

2019-2024
Capital Improvement Plan
DRAFT EDITION



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Presented: April 17, 2018

2019-2024 Capital Improvement Plan

Introduction

A Capital Improvement Plan (CIP) is a multi-year planning instrument used to identify needs and financing sources for public infrastructure improvements. The purpose of a CIP is to facilitate the orderly planning of infrastructure improvements; to maintain, preserve, and protect the City's existing infrastructure system; and to provide for the acquisition or scheduled replacement of equipment in order to ensure the efficient delivery of services to the community. The CIP is also utilized to ensure that capital improvements are fiscally sound and consistent with the goals and policies of the City Council and residents of Rochester Hills.

CIP & the Community

A comprehensive Capital Improvement Plan is an essential tool used in the planning and development of the social, physical, and economic well being of the City of Rochester Hills. This process is a necessary step in an organized effort to strengthen the quality of public facilities and services; to provide a framework for the realization of community goals and objectives; and to provide a sound basis on which to build a healthy and vibrant community.

The CIP informs residents and stakeholders on how the City plans to address significant capital needs over the next six-years. The CIP provides visual representations of the City's needs including maps which detail the timing, sequence, and location of capital projects. The CIP can also influence community growth as infrastructure improvements can impact development patterns.

Some of the many benefits that the CIP provides for the residents and stakeholders of Rochester Hills include:

- Optimize the uses of revenue
- Focus attention on community goals, needs, and capabilities
- Guide future growth and development
- Encourage efficient government
- Improve intergovernmental and regional cooperation
- Help maintain a sound and stable financial program
- Enhance opportunities for the participation in federal and/or state grant programs

Overview

Projects identified in the CIP represent the City of Rochester Hills' plan to serve residents and anticipate the needs of a dynamic community. Projects are guided by various development plans and policies established by the Planning Commission, City Council, and City Administration. Plans and policies include:

Components of the City's Strategic Plan	Master Land Use Plan
City of Rochester Hills' Mission Statement	Master Transportation Plan
City Council Goals & Objectives	Master Pathway Plan
Administrative Policies	Master Recreation Plan
Storm Water Management System Plan	L DFA Master Plan

2019-2024 Capital Improvement Plan CIP Process

CIP Process

Preparation of the CIP is done under the authority of the Municipal Planning Commission Act (PA 285 of 1931). It is the City of Rochester Hills Planning Commission's goal that the CIP be used as a tool to implement the City Master Plan and to assist in the City's financial planning process.

The CIP is dynamic. Each year all projects included within the CIP are reviewed, a call for new projects is made, requests for new projects are considered, and adjustments are made to existing projects arising from changes in the amount of funding required, conditions, or timeline. A new year of programming is also added each year to replace the year funded in the annual operating budget. A status report on the prior 2018-2023 CIP can be found in the Appendix section located at the end of this book.

The CIP program will continue to develop over time by adding processes to improve quality and efficiencies. Greater attention shall be devoted to provide more detailed information regarding individual project requests, program planning, fiscal analysis, fiscal policies, and debt strategy (if applicable).

CIP & the Budget Process

The CIP plays an increasingly significant role in the implementation of a master plan by providing the link between planning and budgeting for capital projects. The CIP process precedes the budget process and is used to develop the capital project portion of the upcoming annual budget. Approval of the CIP by the Planning Commission does not mean final approval of all projects contained within the plan is granted. Rather by approving the CIP, the Planning Commission acknowledges that these projects represent a reasonable interpretation of the upcoming needs for the City and that projects contained in the plan are suitable for inclusion in future budgets.

Project priority rankings do not necessarily correspond to funding sequence. For example, a road-widening project which is ranked lower than a park project may be funded before the park project because the road project may have access to a restricted revenue source, whereas a park project may have to compete for funding from other revenue sources. A project's funding depends upon a number of factors – not only its merit, but also its location, cost, funding source, and logistics.

The City of Rochester Hills strives to maximize resources by maintaining a balance between operating and capital budgets. A continuous relationship exists between the CIP and the annual budget. A direct link can be seen between the two documents, as there should be in a strategic planning environment.

2019-2024 Capital Improvement Plan CIP Policy

As used in the City of Rochester Hills' Capital Improvement Program, a capital improvement project is defined as a major, nonrecurring expenditure that includes one or more of the following:

1. Any construction of a new facility (i.e., major/local roadways, water/sanitary sewer mains, storm water management, pathways*, recreational facilities, or public buildings), an addition to, or extension of such a facility, provided that the cost is \$25,000 or more and that the improvement will have a useful life of three years or more.
2. Any non-recurring rehabilitation of all or a part of a building, its grounds, a facility, or equipment, provided that the cost is \$25,000 or more and the improvement will have a useful life of three years or more.
3. Any purchase or replacement of major equipment to support City programs provided that the cost is \$25,000 or more and will be coded to a capital asset account.
4. Any planning, feasibility, engineering, or design study related to an individual capital improvement project or to a program that is implemented through individual capital improvement projects provided that the cost is \$25,000 or more and will have a useful life of three years or more.
5. Any planning, feasibility, engineering, or design study costing \$50,000 or more that is not part of an individual capital improvement project or a program that is implemented through individual capital improvement projects.
6. Any acquisition of land for a public purpose that is not part of an individual capital improvement project or a program that is implemented through individual capital improvement projects provided that the cost is \$25,000 or more. **

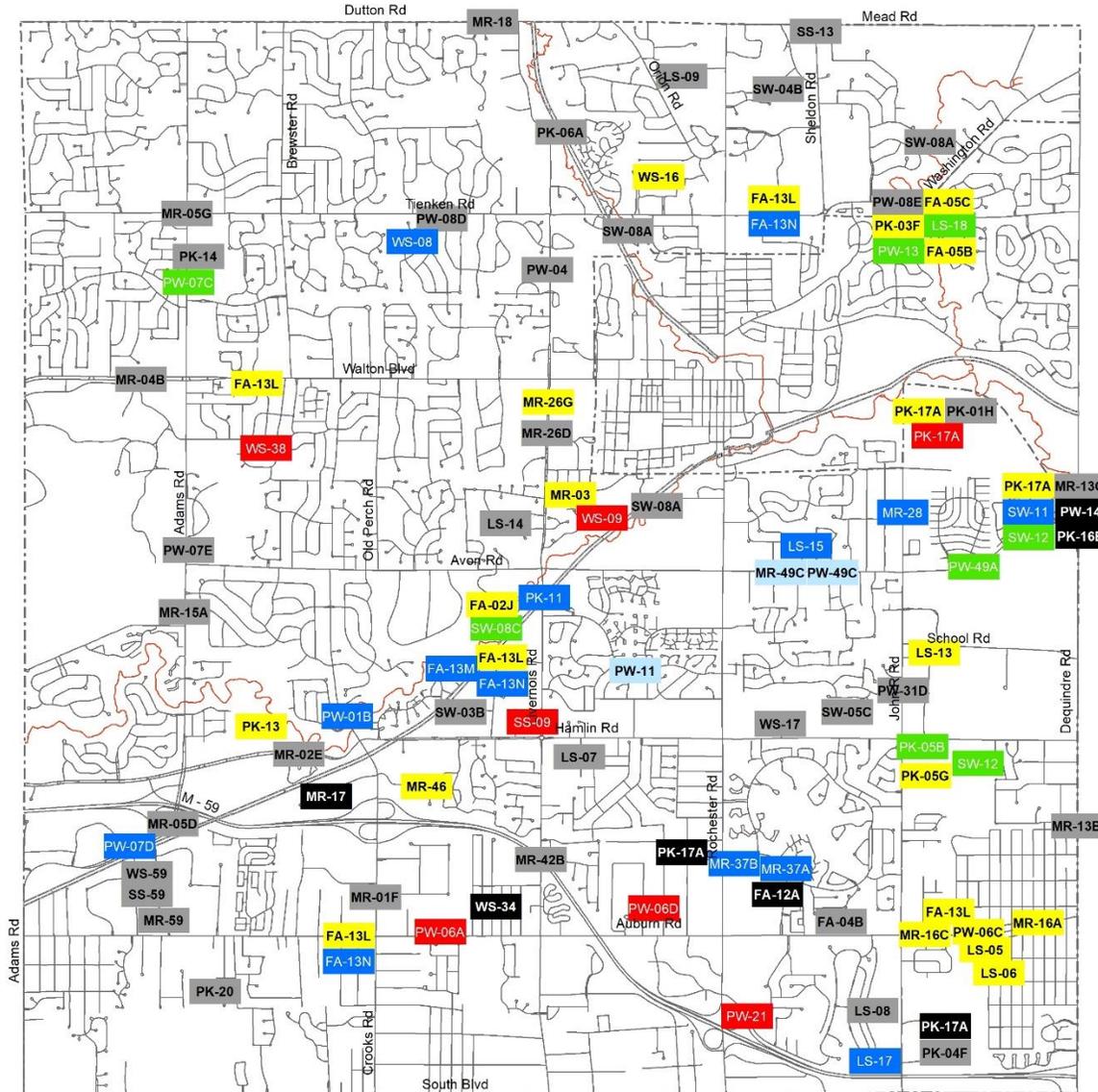
* = Note: Beginning in FY 2008, pathway projects are reviewed and rated by the Pathway Ad-hoc Committee as opposed to the CIP raters.

** = Note: Land acquisition funded by the Green Space Preservation millage has not been included in the CIP process

Adopted March 10, 1997 by the CIP Policy Group

Revised February 25, 2011 by the CIP Policy Group

2019-2024 Capital Improvement Plan Aggregate Citywide Project Locations



LEGEND

Projects that may begin construction in:

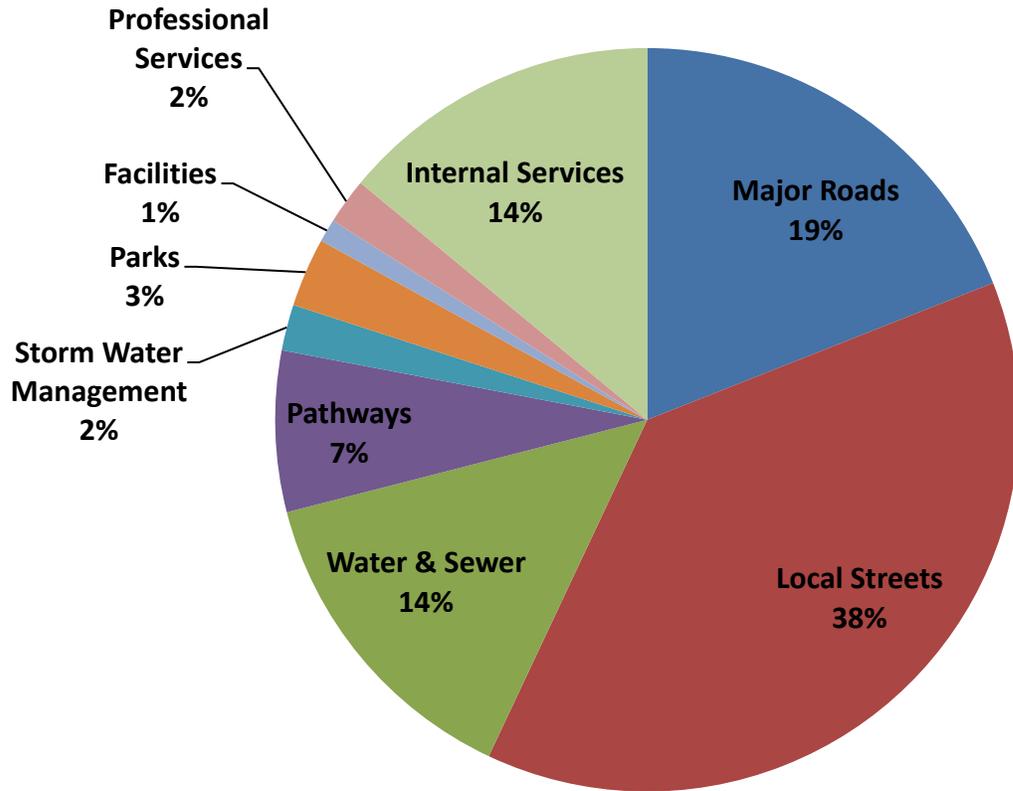
- 2019
- 2020
- 2021
- 2022
- 2023
- 2024
- Pending Project

- FA-00 = City-Owned Facility Improvements
- LS-00 = Local Road Improvements
- MR-00 = Major Road Improvements
- PK-00 = Parks & Recreation System Improvements
- PW-00 = Pathway System Improvements
- SS-00 = Sanitary Sewer Improvements
- SW-00 = Storm Water Management Improvements
- WS-00 = Water System Improvements



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**2019-2024 Capital Improvement Plan
Aggregate City Share Summary**



2019-2024 CIP City Share Breakdown		
Major Roads	\$ 18,807,000	19%
Local Streets	\$ 31,414,000	38%
Water & Sewer	\$ 23,665,680	14%
Pathways	\$ 6,385,560	7%
Storm Water Management	\$ 948,250	2%
Parks	\$ 4,096,890	3%
Facilities	\$ 2,808,000	1%
Professional Services	\$ 225,000	2%
Internal Services	\$ 18,942,690	14%
	\$ 107,293,070	



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2019-2024 Capital Improvement Plan Street Improvements

The purpose of the Street Improvement Program is to preserve and maintain safe neighborhoods in an effort to sustain the quality of life that Rochester Hills residents expect. The Street Improvement Program is part of a long-term solution aimed at the systematic maintenance, repair, and rehabilitation of City streets. This program provides a consistent standard and maintenance level over a period of years for both the major road and local street systems.

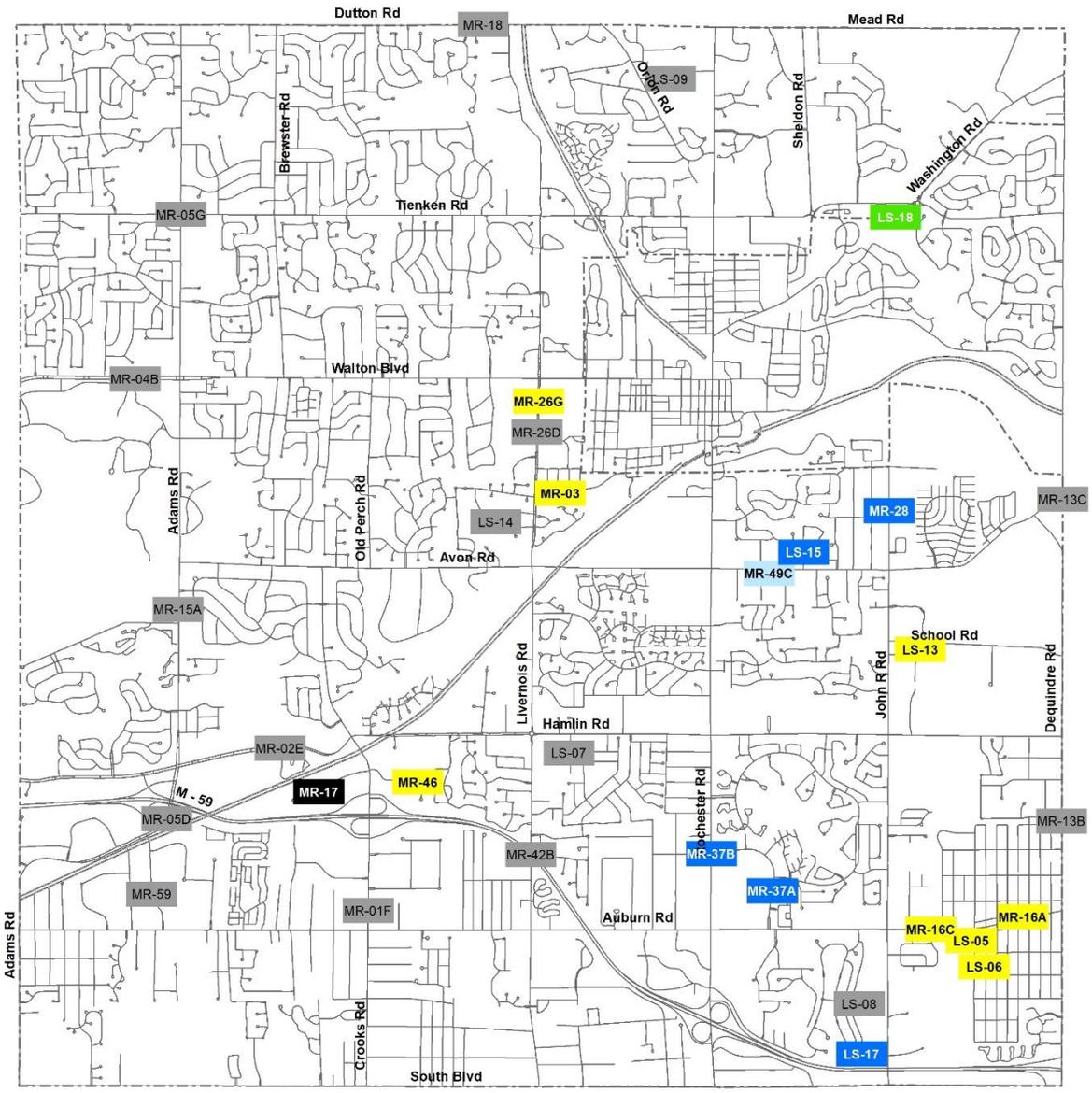
Local streets in Rochester Hills came under the City's jurisdiction in 1985. Prior to then the City was known as Avon Township and the responsibility for designing, maintaining, repairing, and replacing our streets fell upon the Road Commission of Oakland County (RCOC). Design standards were much different 30 years ago, and streets in neighborhoods which were built during the 1960's, 1970's, and early 1980's were constructed based upon design standards that have since become outdated.

In 1998, the Planning Commission adopted the Master Thoroughfare Plan to provide a better understanding of current and projected traffic trends in the community, using traffic forecasts through the year 2015. This plan presented a comprehensive program of solutions to address the problems identified by the traffic forecasts. Components of the plan have been incorporated into the Capital Improvement Plan. An update to the plan began in 2007 consisting of monthly Technical Review Committee meetings along with several public information meetings, which allowed the citizens of Rochester Hills to provide invaluable input. The Planning Commission adopted the current Master Thoroughfare Plan Update on October 21, 2008.

The City of Rochester Hills contains both public and private roadways. Public roads are owned and operated by the Michigan Department of Transportation (MDOT), the Road Commission of Oakland County (RCOC), and the City of Rochester Hills. Private roads are owned and operated by private developments and homeowner groups.

The City currently maintains approximately 42-miles of paved major roads, 195-miles of paved local streets, and 22-miles of gravel local streets. In order to define priorities and establish a course of action for the local street and major road rehabilitation programs, a Pavement Management System using Pavement Surface Evaluation and Rating (PASER) is used. PASER is a visual survey method for evaluating the condition of roads with the corresponding data serving as the foundation on which to build cost-effective pavement maintenance strategies. This information is a valuable tool when combined with an engineer's knowledge and experience to plan for and to prioritize reconstruction, rehabilitation, and traffic enhancement projects.

2019-2024 Capital Improvement Plan Street Improvements



LEGEND
Projects that may begin construction in:

2019	MR-00
2020	MR-00
2021	MR-00
2022	MR-00
2023	MR-00
2024	MR-00
Pending Project	MR-00



4/5/2018
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**2019-2024 Capital Improvement Plan
Street Improvements**

MR-01A	Major Road System: Rehabilitation Program		
2019-2024			
Estimated City Cost:	\$3,000,000	Estimated City Share:	100%
<p>Rehabilitation or reconstruction of failed concrete and asphalt sections within the Major Road network, as identified through the City's Pavement Management System and based upon field inspections. Work also to include rehabilitating storm water structures and installing edge drains as needed. The annual Major Road Rehabilitation Program allows for greater flexibility in coordinating activities with those of DPS crews and also allows for spreading work over a wider area rather than focusing on street specific repairs. Operating costs are anticipated to decrease by \$15,000 per year for each 0.5 miles proposed to be replaced annually. This program is proposed to be funded at \$500,000 per year and is on-going.</p>			

MR-01B	LDFA Road System: Rehabilitation Program		
2019-2024			
Estimated City Cost:	\$1,200,000	Estimated LDFA Share:	100%
<p>Rehabilitation or reconstruction of failed concrete and asphalt sections within the LDFA District Road network, as identified through the City's Pavement Management System and based upon field inspections. The annual LDFA Concrete & Asphalt Rehabilitation Program allows for greater flexibility in coordinating activities with those of DPS crews. This program assists in maintaining road infrastructure and the viability of industrial and technology parks within the LDFA District. Operating costs are anticipated to decrease by \$6,000 per year for each 0.3 miles proposed to be replaced annually. This program is proposed to be funded at \$200,000 per year and is on-going.</p>			

MR-03	Harding Avenue Rehabilitation		
Estimated Total Project:	\$512,000	2019-2019	
Estimated City Cost:	\$512,000	Estimated City Share:	100%
<p>Rehabilitate approximately 1,300' of asphalt section of Harding Avenue from Livernois Road to May Road. The existing road is 27' wide with curb and gutter. The 2016 Paser rating was a 3 (poor) out of a scale of 10. The pavement rehabilitation strategy is a 2" asphalt mill and overlay (final determination upon geotechnical testing and recommendation) with selective base and curb and gutter repairs. Operating costs are anticipated to decrease approximately \$3,000 per year due to less routine maintenance. Construction is planned to begin in 2019.</p>			

** = New project to the 2019-2024 CIP

**2019-2024 Capital Improvement Plan
Street Improvements**

MR-12	Major Road System: Traffic Calming Program		
Estimated Total Project:	\$120,000	2019-2024	
Estimated City Cost:	\$60,000	Estimated City Share:	50%
<p>The City receives many traffic related concerns from subdivision homeowner's associations (HOA) regarding speeding along residential streets. After performing in-depth traffic studies, City staff bring forth recommendations to the Advisory Traffic and Safety Board (ATSB). Often speed humps or other traffic calming devices are recommended as a solution. This program allows for 'seed' money to offer a 50/50 match between the HOA and the City to provide assistance for the implementation of traffic-calming devices along residential collector type roads which are classified as major roads. This program is proposed to be funded at a City share of \$10,000 per year and is on-going.</p>			

MR-16A	Auburn Road Corridor Improvements		
Estimated Total Project:	\$7,134,000	2018-2019	
Estimated City Cost:	\$7,134,000	Estimated City Share:	100%
<p>Improvements to the Auburn Road Corridor from Culbertson Avenue to Dequindre Road, including on-street parking, improved pedestrian walking zone areas with ADA upgrades, lighting, median boulevard islands, two roundabout intersections, storm water upgrades, and landscaping/streetscaping. Work may involve redefining the existing road topography and elevations. This project will better control vehicle access onto Auburn Road and improve the accommodations and delineations for pedestrian travel. Design will occur in 2018. Construction is expected to occur in 2019. Funding assistance programs are being pursued to help offset the total expense.</p>			

MR-16C	** Auburn Road Rehabilitation [Rochester Road to Culbertson Avenue] **		
Estimated Total Project:	\$1,180,000	2019-2019	
Estimated City Cost:	\$1,180,000	Estimated City Share:	100%
<p>Perform a 2" mill and overlay of Auburn Road between Rochester Road and Culbertson Avenue. The jurisdiction transfer of Auburn Road between Rochester Road and Dequindre Road included a project contribution of funding from the Michigan Department of Transportation (MDOT). The acceptance of funding is conditioned upon the City using the funds to improve Auburn Road within five years. The corridor improvement project between Culbertson Avenue and Dequindre Road coupled with this project will meet the requirement. Construction is planned to coordinate with MR-16A Auburn Rd Corridor project in 2019.</p>			

** = New project to the 2019-2024 CIP

**2019-2024 Capital Improvement Plan
Street Improvements**

MR-17	Avon Industrial Drive		
Estimated Total Project:	\$762,500	2021-2021	
Estimated City Cost:	\$762,500	Estimated City Share:	100%
<p>Rehabilitation of approximately 2,600' of asphalt section of Avon Industrial Drive and 370' of Star Court (a side street off Avon Industrial Drive). The existing road is 36' wide asphalt with concrete curb and gutter. The 2016 Paser rating was a 4 out of a scale of 10. The pavement rehabilitation strategy is a 4" asphalt mill and overlay (final determination upon geotechnical testing & recommendation) with selective base and curb repairs. Operating costs are anticipated to decrease by \$6,000 per year due to rehabilitation. Construction is planned to begin in 2021.</p>			

MR-26G	** Livernois Reconstruction [Avon Road to N of Walton Boulevard] **		
Estimated Total Project:	\$4,950,000	2019-2019	
Estimated City Cost:	\$675,000	Estimated City Share:	10%
<p>Reconstruction of Livernois Road from Avon Road to north of Walton Boulevard. The pavement in this area is in poor condition. The project will involve the removal and replacement of the pavement surface and miscellaneous drainage improvements. Preliminary Engineering is anticipated to be split 50/50 with RCO. Construction is planned to begin in 2019.</p>			

MR-27	Major Road System: Bridge Rehabilitation Program		
	2019-2024		
Estimated City Cost:	\$228,000	Estimated City Share:	100%
<p>Performance of maintenance and rehabilitation type work to the four (4) existing City-owned bridges: 1) Shagbark Road over Sargent Creek; 2) Butler Road over Galloway Creek; 3) Rochdale Road over Sargent Creek; 4) King's Cove Drive over Paint Creek. Repairs are based upon the City's latest Biennial Bridge Structure Inventory Report, as required by the Federal Highway Administration (FHWA) and the Michigan Department of Transportation (MDOT). Bridge Rehabilitation Study is to occur every "even-year" with Bridge Rehabilitation to occur every "odd-year". This program is on-going.</p>			

MR-28	John R Road Rehabilitation [Avon Road to Bloomer Road]		
Estimated Total Project:	\$768,000	2020-2020	
Estimated City Cost:	\$768,000	Estimated City Share:	100%
<p>Rehabilitation of approximately 3,000' of asphalt section of John R Road from north of Avon Road Bloomer Road. The existing road is 22' wide with no curb and 2' wide gravel shoulders. The 2016 Paser rating was a 4 out of a scale of 10. The pavement rehabilitation strategy is a 4" asphalt mill and overlay (final determination upon geotechnical testing & recommendation) with selective base repairs and possible ditch re-grading. Operating cost are anticipated to decrease approximately \$6,000 per year due to rehabilitation. Construction is planned to begin in 2020.</p>			

** = New project to the 2019-2024 CIP

**2019-2024 Capital Improvement Plan
Street Improvements**

MR-37A	Barclay Circle Rehabilitation		
	2020-2020		
	Estimated City Cost:	\$1,452,500	Estimated City Share: 100%
<p>Rehabilitate approximately 4,000' of asphalt section of Barclay Circle from Rochester Road to Auburn Road. The existing road is 60' wide from back of curb to back of curb. The 2015 City PASER Rating was 3 out of a scale of 10 from Rochester Road to Ashley Circle and 4 out of a scale of 10 from Ashley Circle to Auburn Road. The proposed pavement rehabilitation strategy is a 3" asphalt mill & fill (final determination upon geotechnical testing & recommendation) with selective base repairs and concrete curb and gutter repairs as deemed necessary. Will coordinate project timing with (MR-37B) Rochester Road @ Barclay Circle: Traffic Signal Improvements. Operating costs of approximately \$15,000 per year are anticipated to decrease to \$9,000 per year due to reconstruction. Construction is planned to begin in 2020.</p>			

MR-37B	Barclay Circle @ Rochester Road: Traffic Signal Improvements		
	Estimated Total Project:	\$375,000	2019-2020
	Estimated City Cost:	\$125,000	Estimated City Share: 33%
<p>Upgrade of the existing traffic signal to a modern box span design. Work would also include upgrading non compliant pathway ramps to meet ADA compliance along with associated pedestrian countdown signals. The Barclay Circle median island will also be reworked to allow for the proper alignment between the left turn movements off Barclay Circle and Wabash Drive. This will eliminate the need for split time phasing, thus improving the traffic flow and capacity through the intersection. The traffic signal upgrade would be primarily funded via CMAQ funds. The City would be responsible for the costs associated with reconfiguring the Barclay Circle median island in order to allow for proper left turn offset with Wabash Road. Potentially minor cost savings to annual traffic signal operations and maintenance costs. Construction is planned to begin in 2020.</p>			

MR-46	Star Batt Drive Reconstruction		
	2019-2020		
	Estimated City Cost:	\$1,662,500	Estimated City Share: 100%
<p>Reconstruction of Star Batt Drive; approximately 2,300' asphalt road (final road repair strategy is contingent on results of geotechnical pavement cores). The existing road is 36' wide from back of curb to back of curb with integral asphalt curbing. The 2016 PASER rating was a 2 (very poor) out of a scale of 10 from Crooks Road to the end of Star Batt Drive. The pavement rehabilitation strategy is a complete removal and replacement of the asphalt with integral curb section. Operating costs of approximately \$15,000 per year are anticipated to decrease to \$12,000 per year due to reconstruction. Construction is planned to begin in 2020.</p>			

** = New project to the 2019-2024 CIP

**2019-2024 Capital Improvement Plan
Street Improvements**

MR-49C	Avon Road Widening [Princeton Avenue – Grovecrest Avenue]		
Estimated Total Project:	\$577,500	2023-2024	
Estimated City Cost:	\$192,500	Estimated City Share:	33%
<p>Widen approximately 1,300' of Avon Road between Princeton Avenue and Grovecrest Avenue to accommodate an 11' wide center left-turn lane. The proposed project will provide safety benefits by allowing vehicles to exit the through lanes and enter a dedicated center left-turn lane. No operating costs are anticipated, due to this section of roadway being owned and operated by the RCOC. Construction is planned to begin in 2024.</p>			

LS-01	Local Street System: Rehabilitation Program		
	2019-2024		
Estimated City Cost:	\$30,000,000	Estimated City Share:	100%
<p>Rehabilitation or reconstruction of failed concrete and asphalt sections within the Local Street network, as identified through the City's Pavement Management System and based upon field inspections. Operating costs of approximately \$57,000 per year are anticipated to decrease to \$42,000 per year for each 9.0 miles of the local street network that is proposed to be rehabilitated or reconstructed annually. This program is proposed to be funded at \$5,000,000 per year and is on-going.</p>			

LS-05	Reuther Middle School Area Street Lighting		
Estimated Total Project:	\$100,000	2019-2019	
Estimated City Cost:	\$0	Estimated City Share:	0%
<p>Installation of approximately 20 street lights along the walking routes, i.e., Culbertson Ave and Marlowe Ave near Reuther Middle School. Funding will be sought from Safe Routes to School for the installation of the street lights. The ongoing operations and maintenance would be funded 50/50 between Rochester Community School (RCS) District and the City. The installations would be coordinated with DTE Energy. Construction is planned to begin in 2019.</p>			

LS-06	Reuther Middle School Area Sidewalks		
Estimated Total Project:	\$775,000	2019-2019	
Estimated City Cost:	\$285,500	Estimated City Share:	33% / 50%
<p>Installation of approximately 5,900' of 5' wide concrete sidewalk along the walking routes, i.e., Culbertson Ave and Marlowe Ave, near Reuther Middle School. Funding will be sought from Safe Routes to School for the installation of the sidewalks. The on-going operations and maintenance will be the responsibility of the adjacent property owners. Construction is planned to begin in 2019.</p>			

** = New project to the 2019-2024 CIP

**2019-2024 Capital Improvement Plan
Street Improvements**

LS-12	Local Street System: Traffic Calming Program		
Estimated Total Project:	\$300,000	2019-2024	
Estimated City Cost:	\$150,000	Estimated City Share:	50%
<p>The City receives many traffic related concerns from subdivision homeowner's associations (HOA) regarding speeding through residential streets. After performing in-depth traffic studies, City staff bring forth recommendations to the Advisory Traffic and Safety Board (ATSB). Often speed humps or other traffic calming devices are recommended as a solution. This program would allow for 'seed' money to offer a 50/50 match between the HOA and the City to provide assistance for the implementation of approximately twenty (20) traffic-calming devices per year along residential streets. This program is proposed to be funded at a City share of \$25,000 per year and is on-going.</p>			

LS-13	School Road Paving (John R Road – 1,700' Eastbound)		
Estimated Total Project:	\$512,500	2018-2019	
Estimated City Cost:	\$432,500	Estimated City Share:	100 / 73%
<p>Pave approximately 1,700' of School Road from John R Road easterly to the existing pavement at the culvert crossing. The road is currently gravel. As part of the Harvard Place PUD agreement, the developer will contribute 1/2 of the road cost for the portion across the development's 900' of frontage. This equates to an approximate 27 percent contribution of the project cost. The proposed road cross section is 22' of travel width with shoulders. A future proposed project would also construct a passing lane for southbound John R Road to turn left onto School Road. Operating costs are anticipated to decrease for a period of time by approximately \$1,360 per year due to gravel road grading/chloride operations being eliminated. Construction is planned to begin in 2019.</p>			

LS-15	** Bolinger Street Paving (SAD) **		
Estimated Total Project:	\$280,500	2019-2020	
Estimated City Cost:	\$112,200	Estimated City Share:	40%
<p>Pave approximately 600' of Bolinger Street north of Avon Road through the adopted City Policy for Special Assessment District gravel to pavement projects. The road is currently gravel. A majority of residents living on Bolinger Street submitted petition signatures to request the paving of Bolinger Street in accordance with the SAD policy adopted by City Council on April 17, 2017. Construction is planned to begin in 2020.</p>			

LS-17	** Michelson [West of John R] (SAD) **		
Estimated Total Project:	\$490,000	2019-2020	
Estimated City Cost:	\$196,000	Estimated City Share:	40%
<p>Pave approximately 1,100' of Michelson west of John R through the adopted City Policy for Special Assessment District gravel to pavement projects. The road is currently gravel. A majority of residents living on Michelson submitted petition signatures to request the paving of Michelson in accordance with the SAD policy adopted by City Council on April 17, 2017. Construction is planned to begin in 2020.</p>			

** = New project to the 2019-2024 CIP

**2019-2024 Capital Improvement Plan
Street Improvements**

LS-18	** Runyon Road Paving **		
Estimated Total Project:	\$267,800	2022-2023	
Estimated City Cost:	\$267,800	Estimated City Share:	100%
<p>Pave approximately 1,130' of Van Hoosen, Runyon and Washington Roads south of Tienken Road. The roads are currently gravel. This project could be coordinated with the proposed Runyon Road pathway project and would offset some of the storm water sewer and ditch enclosure costs that are currently in the new pathway project. Construction is planned to begin in 2023.</p>			

** = New project to the 2019-2024 CIP

2019-2024 Capital Improvement Plan City Map – Major Road Conditions



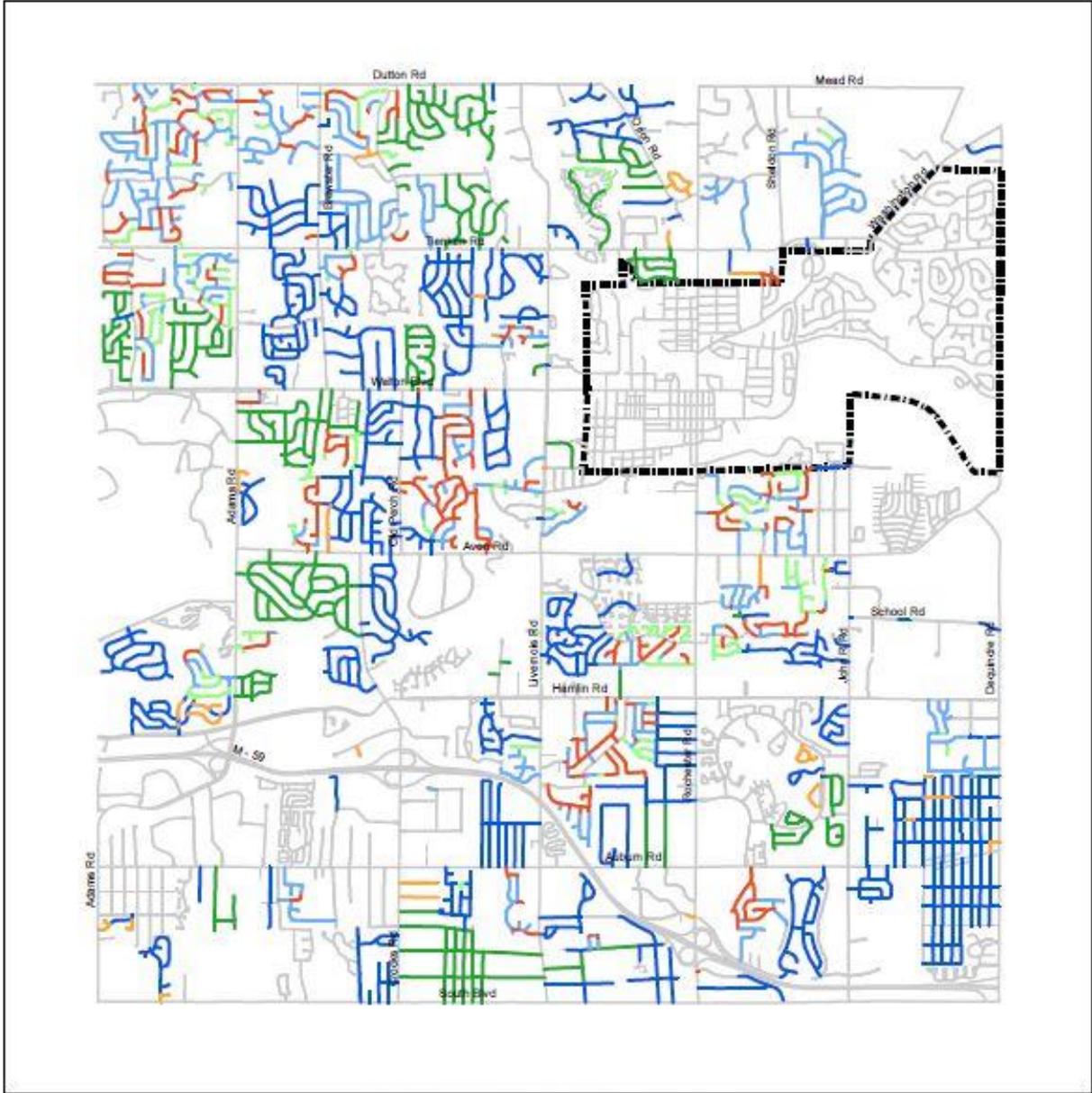
2017 MAJOR ROAD CONDITIONS (PUBLIC PAVED ROADS)

1-4 (POOR)		
	Asphalt	4.24 mi > 15%
	Concrete	2.07 mi
5-7 (FAIR)		
	Asphalt	18.98 mi > 56%
	Concrete	6.35 mi
8-10 (GOOD)		
	Asphalt	7.61 mi > 29%
	Concrete	4.26 mi
		41.51 mi

Others
 City of Rochester



2019-2024 Capital Improvement Plan City Map – Local Street Conditions



2017 LOCAL ROAD CONDITIONS (PUBLIC PAVED ROADS)

1-4 (POOR)			
Asphalt	4.56 mi	}	12%
Concrete	19.37 mi		
5-7 (FAIR)			
Asphalt	82.24 mi	}	62%
Concrete	37.14 mi		
8-10 (GOOD)			
Asphalt	37.97 mi	}	26%
Concrete	13.43 mi		
	194.71 mi		

— Others
 City of Rochester



2019-2024 Capital Improvement Plan Local Street Conditions [Poor Only]

2017 Local Streets in Poor Condition [Paser Rating Between 1-4]					
Street	From	To	PASER Rating	Length (Feet)	Pavement Surface
Abington Ct	Tower Hill Ln	Dead End or Start	3: Poor	264	Concrete
Ansai		Lake Forest	4: Poor	195	Concrete
Antler Ct	Stag Rdg	Dead End or Start	4: Poor	322	Concrete
Arlington Dr		Dalton Dr	4: Poor	317	Concrete
Arlington Dr	Dalton Dr	Bolinger	3: Poor	327	Concrete
Arlington Dr	Bolinger	Whitney Dr	3: Poor	312	Concrete
Arlington Dr	Whitney Dr		3: Poor	491	Concrete
Arms Ct	Thames Dr	Dead End or Start	4: Poor	618	Concrete
Avoncrest Dr	Old Perch Rd		4: Poor	63	Asphalt
Avoncrest Dr		Dead End or Start	4: Poor	180	Concrete
Avonstoke Rd		W Hamlin Rd	3: Poor	391	Concrete
Aynsley Dr	Kingspath Dr	Wedgewood Dr	3: Poor	401	Concrete
Baypoint Dr		Doral Dr	4: Poor	169	Concrete
Beechcrest	Adams Rd	Paddington Ct	4: Poor	475	Asphalt
Bembridge Dr	x	y	4: Poor	195	Concrete
Berry Nook Ln	Whitney Dr & Arlington Dr	Bloomer	4: Poor	322	Concrete
Biggers	Bridgestone Dr	Allston	3: Poor	517	Asphalt
Bolinger			4: Poor	502	Concrete
Box Canyon		Dead End or Start	3: Poor	132	Concrete
Brilliance	Empire Dr	Honor Dr	4: Poor	486	Concrete
Bromley Ln	Chelsea Ct	Dead End or Start	4: Poor	275	Concrete
Burgoyne	S Livernois Rd	S Livernois Rd	2: Very Poor	69	Asphalt
Buttercup Dr	Daylily Dr	Goldenrod Dr	4: Poor	935	Concrete
Cal Ave	Culbertson	Emmons	4: Poor	285	Asphalt
Campus	Old Perch Rd		3: Poor	79	Asphalt
Campus		Campus Ct	3: Poor	407	Concrete
Campus	Campus Ct	Baylor	4: Poor	840	Concrete
Campus Ct	Campus	Dead End or Start	3: Poor	591	Concrete
Canterbury Trl	Chalet Dr		3: Poor	296	Concrete
Cascade Cir			3: Poor	90	Concrete
Cascade Cir			3: Poor	79	Concrete
Castlebar	W Avon Rd	Leinster	4: Poor	496	Asphalt
Castlebar	Leinster	Munster	4: Poor	1,183	Asphalt
Catalpa	City/Twp Line	Red Oak & Catalpa Ct	4: Poor	312	Concrete
Catalpa	Red Oak & Catalpa		4: Poor	132	Concrete
Cedar Shake Dr	Falcon Dr & Firewood Dr		4: Poor	1,135	Concrete
Cedar Shake Dr	Falcon Dr & Firewood Dr		4: Poor	32	Concrete
Chaffer Dr	Royal Doulton Blvd & Cobridge Dr		3: Poor	470	Concrete
Chaffer Dr	Aynsley Dr	Wedgewood Dr	3: Poor	713	Concrete
Chalet Dr	Kimberly Fair	Canterbury Trl	4: Poor	523	Concrete
Chalet Dr	Canterbury Trl		4: Poor	317	Concrete
Chatham Cir	Orion Rd & Elmhill Rd	Chatham Cir	4: Poor	327	Asphalt
Chatham Cir	Scarborough	Harwich	4: Poor	1,489	Asphalt
Chatham Cir	Chatham Cir	Orion Rd	4: Poor	275	Asphalt
Chatham Cir	Scarborough	Harwich	4: Poor	581	Asphalt
Chelsea Ct	Bromley Ln	Dead End or Start	4: Poor	222	Concrete
Cherrywood Ln	Crestwood		3: Poor	665	Concrete
Cherrywood Ln		Falcon Dr & Cherrywood Ct	3: Poor	164	Concrete
Cherrywood Ln	Falcon Dr & Cherrywood Ln	Dead End or Start	3: Poor	164	Concrete
Clovelly	Weaverton	Bridget	4: Poor	322	Asphalt
Cobridge Ct	Cobridge Dr	Dead End or Start	3: Poor	222	Concrete
Cobridge Dr	Royal Doulton Blvd & Chaffer Dr	Cobridge Ct	4: Poor	523	Concrete
Cobridge Dr	Baroque Ct	Wedgewood Dr	4: Poor	449	Concrete
Corbin	Kentucky Dr	Dead End or Start	4: Poor	132	Concrete
Courtfield	Lexham Ln		4: Poor	391	Concrete
Crestline	Parkland Dr	Crestline Ct	4: Poor	433	Concrete
Crestline	Crestline Ct	Drexelgate Pkwy	4: Poor	428	Concrete

2019-2024 Capital Improvement Plan Local Street Conditions [Poor Only]

2017 Local Streets in Poor Condition [Paser Rating Between 1-4]					
Street	From	To	PASER Rating	Length (Feet)	Pavement Surface
Crestline Ct	Crestline	Crestline Ct @ Crestline	3: Poor	37	Concrete
Crestline Ct	Crestline Ct @ Crestline	Cul-de-sac	3: Poor	322	Concrete
Crestline Ct	Cul-de-sac	Dead End or Start	3: Poor	58	Concrete
Croydon Rd		Lake Forest	3: Poor	454	Concrete
Croydon Rd	Lake Forest	Spartan Dr	3: Poor	348	Concrete
Croydon Rd	Spartan Dr	Dead End or Start	4: Poor	206	Concrete
Cypress		Sumac Dr	3: Poor	53	Concrete
Dalton Dr	Arlington Dr	Hadley Rd	4: Poor	1,241	Concrete
Dawes	Hessel	Dequindre Rd	4: Poor	333	Asphalt
Dawson Dr	Cumberland Dr	Highsplint Dr	4: Poor	348	Concrete
Daylily Dr	Buttercup Dr	Mayapple Ct	4: Poor	855	Concrete
Daylily Dr	Mayapple Ct	Vardon St	4: Poor	296	Concrete
Devonwood	Stonington Ln	Westwood Dr	4: Poor	306	Asphalt
Devonwood		Foresthill Dr	3: Poor	333	Concrete
Edmunton Dr	Hartford Ct	Salem Dr	3: Poor	264	Concrete
Edmunton Dr	Salem Dr	McCormick Dr	3: Poor	871	Concrete
Elkhorn Dr	Torrent Ct		4: Poor	100	Concrete
Englewood Dr	Brandon Ct		4: Poor	607	Concrete
Englewood Dr			2: Poor	48	Concrete
Essex Dr		Eddington	4: Poor	428	Concrete
Essex Dr	Essex	Essex	4: Poor	206	Concrete
Essex Dr	Lexington		3: Poor	190	Concrete
Essex Dr	Lexington	Pembroke	3: Poor	280	Concrete
Essex Dr	Pembroke	Essex Ct	4: Poor	354	Concrete
Evergreen Ct	Stanford Cir	Dead End or Start	4: Poor	227	Concrete
Fair Oak Dr	Yale Ct	Dead End or Start	4: Poor	190	Concrete
Fairfield		Ridgecrest	4: Poor	602	Concrete
Fawn Ct	Stag Rdg	Dead End or Start	4: Poor	201	Concrete
Flanders Dr	Highsplint Dr		4: Poor	671	Concrete
Ford Croft Dr	Stonetree Cir	Raintree Dr	3: Poor	966	Concrete
Forest View Ct	Woodfield Way	x	4: Poor	116	Concrete
Foresthill Dr	Devonwood	E16-001 starting point	3: Poor	132	Concrete
Fox Woods Ln	Woodfield Way	Fox Wood	3: Poor	211	Concrete
Fulham Dr	Fulham Ct	Brompton Rd & Tottenham Ct	4: Poor	227	Concrete
Fulham Dr	Brompton Ct	S Livernois Rd & Sierra Blvd	3: Poor	539	Concrete
Gallaland	Dakota Dr		4: Poor	275	Concrete
Gallaland	Pioneer Dr	Dead End or Start	3: Poor	285	Concrete
Glen Meadow Ct	Colony Dr	Glen Meadow Ct to CulDeSac	3: Poor	422	Concrete
Glen Meadow Ct	Glen Meadow Ct to CulDeSac	Dead End or Start	3: Poor	74	Concrete
Goldenrod Dr	Buttercup Dr	Primrose Dr	4: Poor	697	Concrete
Greenleaf Dr			3: Poor	227	Concrete
Greenleaf Dr		Rochdale	4: Poor	174	Concrete
Greenspring Ln	Heron Ridge Dr	Hickory Trl	3: Poor	111	Asphalt
Greenspring Ln	Blue Heron Ln		4: Poor	671	Asphalt
Greenwood	South Blvd W	Sawgrass Ct	4: Poor	238	Asphalt
Grosvenor Dr	intersection bad	intersection bad	3: Poor	11	Concrete
Grosvenor Dr	intersection bad	Harvard Dr	3: Poor	5	Concrete
Grovecrest	Slumber	Misty Brook Ln	4: Poor	470	Concrete
Harlan Ct	Warrington Rd	Flanders Dr	4: Poor	296	Concrete
Harlan Ct	Flanders Dr	Dead End or Start	3: Poor	216	Concrete
Harvard Dr	Grosvenor Dr	intersection Harvard& Grosvenor	3: Poor	26	Concrete
Harvard Dr	intersection Harvard& Grosvenor	intersection Harvard& Grosvenor	3: Poor	5	Concrete
Hedgewood Ln	Hickory Trl	Mapleridge Ct	4: Poor	1,489	Asphalt
Heidelberg Dr	Cambridge	Dead End or Start	4: Poor	1,082	Asphalt
Hessel	E Auburn Rd	Dawes	4: Poor	375	Asphalt
Hidden Ln	Springwood Ln	Dead End or Start	4: Poor	697	Concrete

2019-2024 Capital Improvement Plan Local Street Conditions [Poor Only]

2017 Local Streets in Poor Condition [Paser Rating Between 1-4]					
Street	From	To	PASER Rating	Length (Feet)	Pavement Surface
Highsplint Dr	Kentucky Dr	Flanders Dr	4: Poor	496	Concrete
Highsplint Dr	Flanders Dr		4: Poor	290	Concrete
Highsplint Dr	Warrington Rd		3: Poor	412	Concrete
Highsplint Dr			3: Poor	243	Concrete
Highsplint Dr		Dawson Dr	3: Poor	428	Concrete
Highsplint Dr	Dawson Dr		4: Poor	422	Concrete
Highsplint Dr		Dead End or Start	3: Poor	148	Concrete
Hillcrest Dr	Pleasant View Dr	Devonwood	3: Poor	253	Concrete
Hillcrest Dr	Devonwood		3: Poor	343	Concrete
Hillside Ln	Hillside to Sandalwood	Drexelgate Pkwy	3: Poor	544	Concrete
Holiday Ct	Summit Rdg	Dead End or Start	3: Poor	359	Concrete
Hollenshade	Olympia Dr	Muirwood Ct	4: Poor	950	Concrete
Ivy Wood Ct	Arlington Dr	Dead End or Start	3: Poor	459	Concrete
Jason Cir	Snowden Cir	Quincy Dr	4: Poor	259	Concrete
June	Crooks Rd	Dead End or Start	4: Poor	1,315	Asphalt
Keats Dr	Shelley Dr	Shelley Dr	4: Poor	549	Asphalt
Kendal Ln	Bellshire Ln	Dead End or Start	3: Poor	359	Concrete
Kentucky Dr		Cumberland Dr	4: Poor	491	Concrete
Kentucky Dr			4: Poor	422	Concrete
Kentucky Dr		Cumberland Dr	4: Poor	887	Concrete
Kilburn Ct		Dead End or Start	3: Poor	143	Concrete
W Kilburn Rd	Summit Rdg		3: Poor	333	Concrete
W Kilburn Rd	N Adams Rd & W Kilburn Rd		4: Poor	639	Concrete
Kimberly Fair	Chalet Dr		3: Poor	507	Concrete
Kimberly Fair			4: Poor	53	Concrete
Kimberly Fair		Sussex Fair	4: Poor	58	Concrete
Kirkton Ct		Dead End or Start	2: Poor	211	Concrete
Lake Forest	Croydon Rd	Rutgers	4: Poor	285	Concrete
Lake Forest	Rutgers	Campus	4: Poor	280	Concrete
Lake Forest	Campus	Lake Forest Ct	4: Poor	692	Concrete
Lake Forest	Lake Forest Ct	Bucknell Ct	3: Poor	306	Concrete
Lake Forest			4: Poor	211	Concrete
Lake Forest			4: Poor	90	Concrete
Lake Forest		Sumac Dr	4: Poor	570	Concrete
Lake Forest	Sumac Dr	Ansal	4: Poor	781	Concrete
Lake Forest	Ansal	Spartan Dr	4: Poor	781	Concrete
Langley Ct	Langley Rd	Dead End or Start	3: Poor	269	Concrete
Langley Rd	Beacon Hill Dr	Langley Ct	4: Poor	296	Concrete
Langley Rd	Langley Ct	Lassiter Dr	3: Poor	882	Concrete
Lexham Ln	W Auburn Rd	Courtfield	4: Poor	306	Concrete
Lexham Ln	Courtfield	Dead End or Start	4: Poor	153	Concrete
Lexington Dr	Essex Dr	Ternbury Dr	4: Poor	1,410	Concrete
Lion St	Hampton Cir	Hampton Cir	4: Poor	1,214	Asphalt
Live Oak Dr	Ulster	Munster	4: Poor	333	Concrete
Live Oak Dr	Munster	Dead End or Start	4: Poor	296	Concrete
Long Meadow Ln	Twin Oaks Ct	Lake Ridge	3: Poor	269	Concrete
Long Meadow Ln	Twin Oaks Ct	Woodfield Way	4: Poor	401	Concrete
Long Meadow Ln	Woodfield Way		3: Poor	121	Concrete
Maple	City/Twp Line	Red Oak	3: Poor	190	Concrete
Mapleridge Ct		Hickory Trl	3: Poor	612	Asphalt
Mapleridge Ct		Dead End or Start	3: Poor	486	Asphalt
Mayapple Ct	Daylily Dr	Dead End or Start	4: Poor	496	Concrete
Meadowbrook Dr	Adams Rd	Country Club Dr	3: Poor	502	Concrete
Meadowbrook Dr	Country Club Dr	Trailwood Dr	4: Poor	290	Concrete
Meadowbrook Dr		Walton Blvd	4: Poor	63	Concrete
Meadowview Ct	Brewster Rd		3: Poor	69	Asphalt
Meadowview Ct		Dead End or Start	3: Poor	391	Concrete

2019-2024 Capital Improvement Plan Local Street Conditions [Poor Only]

2017 Local Streets in Poor Condition [Paser Rating Between 1-4]					
Street	From	To	PASER Rating	Length (Feet)	Pavement Surface
Merriweather	Sudbury Ct	Old Homestead	4: Poor	375	Concrete
Michelson	S Rochester Rd		3: Poor	90	Concrete
Millbrook Ct		Dead End or Start	3: Poor	90	Concrete
Misty Brook Ln	Grovecrest	Rambling Dr	4: Poor	649	Concrete
Morley	Culbertson	Emmons	4: Poor	327	Asphalt
Morley	Emmons	Longview	4: Poor	327	Asphalt
Morley	Longview	Harrison	4: Poor	333	Asphalt
Muirwood Ct	Hollenshade	Dead End or Start	4: Poor	348	Concrete
Munster	Live Oak Dr	Stanford Cir	4: Poor	1,220	Concrete
Munster	Stanford Cir		4: Poor	158	Concrete
Nawakwa	S Rochester Rd		4: Poor	306	Asphalt
New Kent Rd	N Kilburn Rd	Lambeth Park	4: Poor	586	Concrete
Norton Lawn		Norton Rd & Cumberland Dr	4: Poor	201	Concrete
Norton Lawn		Norton Rd & Cumberland Dr	4: Poor	1,727	Concrete
Notre Dame Rd	Spartan Dr	Ten Point Dr	3: Poor	322	Concrete
Oakrock	Rochdale		3: Poor	185	Concrete
Oakrock		Dead End or Start	3: Poor	100	Asphalt
Old Homestead		Merriweather	4: Poor	845	Concrete
Old Homestead	Merriweather	Salem Dr	2: Poor	148	Concrete
Old Homestead	Salem Dr	Summit Rdg	4: Poor	681	Concrete
Orchardale		Walton Blvd	4: Poor	48	Concrete
Paddington Ct	Beechcrest	Dead End or Start	4: Poor	259	Asphalt
Parkland Ct	Sandalwood Dr	Dead End or Start	4: Poor	269	Concrete
Parkland Dr	Sandalwood Dr	Parkland	4: Poor	797	Concrete
Parkland Dr	Parkland	Drexelgate Pkwy	3: Poor	296	Concrete
Pembroke Dr	Essex	Bembridge	3: Poor	1,030	Concrete
Pheasant Ring Dr	Pheasant Ring Ct	Eagle Dr	4: Poor	1,251	Concrete
Pinehurst Dr	Raintree Dr	Doral Dr	3: Poor	602	Concrete
Pleasant View Dr	Hillcrest Dr		3: Poor	1,119	Concrete
Poco Ct	Winchester	Dead End or Start	3: Poor	449	Concrete
Preswick			4: Poor	206	Concrete
Primrose Ct	Primrose Dr	Dead End or Start	4: Poor	127	Concrete
Primrose Dr	Johnathan Dr	Daylily Dr	4: Poor	301	Concrete
Primrose Dr	Daylily Dr	Primrose Ct	4: Poor	375	Concrete
Primrose Dr	Primrose Ct	Goldenrod Dr	4: Poor	1,146	Concrete
Primrose Dr	Goldenrod Dr	E Auburn Rd	3: Poor	533	Concrete
Prospect Dr	Cumberland Dr	Elkhorn Dr	4: Poor	312	Concrete
Quail Ridge Cir	Glengrove Dr	Park Creek Ct	3: Poor	808	Concrete
Quincy Dr	Jason Cir	Salem Dr	3: Poor	972	Concrete
Red Oak	Courtland		3: Poor	1,093	Asphalt
Red Oak		Sycamore	3: Poor	100	Concrete
Red Oak	Sycamore	Catalpa Ct	4: Poor	269	Concrete
Red Oak	Catalpa Ct & Catalpa	Maple	3: Poor	232	Concrete
Ridgecrest	Pleasant View Dr	Fairfield	3: Poor	602	Concrete
Ridgecrest	Fairfield		3: Poor	312	Concrete
Ridgefield Ct	Grandview	Dead End or Start	4: Poor	771	Concrete
Rochdale	Streamview Ct	Greenleaf Dr	4: Poor	333	Concrete
Rocky Crest Dr	Charlwood	Tacoma Dr	3: Poor	924	Concrete
Rocky Crest Dr	Tacoma Dr & Rocky Crest Dr	Dead End or Start	4: Poor	222	Concrete
Rosewood Ln	Falcon Dr	Dead End or Start	4: Poor	507	Concrete
Rutgers	Lake Forest	Spartan Dr	4: Poor	1,373	Concrete
Sandalwood Ct		Culdesac	4: Poor	285	Concrete
Sandalwood Ct	Sandalwood Ct	Dead End or Start	4: Poor	121	Concrete
Sandalwood Dr	Drexelgate Pkwy	Parkland Ct	4: Poor	306	Concrete
Sandalwood Dr	Parkland Ct	Sandalwood	4: Poor	407	Concrete
Sawgrass Ct	Greenwood	Dead End or Start	4: Poor	327	Asphalt

2019-2024 Capital Improvement Plan Local Street Conditions [Poor Only]

2017 Local Streets in Poor Condition [Paser Rating Between 1-4]					
Street	From	To	PASER Rating	Length (Feet)	Pavement Surface
Shelley Dr	Hampton Cir	Keats Dr	4: Poor	201	Asphalt
Shelley Dr	Keats Dr	Keats Dr	4: Poor	892	Asphalt
Shelley Dr	Keats Dr	Dead End or Start	4: Poor	253	Asphalt
Slade Ct	Winchester	Dead End or Start	3: Poor	444	Concrete
Snowden Cir	Albany Dr	Salem Dr	4: Poor	824	Concrete
Snowden Ct	Salem Dr	Dead End or Start	3: Poor	227	Concrete
Spartan Dr	Croydon Rd	Notre Dame Rd	3: Poor	1,104	Concrete
Spartan Dr	Notre Dame Rd	Rutgers	3: Poor	354	Concrete
Spartan Dr	Rutgers	Lake Forest	4: Poor	723	Concrete
Stag Rdg	W Avon Rd	Antler Ct	3: Poor	222	Concrete
Stag Rdg	Antler Ct	Fawn Ct	4: Poor	121	Concrete
Stag Rdg	Fawn Ct	Ten Point Dr	4: Poor	148	Concrete
Stanford Cir	W Avon Rd		4: Poor	243	Concrete
Stanford Cir	Stanford Ct		3: Poor	385	Concrete
Stanford Cir	Evergreen Ct	Munster	4: Poor	1,104	Concrete
Starr Ct	Avon Industrial	Dead End or Start	4: Poor	370	Asphalt
Stonetree Cir			4: Poor	729	Concrete
Stonington Ln	N Fairview Ln	Devonwood	4: Poor	554	Asphalt
Stonington Ln	Devonwood	Grandview & Stonington Ct	4: Poor	338	Asphalt
Sugar Pine	Black Maple Dr	Walton Blvd	4: Poor	533	Concrete
Sumac Dr	Cypress	Tanglewood Dr	3: Poor	649	Concrete
Summit Ct	Summit Rdg	Dead End or Start	2: Poor	253	Concrete
Summit Rdg	East Pointe Ct	W Kilburn Rd	4: Poor	898	Concrete
Summit Rdg	McCormick Dr	Wales Dr	3: Poor	850	Concrete
Sussex Fair	Chalet Dr	Kimberly Fair	3: Poor	296	Concrete
Sussex Fair	Kimberly Fair	Dead End or Start	4: Poor	739	Concrete
Sycamore	City/Twp Line	Red Oak	4: Poor	375	Concrete
Tamm	Crooks Rd	Dead End or Start	4: Poor	1,357	Asphalt
Tanglewood Ct	Tanglewood Dr	Dead End or Start	4: Poor	539	Concrete
Tanglewood Dr		Black Maple Dr	4: Poor	238	Concrete
Tanglewood Dr	Black Maple Dr		4: Poor	528	Concrete
Tanglewood Dr		Sugar Pine	4: Poor	69	Concrete
Tanglewood Dr	Sugar Pine	Lake Forest	4: Poor	227	Concrete
Tanglewood Dr	Lake Forest	Sumac Dr	4: Poor	412	Concrete
Tanglewood Dr		Dead End or Start	3: Poor	206	Concrete
Teakwood	Falcon Dr	Cherrywood Ln & Crestwood	4: Poor	866	Concrete
Teakwood	Falcon Dr	Cherrywood Ln & Crestwood	3: Poor	322	Concrete
Teakwood	Cherrywood Ln	Coachwood Ln	3: Poor	232	Concrete
Ten Point Dr	Stag Rdg	Stag Rdg	4: Poor	766	Concrete
Ten Point Dr	Stag Rdg	Notre Dame Rd	3: Poor	1,278	Concrete
Ten Point Dr	Notre Dame Rd		3: Poor	95	Concrete
Ternbury Dr	Ternbury Dr	Ternbury Dr	4: Poor	158	Concrete
Thames Dr	Thames	Arms Ct	3: Poor	58	Asphalt
Thames Dr	Arms Ct	E Avon Rd	3: Poor	876	Asphalt
Thornberry Ct	Beechcrest	Dead End or Start	4: Poor	523	Asphalt
Thornridge Ct	Thornridge Dr	Dead End or Start	3: Poor	301	Concrete
Tienken Ct		Dead End or Start	3: Poor	486	Asphalt
Tower Hill Ln	Charm	Abington Ct	4: Poor	744	Concrete
Tower Hill Ln		Brewster Rd	4: Poor	74	Asphalt
Twin Oaks Ct	Long Meadow Ln	Twin Oaks Ct	4: Poor	359	Concrete
Valley Stream Ct	Valley Stream Dr	Dead End or Start	4: Poor	201	Concrete
Valley Stream Dr	Dead End or Start	Valley Stream Ct	4: Poor	190	Concrete
Wagner Dr	Woodridge Dr	Dead End or Start	4: Poor	95	Concrete
Wakefield Ct	Charlwood & Olympia Dr	Parkwood Dr	4: Poor	412	Concrete
Warrington Rd			4: Poor	84	Concrete
Wedgewood Dr	Arbor Creek Dr	Chaffer Dr	3: Poor	74	Concrete

2019-2024 Capital Improvement Plan Local Street Conditions [Poor Only]

2017 Local Streets in Poor Condition [Paser Rating Between 1-4]					
Street	From	To	PASER Rating	Length (Feet)	Pavement Surface
Whitney Dr	Berry Nook Ln & Arlington Dr	Pioneer Dr	3: Poor	1,135	Concrete
Whitney Dr	Arlington Dr		3: Poor	232	Concrete
Wimpole		Walton Blvd	3: Poor	58	Concrete
Windrift Ln		Eddington	3: Poor	560	Concrete
Woodfield Way	Lake Ridge Rd	Oak View Ct	4: Poor	882	Concrete
Woodfield Way	Oak View Ct	Forest View Ct	4: Poor	333	Concrete
Woodfield Way	Forest View Ct	Fox Woods Ln	4: Poor	380	Concrete
Woodfield Way	Long Meadow Ln	Fox Woods Ln	3: Poor	317	Concrete
Woodridge Ct	Woodridge Dr	Dead End or Start	4: Poor	238	Concrete
Woodridge Dr	Wagner Dr	Woodridge Ct	3: Poor	290	Concrete
Yale Ct	Fair Oak Dr	Dead End or Start	4: Poor	370	Concrete

Notes to Local Street Conditions:

- *Pavement Surface Evaluation and Rating System (PASER) is a visual survey method for evaluating the condition of roads. This data serves as the foundation of which to build cost-effective pavement maintenance strategies.*
- *Local Street conditions are depicted on the map. The PASER condition ratings are grouped by the following categories: POOR (1-4); FAIR (5-7); and GOOD (8-10). Only streets in POOR condition are listed in the table.*
- *Local Streets are presented by segment (not by total average PASER rating). The same street may be listed as both Fair and Poor because different segments are at different quality levels.*
- *Streets degrade at different rates due to a variety of factors such as traffic volume, road cross-section, drainage, etc... The PASER rating listed in the tables only represent today's current street condition and **does not** guarantee that the ranking of roads will remain the same after subsequent street evaluation surveys are conducted. The entire Local Street system is re-evaluated and PASER figures updated each year.*



innovative *by* nature

2019-2024 Capital Improvement Plan Water & Sanitary Sewer System Improvements

The mission of the Water Supply and Sanitary Sewage Disposal System Plan is to preserve the integrity of the water and sanitary sewer systems; to implement a capital maintenance program that sustains reliability; and (if justified) to extend the distribution and collection systems throughout the remainder of the City.

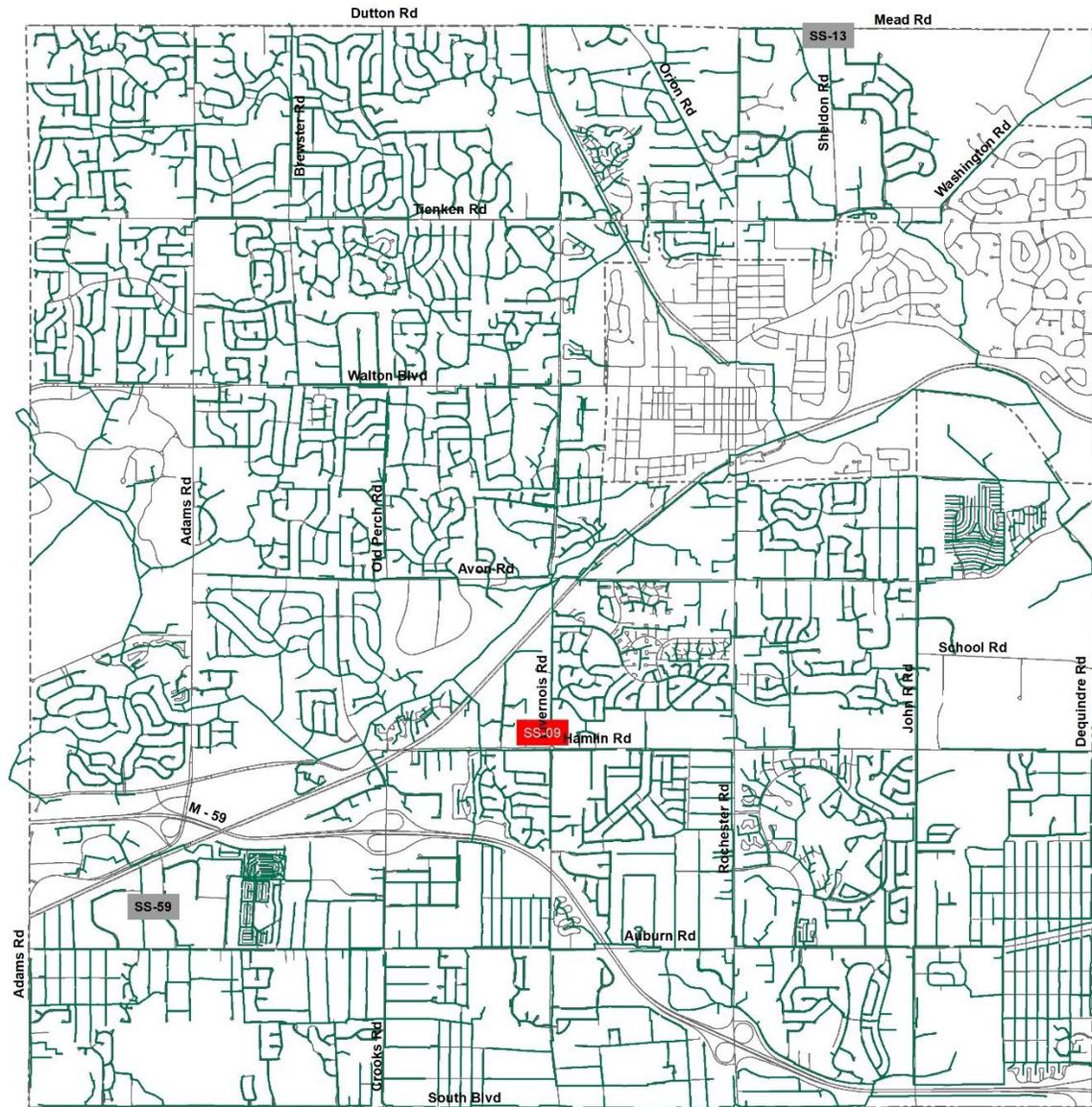
The extension of the sanitary sewage disposal system throughout the City will eventually eliminate private septic systems, thereby preserving the environment as well as the water source for private well systems, which some residents are dependent upon as their source of potable water.

The development of the proposed water and sanitary sewer projects were based upon system deficiencies and needs obtained from area residents, business owners, and City staff. These projects are coordinated with storm water management, roadway, and pathway improvements whenever possible to maximize cost savings through economies of scale, resulting in a more effective and efficient process to implement the construction projects.

The proposed water and sanitary sewer projects are flexible, allowing for the addition of new improvements to address specific needs without deferring other projects along the way. Studies and analysis of the existing system is an on-going program that, when coupled with new technologies, provides for improved system capabilities and reliability.

Water and sanitary sewer projects identified as urgent are not subject to the rating/weighting scale required of capital improvement projects as these projects are deemed necessary for the health, safety, and welfare of our customers.

2019-2024 Capital Improvement Plan Sanitary Sewer System Improvements



LEGEND

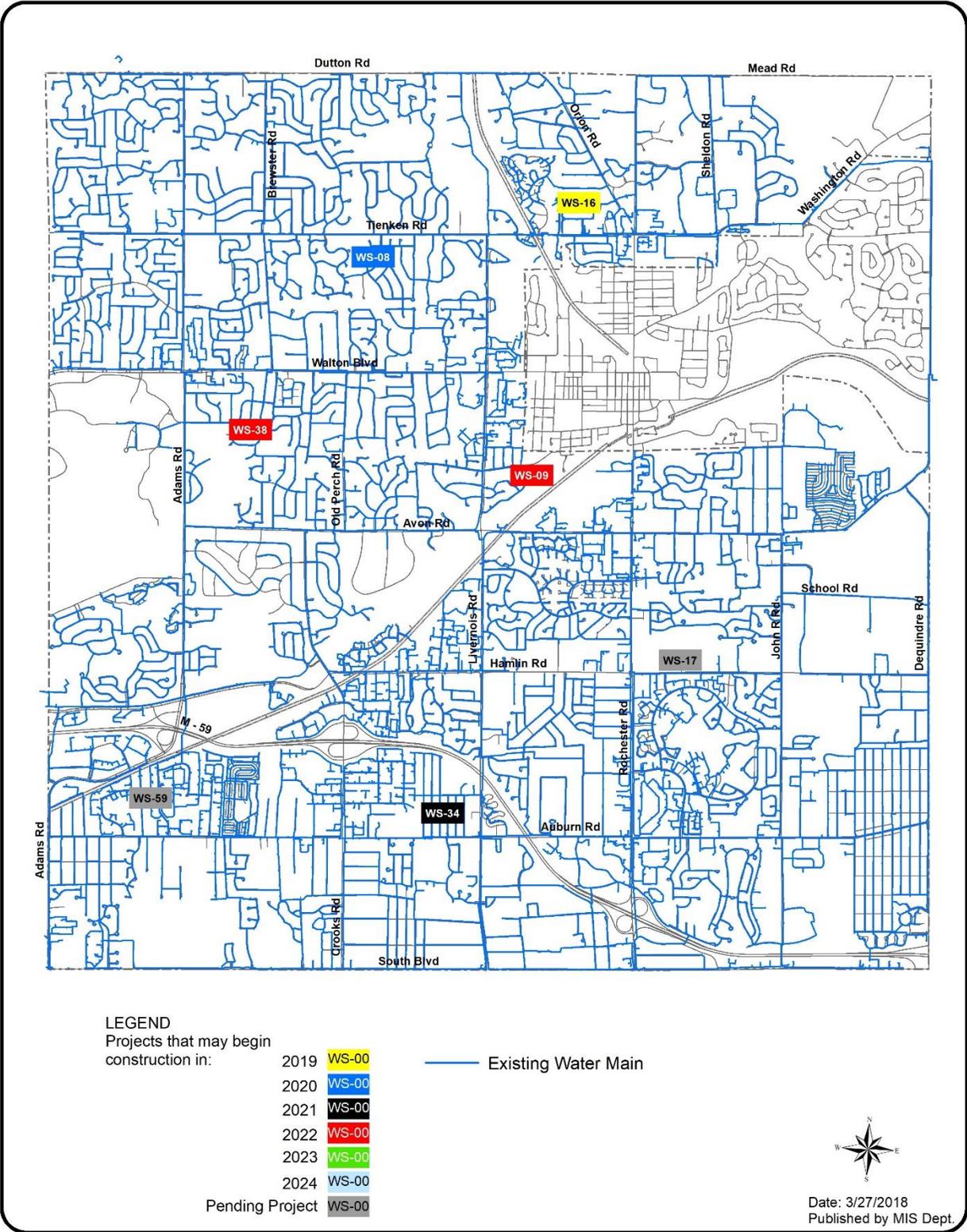
Projects that may begin construction in:

2019	SS-00	— Existing Sanitary Sewer
2020	SS-00	
2021	SS-00	
2022	SS-00	
2023	SS-00	
2024	SS-00	
Pending Project	SS-00	



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2019-2024 Capital Improvement Plan Water System Improvements



2019-2024 Capital Improvement Plan Water & Sanitary Sewer System Improvements
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SS-01B	SCADA System Upgrade Schedule		
2019-2024			
Estimated City Cost:		\$733,880	Estimated City Share: 100%
<p>Regular replacement of servers and other SCADA hardware components (including radio system) scheduled to occur approximately every 5 years. Servers and other SCADA hardware/software components are scheduled for replacement in 2020. The communications (radio) system is scheduled to be replaced in 2021. Annual operating costs of \$60,000 are anticipated to remain consistent with timely replacement, before more extensive service and maintenance levels are required to keep older equipment operational. This project is on-going.</p>			

SS-02B	Sanitary Sewer Rehabilitation Program		
2019-2024			
Estimated City Cost:		\$1,500,000	Estimated City Share: 100%
<p>Rehabilitation of the existing sanitary sewer system in various areas of the City as determined through an in-house sanitary sewer system evaluation study that occurs every other year. Selective rehabilitation is planned to occur in the years following the sanitary sewer system evaluation study. This program is proposed to be funded at \$500,000 every other year and is on-going.</p>			

SS-09	** Livernois Sanitary Sewer Extension **		
2022-2022			
Estimated City Cost:		\$200,000	Estimated City Share: 100%
<p>Extend the sanitary sewer approximately 540 linear feet south on Livernois to provide access for properties currently not connected to public sewer. Construction is proposed to begin in 2022.</p>			

SS-11	** Oakland Macomb Interceptor Drain Improvements **		
2019-2023			
Estimated City Cost:		\$6,468,000	Estimated City Share: 100%
<p>The Oakland Macomb Interceptor Drain (OMID) is a large diameter interceptor sewer that serves approximately 830,000 residents of Macomb and Oakland Counties. The City is a part of OMID and as the Oakland County Water Resource Commission (OCWRC) does improvements on OMID, the City is assessed its percentage of the project. The City has been notified of upcoming costs (City portion) for 2019 through 2023.</p>			

** = New project to the 2019-2024 CIP

**2019-2024 Capital Improvement Plan
Water & Sanitary Sewer System Improvements**

SS-30	Sanitary Sewer Easement Machine		
2019-2019			
Estimated City Cost:	\$60,000	Estimated City Share:	100%
<p>Purchase of a self-propelled all-terrain easement cleaning machine with hose reel assembly to be used in conjunction with a high pressure hydraulic sewer cleaner. The purpose of this unit is to extend the use of the City's high-pressure sewer cleaner into normally inaccessible areas such as easements, hillsides, wooded areas, and/or behind/between homes and/or buildings. Increased level of service to the City's sanitary sewer system and it's customers by potentially reducing the number of sanitary sewer backups. Annual equipment maintenance costs of \$2,500 per year are anticipated. Purchase is planned for 2019.</p>			

WS-08	Fieldstone & Ironstone: Water Main Replacement		
2020-2020			
Estimated City Cost:	\$1,298,000	Estimated City Share:	100%
<p>Replace approximately 1,640' of 6" and 2,025' of 8" cast iron water main located along Fieldstone Drive and Ironstone Drive in Section 9 of the City. Cast iron pipe is no longer installed in our water system and 6" water main does not meet the minimum size requirement (8" pipe is the minimum public water main size per the MDEQ and Ten State Standards). The water main will be replaced with 8" ductile iron pipe or high density polyethylene (HDPE) pipe (depends on installation method). Construction is planned to begin in 2020.</p>			

WS-09	Flora Valley Court – River Bend Drive: Water Main Connection		
2022-2022			
Estimated City Cost:	\$536,900	Estimated City Share:	100%
<p>Install approximately 1,300' of 8" water main between River Bend Drive and Flora Valley Court (Proposed Drive) in Section 15 to complete a water main loop and eliminate two long dead end mains. The City discourages dead end water mains that extend more than 600'. A looped system eliminates the need for flushing and creates a more redundant system. Impact on future operating costs minimal as this would be a small addition to our water main system, will save on the need for flushing dead end water mains. Construction is planned to begin in 2022.</p>			

** = New project to the 2019-2024 CIP

**2019-2024 Capital Improvement Plan
Water & Sanitary Sewer System Improvements**

WS-16	Bedford Square Apartments/Tienken Court: Water Main Replacement
2019-2019	
Estimated City Cost:	\$2,424,900
Estimated City Share:	100%
<p>Replacement of approximately 2,800' of 6" and 4,050' of 8" cast iron water main located at the Bedford Square Apartment Complex and along Tienken Court in Section 3 of the City. The water main will be replaced with 8" ductile iron pipe or high density polyethylene (HDPE) pipe (depends on installation method). A connection between the apartment complex and Tienken Court will be constructed to improve system redundancy and eliminate a dead end water main along Tienken Court. Construction is planned to begin in 2019.</p>	

WS-34	Glidewell Subdivision: Water Main Replacement
2021-2021	
Estimated City Cost:	\$4,926,500
Estimated City Share:	100%
<p>Replace approximately 16,700' of 6" and 8" cast iron water main located in the Glidewell Subdivision in Section 28 of the City. Cast iron pipe is no longer installed in our water system and 6" water main does not meet the minimum size requirement (8" pipe is the minimum public water main size per the MDEQ and Ten State Standards). The water main will be replaced with 8" ductile iron pipe or high density polyethylene (HDPE) pipe (depends on installation method). Construction is planned to begin in 2021.</p>	

WS-38	** Springhill Subdivision Water Main Replacement Project **
2021-2022	
Estimated City Cost:	\$5,312,500
Estimated City Share:	100%
<p>Replace approximately 6,000' of 6" and 11,000' of 8" AC water main located in the Springhill Subdivision in Section 17 of the City. The water main will be replaced with 8" ductile iron pipe or high density polyethylene (HDPE) pipe (depends on installation method). Construction is planned to begin in 2022.</p>	

WS-39	** Meter Test Bench Replacement **
2019-2019	
Estimated City Cost:	\$205,000
Estimated City Share:	100%
<p>The DPS Meter Division currently owns and maintains two water meter test benches. The existing system is approximately 40 years old and repairs are difficult to make. This project would include the installation of a new test bench that could test up to five (5) 5/8"-1" meters and three (3) 1 1/2"-2" meters at one time. The new test bench would include a recirculation system that would reduce water consumption for each test and reduce the amount of water discharged into our sanitary sewer system. A portable field testing system would be purchased with this project that would allow our meter staff to test meters in the field as well. All of these upgrades would allow us to test more meters at one time, reduce the test time, and generate highly accurate results, which could result in increased revenue. Equipment purchase is proposed for 2019.</p>	

** = New project to the 2019-2024 CIP

2019-2024 Capital Improvement Plan Storm Water Management

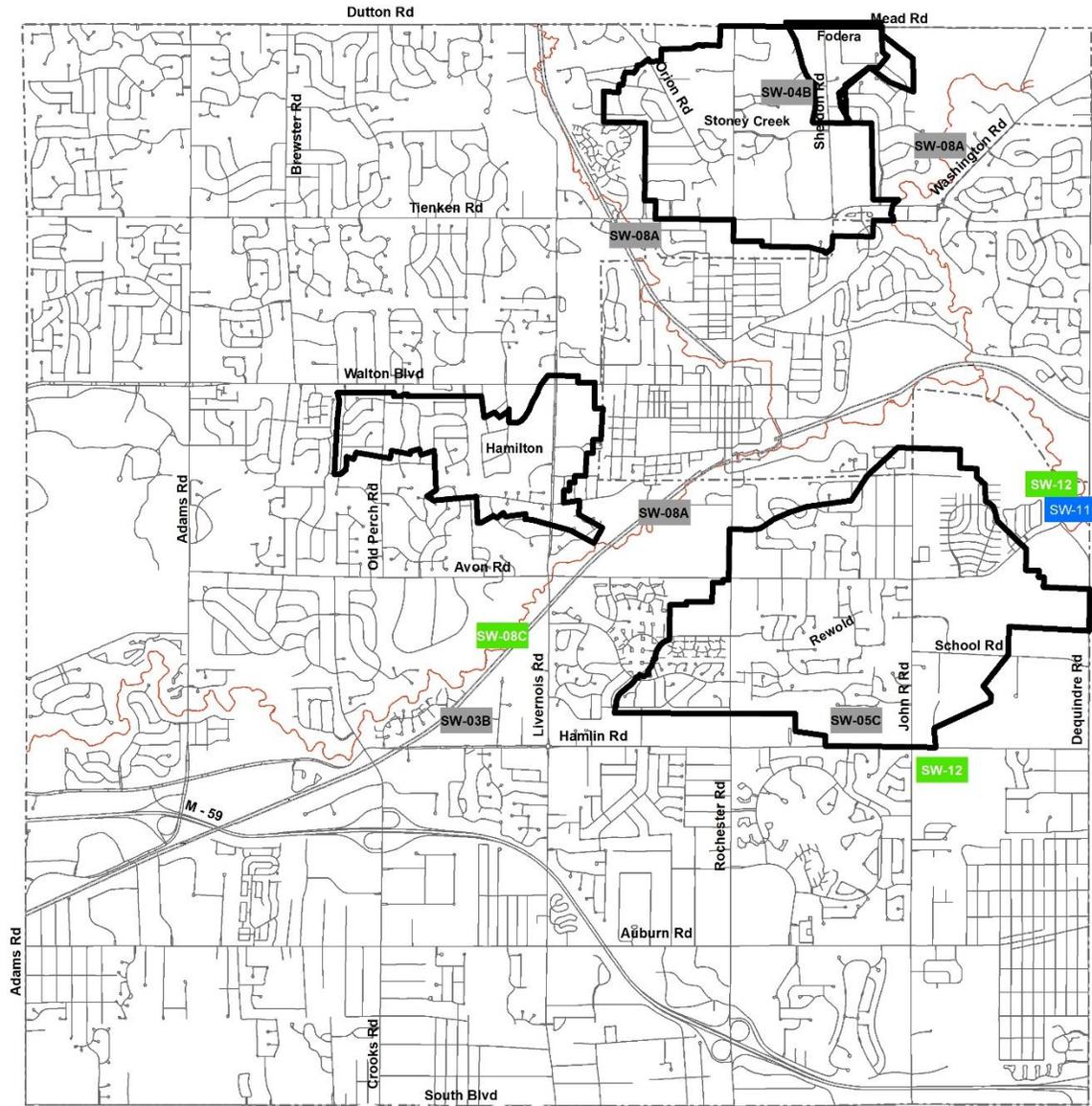
Prior to FY 2000, the primary focus of Storm Water Management in Rochester Hills was to develop a storm water system adequate to provide for storm water runoff in existing flood-prone areas. Much of the storm water management improvements made were financed and constructed through the use of Chapter 20 of the Drain Code. The improvements were made in parts of the City that were developed prior to the 1970s without drainage improvements. More recently it has become apparent that rain water from smaller, more common storms pass water through detention basins un-detained and are an untreated source of surface water pollution.

The mission of the Storm Water Management Plan is to provide the City with a method of managing storm water runoff in order to provide for adequate drainage in existing flood-prone areas. In addition, the plan addresses water quality standards, minimizes impacts associated with land improvements, and complies with the NPDES Phase II rule and the City's MDEQ Municipal Separate Storm Systems Permit (MS4). The main goal is to protect the health, safety, and welfare of the public and to better protect the surface waters and natural environment of the City of Rochester Hills and downstream communities.

To accomplish this mission it is necessary to:

- Develop a comprehensive storm water management policy that clearly defines the role of the City in storm water management issues, along with a mechanism for funding capital improvements and operations/maintenance of all drainage systems within the City
- Plan and implement the actions identified in the City's Storm Water Pollution Prevention Initiative (SWPPI) and when necessary, update the SWPPI with more cost effective and efficient actions to meet the goals and objectives of the storm water management plans
- Continue to participate and support the activities of the Storm Water Advisory Groups (SWAG) for the Red Run, Clinton Main, Stoney/Paint Creeks, Rouge Main 1-2 Sub-Watersheds, the Alliance of Rouge Communities (ARC), and the Clinton River Public Advisory Council (PAC)
- Cooperate with the Oakland County Water Resources Commission to reach compliance requirements of the Soil Erosion and Sedimentation Act
- Continue the planning, design, construction, and if necessary, right-of-way acquisition for improvements based on the projects listed in the CIP
- Continue to search for and pursue alternative funding sources to help accomplish our mission
- Work cooperatively with other cities, townships, and villages to efficiently and cost effectively comply with the mandates of the NPDES Phase II rule

2019-2024 Capital Improvement Plan Storm Water Management



LEGEND
Projects that may begin construction in:

2019	SW-00
2020	SW-00
2021	SW-00
2022	SW-00
2023	SW-00
2024	SW-00
Pending Project	SW-00



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**2019-2024 Capital Improvement Plan
Storm Water Management**

SW-08C	Clinton River: Natural Channel Restoration		
Estimated Total Project:	\$840,000	2022-2024	
Estimated City Cost:	\$420,000	Estimated City Share:	50%
<p>Significant bank erosion and channel widening exists along the Clinton River within the City property between Livernois Road and Crooks Road. In 2010, as part of Phase I (SW-08B), the City restored approximately 500' of the channel and stabilized the bank to protect the Clinton River Trail from collapse due to the bank's failure. The whole project area consists of approximately one mile of river through City property. It is proposed that the balance of the project (Phase II) be improved in phases as grants (up to a 50% match) become available. The City has applied for several grants and will continue to apply for additional grants to allow the City's match dollars to go further toward the goal of restoring the natural riverbank and flow characteristics of the river, and provide in-stream habitat, as well as adjacent riparian habitat within the City property. In addition to the reduction in erosion, the project will improve fish and insect habitat with the intent to create a self-sustaining fishery. Angling and paddling access to the river is also proposed to be added to protect the banks from access and use disturbance. Construction for Phase II is planned to begin in 2022 pending a funding source/grant award, or if erosion increases dramatically.</p>			

SW-11	Clinton River / Yates Park: Riverbank Stabilization		
Estimated Total Project:	\$400,000	2020-2022	
Estimated City Cost:	\$230,000	Estimated City Share:	50% / 100%
<p>Angler traffic at Yates Park, the adjacent dam, and the Cider Mill area has caused bank erosion resulting in pool filling, over-widening, and lack of holding water for steelhead trout. This project seeks to utilize the latest science to design and then restore habitat and provide suitable access along the river at this trout fishery. Partnership with Clinton River Watershed Council for monitoring and public involvement will convey results. The design phase will create a master plan for future construction phases. The construction phases will be broken into smaller projects as those that can be performed with volunteers and those that would require heavy equipment/contractors. Once the planning phase is completed, construction projects will be more attractive for receiving grant support. The Great Lakes Restoration Initiative (GLRI) has been a source of grants for similar projects. Construction is planned to begin in 2020.</p>			

SW-12	Watertowns Storm Water Improvements		
Estimated Total Project:	\$146,500	2023-2023	
Estimated City Cost:	\$73,250	Estimated City Share:	50%
<p>Incorporate recommendations of the Clinton River Watershed Council (CRWC) Watertowns Green Infrastructure Community Report to improve storm water runoff at Yates Park and Borden Park through the addition of parking lot swales, rain gardens, permeable pavers, and bio-retention cells. Improved water quality and controlled runoff of storm water would reduce the load on storm water infrastructure. Construction is planned to begin in 2023. Funding could move this project up to coincide with any of their park improvements for these locations.</p>			

** = New project to the 2019-2024 CIP

**2019-2024 Capital Improvement Plan
Storm Water Management**

SW-13	Storm Water Best Management Practices (BMP) Retrofitting		
Estimated Total Project:	\$450,000	2022-2023	
Estimated City Cost:	\$225,000	Estimated City Share:	50%
<p>Retrofit up to 10 city-owned properties with storm water Best Management Practices (BMP) which include methods, measures, or practices to prevent or reduce surface runoff and/or water pollution, including but not limited to, structural and non-structural storm water management practices and operational / maintenance procedures. Construction is planned to begin in 2023, or if funding becomes available.</p>			

** = New project to the 2019-2024 CIP

2019-2024 Capital Improvement Plan Pathway System

In the mid 1970's the City of Rochester Hills (formerly Avon Township) initiated a pathway program that planned for approximately 125-miles of pathways along major roads. To date, approximately 96.5 miles of pathways have been constructed by private development and/or through public funding. Approximately 31 miles of pathways are needed to complete the pathway system. Additionally, approximately 4.5 miles of the Clinton River Trailway was surfaced utilizing recycled asphalt materials in 2015.

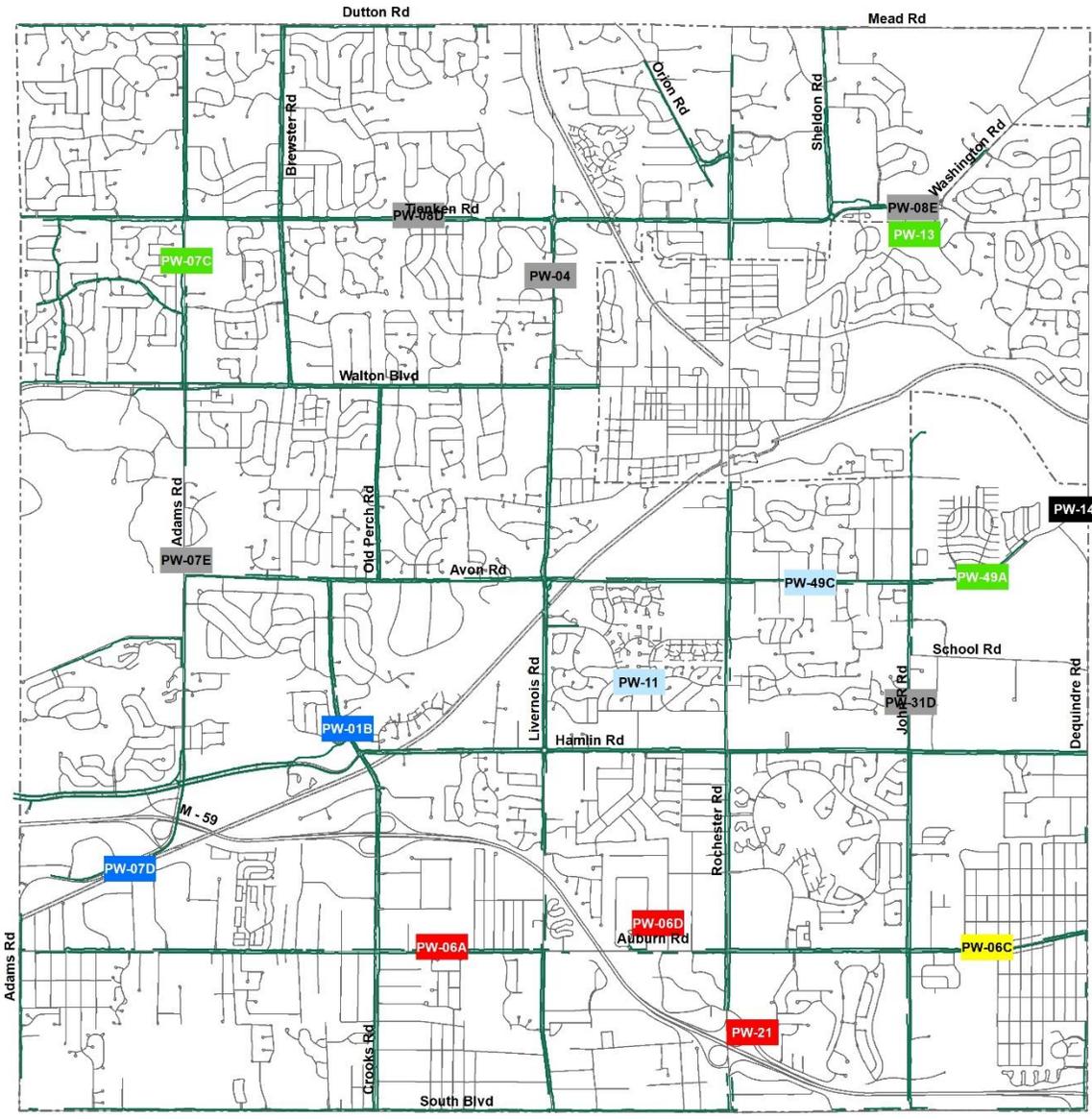
The scope of the pathway program has gone beyond the initial goal of just extending the system to both sides of all arterial roads in the City. In November of 2006, a twenty-year 0.1858 mill ballot proposal was approved by the residents of Rochester Hills to fund the continuation of new pathways, rehabilitation and maintenance of existing pathways, and to preserve the system for the public's use and enjoyment. The current pathway program has evolved through the continuation of the development of the City along with a heightened awareness of the value of a non-motorized transportation facility.

The pathway program is comprised of the following elements:

- Construction of new pathways to fulfill the goal of pathways along both sides of all arterial streets.
 - The pathway millage language allows for construction along school routes, connectivity for high volume pedestrian generator sites, and along the Clinton River Trailway.
- Rehabilitation of existing pathways to maintain an adequate level of service for pathway users.
 - Each year, more segments of the pathway system exceed their service life and require some form of rehabilitation. Additionally, any pathway upgrades or rehabilitations must now comply with current Americans with Disabilities Act (ADA) requirements.
- Maintenance of the existing pathway system to protect and extend the condition of the pathway segments to the end of their service life.
 - Beyond routine winter maintenance, other maintenance activities such as pothole patching, crack sealing, and vegetation control need to be done system-wide on a routine basis to preserve the integrity of the system.

Starting in FY 2008, the Pathway Ad-hoc Committee began reviewing and rating the pathway projects.

2019-2024 Capital Improvement Plan Pathway System



LEGEND
Projects that may begin construction in:

2019	PW-00	— Existing Pathways
2020	PW-00	
2021	PW-00	
2022	PW-00	
2023	PW-00	
2024	PW-00	
Pending Project	PW-00	



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**2019-2024 Capital Improvement Plan
Pathway System**

PW-01A	Pathway System Rehabilitation Program		
2019-2024			
Estimated City Cost:	\$1,500,000	Estimated City Share:	100%
<p>Rehabilitation of the existing City asphalt pathway system by performing bituminous overlays or large section repairs in order to maintain the integrity of the overall pathway system. In 2008, the City initiated a pedestrian bridge inspection program to be performed on a four (4) year cycle. Every fourth year following the inspection, the City may perform pedestrian bridge rehabilitation work as identified in the consultants' bridge inspection inventory and report. Operating costs of approximately \$3,400 per year for each 2.0-mile section are anticipated to decrease to \$2,950 per year due to this rehabilitation program. This program is proposed to be funded at \$250,000 per year and is on-going.</p>			

PW-01B	Crooks Road Pathway Gap [Clinton River – Bonnie Brae Street]		
2020-2021			
Estimated City Cost:	\$155,130	Estimated City Share:	100%
<p>Construction of approximately 770' of 8' wide asphalt pathway along the east side of Crooks Road from the Clinton River to Bonnie Brae Street to fill in the existing pathway gap. Constructing this portion of pathway will connect the gap in the pathway along Crooks Road from Bonnie Brae Street to the Clinton River. Connectivity of the pathway system provides an increased level of service to pedestrians, especially considering the Clinton River Trail access is just south of this area. Operating costs of approximately \$200 per year are anticipated due to the additional pathway section added. Construction is planned to begin in 2020.</p>			

PW-06A	Auburn Road Pathway Gaps [Alexander Avenue – Livernois Road]		
2021-2022			
Estimated City Cost:	\$225,100	Estimated City Share:	100%
<p>Construction of approximately 1,000' of 8' wide asphalt pathway along the north side of Auburn Road between Alexander Avenue and Livernois Road to fill in the pathway gaps. Operating costs of approximately \$280 per year are anticipated due to the additional pathway sections added. Construction is planned to begin in 2022.</p>			

** = New project to the 2019-2024 CIP

**2019-2024 Capital Improvement Plan
Pathway System**

PW-06C	Auburn Road Pathway Gaps [Culbertson Road – Dequindre Road]		
2019-2019			
Estimated City Cost:	\$446,500	Estimated City Share:	100%
<p>Construct 8' wide pathway along the each side of Auburn Road between Culbertson and Dequindre Road. This project will include construction of new pathway at existing gap sections and replacing and defining the rebuilt pathway alignment along the corridor. This pathway project will be coordinated with the Auburn Road reconstruction project between Culbertson Avenue and Dequindre Road. Additional operating costs of approximately \$700 per year are anticipated due to the new pathway sections added. Construction is planned to begin in 2019.</p>			

PW-06D	Auburn Road Pathway Gaps [Walbridge Road – Hickory Lawn Road]		
2021-2022			
Estimated City Cost:	\$464,950	Estimated City Share:	100%
<p>Construction of approximately 2,100' of 8' wide asphalt pathway along the north side of Auburn Road between Walbridge Road and 500' east of Hickory Lawn Road to fill in the pathway gaps. Operating costs of approximately \$590 per year are anticipated due to the additional pathway sections added. Construction is planned to begin in 2022.</p>			

PW-07C	Adams Road Pathway [Powderhorn Ridge Road – Tienken Road]		
2022-2023			
Estimated City Cost:	\$429,250	Estimated City Share:	100%
<p>Construction of approximately 2,400' of 8' wide pathway along the east side of Adams Road between Powderhorn Ridge Road and the Premier Academy site. Also, construct a key walk along the north side of Powderhorn Ridge Road to allow pedestrians to safely cross Adams Road at the traffic intersection. Operating costs of approximately \$730 per year are anticipated due to the additional pathway sections added. Construction is planned to begin in 2023.</p>			

** = New project to the 2019-2024 CIP

**2019-2024 Capital Improvement Plan
Pathway System**

PW-07D	Adams Road @ Clinton River Trailway: Pathway Crossing		
2020-2021			
Estimated City Cost:	\$180,330	Estimated City Share:	100%
<p>Construction of a mid-block pedestrian crossing at Adams Road near Leach Drive and Marketplace Circle to connect the Clinton River Trailway to the nearby shopping center. The proposed crossing would incorporate the use of eight (8) solar powered push-button rapid flasher beacons (RFBs), four (4) in each direction. The project would also include the installation of two (2) steel poles and mast arms with overhead signage at the crossing. Approximately 500' of asphalt and concrete pathway would be required to be extended in order to provide connection. Note: The project is located within the Road Commission for Oakland (RCOC) county's right-of-way and will require prior approval by the RCOC demonstrating that pedestrian/bicycle volume warrants are met. Operating costs of approximately \$1,000 per year are anticipated due to routine and winter maintenance requirements. Construction is planned to begin in 2021.</p>			

PW-11	Drexelgate Pathway Gap [Wexford Way – Rochester Road]		
2023-2024			
Estimated City Cost:	\$1,018,500	Estimated City Share:	100%
<p>Construct approximately 5,100' of eight (8) foot wide pathway along the north side of Drexelgate Parkway between Wexford Way and Rochester Road. Contributes to the connectivity of the City's pathway network and to the goal of having pathway constructed along all major section line roads. Provides additional segments of pathway for residents and pedestrians to utilize. Operating costs of approximately \$3,000 per year are anticipated due to the additional pathway section added. Construction is planned to begin in 2024.</p>			

PW-13	** Runyon Road Pathway **		
2022-2023			
Estimated City Cost:	\$367,500	Estimated City Share:	100%
<p>Construction of approximately 1,700' of 8' wide concrete pathway along the west side of Van Hoosen, south side of Runyon and east side of Washington Road. The pathway will fill an existing pathway system gap while also providing a pedestrian link to the City Museum at the Van Hoosen Farm. Construction is planned to begin in 2023.</p>			

PW-14	** Yates Pathway [Yates Park to North of Avon] **		
2020-2021			
Estimated City Cost:	\$233,500	Estimated City Share:	100%
<p>Construct two stretches of pathway: The first being approximately 1,200' from the Yates Park parking area heading east and north along Avon and Dequindre to the City of Rochester corporate limit south of the Clinton River Trailway crossing of Dequindre; The second being approximately 200' from the southwest quadrant of the Dequindre/Avon intersection and heading west of Avon Road towards Yates Cider Mill. Construction is planned to begin in 2021.</p>			

** = New project to the 2019-2024 CIP

**2019-2024 Capital Improvement Plan
Pathway System**

PW-21	East Nawakwa Pathway [Rochester Road – Joshua Drive]
2021-2022	
Estimated City Cost:	\$401,050
Estimated City Share:	100%
<p>Construction of approximately 2,100' of 8' wide asphalt pathway along the north side of East Nawakwa Road between Rochester Road and Joshua Drive. Operating costs of approximately \$590 per year are anticipated due to the additional pathway section added. Construction is planned to begin in 2022.</p>	

PW-49A	Avon Road Pathway [LeGrande Boulevard – Cider Mill Boulevard]
2022-2023	
Estimated City Cost:	\$311,750
Estimated City Share:	100%
<p>Construction of approximately 1,500' of 8' wide asphalt pathway along the north side of Avon Road between Le Grande Boulevard and Cider Mill Boulevard. Operating costs of approximately \$420 per year are anticipated due to the additional pathway section added. Construction is planned to begin in 2023.</p>	

PW-49C	Avon Road Pathway [Rainier Avenue – Bembridge Drive]
2023-2024	
Estimated City Cost:	\$652,000
Estimated City Share:	100%
<p>Construction of approximately 3,200' of 8' wide asphalt pathway along the south side of Avon Road between Rainier Avenue and Bembridge Drive. Operating costs of approximately \$890 per year are anticipated due to the additional pathway section added. Construction is planned to begin in 2024.</p>	

** = New project to the 2019-2024 CIP

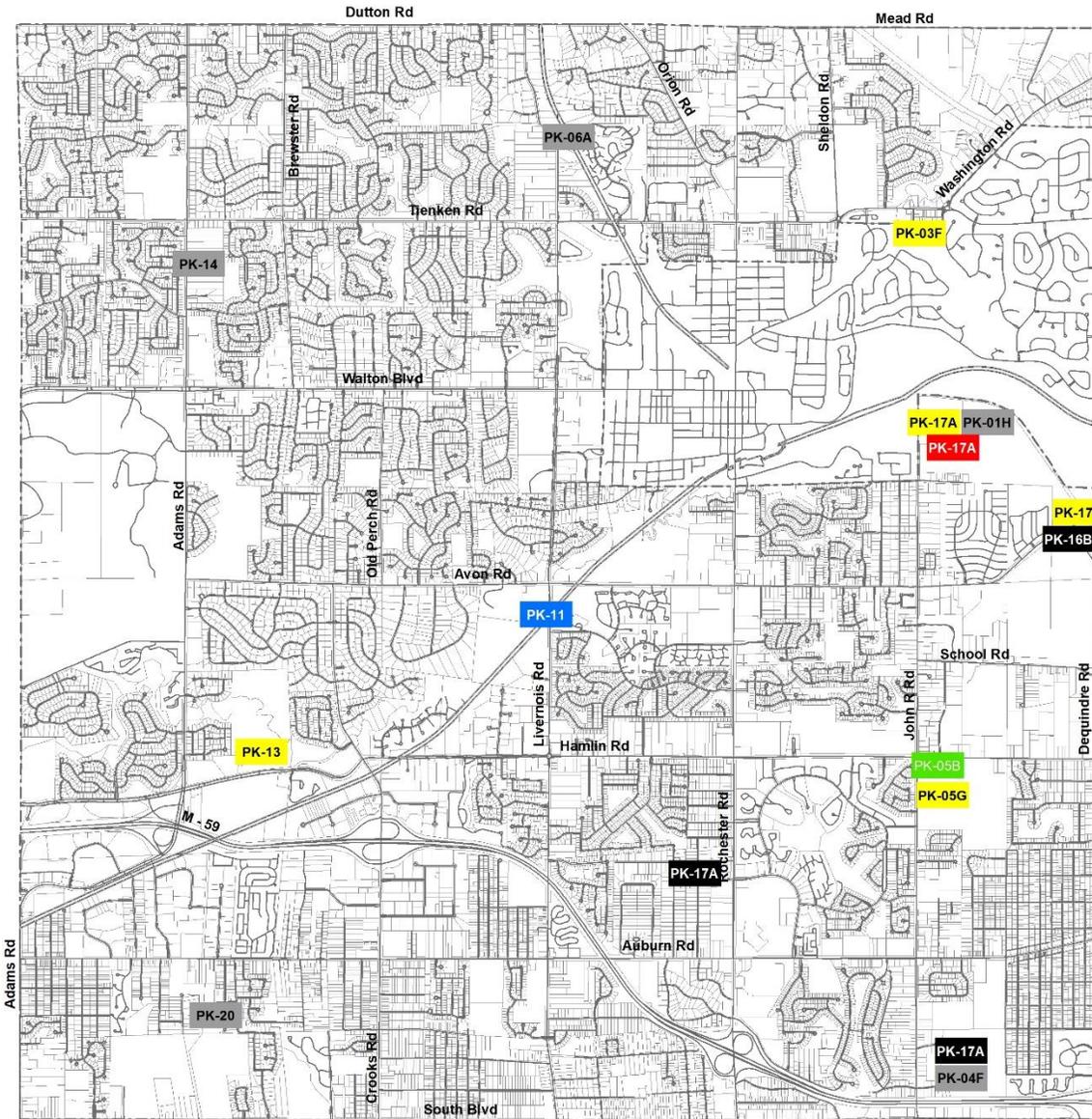
2019-2024 Capital Improvement Plan Parks and Recreation

The City of Rochester Hills' Parks provide active and passive recreational opportunities for its residents. The City operates 2 regional trails and 14 parks, Museum and Green Space that cover over 1,100 acres and vary in purpose, size, and development.

Every five years the Parks and Recreation Master Plan is updated. Once the Plan is adopted by the Planning Commission it is incorporated into the City's Master Land Use Plan. The Parks and Recreation Master Plan, which was last updated in 2016, provides an overview of regional recreational opportunities, identifies long and short-term objectives for park development, and meets criteria for Michigan Department of Natural Resources (MDNR) grant eligibility.

Park development and operational costs are supported primarily by the City's General Fund and Capital Improvement Fund and are supplemented by user fees, charges, grants, and donations.

2019-2024 Capital Improvement Plan Parks and Recreation



LEGEND

Projects that may begin construction in:

- 2019 PK-00
- 2020 PK-00
- 2021 PK-00
- 2022 PK-00
- 2023 PK-00
- 2024 PK-00
- Pending Project PK-00



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**2019-2024 Capital Improvement Plan
Parks and Recreation**

PK-03F	Van Hoosen Museum: Equipment Barn Replacement		
Estimated Total Project:	\$770,000	2019-2019	
Estimated City Cost:	\$577,500	Estimated City Share:	75%
<p>The Equipment Barn was once an integral part of the Van Hoosen Farm operation. Built in 1912, it was torn down in 1999 due to its deteriorated condition. The Museum has a full set of photographs and drawings of this facility and would like to rebuild it to continue restoring the Van Hoosen Farm facility, while creating space for storage and maintenance activities. The Equipment Barn will help the Museum more accurately recreate the historic farm setting at the Van Hoosen Farm. The building will be located on the exact footprint of the original building and would replicate the original building in nearly all details. This new building will also allow two smaller buildings to transfer their contents to this building and then be open for public tours. At one time, the Van Hoosen Farm was a world class dairy operation and the equipment barn will allow us to create a broader interpretive story, create an on-site maintenance space, and bring valuable items and equipment indoors during the winter to avoid deterioration from weather and vandalism. Construction is planned to begin in 2019.</p>			

PK-05B	Borden Park: Roller Hockey Rink Board & Tile Replacement Schedule		
	2019-2024		
Estimated City Cost:	\$104,810	Estimated City Share:	100%
<p>There are two (2) roller hockey rinks located at Borden Park. The dasher boards are molded plastic and the skating surface is made up of plastic tiles. Due to age and damage from use, the boards and tiles are in need of replacement every 6-8 years. Operating costs are anticipated to decrease due to newer materials which should not require as much maintenance for the first few years. It is planned to upgrade Roller Hockey Rink #1 in 2023. This program is on-going.</p>			

PK-05G	** Basketball, Tennis, and Pickle Ball Court Renovation Program **		
Estimated Total Project:	\$900,000	2019-2022	
Estimated City Cost:	\$900,000	Estimated City Share:	100%
<p>Renovation of the 3 tennis courts and 4 pickle ball courts at Borden Park, the 3 basketball courts at Borden Park, 2 basketball and 2 tennis courts at Avondale Park, and 2 tennis courts at Spencer Park. The courts currently have many cracks, drainage issues, and several have a plastic tile surface meant as a temporary fix until repairs can be made. Both the asphalt and tiles are beyond their useful life expectancy. The courts are currently considerably below industry standards and residents' expectations. This project would be a complete rebuild of the asphalt courts and fencing that would recreate the courts as they were when they were first opened. Renovations are planned to begin in 2019 with Borden Tennis and Pickle Ball courts. This program is on-going.</p>			

** = New project to the 2019-2024 CIP

**2019-2024 Capital Improvement Plan
Parks and Recreation**

PK-11	Clinton River Access: Parking Lot & Canoe/Kayak Launch		
Estimated Total Project:	\$300,000	2020-2020	
Estimated City Cost:	\$150,000	Estimated City Share:	50%
<p>Construction of a small parking area (approximately 20 spaces), an accessible pathway, and an accessible canoe/kayak launch into the Clinton River at Eagle’s Landing. Cooperation with the Clinton River Watershed Council, the City of Rochester and/or the City of Auburn Hills could provide for additional river access points in their cities and possible grant opportunities. Operating costs of approximately \$1,000 per year are anticipated for this facility. Construction is planned to begin in 2020.</p>			

PK-13	Innovation Hills: Park Development		
Estimated Total Project:	\$4,986,880	2013-2020	
Estimated City Cost:	\$2,493,440	Estimated City Share:	Approx. 50%
<p>Development of Innovation Hills park including parking lot, trails and boardwalks, improvements to the wetlands, invasive vegetation control, fitness stations, restrooms, playgrounds, water features & ponds, pavilion(s), sensory garden, observation areas, support structures, bridges across Clinton River, community gathering areas, & community building. Private donations and grant funding will be pursued to offset overall project costs. Construction began in 2014. Over \$1,000,000 in grants and private funding has been raised over the last year. Construction plans are currently under way for trail system, invasive vegetation control, two boardwalks, restroom, kayak landing, parking lot, water features & ponds, playground entrance, & sensory garden.</p>			

PK-16B	Yates Park: Clinton River Access Improvements		
	2021-2021		
Estimated City Cost:	\$141,600	Estimated City Share:	100%
<p>Construct an accessible path and kayak/canoe launch at Yates Park and a universally accessible portage around the Cider Mill Dam. Yates Park is heavily used for kayak and canoe launching into the Clinton River. The path and launch would provide ADA compliant access to the river as well as to protect the stream bank. The dam for Yates Cider Mill is a dangerous impediment for canoes and kayaks in the Clinton River as the dam separates the river as it runs from Auburn Hills to Lake St. Clair. This project would provide a safe, accessible portage around the dam with a rail system so that canoe/kayakers would not have to get out of their boats. Project also includes rain gardens and storm water improvements and paving the existing parking lot. Operating costs of approximately \$1,000 per year are anticipated for this facility. Construction is planned to begin in 2021.</p>			

** = New project to the 2019-2024 CIP

**2019-2024 Capital Improvement Plan
Parks and Recreation**

PK-17A	Playground Replacement Schedule		
	2019-2024		
	Estimated City Cost:	\$577,980	Estimated City Share: 100%
<p>Scheduled replacement and/or upgrades of existing playground equipment at City Parks to comply with Federal and State Laws by adding surfacing and equipment, or replacing existing equipment. Design and/or surfacing needs to meet ADA/CPSC/ASTM standards and guidelines. Playground Equipment is scheduled to be replaced after 20-years. It is planned to upgrade the playground equipment at Bloomer and Yates Parks in 2019, Wabash Park and Spencer Park in 2021, and Bloomer Park in 2022. Operating costs of approximately \$10,000 per year are anticipated to remain consistent with the new equipment. This program is on-going.</p>			

** = New project to the 2019-2024 CIP



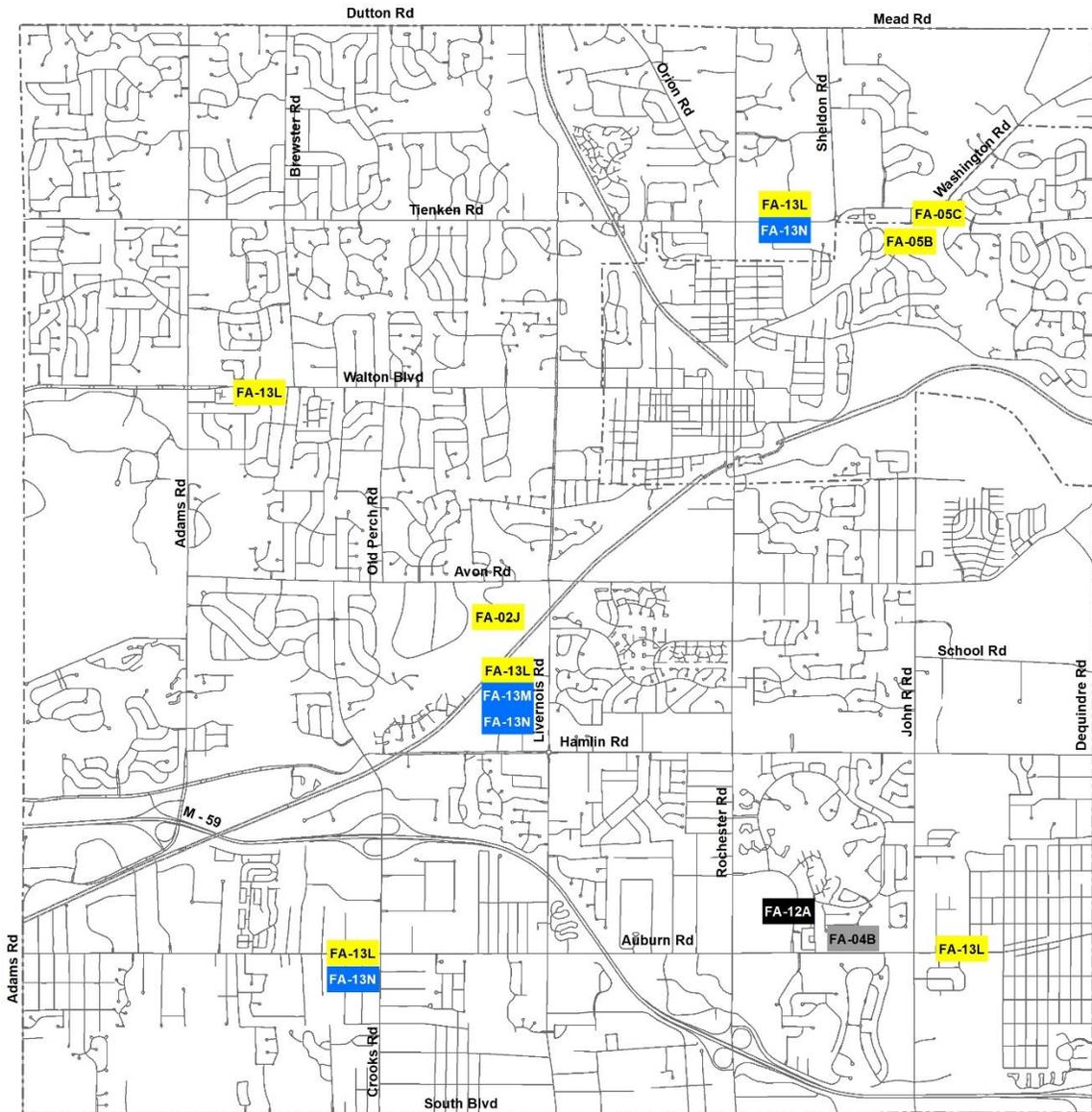
innovative *by* nature

2019-2024 Capital Improvement Plan City-Owned Facilities

The City of Rochester Hills owns 34 buildings totaling over 288,000 square feet of space with a replacement cost of over \$55.8 million. These buildings support the ability of departments to provide services to the public. The rehabilitation, renovation, and/or replacement of the City's facilities is inevitable. Changes in services required by residents, changes in local government regulations, Federal and State mandated programs for health, safety or building access, changes in technology, as well as securing the investment of our taxpayers, requires systematic improvements and varying degrees of maintenance. Improvements are planned to address these issues as well as indoor air quality, ergonomics, energy conservation, and customer service.

The Capital Improvement Plan addresses the on-going deterioration of City-owned facilities caused by age and use. The Capital Reinvestment Program, as a component of the Capital Improvement Plan, involves a number of rehabilitation projects, which contain strategies to increase the useful life-span of individual facilities while reducing their maintenance and operational costs. A Facility Condition Index, a measure of repair costs as a percentage of replacement cost, determines the course of action to rehabilitate a facility; redevelop the site; or evaluate the loss of the facility to the community.

2019-2024 Capital Improvement Plan City-Owned Facilities



LEGEND
Projects that may begin construction in:

2019	FA-00
2020	FA-00
2021	FA-00
2022	FA-00
2023	FA-00
2024	FA-00
Pending Project	FA-00



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**2019-2024 Capital Improvement Plan
City-Owned Facilities**

FA-02J	** City Hall Compound Gate **		
Estimated Total Project:	\$240,000	2019-2019	
Estimated City Cost:	\$240,000	Estimated City Share:	100%
<p>Installation of a City Hall compound gate. This project will replace the gate separating the compound lot from the public access lot on the west side of the City Hall parking lot. The current gate is rusting, difficult to operate, and needs to be replaced. This gate is a security point for the City Hall building and City vehicles in the compound lot. Construction is planned to begin in 2019.</p>			

FA-05B	** Van Hoosen Dairy Barn Generator **		
Estimated Total Project:	\$72,000	2019-2019	
Estimated City Cost:	\$72,000	Estimated City Share:	100%
<p>Upgrade of the Dairy Barn generator. The existing generator at the Dairy Barn only powers a small portion of the building. With the additional level of activity, it is important to provide a safe environment for Museum visitors in the event of a power failure. The project will provide a generator that will power the entire Dairy Barn and allow us to maintain a safe environment. Construction is planned to begin in 2019.</p>			

FA-05C	** Van Hoosen Museum Schoolhouse Siding Project **		
Estimated Total Project:	\$72,000	2019-2019	
Estimated City Cost:	\$72,000	Estimated City Share:	100%
<p>Installation of siding at the Schoolhouse. The existing siding and trim is deteriorating and needs to be replaced. The new siding will be installed in keeping with the historical facade of the structure. Construction is planned to begin in 2019.</p>			

FA-07C	** Citywide HVAC Maintenance & Repairs Schedule **		
Estimated Total Project:	\$1,179,000	2019-2023	
Estimated City Cost:	\$1,179,000	Estimated City Share:	100%
<p>Scheduled replacement of units based on estimated life expectancy. HVAC systems require continual maintenance, repairs and upgrades to keep to City buildings safe and comfortable for all residents, visitors and employees. This program is on-going.</p>			

FA-07D	** Citywide Energy Management Systems **		
Estimated Total Project:	\$180,000	2019-2024	
Estimated City Cost:	\$180,000	Estimated City Share:	100%
<p>Replacement of existing Energy Management Systems to the current system used by other City locations. Energy Management Systems allow us to use our HVAC systems with the greatest efficiency and control when functioning properly with minimal errors or delay. Upgrading to the uniform system will grant us a higher level of control over building environments. This program is on-going.</p>			

**2019-2024 Capital Improvement Plan
City-Owned Facilities**

FA-09	IT Infrastructure Capacity Funding		
2022-2024			
Estimated City Cost:	\$100,000	Estimated LDFA Share:	100%
<p>One of the goals of the State of Michigan's SmartZone program is to provide local communities, through an LDFA, with the capability to improve Information Technology (IT) Infrastructure within Certified Technology Parks. Capacity improvements would be on a case-by-case basis, often associated with the needs of specific companies. Funding for these projects must occur in public right-of-ways or in a deeded easement only. It is not known when these individual requests will arise, and the improvement must be constructed within a short period of time. A pool of funding set aside from the LDFA's TIF capture would allow for a quick response, and improve the competitiveness of the City's technology parks for the attraction and/or retention of companies. There are no operating cost impacts associated with these improvements since the LDFA will not own the infrastructure, but rather would only pay the installation costs.</p>			

FA-11	ADA Compliance Implementation Program		
2019-2024			
Estimated City Cost:	\$240,000	Estimated City Share:	100%
<p>In 2010, the City contracted an outside Compliance Specialist to perform ADA (Americans with Disabilities Act) inspections of all City Facilities. A transition plan was completed identifying a full description of work areas needing ADA adjustments in order to comply with the State and Federal guidelines. This project will involve coordination with the Facilities Division, Department of Public Services, and Parks Department to coordinate similar projects for efficiency and cost savings. Examples of ADA compliance improvements include: concrete replacement, inside and outside signage upgrades, handrail installation/upgrades, wrapping of plumbing fixtures, handicap push pads on doors, accessible pathways, trailways, shelters, picnic tables, grills, boat launches, beaches, shower areas, restrooms, etc... This program is proposed to be funded at \$40,000 per year and is on-going.</p>			

FA-12A	** OCSO Substation Water Heater **		
Estimated Total Project:	\$31,000	2021-2021	
Estimated City Cost:	\$31,000	Estimated City Share:	100%
<p>Replacement of the water heater at the Oakland County Sheriff Office (OCSO) Substation. The unit is reaching the end of its useful life and more efficient options are now available. Replacement is planned in 2021.</p>			

FA-13L	Fire Department LED Signs		
Estimated Total Project:	\$396,000	2019-2019	
Estimated City Cost:	\$396,000	Estimated City Share:	100%
<p>Installation of LED signs at each of the 5 fire stations. The new signs will enable the Fire Department to better communicate events and programs to residents to improve community outreach for emergency services. Minimal maintenance costs. Construction is planned to begin in 2019.</p>			

**2019-2024 Capital Improvement Plan
City-Owned Facilities**

FA-13M	** Fire Station #1 Concrete Approach Replacement **		
Estimated Total Project:	\$190,000	2020-2020	
Estimated City Cost:	\$190,000	Estimated City Share:	100%
<p>Replacement of cracked concrete approach to Fire Station #1 in front of apparatus bays. This project will provide a safe and reliable concrete drive for Fire Department vehicles to respond to emergencies. Construction is planned to begin in 2020.</p>			

FA-13N	** Fire Station Bay Heaters **		
Estimated Total Project:	\$108,000	2020-2020	
Estimated City Cost:	\$108,000	Estimated City Share:	100%
<p>Replacement of the bay heaters in the Fire Station #1, 3 and 5 Apparatus Bays. They are essential to keeping the Fire vehicles and Ambulance supplies at optimal temperature for their life-saving capabilities. Without working bay heaters, emergency services can be slowed or interrupted by low temperatures. Replacement is planned in 2020.</p>			



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**2019-2024 Capital Improvement Plan
Professional Services**

Professional services are solicited when technical expertise or knowledge of a specialized field is critical to the performance of a service that cannot be efficiently performed in-house by City staff. Professional services involve extended analysis, discretion, and independent judgment and an advanced or specialized type of knowledge, expertise, or training which is customarily acquired either by a prolonged course of study or equivalent level of experience in the field. These services include, but are not limited to: attorneys, engineers, planning consultants, architects, and other similar professionals.

PS-07	Master Plan Update Schedule		
	2019-2024		
	Estimated City Cost:	\$100,000	Estimated City Share: 100%
<p>Contract with a planning consultant to prepare scheduled updates to the City's Master Plan. The Master Plan is the policy tool used as a guide in the physical development of the community. By State Law (PA 33 of 2008) the Master Plan must be reviewed and updated every five years. The Master Plan was updated in 2018 and the next required five year review and update is planned to begin in 2023.</p>			

PS-08	Master Thoroughfare Plan Update Schedule		
	2019-2024		
	Estimated City Cost:	\$150,000	Estimated City Share: 100%
<p>The Master Thoroughfare Plan is an important coordinating document that helps guide regional transportation planning by providing adjacent and regional communities with an understanding of our transportation vision, and vice versa. The current Master Thoroughfare Plan was adopted in 2008 and it is anticipated that priority projects recommended therein will be completed in the next few years. At that point, it will be time to prepare a new or updated Master Thoroughfare Plan to guide future City transportation improvements. It is anticipated that the new plan will incorporate Complete Streets concepts as required by State Law, in addition to other motorized and non-motorized transportation planning for infrastructure and right of way needs. The next update is planned to be completed in 2018.</p>			



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2019-2024 Capital Improvement Plan Internal Service Support Programs

Internal Service Support Programs play a pivotal role in the City’s ability to deliver services to its residents. These programs involve a wide range of support services for functions that interact directly with residents. Individual components of support programs are not normally considered to be capital expenditures; however, the Capital Improvement Plan Policy includes purchases of major equipment (i.e., items with a cost individually or in total of \$25,000 or more and will be coded to a capital asset account).

Internal Service Support Program projects are funded internally by user charges to City departments or directly by millage levy. Projects in this category directly and/or indirectly affect a broad range of services including Management Information Systems (MIS); Geographic Information Systems (GIS); Fleet Equipment and Vehicles; Fire Equipment, Vehicles and Apparatus; as well as Communication Systems.

IS-02B	City Website Update Schedule			
2019-2024				
Estimated City Cost:		\$35,000	Estimated City Share: 100%	
<p>Scheduled improvements in functionality and design to the City's current website configuration. Improvements would likely require changes to the current content management system as well as Internet hosting provider. Upgrades to the City's website are anticipated to occur every 5 years. Operating costs are anticipated to remain consistent as current website processes are already in place. The next website upgrade is planned to begin in 2023. This update schedule is on-going.</p>				

IS-04D	SCBA Replacement Schedule			
2019-2024				
Estimated City Cost:		\$956,000	Estimated City Share: 100%	
<p>Scheduled replacement of Self Contained Breathing Apparatus (SCBA) gear for fire suppression personnel. SCBA is an essential part of a firefighter's protective equipment as it allows a firefighter to enter smoke filled, toxic areas while providing clean air to breathe. SCBA gear is scheduled to be replaced every 8-10 years and air compression equipment every 16-20 years. The Fire Department looks to grants from the Department of Homeland Security as well as other possible grants to cover all or a percentage of the costs associated with replacement. The next replacement is planned to begin in 2024. This replacement program is on-going.</p>				

IS-04G	Heart Monitor Replacement Schedule			
2019-2024				
Estimated City Cost:		\$235,000	Estimated City Share: 100%	
<p>Scheduled replacement of Heart Monitors. A Heart ECG Monitor allows paramedics to monitor possible life threatening heart rhythms, provide defibrillation capabilities, along with vital sign monitoring. This piece of equipment is used on approximately 60-70% of all patients treated. Heart monitors are anticipated to be replaced every 5-7 years. Operating costs are anticipated to remain consistent with timely replacement,</p>				

** = New project to the 2019-2024 CIP

**2019-2024 Capital Improvement Plan
Internal Service Support Programs**

before more extensive service and maintenance levels are required to keep older equipment operational. The next replacement is planned to begin in 2022. This replacement program is on-going.

IS-04H	** Scott Sight Thermal Imaging Camera **		
	2019-2019		
	Estimated City Cost:	\$155,500	Estimated City Share: 100%
<p>Firefighters use the thermal imaging camera to see through thick black smoke which is often encountered during firefighting operations. The thermal imaging camera has now become hands free and is small enough where it can be attached right to the mask of the firefighter. Weight is always a concern when purchasing fire equipment, firefighters already wear in excess of 60 pounds of gear and tools to perform their job, the Scott Sight only adds 8 1/2 ounces of weight to the mask. Having a thermal imaging camera in the mask allows for hands-free thermal intelligence system that enables firefighters to have always-on vision. Having a hands free technology, firefighters now have both hands available for better communication, victim extrication, and carrying much needed tools inside a building. Additionally the firefighter is able to stay oriented in a dark, hot environment. The purchase of 100 units is proposed in 2019.</p>			

IS-05	Citywide Fleet Replacement Schedule		
	2019-2024		
	Estimated City Cost:	\$9,951,930	Estimated City Share: 100%
<p>Scheduled replacement of various Fleet Department vehicles and equipment. Operating costs (fuel, maintenance, supplies) of approximately \$600,000 per year for the entire City Fleet are anticipated to remain consistent with timely replacement, before more extensive service and maintenance levels are required to keep older equipment operational. A detailed schedule is provided on pages 71-75 in the Appendix Section. This replacement program is on-going.</p>			

IS-07	Citywide Copier Replacement Schedule		
	2019-2024		
	Estimated City Cost:	\$200,000	Estimated City Share: 100%
<p>Scheduled replacement of City copier machines when they have reached the end of their useful service lives. Operating costs of approximately \$18,000 per year for all City copiers are anticipated to remain consistent with timely replacement. All City copier machines were replaced in 2018, the next replacement is planned for 2023. This project is on-going.</p>			

IS-08	Fire Vehicle & Apparatus Replacement Schedule		
	2019-2024		
	Estimated City Cost:	\$4,245,250	Estimated City Share: 100%

** = New project to the 2019-2024 CIP

**2019-2024 Capital Improvement Plan
Internal Service Support Programs**

Scheduled replacement of various Fire Department vehicles and apparatus. Operating costs (fuel, maintenance, supplies) of approximately \$100,000 per year are anticipated to remain consistent with timely replacement, before more extensive service and maintenance levels are required to keep older equipment operational. A detailed schedule is provided on page 76 in the Appendix Section. This replacement program is on-going.

IS-10B	Computer Network Upgrade Schedule		
	2019-2024		
	Estimated City Cost:	\$630,000	Estimated City Share: 100%

Regularly scheduled network computer system upgrade(s). Items to be evaluated for replacement include servers, storage, firewalls, switches, and software such as operating systems, back-up, anti-virus, and network management. Operating costs are anticipated to remain consistent with timely replacement, before more extensive service and maintenance levels are required to keep the network operational. This update schedule is on-going.

IS-10D	Office Software Suite Upgrade Schedule		
	2019-2024		
	Estimated City Cost:	\$134,010	Estimated City Share: 100%

Scheduled upgrade of existing office productivity software suite to current version. Using the product after support ends would pose a significant security risk. The next replacement is planned to begin in 2022. This replacement program is on-going.

IS-12A	Financial Software System Replacement Schedule		
	2019-2024		
	Estimated City Cost:	\$1,500,000	Estimated City Share: 100%

Scheduled upgrade of existing financial system to current version. Supports ends in 2020 and using the product after support ends would pose a significant security risk. The next upgrade is planned to begin in 2019. The upgrade will include hardware, software, implementation services, integration services, and support. Annual maintenance costs are anticipated to remain consistent at \$40,000 per year. This replacement program is on-going.

IS-16C	Electronic Plan Review Software		
	Estimated Total Project:	\$500,000	2019-2019
	Estimated City Cost:	\$500,000	Estimated City Share: 100%

The purchase of software and related equipment that allows the City departments to scan in all construction documents, permit applications and all related paperwork to be stored digitally and allows for electronic plan reviews to be performed. This will reduce the plan review time frame and reduce the number of calls and counter visits for front office staff. It will also enable quicker access to permits, plans, and specifications

** = New project to the 2019-2024 CIP

**2019-2024 Capital Improvement Plan
Internal Service Support Programs**

that will reduce the time to process FOIA requests. Software maintenance of \$100,000 per year is expected for the life of the software.

IS-18	Election Equipment Replacement Schedule		
	2019-2024		
	Estimated City Cost:	\$400,000	Estimated City Share: 100%
<p>Scheduled replacement of voting equipment for City administered elections. In FY 2005, the City received election equipment from the State of MI through the Federal Help America Vote Act (HAVA) grant program at a discounted rate. The City currently has 38 voting tabulators, 27 Auto mark Handicap Accessible tabulators, as well as related software for programming the equipment. Operating costs of approximately \$3,500 per year are anticipated to remain consistent with timely replacement, before more extensive service and maintenance levels are required to keep older equipment operational. The election equipment was replaced in 2017, the next replacement is planned for 2023. This replacement program is on-going.</p>			

** = New project to the 2019-2024 CIP

**2019-2024 Capital Improvement Plan
Projects Pending**

Projects pending are projects that may be deemed as potentially worthy and viable; however they are not included as part of the active 2019-2024 Capital Improvement Plan. Projects pending may require additional information, studies, research, review, or City Council policies to be in place before more accurate timelines and/or funding levels can be identified. It is possible that these projects may not fall under the City’s jurisdiction and will require other agencies to move the project forward, while some projects may not fall within the 2019-2024 timeframe.

FA-04B	DPS Facility: Alternative Energy
<p><i>Provide an alternative electrical energy source for the Department of Public Services (DPS) Facility. Alternative sources could include, but are not limited to, solar and wind power. Annual operating costs for electricity at the DPS Facility are anticipated to be reduced by a minimum of 75% and/or possibly eliminated. The City intends to seek out grant funding sources to be used towards project implementation. If grant funding is secured for this project which will bring the Return on Investment (ROI) within acceptable levels.</i></p>	

MR-01F	Crooks Boulevard: Street Lighting
<p><i>Installation of street lighting along Crooks Boulevard between South Boulevard and the M-59 Interchange to provide for increased nighttime travel safety and visibility. This project is proposed to be entirely funded through METRO Act funding sources. Operating costs of approximately \$15,000 per year are anticipated due to the lighting addition. A Comprehensive City Street Lighting Policy approved by City Council is recommended to be in place prior to including as an active CIP project.</i></p>	

MR-02E	Hamlin Boulevard: Street Lighting
<p><i>Installation of street lighting along Hamlin Boulevard between the West City Limit and Livernois Road to provide for increased nighttime travel safety and visibility. This project is proposed to be entirely funded through METRO Act funding sources. Operating costs of approximately \$28,000 per year are anticipated due to the lighting addition. A Comprehensive City Street Lighting Policy approved by City Council is recommended to be in place prior to including as an active CIP project.</i></p>	

MR-04B	Walton Boulevard: Street Lighting
<p><i>Installation of street lighting along Walton Boulevard between the West City Limit and just east of Adams Road to provide for increased nighttime travel safety and visibility. This project is proposed to be entirely funded through METRO Act funding sources. Operating costs of approximately \$10,800 per year are anticipated due to the lighting addition. A Comprehensive City Street Lighting Policy approved by City Council is recommended to be in place prior to including as an active CIP project.</i></p>	

MR-05D	Adams Boulevard: Street Lighting
<p><i>Installation of street lighting along Adams Boulevard between Marketplace Circle and just north of Hamlin Boulevard to provide for increased nighttime travel safety and visibility. This project is proposed to be entirely funded through METRO Act funding sources. Operating costs of approximately \$10,400 per year are anticipated due to the lighting addition. A Comprehensive City Street Lighting Policy approved by City Council is recommended to be in place prior to including as an active CIP project.</i></p>	

**2019-2024 Capital Improvement Plan
Projects Pending**

MR-05G	Adams Road @ Tienken Road: Intersection Improvements
<p><i>Extension of the northbound Adams Road right-turn lane and the southbound Adams Road right-turn lane to increase storage capacity. Work also involves upgrading the existing traffic signal from a "span-wire" to a "box-span" configuration. This improvement is recommended based upon the City's Master Thoroughfare Plan Update and a previous joint traffic study between the cities of Rochester Hills and Auburn Hills. This project may assist with minimizing southbound Adams Road cut-through traffic through the Judson Park Subdivision, which has been brought forth to the Advisory Traffic and Safety Board on several occasions. No operating costs are anticipated due to this section of roadway being owned and operated by the RCOC.</i></p>	
MR-13B	Dequindre Road Reconstruction (Hamlin Road - Auburn Road)
<p><i>Reconstruction of Dequindre Road as a 5-lane road between Auburn Road and Hamlin Road. This improvement is part of a larger Road Commission of Oakland County (RCOC) project to widen Dequindre Road as a 5-lane road southbound to Long Lake Road in the City of Troy. No operating costs are anticipated due to this section of roadway being owned and operated by the RCOC.</i></p>	
MR-13C	Dequindre Road Realignment (South of Avon – 23 Mile Road)
<p><i>Construction of Dequindre Road on a new alignment behind the Yates Cider Mill to eliminate the Dequindre Road offset at Avon Road. No operating costs are anticipated due to this section of roadway being owned and operated by the RCOC.</i></p>	
MR-15A	Adams Road @ Butler Road: Traffic Signal & Road Improvement
<p><i>Installation of a new traffic signal at the Adams Road @ Butler Road intersection. Corresponding center left-turn lane improvements are required to facilitate the proposed traffic signal. Pathway ramps meeting ADA compliance will also be installed, including push button and countdown signals. The City has received confirmation from RCOC that the intersection meets signal warrants #2 for installation with the condition that the University Presbyterian Church's (UPC) existing drive be removed and relocated to align with Butler Road and that UPC perform on-site parking lot improvements at their cost. The traffic signal installation is also conditioned upon restricting the turning movements in and out of the UPC's southerly drive and the existing drive for the Brookfield Academy to the north. The City and RCOC would share the costs for the installation of the traffic signal and construction of road improvements. The future operations and maintenance costs of the traffic signal would be shared by the City (25%), RCOC (50%), and the University Presbyterian Church (25%). Operating costs of approximately \$6,000 per year are anticipated due to the widened roadway section and the operation of an additional traffic signal.</i></p>	

**2019-2024 Capital Improvement Plan
Projects Pending**

MR-18	Dutton Road Paving (Rainbow Drive – Arthurs Way)
<p><i>Pave and improve approximately 4,200' of Dutton Road between approximately 3,000' west of Livernois Road (just east of Rainbow Drive) and the existing Dutton Road pavement just east of Livernois Road (approximately 1,200'). Proposed road improvements include placing concrete curb & gutter along both sides of Dutton Road to thereby eliminate extensive erosion of existing open ditching and abrupt side embankments adjacent to tree areas. Paving this segment of Dutton Road as a 2-lane roadway would improve road safety by providing a uniform paved road surface for steep road grade and improve safety for Dutton Road at its intersections: Tall Oaks Boulevard, Acorn Glen, Livernois Road, and the Paint Creek Trailway. No operating costs are anticipated due to this section of roadway being owned and operated by the RCOC.</i></p>	
MR-26D	Livernois Boulevard: Street Lighting
<p><i>Installation of street lighting along Livernois Boulevard between Avon Road and just north of Walton Boulevard to provide for increased nighttime travel safety and visibility. This project is proposed to be entirely funded through METRO Act funding sources. Operating costs of approximately \$12,500 per year are anticipated due to the lighting addition. A Comprehensive City Street Lighting Policy approved by City Council is recommended to be in place prior to including as an active CIP project.</i></p>	
MR-42B	Livernois Road @ M-59 Highway: Bridge Expansion
<p><i>Participate in a cost share agreement for expanding the Livernois Road @ M-59 Highway Bridge. The City and RCOC may have the option to construct a complete expansion to the 5-lane bridge, or construct and have abutments placed. No operating costs are anticipated due to this section of roadway being owned and operated by the RCOC.</i></p>	
MR-59	LDFA Major Road Upgrades
<p><i>One of the primary purposes for completing the M-59 Corridor Plan was to identify what infrastructure would be needed to support an increase in the intensity of development in the study area. It is unknowable at this time where such intensification will occur, so no specific timeframe or dollar value is being assigned. The M-59 Corridor Plan's infrastructure projects are not being prioritized at this point in time as implementation will occur opportunistically as part of a private/public partnership or to support a specific commitment by the private sector.</i></p>	
LS-07	Hamlin Court Drainage Improvements
<p><i>Hamlin Court has had poor drainage and has been difficult to maintain for years. This project would extend storm water piping southbound down Hamlin Court to a point that an open ditch could be installed in order to provide drainage for the balance of the road. Any increased operating costs for maintenance would be offset by road and ditch maintenance cost savings.</i></p>	

**2019-2024 Capital Improvement Plan
Projects Pending**

LS-08	<i>Bendelow Road Ditching (East Side)</i>
<p><i>Provide drainage for the east side of Bendelow Road including the front yards and road base. The spring thaws and heavy rains can cause water to pond in the yards and adjacent to the Bendelow roadway. In 1996, drainage for Bendelow Road was planned to be improved as part of the west branch of the East Ferry Drain. In 2004, the developer of the Country Club Village Subdivision agreed to install storm sewers that would provide drainage for the west side of Bendelow Road. In 2006, the East Ferry Drain project (SW-06A) was designed and constructed without the Bendelow Road improvements. The change in the project saved the City approximately \$420,000. This project would utilize the improvements previously installed by the developer to provide for catch basins and ditching to the east side of Bendelow Road. No additional operating costs are anticipated for site maintenance.</i></p>	
LS-09	<i>Hillview Street Drainage Improvements</i>
<p><i>Install ditches along Hillview Street. Hillview Street is a gravel local street, 595' in length which runs east to west and slopes steeply at the eastern end. The roadway was constructed without a design and has experienced drainage problems throughout its life. The problem has gotten worse in the last few years as a result of the ditch's loss of definition. Most storm water travels down the roadway causing erosion and depositing the gravel material in a residential front yard. After heavy rains, residents routinely use a wheelbarrow and shovel to manually return the sand and gravel.</i></p>	
LS-14	<i>Kingsview Avenue Paving (SAD)</i>
<p><i>Pave approximately 2,100' of Kingsview Avenue from Livernois Road to Springwood Lane through the adopted City Policy for Special Assessment District gravel to pavement projects. The road is currently gravel. A majority of residents living on Kingsview Avenue submitted petition signatures to request the paving of Kingsview Avenue in accordance with the SAD policy adopted by City Council on October 1, 2013. This project does not include the paving of Kingsview Avenue Court since 3 out of 4 residents were against participation. Operating costs are anticipated to decrease for a period of time by approximately \$1,680 per year due to gravel road grading/chloride operations being eliminated.</i></p>	
PK-01H	<i>Bloomer Park: Restroom Modernizations</i>
<p><i>Remodel/upgrade or replace restroom facilities and shelters in Bloomer Park. Project includes an assessment of each building to determine cost effectiveness of an upgrade or replacement of each building. Upgrades include bringing the buildings into compliance with the ADA and universal accessibility and adding heat to provide modern restrooms for year round use.</i></p>	
PK-04F	<i>Splash Pad / Spray Park</i>
<p><i>Add new water play feature (Splash Pad) to Spencer Park and/or Bloomer Park. This project can also address some ADA features for lake access and increase the offerings at Spencer Park. It would add a water feature to Bloomer Park. The project would generate additional attendance and revenue in either park.</i></p>	

**2019-2024 Capital Improvement Plan
Projects Pending**

PK-06A	Paint Creek Trailway: Resurfacing Schedule
<p><i>The Paint Creek Trail is surfaced with limestone fines which require major maintenance approximately every fifteen (15) years. As a member of the Paint Creek Trailway Commission, the City is responsible for the maintenance of its portion of the trail located within the City. The project will be coordinated by the Paint Creek Trailway Commission staff. No changes to operating costs are anticipated. Construction was last done in 2018.</i></p>	

PK-14	Nowicki Park: Development
<p><i>Development of the 35-acre park located on Adams Road to include both active and passive recreational opportunities.</i></p>	

PK-20	Avondale Park: Field Rehabilitation
<p><i>Growing demand for field rental is greater than available resources. Improved turf and irrigation will aid in the recovery of a field after use, allowing additional games to be played at the park to help meet demand and to generate additional revenue. Private Local League support will be sought to offset some of the costs to rehabilitate the field. Operating costs of approximately \$10,000 per year per field are anticipated to remain consistent with timely renovation, before more extensive service levels are required to keep the field in a suitable condition for play.</i></p>	

PW-04	Livernois Road Pathway (New Life Lane – Tienken Road)
<p><i>Construction of approximately 4,000' of 8' wide pathway along the west side of Livernois Road between New Life Lane and Tienken Road. Project is also to include a bridge crossing over Sargent Creek. Operating costs of approximately \$1,120 per year are anticipated due to the additional pathway section added.</i></p>	

PW-07E	Adams Road Pathway – East Side [Avon Road – S of Hillendale]
<p><i>Construction of approximately 3,330 feet of 8 foot wide asphalt pathway along the east side of Adams Road between Avon Rd and just south of Hillendale Dr. Project also includes a bridge or culvert crossing over the stream. Operating costs of approximately \$1,200 per year due to the additional pathway section added.</i></p>	

PW-08D	Tienken Road Pathway Gaps [Tiverton Trail Drive – E of Whispering Knoll Lane]
<p><i>Construction of approximately 810' of 8' wide asphalt pathway along the north side of Tienken Road between Tiverton Trail Drive and 400' east of Whispering Knoll Lane to fill in the pathway gaps. Operating costs of approximately \$250 per year are anticipated due to the additional pathway sections added.</i></p>	

PW-08E	Tienken Road Pathway [Van Hoosen Road – Washington Road]
<p><i>Construction of approximately 1,100' of 8' wide pathway along the south side of Tienken Road between Van Hoosen Road and Washington Road, including ramps at the SE and NW corners of the roundabout. Operating costs of approximately \$600 per year are anticipated due to the additional pathway section added.</i></p>	

**2019-2024 Capital Improvement Plan
Projects Pending**

PW-31D	John R Road Pathway [Hamlin Road – School Road]
<p><i>Construction of approximately 4,350' of 8' wide asphalt pathway along the east side of John R Road between Hamlin Road and School Road. Operating costs of approximately \$1,220 per year are anticipated due to the additional pathway section added. Construction is planned to begin in 2023.</i></p>	

SS-13	Sheldon Road: Sanitary Sewer Metering Equipment
<p><i>Installation of new sanitary sewer metering equipment in existing manhole location on Sheldon Road to monitor the amount of Oakland Township sanitary sewer flows entering the City of Rochester Hills Sanitary Sewer System. The installation of this equipment will allow the City to monitor Oakland Township's sanitary sewer flow in order to insure that they are not exceeding their allotted capacity. The sanitary sewer installation on Sheldon Road was constructed with the District 21 Sanitary Sewer Interlocal Agreement approved by City Council. The City is currently visually monitoring Oakland Township flow and proposes to install the equipment when additional homes are connected to the system. Annual operating costs are anticipated to be covered by the Oakland County Water Resources Commissioner.</i></p>	

SS-59	LDFA Sanitary Sewer Main Upgrades
<p><i>One of the primary purposes for completing the M-59 Corridor Plan was to identify what infrastructure would be needed to support an increase in the intensity of development in the study area. It is unknowable at this time where such intensification will occur, so no specific timeframe or dollar value is being assigned at this time. The M-59 Corridor Plan's infrastructure projects are not being prioritized at this point in time as implementation will occur opportunistically as part of a private/public partnership or to support a specific commitment by the private sector.</i></p>	

SW-03B	Karas Creek Bank Stabilization
<p><i>Perform bank stabilization along the Karas Creek (Section 21) from Hamlin Road north to the Clinton River. The existing open ditch is badly eroded and is very sinuous. Soil from the bank is eroding away and is being transported to the Clinton River. If allowed to continue, adjacent lands are at risk of falling into the creek and continued sediment deposits into the river could cause negative impacts to this channel and the Clinton River bank improvements. No additional operating costs are anticipated for site maintenance.</i></p>	

SW-04B	Stoney Creek Drain Extension
<p><i>In the northeast section of Rochester Hills there are three (3) main tributary branches of Stoney Creek referred to as the Fodera Drain (the Sheldon Road Branch, the Mead Road Branch, and the Tienken Road Branch). These branches service a drainage area of approximately 1,230 acres that extend into Oakland Township. The Mead Road Branch is intended to address the drainage of Mead Road and areas between Blue Beech Road and Wimberly Road. The Tienken Road Branch is intended to address drainage along Rochester Road north of Tienken Road including Perrydale Street and along Orion Road between Ann Maria Drive and Cherry Tree Lane. The Tienken Road branch is also intended to include local drainage for the adjacent streets along Orion Road.</i></p>	

**2019-2024 Capital Improvement Plan
Projects Pending**

SW-05C	Rewold Drain (Phase C)
<p><i>Construction of a regional detention basin north of Hamlin Road and west of John R Road on the Christian Memorial Cultural Center site. According to the Rewold Drain Study, floodwaters can flood over John R Road during a significant rain event, while water currently floods over Hamlin Road near John R Road. This project will correct both of these conditions except during an extreme rain event. Operating costs of approximately \$5,000 per year are anticipated for site maintenance. The City will pursue cost-sharing options for this project and also for the on-going operations.</i></p>	

SW-08A	Major Waterway Preservation
<p><i>Project to identify areas along the Clinton River, Paint Creek, and Stony Creek that could benefit from a variety of actions such as stream bank stabilization and/or land acquisition to protect the natural features of the waterways and adjacent tributary areas such as floodplains and wetlands. This project is intended to be funded entirely through grant sources. The City is continuing to seek grant support for preservation.</i></p>	

SW-10	Sump Line Collection System
<p><i>Provide a permanent connection point for sump pump discharge for subdivisions that do not have sump collection systems. Many of the subdivisions developed in the 1970's and early 1980's do not have sump pump collection systems designed to capture footing drain discharge from residential homes. Many complaints are received of icing in roadways and yards from being saturated by excess sump water. This project proposes to install approximately 83,000 lineal feet of sump collection lines along roadways and will require that homeowners connect. In addition to icing and wet ground complaints, there is a concern that some homeowners may have violated city code by connecting footing drains to the sanitary sewer system, which reduces capacity in the sanitary sewer system and increases the amount of discharge to the county interceptor which increases overall sanitary sewer disposal costs.</i></p>	

WS-17	Wayside Park: Water Main Extension
<p><i>Installation of approximately 650 feet of 8" ductile iron water main to serve the properties along Wayside Court and to place a fire hydrant. The units are currently served with City water by long water services installed in the late 1970's.</i></p>	

WS-59	LDFA Water Main Upgrades
<p><i>One of the primary purposes for completing the M-59 Corridor Plan was to identify what infrastructure would be needed to support an increase in the intensity of development in the study area. It is unknowable at this time where such intensification will occur, so no specific timeframe or dollar value is being assigned at this time. The M-59 Corridor Plan's infrastructure projects are not being prioritized at this point in time as implementation will occur opportunistically as part of a private/public partnership or to support a specific commitment by the private sector.</i></p>	



innovative *by* nature

2019-2024 Capital Improvement Plan CIP Role Identification

The Capital Improvement Plan **Policy Group** reviews the policy, develops the project rating and weighting criteria, rates project applications, reviews funding options, and presents the six-year recommendation to the Administrative Group.

Planning Commission Representative (2)
City Council Representative
Building/Ordinance/Facilities Director
Chief Financial Officer
Parks & Natural Resources Director
Planning & Economic Development Director
Department of Public Services Director

The Capital Improvement Plan **Project Group** prepares new project applications, reviews existing CIP projects, and serves as support staff to departments and the Policy Group as needed.

City Clerk	Planning Manager
Facilities Manager	Media Production Leader
Deputy Director DPS / City Engineer	Park Manager
Deputy Information Systems Director	Public Utilities Engineering Manager
Fire Chief	Senior Financial Analyst
Fleet Manager	Communication Systems Administrator
Economic Development Manager	Transportation Engineering Manager

The **Administrative Group** brings the CIP Draft forward at the Planning Commission Workshop and presents the CIP at the Planning Commission Public Hearing.

Chief Financial Officer
Planning & Economic Development Director

The **Planning Commission** works with the Policy Group during the plan development, conducts workshops, reviews the Policy Group's recommendation, receives public input, conducts public hearings, adopts the plan, and requests City Council to consider incorporating funding for projects into the upcoming three-year Budget Plan.

The **City Council** is encouraged to use the CIP as a tool in the adoption of the three-year Budget Plan in accordance with City Council goals and objectives.

Residents are encouraged to participate in plan development by working with various Boards and Commissions at the Planning Commission workshops, the Planning Commission public hearings, and at City Council budget workshops and public hearings. As always, communication is open between residents, Council representatives, Planning Commission representatives, and staff.

**2019-2024 Capital Improvement Plan
Project Application Forms**

2019-2024 Capital Improvement Plan – Project Application

Project Title: _____ Program Area: _____

Prepared By: _____ Date Prepared: _____

CIP ID #: _____

Project Description: Provide a brief (1-2 paragraph) description of project:

Planning Context: Is the project part of an Adopted Program, Policy or Plan?

Yes (Must Identify): _____

No

Must List the adopted program or policy, and how this project directly or indirectly meets these objectives:

Legal Context: Is the City Legally Obligated to perform this service?

Yes

No

Please describe City's Obligation:

Schedule: Estimated project beginning and ending dates. If project will take several years to complete, please fill out Form 2. If applicable, be sure to include any work done in prior years, including studies or other planning:

Coordination: Please identify if this project is dependant upon one or more other CIP projects, and please describe what the relationship is:

Project Priority: Low, Medium, High

_____ Priority within Program Area

_____ Priority Citywide

2019-2024 Capital Improvement Plan Project Application Forms

2019-2024 Capital Improvement Plan – Project Application

Prior Approval: Is this project included the 2018 Adopted or prior year's budget? Has this project been approved by any Board, Commission or City Council?

- Yes (Please check appropriate box(es) below)
 No
- City Council
 Planning Commission
- 2018 Budget
 Prior Year Budget: _____

Total Estimated Cost: In 2018 dollars (Amount shown here should agree with total on Form 2)

\$ _____

List all funding options available for this project?

Recommended funding option(s) to be used? (i.e.: Operating Revenues, Fund Balance, Bond Issue etc...)

Basis of Cost Estimate: Please check one of the following

- Cost of comparable facility / equipment
 Rule of thumb indicator / unit costs
- Cost estimate from engineer / architect
 Preliminary estimate
- Ballpark "guesstimate"

Budget Impact (Costs): Any and all future operating costs this project/item will create: Payroll/Staffing; Maintenance; Supplies etc... (* *Details Required*)

Budget Impact (Savings): Any and all future operating savings this project/item will create: Payroll/Staffing; Maintenance; Supplies etc... (* *Details Required*)

If Cost Impact Exceeds Saving Impact: Please explain in detail the increased level of services that will be provided with the implementation of this project (* *Details Required*)

** Projects submitted without thorough future cost/savings projections may not be accepted*

2019-2024 Capital Improvement Plan Project Application Forms

2019-2024 Capital Improvement Plan – Equipment Application

Equipment: _____ Date Prepared: _____

Department: _____

Form of Acquisition: Please check one of the following

Purchase Rental / Lease

Number of Units Requested: _____

Estimated Service Life (Years): _____

Total Net Impact Over Service Life	Per Unit (\$):	Total Cost (\$):
<i>Plus: Purchase Price:</i>	_____	_____ \$0.00
<i>Plus: Installation or Related Charges:</i>	_____	_____ \$0.00
<i>Less: Trade-in, Salvage Value, Discount:</i>	_____	_____ \$0.00
Net Purchase Cost / Annual Rent:	\$0.00	\$0.00
<i>Plus: Annual Operational – After:</i>	_____	_____ \$0.00
<i>Less: Annual Operational – Savings:</i>	_____	_____ \$0.00
Net Annual Operational Impact:	\$0.00	\$0.00
Net Operational Impact Over Service Life:	\$0.00	\$0.00
Total Net Impact Over Service Life:	\$0.00	\$0.00

Purpose of Expenditure: Please check appropriate box(es):

- | | |
|---|---|
| <input type="checkbox"/> Scheduled Replacement | <input type="checkbox"/> Present Equipment Obsolete |
| <input type="checkbox"/> Replace Worn-Out Equipment | <input type="checkbox"/> Reduce Personnel Time |
| <input type="checkbox"/> Expanded Service Life | <input type="checkbox"/> New Operation |
| <input type="checkbox"/> Increased Safety | <input type="checkbox"/> Improved Service to Community, Procedures etc... |
| <input type="checkbox"/> Other: _____ | |

Replaced Item(s): Attach Separate Sheet if Necessary

<i>Item</i>	<i>Make</i>	<i>Age</i>	<i>Maintenance</i>	<i>Prior Year's Rental Cost</i>
			\$	\$
			\$	\$
			\$	\$

2019-2024 Capital Improvement Plan Project Application Forms

Project Title: _____

CIP ID #: _____

Project Construction	Cost Before 2018	ADOPTED BUDGET 2018	PROJECTED BUDGET 2019	PROJECTED BUDGET 2020	2021	2022	2023	2024	Total	City Share	TOTAL CITY
Preliminary Engineering									\$0	100%	\$0
Right-of-Way Services									\$0	100%	\$0
Land Acquisition (ROW)									\$0	100%	\$0
Geotechnical Engineering									\$0	100%	\$0
Construction									\$0	100%	\$0
Construction Engineering									\$0	100%	\$0
Other Construction Costs									\$0	100%	\$0
Equipment / Vehicle Purchase									\$0	100%	\$0
Total Project Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	100%	\$0

Future Net Operating Costs / Savings	Cost Before									Total	City Share	TOTAL CITY
Est. Staffing Impact										\$0	100%	\$0
Est. Operational Impact										\$0	100%	\$0
Est. Maintenance Impact										\$0	100%	\$0
Est. Other Impact										\$0	100%	\$0
Total Operating Impact	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	100%	\$0	
Grand Total Project	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	

* Coordinate with:

* Note:

2019-2024 Capital Improvement Plan Project Rating Form

2019-2024 CAPITAL IMPROVEMENT PROJECT RATING FORM				
Project Name: _____		Project #: _____		
Department: _____		Total Score: 0		
Rater Name:	Score Range	Rater Score	Weight	Total Points
1 Contributes to Health, Safety and Welfare				
Eliminates a known hazard (accident history)	5		5	0
Eliminates a potential hazard	4			
Materially contributes	3			
Minimally contributes	1			
No Impact	0			
2 Project Needed to Comply with Local, State or Federal Law				
Yes	5		5	0
No	0			
3 Project Conforms to Adopted Program, Policy or Plan				
Project is consistent with adopted City Council policy or plan	5		4	0
Project is consistent with Administrative policy	3			
No policy / plan in place	0			
4 Project Remediates an Existing or Projected Deficiency				
Completely Remedy Problem	5		3	0
Partially Remedy Problem	3			
No	0			
5 Will Project Upgrade Facilities				
Rehabilitates / upgrades existing facility	5		3	0
Replaces existing facility	3			
New facility	1			
6 Contributes to Long-term Needs of Community				
More than 30 years	5		2	0
21 - 30 years	4			
11 - 20 years	3			
4 - 10 years	2			
3 years or less	1			
7 Annual Impact on Operating Costs Compared to Operating Costs Absent the Project				
Net Cost Savings	5		2	0
No Change	4			
Minimal Increase (<\$25,000)	3			
Moderate Increase (\$25,000 - \$100,000)	2			
Major Increase (> \$100,000)	1			
8 Impact Measures - Net Present Value & Internal Rate of Return / # of Years to Recoup Costs				
High / 0-3 Years	5		2	0
Medium-High / 4-7 Years	4			
Medium / 8-11 Years	3			
Medium-Low / 12-15 Years	2			
Low / 16 - 20 Years	1			
Never	0			
9 Service Area of Project				
Regional	5		2	0
City-Wide	4			
Several neighborhoods	3			
One neighborhood or less	1			
10 Department Priority				
High	5		2	0
Medium	3			
Low	1			
11 Project Delivers Level of Service Desired by Community				
High	5		2	0
Medium	3			
Low	1			

**2019-2024 Capital Improvement Plan
Fleet Replacement Schedule**

2019 FLEET EQUIPMENT PURCHASES BREAKDOWN				
VEHICLE TYPE	DEPARTMENT	VEHICLE #	REPLACEMENT CYCLE	ESTIMATED COST
Tractor Cab	<i>Parks - Borden</i>		10	\$ 8,030
Sewer Easement Machine	<i>DPS - W&S</i>		10	\$ 60,000
Transmission Fluid Exchanger	<i>DPS - Fleet</i>	#1115	6	\$ 6,120
Wheel Load Weigher	<i>OCSO</i>	#1122	8	\$ 6,530
Wheel Load Weigher	<i>OCSO</i>	#1123	8	\$ 6,530
Concrete Power Screed	<i>DPS - Roads</i>	#5877	10	\$ 7,490
Utility Tractor	<i>Parks</i>	#5999	10	\$ 65,730
Zero-Turn Mower	<i>Parks - Borden</i>	#6736	4	\$ 10,930
Zero-Turn Mower	<i>Parks - Borden</i>	#6737	4	\$ 10,930
Utility Vehicle	<i>Parks - Spencer</i>	#6778	4	\$ 14,790
Utility Vehicle	<i>Parks - Borden</i>	#6779	4	\$ 20,160
Finish Machine	<i>DPS - Roads</i>	#902547	5	\$ 8,510
Stump Grinder	<i>Forestry</i>	39-317	10	\$ 45,340
Concrete Saw	<i>DPS - Roads</i>	39-323	10	\$ 15,610
Service Truck	<i>Fleet</i>	39-015	12	\$ 60,000
Wheeled Excavator	<i>DPS</i>	39-082	12	\$ 304,220
Pickup 4wd	<i>Forestry</i>	39-160	7	\$ 32,330
Crew Truck	<i>DPS - W&S</i>	39-179	12	\$ 215,080
Pickup 2wd	<i>Building</i>	39-184	7	\$ 17,760
Pickup 4wd w\ Plow	<i>DPS</i>	39-292	7	\$ 34,630
Pickup 4wd w\ Plow	<i>DPS</i>	39-293	7	\$ 33,300
Pickup 4wd w\ Plow	<i>DPS</i>	39-298	7	\$ 37,380
Pickup 4wd w\ Plow	<i>DPS</i>	39-299	7	\$ 35,940
Pickup 4wd w\ Plow	<i>DPS</i>	39-528	7	\$ 35,940
Pickup 4wd w\ Plow	<i>DPS</i>	39-534	7	\$ 33,250
TOTAL 2019 FLEET VEHICLE / EQUIPMENT COSTS:				\$1,126,530

**2019-2024 Capital Improvement Plan
Fleet Replacement Schedule**

2020 FLEET EQUIPMENT PURCHASES BREAKDOWN				
VEHICLE TYPE	DEPARTMENT	VEHICLE #	REPLACEMENT CYCLE	ESTIMATED COST
Fuel Management System	<i>Fleet</i>	#6143	10	\$ 30,710
Zero Turn Mower	<i>Parks - Borden</i>	#6263	4	\$ 11,800
Zero Turn Mower	<i>Parks - Borden</i>	#6264	4	\$ 11,800
Pressure Washer	<i>DPS - Fleet</i>	#6743	5	\$ 10,520
Utility Vehicle	<i>Parks - Borden</i>	#6776	4	\$ 9,340
Utility Vehicle	<i>Parks - Borden</i>	#6777	4	\$ 9,340
Utility Vehicle	<i>Parks - Museum</i>	#6780	4	\$ 9,260
Trailer Mounted Hot Patcher	<i>DPS - Roads</i>	29-235	8	\$ 33,320
Tractor/Loader/Backhoe	<i>DPS - Roads</i>	39-084	12	\$ 149,510
Integrated Tool Kit Loader	<i>DPS</i>	39-169	12	\$ 259,660
Forklift	<i>DPS</i>	39-188	10	\$ 33,680
Trash Pump	<i>DPS - Fleet</i>	39-212	10	\$ 60,670
Steam Generating Unit/Trailer	<i>DPS</i>	39-225	12	\$ 28,360
Tractor / Loader	<i>DPS</i>	39-286	10	\$ 149,720
Wheel Loader	<i>DPS - Roads</i>	39-296	10	\$ 201,710
Radar Smart Cart	<i>OCSO</i>	39-324	5	\$ 16,120
Crash Attenuator	<i>Fleet</i>	39-327	10	\$ 23,310
Wood Chipper	<i>Forestry</i>	39-335	8	\$ 44,490
Sewer Camera Truck	<i>DPS - W&S</i>	39-158	12	\$ 60,820
Tandem-Axle Dump Truck	<i>DPS</i>	39-189	12	\$ 236,150
Tandem-Axle Dump Truck	<i>DPS</i>	39-190	12	\$ 236,150
Tandem-Axle Dump Truck	<i>DPS</i>	39-270	12	\$ 236,150
Tandem-Axle Dump Truck	<i>DPS</i>	39-271	12	\$ 236,150
Tandem-Axle Dump Truck	<i>DPS</i>	39-272	12	\$ 236,150
Passenger Car	<i>City Pool</i>	39-525	7	\$ 24,850
Passenger Car	<i>DPS - Roads</i>	39-526	7	\$ 24,850
Pickup 4wd w\ Plow	<i>DPS - W&S</i>	39-527	7	\$ 38,870
Pickup 4wd w\ Plow	<i>Facilities</i>	39-530	7	\$ 35,700
Pickup 4wd	<i>DPS - W&S</i>	39-533	7	\$ 29,290
Pickup 4wd w\ Plow & Platform	<i>DPS</i>	39-535	7	\$ 38,910
Pickup 4wd w\ Plow	<i>DPS</i>	39-536	7	\$ 34,580
Pickup 4wd w\ Plow	<i>DPS</i>	39-537	7	\$ 34,580
Pickup 4wd w\ Plow & Platform	<i>DPS</i>	39-538	7	\$ 38,910
Pickup 4wd	<i>Building</i>	39-543	7	\$ 27,580
Pickup 2wd	<i>Parks - Spencer</i>	39-544	7	\$ 30,750
Pickup 4wd w\ Plow	<i>Parks - Borden</i>	39-547	6	\$ 35,170
Pickup 4wd w\ Dump	<i>Parks - Borden</i>	39-548	6	\$ 38,440
Sport Utility 4wd	<i>Media</i>	39-555	7	\$ 25,040
Pickup 4wd w\ Platform	<i>Parks - Borden</i>	39-560	7	\$ 47,320
TOTAL 2020 FLEET VEHICLE / EQUIPMENT COSTS:				\$2,839,730

2019-2024 Capital Improvement Plan Fleet Replacement Schedule

2021 FLEET EQUIPMENT PURCHASES BREAKDOWN				
VEHICLE TYPE	DEPARTMENT	VEHICLE #	REPLACEMENT CYCLE	ESTIMATED COST
Field Rake	<i>Parks - Borden</i>	#6841	5	\$ 14,240
Municipal Tractor	<i>DPS</i>	39-287	12	\$ 165,070
Asphalt Roller	<i>DPS - Roads</i>	39-231	10	\$ 8,680
Concrete Saw	<i>DPS - Roads</i>	39-336	10	\$ 25,450
Pickup 4wd	<i>DPS</i>	39-297	10	\$ 42,830
2-Yard Dump Truck	<i>DPS</i>	39-531	10	\$ 54,350
Sanitary Sewer Truck	<i>DPS - W&S</i>	39-532	10	\$ 544,210
Sport Utility 4wd	<i>DPS - W&S</i>	39-550	7	\$ 25,720
Passenger Car	<i>Assessing</i>	39-551	7	\$ 25,220
Pickup 4wd w\ Plow	<i>DPS</i>	39-567	6	\$ 39,030
Pickup 4wd w\ Plow	<i>DPS</i>	39-568	6	\$ 39,030
Pickup 4wd w\ Crane Body	<i>DPS</i>	39-569	6	\$ 72,260
TOTAL 2021 FLEET VEHICLE / EQUIPMENT COSTS:				\$1,056,090
2022 FLEET EQUIPMENT PURCHASES BREAKDOWN				
VEHICLE TYPE	DEPARTMENT	VEHICLE #	REPLACEMENT CYCLE	ESTIMATED COST
Dump Body Vehicle Insert	<i>Parks - Borden</i>	#6134	5	\$ 8,840
Rotary Broom	<i>Parks - Spencer</i>	#6155	4	\$ 10,840
Zero Turn Mower	<i>Parks - Borden</i>	#6265	4	\$ 15,720
Municipal Tractor	<i>Parks - Borden</i>	#6270	10	\$ 55,160
Utility Vehicle	<i>Parks - Borden</i>	#6606	4	\$ 10,040
Dump Body Vehicle Insert	<i>Parks - Borden</i>	39-232	10	\$ 9,700
Dump Body Vehicle Insert	<i>Cemetery</i>	39-233	10	\$ 8,670
Dump Body Vehicle Insert	<i>Parks - Borden</i>	39-234	10	\$ 11,610
Equipment Trailer	<i>DPS</i>	39-236	10	\$ 10,240
Equipment Trailer	<i>DPS</i>	39-237	10	\$ 10,240
Pickup 4wd w\ Plow	<i>Parks - Borden</i>	39-579	6	\$ 34,830
Tandem-Axle Dump Truck	<i>DPS</i>	39-294	12	\$ 255,650
Tandem-Axle Dump Truck	<i>DPS</i>	39-295	12	\$ 255,650
2-Yard Dump Truck	<i>Parks - Borden</i>	39-549	8	\$ 95,590
Forestry Chipper Truck	<i>Forestry</i>	39-552	8	\$ 76,460
Sport Utility 4wd	<i>Building</i>	39-561	7	\$ 27,830
Pickup 4wd	<i>Ordinance</i>	39-563	7	\$ 31,570
Pickup 4wd	<i>DPS</i>	39-564	7	\$ 31,570
Pickup 4wd	<i>DPS - Roads</i>	39-565	7	\$ 31,570
Pickup 4wd	<i>DPS - W&S</i>	39-566	7	\$ 31,570
Cargo Van	<i>DPS - W&S</i>	39-570	7	\$ 25,010
Cargo Van	<i>DPS - W&S</i>	39-571	7	\$ 25,010
Sport Utility 4wd	<i>Building</i>	39-592	7	\$ 27,830
TOTAL 2022 FLEET VEHICLE / EQUIPMENT COSTS:				\$1,101,200

**2019-2024 Capital Improvement Plan
Fleet Replacement Schedule**

2023 FLEET EQUIPMENT PURCHASES BREAKDOWN				
VEHICLE TYPE	DEPARTMENT	VEHICLE #	REPLACEMENT CYCLE	ESTIMATED COST
Sign Shop Cutter	DPS - Roads	#6163	5	\$ 8,640
Slide-In Aluminum Dump Unit	DPS	#6526	10	\$ 8,090
Zero-Turn Mower	Parks - Borden	#6736	4	\$ 12,790
Zero-Turn Mower	Parks - Borden	#6737	4	\$ 12,790
Utility Vehicle	Parks - Spencer	#6778	4	\$ 17,310
Utility Vehicle	Parks - Borden	#6779	4	\$ 23,590
Equipment Trailer	OCSO	39-230	5	\$ 10,450
Traffic Arrowboard	DPS	39-325	7	\$ 5,780
Traffic Arrowboard	DPS	39-326	7	\$ 5,780
Pickup 4wd w/Plow	DPS	39-575	7	\$ 51,080
Pickup 4wd w/Plow & Dump Body	Cemetery	39-589	6	\$ 41,540
Jeep Patriot FWD	DPS	39-582	7	\$ 25,130
GMC TS15653	Building	39-576	7	\$ 34,690
GMC Savanna	Facilities	39-574	7	\$ 29,500
2 WD EXT CAB PICKUP	Building	39-577	7	\$ 34,690
4X4 CREW CAB PICKUP	Building	39-578	7	\$ 34,500
GMC SIERRA 4X4 PICKUP w\ Plow	Parks - Borden	39-587	6	\$ 33,250
GMC SIERRA 4X4 PICKUP w\ Plow	Parks - Borden	39-588	6	\$ 33,250
GMC 4X4 EXTENDED CAB	Ordinance	39-545	10	\$ 31,020
VACTOR 2115 COMBINATION	DPS	39-546	10	\$ 577,050
TOTAL 2023 FLEET VEHICLE / EQUIPMENT COSTS:				\$1,030,920

2019-2024 Capital Improvement Plan Fleet Replacement Schedule

2024 FLEET EQUIPMENT PURCHASES BREAKDOWN				
VEHICLE TYPE	DEPARTMENT	VEHICLE #	REPLACEMENT CYCLE	ESTIMATED COST
Transmission Fluid Exchanger	<i>DPS - Fleet</i>	#1115	6	\$ 7,450
Finish Machine	<i>DPS - Fleet</i>	#902547	5	\$ 10,360
Zero-Turn Mower	<i>Parks - Borden</i>	#6832	4	\$ 13,800
Zero-Turn Mower	<i>Parks - Borden</i>	#6833	4	\$ 13,800
Slide IN Combination Unit	<i>DPS</i>	#6375	12	\$ 55,880
Slide IN Combination Unit	<i>DPS</i>	#6376	12	\$ 55,880
Four Mobile Lift Column	<i>DPS</i>	#6607	10	\$ 57,140
TIG Welder	<i>DPS - Fleet</i>	#6882	8	\$ 8,150
4X4 CREW CAB PICKUP	<i>Building</i>	39-590	7	\$ 37,820
Cargo Van	<i>DPS - Meters</i>	39-591	7	\$ 29,090
Cargo Van	<i>Facilities</i>	39-592	7	\$ 29,090
4X4 CREW CAB PICKUP	<i>DPS</i>	39-586	7	\$ 37,820
2 WD EXT CAB PICKUP	<i>Parks - Bloomer</i>	39-585	7	\$ 28,550
Pickup 4wd w\ Crane Body	<i>DPS</i>	39-593	7	\$ 63,850
Street Sweeper	<i>DPS</i>	39-029	7	\$ 355,710
GMC Cut Away Van/Cube w\ Interior Package	<i>DPS</i>	39-442	10	\$ 75,810
Tandem Axle Dump Truck	<i>DPS</i>	39-556	10	\$ 275,780
Tandem Axle Dump Truck	<i>DPS</i>	39-556	10	\$ 275,780
Tandem Axle Dump Truck	<i>DPS</i>	39-556	10	\$ 275,780
Tandem Axle Dump Truck	<i>DPS</i>	39-556	10	\$ 275,780
Freightliner	<i>DPS</i>	39-542	12	\$ 267,450
Freightliner	<i>DPS</i>	39-541	12	\$ 271,870
Freightliner	<i>DPS</i>	39-540	12	\$ 274,820
TOTAL 2024 FLEET VEHICLE / EQUIPMENT COSTS:				\$2,797,460

2019-2024 Capital Improvement Plan Fire Replacement Schedule

2019 FIRE DEPARTMENT VEHICLE & APPARATUS BREAKDOWN				
VEHICLE TYPE	DIVISION	VEHICLE #	REPLACEMENT CYCLE (Years)	ESTIMATED COST
Ladder Quint	Fire Suppression	<i>Ladder 3</i>	20	\$ 981,500
2019 TOTAL FIRE DEPARTMENT VEHICLE & APPARATUS COSTS:				\$ 981,500

2020 FIRE DEPARTMENT VEHICLE & APPARATUS BREAKDOWN				
VEHICLE TYPE	DIVISION	VEHICLE #	REPLACEMENT CYCLE (Years)	ESTIMATED COST
Pickup 4wd	Fire Suppression	<i>Utility 1</i>	10	\$ 51,250
Pickup 4wd	Fire Suppression	<i>Utility 3</i>	10	\$ 51,250
Pickup 4wd	Fire Suppression	<i>Utility 2</i>	10	\$ 51,250
Sport Utility 4wd	Fire Prevention	<i>Public Education</i>	10	\$ 39,000
Fire Safety Trailer	Fire Prevention	<i>Public Education</i>	15	\$ 75,000
2020 TOTAL FIRE DEPARTMENT VEHICLE & APPARATUS COSTS:				\$ 267,750

2021 FIRE DEPARTMENT VEHICLE & APPARATUS BREAKDOWN				
VEHICLE TYPE	DIVISION	VEHICLE #	REPLACEMENT CYCLE (Years)	ESTIMATED COST
None Scheduled				\$ -
2021 TOTAL FIRE DEPARTMENT VEHICLE & APPARATUS COSTS:				\$ -

2022 FIRE DEPARTMENT VEHICLE & APPARATUS BREAKDOWN				
VEHICLE TYPE	DIVISION	VEHICLE #	REPLACEMENT CYCLE (Years)	ESTIMATED COST
Rescue Pumper	Fire Suppression	<i>Engine 1</i>	15	\$ 640,000
Rescue Pumper	Fire Suppression	<i>Engine 4</i>	15	\$ 640,000
Ambulance	EMS	<i>Alpha 21</i>	6	\$ 330,000
Ambulance	EMS	<i>Alpha 22</i>	6	\$ 330,000
Ambulance	EMS	<i>Alpha 24</i>	6	\$ 330,000
Ambulance	EMS	<i>Alpha 23</i>	6	\$ 330,000
Ambulance	EMS	<i>Alpha 25</i>	6	\$ 330,000
2022 TOTAL FIRE DEPARTMENT VEHICLE & APPARATUS COSTS:				\$ 2,930,000

2023 FIRE DEPARTMENT VEHICLE & APPARATUS BREAKDOWN				
VEHICLE TYPE	DIVISION	VEHICLE #	REPLACEMENT CYCLE (Years)	ESTIMATED COST
None Scheduled				\$ -
2023 TOTAL FIRE DEPARTMENT VEHICLE & APPARATUS COSTS:				\$ -

2024 FIRE DEPARTMENT VEHICLE & APPARATUS BREAKDOWN				
VEHICLE TYPE	DIVISION	VEHICLE #	REPLACEMENT CYCLE (Years)	ESTIMATED COST
Sport Utility 4wd	Fire Suppression	<i>Battalion 1</i>	10	\$ 33,000
Sport Utility 4wd	Fire Suppression	<i>Inspector 2</i>	10	\$ 33,000
2024 TOTAL FIRE DEPARTMENT VEHICLE & APPARATUS COSTS:				\$ 66,000

**2019-2024 Capital Improvement Plan
Aggregate Spreadsheet**

Aggregate Spreadsheet (page #1)

**2019-2024 Capital Improvement Plan
Aggregate Spreadsheet**

Aggregate Spreadsheet (page #2)

2019-2024 Capital Improvement Plan CIP Schedule

- | | |
|-------------|---|
| January 16 | Planning Commission representative (at Planning Commission meeting) announces request for public submission of any eligible project. Project Application form will be available on City website for public. |
| January 22 | CIP Project Group receives CIP schedule and instructions.
Mayor or City Council representative (at City Council meeting) announces request for public submission of any eligible project. |
| February 23 | Deadline to submit new CIP project applications/re-evaluations. |
| March 20 | CIP Project group & CIP Policy group meeting (Q & A opportunity for CIP Policy group). |
| March 29 | CIP Project ratings due from Policy Group. |
| April 17 | Planning Commission Workshop and public hearing to review Draft 2019-2024 CIP and to provide an opportunity for public input. |

**2019-2024 Capital Improvement Plan
Notice of Public Hearing**



**NOTICE OF PUBLIC HEARING
ON THE PROPOSED
2019-2024 CAPITAL IMPROVEMENT PLAN
ROCHESTER HILLS PLANNING COMMISSION**

Notice is hereby given that the City of Rochester Hills Planning Commission will hold a Public Hearing at 1000 Rochester Hills Drive, Rochester Hills, Oakland County, Michigan 48309, on Tuesday, April 17, 2018 at 7:00 p.m. to receive public comments regarding the City of Rochester Hills 2018-2023 Capital Improvement Plan as a component of the City's Comprehensive Plan.

Information regarding the Capital Improvement Plan may be obtained from the Fiscal Department during regular business hours of 8:00 a.m. to 5:00 p.m., Monday through Friday, or by calling (248) 656-4660. Written comments concerning this matter will be received by the Planning and Economic Development Department prior to the Public Hearing or by the Planning Commission at the Public Hearing.

Deborah Brnabic, Chairperson
Rochester Hills Planning Commission

Note: Anyone planning to attend the meeting who has need of special assistance under the Americans Disabilities Act (ADA) is asked to contact the Facilities Division (248) 656-2560 forty-eight (48) hours prior to the meeting. Staff will be pleased to make the necessary arrangements.

Dated this 22nd day of March 2018
at Rochester Hills, Michigan.
Publish Monday, April 2, 2018

2019-2024 Capital Improvement Plan Capital Improvement Plan Review

2019-2024 Capital Improvement Plan / Projects Added			
		<i>Year</i>	
FA-02J	City Hall Compound Gate	2019	New Project Submittal
FA-05B	Van Hoosen Dairy Barn Generator	2019	New Project Submittal
FA-05C	Van Hoosen Museum Schoolhouse Siding Project	2019	New Project Submittal
FA-07C	Citywide HVAC Maintenance & Repairs Schedule	2019-2023	New Project Submittal
FA-07D	Energy Management Systems	2021	New Project Submittal
FA-12A	Sheriff Substation Water Heater	2021	New Project Submittal
FA-13M	Fire Station #1 Concrete Approach Replacement	2020	New Project Submittal
FA-13N	Fire Station Bay Heaters [Stations 1, 3 & 5]	2020	New Project Submittal
IS-04H	Scott Sight Thermal Imaging Camera	2019	New Project Submittal
LS-15	Bolinger Street SAD	2019-2020	New Project Submittal
LS-17	Michelson [West of John R] SAD	2019-2020	New Project Submittal
LS-18	Runyon Road Paving	2022-2023	New Project Submittal
MR-16C	Auburn Road [Rochester to Culbertson]	2019	New Project Submittal
MR-26G	Livernois Road [Avon to North of Walton]	2019	New Project Submittal
PK-05G	Basketball, Tennis and Pickle Ball Court Renovations	2020-2022	New Project Submittal
PW-13	Runyon Road Pathway	2022-2023	New Project Submittal
PW-14	Yates Park to North of Avon Pathway	2020-2021	New Project Submittal
SS-09	Livernois Sanitary Sewer Extension [North of Hamlin]	2022	New Project Submittal
SS-11	Oakland Macomb Interceptor Drain Improvements	2019-2023	New Project Submittal
WS-38	Springhill Subdivision Water Main Replacement	2021-2022	New Project Submittal
WS-39	Meter Test Bench Replacement	2019	New Project Submittal

2019-2024 Capital Improvement Plan Capital Improvement Plan Review

2019-2024 Capital Improvement Plan / Projects Deleted		
		<i>Reason Not Included</i>
FA-03G	Van Hoosen / Jones Cemetery: Pole Barn	Project Complete
MR-02J	Hamlin Road [City Limit to East of Adams Road]	Project Complete
PK-05F	Borden Park: Soccer Field Renovations	Project Complete
PK-06A	Paint Creek Trailway: Resurfacing Schedule	Defer to Pending
PK-07	Infield Groomer	Project Complete
PK-16	Yates Park: Parking Lot Rehabilitation	Project Deleted
PW-09A	Technology Drive Pathway [Auburn Road - 2,250' North]	Project Complete
SS-10B	Wimberly Drive: Sanitary Sewer Replacement	Project Complete
WS-17	Wayside Court: Water Main Extension	Defer to Pending
WS-37	Adams High School: Water Main Replacement	Project Complete

2019-2024 Capital Improvement Plan Capital Improvement Plan Review

2019-2024 Capital Improvement Plan / Project Timeline Changes			
		<i>Project Timelines:</i>	
		<i><u>Prior</u></i>	<i><u>Revised</u></i>
IS-16C	Electronic Plan Review Software	2018-2018	2019-2019
LS-05	Reuther Middle School Area Street Lighting	2018-2018	2019-2019
LS-06	Reuther Middle School Area Sidewalks	2018-2019	2019-2019
MR-03	Harding Avenue Rehabilitation	2018-2018	2019-2019
MR-28	John R Road Rehabilitation [Avon Road to Bloomer Road]	2021-2021	2020-2020
MR-46	Star Batt Reconstruction	2019-2020	2019-2019
MR-49C	Avon Road Widening [Princeton Avenue - Grovecrest Avenue]	2019-2020	2023-2024
PK-03F	Van Hoosen Museum: Equipment Barn Replacement	2018-2018	2019-2019
PW-01B	Crooks Road Pathway Gap [Clinton River - Bonnie Brae Street]	2018-2019	2020-2021
PW-06D	Auburn Pathway Gaps [Walbridge - Hickory Lawn]	2020-2021	2021-2022
PW-07C	Adams Road Pathway [Powderhorn Ridge Road - Tienken Road]	2019-2019	2022-2023
PW-07D	Adams Road @ Clinton River Trailway: Pathway Crossing	2019-2020	2020-2021
PW-11	Drexelgate Pathway Gap [Wexford Way - Rochester Road]	2021-2022	2023-2024
PW-21	East Nawakwa Pathway [Rochester Road - Joshua Drive]	2019-2020	2021-2022
PW-49A	Avon Road Pathway [LeGrande Boulevard - Cider Mill Boulevard]	2019-2020	2022-2023
PW-49C	Avon Road Pathway [Rainier Avenue - Bembridge Drive]	2019-2020	2023-2024
SS-30	Sewer Easement Machine	2018-2018	2019-2019
SW-08C	Clinton River: Natural Channel Restoration	2020-2022	2022-2024
SW-12	Watertowns Storm Water Improvements	2019-2019	2023-2023
SW-13	Storm Water BMP Retrofit	2020-2021	2022-2023
WS-08	Fieldstone & Ironstone: Water Main Replacement	2019-2019	2020-2020
WS-09	Flora Valley Court - River Bend Drive: Water Main Connection	2021-2021	2022-2022
WS-16	Bedfordt Square Apartments/Tienken Court: Water Main Replacement	2018-2019	2019-2019
WS-34	Glidewell Subdivision: Water Main Replacement	2018-2019	2021-2021

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