

BIRCHDALE TOWNSHIP CAPITAL IMPROVEMENT PLAN 2018 – 2022

DEFINITION

A Capital Improvement Plan is a method of planning for the major expenditures of public funds beyond maintenance and operating costs. Capital improvements include seal coating, paint striping, and road construction improvements.

PURPOSE

The purpose of a Capital Improvement Plan is so that major improvements can be anticipated in advance; therefore, expenditures can be budgeted over a period of several years. This can avert a crisis when a major expenditure is necessary. A Capital Improvement Plan allows the Township Board to determine the needed improvements and the responsibility for the implementation of long range development. The Plan also informs the public of needed improvements and encourages public involvement.

DEVELOPMENT OF CAPITAL IMPROVEMENT PLAN

1. Five Year Plan
Birchdale Township intends to adopt a Five Year Capital Improvement Plan. Each year, as part of the budgeting process, an additional year will added and the Plan will be reviewed for additions and deletions. The first year of the Plan will automatically be considered for inclusion in the Township's budget.
2. Public Input
Public input will be obtained at the Township Annual Meeting each year.
3. Board Adoption
After recommendation at the Annual Meeting, the Board will review and consider adoption of the Plan.

CRITERIA

The following is the criteria used for the development of the Township's Capital Improvement Plan:

- All costs are in 2009 dollars. As the Plan is annually updated, cost revisions may be inserted. This method is used rather than estimating the rate of inflation.

ANNUAL REVIEW

Each year as the annual budget is adopted, the Plan will be updated. A new year will be added to the Plan and the upcoming year will become part of the proposed budget. Also, at that time additions and deletions are made to the Plan.

FLEXIBILITY

The Plan is not permanent, changes can be made. The Plan is subject to annual review, as well as review at times of planned improvements.

FINANCING

The following is the major source of revenue for the financing of the capital improvements for the Township:

- Reserve funds - These funds are reserve funds in the Road and Bridge Fund which have been previously allocated for specific purposes. Adequate funds must remain in the General Fund, Fire Fund, and Road and Bridge Fund designated as working capital to assure a smooth cash flow for the operation of the Township.

ALTERNATIVES

Revenue sources should be reviewed annually to insure that proper funds are being maintained.

Alternative factors, including the following, may also be pursued:

- Issuance of general obligation bonds. These bonds would be backed by the full faith and credit of the Township and could finance a portion of the improvements.
- Issuance of general obligation improvement bonds. These bonds are not only supported by the full faith and credit of the Township, but are also supported by special assessments against benefited property.

CAPITAL IMPROVEMENTS

- **2018 – Paint Striping of:**
 - Almond Drive
 - Amaryllis Road
 - Alum Trail
 - Alum Lane
 - Alligator Road
 - Alpine Lane
 - Amber Drive
 - Ambassador Drive
 - Apple Trail

Total of approximately 4 miles Estimated cost	\$21,650
• 2019 – Reclamation of Angler Drive	\$200,000
• 2020 - Paint Striping of:	
○ Alcott Drive – 3.4 miles	
○ Alcott Lane – 0.2 miles	
○ Bluegill Drive – 0.5 miles	
Total 4.1 miles of Paint Striping Estimated Cost	\$21,650
• 2021	
• 2022	

Notes:

- The Board will need to determine whether the subgrade repair of roads should be done separate from seal coating projects and whether the paint striping should be quoted separately as well. It may be more cost feasible to quote each area separately because of contractors’ specialties in a specific area.
- According to the Engineer, the **reclaiming of Angler Drive** can be put off; however the road has deteriorated to a point where seal coating won’t do much to rehabilitate it. The Township could wait for some time to complete the reclamation and overlay. Continuing regular maintenance (annual crack filling) is recommended and will prolong the life of the road. Until the road starts to deteriorate further, the reclamation can be delayed into the future and the budget each year could include setting aside funds for the project. **Estimated cost - \$378,452.50.**
- The Engineer recommends that **paint striping** be done every 3 to 5 years. Therefore, for the roads that are seal coated in 2015 and that cost includes paint striping, the paint striping should be done on those roads in **2020. – Estimated cost - \$21,650.** For the roads seal coated in 2013, paint striping should again be done in **2018. – Estimated cost - \$21,650.**
- If the reclamation is delayed for several years, the Board may wish to consider, paint striping **Angler Drive – Estimated Cost - \$10,500.00. *This was done at a cost considerably less than the estimate (\$1,392.96); only yellow lines were placed. The Board determined that white lines weren’t necessary.***
- Seal Coating will extend the life of the pavement. The Engineer recommends that seal coating be done every 7 to 10 years. Therefore, for the roads seal coated in 2010, they should be seal coated again in 2020 and the roads seal coated in

2013 should be seal coated again in 2023.

- The Engineer recommends that the more roads that can be sealed coated at one time the better cost feasibility wise. Contractors generally would like to bid/quote projects that have a minimum of three miles of roads. The Township will be able to obtain the best quotes, if it combines as many projects as possible into each year that seal coating is done.
- The Board will need to determine any other projects anticipated in the future and these projects should also be included in the Capital Improvement Plan.