NORTHAMPTON RELIEF INTRA-COUNTY DRAINAGE BOARD FEBRUARY 14, 2022 10:30 A.M. AGENDA

NOTE: THIS MEETING WILL BE HELD IN PERSON WITH TELECONFERENCE OPTION FOR PUBLIC

Call in Number: 1-971-770-2471 Access Code: 669 029 760

		Page
1.	Call of meeting to order and roll call	
2.	Approval of Agenda for February 14, 2022	
3.	Approval of Minutes for July 8, 2019	3
4.	Public Participation	
5.	Northampton Pump Station Electrical Repairs – Stephen Downing	5
	Motion: To approve the proposal from Colville Electric for \$49,190 for electrical maintenance work at the Northampton Pump Station	
6.	Consideration for approval of invoices (see attached)	22
7.	Financial Report – Bruce Manning	23
8.	Adjourn	



Northampton Drain - Enclosed

Warren





Drain Length (Feet/Miles): 672.84 / 0.127

0 62.5 125 250 Feet

Legend

Northampton Drain

Roads

—— Major

---- Minor

An adjourned meeting of the Intra-County Drainage Board for **NORTH HAMPTON RELIEF** was held in the Office of the Macomb County Public Works Commissioner, 21777 Dunham, Clinton Township, Michigan, on July 8, 2019, at 10:36 A.M.

PRESENT:

Brian Baker, Acting Chair

Bryan Santo, Member

Andrey Duzyj, Member

ALSO PRESENT: Vince Astorino, Operations & Flow Manager, Dan Heaton, Communications Manager, Kellie Kource, Drain Account Specialist, Bruce Manning, Financial Manager, Jeff Bednar, P.E., Environmental Resources Manager, Stephen Downing, Construction & Maintenance Manager, Macomb County Public Works; Brett McDonald, SEMSD

The meeting was called to order by Acting Chair, Brian Baker. A motion was made by Mr. Santo, supported by Mr. Duzyj to approve the agenda as presented.

Adopted:

YEAS: 3

NAYS: 0

Minutes of the meeting of May 10, 2016 were presented. A motion was made by Mr. Duzyj, supported by Mr. Santo to approve the minutes as presented.

Adopted:

YEAS: 3

NAYS: 0

The meeting was opened to public participation, then closed, there being no comments from the public.

Mr. Downing updated the board that we recommend Spalding Decker conduct a study and recommendation for the need of the North Hampton Pump Station.

A motion was made by Mr. Duzyj, supported by Mr. Santo to accept the proposal from Spalding DeDecker for the North Hampton Pump Station Investigation in accordance with the attached rate and fee schedule at a not to exceed cost of \$4,500.

Adopted:

YEAS: 3

NAYS: 0

A motion to receive and file the financial report given by Mr. Manning was made by Mr. Duzyj and supported by Mr. Santo.

Adopted:

YEAS: 3

NAYS: 0

There being no further business, it was moved by Mr. Duzyj, supported by Mr. Santo, that the meeting of the North Hampton Relief Drain Board be adjourned.

Adopted:

YEAS: 3

NAYS: 0

The meeting was adjourned at 10:38 a.m.

Brian Baker, Acting Chair

Macomb County Public Works Commissioner

STATE OF MICHIGAN COUNTY OF MACOMB

I certify that the foregoing is a true and correct copy of proceedings taking by the Intra-County Drainage Board for the Drainage District shown on the attached set of minutes, on July 8, 2019 the original of which is on file in the Public Works Commissioner's Office. Public notice of the meeting was given pursuant to Act No. 267, Public Acts of Michigan, 1975, including, in the case of a special or rescheduled meeting or a meeting secured for more than 36 hours, notice by posting at least 18 hours prior to the time set for the meeting.

Brian Baker, Acting Chair

Macomb County Public Works Commissioner

DATED: 7/8/19

Candice S. Miller



Public Works Commissioner Macomb County

To: Northhampton Drain Drainage District

From: Stephen Downing, Construction & Maintenance Manager

Date: February 14, 2022

Subject: North Hampton Pump Station Study & Maintenance Recommendation

In July of 2019 the Macomb County Public Works Office (MCPWO) initiated an in-depth study and condition assessment of the Northhampton Pump Station located in Warren, Michigan on the south side of 14 Mile and just east of Chicago. The intent was to conduct an engineering study to determine the continued need for this pump station and conduct a condition assessment to provide a rehabilitation or replacement recommendation. The final draft of the engineering study and condition assessment has been attached for reference.

The engineering study determined that there is a need to keep the pump station to protect the residents along Northhampton Drive during significant rain events.

The condition assessment identified the need to perform maintenance on several key components of the pump station, including the electrical, pumps, access hatches and flap gate. The work is being divided into three phases, 1) Electrical, 2) Pump Rebuild and 3) Access Hatch and Flap Gate rehab. The MCPWO is prioritizing the maintenance of these systems based on the severity of their current condition. The most urgent need is the electrical work as the electrical equipment is original to the pump station which was built in 1984.

The North Hampton Drain is a Chapter 20 drain which did not have enough funds to execute this the required maintenance. The MCPWO staff have coordinated with the City of Warren to collect the necessary funds. The current estimate to perform all recommended maintenance is approximately \$150,000. The City of Warren has provided \$75,000 which is now in the drain account. The remaining balance will be provided by the City of Warren after July 1, 2022, when their next fiscal year begins.

The MCPWO obtained quotes from two electrical contractors, Colville Electric and Motor City Electric, to perform the recommended electrical maintenance work. The quotes have been attached for reference.

The work associated with phase 2 and 3 will be performed in the Fall of 2022 after the rainy season and the additional funding has been received from the City of Warren.

OFFICE LOCATION: 21777 Dunham Road, Clinton Township, Michigan 48036 ◆ Phone: 586-469-5325 ◆ Fax: 586-469-5933

MAILING ADDRESS: P. O. Box 806, Mt. Clemens, Michigan 48046-0806

The recommendation is for this Board to authorize Colville Electric to perform the recommended electrical maintenance work for the lump sum of \$49,190.00

Attachments: Spalding DeDecker Engineering Study

Colville Electric Quote Motor City Electric Quote

Colville Electric Co., LLC

23416 Gratiot Ave Eastpointe MI 48021 (586) 774-9110 Office@ColvilleElectric.com

UPDATED 12/13/2021 DJC

Estimate

ESTIMATE #	46681176
SITE VISIT DATE	05/14/2021
PO #	
Tech	

CUSTOMER

Macomb County Office of Public Works 23001 Nine Mile Rd. St. Clair Shores, MI, 48080

SERVICE LOCATION

Northhampton PS 42.537286, -83.003073

DESCRIPTION

Panel Replacment.

Estimate

Description	Qty	Rate	Total
Estimate	1.00	\$49,190.00	\$49,190.00

Remove generator and related equipment.

Replace control panel with free standing Stainless two door enclosure.

Install controls to operate two existing pumps.

Pump wiring and control conduits to be re-used.

Existing DTE feed.

Install PLC and components to allow for SCADA control.

Install 3 floats for emergency operation.

Install stilling well in pump basin and pressure transducer.

Install manual transfer switch and generator outlet to match other stations.

Customer to provide cell modem.

Customer to provide programming.

Includes drawings and documentation.

City permits, if required, additional at cost.

Due to current material cost volatility, pricing valid for 30 days.

Estimate Total:

\$49,190.00

CUSTOMER MESSAGE

Due to current market volitility, prices valid for 30 days unless noted otherwise.



Motor City Electric Technologies Inc.

A Subsidiary of Motor City Electric Co.

9440 Grinnell St.
Detroit, MI 48213-1151
TEL: (313) 921-5300
FAX: (313) 921-5310
www.mceco.com

January 18, 2022

Macomb County Public Works
Office of Candice S. Miller, Commissioner
21777 Dunham Road
Clinton Township, MI 48036

Attention: Mr. Vince Astorino

Subject: Macomb County Public Works

North Hampton Pump Station Control Panel

Motor City Electric Technologies Proposal No. 22-0568

Dear Mr. Astorino:

Motor City Electric Technologies is pleased to offer our proposal for electrical engineering services, control panel fabrication, field devices, electrical installation services and supply of related start-up services necessary for the implementation of the North Hampton Pump Station Control Panel for the Macomb County Public Works.

SCOPE OF SERVICES

Motor City Electric Technologies will provide electrical engineering, layouts, detail design drafting, necessary calculations, programming, control panel fabrication, and field material as outlined in the Scope of Services section of this bid document.

- A. Electrical engineering will include the following as required:
 - 1. Electrical schematics
 - 2. Panel door and back plate layouts with bill of materials
 - 3. AutoCAD drawings
 - 4. Interconnect and cabling diagrams
 - 5. PLC program logic and documentation
 - 6. Cellular Modem Communications Commissioning
 - 7. Submittals, O&M manuals and documentation (Electronic Only)
 - 8. Training and training manuals (two (2) manuals)
 - Start-up/Debug/Calibration/Commissioning
 - 10. Update electrical drawings to "as-built" condition per marked up drawings provided by the field installation contractor
 - 11. Two (2) sets of AutoCAD files on CD
- B. Our proposal is based on furnishing the following material and services:

CONTROLS AND INSTRUMENTATION

North Hampton Pump Station

- Furnish NEMA 4X Stainless Steel 2 Door enclosure
- Furnish UPS unit
- Furnish DIGI wireless modem and antennas
- Furnish Control Transformer and Power Supplies
- Furnish Heater/Thermostat and Cooling Fan
- Furnish Panel Lights with Door Switch
- Furnish two (2) Size 2 Motor Starters with Circuit Breakers and O/L's.
- Furnish Circuit Breaker Distribution Panel
- Furnish Allen Bradley Compact Logix PLC unit, power supply and required digital and analog I/O
- Furnish Float Array with ISB Barriers
- Furnish KPSI Pressure Transducer
- Furnish Duplex GFI Receptacle
- Furnish Phase Monitor Relays
- Furnish necessary control relays, timing relays, pushbuttons, pilot lights, selector switches, terminals, fused terminals, duct, wire, tags.

Electrical Installation Scope

- 1. Disconnect, remove, and dispose of the existing Outdoor Control Panel.
- Disconnect, remove, and dispose of the existing Natural Gas Generator. The gas piping will be disconnected at the gas meter for removal by the utility.
- 3. Furnish and install an Electric Service Rack at the back of the new Control Panel. The DTE Meter will be mounted on the side of the new Control Panel as it currently is so the existing conduit and conductors to the pole can be reused. The new Service Rack will be constructed of galvanized unistrut. Included mounted and wired on the rack is as follows:
 - a. 100 Amp, 250 Volt, 3P, F., S/N, N. 4X SS Main Service Disconnect Switch.
 - b. 100 Amp, 255 Volt, 3P, N.F., S/N, N. 4X SS Manual Transfer Switch.
 - c. 100 Amp, 250 Volt Generator Receptacle.
- 4. Install the new Outdoor Control Panel. Existing conduits to the Pump Station will be connected to the new Control Panel and the existing wiring to the Pump Motors will be reconnected in the new panel.
- 5. Install two (2) new Float Switches and one (1) new Level Sensor in the Pump Station.
- 6. Install the Float Switch Cables and the Level Sensor Cable in the existing conduits.
- 7. Electrical Permit
- 8. Applicable Taxes

Motor City Electric Technologies Inc.

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Please be advised of the following:

- 1. The electric service will be turned off for removal of the existing panel and installation of the new panel.
- 2. The existing two conduits to be reused for the installation of the new level controls will be reworked based on the wiring within to be intrinsically safe.
- No civil demolition or civil work is included. The concrete pad for the generator and the underground conduits to the generator will not be demolished.

<u>PRICING</u>

The Total Lump Sum allowance for engineering, control panel, field devices and start-up/debug services as specified herein by Motor City Electric Technologies is Eighty-Seven Thousand Three Hundred Five and 00/100 (\$87,305.00) Dollars.

Controls/Instrumentation Material and Shop Fabrication	\$36,194.00
Controls Engineering	\$15,743.00
Electrical Installation	\$35,368.00

SCHEDULE

In accordance with the above, it is Motor City Electric Technologies' intention to begin work on this project immediately upon receipt of order and complete all work within a mutually agreed upon time frame.

TERMS AND CONDITIONS

- 1. All prices shall remain in effect subject to your acceptance for 60 days.
- 2. Our terms of payment are thirty (30) days net from date of invoice. We will invoice the last working day of each month for all engineering performed that month. We will invoice for field equipment upon shipment of equipment.

Our price includes shipping to the jobsite.

- 3. Our controls price does not include the following:
 - SCADA screen programming (MCPWO to provide)
 - Cellular Modem to be provided by MCPWO
 - Mechanical Installation
 - Field Painting
 - Spare Parts
 - Taxes (Macomb County Public Works is tax exempt)

Motor City Electric Technologies Inc.

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- 4. Motor City Electric Technologies will not be responsible for correctness or accuracy of any information supplied by others or the subsequent errors resulting from such incorrect information.
- 5. We will use our best judgment and accepted design practices in the development of our engineering and drafting, and thereby limit responsibility solely to the correction of errors and/or omission in the documents, drawings and panel fabrication to provide a workable system.
- 6. Motor City Electric Technologies will not be held liable for any schedule delays due to drawing approval delays and/or errors or omissions of others. Control panel fabrication will begin only after approved design drawings have been returned to Motor City Electric Technologies.
- 7. Back charges for any field additions, deletions, modifications or "corrections" authorized and implemented without our knowledge and consent will not be accepted.

Thank you for the opportunity to quote these services. We look forward to working with you on this project. Should you have any questions regarding our proposal, please do not hesitate to call.

Sincerely,

Robert Maechtle Senior Estimator/Project Manager

/re

July 6, 2021

Ms. Candice S. Miller
Public Works Commissioner
Macomb County Office of Public Works
21777 Dunham Road
Clinton Township, MI 48036

Re: Summary of Findings for Northampton Pump Station Investigation

City of Warren

SDA Project Number: MN19010

Dear Ms. Miller:

Thank you for hiring Spalding DeDecker (SD) to perform a review of the purpose, condition, and potential future options for the Northampton stormwater pump station, located at the end of Northampton Drive, in the City of Warren. Macomb County Public Works Office (MCPWO) staff have provided SDA with archived information of the pump's construction plans. USGS GIS topo, the Barclay Square Subdivision Plat plans, and FEMA floodplain documents were also reviewed to determine the pump's necessity. The following sections of this technical memo describe our observations, findings, and suggestions to date.



1 REASON FOR THIS STUDY

The Northampton stormwater pumping facility was designed in 1984. Since that time, the pump station has reportedly only automatically operated less than 10 times. Macomb County maintenance teams report regularly exercising the pump station which suggests that the station is operating as intended yet still operates rarely. Since the pumpstation operates so infrequently and given the fact that the pump station will soon reach its expected service life; the County is investigating how or if the pumpstation should be maintained in the future.

Unfortunately, concrete evidence for the original purpose of the pumpstation seems to have been lost over time. As part of our investigation, Spalding DeDecker was asked to search for probable legal, safety, or permit obligations that the pumpstation may be satisfying. **Ultimately, the county would like to know if the pump station can be completely removed instead of spending funds to maintain a station that operates so rarely.**

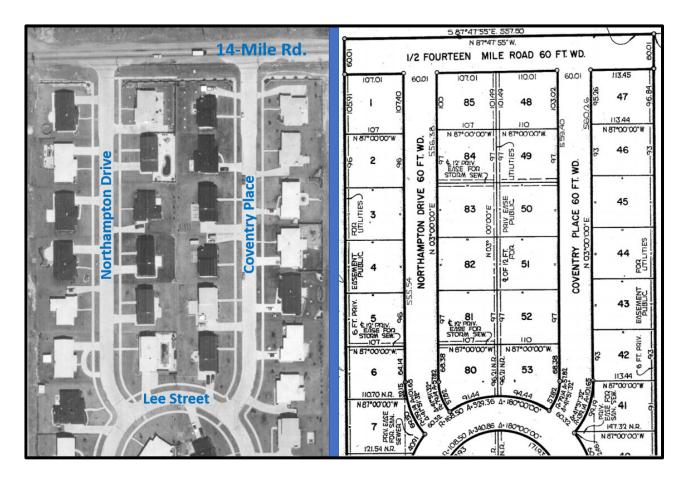
2 PUMP PURPOSE

Spalding DeDecker's investigation finds that the probable purpose of the Northampton Pump Station is to protect houses along Northampton Drive from flooding during extreme Red Run Drain high-water events by forcing stormwater via pump pressure. In general, Northampton Drive is at risk of flooding because the street and the adjacent houses are within a localized low point. The local low point is low enough such that during an extreme Red Run Drain event (such as the 100-year) water could theoretically backwater up through stormwater system and flood the streets and possibly the homes. While the crest height of 14-Mile Road appears to prevent direct flooding from the drain; the pump seems to be the only element preventing a backwatered stormwater pipe flooding incident.

It is unclear why the historic subdivision designer would have elected to maintain this low point rather than lift Northampton Drive with fill. However, one possible explanation could be that FEMA flood maps were not available when the subdivision was designed, therefore, at the time, there would have been no reason to spend additional funds on fill.

Interestingly, when the Barclay Square Subdivision was built in the late 1960's, the plat plan shows Northampton Drive having a traditional "Tee" intersection with 14-Mile Road. The figure below shows the original plat plan along side a historic photo of the area from 1972.





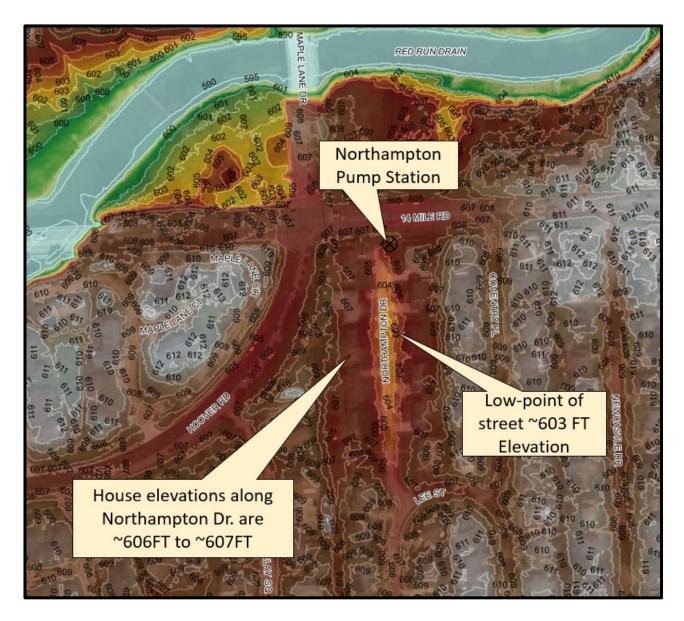
This figure shows that the subdivision was originally constructed using the same "Tee" intersection. Later Northampton Drive was converted to a dead-end street with a pumpstation in the mid-1980s. This change from the original design suggests that the pumpstation is a retrofit solution needed to solve a problem.

Our investigation suggests that the likely problem the pumpstation was constructed to solve was to remove the homes along Northampton Drive from the FEMA 100-year floodplain. Today, the effective FEMA Floodplain map does not designate Northampton Drive as within the 100-year flood zone. However, a historic 1986 FEMA Map does show the area within the 100-year flood zone.

2.1 Topography

When analyzing elevation data taken from USGS topo maps, Northhampton Drive is found to be a local low point with a street elevation of $^{\sim}603$ FT (NAVD88) and home elevations ranging between $^{\sim}606$ FT and $^{\sim}607$ FT. The following figure shows color coded elevations of the area with higher elevations shown in white and lower elevations shown in blue.





As seen in the above figure Northampton Drive and its adjacent houses are 3FT to 5FT lower than the rest of the subdivision. Again, the reasons for allowing this street to remain lower than the surrounding area is unclear. It should be noted, that since available USGS TOPO data is typically relatively accurate, additional ground truthing surveys were not conducted as such an effort was outside the scope of this project.

2.2 FEMA Maps

The elevation of the local topography is critical as it affects the possibility of flooding from the adjacent Red Run Drain. The current FEMA flood plain map (number 26099C0317G - Effective Date Sept. 29,2006) shown on the following page depicts the base flood elevation (100-year flood elevation) and larger flood hazard zones. This map shows the Northampton Drive in the 0.2% chance (500-year) annual flood zone with an average base flood elevation (100-year) of the Red Run Drain at 607 feet. Although this area is outside of the 1% annual flood zone (100-year flood elevation) it is still at potential risk of flooding.

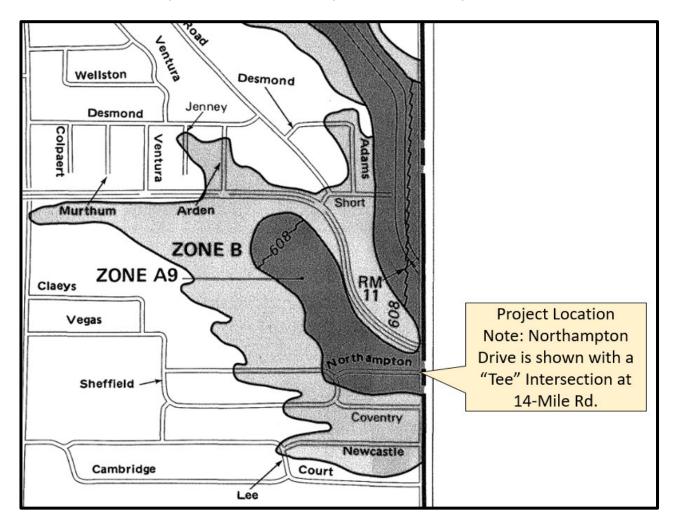


During a 100-year Red Run Drain flow event the water level can rise higher than Northampton Drive. While 14-Mile Road is high enough to prevent direct flooding from the drain, there is still a risk of stream flows tracing back up through the road stormwater system and causing flooding of the 12 properties along Northampton Drive (highlighted in red). The figure below shows 100-year (1% chance flood) in blue and the 500-year (0.2% change flood) in orange.





If we compare the modern FEMA map to the historic 1986 FEMA map below (Number 2601290 0010 C) we will see that Northampton Drive was once directly included in the 100-year flood zone.



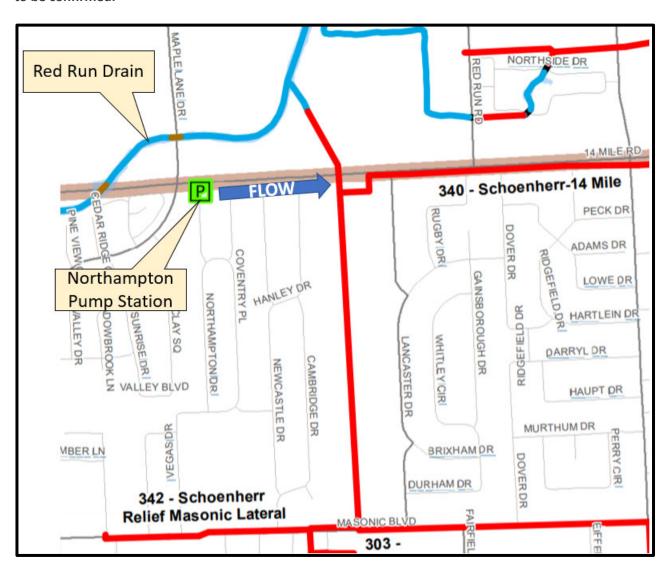
It should be noted that when local FEMA map was updated in 2006, Northampton Drive was no longer shown within the flood zone.

The various revisions of the FEMA Maps provide the best evidence as to why the Northampton Pumpstation exists. Spalding DeDecker believes, but cannot conclusively confirm, that the Northampton Drive / 14-Mile Road intersection was originally built as a "Tee" intersection in the 1960s when no FEMA maps were available. Later after receiving early drafts of the 1986 FEMA Map or after an actual flooding event, Macomb County and/or the City of Warren must have identified the Northampton Drive / 14-Mile Road intersection as adding to the flooding issue. In order to reduce the risk of flooding, Northampton Drive was converted to a dead-end street and the pumpstation was added to prevent backwater flooding. Furthermore, if the pumpstation was set to only run when a near 100-year flow event occurs, this would explain why the station runs so rarely.



3 DISCHARGE LOCATION

Given that the Red Run Drain is less than 500 feet away it is almost certain that the station eventually discharges to the drain. However, the exact route to the drain is still somewhat of a mystery. Spalding DeDecker and Macomb county staff have not been able to find any records confirming the stormwater route. Furthermore, since the manholes connecting the pump station to the rest of the stormwater network were never found along 14-Mile Road the system could not be traced manually. With all this in mind, the most probable theory is that pump station moves east along 14-Mile Rd and combines with the Schoenherr Relief Drain which eventually flows north to connect to Red Run. This flow route has yet to be confirmed.





4 PUMP STATION DESCRIPTION

Available historic plan sets given to Spalding DeDecker provide partial information on the location, configuration, and composition of both the pumpstation and some upstream storm utility connections.

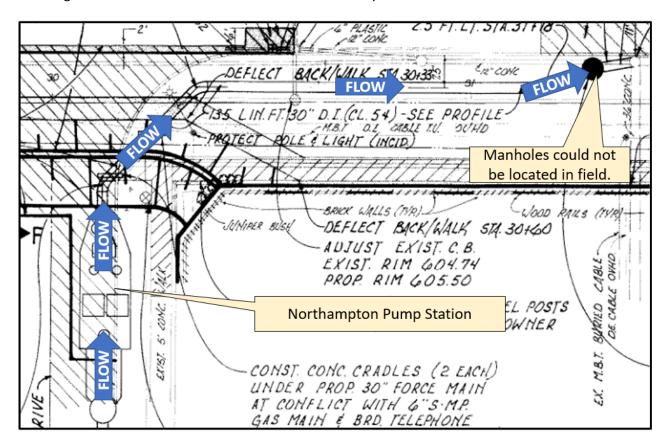
The pump housing consists of two submersible pumps contained inside a custom underground concrete chamber with integrated trash racks. The concrete chamber receives water from two 30 inch pipes which deliver water from a portion of the surrounding subdivision. The pump station is supported by a backup generator and an electrical/controls cabinet. The custom concrete wet well has 8 different access hatches and manholes to access the different parts of the station. The following photos show the outside of the station.





Internally, the pump station was designed using two Flygt N° PL-7050-700-B4 (20 KW, 27HP) pumps with blade angles of 16°. They are submersible propeller pumps rated at approximately 8,000 gallons per minute (17.8 CFS). The pumps themselves are signaled to start and stop by typical hanging float style triggers.

Both pumps discharge stormwater into a 30 inch ductile iron pipe that bends eastward along the southside of 14 Mile Road. After approximately 135 FT, the ductile iron pipe taps into a typical stormwater manhole where the pumped water combines with stormwater from other areas of the subdivision. The figure below shows this configuration in plan view. Please note that the manhole shown in the figure below could not be located in the field and may be buried.



5 PUMP STATION CONDITION

While Spalding DeDecker staff were able to inspect the exterior of the pump station, Spalding DeDecker could not access the primary pump chamber. The primary pump chamber cover was locked down by numerous bolts that required specialized equipment to remove. Macomb County staff returned independently to the station removed the covers and inspected the internals of the station themselves. The following is a summary of the findings of the Macomb County inspections team which has been provided for convenience:

The bar screen and concrete structure appeared to be in good condition. The electrical is in need of an upgrade, the generator will need to be removed. The pumps are old, but have extremely low run time logged, a rebuild by the manufacturer is likely to extend the useful life and minimize total rehab costs for

the PS rehab. The flap gate could not be fully inspected due to water depth in the chamber, though the exposed portion appears in good condition.

6 CONCLUSION

It is our general conclusion that the Northampton pump station was installed to protect the homes build in this area around Northampton Drive and to allow those same homes to be removed from the 100-year flood zone of the 1986 FEMA Flood Map.

The Northampton Pump Station appears to be in good operating condition but is coming to the end of its service life. The station appears to have been installed in the mid in 1980s as a retrofit solution to block extreme event flooding from the Red Run Drain and to remove the area from the 1986 FEMA map 100-year floodplain. Northampton Drive and the surround homes are at risk of flooding due to being within a local topographical low point. The elevation of the street is approximately ±603 FT while the elevations of the homes appears to be ±606FT to ±607 FT. At the same time, the currently effective FEMA map places the Red Run Drain 100-year flood elevation between ±607 FT and 606.4 FT.

Given the topography of Northampton Drive and the height of the Red Run Drain 100-year event, the pump station acts as a backflow preventer which prevents the 100-year elevation from backwatering up through the street storm sewer system. This explains why the pump station has reportedly run less than 10 times despite being in place for more almost 40 years..

Due to the fact that the pumpstation appears to have been constructed as a retrofit project, and since it appears to be associated with the local FEMA flood map — Spalding DeDecker does not advise removal of the pumpstation. The pump station should be either maintained and upgraded as necessary or a new system should be designed and installed to replicate the same protection the pumpstation provides.

7 COST ESTIMATE

The Macomb County Public Works Office obtained quotations from preferred vendors to facilitate the rehabilitation of the Northampton Pump Station mechanical and electrical components. The rehabilitation work generally consists of the removal, rebuild and reinstallation of both pumps, removal of the existing electrical equipment, installation of new electrical equipment, removal of the standby generator, removal and replacement of manhole frames/covers, and SCADA Integration. The table below summarizes the estimated costs:

Item	Description	Cost
1	Rebuild Existing Pumps	\$41,310
2	Electrical Work	\$45,290
3	Manhole Frame/Cover Replacement	\$25,000
	Sub-Total	\$111,600
4	Contingency – Pump Replacement Parts	\$25,000
5	Contingency – Flap Gate Rehab & Misc. Other	\$15,000
	Contingency Total	\$40,000
	Grand Total	\$151,600

NORTHAMPTON 02.14.2022

Funding Source	Apportionment	Manager	<u>Vendor</u>	Amount		<u>Amount</u>		Invoice Detail	Project Summary	Projec	t Balance
Northampton	Chapter 20										
	Warren										
		Downing	Spalding DeDecker	\$ 1,6	05.00	Invoice #81936 - 01.15.20	Pump Station Evaluation	\$	3,595.00		
		Downing	Spalding DeDecker	\$ 7	70.00	Invoice #82319 - 02.12.20	Pump Station Assessment	\$	2,825.00		
		Downing	Spalding DeDecker	\$ 1,12	20.00	Invoice #86610 - 04.27.21	Pump Station Study	\$	1,705.00		
		Astorino	Kennedy Industries	\$ 1,1	45.00	Invoice #625371 - 05.27.21	Preventative Maintenance - Pumps				
		Downing	Spalding DeDecker	\$ 1,70	05.00	Invoice #87567 - 07.19.21	Pump Station Assessment - Final				

Total \$ 6,345.00

YTD Trial Balance Northampton

As of Fiscal Period: Oct 1, 2021-Jan 31, 2022

	O&M Balance 9/30/2021	O&M	Total 1/31/2022
Cash - Operating	2,866	75,703	78,569
Accounts Receivable			0
Assets			0
Liabilities			0
Revenues		75,800	75,800
Expenditures		97	97
Equity	2,866		78,569