

# City of Rochester Hills, Michigan

## 2025 - 2030 Capital Improvement Plan

Proposed April 16, 2024



# 2025-2030 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	LDFA Master Plan

## **2025-2030 Capital Improvement Plan CIP Process**

### **CIP Process**

Preparation of the CIP is done under the authority of the Municipal Planning Commission Act (PA 33 of 2008). 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 2025-2030 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.

## 2025-2030 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:

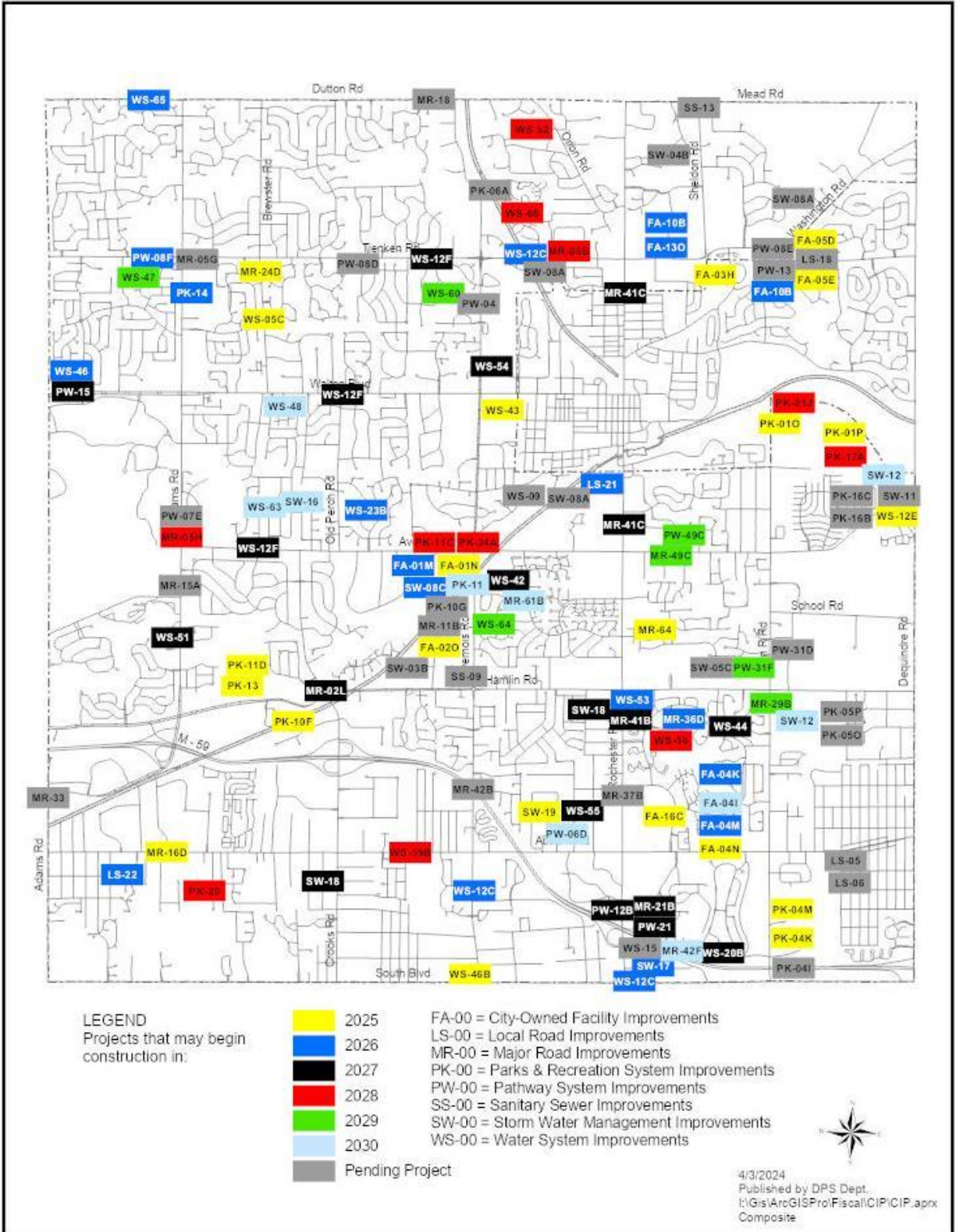
1. Any construction of a new facility (i.e., major/local roadways, water/sanitary sewer mains, storm water management, pathways\*, recreational facilities, or public buildings), an addition to, or extension of such a facility, provided that the cost is \$25,000 or more and that the improvement will have 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.

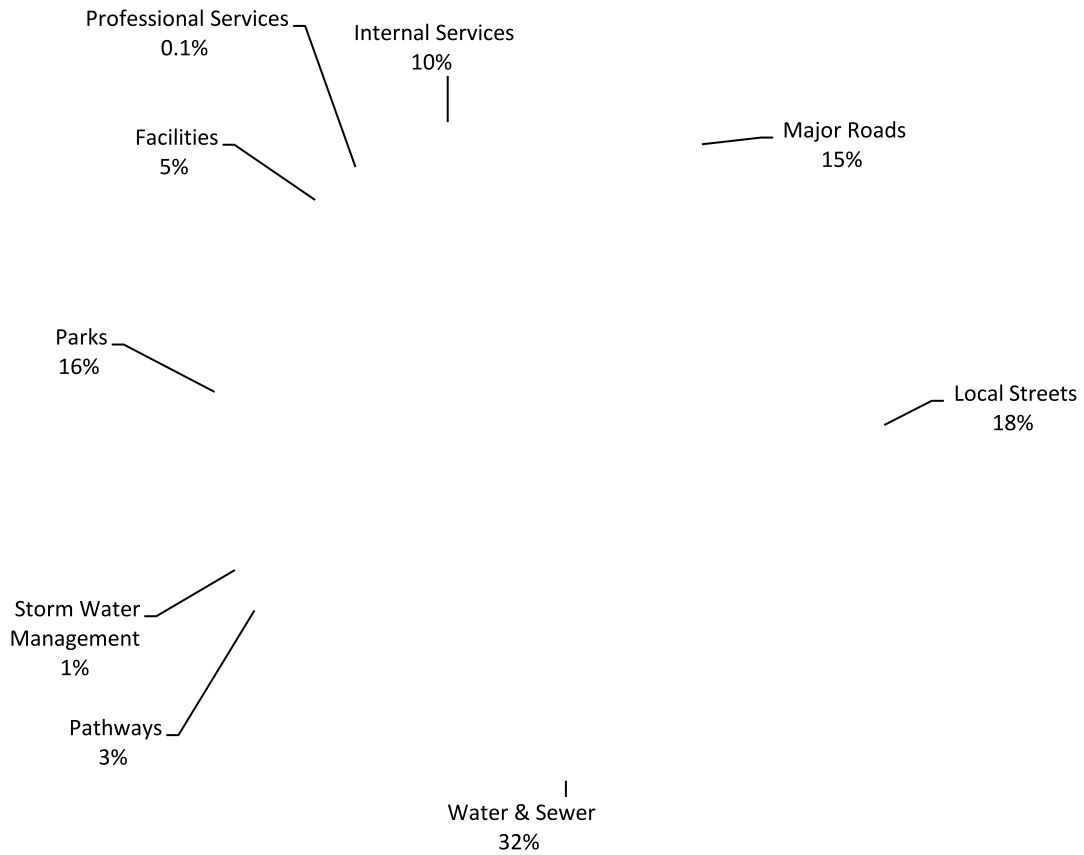
\*\* = Note: Land acquisition funded by the Green Space Preservation millage has not been included in the CIP process

*Adopted March 10, 1997 by the CIP Policy Group  
Revised February 25, 2011 by the CIP Policy Group*

# 2025-2030 Capital Improvement Plan Aggregate Citywide Project Locations



## 2025-2030 Capital Improvement Plan Aggregate City Share Summary



2025-2030 CIP City Share Breakdown		
Major Roads	\$ 31,153,470	15%
Local Streets	\$ 36,958,120	18%
Water & Sewer	\$ 66,159,820	32%
Pathways	\$ 6,519,500	3%
Storm Water Management	\$ 2,215,620	1%
Parks	\$ 33,060,000	16%
Facilities	\$ 9,832,984	5%
Professional Services	\$ 300,000	0.1%
Internal Services	\$ 19,729,600	10%
	<b>\$ 205,929,114</b>	



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## **2025-2030 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.

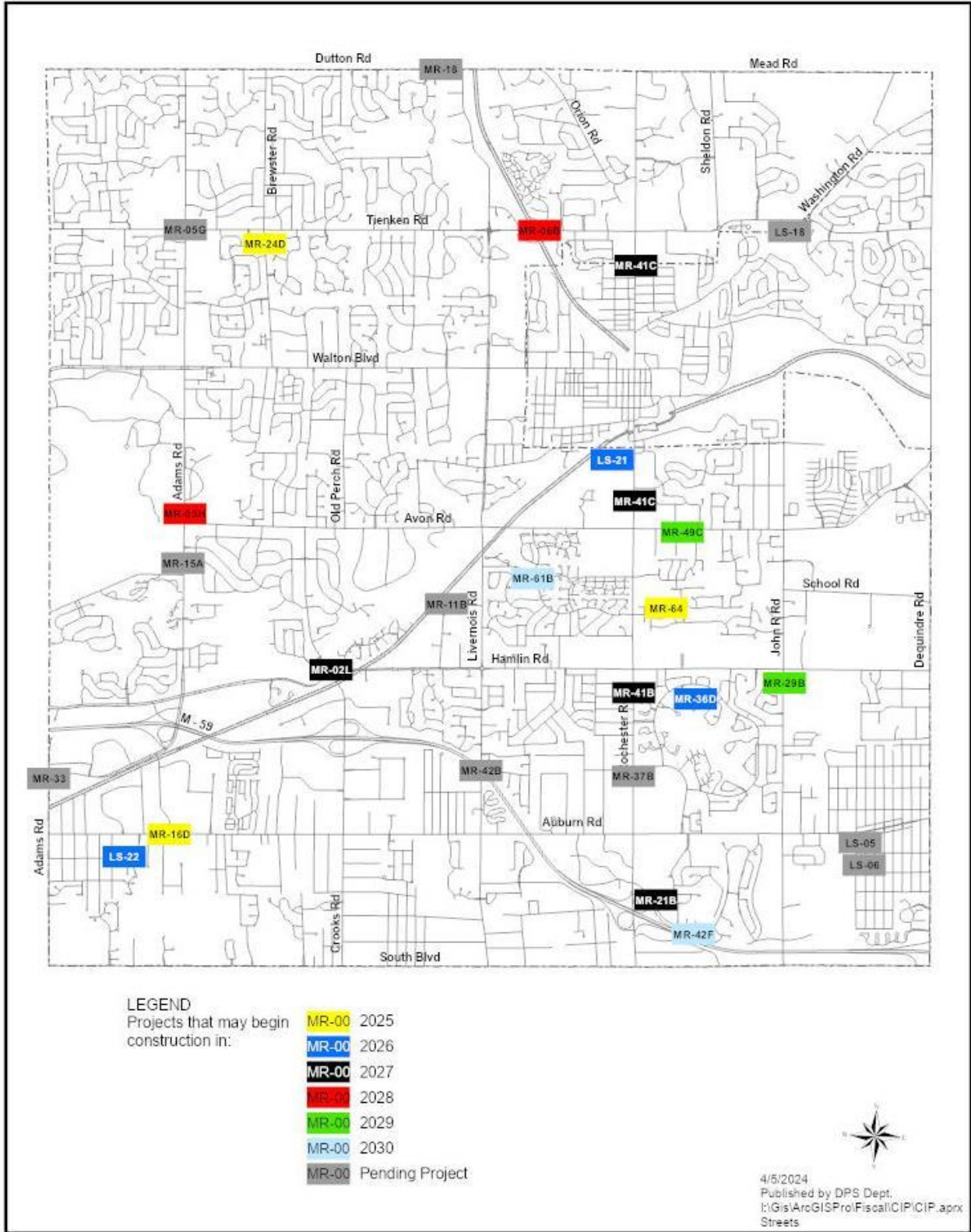
In 1998, the Planning Commission adopted the Master Thoroughfare Plan to provide a better understanding of current and projected traffic trends in the community, using traffic forecasts through the year 2015. This plan presented a comprehensive program of solutions to address the problems identified by the traffic forecasts. Components of the plan have been incorporated into the Capital Improvement Plan. An update to the plan began in 2019 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 January 25, 2021.

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 49-miles of major roads, 219-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.



# 2025-2030 Capital Improvement Plan Street Improvements



## 2025-2030 Capital Improvement Plan Street Improvements

<b>MR-01A</b>	<b>Major Road System: Rehabilitation Program</b>		
<b>2025-2030</b>			
<b>Estimated City Cost:</b>		<b>\$3,575,000</b>	<b>Estimated City Share:</b>
			<b>100%</b>
<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 \$575,000 for 2025 and \$600,000 per year after and is on-going.</p>			

<b>MR-02L</b>	<b>**Hamlin Road Near Crooks Road Reconstruction**</b>		
<b>Estimated Total Project:</b>		<b>\$640,000</b>	<b>2026-2027</b>
<b>Estimated City Cost:</b>		<b>\$640,000</b>	<b>Estimated City Share:</b>
			<b>100%</b>
<p>The reconstruction of approximately 600 feet of Hamlin Road from 140-feet west of Crooks Road and 400-feet east of Crooks Road. The PASER rating for the two (2) east bound lanes is a 3 - Poor which requires a pavement reconstruction strategy of complete removal and replacement of the existing concrete pavement, including edge drain, aggregate base, ADA ramps and base repairs. Construction is proposed to begin in 2027.</p>			

<b>MR-05H</b>	<b>Adams Road Widening [Hamlin Road to Walton Boulevard]</b>		
<b>Estimated Total Project:</b>		<b>\$48,853,600</b>	<b>2020-2028</b>
<b>Estimated City Cost:</b>		<b>\$4,885,360</b>	<b>Estimated City Share:</b>
			<b>10%</b>
<p>Adams Rd widening project from just north of Hamlin Rd to Walton Blvd, including completing existing pathway gaps. Both NB and SB directions will include 2 thru lanes of traffic, and may incorporate roundabouts, narrow medians, traffic signals and 5 lane road sections along corridor. The final road cross-section(s) will be developed thru the Environmental Assessment (EA) process. This is a Road Commission of Oakland County project and is dependent on receiving the BUILD Grant from the U.S. Department of Transportation.</p>			

<b>MR-06B</b>	<b>Tienken Road @ Kings Cove Traffic Signal Upgrade</b>		
<b>Estimated Total Project:</b>		<b>\$98,000</b>	<b>2027-2028</b>
<b>Estimated City Cost:</b>		<b>\$98,000</b>	<b>Estimated City Share:</b>
			<b>100%</b>
<p>Upgrade traffic signal at Tienken Road and Kings Cove Drive to include a dedicated left turn arrow when exiting Tienken Road onto Kings Cove Drive. Construction is proposed to begin in 2028.</p>			

\*\* = New project to the 2025-2030 CIP

**2025-2030 Capital Improvement Plan  
Street Improvements**

<b>MR-12</b>	<b>Major Road System: Traffic Calming Program</b>		
<b>Estimated Total Project:</b>	<b>\$120,000</b>	<b>2025-2030</b>	
<b>Estimated City Cost:</b>	<b>\$60,000</b>	<b>Estimated City Share:</b>	<b>50%</b>
<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>			

<b>MR-16D</b>	<b>Auburn Road @ Technology Drive Traffic Signal Replacement</b>		
<b>Estimated Total Project:</b>	<b>\$373,750</b>	<b>2024-2025</b>	
<b>Estimated City Cost:</b>	<b>\$373,750</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>Upgrade the existing traffic signal from a single span wire to a box-span configuration. Existing signal is over 25 years old and is in need of a modernization upgrade. The concrete pavement surrounding the embedded pavement loops is in poor condition and in need of replacement as well. This is located in MDOT's right-of-way via permit. Construction is proposed to begin in 2025.</p>			

<b>MR-21B</b>	<b>East Nawakwa Road Rehabilitation [Rochester Road – Joshua Drive]</b>		
<b>Estimated Total Project:</b>	<b>\$885,500</b>	<b>2026-2027</b>	
<b>Estimated City Cost:</b>	<b>\$885,500</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>The proposed project involves resurfacing approximately 4,200 feet of existing asphalt roadway surface with 2-inches of HMA along the segment of Nawakwa Road between Rochester Road and Joshua Drive. The 2019 City PASER Rating was a 5 (FAIR) out of a scale of 10. The proposed pavement strategy is a 2.0-inch HMA mill and overlay (final determination upon geotechnical testing and recommendation) with selective base repairs as deemed necessary. Operating costs are anticipated to decrease by \$2,500 per year due to rehabilitation. Construction is planned to begin in 2027 and coordinate with PW-21 and WS-20B.</p>			

<b>MR-24D</b>	<b>Brewster Road Rehabilitation [Walton Boulevard to Dutton Road]</b>		
<b>Estimated Total Project:</b>	<b>\$3,300,000</b>	<b>2024-2025</b>	
<b>Estimated City Cost:</b>	<b>\$3,300,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>Rehabilitate approximately 11,000 feet of HMA along the segment of Brewster Road between Walton Boulevard and Dutton Road. The existing road is variable width ranging from 27 foot wide from edge of pavement to edge of pavement with curb and gutter. The proposed pavement strategy is a 3.5-inch HMA mill and overlay (final determination upon geotechnical testing and recommendation) with selective base</p>			

\*\* = New project to the 2025-2030 CIP

**2025-2030 Capital Improvement Plan  
Street Improvements**

repairs as deemed necessary. Construction is proposed to begin in 2025. This project coordinates with WC-05C.

<b>MR-27</b>	<b>Major Road System: Bridge Rehabilitation Program</b>		
	<b>2025-2030</b>		
	<b>Estimated City Cost:</b>	<b>\$345,000</b>	<b>Estimated City Share:</b> <b>100%</b>
<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>			

<b>MR-29B</b>	<b>John R Road Rehabilitation [Avon Road to Auburn Road]</b>		
	<b>Estimated Total Project:</b>	<b>\$4,000,000</b>	<b>2026-2027</b>
	<b>Estimated City Cost:</b>	<b>\$4,000,000</b>	<b>Estimated City Share:</b> <b>100%</b>
<p>Rehabilitate approximately 11,000 feet of HMA along the segment of John R Road between Avon Road and Auburn Road. The existing road is variable width ranging from 24 foot to 56 foot wide from edge of pavement to edge of pavement, curb and gutter, roadside ditches, and 3-foot shoulders. The 2019 City PASER Rating was a 5 out of a scale of 10. The proposed pavement strategy is installing a continuous center left turn lane and a 6-inch HMA mill and overlay (final determination upon geotechnical testing and recommendation) with selective base repairs as deemed necessary. Construction is proposed to begin in 2027 and coordinates with PW-31F.</p>			

<b>MR-36D</b>	<b>Hampton Circle Rehabilitation</b>		
	<b>Estimated Total Project:</b>	<b>\$5,875,000</b>	<b>2025-2026</b>
	<b>Estimated City Cost:</b>	<b>\$5,875,000</b>	<b>Estimated City Share:</b> <b>100%</b>
<p>Rehabilitate approximately 11,300 feet of HMA along the segment of Hampton Circle. The existing road is 36 foot wide from edge of pavement to edge of pavement with curb and gutter. The 2019 City PASER Rating was a 5 out of a scale of 10. The proposed pavement strategy is a 3.5-inch HMA mill and overlay (final determination upon geotechnical testing and recommendation) with selective base repairs as deemed necessary. Construction is proposed to begin in 2026.</p>			

<b>MR-41B</b>	<b>**Rochester Road Rehabilitation [M-59 to Avon]**</b>		
	<b>Estimated Total Project:</b>	<b>\$18,700,000</b>	<b>2026-2027</b>
	<b>Estimated City Cost:</b>	<b>\$2,337,500</b>	<b>Estimated City Share:</b> <b>12.5%</b>

\*\* = New project to the 2025-2030 CIP

## 2025-2030 Capital Improvement Plan Street Improvements

The Michigan Department of Transportation (MDOT) is proposing to resurface Rochester Road (M-150) between M-59 and Avon. The work is approximately 2.8 miles of asphalt mill and resurfacing and also includes areas of full-depth concrete repairs, signing and pavement markings, storm water system drainage improvements and traffic signal upgrades. The City is expected to pay a local share since we are an Act 51 participating community. Construction is proposed to begin in 2027.

MR-41C	**Rochester Road Rehabilitation [Avon to Clinton River; Paint Creek to Tienken]**		
<b>Estimated Total Project:</b>	<b>\$20,937,000</b>	<b>2026-2027</b>	
<b>Estimated City Cost:</b>	<b>\$1,483,720</b>	<b>Estimated City Share:</b>	<b>12.5%</b>
<p>The Michigan Department of Transportation (MDOT) plans to reconstruct Rochester Road (M-150) between Avon and Tienken Road. The project also proposes work on the bridge crossing the Clinton River. Total length of the proposed work is 1.464 miles and includes work related to road reconstruction, traffic signals, pavement markings, storm water drainage improvements, sidewalk, ADA ramps, lighting and signal operations equipment. The City is expected to pay a local share since we are an Act 51 participating community. The bridge is in the City of Rochester. Construction is proposed to begin in 2027.</p>			

MR-42F	**M-59 Sound Barrier Maintenance**		
<b>Estimated Total Project:</b>	<b>\$500,000</b>	<b>2030-2030</b>	
<b>Estimated City Cost:</b>	<b>\$500,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>The two existing noise barriers constructed by the Michigan Department of Transportation (MDOT) in 2011 that parallel M-59 are looking dirty along the road side and being impacted by adjacent vegetation growth on the resident side. This project will provide funding to hire a contractor to clean the road side of the barrier and remove vegetation and trees on the back side of the two walls. Although MDOT is responsible for the road side maintenance of the M-59 noise barriers per the construction agreement, it is low to no priority for MDOT. Thus, Rochester Hills has elected to perform the cleaning for a better visual and it is unlikely that MDOT would contribute any funding. Cleaning is proposed to begin in 2030.</p>			

MR-49C	Avon Road Widening [Princeton Avenue – Grovecrest Avenue]		
<b>Estimated Total Project:</b>	<b>\$1,266,750</b>	<b>2028-2029</b>	
<b>Estimated City Cost:</b>	<b>\$422,250</b>	<b>Estimated City Share:</b>	<b>33%</b>
<p>Widen approximately 1,300 feet of Avon Road between Princeton Avenue and Grovecrest Avenue to accommodate an 11-foot-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 2029.</p>			

\*\* = New project to the 2025-2030 CIP

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<b>MR-61B</b>	<b>Drexelgate Parkway Rehabilitation [Livernois to Dancer]</b>		
<b>Estimated Total Project:</b>	<b>\$1,897,500</b>	<b>2025-2026</b>	
<b>Estimated City Cost:</b>	<b>\$1,897,500</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>On Drexelgate, the road segment from Livernois Rd to Dancer Dr will be resurfaced (3,350 feet in length). Existing pavement cross-section 9-inch 21AA aggregate base over 4-inch-thick Hot Mixed Asphalt (HMA). The proposed pavement cross-section is 7-inch 21AA aggregate base over 6-inch thick HMA with select concrete curb and gutter replacement. Existing 2022 PASER Rating is 6. Construction is proposed to begin in 2026.</p>			

<b>MR-64</b>	<b>**Eddington Blvd Reconstruction [Farnborough to Windrift]**</b>		
<b>Estimated Total Project:</b>	<b>\$900,000</b>	<b>2025-2025</b>	
<b>Estimated City Cost:</b>	<b>\$900,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>The project includes the reconstruction of approximately 1,000 feet of Eddington Boulevard from Farnborough Dr to Windrift Lane. The PASER rating for this segment is a 3 - Poor which requires a pavement reconstruction strategy of complete removal and replacement of the existing concrete pavement, including edge drain, aggregate base, and undercuts. In addition, there are three (3) speed humps along this segment that are in poor condition and will be removed and replaced. Construction is proposed to begin in 2025.</p>			

<b>LS-01</b>	<b>Local Street System: Rehabilitation Program</b>		
	<b>2025-2030</b>		
<b>Estimated City Cost:</b>	<b>\$35,300,620</b>	<b>Estimated City Share:</b>	<b>100%</b>
<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 each year and is on-going.</p>			

<b>LS-12</b>	<b>Local Street System: Traffic Calming Program</b>		
<b>Estimated Total Project:</b>	<b>\$300,000</b>	<b>2025-2030</b>	
<b>Estimated City Cost:</b>	<b>\$150,000</b>	<b>Estimated City Share:</b>	<b>50%</b>
<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</p>			

\*\* = New project to the 2025-2030 CIP

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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.

LS-21	<b>**Childress Paving (SAD)**</b>		
<b>Estimated Total Project:</b>	<b>\$637,500</b>	<b>2026</b>	
<b>Estimated City Cost:</b>	<b>\$150,000</b>	<b>Estimated City Share:</b>	<b>25%</b>
<p>Pave approximately 750-feet of Childress Avenue and Enid Drive in accordance with the Rochester Hills Special Assessment District (SAD) gravel to pavement road policy. Childress currently has 9 property owners. The City's portion fluctuates with the April CPI each year. For 2024, City portion is approximately \$15,000 per parcel. Construction is planned for 2026.</p>			

LS-22	<b>**Dunning E of Eastwood Paving (SAD)**</b>		
<b>Estimated Total Project:</b>	<b>\$382,500</b>	<b>2026</b>	
<b>Estimated City Cost:</b>	<b>\$150,000</b>	<b>Estimated City Share:</b>	<b>40%</b>
<p>Pave approximately 450-feet of Dunning Road east of Eastwood Drive in accordance with the Rochester Hills Special Assessment District (SAD) gravel to pavement road policy. This portion of Dunning currently has 9 property owners. The City's portion fluctuates with the April CPI each year. For 2024, City portion is approximately \$15,000 per parcel. Construction is planned for 2026.</p>			

\*\* = New project to the 2025-2030 CIP

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# 2025-2030 Capital Improvement Plan City Map – Major Road Conditions



**2023 MAJOR ROAD CONDITIONS  
(PUBLIC PAVED ROADS)**

**1-4 (Poor)**

— Asphalt	10.30 mi	> 23.4%
— Concrete	0.75 mi	

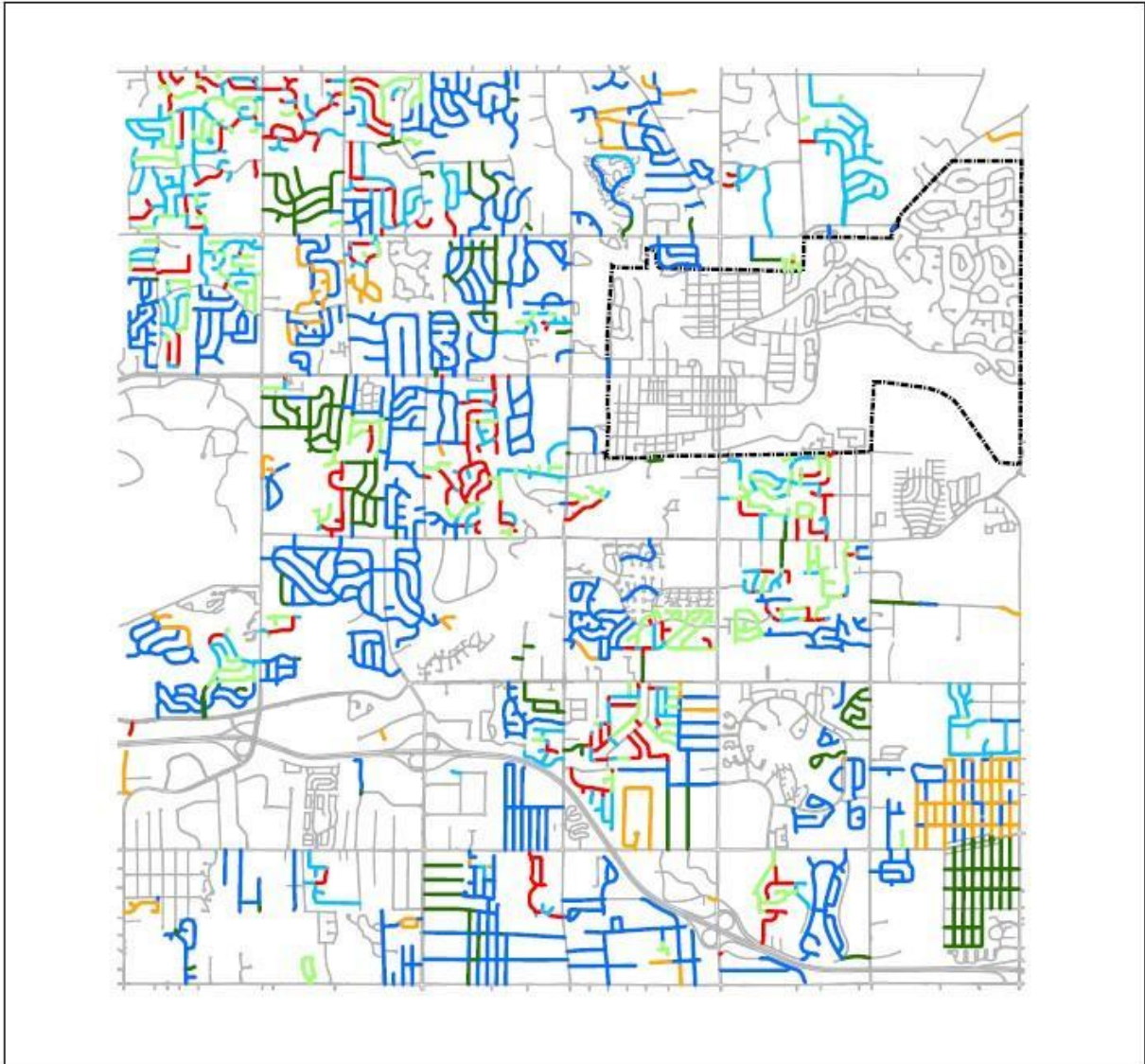
**5-7 (Fair)**

— Asphalt	10.71 mi	> 37.8%
— Concrete	7.06 mi	

**8-10 (Good)**

— Asphalt	11.48 mi	> 38.8%
— Concrete	6.81 mi	
	47.11 mi	

**2025-2030 Capital Improvement Plan  
City Map – Local Street Conditions**



**2023 LOCAL ROAD CONDITIONS  
(PUBLIC PAVED ROADS)**

**1-4 (Poor)**

Asphalt	13.88 mi	}	16.7%
Concrete	19.24 mi		

**5-7 (Fair)**

Asphalt	89.56 mi	}	60.3%
Concrete	30.38 mi		

**8-10 (Good)**

Asphalt	24.15 mi	}	23.0%
Concrete	21.82 mi		
			199.017

## 2025-2030 Capital Improvement Plan

2023 = 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
Adele Ct	Dover	Adele Ct	4: Poor	391	Concrete
Ansai		Lake Forest	3: Poor	195	Concrete
Apple Hill Ln	Peach Tree Ln	Apple Orchard Ln	4: Poor	919	Asphalt
Arms Ct	Thames Dr	Dead End or Start	4: Poor	618	Concrete
Avoncrest Dr		Dead End or Start	4: Poor	180	Concrete
Balmoral Blvd	Thatcher Dr & Thatcher Ct	Butler Rd	4: Poor	269	Asphalt
Baylor		Campus	4: Poor	697	Concrete
Baypoint Dr		Doral Dr	4: Poor	169	Concrete
Beacon Hill Dr			4: Poor	275	Concrete
Beacon Hill Dr		Beacon Hill Ct	4: Poor	227	Concrete
Beechcrest	Adams Rd	Paddington Ct	3: Poor	475	Asphalt
Beechcrest	Paddington Ct	Thornberry Ct	4: Poor	850	Asphalt
Bembridge Dr			3: Poor	195	Concrete
Berry Nook Ln	Whitney Dr & Arlington Dr	Bloomer	3: Poor	322	Concrete
Bridget	Dawes	Clovelly	4: Poor	776	Asphalt
Brilliance	Empire Dr	Honor Dr	3: Poor	486	Concrete
Broadmoor Dr	Broadmoor Ct	Steamboat Springs Dr	4: Poor	602	Asphalt
Bromley Ln	N Kilburn Rd	Chelsea Ct	4: Poor	259	Concrete
Bromley Ln	Chelsea Ct	Dead End or Start	4: Poor	275	Concrete
Brompton Rd	Lexham Ln	Fulham Ct	4: Poor	1,125	Concrete
Brompton Rd	Fulham Ct	Brompton Rd &	4: Poor	227	Concrete
Brompton Rd	Brompton Ct	S Livernois Rd & Sierra	3: Poor	539	Concrete
Brunswick	Dover	Adele Ct	4: Poor	290	Concrete
Burlington Dr	Salem Dr		3: Poor	95	Concrete
Buttercup Dr	Daylily Dr	Goldenrod Dr	4: Poor	935	Concrete
Buttercup Dr	Goldenrod Dr	Vardon St	4: Poor	697	Concrete
Cal Ave	Gerald	Melvin	4: Poor	333	Asphalt
Cal Ave	Melvin	Hessel	4: Poor	327	Asphalt
Cal Ave	Hessel	Durham Rd & Dequindre	4: Poor	338	Asphalt
Cal Ave	Culbertson	Emmons	3: Poor	285	Asphalt
Cal Ave	Longview	Harrison	4: Poor	317	Asphalt
Campus	Campus Ct	Baylor	4: Poor	840	Concrete
Carter	Washington Rd	Dequindre Rd	4: Poor	1,383	Asphalt
Catalpa	Red Oak & Catalpa		4: Poor	132	Concrete
Cattail Cir	Lagoon Dr	Lagoon Dr	4: Poor	935	Asphalt
Cedar Shake Dr	Falcon Dr & Firewood Dr		3: Poor	1,135	Concrete
Cedar Shake Dr	Falcon Dr & Firewood Dr		4: Poor	32	Concrete
Cedar Shake Dr		Dead End or Start	4: Poor	502	Concrete
Chaffer Dr	Royal Doulton Blvd & Chaffer Dr		4: Poor	42	Concrete
Chaffer Dr	Royal Doulton Blvd & Cobridge		3: Poor	444	Concrete
Chaffer Dr	Aynsley Dr	Wedgewood Dr	3: Poor	713	Concrete
Chelsea Ct	Bromley Ln	Dead End or Start	3: Poor	222	Concrete
Cherry Tree Ln	Peach Tree Ln	Apple Orchard Ln	4: Poor	993	Asphalt
Cherry Tree Ln	Apple Orchard Ln	Cherry Tree Ct	4: Poor	549	Asphalt
Clear Creek	Docile	Sheldon Rd	4: Poor	554	Concrete
Clopton Brg	W Tienken Rd	Chippenham Chase	4: Poor	343	Concrete
Clovelly	Frankson	Weaverton	4: Poor	333	Asphalt
Clovelly	Weaverton	Bridget	4: Poor	322	Asphalt
Clovelly	Bridget	Culbertson	4: Poor	338	Asphalt
Clovelly	Culbertson	Emmons	4: Poor	327	Asphalt
Clovelly	Emmons	Longview	4: Poor	333	Asphalt

## 2025-2030 Capital Improvement Plan

2023 = Local Streets in Poor Condition (PASER Rating between 1 - 4)					
Street	From	To	PASER Rating	Length (Feet)	Pavement Surface
Clovelly	Longview	Harrison	4: Poor	327	Asphalt
Clovelly	Eastern	Gerald	4: Poor	333	Asphalt
Clovelly	Gerald	Melvin	4: Poor	327	Asphalt
Clovelly	Melvin	Hessel	4: Poor	327	Asphalt
Clovelly	Hessel	Dequindre Rd	3: Poor	338	Asphalt
Cobridge Dr	Cobridge Ct	Baroque Ct	4: Poor	280	Concrete
Corbin		Kentucky Dr	4: Poor	143	Concrete
Courtfield	Lexham Ln		3: Poor	391	Concrete
Courtfield		Lexham Ln	4: Poor	908	Concrete
Crestline		Parkland Dr	4: Poor	153	Concrete
Culbertson	E Auburn Rd	Dawes	3: Poor	190	Asphalt
Culbertson	E Auburn Rd	Dawes	4: Poor	649	Asphalt
Culbertson	Dawes	Clovelly	4: Poor	776	Asphalt
Culbertson	Clovelly	Morley	4: Poor	781	Asphalt
Culbertson	Frankson	Cal Ave	4: Poor	253	Asphalt
Cypress		Sumac Dr	3: Poor	53	Concrete
Dakota Dr	E Avon Rd	Seabrook Dr	4: Poor	269	Concrete
Dakota Dr	Dakota Ct	Gallaland	4: Poor	797	Concrete
Dalton Dr	Arlington Dr	Hadley Rd	4: Poor	1,241	Concrete
Dawes	Weaverton	Bridget	4: Poor	333	Asphalt
Dawes	Bridget	Culbertson	4: Poor	327	Asphalt
Dawes	Culbertson	Emmons	4: Poor	338	Asphalt
Dawes	Emmons	Longview	4: Poor	333	Asphalt
Dawes	Longview	Harrison	4: Poor	327	Asphalt
Dawes	Harrison	Eastern Rd	4: Poor	327	Asphalt
Dawes	Eastern Rd	Gerald	4: Poor	333	Asphalt
Dawes	Gerald	Melvin	3: Poor	327	Asphalt
Dawes	Melvin	Hessel	4: Poor	333	Asphalt
Dawes	Hessel	Dequindre Rd	4: Poor	333	Asphalt
Dawson Dr	Cumberland Dr	Highsplint Dr	4: Poor	348	Concrete
De Guise Ct	Ronnoco Rd	Dead End or Start	4: Poor	634	Asphalt
Devonwood		Foresthill Dr	3: Poor	333	Concrete
Devonwood	Foresthill Dr	Hillcrest Dr	4: Poor	1927	Concrete
Dressler Ln	Danbury	Morningside	4: Poor	1209	Asphalt
Eastern	Dead End or Start	Morley	4: Poor	660	Asphalt
Eastern	Morley	Cal Ave	4: Poor	771	Asphalt
Edinborough Dr		Salem Dr	4: Poor	1014	Concrete
Elkhorn Dr	Torrent Ct		3: Poor	100	Concrete
Elkhorn Dr			3: Poor	121	Concrete
Emmons	Clovelly	Morley	4: Poor	776	Asphalt
Emmons	Morley	Cal Ave	4: Poor	766	Asphalt
Englewood Dr			2: Poor	48	Concrete
Essex Dr		Eddington	4: Poor	428	Concrete
Essex Dr	Essex	Essex	3: 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		Spartan Ct & Spartan Dr	4: Poor	180	Concrete
Fair Oak Dr	Yale Ct	Dead End or Start	4: Poor	190	Concrete
Fawn Ct	Stag Rdg	Dead End or Start	4: Poor	201	Concrete
Flanders Dr	Highsplint Dr		3: Poor	671	Concrete
Forest View Ct	Woodfield Way	x	3: Poor	116	Concrete

## 2025-2030 Capital Improvement Plan

2023 = Local Streets in Poor Condition (PASER Rating between 1 - 4)					
Street	From	To	PASER Rating	Length (Feet)	Pavement Surface
Forester Blvd	Adams Rd	Old Adams Rd	3: Poor	280	Asphalt
Foresthill Dr	Devonwood		3: Poor	132	Concrete
Fox Woods Ln	Woodfield Way	Fox Wood	3: Poor	211	Concrete
Frankson	E Auburn Rd	Dawes	4: Poor	850	Asphalt
Frankson	Dawes	Clovelly	4: Poor	776	Asphalt
Frankson	Clovelly	Morley	4: Poor	781	Asphalt
Gallaland	Dakota Dr		4: Poor	275	Concrete
Gallaland	Dakota Dr	Pioneer Dr	4: Poor	227	Concrete
Gallaland	Pioneer Dr	Dead End or Start	3: Poor	285	Concrete
Gerald	Dawes	E Auburn Rd	4: Poor	306	Asphalt
Gerald	Clovelly	Dawes	4: Poor	781	Asphalt
Gerald	Morley	Clovelly	4: Poor	781	Asphalt
Gerald	Cal Ave	Morley	4: Poor	755	Asphalt
Gerald	Cal Ave	Morley	4: Poor	11	Asphalt
Glenbrooke Ct	Fielding Dr	Dead End or Start	4: Poor	253	Concrete
Goldenrod Dr	Buttercup Dr	Primrose Dr	4: Poor	692	Concrete
Grosvenor Dr	intersection bad	Harvard Dr	3: Poor	37	Concrete
Grosvenor Dr		Thames Dr	4: Poor	148	Concrete
Grovecrest	E Avon Rd	Slumber	3: Poor	829	Concrete
Harlan Ct	Warrington Rd	Flanders Dr	4: Poor	296	Concrete
Harrington	W Auburn Rd		4: Poor	132	Asphalt
Harrington		Sarsfield	4: Poor	2371	Asphalt
Harrington		Dead End or Start	3: Poor	517	Asphalt
Harrison	E Auburn Rd	Dawes	4: Poor	444	Asphalt
Harrison	Dawes	Clovelly	4: Poor	781	Asphalt
Harrison	Morley	Cal Ave	4: Poor	16	Asphalt
Harvard Dr	Grosvenor Dr	intersection Harvard	3: Poor	32	Concrete
Hathaway Rising	Chippenham Chase	Rancroft Beat	3: Poor	1389	Concrete
Hathaway Rising	Chevy Circuit	Lomas Verdes	4: Poor	438	Concrete
Hazelton	South Blvd W	Grace	4: Poor	845	Asphalt
Heidelberg Dr	Cambridge	Dead End or Start	3: Poor	1082	Asphalt
Hessel	E Auburn Rd	Dawes	4: Poor	375	Asphalt
Hessel	Dawes	Clovelly	4: Poor	776	Asphalt
Hidden Valley Dr	Snowmass Dr	Brewster Rd	4: Poor	322	Asphalt
Highsplint Dr	Kentucky Dr	Flanders Dr	3: Poor	496	Concrete
Highsplint Dr	Flanders Dr		4: Poor	290	Concrete
Highsplint Dr		Dead End or Start	3: Poor	148	Concrete
Holiday Ct	Summit Rdg	Dead End or Start	3: Poor	359	Concrete
Hollenshade	Olympia Dr	Muirwood Ct	3: Poor	950	Concrete
Honor Dr	Florence Dr	Brilliance	4: Poor	354	Concrete
Independence Ct	Independence Dr	Dead End or Start	4: Poor	259	Concrete
Independence Dr	Independence Ct	Dutton Rd	3: Poor	465	Concrete
Johnathan Dr		Joshua Dr	4: Poor	359	Concrete
Johnathan Dr	Joshua Dr	Dead End or Start	4: Poor	354	Concrete
Joshua Dr	Nawakwa	Johnathan Dr	3: Poor	1,484	Concrete
Juengel St	Boyken	Prospect Dr	4: Poor	306	Asphalt
Juengel St	Prospect Dr	W Hamlin Rd	4: Poor	227	Asphalt
Kentucky Dr		Corbin	4: Poor	338	Concrete
Kentucky Dr		Cumberland Dr	3: 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
Kimberly Fair		Sussex Fair	4: Poor	58	Concrete

## 2025-2030 Capital Improvement Plan

2023 = Local Streets in Poor Condition (PASER Rating between 1 - 4)					
Street	From	To	PASER Rating	Length (Feet)	Pavement Surface
Lagoon Dr	Cattail Cir	Cattail Cir	4: Poor	655	Asphalt
Lake Forest	Croydon Rd	Rutgers	4: Poor	285	Concrete
Lake Forest	Rutgers	Campus	4: Poor	280	Concrete
Lake Forest	Campus	Lake Forest Ct	3: Poor	692	Concrete
Lake Forest	Lake Forest Ct	Bucknell Ct	3: Poor	306	Concrete
Lake Forest	Bucknell Ct	Spartan Dr	3: Poor	185	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	3: Poor	781	Concrete
Lambeth Park	New Kent Rd	Dead End or Start	4: Poor	576	Concrete
Langley Rd	Beacon Hill Dr	Langley Ct	3: Poor	296	Concrete
Langley Rd	Langley Ct		3: Poor	359	Concrete
Langley Rd		Wellington Cir	4: Poor	428	Asphalt
Langley Rd	Langley Rd	Langley Rd	4: Poor	364	Asphalt
Langley Rd	Wellington Cir	Dead End or Start	4: Poor	396	Asphalt
Lassiter Dr			4: Poor	539	Concrete
Lexham Ln	Woodelm & W Auburn Rd	Courtfield	4: Poor	306	Concrete
Lexham Ln	Courtfield	Fulham Dr	4: Poor	993	Concrete
Lexham Ln	Fulham Dr	Courtfield	4: Poor	180	Concrete
Lexham Ln	Courtfield	Dead End or Start	4: Poor	153	Concrete
Lexington Dr		Ternbury Dr	4: Poor	438	Concrete
Lincolnshire Dr	Piccadilly Dr	Piccadilly Dr	4: Poor	158	Asphalt
Lincolnshire Dr	Piccadilly Dr	Strathcona Dr	4: Poor	781	Asphalt
Lincolnshire Dr	Strathcona Dr	Piccadilly Dr	4: Poor	676	Asphalt
Live Oak Dr	Ulster	Munster	4: Poor	333	Concrete
Live Oak Dr	Munster	Dead End or Start	4: Poor	296	Concrete
Lockport Rd			4: Poor	908	Concrete
Lomas Verdes	Hathaway Rising	N Fairview Ln	4: Poor	1,272	Concrete
Long Meadow Ln	x	y	3: Poor	63	Concrete
Longview	Dawes	Clovelly	4: Poor	787	Asphalt
Mackwood		Gerald	4: Poor	63	Asphalt
Meadowbrook Dr		Walton Blvd	3: Poor	63	Concrete
Meadowview Ct	Brewster Rd & Rusk		2: Poor	69	Asphalt
Meldon Ln	Northumberland	Dead End or Start	4: Poor	438	Asphalt
Melvin	Dawes	x	4: Poor	428	Asphalt
Melvin	Morley	Clovelly	4: Poor	776	Asphalt
Melvin	Cal Ave	Morley	4: Poor	766	Asphalt
Michelson	S Rochester Rd		3: Poor	90	Concrete
Millbrook Ct		Dead End or Start	3: Poor	90	Concrete
Morley	Culbertson	Emmons	3: Poor	327	Asphalt
Morley	Emmons	Longview	4: Poor	327	Asphalt
Morley	Longview	Harrison	4: Poor	333	Asphalt
Morley	Harrison	Eastern	3: Poor	327	Asphalt
Morley	Eastern	Gerald	4: Poor	327	Asphalt
Morley	Gerald	Melvin	4: Poor	333	Asphalt
Morley	Melvin	Hessel	4: Poor	327	Asphalt
Morley	Hessel	Dequindre Rd	4: Poor	338	Asphalt
Muirwood Ct	Hollenshade	Dead End or Start	3: Poor	348	Concrete
Munster	Live Oak Dr	Stanford Cir	4: Poor	1,220	Concrete
Munster	Stanford Cir		4: Poor	158	Concrete
N Kilburn Rd	N Adams Rd	Woodford Cir	4: Poor	312	Concrete
N Kilburn Rd	Woodford Cir	Upton Cir	4: Poor	275	Concrete
N Kilburn Rd	Upton Cir	Woodford Cir	4: Poor	576	Concrete

## 2025-2030 Capital Improvement Plan

2023 = Local Streets in Poor Condition (PASER Rating between 1 - 4)					
Street	From	To	PASER Rating	Length (Feet)	Pavement Surface
N Kilburn Rd	Woodford Cir	New Kent Rd	4: Poor	454	Concrete
N Kilburn Rd	Tower Hill Ln	Chancery Ct	4: Poor	438	Concrete
N Kilburn Rd	Chancery Ct	Kilburn Ct	4: Poor	343	Concrete
N Kilburn Rd	Kilburn Ct	Bromley Ln	4: Poor	612	Concrete
Nawakwa	S Rochester Rd		3: Poor	306	Asphalt
New Kent Rd	N Kilburn Rd	Lambeth Park	3: Poor	586	Concrete
Newstead Ln	Fantail Dr & Fantail Ct	Dead End or Start	4: Poor	169	Asphalt
Northumberland	Dead End or Start	Meldon Ln	4: Poor	507	Asphalt
Norton Lawn		Norton Rd	3: Poor	201	Concrete
Norton Lawn		Cumberland Dr	3: Poor	1727	Concrete
Nottingham Blvd	Brewster Rd	Nottingham Blvd	4: Poor	137	Asphalt
Nottingham Blvd	Nottingham Blvd	Wellington Cir	4: Poor	121	Asphalt
Nottingham Blvd	Brewster Rd	Nottingham Blvd	4: Poor	137	Asphalt
Nottingham Blvd	Nottingham Blvd	Wellington Cir	4: Poor	121	Asphalt
Nottingham Blvd	Nottingham Blvd	Nottingham Blvd	4: Poor	42	Asphalt
Oak Leaf Ln	Willow Leaf Dr & Oak Leaf Ct	Dead End or Start	4: Poor	137	Asphalt
Oak View Ct	Woodfield Way	Oak View Ct	4: Poor	206	Concrete
Oaklane	De Guise Ct	Dead End or Start	3: Poor	1309	Asphalt
Oakrock		Dead End or Start	3: Poor	42	Asphalt
Old Adams Rd	Forester Blvd	Industrial Dr	2: Poor	480	Asphalt
Old Adams Rd	Industrial Dr & Addison Ave	City/Twp Line	3: Poor	370	Asphalt
Old Adams Rd	City/Twp Line	Old Adams Rd	2: Poor	607	Asphalt
Old Adams Rd	Old Adams Rd	Hamlin Rd	2: Poor	449	Concrete
Old Homestead	Salem Dr	Summit Rdg	4: Poor	681	Concrete
Orchardale		Walton Blvd	4: Poor	48	Concrete
Otter	Mcgregor	Dead End or Start	4: Poor	470	Concrete
Paddington Ct	Beechcrest	Dead End or Start	3: Poor	253	Asphalt
Parkland Ct	Sandalwood Dr	Dead End or Start	4: Poor	269	Concrete
Parkland Dr	Parkland	Crestline	4: Poor	523	Concrete
Parkland Dr	Crestline	Treeside Dr	4: Poor	401	Concrete
Peach Tree Ln	Apple Hill Ln	Hidden Oak Hill	4: Poor	201	Asphalt
Peach Tree Ln		Cherry Tree Ln	4: Poor	634	Asphalt
Peach Tree Ln	Peach Blossom Ln	Peach Tree Ct	4: Poor	1199	Asphalt
Pheasant Ring Dr	Pheasant Ring Ct	Eagle Dr	3: Poor	1251	Concrete
Pleasant View Dr	Hillcrest Dr		4: Poor	1119	Concrete
Powderhorn Ct	Powderhorn Ridge Rd	Dead End or Start	4: Poor	42	Asphalt
Preswick			3: Poor	206	Concrete
Preswick			4: Poor	116	Asphalt
Preswick		Pine Trl	4: Poor	53	Asphalt
Prospect Dr	Cumberland Dr	Elkhorn Dr	3: Poor	306	Concrete
Prospect Dr	Elkhorn Dr		4: Poor	201	Concrete
Quail Ridge Cir	Glengrove Dr	Park Creek Ct	3: Poor	808	Concrete
Rambling Dr	Seabrook Dr	Slumber	4: Poor	528	Concrete
Rancroft Beat	Lomas Verdes	Hayfield	4: Poor	692	Concrete
Rancroft Beat	Hayfield	Clopton Brg	4: Poor	396	Concrete
Rancroft Beat	Clopton Brg	Hathaway Rising	4: Poor	412	Concrete
Ravine Terrace Dr	S Livernois Rd	Ravine Terrace Ct	4: Poor	496	Concrete
Ridgefield Ct	Grandview	Dead End or Start	4: Poor	766	Concrete
River Bend Dr	S Livernois Rd	Woodridge Dr	4: Poor	1600	Concrete
Rochdale	Oakrock	Streamview Ct	4: Poor	95	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	216	Concrete

## 2025-2030 Capital Improvement Plan

2023 = Local Streets in Poor Condition (PASER Rating between 1 - 4)					
Street	From	To	PASER Rating	Length (Feet)	Pavement Surface
Salem Dr	Salem Ct	Edmunton Dr	4: Poor	523	Concrete
Sandalwood Ct		CuldeSac	4: Poor	285	Concrete
Sandalwood Ct	Sandalwood Ct to CuldeSac	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
Sarsfield	Harrington	Walbridge	4: Poor	903	Asphalt
Saxon Ct	Dead End or Start	Essex Dr	4: Poor	248	Concrete
Saxon Ct	Essex Dr	Harvard Dr	4: Poor	296	Concrete
School Rd			4: Poor	100	Asphalt
School Rd		Dequindre Rd	4: Poor	649	Asphalt
Seabrook Dr	Rambling Dr	Dakota Dr	4: Poor	570	Concrete
Snowden Cir	Albany Dr	Salem Dr	4: Poor	824	Concrete
Snowmass Dr	Timberline Dr	Telluride Dr	4: Poor	1,146	Asphalt
Sorbonne	McGill Dr	Dead End or Start	4: Poor	275	Asphalt
Spartan Dr	Croydon Rd	Notre Dame Rd	3: Poor	1,104	Concrete
Spartan Dr	Notre Dame Rd	Rutgers	3: Poor	348	Concrete
Spartan Dr	Rutgers	Lake Forest	4: Poor	729	Concrete
Stanford Cir	W Avon Rd		4: Poor	243	Concrete
Stanford Cir	Stanford Ct		3: Poor	385	Concrete
Stanford Cir		Evergreen Ct	4: Poor	671	Concrete
Stanford Cir	Evergreen Ct	Munster	4: Poor	1,109	Concrete
Starr Ct	Avon Industrial Dr	Dead End or Start	3: Poor	370	Asphalt
Steamboat Springs	Avalanche	Broadmoor Dr	4: Poor	1,003	Asphalt
Stonetree Cir			4: Poor	729	Concrete
Stonetree Cir			4: Poor	53	Concrete
Stonetree Cir		Shellbourne Dr	3: Poor	1,177	Concrete
Sugar Pine	Tanglewood Dr	Black Maple Dr	3: Poor	502	Concrete
Sugar Pine	Black Maple Dr	Walton Blvd	4: Poor	37	Concrete
Sugar Pine	Black Maple Dr	Walton Blvd	4: Poor	502	Concrete
Sugar Pine Rd	Sugar Pine Rd	Walton Blvd	4: Poor	517	Concrete
Summit Rdg	W Kilburn Rd	East Pointe Ct	4: Poor	32	Concrete
Summit Rdg	McCormick Dr	Wales Dr	3: Poor	850	Concrete
Summit Rdg	Summit Ct	Dutton Rd	3: Poor	449	Concrete
Sunlight Ct	Sunlight Dr	Dead End or Start	4: Poor	243	Asphalt
Sunlight Dr	Powderhorn Ridge Dr	Keystone Dr	4: Poor	238	Asphalt
Sunlight Dr	Keystone Dr	Snowmass Dr	4: Poor	370	Asphalt
Sunlight Dr	Snowmass Dr	Sunlight Ct	4: Poor	496	Asphalt
Sunlight Dr	Sunlight Ct	Timberline Dr	4: Poor	808	Asphalt
Sussex Fair	Chalet Dr	Kimberly Fair	3: Poor	296	Concrete
Sussex Fair	Kimberly Fair	Dead End or Start	4: Poor	739	Concrete
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		3: Poor	528	Concrete
Tanglewood Dr		Sugar Pine	4: Poor	69	Concrete
Tanglewood Dr	Sugar Pine	Lake Forest	4: Poor	222	Concrete
Tanglewood Dr	Sumac Dr	Tanglewood Ct	4: Poor	660	Concrete
Tanglewood Dr		Dead End or Start	3: Poor	206	Concrete
Teakwood	Falcon Dr	Cherrywood Ln	4: Poor	866	Concrete
Ten Point Dr	Stag Rdg	Stag Rdg	3: Poor	766	Concrete
Ten Point Dr	Stag Rdg		3: Poor	554	Concrete
Ternbury Dr	Ternbury Dr	Ternbury Dr	4: Poor	158	Concrete
Thatcher Ct	Thatcher Dr & Balmoral Blvd	Dead End or Start	4: Poor	570	Asphalt
Thornberry Ct	Beechcrest	Dead End or Start	4: Poor	523	Asphalt
Thornridge Ct	Thornridge Dr		3: Poor	148	Concrete
Thornridge Dr			4: Poor	560	Concrete



## 2025-2030 Capital Improvement Plan

2023 = Local Streets in Poor Condition (PASER Rating between 1 - 4)					
Street	From	To	PASER Rating	Length (Feet)	Pavement Surface
Timberline Ct	Timberline Dr	Dead End or Start	4: Poor	238	Asphalt
Timberline Dr	Powderhorn Ridge Dr	Keystone Dr	4: Poor	824	Asphalt
Timberline Dr	Keystone Dr	Timberline Ct	4: Poor	269	Asphalt
Timberline Dr	Timberline Ct	Sunlight Dr	4: Poor	180	Asphalt
Timberline Dr	Sunlight Dr	Snowmass Dr	4: Poor	301	Asphalt
Timberline Dr	Timberline Ct	Sunlight Dr	4: Poor	634	Asphalt
Tiverton Trl	W Tienken Rd	Royal Crescent	4: Poor	1,056	Concrete
Topsham		Dead End or Start	4: Poor	127	Concrete
Tower Hill Ln	Charm	Abington Ct	4: Poor	739	Concrete
Tower Hill Ln	Tower Hill Ct		4: Poor	380	Concrete
Tower Hill Ln		Brewster Rd	3: Poor	74	Asphalt
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
Vistaview Ct	Vistaview Dr	Dead End or Start	4: Poor	422	Concrete
W Kilburn Rd	Summit Rdg		3: Poor	333	Concrete
W Kilburn Rd		Summit Rdg	4: Poor	787	Concrete
W Kilburn Rd	N Adams Rd & W Kilburn Rd		3: Poor	639	Concrete
Walbridge	W Auburn Rd		3: Poor	169	Asphalt
Walbridge		Sarsfield	4: Poor	2,006	Asphalt
Wales Dr	Summit Rdg	Dutton Rd	4: Poor	312	Concrete
Warrington Rd	Highsplint Dr	Harlan Ct	4: Poor	528	Concrete
Warrington Rd			4: Poor	84	Concrete
Weaverton	E Auburn Rd	Dawes	4: Poor	845	Asphalt
Weaverton	Dawes	Clovelly	4: Poor	781	Asphalt
Wellington Cir	Langley Rd	Nottingham Blvd	4: Poor	539	Asphalt
Wellington Cir	Langley Rd	Dead End or Start	4: Poor	42	Asphalt
Wellington Cir	Nottingham Blvd	Dead End or Start	4: Poor	206	Asphalt
Wellington Cir	Wellington Cir	Wellington Cir	4: Poor	1,616	Asphalt
Westwood Dr	Devonwood	Hillcrest Dr	4: Poor	1,051	Concrete
Whitehouse Ct	Charlwood	Dead End or Start	4: Poor	586	Concrete
Whitney Dr	2022 Concrete Rd Replacement	Pioneer Dr	3: Poor	407	Concrete
Wilmington Blvd	Wilmington Ct	Newstead Ln	4: Poor	338	Asphalt
Wimpole	Dead End or Start	Ansal	4: Poor	459	Asphalt
Wimpole		Walton Blvd	3: Poor	58	Concrete
Windsor	Juengel St	S Rochester Rd	4: Poor	1368	Asphalt
Winter Park Rd	Broadmoor Dr	Avalanche	4: Poor	433	Asphalt
Woodfield Way	Lake Ridge Rd	Oak View Ct	3: Poor	882	Concrete
Woodfield Way	Oak View Ct	Forest View Ct	4: Poor	333	Concrete
Woodfield Way	Forest View Ct	Fox Woods Ln	3: Poor	380	Concrete
Woodfield Way	Long Meadow Ln	Fox Woods Ln	3: Poor	317	Concrete
Woodford Cir	N Kilburn Rd	N Kilburn Rd	4: Poor	1468	Concrete
Wortham	Dorfield	Hampton Cir	4: Poor	84	Asphalt
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.*

## **2025-2030 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.

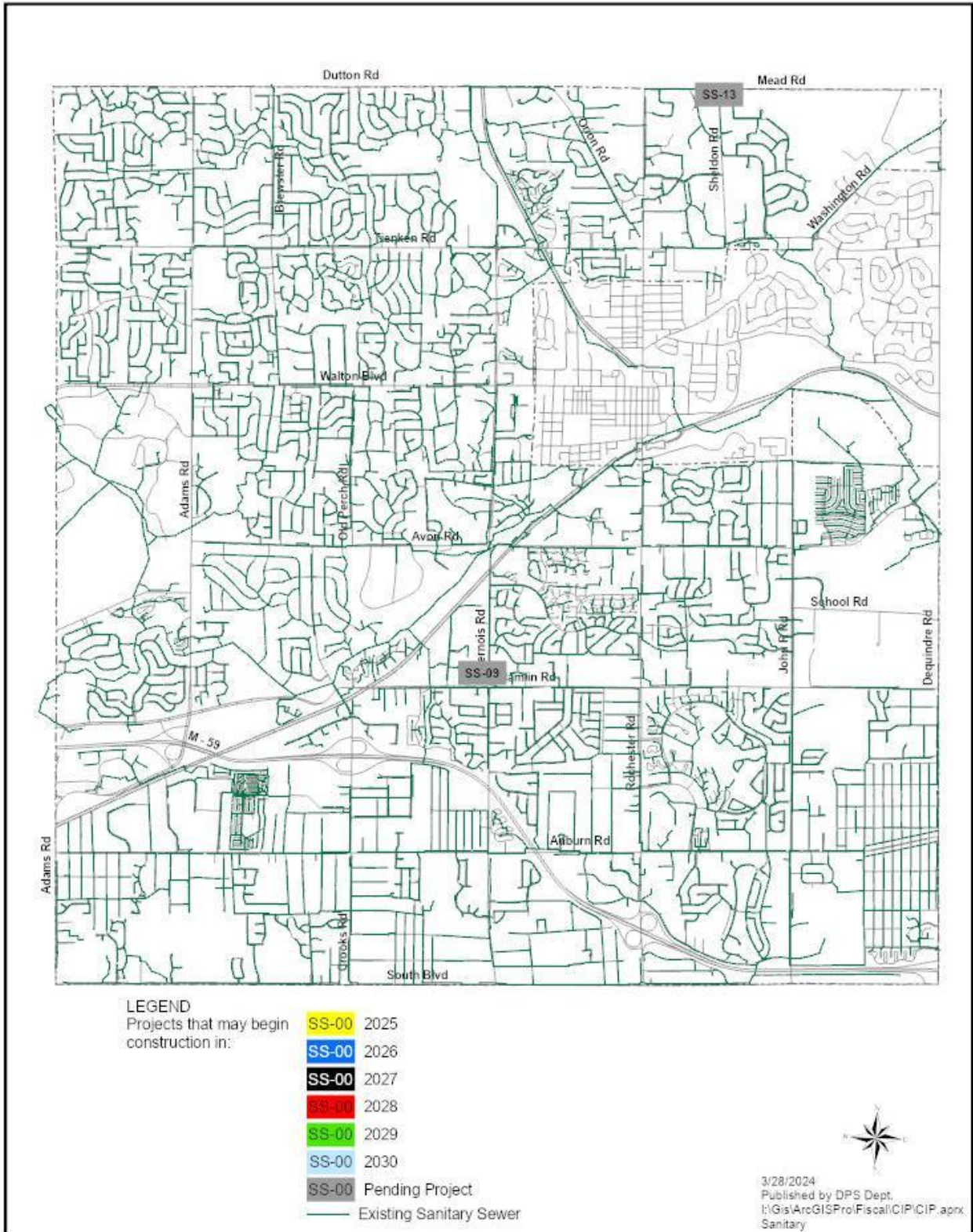
The extension of the sanitary sewage disposal system throughout the City will eventually eliminate private septic systems, thereby preserving the environment as well as the water source for private well systems, which some residents are dependent upon as their source of potable water.

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.

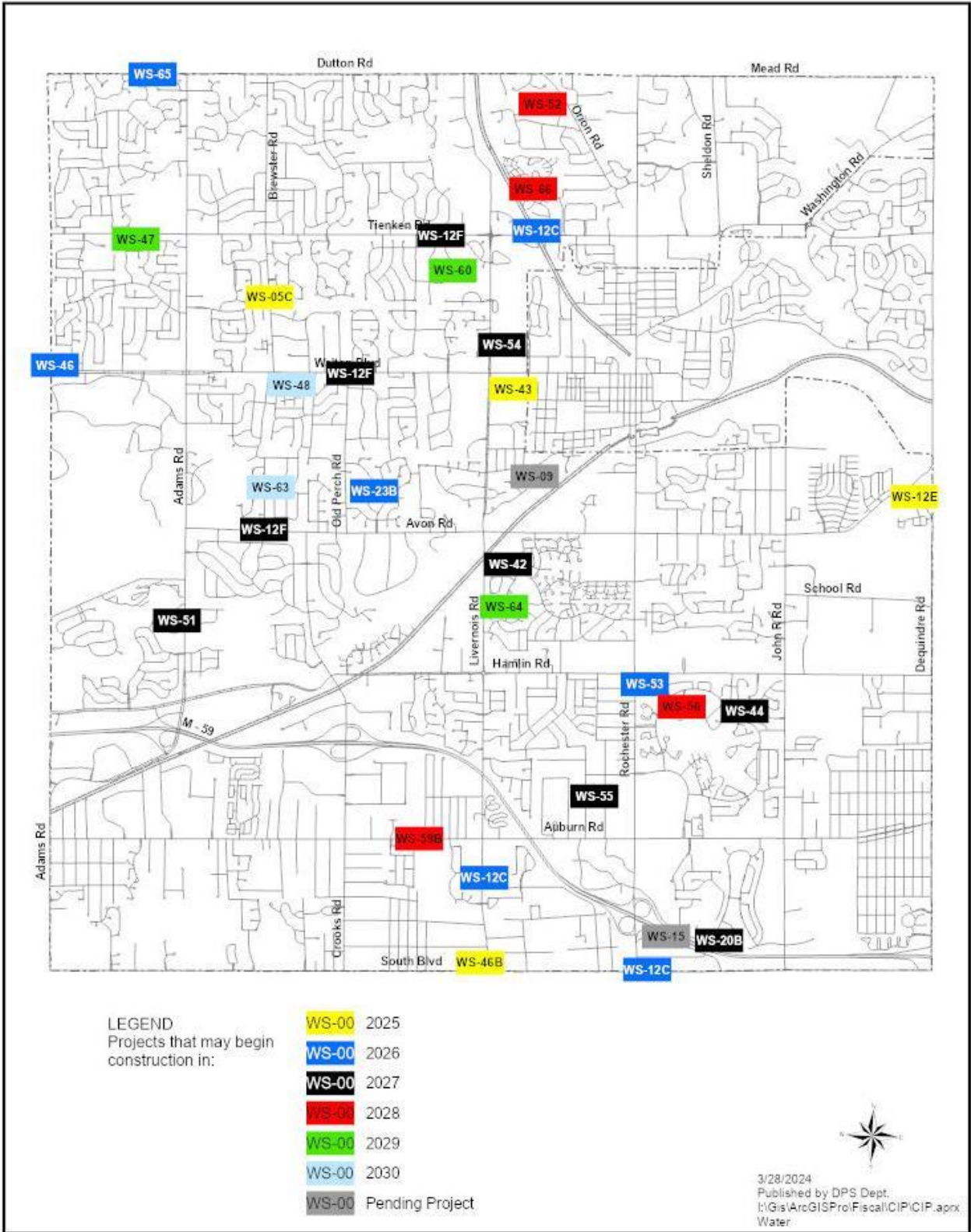
The proposed water and sanitary sewer projects are flexible, allowing for the addition of new improvements to address specific needs without deferring other projects along the way. Studies and analysis of the existing system is an on-going program that, when coupled with new technologies, provides for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

# 2025-2030 Capital Improvement Plan Sanitary Sewer System Improvements



# 2025-2030 Capital Improvement Plan Water System Improvements



<b>2025-2030 Capital Improvement Plan</b> <b>Water &amp; Sanitary Sewer System Improvements</b>
--

<b>SS-01B</b>	<b>SCADA System Upgrade Schedule</b>		
<b>2025-2030</b>			
<b>Estimated City Cost:</b>	<b>\$500,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>Regular replacement of servers and other SCADA hardware components (including radio system) scheduled to occur approximately every 5 years with a major replacement project in 2024. Servers and other SCADA hardware/software components are included in this project. 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>			

<b>SS-02B</b>	<b>Sanitary Sewer Rehabilitation Program</b>		
<b>2025-2030</b>			
<b>Estimated City Cost:</b>	<b>\$7,500,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
<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. This program is proposed to be funded at \$500,000 every odd year, \$2,000,000 every even year and is on-going.</p>			

<b>SS-11</b>	<b>Oakland Macomb Interceptor Drain Improvements</b>		
<b>2025-2030</b>			
<b>Estimated City Cost:</b>	<b>\$1,000,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
<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 receives notifications of upcoming costs (City portion). This project is on-going.</p>			

<b>WS-05C</b>	<b>Brewster Road Water Main Replacement</b>		
<b>2024-2025</b>			
<b>Estimated City Cost:</b>	<b>\$2,260,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>Replace approximately 4,000 feet of 16-inch concrete transmission water main along Brewster Road between Walton Blvd and Tienken Road in section 8 of the City. The water main is approximately 50 years old. This project excludes approximately 1,000 feet of 16-inch ductile iron water main between North Powderhorn Ridge Road and Hidden Valley Drive that was replaced in 2009. The water main will be replaced with ductile iron pipe or high-density polyethylene (HDPE) pipe (depends on installation method). Construction is planned to begin in 2025. This project coordinates with MR-24D.</p>			

\*\* = New project to the 2025-2030 CIP

**2025-2030 Capital Improvement Plan  
Water & Sanitary Sewer System Improvements**

<b>WS-12B</b>	<b>PRV Upgrade Program</b>			
<b>2025-2026</b>				
<b>Estimated City Cost:</b>		<b>\$175,000</b>	<b>Estimated City Share: 100%</b>	
<p>The City has approximately 30 pressure reducing valves (PRV's) located throughout the City. The PRV's vary in age and in size. The scope of work would include, but is not limited to, vault renovations, SCADA equipment replacement/update, plumbing modifications/repairs/updates, and gate valve repair/replacements, etc. Upgrades are planned to begin in 2026.</p>				

<b>WS-12C</b>	<b>PRV #10, #23 &amp; #24 Removal</b>			
<b>2025-2026</b>				
<b>Estimated City Cost:</b>		<b>\$281,250</b>	<b>Estimated City Share: 100%</b>	
<p>The Department of Public Services has three PRV's (pressure reducing valves) that are no longer in service. Over time, the demands in our water system have changed and the valves are no longer being utilized. The vault, valves and piping will be abandoned with this project. Removals are planned to begin in 2026.</p>				

<b>WS-12E</b>	<b>PRV #20 Replacement [Dequindre, South of Avon]</b>			
<b>2024-2025</b>				
<b>Estimated City Cost:</b>		<b>\$715,000</b>	<b>Estimated City Share: 100%</b>	
<p>PRV #20 (pressure reducing valve) is located on Dequindre Road just south of Avon Road. The valves and vault are approximately 25 years old. The work will include, but is not limited to, replacing the structure, upsizing the valves and locating the vault in a different location along Dequindre Road. Construction is planned to begin in 2025.</p>				

<b>WS-12F</b>	<b>PRV #6, 7, &amp; 8 Relocation</b>			
<b>2026-2027</b>				
<b>Estimated City Cost:</b>		<b>\$1,875,000</b>	<b>Estimated City Share: 100%</b>	
<p>Replace and relocate pressure reducing valves (PRV's) #6, #7, and #8 to restructure the water pressure districts that encompass section 9. This will improve water pressure and fire flows throughout this area of the City. Construction is planned to begin in 2027.</p>				

<b>WS-20B</b>	<b>East Nawakwa Road Water Main Replacement</b>			
<b>2026-2027</b>				
<b>Estimated City Cost:</b>		<b>\$359,380</b>	<b>Estimated City Share: 100%</b>	
<p>Replace approximately 1,000 feet of 8-inch cast iron water main (installed in 1965) located on East Nawakwa Road, section 35 of the City. The Cast Iron water main will be replaced with ductile iron or high-</p>				

\*\* = New project to the 2025-2030 CIP

**2025-2030 Capital Improvement Plan  
Water & Sanitary Sewer System Improvements**

density polyethylene (HDPE) pipe, depending on the installation method. Construction is planned to begin in 2027 and coordinates with MR-21B and PW-21.

<b>WS-23B</b>	<b>University Hills Subdivision Water Main Replacement</b>		
	<b>2025-2026</b>		
	<b>Estimated City Cost:</b>	<b>\$7,735,560</b>	<b>Estimated City Share:</b> <b>100%</b>
<p>Replace approximately 6,240 feet of 6-inch, 10,320 feet of 8-inch and 4,965 feet of 12-inch asbestos cement (AC) water main (installed in 1960) located in the University Hills Subdivision, section 16 of the City. The water main will be replaced with 8-inch and 12-inch ductile iron pipe or high-density polyethylene (HDPE) pipe (depends on installation method). Construction is planned to begin in 2026.</p>			

<b>WS-41</b>	<b>Advanced Metering Infrastructure (AMI)</b>		
	<b>2029-2030</b>		
	<b>Estimated City Cost:</b>	<b>\$1,650,000</b>	<b>Estimated City Share:</b> <b>100%</b>
<p>Advanced Metering Implementation (AMI) is an integrated system of meters, communications networks, and data management systems that enables two-way communication between utilities and customers. The City would no longer be required to drive routes and obtain meter reads on a monthly basis. The benefits include timely data delivery, access to more data, and low operational costs. Implementation is planned to begin in 2029.</p>			

<b>WS-42</b>	<b>Bellbrook Water Main Replacement</b>		
	<b>2026-2027</b>		
	<b>Estimated City Cost:</b>	<b>\$1,024,230</b>	<b>Estimated City Share:</b> <b>100%</b>
<p>Replace approximately 2,850 feet of 8-inch ductile iron water main located along Wexford Way and the drive serving the Bellbrook Facility in section 22 of the City. The water main in this location is approximately 33 years old and has been repaired in multiple locations. The water main will be replaced with new 8-inch ductile iron pipe. Construction is planned to begin in 2027.</p>			

<b>WS-43</b>	<b>Ascension Providence Rochester Hospital Water Main Improvement</b>		
	<b>2025-2025</b>		
	<b>Estimated City Cost:</b>	<b>\$1,257,820</b>	<b>Estimated City Share:</b> <b>100%</b>
<p>Replace approximately 2,400 feet of 12-inch asbestos cement (AC) water main and install approximately 1,100 feet of 8-inch water main near Ascension Providence Rochester Hospital in section 15 of the City. The AC water main will be replaced with ductile iron or high-density polyethylene (HDPE) pipe, depending on the installation method. The proposed water main along Walton Boulevard is to loop the water system around Ascension Providence Rochester Hospital to provide sufficient redundancy to the hospital. Construction is planned to begin in 2025.</p>			

\*\* = New project to the 2025-2030 CIP

**2025-2030 Capital Improvement Plan  
Water & Sanitary Sewer System Improvements**

<b>WS-44</b>	<b>London Bridge Drive Water Main Replacement</b>		
<b>2026-2027</b>			
<b>Estimated City Cost:</b>	<b>\$1,617,200</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>Replace approximately 4,500 feet of 8-inch asbestos cement (AC) water main located along London Bridge Drive in section 26 of the City. The AC water main will be replaced with ductile iron or high-density polyethylene (HDPE) pipe, depending on the installation method. Construction is planned to begin in 2027.</p>			

<b>WS-46</b>	<b>RC-02 Improvements</b>		
<b>2025-2026</b>			
<b>Estimated City Cost:</b>	<b>\$1,875,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>The City of Rochester Hills receives water from the Great Lakes Water Authority (GLWA) at four different locations. The water feed located on the north side of Walton Blvd, west of Waltonshire Ct, is called RC-02. The feed is approximately 25 feet deep and 50 years old. The GLWA owns the vault and are planning on making improvements this spring. The City has equipment in the vault and we previously submitted a CIP (February 2019) to upgrade our equipment. After more review, the City would like to move our equipment out of the vault to improve access and safety to our equipment. In general, a new structure, valves and piping will be needed. We may need to acquire property as well. Construction is planned to begin in 2026.</p>			

<b>WS-46B</b>	<b>RC-01 Improvements</b>		
<b>2025-2025</b>			
<b>Estimated City Cost:</b>	<b>\$200,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>The City of Rochester Hills receives water from the Great Lakes Water Authority (GLWA) in four different locations. The water feed located on the northwest corner of South Boulevard / Livernois Road is called RC-01. The feed is approximately 50 years old. The improvements may vary depending on work the GLWA proposes on the vault. The work could include, but is not limited to, a new access hatch, replacement of gate valves, updating of plumbing, etc. Construction is planned to begin in 2025.</p>			

<b>WS-47</b>	<b>Tienken Road Water Main</b>		
<b>2028-2029</b>			
<b>Estimated City Cost:</b>	<b>\$125,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>Install approximately 260 feet of 8-inch water main on the southeast corner of Tienken Road and Medinah Drive in section 7 of the City. The water main adds redundancy to the feed that serves the booster station on Adams Road. Construction is planned to begin in 2029.</p>			



**2025-2030 Capital Improvement Plan  
Water & Sanitary Sewer System Improvements**

<b>WS-48</b>	<b>**Stratford Knolls &amp; Stratford Manor Water Main Replacement**</b>		
<b>2029-2030</b>			
<b>Estimated City Cost:</b>		<b>\$7,462,500</b>	<b>Estimated City Share: 100%</b>
<p>Replace approximately 1,100 of 6-inch Asbestos Cement (AC) and 18,800 of 8-inch AC / Ductile Iron water main in Stratford Knolls Subdivision and Stratford Manor Condos in Section 17 of the City. The water main is approximately 50 years old. The water main will be replaced with ductile iron pipe or high-density polyethylene (HDPE) pipe, depending on installation method. Construction is planned to begin in 2030.</p>			

<b>WS-51</b>	<b>Oakwood Park Condos Water Main Replacement</b>		
<b>2026-2027</b>			
<b>Estimated City Cost:</b>		<b>\$1,062,500</b>	<b>Estimated City Share: 100%</b>
<p>Replace approximately 1,750 feet of 6-inch and 1,650 feet of 8-inch asbestos cement (AC) water main (installed in 1972) located in Oakwood Park Condominiums, section 19 of the City. The AC water main will be replaced with ductile iron or high-density polyethylene (HDPE) pipe, depending on the installation method. Construction is planned to begin in 2027.</p>			

<b>WS-52</b>	<b>Knorrwood Hills Subdivision Water Main Replacement</b>		
<b>2027-2028</b>			
<b>Estimated City Cost:</b>		<b>\$2,203,130</b>	<b>Estimated City Share: 100%</b>
<p>Replace approximately 1,990 feet of 6-inch, 3,000 feet of 8-inch and 2,060 feet of 12-inch asbestos cement (AC) water main (installed in 1966) located in Knorrwood Hills Subdivision, section 3 of the City. The AC water main will be replaced with ductile iron or high-density polyethylene (HDPE) pipe, depending on the installation method. Construction is planned to begin in 2028.</p>			

<b>WS-53</b>	<b>Hampton Plaza Water Main Replacement</b>		
<b>2025-2026</b>			
<b>Estimated City Cost:</b>		<b>\$800,000</b>	<b>Estimated City Share: 100%</b>
<p>Replace approximately 30 feet of 6-inch, 1,735 feet of 8-inch and 795 feet of 16-inch cast iron water main (installed in 1973) located in Hampton Plaza, section 26. The Cast Iron water main will be replaced with ductile iron or high-density polyethylene (HDPE) pipe, depending on the installation method. Construction is planned to begin in 2026.</p>			

\*\* = New project to the 2025-2030 CIP

<b>2025-2030 Capital Improvement Plan</b> <b>Water &amp; Sanitary Sewer System Improvements</b>
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<b>WS-54</b>	<b>Fairwood Villas Condos Water Main Replacement</b>		
<b>2026-2027</b>			
<b>Estimated City Cost:</b>	<b>\$703,130</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>Replace approximately 1,250 feet of 6-inch and 1,000 feet of 8-inch asbestos cement (AC) water main (installed in 1972) located in Fairwood Villas Condominiums, section 10 of the City. The water main will be replaced with 8-inch ductile iron pipe or high-density polyethylene (HDPE) pipe (depending on installation method). Construction is planned to begin in 2027.</p>			

<b>WS-55</b>	<b>Eyster’s Avon Gardens Subdivision Water Main Replacement</b>		
<b>2026-2027</b>			
<b>Estimated City Cost:</b>	<b>\$1,093,750</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>Replace approximately 80 feet of 6-inch and 520 feet of 12-inch cast iron water main and 490 feet of 8 inch and 2,410 feet of 12-inch asbestos cement (AC) water main (installed in 1966) located in Eyster’s Avon Gardens Subdivision, section 27 of the City. The Cast Iron and AC water main will be replaced with ductile iron or high-density polyethylene (HDPE) pipe, depending on the installation method. Construction is planned to begin in 2027.</p>			

<b>WS-56</b>	<b>Charles Hamlet &amp; Woodside Apartments Water Main Replacement</b>		
<b>2027-2028</b>			
<b>Estimated City Cost:</b>	<b>\$1,625,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>Replace approximately 2,720 feet of 6-inch and 2,480 feet of 8-inch asbestos cement (AC) water main located in Charles Hamlet Apartments (installed in 1974), section 26 and Woodside Apartments (installed in 1973), section 26 of the City. The AC water main will be replaced with ductile iron or high-density polyethylene (HDPE) pipe, depending on the installation method. Construction is planned to begin in 2028.</p>			

<b>WS-59B</b>	<b>Auburn Road Water Main Replacement [Crooks – Livernois]</b>		
<b>2027-2028</b>			
<b>Estimated City Cost:</b>	<b>\$3,156,250</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>Replace approximately 5,000 feet of 16-inch concrete transmission main along Auburn Road between Crooks Road and Livernois Roads in section 28/33 of the City. The water main is approximately 50 years old. Install approximately 1,500 feet of new 8-inch parallel water main east of Crooks Road. This will eliminate service line connections to the transmission main, creating a more reliable system. The replacement method and pipe material will be determined during the design. Construction is planned to begin in 2028.</p>			

\*\* = New project to the 2025-2030 CIP

**2025-2030 Capital Improvement Plan  
Water & Sanitary Sewer System Improvements**

<b>WS-60</b>	<b>Great Oaks West / Long Meadows Water Main Replacement</b>
<b>2028-2029</b>	
<b>Estimated City Cost:</b>	<b>\$4,843,750</b>
<b>Estimated City Share:</b>	<b>100%</b>
<p>Replace approximately 2,500 feet of 6-inch, 5,900 feet of 8-inch and 7,100 feet of 12-inch asbestos cement (AC) water main (installed in the mid 1970's) located in the Great Oaks West and Long Meadows Subdivisions in section 9 of the City. The water main will be replaced with 8-inch and 12-inch ductile iron pipe or high-density polyethylene (HDPE) pipe (depending on installation method). Construction is planned to begin in 2029.</p>	

<b>WS-62</b>	<b>Water Main and Sanitary Sewer System Master Plan</b>
<b>2025-2025</b>	
<b>Estimated City Cost:</b>	<b>\$175,000</b>
<b>Estimated City Share:</b>	<b>100%</b>
<p>Develop a comprehensive water main and sanitary sewer system master plan. The master plan may include items such as reviewing areas that are currently served by private wells and on-site sewage disposal systems, update water main and sanitary sewer replacement plan and review existing water and sewer fees etc. The study is planned to begin in 2025.</p>	

<b>WS-63</b>	<b>Meadowbrook Valley Sub &amp; Springhill South Sub Water Main Replacement</b>
<b>2029-2030</b>	
<b>Estimated City Cost:</b>	<b>\$4,062,500</b>
<b>Estimated City Share:</b>	<b>100%</b>
<p>Replace approximately 13,000 feet of 6-inch and 8-inch asbestos cement (AC) water main located in Meadowbrook Valley Subdivision and Springhill Subdivisions #3 &amp; #4 in section 17 of the City. The water main is between 45 and 50 years old. The water main will be replaced with ductile iron pipe or high-density polyethylene (HDPE) pipe (depending on installation method). Construction is planned to begin in 2030.</p>	

<b>WS-64</b>	<b>Rochester Glens Sub Water Main Replacement</b>
<b>2028-2029</b>	
<b>Estimated City Cost:</b>	<b>\$3,140,625</b>
<b>Estimated City Share:</b>	<b>100%</b>
<p>Replace approximately 10,050 feet of 6-inch and 8-inch asbestos cement (AC) water main located in Rochester Glens Subdivision in section 22 of the City. The water main is approximately 50 years old. The water main will be replaced with ductile iron pipe or high-density polyethylene (HDPE) pipe (depending on installation method). Construction is planned to begin in 2029.</p>	

\*\* = New project to the 2025-2030 CIP

<b>2025-2030 Capital Improvement Plan</b> <b>Water &amp; Sanitary Sewer System Improvements</b>
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<b>WS-65</b>	<b>**Dutton Road Water Main Replacement**</b>			
<b>2025-2026</b>				
<b>Estimated City Cost:</b>		<b>\$1,006,250</b>	<b>Estimated City Share: 100%</b>	
<p>Replace approximately 2,300 feet of 12-inch ductile iron water main along the south side of Dutton Road between Adams Road and Wales Drive in Section 6 of the City. The water main is approximately 35 years old. The water main will be replaced with ductile iron pipe or high-density polyethylene (HDPE) pipe, depends on installation method. Construction is planned to begin in 2026.</p>				

<b>WS-66</b>	<b>**Kings Cove Water Main Replacement**</b>			
<b>2027-2028</b>				
<b>Estimated City Cost:</b>		<b>\$4,900,000</b>	<b>Estimated City Share: 100%</b>	
<p>Replace approximately 9,000 feet of 8-inch and 2,200 of 12-inch Asbestos Cement (AC) water main in King Coves Condominiums in Section 3 of the City. The water main is approximately 50 years old. The water main will be replaced with ductile iron pipe or high-density polyethylene (HDPE) pipe, depending on installation method. Construction is planned to begin in 2028.</p>				

\*\* = New project to the 2025-2030 CIP



innovative *by* nature

## **2025-2030 Capital Improvement Plan Storm Water Management**

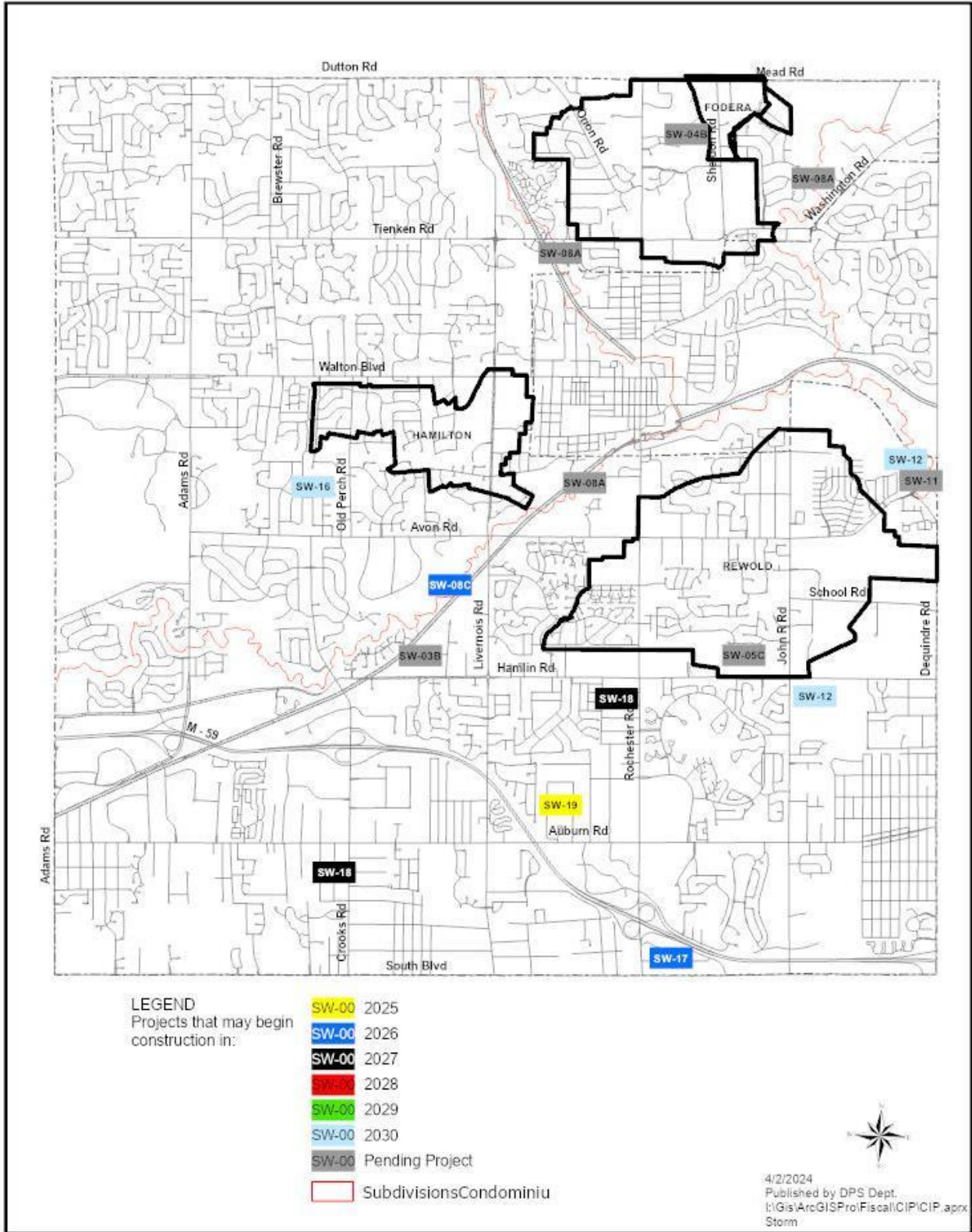
Prior to FY 2000, the primary focus of Storm Water Management in Rochester Hills was to develop a storm water system adequate to provide for storm water runoff in existing flood-prone areas. Much of the storm water management improvements made were financed and constructed through the use of Chapter 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

# 2025-2030 Capital Improvement Plan Storm Water Management



**2025-2030 Capital Improvement Plan  
Storm Water Management**

SW-08C	Clinton River: Natural Channel Restoration		
<b>Estimated Total Project:</b>	<b>\$840,000</b>	<b>2026-2028</b>	
<b>Estimated City Cost:</b>	<b>\$420,000</b>	<b>Estimated City Share:</b>	<b>50%</b>
<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 feet 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 2026, pending a funding source/grant award, or if erosion increases dramatically.</p>			

SW-12	Watertowns Storm Water Improvements		
<b>Estimated Total Project:</b>	<b>\$146,500</b>	<b>2030-2030</b>	
<b>Estimated City Cost:</b>	<b>\$73,250</b>	<b>Estimated City Share:</b>	<b>50%</b>
<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 2030. Funding could move this project up to coincide with any of their park improvements for these locations.</p>			

SW-13	Storm Water Best Management Practices (BMP) Retrofitting		
<b>Estimated Total Project:</b>	<b>\$450,000</b>	<b>2029-2030</b>	
<b>Estimated City Cost:</b>	<b>\$225,000</b>	<b>Estimated City Share:</b>	<b>50%</b>
<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 2030, or if funding becomes available.</p>			

\*\* = New project to the 2025-2030 CIP



**2025-2030 Capital Improvement Plan  
Storm Water Management**

<b>SW-16</b>	<b>Stratford Knolls Sub #3, #6: Roadside/Side Yard Culvert Replacement</b>		
<b>Estimated Total Project:</b>	<b>\$666,870</b>	<b>2029-2030</b>	
<b>Estimated City Cost:</b>	<b>\$666,870</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>Replace all road related drainage pipes, 12-inches and greater, as well as the associated manhole structures and inlets, within these two subdivision phases. This includes several pipes that reside in side yard properties that take only roadside ditch generated drainage. Our current inventory tracking suggests we have a combined 1,750 linear feet of 12, 18 and 24-inch pipe, 6 manhole structures and 8 inlet structures. Stratford Knolls Sub #3 was constructed in the 1960's. Since then and into the 1980's several roadside ditches and side yard swales were enclosed using mostly corrugated metal pipes or reinforced concrete pipes and a variety of manhole construction forms. Those pipes have reached full functional life expectancy, and the City recently responded to sinkhole concerns in front and side yards related to these pipes. Construction is planned to begin in 2030.</p>			

<b>SW-17</b>	<b>Eastlawn Drainage Improvements</b>		
<b>Estimated Total Project:</b>	<b>\$662,750</b>	<b>2025-2026</b>	
<b>Estimated City Cost:</b>	<b>\$662,750</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>Eastlawn Drive is a longtime developed street that has little elevational drop from west to east across its 1/2-mile length. Storm pipes were added to the very east end of this street along with ditching to the entire street in the early 1990's. Since then, new homes have been constructed with basements that require a sump pump, driveways have been replaced, yard elevations have risen and groundwater levels have raised. The City is now experiencing a street with no positive drainage available, heaving drive culverts and a large uptick in residential drainage complaints. This proposal would address this issue by providing storm sewer to the full length of the street, with the pipe residing in the grassed area on the north side right of way, then crossing the roadway at 200 Eastlawn where it would travel across the side yard to the Oakland County Crake Drain basin. Installing the storm in the north side grassed area should alleviate repaving the entire road length during restorations. An easement would be required from 200 Eastlawn. Construction is planned to begin in 2026.</p>			

<b>SW-18</b>	<b>Elmdale &amp; Juengel's Orchards Subdivision Drainage Improvements</b>		
<b>Estimated Total Project:</b>	<b>\$830,500</b>	<b>2026-2027</b>	
<b>Estimated City Cost:</b>	<b>\$830,500</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>These two subdivisions are starting to experience more and more individual drainage complaints relative to the shallow ditches and low elevation change along the length of the roadways. In the past, there have been attempts to use an underdrain to pick up low flow occurrence but this was never a long-term solution. That effort has now exceeded its life time and spot addressing is not correcting the neighborhood issue. This project would provide better drainage solutions through the use of extensions to existing storm pipe as well as subdivision wide proper ditching efforts. Construction is planned to begin in 2027.</p>			

\*\* = New project to the 2025-2030 CIP

**2025-2030 Capital Improvement Plan  
Storm Water Management**

SW-19	Denison Acres Ditching Improvements		
<b>Estimated Total Project:</b>	<b>\$318,250</b>	<b>2024-2025</b>	
<b>Estimated City Cost:</b>	<b>\$318,250</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>The Rochester Hills Department of Public Services has reviewed past concerns related to roadway flooding and ditch altering within the Denison Acres subdivision. DPS engineering staff has started collecting existing information and will prepare a set of bidding documents with the intention of hiring a contractor to redefine the storm water drainage ditching for the three subdivision streets (Harrington, Walbridge and Sarsfield). This project is planned to be done with proposed resurfacing of the three streets in a future local asphalt road rehabilitation bid. Construction is planned to begin in 2025.</p>			

\*\* = New project to the 2025-2030 CIP



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## **2025-2030 Capital Improvement Plan Pathway System**

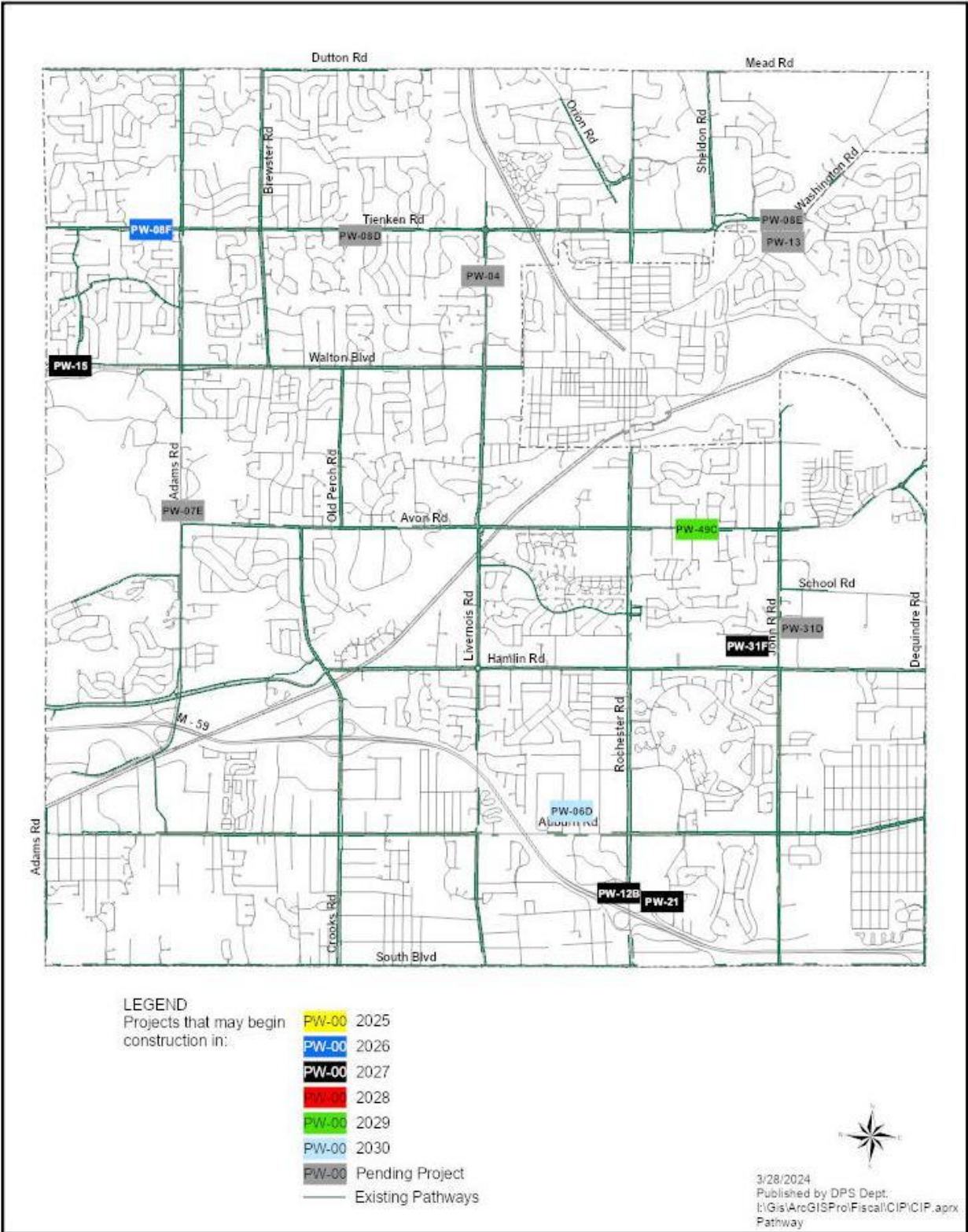
In the mid 1970's the City of Rochester Hills (formerly Avon Township) initiated a pathway program that planned for approximately 125-miles of pathways along major roads. To date, approximately 100 miles of pathways have been constructed by private development and/or through public funding.

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.

# 2025-2030 Capital Improvement Plan Pathway System



**2025-2030 Capital Improvement Plan  
Pathway System**

<b>PW-01A</b>	<b>Pathway System Rehabilitation Program</b>		
<b>2025-2030</b>			
<b>Estimated City Cost:</b>	<b>\$1,500,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
<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>			

<b>PW-06D</b>	<b>Auburn Road Pathway Gaps [Walbridge Road – Hickory Lawn Road]</b>		
<b>2029-2030</b>			
<b>Estimated City Cost:</b>	<b>\$464,950</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>Construction of approximately 2,100 feet of new 8-foot-wide asphalt pathway along the north side of Auburn Road between Walbridge Road and 500 feet 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 2030.</p>			

<b>PW-08F</b>	<b>**Tienken Near Medinah Mid-Block Crossing**</b>		
<b>2025-2026</b>			
<b>Estimated City Cost:</b>	<b>\$100,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>Construct a mid-block pedestrian crossing at Tienken Road near Medinah Drive to allow a safe route to Adams Highschool from the west side of the Adams Road and Tienken Road intersection. The segment of Tienken Road west of Adams Road to Falcon Drive would be studied first to find the best location for the crossing. The crossing incorporates the installation of two (2) solar powered push-button rapid flasher beacons (RFBs), one (1) steel pole and mast arm with overhead signage and two (2) light poles, along with installation of ADA compliant ramps, landings and refuge island. Construction is planned to begin in 2026.</p>			

<b>PW-12B</b>	<b>Rochester Road Pathway at M-59</b>		
<b>Estimated Total Project:</b>	<b>\$2,000,000</b>	<b>2026-2027</b>	
<b>Estimated City Cost:</b>	<b>\$400,000</b>	<b>Estimated City Share:</b>	<b>20%</b>
<p>Construction of approximately 3,200 feet of new 8-foot-wide pathway on each side of Rochester Road and connecting to existing ends of pathway. The resulting pathway configuration would resemble the existing version at the Crooks Road and M-59 interchange. New pathway would not be constructed along the 325-</p>			

\*\* = New project to the 2025-2030 CIP

## 2025-2030 Capital Improvement Plan Pathway System

foot bridge section but the City would coordinate with MDOT to re-purpose the paved shoulder into a 10-foot wide pathway protected by Jersey barriers. Constructing this portion of pathway will improve the level of service for pedestrians by providing a paved north-south route through the interchange at M-59. Residents that walk or cycle will benefit from the proposed travel route. Operating costs are expected to increase for maintenance and repairs. This project is dependent on grant funding. Construction is planned to begin in 2027.

<b>PW-15</b>	<b>**Walton Blvd Pedestrian Crossing Near Firewood**</b>			
<b>2026-2027</b>				
<b>Estimated City Cost:</b>		<b>\$625,000</b>	<b>Estimated City Share: 100%</b>	
<p>Construct a pedestrian crossing at Walton Blvd near Firewood to provide connection to Meadowbrook and Oakland University. The segment of Walton Blvd between Adams and Crooks would be studied first to find the best location for the crossing. The crossing incorporates the installation of HAWK signals, light poles along with pathway connection to the crosswalk. Construction is planned to begin in 2027.</p>				

<b>PW-16</b>	<b>**Pedestrian Bridge and Structure Repair Program**</b>			
<b>2025-2025</b>				
<b>Estimated City Cost:</b>		<b>\$2,225,000</b>	<b>Estimated City Share: 68%</b>	
<p>Twelve pedestrian bridges and existing structures at the Avon Nature Study Area and Highland Hills Sensory Trails were inspected in 2023. Maintenance repairs for the various sites were identified into a final report and this project is prepared to hire a consultant to prepare bidding documents and provide construction engineering services and to hire a contractor to complete the recommended repair program. The repair program does include pedestrian bridges managed by the Department of Public Services, Clinton River Trail bridges and structures managed by the Parks and Natural Resources Department/Building Department Facilities Division and three pedestrian bridges over the Paint Creek Trail owned by the Paint Creek Trailways Commission. Construction is planned to begin in 2025.</p>				

<b>PW-21</b>	<b>East Nawakwa Pathway [Rochester Road – Joshua Drive]</b>			
<b>2026-2027</b>				
<b>Estimated City Cost:</b>		<b>\$407,550</b>	<b>Estimated City Share: 100%</b>	
<p>Construction of approximately 2,100 feet of new 8-foot-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 2027 and coordinate with MR-21B.</p>				

**2025-2030 Capital Improvement Plan  
Pathway System**

<b>PW-31F</b>	<b>John R Pathway Realignment @ Hamlin NW Corner</b>
<b>2027-2028</b>	
<b>Estimated City Cost:</b>	<b>\$51,000</b>
<b>Estimated City Share:</b>	<b>100%</b>
<p>Realign approximately 200 feet of existing pathway along the west side of John R, just north of Hamlin Rd, to provide additional lateral clearance from the roadway for pedestrians and bicyclists. The goal is to maintain a minimum 5-foot clearance from vehicles, which will require significant brush and branch clearing. Some embankment fill will also be necessary to flatten area for pathway relocation. Construction is planned to begin in 2027 and coordinate with MR-29B.</p>	

<b>PW-49C</b>	<b>Avon Road Pathway [Rainier Avenue – Bembridge Drive]</b>
<b>2028-2029</b>	
<b>Estimated City Cost:</b>	<b>\$1,000,000</b>
<b>Estimated City Share:</b>	<b>100%</b>
<p>Construction of approximately 3,200 feet of new 8-foot-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 2029.</p>	

\*\* = New project to the 2025-2030 CIP





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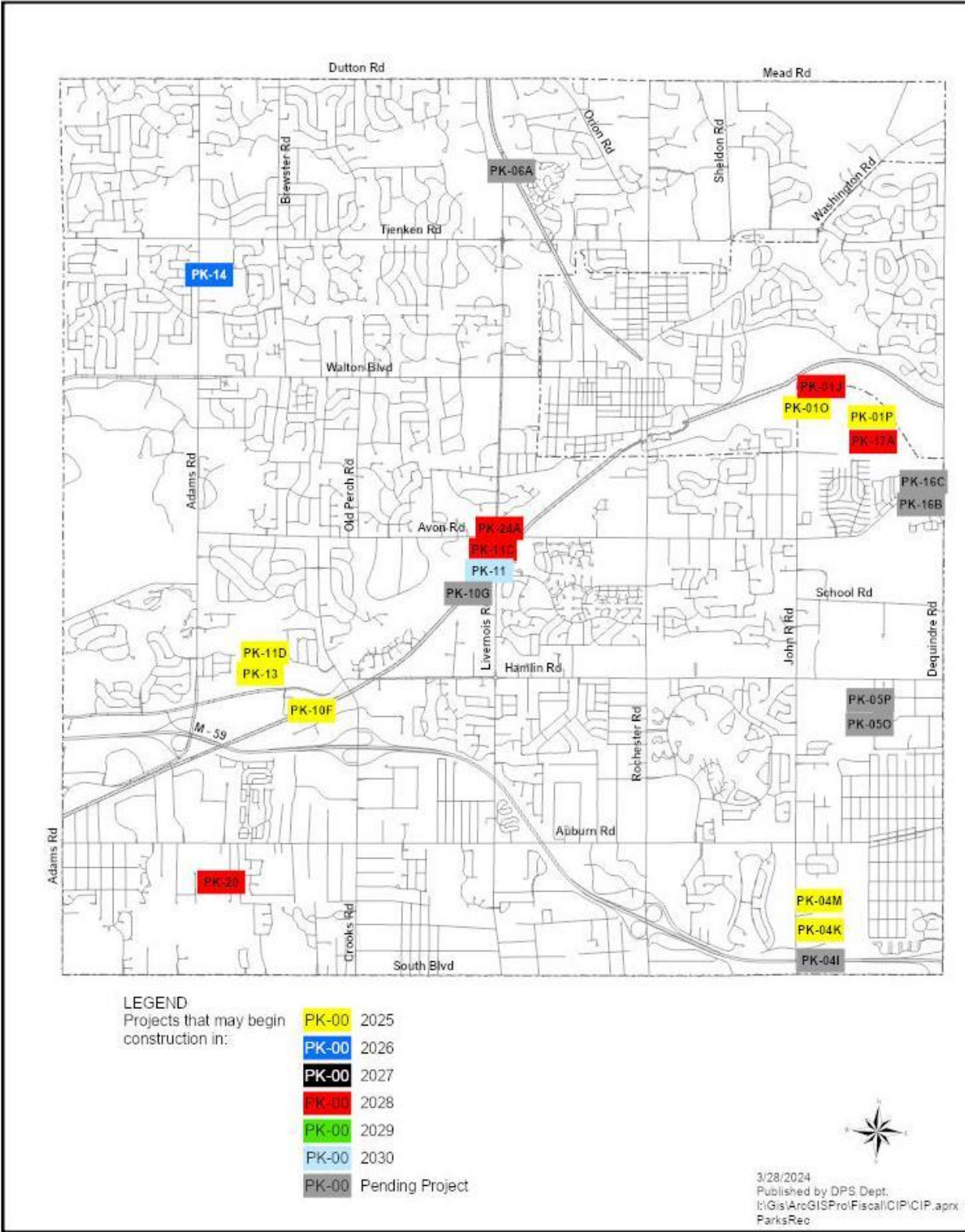
## **2025-2030 Capital Improvement Plan Parks and Recreation**

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 1,124 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.

# 2025-2030 Capital Improvement Plan Parks and Recreation



**2025-2030 Capital Improvement Plan  
Parks and Recreation**

<b>PK-01J</b>	<b>Bloomer Park: Stone Building Upgrades</b>		
<b>2027-2028</b>			
<b>Estimated City Cost:</b>	<b>\$750,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>A project to add heat in the restrooms and kitchen area, improve lighting, replace restroom stall walls and seasonally enclose the fireplace room at the Stone Shelter at Bloomer Park. These improvements would allow for year-round use of the building, provide public restrooms for fitness groups, walkers, and other park visitors and provide a winter location for Outdoor Engagement programming. Currently there are no restrooms available during the colder months anywhere within close proximity of the Stone Shelter, our newly added exercise pad, or the front of the park. This will not only provide a needed and basic level of service to general park users, but also for staff as we continue to build our outdoor programming and look for ways to provide programs year-round; increasing the number of residents/families we reach and program revenue. Construction is estimated to begin in 2028.</p>			

<b>PK-01O</b>	<b>Bloomer Park: Climbing Playscape</b>		
<b>2025-2025</b>			
<b>Estimated City Cost:</b>	<b>\$225,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>The climbing playscape is a play/fitness piece of equipment that would be added to Bloomer Park near the Fitness Hub in the park. The climbing playscape will be a rope climber and balance system unlike any other piece of equipment in the park. This project would be adding a new attraction promoting play, interaction, health and fitness. The climbing playscape will be installed over a surface and with connecting pathways that will be designed to universal accessibility guidelines. Construction is estimated to begin in 2025.</p>			

<b>PK-01P</b>	<b>Bloomer Park Redevelopment</b>		
<b>2025-2032</b>			
<b>Estimated City Cost:</b>	<b>\$4,650,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>Bloomer Park is the City's largest park, totaling 206.9 acres. Through a robust public input and site design process the City is pursuing several elements at Bloomer, including: Replacing the Velodrome with a Pump Track (2025), possibly developing a dog park (TBD), adding an additional shelter near the Stone Building (2028), developing a great pavilion and pollinator trail near the multi-purpose field (2028), Increasing access to the Clinton River (2031), and constructing a boardwalk over some river oxbow areas (2031).</p>			

<b>PK-04K</b>	<b>Spencer Park Redevelopment</b>		
<b>2025-2030</b>			
<b>Estimated City Cost:</b>	<b>\$7,050,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>Through a robust public input and site design process the City is pursuing several elements at Spencer. Elements include: Public non-motorized boat launch (2025), New playground, splashpad and bathroom</p>			

\*\* = New project to the 2025-2030 CIP

**2025-2030 Capital Improvement Plan  
Parks and Recreation**

pavilion (2027), develop a new trail close to the lake on the east side and build a large year-round pavilion (2029), expand the beach and build an over the lake boardwalk (2030).

<b>PK-04M</b>	<b>Spencer Park: Docks &amp; Decks Upgrades</b>		
	<b>2024-2025</b>		
	<b>Estimated City Cost:</b>	<b>\$250,000</b>	<b>Estimated City Share: 100%</b>
The Spencer boathouse docks and deck are in need of repairs or replacements due to age and wood deterioration. Construction is estimated to begin in 2025.			

<b>PK-09</b>	<b>Trail Access and Conditions Improvement Program</b>		
	<b>Estimated Total Project:</b>	<b>\$450,000</b>	<b>2024-2029</b>
	<b>Estimated City Cost:</b>	<b>\$450,000</b>	<b>Estimated City Share: 100%</b>
A program to increase trail access throughout the Parks system as well as improving accessible and overall conditions for our most utilized park amenity in the City. This project is geared towards improvements at the Avon Nature Area trails and Spencer Park trail improvements. This project is on-going.			

<b>PK-10F</b>	<b>Clinton River Trail Resurfacing</b>		
	<b>Estimated Total Project:</b>	<b>\$1,200,000</b>	<b>2024-2025</b>
	<b>Estimated City Cost:</b>	<b>\$1,200,000</b>	<b>Estimated City Share: 100%</b>
Resurfacing the City owned portion of the Clinton River Trail, improving ADA accessibility with a solid resurfacing solution. The Clinton River Trail spans 4.5 miles through Rochester Hills. Project is planned to begin in 2025.			

<b>PK-11</b>	<b>Clinton River Access: Parking Lot &amp; Canoe/Kayak Launch</b>		
	<b>Estimated Total Project:</b>	<b>\$650,000</b>	<b>2030-2031</b>
	<b>Estimated City Cost:</b>	<b>\$650,000</b>	<b>Estimated City Share: 100%</b>
Construction of a small parking area (approximately 20 x 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. Design is estimated to begin in the Fall of 2030 with construction beginning in 2031.			

\*\* = New project to the 2025-2030 CIP

**2025-2030 Capital Improvement Plan  
Parks and Recreation**

<b>PK-11C</b>	<b>**Eagles Landing Streambank Stabilization**</b>		
<b>Estimated Total Project:</b>	<b>\$350,000</b>	<b>2027-2028</b>	
<b>Estimated City Cost:</b>	<b>\$350,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>This Project will address 250 linear ft of increasing shoreline erosion along the Clinton River at Eagles Landing and Livernois Rd bridge. The Clinton River has become an increasingly flashy system and will continue to be with increased storm intensity and development in the watershed upstream. This flashiness causes increased erosion and accelerated channel migration. The erosion at this location continues to threaten city infrastructure (utility pole, pathway, and roadway), while also causing a loss of city property and its usage. These soils do not provide enough stability and sloughs off during high flow river events. Addressing this would include armoring the banks where permissible, lessening the bank slope and realigning the river thalweg curvature to dissipate energy flow, thereby reducing scour. This natural channel design method will help protect the nearby utilities, ensure the river has capacity for current and future flood flows, and ensure proper alignment to pass under the Livernois Road bridge span. Construction is planned to begin in 2028.</p>			

<b>PK-11D</b>	<b>**Innovation Hills Streambank Stabilization**</b>		
<b>Estimated Total Project:</b>	<b>\$300,000</b>	<b>2025</b>	
<b>Estimated City Cost:</b>	<b>\$300,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>This Project will address 300 linear ft of increasing shoreline erosion along the Clinton River in Innovation Hills Park. The Clinton River has become an increasingly flashy system and will continue to be with increased storm intensity and development in the watershed upstream. This flashiness causes increased erosion and accelerated channel migration. As this park has become developed, this migration threatens park improvements and city infrastructure. Features threatened by this active erosion include, City project mitigated ponds and wetlands, established donor sponsored trails, paved pathway, and sanitary sewer infrastructure access. Additionally, this location is centered between the rope bridge upstream and kayak landing downstream. To address this, the outside bank will need to be armored and/or the river may need to be shifted north. This natural channel design method will ensure the river has flow capacity while allowing current and future park projects to be enjoyed. Construction is planned to begin in 2025.</p>			

<b>PK-13</b>	<b>Innovation Hills: Park Development</b>		
<b>Estimated Total Project:</b>	<b>\$5,000,000</b>	<b>2025-2030</b>	
<b>Estimated City Cost:</b>	<b>\$5,000,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>Most development of Innovation Hills is in process, or has been completed, however additional parking options may become available. This project is on-going</p>			

\*\* = New project to the 2025-2030 CIP

**2025-2030 Capital Improvement Plan  
Parks and Recreation**

<b>PK-14</b>	<b>Nowicki Park – Development</b>		
<b>2025-2026</b>			
<b>Estimated City Cost:</b>	<b>\$6,700,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>Development of the 35-acre park located on Adams Road to include both active and passive recreational opportunities. Through a robust public input and site design process the City is pursuing several elements at Nowicki, including paved and rustic trails, a playground, parking lots, restrooms and staff support building, dog park, a beehive walking mound, possible pond and boardwalk development, and substantial plantings. Design is estimated to begin in the Fall of 2025 with construction beginning in 2026.</p>			

<b>PK-17A</b>	<b>Playground Replacement Schedule</b>		
<b>2025-2030</b>			
<b>Estimated City Cost:</b>	<b>\$1,800,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>Scheduled replacement and/or maintenance of existing playground equipment to prolong useful life 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 Bloomer Park in 2028. Operating costs of approximately \$10,000 per year are anticipated to remain consistent with the new equipment. This program is on-going.</p>			

<b>PK-20</b>	<b>Avondale Park: Field Rehabilitation</b>		
<b>2028-2028</b>			
<b>Estimated City Cost:</b>	<b>\$225,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>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. The project is estimated to begin in 2028.</p>			

<b>PK-24A</b>	<b>Veterans Memorial Pointe: Gazebo Replacement</b>		
<b>2027-2028</b>			
<b>Estimated City Cost:</b>	<b>\$175,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>The Gazebo within Veterans Memorial Pointe is an integral part of the park’s experience. Many use it for photo opportunities or to rest and reflect. The current gazebo is original to the park and is in need of replacement. This would include a full tear down and rebuild. Maintenance costs would continue to be approximately \$1,500 per year. Replacement is scheduled to begin in 2028.</p>			

\*\* = New project to the 2025-2030 CIP

**2025-2030 Capital Improvement Plan  
Parks and Recreation**

PK-29	Restroom Installation Program		
<b>Estimated Total Project:</b>	<b>\$3,000,000</b>	<b>2029-2030</b>	
<b>Estimated City Cost:</b>	<b>\$3,000,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>Replace failing park restrooms as well as a recurring program to replace portable toilets with updated restroom facilities. Evaluate all areas where portable toilets are utilized in conjunction with the amount of visitors at each site to determine which sites to prioritize for replacement. This is an on-going project to replace the bathrooms at Veterans, Borden, and then Leach.</p>			

\*\* = New project to the 2025-2030 CIP





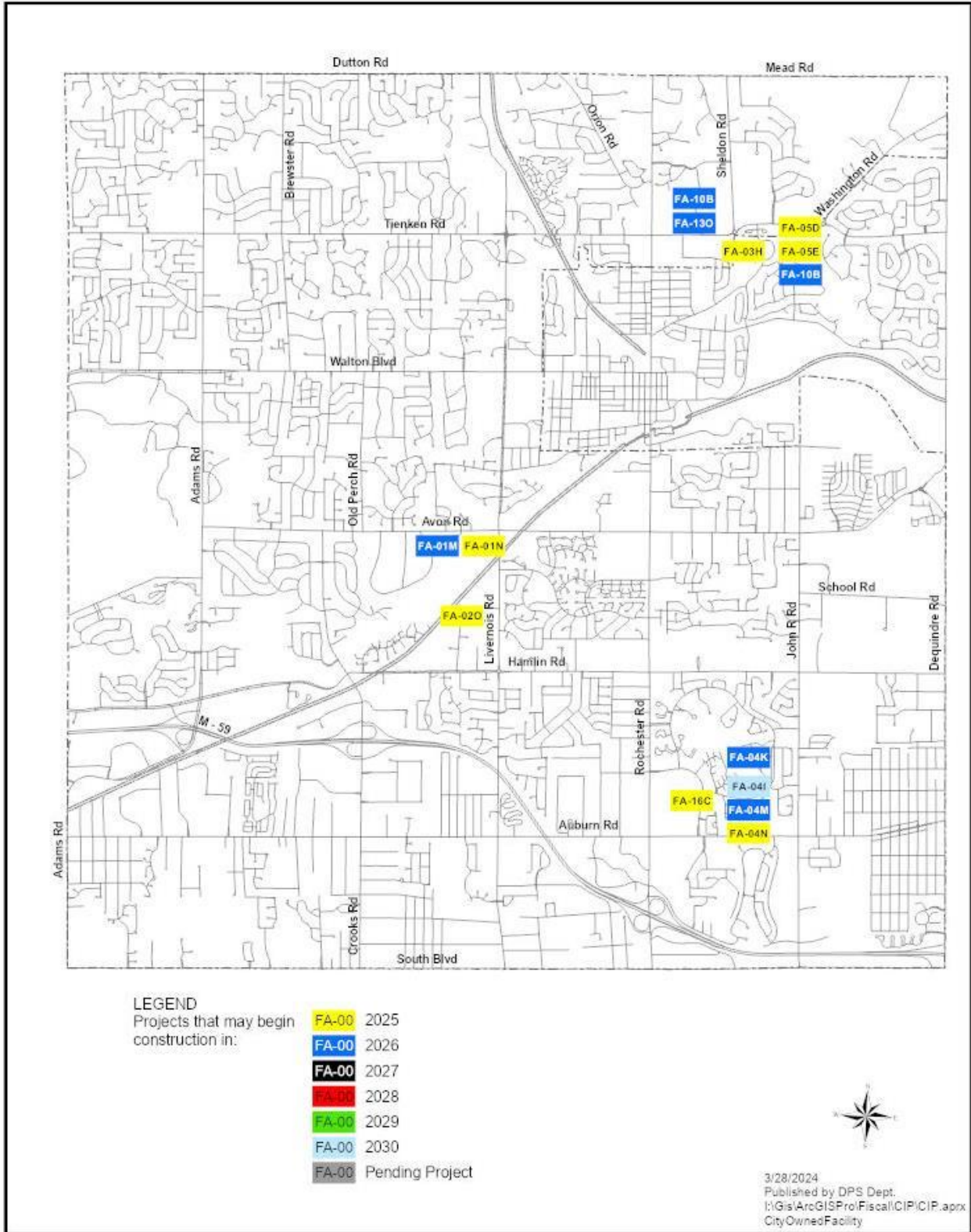
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## **2025-2030 Capital Improvement Plan City-Owned Facilities**

The City of Rochester Hills owns 34 buildings totaling over 288,000 square feet of space with a replacement cost of over \$63.3 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.

# 2025-2030 Capital Improvement Plan City-Owned Facilities



**2025-2030 Capital Improvement Plan  
City-Owned Facilities**

<b>FA-01M</b>	<b>**City Hall: First Floor Restroom Automatic Doors**</b>		
	<b>2026-2026</b>		
	<b>Estimated City Cost:</b>	<b>\$27,000</b>	<b>Estimated City Share: 100%</b>
<p>This project is to have a contractor install automatic door openers on the restroom doors on the 1st floor like on the 2nd floor employee restrooms. May require the doors being replaced to function with openers. Construction is planned to begin in 2026.</p>			

<b>FA-01N</b>	<b>**City Hall: Resource Room Redesign**</b>		
	<b>2025-2025</b>		
	<b>Estimated City Cost:</b>	<b>\$50,000</b>	<b>Estimated City Share: 100%</b>
<p>City Hall is centrally located within our city, and centrally located within City Hall is our Resource Room. Unfortunately, this awkward, underutilized space is not reflective of our city and it serves little purpose. As we have more and more residents visiting City Hall for passports, voting, HOA meetings and more, we want this room they use or pass by to truly reflect our city's values and mission. A redesign will transform it into a dynamic area for both employees and residents to gather, brainstorm and collaborate. The room will embrace an "innovative by nature" theme, incorporating elements such as pieces of our Bebb oak and a living green wall, together with all the capabilities for a multimedia presentation. This will be a community space, not owned by any specific department, where residents can gather, our team can assist guests, and employees can host meetings. Versatile, functional, and aesthetically pleasing, this redesign will promote collaboration and innovative thinking for both employees and residents. Construction is planned to begin in 2025.</p>			

<b>FA-02O</b>	<b>Fire Station 1: Exterior Improvements</b>		
	<b>2025-2025</b>		
	<b>Estimated City Cost:</b>	<b>\$50,000</b>	<b>Estimated City Share: 100%</b>
<p>Painting the exterior of Fire Station 1 and making the front of the building aesthetically pleasing. Project is estimated to begin in 2025.</p>			

<b>FA-03H</b>	<b>**Van Hoosen Jones Cemetery Irrigation**</b>		
	<b>Estimated Total Project:</b>	<b>\$555,980</b>	<b>2025-2025</b>
	<b>Estimated City Cost:</b>	<b>\$555,980</b>	<b>Estimated City Share: 100%</b>
<p>Install a complete irrigation system at the Van Hoosen Jones Stoney Creek Cemetery to address multiple issues. Foremost, this project aims to replace all damaged and inoperable water lines that previously served multiple spigots, providing water throughout the cemetery. Currently, a temporary solution involves approximately 1,000 feet of garden hose running across roads and lawns, creating tripping hazards and maintenance obstacles. The implementation of an automatic watering system using sprinklers will save countless man-hours and water more efficiently. Not only will it use less water per area than manual watering, but it will also operate at night, minimizing disruption to families visiting loved ones and complying with city ordinances. Construction is planning to begin in 2025.</p>			

\*\* = New project to the 2025-2030 CIP

**2025-2030 Capital Improvement Plan  
City-Owned Facilities**

<b>FA-04I</b>	<b>DPS Garage: FOB System Extension &amp; Security Cameras</b>		
<b>Estimated Total Project:</b>	<b>\$350,000</b>	<b>2029-2030</b>	
<b>Estimated City Cost:</b>	<b>\$350,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
DPS FOB access needs to be extended to other locations in the building, security camera upgrades and additional cameras added to the site. This project is planned for 2030.			

<b>FA-04K</b>	<b>DPS Garage: Vehicle Exhaust System</b>		
<b>Estimated Total Project:</b>	<b>\$750,000</b>	<b>2025-2026</b>	
<b>Estimated City Cost:</b>	<b>\$750,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
The mechanics bay ventilation is not working properly and poses a safety issue at the DPS Building. Currently, the ventilation system is in the floor. The plan is to change it to an above ground system with rolling hoses. Construction is estimated for 2026.			

<b>FA-04M</b>	<b>**DPS Garage Dirt Barn Replacement**</b>		
<b>Estimated Total Project:</b>	<b>\$1,350,000</b>	<b>2026-2026</b>	
<b>Estimated City Cost:</b>	<b>\$1,350,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
The current DPS Garage Dirt Storage Barn is in need of many repairs and has some structure concerns, especially the roof. This CIP is for a complete like for like replacement of the existing structure on the current foundation and half block walls. Construction is estimated for 2026.			

<b>FA-04N</b>	<b>**DPS Garage High Speed Overhead Door**</b>		
<b>Estimated Total Project:</b>	<b>\$225,000</b>	<b>2025-2025</b>	
<b>Estimated City Cost:</b>	<b>\$225,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
The overhead door at DPS is in constant use and we have to replace the door spring every 100,000 cycles. The door we are proposing will go on the outside of the building. The existing interior door will stay for security purposes. Construction is estimated for 2025.			

<b>FA-05D</b>	<b>**Structural Repairs at Red House, Farmhouse and School House**</b>		
<b>Estimated Total Project:</b>	<b>\$300,000</b>	<b>2025-2025</b>	
<b>Estimated City Cost:</b>	<b>\$300,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
HRC performed a structural analysis of all 3 of these Museum Buildings – Red House, Farmhouse and School House, and made note of repairs that need to be performed, collar ties installed on roof structures, attic ventilated, mortar and brick repairs, repair floor joist connection, to name a few of the required repairs. Construction is estimated for 2025.			

\*\* = New project to the 2025-2030 CIP

**2025-2030 Capital Improvement Plan  
City-Owned Facilities**

FA-05E	<b>**School House Lift Replacement**</b>		
<b>Estimated Total Project:</b>	<b>\$100,000</b>	<b>2025-2025</b>	
<b>Estimated City Cost:</b>	<b>\$100,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>Replace the handicap lift at the Stoney Creek Schoolhouse due to constant downtime and difficulty getting replacement parts. Purchase and installation are estimated for 2025.</p>			

FA-07C	<b>Citywide HVAC Maintenance &amp; Repairs Schedule</b>		
<b>Estimated Total Project:</b>	<b>\$1,400,000</b>	<b>2025-2030</b>	
<b>Estimated City Cost:</b>	<b>\$1,400,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
<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-07E	<b>**Citywide Elevator Evaluations**</b>		
<b>Estimated Total Project:</b>	<b>\$30,000</b>	<b>2025-2025</b>	
<b>Estimated City Cost:</b>	<b>\$30,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>A study to evaluate and recommend improvements or replacement to the City's elevators at DPS and City Hall. The study is estimated to begin in 2025.</p>			

FA-10B	<b>Citywide Parking Lot Replacements</b>		
<b>Estimated Total Project:</b>	<b>\$3,000,000</b>	<b>2025-2030</b>	
<b>Estimated City Cost:</b>	<b>\$3,000,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>Scheduled replacement of parking lots at City-owned buildings. This is a multi-year project to maintain and replace damaged parking lots. A study was conducted to determine the condition of each parking lot. Replacement costs include preliminary design engineering, geo-technical engineering and construction engineering. This project is on-going.</p>			

FA-11	<b>ADA Compliance Implementation Program</b>		
	<b>2025-2030</b>		
<b>Estimated City Cost:</b>	<b>\$300,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
<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</p>			

\*\* = New project to the 2025-2030 CIP

**2025-2030 Capital Improvement Plan  
City-Owned Facilities**

tables, grills, boat launches, beaches, shower areas, restrooms, etc.... This program is proposed to be funded at \$50,000 per year and is on-going.

FA-130	<b>**Fire Station #5 Detention Basin Retrofit**</b>		
<b>Estimated Total Project:</b>	<b>\$55,000</b>	<b>2026-2026</b>	
<b>Estimated City Cost:</b>	<b>\$55,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>Fire Station #5 was originally designed with a detention basin north of the building structure, taking advantage of the topography. As the use of the building have caused the parking lot to be expanded, the existing surface area for the basin became in conflict with the safe use of the parking lot. To correct this, the waters stored on the paved parking lot should be moved underground where oversized storm pipe can provide the proper storage capacity and release rate for this location. Accomplishing this will require a strip of parking lot asphalt and subsoils to be excavated, pipe placed underground, backfilling with sand and the parking lot repaved atop of this pipe. Construction is planned to begin in 2025.</p>			

FA-16C	<b>**Sheriff's Substation Car Ports**</b>		
<b>Estimated Total Project:</b>	<b>\$405,000</b>	<b>2025-2025</b>	
<b>Estimated City Cost:</b>	<b>\$405,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>There is a current car port at the Sheriff's Substation dating back to the early 2000's. The carport was designed to keep the patrol vehicles out of the weather and make them readily available during inclement weather (i.e., snow events). The vehicles used in patrol during that time period were mostly sedans or other 4 door cars. The Sheriff's Office has transitioned vehicles to SUVs such as the current Chevrolet Tahoe. Due to the design of the current car port these current larger vehicles cannot be backed into the space and the vehicles are larger and wider than the older style sedan police vehicles. The substation fleet has also grown to over 35 vehicles and two smart traffic carts. The current car port only has space for 20 vehicles. Carport to have concrete poured underneath to allow for future parking lot replacement without effecting the carports. The substation is also lacking outdoor storage space and this proposed car port would include an outdoor storage space (20' x 24' garage) attached to the car port. This proposal would add an additional 3 (23) vehicles to the car port and a 20' x 24' enclosed garage space. Construction is planned to begin in 2025.</p>			

FA-17	<b>Electric Vehicle Charging Stations</b>		
<b>Estimated Total Project:</b>	<b>\$500,000</b>	<b>2026-2026</b>	
<b>Estimated City Cost:</b>	<b>\$500,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>Installation of electric vehicle charging stations. It is anticipated the current trend to transition from gasoline vehicles to those powered by electricity will continue. This has many benefits, particularly environmental. Installation will be at City owned parking lots for visitors, residents and employees. Construction is planned to begin in 2026.</p>			

\*\* = New project to the 2025-2030 CIP

**2025-2030 Capital Improvement Plan  
City-Owned Facilities**

FA-19	City-Wide LED Lighting Upgrades		
<b>Estimated Total Project:</b>	<b>\$830,000</b>	<b>2023-2027</b>	
<b>Estimated City Cost:</b>	<b>\$830,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>A DTE Manager has been approved to evaluate all city facilities for cost savings, recommend lighting upgrades to replace existing florescent and tungsten lighting with LED and identify energy cost savings. From the recommendations, the City will form a plan to begin the process of upgrading lighting at all facilities. Upgrades began in 2023.</p>			

FA-20	<b>**Tow Behind Air Compressor**</b>		
<b>Estimated Total Project:</b>	<b>\$25,000</b>	<b>2025-2025</b>	
<b>Estimated City Cost:</b>	<b>\$25,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>Purchase a tow behind air compressor to be shared between Facilities and DPS. The compressor would make it so Facilities is not dependent on renting equipment for irrigation winterization and would allow DPS to work in multiple areas of road repair at one time. The compressor the DPS team uses is mounted on a truck. This compressor is a freestanding unit offering more flexibility. Purchase is planned in 2025.</p>			

\*\* = New project to the 2025-2030 CIP





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**2025-2030 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.

<b>PS-07</b>	<b>Master Plan Update Schedule</b>		
	<b>2025-2030</b>		
	<b>Estimated City Cost:</b>	<b>\$150,000</b>	<b>Estimated City Share:</b> <b>100%</b>
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 will be updated in 2024 and the next required five-year review and update is planned to begin in 2029.			

<b>PS-08</b>	<b>Master Thoroughfare Plan Update Schedule</b>		
	<b>2025-2030</b>		
	<b>Estimated City Cost:</b>	<b>\$150,000</b>	<b>Estimated City Share:</b> <b>100%</b>
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 Master Thoroughfare Plan was updated in 2021 and the next update is planned to be completed in 2026.			



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## 2025-2030 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.

<b>IS-02B</b>	<b>City Website Update Schedule</b>			
<b>2025-2030</b>				
<b>Estimated City Cost:</b>		<b>\$75,000</b>	<b>Estimated City Share: 100%</b>	
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 2026. This update schedule is on-going.				

<b>IS-04D</b>	<b>SCBA Replacement Schedule</b>			
<b>2025-2030</b>				
<b>Estimated City Cost:</b>		<b>\$1,522,690</b>	<b>Estimated City Share: 100%</b>	
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.				

<b>IS-04G</b>	<b>Heart Monitor Replacement Schedule</b>			
<b>2025-2030</b>				
<b>Estimated City Cost:</b>		<b>\$744,750</b>	<b>Estimated City Share: 100%</b>	
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				

**2025-2030 Capital Improvement Plan  
Internal Service Support Programs**

replacement, before more extensive service and maintenance levels are required to keep older equipment operational. The next replacement is planned to begin in 2025. This replacement program is on-going.

<b>IS-05</b>	<b>Citywide Fleet Replacement Schedule</b>		
<b>2025-2030</b>			
<b>Estimated City Cost:</b>	<b>\$10,178,220</b>	<b>Estimated City Share:</b>	<b>100%</b>
<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 90-93 in the Appendix Section. This replacement program is on-going.</p>			

<b>IS-07</b>	<b>Citywide Copier Replacement Schedule</b>		
<b>2025-2030</b>			
<b>Estimated City Cost:</b>	<b>\$250,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>Scheduled replacement of City copier machines when they have reached the end of their useful service lives. Operating costs of approximately \$30,000 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 2025. This project is on-going.</p>			

<b>IS-08</b>	<b>Fire Vehicle &amp; Apparatus Replacement Schedule</b>		
<b>2025-2030</b>			
<b>Estimated City Cost:</b>	<b>\$3,038,940</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>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 94 in the Appendix Section. This replacement program is on-going.</p>			

<b>IS-10B</b>	<b>Computer Network Upgrade Schedule</b>		
<b>2025-2030</b>			
<b>Estimated City Cost:</b>	<b>\$1,550,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>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.</p>			

\*\* = New project to the 2025-2030 CIP

**2025-2030 Capital Improvement Plan  
Internal Service Support Programs**

<b>IS-10D</b>	<b>Office Software Suite Upgrade Schedule</b>		
<b>2025-2030</b>			
<b>Estimated City Cost:</b>	<b>\$170,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
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 2028. This replacement program is on-going.			

<b>IS-12A</b>	<b>Financial Software System Replacement Schedule</b>		
<b>2025-2030</b>			
<b>Estimated City Cost:</b>	<b>\$250,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
Scheduled upgrade of existing financial system to current version. An upgrade was completed in 2021. The next upgrade is anticipated to be in 2025. Annual maintenance costs are anticipated to remain consistent at \$75,000 per year. This replacement program is on-going.			

<b>IS-18</b>	<b>Election Equipment Replacement Schedule</b>		
<b>2025-2030</b>			
<b>Estimated City Cost:</b>	<b>\$500,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
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 x voting tabulators, 24 x Auto mark Handicap Accessible tabulators, as well as related software for programming the equipment. Operating costs of approximately \$67,700 per year for all equipment 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 2026. This replacement program is on-going.			

<b>IS-19B</b>	<b>Auditorium / Media Equipment Replacement Schedule</b>		
<b>2025-2030</b>			
<b>Estimated City Cost:</b>	<b>\$150,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
Replacement of auditorium media equipment to avoid interruptions in the service they provide. Keeping computer-based equipment up to date will reduce emergency expenditures brought on by equipment failure and leverage the continued improvements and advances in that technology. This project is on-going.			

\*\* = New project to the 2025-2030 CIP

**2025-2030 Capital Improvement Plan  
Internal Service Support Programs**

<b>IS-20</b>	<b>Electronic Document Management System</b>		
<b>2023-2030</b>			
<b>Estimated City Cost:</b>	<b>\$2,000,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>Digital records management project covering all city departments and records. This project will enable simple and accurate access to and retrieval of city records for staff. This will also simplify responses to records for FOIA and court requests. This system will also facilitate adherence to the Records Retention Policy and the paperless office with forms processing. Implementation would be completed over an approximate three-year period, bringing on several departments per year. It is proposed that this will be a cloud-based system, limiting up front capital and management costs. Implementation is planned to begin in 2023.</p>			

<b>IS-23</b>	<b>**Conference Room Tech Upgrades**</b>		
<b>2025</b>			
<b>Estimated City Cost:</b>	<b>\$60,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>Upgrade the technology in the conference rooms city-wide to allow for seamless use of the tech by all users. The plan is to use a standard system that will allow for better remote meetings with high quality sound for participants, no matter which room is being used. This will require cameras, microphones, and speakers that allow participants to hear and see all meeting attendees clearly and without barriers. With the move from in-person to remote meetings as the standard in recent years, we have found that our current technology does not allow for all participants to clearly communicate. We would also like this change to clean up the wiring and standardize the look of conference rooms to better align with the expectation of modern and streamlined technology in our buildings and our brand. Implementation is scheduled for 2025.</p>			

<b>IS-24</b>	<b>**Flock Safety Cameras**</b>		
<b>2025</b>			
<b>Estimated City Cost:</b>	<b>\$40,000</b>	<b>Estimated City Share:</b>	<b>100%</b>
<p>This project is for the lease of 10 Flock Safety Cameras. Flock is a license plate reader that utilizes vehicle fingerprint technology to capture vehicle identifiers. The City currently leases 10 Flock cameras, this will be in addition to the ones already leased. There will be (8) Flock Safety Falcon units and (2) Flock Safety Falcon Flex units. The (8) Flock cameras will be stationary and permanently affixed at the intersections indicated and (2) will be portable (flex) that will allow the ability to be placed in any other areas of concern in Rochester Hills. Lease is scheduled for 2025.</p>			

\*\* = New project to the 2025-2030 CIP

**2025-2030 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 2025-2030 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 2025-2030 timeframe.

<b>MR-01B</b>	<b><i>L DFA Road System: Rehabilitation Program</i></b>
<p><i>Rehabilitation or reconstruction of failed concrete and asphalt sections within the L DFA District Road network, as identified through the City's Pavement Management System and based upon field inspections. The annual L DFA Concrete &amp; 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 L DFA District. Operating costs are anticipated to decrease by \$6,000 per year for each 0.3 miles proposed to be replaced annually.</i></p>	

<b>MR-05G</b>	<b><i>Adams Road @ Tienken Road: Intersection Improvements</i></b>
<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>	

<b>MR-11B</b>	<b><i>Rochester Industrial Drive Extension</i></b>
<p><i>Convert approximately 700 feet of existing private driveway to Public Industrial Road standards. The portion of driveway begins at the end of Rochester Industrial to the east property line of Fire Station #1.</i></p>	

<b>MR-15A</b>	<b><i>Adams Road @ Butler Road: Traffic Signal &amp; Road Improvement</i></b>
<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>	



**2025-2030 Capital Improvement Plan  
Projects Pending**

<b>MR-18</b>	<b>Dutton Road Paving (Rainbow Drive – Arthurs Way)</b>
<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 &amp; 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>	
<b>MR-33</b>	<b>Old Adams Road &amp; Forester Boulevard Reconstruction</b>
<p><i>Pavement reconstruction of approximately 200 feet of existing Forester Boulevard and 1,300 feet of Old Adams Road south of M-59 to Forester Boulevard. Operating costs are expected to decrease because of the new roadway surface. This project is funded by the LDFA.</i></p>	
<b>MR-37B</b>	<b>Barclay Circle @ Rochester Road: Traffic Signal Improvements</b>
<p><i>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.</i></p>	
<b>MR-42B</b>	<b>Livernois Road @ M-59 Highway: Bridge Expansion</b>
<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>	
<b>LS-05</b>	<b>Reuther Middle School Area Street Lighting</b>
<p><i>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.</i></p>	

**2025-2030 Capital Improvement Plan  
Projects Pending**

**LS-06**

**Reuther Middle School Area Sidewalks**

*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.*

**LS-18**

**Runyon Road Paving**

*Pave approximately 1,130 feet 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.*

**PK-04I**

**Spencer Park: Adult Obstacle Course / Fitness Area**

*Design and construct a high challenge, adult oriented, "ninja" style obstacle course and fitness area in the south west corner of Spencer Park. The course would address a growing trend in adult fitness. It is also an element that would be unique to our area. The obstacle course would also address a need to offer alternative recreational experiences and offer recreational experiences during slower seasons.*

**PK-05O**

**Borden Park: Seasonal Ice Rink**

*With weather patterns changing, it's been tough the last couple of years to get enough ice thickness to facilitate ice skating at our normal locations of Spencer Park and Innovation Hills. This seasonal ice rink will guarantee the activity of ice skating on an annual basis no matter the unpredictable weather during the winter. The ice rink would be installed each winter season in Parking Lot E.*

**PK-05P**

**Borden Park: Large Pavilion**

*Installation of a large pavilion near the playground and park office at Borden Park to rent for large gatherings, meetings, events, parties, etc. One of the things that was identified in the newly adopted Master Plan is the need for more outdoor gathering spaces and this new feature will check that box as well as provide a new potential revenue generator.*

**PK-06A**

**Paint Creek Trailway: Resurfacing Schedule**

*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 2019.*

**PK-10G**

**Clinton River Trail Bridge to Avon Nature Study Area**

*Adding a bridge from the Clinton River Trail to Avon Nature Study Area to improve trail access and connectivity amongst the park system.*

**2025-2030 Capital Improvement Plan  
Projects Pending**

<b>PK-16B</b>	<b>Yates Park: Clinton River Access Improvements</b>
<p><i>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 2027.</i></p>	
<b>PK-16C</b>	<b>Yates Park: Playground Development</b>
<p><i>Install a universally accessible play structure with connecting paths and accessible surfacing at Yates Park. Yates is our 4th busiest park and currently has picnic tables, access to the Clinton River and a vault toilet as its only amenities. A play structure would greatly enhance the park offerings. Operating costs of approximately \$2,000 per year are anticipated with the new equipment. Construction is planned to begin in 2028.</i></p>	
<b>PW-04</b>	<b>Livernois Road Pathway (New Life Lane – Tienken Road)</b>
<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>	
<b>PW-07E</b>	<b>Adams Road Pathway – East Side [Avon Road – S of Hillendale]</b>
<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>	
<b>PW-08D</b>	<b>Tienken Road Pathway Gaps [Tiverton Trail Drive – E of Whispering Knoll Lane]</b>
<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>	
<b>PW-08E</b>	<b>Tienken Road Pathway [Van Hoosen Road – Washington Road]</b>
<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>	

**2025-2030 Capital Improvement Plan  
Projects Pending**

<b>PW-13</b>	<b>Runyon Road Pathway</b>
<p><i>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.</i></p>	

<b>PW-31D</b>	<b>John R Road Pathway [Hamlin Road – School Road]</b>
<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>	

<b>SS-09</b>	<b>Livernois Sanitary Sewer Extension</b>
<p><i>Extend the sanitary sewer approximately 540 linear feet south on Livernois to provide access for properties currently not connected to public sewer.</i></p>	

<b>SS-13</b>	<b>Sheldon Road: Sanitary Sewer Metering Equipment</b>
<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 ensure 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>	

<b>SW-03B</b>	<b>Karas Creek Bank Stabilization</b>
<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>	

<b>SW-04B</b>	<b>Stoney Creek Drain Extension</b>
<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>	

**2025-2030 Capital Improvement Plan  
Projects Pending**

<b>SW-05C</b>	<b>Rewold Drain (Phase C)</b>
<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>	

<b>SW-08A</b>	<b>Major Waterway Preservation</b>
<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>	

<b>SW-10</b>	<b>Sump Line Collection System</b>
<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>	

<b>SW-11</b>	<b>Clinton River / Yates Park: Riverbank Stabilization</b>
<p><i>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. Now that the City has a Natural Resources Division, some of these efforts may be shared.</i></p>	

**2025-2030 Capital Improvement Plan  
Projects Pending**

**SW-15**

***Infra-Red Aerial Photography Survey***

*The infra-red aerial survey provides the impervious/non-impervious surface usage for all properties in Rochester Hills. This survey will be the basis to define the Residential Equalized Units (REU) ratio to base costs relating to a Stormwater Utility. The Stormwater Utility is currently being proposed through a Public Safety & Infrastructure sub-committee, and as the process moves forward, this aerial survey is part of the requirements needed to meet implementation goals.*

**WS-09**

***Flora Valley Court – River Bend Drive: Water Main Connection***

*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.*

**WS-15**

***Michelson Road: Water Main Extension***

*Due to a failure of the City water main crossing M-59 just east of Winter Creek Road, the existing water main on the south side of M-59 is now a 1,800-foot dead end. This project will extend 8" ductile iron pipe or high-density polyethylene (HDPE) pipe along Michelson Road approximately 1,200 feet to create a looped system. The City discourages dead end water mains that extend more than 600 feet. 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.*



innovative *by* nature

## 2025-2030 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  
Senior Financial Analyst

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.



**2025-2030 Capital Improvement Plan  
Project Application Forms**

**2025-2030 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

## 2025-2030 Capital Improvement Plan Project Application Forms

### 2025-2030 Capital Improvement Plan – Project Application

**Prior Approval:** Is this project included the 2024 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
- 2024 Budget
  Prior Year Budget: \_\_\_\_\_

**Total Estimated Cost:** In 2024 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*

## 2025-2030 Capital Improvement Plan Project Application Forms

### 2025-2030 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	<u>Per Unit (\$):</u>	<u>Total Cost (\$):</u>
<i>Plus: Purchase Price:</i>	<input type="text"/>	<u>\$0.00</u>
<i>Plus: Installation or Related Charges:</i>	<input type="text"/>	<u>\$0.00</u>
<i>Less: Trade-in, Salvage Value, Discount:</i>	<input type="text"/>	<u>\$0.00</u>
<b>Net Purchase Cost / Annual Rent:</b>	<u>\$0.00</u>	<u>\$0.00</u>
<i>Plus: Annual Operational – After:</i>	<input type="text"/>	<u>\$0.00</u>
<i>Less: Annual Operational – Savings:</i>	<input type="text"/>	<u>\$0.00</u>
<b>Net Annual Operational Impact:</b>	<u>\$0.00</u>	<u>\$0.00</u>
<b>Net Operational Impact Over Service Life:</b>	<u>\$0.00</u>	<u>\$0.00</u>
<b>Total Net Impact Over Service Life:</b>	<u>\$0.00</u>	<u>\$0.00</u>

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: <input type="text"/> |   |

Replaced Item(s): Attach Separate Sheet if Necessary

Item	Make	Age	Maintenance	Rental Cost
			\$	\$
			\$	\$
			\$	\$

## 2025-2030 Capital Improvement Plan Project Application Forms

Project Title: \_\_\_\_\_

CIP ID #: \_\_\_\_\_

Project Construction	Cost Before 2024	ADOPTED BUDGET 2024	PROJECTED BUDGET 2025	PROJECTED BUDGET 2026	2027	2028	2029	2030	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
<b>Total Project Construction</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	100%	\$0

Future Net Operating Costs / Savings	Cost Before	2025-2030								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
<b>Total Operating Impact</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0		\$0
<b>Grand Total Project</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0		\$0

\* Coordinate with:

\* Note:

## 2025-2030 Capital Improvement Plan Project Rating Form

2025-2030 CAPITAL IMPROVEMENT PROJECT RATING FORM				
Project Name: <input style="width: 90%;" type="text"/>	Project #: <input style="width: 80%;" type="text"/>			
Department: <input style="width: 90%;" type="text"/>	Total Score: <input style="width: 80%;" type="text" value="0"/>			
Rater Name: <input style="width: 90%;" type="text"/>	Score Range	Rater Score	Weight	Total Points
1. <b>Contributes to Health, Safety and Welfare</b> Eliminates a known hazard (accident history) Eliminates a potential hazard Materially contributes Minimally contributes No impact	5	5	5	0
	4			
	3			
	1			
	0			
2. <b>Project Needed to Comply with Local, State or Federal Law</b> Yes No	5	5	5	0
	0			
3. <b>Project Conforms to Adopted Program, Policy or Plan</b> Project is consistent with adopted City Council policy or plan Project is consistent with Administrative policy No policy / plan in place	5	4	4	0
	3			
	0			
4. <b>Project Remedies an Existing or Projected Deficiency</b> Completely Remedy Problem Partially Remedy Problem No	5	3	3	0
	3			
	0			
5. <b>Will Project Upgrade Facilities, Equipment, Vehicle or Apparatus</b> Rehabilitates / upgrades existing facility, equipment, vehicle or apparatus Replaces existing facility, equipment, vehicle or apparatus New facility, equipment, vehicle or apparatus	5	3	3	0
	3			
	1			
6. <b>Contributes to Long-term Needs of Community</b> More than 30 years 21 - 30 years 11 - 20 years 4 - 10 years 3 years or less	5	2	2	0
	4			
	3			
	2			
	1			
7. <b>Annual Impact on Operating Costs Compared to Operating Costs Absent the Project</b> Net Cost Savings No Change Minimal increase (<\$25,000) Moderate increase (\$25,000 - \$100,000) Major increase (> \$100,000)	5	2	2	0
	4			
	3			
	2			
	1			
8. <b>Impact Measures - Net Present Value &amp; Internal Rate of Return / # of Years to Recoup Costs</b> High / 0-3 Years Medium-High / 4-7 Years Medium / 8-11 Years Medium-Low / 12-15 Years Low / 16 - 20 Years Never	5	2	2	0
	4			
	3			
	2			
	1			
	0			
9. <b>Service Area of Project</b> Regional City-Wide Several neighborhoods One neighborhood or less	5	2	2	0
	4			
	3			
	1			
10. <b>Department Priority</b> High Medium Low	5	2	2	0
	3			
	1			
11. <b>Project Delivers Level of Service Desired by Community</b> High Medium Low	5	2	2	0
	3			
	1			

## 2025-2030 Capital Improvement Plan Fleet Replacement Schedule

2025 FLEET EQUIPMENT PURCHASES BREAKDOWN				
VEHICLE TYPE	DEPARTMENT	VEHICLE #	REPLACEMENT CYCLE	ESTIMATED COST
Equipment Trailer	<i>DPS - Roads</i>	39-218	10	\$ 61,200
Equipment Trailer	<i>OCSO/CERT</i>	39-230	5	\$ 23,790
Dump Body Insert	<i>Parks - Borden</i>	40-6185	5	\$ 19,500
Portable Sign Trailer	<i>DPS</i>	40-6226	10	\$ 14,300
Portable Sign Trailer	<i>DPS</i>	40-6227	10	\$ 14,300
Zero-Turn Mower	<i>Grounds Maint</i>	40-7189	4	\$ 15,480
Zero-Turn Mower	<i>Grounds Maint</i>	40-7190	4	\$ 15,480
Pickup 4wd w\ Plow	<i>Parks - Borden</i>	39-547	6	\$ 45,130
Cargo Van	<i>DPS - W&amp;S</i>	39-570	7	\$ 37,400
Cargo Van	<i>DPS - W&amp;S</i>	39-571	7	\$ 37,400
Pickup 4wd w\ Plow	<i>Cemetery</i>	39-586	7	\$ 56,430
Pickup 4wd	<i>Building</i>	39-598	7	\$ 40,050
Pickup 4wd	<i>Building</i>	39-599	7	\$ 40,050
Pickup 4wd	<i>Building</i>	39-600	7	\$ 40,050
Pickup 4wd	<i>Building</i>	39-601	7	\$ 40,050
Pickup 4wd w\ Plow	<i>Grounds Maint</i>	39-605	7	\$ 52,580
Pickup 4wd w\ Plow	<i>DPS</i>	39-606	7	\$ 53,400
<b>TOTAL 2025 FLEET VEHICLE / EQUIPMENT COSTS:</b>				<b>\$ 606,590</b>
2026 FLEET EQUIPMENT PURCHASES BREAKDOWN				
VEHICLE TYPE	DEPARTMENT	VEHICLE #	REPLACEMENT CYCLE	ESTIMATED COST
Integrated Tool-Carrier Bucket	<i>DPS</i>	39-169	10	\$ 270,850
Traffic Arrow Board	<i>DPS</i>	39-338	10	\$ 7,770
Traffic Arrow Board	<i>DPS</i>	39-339	10	\$ 7,770
Concrete Saw	<i>DPS - Roads</i>	39-336	10	\$ 33,280
Utility Vehicle	<i>Parks</i>	40-6776	4	\$ 11,900
Utility Vehicle	<i>Parks - Borden</i>	40-7126	4	\$ 14,060
Zero-Turn Mower	<i>Grounds Maint</i>	40-7291	4	\$ 16,020
Zero-Turn Mower	<i>Grounds Maint</i>	40-7292	4	\$ 16,020
GMC Cut Away Van/Cube w\ Interior Package	<i>DPS</i>	39-442	12	\$ 82,100
Cargo Van	<i>Facilities</i>	39-574	7	\$ 44,120
Street Sweeper	<i>DPS</i>	39-595	10	\$ 430,850
Passenger Vehicle	<i>DPS-Admin</i>	39-596	7	\$ 44,850
Passenger Vehicle	<i>Building</i>	39-597	7	\$ 44,850
Tandem Axle Dump Truck	<i>DPS</i>	39-556	12	\$ 353,700
Tandem Axle Dump Truck	<i>DPS</i>	39-557	12	\$ 353,700
Tandem Axle Dump Truck	<i>DPS</i>	39-558	12	\$ 353,700
Tandem Axle Dump Truck	<i>DPS</i>	39-559	12	\$ 353,700
Pickup 4wd	<i>DPS</i>	39-563	7	\$ 44,130
<b>TOTAL 2026 FLEET VEHICLE / EQUIPMENT COSTS:</b>				<b>\$2,483,370</b>

## 2025-2030 Capital Improvement Plan Fleet Replacement Schedule

2027 FLEET EQUIPMENT PURCHASES BREAKDOWN				
VEHICLE TYPE	DEPARTMENT	VEHICLE #	REPLACEMENT CYCLE	ESTIMATED COST
Deep Tine Aerator	<i>Parks - Borden</i>	40-4526	10	\$ 71,000
Utility Tractor	<i>Parks - Spencer</i>	40-5999	10	\$ 98,500
Field Rake	<i>Grounds Maint</i>	40-6841	5	\$ 19,000
Utility Vehicle	<i>Parks - Borden</i>	40-6606	4	\$ 12,180
Utility Vehicle	<i>DPS</i>	39-344	9	\$ 88,910
Utility Vehicle	<i>DPS</i>	39-345	9	\$ 88,910
Equipment Trailer	<i>DPS</i>	39-232	10	\$ 18,100
Equipment Trailer	<i>DPS</i>	39-236	10	\$ 19,500
Equipment Trailer	<i>DPS</i>	39-237	10	\$ 19,500
Skid Steer	<i>DPS</i>	39-074	10	\$ 82,500
Grader	<i>DPS</i>	39-082	15	\$ 325,000
Top Dresser	<i>Parks - Borden</i>	40-1161	10	\$ 47,750
Pressure Washer	<i>Fleet</i>	40-5234	5	\$ 6,300
Dump Truck Insert	<i>Cemetery</i>	40-6526	10	\$ 10,500
Overseeder	<i>Parks - Borden</i>	40-6960	8	\$ 19,000
Electric Utility Vehicle	<i>Cemetery</i>	39-347	7	\$ 16,750
Backhoe	<i>DPS</i>	39-572	10	\$ 200,000
Utility Vehicle	<i>Parks - IH</i>	40-7232	4	\$ 16,500
Utility Vehicle	<i>Parks - Spencer</i>	40-7242	4	\$ 15,500
Utility Vehicle	<i>Parks - Bloomer</i>	40-7227	4	\$ 17,200
Equipment Trailer	<i>Cemetery</i>	39-233	10	\$ 16,200
Equipment Trailer	<i>Grounds Maint</i>	39-234	10	\$ 21,640
Service Hoist	<i>Parks - Borden</i>	40-1160	10	\$ 21,500
Hydroseeder	<i>DPS</i>	39-341	10	\$ 45,000
Walk Behind Broom	<i>Parks - IH</i>	40-7241	10	\$ 8,750
Floor Scrubber / Sweeper	<i>DPS</i>	39-608	10	\$ 80,000
Tandem Axle Dump Truck	<i>DPS</i>	39-583	10	\$ 360,000
Tandem Axle Dump Truck	<i>DPS</i>	39-584	10	\$ 360,000
Pickup 2500 4wd w\ Plow	<i>DPS</i>	39-610	7	\$ 47,700
Pickup 2500 4wd w\ Plow	<i>DPS</i>	39-611	7	\$ 47,700
Pickup 4wd w\ Plow	<i>DPS</i>	39-612	7	\$ 47,700
Pickup 4wd w\ Plow & Plow Wings	<i>Facilities</i>	39-613	7	\$ 47,700
Pickup 4wd w\ Plow	<i>DPS</i>	39-614	7	\$ 47,700
Pickup 4wd w\ Plow	<i>DPS</i>	39-615	7	\$ 47,700
Pickup 4wd	<i>DPS - W/S</i>	39-616	7	\$ 47,700
Pickup 4wd w\ Plow	<i>DPS</i>	39-617	7	\$ 47,700
Pickup 4wd w\ Plow & Platform	<i>DPS</i>	39-618	7	\$ 47,700
Pickup 4wd w\ Plow	<i>DPS</i>	39-619	7	\$ 47,700
Pickup 4wd w\ Plow & Platform & Plow Wings	<i>DPS</i>	39-620	7	\$ 49,000
Pickup 2wd	<i>Ordinance</i>	39-621	7	\$ 36,500
Pickup 2wd	<i>Ordinance</i>	39-622	7	\$ 36,500
Pickup 4wd	<i>Natural Resources</i>	39-623	7	\$ 36,500
Pickup 4wd w\ Service Body & Cran	<i>DPS</i>	39-569	7	\$ 96,000
Cargo Van	<i>DPS</i>	39-591	7	\$ 34,500
Cargo Van	<i>Facilities</i>	39-592	7	\$ 34,500
<b>TOTAL 2027 FLEET VEHICLE / EQUIPMENT COSTS:</b>				<b>\$2,906,190</b>

## 2025-2030 Capital Improvement Plan Fleet Replacement Schedule

2028 FLEET EQUIPMENT PURCHASES BREAKDOWN				
VEHICLE TYPE	DEPARTMENT	VEHICLE #	REPLACEMENT CYCLE	ESTIMATED COST
Utility Vehicle	<i>Grounds Maint</i>	40-7302	4	\$ 11,000
Utility Vehicle	<i>Grounds Maint</i>	40-7303	4	\$ 11,000
Utility Vehicle	<i>Museum</i>	40-7324	4	\$ 20,700
Zero-Turn Mower	<i>Ground Maint</i>	40-7663	4	\$ 15,100
Zero-Turn Mower	<i>Ground Maint</i>	40-7664	4	\$ 15,100
Zero-Turn Mower	<i>Ground Maint</i>	40-7665	4	\$ 17,220
Zero-Turn Mower	<i>Cemetery</i>	40-7666	4	\$ 17,220
Mini-Track Excavator	<i>DPS</i>	39-573	10	\$ 115,000
Front End Loader	<i>DPS</i>	39-580	10	\$ 267,500
Wheeled Excavator	<i>DPS</i>	39-581	10	\$ 398,000
Rotary Broom	<i>Parks - Spencer</i>	40-7073	4	\$ 9,550
Sign Plotter Cutter	<i>DPS</i>	40-7036	5	\$ 8,800
Trailer Mounted Hot Patcher	<i>DPS</i>	39-235	8	\$ 27,000
Sewer Truck	<i>DPS</i>	39-546	10	\$ 690,000
Passenger Vehicle	<i>DPS</i>	39-654	7	\$ 35,000
Passenger Vehicle	<i>DPS - Pool</i>	39-655	7	\$ 35,000
Sport Utility 4wd	<i>DPS - W&amp;S</i>	39-626	7	\$ 37,500
Passenger Car	<i>Assessing</i>	39-653	7	\$ 35,000
Pickup 4wd w\ Plow	<i>DPS</i>	39-627	7	\$ 49,570
Cargo Van	<i>Facilities</i>	39-602	7	\$ 35,700
Cargo Van	<i>Building</i>	39-604	7	\$ 35,700
1 ton Dump Truck	<i>DPS</i>	39-603	10	\$ 71,000
Pickup 4wd w\ Plow	<i>DPS</i>	39-575	7	\$ 66,000
<b>TOTAL 2028 FLEET VEHICLE / EQUIPMENT COSTS:</b>				<b>\$2,023,660</b>
2029 FLEET EQUIPMENT PURCHASES BREAKDOWN				
VEHICLE TYPE	DEPARTMENT	VEHICLE #	REPLACEMENT CYCLE	ESTIMATED COST
Steam Generating Unit + Trailer	<i>DPS</i>	39-225	10	\$ 51,500
Wireless Mobile Column Lift	<i>DPS</i>	40-6607	10	\$ 78,500
Asphalt Roller	<i>DPS</i>	39-340	8	\$ 24,000
Concrete Power Screed	<i>DPS</i>	40-7210	10	\$ 6,500
Concrete Power Screed	<i>DPS</i>	40-7211	10	\$ 7,800
Passenger Vehicle	<i>DPS</i>	39-649	7	\$ 31,700
Passenger Vehicle	<i>DPS - Pool</i>	39-650	7	\$ 31,700
Passenger Vehicle	<i>Assessing</i>	39-651	7	\$ 31,700
Passenger Car	<i>Assessing</i>	39-652	7	\$ 32,500
Pickup 4wd w\ Plow	<i>Natural Resources</i>	39-640	7	\$ 49,500
Pickup 4wd w\ Plow	<i>Grounds Maint</i>	39-641	7	\$ 49,500
Pickup 4wd w\ Plow	<i>Parks - IH</i>	39-643	7	\$ 49,500
Sport Utility 4wd	<i>Media</i>	39-648	7	\$ 36,500
Sign/Guardrail Truck	<i>DPS</i>	39-594	10	\$ 211,000
Pickup 4wd Utility w\ Crane Body	<i>DPS</i>	39-593	6	\$ 82,500
Pickup 4wd w\ Plow	<i>Grounds Maint</i>	39-647	7	\$ 51,500
Pickup 4wd w\ Plow	<i>Parks - City Hall</i>	39-645	7	\$ 51,500
Pickup 4wd w\ Plow	<i>Parks - Bloomer</i>	39-646	7	\$ 51,500
Pickup 4wd w\ Plow	<i>Grounds Maint</i>	39-644	7	\$ 51,500
<b>TOTAL 2029 FLEET VEHICLE / EQUIPMENT COSTS:</b>				<b>\$ 980,400</b>



## 2025-2030 Capital Improvement Plan Fleet Replacement Schedule

2030 FLEET EQUIPMENT PURCHASES BREAKDOWN				
VEHICLE TYPE	DEPARTMENT	VEHICLE #	REPLACEMENT CYCLE	ESTIMATED COST
Radar Smart Cart	<i>OCSO</i>	39-337	5	\$ 22,750
Equipment Trailer	<i>DPS</i>	39-231	10	\$ 22,600
Zero-Turn Mower	<i>Grounds Maint</i>	40-7226	4	\$ 26,000
6" Trash Pump	<i>DPS</i>	39-212	30	\$ 90,000
Tractor/Loader	<i>Grounds Maint</i>	40-6270	18	\$ 82,500
Infield Groomer	<i>Grounds Maint</i>	40-7127	12	\$ 48,250
Air Compressor	<i>DPS</i>	39-346	12	\$ 32,750
Backhoe	<i>Cemetery</i>	39-607	12	\$ 89,000
Reach-Arm Mower	<i>Grounds Maint</i>	40-7187	12	\$ 40,500
Tractor/Loader/Backhoe	<i>Museum</i>	39-311	20	\$ 74,500
Pickup 4wd	<i>DPS/Eng</i>	39-656	7	\$ 39,230
Pickup 4wd	<i>DPS/Eng</i>	39-657	7	\$ 39,230
Pickup 4wd	<i>DPS/Eng</i>	39-658	7	\$ 39,230
Pickup 4wd	<i>DPS/Eng</i>	39-659	7	\$ 39,230
Pickup 4wd	<i>Building</i>	39-660	7	\$ 39,230
Pickup 4wd	<i>Building</i>	39-661	7	\$ 39,230
Pickup 4wd	<i>Building</i>	39-662	7	\$ 39,230
Pickup 4wd	<i>Building</i>	39-663	7	\$ 39,230
Pickup 4wd	<i>DPS</i>	39-664	7	\$ 43,330
Pickup 4wd	<i>Natural Resources</i>	39-665	7	\$ 42,000
Pickup 4wd	<i>Grounds Maint</i>	39-666	7	\$ 46,040
Pickup 4wd w\Platform	<i>DPS</i>	39-667	7	\$ 42,230
Pickup 4wd w\Plow	<i>DPS</i>	39-668	7	\$ 42,230
Pickup 4wd w\Plow	<i>DPS</i>	39-669	7	\$ 42,230
Pickup 4wd w\Plow	<i>Grounds Maint</i>	39-670	7	\$ 42,230
Pickup 4wd w\Plow	<i>Cemetery</i>	39-672	7	\$ 35,030
<b>TOTAL 2030 FLEET VEHICLE / EQUIPMENT COSTS:</b>				<b>\$1,178,010</b>

## 2025-2030 Capital Improvement Plan Fire Replacement Schedule

2025 FIRE DEPARTMENT VEHICLE & APPARATUS BREAKDOWN				
VEHICLE TYPE	DIVISION	VEHICLE #	REPLACEMENT CYCLE (Years)	ESTIMATED COST
Chevy Traverse AWD (CRR FLSE)	Fire Prevention	FLSE	10	\$ 50,000
<b>2025 TOTAL FIRE DEPARTMENT VEHICLE &amp; APPARATUS COSTS:</b>				<b>\$ 50,000</b>

2026 FIRE DEPARTMENT VEHICLE & APPARATUS BREAKDOWN				
VEHICLE TYPE	DIVISION	VEHICLE #	REPLACEMENT CYCLE (Years)	ESTIMATED COST
None Scheduled				\$ -
<b>2026 TOTAL FIRE DEPARTMENT VEHICLE &amp; APPARATUS COSTS:</b>				<b>\$ -</b>

2027 FIRE DEPARTMENT VEHICLE & APPARATUS BREAKDOWN				
VEHICLE TYPE	DIVISION	VEHICLE #	REPLACEMENT CYCLE (Years)	ESTIMATED COST
Sport Utility 4wd	Fire Prevention	Captain 1	10	\$ 61,700
Sport Utility 4wd	Fire Suppression	Battalion 1	5	\$ 67,500
Sport Utility 4wd	Fire Suppression	EMS-1	10	\$ 61,700
<b>2027 TOTAL FIRE DEPARTMENT VEHICLE &amp; APPARATUS COSTS:</b>				<b>\$ 190,900</b>

2028 FIRE DEPARTMENT VEHICLE & APPARATUS BREAKDOWN				
VEHICLE TYPE	DIVISION	VEHICLE #	REPLACEMENT CYCLE (Years)	ESTIMATED COST
Sport Utility 4wd	Administration	Chief 1	10	\$ 70,430
Sport Utility 4wd	Administration	Chief 2	10	\$ 70,430
Sport Utility 4wd	Fire Prevention	Chief 3	10	\$ 70,430
Sport Utility 4wd	Training	Captain 2	10	\$ 78,740
Ambulance	EMS	Alpha 21	6	\$ 434,090
Ambulance	EMS	Alpha 22	6	\$ 434,090
<b>2028 TOTAL FIRE DEPARTMENT VEHICLE &amp; APPARATUS COSTS:</b>				<b>\$ 1,158,210</b>

2029 FIRE DEPARTMENT VEHICLE & APPARATUS BREAKDOWN				
VEHICLE TYPE	DIVISION	VEHICLE #	REPLACEMENT CYCLE (Years)	ESTIMATED COST
None Scheduled				\$ -
<b>2029 TOTAL FIRE DEPARTMENT VEHICLE &amp; APPARATUS COSTS:</b>				<b>\$ -</b>

2030 FIRE DEPARTMENT VEHICLE & APPARATUS BREAKDOWN				
VEHICLE TYPE	DIVISION	VEHICLE #	REPLACEMENT CYCLE (Years)	ESTIMATED COST
Ambulance	EMS	Alpha 24	6	\$ 530,680
Ambulance	EMS	Alpha 23	6	\$ 530,680
Ambulance	EMS	Alpha 25	6	\$ 530,680
Sports Utility 4wd	Fire Prevention	Public Education	10	\$ 47,790
<b>2030 TOTAL FIRE DEPARTMENT VEHICLE &amp; APPARATUS COSTS:</b>				<b>\$ 1,639,830</b>



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NEW PROJECTS ADDED TO 2025-2030 CIP AGGREGATE

2025-2030 CAPITAL IMPROVEMENT PLAN AGGREGATE SPREADSHEET

PROJECT NUMBER AND NAME	PROJECT COORDINATION	AVERAGE RATING	POTENTIAL FUNDING SOURCE(S)	TOTAL PROJECT COST	CITY SHARE	TOTAL COST (2025-2030)	FUTURE PROJECT COST (2025-2030)	2025 PROJECT COST	CITY COST	2026 PROJECT COST	CITY COST	2027 PROJECT COST	CITY COST	2028 PROJECT COST	CITY COST	2029 PROJECT COST	CITY COST	2030 PROJECT COST	CITY COST	
<b>Major Road Construction:</b>																				
MR-41F	None	69	Major Road Fund / HOA	500,000	100%	500,000	500,000	500,000	-	-	-	-	-	-	-	-	-	-	-	
MR-12	MR-01A, LS-12	72	Major Road Fund / HOA	140,000	50%	70,000	60,000	20,000	10,000	10,000	10,000	20,000	10,000	20,000	10,000	20,000	10,000	20,000	10,000	
MR-34D	MR-01A, LS-01	84	Major Road Fund / HOA	5,875,000	100%	5,875,000	5,875,000	470,000	470,000	470,000	5,405,000	5,405,000	5,405,000	5,405,000	5,405,000	5,405,000	5,405,000	5,405,000	5,405,000	
MR-06B	None	85	Major Road Fund	98,000	100%	98,000	98,000	98,000	-	-	-	5,000	5,000	93,000	93,000	1,124,250	374,750	-	-	
MR-48C	PW-48C	85	Major Road Fund / Tri-Party	422,250	33%	422,250	422,250	422,250	-	-	-	-	-	422,250	422,250	422,250	422,250	422,250	422,250	
MR-21B	MR-01A, LS-01; PW-21; WS-21	87	Major Road Fund	885,500	100%	885,500	885,500	885,500	-	-	-	815,500	815,500	815,500	815,500	815,500	815,500	815,500	815,500	
MR-21C	MR-01A, LS-01; WS-21C	87	Major Road Fund	3,850,000	100%	3,850,000	3,850,000	3,850,000	-	-	-	3,850,000	3,850,000	3,850,000	3,850,000	3,850,000	3,850,000	3,850,000	3,850,000	
MR-21D	MR-01A, LS-01	87	Major Road Fund	4,000,000	100%	4,000,000	4,000,000	4,000,000	-	-	-	3,600,000	3,600,000	3,600,000	3,600,000	3,600,000	3,600,000	3,600,000	3,600,000	
MR-01A	MR-01B, LS-01	97	Major Road Fund	4,125,000	100%	4,125,000	3,275,000	575,000	575,000	575,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	
MR-15D	None	99	Major Road Fund	373,250	100%	373,250	291,250	291,250	291,250	291,250	291,250	291,250	291,250	291,250	291,250	291,250	291,250	291,250	291,250	
MR-41B	None	99	Major Road Fund	1,897,500	100%	1,897,500	1,897,500	1,897,500	1,897,500	1,897,500	1,897,500	1,897,500	1,897,500	1,897,500	1,897,500	1,897,500	1,897,500	1,897,500	1,897,500	
MR-64	None	99	Major Road Fund	900,000	100%	900,000	900,000	900,000	900,000	900,000	900,000	900,000	900,000	900,000	900,000	900,000	900,000	900,000	900,000	
MR-02L	None	103	Major Road Fund	640,000	100%	640,000	640,000	640,000	640,000	640,000	640,000	640,000	640,000	640,000	640,000	640,000	640,000	640,000	640,000	
MR-09H	None	107	Major Road Fund	48,553,500	100%	48,553,500	4,827,250	4,827,250	4,827,250	4,827,250	4,827,250	4,827,250	4,827,250	4,827,250	4,827,250	4,827,250	4,827,250	4,827,250	4,827,250	
MR-27	None	127	Major Road Fund	102,438	100%	102,438	102,438	102,438	102,438	102,438	102,438	102,438	102,438	102,438	102,438	102,438	102,438	102,438	102,438	
MR-41B	None	133	Major Road Fund	18,700,000	13%	2,437,500	2,437,500	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	
MR-41C	None	134	Major Road Fund	20,937,000	13%	1,483,720	1,483,720	1,483,720	1,483,720	1,483,720	1,483,720	1,483,720	1,483,720	1,483,720	1,483,720	1,483,720	1,483,720	1,483,720	1,483,720	
<b>Subtotal</b>				<b>\$ 113,194,538</b>		<b>\$ 31,693,508</b>	<b>\$ 113,194,538</b>	<b>\$ 4,762,250</b>	<b>\$ 5,466,230</b>	<b>\$ 8,307,500</b>	<b>\$ 8,307,500</b>	<b>\$ 48,647,500</b>	<b>\$ 9,889,720</b>	<b>\$ 46,318,000</b>	<b>\$ 5,210,250</b>	<b>\$ 1,844,250</b>	<b>\$ 1,084,750</b>	<b>\$ 1,135,000</b>	<b>\$ 1,125,000</b>	
<b>Local Street Improvement Plan:</b>																				
LS-12	MR-12	75	Local Street Fund / HOA	350,000	50%	175,000	150,000	50,000	25,000	25,000	50,000	50,000	25,000	50,000	25,000	50,000	25,000	50,000	25,000	
LS-22	Childing E of Eastwood Paving S4D	84	Local Street Fund / Homeowners	382,500	100%	382,500	382,500	382,500	382,500	382,500	382,500	382,500	382,500	382,500	382,500	382,500	382,500	382,500	382,500	
LS-21	Childing E of Eastwood Paving S4D	90	Local Street Fund / Homeowners	637,500	100%	637,500	637,500	637,500	637,500	637,500	637,500	637,500	637,500	637,500	637,500	637,500	637,500	637,500	637,500	
LS-01	Local Street: Rehabilitation Program	100	Local Street Fund	41,300,620	100%	41,300,620	35,788,120	5,788,120	5,788,120	5,788,120	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	
<b>Subtotal</b>				<b>\$ 42,470,620</b>		<b>\$ 42,470,620</b>	<b>\$ 36,938,120</b>	<b>\$ 5,882,120</b>	<b>\$ 5,882,120</b>	<b>\$ 7,070,000</b>	<b>\$ 7,070,000</b>	<b>\$ 6,950,000</b>	<b>\$ 6,950,000</b>	<b>\$ 6,950,000</b>	<b>\$ 6,950,000</b>	<b>\$ 6,950,000</b>	<b>\$ 6,950,000</b>	<b>\$ 6,950,000</b>	<b>\$ 6,950,000</b>	
<b>Water and Sewer Extensions Program:</b>																				
WS-41	None	69	Water & Sewer Fund	1,650,000	100%	1,650,000	1,650,000	1,650,000	1,650,000	1,650,000	1,650,000	1,650,000	1,650,000	1,650,000	1,650,000	1,650,000	1,650,000	1,650,000	1,650,000	
WS-42	None	69	Water & Sewer Fund	375,000	100%	375,000	375,000	375,000	375,000	375,000	375,000	375,000	375,000	375,000	375,000	375,000	375,000	375,000	375,000	
WS-47	None	62	Water & Sewer Fund	125,000	100%	125,000	125,000	125,000	125,000	125,000	125,000	125,000	125,000	125,000	125,000	125,000	125,000	125,000	125,000	
WS-12C	None	88	Water & Sewer Fund	281,250	100%	281,250	281,250	281,250	281,250	281,250	281,250	281,250	281,250	281,250	281,250	281,250	281,250	281,250	281,250	
WS-01B	None	91	Water & Sewer Fund	879,244	100%	879,244	879,244	879,244	879,244	879,244	879,244	879,244	879,244	879,244	879,244	879,244	879,244	879,244	879,244	
WS-10B	None	91	Water & Sewer Fund	175,000	100%	175,000	175,000	175,000	175,000	175,000	175,000	175,000	175,000	175,000	175,000	175,000	175,000	175,000	175,000	
WS-44	None	91	Water & Sewer Fund	1,617,200	100%	1,617,200	1,617,200	1,617,200	1,617,200	1,617,200	1,617,200	1,617,200	1,617,200	1,617,200	1,617,200	1,617,200	1,617,200	1,617,200	1,617,200	
WS-53	None	92	Water & Sewer Fund	800,000	100%	800,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000	
WS-12F	None	93	Water & Sewer Fund	1,875,000	100%	1,875,000	1,875,000	1,875,000	1,875,000	1,875,000	1,875,000	1,875,000	1,875,000	1,875,000	1,875,000	1,875,000	1,875,000	1,875,000	1,875,000	
WS-20B	None	93	Water & Sewer Fund	359,380	100%	359,380	359,380	359,380	359,380	359,380	359,380	359,380	359,380	359,380	359,380	359,380	359,380	359,380	359,380	
WS-21	None	94	Water & Sewer Fund	1,092,500	100%	1,092,500	1,092,500	1,092,500	1,092,500	1,092,500	1,092,500	1,092,500	1,092,500	1,092,500	1,092,500	1,092,500	1,092,500	1,092,500	1,092,500	
WS-52	None	94	Water & Sewer Fund	2,203,130	100%	2,203,130	2,203,130	2,203,130	2,203,130	2,203,130	2,203,130	2,203,130	2,203,130	2,203,130	2,203,130	2,203,130	2,203,130	2,203,130	2,203,130	
WS-55	None	94	Water & Sewer Fund	1,093,750	100%	1,093,750	1,093,750	1,093,750	1,093,750	1,093,750	1,093,750	1,093,750	1,093,750	1,093,750	1,093,750	1,093,750	1,093,750	1,093,750	1,093,750	
WS-56	None	94	Water & Sewer Fund	1,626,000	100%	1,626,000	1,626,000	1,626,000	1,626,000	1,626,000	1,626,000	1,626,000	1,626,000	1,626,000	1,626,000	1,626,000	1,626,000	1,626,000	1,626,000	
WS-21B	None	95	Water & Sewer Fund	7,735,560	100%	7,735,560	7,735,560	7,735,560	7,735,560	7,735,560	7,735,560	7,735,560	7,735,560	7,735,560	7,735,560	7,735,560	7,735,560	7,735,560	7,735,560	
WS-48B	None	95	Water & Sewer Fund	200,000	100%	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	
WS-48	None	95	Water & Sewer Fund	4,900,000	100%	4,900,000	4,900,000	4,900,000	4,900,000	4,900,000	4,900,000	4,900,000	4,900,000	4,900,000	4,900,000	4,900,000	4,900,000	4,900,000	4,900,000	
WS-49	None	95	Water & Sewer Fund	7,667,500	100%	7,667,500	7,667,500	7,667,500	7,667,500	7,667,500	7,667,500	7,667,500	7,667,500	7,667,500	7,667,500	7,667,500	7,667,500	7,667,500	7,667,500	
WS-42	None	96	Water & Sewer Fund	9,708,488	100%	9,708,488	9,708,488	9,708,488	9,708,488	9,708,488	9,708,488	9,708,488	9,708,488	9,708,488	9,708,488	9,708,488	9,708,488	9,708,488	9,708,488	9,708,488
WS-11E	None	99	Water & Sewer Fund	715,000	100%	715,000	650,000	650,000	650,000	650,000	650,000	650,000	650,000	650,000	650,000	650,000	650,000	650,000	650,000	
WS-43	None	99	Water & Sewer Fund	1,257,820	100%	1,257,820	1,257,820	1,257,820	1,257,820	1,257,820	1,257,820	1,257,820	1,257,820	1,257,820	1,257,820	1,257,820	1,257,820	1,257,820	1,257,820	
WS-64	None	101	Water & Sewer Fund	3,140,620	100%	3,140,620	3,140,620	3,140,620	3,140,620	3,140,620	3,140,620	3,140,620	3,140,620	3,140,620	3,140,620	3,140,620	3,140,620	3,140,620	3,140,620	
WS-65	None	103	Water & Sewer Fund	1,006,250	100%	1,006,250	1,006,250	80,000												

**NEW PROJECTS ADDED TO 2025-2030 CIP AGGREGATE**

**2025-2030 CAPITAL IMPROVEMENT PLAN AGGREGATE SPREADSHEET**

PROJECT NUMBER AND NAME	PROJECT COORDINATION	AVERAGE RATING	POTENTIAL FUNDING SOURCE(S)	TOTAL PROJECT COST	CITY SHARE	TOTAL COST	FUTURE PROJECT COST (2025-2030)	2025 PROJECT COST	2026 PROJECT COST	2027 PROJECT COST	2028 PROJECT COST	2029 PROJECT COST	2030 PROJECT COST	CITY COST	PROJECT COST	CITY COST	PROJECT COST	
<b>Pathways:</b>																		
PW-49C	MR-49C	66	Major Road Fund	651,000	100%	651,000	651,000				109,400	541,600		109,400	541,600			
PW-21	MR-21B; WS-21B	75	Pathway Construction Fund; Major Road Fund	407,550	100%	407,550	407,550		39,000	368,550				39,000	368,550			
PW-05D	Auburn Pathway Gates (Wallbridge/Hickory Lawn)	76	Pathway Construction Fund	464,950	100%	464,950	464,950					105,450		105,450		359,500		
PW-08F	Trenken Near Medinah Mid-Block Crossing	79	Pathway Construction Fund	100,000	100%	100,000	100,000	30,000	70,000					30,000	70,000			
PW-15	Waltham Blvd Pedestrian Crossing Near Firewood	85	Pathway Construction Fund	605,000	100%	605,000	605,000		30,000	575,000				30,000	575,000			
PW-31F	John & Hamlin Pathway Realignment	92	Pathway Construction Fund; Major Road Fund	51,000	100%	51,000	51,000			5,000	46,000			5,000	46,000			
PW-13B	Rochester Road Pathway at 14-59	98	Pathway Construction Fund / Grants	1,030,000	50%	515,000	515,000		130,000	910,000				130,000	910,000			
PW-16	Pedestrian Bridge and Structure Repair Program	104	Improvement Fund	2,225,000	100%	2,225,000	2,225,000											
PW-01A	Pathway System Rehabilitation Program	131	Improvement Fund	1,750,000	100%	1,750,000	1,750,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	
<b>Subtotal</b>				<b>\$ 7,284,500</b>		<b>\$ 7,284,500</b>	<b>\$ 6,519,500</b>	<b>\$ 2,595,000</b>	<b>\$ 509,000</b>	<b>\$ 449,000</b>	<b>\$ 405,400</b>	<b>\$ 897,650</b>	<b>\$ 609,500</b>	<b>\$ 405,400</b>	<b>\$ 897,650</b>	<b>\$ 609,500</b>	<b>\$ 609,500</b>	
<b>Parks and Recreation:</b>																		
PK-11	Clinton River Access (Parking Lot & Canoe Launch)	47	Capital Improvement Fund; Parks Millage Fund	70,000	50%	35,000	35,000									70,000	35,000	
PK-64K	Spencer Park Redevelopment	71	Capital Improvement Fund; Parks Millage Fund	10,300,000	100%	10,300,000	10,300,000	350,000	350,000	3,650,000				350,000	3,650,000		2,800,000	
PK-14	Nowicki Park Development	72	Capital Improvement Fund; Parks Millage Fund	7,000,000	100%	7,000,000	7,000,000	550,000	550,000	6,450,000				550,000	6,450,000			
PK-01P	Bloomer Park Redevelopment	75	Capital Improvement Fund; Parks Millage Fund	2,400,000	100%	2,400,000	2,400,000	750,000	750,000		1,650,000			750,000	1,650,000			
PK-24A	Veterans Memorial Pointe Gazebo Replacement	81	Capital Improvement Fund; Parks Millage Fund	175,000	100%	175,000	175,000			25,000	150,000			25,000	150,000			
PK-01J	Bloomer Park Stone Building Upgrades	86	Capital Improvement Fund; Parks Millage Fund	750,000	100%	750,000	750,000			60,000	690,000			60,000	690,000			
PK-01D	Bloomer Park, Climbing, Physicape	86	Capital Improvement Fund; Parks Millage Fund	235,000	100%	235,000	235,000											
PK-20	Avondale Park: Field Renovation	90	Capital Improvement Fund; Parks Millage Fund	225,000	100%	225,000	225,000				225,000				225,000			
PK-13	Innovation Hills: Park Development	94	Capital Improvement Fund; Parks Millage Fund	12,846,339	100%	12,846,339	5,000,000	500,000	500,000	500,000	3,000,000	500,000	500,000	500,000	3,000,000	500,000	500,000	
PK-17A	Playground Upgrades	103	Capital Improvement Fund; Parks Millage Fund	1,779,388	100%	1,779,388	1,300,000				1,300,000				1,300,000			
PK-10F	Clinton River Trail Resurfacing	106	Capital Improvement Fund; Parks Millage Fund	1,300,000	100%	1,300,000	1,300,000	1,300,000						1,300,000				
PK-11C	Capitol Landing Streambank Stabilization	107	Capital Improvement Fund; Parks Millage Fund	350,000	100%	350,000	350,000			30,000	320,000			30,000	320,000			
PK-11D	Innovation Hills Streambank Stabilization	109	Capital Improvement Fund; Parks Millage Fund	300,000	100%	300,000	300,000	300,000						300,000				
PK-09	Trail Access & Conditions Improvement Program	127	Capital Improvement Fund; Parks Millage Fund	525,000	100%	525,000	490,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	
PK-29	Restroom Replacement & Installation Program	127	Capital Improvement Fund; Parks Millage Fund	3,000,000	100%	3,000,000	3,000,000									1,500,000	1,500,000	
PK-04M	Spencer Park: Decks & Benches Upgrades	133	Capital Improvement Fund; Parks Millage Fund	350,000	100%	350,000	350,000	350,000						350,000				
<b>Subtotal</b>				<b>\$ 41,452,213</b>		<b>\$ 41,452,213</b>	<b>\$ 39,660,000</b>	<b>\$ 4,260,000</b>	<b>\$ 7,025,000</b>	<b>\$ 4,240,000</b>	<b>\$ 7,410,000</b>	<b>\$ 4,875,000</b>	<b>\$ 5,165,000</b>	<b>\$ 4,240,000</b>	<b>\$ 8,875,000</b>	<b>\$ 4,875,000</b>	<b>\$ 5,165,000</b>	<b>\$ 5,165,000</b>

NEW PROJECTS ADDED TO 2025-2030 CIP AGGREGATE																			
2025-2030 CAPITAL IMPROVEMENT PLAN AGGREGATE SPREADSHEET																			
PROJECT NUMBER AND NAME	PROJECT COORDINATION	AVERAGE RATING	POTENTIAL FUNDING SOURCE(S)	TOTAL PROJECT COST	CITY SHARE	TOTAL COST	FUTURE (2025-2030)	2025 PROJECT COST	2026 CITY COST	2026 PROJECT COST	2027 CITY COST	2027 PROJECT COST	2028 CITY COST	2028 PROJECT COST	2029 CITY COST	2029 PROJECT COST	2030 CITY COST	2030 PROJECT COST	
FA-17	City-Owned Facilities	65	Electric Vehicle Charging Stations	None	500,000	100%	500,000	500,000	500,000	500,000	-	-	-	-	-	-	-	-	
FA-01N	City Hall - Resource Room Redesign	73	Capital Improvement Fund	None	50,000	100%	50,000	50,000	50,000	50,000	-	-	-	-	-	-	-	-	
FA-04I	DPS Garage - FDS System Extension & Security Cameras	77	W&S Capital, Capital Improvement Fund	None	350,000	100%	350,000	350,000	-	-	-	-	-	-	-	-	-	-	
FA-01M	City Hall - First Floor Restroom Automatic Doors	78	Capital Improvement Fund	None	27,000	100%	27,000	27,000	27,000	27,000	-	-	-	-	-	-	-	-	
FA-02D	Fire Station 11 - Exterior Improvements	82	Capital Improvement Fund	None	50,000	100%	50,000	50,000	50,000	50,000	-	-	-	-	-	-	-	-	
FA-20	Tow Behind Air Compressor	82	Capital Improvement Fund	None	25,000	100%	25,000	25,000	25,000	25,000	-	-	-	-	-	-	-	-	
FA-15C	Sherrill Substation Car Ports	84	Capital Improvement Fund	None	405,000	100%	405,000	405,000	405,000	405,000	-	-	-	-	-	-	-	-	
FA-03P	City Hall - Security Camera Redesign	86	Capital Improvement Fund	None	50,000	100%	50,000	50,000	50,000	50,000	-	-	-	-	-	-	-	-	
FA-07C	Citywide HVAC Maintenance & Repairs Schedule	97	Capital Improvement Fund	None	4,393,500	100%	4,393,500	4,393,500	4,393,500	4,393,500	-	-	-	-	-	-	-	-	
FA-130	Fire Station #6 Detention/Brain Retrofit	102	Fire Capital Fund, Capital Improvement Fund	None	55,000	100%	55,000	55,000	55,000	55,000	-	-	-	-	-	-	-	-	
FA-04N	DPS Garage - High Speed Overhead Door	104	W&S Capital, Capital Improvement Fund	None	225,000	100%	225,000	225,000	225,000	225,000	-	-	-	-	-	-	-	-	
FA-04M	DPS Garage - Dirt Barn Replacement	106	W&S Capital, Capital Improvement Fund	None	1,350,000	100%	1,350,000	1,350,000	1,350,000	1,350,000	-	-	-	-	-	-	-	-	
FA-10B	Citywide Parking Lot Replacements	109	Capital Improvement Fund	None	15,375,127	100%	15,375,127	15,375,127	15,375,127	15,375,127	-	-	-	-	-	-	-	-	
FA-05E	Citywide Parking Lot Replacements	112	Capital Improvement Fund	None	3,000,000	100%	3,000,000	3,000,000	3,000,000	3,000,000	-	-	-	-	-	-	-	-	
FA-19	Citywide LED Street Lighting	113	Capital Improvement Fund	None	480,000	100%	480,000	480,000	480,000	480,000	-	-	-	-	-	-	-	-	
FA-11	ADA Compliance Implementation	125	Capital Improvement Fund	None	325,000	100%	325,000	325,000	325,000	325,000	-	-	-	-	-	-	-	-	
FA-05D	Structural Repairs @ Red House, Earthhouse, School House	127	Capital Improvement Fund	None	300,000	100%	300,000	300,000	300,000	300,000	-	-	-	-	-	-	-	-	
FA-04K	DPS Garage - Vehicle Exhaust System	133	W&S Capital, Capital Improvement Fund	None	750,000	100%	750,000	750,000	750,000	750,000	-	-	-	-	-	-	-	-	
FA-05E	School House Lift Replacement	142	Capital Improvement Fund	FA-07E	100,000	100%	100,000	100,000	100,000	100,000	-	-	-	-	-	-	-	-	
					\$ 25,397,000		\$ 25,397,000	\$ 27,865,984	\$ 2,786,984	\$ 2,786,984	\$ 170,000	\$ 170,000	\$ 50,000	\$ 50,000	\$ 75,000	\$ 75,000	\$ 375,000	\$ 375,000	
Professional Services:																			
PS-08	Master Thoroughfare Plan Update	118	Major Road Fund	None	150,000	100%	150,000	150,000	150,000	150,000	-	-	-	-	-	-	-	-	
PS-07	Water and Sewer Main Update Schedule	100	City Funds	None	450,000	100%	450,000	450,000	450,000	450,000	-	-	-	-	-	-	-	-	
					\$ 450,000		\$ 450,000	\$ 450,000	\$ 450,000	\$ 450,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	
Miscellaneous:																			
IS-02B	City Vehicle Upgrade Schedule	52	MIS Fund	None	75,000	100%	75,000	75,000	75,000	75,000	-	-	-	-	-	-	-	-	
IS-07	Citywide Photocopier Replacement Schedule	63	MIS Fund	None	250,000	100%	250,000	250,000	250,000	250,000	-	-	-	-	-	-	-	-	
IS-20	Electronic Document Management System	76	Capital Improvement Fund, MIS Fund	None	1,400,000	100%	1,400,000	1,400,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	
IS-05	Citywide Fleet Replacement Schedule	86	Capital Improvement Fund, MIS Fund	None	13,554,220	100%	13,554,220	10,778,220	2,483,370	2,483,370	2,906,150	2,906,150	2,022,660	2,022,660	980,400	980,400	1,178,010	1,178,010	
IS-23	Conference Room Tech Upgrades	91	MIS Fund	None	60,000	100%	60,000	60,000	60,000	60,000	-	-	-	-	-	-	-	-	
IS-24	Fleet Safety Camera	91	Police Protection Fund	None	40,000	100%	40,000	40,000	40,000	40,000	-	-	-	-	-	-	-	-	
IS-19B	Auditorium / Media Equipment Replacement Schedule	92	Capital Improvement / Facilities	None	233,500	100%	233,500	233,500	233,500	233,500	-	-	-	-	-	-	-	-	
IS-08	Citywide Document Management System	92	Capital Improvement / Facilities	None	1,550,000	100%	1,550,000	1,550,000	1,550,000	1,550,000	-	-	-	-	-	-	-	-	
IS-10B	Citywide Document Management System	103	MIS Fund / Grants	None	1,500,000	100%	1,500,000	1,500,000	1,500,000	1,500,000	-	-	-	-	-	-	-	-	
IS-08	Citywide Document Management System	103	MIS Fund / Grants	None	1,500,000	100%	1,500,000	1,500,000	1,500,000	1,500,000	-	-	-	-	-	-	-	-	
IS-10D	Office Software Suite Update Schedule	113	MIS Fund	None	5,010,270	100%	5,010,270	3,038,840	50,000	50,000	180,500	180,500	170,000	170,000	170,000	170,000	170,000	170,000	
IS-04G	Heart Monitor Replacement Schedule	115	Fire Capital Fund	None	170,000	100%	170,000	170,000	170,000	170,000	-	-	-	-	-	-	-	-	
IS-12A	Financial Software System Replacement	120	MIS Fund	None	250,000	100%	250,000	250,000	250,000	250,000	-	-	-	-	-	-	-	-	
IS-04D	SCBA Replacement Program	128	Fire Capital Fund / Grants	None	1,522,600	100%	1,522,600	1,522,600	1,522,600	1,522,600	-	-	-	-	-	-	-	-	
					\$ 25,785,080		\$ 25,785,080	\$ 3,454,280	\$ 3,454,280	\$ 3,508,370	\$ 3,794,590	\$ 3,794,590	\$ 3,801,870	\$ 3,801,870	\$ 1,702,650	\$ 1,702,650	\$ 3,467,840	\$ 3,467,840	
GRAND TOTAL ALL CITY PROJECTS					\$ 41,194,427		\$ 41,194,427	\$ 206,993,114	\$ 31,277,304	\$ 31,242,304	\$ 47,925,000	\$ 47,925,000	\$ 35,941,250	\$ 78,444,150	\$ 36,998,150	\$ 25,136,570	\$ 24,342,070	\$ 30,385,340	\$ 30,315,340



## **2025-2030 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 17	CIP Project Group receives CIP schedule and instructions.
January 22	Mayor or City Council representative (at City Council meeting) announces request for public submission of any eligible project.
February 29	Deadline to submit new CIP project applications/re-evaluations.
March 8	Deadline to submit changes to existing CIP projects
March 20	CIP Project group & CIP Policy group meeting (Q & A opportunity for CIP Policy group).
April 3	CIP Project ratings due from Policy Group.
April 16	Planning Commission Workshop and public hearing to review Draft 2025-2030 CIP and to provide an opportunity for public input.



**2025-2030 Capital Improvement Plan  
Notice of Public Hearing**



**NOTICE OF PUBLIC HEARING  
PROPOSED 2025-2030 CAPITAL IMPROVEMENT PLAN  
PLANNING COMMISSION**

**TO ROCHESTER HILLS RESIDENTS:**

**NOTICE IS HEREBY GIVEN THAT THE CITY OF ROCHESTER HILLS PLANNING COMMISSION** will conduct a Public Hearing in accordance with the Michigan Planning Enabling Act (PA 33 of 2008) and Section 138-1.203 of the Code of Ordinances of the City of Rochester Hills, Oakland County, Michigan to receive public comments regarding the City of Rochester Hills 2025-2030 Capital Improvement Plan as a component of the City's Master Plan.

The Public Hearing will be held at the Rochester Hills Planning Commission meeting on **Tuesday, April 16, 2024**, commencing at **7:00 PM**, at the Rochester Hills Municipal Offices, 1000 Rochester Hills Drive, Rochester Hills, Michigan 48309.

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 the Planning and Economic Development Department at (248) 656-4660. Written comments concerning this request can be sent to the City of Rochester Hills Planning and Economic Development Department, 1000 Rochester Hills Drive, Rochester Hills, Michigan 48309 or emailed to [planning@rochesterhills.org](mailto:planning@rochesterhills.org) prior to 4:00 p.m. on the day of the public hearing noted above. Comments can also be provided to the Planning Commission at the public hearing. The Capital Improvement Plan can be viewed as a part of the Planning Commission agenda packet, which is typically posted 6-7 days prior to the meeting date at the Legislative Center on the city's website.

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) 656-4658 forty-eight (48) hours prior to the meeting. Staff will be pleased to make the necessary arrangements.

Dated this 26<sup>th</sup> day of March 2024  
at Rochester Hills, Michigan.  
Publish Monday, April 1, 2024

**2025-2030 Capital Improvement Plan  
Capital Improvement Plan Review**

**2025-2030 Capital Improvement Plan / Projects Added**

		<u>Year</u>	<u>Page #</u>	
<b>FA-01M</b>	City Hall: First Floor Restroom Automatic Doors	2026-2026	64	New Project
<b>FA-01N</b>	City Hall: Resource Room Redesign	2025-2025	64	New Project
<b>FA-03H</b>	Van Hoosen / Jones Cemetery Irrigation	2025-2025	64	New Project
<b>FA-04M</b>	DPS Garage Dirt Barn Replacement	2026-2026	65	New Project
<b>FA-04N</b>	DPS Garage High Speed Overhead Door	2025-2025	65	New Project
<b>FA-05D</b>	Structural Repairs at Red House, Farmhouse & School House	2025-2025	65	New Project
<b>FA-05E</b>	School House Lift Replacement	2025-2025	66	New Project
<b>FA-07E</b>	Citywide Elevator Evaluations	2025-2025	66	New Project
<b>FA-13O</b>	Fire Station #5 Detention Basin Retrofit	2026-2026	67	New Project
<b>FA-16C</b>	Sheriff's Substation Car Ports	2025-2025	67	New Project
<b>FA-20</b>	Tow Behind Air Compressor	2025-2025	68	New Project
<b>IS-23</b>	Conference Room Tech Upgrades	2025-2025	75	New Project
<b>IS-24</b>	Flock Safety Cameras	2025-2025	75	New Project
<b>LS-21</b>	Childress Paving (SAD)	2026-2026	19	New Project
<b>LS-22</b>	Dunning E of Eastwood Paving (SAD)	2026-2026	19	New Project

New Projects Continued on Next Page

**2025-2030 Capital Improvement Plan  
Capital Improvement Plan Review**

**2025-2030 Capital Improvement Plan / Projects Added**

		<u>Year</u>	<u>Page #</u>	
<b>MR-02L</b>	Hamlin Road near Crooks Road Reconstruction	2026-2027	14	New Project
<b>MR-41B</b>	Rochester Road Rehabilitation [M-59 to Avon]	2026-2027	16-17	New Project
<b>MR-41C</b>	Rochester Road Rehabilitation [Avon to Clinton River; Paint Creek to Tienken]	2026-2027	17	New Project
<b>MR-42F</b>	M-59 Sound Barrier Maintenance	2030-2030	17	New Project
<b>MR-64</b>	Eddington Blvd Reconstruction [Farnborough to Windrift]	2025-2025	18	New Project
<b>PK-11C</b>	Eagles Landing Streambank Stabilization	2027-2028	58	New Project
<b>PK-11D</b>	Innovation Hills Streambank Stabilization	2025-2025	58	New Project
<b>PW-08F</b>	Tienken near Medinah Mid-block Crossing	2025-2026	50	New Project
<b>PW-15</b>	Walton Blvd Pedestrian Crossing Near Firewood	2026-2027	51	New Project
<b>PW-16</b>	Pedestrian Bridge and Structure Repair Program	2025-2029	51	New Project
<b>WS-48</b>	Stratford Knolls & Stratford Manor Water Main Replacement	2029-2030	37	New Project
<b>WS-65</b>	Dutton Road Water Main Replacement	2025-2026	40	New Project
<b>WS-66</b>	Kings Cove Water Main Replacement	2027-2028	40	New Project

**2025-2030 Capital Improvement Plan  
Capital Improvement Plan Review**

<b>2025-2030 Capital Improvement Plan / Projects Deleted</b>		
		<u>Reason Not Included</u>
<b>FA-01K</b>	City Hall: Electronic Sign Screen Replacement	Project Done in 2024
<b>FA-01L</b>	City Hall: Building Department Reconfiguration	Project Done in 2024
<b>FA-02F</b>	Fire Training Structure	Project Done in 2024
<b>FA-02L</b>	Fire Station 1: Car Ports	Project Deleted
<b>FA-02N</b>	Fire Station 1: Restroom & Locker Room Renovations	Project Done in 2024
<b>FA-02P</b>	Fire Station 1: HVAC Replacement	Project Done in 2024
<b>FA-04B</b>	DPS Garage: Alternative Energy	Project Deleted
<b>FA-04H</b>	DPS Garage: Internal Cross-Access Driveway	Project Done in 2024
<b>FA-04J</b>	DPS Garage: Generator	Project Deleted
<b>FA-04L</b>	DPS Garage: Oil Interceptor	Project Done in 2024
<b>FA-07D</b>	Citywide Energy Management Systems	Project Done in 2024
<b>FA-09</b>	IT Infrastructure Capacity Funding	Project Deleted
<b>FA-16</b>	OCSO: Lobby Security / Sensitive Victims Area	Project Done in 2024
<b>FA-16B</b>	OCSO: Interior Upgrades	Project Done in 2024
<b>FA-18</b>	Hook Truck Structure	Project Done in 2024
<b>IS-06B</b>	Asset Management Software Replacment	Project Done in 2024
<b>LR-20</b>	Leach Road Paving	Project Done in 2024
<b>LS-07</b>	Hamlin Ct Drainage Improvements	Project Deleted
<b>LS-08</b>	Bendelow Road Ditching [East Side]	Project Deleted
<b>LS-09</b>	Hillview Street Drainage Improvements	Project Deleted
<b>LS-14</b>	Kingsview Avenue Paving SAD	Project Deleted
<b>MR-01F</b>	Crooks Blvd Street Lighting	Project Deleted
<b>MR-02E</b>	Hamlin Blvd Street Lighting	Project Deleted
<b>MR-04B</b>	Walton Blvd Street Lighting	Project Deleted
<b>MR-05D</b>	Adams Blvd Street Lighting	Project Deleted
<b>MR-11B</b>	Rochester Industrial Drive Extension	Moved to Pending
<b>MR-13B</b>	Dequindre Road Reconstruction [Hamlin - Auburn]	Project Deleted
<b>MR-17</b>	Avon Industrial Drive	Project Done in 2024

Projects Removed Continued on Next Page

**2025-2030 Capital Improvement Plan  
Capital Improvement Plan Review**

<b>2025-2030 Capital Improvement Plan / Projects Deleted</b>		
		<u>Reason Not Included</u>
<b>MR-26D</b>	Livernois Blvd Street Lighting	Project Deleted
<b>MR-33</b>	Old Adams & Forester Reconstruction	Moved to Pending
<b>MR-63</b>	Marketplace Circle Rehabilitation	Project Done in 2024
<b>PK-01K</b>	Bloomer Park: Disc Golf Course	Project Deleted
<b>PK-02</b>	Brooklands Plaza Expansion	Project Done in 2024
<b>PK-04F</b>	Splash Pad / Spray Park	Project Deleted
<b>PK-04H</b>	Spencer Park: Entrance Pathway	Project Done in 2024
<b>PK-04J</b>	Spencer Park: Pavilion & Restroom	Project Merged with PK-04K
<b>PK-04L</b>	Spencer Park: Asphalt Pathway	Project Done in 2024
<b>PK-05B</b>	Borden Park: Roller Hockey Rink Board & Tile Replacement Schedule	Project Deleted
<b>PK-05G</b>	Basketball, Tennis, and Pickle Ball Court Renovation Program	Project Done in 2024
<b>PK-05M</b>	Borden Park: Materials Storage/Loafing Shed	Project Done in 2024
<b>PK-05N</b>	Borden Park: Pitching Machines	Project Done in 2024
<b>PK-05P</b>	Borden Park: Large Pavilion	Moved to Pending
<b>PK-05Q</b>	Borden Park: Automated Lights	Project Done in 2024
<b>PK-07D</b>	Picnic Table Replacements	Project Done in 2024
<b>PK-08C</b>	Museum Bridges	Project Done in 2024
<b>PK-11B</b>	Clinton River Bank Stabilization @ Cloverport Green Space Property	Project Done in 2024
<b>PK-16B</b>	Yates Park: Clinton River Access Improvements	Moved to Pending
<b>PK-16C</b>	Yates Park: Playground Development	Moved to Pending
<b>PK-25A</b>	Community Pool	Project Deleted
<b>PK-27</b>	Park Entrance Signs	Project Done in 2024
<b>PK-28</b>	Dog Park Development	Project Merged with PK-14 & PK-01P
<b>PW-07D</b>	Adams Road @ Clinton River Trailway Crossing	Project Done in 2024
<b>PW-49A</b>	Avon Road Pathway [LeGrande Blvd - Cider Mill Blvd]	Project Deleted
<b>WS-12D</b>	PRV #9 Relocation	Project Done in 2024
<b>WS-45</b>	Judson Park & Braback Orchards WM Replacement	Project Done in 2024
<b>WS-61</b>	Avon Industrial Drive WM Replacement	Project Done in 2024

**2025-2030 Capital Improvement Plan  
Capital Improvement Plan Review**

<b>2025-2030 Capital Improvement Plan / Project Timeline Changes</b>				
		<i>Project Timelines:</i>		
		<u>Page #</u>	<u>Prior</u>	<u>Revised</u>
<b>FA-04I</b>	DPS Garage: FOB System Extension	65	2024	2030
<b>MR-29B</b>	John R Rehabilitation [Avon to Auburn]	16	2026-2027	2028-2029
<b>MR-36D</b>	Hampton Circle Rehabilitation	16	2026-2027	2025-2026
<b>MR-49C</b>	Avon Road Widening [Princeton - Grovecrest]	17	2027-2028	2028-2029
<b>MR-61B</b>	Drexelgate Rehabilitation [Livernois - Dancer]	18	2025-2026	2029-2030
<b>PK-01J</b>	Bloomer Park: Stone Building Upgrades	56	2023-2024	2027-2028
<b>PK-01O</b>	Bloomer Park: Climbing Playscape	56	2024	2025
<b>PK-01P</b>	Bloomer Park Redevelopment	56	2024	2025-2032
<b>PK-04K</b>	Spencer Park Redevelopment	56-57	2025	2025-2030
<b>PK-10F</b>	Clinton River Trail Resurfacing	57	2025	2024-2025
<b>PK-11</b>	Clinton River Access: Parking Lot & Canoe/Kayak Launch	57	2027-2029	2030-2031
<b>PK-13</b>	Innovation Hills: Park Development	58	2014-2025	2026-2030
<b>PK-14</b>	Nowicki Park Development	59	2026	2025-2026
<b>PK-20</b>	Avondale Park: Field Rehabilitation	59	2024	2028
<b>PK-24A</b>	Veterans Memorial Pointe: Gazebo Replacement	59	2026-2027	2027-2028
<b>PK-29</b>	Restroom Installation Program	60	2026-2029	2029-2030

Project Changes Continued on Next Page

**2025-2030 Capital Improvement Plan  
Capital Improvement Plan Review**

<b>2025-2030 Capital Improvement Plan / Project Timeline Changes</b>				
		<i>Project Timelines:</i>		
		<u>Page #</u>	<u>Prior</u>	<u>Revised</u>
<b>PW-06D</b>	Auburn Pathway Gaps [Walbridge - Hickory Lawn]	50	2024-2025	2029-2030
<b>PW-12B</b>	Rochester Road Pathway @ M-59	50-51	2029-2030	2026-2027
<b>PW-31F</b>	John R Pathway Realignment at Hamlin NW Corner	52	2027-2028	2028-2029
<b>PW-49C</b>	Avon Pathway [Rainier - Bembridge]	52	2025-2026	2028-2029
<b>SW-12</b>	Watertowns Storm Water Improvements	44	2028	2030
<b>SW-16</b>	Stratford Knolls Sub #3, #6 Roadside/Sideyard Culvert Replacement	45	2026-2027	2029-2030
<b>SW-17</b>	Eastlawn Drainage Improvements	45	2024-2025	2025-2026
<b>SW-18</b>	Elmdale & Juengel's Orchards Sub Drainage Improvements	45	2025-2026	2026-2027
<b>SW-19</b>	Denison Acres Ditching Improvements	46	2023	2024-2025
<b>WS-23B</b>	University Hills Subdivision Water Main Replacement	35	2026-2027	2025-2026
<b>WS-42</b>	Bellbrook Water Main Replacement	35	2025-2026	2026-2027
<b>WS-43</b>	Ascension Providence Rochester Water Main Project	35	2023-2024	2025
<b>WS-44</b>	London Bridge Drive Water Main Replacement	36	2025-2026	2026-2027
<b>WS-46B</b>	RC-01 Improvements [South Blvd @ Livernois]	36	2024	2025
<b>WS-47</b>	Tienken Road Water Main Extension	36	2024-2025	2028-2029
<b>WS-52</b>	Knorrwood Hills Subdivision Water Main Replacement	37	2026-2027	2027-2028
<b>WS-54</b>	Fairwood Villas Condos Water Main Replacement	38	2027-2028	2026-2027
<b>WS-63</b>	Meadowbrook Valley & Springhill S Water Main Replacement	39	2028-2029	2029-2030

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