

2018-2023 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

2018-2023 Capital Improvement Plan CIP Process

CIP Process

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

The CIP is dynamic. Each year all projects included within the CIP are reviewed, a call for new projects is made, requests for new projects are considered, and adjustments are made to existing projects arising from changes in the amount of funding required, conditions, or timeline. A new year of programming is also added each year to replace the year funded in the annual operating budget. A status report on the prior 2016-2021 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.

2018-2023 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:

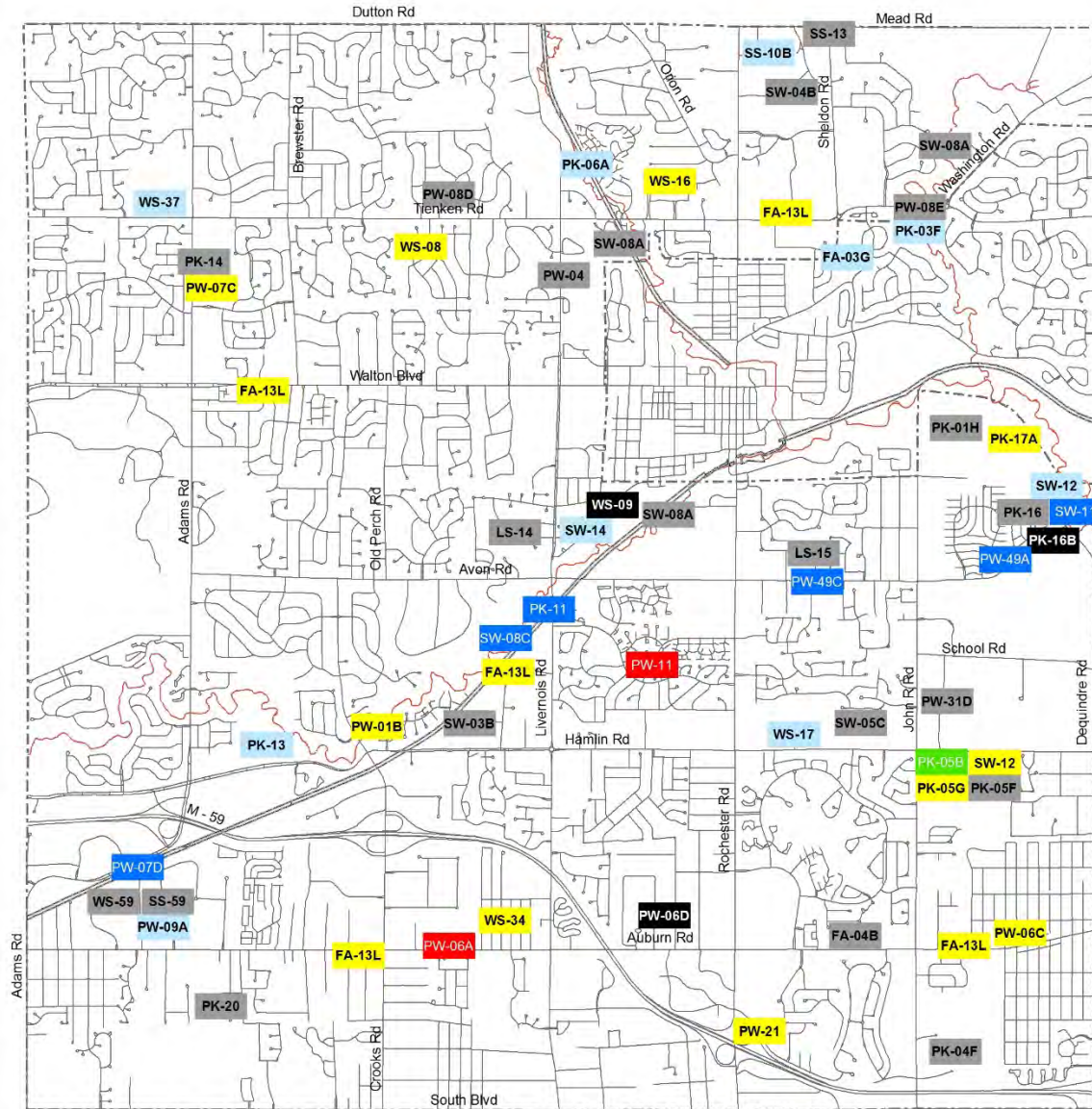
1. Any construction of a new facility (i.e., major/local roadways, water/sanitary sewer mains, storm water management, pathways*, recreational facilities, or public buildings), an addition to, or extension of such a facility, provided that the cost is \$25,000 or more and that the improvement will have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

2018-2023 Capital Improvement Plan Aggregate Citywide Project Locations



LEGEND

Projects that may begin construction in:

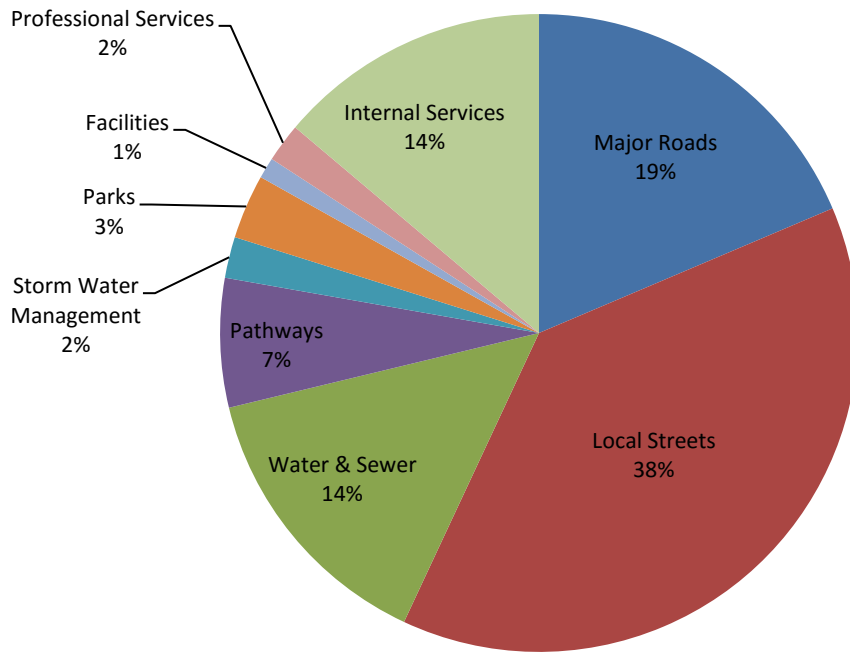
- 2018
- 2019
- 2020
- 2021
- 2022
- 2023
- Pending Project

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



4/13/2017
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2018-2023 Capital Improvement Plan Aggregate City Share Summary



2018-2023 CIP City Share Breakdown			
Major Roads	\$ 14,912,125		19%
Local Streets	\$ 30,723,100		38%
Water & Sewer	\$ 11,441,028		14%
Pathways	\$ 5,241,010		7%
Storm Water Management	\$ 1,670,000		2%
Parks	\$ 2,616,890		3%
Facilities	\$ 850,000		1%
Professional Services	\$ 1,575,000		2%
Internal Services	\$ 11,095,850		14%
	\$ 80,125,003		



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2018-2023 Capital Improvement Plan Street Improvements

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

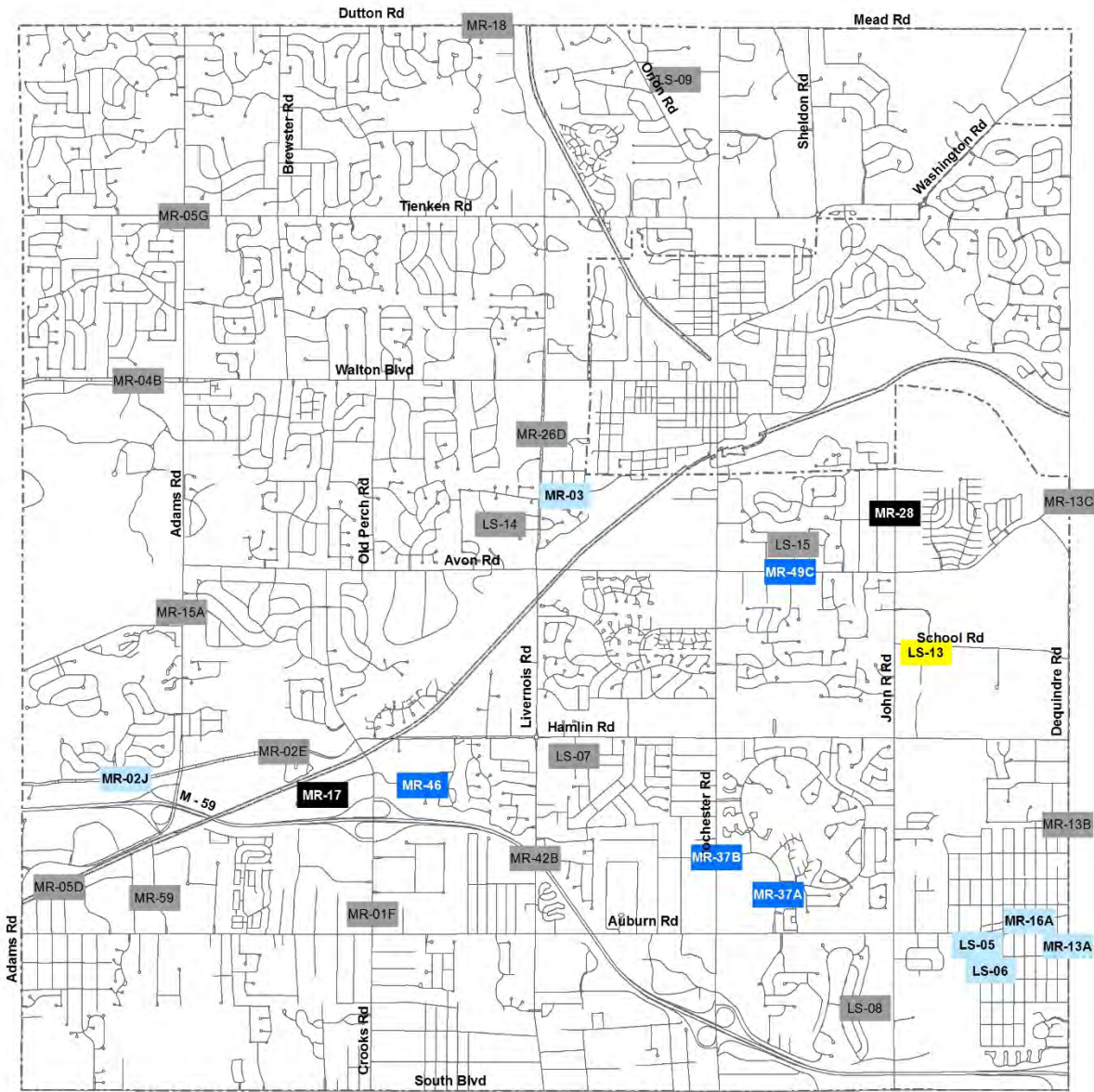
Local streets in Rochester Hills came under the City's jurisdiction in 1985. Prior to then the City was known as Avon Township and the responsibility for designing, maintaining, repairing, and replacing our streets fell upon the Road Commission of Oakland County (RCOC). Design standards were much different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

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

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

The City currently maintains approximately 39-miles of paved major roads, 214-miles of paved local streets, and 23-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.

2018-2023 Capital Improvement Plan Street Improvements



LEGEND

Projects that may begin construction in:

- | | |
|-----------------|-------|
| 2018 | MR-00 |
| 2019 | MR-00 |
| 2020 | MR-00 |
| 2021 | MR-00 |
| 2022 | MR-00 |
| 2023 | MR-00 |
| Pending Project | MR-00 |



4/5/2017
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**2018-2023 Capital Improvement Plan
Street Improvements**

MR-01A	Major Road System: Rehabilitation Program		
2018-2023			
Estimated City Cost:	\$3,000,000	Estimated City Share:	100%
<p>Rehabilitation or reconstruction of failed concrete and asphalt sections within the Major Road network, as identified through the City's Pavement Management System and based upon field inspections. Work also to include rehabilitating storm water structures and installing edge drains as needed. The annual Major Road Rehabilitation Program allows for greater flexibility in coordinating activities with those of DPS crews and also allows for spreading work over a wider area rather than focusing on street specific repairs. Operating costs are anticipated to decrease by \$15,000 per year for each 0.5 miles proposed to be replaced annually. This program is proposed to be funded at \$500,000 per year and is on-going.</p>			

MR-01B	LDFA Road System: Rehabilitation Program		
2018-2023			
Estimated City Cost:	\$1,200,000	Estimated LDFA Share:	100%
<p>Rehabilitation or reconstruction of failed concrete and asphalt sections within the LDFA District Road network, as identified through the City's Pavement Management System and based upon field inspections. The annual LDFA Concrete & Asphalt Rehabilitation Program allows for greater flexibility in coordinating activities with those of DPS crews. This program assists in maintaining road infrastructure and the viability of industrial and technology parks within the LDFA District. Operating costs are anticipated to decrease by \$6,000 per year for each 0.3 miles proposed to be replaced annually. This program is proposed to be funded at \$200,000 per year and is on-going.</p>			

MR-02J	** Hamlin Road [City Limit to East of Adams Road] **		
Estimated Total Project:	\$5,673,750	2018-2018	
Estimated City Cost:	\$2,836,875	Estimated City Share:	50%
<p>Reconstruct over 5,500 feet of existing concrete pavement from the westerly city limit to about 500 feet east of Adams Road. The 2016 Paser rating was rated poor. The pavement reconstruction strategy is a complete removal and replacement of the existing concrete pavement, including edge drain, aggregate base, undercuts, etc. Final determination upon geotechnical testing & recommendation. Pathway ramps will be upgraded to meet ADA compliance along with pedestrian push buttons for the pedestrian signal heads. This portion of Hamlin is planned become a City road after reconstruction. Additional ongoing operating and maintenance costs of \$7,500 per year are anticipated. Construction is planned to begin in 2018.</p>			

** = New project to the 2018-2023 CIP

**2018-2023 Capital Improvement Plan
Street Improvements**

MR-03	** Harding Avenue Rehabilitation **		
Estimated Total Project:	\$237,750	2018-2018	
Estimated City Cost:	\$237,750	Estimated City Share:	100%
<p>Rehabilitate approximately 1,300 feet of asphalt section of Harding Avenue from Livernois up to May Road. The existing road is 27 foot wide with curb and gutter. The 2016 Paser rating was a 3 (poor) out of a scale of 10. The pavement rehabilitation strategy is a 2 inch asphalt mill and overlay (final determination upon geotechnical testing and recommendation) with selective base and curb and gutter repairs. Operating costs are anticipated to decrease approximately \$3,000 per year due to less routine maintenance. Construction is planned to begin in 2018.</p>			

MR-12	Major Road System: Traffic Calming Program		
Estimated Total Project:	\$120,000	2018-2023	
Estimated City Cost:	\$60,000	Estimated City Share:	50%
<p>The City receives many traffic related concerns from subdivision homeowner's associations (HOA) regarding speeding along residential streets. After performing in-depth traffic studies, City staff bring forth recommendations to the Advisory Traffic and Safety Board (ATSB). Often speed humps or other traffic calming devices are recommended as a solution. This program allows for 'seed' money to offer a 50/50 match between the HOA and the City to provide assistance for the implementation of traffic-calming devices along residential collector type roads which are classified as major roads. This program is proposed to be funded at a City share of \$10,000 per year and is on-going.</p>			

MR-13A	Dequindre Road Reconstruction [Clovelly Avenue – South Boulevard]		
Estimated Total Project:	\$32,428,400	2015-2018	
Estimated City Cost:	\$810,710	Estimated City Share:	2.5%
<p>Reconstruction of Dequindre Road as a 5-lane road section between Clovelly Avenue and South Boulevard. This improvement is part of a larger Road Commission of Oakland County (RCOC) project to widen Dequindre Road as a 5-lane road southbound to Long Lake Road in the City of Troy. No operating costs are anticipated due to this section of roadway being owned and operated by the RCOC. Phase #1 roadway segment from South Boulevard to Melville Drive is planned to begin in 2016. Phase #2 roadway segment from Melville Drive to Clovelly Drive is planned to begin in 2018.</p>			

MR-16A	** Auburn Road Corridor Implementation **		
Estimated Total Project:	\$3,842,500	2018-2019	
Estimated City Cost:	\$3,842,500	Estimated City Share:	100%

** = New project to the 2018-2023 CIP

**2018-2023 Capital Improvement Plan
Street Improvements**

Improve the Auburn Rd Corridor from Culbertson Ave to Dequindre, including on street parking, improved pedestrian walking zone areas with ADA upgrades, street lighting, median boulevard islands, storm water upgrades, water main upgrades, sanitary sewer upgrades, and lansdcaping/streetscaping. Work may involve redefining the existing road topography and elevations.

The 1st phase in the process is to initiate an early preliminary engineering (EPE) study to determine the scope and scale of the proposed Auburn Rd improvements and better define the 2nd phase, which is the preliminary engineering requirements. The EPE phase will also determine the recommended project time line for construction, which is phase 3.

MR-17	** Avon Industrial Drive **		
Estimated Total Project:	\$587,500	2021-2021	
Estimated City Cost:	\$587,500	Estimated City Share:	100%
<p>Rehabilitation of approximately 2,600 feet of asphalt section of Avon Industrial Drive and 370 feet of Star Court(a side street off Avon Industrial Drive). The existing road is 36 foot wide asphalt with concrete curb and gutter. The 2016 Paser rating was a 4 out of a scale of 10. The pavement rehabilitation strategy is a 4 inch asphalt mill and overlay (final determination upon geotechnical testing & recommendation) with selective base and curb repairs. Operating costs are anticipated to decrease by \$6,000 per year due to rehabilitation. Construction is planned to begin in 2021.</p>			

MR-27	Major Road System: Bridge Rehabilitation Program		
	2018-2023		
Estimated City Cost:	\$228,000	Estimated City Share:	100%
<p>Performance of maintenance and rehabilitation type work to the four (4) existing City-owned bridges: 1) Shagbark Road over Sargent Creek; 2) Butler Road over Galloway Creek; 3) Rochdale Road over Sargent Creek; 4) King's Cove Drive over Paint Creek. Repairs are based upon the City's latest Biennial Bridge Structure Inventory Report, as required by the Federal Highway Administration (FHWA) and the Michigan Department of Transportation (MDOT). Bridge Rehabilitation Study is to occur every "even-year" with Bridge Rehabilitation to occur every "odd-year". This program is on-going.</p>			

MR-28	** John R Road Rehabilitation [Avon Road to Bloomer Road] **		
Estimated Total Project:	\$673,000	2021-2021	
Estimated City Cost:	\$673,000	Estimated City Share:	100%

** = New project to the 2018-2023 CIP

**2018-2023 Capital Improvement Plan
Street Improvements**

Rehabilitation of approximately 3000 feet of asphalt section of John R Road from north of Avon up to Bloomer Road. The existing road is 22 foot wide with no curb and 2 foot wide gravel shoulders. The 2016 Paser rating was a 4 out of a scale of 10. The pavement rehabilitation strategy is a 4 inch asphalt mill and overlay (final determination upon geotechnical testing & recommendation) with selective base repairs and possible ditch re-grading. Operating cost are anticipated to decrease approximately \$6,000 per year due to rehabilitation. Construction is planned to begin in 2021.

MR-37A	Barclay Circle Rehabilitation		
	2020-2020		
	Estimated City Cost:	\$1,025,000	Estimated City Share: 100%
<p>Rehabilitate approximately 4,000' of asphalt section of Barclay Circle from Rochester Road to Auburn Road. The existing road is 60,' wide from back of curb to back of curb. The 2015 City PASER Rating was 3 out of a scale of 10 from Rochester Road to Ashley Circle and 4 out of a scale of 10 from Ashley Circle to Auburn Road. The proposed pavement rehabilitation strategy is a 3" asphalt mill & fill (final determination upon geotechnical testing & recommendation) with selective base repairs and concrete curb and gutter repairs as deemed necessary. Will coordinate project timing with (MR-37B) Rochester Road @ Barclay Circle: Traffic Signal Improvements. Operating costs of approximately \$15,000 per year are anticipated to decrease to \$9,000 per year due to reconstruction. Construction is planned to begin in 2020.</p>			

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

MR-46	Star Batt Drive Reconstruction		
	2019-2020		
	Estimated City Cost:	\$1,280,000	Estimated City Share: 100%
<p>Reconstruction of Star Batt Drive; approximately 2,300' asphalt road (final road repair strategy is contingent on results of geotechnical pavement cores). The existing road is 36' wide from back of curb to back of curb</p>			

**2018-2023 Capital Improvement Plan
Street Improvements**

with integral asphalt curbing. The 2016 PASER rating was a 2 (very poor) out of a scale of 10 from Crooks Road to the end of Star Batt Drive. The pavement rehabilitation strategy is a complete removal and replacement of the asphalt with integral curb section. Operating costs of approximately \$15,000 per year are anticipated to decrease to \$12,000 per year due to reconstruction. Construction is planned to begin in 2020.

MR-49C	Avon Road Widening [Princeton Avenue – Grovecrest Avenue]		
Estimated Total Project:	\$577,500	2019-2020	
Estimated City Cost:	\$192,500	Estimated City Share:	33%
Widen approximately 1,300 feet of Avon Road between Princeton Avenue and Grovecrest Avenue to accommodate an 11' wide center left-turn lane. The proposed project will provide safety benefits by allowing vehicles to exit the through lanes and enter a dedicated center left-turn lane. No operating costs are anticipated, due to this section of roadway being owned and operated by the RCO. Construction is planned to begin in 2020.			

LS-01	Local Street System: Rehabilitation Program		
	2018-2023		
Estimated City Cost:	\$30,000,000	Estimated City Share:	100%
Rehabilitation or reconstruction of failed concrete and asphalt sections within the Local Street network, as identified through the City's Pavement Management System and based upon field inspections. Operating costs of approximately \$57,000 per year are anticipated to decrease to \$42,000 per year for each 9.0 miles of the local street network that is proposed to be rehabilitated or reconstructed annually. This program is proposed to be funded at \$5,000,000 per year and is on-going.			

LS-05	** Reuther Middle School Area Street Lighting **		
Estimated Total Project:	\$100,000	2018-2018	
Estimated City Cost:	\$0	Estimated City Share:	0%
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.			

** = New project to the 2018-2023 CIP

**2018-2023 Capital Improvement Plan
Street Improvements**

LS-06	** Reuther Middle School Area Sidewalks **		
Estimated Total Project:	\$775,000	2018-2019	
Estimated City Cost:	\$285,500	Estimated City Share:	33% - 50%
<p>Installation of approximately 5,900" of 5' wide concrete sidewalk along the walking routes, i.e., Culbertson Ave and Marlowe Ave, near Reuther Middle School. Funding will be sought from Safe Routes to School for the installation of the sidewalks. The ongoing operations and maintenance will be the responsibility of the adjacent property owners.</p>			

LS-12	Local Street System: Traffic Calming Program		
Estimated Total Project:	\$300,000	2018-2023	
Estimated City Cost:	\$150,000	Estimated City Share:	50%
<p>The City receives many traffic related concerns from subdivision homeowner's associations (HOA) regarding speeding through residential streets. After performing in-depth traffic studies, City staff bring forth recommendations to the Advisory Traffic and Safety Board (ATSB). Often speed humps or other traffic calming devices are recommended as a solution. This program would allow for 'seed' money to offer a 50/50 match between the HOA and the City to provide assistance for the implementation of approximately twenty (20) traffic-calming devices per year along residential streets. This program is proposed to be funded at a City share of \$25,000 per year and is on-going.</p>			

LS-13	School Road Paving (John R Road – 1,700' Eastbound)		
Estimated Total Project:	\$360,500	2018-2019	
Estimated City Cost:	\$287,600	Estimated City Share:	100 / 73%
<p>Pave approximately 1,700' of School Road from John R Road easterly to the existing pavement at the culvert crossing. The road is currently gravel. As part of the Harvard Place PUD agreement, the developer will contribute 1/2 of the road cost for the portion across the development's 900' of frontage. This equates to an approximate 27 percent contribution of the project cost. The proposed road cross section is 22' of travel width with shoulders. A future proposed project would also construct a passing lane for southbound John R Road to turn left onto School Road. Operating costs are anticipated to decrease for a period of time by approximately \$1,360 per year due to gravel road grading/chloride operations being eliminated. Construction is planned to begin in 2019.</p>			

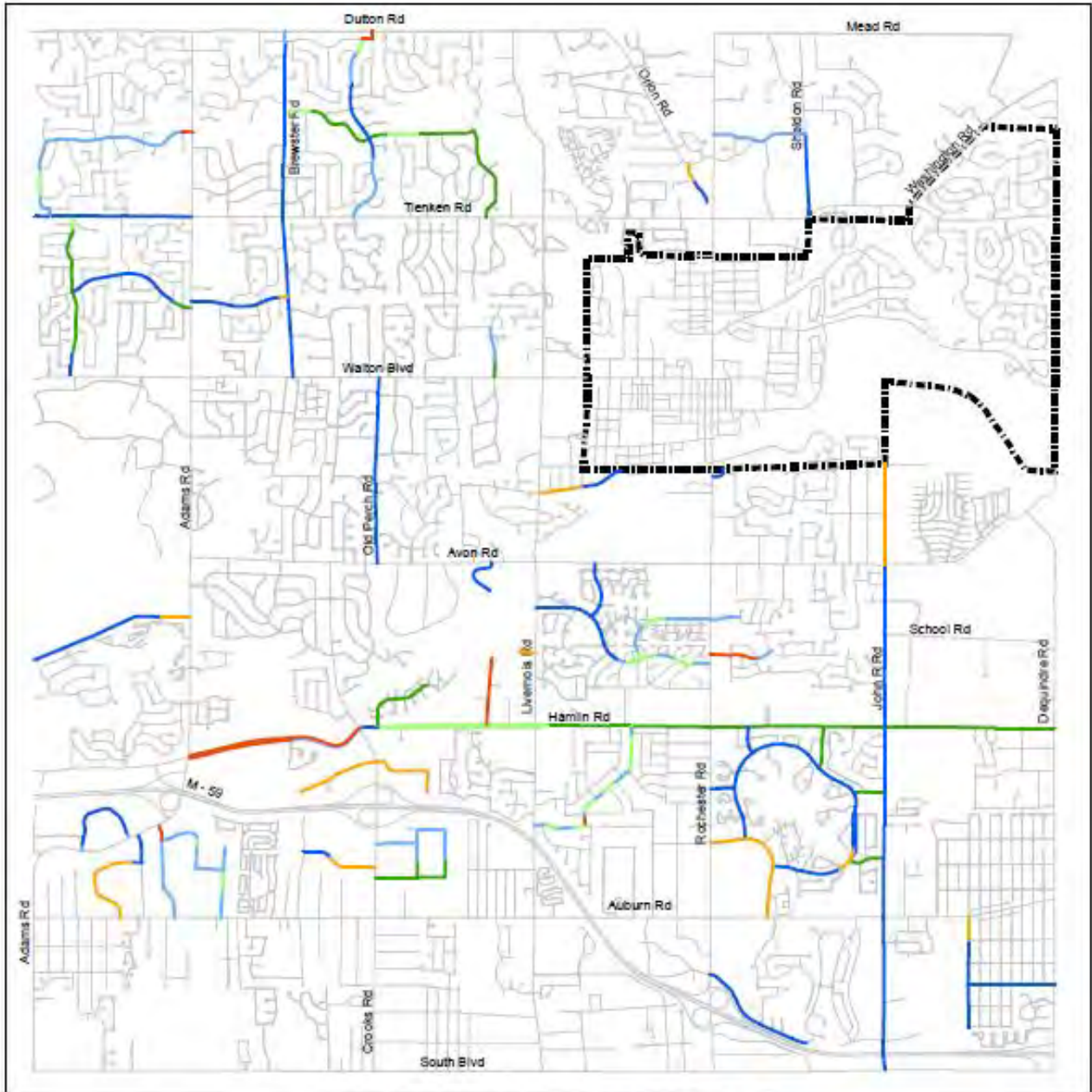
** = New project to the 2018-2023 CIP

2018-2023 Capital Improvement Plan
Street Improvements



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2018-2023 Capital Improvement Plan City Map – Major Road Conditions



2016 MAJOR ROAD CONDITIONS (PUBLIC PAVED ROADS)

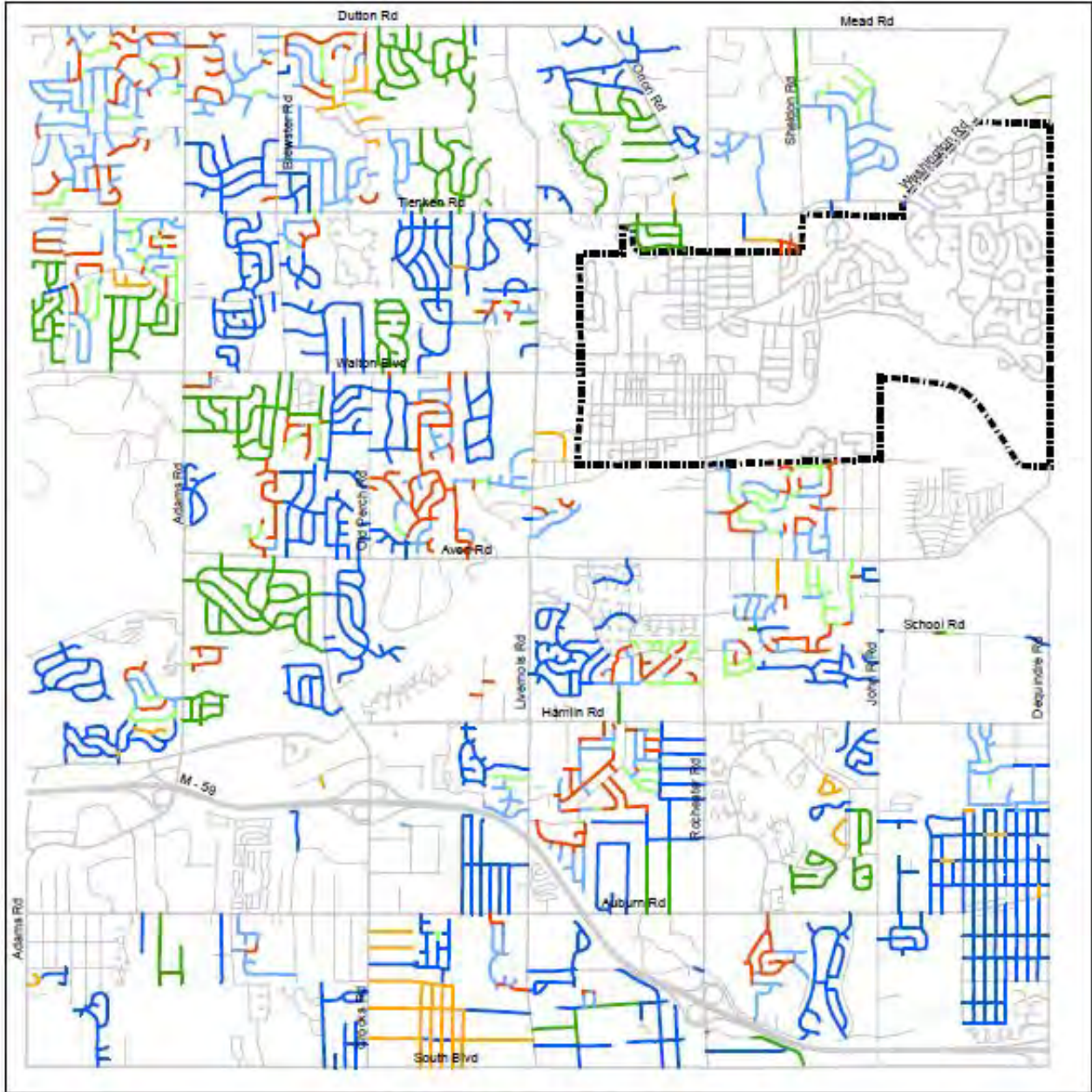
1-4 (POOR)		
Asphalt	4.08 mi	}> 16%
Concrete	2.62 mi	
5-7 (FAIR)		
Asphalt	17.25 mi	}> 57%
Concrete	6.31 mi	
8-10 (GOOD)		
Asphalt	7.12 mi	}> 27%
Concrete	4.13 mi	
	41.51 mi	

— Others
 City of Rochester



Note: ACT 51 mileage is 38.71 centerline miles.
 Roadsoft ACT 51 mileage includes both sides of Hamlin Rd boulevard and cross overs in total mileage.

2018-2023 Capital Improvement Plan City Map – Local Street Conditions



2016 LOCAL ROAD CONDITIONS (PUBLIC PAVED ROADS)

1-4 (POOR)		
Asphalt	8.22 mi	> 15%
Concrete	20.70 mi	
5-7 (FAIR)		
Asphalt	83.60 mi	> 62%
Concrete	36.40 mi	
8-10 (GOOD)		
Asphalt	32.48 mi	> 23%
Concrete	12.88 mi	
	194.46 mi	

— Others
 City of Rochester



Notes:
 1) Actual travel length (219.58 miles)
 2) ACT 51 certified length (198.24 miles)
 3) Roadsoft length (194.46 miles)

2018-2023 Capital Improvement Plan Local Street Conditions [Poor Only]

2016 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	4: Fair	264	Concrete
Alida	South Blvd W	Grace	4: Fair	887	Asphalt
Alida	Grace	Ruby	4: Fair	940	Asphalt
Alida	Ruby	Alsdorf	4: Fair	813	Asphalt
Alsdorf	Crooks Rd	Alida	4: Fair	1,616	Asphalt
Alsdorf	Alida	Samuel	4: Fair	327	Asphalt
Alsdorf	Samuel	Mildred	4: Fair	333	Asphalt
Alsdorf	Mildred	Cone	4: Fair	306	Asphalt
Ansal		Lake Forest	4: Fair	195	Concrete
Antler Ct	Stag Rdg	Dead End or Start	4: Fair	322	Concrete
Arlington Dr		Dalton Dr	4: Fair	317	Concrete
Arlington Dr	Dalton Dr	Bolinger	3: Poor	327	Concrete
Arlington Dr	Bolinger	Whitney Dr	3: Poor	312	Concrete
Arlington Dr	Whitney Dr		3: Poor	491	Concrete
Arms Ct	Thames Dr	Dead End or Start	4: Fair	618	Concrete
Avoncrest Dr	Old Perch Rd		4: Fair	63	Asphalt
Avoncrest Dr		Dead End or Start	4: Fair	180	Concrete
Avonstoke Rd		W Hamlin Rd	3: Poor	391	Concrete
Aynsley Dr	Kingspath Dr	Wedgewood Dr	3: Poor	401	Concrete
Baypoint Dr		Doral Dr	4: Fair	169	Concrete
Beechcrest	Adams Rd	Paddington Ct	4: Fair	475	Asphalt
Bembridge Dr			4: Fair	195	Concrete
Berry Nook Ln	Whitney Dr & Arlington Dr	Bloomer	4: Fair	322	Concrete
Biggers	Bridgestone Dr	Allston	3: Poor	517	Asphalt
Box Canyon		Dead End or Start	3: Poor	132	Concrete
Brandon Ct		Dead End or Start	2: Very Poor	206	Concrete
Brilliance	Empire Dr	Honor Dr	4: Fair	486	Concrete
Bromley Ln	Chelsea Ct	Dead End or Start	4: Fair	275	Concrete
Brookfield Ct	Grandview	Dead End or Start	3: Poor	792	Asphalt
Burgoyne	S Livernois Rd	S Livernois Rd	2: Very Poor	69	Asphalt
Buttercup Dr	Daylily Dr	Goldenrod Dr	4: Fair	935	Concrete
Cal Ave	Culbertson	Emmons	4: Fair	285	Asphalt
Campus	Old Perch Rd		3: Poor	79	Asphalt
Campus		Campus Ct	3: Poor	407	Concrete
Campus	Campus Ct	Baylor	4: Fair	840	Concrete
Campus Ct	Campus	Dead End or Start	3: Poor	591	Concrete
Canterbury Trl	Chalet Dr		3: Poor	296	Concrete
Cascade Cir			4: Fair	90	Concrete
Cascade Cir			3: Poor	79	Concrete
Catalpa	City/Twp Line	Red Oak & Catalpa Ct	4: Fair	312	Concrete
Catalpa	Red Oak & Catalpa		4: Fair	132	Concrete
Cedar Shake Dr	Falcon Dr & Firewood Dr		4: Fair	1,135	Concrete
Cedar Shake Dr	Falcon Dr & Firewood Dr		4: Fair	32	Concrete
Cedaredge	Grandview	Ridgecrest	4: Fair	649	Asphalt
Cedaredge	Ridgecrest		3: Poor	216	Asphalt
Chaffer Dr	Royal Doulton Blvd & Cobridge Dr		3: Poor	470	Concrete
Chaffer Dr	Aynsley Dr	Wedgewood Dr	3: Poor	713	Concrete
Chalet Dr	Kimberly Fair	Canterbury Trl	4: Fair	523	Concrete
Chalet Dr	Canterbury Trl		4: Fair	317	Concrete
Chalet Dr		Longford	4: Fair	42	Concrete
Chancery Ct	N Kilburn Rd	Dead End or Start	3: Poor	618	Concrete
Chelsea Ct	Bromley Ln	Dead End or Start	4: Fair	222	Concrete
Cherrywood Ln	Crestwood		3: Poor	665	Concrete
Cherrywood Ln		Falcon Dr & Cherrywood Ct	3: Poor	164	Concrete

2018-2023 Capital Improvement Plan Local Street Conditions [Poor Only]

2016 Local Streets in Poor Condition [Paser Rating Between 1-4]					
Street	From	To	PASER Rating	Length (Feet)	Pavement Surface
Clear Point Ct	Grandview	Dead End or Start	3: Poor	502	Asphalt
Clovelly	Weaverton	Bridget	4: Fair	322	Asphalt
Cobridge Ct	Cobridge Dr	Dead End or Start	4: Fair	222	Concrete
Cobridge Dr	Royal Doulton Blvd & Chaffer Dr	Cobridge Ct	4: Fair	523	Concrete
Cobridge Dr	Baroque Ct	Wedgewood Dr	4: Fair	449	Concrete
Cone	South Blvd W	Grace	4: Fair	876	Asphalt
Cone	Grace	Ruby	4: Fair	924	Asphalt
Cone	Ruby	Alsdorf	4: Fair	708	Asphalt
Corbin	Kentucky Dr	Dead End or Start	4: Fair	132	Concrete
Courtfield	Lexham Ln		4: Fair	391	Concrete
Crestline	Parkland Dr	Crestline Ct	4: Fair	433	Concrete
Crestline	Crestline Ct	Drexelgate Pkwy	4: Fair	428	Concrete
Crestline Ct	Crestline	Crestline Ct @ Crestline	3: Poor	37	Concrete
Crestline Ct	Cul-de-sac	Dead End or Start	3: Poor	58	Concrete
Croydon Rd		Baylor	3: Poor	16	Concrete
Croydon Rd		Lake Forest	3: Poor	454	Concrete
Croydon Rd	Lake Forest	Spartan Dr	3: Poor	348	Concrete
Croydon Rd	Spartan Dr	Dead End or Start	4: Fair	206	Concrete
Cypress		Sumac Dr	3: Poor	53	Concrete
Dalton Dr	Arlington Dr	Hadley Rd	4: Fair	1,241	Concrete
Dawson Dr	Cumberland Dr	Highsplint Dr	4: Fair	348	Concrete
Daylily Dr	Buttercup Dr	Mayapple Ct	4: Fair	855	Concrete
Daylily Dr	Mayapple Ct	Vardon St	4: Fair	296	Concrete
Dearborn	South Blvd W	Grace	4: Fair	882	Asphalt
Dearborn	Grace	Ruby	4: Fair	903	Asphalt
Devonwood	Stonington Ln	Westwood Dr	4: Fair	306	Asphalt
Devonwood		Foresthill Dr	3: Poor	333	Concrete
Eagle Ct	Eagle Dr	Dead End or Start	3: Poor	285	Concrete
Eagle Dr	Dead End or Start	Eagle Ct	4: Fair	248	Concrete
Eagle Dr	Eagle Ct	Pheasant Ring Dr	3: Poor	660	Concrete
Edmunton Dr	Hartford Ct	Salem Dr	3: Poor	264	Concrete
Edmunton Dr	Salem Dr	McCormick Dr	3: Poor	871	Concrete
Elkhorn Dr	Torrent Ct		4: Fair	100	Concrete
Englewood Dr	Brandon Ct		4: Fair	607	Concrete
Englewood Dr			2: Very Poor	48	Concrete
Essex Dr	Eddington		3: Poor	327	Concrete
Essex Dr		Lexington Dr	3: Poor	190	Concrete
Essex Dr	Lexington Dr	Pembroke Dr	3: Poor	280	Concrete
Essex Dr	Pembroke Dr		4: Fair	354	Concrete
Evergreen Ct	Stanford Cir	Dead End or Start	4: Fair	227	Concrete
Fair Oak Dr	Yale Ct	Dead End or Start	4: Fair	190	Concrete
Fairfield	Grandview		3: Poor	723	Asphalt
Fawn Ct	Stag Rdg	Dead End or Start	4: Fair	201	Concrete
Fielding Dr	Drexelgate Pkwy	Glenbrooke Ct	3: Poor	433	Concrete
Fielding Dr	Glenbrooke Ct	Meadowfield Dr	3: Poor	190	Concrete
Flanders Dr	Highsplint Dr		4: Fair	671	Concrete
Ford Croft Dr	Stonetree Cir	Raintree Dr	3: Poor	966	Concrete
Forest View Ct	Woodfield Way		4: Fair	116	Concrete
Foresthill Dr	Devonwood	E16-001 starting point	3: Poor	132	Concrete
Fox Woods Ln		Woodfield Way	3: Poor	211	Concrete
Fulham Dr	Fulham Ct	Brompton Rd & Tottenham Ct	4: Fair	227	Concrete
Fulham Dr	Brompton Ct	S Livernois Rd & Sierra Blvd	3: Poor	539	Concrete
Gallaland	Dakota Dr		4: Fair	275	Concrete
Gallaland	Pioneer Dr	Dead End or Start	4: Fair	285	Concrete

2018-2023 Capital Improvement Plan Local Street Conditions [Poor Only]

2016 Local Streets in Poor Condition [Paser Rating Between 1-4]					
Street	From	To	PASER Rating	Length (Feet)	Pavement Surface
Glen Meadow Ct	Colony Dr	Glen Meadow Ct to CulDeSac	3: Poor	422	Concrete
Glen Meadow Ct	Glen Meadow Ct to CulDeSac	Dead End or Start	3: Poor	74	Concrete
Goldenrod Dr	Buttercup Dr	Primrose Dr	4: Fair	697	Concrete
Grace	Crooks Rd	Alida	4: Fair	1,600	Asphalt
Grace	Cone	Dearborn	4: Fair	327	Asphalt
Grace	Dearborn	S Livernois Rd	4: Fair	2,196	Asphalt
Greenleaf Dr			3: Poor	227	Concrete
Greenleaf Dr		Rochdale	4: Fair	174	Concrete
Greenspring Ln			3: Poor	95	Concrete
Greenspring Ln			3: Poor	760	Concrete
Greenspring Ln	Heron Ridge Dr	Hickory Trl	4: Fair	111	Asphalt
Grosvenor Dr	intersection bad	intersection bad	3: Poor	11	Concrete
Grovecrest	Slumber	Misty Brook Ln	4: Fair	470	Concrete
Harlan Ct	Warrington Rd	Flanders Dr	4: Fair	296	Concrete
Harlan Ct	Flanders Dr	Dead End or Start	4: Fair	216	Concrete
Harvard Dr	Grosvenor Dr	intersection Harvard& Grosvenor	3: Poor	26	Concrete
Harvard Dr	intersection Harvard& Grosvenor	intersection Harvard& Grosvenor	3: Poor	5	Concrete
Heritage Hill Ct	Dutton Rd		2: Very Poor	21	Asphalt
Heritage Hill Ct		Dead End or Start	3: Poor	153	Concrete
Hessel	E Auburn Rd	Dawes	4: Fair	375	Asphalt
Highsplint Dr	Kentucky Dr	Flanders Dr	4: Fair	496	Concrete
Highsplint Dr	Flanders Dr		4: Fair	290	Concrete
Highsplint Dr	Warrington Rd		3: Poor	412	Concrete
Highsplint Dr			3: Poor	243	Concrete
Highsplint Dr		Dawson Dr	3: Poor	428	Concrete
Highsplint Dr	Dawson Dr		4: Fair	422	Concrete
Highsplint Dr		Dead End or Start	3: Poor	148	Concrete
Hillcrest Dr	Pleasant View Dr	Devonwood	3: Poor	253	Concrete
Hillcrest Dr	Devonwood		3: Poor	343	Concrete
Hillside Ln	Hillside to Sandalwood	Drexelgate Pkwy	3: Poor	544	Concrete
Holiday Ct	Summit Rdg	Dead End or Start	3: Poor	359	Concrete
Hollensshade	Olympia Dr	Muirwood Ct	4: Fair	950	Concrete
Innsbrook Ct	Innsbrook Dr	Dead End or Start	3: Poor	280	Asphalt
Innsbrook Dr	Innsbrook Ct	Raintree Dr	3: Poor	797	Asphalt
Innsbrook Dr	Innsbrook Ct	Raintree Dr	3: Poor	750	Asphalt
Ivy Wood Ct	Arlington Dr	Dead End or Start	3: Poor	459	Concrete
Jason Cir	Snowden Cir	Quincy Dr	4: Fair	259	Concrete
June	Crooks Rd	Dead End or Start	4: Fair	1,315	Asphalt
Keats Dr	Shelley Dr	Shelley Dr	4: Fair	549	Asphalt
Kendal Ln	Bellshire Ln	Dead End or Start	3: Poor	359	Concrete
Kentucky Dr		Cumberland Dr	4: Fair	491	Concrete
Kentucky Dr			4: Fair	422	Concrete
Kentucky Dr		Cumberland Dr	4: Fair	887	Concrete
Kilburn Ct	N Kilburn Rd		4: Fair	428	Concrete
Kilburn Ct		Dead End or Start	3: Poor	143	Concrete
Kimberly Fair			4: Fair	53	Concrete
Kimberly Fair		Sussex Fair	4: Fair	58	Concrete
Kingsview	Springwood Ln		3: Poor	238	Concrete
Kirkton Ct		Dead End or Start	3: Poor	211	Concrete
Lake Forest	Croydon Rd	Rutgers	4: Fair	285	Concrete
Lake Forest	Rutgers	Campus	4: Fair	280	Concrete
Lake Forest	Campus	Lake Forest Ct	4: Fair	692	Concrete
Lake Forest	Lake Forest Ct	Bucknell Ct	3: Poor	306	Concrete
Lake Forest			4: Fair	211	Concrete
Lake Forest			4: Fair	90	Concrete

2018-2023 Capital Improvement Plan Local Street Conditions [Poor Only]

2016 Local Streets in Poor Condition [Paser Rating Between 1-4]					
Street	From	To	PASER Rating	Length (Feet)	Pavement Surface
Lake Forest		Sumac Dr	4: Fair	570	Concrete
Lake Forest	Sumac Dr	Ansai	4: Fair	781	Concrete
Lake Forest	Ansai	Spartan Dr	4: Fair	781	Concrete
Langley Ct	Langley Rd	Dead End or Start	3: Poor	269	Concrete
Langley Rd	Beacon Hill Dr	Langley Ct	4: Fair	296	Concrete
Langley Rd	Langley Ct	Lassiter Dr	3: Poor	882	Concrete
Lexham Ln	Woodelm	Courtfield	4: Fair	306	Concrete
Lexington Dr	Ternbury Dr	Essex Dr	4: Fair	1,410	Concrete
Lion St	Hampton Cir	Hampton Cir	4: Fair	1,214	Asphalt
Live Oak Dr	Ulster	Munster	3: Poor	333	Concrete
Live Oak Dr	Munster	Dead End or Start	4: Fair	296	Concrete
Long Meadow Ln		Twin Oaks Ct	3: Poor	269	Concrete
Long Meadow Ln	Twin Oaks Ct	Woodfield Way	4: Fair	401	Concrete
Maple	City/Twp Line	Red Oak	3: Poor	190	Concrete
Mapleridge Ct		Hickory Trl	4: Fair	612	Asphalt
Mapleridge Ct		Dead End or Start	4: Fair	486	Asphalt
Maryknoll Ct	Ulster	Dead End or Start	3: Poor	354	Concrete
Mayapple Ct	Daylily Dr	Dead End or Start	4: Fair	496	Concrete
Meadowbrook Dr	Adams Rd	Country Club Dr	3: Poor	502	Concrete
Meadowbrook Dr	Country Club Dr	Trailwood Dr	4: Fair	290	Concrete
Meadowbrook Dr		Walton Blvd	4: Fair	63	Concrete
Meadowview Ct	Rusk		4: Fair	69	Asphalt
Meadowview Ct		Dead End or Start	4: Fair	391	Concrete
Merriweather	Sudbury Ct	Old Homestead	3: Poor	375	Concrete
Michele Ct	Charlwood	Dead End or Start	4: Fair	333	Concrete
Michelson	S Rochester Rd		4: Fair	90	Concrete
Mildred	South Blvd W	Grace	4: Fair	876	Asphalt
Mildred	Grace	Ruby	4: Fair	940	Asphalt
Mildred	Ruby	Als Dorf	4: Fair	734	Asphalt
Millbrook Ct	Grandview		3: Poor	79	Concrete
Millbrook Ct			3: Poor	100	Concrete
Millbrook Ct			3: Poor	5	Concrete
Millbrook Ct			4: Fair	79	Concrete
Millbrook Ct		Dead End or Start	3: Poor	90	Concrete
Misty Brook Ln	Grovecrest	Rambling Dr	4: Fair	649	Concrete
Morley	Longview	Harrison	4: Fair	333	Asphalt
Morley	Harrison	Eastern	3: Poor	327	Asphalt
Muirwood Ct	Hollenshade	Dead End or Start	4: Fair	348	Concrete
Munster	Live Oak Dr	Stanford Cir	4: Fair	1,220	Concrete
Munster	Stanford Cir		4: Fair	158	Concrete
Norton Lawn		Cumberland Dr	4: Fair	201	Concrete
Norton Lawn		Cumberland Dr	4: Fair	1,727	Concrete
Notre Dame Rd	Spartan Dr	Ten Point Dr	3: Poor	322	Concrete
Oakrock	Rochdale		3: Poor	185	Concrete
Oakrock			3: Poor	143	Concrete
Oakrock		Dead End or Start	3: Poor	100	Asphalt
Old Homestead	Merriweather	Salem Dr	2: Very Poor	148	Concrete
Old Homestead	Salem Dr	Summit Rdg	4: Fair	681	Concrete
Orchardale		Walton Blvd	4: Fair	48	Concrete
Paddington Ct	Beechcrest	Dead End or Start	4: Fair	259	Asphalt
Park Creek Ct	Quail Ridge Cir	Dead End or Start	2: Very Poor	290	Concrete
Parkland Ct	Sandalwood Dr	Dead End or Start	4: Fair	269	Concrete
Parkland Dr	Sandalwood Dr	Parkland	4: Fair	797	Concrete
Parkland Dr	Parkland	Drexelgate Pkwy	3: Poor	296	Concrete
Pembroke Dr	Essex Dr	Bembridge Dr	3: Poor	1,030	Concrete

2018-2023 Capital Improvement Plan Local Street Conditions [Poor Only]

2016 Local Streets in Poor Condition [Paser Rating Between 1-4]					
Street	From	To	PASER Rating	Length (Feet)	Pavement Surface
Pheasant Ring Ct	Pheasant Ring Dr	Dead End or Start	3: Poor	153	Concrete
Pheasant Ring Dr	Pheasant Ring Ct	Eagle Dr	4: Fair	1,251	Concrete
Pinehurst Dr	Raintree Dr	Doral Dr	3: Poor	602	Concrete
Pleasant View Dr	Hillcrest Dr	Foresthill Dr	3: Poor	1,162	Concrete
Pleasant View Dr	Foresthill Dr	Grandview	3: Poor	1,140	Concrete
Poco Ct	Winchester	Dead End or Start	4: Fair	449	Concrete
Preswick			4: Fair	206	Concrete
Primrose Ct	Primrose Dr	Dead End or Start	4: Fair	127	Concrete
Primrose Dr	Johnathan Dr	Daylily Dr	4: Fair	301	Concrete
Primrose Dr	Daylily Dr	Primrose Ct	4: Fair	375	Concrete
Primrose Dr	Primrose Ct	Goldenrod Dr	4: Fair	1,146	Concrete
Primrose Dr	Goldenrod Dr	E Auburn Rd	3: Poor	533	Concrete
Prospect Dr	Cumberland Dr	Elkhorn Dr	3: Poor	312	Concrete
Quail Ridge Cir	Glengrove Dr	Park Creek Ct	4: Fair	808	Concrete
Quincy Dr	Jason Cir	Salem Dr	4: Fair	972	Concrete
Ravine Terrace Ct	Ravine Terrace	Dead End or Start	3: Poor	449	Concrete
Red Oak	Courtland		3: Poor	1,093	Asphalt
Red Oak		Sycamore	3: Poor	100	Concrete
Red Oak	Sycamore	Catalpa	4: Fair	269	Concrete
Red Oak	Catalpa	Maple	3: Poor	232	Concrete
Ridgecrest	Pleasant View Dr	Fairfield	3: Poor	602	Concrete
Ridgecrest		Cedaredge	3: Poor	855	Asphalt
Ridgefield Ct	Grandview	Dead End or Start	4: Fair	771	Concrete
Rochdale	Streamview Ct	Greenleaf Dr	4: Fair	333	Concrete
Rochester Ind. Ct	Rochester Indust.	Dead End or Start	2: V,Poor	338	Concrete
Rochester Indust.	Rochester Indust.	Dead End or Start	2:V,Poor	359	Concrete
Rocky Crest Dr	Charlwood	Tacoma Dr	3: Poor	924	Concrete
Rocky Crest Dr	Tacoma Dr	Dead End or Start	4: Fair	222	Concrete
Rosewood Ln	Falcon Dr	Dead End or Start	4: Fair	507	Concrete
Ruby	Crooks Rd	Alida	4: Fair	1,621	Asphalt
Ruby	Alida	Samuel	3: Poor	322	Asphalt
Ruby	Samuel	Mildred	3: Poor	327	Asphalt
Ruby	Mildred	Cone	3: Poor	322	Asphalt
Ruby	Cone	Dearborn	4: Fair	348	Asphalt
Rutgers	Lake Forest	Spartan Dr	4: Fair	1,373	Concrete
Salem Ct	Salem Dr	Dead End or Start	3: Poor	195	Concrete
Salem Dr	Burlington Dr	Saratoga Dr	3: Poor	597	Concrete
Samuel	South Blvd W	Grace	4: Fair	882	Asphalt
Samuel	Grace	Ruby	4: Fair	940	Asphalt
Samuel	Ruby	Als Dorf	4: Fair	776	Asphalt
Sandalwood Ct		Sandalwood Ct	4: Fair	285	Concrete
Sandalwood Ct	Sandalwood Ct	Dead End or Start	4: Fair	121	Concrete
Sandalwood Dr	Drexelgate Pkwy	Parkland Ct	4: Fair	306	Concrete
Sandalwood Dr	Parkland Ct	Parkland	4: Fair	407	Concrete
Shellbourne Dr	Raintree Dr		2: V,Poor	871	Concrete
Shellbourne Dr			3: Poor	201	Concrete
Shelley Dr	Hampton Cir	Keats Dr	4: Fair	201	Asphalt
Shelley Dr	Keats Dr	Keats Dr	4: Fair	892	Asphalt
Shelley Dr	Keats Dr	Dead End or Start	4: Fair	253	Asphalt
Slade Ct	Winchester	Dead End or Start	3: Poor	444	Concrete
Snowden Ct	Salem Dr	Dead End or Start	3: Poor	227	Concrete
Spartan Dr	Croydon Rd	Notre Dame Rd	4: Fair	1,104	Concrete
Spartan Dr	Notre Dame Rd	Rutgers	4: Fair	354	Concrete
Spartan Dr	Rutgers	Lake Forest	4: Fair	723	Concrete

2018-2023 Capital Improvement Plan Local Street Conditions [Poor Only]

2016 Local Streets in Poor Condition [Paser Rating Between 1-4]					
Street	From	To	PASER Rating	Length (Feet)	Pavement Surface
Stag Rdg	W Avon Rd	Antler Ct	3: Poor	222	Concrete
Stag Rdg	Antler Ct	Fawn Ct	4: Fair	121	Concrete
Stag Rdg	Fawn Ct	Ten Point Dr	4: Fair	148	Concrete
Stanford Cir	W Avon Rd		4: Fair	243	Concrete
Stanford Cir	Box Canyon	Stanford Ct	3: Poor	164	Concrete
Stanford Cir	Stanford Ct		3: Poor	385	Concrete
Stanford Cir	Evergreen Ct	Munster	4: Fair	1,104	Concrete
Starr Ct	Avon Industrial	Dead End or Start	4: Fair	370	Asphalt
Stonington Ln	N Fairview Ln	Devonwood	4: Fair	554	Asphalt
Stonington Ln	Devonwood	Stonington Ct	4: Fair	338	Asphalt
Sugar Pine	Black Maple Dr	Walton Blvd	4: Fair	533	Concrete
Sumac Dr	Cypress	Tanglewood Dr	3: Poor	649	Concrete
Summit Ct	Summit Rdg	Dead End or Start	3: Poor	253	Concrete
Summit Rdg	East Pointe Ct	W Kilburn Rd	4: Fair	898	Concrete
Summit Rdg	McCormick Dr	Wales Dr	3: Poor	850	Concrete
Sunbury Ct		Dead End or Start	2: V,Poor	407	Concrete
Sussex Fair		Kimberly Fair	3: Poor	296	Concrete
Sussex Fair	Kimberly Fair	Dead End or Start	4: Fair	739	Concrete
Sycamore	City/Twp Line	Red Oak	4: Fair	375	Concrete
Tamm	Crooks Rd	Dead End or Start	4: Fair	1,357	Asphalt
Tanglewood Ct	Tanglewood Dr	Dead End or Start	4: Fair	539	Concrete
Tanglewood Dr		Black Maple Dr	4: Fair	238	Concrete
Tanglewood Dr	Black Maple Dr		4: Fair	528	Concrete
Tanglewood Dr		Sugar Pine	4: Fair	69	Concrete
Tanglewood Dr	Sugar Pine	Lake Forest	4: Fair	227	Concrete
Tanglewood Dr	Lake Forest	Sumac Dr	4: Fair	412	Concrete
Tanglewood Dr		Dead End or Start	3: Poor	206	Concrete
Teakwood	Falcon Dr	Cherrywood Ln	3: Poor	866	Concrete
Teakwood	Falcon Dr	Crestwood	3: Poor	322	Concrete
Teakwood	Cherrywood Ln	Coachwood Ln	3: Poor	232	Concrete
Ten Point Dr	Stag Rdg	Stag Rdg	4: Fair	766	Concrete
Ten Point Dr	Stag Rdg	Notre Dame Rd	4: Fair	1,278	Concrete
Ten Point Dr	Notre Dame Rd		3: Poor	95	Concrete
Ternbury Dr	Lexington Dr	Dead End or Start	4: Fair	158	Concrete
Thames Dr	Arms Ct	Thames to Arms Ct	3: Poor	58	Asphalt
Thames Dr	Arms Ct	E Avon Rd	3: Poor	876	Asphalt
Thornridge Ct	Thornridge Dr	Dead End or Start	3: Poor	301	Concrete
Tienken Ct		Dead End or Start	3: Poor	486	Asphalt
Tower Hill Ln		Brewster Rd	4: Fair	74	Asphalt
Twin Oaks Ct	Long Meadow Ln	Dead End or Start	4: Fair	359	Concrete
Ulster	W Maryknoll		3: Poor	195	Concrete
Ulster		Ulster	3: Poor	153	Concrete
Ulster	Maryknoll Ct	Live Oak Dr	3: Poor	312	Concrete
Valley Stream Ct	Valley Stream Dr	Dead End or Start	4: Fair	201	Concrete
Valley Stream Dr	Dead End or Start	Valley Stream Ct	4: Fair	190	Concrete
W Kilburn Rd	Summit Rdg		3: Poor	333	Concrete
W Kilburn Rd	W Kilburn Rd		4: Fair	639	Concrete
Wagner Dr	Woodridge Dr	Dead End or Start	4: Fair	95	Concrete
Wakefield Ct	Charlwood	Parkwood Dr	4: Fair	412	Concrete
Warrington Rd			4: Fair	84	Concrete
Warrington Rd			4: Fair	628	Concrete
Wedgewood Dr	Arbor Creek Dr	Chaffer Dr	3: Poor	74	Concrete
Westwood Dr	Devonwood	Hillcrest Dr	4: Fair	1,051	Concrete
Whitney Dr	Berry Nook Ln	Pioneer Dr	4: Fair	1,135	Concrete
Whitney Dr	Arlington Dr		3: Poor	232	Concrete

2018-2023 Capital Improvement Plan Local Street Conditions [Poor Only]

2016 Local Streets in Poor Condition [Paser Rating Between 1-4]					
Street	From	To	PASER Rating	Length (Feet)	Pavement Surface
Willow Grove Ln	S Livernois Rd	Willow Grove Ct	3: Poor	792	Asphalt
Willow Grove Ln	Burgoyne	Willow Grove Ct	4: Fair	876	Asphalt
Wimpole		Walton Blvd	3: Poor	58	Concrete
Windrift Ln		Eddington	3: Poor	560	Concrete
Woodfield Way	Lake Ridge Rd	Oak View Ct	4: Fair	882	Concrete
Woodfield Way	Oak View Ct	Forest View Ct	4: Fair	333	Concrete
Woodfield Way	Forest View Ct	Fox Woods Ln	4: Fair	380	Concrete
Woodfield Way	Fox Woods Ln	Long Meadow Ln	3: Poor	317	Concrete
Woodford Cir	N Kilburn Rd	N Kilburn Rd	4: Fair	1,468	Concrete
Woodridge Ct	Woodridge Dr	Dead End or Start	4: Fair	238	Concrete
Woodridge Dr	Wagner Dr	Woodridge Ct	4: Fair	290	Concrete
Yale Ct	Fair Oak Dr	Dead End or Start	4: Fair	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.*

2018-2023 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.

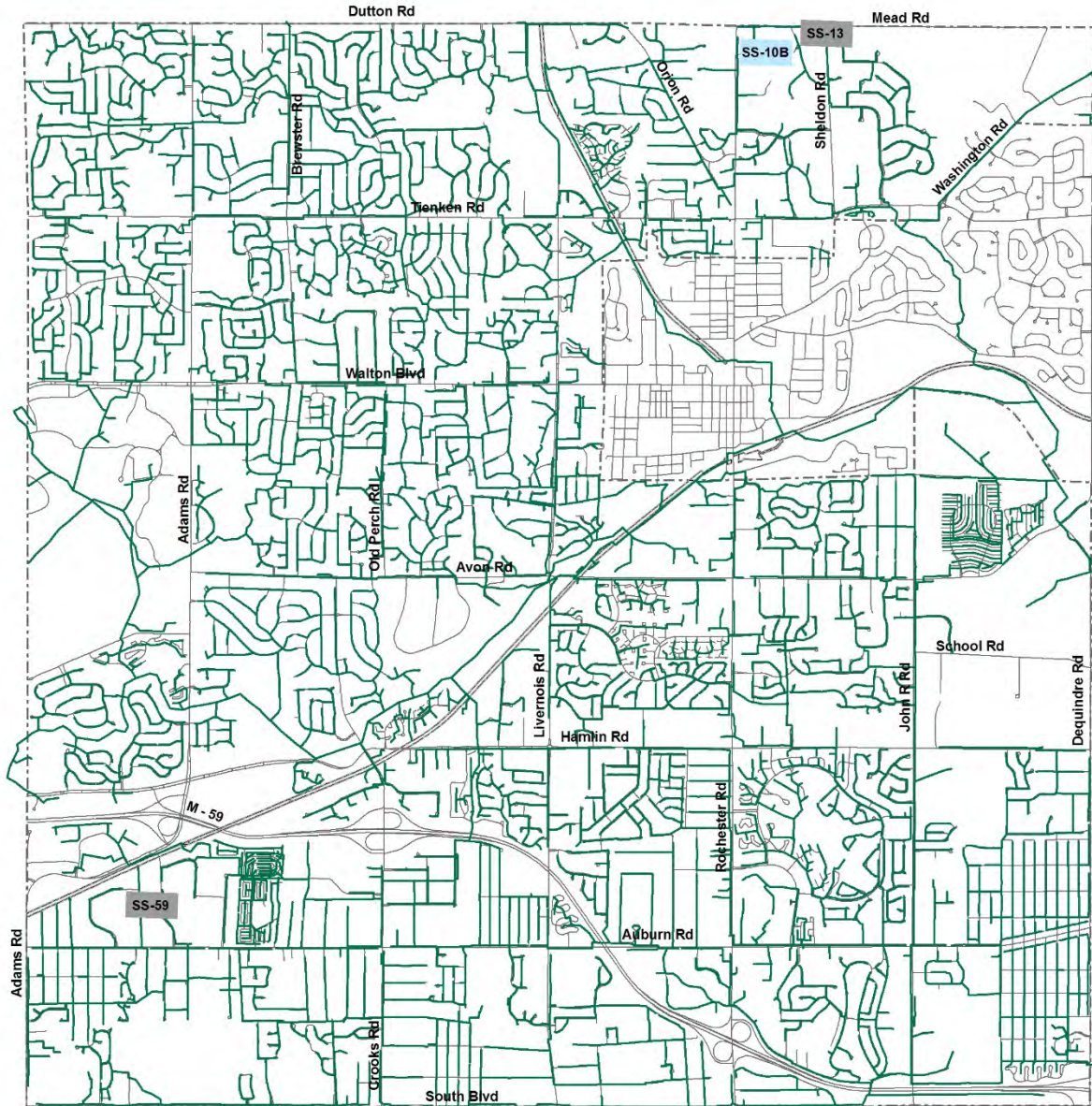
The extension of the sanitary sewage disposal system throughout the City will eventually eliminate private septic systems, thereby preserving the environment as well as the water source for private well systems, which some residents are dependent upon as their source of potable water.

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.

2018-2023 Capital Improvement Plan Sanitary Sewer System Improvements



LEGEND

Projects that may begin construction in:

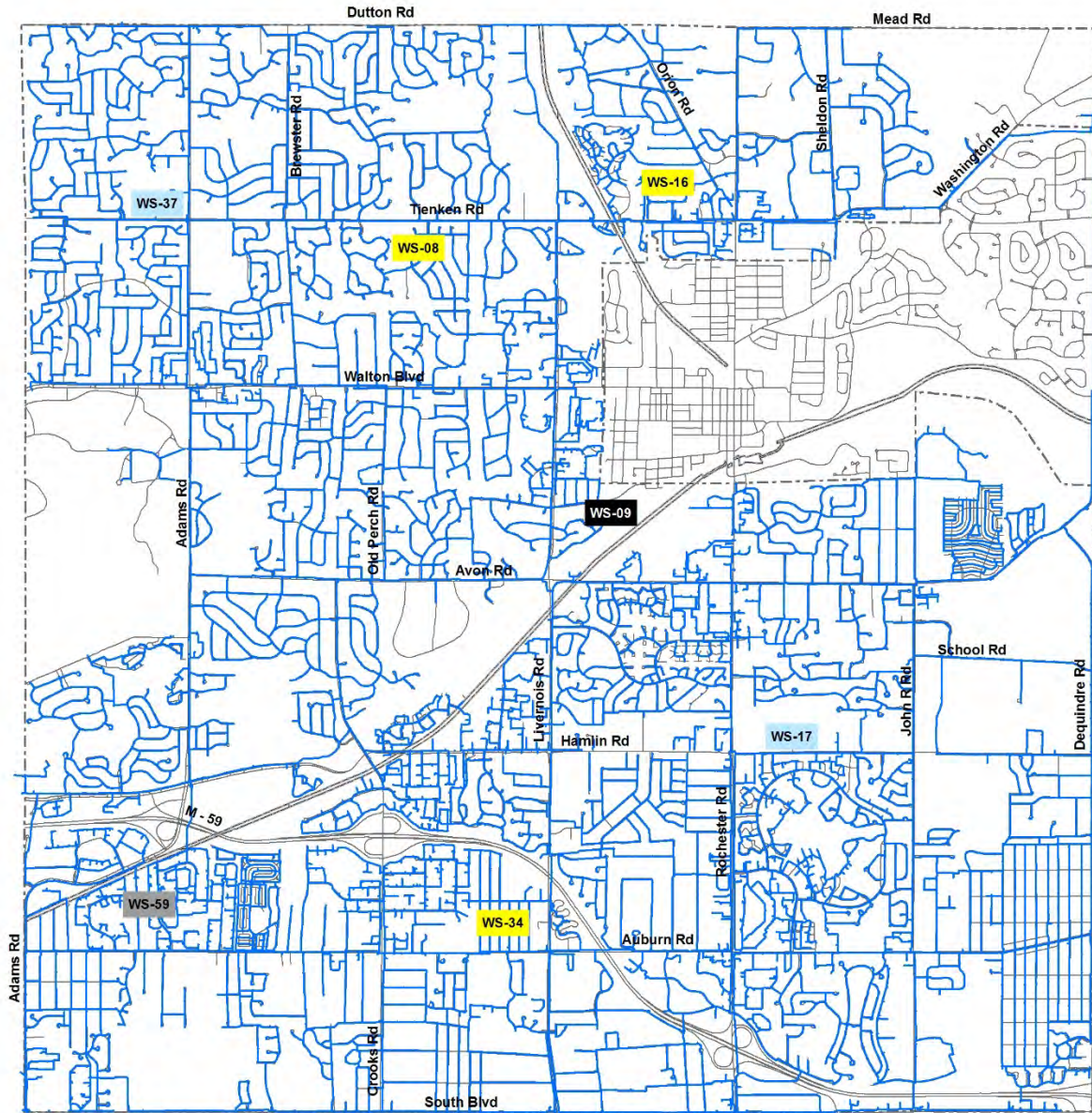
- 2018 SS-00
- 2019 SS-00
- 2020 SS-00
- 2021 SS-00
- 2022 SS-00
- 2023 SS-00
- Pending Project SS-00

Existing Sanitary Sewer



Date: 4/5/2017
Published by MIS Dept.

2018-2023 Capital Improvement Plan Water System Improvements



LEGEND
Projects that may begin construction in:

2018	WS-00	— Existing Water Main
2019	WS-00	
2020	WS-00	
2021	WS-00	
2022	WS-00	
2023	WS-00	
Pending Project	WS-00	



Date: 4/5/2017
Published by MIS Dept.

**2018-2023 Capital Improvement Plan
Water & Sanitary Sewer System Improvements**

SS-01B	SCADA System Upgrade Schedule		
2018-2023			
Estimated City Cost:	\$893,410	Estimated City Share:	100%
<p>Regular replacement of servers and other SCADA hardware components (including radio system) scheduled to occur approximately every 5 years. Servers and other SCADA hardware/software components are scheduled for replacement in 2017. The communications (radio) system is scheduled to be replaced in 2020. Annual operating costs of \$60,000 are anticipated to remain consistent with timely replacement, before more extensive service and maintenance levels are required to keep older equipment operational. This project is on-going.</p>			

SS-02B	Sanitary Sewer Rehabilitation Program		
2018-2023			
Estimated City Cost:	\$1,500,000	Estimated City Share:	100%
<p>Rehabilitation of the existing sanitary sewer system in various areas of the City as determined through an in-house sanitary sewer system evaluation study that occurs every other year. Selective rehabilitation is planned to occur in the years following the sanitary sewer system evaluation study. This program is proposed to be funded at \$500,000 every other year and is on-going.</p>			

SS-10B	Wimberly Drive: Sanitary Sewer Replacement		
2017-2018			
Estimated City Cost:	\$175,000	Estimated City Share:	100%
<p>Replace approximately 700' of 2" HDPE sanitary sewer main along Wimberly Drive in Section 2. This sanitary sewer main is a low pressure line that is served by individual grinder pumps. The sanitary sewer was installed in FY 2006. Only a portion of the main which appears to be damaged (and creates the need for continual maintenance) will be replaced. Construction is planned to begin in 2018.</p>			

SS-30	Sanitary Sewer Easement Machine		
2018-2018			
Estimated City Cost:	\$60,000	Estimated City Share:	100%
<p>Purchase of a self-propelled all-terrain easement cleaning machine with hose reel assembly to be used in conjunction with a high pressure hydraulic sewer cleaner. The purpose of this unit is to extend the use of the City's high-pressure sewer cleaner into normally inaccessible areas such as easements, hillsides, wooded area and/or behind/between homes and/or buildings. Increased level of service to the City's sanitary sewer system and it's customers by potentially reducing the number of sanitary sewer backups. Annual equipment maintenance costs of \$2,500 per year are anticipated. Purchase is planned for 2018.</p>			

** = New project to the 2018-2023 CIP

**2018-2023 Capital Improvement Plan
Water & Sanitary Sewer System Improvements**

WS-08	Fieldstone & Ironstone: Water Main Replacement		
	2019-2019		
	Estimated City Cost:	\$1,298,000	Estimated City Share: 100%
<p>Replace approximately 1,640' of 6" and 2,025' of 8" cast iron water main located along Fieldstone Drive and Ironstone Drive in Section 9 of the City. Cast iron pipe is no longer installed in our water system and 6" water main does not meet the minimum size requirement (8" pipe is the minimum public water main size per the MDEQ and Ten State Standards). The water main will be replaced with 8" ductile iron pipe or high density polyethylene (HDPE) pipe (depends on installation method). Construction is planned to begin in 2019.</p>			

WS-09	Flora Valley Court – River Bend Drive: Water Main Connection		
	2021-2021		
	Estimated City Cost:	\$536,900	Estimated City Share: 100%
<p>Install approximately 1,300' of 8" water main between River Bend Drive and Flora Valley Court (Proposed Drive) in Section 15 to complete a water main loop and eliminate two long dead end mains. The City discourages dead end water mains that extend more than 600'. A looped system eliminates the need for flushing and creates a more redundant system. Impact on future operating costs minimal as this would be a small addition to our water main system, will save on the need for flushing dead end water mains. Construction is planned to begin in 2021.</p>			

WS-16	** Bedford Square Apartments/Tienken Court: Water Main Replacement **		
	Estimated Total Project:	\$2,304,690	2018-2019
	Estimated City Cost:	\$2,304,690	Estimated City Share: 100%
<p>Replacement of approximately 2,800 feet of 6" and 4,050 feet of 8" cast iron water main located at the Bedford Square Apartment Complex and along Tienken Court in Section 3 of the City. The water main will be replaced with 8" ductile iron pipe or high density polyethylene (HDPE) pipe (depends on installation method). A connection between the apartment complex and Tienken Court will be constructed to improve system redundancy and eliminate a dead end water main along Tienken Ct. Construction is planned to begin in 2019.</p>			

WS-17	** Wayside Court: Water Main Extension **		
	Estimated Total Project:	\$195,000	2018-2018
	Estimated City Cost:	\$195,000	Estimated City Share: 100%

** = New project to the 2018-2023 CIP

**2018-2023 Capital Improvement Plan
Water & Sanitary Sewer System Improvements**

Installation of approximately 650 feet of 8" ductile iron water main to serve the properties along Wayside Court and to place a fire hydrant. The units are currently served with City water by long water services installed in the late 1970's. Construction is planned to begin in 2018.

WS-34	Glidewell Subdivision: Water Main Replacement		
	2018-2019		
	Estimated City Cost:	\$4,803,340	Estimated City Share: 100%
<p>Replace approximately 16,700' of 6" and 8" cast iron water main located in the Glidewell Subdivision in Section 28 of the City. Cast iron pipe is no longer installed in our water system and 6" water main does not meet the minimum size requirement (8" pipe is the minimum public water main size per the MDEQ and Ten State Standards). The water main will be replaced with 8" ductile iron pipe or high density polyethylene (HDPE) pipe (depends on installation method). Construction is planned to begin in 2019.</p>			

WS-37	** Adams High School: Water Main Replacement **		
	Estimated Total Project:	\$604,688	2018-2018
	Estimated City Cost:	\$604,688	Estimated City Share: 100%
<p>Replacement of approximately 1235 feet of 6" cast iron water main, 200 feet of 8" water main that serves Adams High School and install a 500 feet 8" ductile iron water main connection between on the north side of the High School to improve system redundancy for the school. Construction is planned to begin in 2018.</p>			

2018-2023 Capital Improvement Plan Storm Water Management

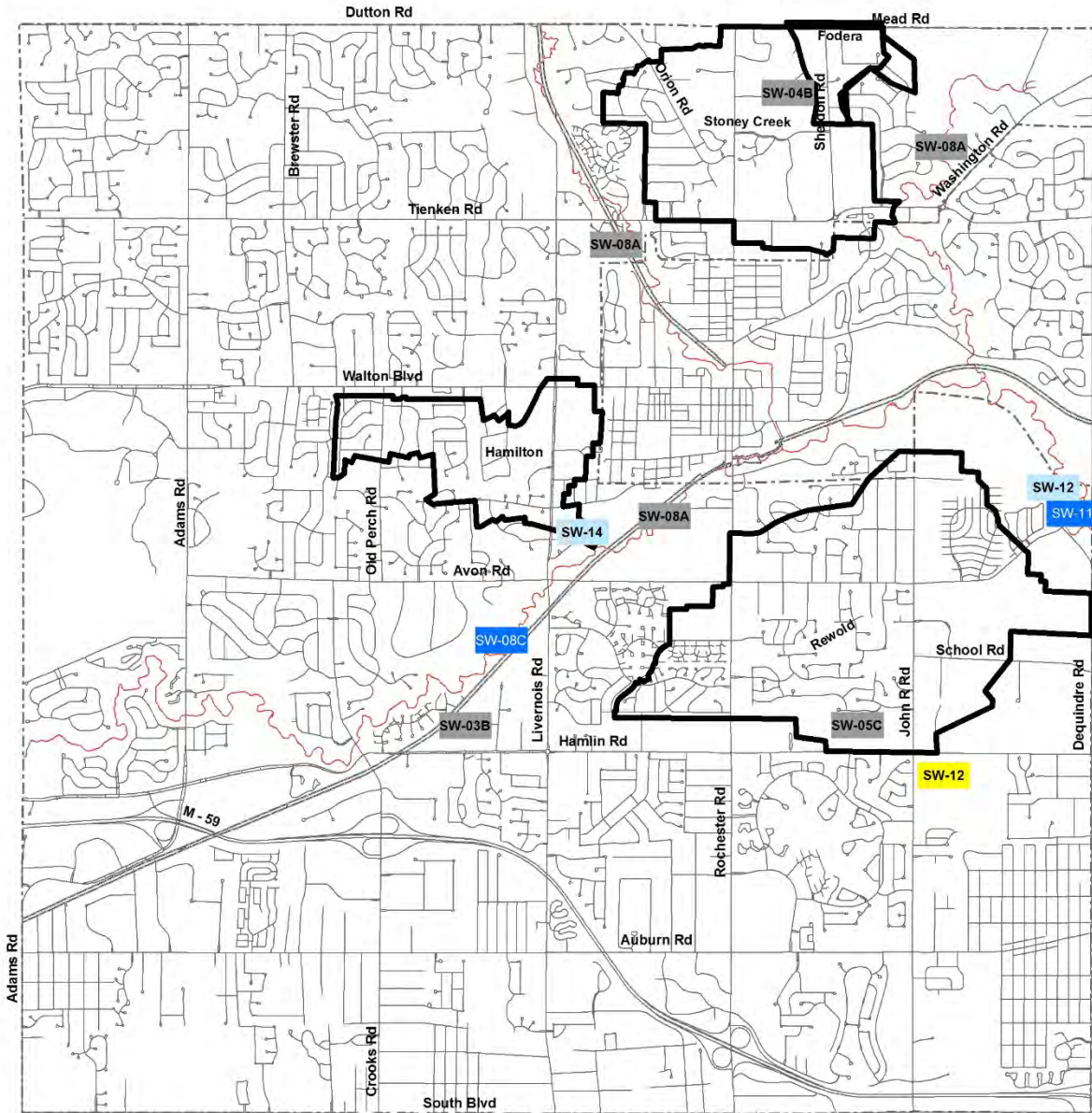
Prior to FY 2000, the primary focus of Storm Water Management in Rochester Hills was to develop a storm water system adequate to provide for storm water runoff in existing flood-prone areas. Much of the storm water management improvements made were financed and constructed through the use of Chapter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

2018-2023 Capital Improvement Plan Storm Water Management



LEGEND
Projects that may begin construction in:

2018	SW-00
2019	SW-00
2020	SW-00
2021	SW-00
2022	SW-00
2023	SW-00
Pending Project	SW-00



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**2018-2023 Capital Improvement Plan
Storm Water Management**

SW-08C	Clinton River: Natural Channel Restoration		
Estimated Total Project:	\$840,000	2020-2022	
Estimated City Cost:	\$420,000	Estimated City Share:	50%
<p>Significant bank erosion and channel widening exists along the Clinton River within the City property between Livernois Road and Crooks Road. In 2010, as part of Phase I (SW-08B), the City restored approximately 500' of the channel and stabilized the bank to protect the Clinton River Trail from collapse due to the bank's failure. The whole project area consists of approximately one mile of river through City property. It is proposed that the balance of the project (Phase II) be improved in phases as grants (up to a 50% match) become available. The City has applied for several grants and will continue to apply for additional grants to allow the City's match dollars to go further toward the goal of restoring the natural riverbank and flow characteristics of the river, and provide in-stream habitat, as well as adjacent riparian habitat within the City property. In addition to the reduction in erosion, the project will improve fish and insect habitat with the intent to create a self-sustaining fishery. Angling and paddling access to the river is also proposed to be added to protect the banks from access and use disturbance. Construction for Phase II is planned to begin in 2020.</p>			

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

SW-12	Watertowns Storm Water Improvements		
	2018-2019		
Estimated City Cost:	\$150,500	Estimated City Share:	100%
<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 2018.</p>			

** = New project to the 2018-2023 CIP

**2018-2023 Capital Improvement Plan
Storm Water Management**

SW-13	Storm Water Best Management Practices (BMP) Retrofitting		
Estimated Total Project:	\$450,000	2020-2022	
Estimated City Cost:	\$225,000	Estimated City Share:	50%
<p>Retrofit up to 10 city-owned properties with storm water Best Management Practices (BMP) which include methods, measures, or practices to prevent or reduce surface runoff and/or water pollution, including but not limited to, structural and non-structural storm water management practices and operational / maintenance procedures. Construction is planned to begin in 2020.</p>			

SW-14	** Hamilton Relief Drain Repair **		
Estimated Total Project:	\$565,000	2017-2019	
Estimated City Cost:	\$565,000	Estimated City Share:	100%
<p>The Hamilton Drain was installed in the 1970's. The outlet location for this 96" diameter pipe in between two residential homes near the Clinton River. This originally armored discharge has recently had severe erosion occurring that intrudes into a private residential property. This work would correct the erosion and provide long term bank protection for this location. The bottom of the Hamilton Drain has also eroded to expose the top of an existing 24-inch Rochester Hills sanitary sewer crossing of the drain. Abandonment of approximately 90-feet of sewer, replacement of 110 feet of new sewer and a new connection to the Oakland County Water Resources Clinton-Oakland sanitary interceptor sewer is proposed with this project. Construction is planned to begin in 2018.</p>			

** = New project to the 2018-2023 CIP

2018-2023 Capital Improvement Plan Pathway System

In the mid 1970's the City of Rochester Hills (formerly Avon Township) initiated a pathway program that planned for approximately 125-miles of pathways along major roads. To date, approximately 96 miles of pathways have been constructed by private development and/or through public funding. Approximately 31 miles of pathways are needed to complete the pathway system. Additionally, approximately 4.5 miles of the Clinton River Trailway was surfaced utilizing recycled asphalt materials in 2015.

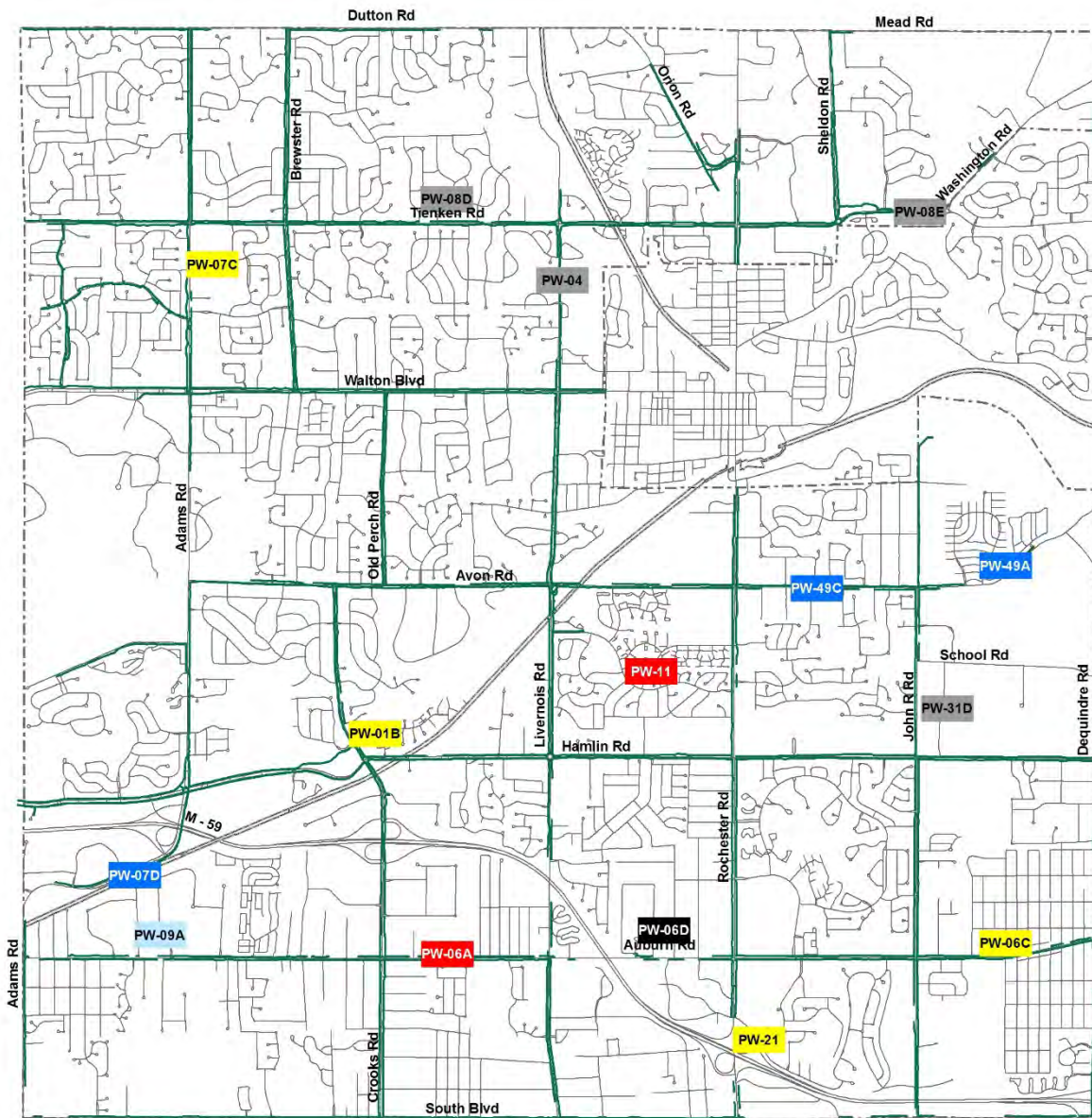
The scope of the pathway program has gone beyond the initial goal of just extending the system to both sides of all arterial roads in the City. In November of 2006, a twenty-year 0.1858 mill ballot proposal was approved by the residents of Rochester Hills to fund the continuation of new pathways, rehabilitation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

The pathway program is comprised of the following elements:

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

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

2018-2023 Capital Improvement Plan Pathway System



LEGEND

Projects that may begin construction in:

- | | | |
|-----------------|-------|---------------------|
| 2018 | PW-00 | — Existing Pathways |
| 2019 | PW-00 | |
| 2020 | PW-00 | |
| 2021 | PW-00 | |
| 2022 | PW-00 | |
| 2023 | PW-00 | |
| Pending Project | PW-00 | |



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**2018-2023 Capital Improvement Plan
Pathway System**

PW-01A	Pathway System Rehabilitation Program		
2018-2023			
Estimated City Cost:	\$1,500,000	Estimated City Share:	100%
<p>Rehabilitation of the existing City asphalt pathway system by performing bituminous overlays or large section repairs in order to maintain the integrity of the overall pathway system. In 2008, the City initiated a pedestrian bridge inspection program to be performed on a four (4) year cycle. Every fourth year following the inspection, the City may perform pedestrian bridge rehabilitation work as identified in the consultants' bridge inspection inventory and report. Operating costs of approximately \$3,400 per year for each 2.0-mile section are anticipated to decrease to \$2,950 per year due to this rehabilitation program. This program is proposed to be funded at \$250,000 per year and is on-going.</p>			

PW-01B	Crooks Road Pathway Gap [Clinton River – Bonnie Brae Street]		
2018-2019			
Estimated City Cost:	\$155,130	Estimated City Share:	100%
<p>Construction of approximately 770' of 8' wide asphalt pathway along the east side of Crooks Road from the Clinton River to Bonnie Brae Street to fill in the existing pathway gap. Constructing this portion of pathway will connect the gap in the pathway along Crooks Road from Bonnie Brae Street to the Clinton River. Connectivity of the pathway system provides an increased level of service to pedestrians, especially considering the Clinton River Trail access is just south of this area. Operating costs of approximately \$200 per year are anticipated due to the additional pathway section added. Construction is planned to begin in 2019.</p>			

PW-06A	Auburn Road Pathway Gaps [Alexander Avenue – Livernois Road]		
2021-2022			
Estimated City Cost:	\$239,500	Estimated City Share:	100%
<p>Construction of approximately 1,000' of 8' wide asphalt pathway along the north side of Auburn Road between Alexander Avenue and Livernois Road to fill in the pathway gaps. Operating costs of approximately \$280 per year are anticipated due to the additional pathway sections added. Construction is planned to begin in 2022.</p>			

** = New project to the 2018-2023 CIP

**2018-2023 Capital Improvement Plan
Pathway System**

PW-06C	Auburn Road Pathway Gaps [John R Road – Dequindre Road]		
2018-2019			
Estimated City Cost:	\$221,000	Estimated City Share:	100%
<p>Construct 8' wide asphalt pathway to fill in gaps along the north side of Auburn Road between John R Road and Dequindre Road. Three locations include: NW corner of Auburn Road and Dequindre Road (approx. 70'); Fronting 1825 and 1845 Auburn Road (approx. 260'); Between Emmons Avenue and Eastern Avenue (approx. 950' if proposed pathway is constructed between the existing buildings and Auburn or 1,250-feet if the pathway is directed north of the buildings along the existing alley). This project should occur after the Auburn Road Corridor Study plan is completed. The corridor study is currently being overseen by the Planning Department. Operating costs of approximately \$800 per year are anticipated due to the additional pathway sections added. Construction is planned to begin in 2019.</p>			

PW-06D	Auburn Road Pathway Gaps [Walbridge Road – Hickory Lawn Road]		
2020-2021			
Estimated City Cost:	\$498,950	Estimated City Share:	100%
<p>Construction of approximately 2,100' of 8' wide asphalt pathway along the north side of Auburn Road between Walbridge Road and 500' east of Hickory Lawn Road to fill in the pathway gaps. Operating costs of approximately \$590 per year are anticipated due to the additional pathway sections added. Construction is planned to begin in 2021.</p>			

PW-07C	Adams Road Pathway [Powderhorn Ridge Road – Tienken Road]		
2019-2019			
Estimated City Cost:	\$203,970	Estimated City Share:	100%
<p>Construction of approximately 2,600' of 8' wide pathway along the east side of Adams Road between Powderhorn Ridge Road and Tienken Road (across Nowicki Park frontage). Also construct a key walk along the north side of Powderhorn Ridge Road to allow for pedestrians to safely cross Adams Road at the traffic intersection. Operating costs of approximately \$730 per year are anticipated due to the additional pathway sections added. Construction is planned to begin in 2019.</p>			

PW-07D	Adams Road @ Clinton River Trailway: Pathway Crossing		
2019-2020			
Estimated City Cost:	\$180,330	Estimated City Share:	100%
<p>Construction of a mid-block pedestrian crossing at Adams Road near Leach Drive and Marketplace Circle to connect the Clinton River Trailway to the nearby shopping center. The proposed crossing would incorporate the use of eight (8) solar powered push-button rapid flasher beacons (RFBs), four (4) in each direction. The project would also include the installation of two (2) steel poles and mast arms with overhead signage at</p>			

** = New project to the 2018-2023 CIP

**2018-2023 Capital Improvement Plan
Pathway System**

the crossing. Approximately 500' of asphalt and concrete pathway would be required to be extended in order to provide connection. Note: The project is located within the Road Commission for Oakland (RCOC) county's right-of-way and will require prior approval by the RCOC demonstrating that pedestrian/bicycle volume warrants are met. Operating costs of approximately \$1,000 per year are anticipated due to routine and winter maintenance requirements. Construction is planned to begin in 2020.

PW-09A	Technology Drive Pathway [Auburn Road – 2,250' North]		
	2016-2018		
	Estimated City Cost:	\$175,100	Estimated City Share: 100%
Construction of approximately 2,250' of 8' wide asphalt pathway along the west side of Technology Drive between Auburn Road and the pathway connection to Adams Road. Operating costs of approximately \$540 per year are anticipated due to the additional pathway section added. Construction is planned to begin in 2018.			

PW-11	Drexelgate Pathway Gap [Wexford Way – Rochester Road]		
	2021-2022		
	Estimated City Cost:	\$1,054,250	Estimated City Share: 100%
Construct approximately 5,100' of eight (8) foot wide pathway along the north side of Drexelgate Parkway between Wexford Way and Rochester Road. Contributes to the connectivity of the City's pathway network and to the goal of having pathway constructed along all major section line roads. Provides additional segments of pathway for residents and pedestrians to utilize. Operating costs of approximately \$3,000 per year are anticipated due to the additional pathway section added. Construction is planned to begin in 2022.			

PW-21	East Nawakwa Pathway [Rochester Road – Joshua Drive]		
	2019-2020		
	Estimated City Cost:	\$420,000	Estimated City Share: 100%
Construction of approximately 2,100' of 8' wide asphalt pathway along the north side of East Nawakwa Road between Rochester Road and Joshua Drive. Operating costs of approximately \$590 per year are anticipated due to the additional pathway section added. Construction is planned to begin in 2019.			

PW-49A	Avon Road Pathway [LeGrande Boulevard – Cider Mill Boulevard]		
	2019-2020		
	Estimated City Cost:	\$311,750	Estimated City Share: 100%
Construction of approximately 1,500' of 8' wide asphalt pathway along the north side of Avon Road between Le Grande Boulevard and Cider Mill Boulevard. Operating costs of approximately \$420 per year are anticipated due to the additional pathway section added. Construction is planned to begin in 2020.			

** = New project to the 2018-2023 CIP

**2018-2023 Capital Improvement Plan
Pathway System**

PW-49C	Avon Road Pathway [Rainier Avenue – Bembridge Drive]
2019-2020	
Estimated City Cost:	\$703,400
Estimated City Share:	100%
<p>Construction of approximately 3,200' of 8' wide asphalt pathway along the south side of Avon Road between Rainier Avenue and Bembridge Drive. Operating costs of approximately \$890 per year are anticipated due to the additional pathway section added. Construction is planned to begin in 2020.</p>	

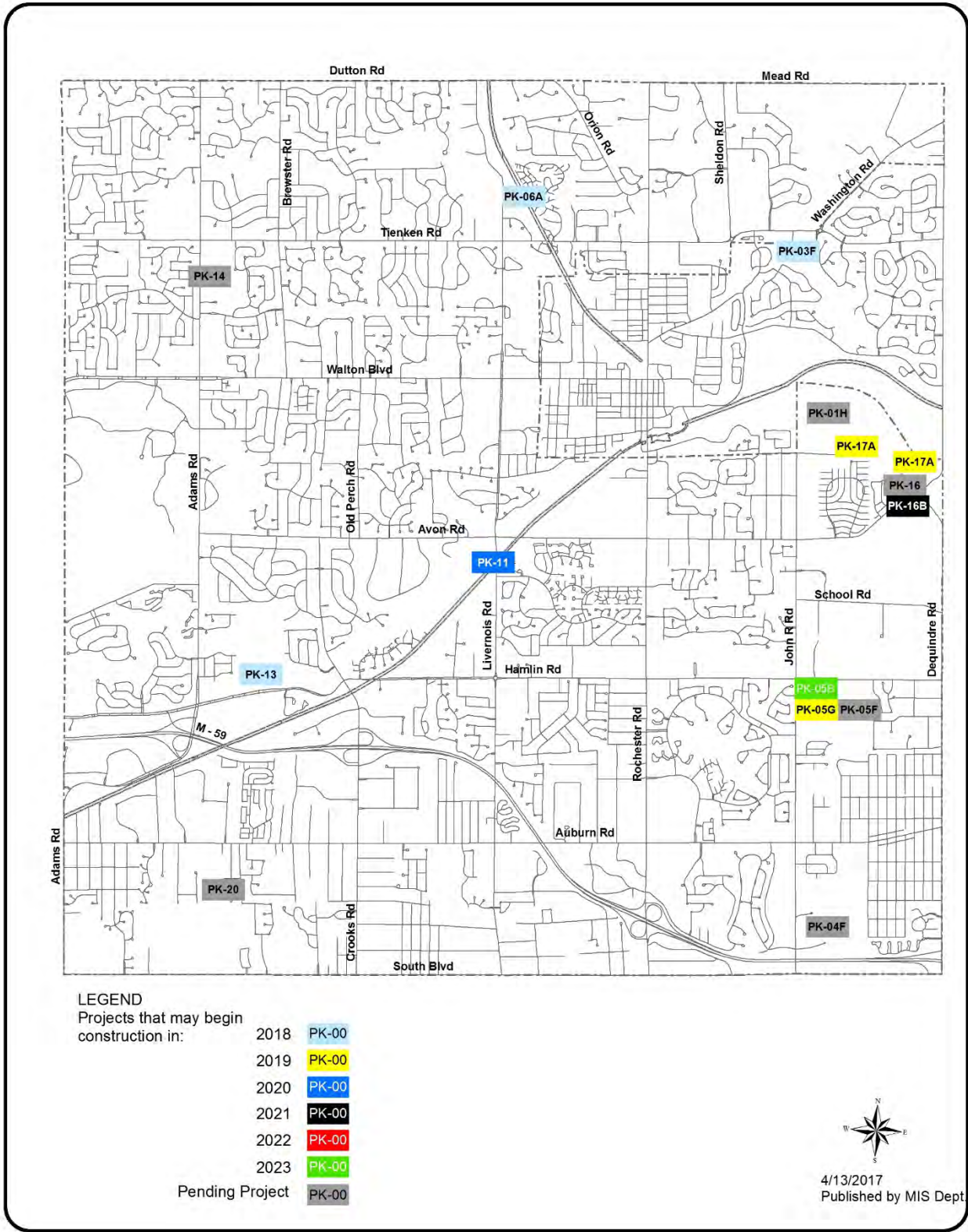
2018-2023 Capital Improvement Plan Parks and Recreation

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

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

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

2018-2023 Capital Improvement Plan Parks and Recreation



** = New project to the 2018-2023 CIP

**2018-2023 Capital Improvement Plan
Parks and Recreation**

PK-03F	Van Hoosen Museum: Equipment Barn Replacement		
Estimated Total Project:	\$500,000	2018-2018	
Estimated City Cost:	\$375,000	Estimated City Share:	75%
<p>The Equipment Barn was once an integral part of the Van Hoosen Farm operation. Built in 1912, it was torn down in 1999 due to its deteriorated condition. The Museum has a full set of photographs and drawings of this facility and would like to rebuild it to continue restoring the Van Hoosen Farm facility, while creating space for storage and maintenance activities. The Equipment Barn will help the Museum more accurately recreate the historic farm setting at the Van Hoosen Farm. The building will be located on the exact footprint of the original building and would replicate the original building in nearly all details. At one time, the Van Hoosen Farm was a world class dairy operation and the equipment barn will allow us to create a broader interpretive story, create an on-site maintenance space, and bring valuable items and equipment indoors during the winter to avoid deterioration from weather and vandalism. Construction is planned to begin in 2018.</p>			

PK-05B	Borden Park: Roller Hockey Rink Board & Tile Replacement Schedule		
	2018-2023		
Estimated City Cost:	\$194,810	Estimated City Share:	100%
<p>There are two (2) roller hockey rinks located at Borden Park. The dasher boards are molded plastic and the skating surface is made up of plastic tiles. Due to age and damage from use, the boards and tiles are in need of replacement every 6-8 years. Operating costs are anticipated to decrease due to newer materials which should not require as much maintenance for the first few years. It is planned to upgrade Roller Hockey Rink #2 in 2017 and Rink #1 in 2023. This program is on-going.</p>			

PK-05G	** Borden Park: Tennis & Pickle Ball Court Rehabilitation **		
Estimated Total Project:	\$350,000	2019-2019	
Estimated City Cost:	\$350,000	Estimated City Share:	100%
<p>Renovation of the 4 tennis courts at Borden Park. Three courts will remain tennis courts and one court will become 4 pickle ball courts. Project will provide a new quality recreational opportunity primarily serving an age group not well represented in the park system. The Older Persons Commission and other pickle ball groups have requested consideration of pickle ball courts being added to the parks. The courts currently have a plastic tile surface. This project would be a complete rebuild of 4 asphalt courts and fencing that would recreate the courts as they were when the Borden Park opened. Asphalt courts allow a higher level of play than plastic tiles. Asphalt underneath has degraded requiring annual filling in of cracks underneath tiles to make plastic tile surfacing safe. Renovation is planned to begin in 2019.</p>			

** = New project to the 2018-2023 CIP

**2018-2023 Capital Improvement Plan
Parks and Recreation**

PK-06A	Paint Creek Trailway: Resurfacing Schedule		
	2018-2023		
Estimated City Cost:	\$50,000	Estimated City Share:	100%
<p>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 is planned to begin in 2018.</p>			

PK-07	** Infield Groomer **		
Estimated Total Project:	\$30,000	2018-2018	
Estimated City Cost:	\$30,000	Estimated City Share:	100%
<p>Infield groomer with laser level to drag infields that can also be used for landscaping and trail maintenance. Regular grooming provides a safe playing surface with reliable footing for players and consistent bounce for balls. The laser level allows for the crown to be maintained for proper drainage reducing the need for drying agents after rain events. Equipment is planned to be purchased in 2018.</p>			

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

PK-13	Riverbend Park: Development		
Estimated Total Project:	\$6,924,209	2013-2020	
Estimated City Cost:	\$3,543,209	Estimated City Share:	Approx. 50%
<p>Development of Riverbend Park including parking lot, entrance road, nature and fitness trails, improvements to the wetlands, and invasive vegetation control. Future development may include fitness stations, restrooms, playgrounds, water features, pavilion, sensory garden, support structures, and educational facilities. Private donations and grant funding will be pursued to offset overall project costs. Construction began in 2014.</p>			

** = New project to the 2018-2023 CIP

**2018-2023 Capital Improvement Plan
Parks and Recreation**

PK-16B	Yates Park: Clinton River Access Improvements		
2021-2023			
Estimated City Cost:	\$141,600	Estimated City Share:	100%
<p>Construct an accessible path and kayak/canoe launch at Yates Park and a universally accessible portage around the Cider Mill Dam. Yates Park is heavily used for kayak and canoe launching into the Clinton River. The path and launch would provide ADA compliant access to the river as well as to protect the stream bank. The dam for Yates Cider Mill is a dangerous impediment for canoes and kayakers in the Clinton River as the dam separates the river as it runs from Auburn Hills to Lake St. Clair. This project would provide a safe, accessible portage around the dam with a rail system so that canoe/kayakers would not have to get out of their boats. Project also includes rain gardens and storm water improvements and paving the existing parking lot. Operating costs of approximately \$1,000 per year are anticipated for this facility. Construction is planned to begin in 2021.</p>			

PK-17A	Playground Replacement Schedule		
2018-2023			
Estimated City Cost:	\$577,980	Estimated City Share:	100%
<p>Scheduled replacement and/or upgrades of existing playground equipment at City Parks to comply with Federal and State Laws by adding surfacing and equipment, or replacing existing equipment. Design and/or surfacing needs to meet ADA/CPSC/ASTM standards and guidelines. Playground Equipment is scheduled to be replaced after 20-years. It is planned to upgrade the playground equipment at Bloomer and Yates Parks in 2019, Wabash Park and Spencer Park in 2021, and Bloomer Park in 2022. Operating costs of approximately \$10,000 per year are anticipated to remain consistent with the new equipment. This program is on-going.</p>			



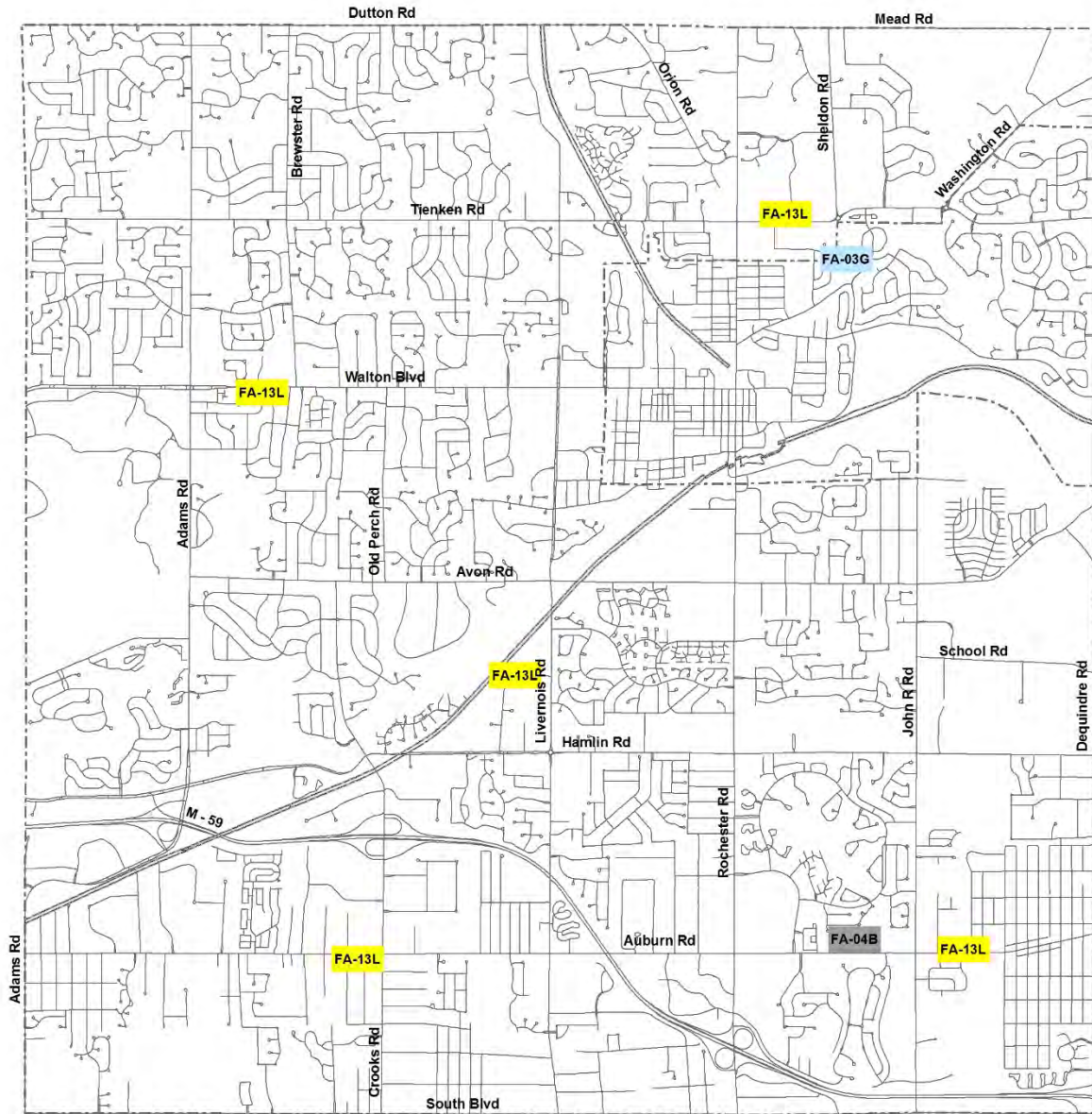
innovative *by* nature

2018-2023 Capital Improvement Plan City-Owned Facilities

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

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

2018-2023 Capital Improvement Plan City-Owned Facilities



LEGEND
Projects that may begin construction in:

2018	FA-00
2019	FA-00
2020	FA-00
2021	FA-00
2022	FA-00
2023	FA-00
Pending Project	FA-00



4/5/2017
Published by MIS Dept.

** = New project to the 2018-2023 CIP

**2018-2023 Capital Improvement Plan
City-Owned Facilities**

FA-03G	** Van Hoosen / Jones Cemetery: Pole Barn **		
Estimated Total Project:	\$180,000	2018-2018	
Estimated City Cost:	\$180,000	Estimated City Share:	100%
<p>Construction of a 30' x 40' pole barn behind the existing Cemetery Office. The pole barn will be used to store and maintain all equipment and material used on the cemetery property. The minimal cost increase of building maintenance will be covered by the savings from longer life-span of equipment that is protected from the elements.</p>			

FA-09	IT Infrastructure Capacity Funding		
	2020-2022		
Estimated City Cost:	\$100,000	Estimated LDFA Share:	100%
<p>One of the goals of the State of Michigan's SmartZone program is to provide local communities, through an LDFA, with the capability to improve Information Technology (IT) Infrastructure within Certified Technology Parks. Capacity improvements would be on a case-by-case basis, often associated with the needs of specific companies. Funding for these projects must occur in public right-of-ways or in a deeded easement only. It is not known when these individual requests will arise, and the improvement must be constructed within a short period of time. A pool of funding set aside from the LDFA's TIF capture would allow for a quick response, and improve the competitiveness of the City's technology parks for the attraction and/or retention of companies. There are no operating cost impacts associated with these improvements since the LDFA will not own the infrastructure, but rather would only pay the installation costs.</p>			

FA-11	ADA Compliance Implementation Program		
	2018-2023		
Estimated City Cost:	\$240,000	Estimated City Share:	100%
<p>In 2010, the City contracted an outside Compliance Specialist to perform ADA (Americans with Disabilities Act) inspections of all City Facilities. A transition plan was completed identifying a full description of work areas needing ADA adjustments in order to comply with the State and Federal guidelines. This project will involve coordination with the Facilities Division, Department of Public Services, and Parks Department to coordinate similar projects for efficiency and cost savings. Examples of ADA compliance improvements include: concrete replacement, inside and outside signage upgrades, handrail installation/upgrades, wrapping of plumbing fixtures, handicap push pads on doors, accessible pathways, trailways, shelters, picnic tables, grills, boat launches, beaches, shower areas, restrooms, etc... This program is proposed to be funded at \$40,000 per year and is on-going.</p>			

** = New project to the 2018-2023 CIP

**2018-2023 Capital Improvement Plan
City-Owned Facilities**

FA-13L	** Fire Department LED Signs **		
Estimated Total Project:	\$330,000	2019-2019	
Estimated City Cost:	\$330,000	Estimated City Share:	100%
<p>Installation of LED signs at each of the 5 fire stations. The new signs will enable the Fire Department to better communicate events and programs to residents to improve community outreach for emergency services. Minimal maintenance costs.</p>			

**2018-2023 Capital Improvement Plan
Professional Services**

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

PS-07	Master Land Use Plan Update Schedule		
2017-2023			
Estimated City Cost:	\$75,000	Estimated City Share:	100%
<p>Contract with a planning consultant to prepare scheduled updates to the City's Master Land Use Plan (MLUP). The MLUP is the policy tool used as a guide in the physical development of the community. By State Law (PA 33 of 2008) the Master Land Use Plan must be reviewed and if necessary updated every 5-years. The current MLUP was adopted in 2007 and the required 5-year review was completed in 2012. That review resulted in minor updates which were completed in-house by City Staff. The next update is planned to begin in 2017.</p>			

PS-08	Master Thoroughfare Plan Update Schedule		
2018-2023			
Estimated City Cost:	\$150,000	Estimated City Share:	100%
<p>The Master Thoroughfare Plan is an important coordinating document that helps guide regional transportation planning by providing adjacent and regional communities with an understanding of our transportation vision, and vice versa. The current Master Thoroughfare Plan was adopted in 2008 and it is anticipated that priority projects recommended therein will be completed in the next few years. At that point, it will be time to prepare a new or updated Master Thoroughfare Plan to guide future City transportation improvements. It is anticipated that the new plan will incorporate Complete Streets concepts as required by State Law, in addition to other motorized and non-motorized transportation planning for infrastructure and right of way needs. The next update is planned to begin in 2019.</p>			

**2018-2023 Capital Improvement Plan
Professional Services**

PS-15B	Green Space Stewardship: Implementation			
	2018-2023			
	Estimated City Cost:	\$1,350,000	Estimated City Share:	100%
<p>The City has adopted the “Rochester Hills Natural Features Stewardship Program Long Term Management Plan” as the guide for setting priorities and timelines for the management of Green Space properties, City open space, and significant natural resources such as the Clinton River and other named watercourses. Elements of the work will include: Invasive species removal, natural features restoration, and educational programs to promote stewardship. We will continue to work with a consultant and the Green Space Advisory Board (GSAB) to review the management plan and make budget recommendations. This stewardship program is proposed to be funded at \$225,000 per year and is on-going.</p>				

** = New project to the 2018-2023 CIP

**2018-2023 Capital Improvement Plan
Internal Service Support Programs**

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

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

IS-02B	City Website Update Schedule		
2018-2023			
Estimated City Cost:	\$35,000	Estimated City Share:	100%
<p>Scheduled improvements in functionality and design to the City's current website configuration. Improvements would likely require changes to the current content management system as well as Internet hosting provider. Upgrades to the City's website are anticipated to occur every 5 years. Operating costs are anticipated to remain consistent as current website processes are already in place. The next website upgrade is planned to begin in 2018. This update schedule is on-going.</p>			

IS-04D	SCBA Replacement Schedule		
2018-2023			
Estimated City Cost:	\$956,830	Estimated City Share:	100%
<p>Scheduled replacement of Self Contained Breathing Apparatus (SCBA) gear for fire suppression personnel. SCBA is an essential part of a firefighter's protective equipment as it allows a firefighter to enter smoke filled, toxic areas while providing clean air to breathe. SCBA gear is scheduled to be replaced every 8-10 years and air compression equipment every 16-20 years. The Fire Department looks to grants from the Department of Homeland Security as well as other possible grants to cover all or a percentage of the costs associated with replacement. The next replacement is planned to begin in 2022. This replacement program is on-going.</p>			

** = New project to the 2018-2023 CIP

**2018-2023 Capital Improvement Plan
Internal Service Support Programs**

IS-04G	Heart Monitor Replacement Schedule		
	2018-2023		
	Estimated City Cost:	\$129,450	Estimated City Share: 100%
<p>Scheduled replacement of Heart Monitors. A Heart ECG Monitor allows paramedics to monitor possible life threatening heart rhythms, provide defibrillation capabilities, along with vital sign monitoring. This piece of equipment is used on approximately 60-70% of all patients treated. Heart monitors are anticipated to be replaced every 5-7 years. Operating costs are anticipated to remain consistent with timely replacement, before more extensive service and maintenance levels are required to keep older equipment operational. The next replacement is planned to begin in 2022. This replacement program is on-going.</p>			

IS-05	Citywide Fleet Replacement Schedule		
	2018-2023		
	Estimated City Cost:	\$6,962,610	Estimated City Share: 100%
<p>Scheduled replacement of various Fleet Department vehicles and equipment. Operating costs (fuel, maintenance, supplies) of approximately \$600,000 per year for the entire City Fleet are anticipated to remain consistent with timely replacement, before more extensive service and maintenance levels are required to keep older equipment operational. A detailed schedule is provided on pages 72-76 in the Appendix Section. This replacement program is on-going.</p>			

IS-08	Fire Vehicle & Apparatus Replacement Schedule		
	2018-2023		
	Estimated City Cost:	\$5,988,000	Estimated City Share: 100%
<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 77 in the Appendix Section. This replacement program is on-going.</p>			

IS-10B	Computer Network Upgrade Schedule		
	2018-2023		
	Estimated City Cost:	\$630,000	Estimated City Share: 100%
<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 2018-2023 CIP

**2018-2023 Capital Improvement Plan
Internal Service Support Programs**

IS-10D	Office Software Suite Upgrade Schedule		
2018-2023			
Estimated City Cost:	\$134,010	Estimated City Share:	100%
Scheduled upgrade of existing office productivity software suite to current version. Using the product after support ends would pose a significant security risk. The next replacement is planned to begin in 2022. This replacement program is on-going.			

IS-12A	Financial Software System Replacement Schedule		
2018-2023			
Estimated City Cost:	\$3,500,000	Estimated City Share:	100%
Scheduled upgrade of existing financial system to current version. Supports ends in 2020 and using the product after support ends would pose a significant security risk. The next upgrade is planned to begin in 2019. The upgrade will include hardware, software, implementation services, integration services and support. Annual maintenance costs are anticipated to remain consistent at \$40,000 per year. This replacement program is on-going.			

IS-16C	** Electronic Plan Review Software **		
Estimated Total Project:	\$500,000	2018-2018	
Estimated City Cost:	\$500,000	Estimated City Share:	100%
The purchase of software and related equipment that allows the City departments to scan in all construction documents, permit applications and all related paperwork to be stored digitally and allows for electronic plan reviews to be performed. This will reduce the plan review time frame and reduce the number of calls and counter visits for front office staff. It will also enable quicker access to permits, plans, and specifications that will reduce the time to process FOIA requests. Software maintenance of \$100,000 per year is expected for the life of the software.			

IS-18	Election Equipment Replacement Schedule		
2017-2023			
Estimated City Cost:	\$390,000	Estimated City Share:	100%
Scheduled replacement of voting equipment for City administered elections. In FY 2005, the City received election equipment from the State of MI through the Federal Help America Vote Act (HAVA) grant program at a discounted rate. The City currently has 38 voting tabulators, 27 Auto mark Handicap Accessible tabulators, as well as related software for programming the equipment. Operating costs of approximately \$3,500 per year are anticipated to remain consistent with timely replacement, before more extensive			

** = New project to the 2018-2023 CIP

**2018-2023 Capital Improvement Plan
Internal Service Support Programs**

service and maintenance levels are required to keep older equipment operational. The next replacement and/or upgrade of election equipment is planned for 2017. This replacement program is on-going.

**2018-2023 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 2018-2023 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 2018-2023 timeframe.

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

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

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

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

** = New project to the 2018-2023 CIP

**2018-2023 Capital Improvement Plan
Projects Pending**

MR-05D	Adams Boulevard: Street Lighting
<p><i>Installation of street lighting along Adams Boulevard between Marketplace Circle and just north of Hamlin Boulevard to provide for increased nighttime travel safety and visibility. This project is proposed to be entirely funded through METRO Act funding sources. Operating costs of approximately \$10,400 per year are anticipated due to the lighting addition. A Comprehensive City Street Lighting Policy approved by City Council is recommended to be in place prior to including as an active CIP project.</i></p>	
MR-05G	Adams Road @ Tienken Road: Intersection Improvements
<p><i>Extension of the northbound Adams Road right-turn lane and the southbound Adams Road right-turn lane to increase storage capacity. Work also involves upgrading the existing traffic signal from a "span-wire" to a "box-span" configuration. This improvement is recommended based upon the City's Master Thoroughfare Plan Update and a previous joint traffic study between the cities of Rochester Hills and Auburn Hills. This project may assist with minimizing southbound Adams Road cut-through traffic through the Judson Park Subdivision, which has been brought forth to the Advisory Traffic and Safety Board on several occasions. No operating costs are anticipated due to this section of roadway being owned and operated by the RCOC.</i></p>	
MR-13B	Dequindre Road Reconstruction (Hamlin Road - Auburn Road)
<p><i>Reconstruction of Dequindre Road as a 5-lane road between Auburn Road and Hamlin Road. This improvement is part of a larger Road Commission of Oakland County (RCOC) project to widen Dequindre Road as a 5-lane road southbound to Long Lake Road in the City of Troy. No operating costs are anticipated due to this section of roadway being owned and operated by the RCOC.</i></p>	
MR-13C	Dequindre Road Realignment (South of Avon – 23 Mile Road)
<p><i>Construction of Dequindre Road on a new alignment behind the Yates Cider Mill to eliminate the Dequindre Road offset at Avon Road. No operating costs are anticipated due to this section of roadway being owned and operated by the RCOC.</i></p>	
MR-15A	Adams Road @ Butler Road: Traffic Signal & Road Improvement
<p><i>Installation of a new traffic signal at the Adams Road @ Butler Road intersection. Corresponding center left-turn lane improvements are required to facilitate the proposed traffic signal. Pathway ramps meeting ADA compliance will also be installed, including push button and countdown signals. The City has received confirmation from RCOC that the intersection meets signal warrants #2 for installation with the condition that the University Presbyterian Church's (UPC) existing drive be removed and relocated to align with Butler Road and that UPC perform on-site parking lot improvements at their cost. The traffic signal installation is also conditioned upon restricting the turning movements in and out of the UPC's southerly drive and the existing drive for the Brookfield Academy to the north. The City and RCOC would share the costs for the installation of the traffic signal and construction of road improvements. The future operations and maintenance costs of the traffic signal would be shared by the City (25%), RCOC (50%), and the University Presbyterian Church (25%). Operating costs of approximately \$6,000 per year are anticipated due to the widened roadway section and the operation of an additional traffic signal.</i></p>	

** = New project to the 2018-2023 CIP

**2018-2023 Capital Improvement Plan
Projects Pending**

MR-18	Dutton Road Paving (Rainbow Drive – Arthurs Way)
<p><i>Pave and improve approximately 4,200' of Dutton Road between approximately 3,000' west of Livernois Road (just east of Rainbow Drive) and the existing Dutton Road pavement just east of Livernois Road (approximately 1,200'). Proposed road improvements include placing concrete curb & gutter along both sides of Dutton Road to thereby eliminate extensive erosion of existing open ditching and abrupt side embankments adjacent to tree areas. Paving this segment of Dutton Road as a 2-lane roadway would improve road safety by providing a uniform paved road surface for steep road grade and improve safety for Dutton Road at its intersections: Tall Oaks Boulevard, Acorn Glen, Livernois Road, and the Paint Creek Trailway. No operating costs are anticipated due to this section of roadway being owned and operated by the RCOC.</i></p>	

MR-26D	Livernois Boulevard: Street Lighting
<p><i>Installation of street lighting along Livernois Boulevard between Avon Road and just north of Walton Boulevard to provide for increased nighttime travel safety and visibility. This project is proposed to be entirely funded through METRO Act funding sources. Operating costs of approximately \$12,500 per year are anticipated due to the lighting addition. A Comprehensive City Street Lighting Policy approved by City Council is recommended to be in place prior to including as an active CIP project.</i></p>	

MR-42B	Livernois Road @ M-59 Highway: Bridge Expansion
<p><i>Participate in a cost share agreement for expanding the Livernois Road @ M-59 Highway Bridge. The City and RCOC may have the option to construct a complete expansion to the 5-lane bridge, or construct and have abutments placed. No operating costs are anticipated due to this section of roadway being owned and operated by the RCOC.</i></p>	

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

LS-07	Hamlin Court Drainage Improvements
<p><i>Hamlin Court has had poor drainage and has been difficult to maintain for years. This project would extend storm water piping southbound down Hamlin Court to a point that an open ditch could be installed in order to provide drainage for the balance of the road. Any increased operating costs for maintenance would be offset by road and ditch maintenance cost savings.</i></p>	

** = New project to the 2018-2023 CIP

**2018-2023 Capital Improvement Plan
Projects Pending**

LS-08	<i>Bendelow Road Ditching (East Side)</i>
<p><i>Provide drainage for the east side of Bendelow Road including the front yards and road base. The spring thaws and heavy rains can cause water to pond in the yards and adjacent to the Bendelow roadway. In 1996, drainage for Bendelow Road was planned to be improved as part of the west branch of the East Ferry Drain. In 2004, the developer of the Country Club Village Subdivision agreed to install storm sewers that would provide drainage for the west side of Bendelow Road. In 2006, the East Ferry Drain project (SW-06A) was designed and constructed without the Bendelow Road improvements. The change in the project saved the City approximately \$420,000. This project would utilize the improvements previously installed by the developer to provide for catch basins and ditching to the east side of Bendelow Road. No additional operating costs are anticipated for site maintenance.</i></p>	

LS-09	<i>Hillview Street Drainage Improvements</i>
<p><i>Install ditches along Hillview Street. Hillview Street is a gravel local street, 595' in length which runs east to west and slopes steeply at the eastern end. The roadway was constructed without a design and has experienced drainage problems throughout its life. The problem has gotten worse in the last few years as a result of the ditch's loss of definition. Most storm water travels down the roadway causing erosion and depositing the gravel material in a residential front yard. After heavy rains, residents routinely use a wheelbarrow and shovel to manually return the sand and gravel.</i></p>	

LS-14	<i>Kingsview Avenue Paving (SAD)</i>
<p><i>Pave approximately 2,100' of Kingsview Avenue from Livernois Road to Springwood Lane through the adopted City Policy for Special Assessment District gravel to pavement projects. The road is currently gravel. A majority of residents living on Kingsview Avenue submitted petition signatures to request the paving of Kingsview Avenue in accordance with the SAD policy adopted by City Council on October 1, 2013. This project does not include the paving of Kingsview Avenue Court since 3 out of 4 residents were against participation. Operating costs are anticipated to decrease for a period of time by approximately \$1,680 per year due to gravel road grading/chloride operations being eliminated.</i></p>	

LS-15	<i>Bolinger Street Paving (SAD)</i>
<p><i>Pave approximately 600' of Bolinger Street north of Avon Road through the adopted City Policy for Special Assessment District gravel to pavement projects. The road is currently gravel. A majority of residents living on Bolinger Street submitted petition signatures to request the paving of Bolinger Street in accordance with the SAD policy adopted by City Council on October 1, 2013. Operating costs are anticipated to decrease for a period of time by approximately \$480 per year due to gravel road grading/chloride operations being eliminated.</i></p>	

** = New project to the 2018-2023 CIP

**2018-2023 Capital Improvement Plan
Projects Pending**

PK-01H

Bloomer Park: Restroom Modernizations

Remodel/upgrade or replace restroom facilities and shelters in Bloomer Park. Project includes an assessment of each building to determine cost effectiveness of an upgrade or replacement of each building. Upgrades include bringing the buildings into compliance with the ADA and universal accessibility and adding heat to provide modern restrooms for year round use.

PK-04F

Splash Pad / Spray Park

Add new water play feature (Splash Pad) to Spencer Park and/or Bloomer Park. This project can also address some ADA features for lake access and increase the offerings at Spencer Park. It would add a water feature to Bloomer Park. The project would generate additional attendance and revenue in either park.

PK-05F

Borden Park: Soccer Field Renovations

Renovation of three (3) existing soccer fields at Borden Park. Correct drainage, grading, and re-sod to improve performance and safety under high traffic and use. Operating costs of approximately \$10,000 per year per field are anticipated to remain consistent with timely renovations, before more extensive service levels are required to keep the fields in a suitable condition for play.

PK-14

Nowicki Park: Development

Development of the 35-acre park located on Adams Road to include both active and passive recreational opportunities.

PK-16

Yates Park: Parking Lot Rehabilitation

Reconstruction and resurfacing of the Yates Park parking lot in order to make it safer for patrons exiting the park. The existing gravel parking surface and lot angle makes it difficult for patrons to safely merge into traffic on the main roadway. Project could be coordinated with PK-16B Yates Park: Clinton River Access Improvements.

PK-20

Avondale Park: Field Rehabilitation

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.

**2018-2023 Capital Improvement Plan
Projects Pending**

PW-04	Livernois Road Pathway (New Life Lane – Tienken Road)
<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>	
PW-08D	Tienken Road Pathway Gaps [Tiverton Trail Drive – E of Whispering Knoll Lane]
<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>	
PW-08E	Tienken Road Pathway [Van Hoosen Road – Washington Road]
<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>	
PW-31D	John R Road Pathway [Hamlin Road – School Road]
<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>	
SS-13	Sheldon Road: Sanitary Sewer Metering Equipment
<i>Installation of new sanitary sewer metering equipment in existing manhole location on Sheldon Road to monitor the amount of Oakland Township sanitary sewer flows entering the City of Rochester Hills Sanitary Sewer System. The installation of this equipment will allow the City to monitor Oakland Township's sanitary sewer flow in order to insure that they are not exceeding their allotted capacity. The sanitary sewer installation on Sheldon Road was constructed with the District 21 Sanitary Sewer Interlocal Agreement approved by City Council. The City is currently visually monitoring Oakland Township flow and proposes to install the equipment when additional homes are connected to the system. Annual operating costs are anticipated to be covered by the Oakland County Water Resources Commissioner.</i>	
SS-59	LDFA Sanitary Sewer Main Upgrades
<i>One of the primary purposes for completing the M-59 Corridor Plan was to identify what infrastructure would be needed to support an increase in the intensity of development in the study area. It is unknowable at this time where such intensification will occur, so no specific timeframe or dollar value is being assigned at this time. The M-59 Corridor Plan's infrastructure projects are not being prioritized at this point in time as implementation will occur opportunistically as part of a private/public partnership or to support a specific commitment by the private sector.</i>	

**2018-2023 Capital Improvement Plan
Projects Pending**

SW-03B

Karas Creek Bank Stabilization

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.

SW-04B

Stoney Creek Drain Extension

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.

SW-05C

Rewold Drain (Phase C)

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.

SW-08A

Major Waterway Preservation

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.

SW-10

Sump Line Collection System

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,

**2018-2023 Capital Improvement Plan
Projects Pending**

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.

WS-59

LDFA Water Main Upgrades

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

2018-2023 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
City Assessor
Chief Financial Officer
Director of Planning & Development
Director of Public Services

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	Manager of Planning
Crew Leader – Facilities	Media Specialist
Deputy Director DPS / City Engineer	Park Operations Manager
Deputy Director MIS / Network Administrator	Public Utilities Engineer
Director of Building	Senior Financial Analyst
Fire Chief	Supervisor of Communications
Fleet Supervisor	Transportation Engineer
Manager of Economic Development	

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
Director of Planning & Development

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.

**2018-2023 Capital Improvement Plan
Project Application Forms**

2018-2023 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

2018-2023 Capital Improvement Plan Project Application Forms

2018-2023 Capital Improvement Plan – Project Application

Prior Approval: Is this project included the 2017 Adopted or prior year's budget? Has this project been approved by any Board, Commission or City Council?

- | | |
|---|---|
| <input type="checkbox"/> Yes (Please check appropriate box(es) below) | <input type="checkbox"/> No |
| <input type="checkbox"/> City Council | <input type="checkbox"/> Planning Commission |
| <input type="checkbox"/> 2017 Budget | <input type="checkbox"/> Prior Year Budget: _____ |

Total Estimated Cost: In 2017 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

- | | |
|--|---|
| <input type="checkbox"/> Cost of comparable facility / equipment | <input type="checkbox"/> Rule of thumb indicator / unit costs |
| <input type="checkbox"/> Cost estimate from engineer / architect | <input type="checkbox"/> Preliminary estimate |
| <input type="checkbox"/> 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*

2018-2023 Capital Improvement Plan Project Application Forms

2018-2023 Capital Improvement Plan – Equipment Application

Equipment: _____ Date Prepared: _____

Department: _____

Form of Acquisition: Please check one of the following

Purchase

Rental / Lease

Number of Units Requested: _____

Estimated Service Life (Years): _____

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

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

Scheduled Replacement

Present Equipment Obsolete

Replace Worn-Out Equipment

Reduce Personnel Time

Expanded Service Life

New Operation

Increased Safety

Improved Service to Community, Procedures etc...

Other: _____

Replaced Item(s): Attach Separate Sheet if Necessary

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

2018-2023 Capital Improvement Plan Project Application Forms

Project Title: _____

CIP ID #: _____

Project Construction	Cost Before 2017	ADOPTED BUDGET	PROJECTED BUDGET	PROJECTED BUDGET	2020	2021	2022	2023	Total	City Share	TOTAL CITY
		2017	2018	2019							
Preliminary Engineering									\$0	100%	\$0
Right-of-Way Services									\$0	100%	\$0
Land Acquisition (ROW)									\$0	100%	\$0
Geotechnical Engineering									\$0	100%	\$0
Construction									\$0	100%	\$0
Construction Engineering									\$0	100%	\$0
Other Construction Costs									\$0	100%	\$0
Equipment / Vehicle Purchase									\$0	100%	\$0
Total Project Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	100%	\$0

Future Net Operating Costs / Savings	Cost Before								Total	City Share	TOTAL CITY
		2017	2018	2019	2020	2021	2022	2023			
Est. Staffing Impact									\$0	100%	\$0
Est. Operational Impact									\$0	100%	\$0
Est. Maintenance Impact									\$0	100%	\$0
Est. Other Impact									\$0	100%	\$0
Total Operating Impact	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	100%	\$0
Grand Total Project	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0

* Coordinate with:

* Note:

2018-2023 Capital Improvement Plan Project Rating Form

2018-2023 CAPITAL IMPROVEMENT PROJECT RATING FORM				
Project Name: _____		Project #: _____		
Department: _____		Total Score: 0		
Rater Name:	Score Range	Rater Score	Weight	Total Points
1 Contributes to Health, Safety and Welfare Eliminates a known hazard (accident history) Eliminates a potential hazard Materially contributes Minimally contributes No impact	5		5	0
	4			
	3			
	1			
	0			
2 Project Needed to Comply with Local, State or Federal Law Yes No	5		5	0
	0			
3 Project Conforms to Adopted Program, Policy or Plan Project is consistent with adopted City Council policy or plan Project is consistent with Administrative policy No policy / plan in place	5		4	0
	3			
	0			
4 Project Remediates an Existing or Projected Deficiency Completely Remedy Problem Partially Remedy Problem No	5		3	0
	3			
	0			
5 Will Project Upgrade Facilities Rehabilitates / upgrades existing facility Replaces existing facility New facility	5		3	0
	3			
	1			
6 Contributes to Long-term Needs of Community More than 30 years 21 - 30 years 11 - 20 years 4 - 10 years 3 years or less	5		2	0
	4			
	3			
	2			
	1			
7 Annual Impact on Operating Costs Compared to Operating Costs Absent the Project Net Cost Savings No Change Minimal Increase (<-\$25,000) Moderate Increase (\$25,000 - \$100,000) Major Increase (>\$100,000)	5		2	0
	4			
	3			
	2			
	1			
8 Impact Measures - Net Present Value & Internal Rate of Return / # of Years to Recoup Costs 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	0
	4			
	3			
	2			
	1			
	0			
9 Service Area of Project Regional City-Wide Several neighborhoods One neighborhood or less	5		2	0
	4			
	3			
	1			
10 Department Priority High Medium Low	5		2	0
	3			
	1			
11 Project Delivers Level of Service Desired by Community High Medium Low	5		2	0
	3			
	1			

** = New project to the 2018-2023 CIP

**2018-2023 Capital Improvement Plan
Fleet Replacement Schedule**

2018 FLEET EQUIPMENT PURCHASES BREAKDOWN				
VEHICLE TYPE	DEPARTMENT	VEHICLE #	REPLACEMENT CYCLE	ESTIMATED COST
Transmission Fluid Exchanger	<i>DPS - Fleet</i>	#1115	6	\$ 5,890
Deep Tine Aerator	<i>Parks - Borden</i>	#4526	10	\$ 44,250
De-Icing Vehicle Insert	<i>Parks - Borden</i>	#6133	5	\$ 5,040
Dump Body Vehicle Insert	<i>Parks - Borden</i>	#6135	5	\$ 10,150
Rotary Broom	<i>Parks - Spencer</i>	#6155	4	\$ 9,270
Dump Truck Body Insert	<i>Parks</i>	#6185	7	\$ 13,820
Utility Vehicle	<i>Parks - Borden</i>	#6606	4	\$ -
Wheeled Excavator	<i>DPS - Roads</i>	39-148	12	\$ 260,530
Air Compressor	<i>DPS - Fleet</i>	39-228	10	\$ 20,010
Floor Scrubber	<i>DPS - Fleet</i>	39-276	12	\$ 58,470
Tractor/Loader	<i>Cemetery</i>	39-277	12	\$ 67,670
Smart Cart	<i>OCSO</i>	39-324	5	\$ 11,290
Pickup 4wd w\ Plow	<i>DPS</i>	39-293	7	\$ 33,300
Pickup 4wd w\ Plow	<i>DPS</i>	39-299	7	\$ 35,940
Pickup 4wd w\ Plow	<i>Parks - Bloomer</i>	39-528	7	\$ 35,940
Pickup 4wd w\ Plow	<i>DPS - W&S</i>	39-529	7	\$ 33,000
TOTAL 2018 FLEET VEHICLE / EQUIPMENT COSTS:				\$ 644,570

2018-2023 Capital Improvement Plan Fleet Replacement Schedule

2019 FLEET EQUIPMENT PURCHASES BREAKDOWN				
VEHICLE TYPE	DEPARTMENT	VEHICLE #	REPLACEMENT CYCLE	ESTIMATED COST
Wheel Balancer	DPS - Fleet	#5282	8	\$ 4,740
Concrete Power Screed	DPS - Roads	#5877	10	\$ 7,200
Utility Tractor	Parks	#5999	10	\$ 65,730
Zero-Turn Mower	Parks - Borden	#6736	4	\$ 10,930
Zero-Turn Mower	Parks - Borden	#6737	4	\$ 10,930
Utility Vehicle	Parks - Spencer	#6778	4	\$ 14,790
Utility Vehicle	Parks - Borden	#6779	4	\$ 20,160
Finish Machine	DPS - Fleet	#902547	5	\$ 8,190
Tractor/Loader/Backhoe	DPS - Roads	39-084	12	\$ 138,230
Excavator	DPS	39-169	12	\$ 240,070
Forklift	DPS	39-188	10	\$ 31,140
Trash Pump	DPS - Fleet	39-212	10	\$ 56,100
Steam Generating Unit/Trailer	DPS	39-225	12	\$ 26,220
Asphalt Roller	DPS - Roads	39-231	10	\$ 8,030
Tractor / Loader	DPS	39-286	10	\$ 143,970
Concrete Saw	DPS - Roads	39-323	10	\$ 15,010
Wood Chipper	Forestry	39-335	8	\$ 42,780
Sewer Camera Truck	DPS - W&S	39-158	12	\$ 56,230
Pickup 4wd	Forestry	39-160	7	\$ 31,090
Pickup 4wd w\ Plow	DPS	39-292	7	\$ 33,300
Pickup 4wd w\ Plow	Facilities	39-298	7	\$ 35,940
Passenger Car	City Pool	39-525	7	\$ 22,970
Passenger Car	DPS - Roads	39-526	7	\$ 22,970
Pickup 4wd w\ Plow	DPS - W&S	39-527	7	\$ 35,940
Pickup 4wd w\ Plow	DPS - Roads	39-530	7	\$ 33,000
Pickup 4wd	DPS - W&S	39-533	7	\$ 28,160
Pickup 4wd w\ Plow	DPS	39-534	7	\$ 33,250
Pickup 4wd w\ Plow & Platform	DPS	39-535	7	\$ 37,410
Pickup 4wd w\ Plow	DPS	39-536	7	\$ 33,250
Pickup 4wd w\ Plow	DPS	39-537	7	\$ 33,250
Pickup 4wd w\ Plow & Platform	DPS	39-538	7	\$ 37,410
Sport Utility 4wd	Media	39-555	7	\$ 24,070
TOTAL 2019 FLEET VEHICLE / EQUIPMENT COSTS:				\$1,342,460

**2018-2023 Capital Improvement Plan
Fleet Replacement Schedule**

2020 FLEET EQUIPMENT PURCHASES BREAKDOWN				
VEHICLE TYPE	DEPARTMENT	VEHICLE #	REPLACEMENT CYCLE	ESTIMATED COST
Fuel Management System	<i>Fleet</i>	#6143	10	\$ 30,710
Zero Turn Mower	<i>Parks - Borden</i>	#6263	4	\$ 11,800
Zero Turn Mower	<i>Parks - Borden</i>	#6264	4	\$ 11,800
Pressure Washer	<i>DPS - Fleet</i>	#6743	5	\$ 10,520
Utility Vehicle	<i>Parks - Borden</i>	#6776	4	\$ 9,340
Utility Vehicle	<i>Parks - Borden</i>	#6777	4	\$ 9,340
Utility Vehicle	<i>Parks - Museum</i>	#6780	4	\$ 9,260
Trailer Mounted Hot Pathcer	<i>DPS - Roads</i>	29-235	8	\$ 33,320
Wheel Loader	<i>DPS - Roads</i>	39-296	10	\$ 201,710
Radar Smart Cart	<i>OCSO</i>	39-324	5	\$ 16,120
Crash Attenuator	<i>Fleet</i>	39-327	10	\$ 23,310
Tandem-Axle Dump Truck	<i>DPS</i>	39-189	12	\$ 228,060
Tandem-Axle Dump Truck	<i>DPS</i>	39-190	12	\$ 228,060
Tandem-Axle Dump Truck	<i>DPS</i>	39-270	12	\$ 228,060
Tandem-Axle Dump Truck	<i>DPS</i>	39-271	12	\$ 228,060
Tandem-Axle Dump Truck	<i>DPS</i>	39-272	12	\$ 228,060
Pickup 4wd	<i>Building</i>	39-543	7	\$ 27,580
Pickup 2wd	<i>Parks - Spencer</i>	39-544	7	\$ 30,750
Pickup 4wd w\ Plow	<i>Parks - Borden</i>	39-547	6	\$ 35,170
Pickup 4wd w\ Dump	<i>Parks - Borden</i>	39-548	6	\$ 38,440
Pickup 4wd w\ Platform	<i>Parks - Borden</i>	39-560	7	\$ 47,320
TOTAL 2020 FLEET VEHICLE / EQUIPMENT COSTS:				\$1,686,790
2021 FLEET EQUIPMENT PURCHASES BREAKDOWN				
VEHICLE TYPE	DEPARTMENT	VEHICLE #	REPLACEMENT CYCLE	ESTIMATED COST
Municipal Tractor	<i>DPS</i>	39-287	12	\$ 165,070
Concrete Saw	<i>DPS - Roads</i>	39-336	10	\$ 25,450
Pickup 4wd	<i>DPS</i>	39-297	10	\$ 42,830
2-Yard Dump Truck	<i>DPS</i>	39-531	10	\$ 54,350
Sanitary Sewer Truck	<i>DPS - W&S</i>	39-532	10	\$ 544,210
Sport Utility 4wd	<i>DPS - W&S</i>	39-550	7	\$ 25,720
Passenger Car	<i>Assessing</i>	39-551	7	\$ 25,220
Pickup 4wd w\ Plow	<i>DPS</i>	39-567	6	\$ 39,030
Pickup 4wd w\ Plow	<i>DPS</i>	39-568	6	\$ 39,030
Pickup 4wd w\ Crane Body	<i>DPS</i>	39-569	6	\$ 72,260
TOTAL 2021 FLEET VEHICLE / EQUIPMENT COSTS:				\$1,033,170

**2018-2023 Capital Improvement Plan
Fleet Replacement Schedule**

2022 FLEET EQUIPMENT PURCHASES BREAKDOWN				
VEHICLE TYPE	DEPARTMENT	VEHICLE #	REPLACEMENT CYCLE	ESTIMATED COST
De-Icing Vehicle Insert	<i>Parks - Borden</i>	#6133	5	\$ 5,890
Dump Body Vehicle Insert	<i>Parks - Borden</i>	#6134	5	\$ 8,500
Dump Body Vehicle Insert	<i>Parks - Borden</i>	#6135	5	\$ 11,880
Rotary Broom	<i>Parks - Spencer</i>	#6155	4	\$ 10,420
Sign Shop Cutter	<i>DPS - Roads</i>	#6163	5	\$ 7,990
Field Rake	<i>Parks - Borden</i>	#6168	5	\$ 14,240
Zero Turn Mower	<i>Parks - Borden</i>	#6265	4	\$ 15,720
Municipal Tractor	<i>Parks - Borden</i>	#6270	10	\$ 66,260
Utility Vehicle	<i>Parks - Borden</i>	#6606	4	\$ 10,040
Equipment Trailer	<i>OCSO</i>	39-230	5	\$ 10,050
Dump Body Vehicle Insert	<i>Parks - Borden</i>	39-232	10	\$ 9,700
Dump Body Vehicle Insert	<i>Cemetery</i>	39-233	10	\$ 8,670
Dump Body Vehicle Insert	<i>Parks - Borden</i>	39-234	10	\$ 11,610
Equipment Trailer	<i>DPS</i>	39-236	10	\$ 10,240
Equipment Trailer	<i>DPS</i>	39-237	10	\$ 10,240
Pickup 4wd w\ Plow	<i>Parks - Borden</i>	39-579	6	\$ 34,830
Tandem-Axle Dump Truck	<i>DPS</i>	39-294	12	\$ 255,650
Tandem-Axle Dump Truck	<i>DPS</i>	39-295	12	\$ 255,650
2-Yard Dump Truck	<i>Parks - Borden</i>	39-549	8	\$ 95,590
Forestry Chipper Truck	<i>Forestry</i>	39-552	8	\$ 76,460
Sport Utility 4wd	<i>Building</i>	39-561	7	\$ 27,830
Pickup 4wd	<i>Ordinance</i>	39-563	7	\$ 31,570
Pickup 4wd	<i>DPS</i>	39-564	7	\$ 31,570
Pickup 4wd	<i>DPS - Roads</i>	39-565	7	\$ 31,570
Pickup 4wd	<i>DPS - W&S</i>	39-566	7	\$ 31,570
Cargo Van	<i>DPS - W&S</i>	39-570	7	\$ 25,010
Cargo Van	<i>DPS - W&S</i>	39-571	7	\$ 25,010
Sport Utility 4wd	<i>Building</i>	39-592	7	\$ 27,830
TOTAL 2022 FLEET VEHICLE / EQUIPMENT COSTS:				\$1,161,590

**2018-2023 Capital Improvement Plan
Fleet Replacement Schedule**

2023 FLEET EQUIPMENT PURCHASES BREAKDOWN				
VEHICLE TYPE	DEPARTMENT	VEHICLE #	REPLACEMENT CYCLE	ESTIMATED COST
Slide-In Aluminum Dump Unit	DPS	#6526	10	\$ 8,090
Zero-Turn Mower	Parks - Borden	#6736	4	\$ 12,790
Zero-Turn Mower	Parks - Borden	#6737	4	\$ 12,790
Utility Vehicle	Parks - Spencer	#6778	4	\$ 17,310
Utility Vehicle	Parks - Borden	#6779	4	\$ 23,590
Traffic Arrowboard	DPS	39-325	7	\$ 7,230
Traffic Arrowboard	DPS	39-326	7	\$ 7,230
Pickup 4wd w/Plow	DPS	39-575	7	\$ 59,220
Pickup 4wd w/Plow	Cemetery	39-154	6	\$ 41,290
Jeep Patriot FWD	DPS	39-582	7	\$ 25,130
GMC TS15653	Building	39-576	7	\$ 34,690
GMC Savanna	Facilities	39-574	7	\$ 29,500
2 WD EXT CAB PICKUP	Building	39-577	7	\$ 34,690
4X4 CREW CAB PICKUP	Building	39-578	7	\$ 34,500
GMC SIERRA CAB & w\ Platform Body	DPS	39-289	6	\$ 60,010
GMC SIERRA 4X4 PICKUP w\ Plow	Parks - Borden	39-290	6	\$ 38,950
GMC SIERRA 4X4 PICKUP w\ Plow	Parks - Borden	39-291	6	\$ 38,950
GMC 4X4 EXTENDED CAB	Ordinance	39-545	10	\$ 31,020
VACTOR 2115 COMBINATION	DPS	39-546	10	\$ 577,050
TOTAL 2023 FLEET VEHICLE / EQUIPMENT COSTS:				\$1,094,030

2018-2023 Capital Improvement Plan Fire Replacement Schedule

2018 FIRE DEPARTMENT VEHICLE & APPARATUS BREAKDOWN				
VEHICLE TYPE	DIVISION	VEHICLE #	REPLACEMENT CYCLE (Years)	ESTIMATED COST
Sport Utility 4wd	Administration	<i>Chief 1</i>	10	\$ 56,000
Sport Utility 4wd	Administration	<i>Chief 2</i>	10	\$ 56,000
Sport Utility 4wd	Fire Prevention	<i>Chief 3</i>	10	\$ 56,000
Sport Utility 4wd	Training	<i>Captain 2</i>	10	\$ 56,000
2018 TOTAL FIRE DEPARTMENT VEHICLE & APPARATUS COSTS:				\$ 224,000

2019 FIRE DEPARTMENT VEHICLE & APPARATUS BREAKDOWN				
VEHICLE TYPE	DIVISION	VEHICLE #	REPLACEMENT CYCLE (Years)	ESTIMATED COST
Pickup 4wd	Fire Suppression	<i>Utility 1</i>	10	\$ 46,000
Pickup 4wd	Fire Suppression	<i>Utility 3</i>	10	\$ 46,000
Pickup 4wd	Fire Suppression	<i>Utility 4</i>	10	\$ 46,000
Ladder Quint	Fire Suppression	<i>Ladder 3</i>	20	\$ 1,200,000
2019 TOTAL FIRE DEPARTMENT VEHICLE & APPARATUS COSTS:				\$ 1,338,000

2020 FIRE DEPARTMENT VEHICLE & APPARATUS BREAKDOWN				
VEHICLE TYPE	DIVISION	VEHICLE #	REPLACEMENT CYCLE (Years)	ESTIMATED COST
Sport Utility 4wd	Fire Prevention	<i>Inspector 1</i>	10	\$ 48,000
Sport Utility 4wd	Fire Prevention	<i>Inspector 2</i>	10	\$ 48,000
2020 TOTAL FIRE DEPARTMENT VEHICLE & APPARATUS COSTS:				\$ 96,000

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

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

2023 FIRE DEPARTMENT VEHICLE & APPARATUS BREAKDOWN				
VEHICLE TYPE	DIVISION	VEHICLE #	REPLACEMENT CYCLE (Years)	ESTIMATED COST
Ladder Quint	Fire Suppression	<i>Ladder 4</i>	20	\$ 1,400,000
2023 TOTAL FIRE DEPARTMENT VEHICLE & APPARATUS COSTS:				\$ 1,400,000

**2018-2023 Capital Improvement Plan
Aggregate Spreadsheet**

Aggregate Spreadsheet (page #1)

**2018-2023 Capital Improvement Plan
Aggregate Spreadsheet**

Aggregate Spreadsheet (page #2)

2018-2023 Capital Improvement Plan CIP Schedule

January 17	CIP Project Group receives CIP schedule and instructions. 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 23	Mayor or City Council representative (at City Council meeting) announces request for public submission of any eligible project.
February 24	Deadline to submit new CIP project applications/re-evaluations.
March 21	CIP Project group & CIP Policy group meeting (Q & A opportunity for CIP Policy group).
March 31	CIP Project ratings due from Policy Group.
April 18	Planning Commission Workshop and public hearing to review Draft 2018-2023 CIP and to provide an opportunity for public input.

**2018-2023 Capital Improvement Plan
Notice of Public Hearing**



**NOTICE OF PUBLIC HEARING
ON THE PROPOSED
2018-2023 CAPITAL IMPROVEMENT PLAN
ROCHESTER HILLS PLANNING COMMISSION**

Notice is hereby given that the City of Rochester Hills Planning Commission will hold a Public Hearing at 1000 Rochester Hills Drive, Rochester Hills, Oakland County, Michigan 48309, on Tuesday, April 18, 2017 at 7:00 p.m. to receive public comments regarding the City of Rochester Hills 2018-2023 Capital Improvement Plan as a component of the City's Comprehensive Plan.

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

Deborah Brnabic, Chairperson
Rochester Hills Planning Commission

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

Dated this 23rd day of March 2017
at Rochester Hills, Michigan.
Publish Monday, April 3, 2017

2018-2023 Capital Improvement Plan Capital Improvement Plan Review

2018-2023 Capital Improvement Plan / Projects Added			
		<i>Year</i>	
FA-03G	Van Hoosen / Jones Cemetery: Pole Barn	2018	New Project Submittal
FA-13L	Fire Department LED Signs - All Stations	2019	New Project Submittal
IS-16C	Electronic Plan Review Software	2018	New Project Submittal
LS-05	Reuther Middle School Street Lighting	2018	New Project Submittal
LS-06	Reuther Middle School Area Sidewalks	2018-2019	New Project Submittal
MR-02J	Hamlin Road [City Limit to East of Adams Road]	2017-2018	New Project Submittal
MR-03	Harding Avenue Rehabilitation	2018	New Project Submittal
MR-16A	Auburn Road Corridor Improvements	2018-2019	New Project Submittal
MR-17	Avon Industrial Drive	2021	New Project Submittal
MR-28	John R Road Rehabilitation [Avon Road to Bloomer Road]	2021	New Project Submittal
PK-05G	Borden Park: Tennis & Pickle Ball Court Rehabilitation	2019	New Project Submittal
PK-07	Infield Groomer	2018	New Project Submittal
SW-14	Hamilton Relief Drain Repair	2017-2018	New Project Submittal
WS-16	Bedford Square Apartments / Tienken Court: Water Main Replacement	2018-2019	New Project Submittal
WS-17	Wayside Court Water Main Extension	2018	New Project Submittal
WS-37	Adams High School: Water Main Replacement	2018	New Project Submittal

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2018-2023 Capital Improvement Plan / Projects Deleted		
		<i>Reason Not Included</i>
FA-02K	Fire Station #1: Rear Access Drive Reconstruction	Project Complete
FA-08B	Interchange Technology Park: Site Preparation	Project Deleted
LS-14	Kingsview Avenue Paving (SAD)	Defer to Pending
LS-15	Bolinger Street Paving (SAD)	Defer to Pending
MR-02I	Hamlin Boulevard [Adams Road - West City Limit]: Irrigation System	Project Complete
MR-07A	Auburn Road: Turn-Lane Improvements	Project Complete
MR-08	Horizon Court Rehabilitation	Project Complete
MR-11	Rochester Industrial Drive Reconstruction	Project Complete
MR-23C	Meadowfield Drive @ Yorktowne Drive: Traffic Signal Installation	Project Deleted
MR-26F	Livernois Road: NB Right-Turn Lane @ Auburn Road	Project Complete
MR-31E	John R Road: NB Right-Turn Lane @ Auburn Road	Project Complete
MR-39	South Boulevard Rehabilitation [East of Crooks - West of Livernois]	Project Complete
MR-57	Drexelgate/Eddington @ Rochester Road: Traffic Signal	Project Complete
PK-01H	Bloomer Park: Restroom Modernizations	Defer to Pending
PK-05H	Borden Park: Office Relocation	Project Complete
PK-05J	Borden Park: Maintenance Yard	Project Complete
PW-12	Rochester Road Pathway Gaps [Orion Road & Wimberly Drive]	Project Complete
WS-07	Booster Station #2: Replacement	Project Complete
WS-15	Michelson Road: Water Main Extension	Project Complete
WS-36	Section #33: Water Main Replacement	Project Complete
WS-40	Tienken Court: Water Main Replacement	Project Deleted

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2018-2023 Capital Improvement Plan / Project Timeline Changes			
		<i>Project Timelines:</i>	
		<i><u>Prior</u></i>	<i><u>Revised</u></i>
MR-46	Star Batt Drive Reconstruction (Formerly Titled Industro Plex Industrial Park Reconstruction)	2019-2019	2019-2020
PK-11	Clinton River Access: Parking Lot & Canoe/Kayak Launch	2018-2018	2020-2020
PK-16B	Yates Park: Clinton River Access Improvements	2018-2018	2021-2023
PS-08	Master Thoroughfare Plan Update Schedule	2018-2019	2019-2020
PW-07C	Adams Road Pathway [Powderhorn Ridge Road - Tienken Road]	2016-2016	2019-2019
PW-09A	Technology Drive Pathway [Auburn Road - 2,250' North]	2016-2017	2016-2018
PW-21	East Nawakwa Pathway [Rochester Road - Joshua Drive]	2017-2018	2019-2020
SS-10B	Wimberly Drive: Sanitary Sewer Replacement	2016-2016	2017-2018
SS-30	Sanitary Sewer Easement Machine	2017-2017	2018-2018
WS-16	Bedford Square Apts/Tienken Court: Water Main Replacement	2020-2020	2018-2019

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