

# City of Rochester Hills Local Road Policy

## Purpose and Intent

*The purpose of the City of Rochester Hills' Local Road Improvement Policy is to manage the infrastructure of the local road system to preserve and enhance property values, maintain safe neighborhoods and sustain the quality of life for the residents of our City.*

### *Intent:*

1. *Secure a dedicated funding source for local road maintenance.*
2. *Rehabilitate and maintain paved local roads.*
3. *Encourage residents to pave gravel roads by capping the paving cost.*
4. *Consolidate infrastructure improvements to reduce the cost of road projects.*

Each project will be evaluated independently to determine how its unique condition will impact design considerations. In general, the following guidelines will be followed in design and construction of local roads.

### Paving of Gravel Roads

- In general, roads shall consist of a 22' wide asphalt road, grass shoulders and an open ditch drainage system in accordance with City of Rochester Hills standards and specifications for paving.
- Improvements shall be provided through special assessment process as defined in City Ordinance 6-12 (Special Assessments).
- The cost to the property owner shall be capped at \$4,000 per buildable lot (existing and/or potential) for paving to current minimum standards. Additional improvements or work deemed aesthetic in nature by the property owner will be assessed for 100% of the cost to property owners and shall be applied in addition to the assessment cap.
- Water and/or Sewer and/or Storm Sewer Installation Prior to or in conjunction with Paving Improvement

If recommended by the Department of Public Service and determined to be in the best interests of the residents and City, the City Council may require the installation of water and/or sewer and/or storm sewer prior to or in conjunction with the actual paving improvement.

- Citizen Initiative Petitions

The City Council encourages citizens' initiative pursuant to the Special Assessment District Ordinance, Chapter 6-12 of the Code of Ordinances, to improve and upgrade their local roads.

- Priority of Projects

Special assessment projects for which plans have been designed will be considered for first priority.

If there are no existing plans for a project, special assessment projects generally will be taken in order of the filing date of valid and sufficient petitions.

- Rehabilitation of Paved Roads

- It is the intent of the City to maintain and preserve the general character of the neighborhood when rehabilitating and/or replacing existing paved roads. However, specific circumstances may require a change to conditions in order to address system deficiencies or other concerns:

- Asphalt roads shall be replaced with asphalt.
- Concrete roads shall be replaced with concrete to the extent that construction staging, access to property for residents and vital services, as well as other difficulties associated with concrete construction can be addressed. Asphalt may be provided in the event that the above cannot economically or feasibly be accomplished.
- The type of drainage system (either open-ditch or curb/gutter/catch basins) will not change. Specific circumstances may necessitate installation of an open ditch where had previously not existed or had been enclosed. Installation of curbing or storm sewer in locations deemed necessary by the City may be required to address grading, drainage or other topographical concerns.
- Rehabilitation priorities shall be determined by application of a Pavement Management System and other applicable criteria.

- Maintenance of Local Roads

- Maintenance of the paved local road infrastructure shall be performed in a manner to preserve roads in an acceptable condition. As deficient roadway segments are improved to an acceptable condition, those segments shall also be maintained to preserve and enhance their condition throughout their service life.
- As City policy is to encourage the paving of gravel roads, gravel roads shall continue to be maintained in their current condition. This program is not designed to make infrastructure improvements to upgrade the condition of existing gravel roads.