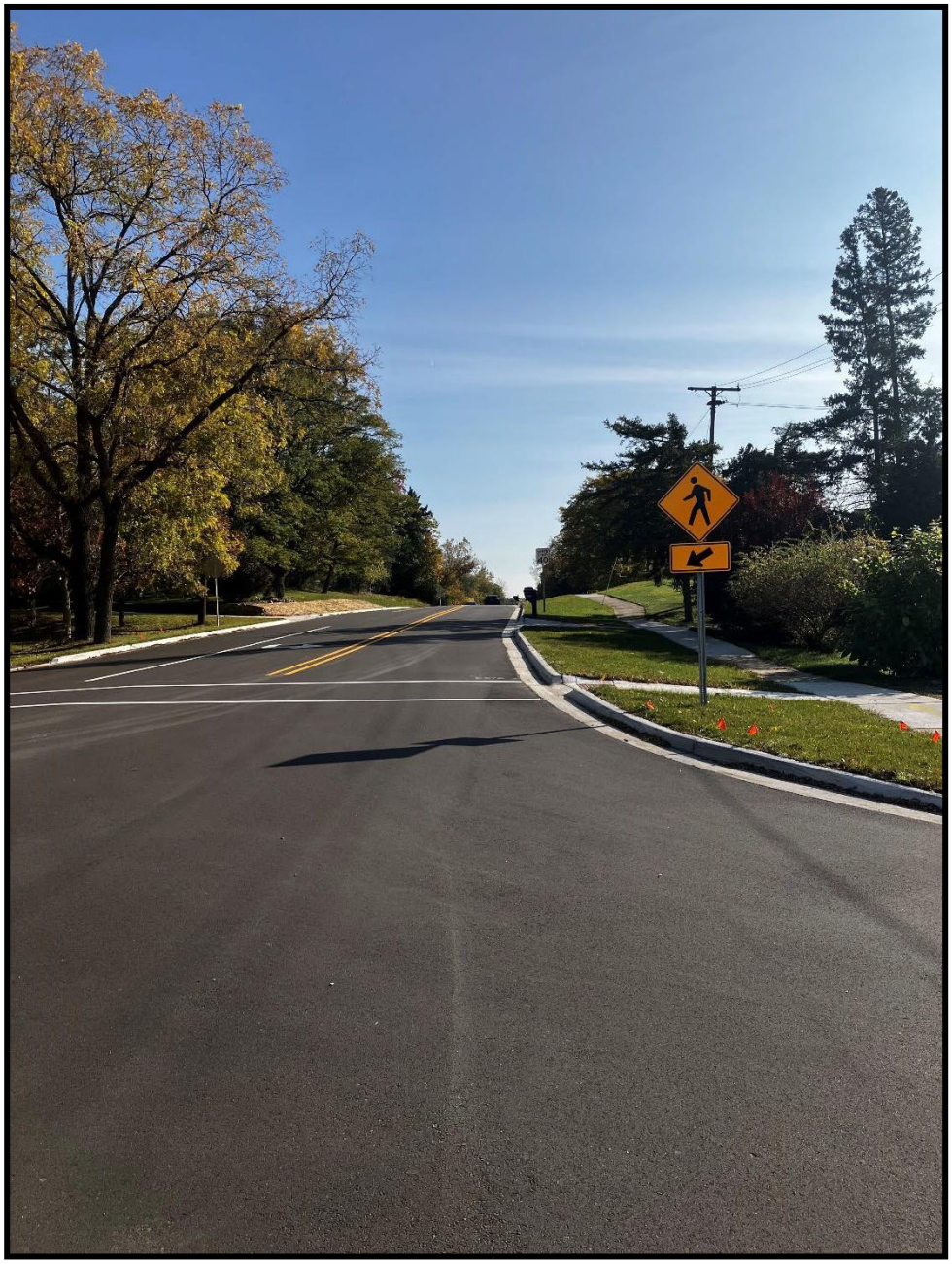
Capital Improvements Plan

2025/2026 – 2030/2031



Eleven Mile Road repaving at Power Road

Intentionally left blank

CAPITAL IMPROVEMENTS PLAN
2025/2026 – 2030/2031

Farmington Hills City Council
Theresa Rich, Mayor
Bill Dwyer, Mayor Pro Tem
Jon Aldred
Jackie Boleware
Michael Bridges
Randy Bruce
Valerie Knol

Farmington Hills Planning Commission
John Trafelet, Chair
Marisa Varga, Vice Chair
Kristen Aspinall, Secretary
Barry Brickner
Dale Countegan
Tanji Grant
Joe Mantey
Steven Stimson
Danielle Ware

Acknowledgements, Background information of this document has been provided by:
Gary Mekjian, City Manager
Karen Mondora, Assistant City Manager
John Piggot, Acting Chief of Police
Jon Unruh, Fire Chief
Jason Olszewski, Deputy Fire Chief
Jason Baloga, Fire Marshal
Michelle Aranowski, Director of Central Services
Carly Lindahl, City Clerk
Ellen Schnackel, Director of Special Services
Jacob Rushlow, Director of Public Services Services
James Cubera, City Engineer
Derrick Schueller, Public Works Superintendent
Thomas Skrobola, Director of Finance/Treasurer
Charmaine Kettler-Schmult, Director of Planning and Community Development

Special Thanks to the CIP document preparation team:
Planning and Public Services Secretary's

Capital Improvements Plan Schedule:
Planning Commission Study Session January 23, 2025
Planning Commission Public Hearing February 27, 2025

Table of Contents

Introduction/Legal Authority **1**
CIP Overview of Programming **2**
Planning Commission Priorities 2025/2026 ..... **3**
Financing Overview **5**
Accomplishments **7**
CIP Table Totals for all Project Expenditures **15**

Public Facilities **23**
Projects Table 15

Police **25**
Projects Table 15

Technology **27**
Projects Table 15

Parks & Recreation **29**
Projects Table 16

Equipment **35**
Fire Department 35
Projects Table 16
Division of Public Works 37
Projects Table 17
Fleet & Motor Pool Vehicles 39
Projects Table 17

Drainage **41**
Projects Table 18
Drainage Map 47

Sanitary Sewers **49**
Projects Table 19

Watermains **51**
Projects Table 19
Water Main Map 53

Sidewalks **55**
Projects Table 20
Sidewalk Maps 56

Transportation **57**
Projects Table 21
Major Road Projects 60

Local Roads **63**
Project Table 21
Local Road Map 64

Intentionally left blank

CAPITAL IMPROVEMENTS PLAN

2025-2026–2030-2031

INTRODUCTION/LEGAL AUTHORITY

The Capital Improvements Plan (CIP) is an essential planning tool for the development of the social, physical, and economic wellbeing of the City of Farmington Hills. This plan is the first step in an organized effort to strengthen the quality of public facilities and services. This provides a framework for the realization of community goals and objectives as envisioned in the City's Master Plan for Future Land Use as adopted by the Planning Commission and City Council.

In a practical sense, the CIP process allows the City to identify, prioritize and implement capital projects over multiple years. Public improvements originating from the CIP process have served to improve the quality of life for all Farmington Hills residents. As the community matures, policy makers will look to the CIP for answers in addressing public needs. This year's plan continues in that tradition.

Legal authority for capital improvement planning is found in state law. Specifically, Act 33 of the Public Acts of 2008, the Michigan Planning Enabling Act provides:

"To further the desirable future development of the local unit of government under the master plan, a planning commission, after adoption of the master plan, shall annually prepare a capital improvements program of public structures and improvements, unless the planning commission is exempted from this requirement by charter or otherwise. If the planning commission is exempted, the legislative body either shall prepare and adopt a capital improvements program, separate from or as a part of the annual budget, or shall delegate the preparation of the capital improvements program to the chief elected official or a non-elected administrative official, subject to final approval by the legislative body. The capital improvements program shall show those public structures and improvements, in the general order of their priority, that in the commission's judgment will be needed or desirable and can be undertaken within the ensuing six-year period. The capital improvements program shall be based upon the requirements of the local unit of government for all types of public structures and improvements. Consequently, each agency or department of the local unit of government with authority for public structures or improvements shall upon request furnish the planning commission with lists, plans and estimates of time and cost of those public structures and improvements."

Moreover, the City Charter, Sections 3.07 and 6.08, indicates that the City Manager shall have the responsibility of submitting a Capital Improvements Plan to the City Council.

CIP GOAL

To plan for and guide needed capital improvements and expenditures in a fiscally sound manner and to ensure that these improvements are consistent with the goals and policies of the City of Farmington Hills and the expectations of its residents.

DEFINITION: BUDGET VS. PLAN

The Capital Improvements Plan identifies all major capital projects with cost estimates anticipated in both capital and future operating costs over a six-year period. The program is intended to serve existing and anticipated development in the City. All CIP projects are listed on a priority basis and reflected by fiscal year within the plan. The plan also includes an indication for providing the financial means for implementing the projects.

The representations contained in this plan reflect input from the City's administration as adopted by Planning Commission. The actual budgets, however, for the designated years are determined annually by the City Council in accordance with the City Charter and State law. The Council may add, delete, or otherwise change priorities as they deem necessary within the annual budget review and approval process.

Each year as a capital budget is implemented, the next five-year cycle is reevaluated, and an additional year is added to comprise a six-year plan. Capital improvements beyond the sixth year are occasionally identified in the future column for tracking purposes.

CAPITAL IMPROVEMENTS PLANNING - AN OVERVIEW

Capital improvements' planning involves, to varying degrees, the following steps:

- **Inventory** - an assessment and compilation of existing and future project needs.
- **Financial Analysis** - an analysis of all existing and potential fiscal resources.
- **Determining Priorities** - the task of comparing needs and desired projects against financial resources and other criteria.
- **Establishing Goals and Objectives -** Asking the Questions: What do we want to accomplish? How can we get there? And how do we pay for it?
- **Develop a Schedule** - look at a logical sequence, relating needs with financial resources.
- **Gain Approval** - from appropriate local officials, other funding or cooperating agencies and, most importantly, residents of the community.
- **Implement the Plan** - incorporate the first year of the capital plan into the next operating budget.
- **Review and Update** - each year review and update both the capital budget and six-year plan.

One of the more difficult tasks in developing a capital improvements plan is the establishment of priorities, i.e., selecting one project over another when financial resources are limited. The criteria used in establishing priorities include:

- Protecting life and property
- Maintaining public health and safety
- Maintaining public property
- Replacing obsolete facilities
- Providing public convenience and comfort
- Providing effective and efficient public services

- Reducing operating costs
- Enhancing recreational value
- Enhancing economic value
- Improving social, cultural, and aesthetic value
- Making prudent use of limited financial resources

PLANNING COMMISSION PRIORITIES 2025/2026

As a reviewing body the Planning Commission established the following priorities for the CIP 2025/2026 – 2030/ 2031.

- There is a strong desire to prioritize walkability, specifically to prioritize clear sidewalks in the winter.

- The Planning Commission is supportive of the inter-community Nine Mile Road non-motorized pathway project.

- Enclosed bus shelters especially the bus stops are heavily used.

- Planning Commission recognizes and supports utility investments including Gas, Electric, and Fiberoptics to replace and upgrade infrastructure within Farmington Hills.

ADVANTAGES OF CAPITAL IMPROVEMENTS PLANNING

The Capital Improvements Plan provides numerous advantages. The following programming advantages are considered the most important:

- Planning calls attention to the unmet needs of the City and stimulates corrective action. Residents can provide public input and critical review of the City's long-range plans.

- Planning for future needs ensures that projects will benefit the entire community. Residents can see what they are getting for their tax dollars.

- Planning can help bring about a better balance to project funding among public agencies and departments.

- Planning can eliminate the possibility of duplication of effort involving time and money between various local public agencies and improve project scheduling.

- Planning enables the community to effectively take advantage of anticipated and unanticipated State and Federal grants.

- Planning can provide decision makers with sound justification for needed improvements based on the comprehensiveness of the process.

- Planning future needs allows the community to stabilize tax rates over a period of years by anticipating funding requirements.

- Planning provides the required lead-time for designing and engineering improvements in advance of actual needs.

ONGOING COSTS

Many capital improvements require ongoing operational and/or maintenance costs. The City's 1995 Management Audit identified the need for operational impact statements in the Capital Improvements Plan. Those statements are contained within the CIP tables of capital improvements. While referenced in the CIP, individual departments would assume these costs in their operating budgets.

CIP SCHEDULE

The following schedule serves as a guide for development, review and approval of the Capital Improvements Plan.

- In accordance with Section 6.08 of the City Charter, the City Manager shall submit to the Council a five-year projection in such detail as the Council may require and outline major capital expenditures or projects that are planned for the City.

- In November/December of each year the City Council may provide its input to the City Manager relative to capital needs, priorities, projects, and changes that it would like to see evaluated or reevaluated in preparation forthe updating of the City's Capital Improvements Plan.

- Act 33 of the Public Acts of 2008 provides that the City Planning Commission shallannually prepare a six-year plan of public structures and improvements.

- In February of each year, the City Manager and Planning Commission shall jointly review the past year's capital budget and six-year projection of capital improvements. At this time preparation of an updated Capital Improvements Plan is initiated for the ensuing six-year period.

- Subsequently of each year, the Planning Commission shall hold a public hearing to review the Capital Improvement Plan and gather public input prior to adoption of the plan.

- By the first meeting in April, the City Manager and Planning Commission shall submit to the City Council a Capital Improvements Plan. This may take the form of a single plan, joint plan, or separate plans, depending on the degree of consensus as to projects, priorities, and methods of financing.

- The City Council will consider the recommended Capital Improvements Plan as transmitted by the Planning Commission and City Manager and approve a capital improvement fund budget along with the general City operating budget no later than its first meeting in June.

CIP CRITERIA

The CIP is a planning tool and not a promise of funding. Significant capital projects are identified with cost estimates and prioritized. Lesser capital expenditures for such things as municipal vehicles and pavement repair are anticipated in the City’s general budget.

The following criteria are used to include a capital project or expenditure within the CIP:

- The project must impact the City-at-large or address a major need within the City in some specific way.

- The project represents a public facility.
- The project represents a physical improvement.
- The project requires the expenditure of at least $25,000. Some CIP projects under $25,000 may be included if they are part of a larger network or system of improvements.

From year to year, CIP projects are subject to change in response to community needs and available funding. Cost estimates for projects contained herein are based on current dollars, adjusted for inflation in the out years.

FINANCING OVERVIEW

Government, like private industry, must generate adequate revenues to fund operations, capital improvements, and debt retirement. Revenues available to local government are fees, user charges, and state and federal revenue sharing including grants and taxation.

Capital improvements can be financed through internal financing, such as pay as you go or debt financing. The two approaches are explained below.

Internal Financing

Under this approach, capital projects are financed from monies dedicated specifically for capital improvements. Annual tax levies and fund balances can be used to implement capital projects. Funding may be derived from:

- Approved City Budget.
- Dedicated millage above the Charter limit approved by the voters.
- Existing capital improvement funds.
- Energy and Environmental Sustainability Fund
    - This revolving fund has been created to provide a source of funding specifically targeted towards energy and environmental projects that fall outside of normal capital replacement, maintenance, or other related programs. This fund was originally capitalized through grant funding and utility rebates and is sustained through collecting a portion of the energy savings realized through the City's energy efficiency efforts.

Tax Increment Financing (TIF)

For projects located in the Grand River Corridor Improvement Authority (CIA), tax increment revenues can be used to fund projects outlined in the City Council approved CIA Development Plan or to support related debt financing.

Debt Financing

The following debt financing instruments are available:

Limited Tax General Obligation (LTGO) Bonds. The City, without voter approval, may pledge revenues from its remaining charter millage plus existing fund balance to provide for principal and interest payments on bonds issued. If, in the future, the unused charter millage and fund balance prove insufficient to meet debt service requirements, then the City's operating budget would be required to meet the debt service payments.

Unlimited Tax General Obligation (UTGO) Bonds.
With voter approval, the City can issue bonds, which pledge the City's unlimited taxing power to meet any debt service requirements of the bond issue.

Special Assessment Bonds. Bonds issued in anticipation of the payment of special assessments may be an obligation of a special assessment district, or districts, or may be both an obligation of a special assessment district, or districts, and a general obligation of the City.

Voter Approved Earmarked Millage. Voter approved millage can be utilized partially for projects on a pay-as-you-go basis. The remaining dedicated millage can be pledged to meet debt service payments on projects funded through debt issues.

Lease Purchase Agreements. This method involves a contractual agreement with a private developer/investor who finances the project and leases it back to the local unit of government until the debt is fully retired, at which time ownership reverts to the City.

Capital Lease/Installment Loans. Most used for vehicles and equipment, like a lease purchase agreement, per Act 99, this method allows for a three-party agreement between the City, the vendor/contractor and financial/lending institution.

IMPACT OF LEGISLATION ON TAXING AUTHORITY

Property tax revenue is derived from tax rate and State Equalized Value (SEV) of all taxable properties in the City. An increase in combined SEV can be due to either actual new construction or inflation on existing real estate. During periods of inflation on real estate, communities were able to generate increased tax revenues while keeping tax rates stable. "Automatic" increases in revenues generated from taxes precipitated a constitutional amendment in 1978.

The Headlee Amendment was approved by the State's electorate in 1978 as a constitutional amendment to limit the automatic increase in tax revenue caused by ever-increasing property values. This limitation allows tax revenue to increase only as high as the Consumer Price Index (CPI) plus the value of new construction. This limitation applies to the current Farmington Hills authorized charter millage limit of 10 mills. Otherwise stated, if property values increase more than the CPI, the tax rate must be rolled back so the resulting revenue does not exceed the increase in CPI. Debt existing prior to the passage of this constitutional amendment and voter approved debt issued since the legislation is exempt from this limitation.

In 1994, the State electorate approved a state constitutional amendment commonly known as “Proposal A.” This amendment limited increases in the taxable value of existing real property on a per parcel basis to the lesser of 5% or the CPI. Once existing property was transferred or sold, property values for tax purposes could be raised to 50% of fair market value. This effectively limited increases in tax revenue for municipalities to the CPI, if it was less than 5%, and new construction values.

ACCOMPLISHMENTS

The following list identifies projects either completed or initiated this past year.

Public Facilities

Each year the database created from the City-wide facilities condition assessment is used to evaluate assets at each of the City owned buildings. An analysis is performed by City staff to prioritize facility needs based upon asset usage, age, condition, predicted useful life and estimated replacement value. Projects completed as a part of this evaluation process included:

- Police Station Automatic Transfer Switch Replacement
- HVAC Upgrades at Fire Station #5 and the Ice Arena
- Brick Paver Patio Replacement at the Longacre House
- Fire Alarm Replacement at Fire Stations #3 and #4 and DPW
- Roof Replacement at Fire Station #1
- Installation of a new fuel island at the City Hall Campus along with the replacement of the west parking lot. The fueling system includes a new above-ground tank and dispensers and storm water treatment upgrades.
- Installation of Citygate signage and landscaping along the Orchard Lake Road exit ramps from the I-696 expressway.
- Installation of landscaping, fencing, and foundation for future signage/sculpture within the Orchard Lake Road roundabout, south of 14 Mile Road.
- Concept plan for the installation of fencing and automated gates around the Police Station parking lot, new fueling system and west parking lot.

Police

- The Police Department's property contains emergency infrastructure and equipment critical to providing continuous emergency services. Open access to this area exposes this equipment and infrastructure to sabotage or vandalism, which would render these items and the department ineffective. In addition, the critical areas are currently prohibited for public access by signage only, for security and safety purposes. Access control improvements would be designed to decrease accessibility to these sensitive areas and improve employee safety and infrastructure security. The department is currently participating in a feasibility study to determine how best to design and implement this project.
- The police department purchased, equipped, staffed, and trained two additional canine teams.
- The department fully implemented the AXON "Officer Safety Package" which includes a secure digital evidence retention system, video redaction software, body worn camera system, in-car camera system, and new Tasers.
- The women's locker room was expanded to accommodate an increasing diverse work force.

- The police department purchased 115 rifle rated ballistic vests, enough to outfit all sworn staff.

Technology

- The City continues to implement Windows 11 upgrades which requires replacement of PC's.

- Successfully implemented and went live with select modules of the Human Resource Information System (HRIS) solution. Ongoing implementation continues with the other Human Resource Information System Solution to cover the entire "life cycle" of each employee in the City:
    - Recruitment
    - Applicant tracking
    - Selection
    - On-boarding
    - Training and development
    - Performance reviews
    - Employee profile management

- Implementation continues with a new Time & Attendance System Solution to include all general employees' units as well as advanced scheduling for Police, Fire and Public Works.

- Replaced the City's outdated Enterprise Resource and Planning software (General Ledger, Accounts Payable, Payroll, Human Resources, Purchasing, etc.) with a new software package that also includes enhanced functionality to replace current outmoded and manual processes, including:
    - Budgeting and Fiscal Planning
    - Financial Reporting
    - Business Intelligence/Analytics
    - Performance Management
    - Project Management

- Installed a 6'5" digital Smart Sign at the front of The Hawk along 12 Mile Road and a Smart Light head at the corner of 11 Mile Road and Orchard Lake. Additionally, began installing six (6) Smart Lighting/Poles at Longacre House.

- The multi-year Unified Communications & Networking project continued with projects as listed below:
    - The City replaced all analog CCTV recorders throughout City facilities and a portion of the analog cameras with new IP cameras.

- Implemented a penetration test (PEN test) to test our ability to combat a cyber-attack and evaluate security.

- Conduct annual vulnerability scan and penetration test on the network.

- Updated City Hall conference rooms with latest technology to enhance presentations and enable seamless video conferencing.

Parks and Recreation

- Completed Parks and Recreation Master Plan
- Engaged a consultant to assess Special Services Department
- Engaged a consultant for applying for grants for Special Services projects
- Purchased ¾ ton 4 x 4 pickup truck with snowplow for Parks Maintenance.
- Purchased GMC Canyon 4 x 4 truck for Parks Maintenance.
- Purchased landscape enclosed trailer for Parks Maintenance.
- Purchased Utility 60” zero turn mower for Parks Maintenance
- Purchased utility tractor for Parks Maintenance
- Purchased soccer goals for Parks Maintenance
- Replaced pieces of playground structure in Heritage Park
- Replaced roof at Spicer House in Heritage Park
- Repaired exterior concrete porch at Longacre House
- Replaced parking lot poles and lights at Longacre House
- Purchased two John Deere TX Turf Gators for Farmington Hills Golf Club
- Purchased turbine pull behind blower for Farmington Hills Golf Club
- Purchased core collector for aerification at Farmington Hills Golf Club
- Replaced double barrier entrance gate at Farmington Hills Golf Club
- Purchased John Deere triplex mowers (2) for Farmington Hills Golf Club
- Purchased driving range ball dispenser door upgrade for Farmington Hills Golf Club
- Resurfaced several holes of cart path on the front nine at Farmington Hills Golf Club
- Purchased new fleet of E-Z-Go lithium battery electric golf carts at Farmington Hills Golf Club
- Repaired damaged netting panels at Farmington Hills Golf Club Driving Range
- Replaced failed air compressor for dry fire sprinkler system at Farmington Hills Golf Clubhouse
- Refurbished lobby men’s and women’s restrooms at Farmington Hills Ice Arena
- Repaired various concrete areas at Farmington Hills Ice Arena

- Installed hot water heaters (2) at Farmington Hills Ice Arena
- Installed new rolling steel doors (2) in Zamboni room at Farmington Hills Ice Arena
- Installed new natural gas compressor for Zamboni fueling at at Farmington Hills Ice Arena
- Replaced dehumidifier motors (2) at Farmington Hills Ice Arena
- Purchased goal frame sets (2) at Farmington Hills Ice Arena
- Refurbished Vilter Ammonia Compressor #1 at Farmington Hills Ice Arena
- Installed new aluminum fence at Founders Park South baseball entrance
- Replaced grease trap in kitchen at Costick Center
- Replaced heat booster pump for the pool at Costick Center
- Replaced pump motor for the pool at Costick Center
- Installed CO2 tank for pool at Costick Center
- Installed new ADA compliant sliding doors and awning for ‘B’ entrance at Costick Center
- Repaired chiller at Costick Center
- Purchased two room dividers for Costick Center through an Oakland County Grant via the Senior Division
- Installed digital sign at The Hawk
- Refinished and striped gym floor at The Hawk
- Performed an assessment of Room 214 Kitchen for refurbishment at The Hawk
- Installed audio upgrades for Hawk Mainstage Theatre at The Hawk
- Installed bronze plaque and lighting at Hawk Tree Sculpture outside Hawk Theatre entrance
- Installed golf simulators (2) at The Hawk
- Installed Hobart dishwasher for the kitchen at The Hawk
- Installed 16 new cameras at The Hawk
- Purchased ADA compliant equipment for Fitness Center at The Hawk through an Oakland County Grant via the Senior Division
- Resurfaced and re-lined gymnasium floor at The Hawk through an Oakland County Grant via the Senior Division
- Replaced carpet in Room 348 Conference Center at The Hawk

- Purchased shade structure for pickleball and tennis courts at The Hawk
- Purchased windscreens for pickleball courts at The Hawk
- Purchased Motorola two-way radios (10) at The Hawk
- Installed ADA compliant swing door operators at The Hawk Theatre exterior entrance
- Installed ADA compliant water cooler with bottle filler on 2nd floor of The Hawk Theatre
- Performed a study for replacing The Hawk Air Handling Units serving the Youth Game Rooms (AHU-9), the Hawk Theatre (AHU-10), and Harrison Hall (AHU-17)

Equipment, Fire

- One Fire Engine is in production with delivery expected Spring of 2025.
- Ballistic Protection received.
- Fire Department took delivery of Utility Vehicle.

Equipment, DPW

- Replace 10-yard Dump Truck.

  Replace Rubber Tire Excavator

Fleet & Motor Pool Vehicles

- Replaced two DPW and one Engineering heavy-duty pick-up trucks with snowplows.
- Replaced three fleet vehicles.

Drainage

- Construction of a 28'-foot by 6'-foot single span box culvert for the Minnow Pond Drain crossing of Biddestone Lane.
- Constructed lateral storm sewer in Farmington Freeway Industrial Park. – Phase 3
- Constructed lateral storm sewer on Shady Ridge Drive.
- Constructed lateral storm sewer in Woodcreek Hills Subdivision.
- Constructed Harwich Drive outfall storm sewer.
- Constructed two culvert crossings on Edgehill Avenue with one being a 19"x30" elliptical culvert and the other a 34" x 53" elliptical culvert.
- Constructed lateral storm sewer in Heritage Hills Subdivision (construction Phase 4).

- Constructed lateral storm sewer in Farm Meadows/Camelot Court Subdivision – Phase 1.

- Construction of lateral storm sewer and crossings on Halsted Road (8 Mile to 9 Mile Road).

.

- Construction of one (1) single span box culvert (17-foot x 7-foot, on Danvers Drive) and two (2) concrete culverts (72 inch) on Harwich Dr. in the Woodcreek Subdivision and a 17-foot x 9-foot box culvert and a 12-foot x 10-foot box culvert on Danvers Ct to follow in the next year.

Sanitary Sewer

- Completed annual lining, replacement, and repair program for existing sanitary sewer throughout the City.

Water main

- Replaced water main throughout the Kendallwood Subdivision #2 and #4.

Sidewalks

- Installed sidewalks, ADA upgrades and crossings to improve access to the M-5 pedestrian overpass. Sidewalk installations on Freedom extended from Maple to the existing sidewalk east of the M-5 pedestrian overpass. Sidewalk on Folsom extends from Power Road to the existing sidewalk east of the M-5 pedestrian overpass.

Transportation

- Reconstructed North Industrial Drive.

- Reconstructed Sinacola Industrial Court.

- Reconstructed Halsted Road from Eight Mile to just south of Nine Mile Road.

- 2024 Local Road Reconstruction Projects.
    - Woodcreek Hills Subdivision
    - Farm Meadows – Camelot Court Sub – Phase 1
    - Heritage Hills and Wedgewood Commons (Phase 4 of 4)
    - Quaker Valley Farms Subdivision
    - LakeHills Drive
    - Trestain Ave

- 2024 Local Road Capital Preventative Maintenance Projects (Mill and Overlay and Rehab Program)
    - Larson Lane
    - Ramble Hills Drive, Lyncroft Drive, Harlan Drive and Northpointe Drive
    - Firwood Ave (Orchard Lake Road to Gladstone)
    - Glastone (Bond to Firwood)
    - Green Acres (Bond to Firwood)

- 2024 Local Road Gravel to Pave Conversion
    - Muer Cove Drive

- Designed 2025 Local Road Reconstruction projects.

- Designed 2025 Local Road Gravel Conversion to Hard Surface Pavement project.
- Design for traffic signal modernization and upgrades at the intersections of Halsted Road/13 Mile Road, Halsted Road/11 Mile Road and Farmington Road/13 Mile Road.

Table Totals for all Project Expenditures put forward by the various Departments

Ref. No.	Public Facilities	TOTAL COST	CITY COST	MAINT. COST	PROJECTED FUNDING & SOURCE							
						2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	FUTURE
1	City Wide Facilities Improvements	6,000,000	6,000,000	NC	100% City	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
2	Barrier Free (ADA) Improvements	150,000	150,000	NC	100% City	25,000	25,000	25,000	25,000	25,000	25,000	
3	Electric Vehicle (EV) Charging Stations	450,000	450,000	NC	100% City	75,000	75,000	75,000	75,000	75,000	75,000	
4	Fire Station Improvements	150,000	150,000	NC	100% City	50,000	50,000	50,000				
5	City Wide 150KW Generator on Trailer	250,000	250,000	NC	100% City	250,000						
6	Courthouse Parking Lot	600,000	600,000	NC	100% City		600,000					
7	DPW Natural Gas Generator	810,000	810,000	NC	100% City	810,000						
8	Fire Station #4 Parking Lot Replacement	1,000,000	1,000,000	NC	100% City	1,000,000						
9	Police Station Parking Lot Access Management	1,800,000	1,800,000	NC	100% City	1,800,000						
10	Northwestern Highway Landscaping	200,000	200,000	NC	100% City	200,000						
11	City Hall Parking Lot Brick Paver Replacement	500,000	500,000	NC	100% City	500,000						
	Total Public Facilities	**11,910,000**	**11,910,000**	**NC**	**CF = CITY FUNDS**	**5,710,000**	**1,750,000**	**1,150,000**	**1,100,000**	**1,100,000**	**1,100,000**	

Ref. No.	Police Programs and Equipment	TOTAL COST	CITY COST	MANT. COST	PROJECTED FUNDING & SOURCE							
						2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	FUTURE
1	Laptop Computers / Technology Upgrade	100,000	100,000	NC	100% City	61,000	0	0	0	0	0	0
2	Work Stations /Office Furniture	173,000	173,000	NC	100% City	173,000	0	0	0	0	0	0
3	Mobile Command Post Vehicle	550,000	550,000	NC	100% City	550,000	0	0	0	0	0	0
	Total Police Programs and Equipment	**784,000**	**784,000**	**NC**	**CF = CITY FUNDS**	**784,000**						

Ref. No.	Technology and Communications	TOTAL COST	CITY COST	MANT. COST	PROJECTED FUNDING & SOURCE							
						2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	FUTURE
1	City-Wide Technology	2,500,000	2,500,000	60,000 AC	100% City	400,000	350,000	350,000	350,000	350,000	350,000	350,000
2a.	Unified Communications & Smart Cities Projects, Video Surveillance Equipme	1,500,000	1,500,000	40,000 AC	100% City	250,000	250,000	250,000	250,000	250,000	250,000	
2b.	Unified Communications & Smart Cities Projects	2,100,000	2,100,000	40,000 AC	100% City	350,000	350,000	350,000	350,000	350,000	350,000	
3a.	ERP/Financial Software, Core EPR	850,000	850,000	100,000 AC	100% City	350,000	100,000	100,000	100,000	100,000	100,000	
3b.	ERP/Financial Software, Financial Reporting	700,000	700,000	100,000 AC	100% City	100,000	100,000	100,000	100,000	100,000	100,000	100,000
4	Enhanced Security Access at the HAWK	100,000	100,000	17,000 AC	100% City	100,000						
	Total Technology and Communications	**7,750,000**	**7,750,000**	**357,000**	**CF = CITY FUNDS**	**1,550,000**	**1,150,000**	**1,150,000**	**1,150,000**	**1,150,000**	**1,150,000**	**450,000**

Ref. No.	Parks & Recreation	TOTAL COST	CITY COST	MAINT. COST	PROJECTED FUNDING & SOURCE							
						2025/26	2026/27	2027/28	28/29	2029/30	2030/31	FUTURE
1a.	The Hawk, 1st & 2nd floors	9,000,000	9,000,000	315,000 AC	100% City	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	
1b.	The Hawk, 3rd floor	7,000,000	7,000,000	NC	100% City	1,167,000	1,167,000	1,167,000	1,167,000	1,167,000	1,165,000	
2a.	2025/2026 Parks, Vehicles, Equipment	448,000	448,000	NC	100% City	448,000						
2b.	2025/2026 Infrastructure, Parks, Golf, Ice Arena all 100% City (Splash Pad improvement 70% City/30% Grant)	1,675,000	1,675,000	NC	100% City	1,675,000						
3a.	2026/2027 Parks, Vehicles, Equipment	404,000	404,000	NC	100% City		404,000					
3b.	2026/2027 Infrastructure, Parks, Golf, Ice Arena	635,000	635,000	NC	100% City		635,000					
4b.	2027/2028 Parks, Vehicles, Equipment	480,000	480,000	NC	100% City			480,000				
4a.	2027/2028 Infrastructure, Parks, Golf, Ice Arena	430,000	430,000	NC	100% City			430,000				
5a.	2028/2029 Parks, Vehicles, Equipment	401,000	401,000	NC	100% City				401,000			
5b.	2028/2029 Infrastructure, Parks, Golf, Ice Arena	455,000	455,000	NC	100% City				455,000			
6a.	2029/2030 Parks, Vehicles, Equipment	1,162,000	1,162,000	NC	100% City					1,162,000		
6b.	2029/2030 Infrastructure, Parks, Golf, Ice Arena	520,000	520,000	NC	100% City					520,000		
7a.	2030/2031 Parks, Vehicles, Equipment	250,000	250,000	NC	100% City						250,000	
7b.	2030/2031 Infrastructure, Parks, Golf, Ice Arena	485,000	485,000	NC	100% City						485,000	
8	Acquisition of Park Land	1,500,000	1,500,000	NC	100% City	250,000	250,000	250,000	250,000	250,000	250,000	
9	Costick Center/Senior Center	20,000,000	20,000,000	155,000 AC	100% City	3,340,000	3,340,000	3,340,000	3,340,000	3,340,000	3,300,000	
	Total Parks & Recreation	**44,845,000**	**44,845,000**	**470,000 AC**	**CF = CITY FUNDS**	**8,380,000**	**7,296,000**	**7,167,000**	**7,113,000**	**7,939,000**	**6,950,000**	

Ref. No.	Equipment / Fire Equipment	TOTAL COST	CITY COST	MANT. COST	PROJECTED FUNDING & SOURCE							
						2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	FUTURE
1	2025/2026 Fire Equipment and Apparatus	1,000,000	1,000,000	NC	100% City	1,000,000	0	0	0	0	0	
2	2026/2027 Fire Equipment and Apparatus	1,185,000	1,185,000	NC	100% City	0	1,185,000	0	0	0	0	
3	2027/2028 Fire Equipment and Apparatus	1,435,000	1,435,000	NC	100% City	0	0	1,435,000	0	0	0	
4	2028/2029 Fire Equipment and Apparatus	1,600,000	1,600,000	NC	100% City		0	0	1,600,000	0	0	
5	2029/2030 Fire Equipment and Apparatus	1,560,000	1,560,000	NC	100% City		0	0	0	1,560,000	0	
	Total Fire Equipment	**6,780,000**	**6,780,000**	**NC**	**CF = CITY FUNDS**	**1,000,000**	**1,185,000**	**1,435,000**	**1,600,000**	**1,560,000**	**0**	

Ref No.	Equipment / DPW Equipment & Fleet	TOTAL COST	CITY COST	MANT. COST	PROJECTED FUNDING & SOURCE							
						2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	FUTURE
1	2025/2026 DWE Equipment	1,060,000	1,060,000	NC	100% City	1,060,000						
2	2026/2027 DPW Equipment	1,410,000	1,410,000	NC	100% City		1,410,000					
3	2027/2028 DPW Equipment	1,150,000	1,150,000	NC	100% City			1,150,000				
4	2028/2029 DPW Equipment	1,320,000	1,320,000	NC	100% City				1,320,000			
5	2029/2030 DPW Equipment	1,440,000	1,440,000	NC	100% City					1,440,000		
6	2030/2031 DPW Equipment	1,200,000	1,200,000	NC	100% City						1,200,000	
	Total DPW Equipment & Fleet	**7,580,000**	**7,580,000**	**NC**	**CF = CITY FUNDS**	**1,060,000**	**1,410,000**	**1,150,000**	**1,320,000**	**1,440,000**	**1,200,000**	**0**

Ref. No.	Equipment / Fleet Motor Pool Vehicles	TOTAL COST	CITY COST	MANT. COST	PROJECTED FUNDING & SOURCE							
						2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	FUTURE
1	2025/2026 Fleet & Motor Pool Vehicles	300,000	300,000	NC	100% City	300,000						
2	2026/2027 Fleet & Motor Pool Vehicles	315,000	315,000	NC	100% City		315,000					
3	2027/2028 Fleet & Motor Pool Vehicles	260,000	260,000	NC	100% City			260,000				
4	2028/2029 Fleet & Motor Pool Vehicles	345,000	345,000	NC	100% City				345,000			
5	2029/2030 Fleet & Motor Pool Vehicles	360,000	360,000	NC	100% City					360,000		
6	2030/2031 Fleet & Motor Pool Vehicles	375,000	375,000	NC	100% City						375,000	
	Total DPW Equipment & Fleet	**1,955,000**	**1,955,000**	**NC**	**CF = CITY FUNDS**	**300,000**	**315,000**	**260,000**	**345,000**	**360,000**	**375,000**	0

Ref. No.	Drainage	TOTAL COST	CITY COST	MANT. COST	PROJECTED FUNDING & SOURCE							
						2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	FUTURE
1	Storm Water NPDES Permit Program	450,000	450,000	NC	100% City	75,000	75,000	75,000	75,000	75,000	75,000	
2	Miscellaneous Storm Sewer Repair, Maintenance and Improvement Program	3,000,000	3,000,000	NC	100% City	500,000	500,000	500,000	500,000	500,000	500,000	
3	City Owned Storm Water Basin Maintenance	150,000	150,000	NC	100% City	25,000	25,000	25,000	25,000	25,000	25,000	
4	Nine Mile Road Storm Sewer, Walsingham Drive to Farmington Road	1,380,000	1,380,000	NC	100% City				1,380,000			
5	Richland Gardens Subdivision Storm Sewer	4,900,000	4,900,000	NC	100% City	1,225,000	1,225,000	1,225,000	1,225,000			
6	Caddell Drain Culverts, Nine Mile Road at Drake Road	4,550,000	2,725,000	NC	60% City, 40% O		2,725,000					
7	Folsom Road Storm Sewer, Nine Mile Road to Orchard Lake Road	380,000	380,000	NC	100% City		380,000					
8	Biddestone Lane Storm Sewer	650,000	650,000	NC	100% City		650,000					
9	Harwich Drive Drainage Improvement	145,000	145,000	NC	100% City	145,000						
10	Caddell Drain Improvements - Phase II	1,400,000	840,000	NC	60% City, 40% O			840,000				
11	Rockshire Street Culvert Rehabilitation/Replacement	1,070,000	1,070,000	NC	100% City			1,070,000				
12	Rockshire Street, Edgemoor Street, and Bramwell Street Storm Sewer	430,000	430,000	NC	100% City			430,000				
13	Drake Road Storm Sewer, Nine Mile Road to north of M-5	410,000	410,000	NC	100% City				410,000			
14	Franklin Fairway Storm Sewer	105,000	105,000	NC	100% City				105,000			
15	Farmington Hills Subdivision Main Ravines Cross Culverts Replacement	105,000	105,000	NC	100% City				105,000			
16	Hearthstone Road Culvert Rehabilitation/Replacement	1,330,000	1,330,000	NC	100% City				1,330,000			
17	Tuck Road Bridge Rehabilitation, south of Folsom Road	3,240,000	3,240,000	NC	100% City				3,240,000			
18	Metroview Drive Storm Sewer, Eight Mile Road to Green Hill Road	535,000	535,000	NC	100% City				535,000			
19	Halsted Road, Eight Mile Road to Nine Mile Road	510,000	510,000	NC	100% City	510,000						
20	Camelot Court/Farmington Meadows Storm Sewer	1,070,000	1,070,000	NC	100% City	535,000	535,000					
21	Farmington Road, Thirteen Mile Road to Fourteen Mile Road	510,000	510,000	NC	100% City					510,000		
22	Tuck Road Storm Sewer, Folsom Road to Eight Mile Road	460,000	460,000	NC	100% City					460,000		
23	Shiawassee Road Storm Sewer, Middlebelt Road to Inkster Road	765,000	765,000	NC	100% City					765,000		
24	Grand River Avenue at Haynes - MDOT Storm Sewer	2,000,000	1,000,000	NC	50% City, 50% O	1,000,000						
25	Goldsmith Street Culvert Replacements	295,000	295,000	NC	100% City						295,000	
26	Nine Mile Crossing of the Main Ravines	430,000	430,000	NC	100% City						430,000	
27	Wellington Culvert Rehabilitation	1,400,00	1,400,00	NC	100% City						1,400,000	
28	Medwid Culvert Replacement	100,000	100,000	NC	100% City	100,000						
29	North Industrial Drive Storm Sewer	200,000	200,000	NC	100% City	200,000						
30	Sinacola Industrial Court	200,000	200,000	NC	100% City	200,000						
31	Scottsdale Road Storm Sewer	200,000	200,000	NC	100% City		200,000					
32	Sinacola Woods Subdivision Storm Sewer	200,000	200,000	NC	100% City			200,000				
33	Colony Park Subdivision Storm Sewer	200,000	200,000	NC	100% City			200,000				
34	Ridgewood Street Storm Sewer	200,000	200,000	NC	100% City		200,000					
35	Barbizon Estates Subdivision Storm Sewer	200,000	200,000	NC	100% City			200,000				
36	Greencastle Road Storm Sewer	200,000	200,000	NC	100% City					200,000		
37	Farmington and Forestbrook Culvert	3,950,000	3,950,000	NC	100% City						3,950,000	
38	North Bell Creek Drainage Improvement	3,000,000	3,000,000	NC	100% City						3,000,000	
39	Rhonswood and Fendt Storm Sewer	200,000	200,000	NC	100% City					200,000		
	Total Drainage	**39,120,000**	**35,735,000**	**NC**	**O = Other**	**4,515,000**	**6,515,000**	**4,765,000**	**8,930,000**	**2,735,000**	**9,675,000**	

Ref. No.	Sanitary Sewers	TOTAL COST	CITY COST	MANT. COST	PROJECTED FUNDING & SOURCE							
						2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	FUTURE
1	Annual Renewal Program (through WRC)	35,356,800	-	NC	100% SF	2,900,000	3,150,000	3,400,000	3,400,000	3,400,000	TBD	16,250,000
2	Collection System Improvement + Site/Facility Improvement Total (thru WRC)	3,449,321	-	NC	100% SF	485,000	160,000	215,000	35,000	86,000		981,000
3	Low Pressure Gravity Sanitary Sewer System	750,000	750,000	NC	100% PB						750,000	
	Total Sanitary Sewers	**39,556,121**	**750,000**	**NC**	**SF = SEWER FUNDS**	**3,385,000**	**3,310,000**	**3,615,000**	**3,435,000**	**3,486,000**	**750,000**	**17,231,000**

Ref. No.	Water Mains	TOTAL COST	CITY COST	MANT. COST	PROJECTED FUNDING & SOURCE							
						2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	FUTURE
1	Capital Improvement Long-Range Plan (through WRC)	1,723,000	-	NC	100% WRC	205,000	91,000	73,000	138,000	262,000	195000	759,000
2	Kendallwood Subdivision No. 3 Water Main	6,720,000	6,720,000	NC	100% City	6,720,000	0	0	0	0	0	
3	Westbrook Manor Subdivision No. 1 and Westbrooke Plaza Water Main Replac	7,910,000	7,910,000	NC	100% City	0	7,910,000	0	0	0	0	
4	Westbrooke Manor Subdivision No. 2 No. 3 No. 4 Water Main Replacement	7,525,000	7,525,000	NC	100% City	0	0	7,525,000	0	0	0	
5	Shiawasse Road Water Main, Middlebelt Road to Inkster Road	2,060,000	2,060,000	NC	100% City	0	0	2,060,000	0	0	0	
6	Old Homestead Subdivision Water Main Replacement	6,065,000	6,065,000	NC	100% City	0	0	0	6,065,000		0	
7	Section 36 Water Main Replacement	3,670,000	3,670,000	NC	100% City					3,670,000	0	
8	M-5 Cross: Folsom/Freedom/9 Mile	865,000	865,000	NC	100% City					0	865,000	
	Total Water Mains	**36,538,000**	**34,815,000**	**NC**	**WRC = Water Resources**	**6,925,000**	**8,001,000**	**9,658,000**	**6,203,000**	**3,932,000**	**1,060,000**	**759,000**

Ref. No.	Sidewalks	TOTAL COST	CITY COST	MAINT. COST	PROJECTED FUNDING & SOURCE							
						2025/2026	2026/27	2027/28	2028/29	2029/30	2030/31	FUTURE
1	Sidewalk replacement along major roads including brick paver repair/replace	600,000	600,000	NC	100% City	100,000	100,000	100,000	100,000	100,000	100,000	
2	Nine Mile Road, south side, Drake Road to Farmington Road	595,000	595,000	NC	100% City	0				595,000		
3	Thirteen Mile at Pebble Creek Crossing Pedestrian Bridge Rehabiitation	25,000	25,000	NC	100% City	0		25,000				
4	Ten Mile Road from 30265 to 30701 Ten Mile Road	290,000	290,000	NC	100% City		290,000					
5	Farmington Road, east side, Glenmuer Street to Fourteen Mile Road	420,000	420,000	NC	100% City		420,000					
6	Scottsdale north, to south of Fourteen Mile Road	60,000	60,000	NC	100% City	60,000						
7	Halsted Road, Eight Mile Road to Nine Mile Road	170,000	170,000	NC	100% City	170,000						
8	Neighborhood Sidewalk Replacement Program SAD	30,000	30,000	NC	100% SAD	0	30,000					
9	Ten Mile Road from S. Duncan to Creekside Drive	185,000	185,000	NC	100% City	0		185,000				
10	Eleven Mile Road, north side, Old Homestead to Drake Road	380,000	380,000	NC	100% City	0		380,000				
11	Southside Shiawassee Road, Middlebelt Road to Inkster Road	610,000	610,000	NC	100% City	0			610,000			
12	Pathway Improvements, Rock Ridge Lane to Oak Crest Drive	120,000	120,000	NC	100% City	0				120,000		
13	Inkster Road, west side, Hystone Dr. to the north end of the I-696 overpass (south property line of 27777 Inkster Road)	600,000	600,000	NC	100% City						600,000	
	Total Sidewalks	**4,085,000**	**4,085,000**	**NC**	**SAD = Special Assement**	**330,000**	**840,000**	**690,000**	**710,000**	**815,000**	**700,000**	

Ref. No.	Transportation / Major Roads	TOTAL COST	CITY COST	MAINT. COST	PROJECTED FUNDING & SOURCE							
						2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	FUTURE
1	Tri-Party (TBD)	2,070,000	690,000	NC	33% OC	115,000	115,000	115,000	115,000	115,000	115,000	
2	Major Road Capital Preventative Maintenance Projects	6,000,000	6,000,000	NC	100% City	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
3	Industrial/Commercial Rd Rehabilitation	6,600,000	6,600,000	NC	100% City	1,300,000	1,000,000	1,600,000	2,700,000			
4	Signal Modernization	1,350,000	1,350,000	NC	100% City		450,000		450,000		450,000	
5	Nine Mile Road, Walsingham Drive to Farmington Road	11,250,000	11,250,000	NC	100% City					11,250,000		
6	Halsted Road, Twelve Mile Road to Fourteen Mile Road	3,250,000	1,150,000	NC	65% FG	1,150,000						
7	Folsom Road, Nine Mile Road to Orchard Lake Road	4,000,000	4,000,000	NC	100% City	4,000,000						
8	Farmington Road, Thirteen Mile Road to Fourteen Mile Road	6,300,000	4,500,000	NC	30% FG		4,500,000					
9	Farmington Road, Ten Mile Road to Twelve Mile Road	4,500,000	2,550,000	NC	45% FG		2,550,000					
10	Drake Road, Nine Mile Road to M-5	1,800,000	1,800,000	NC	100% City					1,800,000		
11	Metroview Drive, Eight Mile Road to Green Hill Road	1,800,000	1,800,000	NC	100% City						1,800,000	
12	Shiawassee Road, Inkster Road to Middlebelt Road	7,500,000	7,500,000	NC	100% City				7,500,000			
13	Folsom Road/Tuck Road, Orchard Lake Road to Eight Mile Road	5,150,000	5,150,000	NC	100% City						5,150,000	
14	Thirteen Mile, Orchard Lake Road to Middlebelt Road	2,000,000	1,000,000	NC	50% FG 50% City				1,000,000			
	Total Transportation	**63,570,000**	**55,340,000**	**NC**	**OC = Oak Co., ROOC =Rd**	**7,565,000**	**9,615,000**	**2,715,000**	**11,765,000**	**14,165,000**	**8,515,000**	

Ref. No.	Transportation / Local Roads	TOTAL COST	CITY COST	MANT. COST	PROJECTED FUNDING & SOURCE							
						2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	FUTURE
1	Gravel to Pave Conversion (Local Roads)	6,000,000	6,000,000	NC	100% City	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
2	Local Road Capital Preventative Maintenance Projects	30,000,000	30,000,000	NC	100% City	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	
3 to 15	*Local Road Reconstruction (see below items) 3-15*											
3	Coventry (Scottsdale Rd.)	1,000,000	1,000,000	NC	100% City	1,000,000						
4	Richland Gardens Area Project	20,000,000	20,000,000	NC	100% City	5,000,000	5,000,000	5,000,000	5,000,000			
5	Barbizon Estates	4,000,000	4,000,000	NC	100% City			4,000,000				
6	Farmington Hills Subdivision, (Broadview Dr., Dohany Dr.)	2,700,000	2,700,000	NC	100% City			2,700,000				
7	Franklin Fairways	1,750,000	1,750,000	NC	100% City			1,750,000				
8	Camelot Courts / Farm Meadows Subdivision	7,000,000	7,000,000	NC	100% City	7,000,000						
9	Greencastle Subdivision	5,150,000	5,150,000	NC	100% City				5,150,000			
10	Hunters Pointe Colony	1,000,000	1,000,000	NC	100% City						1,000,000	
11	Farmington Hills Hunt Club	9,800,000	9,800,000	NC	100% City					4,900,000	4,900,000	
12	Pinebrook Estates (Elmhurst)	1,300,000	1,300,000	NC	100% City	1,300,000						
13	Ridgewood Drive	2,750,000	2,750,000	NC	100% City		2,750,000					
14	Supervisor's Plat Fendt Farms and Supervisor's Plat #12 (Rhonswood, Fendt)	3,500,000	3,500,000	NC	100% City						3,500,000	
15	Colony Park Subdivision	8,500,000	8,500,000	NC	100% City					4,250,000	4,250,000	
	Total Local Roads	**104,450,000**	**104,450,000**	**NC**	**M = ROAD MILLAGE**	**20,300,000**	**13,750,000**	**19,450,000**	**16,150,000**	**15,150,000**	**19,650,000**	

PUBLIC FACILITIES

Adequate building space is required to both maintain the City's existing services and to provide for critical new services. This portion of the CIP addresses the need for buildings and improvements in the following areas: Fire, Police, DPW, Special Services and City Hall. All involve improvements to existing facilities, the construction of new facilities and the purchase and maintenance of equipment, in an attempt to maintain and improve the current level of service.

PROPOSED PUBLIC FACILITY PROJECTS

1. **City-Wide Facilities Improvements**

   To better plan for capital expenditures, a comprehensive facility's condition assessment was completed at 32 City buildings. Accruent was hired to objectively evaluate each building's assets based upon usage, age, condition, predicted useful life and estimated replacement value. This information was entered into a database which was used to analyze and report any major repairs, upgrades and replacements which are anticipated to occur within the next 5 years. A committee made of up of City staff members from multiple departments reviewed the detailed report and helped create a list of specific requirements used to prioritize the list of projects. The prioritization was based up on several factors such as Facility Condition Index (FCI), type of system, reason for repair/replacement, impact on occupants, and contributions to water and energy savings. Based upon the prioritization, the following projects are proposed for FY 2024/2025.

   - Fire Alarm Replacement/Upgrade at Varied Locations
   - Roof Repair/Replacement at Fire Station #3 and Spicer Stables
   - HVAC Replacement at Varied Locations
   - Design of Future Facility Projects

2. **Barrier Free (ADA) Improvements**

   The City conducted a survey of architectural barriers in its buildings, facilities, and parks in the spring and summer of 2008. The survey identified physical barriers in City buildings, facilities, and parks built prior to 1992 based on Michigan Barrier Free Design standards. Recognizing that the City has limited funds and cannot immediately make all buildings, facilities, and parks fully accessible, the City has prioritized barriers based on the level of impact on a person's ability to access City facilities and/or programs.

3. **Electric Vehicle (EV) Charging Stations**

   Installation of electric vehicle (EV) charging stations at multiple City facilities.

4. **Fire Station Improvements**

The following Fire Station Improvements needs are currently being evaluated and prioritized:

- Female locker room facilities need expansion and refurbishment due to an increased number of female firefighters.
- Apparatus Bay Floors are peeling, the non-slip finish has worn off causing potential hazards.
- Station 5 Bay roof is nearing end of life (see facilities report)
- Replacement SCBA fill station is needed for a failed unit.
- Locations to store reserve vehicles is being evaluated.

Fire Department was awarded a State funded grant in the amount of $3,000,000 for the redesign and construction of Fire Headquarters to add an Emergency Operations Center (EOC). Fire Department is requesting $250,000 to be used as a construction contingency for the EOC project, building improvement and funding for new OSHA requirements.

5. **City Wide 150KW Generator on Trailer**

Local Planning Team recommends the purchase of 150KW Generator on Trailer that can be used as a primary backup for the new fueling station and can be moved to other City properties as needed.

6. **Courthouse Parking Lot**

Reconstruction/rehabilitation of the courthouse parking lots.

7. **DPW Natural Gas Generator**

The existing diesel generator at the DPW has exceeded its device life and requires replacement. This generator powers the majority of the DPW, including the fuel island which services all City emergency vehicles in the event of a power failure.

8. **Fire Station #4 Parking Lot Replacement**

Reconstruction/rehabilitation of the concrete parking lot at Fire Station #4.

9. **Police Station Parking Lot Access Management**

Installation of fencing and automated gates around the Police Station parking lot.

10. **Northwestern Highway Landscaping**

Installation of perennial beds within the landscaped islands along Northwestern Highway.

11. **City Hall Parking Lot Brick Paver Replacement**

Replacement of the existing permeable brick pavers within multiple parking lots adjacent to the City Hall building.

POLICE

PROPOSED POLICE PROGRAMS AND EQUIPMENT

1. **Laptop Computers / Technology Upgrade**

The department currently utilizes CJIS compliant laptop computers for investigators working in the field. These investigators include task force officers, school liaison officers, and motor officers. Our current stock of computers and tablets are unable to efficiently run he Windows 11 operating system which is now required to access all CLEMIS websites and applications. The department seeks to replace 15 Dell laptop computers and 2 Dell tables, through the current city contracted supplier. The estimated total cost for this project is estimated to be $61,000.

2. **Workstations / Office Furniture**

The Farmington Hills Police Department's Patrol and Investigative Bureau office areas are old and out of date. The furniture in the executive offices is from 1987 when the police department was constructed. The cubicles and office furniture in the other areas were last replaced in 1997. All the furniture is dated and worn. The current design lacks space for officers that were added to the Directed Patrol Unit and Traffic Safety Section. As a result, officers are spread out from their team reducing effective collaboration. Additionally, the furniture was designed for a time when reports were completed by hand or typewriter. The cubicles are not designed for the power demand created by modern technology and as a result, circuit breakers often trip. This results in unsaved work being lost and could harm the computers. The areas require additional secure storage areas to protect personally identifying information, safeguard police equipment, increase compliance with our accreditation and CJIS requirements, improve organization, and workflow. It is proposed that all office furniture in the Patrol and Investigative Bureau's be replaced. The estimated total for this project is $173,000.

3. **Mobile Command Post**

The Police Department's current Mobile Command Post Vehicle has been in service for 24-years and needs replacement. Mechanical and operational system failures have made the existing unit unfit for roadway travel. The Mobile Command Post Vehicle's technology has become outdated, and the current implementation of the Incident Command System requires more space for personnel than the existing vehicle can provide. A new Mobile Command Post Vehicle would offer mechanical reliability, updated technologies, and more space for personnel when Incident Command is utilized, increasing the effectiveness and versatility of the Mobile Command Post Vehicle. The estimated total for this project is $450,000.

TECHNOLOGY

Adequate building space is required to both maintain the City's existing services and to provide for critical new services. This portion of the CIP addresses the need for buildings and improvements in the following areas: Fire, Special Services, and City Hall. All involve improvements to existing facilities, the construction of new facilities and the purchase and maintenance of equipment, in an attempt to maintain and improve the current level of service.

PROPOSED TECHNOLOGY PROJECTS

1. **City-Wide Technology**

   Information Technology provides technical support and maintenance of information systems, telecommunications systems, and Geographic Information Systems (GIS). Various enterprise-wide software applications have been installed including land file, geographical information systems, recreation registration, financial management, document imaging and the creation of a city website and employee intranet.

   During Fiscal Year 2025/2026 the following projects are proposed

   - Personal Computer & Notebook replacements for 300+ end users to accommodate Windows 11 continues.
   - Continued Implementation of Virtual Desktop & VPN functionality for various departments.
   - Infrastructure and software enhancements to support various departmental initiatives.
   - Continued upgrades to the network security infrastructure.
   - Implement communication system software and video for new EOC at Fire Department headquarters.

2. **Unified Communications & Smart Cites Projects**

   Unified communications (UC) are a framework for integrating various asynchronous and real-time communication tools, with the goal of enhancing business communication, collaboration and productivity. Unified communications do not represent a singular technology; rather, it describes an interconnected system of enterprise communication devices and applications that can be used in concert. To better address all of the City's needs appropriate systems will be planned & implemented as part of an integrated program.

   A Smart City is a technologically modern area that uses different types of electronic methods, voice activation methods and sensors to collect specific data. Information gained from that data are used to manage assets, resources, and services efficiently; in return, that data is used to improve the operations across the City. The smart city concept integrates information and communication technology (ICT), and various physical devices connected to the IoT (Internet of things) network to optimize the efficiency of City operations and services and connect to citizens.

   During Fiscal Year 2025/2026 the following projects are proposed

a. Video Surveillance Equipment

The City of Farmington Hills faces the challenge of reassuring residents, visitors, and employees that safety on City property is a priority. This is accomplished by preventing and minimizing potential threats. These include vandalism, burglary, and all other forms of crime. Security in common areas like parks and City buildings has become of vital importance and video surveillance is a critical tool needed to secure City sites. As completed systems are designed to work in conjunction with other solutions on a unified platform. To successfully implement this program capital investment of $250,000 is requested for fiscal year 2024/2025 and $250,000 per year is requested for, 2025/2026, 2026/2027, 2027/2028, 2028/2029 & 2029/2030.

b. Smart Cities Projects

Ongoing projects will include collecting data from devices, buildings and assets that will then be processed and analyzed to monitor and manage traffic and transportation systems, utilities, water supply networks, waste, crime detection, information systems and other community service. To successfully implement this program capital investment $350,000 is requested for fiscal year 2025/2026 and $350,000 per year is requested for, 2025/26, 2026/27 2027/28, 2028/2029, 2029/2030 & 2030/2031.

3. <u>ERP/Financial Software</u>

a. Initiated the implementation of the new Core ERP system in February 2024 with a successful go-live in April 2025. (GL, Budgeting, PR, AP, HR, Purchasing, and Capital Assets Solution, with an upfront cost of $700k, and $100k annual maintenance.

b. A new Financial Reporting, Performance Management, and Transparency software like OpenGov, Questica, Socrata. ($100k annual lease)

4. <u>Enhanced Security Access at the Hawk</u>

a. Install 22 card readers to secure “employee only” offices.
b. Install 3 card readers on the 3rd floor to provide secure access for Fire Department personnel displaced during Fire Department Headquarters construction.

PARKS & RECREATION

The Parks and Recreation section of the CIP has been developed by extracting the action plan from the City's 2019 & 2024 Parks and Recreation Master Plans as well as adding the funding available in the Parks Millage approved by the voters in August 2018.

The Parks and Recreation Master Plan is required to be prepared in accordance with the Michigan Department of Natural Resources' guidelines. This plan includes a comprehensive review of existing recreation services and facilities, an assessment of city-wide recreation opportunities and deficiencies, and identification of long-term recreation goals.

The City has a current contract with Sports Facilities Companies (SFC) to analyze the existing performance of, and provide recommendations for, the optimization of the Special Services Department. SFC will develop and provide implementation support for a strategic plan forward, with specific focus on the Costick Actives Center and The Hawk.

PROPOSED PARKS AND RECREATION PROJECTS

1. **The HAWK Updates - $16,000,000 (over 6 years)**

The Accruent Study performed for this facility indicated over $16,000,000 in repairs/replacements over the next six (6) years with almost **(1b.)** $7,000,000 of those requirements on the 3rd floor. FHSS Staff have identified just under $7,000,000 in priority improvements. Renovation of the athletics facilities and third floor for recreational use, community partnerships, general programs, and special event use. Plan includes 145,000 square ft. third floor amenities with revenue return from partnerships. Also includes upgrades to remaining HVAC and renovation of the artificial turf practice field~~s~~ and outbuildings which require updates to utilize without hazard.

HAWK priority items as identified in the Accruent Study **($1,540,000)**

- Replace Air Handling Unit serving Activity Room A, B, and C (AHU-9) ($100,000)
- Replace Air Handling Unit serving the Theatre (AHU-10) ($100,000)
- Replace Air Handling Unit serving Harrison Hall (AHU-17) ($100,000)
- Replace roof over 2D/3D Art ($440,000)
- Replace Rooftop Unit serving 3rd floor NE corner (RTU-1) ($100,000)
- Replace Rooftop Unit serving 3rd floor NW corner (RTU-2) ($100,000)
- Replace Rooftop Unit serving 3rd floor incubator (RTU-3) ($100,000)
- Replace Rooftop Unit serving 3rd floor incubator (RTU-4) ($100,000)
- Replace Rooftop Unit serving 3rd floor media center (RTU-5) ($100,000)
- Replace Rooftop Unit serving 3rd floor room 349 offices (RTU-6) ($100,000)

- Replace Rooftop Unit serving 3rd floor SW corner (RTU-7) ($100,000)
- Replace Rooftop Unit serving 3rd floor SE corner (RTU-8) ($100,000)

- Additional HAWK items not in Accruent Study **($445,000)**
  - Boiler Room pressure booster replacement ($65,000)
  - Stadium complex (4 buildings) roofs ($200,000)
  - 2.5 floor skylight repairs ($90,000)
  - 3rd floor Tables and chairs ($40,000)
  - 1st floor Room 127/128 Control Booth/Recording Studio ($50,000)

2. <u>2025/2026 Vehicles, Equipment and Infrastructure ($2,123,000)</u>

<u>Vehicles and Equipment ($448,000)</u>

- Parks **<u>($273,000)</u>**
  - Truck (2), ¾ Ton 4WD Pickup w/Plow ($115,000).
  - Mower, Utility 60" ZTR ($16,000).
  - ABI Force Groomer ($60,000).
  - Utility Cart for Park Maintenance ($30,000)
  - GMC Terrain for park rangers ($40,000).
  - Robotic Painter lease ($12,000)

- Golf **<u>($175,000)</u>**
  - Mower, Wide Area ($100,000).
  - Mower, Bank and Surround ($75,000)

<u>Infrastructure ($1,675,000)</u>

Parks **<u>($700,000)</u>**
- Heritage Park Adaptive Playground and Splash Pad
  Note: seeking $500,000 Grant from LWCF. +$700,000 = $1,200,000

Parks **<u>($250,000)</u>**
- Canopy, Tent 20x40 (2) ($10,000)
- Asphalt trail path resurfacing ($100,000)
- Heritage Park multiple small bridge repairs ($15,000)
- Spicer house repairs ($75,000)
- Founders Sports Baseball Fencing ($50,000)

- Golf **<u>($565,000)</u>**
  - Asphalt cart path resurfacing, back nine ($400,000)
  - Irrigation new pump system ($150,000)
  - Driving range mats ($15,000)

- Costick Center **<u>($10,000)</u>**
  - Gym floor resealing ($10,000)

- Ice Arena **<u>($150,000)</u>**
  - Rubber Flooring ($150,000)

3. <u>2026/2027 Vehicles, Equipment and Infrastructure ($1,039,000)</u>

<u>Vehicles and Equipment ($404,000)</u>

Parks **<u>($149,000)</u>**

- Truck, Canyon (1) ($40,000)
- Walk Behind 48” ($12,000)
- Cart, Utility ($30,000)
- Truck, ¾ Ton 4WD Pickup w/Plow ($50,000)
- Flatbed trailer 20’ ($17,000)

Golf **($255,000)**

- Mower, Fairway (2) ($150,000)
- Mower, Rough Trim (2) ($65,000)
- Utility Cart (2) ($30,000)
- Sod Cutter ($10,000)

Infrastructure ($635,000)

Parks **($315,000)**

- Trail updates at Heritage Park ($50,000)
- Trail updates at Woodland Hills ($10,000)
- Longacre House Renovations ($125,000)
- Disc Golf Course tee pads ($10,000)
- Riley Skate Park concrete repairs ($20,000)
- Founders Sports Baseball Dugouts ($100,000)

Golf **($150,000)**

- Driving Range Netting ($150,000)

Ice Arena **($170,000)**

- Rubber Flooring ($150,000)
- Compressor rebuild ($20,000)

4. 2027/2028 Vehicles, Equipment and Infrastructure ($910,000)

Vehicles and Equipment ($480,000)

- Parks **($300,000)**
  - Truck, Canyon ($40,000)
  - Truck, ¾ Ton 4WD Pickup w/Plow ($60,000).
  - Mower ($17,000).
  - Mower ($70,000).
  - Mini excavator ($90,000)
  - Canopy, Tent 20x40 (2) ($11,000)
  - Robotic painter lease ($12,000)

- Golf **($180,000)**
  - HD Utility Vehicle with Vicon spreader ($50,000).
  - Greens aerifier ($80,000)
  - Mini skid ($50,000)

Infrastructure ($430,000)

- Parks **($280,000)**
  - Site Security and Life Safety in Parks- ($40,000)
  - Trails and Wayfinding ($40,000).
  - Playground Equipment ($125,000).
  - Signage ($40,000)
  - Master Plan per Department of Natural Resources ($35,000)

- Golf **($150,000)**
    - Irrigation satellite upgrades ($150,000).

5. 2028/2029 Vehicles, Equipment and Infrastructure ($856,000)

Vehicles and Equipment ($401,000)

- Parks **($169,000)**
    - Truck, ¾ Ton 4WD Pickup w/Plow ($50,000).
    - Mower, Utility 60" ZTR ($17,000).
    - Tractor, Utility 35-60 HP ($70,000).
    - Robotic painter lease ($12,000)
    - Attachments ($20,000)

- Golf **($232,000)**
    - Mowers (2), triplex ($90,000)
    - Utility Vehicle (UTV) with cab for Turf Maintenance ($32,000).
    - Sprayer ($90,000)
    - Range Cart Picker ($20,000)

Infrastructure ($455,000)

- Parks **($285,000)**
    - Trail and Wayfinding Signs ($40,000)
    - Longacre Wall Repair ($100,000)
    - Playground Equipment ($25,000)
    - Site Security and Life Safety in Parks- ($40,000)
    - Roof Replacements ($50,0000)
    - Concrete replacement ($30,000)

- Golf **($150,000)**
    - Driving range improvements ($150,000)

- Ice Arena **($20,000)**
    - Compressor rebuild ($20,000)

6. 2029/2030 Vehicles, Equipment and Infrastructure ($1,682,000)

Vehicles and Equipment ($1,162,000

- Parks **($212,000)**
    - Truck, ¾ Ton 4WD Pickup w/Plow ($60,000).
    - Mower, Walk Behind (2) ($25,000).
    - Tractor, Utility ($75,000).
    - Truck, Canyon (1) ($40,000)
    - Robotic painter lease ($12,000)

- Golf **($950,000)**
    - Bunker rake ($300,000)
    - Golf Cart Fleet with Lithium Batteries ($450,000)
    - Golf Cart Fleet GPS add-on feature ($200,000).

Infrastructure ($520,000)

- Parks **($320,000)**
    - Trail and Wayfinding Signs ($40,000)

- Playground Equipment ($25,000)
- Riley Skate Park Repairs ($75,000)
- Founders Park Baseball Field Dugout Covers ($120,000)
- Founders Park restroom improvements ($60,000)

- Ice Arena **($200,000)**
  - Board door panels ($100,000)
  - Entryway ADA sliding door replacements ($100,000)

7. 2030/2031 Vehicles, Equipment and Infrastructure ($735,000)

Vehicles and Equipment ($250,000)

- Parks **($120,000)**
  - Truck, ¾ Ton 4WD Pickup w/Plow ($60,000).
  - Mower, Utility 60" ZTR ($18,000).
  - Carts, Utility (2) ($30,000)
  - Robotic painter lease ($12,000)

- Golf **($130,000)**
  - Mower, Bank and Surround ($75,000)
  - Greens roller ($25,000)
  - Carts, Utility (2) ($30,000)

Infrastructure ($485,000)

- Parks **($315,000)**
  - Asphalt trail path resurfacing ($150,000)
  - Playground Equipment improvements ($125,000)
  - Trail bridge improvements ($40,000)

- Golf **($150,000)**
  - Tee box improvements ($150,000)

- Ice Arena **($20,000)**
  - Compressor rebuild ($20,000)

8. Acquisition of Park Land $1,500,000

Various parcels of land could be purchased for parks and/or recreation opportunities, particularly in the northwest and southeast quadrants of the City.

9. Costick Center/Senior Center $20,000,000

Future renovation/replacement of Costick Center to create Adults 50 & Better focused facility. The Accruent Study performed for this facility indicated over $20,000,000 in repairs/replacements over the next five (5) years. FHSS Staff and consultants have identified over $10,000,000 in priority improvements.

EQUIPMENT

FIRE DEPARTMENT EQUIPMENT PURCHASES

The Fire Department utilizes a combination of full-time and call-back personnel to provide Advanced Life Support (ALS), rescue and fire suppression services out of five fire stations located strategically throughout the City.

The DPW maintenance staff continues to provide vital input on the replacement of our fleet vehicles based on their experience and maintenance records. This advice is reflected in the schedule given below for the replacement of those vehicles listed by year.

The fire department rotates its vehicles based on use. Acquisition of new apparatus is assigned to a station based on usage and consultation with DPW. The older vehicle is rotated to one of the other stations. This has proven very beneficial to extend vehicle life.

PROPOSED FIRE APPARATUS PURCHASES

1. **2025/2026 Fire Equipment and Apparatus**
    - Purchase replacement Squad ($435,000).
    - Purchase one (1) utility vehicle to replace fleet vehicle ($75,000).
    - Mobile Computers and equipment ($170,000).
    - Construction Contingency, Building Improvements, and OSHA Requirements ($250,000).
    - Fire Engine Refurbishment ($70,000)

2. **2026/2027 Fire Equipment and Apparatus**
    - Replacement Battalion Chief Vehicle ($125,000).
    - Purchase two replacement Squads ($890,000)
    - Purchase one (1) utility vehicle to replace fleet vehicle ($80,000).
    - Refurbish/Replace Fire Station Extractors ($90,000)

3. **2027/2028 Fire Equipment and Apparatus**
    - Purchase one (1) utility vehicle to replace fleet vehicle ($85,000).
    - Purchase Replacement Engine ($1,250,000)
    - Purchase SCBA fill Station ($100,000)

4. **2028/2029 Fire Equipment and Apparatus**

    - Purchase replacement Squad ($500,000).
    - Purchase SCBA Fill Station ($100,000).
    - Fire Stations 1 & 2 Updates to Include Female Locker Rooms ($1,000,000)

5. **<u>2029/2030 Fire Equipment and Apparatus</u>**

- Purchase Replacement Squad ($500,000)
- Purchase one (1) Utility vehicle to replace fleet vehicle ($85,000)
- Purchase SCBA Fill Station ($125,000)
- Fire Stations 4 Updates to Include Female Locker Rooms ($850,000)

DIVISION OF PUBLIC WORKS (DPW) EQUIPMENT PURCHASES

At the end of the service life of heavy equipment there is a specific salvage value and a cost of replacement for that piece of equipment. Because of the expense of major equipment purchases for the DPW, a continuous provision must be made from year to year to replace worn out and unserviceable equipment. The items contained in this plan have an individual value of a minimum of $25,000. This does not include any equipment purchases that are part of the normal operating budget.

PROPOSED DPW EQUIPMENT PURCHASES

1. **2025/2026 Equipment $1,060,000**
    - 10-Yard Dump Truck – Replacement ($420,000)
    - Refurbish Existing Equipment ($50,000)
    - 5-Yard Dump Truck – Replacement ($320,000)
    - Roadside Mowing Tractor-New Mowing Arm Only ($60,000)
    - 3-Yard Truck- Replacement ($210,000)

2. **2026/2027 Equipment $1,410,000**
    - Two10-Yard Dump Truck – Replacement ($890,000)
    - Refurbish Existing Equipment ($100,000)
    - Sign Installation Truck – Replacement ($370,000)
    - Portable Sewer Camera System – Replacement ($50,000)

3. **2027/2028 Equipment $1,150,000**
    - Refurbish Existing Equipment ($50,000)
    - Mechanical Street Sweeper – Replacement ($450,000)
    - Sewer Vacuum Truck – Replacement ($650,000)

4. **2028/2029 Equipment $1,320,000**
    - 10-Yard Dump Truck – Replacement ($480,000)
    - Refurbish Existing Equipment – ($50,000)
    - 5-Yard Dump Truck – Replacement ($380,000)
    - 3-Yard Truck- Replacement ($240,000)
    - Forestry Chipper – Replacement ($70,000)
    - Forklift – Replacement ($100,000)

5. **2029/2030 Equipment $1,440,000**
    - Refurbish existing Equipment ($50,000)
    - Rubber Tire Excavator – Replacement ($700,000)
    - Cold Patch Trailer - Replacement ($90,000)
    - Rubber Tire Front Loader – Replacement ($600,000)

6. **2030/2031 Equipment $1,200,000**
    - Refurbish existing Equipment ($50,000)
    - Rubber Tire Backhoe -Replacement ($550,000)
    - Road Grader – Replacement ($600,000)

FLEET & MOTOR POOL VEHICLES

The City maintains a vehicle fleet of over seventy-five (75) vehicles for use for cleanup snow plowing, construction and building inspections, everyday travels around the City and for travel to training, and meetings outside of the City. These vehicles are critical to the daily operations of the City. Some of these are assigned directly to departments and personnel, identified as Fleet Vehicles, and others from the Motor Pool for use by all staff not having an assigned fleet vehicle. This section of the CIP addresses the replacement of those vehicles based on the maintenance records and down time. The vehicles represented in this category do not include Fire Department, Police Department, and the Parks Division vehicles nor the heavy equipment and dump trucks in the Division of Public Works.

PROPOSED FLEET & MOTOR POOL VEHICLE PURCHASES

1 **2025-2026 Vehicles $300,000**

- 3-Fleet and Pool Vehicles – Replacement ($120,000)
- 3 Pickup Trucks and Plows – Pub Services, Road Maintenance & Engineering. (Total $180,000)

2. **2026/2027 Vehicles $315,000**

- 3-Fleet and Pool Vehicles – Replacement ($125,000)
- 3 Pickup Trucks and Plows – Pub Services, Road Maintenance & Engineering. (Total $190,000)

3 **2027/2028 Vehicles $260,000**

- 3-Fleet and Pool Vehicles – Replacement ($130,000)
- 3 Pickup Trucks and Plows – Pub Services, Road Maintenance & Engineering. (Total $130,000)

4. **2028/2029 Vehicles $345,000**

- 3-Fleet and Pool Vehicles – Replacement ($135,000)
- 3 Pickup Trucks and Plows – Pub Services, Road Maintenance & Engineering. (Total $210,000)

5. **2029/2030 Vehicles $360,000**

- 3-Fleet and Pool Vehicles – Replacement ($140,000)
- 3 Pickup Trucks and Plows – Public Services, Road Maintenance & Engineering.
  (Total $220,000)

6. **2030/2031Vehicles $375,000**

- 3-Fleet and Pool Vehicles – Replacement ($145,000)
  3 Pickup Trucks and Plows – Public Services, Road Maintenance & Engineering) (Total $230,000)

DRAINAGE

In June of 1980, the City Council, commissioned the preparation of a Master Storm Drainage Plan. The plan treated the storm water as a resource rather than a liability. Utilization of existing open drainage systems and use of detention basins along major streams were considered. The plan suggested the design and use of pipes and streams that were much smaller and less expensive than those designed to just "pass through" as much storm water as was generated. The plan proposed to manage existing flows from streams thereby ensuring that the City's development would not cause flooding in downstream communities.

In October of 1981, a significant storm caused flooding throughout the City. Many inadequacies of the City's storm drainage system were revealed. The storm reinforced the importance of City Council's decision to develop a Master Storm Drainage Plan.

The City Council formally approved the Master Storm Drainage Plan in December of 1986. Many of the projects contained herein are consistent with that plan. Since the plan depends on detention basins for a number of the proposed improvements, acquiring the land as soon as possible is imperative. Without these detention sites many of the proposed improvements would be impossible and would require selection of next best, and more expensive options.

The projects contained herein reflect improvements to major and minor drainage courses outlined in the Master Storm Drainage Plan and are supplemented by storm water quality considerations required under the City's National Pollutant Discharge Elimination System (NPDES) storm water permit. As the City's rapid growth nears its end, emphasis is redirected from responding to new development to maintaining or improving the aging systems that are now in place. This involves actively participating in repairs and improvements of minor drainage courses that traverse both public and private property. In this way, a functional drainage system is ensured for all areas of the City. Priority criteria are:

- Integrating water quantity issues with water quality issues.
- Immediate flood peak reduction to solve the most significant flooding concerns.
- Integration with other improvements including water main, sanitary sewer, paving, and building construction.
- Ensuring the continued development and redevelopment of the City.
- Encouragement of riparian stewardship and maintenance.

Development of a Drainage Program

Prioritization of drainage improvements tends to be cyclical when viewed with other capital needs. This is since most systems in the City function well during periods of normal rainfall. Usually, years pass between significant rain events. The result is to minimize required improvements during normal weather, especially considering the high cost associated with many of the individual drainage projects. However, when a major rain event occurs the community demands accelerated improvements, and the cycle begins again. The major rainstorms of 1981, 1989, 1993, 1997, 1998 and 2014 are evidence of this fact.

In order to safeguard against these significant rain events, a consistent, uniform, and aggressive program is necessary. This allows much of the major capital expense and effort to be distributed over the years. This ensures continued improvement, thereby saving millions of dollars in flood damage in the future and promoting an improved quality of life.

Maintenance

Calls for maintenance have increased over the years. Many of the City's subdivisions have open spaces and retention systems that need repair or improvement. Without ongoing inspection and maintenance, failures will occur. Once initiated, these maintenance programs will generate several projects for which capital funding will be required. The City will also consider, when appropriate, the possible mitigation of wetlands within the overall drainage system.

Asset Management

With the passage of the local road millage in 2018 and the accompanying changes to the Special Assessment District (SAD) policy, there has been an increase in the amount of drain related capital improvements. Each road project is evaluated during the design phase to determine if the existing underground storm drain infrastructure is sufficient or in need of repair and/or replacement. This integrated approach to asset management ensures that infrastructure is addressed in a cohesive manner at the most cost-effective time in the project lifecycle.

Federal Requirements

The City is required to install various improvements in accordance with the U. S. Clean Water Act. This Act requires the issuance of a National Pollutant Discharge Elimination System (NPDES) permit commonly called an MS4 Permit, for all communities over 10,000 in population. Farmington Hills has the required permit issued by the Michigan Department of Environment, Great Lakes, and Energy – EGLE (formerly MDEQ). The City continues to explore approaches that would establish the best management practices. This includes community outreach and education about Federal storm water requirements, and an illicit discharge detection and elimination program. The City is working with EGLE, Oakland County, Wayne County, and the Alliance of Rouge Communities to implement a program that is most beneficial to Farmington Hills and other communities in the Rouge River Watershed. Part of the program is a document called a Storm Water Management Plan (SWMP). This document is required under the City's NPDES permit and outlines specific improvements that must be done to meet Federal requirements.

In addition, Farmington Hills has an obligation to conduct an IDEP (Illicit Discharge and Elimination Program), which is an ongoing effort to prevent and eliminate illegal outlets into the City's drainage systems.

The City is also obligated to employ best management practices for good housekeeping techniques for public infrastructure. These practices include catch basin cleaning, street sweeping, detention pond basin maintenance, etc. Key to cooperation and watershed planning is the City's participation in the Alliance of Rouge Communities, a cooperative venture ensuring that all 40 communities and three counties contained in the Rouge River watershed continue to work together. All projects contained herein are consistent with the City's Federal permit.

PROPOSED DRAINAGE PROJECTS

1. Storm Water NPDES Permit Program

An NPDES permit was obtained from the EGLE. As a requirement of the permit, a watershed management plan is needed. A major component of this plan is the Storm Water Management Plan. The SWMP requires that certain projects and procedures be adopted that will ultimately lead to a cleaner Rouge River in accordance with the Federal Clean Water Act. Projects may include erosion controls in the open watercourses in Farmington Hills and siltation basins to remove suspended sediment from storm water.

Under the current NPDES storm water permit, the City has a continuous requirement to identify and remove illegal discharges into City owned drainage systems. This includes sanitary system corrections, drainage system sampling and monitoring, education programs, pollution investigative efforts, etc., that are related to the City owned drainage system.

2. Miscellaneous Storm Sewer Repair, Maintenance and Improvement Program

- Construction and improvements of storage facilities, pipe and culvert enclosures and channel improvements throughout most of the drainage districts in the City. It also includes projects that are necessitated from inspection programs.

- Ninety percent of the City's drainage system is in open channels. Most of these major drainage courses have not been cleaned since their original construction. This program represents a continuous program for maintenance of these drainage courses.

- Emergency replacement and repair of major culverts in the public right-of-way.

- Throughout this City many subdivisions are being considered for local road reconstruction. In addition, several of the areas where the roads are not candidates for local reconstruction have storm sewers in need of rehabilitation. The storm sewer system in these areas as determined by the DPS will be televised and inspected. If deemed necessary an appropriate cleaning, repair, replacement, lining and rehabilitation program will be implemented at the time of, or prior to the road reconstruction.

- The Oakland County Water Resources Commission (WRC) has jurisdiction of several drains in the City that have been legally established under the Michigan Drain Code. The Drain Code provides a means of apportionment and assessment based on tributary area and runoff from these districts. Periodically, WRC will advise of maintenance needs and corresponding assessments, which the City is responsible for.

3. City Owned Storm Water Basin Maintenance

The City owns nine storm water detention and retention basins. These basins are required to be maintained in accordance with the Federal Clean Water Act to control urban pollutants and peak flow. This project provides improvement for all nine City owned basins. The improvements include select vegetation removal, sedimentation removal, and inlet/outlet pipe maintenance. In conjunction with the Capital Improvement Plan, the project is intended to provide annual maintenance and upkeep.

4. **Nine Mile Road Storm Sewer, Walsingham Drive to Farmington Road**
This project provides lateral storm sewers for Nine Mile Road, from Walsingham Dr. to Farmington Road as well as rehabilitation of the existing storm sewer system.

5. **Richland Gardens Subdivision Storm Sewer**
This project provides lateral storm sewers for Richland Gardens Subdivision as well as rehabilitation of the existing storm sewer system.

6. **Caddell Drain, Nine Mile Road at Drake Road**
Replacement of the 4 elliptical culverts that cross underneath the intersection of Nine Mile Road south of Drake Road. These culverts are nearing the end of their useful life. This project will be coordinated by the Oakland County Water Resources Commission through the Michigan Drain Code.

7. **Folsom Road Storm Sewer, Nine Mile Road to Orchard Lake Road**
This project provides lateral storm sewers for Folsom Road, Nine Mile Road to Orchard Lake Road as well as rehabilitation of the existing storm sewer system.

8. **Biddestone Lane Storm Sewer**
This project provides lateral storm sewer and an outfall storm sewer for this area.

9. **Harwich Drive Drainage Improvement**
Currently storm water runoff from Harwich Drive travels across a residential side yard. The project would include the installation of a storm sewer from the right-of-way down to the Pebble Creek to minimize erosion.

10. **Caddell Drain Improvements - Phase II**
Phase II of the Caddell Drain Improvements includes improvements to the southern portions of the water course. This project will be coordinated by the Oakland County Water Resources Commission through the Michigan Drain Code.

11. **Rockshire Street Culvert Rehabilitation/Replacement**
This project provides for a replacement of the large Main Ravines Drain crossing on Rockshire Street, allowing for a wider roadway.

12. **Rockshire Street, Edgemoor Street, and Bramwell Street Storm Sewer**
This project provides for a lateral storm sewer and an outfall storm sewer for this area.

13. **Drake Road Storm Sewer, Nine Mile Road to north of M-5**
This project provides lateral storm sewers for Nine Mile Road to north of M-5 Storm Sewer as well as rehabilitation of the existing storm sewer system.

14. **Franklin Fairway Storm Sewer**
This project provides lateral storm sewers for Franklin Fairway Drive as well as rehabilitation of the existing storm system.

15. **Farmington Hils Subdivision Main Ravines Cross Culverts Replacement**
This project involves replacement of the existing 36” cross culvert of a tributary of the Main Ravines Drain and the installation of an additional cross culvert to carry cross through drainage. It also includes improving several of the main cross culverts and a lateral storm sewer to improve drainage.

16. **Hearthstone Road Culvert Rehabilitation/Replacement**
The Hearthstone culvert is under Hearthstone Road in the Kendallwood Subdivision west of Bonnet Hill Road. It is a 68” by 85” elliptical corrugated metal pipe culvert and is in the Minnow Pond drainage district. It needs to be rehabilitated and possibly replaced.

17. **Tuck Road Bridge Rehabilitation, south of Folsom Road**
Rehabilitate the existing 24-foot-wide by 7.5-foot-high bridge crossing of the Upper Rouge River.

18. **Metroview Drive Storm Sewer, Eight Mile Road to Green Hill Road**
This project provides lateral storm sewers for Metroview Dr, Eight Mile Road to Green Hill Road as well as rehabilitation of the existing storm sewer system.

19. **Halsted Road, Eight Mile Road to Nine Mile Road**
This project provides lateral storm sewers for Halsted Road (between Eight Mile Road and Nine Mile Road), as well as rehabilitation of the existing storm sewer system.

20. **Camelot Court/Farmington Meadows Storm Sewer**
This project provides lateral storm sewers for Camelot Ct./Farmington Meadows as well as rehabilitation of the existing storm sewer system.

21. **Farmington Road, Thirteen Mile Road to Fourteen Mile Road**
This project provides lateral storm sewers for Farmington Road (between Thirteen Mile Road and Fourteen Mile Road), as well as rehabilitation of the existing storm sewer system.

22. **Tuck Road Storm Sewer, Folsom Road to Eight Mile Road**
This project provides lateral storm sewers for Tuck Road from Folsom Road to Eight Mile Road as well as rehabilitation of the existing storm sewer system.

23. **Shiawassee Road Storm Sewer, Middlebelt Road to Inkster Road**
This project provides lateral storm sewers for Shiawassee Road, Middlebelt Road to Inkster Road as well as rehabilitation of the existing storm sewer system.

24. **Grand River Avenue at Haynes – MDOT Storm Sewer**
This project provides lateral storm sewers for Grand River (between Cora Ave and Tuck Road), as well as rehabilitation of the existing storm sewer system.

25. **Goldsmith Street Culvert Replacements**
This project provides replacement of the three large culvert crossings on Goldsmith.

26. **Nine Mile Crossing of the Main Ravines Drain**
This project provides lateral storm sewers for the main ravines crossing at Nine Mile Road, just east of Middlebelt.

27. **Wellington Culvert Rehabilitation**
The existing culvert on Wellington Court between Eastbrook and Westbrook Court is in need of repair after a routine maintenance check discovered delamination, erosion and multiple cracks.

28. **Medwid Culvert Replacement**
The existing culvert on Medwid Drive, between Westcott Crescent Circle and Aspen Park Circle needs replacement.

29. **North Industrial Drive Storm Sewer**
This project provides lateral storm sewers for North Industrial Drive, as well as rehabilitation of the existing storm sewer system.

30. **Sinacola Industrial Court**
This project provides lateral storm sewers for Sinacola Industrial Court, as well as rehabilitation of the existing storm sewer system.

31. **Scottsdale Road Storm Sewer**
This project provides lateral storm sewers for Scottsdale Road, as well as rehabilitation of the existing storm sewer system.

32. **Sinacola Woods Subdivision Storm Sewer**
This project provides lateral storm sewers for the Sinacola Woods subdivision, as well as rehabilitation of the existing storm sewer system.

33. **Colony Park Subdivision Storm Sewer**
This project provides lateral storm sewers for the Colony Park Subdivision, as well as rehabilitation of the existing storm sewer system.

34. **Ridgewood Street Storm Sewer**
This project provides lateral storm sewers for Ridgewood Street, as well as rehabilitation of the existing storm sewer system.

35. **Barbizon Estates Subdivision Storm Sewer**
This project provides lateral storm sewers for the Barbizon Estates Subdivision, as well as rehabilitation of the existing storm sewer system.

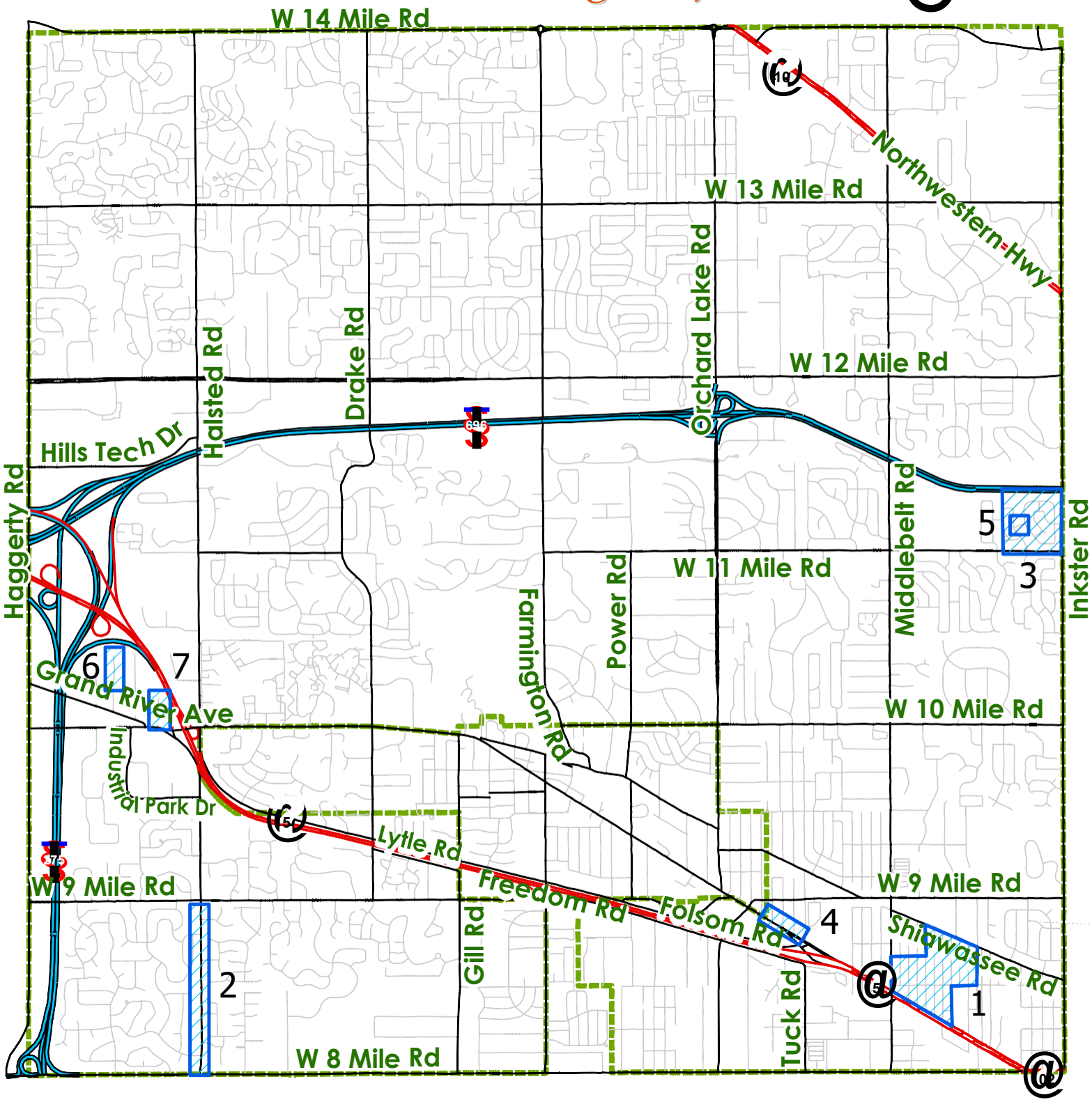
36. **Greencastle Road Storm Sewer**
This project provides lateral storm sewers for Greencastle Road, as well as rehabilitation of the existing storm sewer system.

37. **Farmington and Forestbrook Culvert**
Two culvert crossings consisting of corrugated metal pipe barrels were assessed. Significant deterioration was noted for both crossings and rehabilitation will be required.

38. **North Bell Creek Drainage Improvement**
This project provides drainage improvements for North Bell Creek, from Lundy Drive to 8 Mile.

39. **Rhonswood and Fendt Storm Sewer**
This project provides lateral storm sewers for Rhonswood and Fendt, as well as rehabilitation of the existing storm sewer system.

2025/2026 Drainage Projects



1. Richland Gardens Subdivision Storm Sewer
2. Halsted Road, Eight Mile Road to Nine Mile Road
3. Camelot Court/Farmington Meadows Storm Sewer
4. Grand River Avenue at Haynes - MDOT Storm Sewer
5. Medwid Culvert Replacement
6. North Industrial Drive Storm Sewer
7. Sinacola Industrial Court

Note: This map is a planning document and is subject to change. The priority level of a project may move up or down based on funding.

SOURCE: City of Farmington Hills GIS, 2020
Oakland County GIS, 2020

SANITARY SEWERS

The major goal of the capital expenditures in this area is to provide adequate trunkline capability to serve both existing and future development. All truck lines have been installed with the completion of the Ten Mile Rouge sewer in 1980. However, some areas of the City still do not have connecting sewer segments which are needed to provide access to public sanitary sewer. These segments are usually funded by a development or the City at large. The construction of the localized laterals is generally provided by the Charter provision requiring local benefiting properties to pay the associated cost (special assessment process). This results in the establishment of a special assessment district. In the future, federal watershed requirements may mandate accelerated programs for local sanitary sewer construction. A portion of these anticipated costs may be financed by various sanitary sewer funds.

An exception to the special assessment financing is a payback that may be necessitated because of a paving, resurfacing or widening project where integrated asset management policy would recommend that the sanitary sewer lateral should be installed first. In these instances, a payback would be established in accordance with City ordinance to recover the cost at a future date when connections are made.

Any remaining work that would be done on sanitary sewers involves the rehabilitation of existing sewers with City sewer fund~~s~~. Since this does not provide new service, there would be no application of the Charter provision. This type of work was begun in 1990 with the Evergreen Farmington Sewage Disposal System improvements where sewers were replaced, and relief lines constructed.

In 2017, the City was awarded a Stormwater, Asset Management, and Wastewater (SAW) grant through the Michigan Department of Environment, Great Lakes, and Energy –EGLE (formerly the MDEQ) for the purposes of evaluating and inspecting sanitary sewer infrastructure, developing an asset management plan, assessing asset criticality and risk assessment; and providing life cycle cost analysis. The results of the SAW grant project will also provide a long-term capital improvement plan for the City's sanitary sewer system infrastructure.

In addition, the City is currently under an Administrative Consent Order (ACO), from the EGLE that may require additional improvements to be made in the future restricting the amount of outflow from the City of Farmington Hills into the sewer system.

PROPOSED SANITARY SEWER PROJECTS

1. **Annual Renewal Program**

The City completed a wastewater asset management plan (AMP) in 2020 to identify investment needs and develop a long-range capital improvement program for the City's wastewater system. By starting an annual renewal program, the City will be able to systematically address sanitary sewer assets by performing proactive maintenance and completing rehabilitation/replacement of the assets on an annual basis using best practices.

2. **Collection System Improvement plus Site/Facility Improvement Total (through WRC)**

Annual replacement and upgrade of equipment at the pump stations.

3. **Low Pressure Gravity Sanitary Sewer System**

Provide public sanitary sewer via a low-pressure gravity sewer system. This may be appropriate for areas where traditional gravity sewer is not feasible. Location to be determined.

WATERMAINS

With the completion of the Northwest Water Pressure District transmission lines in 1976, potable water supply capability has been provided throughout the City. Although some minor transmission lines are still required in some areas, they now have the option of installing local services through the establishment of payback agreements and special assessment districts.

A significant portion of the City's water main infrastructure was built in the 1960s and is nearing the end of its useful life. A challenge exists in these older areas of the City due to the water mains requiring frequent and expensive maintenance due to main breaks. Repairs require digging up and replacing worn out facilities. The City has in place a replacement program for just this challenge. Projects are evaluated using an integrated asset management approach and includes a review of break history, risk, and criticality. As with other maintenance activities, this work does not require financing through a special assessment district. Funding is provided through the City's water fund.

The City worked with the Oakland County Water Resources Commissioner's Office (WRC) and determined that a storage facility is appropriate for the City of Farmington Hills. Construction is complete and the tank has been operational since June 2014. The master water main model has been systematically updated to include this facility and the plan has been revised to include necessary projects on a prioritized basis.

PROPOSED WATER MAIN PROJECTS

1. Capital Improvement Long-Range Plan (through WRC)

Annual replacement and/or rehabilitation of the water systems fire hydrants and gate valves, as well as replacement/upgrade of meters at the pressure regulating vaults (PRV's).

2. Kendallwood Subdivision No. 3 Water Main Replacement

This is in the residential neighborhood east of Farmington Road and north of Twelve Mile Road. It is an area of older pipe built in the 1950s with frequent water main breaks. The existing 6" and 8" water main would be replaced with 8" water main and existing 12" water main would be replaced with 12" water main to improve system reliability and meet current design standards.

3. Westbrook Subdivision, Wesbrooke Manor Subdivision No. 1, and Westbrooke Plaza Water Main Replacement

This is in the residential neighborhood west of Orchard Lake Road and south of Thirteen Mile Road. It is an area of older pipe built in the 1950's with frequent water main breaks. The existing 6", 8", and 12" water main would be replaced with 8" and 12" water main to improve system reliability and meet current design standards.

In addition, the commercial area is located on the south side of Thirteen Mile Road, between Orchard Lake Road and Lorikay Street. It is an area of older pipe built in the 1950's and when a break occurs, it affects multiple commercial properties. The existing 6"

would be replaced, and possibly relocated, with an 8” (8” is the smallest size that can be installed under current standards) to improve system reliability and meet current design standards.

3. **Westbrook ManorSubdivision No. 2, No. 3, No. 4 Water Main Replacement**

This is in the residential neighborhood east of Farmington Road and south of Thirteen Mile Road. It is an area of older pipe built in the 1950’s with frequent water main breaks. The existing 6” and 8” water main would be replaced with 8” water main and the existing 12” water main would be replaced with 12” water main to improve system reliability and meet current design standards.

4. **Shiawassee Road Water Main, Middlebelt Road to Inkster Road**

This project would include the replacement of existing 8” water main on Shiawassee Road between Middlebelt Road and Inkster Road.

5. **Old Homestead Subdivision Water Main Replacement**

This is in the residential neighborhood west of Drake Road and north of Eleven Mile Road. It is an area of older pipe built in the 1960’s with frequent water main breaks. The existing 6”, 8” and 12” water main would be replaced with 8” and 12” water main to improve system reliability and meet current design standards.

6. **Section 36 Water Main Replacement**

This project would include replacement of water main along Rensselaer, Ontaga, Eight Mile and Pearl Street. It is an area with older pipe built in the 1950’s with frequent water main breaks. The existing 8” water main would be replaced to improve system reliability and meet current design standards.

7. **M-5 Crossing: Folsom/Freedom/ Nine Mile**

This project would include installation of new 8” or 12” water main in the area of Folsom/ 9 Mile/ Freedom. This would loop the water main from the south side of Folsom Road to the north side of Freedom Road at 9 Mile Road and would provide additional fire flow

2025/2026 Water Main Projects

1. Kendallwood Subdivision No. 3 Water Main Replacement

Note: This map is a planning document and is subject to change. The priority level of a project may move up or down based on funding.

SOURCE: City of Farmington Hills GIS, 2020
Oakland County GIS, 2020

SIDEWALKS

The need to provide safe pedestrian travel along major traffic corridors has long been a priority of the City Council. Certain corridors generate considerable pedestrian traffic. Shopping centers, schools, recreation areas, and other major developments generate pedestrian traffic. To promote safe pedestrian travel, the City must identify those areas in need of sidewalks or extensions to existing pedestrian networks. The School Board has also indicated their support for sidewalks at various school locations. It remains Farmington Hills policy, however, to treat walkways across school frontages as a requirement of the school district.

Sidewalk aesthetics is also considered. The City has many designated Historic District sites located on major roads. The use of brick pavers is encouraged to enhance and highlight the historic character of these sites.

In recent years, with Federal Aid funded road improvements the City has been able to include and install large sections of sidewalk on select major thoroughfares with our pavement projects. Developers have also installed sidewalks as a requirement of development. In both cases, sidewalk "gaps" have resulted. The City is then faced with filling in these gaps. These sidewalk projects can provide the City with the opportunity to connect larger pedestrian networks, existing developments with one another and other traffic generators at relatively low cost. Annually, pedestrian traffic generators and sidewalk gaps are identified and continue to be a priority and are included in this plan.

In 2013, sidewalks included in the CIP have been evaluated using assigned point values based on several variables. In 2024, the revised Master Plan included a Non-Motorized Plan that updates the priorities used to plan for non-motorized transportation. The Master Plan references the following high need priorities:

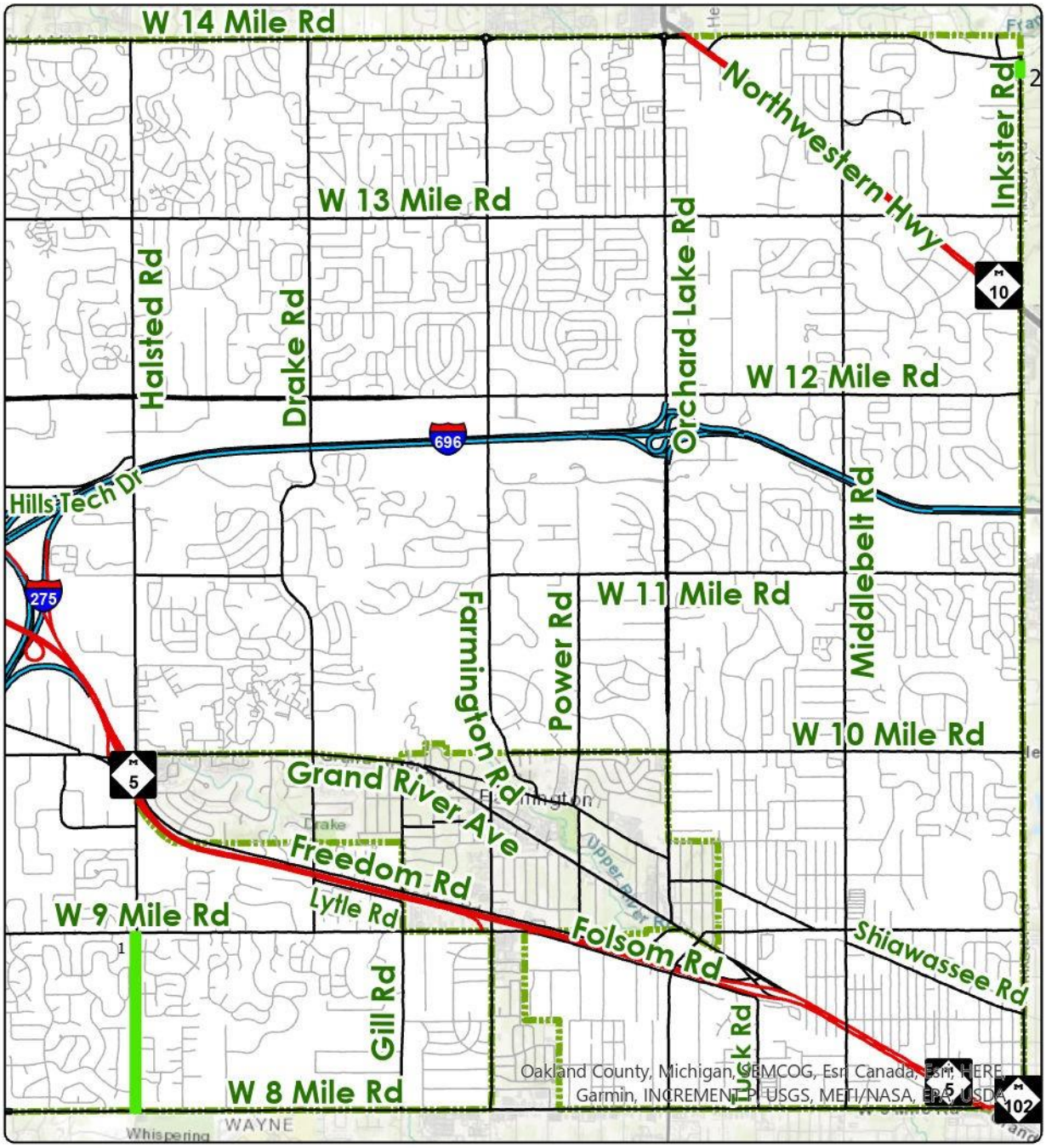
- Safety for children walking or biking to school
- Crossing safety at major intersections
- Increasing mobility options near underserved neighborhoods
- Look for inter Community opportunities to improve cross town connections (North to South and East to West)
- Continue to work with neighboring communities to develop the design and implementation plans for the Nine Mile Road Corridor non-motorized pathways.

The City is currently transitioning to incorporate priorities laid out in the 2024 Master Plan. Additional targeted projects will be added each year reflecting priority improvements identified in the Master Plan.

A high priority of the Grand River Corridor Improvement Authority is to better integrate the Rouge River into economic development projects along the corridor and to develop a shared-use pathway along the river that better connects corridor users. The conceptual vision for the pathway is a 6 – 8 feet wide path that traverses approximately 10,000 lineal feet of river frontage with markers placed every ¼ mile and an interpretive kiosk at each end of the trail.

The following Bike Path System Map identifies all existing sidewalk infrastructure and includes a proposed bike path system for the City.
See the following table for proposed sidewalk/ pathway projects including locations and funding schedule.

2025/2026 Sidewalk Projects



Note: This map is a planning document and is subject to change. The priority level of a project may move up or down based on funding.

1. **Halsted, 8 Mile Road to 9 Mile Road**
2. **Scottsdale North, to South of 14 Mile Road**

FARMINGTON HILLS Michigan

Legend
- City Project

SOURCE: City of Farmington Hills GIS, 2020
Oakland County GIS, 2020

TRANSPORTATION

Major thoroughfares can be improved by providing greater capacity and efficiency. This is accomplished by improving intersections and roadway sections. Intersections are improved by the installation of through and turning lanes, curbs and realignments. Many of the major two-lane and three-lane thoroughfares are over capacity, creating lengthy backups of traffic especially at peak hours. These roadway sections are considered for expansion in order to minimize congestion and improve turning movements. In addition, major road repair is an essential component of a well-managed transportation system. Major road repairs usually involve base reconstruction and resurfacing.

Local roads also require attention. Recent paving and resurfacing programs have done much to reduce maintenance costs and improve the local road system. The success of these programs is in large part due to the CIP process and residents' support of financing local road improvements through special assessment districts. Once paved, local roads require on-going scheduled maintenance to ensure their longevity.

The gas and weight tax, commonly referred to as Act 51 road funds, is the primary source of revenue collected by the State. Those funds have not been able to keep pace with the demands for improvement to an aging road system. Costs for labor, material, and equipment to improve roads have increased. Budget constraints at the State and County levels have shifted a disproportionate financial burden on municipalities and as a result, a road millage was put on the ballot and approved by the residents of Farmington Hills during the November 2014 Election. This funding is essential to maintain and improve the quality of the City road network.

Major Roads

The Department of Public Services has developed a list of major road and intersection improvements that are recommended to satisfy the needs of the motoring public in Farmington Hills. The City has also identified safety improvements that must be completed to satisfy issues of poor alignment, varying roadway widths, and non-continuous pavements.

The list of major road projects was prepared using data received from various sources. The data includes projects previously planned but not constructed, resident input, pavement evaluation (PASER Rating) asset management principles, traffic counts along major roads, plans by the Road Commission for Oakland County, and ongoing plans for major road and freeway improvements which are still under consideration. In general, the projects outlined in this year's CIP provide the following benefits to the community:

- Assure that roadways provide improved efficiency and safety for motorists.
- Assure that intersections minimize traffic congestion and allow for smooth handling of turning movements.
- Minimize lengthy backups of traffic especially during the peak hours of the day.

- Make traveling more convenient and safer by providing paved roadways in place of gravel roadways.
- Maintain the natural features when possible while improving the roadways.
- Integrate Road Commission for Oakland County plans with City plans to have a coordinated and efficient street system.
- Correct intersection alignment for improved traffic flow and possible reduction in traffic accidents.
- Reduce the environmental impact of dust and noise pollution.
- Reduce road maintenance cost.
- Use best practices and asset management principles to increase the life of existing pavements and improve the condition of the network as a whole.
- Improve access to freeways by examining the effectiveness of the interchanges.
- Coordinate road improvements with the City's Master Plan for Future Land Use.

Local Roads

Historically, the residents have initiated local road improvements. Many miles of local roads have been reconstructed through the special assessment district process. The success of this approach was dependent upon the residents initiating a paving project in accordance with City Charter. Typically, the City participated with up to 20% of the paving cost (per City Charter).

Based on the local road millage that was approved in November of 2018, funds will now be available for reconstruction as well as additional preventative maintenance and pavement preservation treatments. Approval of the local road millage eliminates the need for the special assessment process and allows the roads to be assessed and programmed for treatments in a cost-effective manner at the appropriate point in its life cycle.

PROPOSED TRANSPORTATION PROJECTS - MAJOR ROAD

1. **Tri-Party TBD ($690,000)**

   The Tri-Party program provides one-third funding from each of the following: City, Road Commission for Oakland County and Oakland County Board of Commissioners. Tri-party funding has recently been increased from ± $150,000/year to ± $300,000/year. This funding is sometimes allowed to accrue over several years to help fund a larger project. Requirements are that the work be on a County road. Most recently the City utilized existing funds for part of the City's contribution to the Orchard Lake Road project from 13 Mile Road to 14 Mile Road. Future participation in Tri-Party projects may include Haggerty drainage improvements near 10 Mile Road and the City's cost share for the rehabilitation of Orchard Lake Road between I-696 and 13 Mile Road as well as along the 12 Mile Road corridor

2. **Major Road Capital Preventative Maintenance Projects ($6,000,000)**

   These projects are intended to provide a asphalt overlay or full depth concrete slab and joint repair on a major roadway to cost effectively extend its useful life. It may include a milling off the surface for asphalt roads and some base repair. The following roads are candidate projects in the upcoming years.

   - Hills Tech Drive
   - Independence Street, Middlebelt Road to Ontaga,
   - Drake Road, Eleven Mile Road to Twelve Mile Road,
   - Gill/Lytle, Drake Road to Nine Mile Road,
   - Halsted, Ten Mile Road to M-5 Ramp,

3. **Industrial/Commercial Road Rehabilitation ($6,600,000)**

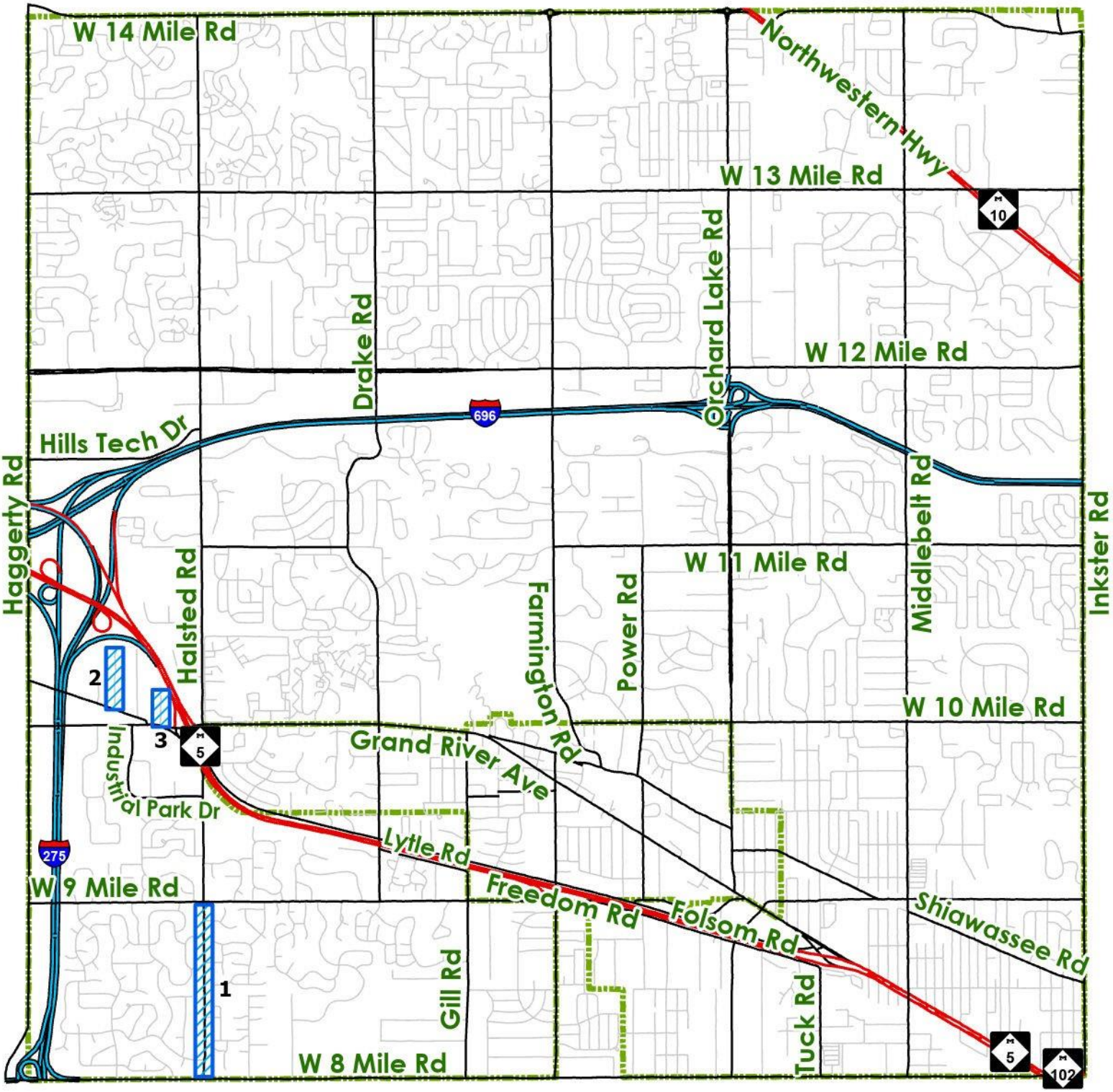
   Industrial roads are prioritized based on the PASER ratings system to determine a cost-effective strategy for rehabilitation or reconstruction. These prioritized ratings are reviewed and updated every two years.

   - 2025/2026, Hallwood/Hallwood Court, ($1,300,000)
   - 2026/2027, Farmington Grand River Industrial Park/Crestview Court, ($1,000,000)
   - 2027/2028, Orchards Corporation Center/Stansbury, ($1,600,000)
   - 2028/2029, Farmington Research & Industrial Center Sub No 1/Indoplex, ($2,700,000)

4. **Signal Modernization (See Transportation / Major Road Spread Sheet.($1,350,000)**

   Modernization of the Heritage Park traffic signal on Farmington Road between Ten Mile Road and Eleven Mile Road. This project includes construction of new box spans, pedestrian signal upgrades, upgrades for ADA compliance, and installation of new controllers and electrical components. The City has sole ownership of 39 traffic signals and shared ownership of 43 additional traffic signals. The City annually reviews the traffic signal network to identify cost-effective strategies to modernize and upgrade the existing infrastructure and improve safety.

2025/2026 Major Road Projects



1. Halsted Road - 8 Mile to 9 Mile
2. North Industrial Drive
3. Sinacola Court

Note: This map is a planning document and is subject to change. The priority level of a project may move up or down based on funding.

*Projects are referencing CIP Tables.

SOURCE: City of Farmington Hills GIS, 2024
Oakland County GIS, 2024

4. **5-14. Major Road Reconstruction, (See Major Road Spreadsheet)**

Major roads are PASER rated and prioritized for reconstruction and rehabilitation in the five-year Capital Plan. These prioritized ratings are reviewed on a regular basis. The updated list of Major Road considerations is on a 5-year projection.

PROPOSED TRANSPORTATION PROJECTS – LOCAL ROADS

1. Gravel to Pave Conversion (Local Roads)

The City currently has approximately 20 miles of local gravel roads. As part of the recently approved road millage there will be funds programmed annually to fund a project to convert an existing local gravel roadway to pavement. These projects will be initiated through a petitioning effort by the residents of the roadway in question.

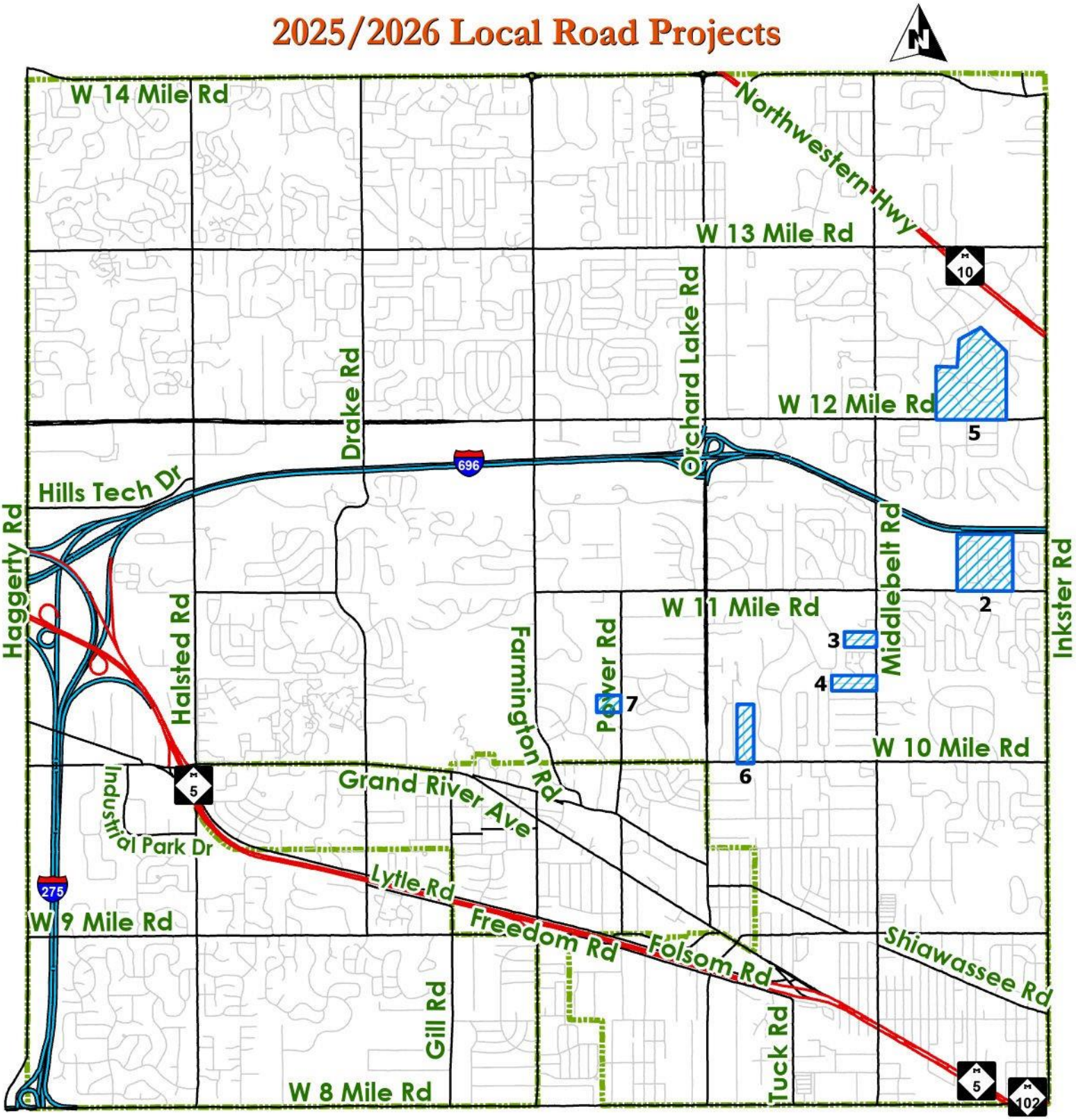
2. Local Road Capital Preventative Maintenance Projects

These projects are intended to provide a nonstructural, thin overlay on a local roadway to cost effectively extend its useful life. It may include a milling off the surface and some base repair.

3.-16. Local Road Reconstruction, (See Local Road spreadsheet)

Local road systems are PASER rated and prioritized for reconstruction and rehabilitation in the five-year Capital Plan. These prioritized ratings are reviewed on a regular basis. The updated list of Local Road considerations is on a 5-year projection. In 2018 the residents of Farmington Hills approved a local road millage that replaces the Special Assessment process and funds reconstruction of local roadway.

2025/2026 Local Road Projects



1. Local Road Capital Preventative Maintenance Projects - To Be Determined
2. Farm Meadows/Camelot Courts Subdivisions - Phase 1
3. Country Corner (Gramercy Ct.)
4. Edgehill Avenue
5. Woodcreek Hills Subdivision
6. Pinebrook Estates (Elmhurst Ave.)
7. Shady Ridge Drive Gravel Conversion

Note: This map is a planning document and is subject to change. The priority level of a project may move up or down based on funding.

*Projects are referencing CIP Tables.

SOURCE: City of Farmington Hills GIS, 2023
Oakland County GIS, 2023