



**To:** Members of Dublin City Council

**From:** Marsha I. Grigsby, City Manager *MSG*

**Date:** September 6, 2012

**Initiated By:** Angel L. Mumma, Deputy City Manager/Director of Finance & Administration  
Bryan K. Thurman, Deputy Director of Finance  
Melody Kennedy, Financial Analyst

**Re: Ordinance 48-12 - Adopting the 2013-2017 Five-Year Capital Improvements Program (CIP) - Follow-up Items from the August 13, 2012 Finance Committee Meeting**

## Background

The following is a recap from the August 13, 2012 Finance Committee of the Whole meeting to discuss the 2013–2017 Capital Improvements Program (CIP). Information and pending items from the meeting are addressed below. Additionally, any adjustments or changes requested during the meeting have been incorporated into the final CIP document.

- **Adjustments**

### **Parks & Recreation/Non-Major Projects**

#### **GR1201 - Dublin Arts Council (DAC) - 7125 Riverside Drive renovations**

Council requested that \$35,000 programmed in 2014 for a Master Plan of the DAC site be moved to 2013. Subsequently, \$105,000 programmed in 2015 for design and reconstruction of the main retaining wall adjacent to the driveway, standing curb, garden walk and edging, fencing, landscape and site furnishings was requested to be moved from 2015 into 2014. Funding programmed in 2017 provides funds for implementation of the Master Plan. The timeline for implementation of the Master Plan will be re-evaluated after the Plan is completed.

### **Transportation/Major Projects**

#### **ET0405 – Hyland-Croy Road/Brand Road Roundabout**

Right-of-way acquisition for the Hyland-Croy Road/Brand Road project is substantially complete except for one property that is still in negotiations. However, that property is expected to close before the end of 2012. To fund that acquisition, \$50,000 was programmed in 2012. This had not been programmed previous to the August 13<sup>th</sup> meeting.

#### **ET1004 – Brand Road shared use path**

The first phase of the Brand Road path, from Dublin Road to Earlington Parkway is expected to be completed in 2013 in conjunction with the Coffman Road/Brand Road roundabout project. Therefore, the funding originally programmed in 2012 has been moved to 2013.

- **Follow-Up Items**

**Administration – Non-Major Projects**

**AB1301 - Building maintenance/renovations**

Earlington Barn Structural Repairs

Detailed information was requested with regard to \$150,000 programmed in 2013 for structural repairs to the Earlington Barn located on Brand Road. Brian Ashford, the City's Facilities Manager, has provided the reports and cost estimates for the work to be completed (see Attachment 1 and 1A). A Condition Assessment Report and cost estimate was completed by Christian and Son Inc., a company with expertise in historical barn restoration. They emphasize using the same materials and techniques that would have been used during the time the barn was constructed.

The second report is from the structural engineer firm of Jezerinac Geers (see Attachment 1B). They were asked to review the Christian and Son Inc. report and conduct their own field analysis and cost estimate. The amount programmed in the CIP was a split between the two cost estimates received. The cost increases as attempts are made to maintain the historical integrity of the barn as opposed to making repairs using modern methods and materials.

City Hall Council Chambers Sound System

An upgrade to the audio/visual system in the Tallas at the Dublin Community Recreation Center (DCRC) in the amount of \$86,000 is programmed in 2013. The audio system in the City Hall Council Chamber was discussed and it was noted that on occasion there have been problems with volume. Bruce Edwards, Web Administrator was asked if volume in the Council Chambers is within normal levels for televised meetings.

*There was an issue a few years ago in Council Chambers that was fixed by (our vendor) Live Technologies. The only problem now is when people do not talk into a microphone. It creates a bad audio experience both on the web and tv.*

**AB0802 – Technology Improvements**

During discussion regarding the City's information systems technology improvements, a question arose regarding digital retention of the City's records. Lisa Wilson, Court Administrator and Records Manager provided the following information.

*During the 2011 budget approval process, City Council expressed an interest in exploring the possibility of maintaining permanent records electronically instead of on microfilm. After consulting with the City of Dublin's legal staff, IT staff and the Ohio Historical Society, the recommendation to change was presented to the Records Commission.*

*In July 2011, the City of Dublin's Records Commission approved adding paper and digital as a media type to all records designated as permanent on the retention schedule. Since the approval, there have not been any City records microfilmed. They are either being kept electronically or in a paper format. There are no plans at this time to convert existing microfilm/microfiche to an electronic format, which is why the Records Commission left microfiche as a media type for permanent records.*

## **Administration – Non-Major Projects**

### **AB0802 – Technology Improvements (continued)**

As requested by City Council, Peter Husenitza, Director of Information Technology has provided a memo on "Cloud Technology." Basically, "Cloud Technology" is the use of virtual servers available over the internet (see Attachment 2).

## **Administration – Major Projects**

### **AB0602 – Historic District**

Funding of \$525,000 is programmed in 2013 for replacement of street lighting poles in the Historic District. City Council requested the design be shared with them prior to implementation of the project. Regarding this issue, Jeannie Willis, Engineering Manager-Transportation provided the following information.

*All of the existing street lights and poles in the Historic District will be replaced in 2013. The amount budgeted in the CIP assumes using a very similar style, but heavier, light pole and an LED solution in the luminaries, while maintaining the size and style of the existing street poles and lights. Foundations for roughly one-third of the poles are also expected to be replaced with this project.*

*In conjunction with the Historic District crosswalk project that was completed in 2011, new street light poles with LED lights were installed along North Street in front of the library, and in the Indian Run parking lot. It is our intention to use the same or similar poles and fixtures for the street light replacement project throughout the Historic District in 2013.*



Pictured here is the referenced light pole installed during the Historic District crosswalk project.

Prior to implementation of the 2013 project, information on the specific design will be provided to City Council.

## **Parks & Recreation/Non-Major Projects**

### **AR1301 – Park renovation/improvements**

During discussion about park renovations and improvements, the amenities at Glacier Ridge Metro Park were mentioned. Although the park currently offers many passive recreational activities such as walking paths and bird watching, it was noted that the Park doesn't include an active recreational amenity, i.e. a climbing wall. This comment has been forwarded to the Director of Parks & Open Space, and he has been asked to have discussions with City staff about exploring options for the Park.

## **Parks & Recreation/Major Projects**

### **GR9902 – Coffman Park Expansion**

The fields currently being farmed adjacent to Coffman Park will be graded and seeded in 2013 and removed from agricultural use. This will open more grass fields for soccer and other recreational activities. As a side-line, an inquiry was made regarding an event in the Park on the weekend of July 7<sup>th</sup>-8<sup>th</sup> that seemed to draw a reasonable sized crowd. Lori Gischel, Parks & Recreation Operations Supervisor offered the following details on that event.

*The SOFK9s Ohio Cup was held on the South Lawn of Coffman Park July 7-8. It was a canine frisbee event with 50 participants. In talking with our Parks staff, they preferred this group to use the South Lawn as opposed to Avery Park or Darree Fields. Being that the event was so small and did not require the hiring of any City-provided services we did not require them to go through the formal Community Event permit process this year. However, they completed an event permit application and submitted a certificate of insurance. If this event continues to grow and returns next year, we will ask them to go through the complete permit process. If necessary, the event can be relocated.*

Regarding the annual Dublin Irish Festival (DIF) in Coffman Park, a Council Member said he had the opportunity to speak to someone from Oberlin Celtic Sports during this year's DIF and he inquired as to the possibility of combining their event with the DIF. Regarding this question, Alison LeRoy, Events Manager offered the following.

*Regarding the Oberlin event, I'm not familiar with that specific sporting event but there was some discussion of the City being the permanent host of the Women's World Championship as well. We are working on a follow-up report to City Council of the results of that event at the DIF. We'll do some research on Oberlin Celtic Sports and see if it would be a good fit with our event.*

## **Police/Major Projects**

### **PP1304 - Magnetometers**

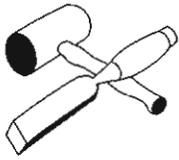
A comprehensive proposal was requested by City Council regarding the cost of additional contracted labor to staff and operate the magnetometers. Lt. DeJarnette reported that for City Council Meetings, the projected operating cost to use two private security officers is \$5,000 assuming two meetings per month, one retreat, three budget workshops and four committee meetings. The projected operating cost for Mayor's Court is \$9,000 assuming the use of two private security officers for five hours of labor every Tuesday during the year. Chief von Eckartsberg's response is attached (Attachment 3).

**Utilities Projects – Sanitary Sewer System**

Although funding for the continued maintenance of the existing sanitary sewer system is programmed in each year of the 2013-2017 CIP, there currently is no funding programmed for new construction of lines to unserved areas. A report will be forwarded to City Council at the end of the third quarter regarding unserved areas so that City Council can evaluate the need, and adjust the budget as necessary.

**Recommendation**

Staff recommends approval of Ordinance 48-12, adopting the 2013-2017 Capital Improvements Program at the September 10, 2012 City Council meeting.



## EARLINGTON PARK BARN

### CONDITION ASSESSMENT REPORT

The Earlington Park Barn, pictured at right, is part of a complex of structures including a carriage shed and milk house. At some point, after the barn's original construction, a side shed was added as were a silo and connector. The milk house may also be a more recent addition built when the barn was being used as a Class A dairy. This barn complex is a classic example of a ground barn built in the early 20<sup>th</sup> century when changes in technology, infrastructure and commerce were creating ever increasing demands on the Ohio farmer and in response to these demands his agricultural buildings were modified and expanded to suit the changes and improvements he needed to make to succeed at farming.



This picture of the drive bay shows raised hay lofts to the east and west of the drive bay as well as smaller raised lofts on the north and south end of the bay. This would have allowed for a great deal of hay storage which would have been picked up from the wagon parked in the center of the bay and moved to the mows by way of the hay track and carrier installed at the ridgeline of the roof. The photo also shows drive bay doors on the south end of the bay which would have allowed a team of horses or a tractor to drive straight through the bay, rather than having to back a wagon full of hay into the barn.



This view of the barn from the southeast reveals the barn has an "L" footprint. Rather than this being an added straw shed typical of many 19<sup>th</sup> century barns, the L is part of the original construction and appears to have been intended for dairy cows. The area to the east of the drive through, which has a man door on both the north and south walls, may have been intended for equipment storage, but the advanced deterioration of the sills indicates animals were housed there at one time. Photographs of this deterioration, as well as other areas of severe structural damage are shown on page 2.





Image 1 East Wall Post



Image 2 Southeast Corner



Image 3 Close Up View



Image 4 "L" Inside Corner Post



Image 5 Dropped Drive Bay Tie Beam



Image 6 Northwest Corner Post



Image 7 Wall Post Above Dairy



Image 8 Upper "L" Inside Corner Post



Image 9 Southwest Corner Post

The images on page 2 of this report show some of the areas in the Earlington Park Barn where extensive structural damage has occurred. Unfortunately this type of damage, which is the result of poor maintenance practices by the barn's previous owners, is quite common in barns and too often the reason barns are abandoned and left to decay. Several factors contribute to this kind of extensive damage, but all of them can be traced back to water. Since wood, when allowed to remain wet, is a natural food source for both insects and wood eating fungi, keeping wood dry in a barn is of the utmost importance. The fact that the Earlington Park Barn is built primarily of beech timber, which is highly susceptible to wood eating organisms, exacerbates the problem.

The most obvious source of water in a barn is through leaks in the roof. When left unattended the leaks typically increase in magnitude creating tremendous damage to the wood structure below. Water can also enter a barn through poor flashing and trim details. These external points of entry can be found by careful inspection and finding areas where paint is failing or wood is showing signs of deterioration. Water can also enter the barn from inside sources. Manure left piled up on the floor of stalls will introduce water, fungal spores and additional nutrients to foster fungal infestation. Wood that is in contact with the ground will wick moisture causing rot and promote insect infestation from wood eating ants and subterranean termites. The latter have the ability to carry water with them as they expand their colonies.

In image 1 on page 2 the center post on the east wall of the barn is shown. At the base of the post light can be seen coming in from outside revealing the enclosure has been compromised. Looking carefully at the bottom of the post shows that a block of modern treated lumber has been inserted to replace the post bottom that has rotted off. Excavation would be required to determine if the post originally was placed in a hole in the ground, or on a masonry pier. It is also possible a sill existed along the wall at one time and is now gone. The inserted probe seen in upper center of the picture reveals the inside of the post is also compromised. Image 2 shows the southeast corner just to the south of image 1. Here it is obvious the corner post has rotted away entirely and the horizontal beams connected to it are now being supported by two treated posts. Image three is a close-up view of what remains of the post as it passes into the mow above showing clearly the rot extends above the mow floor level.

Image 4 on page 2 shows the corner post where the "L" wing turns to the south. Looking closely at the base of the post reveals it has crushed the rotted sill below it which has allowed the post and timbers connected to it to drop roughly 2". The remaining sills on the barn are all badly compromised. This is partially due to the low profile vitreous tile foundation allowing rainwater and snowmelt to saturate the base of the siding and sills beyond, and likely is the result of manure being allowed to pile up against the sills while the animals were still inhabiting the barn.

Image 5 shows the main tie beam in the bent to the east of the drive bay. The picture is the connection of the tie to the south wall post. It shows the tie has pulled out of the post nearly 2" and dropped nearly 6". The badly rotted remnant of the tenon, which once connected the tie to the post, can be seen being sheared off the tie which is now supported on scraps of dimensional lumber. The fact that there is no major staining or visible signs of deterioration on the tie, post, or surrounding timbers indicates internal fungal damage to the post or tie or both. This could be the result of water from a roof leak causing rot to travel down the inside of the post, or rot brought on by termite infestation from the base of the post, or a combination of these factors.

Image 6 shows the Northwest corner post of the barn in the loft above the dairy bay. Staining from fungal damage can be seen on the wall plate in the upper right of the picture. A ghost of a missing brace is also evident on the siding and the inserted probe in the center of the pictures reveals the post is hollowed out with rot as are many of the barn's exterior posts. The fresh coat of paint, siding repairs and new roof installed on the barn under the stewardship of the City of Dublin have all contributed to a reduction in moisture in the structure and building envelope. Image 7 reveals that enough moisture still remains to support powder post beetle infestation. The light colored powder seen where the siding nailer is connected to the post is called frass and is the byproduct of the beetle larvae eating the wood in the posts. Small pin holes can be seen in the posts where the larvae penetrate the surface from inside the post to extrude the frass. This type of larval

activity significantly weakens timbers because of the symbiotic relationship the larvae have with wood eating fungi which the beetles introduce as part of their life cycle.

Images 8 & 9 on page two are taken in the "L" loft extension over the dairy. They both show stabilization done by City of Dublin staff in an effort to preserve the Earlington Park Barn for future generations. In both cases the stabilization efforts worked for their intended purpose, but since they were installed the barn has continued to deteriorate. In image 8 a brace below the metal bracket, installed to stabilize the corner connection, has fallen out of the badly rotted post and rests on the wall nailer below it. Staining and wetness in the timbers in the valley area pictured indicate some water is getting through the metal roofing, most likely during wind driven rains and snow melt events, causing deterioration of the timbers to continue. At some point the timbers will become too compromised to allow the fasteners connecting the metal brackets to function properly. The stabilization work done in the area pictured in image 9 allowed the missing section at the top of the post to remain unrepaired. The entire load of the roof is being transferred into the siding in this area. Any deterioration of the siding will lead to structural failure due to the missing structural element.

The images to the right, taken at the southeast corner of the barn, show trim and siding details done when the barn was renovated. It would appear the widow trim was replaced and rather than incorporate a sill detail the trim was installed as butt jointed flat casing. This created a situation where the siding below the window has end cuts exposed to rain water and snow melt, as can be seen in the inset. The larger picture also shows a skirt board that was added at the base of the siding. This may have been done to cover deteriorated siding boards where they are in ground contact, or simply as an architectural detail, but the end result is water running down the siding migrates behind the skirt board increasing moisture content in the siding and skirt board.



This picture, taken of the north wall of the shed addition on the southwest corner of the "L" shows the same skirt board over siding detail seen in the previous photo. Here the deterioration and resulting failure of paint is quite evident in both the skirt board and siding. As in the previous picture as well, this photo shows that skirt board is in contact with the ground which is allowing water to wick into the structure and inviting termites and other wood eating insects to infest the enclosure fabric and framing behind.



In the upper left in the photo, and in the inset, can be seen a window into the dairy bay. The window has been covered with a sheet of Plexiglas attached to flat casing boards in apparent attempt to protect the window from weather. The result is rain water is running in behind the upper casing board and saturating the window and siding nailer below it, which is in a severe state of deterioration. A similar treatment has been done to the gable end window above the window shown, as well as several other windows on the barn, however in those cases the Plexiglas has been installed on the inside of the opening and the sash has been removed. This is trapping water and snowmelt causing similar deterioration.

The carriage barn at the Earlington Park Barn complex, pictured at right, appears to have been built to serve as both a carriage house and stable with hay storage above. The shed addition was built to provide more storage space for farm implements. For the most part the structure is in good condition with the exception of the floor framing on the western side. It appears that subsidence of the foundation and water damage has caused either the sill to deteriorate or the base of the post, which may have simply sat on the stone foundation, to rot away and there is significant deflection in the attic floor system and top plate supporting the rafters on the western roof slope. The weight of the roof framing as well as the hay loft floor framing is being transferred into the building envelope in this area. Temporary props and bracing have been added in an attempt to stabilize the center of the west wall.



The milk house, shown at right, is in good condition with the exception of the window sash. The sash seen in this photo is in need of restoration, while the sash on the south side has had both the glazing and the muntins removed and a piece of Plexiglas applied to the inside surface. This is allowing rain and snow melt to enter the window frame and migrate into the wall cavity below the unit causing damage to the paint and interior and exterior wall surfaces.



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## AUTHENTICITY REPORT

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Authenticity of the components of a historic barn is based on several factors which include the age of the barn, the age of the modifications made to the barn, the context of the barn in its current use as well as the conservation philosophy being applied in its stewardship. Due to the fact that few, if any, records are kept of the date of construction of a barn, or when modifications were made to it, the process of dating is largely conjectural. The buildings at the Earlington Park Barn complex appear to have been built and modified over several decades, the original portion of the carriage shed being the oldest. The limestone foundation, heavy timber framing and hay loft designed to incorporate a hay track and carrier would indicate a c1880 date of construction. The high shuttered window openings in the side bays on the east and west wall would indicate the bays were used as stalls, however reconstruction of the south wall makes confirming the existence at one time of stall doors difficult at best.

The 20<sup>th</sup> century shed addition, which added another drive bay does not detract from the authenticity of the building as these types of modifications were commonly made to agricultural buildings to keep them useful. The fact that the wood shake roof was replaced with a modern metal roof also does not detract in that this was a common practice in the 20<sup>th</sup> century and served to keep the buildings much drier. The area which has the least authenticity is the south wall of the original structure. Here the majority of the first floor wall framing has been replaced with modern dimensional lumber sheathed with grooved siding plywood. The addition of the 1x10 skirt board at the base of the siding is inauthentic and problematic as will be discussed later in this report.

The main barn is framed using lighter timbers than the carriage shed and it rests on a low profile vitreous tile foundation. These types of foundations became popular after WWI which indicates a c1920 construction date. As with the carriage shed and milk house, the modern metal roofing does not detract from the authenticity of the barn. The improper window trim, Plexiglas sash replacement and 1x10 skirt board do however detract from the architectural authenticity and are contributing to the premature deterioration of the enclosure system and framing beyond. There are many areas inside the barn where framing repairs have been done quite incorrectly and these repairs are leading to the continued instability of the barn.

The milk house appears to have been added when the dairy operation was being upgraded. Considering the fact that the siding matches siding on the silo connector it is possible the silo and milk house were added at the same time. A c1940 construction date for both is likely. The milk house has the highest degree of authenticity of any of the structures in the complex. The exception is the Plexiglas sash replacement on the south wall.

## MAINTENANCE RECOMMENDATIONS REPORT

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In general the maintenance requirements for the milk house are minimal. The intact sash on the north wall should be restored and replicated to produce the replacement sash for the south wall. The small section of damaged siding on the southeast corner should be repaired and the building scraped caulked and painted. Any areas of wooden framing in contact with the concrete foundation should be treated with BoraCare to terminate any existing fungal activity and prevent future infestation.

The maintenance requirements for the carriage shed are more extensive. The siding at the base of the east wall should be removed and the framing jacked and cribbed to straighten the structure. Repairs should then be made to the framing and foundation as required and all wooden members in contact with the foundation should be treated with BoraCare. The decision as to whether to restore the original framing and matching the original siding on the south wall of the original structure can be based on whether there is a desire to return it to the original, but consideration should also be given to the fact that plywood siding has a much shorter lifespan than solid wood siding.

Areas in the attic of the carriage house that show signs of fungal infestation from prior leaks in the roof should also be treated with BoraCare. In addition the Plexiglas window in the mow door should be replaced with a true sash and proper trim. The trim around the base of the exterior walls should be removed and repairs made to the siding. If the City is interested in retaining the added trim detail the top of the board should be beveled at 45 degrees to provide drainage and a caulk seal added between the board and the siding. The siding and trim should then be scraped caulked and painted.

The maintenance requirements for the main barn structure are quite extensive. Because of the extent of repairs that will be needed, it is quite likely the modern metal roof will need stripped and replaced once repairs have been affected. Consideration should also be given to whether the barn and the later shed addition to the dairy bay are completely restored, or whether the badly deteriorated modern addition is eliminated to return the barn to its original configuration and reduce overall project costs.

Prior to removal of the metal roof the barn should be documented and measured drawings done. Once documentation is complete all of structural members should be tested using a process called "resistance drilling" to non-destructively determine the extent of hidden deterioration in the timbers. This will create a database which can be used to determine the actual extent of structural damage. By cross referencing the damage database with the measured drawings using a process called "relational documentation" to determine whether in situ repairs are practical, or if complete deconstruction, restoration and reconstruction are required a scope of work can be created. Whether in situ repairs or deconstruction are undertaken, excavation of the perimeter foundation will be required to determine the extent of foundation instability exists.

January 9, 2012

Once the foundation and framing is repaired restoration of the metal roofing and enclosure system will need to occur. Incorrect trim details for doors and windows should be remedied, Missing sash should be restored and repairs made to damaged siding and roof sheathing. Either the added 1x10 trim detail at the base of the siding should be eliminated or redesigned to allow for drainage and sealing against water getting behind it. The siding and trim should then be scraped, caulked and painted. Any areas where fungal damage is still evident and areas where timbers are in contact with the foundation should be treated with BoraCare.

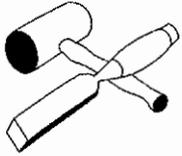
Once this extensive restoration is completed the Earlington Park Barn will have the ability to function much as it did when it was first built, and provided it is properly maintained will continue to serve as an icon to Dublin's agricultural history for many generations to come.

Rudy R. Christian

A handwritten signature in black ink, appearing to read 'Rudy R. Christian', with a large, sweeping flourish extending to the right.

President  
Christian & Son, Inc.

January 9, 2012



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**EARLINGTON PARK BARN BALLPARK BUDGETS REPORT  
IN SITU REPAIRS**

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Measured drawings of main barn (Required)	\$4,000
Measured drawings of milk house and carriage shed (Recommended, not required)	\$4,000
Resistance drilling & Relational documentation	\$8,000
Jack & crib, remove existing foundation, pour footings, stem wall & piers & reset vitreous tile	\$58,000-66,700
Structural repairs, siding and trim repairs, remove & replace metal roof and painting barn	\$110,000-126,500
Total documentation & restoration budget	\$180,000-209,200

Respectfully submitted,  
Rudy R. Christian

President  
Christian & Son, Inc.

January 16, 2012



CONSULTING STRUCTURAL ENGINEERS

May 4, 2012

Mr. Brian Ashford  
Facilities Manager  
City of Dublin  
Facilities Division  
6555 Shier Rings Road  
Dublin, Ohio 43016

Re: Dublin Historic Barns - Structural Condition Assessment  
Job No.: 12227

Dear Brian:

At your request, we have conducted site visits to four agricultural barns owned by the City of Dublin. The purpose of our visits was to assess the present condition of the framing relative to what might be considered to be satisfactory and safe. We further requested to review reports written previously by another firm and comment upon their assessments, repair scope, and budget. To assist us in our study, we were provided with access to view the barns from both the interior and exterior, given a copy of the reports written by others, and a brief verbal history of each barn. It is our understanding that the City of Dublin has acquired each one of the barns over time for the purposes of general storage and historical preservation of early buildings in the Dublin area. As the barns are quite old, existing construction drawings were not reviewed during the course of our work and likely no longer available if they ever existed to begin with. It has been our experience that agricultural structures of old were often built without comprehensive written guidelines.

Since you are fully aware of how each building appears, and there is quite a comprehensive commentary of the structures contained in the prior report, we will not endeavor to recreate the descriptions herein. Should a question develop as to the general layout or assembly of a particular barn, we refer you to the Christian & Son Inc. (C&S) report dated November 2011. Note that after thoroughly reviewing each of these reports in the completion of this letter, we find that the information is well presented and replete with extensive historical data and context. We have nothing further to add to the general documentation of building type and framing type. Please be aware that our report is clearly more limited in scope and is specific to the structural aspects of the barns than what was completed by C&S, where extensive discussion was made relative to the roof repairs, foundation repairs, the mixing of newer and older wood species, and the maintenance of historical perspective in the repairs and additions that have been completed over time.

Mr. Brian Ashford  
May 4, 2012  
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The four barns were constructed in the Dublin Area by some of the earliest settlers to this region at a time when farming was the primary occupation. It is likely that over the last 30 to 50 years a number of similar barns in the area were demolished thereby placing somewhat greater importance upon maintaining these buildings. They appear to range in age from possibly as early as 1825 to around 1920. Note that these dates are based upon the interpretation of observations of the cuts on the wood, the type of barn, and framing methodology. Needless to say, these are old buildings with immense historical value. As is common for older utilitarian structures, each barn has been modified either through the construction of additions or through alterations in the interior space layout and framing. By name, the barns are known as the Karrer Barn, the Earlington Park Barn, the Bristol Barn, and the Conine Barn. The oldest barn is the Karrer Barn with an estimated construction date of anywhere from 1825 to 1880. The youngest barn is the Earlington Park Barn with an estimated construction date of 1920. We will discuss each barn's structure and repairs in the following paragraphs going from oldest to youngest.

All of the barns are framed using heavy timber main beams and columns assembled into pseudo frame elements. In some cases, the construction is more akin to standard modern post and beam, stacked construction. Two of the barns have below grade spaces as they were built into slight hillsides. The floors are then constructed of either heavy timber or rough-hewn floor joists supporting solid plank decking. All of the barns have loft spaces that are constructed similarly in that they are made of either heavy timber or rough-hewn joists supporting wood plank decking. The main building frames or standalone beams and columns support the joists. Though the lofts currently are used for incidental storage, they likely served as primary hay storage during the time in which the barns were heavily used. The roofs of all of the barns are framed using simple span rafters carried by heavy timber beams. The rafters typically support battens which serve as support for planking and metal roofing. Note that it is probable that the original roofs of the barns consisted of wood shakes nailed to the battens. Exterior siding is supported by purlins attached to the building frame and consists of wood planking. The Karrer barn, being the oldest, has the most unique exterior siding in that the planks are not cut to a particular dimension and are not square to each other. The foundation of the barns typically is made of limestone rubble laid relatively flat. Where there is a basement space, the stones are loosely mortared together to resist the surrounding earth pressure. If there is no basement, the stones appear to be laid directly on the ground and we are uncertain if they extend to what would be considered frost depth for the area.

The Karrer Barn is what is known as a Sweltzer Barn. It is cut into a slight hillside so that what would be colloquially known as a basement has a walk out exit on the south side. A shed roof addition was added to the south side at some point in the past likely in the 1920's. The foundation consists of rubble laid limestone held together with a lime-based mortar. The main framing is

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made of heavy timber posts and beams. We noted that the framing of the addition has been modified and reinforced through the use of nominal dimension wood lumber. The roofing of this barn was recently replaced with a metal roofing panel. To support these panels, wood shims and modern sheathing was installed over the original battens and rafters. Though the framing members of the building are noticeably deflected, sagged, and twisted, it appears as though they are maintaining fairly well considering age and exposure. There are several individual pieces that are cracked sufficiently to warrant repair or replacement. Cracking in the heavy timber seems to be relatively constrained and within overall expectations for age and lumber size. The floor-framing joists seem to be satisfactory with some minor insect damage and isolated wood rot present. Neither of these items seems to be greatly reducing the present capacity of the framing. The floor and loft is visibly deflected from the movement and shifting over time. This is not entirely unexpected and given the unevenness, the floor seemed relatively intact. As always in older barn structures, a number of individual planks could be replaced from damage. The exterior siding exhibits noticeable wear and tear with damage present from insects, exposure, and wood rot. There are a number of pieces that could be replaced if desired though this would be primarily for cosmetic or weather tightness reasons. The foundation seemed to be in relatively sound condition though we could sense that some settlement has occurred over time. This has resulted in shifting throughout the frame and the need to introduce shims into the framing. There is a bit of erosion in the mortar joints since lime-based mortars can become suspect over time.

Generally, we find that the structure of the Karrer barn is intact and performing relatively well though isolated repairs are warranted. Note that the damage uncovered has likely been in place and existing as is for decades. These repairs would consist of miscellaneous replacement of isolated framing members, joists and rafters, tuckpointing of the stone masonry foundation, and removal and replacement of some of the siding and plank pieces. Though we noted that the C&S report is quite concerned over the replacement of the roof and the repair of the foundation wall using Portland cement mortar, we are not quite as bothered by the efforts. It is true that the weight on the roof has been increased slightly and that Portland cement mortars are stronger than the original, but the overall effects to these individual elements should be rather minimal over the short term but might after several decades lead to additional potential problems needing repair. Granted, the historical ramifications of the items are significant and telling and this might be a portion of the concern noted. We anticipate that a budget to address the present problems could range from \$20,000.00 to \$60,000.00 depending upon what was included and how close the repairs should match historical guidelines. Note that if the repairs are to be truly historical in nature, we are uncertain of the costs involved, as this is highly specialized work with individuals who often have a unique method of determining costs.

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With respect to immediate structural needs, we foresee costs in \$10,000.00 to \$30,000.00 range and this would include only those items that are deemed necessary to the function and capacity of the frame and foundation itself. As such, we only noted two or three distinct items of concern.

The Conine Barn was likely built around the turn of the twentieth century. Like the Karrer Barn, it is built into the side of hill so that it has what might be colloquially known as a basement. To the east of the primary barn is a shed addition and there is a small structure to the south typically called a milk house. The framing of the barn consists heavy timber posts and beams supporting rough-hewn rafters and purlins. These purlins support battens that carry the roofing material. The roofing material at this time is a metal panel and it is probable that it is a replacement for the original wood shake or metal roofing panels. The floor framing consists of heavy timber beams and columns supporting rough-hewn floor joists and wood planking. The foundation is an interesting mix of rubble laid stone, concrete masonry units, and poured concrete walls. The exterior siding consists of wood planks milled to uniform dimensions and it seemed as though some repair or replacement was done on the shed addition. The floor was observed as having significant undulations with trip hazards throughout. The posts and beams appeared to be in relatively good condition with cracking and twisting kept in check. The floor joists in the shed addition were found to exhibit significant damage on both the north and south ends. The damage on the north primarily is in the form of severe cracks in the members and the damage on the south seems to be mostly related to wood rot and deterioration. The roof framing seemed to be in generally good condition with isolated wood rot being present. The foundation appeared to be relatively sound though there is significant deterioration on both the north and south sides. We also noted some vandalism in the structure in the form of graffiti and prying wood damage.

Overall, the Conine Barn framing is performing relatively well considering age, exposure, and past maintenance activities. There is a need for structural repair in several areas primarily to the floor joists of the shed section. It is likely that these will need to be full removed and replaced or sistered with new members as reinforcement would be unlikely to be functional. Note that at the time of our visit, some of the floor joists of the main barn were not horribly visible and there might be a need for some repair or replacement in this section as well. The main frame, while twisted and cracked seemed to be in sound condition with no overt indications of distress. It is probable that there are several members that should be added, as it is common for some pieces to be removed over time. The foundation walls will need to be improved and repaired by significant tuckpointing and replacement of sections. We do not at this time anticipate that full removal and replacement would be needed to adequately complete the work. Since some of the damage is merely in a parge coat of mortar, we are uncertain if the underlying stones are greatly affected though some work would likely be needed. The exterior siding did not show much

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damage though as is always the case with large expanses of material, there are probably some that could be removed and replaced over time due to deterioration or vandalism. We suspect that a budget of \$30,000.00 to \$60,000.00 would be sufficient to address the structural items within the building depending upon what was included and how close the repairs should match historical guidelines. Note that if the repairs are to be truly historical in nature, we are uncertain of the costs involved, as this is highly specialized work with individuals who often have a unique method of determining costs. With respect to immediate structural needs, we foresee costs in \$10,000.00 to \$30,000.00 range and this would include only those items that are deemed necessary to the function and capacity of the frame and foundation itself. As such, we only noted two or three distinct items of concern. We do recommend that no significant items be stored on the floor of the shed since the joists there are damaged to the point that load capacity is reduced.

The Bristol Barn was probably constructed around 1910. This barn is known as a Gambrel Roof Barn and is placed upon flat ground meaning that there is no basement space. It is a high bay barn with a vast open space in the center of the building. The framing of the barn consists of heavy timber posts and beams supporting roof rafters and purlins that support battens carrying the metal panel roof decking. Due to the high rooflines, the supporting posts are relatively tall considering their overall dimension. There is a shed addition built to the east of the main barn. It too is constructed of rough hewn and heavy timber framing. The hayloft is separated into an east and west halves and is framing using rough-hewn joists supporting wood planking. A bridge between the two sides was built at some point in the recent pasts and it certainly was not a part of the original construction. The foundation is somewhat hidden though it likely consists of stones placed to some indeterminate depth around the perimeter. Interestingly, a concrete slab has been installed on the ground within the barn and the top elevation of the slab is well above the bottom of the barn. We observed that there are a number of bulges in the roofline indicating that some movement has occurred. Further, it was observed that an exterior post on the south side appears to be seriously damaged and split. This might have caused some of the shifting in the roofline. Please be aware that the damage here seems to have occurred some time ago. The interior posts are found to be leaning likely as a result of both the overall height and some normal twisting and shifting of the wood member itself. We also observed that the interior posts drop onto a lower beam at the lofts. It appears that wood braces to be placed under the posts might have been removed and as a result the beam appears to be deflecting under the load. Some wood deterioration was found at the base of the barn where moisture might be laying due to the addition of the concrete slab. Note also that the walls of the barn seem to be somewhat out of plumb due to the height but this is considered to be somewhat normal given the overall heights involved. No significant damage was overtly noticed in the addition to the east.

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Though there is damage that requires repair at this time, we find that the structure is relatively intact and generally sound. The post on the south side will need to be replaced and this might require shoring of significant portions of the south wall and roof framing. Of a larger concern is the extent of the wood deterioration at the bottom of the barn. We are uncertain at this point how many main posts are negatively affected by the deterioration. This might require the replacement or modification of the bases of a number of columns and this might lead to a drastic increase in the cost of repairs. In any event, this damage at the moment does not appear to be an imminent threat to the overall stability of the barn. We anticipate that an estimated budget for repair of the damage in the barn is somewhere in the range of \$20,000.00 to \$50,000.00. This would include some repair of the post bases but we as yet do not have a full understanding of what might be required in the process.

The Earlington Park Barn actually consists of a small assembly of independent structures including the main "L" shaped barn, a small addition to the west that includes a concrete silo, a milking shed to the east of the main barn, and what C&S termed a carriage shed to the west. The main building has a two level hayloft with the center section raised slightly. The framing consists of heavy timber beams and posts supporting rough-hewn roof rafters and joists that are carrying roof planking. A metal roofing panel has been applied over the planks and we are uncertain if the original roof was metal panel. The foundation was only slightly exposed and consists of stones placed to an indeterminate depth below grade. The addition to the main barn is built of rough-hewn smaller studs and joists with the adjoining silo constructed of precast concrete segments. Clearly the silo and addition are much younger than the main barn. The carriage barn is framed using heavy timber posts and beams with rough-hewn roof rafters and joists supporting wood planking. The roofing here is similar to the main barn. We noted that the main barn exhibits significant structural damage to nearly the entire south wall around and including the "L" shaped side. This deterioration has led to the total destruction of several of the posts and beams at the roof framing elevation. As a result and to attempt to address the concerns, supplemental structural steel brace brackets were installed. These have mostly been successful but some shifting was noted in these assemblies. Additional concerns were noted in the connections of the roof beam to the interior posts on the north side of the barn. The loft framing appeared to be relatively sound with only incidental deterioration and damage. The carriage barn was noted as having sagging and deflected flooring primarily on the west wall from an apparent issue with the foundation along that side. The roof framing, though sagged as a result seemed to be in usable condition and likely could be salvaged once the foundation settlement is addressed and shored back to the proper elevation. As noted the damage to the primary barn is quite concerning and we suggest that the barn not be used for extensive storage of highly critical items until such time that it is repaired or shored. Access should be restricted to some degree as well and time within the barn should be limited if possible. We anticipate that an estimated cost of structural

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repair for the primary barn and carriage house will be in the range of \$80,000.00 to \$120,000.00. It is generally felt that significant reworking of the frame members will be needed in the process and it should only contractors who have an extensive knowledge of heavy timber barn structures be engaged for the work.

We have not reviewed any of the barns with respect to present load capacity or current provisions of the building code. It is safe to say that given the extensive history of the buildings, they are capable of resisting the minimum requirements of the building code relative to roof live and snow loads. The interior loft and floor load capacities are somewhat questionable but they are likely above what might be the presumed values when appearance is taken into account. We can provide additional information as needed and as questions arise. In summary, the buildings do appear to be salvageable with the understanding that significant repair and maintenance will be needed in the near future.

Sincerely,

JEZERINAC, GEERS & ASSOCIATES, Inc.



Darren Cook, P.E.



CITY OF DUBLIN.

**Office of the City Manager**

5200 Emerald Parkway • Dublin, OH 43017-1006

Phone: 614-410-4400 • Fax: 614-410-4490

# Memo

**TO:** Members of Dublin City Council

**FROM:** Marsha Grigsby, City Manager

**DATE:** August 28, 2012

**INITIATED BY:** Peter Husenitza, Director of Information Technology

**RE: Cloud Computing**

At the August 13<sup>th</sup> CIP meeting an inquiry was made as to our utilization of cloud computing. Cloud computing is a way of delivering IT services that are available on demand via the Internet and able to scale up or down as needed. Cloud computing can either be network infrastructure or software services.

Our current utilization of cloud computing is:

- Vehicle GPS Management - tracking of city vehicles for efficiency management, event analysis
- CrimeReports - Police citizen interaction, crimes inquiry
- Agenda Manager - paperless meetings
- 411Fit - citizen wellness management
- EventBrite - event ticketing and credit card processing
- DIF beverage/token management
- Education-2-Go - variety of courses accessible by Dublin citizens
- ESRI ArcGIS Online - GIS map presentation, mobile access with editing
- Trello - task/project management
- Teaming collaboration - group/project management and coordination
- Police dispatch mapping
- Cityworks work order system – soon to be upgraded to a cloud solution
- Private Cloud Infrastructure - 80 virtual servers

Our list of implementing this technology has grown during recent years. We continually keep an eye on the progress of cloud computing with assistance from independent research consultants such as Gartner and Infotech. A standard contract has been created to address cloud computing technology acquisitions. As we pursue new technology endeavors and analyze the benefits, risk, cost and meeting the desired purpose, we always examine cloud systems as viable solutions.



Attachment 3

6565 Commerce Parkway • Dublin, Ohio 43017-3221  
Phone: 614.410.4800 • Fax: 614.761.6535

**Heinz von Eckartsberg, Chief of Police**

# Memo

To: Angel Mumma, Deputy City Manager/Director of Finance  
From: Heinz von Eckartsberg, Chief of Police  
Date: August 22, 2012  
Re: Operating Budget Impact as a Result of Use of Magnetometers

The Police Division's proposal for Capital Improvement Projects for the 2013-2017 CIP Budget included a proposal for the use of magnetometers (metal detectors) as a part of an overall security plan for both Mayor's Court and for City Council meetings. The proposed project would purchase two magnetometers.

If this project is approved it will require the use of both police and private security personnel to utilize the technology. Our plan for implementation is as follows:

**Mayor's Court:** The use of the magnetometers in Mayor's Court would require two private security officers (PSO's) to staff and work the equipment. This would allow one private security officer to guide people through the magnetometer, and one PSO to staff a secondary search area to "wand" citizens who activate the equipment. In addition, one police officer would be stationed in the lobby area of the court. The police officer position would involve the use of an existing position in our current security staffing in Mayor's Court.

**City Council Meetings:** The use of magnetometers at City Council meetings would also require the use of two PSO's per public meeting. Again, we could utilize the current staffing of one uniformed police officer to monitor the magnetometer location without adding additional sworn personnel.

Total Projected Operating Budget Costs:

- The use of two PSO's for Mayor's Court for one year would cost the City approximately: **\$9,000.00**
- The use of two PSO's for City Council Meetings for one year would cost the City approximately: **\$5,000.00**

The projected impact to the operating budget for the Division of Police would be a **\$14,000.00** line item under account # **217-1820-740.2390 CONTRACTUAL SERVICES** to pay for private security at Mayor's Court and City Council meetings.

Please let me know if you have any other questions.

cc: Lt. John DeJarnette  
Lisa Wilson, Court Services Administrator



City of Dublin

**Office of the City Manager**

5200 Emerald Parkway • Dublin, OH 43017-1090

Phone: 614-410-4400 • Fax: 614-410-4490

# Memo

**To:** Members of Dublin City Council

**From:** Marsha I. Grigsby, City Manager *MLG*

**Date:** August 2, 2012

**Initiated By:** Angel L. Mumma, Deputy City Manager/Director of Finance and Administration  
Bryan K. Thurman, Deputy Director of Finance

**Re: Ordinance No. 48-12 - Adopting the 2013-2017 Five Year Capital Improvements Program (CIP)**

## Summary

The Administration's proposed Capital Improvements Program (CIP) for 2013-2017 has been prepared and is submitted to City Council for review.

Based on last year's CIP review, we have scheduled only one CIP workshop. The proposed CIP will be reviewed with City Council at the workshop meeting that is scheduled for August 13 beginning at 6:30 p.m. in Council chambers. The order in which the CIP will be discussed is as follows:

- Overview
- Administration
- Parks
- Police
- Utilities (Water, Sewer, Stormwater)
- Transportation

The final CIP document will be prepared after the workshop meeting and will be submitted to City Council prior to the public hearing of Ordinance No. 48-12, scheduled for September 10, 2012.

The information in the attached notebook provides spreadsheets identifying the proposed projects by category, proposed year for funding and estimated project costs. Project descriptions have been prepared and follow each spreadsheet with additional information provided as needed/available. We have included project spreadsheets from 2012 - 2016 for comparison.

A recap of the overview information that will be discussed has also been provided. This includes information on the City's CIP process, including financial guidelines and the administrative processes used in preparing the proposed CIP, a recap of the proposed projects, a recap of the funding sources and information on the revenue sources to fund the projects.

## Recommendation

The proposed 2013 – 2017 CIP is to be reviewed by City Council on August 13, 2012. Any modifications as a result of the August 13, 2012 workshop meeting will be incorporated in the final five-year CIP document prior to the second reading. Staff recommends approval of Ordinance No. 48-12 at the second reading/public hearing on September 10, 2012.

# RECORD OF ORDINANCES

Dayton Legal Blank, Inc.

Form No. 30043

Ordinance No. 48-12

Passed \_\_\_\_\_, 20\_\_\_\_

## AN ORDINANCE ADOPTING THE 2013-2017 FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM

**WHEREAS**, Section 8.03(a) of the Revised Charter requires the City Manager to prepare and submit to City Council a five-year capital program in accordance with the annual budget calendar as authorized by City Council; and

**WHEREAS**, City Council has received and reviewed the Five-Year Capital Improvements Program (CIP) for the years 2013-2017; and

**WHEREAS**, the CIP represents a long-term financial plan which establishes priorities, identifies project costs and phasing, identifies funding sources, and serves as a planning document for capital improvements; and

**WHEREAS**, the Administration has incorporated in the attached CIP all modifications as requested by City Council as a result of the CIP budget workshops.

**NOW, THEREFORE, BE IT ORDAINED** by the Council of the City of Dublin, State of Ohio, \_\_\_\_\_ elected members concurring that:

Section 1. The 2013-2017 Five-Year Capital Improvements Program attached as an Exhibit be, and hereby is, approved.

Section 2. This Ordinance shall take effect and be in force on the earliest date permitted by law.

Passed this \_\_\_\_\_ day of \_\_\_\_\_, 2012

\_\_\_\_\_  
Mayor - Presiding Officer

ATTEST:

\_\_\_\_\_  
Clerk of Council



# 2013-2017

## Capital Improvements Program

Adopted by Ordinance No. 48-12



# Capital Budget Process

**2013 - 2017**  
**FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM**  
**ANNUAL BUDGET PROCESS**

The City of Dublin has implemented an annual schedule for the preparation and adoption of the Five-Year Capital Improvements Program (CIP) and the Operating Budget, which includes the annual CIP budget.

The following time frames are key elements in the annual budget calendar:

First quarter	City Council goal setting session(s)
End of March	Adoption of goals by City Council
End of June	Completion of the Administration's recommended Five-Year CIP
July/August	City Council review of recommended CIP
End of October	Completion of the Administration's recommended Operating Budget
November	City Council review of recommended Operating Budget
By December 31	Adoption of Operating Budget and Appropriations Ordinances by City Council

The Five-Year CIP and the Operating Budget are two critical documents prepared annually. The relationship between these two documents is summarized by the following points:

**Five-Year CIP**

- Represents a long-term financial plan, including funding sources.
- Establishes priorities and serves as a planning document or blueprint for the City's investment in capital infrastructure.
- Provides a breakdown of major project costs and phasing.
- Does not appropriate money.
- The Operating Budget is the document which authorizes the actual funding authority for the major and non-major capital projects.

**Operating Budget - Annual CIP Budget**

- Appropriates money to implement the first year of the Five-Year CIP.
- Appropriates money to implement a "phase of a major, multi-year project."
- Appropriates money for non-major capital expenditures, including those of a continuing nature (i.e. fleet and equipment management, computers).

# Financial Guidelines

**2013 - 2017**  
**FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM**  
**FINANCIAL GUIDELINES**

The Five-Year CIP establishes the City's blueprint for investment in its capital infrastructure. This document is used as a tool to help ensure that the City's long and short-term capital investments are made in the context of careful consideration of the City's needs as well as the resources available to fund all projects.

The financial guidelines used in the preparation of the CIP will provide assurance that the City can meet, in a full and timely manner, both our debt service obligations and all other obligations competing for the available resources. It is our objective to complete as many needed capital improvement projects as financially possible while maintaining flexibility and the ability to adapt to changes as they occur.

There are several key guidelines that the Administration utilized in determining the City's fiscal capacity to complete capital projects over the next five years. These are summarized as follows:

- The five-year plan will be updated annually.
- 25 percent of the City's two percent income tax revenue shall be made available to fund capital improvements. This allocation is in accordance with Ordinance No. 17-87 and the ballot language approved by the voters in November 1987.
- Of the 25 percent of the total income tax revenues which are utilized for capital improvements, 60 percent of that amount will be allocated to fund long-term debt, and 40 percent to fund projects and capital expenses on a cash basis. The reasons for this guideline are:
  - a) It is important to stress that funding projects with long-term debt obligates the use of public funds for the next 20 years in most cases. The more long-term debt which is incurred now significantly reduces the options available to future City Councils to fund needed projects.
  - b) The City has determined that paying cash for projects where financially possible (pay-as-you-go financing) will increase our flexibility in the future. In utilizing pay-as-you-go financing, revenue projections and estimated fund balances will be reviewed and evaluated to assure that sufficient reserves are maintained.
  - c) It is not economical to issue debt for some projects.
  - d) The estimated life of some projects does not meet the criteria to issue long-term debt.

- Our philosophy for projecting income tax revenues is to be conservative. Income tax revenues through July 2012 were up 5.7% compared to the same period of time in 2011. Based on the July year-to-date income tax collections and an analysis of the remaining months of the year, we are projecting income tax revenues for the year to increase 3% over 2011. Revenues are projected to increase 1.5% each year for the next five year period.

In addition to funding projects on a cash basis over the next five years, the purpose of these projections is to determine the amount of long-term debt that can be retired using income tax revenues. To incur substantial long-term debt based upon a less than conservative rate of growth could result in a serious financial strain on the City if those growth projections are not achieved. Issuing long-term debt, in most cases, will result in debt service payments over a 20 year period. Issuing long-term debt based on less than conservative growth estimates would not be a financially sound approach.

- To the degree that the income tax revenue rate of growth exceeds our projections in any given year, the excess revenue should be utilized to fund projects on a cash basis the following year or to reduce the amount of debt on projects identified to be financed with debt proceeds.
- The availability of adequate financial reserves or balances that can be used to address unforeseen contingencies or take advantage of opportunities is a critical element in evaluating financial strength. The City's practice is to maintain a General Fund balance of at least 50% of the General Fund expenditures, including operating transfers. The 2011 General Fund year-end balance equaled 82.8% of expenditures and operating transfers. The percentage as of the year-end 2012 is projected to remain above 75%.
- Since a significant portion of the debt outstanding and future capital improvements are utility (water and sewer) related, the systems' user fees and capacity charges (tap permits) will continue to be evaluated. Water related improvements will be programmed based on the Water Fund's available cash reserves and estimated annual revenues. The repayment of the Ohio Water Development Authority loan for the Upper Scioto West Branch Interceptor will be retired utilizing the Sewer Fund's available cash reserves and estimated annual revenues. Every effort will be made to structure the debt service obligations for utility infrastructure improvements in such a manner as to utilize the Sewer Fund and Water Fund available cash reserves and estimated annual revenues to the fullest and thereby reducing or eliminating the dependency on income tax revenues. The goal in the Water and Sewer funds has been to maintain fund balances equal to approximately 25% of the total historical value of each system. The 2011 combined Water and Sewer Fund balances, including advances, equal 20.8% of the total historical value of both systems.

- In 2013, approximately 80% of the property tax revenue from the City's "inside millage" will be allocated to the Capital Improvements Tax Fund.

The property tax revenue from the City's "inside millage" (1.75 mills) was allocated 100% to the Parkland Acquisition Fund from 2001-2006. From 2007-2009, the City began allocating .95 mills of the total 1.75 mills to the Parkland Acquisition Fund with the remaining .80 mills allocated to the Capital Improvements Tax Fund. As part of the 2010-2014 CIP process, Council approved allocating 1.40 mills to the Capital Improvements Tax Fund and .35 mills to the Parkland Acquisition Fund. Recognizing the benefits and flexibility of allocating more of the City's "inside millage" to the Capital Improvements Tax Fund, Council approved the same allocation as part of the 2011-2015 CIP, 2012-2016 CIP, and currently, with the 2013-2017 CIP. This allocation will be reviewed during the CIP process each year and can be reallocated if Council deems it appropriate.

- The maximum amount of income tax supported debt to be issued is 10 percent less than the estimated maximum amount of debt that can be supported by the income tax revenue allocated as available for annual debt service obligations, see page 3-2. This guideline provides an additional buffer in the event that income tax revenues fall short of projections or that an unexpected increase in interest rates occurs.
- As a matter of general policy, the City will do the following in order to be able to fund additional projects needed to serve the citizens of Dublin:
  - a) Pursue federal, state and local assistance in the form of grants, low interest loans, cost-sharing, etc.
  - b) Utilize assessment procedures for projects which have a reasonably well defined group of beneficiaries and which legally lend themselves to this type of financing.
  - c) Look increasingly at ways to obtain revenue through user fees as a means to fund capital projects or as a way to free-up other income tax dollars so that they can be used to fund capital projects.
  - d) Utilize, where appropriate, economic development incentives such as tax increment financing.
- As projects are proposed for funding, the statutory debt limitations will be reviewed to ensure compliance.

The five-year program provides for significant capital programming. The programming of projects needs to be distributed over the five-year period so that as we update our capital program each year, we can evaluate current conditions, including the capital needs, revenue growth, and respond to new priorities.

# Revenue Projections

**2013 - 2017**  
**FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM**  
**REVENUE PROJECTIONS**

The most significant funding source for the Five-Year Capital Improvements Program (CIP) is the City's income tax revenue. Projecting income tax revenues for the five year period is a significant element in determining resources available for capital programming. The Financial Guidelines in Section 2 outline the financial guidelines used in determining our fiscal capacity to complete capital projects.

In addition to the income tax revenues, the projects associated with the water and sewer systems will be funded in whole or in part by revenues from those systems (i.e. user charges and tap permit fees).

The following pages provide projections for income tax revenues and projections for the water and sewer system operations. The assumptions used for the projected water and sewer system operations are included. Section 5 reflects the debt financed projects that are also supported by service payments from tax increment financing districts and property tax revenue from "inside millage."

The current five-year CIP assumes 100% of the OEPA/OWDA low-interest loan for the Upper Scioto West Branch Interceptor will be repaid from Sewer Fund revenues. Based on annual reviews, user charges for the sewer system were increased January 1 of each year from 2008 through 2012 and have been approved for January 1, 2013. The capacity charge for a 3/4" tap was increased to \$2,100 effective 1/1/2009. We will continue to closely monitor the revenues and the available resources in the Sewer Fund. Based on maintenance needs of the sanitary sewer system, it is anticipated that additional user charges and capacity charges for taps will be needed in the future.

**2013-2017  
FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM  
INCOME TAX REVENUE PROJECTIONS**

	2010	2011	2012	2013	2014	2015	2016	2017
Income Tax Revenue*	\$68,848,526	\$71,619,257	\$73,767,835	\$74,874,352	\$75,997,467	\$77,137,429	\$78,294,491	\$79,468,908
Revenue for capital projects (25% of income tax revenue)	17,212,132	17,904,814	18,441,959	18,718,588	18,999,367	19,284,357	19,573,623	19,867,227
<sup>1</sup> Revenue available for cash capital projects	6,884,853	7,161,926	7,376,783	7,487,435	7,599,747	7,713,743	7,829,449	7,946,891
<sup>2</sup> Revenue available for debt financed projects	10,327,279	10,742,889	11,065,175	11,231,153	11,399,620	11,570,614	11,744,174	11,920,336
<sup>3</sup> Recommended maximum amount of outstanding debt	75,853,424	92,704,970	106,787,140	87,203,203	85,578,898	84,504,361	84,995,788	83,453,969

\* Income tax revenues for 2010 and 2011 reflect actual collections.  
The remaining years reflect an estimated increase over the previous year as follows:

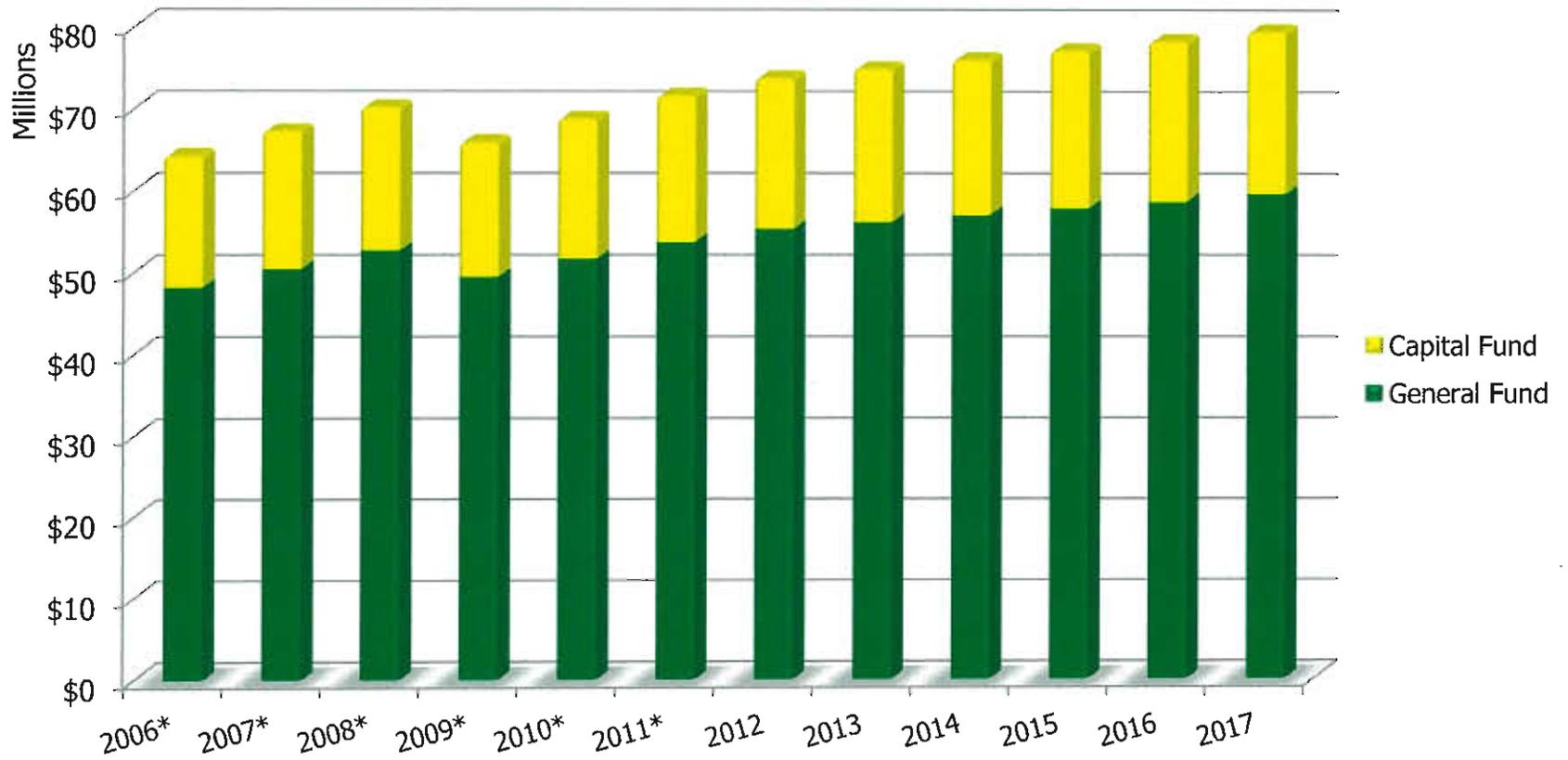
2012-Based on revised 2012 projection of 3.0% increase over 2011 (original projection \$70,225,470)  
2013 - 1.5%  
2014 - 1.5%  
2015 - 1.5%  
2016 - 1.5%  
2017 - 1.5%

<sup>1</sup>40% of the 25% designated for capital improvements is further designated for cash capital projects.

<sup>2</sup>60% of the 25% designated for capital improvements is further designated to retire debt issued for capital projects.

<sup>3</sup>Forwarded from page 5-3. Amount is based on existing income tax supported debt and projections for additional debt that can be supported by income tax allocated for debt service.

2013 – 2017 Capital Improvements Program  
Income Tax Revenue  
Actuals/Projections



\*Denotes Actual Revenue



2013 - 2017  
 FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM  
 SEWER FUND  
 STATEMENT OF PROJECTED REVENUE, EXPENSES, AND FUND BALANCE

	2011	2012	2013	2014	2015	2016	2017
<b>Revenues:</b>							
User charges	\$ 1,818,350	\$ 1,636,500	\$ 1,686,736	\$ 1,777,288	\$ 1,868,830	\$ 1,961,362	\$ 2,054,884
Tap fees	281,267	157,500	165,000	165,000	165,000	165,000	220,000
Interest	123,710	65,000	99,159	73,377	57,523	39,891	22,849
Other	32,531	-	-	-	-	-	-
Income tax subsidy	-	-	-	-	-	-	-
	<u>2,255,858</u>	<u>1,859,000</u>	<u>1,950,895</u>	<u>2,015,664</u>	<u>2,091,352</u>	<u>2,166,252</u>	<u>2,297,733</u>
<b>Expenses:</b>							
Salaries/wages	517,403	586,940	598,679	622,626	647,531	673,432	700,370
Benefits/uniforms	254,577	256,870	267,145	277,831	288,944	300,502	312,522
Utilities	655	900	954	1,011	1,072	1,136	1,204
Contract services	147,401	214,128	50,000	50,000	50,000	50,000	50,000
Repairs/maintenance	156,645	251,605	150,000	150,000	150,000	150,000	150,000
Other	2,000	-	15,000	15,000	15,000	15,000	15,000
	<u>1,078,681</u>	<u>1,310,443</u>	<u>1,081,778</u>	<u>1,116,468</u>	<u>1,152,547</u>	<u>1,190,070</u>	<u>1,229,096</u>
Capital expenditures (cash funded only)	626,723	567,990	835,000	200,000	200,000	200,000	200,000
<b>Debt service:</b>							
USWBI	1,350,721	1,350,721	1,350,721	1,350,721	1,350,721	1,350,721	1,350,721
2009 issue	188,345	154,015	152,215	155,415	153,562	151,555	154,178
2012 issue <sup>1</sup>	-	32,000	250,000	250,000	250,000	250,000	250,000
2015 issue	-	-	-	-	160,000	160,000	160,000
	<u>1,539,066</u>	<u>1,536,736</u>	<u>1,752,936</u>	<u>1,756,136</u>	<u>1,914,283</u>	<u>1,912,276</u>	<u>1,914,899</u>
Net cash (required) provided	(988,612)	(1,556,169)	(1,718,819)	(1,056,939)	(1,175,477)	(1,136,093)	(1,046,261)
Advances-out	(118,700)	-	-	-	-	-	-
Advances-in	30,425	1,604,400	-	-	-	-	-
Beginning balance	<u>7,639,264</u>	<u>6,562,377</u>	<u>6,610,608</u>	<u>4,891,790</u>	<u>3,834,851</u>	<u>2,659,374</u>	<u>1,523,280</u>
Ending balance	<u>\$ 6,562,377</u>	<u>\$ 6,610,608</u>	<u>\$ 4,891,790</u>	<u>\$ 3,834,851</u>	<u>\$ 2,659,374</u>	<u>\$ 1,523,280</u>	<u>\$ 477,019</u>

<sup>1</sup> Reflects interest payment only for 2012.

**2013 - 2017  
FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM  
SEWER FUND ASSUMPTIONS**

**Projected User Charges and Capacity Charges (Tap Fees)**

Assumptions:

- Revenues based on estimated ERUs and fees as authorized by Ordinance 56-11.
- Effective 1/1/2012 and 1/1/2013, a reallocation of \$0.25 per MCF in user charges from water to sewer was approved.
- Effective 1/1/2014, 1/1/2015, 1/1/2016, and 1/1/2017, an increase of \$0.50 per MCF in user charges for sewer was recommended and will be included as part of future cost study recommended changes.
- Effective 1/1/2013, an increase of \$100 in the capacity charge for a ¾" tap was recommended. This and further recommendations to increase the capacity charge for taps greater than ¾" will be included as part of the cost study recommended changes.
- Average number of ERUs for 2012 reflects a growth of 75. This is based on the number of residential building permits issued in 2011 for new units.
- Average number of ERUs for 2012 and beyond is the total of the estimated previous year's average number of ERUs at the beginning of the year and the previous year's estimated ERU growth.
- Estimated ERU growth for 2013 through 2017:

2013 – 75  
2014 – 75  
2015 – 75  
2016 – 75  
2017 – 100

- Beyond 2017 estimated ERU growth:  
2018 – 2022 - 100

**Statement of Projected Revenue, Expenses and Charges in Sewer Fund Cash Balance**

Assumptions:

- Revenues for user charges and tap fees are based on the schedule of Projected User Charges and Capacity Charges.
- Interest income is based on the previous year's ending fund balance and an interest rate of 1.5 percent during the five year period.

## **Sewer Fund Assumptions (Continued)**

- Debt service obligations for the USWBI (Upper Scioto West Branch Interceptor) assume the debt will be retired 100% from Sewer Fund resources.
- The 2012 debt service obligation provides funding to retire the debt on the \$2,540,000 in long-term debt issued for relining sanitary sewer lines and other sanitary sewer improvements.
- The 2015 debt service issue is based on the current plan to issue \$2.0 million in long-term debt for relining sanitary sewer lines and other sanitary sewer improvements.

On February 11, 2009, the Ohio Environmental Protection Agency (OEPA) issued a binding "Director's Final Findings and Orders" (the Findings) to the City. The Findings indicate that the City operates its sanitary sewer system in connection with the City of Columbus sanitary sewer system, and that Columbus cannot comply with its OEPA consent order unless it obtains accurate information about sanitary flow and clear water infiltration and inflow (I and I) that contribute to their sanitary sewer overflows (SSO), from all connected suburban systems.

Pursuant to the Findings, the OEPA ordered the City to 1) complete a Sewer System Evaluation Study (SSES) within either five years (for the entire system) or fifteen years (for a phased-in area-by-area approach), to identify sources and quantities of I and I and SSO, describe all feasible cost-effective actions needed to correct any such identified system deficiencies and establish a task prioritization and timetable for implementing them; 2) issue a Capacity, Management, Operation and Maintenance Program report within three years and update it biannually thereafter, to help best manage the City's sewer system; 3) submit an "SSO Emergency Response Plan" to the OEPA within 180 days to establish a process to identify and report any SSO that endangers the public health; and 4) implement a Public Notification Program within 90 days to inform the public of the location of, and possible health or environmental impacts associated with, any SSO occurrence.

In an effort to reduce I and I in the system, the debt service obligations undertaken in 2012 as well as programmed in 2015 are for debt issues that will be used to finance the relining of existing sanitary sewer lines and other sanitary sewer improvements.

The Statement of Projected Revenue, Expenses and Changes in Sewer Fund Cash Balance were prepared through the year 2021. Using the above assumptions, sufficient revenue to maintain a "positive" cash balance will be available through the year 2021, although the projected balance will not meet the goal of 25% of the historical value of the system assets. The 2011 combined Water and Sewer Fund balances, including advances, equal 20.8% of the total historical value of both systems. The rate of growth, the user fees and capacity charges will continue to be evaluated to determine the need to adjust rates in the future.

2013 - 2017  
 FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM  
 WATER FUND  
 STATEMENT OF PROJECTED REVENUE, EXPENSES, AND FUND BALANCE

	2011	2012	2013	2014	2015	2016	2017
<b>Revenues:</b>							
User charges	\$ 811,314	\$ 705,009	\$ 658,627	\$ 661,894	\$ 665,161	\$ 668,428	\$ 671,695
Tap fees	296,512	200,000	142,500	142,500	142,500	142,500	190,000
Interest	214,207	125,000	158,278	155,446	145,211	146,747	143,025
Fire hydrant permits/Other	4,110	1,000	1,000	1,000	1,000	1,000	1,000
Subsidy for debt service	29,547	-	-	-	-	-	-
	<u>1,355,690</u>	<u>1,031,009</u>	<u>960,405</u>	<u>960,840</u>	<u>953,873</u>	<u>958,675</u>	<u>1,005,720</u>
<b>Expenses:</b>							
Salaries/wages	112,721	118,570	120,941	125,779	130,810	136,043	141,484
Benefits/uniforms	46,164	49,210	51,178	53,226	55,355	57,569	59,871
Utilities	149,266	176,620	183,685	191,032	198,673	206,620	214,885
Equipment maintenance	-	500	530	562	596	631	669
Contract services	112,473	168,339	75,000	75,000	50,000	50,000	50,000
Hydrant maintenance	19,482	37,200	38,688	40,236	41,845	43,519	45,259
Other	3,400	-	15,000	15,000	15,000	15,000	15,000
	<u>443,507</u>	<u>550,439</u>	<u>485,023</u>	<u>500,834</u>	<u>492,279</u>	<u>509,382</u>	<u>527,170</u>
Capital expenditures	1,661,201	1,386,770	315,000	795,000	370,000	730,000	-
<b>Debt service:</b>							
1994 issue	358,400	355,480	356,600	356,440	-	-	-
2009 issue(net)	169,320	138,173	141,573	139,873	138,215	141,420	139,168
2012 issue <sup>1</sup>	-	20,833	201,000	201,000	201,000	201,000	201,000
	<u>527,720</u>	<u>514,486</u>	<u>699,173</u>	<u>697,313</u>	<u>339,215</u>	<u>342,420</u>	<u>340,168</u>
Net cash (required) provided	(1,276,737)	(1,420,686)	(538,790)	(1,032,307)	(247,621)	(623,126)	138,383
Advances-out	-	-	-	-	-	-	-
Advances-in	-	-	350,000	350,000	350,000	375,000	375,000
Transfer-out	-	-	-	-	-	-	-
Beginning balance	<u>13,249,284</u>	<u>11,972,547</u>	<u>10,551,861</u>	<u>10,363,070</u>	<u>9,680,763</u>	<u>9,783,142</u>	<u>9,535,016</u>
Ending balance	<u>\$ 11,972,547</u>	<u>\$ 10,551,861</u>	<u>\$ 10,363,070</u>	<u>\$ 9,680,763</u>	<u>\$ 9,783,142</u>	<u>\$ 9,535,016</u>	<u>\$ 10,048,399</u>

<sup>1</sup> Reflects interest payment only for 2012.

**2013 – 2017  
FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM  
WATER FUND ASSUMPTIONS**

The following information provides the assumptions used in the analysis.

**Projected User Changes and Capacity Charges (Tap Fees)**

Assumptions:

- Revenues based on ERUs and authorized fees established by Ordinance 56-11.
- Effective 1/1/2012 and 1/1/2013, a reallocation of \$0.25 per MCF in user charges from water to sewer was approved.
- Effective 1/1/2013, an increase of \$100 in the capacity charge for a ¾" tap was recommended. This and further recommendations to increase the capacity charge for taps greater than ¾" will be included as part of the cost study recommended changes.
- Average number of ERUs for 2012 reflects a growth of 75. This is based on the number of residential building permits issued in 2011 for new units.
- Average number of ERUs for 2012 and beyond is the total of the estimated previous year's average number of ERUs at the beginning of the year and the previous year's estimated ERU growth.
- Estimated ERU growth for 2013 through 2017
  - 2013 – 75
  - 2014 – 75
  - 2015 – 75
  - 2016 – 75
  - 2017 – 100
- Beyond 2017 estimated ERU growth:
  - 2018 – 2022 - 100

**Statement of Projected Revenue, Expenses and Changes in Water Fund Cash Balance**

Assumptions:

- Revenues for user charges and tap fees based on schedule of Projected User Fees and Projected Capacity Charges.
- Salaries/wages and Benefits/uniforms included for water hydrant program.
- The 1994 debt service obligation provides funding to retire the debt on the \$4,100,000 in long-term bonds issued for the Rings/Blazer water tower.

### **Water Fund Assumptions (Continued)**

- The 2009 debt service obligation provides funding to retire the debt on the \$2,015,000 in long-term debt issued for the Darree Fields water tower.
- The 2012 debt service obligation provides funding to retire the debt on the \$2,360,000 in long-term debt issued for the Dublin Road water tower.
- Funding has been programmed during the five year period to paint existing water towers, replace pumps at the City's booster stations, install water quality units at Avery Road and Tartan Ridge and to install a 16-inch waterline from Avery Road to the relocated Rings Road.
- Funding has been programmed to replace water lines in 2014. A comprehensive list of areas to review for water line replacement will be prepared and an analysis of the lines completed to determine the future replacement programming needs.

The Statement of Projected Revenue, Expenses and Changes in Water Fund Cash Balance were prepared through the year 2021. Using the above assumptions, sufficient revenue will be available, as well as maintaining a considerable reserve, throughout the life of existing and proposed debt obligations. While the projected balance and outstanding advances will not meet the goal of 25% of the historical value of the system assets, they are anticipated to be approximately 20%. The rate of growth and the user fees and capacity charges will continue to be evaluated annually.

## Major Projects

**2013 - 2017**  
**FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM**  
**MAJOR PROJECTS**

**Project Prioritization**

In developing the Five-Year CIP several elements are taken into consideration: City Council goals, both past and present; findings included in the Economic Development Strategy; commitments made by the City in agreements such as tax increment financing/economic development agreements; bi-annual community surveys, input from citizen committees, and economic development opportunities. Utilizing these criteria resulted in projects to be funded that are biased towards needed infrastructure improvements such as roads and utility needs.

The following pages reflect the projects to be funded, project descriptions, and a recap of the funding sources.

**2013 - 2017  
FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM  
FUNDED PROJECTS**

PROJECT		TOTAL COST	PRIOR YEAR(S)	2012	2013	2014	2015	2016	2017	TOTAL 2013 - 2017
ET0103	Tuttle Crossing Boulevard extension-Wilcox Road to Avery Road (TIF)									
	Architectural\Engineering fees	852,000	2,000	150,000	700,000					700,000
	Acquisition	1,811,000	11,000			1,800,000				1,800,000
	Construction	0								0
	Other Expenses	0								0
	<b>Total</b>	<b>2,663,000</b>	<b>13,000</b>	<b>150,000</b>	<b>700,000</b>	<b>1,800,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,500,000</b>
ET0104	Emerald Parkway-Riverside Drive to Billingsley Creek (TIF)									
	Architectural\Engineering fees	1,190,000	815,000			375,000				375,000
	Acquisition	3,216,000	2,401,000	815,000						0
	Construction	12,065,000	65,000		9,500,000	2,500,000				12,000,000
	Other Expenses	210,000			210,000					210,000
	<b>Total</b>	<b>16,681,000</b>	<b>3,281,000</b>	<b>815,000</b>	<b>9,710,000</b>	<b>2,875,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12,585,000</b>
ET0205	Emerald Parkway-Rings Road to Tuttle Crossing Boulevard (TIF)									
	Architectural\Engineering fees	740,000	740,000							0
	Acquisition	22,000	22,000							0
	Construction	1,500,000		1,500,000						0
	Other Expenses	0								0
	<b>Total</b>	<b>2,262,000</b>	<b>762,000</b>	<b>1,500,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
ET1119	Relocated Rings Road									
	Architectural\Engineering fees	90,000			90,000					90,000
	Acquisition	350,000				350,000				350,000
	Construction	725,000						725,000		725,000
	Other expenses	0								0
	<b>Total</b>	<b>1,165,000</b>	<b>0</b>	<b>0</b>	<b>90,000</b>	<b>350,000</b>	<b>0</b>	<b>725,000</b>	<b>0</b>	<b>1,165,000</b>
ET1202	Frantz Road utility burial (TIF)									
	Architectural\Engineering fees	105,000	105,000							0
	Acquisition	50,000			50,000					50,000
	Construction	1,700,000			1,700,000					1,700,000
	Other expenses	0								0
	<b>Total</b>	<b>1,855,000</b>	<b>105,000</b>	<b>0</b>	<b>1,750,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,750,000</b>
ET0810	Frantz Road-Dublin Road connector (Potential TIF)									
	Architectural\Engineering fees	229,000	229,000							0
	Acquisition	0								0
	Construction	2,650,000			2,650,000					2,650,000
	Other expenses	0								0
	<b>Total</b>	<b>2,879,000</b>	<b>229,000</b>	<b>0</b>	<b>2,650,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,650,000</b>
ET1101	Railroad Quiet Zones									
	Architectural\Engineering fees	10,000	10,000							0
	Acquisition	0								0
	Construction	470,000			470,000					470,000
	Other expenses	0								0
	<b>Total</b>	<b>480,000</b>	<b>10,000</b>	<b>0</b>	<b>470,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>470,000</b>
ET1103	LED street light replacement									
	Architectural\Engineering fees	24,000	24,000							0
	Acquisition	0								0
	Construction	2,235,000	235,000	2,000,000						0
	Other expenses	0								0
	<b>Total</b>	<b>2,259,000</b>	<b>259,000</b>	<b>2,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
9/10/2012										

**2013 - 2017  
FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM  
FUNDED PROJECTS**

PROJECT		TOTAL COST	PRIOR YEAR(S)	2012	2013	2014	2015	2016	2017	TOTAL 2013 - 2017
ET1402	Avery Road widening - Woerner Temple to Rings Road West (TIF)									
	Architectural/Engineering fees	530,000				530,000				530,000
	Acquisition	0								0
	Construction	0								0
	Other expenses	0								0
	<b>Total</b>	<b>530,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>530,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>530,000</b>
ET0405	Hyland-Croy Road/Brand Road (TIF)									
	Architectural/Engineering fees	355,000	355,000							0
	Acquisition	215,000	165,000	50,000						0
	Construction	3,402,000	2,000		3,400,000					3,400,000
	Other expenses	0								0
	<b>Total</b>	<b>3,972,000</b>	<b>522,000</b>	<b>50,000</b>	<b>3,400,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,400,000</b>
ET0410	Avery-Muirfield Drive/Perimeter Loop/Perimeter Drive (TIF) intersection (TIF)									
	Architectural/Engineering fees	1,154,000	599,000	55,000		500,000				500,000
	Acquisition	450,000	120,000				330,000			330,000
	Construction	5,813,000	2,313,000						3,500,000	3,500,000
	Other expenses	119,000	119,000							0
	<b>Total</b>	<b>7,536,000</b>	<b>3,151,000</b>	<b>55,000</b>	<b>0</b>	<b>500,000</b>	<b>330,000</b>	<b>0</b>	<b>3,500,000</b>	<b>4,330,000</b>
ET0508	Riverside Drive/SR161(TIF)									
	Architectural/Engineering fees	616,000	216,000	400,000						0
	Acquisition	2,138,000	38,000	2,100,000						0
	Construction	0								0
	Other expenses	0								0
	<b>Total</b>	<b>2,754,000</b>	<b>254,000</b>	<b>2,500,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
ET0511	Avery-Muirfield/Tullymore/Valley Stream/Avery Road									
	Architectural/Engineering fees	51,000	51,000							0
	Acquisition	0								0
	Construction	700,000			700,000					700,000
	Other expenses	0								0
	<b>Total</b>	<b>751,000</b>	<b>51,000</b>	<b>0</b>	<b>700,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>700,000</b>
ET0605	Sawmill Road/Hard Road (TIF)									
	Architectural/Engineering fees	222,000	222,000							0
	Acquisition	13,000	13,000							0
	Construction	2,250,000			550,000	1,700,000				2,250,000
	Other expenses	0								0
	<b>Total</b>	<b>2,485,000</b>	<b>235,000</b>	<b>0</b>	<b>550,000</b>	<b>1,700,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,250,000</b>
ET1001	Cosgray Road/Shier Rings Road									
	Architectural/Engineering fees	229,000	229,000							0
	Acquisition	0								0
	Construction	1,100,000		1,100,000						0
	Other expenses	50,000		50,000						0
	<b>Total</b>	<b>1,379,000</b>	<b>229,000</b>	<b>1,150,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
ET0809	Hyland Croy Road/McKittrick Road									
	Architectural/Engineering fees	180,000			180,000					180,000
	Acquisition	50,000				50,000				50,000
	Construction	1,200,000						1,200,000		1,200,000
	Other expenses	30,000						30,000		30,000
	<b>Total</b>	<b>1,460,000</b>	<b>0</b>	<b>0</b>	<b>180,000</b>	<b>50,000</b>	<b>0</b>	<b>1,230,000</b>	<b>0</b>	<b>1,460,000</b>
9/10/2012										

**2013 - 2017  
FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM  
FUNDED PROJECTS**

PROJECT		TOTAL COST	PRIOR YEAR(S)	2012	2013	2014	2015	2016	2017	TOTAL 2013 - 2017
ET1401	I-270/US 33 Interchange phase 1 improvements (TIF)									
	Architectural/Engineering fees	1,300,000	500,000		800,000					800,000
	Acquisition	5,000,000				5,000,000				5,000,000
	Construction	6,600,000						6,600,000		6,600,000
	Other expenses	0								0
	<b>Total</b>	<b>12,900,000</b>	<b>500,000</b>	<b>0</b>	<b>800,000</b>	<b>5,000,000</b>	<b>0</b>	<b>6,600,000</b>	<b>0</b>	<b>12,400,000</b>
ET1003	Dublin Road/Glick Road intersection improvements									
	Architectural/Engineering fees	217,000	157,000		60,000					60,000
	Acquisition	0								0
	Construction	0								0
	Other expenses	0								0
	<b>Total</b>	<b>217,000</b>	<b>157,000</b>	<b>0</b>	<b>60,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60,000</b>
ET1102	US33/SR 161/Post Road interim interchange improvements (TIF)									
	Architectural/Engineering fees	150,000		150,000						0
	Acquisition	0								0
	Construction	1,000,000			1,000,000					1,000,000
	Other expenses	0								0
	<b>Total</b>	<b>1,150,000</b>	<b>0</b>	<b>150,000</b>	<b>1,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,000,000</b>
ET1205	Coffman Road/Brand Road									
	Architectural/Engineering fees	150,000		150,000						0
	Acquisition	100,000			100,000					100,000
	Construction	1,300,000			1,300,000					1,300,000
	Other expenses	0								0
	<b>Total</b>	<b>1,550,000</b>	<b>0</b>	<b>150,000</b>	<b>1,400,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,400,000</b>
ET1521	Mulrfield Drive/Memorial Drive									
	Architectural/Engineering fees	50,000			50,000					50,000
	Acquisition	0								0
	Construction	0								0
	Other expenses	0								0
	<b>Total</b>	<b>50,000</b>	<b>0</b>	<b>0</b>	<b>50,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50,000</b>
ET1301	West Innovation Park infrastructure									
	Architectural/Engineering fees	50,000			50,000					50,000
	Acquisition	0								0
	Construction	0								0
	Other expenses	0								0
	<b>Total</b>	<b>50,000</b>	<b>0</b>	<b>0</b>	<b>50,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50,000</b>
ET1302	SR 161/Hyland-Croy Road temporary intersection improvement									
	Architectural/Engineering fees	40,000			40,000					40,000
	Acquisition	0								0
	Construction	300,000				300,000				300,000
	Other expenses	0								0
	<b>Total</b>	<b>340,000</b>	<b>0</b>	<b>0</b>	<b>40,000</b>	<b>300,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>340,000</b>
	Shared-use paths/bike lanes									
ET1004	Brand Road shared-use path									
	Architectural/Engineering fees	206,000	206,000							0
	Acquisition	0								0
	Construction	1,015,000			1,015,000					1,015,000
	Other expenses	0								0
	<b>Total</b>	<b>1,221,000</b>	<b>206,000</b>	<b>0</b>	<b>1,015,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,015,000</b>
9/10/2012										

**2013 - 2017  
FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM  
FUNDED PROJECTS**

PROJECT		TOTAL COST	PRIOR YEAR(S)	2012	2013	2014	2015	2016	2017	TOTAL 2013 - 2017
ET1203	Dublin Road South shared-use path									
	Architectural\Engineering fees	246,000	246,000							0
	Acquisition	255,000		15,000	240,000					240,000
	Construction	1,900,000		400,000	1,500,000					1,500,000
	Other expenses	0								0
	<b>Total</b>	<b>2,401,000</b>	<b>246,000</b>	<b>415,000</b>	<b>1,740,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,740,000</b>
ET1204	Glick Road shared-use path									
	Architectural\Engineering fees	340,000		340,000						0
	Acquisition	60,000			60,000					60,000
	Construction	960,000		200,000	760,000					760,000
	Other expenses	0								0
	<b>Total</b>	<b>1,360,000</b>	<b>0</b>	<b>540,000</b>	<b>820,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>820,000</b>
ET1104	Muirfield Drive bike lanes									
	Architectural\Engineering fees	50,000	50,000							0
	Acquisition	0								0
	Construction	1,460,000				1,460,000				1,460,000
	Other expenses	0								0
	<b>Total</b>	<b>1,510,000</b>	<b>50,000</b>	<b>0</b>	<b>0</b>	<b>1,460,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,460,000</b>
	<b>Total Transportation</b>	<b>73,860,000</b>	<b>10,260,000</b>	<b>9,475,000</b>	<b>27,175,000</b>	<b>14,565,000</b>	<b>330,000</b>	<b>8,555,000</b>	<b>3,500,000</b>	<b>54,125,000</b>
GR9901	Darree Fields development									
	Architectural\Engineering fees	572,000	572,000							0
	Acquisition	552,000	552,000							0
	Construction	5,607,000	4,387,000	275,000	60,000			50,000	835,000	945,000
	Equipment	75,000	75,000							0
	<b>Total</b>	<b>6,806,000</b>	<b>5,586,000</b>	<b>275,000</b>	<b>60,000</b>	<b>0</b>	<b>0</b>	<b>50,000</b>	<b>835,000</b>	<b>945,000</b>
GR9903	Amberleigh Community Park development									
	Architectural\Engineering fees	259,000	144,000		40,000				75,000	115,000
	Acquisition	732,000	732,000							0
	Construction	1,695,000	1,375,000			320,000				320,000
	Equipment	0								0
	<b>Total</b>	<b>2,686,000</b>	<b>2,251,000</b>	<b>0</b>	<b>40,000</b>	<b>320,000</b>	<b>0</b>	<b>0</b>	<b>75,000</b>	<b>435,000</b>
GR9904	Emerald Fields development									
	Architectural\Engineering fees	250,000	195,000					55,000		55,000
	Acquisition	1,220,000	1,220,000							0
	Construction	4,270,000	3,745,000					525,000		525,000
	Equipment	0								0
	<b>Total</b>	<b>5,740,000</b>	<b>5,160,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>580,000</b>	<b>0</b>	<b>580,000</b>
GR9902	Coffman Park expansion									
	Architectural\Engineering fees	370,000	50,000	280,000				40,000		40,000
	Acquisition	0								0
	Construction	5,700,000			3,570,000		800,000	660,000	670,000	5,700,000
	Equipment	0								0
	<b>Total</b>	<b>6,070,000</b>	<b>50,000</b>	<b>280,000</b>	<b>3,570,000</b>	<b>0</b>	<b>800,000</b>	<b>700,000</b>	<b>670,000</b>	<b>5,740,000</b>
GR1114	Holder-Wright Farm and Earthworks									
	Architectural\Engineering fees	318,000	53,000	55,000		85,000		125,000		210,000
	Acquisition	0								0
	Construction	1,890,000			370,000		570,000		950,000	1,890,000
	Equipment	0								0
	<b>Total</b>	<b>2,208,000</b>	<b>53,000</b>	<b>55,000</b>	<b>370,000</b>	<b>85,000</b>	<b>570,000</b>	<b>125,000</b>	<b>950,000</b>	<b>2,100,000</b>
AL1202	Parkland acquisition									
	Acquisition	3,900,000		650,000	650,000	650,000	650,000	650,000	650,000	3,250,000
	<b>Total</b>	<b>3,900,000</b>	<b>0</b>	<b>650,000</b>	<b>650,000</b>	<b>650,000</b>	<b>650,000</b>	<b>650,000</b>	<b>650,000</b>	<b>3,250,000</b>
	<b>Total Parks</b>	<b>27,410,000</b>	<b>13,100,000</b>	<b>1,260,000</b>	<b>4,690,000</b>	<b>1,055,000</b>	<b>2,020,000</b>	<b>2,105,000</b>	<b>3,180,000</b>	<b>13,050,000</b>
9/10/2012										

**2013 - 2017  
FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM  
FUNDED PROJECTS**

PROJECT		TOTAL COST	PRIOR YEAR(S)	2012	2013	2014	2015	2016	2017	TOTAL 2013 - 2017
ES0701	Sewer lining and repair									
	Architectural/Engineering fees	0								0
	Acquisition	0								0
	Construction	8,990,000	4,590,000	2,900,000			1,500,000			1,500,000
	Other expenses	0								0
	<b>Total</b>	<b>8,990,000</b>	<b>4,590,000</b>	<b>2,900,000</b>	<b>0</b>	<b>0</b>	<b>1,500,000</b>	<b>0</b>	<b>0</b>	<b>1,500,000</b>
EF1301	South Fork Indian Run (SFIR) floodplain fill									
	Architectural/Engineering fees	10,000			10,000					10,000
	Acquisition	0								0
	Construction	450,000			450,000					450,000
	Other expenses	10,000			10,000					10,000
	<b>Total</b>	<b>470,000</b>	<b>0</b>	<b>0</b>	<b>470,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>470,000</b>
EW1101	Rings Road waterline									
	Architectural/Engineering fees	65,000						65,000		65,000
	Acquisition	15,000						15,000		15,000
	Construction	650,000						650,000		650,000
	Other expenses	0								0
	<b>Total</b>	<b>730,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>730,000</b>	<b>0</b>	<b>730,000</b>
EW1201	Dublin Road water tower									
	Architectural/Engineering fees	134,000	134,000							0
	Acquisition	102,000	102,000							0
	Construction	2,813,000	513,000	2,300,000						0
	Other expenses	0								0
	<b>Total</b>	<b>3,049,000</b>	<b>749,000</b>	<b>2,300,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
EF0201	Stormwater improvements									
	Architectural/Engineering fees	595,000	410,000		110,000	75,000				185,000
	Acquisition	72,000	32,000		15,000	25,000				40,000
	Construction	3,471,000	2,261,000		740,000	470,000				1,210,000
	Other expenses	0								0
	<b>Total</b>	<b>4,138,000</b>	<b>2,703,000</b>	<b>0</b>	<b>865,000</b>	<b>570,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,435,000</b>
	<b>Total Utilities</b>	<b>17,377,000</b>	<b>8,042,000</b>	<b>5,200,000</b>	<b>1,335,000</b>	<b>570,000</b>	<b>1,500,000</b>	<b>730,000</b>	<b>0</b>	<b>4,135,000</b>
AB0601	Municipal facilities									
	Architectural/Engineering fees	67,000	67,000							0
	Acquisition	0	0							0
	Construction	3,863,000	1,338,000	150,000	735,000	1,040,000	200,000	400,000	0	2,375,000
	Other expenses	0								0
	<b>Total</b>	<b>3,930,000</b>	<b>1,405,000</b>	<b>150,000</b>	<b>735,000</b>	<b>1,040,000</b>	<b>200,000</b>	<b>400,000</b>	<b>0</b>	<b>2,375,000</b>
	<b>Total Facilities</b>	<b>3,930,000</b>	<b>1,405,000</b>	<b>150,000</b>	<b>735,000</b>	<b>1,040,000</b>	<b>200,000</b>	<b>400,000</b>	<b>0</b>	<b>2,375,000</b>
AB0602	Historic Dublin									
	Architectural/Engineering fees	118,000	118,000							0
	Acquisition	381,000	381,000							0
	Construction	5,478,000	4,703,000	250,000	525,000					525,000
	Other expenses	0								0
	<b>Total</b>	<b>5,977,000</b>	<b>5,202,000</b>	<b>250,000</b>	<b>525,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>525,000</b>
AB1301	Bridge Street District									
	Architectural/Engineering fees	0								0
	Acquisition	0								0
	Construction	4,000,000	0	250,000	750,000	750,000	750,000	750,000	750,000	3,750,000
	Other expenses	0								0
	<b>Total</b>	<b>4,000,000</b>	<b>0</b>	<b>250,000</b>	<b>750,000</b>	<b>750,000</b>	<b>750,000</b>	<b>750,000</b>	<b>750,000</b>	<b>3,750,000</b>
9/10/2012										

**2013 - 2017  
FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM  
FUNDED PROJECTS**

PROJECT		TOTAL COST	PRIOR YEAR(S)	2012	2013	2014	2015	2016	2017	TOTAL 2013 - 2017
AI1201	Computer hardware/software Equipment	6,145,000		990,000	1,130,000	1,145,000	1,065,000	905,000	910,000	5,155,000
	<b>Total</b>	<b>6,145,000</b>	<b>0</b>	<b>990,000</b>	<b>1,130,000</b>	<b>1,145,000</b>	<b>1,065,000</b>	<b>905,000</b>	<b>910,000</b>	<b>5,155,000</b>
PP1601	Radio System upgrade Equipment	750,000	0	0	0	750,000	0	0	0	750,000
	<b>Total</b>	<b>750,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>750,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>750,000</b>
AV1201	Fleet management program									
	Fleet replacements	6,190,000	0	1,080,000	210,000	580,000	1,580,000	1,350,000	1,390,000	5,110,000
AV1203	Equipment additions/replacements	1,750,000	0	500,000	270,000	405,000	220,000	250,000	105,000	1,250,000
	<b>Total</b>	<b>7,940,000</b>	<b>0</b>	<b>1,580,000</b>	<b>480,000</b>	<b>985,000</b>	<b>1,800,000</b>	<b>1,600,000</b>	<b>1,495,000</b>	<b>6,360,000</b>
	<b>Total Others</b>	<b>24,812,000</b>	<b>5,202,000</b>	<b>3,070,000</b>	<b>2,885,000</b>	<b>3,630,000</b>	<b>3,615,000</b>	<b>3,255,000</b>	<b>3,155,000</b>	<b>16,540,000</b>
<b>Grand Totals</b>		<b>\$147,389,000</b>	<b>\$38,009,000</b>	<b>\$19,155,000</b>	<b>\$36,820,000</b>	<b>\$20,860,000</b>	<b>\$7,665,000</b>	<b>\$15,045,000</b>	<b>\$9,835,000</b>	<b>\$90,225,000</b>

9/10/2012



## **2013 - 2017 Capital Improvements Program**

### **Transportation – Major Projects**

#### **Tuttle Crossing Boulevard Extension – Wilcox to Avery / Avery Road Widening - Rings Road West to South Corporation Boundary (Project #ET0103)**

This project provides for the extension of Tuttle Crossing Boulevard from its current terminus at Wilcox Road to Avery Road, the construction of a multi-lane roundabout at the new intersection of Tuttle Crossing Boulevard and Avery Road, and the widening of Avery Road from the extended Tuttle Crossing Boulevard to Rings Road. The project includes the construction of a four-lane boulevard with curb and gutter, shared-use path, sidewalk, street lights, traffic signals, a shared-use tunnel and landscaping. The need for a shared-use path tunnel under Avery Road at the future Tuttle Crossing Boulevard/Avery Road roundabout will be evaluated during the detailed design of the project.

Funds for a preliminary alignment study have been programmed for 2012 partially due to the National Church Residence's (NCR) ability to secure financing for the construction of one and two bedroom housing units for seniors of mixed incomes and discussions with Homewood for development of the area north of the NCR site.

The project design is programmed in 2013. Right-of-way acquisition on Tuttle Crossing Boulevard from Wilcox Road to Avery Road is programmed in 2014 and project construction is reflected beyond 2017. The project will be funded through service payments from the Rings/Frantz TIF, and the Thomas/Kohler TIF will also be evaluated as a possible funding source for this project.



## **2013 – 2017 Capital Improvements Program**

### **Transportation – Major Projects**

#### **Emerald Parkway-Riverside Drive to Billingsley Creek (Project #ET0104)**

This project provides for the continuation of Emerald Parkway and is the final phase to be completed from Riverside Drive to Billingsley Creek. It includes a four lane boulevarded section; sanitary sewer and water; street lights; and intersection improvements at Bright Road and Emerald Parkway. As a result of a Traffic Operations Analysis, it was determined that current intersection spacing between Tuller Road and Emerald Parkway on Riverside Drive is too close, causing traffic back-ups from the Riverside Drive and Emerald Parkway intersection to the Riverside Drive and Tuller Road intersection. To achieve optimum intersection performance at Riverside Drive and Emerald Parkway as well as improve safety, a reconfiguration of the Tuller Road intersection is necessary. Discussions regarding the design of this project are ongoing. Design and construction is programmed in 2014.

Cardinal Health's construction of an additional office building on their site has allowed the construction of this project to be programmed. Design was substantially completed in 2009. The right-of-way acquisition for the project is in-process. Prior year expenditures include acquisition of rights-of-way between 1996 (Jenmar Court properties) and 2011. Construction and landscaping is currently programmed in 2013. Construction will be initiated upon completion of successful right-of-way acquisition negotiations.

The project will be funded by service payment received through the McKittrick TIF Fund and, to the extent available, the Kroger Centre TIF Fund and the Lifetime Fitness TIF Fund.



## **2013 - 2017 Capital Improvements Program**

### **Transportation – Major Projects**

#### **Emerald Parkway-Rings Road to Tuttle Crossing Boulevard (Project #ET0205)**

This project provides for the widening of Emerald Parkway from Rings Road to Tuttle Crossing Boulevard. The modification of the Emerald Parkway/Tuttle Crossing intersection was completed as part of the Tuttle Crossing Boulevard widening project. The City of Columbus and Dublin entered into a Cooperative Design and Right-of-Way Agreement on May 19, 2010. Design has been completed and each City will acquire its own right-of-way. Construction of the overall project is being administered by the City of Columbus. The project costs will be apportioned based on corporate boundaries.

This project will be partially funded from a grant provided by the Ohio Public Works Commission (OPWC) from a grant submitted by the City of Columbus. Dublin will be reimbursed directly from OPWC for its share of the project.

The City's share of the project will be funded by service payments generated from the Thomas/Kohler TIF.



## **2013 - 2017 Capital Improvements Program**

### **Transportation – Major Projects**

#### **Relocated Rings Road (Project #ET1119)**

This project provides for the roadway extension from the existing Rings Road along the southwest boundary of the Ballantrae multi-family area, by-passing Amlin along its north side. This will be a three-lane roadway and is needed as a result of the planned future development. The project also includes water and sewer extensions and landscaping. Due to slowed growth and discussions with the developer, the project has been deferred.

Design is scheduled for 2013, land acquisition in 2014 and construction in 2016.



## **2013 – 2017 Capital Improvements Program**

### **Transportation – Major Projects**

#### **Frantz Road utility burial (Project #ET1202)**

This project will fund improvements consisting of the burial of overhead utility lines along Frantz Road between Metro Place North and Rings Road. These improvements will be funded by the Pizzuti TIF. Funding has been programmed based on current service payment projections.

Right-of way acquisition and construction of the project are programmed in 2013. Design is currently underway and it is anticipated that the project will be bid in the first quarter of 2013.



## **2013 – 2017 Capital Improvements Program**

### **Transportation – Major Projects**

#### **Frantz Road-Dublin Road connector (Project# ET0810)**

This project will provide a new section of two/three lane roadway to connect Shawan Fall Drive, north of SR 161, to the east to Dublin Road. This project will provide a roadway option north and west of the Historic District and will provide access to Cardinal Health South Campus. Funding will be provided by the Cardinal Health South TIF and/or Bridge Street TIFs.

Construction has been deferred from 2012 to 2013. The project will continue to be evaluated with the progress of the Bridge Street District.



## **2013 – 2017 Capital Improvements Program**

### **Transportation – Major Projects**

#### **Railroad Quiet Zone – Houchard Road to Leap Road (Project# ET1101)**

This project will add Supplemental Safety Measures (medians or extra gates) at each public road/rail crossing. Once the gate system is installed, locomotive horns would not routinely sound along the CSX line for seven consecutive crossings. The crossings include three in Franklin County, two in Hilliard, one in Columbus and one four-quad gate system crossing in Dublin.

The City has applied for State Capital Budget funding for the project. The cost to install the crossing in the City has been deferred until 2013; however, to achieve the desired results, all crossings would need to be upgraded and it is unlikely all jurisdictions will move forward without state funding.



## **2013 – 2017 Capital Improvements Program**

### **Transportation – Major Projects**

#### **LED Street Light Replacement (Project# ET1103)**

This project provides funds to replace the existing 250 watt high pressure Kim street lights with Light Emitting Diode (LED) street lights.

Approximately 225 street light style fixtures in City owned parking lots were replaced in 2011 and approximately 1,500 street lights are programmed to be replaced in 2012.

The estimated annual electric savings by switching to LED lights is \$62,000 and the payback period for energy and maintenance costs is approximately 4.5 years. The useful life of the lights is approximately 12 years.

Debt will be issued for this project in 2012 with retirement over 10 years.



## **2013 - 2017 Capital Improvements Program**

### **Transportation – Major Projects**

#### **Avery Road Widening – From Woerner-Temple Road to Rings Road West (Project #ET1402)**

This project provides for the widening of Avery Road from Woerner-Temple Road to Rings Road West. It will include a four lane boulevard "Emerald Parkway" section for Avery Road approximately 3,150 ft in length and includes a multi-lane roundabout at the intersection of Rings Road West; street lighting; and a bridge over Cramer Ditch.

Project design is programmed in 2014, and site acquisition and construction are reflected beyond 2017.

This project widens Avery Road to the maximum four lane section as included in the City's Community Plan.

We anticipate funding for this project will be from service payments that will be received in the Thomas/Kohler and Rings Road TIFs.



## **2013 – 2017 Capital Improvements Program**

### **Transportation – Major Projects**

#### **Hyland-Croy Road/Brand Road (Project# ET0405)**

This project provides for construction of a roundabout at the intersection of Hyland-Croy and Brand Road. An intersection analysis study was completed and identified that a roundabout is the preferred option for this intersection. The improvement will be a single lane roundabout expandable to a two lane roundabout. Design for the project was programmed in 2008 and has been completed.

Right-of-way acquisition for the project was programmed in 2011, and is currently in-process and substantially completed. Construction has been deferred from 2012 to 2013.

The funding for this project will be through service payments received from the Tartan West TIF.



## **2013 – 2017 Capital Improvements Program**

### **Transportation – Major Projects**

#### **Avery-Muirfield Drive/Perimeter Loop/Perimeter Drive (Project #ET0410)**

This project provides for the reconstruction of the intersections from signalized intersections to roundabouts. These projects were identified as future needs when the land to the west of Avery-Muirfield Drive and north of U.S. 33/S.R. 161 was rezoned. The design for the project has been programmed in 2014, right-of-way acquisition in 2015 and construction in 2017. The project will provide for the construction of a two-lane roundabout at Hospital Drive/Perimeter Loop Road. Additional long-term improvements have been programmed beyond 2017 which include construction of a roundabout at Perimeter Drive and landscaping.

The funding for this project will be from service payments from the modified Ruscilli and Perimeter Center TIFs, and if necessary, the Perimeter West TIF.

Included in the prior year costs for the project are the improvements completed at the Avery-Muirfield/Post Road intersection.



## **2013 – 2017 Capital Improvements Program**

### **Transportation – Major Projects**

#### **Riverside Drive/SR 161 (Project #ET0508)**

This intersection and potential improvements have been under review in recent years. An alternatives analysis has been completed and signalization modifications and roundabout alternatives are being evaluated.

Funding programmed in 2012 includes an allocation for design and site acquisition. Construction is programmed beyond 2017.

Funding has been advanced from the Capital Improvements Tax Fund to the River Ridge TIF Fund to fund the alternatives analysis and design.

The relocation of Riverside Drive to the east of its existing location is also being evaluated as part of the review and evaluation of the intersection improvements. Decisions on how to proceed with this intersection will be based on the implementation of the Bridge Street District.

Construction is not currently programmed in the five year period.



## **2013 - 2017 Capital Improvements Program**

### **Transportation – Major Projects**

#### **Avery-Muirfield/Tullymore/Valley Stream/Avery Road (Project #ET0511)**

This project will provide for intersection improvements at the intersections of Avery-Muirfield Drive at Tullymore Drive, Valley Stream Drive, and Avery Road. The improvements will include new pavement, grading, shoulder work, drainage, and construction of medians to restrict left turning movements off Tullymore Drive, Valley Stream Drive and Avery Road.

A feasibility study was initiated in late 2005. In 2008, cost effective striping was completed to add a northbound left turn lane from Tullymore to Avery-Muirfield Drive. Design and right-of-way acquisition was programmed in 2011 with construction programmed in 2013.

This project will improve traffic operations and safety and compliment the work to be completed in the Avery-Muirfield Drive Corridor.

This project will be funded by permissive tax revenues.



## **2013– 2017 Capital Improvements Program**

### **Transportation – Major Projects**

#### **Sawmill Road/Hard Road (Project #ET0605)**

This project provides additional right turn lanes and modification to the traffic signal.

The design has been completed, utility relocation (gas line) is programmed in 2013 and construction in 2014. Dublin is working with the City of Columbus to evaluate potential land acquisition.

Engineering staff has been coordinating with the City of Columbus on the third phase of their improvements on Hard Road from Smokey Row to Sawmill Road.

Originally, as part of the Kroger Centre and Lifetime Fitness development, the developer was required to construct certain improvements to this intersection or reimburse the City for the cost of those improvements. On December 6, 2010, Council approved Ordinance 41-10 authorizing the execution of an agreement for Sawmill Partners Investment Company to transfer an approximately 7.2 acre tract of land (Oak Tree property) in lieu of a cash contribution to the improvements at the intersection of Sawmill Road and Hard Road. This tract of land will preserve an area with a significant stand of trees, including the large oak tree that resulted in Hard Road being relocated prior to its construction to preserve the tree, and will maintain the greenway along Hard Road. This tract of land also abuts Thaddeus Kosciuszko Park and provides for access to the park off of Hard Road instead of Riverside Drive.

The project will be funded by service payments generated from the Kroger Centre and Lifetime Fitness TIF districts.



## **2013 – 2017 Capital Improvements Program**

### **Transportation – Major Projects**

#### **Cosgray Road/Shier Rings Road (Project #ET1001)**

This project provides for a roundabout at the intersection of Cosgray and Shier Rings Road including the construction of a modern roundabout consisting of asphalt pavement, truck apron with brick pavers, sidewalk, asphalt shared-use path, storm sewers, street lights and dry-laid stone wall.

The project was programmed for 2012 and is currently under construction. This intersection improvement will be funded from permissive tax revenues.



## **2013 – 2017 Capital Improvements Program**

### **Transportation – Major Projects**

#### **Hyland-Croy Road/McKitrick Road (Project# ET0809)**

This project will improve an existing two lane county road into a single lane roundabout with curb and gutter, street lights, crosswalks, storm drainage, and landscape.

Design is scheduled in 2013, right-of-way acquisition in 2014 and construction in 2016.

The developer of Tartan Ridge is required to contribute \$118,125 towards this project.



## **2013 – 2017 Capital Improvements Program**

### **Transportation – Major Projects**

#### **I-270/US 33 interchange phase 1 improvements (Project# ET1401)**

This project provides for phase 1 of the I-270/US 33 interchange rebuild, which includes an I-270 north-bound flyover ramp to west bound US 33. This work is meant to include the Alternatives refinement to the preferred alternative, environmental clearances and associated preliminary engineering, final design, and some right-of-way acquisition. The project cost assumes only Dublin's local match contribution of the total cost for the elements above. Total construction cost for the northbound to westbound flyover ramp is approximately \$33,000,000.

The City has initially been awarded funding from the Transportation Review Advisory Council (TRAC) for preliminary engineering and environmental assessments. The local match is \$500,000 and was programmed in 2011. A 2012 TRAC Project Application was recently filed by the City as well. The project may be accelerated based on the outcome of the application.

Design is programmed in 2013, right-of-way acquisition and utility relocation in 2014 and construction in 2016. The contract will be administered by the Ohio Department of Transportation (ODOT).

Additional funding will be provided by the Upper Metro TIF. We also will evaluate the potential to modify the description of the public improvements funded by the Pizzuti TIF to include this project. The debt that is anticipated to fund the construction in 2016 is currently programmed to be retired by income tax revenues.



## **2013 - 2017 Capital Improvements Program**

### **Transportation – Major Projects**

#### **Dublin Road and Glick Road (Project #ET1003)**

This project provides for intersection improvements at Dublin Road and Glick Road. Improvements include additional left turn lanes on each approach and improve the sight distance on the north leg of the intersection. Pedestrian facilities and modifications to the traffic signal will also be included.

Potential funding sources include an OPWC grant that Delaware County will apply for on behalf of Shawnee Hills. If the grant is awarded, Delaware County will match local contributions up to \$50,000. Shawnee Hills has committed to contributing \$50,000.

Preliminary design was programmed and completed prior to 2011. Completion of detailed design for the Dublin preferred alternative is programmed in 2013 and acquisition, utility relocation and construction are currently not programmed in the five year period.



## **2013 – 2017 Capital Improvements Program**

### **Transportation – Major Projects**

#### **US33/SR 161/Post Road interim interchange improvements (Project# ET1102)**

Since the US33/SR 161/Post Road interchange project has been deferred, an allocation has been programmed in 2012 and 2013 to provide funding for potential improvements. This project is an interim solution to improve traffic flow in the area.

The construction programmed in 2013 includes the work that ODOT has preliminarily approved. This includes widening Post Road from the southbound off ramp west of the interchange from two lanes to four lanes; turn lanes on Post Road to Eiterman; lane addition north on Eiterman, and signal improvements.

The relocation/realignment of Eiterman Road as depicted in the West innovation District (fka Economic Advancement Zone Plan) shows that Eiterman Road in the future becomes "Technology Way" and intersects SR 161/Post Road at the same location as does Eiterman Road presently. The entire improvement is planned to be temporary until the interchange is constructed in the future.

The Perimeter West TIF will be the funding source for this project.



## **2013– 2017 Capital Improvements Program**

### **Transportation – Major Projects**

#### **Coffman/Brand Road intersection improvements (ET1205)**

Funds programmed in 2012 are for preliminary engineering for the Coffman/Brand Road intersection. Based on an intersection analysis, it has been determined that a roundabout is the preferred option for this intersection.

Funds programmed in 2013 are for the detailed design, right-of-way acquisition and construction of the roundabout. Timing of completion will take into consideration the completion of the section of the Brand Road shared-use path that runs through this intersection.



## **2013– 2017 Capital Improvements Program**

### **Transportation – Major Projects**

#### **Muirfield Drive and Memorial Drive Alternatives Analysis (Project # ET1521)**

Funding programmed in 2013 provides for an Alternative Analysis study to focus on the intersection at Muirfield Drive and Memorial Drive. Crash history reflects 12 accidents at this intersection during the period of 2009 and 2011. The study will evaluate improvement alternatives to address the existing vehicle conflicts at the intersection.

Preliminary estimates for design and construction are reflected beyond 2017.



## **2013– 2017 Capital Improvements Program**

### **Transportation – Major Projects**

#### **West Innovation Park infrastructure (Project #1301)**

This project provides for extending utilities and road network into the Job Ready Site (JRS) at Houchard Road and Post Road/SR 161 to set conditions for new development.

A Sight Access study has been programmed in 2013. This project is subject to evaluation and not yet programmed.

Should development opportunities occur which necessitate the need to fund the extension of fiber to this area, additional funds will be programmed as needed.

Programmed beyond 2017 is the relocation/realignment of Eiterman Road as depicted in the West innovation District (fka Economic Advancement Zone Plan). This relocation will create property that will have greater freeway frontage and development opportunities. The project is subject to future and on-going evaluation and will be triggered by development of the Ohio University project.



## **2013– 2017 Capital Improvements Program**

### **Transportation – Major Projects**

#### **SR 161/Hyland-Croy Road (Project #ET1302)**

This project consists of reconstructing the SR 161/Post Road and Hyland-Croy Road intersection to improve average delay and safety. The project provides for a temporary traffic signal at the intersection of SR 161 and Hyland-Croy. The project does not include any additional turn lanes, pavement, or other improvements at the intersection.

Design is programmed in 2013 and construction is programmed in 2014.



## **2013 – 2017 Capital Improvements Program**

### **Transportation – Major Projects**

#### **Bikeway connections/additions**

##### **Brand Road shared-use path (Project #ET1004)**

Based on a detailed assessment and public input, this project will provide for the completion of a shared-use path on Brand Road. Construction includes completion of a shared-use path between Muirfield Drive and Dublin Road. Construction of the path is programmed in 2013; however, the project will be completed in phases subject to timing. The first phase, from Dublin Road to Earlington Parkway will be completed in conjunction with the Coffman/Brand Road roundabout project.

##### **Dublin Road South shared-use path (Project #ET1203)**

Funds were programmed for design in 2011. Construction includes completion of the Dublin Road South shared-use path between Historic Dublin (Karrer Place) and Tuttle Road. The project will be completed in phases. The first phase, from Tuttle Road to Hertford Lane is expected to be completed in 2012. Construction for the remaining phases of the path has been programmed in 2013; however, further evaluation is needed to determine the timing for completion of additional phases of the project due to timing of easement acquisition.

##### **Glick Road shared-use path (Project #ET1204)**

This project is for the completion of the Glick Road shared-use path between Avery Road and Muirfield Drive and will be completed in four phases. Funds have been programmed in 2012 for design of the entire path and construction of the path from Muirfield Drive to Carnoustie Drive. Acquisition is programmed in 2013 for the remaining portion of the path. The remaining three phases of the path are programmed for completion in 2013.

- Phase 1 – Avery Road to Muirfield Drive
- Phase 2 – Muirfield Drive to Carnoustie Drive
- Phase 3 – Carnoustie Drive to Muirkirk Drive
- Phase 4 – Concord (Glick) to Tartan Cart Bridge



## **2013 – 2017 Capital Improvements Program**

### **Transportation – Major Projects**

#### **Bikeway connections/additions**

##### **Muirfield Drive bike lanes (Project #ET1104)**

Funds programmed in 2014 are for design and alignment for the construction of bike lanes on Muirfield Drive between Brand Road and Glick Road. Construction is programmed in 2014.



City of Dublin

## **2013 - 2017 Capital Improvements Program**

### **Park and Recreation – Major Projects**

#### **Darree Fields Development (Project #GR9901)**

This project includes the development of the park in accordance with the completed Master Plan. Funding in 2012 includes funding to convert park facilities from well water to City water and to construct a cyclocross course. 2013 includes funding to seed the Southwest 15 acres and to provide shade structures at the Miracle League field. Funds in 2016 and 2017 are for the design and construction of one ball field and an associated restroom. Funding identified beyond 2017 is to construct a handicapped accessible interpretive boardwalk near the Miracle complex and to re-visit the southwest master plan area recognizing that several base assumptions have changed. The balance of park development will be programmed beyond 2017 after the master plan update.



## **2013 - 2017 Capital Improvements Program**

### **Park and Recreation – Major Projects**

#### **Amberleigh Community Park (Project #GR9903)**

The City acquired approximately 12 acres of riverfront property in 1997 and, as part of the Amberleigh North residential development, the developer dedicated approximately 11 acres of riverfront property to the City. The two tracts of land combine to produce a community scale park along the Scioto River.

The community park provides access to the Scioto River and surrounding natural areas. Master planning was completed in 2001. The Master Plan provides potential homeowners with information on the plans for future development.

The funding in 2010 provided for improvements that include a parking lot, community scale playground, central pavilion with restrooms, sidewalks and landscaping.

Funding in 2013 and 2014 includes design and construction for stairs to the Scioto River, a pedestrian bridge and associated sidewalks, overlook, stone piers, fencing, crosswalk, mulch paths, bike racks, fencing and landscaping. Funding for 2017 includes design for elements programmed beyond 2017 including a half basketball court w/fence, hard court/play area, shelter, parking lot, canoe launch and boardwalk/pier.



## **2013 – 2017 Capital Improvements Program**

### **Park and Recreation – Major Projects**

#### **Emerald Fields (Project #GR9904)**

This project provides for the development of the park in accordance with the completed Master Plan. Work completed in the park includes the neighborhood park component, lacrosse fields, three ball diamonds, a universally accessible playground, maintenance facility, two restroom facilities, internal multi-use paths, landscaping, and associated parking lots.

Funding in 2016 includes design and construction of a shade plaza, basketball court and pedestrian lighting. Funding beyond 2017 includes earthwork, soil hauling, bike path repair/replacement, and sand volleyball courts.



## **2013 - 2017 Capital Improvements Program**

### **Park and Recreation – Major Projects**

#### **Coffman Park Expansion (Project #GR9902)**

City Council has adopted a policy to acquire the properties along Post Road from 6124 Post Road east to existing Coffman Park. The Coffman Park Expansion Plan Task Force (the Task Force) was created by City Council in 2002. The Task Force considered a wide range of optional park expansion ideas and formulated and compiled its recommendations and concept plans into the Coffman Park Expansion Task Force Report. The Task Force Report was reviewed and adopted by City Council on November 3, 2003.

The final property previously identified to expand Coffman Park was acquired in early 2009. The funding programmed in 2010 provided for an analysis of potential phasing of the elements identified in the Task Force Report and preliminary cost estimates. This information was necessary to begin evaluating the timing and amount of funding needed to begin future development.

In 2010, staff revisited the Coffman Park Master Plan to verify original assumptions and update it for current conditions. Funds programmed in 2012 will be used to design Coffman Park's first expansion phase which include park and associated utility burial, three bridges crossing the South Fork of Indian Run, park grading and a new entry drive at Commerce Parkway programmed for construction in 2013. Funds programmed in 2015 will be for the skate park demolition and reconstruction and a new restroom facility for the hard court area and a parking lot. Funding in 2016 will be for hard court construction and old hard court demolition. In 2017, funds are programmed for Perimeter Drive landscaping on new berms, ditch grading and a shelter with restroom and catering room. Beyond 2017 includes several potential elements including a new amphitheater, parking lot, senior activity area/parking, Nyrop property conversion, spray park, new shelters, new sidewalks and landscaping.



## **2013 - 2017 Capital Improvements Program**

### **Park and Recreation – Major Projects**

#### **Holder-Wright Farm and Earthworks (Project #GR1114)**

This park is an important archeological and historical site. Funding includes preservation/enhancement of Native American mounds, a path system, house preservation, parking lot and associated site amenities. Funds programmed in 2012 are for the design of the parking lot, bridge and house renovation.

The funding for 2013 includes house renovations. Funding in 2014 and 2015 is for design and the completion of garage demolition, electric work, pedestrian trail, shelter, outdoor classroom/plaza, site furniture, meadow plugs, seeding, trees and miscellaneous site work. Funding in 2016 provides for the design of a pedestrian bridge, shared-use path, entry plaza, interpretive signage, site furniture, entry drive, parking lot, restroom facility, sanitary and water service, stormwater rain garden and landscaping with construction programmed in 2017.



## 2013 - 2017 Capital Improvements Program

### Administration – Major Projects

#### Parkland Acquisition (Project #AL1302)

The amount programmed is based on estimated revenue in the Parkland Acquisition Fund. The majority of the revenue credited to this fund is from property tax revenue generated from the City's inside millage. The property tax revenue from the City's inside millage (1.75 mills) was allocated 100 percent to the Parkland Acquisition Fund from 2001-2006. Beginning in 2007, the City began allocating .95 mills of the total 1.75 mills to the Parkland Acquisition Fund and the remaining .80 mills was allocated to the Capital Improvements Tax Fund. In 2010, the City began allocating 1.4 mills to the Capital Improvements Tax Fund and the remaining .35 mills to the Parkland Acquisition Fund. Although this allocation is reviewed and can be changed annually, as part of the 2012 – 2016 CIP, Council approved the current allocation through 2016.

The funding in the Parkland Acquisition Fund can be used for the acquisition of parkland, open space and/or sites for recreational facilities. Prior to the acquisition of land, legislation authorizing the acquisition is required to be adopted by City Council.

The funding programmed also provides for the City's annual commitment of \$385,000 to the Franklin County Metropolitan Park District and the annual debt service payments on the debt issued to acquire the land for the expansion of Coffman Park. The final debt service payment for the expansion of Coffman Park will be made in 2020 and the final payment to the Metro Parks is scheduled to be made in 2017.

The following provides a recap of estimated revenues available less committed obligations:

	2013	2014	2015	2016	2017
Estimated revenue	\$650,000	\$650,000	\$650,000	\$650,000	\$650,000
Less:					
Payment to Metro Parks	(385,000)	(385,000)	(385,000)	(385,000)	(385,000)
Debt service	(225,243)	(242,632)	(233,445)	(236,700)	(238,820)
Estimated balance available	\$39,757	\$22,368	\$31,555	\$28,300	\$26,180

As discussed in previous years, staff is recommending that the Parkland Acquisition Fund be utilized to acquire rights-of-way and/or easements for bikepath connections.



## **2013- 2017 Capital Improvements Program**

### **Sanitary Sewer System-Major Projects**

#### **Sewer lining and repair (Project #ES0701)**

The funds allocated will allow for the repair and lining of the sanitary sewer lines in Dublin. The lining of the City's clay pipe will reduce inflow and infiltration (I and I) of water in the sanitary sewer system. Sewer lining repairs the integrity of the pipe system and reduces the amount of inflow and infiltration entering the system via the main lines.

The future schedule for the repair and lining of the main sewer lines will be based on the guidelines and/or requirements established by the Ohio EPA.

The scope of work will be dictated based on the results of the Sanitary Sewer Evaluation Study (SSES) required from the "Director's Final Findings and Orders" issued by the Ohio Environmental Protection Agency (OEPA).

In 2012 repairs have, or will be, completed around the Muirfield Championship Golf Course as well as the area north of Glick Road.

The project is funded from the Sewer fund.



## **2013 – 2017 Capital Improvements Program**

### **Stormwater System - Major Projects**

#### **South Fork Indian Run (SFIR) floodplain fill (EF1301)**

Funding in 2013 provides for the placement of fill material in the 100 year floodplain area to provide additional development area on the property and wetland mitigation. This project will utilize the soil stockpile on the property and makes the land more valuable for development purposes.

As part of Ohio University's Economic Development Agreement (EDA), the university is required to contribute one-half of the cost of this project up to a maximum of \$275,000.



## **2013 – 2017 Capital Improvements Program**

### **Water Distribution System - Major Projects**

#### **Rings Road waterline (Project # EW1101)**

This project is to install a 16 inch waterline from Avery Road to “relocated Rings Road.” This will create an additional main loop in the water distribution system to maintain pressures and fire flows in the southwest area. This project is programmed to be completed in 2016.

The funding source for the project will be the Water Fund.



## **2013 - 2017 Capital Improvements Program**

### **Water Distribution System-Major Projects**

#### **Dublin Road water tower (Project # EW1201)**

This project was identified as part of the utility infrastructure study completed in conjunction with the update of the Community Plan. This project has been accelerated based on need. Funding was programmed in 2010 for acquisition of the site necessary to construct the tower. The land acquisition was completed in July 2011. Construction is currently being completed.

The tower will be located on Dublin Road near the Bogey Inn and will be funded from the Water Fund. The City plans to issue debt for the construction of the tower.



## 2013 – 2017 Capital Improvements Program

### Stormwater System - Major Projects

#### Stormwater improvements (Project #EF0201)

Funding over the next five years has been programmed for various improvement needs identified in the updated Stormwater Master Plan recently completed by Camp, Dresser & McKee.

From the preliminary design work done in 2011 and 2012, the following project costs have been estimated:

Year	Project Name	Project Description	Engineering Cost	Construction Cost	Total Cost
2013	Amberleigh North Storm Outlets	Eliminate erosion control issues at storm outlets in Amberleigh Community Park	\$35,000	\$245,000	\$280,000
2013	Bear Run/Earlington Village Drainage Improvements	Remove existing storm sewer and construct reinforced stream channel	\$55,000	\$360,000	\$415,000
2013	Mill Road/Dublin Road Improvements	Minimize flooding potential and drain Dublin Road	\$20,000 (easement - \$15,000)	\$135,000	\$170,000
2014	Blazer Pkwy/Frantz Rd/Waterford Village	Increase pipe capacity in the neighborhood to minimize flooding potential	\$55,000	\$355,000	\$410,000
2014	Stonewall Ct Improvements	Reduce roadway flooding with additional storm sewer	\$20,000 (esmt \$25,000)	\$115,000	\$160,000

These projects were selected as the modeling analysis indicated that the system may have issues during a five (5) year rain event. A five year rain event is fairly frequent and is what the City uses to design the storm sewer system. Several of these projects were identified in the Stormwater Master Plan modeling and the issues at these sites occur on a frequent basis.



## **2013 – 2017 Capital Improvements Program**

### **Administration – Major Projects**

#### **Municipal Facilities (Project #AB0601)**

Based on City Council goals and recommendations included in the adopted Community Plan, the site for a future Municipal Building has been acquired. The annual debt service payments on the debt issued to acquire the site are programmed in the Parkland Acquisition Fund.

Funds programmed in 2013 are to add additional outbuildings at the Fleet facility to protect equipment and prolong its useful life, add an underwater wash bay for maintaining vehicles and equipment and to renovate the first floor of the Service Center to accommodate the relocation of the City's Events Administration staff from their current location at 5620 Post Road.

In 2014 and 2015, funding has been programmed for the potential redesign and subsequent renovation of the 5800 Building and for the replacement of skylights in several areas of the Dublin Community Recreation Center (DCRC). Additional analysis and review of the 5800 Building will be completed before the project is initiated.

Funds have been programmed in 2014 and 2016 to replace the roof for both phases of the DCRC.



## **2013 – 2017 Capital Improvements Program**

### **Administration – Major Projects**

#### **Historic Dublin (Project #AB0602)**

Funds have been programmed in 2012 to fund potential improvements that may be identified for the Historic District. Funding programmed in 2013 is to fund the replacement of 129 street lighting poles and foundations.



## **2013 - 2017 Capital Improvements Program**

### **Administration – Major Projects**

#### **Bridge Street District (Project #AB1301)**

A significant focus area for 2012 and beyond will continue to be the Bridge Street District and to develop a sustainable, walkable, urban community for Bridge Street/State Route 161 from Interstate 270 to Sawmill Road, including the Historic District.

The development and redevelopment opportunities of key sites will be the focus in creating an exciting, innovative and vibrant environment and to seek ways to better capitalize on one of the City's most treasured assets, the Scioto River.

An allocation has been programmed in each of the next five years for potential improvements in this area. Additionally, an allocation has been "reserved" for potential annual debt service payments.



## **2013 – 2017 Capital Improvements Program**

### **Administration – Major Projects**

#### **Computer hardware and software (Project #AI1301)**

The annual requests reflect the Five-Year Technology Strategic Plan that has been developed by the Director of Information Technology. Detail justifications are included for 2013.

**Information Technology 5 Year Budget Plan  
-2013-2017 Proposed -**

<b>Dept / Div</b>	<b>2013</b>		<b>2014</b>	
<b>Citywide</b>	Cityworks work orders - Web upgrade	\$25,000	Citywide WiFi enhanced utilization	\$25,000
	Citizen Web Request System enhancement	\$35,000	Interactive voice response (IVR) enhancem	\$10,000
	Citywide WiFi/Broadband enhanced utilization	\$25,000	Network management/security upgrade	\$25,000
	PCs upgrade operating system/office suite	\$90,000	PCs upgrade operating system/office suite	\$90,000
	Server and storage upgrades	\$50,000	Additional PC operating system/office suite	\$7,500
	GIS enhancement / data warehousing	\$25,000	GIS enhancement / data warehousing	\$25,000
	Network management / security upgrade	\$25,000	Customer Relationship (CRM) enhancemen	\$10,000
	Enhance Document Imaging	\$10,000	Enhance Document Imaging	\$10,000
	Data center backup access to DataCenter.bz	\$15,000	Additional Phone Equipment	\$5,000
	Upgrade virtual server environment	\$25,000	Enhancements to HTE/Windows environme	\$25,000
	E-Mail Application Analysis	\$25,000	Cloud computing	\$25,000
	Interactive voice response (IVR) enhancement	\$10,000	PC replacement	\$80,000
	Network connection-water towers/maint bldg	\$35,000	Server and storage replacement/upgrades	\$35,000
	Mobile devices-Smartphone applications	\$35,000	Smartphone applications enhancement	\$10,000
	PC replacement	\$75,000	PCs - new positions	\$5,000
	Security cameras	\$20,000	Security cameras	\$5,000
	Security camera retention storage to 30 days	\$25,000		
	Printers - 3 devices have leases that expire	\$80,000	Printers	\$20,000
	Monitors, cabling, additional phone equipment	\$15,000	Monitors (20)	\$5,000
	Uninterrupted Power Supplies@bldg netwrk ck	\$25,000	Cabling	\$5,000
	Misc. hardware/software	\$25,000	Misc. hardware/software	\$25,000
<b>Admin Services</b>	City Hall renovation of network room (\$30k)	(Facilities)		
<b>Legislat. Affairs</b>				
<b>Volunteer Services</b>			Enhancement to Volunteer systems	\$10,000
<b>Events</b>	Events technology enhancements	\$35,000	Events technology enhancements	\$10,000
<b>Economic Dev</b>	Contacts Management application	\$25,000	GIS economic development application	\$10,000
<b>Facilities</b>	Handheld mobile devices- Facilities (2)	\$8,500	Work order enhancements	\$10,000
	Vehicle GPS utilization (7)	\$5,600	Handheld mobile devices for Facilities	\$5,000
<b>Court Services</b>	Digital recording system for Court (\$5,000)	(Court Fund)	Additional applications	(Court Fund)
	Interactive voice response (IVR) (\$20,000)	(Court Fund)		
<b>Community Rel</b>	Enhance Internet/Intranet/Community Rel	\$15,000	Enhance Internet/Intranet/Community Rel	\$15,000
<b>LU &amp; LRP</b>	Electronic Plan Review enhancements	\$10,000	Aerial photography/layers for GIS	\$50,000
	Code Enforcement mobile devices (3)	\$4,500	Mobile computers (Code Enf-5)	\$25,000
	Paperless Boards & Commissions	\$20,000		
<b>Finance</b>	Time & Attendance enhancement	\$15,000	Enhancements to Income Tax systems	\$10,000
<b>Human Res</b>			Photo ID enhancements	\$5,000
<b>IT</b>	Asset Data Collection	\$35,000		
<b>Police</b>	Mobile computers upgrade (10)	\$50,000	Upgrade Police to Sungard ONESolution	\$250,000
	High Resolution displays for cruisers(10)	\$20,000	Mobile computers upgrade (10)	\$50,000
	Cruiser mounts/console equipment	\$15,000	Upgrade to message broadcasting system	\$35,000
	Cruiser WiFi/AVL enhancements	\$15,000	Cruiser mounts/console equipment	\$20,000
	Mobile in car video upgrade	\$20,000	Mobile System Replacement	\$50,000
	Regional Dispatching Inter-agency connectivty	\$30,000	Regional Dispatching Records Interfacing	\$30,000
<b>S&amp;U</b>	Mobile computers for work orders (7)	\$35,000	Work Order system enhancement	\$10,000
	Enhance sewer inspection technology	\$30,000	Mobile computers (5)	\$25,000
	Asset Mgmt / Data Collection	\$15,000	Asset Mgmt / Data Collection	\$10,000
	Enhance Vehicle GPS Mgmt application	\$10,000	Enhance sewer inspection technology	\$20,000
	Enhance Vehicle GPS utilization (6)	\$4,800		
<b>Fleet</b>	Fleet / Fuel system enhancement	\$10,000		
<b>Engineering</b>	CAD / ArcView upgrade/enhancement	\$10,000	Work Order system enhancement	\$10,000
	Mobile GPS devices - work orders(Electric 2)	\$10,000	Pavement Management enhancements	\$25,000
	Electronic Plan Review enhancements	\$10,000	LIDAR Data Acquisition (Elevation Data)	\$25,000
	Traffic Signal Communication	\$15,000		
	Inspector mobile devices (5)	\$7,500		
<b>Bldg Stds</b>	Inspectors mobile computers (7)	\$35,000	Electronic Plan Review enhancements	\$25,000
	Review Services/BldgStds counter enhancem	\$25,000	Review Services technology enhancements	\$10,000
<b>Parks &amp; Open Spaces</b>	Asset Mgmt / Data Collection	\$10,000	Work Order/Cemetery system enhancemen	\$10,000
	Mobile computers for work orders(7)	\$28,000	Asset Mgmt / Data Collection	\$10,000
	Aerial photography/layers for GIS	\$50,000	Mobile devices for work orders(7)	\$35,000
<b>Recreation Svcs</b>	Customer Service enhancements	\$15,000	Customer Service enhancements	\$25,000
	Outdoor pools technology enhancement	\$10,000		
		\$1,328,900		\$1,272,500
	Reduction	(199,335)	Reduction	(127,250)
	Budget Amount	1,130,000		1,145,250
				1,145,000

**Information Technology 5 Year Budget Plan  
-2013-2017 Proposed -**

<u>Dept / Div</u>	<u>2015</u>		<u>2016</u>		<u>2017</u>	
Citywide	Citywide WiFi enhanced utilization	\$25,000	Citywide WiFi enhanced utilization	\$25,000	Enhancements to ONESolution application	\$25,000
	Network management/security upgrade	\$25,000	Interactive voice response (IVR) enhancem	\$10,000	Enhancements to time&attendance	\$25,000
	PCs upgrade operating system/office suite	\$95,000	Network management/security upgrade	\$25,000	Enhance WiFi / wireless systems	\$50,000
	Additional PC operating system/office suite	\$7,500	PCs upgrade operating system/office suite	\$95,000	PCs upgrade operating system/office suite	\$85,000
	GIS enhancement / data warehousing	\$25,000	Additional PC operating system/office suite	\$7,500	Server and storage upgrades	\$35,000
	Server and storage replacement/upgrades	\$35,000	GIS enhancement / data warehousing	\$25,000	GIS enhancement / data warehousing	\$25,000
	Enhance Document Imaging	\$10,000	Network management / security upgrade	\$20,000	Network management / security upgrade	\$20,000
	Additional Phone Equipment	\$5,000	Enhance Document Imaging	\$15,000	Network storage upgrades	\$50,000
	Enhancements to ONESolution environmei	\$25,000	Network storage upgrades	\$50,000	Additional Phone Equipment	\$10,000
	Cloud Computing	\$25,000	Additional Phone Equipment	\$10,000	Cloud Computing	\$25,000
	PC replacement	\$85,000	Cloud Computing	\$25,000	PC replacement	\$85,000
			PC replacement	\$85,000		
			Server replacements / upgrades	\$25,000		
	Smartphone applications enhancement	\$10,000	Smartphone applications enhancement	\$20,000	Smartphone applications enhancement	\$25,000
	PCs - new positions	\$5,000	PCs - new positions	\$5,000	PCs - new positions	\$5,000
			Security cameras	\$5,000	Security cameras	\$5,000
	Printers	\$25,000	Printers	\$15,000	Printers	\$25,000
	Monitors (20)	\$5,000	Monitors (20)	\$5,000	Monitors (20)	\$5,000
	Cabling	\$5,000	Cabling	\$5,000	Cabling	\$10,000
	Misc. hardware/software	\$25,000	Misc. hardware/software	\$20,000	Misc. hardware/software	\$20,000
Admin Services						
Legislat. Affairs			Replace laptops for Council members (7)	\$8,000		
Volunteer Service			Enhancements to Volunteer systems	\$10,000		
Events	DIF technology enhancements	\$7,500	DIF technology enhancements	\$15,000	DIF technology enhancements	\$15,000
Economic Dev						
Facilities	Security camera enhancements	\$5,000	Work order enhancements	\$15,000	Security camera enhancements	\$15,000
			Handheld mobile devices for Facilities	\$5,000		
Court Services	Records Mgmt enhancement	\$10,000	PCs/laptops for Court staff (\$6,000) (Court Fund)		Records Mgmt enhancement	\$10,000
Community Rel	Enhance Internet/Intranet/Community Rel	\$15,000	Enhance Internet/Intranet/Community Rel	\$25,000	Enhance Internet/Intranet/Community Rel	\$25,000
LU & LRP	Aerial photography/layers for GIS	\$40,000	Aerial photography/layers for GIS	\$50,000	Aerial photography/layers for GIS	\$40,000
	Mobile computers (Code Enf-5)	\$25,000				
Finance			Enhancements to Income Tax systems	\$15,000		
Human Res	HR management system enhancements	\$10,000	Photo ID enhancements	\$5,000	Photo ID enhancements	\$5,000
IT	Plotter (GIS)	\$15,000				
Police	Upgrade Police to Sungard ONESolution	\$250,000	Enhance cruiser digital camera system(5)	\$35,000	Enhancements to Sungard ONESolution	\$50,000
	Mobile computers upgrade (10)	\$50,000	Mobile computers upgrade (10)	\$50,000	Mobile computers upgrade (10)	\$50,000
	High Resolution displays for cruisers(10)	\$20,000	High Resolution displays for cruisers(10)	\$20,000	Cruiser mounts/console equipment	\$15,000
	Cruiser mounts/console equipment	\$20,000	Cruiser mounts/console equipment	\$15,000	Cruiser WiFi/AVL enhancements	\$15,000
	Mapping/GPS/Crime Analysis	\$25,000	Communication center upgrades	\$30,000	Mapping/GPS/Crime Analysis	\$25,000
S&U	Enhanced mobile device / GPS utilization	\$10,000	Work Order system enhancement	\$15,000	Enhance sewer inspection technology	\$50,000
	Mobile computers (5)	\$25,000	Mobile devices for work orders (4)	\$17,000	Service Complex Info Screen	\$5,000
	Asset Mgmt / Data Collection	\$10,000	Asset Mgmt / Data Collection	\$10,000		
Fleet	Fleet / Fuel system enhancement	\$20,000			Fleet / Fuel system enhancement	\$25,000
Engineering	Work Order system enhancement	\$10,000	Additional applications/enhancements	\$25,000	Work Order system enhancement	\$10,000
	Inspectors mobile computers (8)	\$40,000	Pavement Management enhancements	\$50,000	Plotter	\$25,000
	CAD / ArcView upgrade/enhancement	\$10,000			CAD / ArcView upgrade/enhancement	\$10,000
Bldg Stds	Inspectors mobile computers (7)	\$35,000	Review Services/Bldg counter tech enhanc	\$25,000	Review Services/BldgStds counter enhanc	\$25,000
	Review Services technology enhancement:	\$10,000	Web application enhancements	\$25,000	Electronic Plan Review enhancements	\$25,000
Parks & Open Spaces	Work Order/Cemetery system enhancem	\$10,000	Asset Mgmt / Data Collection	\$10,000	Asset Mgmt / Data Collection	\$10,000
	Asset Mgmt / Data Collection	\$10,000				
	Mobile devices for work orders(7)	\$35,000				
Recreation Svcs	Customer Service enhancements	\$25,000	Customer Service/Registration enhanceme	\$25,000	Customer Service enhancements	\$25,000
			Outdoor pools technology enhancement	\$10,000	Photo ID enhancements	\$5,000
		\$1,180,000		\$1,002,500		\$1,010,000
		(115,000)		(100,250)		(101,000)
		1,062,000		902,250		909,000
		1,065,000		905,000		910,000

This CIP technology report gives a brief narrative of the many citywide technology projects for 2013. These projects are in line with Council, citywide and divisional goals and objectives.

▪ **Work Order system – Web Upgrade \$25,000**

A new citywide work order /asset management system (CityWorks) was implemented in 2008 in Streets & Utilities, Parks, Facilities and Engineering (Electric and Sign Shop) and is planned for use in other appropriate city work units. The upgrade to the Cityworks work order Web System will enable:

- Growth – By increasing to any number of users with no additional work or cost
- A mobile workforce is enabled without cost and implementation of supporting systems. The processing of work orders out in the field is desired by the divisions using this system as this will increase staff productivity, efficiency and work order accuracy.
- Productivity will improve as Crew Supervisors will spend less time in the office and have more direct contact and management of their staff.
- The expansion of CityWorks into a more customer service based system to centrally process citizen requests: See Citizen Service Request System above:

▪ **Citizen Web Request System enhancement \$35,000**

A Request system (or Citizen Request Management (CRM) system) was acquired as an integrated component of our Cityworks work order system. A Web interface will be implemented in 2012 for citizen interaction that is also linked directly to our work order entry. Further enhancements to accommodate this system are anticipated including smart phone access and the possible expansion to various call takers throughout the city. This application provides responding to requests in a consistent manner, and the tracking citizen calls, work requests, complaints or compliments.

**Benefits:**

- Frontline call takers, who assist our residents on a daily basis, will have better resources at their fingertips for answering questions, routing calls, and handling requests in a consistent manner.
- The Web based Self Service functionality will allow citizens to post chipper requests, missed trash complaints, etc. on line thereby providing a more modern approach to customer service, minimizing call volumes, and streamlining services. Citizens can be automatically notified of the progress of their request.
- This will give us the ability to track requests, response times and ensure that requests are being addressed.
- Staff time saved from manual work order entry enabling time for other necessary tasks
- Performance measurement is available with request tracking

▪ **Citywide WiFi / Broadband enhanced utilization \$25,000**

Expanding the use of our citywide WiFi / Broadband infrastructure is a continuous effort. High speed wireless connectivity to our city network opens up numerous areas for us to improve our efficiency, safety, and enhance our customer service.

These funds will allow us to add network connectivity to the north pool; additional video functionality at the skate park; allow us to install incident cameras along US33; provide a means to deploy cameras in areas that see spikes in criminal activity; additional traffic control communication; camera deployment for intersection observation; Police cruiser enhancements to upload video and to access to any WiFi camera; City buildings security access via the Web; and coordinate fiber uses with Dublin Schools for camera access and/or building security access systems. Significant savings would be realized by utilizing our WiFi network versus installing expensive fiber connectivity. These funds will ensure we can purchase the technology needed to get the most out of our capital investment in the network.



▪ **PC operating system/office suite \$90,000**

The Microsoft operating system, Office Suite (Word, Excel, Access, PowerPoint), Project, Photoshop and other Microsoft applications need to be continually licensed for all of the city's personal computers.

▪ **Server and storage upgrades \$50,000**

- This is needed each year due to the ever increasing disk space needs and processing for new and upgraded applications. Base requirements increase every year.
- This allows us to remain current on our applications and meet the requirements to perform eligible upgrades
- This will allow us to accommodate increasing storage and backup needs.
- We can add disk storage to keep short term backups and store files for our applications and customers.
- These enhancements will allow us to cooperate in joint ventures with other entities for items such as backup planning, remote connectivity, possible disaster recovery sites, radio communication, 911 backups, etc.

▪ **GIS enhancement / data warehousing \$25,000**

GIS (Geographic Information Systems) is a technology that links valuable data to digital maps. In a government environment where almost everything is connected to a physical land location, GIS becomes important as an analysis, inquiry and reporting tool. The growth in GIS utilization has been dramatically realized over the last few years and with the dynamic development of the City of Dublin we anticipate a great deal of future growth. The proper use of GIS produces better planning, improved decision-making and increased staff efficiency that results in quicker and enhanced City services.

This budget item is to allow maintaining a high standard and performing upgrades to our enterprise GIS server architecture. This includes our data storage system, data modeling, data analysis through server based geoprocessing and data dissemination (web GIS). New areas it will help us address are street networking and routing (to be used by Emergency Services, Streets and Utilities, Community Relations and the public) and 3D data analysis/presentation (used by LULRP, Engineering and the public). We also intend to create efficiencies by creating links between GIS and other enterprise data.

▪ **Enhance Document Imaging \$10,000**

Document imaging applications have grown rapidly as the processing efficiencies, ease of information access and enhanced work flow have been realized by a variety of City divisions. Scanners and additional licensing is anticipated.

**Need:** Significant document imaging growth is planned for the upcoming year as various divisions see the need for new imaging needs and also to continually update the scanning of documents from previous years.

**Benefits:** The scanned documents will be accessed by Dublin staff throughout our network. The time spent performing manual searches for documents answering customer questions, and filling document requests will be greatly reduced. Automated workflow processes can be created for further efficiencies.

• **Data center backup access to DataCenter.bz \$15,000**

A contingency backup for our data center to DataCenter.bz in Worthington requires network connectivity equipment.

• **Upgrade the virtual server environment \$25,000**

Our use of virtual servers rather than physical systems has been very successful. This allows us to more readily respond to expanding needs and be more environmentally friendly. Keeping this environment at the most optimal level is a continual effort.



- **Email application replacement \$50,000**

An analysis and testing of replacing our e-mail messaging application and collaboration application to a hosted or cloud computing solution will be examined in 2012 with implementation planned for 2013. Cloud computing would process all applications and store information in an external Web environment. A hosted solution would enable more control of functionality.

- **Interactive voice response (IVR) \$10,000**

An interactive voice response (IVR) system is a phone technology that allows a telephone caller to select options from a voice menu and interact with the phone system to process a transaction. This is not intended to remove any staff interaction with their customers, but to allow customers another avenue to transact business with the city. As this system is available on a 24/7 basis, this could be especially useful during staff non-working hours. This system will be implemented for building inspection requests in 2012. Other areas of potential users of this system in 2013 are for processing and general information access in Planning, Police, Income tax, and general information about the City or an event, etc. Moving this environment to a virtual server is also planned.

- **Network connection-water towers/maintenance bldg \$35,000**

Presently our water towers at Darree Fields and at Avery, and the Emerald maintenance building are not connected to our citywide network. For present processing and to meet future needs enabling network connectivity at these areas are thought to be worthwhile.

- **Mobile devices / applications \$25,000**

The use of Smartphone applications to enhance the processing of our mobile workforce and to increase citizen access to information and their ability to transact business with the City will be pursued in 2013. IT will work with the Community Relations web design staff to develop these applications.

- **PC Replacement \$75,000**

Our PC rotation plan is to replace our staff PC equipment when it is 4 to 5 years old.

- **Security cameras \$20,000**

Enhancing our security cameras to IP networked devices will enable improved management and better resolution. This is desired at various city buildings including the DCRC.

- **Security camera retention storage \$25,000**

The recent change of our records retention from 15 days to 30 days for the security camera video will require additional storage requirements. The continual addition of new cameras further increases storage needs.

- **Contacts Management application \$20,000**

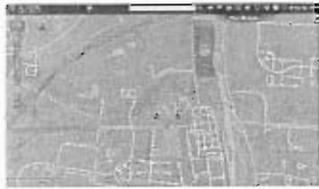
A citywide contacts management application is planned for 2013. The present application does not meet our requirements and continues to experience processing problems. This application will enable consistent and accurate contact information versus the redundant sources of contact data throughout various divisions.

- **Events technology enhancements \$35,000**

Replacement of the present solution that processes all of the Web and on-site Dublin Irish Festival sales and admission processing is planned for 2013. An enhancement to the beverage inventory management application is anticipated.



- **Aerial photography for GIS \$50,000**



With the continued growth and aging of our City, aerial photography linked to GIS mapping provides a tremendous analytical tool for LU & LRP, Engineering, Streets & Utilities, Parks, Police and Finance.

Planning uses digital aerial photography on a daily basis to analyze development sites and to illustrate field conditions. This data is also used to track the status of development over time by comparing orthophotography flown in different years. This digital photography is also useful for Code Enforcement as well to establish certain dates of violations.

- **Mobile devices \$81,500**

Mobile devices for Streets & Utilities (\$35,000), Parks (\$28,000), Engineering (\$10,000) and Facilities (\$8,500) are desired for enabling remote access to the work order system. Facilities place this as a high priority while the other areas consider this a medium priority. This remote work order access is linked to the CityWorks work order system Web upgrade planned for 2013.

The mobile devices will increase the productivity of staff by allowing them to receive, read and close work orders while in the field. Currently, our staff receives their work orders in paper form. A significant number of work orders per month are created just for scheduled preventive maintenance tasks. Staff must write down the time they spent on each work order and return it to their supervisor and then the administrative staff so that the work order can be manually updated and closed.

The mobile devices will allow staff to call up their assigned work orders and enter in the pertinent information without having to keep track of the paperwork or return to the office to pick up more work orders. This will increase staff efficiency and productivity. The data itself will be used to better manage budgets and provide the information to predict future budget needs. Crew supervisors and administrators will be able to create the work order and input relative information while on job-site. This will keep the supervisors out in the field longer during the day and have them accessible to staff during the process. Additional Benefits will be increased tracking of work completed by field crews and thereby improve work order accuracy.

This technology will also provide mobile access to GIS, live weather/radar, access to GPS tracking and reports while away from office. Administrators will have capability of monitoring snow and ice operations remotely.

- **Vehicle GPS Management enhancement and increased vehicle utilization for Facilities. Code Enforcement and Streets & Utilities \$10,400**

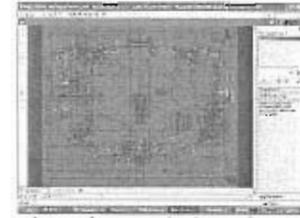
An application that records the actual routes of the service trucks via GPS communication gives us access to location-based, time sensitive information about the mobile workers and the associated assets via Internet access. Public inquiry to this data could be enabled. This system will enhance operation efficiency, maximize workforce productivity, improve vehicle management, enable actual vehicle tracking, increase accountability of valuable City assets, and allow for event analysis in real time (snowplowing, street repair, etc.). The inclusion of 6 more vehicles with GPS communication is desired by S&U (\$4,800) to make this system analysis more complete. Facilities would like to include 7 vehicles (\$5,600) so that they can also utilize this equipment, workforce and process management application. The management and analysis of vehicles can be processed remotely.

Most facilities are utilized by both the first and second shifts, and GPS will enable management to determine how the vehicles are used (e.g. how many trips to City Hall do we make in one day?) Analysis of the data may lead to a change in how work orders are assigned in order to reduce the overall number of vehicle trips.



- **Electronic Plan Review enhancements \$20,000**

Electronic plan review was implemented in 2012 for the plan review services environment. Plans for 2013 include incorporating this electronic plan review process into the environments of both the Planning and the Engineering divisions.



- **Paperless Boards & Commissions \$20,000**

A project is planned with LU&LRP for paperless processing for all of the various boards and commissions (P&Z, ARB, BZA, ART) using iPads.

- **Time and Attendance Enhancement \$15,000**

A new time and attendance system was implemented in 2012. Enhancements to this system are anticipated primarily with data collection for remote staff without access to time clocks.

- **Asset Management / Data Collection \$25,000**

Various city divisions are in the process of improving their asset management to enable better work order processing and use of resources. The collecting of this information and getting the global positioning for GIS mapping is all part of this process. This information is also desired by the citywide asset management effort. GPS units are used to accurately map the various assets within the City and are useful in identifying and saving infrastructure improvements that might not be readily retrievable in the future. An example is when electric lines are being buried to serve ball diamond lights. Once the ground is restored, the exact location of the lines disappear. This could cause issues in the future when subsequent improvements occur in that area.

There are numerous areas throughout Dublin where the storm sewer system is not in GIS. S&U would like to ensure there are funds available to collect data from the field and be able to update all the appropriate data bases whether in Flexidata, CityWorks or GIS. Eventually, there will be storm water modules created to track all inspections, cleanings and repairs made to the storm water system similar to that in the sanitary sewer program.

The use of specialized aerial flying devices will also be explored to do specific aerial photography. Possible uses include event analysis, event marketing, parking studies, site analysis, traffic viewing, Police search events, improve bldg view at different angles, etc.

**Benefits:**

More reliable data will be available in GIS. When supervisors receive calls for service, having the proper information available in GIS will assist city staff in reducing response time to the resident or businesses. This could also provide a measure of improved safety when work is to be done on or near volatile assets.

- **Enhance Sewer Inspection technology \$30,000**

Enhancements to the video inspection system for the water and sewer infrastructure are anticipated for 2013. This would also include two Toughbook laptop computers for sewer inspection staff.



- **Mobile devices for electronic plan review and inspection resulting \$12,000**

In 2013, remote access for both the Engineering (\$7500) and Code Enforcement (\$4500) inspectors is desired to view current digital plans and for inspection resulting. This will further improve the accuracy and efficiency of our review services.

- **Traffic signal communication \$15,000**

Enabling more traffic signal communication to control and monitor intersections is desired for 2013.



## ▪ **Police Division technology**

### **Mobile Computers Upgrade \$50,000**

Laptops assigned to front line cruisers are in use between 16 and 24 hours every day. In addition, these units are taken in and out of the cruiser several times a day to take incident and crash reports in the field. Every officer relies on these units for dispatching data, criminal history data and to take all incidents and crash reports as those processes are paperless. A plan to replace half of these systems every other year is proposed. Getting appropriate, accurate and timely information to the officers is critical to their safety, their ability to respond to the scene, and ultimately reflects upon their service to the community. Reliable units also ensure officers remain in the field to complete reports, greatly reducing the need for officers to come to headquarters to complete tasks. The computers that are replaced are passed on to other lower use functions within the division and to other departments & divisions for use.

### **High Resolution displays for the cruiser \$20,000**

These displays are beneficial for improved visual viewing of Officer information.

### **Cruiser mounts/console equipment \$15,000**

These funds are used for replacement of the electronics and physical docking stations that hold the laptop computer in the trunk of a cruiser and remote the screen and keyboard functions for use by the officer. Eight of these mounts are from the original MDC installation in 2001 & 2002 and have been removed and reinstalled in multiple cruisers. Repair costs are exceeding the value of these units and the manufacturer's offer of a maintenance agreement is cost prohibitive.

### **Cruiser WiFi/AVL enhancements \$15,000**

With the build out of the Wi/Fi system, this project will allow for the installation of Modem connectivity to make use of that system in the cruiser. In addition, this equipment will provide the global positioning data that will permit the real time monitoring of cruiser location for dispatching and tracking purposes.

#### **Benefits:**

- Improved dispatching
- Improved Officer safety

### **Mobile in car video enhancement \$20,000**

Enhancements are needed for the aging mobile in car video systems.

### **Regional Dispatching Inter-agency connectivity \$30,000**

Regional dispatching will require additional networking equipment (firewall, switches, etc.) in order to accomplish inter-agency connectivity.



## ▪ **Enhance Fleet / Fuel Management enhancement \$10,000**

Our fuel management system was replaced in 2011 and 2012 in order to accommodate gas, diesel and compressed natural gas. Application enhancements are planned for 2013.

Upgrading and enhancing our Fuel and Fleet Management systems will improve staff productivity, enable us better control pump transactions and obtain accurate vehicle mileage figures which will drive the preventative maintenance scheduling of city equipment, ability to impose 'mileage reasonability rules' at the fuel pumps ultimately to restrict users from entering in mileage outside of a predetermined range for their vehicle and provide communication to customers that their vehicle has service due. This will also give us better control of expenses, better asset management and provide detail for various stringent reporting requirements. (Billing, Fuel/Mileage Rpts, and CPM).



- **Review Services/Building Stds counter enhancements, Web enhancements**  
**\$25,000**

Enhancements to improve the processing at the Building Division counter, the Plan Review area, and associated Web applications are desired in 2013. This could include document imaging, workflow changes, dual staff monitors, use of social media and other software or computer equipment. Continued implementation of an electronic review process will improve the plan review efficiency, more timely inspections, and enhance overall customer service.

As Building Standards continues to refine its workflow processes and as they look at the new customer service demands that 21st century technology has afforded, they need to look at technology enhancements that will help to advance their established processes to meet our ever-changing customer needs. With today's rapidly expanding information systems, a one size fits all approach, even in the mundane area of issuing building permits, cannot continue to be effective.

To this end, Building Standards is requesting these technology enhancements as a "down-payment" for continual growth and development of the work unit. Our website needs to continue to be the information portal for customers to be able to obtain up-to-date information. Electronic permitting, plan review and information sharing need to become a reality that our customers can benefit from its implementation. Along with Building Standards the use of electronic plan review will also be explored with the LU&LRP and Engineering divisions.

- **Customer service / Registration, Outdoor pools technology enhancements**  
**\$25,000**

Continual enhancements to customer service, technology enhancements to the renovated DCRC, and changes to the Recreation Center registration system are anticipated in 2013. Improved technology is also needed for the outdoor pools so that they are functionally equivalent to the operation at the DCRC. Recreation Services uses the RecTrac and WebTrac applications (from Vermont Systems) to process all memberships, registrations, sales and reporting. Our Recreation Services patrons and customers expect much of the same features/functionality as is available in the private/retail sector, and regular upgrades/updates helps us keep current with customer expectations.

Anticipated enhancements in 2013 include online ticket sales, membership renewals, and consolidation of ACH/monthly debit processing. Our application provider also offers an additional module, eRacTrac, a web-based version, which would allow staff to use the application off-site whether due to illness, emergency or increased responsiveness.

Our point-of-sale units are also nearing their end of life. We need to replace these units with separate PC and touch screen monitors; both for the resulting cost savings and for ease of replacement should one component fail.





## **2013 - 2017 Capital Improvements Program**

### **Police-Major Projects**

#### **Radio System Upgrade (Project #PP1601)**

In 2009, the City of Dublin entered into an agreement with the City of Worthington and Delaware County for the purpose of establishing a Regional Council of Government (COG) to provide oversight and management of a shared public radio system. The radio system upgrade included incorporating the three frequencies at Worthington with the existing four frequencies held by Dublin to increase system capacity, add the Worthington tower site for improved coverage, and integrate with Delaware County's new 800 mhz digital system to save costs.

As a result, the Central Ohio Interoperable Radio System (COIRS) was established. At COIRS July 2010 governing board meeting, the members identified the need for future infrastructure upgrades to the radio system.

As a member of the COIRS, the City will be contributing to the COG for the cost to upgrade the existing radio system in 2014. This upgrade includes upgrading the infrastructure from version 6.9 to 7.13 and from a circuit based system to an IP based system. In addition, new IP based dispatch consoles are included as part of the upgrade. The cost will be shared between the COG partners (Dublin, Delaware County and Worthington) and is part of a larger upgrade being undertaken by Delaware County. When complete, the upgrade will allow the COIRS system to directly connect with other P25 radio systems in the State of Ohio, including the MARCS system, to create a "system of systems" for public safety/public service radios to roam statewide.



## 2013 – 2017 Capital Improvements Program

### Administration -Major Projects

#### Fleet Management Program – Replacements (Project #AV1301)

The Fleet Management program was implemented to provide a replacement cycle that ensures the ongoing reliability and safety of the City's fleet that is necessary to provide quality services. The program's goal is to provide efficient fleet and equipment while maximizing returns to the City through disposition.

Revised in May 2006 and updated in 2011, vehicles are scheduled for replacement based on years of service and/or mileage. Based on additional evaluations of the City's fleet, some vehicles have been moved back based on low usage and condition. **Final determination for replacement will be made by the Fleet Manager based on a physical evaluation of the vehicle and a recently implemented and revised points system.** A listing of the vehicles to be replaced by department is included.

The City will continue to identify areas of reduction through the use of pool cars as well as savings through "right sizing" its fleet based on the need of the end user. Also, the City will continue to replace its vehicles, whenever appropriate, with compressed natural gas (CNG) and other alternative fuel vehicles to continue to work towards Council's goal of environmental sustainability. The 2012 opening of the City's CNG fueling facility will allow the City to build on the 44 City vehicles that currently operate on CNG as well as serve as a conduit for others to utilize CNG for their commercial and private fleets.

<u>Dept./Div.</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>
Streets/Utilities	\$ 0	\$ 35,000	\$710,000	\$480,000	\$475,000
Development	0	140,000	140,000	140,000	35,000
Parks/Facilities	35,000	0	420,000	315,000	655,000
Police	175,000	265,000	275,000	280,000	160,000
Miscellaneous	0	140,000	35,000	135,000	65,000
<b>Total</b>	<b>\$210,000</b>	<b>\$580,000</b>	<b>\$1,580,000</b>	<b>\$1,350,000</b>	<b>\$1,390,000</b>



## 2013 - 2017 Capital Improvements Program

### Administration -Major Projects

#### Fleet Management Program – Equipment (Project #AV1303)

This request includes replacements and additions.

<u>Dept./Div.</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>
Streets/Utilities	\$88,000	\$60,000	\$120,000	\$65,000	\$80,000
Engineering	--	--	--	--	--
Building Standards	--	--	--	--	--
Parks and Open Space	182,000	345,000	100,000	185,000	25,000
Police	--	--	--	--	--
Facilities	--	--	--	--	--
Administration	--	--	--	--	--
<b>Total</b>	<b>\$270,000</b>	<b>\$405,000</b>	<b>\$220,000</b>	<b>\$250,000</b>	<b>\$105,000</b>

#### A breakdown of 2013 equipment includes:

##### Streets and Utilities

###### New:

Portable leaf vacuum  
Jack hammer for skid steer

###### Replacements:

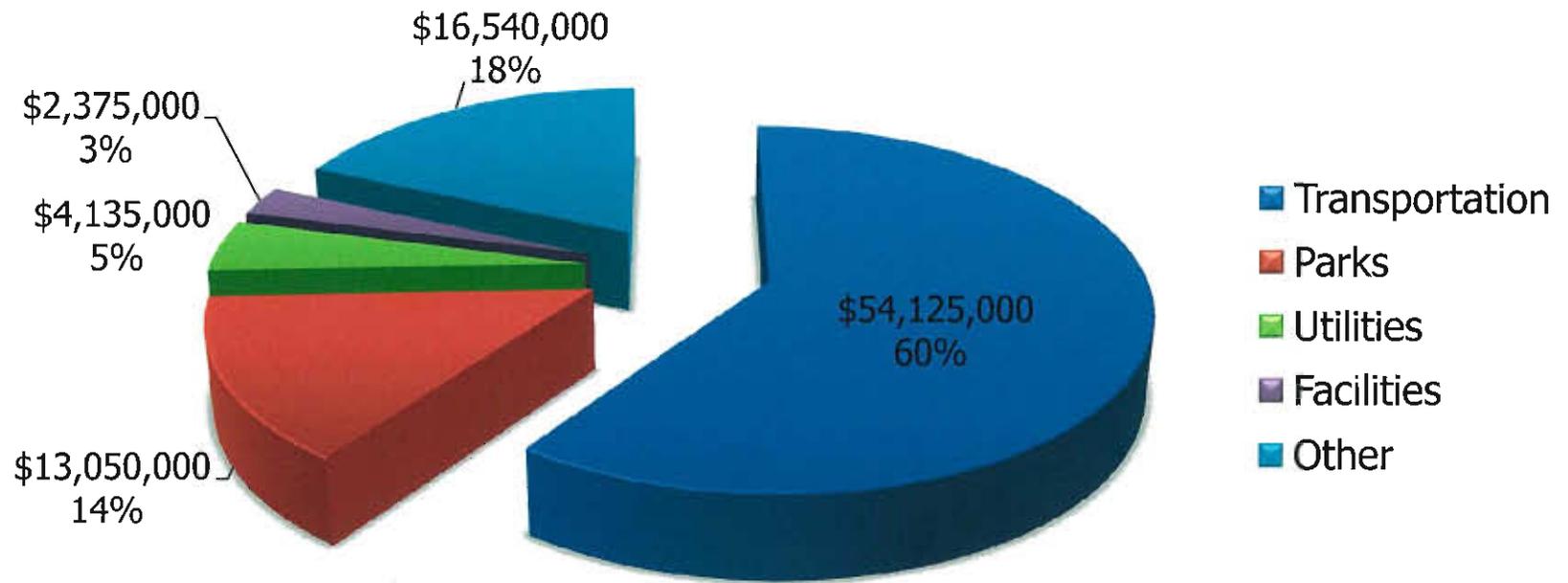
Zero turn mowers (3)  
Leaf Vacuums (2)  
Trailers (3)

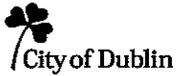
##### Parks and Open Space

###### Replacements:

Toro infield groomer  
Tractor  
Backhoe  
Dingo  
Fertilizers (2)  
Z sprayer  
Batwing mower  
Trailer

2013 – 2017 Capital Improvements Program  
Major Projects Funded in Five-Year Period by Category  
\$90,225,000





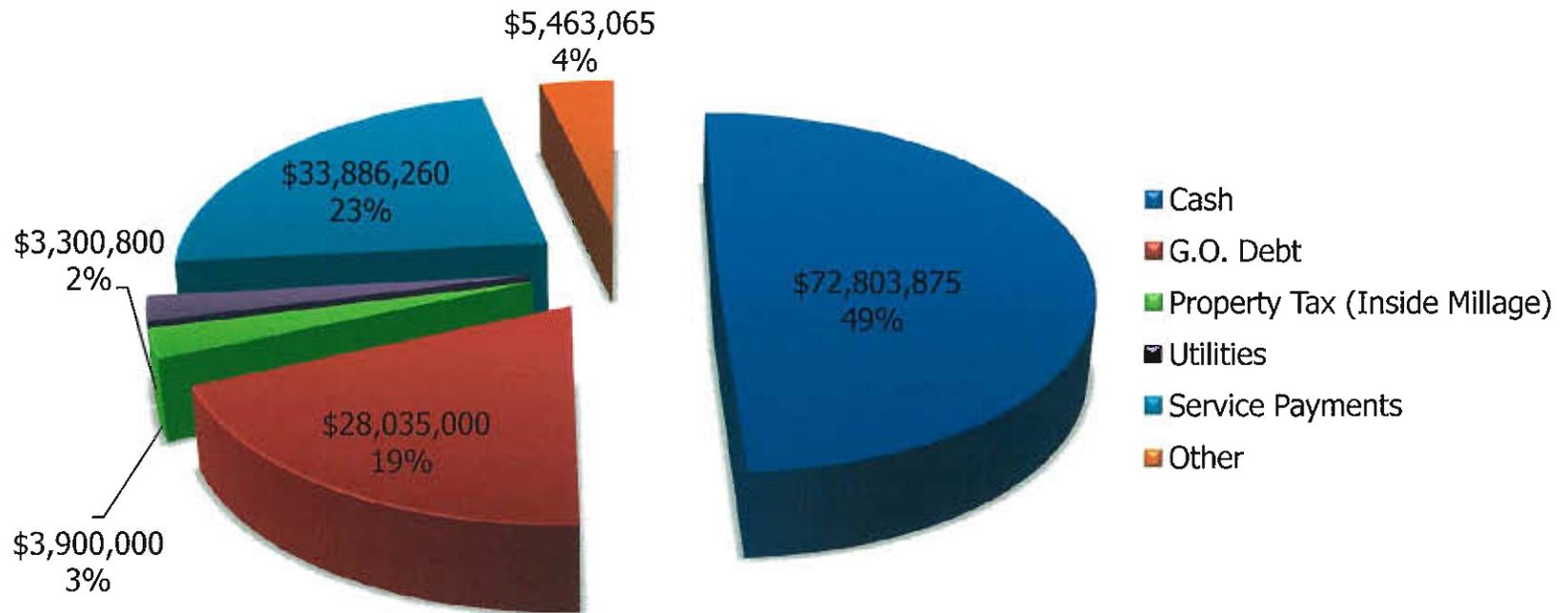
**2013 - 2017  
CAPITAL IMPROVEMENTS PROGRAM  
FUNDED PROJECTS**

Project No.	Project Description	Total Project Cost	Debt		Project Funding Source	Amount
			Already Incurred	to be Incurred		
ET0103	Tuttle Crossing Boulevard extension-Wilcox Road to Avery Road (TIF)	\$ 2,663,000	\$ -	\$ -	Cash Service Payments	\$ 88,000 \$ 2,575,000
ET0104	Emerald Parkway-Riverside Drive to Billingsley Creek (TIF)	\$ 16,681,000	\$ -	\$ -	Cash State Funding Service Payments G.O. Debt (Service Payments)	\$ 176,000 \$ 900,000 \$ 6,795,000 \$ 8,810,000
ET0205	Emerald Parkway-Rings Road to Tuttle Crossing Blvd. (TIF)	\$ 2,262,000	\$ -	\$ -	Service Payments	\$ 2,262,000
ET1119	Relocated Rings Road	\$ 1,165,000	\$ -	\$ -	Cash	\$ 1,165,000
ET1202	Frantz Road utility burial	\$ 1,855,000	\$ -	\$ -	Service Payments	\$ 1,855,000
ET0810	Frantz Road-Dublin Road connector (Potential TIF)	\$ 2,879,000	\$ -	\$ -	Service Payments	\$ 2,879,000
ET1101	Railroad Quiet Zones	\$ 480,000	\$ -	\$ -	Cash State Funding	\$ 10,000 \$ 470,000
ET1103	LED street light replacement	\$ 2,259,000			Cash G.O. Debt	\$ 179,000 \$ 2,080,000
ET1402	Avery Road Widening - Woerner Temple to Rings Road West (TIF)	\$ 530,000	\$ -	\$ -	Service Payments	\$ 530,000
ET0405	Hyland-Croy Road/Brand Road (TIF)	\$ 3,972,000	\$ -	\$ -	Service Payments Developer Contribution	\$ 3,875,260 \$ 96,740
ET0410	Avery-Muirfield Drive/Perimeter Loop/Perimeter Drive (TIF) Intersection (TIF)	\$ 7,536,000	\$ -	\$ -	Service Payments	\$ 7,536,000
ET0508	Riverside Drive/SR161(TIF)	\$ 2,754,000	\$ -	\$ -	Service Payments	\$ 2,754,000
ET0511	Avery-Muirfield/Tullymore/Valley Stream/Avery Road	\$ 751,000	\$ -	\$ -	Cash Permissive Tax	\$ 51,000 \$ 700,000
ET0605	Sawmill Road/Hard Road (TIF)	\$ 2,485,000	\$ -	\$ -	Service Payments Developer Contribution	\$ 1,985,000 \$ 500,000
ET1001	Cosgray Road/Shlier Rings Road	\$ 1,379,000			Cash Permissive Tax	\$ 229,000 \$ 1,150,000
ET0809	Hyland Croy Road/McKittrick Road	\$ 1,460,000	\$ -	\$ -	Cash Developer Contribution	\$ 1,341,875 \$ 118,125
ET1401	I-270/US 33 Interchange phase 1 improvements (TIF)	\$ 12,900,000	\$ -	\$ -	Cash G.O. Debt	\$ 6,300,000 \$ 6,600,000
ET1003	Dublin Road and Glick Road intersection improvements	\$ 217,000	\$ -	\$ -	Cash Permissive Tax	\$ 157,000 \$ 60,000
ET1102	US33/SR 161/Post Rd interim interchange improvements (TIF)	\$ 1,150,000	\$ -	\$ -	Cash Service Payments	\$ 650,000 \$ 500,000
ET1205	Coffman Road/Brand Road	\$ 1,550,000	\$ -	\$ -	Cash	\$ 1,550,000
ET1521	Muirfield Drive/Memorial Drive	\$ 50,000	\$ -	\$ -	Cash	\$ 50,000
ET1301	West Innovation Park infrastructure	\$ 50,000	\$ -	\$ -	Cash	\$ 50,000
ET1302	SR 161/Hyland-Croy Road temporary intersection improvement	\$ 340,000	\$ -	\$ -	Service Payments	\$ 340,000
ET1004	Brand Road shared-use path	\$ 1,221,000	\$ -	\$ -	Cash	\$ 1,221,000
ET1203	Dublin Road South multi-use path	\$ 2,401,000	\$ -	\$ -	Cash	\$ 2,401,000
ET1204	Glick Road shared-use path	\$ 1,360,000	\$ -	\$ -	Cash	\$ 1,360,000
ET1104	Muirfield Drive bike lanes	\$ 1,510,000	\$ -	\$ -	Cash	\$ 1,510,000
GR9901	Darree Fields development	\$ 6,806,000	\$ -	\$ -	Cash Township Funding	\$ 6,431,000 \$ 375,000
GR9903	Amberleigh Community Park development	\$ 2,686,000	\$ -	\$ -	Cash	\$ 2,686,000
GR9904	Emerald Fields development	\$ 5,740,000	\$ -	\$ -	Cash State Funding G.O. Debt	\$ 4,040,000 \$ 475,000 \$ 1,225,000
GR9902	Coffman Park expansion	\$ 6,070,000	\$ -	\$ -	Cash	\$ 6,070,000
GR1114	Holder-Wright Earthworks	\$ 2,208,000	\$ -	\$ -	Cash	\$ 2,208,000
AL1202	Parkland acquisition	\$ 3,900,000	\$ -	\$ -	Property Tax (Inside Millage)	\$ 3,900,000
ES0701	Sewer lining and repair	\$ 8,990,000	\$ -	\$ -	Sewer Fund Revenue Federal Funding G.O. Debt (Sewer Fund Revenue)	\$ 1,986,800 \$ 383,200 \$ 6,620,000
EF1301	South Fork Indian Run (SFIR) floodplain fill	\$ 470,000	\$ -	\$ -	Sewer Fund Revenue Developer Contribution	\$ 235,000 \$ 235,000
EW1101	Rings Road Waterline	\$ 730,000	\$ -	\$ -	Water Fund Revenue	\$ 730,000
EW1201	Dublin Road water tower	\$ 3,049,000	\$ -	\$ -	Water Fund Revenue G.O. Debt (Water Fund Revenue)	\$ 349,000 \$ 2,700,000
EF0201	Stormwater improvements	\$ 4,138,000	\$ -	\$ -	Cash	\$ 4,138,000
AB0601	Municipal facilities	\$ 3,930,000	\$ -	\$ -	Cash	\$ 3,930,000
AB0602	Historic Dublin	\$ 5,977,000	\$ -	\$ -	Cash	\$ 5,977,000
AB1301	Bridge Street District	\$ 4,000,000	\$ -	\$ -	Cash	\$ 4,000,000
AI1201	Computer hardware/software	\$ 6,145,000	\$ -	\$ -	Cash	\$ 6,145,000
PP1601	Radio System upgrade	\$ 750,000	\$ -	\$ -	Cash	\$ 750,000
AV1201	Fleet replacements	\$ 6,190,000	\$ -	\$ -	Cash	\$ 6,190,000
AV1203	Equipment additions/replacements	\$ 1,750,000	\$ -	\$ -	Cash	\$ 1,750,000
<b>Total</b>		<b>\$ 147,389,000</b>	<b>\$ 3,445,000</b>	<b>\$ 24,590,000</b>		<b>\$ 147,389,000</b>

**Summary**

Cash	\$ 72,803,875
G.O. Debt	\$ 28,035,000
Property Tax (Inside Millage)	\$ 3,900,000
Utilities	\$ 3,300,800
Service Payments	\$ 33,886,260
Other	\$ 5,463,065
	<b>\$ 147,389,000</b>

2013 – 2017 Capital Improvements Program  
 Funding Source for all Major Projects  
 \$147,389,000



# Municipal Debt

**2013 - 2017**  
**FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM**  
**MUNICIPAL DEBT**

This section provides information on the long-term debt obligations outstanding at December 31, 2011, the projected long-term income tax supported debt, a calculation of the long-term debt capacity and a recap of the annual debt service obligations.

The Projected Long-Term Debt Schedule reflects that the estimated principal outstanding at the end of each year is within the recommended maximum amount. The Debt Service Payments Due (Income tax supported debt) schedule reflects that the total actual and estimated debt service obligations each year are within the actual and projected income tax revenue available for debt retirement. The difference between the two, or the "surplus", will be used to "buy down" other capital project costs and issue less debt or be used to fund other capital projects. A schedule of debt service payments that are supported by sources other than income tax revenues is also included.

**2013-2017  
FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM  
LONG-TERM DEBT OBLIGATIONS  
As of December 31, 2011**

	Date of Issue	Date of Maturity	Original Amount	O/S Principal	Paid From Income Taxes		Other Sources <sup>1</sup>
					General Fund	Capital Imp. Fund	
<b>Unvoted G.O. Bonds</b>							
Rings/Blazer Water Tower	10/15/94	12/01/14	\$4,100,000	\$945,000	\$0	\$0	\$945,000
Upper Scioto West Branch <sup>2</sup>	01/01/99	07/01/18	18,220,406	7,589,665	0	0	7,589,665
Avery-Muirfield Interchange	09/01/99	10/07/19	8,316,788	4,272,408	0	4,272,408	0
Rings Road Improvements (TIF)	12/01/00	12/01/20	3,535,000	2,056,092	0	0	2,056,092
Arts Facility Acquisition	12/01/00	12/01/20	1,360,000	784,691	0	0	784,691
Arts Facility Renovation	12/01/00	12/01/20	755,000	438,929	0	0	438,929
Perimeter Drive Extension (TIF)	12/01/00	12/01/20	3,940,000	2,298,653	0	0	2,298,653
Emerald Parkway-Phase 7A (TIF)	12/01/00	12/01/20	2,020,000	1,176,636	0	0	1,176,636
Service Complex	12/01/01	12/01/21	3,675,000	2,231,173	0	2,231,173	0
Municipal Pool South (OMB)	07/01/04	01/01/25	2,986,000	2,210,000	0	2,210,000	0
Industrial Parkway/SR 161 Improvement	11/18/09	12/01/29	9,670,000	8,920,000	0	0	8,920,000
Darree Fields Water Tower	11/18/09	12/01/29	2,015,000	1,860,000	0	0	1,860,000
Sanitary Sewer Lining	11/18/09	12/01/29	2,220,000	2,045,000	0	0	2,045,000
<b>Total</b>			<b>62,813,194</b>	<b>36,828,247</b>	<b>0</b>	<b>8,713,581</b>	<b>28,114,666</b>
<b>Unvoted Special Assessment Bonds</b>							
2001 Special Assessment	12/01/01	12/01/21	1,700,000	1,038,827	0	0	1,038,827
<b>Total</b>			<b>1,700,000</b>	<b>1,038,827</b>	<b>0</b>	<b>0</b>	<b>1,038,827</b>
<b>Voted G.O. Bonds</b>							
Community Recreation Center-Exp.	10/15/98	12/01/18	3,998,000	1,644,000	0	1,644,000	0
Emerald Parkway Bridge	10/15/98	12/01/17	7,518,000	2,968,000	0	2,968,000	0
Emerald Parkway, Phase 2 (TIF)	10/15/98	12/01/16	7,874,000	2,748,000	0	0	2,748,000
Woerner Temple Road	12/01/00	12/01/20	5,555,000	3,057,560	0	3,057,560	0
Emerald Parkway Overpass-Phase 7	12/01/00	12/01/20	6,565,000	3,615,420	0	3,615,420	0
Coffman Park Expansion	12/01/00	12/01/20	3,135,000	1,732,021	0	0	1,732,021
<b>Total</b>			<b>34,645,000</b>	<b>15,765,001</b>	<b>0</b>	<b>11,284,980</b>	<b>4,480,021</b>
<b>Voted Special Assessment Bonds</b>							
Tuller Road	10/15/94	12/01/14	1,185,000	285,000	0	0	285,000
<b>Other Long-term Obligations</b>							
Aryshire Drive Culvert (OPWC)	07/01/04	01/01/14	279,748	69,937	0	69,937	0
			<b>279,748</b>	<b>69,937</b>	<b>0</b>	<b>69,937</b>	<b>0</b>
<b>Total Long-term Debt</b>			<b>\$100,622,942</b>	<b>\$53,987,012</b>	<b>\$0</b>	<b>\$20,068,498</b>	<b>\$33,918,514</b>

<sup>1</sup> "Other Sources" include special assessment collections, real estate property taxes, water system revenues, service payments in lieu of taxes, and hotel/motel tax revenue.

<sup>2</sup> Principal reduced per Change Order Agreement with City of Columbus.

**2013-2017  
FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM  
PROJECTED LONG-TERM DEBT SCHEDULE  
(Income tax supported debt only)**

	2010	2011	2012	2013	2014	2015	2016	2017
Principal outstanding at the beginning of the year	\$35,504,531	\$31,686,918	\$28,988,496	\$28,438,231	\$25,644,530	\$22,714,715	\$19,743,851	\$23,303,436
Principal retired <sup>1</sup>	3,817,613	2,698,422	2,630,265	2,793,701	2,929,815	2,970,864	3,040,415	3,444,972
Principal issued <sup>2</sup>	0	0	2,080,000	0	0	0	6,600,000	0
Principal outstanding at the end of the year	<u>\$31,686,918</u>	<u>\$28,988,496</u>	<u>\$28,438,231</u>	<u>\$25,644,530</u>	<u>\$22,714,715</u>	<u>\$19,743,851</u>	<u>\$23,303,436</u>	<u>\$19,858,464</u>
Recommended maximum amount of long-term debt <sup>3</sup>	<u>\$75,853,424</u>	<u>\$92,704,970</u>	<u>\$106,787,140</u>	<u>\$87,203,203</u>	<u>\$85,578,898</u>	<u>\$84,504,361</u>	<u>\$84,995,788</u>	<u>\$83,453,969</u>

<sup>1</sup> Based on long-term debt outstanding as of 12-31-11 and anticipated debt issuances.

<sup>2</sup> Issuance of debt based on major project listing and anticipated funding schedule.

The following issues are anticipated:

2012 - \$2,080,000 in long-term bonds for the installation of LED street lights

2016 - \$6,600,000 in long-term bonds for the 270/33 Interchange

<sup>3</sup> Reflects the amount outstanding and the recommended maximum amount of additional debt from page 5-4.

**2013 - 2017**  
**FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM**  
**DEBT SERVICE PAYMENTS DUE**  
**(Income tax supported debt only)**

Debt Issue	2011	2012	2013	2014	2015	2016	2017
Water Tower Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Swimming Pool Construction	0	0	0	0	0	0	0
Water System Improvements	0	0	0	0	0	0	0
Frantz Road Improvements	0	0	0	0	0	0	0
Service Complex	0	0	0	0	0	0	0
Sanitary Sewer Lift Station	0	0	0	0	0	0	0
Coffman Road Extension	0	0	0	0	0	0	0
Justice Center-land	0	0	0	0	0	0	0
N.E. Quad. Park Land	0	0	0	0	0	0	0
Justice Center Construction	140,760	0	0	0	0	0	0
Community Recreation Center	0	0	0	0	0	0	0
Community Recreation Center Expansion (2018)	278,613	283,133	281,472	279,753	280,583	278,172	268,092
Scioto Bridge Construction (2017)	556,950	561,790	559,350	557,770	560,160	554,040	533,520
Avery-Muirfield/US 33 interchange (2019)	610,786	610,786	610,786	610,786	610,786	610,786	610,786
Woerner-Temple extension (2019)	0	0	0	0	0	0	0
Emerald Pkwy-Perimeter/Shier Rings (2019)	530,957	525,042	523,991	566,106	543,886	533,675	534,355
Service Complex expansion (2021)	275,844	276,240	275,557	278,219	276,257	276,530	276,598
Swimming Pool Construction (2025)	221,797	222,883	222,066	220,888	220,342	218,459	217,241
Aryshire Drive culvert-OPWC loan (2014)	27,975	27,975	27,975	13,987	0	0	0
Land acquisition-economic development	489,500	0	0	0	0	0	0
Industrial Parkway/SR 161 improvements <sup>1</sup>	671,690	0	0	0	0	0	0
LED street lighting <sup>2</sup>	0	26,000	205,000	205,000	205,000	205,000	205,000
I-270/SR 161 interchange-Phase 1 <sup>2</sup>	0	0	0	0	0	528,000	528,000
Reserved for potential Bridge Street District projects	0	0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Reserved for US 33/SR 161/Post interchange	0	0	500,000	500,000	500,000	500,000	500,000
Reserved for Eiterman Road relocation	0	0	321,900	321,900	321,900	321,900	321,900
<b>Total</b>	<b>3,804,872</b>	<b>2,533,850</b>	<b>4,528,097</b>	<b>4,554,409</b>	<b>4,518,914</b>	<b>5,026,562</b>	<b>4,995,492</b>
<b>Income tax revenue available for debt retirement (from page 3-2)</b>	<b>10,742,889</b>	<b>11,065,175</b>	<b>11,231,153</b>	<b>11,399,620</b>	<b>11,570,614</b>	<b>11,744,174</b>	<b>11,920,336</b>
<b>Balance available<sup>4</sup></b>	<b>\$6,938,016</b>	<b>\$8,531,326</b>	<b>\$6,703,056</b>	<b>\$6,845,211</b>	<b>\$7,051,700</b>	<b>\$6,717,612</b>	<b>\$6,924,844</b>
<b>Amount of additional debt that could be supported<sup>3</sup></b>	<b>\$70,796,082</b>	<b>\$87,054,343</b>	<b>\$68,398,526</b>	<b>\$69,849,092</b>	<b>\$71,956,122</b>	<b>\$68,547,057</b>	<b>\$70,661,672</b>
<b>Recommended maximum amount of additional debt</b>	<b>\$63,716,474</b>	<b>\$78,348,909</b>	<b>\$61,558,673</b>	<b>\$62,864,183</b>	<b>\$64,760,510</b>	<b>\$61,692,352</b>	<b>\$63,595,505</b>

<sup>1</sup> Beginning in 2011, the annual debt obligations will be paid from the Perimeter West TIF Fund.

<sup>2</sup> Estimated debt service obligations; Estimate assumes 20 year bonds at 7.5% and level payments.

<sup>3</sup> Funding not needed for debt service is utilized to fund cash basis projects.

<sup>4</sup> It is not recommended that the total amount be issued in long-term debt.

Note - Payments include both principal and interest and fees, if applicable.  
9/10/2012

**2013 - 2017**  
**FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM**  
**DEBT SERVICE PAYMENTS DUE**  
(Debt supported by sources other than income tax revenue)

	2011	2012	2013	2014	2015	2016	2017
<b>Service Payments</b>							
Emerald Parkway-Phase 2 (2016) <sup>1</sup>	\$651,840	\$650,540	\$654,040	\$646,240	\$548,420	\$494,000	\$0
Rings Road improvements (2020) <sup>1</sup>	277,408	272,801	271,128	270,479	269,358	274,081	274,890
Woerner-Temple Road (2020) <sup>2</sup>	451,079	446,043	445,136	480,900	462,007	448,662	449,263
Perimeter Drive extension (2020) <sup>1</sup>	310,737	305,573	303,697	302,971	301,714	305,874	306,777
Emerald Parkway-Phase 7A (2020) <sup>1</sup>	160,057	157,391	156,422	156,048	155,400	155,678	156,137
Industrial Parkway/SR 161 improvements <sup>1</sup>	0	668,990	671,190	673,190	670,195	671,428	670,792
Emerald Parkway-Phase B <sup>3</sup>	0	0	826,500	826,500	826,500	826,500	826,500
Dublin/Frantz Connector <sup>3</sup>	0	0	230,550	230,550	230,550	230,550	230,550
	<b>1,851,121</b>	<b>2,501,338</b>	<b>3,558,663</b>	<b>3,586,878</b>	<b>3,464,144</b>	<b>3,406,773</b>	<b>2,914,909</b>
<b>Water and Sewer Funds</b>							
Rings/Blazer Water Tower (2014)	358,400	355,480	356,600	356,440	0	0	0
Upper Scioto West Branch (2018)	1,350,725	1,350,725	1,350,725	1,350,725	1,350,725	1,350,725	1,350,725
Darree Fields Water Tower (2029)	139,773	138,173	141,573	139,873	138,215	141,420	139,168
Dublin Road Water Tower (2031) <sup>3</sup>	0	29,500	235,000	235,000	235,000	235,000	235,000
Sewer Line Repairs (2029)	155,814	154,014	152,214	155,414	153,562	151,555	154,178
Sewer Line Repairs (2031) <sup>3</sup>	0	32,000	250,000	250,000	250,000	250,000	250,000
Sewer System Improvements (2034)	0	0	0	0	160,000	160,000	160,000
	<b>2,004,712</b>	<b>2,059,892</b>	<b>2,486,112</b>	<b>2,487,452</b>	<b>2,287,502</b>	<b>2,288,700</b>	<b>2,289,071</b>
<b>Property Taxes (Voted)</b>							
#2 Sewer	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
<b>Special Assessments</b>							
Tuller Road	108,680	108,240	107,480	106,400	0	0	0
Ballantrae improvements	129,312	128,616	128,299	129,537	128,624	128,752	128,784
	<b>237,992</b>	<b>236,856</b>	<b>235,779</b>	<b>235,937</b>	<b>128,624</b>	<b>128,752</b>	<b>128,784</b>
<b>Property Taxes (Inside millage)</b>							
Parkland acquisition-Coffman Park (2020)	228,134	225,684	225,243	242,632	233,445	236,700	238,820
Metro Park contribution (2017)	385,000	385,000	385,000	385,000	385,000	385,000	385,000
Reserved for US 33/SR 161/Post interchange <sup>4</sup>	1,650,000	0	0	1,560,000	1,560,000	1,560,000	1,560,000
	<b>2,263,134</b>	<b>610,684</b>	<b>610,243</b>	<b>2,187,632</b>	<b>2,178,445</b>	<b>2,181,700</b>	<b>2,183,820</b>
<b>Hotel/Motel Tax Revenues</b>							
Arts Facility	166,044	163,280	162,277	161,889	161,217	162,254	162,734
<b>Total</b>	<b>\$6,523,003</b>	<b>\$5,572,050</b>	<b>\$7,053,074</b>	<b>\$8,659,788</b>	<b>\$8,219,932</b>	<b>\$8,168,179</b>	<b>\$7,679,318</b>

<sup>1</sup> Service payments are sufficient or exceed annual debt service obligations.

<sup>2</sup> Annual service payments are not sufficient to retire the annual debt. Additional amounts will be advanced from the General Fund and then repaid during the term of the TIF.

<sup>3</sup> Estimated debt service obligations; Estimate assumes 20 year bonds at 7.5% and level payments.

<sup>4</sup> Amounts in 2009-2011 transferred to the COIC Improvement Fund.

## Non-Major Project Funding

**2013 - 2017**  
**FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM**  
**NON-MAJOR PROJECTS**

Guidelines have been established for several key areas which the Administration has utilized in projecting the non-major capital needs. These are summarized as follows:

Park Development

- The neighborhood park development priority is based upon the timing of subdivision build-out and input from residents.
- Evaluate the adequacy of active/athletic facilities in the community and the neighborhood parks.
- Identify opportunities to develop joint neighborhood and community parks with other governmental jurisdictions (i.e. Dublin City Schools and Washington Township).
- Program adequate funding for maintenance of existing assets.

Bikeway System Improvements

- Bikeways are included as part of the City's major public roadway projects and include shared-use paths, bike lanes and sharrows.
- Identify connections and/or additions to the bikeway system which provide an alternate transportation system linking neighborhoods, community facilities and commercial destinations.
- Coordinate local system design with other governmental jurisdictions such as the Mid-Ohio Regional Planning Commission (MORPC), the Ohio Department of Transportation (ODOT) and other appropriate regional efforts.
- Identify the connections and/or additions that can be constructed by developers as part of private development.

Annual Street Maintenance Program

- Investment for street resurfacing is based on anticipated life of the asset.
- A comprehensive pavement management system has been established to ensure acceptable levels of service are maintained in a cost-effective manner.
- The City evaluates the pavement maintenance needs annually and programs improvements based on roadway conditions.

Guidelines – Non-major funding (continued)

Asset maintenance

- Maintain the City's existing assets to ensure long-term viability.
- Maintain a comprehensive listing of the City's assets and identify the anticipated need for maintenance, repair or replacement.
- Evaluate and update the City's asset maintenance needs annually.

As identified, specific budget requests will be included in the annual CIP budget and a final review and evaluation made by City Council as part of the Operating Budget review process.

CITY OF DUBLIN  
 CAPITAL IMPROVEMENT PROJECTS  
 2013 - 2017

DEPARTMENT/ DIVISION	PRIOR YEARS	2012	2013	2014	2015	2016	2017	TOTAL 13 - 17
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NON-MAJOR PROJECTS

ADMINISTRATION	700	1,455	1,300	1,055	960	725	675	4,715
PARKS & RECREATION	6,178	2,350	1,165	565	450	450	950	3,580
POLICE	81	165	385	235	80	40	25	765
SANITARY SEWER	0	375	835	200	700	200	200	2,135
TRANSPORTATION	909	5,505	5,420	5,025	5,180	4,995	5,935	26,555
WATER	2,200	580	315	795	370	0	0	1,480
STORMWATER	0	300	560	560	560	560	560	2,800
TOTAL	10,068	10,730	9,980	8,435	8,300	6,970	8,345	42,030

9/10/2012

CITY OF DUBLIN  
 CAPITAL IMPROVEMENT PROJECTS  
 2013-2017

PROJECT NO.	PROJECT DESCRIPTION	PRIOR YEARS (\$000)	2012	2013	2014	2015	2016	2017	TOTAL 13-17
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ADMINISTRATION / NONMAJOR PROJECTS

AL1301	Land acquisition	0	0	0	0	0	0	0	0
AU1301	Utility service improvements	0	0	0	400	400	400	400	1,600
AB1301	Building maintenance/renovations	0	1,020	945	305	175	90	50	1,565
AB0802	Technology improvements	700	130	115	115	115	0	0	345
AB1302	Annual public art maintenance	0	80	15	10	45	10	0	80
AA1301	Contingencies	0	225	225	225	225	225	225	1,125
9/10/2012	<b>TOTAL</b>	<b>700</b>	<b>1,455</b>	<b>1,300</b>	<b>1,055</b>	<b>960</b>	<b>725</b>	<b>675</b>	<b>4,715</b>



**City of Dublin**

**2013 – 2017 Capital Improvements Program**

**Administration – Non-Major Projects**

**AL1301**     **Land acquisition** – The funding (\$500,000 per year) that had been allocated in the past for general land acquisition has been used for the land that was acquired near the US 33/SR161/Post Road interchange for economic development purposes. The property was acquired using various funding sources including an advance from the General Fund in the amount of \$2.5 million. The advance has been repaid.

No funding has been programmed for general land acquisition during the five year programming period.

**AU1301**     **Utility service improvements** – The City has been allocating \$400,000 annually for utility service improvements. The funding normally allocated in 2013 has been moved to Parks to cover the cost of additional utility burial associated with the Coffman Park expansion.

Allocations for utility service improvements of \$400,000 programmed for 2014 through 2017 have not been prioritized.

**AB1301**     **Building maintenance/renovations** – This request provides the allocations for necessary maintenance to City buildings. The amount requested for **2013** is broken down as follows:

<b>Location</b>	<b>Description</b>	<b>Amount</b>
Dublin Arts Council	Window/door replacements	\$23,000
	Improve air conditioning in gallery	16,500
	Painting and wall repair	10,000
Municipal Building	Break room renovation	55,000
	Lobby desk	15,500
5620 Post Road barn	Roof replacement and other repairs	14,000
5800 Building	Replace window treatments in second floor lobby	5,000
Fleet Maintenance	Replace gutters and downspouts	20,000
	Renovate fleet locker rooms	50,000



**City of Dublin**

**2013 – 2017 Capital Improvements Program**

**AB1301 Building maintenance/renovations (continued)**

Justice Center	Paint metal roof	95,000	
	Replace chairs in court room	21,520	
Earlington barn	Structural repairs (siding/trim, roof replacement)	150,000	
Other barns	Various repairs	15,000	
Parks restrooms	Hand dryers and waterless urinals	5,000	
Recreation Center (DCRC)	Replace/consolidate electrical transformers	10,000	
	Front entrance redesign	50,000	
	Skylight repairs	6,500	
	Dumpster enclosure	40,000	
	Space needs analysis	20,000	
	Replace boiler	40,000	
	Geothermal study	15,000	
	Replace main entrance doors	20,000	
	Replace lobby furniture	25,000	
	Senior lounge updates	20,000	
	Audio/Visual upgrades in Tallas	86,000	
	All locations	Small in-house renovations	15,000
		Carpet replacement	50,000
HVAC and pump replacements		25,000	
New facility access security system and cameras		25,000	
Rounding		1,980	
<b>Total</b>		<b>\$945,000</b>	

**AB0802 Technology improvements** – \$130,000 has been programmed in 2012 and will complete the project outlined in Ordinance 20-08 approved by Council to partner with DHB to acquire assets, engineer, deploy, maintain and operate a Wi-Fi system for the balance of the City not currently covered (Phase II deployment). In 2010, High Speed Air, Inc. (HSA) acquired all of the Dublin assets of DHB and will complete the remaining obligations to the City.

Funds have been programmed in 2013, 2014 and 2015 based on a forecasted need to continually update, extend and enhance the City's fiber optic system. This includes system extensions, laterals, data center enhancements and connectivity. Should development occur on the Houchard Road site (Job Ready Site), additional funding will be requested



## City of Dublin

### 2013 – 2017 Capital Improvements Program

#### Administration – Non-Major Projects

**AB0802**    **Technology improvements (continued)**

for extension of the fiber. Funding beyond 2017 provides for the replacement of existing fiber.

**AB1302**    **Annual public art maintenance** – Funding is programmed for the performance of on-going maintenance and restoration of public art work owned by the City. Like all other infrastructure, this artwork is in need of routine maintenance, occasional repairs, and full restoration in some cases to prolong the life of the artwork. This project will be funded from the Hotel/Motel Tax Fund.

**AA1201**    **Contingencies** - This is an allocation that is utilized for change orders related to projects that are carried over from one year to the next or minor projects that were unanticipated. \$225,000 is allocated each year.

CITY OF DUBLIN  
 CAPITAL IMPROVEMENT PROJECTS  
 2013-2017

PROJECT NO.	DESCRIPTION	PRIOR YEARS (\$000)	2012	2013	2014	2015	2016	2017	TOTAL 13-17
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PARKS & RECREATION / NONMAJOR PROJECTS

AR1301	Park renovations/improvements	0	580	460	450	450	450	450	2,260
GR0108	Ballantrae Park	5,769	130	0	0	0	0	0	0
GR0505	Skate Park redesign ** See Coffman**	0	0	0	0	0	0	0	0
GR0710	Kiwanis Boardwalk extension	3	140	0	0	0	0	0	0
GR1010	Campden Lakes/Wedgewood Glen Park	0	175	0	0	0	0	0	0
GR1011	Llewellyn Farms South Park	0	0	0	0	0	0	100	100
GR1012	Emerald Parkway Bridge Park	16	435	0	0	0	0	0	0
GR1110	Riverwalk (Emerald Parkway to SR161)	0	0	0	0	0	0	0	0
GR1111	Sycamore Ridge Park	0	0	0	0	0	0	0	0
GR1113	IGS Park (TIF)	0	275	0	0	0	0	150	150
GR1115	Dublin Community Pool North Renov	390	490	160	0	0	0	0	160
GR1301	Cramer Crossing Reserve E	0	0	75	0	0	0	0	75
GR1201	Dublin Arts Council Site renovations	0	80	35	105	0	0	250	390
GR1202	Scioto Park restrooms	0	45	435	0	0	0	0	435
GR1401	Wallace tract	0	0	0	10	0	0	0	10
9/10/2012	<b>TOTAL</b>	<b>6,178</b>	<b>2,350</b>	<b>1,165</b>	<b>565</b>	<b>450</b>	<b>450</b>	<b>950</b>	<b>3,580</b>



## 2013 – 2017 Capital Improvements Program

### Parks and Recreation - Non-Major Projects

**AR1301** **Park renovation/improvements** - This project is for renovation/improvements to various existing parks. The maintenance and rehabilitation of our parks is an important part of the Parks CIP. The following renovations and improvements are programmed:

Location	Description	Amount
Avery Park	Ball field lighting panels	\$54,430
Darree Fields	Shade structure adaptors	28,750
Emerald Fields	Dumpster enclosure	43,700
Lewellyn Farms	Basketball court resurfacing	11,500
Scioto Park	Stairs	39,100
Wellington Park	Playground **	201,250
	Basketball court resurfacing/hoops	27,830
	Erosion control/land management	34,465
Wyndham Park	Basketball court resurfacing/hoops	18,975
<b>Total</b>		<b>\$460,000</b>

\*\* - suitable for universally accessible playground development.

**GR0108** **Ballantrae Park** – Funding in 2012 provides for further renovations to the spray park including the construction of equipment room stairs and the replacement/modification of the fountain paver area. Beyond 2017, the master plan includes a shelter house, parking area, overlook plaza, an internal bike path, site amenities and landscaping.

**GR0505** **Skate Park redesign** – This project is included as part of the Coffman Park expansion.

**GR0710** **Kiwanis Boardwalk extension** – Funding in 2012 will extend the existing path from Kiwanis Park to S.R.161. The park trail is in need of renovation. The wetland nature of the park has overtaken some of the trail and the balance is in a state of disrepair.



## **2013 – 2017 Capital Improvements Program**

### **Parks and Recreation - Non-Major Projects**

- GR1010**     **Campden Lakes/Wedgewood Glen Park** – A large land mass ties together two adjacent neighborhoods. Programmed in 2012, development will include bike paths, landscaping, site furnishings, and a “rural character” fishing deck/pier.
- GR1011**     **Llewellyn Farms South Park** – Funding is programmed in 2017 for the development of an internal path system, picnic grove, site furnishings and landscaping.
- GR1012**     **Emerald Parkway Bridge Park** – This project will provide access to the Scioto River at the Emerald Parkway Bridge. The project will include a permeable surface parking area, pathways and landscaping. This project is in line with Council’s goal of providing access to the Scioto river corridor. Construction is scheduled in 2012. The timing of this project has taken into consideration construction of the Emerald Parkway – Phase 8 project.
- GR1110**     **Riverwalk (Emerald Parkway to S.R. 161)** - This project will provide a scenic pedestrian path along the east side of the Scioto River from the Emerald Parkway Bridge to S.R. 161 and connecting to the existing Kiwanis Riverway Park just south of S.R. 161. Additional acquisitions need to be evaluated and the results of the Bridge Street District development will have an impact on the timing and/or development of this project. Funding is not programmed in the five year CIP.
- GR1111**     **Sycamore Ridge Park** – Funds will provide neighborhood park amenities including a large looping multi-use path system, shelter house, playground, site furnishings, landscaping and potentially a second dog park. The Bridge Street District development will have an impact on the timing and/or development of this project. This project has been moved to beyond the five year period.



City of Dublin

## **2013 – 2017 Capital Improvements Program**

### **Parks and Recreation - Non-Major Projects**

**GR1113**     **IGS Park** - This project will provide a park area adjacent to commercial areas. The land for the park will be provided by IGS Energy as discussed in the Economic Development Agreement with the City. Funding in 2012 includes a multi-use path, bridge, landscaping, shelter house and associated site furnishings. The multi-use path and bridge will be funded from the Thomas/Kohler TIF and the shelter house will be funded from the Capital Improvements Tax Fund.

**GR1115**     **Dublin Community Pool North renovations** - Funds programmed in 2012 provides for concession stand expansion, new concession stand equipment, new shaded eating area, main entry area renovation, building trim updating and landscape renovation. Funds for 2013 include a new signage and graphics package, bollard lights replacement, shade structure replacement, baby pool fencing, alterations to the existing fence and additional landscape renovations. Beyond 2017 includes design and reconstruction of shade structures and new baby pool fencing.

**GR1301**     **Cramer Crossing Reserve E** – Funding in 2013 provides for a gazebo, walking paths and associated landscaping.

**GR1201**     **Dublin Arts Council site renovations** – Funding in 2012 includes funds for various outdoor improvements. Funding programmed in 2013 provides for completion of a master plan for the site. Funding programmed in 2014 includes allocations for the retaining wall design and site plans and for the demolition & rebuilding of a main retaining wall adjacent to the driveway, standing curb, garden walk and edging, fencing, landscape and site furnishings. 2017 includes funding for the implementation of the master plan. The timeline for implementation of the Master Plan will be re-evaluated after the Plan is completed.

Funding from the Hotel/Motel Tax Fund will be evaluated.

**GR1202**     **Scioto Park restrooms** – Funding in 2012 and 2013 includes design and construction for new restrooms with water and sewer connections.



City of Dublin

## **2013 – 2017 Capital Improvements Program**

### **Parks and Recreation - Non-Major Projects**

**GR1401**     **Wallace tract** – Funds programmed in 2014 is for general site clean-up (i.e. removal of piles of broken bricks and rocks, wood debris, limbs, used tires and canisters and other trash, and removal of a dilapidated metal shed).

CITY OF DUBLIN  
 CAPITAL IMPROVEMENT PROJECTS  
 2013-2017

PROJECT NO.	PROJECT DESCRIPTION	PRIOR YEARS (\$000)	2012	2013	2014	2015	2016	2017	TOTAL 13-17
POLICE / NONMAJOR PROJECTS									
PP0803	Replacement lasers	17	25	0	25	0	15	0	40
PP0804	Replacement radars	28	40	0	30	0	25	0	55
PP0805	OptiCom	36	25	0	0	0	0	0	0
PP1301	Intersection & Crime Prevention Cameras	0	0	105	80	80	0	0	265
PP1201	Panic Alarm System Upgrade	0	55	0	0	0	0	0	0
PP1202	Ballistic Helmets	0	20	0	0	0	0	25	25
PP1301	Replacement Tasers	0	0	120	0	0	0	0	120
PP1302	Automatic License Plate Readers	0	0	125	100	0	0	0	225
PP1303	Replacement Ballistic Shields	0	0	15	0	0	0	0	15
PP1304	Magnetometers	0	0	20	0	0	0	0	20
9/10/2012	<b>TOTAL</b>	<b>81</b>	<b>165</b>	<b>385</b>	<b>235</b>	<b>80</b>	<b>40</b>	<b>25</b>	<b>765</b>



## **2013 – 2017 Capital Improvements Program**

### **Police Non-Major Projects**

- PP0803**     **Replacement lasers** – Funds are programmed for the purchase of lasers to replace aging lasers over the course of three non-consecutive years. The lasers have an estimated life of 10 years.
- PP0804**     **Replacement radars** – Funds programmed will be used to purchase radars to replace aging radars currently used over the course of three non-consecutive years. The radars have an estimated life of 10 years.
- PP0805**     **OptiCom** – This allocation provides funds to purchase the needed vehicle based equipment to allow police cruisers to utilize the OptiCom traffic signal pre-emption system. Ten of the traffic signals within the City have the pre-emption system installed. Equipment is currently installed in four front line cruisers. Funding programmed in 2012 will complete the installation in all front line cruisers.
- PP1301**     **Intersection and Crime Prevention Cameras** – This project will provide traffic cameras at high traffic, high incident locations and add crime prevention cameras at City properties such as parks, parking areas, pools and other open spaces. These cameras will use the Wi/Fi and fiber connectivity currently available throughout the City to allow for real time recording and monitoring from the police communications center and mobile computers in police and fire vehicles. The traffic cameras could also be shared on the City's web site and with ODOT's traffic control center. Locations for these cameras will be finalized with discussions between Police, Engineering and IT and are based on crash counts/rates, traffic counts and crime statistics.
- PP1201**     **Panic Alarm System upgrade** – Funds are programmed in 2012 for the upgrade of the S2 security system to allow for monitoring of panic alarms located in City facilities. The current panic alarms are over ten years old.



## **2013 – 2017 Capital Improvements Program**

### **Police Non-Major Projects (continued)**

- PP1201**     **Panic Alarm System upgrade (continued)** - The installation of the S2 building access system centralizes the key card access to all City buildings into one system located in the Justice Center that will allow the various panic alarms located at City facilities to ring directly into the Police communications center. This upgrade will eliminate the notification delay that exists because these alarms are currently monitored by a third party. In addition, several of the panic alarms installed in City facilities will be converted to wireless to allow easy relocation of alarm points when building upgrades occur and facility needs change.
- PP1202**     **Ballistic Helmets** – Funds are programmed in 2012 to replace existing officer ballistic helmets. The helmets have a five year life.
- PP1301**     **Replacement tasers** – Funds are programmed in 2013 for the replacement of tasers that have reached the manufacturers recommended five year life span.
- PP1302**     **Automatic license plate readers** – Funds programmed in 2013 and 2014 provide for the purchase of automatic license plate readers to be installed on select cruisers. License plate readers are an automated tool installed on police cruisers that read license plates and compare them to a database of wanted and missing persons, amber alerts, stolen vehicles and homeland security alerts and notify the officer anytime there is a match. These systems can scan as many as 10,000 plates per hour and greatly increase the possibility an alert will be found.
- PP1303**     **Replacement ballistic shields** – Funds in 2013 are programmed for the replacement of three existing ballistic shields that have a five year expiration and the purchase two shields for two additional SUV's going into service in late 2012.
- PP1304**     **Magnetometers** – Funds in 2013 are for the purchase of two magnetometer systems to provide metal detection capabilities for court and Council meeting security. These systems are portable and could also provide security function capabilities for special events.

CITY OF DUBLIN  
 CAPITAL IMPROVEMENT PROJECTS  
 2013-2017

PROJECT NO.	PROJECT DESCRIPTION	PRIOR YEARS (\$000)	2012	2013	2014	2015	2016	2017	TOTAL 13-17
<b>SANITARY SEWER SYSTEM \ NONMAJOR</b>									
ES1301	Annual sanitary sewer maintenance program	0	0	200	200	200	200	200	1,000
ES1110	North Fork sewer-capacity improvement	0	0	0	0	0	0	0	0
ES1201	Deer Run sanitary improvements	0	0	325		0	0	0	325
ES1202	Manhole rehabilitations	0	375	0	0	500	0	0	500
ES1302	River Forest sanitary improvements	0	0	310	0	0	0	0	310
9/10/2012	<b>TOTAL</b>	<b>0</b>	<b>375</b>	<b>835</b>	<b>200</b>	<b>700</b>	<b>200</b>	<b>200</b>	<b>2,135</b>



## **2013 – 2017 Capital Improvements Program**

### **Sanitary Sewer System - Non-Major Projects**

**ES1301**     **Annual sanitary sewer maintenance** – Provides funding to maintain and repair sanitary sewer infrastructure including raising manholes and various other issues identified during inspections.

**ES1110**     **North Fork sewer capacity improvement** – This project will increase the capacity of the City's sanitary sewer system and provides for the ability to handle future development as it occurs in this area. No funding has been programmed in the five year period.

**ES1201**     **Deer Run sanitary improvements** – Funds programmed in 2013 are for the design and installation of a new pump in the existing wet well, design and construction of new connection of existing force main to existing gravity sewer, investigation of condition of existing force main, and design and construction of improved connection for Shawnee Hills force main.

Completion of this project will minimize sanitary sewer overflow frequencies and improve the connection of the Shawnee Hills sewer.

**ES1202**     **Manhole rehabilitations** – This project provides for the repair of sanitary sewer manholes in accordance to the schedule needed to be in compliance with the "Director's Final Findings and Orders" issued by the Ohio Environmental Protection Agency (OEPA). This project repairs the integrity of the manholes and reduces the amount of inflow and infiltration (I and I) entering the system via the main lines.

Manhole rehabilitation is programmed for the Deer Run sewer shed in 2012 and the North Fork and South Fork Indian Run sewer sheds in 2015.



## **2013 – 2017 Capital Improvements Program**

### **Sanitary Sewer System - Non-Major Projects**

**ES1302**     **River Forest sanitary improvements** – Provides for the installation of sanitary sewer manholes in place of cleanouts and point repairs in the main line pipes. The manholes installed in this project will provide better long-term access to the sewer for maintenance and will repair damaged pipe sections.

CITY OF DUBLIN  
 CAPITAL IMPROVEMENT PROJECTS  
 2013-2017

REF. NO.	PROJECT DESCRIPTION	PRIOR YEARS (\$000)	2012	2013	2014	2015	2016	2017	TOTAL 13-17
<b>TRANSPORTATION / NONMAJOR PROJECTS</b>									
AT1301	Annual street maintenance program	0	3,000	3,150	3,310	3,500	3,700	3,900	17,560
AT1302	Annual infrastructure/roadside improvement program	0	85	325	300	235	235	235	1,330
AT1303	Annual shared-use path maintenance	0	350	450	300	150	150	150	1,200
AT1304	Annual shared-use path connections/additons (Some TIF funded)	0	285	530	775	755	620	1,110	3,790
AT1306	Annual sidewalk program	0	20	375	0	250	0	250	875
AT1307	Annual parking lot maintenance	0	465	100	100	100	100	100	500
AT1308	Annual pedestrian tunnel maintenance	0	500	150	150	100	100	100	600
AT1309	Annual infrastructure repairs (1)	0	310	0	0	0	0	0	0
AT1310	Annual guardrail replacement & maintenance	0	65	65	65	65	65	65	325
AT1311	Annual bike rack installation	0	25	25	25	25	25	25	125
ET0403	Pedestrian tunnels	746	0	0	0	0	0	0	0
ET1118	Riverside Drive/Hard Road turn lane (State Highway)	66	0	250	0	0	0	0	250
ET1105	Hirth/Woolpert culvert (Permissive)	97	400	0	0	0	0	0	0
9/10/2012	<b>TOTAL</b>	<b>909</b>	<b>5,505</b>	<b>5,420</b>	<b>5,025</b>	<b>5,180</b>	<b>4,995</b>	<b>5,935</b>	<b>26,555</b>

(1) Combined with AT1302 beginning in 2013



## **2013- 2017 Capital Improvements Program**

### **Transportation – Non-Major Projects**

**AT1301**     **Annual street maintenance program** - This is an annual allocation for repairing the City's roadways. In 2010, the City contracted with Stantec Consulting Services, Inc. to provide a comprehensive map based pavement condition inventory to aid in planning future maintenance. The pavement analysis has been completed and will be utilized to program the timing of street maintenance work. Based on an index of 1 – 100, with an index of 100 being a new roadway, the current overall index of the City's road-miles is rated with an index of 82.

The allocation for 2013 reflects a 5% increase over 2012 with the remaining years reflecting an annual increase of approximately 5% as well. The results of the pavement analysis will allow the City to more accurately identify pavement conditions and program repairs accordingly in the five year CIP.

**AT1302**     **Annual infrastructure/roadside improvement program** – Beginning in 2013, annual infrastructure repairs and annual roadside improvements have been combined into one project. Funds provided with this annual allocation will be used to improve conditions along City roadways as well as provide funding in the right-of-way of bridge railings, stone walls, mast arm poles and various other right-of-way repairs. Many times, this program is completed in conjunction with the Annual Street Maintenance program. As with other annual programs, departments have been working together to identify areas needing improvement and the anticipated year of completion.

**AT1303**     **Annual shared-use path maintenance** - This is an annual allocation to maintain the City's shared-use paths. This project is completed in conjunction with the Annual Street Maintenance program. Engineering and Parks and Open Space have identified several shared-use paths that are in need of maintenance in the next two years. As a result, additional funds have been programmed in 2013 and 2014 to repair the identified shared-use paths. Additionally, an annual allocation of \$150,000 has been programmed in 2015, 2016 and 2017 to ensure the shared-use paths are properly maintained. Based on the age of the shared-use



## 2013- 2017 Capital Improvements Program

### Transportation – Non-Major Projects

**AT1303 Annual shared-use path maintenance (continued)**  
 path system, an annual evaluation of the City’s system will be completed in order to properly maintain the paths.

**AT1304 Annual shared-use path connections/additions** - These funds are utilized in areas where roadway projects or developer contributions are not likely or in locations where pedestrian safety is an issue.

As a result of City Council’s 2007 goal-setting session, the funding for shared-use path connections increased from the previous annual allocation of \$150,000 to fund the design, construction and landscaping of the Brand Road, Dublin Road and Glick Road shared-use paths. These projects, based on the estimated costs, have been included separately in Transportation – Major and details will be included in their individual project descriptions.

Staff recently completed a comprehensive review of its shared-use path connection/addition needs and has developed a comprehensive plan for completing these projects to further enhance the City’s comprehensive shared-use path network. As a result, additional funds have been programmed in the five year CIP to expedite the completion of these paths/additions. In 2013, the following connections/additions are programmed for completion:

General Location	Amount
Oak Park Southern Connector Glacier Ridge	\$24,500
Smith parcel	137,500
Tullymore and Parkmill crossing	10,500
Wareham Street crossing	11,500
Westbury Belvedere crossing	48,500
Discovery to Post	107,000
Wilcox Road	187,500
Emerald Parkway Sharrow corridor	3,000
<b>Total</b>	<b>\$530,000</b>



## **2013- 2017 Capital Improvements Program**

### **Transportation – Non-Major Projects**

**AT1306**     **Annual sidewalk program** - This is an annual allocation to replace deficient sidewalks throughout the City. A condition assessment was completed by the Division of Engineering and the replacements will be made based on this assessment. A component of the program is the replacement of the street trees where necessary. Paying for the cost of sidewalk repairs is unique to the City of Dublin. The more common practice is for the property owner to bear the cost of sidewalk repairs.

In order to take advantage of economies of scale, the City will allocate funds every other year in the amount \$250,000 beginning in 2013. To jump start this program, an additional \$125,000 is programmed in 2013. In previous years, \$125,000 was programmed annually.

**AT1307**     **Annual parking lot maintenance** – This project is administered by the Division of Engineering and will likely be completed in conjunction with the Annual Street Maintenance Program. Timing and completion is based on a comprehensive analysis of all City owned parking lots. Additional funds were allocated in 2012 to complete the parking lots at the Fleet maintenance facility and City Hall.

Funding in the amount of \$100,000 annually has been programmed in the five year CIP.

**AT1308**     **Annual pedestrian tunnel maintenance** – An assessment of the pedestrian tunnels has been completed. Engineering staff has completed a condition analysis of the tunnels. Necessary improvements will be prioritized and cost estimates completed. Additional funds were programmed in 2012, 2013 and 2014 to expedite the repairs of the tunnels with more pressing needs. Tunnel maintenance identified to be completed in the short term are Dublin Road – North of Memorial Drive, Avery-Muirfield Drive just North of Post Road and Emerald Parkway at Dublin Road.



## **2013- 2017 Capital Improvements Program**

### **Transportation – Non-Major Projects**

**AT1310**     **Annual guardrail replacement and maintenance** – This annual allocation will allow for the wood guardrails within Dublin to be maintained and/or replaced in compliance with current standards.

**AT1311**     **Annual bike rack installation** – The City, as well as the Bicycle Advisory Task Force (BATF), has identified the need for several additional bike racks as a result of the increased use of bicycles in the City. Funding is provided for the installation of additional bike racks throughout the City. Racks will consist of a mix of standard, custom and functional sculpture bike racks based on location and need.

**ET0403**     **Pedestrian tunnels** - A pedestrian tunnel study was adopted by City Council on December 15, 2003. This study included a priority listing of tunnel locations to be programmed. A tunnel at Brand Road/Bristol Parkway was completed in 2005/2006 and Dublin Road/River Forest Road was completed in 2006. Funding has not been programmed in the five year period.

**ET1118**     **Riverside Drive (State Route 257)/Hard Road turn lane** – To improve traffic operations and safety at this intersection, programming is provided to install a northbound right turn lane from Riverside Drive to Hard Road. The project will include new pavement, grading, shoulder work and drainage. Design has been completed and construction is scheduled for completion in 2013. This project will be funded out of the State Highway Fund.

**ET1105**     **Hirth/Woolpert culvert** – This project involves the removal and construction of a concrete box and retaining wall due to the deterioration of the existing culvert. This project will be funded out of the Permissive Tax Fund.

CITY OF DUBLIN  
 CAPITAL IMPROVEMENT PROJECTS  
 2013-2017

PROJECT NO.	PROJECT DESCRIPTION	PRIOR YEARS (\$000)	2012	2013	2014	2015	2016	2017	TOTAL 13-17
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WATER DISTRIBUTION SYSTEM \ NONMAJOR PROJECTS

AW1001	Water line replacement	0	200	0	470	0	0	0	470
AW0604	Booster station upgrades	609	85	0	0	55	0	0	55
EW0102	Water tower maintenance	1,591	0	0	325	315	0	0	640
EW1301	Water Quality Units	0	0	315	0	0	0	0	315
EW1202	Fishel Drive watermain extension phase 1	0	295	0	0	0	0	0	0
9/10/2012	<b>TOTAL</b>	<b>2,200</b>	<b>580</b>	<b>315</b>	<b>795</b>	<b>370</b>	<b>0</b>	<b>0</b>	<b>1,480</b>



## **2013 - 2017 Capital Improvements Program**

### **Water Distribution System - Non-Major Projects**

**AW1001**    **Water line replacement** - The City's water system is relatively new and the City has not needed to replace existing lines. There are areas in the City that have older 2" and 3" main lines that have been identified for replacement with a 6" main line. The smaller lines tend to experience more problems with breaks. Engineering staff has prepared a comprehensive list of areas and have completed an analysis of the lines to determine when replacement should occur.

There is funding allocated in 2012 and 2014 to begin replacing the 2" and 3" lines. It is possible that significant replacements could be grouped and scheduled to be completed in the same year allowing long-term debt to be issued instead of programming annual allocations.

**AW0604**    **Booster station upgrades** - This project will ensure that water supply to the storage tanks is adequate. Based on system evaluations completed by ms consultants, the City of Columbus and Dublin staff in 2007, funds have been programmed for pump replacements at the City's booster stations.

Based on the evaluation recently completed by ms consultants, the following upgrades have been programmed:

2012 -        Various maintenance and repairs at the Brand Road booster station.

2015 -        Various maintenance and repairs at the Rings Road and Tartan booster stations.

Engineering maintains a comprehensive schedule for future maintenance and repairs associated with the booster stations.



## **2013 - 2017 Capital Improvements Program**

### **Water Distribution System - Non-Major Projects**

**EW0102** **Water tower maintenance** – This project provides for the interior and exterior painting and other maintenance needs such as electrical equipment replacement associated with the City's three(3) existing water towers. Funds programmed in 2014 are for interior painting of the Avery tower, and 2015 includes funds for interior painting of the Rings/Blazer tower. Engineering maintains a comprehensive schedule for future water tower maintenance.

**EW1202** **Water quality units** – Funds programmed in 2013 are for the installation of Haque water quality units at the Avery Road and Tartan Ridge water towers to improve water quality monitoring in the tanks.

**EW1202** **Fishel Drive water-main extension phase 1** – Funds programmed in 2012 provide an 8-inch water-main extension along the northern part of the Fishel Drive loop. This project will provide water to this area and assist in future annexation and development.

CITY OF DUBLIN  
 CAPITAL IMPROVEMENT PROJECTS  
 2013-2017

PROJECT NO.	PROJECT DESCRIPTION	PRIOR YEARS (\$000)	2012	2013	2014	2015	2016	2017	TOTAL 13-17
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STORMWATER SYSTEM \ NONMAJOR PROJECTS

AF1301	Annual stormwater maintenance	0	300	560	560	560	560	560	2,800
									0
9/10/2012	<b>TOTAL</b>	<b>0</b>	<b>300</b>	<b>560</b>	<b>560</b>	<b>560</b>	<b>560</b>	<b>560</b>	<b>2,800</b>



## **2013 - 2017 Capital Improvements Program**

### **Stormwater System - Non-Major Projects**

**AF1201**     **Annual stormwater maintenance** - This project provides funding for maintenance of the City's stormwater system as identified in the Stormwater Master Plan. This is an annual maintenance program that was initiated in 2000. The funds are utilized to maintain and repair existing stormwater lines, curb inlets, catch basins, ditches, man-made channels and other structures that discharge stormwater runoff. This is an important component of the City's efforts to meet National Pollutant Discharge Elimination System (NPDES) Phase II regulations.