

EXHIBIT A

Oakland-Macomb Interceptor Drain Drainage District Bonds, Series 2024 Project and Project Costs

OMID Odor-Corrosion Project Description for Bonds

The Oakland-Macomb Interceptor Drain (OMID) interceptor system was originally constructed in the 1970s and is approaching 50 years in age. The system has experienced degradation due to sulfuric acid formed from hydrogen sulfide (H₂S). The H₂S emitted from the system has also been the source of odor complaints. While the OMID system has been lined in many sections, the H₂S still poses a threat to unlined components as well as a continual odor issue in certain locations. Accordingly, the H₂S must be addressed to prevent further degradation, extend the interceptor system life, and reduce odor complaints throughout the system.

The OMID Odor and Corrosion Control Project will provide the Owner with new odor and control systems at two sites in Sterling Heights, Macomb County, Michigan to reduce the impact of H₂S in the system. The Work includes the following:

1. Meter ST-S-1 Site (Utica and Dodge Park):
 - a. Demolition of existing odor control unit and associated ductwork at Meter ST-S-1 at Utica Road/Dodge Park Road.
 - b. Demolition of guardrail, concrete sidewalk, and other site features
 - c. Installation of an activated carbon vessel, exhaust fan with variable frequency drive (VFD) and ancillary facilities.
 - d. Installation of 480V 3-phase power and ancillary wiring and panels.
 - e. Modifications to the irrigation system.
 - f. Installation of landscaping
 - g. Installation of emergency pressure relief vent.
 - h. Make other improvements to on-site structures as needed to facilitate the Project.

2. Meter ST-S-3 Site (Sorrento and Dodge Park):
 - a. Demolition of above-grade facilities associated with the Meter ST-S-3 vault at Dodge Park Road/Sorrento Boulevard.
 - b. Demolition of existing site fencing and other site features
 - c. Demolition of partial underground sheeting
 - d. Installation of an activated carbon facility, exhaust fan with variable frequency drive (VFD), and other appurtenance facilities.
 - e. Installation of 480V 3-phase power and ancillary wiring and panels.
 - f. Construct a replica house structure with a basement foundation to contain the new equipment.
 - g. Make other improvements to on-site structures as needed to facilitate the Project.


3. Other sites:
 - a. Installation of emergency pressure relief vents at control structures CS-5, CS-9, PCI—7-107 and PCI-7-109 in the ITC corridor and Sterling Heights.

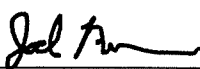
**Project Cost Estimate for
PRJ-1-7059 Odor and Corrosion Control Systems
OMIDDD
10-Jun-24**

	Total Cost
1) Construction (FAC)	
Project Construction Cost (Est) (731472)	\$ 7,419,000
Sub-Total	\$ 7,419,000
2) Project Development: Engineering Consulting (ENG CON)	
Preliminary Design (730639)	
Design (730639)	\$ 1,100,000
CCA (731444)	\$ 1,250,000
Scheduling Consultant (731458)	\$ -
Additional Special Services (730373)	\$ 75,000
Sub-Total	\$ 2,350,000
3) Project Financing & Legal (LEGAL)	
Project Insurance (730940)	\$ -
Bond Issuance (Legal) (731073)	\$ 31,988
Bond Issuance (Financial Consultant) (731458)	\$ 31,000
Estimated Underwriter Fee (1.50% of Total Borrowing Amt.)	\$ 172,410
Bond Rating Fee	\$ 20,000
Publications	\$ 3,000
Paying Agent Fee	\$ 500
State of Michigan Fee	\$ 1,000
Legal Fees (contract agreements) (731073)	\$ 50,000
Wetland Mitigation	\$ -
Sub-Total	\$ 310,000
3) Right-of-Way Services (ROW)	
Easement Fees	\$ 25,000
Legal Fees (easement) (731073)	
Permits	\$ 20,000
County Personnel Time	\$ 32,030
Sub-Total	\$ 77,000
4) Exclusive County Services:	
Administration (ADM)	\$ -
Engineering-OCWRC (ENG)	\$ 192,797
Construction Inspection (INS)	\$ 294,855
Surveying (SUR)	\$ 5,000
O&M/Equipment Startup and Training/Corrections-OCWRC (STD)	\$ 3,691
Sub-Total	\$ 496,000
5) Subtotal:	\$ 10,652,000
6) Contingency (10% of Construction)	\$ 742,000
Total Project Cost	\$ 11,400,000

7) CVT Shares/Allocation: Bonded

I hereby certify the period of usefulness of these facilities to be (20) years and upwards.

By: 
 Jen Cook, PE
 Project Engineer

By: 
 Joel Brown, PE
 Chief Engineer