



500 West Big Beaver
Troy, MI 48084
troymi.gov

FROM THE OFFICE OF THE CITY MANAGER

Date: January 9, 2026
To: City of Troy Advance Participants
From: City of Troy Advance Planning Committee
Subject: 2026 City of Troy Advance

Background

- The City Council held its last strategic planning meeting (“Capital Conference”) on January 11, 2025.
- On November 10, 2025, the City Council scheduled a special meeting for the 2026 Advance on Saturday, January 17, 2026 (Resolution #2025-11-140) and awarded a contract for meeting facilitation consulting services to Vettrains Consulting (Resolution #2025-11-141).
- The purpose of this memo is to provide participants with information regarding the 2026 City of Troy Advance.

Five Ws and How

Q: Who will be participating?

A: The facilitator, Jaymes Vettrains, City Council, and the following City employees:

1. City Manager Frank Nastasi
2. City Attorney Lori Grigg Bluhm
3. Public Works Director Kurt Bovensiepe
4. Deputy City Manager Robert Bruner
5. Management Analyst Dylan Clark
6. Library Director Emily Dumas
7. City Engineer Scott Finlay
8. Communications Director Courtney Flynn
9. Fire Chief Peter Hullinger
10. Police Chief Josh Jones
11. Assistant Library Director Phillip Kwik
12. Assistant Recreation Director Allyson Leach
13. Chief Financial Officer Rob Maleszyk
14. Deputy Public Works Director Dennis Trantham
15. Controller Kyle Vieth
16. Assistant City Manager Chris Wilson

Q: What do we hope to accomplish at the Advance?

A: A combination of short-term planning for the coming budget year and long-term planning focused on the Troy Public Library and the sustainability of the City’s multi-year capital plan.



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FROM THE OFFICE OF THE CITY MANAGER

Q: When?

A: Saturday, January 17, 2026, at 9:00 AM. Breakfast, lunch, and refreshments will be provided, including gluten-free and vegetarian options. Please contact the City Manager's Office regarding dietary accommodations.

Q: Where?

A: Troy Community Center (3179 Livernois Rd, Troy, MI 48083); Banquet Room 303 (East Entrance)

Q: Why are we doing this?

A: To make time for a structured discussion away from the usual work environment so decision-makers can explore issues in depth and exchange ideas with each other in a less formal and more relaxed atmosphere than a regular City Council meeting provides.

Q: How are we doing this?

A: Agenda Outline

9:00 am – Start

Public Comment

Welcome and Introduction Exercise

- I. 2025 Bond Proposal Recap*
- II. Troy Public Library Funding*
- III. Capital Projects Fund*
- IV. Other Business*

3:00 pm – Projected End Time

Advanced Reading

2025 Bond Proposal Communications Recap (attached)
Capital Projects Fund, FYE 2009-2025 Actual (attached)
Capital Projects Fund, FYE 2020-2026 Trends (attached)
2025-2026 Capital Projects Fund (attached)

Advanced Viewing

November 8, 2010: Troy Public Library Feud
<https://www.youtube.com/watch?v=Csjvd2SbgZA>

April 19, 2011: Push to save the Troy Library
<https://www.youtube.com/watch?v=mFYBw/lWJ7v4>

July 27, 2011: Troy debates library millage
<https://www.youtube.com/watch?v=twTck3KHxv4>

August 1, 2011: Battle over Troy library
<https://www.youtube.com/watch?v=zAdVQkzYIis>

2025 Bond Proposal

COMMUNICATIONS RECAP (JULY 15–NOV. 3)

2025 BOND COMMUNICATION STRATEGY

INFORM AND EDUCATE

- What is the 2025 Bond Proposal and what projects would it address?
- Why is the Bond Proposal on the ballot?
- What happens if the Bond Proposal Passes? Fails?
- What will it cost a property owner?

SOCIAL MEDIA RECAP

48

Social Media Posts

370,514

Total Views

2,530

Total Comments

60% of those who engaged via Facebook "follow" the City of Troy

TOWN HALLS/BOND TALKS

8



APPEARANCES AT
COMMUNITY EVENTS

7



Other Key Elements of 2025 Bond Communications Campaign

- Bond Trifolds and QR Codes distributed at all events, made available in all City facilities
- Bond information disseminated via Troy Today, Rec Guide and Library E-Newsletter
- 2025 Bond webpage created and advertised; Library website also had information
- 2025 Bond email created as a central source to answer public questions, 41 emails received and responded to
- 2025 Bond FAQ updated weekly on webpage
- Bond posters placed in all City facilities
- 5 news articles on the Bond Proposal
- Bond information sent to homes via postcard and utility bill flyers
- Bond flyer sent to Troy School District families via newsletter

29,029



Informational postcards sent to registered voters

29,000



Informational flyers mailed via utility bills

9,759



Views on the 2025 Bond webpage

Capital Projects Fund, FYE 2009-2025 Actual

2026 City of Troy Advance

Capital Projects Fund, FYE 2009-2025 Actual

- Why FYE 2009-2025?
- Where does the money come from?
 - Revenues and Other Sources
- Where does the money go?
 - Expenditures and Other Uses
- Fund Balance

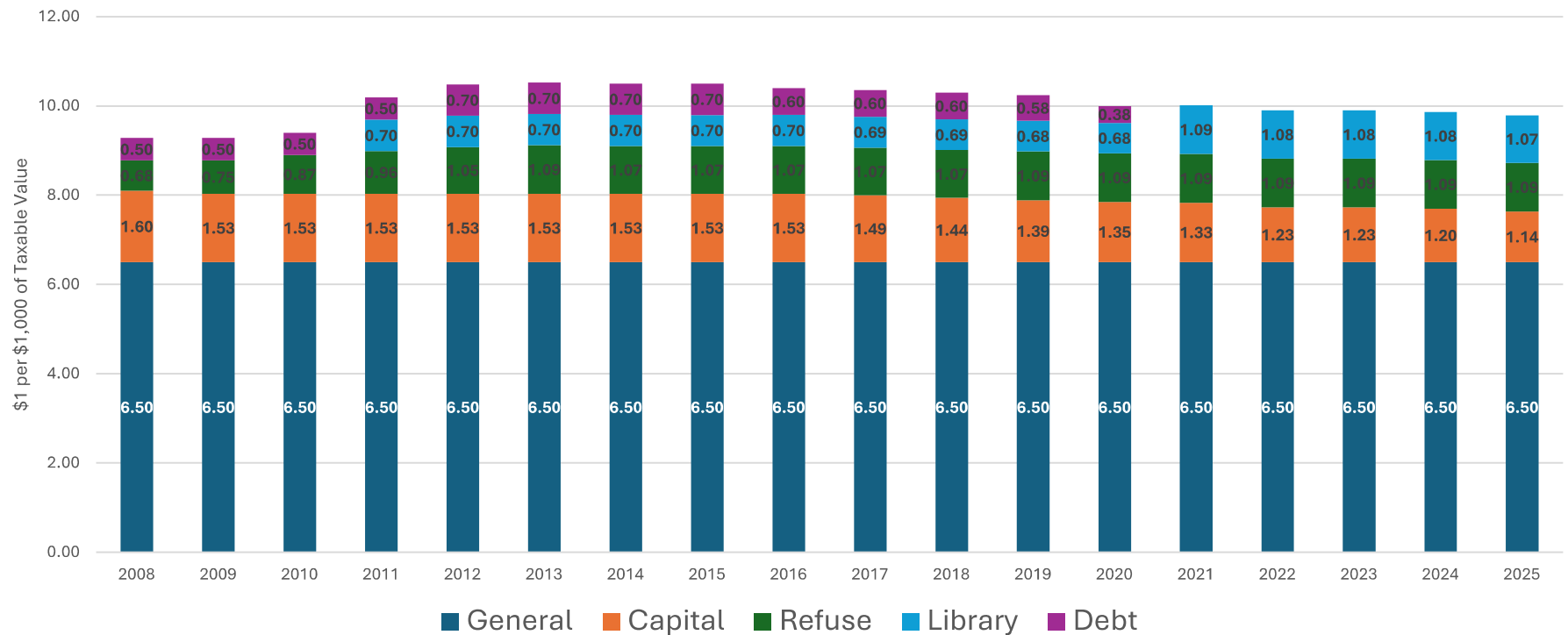
Why FYE 2009-2025?

- Fiscal Year 2008-2009: The year before the November 4, 2008, City Charter amendment took effect.
- Fiscal Year 2009-2010: The year the November 4, 2008, City Charter amendment took effect.
- 2011: The Library millage was approved by voters and levied for the first time.
- Fiscal Year 2019-2020: The last year the debt millage approved by voters in 1999 was levied.

City of Troy Millages, Calendar Year 2008-2025

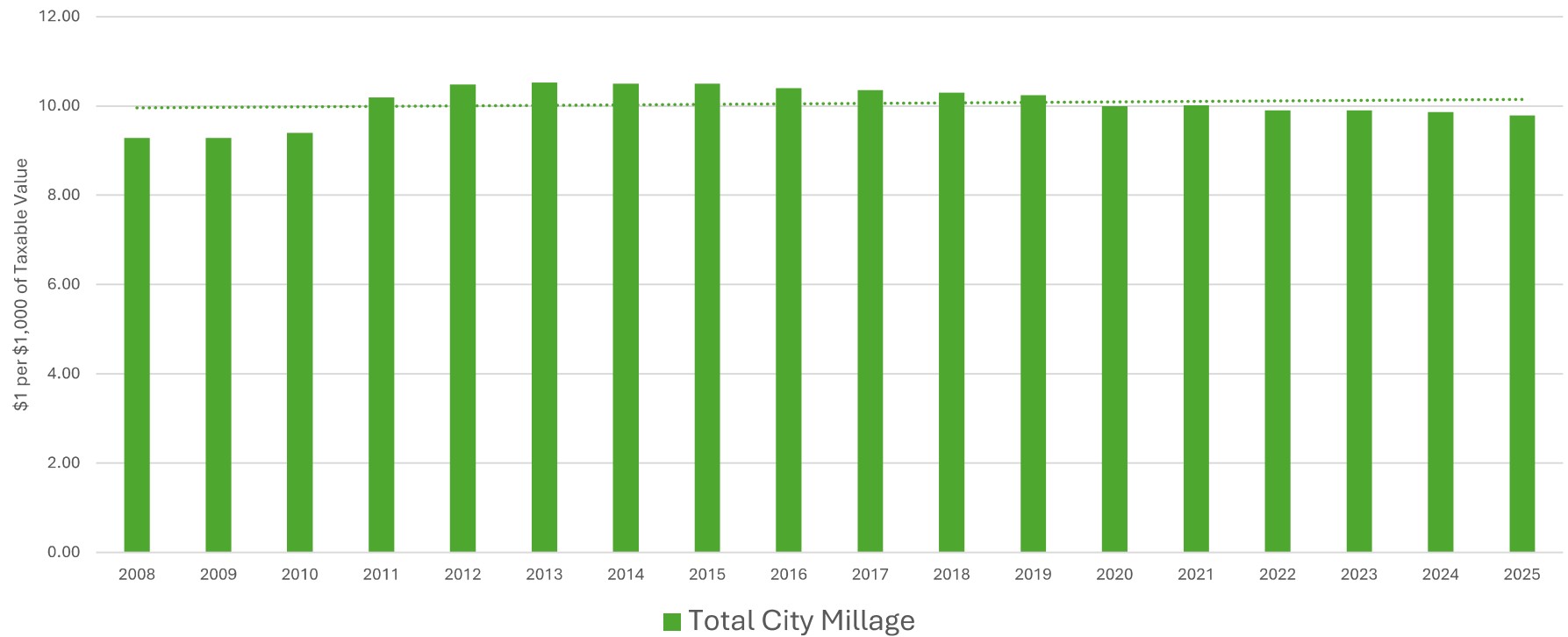
- General and Capital
 - Authorized by the City Charter as adopted on December 12, 1955, and amended on January 20, 1958, April 1, 1985, and November 4, 2008.
- Refuse
 - Authorized by Public Act 298 of 1917, an act to authorize cities and villages to levy a tax to collect and dispose of garbage.
- Debt
 - Most recently authorized by voters on April 5, 1999, and ended in 2020.
- Library
 - Authorized by voters on August 2, 2011, November 3, 2015, and November 3, 2020.

City of Troy Millages, Calendar Year 2008-2025



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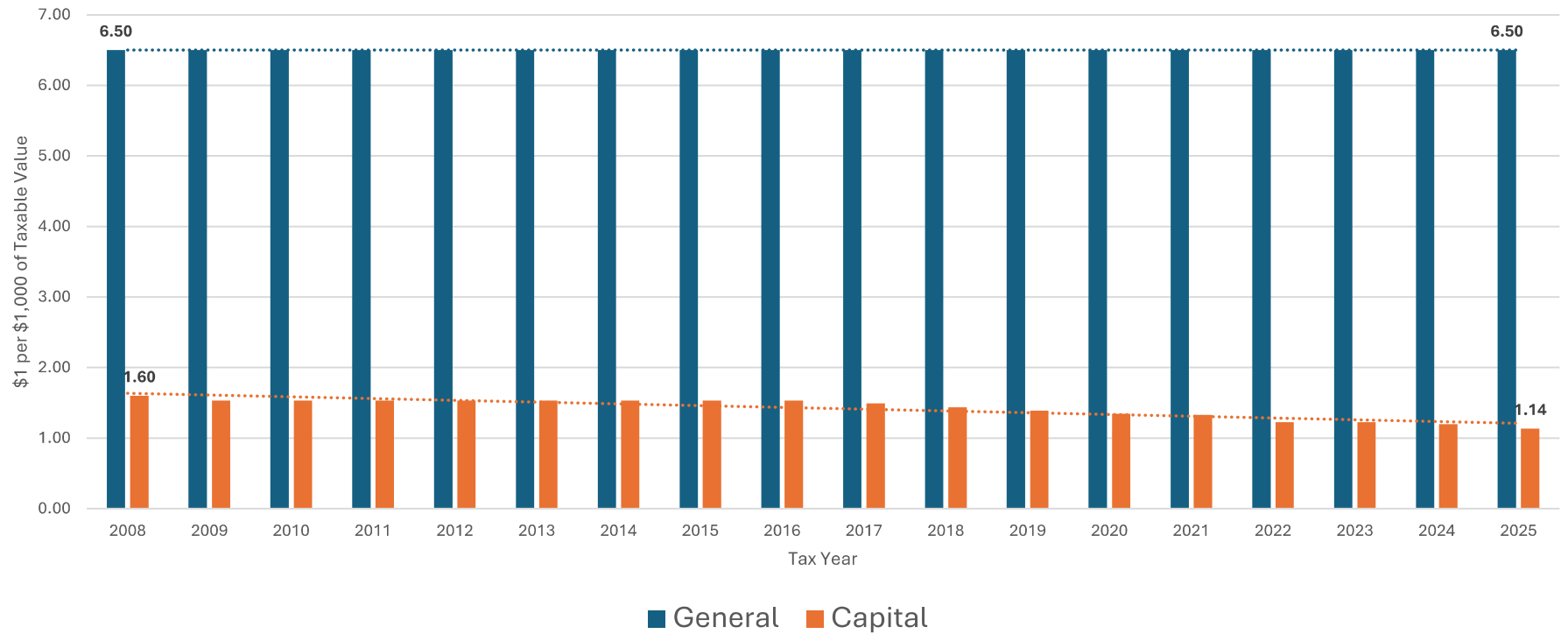
City of Troy Total Millage, Calendar Year 2008-2025



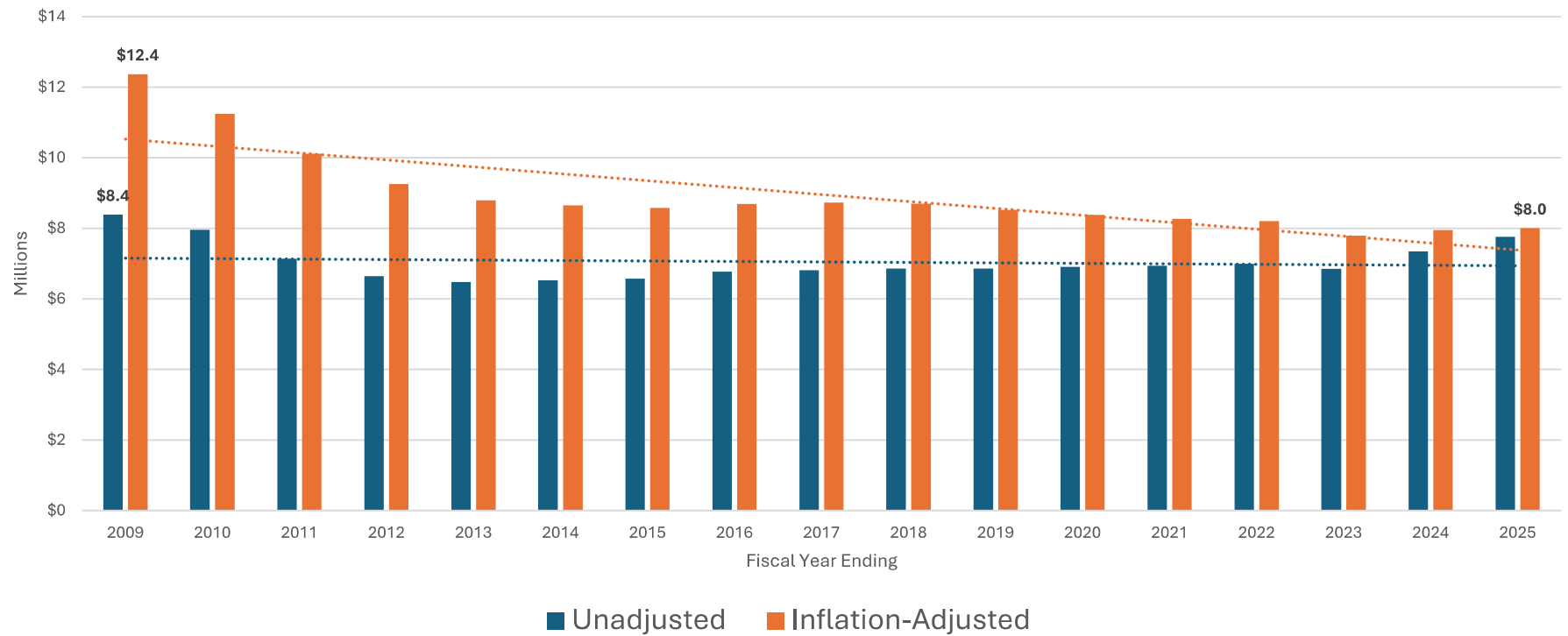
General and Capital Millage, Calendar Year 2008-2025

- General and Capital Millage Limitations
 - The Headlee Amendment reduced the 10 mill maximum to 8.5076 mills in 2008.
 - The 2008 City Charter amendment reduced the 8.5076 mills maximum to 8.1 mills and limited operations to 6.5 mills and capital to 1.6 mills in 2009.
 - The Headlee Amendment further reduced the 8.1 mills maximum to 7.6352 mills in 2025.

General and Capital Millage, Calendar Year 2008-2025

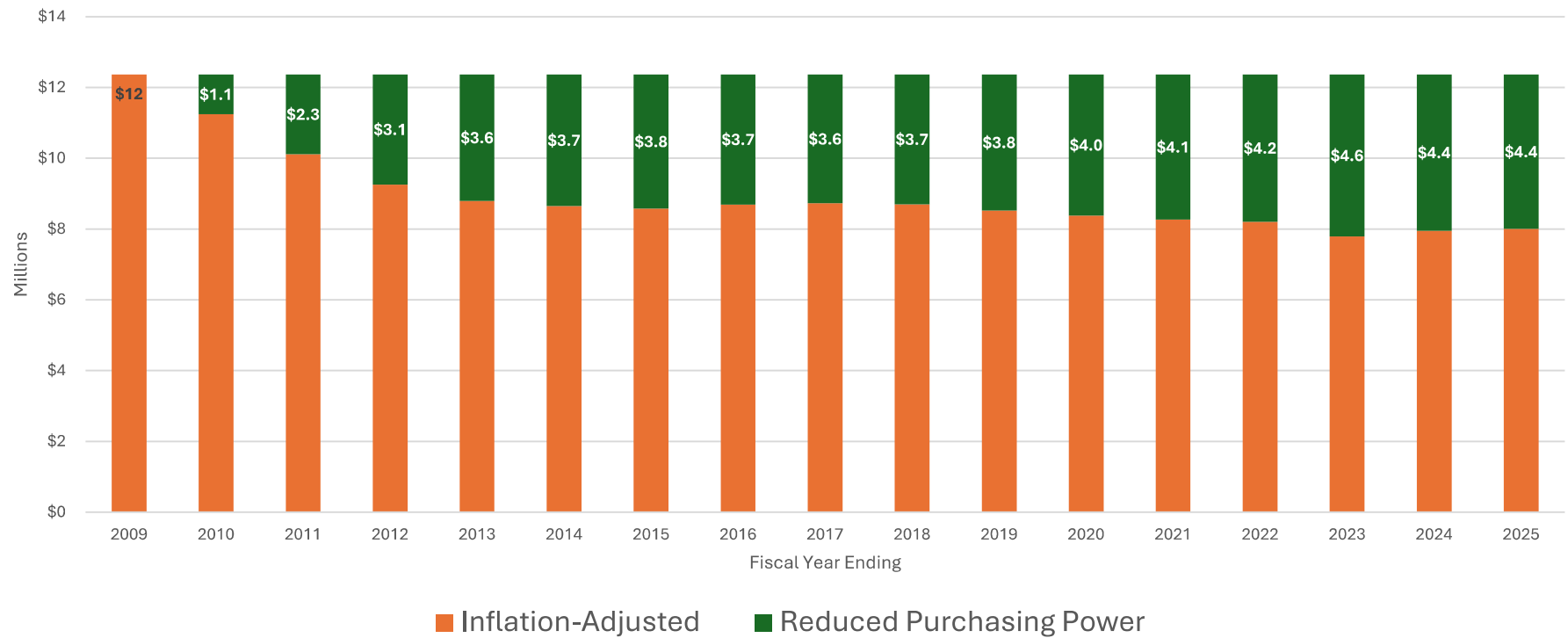


Capital Property Tax Revenue, FYE 2009-2025

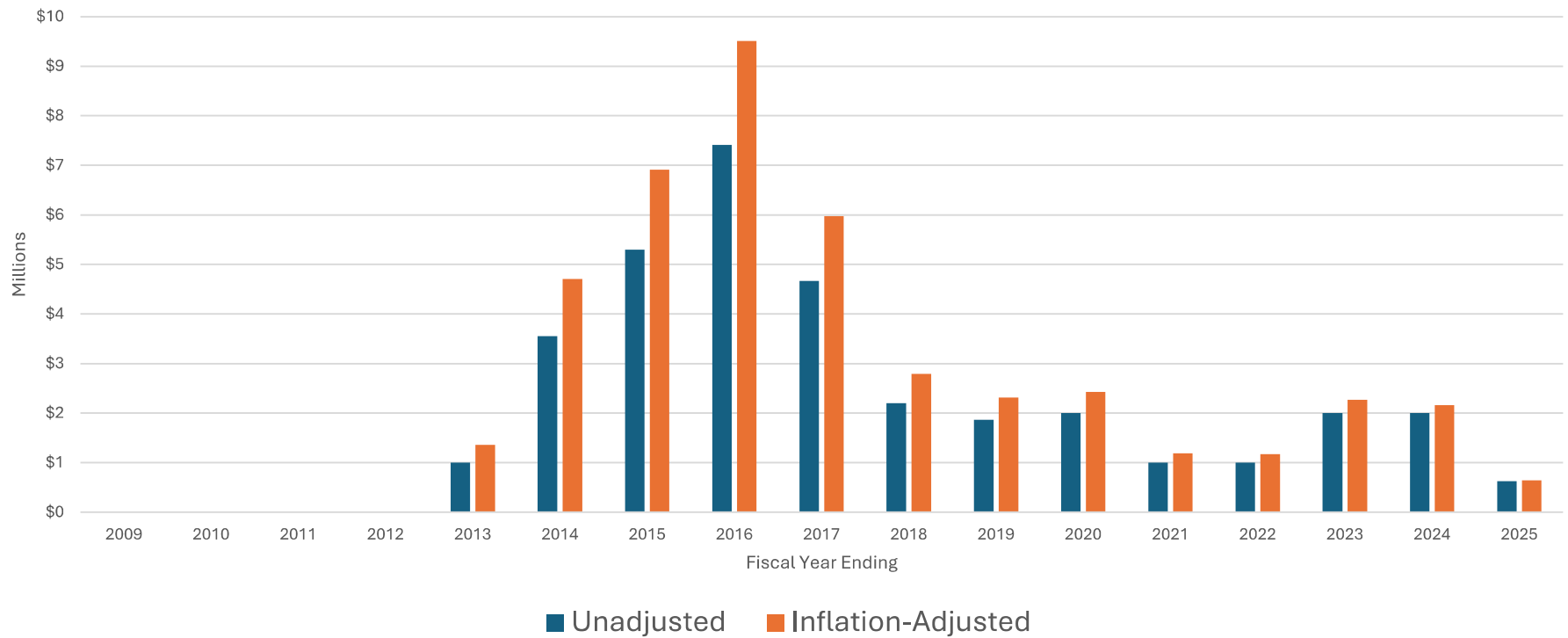


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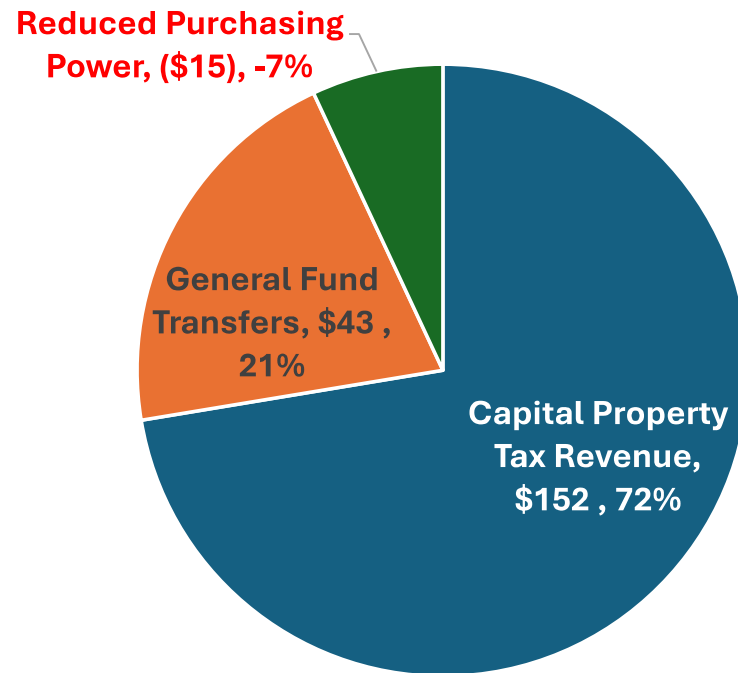
Capital Property Tax Purchasing Power, FYE 2009-2025 (\$58.1 M cumulative)



General Fund to Capital Fund Transfers, FYE 2009-2025

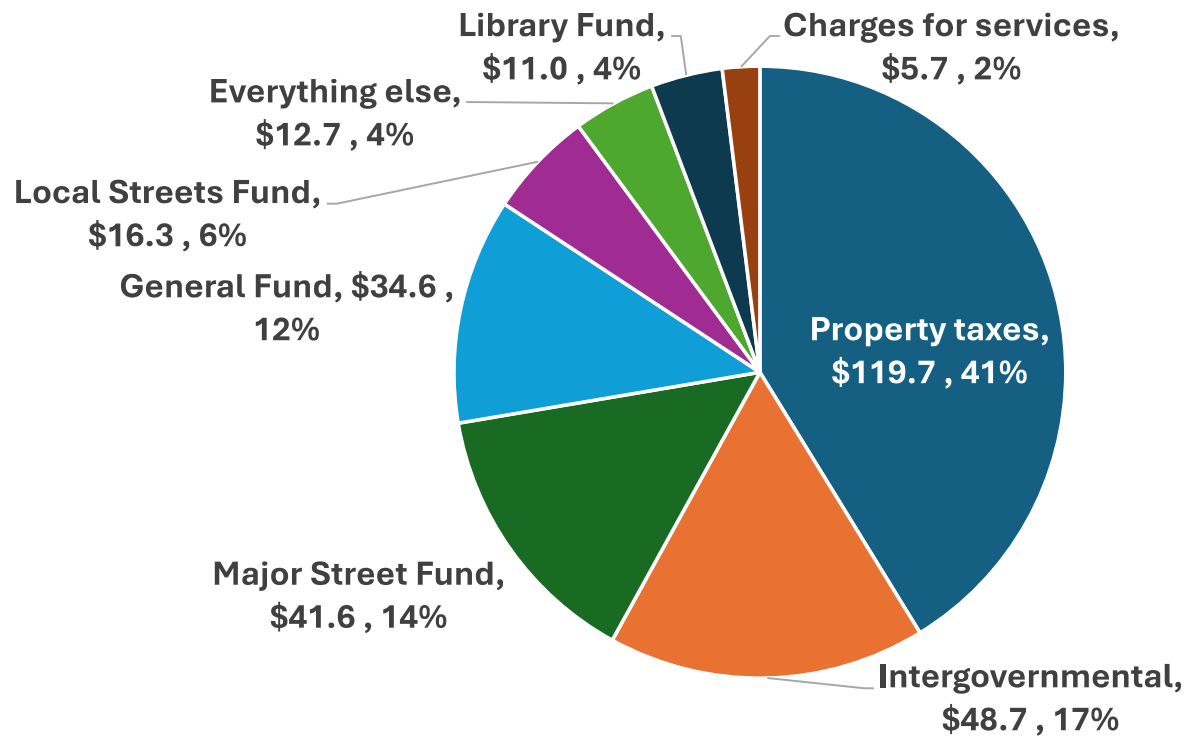


Capital Projects Fund Purchasing Power, FYE 2009-2025



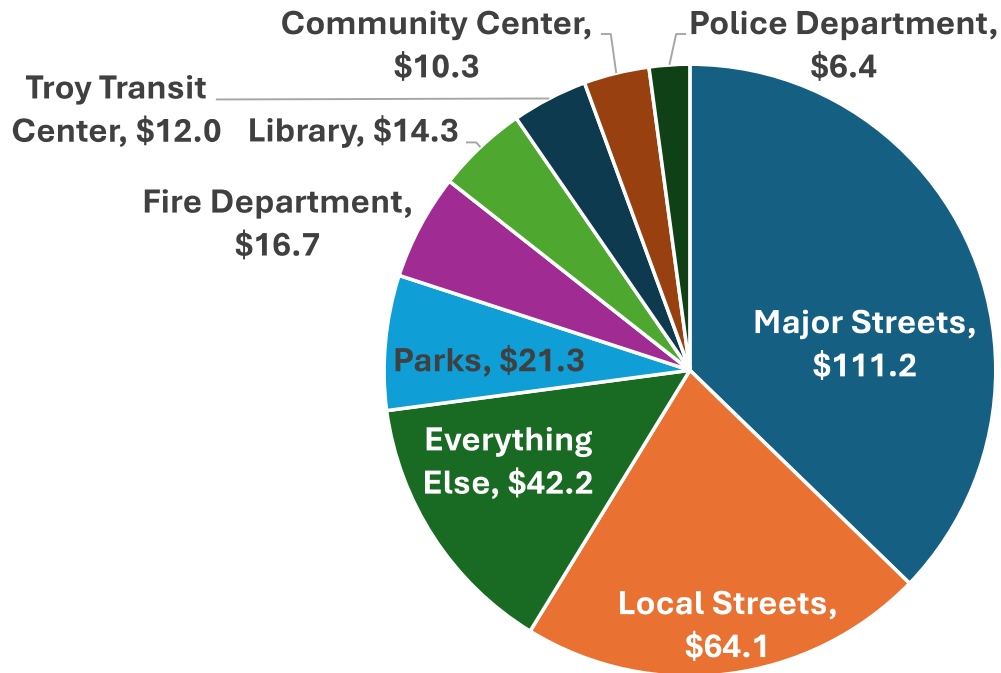
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Revenues and Other Sources, FYE 2009-2025



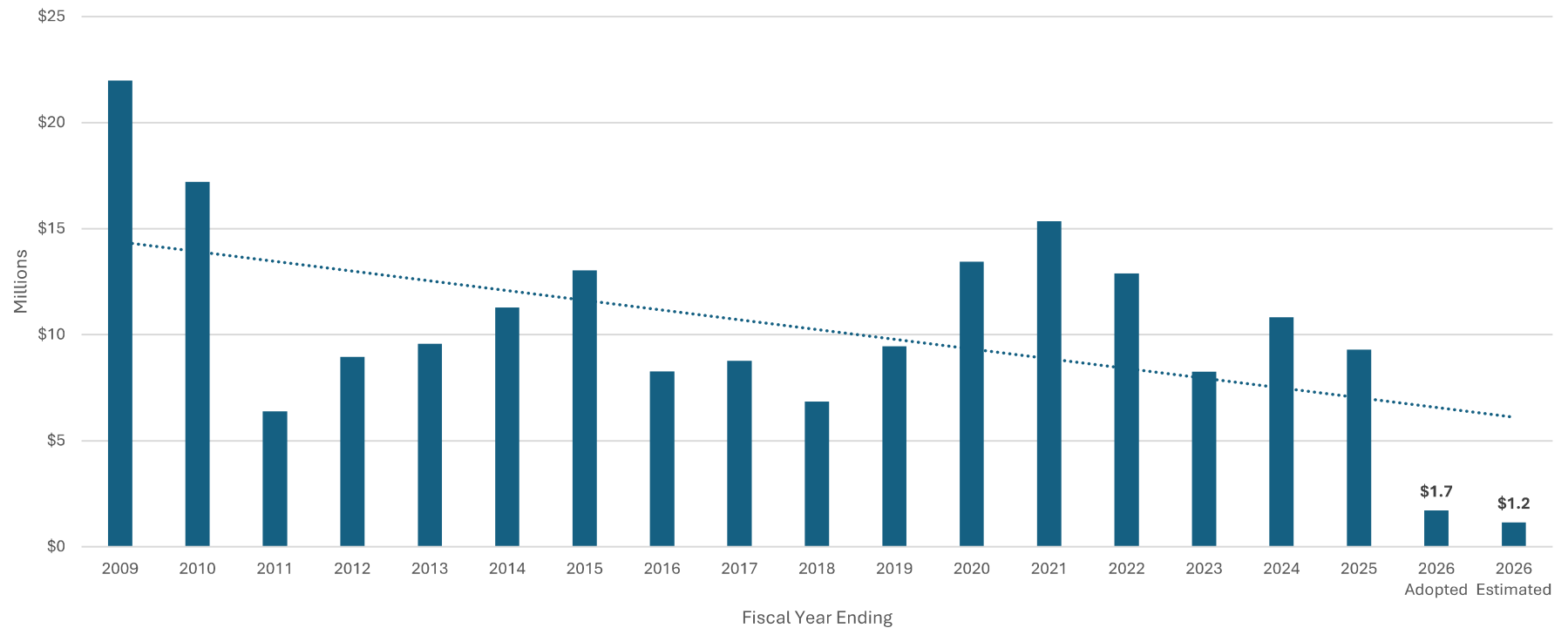
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Expenditures and Other Uses, FYE 2009-2025



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Capital Projects Fund, Fund Balance, FYE 2009-2026



Questions?

Capital Projects Fund, FYE 2009-2025 Actual


Capital Projects Fund, FYE 2020-2026 Trends

2026 City of Troy Advance

Why FYE 2020-2026?

- FYE 2008-2014 budgets included “5-Year Future Projects”
Estimated Costs

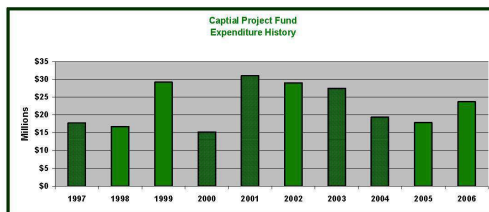
FYE 2008 & FYE 2009


2007/08 Budget
5-Year Future Projects

Category	Funding Sources	Estimated Cost
Major Roads	CP, G	\$39,574,000
Local Roads	CP	12,500,000
Municipal Parking Lots	CP	500,000
Water Distribution System	W	28,480,000
Storm Drains	CP, G	5,080,000
Sanitary Sewer System	S	16,300,000
Sidewalk Trail Systems	CP, G	8,000,000
Parks and Recreation Master Plan	CP, G	15,000,000
Total		\$125,434,000

Funding Sources Key

CP = Capital Projects Funds
 G = Grants
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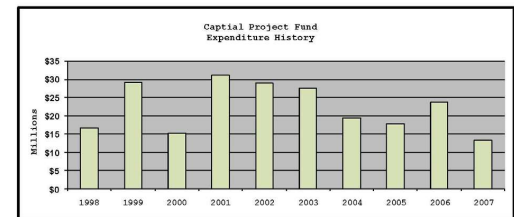
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2008/09 Budget
5-Year Future Projects

Category	Funding Sources	Estimated Cost
Major Roads	CP, G	\$50,231,000
Local Roads	CP	11,100,000
Municipal Parking Lots	CP	500,000
Water Distribution System	W	29,370,000
Storm Drains	CP, G	7,630,000
Sanitary Sewer System	S	9,650,000
Sidewalk Trail Systems	CP, G	5,000,000
Parks Development	CP, G	5,891,000
Total		\$119,372,000

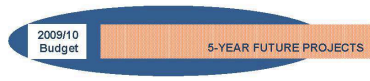
Funding Sources Key

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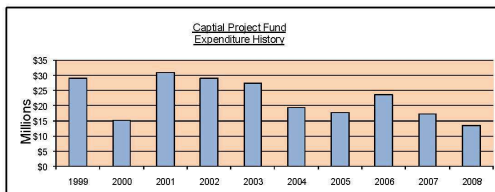
FYE 2010 & FYE 2011



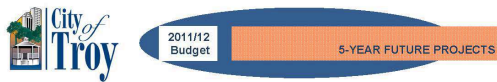
Category	Funding Sources	Estimated Cost
Major Roads	CP, G	\$42,820,000
Local Roads	CP, SA	11,000,000
Municipal Parking Lots	CP	500,000
Water Distribution System	W	24,370,000
Storm Drains	CP, G	7,915,000
Sanitary Sewer System	S	11,500,000
Sidewalk Trail Systems	CP, G	5,000,000
Parks Development	CP, G	6,000,000
Total		\$109,105,000

Funding Sources Key

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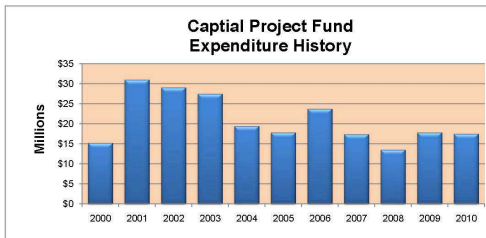
FYE 2012 & FYE 2013



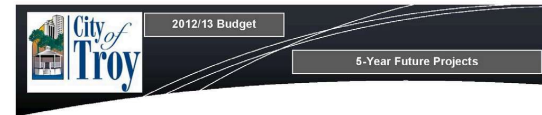
Category	Funding Sources	Estimated Cost
Major Roads	CP, G	\$21,659,000
Local Roads	CP, SA	14,950,000
Municipal Parking Lots	CP	500,000
Water Distribution System	W	27,150,000
Storm Drains	CP	2,050,000
Sanitary Sewer System	S	8,275,000
Sidewalks	CP	2,100,000
Total		\$76,684,000

Funding Sources Key

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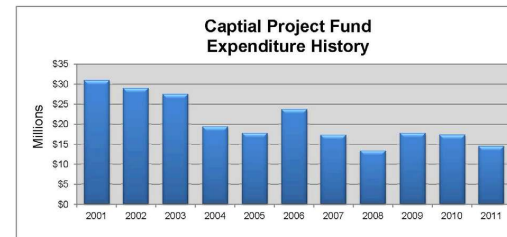
-165-



Category	Funding Sources	Estimated Cost
Major Roads	CP, G	\$24,531,000
Local Roads	CP, SA	15,750,000
Municipal Parking Lots	CP	500,000
Water Distribution System	W	23,825,000
Storm Drains	CP	4,225,000
Sanitary Sewer System	S	7,875,000
Sidewalks	CP	2,500,000
Total		\$79,306,000

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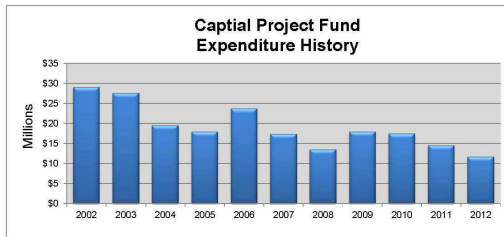
FYE 2014



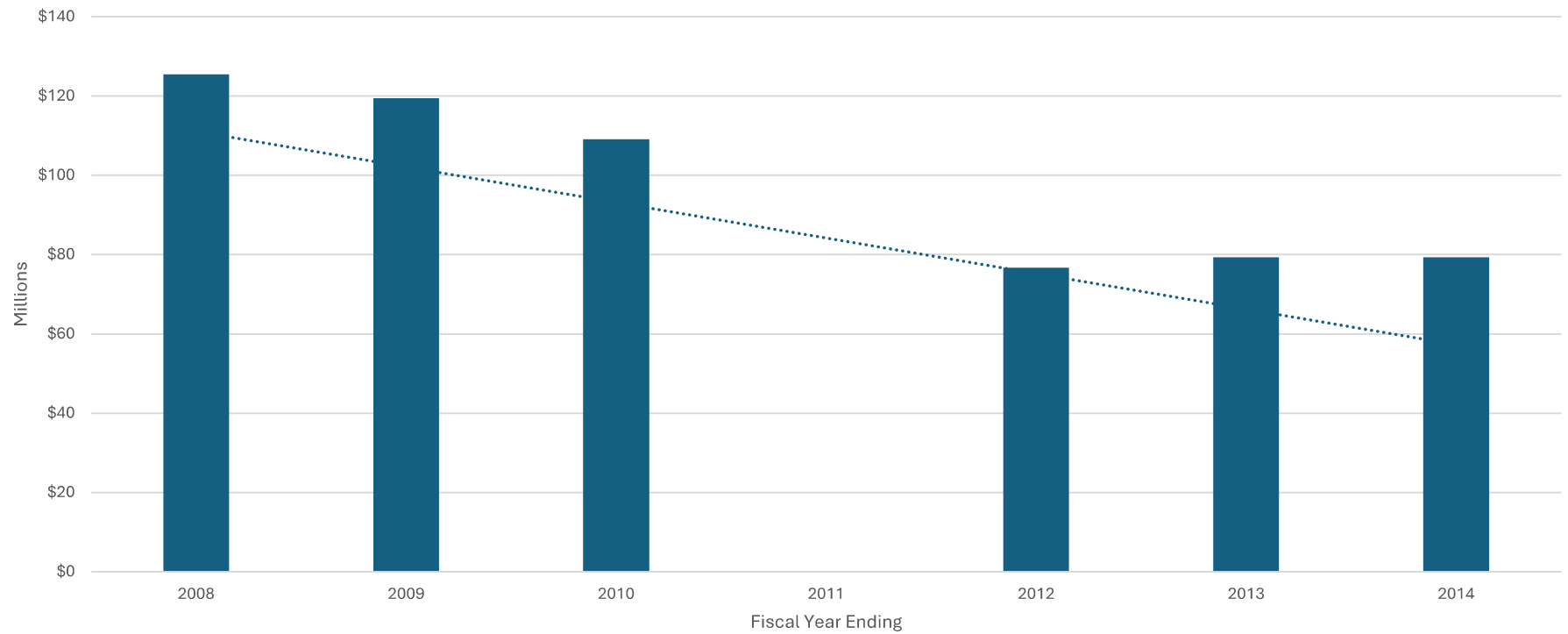
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Major Roads	CP, G	\$21,500,000
Local Roads	CP, SA	15,500,000
Municipal Parking Lots	CP	500,000
Water Distribution System	W	21,050,000
Storm Drains	CP	3,900,000
Sanitary Sewer System	S	8,550,000
Sidewalks	CP	3,400,000
Total		\$79,306,000

Funding Sources Key

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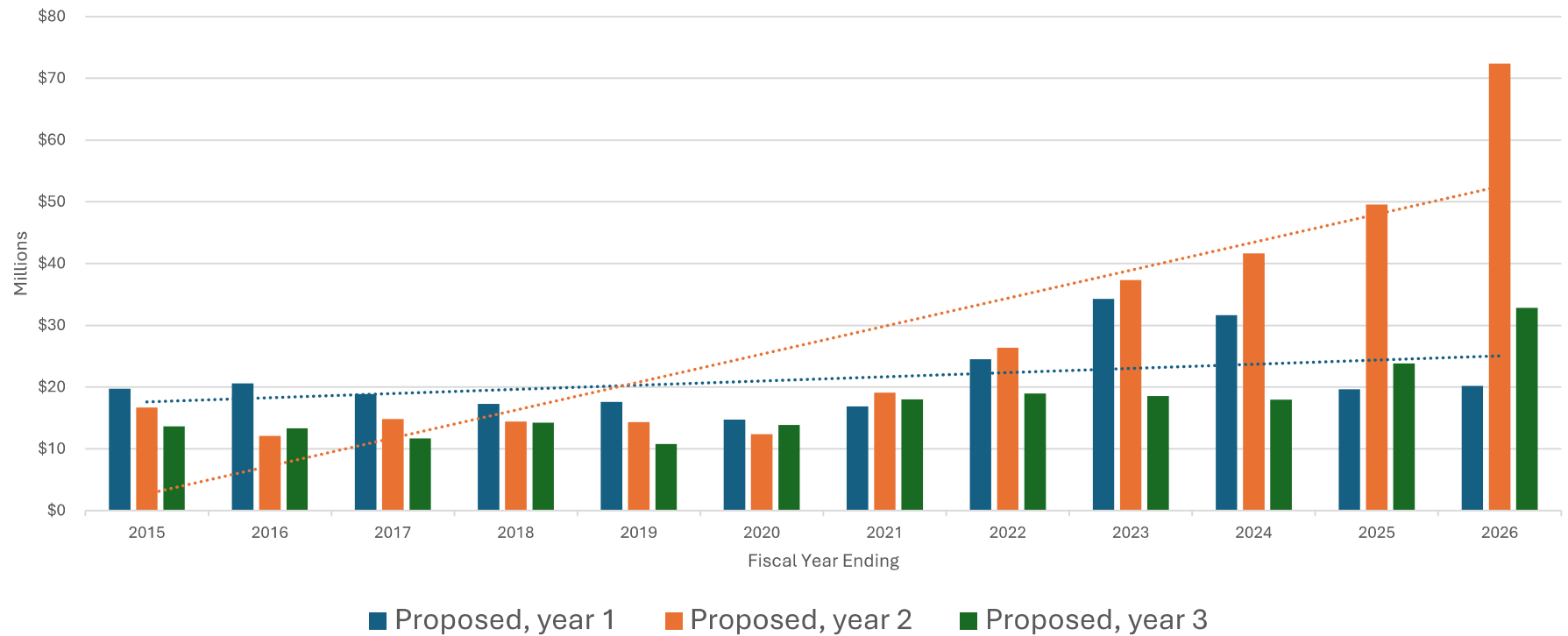
Total 5-Year Future Projects, FYE 2009-2014



Why FYE 2020-2026?

- Three-year prospective budgeting began with the FYE 2015 budget

Total Capital Projects, FYE 2015-2026



Why FYE 2020-2026?

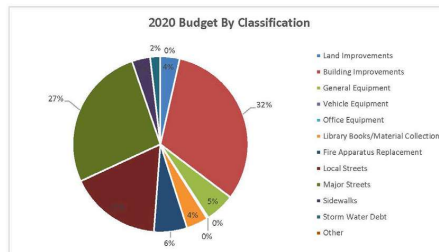
- “Capital Projects By Classification” table first appeared in the FYE 2020 budget

2019-2020 Adopted Budget, page 242

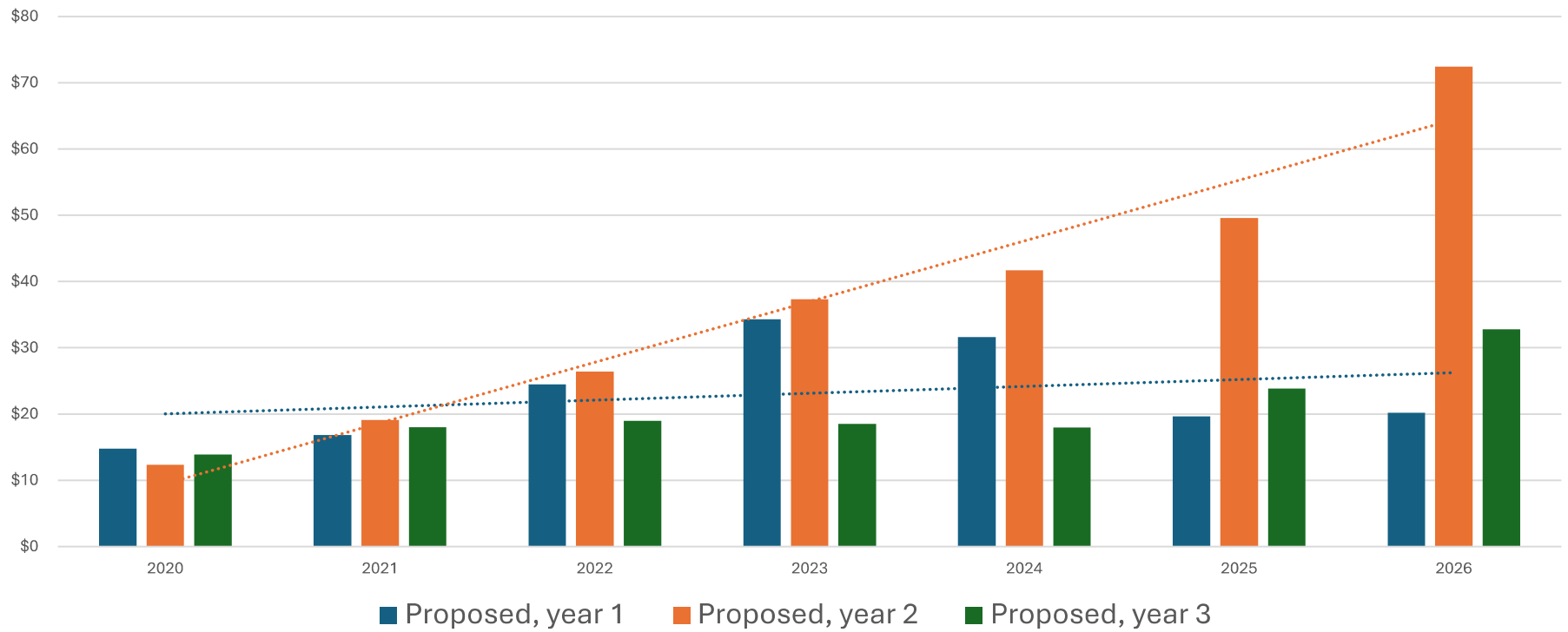
Capital Projects Fund Summary

CAPITAL PROJECTS BY CLASSIFICATION INCLUDE:

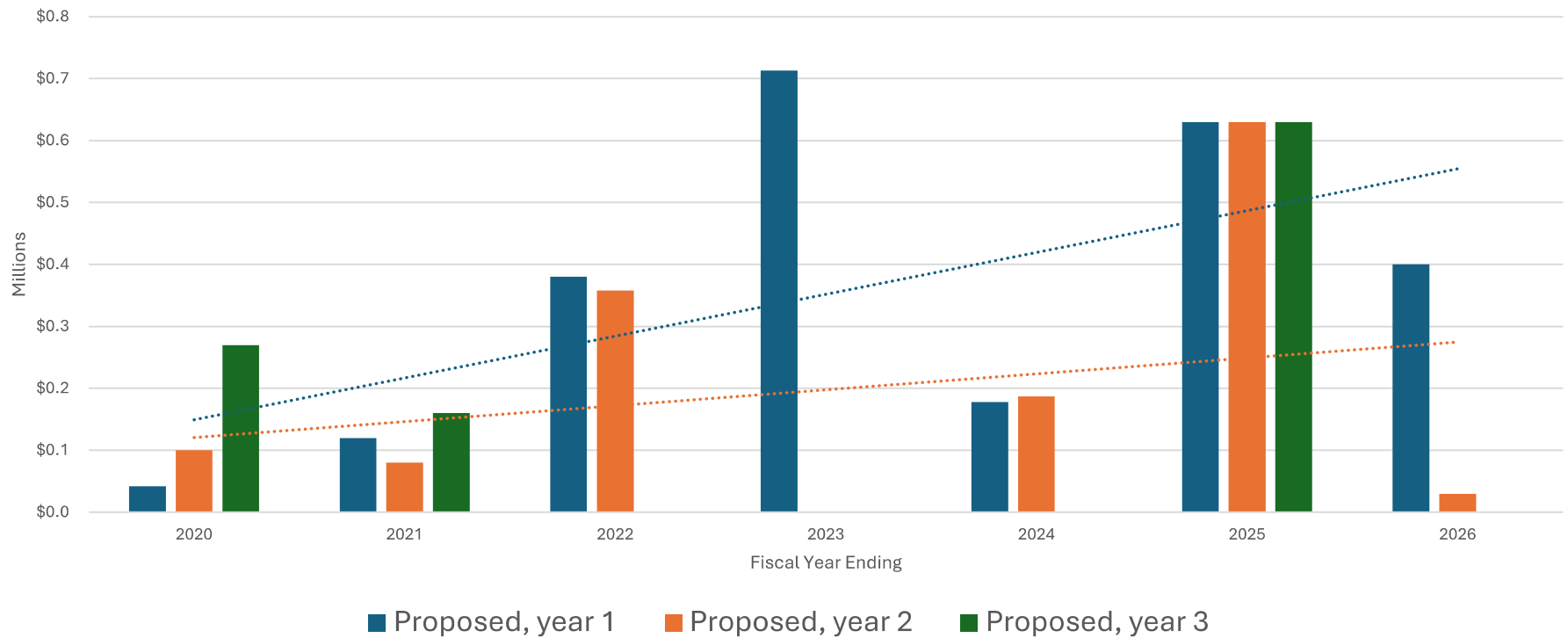
	2020		
	Proposed	2021 Proposed	2022 Proposed
• Land Improvements	\$ 523,000	\$ 350,000	\$ 350,000
• Building Improvements	4,690,000	1,350,000	3,636,000
• General Equipment	806,000	218,000	15,000
• Vehicle Equipment	-	65,000	-
• Office Equipment	42,000	100,000	270,000
• Library Books/Material Collection	595,000	600,000	600,000
• Fire Apparatus Replacement	900,000	850,000	-
• Streets:			
Local Streets	2,500,000	2,500,000	3,200,000
Major Streets	3,931,000	5,540,000	5,115,000
Sidewalks	500,000	500,000	500,000
• Storm Water Debt	271,410	269,750	214,230
• Other	5,000	5,000	5,000
Total Capital Projects	\$14,763,410	\$ 12,347,750	\$ 13,905,230



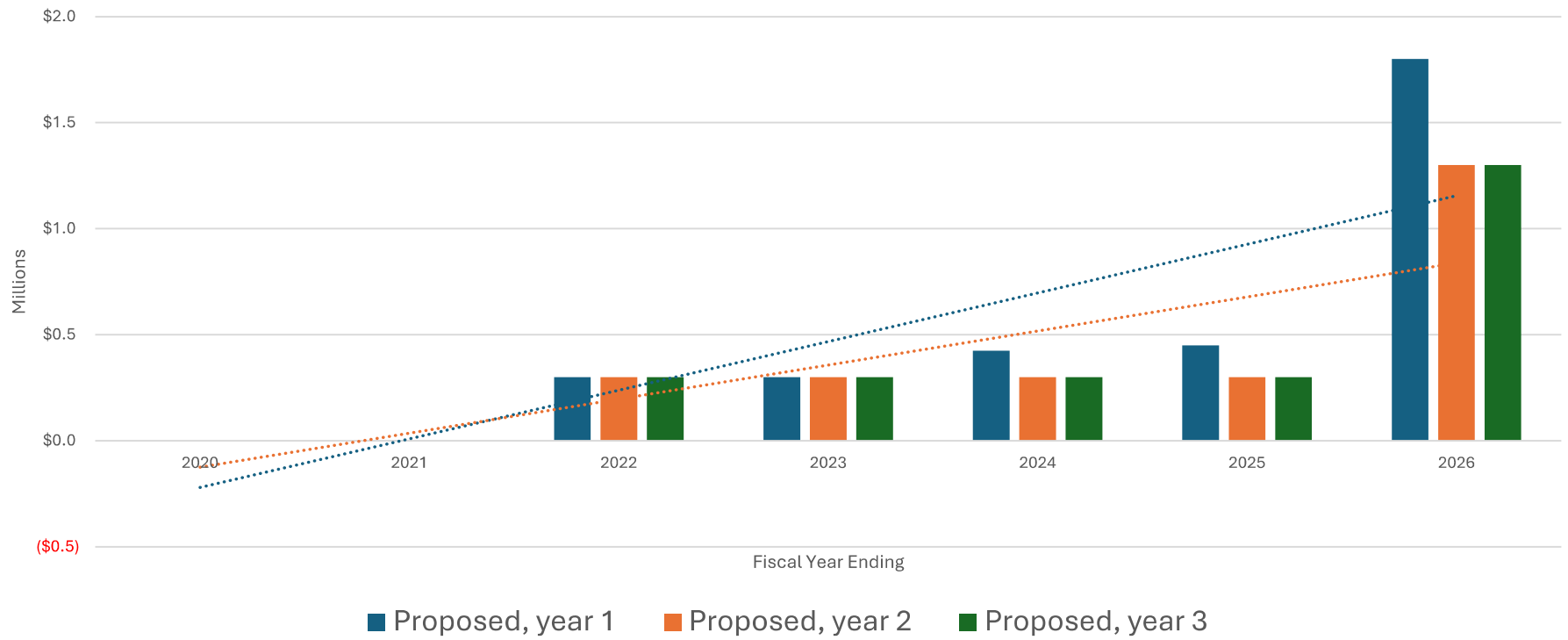
Total Capital Projects, FYE 2020-2026



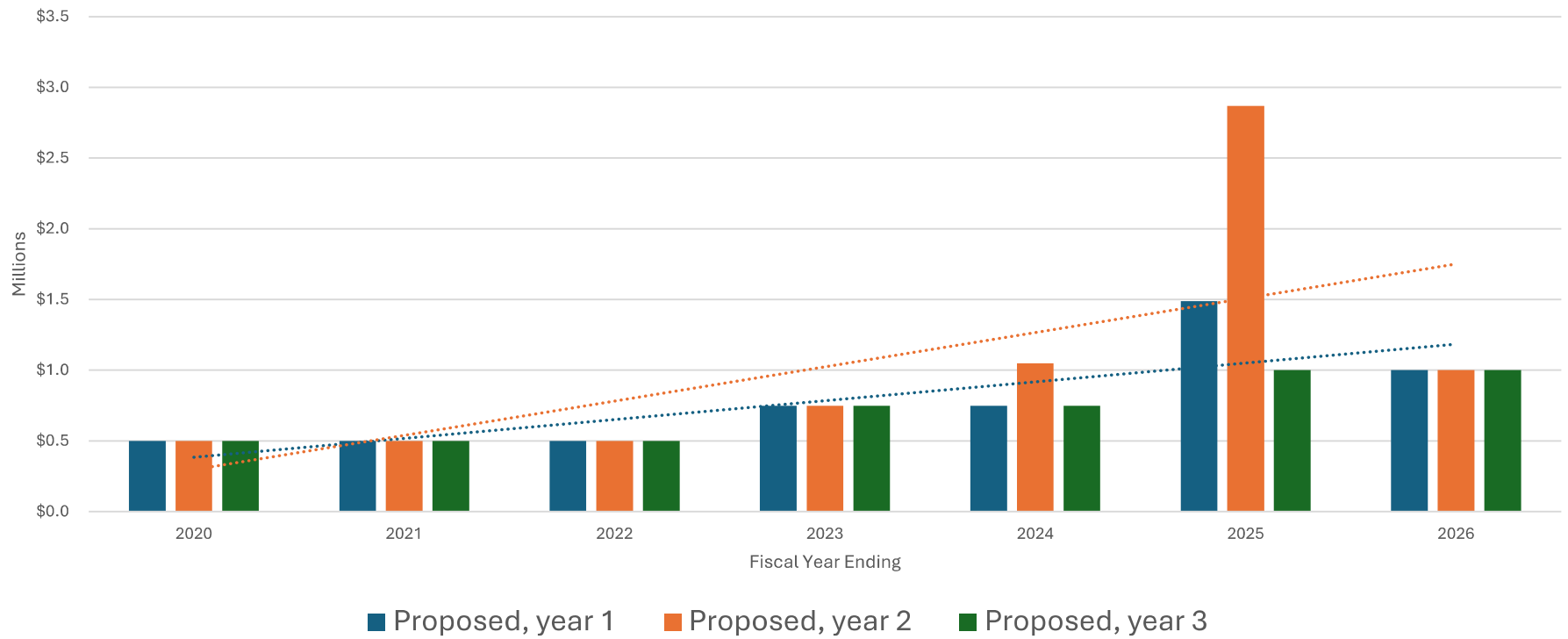
Office Equipment, FYE 2020-2026



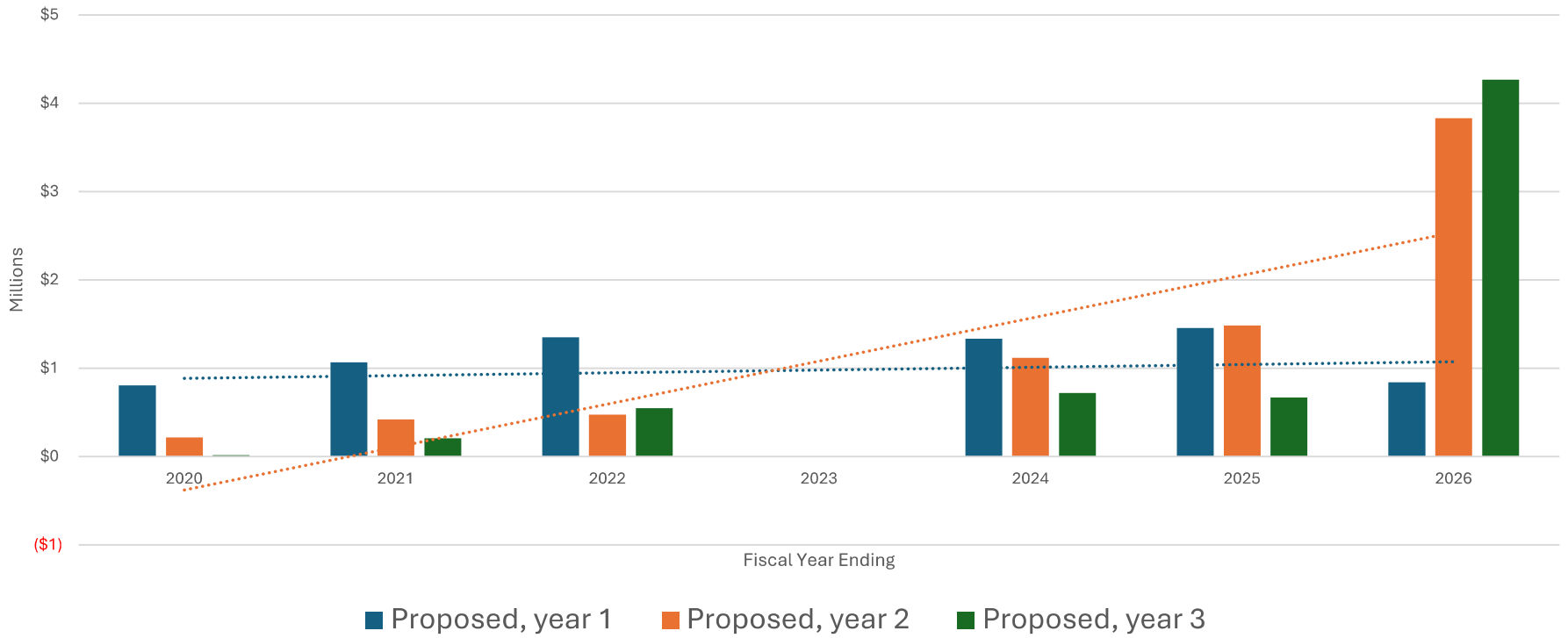
Drains, FYE 2020-2026



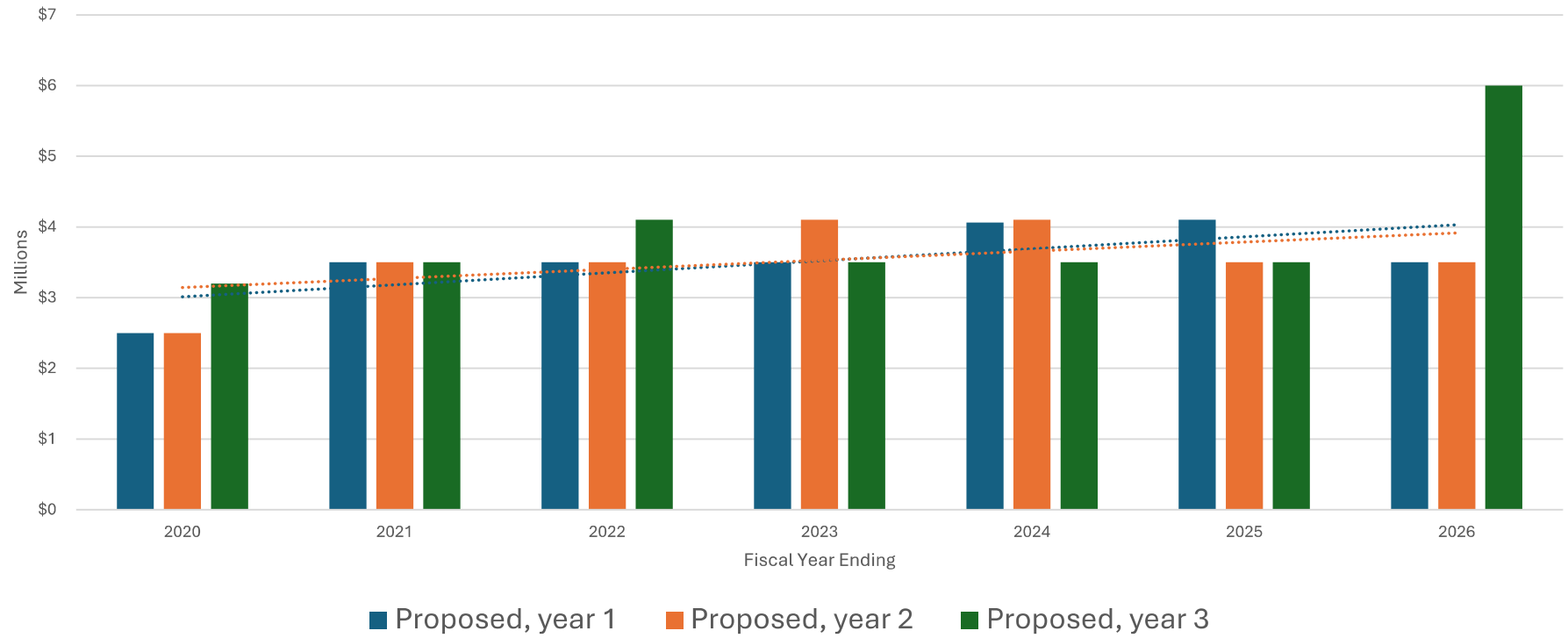
Sidewalks, FYE 2020-2026



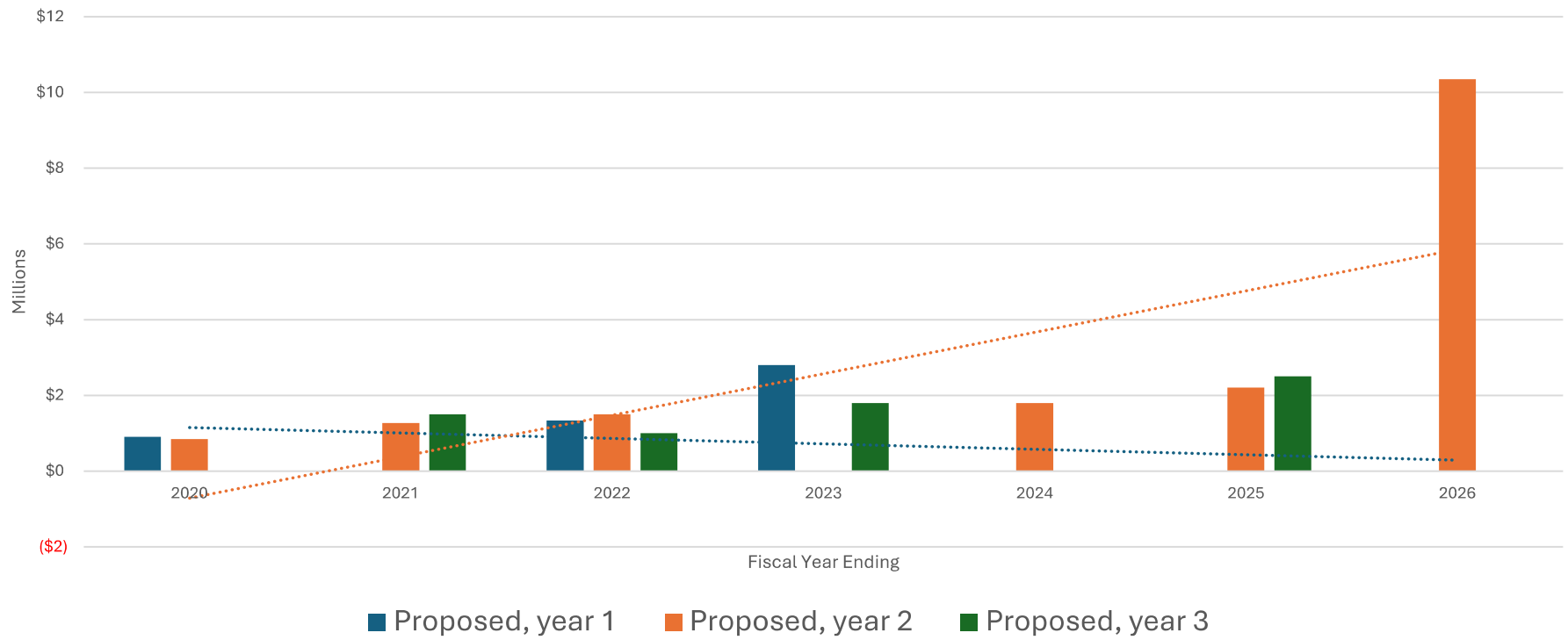
General Equipment, FYE 2020-2026



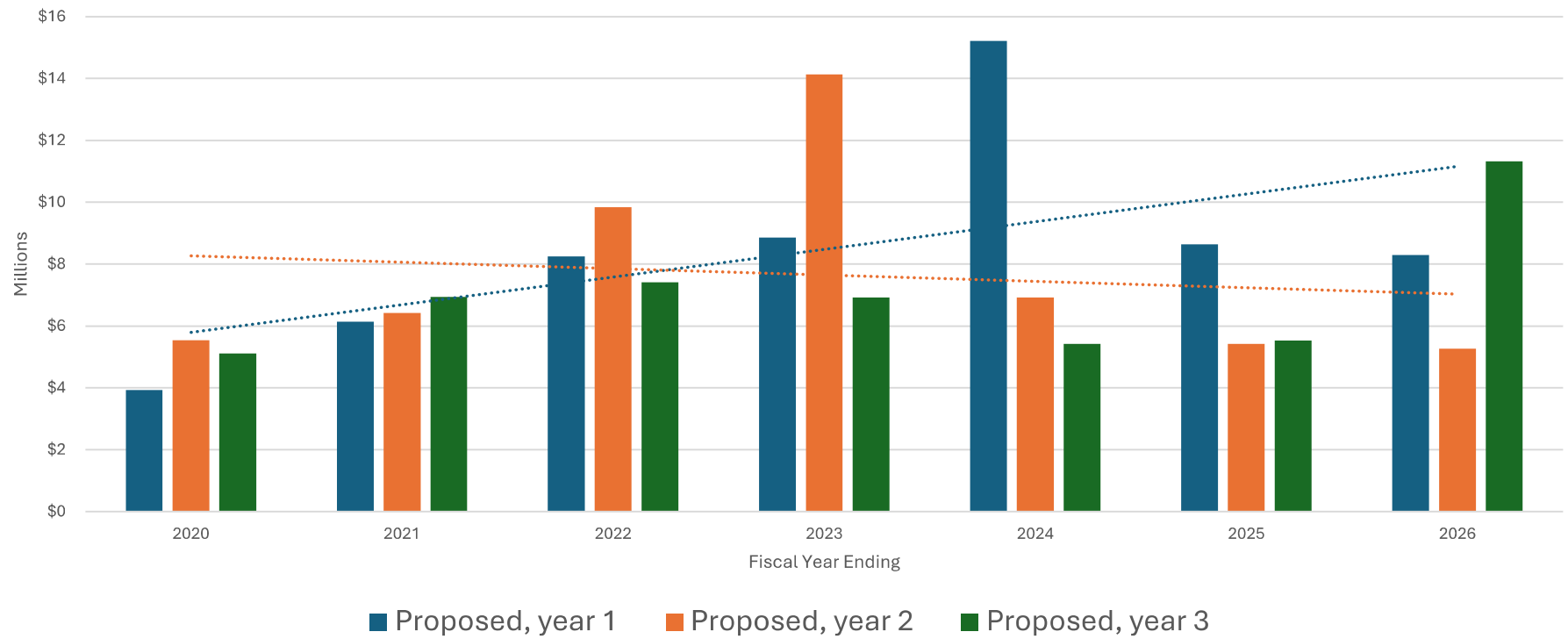
Local Streets, FYE 2020-2026



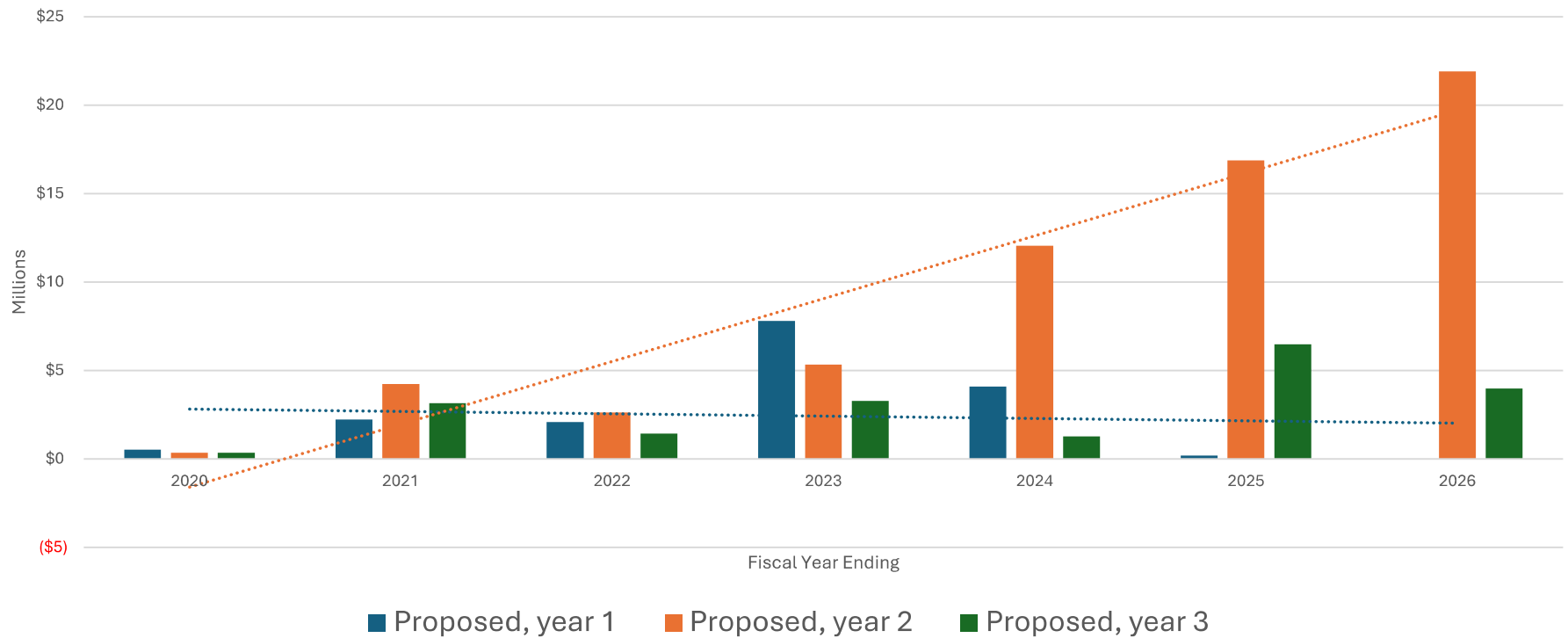
Fire Apparatus, FYE 2020-2026



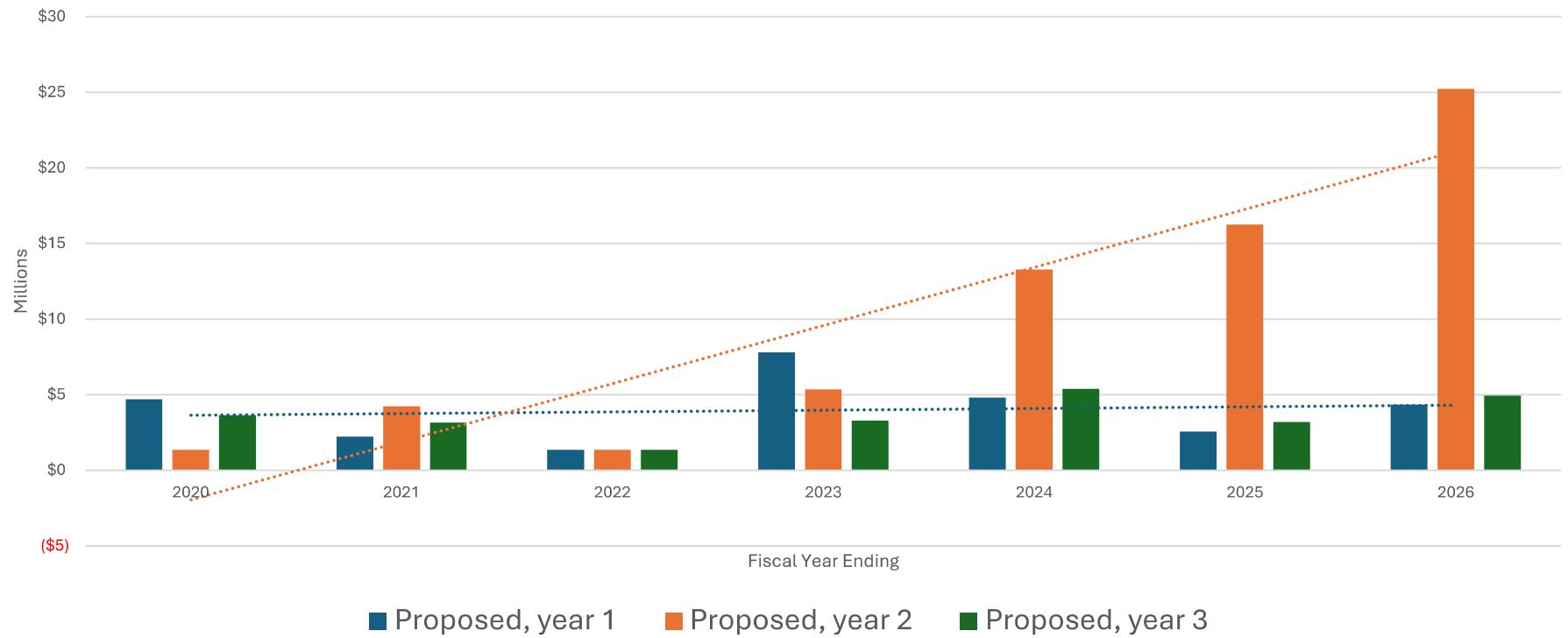
Major Streets, FYE 2020-2026



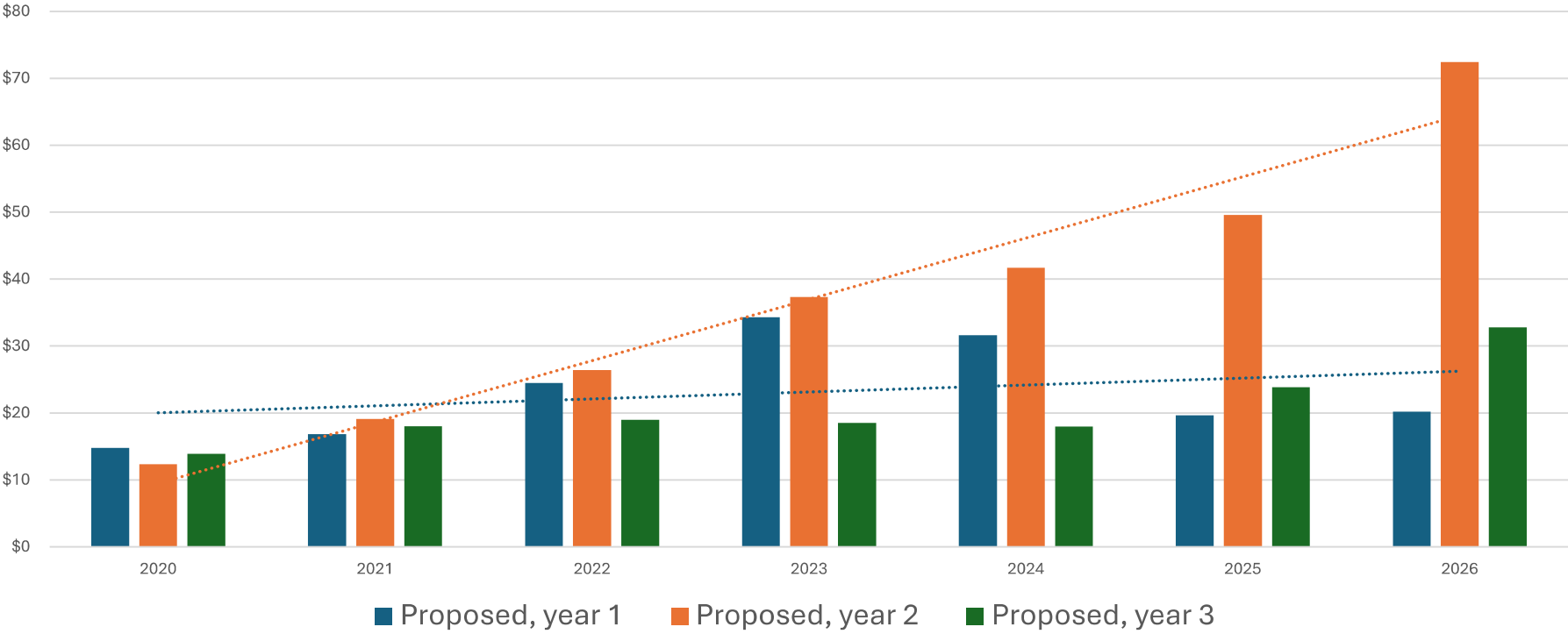
Land Improvements, FYE 2020-2026



Building Improvements, FYE 2020-2026



Total Capital Projects, FYE 2020-2026



Capital Projects Fund, FYE 2020-2026 Trends

2026 City of Troy Advance

Why FYE 2020-2026?

- FYE 2008-2014 budgets included “5-Year Future Projects”
Estimated Costs

FYE 2008 & FYE 2009



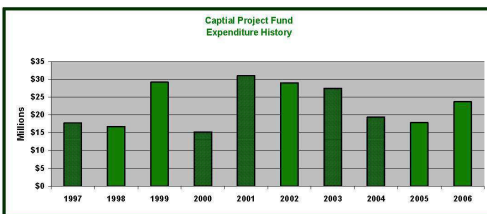
2007/08 Budget

5-Year Future Projects

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Sidewalk Trail Systems	CP, G	8,000,000
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Total		\$125,434,000

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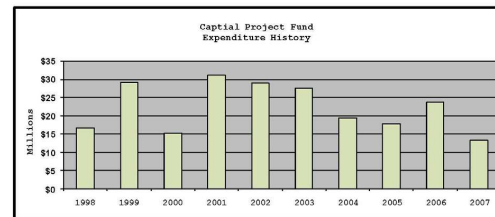
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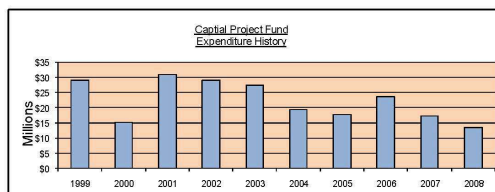
FYE 2010 & FYE 2011



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FYE 2012 & FYE 2013

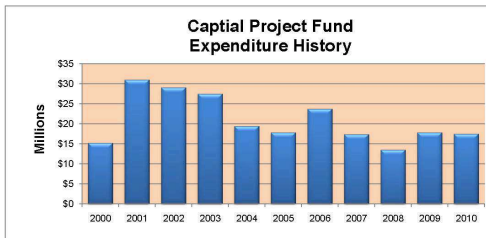


2011/12 Budget 5-YEAR FUTURE PROJECTS

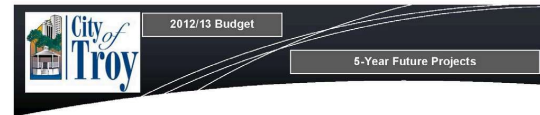
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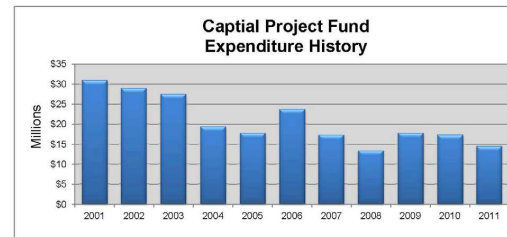
-165-



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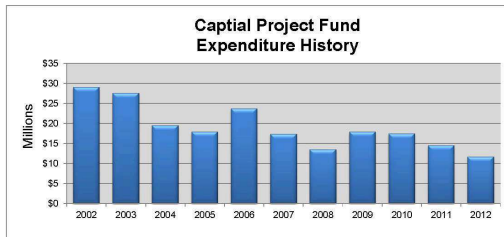
FYE 2014



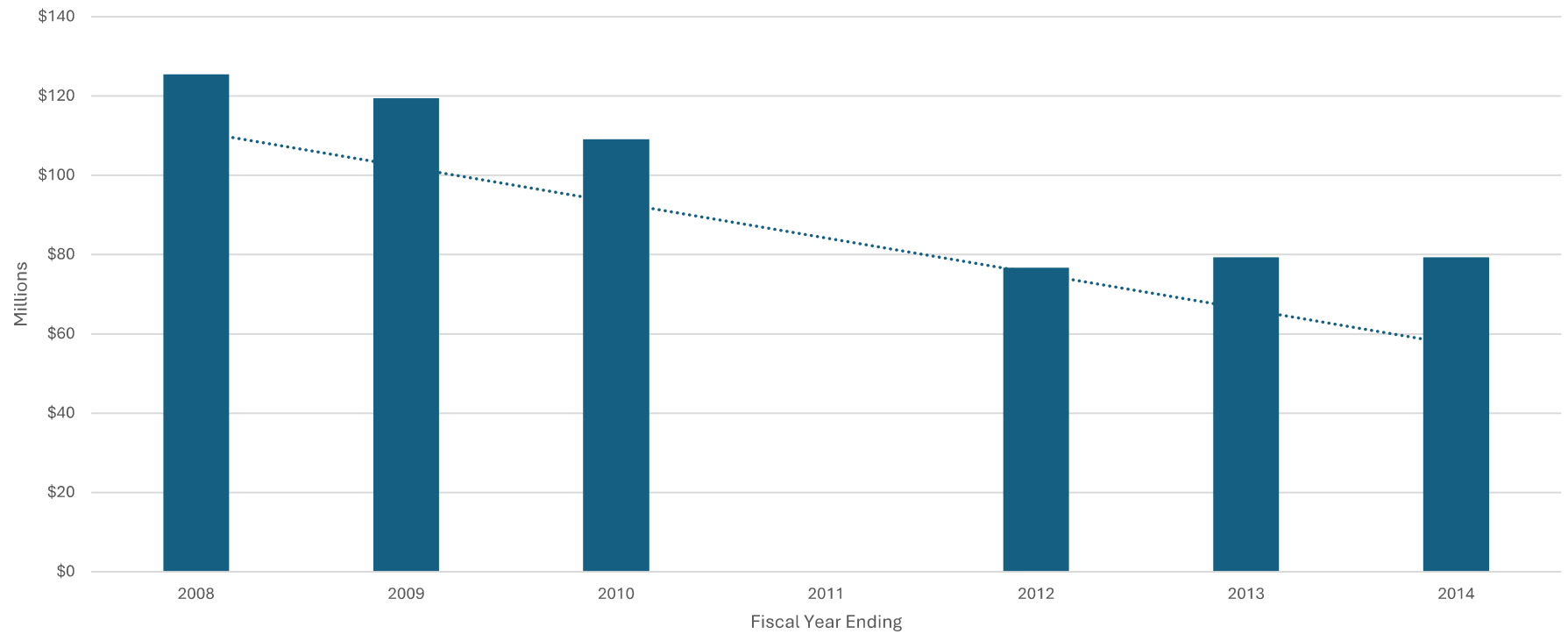
Category	Funding Sources	Estimated Cost
Major Roads	CP, G	\$21,500,000
Local Roads	CP, SA	15,500,000
Municipal Parking Lots	CP	500,000
Water Distribution System	W	21,050,000
Storm Drains	CP	3,900,000
Sanitary Sewer System	S	8,550,000
Sidewalks	CP	3,400,000
Total		\$79,306,000

Funding Sources Key

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



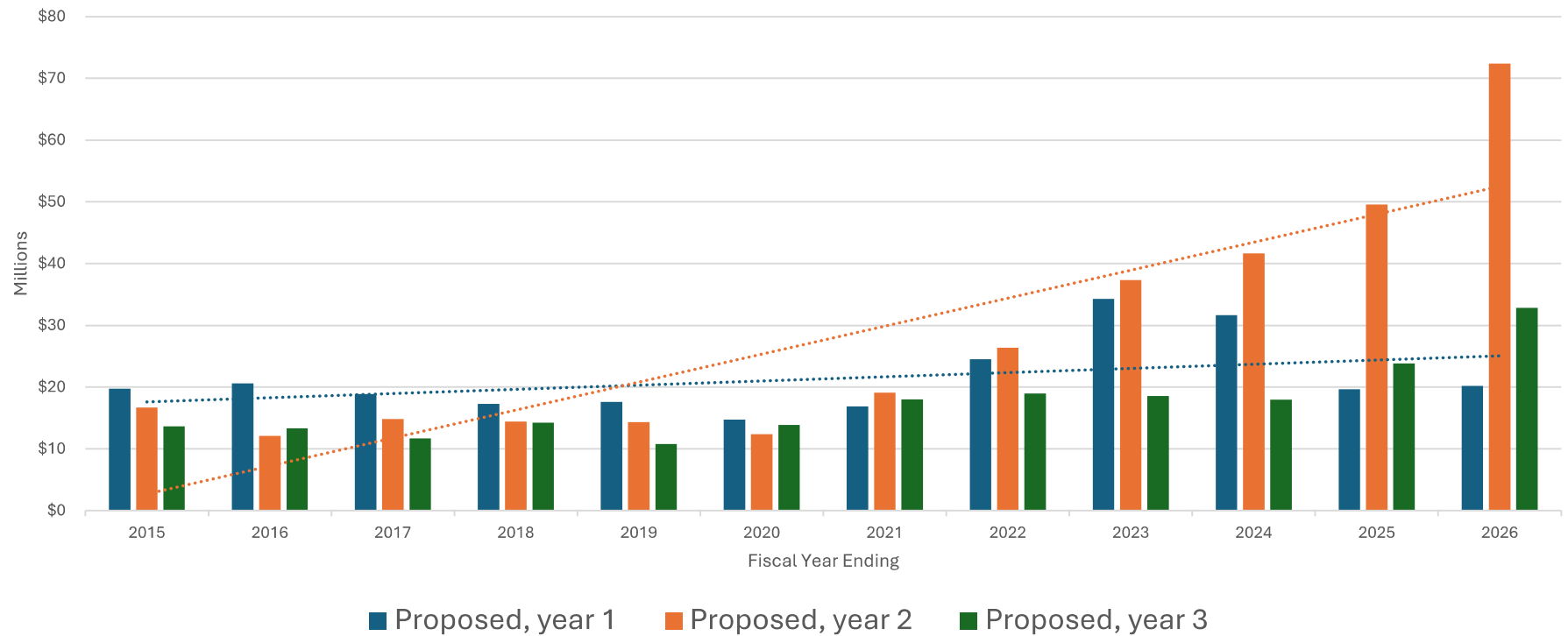
Total 5-Year Future Projects, FYE 2009-2014



Why FYE 2020-2026?

- Three-year prospective budgeting began with the FYE 2015 budget

Total Capital Projects, FYE 2015-2026



DRAFT

Why FYE 2020-2026?

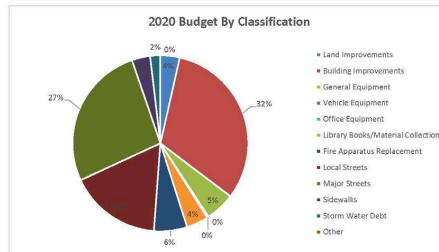
- “Capital Projects By Classification” table first appeared in the FYE 2020 budget

2019-2020 Adopted Budget, page 242

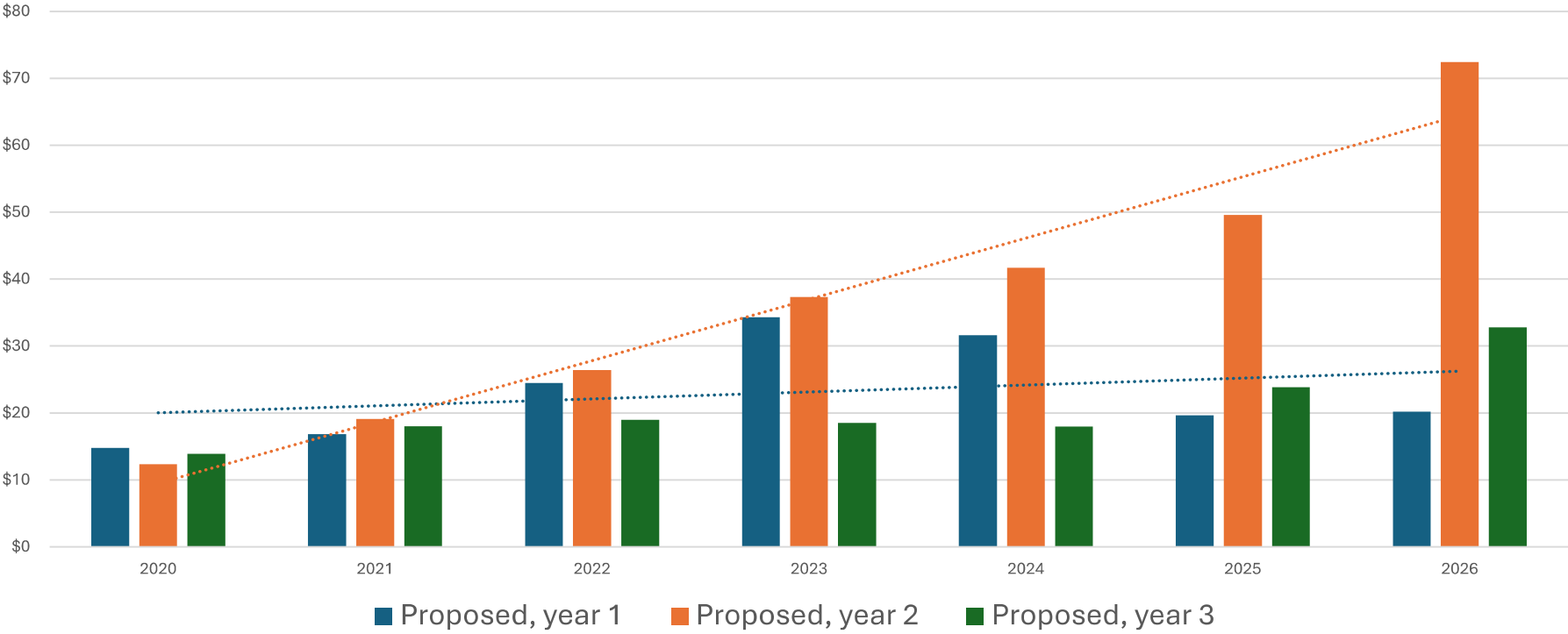
Capital Projects Fund Summary

CAPITAL PROJECTS BY CLASSIFICATION INCLUDE:

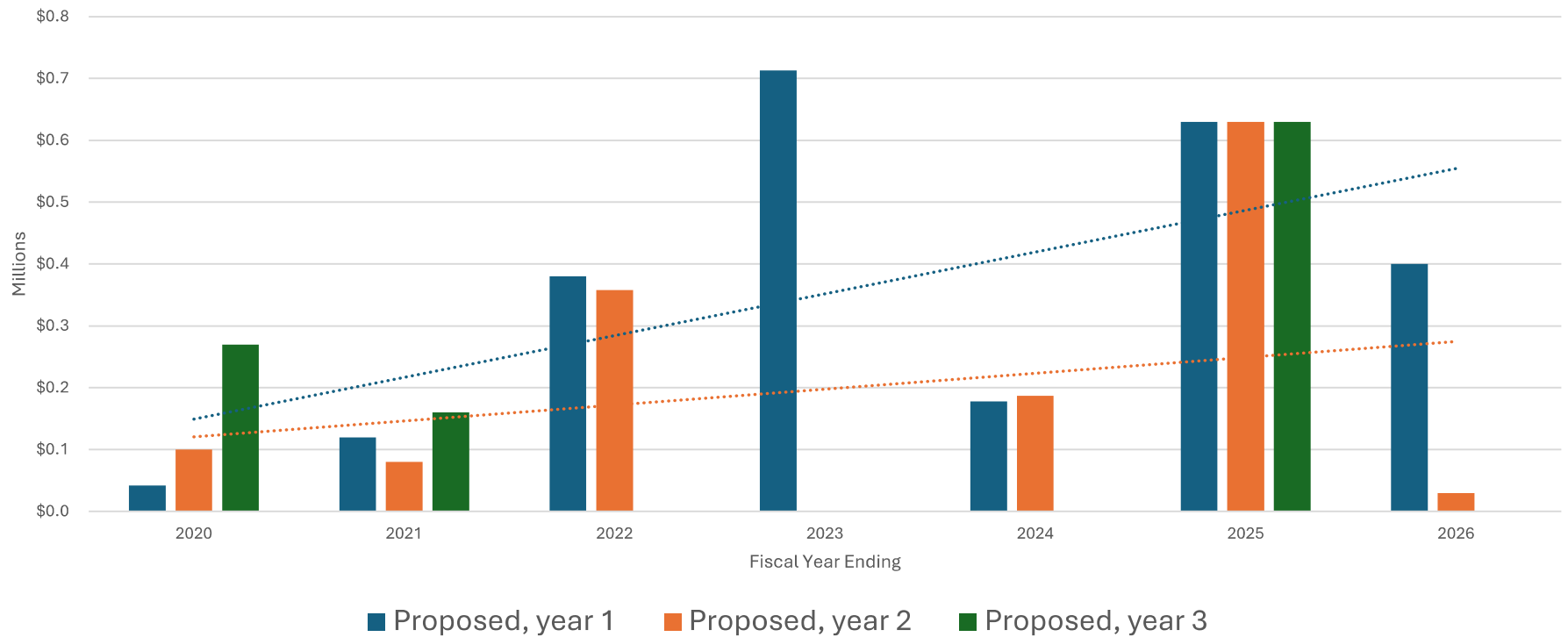
	2020		
	Proposed	2021 Proposed	2022 Proposed
• Land Improvements	\$ 523,000	\$ 350,000	\$ 350,000
• Building Improvements	4,690,000	1,350,000	3,636,000
• General Equipment	806,000	218,000	15,000
• Vehicle Equipment	-	65,000	-
• Office Equipment	42,000	100,000	270,000
• Library Books/Material Collection	595,000	600,000	600,000
• Fire Apparatus Replacement	900,000	850,000	-
• Streets:			
Local Streets	2,500,000	2,500,000	3,200,000
Major Streets	3,931,000	5,540,000	5,115,000
Sidewalks	500,000	500,000	500,000
• Storm Water Debt	271,410	269,750	214,230
• Other	5,000	5,000	5,000
Total Capital Projects	\$14,763,410	\$ 12,347,750	\$ 13,905,230



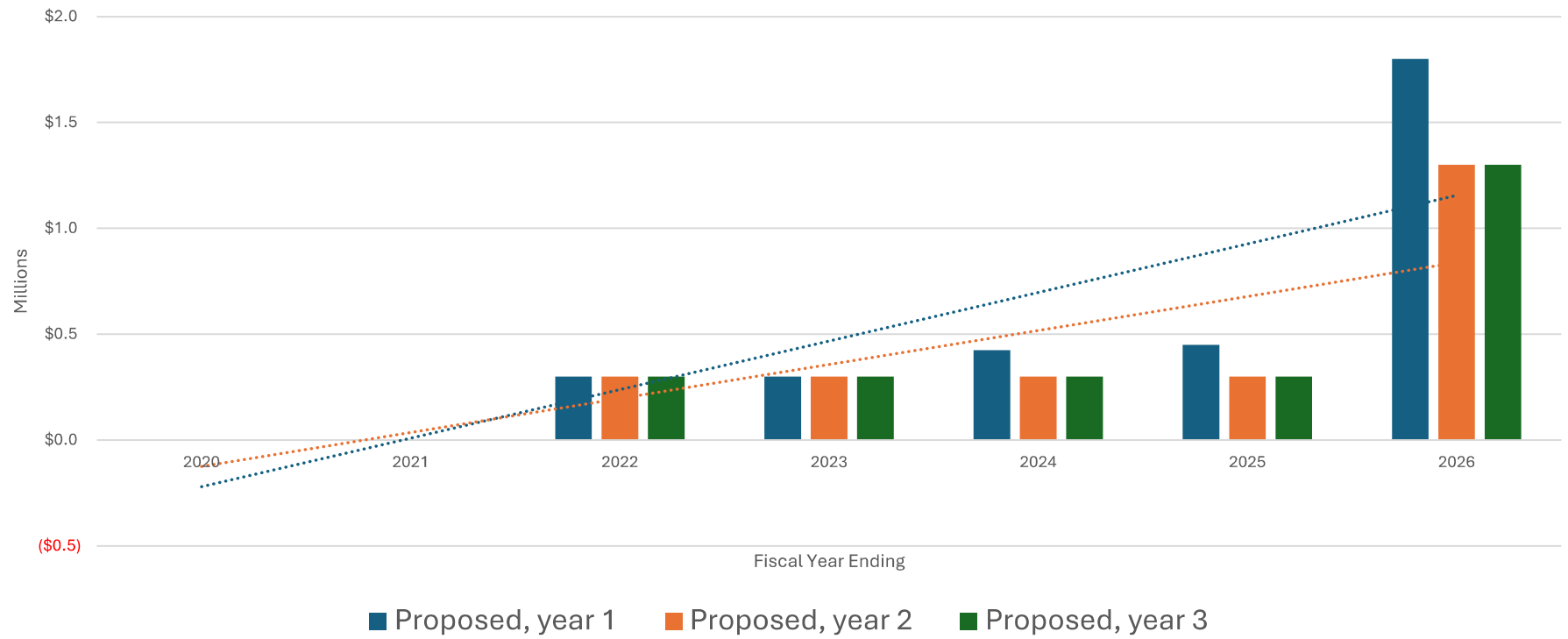
Total Capital Projects, FYE 2020-2026



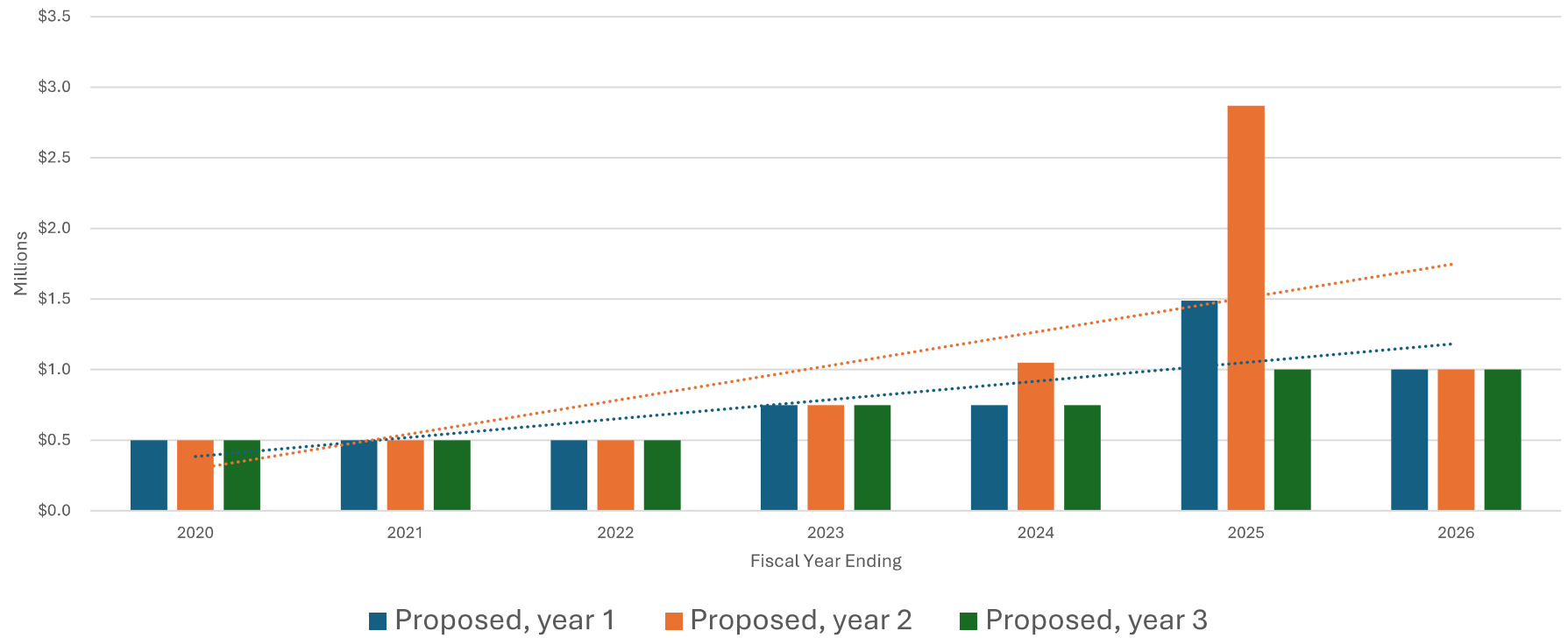
Office Equipment, FYE 2020-2026



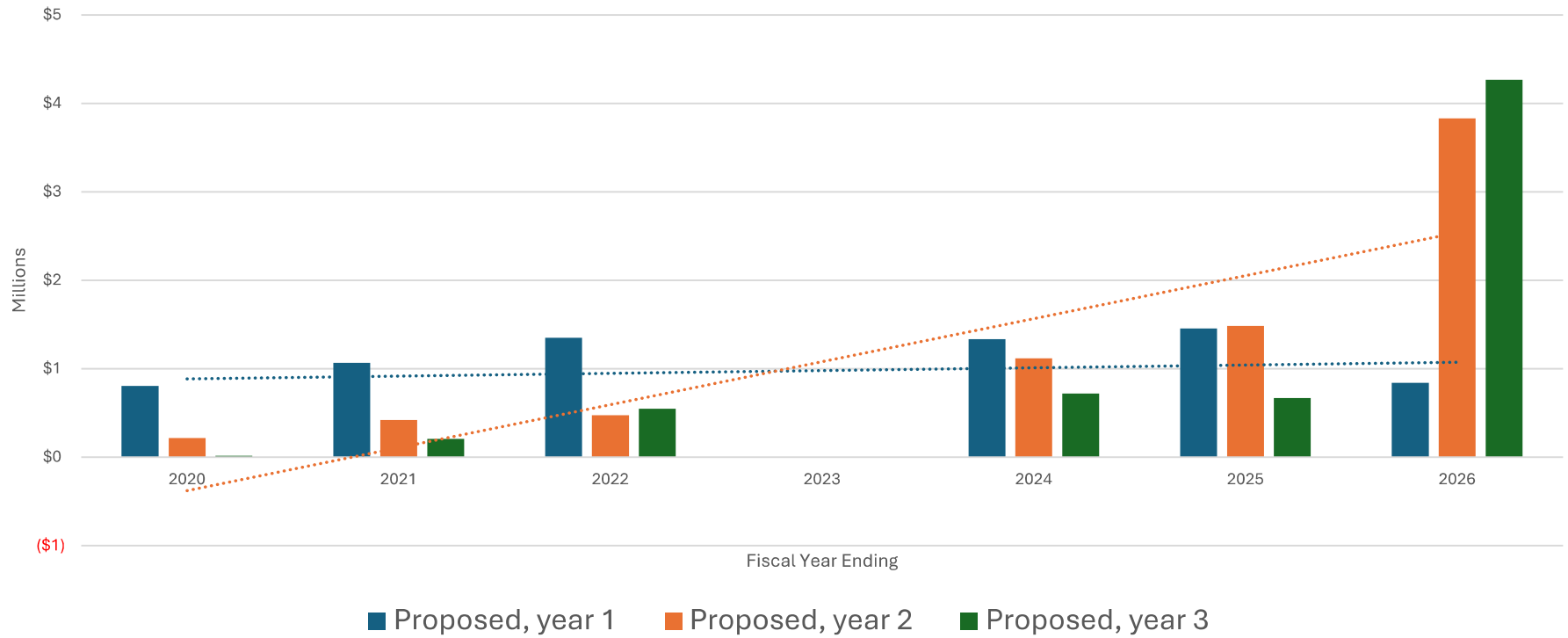
Drains, FYE 2020-2026



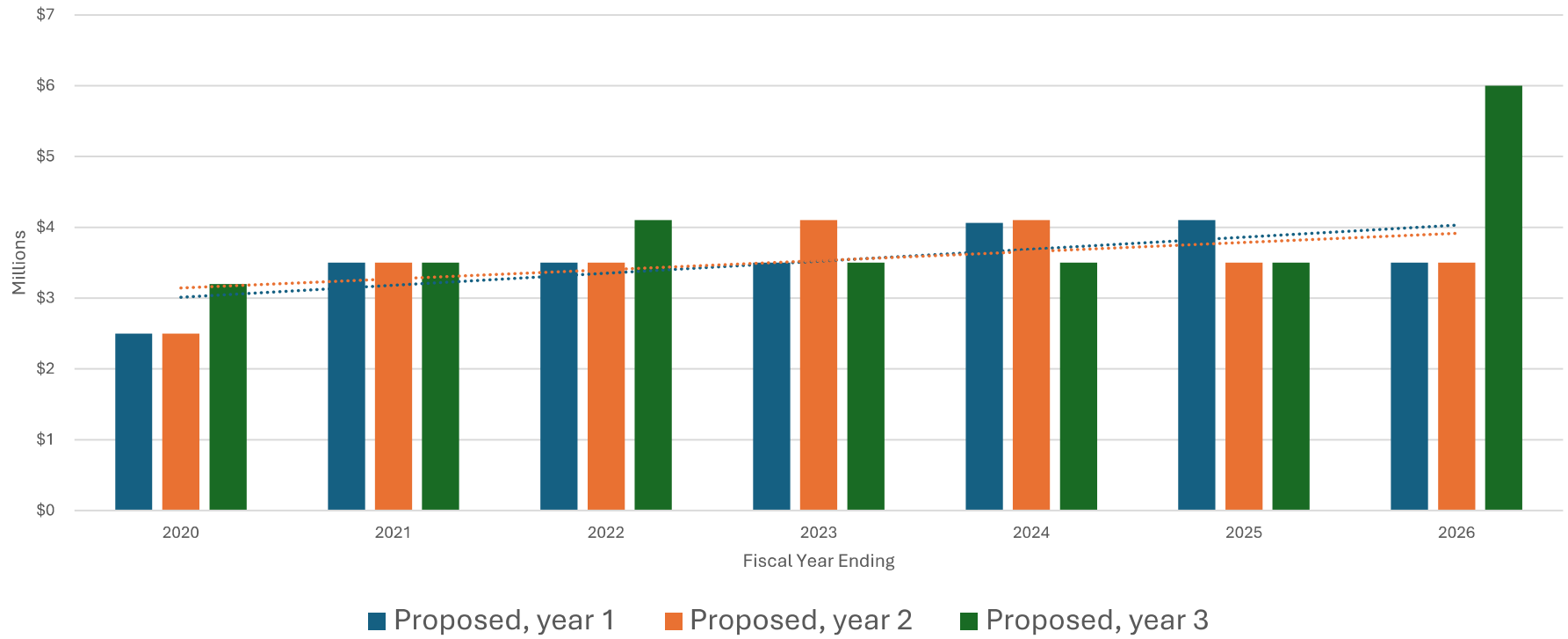
Sidewalks, FYE 2020-2026



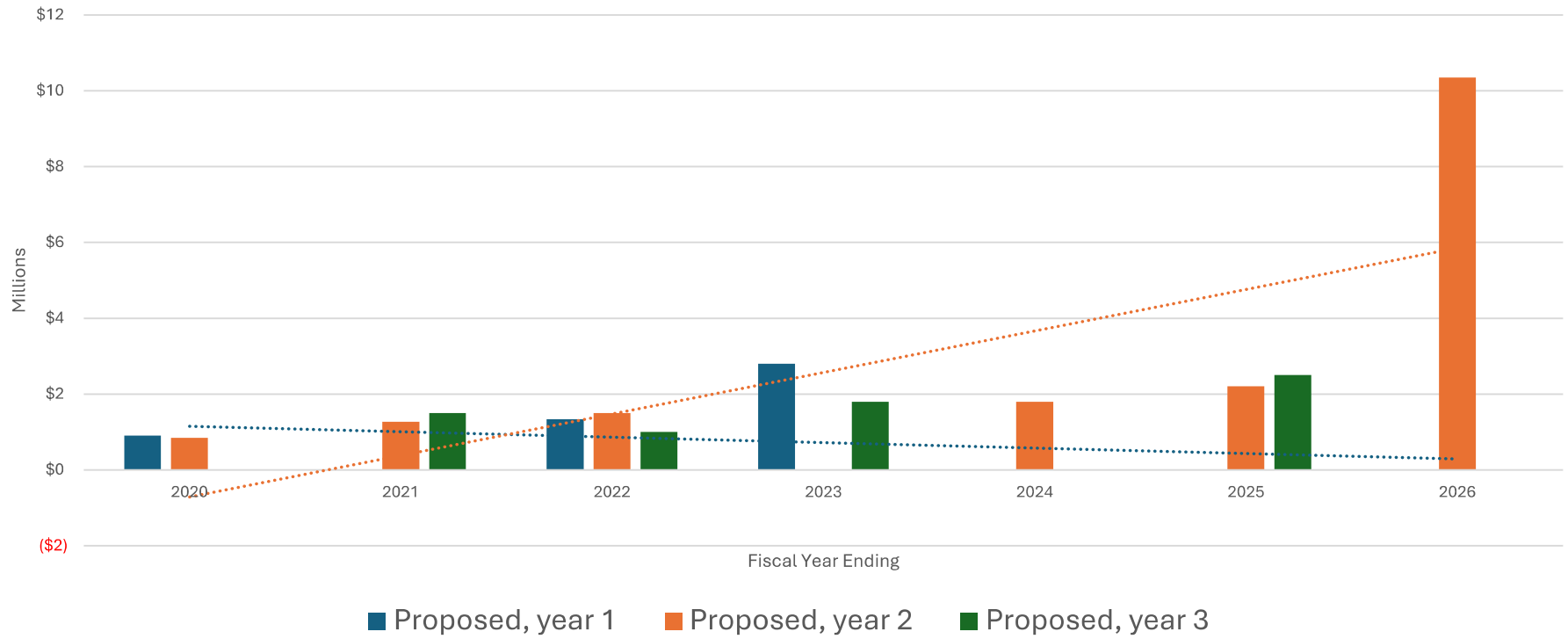
General Equipment, FYE 2020-2026



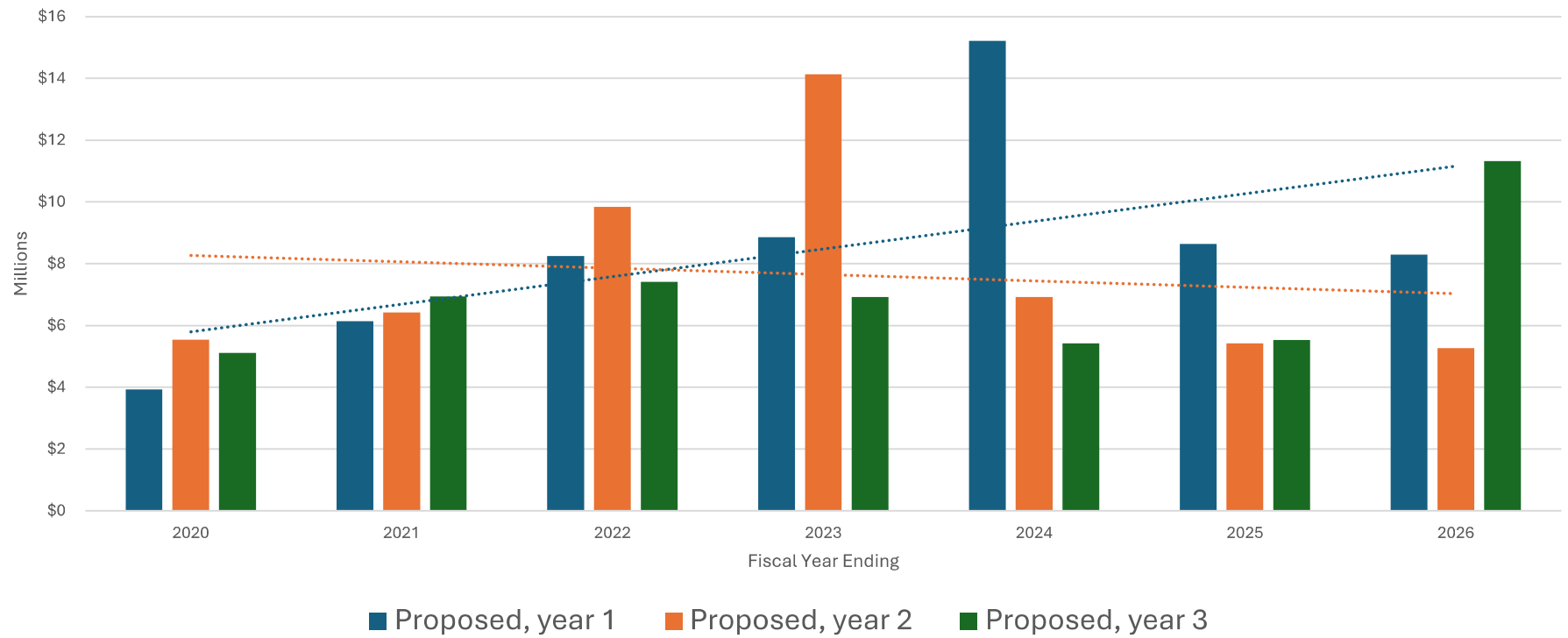
Local Streets, FYE 2020-2026



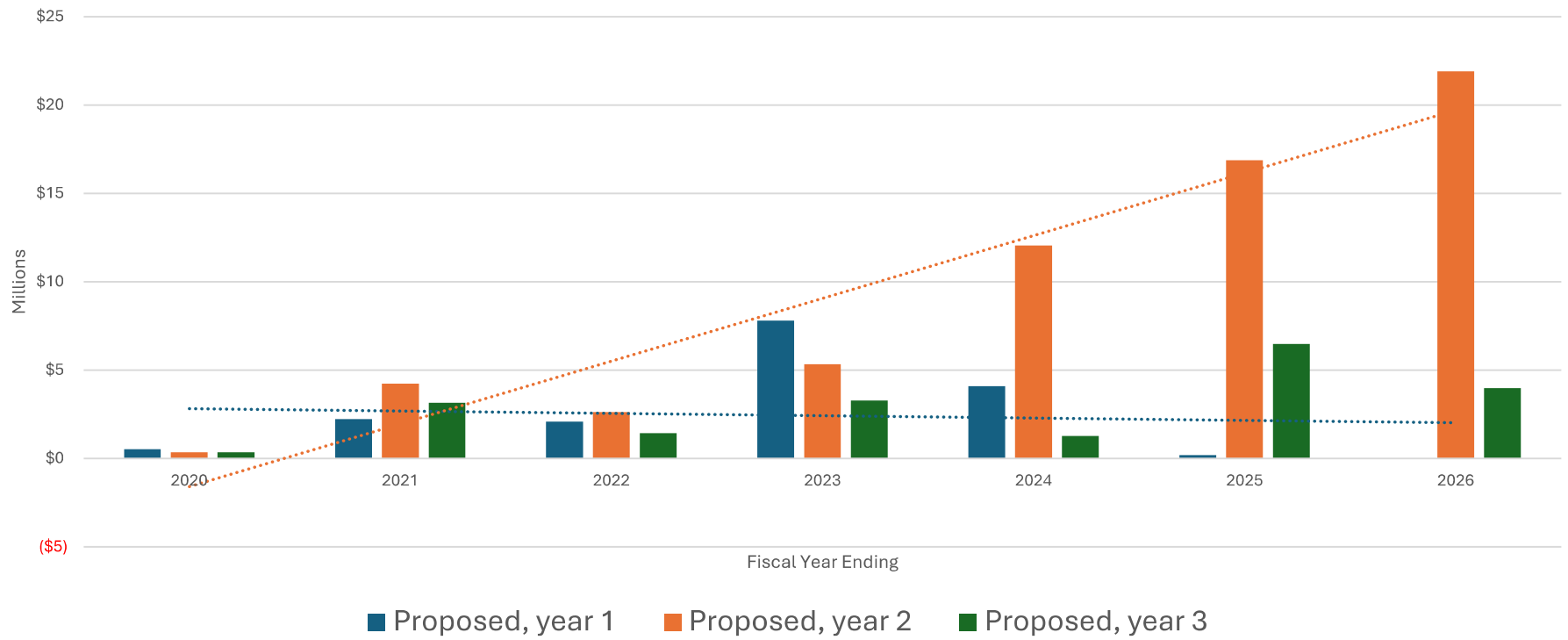
Fire Apparatus, FYE 2020-2026



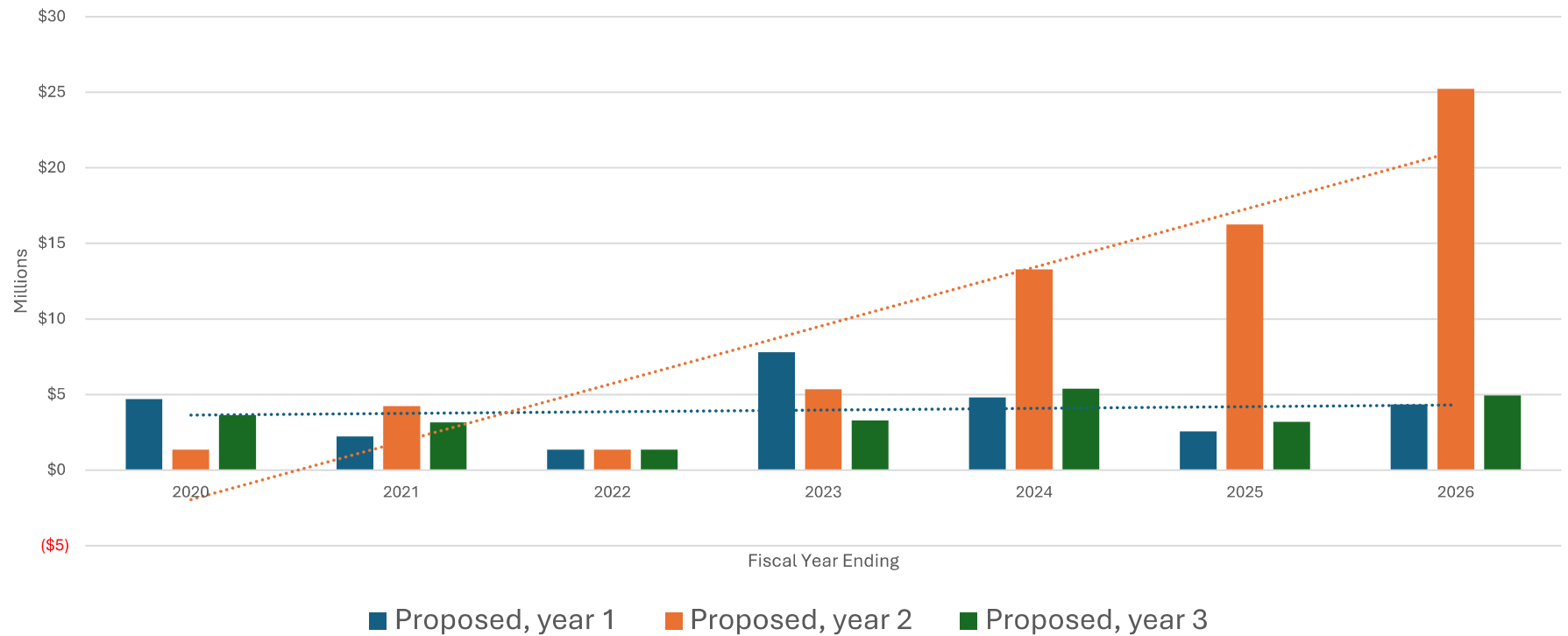
Major Streets, FYE 2020-2026



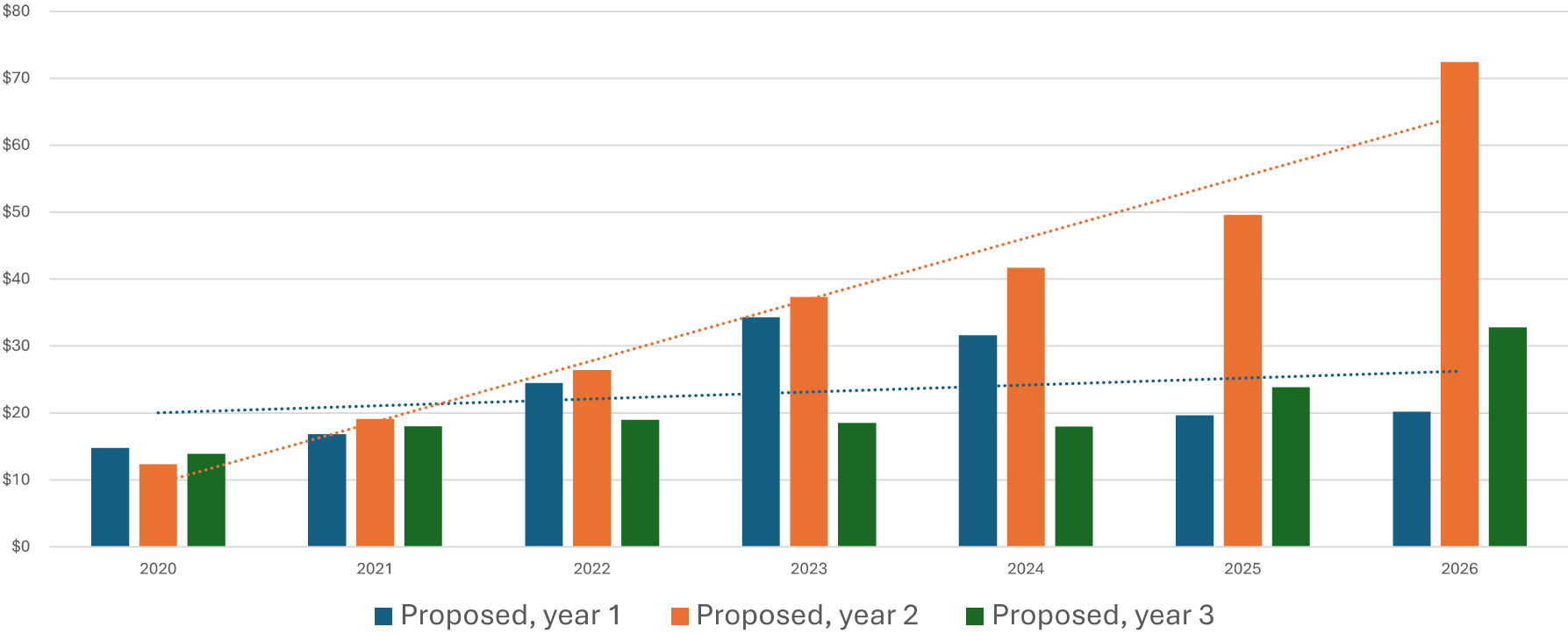
Land Improvements, FYE 2020-2026



Building Improvements, FYE 2020-2026



Total Capital Projects, FYE 2020-2026





CAPITAL PROJECTS

2025/26 ADOPTED BUDGET

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Capital Projects Fund Summary

CAPITAL PROJECTS FUND

The City of Troy uses a Capital Projects Fund to account for development, improvement and major repair of capital facilities as well as the purchase of vehicles and equipment not financed by other funds.

The purpose of the fund acts as a formal mechanism that enables administrators, creditors and other granting agencies to ensure that resources dedicated for capital purchases are used for that purpose and no other.

Financial resources for such purposes and activities primarily arise from a Capital Operating millage, the sale of City General Obligation Bonds, grants and transfers from other governmental funds.

Projects are identified by utilizing our Facilities Assessment Study. Additionally, projects are incorporated into the budget during extensive internal department meetings throughout the year.

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

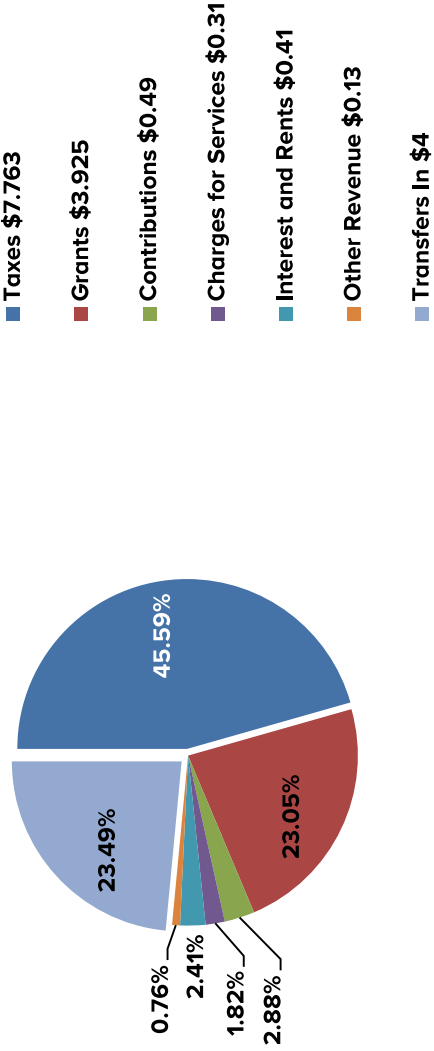
The administrator of the Capital Projects Fund has the authority to continue expenditures within prescribed limits until a project is completed.

Major Sources of Revenue Include:

- **Taxes** - This source of revenue is derived by multiplying the capital projects millage rate by the taxable value of the City.
- **Grants** - This source of revenue is comprised of grants from the Federal Government and the State of Michigan to be used for road construction and other capital projects.
- **Contributions** - This source of revenue is primarily comprised of County road funding.
- **Charges for Services** - This revenues source is comprised primarily from resident and business charges related to the City's sidewalk program.
- **Interest and Rents** - Generated from Communication Tower rental income and investment income.
- **Transfers In** - This source of revenue contains operating transfers from other funds to finance those funds capital needs including Major and Local Streets Fund, Library Fund and specially financed projects sponsored by the General Fund.

Capital Projects Fund Summary

2025/26 Capital Projects Fund Revenue (Millions)



The above chart demonstrates that the primary funding sources for capital projects resides in tax revenues, grants, and transfers from other funds.

Tax revenues of \$7.8 million accounts for approximately 45.6% of total capital project fund revenues. This is up slightly from the previous year budget by \$150 thousand or 2.0%. The increase is due to an increase in taxable value offset by a proposed small Headlee Amendment rollback in the current year millage rate. Grant revenues of \$3.9 million accounts for approximately 23.1% of total capital project fund revenue. This is up from the prior year due to additional federal funds for the Rochester Road widening and sidewalks.

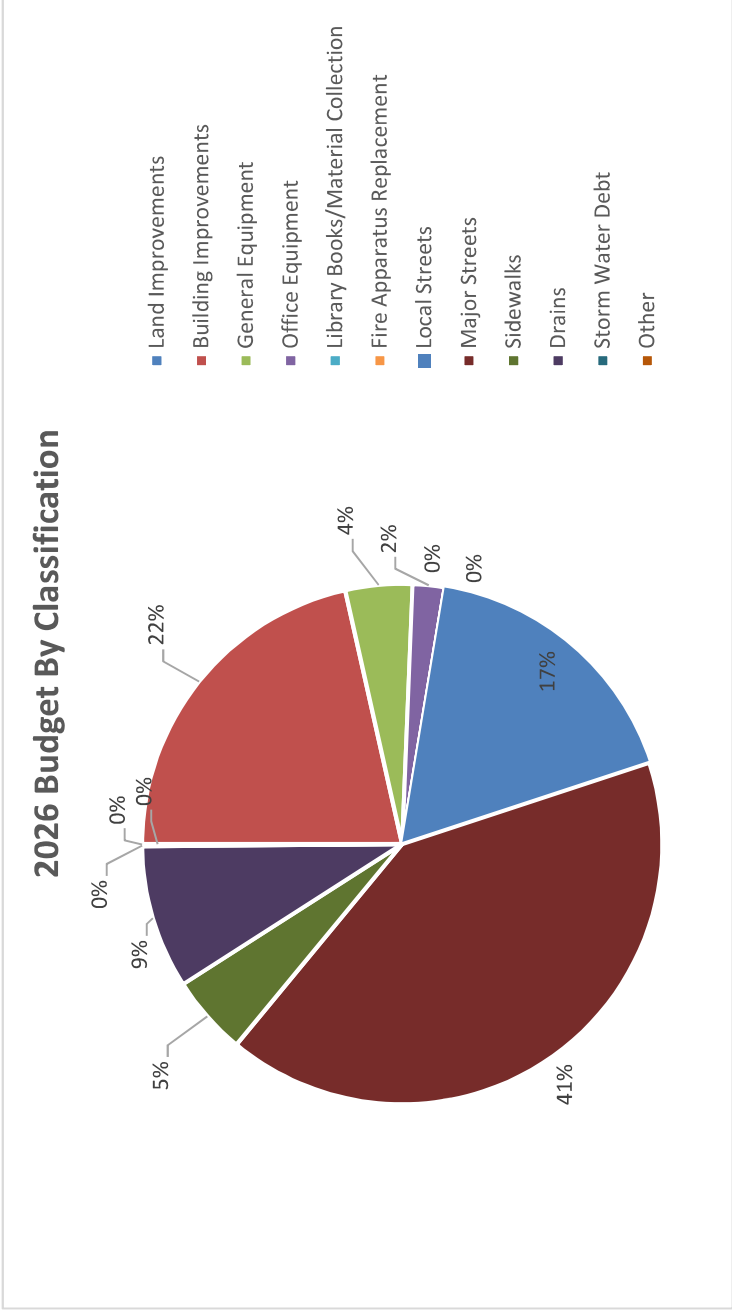
Transfers in from other funds total \$4.0 million and account for approximately 23.5% of total capital projects fund revenues. The transfers from other funds include:

Major Streets	\$ 3,000,000
Local Streets	1,000,000
Total Transfers In	\$ 4,000,000

Capital Projects Fund Summary

CAPITAL PROJECTS BY CLASSIFICATION INCLUDE:

	2026 Proposed	2027 Proposed	2028 Proposed
• Land Improvements	\$ -	\$ 21,908,000	\$ 3,975,000
• Building Improvements	4,338,000	25,213,000	4,939,000
• General Equipment	840,000	3,830,000	4,265,000
• Office Equipment	400,000	30,000	-
• Library Books/Material Collection	-	-	-
• Fire Apparatus Replacement	-	10,350,000	-
• Streets:			
Local Streets	3,500,000	3,500,000	6,000,000
Major Streets	8,290,520	5,270,000	11,320,000
Sidewalks	1,000,000	1,000,000	1,000,000
• Drains	1,800,000	1,300,000	1,300,000
• Storm Water Debt	17,862	15,154	15,134
• Other	10,000	10,000	10,000
Total Capital Projects	\$ 20,196,382	\$ 72,426,154	\$ 32,824,134



Capital Projects Fund Summary

The following is a breakdown of the more significant planned capital projects by Department for the 2025/26 fiscal year:

Total Capital Projects: **\$ 20,196,382**

- **Major Streets** **\$ 8,290,520**
 - √ Major renovation of Major and County Roads throughout the City including:
Rochester, Barclay to Trinway (\$3.5 million)
Industrial (\$2.0 million)
Slab Replacement (\$1.5 million)
- **Local Streets** **\$ 3,500,000**
 - √ Asphalt Mill and Overlay (\$2.0 million)
Concrete Slab Replacement (\$1.5 million)
- **Public Works** **\$ 3,600,000**
 - √ Sidewalks (\$1.0 million)
Drains (\$1.8 million)
Streets Garage Roof (\$0.8 million)

Capital Projects Fund Summary

CAPITAL PROJECTS FUND - Significant Nonrecurring Capital Expenditures

The City coordinates decision-making for the capital improvement budget with the operating budget to make effective use of the City's limited resources for operating and maintaining existing services and facilities as described in the Budget Policies section of this document. Below are some of the more significant nonrecurring capital projects budgeted and the related impact on the operating budget.

Projects	Explanations	Cost	Operating Budget Impact
Rochester Road, Barclay to Trinway	To expand and replace a major road in the center of the City.	\$3,500,000	These improvements will reduce future operating maintenance costs.
Police Station Roof Replacement	To replace the roof to mitigate leaks and protection of property.	\$1,800,000	These improvements will reduce future operating maintenance costs of roof repair or potential loss of assets.
Streets Garage Roof Replacement	To replace the roof to mitigate leaks and protection of property.	\$800,000	These improvements will reduce future operating maintenance costs of roof repair or potential loss of assets.

**Capital Outlay
Detail**

	2023 Actual Amount	2024 Actual Amount	2025 Estimated Amount	2025 Amended Budget	2026 Proposed	% Change	2027 Proposed	2028 Proposed
FUND: 401 CAPITAL PROJECTS FUND								
REVENUE								
Department: 000 Revenue								
Business Unit: 000 Revenue								
TAXES	\$ 6,852,591	\$ 7,345,672	\$ 7,648,348	\$ 7,612,500	\$ 7,763,000	1.98%	\$ 7,763,500	\$ 7,763,500
LICENSES AND PERMITS	121,952	108,045	100,000	100,000	100,000	0.00%	100,000	100,000
GRANTS	1,609,485	9,594,275	12,267,363	3,078,400	3,925,000	27.50%	100,000	1,540,000
CONTRIBUTIONS FROM LOCAL UNITS	-	417,834	194,080	210,000	490,000	133.33%	1,210,000	610,000
CHARGES FOR SERVICES	126,475	194,807	305,388	310,000	310,000	0.00%	310,000	310,000
INTEREST & RENT	(661,787)	574,831	408,100	310,800	410,800	32.18%	210,800	210,800
OTHER REVENUE	9,623	262,666	30,000	60,000	30,000	-50.00%	30,000	30,000
Total Revenue	8,058,340	18,498,130	20,953,279	11,681,700	13,028,800	11.53%	9,724,300	10,564,300
OTHER FINANCING SOURCES								
Department: 000 Revenue								
Business Unit: 000 Revenue								
Operating Transfers In								
General	2,000,000	2,000,000	-	-	-	0.00%	-	-
Major Street Fund	2,500,000	5,654,000	4,000,000	4,000,000	3,000,000	-25.00%	3,000,000	3,000,000
Local Streets Fund	2,000,000	3,000,000	2,000,000	2,000,000	1,000,000	-50.00%	500,000	500,000
LDFA	59,092	-	-	-	-	0.00%	-	-
Library	904,545	1,093,529	1,185,217	1,730,000	-	-100.00%	2,601,000	1,650,000
CDBG	-	-	100,000	-	-	0.00%	-	-
Information Technology	-	-	-	200,000	-	-100.00%	-	-
Total OTHER FINANCING SOURCES	7,463,636	11,747,529	7,285,217	7,930,000	4,000,000	-49.56%	6,101,000	5,150,000
Total Revenues and Other Sources	15,521,976	30,245,659	28,238,496	19,611,700	17,028,800	-13.17%	15,825,300	15,714,300

**Capital Outlay
Detail**

	2023 Actual Amount	2024 Actual Amount	2025 Estimated Amount	2025 Amended Budget	2026 Proposed	% Change	2027 Proposed	2028 Proposed
EXPENDITURE								
Department: 172 Manager								
Business Unit: 172 Manager								
Buildings and Improvements								
General Repairs	13,775	-	-	-	-	0.00%	-	-
General Equipment								
Communications	14,082	-	-	-	-	0.00%	-	-
Office Equipment								
Office Equipment and Furniture	-	-	-	-	30,000	0.00%	-	-
Total: Manager	27,857	-	-	-	30,000	0.00%	-	-
Department: 253 Treasurer								
Business Unit: 253 Treasurer								
Tax Refunds	18,918	20,812	-	10,000	10,000	0.00%	10,000	10,000
Total: Treasurer	18,918	20,812	-	10,000	10,000	0.00%	10,000	10,000
Department: 262 Elections								
Business Unit: 262 Elections								
General Equipment								
General	-	73,297	-	-	-	0.00%	-	-
Total: Elections	-	73,297	-	-	-	0.00%	-	-
Department: 265 Buildings Ops								
Business Unit: 261 Fire-Police Training Center								
Buildings and Improvements	187,564	89,378	195,000	265,000	20,000	-92.45%	-	-
Total: Fire-Police Training Center	187,564	89,378	195,000	265,000	20,000	-92.45%	-	-
Business Unit: 265 City Hall								
Buildings and Improvements								
City Hall	249,973	549,002	68,343	424,114	-	-100.00%	7,230,000	612,000
General Repairs	1,854	-	-	-	-	0.00%	17,000	-
Total: City Hall	251,827	549,002	68,343	424,114	-	-100.00%	7,247,000	612,000
Total: Buildings Ops	439,391	638,380	263,343	689,114	20,000	-97.10%	7,247,000	612,000

**Capital Outlay
Detail**

	2023 Actual Amount	2024 Actual Amount	2025 Estimated Amount	2025 Amended Budget	2026 Proposed	% Change	2027 Proposed	2028 Proposed
Department: 267 Transit Center - Sponsored Costs								
Business Unit: 267 Transit Center - Sponsored Costs								
General Equipment								
General	72,822	-	-	-	-	0.00%	-	-
Total: Transit Center - Sponsored Costs	72,822	-	-	-	-	0.00%	-	-
Department: 286 District Court								
Business Unit: 286 District Court								
Buildings and Improvements								
Reserve/Court Bldg	341,005	74,439	50,000	50,000	-	-100.00%	2,990,000	700,000
Total: District Court	341,005	74,439	50,000	50,000	-	-100.00%	2,990,000	700,000
Department: 301 Police Department								
Business Unit: 305 Police Administration								
Buildings and Improvements								
Garage/Office Renovation	135,451	87,664	49,900	50,000	1,800,000	3500.00%	190,000	600,000
General Equipment								
General	-	124,843	-	-	-	0.00%	30,000	-
Total: Police Administration	135,451	212,507	49,900	50,000	1,800,000	3500.00%	220,000	600,000
Business Unit: 315 Road Patrol								
General Equipment								
General	393,738	359,688	372,052	450,000	340,000	-24.44%	650,000	850,000
Total: Road Patrol	393,738	359,688	372,052	450,000	340,000	-24.44%	650,000	850,000
Business Unit: 325 Communications Section								
Buildings and Improvements								
General Repairs	19,971	-	-	-	-	0.00%	120,000	25,000
General Equipment								
General	-	-	80,887	90,000	-	-100.00%	-	-

**Capital Outlay
Detail**

	2023 Actual Amount	2024 Actual Amount	2025 Estimated Amount	2025 Amended Budget	2026 Proposed	% Change	2027 Proposed	2028 Proposed
Office Equipment								
Network Computer/Switches/Etc.	-	-	-	130,000	330,000	153.85%	-	-
Computer Software	19,282	141,860	-	40,000	40,000	0.00%	30,000	-
Radio Communications	192,305	-	-	-	-	0.00%	-	-
Total: Communications Section	231,558	141,860	80,887	260,000	370,000	42.31%	150,000	25,000
Total: Police Department	760,747	714,054	502,839	760,000	2,510,000	230.26%	1,020,000	1,475,000
Department: 336 Fire								
Business Unit: 337 Fire Administration								
Buildings and Improvements								
City Hall	-	-	45,371	49,909	-	-100.00%	-	-
General Equipment								
General	-	-	-	-	-	0.00%	125,000	-
Total: Fire Administration	-	-	45,371	49,909	-	-100.00%	125,000	-
Business Unit: 338 Fire Operations								
General Equipment								
General	-	16,507	490,390	490,391	-	-100.00%	-	-
Opticom	78,679	-	-	-	-	0.00%	-	-
Apparatus Replacement	966,729	1,833,345	1,893,684	1,893,685	-	-100.00%	10,350,000	-
Total: Fire Operations	1,045,409	1,849,852	2,384,074	2,384,076	-	-100.00%	10,350,000	-
Business Unit: 343 Fire Communications								
General Equipment								
Communications	-	-	48,369	50,000	75,000	50.00%	-	-
Total: Fire Communications	-	-	48,369	50,000	75,000	50.00%	-	-
Business Unit: 344 Fire Halls								
Buildings and Improvements								
Fire Station One	-	-	97,668	103,209	35,000	-66.09%	60,000	57,000
Station Two	77,003	-	43,781	48,160	-	-100.00%	-	-
Station Three	-	-	149,553	186,487	-	-100.00%	-	160,000
Fire Station Five	-	-	45,381	49,920	-	-100.00%	75,000	50,000
Station Six	-	-	44,983	49,482	35,000	-29.27%	-	110,000

**Capital Outlay
Detail**

	2023 Actual Amount	2024 Actual Amount	2025 Estimated Amount	2025 Amended Budget	2026 Proposed	% Change	2027 Proposed	2028 Proposed
General Repairs	-	-	-	-	-	0.00%	535,000	-
Total: Fire Halls	77,003	-	381,366	437,258	70,000	-83.99%	670,000	377,000
Total: Fire	1,122,411	1,849,852	2,859,180	2,921,243	145,000	-95.04%	11,145,000	377,000
Department: 444 Sidewalks								
Business Unit: 444 Sidewalks								
Public Works Construction								
Livernois - Big Beaver to Town C	-	-	450,000	700,000	-	-100.00%	-	-
Long Lk - Road Xing Jaycee Park	-	-	275,000	320,000	-	-100.00%	-	-
Square Lake - Rochester to JohnR	-	-	2,000,000	850,000	-	-100.00%	-	-
New Construction	12,192	44,714	15,000	15,000	15,000	0.00%	15,000	15,000
Replacement Program	735,564	597,401	932,007	985,000	985,000	0.00%	985,000	985,000
Wattles - Keats to Raintree	-	-	565,000	490,000	-	-100.00%	-	-
Total: Sidewalks	747,756	642,115	4,237,007	3,360,000	1,000,000	-70.24%	1,000,000	1,000,000
Department: 445 Drains								
Business Unit: 445 Drains								
Public Works Construction								
Henry-Graham Joint Repairs	-	449,284	-	-	-	0.00%	-	-
Gibson Drain Extension	-	-	275,000	275,000	-	-100.00%	-	-
McCulloch & Half Penny Drain Rep	-	-	600,000	600,000	-	-100.00%	-	-
Sprague Drain-Firefighters Park	-	205,732	1,854,700	695,968	-	-100.00%	-	-
Future Construction	-	-	-	-	1,800,000	0.00%	1,300,000	1,300,000
Total: Drains	-	655,017	2,729,700	1,570,968	1,800,000	14.58%	1,300,000	1,300,000
Department: 447 Engineering								
Business Unit: 447 Engineering								
Buildings and Improvements								
Garage/Office Renovation	-	-	-	-	-	0.00%	225,000	-
Public Works Construction								
Year-End Eng Fees Allocation	1,003,582	1,169,603	-	-	-	0.00%	-	-
Total: Engineering	1,003,582	1,169,603	-	-	-	0.00%	225,000	-

**Capital Outlay
Detail**

	2023 Actual Amount	2024 Actual Amount	2025 Estimated Amount	2025 Amended Budget	2026 Proposed	% Change	2027 Proposed	2028 Proposed
Department: 448 Street Lighting								
Business Unit: 448 Street Lighting								
General Equipment								
General	49,572	49,926	144,629	300,000	50,000	-83.33%	50,000	50,000
Total: Street Lighting	49,572	49,926	144,629	300,000	50,000	-83.33%	50,000	50,000
Department: 449 Streets								
Business Unit: 202 Major Roads								
Buildings and Improvements								
General Repairs	176,883	-	-	-	-	0.00%	-	-
General Equipment								
General	78,290	96,521	83,408	100,000	70,000	-30.00%	70,000	70,000
Public Works Construction								
Roch from Barclay to Trinway	304,798	1,005,915	4,000,000	9,267,085	3,500,000	-62.23%	2,000,000	-
Rochester, Elmwood to Maple	-	-	-	-	-	0.00%	1,750,000	-
2015 Tri-Party	400,492	134,626	50,000	250,000	420,520	68.21%	600,000	600,000
Square Lake, Adams to Coolidge	197,581	-	-	-	-	0.00%	-	-
Square Lake, Coolidge to Crooks	22,079	-	-	-	-	0.00%	-	-
Coolidge, Square Lk. to S. Blvd	13,849	-	-	-	-	0.00%	-	-
OC Local Rd Imp (OCLRP)	420,000	420,000	420,000	420,000	420,000	0.00%	420,000	420,000
14 Mile, John R to Dequindre	78,707	-	-	-	-	0.00%	-	-
14 Mile, I-75 to John R	78,707	-	-	-	-	0.00%	-	-
Stephenson, 14 Mile to Maple	-	418,742	2,008,259	2,008,259	-	-100.00%	-	-
Stephenson, Maple to I-75	-	2,011,717	415,283	415,283	-	-100.00%	-	-
Lakeview Mid-Block Pedestrian X	-	-	100,000	150,000	-	-100.00%	-	-
Livernois, Sq Lake Traffic Signa	-	-	150,000	150,000	-	-100.00%	-	-
Rochester @ SqLk Traffic Signl	-	-	-	300,000	-	-100.00%	-	-
Wattles@Northfield Pkwy Traf Sig	-	-	-	250,000	450,000	80.00%	-	-
Rochester, Long Lk to South Blvd	-	-	4,800,000	4,800,000	-	-100.00%	-	-
Concrete Slab Replace Industrial	2,563,387	1,688,805	500,000	500,000	2,000,000	300.00%	-	2,500,000
Concrete Slab Replacement	418,602	499,924	-	-	1,500,000	0.00%	500,000	1,000,000
Future Construction	-	-	-	-	-	0.00%	-	6,800,000
Total: Major Roads	4,753,374	6,276,249	12,526,950	18,610,627	8,360,520	-55.08%	5,340,000	11,390,000

**Capital Outlay
Detail**

	2023 Actual Amount	2024 Actual Amount	2025 Estimated Amount	2025 Amended Budget	2026 Proposed	% Change	2027 Proposed	2028 Proposed
Business Unit: 203 Local Roads								
Buildings and Improvements								
Garage/Office Renovation	-	-	-	-	800,000	0.00%	-	-
Public Works Construction								
Charnwood Hills Phse 1 Chip Seal	-	-	600,000	600,000	-	-100.00%	-	-
Local Road Asphalt	1,344,597	1,912,737	3,385,000	3,053,592	2,000,000	-34.50%	2,000,000	3,000,000
Concrete Slab Replacement	1,987,199	1,068,999	1,499,996	1,500,000	1,500,000	0.00%	1,500,000	3,000,000
Total: Local Roads	3,331,796	2,981,736	5,484,996	5,153,592	4,300,000	-16.56%	3,500,000	6,000,000
Total: Streets	8,085,170	9,257,985	18,011,946	23,764,219	12,660,520	-46.72%	8,840,000	17,390,000
Department: 464 Public Works Administration								
Business Unit: 464 Public Works Administration								
Land Improvements								
Municipal Parking Lots	194,048	328,751	-	-	-	0.00%	5,950,000	500,000
Buildings and Improvements								
General Repairs	10,685	27,048	45,000	105,000	125,000	19.05%	-	-
General Equipment								
General	-	-	278,810	295,000	105,000	-64.41%	30,000	30,000
Total: Public Works Administration	204,733	355,799	323,810	400,000	230,000	-42.50%	5,980,000	530,000
Department: 756 Recreation								
Business Unit: 755 Community Center								
Land Improvements								
Entry Way Signage & Landscaping	-	-	48,548	78,080	-	-100.00%	-	-
Buildings and Improvements								
Annex Renovation	2,752,256	1,680,151	328,036	1,220,010	1,430,000	17.21%	8,605,000	40,000
General Equipment								
Annex Equipment	208,641	237,932	87,803	116,957	-	-100.00%	1,300,000	15,000
Total: Community Center	2,960,896	1,918,083	464,387	1,415,047	1,430,000	1.06%	9,905,000	55,000

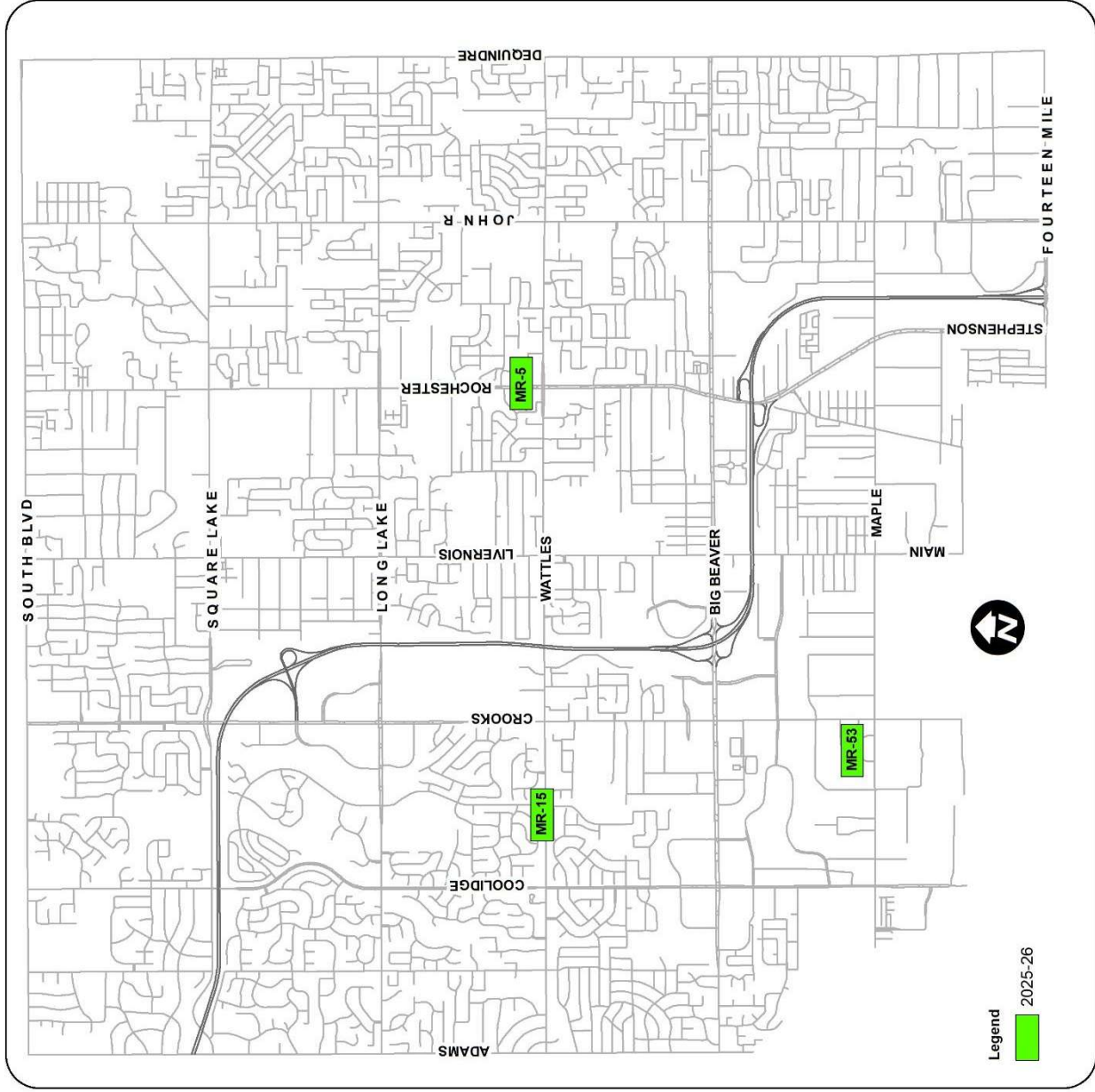
**Capital Outlay
Detail**

	2023 Actual Amount	2024 Actual Amount	2025 Estimated Amount	2025 Amended Budget	2026 Proposed	% Change	2027 Proposed	2028 Proposed
Business Unit: 787 Aquatic Center								
General Equipment								
General	-	-	-	-	200,000	0.00%	1,575,000	3,250,000
Total: Aquatic Center	-	-	-	-	200,000	0.00%	1,575,000	3,250,000
Total: Recreation	2,960,896	1,918,083	464,387	1,415,047	1,630,000	15.19%	11,480,000	3,305,000
Department: 770 Parks								
Business Unit: 771 Park Development								
Land								
Acquisition	353,070	-	-	-	-	0.00%	-	-
Land Improvements								
Boulan Park	-	-	-	-	-	0.00%	2,923,000	-
Firefighters Park	-	-	-	-	-	0.00%	200,000	-
Flynn Park	-	24,483	-	-	-	0.00%	-	375,000
Jaycee park	-	49,030	10,551	10,969	-	-100.00%	130,000	-
Civic Center Park/Skate & Parkin	(27,664)	-	-	-	-	0.00%	-	-
Huber Park	-	-	-	-	-	0.00%	1,000,000	-
Raintree Park	-	94,966	880,034	880,034	-	-100.00%	130,000	-
Robinwood Trail	-	-	-	-	-	0.00%	100,000	-
City Farm Improvements	-	31,500	122,108	193,500	-	-100.00%	3,200,000	-
Sylvan Glen	795,654	55,602	1,447,143	1,447,143	-	-100.00%	-	-
Stine Community Park	1,383,702	7,855,383	346,535	600,000	-	-100.00%	-	-
Inclusive Park	25,965	3,518	-	-	-	0.00%	-	-
Various	217,494	594,984	420,251	542,821	-	-100.00%	5,275,000	1,600,000
Trails and Pathways	69,983	-	-	-	-	0.00%	3,000,000	1,500,000
Dog Park	-	38,624	-	-	-	0.00%	-	-
Buildings and Improvements								
Parks	209,603	193,165	-	40,000	-	-100.00%	-	-
Total: Parks	3,027,807	8,941,253	3,226,622	3,714,467	-	-100.00%	15,958,000	3,475,000

**Capital Outlay
Detail**

	2023 Actual Amount	2024 Actual Amount	2025 Estimated Amount	2025 Amended Budget	2026 Proposed	% Change	2027 Proposed	2028 Proposed
Department: 771 Nature Center								
Business Unit: 771 Nature Center								
Buildings and Improvements	59,217	26,215	150,000	150,000	40,000	-73.33%	170,000	60,000
Total: Nature Center	59,217	26,215	150,000	150,000	40,000	-73.33%	170,000	60,000
Department: 790 Library								
Business Unit: 790 Library								
Buildings and Improvements								
General Repairs	221,780	499,883	555,217	1,529,878	-	-100.00%	2,601,000	1,650,000
Office Equipment								
Office Equipment and Furniture	87,696	-	-	-	-	0.00%	-	-
Books/Materials	595,069	593,646	630,000	630,000	-	-100.00%	-	-
Total: Library	904,545	1,093,529	1,185,217	2,159,878	-	-100.00%	2,601,000	1,650,000
Department: 804 Museum								
Business Unit: 804 Museum Buildings								
Buildings and Improvements								
General Repairs	190,823	847	-	-	53,000	0.00%	2,395,000	875,000
Total: Museum	190,823	847	-	-	53,000	0.00%	2,395,000	875,000
Total Expenditure	20,017,253	27,481,204	34,148,680	41,264,936	20,178,520	-51.10%	72,411,000	32,809,000
DEBT SERVICE								
Department: 445 Drains								
Business Unit: 445 Drains								
Principal	162,036	164,410	16,111	16,111	16,479	2.28%	14,551	14,531
Interest	9,667	5,731	1,725	1,320	1,370	3.79%	590	590
Other Fees	13	13	13	13	13	0.00%	13	13
Total DEBT SERVICE	171,716	170,153	17,849	17,444	17,862	2.40%	15,154	15,134
Total Expenditures and Other Uses	20,188,969	27,651,358	34,166,529	41,282,380	20,196,382	-51.08%	72,426,154	32,824,134
Surplus/(Use) of Fund Balance	(4,666,992)	2,594,301	(5,928,033)	(21,670,680)	(3,167,582)	-85.38%	(56,600,854)	(17,109,834)
Beginning Fund Balance	12,881,755	8,255,898	10,817,779	10,817,779	4,889,746	-54.80%	1,722,164	(54,878,690)
Ending Fund Balance	\$ 8,255,898	\$ 10,817,779	\$ 4,889,746	(\$ 10,852,901)	\$ 1,722,164	-115.87%	(\$ 54,878,690)	(\$ 71,988,524)

Major Roads



Major Roads

MAJOR ROADS 2026 BUDGET (401.449.202)							
Map/Ref	Project Name	Total Project Cost	Total City Cost	Other Sources	2025 Amended Budget	2025 Expenditure to 6/30/25	Proposed 2026 Budget
							Comments
MR-5	Rochester, Barclay to Trinway ROW	10,786,250	2,157,250	8,629,000	9,267,085	4,000,000	Widen & Reconstruct – 2025 – Federal Funds
MR-5	Rochester, Barclay to Trinway CONST.	23,565,072	4,713,015	18,852,057			Widen & Reconstruct – 2025 & 2026 Federal Funds
	Rochester, Sylvan Glen to South Blvd.	4,800,000	4,800,000	-	4,800,000	4,800,000	Mill & Overlay
	Livernois at Square Lake Traffic Signal	300,000	150,000	150,000	150,000	150,000	TS - RCOC \$150k
	Rochester at Square Lake Traffic Signal	300,000	300,000	-	300,000	-	TS - 100% City
MR-15	Wattles & Northfield Parkway Traffic Signal	250,000	250,000	-	250,000	-	TS - 100% City
	Lakeview Mid-Block Pedestrian Crossing	150,000	150,000	-	150,000	100,000	CDBG Funds
MR-40	Tri-Party	350,000	350,000	-	250,000	50,000	1/3 City - 1/3 County - 1/3 Board
MR-45	Oakland Co. Local Road Imp. Program	420,000	210,000	210,000	420,000	420,000	OCLRP \$210k
	Stephenson, 14 Mile to Maple	2,000,000	2,000,000	-	2,008,259	2,008,259	Mill & Overlay
	Stephenson, Maple to I75	2,000,000	2,000,000	-	415,283	415,283	Mill & Overlay
MR-50	Slab Replacement - Major Roads			-			By DPW
	Slab Replacement Industrial Road	1,500,000	1,500,000	-	500,000	500,000	By DPW
MR-53	Mill & Overlay – Industrial Roads			-			Mill & Overlay
MR-60	DPW Equipment	100,000	100,000	-	100,000	83,408	By DPW
TOTALS:		46,521,322	18,680,265	27,841,057	18,610,627	12,526,950	8,360,250

Major Roads

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

The Road Commission for Oakland County (RCOC) has jurisdiction over approximately 43 miles of major roads within the city.

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

- ◆ Reconstruction and Widening
- ◆ Maintenance

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

Maintenance projects are generally smaller-scale and funded entirely with city funds. Funds budgeted annually for maintenance activities include concrete slab replacement and asphalt pavement overlays. These fixes improve the road surface and increase the pavement's life cycle. Maintenance activities are typically completed in the year that they are budgeted.

MR-5. Rochester Road, Barclay to Trinway (Reconstruction and Widening)

This project will reconstruct and widen Rochester Road, from Barclay to Trinway, from a 5-lane road to a new 6-lane concrete boulevard. The project includes new traffic signals, concrete sidewalks, and underground utilities where required. Federal funds for the design and right-of-way phases have been obligated and are available. The construction phase is approved for federal funding in 2025 & 2026. Federal funds will pay for approximately 80% of the project cost. Construction is anticipated to begin in the late fall of 2025 and continue through spring 2027.

MR-15. Wattles @ Northfield Parkway Traffic Signal

The existing traffic signal at Wattles and Northfield Parkway will be completely modernized (upgraded). In addition to the traffic signal work, all pedestrian crossings will be ADA-compliant. This project will be paid for entirely with City funds.

Major Roads

MR-40. Tri-Party Program

Tri-Party program funds are made available annually for projects on County roads within the city. Specific project locations are typically not delineated on the CIP map, as locations are determined annually based on road conditions. The City is responsible for 1/3 of the program amount, while Oakland County and RCOC are responsible for the remaining 2/3.

MR-45. Oakland County Local Road Improvement Program (OCLRP)

The Oakland County Local Road Improvement Program was established to provide funding for road improvements on non-County roads to improve economic development in Oakland County. Specific project locations are typically not delineated on the CIP map as locations are determined annually, dependent on road conditions. The City is responsible for 50% of the program amount, while the Oakland County Board of Commissioners is responsible for the remaining 50%.

MR-50. Slab Replacement (Major Roads)

Project locations are determined annually based on the City's Pavement Management System and field inspections and are not typically delineated on the 6-year CIP map. This work involves removing and replacing failed concrete pavement to repair and extend its life. An annual allocation is budgeted to complete this work, which is targeted at City major roads.

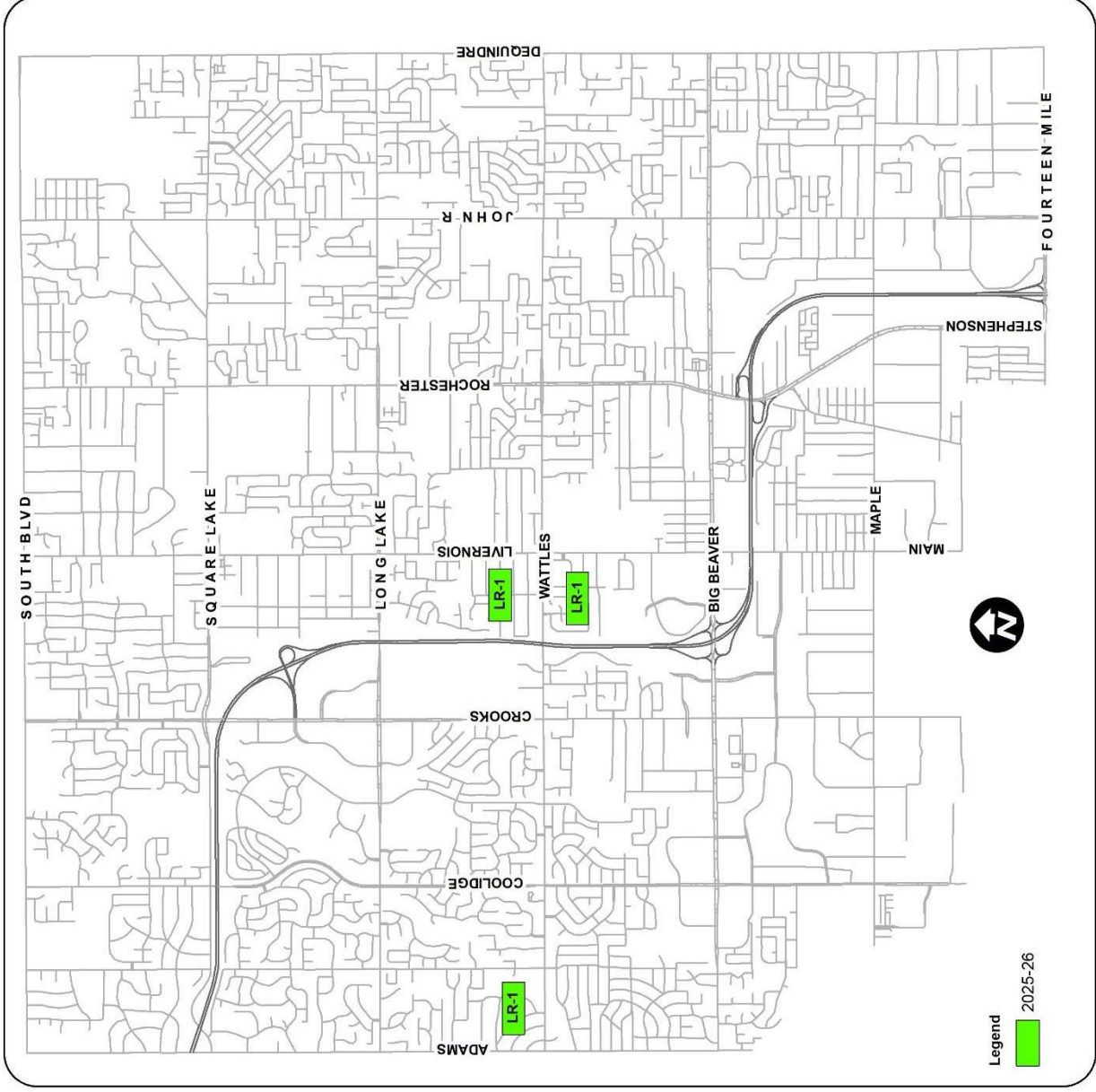
MR-53. Mill & Overlay (Industrial Roads)

Project locations are determined annually based on the City's Pavement Management System and field inspections and are not typically delineated on the 6-year CIP map. These projects will provide a new pavement surface to improve ride quality and extend service life. The existing asphalt pavement will be milled (ground off), and a new surface will be placed. Curbs will be replaced as needed, and sidewalk ramps will be improved to comply with ADA requirements.

MR-60. DPW Equipment

DPW needs miscellaneous equipment that exceeds \$10,000 annually. This account funds equipment such as mini excavators, trailers, etc. Funds are proposed based on the estimated cost of the equipment to be purchased.

Local Roads



Local Roads

LOCAL ROADS 2026 BUDGET (401.449.203)									
Map/Ref	Project Name	Total Project Cost	Total City Cost	Other Sources	2025 Amended Budget	2025 Expenditure to 6/30/25	2025 Balance at 6/30/25	Proposed 2026 Budget	Comments
LR-1	Asphalt Pavement Overlay - Sec. 16, 18, & 21	2,000,000	2,000,000	-	-	-	-	2,000,000	By Engineering
	Asphalt Pavement Overlay - Sec. 9	2,000,000	2,000,000	-	2,000,000	2,400,000	-	-	By Engineering
	Charnwood Hills Chip Seal - 1 & 2	600,000	600,000	-	600,000	600,000	-	-	By Engineering
	Player at Rochester	560,000	112,000	448,000	560,000	685,000	-	-	By Engineering
LR-10	Concrete Slab Replacement	1,500,000	1,500,000	-	1,500,000	1,499,996	4	-	By DPW
LR-10	Concrete Slab Replacement	1,500,000	1,500,000	-	-	-	-	1,500,000	By DPW
LR-11	Streets Garage Roof	800,000	800,000	-	-	-	-	800,000	By DPW
	Asphalt Pavement Overlay - Section 27	2,000,000	2,000,000	-	493,592	300,000	-	-	By Engineering
TOTALS:		10,960,000	10,512,000	448,000	5,153,592	5,484,996	4	4,300,000	

Local Roads

The City of Troy maintains approximately 269 miles of local roads. Approximately 251 miles are subdivision streets of concrete or asphalt, 5 miles are chip seal, and 4 miles are gravel roads. Approximately 2/3 of the subdivision streets are concrete, with the remaining 1/3 being asphalt. The city nominally terms the remaining 9 miles as “Industrial Roads”, such as Naughton, Wheaton, and Piedmont, which are classified as local because they do not meet the definition of a Major Road under Act 51.

Public Act 499 of 2002 established a ten-member State Transportation Asset Management Council (TAMC). The law also required that the TAMC set up a process for determining the condition of Michigan’s highways and bridges and develop a strategy so that those assets are maintained, preserved, and improved efficiently and cost-effectively. The TAMC adopted the Pavement Surface and Evaluation Rating (PASER) system as its road condition survey reporting tool. The TAMC initially developed the strategy for Michigan’s federal-aid eligible roads and bridges but was extended to all public roads in the State. The City is now using the PASER system to prioritize road maintenance activities. PASER is used statewide and is a “windshield” road rating system that uses a 1 to 10 rating scale, with a value of 10 representing a new road and 1 representing a failed road. Condition ratings are assigned by visually identifying the type and amount of defects along a road segment while driving the segment. The PASER system translates these observations into a condition rating.

The TAMC established the following categories:

PASER ratings of 8-10 require routine maintenance, such as street sweeping, shoulder grading, or crack sealing.

PASER ratings of 5-7 require capital preventative maintenance, such as concrete slab replacements or asphalt overlays.

PASER ratings of 1-4 require structural improvements, such as pulverizing or reconstruction, that address the road's structural integrity.

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

Once PASER rating work is complete, network analysis is performed using Roadsoft Pavement Management software, which is available free to local agencies by the Center for Technology & Training (CTT) at Michigan Technological University. Roadsoft is used statewide by numerous road agencies, including MDOT, most Counties, and numerous local governments. Roadsoft uses the PASER condition ratings as a basis for the analysis. The city establishes specific maintenance procedures and associated costs based on city practice and experience. The software uses this data and specific user-defined information (such as budgetary limitations

Local Roads

and timeframes) to generate an optimal mix of maintenance procedures and project future network conditions. The Pavement Management system is augmented by field reviews of the recommended areas as pavement conditions in areas can deteriorate faster or slower than anticipated based on numerous factors, including weather, traffic, pavement thickness, and previous maintenance.

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

Local road maintenance typically involves concrete slab replacements or asphalt pavement overlays.

The residents of a local road initiate the paving of the road. Residents on gravel roads can initiate a Special Assessment District (SAD), where the cost to pave the road is split between the benefitting properties and the city. Once the road has been paved, the City traditionally bears future maintenance costs and pays for them through the local road fund.

LR-1. Asphalt Pavement Overlay (Sections 16,18, & 21)

The local roads in the following areas will be targeted for asphalt pavement overlays: Section 16—Hart, Webb, Paragon, Carter, Lange, and Virgilia; Section 18—Hylane, Pine Hill, Butternut Hill, Walnut Hill, Chestnut Hill, Rouge Circle, Juniper Court, and Bronson; Section 21 – Kirk, Wendelton, Scottsdale, Ruthland, and Miracle. The work will include milling (grinding) the existing pavement.

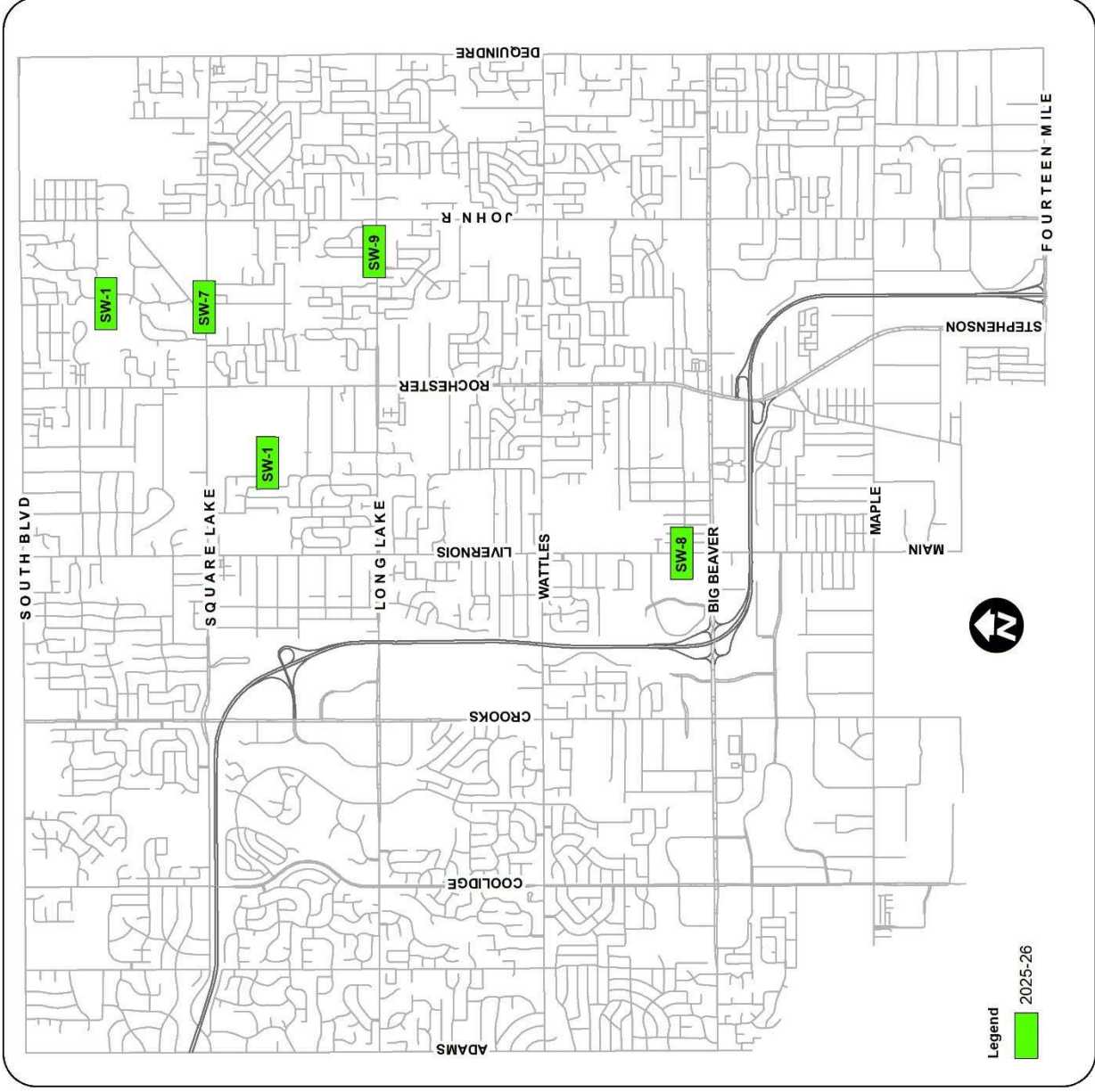
LR-10. Local Road Maintenance – Concrete Slab Replacement (Sections TBD)

Concrete slab replacement removes and replaces spot sections of failed concrete pavement. Using PASER ratings with our Roadsoft Pavement Management software and field verification, the Department of Public Works (DPW) identifies specific locations within sections throughout the City. It prepares bid documents for concrete slab replacement work to be done by a contractor. Locations are determined annually based on updated PASER ratings, so specific locations are not identified on the map. Local road concrete slab replacement is paid for entirely with City funds.

LR-11. Streets Garage Roof

The Street garage's roof has exceeded its life expectancy and is costly to repair. Materials and equipment stored and repaired in this building are connected to the operation of the municipal local road system.

Sidewalks Fund Capital



Sidewalks Fund Capital

SIDEWALKS 2026 BUDGET (401.444.989)							
Map/Ref Number	Project Name	Total Project Cost	Total City Cost	Other Sources	2025 Amended Budget	2025 Expenditure to 6/30/25	Proposed 2026 Budget
	Sections - 14 & 23	1,000,000	1,000,000	200,000	1,000,000	947,007	By DPW
	Wattles, Keats to Raintree	565,000	113,000	452,000	490,000	565,000	Carbon Reduction Grant
SW-1	Sections - 2 & 10	1,000,000	800,000	200,000			By DPW
SW-7	Square Lake - Rochester to John R.	1,540,898	308,180	1,232,718	850,000	2,000,000	TAP Grant 80/20
SW-8	Livermois – Big Beaver to Town Center	354,145	70,829	283,316	700,000	450,000	TAP Grant 80/20
SW-9	Long Lake - Crossing at Jaycee Park	212,045	42,409	169,636	320,000	275,000	TAP Grant 80/20
TOTALS:		4,672,088	2,334,418	2,537,670	3,360,000	4,237,007	1,000,000

Sidewalks Fund Capital

The Department of Public Works is responsible for the sidewalk replacement program. The city is divided into 15 areas for major road sidewalk replacements and 15 areas for residential sidewalk replacements. These areas are reviewed annually, and a sidewalk replacement list is prepared. Not all sidewalks in any one area are replaced; only those sections that do not meet current requirements are included as funding allows. The replacement program also upgrades sidewalks and ramps to comply with current Americans with Disabilities Act (ADA) requirements.

The residential sidewalk replacement program allows property owners to replace sidewalks themselves or have them added to the City's list. The City of Troy hires a contractor to remove and replace these sections of sidewalks, and residents are billed for the work.

Funds are typically split between three categories: residential sidewalk replacement, major road sidewalk replacement, and new construction. These budgeted amounts will vary based on the city's overall Capital Fund. Sidewalk funds are moved among these three areas to meet the program's annual needs.

SW-1. Sidewalk Replacements (Sections 2 & 10)

This project will be paid for entirely by City funds, with partial reimbursement by property owners.

SW-7. New Sidewalk Square Lake Road (Sections 2 & 11)

The City of Troy was awarded a Tap Grant (\$1,232,718 in CRP funds) for the **Square Lake Sidewalk Gap Fill Project** to add approximately 1.1 miles of 8-foot wide sidewalk on Square Lake Road between John R Road and Rochester Road.

SW-8. New Sidewalk Livernois Road (Section 22)

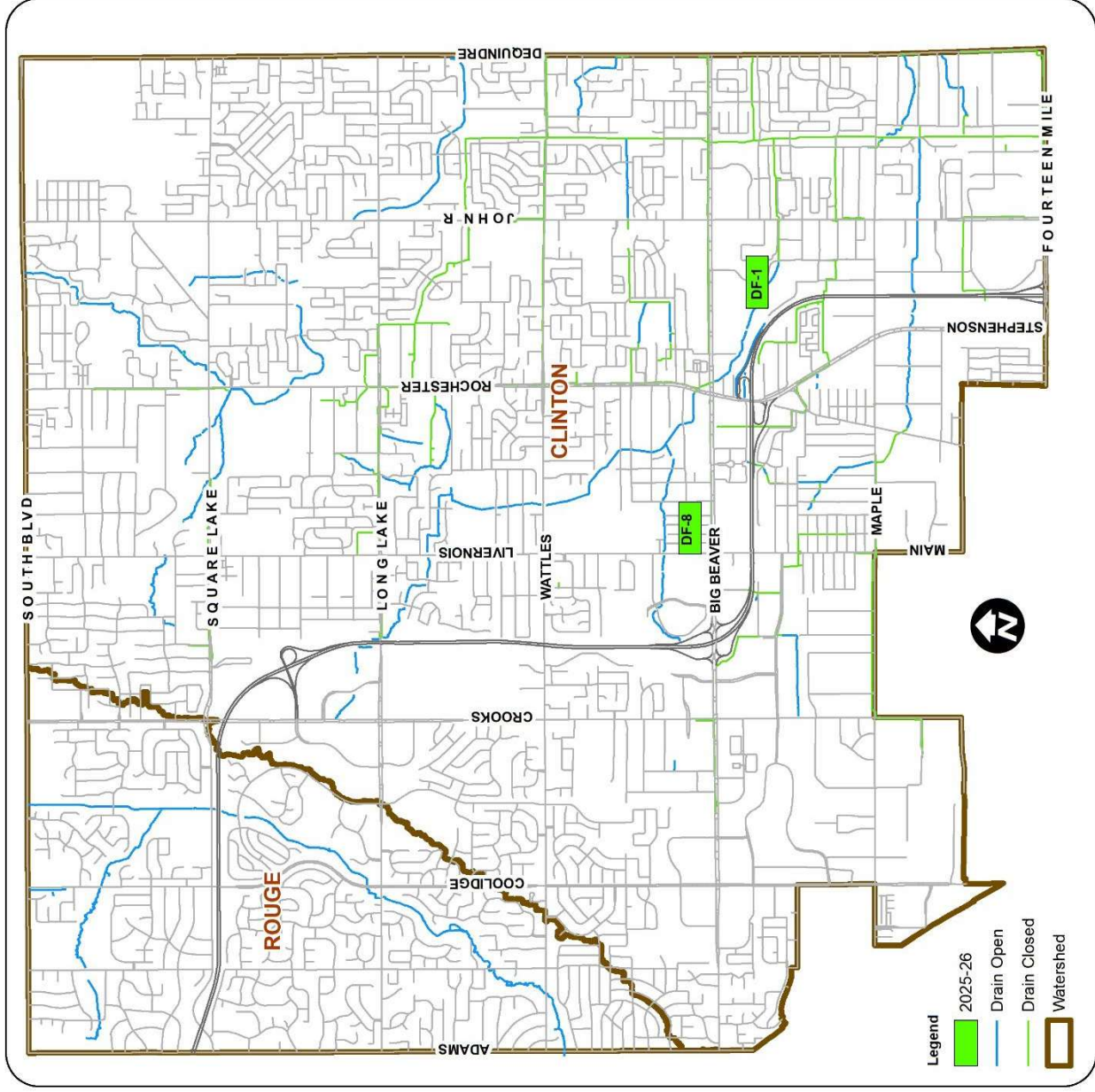
City of Troy was awarded a Tap Grant (\$283,316 in CRP funds) for the **Livernois Pathway Project** to add approximately 0.3 miles of 10-foot wide shared use path on Livernois Road, between Big Beaver and Town Center Drive.

SW-9. Sidewalk Replacements (Sections 11 & 14)

The City of Troy was awarded a Tap Grant (\$169,636 in CRP funds) for the Troy Trail Crossing at Jaycee Park. This project will add an approximately 0.1-mile crossing of the Troy Trail across Long Lake Road, between Calvert Drive and Westmoreland Drive.

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Drain Fund Capital



Drain Fund Capital

DRAINS 2026 BUDGET (401.445.989)

Map/Ref Number	Project Name	Total Project Cost	Total City Cost	2025 Amended Budget	2025 Expenditure to 06/30/25	Balance at 6/30/25	Proposed 2026 Budget	Comments
	Henry Graham Drain Grouting	449,285	449,285	-	-	-	-	Joint Grouting entire length
DF-1	McCulloch/Sturgis/Brotherton	300,000	300,000	600,000	600,000	-	300,000	Stabilization and Sediment Removal
	Gibson Drain Extension	275,000	275,000	-	275,000	-	-	Drain extension along Square Lake
	Firefighters Park, Sprague Drain	901,700	200,000	1,654,700	695,968	1,854,700	-	EPA Grant
DF-8	Lane Drain Extension	1,500,000	300,000	1,200,000	-	-	1,500,000	FEMA Grant
DF-9	Drain Cleaning & Television Inspection	500,000	500,000	-	-	-	-	City-wide storm sewer program
DF-10	Miscellaneous City Storm Sewer	500,000	500,000	-	-	-	-	City-wide storm sewer program
TOTALS:		4,425,985	2,524,285	2,854,700	1,570,968	2,729,700	1,800,000	

Drain Fund Capital

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

Rouge River Watershed

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

Clinton River Watershed

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

The Federal Environmental Protection Agency (EPA) and the Michigan Department of Environment, Great Lakes & Energy (EGLE) have placed limitations on Municipal Separate Storm Sewer System (MS4), known as Phase II Stormwater Regulations and the National Pollutant Discharge Elimination System (NPDES) MS4 permit.

These regulations state six minimum measures that municipalities must address:

- Public education and outreach
- Public participation and involvement
- Illicit discharge detection and elimination
- Construction site runoff control
- Post-construction runoff control
- Pollution prevention and good housekeeping

These measures are addressed through the Clinton River Red Run Sub-watershed Management Plan, the Rouge River Main 1-2 Sub-watershed Management Plan, the City's Stormwater Pollution Prevention Initiative, and the City's development standards and public works standard maintenance practices. Bi-annually, in the fall, the City must submit a report to the State summarizing all activities implemented that address these measures.

The Drain Fund proposes projects annually, as needed, that comply with these measures and address drainage concerns, soil erosion, flooding, and regional drainage following the Master Storm Drainage Plan Update.

Drain Fund Capital

Standalone Drain projects are proposed in the Capital Fund for the next 6 years. The Water Resource Commission (WRC) has been and will continue to inspect the estimated 272 million dollars of WRC underground drains in the City of Troy. Many large-diameter drains are 40-50 years old and require more intensive maintenance to extend their service life another 30-40 years.

Non-capital projects and/or routine maintenance for drain-related items are funded from the Streets Department Operating budget.

DF-1. McCulloch/Sturgis/Brotherton

Sediment removal is the highest priority due to sediment buildup. Other recommended work along this stretch includes straightening the inlet grate, fall protection, channel regrading, and an inlet maintenance gate. Once the sediment has been removed, stabilization of downstream areas may be needed.

DF-8. Lane Drain Extension

This project will provide a control structure along the Lane Drain east of Livernois and a 54-inch storm sewer connection to a 90-inch storm sewer on Big Beaver. The control structure would regulate storm water along the Lane Drain. Dry weather flow would continue along the existing open drain, while storm events would be directed to the 54-inch storm sewer along Livernois. Diverting the storm events should minimize the flooding occurrences in the immediate area. This project is being submitted to FEMA for a grant; it would provide 75% of the costs if funded.

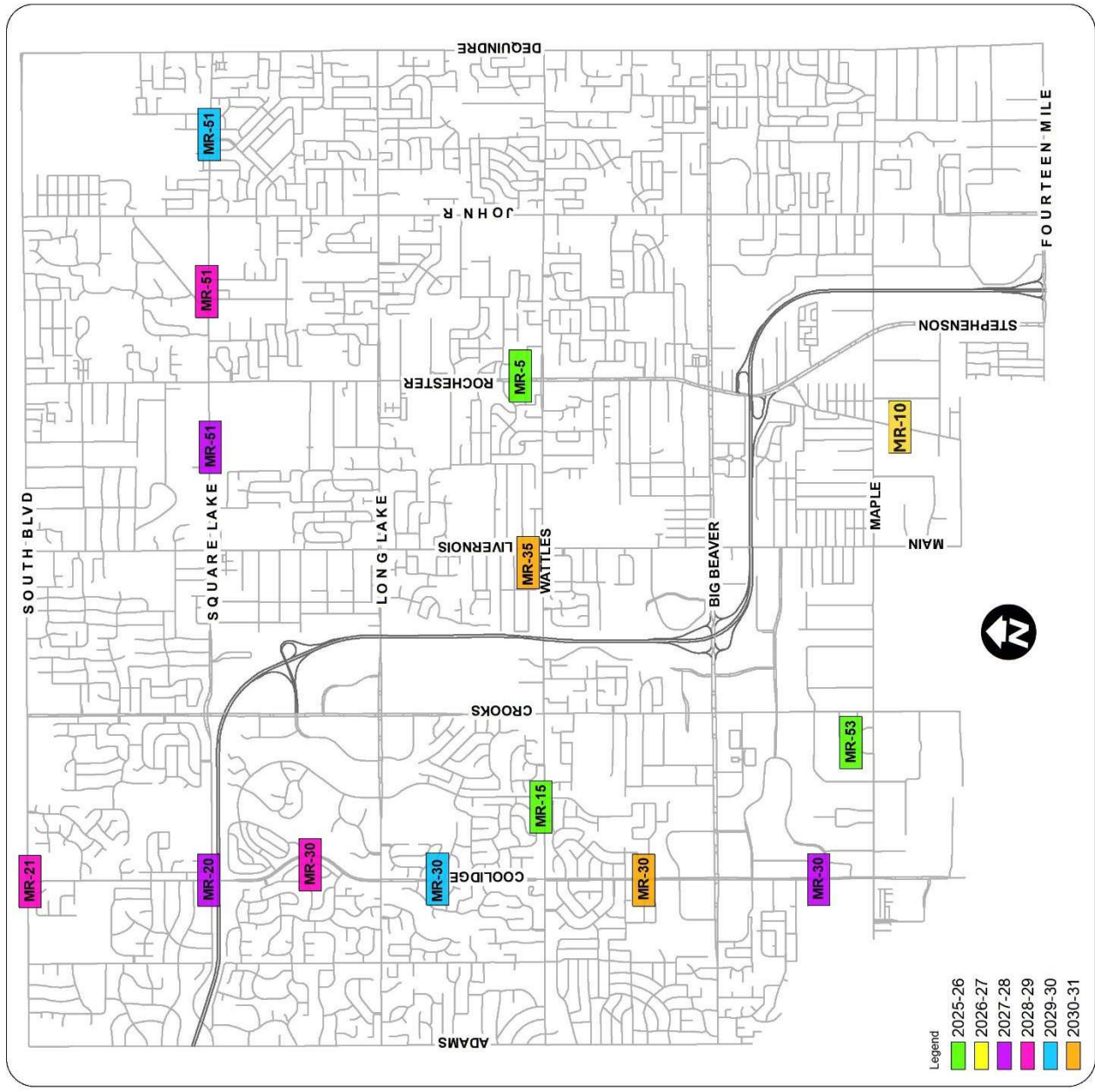
DF-9. City Drains & Detention

Cleaning and inspecting the large-diameter storm sewers is proposed in the City's Capital Fund for the next six years. The City, like WRC, has many large-diameter drains that are 40-50 years old. Implementing a proactive approach to sewer maintenance will reduce reactive repair costs, restore capacity, and extend their service life another 20-30 years.

DF-10. Miscellaneous City Storm Sewer

This is the proposed annual budget for new storm sewers throughout the city. The master storm sewer plan has identified locations without or with undersized storm sewers. Providing this program may require acquiring right-of-way and/or easements to construct additional storm sewers. Due to their small size, specific locations are not delineated on the map. This project will be paid for entirely by City funds.

6 Year Capital Improvement Plan
Major Roads Fund



**6 Year Capital Improvement Plan
Major Roads Fund**

6 Year CIP - Major Roads										
Map/Ref Number	Project Name	Total Project Cost	Total City Cost	2026	2027	2028	2029	2030	2031	Comments
				Proposed						
MR-5	Rochester, Barclay to Trinway ROW	10,786,250	2,157,250	2,000,000						Widen & Reconstruct – 2025 – Federal Funds
MR-5	Rochester, Barclay to Trinway CONST.	23,565,072	4,713,015	1,500,000	2,000,000					Widen & Reconstruct – 2025 & 2026 Federal Funds
MR-10	Rochester, Elmwood to Stephenson	1,750,000	1,333,000		1,750,000					Mill & Overlay – 2027 NHP Funds
MR-15	Wattles @ Northfield Pkwy Traffic Signal	450,000	450,000	450,000						Signal Replacement
MR-20	Coolidge, Square Lake Roundabout	1,800,000	360,000		1,800,000					CMAQ Funding 80/20
MR-21	Coolidge, South Blvd. Roundabout	1,350,000	270,000			1,350,000				CMAQ Funding 80/20
MR-30	Coolidge, Maple to Square Lake	16,000,000	16,000,000		5,000,000	3,500,000	4,000,000	3,500,000		Reconstruction Mill & Overlay Bond Funds
MR-35	Wattles, Degindre to Adams	14,000,000	14,000,000						14,000,000	Reconstruction Mill & Overlay Bond Funds
MR-40	Tri-Party	3,420,520	1,140,173	420,520	600,000	600,000	600,000	600,000	600,000	1/3 - City/County/RCOC
MR-45	Oakland Co. Local Road Imp. Program	2,520,000	1,260,000	420,000	420,000	420,000	420,000	420,000	420,000	OCLRP - \$210K
MR-50	Slab Replacement - Major Roads	6,000,000	6,000,000	1,500,000	500,000	1,000,000	1,000,000	1,000,000	1,000,000	Various Locations
MR-51	Mill & Overlay – Major Roads	3,000,000	3,000,000			1,500,000	1,500,000			Mill & Overlay
MR-52	Slab Replacement Industrial Road	7,000,000	7,000,000		1,000,000	1,000,000	1,000,000	2,500,000	2,500,000	Various Locations
MR-53	Mill & Overlay – Industrial Roads	2,000,000	2,000,000	2,000,000						
MR-60	DPW Equipment	420,000	420,000	70,000	70,000	70,000	70,000	70,000	70,000	By DPW
TOTAL:				8,360,520	5,340,000	11,390,000	9,440,000	8,590,000	22,020,000	

6 Year Capital Improvement Plan Major Roads Fund

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

The Road Commission for Oakland County (RCOC) has jurisdiction over approximately 43 miles of major roads within the city.

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

- ◆ Reconstruction and Widening
- ◆ Maintenance

Reconstruction and widening projects are budgeted when federal funds become available. Federal funds provide up to 80% of the cost of these improvements and are typically used for capacity or safety projects. These projects improve traffic flow, motorists' and pedestrians' safety, and property access. Most of these projects have three (3) distinct phases and are budgeted accordingly to provide for design, right-of-way, and ultimately construction over multiple years.

Maintenance projects are generally smaller-scale and funded entirely with city funds. Funds budgeted annually for maintenance activities include concrete slab replacement and asphalt pavement overlays. These fixes improve the road surface and increase the pavement's life cycle. Maintenance activities are typically completed in the year that they are budgeted.

MR-5. Rochester Road, Barclay to Trinway (Reconstruction and Widening)

This project will reconstruct and widen Rochester Road from Barclay to Trinway from a 5-lane road to a new 6-lane concrete boulevard. The project includes new traffic signals, concrete sidewalks, and underground utilities where required. Federal funds for the design and right-of-way phases have been obligated and are available. The construction phase is approved for federal funding in 2025 and 2026. Federal funds will pay for approximately 80% of the project cost. Construction is anticipated to begin in late fall of 2025 and continue through spring 2027.

MR-10. Rochester Road, Elmwood to Stephenson Highway (Mill and Overlay)

This project will provide a new pavement surface to improve ride quality and extend service life. The existing asphalt pavement will be milled (ground off), and a new surface will be placed. Curbs will be replaced as needed, and sidewalk ramps will be improved to comply with ADA requirements. This project includes \$750,000 of NHPP funding.

**6 Year Capital Improvement Plan
Major Roads Fund*****MR-15. Wattles @ Northfield Parkway Traffic Signal***

The existing traffic signal at Wattles and Northfield Parkway will be completely modernized (upgraded). In addition to the traffic signal work, all pedestrian crossings will be ADA-compliant. This project will be paid for entirely with City funds.

MR-20. Coolidge, Square Lake Roundabout

The existing signalized intersection will be replaced with a roundabout. A roundabout to reduce congestion, increase intersection capacity, and minimize the potential for serious crashes at this intersection. In many instances, roundabouts have been shown to significantly decrease the frequency and severity of accidents compared to signalized intersections. A roundabout is expected to be safer at this location due to the northbound crashes related to sight distance issues at the I-75 bridge underpass. It will also eliminate the need to replace the old signals.

MR-21. Coolidge, South Boulevard Roundabout

The existing signalized intersection will be replaced with a roundabout. A roundabout to reduce congestion, increase intersection capacity, and minimize the potential for serious crashes at this intersection. In many instances, roundabouts have been shown to significantly decrease the frequency and severity of accidents compared to signalized intersections. A roundabout is expected to be safer at this location due to the lower traffic volume, which will eliminate the need to replace the old signals.

MR-30. Coolidge Highway, Maple Road to Square Lake Reconstruction Mill and Overlay

This project will provide a new pavement surface to improve ride quality and extend service life. The existing pavement will be milled 3.5 inches (ground off), and a new leveling and wearing surface will be placed. Curbs will be replaced as needed, and sidewalk ramps will be improved to comply with ADA requirements. This project will be paid for entirely with City bond funds if approved.

MR-35. Wattles Road, Dequindre to Adams Reconstruction Mill and Overlay

This project will provide a new pavement surface to improve ride quality and extend service life. The existing pavement will be milled 3.5 inches (ground off), and a new leveling and wearing surface will be placed. Curbs will be replaced as needed, and sidewalk ramps will be improved to comply with ADA requirements. This project will be paid for entirely with City bond funds if approved.

**6 Year Capital Improvement Plan
Major Roads Fund*****MR-40. Tri-Party Program***

Tri-Party program funds are made available annually for projects on County roads within the city. Specific project locations are typically not delineated on the CIP map, as locations are determined annually based on road conditions. The City is responsible for 1/3 of the program amount, while Oakland County and RCOC are responsible for the remaining 2/3.

MR-45. Oakland County Local Road Improvement Program (OCLRP)

The Oakland County Local Road Improvement Program was established to provide funding for road improvements on non-County roads to improve economic development in Oakland County. Specific project locations are typically not delineated on the CIP map as locations are determined annually, dependent on road conditions. The City is responsible for 50% of the program amount, while the Oakland County Board of Commissioners is responsible for the remaining 50%.

MR-50. Slab Replacement (Major Roads)

Project locations are determined annually based on the City's Pavement Management System and field inspections and are not typically delineated on the 6-year CIP map. This work involves removing and replacing failed concrete pavement to repair and extend its life. An annual allocation is budgeted to complete this work, which is targeted at City major roads.

MR-51. Mill & Overlay (Major Roads)

Project locations are determined annually based on the City's Pavement Management System and field inspections and are not typically delineated on the 6-year CIP map. These projects will provide a new pavement surface to improve ride quality and extend service life. The existing asphalt pavement will be milled (ground off), and a new surface will be placed. Curbs will be replaced as needed, and sidewalk ramps will be improved to comply with ADA requirements.

MR-52. Slab Replacement (Industrial Roads)

Project locations are determined annually based on the City's Pavement Management System and field inspections and are not typically delineated on the 6-year CIP map. This work involves removing and replacing failed concrete pavement to repair and extend the life of the pavement or mill and overlay projects

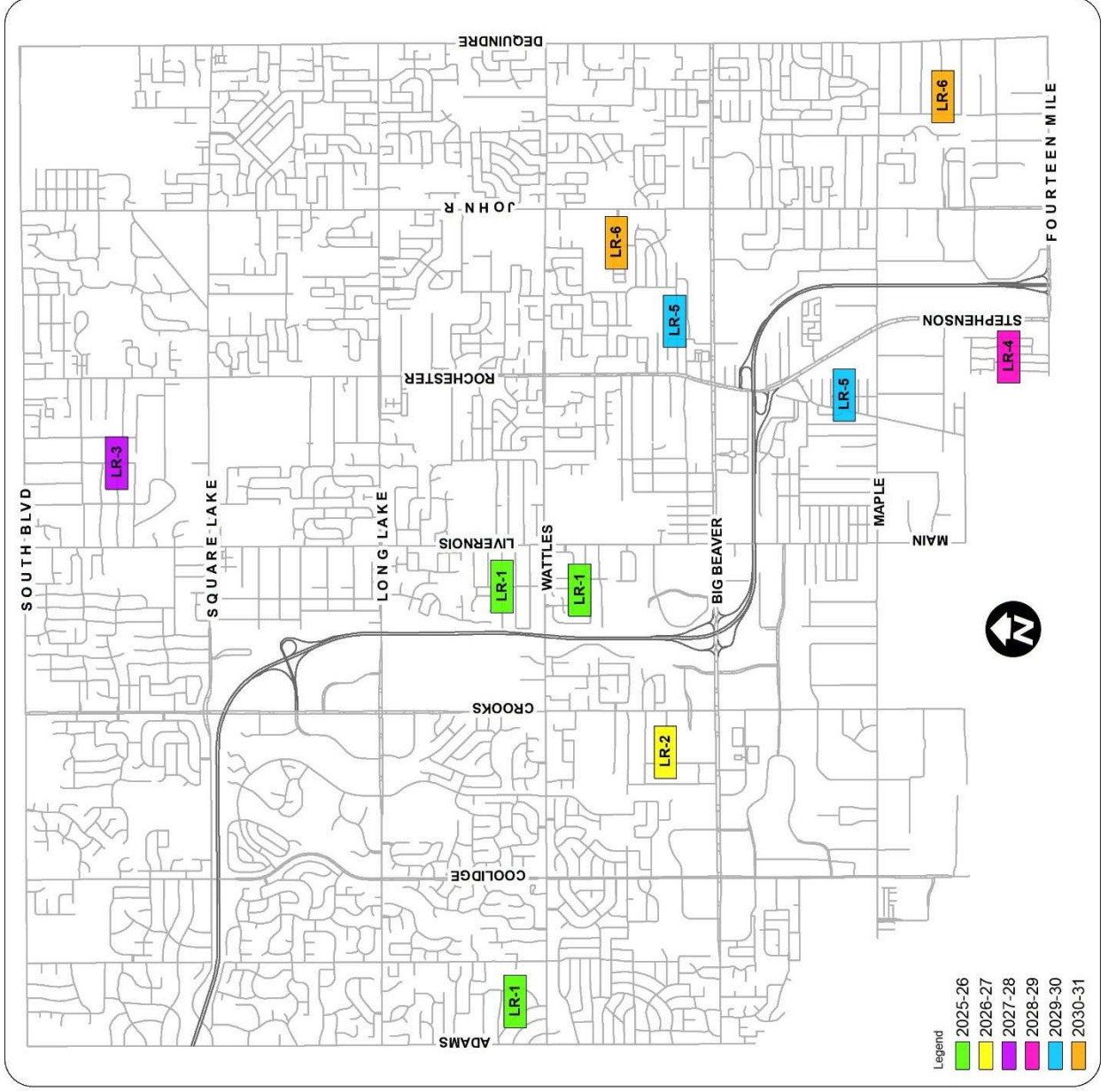
**6 Year Capital Improvement Plan
Major Roads Fund*****MR-53. Mill & Overlay (Industrial Roads)***

Project locations are determined annually based on the City's Pavement Management System and field inspections and are not typically delineated on the 6-year CIP map. These projects will provide a new pavement surface to improve ride quality and extend service life. The existing asphalt pavement will be milled (ground off), and a new surface will be placed. Curbs will be replaced as needed, and sidewalk ramps will be improved to comply with ADA requirements.

MR-60. DPW Equipment

DPW needs miscellaneous equipment that exceeds \$10,000 annually. This account funds equipment such as mini excavators, trailers, etc. Funds are proposed based on the estimated cost of the equipment to be purchased.

6 Year Capital Improvement Plan Local Roads



**6 Year Capital Improvement Plan
Local Roads**

6 Year CIP - Local Roads

	Proposed						Total	Total		
Map/Ref	Project Name	Project Cost	City Cost	2026	2027	2028	2029	2030	2031	Comments
LR-1	Asphalt Pavement Overlay - Sec. 16, 18, & 21	2,000,000	2,000,000	2,000,000	-	-	-	-	-	By Engineering
LR-2	Asphalt Pavement Overlay - Sec. 20	2,000,000	2,000,000	-	2,000,000	-	-	-	-	By Engineering
LR-3	Asphalt Pavement Overlay - Sec. 3	3,000,000	3,000,000	-	-	3,000,000	-	-	-	By Engineering
LR-4	Asphalt Pavement Overlay - Sec. 23, 26, & 27	3,000,000	3,000,000	-	-	-	3,000,000	-	-	By Engineering
LR-5	Asphalt Pavement Overlay - Sec. 35	3,000,000	3,000,000	-	-	-	-	3,000,000	-	By Engineering
LR-6	Asphalt Pavement Overlay - Sec. 36 & 23	3,000,000	3,000,000	-	-	-	-	-	3,000,000	By Engineering
LR-10	Concrete Slab Replacement	15,000,000	15,000,000	1,500,000	1,500,000	3,000,000	3,000,000	3,000,000	3,000,000	By DPW
LR-11	Streets Garage Roof	800,000	800,000	800,000	800,000	-	-	-	-	By DPW
TOTALS:		31,800,000	31,800,000	4,300,000	3,500,000	6,000,000	6,000,000	6,000,000	6,000,000	

6 Year Capital Improvement Plan Local Roads

The City of Troy maintains approximately 269 miles of local roads. Approximately 251 miles are subdivision streets of concrete or asphalt, 5 miles are chip seal, and 4 miles are gravel roads. Approximately 2/3 of the subdivision streets are concrete, with the remaining 1/3 being asphalt. The city nominally terms the remaining 9 miles as “Industrial Roads,” such as Naughton, Wheaton, and Piedmont, that are classified as local because they do not meet the definition of a Major Road under Act 51.

Public Act 499 of 2002 established a ten-member State Transportation Asset Management Council (TAMC). The law also required that the TAMC set up a process for determining the condition of Michigan’s highways and bridges and develop a strategy so that those assets are maintained, preserved, and improved efficiently and cost-effectively. The TAMC adopted the Pavement Surface and Evaluation Rating (PASER) system as its road condition survey reporting tool. The TAMC initially developed the strategy for Michigan’s federal-aid-eligible roads and bridges, but it was extended to all public roads in the state. The City is now using the PASER system to prioritize road maintenance activities. PASER is used statewide and is a “windshield” road rating system that uses a 1 to 10 rating scale, with a value of 10 representing a new road and 1 representing a failed road. Condition ratings are assigned by visually identifying the type and amount of defects along a road segment while driving the segment. The PASER system translates these observations into a condition rating.

The TAMC established the following categories:

PASER ratings of 8-10 require routine maintenance, such as street sweeping, shoulder grading or crack sealing.

PASER ratings of 5-7 require capital preventative maintenance, such as concrete slab replacements or asphalt overlays.

PASER ratings of 1-4 require structural improvements that address the road's structural integrity, such as milling, pulverizing, or reconstruction.

The City simplifies this system by grouping roads with a rating of 6 or higher as being in Good condition, 4 or 5 as Fair, and 3 or less as Poor.

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

**6 Year Capital Improvement Plan
Local Roads**

and project future network conditions. Field reviews of the recommended areas augment the Pavement Management system, as pavement conditions in areas can deteriorate faster or slower than anticipated based on numerous factors, including weather, traffic, pavement thickness, and previous maintenance.

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

Local road maintenance typically involves concrete slab replacements or asphalt pavement overlays.

The residents of a local road initiate the paving of the road. Residents on gravel roads can initiate a Special Assessment District (SAD), where the cost to pave the road is split between the benefitting properties and the city. Once the road has been paved, the City traditionally bears future maintenance costs and pays for them through the local road fund.

LR-1. Asphalt Pavement Overlay (Sections 16,18, & 21)

The local roads in the following areas will be targeted for asphalt pavement overlays: Section 16—Hart, Webb, Paragon, Carter, Lange, and Virgilia; Section 18—Hylane, Pine Hill, Butternut Hill, Walnut Hill, Chestnut Hill, Rouge Circle, Juniper Court, and Bronson; Section 21 – Kirk, Wendelton, Scottsdale, Ruthland, and Miracle. The work will include milling (grinding) the existing pavement and placing a 1.5” to 3” asphalt overlay. This project will be paid for entirely by City funds.

LR-2. Asphalt Pavement Overlay (Section 20)

The local roads in the following areas will be targeted for asphalt pavement overlays: Section 20 – McManus, Boulan, Muer, Banmoor, Sachin Way, Alpine, and McClure. The work will include milling (grinding) the existing pavement and placing a 1.5” to 3” asphalt overlay. This project will be paid for entirely by City funds.

LR-3. Asphalt Pavement Overlay (Section 3)

The local roads in the following areas will be targeted for asphalt pavement overlays: Section 3—Lesdale, Hurst, Booth, Montclair, Norton, Hannah, Deetta, Marwango, Quill Creek, Peacock, and Ottawa. The work will include milling (grinding) the existing pavement and placing a 1.5” to 3” asphalt overlay. This project will be paid for entirely by City funds.

**6 Year Capital Improvement Plan
Local Roads*****LR-4. Asphalt Pavement Overlay (Sections 23, 26, & 27)***

The local roads in the following areas will be targeted for asphalt pavement overlays: Section 26 & 27—Torpey, Hartland, Boyd, Urbancrest, Daley, Larchwood, Arthur, Woodslee, Vermont, Birchwood, Chopin Lydia, and Henrietta. The work will include milling (grinding) the existing pavement and placing a 1.5” to 3” asphalt overlay. This project will be paid for entirely by City funds.

LR-5. Asphalt Pavement Overlay (Section 35)

The local roads in the following areas will be targeted for asphalt pavement overlays: Section 30—Keywest, Wacon, Redwood, Burtman, Lyons, Kenyon, Sheffield, and Jamiaca. The work will include milling (grinding) the existing pavement and then placing a 1.5” to 3” asphalt overlay. This project will be paid for entirely by City funds.

LR-6. Asphalt Pavement Overlay (Sections 36 & 23)

The local roads in the following areas will be targeted for asphalt pavement overlays: Section 36—Iowa, Wisconsin, Dashwood, Minnesota, and Lovington; Section 23—Crimson, Woodgate, Crestline, Lakewood, North Lake, and Sherwood. The work will include milling (grinding) the existing pavement and placing a 1.5” to 3” asphalt overlay. This project will be paid for entirely by City funds.

LR-10. Local Road Maintenance – Concrete Slab Replacement (Sections TBD)

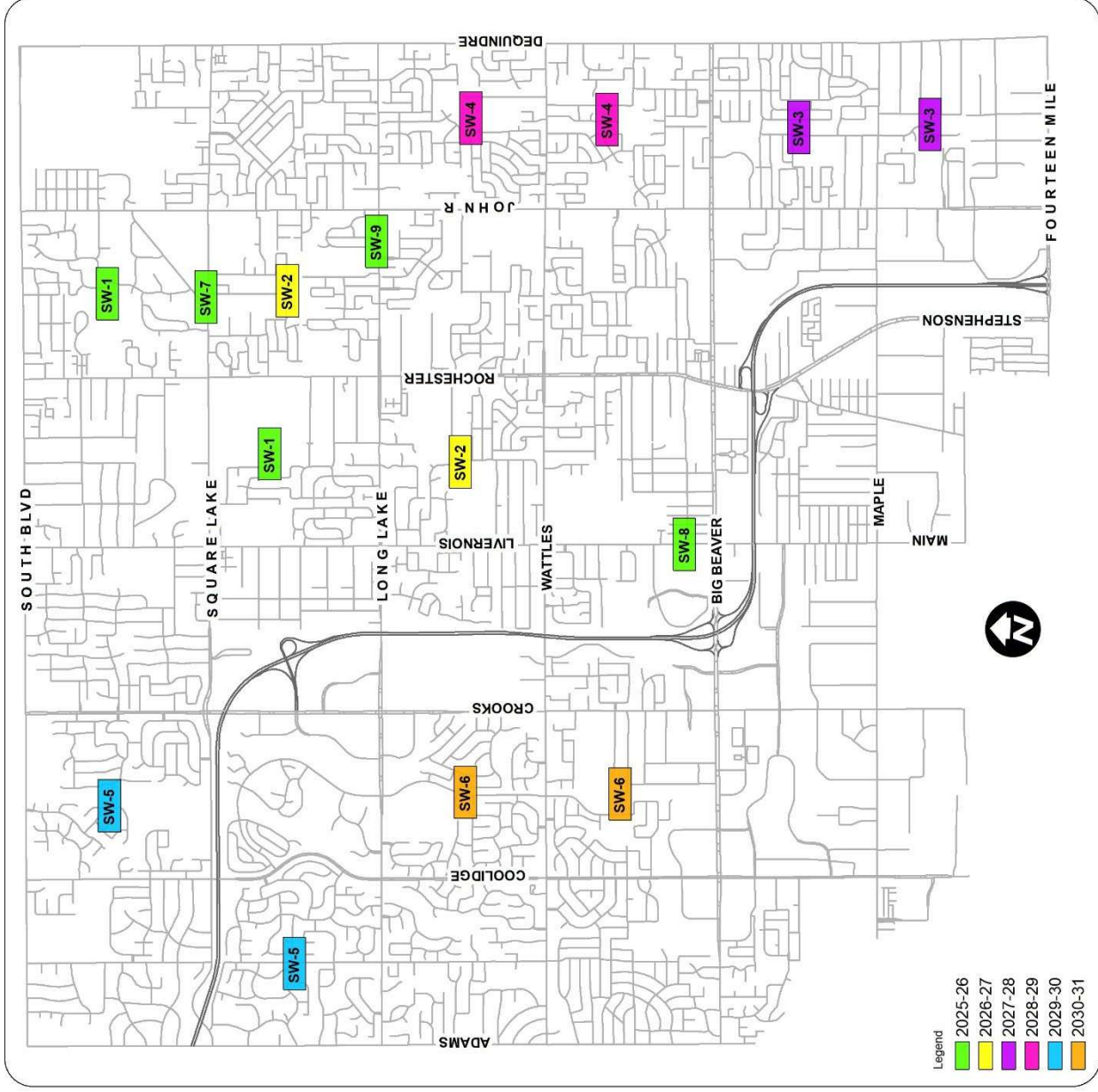
Concrete slab replacement removes and replaces spot sections of failed concrete pavement. Using PASER ratings with our Roadsoft Pavement Management software and field verification, the Department of Public Works (DPW) identifies specific locations within sections throughout the City. It prepares bid documents for concrete slab replacement work to be done by a contractor. Locations are determined annually based on updated PASER ratings, so specific locations are not identified for future years. Local road concrete slab replacement is paid for entirely with City funds.

LR-11. Streets Garage Roof

The Street garage's roof has exceeded its life expectancy and is costly to repair. Materials and equipment stored and repaired in this building are connected to the operation of the municipal local road system.

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6 Year Capital Improvement Plan Sidewalks



6 Year Capital Improvement Plan
Sidewalks

6 Year CIP - Sidewalks											
Map/Ret Number	Project Name	Total Project Cost	Total City Cost	Proposed							Comments
				2026	2027	2028	2029	2030	2031		
SW-1	Sections - 2 & 10	1,000,000	800,000	1,000,000							By DPW
SW-2	Sections - 14 & 15	1,000,000	800,000	1,000,000							By DPW
SW-3	Sections - 25 & 36	1,000,000	800,000	1,000,000			1,000,000				By DPW
SW-4	Sections - 13 & 24	1,000,000	800,000				1,000,000				By DPW
SW-5	Sections - 5 & 7	1,000,000	800,000					1,000,000			By DPW
SW-6	Sections - 17 & 20	1,000,000	800,000						1,000,000		By DPW
SW-7	Square Lake - Rochester to John R.	1,540,898	308,180								TAP Grant 80/20
SW-8	Livermois - Big Beaver to Town Center	354,145	70,829								TAP Grant 80/20
SW-9	Long Lake - Crossing at Jaycee Park	212,045	42,409								TAP Grant 80/20
TOTALS:		8,107,088	5,221,418	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	

6 Year Capital Improvement Plan Sidewalks

The Department of Public Works is responsible for the sidewalk replacement program. The city is divided into 15 areas for major road sidewalk replacements and 15 areas for residential sidewalk replacements. These areas are reviewed annually, and a sidewalk replacement list is prepared. Not all sidewalks in any one area are replaced; only those sections that do not meet current requirements are included as funding allows. The replacement program also upgrades sidewalks and ramps to comply with current Americans with Disabilities Act (ADA) requirements.

The residential sidewalk replacement program allows property owners to replace sidewalks themselves or have them added to the City's list. The City of Troy hires a contractor to remove and replace these sections of sidewalks, and residents are billed for the work.

Funds are typically split between residential sidewalk replacement, major road sidewalk replacement, and new construction. These budgeted amounts will vary based on the city's overall Capital Fund. Sidewalk funds are moved among these three areas to meet the program's annual needs.

SW-1. Sidewalk Replacements (Sections 2 & 10)

This project will be paid for entirely by City funds, with partial reimbursement by property owners.

SW-2. Sidewalk Replacements (Sections 14 & 15)

This project will be paid for entirely by City funds, with partial reimbursement by property owners.

SW-3. Sidewalk Replacements (Sections 25 & 36)

This project will be paid for entirely by City funds, with partial reimbursement by property owners.

SW-4. Sidewalk Replacements (Sections 13 & 24)

This project will be paid for entirely by City funds, with partial reimbursement by property owners.

SW-5. Sidewalk Replacements (Sections 5 & 7)

This project will be paid for entirely by City funds, with partial reimbursement by property owners.

SW-6. Sidewalk Replacements (Sections 17 & 20)

This project will be paid for entirely by City funds, with partial reimbursement by property owners.

**6 Year Capital Improvement Plan
Sidewalks****SW-7. New Sidewalk Square Lake Road (Sections 2 & 11)**

The City of Troy was awarded a Tap Grant (\$1,232,718 in CRP funds) for the **Square Lake Sidewalk Gap Fill Project** to add approximately 1.1 miles of 8-foot wide sidewalk on Square Lake Road between John R Road and Rochester Road.

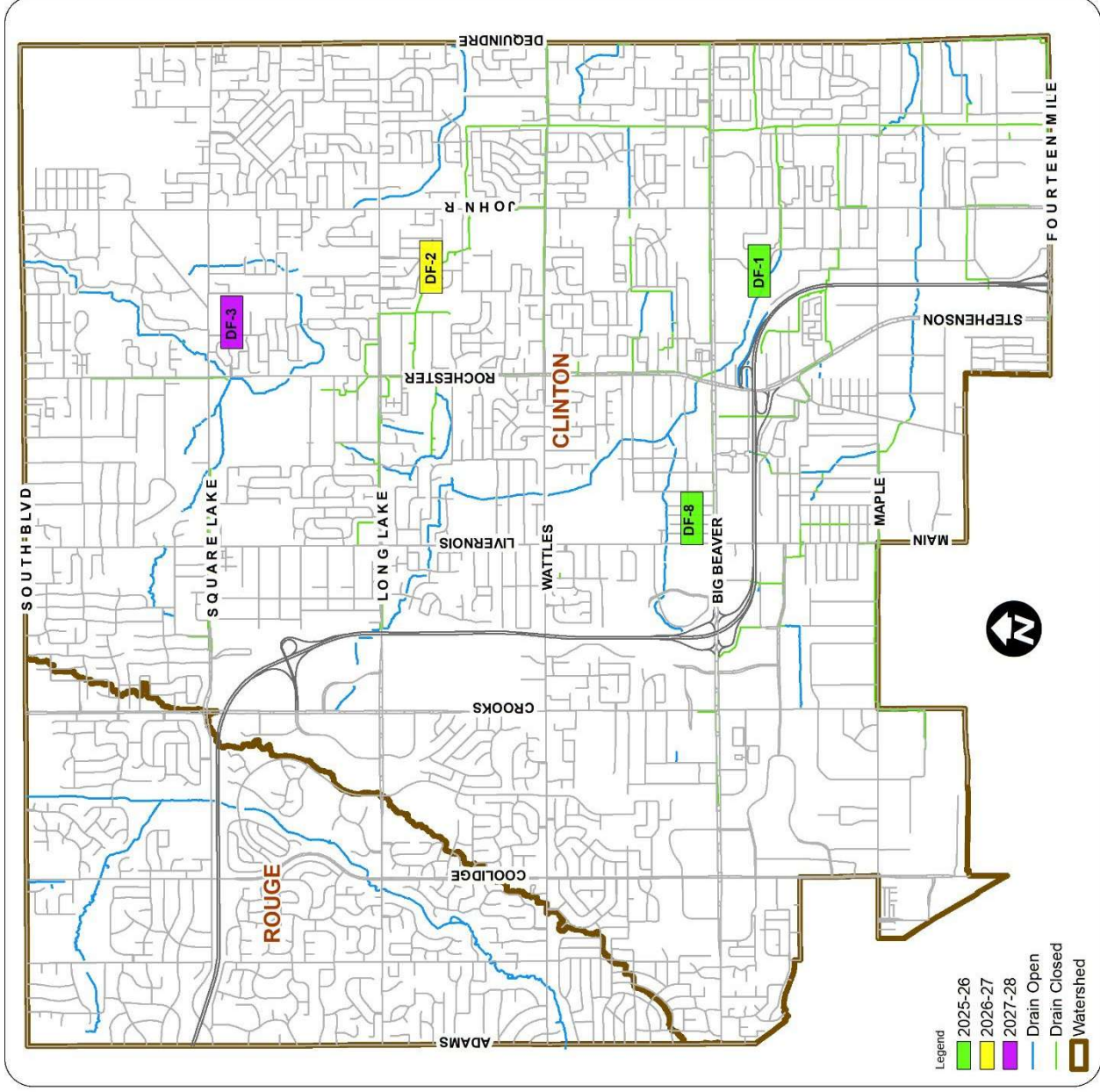
SW-8. New Sidewalk Livernois Road (Section 22)

City of Troy was awarded a Tap Grant (\$283,316 in CRP funds) for the **Livernois Pathway Project** to add approximately 0.3 miles of 10-foot wide shared use path on Livernois Road, between Big Beaver and Town Center Drive.

SW-9. Sidewalk Replacements (Sections 11 & 14)

The City of Troy was awarded a Tap Grant (\$169,636 in CRP funds) for the Troy Trail Crossing at Jaycee Park. This project will add an approximately 0.1-mile crossing of the Troy Trail across Long Lake Road, between Calvert Drive and Westmoreland Drive.

6 Year Capital Improvement Plan
Drain Fund



**6 Year Capital Improvement Plan
Drain Fund**

6 Year CIP - Drains											
Map/Ref Number	Project Name	Total	City	Proposed							Comments
		Cost	Cost	2026	2027	2028	2029	2030	2031		
DF-1	McCulloch/Sturgis/Brotherton	300,000	300,000	300,000							Stabilization and Sediment Removal
DF-2	Nelson Drain Bank at London & Butler	300,000	300,000	300,000		300,000					Channel Stabilization & Erosion Control
DF-3	Nelson Drain Bank at Rochester Road	300,000	300,000	300,000		300,000					Channel Stabilization & Erosion Control
	Future WRC Drain Projects	900,000	900,000				300,000	300,000	300,000		WRC Maintenance
DF-8	Lane Drain Extension	1,500,000	300,000	1,500,000							FEMA Grant
DF-9	Drain Cleaning & Television Inspection	3,000,000	3,000,000		500,000	500,000	500,000	500,000	500,000	500,000	City-wide storm sewer program
DF-10	Miscellaneous City Storm Sewer	3,000,000	3,000,000		500,000	500,000	500,000	500,000	500,000	500,000	City-wide storm sewer program
TOTALS:		9,300,000	8,100,000	1,800,000	1,300,000	1,300,000	1,300,000	1,300,000	1,300,000	1,300,000	1,300,000

6 Year Capital Improvement Plan

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

Rouge River Watershed

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

Clinton River Watershed

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

The Federal Environmental Protection Agency (EPA) and the Michigan Department of Environment, Great Lakes & Energy (EGLE) have placed limitations on Municipal Separate Storm Sewer System (MS4), known as Phase II Stormwater Regulations and the National Pollutant Discharge Elimination System (NPDES) MS4 permit.

These regulations state six minimum measures that municipalities must address:

- Public education and outreach
- Public participation and involvement
- Illicit discharge detection and elimination
- Construction site runoff control
- Post-construction runoff control
- Pollution prevention and good housekeeping

These measures are addressed through the Clinton River Red Run Sub-watershed Management Plan, the Rouge River Main 1-2 Sub-watershed Management Plan, the City's Stormwater Pollution Prevention Initiative, and the City's development standards and public works standard maintenance practices. Bi-annually, in the fall, the City must submit a report to the State summarizing all activities implemented that address these measures.

The Drain Fund proposes projects annually, as needed, that comply with these measures and address drainage concerns, soil erosion, flooding, and regional drainage following the Master Storm Drainage Plan Update.

**6 Year Capital Improvement Plan
Drain Fund**

Standalone Drain projects are proposed in the Capital Fund for the next 3 years. The Water Resource Commission (WRC) has been and will continue to inspect the estimated 272 million dollars of WRC underground drains in the City of Troy. Many large-diameter drains are 40-50 years old and require more intensive maintenance to extend their service life another 30-40 years.

Non-capital projects and/or routine maintenance for drain-related items are funded from the Streets Department Operating budget.

DF-1. McCulloch & Half Penny Drain Repairs

Sediment removal is the highest priority due to sediment buildup. Other recommended work along this stretch includes straightening the inlet grate, fall protection, channel regrading, and an inlet maintenance gate. Once the sediment has been removed, stabilization of downstream areas may be needed.

DF-2. Nelson Drain (Bank Stabilization) London & Butler

The work proposed is along an approximately 900-lineal-foot reach of the drain between London Road and Forsyth Road. This stream stabilization work is to include regrading and reshaping the channel cross-section, removing sand bars, and installing in-stream structures such as cross vanes, riffles, and a chimney drain.

DF-3. Nelson Drain (Bank Stabilization) Rochester Road

The work proposed is along an approximately 800-lineal-foot reach of the drain between Rochester Road and Square Lake Road. This stream stabilization work is to include regrading and reshaping the channel cross-section, removing sand bars, and installing in-stream structures such as cross vanes, riffles, and a chimney drain.

DF-8. Lane Drain Extension

This project will provide a control structure along the Lane Drain east of Livernois and a 54-inch storm sewer connection to a 90-inch storm sewer on Big Beaver. The control structure would regulate storm water along the Lane Drain. Dry weather flow would continue along the existing open drain, while storm events would be directed to the 54-inch storm sewer along Livernois. Diverting the storm events should minimize the flooding occurrences in the immediate area. This project is being submitted to FEMA for a grant; it would provide 75% of the costs if funded.

**6 Year Capital Improvement Plan
Drain Fund****DF-9. City Drains & Detention**

Cleaning and inspecting the large-diameter storm sewers is proposed in the City's Capital Fund for the next six years. The City, like WRC, has many large-diameter drains that are 40-50 years old. Implementing a proactive approach to sewer maintenance will reduce reactive repair costs, restore capacity, and extend their service life another 20-30 years.

DF-10. Miscellaneous City Storm Sewer

This is the proposed annual budget for new storm sewers throughout the city. The master storm sewer plan has identified locations without or with undersized storm sewers. Providing this program may require acquiring right-of-way and/or easements to construct additional storm sewers. Due to their small size, specific locations are not delineated on the map. This project will be paid for entirely by City funds.

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