



2021 - 2025

CAPITAL IMPROVEMENTS PROGRAM

Adopted by Ordinance No. 21-20





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Reflective of the City's focus on sustainable and environmental stewardship, a limited number of printed copies of this document were produced. Digital copies can be viewed on the City's website at www.dublin.oh.us



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1 | Capital Budget Process



ANNUAL CAPITAL IMPROVEMENTS PROGRAM BUDGET PROCESS

The City of Dublin has implemented an annual schedule for the preparation and adoption of the Five-Year Capital Improvements Program (CIP). The following timeframes are key elements in the annual budget calendar for approval of the 2021-2025 CIP:

Target Timeframe (2020)	Element
First Quarter	City Council goal setting session.
February 12	CIP kick-off memo distributed to City Staff.
March 15	Staff submittal deadline for CIP project proposal forms to City Manager and Director of Finance.
Mid-April	City Manager and Director of Finance complete administrative review of all CIP requests with Department/Division Directors.
August 3	Inventory of staff-requested projects submitted to City Council for consideration and assessment.
August 10	Revenue estimates and debt profile discussion.
August 17	City Council work session for the 2021-2025 CIP including an overview and discussion of projects and changes.
August 24	First reading of Ordinance to adopt the 2021-2025 CIP.
September 8	City Council's second work session for the 2021-2025 CIP.
September 14	City Council follow-up discussion for the 2021-2025 CIP.
September 28	Second reading of Ordinance to adopt the 2021-2025 CIP.
By December 31	Adoption of Annual Operating Budget and related appropriations Ordinance by City Council.

The CIP and the Annual Operating Budget are two critical documents prepared annually. The relationship between these two documents is summarized in 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 and the annual appropriation ordinance are the documents which authorize the actual funding authority for the capital projects.

Operating 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 capital maintenance expenditures, including those of a continuing nature (i.e. fleet and equipment replacement, computers, etc.)



Ordinance Record

RECORD OF ORDINANCES

BARRETT BROTHERS - DAYTON, OHIO

Form 6220S

Ordinance No. 21-20

Passed _____, _____

AN ORDINANCE ADOPTING THE 2021-2025 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 plan 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 2021-2025; 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 workshop(s).

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Dublin, State of Ohio, 7 elected members concurring that:

Section 1. The 2021-2025 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 28th day of September, 2020

Mayor - Presiding Officer

ATTEST:

Clerk of Council

2 | Financial Guidelines





FINANCIAL GUIDELINES

The Five-Year Capital Improvements Program (CIP) establishes the City's blueprint for investment in its capital infrastructure. This document is used as a tool to help ensure 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 CIP is developed with the following elements taken into consideration:

- City Council goals;
- Community surveys;
- Economic development opportunities;
- Current economic climate;
- Grant funding opportunities;
- Commitments made by the City of Dublin;
- Maintenance and rehabilitation of existing City facilities and infrastructure;
- Technology improvements;
- Enhancements within the community.

The financial guidelines used in the preparation of the CIP will provide assurance 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 in accordance with the annual budget calendar.

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. This allocation is in accordance with Ordinance No. 31-16 (the City's adopted debt policy). 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.

**FINANCIAL GUIDELINES (continued)**

- 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.

The philosophy for projecting income tax revenues is to be conservative. The City's largest revenue source for operations is income tax revenue. This source comprises over 90 percent of the City's General Fund operating revenues. Therefore, it is one of the City's key economic indicators that is reviewed when determining the level of growth for the upcoming year.

In the 2020 Operating Budget, staff projected \$89,285,700 in revenue from the local income tax, with 75 percent or \$66,964,275 programmed in the General Fund, and 25 percent or \$22,321,425 programmed in the Capital Improvements Tax Fund. This estimate was 4.35% lower than the actual 2019 actual income tax revenue collections.

The income tax revenue projection for 2021 is based on a 1% increase over the 2020 estimate. While we anticipate some level of growth based on new economic development agreements that have been executed along with recent business announcements, our conservative approach to projecting income tax revenue generally acknowledges new income once it has materialized. Estimates for years 2021 through 2025 continue a 1% projected increase in income tax receipts in each of the years. Income tax revenues are monitored closely and will be revised, if necessary, during the operating budget process.

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.

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. Another key financial indicator for the City is its' General Fund balance. The City's policy is to maintain a year-end balance equal to or greater than 50% of the General Fund expenditures, including operating transfers. This balance is in accordance with Ordinance No. 32-16, with modifications as articulated in Ordinance No. 37-19.

The General Fund balance through September 2, 2020 is \$69,348,823. The level of fund balance fluctuates as major capital improvements continue throughout the City. Staff is proposing to transfer \$6 million from the General Fund to assist in funding the Shier Rings Road Realignment – Avery Road to Eiterman Road project in 2021.

Significant advances from the General Fund to various TIF funds for infrastructure improvements will continue as necessary. This allows the City to take advantage of opportunities as they arise and fund infrastructure improvements before TIF revenues are generated. The expectation is that these advances will be repaid to the General Fund over the 30-year life of each TIF.

FINANCIAL GUIDELINES (continued)

Since a 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. 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 value of each system.

In 2021 (tax collection year 2020), approximately 80% of the property tax revenue from the City's "inside millage" will be allocated to the Capital Improvements Tax Fund, with approximately 20% allocated to the Parkland Acquisition 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. City Council has continued to approve, with each year's CIP, the same allocation. This allocation is reviewed during the CIP process each year and can be reallocated if City Council deems it appropriate.

Pursuant to the City's Debt Policy (Ordinance No. 31-16), 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. This limitation 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 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, 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.

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



FINANCIAL GUIDELINES (continued)

program each year, we can evaluate current conditions, including the capital needs, revenue growth, and respond to new priorities.

The United States, and the State of Ohio declared a state of emergency in March 2020 due to the COVID19 pandemic. The financial impacts of COVID19 continue to be monitored by the City Manager and the City's Director of Finance on a daily basis.



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3 | Revenue Projections





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 recommendations used in determining the City's 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 4 reflects the debt financed projects that are also supported by service payments from tax increment financing districts and property tax revenue from "inside millage."

INCOME TAX REVENUE

	2020	2021	2022	2023	2024	2025
Income Tax Revenue*	\$ 89,285,700	\$ 90,178,557	\$ 91,080,343	\$ 91,991,146	\$ 92,911,057	\$ 93,840,168
Revenue for capital projects (25% of income tax revenue)	22,321,425	22,544,639	22,770,086	\$ 22,997,786	\$ 23,227,764	\$ 23,460,042
¹ Revenue available for cash capital projects	8,928,570	9,017,856	9,108,034	\$ 9,199,115	\$ 9,291,106	\$ 9,384,017
² Revenue available for debt financed projects	13,392,855	13,526,784	13,662,051	\$ 13,798,672	\$ 13,936,659	\$ 14,076,025

* Income tax revenue reflects an estimated increase/decrease over the previous year as follows:

2019	
2020	-4.35%
2021	1.00%
2022	1.00%
2023	1.00%
2024	1.00%
2025	1.00%

¹ 40% of the 25% designated for capital improvements is further designated for cash capital projects pursuant to the City of Dublin Debt Policy.

² 60% of the 25% designated for capital improvements is further designated to retire debt issued for capital projects pursuant to the City of Dublin Debt Policy.



SEWER FUND | STATEMENT OF PROJECTED REVENUE, EXPENSES, AND FUND BALANCE

	2019	2020	2021	2022	2023	2024	2025
Revenues:							
User charges (Surcharge)	\$ 2,282,975	\$ 2,225,000	\$ 2,225,000	\$ 2,225,000	\$ 2,225,000	\$ 2,225,000	\$ 2,225,000
Tap fees (Capacity Charge)	375,360	350,000	350,000	350,000	350,000	350,000	350,000
Interest	140,998	125,000	125,000	125,000	125,000	125,000	125,000
Other	62,000	-	-	-	-	-	-
Bond Proceeds/Other Proceeds	-	471,776	-	-	-	-	-
Other Revenue	9,852	-	-	-	-	-	-
Income tax subsidy	-	-	-	-	-	-	-
	<u>2,871,185</u>	<u>3,171,776</u>	<u>2,700,000</u>	<u>2,700,000</u>	<u>2,700,000</u>	<u>2,700,000</u>	<u>2,700,000</u>
Expenses:							
Personal Services - Engineering	151,524	162,242	165,487	168,797	172,173	175,616	179,128
Contractual Services - Engineering	373,130	307,680	313,834	320,110	326,512	333,043	339,704
Personal Services - Streets	717,801	731,813	746,449	761,378	776,606	792,138	807,981
Contractual Services - Streets	182,373	175,680	179,194	182,777	186,433	190,162	193,965
Supplies - Streets	22,018	24,889	25,000	25,500	26,010	26,530	27,061
Other	-	182,515	-	-	-	-	-
	<u>1,446,845</u>	<u>1,584,819</u>	<u>1,429,963</u>	<u>1,458,563</u>	<u>1,487,734</u>	<u>1,517,488</u>	<u>1,547,838</u>
Capital expenditures (cash funded only)	377,301	949,542	550,000	250,000	550,000	250,000	550,000
Debt service:							
Sewer Line Repairs (2029)	148,625	150,738	148,263	150,513	152,063	152,263	153,513
Sewer Line Repairs (2032)	168,550	170,725	172,200	168,000	168,725	169,900	170,925
Sewer System Improvements (2035)	183,069	186,169	184,169	186,669	186,419	185,919	185,169
Sewer System Improvements/Extensions (2037)	102,113	50,000	103,300	101,100	100,000	103,900	102,100
Sewer System Improvements/Extensions (2038)	45,000	45,001	61,674	105,138	108,888	107,238	105,588
Sewer System Improvements/Extensions (2040)	-	119,500	225,000	278,489	401,350	404,300	401,950
Sewer System Improvements/Extensions (2040)			148,000	148,000	148,000	148,000	148,000
Sewer System Improvements/Extensions (2041)				120,000	120,000	120,000	120,000
Sewer System Improvements/Extensions (2042)					36,000	36,000	36,000
Sewer System Improvements/Extensions (2043)						144,000	144,000
Deer Run - Glick Road Relief Sewer (2044)						346,800	346,800
Sewer System Improvements/Extensions (2045)							11,200
Deer Run - Avery Road Relief Sewer (2045)							163,200
	<u>647,357</u>	<u>722,132</u>	<u>1,042,606</u>	<u>1,257,909</u>	<u>1,421,445</u>	<u>1,918,320</u>	<u>2,088,445</u>
Net cash (required) provided	399,683	(84,718)	(322,569)	(266,472)	(759,180)	(985,808)	(1,486,283)
Advances-out	-	-	-	-	-	-	-
Advances-in	-	-	-	-	-	-	-
Transfers-out				-			
Transfers-in	-	-	-	-	-	-	-
Transfers In (Capital Fund - extensions)	-	200,000	200,000	200,000	200,000	200,000	200,000
Transfers-in (General Fund - extensions)	-	-	148,000	191,000	184,000	208,000	219,200
Beginning balance	<u>5,667,786</u>	<u>6,007,579</u>	<u>6,122,861</u>	<u>6,148,292</u>	<u>6,272,819</u>	<u>5,897,640</u>	<u>5,319,832</u>
Ending balance	<u>\$ 6,007,579</u>	<u>\$ 6,122,861</u>	<u>\$ 6,148,292</u>	<u>\$ 6,272,819</u>	<u>\$ 5,897,640</u>	<u>\$ 5,319,832</u>	<u>\$ 4,252,749</u>

WATER FUND | STATEMENT OF PROJECTED REVENUE, EXPENSES, AND FUND BALANCE

	2019	2020	2021	2022	2023	2024	2025
Revenues:							
Surcharge	\$ 637,807	\$ 635,000	\$ 635,000	\$ 635,000	\$ 635,000	\$ 635,000	\$ 635,000
Capacity Charges	446,128	425,000	425,000	425,000	425,000	425,000	425,000
Interest	296,562	225,000	225,000	225,000	225,000	225,000	225,000
Fire hydrant permits	4,440	3,500	3,500	3,500	3,500	3,500	3,500
	<u>1,384,936</u>	<u>1,288,500</u>	<u>1,288,500</u>	<u>1,288,500</u>	<u>1,288,500</u>	<u>1,288,500</u>	<u>1,288,500</u>
Expenses:							
Personal Services - Engineering	115,352	115,351	117,658	120,011	122,411	124,860	127,357
Contractual Services - Engineering	226,047	291,380	297,208	303,152	309,215	315,399	321,707
Personal Services - Streets	176,697	176,094	179,616	183,208	186,872	190,610	194,422
Contractual Services - Streets	149,484	50,000	51,000	52,020	53,060	54,122	55,204
Supplies - Streets	210,797	219,498	223,888	228,366	232,933	237,592	242,344
	<u>878,377</u>	<u>852,323</u>	<u>869,369</u>	<u>886,757</u>	<u>904,492</u>	<u>922,582</u>	<u>941,033</u>
Capital expenditures	641,349	1,758,208	475,000	600,000	75,000	625,000	25,000
Debt service:							
2009 issue	134,463	136,850	134,600	137,100	138,950	139,550	136,100
2012 issue	159,413	156,788	158,563	159,613	160,513	156,913	158,238
Water System Improvements/Extensions (2043)					7,200	7,200	7,200
Water System Improvements/Extensions (2044)						24,000	24,000
Water System Improvements/Extensions (2045)							11,200
	<u>293,875</u>	<u>293,638</u>	<u>293,163</u>	<u>296,713</u>	<u>299,463</u>	<u>296,463</u>	<u>294,338</u>
Net cash (required) provided	(428,664)	(1,615,669)	(349,032)	(494,970)	9,545	(555,545)	28,129
Advances-out	-	-	-	-	-	-	-
Advances-in	1,000,000	-	-	-	-	-	-
Transfers-out							
Transfers-in (General Fund)	-	-	-	-	7,200	31,200	42,400
Beginning balance	<u>12,664,901</u>	<u>13,236,237</u>	<u>11,620,568</u>	<u>11,271,535</u>	<u>10,776,565</u>	<u>10,793,310</u>	<u>10,268,966</u>
Ending balance	<u>\$ 13,236,237</u>	<u>\$ 11,620,568</u>	<u>\$ 11,271,535</u>	<u>\$ 10,776,565</u>	<u>\$ 10,793,310</u>	<u>\$ 10,268,966</u>	<u>\$ 10,339,494</u>



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4 | Municipal Debt





MUNICIPAL DEBT

This section provides information on the long-term debt obligations projected to be outstanding at December 31, 2020, 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.

MUNICIPAL DEBT

Debt Service Schedule / Reflects Debt as of December 31, 2020

			Date Of Issue	Original Amount	O/S Principal	2021 Principal Payment	Interest Payment
<u>Unvoted Bonds (G.O.)</u>			<u>Source</u>				
(1)	Service Center	Income Tax Revenue	12/1/01	3,675,000	173,991	173,991	5,872
(1)	Municipal Pool South (OMB)	Income Tax Revenue	4/14/04	2,986,000	928,000	171,000	42,032
(4)	Industrial Pkwy/SR 161 Improvements	Perimeter West TIF	1/7/14	8,210,000	4,995,000	495,000	166,119
(2)	Darree Fields Water Tower	Water Fund	1/7/14	1,710,000	1,040,000	100,000	34,600
(3)	Sanitary Sewer Lining	Sewer Fund	1/7/14	1,880,000	1,150,000	110,000	38,263
(1)	LED Street Lights	Income Tax Revenue	10/2/12	2,185,000	510,000	250,000	13,775
(2)	Dublin Road Water Tower	Water Fund	10/2/12	2,360,000	1,575,000	110,000	48,563
(3)	Sewer Lining & Repairs	Sewer Fund	10/2/12	2,540,000	1,695,000	120,000	52,200
(4)	Emerald Parkway Phase 8	Emerald 8 TIF	12/17/13	5,420,000	4,990,000	315,000	166,275
		Bridge Street TIF/River Ridge					
(4)	Bridge Street - Land Acquisition	TIF/McKittrick	12/17/13	4,435,000	4,060,000	255,000	135,300
(4)	270/33 Interchange (Design, ROW)	Ruscilli/Upper Metro TIF	1/7/14	9,000,000	2,905,000	945,000	92,375
(1)	Justice Center Improvements	Income Tax Revenue	9/30/15	10,600,000	8,680,000	425,000	356,994
(3)	Sewer Lining & Repairs	Sewer Fund	9/30/15	2,500,000	2,045,000	100,000	84,169
(1)	BSD Transportation (Riverside Dr/161/Park)	Income Tax Revenue	9/30/15	25,000,000	20,475,000	1,000,000	842,125
(4)	BSD Transportation (Bridge Park)	Bridge Park TIF/Vrable TIF	9/30/15	11,100,000	9,365,000	460,000	385,081
(1)	BSD Parking Structures (Tax-Exempt)	Bridge Park TIF	10/28/15	16,000,000	16,000,000	-	718,231
(1)	BSD Parking Structures (Taxable)	Bridge Park TIF	10/28/15	16,000,000	14,275,000	765,000	586,425
		Pizzutti, Dublin Meth, Upper					
(4)	270/33 Interchange (Construction) (SIB)	Metro	2/10/15	10,010,000	6,579,247	368,268	651,089
(8)	Dublin Road/Glick Road Improvements (OPWC)	State Highway	7/1/14	250,000	137,500	25,000	-
(4)	BSD Transportation (John Shields Parkway II)	Bridge Street TIFs	12/6/16	9,325,000	7,890,000	385,000	245,300
(1)	Service Center Renovation/Expansion	Income Tax Revenue	8/2/17	3,300,000	2,940,000	130,000	115,300
(3)	Sewer Lining & Repairs/Extensions	Sewer Fund	8/2/17	1,380,000	1,230,000	55,000	48,300
(1)	Pedestrian Bridge/N. High Street	Income Tax Revenue	8/2/17	27,200,000	24,250,000	1,065,000	951,350
(1)	CML/City Parking Garage	Income Tax Revenue	12/18/18	15,600,000	14,535,000	555,000	665,281
(1)	CML/City Parking Garage	Income Tax Revenue	12/18/18	4,000,000	3,730,000	140,000	158,988
(1)	Riverside Crossing Park	Income Tax Revenue	12/18/18	1,750,000	1,630,000	60,000	74,619
(3)	Sewer Lining & Repairs/Extensions	Sewer Fund	12/18/18	1,350,000	1,260,000	50,000	57,638
(1)	Riverside Crossing Park	Income Tax Revenue	4/2/20	14,000,000	14,000,000	520,000	420,000
(1)	North Pool	Income Tax Revenue	4/2/20	6,000,000	6,000,000	225,000	180,000
(3)	Sewer Lining & Repairs/Extensions	Sewer Fund	4/2/20	6,000,000	6,000,000	225,000	180,000
					185,043,738	9,598,259	7,516,262
(7)	Ballantrae (2001)	Special Assessment	12/1/01	1,700,000	81,009	81,009	2,734
					81,009	81,009	2,734
<u>Voted Bonds (G.O.)</u>							
Total Debt Payments					185,124,747	9,679,268	7,518,996

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



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5 | Adminstration





CITY OF DUBLIN | 2021-2025 | FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM

(MUNIS) PROJECT NO.	DESCRIPTION	2020	2021	2022	2023	2024	2025	TOTAL 2021-2025 (\$000)	BEYOND 2025 (\$000)	TOTAL TO BE BUDGETED
ADMINISTRATION										
CAPITAL ALLOCATIONS										
AL211	Allocation for Land Acquisition	500	500	500	500	500	500	2,500	0	2,500
AL212	Allocation for Parkland Acquisition	750	750	750	750	750	750	3,750	0	3,750
AL193	Allocation for Mobility Initiatives	250	400	400	400	400	400	2,000	0	2,000
AL203	Bikeshare Initiative	220	50	50	50	50	50	250	0	250
AA211	Allocation for Contingencies	250	250	250	250	250	250	1,250	0	1,250
AL213	Allocation for Water and Sewer Extensions	200	350	400	400	445	465	2,060	0	2,060
2021-2025	TOTAL	2,170	2,300	2,350	2,350	2,395	2,415	11,810	0	11,810
2020-2024	TOTAL - ADMINISTRATION	2,170	2,000	2,000	2,000	2,000	n/a			
	\$\$ Difference	0	300	350	350	395	n/a			
	% Difference	0%	15%	18%	18%	20%	n/a			



ADMINISTRATION – CAPITAL ALLOCATIONS

AL211 **Allocation for Land Acquisition**

Funding of \$500,000 is allocated annually for potential land acquisitions. Funding allows the City to take advantage of opportunities that may develop over the course of the five-year Capital Improvements Program.

AL212 **Allocation for Parkland Acquisition**

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 2020 – 2024 CIP, Council approved the current allocation through 2024.

The funding in the Parkland Acquisition Fund can be used for the acquisition of parkland, open space and/or sites for recreational facilities. In past years, the Parkland Acquisition Fund has also been utilized, when appropriate, to acquire rights-of-way and/or easements for bikepath connections. Prior to the acquisition of land, legislation authorizing the acquisition is required to be adopted by City Council.

In previous years, the funding programmed provided for 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 is due in 2020.

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

	2021	2022	2023	2024	2025
Estimated revenue*	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000
Less:					
Debt	---	---	---	---	---
Estimated balance available	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000

*- Funds needed to pay County Auditor fees are not included.

AL193 **Allocation for Mobility Initiatives**

This allocation provides funding to pursue alternative modes of transportation and



mobility options for the community. Currently, the majority of City residents and corporate citizens rely on personal vehicles for their mobility needs. This allocation will provide funding to pursue expanded mobility options for the City.

- Senior citizen and disability-accessible circulator program;
- Workforce shuttle (SHARE – depending on future grant funding);
- Secondary wayfinding program for shared-use paths;
- Bicycle commuter rider training.

Each project has the eventual goal of developing financial partners that would reduce the actual expenditures of a long-term sustained program. As options and plans are finalized, cost estimates will be re-evaluated and funding changes may be needed for construction, equipment purchase, maintenance and operations.

Funding allocations reflect costs for construction or equipment, and operations and maintenance.

AL203 Bikeshare Initiatives

This project provides funding for a local match for grant opportunities to develop a bikeshare program for Dublin residents, business employees and visitors in 2021. A bikeshare program was the most requested project from Phase 1 Mobility Study surveys and public forums.

AA211 Allocation for Contingencies

Funds are allocated for change orders related to projects that are carried over from one year to the next, or minor projects that were unanticipated.

AL213 Allocation for Water and Sewer Extensions

This is an allocation that is programmed in each of the next five years to provide funding for water and sanitary sewer extensions to areas that are currently unserved. The design and construction of extensions will be prioritized, programmed, and implemented in accordance with the Public Water Utility and Sanitary Sewer Utility Extensions to Existing Developed Property Policy adopted by Dublin City Council on December 7, 2015.

6 | Facilities

6 | Facilities





(MUNIS) PROJECT NO.	DESCRIPTION	2020	2021	2022	2023	2024	2025	TOTAL 2021-2025 (\$000)	BEYOND 2025 (\$000)	TOTAL TO BE BUDGETED
CITY FACILITIES										
CAPITAL MAINTENANCE										
	City-Wide									
AB211	Building Maintenance/Renovations	800	910	580	1,385	280	620	3,775	140	3,915
	TOTAL	800	910	580	1,385	280	620	3,775	140	3,915
CAPITAL ENHANCEMENTS / NEW CAPITAL INFRASTRUCTURE										
	Fleet									
AB174	Salt Barns (2)	0	0	0	0	1,030	0	1,030	0	1,030
	Service Center									
AB203	Security Gates	25	0	0	0	0	0	0	0	0
	Justice Center									
AB061	Covered Parking	0	0	0	0	0	0	0	1,800	1,800
	Dublin Community Recreation Center (DCRC)									
AB173	Pool Tile Replacement/Enhancement	0	0	0	0	0	0	0	240	240
AB205	DCRC Update	0	0	0	0	0	0	0	3,350	3,350
	5200 Emerald Parkway - Development Building									
AB204	Building Renovations	235	100	0	0	0	0	100	0	100
	5555 Perimeter Drive - Dublin Civic Campus									
AB194	City Hall and Council Chambers	6,750	0	0	0	0	0	0	0	0
	TOTAL	7,010	100	0	0	1,030	0	1,130	5,390	6,520
2021-2025	TOTAL - CITY FACILITIES	7,810	1,010	580	1,385	1,310	620	4,905	5,530	10,435
2020-2024	TOTAL - CITY FACILITIES	2,710	565	565	1,410	1,410	n/a			
	\$\$ Difference	5,100	445	15	(25)	(100)	n/a			
	% Difference	188.2%	78.8%	2.7%	-1.8%	-7.1%	n/a			



FACILITIES

CAPITAL MAINTENANCE

Note: The Capital Improvement Tax Fund is the source of funding for all of the facilities projects unless otherwise noted.

AB211 Building Maintenance/Renovations

The amount requested for **2021** projects is broken down as follows:

Location	Description	Amount
Fleet Building	ANGI dual hose dispenser	\$55,000
Justice Center	New stand-alone memorial (names to be relocated from pillars)	50,000
Parks	Park renovations – Avery Park Shelter	30,000
	Louis Rings Farmhouse (Golf Club of Dublin) exterior renovations	110,000
	Louis Rings Farmhouse (Golf Club of Dublin) interior renovations	150,000
	Miscellaneous barn repairs	10,000
Dublin Community Recreation Center (DCRC)	Replace AON rooftop units and update auto logic controls (on-going project completed in phases)	55,000
	Replace air compressor	15,000
	Replace air handler (One) which provides conditioned air for the Leisure Pool area	300,000
Service Center	Exterior LED wall pack conversion	10,000
Various Citywide Maintenance and Renovations	Small in-house renovations	25,000
	HVAC and pump replacements	25,000
	Carpet and other flooring replacements	45,000
	Painting and patching walls as needed	30,000
Total (2021)		\$910,000



FACILITIES

CAPITAL ENHANCEMENTS /NEW CAPITAL INFRASTRUCTURE

AB174 Salt Barns

The City currently has two 2,000 ton salt barns. This project would build storage with a capacity of 10 to 12 thousand tons. This capacity will ensure ample salt supplies during harsh winters. Construction is reflected in 2024. The type, number, and layout of structure(s) has yet to be determined. Small repairs are being made to the current structures to keep them operational. The barns are monitored for maintenance and the project will be re-evaluated as necessary.

AB203 Service Center Security Gates

This project provides funding for security gates for the rear Service Center parking lot and fuel island area. These gates were recommended by the City's Security Consultant.

Funds are programmed in 2020 for this project.

AB061 Justice Center

The amount shown beyond the five-year program period is for a potential carport project to shelter patrol vehicles.

AB173 Dublin Community Recreation Center (DCRC) Pool Tile

Funds programmed beyond the five-year program period are for pool tile replacement to replace the original wall tile that matches with the current color palette. This will improve the overall aesthetics of the leisure and lap pools.

This project will require the indoor pools to be closed for a period of time beyond the normal 10-day shutdown. Sufficient time will be necessary to give public notice about the extended pool closure, and make any alternate plans if necessary.

Due to the cosmetic nature of this project, the work is reflected beyond the five-year program period and will be re-evaluated as funds become available.

AB205 Dublin Community Recreation Center (DCRC) Update

This project provides for an interior renovation to the DCRC. The facility has been in operation for more than 20 years with minimal cosmetic updates.

Funding programmed in 2020 provides for design costs. A portion of programming fees collected will be designated toward funding this project. Construction is reflected beyond the five-year program period at the current time.

AB204 5200 Emerald Parkway – Development Building Renovations

Upon sale of the 5800 Building located on Shier Rings Road, the Development functions and staffing from that building were relocated to the building on Emerald Parkway. Funding was programmed in 2020 to provide for security, renovations to



the annex lobby, and other necessary work to accommodate the relocated staff. Funding programmed in 2021 is for lobby renovation.

AB194 5555 Perimeter Drive – Dublin Civic Campus (Council Chambers Project)

In January 2018 (Ordinance #1-18), the City purchased the Delta Energy Building at 5555 Perimeter Drive to provide for a new civic complex. The property encompasses more than 2.5 acres. This acquisition provides a unique opportunity for the City to pursue the realization of the City's 1997 and 2007 Community Plan for the area of Coffman Park and adjacent property to serve as Dublin's civic/government center while also consolidating City operations.

Funding provides for the design and construction of a building addition at 5555 Perimeter Drive to accommodate a new Council Chambers, related offices, and additional meeting spaces. The intention is to provide a central location in the community that is convenient and easily accessible for residents and visitors.

Funding is programmed in 2020 for design and construction of this project with costs for the project partially off-set by the sale of the 5800 Shier Rings Road building. Bidding of the project is expected to be completed in May/June 2020, with an expected 12 month construction duration from approximately June 2020 through June 2021.



Exterior rendering of the City Council Chambers building addition located at 5555 Perimeter Drive.



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7 | Fleet

7
Fleet





(MUNIS) PROJECT NO.	DESCRIPTION	2020	2021	2022	2023	2024	2025	TOTAL 2021-2025 (\$000)	BEYOND 2025 (\$000)	TOTAL TO BE BUDGETED
CITY-WIDE FLEET										
CAPITAL MAINTENANCE										
AV211	Replacement Vehicles	870	735	1,105	870	825	850	4,385	0	4,385
AV213	Replacement Equipment	305	405	215	115	245	185	1,165	0	1,165
	TOTAL	1,175	1,140	1,320	985	1,070	1,035	5,550	0	5,550
NEW CAPITAL ASSETS										
AV211	New Vehicles	140	0	45	0	45	0	90	0	90
AV213	New Equipment	40	0	0	0	0	0	0	0	0
	TOTAL	180	0	45	0	45	0	90	0	90
2021-2025	TOTAL - FLEET	1,355	1,140	1,365	985	1,115	1,035	5,640	0	5,640
2020-2024	TOTAL - FLEET	1,355	1,185	1,390	980	1,120	n/a			
	\$\$ Difference	0	(45)	(25)	5	(5)	n/a			
	% Difference	0.0%	-3.8%	-1.8%	0.5%	-0.4%	n/a			



FLEET MANAGEMENT PROGRAM CAPITAL MAINTENANCE AND NEW CAPITAL ASSETS

Note: The Capital Improvement Tax Fund is the source of funding for all of the fleet projects unless otherwise noted.

AV211 Replacement and New Vehicles

The Fleet Management Replacement Policy was implemented to provide replacement cycles for vehicles and equipment 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, and to maximize the return to the City on vehicle disposal.

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 are made by the Fleet Manager based on a physical evaluation of the vehicle and a points system. The amount programmed for each department by year is listed below.

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 work towards City Council's goal of environmental sustainability.

The vehicle request for the five-year period includes:

<u>Dept./Div.</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>
Replacement Vehicles:	\$735,000	\$1,105,000	\$870,000	\$825,000	\$850,000
New Vehicles:					
Police	0	45,000	0	45,000	0
Total	\$735,000	\$1,150,000	\$870,000	\$870,000	\$850,000

**AV213 Replacements and New Equipment**

The equipment request for the five-year period includes:

Dept./Div.	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>
Replacement Equipment:	\$405,000	\$215,000	\$115,000	\$245,000	\$185,000
New Equipment	0	0	0	0	0
Total	\$405,000	\$215,000	\$115,000	\$245,000	\$185,000

A breakdown of 2021 new and replacement equipment includes:

Parks Operations

Zero turn mowers plus trailer

Polar tracks

Bob Cat skid steer

Street & Utilities Operations

Replace leaf vacuum - orange pull-behind

Trailer replacement

8 | Parks

8 | Parks





CITY OF DUBLIN | 2021-2025 | FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM

(MUNIS) PROJECT NO.	DESCRIPTION	2020	2021	2022	2023	2024	2025	TOTAL 2021-2025 (\$000)	BEYOND 2025 (\$000)	TOTAL TO BE BUDGETED
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PARKS & RECREATION

CAPITAL MAINTENANCE

AR211	Park Renovations / Rehabilitations	1,040	1,040	800	800	800	800	4,240	0	4,240
AB212	Public Art Maintenance	15	15	15	15	15	15	75	0	75
GR182	ML "Red" Trabee	0	175	0	150	0	0	325	300	625
TOTAL		1,055	1,230	815	965	815	815	4,640	300	4,940

CAPITAL ENHANCEMENTS / NEW CAPITAL INFRASTRUCTURE

AG17B	Bike Rack Installation	25	0	25	0	25	0	50	0	50
GR121	Dublin Arts Council Site Renovations	35	75	475	0	0	0	550	725	1,275
GR113	IGS Park (TIF)	0	0	0	0	0	0	0	300	300
GR161	Barronsmore Mound (Ballantrae)	0	0	0	0	0	0	0	115	115
GR992	Coffman Park Expansion	400	670	2,200	0	0	0	2,870	300	3,170
GR114	Ferris-Wright Park (Holder-Wright Farm and Earthworks)	95	0	0	50	80	1,955	2,085	0	2,085
GR133	Riverside Crossing Park	14,000	5,850	0	0	975	5,300	12,125	8,400	20,525
GR163	Tuller Flats (TIF)	0	0	0	0	0	0	0	460	460
GR115	DCPN (North Pool) Renovations	8,500	0	0	0	0	0	0	0	0
GR172	John Shields Parkway Greenway (TIF)	0	0	0	500	1,425	0	1,925	0	1,925
GR190	West Bridge Street/161 - Streetscape Enhancements	0	0	50	625	275	0	950	0	950
GR191	Emerald Parkway - Streetscape Enhancements	0	0	0	80	250	0	330	0	330
GR201	South High Street Streetscape Enhancements	1,000	0	0	400	0	0	400	400	800
GR210	Historical Cabin Reconstruction	0	400	0	0	0	0	400	0	400
GR211	Golf Club of Dublin Maintenance Building	0	0	0	0	500	0	500	0	500
GR212	Avery Park - Bike Track	0	250	0	0	0	0	250	0	250
TOTAL		24,055	7,245	2,750	1,655	3,530	7,255	22,435	10,700	33,135

2021-2025	TOTAL - PARKS & RECREATION	25,110	8,475	3,565	2,620	4,345	8,070	27,075	11,000	38,075
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2020-2024	TOTAL - PARKS & RECREATION	7,725	8,790	840	2,240	1,140	n/a
	\$\$ Difference	17,385	(315)	2,725	380	3,205	n/a
	% Difference	225.0%	-3.6%	324.4%	17.0%	281.1%	n/a



PARKS CAPITAL MAINTENANCE

Note: The Capital Improvement Tax Fund is the source of funding for all of the parks projects unless otherwise noted.

AR211 **Park Renovations / Rehabilitations**

Funding is programmed for renovation/ improvements to various existing parks. The maintenance and rehabilitation of the City's parks is an important part of the Parks CIP. The following renovations and improvements are programmed in 2021:

<u>Location</u>	<u>Description</u>	<u>Amount</u>
Amberleigh Park	Playhouse replacement	\$20,000
Bishops Run and Brighton Park	Playground replacement	600,000
Scottish Corners Park	New swings and exercise equipment	100,000
Coffman Park	Tennis court resurfacing	30,000
Park Shelters	Bulletin Boards	25,000
Dublin Cemetery	Plaza - new patio and sidewalk	40,000
Dublin Cemetery	Columbarium monument	75,000
Darree Fields	Field grading	50,000
Glick Road	Fountain renovation	75,000
Balgriffin Park	Disk course tee pad	10,000
Balgriffin Park	New electrical in shelter house	15,000
Total Request		<u>\$1,040,000</u>

AB212 **Public Art Maintenance**

This project provides for annual funding for on-going maintenance, repairs and restoration of the many pieces of permanent public artwork owned by the City. Funding is provided for this project from the Hotel/Motel Tax Fund. Like all other infrastructure, the City's large-scale artwork is in need of routine maintenance, occasional repairs, and full restoration to prolong its life.



Jack Nicklaus Tribute Sculpture (Muirfield Drive 1999)



Sculpture of Leatherlips (Scioto Park 1989)



Watch House and Circle Mound (Coffman Park 1998)



Daily Chores Sculpture (Historic Dublin 2014)

AG182 ML "Red" Trabue Park

This project provides for design and repairs for park amenities. Funding provided in 2021 is for shop drawings and deck and structure replacements for the pond boardwalk and pier. Funding in 2024 is programmed to renovate the sensory garden, arbor structures, and benches. And the funding shown beyond the five-year program period would provide for a rentable arbor, lawn space and restroom facilities for events or weddings.



PARKS

CAPITAL ENHANCEMENTS /NEW CAPITAL INFRASTRUCTURE

AG17B Bike Rack Installation

Funding provides for an allocation of installation and bike racks throughout the City. City staff, as well as the Bicycle Advisory Task Force (BATF), identified the need for additional bike racks. Racks will consist of a mix of standard, custom, and functional sculpture bike racks based on location and need.

Funding for bike racks is allocated on a biennial basis.

GR121 Dublin Arts Council Site Renovations

Funding provides for constructing overflow parking, site grading and terracing at the rear of the building, electrical work, and retaining walls. Terracing at the rear of the building will allow for better programming opportunities; overflow parking (reinforced turf) will protect the grounds. Electrical outlets within the grounds will be added for temporary art installations and other programming occasions.

Project design is programmed in 2021, with construction to be in 2022. Funding for this project will be through the Hotel/Motel Tax Fund.

GR113 IGS Park

This project will provide a park area adjacent to commercial areas (Interstate Gas Supply – IGS). The land for the park was provided by IGS Energy per the Economic Development Agreement (EDA) with the City.

Funds reflected beyond the five-year program period are for a second internal bridge connecting IGS to the park, and providing for a picnic grove once the building expansion has been completed. These amenities will provide a park area for daytime residents to walk and picnic. Construction of this phase of the project is pending IGS building expansion per the EDA. The funding source for this project will be the Thomas/Kohler TIF.

GR161 Barronsmore Mound (Ballantrae)

This project is reflected beyond the five-year program period, and will be reconsidered as funds become available. The project plans include walking paths, plaza, bike racks, benches, and adding electricity.

GR992 Coffman Park Expansion

City Council adopted a policy to acquire the properties along Post Road from 6124 Post Road east to existing Coffman Park to create a scenic “central” park for the City. The Coffman Park Expansion Plan Task Force (the Task Force) was created by City Council in 2002 to assist with this project. 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 identified in the Coffman Park expansion was acquired in 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 evaluate the timing and amount of funding needed to begin future development. In 2010, staff revisited the plan for Coffman Park to verify original assumptions and update it for current conditions.

Funding programmed in 2021 is for design and construction of light/WiFi poles in the south field of the Park to replace temporary wooden poles (installed in 2018). Also programmed in 2021 is the design of tennis courts, lighting, walks and landscape adjacent to the City's Justice Center and skate park area. Construction of the tennis courts along with two platform tennis courts, fencing, lighting, and landscape, is programmed in 2022 and will finish the court complex by the Justice Center.

Funding programmed beyond the five-year period provides funding to update the Master Park Plan for the western side of the park near the area where the old Nyrop House once stood. The plan will re-envision this area of the park, and the amenities that fit the changing needs of the users. Construction of those amenities will be programmed once the plan is completed and approved.

GR114 Ferris-Wright Park (Holder-Wright Farm and Earthworks)

This park is situated on an archeological and historical site on Bright Road. The master plan for the Park is to preserve and showcase the ancient earthworks, farmhouse, and natural features that are a significant part of Dublin's history. These prehistoric Hopewellian burial mounds and earthworks are considered to be one of the best examples of prehistoric community centers in the state. The other significant features of the site is the Holder-Wright farmhouse. The farmhouse is one of the few remaining examples in central Ohio of architecture from the early 1800s. Together these unique cultural resources provide a terrific interpretive and educational opportunity for residents and visitors.



Holder-Wright Farm and Earthworks Master Site Plan, November 2011

Park amenities include a restroom facility, parking lot with entry drive, utility extension,



small pedestrian bridge, trail to visitor orientation center (old farmhouse), shared-use path from Emerald Parkway to parking lot, and internal compacted gravel pedestrian paths. Artifact display cases, artifact replications, and educational materials are also programmed. Completion of the final phase of master plan includes a design study for the Ferris-Wright historic farm restoration in 2023, design for a plaza, picnic shelter and paths around the earthworks programmed in 2024, and construction of those amenities in 2025.

GR133 Riverside Crossing Park

First conceived in the Scioto River Corridor Framework Plan, and most recently affirmed in the May 23, 2016 City Council approval of the Scioto Riverside Park Master Plan, this project provides for the construction of a new central park on both sides of the Scioto River adjacent to Dublin's historic core. The architect/planning firm contracted for the project is MKSK.

The park will ultimately link to other regional parks and recreational systems through potential bicycle/pedestrian facilities, and canoe/kayak access points. The two sides of the park are linked by a pedestrian-bicycle bridge (Dublin Link), with public plazas providing access to restaurants, shops, a new library, and the broader mix of destinations east and west.

The Dublin Link over the Scioto River is the only single-tower S-shaped suspension bridge in the world. Dublin Link was completed and opened in March 2020.

The park along the west side of the Scioto River is more than 19 acres envisioned as a naturalized area with connections to the Indian Run greenway, water access, and trail systems. The 16 acre park along the east side will feature more active areas to allow for assembly space, restrooms/pavilion, extensive paths and landscaping, site lighting and river overlooks.

2020 - \$14,000,000 – East Park Upper Plaza site improvements (including railing and masonry packages), and East Park Lower Plaza. The pedestrian bridge landing plaza on the east side of the River will include a large gathering space, pavilion with comfort stations, maintenance facilities, water feature, and planters; these will provide opportunity for a variety of programmed activities.

2021 - \$5,850,000 – Construction of the remaining east central open space, event lawn and retaining wall/stairs along Riverside Drive, west park path improvements, site stabilization and site restoration. Also included is design and construction of the east side boulder path with river access, west side shared-use path (nature paths), west side sidewalks on North Riverview Street, and the west side masonry plaza wall and bridge.

2024 - \$925,000 - programmed for the design of the Promenade improvements along Riverside Drive.

2025 - \$5,300,000 – Construction of the Riverside Drive (east side) Promenade and



Riverside Crossing Park West parking and river access path.

Design and construction of the remaining balance of the park improvements, including the Indian Run Connection, John Shields Parkway Plaza and East Bluff access path, are reflected outside of the five-year program period.

Phases of this project have been funded through general obligation debt, with advances from the General Fund being made when needed to meet expenditures. Advances will be repaid with the bond proceeds. The Riverside Crossing Park master plan is a long term vision for the park, being developed in phases based on availability of funding.



Renderings of Riverside Crossing Park



Riverside Crossing Park East Plaza construction as of September 15, 2020

GR163 Tuller Flats Park

This project is to design and develop a highly visible park area surrounded by multi-family housing on John Shields Parkway. Park amenities are yet to be determined, but aesthetics will be highly important. The funding source for this project will be the Tuller TIF. Funding is currently not programmed in the five-year period. Programming of the project will be driven by development (phase 2 Tuller Flats TIF revenue).

GR115 Dublin Community Pool North Renovation (DCPN)

This project provides for the demolition and reconstruction of the DCPN, located at 5660 Dublinshire Drive. The facility is nearly 30 years old and the condition of DCPN has continued to deteriorate. The main pool shell is losing its structural integrity; each year large sections of concrete have been removed and patched to prevent leaks, tripping and safety hazards. Patching is a temporary solution and loose aggregate is often visible during the operating season. This renovation will update the facility to meet current industry standards; including zero depth entry. The main bathhouse, which includes the front desk and staff offices, will be updated to meet the current needs of the facility.

The funding programmed in 2020 funds the construction of the replacement facility. Construction is targeted for an eleven month construction period with the pool scheduled to open for the 2021 summer season.





Renderings of the new Dublin Community Pool North

GR172 John Shields Parkway Greenway

This project provides for the construction of a highly visible greenway area along John Shields Parkway from Riverside Drive to Village Parkway. Specific greenway amenities have yet to be determined, but aesthetics will be highly important.

Construction of the greenway project programmed in 2023 includes altering the planting within the tree pits along John Shields Parkway to change the native planting type with a more formal planting type. 2024 programming includes a staff-designed greenway infrastructure that will provide a highly visible linear park area for the surrounding multi-family housing. The project is contingent on Phase 2 Tuller Flats TIF revenue.



GR190 West Bridge Street/ SR 161 – Streetscape Enhancements

This project provides funding for streetscape enhancements of one of the major gateways into the City of Dublin spanning West Bridge Street/SR 161 from the 270/33 interchange to Franklin Street.

Funding programmed in 2022 provides for structural engineering design for the Dublin Plaza multi-use path and retaining walls at the existing drainage structure. Funding programmed in 2023 provides for construction of the retaining walls, multi-use path, and planting at the Dublin Plaza frontage. Funding planned in 2024 provides for the construction of additional streetscape planting enhancements and stone walls along West Bridge Street.

GR191 Emerald Parkway – Streetscape Enhancements

This project provides funding for streetscape enhancements along portions of Emerald Parkway, phase 8 (Rings Road to Post Road) to re-work tree plantings and replacement of some of the current plantings with color and texture that will enhance the visual aesthetics of the street's character throughout the year.

Funding is reflected in 2023 is programmed to rework planting, and funding in 2024 is for construction to install streetscape enhancements. Enhancements will be completed as funding becomes available.

GR201 South High Street Streetscape Enhancements

This project provides for streetscape improvements along a portion of South High Street from Bridge Street to John Wright Lane pursuant to severe trimming completed by American Electric Power due to wire interference. The streetscape improvement project will be completed in phases. Improvements in 2020 include installation of new trees on the west side, installation of suspended pavement sections, and retaining walls along the southwest three blocks. Soil enhancements will also be made to improve the lifecycle of the trees and facilitate a better tree canopy. Funding provided in 2023 and beyond the five-year program period will include installation of the remaining balance of trees along South High Street on the east side.

GR210 Historical Cabin Reconstruction

This project provides funding for restoration and reconstruction of a 2-story historic cabin discovered underneath the drywall of a house located on Riverside Drive in 2017. The cabin is believed to date from the 1800's, and has been tagged and in storage since the time it was dismantled. Once reconstructed, the cabin will be available for historical and educational purposes, and for the community to visit.

Funding is programmed for this project in 2021, and is pending inclusion in the State Capital Bill. The reconstruction site as yet to be determined.

GR211 Golf Club of Dublin Maintenance Building

This project provides for a separate maintenance building across from the current



maintenance building located in the historical house on Shier Rings Road (5805 Eiterman Road) that is owned by the City. The historic house and barn located on the property are used by the Golf Club of Dublin for offices and maintenance purposes.

The project is funded in 2024.

GR212 Avery Park – Bike Track

This project provides funding to purchase and set-up a modular pump track on a new pervious asphalt pad located in Avery Park. The pump track would be placed at Avery Park most of the year, but could be moved to different park locations as programmed. The modular track can be set-up in various configurations, and functions similarly for bike riders as the skate park does for skaters. Funding for this project is programmed in 2021.

9 | Police

9 | Police





(MUNIS) PROJECT NO.	DESCRIPTION	2020	2021	2022	2023	2024	2025	TOTAL 2021-2025 (\$000)	BEYOND 2025 (\$000)	TOTAL TO BE BUDGETED
POLICE										
CAPITAL MAINTENANCE										
PP083	Replacement Lasers	0	10	0	10	0	0	20	0	20
PP084	Replacement Radars	0	0	0	0	10	0	10	0	10
PP168	Delaware Tactical Unit (DTU) Equipment	0	20	0	0	0	10	30	0	30
PP171	Walkie Upgrades	150	0	0	0	0	0	0	0	0
PP181	Replacement Bicycles	0	25	0	0	0	0	25	0	25
PP183	Replacement/Upgrade Tasers	0	0	0	0	250	0	250	0	250
PP190	Replacement Datamasters	0	25	0	0	0	0	25	0	25
PP191	Replacement Ballistic Shields	0	0	0	35	0	0	35	0	35
PP192	Replacement Speed Trailers	0	15	0	15	0	0	30	0	30
TOTAL		150	95	0	60	260	10	425	0	425
CAPITAL ENHANCEMENTS / NEW CAPITAL INFRASTRUCTURE										
PP132	Automatic License Plate Readers (ALPR)	0	0	120	0	0	0	120	0	120
PP195	Unmanned Aerial Vehicle (UAV)	0	0	0	0	0	120	120	0	120
PP197	Drug Disposal Incinerator	45	0	0	0	0	0	0	0	0
PP202	Automated Voice Dispatching	150	0	0	0	0	0	0	0	0
PP203	Mobile Command Vehicle (<i>see Note A below</i>)	0	0	0	0	0	0	0	975	975
PP210	Traffic and Crime Prevention Cameras	0	120	0	0	0	0	120	0	120
TOTAL		195	120	120	0	0	120	360	975	1,335
2021-2025	TOTAL - POLICE	345	215	120	60	260	130	785	975	1,760
2020-2024	TOTAL - POLICE	870	970	0	60	390	N/A			
	\$\$ Difference	(525)	(755)	120	0	(130)	N/A			
	% Difference	-60%	-78%	0%	0%	-33%	N/A			

Note A - Partnerships are being explored for this project. The City's budget is \$475,000 for this project.



POLICE CAPITAL MAINTENANCE

Note: The Capital Improvement Tax Fund is the source of funding for all of the Police projects unless otherwise noted.

PP083 Replacement Lasers

Funds are programmed in 2021 and 2023 to replace aging traffic lasers. Traffic lasers are used by patrol officers to assist them with their traffic enforcement duties. Based on their life expectancy and for maintenance of current technology of speed detection equipment, lasers have been moved from a 10-year replacement cycle to a 5 to 7-year replacement cycle.

PP084 Replacement Radars

Funds are programmed in 2024 to replace aging radars. Front line police vehicles are equipped with traffic radars to assist patrol officers with traffic enforcement duties. Based on the life expectancy of the equipment, and for maintenance of current technology of speed detection equipment, radars have been moved from a 10-year replacement cycle to a 5 to 7-year replacement cycle.

PP168 Delaware Tactical Unit (DTU) Equipment

Funds are provided for equipment to support additional Dublin officers operating with the Delaware Tactical Unit (DTU). The City currently has two Dublin Police Department members on the team. The equipment is necessary to ensure the safety and efficiency of the officers during high-risk operations such as barricades, hostage situations, and working high-risk search warrants. Funds are programmed in 2021 and in 2025 for this project.

PP171 Walkie Upgrades

Funding was programmed annually from 2018 to 2020 for upgrade and replacement of portable radios (walkies) for the Police Department. 2020 provides for the last phase of the upgrade project. Useful life of these assets is approximately 10 years.

PP181 Replacement Bicycles

This project provides funding for the purchase of police outfitted bicycles for the Police Bike Unit to replace several which have exceeded their useful life. The International Police Mountain Bike Association recommends replacing bikes every seven years. Thirteen of the bicycles in the fleet are over this seven-year replacement period. The Police Bike Unit is used for parades, special events, and routine patrol functions. Police bikes have lighter frames in order to carry or lift them over obstacles such as stairs and curbs. They are also subject to more wear-and-tear due to how they are utilized during firearms and suspect contact/apprehension. Funding is programmed for this project in 2021.



PP183 **Replacement/Upgrade Tasers**

Dublin police officers have carried Tasers since 2007. These tools have become the primary less-lethal weapon alternative, and are carried by every officer. The Police Department upgraded its Taser inventory in 2019, and the purchased equipment was warrantied for five years. Taser International has advised the City of Dublin that they are transitioning to a new Taser system in 2019, meaning the City's current model will not be replaceable at the end of warranty. Funding for the update is programmed in 2024.

PP190 **Replacement Datamasters**

Funding provided in 2021 is for replacement of the existing breath alcohol testing equipment and the purchase of a spare so that there is no down-time if a unit needs to be repaired or re-calibrated. When a Datamaster fails, it takes up to a month to be serviced. The City's current machines are approximately 20 years old, and frequently go out of service. The current service contract for repairs expires in 2019.

PP191 **Replacement Ballistic Shields**

Funding is programmed in 2023 for the replacement of existing ballistic shields that have a 5 to 7-year useful life. Ballistic shields are kept in the City's cruisers for deployment during an emergency response. The shields will meet their useful life in 2023 and will need replacement at that time.

PP192 **Replacement Speed Trailers**

Funding programmed in 2023 is to provide a speed trailer. The City has a continued need for responding to traffic issues. The Police Department have four trailers which are over 10 years old. These trailers have on-going maintenance issues. The current trailers are still serviceable, but are expected to need replacement in 2023.



POLICE CAPITAL ENHANCEMENTS / NEW CAPITAL INFRASTRUCTURE

PP132 Automatic License Plate Readers (ALPR)

Funds programmed in 2022 provides for the additional purchase of automatic license plate readers for police cruisers. ALPR are a computerized 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 increases the possibility an alert will be found. The ALPR project was initiated in 2015. Funds programmed for this project anticipate the replacement/update of ALPR equipment and technology in 2022.

PP195 Unmanned Aerial Vehicle (UAV)

Funding programmed in 2025 provides for unmanned aerial vehicle (UAV) equipment. This equipment is necessary to conduct high risk surveillance and search and rescue for the Police Department. UAV's are quickly becoming common place in the area of law enforcement across the country. This tool will allow officers to observe crime scenes, hazardous materials, and other vulnerable areas from the safety of a remote location. UAV's have also proven to be valuable in searching for missing persons, and mapping crime and traffic crash scenes. This additional equipment in the Police Department's inventory will improve the functionality and effectiveness in providing safety services.

PP197 Drug Disposal Incinerator

Funding in 2020 provides for the addition of an on-site incinerator for proper destruction and disposal of drugs, both collected and seized. With the increased use of the prescription drug drop-off box, and the addition of four neighborhood drug takeback days during the year, the need has arisen for the ability to destroy the drugs on-site in a proper and timely manner. In 2018, the City's Drug Take Back efforts resulted in the collection of nearly 300 lbs. of drugs. The current disposal provider is the Delaware County Sheriff Department. The City has been informed that Delaware County will provide the service through 2020.

The Police Department intends to seek a partnership with the Washington Township Fire Department for placement of the incinerator at their training facility.

PP202 Automated Voice Dispatching

Currently, dispatchers must voice dispatch every fire and emergency medical call for service via radio to alert companies to respond. Using this procedure, dispatchers can only dispatch these calls one at a time. The automated voice system frees up a dispatchers time (on average 60 seconds per dispatch) by automating the dispatch process. Most importantly, the automated system allows multiple dispatches to occur



simultaneously, greatly reducing dispatch delays and allowing the dispatcher to gather more information while the dispatch process is occurring. This system would be a benefit for NRECC as well as all three participating fire departments. The cost of this upgrade will be billed back to the participating agencies using the existing billing formula. Funding for this project is programmed in 2020.

PP203 Mobile Command Vehicle

The current Dublin Police mobile command post is a 2004 Surry Manufacturing 39' towable, dual axle trailer. This unit has served Dublin well for the past 15+ years, most often at pre-scheduled special events where it can be deployed to a pre-determined location, connected to a power source and has access to hardwired information technology infrastructure. Once deployed, the trailer remains in the same location for the duration of the event and cannot easily be moved. In addition to the time it takes to obtain a towing vehicle, time must be devoted to hooking-up the trailer, towing it to the scene, and setting the trailer up once it arrives. On average, it takes more than an hour to complete these tasks, greatly reducing the effectiveness of the asset.

A motorized mobile command post will improve the mobility of the unit, greatly reduce the response time needed to get it to an emergency and allow for immediate use once it arrives. Equally important, because it does not require a towing vehicle, the motorized mobile command post can easily be moved or repositioned based on the safety needs or operational demands of the incident.

The total amount of funding for this project is reflected beyond the five-year program period. The completion of this project is dependent on obtaining a funding partner.

PP210 Traffic and Crime Prevention Cameras

This project provides for the installation of pan/tilt/zoom (PTZ) and wide angle high definition cameras at approximately 10 to 15 intersections. The purpose of these cameras is to monitor highly traveled roadways for traffic issues as well as provide video to assist in the investigation of crimes and suspect identification. The targeted areas identified for this project include the US 33/SR 161 corridor east each of I-270, SR 257, Emerald Parkway, and Avery Muirfield Drive. Cameras will be installed primarily on traffic signal support poles, and wired for power and constant network connection. The accompanying software solution allows remote, live viewing and long-term recording. The system is expandable so that cameras can be added for other intersections or areas in the future, as well as additional features such as license plate recognition, traffic counting, and facial recognition.

Funding for this project is programmed in 2021.

10 | Sanitary Sewer





CITY OF DUBLIN | 2021-2025 | FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM

(MUNIS) PROJECT NO.	DESCRIPTION	2020	2021	2022	2023	2024	2025	TOTAL 2021-2025 (\$000)	BEYOND 2025 (\$000)	TOTAL TO BE BUDGETED
UTILITIES - SANITARY SEWER SYSTEM										
CAPITAL MAINTENANCE										
ES071	Sewer Lining and Repair	1,500	0	1,500	0	1,500	0	3,000	1,500	4,500
ES211	Annual Sanitary Sewer Maintenance Program	250	250	250	250	250	250	1,250	250	1,500
ES122	Manhole Rehabilitations	0	300	0	300	0	300	900	0	900
TOTAL		1,750	550	1,750	550	1,750	550	5,150	1,750	6,900
CAPITAL ENHANCEMENTS / NEW CAPITAL INFRASTRUCTURE										
ES173	Sewer Line Extensions - Areas 4B & 4C	1,365	0	0	0	0	0	0	0	0
ES174	Sewer Line Extensions - Areas 4A, 10C & 10D	45	0	0	0	0	0	0	995	995
ES175	Sewer Line Extensions - Areas 3A, 3B, 3C, 8A & 15	0	0	0	450	0	0	450	3,410	3,860
ES176	Sewer Line Extensions - Areas 2A, 2B & 2C	0	0	0	0	300	0	300	2,315	2,615
ES177	Sewer Line Extensions - Areas 8B & 8C	0	0	0	0	0	0	0	1,140	1,140
ES179	Deer Run Sanitary Sewer Improvements, Group #1	415	3,580	0	0	0	0	3,580	0	3,580
ES192	Sewer Line Extensions - Area 10A	0	0	0	0	0	0	0	1,095	1,095
ES193	Sewer Line Extensions - Areas 9 & 10B	0	0	0	0	0	140	140	920	1,060
ES202	Sewer Line Extensions - Areas 1B & 1C	140	1,850	0	0	0	0	1,850	0	1,850
ES216	Sewer Line Extensions - Area 15	0	0	45	0	0	0	45	0	45
ES212	Deer Run Sanitary Sewer Improvements - Avery Road Relief Sewer	0	0	0	0	510	2,040	2,550	0	2,550
ES213	Deer Run Sanitary Sewer Improvements - Glick Road Relief Sewer	0	0	0	1,085	4,335	0	5,420	0	5,420
ES214	Deer Run Sanitary Sewer Improvements - Muirfield Golf Course Relief Sewer	0	0	0	0	0	0	0	1,235	1,235
ES215	Deer Run Sanitary Sewer Improvements - Riverview Street Relief Sewer	0	0	0	0	0	0	0	2,075	2,075
TOTAL		1,965	5,430	45	1,535	5,145	2,180	14,335	13,185	27,520
2021-2025	TOTAL - SANITARY SEWERS	3,715	5,980	1,795	2,085	6,895	2,730	19,485	14,935	34,420
2020-2024	TOTAL - SANITARY SEWERS	6,400	2,095	1,750	550	1,750	n/a			
	\$\$ Difference	(2,685)	3,885	45	1,535	5,145	n/a			
	% Difference	-42.0%	185.4%	2.6%	279.1%	294.0%	n/a			



UTILITIES - SANITARY SEWER SYSTEM CAPITAL MAINTENANCE

ES071 **Sewer Lining and Repair**

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

Funding programmed in 2022 provide for continuation of the lining of the North Indian Run Sewer Sheds. The exact locations will be determined from sanitary sewer main inspections by City staff and consultants.

The funding source for these future projects will most likely be debt issuance.

ES211 **Annual Sanitary Sewer Maintenance Program**

Funding provides for an annual allocation to maintain and repair sanitary sewer infrastructure including raising manholes, converting cleanouts to manholes, emergency sanitary sewer lining, and various other issues identified during inspections.

Funding for this program is allocated annually.

ES122 **Manhole Rehabilitations**

This project provides for the repair of sanitary sewer manholes in accordance with the "Director's Final Findings and Orders" issued by the Ohio Environmental Protection Agency (OEPA). This project provides for repairs to the integrity of the manholes and reduces the amount of inflow and infiltration I and I entering the system via the main lines. Location of work will be the North Fork and South Fork Indian Run Sewer Sheds.

Funding is programmed on a bi-annual cycle. Funding for this project will be from the Sewer Fund.



UTILITIES - SANITARY SEWER SYSTEM CAPITAL ENHANCEMENTS / NEW CAPITAL INFRASTRUCTURE

Sanitary Sewer Line Extensions

This project will systematically provide access to the areas of the City not currently on the public sanitary sewer system based on the priorities of City Council policy (adopted December 7, 2015), inspection data, and evaluation provided by the Franklin County Board of Health. The City's Administration has currently conducted a water/sewer rate study. The study will determine the rate structure that needs to be in-place in order to provide sufficient funding for the maintenance of the City's existing systems into the future. The outcome of the analysis will provide information to determine the amount, if any, from the General Fund and/or Capital Improvement Tax Fund that will be needed to fund these extensions.

These projects will provide lift stations, force mains, and 8" & 10" public sanitary sewer utility extensions. These projects are funded from the Sewer Fund; however, an annual allocation from the General Fund will provide for partial funding, along with debt issuance. Project priorities are monitored throughout the year.

ES173 Sewer Line Extensions – Areas 4B & 4C

Area 4B – Bright Road parcels 8" sewer extension and Area 4C – Grandee Cliff's 8" sewer extension. Easement acquisition for this project is on-going. This project is in-progress in 2020.

Locations: Area 4B - 4396 - 4760 Bright Road (5 parcels); Area 4C - Grandee Cliffs Subdivision (19 parcels) & 4163, 4254, 4295, 4300, 4321, 4333, 4338, 4345 & 4355 Bright Road (9 parcels).

ES174 Sewer Line Extensions – Areas 4A, 10C & 10D

Area 4A, 10C & 10D – Force main, lift stations and a proposed 8" sewer extension in the designated areas. This project will provide 41 parcels access to sanitary sewer service. Construction of this project is reflected beyond the five-year program period.

Locations: Area 4A - River Knolls Subdivision (11 parcels) and 7049–7575 Riverside Drive (8 parcels); Area 10C – 5300–5474 Dublin Road (12 parcels); Area 10D – 5480– 5680 Dublin Road (10 parcels).

ES175 Sewer Line Extensions – Areas 3A, 3B, 3C, 8A & 15

Area 3A, 3B, 3C, 8A & 15 – Force main, lift station and 8" and 10" sewer extensions. Design is programmed in 2023 with construction of this project currently reflected beyond the five-year program period. Construction of this area is needed prior to construction of area 2.

Locations: Area 3A – 7591–7871 Riverside Drive (16 parcels), 7690-7778 Riverside Drive (7 parcels); Area 3B – 7879-8015 Riverside Drive (13 parcels),



7960-8000 Riverside Drive (3 parcels), 4545 and 4575 Summit View Road; Area 3C - Woodlands 1 & 2, Drexel Hills Terrace (40 parcels); Area 8A – Avery Road/Cara Road/Cara Court (25 parcels); Area 15 – 7400-7422 Avery Road (2 parcels). Area 8A – Avery Road/ Rings Road/ Cara Road/ Cara Court (25 parcels).

ES176 Sewer Line Extensions – Areas 2A, 2B & 2C

Area 2A, 2B & 2C - Force main, lift station and 8" and 10" sewer extensions. One hundred and fifty-seven (157) parcels will receive access to sanitary sewer service. O'Shaughnessy Hills lot configuration does not represent typical lot service. Design is programmed in 2024 with construction of this project currently reflected beyond the five-year program period. Construction of area 3 is needed prior to construction of area 2.

Locations: Area 2A – 4315-4501 Summit View Road (9 parcels) and 4555 Summit View Road, O'Shaughnessy Hills (17 parcels) and 4424-4500 Summit View Road (5 parcels) and Blank Lot; Area 2B - Laura Hills – 8159-8449 Riverside Drive (16 parcels); Area 2C – O'Shaughnessy Hills (108 parcels).

ES177 Sewer Line Extensions – Areas 8B & 8C

Design and construction for Area 8B & 8C is reflected beyond the five-year program period.

Locations: Area 8B - 8" sanitary sewer extension at rear property lines of Wilcox Road properties - North and South of Rings Road, Area 8C - 8" sanitary sewer extension in Old Wilcox Rd. from North of Tuttle Crossing Blvd. to Wilcox Road.

ES179 Deer Run Sanitary Sewer Improvements, Group #1

As identified in the Deer Run Sewer Modeling Report, this project provides funding for the installation of a new pump station near MH#3902, west of Dublin Road between Reserve Drive and Glenaire Drive, and installation of a new 16" force main from MH#3902 along Dublin Road to MH#2772, near the 7118 Dublin Road property. There were previous sanitary sewer overflow (SSO) events that prompted the modeling efforts of the Deer Run Sewer shed leading to this proposed improvement. The June 20th, 2016 rainfall event which created SSO and water-in-basement (WIB) events further necessitates the need to perform this improvement in the Deer Run sewer shed.

Project design is planned in 2020, with site acquisition and construction programmed in 2021.

ES192 Sewer Line Extensions – Area 10A

This project provides for an 8" sanitary sewer extension to Thornhill Lane and Dublin Road. This will provide direct access to the public sanitary sewer system.

Design and construction of this project is reflected beyond the five-year program.



ES193 Sewer Line Extensions – Areas 9 & 10B

This project provides for public sanitary sewer utility extension to existing developed areas that need direct access to the public sanitary sewer system.

Locations: Area 9 - 8" sanitary sewer extension at Olde Dublin Woods Drive, Betonywood Place, Red Oak Lane, and Hirth Road. Area 10B – 8" sanitary sewer extension and lift station to serve Locust Hill Lane.

Design is shown in 2025, with construction of this project reflected beyond the five-year program period.

ES202 Sewer Line Extensions – Areas 1B & 1C

This project provides for public sanitary sewer utility extension to existing developed areas that need direct access to the public sanitary sewer system in the areas of Trails End Drive and Glencree Place. Water service is available in this area. This project was advanced in priority as a result of potential damage risk to household sewer treatment systems (HSTS) in the area by an American Electric Power (AEP) transmission line rebuild project.

Design is being initiated in 2020, with funding of construction in 2021.

ES216 Sewer Line Extensions – Area 15

This project provides for an 8" sewer extension, two (2) sanitary sewer service lateral stubs, and other associated sanitary sewer infrastructure.

Location: 7400-7422 Avery Road (2 parcels).

This project is programmed in 2022.

ES212 Deer Run Sanitary Sewer Improvements – Avery Road Relief Sewer

This project provides for a 35-inch diameter trunk sewer installation. The need for this project was identified in the Deer Run Sewer Modeling Report from 2012 and a sanitary sewer model update in June 2019.

Locations: Beginning at Deer Run Elementary/Avery Road west into Muirfield Village and across The Country Club at Muirfield Village, then across Muirfield Drive into Springburn Drive and ending at Macewen Court.

Project design is programmed in 2024 and construction is planned for 2025.

ES213 Deer Run Sanitary Sewer Improvements – Glick Road Relief Sewer

This project provides for 18 and 30-inch diameter trunk sewer installation downstream of Dumfries Court. The need for this project was identified in the Deer Run Sewer Modeling Report from 2012 and a sanitary sewer model update in June 2019.

Locations: Dumfries Court East and Carnoustie Drive area. Upsize downstream



sanitary trunk sewer to 18 and 30-inch sanitary trunk sewer following Glick Road west to the Glick and Dublin Road intersection, and then south on Dublin Road to the Glenaire Drive area.

Project design is programmed in 2023, with construction in 2024.

ES214 Deer Run Sanitary Sewer Improvements – Muirfield Golf Course Relief Sewer

This project provides for a 12-inch diameter relief trunk sewer installation. The need for this project was identified in the Deer Run Sewer Modeling Report from 2012 and a sanitary sewer model update in June 2019.

Locations: Beginning at the 14th Green/15th Tee Box area on the golf course and heading west to Dublin Road Lift Station at Dublin Road.

Design and construction of this project is reflected beyond the five-year program period.

ES215 Deer Run Sanitary Sewer Improvements – Riverview Street Relief Sewer

This project provides for a 36-inch diameter trunk sewer installation. The need for this project was identified in the Deer Run Sewer Modeling Report from 2012 and a sanitary sewer model update in June 2019.

Locations: Beginning at Short Street heading north on Riverview Street and terminating at the intersection of Riverview Street and North Street.

Design and construction of this project is reflected beyond the five-year program period.



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11 | Stormwater



(MUNIS) PROJECT NO.	DESCRIPTION	2020	2021	2022	2023	2024	2025	TOTAL 2021-2025 (\$000)	BEYOND 2025 (\$000)	TOTAL TO BE BUDGETED
UTILITIES - STORMWATER MANAGEMENT										
CAPITAL MAINTENANCE										
AF211	Annual Stormwater Maintenance	575	100	100	100	100	100	500	100	600
AF202	Ditch Maintenance	0	100	0	100	0	100	300	100	400
AF212	Annual Storm Structure Program	0	225	225	225	225	225	1,125	225	1,350
AF213	Annual Pond Aerator Systems	0	50	50	50	50	50	250	50	300
	TOTAL	575	475	375	475	375	475	2,175	475	2,650
CAPITAL ENHANCEMENTS / NEW CAPITAL INFRASTRUCTURE										
EF200	Allocation for Various Stormwater Improvements	250	500	500	500	500	500	2,500	500	3,000
	TOTAL	250	500	500	500	500	500	2,500	500	3,000
2021-2025	TOTAL - STORMWATER	825	975	875	975	875	975	4,675	975	5,650
2020-2024	TOTAL - STORMWATER	2,065	925	825	925	825	n/a			
	\$\$ Difference	(1,240)	50	50	50	50	n/a			
	% Difference	-60.0%	5.4%	6.1%	5.4%	6.1%	n/a			



UTILITIES - STORMWATER MANAGEMENT CAPITAL MAINTENANCE

Note: The Capital Improvement Tax Fund is the source of funding for all of the stormwater projects. There are no fees charged for stormwater utility in the City of Dublin.

AF211 **Annual Stormwater Maintenance**

This project provides for annual funding of maintenance for the City's stormwater system as identified in the Stormwater Master Plan. This program was initiated in 2000 to maintain the stormwater management system, to convey stormwater, and prevent flooding. The funding is utilized to maintain and repair existing storm sewer lines, curb inlets, catch basins, 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. The annual allocations will be used to fund two projects: Inlet maintenance and miscellaneous maintenance on a task order basis.

Funding is allocated annually in the five-year program period to continue repair and maintenance.

AF202 **Ditch Maintenance**

The ditch maintenance program was initiated in 2017. This project provides funding for maintenance of the City's roadside ditches and waterway systems. Funds will be utilized to maintain and repair existing ditches, man-made channels, and waterways that convey stormwater runoff. This is another important component of the City's efforts to meet National Pollutant Discharge Elimination System (NPDES) Phase II regulations.

Funding is programmed in the five-year program period on a biennial basis in 2021, 2023, and 2025.

AF212 **Annual Storm Structure Program**

This project provides annual funding for maintenance of the City's stormwater system as identified in the Stormwater Master Plan. The funds are utilized to maintain and repair existing storm sewer curb inlets that discharge stormwater runoff. Improvements are identified through condition inspection or resident complaints regarding the stormwater management system. *Note: The funding for Annual Stormwater Maintenance has been reduced and re-allocated to this new program. The net impact is no new increase for stormwater structure and maintenance.*



AF213 Annual Pond Aerator System

This project provides funding for maintenance of the City's stormwater system as identified in the Stormwater Master Plan. This is an annual pond maintenance program to maintain stormwater management ponds (wet basins) throughout the City (City-owned). The number of ponds maintenance per year will fluctuate from year to year depending on inspections and resident complaints.

Location identified for work in 2021 is the Golf Club of Dublin. It is estimated that funding will provide for maintenance of 3 to 5 ponds per year.



UTILITIES - STORMWATER MANAGEMENT CAPITAL ENHANCEMENTS / NEW CAPITAL INFRASTRUCTURE

EF200 **Allocation for Various Stormwater Improvements**

An annual funding allocation over the next five years has been programmed for various improvement needs identified in the Stormwater Master Plan completed by Camp, Dresser & McKee (CDM) (2009). Projects will be completed and prioritized as funding is available. The funds are utilized to maintain and repair existing storm sewers, 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.



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12 | Technology

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(MUNIS) PROJECT NO.	DESCRIPTION	2020	2021	2022	2023	2024	2025	TOTAL 2021-2025 (\$000)	BEYOND 2025 (\$000)	TOTAL TO BE BUDGETED
TECHNOLOGY										
CAPITAL ENHANCEMENTS / NEW CAPITAL INFRASTRUCTURE										
AI211	Information Technology	790	860	820	800	800	800	4,080	0	4,080
PA210	GIS - Geographic Information System	110	120	110	110	110	110	560	0	560
AI203	Data Platform	275	150	150	150	150	150	750	0	750
AI202	Smart Cities Initiative	200	200	200	200	200	200	1,000	0	1,000
Fiber										
AI172	Connected Vehicles Systems Infrastructure	50	50	50	50	50	50	250	0	250
AI183	US33 COG Infrastructure	75	85	85	85	85	85	425	0	425
AI194	Fiber Optic and Traffic Fiber Enhancements	390	420	390	120	120	120	1,170	0	1,170
2021-2025	TOTAL	1,890	1,885	1,805	1,515	1,515	1,515	8,235	0	8,235
2020-2024	TOTAL - INFO TECHNOLOGY	1,890	1,765	1,765	1,495	1,496	n/a			
	\$\$ Difference	0	120	40	20	19	n/a			
	% Difference	0.0%	6.8%	2.3%	1.3%	1.3%	n/a			



INFORMATION TECHNOLOGY CAPITAL ENHANCEMENTS / NEW CAPITAL INFRASTRUCTURE

Note: The Capital Improvement Tax Fund is the source of funding for all of the IT projects unless otherwise noted.

AI211 Information Technology (Computer Hardware/Software)

Technology projects include citywide shared services upgrades, replacement and additions to the existing IT infrastructure, and security technologies. Also included in City-wide projects are client device procurements, collaborative technology upgrades and delivery of enterprise software solutions. Project initiatives across several departments are noted which support the enhancement of City of Dublin operations and help realize the benefits of new technologies, a “cloud” and managed services strategy for key business solutions, and increased focus on information security. These technology upgrades are necessary to secure the City’s network, protect sensitive data, provide for scalability and ensure the availability of network operations. Technology projects also support maintenance and enhancement needs, account for the expansion of resources and emerging technologies, and the drive for efficiency and effectiveness of City operations. Projects are submitted in alignment with department leaders and the City’s common goals. The ability to maintain, grow and transform the City’s technology environment is crucial to meeting the needs and expectations of the community and staff.

The annual requests reflect the five-year Technology Strategic Plan that has been developed by the IT Department in a manner which supports the stakeholders in IT’s service delivery portfolio, and the goals of City Council.

As of 2020, GIS/Data has been shifted to its own work unit and funds for that project have been reallocated.

The funding source for most of the projects is the Capital Improvements Tax Fund. The nature of continual technology advancements, developing business requirements and changing project definitions require continued annual funding revisions.



Information Technology 5 Year Budget Plan 2021-2025

(Project #AI211)

<u>Technology Area</u>	<u>2021 Budget</u>	
Infrastructure & Operations	Network Communications & Management	\$120,000
	Storage Area Network (SAN)	\$30,000
	Enterprise Software Licensing	\$30,000
	Server Upgrades/Expansion	\$40,000
	Misc Network Infrastructure	\$30,000
	Design & Implementation Services	\$25,000
	North Pool Build	\$40,000
Information Security	Technology Solutions	\$110,000
	Security Camera Upgrades	\$40,000
	Design & Implementation Services	\$35,000
Client Support Services	Client PC & Monitor New/Refresh	\$80,000
	Mobile Devices New/Refresh	\$40,000
	Conference Room Equipment	\$15,000
	Misc Hardware/Software	\$20,000
Business Services	Application Upgrades	\$30,000
	Munis SaaS Migration & Upgrade	\$20,000
	Risk Management Implementation	\$25,000
	Accela System/Report Enhancements	\$20,000
	Project Implementation Services	\$30,000
Police	Records/Dispatch/Mobile Upgrades	\$30,000
	Cruiser Mobile Computer Upgrades	\$20,000
	Cruiser Technology Enhancements	\$30,000
		\$860,000



Information Technology 5 Year Budget Plan 2021-2025 **(Project #AI211)**

<u>Technology Area</u>		<u>2022 Budget</u>
Infrastructure & Operations	Network Communications & Management	\$140,000
	Storage Area Network (SAN)	\$40,000
	Enterprise Software Licensing	\$30,000
	Server Upgrades/Expansion	\$40,000
	Misc Network Infrastructure	\$30,000
	Design & Implementation Services	\$30,000
Information Security	Technology Solutions	\$100,000
	Security Camera Upgrades	\$20,000
	Design & Implementation Services	\$30,000
Client Support Services	Client PC & Monitor New/Refresh	\$80,000
	Mobile Devices New/Refresh	\$40,000
	Conference Room Equipment	\$20,000
	Misc Hardware/Software	\$20,000
Business Services	Application Upgrades	\$50,000
	Accela System/Report Enhancements	\$20,000
	Project Implementation Services	\$40,000
Police	Records/Dispatch/Mobile Upgrades	\$30,000
	Cruiser Mobile Computer Upgrades	\$30,000
	Cruiser Technology Enhancements	\$30,000
		\$820,000



Information Technology 5 Year Budget Plan 2021-2025

(Project #AI211)

<u>Technology Area</u>	<u>2023 Budget</u>	
Infrastructure & Operations	Network Communications & Management	\$140,000
	Storage Area Network (SAN)	\$30,000
	Enterprise Software Licensing	\$30,000
	Server Upgrades/Expansion	\$30,000
	Misc Network Infrastructure	\$30,000
	Design & Implementation Services	\$30,000
Information Security	Technology Solutions	\$90,000
	Security Camera Upgrades	\$20,000
	Design & Implementation Services	\$30,000
Client Support Services	Client PC & Monitor New/Refresh	\$90,000
	Mobile Devices New/Refresh	\$40,000
	Conference Room Equipment	\$20,000
	Misc Hardware/Software	\$20,000
Business Services	Application Upgrades	\$50,000
	Accela System/Report Enhancements	\$20,000
	Project Implementation Services	\$40,000
Police	Records/Dispatch/Mobile Upgrades	\$20,000
	Cruiser Mobile Computer Upgrades	\$40,000
	Cruiser Technology Enhancements	\$30,000
		\$800,000



Information Technology 5 Year Budget Plan 2021-2025

(Project #AI211)

<u>Technology Area</u>		<u>2024 Budget</u>
Infrastructure & Operations	Network Communications & Management	\$140,000
	Storage Area Network (SAN)	\$30,000
	Enterprise Software Licensing	\$40,000
	Server Upgrades/Expansion	\$30,000
	Misc Network Infrastructure	\$30,000
	Design & Implementation Services	\$30,000
Information Security	Technology Solutions	\$90,000
	Security Camera Upgrades	\$20,000
	Design & Implementation Services	\$30,000
Client Support Services	Client PC & Monitor New/Refresh	\$80,000
	Mobile Devices New/Refresh	\$40,000
	Conference Room Equipment	\$10,000
	Misc Hardware/Software	\$20,000
Business Services	Application Upgrades	\$50,000
	Accela System/Report Enhancements	\$20,000
	Project Implementation Services	\$30,000
Police	Records/Dispatch/Mobile Upgrades	\$20,000
	Cruiser Mobile Computer Upgrades	\$60,000
	Cruiser Technology Enhancements	\$30,000
		\$800,000



Information Technology 5 Year Budget Plan 2021-2025

(Project #AI211)

<u>Technology Area</u>		<u>2025 Budget</u>
Infrastructure & Operations	Network Communications & Management	\$140,000
	Storage Area Network (SAN)	\$60,000
	Enterprise Software Licensing	\$40,000
	Server Upgrades/Expansion	\$30,000
	Misc Network Infrastructure	\$30,000
	Design & Implementation Services	\$30,000
Information Security	Technology Solutions	\$80,000
	Security Camera Upgrades	\$30,000
	Design & Implementation Services	\$30,000
Client Support Services	Client PC & Monitor New/Refresh	\$80,000
	Mobile Devices New/Refresh	\$40,000
	Conference Room Equipment	\$10,000
	Misc Hardware/Software	\$20,000
Business Services	Application Upgrades	\$50,000
	Accela System/Report Enhancements	\$20,000
	Project Implementation Services	\$30,000
Police	Records/Dispatch/Mobile Upgrades	\$30,000
	Cruiser Mobile Computer Upgrades	\$20,000
	Cruiser Technology Enhancements	\$30,000
		\$800,000



PA210 GIS – Geographic Information System

This project provides for the continued enhancement and maintenance of the City's GIS system. This project was previously accounted for in the Hardware/Software project, but as of the end of 2019, has become a separate work unit. Funds were shifted into this project based on historic use and planned projects.

GIS projects support every work unit in the City and has become an everyday tool used by many. These projects ensure robust and secure GIS infrastructure, improved data sources (including asset data, demographic data and aerial imagery) and up-to-date analytical and presentation tools.

AI203 Data Platform

Annual funding is provided for the Data Platform project to support the City of Dublin's data strategy, and the continuation of project efforts to build the foundation for hosted data services as established by City Council goals. This includes, and is not currently limited to, modernizing the data assets of the City on a centralized infrastructure/platform for the purpose of data warehousing and enabling business intelligence capabilities. These capabilities include optimized decision making, and realization of operational efficiencies through centralized performance reporting, self-service data analytics, and artificial intelligence capabilities. This project also supports the strategic goals for Smart City, Smart Mobility, and Connected Community initiatives.

With the data platform project being in the early implementation phase, new business requirements and priorities, as well as changing technology may create the potential need to revise funding requests in future CIP years.

AI202 Smart Cities Initiative - Dublin Smart and Connected Community

The City of Dublin has become a focal point in Central Ohio for Smart City experimentation, Smart Mobility testing, and Smart Transportation development. The city has initiated projects around Smart Parking, IoT, Artificial Intelligence, Broadband, Big Data, Predictive Analytics, Data Visualization, Cybersecurity, Unmanned Aerial Vehicles, Connected and Autonomous Vehicles. The City administration is transitioning from a traditional work environment to a digital organizational model. The City of Dublin needs appropriate facilities, demonstration and display technology to manage, grow, display and educate both staff and the community about these developments. The experimentation, testing, and implementation of these technologies serves not only to provide access to new tools and data, but also as an economic development to attract innovative businesses to relocate to Dublin.

The City seeks to establish initiatives to seed and grow these technology initiatives, attract attention from industry and the public, enhance our reputation as the technology hub of Central Ohio, and compete with similar projects in the region. Funds will be invested in equipment, displays, visualizations, applications, infrastructure, enterprise systems, consulting, design, and facilities. Projects include:



- Dublin Smart Community Connect - deploying sensors, cameras, wireless signal, devices, software to streets and neighborhoods.
- Smart Parking - using sensors to gather, analyze and communicate data on parking resources and patterns.
- Wireless Services - providing network services to the public and businesses.
- Data, Analytics, and Artificial Intelligence/Machine Learning.
- Public facing facilities to promote data access, transparency, and interactivity, including apps, web, and displays.

Funding allocated in the CIP will be used for the capital investment, design, and implementation services needed to establish the display technologies and necessary facilities. Operating expenditures will be funded through the City's General Fund and established as part of the 2021 Operating Budget (if necessary).

Fiber Projects:

AI172 **Connected Vehicles Systems Infrastructure**

An annual funding allocation has been programmed to provide for wireless vehicle communication applications and equipment for short-range communication (DSRC) technology for use in vehicle-to-vehicle communication and vehicle-to-vehicle roadside communication. This includes funding necessary to place devices inside fleet vehicles and to implement systems within traffic engineering infrastructure, such as cameras, sensors, fiber, and wireless networks allowing vehicles to communicate with each other and with traffic systems. These funds also count towards matching requirements allowing the majority of project funds to be provided by a federal grant for Connected Vehicles research.

AI183 **US33 COG Infrastructure**

This project funding has been programmed to implement technologies for connected vehicles systems inside the City consistent with Smart Cities Mobility research being conducted by Battelle and the OSU Center for Automotive Research. The first phase of the project is along the US 33 corridor from Dublin to East Liberty, Ohio, 35 miles of four-lane, limited access highway. This section of US 33 is called the "The 33 Smart Mobility Corridor," and will be equipped by the Ohio Department of Transportation (ODOT) with high-capacity fiber optic cable to instantaneously link researchers and traffic monitors with data from embedded and wireless sensors along the roadway. These links will allow premier automotive research and testing of smart transportation technologies, on a highway that carries up to 50,000 vehicles per day through rural and urban settings in a full range of weather conditions. These connections will give automobile researchers the ability to collect data as they safely test smart transportation technologies; including autonomous and connected vehicles in all weather conditions. This data will also provide more



frequent and accurate traffic counts, weather and surface condition monitoring, and incident management improvements.

Funding is programmed annually for the City's share of this project. The expenses are shared between the City of Dublin, City of Marysville and Union County, and include such expenses as legal services, fiber maintenance, and insurance.

AI194 Fiber Optic and Traffic Fiber Enhancements

Funding is provided in the five-year period 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, as well as infrastructure for traffic engineering throughout the Dublink system.

The scope of the City's fiber optics projects are continually changing and needs being re-assessed which may result in the need to modify funding requests in future CIP years.



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13 | Transportation - Bicycles & Pedestrian

13 | Transportation -
Bicycles & Pedestrian





(MUNIS) PROJECT NO.	DESCRIPTION	2020	2021	2022	2023	2024	2025	TOTAL 2021-2025 (\$000)	BEYOND 2025 (\$000)	TOTAL TO BE BUDGETED
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TRANSPORTATION - BICYCLES AND PEDESTRIAN

CAPITAL MAINTENANCE

AT213	Annual Shared Use Path Maintenance	250	355	570	355	295	585	2,160	400	2,560
AT206	Annual Sidewalk Program	250	250	250	250	250	250	1,250	250	1,500
AT179	Annual Historic Dublin Brick Sidewalk Maintenance	60	60	60	60	60	60	300	60	360
	TOTAL	560	665	880	665	605	895	3,710	710	4,420

CAPITAL ENHANCEMENTS / NEW CAPITAL INFRASTRUCTURE

ET171	Glick Road (section 3) Shared-Use Path	425	0	0	0	0	0	0	0	0
ET16L	Perimeter Drive: Avery-Muirfield to Holt Road (TIF) Sidewalk	0	0	350	0	0	0	350	0	350
ET16M	Shier Rings Road: Eiterman to Cosgray Shared-Use Path	0	0	0	40	80	270	390	45	435
ET172	Riverside Drive East Shared-Use Path, section 1	35	1,085	0	0	0	0	1,085	0	1,085
ET173	Riverside Drive East Shared-Use Path, section 2	0	0	0	0	0	0	0	710	710
ET174	Riverside Drive East Shared-Use Path, section 3	0	0	0	0	0	0	0	925	925
ET201	Riverside Drive West	0	0	0	0	465	0	465	0	465
ET175	Dublin Center Drive Shared-Use Path (TIF)	0	0	25	30	155	0	210	0	210
ET179	Summit View Road Shared-Use Path	0	0	0	0	0	0	0	480	480
ET176	Avery Road Sidewalk Connections (Hyland Drive to Tara Hill)	15	75	0	0	0	0	75	310	385
ET177	Wedgewood Hills Park Shared-Use Path	0	0	0	0	0	0	0	260	260
ET178	Wilcox Road Shared-Use Path (Northcliff to Heather Glen Blvd and Wilcox Place to Shier Rings Road)	35	160	0	0	0	0	160	430	590
ET182	Brand Road Shared-Use Path, Townsend Drive to Avery Road	0	0	0	0	0	0	0	710	710
ET183	Dublin Road Shared-Use Path, Frantz Road to Limestone Ridge Drive	0	0	0	0	345	110	455	2,390	2,845
ET190	Shannon Park Sidewalk Improvements	0	0	0	0	0	0	0	510	510
ET192	Bright Road Improvements	200	0	0	0	300	0	300	2,350	2,650
ET210	Shier Rings Shared-Use Path, section 3	0	0	0	0	0	0	0	1,025	1,025
ET211	Martin Road Shared-Use Path	0	85	0	0	0	0	85	0	85
ET212	University Boulevard Shared-Use Path	0	0	0	50	400	0	450	0	450
ET213	Trails End Sidewalk	0	0	40	325	0	0	365	0	365
ET214	Wyandotte Woods Boulevard Narrowing	0	45	0	0	0	0	45	0	45
	TOTAL	710	1,450	415	445	1,745	380	4,435	10,145	14,580

2021-2025	TOTAL - BICYCLES AND PEDESTRIAN	1,270	2,115	1,295	1,110	2,350	1,275	8,145	10,855	19,000
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2020-2024	TOTAL - BICYCLES AND PEDESTRIAN	610	2,000	940	665	1,630	n/a
	\$ Difference	660	115	355	445	720	n/a
	% Difference	108.2%	5.8%	37.8%	66.9%	44.2%	n/a



TRANSPORTATION – BICYCLES AND PEDESTRIAN CAPITAL MAINTENANCE

Note: The Capital Improvement Tax Fund is the source of funding for all of the bicycle and pedestrian projects unless otherwise noted.

AT213 **Annual Shared-Use Path Maintenance**

Funding for this project includes an annual allocation for maintenance of the City's shared-use paths along with funding to replace or overlay portions of the shared-use paths. Preventive maintenance activities will extend the life of the path system. The five-year work plan considers the following work types: replacement, resurfacing, crack sealing, and seal coating. A comprehensive work plan for shared-use path maintenance is on file in the Public Works Department.

Work Plan Year	Work Type	Total Length (ft)	Const Estimate
2021	Crackseal & Sealcoat	38,765	\$92,000
	Resurface	6,560	\$262,000
	Sealcoat	325	\$1,000
2021 Total		45,649	\$354,000
2022	Crackseal & Sealcoat	17,260	\$42,000
	Resurface	12,052	\$496,000
	Sealcoat	17,016	\$33,000
2022 Total		46,328	\$571,000
2023	Crackseal & Sealcoat	84,507	\$212,000
	Resurface	3,423	\$145,000
2023 Total		87,931	\$357,000
2024	Crackseal & Sealcoat	56,433	\$145,000
	Resurface	3,442	\$149,000
	Sealcoat	2,546	\$5,000
2024 Total		62,422	\$300,000
2025	Crackseal & Sealcoat	93,132	\$247,000
	Resurface	7,634	\$341,000
2025 Total		100,766	\$588,000
Grand Total		343,096	\$2,169,000

Note: For budgeting purposes, the numbers are rounded.

Path Types:

Street Crossings	4.2%
Sharrows	6.0%
Pedestrian Trail	3.6%
Pedestrian Connector	2.6%
Bike Lane	2.7%
Bike Path	80.9%

The Infrastructure Asset Management work unit inspects the shared-use paths annually. There are currently almost 144.4 miles of public bike facilities within the Dublin corporation limits not including the private Muirfield Association path system. The system is comprised of shared-use paths, bike lanes, pedestrian connectors, pedestrian trails, sharrows, and street crossings. Shared-use paths comprise 81% of the system. The entire system was inventoried and inspected in order to create a comprehensive maintenance plan for the bikepath system, and a condition score calculated for each path



segment. In addition to generating the condition score, the inspection also produced recommended repairs. The current overall average condition of the shared-use paths is 70.6 with a goal of an average 70 rating.

AT206 Annual Sidewalk Program

Funding for this project provides an annual allocation for sidewalk maintenance within the City limits through replacement and shaving methods, thus reducing trip hazards and making Dublin a more walkable community. A comprehensive sidewalk work plan is on file with the Public Works Department.

The responsibility of sidewalk maintenance has long been a subject of discussion for City Council and staff. In the spring of 2017, Staff performed an updated citywide sidewalk condition assessment. Dublin's sidewalk network consists of 195 miles of sidewalk. The vast majority of the network is concrete; however, there is a small area of paver construction sidewalks in the Muirfield area, a small area of brick sidewalks in Historic Dublin, and several locations of experimental rubber sidewalks.

Inspections were performed to determine types of repairs needed, and the quantity of repairs. The repairs were then categorizing by the observed cause of the damage. The method of repairs were divided into two categories: sidewalk shaving and sidewalk replacement. The causes were broken into three categories:

1. Damage due to street tree roots (trees in the tree lawn area between the street and sidewalk)
2. Damage due to public city utility lines (sunken, broken, or shifted panels due to a buried public City utility line)
3. Other (raised, sunken, cracked, spalled, or otherwise damaged sidewalks due to owner-placed trees or no obvious reason)

AT179 Annual Historic Dublin Brick Sidewalk Maintenance

This project provides for an annual allocation to perform a high-pressure power wash, reset low spots, replace chipped or broken bricks, clean away vegetation along edges, re-sand joints of the existing brick sidewalks, and expand brickwork from existing walk to curb line where practical throughout the District. There is approximately 36,000 square feet of brick sidewalk in the District.



TRANSPORTATION – BICYCLES AND PEDESTRIAN CAPITAL ENHANCEMENTS / NEW CAPITAL INFRASTRUCTURE

ET171 Glick Road Shared-Use Path, section 3

This project provides funding for the construction of 2,200 feet of shared-use path on the south side of Glick Road between Carnoustie Drive and Muirkirk Drive. The project includes a prefabricated bridge over Deer Run.

There has been an on-going issue with easement acquisition for this project causing delays. Subsequently, it has been determined that a modification of the path location will be made, and the path is scheduled for construction in 2020.

ET16L Perimeter Drive: Avery-Muirfield to Holt Road Sidewalk

This project constructs 2,500 feet of five-foot sidewalk along the north side of Perimeter Drive. This connection will provide safe pedestrian access along the north side of Perimeter Drive. An eight-foot asphalt path alignment was reviewed, but it was determined that it would require removal of too many mature trees. Additionally, an eight-foot asphalt path already exists on the south side of Perimeter Drive.

Programmed in 2022 is site acquisition, construction, landscaping and utility relocation. Funding for the project will be from the Perimeter Center TIF Fund.

ET16M Shier Rings Road: Eiterman to Cosgray Shared-Use Path

This project will design and construct approximately 2,175 feet of eight-foot asphalt shared use path along Shier Rings Road. The project is located on the south side of Shier Rings Road between Cosgray Road and just west of Eiterman Road.

Design is programmed for 2023, site acquisition in 2024, and construction is reflected in 2025. Funding shown beyond the five-year program period is for utilities and landscaping.

ET172 Riverside Drive East Shared-Use Path, Section 1

This project provides for funding the construction of 3,000 feet of eight-foot asphalt shared use path on the east side of Riverside Drive between Emerald Parkway and the existing path at the southern edge of Riverside Woods.

Design for this section of the project is programmed in 2019 and 2020, while site acquisition and construction is programmed in 2021.

ET173 Riverside Drive East Shared-Use Path, Section 2

This project provides for funding the construction of 1,400 feet of eight-foot asphalt shared use path on the east side of Riverside Drive between Tonti Drive and the existing path at the southern edge of Wyandotte Woods.

Design, site acquisition and construction is reflected beyond the five-year program period.



ET174 Riverside Drive East Shared-Use Path, Section 3

This project provides for funding the construction of 3,525 feet of eight-foot asphalt shared use path on the east side of Riverside Drive between Arrowhead Drive and the northern corporation limit (2,575 feet) and will tie into the path in Wedgewood Hills Park (750 feet).

Design, site acquisition and construction is reflected beyond the five-year program period.

ET201 Riverside Drive West

This project provides for the design and construction of approximately 950 feet of eight-foot asphalt shared-use path on the west side of Riverside Drive between Emerald Parkway and the Dublin Arts Council at 7125 Riverside Drive. This connection will provide safe pedestrian access to the Dublin Arts Council building and provide connection to the overall path system.

Design, site acquisition, and construction is programmed in 2024.

ET175 Dublin Center Drive Shared-Use Path

This project provides for funding the construction of 618 feet of eight-foot asphalt shared use path on Dublin Center Drive between Stoneridge land and West Dublin-Granville Road.

Design is programmed in 2022, site acquisition in 2023, with construction in 2024. The Shamrock Crossing TIF is proposed as the funding source for this project.

ET179 Summit View Road Shared-Use Path

This project provides for the construction of 1,150 feet of eight-foot asphalt shared use path on the north side of Summit View Road between Wedgewood Hills Park and Campden Lake Boulevard, and for planting approximately 20 street trees.

The project is reflected beyond the five-year program period.

ET176 Avery Road Sidewalk Connections (Hyland Drive to Tara Hill Drive)

This project provides for funding construction of pedestrian route connections along Avery Road. This project was requested by the residents in the area to facilitate connectivity of the sidewalk system, and to correct missing sidewalk connections along the east side of Avery Road from Hyland Drive to Tara Hill (~340 LF). Project programming estimates includes a 10% contingency and allocation for utility relocation for possible pole conflicts with alignment.

Design and utility relocation is programmed in 2020 with construction programmed in 2021. Funds reflected beyond the five-year program period are for two additional locations: Tara Hill to Manteo Drive (~630 LF), and St Mel Court to Avery Road Park south lot area (500 LF). These projects will be re-evaluated as funding becomes available.

**ET177 Wedgewood Hills Park Shared-Use Path**

This project provides for the construction of 1,235 feet of eight-foot asphalt shared-use path in Wedgewood Hills Park, on the north side of Summit View Road. This project provides additional connectivity in the shared-use path system.

Design and construction is reflected beyond the five-year program period.

ET178 Wilcox Road Shared-Use Path

This project provides for funding the construction of 1,070 feet of eight-foot asphalt shared use path on Wilcox Road between Northcliff and Heather Glen Blvd. A crossing will be built at Lothian. Design is programmed in 2020, with construction funded in 2021.

The subsequent phase to the project will provide for approximately 720 feet of eight-foot asphalt pathway along the west side of Wilcox Road from Wilcox Place to Shier Rings Road. Included in this project is a culvert extension to accommodate the path. Funding for this portion of the project is reflected beyond the five-year program period.

ET182 Brand Road Shared-Use Path, Townsend Drive to Avery Road

This project provides funding to design and construct approximately 1,390 feet of eight-foot asphalt share-use path along Brand Road. The shared-use path is planned on the south side of Brand Road between Townsend Drive and Avery Road. This project was requested by residents in the area for connectivity to the Indian Run Methodist Church on Brand Road.

This connection will provide safe pedestrian access along Brand Road and connect to the overall path system. Design and construction is reflected beyond the five-year program period.

ET183 Dublin Road Shared-Use Path, Frantz Road to Limestone Ridge Drive

This project provides for design and construction of approximately 2,775 feet of 8-foot asphalt shared-use path along Dublin Road. The shared-use path is planned on the west side of Dublin Road between Frantz Road and Limestone Ridge Drive. This connection will provide safe pedestrian access along Dublin Road and connect to the overall path system.

Design for this project is programmed in 2024, site acquisition in 2025 with construction reflected beyond the five-year program period. Timing for the project may be re-evaluated if partnership funding from adjacent jurisdictions or MORPC grants is obtained.

ET190 Shannon Park Sidewalk Improvements

This project provides for the installation of sidewalks along four streets in the Shannon Park subdivision: Gullway Bay Drive, Guinness Court, McGinty Court, and Valley Down Road/Shannon Park Drive. Residents are expected to donate right-of-entries, and/or easements if required for the project.

Design and construction is reflected beyond the five-year period.



ET192 Bright Road Area Improvements

This project is necessitated by the new Hopewell Elementary School being built and is expected to open in the fall of 2020 on the Dublin City School's property located on Emerald Parkway. This project will install curb and gutter and pedestrian paths (sidewalk or shared-use path) on Bright Road, Grandee Cliffs Drive, MacBeth Drive, and Macduff Way. Residents will be expected to donate right-of-entries and/or easements if required from their property.

Design is programmed in 2024, with construction reflected beyond the five-year program period.

ET210 Shier Rings Shared-Use Path, section 3

This project provides for design and construction of approximately 4,120 feet of 8-ft asphalt shared-use path along the south side of Shier Rings Road. The location of this project is on the south side of Shier Rings Road between Avery Road and Emerald Parkway. Additionally, approximately 100 feet of existing path is not usable and needs to be relocated. This connection will provide safe pedestrian access along Shier Rings Road and connects to the overall shared-use path system.

This project will include design, site acquisition, construction, landscaping and utility work. The project is reflected beyond the five-year program period.

ET211 Martin Road Shared-Use Path

This project provides for the design and construction of approximately 440 feet of 8-ft asphalt shared-use path on City-owned property between Martin Road and Welland Street. The connection provides pedestrian access from Martin Road to an existing sidewalk/street system on Welland Street (City of Columbus) and connects to Dublin's overall shared-use path system.

This project is programmed for construction in 2021.

ET212 University Boulevard Shared-Use Path

This project provides for the addition of approximately 2,500 feet of shared-use path along the newly relocated Cosgray Ditch, and around lot 4 of the University Boulevard, phase 2 plat. This path will allow public access to the greenspace area.

Design of the project is programmed in 2023, with construction programmed in 2024.

ET213 Trails End Sidewalk

This project provides for the addition of sidewalk along one side of Trails End Drive from Summit View Road to the north end of the street, which is approximately 2,600 feet. The project includes an allocation for potential utility relocation. The project will disturb existing landscaping, and will require driveway modifications. Residents will be requested to donate any required easements. Residents for walkability requested this project.

Design is programmed in 2022, with construction and utility relocation scheduled in 2023.



ET214 Wyandotte Woods Boulevard Narrowing

This project includes the design and construction of additional curb that narrows Wyandotte Woods Boulevard, and crosswalks. The location of the project is the intersections of Wyandotte Woods Boulevard and Silver Rose Court, and Wyandotte Woods Boulevard and Windy Hills Court. The intent of this project is to reduce vehicle speeds on Wyandotte Woods Boulevard, and makes it safer for pedestrians.

Project construction is programmed in 2021.



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14 | Transportation -
Bridges & Culverts





(MUNIS) PROJECT NO.	DESCRIPTION	2020	2021	2022	2023	2024	2025	TOTAL 2021-2025 (\$000)	BEYOND 2025 (\$000)	TOTAL TO BE BUDGETED
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TRANSPORTATION - BRIDGES AND CULVERTS**CAPITAL MAINTENANCE**

AT21C	Annual Vehicular Bridge Maintenance	1,000	1,275	500	1,320	1,255	1,000	5,350	1,100	6,450
AT218	Annual Pedestrian Tunnel Maintenance	60	450	70	475	60	415	1,470	255	1,725
AT19B	Concrete Sealing Maintenance	0	70	0	70	0	70	210	70	280
AT19D	Annual Culvert Maintenance	140	400	60	385	35	220	1,100	0	1,100
AT20H	Annual Pedestrian Bridge Maintenance	50	75	110	165	245	150	745	150	895
TOTAL		1,250	2,270	740	2,415	1,595	1,855	8,875	1,575	10,450

CAPITAL ENHANCEMENTS / NEW CAPITAL INFRASTRUCTURE

GR132	Scioto River Pedestrian Bridge	3,375	0	0	0	0	0	0	0	0
ET16B	John Shields Parkway Bridge	0	0	0	0	0	0	0	36,050	36,050
ET215	Tuller Road to Emerald Parkway Over 270 Crossing (TIF)	100	150	0	0	0	0	150	6,865	7,015
ET216	Crossing Over US33 West of Avery-Muirfield	0	150	0	0	0	0	150	0	150
TOTAL		3,475	300	0	0	0	0	300	42,915	43,215

2021-2025	TOTAL - BRIDGES AND CULVERTS	4,725	2,570	740	2,415	1,595	1,855	9,175	44,490	53,665
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2020-2024	TOTAL - BRIDGES AND CULVERTS	825	1,140	830	1,370	n/a
	\$\$ Difference	3,900	1,430	(90)	1,045	n/a
	% Difference	473%	125%	-11%	76%	n/a



TRANSPORTATION – BRIDGES AND CULVERTS CAPITAL MAINTENANCE

AT21C Annual Vehicular Bridge Maintenance

This project provides annual funding for vehicular bridge maintenance. By definition in the Ohio Revised Code, there are currently 91 vehicular bridges within Dublin corporation limits. Of those, City of Dublin is fully responsible for the maintenance and inspection of 56 bridges and responsible for the routine maintenance of eight bridges. The remaining bridges are maintained and inspected by the respective Counties, or ODOT. The bridge inventory is on-file in the Public Works Department. The most recent inspections were performed in 2019 by the Franklin County Engineer office on behalf of the City.

Preventive maintenance tasks are deck overlay, railing repair or replacement, replace superstructure, sealing, deck patching, and replace joints. Preventive maintenance is key to extending the life of the City's bridges. Some critical preventive maintenance tasks include deck sealing, joint cleaning, deck sweeping, cleaning drainage system, and cleaning and resetting the rockers. Many of these preventive maintenance tasks will be completed by City staffed maintenance crews; therefore, no annual CIP funds are budgeted for this purpose. A comprehensive Work Plan for Vehicular Bridge Maintenance, including condition scores is on-file in the Public Works Department.

The City's average general vehicular bridge condition appraisal is 7.6, with a goal of 7.

Vehicular Bridge Work Plan

Year / Work / Bridge	Number	Const Estimate
2021	3	\$1,175,000
Replace and Widen	1	\$1,011,000
Shawan Falls over S Fork Indian Run	1	\$1,011,000
Waterproof Asphalt Overlay	1	\$51,000
Emerald over N Fork Indian Run	1	\$51,000
Seal Deck - SRS	1	\$113,000
Emerald Pkwy over Scioto River	1	\$113,000
2022	1	\$281,000
Superstructure Replace	1	\$281,000
Monteray over Cosgray Ditch	1	\$281,000
2023	2	\$1,106,000
ODOT Participation	1	\$500,000
Bridge Street over Scioto River	1	\$500,000
Superstructure Replace	1	\$606,000
Brandonway over N Fork Indian Run	1	\$606,000
2024	2	\$1,106,000
Deck Overlay	2	\$1,106,000
Avery Rd over US33	1	\$1,089,000
Brand Rd over N Fork Indian Run	1	\$17,000
2025	1	\$999,000
Deck Overlay	1	\$999,000
Emerald over US33	1	\$999,000
Grand Total	9	\$4,667,000

Year	Number	Design	Construction	Total
2021	3	\$42,150	\$1,175,000	\$1,217,150
2022	1	\$165,900	\$281,000	\$446,900
2023	2	\$165,900	\$1,106,000	\$1,271,900
2024	2	\$149,850	\$1,106,000	\$1,255,850
2025	1	\$0	\$999,000	\$999,000

Note: Figures above do not include site acquisition and utilities. For budgeting purposes, amounts have been rounded.



AT208 Annual Pedestrian Tunnel Maintenance

This project provides annual funding for pedestrian tunnel maintenance, with design and studies in 2020, 2022, 2024, and repairs and maintenance programmed in 2021, 2023, and 2025. There are currently 30 pedestrian tunnels within Dublin corporation limits. Of those, 13 meet the Ohio Revised Code's definition of a bridge and are inventoried, and inspected as bridges with the maintenance programmed as part of Annual Bridge Maintenance. The remaining 17 pedestrian tunnels are included in this work plan. 14 of those tunnels are part of the Muirfield Association's path system and the remaining three tunnels are part of the Muirfield Country Club's path system. The City is responsible for the maintenance, repair, and replacement of all of these tunnels since they are an integral part of the City's roadway structure and they are located in the public right-of-way.

Typical maintenance work tasks included in this project are pipe lining, replacing stone facing on headwalls, removing and replacing headwalls, replacing guardrails, and patching corroded areas. Preventive maintenance for these structures includes keeping the path surface free of debris and water particularly at the interface of the path and pipe, keeping the concrete joints sealed, and addressing any erosion.



Typical headwall to be replaced and made vertical

A comprehensive work plan for Pedestrian Tunnel Maintenance, including condition scores is on-file in the Public Works Department.

The work plan is based on the most recent inspection data, and defines the work planned for each tunnel in order to meet the average condition goal of 80, which equates to "very good." The current average rating for all tunnels is 83.6. Currently, no tunnels are rated less than satisfactory.



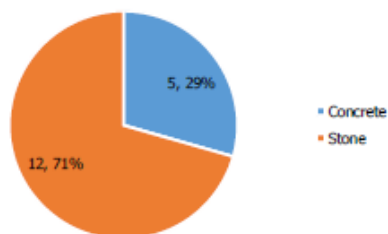
Average Tunnel Condition Score:	83.6	Goal: 80
Number Less Than "Satisfactory" (60):	0	Goal: 0

Year / Location / Work	Average of Condition Score	Total Estimate
2021	80.00	\$449,442
Carnoustie Dr North of Aryshire Dr	80.00	\$449,442
blast & seal; replace headwalls vertical	80.00	\$449,442
2023	80.00	\$472,500
Memorial Dr SW of Berkshire Ct	80.00	\$472,500
blast & seal; replace headwalls vertical	80.00	\$472,500
2025	79.17	\$413,720
Avery Rd South of Glick Rd	80.00	\$73,528
clean & line	80.00	\$73,528
Glick Road & Rothesay Dr	80.00	\$97,162
clean & line; stone headwall; resurface	80.00	\$97,162
Muirfield Dr South of Tarton Dr (Left)	80.00	\$60,535
blast & seal; end patching	80.00	\$60,535
Muirfield Dr South of Tarton Dr (Right)	80.00	\$60,535
blast & seal; end patching	80.00	\$60,535
Muirfield Dr South of Whittingham Dr (Left)	80.00	\$60,535
blast & seal; end patching	80.00	\$60,535
Muirfield Dr South of Whittingham Dr (Right)	75.00	\$61,425
blast & seal; end patching	75.00	\$61,425
Grand Total	79.38	\$1,335,662

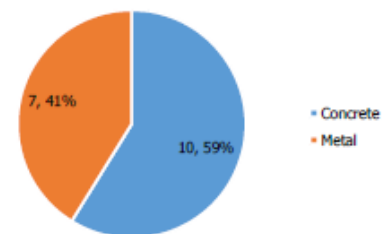
Total Funding Requests			
Year	Const. Est.	Design Est.	Total Est.
2021	\$449,442	\$0	\$449,000
2022	\$0	\$70,875	\$71,000
2023	\$472,500	\$0	\$473,000
2024	\$0	\$62,058	\$62,000
2025	\$413,720	\$0	\$414,000



Headwall Material Types



Tunnel Material Types



Note: For budgeting purposes, amounts have been rounded.

AT21B Concrete Sealing Maintenance

This project provides annual funding for the sealing of concrete where the sealer has deteriorated or the concrete has aged and needs refreshed but is otherwise in good condition. Concrete will be sealed with an epoxy urethane or a silane type sealer to provide a clean look and offer protection from weathering. Areas considered for sealing include barrier walls and bridge abutments. Sealing these concrete surfaces offers both aesthetic and preventive maintenance benefits to the structure being sealed. Concrete surfaces can also be sealed to eliminate graffiti.

Funding is programmed for this work on a biennial basis in 2021, 2023, and 2025.

AT19D Culvert Maintenance

This project provides funding for culvert maintenance and replacement. By definition of the Ohio Revised Code, City of Dublin is fully responsible for the maintenance of all culverts under public roadways within the city. For inventory purposes, a culvert is defined as a structure greater than a 3-foot span but less than a 10-foot span, under a



street or driveway, and open on both ends. Otherwise, the structure is inventoried as part of the City's storm sewer system.

Culvert inspections were performed on most City of Dublin maintained structures in the summer of 2019. There are currently 65 culverts within City of Dublin's corporation limits. Of those, fifty-six are maintained by the City and the remaining are maintained by ODOT. A comprehensive work plan based on the 2019 inspections for culvert maintenance, including condition scores is on-file in the Public Works Department.

Preventive maintenance activities for these structures includes keeping the culvert free of debris and addressing any erosion at the headwalls. Maintenance and replacement of the City's culverts are important to maintain storm water flow as well as guarantee the safety of the public using these structures.

Funding is programmed for this work with study and design in 2020, 2022, and 2024, and repair in 2021, 2023, and 2025. The locations selected for work have below average condition scores.

Year / Location	No.	Const Est
2021	2	\$397,000
Dublin Rd, S of Limerick Ln	1	\$89,000
Muirfield Ct	1	\$308,000
2023	3	\$385,000
6193 Dublin Road	1	\$111,000
Dublin Rd, N of Settlers Rd	1	\$130,000
Dublin Rd (SR745)	1	\$144,000
2025	1	\$219,000
Riverside Dr, N of Tuller Rd	1	\$219,000
Grand Total	6	\$1,001,000

Year	No.	Const.	Design	Total
2021	2	\$397,000		\$397,000
2022			\$58,000	\$58,000
2023	3	\$385,000		\$385,000
2024			\$33,000	\$33,000
2025	1	\$219,000		\$219,000

Note: For budgeting purposes, amounts have been rounded.

AT20H Annual Pedestrian Bridge Maintenance

This project provides funding for pedestrian bridge maintenance. This project does not include the new Dublin Link Bridge. The new bridge will not need any maintenance in 2021.

There are currently 68 pedestrian bridges within the Dublin corporate limits. The City is fully responsible for the maintenance and inspection of 40 of these bridges. The remaining bridges are maintained by private entities. City Staff inspect the pedestrian bridge inventory annually. A comprehensive work plan for Pedestrian Bridge Maintenance, including condition scores, is on-file in the Public Works Department. The average condition score of the City's inventory is 65, with a goal of 70.

Bridges are an expensive asset to replace and preventative maintenance is key to extending their useful life. Some critical preventive maintenance tasks include: keeping bridge free of debris, painting and staining wood, and repairing railings or loose floor boards. These type of tasks are able to be completed by City staffed maintenance crews.

Funding is programmed on an annual basis for design and repair work.



Year / Work / Bridge	Number	Sum of Deck Area	Construction Estimate
2021	2	563	\$76,000
Redeck & Railing	1	303	\$34,000
Behind retirement village	1	303	\$34,000
Replace	1	260	\$42,000
Corazon	1	260	\$42,000
2022	2	814	\$112,000
Redeck & Railing	1	454	\$52,000
Behind Caplestone	1	454	\$52,000
Replace	1	360	\$60,000
Brigids Close Dr	1	360	\$60,000
2023	3	952	\$163,000
Replace	3	952	\$163,000
At end of Settlers Place	1	468	\$80,000
Thaddeus Kosciuszko Park	1	368	\$63,000
W of Bellfield Dr	1	116	\$20,000
2024	3	1,843	\$247,000
Redeck & Railing	2	1,443	\$176,000
Connecting Forest Run Dr to Coventry Woods Dr path	1	1,040	\$127,000
Muirfield Dr & Tullymore Dr	1	403	\$49,000
Replace	1	400	\$71,000
Riviera	1	400	\$71,000
2025	2	972	\$149,000
Redeck & Railing	1	492	\$62,000
Hutchins Open Space	1	492	\$62,000
Replace	1	480	\$87,000
Riviera	1	480	\$87,000
Grand Total	12	5,143	\$747,000

Estimated Costs and Work Per Year						
Year	Number Projects	Deck Area (sf)	Const. Estimate	Design Estimate	R/W & Util. Estimate	Total Estimate
2021	2	563	\$76,000	\$0	\$0	\$76,000
2022	2	814	\$112,000	\$0	\$0	\$112,000
2023	3	952	\$163,000	\$0	\$0	\$163,000
2024	3	1,843	\$247,000	\$0	\$0	\$247,000
2025	2	1,843	\$149,000	\$0	\$0	\$149,000

Note: Design cost and right-of-way acquisition is not included in amounts in the table above. For budgeting purposes, amounts have been rounded.



TRANSPORTATION – BRIDGES AND CULVERTS

CAPITAL ENHANCEMENTS / NEW CAPITAL INFRASTRUCTURE

ET16B John Shields Parkway Bridge Over Scioto River

This project provides for the study, design and construction of a future vehicular bridge over the Scioto River between the I-270 and Bridge Street bridges, at the location of the new John Shields Parkway intersection with Riverside Drive. This future bridge will link destinations east and west of the Scioto River in order to facilitate local travel within the Bridge Street District. In addition to a new vehicular connection, the future bridge will provide additional pedestrian and bicycle connectivity across the Scioto River. A structure-type study began in February 2016 as part of a comprehensive evaluation of the floodway/floodplain impacts of the pedestrian bridge and other proposed parkland improvements. Funding includes a signal at Dublin Road and signal reconfiguration at Riverside Drive. The bridge span is approximately 715 feet long.

Reflected beyond the five-year program period is funding for design, project site acquisition (one parcel) and construction costs.

ET215 Tuller Road to Emerald Parkway Over I-270 Crossing

This project provides for an evaluation of a new crossing over I-270 from Tuller Road to Emerald Parkway. This is a result of the Sawmill/Snouffer Intersection Improvement Study. The location of the project is at the eastern most part of the Bridge Street District, connecting Tuller Road on the south side of I-270 with Emerald Parkway on the north side of I-270. The project includes analyzing the benefits of a new bridge over I-270 and is in lieu of widening Sawmill Road to 7-lanes (with support from the City of Columbus). This study will include an evaluation of the location of the bridge crossing; how the roadway network and associated land uses impact the Bridge Street District and connections to SR 161, and how to tie the bridge into Emerald Parkway to the north.

The study is programmed in 2020 and 2021, with a cost estimate for a new vehicular bridge reflected beyond the Five-year program period.

ET216 Crossing Over US 33 West of Avery-Muirfield Drive

The purpose of this project is to evaluate a new crossing over US 33 west of Avery-Muirfield Drive. This is a result of the traffic projections associated with the OSU Medical Center and University Boulevard projects. The project includes analyzing the benefits of a new bridge over US 33 between the interchange crossings at SR 161/Post Road and Avery-Muirfield Drive. An evaluation of the location of the bridge crossing, and how the roadway network and associated land uses are impacted will be analyzed.

The study is programmed in 2021.

15 | Transportation -
Streets & Parking





CITY OF DUBLIN | 2021-2025 | FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM

(MUNIS) PROJECT NO.	DESCRIPTION	2020	2021	2022	2023	2024	2025	TOTAL 2021-2025 (\$000)	BEYOND 2025 (\$000)	TOTAL TO BE BUDGETED
TRANSPORTATION - STREETS AND PARKING										
CAPITAL MAINTENANCE										
AT211	Annual Street Maintenance Program	6,300	6,615	6,945	7,295	7,660	8,040	36,555	8,445	45,000
AT21A	Annual Guardrail Replacement & Maintenance	155	190	110	240	165	240	945	0	945
AT217	Annual Parking Lot Maintenance	90	125	85	35	50	100	395	80	475
AT21E	Annual Retaining Wall and Decorative Wall Maintenance	130	125	50	50	50	50	325	50	375
AT21F	Annual Pavement Preventive Maintenance	565	585	605	630	655	680	3,155	680	3,835
AT18G	Traffic Signal Wiring and Cabinet Maintenance and Replacement	250	165	0	0	0	0	165	0	165
AT19I	Shier Rings Park Wall Rehabilitation	130	0	0	0	0	0	0	0	0
AT19J	Eiterman and Ballantrae Intersection Paver Repairs/Replacement	250	0	0	0	0	0	0	0	0
AT212	Hayden Run Wall and Fence Repair	35	250	0	0	0	0	250	0	250
AT214	Bridge Street Paver Maintenance	0	150	0	150	0	150	450	0	450
TOTAL		7,905	8,205	7,795	8,400	8,580	9,260	42,240	9,255	51,495

CAPITAL ENHANCEMENTS / NEW CAPITAL INFRASTRUCTURE

Street Projects:										
ET013	Tuttle Crossing Blvd. Ext.-Wilcox Road to Avery Road/Avery Road Widening - Tuttle Crossing to Rings Road East, phase 1 (TIF)	0	0	0	0	0	0	0	15,835	15,835
ET142	Avery Road Widening - Rings Road E. to Woerner Temple, phase 2 (TIF)	0	0	0	0	0	0	0	8,030	8,030
ET202	Avery Road and Rings Road/Cara Road Interim Intersection Improvement	625	2,500	0	0	0	0	2,500	0	2,500
ET066	Eiterman Road Relocation (TIF)	3,200	1,745	4,000	0	0	0	5,745	0	5,745
ET164	University Boulevard Extension, phase 3 (TIF)	200	0	0	0	0	0	0	1,800	1,800
ET517	Shier Rings Road Realignment - Eiterman Road to Avery Road (University Blvd, phase 2)	1,290	10,190	0	0	0	0	10,190	0	10,190
ET523	Perimeter Drive Widening - Holt Road to Commerce Parkway (TIF)	0	0	0	180	0	0	180	5,055	5,235
ET17H	Post Road to Frantz Road Intersection Study	0	0	0	0	0	0	0	8,500	8,500
ET17L	Rings Road Utility Burial (Churchman Rd to Eiterman Rd)	0	0	0	0	0	0	0	655	655
ET17M	River Forest Storm and Roadway Improvement	180	0	0	1,800	0	0	1,800	0	1,800
ET158	Sawmill Road - Snouffer Road Intersection Improvements	0	0	0	150	0	0	150	0	150
ET003	US33/SR161/Post Road Interchange	850	30,980	0	0	0	0	30,980	0	30,980
ET518	Hyland-Croy & Post Preserve Roundabout (TIF) (see Note B below)	0	0	270	0	1,940	0	2,210	0	2,210
ET092	Post Preserve Access Modification (TIF) (see Note B below)	0	0	25	1,570	0	0	1,595	0	1,595
ET089	Hyland-Croy / McKittrick Road Roundabout	0	0	400	2,100	0	0	2,500	0	2,500
ET157	Post Road Improvements	0	0	0	0	0	0	0	6,520	6,520
ET17U	Riverside Drive/Summit View Road Intersection and Shared-Use Path	0	0	0	0	225	0	225	1,885	2,110
ET16E	Comprehensive Wayfinding System - Phased City Wide	55	660	0	0	0	0	660	0	660
ET184	Rings Farms Public Streets and Utilities	0	0	0	0	0	0	0	3,900	3,900
ET185	Cosgray and Rings Roads Intersection Improvements	0	0	230	0	0	0	230	0	230
ET186	Riverside Drive at Martin Road Roundabout and Access Management	0	0	0	0	0	0	0	9,350	9,350

CAPITAL ENHANCEMENTS / NEW CAPITAL INFRASTRUCTURE

Street Projects (continued):										
ET187	Frantz Road Streetscape Improvements	0	0	0	0	0	0	0	1,130	1,130
ET188	West Bridge Street Area Improvements	0	0	0	0	0	0	0	475	475
ET181	Franklin Street Improvements & AEP South High Street Pole Line Removal and Relocation	0	70	530	0	0	0	600	0	600
ET203	Overhead Utility Removal - Southern Historic District	360	1,025	985	0	0	0	2,010	0	2,010
ET111	Railroad Quiet Zone, Houchard Road to Leap Road	0	0	0	0	0	0	0	25	25
ET17I	Shawan Falls Extension, phase 1	0	0	0	0	0	0	0	6,150	6,150
ET159	Dale Drive Rehabilitation	0	0	0	0	0	0	0	6,065	6,065
ET161	Tuttle Crossing Blvd., phase 2	0	0	0	0	0	0	0	900	900
ET811	Avery and Shier-Rings Road Intersection Improvement	1,890	7,020	0	0	0	0	7,020	0	7,020
ET193	Hyland-Croy Road Corridor Improvements (see Note A below)	0	1,250	3,200	10,420	0	0	14,870	0	14,870
ET204	Franklin Street Extension	0	400	2,655	0	0	0	3,055	0	3,055
ET217	Emerald Parkway at Emerald Parkway Campus Improvements (see Note A below)	45	0	0	240	2,240	0	2,480	0	2,480
ET218	Bridge Street at Corbin Mill and Shawan Falls Intersection Improvement	0	50	0	0	0	0	50	0	50
ET219	Frantz Road Alternative Transportation Lane	0	150	0	0	0	0	150	0	150
ET21A	Shier Rings Road and Eiterman Road Roundabout	0	0	0	150	150	1,200	1,500	0	1,500
ET21B	University Boulevard and Shier Rings Road Right Turn Lane	0	0	0	0	0	0	0	340	340
Parking Projects:										
ET17A	Smart Parking/Bridge Street District Parking Control/Metering Equipment	400	400	0	0	0	0	400	0	400
TOTAL		9,095	56,440	12,295	16,610	4,555	1,200	91,100	76,615	167,715

2021-2025	TOTAL - STREETS AND PARKING	17,000	64,645	20,090	25,010	13,135	10,460	133,340	85,870	219,210
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2020-2024	TOTAL - STREETS AND PARKING	28,915	12,705	14,610	20,815	9,000	n/a
	\$\$ Difference	(11,915)	51,940	5,480	4,195	4,135	n/a
	% Difference	-41.2%	408.8%	37.5%	20.2%	45.9%	n/a

Note A - Several jurisdictions will be involved in this project. A portion of the costs budgeted in the worksheet will be funded through outside sources.
Note B - Dependent on development and developer participation.

TRANSPORTATION – STREETS AND PARKING CAPITAL MAINTENANCE

Note: The funding source for the following projects is the Capital Improvements Tax Fund unless otherwise stated.

AT211 Annual Street Maintenance Program

Funding for this project provides an annual allocation for repairing the City's roadways. The Street Maintenance Program consists of replacement of deteriorated concrete curb and gutter, street base stabilization, milling of deteriorated pavement surfaces and placement of new asphalt pavement. There are currently 277.4 center line miles of city-maintained pavement with an equivalent 627 lane miles (assuming 12' lane width) within Dublin corporate limits; these numbers include all public roads, including state routes with the exception of I-270. All Dublin roadways have an asphalt wearing surface and nearly all streets are full depth asphalt; the remaining few instances are composite pavement. The pavement was inspected in 2019 by Transmap, Inc. using laser scanning technology to measure distress and calculate a Pavement Condition index (PCI) score. The current average PCI of the system is 77 with an overall system goal of 75, which equates to "good" condition. In addition, there is a goal of a minimum rating of 50 for local streets and 60 for all others.

The factors used to prioritize and select streets for inclusion in the program includes: existing pavement condition index, type and severity of deterioration, average daily traffic, functional classification of the street, annual maintenance costs, and expected economy of grouping streets by location to gain contractor efficiency and minimize neighborhood disruptions. Also the condition of the existing curb and gutters are evaluated. That work is aligned with the pavement work. A comprehensive work plan for Pavement Maintenance, including detailed condition scores, is on file in the Public Works Department. Routine maintenance is addressed by City staff including pothole patching, spot asphalt repairs, berm repairs, and spot concrete curb repairs.

The annual cost estimates funded in the five-year program are based on average per lane mile historical costs of Dublin resurfacing contracts. The Street Maintenance Work Plan is on-file in the Public Work's Department.

AT21A Annual Guardrail Replacement and Maintenance

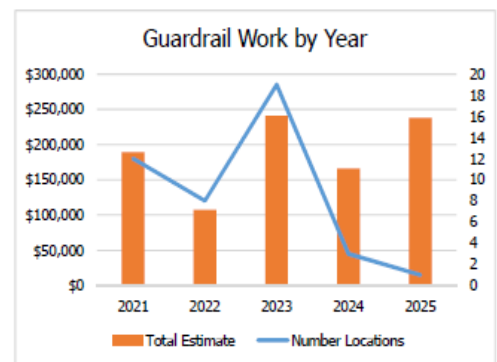
This project provides annual funding for the guardrails within the City of Dublin to be maintained and/or replaced in compliance with current standards. There are 250 guardrail locations within or touching the City limits. Of that total, the City of Dublin maintains 188 locations totaling nearly 30,000 feet of guardrail. The remaining locations are maintained by the State, Franklin county, or private entities. Of the guardrail maintained by City of Dublin, 61% are metal and the remaining 39% are wood.

A comprehensive inventory and inspection was performed in 2019 of the existing guardrails in the City of Dublin. A five-year Work Plan has been developed in support

of the funding requests, and is on file in the Public Works Department. The inspections take the condition of the rails and posts into consideration and also evaluate the alignment and protective coating conditions. The inspections also verify that the guardrail meets the height criteria. The average condition score is 76.4 which meets the goal of 70 or "good." Preventive maintenance is performed by City staff in the form of guardrail painting and clearing vegetation to prohibit and slow corrosion. Routine maintenance is performed by City staff by repairing minor damages.

Year / Work Type / Location	Score	Total Length	Number	Const Total
2021	59	1,983	12	\$177,000
Full Replace - Wood	55	1,359	9	\$177,000
AVERY RD	62	85	1	\$12,000
BRAND RD	50	117	1	\$16,000
BRISTOL PKWY	55	254	2	\$35,000
EMERALD PKWY	60	193	1	\$26,000
POST RD	48	274	1	\$38,000
SUMMIT VIEW RD	52	69	1	\$0
WAREHAM DR	59	367	2	\$50,000
Project Replacement	69	624	3	\$0
CARNOUSTIE DR	68	498	2	\$0
SHAWAN FALLS DR	72	125	1	\$0
2022	64	677	8	\$74,000
Full Replace - Metal	56	137	1	\$11,000
RIVERSIDE DR	56	137	1	\$11,000
Full Replace - Wood	60	446	5	\$63,000
ARYSHIRE DR	60	137	1	\$19,000
BRIGHT RD	58	41	1	\$6,000
GLICK RD	60	140	2	\$20,000
MEMORIAL DR	60	128	1	\$18,000
Project Replacement	77	94	2	\$0
MONTEREY DR	77	94	2	\$0
2023	66	2,187	19	\$221,000
Full Replace - Metal	71	483	3	\$38,000
DUBLIN RD	71	483	3	\$38,000
Full Replace - Wood	59	1,246	12	\$183,000
GLICK RD	60	231	1	\$36,000
MUIRFIELD DR	58	859	7	\$124,000
STOCKTON WAY	59	156	4	\$23,000
Project Replacement	84	458	4	\$0
BRANDONWAY DR	92	253	2	\$0
MEMORIAL DR	76	205	2	\$0
2024	67	951	3	\$130,000
Full Replace - Metal	81	182	1	\$15,000
RIVERSIDE DR	81	182	1	\$15,000
Full Replace - Wood	60	770	2	\$115,000
HYLAND-CROY RD	60	770	2	\$115,000
2025	74	1,549	1	\$238,000
Full Replace - Wood	74	1,549	1	\$238,000
BRAND RD	74	1,549	1	\$238,000
Grand Total	64	7,347	43	\$840,000

Year	Number Locations	Total Length	Const Estimate	Design Estimate	Total Estimate
2021	12	1,983	\$177,000	\$12,000	\$189,000
2022	8	677	\$74,000	\$34,000	\$108,000
2023	19	2,187	\$221,000	\$20,000	\$241,000
2024	3	951	\$130,000	\$36,000	\$166,000
2025	1	1,549	\$238,000	\$0	\$238,000



Note: Design costs are not included in the table above. For budgeting purposes, amounts have been rounded.

AT217 Annual Parking Lot Maintenance

This project provides for the maintenance of the City's parking lots. There are 97 inventoried public parking locations in the City of Dublin including lots and on-street parking locations. The public parking lots total approximately 6,172 parking spaces. (Note: due to the new construction in the Bridge Park area and the development in Historic Dublin, the inventory is still being updated.)

The average condition score of the parking lots is 69.5 with a goal of 70, which equates to "good." A comprehensive work plan for parking lot maintenance, including detailed condition scores is on file in the Public Works Department. The work plan was



based on 2019 parking lot inspection data. On-street parking is not included in these inspections or in this work plan. A portion of the work plan funding is set aside for preventive maintenance activities which include crack sealing and sealcoating. These preventive maintenance strategies will help preserve the life of the parking lots by helping to seal out water to prevent subgrade saturation and freeze-thaw damage. Routine maintenance is performed by City staff and includes lot sweeping, minor curb repairs, spot asphalt repairs, drainage repairs, and minor striping. An annual funding amount is reflected during the five-year program period based on projects to be completed by year.



Historic Dublin public parking lot

Year & Work	No. Lots	Const Estimate
2021	10	\$127,217
Resurface	1	\$104,313
DCRC West Overflow Lot	1	\$104,313
Striping	9	\$22,904
Darree Fields Ball Diamond East Lot	1	\$503
Darree Fields Lot	1	\$457
Darree Fields Soccer East N Lot	1	\$4,572
Darree Fields Soccer East S Lot	1	\$4,160
Darree Fields Soccer Restroom Lot	1	\$1,554
Donegal Cliffs Park Lot	1	\$777
Indian Run Falls Lot	1	\$869
Service Complex Front Lot	1	\$7,452
South Pool North Lot	1	\$2,560
2022	2	\$85,873
PM - Crackseal and Sealcoat	2	\$85,873
Service Complex Rear Drive	1	\$13,955
Service Complex Rear Lot	1	\$71,918
2023	3	\$36,021
PM - Crackseal and Sealcoat	3	\$36,021
Darree Fields Miracle League Lot	1	\$9,058
Darree Fields SE Entrance Drive	1	\$14,932
Darree Fields West Entrance Drive	1	\$12,031
2024	4	\$48,708
PM - Crackseal and Sealcoat	3	\$44,348
Darree Fields Soccer Center N Lot	1	\$12,767
Darree Fields Soccer Center S Lot	1	\$12,865
Quad 5	1	\$18,716
Resurface	1	\$4,360
Woods of Brighton Park Lot	1	\$4,360
2025	8	\$97,591
PM - Crackseal and Sealcoat	8	\$97,591
5800 Building West Lot	1	\$18,191
Darree Fields NE Entrance Drive	1	\$10,510
Darree Fields Soccer West Lot	1	\$39,556
Darree Water Tower North Lot	1	\$3,574
Dublin Arts Center Lot	1	\$10,134
Service Center Side Lot	1	\$7,311
Town Center I Parking Lot	1	\$7,840
Town Center II Parking Lot	1	\$475
Grand Total	27	\$395,410

Year	No. Lots	PM Work	Const Work	Total
2021	10	\$23,000	\$104,000	\$127,000
2022	2	\$86,000	\$0	\$86,000
2023	3	\$36,000	\$0	\$36,000
2024	4	\$44,000	\$4,000	\$48,000
2025	8	\$98,000	\$0	\$98,000

Note: Design costs are not included in the table above. For budgeting purposes, amounts have been rounded.

AT21E Annual Retaining Wall and Decorative Wall Maintenance

This project provides annual funding for maintenance of the City's retaining and decorative walls. In August 2016, an inventory of all the walls in Dublin was conducted with an update in 2017; walls 36" or taller and adjacent to the roadway were inventoried. Walls inside parks or any other location not near the roadway right-of-way were not inventoried. There are 254 wall locations within the City limits totaling approximately five miles in length. Of that total, the City of Dublin maintains 154 wall locations totaling 18,000 feet. The remaining locations are maintained by Franklin County or private entities. The vast majority of the wall types are stone. There is also a significant number of concrete walls as well as a few timber walls and mechanically stabilized earth walls. The focus of the retaining wall work plan is to address and prioritize structural problems while also focusing on the aesthetics of the wall. Preventative maintenance is mainly performed through our concrete sealing contract.

A comprehensive work plan for Wall Maintenance, including detailed condition scores is on file in the Public Works Department.

Funding is programmed for this project on an annual basis for repair, design and construction.

AT21F Annual Pavement Preventive Maintenance

Funding this project provides for the annual pavement preventive maintenance (PM) in the form of crack sealing, spot repair, pavement rejuvenators and other strategies. Preventive maintenance is a planned strategy of cost effective treatments to an existing roadway system that preserves the system, decelerates future deterioration, extends the service life, and maintains or improves the functional condition of the system without substantially increasing structural capacity. Pavement preventive maintenance treatments reduce the amount of water infiltrating the pavement structure, protect the pavement system, slow the rate of deterioration, or correct surface deficiencies such as roughness and non-load related distress. Applied at the proper time, preventive maintenance treatments are proven to prolong the life of pavements at a lower user cost.

The annual allocation cost estimates funded in the five-year program are based on dividing the square yards of pavement that meet the PM criteria by five years and multiplying by the average PM costs and inflated using ODOT's inflation calculator.

AT18G Traffic Signal Wiring and Cabinet Maintenance and Replacement

This project provides funding for the replacement of traffic signal controller cabinets and replacement of traffic signal wire at existing traffic signal locations. This work is necessary due to aging of the infrastructure, upgrading equipment, or needing to improve maintenance access.

Funding provided for contracted wiring work in 2021 is at Riverside Drive (SR 257) at Summit View Road.

AT19I Shier Rings Park Wall Rehabilitation

This project provides funding for rehabilitation of the cast-in-place concrete and stone veneer walls surrounding portions of the pond located at Shier Rings Park. The stone veneer has begun to delaminate from the concrete and is posing a concern at the edge of the water. The best course of action is to modify the wall height and replace the stone veneer.

Funding is programmed in 2020 for design and repair/construction.

AT19J Eiterman and Ballantrae Intersection Paver Repairs and Replacement

This project provides funding to remove and re-use and/or replace the pavers at the intersection of Eiterman Road and Ballantrae Place. The pavers will be removed and placed on a new base. The existing intersection has isolated areas of shifting pavers, causing the intersection to fail both aesthetically and structurally.

Design and construction is programmed in 2020.

AT212 Hayden Run Wall and Fence Repair

This project provides for the repair and replacement of capstones on the top of the stone wall on the north-east corner of Hayden Run and Dublin Road, and will replace corroded fence posts and anchors. Leaning sections of fence will be re-set. The wall length is estimated at 700 feet long.

Study and design of the project is programmed for 2020, with construction and repairs planned in 2021.

AT214 Bridge Street Paver Maintenance

This project includes the reconstruction of damaged or settled brick pavers within the Bridge Street District.

A biennial allocation is programmed for these repairs starting in year 2021.

TRANSPORTATION – STREETS AND PARKING CAPITAL ENHANCEMENTS / NEW CAPITAL INFRASTRUCTURE

Street Projects:

ET013 Tuttle Crossing Boulevard Extension – Wilcox Road to Avery Road / Avery Road Widening – Tuttle Crossing Blvd. To Rings Road East, Phase 1

This public infrastructure project provides for the extension of Tuttle Crossing Boulevard from its current terminus at Wilcox Road to Avery Road. The project includes the construction of a four-lane boulevard with curb and gutters, bikeway, sidewalk, street lights, traffic signals, a multi-use tunnel and landscaping.

Site acquisition and improvements continue to be on-going. However, the project construction and related landscaping is reflected beyond the five-year program and in on-hold until funding sources can be fully identified.

ET142 Avery Road Widening – From Rings Road east to Woerner Temple Road, Phase 2

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 feet in length; street lighting; and a bridge over Cramer Ditch. The widening will tie into the Tuttle Crossing Boulevard and Avery Road improvements project, just north of Rings Road west.

Project design, site acquisition and construction are reflected beyond the five-year period.

ET202 Avery Road and Rings Road/Cara Road Interim Intersection Improvement

This project provides for a temporary intersection improvement at the intersection of Avery Road and Rings Road/Cara Road. The project includes a traffic signal and left turn lanes on each approach, with right turn lanes added for eastbound and southbound traffic. Right-of-way needs for this project fit within the Tuttle Crossing Boulevard Extension and Avery Road Improvements project, which are currently being acquired.

Traffic at the intersection of Avery Road and Rings Road/Cara Road is congested, particularly in the peak hours. The intersection is currently stop sign controlled on the side streets, Rings Road and Cara Road. Avery Road is a free flow movement. There are single lane approaches on all four legs. The interim solution is not intended to service the long-term traffic. Additional through lanes on Avery Road will be needed long-term, as planned with the Tuttle Crossing Boulevard and Avery Road Improvements project and the Avery Road Widening between Rings Road and Woerner Temple Road project.

Funding is programmed for project design in 2020 and construction in 2021.

ET066 Eiterman Road Relocation

This project provides the phase 1 street and utility infrastructure necessary for the Ohio University (OU) Dublin Campus development being planned on the east side of the current campus. The project includes funding for the relocation of Eiterman Road from the S.R. 161/Eiterman Road roundabout project south around the OU campus. Work includes the burial of overhead utilities along Eiterman Road.

Budget estimates are based on Preliminary Concept Planning – OU Dublin Campus, dated January 15, 2020. The project funding is programmed in 2021 for design and 2022 for construction.

Funding for this project is planned from the West Innovation TIF.

ET164 University Boulevard Extension, Phase 3

This project provides the next phase of University Boulevard, south of S.R. 161. The project provides funding for extension of 1,375 feet of roadway to support development of the OU campus. Relocated Eiterman Road will connect with University Boulevard Phase 2.

Design of the project was programmed in 2020. Movement of the project is development dependent. Construction and landscaping are reflected beyond the five-year program period. Funding for this project will be advanced. As funds become available, service payments from the Ohio University (OU) TIF will repay the advance(s).

ET517 Shier Rings Road - Eiterman Road to Avery Road (University Blvd., Phase 2)

This project provides programming for the upgrade of the existing two lane road with ditches to a four to five lane road (divided with median) with curbs and gutters within 100 feet of the right-of-way. Possibly a roundabout will be installed at Eiterman Road/Shier Rings Road. Approximately 1,400 ft. of existing Shier Rings Road will be affected and 3,500 ft. of new roadway (University Boulevard) will be constructed.

City Council approved Ordinance 5-16 authorizing the purchase of 73.650 acres, more or less, located at 6600 Shier Rings Road. The timing of the development of this property impacts the need for infrastructure improvements.

Site acquisition, utility relocation, construction and landscaping in 2021. The construction start specified in the EDA is February 2021. The major funding sources for this project will include developer contributions, and General Fund transfers.

ET523 Perimeter Drive Widening - Holt Road to Commerce Parkway

This project widens approximately 3,300 linear feet of Perimeter Drive from Holt Road to Commerce Parkway from an existing three lanes to four to five lanes to address

increased traffic volume, delay, and reduced safety on Perimeter Drive. This improvement supports the commercial corridor along Perimeter Drive. Utilities are already buried along Perimeter Drive. The proposed right-of-way width is 100 feet. There is approximately 90 feet already in place. An additional 10 feet along the north side of Perimeter Drive will be required when the project advances.

The final design is programmed in 2020 with right-of-way acquisition is funded in 2022. Utility relocation and construction is reflected beyond the five-year program period. This project will be funded through service payment revenue received from the Perimeter Center TIF.

ET17H Post Road to Frantz Road Intersection Study

This project provides funding to study the realignment of Post Road to create an intersection with Kilgour Place that is further north of the existing intersection near S.R. 161. This will also provide an alternative route at some future point when S.R. 161/Frantz Road/Post Road intersection is reconstructed. This is approximately 1,550 feet of reconstruction and realignment.

This project is reflected beyond the five-year program period. Outside funding sources will be pursued for the future construction costs of this project.

ET17L Rings Road Utility Burial (Churchman Road to Eiterman Road)

This project is the relocation of overhead utilities on AEP power poles to underground conduits and vaults on the north side of Rings Road between the west side of Churchman Road roundabout and the east side of Eiterman Road to 6236 Rings Road, which is where the Tuttle Crossing Boulevard extension project ends burying overhead utilities. Overhead utilities will be placed underground with the Tuttle Crossing Boulevard extension project from Rings Road to Woerner Temple Road, including Rings Road between Eiterman Road and Avery Road.

This project will place the remaining underground aerial utilities within the City of Dublin's corporation limit along Rings Road from west of the Churchman Road/Rings Road roundabout to 6236 Rings Road.

Design, site acquisition, construction and costs of other appurtenances are reflected beyond the five-year program period.

ET17M River Forest Storm and Roadway Improvements

This project provides funding for improvement to roadside drainage and rehabilitation of roadways in River Forest. Over time, the ditches in this area have been filled in by residents causing the roadway not to drain properly. The project includes installation of storm piping, removal or modification of enclosed ditches, and reconstruction of roadways. Locations for the work is Ashford Road, Indian Hill Road, River Forest Road, and Bennett Court.

Project design is programmed in 2020 with construction funded in 2023.

ET158 Sawmill Road – Snouffer Road Intersection Improvements

This project funded an evaluation of the intersection access at the Sawmill Road and Snouffer Road intersection. This intersection is located near the Dublin Village Center shopping center which has been struggling for years. This evaluation is to determine what, if any modifications to the intersection access and configuration are possible. The intersection improvements are not currently funded, and the study was completed for future planning purposes.

Funding programmed in 2023 provides for a study/design of bridge alternatives for a new bridge over I-270 from Tuller Road to Emerald Parkway. This project also includes funding a bridge study to determine what type of bridge would be best across I-270 in this area, as well as a traffic analysis to determine how the new bridge would tie into Emerald Parkway. Costs have not been included in the five-year program period for a new vehicular bridge (*see the Bridges and Culverts Tab in the CIP*).

ET003 U.S. 33/S.R. 161/Post Road Interchange

This project provides for U.S. 33/S.R. 161/Post Road interchange ramps and terminal intersections previously approved by the Federal Highway Administration and Ohio Department of Transportation. The project will provide needed interchange capacity.

Funding is programmed in 2020 for added design cost to complete phase two detailed design drawings, and right-of-way acquisition for a property along Liggett Road and other necessary temporary easements.

Funding for the construction of the project is currently planned as follows:

Union County Contribution	\$1,000,000
Developer Contribution (OSU)	1,250,000
Developer Contribution (FedEx)	1,500,000
ODOT – 6	880,000
MORPC Attributable Funds	10,000,000
TRAC 2016 Funds	7,000,000
TRAC 2019 Funds	4,250,000
Union County Additional Local Share (tentative)	2,500,000
Perimeter Center TIF	2,600,000

The City's contribution towards the project construction is approximately \$2,600,000 of the entire project, from the West Innovation TIF and the Perimeter West TIF. Construction is shown in 2021, however, it is dependent on the receipt of outside funds.

ET518 Hyland Croy and Post Preserve Roundabout

This project provides funding for a roundabout at a new intersection on Hyland Croy Road for the new entrance to the Post Preserve subdivision.

Design is programmed in 2022, and will be funded through the Perimeter West TIF. Construction is programmed in 2024, and it is currently anticipated that rights-of-way will be donated.

ET092 Post Preserve Access Modification

This project provides for extending and connecting Springview Lane and Stillhouse Lane, and then extending the roadway to Hyland-Croy Road (based on City Council motion on November 20, 2006). The project will also bury existing overhead power lines along the east side of Hyland-Croy from Post Road to the access point.

This project is required by ODOT to eliminate the Post Preserve Boulevard intersection with Post Road due to a change in limited access right-of-way for the upgraded interchange at U.S. 33/S.R. 161/Post Road.

Study and design is programmed in 2022, with construction and landscape reflected in 2023.

ET089 Hyland-Croy Road/McKittrick Road Roundabout

This project will improve an existing two lane country road into a single lane roundabout with curb and gutters, street lights, crosswalks, storm drainage and landscaping. The roundabout will increase intersection capacity, improve sight visibility, and decrease traffic congestion.

Site acquisition is programmed in 2022. Construction, utility relocation and landscaping is programmed in 2023. The developer of Tartan Ridge has contributed \$118,125 towards this project (per development requirement).

ET157 Post Road Improvements

This project will improve Post Road between Perimeter Drive and Avery-Muirfield Drive providing a standard three lane curb and gutter section. This 3,400 feet section of Post Road serves commercial areas, churches, single family residential, and senior living establishments. The funding includes landscaping, sidewalk, shared-use path, curbs and gutters, enclosures of existing ditches, storm sewers, extension of existing box culvert, and street lights. Project funding also includes AEP burial of overhead utility lines. This improvement project will enhance traffic capacity, provide increased pedestrian/bicycle mobility, and provide access to commercial properties.

Funding for design, right-of-way or easement acquisition, utility work, construction and other appurtenances of the project are shown beyond the five-year program period.

ET17U Riverside Drive/Summit View Road Intersection and Shared-Use Path Improvement

This project will widen Riverside Drive (S.R. 257) at Summit View Road to provide for installation of a left turn lane, re-create ditches, and add signalization and landscaping. Also, 750 feet of roadway on Summit View Road will be resurfaced with rigid concrete

pavement to correct a maintenance concern with the flexible pavement. The shared-use path will connect to the south of Summit View Road and extend to the northern limit of roadway work of this project, thus connecting the shared-use path east of Summit View Road on the north side of that road.

Funding for design is programmed in 2024, with right-of-way or easement acquisition, construction and other appurtenances of the project shown beyond the five-year program period.

ET16E Comprehensive Wayfinding System – Phased Citywide

This project includes the design and implementation of a comprehensive wayfinding system to be designed as a modular, cost effective, and maintainable program of signs. The system will welcome and guide visitors from “highway to hallway” with an integrated multimodal system of signs to include directional signage (vehicular, pedestrian), integrated mapping system, parking connectivity, and Bridge Street District traffic control and street name signs. Aesthetically, the system design builds on the City of Dublin brand, the unique architectural and streetscape character of historical City of Dublin, and the future Bridge Street District streetscape standards. Future sign-types could include: vehicular gateways, bike, and transit signage.

The Master Sign Plan and key destinations were reviewed in the April 6, 2015 City Council Work Session. The phased plan is as follows:

Phase 1A: Bridge Street District — Riverside Drive and S.R. 161 roundabout, John Shields Parkway (Riverside Drive to Village Parkway).

Phase 1B: Bridge Street District — (All other areas of BSD outside the phase 1A project limits), and extending beyond BSD to include Riverside Drive North of Tuller Road to east at Sawmill, and Coffman Park area West of BSD.

Phase 2A-D: Remaining areas of the City outside Phase 1A + 1B zones, phased in four sections: 2A, 2B, 2C, and 2D.

The remaining phases of the project have been consolidated to one larger project more attractive to bidders. Funds are programmed in 2020 to provide for study and design of phases 2B through 2D. Funds are programmed in 2021 to provide for construction of 2A through 2D which finalizes the project.

ET184 Rings Farm Public Streets and Utilities

This project will construct approximately 2,400 feet of new public roadway, including a new culvert, sidewalks, and shared-use paths. Also included is the widening of Shier Rings Road to provide for installation of a left turn lane into the project area. This project is located at 6600 Shier Rings Road on acreage owned by the City. Constructing these roadways and installation of utilities will make this City-owned site development ready, enabling the City to attract commercial development to the site.

Construction is reflected beyond the five-year program period and is dependent on development.

ET185 Cosgray and Rings Road Intersection Improvements

This project programs preliminary engineering to review the alternatives and possible improvements to this offset intersection at Cosgray Road and Rings Road east and west. As annexation and development increase in the general area of this intersection, improvements will be needed to properly manage the increase in traffic volumes. The City has received increased inquiries about this intersection.

Funding for a preliminary engineering review is programmed in 2022. Costs beyond the preliminary review have not been estimated or programmed.

ET186 Riverside Drive at Martin Road Roundabout and Access Management

This project provides for the installation of a roundabout at the Riverside Drive and Martin Road intersection, near S.R. 161. Access issues and driveway management issues are the driver for this project. All driveways between Martin Road and S.R. 161 will be right-in/right-out only, and a median will be installed on Riverside Drive. Left turns from driveways on Riverside Drive will be prohibited, U-turns will be allowed at the roundabouts at Martin Road and S.R. 161. This will ease turning movements to/from Martin Road to/from Riverside Drive, particularly during peak periods. Project alternatives were analyzed from the driveway perspective including connecting parking lots behind buildings, adding a merge lane on southbound Riverside Drive, moving the merge point for the southbound bypass lane to be closer to S.R. 161. However, the best course of action has been put forward for the project.

Funding for the project is reflected beyond the five-year program period.

ET187 Frantz Road Streetscape Improvements

This project will design and construct streetscape improvements along Frantz Road between Tuttle Road and Bridge Street. The draft Corporate Area Plan – Special Area Plan Update (2017) established a strategy to “refresh” Frantz Road streetscape to better reflect the gateway nature of this important City corridor. The improvements included are landscaping at the public street intersections, median landscaping, wayfinding sign system, enhanced crosswalks at the existing public street intersections, repairs to deficient sidewalk sections, and two enhanced mid-block crosswalks.

Funding for landscaping, construction and other improvements is shown beyond the five-year program period. Funding will be reconsidered as development within the area generates TIF revenues to fund the project.

ET188 West Bridge Street Area Improvements

This project will implement the recommendations from the West Bridge Street Framework Plan (when it is adopted). These improvements may include (but is not limited to) streetscape enhancements, roadway improvements, landscaping, pedestrian mobility options, parking, utility conflict resolution planning, and traffic calming. The

project encompasses the area of West Bridge Street from Franklin Street to I-270, with an emphasis in the next few years on the areas east of Corbin Mill to Franklin Street.

Funding shown beyond the five-year program period reflects an estimate for design and studies. Cost estimates for construction and implementation is unknown at this time. Adjustments for such will be needed when final recommendations are made with the final plan, and when developing the scope of work with consultants.

ET181 Franklin Street Improvements & AEP South High Street Pole Line Removal and Relocation

This project provides funding to add sidewalks to both sides of Franklin Street from Waterford Drive north to the Historic District and will incorporate the Franklin Street Crosswalk at Bridge Street including curb ramp work for ADA compliance. This project will also be coordinated with the timing of the Franklin Street resurfacing work identified in the Street Maintenance Program, and with AEP for utility work needed on Franklin Street (ET203) to accommodate the burial/removal of the existing overhead lines on South High Street from Bridge Street to Waterford Drive.

Design is programmed in 2021 with construction in 2022 for the Franklin Street improvements. It is anticipated that easements will be acquired through donations. The cost of any additional easements for other utilities has not been included.

The work for the AEP South High Street pole line removal and relocation is programmed in 2022.

ET203 Overhead Utility Removal – Southern Historic District

This project provides for the continuation of removal of overhead utilities in the Historic District by relocating overhead utilities along Franklin Street, South High Street, and South Riverview Street. This work will be completed in three phases: phase 1 – Franklin Street; phase 2 – South High Street. These phases must be completed in that order. Phase 3 is South Riverview Street, which can be done independently at a separate time. This work will be done by AEP in coordination with project ET181.

Design is programmed in years 2020 through 2022 for the various phases, with construction and necessary site improvements programmed in 2021 and 2022. Phase 3 is shown beyond the five-year program period.

ET111 Railroad Quiet Zone – Houchard Road to Leap Road

This project provides funding for added supplemental safety measures such as medians or extra gates at each public road/rail crossing. Once installed, train warning whistles would not routinely sound along the CSX line for seven consecutive crossings. The crossings include Houchard Road, Cosgray Road, Rings Road, Avery Road, Hadyen Run Road, Davidson Road and Leap Road. There are various jurisdictions involved, including Franklin County, City of Columbus, and the City of Hilliard. The quiet zone at Davidson Road, and Leap Road are already in place.

Funding for the project is reflected beyond the five-year program period.

ET17I Shawan Falls Extension, Phase 1

This project provides funding for the extension of Shawan Falls and Rock Cress for the purpose of providing an alternative route when S.R. 161/Frantz Road /Post Road intersection is constructed, and includes construction of .65 lane miles of roadway. Work includes the design and reconstruction of the Shawan Falls Bridge over the South Fork of Indian Run. Right-of-way acquisition will be needed from the Federal Post Office property and from OCLC.

Funding for the project is reflected beyond the five-year program period.

ET159 Dale Drive Rehabilitation

Funding for this project provides for the reconstruction of 3,000 feet of roadway and other public utilities in accordance with the Bridge Street District standards. The site location is on Dale Drive from S.R. 161 to Tuller Road. This is not a signature street. The need for the development of this roadway will be commensurate with development of the adjacent property.

Design and construction of this project is reflected beyond the five-year period. The need for this project will be monitored as development occurs, and funding is available.

ET161 Tuttle Crossing, Phase 2

This project provides funding for preliminary design to extend Tuttle Crossing Boulevard from Cosgray Road to Avery Road. This section of roadway, approximately 1.5 miles, will cross the CSX railroad tracks and will be necessary to determine whether the crossing will be via a bridge or a tunnel. Exploration of these alternatives will be included in the preliminary engineering for the project.

Detailed design cost is reflected beyond the five-year program period. Construction costs are unknown at this time and not reflected.

ET811 Avery Road and Shier Rings Road Intersection Improvement

This project includes the design and construction for a multi-lane roundabout at the intersection and relocation of Old Avery Road to maintain access to the existing commercial businesses. The existing traffic and proposed development along the Shier Rings Road corridor will prompt the need for increased capacity of the roadway.

Funding for design of this project is programmed in 2020, with site acquisition, utility relocation, and construction is programmed in 2021.

The funding source for this project will be through the Innovation TIF, Perimeter Center TIF, grants and developer contributions, and the Capital Improvements Tax Fund as necessary.

ET193 Hyland-Croy Road Corridor Improvements

This public infrastructure project includes the study, design and construction for the widening and improvement of Hyland-Croy Road between Post Road and Brand Road. The existing traffic and proposed development along this corridor will outpace the capacity of the roadway. The project includes widening the roadway, and intersection improvements where necessary. The current funding level is based on planning level estimates (City of Dublin typical standards) for the four lane section, with median, curb and gutter, and bike and pedestrian facilities. However, Dublin staff will continue to work with Union County officials to develop options for the future of Hyland-Croy Road. A significant funding “gap” exists for this project. The City’s contribution, as provided in this Capital Improvement Program is estimated at 25% of the project cost. It is expected that multiple jurisdictions and funding sources will be involved. Project partners include Union County and several developers that have contributed or will contribute through infrastructure agreements.

Design is programmed in 2021, site acquisition and utility work in 2022, and construction in 2023. However, this project will be contingent on funding.

ET204 Franklin Street Extension

This project provides for the extension of Franklin Street between Bridge Street and North Street and includes 480 feet of new roadway. The project incorporates a new traffic signal on Bridge Street, the removal of the mid-block crosswalk and an ADA upgrade to the signal at Bridge and High Streets. This will add connectivity in the Historic District and aid in circulation and access to the new parking garage. Costs programmed in 2021 includes the design, with construction in 2022.



ET217 Emerald Parkway at Emerald Campus Improvements

This project provides for improvements at the main driveway at the Dublin City School District’s Emerald Campus. This project is based on a joint study performed between the City and School District for roadway improvements at this location. The study showed east-west Emerald Parkway traffic operations are acceptable, however there is a delay at busy School District peak times in exiting the driveway to the left. The

study reviewed several alternatives. Coordination with the School District will continue to determine the best course of action.

Programming in 2023 provides for design, with construction shown in 2024.

ET218 Bridge Street at Corbins Mill and Shawan Falls Drive Intersection Improvement

The project includes replacement of all traffic signal infrastructure at the intersection of Bridge Street at Corbins Mill and Shawan Falls Drive including upgraded traffic controllers and new Historic Dublin mast arm signal support system; radar-based detection systems to mitigate issues with overhead power lines that interfere with loop detectors. This infrastructure is from mid-1990 and needs to be replaced for better efficiency and maintainability.

Funding is provided for this project in 2021.

ET219 Frantz Road Alternative Transportation Lane

This project provides for a study to investigate the possibility of introducing an alternative transportation lane on Frantz Road between Tuttle Crossing Boulevard and US 33/ SR 161 / Bridge Street. This project will be based on a feasibility study being performed in 2020 to provide an option for roadway users outside of the vehicular travel lanes and the sidewalks and shared-use pathways. Costs for investigating alternative infrastructure is programmed in 2021. Costs for improvements are not yet determined and therefore not included for this project.

ET21A Shier Rings Road and Eiterman Road Roundabout

This project will convert an existing 4-way stop controlled intersection into a single lane roundabout with curb and gutter, street lights, crosswalks, storm drainage, and landscaping. This project will increase the intersection capacity.

Design is programmed in 2023, site acquisition and utility relocation in 2024, and construction programmed in 2025.

ET21B University Boulevard and Shier Rings Road Right Turn Lane

This project provides for the addition of a right turn lane to the south leg of University Boulevard and Shier Rings Road roundabout. As development occurs to the west, the addition of a right turn lane to the south leg of the roundabout may become desirable.

This project is reflected beyond the five-year program period.

Parking Projects:

ET17A Smart Parking Infrastructure

This project provides funding for the procurement and installation of smart parking equipment and infrastructure. Examples include EV charging stations (both Level two and DC Fast Charging stations) that are designed to charge electric vehicles quickly, parking sensors and/or cameras, license plate readers, signs, combo parking/pedestrian sensors, and other technologies needed to support this initiative.

This project encompasses various locations throughout the City of Dublin, but the focus areas include: downtown City of Dublin, City Hall, DCRC, or other key public parking locations.

The project provides control and facilities turnover for businesses, and will utilize products identified in the Downtown Parking Management Study, implementation phase, led by the City's Planning division. If the advanced dynamic smart parking management system and enforcement pilot is not successful, parking meters/kiosks may be installed.

Installation of this equipment is programmed in 2020. Additional funds were added in 2021 for studies and design to review the various types of innovative technology that may be used.



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CITY OF DUBLIN | 2021-2025 | FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM

(MUNIS) PROJECT NO.	DESCRIPTION	2020	2021	2022	2023	2024	2025	TOTAL 2021-2025 (\$000)	BEYOND 2025 (\$000)	TOTAL TO BE BUDGETED
UTILITIES - WATER DISTRIBUTION SYSTEM										
CAPITAL MAINTENANCE										
EW172	Tartan West Water Tank Re-Painting	0	400	0	0	0	0	400	0	400
	TOTAL	0	400	0	0	0	0	400	0	400
CAPITAL ENHANCEMENTS / NEW CAPITAL INFRASTRUCTURE										
AW101	Water Line Replacement	600	75	600	75	625	25	1,400	0	1,400
EW176	Water Line Extensions - Area 4A	15	0	0	0	0	0	0	520	520
EW178	Water Line Extensions - Areas 3A & 8A	0	0	0	90	0	0	90	1,115	1,205
EW179	Water Line Extensions - Areas 2B & 2C	0	0	0	0	300	0	300	945	1,245
EW17A	Water Line Extensions - Area 8C	0	0	0	0	0	0	0	380	380
EW191	Water Line Extensions - Areas 9 & 10B	0	0	0	0	0	140	140	950	1,090
EW192	Water Line Extensions - Area 10A	0	0	0	0	0	0	0	425	425
EW193	Riverside Drive 12" Water Main Extension - Area 22	0	0	0	0	0	0	0	195	195
	TOTAL	615	75	600	165	925	165	1,930	4,530	6,460
2021-2025	TOTAL - WATER	615	475	600	165	925	165	2,330	4,530	6,860
2020-2024	TOTAL - WATER	1,685	980	465	600	75	n/a			
	\$\$ Difference	(1,070)	(505)	135	(435)	850	n/a			
	% Difference	-63.5%	-51.5%	29.0%	-72.5%	1133.3%	n/a			



UTILITIES – WATER DISTRIBUTION SYSTEM CAPITAL MAINTENANCE

Note: The funding source for the following projects is the Water Fund.

EW172 **Tartan West Water Tank Re-Painting**

Funds programmed in 2021 are for the exterior painting, dry interior and wet interior painting of the Tartan West Water Tank located at 9860 Hyland-Croy Road. The Tartan West Water Tank was originally built in 2006 and is in need of an adhesion test and inspection of the existing coatings. An inspection will be performed in 2020. Based on the adhesion test results, painting is planned for summer 2021. However, the results of that inspection, will determine if the work will be necessary or can be moved into a future year.



Tartan West Water Storage Tank (.5 MG)



UTILITIES – WATER DISTRIBUTION SYSTEM CAPITAL ENHANCEMENTS / NEW CAPITAL INFRASTRUCTURE

AW101 **Waterline Replacement**

There are areas in the City that have older 2" and 3" water pipes that have been identified for replacement with 6" water pipes. The smaller lines tend to experience more problems with breaks. Reliability of the water pipes distribution system is a key component for customer satisfaction. Engineering staff has prepared a comprehensive list of areas needing replacement and have completed an analysis of the lines to determine when replacement should occur.

There is funding allocated every other year in 2021, 2023, and 2025 for studies and design, and in 2020, 2022, and 2024 for replacement/construction. The work will continue beyond the five-year period. The majority of the replacements will take place in Muirfield Village.

Water Line Extensions

These projects will provide funding to systematically provide access to areas of the City not currently on the public water distribution system in accordance with the Public Water Utility and Sanitary Sewer Utility Extensions to Existing Developed Property Policy as adopted by City Council on December 7, 2015. During the 2019-2023 CIP workshops, City Council seemed willing to consider extending the implementation plan beyond 15 years. The Administration has recently conducted a water and sewer rate study. The primary outcome from the study will determine the rate structure that needs to be in-place in order to provide sufficient funding for the maintenance of the City's existing system into the future. The outcome of the analysis will also assist in informing the City in determining the amount, if any, from the General Fund, and/or Capital Improvement Tax Fund that will be needed to fund these extensions. Project priorities are monitored throughout the year.

EW176 **Water Line Extensions – Area 4A**

This project will provide Area 4A with 6", 8" & 12" water pipe extensions to River Knoll Subdivision (Orchard Crest Drive & River Knolls Place) (11 parcels) and 7049-7575 Riverside Drive (8 parcels). A total of 19 parcels will receive water service.

The project construction is reflected outside the five-year program period.

EW178 **Water Line Extensions – Area 3A & 8A**

This project provides area 3A with 12" water pipe extensions to Riverside Drive and is located along Riverside Drive from Hard Road to Wyandot Woods Boulevard. Area 8A will provide 8" & 16" water pipe extensions to Cara Road, Cara Court, and Rings Road west of Avery Road. The timing of these projects are being leveraged with other projects being scheduled in the area at the time.

Design is programmed in 2023 with construction reflected beyond the five-year program period. Area 3 must be completed prior to area 2.



EW179 Water Line Extensions – Area 2B & 2C

Area 2B & 2C will provide 6", 8", and 12" water pipe extensions to Riverside Drive and O'Shaughnessy Hills. Area 2B is located on Riverside Drive from Summit View Road to 8449 Riverside Drive. Area 2C encompasses O'Shaughnessy Hills subdivision east of Riverside Drive. This project provides for 122 parcels to receive water service.

Design is programmed in 2024 with construction reflected beyond the five-year program period. Area 3 must be completed prior to area 2.

EW17A Water Line Extensions – Area 8C

Area 8C will provide 8" water pipe extensions to Old Wilcox Road. Area 8C is located on Old Wilcox Road between Tuttle Crossing Blvd. and Wilcox Road. This project provides for five parcels to receive water service.

The project is reflected outside the five-year program period.

EW191 Water Line Extensions – Areas 9 & 10B

This project will provide 8" and 12" public water main utility extensions in Area 9 to Olde Dublin Woods Drive, Betonywood Place, Red Oak Lane, and Hirth Road. Area 10B includes water main extensions to serve Locus Hill Lane.

Design is programmed in 2025 with construction reflected beyond the five-year program period.

EW192 Water Line Extensions – Area 10A

This project will provide Area 10A with 8" water pipe extensions to Thornhill Lane. This project provides for 27 parcels to receive water service.

The project is reflected outside the five-year program period.

EW193 Riverside Drive 12" Water Main Extension - Area 22

This project will provide Area 22 with 12" water pipe extension on Riverside Drive. The area is situated on Riverside Drive from Martin Road to 600 feet north of Martin Road. The project provides for two parcels to receive water service.

The project is reflected outside the five-year program period.



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CITY OF DUBLIN
CAPITAL IMPROVEMENTS PROGRAM
2021-2025

PROJECT DESCRIPTION	2020	2021	2022	2023	2024	2025	TOTAL 2021-2025 (\$000)	BEYOND 2025 (\$000)	TOTAL TO BE BUDGETED
SUMMARY									
Administration - Capital Allocations	\$2,170	\$2,300	\$2,350	\$2,350	\$2,395	\$2,415	\$11,810	\$0	\$11,810
Total - ADMINISTRATION	2,170	2,300	2,350	2,350	2,395	2,415	\$11,810	\$0	\$11,810
City Facilities - Capital Maintenance	800	910	580	1,385	280	620	\$3,775	\$140	\$3,915
City Facilities - Capital Enhancements / New Capital Infrastructure	7,010	100	0	0	1,030	0	\$1,130	\$5,390	\$6,520
Total - CITY FACILITIES	7,810	1,010	580	1,385	1,310	620	\$4,905	\$5,530	\$10,435
City-Wide Fleet - Capital Maintenance	1,175	1,140	1,320	985	1,070	1,035	\$5,550	\$0	\$5,550
City-Wide Fleet - Capital Enhancements / New Capital Infrastructure	180	0	45	0	45	0	\$90	\$0	\$90
Total - CITY-WIDE FLEET	1,355	1,140	1,365	985	1,115	1,035	\$5,640	\$0	\$5,640
Parks - Capital Maintenance	1,055	1,230	815	965	815	815	\$4,640	\$300	\$4,940
Parks - Capital Enhancements / New Capital Infrastructure	24,055	7,245	2,750	1,655	3,530	7,255	\$22,435	\$10,700	\$33,135
Total - PARKS	25,110	8,475	3,565	2,620	4,345	8,070	\$27,075	\$11,000	\$38,075
Police - Capital Maintenance	150	95	0	60	260	10	\$425	\$0	\$425
Police - Capital Enhancements / New Capital Infrastructure	195	120	120	0	0	120	\$360	\$975	\$1,335
Total - POLICE	345	215	120	60	260	130	\$785	\$975	\$1,760
Utilities - Sanitary Sewer - Capital Maintenance	1,750	550	1,750	550	1,750	550	\$5,150	\$1,750	\$6,900
Utilities - Sanitary Sewer - Capital Enhancements / New Capital Infrastructure	1,825	5,430	45	1,535	5,145	2,180	\$14,335	\$14,075	\$28,410
Total - UTILITIES - SANITARY SEWER	3,575	5,980	1,795	2,085	6,895	2,730	\$19,485	\$15,825	\$35,310
Utilities - Stormwater - Capital Maintenance	575	475	375	475	375	475	\$2,175	\$475	\$2,650
Utilities - Stormwater - Capital Enhancements / New Capital Infrastructure	250	500	500	500	500	500	\$2,500	\$500	\$3,000
Total - UTILITIES - STORMWATER	825	975	875	975	875	975	\$4,675	\$975	\$5,650
Computer Hardware / Software / Fiber - Capital Maintenance	900	980	930	910	910	910	\$4,640	\$0	\$4,640
Computer Hardware / Software / Fiber - Capital Enhancements / New Capital Infrastructure	990	905	875	605	605	605	\$3,595	\$0	\$3,595
Total - COMPUTER HARDWARE / SOFTWARE / FIBER	1,890	1,885	1,805	1,515	1,515	1,515	\$8,235	\$0	\$8,235
Transportation - Bicycle and Pedestrian - Capital Maintenance	560	665	880	665	605	895	\$3,710	\$710	\$4,420
Transportation - Bicycle and Pedestrian - Capital Enhancements / New Capital Infrastructure	710	1,450	415	445	1,745	380	\$4,435	\$10,145	\$14,580
Total - TRANSPORTATION - BICYCLE AND PEDESTRIAN	1,270	2,115	1,295	1,110	2,350	1,275	\$8,145	\$10,855	\$19,000
Transportation - Bridges and Culvert - Capital Maintenance	1,250	2,270	740	2,415	1,595	1,855	\$8,875	\$1,575	\$10,450
Transportation - Bridges and Culvert - Capital Enhancements / New Capital Infrastructure	3,475	300	0	0	0	0	\$300	\$42,915	\$43,215
Total - TRANSPORTATION - BRIDGES AND CULVERTS	4,725	2,570	740	2,415	1,595	1,855	\$9,175	\$44,490	\$53,665
Transportation - Streets and Parking - Capital Maintenance	7,905	8,205	7,795	8,400	8,580	9,260	\$42,240	\$9,255	\$51,495
Transportation - Streets and Parking - Capital Enhancements / New Capital Infrastructure	9,145	56,440	12,295	16,610	4,555	1,200	\$91,100	\$76,615	\$167,715
Total - TRANSPORTATION - STREETS AND PARKING	17,050	64,645	20,090	25,010	13,135	10,460	\$133,340	\$85,870	\$219,210
Utilities - Water - Capital Maintenance	0	400	0	0	0	0	\$400	\$0	\$400
Utilities - Water - Capital Enhancements / New Capital Infrastructure	1,100	75	600	165	925	165	\$1,930	\$4,825	\$6,755
Total - UTILITIES - WATER	1,100	475	600	165	925	165	\$2,330	\$4,825	\$7,155
TOTALS:									
Capital Maintenance	16,120	16,920	15,185	16,810	16,240	16,425	\$81,580	\$14,205	\$95,785
Capital Allocations	2,170	2,300	2,350	2,350	2,395	2,415	\$11,810	\$0	\$11,810
Capital Enhancements / New Capital Infrastructure	48,935	72,565	17,645	21,515	18,080	12,405	\$142,210	\$166,140	\$308,350
TOTAL PROJECT BUDGET	\$67,225	\$91,785	\$35,180	\$40,675	\$36,715	\$31,245	\$235,600	\$180,345	\$415,945
Advances	0	0	2,000	0	0	0	\$2,000	\$0	\$2,000
GRAND TOTAL	\$67,225	\$91,785	\$37,180	\$40,675	\$36,715	\$31,245	\$237,600	\$180,345	\$417,945