



2011/12
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CAPITAL PROJECTS FUND STATEMENT

CAPITAL PROJECTS FUND

The City of Troy uses a Capital Projects Fund to account for development, improvement and repair of capital facilities and to purchase vehicles and equipment not financed by other funds. Receipt and disbursement of resources to be utilized for the construction or acquisition of Capital facilities, and performance of activities financed by governmental funds, is accounted for by Capital funds. Receipts for such purposes arise from Capital operating millage, the sale of general obligation bonds, grants from other governmental units, transfers from other funds or gifts from individuals or organizations.

The reason for creating a fund to account for Capital projects, vehicles and equipment is to provide a formal mechanism that enables administrators to ensure revenues dedicated to a certain purpose are used for that purpose and no other. This fund enables administrators to report to creditors and other grantors of Capital Projects Fund resources that their requirements regarding the use of the resources were met.

As with all governmental funds, the Capital Projects Fund concentrates on inflows and outflows of available, spendable resources. Therefore, the Capital Projects Fund uses the modified accrual basis of accounting.

The administrator of the Capital Projects Fund has the authority to continue expenditures within prescribed limits until a project is completed.

Following is a breakdown of the planned capital projects:

- ***\$0.5 Million - Equipment***
 - ✓ \$0.1 million - Computer equipment and financial software
 - ✓ \$0.2 million for Police in-car digital cameras
- ***\$1.1 Million - Apparatus Replacement***
 - ✓ \$1.1 million - Fire Department replacement program
- ***\$10.6 Million - Public Works Construction***
 - ✓ \$2.3 million - Drain improvements
 - ✓ \$4.6 million - Major roads construction and improvements
 - ✓ \$3.2 million - Local roads construction and improvements
 - ✓ \$0.5 million - Sidewalk construction
- ***\$1.5 Million – Operating Transfer Out***
 - ✓ \$1.5 million – Operating Transfer to General Fund
- ***\$10.8 Million - Buildings and Improvements***
 - ✓ \$0.4 million - Public Works repairs
 - ✓ \$0.1 million – Fire Hall Projects
 - ✓ \$9.2 million - Transit Center



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CAPITAL FUND REVENUES

- **Taxes**

This source of revenue is derived by multiplying the capital projects millage rate by the taxable value of the city.

- **State grants**

This source of revenue is comprised of grants from the State of Michigan, to be used mainly for road construction projects.

- **Contributions – Local**

This source of revenue is comprised of County road funds.

- **Charges for Service**

Charges for service are made up of services rendered in conjunction with the City’s sidewalk replacement program and concrete street maintenance.

- **Fines and Forfeitures**

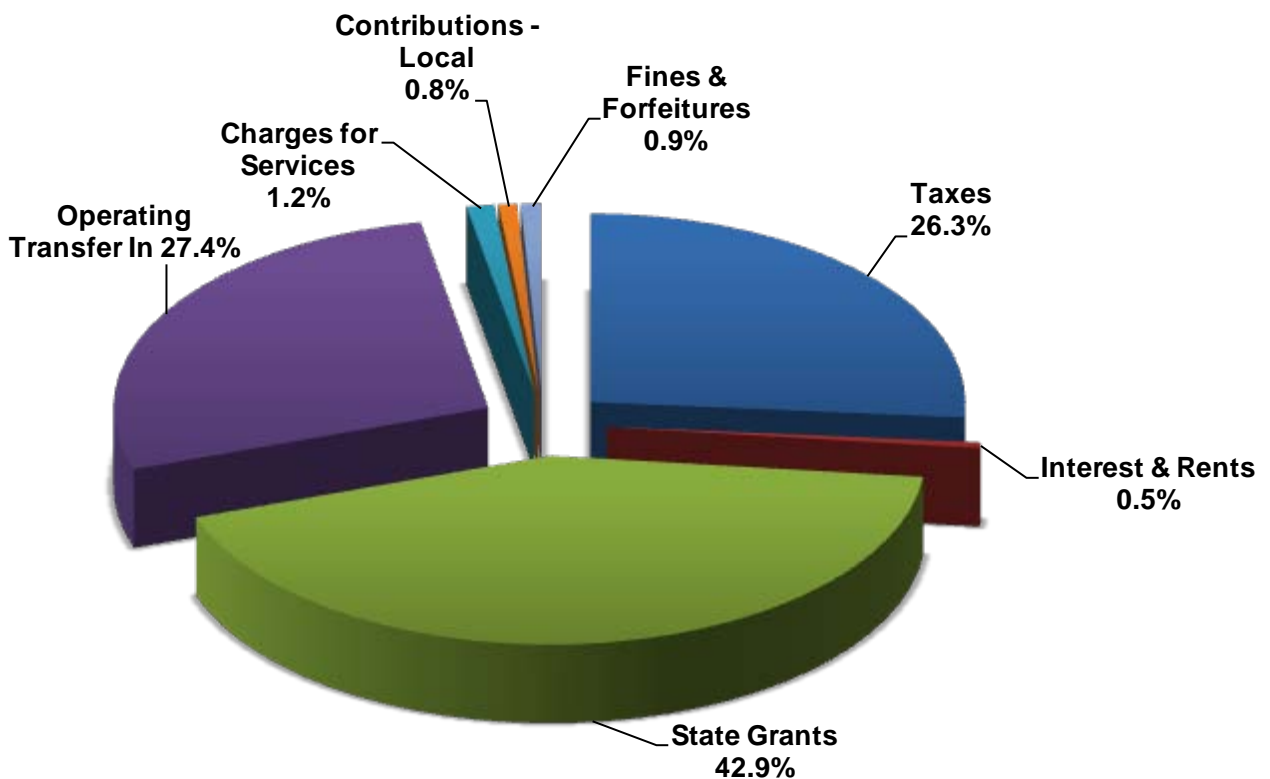
The use of drug forfeiture funds is restricted for certain Police Department capital purchases.

- **Interest and Rents**

Interest income generated from invested funds of the Capital Projects Fund and communication tower rental income are contained within this source of revenue.

- **Operating Transfers In**

This source of revenue contains operating transfers from the Major Street Fund for road construction, and re-appropriation of Fund Balance.





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CAPITAL EXPENDITURES
MAJOR PROJECT DESCRIPTIONS

LAND IMPROVEMENTS

- *Other General Government*

\$9,187,500 Transit Center

- *Public Works Administration*

- ✓ General Repairs

\$ 350,000 Heating system, exhaust fans, fuel pumps, overhead doors, roof replacement and floor drain replacement

- *Fire*

\$ 135,000 Fire Hall Security System Upgrade

EQUIPMENT – GENERAL

- *Police*

\$ 150,000 MDC Replacement

\$ 148,600 Security Upgrade

EQUIPMENT – OFFICE

- *Information Technology*

\$ 84,430 Software Upgrade BS & A

APPARATUS REPLACEMENT

- *Fire*

\$ 1,125,000 Reserve funding for fire apparatus replacement



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**CAPITAL FUND
REVENUES AND EXPENDITURES**

	2010 ACTUAL	2011 PROJECTED	2011 BUDGET	2012 BUDGET
REVENUE				
TAXES	\$7,957,902	\$7,182,000	\$7,190,000	\$6,591,000
FEDERAL GRANTS	0	600,000	921,100	1,146,100
STATE GRANTS	3,055,711	1,043,000	9,787,500	9,587,500
CONTRIBUTIONS - LOCAL	0	300,500	200,000	200,000
CHARGES FOR SERVICES	571,390	473,000	272,000	288,000
FINES AND FORFEITURES	0	20,000	209,000	220,000
INTEREST & RENT	231,531	127,200	207,200	127,200
OTHER REVENUE	399,148	56,000	0	0
BOND PROCEEDS	61,816	0	0	0
OPERATING TRANSFERS IN	2,000,000	1,000,000	12,594,190	6,974,360
TOTAL - REVENUE	\$14,277,498	\$10,801,700	\$31,380,990	\$25,134,160
EXPENDITURES				
CAPITAL				
479 MAJOR ROADS				
7989 PUBLIC WORKS CONSTRUCTION	\$10,109,751	\$10,490,000	\$9,610,000	\$4,578,000
TOTAL - 479 MAJOR ROADS	\$10,109,751	\$10,490,000	\$9,610,000	\$4,578,000
TOTAL - CAPITAL	\$10,109,751	\$10,490,000	\$9,610,000	\$4,578,000
COUNCIL/EXEC ADMINISTRATION				
748 COMMUNITY AFFAIRS				
7978 GENERAL EQUIPMENT	\$0	\$60,000	\$100,000	\$50,000
TOTAL - 748 COMMUNITY AFFAIRS	\$0	\$60,000	\$100,000	\$50,000
TOTAL - COUNCIL/EXEC ADMINISTRATION	\$0	\$60,000	\$100,000	\$50,000
DRAINS				
516 DRAINS				
7989 PUBLIC WORKS CONSTRUCTION	\$146,272	\$300,000	\$315,000	\$2,335,000
7991 PRINCIPAL	191,351	196,590	196,590	201,170
7995 INTEREST	83,532	79,500	79,500	74,360
7998 OTHER FEES	18	20	50	50
TOTAL - 516 DRAINS	\$421,173	\$576,110	\$591,140	\$2,610,580
TOTAL - DRAINS	\$421,173	\$576,110	\$591,140	\$2,610,580
ENGINEERING				
442 ENGINEERING				
7978 GENERAL EQUIPMENT	\$17,453	\$0	\$0	\$0
TOTAL - 442 ENGINEERING	\$17,453	\$0	\$0	\$0
TOTAL - ENGINEERING	\$17,453	\$0	\$0	\$0



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**CAPITAL FUND
REVENUES AND EXPENDITURES**

	2010 ACTUAL	2011 PROJECTED	2011 BUDGET	2012 BUDGET
FIRE				
<u>337 FIRE ADMINISTRATION</u>				
7978 GENERAL EQUIPMENT	\$36,033	\$19,000	\$19,000	\$0
TOTAL - 337 FIRE ADMINISTRATION	\$36,033	\$19,000	\$19,000	\$0
<u>338 FIRE OPERATIONS</u>				
7980 OFFICE EQUIPMENT	\$0	\$25,000	\$25,000	\$5,000
7981 VEHICLES	2,530	0	0	0
7984 APPARATUS REPLACEMENT	992,934	12,000	600,000	1,125,000
TOTAL - 338 FIRE OPERATIONS	\$995,464	\$37,000	\$625,000	\$1,130,000
<u>344 FIRE HALLS</u>				
7975 BUILDINGS AND IMPROVEMENTS	\$51,293	\$47,500	\$47,500	\$135,000
TOTAL - 344 FIRE HALLS	\$51,293	\$47,500	\$47,500	\$135,000
TOTAL - FIRE	\$1,082,790	\$103,500	\$691,500	\$1,265,000
LIBRARY/MUSEUM				
<u>790 LIBRARY</u>				
7975 BUILDINGS AND IMPROVEMENTS	\$62,406	\$0	\$0	\$0
7980 OFFICE EQUIPMENT	51,735	1,000	0	0
7982 BOOKS/MATERIALS	709,227	300,000	425,000	106,250
TOTAL - 790 LIBRARY	\$823,367	\$301,000	\$425,000	\$106,250
<u>804 MUSEUM BUILDINGS</u>				
7971 LAND	\$47,145	\$21,000	\$0	\$0
7975 BUILDINGS AND IMPROVEMENTS	0	50,000	75,000	50,000
TOTAL - 804 MUSEUM BUILDINGS	\$47,145	\$71,000	\$75,000	\$50,000
TOTAL - LIBRARY/MUSEUM	\$870,512	\$372,000	\$500,000	\$50,000
OTHER GENERAL GOVERNMENT				
<u>265 CITY HALL</u>				
7975 BUILDINGS AND IMPROVEMENTS	\$500,841	\$810,660	\$10,693,600	\$9,868,600
TOTAL - 265 CITY HALL	\$500,841	\$810,660	\$10,693,600	\$9,868,600
<u>277 DISTRICT COURT</u>				
7975 BUILDINGS AND IMPROVEMENTS	\$0	\$0	\$180,700	\$204,700
TOTAL - 277 DISTRICT COURT	\$0	\$0	\$180,700	\$204,700
TOTAL - OTHER GENERAL GOVERNMENT	\$500,841	\$810,660	\$10,874,300	\$10,073,300
PARKS AND RECREATION				
<u>752 PARKS & REC ADMINISTRATION</u>				
7974 LAND IMPROVEMENTS	\$0	\$0	\$1,950,000	\$0
7975 BUILDINGS AND IMPROVEMENTS	743	0	0	0
7978 GENERAL EQUIPMENT	14,168	0	0	0
TOTAL - 752 PARKS & REC ADMINISTRATION	\$14,911	\$0	\$1,950,000	\$0



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**CAPITAL FUND
REVENUES AND EXPENDITURES**

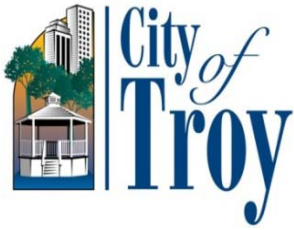
	2010 ACTUAL	2011 PROJECTED	2011 BUDGET	2012 BUDGET
<u>755 COMMUNITY CENTER</u>				
7975 BUILDINGS AND IMPROVEMENTS	\$34,459	\$13,000	\$42,000	\$70,000
7978 GENERAL EQUIPMENT	14,181	0	0	0
TOTAL - 755 COMMUNITY CENTER	\$48,640	\$13,000	\$42,000	\$70,000
<u>756 MUNICIPAL GROUNDS</u>				
7974 LAND IMPROVEMENTS	\$0	\$0	\$1,113,000	\$0
TOTAL - 756 MUNICIPAL GROUNDS	\$0	\$0	\$1,113,000	\$0
<u>770 PARK DEVELOPMENT</u>				
7974 LAND IMPROVEMENTS	\$85,305	\$213,640	\$908,640	\$69,000
TOTAL - 770 PARK DEVELOPMENT	\$85,305	\$213,640	\$908,640	\$69,000
TOTAL - PARKS AND RECREATION	\$148,857	\$226,640	\$4,013,640	\$139,000
POLICE				
<u>305 POLICE ADMINISTRATION</u>				
7975 BUILDINGS AND IMPROVEMENTS	\$33,015	\$52,000	\$130,000	\$148,600
7978 GENERAL EQUIPMENT	0	100,000	209,000	239,000
TOTAL - 305 POLICE ADMINISTRATION	\$33,015	\$152,000	\$339,000	\$387,600
<u>315 ROAD PATROL</u>				
7978 GENERAL EQUIPMENT	\$45,659	\$0	\$98,500	\$160,000
TOTAL - 315 ROAD PATROL	\$45,659	\$0	\$98,500	\$160,000
<u>325 COMMUNICATIONS SECTION</u>				
7980 OFFICE EQUIPMENT	\$59,022	\$90,000	\$165,000	\$20,000
TOTAL - 325 COMMUNICATIONS SECTION	\$59,022	\$90,000	\$165,000	\$20,000
TOTAL - POLICE	\$137,696	\$242,000	\$602,500	\$567,600
STREETS				
<u>448 STREET LIGHTING</u>				
7978 GENERAL EQUIPMENT	\$0	\$0	\$20,000	\$20,000
TOTAL - 448 STREET LIGHTING	\$0	\$0	\$20,000	\$20,000
<u>464 PUBLIC WORKS ADMINISTRATION</u>				
7974 LAND IMPROVEMENTS	\$22,525	\$90,000	\$90,000	\$90,000
7975 BUILDINGS AND IMPROVEMENTS	11,339	195,700	547,000	350,000
7978 GENERAL EQUIPMENT	0	0	5,000	0
7980 OFFICE EQUIPMENT	0	0	15,000	0
TOTAL - 464 PUBLIC WORKS ADMINISTRATION	\$33,864	\$285,700	\$657,000	\$440,000
<u>499 LOCAL ROADS</u>				
7989 PUBLIC WORKS CONSTRUCTION	\$3,380,059	\$3,100,000	\$3,150,000	\$3,150,000
TOTAL - 499 LOCAL ROADS	\$3,380,059	\$3,100,000	\$3,150,000	\$3,150,000



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**CAPITAL FUND
REVENUES AND EXPENDITURES**

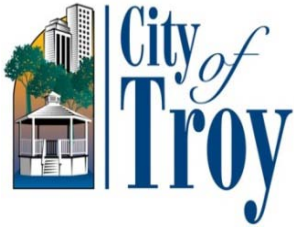
	2010 ACTUAL	2011 PROJECTED	2011 BUDGET	2012 BUDGET
<u>513 SIDEWALKS</u>				
7989 PUBLIC WORKS CONSTRUCTION	\$570,209	\$500,000	\$500,000	\$500,000
TOTAL - 513 SIDEWALKS	\$570,209	\$500,000	\$500,000	\$500,000
TOTAL - STREETS	\$3,984,132	\$3,885,700	\$4,327,000	\$4,110,000
TRANSFERS OUT				
<u>228 INFORMATION TECHNOLOGY</u>				
OPERATING TRANSFERS OUT	\$120,211	\$66,910	\$70,910	\$84,430
TOTAL - 228 INFORMATION TECHNOLOGY	\$120,211	\$66,910	\$70,910	\$84,430
<u>265 CITY HALL</u>				
OPERATING TRANSFERS OUT	\$0	\$0	\$0	\$1,500,000
TOTAL - 265 CITY HALL	\$0	\$0	\$0	\$1,500,000
TOTAL - TRANSFERS OUT	\$120,211	\$66,910	\$70,910	\$1,584,430
TOTAL - EXPENDITURES	\$17,393,415	\$16,833,520	\$31,380,990	\$25,134,160
REVENUE OVER (UNDER) EXPENDITURES	(\$3,115,918)	(\$6,031,820)	\$0	\$0



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**CAPITAL EXPENDITURES
CAPITAL PROJECTS FUND**

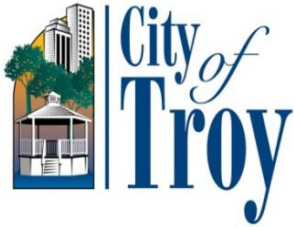
	2010 ACTUAL	2011 PROJECTED	2011 BUDGET	2012 BUDGET
<u>7971 LAND</u>				
LIBRARY/MUSEUM				
804 MUSEUM BUILDINGS				
7971.010 ACQUISITION	\$47,145	\$21,000	\$0	\$0
TOTAL - LIBRARY/MUSEUM	\$47,145	\$21,000	\$0	\$0
<u>7974 LAND IMPROVEMENTS</u>				
PARKS AND RECREATION				
752 PARKS & REC ADMINISTRATION				
7974.145 PLANNING & PARK DESIGN	\$0	\$0	\$1,950,000	\$0
756 MUNICIPAL GROUNDS				
7974.090 CIVIC CENTER	\$0	\$0	\$1,113,000	\$0
<u>770 PARK DEVELOPMENT</u>				
7974.040 JAYCEE PARK	\$21,793	\$0	\$0	\$0
7974.080 OUTDOOR EDUCATION CENTER	0	40,000	75,000	0
7974.130 VARIOUS	45,226	5,000	665,000	0
7974.993025 SECTION 36 PATHWAYS	18,287	168,640	168,640	69,000
TOTAL - 770 PARK DEVELOPMENT	\$85,305	\$213,640	\$908,640	\$69,000
TOTAL - PARKS AND RECREATION	\$85,305	\$213,640	\$3,971,640	\$69,000
<u>STREETS</u>				
464 PUBLIC WORKS ADMINISTRATION				
7974.165 MUNICIPAL PARKING LOTS	\$22,525	\$90,000	\$90,000	\$90,000
TOTAL - STREETS	\$22,525	\$90,000	\$90,000	\$90,000
TOTAL - 7974 LAND IMPROVEMENTS	\$107,831	\$303,640	\$4,061,640	\$159,000
<u>7975 BUILDINGS AND IMPROVEMENTS</u>				
FIRE				
344 FIRE HALLS				
7975.055 FIRE STATION ONE	\$0	\$0	\$0	\$22,000
7975.060 STATION TWO	0	0	0	30,000
7975.065 STATION THREE	0	47,500	47,500	26,000
7975.070 STATION FOUR	0	0	0	21,000
7975.075 FIRE STATION FIVE	0	0	0	20,000
7975.080 STATION SIX	37,472	0	0	16,000
7975.085 FIRE-POLICE TRAINING CENTER	13,822	0	0	0
TOTAL - 344 FIRE HALLS	\$51,293	\$47,500	\$47,500	\$135,000



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**CAPITAL EXPENDITURES
CAPITAL PROJECTS FUND**

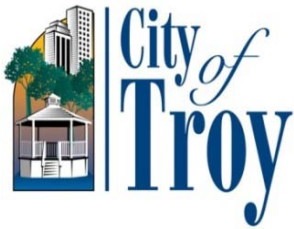
	2010 ACTUAL	2011 PROJECTED	2011 BUDGET	2012 BUDGET
LIBRARY/MUSEUM				
<u>790 LIBRARY</u>				
7975.900 GENERAL REPAIRS	\$62,406	\$0	\$0	\$0
804 MUSEUM BUILDINGS				
7975.900 GENERAL REPAIRS	\$0	\$50,000	\$75,000	\$50,000
TOTAL - LIBRARY/MUSEUM	\$62,406	\$50,000	\$75,000	\$50,000
OTHER GENERAL GOVERNMENT				
<u>265 CITY HALL</u>				
7975.010 GARAGE/OFFICE RENOVATION	\$5,960	\$10,000	\$160,000	\$160,000
7975.025 EEBG WIND SPIRES	0	59,170	60,000	0
7975.030 EEBG LED LIGHTING	0	375,830	322,000	321,100
7975.035 TRANSPORTATION CENTER	380,601	200,000	9,387,500	9,187,500
7975.040 CITY HALL HVAC	114,280	660	0	0
7975.045 CITY HALL BOILER	0	165,000	225,000	0
7975.050 EMERGENCY REPAIRS	0	0	200,000	200,000
TOTAL - 265 CITY HALL	\$500,841	\$810,660	\$10,354,500	\$9,868,600
<u>277 DISTRICT COURT</u>				
7975.145 RESERVE/COURT BLDG	\$0	\$0	\$180,700	\$204,700
TOTAL - OTHER GENERAL GOVERNMENT	\$500,841	\$810,660	\$10,535,200	\$10,073,300
PARKS AND RECREATION				
<u>752 PARKS & REC ADMINISTRATION</u>				
7975.010 GARAGE/OFFICE RENOVATION	\$743	\$0	\$0	\$0
755 COMMUNITY CENTER				
7975.125 ANNEX RENOVATION	\$34,459	\$13,000	\$42,000	\$70,000
TOTAL - PARKS AND RECREATION	\$35,202	\$13,000	\$42,000	\$70,000
POLICE				
<u>305 POLICE ADMINISTRATION</u>				
7975.010 GARAGE/OFFICE RENOVATION	\$33,015	\$52,000	\$130,000	\$148,600
TOTAL - POLICE	\$33,015	\$52,000	\$130,000	\$148,600



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**CAPITAL EXPENDITURES
CAPITAL PROJECTS FUND**

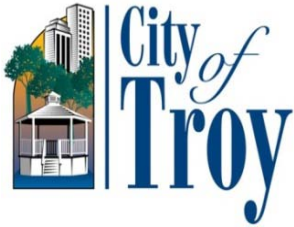
	2010 ACTUAL	2011 PROJECTED	2011 BUDGET	2012 BUDGET
STREETS				
<u>464 PUBLIC WORKS ADMINISTRATION</u>				
7975.105 FUEL ISLAND-DPW	\$0	\$15,000	\$45,000	\$40,000
7975.120 ROOF REPLACEMENT	0	95,700	90,000	110,000
7975.900 GENERAL REPAIRS	11,339	85,000	751,100	200,000
TOTAL - 464 PUBLIC WORKS ADMINISTRATION	\$11,339	\$195,700	\$886,100	\$350,000
TOTAL - STREETS	\$11,339	\$195,700	\$886,100	\$350,000
TOTAL - 7975 BUILDINGS AND IMPROVEMENTS				
	\$694,095	\$1,168,860	\$11,715,800	\$10,826,900
7978 GENERAL EQUIPMENT				
COUNCIL/EXEC ADMINISTRATION				
<u>748 COMMUNITY AFFAIRS</u>				
7978.010 GENERAL	\$0	\$60,000	\$100,000	\$50,000
TOTAL - COUNCIL/EXEC ADMINISTRATION	\$0	\$60,000	\$100,000	\$50,000
ENGINEERING				
<u>442 ENGINEERING</u>				
7978.010 GENERAL	\$17,453	\$0	\$0	\$0
TOTAL - ENGINEERING	\$17,453	\$0	\$0	\$0
FIRE				
<u>337 FIRE ADMINISTRATION</u>				
7978.010 GENERAL	\$36,033	\$19,000	\$19,000	\$0
TOTAL - FIRE	\$36,033	\$19,000	\$19,000	\$0
PARKS AND RECREATION				
<u>752 PARKS & REC ADMINISTRATION</u>				
7978.010 GENERAL	\$14,168	\$0	\$0	\$0
<u>755 COMMUNITY CENTER</u>				
7978.045 ANNEX EQUIPMENT	\$14,181	\$0	\$0	\$0
TOTAL - PARKS AND RECREATION	\$28,349	\$0	\$0	\$0



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**CAPITAL EXPENDITURES
CAPITAL PROJECTS FUND**

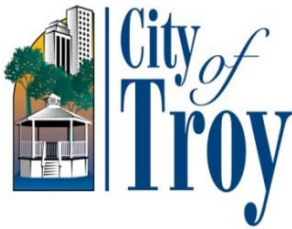
	2010 ACTUAL	2011 PROJECTED	2011 BUDGET	2012 BUDGET
POLICE				
<u>305 POLICE ADMINISTRATION</u>				
7978.046 FEDERAL DRUG FORFEITURE	\$0	\$0	\$0	\$239,000
7978.065 DRUG ENFORCEMENT	0	100,000	109,000	0
7978.066 STATE DRUG FORFEITURE	0	0	100,000	0
TOTAL - 305 POLICE ADMINISTRATION	\$0	\$100,000	\$209,000	\$239,000
<u>315 ROAD PATROL</u>				
7978.010 GENERAL	\$45,659	\$0	\$98,500	\$160,000
TOTAL - POLICE	\$45,659	\$100,000	\$307,500	\$399,000
STREETS				
<u>448 STREET LIGHTING</u>				
7978.010 GENERAL	\$0	\$0	\$20,000	\$20,000
<u>464 PUBLIC WORKS ADMINISTRATION</u>				
7978.010 GENERAL	\$0	\$0	\$5,000	\$0
TOTAL - STREETS	\$0	\$0	\$25,000	\$20,000
TOTAL - 7978 GENERAL EQUIPMENT	\$127,494	\$179,000	\$451,500	\$469,000
7980 OFFICE EQUIPMENT				
FIRE				
<u>338 FIRE OPERATIONS</u>				
7980.020 COMPUTERS	\$0	\$25,000	\$25,000	\$5,000
TOTAL - FIRE	\$0	\$25,000	\$25,000	\$5,000
LIBRARY/MUSEUM				
<u>790 LIBRARY</u>				
7980.010 OFFICE EQUIPMENT AND FURNITURE	\$51,735	\$1,000	\$0	\$0
TOTAL - LIBRARY/MUSEUM	\$51,735	\$1,000	\$0	\$0
POLICE				
<u>325 COMMUNICATIONS SECTION</u>				
7980.030 COMPUTER SOFTWARE	\$8,549	\$80,000	\$165,000	\$20,000
7980.055 RADIO COMMUNICATIONS	50,473	10,000	0	0
TOTAL - 325 COMMUNICATIONS SECTION	\$59,022	\$90,000	\$165,000	\$20,000
TOTAL - POLICE	\$59,022	\$90,000	\$165,000	\$20,000



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**CAPITAL EXPENDITURES
CAPITAL PROJECTS FUND**

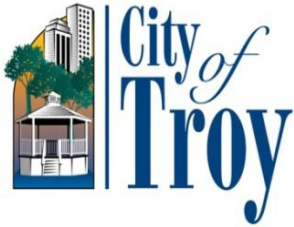
	2010 ACTUAL	2011 PROJECTED	2011 BUDGET	2012 BUDGET
STREETS				
<u>464 PUBLIC WORKS ADMINISTRATION</u>				
7980.010 OFFICE EQUIPMENT AND FURNITURE	\$0	\$0	\$15,000	\$0
TOTAL - STREETS	\$0	\$0	\$15,000	\$0
TOTAL - 7980 OFFICE EQUIPMENT				
	\$110,757	\$116,000	\$205,000	\$25,000
7981 VEHICLES				
FIRE				
<u>338 FIRE OPERATIONS</u>				
7981 VEHICLES	\$2,530	\$0	\$0	\$0
TOTAL - FIRE	\$2,530	\$0	\$0	\$0
TOTAL - 7981 VEHICLES	\$2,530	\$0	\$0	\$0
7982 BOOKS/MATERIALS				
LIBRARY/MUSEUM				
<u>790 LIBRARY</u>				
7982 BOOKS/MATERIALS	\$709,227	\$300,000	\$425,000	\$106,250
TOTAL - LIBRARY/MUSEUM	\$709,227	\$300,000	\$425,000	\$106,250
TOTAL - 7982 BOOKS/MATERIALS	\$709,227	\$300,000	\$425,000	\$106,250
7984 APPARATUS REPLACEMENT				
FIRE				
<u>338 FIRE OPERATIONS</u>				
7984 APPARATUS REPLACEMENT	\$992,934	\$12,000	\$600,000	\$1,125,000
TOTAL - FIRE	\$992,934	\$12,000	\$600,000	\$1,125,000
TOTAL - 7984 APPARATUS REPLACEMENT	\$992,934	\$12,000	\$600,000	\$1,125,000
7989 PUBLIC WORKS CONSTRUCTION				
DRAINS				
<u>516 DRAINS</u>				
7989.013024 STREAMBANK STABILIZATION	\$20,956	\$30,000	\$49,000	\$10,000
7989.073025 SECTION 4 WEIR STRUCTURE	4,216	40,000	26,000	0
7989.073035 AQUATIC CENTER POND	11,559	80,000	0	2,125,000
7989.1000 DRAINS AND RETENTION PONDS	109,542	150,000	240,000	200,000
TOTAL - 516 DRAINS	\$146,272	\$300,000	\$315,000	\$2,335,000
TOTAL - DRAINS	\$146,272	\$300,000	\$315,000	\$2,335,000



2011/12
Budget

**CAPITAL EXPENDITURES
CAPITAL PROJECTS FUND**

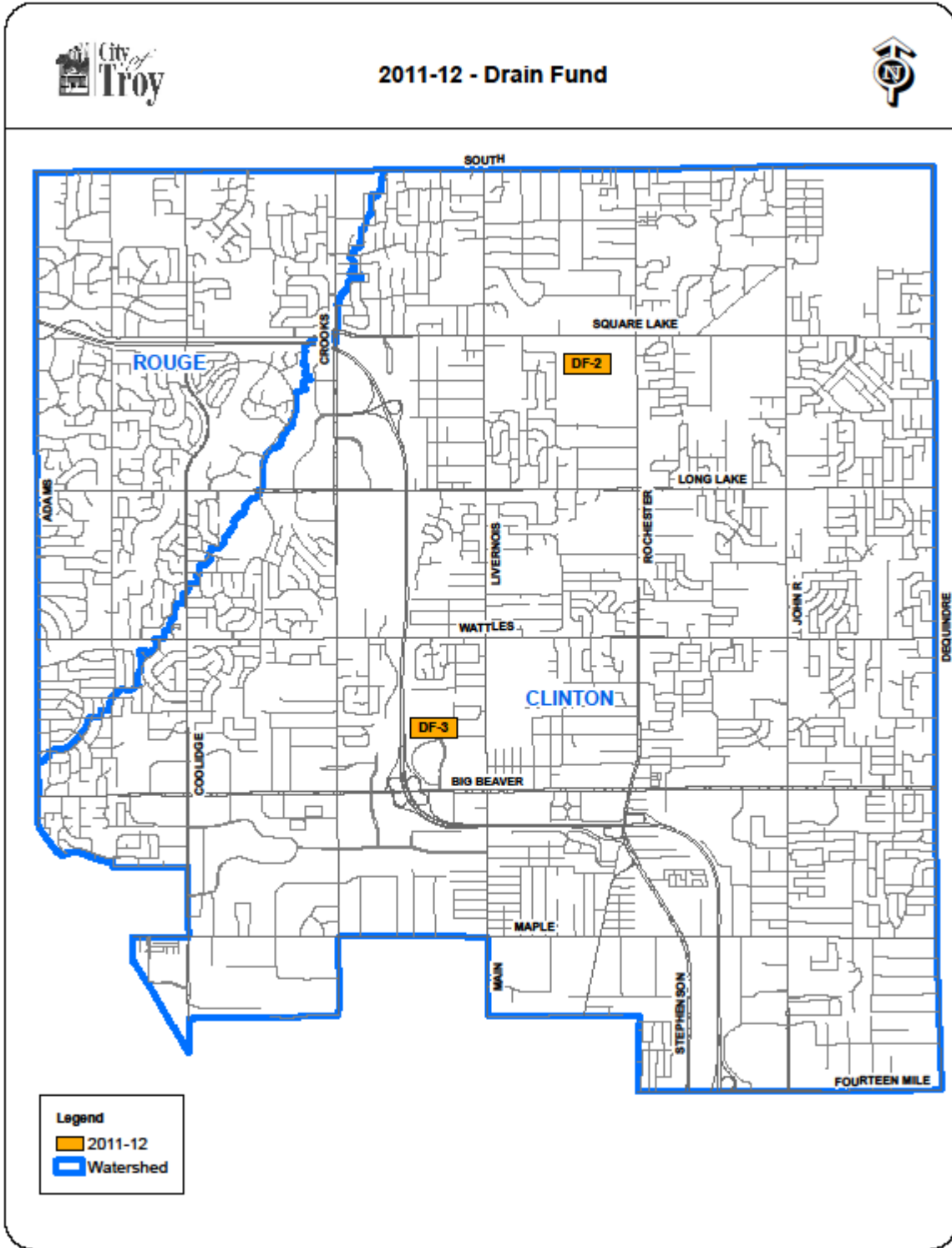
	2010 ACTUAL	2011 PROJECTED	2011 BUDGET	2012 BUDGET	
STREETS					
479 MAJOR ROADS					
7989.001065	COOLIDGE LT STORAGE	\$10,070	\$0	\$0	\$0
7989.001075	CROOKS LT STORAGE AT KIRTS	5,429	0	0	0
7989.001085	WATTLES RIGHT TURN LANE AT FOR	336	0	0	0
7989.011035	ROCH/SOUTH BLVD RTL	0	0	0	0
7989.011055	BIG BEAVER FROM ROCH TO DEQUIN	420	0	0	0
7989.011065	WATTLES AT ROCHESTER	234,462	1,920,000	515,000	0
7989.022015	STEPHENSON FROM 14 MILE TO I-7	218,453	1,000	31,000	0
7989.022035	JOHN R FROM LONG LK - SQUARE L	593	30,000	69,000	40,000
7989.022045	JOHN R FROM SQ LAKE TO SOUTH B	135,980	550,000	564,000	20,000
7989.022055	LIVERNOIS FROM LONG LK TO SQ L	2,465	0	100,000	200,000
7989.022065	ROCH FROM BARCLAY TO TRINWAY	6,922	150,000	613,000	550,000
7989.071015	LIVERNOIS FROM MAPLE TO BIG BE	4,043	0	0	0
7989.071025	LIVERNOIS, ELMWOOD-MAPLE	22,732	60,000	50,000	50,000
7989.071035	COOLIDGE AT GOLFVIEW	61,999	5,000	0	0
7989.071076	BIG BEAVER @ ROCH	2,494	0	0	0
7989.071086	LIVERNOIS AT BIG BEAVER RT TUR	111,674	0	0	0
7989.071096	LIVERNOIS FROM WATTLES RT TURN	165,153	16,000	0	0
7989.081026	I75 BRIDGE PROJECT	2,348	0	0	0
7989.091016	2009 TRI-PARTY PROGRAM	691,572	0	0	0
7989.200	CONCRETE CRACK SEALING	0	50,000	50,000	50,000
7989.300	CONCRETE PAVEMENT LEVELING	2,214,579	270,000	2,000,000	2,000,000
7989.500	CONCRETE SLAB REPLACEMENT	1,146,173	1,005,000	1,000,000	1,000,000
7989.8000	MAJOR ROAD CONSTRUCTION	0	0	50,000	50,000
7989.941086	CROOKS-SQ LK TO S BLVD	281,850	0	68,000	0
7989.942035	LONG LAKE FROM JOHN R TO DEQ	102	0	0	0
7989.992035	ROCHESTER FROM TORPEY-BARCLAY	4,789,903	5,440,000	3,150,000	0
7989.101015	COOLIDGE, MAPLE TO GOLFVIEW	0	580,000	750,000	0
7989.101025	ROCHESTER, CHOPIN TO LARCHWOOD	0	0	200,000	200,000
7989.101036	2010 TRI-PARTY CPR	0	413,000	400,000	0
7989.111016	2011 TRI-PARTY CPR	0	0	0	300,000
7989.111026	CROOKS, BANMOOR TO FOUNTAIN	0	0	0	118,000
TOTAL - 479 MAJOR ROADS		\$10,109,751	\$10,490,000	\$9,610,000	\$4,578,000
499 LOCAL ROADS					
7989.050	LOCAL ROADS	\$0	\$0	\$50,000	\$50,000
7989.062021	ECKFORD FROM ROCHESTER W SAD	87	0	0	0
7989.120	CRACK SEALING	0	100,000	100,000	100,000
7989.500	CONCRETE SLAB REPLACEMENT	3,379,972	3,000,000	3,000,000	3,000,000
TOTAL - 499 LOCAL ROADS		\$3,380,059	\$3,100,000	\$3,150,000	\$3,150,000



2011/12
Budget

**CAPITAL EXPENDITURES
CAPITAL PROJECTS FUND**

	2010 ACTUAL	2011 PROJECTED	2011 BUDGET	2012 BUDGET
<u>513 SIDEWALKS</u>				
7989.650 NEW CONSTRUCTION	\$0	\$50,000	\$100,000	\$50,000
7989.700 REPLACEMENT PROGRAM	570,209	450,000	400,000	450,000
TOTAL - 513 SIDEWALKS	\$570,209	\$500,000	\$500,000	\$500,000
TOTAL - STREETS	\$14,060,019	\$13,097,000	\$11,910,000	\$7,610,000
TOTAL - 7989 PUBLIC WORKS CONSTRUCTION	\$14,206,291	\$14,390,000	\$13,575,000	\$10,563,000
DEBT				
DRAINS				
<u>516 DRAINS</u>				
7991 PRINCIPAL	\$191,351	\$196,590	\$196,590	\$201,170
7995 INTEREST	83,532	79,500	79,500	74,360
7998 OTHER FEES	18	20	50	50
TOTAL - 516 DRAINS	\$274,901	\$276,110	\$276,140	\$275,580
TOTAL - DRAINS	\$274,901	\$276,110	\$276,140	\$275,580
TOTAL - DEBT	\$274,901	\$276,110	\$276,140	\$275,580
OPERATING TRANSFERS OUT				
TRANSFERS OUT				
<u>228 INFORMATION TECHNOLOGY</u>				
8999.636 INFORMATION TECHNOLOGY	\$120,211	\$66,910	\$70,910	\$84,430
<u>265 CITY HALL</u>				
8999.101 TO GENERAL	\$0	\$0	\$0	\$1,500,000
TOTAL - TRANSFERS OUT	\$120,211	\$66,910	\$70,910	\$1,584,430
TOTAL - OPERATING TRANSFERS OUT	\$120,211	\$66,910	\$70,910	\$1,584,430
TOTAL	\$17,393,415	\$16,833,520	\$31,380,990	\$25,134,160





2011/12
Budget

DRAIN FUND

DRAINS 2011/12 BUDGET (401.447.516.7989)

Map Number	Project Name	Total Project Cost	Total City Cost	Other Sources	10/11 Amended Budget	10/11 Expenditure to 06/30/101	10/11 Balance at 6/30/11	10/11 Re-Approp. to 11/12	New Approp. 11/12	Proposed 11/12 Budget	Comments
DF-2	Streambank Stabilization	1,500,000	1,500,000	0	49,000	30,000	19,000	10,000	0	10,000	Sylvan Glen Wetland Monitoring - 1 Yr. Remain + Design
	Section 4 Weir Structure	530,000	530,000	0	26,000	40,000	(14,000)	0	0	0	
DF-3	Aquatic Center Pond	2,125,000	1,300,000	825,000	0	80,000	(80,000)	0	2,125,000	2,125,000	Cleanout and Maintenance
DF-4	Drains & Retention	200,000	200,000	0	240,000	150,000	90,000	0	200,000	200,000	Pump&Fence Repl.; Drains Misc.; DPW Misc.
TOTALS:		4,355,000	3,530,000	825,000	315,000	300,000	15,000	10,000	2,325,000	2,335,000	
PROPOSED 2011/12 minus 2010/11 BALANCE:										2,320,000	



2011/12
Budget

DRAIN FUND

The City of Troy is divided into two principal drainage areas or watersheds: the Rouge River Watershed and the Clinton River Watershed.

- ***Rouge River Watershed***

The Rouge River Watershed is located in the northwestern portion of the city and contains 6.1 square miles. This area drains to the Main Branch of the Rouge River, which enters Wayne County at Telegraph and 8 Mile Roads and ultimately outlets to the Detroit River.

- ***Clinton River Watershed***

The Clinton River Watershed encompasses the remaining 27.7 square miles of the city. This area drains to the Red Run Subwatershed of the Clinton River, which ultimately outlets to Lake St. Clair.

The Federal Environmental Protection Agency and the Michigan Department of Natural Resources and Environment (DNRE) have placed limitations on municipal storm water activities, known as Phase II Stormwater Regulations and the National Pollutant Discharge Elimination System (NPDES) permit.

These regulations state 6 minimum measures that municipalities must address:

1. Public education and outreach
2. Public participation and involvement
3. Illicit discharge detection and elimination
4. Construction site runoff control
5. Post-construction runoff control
6. Pollution prevention and good housekeeping

These measures are addressed through the Clinton River Red Run Subwatershed Management Plan; the Rouge River Main 1-2 Subwatershed Management Plan; the City's Stormwater Pollution Prevention Initiative; and the City's development standards and public works standard practices. Each fall the City must submit an annual report to the State summarizing all activities implemented that address these measures.

Projects in the Drain Fund are proposed annually to comply with these measures as well as projects that address drainage concerns; soil erosion; flooding; and regional drainage in accordance with the 1999 Master Storm Drainage Plan Update.

DF-2. Stream Bank Stabilization (Sylvan Glen Wetland Monitoring)

The stream bank stabilization project at Sylvan Glen was completed in 2007/08. The wetland mitigation areas that were created as part of this project require monitoring and reporting to the DNRE for a 5-year period including the 2011/12 budget. The wetland areas are mitigation areas for work done on the Section 4 weir project upstream of the golf course.

Budgeted funds include amounts for monitoring; reporting; and corrective actions if necessary.



2011/12
Budget

DRAIN FUND

DF-3. Aquatic Center Pond

The project area involves the Lane Drain running along Town Center and the detention basin adjacent to the Aquatic Center. The basin was constructed in the mid-1970's, as an inline detention basin on the County drain. Over time, the basin has filled in with sediment and the stream banks have eroded. Stormwater detention has been greatly reduced due to accumulation of sediment thereby reducing capacity during major storm events. The project provides for improvements to the basin's weir control structure, sediment removal and stream bank stabilization. Also included is the removal and replacement of the culverts crossing under Civic Center and Town Center.

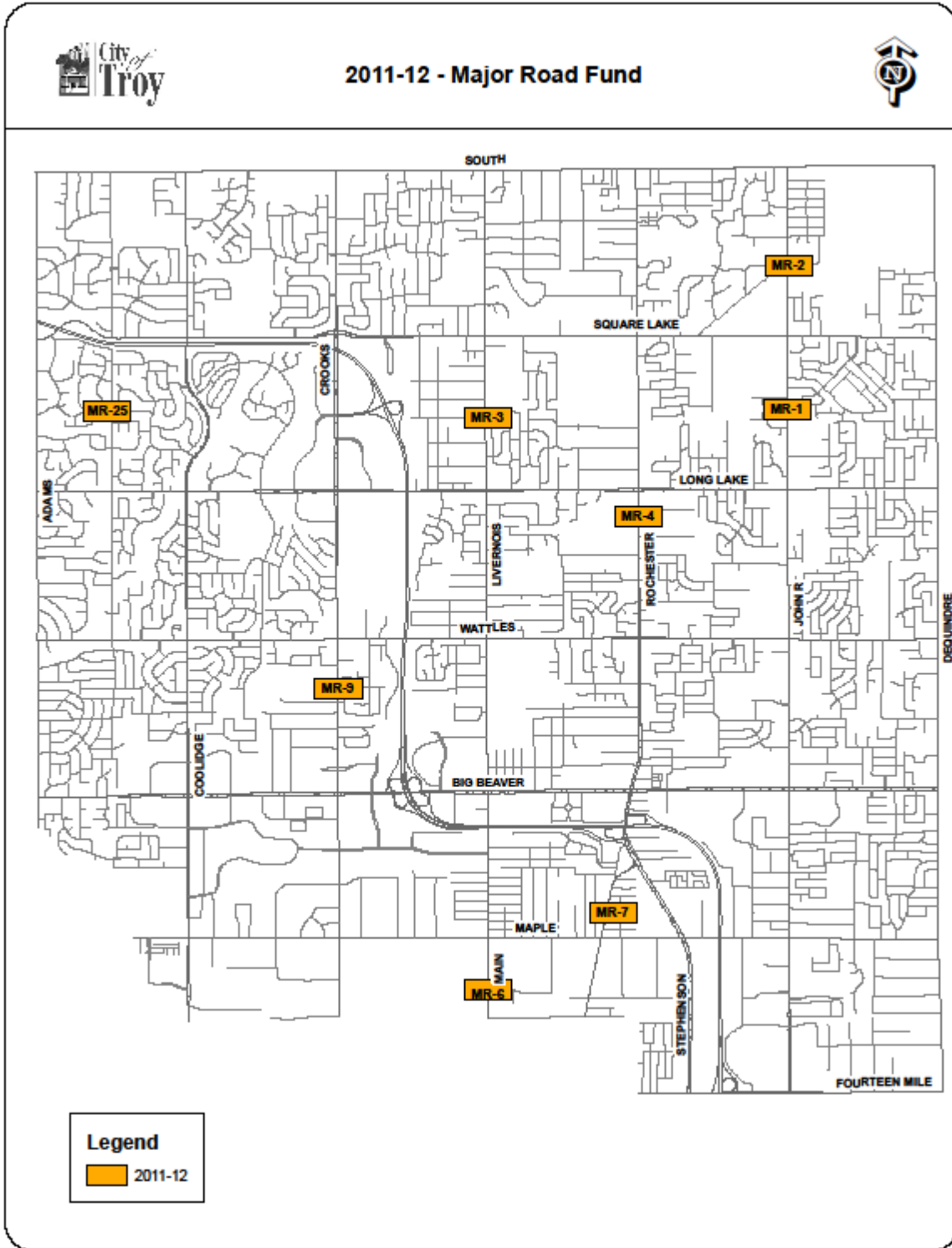
The project, as included in the proposed budget, is contingent upon the receipt of grant funds. The project has been submitted for several potential grant opportunities. Should the project not be selected for grant funding, a smaller scale project will be prepared and budgeted accordingly.

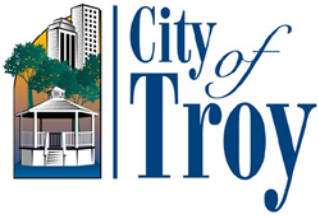
There will be City funds used in the project regardless of grant funding. Grant funding will allow a reduction in the City share of the project and also a more comprehensive project. Operation and maintenance costs will be reduced by \$1,500 per year.

DF-4. Drains and Retention

This is an annual budget amount for capital projects associated with Drains and/or Retention/Retention basins that are otherwise not specifically assigned a project number and are not specifically noted in the capital improvement plan. Larger projects are assigned project numbers and are budgeted as separate line items within the Drain Fund.

The budget amount is established annually based on anticipated needs and is on-going. This project will be paid for entirely by City funds. Operation and maintenance costs are not expected to be impacted.





2011/12
Budget

MAJOR ROADS FUND

MAJOR ROADS 2011/12 BUDGET (401.447.479.7989)

Map Number	Project Name	Total Project Cost	Total City Cost	Other Sources	10/11 Amended Budget	10/11 Expenditure to 6/30/11	10/11 Balance at 6/30/11	10/11 Re-Approp. 11/12	New Approp. 11/12	Proposed 11/12 Budget	Comments
	Wattles, East & West of Rochester	2,225,000	625,000	1,600,000	0	1,400,000	(1,400,000)	0	0	0	ROW; \$1,600k 06-STP
	Wattles, East & West of Rochester	2,700,000	1,189,000	1,511,000	515,000	520,000	(5,000)	0	0	0	CON; \$1,888k 10-STP; \$170k FF 10-11
	Stephenson, 14 Mile to I75	4,416,000	433,000	3,983,000	31,000	1,000	30,000	0	0	0	CON; \$3,318k 10-STP
MR-1	John R, Long Lake to Square Lake	625,000	225,000	400,000	69,000	30,000	39,000	0	40,000	40,000	ROW; \$400k 05-C
MR-2	John R, Square Lake to South Blvd.	2,000,000	1,800,000	200,000	564,000	550,000	14,000	0	20,000	20,000	ROW;\$800k 05-C
MR-3	Livernois, Long Lake to Square Lake	550,000	330,000	220,000	100,000	0	100,000	0	200,000	200,000	PE; \$146k 02-C; EA w/ RCOC
MR-4	Rochester, Barclay to Trinway	575,000	115,000	460,000	75,000	100,000	(25,000)	0	50,000	50,000	PE; \$460k 02-C
	Rochester, Barclay to Trinway	4,000,000	800,000	3,200,000	538,000	50,000	488,000	0	500,000	500,000	ROW; \$3,200k 07-C; \$400k FF 11-12
MR-6	Livernois (Main St.), Elmwood to Maple	4,182,000	400,000	3,782,000	50,000	60,000	(10,000)	0	50,000	50,000	CLAWSON - Main St. - LJT
	Coolidge at Golfview	240,000	0	240,000	0	5,000	(5,000)	0	0	0	TS - \$96k CMAQ 08
	Livernois at Wattles RTL	260,000	176,000	84,000	0	16,000	(16,000)	0	0	0	\$84k CMAQ 08
	Coolidge, Maple to Golfview	750,000	750,000	0	750,000	580,000	170,000	0	0	0	Mill & Overlay
MR-7	Rochester, Chopin to Larchwood	200,000	200,000	0	200,000	0	200,000	0	200,000	200,000	Mill & Overlay
	2010 Tri-Party CPR	400,000	100,000	300,000	400,000	413,000	(13,000)	0	0	0	\$300k TP 10-11
MR-8	2011 Tri-Party CPR	300,000	100,000	200,000	0	0	0	0	300,000	300,000	\$200k TP 11-12
MR-9	Crooks, Banmoor to Fountain	1,184,000	118,000	1,066,000	0	0	0	0	118,000	118,000	CON; \$947k 3R



2011/12
Budget

MAJOR ROADS FUND

MAJOR ROADS 2011/12 BUDGET (401.447.479.7989)

Map Number	Project Name	Total Project Cost	Total City Cost	Other Sources	10/11 Amended Budget	10/11 Expenditure to 6/30/11	10/11 Balance at 6/30/11	10/110 Re-Approp. 11/12	New Approp. 11/12	Proposed 11/12 Budget	Comments
	Crooks, Square Lake to Auburn	16,400,000	900,000	15,500,000	68,000	0	68,000	0	0	0	CON;\$13,232k 06-C
	Rochester, Torpey to Barclay	6,400,000	1,280,000	5,120,000	650,000	3,100,000	(2,450,000)	0	0	0	ROW; \$5,120k 06-STP
	Rochester, Torpey to Barclay	12,186,000	2,500,000	9,686,000	2,500,000	2,340,000	160,000	0	0	0	CON; \$9,686k 09-C; \$673k FF 10-11
MR-23	Crack Sealing Program	50,000	50,000	0	50,000	50,000	0	0	50,000	50,000	By DPW
MR-24	Slab Replacement - Major Roads	1,000,000	1,000,000	0	1,000,000	1,005,000	(5,000)	0	1,000,000	1,000,000	By DPW
MR-25	Industrial Road Maintenance	2,000,000	2,000,000	0	2,000,000	270,000	1,730,000	0	2,000,000	2,000,000	Beach, Wattles to South Blvd.
MR-26	Major Road Construction	50,000	50,000	0	50,000	0	50,000	0	50,000	50,000	Contingency
TOTALS:		62,693,000	15,141,000	47,552,000	9,610,000	10,490,000	(880,000)	0	4,578,000	4,578,000	



2011/12
Budget

MAJOR ROADS FUND

Major Roads carry the highest volumes and distribute traffic between the various residential, industrial and business districts of the city. They provide for traffic movements into, out of and through the city at moderately high speeds. The City of Troy is responsible for the maintenance of approximately 25 miles of city major mile roads. An additional 32 miles of roads are classified under ACT 51 as Major Roads but are nominally termed "Industrial Roads" by the city and are funded within the Major Road fund.

Approximately 43 miles of major roads within the city are under the jurisdiction of the Road Commission for Oakland County (RCOC).

Projects in the Major Road fund generally fall into two categories:

1. Reconstruction and Widening
2. Maintenance

Reconstruction and widening projects are budgeted when federal funds become available. Federal funds provide up to 80% of the cost of these improvements and are typically used for capacity or safety projects. These types of projects provide for improved traffic flow, safety for motorists and pedestrians as well as improvements in access to property. Most of these projects have three (3) distinct phases (design, right-of-way and construction) and are budgeted accordingly. In most cases, these projects take multiple years to complete.

Maintenance projects are generally funded entirely with city funds and as such are smaller scale projects. Funds budgeted annually for maintenance activities include concrete slab replacement, asphalt pavement overlays and crack sealing. All of these fixes provide for an improved road surface as well as an increased life cycle for the pavement. Maintenance activities are completed in the year that they are budgeted.

MR-1. John R Road, Long Lake Road to Square Lake Road (Reconstruction and Widening)

This project will reconstruct and widen John R Road, between Long Lake Road and Square Lake Road from an existing 2-lane road to a new 5-lane concrete pavement. Included in the project are new traffic signals, concrete sidewalks and underground utilities.

Federal funds for the design and right-of-way phases have been obligated and are available. Construction is not funded at this time, but federal funds are anticipated in future years. Operation and maintenance costs will not be impacted as the road is under the jurisdiction of the Road Commission for Oakland County.

2011/12 budgeted funds are for the completion of the right-of-way phase.

MR-2. John R Road, Square Lake Road to South Boulevard (Reconstruction and Widening)

This project will reconstruct and widen John R Road, between Square Lake Road and South Boulevard from an existing 2-lane road to a new 5-lane concrete pavement. Included in the project are new traffic signals, concrete sidewalks and underground utilities.

Federal funds for the design and right-of-way phases have been obligated and are available. Construction is not funded at this time, but federal funds are anticipated in future years. Operation and



2011/12
Budget

MAJOR ROADS FUND

maintenance costs will not be impacted as the road is under the jurisdiction of the Road Commission for Oakland County.

2011/12 budgeted funds are for the completion of the right-of-way phase.

MR-3. Livernois Road, Long Lake Road to Square Lake Road (Reconstruction and Widening)

This project will reconstruct and widen Livernois Road, between Long Lake Road and Square Lake Road from an existing 2-lane road to a new 5-lane concrete pavement. Included in the project are new traffic signals, concrete sidewalks and underground utilities.

Federal funds for the design phase have been obligated and are available. Federal funds for the right-of-way phase are anticipated in 2013/14. Construction is not funded at this time, but federal funds are anticipated in future years. Operation and maintenance costs will not be impacted as the road is under the jurisdiction of the Road Commission for Oakland County.

2011/12 budgeted funds are for the local share of the Environmental Assessment which is shared between the RCOC, Rochester Hills and Troy.

MR-4. Rochester Road, Barclay to Trinway (Reconstruction and Widening)

This project will reconstruct and widen Rochester Road, between Barclay and Trinway from an existing 5-lane road to a new 6-lane concrete boulevard. Included in the project are new traffic signals, concrete sidewalks and underground utilities.

Federal funds for the design and right-of-way phases have been obligated and are available. Construction is not funded at this time, but federal funds are anticipated in future years. Operation and maintenance costs are expected to increase by \$8,600 per year due to additional lanes being constructed.

2011/12 budgeted funds are for the right-of-way phase, which will be ongoing for several years.

MR-6. Livernois Road (Main Street) Reconstruction, Fourteen Mile Road to Maple Road

This project is under the jurisdiction of the City of Clawson. Livernois has been reconstructed from just north of Fourteen Mile Road to Maple Road and is a new 5-lane concrete pavement. Included with the project were drainage improvements, traffic signal improvements, sidewalk with sidewalk ramp replacement and water main replacement.

Construction was completed in 2010. Federal funds for the construction phase were obligated in the amount of \$2,583,000. Local Jobs Today grant funds were made available to the project in the amount of \$531,000. Operation and maintenance costs will decrease by \$2,150 per year due to new pavement constructed (Troy portion approximately ¼ of section, Clawson maintains remainder).

2011/12 budgeted funds are for Troy's local share of the final contractor payments.



2011/12
Budget

MAJOR ROADS FUND

MR-7. Rochester Road, Chopin to Larchwood (Mill and Overlay)

This project will provide for a new pavement surface to improve ride quality and extend service life. The existing asphalt pavement will be milled (ground off) and a new asphalt pavement surface will be placed. Curbs will be replaced as needed, and sidewalk ramps will be improved to comply with Americans with Disabilities Act requirements.

This project will be paid for entirely with City funds. Operation and maintenance costs will decrease by \$8,600 per year due to rehabilitation of the pavement.

MR-8. Tri-Party Concrete Pavement Replacement

Tri-Party program funds are made available on an annual basis for projects on County roads within the city. Specific project locations are not delineated on the map as locations are determined annually dependent on road conditions. The City is responsible for 1/3 of the program amount while the Board of Road Commissioners for the County of Oakland and the Oakland County Board of Commissioners is responsible for the remaining 2/3.

MR-9. Crooks Road, Banmoor to Fountain (Concrete Pavement Repair)

This project will provide for a new pavement surface to improve ride quality and extend service life. The existing asphalt pavement will be milled (ground off) and a new asphalt pavement surface will be placed. Curbs will be replaced as needed, and sidewalk ramps will be improved to comply with Americans with Disabilities Act requirements.

Federal funds are available in 2011. The local match will be split 50/50 between the Road Commission for Oakland County and the City of Troy. Operation and maintenance costs will not be impacted as the road is under the jurisdiction of the Road Commission for Oakland County.

MR-23. Major Roads (Crack Sealing Program)

This work involves cleaning and sealing existing pavement joints to extend the life of the pavement. An annual allocation is budgeted to complete this work and is targeted at major roads. Locations are determined by the Department of Public Works and are not specifically delineated on the map.

This program is proposed to be funded at \$50,000 per year and is on-going. These projects will be paid for entirely by City funds. Operation and maintenance costs are expected to decrease slightly.

MR-24. Major Roads (Concrete Slab Replacement)

This work involves removal and replacement of failed concrete pavement to repair and extend the life of the pavement. An annual allocation is budgeted to complete this work and is targeted at major roads. Locations are determined by the Department of Public Works and are not specifically delineated on the map.

2011/12 budgeted funds are proposed to be used for spot concrete slab replacements on Coolidge, Rochester and Square Lake Roads.



2011/12
Budget

MAJOR ROADS FUND

MR-24. Major Roads (Concrete Slab Replacement), continued

These projects will be paid for entirely by City funds. Operation and maintenance costs are expected to decrease by \$8,600 per year per mile of concrete slabs replaced.

MR-25. Industrial Road Maintenance

Project locations are determined annually based on the City's Pavement Management System and field inspections. The locations are not specifically noted in the capital improvement plan. This work involves removal and replacement of failed concrete pavement and/or mill and overlay projects to repair and extend the life of the pavement. An annual allocation is budgeted to complete this work and is targeted at industrial roads in the city.

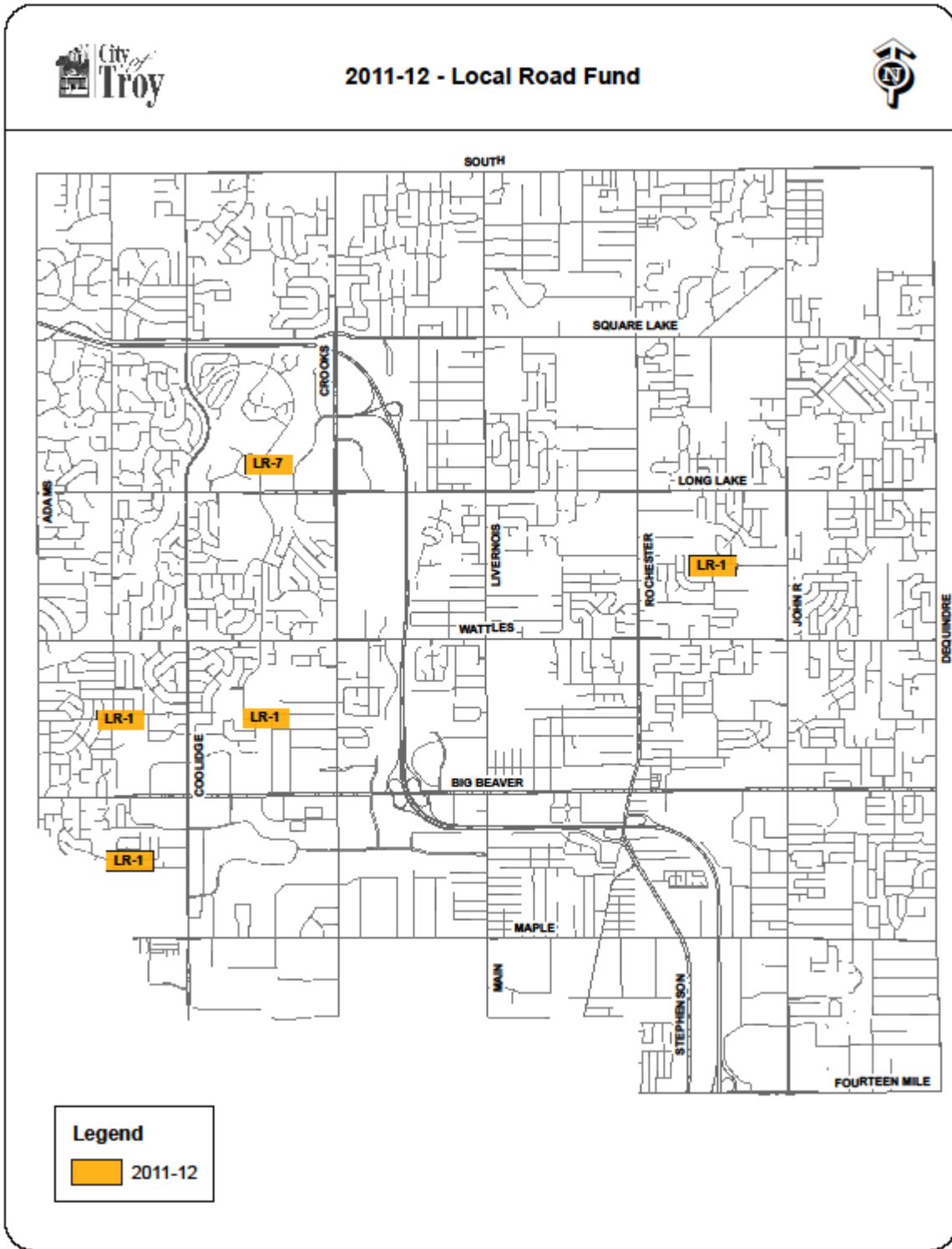
2011/12 budgeted funds are proposed to be used for the rehabilitation of Beach Road, from Wattles Road to South Boulevard.

This project will provide for a new pavement surface to improve ride quality and extend service life. The existing asphalt pavement will be milled (ground off) and a new asphalt pavement surface will be placed. Curbs will be replaced as needed, and sidewalk ramps will be improved to comply with Americans with Disabilities Act requirements.

This project will be paid for entirely by City funds. Operation and maintenance costs are expected to decrease by \$8,600 per year per mile.

MR-26. Major Road Contingency

An annual allocation is budgeted as a contingency to account for items that could not have otherwise been anticipated and are not specifically noted on the capital improvement plan. The budgeted amount varies annually and is paid for entirely by City funds. Operation and maintenance costs will not be impacted.





2011/12
Budget

LOCAL ROADS FUND

LOCAL ROADS 2011/12 BUDGET (401.447.499.7989)

Map Number	Project Name	Total Project Cost	Total City Cost	Other Sources	10/11 Amended Budget	10/11 Expenditure to 6/30/11	10/11 Balance at 6/30/11	10/11 Re-Approp. to 11/12	New Approp. 11/12	Proposed 11/12 Budget	Comments
	Local Road Maintenance - Sec. 4, 5, 6 and 36	2,000,000	2,000,000	0	2,000,000	2,400,000	(400,000)	0	0	0	Concrete Slab Replacement by DPW
LR-1	Local Road Maintenance - Sec. 14, 19, 20 and 30	2,250,000	2,250,000	0	0	0	0	0	2,250,000	2,250,000	Concrete Slab Replacement by DPW
	Asphalt Pavement Overlay - North Adams Valley	1,000,000	1,000,000	0	1,000,000	600,000	400,000	0	0	0	Asphalt Overlay by Engineering
LR-7	Asphalt Pavement Overlay - Northfield Hills	750,000	750,000	0	0	0	0	0	750,000	750,000	Asphalt Overlay by Engineering
LR-13	Crack Sealing	100,000	100,000	0	100,000	100,000	0	0	100,000	100,000	By DPW
LR-14	Local Road Contingency	50,000	50,000	0	50,000	0	50,000	50,000	0	50,000	Contingency
TOTALS:		6,150,000	6,150,000	0	3,150,000	3,100,000	50,000	50,000	3,100,000	3,150,000	



2011/12
Budget

LOCAL ROADS FUND

The City of Troy is responsible for the maintenance of approximately 265 miles of local roads. Approximately 246 miles of these are subdivision streets of concrete or asphalt. (Approximately 2/3 of subdivision streets are concrete with the remaining 1/3 being asphalt.) The City is also responsible for 5 miles of chip seal and 5 miles of gravel roads. The remaining 9 miles are nominally termed by the city as "Industrial Roads", such as Naughton, Wheaton and Piedmont, which are classified as local because they do not meet the definition of a Major Road under Act 51.

Public Act 499 of 2002 established a ten member State Transportation Asset Management Council (TAMC). The law also required that the TAMC set up a process for determining the condition of Michigan's highways and bridges. TAMC then develops a strategy, so the assets are maintained, preserved and improved in an efficient and cost-effective manner. TAMC adopted the Pavement Surface and Evaluation Rating (PASER) system as its road condition survey reporting tool. The TAMC initially developed the strategy for only federal-aid eligible roads and bridges but extended its strategy to all public roads in the State.

In order to prioritize road maintenance activities, the City is now using the PASER system. PASER is used statewide and is a "windshield" road rating system. PASER uses a 1 to 10 rating scale, with a value of 10 representing a new road and a value of 1 representing a failed road. Condition ratings are assigned by visually identifying the type and amount of defects along a road segment while driving. The PASER system translates these observations into a condition rating.

The TAMC established the following categories:

- PASER ratings of 8-10 require routine maintenance, such as street sweeping, shoulder grading or crack sealing
- PASER ratings of 5-7 require capital preventative maintenance, such as concrete slab replacements or asphalt overlays.
- PASER ratings of 1-4 require structural improvements, such as pulverizing or reconstruction that address the structural integrity of the road.

The City simplifies this system by grouping roads with a rating of 6 or higher as being in Good condition; 4 or 5 as Fair; and 3 or less as Poor. Currently 24% or 60 miles of local subdivision streets are rated a 5 or less.

Once PASER rating work is complete, analysis of the network is performed using Roadsoft Pavement Management software. This is available free to local agencies by the Center for Technology & Training (CTT) at Michigan Technological University. Roadsoft is used statewide by numerous road agencies including MDOT. Roadsoft uses the PASER condition ratings as a basis for the analysis. Specific maintenance procedures and the associated costs are established by the city based on city practice and experience. The software uses this data along with specific user defined information (such as budgetary limitations and timeframes) to generate an optimal mix of maintenance procedures and project future network conditions.

The Pavement Management system is augmented by field reviews because pavement conditions can deteriorate faster or slower than anticipated based on numerous factors including weather, traffic, pavement thickness and previous maintenance.

Once this information is analyzed, project areas are developed based on geographic locations. This provides for economies of scale for these types of repairs within a specific section or area of the city. Streets outside these sections are repaired on an as needed basis.

The annual budget amount for local road maintenance is \$3,000,000, with another \$100,000 annually for



2011/12
Budget

LOCAL ROADS FUND

crack sealing. Local road maintenance typically involves concrete slab replacements or asphalt pavement overlays. Crack sealing locations vary and are not identified on the map. This work is a rolling operation with minimal startup and construction time in any one area.

Paving of a local road is initiated by the residents living on the road. Residents on gravel roads can initiate a Special Assessment District (SAD) where the cost to pave the road is split by the benefitting properties and the city. Once the road has been paved, future maintenance costs are traditionally borne by the City and paid for through the local road fund.

LR-1. Local Road Maintenance – Concrete Slab Replacement (Sections 14, 19, 20 and 30)

These sections are targeted for concrete slab replacements. Concrete slab replacement removes and replaces spot sections of failed concrete pavement. The Department of Public Works (DPW) identifies specific locations within these sections and prepares bid documents for the work to be done by a contractor. This project will be paid for entirely by City funds. Operation and maintenance costs are expected to decrease by \$2,000 per mile of local roads maintained.

LR-7. Asphalt Pavement Overlay (Northfield Hills Condominiums)

The local roads in the Northfield Hills Condominiums will be milled (ground off) and replaced with 1.5” to 3” asphalt overlay. This project will be paid for entirely by City funds. Operation and maintenance costs are expected to decrease by \$2,000 per mile of local roads maintained.

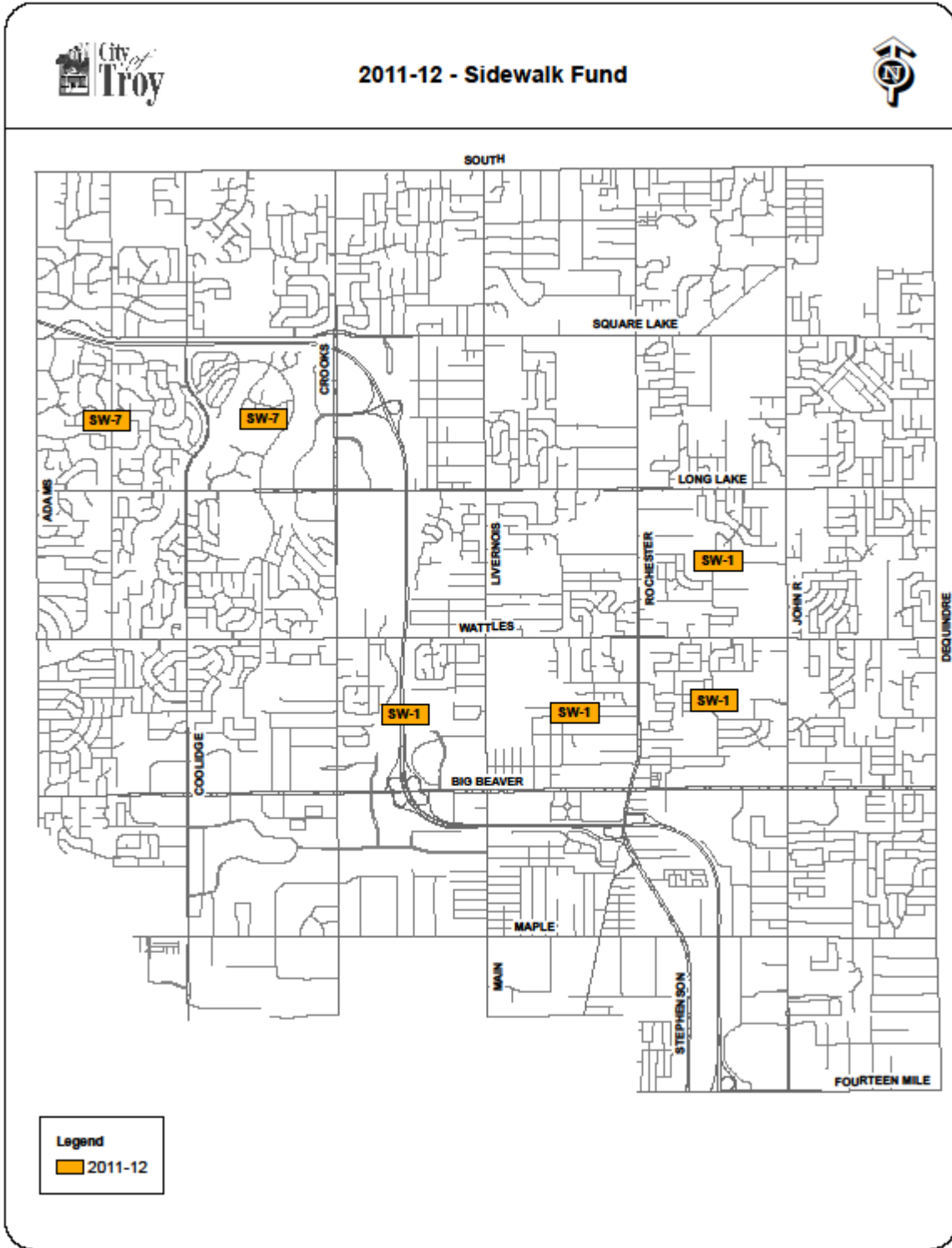
LR-13. Crack Sealing (City-wide)

Funds are budgeted annually for crack sealing throughout the city. Project areas are identified by DPW during field reviews and are not specifically identified on the maps. These areas are compiled to create an annual crack sealing contract which is then put out for bid. The work is completed by a contractor.

This project will be paid for entirely by City funds. Operation and maintenance costs are expected to decrease by \$2,000 per mile of local roads maintained.

LR-14. Local Road Contingency

An annual allocation is budgeted as a contingency to account for items that could not have otherwise been anticipated and are not specifically identified on the maps. The contingency amount also provides for the City’s share of a Special Assessment District should a paving project develop during a given budget year. The budgeted amount varies annually. These projects will be paid for entirely by City funds. Operation and maintenance costs will not be impacted.





2011/12
Budget

SIDEWALK FUND

SIDEWALKS 2011/12 BUDGET (401.447.513.7989)

Map Number	Project Name	Total Project Cost	Total City Cost	Other Sources	10/11 Amended Budget	10/11 Expenditure to 6/30/11	10/11 Balance at 6/30/11	10/11 Re-Approp. to 11/12	New Approp. 11/12	Proposed 11/12 Budget	Comments
	Residential - Section 22 and 23	300,000	300,000	0	300,000	350,000	(50,000)	0	0	0	DPW
SW-1	Residential - Section 14, 21, 22 and 23	350,000	350,000	0	0	0	0	0	350,000	350,000	DPW
	Major Roads - Section 4, 5 and 6	100,000	100,000	0	100,000	100,000	0	0	0	0	DPW
SW-7	Major Roads - Section 7 and 8	100,000	100,000	0	0	0	0	0	100,000	100,000	DPW
SW-13	New Construction	50,000	50,000	0	100,000	50,000	50,000	0	50,000	50,000	Annual Budget Amount
TOTALS:		900,000	900,000	0	500,000	500,000	0	0	500,000	500,000	
PROPOSED 2011/12 minus 2010/11 BALANCE:										500,000	



2011/12
Budget

SIDEWALK FUND

The Department of Public Works (DPW) is responsible for the sidewalk replacement program. The City is divided into 6 areas for major road sidewalk replacements and 12 areas for residential sidewalk replacements. These areas are reviewed annually and a sidewalk replacement list is prepared. Not all sidewalks in any project area are replaced, only those sections of sidewalk that do not meet current requirements. Americans with Disabilities Act compliant facilities are also constructed with this program.

The sidewalk replacement program provides the property owner with the option of replacing the sidewalk themselves or having the replacement added to the City's list. The City hires a contractor to remove and replace sections of sidewalks and the residents are billed for the work.

The annual budget amount for the sidewalk fund is \$500,000. Approximately \$350,000 is used for residential sidewalk replacement; \$100,000 for major road sidewalk replacement; and \$50,000 for new construction. These funds are moved among these 3 placeholders in order to meet the annual needs of the sidewalk program.

SW-1. Residential Sidewalk Replacements (Sections 14, 21, 22 and 23)

Construction is proposed for the 2011/12 budget. This project will be paid for entirely by City funds and reimbursed by property owners.

Operation and maintenance costs are expected to decrease by \$275 per mile of sidewalk replaced.

SW-7. Major Road Sidewalk Replacements (Sections 7 and 8)

Construction is proposed for the 2011/12 budget. This project will be paid for entirely by City funds and reimbursed by property owners.

Operation and maintenance costs are expected to decrease by \$275 per mile of sidewalk replaced.

SW-13. New Construction (City-wide)

Funds are budgeted annually for construction of new sidewalks. These funds are used for acquisition of easements and/or right-of-way for purposes of constructing new sidewalks and/or filling in gaps along major roads. This project will be paid for entirely by City funds.

Operation and maintenance costs are expected to decrease by \$275 per mile of sidewalk replaced.



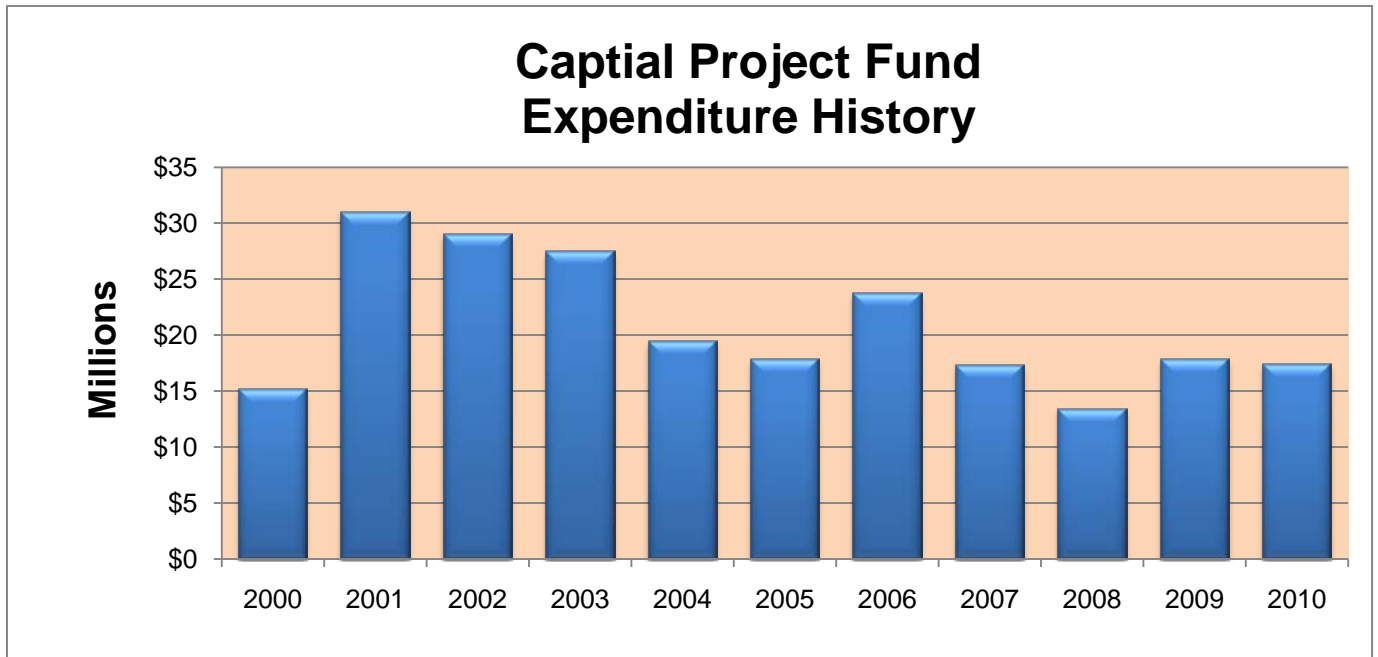
2011/12
Budget

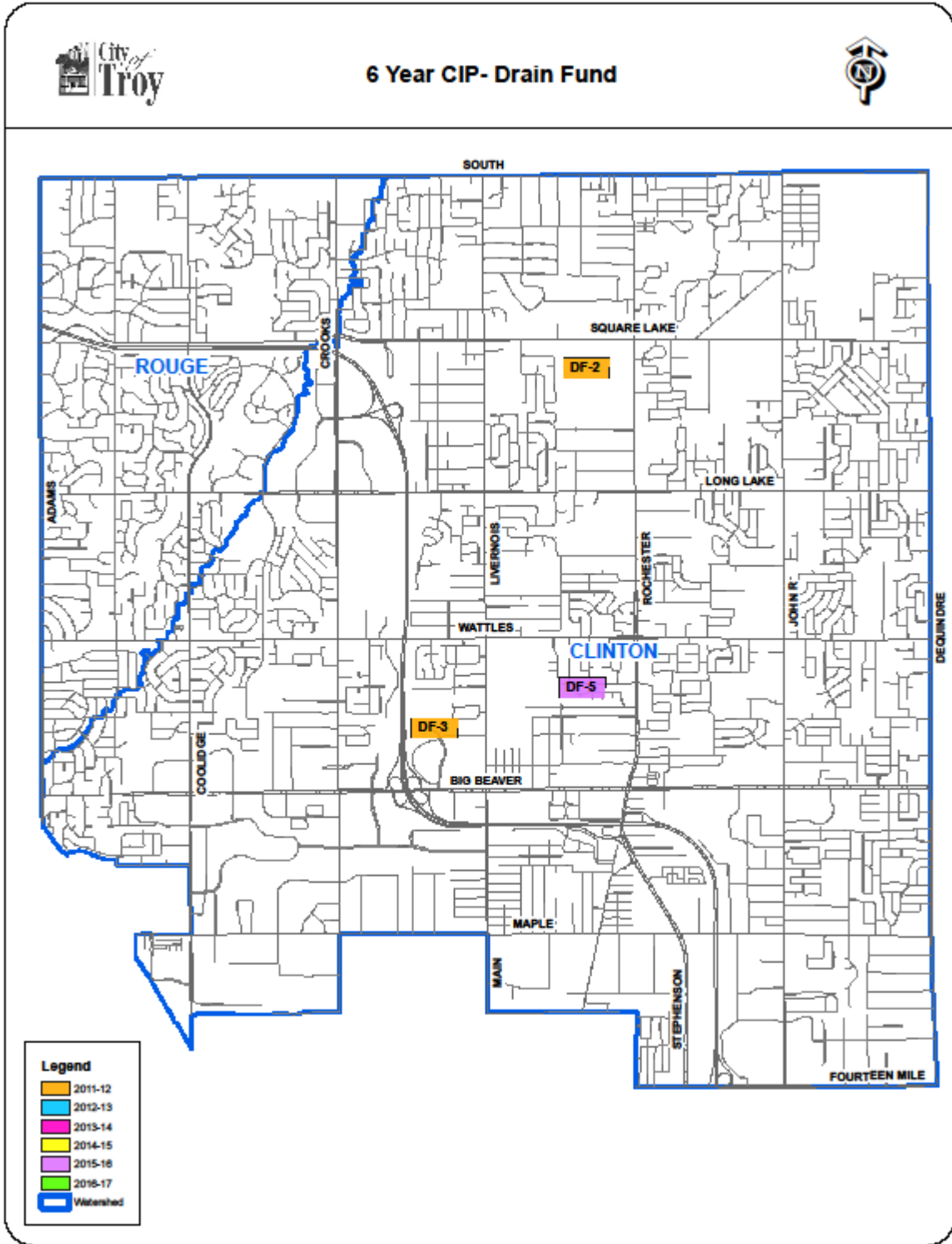
5-YEAR FUTURE PROJECTS

Category	Funding Sources	Estimated Cost
Major Roads	CP, G	\$21,659,000
Local Roads	CP, SA	14,950,000
Municipal Parking Lots	CP	500,000
Water Distribution System	W	27,150,000
Storm Drains	CP	2,050,000
Sanitary Sewer System	S	8,275,000
Sidewalks	CP	2,100,000
Total		\$76,684,000

Funding Sources Key

- CP = Capital Projects Funds
- G = Grants
- S = Sewer Fund
- W = Water Fund
- SA = Special Assessments







2011/12
Budget

6-YEAR CAPITAL IMPROVEMENTS PLAN
DRAIN FUND

6 Year CIP - Drains										
Map Number	Project Name	Total Project Cost	Total City Cost	Proposed						Comments
				2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	2016/2017	
DF-2	Streambank Stabilization	410,000	410,000	10,000	0	0	400,000	0	0	Sylvan Glen - Wetland Monitoring - 1 Year - Future Project
DF-3	Aquatic Center Pond	2,175,000	1,300,000	2,125,000	50,000	0	0	0	0	Cleanout and Maintenance
DF-4	Drains & Retention	1,200,000	1,200,000	200,000	200,000	200,000	200,000	200,000	200,000	Pump & Fence Repl.; Drains Misc.; DPW Misc.
DF-5	Troywood, Rochester to West (1)	600,000	600,000	0	0	0	0	600,000	0	
TOTALS:		4,385,000	3,510,000	2,335,000	250,000	200,000	600,000	800,000	200,000	



2011/12
Budget

6-YEAR CAPITAL IMPROVEMENTS PLAN
DRAIN FUND

The City of Troy is divided into two principal drainage areas or watersheds: the Rouge River Watershed and the Clinton River Watershed.

- ***Rouge River Watershed***

The Rouge River Watershed is located in the northwestern portion of the city and contains 6.1 square miles. This area drains to the main branch of the Rouge River, which enters Wayne County at Telegraph and 8 Mile Road and ultimately outlets to the Detroit River.

- ***Clinton River Watershed***

The Clinton River Watershed encompasses the remaining 27.7 square miles of the city. This area drains to the Red Run sub-watershed of the Clinton River, which ultimately outlets to Lake St. Clair.

The Federal Environmental Protection Agency and the Michigan Department of Natural Resources and Environment (DNRE) have placed limitations on municipal storm water activities, known as Phase II Stormwater Regulations and the National Pollutant Discharge Elimination System permit.

These regulations state 6 minimum measures that municipalities must address:

1. Public education and outreach
2. Public participation and involvement
3. Illicit discharge detection and elimination
4. Construction site runoff control
5. Post-construction runoff control
6. Pollution prevention and good housekeeping

These measures are addressed through the Clinton River Red Run Sub-watershed Management Plan, the Rouge River Main 1-2 Sub-watershed Management Plan, the City's Stormwater Pollution Prevention Initiative, the City's Development Standards and the DPW's standard practices. Each fall the City must submit an annual report to the State summarizing all activities implemented that address these measures.

Projects in the Drain Fund are proposed annually to comply with these measures as well as projects that address drainage concerns; soil erosion; flooding; and regional drainage in accordance with the 1999 Master Storm Drainage Plan Update.

DF-2. Stream Bank Stabilization (Sylvan Glen Wetland Monitoring)

The stream bank stabilization project at Sylvan Glen was completed in 2007/08. The wetland mitigation areas that were created as part of this project require monitoring and reporting to the DNRE for a 5-year period including the 2011/12 budget. The wetland areas are mitigation areas for work done on the Section 4 weir project upstream of the golf course.

Budgeted funds include amounts for monitoring; reporting; and corrective actions if necessary.



2011/12
Budget

6-YEAR CAPITAL IMPROVEMENTS PLAN
DRAIN FUND

The 2014/15 budget amount is for stream bank stabilization along the drain that runs behind Camp Ticonderoga. This project will be paid for entirely by City funds. Operation and maintenance costs will be reduced by \$1,500 per year due to stream bank stabilization.

DF-3. Aquatic Center Pond

The project area involves the Lane Drain running along Town Center and the detention basin adjacent to the Aquatic Center. The basin was constructed in the mid-1970's, as an inline detention basin on the County drain. Over time, the basin has filled in with sediment and the stream banks have eroded. Stormwater detention has been greatly reduced due to accumulation of sediment thereby reducing capacity during major storm events. The project provides for improvements to the basin's weir control structure, sediment removal and stream bank stabilization. Also included is the removal and replacement of the culverts crossing under Civic Center and Town Center.

The project, as included in the proposed budget, is contingent upon the receipt of grant funds. The project has been submitted for several potential grant opportunities. Should the project not be selected for grant funding, a smaller scale project will be prepared and budgeted accordingly.

There will be City funds used in the project regardless of grant funding. Grant funding will allow a reduction in the City share of the project and also a more comprehensive project. Operation and maintenance costs will be reduced by \$1,500 per year.

DF-4. Drains and Retention

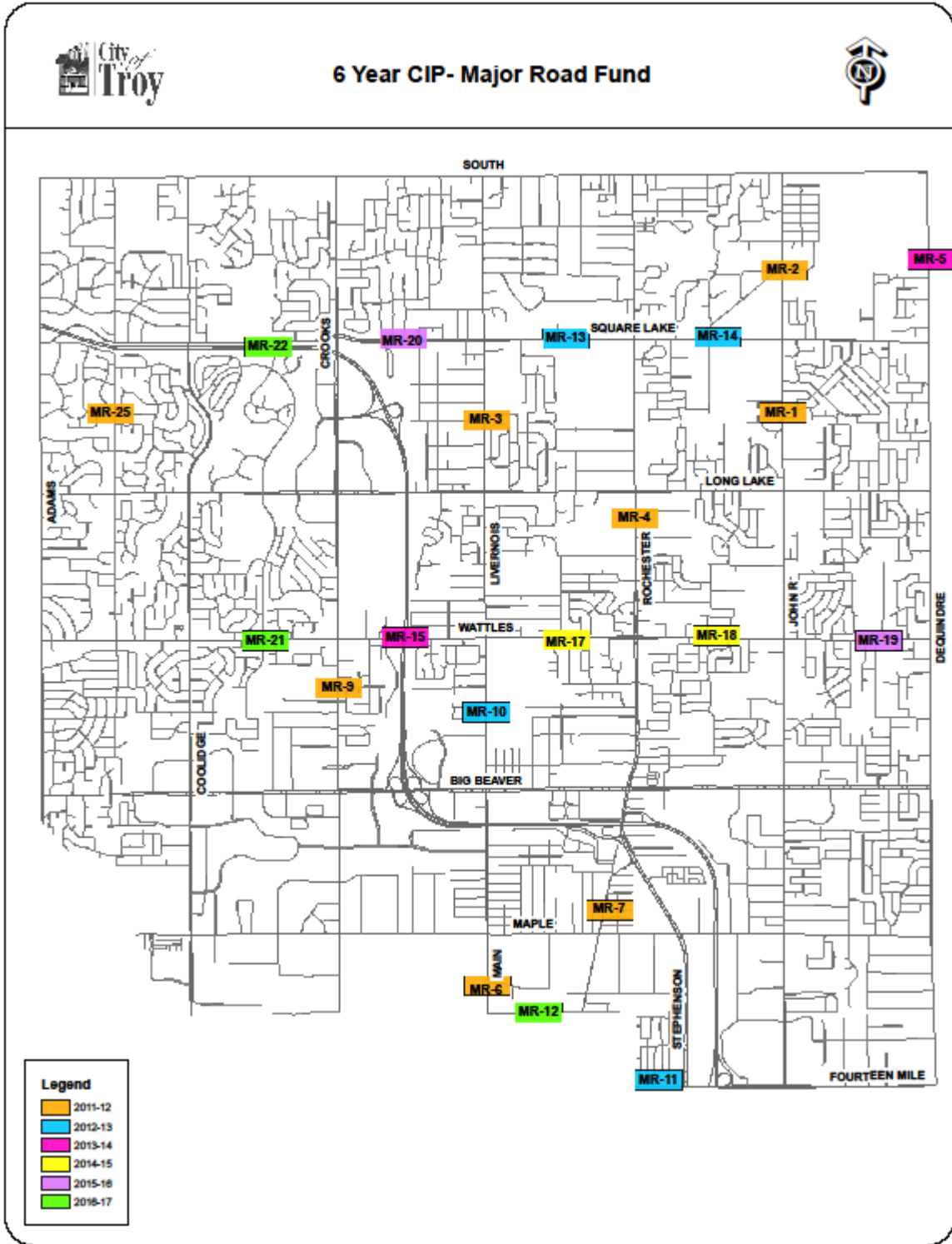
This is an annual budget amount for capital projects associated with Drains and/or Retention/Retention basins that are otherwise not specifically assigned a project number and are not specifically noted in the capital improvement plan. Larger projects are assigned project numbers and are budgeted as separate line items within the Drain Fund.

The budget amount is established annually based on anticipated needs and is on-going. This project will be paid for entirely by City funds. Operation and maintenance costs are not expected to be impacted.

DF-5. Troywood, Rochester Road to the West (McCulloch Drain)

The 1999 Master Storm Drainage Plan Updated proposed a large diameter storm sewer along Troywood that would connect to the McCulloch Drain as part of the reconstruction of Rochester Road. The McCulloch Drainage District is comprised of approximately 3,000 acres and is served by the Sturgis, Lane and McCulloch Drains. A 2.5 million cubic foot storage basin facility south of Wattles is proposed in a future year to complete this section of the McCulloch Drain.

This project will be paid for entirely by City funds. Operation and maintenance costs for enclosed drains are estimated at \$350 per mile of main.





2011/12
Budget

6-YEAR CAPITAL IMPROVEMENTS PLAN
MAJOR ROADS FUND

6 Year CIP - Major Roads										
Map Number	Project Name	Total Project Cost	Total City Cost	Proposed						Comments
				2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	2016/2017	
MR-1	John R, Long Lake to Square Lake	500,000	354,000	0	0	100,000	100,000	0	0	PE; \$146k "02-C"
	John R, Long Lake to Square Lake	625,000	225,000	40,000	0	0	0	0	0	ROW; \$400k "05-C"
	John R, Long Lake to Square Lake	7,770,000	1,554,000	0	0	0	0	1,554,000	0	CON 2015; Local = \$1,554k
MR-2	John R, Square Lake to South Blvd.	500,000	354,000	0	0	0	100,000	100,000	0	PE; \$146k "02-C"
	John R, Square Lake to South Blvd.	2,000,000	1,200,000	20,000	0	0	0	0	0	ROW; \$800k "05-C"
	John R, Square Lake to South Blvd.	6,817,000	1,363,000	0	0	0	0	0	1,363,000	CON 2016; Local = \$1,363k
MR-3	Livernois, Long Lake to Square Lake	550,000	330,000	200,000	0	100,000	100,000	0	0	PE; \$219k "02-C"
	Livernois, Long Lake to Square Lake	3,000,000	600,000	0	0	0	1,000,000	1,000,000	1,000,000	ROW; \$2,400k "13-C"
	Livernois, Long Lake to Square Lake	7,739,000	2,368,000	0	0	0	0	0	0	CON 2019; Local = \$2,368k
MR-4	Rochester, Barclay to Trinway	575,000	115,000	50,000	100,000	0	0	0	0	PE; \$460k "02-C"
	Rochester, Barclay to Trinway	4,000,000	800,000	500,000	1,000,000	1,500,000	1,000,000	0	0	ROW; \$3,200k "07-C"
	Rochester, Barclay to Trinway	11,256,000	2,256,000	0	0	0	0	0	0	CON 2017; Local = \$2,256k
MR-5	Dequindre, Long Lake to Auburn	1,250,000	43,000	0	0	43,000	0	0	0	PE; \$440k "02-C"
	Dequindre, Long Lake to Auburn	4,000,000	136,000	0	0	0	68,000	68,000	0	ROW; \$3,200k "14-C"; Troy 17% (\$136k)
	Dequindre, Long Lake to Auburn	10,000,000	340,000	0	0	0	0	0	0	CON 2018; Local = \$2Mx17%=340k
MR-6	Livernois (Main St.), Elmwood to Maple	4,182,000	400,000	50,000	0	0	0	0	0	CLAWSON - Main St. - LJT
MR-7	Rochester, Chopin to Larchwood	200,000	200,000	200,000	0	0	0	0	0	
MR-8	2011 Tri-Party CPR	300,000	100,000	300,000	0	0	0	0	0	\$200k TP 11-12
MR-9	Crooks, Banmoor to Fountain	1,184,000	118,000	118,000	0	0	0	0	0	RCOC - 3R \$947k / \$237k - 2011



2011/12
Budget

6-YEAR CAPITAL IMPROVEMENTS PLAN
MAJOR ROADS FUND

6 Year CIP - Major Roads										
Map Number	Project Name	Total Project Cost	Total City Cost	Proposed						Comments
				2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	2016/2017	
MR-10	Livernois, Big Beaver to Wattles	1,058,000	105,000	0	105,000	0	0	0	0	RCOC - 3R \$847k / \$211k - 2012
MR-11	14 Mile, Campbell to Stephenson	1,084,000	108,000	0	108,000	0	0	0	0	RCOC - 3R \$867k / \$217k - 2012
MR-12	Elmwood, Livernois to Rochester	1,470,000	150,000	0	0	0	0	0	150,000	CLAWSON - 4R \$1,470k - Future
MR-13	Square Lake, Livernois to Rochester	500,000	500,000	0	500,000	0	0	0	0	Mill & Overlay
MR-14	Square Lake, Rochester to John R	500,000	500,000	0	500,000	0	0	0	0	Mill & Overlay
MR-15	Wattles, Crooks to Livernois	500,000	500,000	0	0	500,000	0	0	0	Mill & Overlay
MR-16	Square Lake, John R to Dequindre	500,000	500,000	0	0	500,000	0	0	0	Mill & Overlay
MR-17	Wattles, Livernois to Rochester	500,000	500,000	0	0	0	500,000	0	0	Mill & Overlay
MR-18	Wattles, Rochester to John R.	500,000	500,000	0	0	0	500,000	0	0	Mill & Overlay
MR-19	Wattles, John R to Dequindre	500,000	500,000	0	0	0	0	500,000	0	Mill & Overlay
MR-20	Square Lake, Crooks to Livernois	500,000	500,000	0	0	0	0	500,000	0	Mill & Overlay
MR-21	Wattles, Coolidge to Crooks	500,000	500,000	0	0	0	0	0	500,000	Mill & Overlay
MR-22	Square Lake, Coolidge to Crooks	500,000	500,000	0	0	0	0	0	500,000	Mill & Overlay
MR-23	Crack Sealing Program	300,000	300,000	50,000	50,000	50,000	50,000	50,000	50,000	By DPW
MR-24	Slab Replacement - Major Roads	6,000,000	6,000,000	1,000,000	1,000,000	750,000	750,000	500,000	500,000	By DPW
MR-25	Industrial Road Maintenance	6,500,000	6,500,000	2,000,000	1,500,000	1,000,000	500,000	500,000	500,000	Beach Road, Wattles to South Blvd. + Scattered
MR-26	Major Road Construction	300,000	300,000	50,000	50,000	50,000	50,000	50,000	50,000	Contingency
TOTAL:		88,160,000	31,319,000	4,578,000	4,913,000	4,593,000	4,718,000	4,822,000	4,613,000	
Other Sources of Funding:				600,000	800,000	1,200,000	1,600,000	800,000	800,000	Federal/State/County/Local



2011/12
Budget

6-YEAR CAPITAL IMPROVEMENTS PLAN
MAJOR ROADS FUND

Major Roads carry the highest volumes and distribute traffic between the various residential, industrial and business districts of the city. They provide for traffic movements into, out of and through the city at moderately high speeds. The City of Troy is responsible for the maintenance of approximately 25 miles of city major mile roads. An additional 32 miles of roads are classified under ACT 51 as Major Roads but are nominally termed "Industrial Roads" by the city and are funded within the Major Road fund.

Approximately 43 miles of major roads within the city are under the jurisdiction of the Road Commission for Oakland County (RCOC).

Projects in the Major Road fund generally fall into two categories:

1. Reconstruction and Widening
2. Maintenance

Reconstruction and widening projects are budgeted when federal funds become available. Federal funds provide up to 80% of the cost of these improvements and are typically used for capacity or safety projects. These types of projects provide for improved traffic flow, safety for motorists and pedestrians as well as improvements in access to property. Most of these projects have three (3) distinct phases (design, right-of-way and construction) and are budgeted accordingly. In most cases, these projects take multiple years to complete.

Maintenance projects are generally funded entirely with city funds and as such are smaller scale projects. Funds budgeted annually for maintenance activities include concrete slab replacement, asphalt pavement overlays and crack sealing. All of these fixes provide for an improved road surface as well as an increased life cycle for the pavement. Maintenance activities are completed in the year that they are budgeted.

MR-1. John R Road, Long Lake Road to Square Lake Road (Reconstruction and Widening)

This project will reconstruct and widen John R Road, between Long Lake Road and Square Lake Road from an existing 2-lane road to a new 5-lane concrete pavement. Included in the project are new traffic signals, concrete sidewalks and underground utilities.

Federal funds for the design and right-of-way phases have been obligated and are available. Construction is not funded at this time, but federal funds are anticipated in future years. Operation and maintenance costs will not be impacted as the road is under the jurisdiction of the Road Commission for Oakland County.

MR-2. John R Road, Square Lake Road to South Boulevard (Reconstruction and Widening)

This project will reconstruct and widen John R Road, between Square Lake Road and South Boulevard from an existing 2-lane road to a new 5-lane concrete pavement. Included in the project are new traffic signals, concrete sidewalks and underground utilities.



2011/12
Budget

6-YEAR CAPITAL IMPROVEMENTS PLAN
MAJOR ROADS FUND

MR-2. John R Road, continued

Federal funds for the design and right-of-way phases have been obligated and are available. Construction is not funded at this time, but federal funds are anticipated in future years. Operation and maintenance costs will not be impacted as the road is under the jurisdiction of the Road Commission for Oakland County.

MR-3. Livernois Road, Long Lake Road to Square Lake Road (Reconstruction and Widening)

This project will reconstruct and widen Livernois Road, between Long Lake Road and Square Lake Road from an existing 2-lane road to a new 5-lane concrete pavement. Included in the project are new traffic signals, concrete sidewalks and underground utilities.

Federal funds for the design phase have been obligated and are available. Federal funds for the right-of-way phase are anticipated in 2013/14. Construction is not funded at this time, but federal funds are anticipated in future years. Operation and maintenance costs will not be impacted as the road is under the jurisdiction of the Road Commission for Oakland County.

MR-4. Rochester Road, Barclay to Trinway (Reconstruction and Widening)

This project will reconstruct and widen Rochester Road, between Barclay and Trinway from an existing 5-lane road to a new 6-lane concrete boulevard. Included in the project are new traffic signals, concrete sidewalks and underground utilities.

Federal funds for the design and right-of-way phases have been obligated and are available. Construction is not funded at this time, but federal funds are anticipated in future years. Operation and maintenance costs are expected to increase by \$8,600 per year due to additional lanes being constructed.

MR-5. Dequindre Road, Long Lake Road to Auburn Road (Reconstruction and Widening)

This project will reconstruct and widen Dequindre Road, between Long Lake Road and Auburn Road from an existing 2-lane road to a new 5-lane concrete pavement. Included in the project are new traffic signals, concrete sidewalks and underground utilities where required.

Federal funds for the design phase have been obligated and are available. Federal funds for the right-of-way phase are anticipated in 2014/15. Construction is not funded at this time, but federal funds are anticipated in future years.

The local match for the design phase and subsequent right-of-way and construction phases will be split between the City of Troy, City of Sterling Heights, County of Oakland, and County of Macomb. Operation and maintenance costs will not be impacted as the road is under the jurisdiction of the Road Commission for Oakland County.

MR-6. Livernois Road (Main Street) Reconstruction, Fourteen Mile Road to Maple Road

This project is under the jurisdiction of the City of Clawson. Livernois has been reconstructed from just north of Fourteen Mile Road to Maple Road and is a new 5-lane concrete pavement. Included with the



2011/12
Budget

6-YEAR CAPITAL IMPROVEMENTS PLAN
MAJOR ROADS FUND

MR-6. Livernois Road, continued

project were drainage improvements, traffic signal improvements, sidewalk with sidewalk ramp replacement and water main replacement.

Construction was completed in 2010. Federal funds for the construction phase were obligated in the amount of \$2,583,000. Local Jobs Today grant funds were made available to the project in the amount of \$531,000. Operation and maintenance costs will decrease by \$2,150 per year due to new pavement constructed (Troy portion approximately ¼ of section, Clawson maintains remainder).

MR-7. Rochester Road, Chopin to Larchwood (Mill and Overlay)

This project will provide for a new pavement surface to improve ride quality and extend service life. The existing asphalt pavement will be milled (ground off) and a new asphalt pavement surface will be placed. Curbs will be replaced as needed, and sidewalk ramps will be improved to comply with Americans with Disabilities Act requirements.

This project will be paid for entirely with City funds. Operation and maintenance costs will decrease by \$8,600 per year due to rehabilitation of the pavement.

MR-8. Tri-Party Concrete Pavement Replacement

Tri-Party program funds are made available on an annual basis for projects on County roads within the city. Specific project locations are not delineated on the map as locations are determined annually dependent on road conditions. The City is responsible for 1/3 of the program amount while the Board of Road Commissioners for the County of Oakland and the Oakland County Board of Commissioners is responsible for the remaining 2/3.

MR-9. Crooks Road, Banmoor to Fountain (Concrete Pavement Repair)

This project will provide for a new pavement surface to improve ride quality and extend service life. The existing asphalt pavement will be milled (ground off) and a new asphalt pavement surface will be placed. Curbs will be replaced as needed, and sidewalk ramps will be improved to comply with Americans with Disabilities Act requirements.

Federal funds are available in 2011. The local match will be split 50/50 between the Road Commission for Oakland County and the City of Troy. Operation and maintenance costs will not be impacted as the road is under the jurisdiction of the Road Commission for Oakland County.

MR-10. Livernois Road, Big Beaver Road to Wattles Road (Mill and Overlay)

This project will provide for a new pavement surface to improve ride quality and extend service life. The existing asphalt pavement will be milled (ground off) and a new asphalt pavement surface will be placed. Curbs will be replaced as needed, and sidewalk ramps will be improved to comply with Americans with Disabilities Act requirements.



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6-YEAR CAPITAL IMPROVEMENTS PLAN
MAJOR ROADS FUND

MR-10. Livernois Road, continued

Federal funds are anticipated for the construction phase in 2012. The local match will be split 50/50 between the Road Commission for Oakland County and the City of Troy. Operation and maintenance costs will not be impacted as the road is under the jurisdiction of the Road Commission for Oakland County.

MR-11. 14 Mile Road, Campbell Road to Stephenson Highway (Mill and Overlay)

This project will provide for a new pavement surface to improve ride quality and extend service life. The existing asphalt pavement will be milled (ground off) and a new asphalt pavement surface will be placed. Curbs will be replaced as needed, and sidewalk ramps will be improved to comply with Americans with Disabilities Act requirements.

Federal funds are anticipated for the construction phase in 2012. The local match will be split between the Road Commission for Oakland County, the City of Madison Heights and the City of Troy. Operation and maintenance costs will not be impacted as the road is under the jurisdiction of the Road Commission for Oakland County.

MR-12. Elmwood, Livernois Road to Rochester Road (Reconstruction)

This project will reconstruct Elmwood, between Livernois and Rochester Road. The project will also include the construction of a new 16" water main. The City of Clawson will be the lead agency on the project and has submitted the project for future federal funding consideration.

Federal funds for the construction phase are anticipated to be available in the future. The local match will be split 50/50 between the City of Clawson and the City of Troy. Operation and maintenance costs will decrease by \$4,300 per year due to new pavement constructed (Troy's portion is approximately ½ of the section and Clawson maintains the remainder).

MR-13. Square Lake Road, Livernois Road to Rochester Road (Mill and Overlay)

This project will provide for a new pavement surface to improve ride quality and extend service life. The existing asphalt pavement will be milled (ground off) and a new asphalt pavement surface will be placed. Curbs will be replaced as needed, and sidewalk ramps will be improved to comply with Americans with Disabilities Act requirements. Traffic and pedestrian signal improvements are also anticipated to comply with new standards.

This project will be paid for entirely with City funds. Operation and maintenance costs will decrease by \$8,600 per year due to rehabilitation of pavement.

MR-14. Square Lake Road, Rochester Road to John R Road (Mill and Overlay)

This project will provide for a new pavement surface to improve ride quality and extend service life. The existing asphalt pavement will be milled (ground off) and a new asphalt pavement surface will be placed. Curbs will be replaced as needed, and sidewalk ramps will be improved to comply with



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MAJOR ROADS FUND

MR-14. Square Lake Road, continued

Americans with Disabilities Act requirements. Traffic and pedestrian signal improvements are also anticipated to comply with new standards.

This project will be paid for entirely with City funds. Operation and maintenance costs will decrease by \$8,600 per year due to rehabilitation of pavement.

MR-15. Wattles Road, Crooks Road to Livernois Road (Mill and Overlay)

This project will provide for a new pavement surface to improve ride quality and extend service life. The existing asphalt pavement will be milled (ground off) and a new asphalt pavement surface will be placed. Curbs will be replaced as needed, and sidewalk ramps will be improved to comply with Americans with Disabilities Act requirements. Traffic and pedestrian signal improvements are also anticipated to comply with new standards.

This project will be paid for entirely with City funds. Operation and maintenance costs will decrease by \$8,600 per year due to rehabilitation of pavement.

MR-17. Wattles Road, Livernois Road to Rochester Road (Mill and Overlay)

This project will provide for a new pavement surface to improve ride quality and extend service life. The existing asphalt pavement will be milled (ground off) and a new asphalt pavement surface will be placed. Curbs will be replaced as needed, and sidewalk ramps will be improved to comply with Americans with Disabilities Act requirements. Traffic and pedestrian signal improvements are also anticipated to comply with new standards.

This project will be paid for entirely with City funds. Operation and maintenance costs will decrease by \$8,600 per year due to rehabilitation of pavement.

MR-18. Wattles Road, Rochester Road to John R Road (Mill and Overlay)

This project will provide for a new pavement surface to improve ride quality and extend service life. The existing asphalt pavement will be milled (ground off) and a new asphalt pavement surface will be placed. Curbs will be replaced as needed, and sidewalk ramps will be improved to comply with Americans with Disabilities Act requirements. Traffic and pedestrian signal improvements are also anticipated to comply with new standards.

This project will be paid for entirely with City funds. Operation and maintenance costs will decrease by \$8,600 per year due to rehabilitation of pavement.

MR-19. Wattles Road, John R Road to Dequindre Road (Mill and Overlay)

This project will provide for a new pavement surface to improve ride quality and extend service life. The existing asphalt pavement will be milled (ground off) and a new asphalt pavement surface will be placed. Curbs will be replaced as needed, and sidewalk ramps will be improved to comply with



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6-YEAR CAPITAL IMPROVEMENTS PLAN
MAJOR ROADS FUND

MR-19. Wattles Road, continued

Americans with Disabilities Act requirements. Traffic and pedestrian signal improvements are also anticipated to comply with new standards.

This project will be paid for entirely with City funds. Operation and maintenance costs will decrease by \$8,600 per year due to rehabilitation of pavement.

MR-20. Square Lake Road, Crooks Road to Livernois Road (Mill and Overlay)

This project will provide for a new pavement surface to improve ride quality and extend service life. The existing asphalt pavement will be milled (ground off) and a new asphalt pavement surface will be placed. Curbs will be replaced as needed, and sidewalk ramps will be improved to comply with Americans with Disabilities Act requirements. Traffic and pedestrian signal improvements are also anticipated to comply with new standards.

This project will be paid for entirely with City funds. Operation and maintenance costs will decrease by \$8,600 per year due to rehabilitation of pavement.

MR-21. Wattles Road, Coolidge Highway to Crooks Road (Mill and Overlay)

This project will provide for a new pavement surface to improve ride quality and extend service life. The existing asphalt pavement will be milled (ground off) and a new asphalt pavement surface will be placed. Curbs will be replaced as needed, and sidewalk ramps will be improved to comply with Americans with Disabilities Act requirements. Traffic and pedestrian signal improvements are also anticipated to comply with new standards.

This project will be paid for entirely with City funds. Operation and maintenance costs will decrease by \$8,600 per year due to rehabilitation of pavement.

MR-22. Square Lake Road, Coolidge Highway to Crooks Road (Mill and Overlay)

This project will provide for a new pavement surface to improve ride quality and extend service life. The existing asphalt pavement will be milled (ground off) and a new asphalt pavement surface will be placed. Curbs will be replaced as needed, and sidewalk ramps will be improved to comply with Americans with Disabilities Act requirements. Traffic and pedestrian signal improvements are also anticipated to comply with new standards.

This project will be paid for entirely with City funds. Operation and maintenance costs will decrease by \$8,600 per year due to rehabilitation of pavement.

MR-23. Major Roads (Crack Sealing Program)

This work involves cleaning and sealing existing pavement joints to extend the life of the pavement. An annual allocation is budgeted to complete this work and is targeted at major roads. Locations are determined by the Department of Public Works and are not specifically delineated on the map.



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6-YEAR CAPITAL IMPROVEMENTS PLAN
MAJOR ROADS FUND

MR-23. Major Roads (Crack Sealing Program), continued

This program is proposed to be funded at \$50,000 per year and is on-going. These projects will be paid for entirely by City funds. Operation and maintenance costs are expected to decrease slightly.

MR-24. Major Roads (Concrete Slab Replacement)

This work involves removal and replacement of failed concrete pavement to repair and extend the life of the pavement. An annual allocation is budgeted to complete this work and is targeted at major roads. Locations are determined by the Department of Public Works and are not specifically delineated on the map.

This program is proposed to be funded at \$1,000,000 per year and is on-going. These projects will be paid for entirely by City funds. Operation and maintenance costs are expected to decrease by \$8,600 per year per mile of concrete slabs replaced.

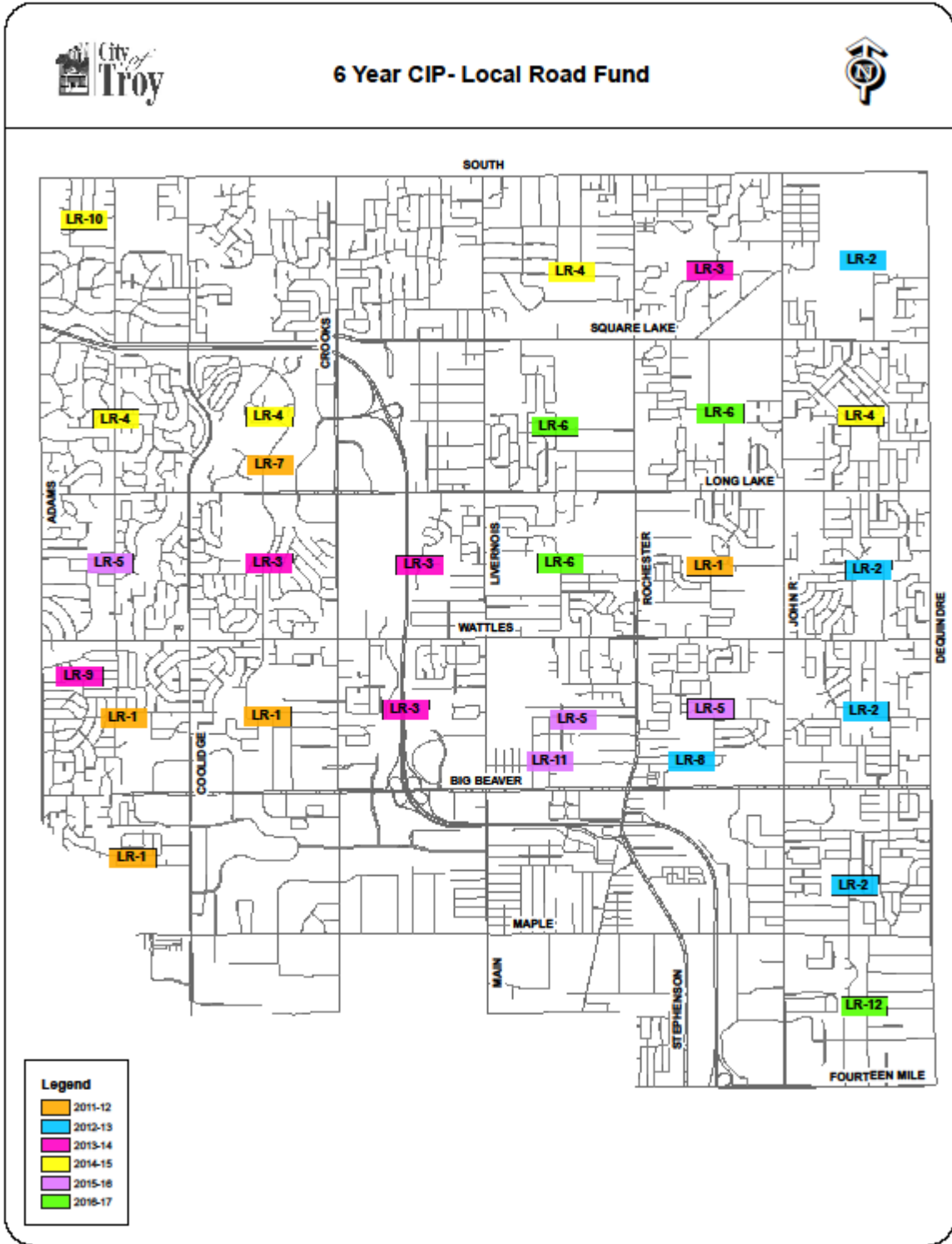
MR-25. Industrial Road Maintenance

Project locations are determined annually based on the City's Pavement Management System and field inspections. The locations are not specifically noted in the capital improvement plan. This work involves removal and replacement of failed concrete pavement and/or mill and overlay projects to repair and extend the life of the pavement. An annual allocation is budgeted to complete this work and is targeted at industrial roads in the city.

This program is proposed to be funded at \$2,000,000 per year and is on-going. These projects will be paid for entirely by City funds. Operation and maintenance costs are expected to decrease by \$8,600 per year per mile.

MR-26. Major Road Contingency

An annual allocation is budgeted as a contingency to account for items that could not have otherwise been anticipated and are not specifically noted on the capital improvement plan. The budgeted amount varies annually and is paid for entirely by City funds. Operation and maintenance costs will not be impacted.





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6-YEAR CAPITAL IMPROVEMENTS PLAN
LOCAL ROADS FUND

6 Year CIP - Local Roads										
Map Number	Project Name	Total Project Cost	Total City Cost	Proposed						Comments
				2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	2016/2017	
LR-1	Local Road Maintenance - Sec. 14, 19, 20 and 30	2,250,000	2,250,000	2,250,000	0	0	0	0	0	Concrete Slab Replacement by DPW
LR-2	Local Road Maintenance - Sec. 1, 13, 24 and 25	2,000,000	2,000,000	0	2,000,000	0	0	0	0	Concrete Slab Replacement by DPW
LR-3	Local Road Maintenance - Sec. 2, 16, 17 and 21	2,000,000	2,000,000	0	0	2,000,000	0	0	0	Concrete Slab Replacement by DPW
LR-4	Local Road Maintenance - Sec. 3, 7, 8 and 12	2,250,000	2,250,000	0	0	0	2,250,000	0	0	Concrete Slab Replacement by DPW
LR-5	Local Road Maintenance - Sec. 18, 22 and 23	2,250,000	2,250,000	0	0	0	0	2,250,000	0	Concrete Slab Replacement by DPW
LR-6	Local Road Maintenance - Sec. 10, 11 and 15	2,250,000	2,250,000	0	0	0	0	0	2,250,000	Concrete Slab Replacement by DPW
LR-7	Asphalt Pavement Overlay - Northfield Hills Condominiums	750,000	750,000	750,000	0	0	0	0	0	Asphalt Overlay by Engineering
LR-8	Asphalt Pavement Overlay - Scattered Locations	600,000	600,000	0	600,000	0	0	0	0	Asphalt Overlay by Engineering
LR-9	Asphalt Pavement Overlay - Section 19	600,000	600,000	0	0	600,000	0	0	0	Asphalt Overlay by Engineering
LR-10	Asphalt Pavement Overlay - Lake Charnwood	750,000	750,000	0	0	0	750,000	0	0	Asphalt Overlay by Engineering
LR-11	Asphalt Pavement Overlay - Scattered Locations	750,000	750,000	0	0	0	0	750,000	0	Asphalt Overlay by Engineering
LR-12	Asphalt Pavement Overlay - Sec. 36	750,000	750,000	0	0	0	0	0	750,000	Asphalt Overlay by Engineering
LR-13	Crack Sealing	600,000	600,000	100,000	100,000	100,000	100,000	100,000	100,000	
LR-14	Local Road Contingency	300,000	300,000	50,000	50,000	50,000	50,000	50,000	50,000	Contingency
TOTALS:		18,100,000	18,100,000	3,150,000	2,750,000	2,750,000	3,150,000	3,150,000	3,150,000	



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6-YEAR CAPITAL IMPROVEMENTS PLAN
LOCAL ROADS FUND

The City of Troy is responsible for the maintenance of approximately 265 miles of local roads. Approximately 246 miles of these are subdivision streets of concrete or asphalt. (Approximately 2/3 of subdivision streets are concrete with the remaining 1/3 being asphalt.) The City is also responsible for 5 miles of chip seal and 5 miles of gravel roads. The remaining 9 miles are nominally termed by the city as “Industrial Roads”, such as Naughton, Wheaton and Piedmont, which are classified as local because they do not meet the definition of a Major Road under Act 51.

Public Act 499 of 2002 established a ten member State Transportation Asset Management Council (TAMC). The law also required that the TAMC set up a process for determining the condition of Michigan’s highways and bridges. TAMC develops a strategy, so the assets are maintained, preserved and improved in an efficient and cost-effective manner. TAMC adopted the Pavement Surface and Evaluation Rating (PASER) system as its road condition survey reporting tool. The TAMC initially developed the strategy for only federal-aid eligible roads and bridges but extended its strategy to all public roads in the State.

In order to prioritize road maintenance activities, the City is now using the PASER system. PASER is used statewide and is a “windshield” road rating system. PASER uses a 1 to 10 rating scale, with a value of 10 representing a new road and a value of 1 representing a failed road. Condition ratings are assigned by visually identifying the type and amount of defects along a road segment while driving. The PASER system translates these observations into a condition rating.

The TAMC established the following categories:

- PASER ratings of 8-10 require routine maintenance, such as street sweeping, shoulder grading or crack sealing
- PASER ratings of 5-7 require capital preventative maintenance, such as concrete slab replacements or asphalt overlays.
- PASER ratings of 1-4 require structural improvements, such as pulverizing or reconstruction that address the structural integrity of the road.

The City simplifies this system by grouping roads with a rating of 6 or higher as being in Good condition; 4 or 5 as Fair; and 3 or less as Poor. Currently 24% or 60 miles of local subdivision streets are rated a 5 or less.

Once PASER rating work is complete, analysis of the network is performed using Roadsoft Pavement Management software. This is available free to local agencies by the Center for Technology & Training (CTT) at Michigan Technological University. Roadsoft is used statewide by numerous road agencies including MDOT. Roadsoft uses the PASER condition ratings as a basis for the analysis. Specific maintenance procedures and the associated costs are established by the city based on city practice and experience. The software uses this data along with specific user defined information (such as budgetary limitations and timeframes) to generate an optimal mix of maintenance procedures and project future network conditions.

The Pavement Management system is augmented by field reviews because pavement conditions can deteriorate faster or slower than anticipated based on numerous factors including weather, traffic, pavement thickness and previous maintenance.

Once this information is analyzed, project areas are developed based on geographic locations. This provides for economies of scale for these types of repairs within a specific section or area of the city. Streets outside



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6-YEAR CAPITAL IMPROVEMENTS PLAN
LOCAL ROADS FUND

these sections are repaired on an as needed basis.

The annual budget amount for local road maintenance varies from \$3,000,000 to \$2,600,000 over the 6-year CIP, with another \$100,000 annually for crack sealing. Local road maintenance typically involves concrete slab replacements or asphalt pavement overlays. Crack sealing locations vary and are not identified on the map. This work is a rolling operation with minimal startup and construction time in any one area.

Paving of a local road is initiated by the residents living on the road. Residents on gravel roads can initiate a Special Assessment District (SAD) where the cost to pave the road is split by the benefitting properties and the city. Once the road has been paved, future maintenance costs are traditionally borne by the City and paid for through the local road fund.

LR-1. Local Road Maintenance – Concrete Slab Replacement (Sections 14, 19, 20 and 30)

These sections are targeted for concrete slab replacements. Concrete slab replacement removes and replaces spot sections of failed concrete pavement. The Department of Public Works (DPW) identifies specific locations within these sections and prepares bid documents for the work to be done by a contractor. This project will be paid for entirely by City funds. Operation and maintenance costs are expected to decrease by \$2,000 per mile of local roads maintained.

LR-2. Local Road Maintenance – Concrete Slab Replacement (Sections 1, 13, 24 and 25)

These sections are targeted for concrete slab replacements. Concrete slab replacement removes and replaces spot sections of failed concrete pavement. The Department of Public Works (DPW) identifies specific locations within these sections and prepares bid documents for the work to be done by a contractor. This project will be paid for entirely by City funds. Operation and maintenance costs are expected to decrease by \$2,000 per mile of local roads maintained.

LR-3. Local Road Maintenance – Concrete Slab Replacement (Sections 2, 16, 17 and 21)

These sections are targeted for concrete slab replacements. Concrete slab replacement removes and replaces spot sections of failed concrete pavement. The Department of Public Works (DPW) identifies specific locations within these sections and prepares bid documents for the work to be done by a contractor. This project will be paid for entirely by City funds. Operation and maintenance costs are expected to decrease by \$2,000 per mile of local roads maintained.

LR-4. Local Road Maintenance – Concrete Slab Replacement (Sections 3, 7, 8, and 12)

These sections are targeted for concrete slab replacements. Concrete slab replacement removes and replaces spot sections of failed concrete pavement. The Department of Public Works (DPW) identifies specific locations within these sections and prepares bid documents for the work to be done by a contractor. This project will be paid for entirely by City funds. Operation and maintenance costs are expected to decrease by \$2,000 per mile of local roads maintained.



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LOCAL ROADS FUND

LR-5. Local Road Maintenance – Concrete Slab Replacement (Sections 18, 22 and 23)

These sections are targeted for concrete slab replacements. Concrete slab replacement removes and replaces spot sections of failed concrete pavement. The Department of Public Works (DPW) identifies specific locations within these sections and prepares bid documents for the work to be done by a contractor. This project will be paid for entirely by City funds. Operation and maintenance costs are expected to decrease by \$2,000 per mile of local roads maintained.

LR-6. Local Road Maintenance – Concrete Slab Replacement (Sections 10, 11 and 15)

These sections are targeted for concrete slab replacements. Concrete slab replacement removes and replaces spot sections of failed concrete pavement. The Department of Public Works (DPW) identifies specific locations within these sections and prepares bid documents for the work to be done by a contractor. This project will be paid for entirely by City funds. Operation and maintenance costs are expected to decrease by \$2,000 per mile of local roads maintained.

LR-7. Asphalt Pavement Overlay (Northfield Hills Condominiums)

The local roads in the Northfield Hills Condominiums will be milled (ground off) and replaced with 1.5” to 3” asphalt overlay. This project will be paid for entirely by City funds. Operation and maintenance costs are expected to decrease by \$2,000 per mile of local roads maintained.

LR-8. Asphalt Pavement Overlay (Scattered Locations)

Scattered locations within the city will be targeted for asphalt pavement overlays. Projects may include milling (grinding) off the existing pavement or pulverizing (crushing the existing pavement into a base material) and then placing a 1.5” to 3” asphalt overlay. Specific streets will be identified by the Engineering Department and a contract will be prepared for bid. This project will be paid for entirely by City funds. Operation and maintenance costs are expected to decrease by \$2,000 per mile of local roads maintained.

LR-9. Asphalt Pavement Overlay (Section 19)

The northwest quadrant of Section 19 will be targeted for asphalt pavement overlays. Projects may include milling (grinding off) of the existing pavement or pulverizing (crushing the existing pavement into a base material) and then placing a 1.5” to 3” asphalt overlay. Specific streets within this quadrant will be identified by the Engineering Department and will be go out for bid. This project will be paid for entirely by City funds. Operation and maintenance costs are expected to decrease by \$2,000 per mile of local roads maintained.

LR-10. Asphalt Pavement Overlay (Lake Charnwood)

The local roads in the Lake Charnwood area will be targeted for asphalt pavement overlays. It is anticipated that the project may include milling (grinding off) of the existing pavement or pulverizing (crushing the existing pavement into a base material) and then placing a 1.5” to 3” asphalt overlay. Specific streets within this quadrant will be identified by the Engineering Department and will go out



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LOCAL ROADS FUND

LR-10. Asphalt Pavement Overlay, continued

for bid. This project will be paid for entirely by City funds. Operation and maintenance costs are expected to decrease by \$2,000 per mile of local roads maintained.

LR-11. Asphalt Pavement Overlay (Scattered Locations)

Scattered locations within the city will be targeted for asphalt pavement overlays. Projects may include milling (grinding off) of the existing pavement or pulverizing (crushing the existing pavement into a base material) and then placing a 1.5" to 3" asphalt overlay. Specific streets will be identified by the Engineering Department and will go out for bid. This project will be paid for entirely by City funds. Operation and maintenance costs are expected to decrease by \$2,000 per mile of local roads maintained.

LR-12. Asphalt Pavement Overlay (Section 36)

The northeast quadrant of Section 36 will be targeted for asphalt pavement overlays. Projects may include milling (grinding off) of the existing pavement or pulverizing (crushing the existing pavement into a base material) and then placing a 1.5" to 3" asphalt overlay. Specific streets within this quadrant will be identified by the Engineering Department and will go out for bid. This project will be paid for entirely by City funds. Operation and maintenance costs are expected to decrease by \$2,000 per mile of local roads maintained.

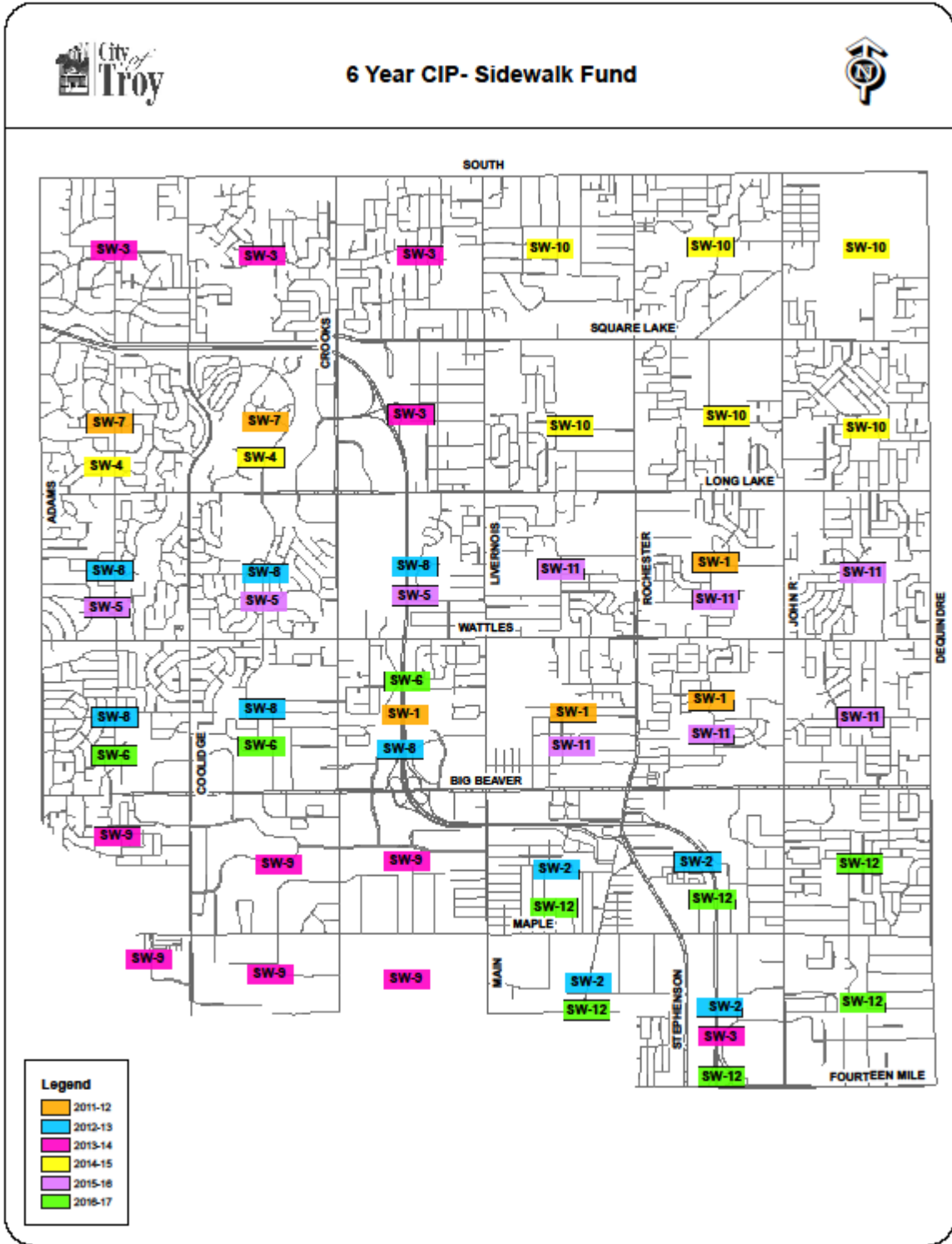
LR-13. Crack Sealing (City-wide)

Funds are budgeted annually for crack sealing throughout the city. Project areas are identified by DPW during field reviews and are not specifically identified on the maps. These areas are compiled to create an annual crack sealing contract which is then put out for bid. The work will be completed by a contractor.

This project will be paid for entirely by City funds. Operation and maintenance costs are expected to decrease by \$2,000 per mile of local roads maintained.

LR-14. Local Road Contingency

An annual allocation is budgeted as a contingency to account for items that could not have otherwise been anticipated and are not specifically identified on the maps. The contingency amount also provides for the City's Special Assessment District share should a paving project develop during a given budget year. The budgeted amount typically varies annually. These projects will be paid for entirely by City funds. Operation and maintenance costs will not be impacted.





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6-YEAR CAPITAL IMPROVEMENTS PLAN
SIDEWALK FUND

6 Year CIP - Sidewalks										
Map Number	Project Name	Total Project Cost	Total City Cost	Proposed						Comments
				2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	2016/2017	
	Sidewalk Replacement Program	2,400,000	2,400,000							
SW-1	Residential - Section 14, 21, 22 and 23	350,000	350,000	350,000	0	0	0	0	0	By DPW
SW-2	Residential - Section 26, 27, 34 and 35	250,000	250,000	0	250,000	0	0	0	0	By DPW
SW-3	Residential - Section 4, 5, 6, 9 and 35	250,000	250,000	0	0	250,000	0	0	0	By DPW
SW-4	Residential - Section 7 and 8	350,000	350,000	0	0	0	350,000	0	0	By DPW
SW-5	Residential - Section 16, 17 and 18	350,000	350,000	0	0	0	0	350,000	0	By DPW
SW-6	Residential - Section 19, 20 and 21	350,000	350,000	0	0	0	0	0	350,000	By DPW
SW-7	Major Roads - Section 7 and 8	100,000	100,000	100,000	0	0	0	0	0	By DPW
SW-8	Major Roads - Section 16, 17, 18, 19, 20 and 21	50,000	50,000	0	50,000	0	0	0	0	By DPW
SW-9	Major Roads - Section 28, 29, 30, 31, 32 and 33	50,000	50,000	0	0	50,000	0	0	0	By DPW
SW-10	Major Roads - Section 1, 2, 3, 10, 11 and 12	100,000	100,000	0	0	0	100,000	0	0	By DPW
SW-11	Major Roads - Section 13, 14, 15, 22, 23 and 24	100,000	100,000	0	0	0	0	100,000	0	By DPW
SW-12	Major Roads - Section 25, 26, 27, 34, 35 and 36	100,000	100,000	0	0	0	0	0	100,000	By DPW
SW-13	New Construction	200,000	200,000	50,000	0	0	50,000	50,000	50,000	By DPW
TOTALS:		2,600,000	2,600,000	500,000	300,000	300,000	500,000	500,000	500,000	



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6-YEAR CAPITAL IMPROVEMENTS PLAN
SIDEWALK FUND

The Department of Public Works (DPW) is responsible for the sidewalk replacement program. The City is divided into 6 areas for major road sidewalk replacements and 12 areas for residential sidewalk replacements. These areas are reviewed annually and a sidewalk replacement list is prepared. Not all sidewalks in any project area are replaced, only those sections of sidewalk that do not meet current requirements. Americans with Disabilities Act compliant facilities are also constructed with this program.

The sidewalk replacement program provides the property owner with the option of replacing the sidewalk themselves or having the replacement added to the City's list. The City hires a contractor to remove and replace sections of sidewalks and the residents are billed for the work.

The annual budget amount for the sidewalk fund is \$500,000. Approximately \$350,000 is used for residential sidewalk replacement; \$100,000 for major road sidewalk replacement; and \$50,000 for new construction. These funds are moved among these 3 placeholders in order to meet the annual needs of the sidewalk program.

SW-1. Residential Sidewalk Replacements (Sections 14, 21, 22 and 23)

This project will be paid for entirely by City funds, with reimbursement by property owners. Operation and maintenance costs are expected to decrease by \$275 per mile of sidewalk replaced.

SW-2. Residential Sidewalk Replacements (Sections 26, 27, 34 and 35)

This project will be paid for entirely by City funds, with reimbursement by property owners. Operation and maintenance costs are expected to decrease by \$275 per mile of sidewalk replaced.

SW-3. Residential Sidewalk Replacements (Sections 4, 5, 6, 9 and 35)

This project will be paid for entirely by City funds, with reimbursement by property owners. Operation and maintenance costs are expected to decrease by \$275 per mile of sidewalk replaced.

SW-4. Residential Sidewalk Replacements (Sections 7 and 8)

This project will be paid for entirely by City funds, with reimbursement by property owners. Operation and maintenance costs are expected to decrease by \$275 per mile of sidewalk replaced.

SW-5. Residential Sidewalk Replacements (Sections 16, 17 and 18)

This project will be paid for entirely by City funds, with reimbursement by property owners. Operation and maintenance costs are expected to decrease by \$275 per mile of sidewalk replaced.

SW-6. Residential Sidewalk Replacements (Sections 19, 20 and 21)

This project will be paid for entirely by City funds, with reimbursement by property owners. Operation and maintenance costs are expected to decrease by \$275 per mile of sidewalk replaced.



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6-YEAR CAPITAL IMPROVEMENTS PLAN
SIDEWALK FUND

SW-7. Major Road Sidewalk Replacements (Sections 7 and 8)

This project will be paid for entirely by City funds, with reimbursement by property owners. Operation and maintenance costs are expected to decrease by \$275 per mile of sidewalk replaced.

SW-8. Major Road Sidewalk Replacements (Sections 16, 17, 18, 19, 20 and 21)

This project will be paid for entirely by City funds, with reimbursement by property owners. Operation and maintenance costs are expected to decrease by \$275 per mile of sidewalk replaced.

SW-9. Major Road Sidewalk Replacements (Sections 28, 29, 30, 31, 32 and 33)

This project will be paid for entirely by City funds, with reimbursement by property owners. Operation and maintenance costs are expected to decrease by \$275 per mile of sidewalk replaced.

SW-10. Major Road Sidewalk Replacements (Sections 1, 2, 3, 10, 11 and 12)

This project will be paid for entirely by City funds, with reimbursement by property owners. Operation and maintenance costs are expected to decrease by \$275 per mile of sidewalk replaced.

SW-11. Major Road Sidewalk Replacements (Sections 13, 14, 15, 22, 23 and 24)

This project will be paid for entirely by City funds, with reimbursement by property owners. Operation and maintenance costs are expected to decrease by \$275 per mile of sidewalk replaced.

SW-12. Major Road Sidewalk Replacements (Sections 25, 26, 27, 34, 35 and 36)

This project will be paid for entirely by City funds, with reimbursement by property owners. Operation and maintenance costs are expected to decrease by \$275 per mile of sidewalk replaced.

SW-13. New Construction (City-wide)

Funds are budgeted annually for construction of new sidewalks, for acquisition of easements and/or right-of-way for new sidewalks and/or filling in gaps along major roads. Operation and maintenance costs are expected to decrease by \$275 per mile of sidewalk replaced.

Annual Budget by Organization Report

Detail

	2009 Actual Amount	2010 Actual Amount	2011 Estimated Amount	2011 Amended Budget	2012 Final	% Change
Fund: 403 SPECIAL ASSESSMENT FUND						
Revenue						
Department: 000 Revenue						
INTR - INTEREST & RENT	\$136,610.05	\$41,058.25	\$17,000.00	\$47,000.00	\$16,000.00	-66%
OTHREV - OTHER REVENUE	\$258,968.90	\$221,312.73	\$38,000.00	\$200,000.00	\$53,000.00	-74%
OTHFIN - OTHER FINANCING SOURCES	\$0.00	\$0.00	\$0.00	\$753,000.00	\$287,000.00	-62%
Department Total: Revenue	\$395,578.95	\$262,370.98	\$55,000.00	\$1,000,000.00	\$356,000.00	-64%
Expenditures						
Department: 896 Special Assessment Expenditures						
CAP - CAPITAL OUTLAY	\$75,800.00	\$63,802.40	\$0.00	\$0.00	\$0.00	
OTHF - OTHER FINANCING USES	\$2,063,000.00	\$2,000,000.00	\$1,000,000.00	\$1,000,000.00	\$356,000.00	-64%
Department Total: Special Assessment Expenditures	\$2,138,800.00	\$2,063,802.40	\$1,000,000.00	\$1,000,000.00	\$356,000.00	-64%
Revenue Totals:	\$395,578.95	\$262,370.98	\$55,000.00	\$1,000,000.00	\$356,000.00	-64%
Expenditure Totals	\$2,138,800.00	\$2,063,802.40	\$1,000,000.00	\$1,000,000.00	\$356,000.00	-64%
Fund Total: SPECIAL ASSESSMENT FUND	(\$1,743,221.05)	(\$1,801,431.42)	(\$945,000.00)	\$0.00	\$0.00	+++