



2024-2028 CAPITAL IMPROVEMENT PLAN



MEMORANDUM

TO: Mayor Riggle and Members of City Council
FROM: R. Thomas Homan, City Manager
DATE: August 10, 2023
RE: 2024-2028 Capital Improvement Plan

Pursuant to section 79 of the City Charter, submitted herewith is my proposed 2024-2028 Capital Improvement Plan, adoption of which must occur by October 15th. Please see table below for the proposed review and adoption schedule.

Event	Time	Place
First Reading	Monday, August 14, 2023	City Council Meeting
Finance Committee Reviews	August 14-September 7, 2023	Finance Committee Meetings
Second Reading	Monday, August 28, 2023	City Council Meeting
Work Session (if needed)	Thursday, September 7, 2023	Work Session
Third Reading	Monday, September 11, 2023	City Council Meeting
Fourth Reading and Adoption	Monday, September 25, 2023	City Council Meeting

The 2024-2028 Capital Improvement Plan (CIP) is being presented for review for City Council. The CIP is a five-year strategic plan that assists in forecasting multi-year projects and future expenditures. While the CIP assists with the budgetary planning it is not a budget document. The budgeted allocation for the CIP is currently 14 percent of the 1 percent of income tax revenues received to the general fund, about \$3 million. If the budgeted allocation is maintained, the proposed CIP shows just over a \$1 million deficit for 2024, increasing to an \$16.6 million deficit in 2028. This year's focus is easing the acute budgetary constraints on our ability to maintain public assets, provide for badly needed capital purchases and still maintain the level of service residents expect.

Growing Imbalance

This proposed plan again reflects the increasing imbalance of the previous years' CIPs. Deferred maintenance due to budget constraints and rising costs have left it difficult for City infrastructure and services to meet demand. If the underlying issues are left unresolved, the deficit will continue to climb, service levels will decline, and necessary projects will go unfunded.

The General Fund contribution to the Capital Improvement Fund, at its current level, is insufficient to match the capital needs of the City. The history of making only necessary repairs and pushing needed projects into outlying years has created a situation where these projects cost exponentially more, and the occurrences of emergency fixes are becoming more prevalent.

2024-2028 Highlights

The proposed CIP shows deficit spending in 2024. This will need to be reduced before adoption of the operating budget. City departments and staff have identified the most critical projects for the coming year. Prioritization of projects was given to those impacting the safety of employees and the public. Projects with outside funding sources, such as grants, or those that will cost significantly more to delay were also given priority.

Transportation Improvements

Staff has worked diligently to identify and pursue grant opportunities for infrastructure wherever possible. This plan includes only the local paving that can leverage grant funds and maximize the impact of the General Fund contribution – Ohio Public Works Commission (OPWC) program paving and Community Development Block Grant (CDBG) Critical Infrastructure program paving. The upcoming year marks the first year that the City will be able to apply for the two new CDBG programs – Critical Infrastructure and Neighborhood Revitalization.

Further reducing the funding available for a local paving program is the revised Urban Paving program. In recent years, the Ohio Department of Transportation District 6 has changed the formula impacting how much the State program contributes to the costs of repaving state and US routes. With this change in formula, the City's contribution has changed from 20 percent of the overall project cost to 56 percent. This has shifted a significant fiscal responsibility from the State to the City. In the past, the City has not contributed to the repaving of US23. Under the new program, the City would be responsible for non-priority segments throughout the corporate limits.

Previous messages reference a three-pronged approach to improve the flow of traffic on the east side of the City: the widening of East William Street; the Point intersection improvements; East Central Avenue reconstruction and improvements. Through grant funding and partnerships, the City was able to complete the East William Street widening in 2020 and advance the Point intersection improvements in 2023. The Point project will continue for the next 30 months, with an estimated completion timeline of Fall 2025. The third prong, East Central Avenue, is shown in the proposed plan in multiple phases with phase one being the East Central Avenue reconstruction and phase two the intersection at Lake Street. While the City has grant funding committed from the Mid-Ohio Regional Planning Commission in 2028 for phase one, the local share will still be over \$3 million. Phase two has no identified funding source and is not in the proposed plan.

In the northwest portion of the City, next year marks the beginning of a project to complete a major thoroughfare initiative since the 1960s – the construction of Merrick Parkway. The City will begin the final design work of Merrick from Cambridge to Troy Road as well as the realignment of the curve on Troy Road in 2024 with construction in 2025. This is phase one of the eventual connection of Merrick from Cambridge, over the railroad tracks to US23. The bridge over the railroad tracks has an estimated construction date of 2028. This project is possible through developer contributions and financing vehicles such as the proposed Northwest New Community Authority (NCA) and Tax Increment Financing.

Park Impact Fees and Park Improvements

The City collects a one-time park impact fee with each new residential building permit to alleviate some of the burden growth will put on the parks and trail network. These fees can be used to expand the park system. Some of the considered projects utilizing park impact fees include a new park at the Ravines of Olentangy, connectivity of the Olentangy River Trail and a disc golf course at Mill Run Park.

While park impact fees can be contributed toward projects adding to the capacity of the City's parks and trail network, they cannot be used to enhance existing amenities or pay for maintenance on those projects. They also are insufficient to entirely fund large park projects. As a result, several large projects remain in a conceptual phase as unfunded including the South Community Park, an Athletic Field Complex, renovations of the Mingo facility and Jack Florence Pool.

The Parks department must also maintain and update existing parks and equipment. The playground equipment at each park should be replaced on a schedule to maintain safety standards. Each of the existing fields and courts also requires ongoing maintenance to ensure the playability for public use. These types of projects are not funded through the Park Impact fees and must be subsidized by the General Fund.

Oak Grove Cemetery

After taking over management of the Oak Grove Cemetery in 2012, the City adopted a master plan to create a higher level of service to the community and guide expansion. The proposed plan includes arterial road paving, a gateway garden area, grading on the west side of the cemetery and a creek walk area in the outlying years. The placement of a new columbarium has been completed as the first phase of the Memorial Garden area improvement. This will provide additional interment options for families.

While the Oak Grove Cemetery brings in revenue from the sale of interments, this is not sufficient for the implementation of the master plan projects. The General Fund has a small CIP allocation for Oak Grove Cemetery to finish the paving of the main roadway. With an increase in the income tax levy, the master plan would be executed to provide the higher level of service to customers.

Facilities

The City has several aging facilities requiring significant maintenance and renovation. Over the years, updates for some of the critical systems within the facilities were pushed into outlying years because of budget constraints. This caused the systems to become outdated; and routine maintenance parts are becoming difficult to find and must be ordered secondhand. Last year, the City was able to tackle the upgrade of the City Hall and the Justice Center elevators. The proposed plan includes new HVAC controls as the existing ones are becoming obsolete. The Justice Center and City Hall also will need new roofs within the next five years.

The Justice Center houses the Municipal Court, Clerk of Courts, Prosecutor's Office and Police Department. Projections have indicated that within the next five to 10 years, another judge and courtroom will be necessary. Due to this and the increased need for space and storage for staff, an addition or renovation to the Justice Center is highly likely in the coming years. Additional information will be forthcoming and include the Center for Public Safety Management's study of the Police Department and the report from an architecture group as to the phasing of the improvements.

The Public Works building also has several needed improvements. The most critical are the maintenance of the garage service apron and fall protection equipment for employees working on equipment in the garage. This piece of equipment provides a safety harness for workers who must be on top of tall vehicles during maintenance. A \$30,000 grant was received for most of the cost with the additional amount coming from the worker's compensation fund as it applies to workplace safety.

The original Mingo facility was constructed in the 1970s with additions added in 1996 and again in the mid-2000s. Upcoming renovations to the 50-year-old facility include upgrading the bathrooms and replacing the dividing curtain in the gym.

Equipment Replacement

The Fleet staff and City Departments determine the basis and need for equipment replacements. The replacement of some equipment is set on a schedule to provide for the most efficient and safest use. This CIP reflects what other municipalities and agencies are going through with equipment purchases because of rising costs, the difficulty in finding used equipment and the enormous lead times to place orders for specialty equipment. City staff have worked hard to determine which vehicles can continue to be used and maintained in-house. However, the difficulty remains when equipment has reached the end of its utility and must be replaced. With supply chain problems still not resolved in the industry, lead times for some specialty equipment are currently as long as 48 months.

Water Capital Projects

At the end of May to beginning of June, the water treatment plant experience unprecedented high usage for six days straight. During that time, the plant was able to keep up with demand,

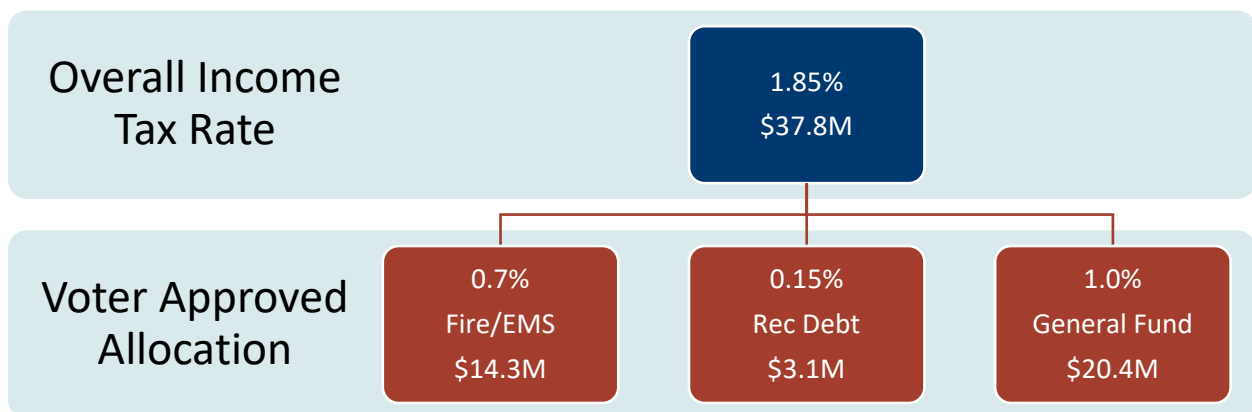
but ran into problems when the membrane filters required standard backwash cleaning. Compounding the problem were power outages and well motor failures. This led to the City asking for lawn watering conservation for several days. To address the issue in the short term, an additional array of membrane filters was purchased to create redundancy in the cleaning process at the plant. The new skid was purchased at \$2 million as an emergency provision to ensure that while one skid is being cleaned, the treatment plant can continue to operate at full capacity.

For decades, an up-ground reservoir has been contemplated in the capital plan. The City even purchased land for this purpose off Horseshoe Road in the 1980s. Because of the events this past year, the reservoir project can no longer be thought of as something to be completed “down the road.” The beginning stages of a reservoir plan and design are set to start in 2024 with design costing about \$2 million per year in 2025 and 2026 and construction in 2027. The reservoir project, including designs in the three years prior to construction, will have a total cost of approximately \$40 million which the City plans to finance through Ohio Water Development Authority (OWDA) loans.

Impacts of an Income Tax Levy

In 2022, Council established the Financial Review Task Force. The task force was comprised of nine City of Delaware residents that volunteered their time to take a deep dive into the City’s financial status. In 2023, the Finance Committee reviewed the task force’s final report and came before the full Council with an official recommendation to raise the income tax rate from the current 1.85% to 2.25% while maintaining the existing credit.

The current 1.85% income tax levy is broken down below.



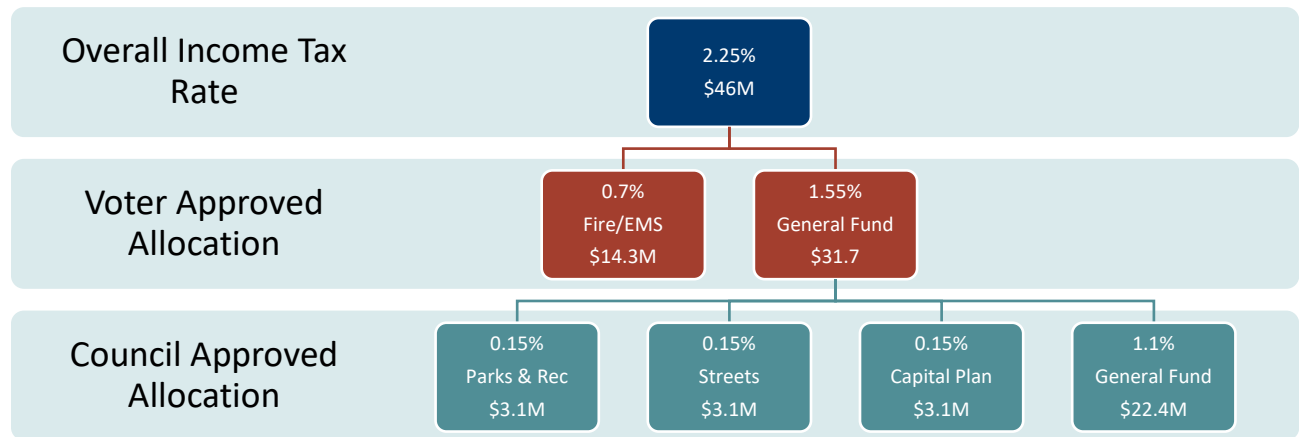
Under the current income tax structure, Fire and EMS receive 0.7%, 0.15% is devoted entirely to debt repayment of the Recreation Center and cannot be utilized for operations, and the rest of the City’s services – including the Delaware Police Department – operate on the 1.0% General Fund distribution.

The proposed levy is for an overall increase of 0.4% taking the overall rate to 2.25%. The 0.15% currently dedicated to debt service would be repealed and replaced with a 0.15% amount dedicated to fund parks and recreation. The approximate \$3 million this would generate would allow for the City to appropriately maintain the existing parks network, expand the trail system, and issue long term debt to build and repair additional amenities such as the Jack Florance Pool, Mingo Recreation Center, a Southeast Community Park and an Athletic Field Complex.

Under the proposed levy, 0.15% would go toward addressing the failing transportation and pedestrian infrastructure throughout the city. As local street resurfacing is often without external funding opportunities available, the General Fund needs to bear the burden of addressing the backlog of streets in poor condition. To keep the problem from happening again in the future, the City needs a dedicated funding source to maintain the streets properly.

A further 0.15% would be allocated to capital needs. This includes potential projects such as a downtown parking structure, new burial options at the Oak Grove Cemetery and addressing the space issues at the Justice Center.

The last increase of 0.1% would be able to be used for General Fund operations. The costs of goods and services are rising for everyone, and the City is not immune. Additionally, as the City grows, more staffing will be essential especially for safety forces.



Additional information on the proposed income tax increase, a tax impact calculator and other reference materials can be found at [Income Tax Proposal | Delaware, OH \(delawareohio.net\)](https://delawareohio.net/income-tax-proposal).

The City has historically operated with a conservative budget, but the ability to maintain public assets and fund our entire infrastructure portfolio is diminishing. In prior years, staff and City Council have determined which projects to push back to future years or what projects had to be cut altogether. While that was creating a temporary fix, that way of doing things is no longer feasible. Appendix A shows what this capital plan might look like should the proposed levy be passed by the voters.

Conclusion

As our city grows, we must ensure that the current high level of service to residents is maintained while providing the critical infrastructure needed for safety and progress. This cannot happen with a continually out-balance capital program. Staff tasked to review projects and costs have done their due diligence in providing the most cost-effective and prioritized projects as part of this plan. I look forward to receiving your input on this plan as, together, we strive to keep Delaware moving forward.

In closing, I'd like to thank all of our departments for their hard work on the CIP. My sincere thanks to Alycia Ballone, Director of Budget Management and Procurement; Kaci Goebbel, Budget Analyst; Rob Alger, Finance Director; and Lee Yoakum, Community Affairs Coordinator.

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**CITY OF DELAWARE
CAPITAL IMPROVEMENT PLAN
GENERAL FUND SUMMARY
2024-2028**

	2024	2025	2026	2027	2028
BALANCE FORWARD		(25,929)	(7,787,712)	(8,906,464)	(11,691,931)
REVENUES:					
Income Tax (14% of 1% GF Collections)	3,049,748	3,080,246	3,111,048	3,142,159	3,173,580
City Hall Annex Rent	78,000	78,000	78,000	78,000	78,000
BALANCE PLUS REVENUE	3,127,748	3,132,317	(4,598,664)	(5,686,305)	(8,440,351)
EXPENDITURES:					
DEBT SERVICE					
2019 City Hall/Software (through 2034)	205,650	80,250	78,450	78,525	78,544
Sawmill - Water Capacity Repayment	220,000	220,000	220,000	220,000	
TOTAL DEBT SERVICE	425,650	300,250	298,450	298,525	78,544
AMOUNT AVAILABLE FOR CAPITAL IMPROVEMENTS AFTER DEBT	2,702,098	2,832,067	(4,897,114)	(5,984,830)	(8,518,895)
OTHER EXPENDITURES					
Airport Improvements	-	257,778	-	1,275,000	65,000
Parks Improvements	553,000	704,000	910,964	185,000	440,000
Cemetery Improvements	50,000	570,000	275,000	200,000	210,000
Facilities Improvements	284,500	3,740,000	480,000	446,500	88,000
Streets Improvements	590,400	2,744,192	755,000	1,022,000	1,670,000
The Point	97,643	149,325	145,886	142,401	138,870
East Central Avenue	156,000	356,000	256,000	947,200	3,251,785
Police Department Improvements	87,484	127,484	168,000	400,000	-
Equipment Replacement	909,000	1,971,000	1,018,500	1,089,000	1,955,500
TOTAL OTHER EXPENDITURES	2,728,027	10,619,779	4,009,350	5,707,101	7,819,155
ENDING BALANCE	(25,929)	(7,787,712)	(8,906,464)	(11,691,931)	(16,338,050)

**CAPITAL IMPROVEMENT PLAN
AIRPORT IMPROVEMENTS
2024-2028**

	2024	2025	2026	2027	2028
REVENUES:					
<i>HANGARS D, E & F TAXILANES & DRIVE</i>					
FAA Entitlement		300,000			
ODOT 5% Match		32,778			
AIG BIL Funds		300,000			
<i>AUTOMATED WEATHER OBSERVING SYSTEM (AWOS)</i>					
ODOT Grant	313,500				
Airport TIF	16,500				
<i>MAINTENANCE BUILDING</i>					
FAA Entitlement					450,000
ODOT 5% Match					50,000
AIG BIL Funds					585,000
CIP Allocation (pg.1)	-	257,778	-	1,275,000	65,000
TOTAL REVENUES	330,000	890,556	-	1,275,000	1,150,000
EXPENDITURES:					
<i>ABOVE GROUND FUEL STORAGE</i>					
Final Engineering		150,000			
Construction				1,000,000	
Construction Engineering				100,000	
<i>HANGARS D, E & F TAXILANES & DRIVE</i>					
Final Engineering					
Construction		665,556			
Construction Engineering					
<i>AUTOMATED WEATHER OBSERVING SYSTEM (AWOS)</i>					
Final Engineering	25,000				
Construction	280,000				
Construction Engineering	25,000				
<i>TERMINAL PARKING LOT RESURFACING</i>		75,000			
<i>MAINTENANCE BUILDING</i>					
Design				175,000	
Construction					1,000,000
Construction Engineering					150,000
TOTAL EXPENDITURES	330,000	890,556	-	1,275,000	1,150,000

BACKGROUND

The existing Airport Automated Weather Observation System (AWOS) has reached the end of its useful service life. Repair parts are no longer readily attainable, putting the airport at risk of having to shut down the AWOS with any equipment failure. AWOS is a fully configurable airport weather system that provides continuous, real-time information and reports on airport weather conditions.

Additionally, recent development activity to the south of the Airport, which includes the construction of large industrial facilities at a height that intrudes upon the AWOS 1000-foot sheltering obstruction clearance criteria. The sensor must be mounted at 30 to 33 feet (9 to 10 meters) above the average ground height within a radius of 500 feet (150 meters). All obstructions (e.g., vegetation, buildings, etc.) must be at least 15 feet lower than the height of the sensor within the 500-foot radius and be at least 10 feet lower than the height of the sensor from 500 to 1,000 feet. As such the antenna supporting the wind sensor must be increased in height.



PROJECT TIMELINE

2024	Construction of new AWOS adjacent to existing station
2025	No Action
2026	No Action
2027	No Action
2028	No Action

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$330,000	\$313,500-ODOT Grant submitted in 2023, \$16,500-5% local share
2025	\$0	
2026	\$0	
2027	\$0	
2028	\$0	
TOTAL	\$330,000	

PROJECT TEAM

CITY LEAD: Public Works Airport/Engineering
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

PUBLIC WORKS
Airport
ABOVE GROUND FUEL STORAGE

BACKGROUND

The existing underground fuel storage tanks and distribution system is approaching the end of its anticipated 30-year useful life. In 2021, corrosion and suspended particles were identified in the general aviation 100 LL fuel tank resulting in the shutting down of the fuel dispensing system while the cause was investigated. Inspection revealed deteriorated interior components that must be replaced to put the system back into temporary operation. Even with repairs, the system must be replaced to avoid additional fuel system disruptions. Because both the 100 LL and Jet A fuel systems were installed at the same time and in identical tanks/components, it is anticipated the Jet A fuel tank and appurtenances are also subject to the same deterioration and must also be replaced.

Proposed is the decommissioning of the existing fuel storage/delivery system following construction of a new elevated fuel dispensing system like the one depicted in the image. The project could be a design/build initiative for expediency and to utilize the expertise available through the fuel dispensing equipment design, fabrication, and installation community.



PROJECT TIMELINE

2023	Preliminary feasibility and planning report
2025	Prepare Design Plans for AGF System
2026	Construction of AGF Storage/Abandon existing underground fuel system

FINANCING

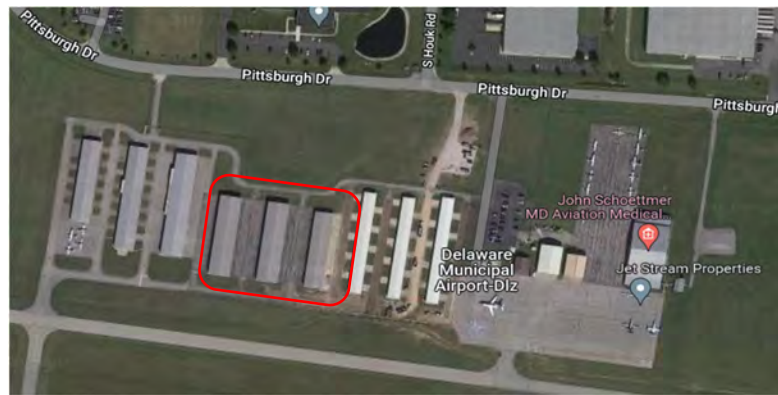
YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2023	\$75,000	Preliminary Feasibility and planning report
2025	\$150,000	Prepare Design Plans for AGF System
2026	\$1,000,000	Construction of AGF Storage/Abandon existing fuel system
TOTAL	\$1,225,000	

PROJECT TEAM

CITY LEAD: Public Works Airport/Engineering
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

BACKGROUND

The latest pavement rating performed by ODOT Department of Aviation indicates the pavement between existing T-hangars is in poor condition. With the earliest sections constructed in 1987, the pavement is over 35 years old and in need of rehabilitation. The pavement composing the main taxi aisles is eligible to receive federal funding while the connections to the individual hangar doors from the taxi aisles are not and require local funds to complete. The FAA provides ‘Entitlement’ funds covering 90% of eligible project costs, with ODOT providing an additional 5%. The City is responsible for 5% of cost plus 100% of non-eligible items. Pavement between Hangars A, B & C was rehabilitated in 2021. The second phase includes the pavement between hangars D, E & F, and the access driveway north of the hangars. Plans for this work have been completed.



PROJECT TIMELINE

2024	No Action
2025	Rehabilitation of T-hangar D, E & F pavement
2026	No Action
2027	No Action
2028	No Action

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$0	\$300,000 FAA Entitlement
2025	\$665,556	\$300,000 FAA BIL
2026	\$0	\$32,778 ODOT
2027	\$0	\$32,778 5% Local AIP Match
2028	\$0	
TOTAL	\$665,556	

PROJECT TEAM

CITY LEAD: Public Works-Airport/Engineering Division
DESIGN CONSULTANT: CHA
CONTRACTOR: In-House

**CAPITAL IMPROVEMENT PLAN
PARKS & NATURAL RESOURCES DEPARTMENT
2024-2028**

	2024	2025	2026	2027	2028
REVENUES:					
Donations	10,000				
Golf Course Funds	20,000		200,000		
<i>CIP Allocation (pg.1)</i>	553,000	704,000	910,964	185,000	440,000
TOTAL REVENUES	553,000	704,000	910,964	185,000	440,000
EXPENDITURES:					
<i>PLAYGROUND EQUIPMENT</i>					
Carson Farms Park	140,000				
Oakhurst Park	70,000				
Cheshire Park	80,000				
Sunnyview PPG Park		45,000			
Mingo Park		20,000			
Nottingham Park		80,000			40,000
Glenross Park			90,000		
Kensington Place				90,000	
Smith Park					250,000
<i>FIELD/COURT IMPROVEMENTS</i>					
Smith Park	50,000		730,464		
Bennett Park	15,000				
Sunnyview PPG Park		15,000			
Oakhurst Park	35,000				
Glenross Park		17,000			
Nottingham Park			25,000		
Mingo Park				25,000	
Blue Limestone Park				10,000	
<i>POOL IMPROVEMENTS</i>					
Slide Pumps	3,000	7,000			
Bleachers	10,000				
Shade Structures		100,000			
High Dive Structure		50,000			
Mechanical Room	30,000	20,000			
Lighting	130,000				
Pool Vacuum			5,500		
<i>HIDDEN VALLEY GOLF COURSE</i>					
HVAC System	20,000				
Irrigation System			200,000		

**CAPITAL IMPROVEMENT PLAN
PARKS & NATURAL RESOURCES DEPARTMENT
2024-2028**

	2024	2025	2026	2027	2028
<i>OTHER PARK IMPROVEMENTS</i>					
Splash Pad Features			60,000	60,000	
Veterans Playtoy Area Turf					150,000
Blue Limestone New Restroom		350,000			
TOTAL EXPENDITURES	583,000	704,000	1,110,964	185,000	440,000

BACKGROUND

The Parks and Natural Resources department is responsible for 24 parks throughout the City. Every year, as part of the Capital Improvement Plan, playground equipment is replaced to maintain safe and accessible community parks. The lifespan of playground equipment is typically 15 years but depending on use that can sometimes be extended by several years.

In 2024, the play structures and swings at Carson Farms, Oakhurst, and Cheshire Parks will be replaced. They were installed in 2004 and 2007.

In 2025, the swings at Mingo Park, the play toy and tot play toy at Nottingham Park, and Sunnyview PPG Park are scheduled for replacements. They were installed in 2009 and 2010.

In 2026, the play structure at Glen Ross Park will be replaced. The equipment was installed in 2011.

In 2027, the play structure at Kensington Park will be replaced. The equipment was installed in 2012.

In 2028, the Smith Park play structure is scheduled to be replaced. The equipment was installed in 2013.

**PROJECT
TIMELINE**

2024	Carson Farms, Oakhurst and Cheshire Park playground improvements
2025	Sunnyview PPG, Mingo and Nottingham Park playground improvements
2026	Glen Ross Park playground improvements
2027	Kensington Park playground improvements
2028	Smith Park playground improvements

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$290,000	General CIP Allocation
2025	\$145,000	
2026	\$90,000	
2027	\$90,000	
2028	\$290,000	
TOTAL	\$905,000	

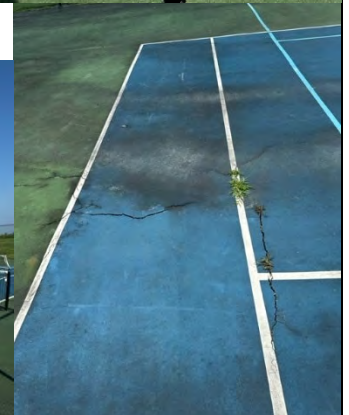
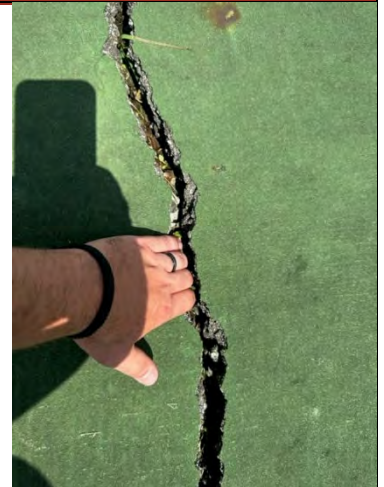
**PROJECT
TEAM**

CITY LEAD: Parks & Natural Resources
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

BACKGROUND

In 2024, we are recommending addressing the tennis and basketball courts at Smith, Bennett and Oakhurst Parks. These courts have not been resurfaced since 2004 when they were installed. We are proposing a resurfacing of the Mingo tennis courts which were last done in 2016. We are also recommending material to maintain our existing baseball fields. We were able to make significant improvements in 2022 and have seen a dramatic increase in use.

We are recommending the renovation of the Smith Park tennis, pickleball and basketball courts. The court usage has steadily increased particularly with pickleball use and we are recommending a court replacement to repair surfaces that are over 20 years old.



PROJECT TIMELINE

2024	Smith Park courts, Bennett Park and Oakhurst Park basketball courts
2025	Sunnyview PPG basketball court and Glenross basketball court
2026	Smith Park baseball fields and Nottingham Park basketball court resurfacing
2027	Veterans Park playground surface replacement
2028	Mingo Park baseball field fencing

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$100,000	General CIP Allocation and Recreation Levy Funding
2025	\$32,000	
2026	\$755,000	
2027	\$35,000	
2028	\$150,000	
TOTAL	\$922,464	

PROJECT TEAM

CITY LEAD: Parks & Natural Resources
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

BACKGROUND

In 2024, we are recommending the replacement of the slide pumps, bleachers, and lighting. The high dive is also in need of replacement due to structural flaws and safety concerns in 2025. The proposed capital projects are minimal and needed to keep the pool operational. We are proposing a new high dive structure (please see photo). In addition, we are requesting funding to make improvements to the mechanical room including plumbing and electrical fixes to avoid pool closures.

In 2024, we are recommending replacement of the outdoor lighting. The lighting replacements will consider an LED model that could move to a renovated pool.



PROJECT TIMELINE

2024	Bleachers, slide pumps, mechanical room improvements, lighting
2025	High dive, slide pumps, shade structures, mechanical room improvements
2026	Pool vacuum
2027	No Action
2028	No Action

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$173,000	General CIP Allocation
2025	\$177,000	
2026	\$5,500	
2027	\$0	
2028	\$0	
TOTAL	\$255,500	

PROJECT TEAM

CITY LEAD: Parks & Natural Resources
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

**CAPITAL IMPROVEMENT PLAN
PARKS & NATURAL RESOURCES DEPARTMENT
OAK GROVE CEMETERY
2024-2028**

	2024	2025	2026	2027	2028
REVENUES:					
Cemetery Revenue	20,000				
<i>CIP Allocation (pg.1)</i>	50,000	570,000	275,000	200,000	210,000
TOTAL REVENUES	50,000	570,000	275,000	200,000	210,000
EXPENDITURES:					
Arterial Road Paving	50,000	25,000			
Minor Road Chip & Seal		75,000			
Gravel Road Sections			25,000		
Road Sealing					10,000
Gateway Garden Area (Sandusky St)			250,000		
Memorial Garden Area (Liberty Rd)		150,000			
Creekwalk Area				200,000	200,000
Memorial Garden - Cremation Area	20,000				
West Expansion Grading		320,000			
TOTAL EXPENDITURES	70,000	570,000	275,000	200,000	210,000

BACKGROUND

The 2024 CIP request is to continue to implement improvements suggested in the Oak Grove Master Plan. We are requesting funding to continue road paving and burial additions to the new Memorial Garden. In 2023 we were able to install our first columbarium and begin paving sections of the cemetery. Continuing this work in 2024 will improve the overall experience in the cemetery and increase our level of service.

Oak Grove Memorial Garden



PROJECT TIMELINE

2024	Road paving and memorial garden improvements
2025	Road paving and memorial garden improvements, west end grading
2026	Gateway garden and road improvements
2027	Creekwalk area
2028	Creekwalk area

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$70,000	At this time no outside funding sources have been identified.
2025	\$570,000	
2026	\$275,000	
2027	\$200,000	
2028	\$210,000	
TOTAL	\$1,325,000	

PROJECT TEAM

CITY LEAD: Parks & Natural Resources
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

**CAPITAL IMPROVEMENT PLAN
FACILITIES IMPROVEMENTS
2024-2028**

	2024	2025	2026	2027	2028
REVENUES:					
Refuse Funds	80,000				
BWC Grant	40,000				
<i>CIP Allocation (pg.1)</i>	284,500	3,740,000	480,000	446,500	88,000
TOTAL REVENUES	284,500	3,740,000	480,000	446,500	88,000
EXPENDITURES:					
<i>CITY HALL</i>					
Boiler	15,000				
Exterior Masonry Work		100,000			
HVAC Controls	100,000				
Water Heater	2,000				
New Roof		400,000			
Fire Suppression Valves		15,000			
Interior Paint		25,000	25,000		
Generators		200,000			
Exterior North Entry Remodel			70,000		
Carpet Replacement				25,000	25,000
IT Generator				8,000	
Arc Flash Study	30,000				
Hot Water Pump/Motor				3,000	3,000
Air Handlers				280,000	
Replacement HVAC/Upgrade		280,000			
<i>JUSTICE CENTER</i>					
Boiler	15,000	15,000	15,000		
Heat Pump Replacements	35,000	35,000	35,000	35,000	35,000
Roof Replacement		800,000			
Double Stairwell Doors - 2nd Floor	15,000				
Interior Paint		25,000	25,000	25,000	
Door Hardware Replacement		50,000			
Carpet Replacement		25,000	25,000	25,000	25,000
Acoustic Walls in Court		50,000			
Hard Surface Furniture - Courts		300,000			
PD Kitchen Upgrade		20,000			
OC Sensors, Ceiling Tiles		100,000			
LED Conversion		100,000			
Fire Suppression Valves		20,000			
Remote Condensor Halon IT Room		30,000			
Cooling Tower		30,000			
Wayfinding		30,000			
Furniture Upgrades		300,000			

**CAPITAL IMPROVEMENT PLAN
FACILITIES IMPROVEMENTS
2024-2028**

	2024	2025	2026	2027	2028
Debrief Room Remodel			30,000		
Jury Room Remodel			100,000		
Fire Suppression Air Compressor				3,500	
Halon Unit in IT Room				30,000	
<i>MINGO</i>					
Upgrade Bathrooms by Gym	10,000				
Curtain for Gym		15,000			
Arc Flash Study/IR Scan	30,000				
Replacement Flooring - North Section		20,000			
Hallway Flooring		15,000			
Tower Entry to Gym		25,000			
Concession Renovation		50,000			
<i>PUBLIC WORKS</i>					
Garage Door Windows	7,500				
Refuse Building Smoke Alarm	30,000				
Refuse Generator		115,000			
Unit Heater		28,000			
Exterior Paint		110,000			
Interior Paint		25,000			
SMR Steel Rollup Doors		65,000			
Fleet Epoxy Flooring		130,000			
Clean Burn	25,000			2,000	
Traffic Storage Upgrade		50,000			
Refuse Heat	50,000				
Fall Protection	40,000				
Hotzy Pressure Washer		12,000			
Signage		30,000			
SMR Hot Water Heater			5,000		
Parking Lot Lighting			150,000		
Fire Suppression Air Compressor				10,000	
Fleet Cooling System		100,000			
TOTAL EXPENDITURES	404,500	3,740,000	480,000	446,500	88,000

BACKGROUND

The City Hall building needs several aesthetic and safety updates. Improvements are necessary for the ongoing upkeep and maintenance of the facility. Major maintenance items include HVAC controls, roofing, back-up generator, and other building improvements. Most improvements are identified on a schedule for replacement at the end of their respective useful life. The HVAC Control system is now obsolete; therefore, parts are hard to come by second hand.



**PROJECT
TIMELINE**

2024	Water heater, Arc Flash study, HVAC Controls upgrade
2025	New roof, exterior masonry work, fire suppression valves, interior paint, backup generator
2026	Interior paint, exterior north entry remodel
2027	Carpet replacement, IT generator, hot water pump motor
2028	Carpet replacement, hot water pump motor

FINANCING

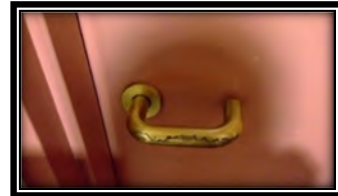
YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$147,000	There are possible grant opportunities that will be explored.
2025	\$1,020,000	
2026	\$95,000	
2027	\$316,000	
2028	\$28,000	
TOTAL	\$1,606,000	

**PROJECT
TEAM**

CITY LEAD: Building Maintenance
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

BACKGROUND

The Justice Center was built in 1992 and needs several aesthetic updates. Improvements are necessary for the ongoing upkeep and maintenance of the facility. The building has not been renovated since its construction. Major maintenance items include HVAC units, roofing, flooring, interior/exterior paint, and other building improvements. Most improvements are identified on a schedule for replacement at the end of their respective useful life.



**PROJECT
TIMELINE**

2024	Boiler, Heat Pump Replacements, 2 nd Floor Stairwell Double Door Replacement
2025	Roof, Boiler, Heat Pump Replacements, Interior painting, Door Hardware Replacement, Carpeting, Acoustic Walls In Court, Hard Surface Furniture In Courts, PD Kitchen Upgrade, OC Sensors/Ceiling Tiles, LED conversion, Fire Suppression Valves, Remote Condenser Halon IT Room, Cooling Tower, Wayfinding, Furniture Upgrades
2026	Boiler, Interior painting, Heat Pumps, Carpeting, Debrief Room Remodel, Jury Room Remodel
2027	Heat Pumps, Carpeting, Fire Suppression Air Compressor, Halon Unit in IT Room
2028	Heat Pumps, Carpeting

FINANCING

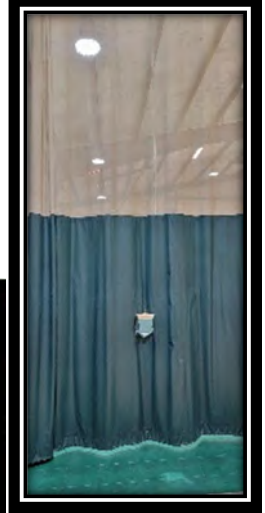
YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$65,000	General CIP Allocation
2025	\$1,930,000	
2026	\$230,000	
2027	\$118,500	
2028	\$60,000	
TOTAL	\$2,403,500	

**PROJECT
TEAM**

CITY LEAD: Building Maintenance
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

BACKGROUND

The Mingo Recreation Center needs several aesthetic and safety updates. Improvements are necessary for the ongoing operation and maintenance of the facility. The original pool complex was built in 1976, the gymnasium was built in 1994 and the offices in 2007. Major maintenance items include ceiling and wall coverings, updating bathrooms, concession restrooms, replacing flooring and roof. Most improvements are identified on a schedule for replacement at the end of their respective useful life.



**PROJECT
TIMELINE**

2024	Upgrade bathrooms by the gym, Arc Flash Study/IR Scan
2025	Replace VCT flooring in north section, hallway flooring, tower entry to gym, concession renovation, curtain for the gym
2026	No Action
2027	No Action
2028	No Action

FINANCING

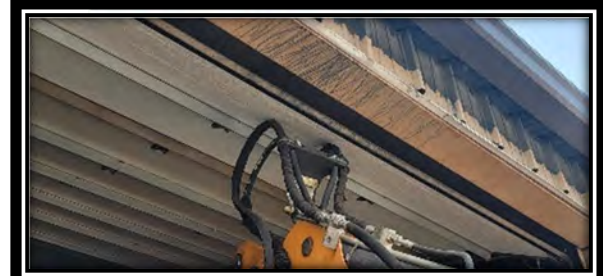
YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$40,000	General CIP Allocation
2025	\$125,000	
2026	\$0	
2027	\$0	
2028	\$0	
TOTAL	\$165,000	

**PROJECT
TEAM**

CITY LEAD: Building Maintenance
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

BACKGROUND

The Public Works facility needs several aesthetic and safety updates. Improvements are necessary for the ongoing upkeep and maintenance of the facility. Major maintenance items include flooring, interior/exterior paint, storage, generator, and other building improvements. Most improvements are identified on a schedule for replacement at the end of their respective useful life.



PROJECT TIMELINE

2024	Garage door windows, refuse building smoke alarm, clean burn unit #1, refuse heat, fall protection
2025	Refuse generator, unit heater, exterior paint, interior paint, fleet epoxy flooring, re-do traffic area storage, signage, fleet cooling system, SMR Steel roll up doors
2026	SMR hot water heater, parking lot lighting
2027	Clean burn unit, fire suppression air compressors
2028	No Action

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$152,500	General CIP Allocation
2025	\$665,000	
2026	\$155,000	
2027	\$12,000	
2028	\$0	
TOTAL	\$984,500	

PROJECT TEAM

CITY LEAD: Building Maintenance
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

**CAPITAL IMPROVEMENT PLAN
STREETS & TRAFFIC DIVISIONS
2024-2028**

	2024	2025	2026	2027	2028
REVENUES:					
License Fees	440,000	440,000	440,000	440,000	440,000
License Fees - ADA Improvements	50,000	50,000	50,000	50,000	50,000
Gas Taxes	800,000	800,000	800,000	800,000	800,000
Sidewalk Assessments	25,000	25,000	25,000	25,000	25,000
Parking Meter Revenues	50,000	210,000	125,000	125,000	125,000
CDBG RESURFACING					
CDBG Grant Funding	990,000	665,000	500,000	500,000	500,000
OPWC RESURFACING					
OPWC Grant	450,000	450,000	450,000	450,000	450,000
County Match	150,000	150,000	150,000	150,000	150,000
PENNSYLVANIA AVE SIDWALK CONNECTOR					
Delaware County Fair Board Contribution	200,000				
PENNSYLVANIA/HERITAGE TURN LN					
Addison Contribution	300,000				
DEVELOPER TRUST CONTRIBUTION					
Riverwest - Milo St Turn Ln	100,000				
William/Curtis Intersection	217,000				
US 23/Bowtown Intersection	118,000				
SR 521/Bowtown Intersection	11,000				
Cheshire Rd Improvements		104,808			
Development Reserve - Milo St Turn Ln	200,000				
CIP Allocation (pg.1)	590,400	2,744,192	755,000	1,022,000	1,670,000
TOTAL REVENUES	4,691,400	5,639,000	3,295,000	3,562,000	4,210,000
EXPENDITURES:					
Street Resurfacing Program					
CDBG RESURFACING		250,000			
CDBG CRITICAL INFRASTRUCTURE	1,200,000	600,000	600,000	600,000	600,000
OPWC RESURFACING	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000
CONSTRUCTION INSPECTION & ENGINEERING	50,000	50,000	50,000	50,000	50,000
LOCAL STREETS RESURFACING	-	-	-	-	-
ODOT Urban Paving Program					
US 36 - West Corp Limit to Sandusky St		1,509,000			
SR 37 - West Corp Limit to Troy Rd				447,000	
US 23 - Cheshire to Hills Miller Rd					1,065,000

**CAPITAL IMPROVEMENT PLAN
STREETS & TRAFFIC DIVISIONS
2024-2028**

	2024	2025	2026	2027	2028
Sidewalk Maintenance Program					
City Deficiencies (Resurfacing Streets)	125,000	125,000	125,000	125,000	125,000
ADA Ramp Improvements	50,000	50,000	50,000	50,000	50,000
Property Owner Deficiencies	25,000	25,000	25,000	25,000	25,000
Path Maintenance					
Multi Use Path Maintenance		110,000	150,000	90,000	120,000
Parking Lot Maintenance					
Public Works Garage Service Apron	125,000				
Metered Parking Lots	50,000	210,000	125,000	125,000	125,000
Non-Metered Parking Lots		110,000	120,000		
Other Transportation Improvements					
<i>BRIDGE MAINTENANCE</i>	50,000	50,000	50,000	50,000	50,000
<i>CHESHIRE ROAD EXTENSION</i>		800,000	800,000	800,000	800,000
<i>SPRINGFIELD BRANCH PIER REHAB</i>	360,000				
<i>POLLOCK RD EMBANKMENT RESTORATION</i>	30,400	300,000			
<i>E CENTRAL AVE TURN LANES AT MILO ST</i>	300,000				
<i>PENNSYLVANIA AVE SIDEWALK CONNECTOR</i>	200,000				
<i>PENNSYLVANIA/HERITAGE TURN LN</i>	300,000				
<i>CDBG NEIGHBORHOOD REVITALIZATION - DESIGN</i>	75,000				
<i>CITYWIDE SIGNALS PHASE 2</i>	140,000				
<i>W WILLIAM ST & LIBERTY RD TRAFFIC SIGNAL</i>	65,000	250,000			
<i>SR 521/BOWTOWN INTERSECTION IMPRVMENTS</i>	11,000				
<i>WILLIAM/CURTIS INTERSECTION IMPROVEMENTS</i>	217,000				
<i>US 23/STRATFORD RD BIKEWAY IMPROVEMENT</i>	118,000				
TOTAL EXPENDITURES	4,691,400	5,639,000	3,295,000	3,562,000	4,210,000

PUBLIC WORKS
Streets
ANNUAL RESURFACING PROGRAM

BACKGROUND

The annual resurfacing program is established to maintain the current street network within the City. The City of Delaware currently maintains a 194-mile street network, which is one of the most significant assets owned by this City. Currently 195 public streets are in need of resurfacing at an estimated cost of \$23 million. However, most of the available funds continue to be directed toward our Arterial and Collector streets as they carry much higher traffic volumes, leaving little funding available for residential streets. A sustainable pavement maintenance program requires the resurfacing of an estimated 9.9 miles of streets on an annual basis at a cost of \$3.3 million in annual funding.

Recently ODOT has limited its contribution toward resurfacing of the State and US routes effectively doubling the local funding share in these efforts and transfers the responsibility of plan development and project administration to the City. This further reduces funding available for local street resurfacing, including available funds for OPWC grant match, and adds significant work for the limited staff of the Public Works department assigned to roadway maintenance. With adjustments to the schedule for when state routes are resurfaced, the City needs to establish a \$650,000 annual Urban Paving contribution to be able to meet the local match requirement for each year a state route is paved.

**PROJECT
TIMELINE**

2024	OPWC & CDBG (if funded)
2025	OPWC, Urban Paving (US 36) & Local Streets
2026	OPWC, Local Streets
2027	OPWC, Urban Paving (SR 37) & Local Streets
2028	OPWC, Urban Paving (US 23) & Local Streets

FINANCING

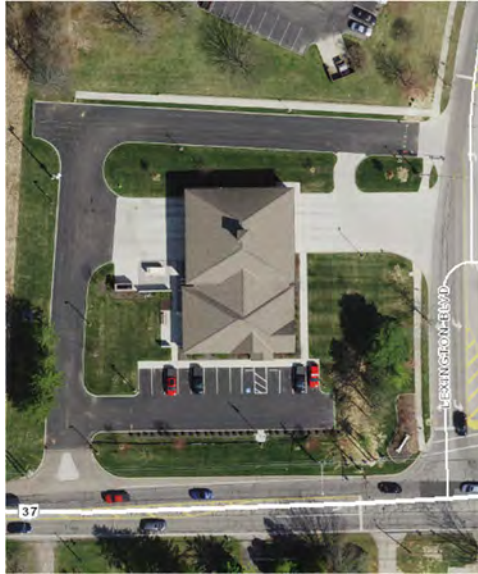
YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$2,450,000	OPWC Funds \$450,000 (Collector & Arterial Streets)
2025	\$2,100,000	Delaware County Grant Match \$150,000 (Collector & Arterials)
2026	\$1,850,000	Gas Tax \$650,000
2027	\$1,850,000	License Fees \$440,000
2028	\$1,850,000	CDBG Resurfacing \$500,000 per grant application. Urban Resurfacing Program \$170,000/mile contribution by ODOT
TOTAL	\$10,100,000	

**PROJECT
TEAM**

CITY LEAD: Public Works-Engineering
DESIGN CONSULTANT: In House Engineering Design
CONTRACTOR: TBD

BACKGROUND

The City maintains 35 public parking lots located across the city located at the public parks, city facilities, and downtown area. The asphalt pavement requires similar preventative and restorative maintenance treatments as the public streets including surface sealant and crack sealing applied periodically throughout the 25-year useful service life of the pavement surface. At the end of the service life the pavement surface is either overlaid or replaced with new asphalt.



**PROJECT
TIMELINE**

2024-2028

An annual parking lot maintenance program is initiated through the Public Works Department. A fully funded program with \$350,000 in annual expenditure would provide for maintenance and reconstructive treatments to various lots according to a schedule. Due to a lack in funding, the schedule for repairs must be reevaluated annually to make sure those lots in worse condition are being addressed accordingly.

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$50,000	\$50,000 Parking Lot Fund
TOTAL	\$50,000	

**PROJECT
TEAM**

CITY LEAD: Public Works- Engineering Division
DESIGN CONSULTANT: N/A
CONTRACTOR: TBD

PUBLIC WORKS
Streets
SERVICE APRON RECONSTRUCTION

BACKGROUND

The Public Works Department provides vehicle maintenance to the entire city fleet of heavy trucks, fire apparatus, construction equipment, cars, SUVs, vans and pickup trucks, as well as multiple powered tools and equipment. All work is performed either within the Fleet Garage service bays, or on the adjacent service apron. Equipment is stored on the service apron before, during and following maintenance work. The paved area making up the service apron is beyond any reasonable service life and has become problematic in providing a safe, clean, dry working surface for vehicle maintenance and storage. The parking area is subject to frequent flooding where dirt and mud tracks into the service bays and on/into vehicles. When dry, dust coats the exterior and interior of vehicles, tools, equipment, repair parts, and throughout the service bays creating an unhealthy work environment for staff. Funding is requested for the cost of materials for apron reconstruction/expansions by the Public Works Street Division.



**PROJECT
TIMELINE**

2024	Purchase of new asphalt and concrete paving materials for reconstruction
2025	No Action
2026	No Action
2027	No Action
2028	No Action

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$125,000	General CIP Allocation
2025	\$0	
2026	\$0	
2027	\$0	
2028	\$0	
TOTAL	\$125,000	

**PROJECT
TEAM**

CITY LEAD: Public Works-Street Maintenance and Repair
DESIGN CONSULTANT: N/A
CONTRACTOR: TBD

BACKGROUND

Sidewalks that are free of trip hazards and other deficiencies are essential to pedestrian safety. The Sidewalk Improvement Program makes repairs to defective sidewalks by identifying deficiencies on an ongoing basis and making repairs each year. Most deficiencies are associated with uneven sidewalk lifted by street tree roots and as such, the City’s responsibility. Permanent repairs involve removal of concrete slabs, digging out roots below the walk, and pouring new concrete sections. This process is time-consuming and expensive at an estimated \$300 per section of walk, exceeding both financial and staffing resources to complete all identified deficiencies. Where a deficiency is not related to street tree damage, the property owner is notified of their responsibility to make repairs.

The Sidewalk Improvement Program approach each year is to (1) make repairs to City deficiencies along streets being resurfaced, (2) identify property owner deficiencies along streets being resurfaced and requiring property owners to make repairs, and (3) address citywide deficiencies reported through customer service requests. There is currently a growing back log of sidewalk requiring repair by the city. For repairs that are property owner responsibility, an annual Resolution of Necessity will be required for the City to make repairs on deficiencies not repairs by the property owner. The costs associated with the Resolution of Necessity work will be recouped by sidewalk assessments.



PROJECT TIMELINE

2024-2028

\$125,000 annually for repairs to sidewalk sections determined to be the responsibility of the city to maintain (Typically tripping hazards associated with street trees).

\$50,000 annually for repair to handicap ramps along public streets

\$25,000 annually for repair to sidewalk determined to be the responsibility of property owners. These costs are reimbursable through direct invoicing to the property owner and/or property assessments

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024-2028	\$175,000	General Fund Revenues & Property Owner Sidewalk Assessments- Annually
TOTAL	\$175,000	

PROJECT TEAM

CITY LEAD: Public Works-Engineering Division
DESIGN CONSULTANT: N/A
CONTRACTOR: TBD

**CAPITAL IMPROVEMENT PLAN
THE POINT
2024-2028**

	2024	2025	2026	2027	2028
BALANCE FORWARD	-	-	-	-	-
REVENUES:					
JEDD Funds	189,630	191,527	193,442	195,376	197,330
JEDD II Funds	37,421	37,795	38,173	38,554	38,940
Berkshire NCA	56,153	57,277	58,422	59,591	60,782
Project Trust	55,075				
Note Issuance					
Debt Issuance					
General Fund Transfer	97,643	149,325	145,886	142,401	138,870
TOTAL REVENUES	435,923	435,923	435,923	435,923	435,923
EXPENDITURES:					
DEBT SERVICE					
The Point (\$5M, 6%, 20 years)	435,923	435,923	435,923	435,923	435,923
TOTAL EXPENDITURES	435,923	435,923	435,923	435,923	435,923

THE POINT IMPROVEMENTS

BACKGROUND

“The Point” intersection is located at the location where US 36 and SR 37 converge on the east side of City, immediately west of the Norfolk Southern railroad overpass. The skewed alignment of the two roads, compounded by the narrow two-lane passage below the rail bridge restricting traffic to a single lane in each direction, limit the overall intersection capacity to manage current and anticipated future traffic loading. On average, 25,000 vehicles a day pass below the bridge, with traffic models projecting that number to increase to almost 40,000 vehicles a day by 2040. Traffic congestion and lengthy backups are routine during morning and afternoon peak-hour traffic conditions. In 2009, the City reconfigured the intersection slightly, relocating the signal further west on US 36 and realigning SR 37 to the new location. The improvement provided immediate relief to westbound traffic congestion and delay; however, modelling predicated that increasing eastbound traffic congestion was anticipated within seven to ten years as traffic volumes continued to increase in the area.

This project will relieve congestion and increase safety along US 36 and SR 37 by increasing the number of vehicular lanes beneath the Norfolk Southern Railroad bridge allowing for two lanes of travel in each direction beneath the railroad. The widened bridge will eliminate the notorious westbound merge on US 36 as vehicles approach the bridge. Eastbound traffic flow will benefit immediately from this improvement as dual through-lanes are established on both SR 37 and US 36 approaching the intersection adding significantly improved intersection capacity. Shared use paths connecting the east side of the community to the Glenwood Commons commercial center are also included as part of the overall improvement. Additional improvements at the US 36 with SR 521 intersection are included to address intersection safety and congestion issues there, as well.



PROJECT TIMELINE

2022	Final design, Right of Way acquisition, utility relocations, railroad permitting
2023	Construction of temporary rail bridge and roadway improvements
2024	Construction of temporary rail bridge and roadway improvements
2025	Construction Complete

FINANCING

AMOUNT	IDENTIFIED FUNDING SOURCE(S)
\$20,470,000	MORPC Grant for Construction and Construction Engineering
\$12,700,000	ODOT Transportation Review Advisory Council
\$3,150,000	ODOT Highway Safety Improvement Program
\$2,000,000	Federal Community Projects Grant
\$430,000	ODOT Urban Resurfacing
\$1,200,000	City Utility Funds (Stormwater, Sanitary, Water)
\$4,410,000	City Capital Improvements Funds
\$44,360,000	Total Project Costs (All Phases)

PROJECT TEAM

CITY LEAD: Public Works
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

**CAPITAL IMPROVEMENT PLAN
NORTHWEST INFRASTRUCTURE PLAN
2024-2028**

	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
BALANCE FORWARD	-	26,095	469,916	4,129,657	8,077,641	9,616,245	3,141,837	9,544,365	15,998,999	22,453,633	28,908,267	35,362,901
REVENUES:												
Developer Contribution	786,095											
Transportation per Lot Contribution	210,000	152,000	90,000									
Potential TIF Revenues		925,411	3,252,113	5,429,811	6,510,015	7,453,152	7,584,569	7,634,576	7,634,576	7,634,576	7,634,576	4,561,298
Potential NCA Revenues		46,410	160,237	260,781	311,199	355,048	360,567	362,667	362,667	362,667	362,667	362,667
Debt Issuance		6,000,000	4,000,000	2,000,000								
TOTAL REVENUES	996,095	7,123,821	7,502,350	7,690,592	6,821,214	7,808,201	7,945,137	7,997,243	7,997,243	7,997,243	7,997,243	4,923,965
EXPENDITURES:												
DEBT SERVICE												
Note Interest/Principal			2,300,000	2,200,000	2,100,000							
Debt Service (\$19.5M, 6%, 20 years)												
ADDISON PAYMENT			1,542,609	1,542,609	1,542,609	1,542,609	1,542,609	1,542,609	1,542,609	1,542,609	1,542,609	1,542,609
ADDISON BOND PAY OFF												17,690,000
PHASE 1A: CAMBRIDGE TO TROY												
Final Design	455,000											
Construction		4,920,000										
Construction Engineering		265,000										
PHASE 1B: TROY CURVE												
Final Design	125,000											
Construction		1,330,000										
Construction Engineering		75,000										
PHASE 2: CSX RAILROAD CROSSING												
Stage 1 Design	285,000											
AEP Costs		90,000			860,000							
Railroad Costs	105,000					880,000						
Final Design					780,000							
Construction						11,250,000						
Construction Engineering						610,000						
TOTAL EXPENDITURES	970,000	6,680,000	3,842,609	3,742,609	5,282,609	14,282,609	1,542,609	1,542,609	1,542,609	1,542,609	1,542,609	19,232,609
ENDING BALANCE	26,095	469,916	4,129,657	8,077,641	9,616,245	3,141,837	9,544,365	15,998,999	22,453,633	28,908,267	35,362,901	21,054,257

NORTHWEST INFRASTRUCTURE PLAN

BACKGROUND

This project will extend Merrick Parkway from its current eastern terminus to Troy Road (length of roughly 1900 LF). The intersection of Merrick & Troy will be designed as a modern roundabout which will provide traffic calming along Troy Road where vehicle speeds are generally higher than the posted speed limit of 35 MPH. The extension will provide access for multiple residents of the subdivisions that exist to the west, and the many hundreds more from residential growth planned adjacent to this extension. A traffic study was commenced in 2021 to determine if Merrick Parkway should be extended east of Troy Road across the CSX RR tracks to US23. The conclusion of the study was that Merrick should extend to US23. As part of the Phase I design, the alignment of Merrick over the RR will be advanced as well.



PROJECT TIMELINE

2024	Preliminary/Final Design Phase I/II
2025	Construction Phase I
2026	No Action
2027	Utility Relocations
2028	Construction Phase II

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$1,060,000	Developer Contributions
2025	\$6,590,000	NCA and TIF Revenues
2026	\$0	
2027	\$1,640,000	NCA and TIF Revenues
2028	\$12,740,000	NCA and TIF Revenues
TOTAL	\$21,780,000	

PROJECT TEAM

CITY LEAD: Public Works-Engineering
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

**CAPITAL IMPROVEMENT PLAN
EAST CENTRAL AVENUE
2024-2028**

	2024	2025	2026	2027	2028
BALANCE FORWARD	-	-	-	-	-
REVENUES:					
MORPC Attributable Funds					3,228,554
Wastewater Funds					62,000
Water Funds				500,000	116,500
Stormwater Funds					502,000
CIP Allocation	156,000	356,000	256,000	947,200	3,251,785
TOTAL REVENUES	156,000	356,000	256,000	1,447,200	7,160,839
EXPENDITURES:					
Preliminary Engineering & Environmental	156,000	356,000			
Final Engineering			256,000		
Right of Way Acquisition				947,200	
Advance Water Work				500,000	
Construction - Roadway					6,509,839
Construction Engineering					651,000
TOTAL EXPENDITURES	156,000	356,000	256,000	1,447,200	7,160,839

**SR 37 (E. CENTRAL AVE)
PRESERVATION PROJECT**

BACKGROUND

State Route 37 (East Central Avenue) needs full-depth pavement reconstruction between US 23 and the Point. Improvements to this corridor are a third component of overall east side improvements, which have included the East William Street Widening and Point projects. In 2020, the City was not successful in pursuing ODOT safety and MORPC attributable funds for a large project that would have included pavement reconstruction and a new intersection at SR 37 and US 42 (Lake Street). In 2022, these improvements were split into two projects, and the City was awarded MORPC grant funding for the SR 37 Preservation Project, while funding was not awarded for a separate Central/Lake intersection project. The proposed preservation project will completely reconstruct the pavement, add pedestrian facilities, add stormwater drainage facilities, and make improvements to sanitary sewer and drinking water infrastructure between Lake Street and The Point.



**PROJECT
TIMELINE**

2024	Preliminary engineering and environmental
2025	Preliminary engineering and environmental
2026	Final Engineering
2027	Right of Way Acquisition
2028	Construction

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$156,000	City Capital Improvement Funds
2025	\$356,000	City Capital Improvement Funds
2026	\$256,000	City Capital Improvement Funds
2027	\$947,200	Right of Way Acquisition & Advance Water Work
	\$500,000	City Water Funds
2028	\$3,228,554	MORPC Attributable Funds Grant
	\$680,500	City Utility Funds (Stormwater, Sanitary, Water)
	\$3,251,785	City Capital Improvement Funds
TOTAL	\$9,376,039	

* Assumes current MORPC commitment of \$2,250,554 increases with inflation
The MORPC Attributable Funds grant is currently the only external funding source secured for the project.

**PROJECT
TEAM**

CITY LEAD: Public Works-Engineering Division
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

**CAPITAL IMPROVEMENT PLAN
PARK IMPACT FEES
2024-2028**

	2024	2025	2026	2027	2028
BALANCE FORWARD	2,412,745	1,227,745	(1,022,255)	(942,255)	(1,342,255)
REVENUES:					
Park Impact Fees	550,000	550,000	550,000	550,000	550,000
BALANCE PLUS REVENUE	2,962,745	1,777,745	(472,255)	(392,255)	(792,255)
EXPENDITURES:					
<i>Olentangy River Trail</i>					
Pollock Road	80,000	600,000	100,000	800,000	
Downtown - Land Acquisition	650,000		120,000		
<i>Delaware Run Greenway</i>					
Blue Limestone to Grady				150,000	1,000,000
Land Acquisition	200,000	200,000	250,000		200,000
<i>Unity Park</i>	100,000	800,000			
<i>Smith Park Trail</i>	40,000				
<i>Oakhurst Trail (BROPATH)</i>	140,000	1,200,000			
<i>New Park - Ravines of Olentangy</i>	400,000				
<i>Mill Run Park - Disc Golf</i>	100,000				
<i>CDBG Neighborhood Revitalization - Design</i>	25,000				
TOTAL EXPENDITURES	1,735,000	2,800,000	470,000	950,000	1,200,000

BACKGROUND

The Ravines of Olentangy Subdivision is currently being developed and included was a 15 acre park that will be operated and maintained by Parks and Recreation. Most of the park will be passive space but the active area will include a playground, basketball court and trails to serve the community. The passive area will be restored as a forest preserve.



**PROJECT
TIMELINE**

2024	Playground, basketball court and trails
2025	No Action
2026	No Action
2027	No Action
2028	No Action

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$400,000	Park Impact Fees
2025	\$0	
2026	\$0	
2027	\$0	
2028	\$0	
TOTAL	\$400,000	

**PROJECT
TEAM**

CITY LEAD: Parks & Natural Resources
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

PARKS & NATURAL RESOURCES

UNITY PARK SPLASH PAD AND RESTROOM

BACKGROUND

In 2024, funding is being requested to begin planning for a new splash pad and restroom at Unity Park. The planning and design are proposed in 2024 with construction proposed in 2025. The water feature was proposed as part of various neighborhood surveys and was recently supported in a neighborhood town hall meeting in 2023.



PROJECT TIMELINE

2024	Planning and begin installation
2025	Installation of water feature and restroom
2026	No Action
2027	No Action
2028	No Action

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$100,000	Park Impact Fees
2025	\$800,000	
2026	\$0	
2027	\$0	
2028	\$0	
TOTAL	\$900,000	

PROJECT TEAM

CITY LEAD: Parks & Natural Resources
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

BACKGROUND

In 2024, funding is being requested to move forward with a disc golf course at Mill Run Park. The course has been planned for several years and the Parks Department has worked with a local group to bring this amenity to Delaware. The introduction of disc golf was recommended in the recent parks and recreation master plan.



**PROJECT
TIMELINE**

2024	Planning and begin installation
2025	Installation of course
2026	No Action
2027	No Action
2028	No Action

FINANCING

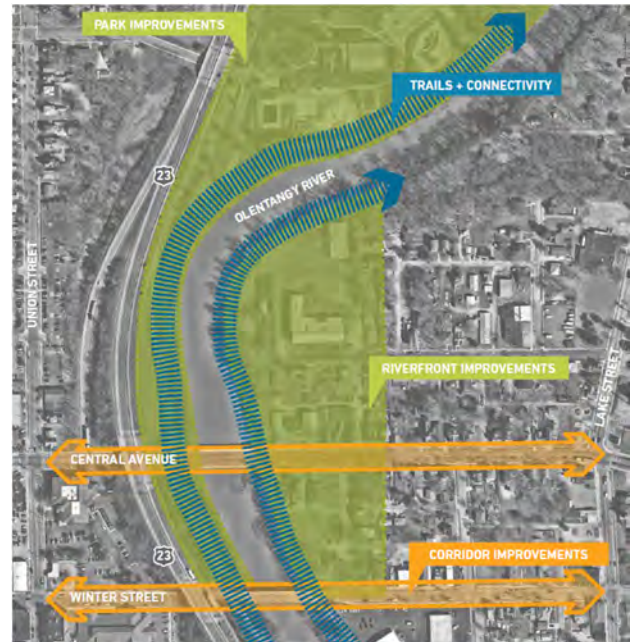
YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$100,000	Park Impact Fees
2025	\$0	
2026	\$0	
2027	\$0	
2028	\$0	
TOTAL	\$100,000	

**PROJECT
TEAM**

CITY LEAD: Parks & Natural Resources
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

BACKGROUND

In 2024, funding is being requested to begin trail planning and land acquisitions for greenways along the Olentangy River and Delaware Run. The City has recently completed conceptual planning and feasibility studies in these areas and is ready to move forward with implementing trail connections along these corridors. The Oakhurst Park trail connection will move forward with the addition of the Addison development. The City will work with the Delaware County Fairgrounds to complete a connection to Pennsylvania Avenue.



PROJECT TIMELINE

2024	Olentangy River and Delaware Run Corridor
2025	Olentangy River and Delaware Run Corridor
2026	Olentangy River and Delaware Run Corridor
2027	Olentangy River and Delaware Run Corridor
2028	Olentangy River and Delaware Run Corridor

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$1,070,000	Park Impact Fees
2025	\$2,800,000	
2026	\$470,000	
2027	\$950,000	
2028	\$1,200,000	
TOTAL	\$6,490,000	

PROJECT TEAM

CITY LEAD: Parks & Natural Resources
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

**CAPITAL IMPROVEMENT PLAN
POLICE DEPARTMENT
2024-2028**

	2024	2025	2026	2027	2028
REVENUES:					
Police Impact Fees	81,250	20,000			
<i>CIP Allocation (pg.1)</i>	87,484	127,484	168,000	400,000	-
TOTAL REVENUES	87,484	147,484	168,000	400,000	-
EXPENDITURES:					
Evidence Storage Building				400,000	
Police Sub-Station					
Police K9 Replacement	40,000	40,000			
Meridian Archer Barriers	81,250				
Cruiser Video Replacement (5 yr - Annual Cost)	47,484	47,484	60,000		
Speed Warning Camera System		20,000			
Justice Center Fleet Carport			108,000		
UAV Replacement		40,000			
TOTAL EXPENDITURES	168,734	147,484	168,000	400,000	-

BACKGROUND

The City of Delaware hosts a variety of special events each year to include parades, street festivals, and concerts. Street closures are often necessary to support the safe operation of these events. The separation of pedestrians and large crowds from vehicular traffic in the area is a key component of securing the event space. Meridian barriers create both a visual and physical barrier. They are an effective strategy to mitigate risks associated with vehicles intentionally or accidentally entering the event while still allowing pedestrians free access.



**PROJECT
TIMELINE**

2024	Meridian Barrier Purchase
2025	No Action
2026	No Action
2027	No Action
2028	No Action

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$81,250	At this time, no outside funding sources have been identified and all project funding is through general fund revenues.
2025	\$0	
2026	\$0	
2027	\$0	
2028	\$0	
TOTAL	\$81,250	

**PROJECT
TEAM**

CITY LEAD: Police Department
DESIGN CONSULTANT: N/A
CONTRACTOR: N/A

POLICE DEPARTMENT

POLICE K9 REPLACEMENT

BACKGROUND

The Delaware Police Department maintains (2) canine teams. Both are Belgian Malinois and are certified as multi-purpose patrol dogs. This designation indicates they can detect narcotics, perform search operations, and assist in suspect apprehension.

A canine's length of service depends on several variables: the types of deployment, on-duty injuries, and unforeseen illnesses. Under optimum conditions, one can remain in service for approximately eight to ten years.

K9 Ollie was acquired by the City of Delaware in 2015 and K9 Tyson was purchased in 2019. K9 Ollie, due to age and health concerns, retired in 2023 and replacement is expected sometime during FY2024. K9 Tyson will be evaluated for replacement beginning in 2025, but his service may be extended based on his operational condition.



PROJECT TIMELINE

2024	Police K9 Replacement
2025	Police K9 Replacement
2026	No Action
2027	No Action
2028	No Action

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$40,000	At this time, no outside funding sources have been identified and all project funding is through general fund revenues.
2025	\$40,000	
2026	\$0	
2027	\$0	
2028	\$0	
TOTAL	\$80,000	

PROJECT TEAM

CITY LEAD: Police Department
DESIGN CONSULTANT: N/A
CONTRACTOR: N/A

BACKGROUND



The Delaware Police Department formed an unmanned aerial vehicle (UAV) team in 2020. The team is currently equipped with a DJI Matrice 300 RTK and a Brinc Lemur. The Matrice 300 is a large commercial style drone while the Lemur is smaller and designed to be used in close quarter spaces.

UAVs can be used to quickly gain situational awareness of large areas. They can quickly search for a loss child, provide an aerial snapshot of large crowds, map large crime scenes, or give firefighters an aerial view of a fire incident.

The budgeted amount allows for the replacement of one large UAV. Routine replacement supports the use of up-to-date technology, ensures software compatibility, and reduces maintenance costs due to warrant availability.

**PROJECT
TIMELINE**

2024	No Action
2025	UAV Replacement
2026	No Action
2027	No Action
2028	No Action

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$0	At this time, no outside funding sources have been identified and all project funding is through general fund revenues.
2025	\$40,000	
2026	\$0	
2027	\$0	
2028	\$0	
TOTAL	\$40,000	

**PROJECT
TEAM**

CITY LEAD: Police Department
DESIGN CONSULTANT: N/A
CONTRACTOR: N/A

BACKGROUND

The Police Department currently maintains two evidence storage locations, a secure evidence room at the Justice Center for current caseload items and a long-term storage facility off-site. The off-site facility (pole type barn) was constructed in 1990 and after 33 years is nearing the end of its service life. It is reaching maximum capacity and lacks proper environmental controls.

A new facility will be required in the future and should be constructed for utilities, the use of technology, environmental control, and security.



**PROJECT
TIMELINE**

2024	No Action
2025	No Action
2026	No Action
2027	Evidence storage facility
2028	No Action

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$0	At this time, no outside funding sources have been identified and all project funding is through general fund revenues.
2025	\$0	
2026	\$0	
2027	\$400,000	
2028	\$0	
TOTAL	\$400,000	

**PROJECT
TEAM**

CITY LEAD: Police Department
DESIGN CONSULTANT: N/A
CONTRACTOR: N/A

**CAPITAL IMPROVEMENT PLAN
FIRE/EMS DEPARTMENT
2024-2028**

	2024	2025	2026	2027	2028
REVENUES:					
Fire/EMS Income Tax	14,300,000	14,443,000	14,587,430	14,733,304	14,880,637
Fire Impact Fee Funds	100,000	100,000	100,000	100,000	100,000
TOTAL REVENUES	14,400,000	14,543,000	14,687,430	14,833,304	14,980,637
EXPENDITURES:					
<i>DEBT SERVICE</i>					
Station 303 (\$2,755,000, 2.94%, 2032)	189,875	190,855	196,805	193,515	118,335
Station 304 (\$3,500,000, 15 yrs, 2031)	281,000	282,800	284,200	285,200	280,800
EMS Vehicles (3) - (800,000, 10 yrs.)	92,250				
Station 305 (\$4,000,000, 4 yrs)	1,093,668	1,062,445	1,031,223		
<i>CAPITAL PROJECTS</i>					
Fire Stations	5,000,000			250,000	
Technology Replacement	40,725			9,705	121,770
Sprinkler Grant		250,000	250,000	250,000	250,000
AED Grant Program		15,000	15,000	15,000	15,000
Station 301 AC Unit	65,000				
Automatic External Defibrillators	72,520				
Self Contained Breathing Appartus			898,560		
Training Tower					150,000
<i>EQUIPMENT REPLACEMENTS</i>					
St 303 Mower Replacement	11,547				
Ford Interceptors	140,400	72,306			
New Car - Risk Reduction	70,200				
Medic Replacement (3)				1,585,300	
Heavy Rescue Replacement				1,160,300	
Boat				27,361	
Pumper Truck Replacement					1,195,108
TOTAL EXPENDITURES	7,057,185	1,873,406	2,675,788	3,776,381	2,131,013

BACKGROUND

Fire Station 301 was built in 1972. The Station was located on Liberty St. because of its central location in the city. This was the only Fire Station at the time. Since that time, the city has grown considerably in all directions from this central location. Fire and EMS coverage on the eastside of the city, in many cases, is more than the desired 6-minute total response time. In 2022, the city purchased an existing building at 680 Sunbury Road for a fire station on the city's east side. This station will be known as Station 305 and will also provide space for the fire department headquarters and training facility. Once Station 305 is completed, renovation to Fire Station 301 will be conducted and Station 302 will receive a fire sprinkler system. Construction plans and documents will be completed in 2023 and construction at Station 305 will be conducted in 2023 and 2024. Station 301 will be renovated in 2025 and 2026.



**PROJECT
TIMELINE**

2024	Station 305-Construction
2025	Station 305-Construction and Operation and Station 301-Renovation
2026	Station 301-Renovation
2027	Station 302 update of 34-year-old building
2028	Operational

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$5,000,000	At this time, no outside funding sources have been identified and all project funding is through general fund revenues.
2025	\$0	
2026	\$0	
2027	\$250,000	
2028	\$0	
TOTAL	\$5,250,000	

**PROJECT
TEAM**

CITY LEAD: Fire Department
DESIGN CONSULTANT: Fire Department and Mull and Weithman
CONTRACTOR: TBD

FIRE DEPARTMENT TECHNOLOGY REPLACEMENT

BACKGROUND

In 2024, the Department will continue to replace aging technology. The Fire Department uses technology that includes station computers, printer/copiers and mobile data computers. Mobile data computers provide access to dispatch information, access to information in existing databases, researching hazardous materials, and the uploading of medical reports to the hospital. Mobile data computers are replaced every 5 years. The replacement of the computers, mobile data terminals, and mobile wireless ports are anticipated to cost roughly \$260,929 over the next 5 years. This project will be funded utilizing the Fire Fund. The Fire Department will be looking for alternative funding sources for this equipment.

- 2024 – Replacement of station computers
- 2025 – No schedule replacement
- 2026 – No schedule replacement
- 2027 – Replacement of computers and copiers
- 2028 – Mobile data computers for all apparatus and station Copiers



Mobile Data Terminal (MDT)

PROJECT TIMELINE

2024	Computer and copiers specified, purchased, and operational
2025	No Action
2026	No Action
2027	Computers and copiers specified, purchased and operational
2028	MDTs and copiers specified, purchased and operational

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$40,725	At this time, no outside funding sources have been identified and all project funding is through general fund revenues.
2025	\$0	
2026	\$0	
2027	\$9,705	
2028	\$121,770	
TOTAL	\$172,200	

PROJECT TEAM

CITY LEAD: Fire Department
DESIGN CONSULTANT: Fire Department and IT Department
CONTRACTOR: TBD

FIRE DEPARTMENT COMP PLAN-FIRE SPRINKLER INCENTIVE

BACKGROUND

In 2021, the City of Delaware, through internal and external stakeholders, developed a new comprehensive plan.

Action E.13.1 Incentivize sprinkler systems for historic buildings. Although not a requirement for the State of Ohio, installing sprinkler systems in historic buildings, especially in the downtown core, could become an important fire safety standard for the City in the future. Grant funding could incentivize the installation of these sprinkler systems. One of the potential funding streams the City could consider is a portion of income tax that is directed toward the fire department.

The Fire Department is recommending funding as the downtown historic buildings continue to be redeveloped. This funding would only be used as authorized by City Administration and City Council.



PROJECT TIMELINE

2024	No Action
2025	Provide funding to assist building owners for fire sprinkler installations
2026	Provide funding to assist building owners for fire sprinkler installations
2027	Provide funding to assist building owners for fire sprinkler installations
2028	Provide funding to assist building owners for fire sprinkler installations

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$0	At this time, no outside funding sources have been identified and all project funding is through general fund revenues.
2025	\$250,000	
2026	\$250,000	
2027	\$250,000	
2028	\$250,000	
TOTAL	\$1,000,000	

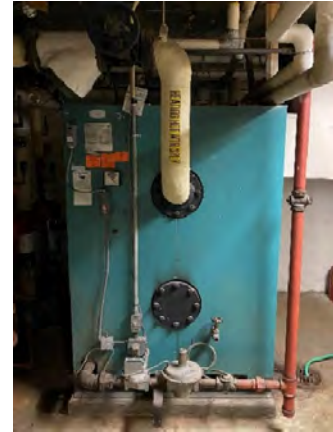
PROJECT TEAM

CITY LEAD: Fire Department
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

STATION 301 AIR CONDITIONING UNITS

BACKGROUND

The air conditioning units at Station 301 are being recommended for replacement by Environmental Air. These units were installed as part of the 1997 remodel and are over 25 years old. As part of the Capital Improvement Plan, the replacement of the Station is being planned. The funding for the air conditioning unit is being requested and would only be utilized should there be a failure and the repairs not able to be made. In addition to this, the boiler is the original and has experienced repairs. It has been recommended for the replacement of this as well; however, this cost would be more extensive and require an analysis by a mechanical engineer.



PROJECT TIMELINE

2024	Purchase and replace if unable to repair
2025	Replace as part of Fire Station 301 Renovation
2026	No Action
2027	No Action
2028	No Action

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$65,000	At this time, no outside funding sources have been identified and all project funding is through general fund revenues.
2025	\$0	
2026	\$0	
2027	\$0	
2028	\$0	
TOTAL	\$65,000	

PROJECT TEAM

CITY LEAD: Fire Department
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

BACKGROUND

The Department’s automated external defibrillators (AEDs) are aging and will be reaching their life expectancy. AEDs are located in all city buildings and in all police cruisers. The life expectancy of the AEDs units is 10 years.

2024-Replacement of (49) AEDs for City Facilities and Police Department Vehicles.



**PROJECT
TIMELINE**

2024	AEDs ordered and placed in service
2025	No Action
2026	No Action
2027	No Action
2028	No Action

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$72,520	At this time, no outside funding sources have been identified and all project funding is through general fund revenues.
2025	\$0	
2026	\$0	
2027	\$0	
2028	\$0	
TOTAL	\$72,520	

**PROJECT
TEAM**

CITY LEAD: Fire Department
DESIGN CONSULTANT: Fire Department
CONTRACTOR: TBD

BACKGROUND

Self-Contained Breathing Apparatus is a device worn by firefighters to provide breathable air in an immediately dangerous to life or health atmosphere (IDLH). This equipment is used during fire operations, as well as hazardous material and technical rescue operations. In 2025, this essential equipment will be 10-years old and nearing the end of its expected life.



Self-Contained Breathing Apparatus (SCBA)



Rapid Intervention Pack (RIT Pak)

PROJECT TIMELINE

2024	No Action
2025	Research and specification development
2026	SCBAs purchased and placed in operations
2027	No Action
2028	No Action

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$0	At this time, no outside funding sources have been identified and all project funding is through general fund revenues.
2025	\$0	
2026	\$898,560	
2027	\$0	
2028	\$0	
TOTAL	\$898,560	

PROJECT TEAM

CITY LEAD: Fire Department
DESIGN CONSULTANT: Fire Department
CONTRACTOR: TBD

FIRE DEPARTMENT TRAINING TOWER

BACKGROUND

A training facility and resources are necessary for firefighters to maintain and learn new skills. The facility would be capable of providing live fire extinguishment training, search and rescue operations, ladder drills, ventilation training, and hose advancement drills. Many Fire Departments in Delaware County have come together to create the fire training facility located on the Delaware Area Career Center property on SR 521. Since then, the Career Center has relocated to US 23 and has sold the property on SR 521 to Delaware County for additional office space. In 2020, the Fire Chiefs decided that they are not financially able to take the necessary steps to restore the grounds. The training tower was funded in the 2022 budget and construction is planned in 2023. Funding in 2029 will be for the inspection and panel replacement as needed.



This is an example of a combination commercial and residential multi story training tower with live fire capabilities.

PROJECT TIMELINE

2024	Training tower will be constructed with allocated funding from 2022 budget
2025	No Action
2026	No Action
2027	No Action
2028	Replacement of thermal liners and props

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$0	At this time, no outside funding sources have been identified and all project funding is through general fund revenues.
2025	\$0	
2026	\$0	
2027	\$0	
2028	\$150,000	
TOTAL	\$150,000	

PROJECT TEAM

CITY LEAD: Fire Department
DESIGN CONSULTANT: Fire Department
CONTRACTOR: TBD

**CAPITAL IMPROVEMENT PLAN
STORM CAPITAL PROJECTS
2024-2028**

	2024	2025	2026	2027	2028
REVENUES:					
Storm Water Operations Transfer	1,239,500	2,669,500	819,500	669,500	625,000
TOTAL REVENUES	1,239,500	2,669,500	819,500	669,500	625,000
EXPENDITURES:					
<i>DEBT SERVICE</i>					
Sawmill Pkwy - Repayment (Ord 22-08)	344,500	344,500	344,500	344,500	
<i>CAPITAL PROJECTS</i>					
Storm Water Repair	125,000	125,000	125,000	125,000	125,000
US23 Drainage Rehab	170,000	1,150,000			
Cemetery Storm Pipe Replacement	500,000				
CDBG Neighborhood Revitalization Design	100,000				
Montrose/Columbus/Toledo Storm Upgrades		800,000			
W Central Ave/N Washing St/Griswold St		250,000			
Chamberlain St/Channing St			350,000		
Pittsburgh Dr Ditch Cleaning				200,000	
Oakhill Ave Storm Replacement/CIPP					500,000
TOTAL EXPENDITURES	1,239,500	2,669,500	819,500	669,500	625,000

CEMETERY STORM PIPE REPLACEMENT

BACKGROUND

Portions of the City’s cemetery contain large stormwater conveyance pipes. These pipes see substantial flows during storm events due to the large size of the land tributary to this drainage way. The storm sewer is built up brick and has begun failing and falling apart in areas. The City recently completed a cemetery master plan, which also called out the repair of the storm lines. This work will require the utmost care as much of it lies below existing burial sites.



**PROJECT
TIMELINE**

2024	Planned repairs scheduled to be performed by City Staff
2025	No Action
2026	No Action
2027	No Action
2028	No Action

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$500,000	Project will be funded from the Storm Water Fund
2025	\$0	
2026	\$0	
2027	\$0	
2028	\$0	
TOTAL	\$500,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

STORM WATER I&I REMEDIATION

BACKGROUND

As storm water lines age, they begin to allow ground water infiltration into the storm flows. During rain events, these areas of infiltration can cause storm water lines to become full sooner, leading to possible storm drain backups and localized flooding. As areas in need of repair are found via camera inspection they will be scheduled for repair.



**PROJECT
TIMELINE**

2024	Funds available for repairs
2025	Funds available for repairs
2026	Funds available for repairs
2027	Funds available for repairs
2028	Funds available for repairs

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$125,000	Project will be funded from the Storm Water Fund
2025	\$125,000	
2026	\$125,000	
2027	\$125,000	
2028	\$125,000	
TOTAL	\$625,000	

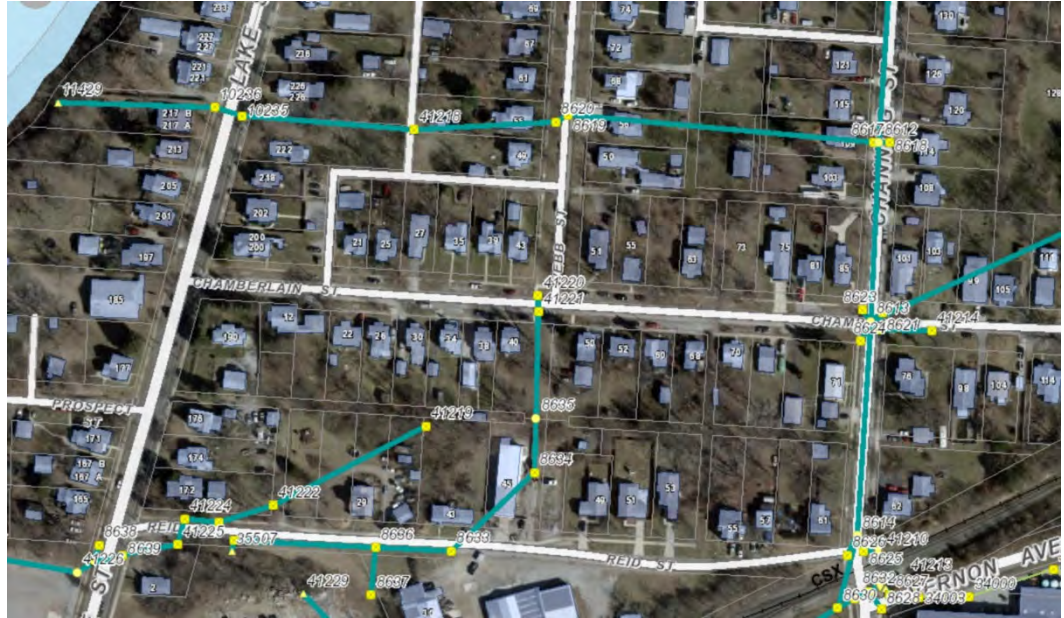
**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

PUBLIC UTILITIES
Storm
**CHAMBERLAIN/CHANNING ST STORM
REPAIRS**

BACKGROUND

The area of Chamberlain St. and Channing St. is experiencing storm sewer failure shown by area flooding during rain events. This project is intended to open up flow in the area to reduce the likelihood of flooding events.



**PROJECT
TIMELINE**

2024	No Action
2025	No Action
2026	Planned repairs scheduled to be performed by City staff
2027	No Action
2028	No Action

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$0	Project will be funded from the Storm Water Fund
2025	\$0	
2026	\$350,000	
2027	\$0	
2028	\$0	
TOTAL	\$350,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

BACKGROUND

The Pittsburgh Drive ditch ways are no longer able to convey the required storm flows from the area. This is due to buildup of sediment from years of storm water conveyance. Ditches are as integral a part of storm water removal as storm sewers are and must also be maintained to ensure needed levels of flow.



**PROJECT
TIMELINE**

2024	No Action
2025	No Action
2026	No Action
2027	Planned cleaning to be performed by City staff
2028	No Action

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$0	Project will be funded from the Storm Water Fund
2025	\$0	
2026	\$0	
2027	\$200,000	
2028	\$0	
TOTAL	\$200,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

OAK HILL AVE STORM REPLACEMENT

BACKGROUND

This project will replace/rehab the stormwater system from the S. Liberty Street just north of Oak Hill Ave to Montrose Ave just south of Oak Hill Ave. It is estimated the clay tile was installed in the early 1900's and is installed under some structure. We intend to use the standard trench installation method but will use trenchless technologies where possible.



**PROJECT
TIMELINE**

2024	No Action
2025	No Action
2026	No Action
2027	No Action
2028	Replacement of line by City crews

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$0	Project will be funded from the Storm Water Fund
2025	\$0	
2026	\$0	
2027	\$0	
2028	\$500,000	
TOTAL	\$500,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities-Collection Division
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

PUBLIC UTILITIES
Storm
CENTRAL/WASHINGTON/GRISWOLD
STORM REPAIRS

BACKGROUND

This project will replace the stormwater system from the intersection of W Central Avenue/N Franklin Street to where it crosses N Liberty Street between Woodland Avenue and Griswold Street. In the area between N Washington Street and N Liberty Street it is estimated the clay tile was installed in the early 1900's and is installed under some structure. We intend to use the standard trench installation method but will use trenchless technologies where possible.



**PROJECT
TIMELINE**

2024	No Action
2025	Replacement of line by City crews
2026	No Action
2027	No Action
2028	No Action

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$0	Project will be funded from the Storm Water Fund
2025	\$250,000	
2026	\$0	
2027	\$0	
2028	\$0	
TOTAL	\$250,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities-Collection Division
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

**CAPITAL IMPROVEMENT PLAN
WATER FUND MAINTENANCE PROJECTS
2024-2028**

	2024	2025	2026	2027	2028
REVENUES:					
Transfer from Water Fund	800,000	800,000	800,000	800,000	800,000
Water Debt Meter Fee Allocation	1,285,727	1,285,727	1,285,727	1,285,727	1,285,727
TOTAL REVENUES	2,085,727	2,085,727	2,085,727	2,085,727	2,085,727
EXPENDITURES:					
<i>DEBT SERVICE</i>					
Treatment Plant (\$22,400,000 - 25 yrs, 3.23%, 2039)	1,285,727	1,285,727	1,285,727	1,285,727	1,285,727
Advance Repayment (\$2,500,000 - 5 yrs, 0%)	500,000	500,000	500,000	500,000	500,000
<i>WATER PLANT MAINTENANCE</i>					
Plant Maintenance	150,000	150,000	150,000	150,000	150,000
Penry Well Cleaning	53,000				
Pressure Filter Improvements	1,500,000				
PLC & HMI Replacement		183,000			
Southeast 2MG Water Tank Painting		1,348,000			
Plant SCADA Replacement				51,500	
Riverview Well Cleaning					47,500
West Lagoon Valving Addition					85,000
<i>WATER DISTRIBUTION PROJECTS</i>					
Large Meter Replacement	25,000	25,000	25,000	25,000	25,000
Small Main/Fire Flow	180,000	180,000	180,000	180,000	180,000
CDBG Neighborhood Revitalization Design	50,000				
Harrison St Waterline Replacement	150,000				
Columbus Ave Waterline Replacement		150,000			
Fountain Ave Waterline Replacement			100,000		
Campbell St Waterline Replacement				180,000	
Chamberlain St (Lake to Deadend) Replacement					200,000
<i>EQUIPMENT REPLACEMENT</i>					
One Ton Dump Truck	65,000				
Utility Truck	150,000				
Two Ton Utility Body		130,000			
Pickup Truck			45,000	40,000	
Crane Equipped Small Plate Truck					140,000
TOTAL EXPENDITURES	4,108,727	3,951,727	2,285,727	2,412,227	2,613,227

BACKGROUND

This project will help maintain proper flows to the three groundwater wells at the Penry Road well field. Over time the well flows gradually start deteriorating. This is mostly due to iron and other minerals getting hard and plugging the caverns and voids in the limestone which block groundwater flow to the well pumps. If these iron and other minerals are not cleaned and purged every five years the hardened formations can become permanent and flows become unable be reestablished.



**PROJECT
TIMELINE**

2024	Work scheduled to be performed
2025	No Action
2026	No Action
2027	No Action
2028	No Action

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$53,000	At this time, no outside funding sources have been identified and all project funding is through enterprise fund revenues.
2025	\$0	
2026	\$0	
2027	\$0	
2028	\$0	
TOTAL	\$53,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: NA
CONTRACTOR: TBD

PUBLIC UTILITIES Water Treatment PLC/HMI REPLACEMENT FOR FILTERS

BACKGROUND

Replacement of the PLC and HMI equipment for ultrafiltration, reverse osmosis, and the pressure filters. This includes potential Ethernet upgrades, IO wiring, and site testing.

The PLC's have regular firmware updates, but eventually they become outdated and can no longer be updated. The updates are for security and performance increases. The PLC's and HMI's can properly communicate if they are the same software versions, but as one is replaced it is prudent to replace the other so that communications are maintained. Conservatively, these need to be replaced every 10 years. In 2025, these will be 10 years old.



PROJECT TIMELINE

2024	No Action
2025	Equipment to be replaced
2026	No Action
2027	No Action
2028	No Action

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$0	At this time, no outside funding sources have been identified and all project funding is through enterprise fund revenues.
2025	\$183,000	
2026	\$0	
2027	\$0	
2028	\$0	
TOTAL	\$183,000	

PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: H2O Innovation
CONTRACTOR: H2O Innovation

PUBLIC UTILITIES
Water Treatment
PRESSURE FILTER IMPROVEMENTS

BACKGROUND

The pressure filters were installed in 2014 as part of the plant expansion and conversion from a lime softening to a reverse osmosis (RO) membrane softening treatment process.

The existing filters were supplied by Filtronics. In 2010, a pilot study was conducted and completed with help from Malcolm Pirnie and approved by Ohio EPA. This allowed the city to utilize this type of treatment process in the future to remove Iron & manganese from the city ground water sources.

There have been noticeable performance issues since 2014 when the new treatment process was started when these Filtronics filters were put into service. One of the biggest performance problems has been iron carry-over to the RO membranes which pre-maturely fouled the RO membranes.

The city has hired Prime AE, MS Consultants, and most recently Brown & Caldwell to help city staff look over the pressure filtration operation with the goal being to improve the overall pressure filtration process to properly remove iron and manganese which will result in protecting the RO membranes.

Another pressure filter vessel will be installed along with using a new filter media in this new filter and the existing (3) filters. This new filter media will perform differently than the Filtronics filter media that is currently installed in the existing (3) pressure filters. A new filter media washing system will also need to be installed to properly maintain peak filter media performance. SCADA programming will be required. This new process will also be designed with proper bidding and permitting to also take place.

PROJECT TIMELINE

2024	Project planned for initiation and completion
2025	No Action
2026	No Action
2027	No Action
2028	No Action

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$1,500,000	At this time, no outside funding sources have been identified and all project funding is through enterprise fund revenues.
2025	\$0	
2026	\$0	
2027	\$0	
2028	\$0	
TOTAL	\$1,500,000	

PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: Brown & Caldwell
CONTRACTOR: TBD

PUBLIC UTILITIES
Water Treatment
PLANT MAINTENANCE

BACKGROUND

The project will help fund unforeseen equipment or plant structural failures in order to protect the City's investments and to be able to continually provide safe potable water to the citizens of Delaware.

This funding helps the treatment facility comply with required Ohio EPA Asset management practices by having the funding available for equipment repair or replacement as well as any structural repair.

**PROJECT
TIMELINE**

2024	Funding provided
2025	Funding provided
2026	Funding provided
2027	Funding provided
2028	Funding provided

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$150,000	At this time, no outside funding sources have been identified and all project funding is through enterprise fund revenues.
2025	\$150,000	
2026	\$150,000	
2027	\$150,000	
2028	\$150,000	
TOTAL	\$750,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: N/A
CONTRACTOR: N/A

PUBLIC UTILITIES
Water Treatment
SOUTHEAST 2MG WATER TANK
PAINING

BACKGROUND

The project will maintain the structural integrity of the water tank. Water tank paint normally lasts 15- 20 years and includes the exterior and interior surfaces being sandblasted and painted. Normally the City will use an engineering firm to help with the bidding for the job and to look over the entire tank resurfacing project. This also helps the utility department provide the highest quality of finished water to the rate payers of the City of Delaware.

In 2005, this water tank was designed, built, and painted prior to be placed into service in the fall of 2005. In 2025, the SE 2MG water tank surfaces will be 15 years old and will need resurfacing to protect the City's investment.

**PROJECT
TIMELINE**

2024	No Action
2025	Evaluation and painting to occur
2026	No Action
2027	No Action
2028	No Action

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$0	At this time, no outside funding sources have been identified and all project funding is through enterprise fund revenues.
2025	\$1,348,000	
2026	\$0	
2027	\$0	
2028	\$0	
TOTAL	\$1,348,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: Burgess & Niple
CONTRACTOR: TBD

PUBLIC UTILITIES Water Treatment PLANT SCADA REPLACEMENT

BACKGROUND

The replacement of the two plant SCADA computers is planned for the ensured operation of the plant processes. This includes the new software, new server, (2) computers, (8) monitors, and any integration assistance.

In 2027 these plant SCADA systems will be 5 years old. The I.T. Department has suggested that we have this money allocated to be proactive rather than reactive, so we do not have any failures. The SCADA is necessary for the operation of complex plant processes and the acronym stands for Supervisory Control and Data Acquisition.



PROJECT TIMELINE

2024	No Action
2025	No Action
2026	No Action
2027	Purchase and replacement of system
2028	No Action

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$0	At this time, no outside funding sources have been identified and all project funding is through enterprise fund revenues.
2025	\$0	
2026	\$0	
2027	\$51,500	
2028	\$0	
TOTAL	\$51,500	

PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: IT/SOS Integration
CONTRACTOR: IT/SOS Integration

BACKGROUND

This project will help maintain proper flows to the two groundwater wells at the Riverview well field. Over time the well flows gradually start deteriorating. This is mostly due to iron and other minerals getting hard and plugging the caverns and voids in the limestone which block groundwater flow to the well pumps. If this iron and other minerals are not cleaned and purged every five years the hardened formations can become permanent and flows become unable be reestablished.



**PROJECT
TIMELINE**

2024	No Action
2025	No Action
2026	No Action
2027	No Action
2028	Cleaning to take place

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$0	At this time, no outside funding sources have been identified and all project funding is through enterprise fund revenues.
2025	\$0	
2026	\$0	
2027	\$0	
2028	\$47,500	
TOTAL	\$47,500	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: N/A
CONTRACTOR: TBD

PUBLIC UTILITIES
Water Treatment
WEST LAGOON VALVING ADDITION

BACKGROUND

The project will enable the City to utilize the existing West lagoon for daily filter backwash waste. Currently, the valving only allows these waste flows to enter the East lagoon, using both lagoons for wasting will allow for a longer time before cleanings need scheduled.



**PROJECT
TIMELINE**

2024	No Action
2025	No Action
2026	No Action
2027	No Action
2028	Design and installation of valving

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$0	At this time, no outside funding sources have been identified and all project funding is through enterprise fund revenues.
2025	\$0	
2026	\$0	
2027	\$0	
2028	\$85,000	
TOTAL	\$85,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

PUBLIC UTILITIES
Water Distribution
LARGE METER REPLACEMENT

BACKGROUND

With normal use a water meter loses accuracy during the span of its life expectancy and the loss of flow reading ability is most pronounced in large-diameter meters. This rotating fund is aimed at replacing the large-diameter meters used by the high flow business users of the City. This ensures proper water use tracking within the system.



**PROJECT
TIMELINE**

2024	Replacement of aged large meters by City crews
2025	Replacement of aged large meters by City crews
2026	Replacement of aged large meters by City crews
2027	Replacement of aged large meters by City crews
2028	Replacement of aged large meters by City crews

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$25,000	Funding will come from the water utility operating fund.
2025	\$25,000	
2026	\$25,000	
2027	\$25,000	
2028	\$25,000	
TOTAL	\$125,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: In House
CONTRACTOR: In House

BACKGROUND

The small main and service replacement program is primarily focused on the removal of old-style lead lines still within the system. Lead service lines were the primary style of service lines used for many years. While the locations of all lead lines are not known, we find several every year, and this fund is used for the replacement to current water safety standards.

Additionally, current City fire flow standards require 8" water mains be installed in order to meet the demands of fire department needs when battling fires. Many existing lines within the City are smaller than 8", and with the help of system flow testing, the areas of the City with the most flow restriction are scheduled for replacement.



PROJECT TIMELINE

2024	Replacement of lines as found or identified
2025	Replacement of lines as found or identified
2026	Replacement of lines as found or identified
2027	Replacement of lines as found or identified
2028	Replacement of lines as found or identified

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$180,000	Funding will come from the water utility operating fund.
2025	\$180,000	
2026	\$180,000	
2027	\$180,000	
2028	\$180,000	
TOTAL	\$900,000	

PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: In House
CONTRACTOR: In House

PUBLIC UTILITIES
Water Distribution
HARRISON ST WATERLINE
REPLACEMENT

BACKGROUND

This project will replace 1,500 linear ft. of 8" water main along Fountain Ave., from Euclid Ave to North Liberty St. When a section of watermain has experience 3 or more breaks it is considered to be in failed condition, requiring replacement. This section of waterline is currently in failed condition due to its break history and has been scheduled for this replacement.



**PROJECT
TIMELINE**

2024	Replacement of line by City crews
2025	No Action
2026	No Action
2027	No Action
2028	No Action

FINANCING

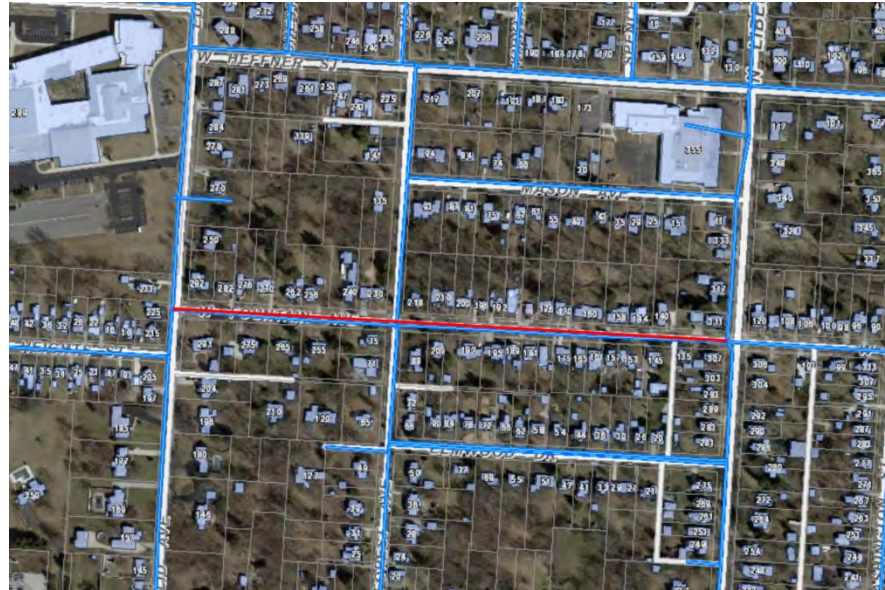
YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$150,000	At this time, no outside funding sources have been identified and all project funding is through the water maintenance fund.
2025	\$0	
2026	\$0	
2027	\$0	
2028	\$0	
TOTAL	\$150,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: In House
CONTRACTOR: In House

BACKGROUND

This project will replace 1,700 linear ft. of 8" water main along Fountain Ave. from Euclid Ave to North Liberty St. When a section of watermain has experience 3 or more breaks it is considered to be in failed condition, requiring replacement. This section of waterline is currently in failed condition due to its break history and has been scheduled for this replacement.



PROJECT TIMELINE

2024	No Action
2025	No Action
2026	Replacement of line by City crews
2027	No Action
2028	No Action

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$0	Funding will come from the water utility operating fund.
2025	\$0	
2026	\$100,000	
2027	\$0	
2028	\$0	
TOTAL	\$100,000	

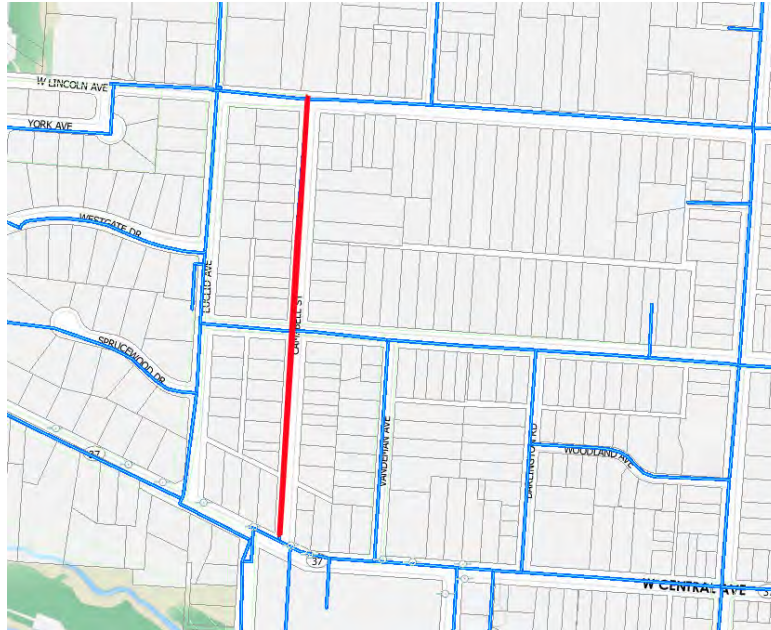
PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: In House
CONTRACTOR: In House

PUBLIC UTILITIES
Water Distribution
CAMPBELL STREET WATERLINE
REPLACEMENT

BACKGROUND

This project will remove 1,450 linear ft. of 4" watermain along Campbell St. from Lincoln Ave. south to W. Central Avenue and replace with a 6" main. The size of the water main has become a constriction to the water distribution system and does not meet current fire flow requirements.



PROJECT TIMELINE

2024	No Action
2025	No Action
2026	No Action
2027	Replacement of line by City crews
2028	No Action

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$0	Funding will come from the water utility operating fund.
2025	\$0	
2026	\$0	
2027	\$180,000	
2028	\$0	
TOTAL	\$180,000	

PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

PUBLIC UTILITIES
Water Distribution
CHAMBERLAIN ST WATERLINE
REPLACEMENT

BACKGROUND

This project will replace a total of 1,600 linear ft. of 50+ year old 4" and 6" waterline along Chamberlain Street, from Lake St to the dead end of Chamberlain Street. When a section of watermain has experience 3 or more breaks it is considered to be in failing condition, requiring replacement. In addition, fire flows are between 500 to 999 gpm which is considered marginally adequate for a residential area. Increasing waterline by one diameter size will increase fire flows in the area to 1000 to 1499, which is considered good for residential area. This section of waterline is currently in failing condition due to its break history, marginally adequate fire flows and has been scheduled for this replacement.



PROJECT TIMELINE

2024	No Action
2025	No Action
2026	No Action
2027	No Action
2028	Replacement of line by City crews

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$0	At this time, no outside funding sources have been identified and all project funding is through the general fund revenues.
2025	\$0	
2026	\$0	
2027	\$0	
2028	\$200,000	
TOTAL	\$200,000	

PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: In House
CONTRACTOR: In House

**CAPITAL IMPROVEMENT PLAN
WATER CAPACITY FUND PROJECTS
2024-2028**

	2024	2025	2026	2027	2028
BALANCE FORWARD	5,032,032	783,170	(908,934)	(647,671)	2,767,083
REVENUES:					
Water Capacity Fees	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
Repayment from GF	220,000	220,000	220,000	220,000	
Repayment from Water Fund	500,000	500,000	500,000	500,000	500,000
User Fees					
Debt Proceeds			3,000,000	40,000,000	
BALANCE PLUS REVENUES	7,752,032	3,503,170	4,811,066	42,072,329	5,267,083
EXPENDITURES:					
DEBT SERVICE					
Westside Trans Line (\$2,225,051, 25 yrs, 3.67%, 2036)	136,750	136,750	136,750	136,750	136,750
Perry Rd. Waterline (\$1,000,000, 25 yrs, 3.55%, 2037)	62,976	62,976	62,976	62,976	62,976
Kingman Hill Tower (\$3,545,000, 25 yrs, 4.51%, 2031)	208,110	211,352	207,985	204,494	207,112
Plant Expansion (\$9,600,000, 25yrs, 3.23%, 2039)	551,026	551,026	551,026	551,026	551,026
Reservoir (\$40M, 30 yrs, 4.16%, 2057)					2,358,352
Note Repayment				3,150,000	
CAPITAL PROJECTS					
New Line Oversizing/Extension	200,000	200,000	200,000	200,000	200,000
Pressure Filter Improvements	1,500,000				
Panhandle to US42 Phase 2	1,500,000				
Braumiller Rd 16" Watermain	1,610,000				
US42 S Watermain Extension	1,000,000				
Upground Reservoir	200,000	2,000,000	2,000,000	35,000,000	
Merrick Waterline Extension		1,050,000			
South Industrial Loop Watermain		200,000	2,100,000		
SR521 Extension (Rural)			200,000		
Henry St Upsizing (Harrison to Olentangy)					400,000
TOTAL EXPENDITURES	6,968,862	4,412,104	5,458,737	39,305,246	3,916,216

BACKGROUND

With the current growth of the city, the potential for shortfall in the water system is high. Hence the need for an increase in water supply sources. This project will construct an off-stream storage reservoir (about 1500 acre-feet) to help increase the sources of supply to the Delaware water system as demand increases.



**PROJECT
TIMELINE**

2024	Initial project planning
2025	Design
2026	Design
2027	Construction
2028	No Action

FINANCING

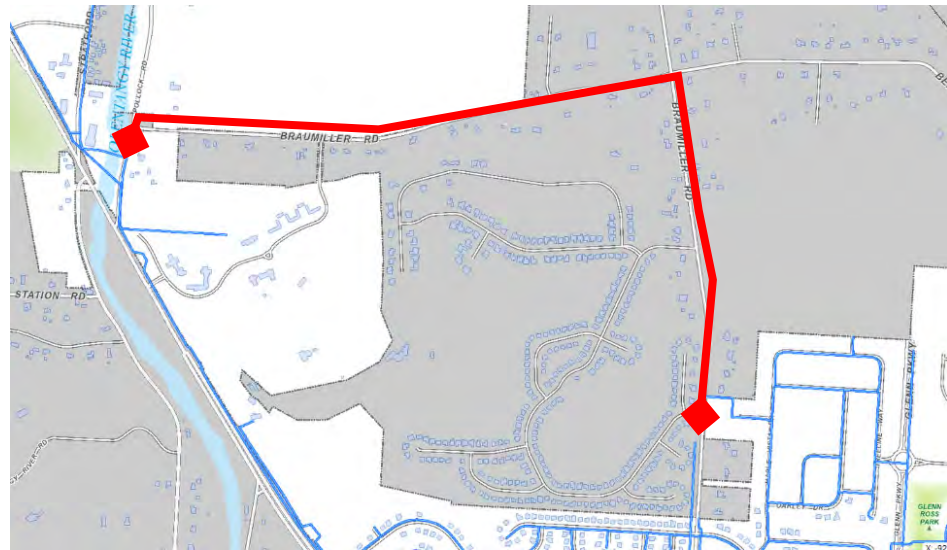
YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$200,000	All the funding is not identified but is expected to use both water capacity funds as well as state level revolving loan funds.
2025	\$2,000,000	
2026	\$2,000,000	
2027	\$35,000,000	
2028	\$0	
TOTAL	\$39,200,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

BACKGROUND

Currently, the areas of the city that are South of Pollock Road only have 1 main source of water feeding from the distribution network. Should a shutdown or break occur between the S.E. Water Tank and the primary distribution network, we have no reliable way to keep pace with long term water demand of the area. This project will give the city an additional supply to our S.E. water tank and provide the area citizens with the proper level of service which should be provided.



PROJECT TIMELINE

2024	Bid and award construction of project, begin construction
2025	No Action
2026	No Action
2027	No Action
2028	No Action

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$1,610,000	At this time, no outside funding sources have been identified and all project funding is through the water capacity fund.
2025	\$0	
2026	\$0	
2027	\$0	
2028	\$0	
TOTAL	\$1,610,000	

PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

BACKGROUND

Through ongoing discussion between Public Utilities, Planning, and Economic Development, as well as input from the City's new comprehensive development plan, it is agreed that the South-West industrial corridor of the City is of vital importance to our future growth and health. By creating utility ready land for industrial, commercial, and mixed-use, developers will be more likely to choose the City of Delaware as their new home.

This project will extend the existing 16" watermain along U.S. 42, giving the city the ability to serve a large portion of the undeveloped land present.



PROJECT TIMELINE

2024	Project bid, award and construction
2025	No Action
2026	No Action
2027	No Action
2028	No Action

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$1,000,000	At this time, no outside funding sources have been identified and all project funding is through the water capacity fund.
2025	\$0	
2026	\$0	
2027	\$0	
2028	\$0	
TOTAL	\$1,000,000	

PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

BACKGROUND

Through ongoing discussion between Public Utilities, Planning, and Economic Development, as well as input from the City’s new comprehensive development plan, it is agreed that the South-West industrial corridor of the City is of vital importance to our future growth and health. By creating utility-ready land for industrial, commercial, and mixed-use, developers will be more likely to choose the City of Delaware as their new home.

This project will create a large-scale loop of the industrial area while also creating greater water availability for the region. This project is also tied into the US-42 waterline allowing for properly loops service.



PROJECT TIMELINE

2024	No Action
2025	Plan and bid package development
2026	Project bid, award and construction
2027	No Action
2028	No Action

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$0	Funding will come from the water utility operating fund.
2025	\$200,000	
2026	\$2,100,000	
2027	\$0	
2028	\$0	
TOTAL	\$2,300,000	

PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

BACKGROUND

The City of Delaware and Del-Co Water Company use established service boundary lines for the benefit of both utilities. Through strategic rural line installations going forward, targeting rural areas that have a history of service requests from its residents, the City will begin providing water service to those who have no other treated water service options due to the service boundary agreements in place.



PROJECT TIMELINE

2024	No Action
2025	No Action
2026	Project is projected for completion in 2026
2027	No Action
2028	No Action

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$0	Funding will come from the water utility operating fund.
2025	\$0	
2026	\$200,000	
2027	\$0	
2028	\$0	
TOTAL	\$200,000	

PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

BACKGROUND

The City of Delaware continues to experience rapid growth, with several new developments beginning each year. Each new development is expected to install all the connections needed for their utility needs, including taking those services to the edge of their property for the next development to continue. When the City requires a developer to put in larger service lines than their development requires, this fund is used to pay the City's portion of the oversizing.



**PROJECT
TIMELINE**

2024	Oversizing and extensions added when needed
2025	Oversizing and extensions added when needed
2026	Oversizing and extensions added when needed
2027	Oversizing and extensions added when needed
2028	Oversizing and extensions added when needed

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$200,000	At this time, no outside funding sources have been identified and all project funding is through the water capacity fund. Yearly spending is not expected, but funding needs to be in place should development require it.
2025	\$200,000	
2026	\$200,000	
2027	\$200,000	
2028	\$200,000	
TOTAL	\$1,000,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

PUBLIC UTILITIES Water Distribution HENRY ST WATERLINE REPLACEMENT

BACKGROUND

This project will replace a total of 1,000 linear ft. of 50+ year old 8" waterline along S Henry Street, from Olentangy Ave to Weiser Ave. We will increase the size to 12" which will improvement fire flows in the area as well as provide improved operational redundancy to the City southeast of the Olentangy River.



PROJECT TIMELINE

2024	No Action
2025	No Action
2026	No Action
2027	No Action
2028	Replacement of line by City Crews

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$0	At this time, no outside funding sources have been identified and all project funding is through the water maintenance fund.
2025	\$0	
2026	\$0	
2027	\$0	
2028	\$400,000	
TOTAL	\$400,000	

PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: In House
CONTRACTOR: In House

**CAPITAL IMPROVEMENT PLAN
WASTEWATER FUND MAINTENANCE PROJECTS
2024-2028**

	2024	2025	2026	2027	2028
REVENUES:					
Transfer from Wastewater Fund	2,051,557	2,797,415	2,953,305	2,145,000	1,870,000
TOTAL REVENUES	2,051,557	2,797,415	2,953,305	2,145,000	1,870,000
EXPENDITURES:					
<i>DEBT SERVICE</i>					
Plant Rehabilitation (\$2,230,000 20 yrs. 3.59%, 2028)	156,557	157,415	158,305		
Advance Repayment (\$2,000,000 5yrs 0%)	400,000	400,000	400,000	400,000	400,000
<i>WASTEWATER TREATMENT PROJECTS</i>					
Concrete Repairs - Walkways/Tanks	70,000	70,000	70,000	70,000	70,000
Electrical Transformer/Cable Replaement	100,000	20,000	20,000	20,000	20,000
Plant Maintenance	150,000	150,000	150,000	200,000	200,000
PLC Upgrades	25,000	25,000	25,000	25,000	25,000
Process Pump Replacement	200,000	100,000	100,000	100,000	100,000
VFD Upgrade	75,000	75,000	75,000	75,000	75,000
MCC Replacement	300,000			300,000	300,000
Influent Bar Screen Replacement		500,000			
Primary Settling Tanks - Concrete Repairs		1,000,000			
Gravity Belt Thickener Replacement			1,500,000		
Influent Pump Replacement				100,000	
<i>WASTEWATER COLLECTION PROJECTS</i>					
Large Meter Replacement	25,000	25,000	25,000	25,000	25,000
Inflow/Infiltration Remediation	175,000	175,000	175,000	175,000	175,000
Sanitary Sewer Replacement	100,000	100,000	100,000	100,000	100,000
Pump Station Repair/Upgrade	25,000		30,000		30,000
Sunnyview Subdivision Section 7 CIPP Lining	200,000				
N Union Alley CIPP Lining	50,000				
East William (Lake St. to Point)				300,000	
Montrose/Oakhill CIPP Lining				180,000	
David St Lift Station Replacement					200,000
<i>EQUIPMENT REPLACEMENT</i>					
Mini Excavator			80,000		
Pickup Truck			45,000		
Crane Equiped Small Plate Truck				75,000	
WW Septage Truck					150,000
TOTAL EXPENDITURES	2,051,557	2,797,415	2,953,305	2,145,000	1,870,000

BACKGROUND

Repair and sealing of concrete around aeration tanks and final settling tanks. If not addressed properly, these structures may get to a state of disrepair. This is preventative maintenance and ensures the proper lifespan of our facilities is maintained.



**PROJECT
TIMELINE**

2024	Concrete repairs-Maintenance walkway
2025	Concrete repairs-Final Settling Tanks 1 & 2 and South Building deck
2026	Concrete repairs-Final Settling Tanks 3-5
2027	Concrete repairs-Aeration Tanks 1-3
2028	Concrete repairs-TBD

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$70,000	Project will be funded from the sewer maintenance fund.
2025	\$70,000	
2026	\$70,000	
2027	\$70,000	
2028	\$70,000	
TOTAL	\$350,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: N/A
CONTRACTOR: Odle Inc.

PUBLIC UTILITIES
Wastewater Treatment
ELECTRICAL TRANSFORMER/CABLING
UPGRADES

BACKGROUND

Electrical testing on transformers and cables has become an important part of the facility’s preventive maintenance program. Transformers slowly degrade over time and annual testing reduces the risk of catastrophic failure, as replacement equipment can be properly planned for and replaced once testing indicates the need.



**PROJECT
TIMELINE**

2024	Purchase spare 1000 KVA transformer
2025	Electrical transformer and cable testing – could lead to replacement
2026	Electrical transformer and cable testing – could lead to replacement
2027	Electrical transformer and cable testing – could lead to replacement
2028	Electrical transformer and cable testing – could lead to replacement

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$100,000	At this time, no outside funding sources have been identified and all project funding is through utility fund revenues.
2025	\$20,000	
2026	\$20,000	
2027	\$20,000	
2028	\$20,000	
TOTAL	\$180,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: N/A
CONTRACTOR: Power Solutions Group

PUBLIC UTILITIES
Wastewater Treatment
INFLUENT BAR SCREEN REPLACEMENT

BACKGROUND

The influent bar screens at the WWTP are nearing the end of their useful life. There are also different technologies available now that can help prevent even more debris from reaching pumps and equipment downstream than currently possible. Debris that gets into pumps and equipment can cause damage and even failure if not addressed.



**PROJECT
TIMELINE**

2024	Put project out to bid
2025	Install new bar screens
2026	No Active
2027	No Active
2028	No Active

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$0	At this time, no outside funding sources have been identified and all project funding is through utility fund revenues.
2025	\$500,000	
2026	\$0	
2027	\$0	
2028	\$0	
TOTAL	\$500,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: N/A
CONTRACTOR: TBD

PUBLIC UTILITIES
Wastewater Treatment
MOTOR CONTROL CENTER
REPLACEMENT

BACKGROUND

The motor control center controlling process plant pumps needs evaluated and possibly replaced. This MCC was installed in the 1980's and warrants condition testing and budget appropriation should testing indicate needed replacement. The associated pump variable frequency drives would need to be replaced during MCC replacement.



**PROJECT
TIMELINE**

2024	Work with an electrical engineer to determine condition of the MCCs. Replace MCC if deemed necessary.
2025	No Active
2026	No Active
2027	No Active
2028	No Active

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$300,000	At this time, no outside funding sources have been identified and all project funding is through utility fund revenues.
2025	\$0	
2026	\$0	
2027	\$0	
2028	\$0	
TOTAL	\$300,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: N/A
CONTRACTOR: N/A

PUBLIC UTILITIES
Wastewater Treatment
ODOR CONTROL SYSTEM
REPLACEMENT

BACKGROUND

The odor control unit has had several failures throughout the past few years, at times bringing down the plant’s odor control process for weeks at a time. Replacement of the unit is intended to ensure the plant remains a good neighbor to the City residents and businesses around it. This will also allow the opportunity to evaluate newer odor control technologies for both effectiveness and cost of operation.



**PROJECT
TIMELINE**

2024	Contact vendors about potential replacements, obtain quotes so that a replacement budget can be programmed into future years.
2025	No Active
2026	No Active
2027	No Active
2028	No Active

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$0	At this time, no outside funding sources have been identified and all project funding is through utility fund revenues.
2025	\$0	
2026	\$0	
2027	\$0	
2028	\$0	
TOTAL	\$750,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: N/A
CONTRACTOR: N/A

PUBLIC UTILITIES
Wastewater Treatment
GRAVITY BELT THICKENER
REPLACEMENT

BACKGROUND

The gravity belt thickener has exceeded its life expectancy and replacement parts are becoming obsolete and very difficult to find. New technologies also allow greater efficiency within the treatment process, allowing for cost savings within related activities.



**PROJECT
TIMELINE**

2024	No Active
2025	Pilot study GBT and work with engineers on potential replacement
2026	Replace GBT
2027	No Active
2028	No Active

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$0	At this time, no outside funding sources have been identified and all project funding is through utility fund revenues.
2025	\$0	
2026	\$1,500,000	
2027	\$0	
2028	\$0	
TOTAL	\$1,500,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: N/A
CONTRACTOR: N/A

BACKGROUND

This funding is for any unforeseen equipment failures that may occur in a year. The last WWTP upgrade occurred in 2007 and as equipment continues to gain year after year of operation this budgetary item becomes more pertinent and important.



**PROJECT
TIMELINE**

2024	Equipment failure replacements, as needed
2025	Equipment failure replacements, as needed
2026	Equipment failure replacements, as needed
2027	Equipment failure replacements, as needed
2028	Equipment failure replacements, as needed

FINANCING

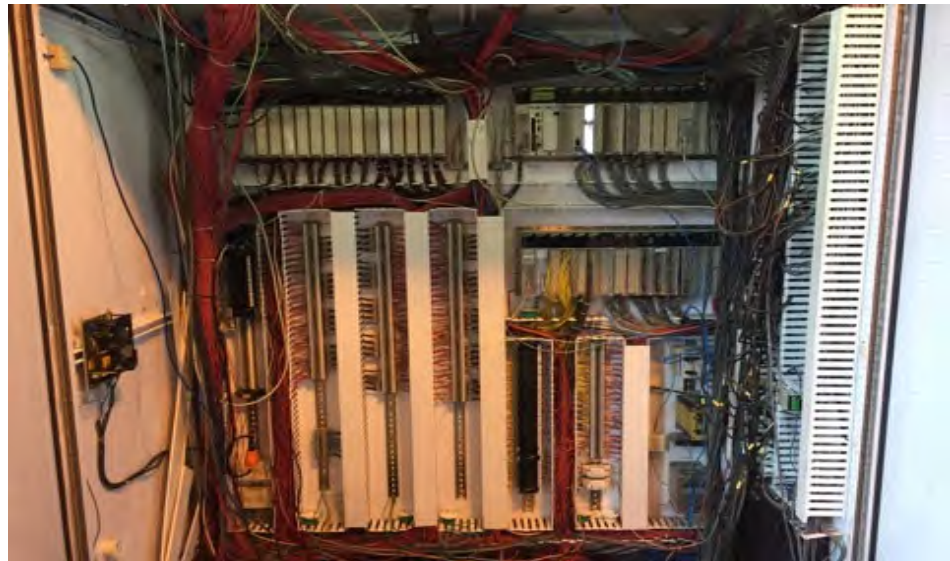
YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$150,000	At this time, no outside funding sources have been identified and all project funding is through utility fund revenues.
2025	\$150,000	
2026	\$150,000	
2027	\$200,000	
2028	\$200,000	
TOTAL	\$850,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: N/A
CONTRACTOR: N/A

BACKGROUND

The programable logic controllers throughout the plant are outdated and obsolete. Parts are becoming harder to find and more expensive, they also become harder to integrate into newer plant operations and control software as they age. Project would include equipment purchase, installation, and software integration into the plant’s operation network.



**PROJECT
TIMELINE**

2024	Equipment purchase, installation and software integration as needed
2025	Equipment purchase, installation and software integration as needed
2026	Equipment purchase, installation and software integration as needed
2027	Equipment purchase, installation and software integration as needed
2028	Equipment purchase, installation and software integration as needed

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$25,000	At this time, no outside funding sources have been identified and all project funding is through utility fund revenues.
2025	\$25,000	
2026	\$25,000	
2027	\$25,000	
2028	\$25,000	
TOTAL	\$125,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: N/A
CONTRACTOR: Systems Group Technologies

PUBLIC UTILITIES
Wastewater Treatment
PROCESS PUMP REPLACEMENT

BACKGROUND

The wastewater treatment plant’s process pumps were installed with the 1980’s plant expansion and began reaching their end-of-life conditions over the previous few years.



**PROJECT
TIMELINE**

2024	Contract vendors about replacement pumps-replace as deemed necessary
2025	Identify pumps and replace as deemed necessary
2026	Identify pumps and replace as deemed necessary
2027	Identify pumps and replace as deemed necessary
2028	Identify pumps and replace as deemed necessary

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$200,000	At this time, no outside funding sources have been identified and all project funding is through general fund revenues.
2025	\$100,000	
2026	\$100,000	
2027	\$100,000	
2028	\$100,000	
TOTAL	\$600,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: N/A
CONTRACTOR: N/A

PUBLIC UTILITIES
Wastewater Treatment
PRIMARY SETTLING TANKS-CONCRETE
REPAIRS

BACKGROUND

The primary settling tanks at the wastewater treatment plant are starting to show fractures on the outside walls. Repairs will be needed to maintain structural integrity.



**PROJECT
TIMELINE**

2024	Work with Odle to inspect work that needs to be completed
2025	Coat the tank to prevent tanks from collapsing
2026	No Active
2027	No Active
2028	No Active

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$0	At this time, no outside funding sources have been identified and all project funding is through utility fund revenues.
2025	\$1,000,000	
2026	\$0	
2027	\$0	
2028	\$0	
TOTAL	\$1,000,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: N/A
CONTRACTOR: Odle Inc

BACKGROUND

This is an ongoing project to replace all the wastewater treatment plant’s variable frequency drives. The current VFDs have reached their end of life and have become difficult to find parts for and perform repairs on.



**PROJECT
TIMELINE**

2024	Replace equipment
2025	Replace equipment
2026	Replace equipment
2027	Replace equipment
2028	Replace equipment

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$75,000	At this time, no outside funding sources have been identified and all project funding is through utility fund revenues.
2025	\$75,000	
2026	\$75,000	
2027	\$75,000	
2028	\$75,000	
TOTAL	\$375,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: Crescent Electric

PUBLIC UTILITIES
Wastewater Collections
NORTH UNION ALLEY SEWER CIPP
LINING

BACKGROUND

Through sewer system camera inspections, the N. Union St. alley sewer has been found to be a high source of system inflow & infiltration (I&I). The size and scope of repairs needed in the area exclude it from fitting within the revolving I&I remediation line item. The remediation efforts entail lining of approximately 500 LF of 8" sewer main.



**PROJECT
TIMELINE**

2024	Rehabilitation of indicated sewer lines by CIPP lining
2025	No Action
2026	No Action
2027	No Action
2028	No Action

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$50,000	Project will be funded from the sewer maintenance fund.
2025	\$0	
2026	\$0	
2027	\$0	
2028	\$0	
TOTAL	\$50,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

BACKGROUND

This allocation is for the routine maintenance required with keeping the City’s 12 pump stations in good operating order. As stations require replacement or repair, this fund will allow for the work to happen.



**PROJECT
TIMELINE**

2024	Repairs done as needed
2025	No Action
2026	Repairs done as needed
2027	No Action
2028	Repairs done as needed

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$25,000	Project will be funded from the sewer maintenance fund.
2025	\$0	
2026	\$30,000	
2027	\$0	
2028	\$30,000	
TOTAL	\$85,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

PUBLIC UTILITIES
Wastewater Collections
SUNNYVIEW SUBDIVISION SECTION 7
CIPP LINING

BACKGROUND

Cast in-place pipe (CIPP) is a form of sewer repair that can be used in lieu of digging up and replacing. The Sunnyview subdivision section 7 sewers have been found to be in failed condition, in need of replacement, and CIPP lining will work in this location to correct failures. This will also reduce the areas inflow & infiltration (I&I) rates during rain events.



**PROJECT
TIMELINE**

2024	Rehabilitation of indicated sewer lines by CIPP lining
2025	No Action
2026	No Action
2027	No Action
2028	No Action

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$200,000	Project will be funded from the sewer maintenance fund.
2025	\$0	
2026	\$0	
2027	\$0	
2028	\$0	
TOTAL	\$200,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

PUBLIC UTILITIES
Wastewater Collections
**SEWER INFLOW/INFILTRATION
REMEDATION**

BACKGROUND

As sewer lines age, they begin to allow ground water infiltration into the sewers. During rain events these areas of I&I allow large amounts of water into the system which disrupts wastewater treatment plant operations. Once introduced, the City must also absorb the cost of treating this otherwise clean water. As areas in need of repair are found via camera inspection they will be scheduled for repair, but this line item allows for repairs to lines that were not known but need immediate reaction to.



**PROJECT
TIMELINE**

2024	Reactive repair of deficiencies found during camera inspections
2025	Reactive repair of deficiencies found during camera inspections
2026	Reactive repair of deficiencies found during camera inspections
2027	Reactive repair of deficiencies found during camera inspections
2028	Reactive repair of deficiencies found during camera inspections

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$175,000	Project will be funded from the sewer maintenance fund.
2025	\$175,000	
2026	\$175,000	
2027	\$175,000	
2028	\$175,000	
TOTAL	\$875,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

PUBLIC UTILITIES
Wastewater Collections
EAST WILLIAM SEWER LINING

BACKGROUND

Through sewer system camera inspections, areas of the E. Williams St. sewer have been found to be a high source of system inflow & infiltration (I&I). The size and scope of repairs needed in the area exclude it from fitting within the revolving I&I remediation line item. The remediation efforts entail lining of approximately 2,700 linear foot of 8" sewer main.



**PROJECT
TIMELINE**

2024	No Action
2025	No Action
2026	No Action
2027	Rehabilitation of sewer main along E. William St
2028	No Action

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$0	Project will be funded from the sewer maintenance fund.
2025	\$0	
2026	\$0	
2027	\$300,000	
2028	\$0	
TOTAL	\$300,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

BACKGROUND

With normal use, a water meter loses accuracy during the span of its life expectancy, the loss of flow reading ability is most pronounced in large-diameter meters. This rotating fund is aimed at replacing the large-diameter meters used by the high flow business users of the City. This ensures proper water use tracking and billing within the system.



PROJECT TIMELINE

2024	Replacement of aged large meters by City crews
2025	Replacement of aged large meters by City crews
2026	Replacement of aged large meters by City crews
2027	Replacement of aged large meters by City crews
2028	Replacement of aged large meters by City crews

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$25,000	Project will be funded from the sewer maintenance fund.
2025	\$25,000	
2026	\$25,000	
2027	\$25,000	
2028	\$25,000	
TOTAL	\$125,000	

PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: In House
CONTRACTOR: In House

PUBLIC UTILITIES

Wastewater Collections

MONTROSE/OAKHILL CIPP LINING

BACKGROUND

Cast in-place pipe (CIPP) is a form of sewer repair that can be used in lieu of digging up and replacing. The Montrose/Oakhill sewers have been found to be in failed condition, in need of replacement, and CIPP lining will work in this location to correct failures. This will also reduce the areas inflow & infiltration (I&I) rates during rain events.

The length of the section that needs lined is approximately 3600 LF. Proposed work orders from 2009 (CCTV images) can be found at 23-23 and 23-26.



PROJECT TIMELINE

2024	No Action
2025	No Action
2026	No Action
2027	Rehabilitation of indicated sewer lines by CIPP lining
2028	No Action

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$0	Project will be funded from the sewer maintenance fund.
2025	\$0	
2026	\$0	
2027	\$180,000	
2028	\$0	
TOTAL	\$180,000	

PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

PUBLIC UTILITIES
Wastewater Collections
SANITARY SEWER REPLACEMENT

BACKGROUND

As sewer lines age, deteriorate, and begin to fail, they must be replaced. A failed sewer line can allow wastewater to discharge into the surrounding soil, potentially poisoning natural soils and waterways. This is also a required maintenance item, as knowingly allowing the exfiltration of sewers into the environment would be a violation of the City’s OEPA permits. As sewer lines are found to be in a failed condition via camera inspections, they will be scheduled for replacement by City staff.



**PROJECT
TIMELINE**

2024	Reactive repair of deficiencies found during camera inspections
2025	Reactive repair of deficiencies found during camera inspections
2026	Reactive repair of deficiencies found during camera inspections
2027	Reactive repair of deficiencies found during camera inspections
2028	Reactive repair of deficiencies found during camera inspections

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$100,000	Project will be funded from the sewer maintenance fund.
2025	\$100,000	
2026	\$100,000	
2027	\$100,000	
2028	\$100,000	
TOTAL	\$500,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

PUBLIC UTILITIES
Wastewater Collections
DAVID STREET LIFT STATION
REPLACEMENT

BACKGROUND

This project will replace 50+ year old sanitary sewer lift station that services the David Street area. The new lift station will include SCADA and a no vault set-up. The SCADA will provide 24/7 monitoring of lift station performance back to the WWTP, while the no vault set-up will eliminate the confined space entry permit for maintaining valves and check valves make it safer for collection system crews.



**PROJECT
TIMELINE**

2024	No Action
2025	No Action
2026	No Action
2027	No Action
2028	No Action

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$0	Project will be funded from the sewer maintenance fund.
2025	\$0	
2026	\$0	
2027	\$0	
2028	\$200,000	
TOTAL	\$200,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

**CAPITAL IMPROVEMENT PLAN
WASTEWATER CAPACITY FUND PROJECTS
2024-2028**

	2024	2025	2026	2027	2028
BALANCE FORWARD	4,245,052	1,162,852	2,033,152	(1,253,048)	(1,539,248)
REVENUES:					
Wastewater Capacity Fees	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
Repayment from Storm Fund	344,500	344,500	344,500	344,500	
Repayment from Wastewater Fund	400,000	400,000	400,000	400,000	400,000
Sewer Fees Transfer - 2007,2008,2009	1,718,169	1,728,180	1,736,661	57,501	58,238
BALANCE PLUS REVENUES	8,707,721	5,635,532	6,514,313	1,548,953	918,990
EXPENDITURES:					
DEBT SERVICE					
23 North Sewer (\$1,000,000, 25 yrs, 4.51%, 2031)	58,518	59,430	58,483	57,501	58,238
SE Highland Sewer (\$10,165,000, 2037)	826,700	824,200	830,700	830,700	829,450
Plant Expansion (\$20,882,000, 20 yrs, 3.59%, 2028)	1,659,651	1,668,750	1,678,178		
COLLECTION CAPACITY PROJECTS					
Sewer Oversizing/Extension	200,000	200,000	200,000	200,000	200,000
US 42 Sewer Extension	2,600,000				
Slack Rd. Force Main Rerouting	1,500,000				
Cover Post Aeration Tanks	700,000				
Belle Ave Sewer Capacity Improvements		150,000			
London Rd Sewer Capacity Improvements		200,000			
South Industrial Loop Sewer		500,000	5,000,000		
Pittsburgh Dr Capacity Upgrades - Phase 1				2,000,000	
Pittsburgh Dr Capacity Upgrades - Phase 2					2,000,000
TOTAL EXPENDITURES	7,544,869	3,602,380	7,767,361	3,088,201	3,087,688

BACKGROUND

The South-West industrial quarter has been flagged as an area of high criticality in the growth and financial stability of the City. Current sewer capacities of the area are not ready for any sizable growth. This project removes the bottleneck of the area by relocating where the Slack Rd. lift station pumps into.



PROJECT TIMELINE

2024	Project construction
2025	No Action
2026	No Action
2027	No Action
2028	No Action

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$1,500,000	Outside funding is not expected, project will be funded from the sewer capacity fund.
2025	\$0	
2026	\$0	
2027	\$0	
2028	\$0	
TOTAL	\$1,500,000	

PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

BACKGROUND

Through ongoing discussion between Public Utilities, Planning, and Economic Development, as well as input from the City’s new comprehensive development plan, it is agreed that the South-West industrial corridor of the City is of vital importance to our future growth and health. By creating utility ready land for industrial, commercial, and mixed-use, developers will be more likely to choose the City of Delaware as their new home.

This project will extend sewer service from the Slack Rd area and travel along US 42, giving the City the ability to serve a large portion of the undeveloped land present.



PROJECT TIMELINE

2024	Project bid, award and construction
2025	No Action
2026	No Action
2027	No Action
2028	No Action

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$2,600,000	At this time, no outside funding sources have been identified and all project funding is through the wastewater capacity fund.
2025	\$0	
2026	\$0	
2027	\$0	
2028	\$0	
TOTAL	\$2,600,000	

PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

PUBLIC UTILITIES
Wastewater Treatment
COVER FOR POST AERATION TANKS

BACKGROUND

Covering the post aeration tanks will have a beneficial impact on the final effluent going into the Olentangy River from the wastewater treatment plant. The sunlight and high-quality air-infused effluent from the treatment process is creating an ideal breeding ground for algae growth, this algae does have a negative impact on the Olentangy River, while also creating a constant maintenance task of emptying and cleaning down the tanks themselves.



**PROJECT
TIMELINE**

2024	Put out to bid to get quotes for project, install building over tanks
2025	No Active
2026	No Active
2027	No Active
2028	No Active

FINANCING

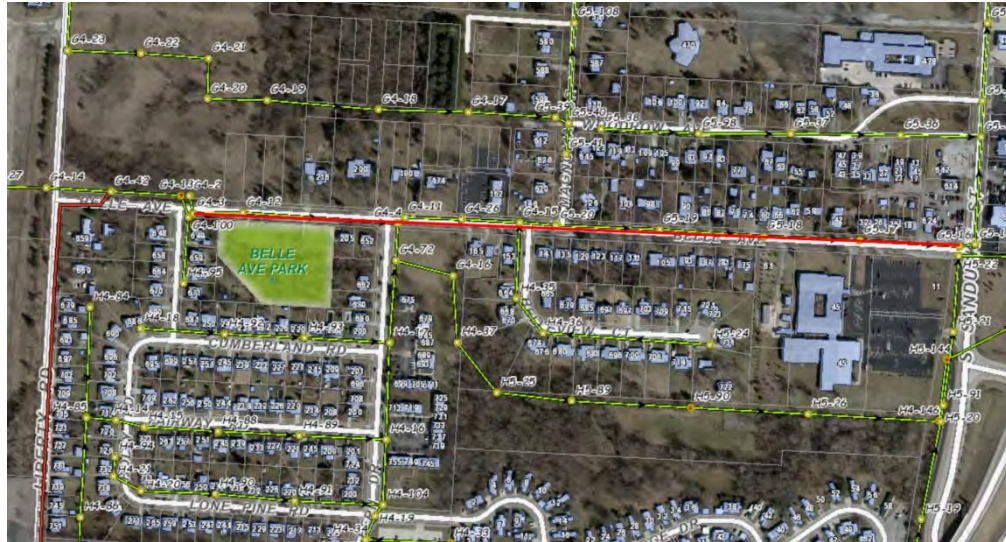
YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$700,000	At this time, no outside funding sources have been identified and all project funding is through utility fund revenues.
2025	\$0	
2026	\$0	
2027	\$0	
2028	\$0	
TOTAL	\$700,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: N/A
CONTRACTOR: TBD

BACKGROUND

Belle Ave. is currently a bottleneck in the sewer system of its tributary area, creating flow restriction to sections of the City upstream from it. Through investigation, the best method of capacity improvement will be determined, but could include pipe upsizing or internal cure in place pipe installation.



PROJECT TIMELINE

2024	No Action
2025	Project design and construction
2026	No Action
2027	No Action
2028	No Action

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$0	Outside funding is not expected, project will be funded from the sewer capacity fund.
2025	\$150,000	
2026	\$0	
2027	\$0	
2028	\$0	
TOTAL	\$150,000	

PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

BACKGROUND

London Rd. is currently a bottleneck in the sewer system of its tributary area, creating flow restriction to sections of the City upstream from it. Through investigation, the best method of capacity improvement will be determined, but could include pipe upsizing or internal cast in place pipe installation.



**PROJECT
TIMELINE**

2024	No Action
2025	Project design and construction
2026	No Action
2027	No Action
2028	No Action

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$0	Outside funding is not expected, project will be funded from the sewer capacity fund.
2025	\$200,000	
2026	\$0	
2027	\$0	
2028	\$0	
TOTAL	\$200,000	

**PROJECT
TEAM**

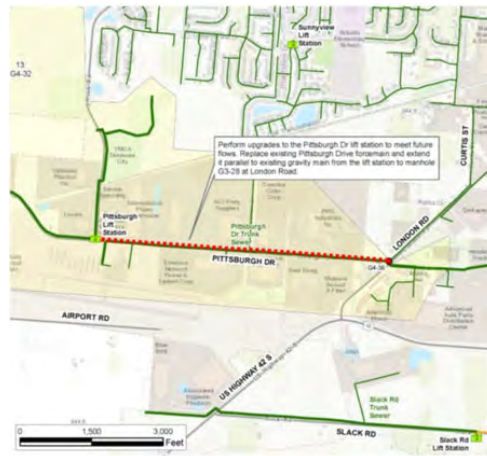
CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

BACKGROUND

Perform upgrades to the Pittsburgh Drive lift station to meet future flows. Upgrade one pump to 1.5 MGD capacity in the near-term to provide adequate capacity for 2035 flows and the second with an additional 1.5 MGD capacity pump in the long-term to provide adequate capacity for full build-out flows.

Replace existing Pittsburgh Drive force main and extend it parallel to existing gravity main to manhole G3-28 at London Road to provide capacity to convey 2035 flows. Construct 6,193 ft of 10" force main and perform improvements at 2 existing manholes. Abandon existing force main.

(Recommended by the 2017 Sanitary Sewer Collection Master Plan (HDR))



PROJECT TIMELINE

2024	No Action
2025	No Action
2026	No Action
2027	Plan, design and construction begin
2028	Construction continued

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$0	At this time, no outside funding sources have been identified and all project funding is through the sewer capacity fund.
2025	\$0	
2026	\$0	
2027	\$2,000,000	
2028	\$2,000,000	
TOTAL	\$4,000,000	

PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

BACKGROUND

Through ongoing discussion between Public Utilities, Planning, and Economic Development, as well as input from the City’s new comprehensive development plan, it is agreed that the South-West industrial corridor of the City is of vital importance to our future growth and health. By creating utility ready land for industrial, commercial, and mixed-use, developers will be more likely to choose the City of Delaware as their new home.

This project will provide sewer South from Slack Road, crossing under Sawmill Parkway, and turning to follow the rear of the properties along Bunty Station Rd. This will provide service to many potential development properties along Sawmill, Slack, and Bunty Station.



PROJECT TIMELINE

2024	No Action
2025	Plan and bid package development
2026	Project bid, award and construction
2027	No Action
2028	No Action

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$0	At this time, no outside funding sources have been identified and all project funding is through the water capacity fund.
2025	\$500,000	
2026	\$5,000,000	
2027	\$0	
2028	\$0	
TOTAL	\$5,500,000	

PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

BACKGROUND

The City of Delaware continues to experience rapid growth, with several new developments beginning each year. Each new development is expected to install all connections needed for their utility’s services, including taking those services to the edge of their property for the next development to continue. This fund is used to pay the City’s portion of the oversizing, when the City requires a developer to put in larger service lines than their development requires.



PROJECT TIMELINE

2024	Oversizing and extensions added when needed
2025	Oversizing and extensions added when needed
2026	Oversizing and extensions added when needed
2027	Oversizing and extensions added when needed
2028	Oversizing and extensions added when needed

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$200,000	At this time, no outside funding sources have been identified and all project funding is through the sewer capacity fund. Yearly spending is not expected, but funding needs to be in place should development require it.
2025	\$200,000	
2026	\$200,000	
2027	\$200,000	
2028	\$200,000	
TOTAL	\$1,000,000	

PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

**CAPITAL IMPROVEMENT PLAN
REFUSE EQUIPMENT
2024-2028**

	2024	2025	2026	2027	2028
REVENUES:					
Refuse Fees	450,000	795,000	450,000	450,000	405,000
TOTAL REVENUES	450,000	795,000	450,000	450,000	405,000
EXPENDITURES:					
Semi-Automated/Split Body					
Rear Load					240,000
Semi-Automated Sideload - Lodal	450,000	450,000		450,000	
Pickup Truck 2WD		45,000			
Automated Sideload			450,000		
Grapple Loader Truck		300,000			
3/4 Ton Pickup Truck					75,000
One Ton Dump Truck					90,000
TOTAL EXPENDITURES	450,000	795,000	450,000	450,000	405,000

PUBLIC WORKS
Refuse
SOLID WASTE COLLECTION VEHICLES

BACKGROUND

Residential waste and recycling collection operations require ten mainline and two backup sideload trucks. Commercial and yard waste collection each utilize two rear load trucks. The expected useful life of a frontline sideload service vehicle has recently been increased to 10 years, which has increased over past years largely as a function of having qualified fleet mechanics to maintain our equipment continuously. In 2021, the City introduced recycling in tipcars through a pilot program with good success, and continued with the distribution of an additional 64 gallon tip carts.



**PROJECT
TIMELINE**

2024	Automated side load truck
2025	Automated side load truck, pick-up truck, grapple loader truck
2026	Automated side load truck
2027	Automated side load truck
2028	Pick-up truck, rear load truck, 1 ton dump

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$450,000	Refuse Fund
2025	\$795,000	
2026	\$450,000	
2027	\$450,000	
2028	\$405,000	
TOTAL	\$2,550,000	

**PROJECT
TEAM**

CITY LEAD: Public Works-Solid Waste
DESIGN CONSULTANT: N/A
CONTRACTOR: State Purchasing Contract

**CAPITAL IMPROVEMENT PLAN
FLEET
2024-2028**

	2024	2025	2026	2027	2028
REVENUES:					
Fire Funds	385,000	-	-	-	-
TOTAL REVENUES	385,000	-	-	-	-
EXPENDITURES:					
Service Truck for Fire	175,000				
Service Bay Modifications	150,000				
Challenger Heavy Truck Lifts	60,000				
TOTAL EXPENDITURES	385,000	-	-	-	-

**CAPITAL IMPROVEMENT PLAN
EQUIPMENT
2024-2028**

	2024	2025	2026	2027	2028
REVENUES:					
Tree Funds	110,000				
Golf Course Funds	124,100	75,000	66,000	60,000	14,000
<i>CIP Allocation (pg.1)</i>	909,000	1,971,000	1,018,500	1,089,000	1,955,500
TOTAL REVENUES	909,000	1,971,000	1,018,500	1,089,000	1,955,500
EXPENDITURES:					
<i>PARKS</i>					
7- Zero Turn Mowers	36,000	38,000	40,000	42,000	44,000
Ford F350 w/ Dump Bed and Chipper Box	110,000				
Pick-up Truck w/ Plow	80,000		70,000	72,500	75,000
Pick-up Truck w/ Dump Bed		80,000			
Skid Steer		75,000			
John Deere 5310 Tractor			55,000		
ABI Ballfield Machine		52,000			
Finish Mower (Rotary Cut)					20,000
<i>HIDDEN VALLEY GOLF COURSE</i>					
Pick-up Truck 4x4		60,000			
Zero Turn Mower	12,500		13,500		14,500
Fairway Mower	100,000				
Range Cart w/ Ball Picker		18,000			
Cushman				65,000	
Golf Carts	11,600		60,000		
<i>OAK GROVE CEMETERY</i>					
Gator 4x4	18,000				
2- Zero Turn Mowers		20,000		22,500	
Ford F350 W/ Dump Bed			86,000		
John Deere 250 Front Loader		75,000			
Case Trachoe					80,000
<i>POLICE DEPARTMENT</i>					
Cruiser Replacement (4)	320,000	340,000	360,000	375,000	390,000
K9 Patrol Cruiser	80,000	85,000			
CSO Pickup Truck		48,000			
Unmarked Vehicle Replacement		48,000	51,000	53,000	55,000

**CAPITAL IMPROVEMENT PLAN
EQUIPMENT
2024-2028**

	2024	2025	2026	2027	2028
<i>STREETS</i>					
Pickup Trucks (4WD w/plow)		74,000	79,000	83,000	88,000
Single Axle Dump w/ Plow & Salt Controls		494,000	270,000	286,000	303,000
Backhoe		125,000			
721G Loader					300,000
Coring Machine w/ Trailer & Attachments					
<i>AIRPORT</i>					
Zero Turn Grasshopper	25,000			30,000	
Runway Broom		300,000			
Van				60,000	
Clark Tug				60,000	
Single Axle Dump (2)					600,000
<i>TRAFFIC</i>					
Pickup Trucks	65,000	74,000			
Bucket Truck	220,000				
<i>ENGINEERING</i>					
Pickup Trucks		40,000			
<i>FACILITIES</i>					
Van	65,000				
TOTAL EXPENDITURES	1,143,100	2,046,000	1,084,500	1,149,000	1,969,500

BACKGROUND

The Delaware Police Department maintains a fleet of fourteen marked Ford Police Interceptor Utilities for use as patrol cruisers. Twelve of these cars are equipped for regular duty and two are specially outfitted to support the department’s police canine program.



The cruisers, depending on staffing, are used three shifts a day and average more than 30,000 miles of use per year.

Dependability and reliability typically reaches a fatigue point around three years or 100,000 miles. At this juncture, the cruisers are rotated to a secondary assignment within the police fleet. An example would be cars assigned to School Resource Officers, Community Officers, and training. At end of life, the vehicles are decommissioned and re-purposed in the city fleet.

Replacing four cruisers each year allows for a three-year rotation, maintains lower fleet mileage, rotates vehicles prior to significant repair costs, and supports safe operation for public safety use.

The replacement of cruisers assigned to the canine program is tied to the service life of the canine. Typically, seven to ten years.

PROJECT TIMELINE

2024	Normal fleet replacement
2025	Normal fleet replacement
2026	Normal fleet replacement
2027	Normal fleet replacement
2028	Normal fleet replacement

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$400,000	General CIP Allocation
2025	\$521,000	
2026	\$411,000	
2027	\$428,000	
2028	\$445,000	
TOTAL	\$2,205,000	

PROJECT TEAM

CITY LEAD: Police Department
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

BACKGROUND

Parks and Natural Resources: 7 Zero turn mowers will be replaced. This is an annual practice as each mower logs 700-800 hours per season. We have found this to be more efficient in terms of maintenance and cost. Additionally: several pick-up trucks, skid steer, ABI ballfield groomer, and a tractor are included.

Oak Grove Cemetery: Replace a gator. 2- Zero turn mowers will be replaced. This is a bi-annual practice which allows us to maintain value and minimize maintenance.

Additional purchases include mowers, Skid steer, Trac hoe, and a replacement pick-up truck.

Hidden Valley Golf Course: Replace fairway mower to update equipment. The addition of this equipment will minimize maintenance downtime.

Additional purchases include various mowers, trucks and 20 golf carts in 2026.

Building Maintenance: Replace van.



PROJECT TIMELINE

2024	Parks: (7) Zero Turn Mowers, (1) Ton Truck w/Dump Bed and Chip Box, (1) ¾ Ton Truck w/Plow; HVGC: (1) Fairway mower, (1) Zero Turn Mower, (2) Golf Carts; Cemetery: (1) John Deere Gator; Building Maintenance: (1) Cargo Van
2025	Parks: (7) Zero Turn Mowers, (1) Skid Steer, (1) ABI Ballfield Machine, (1) Pick-up truck with Dump bed; HVGC: (1) ½ Ton Truck, (1) Range Ball Cart; Cemetery: (2) Zero Turn Mower, (1) Skid Steer
2026	Parks: (7) Zero Turn Mowers, (1) ¾ ton Truck w/Plow, (1) Tractor; HVGC: (1) Zero Turn Mower, (20) Golf Carts; Cemetery: (1) Ton Truck w/Dump Bed
2027	Parks: (7) Zero Turn Mowers, (1) ¾ Ton Truck w/Plow; HVGC: (1) Utility vehicle; Cemetery: (2) Zero Turn Mowers
2028	Parks: (7) Zero Turn Mowers, (1) Finish Mower; HVGC: (1) Zero Turn mower; Cemetery: (1) Trac hoe

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$433,100	At this time, no outside funding sources have been identified and all project funding is through Capital Improvement Fund (410)
2025	\$418,000	
2026	\$324,500	
2027	\$202,000	
2028	\$233,500	
TOTAL	\$1,546,100	

PROJECT TEAM

CITY LEAD: Parks & Natural Resources
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

BACKGROUND

The Public Works Department operates over 70 different types of equipment and trucks during different times of the year ranging from dump trucks, pickup trucks, backhoes, skid steers, rollers, trailers, and plate compactors. All have a useful life expectancy and are replaced at the final determination of the fleet supervisor in consideration of general condition, maintenance costs and safety. Useful life of various equipment is as follows: Dump Trucks (10 Years); 4X4 Plow Trucks (10 Years); Service Pick-up Trucks (20 Years); Backhoe/Skid Steer (15-20 Years); Paver (25 years); Loader (15 years).



**PROJECT
TIMELINE**

2024	F450 service truck, F550 bucket truck, pick-up truck
2025	(2) Single axle dump, (3) pick-up trucks, backhoe
2026	Single axle dump, pick-up truck
2027	Single axle dump, pick-up truck
2028	Single axle dump, pick-up truck, wheel loader

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$310,000	Fire Fund, Gas Tax and General Fund Revenues
2025	\$1,107,000	
2026	\$349,000	
2027	\$519,000	
2028	\$1,291,000	
TOTAL	\$3,576,000	

**PROJECT
TEAM**

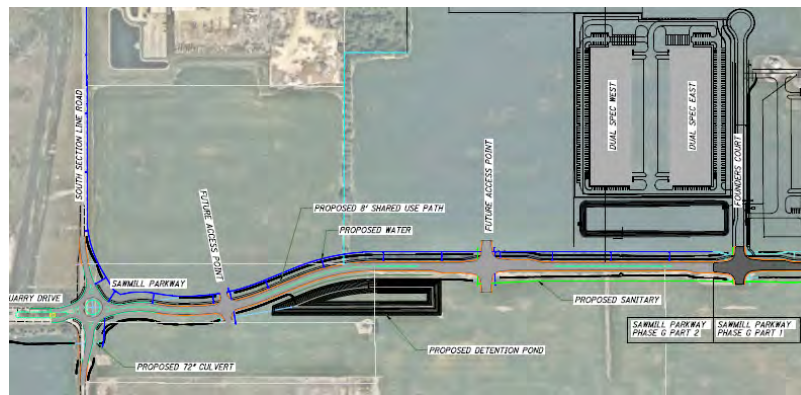
CITY LEAD: Public Works-Administration
DESIGN CONSULTANT: N/A
CONTRACTOR: State Purchasing Contract

SAWMILL PARKWAY PHASE G2

BACKGROUND

The extension of Sawmill Parkway to South Section Line Road is a long-time component of the City and County’s thoroughfare plans. Sawmill Parkway was constructed north from Home Road by Delaware County over multiple years up to US42 and Innovation Court in the City in 2017. In 2022, the City extended the roadway an additional 1,400’ to Founders Court in conjunction with an industrial/commercial development in the areas.

In 2023 and 2024, the City will construct the final phase of Sawmill Parkway, known as Phase G2. This phase will extend the roadway 3,200’ to a new roundabout at South Section Line Road. The project will also include water and sanitary sewer extensions as well as multi-use path along the length of the road. The City secured two state grants totaling \$2,125,000 to make the project financially feasible.



**PROJECT
TIMELINE**

2024	Construction of Phase G2
2025	No Action
2026	No Action
2027	No Action
2028	No Action

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2024	\$7,720,000	\$1,875,000-Ohio Department of Development Roadwork
2025	\$0	Development (629) Grant
2026	\$0	\$250,000-ODOT Jobs and Commerce Grant
2027	\$0	\$2,660,000-City Utility Funds (Water and Sewer)
2028	\$0	\$2,935,000-City Capital Improvement Funds
TOTAL	\$7,720,000	

**PROJECT
TEAM**

CITY LEAD: Public Works-Engineering Division
DESIGN CONSULTANT: Burgess & Niple
CONTRACTOR: Trucco Construction Company

**CITY OF DELAWARE
CAPITAL IMPROVEMENT PLAN
INCOME TAX LEVY SCENARIO
GENERAL FUND SUMMARY
2024-2028**

	2024	2025	2026	2027	2028
BALANCE FORWARD		871,910	(485,663)	892,267	(39,761)
REVENUES:					
Income Tax Revenues	3,267,588	3,300,263	3,333,266	3,366,599	3,400,265
City Hall Annex Rent	78,000	78,000	78,000	78,000	78,000
BALANCE PLUS REVENUE	3,345,588	4,250,174	2,925,603	4,336,866	3,438,504
EXPENDITURES:					
DEBT SERVICE					
2019 City Hall/Software (through 2034)	205,650	80,250	78,450	78,525	78,544
Sawmill - Water Capacity Repayment	220,000	220,000	220,000	220,000	
Facilities Debt			267,102	267,102	267,102
TOTAL DEBT SERVICE	425,650	300,250	298,450	298,525	78,544
AMOUNT AVAILABLE FOR CAPITAL IMPROVEMENTS AFTER DEBT	2,919,938	3,949,924	2,627,153	4,038,341	3,359,960
OTHER EXPENDITURES					
Airport Improvements	-	257,778	-	1,275,000	65,000
Cemetery Improvements	75,000	545,000	275,000	200,000	210,000
Facilities Improvements	331,500	528,000	130,000	166,500	88,000
Streets Improvements	210,400	1,224,000	-	-	170,000
The Point	97,643	149,325	145,886	142,401	138,870
East Central Avenue	256,000	256,000	256,000	947,200	3,251,785
Police Department Improvements	87,484	127,484	168,000	400,000	-
Equipment Replacement	990,000	1,348,000	760,000	947,000	1,736,000
TOTAL OTHER EXPENDITURES	2,048,027	4,435,587	1,734,886	4,078,101	5,659,655
ENDING BALANCE	871,910	(485,663)	892,267	(39,761)	(2,299,695)

**CAPITAL IMPROVEMENT PLAN
INCOME TAX LEVY SCENARIO
PARKS & NATURAL RESOURCES DEPARTMENT
2024-2028**

	2024	2025	2026	2027	2028
BALANCE FORWARD	-	1,787,588	3,430,964	756,415	1,532,880
REVENUES:					
Income Tax Revenues	2,967,588	3,026,939	3,087,478	3,149,228	3,212,212
Park Impact Fees	550,000	550,000	550,000	550,000	550,000
Donations	10,000				
Golf Course Funds	20,000		200,000		
Debt Proceeds	13,000,000		11,000,000		
TOTAL REVENUES	16,547,588	3,576,939	14,837,478	3,699,228	3,762,212
EXPENDITURES:					
DEBT SERVICE					
Pool (\$13M, 4%, 20 yrs)		956,563	956,563	956,563	956,563
Land Repayment to Utilities (\$1.5M, 0%, 5 yrs)	300,000	300,000	300,000	300,000	300,000
Athletic Fields & ORG Trail (\$20M, 4%, 10 yrs)				1,356,200	1,356,200
TRAILS					
Trail Connections	150,000	150,000	150,000	150,000	150,000
Olentangy River Greenway - Pollock Rd					
Olentangy River Greenway - Downtown			7,000,000		
Delaware Run Greenway					
MINGO PARK					
Jack Florance Pool	13,000,000				
Mingo Recreation Center					
Park Athletic Fields					
PLAYGROUND EQUIPMENT	290,000	145,000	90,000	90,000	290,000
FIELD/COURT IMPROVEMENTS	100,000	32,000	755,464	10,000	-
HIDDEN VALLEY GOLF COURSE					
HVAC System	20,000				
Irrigation System			200,000		
OTHER PARK IMPROVEMENTS					
Pickleball Courts	900,000				
Athletic Field Complex - Phase 1			8,000,000		
Southeast Community Park					

**CAPITAL IMPROVEMENT PLAN
INCOME TAX LEVY SCENARIO
PARKS & NATURAL RESOURCES DEPARTMENT
2024-2028**

	2024	2025	2026	2027	2028
Splash Pad Features			60,000	60,000	
Veterans Playtoy Area Turf					150,000
Blue Limestone New Restroom		350,000			
TOTAL EXPENDITURES	14,760,000	1,933,563	17,512,027	2,922,763	3,202,763

*Income tax revenues reflect 15% additional (\$300,000/year) going to operations

**CAPITAL IMPROVEMENT PLAN
INCOME TAX LEVY SCENARIO
STREETS & TRAFFIC DIVISIONS
2024-2028**

	2024	2025	2026	2027	2028
REVENUES:					
License Fees	440,000	440,000	440,000	440,000	440,000
License Fees - ADA Improvements	50,000	50,000	50,000	50,000	50,000
Income Tax Revenues	3,267,588	3,332,939	3,399,598	3,467,590	3,536,942
Gas Taxes	800,000	800,000	800,000	800,000	800,000
Sidewalk Assessments	25,000	25,000	25,000	25,000	25,000
Parking Meter Revenues	50,000	210,000	125,000	125,000	125,000
CDBG RESURFACING					
CDBG Grant Funding	990,000	665,000	500,000	500,000	500,000
OPWC RESURFACING					
OPWC Grant	450,000	450,000	450,000	450,000	450,000
County Match	150,000	150,000	150,000	150,000	150,000
PENNSYLVANIA AVE SIDWALK CONNECTOR					
Delaware County Fair Board Contribution	200,000				
PENNSYLVANIA/HERITAGE TURN LN					
Addison Contribution	300,000				
DEVELOPER TRUST CONTRIBUTION					
Riverwest - Milo St Turn Ln	100,000				
William/Curtis Intersection	217,000				
US 23/Bowtown Intersection	118,000				
SR 521/Bowtown Intersection	11,000				
Cheshire Rd Improvements		104,808			
Cheshire Rd TBD		695,192	800,000	800,000	800,000
CIP Allocation (pg.1)	210,400	1,224,000	0	0	170,000
TOTAL REVENUES	7,378,988	8,146,939	6,739,598	6,807,590	7,046,942
EXPENDITURES:					
Street Resurfacing Program					
CDBG RESURFACING		250,000			
CDBG CRITICAL INFRASTRUCTURE	1,200,000	600,000	600,000	600,000	600,000
OPWC RESURFACING	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000
CONSTRUCTION INSPECTION & ENGINEERING	50,000	50,000	50,000	50,000	50,000
LOCAL STREETS RESURFACING	2,457,588	2,547,939	2,699,598	2,767,590	2,836,942
ODOT Urban Paving Program					
US 36 - West Corp Limit to Sandusky St		1,509,000			
SR 37 - West Corp Limit to Troy Rd				447,000	
US 23 - Cheshire to Hills Miller Rd					1,065,000

**CAPITAL IMPROVEMENT PLAN
INCOME TAX LEVY SCENARIO
STREETS & TRAFFIC DIVISIONS
2024-2028**

	2024	2025	2026	2027	2028
Sidewalk Maintenance Program					
City Deficiencies (Resurfacing Streets)	125,000	125,000	125,000	125,000	125,000
ADA Ramp Improvements	50,000	50,000	50,000	50,000	50,000
Property Owner Deficiencies	25,000	25,000	25,000	25,000	25,000
Path Maintenance					
Multi Use Path Maintenance	115,000	110,000	150,000	90,000	120,000
Parking Lot Maintenance					
Public Works Garage Service Apron	200,000				
Metered Parking Lots	50,000	210,000	125,000	125,000	125,000
Non-Metered Parking Lots	40,000	70,000	120,000		
Other Transportation Improvements					
<i>BRIDGE MAINTENANCE</i>	50,000	50,000	50,000	50,000	50,000
<i>CHESHIRE ROAD EXTENSION</i>		800,000	800,000	800,000	800,000
<i>SPRINGFIELD BRANCH PIER REHAB</i>	360,000				
<i>POLLOCK RD EMBANKMENT RESTORATION</i>	30,400	300,000			
<i>E CENTRAL AVE TURN LANES AT MILO ST</i>	300,000				
<i>PENNSYLVANIA AVE SIDEWALK CONNECTOR</i>	200,000				
<i>PENNSYLVANIA/HERITAGE TURN LN</i>	300,000				
<i>CDBG NEIGHBORHOOD REVITALIZATION - DESIGN</i>	75,000				
<i>CITYWIDE SIGNALS PHASE 2</i>	140,000				
<i>W WILLIAM ST & LIBERTY RD TRAFFIC SIGNAL</i>	65,000	250,000			
<i>SR 521/BOWTOWN INTERSECTION IMPRVMENTS</i>	11,000				
<i>WILLIAM/CURTIS INTERSECTION IMPROVEMENTS</i>	217,000				
<i>US 23/STRATFORD RD BIKEWAY IMPROVEMENT</i>	118,000				
TOTAL EXPENDITURES	7,378,988	8,146,939	5,994,598	6,329,590	7,046,942