

## HISTORIC DISTRICT COMMISSION

# CERTIFICATE OF APPROPRIATENESS

**Application Number:** HDC2025-00387

Project Address: 6301 W JEFFERSON, DETROIT, MI

Historic District: Fort Wayne

Description of Work:

Excavate and install natural gas pipeline and meters

Effective Date: 10/14/25

Issued to: .lonathon Ferris

555 S. Saginaw Street, Suite 201

Flint. MI 48502

#### With the Conditions that:

- The archaeological monitoring during the drilling and excavation work will be reported to staff in real time and notified if archaeological items are located.
- If the pathway of work needs to be altered for any reason, work will stop immediately. The applicant will notify staff of the pause of work and will apply for the Commission's review of the proposed changes and the reasons for the change.
- When 302, 303, 312 and 314 are repaired/rehabilitated to the level needed for the installation of gas service, DTE or its contractor will submit to staff details illustrating the placement and installation method of the exterior meter(s) as well as a cut sheet of the meter and its associated frame and pipes.

Pursuant to Section 5(10) of the Michigan Local Historic District Act, as amended, being MCL 399.205 (10) and Sections 21-2-57 and 21-2-73 of the 2019 Detroit City Code, and Detroit Historic District Commission ("DHDC") delegation of administrative authority via Resolutions 97-01, 97-02, 98-01, 20-03, 21-04, and/or 21-07, as applicable, the staff of the DHDC has reviewed the above referenced application and hereby issues a Certificate of Appropriateness ("COA") for the description of work, effective date above, as it meets the Secretary of the Interior's Standards for Rehabilitation and the district's Elements of Design

For the Commission:

Garrick Landsberg

Director of Staff, Historic District Commission

ant's responsibility to comply with any other applicable

PSR-Audra

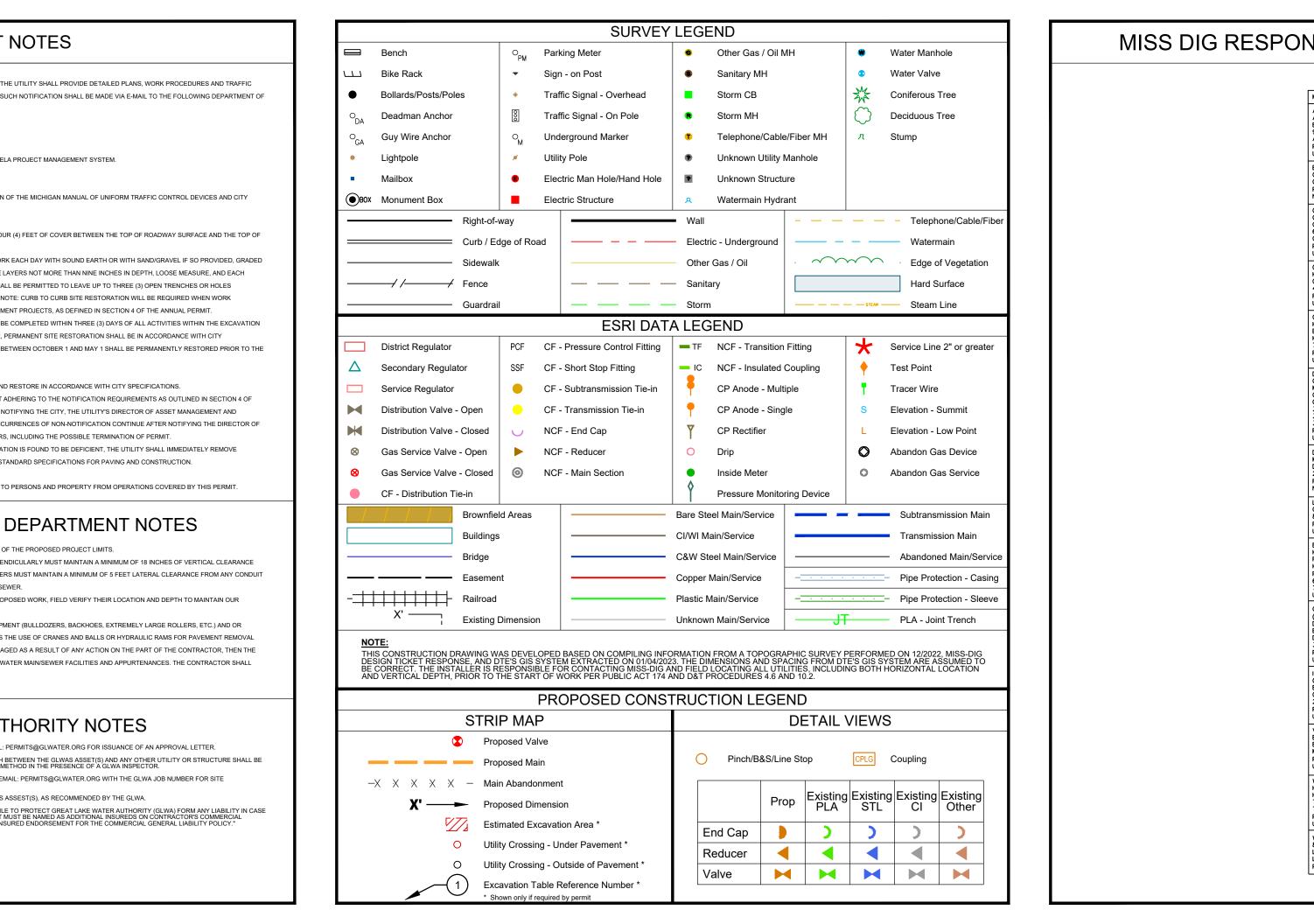
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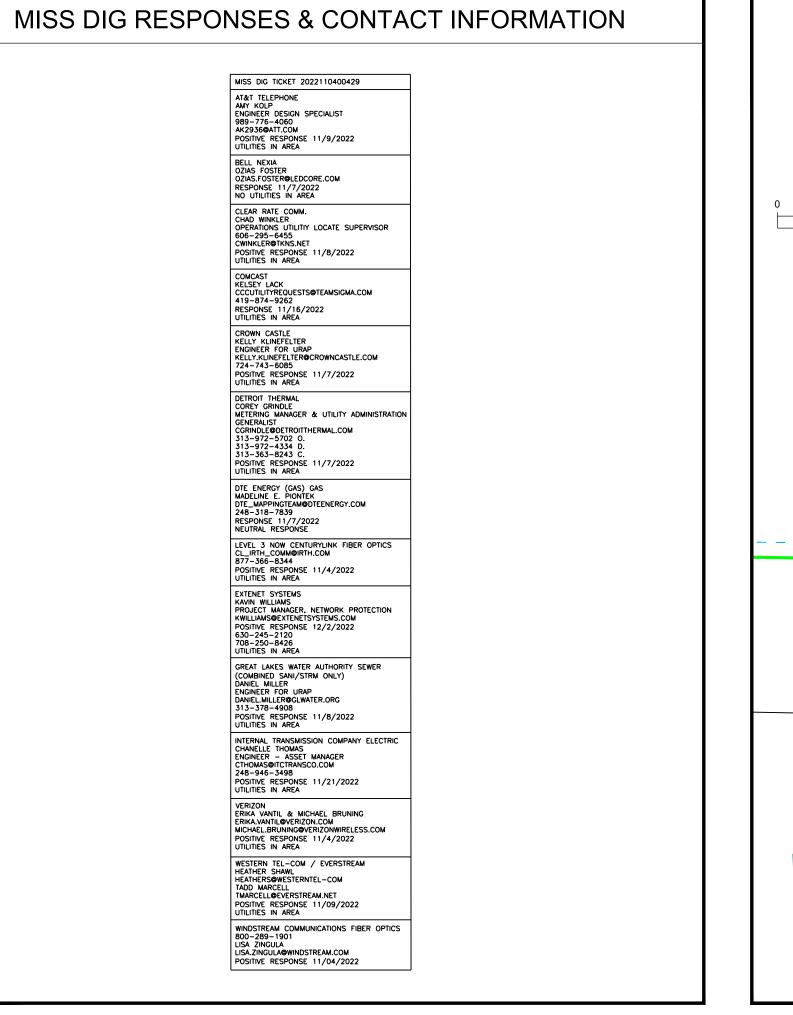
Post this COA at the subject property until work is complete. It is important to note that approval by the DHDC does not ordinances or statutes.

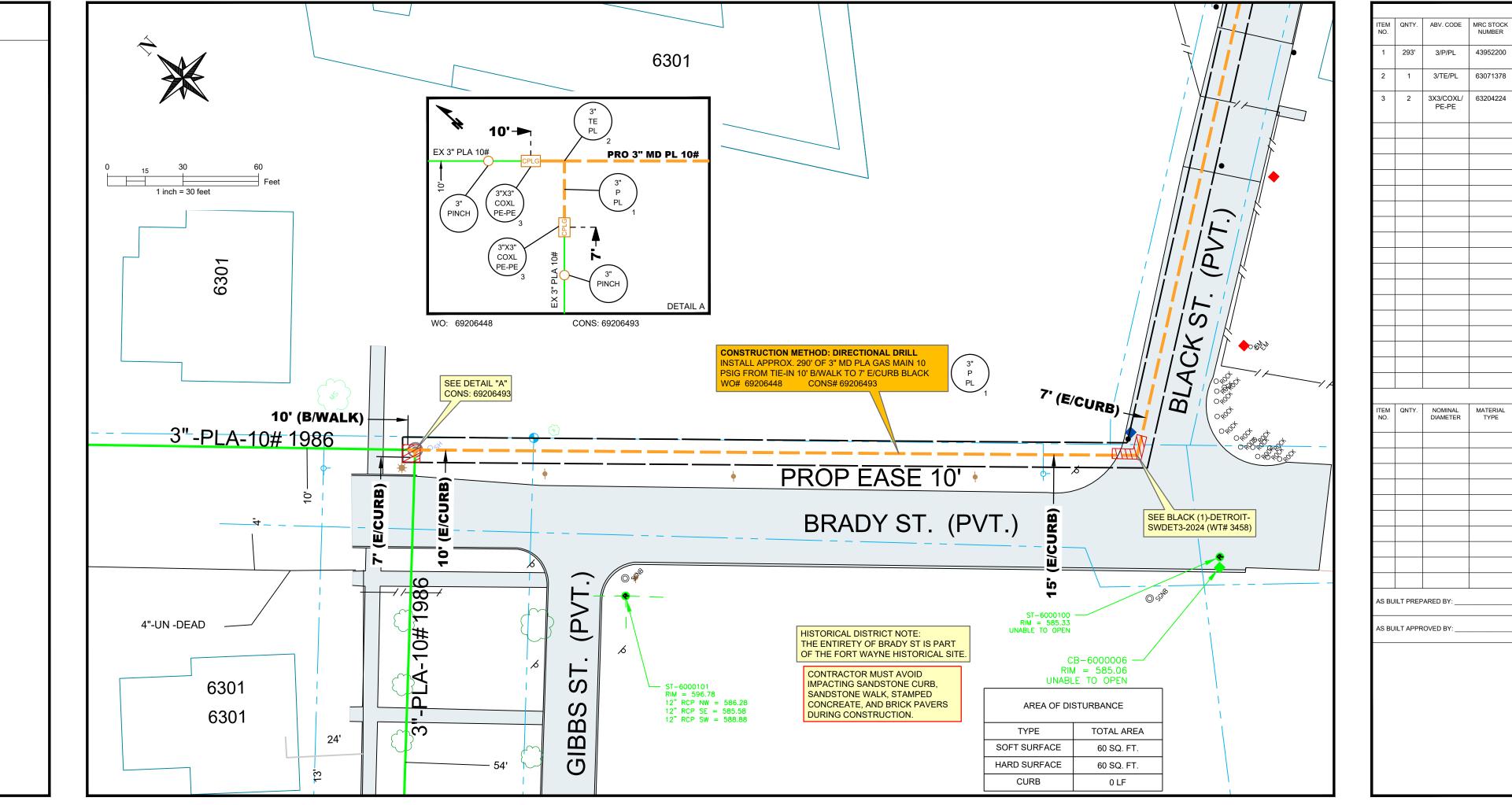
|   | NAME:<br>-DETROIT-S | SWDET3-2024-REV 0   |              | DT              | E                  | WADE<br>TRIM                                  | DTE GENERAL NOTES  1. NE LIN 2. CO   | NES TIED OVER TO<br>OMPLETED PRESSU         | SERVICE LINES SHALL BE TESTED IN ACCORDANCE WITHE NEW MAIN MUST BE TESTED PER D&T PROCEDUR<br>JRE TEST INFORMATION MUST BE RECORDED ON THE | E 11.2.<br>AS-BUILT INDICATING T           | THE COMPANY        |                |         |
|---|---------------------|---|--------------|-----------------|--------------------|---|--|---|--|--|--------------------|----------------|---------|
| /INIC N   | NO.: WT# 34         | 55 CITY: DETROIT  |              | COUNTY:         | \\\A\\NIE          | PAGE: 1 <b>OF</b> 1                           | GENERAL NOTES  1. ALL WORK AND MATERIALS SHALL MEET THE REQUIREMENTS OF APPLICABLE DTE GAS DISTRIBUTION & TRANSMISSION SYSTEMS (DTS)   | ,   | E, THE TEST PRESSURE, TEST DURATION, TEST MEDIUM   | _  |                    |                |         |
|   | 1                   |   | 1            |                 |                    |   | STANDARDS AND DISTRIBUTION & TRANSMISSION (D&T) PROCEDURES. REFER TO DTS STANDARD 801 AND TO INDIVIDUAL D&T PROCEDURES FOR   | PRESSURE TEST SPEC                          |  | PRESSURE TEST SPE                          |                    | COMPLETED PRES | 3SURE T |
| E OF  | STREET              | R.O.W. P.L. SDWK. MAR   | GIN PAV'1    | PKWY. P         | ROJECT ID: SE      | EGRID2024SWDET3                               | 2. PERFORM A FIELD REVIEW OF THE PROPOSED INSTALLATION IN COMPARISON WITH THE EXISTING FIELD CONDITIONS PRIOR TO BEGINNING   | ROPOSED MAOP                                | 60 PSIG COMPANY  | PROPOSED MAOP                              |                    | COMPANY        |         |
| Υ   |                     |   | 30'          |                 | TREET: BRADY       |   | WORK TO VERIFY THE PROPOSED INSTALLATION IS CONSTRUCTIBLE AND CONSISTENT WITH DTS STANDARDS AND D&T PROCEDURES. IF   | YSTEM MAOP                                  | 10 PSIG TESTED BY/DATE   | SYSTEM MAOP                                | 10 PSIG            | TESTED BY/DATE |         |
|   |                     |   |              |                 | ROM: NORTH C       | OF GIBBS                                      | CONFLICTS ARE IDENTIFIED THAT PREVENT THE PROPOSED INSTALLATION FROM BEING INSTALLED AS DESIGNED, CONTACT DTE ENGINEERING  FOR REVIEW.   | IN TEST PRESSURE                            | 90 PSIG TEST PRESSURE PSIG   | MIN TEST PRESSURE                          | 90 PSIG            | TEST PRESSURE  |         |
|   |                     |   |              | +               | O: BLACK           |   | 3. CONTACT THE MICHIGAN ONE-CALL CENTER (MISS DIG) AT 811 TO REQUEST MARK-OUT OF BURIED UTILITIES AT LEAST 72 HOURS IN ADVANCE OF  | AX TEST PRESSURE                            | 96 PSIG TEST DURATION HRS  | MAX TEST PRESSURE                          | 96 PSIG            | TEST DURATION  |         |
|   |                     |   |              | <u> </u>        | ORK ORDER N        | UMBERS:                                       | EXCAVATION, IN ACCORDANCE WITH MICHIGAN PUBLIC ACT 174, LOCATE ALL UTILITIES PRIOR TO STARTING CONSTRUCTION. SEE D&T PROCEDURES 4.6 AND 10.2.  | EST DURATION                                | VARIES* TEST MEDIUM  | TEST DURATION                              | VARIES*            | TEST MEDIUM    |         |
|   |                     |   |              | 3'              | ' INSTALL          |   | 4. ALL RESTORATION SHALL BE PERFORMED PER THE SPECIFICATIONS OF THE JURISDICTIONAL AUTHORITY.  | CCEPTABLE TEST MEDIUM                       | AIR № CHARTED YES □ NO □   | ACCEPTABLE TEST MEDIUM                     | M AIR N2 ⊠         | CHARTED        | YES     |
|   |                     |   |              |                 | /O: 69206448       |   | 5. TRAFFIC CONTROL SHALL BE IMPLEMENTED AND PERFORMED PER THE LATEST EDITION OF THE MICHIGAN MANUAL OF UNIFORM TRAFFIC  CONTROL DEVICES (MMUTCD).  |   | CO2 H2O FROM:  | #<br>Y                                     | CO2 H2O            | FROM:          |         |
|   |                     |   |              | c               | ONS: 69206493      |   |  | ERT. CHART REQUIRED                         | YES NO □ ⊠   | CERT. CHART REQUIRED                       | YES NO □           |                |         |
|   |                     |   |              |                 |                    |   | 7. ALL CUSTOMER FUEL GAS LINES SHALL BE INSTALLED PER THE LATEST EDITION OF THE MICHIGAN RESIDENTIAL CODE AND MICHIGAN MECHANICAL CODE.  | *REFER TO STANDAR                           |  | *REFER TO STANDAR                          |                    | TO:            |         |
|   |                     |   |              |                 |                    |   | 8. THE AS-BUILT LOCATION AND CONDITION MUST BE SKETCHED AND DOCUMENTED WITH ROW OFFSET DIMENSIONS. ANY DEVIATIONS FROM THIS  | PROCEDURE 10.21 FOR TE                      | EST DURATION   | PROCEDURE 10.21 FOR 1                      | TEST DURATION      |                |         |
|   |                     |   |              |                 |                    |   | DRAWING OR DTS STANDARDS AND D&T PROCEDURES MUST BE APPROVED BY DTE ENGINEERING PRIOR TO THE BEGINNING OF WORK.  9. REFER TO D&T PROCEDURE 10.20 FOR POST-CONSTRUCTION REQUIREMENTS, INCLUDING END-OF-DAY LEAK CHECKS FOLLOWING CONSTRUCTION OF MAINS AND SERVICE LINES BY DIRECTIONAL DRILLING.   |   |  |  |                    |                |         |
|   |                     |   |              |                 |                    |   | 10. MAINS MUST BE PIGGED IN ACCORDANCE WITH D&T PROCEDURE 10.19 PRIOR TO TESTING.  | PRESSURE TEST SPEC                          | CIFICATIONS COMPLETED PRESSURE TEST INFORMATION  | PRESSURE TEST SPE                          | CIFICATIONS        | COMPLETED PRES | SSURE T |
|   |                     |   |              |                 |                    |   | STEEL PIPE   | ROPOSED MAOP                                | 60 PSIG COMPANY  | PROPOSED MAOP                              | 60 PSIG            | COMPANY        |         |
|   |                     |   |              |                 |                    |   | 1. STEEL PIPE SHALL BE PER DTE GAS MATERIAL STANDARD MS 13-1. ANY FITTINGS SHALL BE PER THEIR APPLICABLE MATERIAL STANDARDS.   | YSTEM MAOP                                  | 10 PSIG TESTED BY/DATE   | SYSTEM MAOP                                | 10 PSIG            | TESTED BY/DATE | $\top$  |
|   |                     |   |              |                 |                    |   | 2. ALL WELDING SHALL BE PERFORMED PER DTS STANDARD 221 AND APPLICABLE DTE GAS WELDING PROCEDURES. THE WELDING PROCEDURE  BEING USED MUST BE READILY AVAILABLE ON THE JOB SITE WHENEVER PRODUCTION WELDS ARE BEING MADE.  | IN TEST PRESSURE                            | 90 PSIG TEST PRESSURE PSIG   | MIN TEST PRESSURE                          | 90 PSIG            | TEST PRESSURE  | +       |
|   |                     |   |              |                 |                    |   | 3. METALLIC GAS PIPING SHALL BE COATED IN ACCORDANCE WITH DTS STANDARD 451 WITH APPROVED COATING MATERIALS LISTED IN D&T   | AX TEST PRESSURE                            | 96 PSIG TEST DURATION HRS  | MAX TEST PRESSURE                          | 96 PSIG            | TEST DURATION  | +       |
|   |                     | <del>                                      </del>   |              | + -             |                    |   | PROCEDURE 5.2. THE APPLICATION OF COATINGS SHALL CONFORM TO APPLICABLE D&T PROCEDURES AND MANUFACTURER INSTRUCTIONS.   | EST DURATION                                | VARIES* TEST MEDIUM  | TEST DURATION                              | VARIES*            | TEST MEDIUM    | +       |
|   |                     |   |              |                 |                    |   | ENGINEERING.   | CCEPTABLE TEST MEDIUM                       | AID NO   | ACCEPTABLE TEST MEDIUM                     | AID NO             | CHARTED        | VEC     |
|   |                     |   |              |                 |                    |   | POLYETHYLENE (PLASTIC) PIPE  | OCE TABLE TEST MEDIOM                       | CO2 H2O FROM:  | #  | CO2 H2O            | FROM:          |         |
|   |                     |   |              |                 |                    |   | 1. POLYETHYLENE PIPE SHALL BE PER DTE GAS MATERIAL STANDARDS MS 15-5 & 15-6. ANY FITTINGS SHALL BE PER THEIR APPLICABLE MATERIAL   | ERT. CHART REQUIRED                         | YES NO   | Y CERT CHART BEOURDED                      | YES NO             | -              |         |
|   |                     |   |              |                 |                    |   | STANDARDS - REFER TO MATERIAL STANDARD MS 16-2 FOR ELECTROFUSION FITTINGS AND TO MATERIAL STANDARD MS 16-21 FOR HEAT FUSION  |   |  | CERT. CHART REQUIRED                       |                    | TO:            |         |
|   |                     |   |              |                 |                    |   | 2. SQUEEZING OFF POLYETHYLENE PIPE MUST BE PERFORMED PER D&T PROCEDURE 1.3. THE PRESSURE MUST BE MONITORED ON BOTH SIDES OF  | *REFER TO STANDAR<br>PROCEDURE 10.21 FOR TE |  | *REFER TO STANDAR<br>PROCEDURE 10.21 FOR 1 |                    |                |         |
|   |                     |   |              |                 | 811                | CALL 3 FULL<br>WORKING DAYS<br>BEFORE YOU DIG | THE SQUEEZE PRIOR TO AND DURING THE SQUEEZE.  3. JOINING OF POLYETHYLENE MATERIALS SHALL BE PERFORMED PER DTS STANDARD 281A, 281B, AND DTE PLASTIC PIPE JOINING PROCEDURES.  4. INSTALL AND CONNECT LOCATING WIRE FOR PLASTIC MAINS AND SERVICE LINES IN ACCORDANCE WITH D&T PROCEDURE 10.17 AND STANDARD DRAWING D-122.12.  5. FIELD COLD BENDS OF POLYETHYLENE PIPE MUST BE PERFORMED PER D&T PROCEDURE 10.10 UNLESS OTHERWISE SPECIFIED.  |   | CIFICATIONS COMPLETED PRESSURE TEST INFORMATION  | DDFCCLIDE TECT CDF                         | COLETO ATTONIO     | COMPLETED PRES |         |
| ЛITS  | R.R.                | EASE. MUN COUNTY MD   | TOT   HIST.  | ENV.            | Know what's be     | elow. MISS DIG                                |  | PRESSURE TEST SPEC                          |  | PRESSURE TEST SPE                          | 1                  | COMPLETED PRES | SURE    |
| IRED  |                     | X X   | X            |                 | Call before y      | you dig. 1-800-482-7171                       | A PENDENT TO PERFORM NO CERTIFICATION AND CERTIFICATION AND CERTIFICATION AND VERIFICATION OF THE CORRESPONDED AND VERIFIC | ROPOSED MAOP                                | 60 PSIG COMPANY  | PROPOSED MAOP                              | 60 PSIG            |                | _       |
|   |                     |   |              |                 |                    |   | 1. PRIOR TO PERFORMING SERVICE LINE AND SERVICE MANIFOLD WORK, FIELD REVIEW ALL SERVICES AND VERIFY THE SPECIFIED SERVICE WO  TYPE IS CORRECT. CONTACT ENGINEERING REGARDING ANY DISCREPANCIES. ANY SERVICE LINE THAT CONSISTS OF MULTIPLE MATERIAL TYPES  | YSTEM MAOP                                  | 10 PSIG TESTED BY/DATE   | SYSTEM MAOP                                | 10 PSIG            | TESTED BY/DATE | _       |
| REVISION HISTORY  |                     |   |              |                 |                    |   | MIDST BE RENEWED. ANT SERVICE LINE THAT IS DISCONNECTED AND DEFRESSORIZED FOR TIE-OVER MIDST BE TESTED AT THE TIME OF TIE-OVER   | IN TEST PRESSURE                            | 90 PSIG TEST PRESSURE PSIG   | MIN TEST PRESSURE                          | 90 PSIG            | TEST PRESSURE  |         |
|   | DATE I              |   |              |                 | DTION              |   | IN ACCORDANCE WITH DTS STANDARD 501 AND D&T PROCEDURE 11.2.  2. SERVICE LINES SHALL BE RENEWED AND CONSTRUCTED PER DTS STANDARD 351 AND D&T PROCEDURE 10.16.   | AX TEST PRESSURE                            | 96 PSIG TEST DURATION HRS  | MAX TEST PRESSURE                          | 96 PSIG            | TEST DURATION  |         |
|   | DATE                |   | KEV          | ISION DESCRI    | PTION              |   | 3. ANY EXISTING SERVICE LINE 2" OR LARGER, RECEIVING ELEVATED PRESSURE, OR WITH A METER OF AL800 OR LARGER METER SHALL BE RESIZED  | EST DURATION                                | VARIES* TEST MEDIUM  | TEST DURATION                              | VARIES*            | TEST MEDIUM    | $\perp$ |
|   | 09/28/2023          |   | ISSLIED      | FOR CONSTI      | RUCTION            |   | AT THE NEW SYSTEM MAOP PER DTS STANDARD 351.  4. SERVICE REGULATORS SHALL BE RENEWED FOR THE NEW SYSTEM MAOP BASED ON DTS DRAWING D-265 FOR CUSTOMERS RECEIVING 1/4 PSIG.  | CCEPTABLE TEST MEDIUM                       |  | ACCEPTABLE TEST MEDIUM                     |                    | CHARTED        | YES     |
| 09/28/2023 ISSUED FOR CONSTRUCTION  |                     |   |              |                 | VOC HON            |   | CUSTOMERS RECEIVING ELEVATED PRESSURE OR WITH METERS LARGER THAN 11M, MUST BE DESIGNED BY ENGINEERING.   |   | CO2 H2O FROM:  | #  <br>Y                                   | CO2 H2O            | FROM:          |         |
|   |                     |   |              |                 |                    |   | 5. SINGLE FAMILY RESIDENTIAL SERVICE LINES TO BE CONTINUOUSLY OPERATED ABOVE 10 PSIG SHALL BE EQUIPPED WITH AN EXCESS FLOW VALVE AT THE OUTLET OF THE SERVICE TEE CONNECTED TO THE MAIN PER DTS STANDARD 351 AND D&T PROCEDURE 10.1.   | ERT. CHART REQUIRED                         | YES NO □ ⊠   | CERT. CHART REQUIRED                       | YES NO ⊠           |                |         |
|   |                     |   |              |                 |                    |   | 6. SINGLE FAMILY CUSTOMER METER ASSEMBLIES SHALL BE PLACED IN ACCORDANCE WITH D&T PROCEDURE 10.18.   | *REFER TO STANDAR                           |  | *REFER TO STANDAR                          | RD 501 AND         | TO:            |         |
|   |                     |   |              |                 |                    |   | CORROSION CONTROL  | PROCEDURE 10.21 FOR TE                      | EST DUKATION   | PROCEDURE 10.21 FOR 1                      | IEST DURATION      |                |         |
|   |                     |   |              |                 |                    |   | CORROSION CONTROL APPROVAL IS REQUIRED FOR:     a. INSTALLING NEW STEEL SERVICES, INCLUDING TRANSITIONS FROM STEEL TO PLASTIC.   |   |  |  |                    |                |         |
|   |                     |   |              |                 |                    |   | <ul> <li>b. INSTALLING NEW STEEL FITTINGS, RISERS, COUPLINGS, AND/OR END CAPS ON STEEL OR CAST IRON.</li> <li>c. INSTALLING PLASTIC PIPE, PLASTIC FITTINGS, OR INSULATORS WITHIN A STEEL SEGMENT, BETWEEN STEEL SEGMENTS, BETWEEN STEEL AND</li> </ul>   | PRESSURE TEST SPEC                          | CIFICATIONS COMPLETED PRESSURE TEST INFORMATION  | PRESSURE TEST SPE                          | CIFICATIONS        | COMPLETED PRES | SSURE T |
|   |                     |   |              |                 |                    |   | CAST IRON, OR PLASTIC EXTENSIONS.  | ROPOSED MAOP                                | 60 PSIG COMPANY  | PROPOSED MAOP                              | 60 PSIG            | COMPANY        | $\top$  |
|   |                     |   |              |                 |                    |   | d. INSTALLING NEW STEEL MAINS AND SERVICES AND/OR ABANDONING STEEL MAINS AND SERVICES.  2. FOR SERVICE TO MAIN CONNECTIONS, REFER TO D&T PROCEDURE 5.18, DRAWING D-222 FOR CATHODIC PROTECTION REQUIREMENTS ON BOTH  SY  | YSTEM MAOP                                  | 10 PSIG TESTED BY/DATE   | SYSTEM MAOP                                |                    | TESTED BY/DATE | +       |
|   |                     |   |              | DISTRIBUTION E  | INC DEVIEW         |   | THE MAIN AND SERVICE INCLUDING INSULATORS, ANODES, AND TEST WIRE REQUIREMENTS. A LIST BY ADDRESS AND STREET OF EACH STEEL  | IIN TEST PRESSURE                           | 90 PSIG TEST PRESSURE PSIG   | MIN TEST PRESSURE                          |                    | TEST PRESSURE  | +       |
| SNED  | BY: DAVII           | D LANGSTON 08/07/2023   |              | אווו חמוא ו פות | ING. REVIEW:       |   | SERVICE LINE TO BE CONNECTED TO THE PLASTIC MAIN SHALL BE SENT TO CORROSION CONTROL.   | AX TEST PRESSURE                            | 96 PSIG TEST DURATION HRS  | MAX TEST PRESSURE                          | 96 PSIG            | TEST DURATION  | +       |
|   |                     |   |              | DISTRIBUTION E  | ENG. APPROVAL:     |   | (COUPLING, END CAP, ETC) PER D&T PROCEDURES 5.1 AND 5.18. THIS INCLUDES INSULATED STEEL COMPONENTS INSTALLED ON CAST IRON OR   | EST DURATION                                | VARIES* TEST MEDIUM  | TEST DURATION                              | 96 PSIG<br>VARIES* | TEST MEDIUM    | +       |
| SN AP   | PROVAL BY           | : NATHANIEL NAZARENO 0  | 3/09/2023    | CORROSION AP    | PROVAL: D. SPO     | ONSELLERS 08/31/2023                          | A LINE COLOUR DESCRIPTION OF CORPORATION CONTROL INCLUDES TO CART IDON AND OTHER TO CART ITE INCLUDES  |   | AUD AUD  |  | AID INO            |                | 1,750   |
|   |                     |   |              |                 |                    | 3.3.72020                                     | ANODES & TEST WIRE IN 8" R/W BOX ON TIE-IN FITTINGS PER D&T PROCEDURE 5.1 AND 5.18. CONTACT CORROSION CONTROL DEPARTMENT TO  | CCEPTABLE TEST MEDIUM                       | A AIR ⊠         CHARTED         YES □         NO □           CO2         H2O         FROM:   | ACCEPTABLE TEST MEDIUN                     | M 🖾 🔯 CO2 H2O      | CHARTED FROM:  | YES     |
|   |                     | IGN VENDOR: WADE TRIM   |              | GRP APPROVAL    | -:                 |   | TEST THE INSULATED FITTINGS BEFORE BACKFILLING.  5. INSTALLATION OF NEW STEEL MAINS AND SERVICE SHALL FOLLOW REQUIREMENTS LISTED IN D&T PROCEDURES 10.8 INSTALLING STEEL PIPE  |   | YES NO   | Ž  | YES NO             |                |         |
| SAGINAW ST. SUITE 201 FLINT, MICHIGAN 48502 (810) 235-2555 MEP APPROVAL: G. JAMES 08/18 |                     |   |              |                 |                    |   | AND 10.11 TRENCHLESS INSTALLATION OF MAINS AND SERVICES LINES. CONTACT CORROSION CONTROL TO MEASURE COATING THICKNESS AND  | ERT. CHART REQUIRED                         |  | CERT. CHART REQUIRED                       |                    | TO             |         |
| NSTRU   | CTION DRAWING       | S WAS PREPARED IN ACCORDANCE WITH D   | TS STANDARDS | D&T PROCEDURES  | S, AND GENERALLY A | ACCEPTED ENGINEERING PRINCIPLES               | DISCUSS JEEPER SETTINGS PRIOR TO INSTALL. CONTACT CORROSION CONTROL TO PERFORM COATING SURVEY AFTER BACKFILL AND BEFORE  HARD SURFACE RESTORATION. IF TRENCHLESS INSTALLATION OF MAINS AND SERVICES LINES (10.11 D&T PROCEDURE) IS BEING PERFORMED.  | *REFER TO STANDAR<br>PROCEDURE 10.21 FOR TE |  | *REFER TO STANDAR<br>PROCEDURE 10.21 FOR 1 |                    | 10.            |         |
| IONS VA   | ARY FROM WHAT       | B WAS PREPARED IN ACCORDANCE WITH D<br>S BASED ON DTE GIS AND RECORD INFORM<br>T IS DEPICTED, CONTACT DTE ENGINEERING<br>TO DTS STANDARDS AND D&T PROCEDURI | FOR REVIEW   | FOR ANY CONSTRU | NATINOT ALWAYS DEF | T IS NOT SPECIFICALLY DESIGNED                | CONTACT CORROSION CONTROL TO PERFORM CURRENT REQUIREMENT TEST AND COATING INSPECTION PRIOR TO TIE-IN.  |   |  | ·  |                    | 1              |         |
| EUIFIED   | HEKEIN KEFEK        | . TO DIS STANDARDS AND D&T PROCEDURI  | O FUK GUIDAN | CE OR CONTACT D | I E ENGINEEKING.   |   | 6. NOTIFY CORROSION CONTROL UPON COMPLETION OF WORK, INCLUDING NEW TEST WIRE INSTALLS AND THEIR LOCATIONS.   |   |  |  |                    |                |         |
|   |                     |   |              |                 |                    |   |  |   |  |  |                    |                |         |

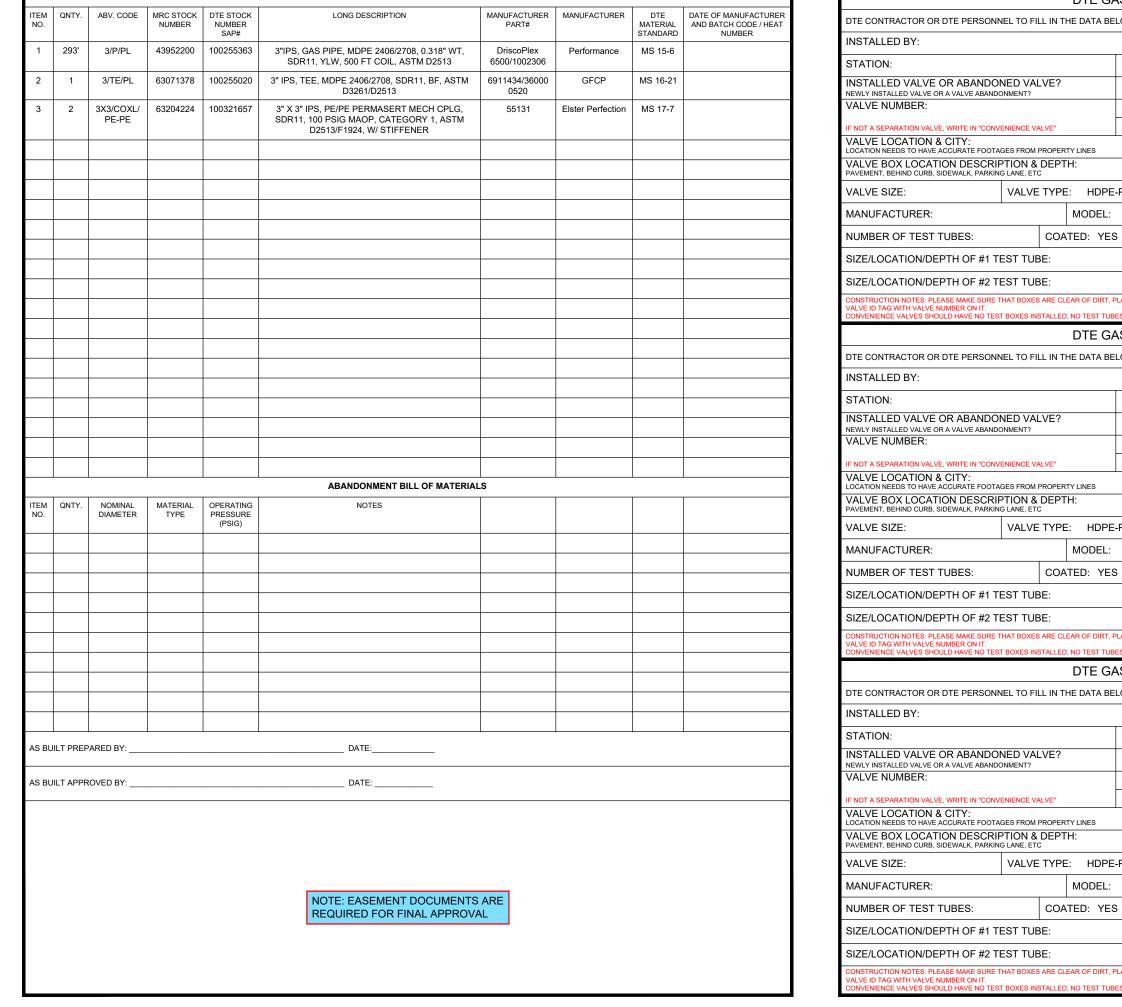
| VER TO T<br>PRESSU      | THE NEW<br>RE TEST      | MAIN MUS<br>INFORMAT | T BE TEST<br>ION MUST | ED PER D       | O&T PI | ROCEI<br>O ON T | OURE<br>HE AS | H DTS STANDARD 501<br>11.2.<br>S-BUILT INDICATING TH | IE COMPAN                             |                 |  |          |   |          |   |
|-------------------------|-------------------------|----------------------|-----------------------|----------------|--------|-----------------|---------------|--|---------------------------------------|-----------------|--|----------|---|----------|---|
| TEST SPECI              |                         |                      | ETED PRESS            |                |        |                 |               | PRESSURE TEST SPECI                                  |                                       | COMPLETED PRES  | SURE TEST INFO   | RMATION  |   |          | EUTILITY SHALL NOTIFY THE CITY  |
| )<br>                   | 60 PS                   |                      |                       | TOTAL TEST IIV | TOTANI | 11011           |               | PROPOSED MAOP  | 60 PSIG                               | COMPANY         | The state of the s | Tawarion |   |          | NTROL PLANS FOR THE PLANNED I<br>BLIC WORKS (DPW) EMPLOYEES:                                      |
|                         | 10 PS                   |                      |                       |                |        |                 |               | SYSTEM MAOP  | 10 PSIG                               | TESTED BY/DATE  |  |          |   | . 02     | twymanm@detroitmi.gov<br>DTEannualpermits@detroitm  |
| URE                     | 90 PS                   |                      |                       |                |        | PSIG            |               | MIN TEST PRESSURE                                    | 90 PSIG                               | TEST PRESSURE   |  | PSIG     |   |          | daniel.calloway@detroitmi.g<br>dohertyri@detroitmi.gov  |
| SURE                    | 96 PS                   |                      |                       |                |        | HRS             |               | MAX TEST PRESSURE                                    | 96 PSIG                               | TEST DURATION   |  | HRS      |   |          | davism@detroitmi.gov  |
| JOILE                   | VARIES                  |                      |                       |                |        | 1110            |               | TEST DURATION  | VARIES*                               | TEST MEDIUM     |  | 1110     |   |          | . NOTIFICATIONS SHALL BE SUBMIT<br>E UTILITY SHALL NOTIFY THE CITY                                |
| ST MEDIUM               | AIR N2                  |                      |                       | YES 🗆          | NO     | _               |               | ACCEPTABLE TEST MEDIUM                               | AIR N2                                | CHARTED         | YES 🗆  | NO 🗆     |   | 4. MIS   | S DIG SHALL BE NOTIFIED PRIOR T   |
| JI WEDIOW               | CO2 H2                  |                      |                       | 1120           | 110    |                 | #             | AGOLI TABLE TEGT MEDIOM                              | CO2 H2O                               | FROM:           | 1120 1   |          |   |          | AFFIC CONTROL SHALL BE INSTALL  |
| QUIRED                  | YES NO                  | )                    |                       |                |        |                 | ORDER         | CERT. CHART REQUIRED                                 | YES NO                                | -               |  |          |   |          | ECIFICATIONS (AS PUBLISHED.) IL BORING OPERATIONS SHALL BE  |
| STANDARD                | □ ⊠<br>501 AND          | TO:                  |                       |                |        |                 | WORK O        | *REFER TO STANDARD                                   | □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ | TO:             |  |          |   |          | LESS OTHERWISE SPECIFIED, PIPE  |
|                         | ST DURATIC              | N                    |                       |                |        |                 | 8             | PROCEDURE 10.21 FOR TE                               |                                       |                 |  |          |   |          | E PIPE, OR THREE (3) FEET OF COV  |
|                         |                         |                      |                       |                |        |                 |               |  |                                       |                 |  |          |   | FOR      | LESS OTHERWISE SPECIFIED, ALL:<br>R PROPER DRAINAGE FORM THE S<br>YER SHALL BE THOROUGHLY COMF    |
| TEST SPECI              | FICATIONS               | COMPL                | ETED PRESS            | URE TEST IN    | FORMA  | TION            |               | PRESSURE TEST SPECI                                  | FICATIONS                             | COMPLETED PRES  | SURE TEST INFO   | RMATION  |   |          | ERNIGHT, PROVIDED THAT EACH S<br>RFORMED UNDER THE ANNUAL PEI                                     |
| >                       | 60 PS                   | G COMPAN             | ΙΥ                    |                |        |                 |               | PROPOSED MAOP  | 60 PSIG                               | COMPANY         |  |          |   |          | RMANENT RESTORATION SHALL BE  |
|                         | 10 PS                   | G TESTED             | BY/DATE               |                |        |                 |               | SYSTEM MAOP  | 10 PSIG                               | TESTED BY/DATE  |  |          |   | HAV      | VING BEEN COMPLETED. FOR ALL \  |
| URE                     | 90 PS                   | G TEST PR            | ESSURE                |                |        | PSIG            |               | MIN TEST PRESSURE                                    | 90 PSIG                               | TEST PRESSURE   |  | PSIG     |   |          | GINEERING SPECIFICATIONS AND S  |
| SURE                    | 96 PS                   | G TEST DU            | RATION                |                |        | HRS             |               | MAX TEST PRESSURE                                    | 96 PSIG                               | TEST DURATION   |  | HRS      |   |          | BSEQUENT JUNE 30.<br>CKFILL AND RESTORE IN ACCORDA  |
|                         | VARIES                  | * TEST ME            | DIUM                  |                |        |                 |               | TEST DURATION  | VARIES*                               | TEST MEDIUM     |  |          |   |          | OSSING GRAVEL ROADS FOR UNDI  |
| ST MEDIUM               | AIR N2                  | CHARTE               | D                     | YES 🗆          | NO     |                 |               | ACCEPTABLE TEST MEDIUM                               | AIR N2 ⊠                              | CHARTED         | YES 🗆  | NO 🗆     |   | 12. IT S | SHALL BE UNACCEPTABLE FOR THE   |
|                         | CO2 H2                  | O FROM:              |                       |                | •      |                 | #<br>#        |  | CO2 H2O                               | FROM:           |  |          |   |          | E ANNUAL PERMIT. IN THE EVENT   |
| QUIRED                  | YES NO                  | )                    |                       |                |        |                 | B             | CERT. CHART REQUIRED                                 | YES NO ⊠                              |                 |  |          |   |          | GINEERING WILL BE NOTIFIED IMMI<br>SET MANAGEMENT AND ENGINEER                                    |
| STANDARD                | 501 AND<br>ST DURATIO   | TO:                  |                       |                |        |                 | WORK          | *REFER TO STANDARD<br>PROCEDURE 10.21 FOR TE         |                                       | TO:             |  |          |   |          | E WORK SITE SHALL BE RESTORED   |
| TEST OPES               | FIGATIONS               | COMPI                | ETED DDECC            | UDE TEST IN    | FORMA  | TION            |               |  | FIGATIONS                             | COMPLETED PRESS |  | DMATION  |   | 13. ALL  | FICIENT WORK AND REPLACE IT WI<br>. APPLICABLE REQUIREMENTS OF<br>E UTILITY SHALL PROVIDE AND MAI |
| TEST SPECI              |                         |                      | ETED PRESS            | URE TEST IN    | FURIMA | TION            |               | PRESSURE TEST SPECI                                  | I                                     | COMPLETED PRES  | SURE TEST INFO   | RMATION  |   |          | DETD  |
|                         | 60 PS                   |                      |                       |                |        |                 |               |  | 60 PSIG                               |                 |  |          |   |          | DETRO   |
|                         | 10 PS                   |                      |                       |                |        |                 |               | SYSTEM MAOP  | 10 PSIG                               | TESTED BY/DATE  |  |          |   | • OUF    | R RECORDS INDICATE THAT THERE   |
| URE                     | 90 PS                   |                      |                       |                |        | PSIG            |               | MIN TEST PRESSURE                                    | 90 PSIG                               | TEST PRESSURE   |  | PSIG     |   |          | S DWSD'S REQUIREMENT THAT AN  |
| SURE                    | 96 PS                   |                      |                       |                |        | HRS             |               | MAX TEST PRESSURE                                    | 96 PSIG                               | TEST DURATION   |  | HRS      |   |          | .OW DWSD ASSETS. ALSO, ANY PR<br>D/OR MANHOLE OUTSIDE WALL. NO                                    |
|                         | VARIES<br>AIR N2        |                      |                       |                | T      |                 |               | TEST DURATION  | VARIES*                               | TEST MEDIUM     |  |          |   |          | ERE ARE POSSIBILITIES OF SEVER  |
| ST MEDIUM               | CO2 H2                  | CHARTE               | D                     | YES            | NO     |                 | #             | ACCEPTABLE TEST MEDIUM                               | ⊠ ⊠<br>CO2 H2O                        | CHARTED FROM:   | YES 🗆  | NO 🗆     |   | REC      | QUIRED CLEARANCE.   |
|                         | YES NO                  |                      |                       |                |        |                 | DER           |  | YES NO                                | -               |  |          |   |          | FROIT WATER AND SEWERAGE DE   |
| QUIRED                  |                         | TO:                  |                       |                |        |                 | K ORD         | CERT. CHART REQUIRED                                 |                                       | TO:             |  |          |   |          | DRAGE OF BUILDING MATERIALS D<br>IRE THE DWSD FACILITIES ARE INV                                  |
| STANDARD<br>0.21 FOR TE | ) 501 AND<br>ST DURATIC |                      |                       |                |        |                 | WORK          | *REFER TO STANDARE<br>PROCEDURE 10.21 FOR TE         |                                       | 10.             |  |          |   |          | NTRACTOR SHALL BE LIABLE FOR A  |
|                         |                         | '                    |                       |                |        |                 |               |  |                                       | 1               |  |          | _ | WAI      | IVE ALL CLAIMS FOR DAMAGES UN   |
| TEST SPECI              | FICATIONS               | COMPL                | ETED PRESS            | URE TEST IN    | FORMA  | TION            |               | PRESSURE TEST SPECI                                  | FICATIONS                             | COMPLETED PRES  | SURE TEST INFO   | RMATION  |   |          |   |
| <b>D</b>                | 60 PS                   | G COMPAN             | ΙΥ                    |                |        |                 |               | PROPOSED MAOP  | 60 PSIG                               | COMPANY         |  |          |   |          | (   |
|                         | 10 PS                   | G TESTED             | BY/DATE               |                |        |                 |               | SYSTEM MAOP  | 10 PSIG                               | TESTED BY/DATE  |  |          |   | 1.       | TEN (10) DAY PRIOR TO CONSTR  |
| URE                     | 90 PS                   | G TEST PR            | ESSURE                |                |        | PSIG            |               | MIN TEST PRESSURE                                    | 90 PSIG                               | TEST PRESSURE   |  | PSIG     |   | 2.       | A MINUMUM NET HORIZONTAL CI<br>MAINTAINED. CONTRACTOR SHA   |
| SURE                    | 96 PS                   | G TEST DU            | RATION                |                |        | HRS             |               | MAX TEST PRESSURE                                    | 96 PSIG                               | TEST DURATION   |  | HRS      |   | 3.       | CONTRACTOR SHALL PROVIDE A  |
|                         | VARIES                  | * TEST ME            | DIUM                  |                |        |                 |               | TEST DURATION  | VARIES*                               | TEST MEDIUM     |  |          |   | 4.       | INSPECTIONS.  UTILITY PROTECTION MEASURES   |
| ST MEDIUM               | AIR N2                  |                      |                       | YES 🗆          | NO     |                 |               | ACCEPTABLE TEST MEDIUM                               | AIR N2                                | CHARTED         | YES 🗆  | NO 🗆     |   | 5.       | CERTIFICATE OF INSUREANCE (COF ANY DAMAGE TO OUR ASSET  |
|                         | CO2 H2                  |                      |                       | 1              | 1      |                 | # #           |  | CO2 H2O                               | FROM:           |  |          |   |          | GENERAL LIABILITY POLICY OR,  |
| QUIRED                  | YES NO                  | )                    |                       |                |        |                 | ORDER         | CERT. CHART REQUIRED                                 | YES NO                                | †               |  |          |   |          |   |
| STANDARD                |                         | TO:                  |                       |                |        |                 | WORKO         | *REFER TO STANDARD                                   |                                       | TO:             |  |          |   |          |   |
|                         | ST DURATIO              | N                    |                       |                |        |                 | WC            | PROCEDURE 10.21 FOR TE                               |                                       |                 |  |          |   |          |   |
|                         |                         |                      |                       |                |        |                 |               |  |                                       |                 |  |          | L |          |   |

| CITY OF DETROIT NOTES  |
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|  |
| 1. THE UTILITY SHALL NOTIFY THE CITY AT LEAST ONE (1) WEEK IN ADVANCE OF BEGINNING ANY NEW PROJECT. THE UTILITY SHALL PROVIDE DETAILED PLANS, WORK PROCEDURES AND TRAFFI   |
| CONTROL PLANS FOR THE PLANNED PROJECT AT LEAST ONE (1) MONTH IN ADVANCE OF SCHEDULING WORK. SUCH NOTIFICATION SHALL BE MADE VIA E-MAIL TO THE FOLLOWING DEPARTME   |
| PUBLIC WORKS (DPW) EMPLOYEES: twymanm@detroitmi.gov  |
| twymanm@detroitmi.gov<br>DTEannualpermits@detroitmi.gov<br>daniel.calloway@detroitmi.gov   |
| daniel.callo/way@detroitmi.gov<br>dohertyri@detroitmi.gov<br>davism@detroitmi.gov  |
| 2. ALL NOTIFICATIONS SHALL BE SUBMITTED ELECTRONICALLY IN A VERSION COMPATIBLE WITH THE CITY'S ACCELA PROJECT MANAGEMENT SYSTEM.   |
| 3. THE UTILITY SHALL NOTIFY THE CITY WITHIN FIVE (5) DAYS OF ANY CHANGES TO THE PLANNED PROJECT.   |
| 4. MISS DIG SHALL BE NOTIFIED PRIOR TO ANY WORK TO WHICH THE STATUTE APPLIES.  |
| 5. TRAFFIC CONTROL SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH THE MOST CURRENT EDITION OF THE MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AND CITY  |
| SPECIFICATIONS (AS PUBLISHED.)   |
| 6. SOIL BORING OPERATIONS SHALL BE SUBJECT TO THE PROVISIONS OF ACT 315 OF PUBLIC ACTS OF 1969.  |
| 7. UNLESS OTHERWISE SPECIFIED, PIPES SHALL BE PLACED TO A DEPTH THAT WILL PROVIDE NOT LESS THAN FOUR (4) FEET OF COVER BETWEEN THE TOP OF ROADWAY SURFACE AND THE TO   |
| THE PIPE, OR THREE (3) FEET OF COVER BELOW THE DITCH LINE AND THE TOP OF PIPE.   |
| 8. UNLESS OTHERWISE SPECIFIED, ALL TRENCHES, HOLES AND PITS SHALL BE FILLED PRIOR TO THE END OF WORK EACH DAY WITH SOUND EARTH OR WITH SAND/GRAVEL IF SO PROVIDED, GR  |
| FOR PROPER DRAINAGE FORM THE SIDEWALK OVER THE CURB IF IN THE BERM AREA, PLACED IN SUCCESSIVE LAYERS NOT MORE THAN NINE INCHES IN DEPTH, LOOSE MEASURE, AND EACH LAYER SHALL BE THOROUGHLY COMPACTED BY THE CONTROLLED DENSITY METHOD. EACH UTILITY CREW SHALL BE PERMITTED TO LEAVE UP TO THREE (3) OPEN TRENCHES OR HOLES  |
| OVERNIGHT, PROVIDED THAT EACH SUCH TRENCH OR HOLE IS APPROPRIATELY COVERED AND BARRICADED. NOTE: CURB TO CURB SITE RESTORATION WILL BE REQUIRED WHEN WORK  |
| PERFORMED UNDER THE ANNUAL PERMIT UNNECESSARILY CONFLICTS WITH THE SAME YEAR ROAD IMPROVEMENT PROJECTS, AS DEFINED IN SECTION 4 OF THE ANNUAL PERMIT.  |
| 9. PERMANENT RESTORATION SHALL BE IN ACCORDANCE WITH CITY ENGINEERING SPECIFICATIONS AND SHALL BE COMPLETED WITHIN THREE (3) DAYS OF ALL ACTIVITIES WITHIN THE EXCAVA  |
| HAVING BEEN COMPLETED. FOR ALL WORK COMPLETED PRIOR TO SEPTEMBER 30TH OF THE CALENDAR YEAR, PERMANENT SITE RESTORATION SHALL BE IN ACCORDANCE WITH CITY  |
| ENGINEERING SPECIFICATIONS AND SHALL BE COMPLETED WITHIN EIGHT (8) WEEKS. ALL WORK COMPLETED BETWEEN OCTOBER 1 AND MAY 1 SHALL BE PERMANENTLY RESTORED PRIOR TO  |
| SUBSEQUENT JUNE 30.  |
| 10. BACKFILL AND RESTORE IN ACCORDANCE WITH CITY SPECIFICATIONS.   |
| 11. CROSSING GRAVEL ROADS FOR UNDERGROUND HOUSE SERVICES MAY BE MADE BY TRENCHING. BACKFILL AND RESTORE IN ACCORDANCE WITH CITY SPECIFICATIONS.  |
| 12. IT SHALL BE UNACCEPTABLE FOR THE UTILITY TO PERFORM ANY WORK IN THE CITY'S RIGHT OF WAY WITHOUT ADHERING TO THE NOTIFICATION REQUIREMENTS AS OUTLINED IN SECTION 4   |
| THE ANNUAL PERMIT. IN THE EVENT THAT THE UTILITY IS FOUND TO BE WORKING IN RIGHT OF WAY WITHOUT NOTIFYING THE CITY, THE UTILITY'S DIRECTOR OF ASSET MANAGEMENT AND   |
| ENGINEERING WILL BE NOTIFIED IMMEDIATELY TO ADDRESS THE UNACCEPTABLE SITUATION. IF MULTIPLE OCCURRENCES OF NON-NOTIFICATION CONTINUE AFTER NOTIFYING THE DIRECTC   |
| ASSET MANAGEMENT AND ENGINEERING, THE UTILITY WILL BE SUBJECT TO ADDITIONAL CORRECTIVE MATTERS, INCLUDING THE POSSIBLE TERMINATION OF PERMIT.  12. THE WORK SITE SHALL BE RESTORED TO ITS PRE-CONSTRUCTION CONDITIONS. IN THE EVENT THAT RESTORATION IS FOUND TO BE DEFICIENT, THE UTILITY SHALL IMMEDIATELY REMOVE  |
| DEFICIENT WORK AND REPLACE IT WITH WORK THAT FULLY CONFORMS TO THE CITY ENGINEERING DIVISION STANDARD SPECIFICATIONS FOR PAVING AND CONSTRUCTION.  |
| 13. ALL APPLICABLE REQUIREMENTS OF LAW OR OF OTHER PUBLIC BODIES OR AGENCIES SHALL BE MET.   |
| 14. THE UTILITY SHALL PROVIDE AND MAINTAIN ALL NECESSARY PRECAUTIONS TO PREVENT INJURY OR DAMAGE TO PERSONS AND PROPERTY FROM OPERATIONS COVERED BY THIS PERMIT.   |
| DETROIT WATER & SEWERAGE DEPARTMENT NOTES  OUR RECORDS INDICATE THAT THERE ARE WATER MAINS AND SEWERS WHICH ARE LOCATED IN THE VICINITY OF THE PROPOSED PROJECT LIMITS.  IT IS DWSD'S REQUIREMENT THAT ANY PROPOSED UTILITY CROSSING DWSD WATER MAINS OR SEWERS PERPENDICULARLY MUST MAINTAIN A MINIMUM OF 18 INCHES OF VERTICAL CLEARANG BELOW DWSD ASSETS. ALSO, ANY PROPOSED UTILITY RUNNING ADJACENT TO DWSD WATER MAINS AND SEWERS MUST MAINTAIN A MINIMUM OF 5 FEET LATERAL CLEARANCE FROM ANY CON AND/OR MANHOLE OUTSIDE WALL. NO UTILITY IS ALLOWED TO RUN ALONG THE TOP OF THE WATER MAIN OR SEWER.  THERE ARE POSSIBILITIES OF SEVERAL WATER AND SEWER SERVICE LINES CROSSING IN THE VICINITY OF PROPOSED WORK, FIELD VERIFY THEIR LOCATION AND DEPTH TO MAINTAIN OUR REQUIRED CLEARANCE.  DETROIT WATER AND SEWERAGE DEPARTMENT (DWSD) PROHIBITS THE USE OF HEAVY CONSTRUCTION EQUIPMENT (BULLDOZERS, BACKHOES, EXTREMELY LARGE ROLLERS, ETC.) AND OR STORAGE OF BUILDING MATERIALS DIRECTLY OVER OR NEAR OUR MAINS OR SEWERS. DWSD ALSO PROHIBITS THE USE OF CRANES AND BALLS OR HYDRAULIC RAMS FOR PAVEMENT REMOV WHRE THE DWSD FACILITIES ARE INVOLVED. IF THE WATER MAIN OR SEWER FACILITIES ARE BROKEN OR DAMAGED AS A RESULT OF ANY ACTION ON THE PART OF THE CONTRACTOR, THEN T CONTRACTOR SHALL BE LIABLE FOR ALL COSTS INCIDENTAL TO THE REPAIR OF SUCH BROKEN OR DAMAGED WATER MAIN/SEWER FACILITIES AND APPURTENANCES. THE CONTRACTOR SHALL WAIVE ALL CLAIMS FOR DAMAGES UNDER SUCH CIRCUMSTANCES. |
| GREAT LAKES WATER AUTHORITY NOTES  |
| 1. TEN (10) DAY PRIOR TO CONSTRUCTION, SUBMIT PLANS AND CERTIFICATE OF INSURANCE (COI) BY EMAIL: PERMITS@GLWATER.ORG FOR ISSUANCE OF AN APPROVAL LETTER.   |
| <ol> <li>A MINUMUM NET HORIZONTAL CLEARANCE OF 5FT AND A MINIMUM NET VERTICAL CLEARANCE OF 18-INCH BETWEEN THE GLWAS ASSET(S) AND ANY OTHER UTILITY OR STRUCTURE SHA<br/>MAINTAINED. CONTRACTOR SHALL DETERMINE THE PRECISE LOCATION OF GLWA ASSET(S) BY SOFT DIG METHOD IN THE PRESENCE OF A GLWA INSPECTOR.</li> </ol>   |
| 3. CONTRACTOR SHALL PROVIDE A MINIMUM OF SEVENTY-TWO (72) HOURS ADVANCE WRITTEN NOTICE BY EMAIL: PERMITS@GLWATER.ORG WITH THE GLWA JOB NUMBER FOR SITE   |
|  |
| INSPECTIONS.  4. UTILITY PROTECTION MEASURES SHALL BE FOLLOWED FOR POTENTIALLY DAMAGING WORK NEAR GLWAS ASSEST(S), AS RECOMMENDED BY THE GLWA.   |
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| 4. UTILITY PROTECTION MEASURES SHALL BE FOLLOWED FOR POTENTIALLY DAMAGING WORK NEAR GLWAS ASSEST(S), AS RECOMMENDED BY THE GLWA.  5. CERTIFICATE OF INSUREANCE (COI): CONTRACTOR SHALL HAVE A LETTER OF LIABILITY INSURANCE ON FILE TO PROTECT GREAT LAKE WATER AUTHORITY (GLWA) FORM ANY LIABILITY IN OF ANY DAMAGE TO OUR ASSET(S): "GREAT LAKES WATER AUTHORITY (GLWA) AND THE CITY OF DETROIT MUST BE NAMED AS ADDITIONAL INSUREDS ON CONTRACTOR'S COMMERCIAL  |
| 4. UTILITY PROTECTION MEASURES SHALL BE FOLLOWED FOR POTENTIALLY DAMAGING WORK NEAR GLWAS ASSEST(S), AS RECOMMENDED BY THE GLWA.  5. CERTIFICATE OF INSUREANCE (COI): CONTRACTOR SHALL HAVE A LETTER OF LIABILITY INSURANCE ON FILE TO PROTECT GREAT LAKE WATER AUTHORITY (GLWA) FORM ANY LIABILITY IN OF ANY DAMAGE TO OUR ASSET(S): "GREAT LAKES WATER AUTHORITY (GLWA) AND THE CITY OF DETROIT MUST BE NAMED AS ADDITIONAL INSUREDS ON CONTRACTOR'S COMMERCIAL  |
| 4. UTILITY PROTECTION MEASURES SHALL BE FOLLOWED FOR POTENTIALLY DAMAGING WORK NEAR GLWAS ASSEST(S), AS RECOMMENDED BY THE GLWA.  5. CERTIFICATE OF INSUREANCE (COI): CONTRACTOR SHALL HAVE A LETTER OF LIABILITY INSURANCE ON FILE TO PROTECT GREAT LAKE WATER AUTHORITY (GLWA) FORM ANY LIABILITY IN OF ANY DAMAGE TO OUR ASSET(S): "GREAT LAKES WATER AUTHORITY (GLWA) AND THE CITY OF DETROIT MUST BE NAMED AS ADDITIONAL INSUREDS ON CONTRACTOR'S COMMERCIAL  |









| IAL     | DATE OF MANUFACTURER            | DTE GAS INSTALL / ADAINDONMENT VALVE FORM IS TO BE FILLED OUT IN ITS ENTIRETY AND SUBMITTED WITH AS-BUILT RECORDS.   |  |  |   |  |  |  |  |  |
|---------|---------------------------------|--|--|--|---|--|--|--|--|--|
| ARD     | AND BATCH CODE / HEAT<br>NUMBER | INSTALLED BY:  | NEL TO FILL IN THE DATA E  | COMPANY:   |   |  |  |  |  |  |
| 5-6     |                                 | STATION:   |  | WO#:   | CONFANT.  | MATE   | RIAL PO#:  |  |  |  |
| -21     |                                 | INSTALLED VALVE OR ABANDO  | NED VALVE2   |  |   |  |  |  |  |  |
|         |                                 | NEWLY INSTALLED VALVE OR A VALVE ABAND   |  | INSTALLED  | ABANDONED   |  | DATE:  |  |  |  |
| 7-7     |                                 | VALVE NUMBER:  |  | ROADWAY BOX ABA  | NDONED YES  | NO [   | N/A  |  |  |  |
|         |                                 | VALVE LOCATION & CITY:   | 'ENIENCE VALVE"  | COMMENTS:  |   |  |  |  |  |  |
|         |                                 | LOCATION NEEDS TO HAVE ACCURATE FOOTA  VALVE BOX LOCATION DESCRI   |  |  |   |  | CITY:  |  |  |  |
|         |                                 | PAVEMENT, BEHIND CURB, SIDEWALK, PARKIN  |  |  |   |  | DISTANCE FROM TOP OF<br>STEM EXTENSION TO LID:   |  |  |  |
|         |                                 | VALVE SIZE:  | VALVE POSITION: OPEN, CLOSED, ETC  |  |   |  |  |  |  |  |
|         |                                 | MANUFACTURER:  | MODEL  | :  | SEI   | RIAL NUMBEF  | ₹:   |  |  |  |
|         |                                 | NUMBER OF TEST TUBES:  | NUMBER OF TEST TUBES:  COATED: YES NO COATING TYPE: TRENTON TRENTON WAX TAPE OTHER:  |  |   |  |  |  |  |  |
|         |                                 | SIZE/LOCATION/DEPTH OF #1 T  | EST TUBE:  |  | DISTANCE OF TEST TUBE #1 FROM LID:  |  |  |  |  |  |
|         |                                 | SIZE/LOCATION/DEPTH OF #2 T  | EST TUBE:  |  |   | DISTANCE   | OF TEST TURE #2 FROM UD:   |  |  |  |
|         |                                 |  | _  | ANCE OF TEST TUBE #2 FROM LID:  HTENED TOO MUCH, AND MLV HIGH HEAD EXTENSION HAVE A  |   |  |  |  |  |  |
|         |                                 | VALVE ID TAG WITH VALVE NUMBER ON IT. CONVENIENCE VALVES SHOULD HAVE NO TES  | T BOXES INSTALLED, NO TEST TU  | JBES, NO HIGH HEAD EXTENSIONS  | , NO VALVE OPERATORS, AND THE   | /ALVE SHOULD BE  | COMPLETELY BACKFILLED IN A FULL OPEN POSITION.   |  |  |  |
|         |                                 |  | DTE G  | SAS INSTALL / ABAI   | NDONMENT VALVE  | FORM   |  |  |  |  |
|         |                                 | DTE CONTRACTOR OR DTE PERSON   | NEL TO FILL IN THE DATA E  | ELOW FOR EACH NEW VAL  | VE. FORM IS TO BE FILLED C  | UT IN ITS ENTIF  | RETY AND SUBMITTED WITH AS-BUILT RECOR   |  |  |  |
|         |                                 | INSTALLED BY:  |  |  | COMPANY:  |  |  |  |  |  |
| $\perp$ |                                 | STATION:   |  | WO#:   | <u> </u>  | RIAL PO#:  |  |  |  |  |
| 4       |                                 | INSTALLED VALVE OR ABANDO  | NED VALVE?   | INSTALLED  | ABANDONED   |  | DATE:  |  |  |  |
| -       |                                 | NEWLY INSTALLED VALVE OR A VALVE ABAND VALVE NUMBER:   | ONMENT?  |  |   |  | <u>_</u>   |  |  |  |
| _       |                                 |  | VENUENCE VALVE   | ROADWAY BOX ABA  | NDONED YES  | NO L   | N/A  |  |  |  |
| _       |                                 | VALVE LOCATION & CITY:   |  | COMMENTS.  |   |  | CITY:  |  |  |  |
|         |                                 | VALVE BOX LOCATION DESCRI  |  |  |   |  | DISTANCE FROM TOP OF   |  |  |  |
|         |                                 | PAVEMENT, BEHIND CURB, SIDEWALK, PARKIN  | STEM EXTENSION TO LID:   |  |   |  |  |  |  |  |
|         |                                 | VALVE SIZE:  | VALVE TYPE: HDP  | E-PE3408/4710 ME   | PE-PE2406/2708 S  | TL CI [  | VALVE POSITION: OPEN, CLOSED, ETC  |  |  |  |
|         |                                 | MANUFACTURER:  | MODEL  | :  | SEI   | RIAL NUMBEF  | ₹:   |  |  |  |
| _       |                                 | NUMBER OF TEST TUBES:  | COATED: YE   | S NO COAT  | COATING TYPE: TRENTON TRENTON TRENTON TRENTON OTHER:  |  |  |  |  |  |
|         |                                 | SIZE/LOCATION/DEPTH OF #1 T  | SIZE/LOCATION/DEPTH OF #1 TEST TUBE:  DISTANCE  SIZE/LOCATION/DEPTH OF #2 TEST TUBE:  DISTANCE   |  |   |  |  |  |  |  |
|         |                                 | OIZE/EOO/(HOIV/DEI III OI #/ I   |  |  |   |  |  |  |  |  |
|         |                                 |  | EST TUBE:  |  |   |  |  |  |  |  |
|         |                                 | SIZE/LOCATION/DEPTH OF #2 T  |  | , PLASTIC TEST TUBES ARE NOT S   | CRAPED, PLUGS ON TEST TUBES A   |  | TOO MUCH, AND MLV HIGH HEAD EXTENSION HAVE A   |  |  |  |
|         |                                 | SIZE/LOCATION/DEPTH OF #2 T CONSTRUCTION NOTES: PLEASE MAKE SURE VALVE ID TAG WITH VALVE NUMBER ON IT.   | THAT BOXES ARE CLEAR OF DIRT   |  |   | RE NOT TIGHTENED   | O TOO MUCH, AND MLV HIGH HEAD EXTENSION HAVE A COMPLETELY BACKFILLED IN A FULL OPEN POSITION.  |  |  |  |
|         |                                 | SIZE/LOCATION/DEPTH OF #2 T CONSTRUCTION NOTES: PLEASE MAKE SURE VALVE ID TAG WITH VALVE NUMBER ON IT.   | THAT BOXES ARE CLEAR OF DIRT   | JBES, NO HIGH HEAD EXTENSIONS  |   | RE NOT TIGHTENED   |  |  |  |  |
|         |                                 | SIZE/LOCATION/DEPTH OF #2 T CONSTRUCTION NOTES: PLEASE MAKE SURE VALVE ID TAG WITH VALVE NUMBER ON IT. CONVENIENCE VALVES SHOULD HAVE NO TES   | THAT BOXES ARE CLEAR OF DIRT<br>IT BOXES INSTALLED, NO TEST TO<br>DTE G  | BES, NO HIGH HEAD EXTENSIONS   | , NO VALVE OPERATORS, AND THE NDONMENT VALVE  | RE NOT TIGHTENED VALVE SHOULD BE                                       | COMPLETELY BACKFILLED IN A FULL OPEN POSITION.   |  |  |  |
|         |                                 | SIZE/LOCATION/DEPTH OF #2 T CONSTRUCTION NOTES: PLEASE MAKE SURE VALVE ID TAG WITH VALVE NUMBER ON IT. CONVENIENCE VALVES SHOULD HAVE NO TES   | THAT BOXES ARE CLEAR OF DIRT<br>IT BOXES INSTALLED, NO TEST TO<br>DTE G  | BES, NO HIGH HEAD EXTENSIONS   | , NO VALVE OPERATORS, AND THE NDONMENT VALVE  | RE NOT TIGHTENED VALVE SHOULD BE                                       | COMPLETELY BACKFILLED IN A FULL OPEN POSITION.   |  |  |  |
|         |                                 | SIZE/LOCATION/DEPTH OF #2 T CONSTRUCTION NOTES: PLEASE MAKE SURE VALVE ID TAG WITH VALVE NUMBER ON IT. CONVENIENCE VALVES SHOULD HAVE NO TES  DTE CONTRACTOR OR DTE PERSON   | THAT BOXES ARE CLEAR OF DIRT<br>IT BOXES INSTALLED, NO TEST TO<br>DTE G  | BES, NO HIGH HEAD EXTENSIONS   | NO VALVE OPERATORS, AND THE NOONMENT VALVE  VE. FORM IS TO BE FILLED C  | RE NOT TIGHTENED VALVE SHOULD BE FORM UT IN ITS ENTIF                  |  |  |  |  |
|         |                                 | SIZE/LOCATION/DEPTH OF #2 T CONSTRUCTION NOTES: PLEASE MAKE SURE VALVE ID TAG WITH VALVE NUMBER ON IT. CONVENIENCE VALVES SHOULD HAVE NO TES  DTE CONTRACTOR OR DTE PERSONI INSTALLED BY:  | THAT BOXES ARE CLEAR OF DIRT IT BOXES INSTALLED, NO TEST TO DTE G  | GAS INSTALL / ABANGELOW FOR EACH NEW VAL   | NO VALVE OPERATORS, AND THE NDONMENT VALVE VE. FORM IS TO BE FILLED COMPANY:  | FORM  UT IN ITS ENTIF  | COMPLETELY BACKFILLED IN A FULL OPEN POSITION.  RETY AND SUBMITTED WITH AS-BUILT RECOR   |  |  |  |
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#### **Historic Fort Wayne**

#### **DTE Gas Renewal on Meige and Cram Streets**

#### Overview:

The work along Meige, Cram and Brady Streets in Historic Fort Wayne is part of a much larger project.

In 2023, work began on the design of DTE Gas grid project Southwest Detroit 3A. The scope of the project encompassed an area bound by I-75 / Fort Street on the north, and the Detroit River on the south, going from the Rouge River on the west to the Lodge Freeway on the East.



Figure 1 Southwest Detroit 3A project area

Construction of this gas grid project begain in early 2024, and is now largely completed.

#### The current conditions of the gas network inside of Fort Wayne:

Most of the fort is currently supplied with gas mains installed between 1975 and 2018. These mains are fed from a single point connection to a larger gas main running down West Jefferson Ave.



Figure 2 Current mains in Fort Wayne

The area serviced by the main network is largely west of Brady street. The garrison building in the star fort itself is supplied by a main installed in 1975, and needs no improvement at this time.

The area east of Brady has a different supply point. Currently the buildings along Meige and Cram streets are supplied by a single service line connection, that is branched multiple times. A similar situation is supplying gas to the Army Corp of Engineers facility along the south side of the star fort. These service networks are tied to an aging Cast Iron main in West Jefferson, that has segments dating back to 1901. This main needs to be taken out of service, but that cannot occur until all active services have been tied into the newer gas main network in western part of the fort, and all inactive services are confirmed to be off line.

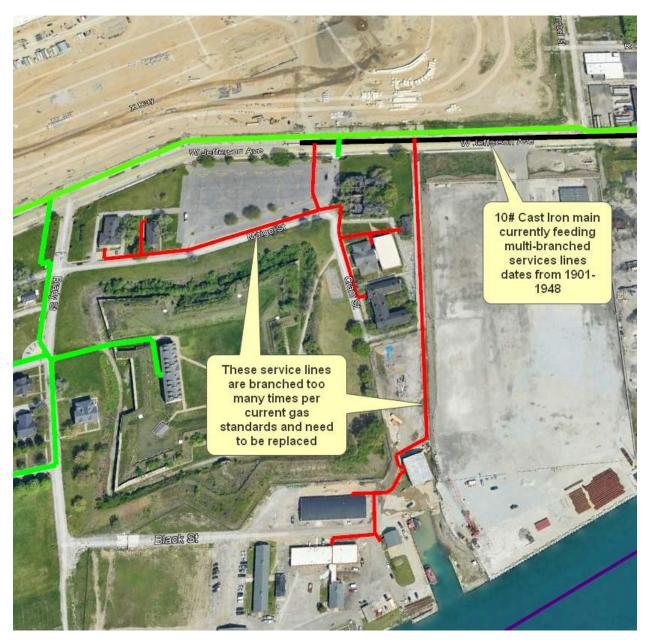


Figure 3 Service network in the east part of Fort Wayne

#### Proposed solution for gas for the fort east of Brady:

These service networks cannot simply be tied over to the new main in their current state. Per the Federal Gas standards, services cannot be branched more than twice. These services need to be separated for safety and future maintenance concerns.

One solution would be to run services from each building to the existing gas mains. However, we estimate that just for the Cram and Meige area, this would result in close to 2,200 feet of installation and involve crossing a freshly paved West Jefferson at least three times.

A solution for Army Corp has been approved and the easement attained with SHPO, indigenous groups and Army Corp itself for the portion along Black Street. A new main will connect to the existing main on Brady, near Gibbs St, and run into their facility along Black Street. Each building will have a separate service connection to this main.

The proposed solution for the north side of the fort is to run new mains down Meige and Cram streets. These mains will tie into the current gas system at two points: Brady Street on the west end of Meige, and into a main running across West Jefferson stopping at the gate into the parking lot at the east end of Meige. Making tie-ins at two points will provide a more reliable gas supply, not only for Meige and Cram, but the entire gas network in the fort. The total length of the installation for these mains will be less than 1,500 feet. Adding the service lines that will still be needed to run off these new mains, the total remains under 2,100 feet.



Figure 4 Proposed mains and services

Distribution mains also fall under a greater level of scrutiny than service lines. This is not to say that service lines are thrown in slip-shod or fast and loose; they are of course installed with great care. However, mains fall under an even greater level of safety regulations. For that reason, an easement is being obtained for the mains through SHPO.

#### Methods of Installation:

The preferred method of installation is Horizontal Directional Drilling (HDD). In HDD installation a drilling machine feeds a long line of rods which can be flexed and change direction of the drilling path. Once the drill has reached its targeted end point, pipe that has been previously welded together, or that is on a reel, can be pulled back to the drill rig. In this method only an entry and exit excavation is needed, if no existing utilities are being crossed. In the case of crossing utilities, a small "pothole" excavation must be made so that construction crews can visually see that the main being installed has a vertical clearance of the existing utility of 18 inches, either above or below, depending on the depth of the existing utility, and the minimum depth at which the main must be installed.



Figure 5: general HDD diagram

In cases where HDD cannot be performed, Open Trenching would be used. Open Trenching is as it sounds, excavating a long trench for the length of an installation. This method is usually used for areas that are either very crowded with existing utilities requiring that any new installation follow a very precise running line, or a wide-open area with no utilities and

no concerns for immediate restoration – like a new construction site. Sometimes open trenching is used in combination with HDD if there is a dense area of pothole excavations.

Per the email conversation that took place between Brennah Donahue and Nataniel Nazareno:

- Infrasource plans to utilize HDD whenever possible.
- Excavations at the tie-in points will range between 5'x5' to 8'x8' depending on the situation.
- Open trenches (only if needed) are 2 to 4 feet wide.
- Utility potholes are typically 2'x2'.

#### **Equipment Used for installations:**

Per Infrasource, vehicles that could be used on site include:

- 1 24x40 HDD Rig\*\*
- 1 Box Truck to provide water for HDD drilling.
- 1 Hydro-Vac truck used for smaller excavations
- 2 JD85 Excavators for larger excavations\*\*
- 1- Pipefitting truck
- 1- enclosed trailer\*\*
- 2 pickup trucks
- 2 10 yard dump trucks
- 2 Equipment trailers\*\*
- 1 Coil pipe trailer
- 1 40' pipe trailer
- Equipment marked with (\*\*) will remain on site overnight in an approved staging area until they are no longer needed for the construction.
  - o The ideal laydown/staging area for the Meige / Cram installation would be the parking lot on the north side of Meige.
  - o Staging in this area would minimize the movement of any heavy equipment.
- All other trucks would leave the site every night and return the next day for as long as they are needed.



Figure 6 Stage Area

#### Details on the Installation of the mains along Meige and Cram:

The main being proposed has been designed to avoid installing under hard surfaces as much as possible. The installation for Meige Street is proposed to be under grass, the only exception being when crossing streets or driveways. No excavations other than utility potholes are proposed to happen in streets or driveways.



Figure 7 Area of tie-in at Brady looking down Meige

What used to be green spaces along Cram now have asphalt over them and are currently occupied by existing infrastructure. From the tie-in point on West Jefferson the main will run under the eastern end of the parking lot, then continue south under the road. The decision to go under the road rather than the sidewalk was based on the condition and age of the walks versus the road. The sidewalks are in good condition, and restoration in kind would involve acid ageing the replacement concrete. The road shows signs of recent patching and a more modern tar and chip covering.

Please refer to the Meige (1) and Cram (1) strip map drawings for the exact proposed locations.



Figure 8 Cram looking south from Meige

Other features to note with this design:

- No tree removals will be needed.
- Depending on the pothole needed for one utility crossing, there is the potential for 1 small piece of curb needing to be replaced at the corner of Meige and Cram.
- Depending on the amount of excavation required to install one fitting, 1 sidewalk flag may need to be replaced at the corner of Brady and Meige.
- Spoils and backfill materials will need to be temporarily staged on the ground near the excavations. Spoils will be hauled off site daily.

#### **Archeological Concerns:**

Everyone involved in this project is aware of the deep historical background of this site. To mitigate concerns over possible disturbances of artifacts that could be buried in the construction zone, a Ground Penetrating Radar (GPR) survey was conducted from August 27<sup>th</sup> to 29<sup>th</sup>. This was done by Ground Penetrating Radar Services from Toledo, Ohio.

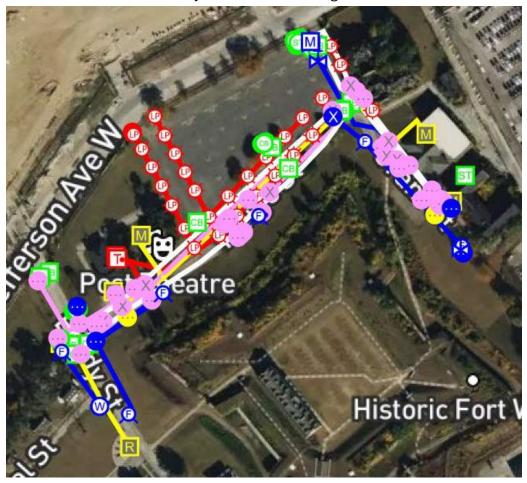


Figure 9 Excerpt from GPR findings map

Utilities were located first by inducing an electro-magnetic pulse through the pipelines. This produced a signal that would be picked up by a scanning wand to mark the path of the utility. The next step was to go over these areas with a GPR scanner to pick up any other

objects hidden under the surface.

Flagging on soft surfaces and spray markings on hard surfaces followed standards color coding:

- White work areas
- Yellow Gas
- Red Electric
- Blue Water
- Green Storm Sewers
- Pink unknown

The GPR scan also gave the approximate depth of the structure being detected. These depths were marked on the pavement as well.

All the points that had been flagged or painted were then captured in a GPS survey.



Figure 10 Ryan from GPRS operating the GPR unit

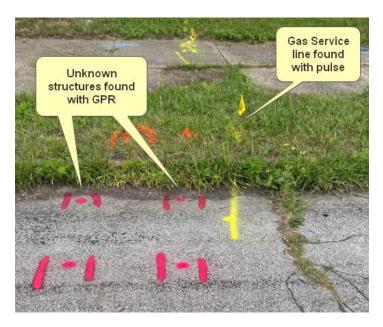


Figure 11 Paint marking and flags

The results of this GPR scan heavily influenced the current proposed running lines as described earlier. With this wealth of information, we are confident that any large object in the ground will be avoided.

During the GPR scan, SHPO requested that techs look at the area around Brady and Gibbs. This area had been scanned previously, but they wanted to see if anything would show up with a newer scanner. The area scanned was clear.

At the request of SHPO, DTE will arrange to have archeological monitoring on site, provided by an SHPO approved archeological service. Excavators and Hydro-vac trucks were mentioned in the list of equipment earlier in this narrative, however SHPO has raised concerns particularly at the south end of Cram, where the chances of coming across artifacts increases. In these areas once a hard surface has been broken through, the archeologist can request that soft digging (hand shoveling) occurs.

#### **Sandstone Curbs:**

There are no sandstone curbs in the construction area. Please see the Curb Survey document for a photo essay on the curbs along Meige and Cram.

#### **Service Lines:**

On September 8, 2025, Brennah Donahue with the Recreation Division provided us with a diagram showing which buildings they would like to have services lines ran to. The buildings framed in yellow will eventually need gas service, the building framed in red does not, as the roof has completely collapsed.



Figure 12 Excerpt from diagram provided by B.G. Donahue

SHPO has provided guidance as to what needs to be done regarding preserving the historical integrity of these buildings while providing gas service for them.

Many of these buildings are currently not in use. DTE cannot run a service line to a building that will continue to be idle for the foreseeable future. Buildings must meet certain criterium for gas to be safely operated in a structure (such as intact roof). If a service line is run to a building, a meter is put in place, and the meter does not register any usage, DTE will be regulatory forced to remove the meter.

Therefore, if a building is not in use currently, install of the service line and meter will only occur when DTE is informed that the building is going into service.

On 9/17/2025 a meeting was held on site with representatives from Detroit Parks and Rec, SHPO, DTE and Wade Trim. General plans were made for services for all these buildings,

but it was determined that none of the buildings are ready for service lines. A more detailed report on this has been sent as well.

#### **Brady Construction:**

The construction along Brady is less intense in that the footage is less, and it is mostly soft surface digging. Once again HDD will be the preferred method of installation. There will be one excavation pit to tie into the existing main north of Gibbs Street, and there will be one excavation to make the turn at Black Street. There may be a handful of potholes needed when crossing a couple of water lines.

Staging the equipment for the installation in this area will take place on the Army Corp property.

There are no services along Brady from Gibbs to Black.



#### **Duration of Construction:**

The time frame for construction is currently expected to take 3 weeks to install the gas mains. It is DTE's hope that this project will be done in the fall of 2025 before winter arrives.

#### **Restoration:**

The full restoration process will begin as soon as all installation and abandonment work in the fort area has been completed. Restoration will be "in kind", any grass removed will be

replanted with seeds mixes per state standards, any pavement will be patched, and any sidewalks and curbs will be repoured and acid etched if required.

#### **Easement Required:**

With the design changes from the GPR, we are in the process of updating our Easement Exhibit. This will need to be approved by Detroit Parks and Recreation, and then recorded with Wayne County, in order for construction to begin. It is our hope that by the time of the October meeting, that this document will be in the hands of Detroit Parks and Recreation to sign.

Narrative compiled by:

Jonathon Ferris, Production Administrator, Wade Trim

September 19, 2025

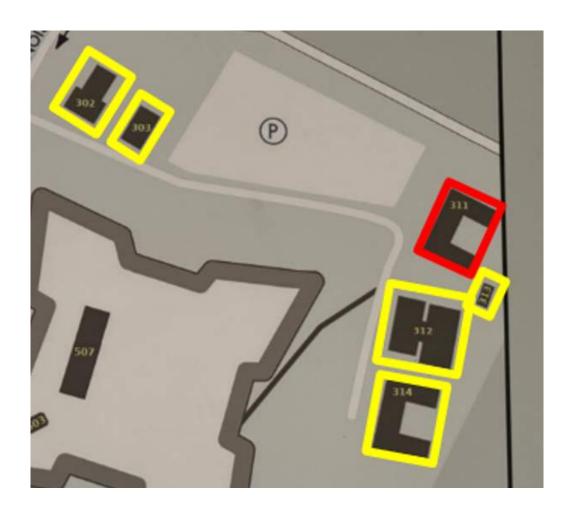
### **Assessment of Buildings Along Meige and Cram**

#### For Future Gas Service Lines.

On Wednesday 9/17/2025 a meeting was held on site at Historic Fort Wayne to discuss future gas services to five buildings along Meige and Cram streets.

This meeting was attended by:

- Amy Krull SHPO
- Mara Lancaster SHPO
- Brennah Grace Donahue Detroit Parks and Recreation
- Skylar Leslie Detroit Parks and Recreation
- Devon Kies DTE Gas
- Jonathon Ferris Wade Trim
- Shannon Leighton Wade Trim



#### Overview:

At this time, it is the opinion of DTE that from a safety standpoint, none of these buildings are ready to have gas services run to them. Many of the buildings have structural concerns and are not ready to have gas appliances such as boilers, furnaces, air conditioners, or hot water heaters installed. When it is time for services to be installed, HDD installation will be used as much as possible to keep excavations to a minimum.

The following is a building-by-building assessment of the current conditions of these buildings, and what can be expected when these buildings are ready for gas service.

#### **Guard House - Future Welcome Center - Building 302**

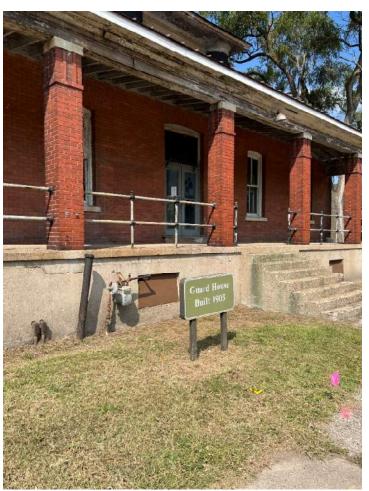


Figure 1Front of Guard House

Currently the gas meter is on the front of the building. The gas service line running through what used to be a window. However, there is hole going into the concreate foundation that we believe was previously used for gas service. We were able to enter the building and inspect how the gas network inside the building was laid out. While in the basement, we discovered that water was leaking from a split valve, and water would need to be shut off from outside the building. The current boiler in the basement showed signs of corrosion all along the bottom and appears to have asbestos insulation on at least one pipe coming out the top.

Based on these findings, this building is not ready for active gas service, however, two options were

developed for when the building is ready for gas service hook up.



Figure 2 Present Meter Location

#### Option 2:

When the building is being rehabilitated,
Detroit Parks and Rec can have the gas lines in
the building re-routed so the entry can be
moved to the back. It was noted that in its
current condition the gas line has to travel
almost the entire length of the basement
before it reaches any appliance. By moving the
entry point to the back of the basement, it will

#### Option 1:

The new meter would be put on a post outside the front of building; it would not be mounted to the building itself. The current hole in the foundation would be utilized to hook into the gas system as it currently exists, and any gap in the hole sealed.



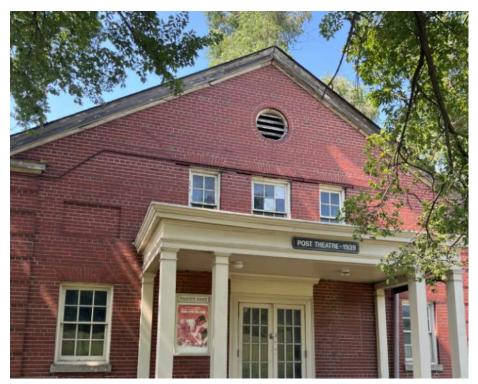
Figure 3 Possible Future Meter Location

deliver a better supply of gas to the future boiler or furnace. We believe the sandstone does not continue below ground level and the foundation is cement. The exit/entry point could then be drilled through the foundation below grade, a riser pipe put in to come up to the gas meter, which again would be mounted to a post, not the building.

Once again, this building is not ready for an active gas service. If any work is to take place this fall at this building, the current gas meter will be removed, the current gas service riser

line cut off at ground level and capped, and the service line running into the building will be cut and capped.

#### Theater - Building 303



The theater's service line is currently run towards the back of the building. This location works well for the future meter location, and no new access point into the building will be needed. We could not gain access to the basement to assess the gas piping in the building.

Figure 4 Font of Theater

This building is possibly the one in the best shape of the five in this area, however it is not ready for an active gas service. No service work is expected to occur this fall at this location as the meter is hidden from the road.



Figure 5 Current and Future Meter Location

## Old Recreation Center / Visitor Center – Building 312



Figure 6 Front of Rec Center / Visitor Center

The current meter is in the best location at this site with the riser coming out in a grassy area. Between the meter and the building is a large old concreate slab.

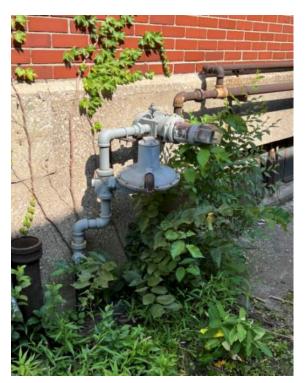


Figure 7 Rec/Visitor Center Meter

The future meter will be at the current meter's location on a post. From the meter, one service line will need to be ran along the building in the location of the current higher service line. Once inside the building the service line can be split to run to different appliances. The current entry point at the window area is the best option, as there is no good point to drill through the foundation. The window area would need to be sealed off Detroit Parks and Rec.

Currently the service line running from the meter is split outside the building, and two large lines are running into the building through an unsealed window opening. We were able to gain access to the basement, where we discovered a water heater in need of replacement, however the boiler looks to be in good enough condition to possibly be put back in service – only a certified tech would be able to confirm that.



Figure 8 Service Lines Entrance

## Former Bakery / Paint Shop – Building 313



Figure 9 Bakery / Paint Shop

This building is currently in obvious need of extensive repairs. So much so that running a service line was not even discussed on the site visit.

## Storage Building – Building 314



Figure 10 Storage Building



Currently the meter is on the front of the building, and the service line goes through a hole in the sandstone wall. We were unable to access the basement due to safety concerns given the structural integrity of the building.

Figure 11 Storage Building Current Meter

We did, however, discuss a preliminary future solution for the service. The new meter would be placed on a post around to the north side of the building. The service line would run through the former window opening, which would then need to be sealed by Detroit Parks and Rec. This solution would involve the removal of a concrete slab, that SHPO determined was not original to the building, but added later. This plan, however, is subject



Figure 12 Possible Future Meter Location

to future investigations as we could not access the basement to evaluate the current gas system.

If any service work is done at this location this fall it will involve removing the meter, cutting and capping the riser at ground level, and capping the service line running into the building.

#### **Moving Forward**

Although no service installation is planned this fall, putting in the proposed gas main along Meige and Cram will set the stage for the future.

When these buildings are ready for gas service, DTE will be ready and willing to have the new service lines put in place following the above proposals, and the guidelines provided by SHPO.

The contact person at DTE for service installation will be:

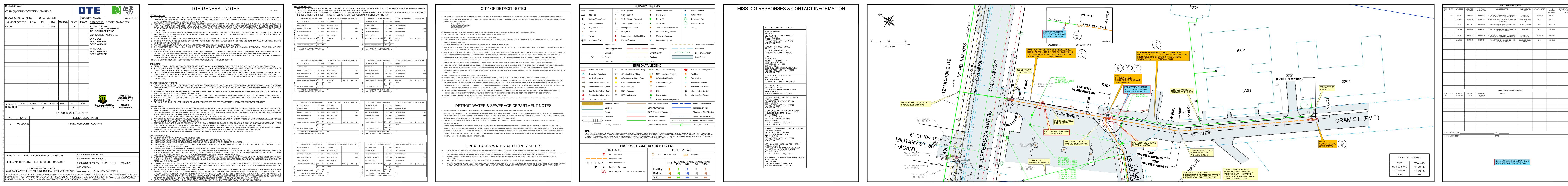
Devon Kies - devon.kies@dteenergy.com

Capital Project Manager/PMO

(313) 324-2493

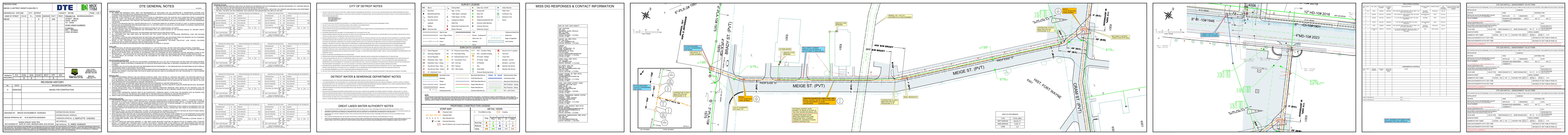
Prepared by – Jonathon Ferris – Wade Trim

9/19/2025



NUMBER OF TEST TUBES: COATED: YES NO COATING TYPE: #PAPrimer TRENTON TRENTON TRENTON OTHER

NUMBER OF TEST TUBES: COATED: YES NO COATING TYPE: #ZAPrimer TRENTON TRENTON PVC TAPE OF



## Curb Survey along Meige and Cram:

Sandstone curb are protected by the Detroit Historical Society.

The following is a photograph assessment of the curbs along Meige from Brady to Cram, and along Cram from Meige to the end of the road.

There are sandstone curbs in the fort area.

These two photos come from the drive running beside the Fort Wayne Historical Associations office.





The following photos were taken along the construction site to show that all curbs in the area are cement.

The map shows the locations of the photos.































Photos taken by Jonathon Ferris Designer - Wade Trim 08/27/2025

# **Directional Photos**

A visual representation of where the new proposed running lines for the mains will be.



1. Location of tie-in to existing main coming from West Jefferson along the west side of Brady Street.



2. Looking from the Brady Street tie-in point across to the turning point on Meige.



3. Start of the running line down Meige 1' from the back of curb.



4. Continuing down Meige 1' from the back of curb, by the Guard House.



5. Continuing down Meige 1' from the back of curb heading toward the theater.



6. Continuing east on Meige by west entrance to parking lot.



7. Looking across the west entrance to parking lot, curved crossing of the driveway.



8. East side of west parking lot entrance, send / receive pit area. Main to continue being installed 1' from the back of curb.



9. Continuing east down Meige 1' off back of curb for entire length of parking lot.



10. Point for field bend to turn toward Tee location with Cram Street mains.



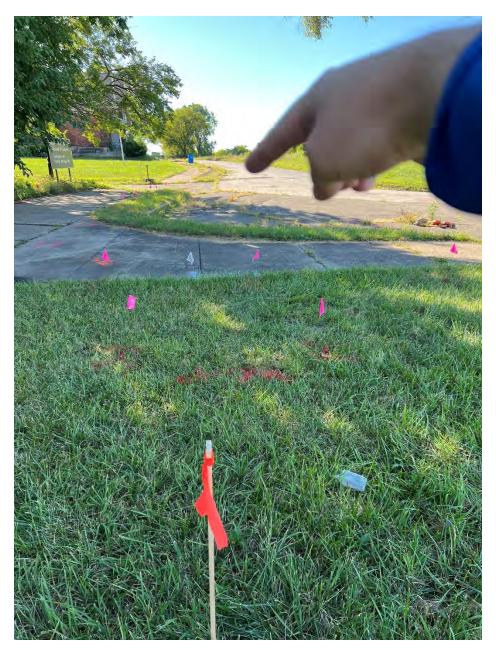
11. Location of proposed tee to join Meige and Cram Street mains.



12. Looking from proposed Tee location back west down Meige.



13. Looking north from tee location to tie-in with existing main running across West Jefferson.



14. Looking South down Cram Street to bend point in the road.



15. Looking south down Cram, running approximately 5' off the curb.



16. Proposed end of main at the south end of Cram.



17. Looking back to the north from the end of the Cram main.

## Ferris, Jonathon

**From:** Krull, Amy (LEO) < KrullA@michigan.gov> **Sent:** Monday, September 08, 2025 9:32 AM

**To:** Ferris, Jonathon; Devon J Kies

Cc: Brennah Grace Donahue; Slagor, Scott (LEO); Lancaster, Mara (LEO); Husam Kafaji;

Leighton, Shannon

**Subject:** Lines and Meters: Historic Fort Wayne

**Categories:** Red Category

#### This message originated outside of Wade Trim

Hi John and Devon,

John, it was great to work with you the week before last during the GPR survey at Historic Fort Wayne. Sorry I missed you when you were there that week, Devon. John said we had just missed each other the day you were there. I learned a lot from the GPR survey and John walked me through what DTE plans to do.

The State Historic Preservation Officer (SHPO) has the following expectations regarding the proposed meter work:

## Archaeology

- 1. Archaeological monitoring is needed during ground disturbing activities and must be conducted by a professional archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards. We highly recommend that DTE contracts a Cultural Resources Management (CRM) firm (or engineering firm) with successful recent experience working on similar projects in the City of Detroit. We know that the following CRM firms and engineering firms have successfully completed similar recovery projects within the City of Detroit with dignity and respect (The Mannik & Smith Group and Arbre Croche Cultural Resources both have previous experience working at Historic Fort Wayne):
  - The Mannik & Smith Group (Dr. Robert Chidester, 734-474-0296, rchidester@manniksmithgroup.com)
  - Arbre Croche Cultural Resources, LLC (Dr. Misty Jackson, 517-525-3060, mjackson@arbrecroche.com)
  - Chronicle Heritage Group, Inc (Dr. Emily Epstein, 517-262-4157, emily.epstein@chronicleheritage.com)
  - Heartsong Archaeology, LLC (Monte Lawton, 989-323-1239, mlawton@heartsongarchaeology.com).
  - GEI (Lorin Brace, cbrace@geiconsultants.com)
- 2. The archaeologists selected for the project should contact me in advance of monitoring and I will provide insight into areas of particular concern and also areas where I am not concerned, as based on the results of GPR survey, my discussion with John of Wade Trim, and my knowledge of the fort property.

3. Devon, when we initially met at the fort in early August, I had antidotally mentioned that in other areas of the fort grounds we have previously observed historic archaeological activity at approx. 24 inches below the ground surface. I cannot apply that same general depth to the areas of the fort where the current work is proposed. I'm happy to talk about this one-and-one with you, Devon and also with John.

## Architectual Resources:

- 1. To minimize impact on the historic character of the buildings, utility meters should be located on secondary elevations whenever possible. For buildings where meters are currently mounted on the street facing elevation, consider locating meters around the corner to minimize appearance.
- 2. Mount utility meters as close as possible to where they enter the building to avoid excessive visible pipe runs. Penetrate through existing openings where possible. If attaching to the historic building, mount anchors through mortar joints, not through masonry
- 3. Remove inactive meters, piping and equipment... Patch holes in building materials according to National Park Service guidance.

Please feel free to reach out to us with any questions you may have. Mara Lancaster, Architect for the State Historic Preservation Office provided the recommendations and requests for architectural resources. Mara, who is copied here, is happy to provide more specific information and guidance if needed.

Looking forward to talking with you soon.

Thanks, Amy



Amy Krull, RPA (she/her)
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State Historic Preservation Office
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Lansing, MI 48913
Direct: 517.285.4211
michigan.gov/shpo