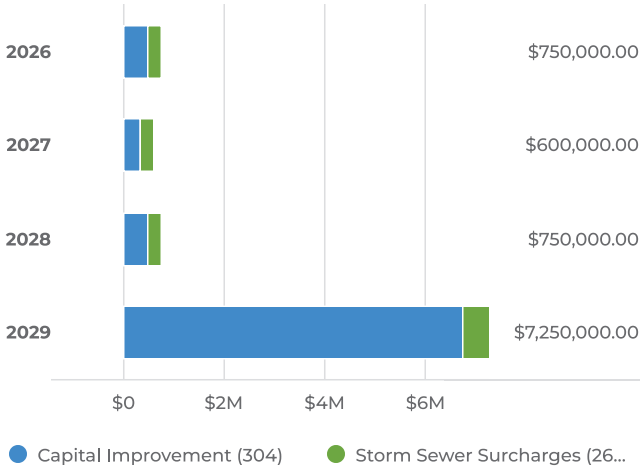
Capital Cost Breakdown

Capital Cost	Historical	FY2026	FY2027	FY2028	FY2029	Total
Planning/Design/Engineering	$400,000	$750,000	$100,000	$0	$0	$1,250,000
Right-of-way	$0	$0	$500,000	$750,000	$0	$1,250,000
Construction	$0	$0	$0	$0	$6,500,000	$6,500,000
Utilities	$0	$0	$0	$0	$100,000	$100,000
Contract Admin/Inspection	$0	$0	$0	$0	$650,000	$650,000
Total	**$400,000**	**$750,000**	**$600,000**	**$750,000**	**$7,250,000**	**$9,750,000**

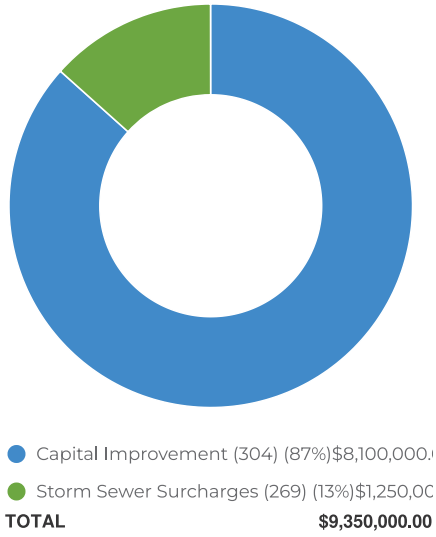
Funding Sources

Total Historical	FY2026 Budget	Total Budget (all years)	Project Total
$400,000	$750,000	$9.35M	$9.75M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2026	FY2027	FY2028	FY2029	Total
Capital Improvement (304)	$150,000	$500,000	$350,000	$500,000	$6,750,000	$8,250,000
Storm Sewer Surcharges (269)	$250,000	$250,000	$250,000	$250,000	$500,000	$1,500,000
Total	**$400,000**	**$750,000**	**$600,000**	**$750,000**	**$7,250,000**	**$9,750,000**

Lift Station Rehabilitation Program

Overview

Request Owner	Letty Schamp, Director of Engineering/City Engineer
Department	Engineering
Type	Capital Improvement
Project Number	S-31

Description

This project provides funding for an annual program to rehabilitate and repair existing lift stations to ensure that this critical infrastructure is maintained in good serviceability over its useful life.

The City of Hilliard has 21 lift/pump stations operating to allow for passage of both storm (2) and sanitary sewer (19) water where a gravity sewer is not possible or practical. These lift stations are typically very large with deep wet wells that periodically require maintenance. The typical life of the mechanical components in such stations is 25 years. Very large pumps, floats and other mechanical items require maintenance or replacement upon annual inspections. As the stations age, the City anticipates more maintenance and replacement funding will be necessary to keep the systems in operation.

In 2025, the City completed an evaluation of its entire lift station inventory to better plan for future capital life cycle needs and budgeting. This Lift Station Master Plan provides a roadmap for capital rehabilitation projects under S-31 for the next ten years.

For lift stations that need to be completely replaced, stand-alone capital improvement projects will be created for all new infrastructure.

In 2025, design of the replacement of the Heritage Lakes 1 lift station commenced as part of this program. Construction of this lift station replacement will be programmed in 2026 as part of a stand-alone project, S-50.

Funding is provided as part of this program (S-31) in 2026 for the design of the Hoffman Farms lift station rehabilitation. Subsequent rehabilitation projects will be designed and constructed annually based on the 2025 Lift Station Master Plan.

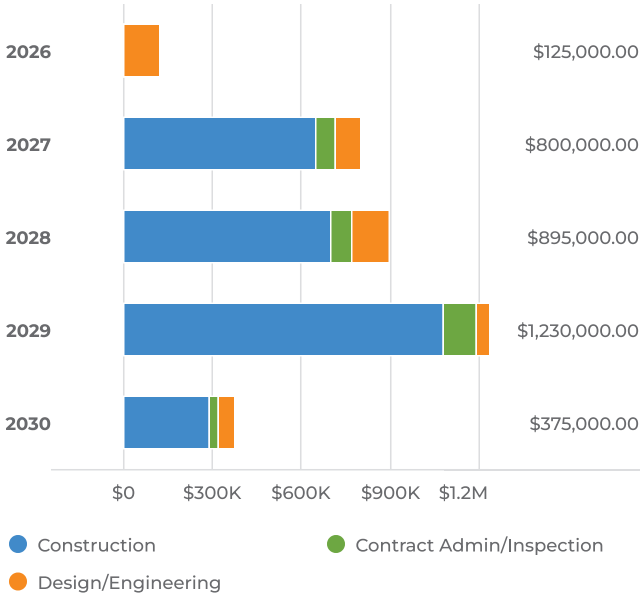
Details

Type of Project	Maintenance of Existing Infrastructure

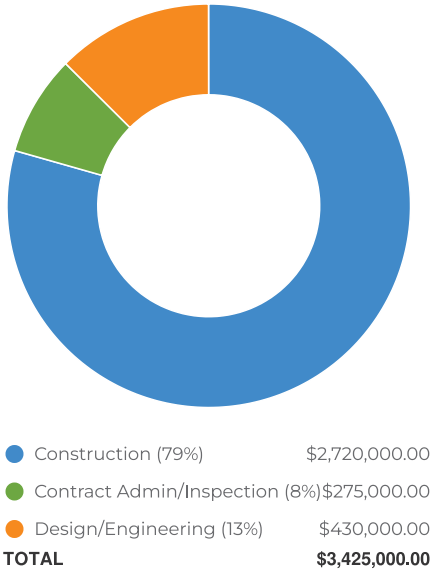
Capital Cost

Total Historical	FY2026 Budget	Total Budget (all years)	Project Total
$100,000	$125,000	$3.425M	$3.525M

Capital Cost by Year



Capital Cost for Budgeted Years



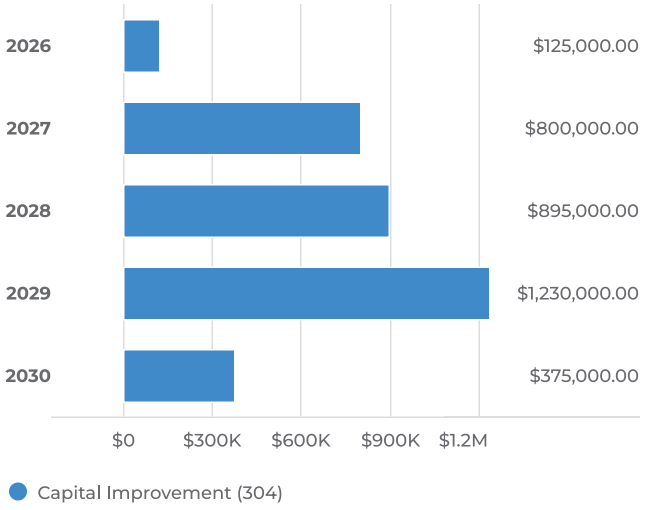
Capital Cost Breakdown

Capital Cost	Historical	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Design/Engineering	$0	$125,000	$85,000	$125,000	$40,000	$55,000	$430,000
Construction	$75,000	$0	$650,000	$700,000	$1,080,000	$290,000	$2,795,000
Contract Admin/Inspection	$25,000	$0	$65,000	$70,000	$110,000	$30,000	$300,000
Total	**$100,000**	**$125,000**	**$800,000**	**$895,000**	**$1,230,000**	**$375,000**	**$3,525,000**

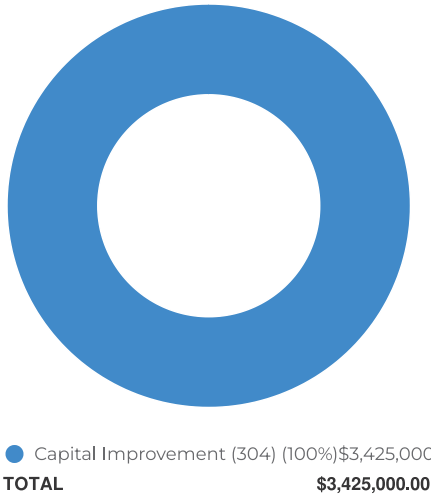
Funding Sources

Total Historical	FY2026 Budget	Total Budget (all years)	Project Total
$100,000	$125,000	$3.425M	$3.525M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Capital Improvement (304)	$100,000	$125,000	$800,000	$895,000	$1,230,000	$375,000	$3,525,000
Total	**$100,000**	**$125,000**	**$800,000**	**$895,000**	**$1,230,000**	**$375,000**	**$3,525,000**

Main St/Hilliard Rome Rd Corridor Safety Improvements

Overview

Request Owner	Letty Schamp, Director of Engineering/City Engineer
Department	Engineering
Type	Capital Improvement
Project Number	T-147

Description

This project seeks to improve safety on the 5-lane section of Main Street/Hilliard Rome Road, which is on the City's High Injury Network and experiences high speeds. People who walk and bike along this corridor are particularly vulnerable.

A safety study of this corridor was completed in 2025 to evaluate the effectiveness of safety countermeasures that were installed in the past five years and to also document existing conditions for pedestrian and bicycle activity along the corridor today. Various data were collected and analyzed including: pedestrian/bicycle counts, pedestrian/bicycle delay, crosswalk utilization, push button utilization, gap availability, and motorist yield rate at 22 locations along the corridor.

Recommendations were made as part of this study at the various locations. Improvements may include installation of medians, landscaping, lane narrowing, upgrade of pedestrian/bike facilities, evaluation of traffic signal timing, and implementation of other features to change the character of the corridor from a highway to a city street. Community engagement would be beneficial to determine if there is support for changes to the corridor.

Planning, community engagement, and preliminary engineering activities are planned for 2026. Depending on the outcome of these activities, detailed design and construction will be programmed in the CIP in subsequent years.

Details

Type of Project	Modification of Transportation Infrastructure

Location

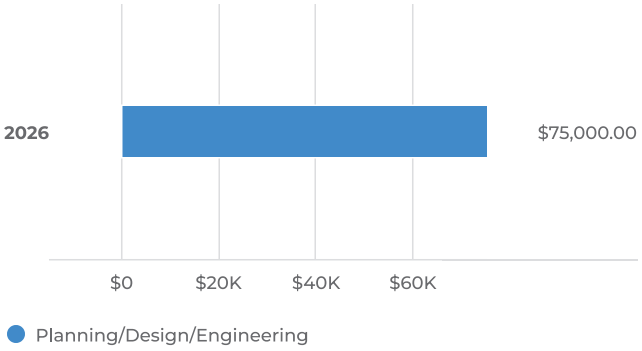
Benefit to Community

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

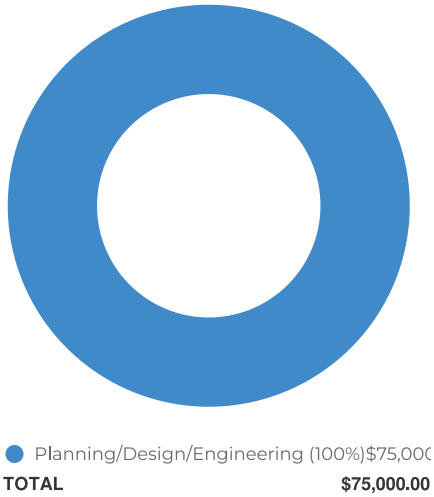
Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
$75,000	$75K	$75K

Capital Cost by Year



Capital Cost for Budgeted Years



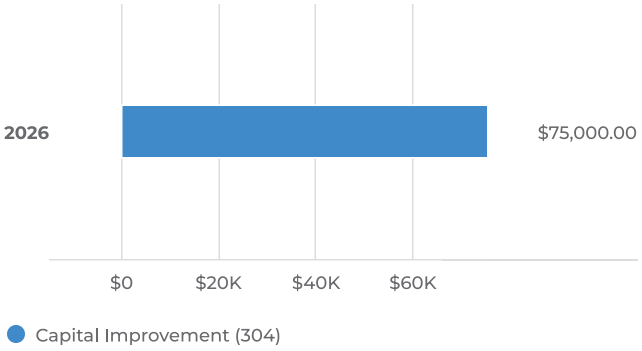
Capital Cost Breakdown

Capital Cost	Historical	FY2026	Total
Planning/Design/Engineering	$0	$75,000	$75,000
Total	**$0**	**$75,000**	**$75,000**

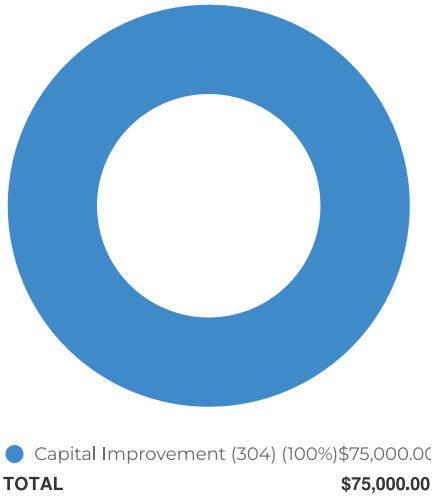
Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total
$75,000	$75K	$75K

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2026	Total
Capital Improvement (304)	$0	$75,000	$75,000
Total	**$0**	**$75,000**	**$75,000**

Molcomb Ditch Bank Stabilization

Overview

Request Owner	Letty Schamp, Director of Engineering/City Engineer
Department	Engineering
Type	Capital Improvement
Project Number	ST-46

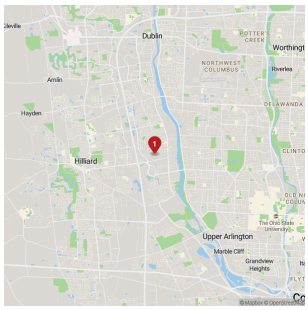
Description

This project stabilizes a portion of the bank of Molcomb Ditch in the Scioto Run subdivision. Channel erosion of the north bank of Molcomb Ditch is impacting the backyard at 3567 Scioto Run Boulevard.

A feasibility study was completed in 2025 to identify options and costs to stabilize the bank. Permitting requirements, access, and easement needs were also evaluated. Based on the findings of the study, the City determined that the use of gabion baskets, which are wire mesh baskets that are compactly filled with rocks, is the preferred solution.

Floodplain analysis, design, permitting, and easement acquisition are planned for 2026. Construction is planned for 2027.

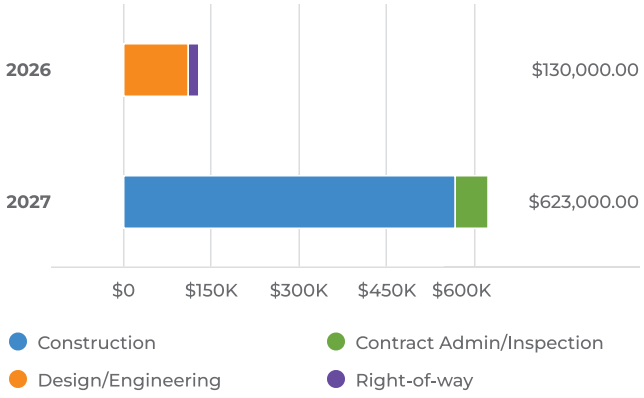
Location



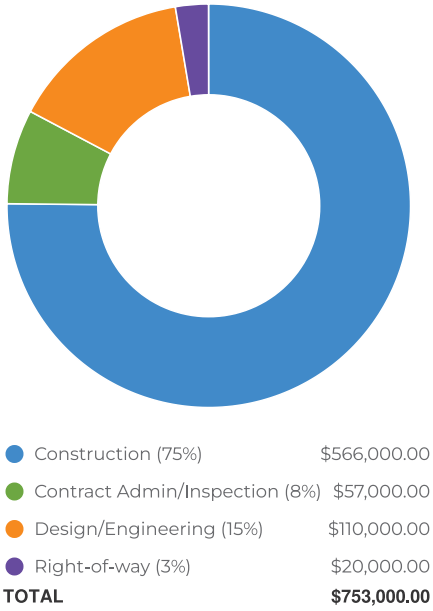
Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
$130,000	$753K	$753K

Capital Cost by Year



Capital Cost for Budgeted Years



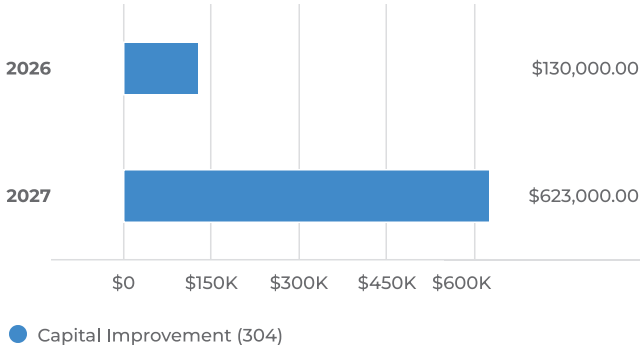
Capital Cost Breakdown

Capital Cost	FY2026	FY2027	Total
Design/Engineering	$110,000	$0	$110,000
Right-of-way	$20,000	$0	$20,000
Construction	$0	$566,000	$566,000
Contract Admin/Inspection	$0	$57,000	$57,000
Total	**$130,000**	**$623,000**	**$753,000**

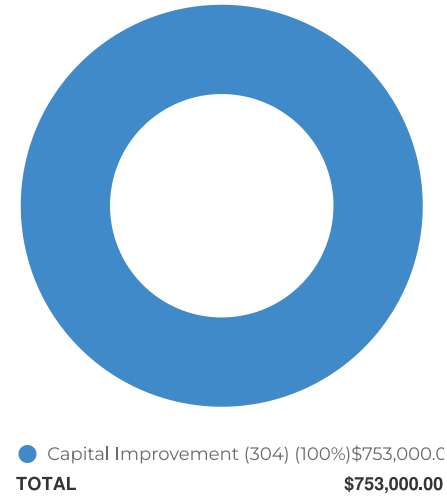
Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total
$130,000	$753K	$753K

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	FY2026	FY2027	Total
Capital Improvement (304)	$130,000	$623,000	$753,000
Total	**$130,000**	**$623,000**	**$753,000**

Municipal Way Waterline Improvements

Overview

Request Owner	Letty Schamp, Director of Engineering/City Engineer
Department	Engineering
Type	Capital Improvement
Project Number	W-53

Description

This project replaces the waterlines that service Hilliard City Hall and the Operations Complex. Over the past few years, there have been several waterline breaks within the Municipal complex that have resulted in water service disruptions. Many of the waterlines that serve the Municipal complex were installed more than seventy years ago.

The City of Columbus requires that the waterline be replaced by December 31, 2026.

In 2025, Hilliard City Council authorized a design contract for this project via Resolution 25-R-53. In 2026, construction is programmed herein.

Details

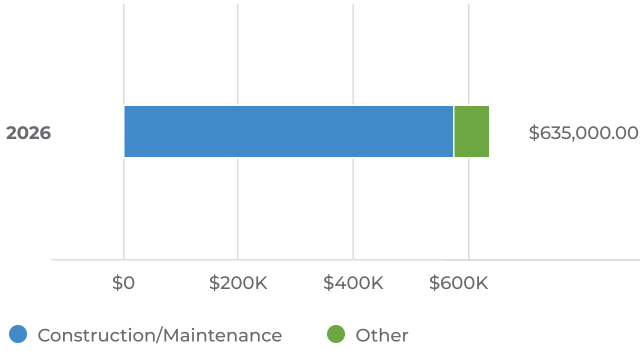
Type of Project	New Construction

Location

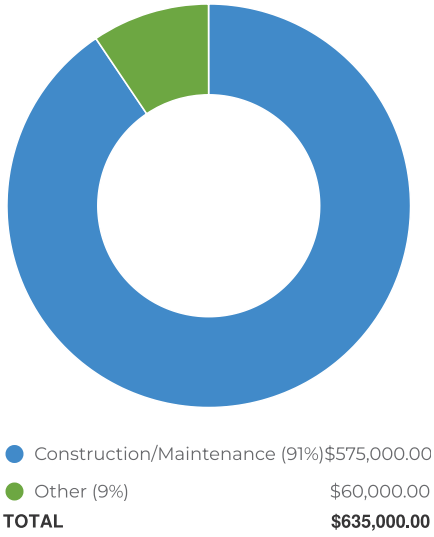
Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
$635,000	$635K	$635K

Capital Cost by Year



Capital Cost for Budgeted Years



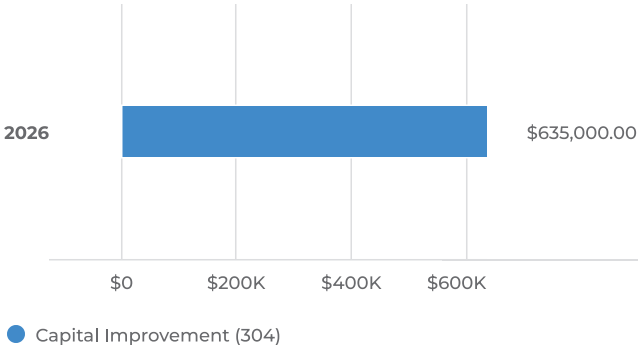
Capital Cost Breakdown

Capital Cost	FY2026	Total
Construction/Maintenance	$575,000	$575,000
Other	$60,000	$60,000
Total	**$635,000**	**$635,000**

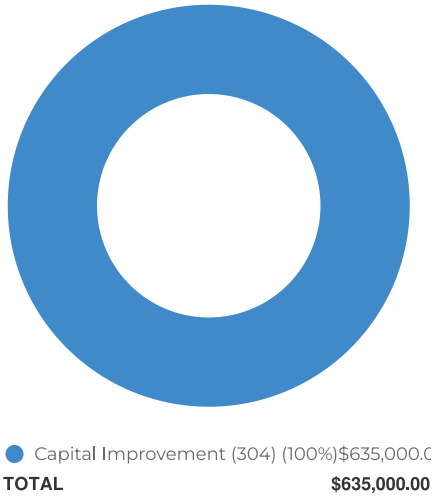
Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total
$635,000	$635K	$635K

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	FY2026	Total
Capital Improvement (304)	$635,000	$635,000
Total	**$635,000**	**$635,000**

Neighborhood Traffic Calming Program

Overview

Request Owner	Letty Schamp, Director of Engineering/City Engineer
Department	Engineering
Type	Capital Improvement
Project Number	T-163

Description

This program provides funding for low-cost countermeasures or planning efforts to mitigate speeding on neighborhood collector streets identified as part of the City's Neighborhood Traffic Calming Program, which was updated in 2022. This program establishes a data-driven, rather than complaint-driven, approach to prioritizing and implementing traffic-calming solutions. Common characteristics of streets with higher vehicle speeds include wide streets, long streets, streets with restricted or under-utilized on-street parking, and streets that provide a direct connection between the arterial street network. In 2023, streets were priorized based on various factors including speed, crash history, vicinity to schools or other pedestrian generators, cut-through traffic, and traffic volumes.

Radar speed signs were installed on four streets in 2023 (Tier 1) and on six streets in 2024 (Tier 2). Data has been collected to evaluate effectiveness for one year on Tier 1 streets. While citizen complaints on these streets have gone down, the actual speed of vehicles has only marginally changed.

Staff recommends that rather than continuing to invest in additional radar speed signs, funding would be better utilized for physical traffic-calming measures (speed humps, bump-outs, chicanes, etc.) on streets that have the greatest need, neighborhood support, and buy-in from City Council. Physical traffic-calming measures are generally more expensive, require significant public engagement to ensure community support, and require development of plans and specifications for improvements. Therefore, funding for this program beginning in 2025 will be allocated for planning purposes only for streets that would be strong candidates to have City Council & neighborhood support to move forward with physical traffic-calming measures. Higher-cost solutions would only be added to the CIP after extensive citizen engagement and involvement to achieve consensus and with City Council approval to proceed with design of higher-cost traffic-calming projects.

In 2026, public engagement and planning efforts will begin along Davidson Road, between Leppert Road and Avery Road, which is the highest priority street.

Details

Type of Project	Modification of Transportation Infrastructure

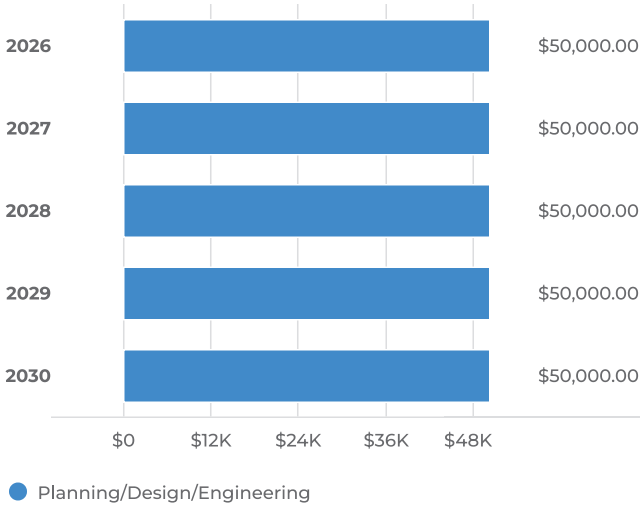
Benefit to Community

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

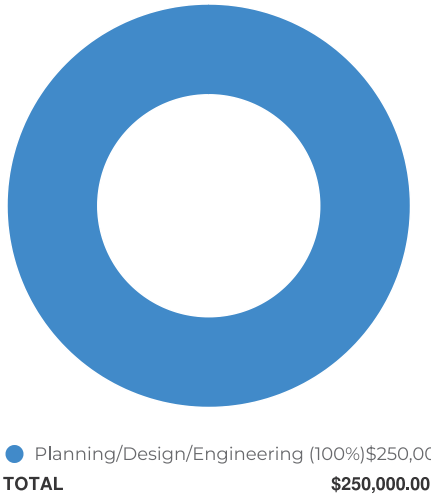
Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
$50,000	$250K	$250K

Capital Cost by Year



Capital Cost for Budgeted Years



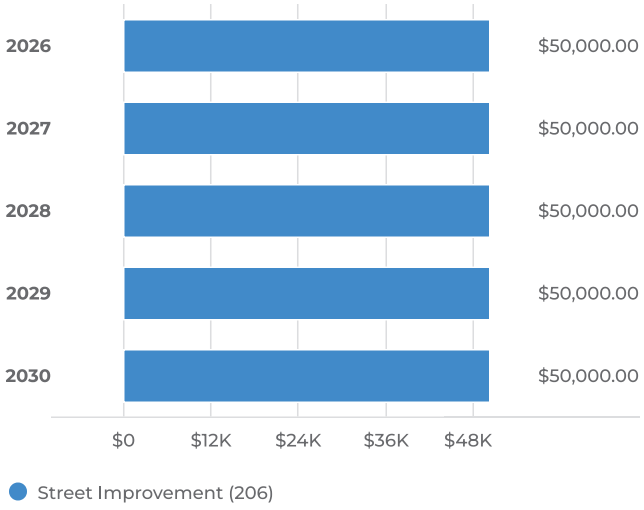
Capital Cost Breakdown

Capital Cost	Historical	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Planning/Design/Engineering	$0	$50,000	$50,000	$50,000	$50,000	$50,000	$250,000
Total	**$0**	**$50,000**	**$50,000**	**$50,000**	**$50,000**	**$50,000**	**$250,000**

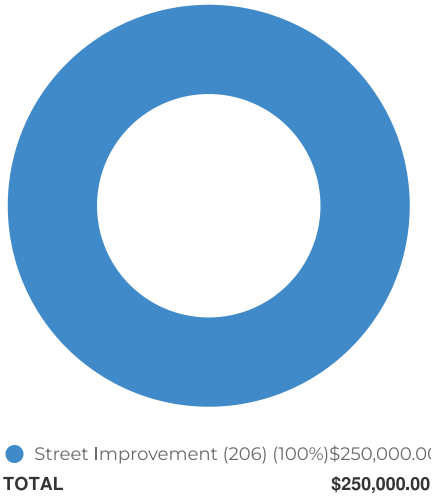
Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total
$50,000	$250K	$250K

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Street Improvement (206)	$0	$50,000	$50,000	$50,000	$50,000	$50,000	$250,000
Total	**$0**	**$50,000**	**$50,000**	**$50,000**	**$50,000**	**$50,000**	**$250,000**

Old Hilliard Sanitary Sewer Evaluation Study

Overview

Request Owner	Letty Schamp, Director of Engineering/City Engineer
Department	Engineering
Type	Capital Improvement
Project Number	S-46

Description

This project funds the Old Hilliard Sanitary Sewer Evaluation Study, which is a multi-year study authorized by Hilliard City Council on 9/8/2025 via Resolution 25-R-66.

In 2021, Hilliard City Council authorized the Old Hilliard Utility Study to evaluate the capacity of utility infrastructure to support current and future development. Based on the findings of this study, inflow and infiltration (I&I) of stormwater into the sanitary sewer system within the Hilliard Outfall Trunk Sewer, which includes Old Hilliard, Cemetery Road, and all the City's post-WWII neighborhoods, is limiting the ability to support redevelopment in these areas as contemplated in the Hilliard Community Plan. The sources of I&I are likely due to root intrusion, cracked or displaced joints in clay tile pipes, old brick manholes that leak, or stormwater connections from private property (roof drains, sump pump drains, etc.) to the sanitary system.

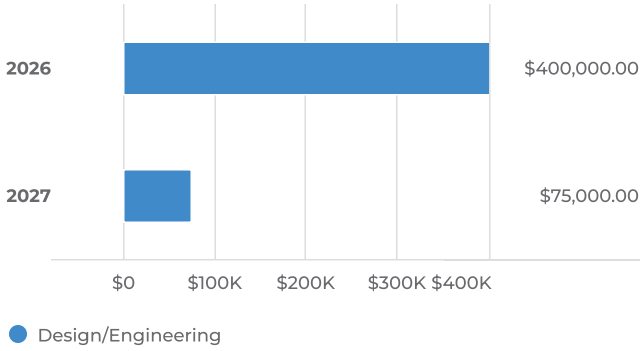
In order to mitigate I&I in the sanitary sewer system, additional investigations, flow metering, public outreach, and testing in the field are required. The outcome of these studies is the development of a plan to line both sanitary mains and manholes in the public right-of-way and also to line sanitary sewer laterals on private property. This action would require changes to Hilliard City Code.

CIP S-46 provides funding to complete the above-referenced activities to develop plans, specifications, and estimates for a comprehensive sewer lining and rehabilitation program, including private laterals. Construction of projects identified as part of this plan will be programmed as part of CIP S-37 Sanitary Sewering Lining and Rehabilitation Program in the future.

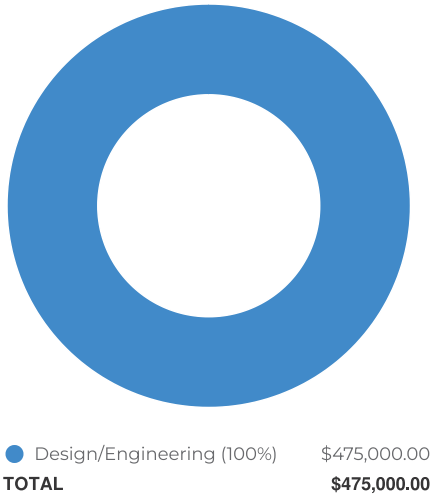
Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
$400,000	$475K	$475K

Capital Cost by Year



Capital Cost for Budgeted Years



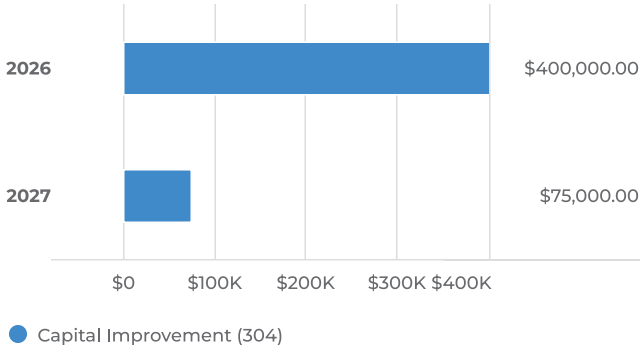
Capital Cost Breakdown

Capital Cost	FY2026	FY2027	Total
Design/Engineering	$400,000	$75,000	$475,000
Total	**$400,000**	**$75,000**	**$475,000**

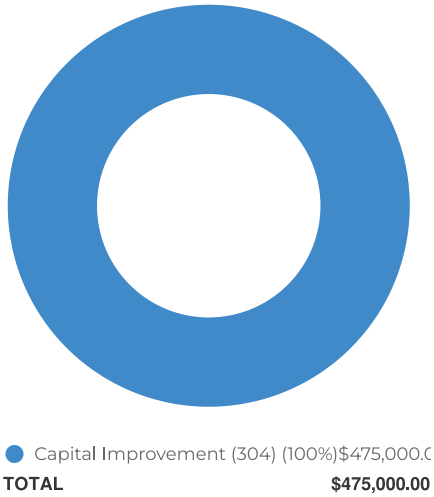
Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total
$400,000	$475K	$475K

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	FY2026	FY2027	Total
Capital Improvement (304)	$400,000	$75,000	$475,000
Total	**$400,000**	**$75,000**	**$475,000**

Old Hilliard Waterline Improvement

Overview

Request Owner	Letty Schamp, Director of Engineering/City Engineer
Department	Engineering
Type	Capital Improvement
Project Number	W-49

Description

This project replaces water lines in Old Hilliard to facilitate redevelopment and provide adequate fire protection.

In the Fall of 2025, a project to install new waterline along Franklin Street, Grant Street, the city-owned parking lot, and Center Street was authorized. Work associated with this project will be completed in 2026.

Design work for other waterline projects in Old Hilliard to either increase capacity or to replace old cast iron waterlines with ductile iron waterlines will begin in 2026 and will be programmed for construction in subsequent years.

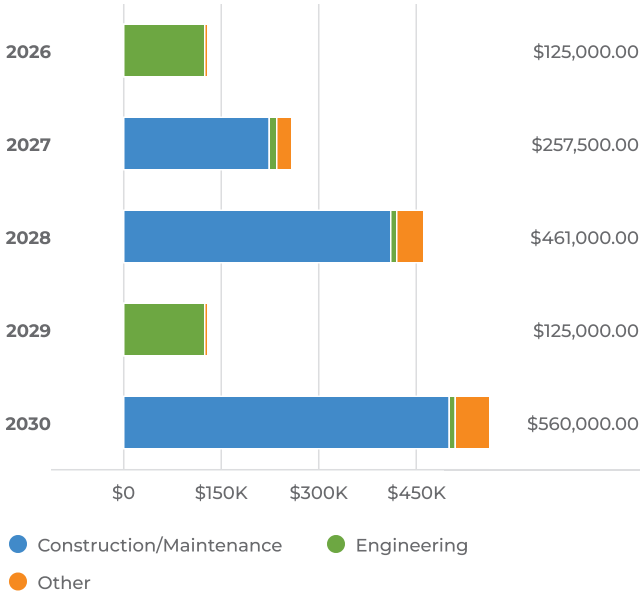
Details

Type of Project	New Construction

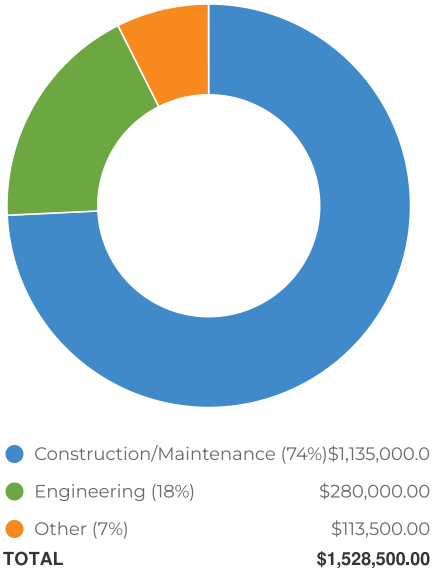
Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
$125,000	$1.529M	$1.529M

Capital Cost by Year



Capital Cost for Budgeted Years



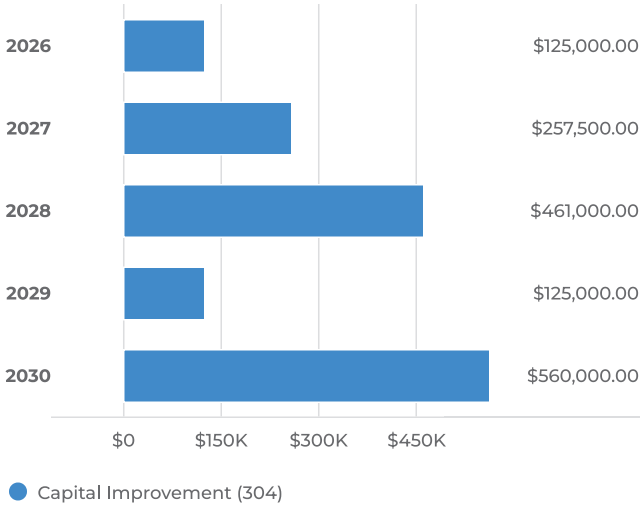
Capital Cost Breakdown

Capital Cost	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Engineering	$125,000	$10,000	$10,000	$125,000	$10,000	$280,000
Construction/Maintenance	$0	$225,000	$410,000	$0	$500,000	$1,135,000
Other	$0	$22,500	$41,000	$0	$50,000	$113,500
Total	**$125,000**	**$257,500**	**$461,000**	**$125,000**	**$560,000**	**$1,528,500**

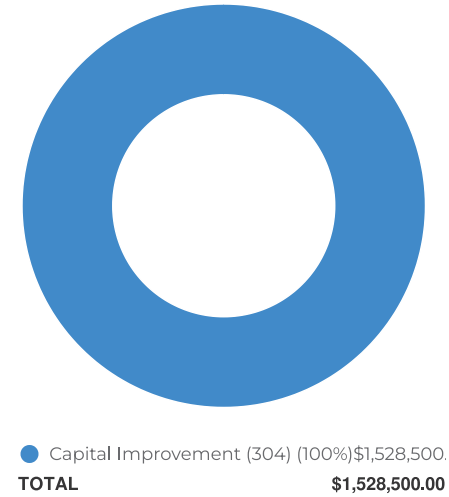
Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total
$125,000	$1.529M	$1.529M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Capital Improvement (304)	$125,000	$257,500	$461,000	$125,000	$560,000	$1,528,500
Total	**$125,000**	**$257,500**	**$461,000**	**$125,000**	**$560,000**	**$1,528,500**

Pedestrian/Bicycle Mobility and Safety Improvements

Overview

Request Owner	Letty Schamp, Director of Engineering/City Engineer
Department	Engineering
Type	Capital Improvement
Project Number	T-133

Description

This program funds planning, design, and construction of infrastructure of minor projects that improve pedestrian and bicycle mobility and safety citywide.

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 2026, the following work is planned:

1. Preliminary design of the Hayden Run COG trail on the south side of Hayden Run Road between Avery Road & Eventing Way
2. Installation of trail wayfinding signs along COG trails in accordance with recommendations developed as part of the MORPC Technical Assistance Program in 2025
3. Option: modify one or more crosswalks on Avery Road to include flashing beacons, pending further study

Future projects for consideration include:

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

Details

Type of Project	New Transportation Infrastructure

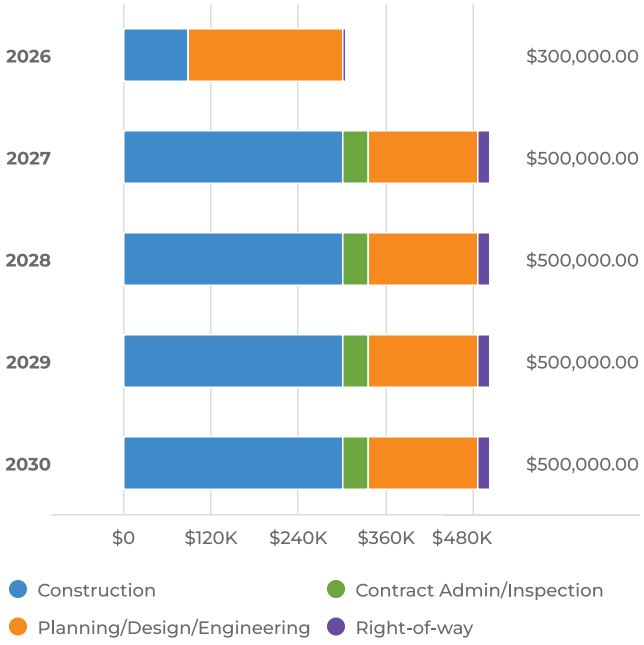
Benefit to Community

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, transportation, and overall wellness.

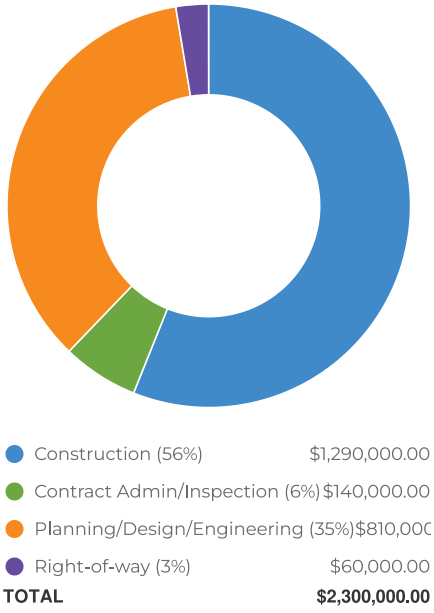
Capital Cost

Total Historical	FY2026 Budget	Total Budget (all years)	Project Total
$300,000	$300,000	$2.3M	$2.6M

Capital Cost by Year



Capital Cost for Budgeted Years



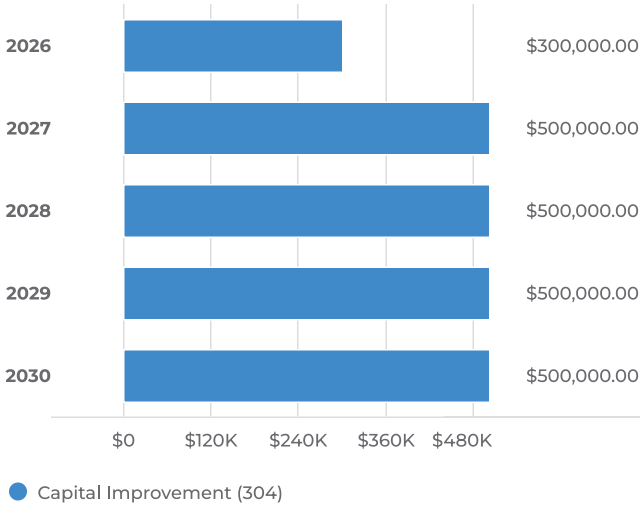
Capital Cost Breakdown

Capital Cost	Historical	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Planning/Design/Engineering	$60,000	$210,000	$150,000	$150,000	$150,000	$150,000	$870,000
Right-of-way	$0	$0	$15,000	$15,000	$15,000	$15,000	$60,000
Construction	$215,000	$90,000	$300,000	$300,000	$300,000	$300,000	$1,505,000
Contract Admin/Inspection	$25,000	$0	$35,000	$35,000	$35,000	$35,000	$165,000
Total	**$300,000**	**$300,000**	**$500,000**	**$500,000**	**$500,000**	**$500,000**	**$2,600,000**

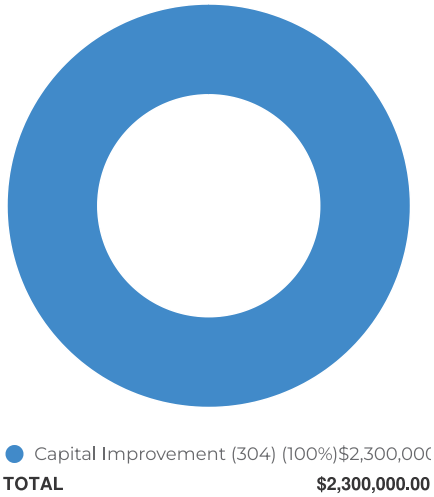
Funding Sources

Total Historical	FY2026 Budget	Total Budget (all years)	Project Total
$300,000	$300,000	$2.3M	$2.6M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Capital Improvement (304)	$300,000	$300,000	$500,000	$500,000	$500,000	$500,000	$2,600,000
Total	**$300,000**	**$300,000**	**$500,000**	**$500,000**	**$500,000**	**$500,000**	**$2,600,000**

Rec & Wellness Campus - Clover Groff Bridge at Municipal Park

Overview

Request Owner	Letty Schamp, Director of Engineering/City Engineer
Est. Completion Date	12/01/2025
Department	Engineering
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 bridge over Clover Groff Run to the Cosgray Road Extension.

Details

Type of Project	New Transportation Infrastructure

Location

Benefit to Community

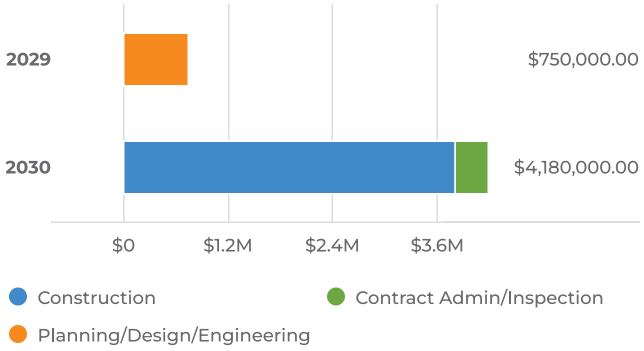
This project benefits the community by providing a direct connection between Roger A. Reynolds Municipal Park and the Hilliard Recreation & Wellness Campus.

Capital Cost

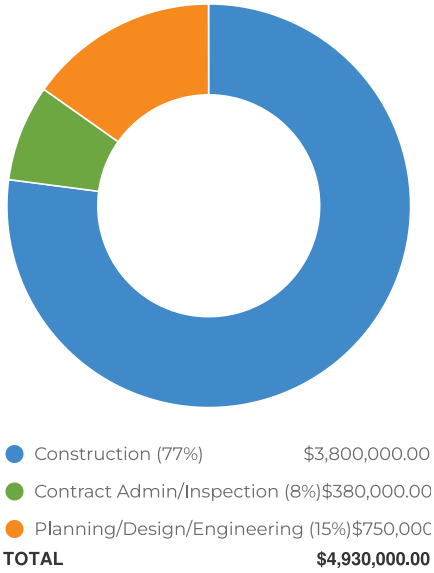
Total Budget (all years)
$4.93M

Project Total
$4.93M

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown

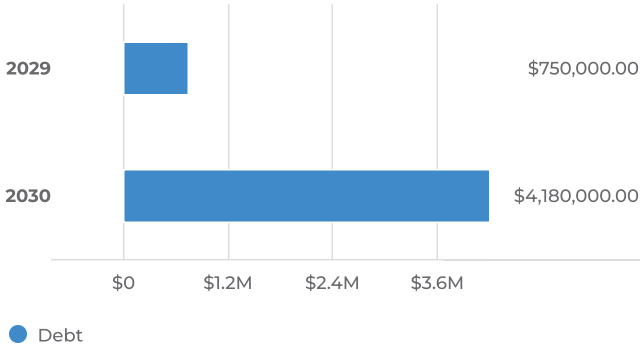
Capital Cost	FY2029	FY2030	Total
Planning/Design/Engineering	$750,000	$0	$750,000
Construction	$0	$3,800,000	$3,800,000
Contract Admin/Inspection	$0	$380,000	$380,000
Total	**$750,000**	**$4,180,000**	**$4,930,000**

Funding Sources

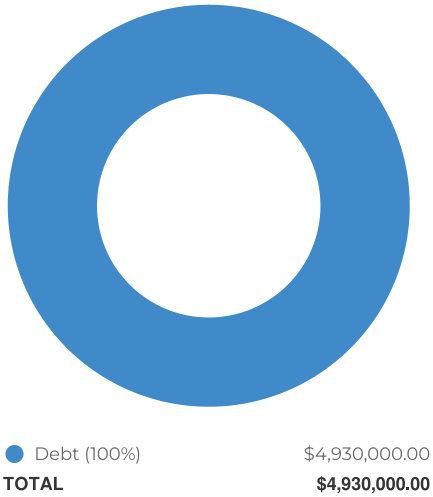
Total Budget (all years)
$4.93M

Project Total
$4.93M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	FY2029	FY2030	Total
Debt	$750,000	$4,180,000	$4,930,000
Total	**$750,000**	**$4,180,000**	**$4,930,000**

Roundabout Modifications

Overview

Request Owner	Letty Schamp, Director of Engineering/City Engineer
Department	Engineering
Type	Capital Improvement
Project Number	T-142

Description

This project provides funding for design of 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. Upgrades in the next few years are planned as follows:

2026: Britton Parkway/Riggins Road roundabout

2027: Britton Parkway/Anson Drive roundabout

2028: Wilcox Road/Riggins Road roundabout

Funding for construction of any improvements designed as part of this program is included in the annual Street Maintenance & Rehabilitation Program (CIP T-121).

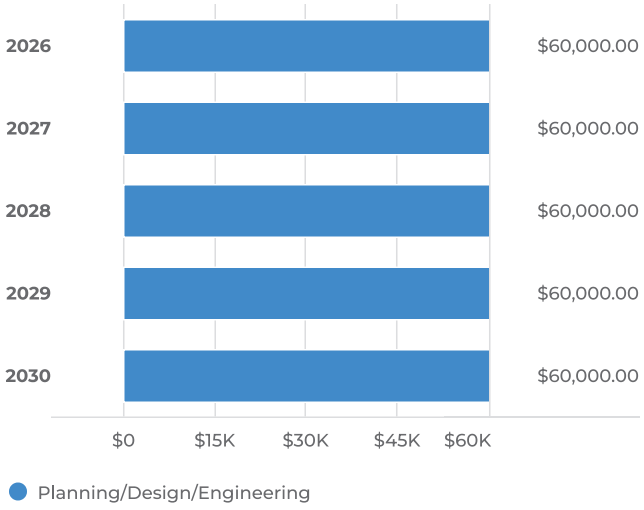
Details

Type of Project	Modification of Transportation Infrastructure

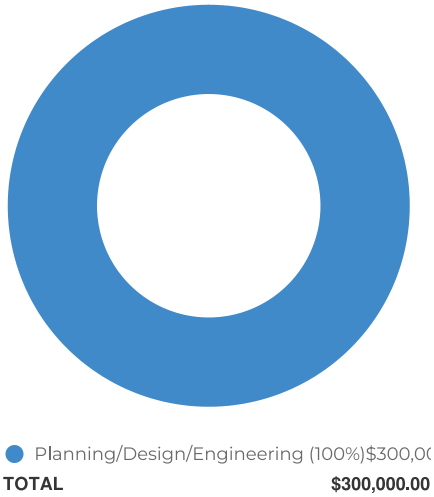
Capital Cost

Total Historical	FY2026 Budget	Total Budget (all years)	Project Total
$60,000	$60,000	$300K	$360K

Capital Cost by Year



Capital Cost for Budgeted Years



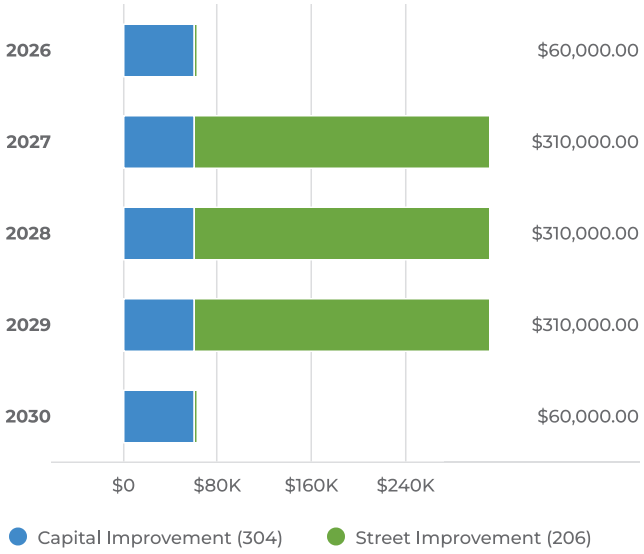
Capital Cost Breakdown

Capital Cost	Historical	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Planning/Design/Engineering	$60,000	$60,000	$60,000	$60,000	$60,000	$60,000	$360,000
Total	**$60,000**	**$60,000**	**$60,000**	**$60,000**	**$60,000**	**$60,000**	**$360,000**

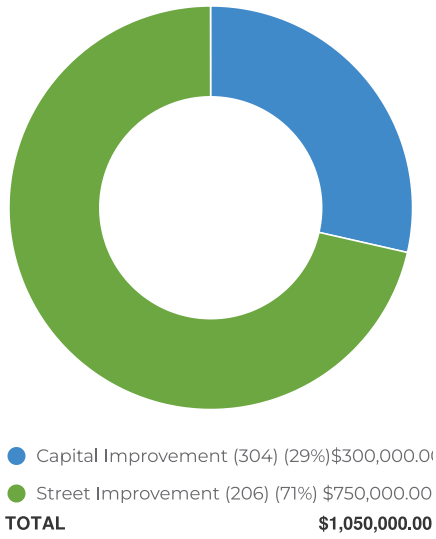
Funding Sources

Total Historical	FY2026 Budget	Total Budget (all years)	Project Total
$250,000	$60,000	$1.05M	$1.3M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Capital Improvement (304)	$250,000	$60,000	$60,000	$60,000	$60,000	$60,000	$550,000
Street Improvement (206)	$0	$0	$250,000	$250,000	$250,000	$0	$750,000
Total	**$250,000**	**$60,000**	**$310,000**	**$310,000**	**$310,000**	**$60,000**	**$1,300,000**

Sidewalk Maintenance Program

Overview

Request Owner	Letty Schamp, Director of Engineering/City Engineer
Department	Engineering
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 proactively 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 2026, work in Zone 4 is planned.

Details

Type of Project	Asset Management

Supplemental Attachments

Hilliard Sidewalk Maintenance Program Zones Map(/resource/cg-prod-v2/projects/documents/4c32f0de88d24b489f26.pdf)

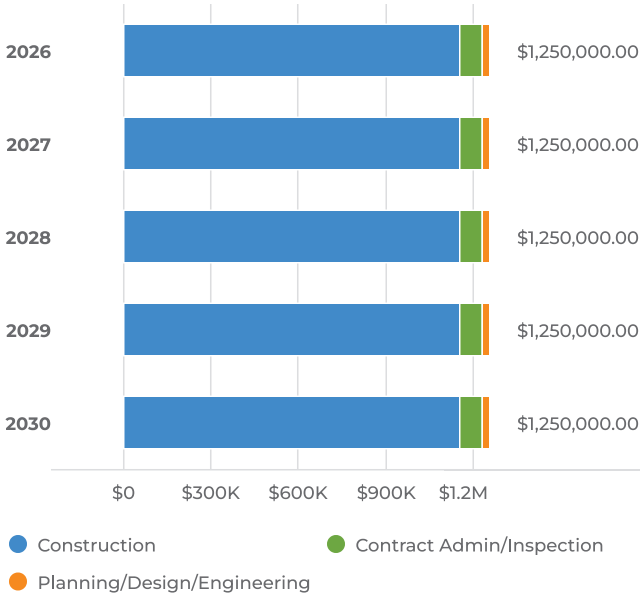
Benefit to Community

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.

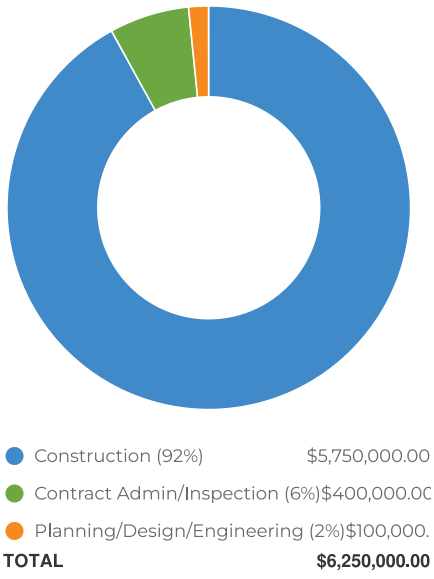
Capital Cost

Total Historical	FY2026 Budget	Total Budget (all years)	Project Total
$1,250,000	$1,250,000	$6.25M	$7.5M

Capital Cost by Year



Capital Cost for Budgeted Years



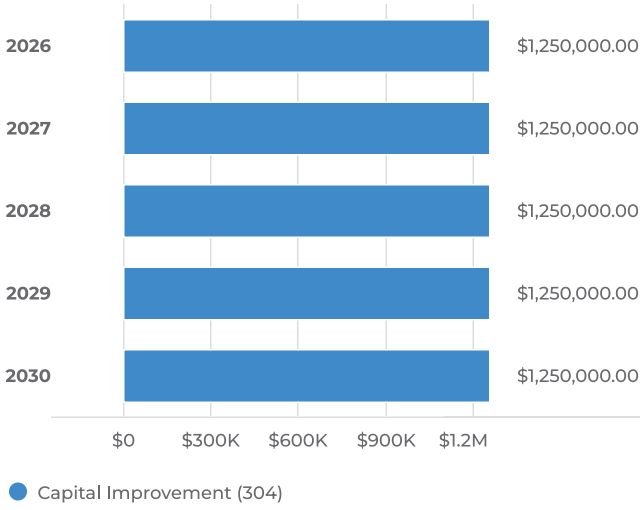
Capital Cost Breakdown

Capital Cost	Historical	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Planning/Design/Engineering	$20,000	$20,000	$20,000	$20,000	$20,000	$20,000	$120,000
Construction	$1,150,000	$1,150,000	$1,150,000	$1,150,000	$1,150,000	$1,150,000	$6,900,0
Contract Admin/Inspection	$80,000	$80,000	$80,000	$80,000	$80,000	$80,000	$480,00
Total	**$1,250,000**	**$1,250,000**	**$1,250,000**	**$1,250,000**	**$1,250,000**	**$1,250,000**	**$7,500,0**

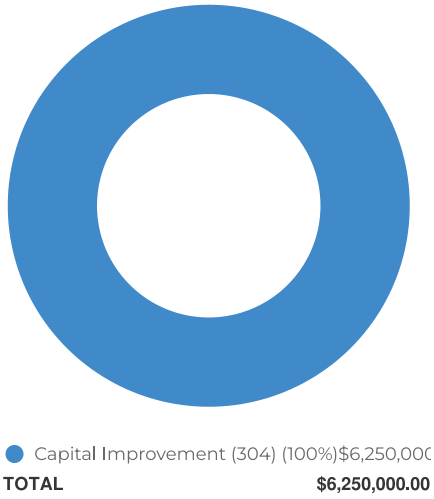
Funding Sources

Total Historical	FY2026 Budget	Total Budget (all years)	Project Total
$1,250,000	$1,250,000	$6.25M	$7.5M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Capital Improvement (304)	$1,250,000	$1,250,000	$1,250,000	$1,250,000	$1,250,000	$1,250,000	$7,500,000
Total	**$1,250,000**	**$1,250,000**	**$1,250,000**	**$1,250,000**	**$1,250,000**	**$1,250,000**	**$7,500,000**

Storm Water Management Program and NPDES Compliance

Overview

Request Owner	Letty Schamp, Director of Engineering/City Engineer
Department	Engineering
Type	Capital Improvement
Project Number	ST-32

Description

In accordance with the National Clean Water Act, the City of Hilliard is required to develop, implement, and enforce a storm water management program designed to reduce the discharge of pollutants to the maximum extent practicable and to protect water quality of receiving bodies of water. This program provides annual funding for the development and implementation of a storm water management plan to meet the requirements of the Ohio Environmental Protection Agency's (OEPA) National Pollution Discharge Elimination System (NPDES) Phase 2 program.

The Ohio EPA approves and issues a Municipal Separate Storm Sewer System (MS4) permit to the City of Hilliard every five years. The next 5-year permit cycle begins in 2026. As part of this renewal permit, the City must update their municipal storm water management plan and implement the six minimum control measures specified in the permit, including the inspection of stormwater practices throughout the City. Examples of activities funded through this program include:

- Drainage investigations
- Stormwater inspections
- Stream restoration monitoring
- Flood plain studies, analysis, and map revisions
- Planning, surveying, and/or stormwater modeling to address drainage concerns or erosion along streams, culverts, or within the City's stormwater system
- Field surveys to identify invasive species for removal and/or assess wetland plantings along stream corridors
- Training for staff on best practices related to handling of materials and equipment
- Annual reports for the permit, which are due each year based upon the compliance activities conducted during the prior calendar year

The cost to provide routine services is approximately $100,000 per year. In 2027, an additional $100,000 is budgeted to complete the required Letter of Map Revision (LOMR) to submit to FEMA for the Clover Groff Phase 2 stream restoration project, which cannot be completed until after the trail is connected over Clover Groff between Municipal Park and the Wellness Campus by the Recreation & Parks Department.

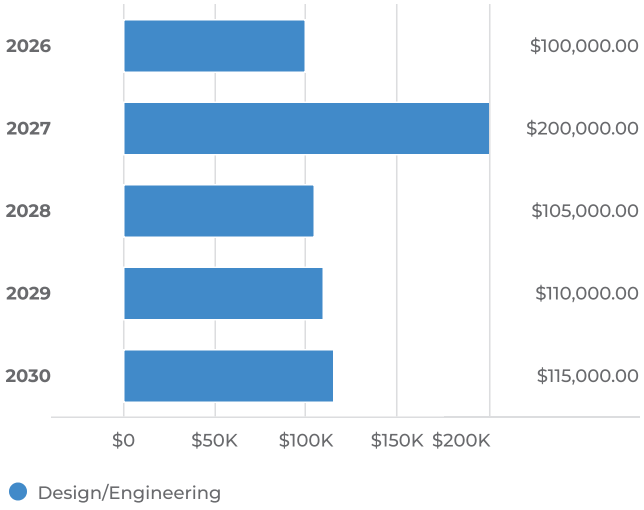
Details

Type of Project	Maintenance of Existing Infrastructure

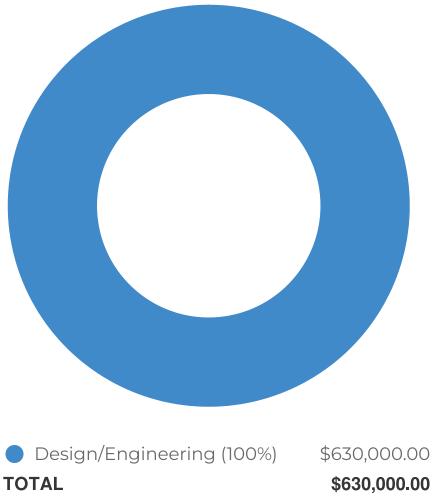
Capital Cost

Total Historical	FY2026 Budget	Total Budget (all years)	Project Total
$104,900	$100,000	$630K	$734.9K

Capital Cost by Year



Capital Cost for Budgeted Years



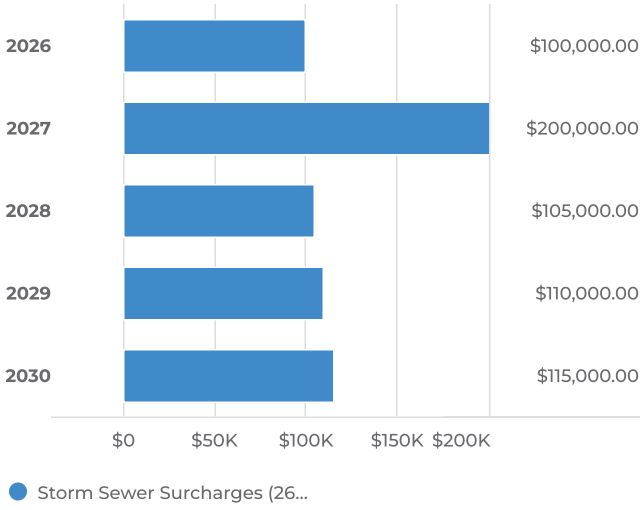
Capital Cost Breakdown

Capital Cost	Historical	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Design/Engineering	$104,900	$100,000	$200,000	$105,000	$110,000	$115,000	$734,900
Total	**$104,900**	**$100,000**	**$200,000**	**$105,000**	**$110,000**	**$115,000**	**$734,900**

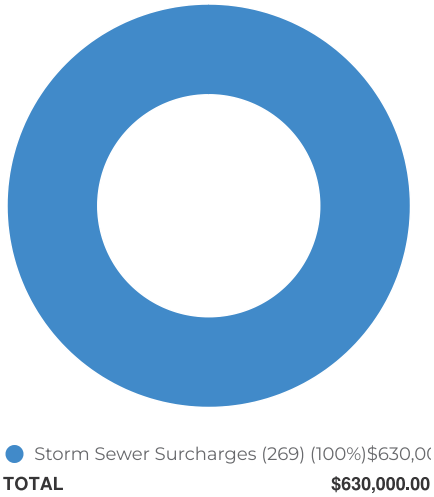
Funding Sources

Total Historical	FY2026 Budget	Total Budget (all years)	Project Total
$104,900	$100,000	$630K	$734.9K

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Storm Sewer Surcharges (269)	$104,900	$100,000	$200,000	$105,000	$110,000	$115,000	$734,900
Total	**$104,900**	**$100,000**	**$200,000**	**$105,000**	**$110,000**	**$115,000**	**$734,900**

Traffic Management Center and Smart Technology Improvements

Overview

Request Owner	Letty Schamp, Director of Engineering/City Engineer
Department	Engineering
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.

This program is implemented in partnership between the Engineering, IT, and the Operations Departments.

Details

Type of Project	Technology Upgrade

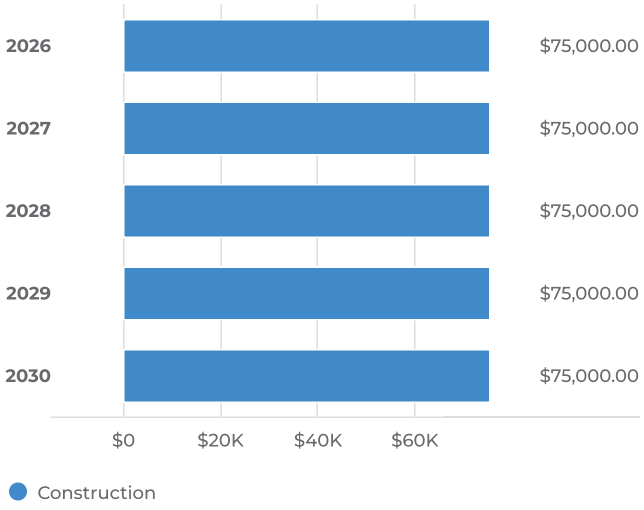
Benefit to Community

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.

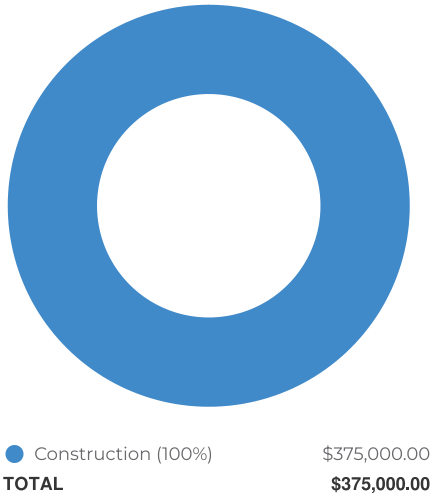
Capital Cost

Total Historical	FY2026 Budget	Total Budget (all years)	Project Total
$50,000	$75,000	$375K	$425K

Capital Cost by Year



Capital Cost for Budgeted Years



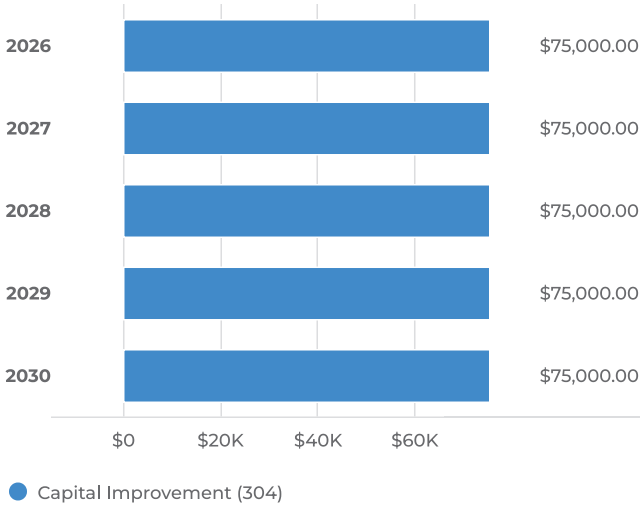
Capital Cost Breakdown

Capital Cost	Historical	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Planning/Design/Engineering	$15,000	$0	$0	$0	$0	$0	$15,000
Construction	$35,000	$75,000	$75,000	$75,000	$75,000	$75,000	$410,000
Total	**$50,000**	**$75,000**	**$75,000**	**$75,000**	**$75,000**	**$75,000**	**$425,000**

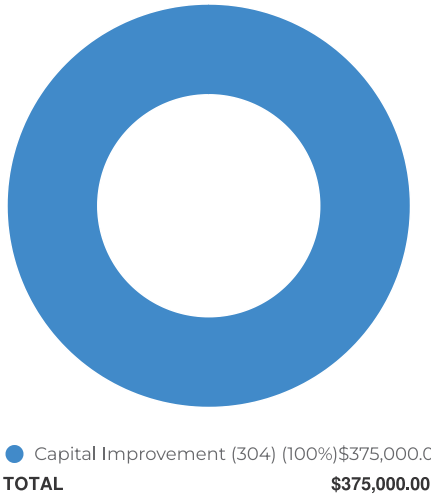
Funding Sources

Total Historical	FY2026 Budget	Total Budget (all years)	Project Total
$50,000	$75,000	$375K	$425K

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Capital Improvement (304)	$50,000	$75,000	$75,000	$75,000	$75,000	$75,000	$425,000
Total	**$50,000**	**$75,000**	**$75,000**	**$75,000**	**$75,000**	**$75,000**	**$425,000**

Traffic Signal Asset Management Program

Overview

Request Owner	Letty Schamp, Director of Engineering/City Engineer
Department	Engineering
Type	Capital Improvement
Project Number	T-154

Description

This is an annual program to maintain and 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 upgrade or replacement of components such as wiring, cabinets, signal heads, push buttons, and/or vehicle detection systems. CIP T-154 was initiated in 2020 to ensure that major capital upgrades to traffic signals and flashing lights are programmed each year to ensure our traffic signal systems can meet the needs of the future.

This program is implemented in partnership between the Engineering Department and the Operations Department.

Details

Type of Project	Asset Management

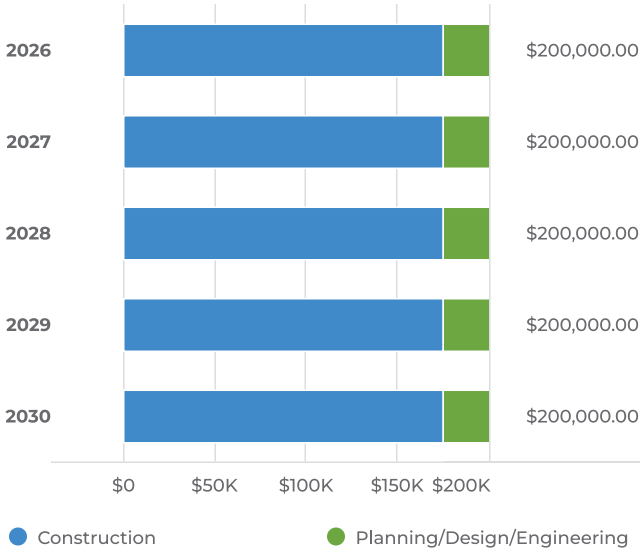
Benefit to Community

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.

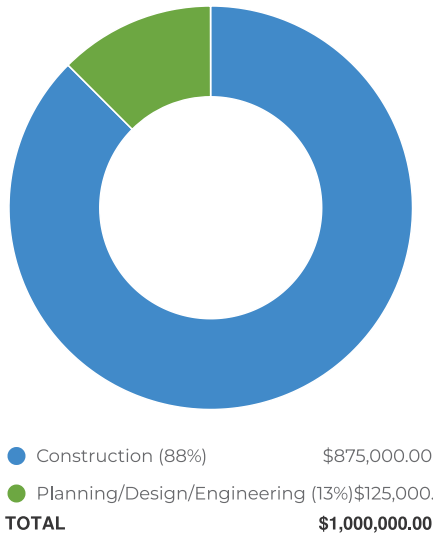
Capital Cost

Total Historical	FY2026 Budget	Total Budget (all years)	Project Total
$185,000	$200,000	$1M	$1.185M

Capital Cost by Year



Capital Cost for Budgeted Years



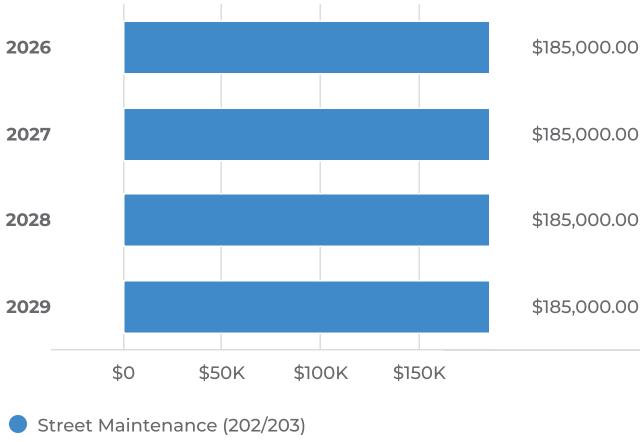
Capital Cost Breakdown

Capital Cost	Historical	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Planning/Design/Engineering	$25,000	$25,000	$25,000	$25,000	$25,000	$25,000	$150,000
Construction	$150,000	$175,000	$175,000	$175,000	$175,000	$175,000	$1,025,000
Contract Admin/Inspection	$10,000	$0	$0	$0	$0	$0	$10,000
Total	**$185,000**	**$200,000**	**$200,000**	**$200,000**	**$200,000**	**$200,000**	**$1,185,000**

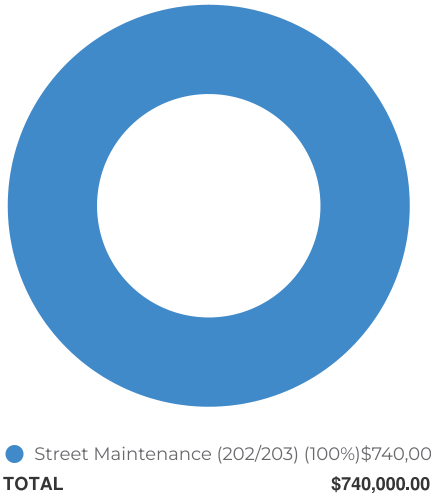
Funding Sources

Total Historical	FY2026 Budget	Total Budget (all years)	Project Total
$185,000	$185,000	$740K	$925K

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2026	FY2027	FY2028	FY2029	Total
Street Maintenance (202/203)	$185,000	$185,000	$185,000	$185,000	$185,000	$925,000
Total	**$185,000**	**$185,000**	**$185,000**	**$185,000**	**$185,000**	**$925,000**

Trail Maintenance Program

Overview

Request Owner	Letty Schamp, Director of Engineering/City Engineer
Department	Engineering
Type	Capital Improvement
Project Number	T-161

Description

This annual program provides funding for trail maintenance (crack sealing, surface sealing, mill/overlay) for 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 may be bundled for construction to capitalize on the economies of scale and reduce unit costs.

Details

Type of Project	Asset Management

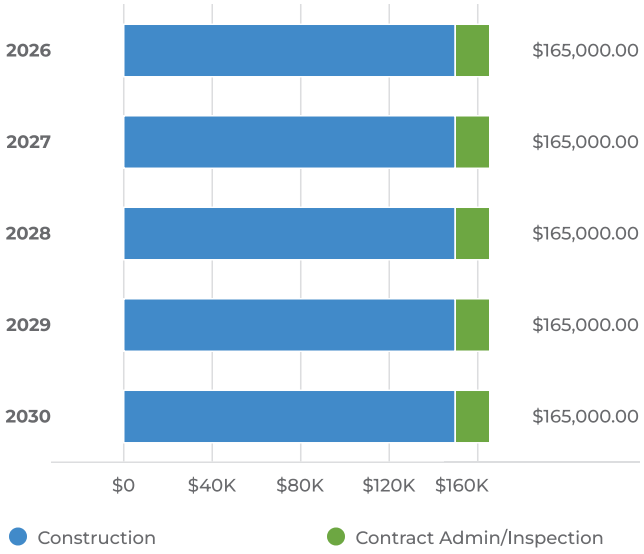
Benefit to Community

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.

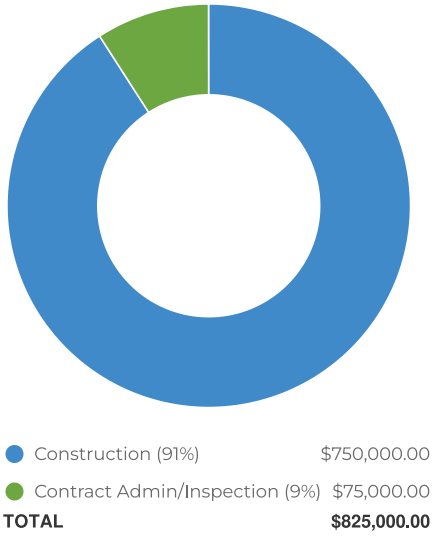
Capital Cost

Total Historical	FY2026 Budget	Total Budget (all years)	Project Total
$165,000	$165,000	$825K	$990K

Capital Cost by Year



Capital Cost for Budgeted Years



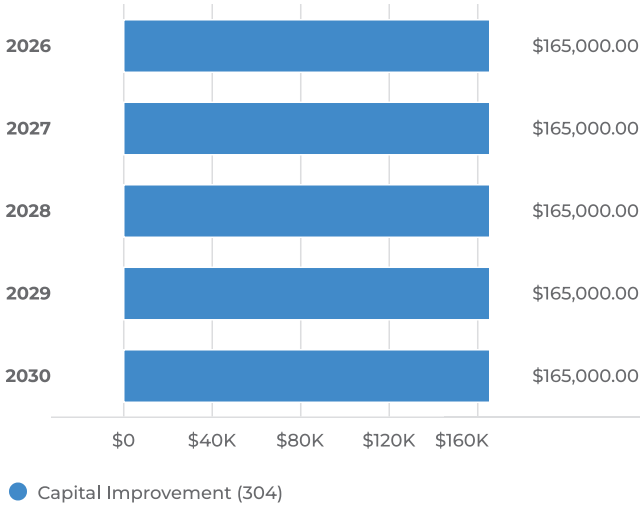
Capital Cost Breakdown

Capital Cost	Historical	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Construction	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$900,000
Contract Admin/Inspection	$15,000	$15,000	$15,000	$15,000	$15,000	$15,000	$90,000
Total	**$165,000**	**$165,000**	**$165,000**	**$165,000**	**$165,000**	**$165,000**	**$990,000**

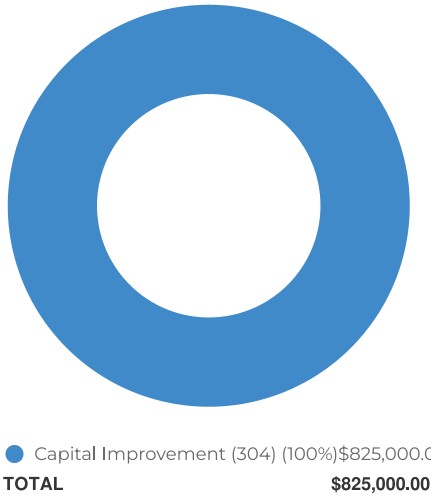
Funding Sources

Total Historical	FY2026 Budget	Total Budget (all years)	Project Total
$165,000	$165,000	$825K	$990K

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Capital Improvement (304)	$165,000	$165,000	$165,000	$165,000	$165,000	$165,000	$990,000
Total	**$165,000**	**$165,000**	**$165,000**	**$165,000**	**$165,000**	**$165,000**	**$990,000**

Water Tower Painting & Rehabilitation Program

Overview

Request Owner	Letty Schamp, Director of Engineering/City Engineer
Department	Engineering
Type	Capital Improvement
Project Number	W-20

Description

This project provides funding for re-painting and rehabilitation of city-owned water towers. The City of Hilliard has two active water towers located within the City limits: a 1 MG water tower on Orangeberry Road and a 2 MG water tower on Point Pleasant Drive. The Point Pleasant Water Tower is owned and maintained by the City of Columbus, but booster pumps within the towers are owned and maintained by the City of Hilliard.

- The Orangeberry water tower was constructed in 2000. An inspection of this tower was conducted in 2022. The Orangeberry water tower re-painting and rehabilitation project was bid in the Fall of 2025 and construction will begin in 2026. A portion of the funds for the construction of this project were appropriated in prior years, and the balance is included in the 2026 capital budget.
- The Point Pleasant water tower and booster station were constructed in 2000 and an additional booster pump was installed in 2021. Inspection of the Point Pleasant water tower was conducted in 2025. Inspection of the booster station is planned in 2027. Based on the findings of the inspection report, design and construction of improvements to the water tower and/or booster station will be programmed in subsequent years.

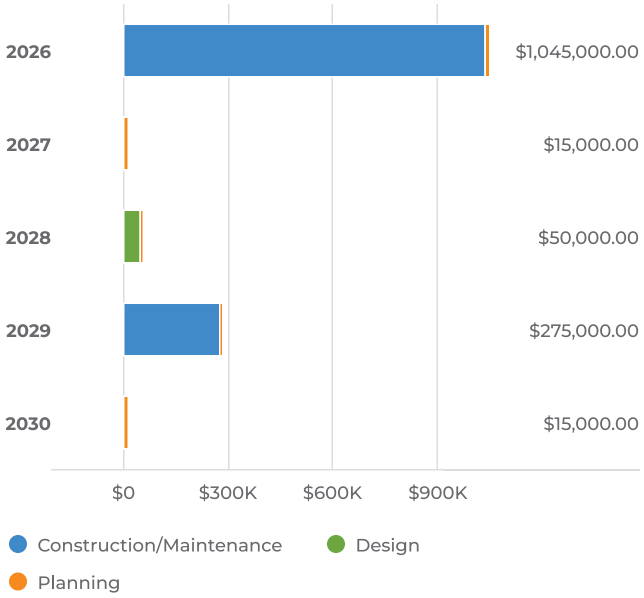
The City has two water towers that are not active: one in Old Hilliard at the corner of Wayne Street and Norwich Street and one near Alt Field in the Municipal Complex.

- The Alt Field Water Tower was inspected in 2025. Based on the findings of this inspection report, the City is investigating the feasibility of removing this tower completely in the next few years.
- The Old Hilliard Water Tower is scheduled for inspection in 2026. Depending on the findings of that report, rehabilitation work will be added to the CIP in future years.

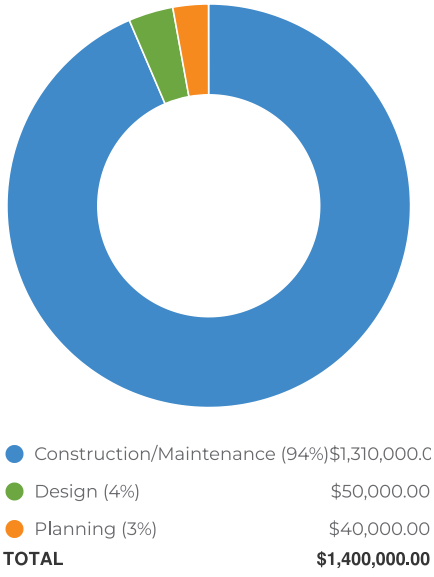
Capital Cost

Total Historical	FY2026 Budget	Total Budget (all years)	Project Total
$600,000	$1,045,000	$1.4M	$2M

Capital Cost by Year



Capital Cost for Budgeted Years



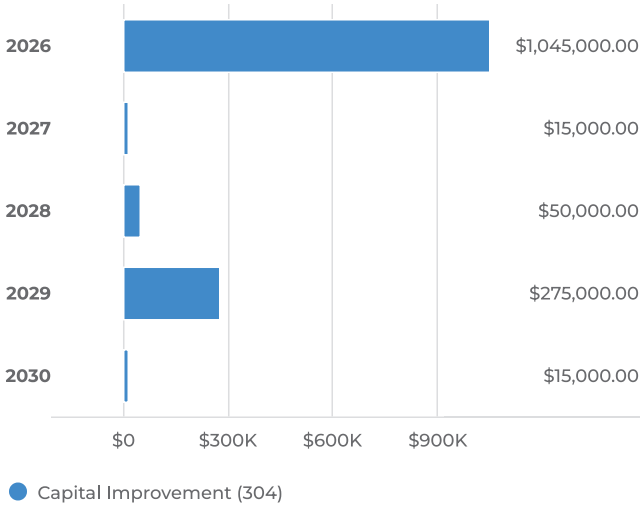
Capital Cost Breakdown

Capital Cost	Historical	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Planning	$0	$10,000	$15,000	$0	$0	$15,000	$40,000
Design	$0	$0	$0	$50,000	$0	$0	$50,000
Construction/Maintenance	$600,000	$1,035,000	$0	$0	$275,000	$0	$1,910,000
Total	**$600,000**	**$1,045,000**	**$15,000**	**$50,000**	**$275,000**	**$15,000**	**$2,000,000**

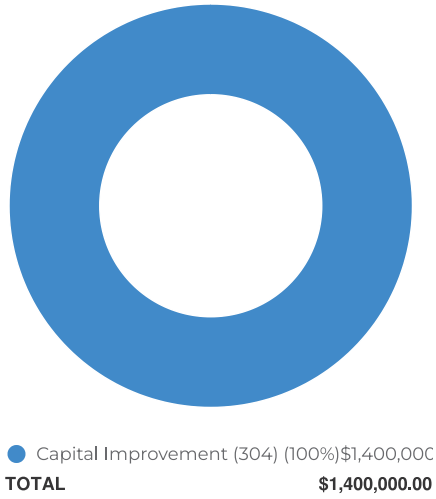
Funding Sources

Total Historical	FY2026 Budget	Total Budget (all years)	Project Total
$600,000	$1,045,000	$1.4M	$2M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Capital Improvement (304)	$600,000	$1,045,000	$15,000	$50,000	$275,000	$15,000	$2,000,000
Total	**$600,000**	**$1,045,000**	**$15,000**	**$50,000**	**$275,000**	**$15,000**	**$2,000,000**

Water Utility Master Plan Update

Overview

Request Owner	Letty Schamp, Director of Engineering/City Engineer
Department	Engineering
Type	Capital Improvement
Project Number	W-54

Description

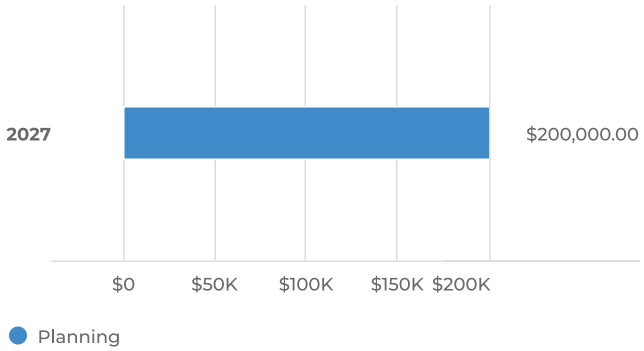
The City's current water master plan was developed in 2001 and needs to be updated to ensure that the City's water distribution system can meet the needs of the community today and into the future. This plan will identify short-term and long-range capital needs for water mains, water towers, and booster pumps.

Capital Cost

Total Budget (all years)
$200K

Project Total
$200K

Capital Cost by Year



Capital Cost for Budgeted Years

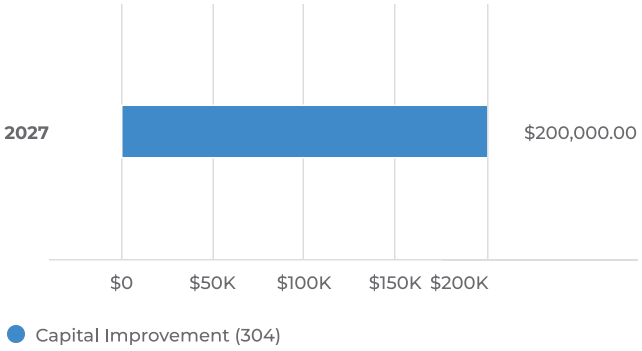
Capital Cost Breakdown		
Capital Cost	**FY2027**	**Total**
Planning	$200,000	$200,000
Total	**$200,000**	**$200,000**

Funding Sources

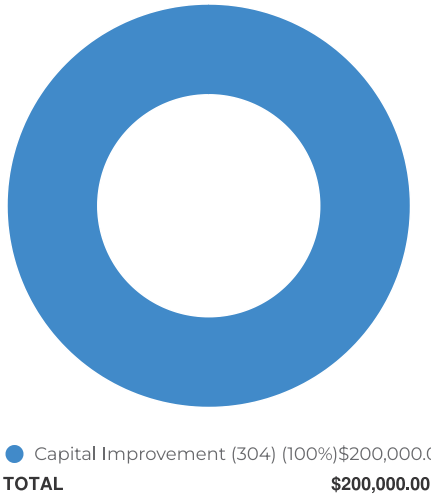
Total Budget (all years)
$200K

Project Total
$200K

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	FY2027	Total
Capital Improvement (304)	$200,000	$200,000
Total	**$200,000**	**$200,000**

Wayne Street/Norwich Street Improvements

Overview

Request Owner	Letty Schamp, Director of Engineering/City Engineer
Department	Engineering
Type	Capital Improvement
Project Number	T-168

Description

This project upgrades Wayne Street between Center Street and Norwich Street and upgrades Norwich Street between the alley west of Main Street to Wayne Street. It includes provisions for on-street parking, sidewalks, curbs, street lighting, and drainage. Curb extensions will be constructed at the Wayne/Norwich intersection, and the intersection will be converted to an all-way stop condition to support the pedestrian activity in the area.

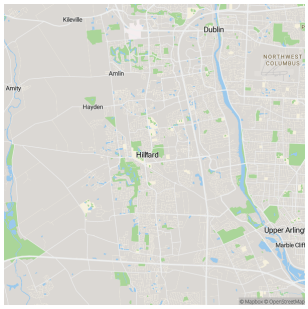
There is a 6-inch waterline, built in 1941, and a 12-inch waterline, built in 1979, along this corridor. Because of the age of this water infrastructure, a determination will be made if one or both of these waterlines should be removed. If it is necessary to build the waterline as a separate project before the street project construction project, a companion waterline project will be included in the CIP in future years for this purpose.

Depending on the status of private development projects in the area, construction of this project may shift because public street construction should ideally occur *after* site/civil and utility work on the private development.

Details

Type of Project	Modification of Transportation Infrastructure

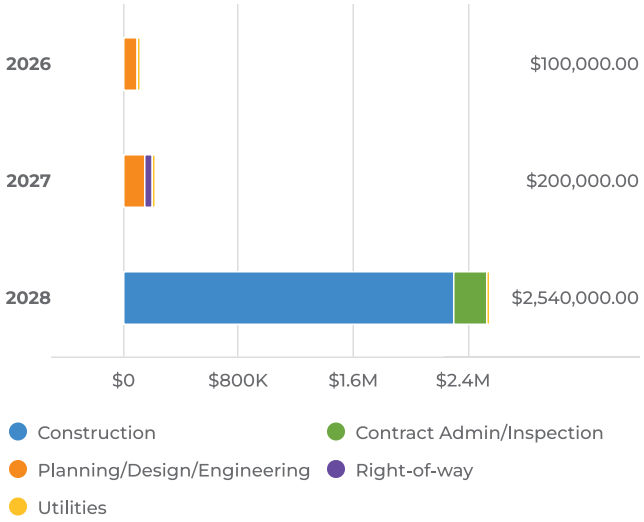
Location



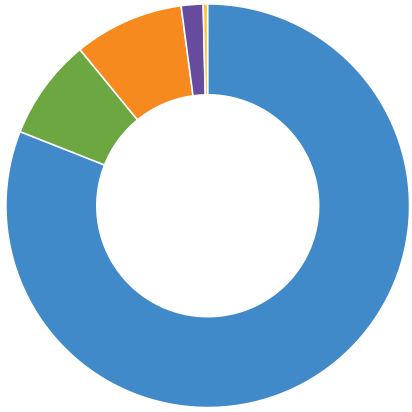
Capital Cost

Total Historical	FY2026 Budget	Total Budget (all years)	Project Total
$200,000	$100,000	$2.84M	$3.04M

Capital Cost by Year



Capital Cost for Budgeted Years



Construction (81%)	$2,300,000.00
Contract Admin/Inspection (8%)	$230,000.00
Planning/Design/Engineering (9%)	$250,000.
Right-of-way (2%)	$50,000.00
Utilities (0%)	$10,000.00
TOTAL	**$2,840,000.00**

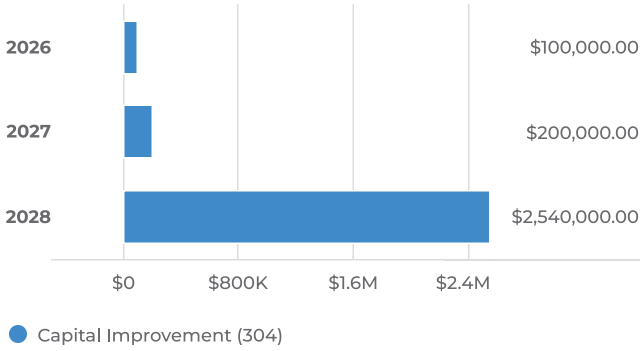
Capital Cost Breakdown

Capital Cost	Historical	FY2026	FY2027	FY2028	Total
Planning/Design/Engineering	$200,000	$100,000	$150,000	$0	$450,000
Right-of-way	$0	$0	$50,000	$0	$50,000
Construction	$0	$0	$0	$2,300,000	$2,300,000
Utilities	$0	$0	$0	$10,000	$10,000
Contract Admin/Inspection	$0	$0	$0	$230,000	$230,000
Total	**$200,000**	**$100,000**	**$200,000**	**$2,540,000**	**$3,040,000**

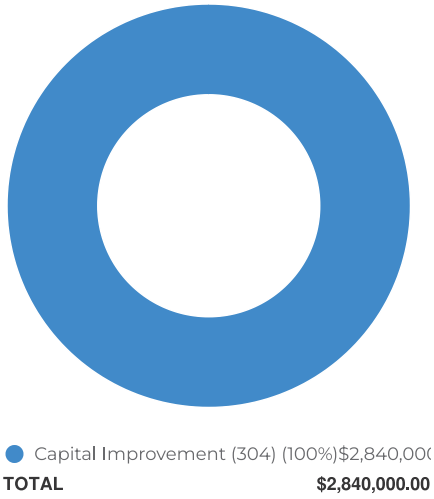
Funding Sources

Total Historical	FY2026 Budget	Total Budget (all years)	Project Total
$200,000	$100,000	$2.84M	$3.04M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2026	FY2027	FY2028	Total
Capital Improvement (304)	$200,000	$100,000	$200,000	$2,540,000	$3,040,000
Total	**$200,000**	**$100,000**	**$200,000**	**$2,540,000**	**$3,040,000**