

STATE OF MICHIGAN

14 Mile Road Transmission Main Loop
Project Plan, April 24, 2019

The Above Proceedings were taken before me, Glenn G. Miller, Notary Public within and for the County of Oakland (Acting in Wayne), State of Michigan, at 735 Randolph, Fifth Floor, Detroit, Michigan, on Wednesday, April 24, 2019.

PRESENT:

Brian Baker, Chairman
Abe Munfakh, Vice Chairman
Robert Daddow, Secretary
Freeman Hendrix, Director
Gary Brown, Director
Craig Hupy, Director
Sue McCormick, CEO
William Wolfson, Chief Admin/Compliance Officer
Randal Brown, General Counsel
Jonathan Wheatley, GLWA Public Finance Manager
Rechanda Willis, Recording Secretary
Tim Kuhns, Water Operations
Brett Farver, Brown and Caldwell

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Detroit, Michigan
Wednesday, April 24, 2019
At about 2:10 p.m.

MR. BAKER: All right. We are on to the Public Hearing for the 14 Mile Road Transmission Main Loop on a Drinking Water Revolving Fund Project Plan. Is it John? John Wheatley, is he around?

MR. WHEATLEY: Good afternoon, John Wheatley, Public Finance Manager. Today is the required step required by the GLWA Board in order to submit the project plan that we're going to be talking about momentarily to MDEQ by the May 1st, 2019 deadline. We do have Tim Kuhns from Water Operations, as well as representatives from Brown and Caldwell to talk about the details of the project.

MR. KUHNS: Good afternoon. This project is CIP Project 122013. It's the 14 Mile Transmission Main Loop Project. We've been working on this project since 2015 and it officially became a CIP Project, I believe, two years ago and was made more urgent by the water main break along 14 Mile in October of 2017. In order to expedite the project and gain low interest loan funding through the Drinking Water Revolving Fund we elected to make this a Water Project Loan Project.

And so with that being said, the MDEQ

1 requires that we have a 30 day public viewing period of
2 the project plan, which culminates in today's public
3 hearing, so Brown and Caldwell, our consultant for the
4 project, is here to make a really short presentation.
5 And as part of their team we have a transcriptionist
6 here today as part of the MDEQ requirements, this
7 gentleman here.

8 But with that, I'll turn it over to
9 Brown and Caldwell's representative to give you a brief
10 overview of the project.

11 MR. BAKER: Bill, before he gets up, do I
12 need to open the public hearing or after his comments?

13 MR. WOLFSON: Mr. Chairman, I think the
14 hearing was opened when you called it.

15 MR. BAKER: Okay. Very good.

16 MR. KUHNS: With that, I'll introduce --
17 this is Brett Farver from Brown and Caldwell.

18 MR. FARVER: You have before you the short
19 summary of the project plan for the project. I'm going
20 to go over the project summary and a few other points
21 about the project.

22 The summary of the project is the 14
23 Mile Transmission Main that runs essentially from
24 Inkster to your customers to the west. That main, a
25 large portion of that, does not have any redundancy on

1 it and it also has portions of it that have been
2 compromised and you experienced that in some breaks
3 along that line. One of the more recent ones was
4 October 2017 where 260,000 people experienced low water
5 pressure and 51,000 people were put out of service. The
6 impacted communities are noted there.

7 Great Lakes reviewed several
8 alternatives associated with this project in the
9 training period that Tim mentioned and those projects
10 are noted up there along with their cost estimates and
11 whether or not they provide any redundancy. Alternative
12 3 was the one that Great Lakes decided to move forward
13 with, which is called the 14 Mile Transmission Main
14 Loop, and that's the one that we're currently under
15 contract to design.

16 The proposed improvements were broken
17 into two projects to provide expedited delivery of them.
18 The first one is Contract No. 1, which is a parallel
19 reinforcement along 14 Mile about one and a quarter
20 miles long and that runs roughly from a point west of
21 Haggerty to a point a little bit further west. That's
22 going to be roughly a 24 inch diameter.

23 And then Contract No. 2 is the major
24 portion of the project, which is the 14 Mile Road
25 Transmission Main Loop. It's approximately six miles

1 long and it will run north to south from 8 Mile to 14
2 Mile. Roughly within the proposed loop corridor we are
3 currently doing investigation as far as the appropriate
4 route for that. The diameter of that pipeline will
5 depend on the selection of the route and will run
6 between 42 and 54 inch diameter.

7 The projected project costs are shown
8 on the screen and also in the presentation material on
9 Table 2 and the annualized costs along with the
10 estimated household impact are shown on there.

11 As I mentioned, the implementation
12 schedule is just beginning. We're in April of 2019, and
13 we have the two delivery projects shown on there. The
14 top one is for the reinforcement main. That's scheduled
15 to be put out to bid sometime early next year, and then
16 the 14 Mile Road Transmission Main Loop is currently
17 under a route study with the projected bid sometime in
18 early 2021.

19 So with that, I want to turn it over to
20 questions.

21 MR. BAKER: All right. Questions. You
22 want to go with the Board first or public first?

23 MR. WOLFSON: Board is fine.

24 MR. BAKER: Questions. Abe.

25 MR. MUNFAKH: What I saw in there, you're

1 going under the freeway?

2 MR. FARVER: Yes, portions of it will go
3 underneath the freeway.

4 MR. MUNFAKH: Has there been any contact
5 with MDOT?

6 MR. FARVER: Yes, we've started contact
7 with them.

8 MR. MUNFAKH: Do you feel that will be
9 permitted by MDOT?

10 MR. KUHNS: So we've made initial
11 stakeholder meetings with MDOT about two weeks ago and
12 that was the initial part of our route study. We're
13 currently coordinating with the Lansing office on the
14 key crossing. In addition to the crossings, we're
15 actually looking at going up the bike path along 275 and
16 so we need to get certain permissions from MDOT, but
17 we're actively coordinating with MDOT on this and we've
18 made early contact with them to make sure that we're not
19 selecting any route segments that aren't permitted by
20 MDOT.

21 MR. BAKER: Any other questions? All
22 right. We'll open it up to the audience. Is there
23 anyone on my left side who has a comment on this project
24 plan? Anyone on my right side who has a comment?

25 Seeing none, we will close the hearing.

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(Presentation was concluded
at 2:20 p.m.)

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C E R T I F I C A T E

I, Glenn Miller, do hereby certify that I have recorded stenographically the proceedings taken in the above-entitled matter at the time and place hereinbefore set forth, and I do further certify that the foregoing transcript, consisting of eight (8) typewritten pages, is a true and correct transcript of my said stenograph notes.

Glenn Miller

Glenn Miller

Certified Shorthand Reporter

April 26, 2019

(Date)