

Capital Improvements Plan 2024/2025 – 2029/2030





CAPITAL IMPROVEMENTS PLAN

2024/2025 – 2029/2030

Farmington Hills City Council

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

Farmington Hills Planning Commission

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

Acknowledgements, Background information of this document has been provided by:

Gary Mekjian, City Manager
Karen Mondora, Assistant City Manager
Jeffery King, Chief of Police
Jon Unruh, Fire Chief
Jason Olszewski, Deputy Fire Chief
Jason Baloga, Fire Marshal
Michelle Aranowski, Director of Central Services
Carly Lindahl, City Clerk
Ellen Schnackel, Director of Special Services
Bryan Farmer, Deputy Director of Special Services
Tammy Gushard, Acting Director of Public Services
James Cubera, City Engineer
Derrick Schueller, Public Works Superintendent
Thomas Skrobola, Director of Finance/Treasurer
Charmaine Kettler-Schmult, Director of Planning and Community Development

Special Thanks to the CIP document preparation team:

Jeri LaBelle Barbara Smrtka

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CAPITAL IMPROVEMENTS PLAN

2024/2025–2029/2030

INTRODUCTION/LEGAL AUTHORITY

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

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

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

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

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

CIP GOAL

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

DEFINITION: BUDGET VS. PLAN

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

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

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

CAPITAL IMPROVEMENTS PLANNING - AN OVERVIEW

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

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

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

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

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

ADVANTAGES OF CAPITAL IMPROVEMENTS PLANNING

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

- Planning calls attention to the unmet needs of the City and stimulates corrective action. Residents can provide public input and critical review of the City's long-range plans.
- Planning for future needs ensures that projects will benefit the entire community. Residents can see what they are getting for their tax dollars.
- Planning can help bring about a better balance to project funding among public agencies and departments.
- Planning can eliminate the possibility of duplication of effort involving time and money between various local public agencies and improve project scheduling.
- Planning enables the community to effectively take advantage of anticipated and unanticipated State and Federal grants.
- Planning can provide decision makers with sound justification for needed improvements based on the comprehensiveness of the process.
- Planning future needs allows the community to stabilize tax rates over a period of years by anticipating funding requirements.
- Planning provides the required lead-time for designing and engineering improvements in advance of actual needs.

ONGOING COSTS

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

CIP SCHEDULE

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

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

- In November/December of each year the City Council may provide its input to the City Manager relative to capital needs, priorities, projects, and changes that it would like to see evaluated or reevaluated in preparation for the updating of the City's Capital Improvements Plan.
- Act 33 of the Public Acts of 2008 provides that the City Planning Commission shall annually prepare a six-year plan of public structures and improvements.
- In January and February of each year, the City Manager and Planning Commission shall jointly review the past year's capital budget and six-year projection of capital improvements. At this time preparation of an updated Capital Improvements Plan is initiated for the ensuing six-year period.
- In March of each year, the Planning Commission shall hold a public hearing to review the Capital Improvement Plan and gather public input prior to adoption of the plan.
- By the first meeting in April, the City Manager and Planning Commission shall submit to the City Council a Capital Improvements Plan. This may take the form of a single plan, joint plan, or separate plans, depending on the degree of consensus as to projects, priorities, and methods of financing.
- The City Council will consider the recommended Capital Improvements Plan as transmitted by the Planning Commission and City Manager and approve a capital improvement fund budget along with the general City operating budget no later than its first meeting in June.

CIP CRITERIA

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

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

- The project must impact the City-at-large or address a major need within the City in some specific way.
- The project represents a public facility.
- The project represents a physical improvement.
- The project requires the expenditure of at least \$25,000. Some CIP projects under \$25,000 may be included if they are part of a larger network or system of improvements.

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

FINANCING OVERVIEW

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

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

Internal Financing

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

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

Tax Increment Financing (TIF)

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

Debt Financing

The following debt financing instruments are available:

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

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

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

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

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

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

IMPACT OF LEGISLATION ON TAXING AUTHORITY

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

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

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

ACCOMPLISHMENTS

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

Public Facilities

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

- Concrete Pavement and Sidewalk Replacement at Varied Locations
- Security System CCTV Camera Replacement and New Installation at DPW, Police Station, HAWK, and Fire Stations #1, 2, 4 and 5
- Police Station Roof Replacement
- Police Station Automatic Transfer Switch Replacement
- Parks and Golf Maintenance Garage Automated Gate Installation
- Backup Boiler Installation at the Police Station
- Installation of new replacement inground hoist in the DPW mechanic's bay
- Design of new natural gas on-site generator at DPW facility

- Completion of the design and installation of a new fuel island at the City Hall Campus along with the replacement of the parking lot. The fueling system includes a new above-ground tank and

dispensers and will replace the existing fuel island and underground tanks just west of the police station.

- Liquid fill point upgrades made to brine manufacturing and storage garage at the DPW facility.

Police

- The Police Department's property contains emergency infrastructure and equipment critical to providing continuous emergency services. Open access to this area exposes this equipment and infrastructure to sabotage or vandalism, which would render these items and the department ineffective. In addition, the critical areas are currently prohibited for public access by signage only, for security and safety purposes. Access control improvements would be designed to decrease accessibility to these sensitive areas and improve employee safety and infrastructure security. The department is currently participating in a feasibility study to determine how best to design and implement this project.
- During the 22/23 budget year, the police department purchased or replaced body armor for 25 of the 112 sworn members. Most of the body armor purchases were for newly hired police officers.
- The police department completed painting of the Operations Bureau, and Administrative Bureau work areas and offices.
- The police department completed the remodel of the kitchen in the Investigative Bureau.
- The police department purchased 115 ballistic helmets, enough to issue each sworn officer this critical personal safety equipment.
- The police department purchased 125 new patrol rifles, the majority of which will be purchased by officers through a "buy back" program which will return 75% of the project cost to the city.
- The police department replaced the aged drone fleet with new state of the art drone fleet.

Technology

- The City implemented a Disaster Recovery as a Service (DRaaS) Solution to manage emergency loss of important data.
- The City continues to implement Windows 11 upgrades which requires replacement of PC's.
- Implementation continues with a new Human Resource Information System Solution to cover the "life cycle" of each employee of the City:
 - Recruitment
 - Applicant tracking
 - Selection
 - On-boarding
 - Training and development
 - Performance reviews
 - Employee profile management

- Implementation continues with a new Time & Attendance System Solution to include all general employees' units as well as advanced scheduling for Police, Fire and Public Works.
-
- Began discovery for the new Enterprise Resource Planning (ERP) software which will manage accounting, general ledger, reporting and purchasing.

Implemented a new Security Awareness Training combined with simulated phishing attacks.

- Installed four (4) Smart Signs at various locations in the City: two (2) at City Hall, Founders Sport Park and Heritage Park. Began implementation of Smart Sign at the Farmington Hills Community Center (Hawk). In addition, began Smart Lighting/Poles for Longacre House
- The multi-year Unified Communications & Networking project continued with projects as listed below:
 - The City replaced all analog CCTV recorders throughout City facilities and a portion of the analog cameras with new IP cameras.
- Updates were made to the audio, video & streaming infrastructure in the Community Room at City Hall and throughout the Hawk.
- Replaced City's legacy firewall with AT&T managed cloud based solution for unified protection and secure remote access.
- Implemented a penetration test (PEN test) to test our ability to combat a cyber-attack and evaluate security.
- Implemented social media archiving solution that helps the City maintain the highest level of compliance and transparency when online across all social media platforms.
- Upgraded and enhanced cell phone service coverage at the Hawk by providing over the air capabilities for multiple carriers.
- As part of our new contract with our copier and printer vendor the City has replaced all network printers.
- Implemented new Wi-Fi service to address the issues with employee Wi-Fi throughout the City.

Parks and Recreation

- Completed Parks and Recreation Master Plan
- Installed interior and exterior cameras at The Hawk, Costick Center, Parks and Golf Maintenance, Ice Arena, Nature Center, FH Golf Club, Grant Center, and Longacre House
- Baseball and soccer field improvements including infield materials, fence repairs, grading, soil and seeding at various baseball and soccer fields.
- Purchased $\frac{3}{4}$ ton 4 x 4 pickup truck with snowplow for Parks Maintenance.
- Purchased Ford F550 Swap Loader with V Box for Parks Maintenance
- Purchased Utility 60" zero turn mower for Parks Maintenance

- Purchased athletic field painter for Parks Maintenance
- Purchased utility vehicle cart for Parks Maintenance
- Purchased two gators for Parks Maintenance
- Purchased 10 HP electric air compressor for Parks Maintenance
- Installed new sliding gate secured entryway at Parks and Golf Maintenance Buildings
- Replaced worn doors and door frames at Parks and Golf Maintenance Buildings
- Added/replaced signage at multiple parks and facilities.
- Repaired and replaced worn and broken playground equipment in multiple parks
- Started an Invasive Species Plan within parks system
- Removed buckthorn from Bond Park
- Repaired and relocated trail bridge at Woodland Hills
- Restored and updated trails at Woodland Hills
- Mowed four acres of invasive species at Woodland Hills through grant funding
- Installed digital sign at the entrance to Heritage Park
- Replaced roof and concrete pads at North Shelter in Heritage Park
- Resurfaced Trail near Nature Center in Heritage Park
- Replaced roof and repaired chimneys (2) at Spicer House in Heritage Park
- Repaired portions of the Longacre House / Heritage Park stone wall along Farmington Rd
- Started plan to repair porch patio at Longacre House
- Purchased triplex mowers for Farmington Hills Golf Club
- Purchased ProGator HD utility vehicle for Farmington Hills Golf Club
- Extended sidewalks from driving range to clubhouse entrance at Farmington Hills Golf Club
- Added drain trough in basement for golf cart fleet cleaning at Farmington Hills Golf Club
- Purchased tractor with ball cage for Farmington Hills Golf Club Driving Range
- Replaced roof and concrete pads at comfort station/concession stand in Pioneer Park

- Replaced roofs, concrete pads, worn doors and door frames at North and South Concessions in Founders Park
- Refurbished lobby men's and women's restrooms at Farmington Hills Ice Arena
- Replaced worn doors and door frames at Farmington Hills Ice Arena
- Replaced multiple failed LED parking lot lights at Farmington Hills Ice Arena
- Installed digital sign at Founders Park on 8 Mile Rd near Riley Skate Park in Founders Park
- Repaired concrete damage at Riley Skate Park in Founders Park
- Replaced signage on Disc Golf Course in Founders Park
- Milled and resurfaced with asphalt a sixty foot portion of drop-off circle at Costick Center
- Replaced worn door and door frame to pool at Costick Center
- Installed new ADA compliant sliding doors for 'B' entrance at Costick Center
- Replaced ADA pool lift at Costick Center through an Oakland County Grant via the Senior Division
- Purchased 80 tables, 300 chairs, and two room dividers for Costick Center through an Oakland County Grant via the Senior Division
- Purchased ADA compliant aquatic pool transfer chairs for the pools at Costick Center and The Hawk through an Oakland County Grant via the Senior Division
- Replaced parking lot light (1) with solar powered LED head at The Hawk
- Installed shade system in the lobby area for The Hawk
- Installed sound management systems for Black Box and Heritage Hall at The Hawk
- Installed new 85" monitors in Black Box room at The Hawk
- Installed gym curtain dividers for gym at The Hawk
- Installed Tricaster for Video Division at The Hawk
- Installed 11 new diaper changing stations at The Hawk
- Purchased ADA compliant equipment for Fitness Center at The Hawk through an Oakland County Grant via the Senior Division
- Resurfaced and re-lined gymnasium floor at The Hawk through an Oakland County Grant via the Senior Division
- Purchased Rally Master Backboard rebounder for tennis courts at The Hawk

- Purchased shade structure for pickleball and tennis courts at The Hawk
- Purchased wind screens for pickleball courts at The Hawk
- Purchased two AED devices for The Hawk
- Replaced The Hawk Air Handling Unit serving the Theatre (AHU-10)
- Replaced The Hawk Air Handling Unit serving Harrison Hall (AHU-17)
- Replaced The Hawk Air Handling Unit serving Dance Studio and 2D/3D Art (AHU-23)
- Replaced The Hawk Air Handling Unit serving Blackbox, Lesson Rooms, Lesson Studio, Offices and Scene Shop (AHU-24)
- Replaced The Hawk Air Handling Unit serving Makerspace Upper Level, Offices, and Performance Studio (AHU-25)

Equipment, Fire

- Fire Department took delivery of four (4) Squad units. Two (2) from FY 22/23 and Two (2) from FY 23/24.
- Fire Department awaits delivery of Utility Vehicle.

Equipment, DPW

- Replace Forestry Truck.
- Replace two Rotary Vehicle Lifts.
- Replace two 5-yard Swap Loader Dump Trucks.
- Replace Vacuum Street Sweeper.

Fleet & Motor Pool Vehicles

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

Drainage

- Construction of a 17'-foot by 10'-foot single span box culvert for the Minnow Pond Drain crossing of Quaker Valley Road west of Braebury Ridge.
- Construction of a 12' by 6' single span box culvert for a tributary of the Minnow Pond Drain on Quaker Valley Road east of Hunters Ridge.
- Constructed lateral storm sewer in Farmington Freeway Industrial Park.

- Constructed lateral storm sewer in Heritage Hills Subdivision (construction Phase 3).
- Construction of lateral storm sewer and crossings on Eleven Mile Road (Farmington Road to Orchard Lake Road).
- Construction of three (3) single span box culverts (17-foot x 7-foot, 17-foot x 9-foot, and 17-foot x 10-foot) and two (2) concrete culverts (60 inch) in the Woodcreek Subdivision.

Sanitary Sewer

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

Water main

- Replaced water main throughout the Kimberley Subdivision.
- Construction of a 12" water main loop through Beechview Elementary School/Beechview Swim Club properties to the Meadow Ridge Condominiums water main.

Sidewalks

- Installed sidewalk on the west side of Inkster Road between Hystone Street and Eleven Mile Road.
- Provided M-5 pedestrian bridge connection improvements.

Transportation

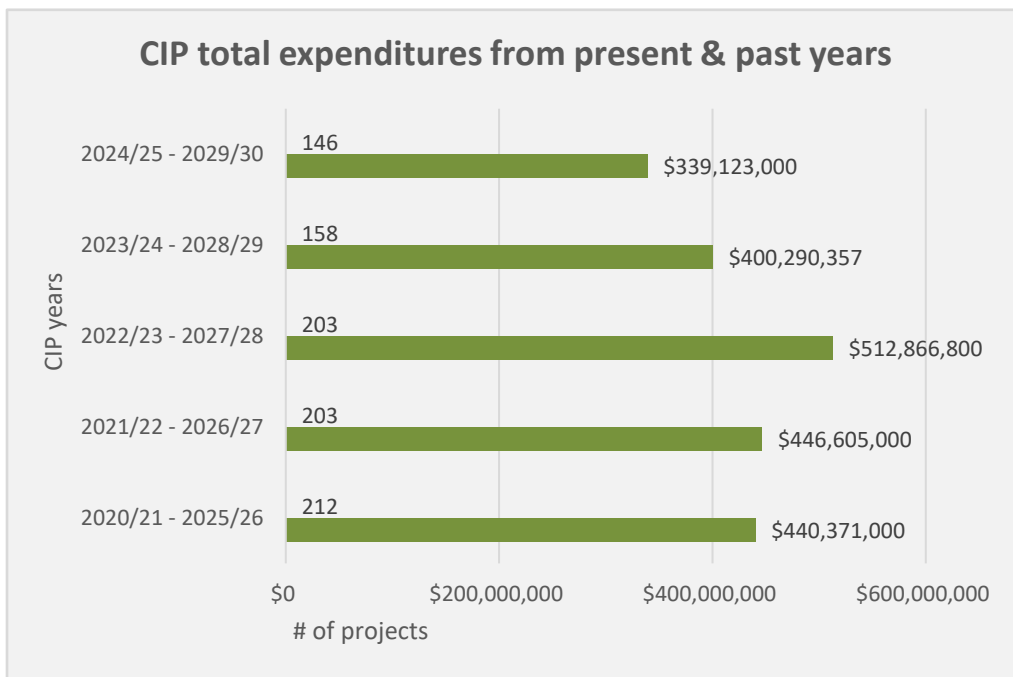
- Reconstructed Farmington Freeway Industrial Park – Phase 3 of 3
- Reconstructed Eleven Mile Road from Farmington Road to Orchard Lake Road.
- 2023 Local Road Reconstruction Projects.
 - Heritage Hills and Wedgewood Commons (Phase 3 of 4)
 - Brittany Drive
 - Thornbrook Drive
 - Chantilly Court
- 2023 Local Road Capital Preventative Maintenance Projects (Mill and Overlay and Rehab Program)
 - Lantern Hill Court, Weathervane Avenue and McKenzie Road
 - Spring Valley Drive
- 2023 Local Road Gravel to Pave Conversion
 - Hull Road
 - Versailles Court
 - Dumas Court

- Designed 2024 Local Road Reconstruction projects.
- Designed 2024 Local Road Gravel Conversion to Hard Surface Pavement project.
- Design of signal improvements at Nine Mile Road at Drake Road, Nine Mile Road at Gill Road, and Fourteen Mile Road at Inkster Road North.

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CIP Summary

Below shows total expenditures from present and past years for totals from departments participating.



The next page table summarizes the proposed capital improvement project expenditures by expenditure type as put forward by the various reporting City Departments. The projects included in each expenditure type are itemized by individual project(s), including project costs, in the corresponding charts contained

CIP SUMMARY TABLE, 2024/2025- 2029/2030

EXPENDITURE TYPE	TOTAL COST	CITY COST	MAINTENANCE COSTS	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	# OF PROJECTS	
										FUTURE	Projects
Public Facilities	10,780,000	10,780,000	NC	4,725	1,555	1,150	1,150	1,100	1,100		10
Police	3,797,000	3,797,000	NC	1,501	574	574	574	574			6
Technology	8,567,000	8,567,000	NC	1,885	1,167	1,169	1,171	1,173	1,175	827	4
Parks & Recreation	44,809,000	44,509,000	470,000	5,603	5,943	5,117	4,840	4,901	5,605	12,500	9
Fire Equipment	5,220,000	5,220,000	NC	1,120	1,000	1,175	1,025	900			5
DPW Equipment	7,145,000	7,145,000	NC	1,075	1,060	1,360	1,150	1,060	1,440		6
Fleet Motor Pool Vehicles	2,040,000	2,040,000	NC	290	310	330	350	370	390		6
Drainage	28,735,000	26,310,000	NC	6,475	4,600	3,395	7,225	3,725	890		31
Sanitary Sewers	23,550,000	23,550,000	NC	3,350	3,750	5,340	3,310	5,300	2,500		7
Watermains	47,090,000	47,090,000	NC	11,410	7,910	10,230	6,460	5,135	5,945		16
Sidewalks	4,135,000	4,135,000	NC	1,105	790	670	100	670	800		12
Transportation, Major Roads	67,105,000	59,400,000	NC	13,775	9,515	11,415	10,965	7,315	6,415		14
Transportation, Local Roads	90,580,000	96,580,000	NC	14,130	12,500	12,500	12,600	12,000	9,200	23,650	20
TOTALS:	\$343,553,000	\$339,123,000		\$66,444	\$50,674	\$54,425	\$50,920	\$44,223	\$35,460	\$36,977	146

PUBLIC FACILITIES

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

PROPOSED PUBLIC FACILITY PROJECTS

1. City-Wide Facilities Improvements

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

- Concrete Pavement and Sidewalk Replacement at Varied Locations
- Security System CCTV Camera Replacement and New Installation at Varied Locations
- HVAC Upgrades at Fire Station #5 and the Ice Arena
- Brick Paver Patio Replacement at the Longacre House
- Fire Alarm Replacement at Fire Stations #3 and #4
- Design of Future Facility Projects

2. Barrier Free (ADA) Improvements

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

3. Electric Vehicle (EV) Charging Stations

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

4. Fire Station Improvements

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

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

5. Courthouse Parking Lot

Reconstruction/rehabilitation of the courthouse parking lots.

6. Citygate Signage and Landscaping Enhancement at Orchard Lake Road and I-696

Installation of landscaping and a Citygate sign at the Orchard Lake Road exit ramps from the I-696 expressway.

7. DPW Natural Gas Generator

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

8. Fire Station #4 Parking Lot Replacement

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

9. Police Station Parking Lot Access Management

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

10. Orchard Lake Roundabout Landscape Enhancement

Installation of landscaping, signage, and sculpture within the Orchard Lake Road roundabout, south of 14 Mile Road.

PUBLIC FACILITIES

Reference No.	PROJECT	TOTAL COST	CITY COST	MAINTENANCE COSTS	PROJECTED FUNDING & SOURCE	City Cost figures are shown in thousands of dollars						
						2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	FUTURE
1	City Wide Facilities Improvements	6,000,000	6,000,000	NC	100% City	1,000 CF	1,000 CF	1,000 CF	1,000 CF	1,000 CF	1,000 CF	
2	Barrier Free (ADA) Improvements	150,000	150,000	NC	100% City	25 CF	25 CF	25 CF	25 CF	25 CF	25 CF	
3	Electric Vehicle (EV) Charging Stations	450,000	450,000	NC	100% City	75 CF	75 CF	75 CF	75 CF	75 CF	75 CF	
4	Fire Station Improvements	200,000	200,000	NC	100% City	50 CF	50 CF	50 CF	50 CF			
5	Courthouse Parking Lot	405,000	405,000	NC	100% City		405 CF					
6	Citygate Signage on Orchard Lake Road Bridge Over I-696	1,200,000	1,200,000	NC	100% City	1,200 CF						
7	DPW Natural Gas Generator	900,000	900,000	NC	100% City	900 CF						
8	Fire Station #4 Parking Lot Replacement	600,000	600,000	NC	100% City	600 CF						
9	Police Station Parking Lot Access Management	375,000	375,000	NC	100% City	375 CF						
10	Orchard Lake Roundabout Landscape Enhancement	500,000	500,000	NC	100% City	500 CF						
TOTAL:		\$10,780,000	\$10,780,000	NC		4,725	1,555	1,150	1,150	1,100	1,100	

CF: Capital Fund
 NC: No Change

This chart shows the identified public structures and improvements in the general order of their priority.

Revised: 2-15-24

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POLICE

PROPOSED POLICE PROGRAMS AND EQUIPMENT

1. Women's Locker Room Expansion

The women's locker room needs expansion. Recently additional lockers were added to the existing space doubling the number of lockers from 12 to 24. There are currently only two lockers available for new hires. Currently, we have a conditional offer of employment being processed that would reduce this to one extra locker. With the increase of female applicants and new hires we anticipate running out of room for our staff soon. It is proposed that the locker room be expanded into the current uniform storage area. This area is adjacent to the locker room making it an obvious location for expansion. This expansion will provide space for up to 16 more lockers. The estimated total cost for this project is \$100,000.

2. Workstations / Office Furniture

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

3. Mobile Command Post

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

4. **Carpeting Replacement, 1st Floor**

The carpeting in the patrol/investigations area of the first floor of the police department is dirty and worn. With recent upgrades to the front desk and roll call room, the carpeting is dated and no longer matches that of the rest of the first floor. As part of an ongoing effort to modernize the work areas and aesthetics of the police building the Department seeks to replace the carpeting in the work areas and offices of the Patrol and Investigative Bureaus. The estimated total for this project is \$32,000.

5. **Canine Team Expansion**

Due to increased service demands we are seeking to add two additional certified canine teams which would be certified in drug or explosive detection. The benefits include increased service to the community by having a canine team assigned to each patrol shift resulting in decreased response times, increased investigative abilities, increased opportunities to recover lost and missing persons, increased opportunities to arrest fleeing criminals, increased community policing opportunities, and reduced fatigue to the current sole canine team. This proposal encompasses the cost of purchasing two new canines, all training, vehicles, and necessary equipment. The estimated total for this project is \$171,000.

6. **Axon Officer Safety Bundle**

As our contract with Motorola Watchguard comes to an end, we are in need of a replacement product which will meet the needs of the police department, IT department and the requirements of the Oakland County Prosecutors Office. We have researched several platforms, and the Axon bundle has been found to be the superior to those of its competitors and contains equipment that is a sole source provider. The Axon bundled platform of services will provide the department with essential technology and equipment which includes body worn cameras, in car cameras, tasers, digital evidence storage, all media redaction tools, virtual reality training devices and AI assisted video monitoring. The estimated total for this project is \$2,870,985.20, or 5 yearly installments of \$574,197.04.

POLICE PROGRAMS AND EQUIPMENT

Reference No.	PROJECT	TOTAL COST	CITY COST	MAINTENANCE COSTS	PROJECTED FUNDING & SOURCE	City Cost figures shown are in thousands of dollars						
						2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	FUTURE
1	Women's Locker Room Expansion	100,000	100,000	NC	100% City	100 CF						
2	Work Stations /Office Furniture	173,000	173,000	NC	100% City	173 CF						
3	Mobile Command Post Vehicle	450,000	450,000	NC	100% City	450 CF						
4	Carpeting Replacement	32,000	32,000	NC	100% City	32 CF						
5	Canine Team Expansion	171,000	171,000	NC	100% City	171 CF						
6	Axon Officer Safety Bundle	2,871,000	2,871,000	NC	100% City	575 CF	574 CF	574 CF	574 CF	574 CF		
	TOTAL:	\$3,797,000	\$3,797,000	NC		1,501	574	574	574	574		

CF: Capital Fund
 NC: No Change

This chart shows the identified public structures and improvements in the general order of their priority.

Revised: 2-15-24

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TECHNOLOGY

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

PROPOSED TECHNOLOGY PROJECTS

1. City-Wide Technology

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

During Fiscal Year 2024/2025 the following projects are proposed

- Personal Computer & Notebook replacements for 300+ end users to accommodate Windows 11 continues.
- Continued Implementation of Virtual Desktop & VPN functionality for various departments.
- Infrastructure and software enhancements to support various departmental initiatives.
- Continued upgrades to the network security infrastructure.
- Replace Office 365 email protection.
- Implement communication system software and video for new EOC at Fire Department headquarters.
- Replace the City's outdated Enterprise Resource and Planning software (General Ledger, Accounts Payable, Payroll, Human Resources, Purchasing, etc.) with a new software package that also includes enhanced functionality to replace current outmoded and manual processes, including:
 - Budgeting and Fiscal Planning
 - Financial Reporting
 - Business Intelligence/Analytics
 - Performance Management
 - Project Management

All of the recommended upgrades in functionality are currently managed using outdated and manually intensive spreadsheets, Word documents, and paper.

2. Unified Communications & Smart Cites Projects

Unified communications (UC) are a framework for integrating various asynchronous and real-time communication tools, with the goal of enhancing business communication, collaboration and productivity. Unified communications do not represent a singular technology; rather, it describes an interconnected system of enterprise communication devices and applications that can be used in concert. To

better address all of the City's needs appropriate systems will be planned & implemented as part of an integrated program.

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

During Fiscal Year 2024/2025 the following projects are proposed

a. Video Surveillance Equipment

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

b. Smart Cities Projects

Ongoing projects will include collecting data from devices, buildings and assets that will then be processed and analyzed to monitor and manage traffic and transportation systems, utilities, water supply networks, waste, crime detection, information systems and other community service. To successfully implement this program capital investment \$350,000 is requested for fiscal year 2024/2025 and \$350,000 per year is requested for 2024/25, 2025/26, 2026/27 2027/28, 2028/2029 & 2029/2030.

3. ERP/Financial Software

- a. Implementation began in February 2024 of the new Core ERP system (GL, Budgeting, PR, AP, HR, Purchasing, Capital Assets Solution; \$700k up front, \$100k annual maintenance)
- b. A new Financial Reporting, Performance Management, and Transparency software like OpenGov, Questica, Socrata. ((\$100k annual lease)

4. DPW Fleet Management Software

The current on premises fleet management information system (FMIS) will no longer be supported on the Windows 11 platform. The solution is to move to a cloud-based system to continue to provide FMIS support. To implement this software, support and maintenance \$85,000.00 is requested. (\$85k up front and approximately \$17k annual maintenance)

TECHNO

TECHNOLOGY

Reference No.	PROJECT	TOTAL COST	CITY COST	MAINTENANCE COSTS	PROJECTED FUNDING & SOURCE	City Cost figures are shown in thousands of dollars							
						2024/25	2025/26	2026/27	2027/2028	2028/29	2029/30	FUTURE	
1	City-Wide Technology	2,500,000	2,500,000	60,000 AC	100% City	400 CF	350 CF	350 CF	350 CF	350 CF	350 CF	350 CF	350 CF
2a	Unified Communications & Smart Cities Projects, Video Surveillance Equipment	1,750,000	1,750,000	40,000 AC	100% City	250 CF	250 CF	250 CF	250 CF	250 CF	250 CF	250 CF	250 CF
2b	Unified Communications & Smart Cities Projects	2,100,000	2,100,000	40,000 AC	100% City	350 CF	350 CF	350 CF	350 CF	350 CF	350 CF	350 CF	
3a	ERP/Financial Software, Core EPR	1,300,000	1,300,000	100,000 AC	100% City	700 CF	100 CF	100 CF	100 CF	100 CF	100 CF	100 CF	100 CF
3b	ERP/Financial Software, Financial Reporting	700,000	700,000	100,000 AC	100% City	100 CF	100 CF	100 CF	100 CF	100 CF	100 CF	100 CF	100 CF
4	DPW Fleet Management Software	217,000	217,000	17,000 AC	100% City	85 CF	17 CF	19 CF	21 CF	23 CF	25 CF	27 CF	27 CF
TOTAL:		\$8,567,000	\$8,567,000			1,885	1,167	1,169	1,171	1,173	1,175	827	

CF: Capital Fund
AC: Annual Cost
NC: No Change

This chart shows the identified public structures and improvements in the general order of their priority.

Revised: 2-15-24

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PARKS & RECREATION

The Parks and Recreation section of the CIP has been developed by extracting the action plan from the City's 2014 & 2019 Parks and Recreation Master Plans as well as adding the funding available in the Parks Millage approved by the voters in August 2018.

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

PROPOSED PARKS AND RECREATION PROJECTS

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

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

- **HAWK priority items as identified in the Accruent Study (\$1,100,000)**
 - Replace Air Handling Unit serving Activity Room A, B, and C (AHU-9) (\$100,000)
 - Replace roof over 2D/3D Art (\$200,000)
 - Replace Rooftop Unit serving 3rd floor NE corner (RTU-1) (\$100,000)
 - Replace Rooftop Unit serving 3rd floor NW corner (RTU-2) (\$100,000)
 - Replace Rooftop Unit serving 3rd floor incubator (RTU-3) (\$100,000)
 - Replace Rooftop Unit serving 3rd floor incubator (RTU-4) (\$100,000)
 - Replace Rooftop Unit serving 3rd floor media center (RTU-5) (\$100,000)
 - Replace Rooftop Unit serving 3rd floor room 349 offices (RTU-6) (\$100,000)
 - Replace Rooftop Unit serving 3rd floor SW corner (RTU-7) (\$100,000)
 - Replace Rooftop Unit serving 3rd floor SE corner (RTU-8) (\$100,000)

- Additional HAWK items not in Accruent Study **(\$480,000)**
 - Boiler Room pressure booster pump (2) replacement (\$20,000)
 - Stadium complex (restrooms, locker rooms) roofs (\$150,000)
 - Shade for pickleball/tennis courts (\$50,000)
 - 3rd floor Room 348 media center demo (\$90,000)
 - 3rd floor Tables and chairs (\$40,000)
 - 3rd floor Room 323 Simulator (\$80,000)
 - 1st floor Room 127/128 Control Booth/Recording Studio (\$50,000)

2. **2024/25 Vehicles, Equipment and Infrastructure (\$1,436,000)**

Vehicles and Equipment

- Parks **(\$326,000)**
 - Truck (1), ¾ Ton 4WD Pickup w/Plow (\$50,000).
 - 3-yard dump truck w/salt spreader (\$125,000)
 - Mower, Utility 60" ZTR (\$16,000).
 - Tractor, Utility (\$75,000)
 - Landscape enclosed trailer (\$20,000)
 - Truck, Canyon (1) (\$40,000)
- Golf **(\$510,000)**
 - Utility Carts (2) for Turf Maintenance (\$20,000).
 - Golf Cart Fleet with Lithium Batteries (\$400,000).
 - Triplex Mowers (2) (\$80,000).
 - Blower, turbine pull behind (\$10,000)

Infrastructure

- Parks **(\$235,000)**
 - Heritage restroom improvements (\$60,000).
 - Asphalt trail path resurfacing (\$100,000)
 - Spicer house repairs (\$75,000)
- Golf **(\$345,000)**
 - Asphalt cart path resurfacing, front nine (\$300,000)
 - Clubhouse tables and chairs (\$30,000)
 - Clubhouse carpeting (\$15,000)
- Ice Arena **(\$20,000)**
 - Compressor rebuild (\$20,000).

3. **2025/2026 Vehicles, Equipment and Infrastructure (\$2,076,000)**

Vehicles and Equipment

- Parks **(\$156,000)**
 - Truck, ¾ Ton 4WD Pickup w/Plow (\$50,000).
 - Mower, Utility 60" ZTR (\$16,000).
 - ABI Force Groomer (\$60,000).
 - Utility Cart for Park Maintenance (\$30,000)
- Golf **(\$175,000)**
 - Mower, Wide Area (\$100,000).
 - Mower, Bank and Surround (\$75,000)

Infrastructure

- Parks **(\$1,000,000 = \$700,000 City + \$300,000 DNR Grant)**
 - Heritage Park Adaptive Playground and Splash Pad (\$1,000,000)
Note: seeking \$300,000 Grant from DNR.

- Parks **(\$195,000)**
 - Canopy, Tent 20x40 (2) (\$10,000)
 - Asphalt trail path resurfacing (\$60,000)
 - Concrete pad (\$50,000)
 - Spicer house repairs (\$75,000)

- Golf **(\$400,000)**
 - Asphalt cart path resurfacing, back nine (\$250,000)
 - Irrigation new pump system (\$150,000)

- Ice Arena **(\$150,000)**
 - Rubber Flooring (\$150,000)

4. 2026/2027 Vehicles, Equipment and Infrastructure (\$950,000)

Vehicles and Equipment

- Parks **(\$130,000)**
 - Truck, Canyon (1) (\$40,000)
 - Walk Behind 48" (\$10,000)
 - Cart, Utility (\$30,000)
 - Truck, ¾ Ton 4WD Pickup w/Plow (\$50,000)

- Golf **(\$255,000)**
 - Mower, Fairway (2) (\$150,000)
 - Mower, Rough Trim (2) (\$65,000)
 - Utility Cart (2) (\$30,000)
 - Sod Cutter (\$10,000)

Infrastructure

- Parks **(\$415,000)**
 - Trail updates at Heritage Park (\$50,000)
 - Trail updates at Woodland Hills (\$10,000)
 - Longacre House Renovations (\$125,000)
 - Disc Golf Course tee pads (\$10,000)
 - Riley Skate Park concrete repairs (\$20,000)
 - Founders Sports Baseball Dugouts (\$100,000)
 - Driving Range Netting (\$100,000)

- Ice Arena **(\$150,000)**
 - Rubber Flooring (\$150,000)

5. 2027/2028 Vehicles, Equipment and Infrastructure (\$673,000)

Vehicles and Equipment

- Parks **(\$278,000)**
 - Truck, Canyon (\$40,000)
 - Truck, ¾ Ton 4WD Pickup w/Plow (\$50,000).
 - Mower (\$17,000).
 - Mower (\$70,000).
 - Skid Steer (\$90,000)
 - Canopy, Tent 20x40 (2) (\$11,000)

- Golf **(\$115,000)**
 - HD Utility Cart (\$35,000).
 - Surround Mower/Trim/Banks (\$80,000)

Infrastructure

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

6. 2028/2029 Vehicles, Equipment and Infrastructure (\$734,000)

Vehicles and Equipment

- Parks **(\$137,000)**
 - Truck, ¾ Ton 4WD Pickup w/Plow (\$50,000).
 - Mower, Utility 60" ZTR (\$17,000).
 - Tractor, Utility 35-60 HP (\$70,000).

- Golf **(\$212,000)**
 - Rough Mower (\$70,000)
 - Utility Vehicle (UTV) with cab for Turf Maintenance (\$32,000).
 - Sprayer (\$90,000)
 - Range Cart Picker (\$20,000)

Infrastructure

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

- Golf **(\$100,000)**
 - Driving range improvements (\$100,000)

7. 2029/2030 Vehicles, Equipment and Infrastructure (\$1,440,000)

Vehicles and Equipment

- Parks **(\$190,000)**
 - Truck, ¾ Ton 4WD Pickup w/Plow (\$50,000).
 - Mower, Walk Behind (2) (\$25,000).
 - Tractor, Utility (\$75,000).
 - Truck, Canyon (1) (\$40,000)

- Golf **(\$730,000)**
 - Greens Aerifier (\$80,000)
 - Golf Cart Fleet with Lithium Batteries (\$450,000)
 - Golf Cart Fleet GPS add-on feature (\$200,000).

Infrastructure

- Parks **(\$320,000)**
 - Trail and Wayfinding Signs (\$40,000)
 - Playground Equipment (\$25,000)
 - Riley Skate Park Repairs (\$75,000)
 - Founders Park Baseball Field Dugout Covers (\$120,000)
 - Founders Park restroom improvements (\$60,000)

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

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

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

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

Future renovation of Costick Center to create Adults 50 & Better focused facility. The Accruent Study performed for this facility indicated over \$20,000,000 in repairs/replacements over the next five (5) years. FHSS Staff have identified just under \$9,000,000 in priority improvements.

PARKS & RECREATION

Reference No.	PROJECT	TOTAL COST	CITY COST	MAINTENANCE COSTS	PROJECTED FUNDING & SOURCE	City Cost figures shown are in thousands of dollars						
						2024/25	2025/26	2026/27	2027/2028	2028/29	2029/30	FUTURE
1a	The Hawk, 1st & 2nd floors	9,000,000.00	9,000,000.00	315,000 AC	100% City	1,500 CF	1,500 CF	1,500 CF	1,500 CF	1,500 CF	1,500 CF	
1b.	The Hawk, 3rd floor	7,000,000.00	7,000,000.00	NC	100% City	1,167 CF	1,167 CF	1,167 CF	1,167 CF	1,167 CF	1,165 CF	
2 -7	Parks Vehicles, Equipment	1,217,000.00	1,217,000.00	NC	100% City	326 CF	156 CF	130 CF	278 CF	137 CF	190 CF	
2 -7	Golf Vehicles, Equipment	1,997,000.00	1,997,000.00	NC	100% City	510 CF	175 CF	255 CF	115 CF	212 CF	730 CF	
2 -7	Parks Infrastructure	1,730,000.00	1,730,000.00	NC	100% City	235 CF	195 CF	415 CF	280 CF	285 CF	320 CF	
2 -7	Golf, Ice Arena & Other Infrastructure	1,365,000.00	1,365,000.00	NC	100% City	365 CF	550 CF	150 CF		100 CF	200 CF	
3	Heritage Park Adaptive Playground and Splash Pad	1,000,000.00	700,000.00	NC	70% City 30% Grant		700 CF					
8	Acquisition of Park Land	1,500,000.00	1,500,000.00	NC	100% City							1,500 CF
9	Costick Center	20,000,000.00	20,000,000.00	155,000 AC	100% City	1,500 CF	1,500 CF	1,500 CF	1,500 CF	1,500 CF	1,500 CF	11,000 CF
TOTAL:		44,809,000.00	44,509,000.00	\$470,000		5,603	5,943	5,117	4,840	4,901	5,605	12,500

NC: No Change
CF: Capital Fund
AC: Annual Cost
Grant: DNR

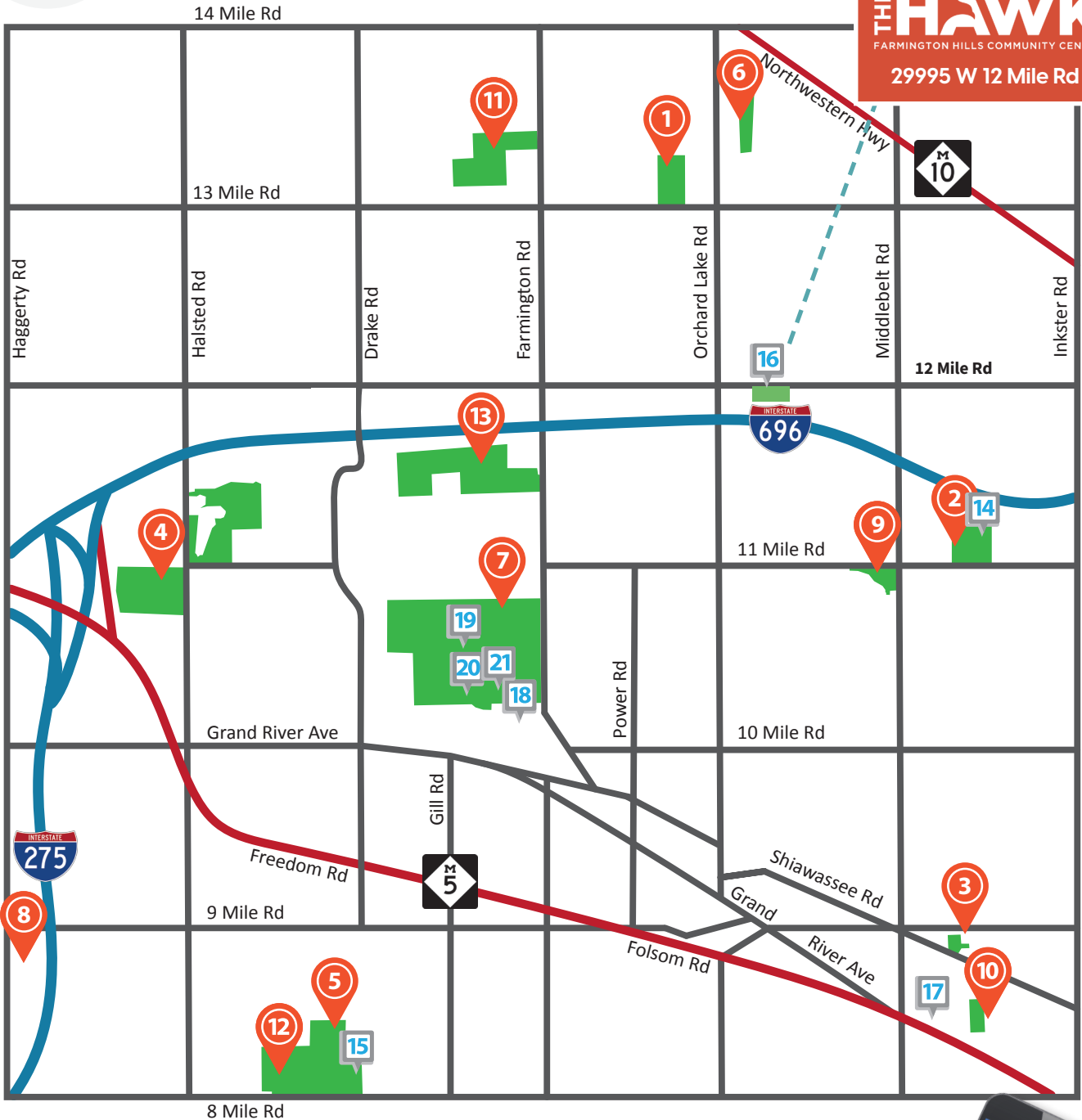
This chart shows the identified public structures and improvements in the general order of their priority.

Revised: 2-15-24



PARKS & FACILITIES

THE HAWK
FARMINGTON HILLS COMMUNITY CENTER
29995 W 12 Mile Rd



Scan me

Take the virtual tour. Your adventure awaits!

fhgov.com/fhparks



PARKS

- 1 Bond Field**
31500 13 Mile Rd
1.7 acre park with two youth baseball fields
- 2 Costick Fields**
28600 W 11 Mile Rd
Large green space in front of Costick Activities Center with three soccer fields and a 0.5 mile walking path.
- 3 William Grace Dog Park**
29040 Shiawassee Rd
4-acre dog park divided into two areas - one for large dogs and one for smaller dogs up to 22 lbs. The dog park is open year-round, has benches and water for your dogs.
- 4 Farmington Hills Golf Club**
37777 11 Mile Court
175-acre, 18-hole golf course, open April through November, weather permitting. The driving range has 32 stations, tees and two practice greens. A full service pro shop and restaurant are open to the public.
- 5 Founders Sports Park**
35500 8 Mile Rd
101-acre park with six soccer fields, a nine hole disc golf course, eight baseball/softball fields, four sand volleyball courts, two half-court basketball courts, one bocce ball court, and a fishing pier. Also home to Farmington Hills Ice Arena and Riley Skate Park.
- 6 Harmon Oaks Park**
28000 Greening Rd
Small nature preserve with mature hardwoods and wildflowers.
- 7 Heritage Park**
24915 Farmington Rd
211-acre park with 4.5 miles of hiking trails. Amenities include picnic shelters, playground, sand volleyball courts, horseshoe pits, and grills. Also home to the Spicer House, Nature Center, Stables Art Studio, Amphitheater, History Center, Splash Pad, and Riley Archery Range. Shelters are available on a first-come basis, but may be reserved in advance.

- 8 Hills 275 Trailhead**
22100 Haggerty Rd
Bordering the I-275 Metro Trail, this is the first official trailhead off a Federal Highway in the State of Michigan. Hills 275 Trailhead provides dedicated parking that allows residents and guests to enjoy a safe, accessible entry point to the I-275 Metro Trail to bike and hike. The trailhead features green space, an informational kiosk, bike repair station, water bottle filler station, and work from local artists.
- 9 Memorial Park**
Located at 11 Mile & Middlebelt Rds
Memorial Park provides residents with a place to peacefully reflect and recognize friends and family members who have passed away.
- 10 Olde Town Park**
Corner of Independence & Waldron
3.7-acre neighborhood park featuring a shelter, in-line skating/ice hockey rink, two tennis courts, picnic tables, grills, and a playground.
- 11 Pioneer Park**
29885 Farmington Rd
Four athletic fields: In summer, two baseball and two soccer fields. In fall, four soccer fields. Comfort station and refreshment stand also available.
- 12 Riley Skate Park**
35500 W. 8 Mile Rd
Located in Founders Sports Park. This 29,000 square foot all-concrete park is the area's FREE premiere hotspot for skateboarders and in-line skaters.
- 13 Woodland Hills**
26655 Farmington Rd
74-acre nature park with 1.7 miles of hiking trails. Meadows, a hardwood forest, a pond, a river, and creek are all part of its natural wonders.

FACILITIES

- 14 Costick Activities Center**
28600 W 11 Mile Rd
67,000 square foot multipurpose facility on 28 acres. Home of the Center for Active Adults. Amenities include: swimming pool, gymnasium, stage, meeting and banquet rooms.

- 15 Farmington Hills Ice Arena**
35500 W. 8 Mile Rd
Located inside Founders Sports Park, the 70,000 square foot Ice Arena has two ice surfaces and a total seating capacity of 1,200 people. The facility hosts youth and adult hockey, public skating, Learn-to-Skate programs, and figure skating.
- 16 The Hawk - Farmington Hills Community Center**
29995 W 12 Mile Rd
Formerly Harrison High School, the new 245,000 square foot multipurpose community center and 42-acre park will provide a hub for residents and guests of all ages, interests and abilities to enjoy drama, music, visual and performing arts, aquatics, athletics, fitness and wellness, along with many other programs, classes, camps and events.
- 17 Jon Grant Community Center**
29260 Grand River Ave
Attached to Farmington Hills Fire Station #3. Facility hosts classes, programs, and rental space for parties and events.
- 18 Longacre House**
24705 Farmington Rd
www.longacrehouse.org
Historic event space for weddings, themed parties, receptions, business meetings, banquets and social gatherings. Also used by many Special Services programs.
- 19 Nature Center**
24915 Farmington Rd
Located in Heritage Park, this 2,325 square foot nature facility offers interpretive exhibits, including a life-sized tree and animal home exhibit, a bird viewing area, native fish aquariums, a library and a hands-on learning station for kids.
- 20 Riley Archery Range**
24915 Farmington Rd
This unique open air (indoor/outdoor) archery range offers eight shooting lanes with shooting distances of 10-30 yards, providing programs for people of all ages and abilities.
- 21 Stables Art Studio**
24915 Farmington Rd
Spacious art studio in historic setting hosts classes, camps & workshops.

EQUIPMENT

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

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

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

PROPOSED FIRE APPARATUS PURCHASES

1. **2024/2025 Fire Equipment and Apparatus**
 - Purchase replacement Engine (\$1,025,000).
 - Purchase one (1) utility vehicle to replace fleet vehicle (\$70,000).
 - Station Furnishings (\$25,000).

2. **2025/2026 Fire Equipment and Apparatus**
 - Purchase replacement Squad (\$400,000).
 - Purchase one (1) utility vehicle to replace fleet vehicle (\$70,000).
 - Replacement Battalion Chief Vehicle (\$100,000).
 - Mobile Computers and equipment (\$180,000).
 - Apparatus Bay Floors (\$250,000).

3. **2026/2027 Fire Equipment and Apparatus**
 - Purchase replacement Engine (\$1,100,000).
 - Purchase one (1) utility vehicle to replace fleet vehicle (\$75,000).

4. **2027/2028 Fire Equipment and Apparatus**
 - Purchase replacement Squad (\$400,000).
 - Purchase replacement Turnout Gear (\$550,000).
 - Purchase one (1) utility vehicle to replace fleet vehicle (75,000).

5. **2027/2028 Fire Equipment and Apparatus**
 - Purchase replacement Squad (\$400,000).
 - Purchase replacement Squad (\$400,000).
 - Purchase SCBA Fill Station (\$100,000).

FIRE EQUIPMENT

Reference No.	PROJECT	TOTAL COST	CITY COST	MAINTENANCE COSTS	PROJECTED FUNDING & SOURCE	City Cost figures shown are in thousands of dollars.						
						2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	FUTURE
1	2024/2025 Fire Equipment and Apparatus	1,120,000	1,120,000	NC	100% City	1,120 CF						
2	2025/2026 Fire Equipment and Apparatus	1,000,000	1,000,000	NC	100% City		1,000 CF					
3	2026/2027 Fire Equipment and Apparatus	1,175,000	1,175,000	NC	100% City			1,175 CF				
4	2027/2028 Fire Equipment and Apparatus	1,025,000	1,025,000	NC	100% City				1,025 CF			
5	2028/2029 Fire Equipment and Apparatus	900,000	900,000	NC	100% City					900 CF		
TOTAL:		\$5,220,000	\$5,220,000	NC		1,120	1,000	1,175	1,025	900		

NC: No Change

CF: Capital Fund

* This chart shows the identified public structures and improvements in the general order of their priority.

Revised: 2-15-24

DIVISION OF PUBLIC WORKS (DPW) EQUIPMENT PURCHASES

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

PROPOSED DPW EQUIPMENT PURCHASES

1. 2024/2025 Equipment

- 10-Yard Dump Truck – Replacement (\$300,000)
- Refurbish Existing Equipment (\$50,000)
- Rubber Tire Excavator – Replacement (\$650,000)
- Sidewalk snow clearing and salting equipment, to be used along major roads, e.g., Grand River and 12 Mile Road (this item has been added by the Planning Commission because of public input during the Master Plan update process). (\$75,000)

2. 2025/2026 Equipment

- 5-Yard Dump Truck – Replacement (\$300,000)
- 10-Yard Dump Truck – Replacement (\$310,000)
- Refurbish Existing Equipment (\$50,000)
- Roadside Mowing Tractor – Replacement (\$190,000)
- 3-Yard Truck – Replacement (\$210,000)

3. 2026/2027 Equipment

- Refurbish Existing Equipment (\$50,000)
- Sign Installation Truck – Replacement (\$270,000)
- Rubber Tire Backhoe – Replacement (\$400,000)
- Road Grader – Replacement (\$390,000)
- Sewer Camera & Van – Replacement (\$250,000)

4. 2027/2028 Equipment

- Mechanical Street Sweeper – Replacement (\$450,000)
- Refurbish Existing Equipment – (\$50,000)
- Sewer Vacuum Truck – Replacement (\$650,000)

5. 2028/2029 Equipment

- Two 10 Yard Dump Trucks – Replacements (\$430,000 each, total \$860,000)
- Forestry Chipper – Replacement (\$60,000)
- Forklift – Replacement (\$90,000)
- Refurbish existing Equipment (\$50,000)

6. 2029/2030 Equipment

- Cold Patch Trailer - Replacement (\$90,000)
- Refurbish existing Equipment (\$50,000)
- Rubber Tire Excavator – Replacement (\$700,000)
- Rubber Tire Front Loader – Replacement (\$600,000)

DPW EQUIPMENT

Reference No.	PROJECT	TOTAL COST	CITY COST	MAINTENANCE COSTS	PROJECTED FUNDING & SOURCE	CityCost figures are shown in thousands of dollars							
						2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	FUTURE	
1	2024/2025 DPW Equipment	1,075,000	1,075,000	NC	100% City	1,075 CF							
2	2025/2026 DPW Equipment	1,060,000	1,060,000	NC	100% City		1,060 CF						
3	2026/2027 DPW Equipment	1,360,000	1,360,000	NC	100% City			1,360 CF					
4	2027/2028 DPW Equipment	1,150,000	1,150,000	NC	100% City				1,150 CF				
5	2028/2029 DPW Equipment	1,060,000	1,060,000	NC	100% City					1,060 CF			
6	2029/2030 DPW Equipment	1,440,000	1,440,000	NC	100% City						1,440 CF		
	TOTAL:	7,145,000	7,145,000			1,075	1,060	1,360	1,150	1,060	1,440	0	

CF: Capital Fund
 NC: No Change

* This chart shows the identified public structures and improvements in the general order of their priority. Revised: 2-15-24

FLEET & MOTOR POOL VEHICLES

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

PROPOSED FLEET & MOTOR POOL VEHICLE PURCHASES

1. **2024/2025 Vehicles**
 - 3-Fleet and Pool Vehicles – Replacement (\$110,000)
 - 3 Pickup Trucks and Plows – Pub Services, Road Maintenance & Engineering. (3 at \$60,000, Total \$180,000)

2. **2025/2026 Vehicles**
 - 3-Fleet and Pool Vehicles – Replacement (\$115,000)
 - 3 Pickup Trucks and Plows – Pub Services, Road Maintenance & Engineering. (3 at \$65,000, Total \$195,000)

3. **2026/2027 Vehicles**
 - 3-Fleet and Pool Vehicles – Replacement (\$120,000)
 - 3 Pickup Trucks and Plows – Pub Services, Road Maintenance. & Engineering. (3 at \$70,000, Total \$210,000)

4. **2027/2028 Vehicles**
 - 3-Fleet and Pool Vehicles – Replacement (\$125,000)
 - 3 Pickup Trucks and Plows – Pub Services, Road Maintenance. & Engineering. (3 at \$75,000, Total \$225,000)

5. **2028/2029 Vehicles**
 - 3-Fleet and Pool Vehicles – Replacement (\$130,000)
 - 3 Pickup Trucks and Plows – Public Services, Road Maintenance. & Engineering. (3 at \$80,000, Total \$240,000)

6. **2029/2030 Vehicles**
 - 3-Fleet and Pool Vehicles – Replacement (\$135,000)
 - 3 Pickup Trucks and Plows – Public Services, Road Maintenance & Engineering) (3 at \$85,000, Total \$255,000)

FLEET & MOTOR POOL VEHICLES

Reference No.	PROJECT	TOTAL COST	CITY COST	MAINTENANCE COSTS	PROJECTED FUNDING & SOURCE	City Cost figures are shown in thousands of dollars							
						2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	FUTURE	
1	2024/2025 Vehicles	290,000	290,000	NC	100% City	290 CF							
2	2025/2026 Vehicles	310,000	310,000	NC	100% City		310 CF						
3	2026/2027 Vehicles	330,000	330,000	NC	100% City			330 CF					
4	2027/2028 Vehicles	350,000	350,000	NC	100% City				350 CF				
5	2028/2029 Vehicles	370,000	370,000	NC	100% City					370 CF			
6	2029/2030 Vehicles	390,000	390,000	NC	100% City						390 CF		
	TOTAL:	\$2,040,000	\$2,040,000			290	310	330	350	370	390	0	

CF: Capital Fund
 NC: No Change

Revised: 2-15-24

DRAINAGE

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

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

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

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

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

Development of a Drainage Program

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

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

Maintenance

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

Asset Management

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

Federal Requirements

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

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

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

PROPOSED DRAINAGE PROJECTS

1. Storm Water NPDES Permit Program

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

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

2. Miscellaneous Storm Sewer Repair, Maintenance and Improvement Program

This involves:

- Construction and improvements of storage facilities, pipe and culvert enclosures and channel improvements throughout most of the drainage districts in the City. It also includes projects that are necessitated from inspection programs.
- Ninety percent of the City's drainage system is in open channels. Most of these major drainage courses have not been cleaned since their original construction. This program represents a continuous program for maintenance of these drainage courses.
- Emergency replacement and repair of major culverts in the public right-of-way.
- Throughout this City many subdivisions are being considered for local road reconstruction. In addition, several of the areas where the roads are not candidates for local reconstruction have storm sewers in need of rehabilitation. The storm sewer system in these areas as determined by the DPS will be televised and inspected. If deemed necessary an appropriate cleaning, repair, replacement, lining and rehabilitation program will be implemented at the time of, or prior to the road reconstruction.
- The Oakland County Water Resources Commission (WRC) has jurisdiction of a number of drains in the City that have been legally established under the Michigan Drain Code. The Drain Code provides a means of apportionment and assessment based on tributary area and runoff from these districts. Periodically, WRC will advise of maintenance needs and corresponding assessments, which the City is responsible for.

3. City Owned Storm Water Basin Maintenance

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

4. **Farmington Freeway Industrial Park Storm Sewer, Phase 3**
This project involves providing improved drainage by installing additional storm sewers in the Farmington Freeway Industrial Park Subdivisions No. 1 and 2, connecting to the existing storm sewer system.
5. **Heritage Hills and Wedgewood Commons Storm Sewer, Phase-4**
This project involves providing improved drainage by installing additional storm sewers laterals in Heritage Hills and Wedgewood Commons (construction of Phase 4) and connecting to the existing storm sewer system.
6. **Woodcreek Hills Subdivision Storm Sewer**
This project provides lateral storm sewers for Woodcreek Hills Subdivision as well as rehabilitation of the existing storm sewer system.
7. **Nine Mile Road Storm Sewer, Walsingham Drive to Farmington Road**
This project provides lateral storm sewers for Nine Mile Road, from Walsingham Dr. to Farmington Road as well as rehabilitation of the existing storm sewer system.
8. **Shady Ridge Drive Storm Sewer**
This project provides a lateral storm sewer along Shady Ridge Drive.
9. **Biddestone Lane Culvert**
The existing box culvert under Biddestone Lane needs to be upgraded and/or extended to accommodate a wider road width and address possible flow issues. This project involves a rehabilitation/replacement of the existing 69" high by 118" wide concrete box culvert underneath Biddestone Lane.
10. **Edgehill Main Ravines Tributary Cross Culvert Replacement**
This project involves replacement and upsizing of the two existing 18" cross culverts that carry pass through drainage of the tributary of this Main Ravines drains and a lateral storm sewer to improve drainage.
11. **Richland Gardens Subdivision Storm Sewer**
This project provides lateral storm sewers for Richland Gardens Subdivision as well as rehabilitation of the existing storm sewer system.
12. **Caddell Drain, Nine Mile Road at Drake Road**
Replacement of the 4 elliptical culverts that cross underneath the intersection of Nine Mile Road south of Drake Road. These culverts are nearing the end of their useful life. This project will be coordinated by the Oakland County Water Resources Commission through the Michigan Drain Code.
13. **Folsom Road Storm Sewer, Nine Mile Road to Orchard Lake Road**
This project provides lateral storm sewers for Folsom Road, Nine Mile Road to Orchard Lake Road as well as rehabilitation of the existing storm sewer system.
14. **Biddestone Lane Storm Sewer**
This project provides lateral storm sewer and an outfall storm sewer for this area.
15. **Harwich Drive Drainage Improvement**
Currently storm water runoff from Harwich Drive travels across a residential side yard. The project would include the installation of a storm sewer from the right-of-way down to the Pebble Creek to minimize erosion.

16. **Caddell Drain Improvements - Phase II**
Phase II of the Caddell Drain Improvements includes improvements to the southern portions of the water course. This project will be coordinated by the Oakland County Water Resources Commission through the Michigan Drain Code.
17. **Rockshire Street Culvert Rehabilitation/Replacement**
This project provides for a replacement of the large Main Ravines Drain crossing on Rockshire Street, allowing for a wider roadway.
18. **Rockshire Street, Edgemoor Street, and Bramwell Street Storm Sewer**
This project provides for a lateral storm sewer and an outfall storm sewer for this area.
19. **Drake Road Storm Sewer, Nine Mile Road to north of M-5**
This project provides lateral storm sewers for Nine Mile Road to north of M-5 Storm Sewer as well as rehabilitation of the existing storm sewer system.
20. **Franklin Fairway Storm Sewer**
This project provides lateral storm sewers for Franklin Fairway Drive as well as rehabilitation of the existing storm system.
21. **Farmington Hills Subdivision Main Ravines Cross Culverts Replacement**
This project involves replacement of the existing 36" cross culvert of a tributary of the Main Ravines Drain and the installation of an additional cross culvert to carry cross through drainage. It also includes improving several of the main cross culverts and a lateral storm sewer to improve drainage.
22. **Hearthstone Road Culvert Rehabilitation/Replacement**
The Hearthstone culvert is under Hearthstone Road in the Kendallwood Subdivision west of Bonnet Hill Road. It is a 68" by 85" elliptical corrugated metal pipe culvert and is in the Minnow Pond drainage district. It needs to be rehabilitated and possibly replaced.
23. **Tuck Road Bridge Rehabilitation, south of Folsom Road**
Rehabilitate the existing 24-foot-wide by 7.5-foot-high bridge crossing of the Upper Rouge River.
24. **Metroview Drive Storm Sewer, Eight Mile Road to Green Hill Road**
This project provides lateral storm sewers for Metroview Dr, Eight Mile Road to Green Hill Road as well as rehabilitation of the existing storm sewer system.
25. **Halsted Road, Eight Mile Road to Nine Mile Road**
This project provides lateral storm sewers for Halsted Road (between Eight Mile Road and Nine Mile Road), as well as rehabilitation of the existing storm sewer system.
26. **Camelot Court/Farmington Meadows Storm Sewer**
This project provides lateral storm sewers for Camelot Ct./Farmington Meadows as well as rehabilitation of the existing storm sewer system.
27. **Farmington Road, Thirteen Mile Road to Fourteen Mile Road**
This project provides lateral storm sewers for Farmington Road (between Thirteen Mile Road and Fourteen Mile Road), as well as rehabilitation of the existing storm sewer system.
28. **Tuck Road Storm Sewer, Folsom Road to Eight Mile Road**
This project provides lateral storm sewers for Tuck Road from Folsom Road to Eight Mile Road as well as rehabilitation of the existing storm sewer system.

29. **Shiawassee Road Storm Sewer, Middlebelt Road to Inkster Road**

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

30. **Grand River Avenue at Haynes – MDOT Storm Sewer**

This project provides lateral storm sewers for Grand River (between Cora Ave and Tuck Road), as well as rehabilitation of the existing storm sewer system.

31. **Goldsmith Street Culvert Replacements**

This project provides replacement of the three large culvert crossings on Goldsmith.



DRAINAGE

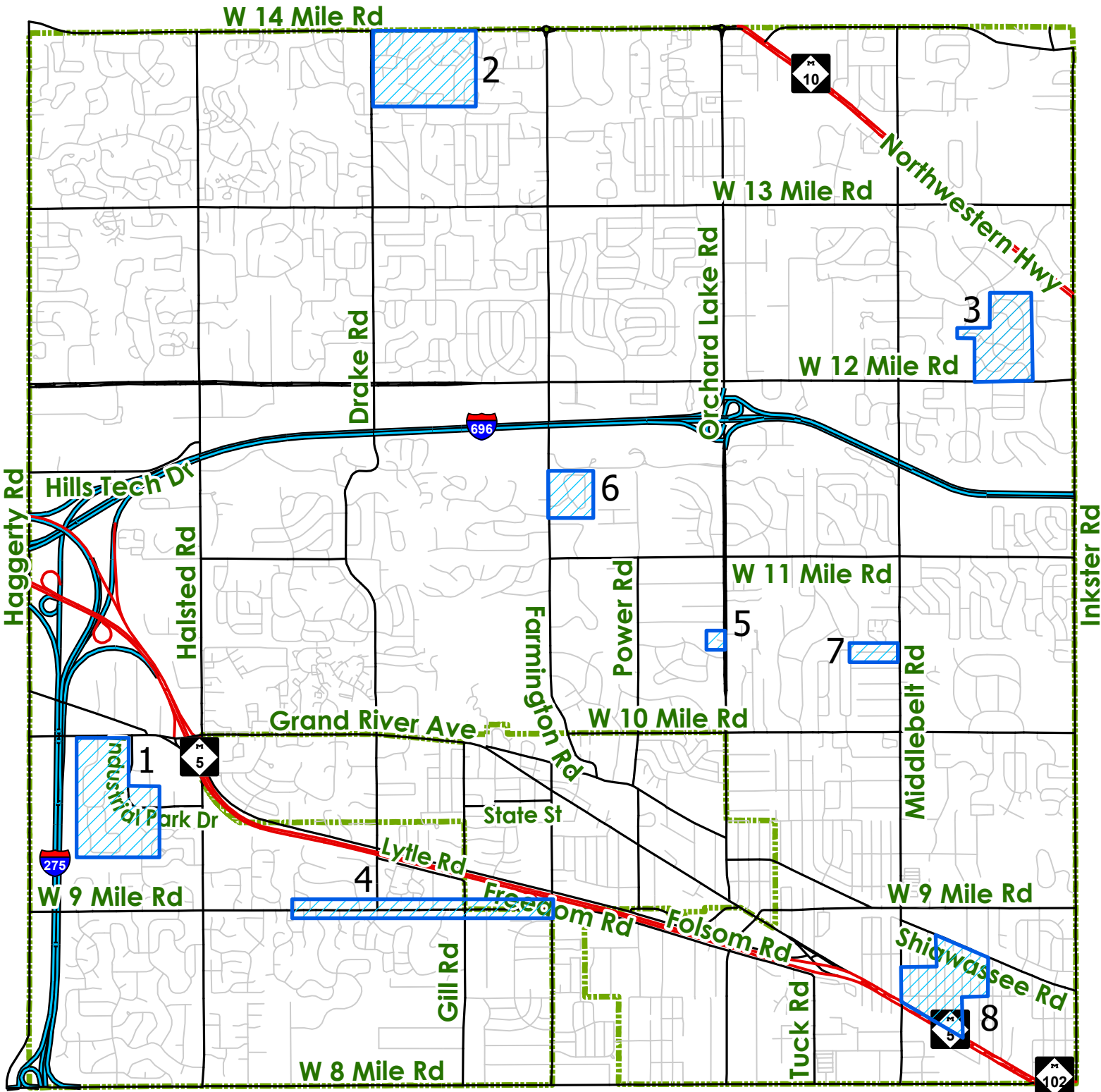
Reference No.	PROJECT	TOTAL COST	CITY COST	MAINTENANCE COSTS	PROJECTED FUNDING & SOURCE	City Cost figures are shown in thousands of dollars						
						2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	FUTURE
1	Storm Water NPDES Permit Program	450,000	450,000	NC	100% City	75 CF	75 CF	75 CF	75 CF	75 CF	75 CF	
2	Miscellaneous Storm Sewer Repair, Maintenance and Improvement Program	3,000,000	3,000,000	NC	100% City	500 CF	500 CF	500 CF	500 CF	500 CF	500 CF	
3	City Owned Storm Water Basin Maintenance	150,000	150,000	NC	100% City	25 CF	25 CF	25 CF	25 CF	25 CF	25 CF	
4	Farmington Freeway Industrial Park Storm Sewer, Phase 3	400,000	400,000	NC	100% City	400 CF						
5	Heritage Hills and Wedgewood Commons Storm Sewer, Phase 4	750,000	750,000	NC	100% City	750 CF						
6	Woodcreek Hills Subdivision Storm Sewer	650,000	650,000	NC	100% City	650 CF						
7	Nine Mile Road Storm Sewer, Walsingham Drive to Farmington Road	1,350,000	1,350,000	NC	100% City	1,350 CF						
8	Shady Ridge Drive Storm Sewer	200,000	200,000	NC	100% City	200 CF						
9	Biddestone Lane Culvert	1,950,000	1,950,000	NC	100% City	1,950 CF						
10	Edgehill Main Ravines Tributary Cross Culvert Replacement	75,000	75,000	NC	100% City	75 CF						
11	Richland Gardens Subdivision Storm Sewer	1,500,000	1,500,000	NC	100% City	500 CF	500 CF	500 CF				
12	Caddell Drain, Nine Mile Road at Drake Road	4,445,000	2,670,000	NC	60% City 40% O		2,670 CF					
13	Folsom Road Storm Sewer, Nine Mile Road to Orchard Lake Road	370,000	370,000	NC	100% City		370 CF					
14	Biddestone Lane Storm Sewer	320,000	320,000	NC	100% City		320 CF					
15	Harwich Drive Drainage Improvement	140,000	140,000	NC	100% City		140 CF					
16	Caddell Drain Improvements - Phase II	1,375,000	825,000	NC	60% City 40% O			825 CF				
17	Rockshire Street Culvert Rehabilitation/Replacement	1,050,000	1,050,000	NC	100% City			1,050 CF				
18	Rockshire Street, Edgemoor Street, and Bramwell Street Storm Sewer	420,000	420,000	NC	100% City			420 CF				
19	Drake Road Storm Sewer, Nine Mile Road to north of M-5	400,000	400,000	NC	100% City				400 CF			
20	Franklin Fairway Storm Sewer	100,000	100,000	NC	100% City				100 CF			

21	Farmington Hills Subdivision Main Ravines Cross Culverts Replacement	100,000	100,000	NC	100% City					100 CF			
22	Hearfstone Road Culvert Rehabilitation/Replacement	1,300,000	1,300,000	NC	100% City					1,300 CF			
23	Tuck Road Bridge Rehabilitation, south of Folsom Road	3,175,000	3,175,000	NC	100% City					3,175 CF			
24	Metroview Drive Storm Sewer, Eight Mile Road to Green Hill Road	525,000	525,000	NC	100% City					525 CF			
25	Halsted Road, Eight Mile Road to Nine Mile Road	500,000	500,000	NC	100% City					500 CF			
26	Carnelot Court/Farmington Meadows Storm Sewer	1,050,000	1,050,000	NC	100% City					525 CF	525 CF		
27	Farmington Road, Thirteen Mile Road to Fourteen Mile Road	500,000	500,000	NC	100% City						500 CF		
28	Tuck Road Storm Sewer, Folsom Road to Eight Mile Road	450,000	450,000	NC	100% City						450 CF		
29	Shiawassee Road Storm Sewer, Middlebelt Road to Inkster Road	750,000	750,000	NC	100% City						750 CF		
30	Grand River Avenue at Haynes - MDOT Storm Sewer	1,000,000	900,000	NC	90% City 10% O						900 CF		
31	Goldsmith Street Culvert Replacements	290,000	290,000	NC	100% City							290 CF	
SUB-TOTAL:		\$28,735,000	\$26,310,000	NC		6,475	4,600	3,395	7,225	3,725	890		

NC: No Change
O: Other
CF: Capital Fund
AC: Annual Cost
Revised 2-15-24

*This chart shows the identified public structures and improvements in the general order

2024/2025 Drainage Projects



1. Farmington Freeway Industrial Park Storm Sewer - Phase 3
2. Heritage Hills and Wedgwood Commons Storm Sewer - Phase 4
3. Woodcreek Hills Subdivision Storm Sewer
4. Nine Mile Road Storm Sewer - Walsingham Drive to Farmington Road
5. Shady Ridge Drive Storm Sewer
6. Biddestone Lane Culvert
7. Edgehill Main Ravines Tributary Cross Culvert Replacement
8. Richland Gardens Subdivision Storm Sewer

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

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SANITARY SEWERS

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

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

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

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

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

PROPOSED SANITARY SEWER PROJECTS

1. **Annual Renewal Program**

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

2. **Biddestone Lane Sanitary Sewer (Southeast area)**

Provide public sanitary sewer on Biddestone Lane in the southeast portion of this subdivision where public sanitary sewer is not yet available.

3.. **Rockshire Avenue and Edgemoor Street Sanitary Sewer**

Provide public sanitary sewer on Rockshire Avenue and Edgemoor Street

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

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

5. **Metroview Street Area Sanitary Sewer**

Provide public sanitary sewer for on Metroview Street from Eight Mile Road to north of Greenhill Road.

6. **Shiawassee Road Sanitary Sewer, Middlebelt Road to Inkster Road**

Provide public sanitary sewer to properties with frontage on Shiawassee Road between Middlebelt and Inkster Road where public sanitary sewer is not yet available. Basement service may be difficult to achieve for these properties.

7. **Goldsmith Street Area Sanitary Sewer**

Provide public sanitary sewer for Goldsmith north of Teal Court including neighboring stub streets.

SANITARY SEWERS

Reference No.	SANITARY SEWER PROJECT	TOTAL COST	CITY COST	MAINTENANCE COSTS	PROJECTED FUNDING & SOURCE	City Cost figures are shown in thousands of dollars.						
						2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	FUTURE
1	Annual Renewal Program	15,000,000	15,000,000	NC	100% SF	2,500 SF	2,500 SF	2,500 SF	2,500 SF	2,500 SF	2,500 SF	
2	Biddestone Lane Sanitary Sewer (Southeast area)	850,000	850,000	NC	100% PB	850 PB						
3	Rockshire Avenue and Edgemoor Street Sanitary Sewer	500,000	500,000	NC	100% PB		500 PB					
4	Low Pressure Gravity Sanitary Sewer System	750,000	750,000	NC	100% PB		750 PB					
5	Metroview Street area Sanitary Sewer	2,840,000	2,840,000	NC	100% PB			2,840 PB				
6	Shiwassee Road Sanitary Sewer, Middlebelt Road to Inkster Road	810,000	810,000	NC	100% PB				810 PB			
7	Goldsmith Street Area Sanitary Sewer	2,800,000	2,800,000	NC	100% PB					2,800 PB		
	TOTAL:	23,550,000	23,550,000	NC		3,350	3,750	5,340	3,310	5,300	2,500	

SF: Sanitary Sewer System Fund
 NC: No Change
 PB: Payback District

* This chart shows the identified public structures and improvements in the general order of their priority.

Revised 2-15-24

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WATERMAINS

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

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

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

PROPOSED WATER MAIN PROJECTS

1. Kendallwood Subdivision No. 2 Water Main Replacement

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

2. Kendallwood Subdivision No. 4 Water Main Replacement

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

3. Biddestone Lane Water Main, Loop/Extension

Installation of an 8" water main on Biddestone Lane from the existing Biddestone Lane water main around the Biddestone Lane loop and out to Farmington Road with a stub to the east for future looping.

4. **Kendallwood Subdivision No. 3 Water Main Replacement**

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

5. **Rockshire Avenue, Edgemoor Street, and Bramwell Street-Water Main Extension**

Install 8" and 12" water main on Rockshire from Orchard Lake Road to the Beechview Elementary School property; on Edgemoor Street north of Rockshire and south of Rockshire to existing water main on Scenic View Circle; and on Bramwell Street north of Rockshire as well as possibly looping with the public water main on the Beechview Elementary School property.

6. **Westbrooke Manor Subdivision No. 2 Water Main Replacement**

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

7. **Metroview Street Water Main Installation**

Provide public water main on Metroview from Eight Mile Road to north of Greenhill Road thereby completing a loop.

8. **Westbrooke Manor Subdivision No. 1 Water Main Replacement 10**

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

9. **Water Main Extension Across 30425 Farmington Road**

This project would include the installation of water main across the property frontage of 30425 Farmington and connect two existing water mains. This extension would complete the looping of water main along Farmington Road.

10. **Westbrooke Plaza Water Main Replacement and Relocation**

This commercial area is located on the south side of 13 Mile Road, between Orchard Lake Road and Lorikay Street. It is an area of older pipe built in the 1950's and when a break occurs, it affects multiple commercial properties. The existing 6" would be replaced, and possibly relocated, with an 8" (8" is the smallest size that can be installed under current standards) to improve system reliability and meet current design standards.

11. Westbrooke Manor Subdivision Main Replacement

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

12. Shiawassee Road Water Main, Middlebelt Road to Inkster Road

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

13. Goldsmith Street Water Main Installation

Provide public water main for Goldsmith Street from 500 LF north of Eight Mile Road to Lauren Lane thereby completing a loop.

14. Westbrooke Manor Subdivision No. 3 Water Main Replacement

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

15. Westbrooke Manor Subdivision No. 4 Water Main Replacement

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

16. Old Homestead Subdivision Water Main Replacement

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

WATER MAINS

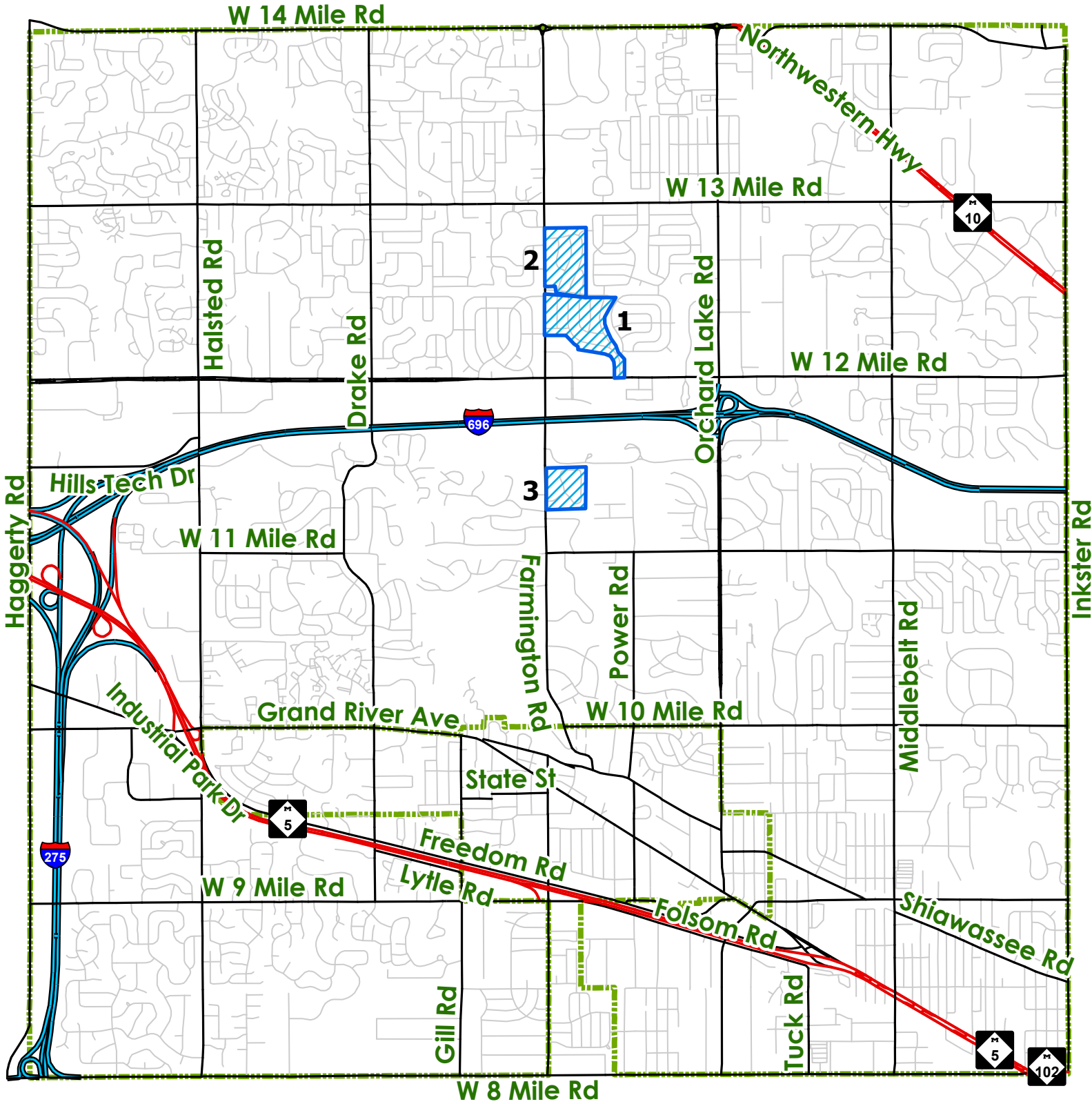
Reference No.	WATER MAIN PROJECT	TOTAL COST	CITY COST	MAINTENANCE COSTS	PROJECTED FUNDING & SOURCE	City Cost dollars are shown in thousands of dollars						
						2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	FUTURE
1	Kendallwood Subdivision No. 2 Water Main Replacement	6,620,000	6,620,000	NC	100% City	6,620 WS						
2	Kendallwood Subdivision No. 4 Water Main Replacement	3,400,000	3,400,000	NC	100% City	3,400 WS						
3	Biddestone Lane Water Main-Loop/Extension	1,390,000	1,390,000	NC	100% PB	1,390 WS						
4	Kendallwood Subdivision No. 3 Water Main	5,875,000	5,875,000	NC	100% City		5,875 WS					
5	Rockshire Avenue, Edgemoor Street, and Bramwell Street Water Main Extension	2,035,000	2,035,000	NC	100% PB		2,035 PB					
6	Westbrooke Manor Subdivision No. 2 Water Main Replacement	4,325,000	4,325,000	NC	100% City			4,325 WS				
7	Metroview Street Water Main Installation	2,205,000	2,205,000	NC	100% PB			2,205 PB				
8	Westbrooke Manor Subdivision No. 1 Water Main Replacement	3,530,000	3,530,000	NC	100% City			3,530 WS				
9	Water Main Extension across 30425 Farmington Road	170,000	170,000	NC	100% City			170 WS				
10	Westbrooke Plaza Water Main Replacement and Relocation	620,000	620,000	NC	100% City				620 WS			
11	Westbrooke Manor Subdivision Water Main Replacement	3,950,000	3,950,000	NC	100% City				3,950 WS			
12	Shiawasse Road Water Main, Middlebelt Road to Inkster Road	1,890,000	1,890,000	NC	100% City				1,890 WS			
13	Goldsmith Street Water Main Installation	1,890,000	1,890,000	NC	100% PB					1,890 PB		
14	Westbrooke Manor Subdivision No. 3 Water Main Replacement	1,645,000	1,645,000	NC	100% City					1,645 WS		
15	Westbrooke Manor Subdivision No. 4 Water Main Replacement	1,600,000	1,600,000	NC	100% City					1,600 WS		
16	Old Homestead Subdivision Water Main Replacement	5,945,000	5,945,000	NC	100% City						5,945 WS	
TOTAL:		\$47,090,000	\$47,090,000	NC		11,410	7,910	10,230	6,460	5,135	5,945	

WS: Water System Fund
 NC: No Charge
 PB: Payback District

*This chart shows the identified public structures and improvements in the general order of their priority.

Revised: 2-15-24

2024/2025 Water Main Projects



1. Kendallwood Subdivision No. 2 Water Main Replacement
2. Kendallwood Subdivision No. 4 Water Main Replacement
3. Biddestone Lane Water Main, Loop/Extension

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

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SIDEWALKS

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

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

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

In 2013, sidewalks included in the CIP were re-evaluated using a systematic approach. Essentially sidewalks are assigned point values based on several variables including, access to schools, connectivity to shopping, municipal facilities, etc. Also, we assigned values that considered items such as ease of construction, availability to right-of-way, funding sources, funding availability, connectivity, etc. Also included within this section is a proposal for a non-motorized Master Plan. This plan would provide recommendations for in-road facilities, sidewalks, trails, road crossings, priority considerations, funding for future implementations.

In addition to the sidewalks, a program is proposed to modify existing walks to provide for a minimum width of eight feet so they can be used for non-motorized pathways. This fulfills a requirement in the gas and weight tax legislation for the funding and maintenance of our road system (Act 51).

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

The following Bike Path System Map identifies all existing sidewalk infrastructure and includes a proposed bike path system for the City.

See the following table for proposed sidewalk/ pathway projects including locations and funding schedule.

SIDEWALKS

Reference No.	PROJECT	TOTAL COST	CITY COST	MAINTENANCE COSTS	PROJECTED FUNDING & SOURCE	City Cost figures are shown in thousands of dollars					FUTURE	
						2024/25	2025/26	2026/27	2027/28	2028/29		2029/30
1	Sidewalk replacement along major roads including brick paver repair/replace	600,000	600,000	NC	100% City	100 CF	100 CF	100 CF	100 CF	100 CF	100 CF	
2	Nine Mile Road, south side, Drake Road to Farmington Road	580,000	580,000	NC	100% City	580 CF						
3	Northside Twelve Mile Road, Middlebelt Road to Inkster Road	400,000	400,000	NC	100% City	400 CF						
4	Thirteen Mile at Pebble Creek Crossing Pedestrian Bridge Rehabilitation	25,000	25,000	NC	100% City	25 CF						
5	Ten Mile Road from 30265 to 30701 Ten Mile Road	280,000	280,000	NC	100% City		280 CF					
6	Farmington Road, east side, Glenmuir Street to Fourteen Mile Road	410,000	410,000	NC	100% City		410 CF					
7	Neighborhood Sidewalk Replacement Program SAD	30,000	30,000	NC	100% SAD			30 CF				
8	Ten Mile Road from S. Duncan to Creekside Drive	180,000	180,000	NC	100% City			180 CF				
9	Eleven Mile Road, north side, Old Homestead to Drake Road	360,000	360,000	NC	100% City			360 CF				
10	Southside Shiawassee Road, Middlebelt Road to Inkster Road	570,000	570,000	NC	100% City				570 CF			
11	Pathway Improvements, Rock Ridge Lane to Oak Crest Drive	115,000	115,000	NC	100% City					115 CF		
12	Inkster Road, west side, Hystone Dr. to the north end of the I-696 overpass (south property line of 27777 Inkster Road)	585,000	585,000	NC	100% City						585 CF	
SUB-TOTAL:		\$4,135,000	\$4,135,000	NC		1,105	790	670	100	670	800	0

CF: Capital Fund
 NC: No Change
 SAD: Special Assessment District

Revised: 2-15-24

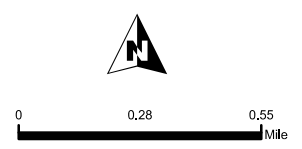
* This chart shows the identified public structures and improvements in the general order of their priority.

Sidewalk Locations



Legend

Sidewalks	8' concrete	5' concrete
8' brick	5' brick	
8' asphalt	5' asphalt	









DISCLAIMER: Although the information provided by this map is believed to be reliable, its accuracy is not warranted in any way. The City of Farmington Hills assumes no liability for any claims arising from the use of this map.

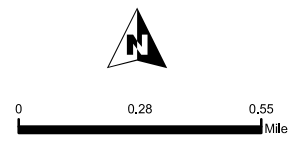
Sidewalk Locations



Legend

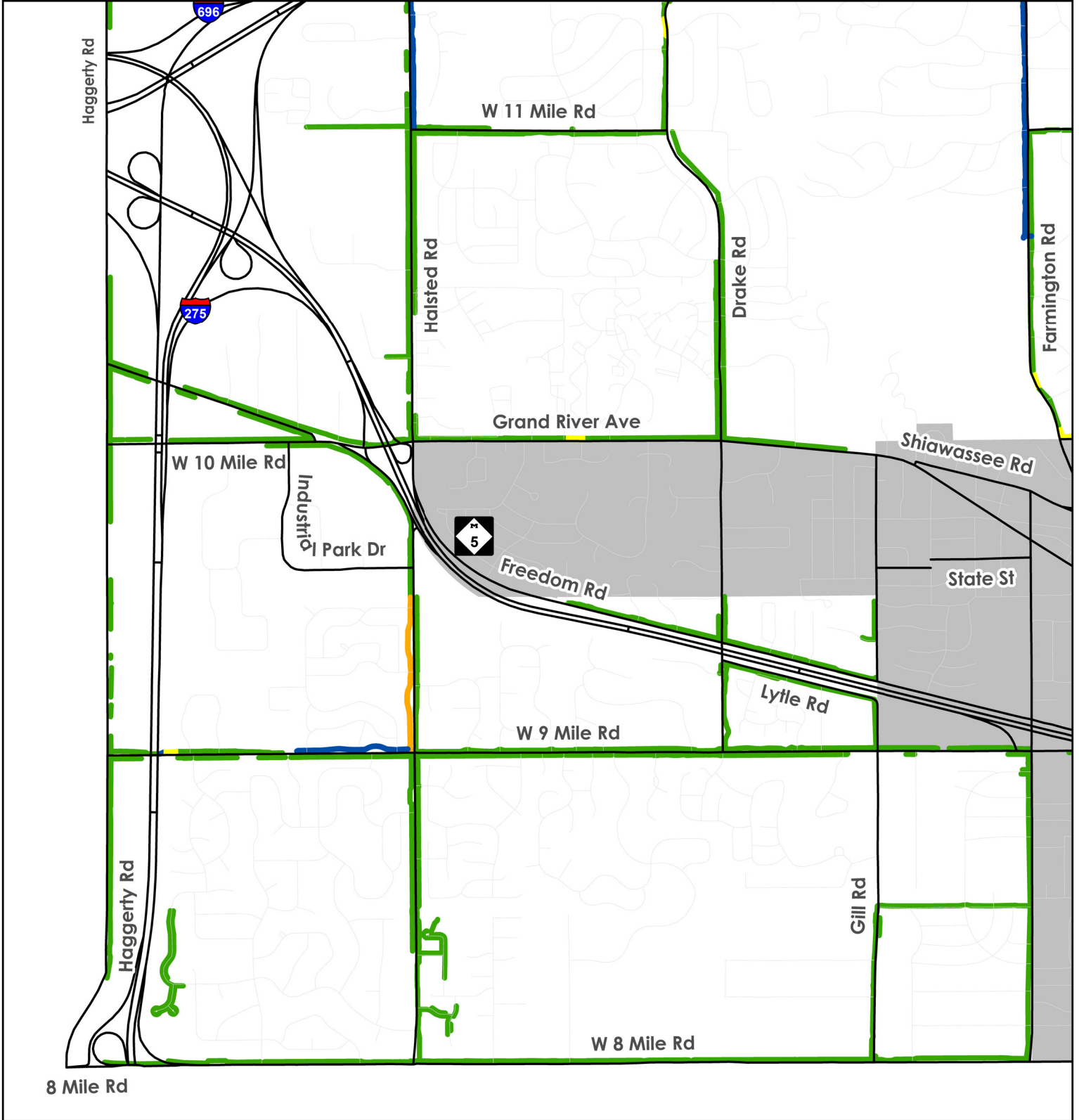
Sidewalks

	8' concrete		5' concrete
	8' brick		5' brick
	8' asphalt		5' asphalt



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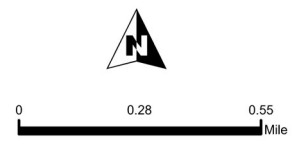
Sidewalk Locations



Legend

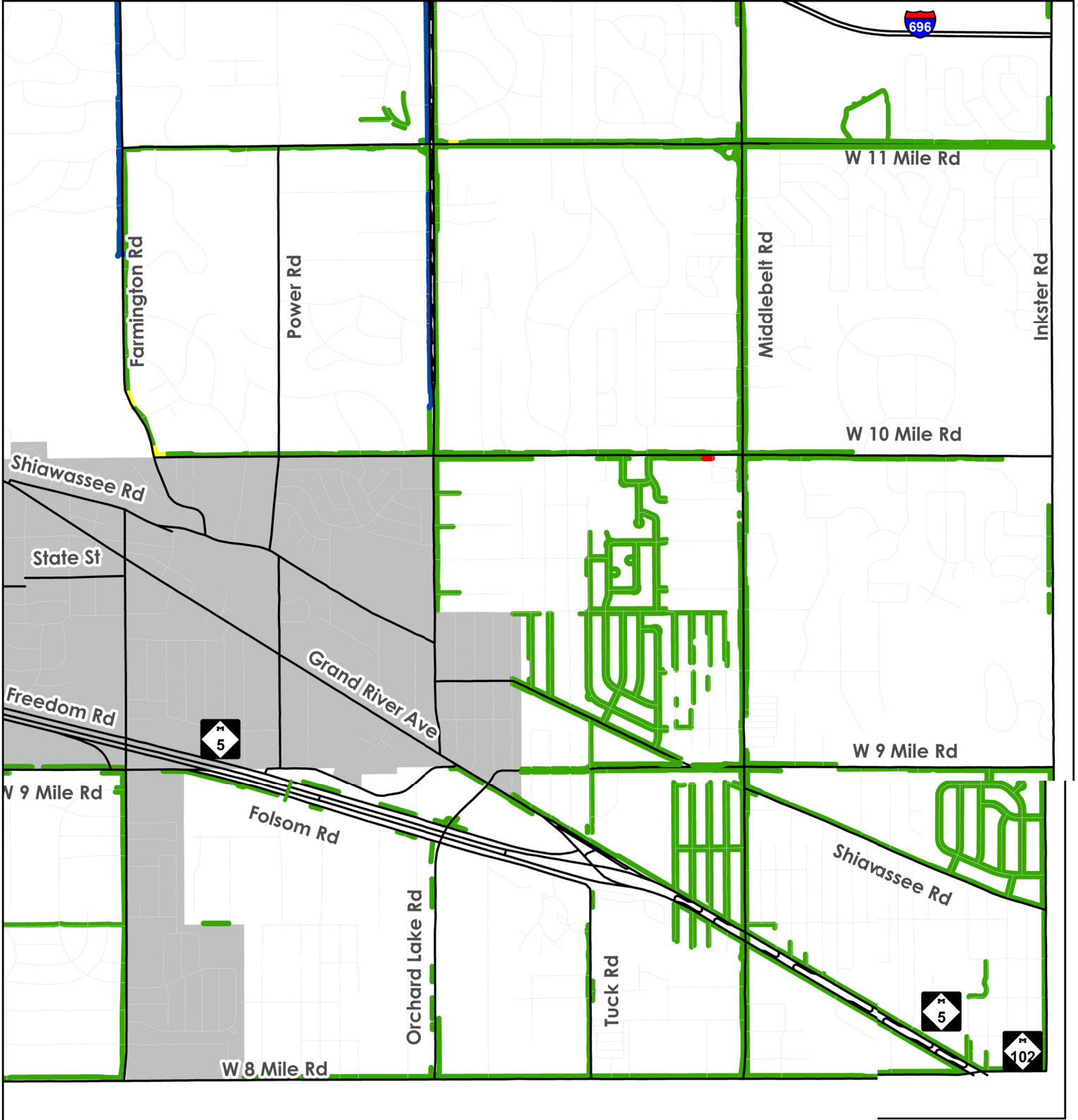
Sidewalks

	8' concrete		5' concrete
	8' brick		5' brick
	8' asphalt		5' asphalt









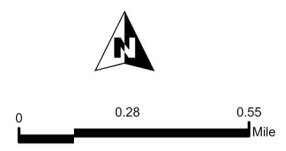
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Sidewalk Locations



Legend

Sidewalks	 8' concrete	 5' concrete
	 8' brick	 5' brick
	 8' asphalt	 5' asphalt



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TRANSPORTATION

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

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

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

Major Roads

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

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

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

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

Local Roads

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

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

PROPOSED TRANSPORTATION PROJECTS - MAJOR ROAD

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

The Tri-Party program provides one-third funding from each of the following: City, Road Commission for Oakland County and Oakland County Board of Commissioners. Tri-party funding has recently been increased from + \$150,000/year to + \$300,000/year. This funding is sometimes allowed to accrue over several years to help fund a larger project.

Requirements are that the work be on a County road. Currently the City is planning to utilize existing funds for part of the City's contribution to the Orchard Lake Road project from Thirteen Mile to Fourteen Mile Road listed below.

2. **Major Road Capital Preventative Maintenance Projects (\$7,460,000)**

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

- 2024/2025, Freedom Road, Maple Street to Grand River Ave. (\$1,360,000)
- 2025/2026, Hills Tech Drive, (\$1,800,000)
- 2026/2027, Independence Street, Middlebelt Road to Ontaga, (\$1,000,000)
- 2027/2028, Drake Road, Eleven Mile Road to Twelve Mile Road, (\$1,600,000)
- 2028/2029, Gill/Lytle, Drake Road to Nine Mile Road, (\$900,000)
- 2029/2030, Halsted, Ten Mile Road to M-5 Ramp, (\$800,000)

3. **Industrial/Commercial Road Rehabilitation (\$5,650,000)**

Industrial roads with a PASER rating less than 2.75 are prioritized and placed on a list for reconstruction. These prioritized ratings are reviewed on a regular basis. The updated list of Industrial Park projects is described on the enclosed spreadsheet.

- 2024/2025, Sinacola Industrial Park, (\$1,000,000)
- 2025/2026, North Industrial Drive, (\$1,300,000)
- 2026/2027, Hallwood/Hallwood Court (\$1,500,000)
- 207/2028, Farmington Hills IRO Park North (Enterprise Court), (\$850,000)
- 2028/2029, Orchards Corporation Center/Stansbury (CPM), (\$500,000)
- 2029/2030, Farmington Grand River Industrial Park/Cresview Court (CPM). (\$500,000)

4. **Signal Modernization (See Transportation / Major Road Spread Sheet, \$1,800,000)**

Modernization of the traffic signals at 13 Mile Road and Halsted Road, 13 Mile Road and Farmington Road, 11 Mile Road and Halsted Road. This project includes construction of new box spans, pedestrian signal upgrades, upgrades for ADA compliance, and installation of new controllers and electrical components.

5-14. **Major Road project continued, see table.**

TRANSPORTATION - MAJOR ROADS

Reference No.	PROJECT	TOTAL COST	CITY COST	MAINTENANCE COSTS	PROJECTED FUNDING & SOURCE	City Cost figures are shown in thousands of dollars							
						2024/25	2025/26	2026/27	2027/28	2028/29	2029/2030	FUTURE	
1	Tri-Party (TBD)	2,070,000	690,000	NC	33% City 33% OC 33% RCOC	115 WGM	115 WGM	115 WGM	115 WGM	115 WGM	115 WGM	115 WGM	
2	Major Road Capital Preventative Maintenance Projects (See Major Road Capital Preventative Maintenance spreadsheet)	7,460,000	7,460,000	NC	100% City	1,360 WGM	1,800 WGM	1,000 WGM	1,600 WGM	900 WGM	800 WGM		
3	Industrial/Commercial Rd Rehabilitation (See Industrial/Commercial spreadsheet)	5,650,000	5,650,000	NC	100% City	1,000 WGM	1,300 WGM	1,500 WGM	850 WGM	500 WGM	500 WGM		
4	Signal Modernization	2,625,000	1,800,000	NC	40% FG 60% City	600 WGM		1,200 WGM					
5	Nine Mile Road, Walsingham Drive to Farmington Road	10,700,000	10,700,000	NC	100% City	10,700 WGM							
6	Halsted Road, Twelve Mile Road to Fourteen Mile Road	4,000,000	2,500,000	NC	60% FG 40% City		2,500 WGM						
7	Folsom Road, Nine Mile Road to Orchard Lake Road	3,800,000	3,800,000	NC	100% City		3,800 WGM						
8	Farmington Road, Thirteen Mile Road to Fourteen Mile Road	5,600,000	3,600,000	NC	60% FG 40% City			3,600 WGM					
9	Farmington Road, Ten Mile Road to Twelve Mile Road	6,000,000	4,000,000	NC	60% FG 40% City			4,000 WGM					
10	Halsted Road, Eight Mile Road to Nine Mile Road	5,000,000	5,000,000	NC	100% City				5,000 WGM				
11	Drake Road, Nine Mile Road to M-5	1,700,000	1,700,000	NC	100% City				1,700 WGM				
12	Metroview Drive, Eight Mile Road to Green Hill Road	1,700,000	1,700,000	NC	100% City				1,700 WGM				
13	Shiawassee Road, Inkster Road to Middlebelt Road	5,800,000	5,800,000	NC	100% City					5,800 WGM			
14	Tusk Road, Folsom Road to Eight Mile Road	5,000,000	5,000,000	NC	100% City						5,000 WGM		
SUB-TOTAL:		\$67,105,000	\$59,400,000	NC		13,775	9,515	11,415	10,965	7,315	6,415		

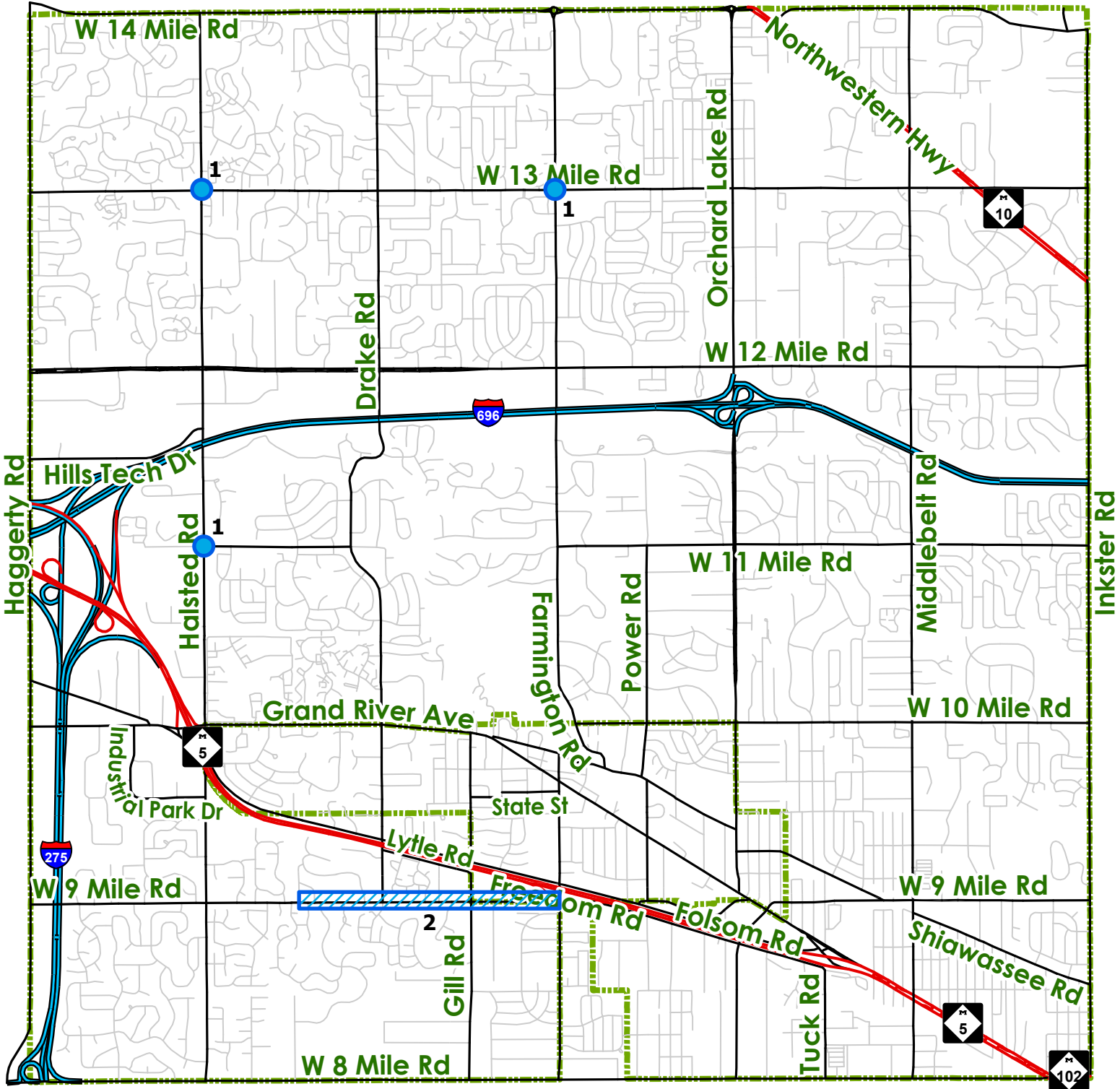
FG: Federal Grant
 OC: Oakland County
 NC: No Charge

RCOC: Road Commission for Oakland County
 WGM: Weight & Gas Revenue & Millage

* This chart shows the identified public structures and improvements in the general order of their priority.

Revised: 2-15-24

2024/2025 Major Road Projects

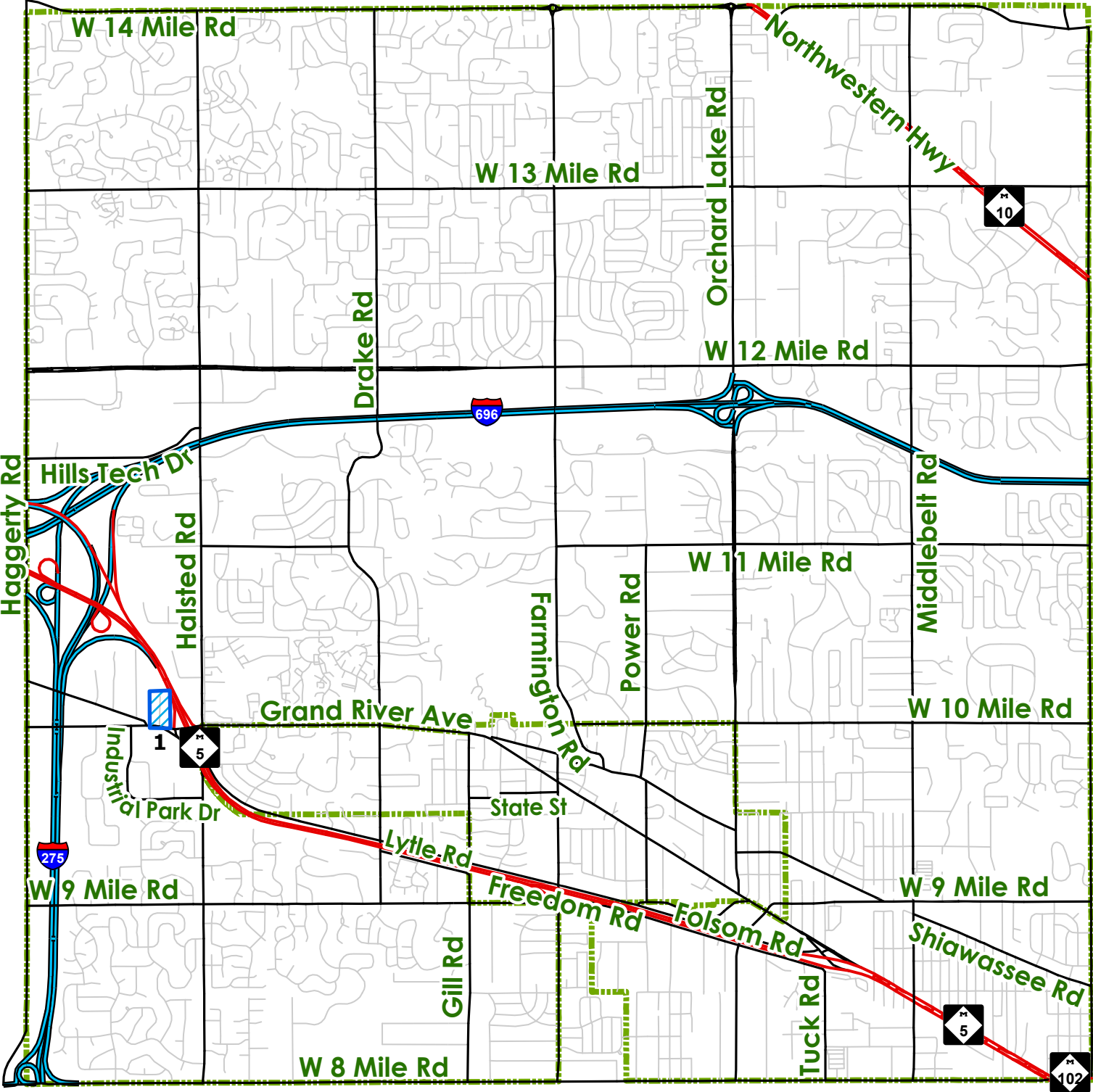


1. Signal Modernization
2. Nine Mile Road - Walsingham Drive to Farmington Road

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

*Projects are referencing CIP Tables.

2024/2025 Industrial Road Projects



1. Sinacola Industrial Park

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

*Projects are referencing CIP Tables.

PROPOSED TRANSPORTATION PROJECTS – LOCAL ROADS

1. **Gravel to Pave Conversion (Local Roads)**

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

2. **Local Road Capital Preventative Maintenance Projects**

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

3-20. **Local Road Reconstruction, (See Local Road spreadsheet)**

Local road systems with a PASER rating of 2.75 or less are prioritized and placed in a program that will consider their reconstruction in the upcoming years. These prioritized ratings are reviewed on a regular basis. The updated list of Local Road considerations is on a 5-year projection. Recently the residents of Farmington Hills approved a local road millage that replaces the Special Assessment process and funds reconstruction of local roadway.



TRANSPORTATION - LOCAL ROADS

Reference No.	PROJECT	TOTAL COST	CITY COST	MAINTENANCE COSTS	PROJECTED FUNDING & SOURCE	City Cost figures are shown in thousands of dollars						FUTURE
						2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	
1	Gravel to Pave Conversion (Local Roads)	6,000,000	6,000,000	NC	100% City	1,000 WGM	1,000 WGM	1,000 WGM	1,000 WGM	1,000 WGM	1,000 WGM	
2	Local Road Capital Preventative Maintenance Projects	6,000,000	6,000,000	NC	100% City	1,000 M	1,000 M	1,000 M	1,000 M	1,000 M	1,000 M	
3	Coventry (Scottsdale Rd.)	980,000	980,000	NC	100% City	980 M						
4	Country Corner (Gramercy Ct.)	650,000	650,000	NC	100% City	650 M						
5	Edgehill Avenue	1,000,000	1,000,000	NC	100% City	1,000 M						
6	Woodcreek Hills Subdivision & Supervisor's Plat Woodcreek Farms	7,000,000	7,000,000	NC	100% City	3,500 M	3,500 M					
7	Richland Gardens Area Project	20,000,000	20,000,000	NC	100% City	6,000 M	7,000 M	7,000 M				
8	Barbizon Estates	3,500,000	3,500,000	NC	100% City		3,500 M					
9	Farmington Hills Subdivision (Broadview Dr., Dohany Dr.)	4,000,000	4,000,000	NC	100% City				4,000 M			
10	Franklin Fairways	1,600,000	1,600,000	NC	100% City				1,600 M			
11	Camelot Courts / Farm Meadows Subdivision	10,000,000	10,000,000	NC	100% City				5,000 M	5,000 M		
12	Greencastle Subdivision	5,000,000	5,000,000	NC	100% City					5,000 M		
13	Supervisor's Sub #8 (Goldsmith)	1,600,000	1,600,000	NC	100% City						1,600 M	
14	Hunters Pointe Colony	1,000,000	1,000,000	NC	100%						1,000 M	
15	Farmington Hills Hunt Club	9,200,000	9,200,000	NC	100%						4,600 M	4,600 M
16	Phebrook Estates	1,300,000	1,300,000	NC	100%							1,300 M
17	Ridgewood Drive	2,350,000	2,350,000	NC	100%							2,350 M
18	Supervisor's Plat Fendt Farms	1,700,000	1,700,000	NC	100%							1,700 M
19	Irv Wilcove Estates/Foxmore	5,200,000	5,200,000	NC	100%							5,200 M
20	Churchill Estates	8,500,000	8,500,000	NC	100%							8,500 M
SUB-TOTAL:		\$90,580,000	\$96,580,000	NC		14,130	12,500	12,500	12,600	12,000	9,200	23,650

NC: No Change

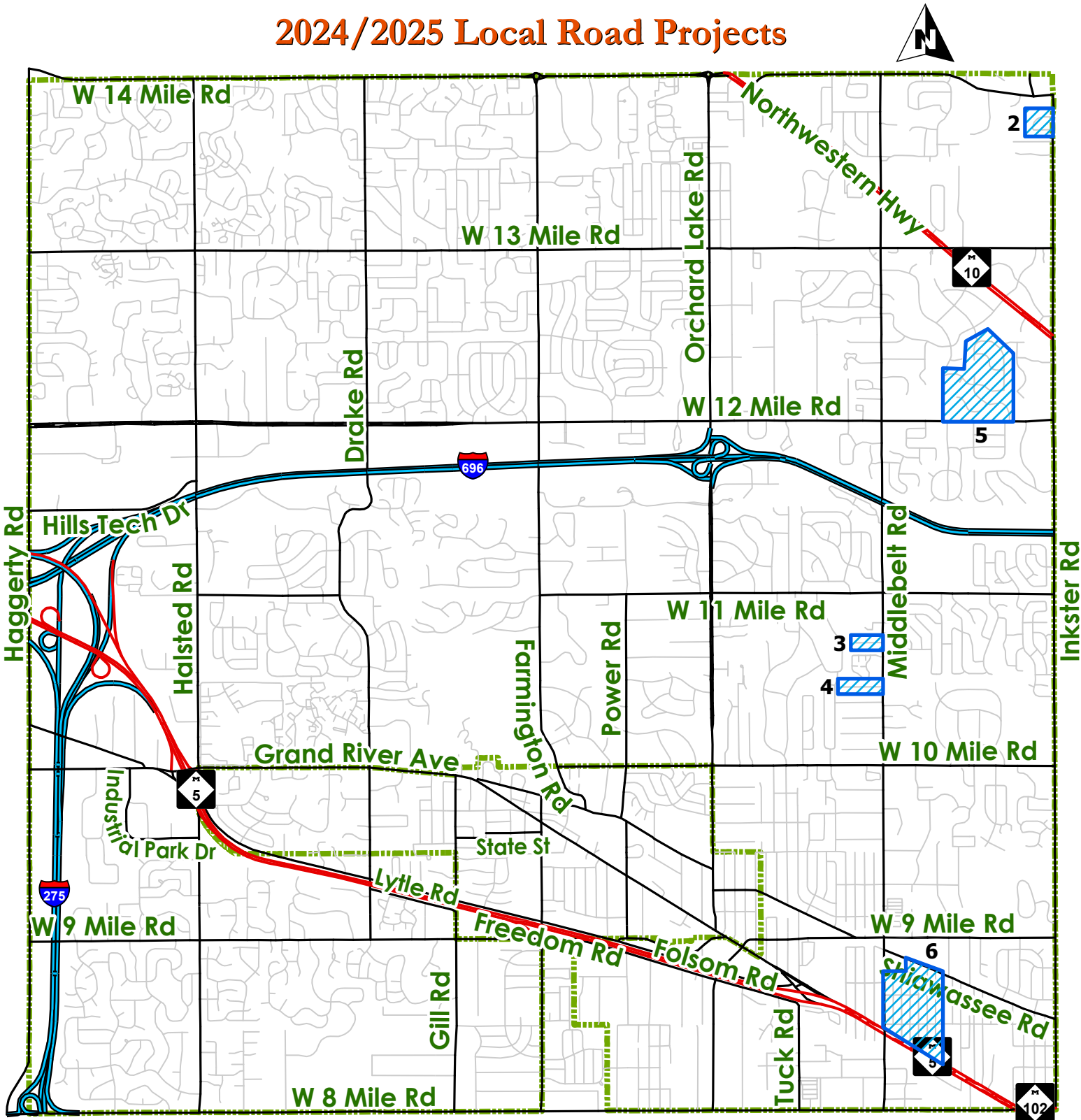
M: Millage

WGM: Weight & Gas Revenue & Millage

* This chart shows the identified public structures and improvements in the general order of their priority.

Revised: 2-15-24

2024/2025 Local Road Projects



1. Local Road Capital Preventative Maintenance Projects - To Be Determined
2. Coventry (Scottsdale Rd.)
3. Country Corner (Gramercy Ct.)
4. Edgehill Avenue
5. Woodcreek Hills Subdivision & Supervisors Plat Woodcreek Farms
6. Richland Gardens Area Project

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

*Projects are referencing CIP Tables.

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