



**CITY OF RYE, NEW YORK**

# ***Capital Improvements Plan***

**For Fiscal Years Ending December 31**

## ***2009 through 2013***

August 6, 2008





**CITY OF RYE, NEW YORK**

# ***Capital Improvements Plan***

**For Fiscal Years Ending December 31**

***2009 through 2013***

Published by

*The City of Rye, New York Finance Department*

Michael A. Genito, City Comptroller

August 6, 2008

City of Rye, New York  
 Capital Improvements Plan  
 Fiscal Years 2009 through 2013

## TABLE OF CONTENTS

<b>TRANSMITTAL LETTER .....</b>	<b>1</b>
<b>INFRASTRUCTURE PROJECTS .....</b>	<b>5</b>
<b>PUBLIC SAFETY PROJECTS .....</b>	<b>5</b>
<i>2009 Purchase Street/Library Lane Traffic Signal.....</i>	<i>5</i>
<i>2009 CBD Traffic Signals.....</i>	<i>5</i>
<b>TRANSPORTATION PROJECTS .....</b>	<b>5</b>
<i>Annual Sidewalk/Curb Program.....</i>	<i>5</i>
<i>Annual Street Resurfacing Program.....</i>	<i>5</i>
<i>2009 Boston Post Road Retaining Wall.....</i>	<i>6</i>
<i>2009 Boston Post Road Sidewalk .....</i>	<i>6</i>
<i>2009 Elm Place Reconstruction.....</i>	<i>6</i>
<i>2009 Forest Avenue Pedestrian Improvements .....</i>	<i>6</i>
<i>2009 Manursing Way Guardrail.....</i>	<i>7</i>
<i>2009 Oakland Beach Road Pedestrian Improvements .....</i>	<i>7</i>
<i>2009 Smith Street Reconstruction.....</i>	<i>7</i>
<i>2010 1<sup>st</sup> and 2<sup>nd</sup> Street Parking Lot Improvement .....</i>	<i>7</i>
<i>2010 Boston Post/Osborn Road Diet.....</i>	<i>8</i>
<i>2011 Car Park 5 Retaining Wall .....</i>	<i>8</i>
<i>2009 Nature Center Secondary Entrance.....</i>	<i>8</i>
<i>2013 Purchase Street Reconstruction.....</i>	<i>8</i>
<i>2009 Nature Center Bridge Reconstruction .....</i>	<i>9</i>
<i>2009 Orchard Avenue Bridge Rehabilitation.....</i>	<i>9</i>
<i>2010 Locust Avenue Bridge Reconstruction.....</i>	<i>9</i>
<b>HOME AND COMMUNITY SERVICES PROJECTS .....</b>	<b>9</b>
<i>2009 Brevoort Lane Sewer Pump.....</i>	<i>10</i>
<i>2009 Cedar Street Sewer .....</i>	<i>10</i>
<i>2009 Hewlett Avenue Pump Station.....</i>	<i>10</i>
<i>2009 Westchester Beach Club Sewer Pump Generator.....</i>	<i>10</i>
<i>2010 Brevoort Lane Sewer Force Main.....</i>	<i>11</i>
<i>2009 Bowman Avenue Dam Repair .....</i>	<i>11</i>
<i>2009 Red Maple Swamp Drainage Study .....</i>	<i>11</i>
<i>2009 Stonycrest Road Drain.....</i>	<i>11</i>
<i>2009 Stuyvesant Avenue Drain.....</i>	<i>11</i>
<i>2010 Colby Avenue Drain.....</i>	<i>12</i>
<i>2010 Jean Street Drain.....</i>	<i>12</i>
<i>2010 LaSalle Avenue Drain.....</i>	<i>12</i>
<i>2011 Boston Post/Overdale Drain.....</i>	<i>12</i>
<i>2011 GIS Drainage System Mapping .....</i>	<i>12</i>
<b>BUILDING AND FACILITY PROJECTS .....</b>	<b>13</b>
<b>GENERAL GOVERNMENT PROJECTS .....</b>	<b>13</b>
<i>2009 City Hall Improvements .....</i>	<i>13</i>

City of Rye, New York  
 Capital Improvements Plan  
 Fiscal Years 2009 through 2013

2010 City Hall Ceiling Replacement .....	13
2010 1037 Boston Post Road.....	13
<b>PUBLIC SAFETY PROJECTS .....</b>	<b>13</b>
2009 Police Lavatory/Locker Room Renovations.....	13
2010 Police Gym Renovation.....	14
<b>TRANSPORTATION PROJECTS .....</b>	<b>14</b>
2009 DPW Garage Compressor & Lift .....	14
2009 DPW Scanner & Plotters.....	14
2009 Parking Pay Station Shelters .....	14
2011 DPW Fuel Tanks.....	15
<b>RECREATION PROJECTS.....</b>	<b>15</b>
2009 Friends Meeting House Interior Renovations.....	15
2009 Recreation Buildings Improvements Phase 1 .....	15
2009 Recreation Park Improvements.....	16
2009 Thruway Turf Field.....	16
2010 Tennis Courts Resurfacing.....	16
2011 Athletic Fields Beautification .....	16
2011 Recreation Park Improvements Phase 2.....	17
2011 Tennis Courts Resurfacing.....	17
2012 Athletic Field Lights.....	17
2013 McDonald Building Redesign.....	17
<b>FUTURE CONSIDERATIONS.....</b>	<b>19</b>
Beaver Swamp Brook Flood Improvements.....	19
Bird House Acquisition.....	19
Bowman Avenue Flood Mitigation .....	19
Court and Police Facilities.....	19
Eve Lane Easement.....	20
Intervale/Midland Drain.....	20
Marlene Court Drainage .....	20
MTA Parking Lot Improvements.....	21
Recreation Bike/Trailway .....	21
Rye Nursery Wetland Restoration.....	21
<b>SUMMARY OF FUNDING REQUIREMENTS AND RESOURCES.....</b>	<b>23</b>

City of Rye, New York  
Capital Improvements Plan  
Fiscal Years 2009 through 2013

THIS PAGE INTENTIONALLY LEFT BLANK

## Transmittal Letter



Michael A. Genito  
Assistant City Manager  
City Comptroller  
1051 Boston Post Road  
Rye, New York 10580

### CITY OF RYE Department of Finance

Tel: (914) 967-7303  
Fax: (914) 967-7370  
E-mail: [mgenito@ryeny.gov](mailto:mgenito@ryeny.gov)  
<http://www.ryeny.gov>

August 6, 2008

To the Honorable Mayor, City Council, and Citizens of the City of Rye, New York:

Submitted herewith is the five-year Capital Improvements Plan (CIP) for the years ending December 31, 2009 through 2013. The CIP includes a review of projects and acquisitions of infrastructure, buildings, facilities, vehicles and equipment where the estimated cost is at least \$15,000. These capital improvements are accounted for in the Capital Projects Fund and the Building and Vehicle Internal Service Fund. The Boat Basin Enterprise Fund and the Golf Club Enterprise Fund are not included, but do provide for capital improvements in their annual budgets, the costs of which are supported by user fees and enterprise fund reserves.

#### Purpose of the Capital Improvements Plan

The CIP is a multi-year *plan*, not a multi-year *budget*, and certainly not a commitment to fund requested projects. Reading this CIP, it is important to focus on the funding, priority, importance, and the impact of undertaking or not undertaking the projects included in this report. The existence and condition of infrastructure and major capital assets has a direct bearing on the City's ability to provide services needed or desired by the community, and the perception of the community on its quality of life. These capital assets have a very real impact on property values and the community's ability to attract and retain residents and businesses.

This plan is the culmination of an annual process that seeks the input of City departments as to what projects are needed to maintain a level of service expected by the community. This process includes establishing priorities, developing estimates, and determining realistic funding streams. As with any plan, especially one covering a multi-year period, the projects, their requirements and resources, and even the need for the projects may change substantially over time. These changes are the impetus for us as a community to update and redevelop the CIP on an annual basis.

The CIP is an important tool in the development of our multi-year financial plans and forecasts.

## Format of this Report

This report presents the proposed projects in narrative and numerical tabular format. The narrative portion includes this transmittal letter and information specific to each project. The numerical tabular portion provides a summary of the funding requirements and sources of funding for each project.

## Overview

The CIP presents a schedule of projects prioritized by year that are necessary to maintain and/or improve the existing infrastructure and services offered to our residents. Project cost estimates are based on the judgment of professional staff and/or estimates provided by external sources. Resources to fund each project include currently funded amounts (amounts provided in previous budgets), revenues and/or fund balance, debt, and grants and aid. Any anticipated grants or aid are first applied, followed by what is determined to be the appropriate mix of current funds and debt. Consideration is given to the expense of the project, its estimated life, and the short and long-term impact on property taxes. While we attempt to keep our debt levels to a minimum, debt is the recommended source of funding for capital projects that are both very expensive and have very long useful lives.

The 2009-2013 Capital Improvements Plan identifies a total of \$26 million in project and vehicle funding requirements, funded by \$7.8 million of general revenues and/or fund balance reserves; \$13.1 million in new and/or previously issued debt, and \$5.1 million of grants and aid. The plan anticipates that \$2.6 million of revenues/fund balance, \$1.1 million of debt, and \$1.5 million in grants will be needed to fund \$5.2 million of projects in the forthcoming year (2009).

Grants and aid are subject to the ability and willingness of the grantors to provide the funds when needed. Grants or aid included in this CIP consists of \$285,000 per year in the form of NYS Consolidated Local Street and Highway Improvement Program ("CHIPS") aid. We anticipate that this aid will continue at the same level through 2013. A federal program known as the Transportation Enhancement Program (TEP) is expected to provide reimbursement for 80%, or \$880,000, of the \$1.1 million estimated to reconstruct the Nature Center Bridge in 2009. The Boston Post Road sidewalk in the area of Johnson Place is anticipated to be constructed in 2009 with a federal "Safe Routes to School" (SRTS) grant in the amount of \$150,000. Likewise, \$40,000 required in 2009 to complete the Hewlett Avenue Pump Station is expected to receive a 55% reimbursement from the EPA. Should the City acquire rights to the fields owned by the New York State Thruway opposite the Rye Country Day School, grants and aid will be sought from several sources to fund \$2.3 million of turf fields. Likewise, a \$300,000 project to install athletic field lights in 2012 anticipates 100% funding through County grants.

City of Rye, New York  
Capital Improvements Plan  
Fiscal Years 2009 through 2013

Revenue sources are limited and subject to change. Our financial policies require us to maintain an unreserved, undesignated fund balance in the General Fund equal to 5% of operating expenditures, and the amount of retained earnings available in the Building and Vehicle Fund to fund projects is essentially limited to unrestricted net assets. While our records are maintained on a current basis, a more appropriate picture of the fiscal year develops as we enter the third and fourth quarters, whereupon we can perfect our actual funding for projects in the forthcoming year. Our ability to fund projects with general obligation bonds issued by the City is subject to state law and limits set forth in Section C21-9 of the City Charter. That section of the City Charter allows a certain level of bonding that can be authorized by City Council vote alone; an additional amount that can be authorized by City Council vote subject to permissive referendum, and certain purposes that are exempt from Charter limits. A public referendum is required for the authorization of all other bonded debt.

Conclusion

The Capital Improvements Plan is a document that provides the Mayor and Council, City management, and indeed the entire community with an opportunity to plan for the longer term while budgeting for the short term. The project requirements and resources included in the first year of the plan, designed to provide guidance for the forthcoming year's budget, will most likely differ from the projects that appear in the budget that is adopted in December by the City Council.

This Capital Improvements Plan, presented to the City Council and the public at a public meeting on August 6, 2008, seeks the input and consideration of the City Council and the public. We welcome comments, questions, and suggestions, and look forward to direction from the City Council as we move through the planning and budgeting process.

We thank all department heads for their input and assistance, the entire finance staff for their work in putting it all together, and the City Manager for his continued support.

Respectfully submitted,

Michael A. Genito  
Assistant City Manager  
City Comptroller

City of Rye, New York  
Capital Improvements Plan  
Fiscal Years 2009 through 2013

THIS PAGE INTENTIONALLY LEFT BLANK

## **Infrastructure Projects**

### **Public Safety Projects**

#### 2009 Purchase Street/Library Lane Traffic Signal

Project Contact: George J. Mottarella, City Engineer  
Funding Required: \$200,000      Funding Source: New Debt

Both traffic signals at this five-pointed intersection controlling the intersection of Purchase Street, the Boston Post Road and Cross Street require replacement. The existing controller was installed in 1989 and requires regular repairs. Signal lights are repeatedly struck by over-sized vehicles and require a taller pole. Existing signals also do not meet New York State Department of Transportation (NYSDOT) standards.

#### 2009 CBD Traffic Signals

Project Contact: George J. Mottarella, City Engineer  
Funding Required: \$360,000      Funding Source: General Revenues

This project provides funding for the installation of traffic signals in the central business district (CBD) at the intersections of Elm Street and Smith Street (\$125,000); Theodore Fremd Avenue, Purdy Avenue, and Purchase Street (\$160,000); and Locust Avenue and Purchase Street (\$75,000). Design of these signals is currently nearing completion. Completion of a central business district (CBD) capital planning and streetscape study is recommended before implementation to ensure proper coordination with other projects planned for the CBD.

### **Transportation Projects**

#### Annual Sidewalk/Curb Program

Project Contact: George J. Mottarella, City Engineer  
Funding Required: \$60,000 - \$70,000 per year      Funding Source: General Revenues

This project provides funding every year to replace sidewalks that abut City-owned property or have been lifted or damaged by a City tree. The project also provides funding for new curbing and the replacement of worn or damaged curbing. Properly installed curbing extends the life of a road and channels stormwater away from the street, thereby reducing flooding and unsafe conditions in freezing temperatures.

#### Annual Street Resurfacing Program

Project Contact: George J. Mottarella, City Engineer  
Funding Required: \$600,000 - \$700,000 per year      Funding Source: Revenues/State Aid

This project provides for the resurfacing of City streets and roads, as determined by analysis of need using the City's Pavement Management System, where the Pavement Condition Index (PCI) is below 65. It is anticipated that \$285,000 of the funds annually required for the program will be provided in the form of state aid under the New York State Consolidated Highway Improvements ("CHIPS") Program.

2009 Boston Post Road Retaining Wall

Project Contact: George J. Mottarella, City Engineer  
Funding Required: \$500,000      Funding Source: Revenues/New Debt

The rock wall/embankment on Boston Post Road opposite Purdy Avenue has been shedding rocks, compromising slope and wall stability. Temporary concrete barriers are being installed in 2008 to protect against wall/slope failure. The wall straddles private property and City right-of-way property lines. At this time, project cost estimates range from \$350,000 to \$500,000. Assuming the higher range, this project anticipates a requirement of \$35,000 in 2009 for engineering and design, and \$465,000 in 2010 for construction.

2009 Boston Post Road Sidewalk

Project Contact: George J. Mottarella, City Engineer  
Funding Required: \$150,000      Funding Source: Safe Routes to School Grant

This project provides funding for the construction of a new sidewalk on the west side of Boston Post Road, between Johnson Place and the existing sidewalk at the Mamaroneck border. This project is dependant on funding from a Safe Routes to School (SRTS) grant submitted by the City in April 2008.

2009 Elm Place Reconstruction

Project Contact: George J. Mottarella, City Engineer  
Funding Required: \$225,000      Funding Source: Revenues/New Debt

Elm Place is the lowest scoring street in the City's Pavement Management System. This project would complete reconstruction not covered by the Elm Place Retaining Wall Project currently underway to address damage caused by the April 15, 2007 Nor'easter. Completion of a central business district (CBD) capital planning and streetscape study is recommended before implementation to ensure proper coordination with other projects planned for the CBD. This project anticipates that \$25,000 will be required in 2009 for design and bid specifications, and \$200,000 for construction in 2010.

2009 Forest Avenue Pedestrian Improvements

Project Contact: George J. Mottarella, City Engineer  
Funding Required: \$350,000      Funding Source: Revenues/New Debt

This project will fund pedestrian improvements consisting of sidewalks, paths, and shoulders on Forest Avenue between Apawamis Avenue and Manursing Way. A feasibility study was completed by staff and survey work was funded in 2008. This project anticipates that \$40,000 will be required for design and alternatives analysis in 2009 and \$310,000 in 2010 for construction costs (depending on final design). This project must coordinate with the 2009 Stonycrest Road Drain project.

2009 Manursing Way Guardrail

Project Contact: George J. Mottarella, City Engineer  
Funding Required: \$25,000      Funding Source: General Revenues

The existing guard rail on Manursing Way (900 feet of post and rail) has deteriorated to a point where it can no longer be repaired. The railing protects traffic from leaving the roadway and into the wetlands abutting the road. The \$25,000 estimate was obtained in 2008 and includes supplying and installing a steel guard rail.

2009 Oakland Beach Road Pedestrian Improvements

Project Contact: George J. Mottarella, City Engineer  
Funding Required: \$750,000      Funding Source: Revenues/New Debt

This project will fund pedestrian improvements in the form of pedestrian access and roadway alignment on Oakland Beach Road between Thorne Place and Blind Brook Road. A feasibility study was completed by staff and survey work was funded in 2008. This project anticipates that \$40,000 will be required for design and alternatives analysis in 2009 and construction costs ranging from \$500,000 to \$710,000 in 2010 (depending on final design).

2009 Smith Street Reconstruction

Project Contact: George J. Mottarella, City Engineer  
Funding Required: \$350,000      Funding Source: Revenues/New Debt

Smith Street is the second lowest scoring street in the City's Pavement Management System. Street reconstruction is required and has been proposed for many years. Completion of a central business district (CBD) capital planning and streetscape study is recommended before implementation to ensure proper coordination with other projects planned for the CBD. This project anticipates that \$25,000 will be required in 2009 for design and bid specifications, and \$325,000 for construction in 2010.

2010 1<sup>st</sup> and 2<sup>nd</sup> Street Parking Lot Improvement

Project Contact: George J. Mottarella, City Engineer  
Funding Required: \$50,000      Funding Source: General Revenues

This project provides funding for implementation of the plan approved for the Rye Grill and Bar. It includes the removal and replacement of several existing single-head parking meters with a single parking pay station, and repaving and striping of the City-owned parking lot located in front of the Rye Grill and Bar and former Bank of New York property.

2010 Boston Post/Osborn Road Diet

Project Contact: George J. Mottarella, City Engineer  
Funding Required: \$20,000      Funding Source: General Revenues

The City is currently analyzing the feasibility of lane reduction (otherwise known as a "road diet") on Boston Post Road between Old Post Road and Eldredge Court. This project provides funding for design and implementation of lane reduction using pavement striping.

2011 Car Park 5 Retaining Wall

Project Contact: George J. Mottarella, City Engineer  
Funding Required: \$650,000      Funding Source: Debt

The existing retaining wall surrounding Car Park 5, located at the corner of School Street and Purdy Avenue, needs to be replaced. In 2008 fencing was secured to the wall exterior to prevent damage from continuing deterioration. Since replacing this nearly 100-year old wall is an expensive proposition (\$650,000), the City is considering alternatives to an in-kind replacement of the wall that might result in a higher cost/benefit.

2009 Nature Center Secondary Entrance

Project Contact: George J. Mottarella, City Engineer  
Funding Required: \$50,000      Funding Source: General Revenues

This project will provide for gravel enhancement of the secondary entrance to the Rye Nature Center during the reconstruction of the Nature Center Bridge in 2009, including the underground placement of existing pole utility lines. The secondary entrance will also provide an alternate access point once work on the bridge has been completed.

2013 Purchase Street Reconstruction

Project Contact: George J. Mottarella, City Engineer  
Funding Required: \$850,000      Funding Source: Debt

Purchase Street has a below average Pavement Condition Index (PCI) score of 64 in the City's Pavement Management System and requires reconstruction. Completion of a central business district (CBD) capital planning and streetscape study is recommended before implementation to ensure proper coordination with other projects planned for the

CBD. This project anticipates that \$850,000 will be required in 2013 for design and construction.

2009 Nature Center Bridge Reconstruction

Project Contact: George J. Mottarella, City Engineer  
Funding Required: \$1,100,000    Funding Source: Revenues/New Debt

This bridge leading into the Rye Nature Center facility at 873 Boston Post Road was built in the 1900's for carriage traffic. Presently, no vehicle over 5 tons is allowed over this bridge. The bridge is inspected every two years, and in 2008 received a yellow flag from New York State inspectors, indicating that it was unsafe unless required repairs were made. The violation was corrected with emergency repairs to the bridge abutment, but the bridge needs to be replaced. A Transportation Enhancement Program (TEP) funding application was submitted in June 2008, which if awarded would fund 80% of the eligible costs. The TEP is a federal reimbursement program, not a grant program, which requires the project sponsor or applicant to front the cost of the project and request reimbursement upon completion of work with progress payment requests. The program also requires the project sponsor/applicant to share in the cost of each project by providing a minimum matching share of at least 20% of the total project cost.

2009 Orchard Avenue Bridge Rehabilitation

Project Contact: George J. Mottarella, City Engineer  
Funding Required: \$200,000    Funding Source: New Debt

This bridge over the brook was built in the 1926 and has a deficiency rating as of its last state inspection of 4.636. It requires major rehabilitation. If it deteriorates further, the bridge will have to be demolished and replaced. The cost includes installation of a guard rail.

2010 Locust Avenue Bridge Reconstruction

Project Contact: George J. Mottarella, City Engineer  
Funding Required: \$1,515,000    Funding Source: Revenues/New Debt

This project provides funding for the study, design, and rehabilitation (or reconstruction) of the Locust Avenue Bridge. This project proposes \$15,000 in 2010 to a fund study of the bridge's condition. Depending on the findings of that study and prior experience with bridges in this area, construction costs (proposed for 2012) can range from \$300,000 for rehabilitation to \$1.5 million for a complete reconstruction.

**Home and Community Services Projects**

2009 Brevoort Lane Sewer Pump

Project Contact: George J. Mottarella, City Engineer  
Funding Required: \$80,000      Funding Source: General Revenues

These pumps were last replaced in 1988 and have required several expensive repairs since that time. They are KSB pumps made in Germany and both parts and service are increasingly difficult to obtain. New pumps would be specified that have parts and service readily available.

2009 Cedar Street Sewer

Project Contact: George J. Mottarella, City Engineer  
Funding Required: \$90,000      Funding Source: General Revenues

This project provides for the replacement of the Cedar Place sanitary sewer. The City's Department of Public Works has been cleaning and maintaining this line regularly to keep the line open and running. The line is sagging in that portion running along Cedar Place between Goldwin Street and Sylvan Place.

2009 Hewlett Avenue Pump Station

Project Contact: George J. Mottarella, City Engineer  
Funding Required: \$40,000      Funding Source: Revenues/Federal Aid

This project, originally funded in 2007 and currently in progress, has approximately \$325,000 remaining unspent and unencumbered. However, the consulting engineer preparing the specifications for the new pumps has indicated that \$40,000 will be needed to complete the project. Maintaining this pump station is a high priority, as it handles the sewage for the entire Milton Point area and is located directly on the Long Island Sound. An Environmental Protection Agency (EPA) grant supports 55% of eligible project costs.

2009 Westchester Beach Club Sewer Pump Generator

Project Contact: George J. Mottarella, City Engineer  
Funding Required: \$35,000      Funding Source: General Revenues

The existing generator, a Detroit Diesel 40U, does not produce sufficient power to run both sewer pumps located at the Westchester Beach Club Sewer Pump Station, nor does it have an automatic transfer switch to turn the generator on during a power failure. A new more energy-efficient diesel generator with an automatic transfer switch and electrical panel is required, with the generator and diesel tank raised above the level of the 100 year flood zone.

2010 Brevoort Lane Sewer Force Main

Project Contact: George J. Mottarella, City Engineer  
Funding Required: \$300,000      Funding Source: New Debt

This project would replace the existing force main associated with the Brevoort Lane pump station. Design is expected to be completed by the end of 2008, with construction anticipated in 2010.

2009 Bowman Avenue Dam Repair

Project Contact: George J. Mottarella, City Engineer  
Funding Required: \$50,000      Funding Source: General Revenues

This project would fund maintenance patching to existing dam. Injecting grout into openings maintains the dam structural integrity. Concrete core and other strength testing by professional engineers are proposed for funding in 2008.

2009 Red Maple Swamp Drainage Study

Project Contact: George J. Mottarella, City Engineer  
Funding Required: \$15,000      Funding Source: General Revenues

This project will fund consulting engineering services to consider improvements to the Red Maple Swamp area that could address flooding/drainage concerns of area residents.

2009 Stonycrest Road Drain

Project Contact: George J. Mottarella, City Engineer  
Funding Required: \$375,000      Funding Source: Revenues/New Debt

This project provides for the replacement, relocation, and/or modification of drainage extending from Forest Avenue to the outfall on Stonycrest Road. This project anticipates that \$35,000 will be required for design and alternatives analysis (2009), and preliminary construction costs of \$340,000, depending on final design (2010). This project must coordinate with the Forest Avenue Pedestrian Improvements project.

2009 Stuyvesant Avenue Drain

Project Contact: George J. Mottarella, City Engineer  
Funding Required: \$75,000      Funding Source: General Revenues

This project will correct the roadway ponding and icing conditions near the former Durland Scout Center, by extending the drain line south on Stuyvesant Avenue to an existing drain outfall near the Shenorock Shore Club winter restaurant.

2010 Colby Avenue Drain

Project Contact: George J. Mottarella, City Engineer  
Funding Required: \$120,000      Funding Source: General Revenues

This project includes replacement of existing undersized and improperly pitched pipe extending through yards on Colby Avenue, to address flooding conditions in residents' yards.

2010 Jean Street Drain

Project Contact: George J. Mottarella, City Engineer  
Funding Required: \$40,000      Funding Source: General Revenues

This project is to install a catch basin and drain on Jean Street where the water presently ponds and fails to run off.

2010 LaSalle Avenue Drain

Project Contact: George J. Mottarella, City Engineer  
Funding Required: \$150,000      Funding Source: General Revenues

This project will provide stormwater improvements on LaSalle Avenue, south of Glen Oaks. Design will begin in the last quarter of 2009. Final cost depends on design and scope, but is estimated to range between \$75,000 and \$150,000.

2011 Boston Post/Overdale Drain

Project Contact: George J. Mottarella, City Engineer  
Funding Required: \$30,000      Funding Source: General Revenues

Presently, stormwater from the Boston Post Road/Overdale Road area drains through the rear yards along Hannan Place. This project would create swale to better convey stormwater to the Beaver Swamp Brook drainage area.

2011 GIS Drainage System Mapping

Project Contact: Christian Miller, City Planner  
Funding Required: \$100,000      Funding Source: General Revenues

This project will complete and update the digital mapping of the City's drainage system in a format compatible with the City's Geographic Information System (GIS). Phase II Stormwater regulations require complete and comprehensive mapping and the GIS format improves stormwater inventory, maintenance, planning and analysis capabilities.

## **Building and Facility Projects**

### **General Government Projects**

#### 2009 City Hall Improvements

Project Contact: George J. Mottarella, City Engineer  
Funding Required: \$130,000      Funding Source: General Revenues

This project provides for the replacement of the City Hall air handler (\$80,000) and replacement of the cork flooring in the City Hall Council Chambers with carpeting (\$50,000). Both items were part of the original construction in 1964. The other HVAC components were replaced in 2005 and 2006. The cork flooring is currently showing significant stains and wear.

#### 2010 City Hall Ceiling Replacement

Project Contact: George J. Mottarella, City Engineer  
Funding Required: \$50,000      Funding Source: General Revenues

This project provides for the replacement of various ceiling tiles throughout City Hall. The current ceiling was part of the original construction in 1964. The hanging ceiling has shifted over time, causing tiles to drop or break.

#### 2010 1037 Boston Post Road

Project Contact: Michael A. Genito, City Comptroller  
Funding Required: \$5,000,000      Funding Source: Debt

This project provides for the final payment of the building and property located at 1037 Boston Post Road. The City is obligated under the terms and conditions of the May 2006 lease-purchase agreement for the acquisition of this property to make 48 monthly payments, with a final balloon payment of \$5 million on May 1, 2010. Authorization to fund this amount with general obligation bonds requires a successful mandatory public referendum. It is highly recommended that the mandatory referendum be placed on the ballot of the November 2008 general election.

### **Public Safety Projects**

#### 2009 Police Lavatory/Locker Room Renovations

Project Contact: George J. Mottarella, City Engineer  
Funding Required: \$130,000      Funding Source: General Revenues

This project will create separate male and female lavatory and locker room facilities. Estimated cost includes design; asbestos survey; temporary lavatory facilities during construction; renovation to existing male bathroom/shower facility, and creation of a female supervisor locker room.

#### 2010 Police Gym Renovation

Project Contact: George J. Mottarella, City Engineer  
Funding Required: \$50,000      Funding Source: General Revenues

The timing of this project is dependent on the decisions made as to whether or not the court facilities will be relocated in the near future. If the decision is made to relocate the court, this project will be undertaken as part of a major police building renovation project. If the decision is that the court should remain at 21 McCullough Place, the existing gym (located in the basement) will be renovated. The "Future Considerations" section of this document expands on the discussion of police and court facilities.

#### **Transportation Projects**

##### 2009 DPW Garage Compressor & Lift

Project Contact: George J. Mottarella, City Engineer  
Funding Required: \$30,000      Funding Source: General Revenues

This project contains two separate items. One is to replace the compressor, and the other is to replace a lift, both of which are located in the Public Works maintenance garage. Both pieces of equipment were installed when the building was erected in 1990 and are nearing the end of their useful life.

##### 2009 DPW Scanner & Plotters

Project Contact: George J. Mottarella, City Engineer  
Funding Required: \$52,000      Funding Source: General Revenues

This project provides for the purchase an engineering scanner and plotter for use by the engineering, building, and planning departments (\$25,000), and a computer and plotter for the Public Works sign shop (\$27,000). The scanner and plotter will be used to scan large plans and maps into a computerized system for records retention. Presently the paper-based plans and maps require a significant amount of storage room and are difficult to sort through to retrieve data. The computer and plotter for the sign shop will eliminate the need to purchase certain signs and allows the City to continue to meet New York State signage mandates.

##### 2009 Parking Pay Station Shelters

Project Contact: George J. Mottarella, City Engineer

Funding Required: \$40,000      Funding Source: Parking Improvements Fund

This project will provide for the purchase and installation of nine shelters to protect the existing "LUKE" parking pay stations. Water infiltration from weather events can disrupt the operations of the pay stations and over time cause significant damage to internal components. The installation of a shelter in 2007 (funded by FEMA for damage sustained in the April 15, 2007 Nor'easter) has proven to improve pay station performance and provide convenience to customers during inclement weather. This project also provides funding for an additional parking pay station that would replace several existing mechanical meters in the train station parking area. The Parking Improvements Fund will provide funding for this project.

#### 2011 DPW Fuel Tanks

Project Contact: George J. Mottarella, City Engineer  
Funding Required: \$175,000      Funding Source: General Revenues

The project provides for the removal of underground fuel tanks and replacement of same with above-ground fuel tanks at the DPW fueling facility.

### **Recreation Projects**

#### 2009 Friends Meeting House Interior Renovations

Project Contact: George J. Mottarella, City Engineer  
Funding Required: \$225,000      Funding Source: General Revenues

Funding has already been provided for exterior renovations and improvements to the Friends Meeting House located on Milton Road. This project provides for interior renovations to that structure, with \$25,000 proposed in 2009 for architectural design services, and \$200,000 in 2010 for construction.

#### 2009 Recreation Buildings Improvements Phase 1

Project Contact: Sally J. Rogol, Superintendent of Recreation  
Funding Required: \$522,500      Funding Source: 2002 Bond Funds

This project will provide for improvements to several recreation buildings in 2009, utilizing funds remaining from the 2002 Public Improvement Bonds. These improvements include Damiano Center "big room" lighting, upper level flooring, front doors and windows (\$57,500); Damiano Center walkway resurfacing and rebuild of the retaining wall and stairs (\$10,000); Damiano Center interior and exterior painting (\$30,000); the installation of security cameras around the multi-purpose area and skateboard park (\$17,000); improvements to the maintenance garage including an expansion to shelter equipment (\$145,000), a new roof (\$11,500), and shower (\$4,500); construction of a restroom compliant with the Americans with Disabilities Act (ADA) at

Gagliardo Park (\$180,000); and replacement of the Upper Picnic Area shelter and pad (\$67,000).

#### 2009 Recreation Park Improvements

Project Contact: Sally J. Rogol, Superintendent of Recreation  
Funding Required: \$54,500      Funding Source: General Revenues

This project provides for the installation of a split rail fence and circle to control access to Recreation Park (\$19,500) and resurfacing (including curbing improvements) to the main lot at Recreation Park (\$35,000).

#### 2009 Thruway Turf Field

Project Contact: Sally J. Rogol, Superintendent of Recreation  
Funding Required: \$2,350,000      Funding Source: Grants and Aid

This project includes the detailed engineering and design (\$150,000 in 2009) and construction of turf field, parking, traffic improvements, lighting, drainage, etc. (\$2.2 million in 2010) at NYS Thruway property opposite Rye Country Day School. Cost does not include funding for payments to NYS Thruway for assumed 10-15 year land lease or other operating expenses. Funding of acquisition and construction costs for this project will rely heavily on grants and/or donations.

#### 2010 Tennis Courts Resurfacing

Project Contact: Sally J. Rogol, Superintendent of Recreation  
Funding Required: \$19,500      Funding Source: General Revenues

Tennis courts 1 and 2 are in need of a major overhaul. Standard patch and paint will not alleviate the issue as the subsurface and paint no longer has elements that adhere and there are substantial cracks that need attention. Courts need to be scraped, re-surfaced, painted and striped.

#### 2011 Athletic Fields Beautification

Project Contact: Sally J. Rogol, Superintendent of Recreation  
Funding Required: \$20,000      Funding Source: General Revenues

The area of Recreation Park where the parking lot was expanded needs to be screened and beautified with numerous plantings to create a visual barrier and offer a more attractive surrounding when using the lower end of the park. Trees were removed for the parking lot and should be replaced. Other fields need additional screening to provide neighbors with increased buffer areas. Additional signage is necessary as well.

2011 Recreation Park Improvements Phase 2

Project Contact: Sally J. Rogol, Superintendent of Recreation  
Funding Required: \$75,000      Funding Source: General Revenues

A number of significant trends were identified in the Recreation Master Plan that should be considered for future improvements and enhancements. These include parking enhancements, storage, and expanded or upgraded staff offices to accommodate changing technology and customer service needs. A new City-wide survey should be developed and analyzed by a professional planner to plan the next 10 year master plan of Rye Recreation facilities.

2011 Tennis Courts Resurfacing

Project Contact: Sally J. Rogol, Superintendent of Recreation  
Funding Required: \$60,000      Funding Source: General Revenues

Older players have requested that additional tennis courts be built using green clay material. While a higher maintenance level is required, it is more enjoyable, especially for the older adult player. Many tennis clubs have already converted their hard tennis courts to clay tennis courts to satisfy player demand.

2012 Athletic Field Lights

Project Contact: Sally J. Rogol, Superintendent of Recreation  
Funding Required: \$300,000      Funding Source: County Grants

This project will provide for the purchase and installation of field lighting at Recreation Park to extend playing times on the fields. Planners and administrators of recreational facilities are often faced with the challenge of balancing the needs of their clients and the needs of their communities. This is most apparent when a lighted sports facility must be built to meet community expectations of a good neighbor yet provide a cost-effective and superior playing experience for participants. Lighting technology now allows both concerns to be addressed in a cost-effective manner. This project anticipates 100% funding through Westchester County grants.

2013 McDonald Building Redesign

Project Contact: Sally J. Rogol, Superintendent of Recreation  
Funding Required: \$100,000      Funding Source: General Revenues

The McDonald Building has been identified as a possible site that, if expanded, could enhance programs provided by Rye Recreation for teens, the skateboard park, and camps. It could also possibly be used as a teen center with programs run by the Rye Youth Council.

City of Rye, New York  
Capital Improvements Plan  
Fiscal Years 2009 through 2013

THIS PAGE INTENTIONALLY LEFT BLANK

## **Future Considerations**

The following items were not included in this Capital Improvements Plan, due to the fact that project scope, timing, costs, and/or funding sources could not be developed until further information becomes available. However, these proposed projects must be seriously considered for inclusion in future capital improvements plans. The following are listed in alphabetical order and not in any order of priority.

### Beaver Swamp Brook Flood Improvements

There has been discussion by a Town of Harrison consultant of a possible project that could alleviate flooding conditions along Beaver Swamp Brook. This project is not included in the CIP since little is known about the project, including but not limited to its cost and impact on Rye residents. City staff will continue to monitor discussions and developments concerning proposed Beaver Swamp Brook flood mitigation projects.

### Bird House Acquisition

The Bird/Erikson House, located at 600 Milton Road is an historic home built in 1835 that abuts the Friends Meeting House property. Understanding that this property may soon be listed for sale and considering both its historical and environmental value, the City applied for a grant to assist in the acquisition of the property. A non-profit group known as "Save the Bird Homestead" has been formed by several Rye residents in the hopes that the property can be preserved. At this time, the asking price of the property is unknown, as is the sources of funding that might be available should the City consider purchasing it. However, if these unknown factors are resolved the City Council could consider purchasing the property as early as 2008 or 2009.

### Bowman Avenue Flood Mitigation

There has been much discussion concerning the potential flood mitigation benefits of improvements to the Bowman Avenue Spillway (Dam) and the water bodies in the vicinity of the spillway. These include, but are not limited to a sluice gate and improvements to the upper and lower ponds. The City is continuing its research into one or more flood mitigation projects using the Bowman Avenue Spillway and surrounding water bodies, including potential funding sources.

### Court and Police Facilities

The current police/court facility, located at 21 McCullough Place, does not provide sufficient space for both police and court programs. If the lease-purchase of 1037 Boston Post Road is finalized, the City could consider the relocation of City court facilities from 21 McCullough Place to 1037 Boston Post Road. The relocation to 1037 Boston Post Road will provide ample space for court activities, including the necessary secure transfer of prisoners to and from the court. The space previously used by the court at 21 McCullough Place can then be reprogrammed for police functions. The

Office of Court Administration (OCA) has indicated that it might provide funding for capital improvements for the court, the extent of which has not yet been determined.

The relocation of court facilities would be a project extending through several years, and in addition to the final \$5 million balloon payment it is estimated that the conversion of the building to a court facility would cost \$4 million to \$5 million. The City currently leases the property to a private enterprise, and the lease will terminate in March 2011. The major milestones to this project would include a mandatory public referendum to approve bonding the \$5 million final payment (recommended for November 2008); issuance of bonds for the final payment (recommended fall 2009); making the final payment (\$5 million in 2010), followed by conceptual design, detailed engineering, and construction.

With the relocation of court facilities to 1037 Boston Post Road, a renovation of the police building at 21 McCullough Place could be undertaken to reprogram the space previously used by the court. This project would also take several years and would have to coordinate with the relocation of the court facilities. It is estimated that the police building renovations would cost between \$4 million and \$5 million, which would require another mandatory public referendum to approve bonds to fund that project.

#### Eve Lane Easement

The walkway at the end of Eve Lane provides dozens of neighborhood children pedestrian access to Midland School. The walkway is also important to the City's pedestrian network and improvement plans along Forest Avenue. At this time, the legal status of the City's easement of this walkway is not known. City staff is researching the City's rights to the walkway, and based on that research may recommend the purchase a permanent easement.

#### Intervale/Midland Drain

There have been requests to extend the storm drain outfall located on Intervale Place to alleviate flooding concerns on neighboring properties. Extending this pipe is estimated to cost \$50,000, but the City Engineer advises that the project will not address the flooding concerns of abutting neighbors. Rather than fund a project that appears not to work, the CIP proposes \$15,000 for an engineering consultant to study the Red Maple Swamp area to determine what projects could be implemented to reduce flooding impacts.

#### Marlene Court Drainage

There continues to be concerns from residents of the Marlene Court area regarding drainage. Staff has presented two possible solutions to the problem: increasing the size of the pipes under Playland Parkway (County-owned), or increasing the storage capacity of Mead Pond (privately-owned). Since the City does not have control over those properties to implement either project it was not included in this CIP. The City continues to pursue Westchester County to improve the maintenance of their

downstream drainage system. If a feasible project becomes available it will be included in future CIPs.

#### MTA Parking Lot Improvements

The MTA parking lot is overdue for repaving and other improvements to improve pedestrian and vehicle safety. Historically, the City has made these improvements and is reimbursed based on a sharing of the revenue from parking permit sales. The City has an annual agreement with the MTA to share in the proceeds from the parking permits, but requires a longer term agreement before undertaking any significant capital improvements. The City is sensitive to the impacts of increases in parking permit rates, but must weigh these impacts against the negative consequences of deferred improvements. The City will continue to work with the MTA to develop a long-term agreement and a more formal understanding of the capital improvements needed and/or desired by both parties.

#### Recreation Bike/Trailway

The Bike/Trailway project was included in the 2008-2012 CIP as a \$600,000 project funded entirely from unspecified "Federal, State and County grants". The project has been removed from the current CIP because no specific bike or trailway has been proposed and no funding source identified. As specific projects become available they will be added to the CIP. In the current CIP we have included two new pedestrian improvement projects on Forest Avenue and Oakland Beach Avenue.

#### Rye Nursery Wetland Restoration

In June 2003 the City was fortunate to be awarded a \$1.6 million New York State Clean Water/Clean Air Bond Act grant to restore wetlands on the former Rye Nursery property, located at 421 Milton Road. The grant remains available, but to date has not been formerly accepted by the City. In addition, the Metropolitan Conservation Alliance (MCA), the City's partner in the project, closed down in 2007. MCA was important to the project because it was a Rye not-for-profit environmental organization providing close to \$250,000 in donated services that was to serve as part of the City's in-kind local match for the grant. A restructuring of this project is required before moving forward.

City of Rye, New York  
Capital Improvements Plan  
Fiscal Years 2009 through 2013

THIS PAGE INTENTIONALLY LEFT BLANK

## **Summary of Funding Requirements and Resources**

City of Rye, New York  
Capital Improvements Plan  
Fiscal Years 2009 through 2013

THIS PAGE INTENTIONALLY LEFT BLANK

City of Rye, New York  
 2009 - 2013 Capital Improvement Plan  
 Summary of Requirements and Resources - All Funds

	2009	2010	2011	2012	2013	Total
<b>Requirements:</b>						
Infrastructure Projects	\$ 3,330,000	\$ 3,705,000	\$ 1,495,000	\$ 2,215,000	\$ 1,620,000	\$ 12,365,000
Buildings and Facilities	1,134,000	7,519,500	330,000	300,000	100,000	9,383,500
Vehicles and Equipment	744,000	1,153,000	616,000	423,500	1,266,000	4,202,500
<b>Total Requirements</b>	<b>\$ 5,208,000</b>	<b>\$ 12,377,500</b>	<b>\$ 2,441,000</b>	<b>\$ 2,938,500</b>	<b>\$ 2,986,000</b>	<b>\$ 25,951,000</b>
<b>Sources:</b>						
<b>Capital Projects Fund:</b>						
Revenues/Fund Balance	\$ 1,373,000	\$ 770,000	\$ 560,000	\$ 430,000	\$ 485,000	\$ 3,618,000
Debt	620,000	2,650,000	650,000	1,500,000	850,000	6,270,000
Grants and Aid	1,337,000	285,000	285,000	285,000	285,000	2,477,000
<b>Total Capital Projects Fund Sources</b>	<b>\$ 3,330,000</b>	<b>\$ 3,705,000</b>	<b>\$ 1,495,000</b>	<b>\$ 2,215,000</b>	<b>\$ 1,620,000</b>	<b>\$ 12,365,000</b>
<b>Buildings and Facilities:</b>						
Revenues/Fund Balance	\$ 461,500	\$ 319,500	\$ 330,000	\$ -	\$ 100,000	\$ 1,211,000
Debt	522,500	5,000,000	-	-	-	5,522,500
Grants and Aid	150,000	2,200,000	-	300,000	-	2,650,000
<b>Total Buildings and Facilities</b>	<b>\$ 1,134,000</b>	<b>\$ 7,519,500</b>	<b>\$ 330,000</b>	<b>\$ 300,000</b>	<b>\$ 100,000</b>	<b>\$ 9,383,500</b>
<b>Vehicles and Equipment:</b>						
Revenues/Fund Balance	\$ 744,000	\$ 603,000	\$ 616,000	\$ 423,500	\$ 366,000	\$ 2,752,500
Debt	-	550,000	-	-	900,000	1,450,000
Grants and Aid	-	-	-	-	-	-
<b>Total Vehicles and Equipment</b>	<b>\$ 744,000</b>	<b>\$ 1,153,000</b>	<b>\$ 616,000</b>	<b>\$ 423,500</b>	<b>\$ 1,266,000</b>	<b>\$ 4,202,500</b>
<b>All Sources:</b>						
Revenues/Fund Balance	\$ 2,578,500	\$ 1,692,500	\$ 1,506,000	\$ 853,500	\$ 951,000	\$ 7,581,500
Debt	1,142,500	8,200,000	650,000	1,500,000	1,750,000	13,242,500
Grants and Aid	1,487,000	2,485,000	285,000	585,000	285,000	5,127,000
<b>Total Sources</b>	<b>\$ 5,208,000</b>	<b>\$ 12,377,500</b>	<b>\$ 2,441,000</b>	<b>\$ 2,938,500</b>	<b>\$ 2,986,000</b>	<b>\$ 25,951,000</b>

City of Rye, New York  
 2009 - 2013 Capital Improvement Plan  
 Capital Projects Fund

	Funding Requirements					Total Required
	2009	2010	2011	2012	2013	
Purchase St/Library La Traffic Signal	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000
Central Business District Traffic Signals	360,000	-	-	-	-	360,000
Annual Sidewalk/Curb Program	60,000	60,000	65,000	65,000	70,000	320,000
Annual Street Resurfacing Program	600,000	600,000	650,000	650,000	700,000	3,200,000
Boston Post Rd Retaining Wall	35,000	465,000	-	-	-	500,000
Boston Post Road Sidewalk	150,000	-	-	-	-	150,000
Elm Place Reconstruction	25,000	200,000	-	-	-	225,000
Forest Ave Pedestrian Improvements	40,000	310,000	-	-	-	350,000
Manursing Way Guardrail	25,000	-	-	-	-	25,000
Oakland Beach Pedestrian Improvements	40,000	710,000	-	-	-	750,000
Smith Street Reconstruction	25,000	325,000	-	-	-	350,000
1st & 2nd Street Parking Lot	-	50,000	-	-	-	50,000
Boston Post Rd/Osborn Rd Diet	-	20,000	-	-	-	20,000
Car Park 5 Retaining Wall	-	-	650,000	-	-	650,000
Nature Center Secondary Entrance	50,000	-	-	-	-	50,000
Purchase Street Reconstruction	-	-	-	-	850,000	850,000
Nature Center Bridge Reconstruction	1,100,000	-	-	-	-	1,100,000
Orchard Ave Bridge Rehabilitation	200,000	-	-	-	-	200,000
Locust Ave Bridge Reconstruction	-	15,000	-	1,500,000	-	1,515,000
Brevoort Lane Sewer Pump	80,000	-	-	-	-	80,000
Cedar Street Sewer	90,000	-	-	-	-	90,000
Hewlett Ave Pump Station	40,000	-	-	-	-	40,000
Westchester Beach Pump Generator	35,000	-	-	-	-	35,000
Brevoort Lane Sewer Force Main	-	300,000	-	-	-	300,000
Bowman Ave Dam Repair	50,000	-	-	-	-	50,000
Red Maple Swamp Drainage Study	15,000	-	-	-	-	15,000
Stonycrest Road Drain	35,000	340,000	-	-	-	375,000
Stuyvesant Ave Drain	75,000	-	-	-	-	75,000
Colby Avenue Drain	-	120,000	-	-	-	120,000
Jean Street Drain	-	40,000	-	-	-	40,000
LaSalle Avenue Drain	-	150,000	-	-	-	150,000
Boston Post Rd/Overdale Drain	-	-	30,000	-	-	30,000
GIS Drainage System Mapping	-	-	100,000	-	-	100,000
<b>Total</b>	<b>\$ 3,330,000</b>	<b>\$ 3,705,000</b>	<b>\$ 1,495,000</b>	<b>\$ 2,215,000</b>	<b>\$ 1,620,000</b>	<b>\$ 12,365,000</b>

Funding Sources by Project

General Revenues	Debt	Grants & Aid	Total Sources
\$ -	\$ 200,000	\$ -	\$ 200,000
360,000	-	-	360,000
320,000	-	-	320,000
1,775,000	-	1,425,000	3,200,000
35,000	465,000	-	500,000
-	-	150,000	150,000
25,000	200,000	-	225,000
40,000	310,000	-	350,000
25,000	-	-	25,000
40,000	710,000	-	750,000
25,000	325,000	-	350,000
50,000	-	-	50,000
20,000	-	-	20,000
-	650,000	-	650,000
50,000	-	-	50,000
-	850,000	-	850,000
-	220,000	880,000	1,100,000
-	200,000	-	200,000
15,000	1,500,000	-	1,515,000
80,000	-	-	80,000
90,000	-	-	90,000
18,000	-	22,000	40,000
35,000	-	-	35,000
-	300,000	-	300,000
50,000	-	-	50,000
15,000	-	-	15,000
35,000	340,000	-	375,000
75,000	-	-	75,000
120,000	-	-	120,000
40,000	-	-	40,000
150,000	-	-	150,000
30,000	-	-	30,000
100,000	-	-	100,000
<b>\$ 3,618,000</b>	<b>\$ 6,270,000</b>	<b>\$ 2,477,000</b>	<b>\$ 12,365,000</b>

City of Rye, New York  
 2009 - 2013 Capital Improvement Plan  
 Capital Projects Fund

	2009 Funding Sources by Project			
	General Revenues	Debt	Grants & Aid	Total Sources
Purchase St/Library La Traffic Signal	\$ -	\$ 200,000	\$ -	\$ 200,000
Central Business District Traffic Signals	360,000	-	-	360,000
Annual Sidewalk/Curb Program	60,000	-	-	60,000
Annual Street Resurfacing Program	315,000	-	285,000	600,000
Boston Post Rd Retaining Wall	35,000	-	-	35,000
Boston Post Road Sidewalk	-	-	150,000	150,000
Elm Place Reconstruction	25,000	-	-	25,000
Forest Ave Pedestrian Improvements	40,000	-	-	40,000
Manursing Way Guardrail	25,000	-	-	25,000
Oakland Beach Pedestrian Improvements	40,000	-	-	40,000
Smith Street Reconstruction	25,000	-	-	25,000
1st & 2nd Street Parking Lot	-	-	-	-
Boston Post Rd/Osborn Rd Diet	-	-	-	-
Car Park 5 Retaining Wall	-	-	-	-
Nature Center Secondary Entrance	50,000	-	-	50,000
Purchase Street Reconstruction	-	-	-	-
Nature Center Bridge Reconstruction	-	220,000	880,000	1,100,000
Orchard Ave Bridge Rehabilitation	-	200,000	-	200,000
Locust Ave Bridge Reconstruction	-	-	-	-
Brevoort Lane Sewer Pump	80,000	-	-	80,000
Cedar Street Sewer	90,000	-	-	90,000
Hewlett Ave Pump Station	18,000	-	22,000	40,000
Westchester Beach Pump Generator	35,000	-	-	35,000
Brevoort Lane Sewer Force Main	-	-	-	-
Bowman Ave Dam Repair	50,000	-	-	50,000
Red Maple Swamp Drainage Study	15,000	-	-	15,000
Stonycrest Road Drain	35,000	-	-	35,000
Stuyvesant Ave Drain	75,000	-	-	75,000
Colby Avenue Drain	-	-	-	-
Jean Street Drain	-	-	-	-
LaSalle Avenue Drain	-	-	-	-
Boston Post Rd/Overdale Drain	-	-	-	-
GIS Drainage System Mapping	-	-	-	-
<b>Total</b>	<b>\$ 1,373,000</b>	<b>\$ 620,000</b>	<b>\$ 1,337,000</b>	<b>\$ 3,330,000</b>

2010 Funding Sources by Project

General Revenues	Debt	Grants & Aid	Total Sources
\$ -	\$ -	\$ -	\$ -
-	-	-	-
60,000	-	-	60,000
315,000	-	285,000	600,000
-	465,000	-	465,000
-	-	-	-
-	200,000	-	200,000
-	310,000	-	310,000
-	-	-	-
-	710,000	-	710,000
-	325,000	-	325,000
50,000	-	-	50,000
20,000	-	-	20,000
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
15,000	-	-	15,000
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	300,000	-	300,000
-	-	-	-
-	-	-	-
-	340,000	-	340,000
-	-	-	-
120,000	-	-	120,000
40,000	-	-	40,000
150,000	-	-	150,000
-	-	-	-
-	-	-	-
<b>\$ 770,000</b>	<b>\$ 2,650,000</b>	<b>\$ 285,000</b>	<b>\$ 3,705,000</b>

City of Rye, New York  
 2009 - 2013 Capital Improvement Plan  
 Capital Projects Fund

	2011 Funding Sources by Project			
	General Revenues	Debt	Grants & Aid	Total Sources
Purchase St/Library La Traffic Signal	\$ -	\$ -	\$ -	\$ -
Central Business District Traffic Signals	-	-	-	-
Annual Sidewalk/Curb Program	65,000	-	-	65,000
Annual Street Resurfacing Program	365,000	-	285,000	650,000
Boston Post Rd Retaining Wall	-	-	-	-
Boston Post Road Sidewalk	-	-	-	-
Elm Place Reconstruction	-	-	-	-
Forest Ave Pedestrian Improvements	-	-	-	-
Manursing Way Guardrail	-	-	-	-
Oakland Beach Pedestrian Improvements	-	-	-	-
Smith Street Reconstruction	-	-	-	-
1st & 2nd Street Parking Lot	-	-	-	-
Boston Post Rd/Osborn Rd Diet	-	-	-	-
Car Park 5 Retaining Wall	-	650,000	-	650,000
Nature Center Secondary Entrance	-	-	-	-
Purchase Street Reconstruction	-	-	-	-
Nature Center Bridge Reconstruction	-	-	-	-
Orchard Ave Bridge Rehabilitation	-	-	-	-
Locust Ave Bridge Reconstruction	-	-	-	-
Brevoort Lane Sewer Pump	-	-	-	-
Cedar Street Sewer	-	-	-	-
Hewlett Ave Pump Station	-	-	-	-
Westchester Beach Pump Generator	-	-	-	-
Brevoort Lane Sewer Force Main	-	-	-	-
Bowman Ave Dam Repair	-	-	-	-
Red Maple Swamp Drainage Study	-	-	-	-
Stonycrest Road Drain	-	-	-	-
Stuyvesant Ave Drain	-	-	-	-
Colby Avenue Drain	-	-	-	-
Jean Street Drain	-	-	-	-
LaSalle Avenue Drain	-	-	-	-
Boston Post Rd/Overdale Drain	30,000	-	-	30,000
GIS Drainage System Mapping	100,000	-	-	100,000
<b>Total</b>	<b>\$ 560,000</b>	<b>\$ 650,000</b>	<b>\$ 285,000</b>	<b>\$ 1,495,000</b>



City of Rye, New York  
 2009 - 2013 Capital Improvement Plan  
 Capital Projects Fund

	2013 Funding Sources by Project			
	General Revenues	Debt	Grants & Aid	Total Sources
Purchase St/Library La Traffic Signal	\$ -	\$ -	\$ -	\$ -
Central Business District Traffic Signals	-	-	-	-
Annual Sidewalk/Curb Program	70,000	-	-	70,000
Annual Street Resurfacing Program	415,000	-	285,000	700,000
Boston Post Rd Retaining Wall	-	-	-	-
Boston Post Road Sidewalk	-	-	-	-
Elm Place Reconstruction	-	-	-	-
Forest Ave Pedestrian Improvements	-	-	-	-
Manursing Way Guardrail	-	-	-	-
Oakland Beach Pedestrian Improvements	-	-	-	-
Smith Street Reconstruction	-	-	-	-
1st & 2nd Street Parking Lot	-	-	-	-
Boston Post Rd/Osborn Rd Diet	-	-	-	-
Car Park 5 Retaining Wall	-	-	-	-
Nature Center Secondary Entrance	-	-	-	-
Purchase Street Reconstruction	-	850,000	-	850,000
Nature Center Bridge Reconstruction	-	-	-	-
Orchard Ave Bridge Rehabilitation	-	-	-	-
Locust Ave Bridge Reconstruction	-	-	-	-
Brevoort Lane Sewer Pump	-	-	-	-
Cedar Street Sewer	-	-	-	-
Hewlett Ave Pump Station	-	-	-	-
Westchester Beach Pump Generator	-	-	-	-
Brevoort Lane Sewer Force Main	-	-	-	-
Bowman Ave Dam Repair	-	-	-	-
Red Maple Swamp Drainage Study	-	-	-	-
Stonycrest Road Drain	-	-	-	-
Stuyvesant Ave Drain	-	-	-	-
Colby Avenue Drain	-	-	-	-
Jean Street Drain	-	-	-	-
LaSalle Avenue Drain	-	-	-	-
Boston Post Rd/Overdale Drain	-	-	-	-
GIS Drainage System Mapping	-	-	-	-
<b>Total</b>	<b>\$ 485,000</b>	<b>\$ 850,000</b>	<b>\$ 285,000</b>	<b>\$ 1,620,000</b>

THIS PAGE INTENTIONALLY LEFT BLANK

City of Rye, New York Building and Vehicle Fund  
2009 - 2013 Capital Improvement Plan  
Requirements and Resources - Buildings and Facilities

	2009	2010	2011	2012	2013	Total
Requirements:						
City Hall Improvements	\$ 130,000	\$ -	\$ -	\$ -	\$ -	\$ 130,000
City Hall Ceiling Replacement	-	50,000	-	-	-	50,000
1037 Boston Post Road Payment	-	5,000,000	-	-	-	5,000,000
Police Lavatory/Locker Rooms	130,000	-	-	-	-	130,000
Police Gym Renovation	-	50,000	-	-	-	50,000
DPW Garage Compressor & Lift	30,000	-	-	-	-	30,000
DPW Scanner & Plotters	52,000	-	-	-	-	52,000
Parking Pay Station Shelters	40,000	-	-	-	-	40,000
DPW Fuel Tank Replacement	-	-	175,000	-	-	175,000
Friends Meeting House Renovations	25,000	200,000	-	-	-	225,000
Recreation Buildings Improvements	522,500	-	-	-	-	522,500
Recreation Park Improvements Phase 1	54,500	-	-	-	-	54,500
Recreation Thruway Turf Field	150,000	2,200,000	-	-	-	2,350,000
Tennis Courts 1 & 2 Resurfacing	-	19,500	-	-	-	19,500
Athletic Fields Beautification	-	-	20,000	-	-	20,000
Recreation Park Improvements Phase 2	-	-	75,000	-	-	75,000
Tennis Courts 7 & 8 Resurfacing	-	-	60,000	-	-	60,000
Athletic Field Lights	-	-	-	300,000	-	300,000
McDonald Building Redesign	-	-	-	-	100,000	100,000
<b>Total Requirements</b>	<b>\$ 1,134,000</b>	<b>\$ 7,519,500</b>	<b>\$ 330,000</b>	<b>\$ 300,000</b>	<b>\$ 100,000</b>	<b>\$ 9,383,500</b>

Sources by Year:						
Revenues/Fund Balance	\$ 461,500	\$ 319,500	\$ 330,000	\$ -	\$ 100,000	\$ 1,211,000
Debt	522,500	5,000,000	-	-	-	5,522,500
Grants and Aid	150,000	2,200,000	-	300,000	-	2,650,000
<b>Total Sources by Year</b>	<b>\$ 1,134,000</b>	<b>\$ 7,519,500</b>	<b>\$ 330,000</b>	<b>\$ 300,000</b>	<b>\$ 100,000</b>	<b>\$ 9,383,500</b>

	General Revenues	Debt	Grants and Aid	Total
Sources by Project:				
City Hall Improvements	\$ 130,000	\$ -	\$ -	\$ 130,000
City Hall Ceiling Replacement	50,000	-	-	50,000
1037 Boston Post Road Payment	-	5,000,000	-	5,000,000
Police Lavatory/Locker Rooms	130,000	-	-	130,000
Police Gym Renovation	50,000	-	-	50,000
DPW Garage Compressor & Lift	30,000	-	-	30,000
DPW Scanner & Plotters	52,000	-	-	52,000
Parking Pay Station Shelters	40,000	-	-	40,000
DPW Fuel Tank Replacement	175,000	-	-	175,000
Friends Meeting House Renovations	225,000	-	-	225,000
Recreation Buildings Improvements	-	522,500	-	522,500
Recreation Park Improvements Phase 1	54,500	-	-	54,500
Recreation Thruway Turf Field	-	-	2,350,000	2,350,000
Tennis Courts 1 & 2 Resurfacing	19,500	-	-	19,500
Athletic Fields Beautification	20,000	-	-	20,000
Recreation Park Improvements Phase 2	75,000	-	-	75,000
Tennis Courts 7 & 8 Resurfacing	60,000	-	-	60,000
Athletic Field Lights	-	-	300,000	300,000
McDonald Building Redesign	100,000	-	-	100,000
<b>Total Requirements</b>	<b>\$ 1,211,000</b>	<b>\$ 5,522,500</b>	<b>\$ 2,650,000</b>	<b>\$ 9,383,500</b>

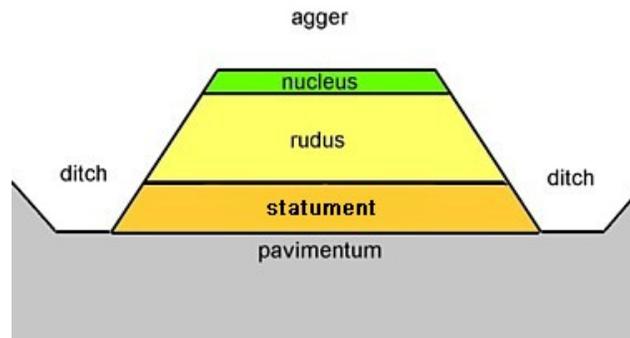
City of Rye, New York Building and Vehicle Fund  
2009 - 2013 Capital Improvement Plan  
Requirements and Resources - Vehicles and Equipment

	2009	2010	2011	2012	2013	Total
<b>Requirements:</b>						
Police Vehicles	\$ 90,000	\$ 130,000	\$ 130,000	\$ 130,000	\$ 130,000	\$ 610,000
Fire Car 2422	30,000	-	-	-	-	30,000
Fire Car 2423	-	32,000	-	-	-	32,000
Fire Engine 191	-	550,000	-	-	-	550,000
DPW Mott Hammer	-	-	60,000	-	-	60,000
DPW Stump Grinder	-	-	40,000	-	-	40,000
DPW Plow/Salt Truck 11	150,000	-	-	-	-	150,000
DPW Sewer Vacuum Truck	350,000	-	-	-	-	350,000
DPW Salting Unit	20,000	-	-	-	-	20,000
DPW Chipper	50,000	-	-	-	-	50,000
DPW Plow/Salt Truck 14	-	35,000	-	-	-	35,000
DPW Pickup Truck 22	-	26,000	-	-	-	26,000
DPW Utility Truck 23	-	50,000	-	-	-	50,000
DPW Sweeper 1	-	150,000	-	-	-	150,000
DPW Plow/Salt Truck 32	-	130,000	-	-	-	130,000
DPW Pickup Truck 12	-	-	32,000	-	-	32,000
DPW Loader	-	-	130,000	-	-	130,000
DPW Dump Truck 18	-	-	150,000	-	-	150,000
DPW Roller	-	-	-	30,000	-	30,000
DPW Bucket Truck 17	-	-	-	90,000	-	90,000
DPW Dump Truck 1	-	-	-	35,000	-	35,000
DPW Dump Truck 7	-	-	-	50,000	-	50,000
DPW Dump Truck 28	-	-	-	25,000	-	25,000
DPW Loader	-	-	-	-	150,000	150,000
DPW Curb Machine	-	-	-	-	25,000	25,000
DPW Refuse Trucks (6 @ \$150k)	-	-	-	-	900,000	900,000
DPW Car 82	-	-	-	-	40,000	40,000
Recreation Mower	30,000	-	-	-	-	30,000
Recreation Staff Vehicle	24,000	-	-	-	-	24,000
Recreation Field Conditioner	-	15,000	-	-	-	15,000
Recreation Infield Conditioner	-	15,000	-	-	-	15,000
Recreation Turf Sweeper	-	15,000	-	-	-	15,000
Recreation Trailer	-	5,000	-	-	-	5,000
Recreation 12 Passenger Mini-Bus	-	-	49,000	-	-	49,000
Recreation Staff Vehicle	-	-	25,000	-	-	25,000
Recreation Riding Mower	-	-	-	35,000	-	35,000
Recreation Dump Truck	-	-	-	28,500	-	28,500
Recreation Cargo Field Van	-	-	-	-	21,000	21,000
<b>Total Requirements</b>	<b>\$ 744,000</b>	<b>\$ 1,153,000</b>	<b>\$ 616,000</b>	<b>\$ 423,500</b>	<b>\$ 1,266,000</b>	<b>\$ 4,202,500</b>
<b>Sources by Year:</b>						
Revenues/Fund Balance	\$ 744,000	\$ 603,000	\$ 616,000	\$ 423,500	\$ 366,000	\$ 2,752,500
Debt	-	550,000	-	-	900,000	1,450,000
Grants and Aid	-	-	-	-	-	-
<b>Total Sources by Year</b>	<b>\$ 744,000</b>	<b>\$ 1,153,000</b>	<b>\$ 616,000</b>	<b>\$ 423,500</b>	<b>\$ 1,266,000</b>	<b>\$ 4,202,500</b>

City of Rye, New York Building and Vehicle Fund  
2009 - 2013 Capital Improvement Plan  
Requirements and Resources - Vehicles and Equipment

Sources by Project:	Revenues/ Fund Balance	Debt	Grants and Aid	Total
Police Vehicles	\$ 610,000	\$ -	\$ -	\$ 610,000
Fire Car 2422	30,000	-	-	30,000
Fire Car 2423	32,000	-	-	32,000
Fire Engine 191	-	550,000	-	550,000
DPW Mott Hammer	60,000	-	-	60,000
DPW Stump Grinder	40,000	-	-	40,000
DPW Plow/Salt Truck 11	150,000	-	-	150,000
DPW Sewer Vacuum Truck	350,000	-	-	350,000
DPW Salting Unit	20,000	-	-	20,000
DPW Chipper	50,000	-	-	50,000
DPW Plow/Salt Truck 14	35,000	-	-	35,000
DPW Pickup Truck 22	26,000	-	-	26,000
DPW Utility Truck 23	50,000	-	-	50,000
DPW Sweeper 1	150,000	-	-	150,000
DPW Plow/Salt Truck 32	130,000	-	-	130,000
DPW Pickup Truck 12	32,000	-	-	32,000
DPW Loader	130,000	-	-	130,000
DPW Dump Truck 18	150,000	-	-	150,000
DPW Roller	30,000	-	-	30,000
DPW Bucket Truck 17	90,000	-	-	90,000
DPW Dump Truck 1	35,000	-	-	35,000
DPW Dump Truck 7	50,000	-	-	50,000
DPW Dump Truck 28	25,000	-	-	25,000
DPW Loader	150,000	-	-	150,000
DPW Curb Machine	25,000	-	-	25,000
DPW Refuse Trucks (6 @ \$150k)	-	900,000	-	900,000
DPW Car 82	40,000	-	-	40,000
Recreation Mower	30,000	-	-	30,000
Recreation Staff Vehicle	24,000	-	-	24,000
Recreation Field Conditioner	15,000	-	-	15,000
Recreation Infield Conditioner	15,000	-	-	15,000
Recreation Turf Sweeper	15,000	-	-	15,000
Recreation Trailer	5,000	-	-	5,000
Recreation 12 Passenger Mini-Bus	49,000	-	-	49,000
Recreation Staff Vehicle	25,000	-	-	25,000
Recreation Riding Mower	35,000	-	-	35,000
Recreation Dump Truck	28,500	-	-	28,500
Recreation Cargo Field Van	21,000	-	-	21,000
<b>Total Requirements</b>	<b>\$ 2,752,500</b>	<b>\$ 1,450,000</b>	<b>\$ -</b>	<b>\$ 4,202,500</b>

THIS PAGE INTENTIONALLY LEFT BLANK



### ***Construction of a Roman Road***

Roman road construction was broadly similar right across the empire over hundreds of years, although the materials used would vary depending on what was available locally.

The main ridge, or agger, was formed from material from the two lateral ditches. This gives the road its distinctive profile which we can recognize today on many sections.

First, a broad ditch, the fossa, was dug. The base of the fossa was leveled and tamped down to form the pavimentum. A foundation layer called the statument, consisting of layers of flat stones embedded in earth or clay, was laid on top of the pavimentum. This provided a firm foundation for the road as well as allowing drainage.

On top of the statument was a layer of sand or gravel called the rudus. This gave the road its resilience. A top layer of gravel, the nucleus, formed the road's surface. This may have been bound with concrete, but not necessarily. In towns, the surface may have been paved.



***A Roman Road***