

January 14, 1983

Subject: Monitoring Report #148

City of Flint Improvement Program

Flint, Michigan

Project: 79:30

Date of Monitoring: January 7, 1983 (working day 514)

Actions taken:

- Monitored Auto World
- Briefly inspected Auto World site

Auto World PASI

There have been identified potential conflicts in locating the water line in North Street and setting the final positions of three fire hydrants on this line. Apparently it is proving difficult to establish exact locations of the west boundaries of MacDonald's, and this, in turn, has prompted the water department, the fire department, the DPW, and the construction manager for Auto World to set a meeting at which the location of the west boundary line, the positioning of the fences on the site, and the optimum location of the hydrants can be finally established.

It was pointed out that the existing fire protection system must stay in operation until the new installation is complete and activated. There apparently are no current procurement problems with material or fittings on the water main, and a work order for construction will probably be issued in late February, 1983 or early March, 1983.

Another reason it is important to resolve this line and hydrant location difficulty is that there is always the possibility that Consumers Power and Michigan Bell Telephone service lines will be affected by any location.

It is increasingly critical to clear away all unanswered questions and pending problems with public area site improvements since there only remain about 230 working days until outside operations will have to stop in 1983.

The city's technical staff along with the engineering groups at Michigan Bell and Consumers Power should be

provided with an accurate, up to date set of the site work drawings in bid package #8. Apparently this package is presently out for proposals, but it was not clear whether any major pre-bid revisions will be made or not. Mrs. Jurkewicz will follow this item carefully and see that those who requested this bid package receive it. The parties needing sets include:

- Consumers Power
- Michigan Bell Telephone
- Fire department
- Water department
- Department of Parks and Recreation
- Department of Community Development
- Department of Public Works

← [Handwritten: Have request yet.]

Mrs. Jurkewicz will see that these groups get prints.

We next discussed the access drive, south of the Auto World project and on the north side of the river. This drive is primarily to permit servicing Riverbank Park.

Mr. Liljeblad, director of the Department of Parks and Recreation, requested an up to date drawing of the drive plan along the river. Mrs. Jurkewicz said she will make every effort to get this to him soon.

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Mr. Liljeblad also reported on progress with the flood control maintenance program. The Corps of Engineers' letter outlining their views on needs has now been analyzed, and Mr. Liljeblad is preparing a cost budget with target expenses established in it. This will be discussed with a river flood control advisory committee presently being formed.

Financing still is one of the biggest problems potentially facing the Department of Parks and Recreation in fulfilling obligations under the Corps of Engineers agreement. We shall plan to discuss this matter regularly at our meetings. I suggest we review the Corps' report in depth to insure that the items affecting Auto World construction and opening are identified specifically as to their impact upon meeting our current target dates. The current target for opening Auto World is still July 4, 1984 (working day 895).

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RALPH J. STEPHENSON, P.E., P.C.  
CONSULTING ENGINEER

We briefly discussed the start of utility work by Consumers Power and Michigan Bell Telephone. Consumers work will begin in early summer 1983 as will Michigan Bell Telephone work. Representatives of both companies said that it will still be very important to prepare and have approved, by the city and the utilities, firm contracts for all work to be installed. To avoid delays I suggest that the contracts with the two utilities be drafted now with the best of the information we have available. The contracts will then be ready to process once funds are released in late February, 1983 or early March, 1983. Mrs. Jurkewicz said she would look into this matter.

We next reviewed the taking and identifying of progress photos for PASI work use. A member of the city staff is presently assigned to take these pictures and will establish a photo file system and maintain a regular schedule of photographing the project. This matter has considerable importance and should give attention to the coding of the photos as to subject, location, and date surrounding the effort. Mrs. Jurkewicz said that photo taking would probably begin within the next two weeks.

#### General

Mr. Vyvyan is preparing an agenda for our next session and will distribute it to those involved.

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

Because of the time factor it is becoming increasingly important to insure that site work start as soon as possible after funding. Presently plans are to begin active site work by March 1, 1983 (working day 551). Evaluating the amount of time remaining from now up to when outside operations may have to stop in 1983 we have only about 221 working days remaining until December 1, 1983 (working day 774). This is a very short span of time in which to do the sizable amount of work necessary.

It was brought out in our meeting that it will be essential to resolve the western boundary line situation at MacDonald's by the end of this week if we are to maintain a desired schedule of work for design of PASI construction. This matter is being followed by Mrs. Jurkewicz, Tom Ecklund, and Ray Vyvyan.

There is still no resolution of the water line conflict in North Street mentioned in Monitoring Report #148. This will be pending until the west boundary line work with MacDonald's is cleared away. In respect to maintaining existing water service to the Auto World and the MacDonald's site it was felt that there should be little difficulty in maintaining a relatively continuous supply of water, and the DPW will monitor this matter very carefully.

Bid package #8 which is the site work for the Auto World project has been bid, but no contracts are awarded as yet. Thus, the receipt of full information about the site which affects this bid package has a strong impact upon the internal site work for Auto World, which is as critical if not more critical than the PASI work.

We also reviewed on the master site plan in the conference room all parcels of property that have an influence upon installing PASI and Auto World site work. Careful tracking is being maintained of these at present to identify properties for which options have been obtained and those that require additional negotiations and perhaps condemnation. Again, the release of funding will be an important milestone toward aggressively acquiring these sites for demolition and construction.

There was considerable discussion about access at the south end of the site to Riverbank Park. There is as yet no full approval nor agreement on the configuration at this end relative to the sidewalk/service road. I recommended the parties directly involved arrange a meeting with

January 26, 1983

Subject: Monitoring Report #149  
City of Flint Improvement Program  
Flint, Michigan

Project: 79:30

Date of Monitoring: January 20, 1983 (working day 523)

Actions taken:

- Monitored Auto World
- Inspected flood plain areas
- Inspected flood control projects
- Reviewed Auto World official photo format for construction records

Auto World P&SI

The project is still adhering to the time schedule set by the construction manager with the laminated wood roof to begin Monday, January 24, 1983 (working day 525). In the existing IMA building all footings have been placed and structural steel is expected on the job next week. Funding for the entire program is still anticipated to be available by mid-February 1983, and receipt of funding will release many critical activities to continue or be initiated on the project. Every effort is being made presently to maintain continuity and speed in construction matched to availability of funding.

The site plan configuration is still not totally set and there yet remains some negotiations at the west boundary of the MacDonald's site. At the south boundary of the project, there still are some identifications of detailed boundary locations to be established by technical consideration dealing with access to the Riverfront Park, service to Auto World, and very importantly, servicing, maintaining, and operating the Hamilton Dam. These considerations can be reviewed now since most of the operating characteristics of the elements are relatively well known.

Mr. Whitney so that all are clearly aware of the needs.  
At this meeting it would also be wise to review the method  
of issuing Auto World drawings. It was suggested that  
changes to drawings be marked in the conventional balloon  
method where revisions in the body of the drawing are  
identified by an enclosure balloon. These matters may  
seem minor, but unfortunately cause confusion if not  
handled correctly from a technical administrative  
viewpoint. Mrs. Jurkewicz will discuss this with her  
management at DCD.

The flood control advisory committee has not yet been  
fully organized, and efforts are now being made to assemble  
a budget for the flood control maintenance work covered  
in the Corps of Engineers letter to the City of Flint.  
It was suggested to Mrs. Jurkewicz that she discuss with  
her DCD staff a method by which the Corps would be  
officially and at a high level informed of the city's  
desire that any requirements the Corps might impose upon  
the city in relation to its maintenance of the Flint River  
channel be timed so it does not unduly interfere with the  
July 4, 1984 (working day 895) opening of Auto World.  
Unfortunately some of the maintenance operations, particularly  
sediment removal, if carried out in conventional manner,  
could possibly cause disruption to such an opening and this  
would be very undesirable. I believe that the Corps of  
Engineers discussions should be held immediately and at  
as high a level as possible.

In the afternoon, we discussed in detail with Mr. Dan Dolan  
the method by which we might best take construction photos  
of Auto World during the project construction stages.  
Mr. Dolan had taken a series of seven photos from different  
stations around the site, and we used these as a basis by  
which to evaluate what additional photographic information  
was needed.

It was decided that a total of about 34 aerial and surface  
pictures should be taken at each visit. The viewing  
location of each was identified generally, and Mr. Dolan  
will set it specifically prior to our next session. He also  
will take a sample set of 34 photos from the stations  
suggested.

The coding of each photograph should be done on the back  
of each picture and the location code should be identified  
on a large scale map on which the station identification  
and the photo number is shown in detail. Later if  
desired this larger map can be reduced for ease of filing  
in the photo albums. On the back of each photo it is  
recommended that the date of the photo, the photo number,  
the photographer's name, and technical data in respect

to the picture itself be recorded on a standard stamp.  
The photo number will contain three pieces of information:

- Site visit number
- Station letter
- Photo number in sequence

The trip or visit number is merely the consecutive number of visits to the job site for photo taking. Visit number #1 has already occurred, and visit #2 will occur to obtain the next set of photos from which our final recommendations will be made. Thus, each trip to the site will be numbered and cross referenced to a date both on the back of the photo and in the master photo log.

The second identification is the station from which the photo was taken. It is desirable to have each photo in every set taken from standard locations so as to be able to observe successive progress in the series.

The third identification, which will be a number, is the photo number taken during that particular visit. Again, the photo number will be the same for each visit and fundamentally is the indication of the direction in which the photo was taken. The photographer's name should also appear on the back of the photo. Technical data concerns the lens focal length, film speed, shutter speed, lens opening, and whatever other information of a technical nature might be desirable or pertinent.

We asked Mrs. Linda Oliveri of the legal department to review our intent in the photo work. She kindly visited with us and said that the projected plan appeared to be a sound basis upon which to record data.

We also during our discussion considered incorporating a small key plan on the stamp on the back of the photos. This matter will be discussed in more detail since the information is already scheduled to appear on a master key plan which will be referenced to the photo number. However, there is some advantage to the small key plan in that it allows direct reference as the photo is being looked at in respect to the location of the station, and the camera direction.

At our next session we will set the final format of the stamp and the station location.

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CONSULTING ENGINEER

#### Flood control tour

Mr. Vyvyan and I visited four sites along the Flint River, Thread Creek, and Schwartz Creek at which flood control improvements have been made by the Corps of Engineers over the past few years. These areas have been referenced by the Flint River Flood Control Inspection Report, dated October 28, 1982 and addressed to Mr. George Liljeblad, director of the Department of Parks and Recreation. It was obvious from our brief inspection that there is a great deal of work to be done under difficult physical conditions. Since this work is of a critical nature and in some cases could be similar to requirements that might be imposed upon the city near or adjoining the Auto World program, I strongly recommend that immediate and careful attention be given the method by which this work will be done. In addition, of course, the very real matter of maintaining the entire purpose of a flood control program namely avoiding serious flooding of adjoining flood plains should be considered in evaluating the worth of this project. There is some action on the response to the Corps of Engineers letter being taken now, and our major concern at present is to avoid any undesirable interference or impact upon Auto World for its opening in 1984.

#### General

Mr. Vyvyan reviewed the agenda for the next session, and he will have this prepared and distributed to those involved.

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

February 12, 1983

Subject: Monitoring Report #150  
City of Flint Improvement Program  
Flint, Michigan

Project: 79:30

Date of Monitoring: February 4, 1983 (working day 534)

Actions taken:

- Monitored Auto World PASI work
- Briefly reviewed photo record format
- Inspected Auto World site

Auto World PASI

As a basis of our session today we used the memoranda from Mrs. Nancy Jurkiewicz, Flint's project manager for Auto World. The memo was dated January 20, 1983 and outlined a meeting held on January 18, 1983 (working day 521). Numbered points below correspond to the numbered points in Mrs. Jurkiewicz' memo.

1. The final site plan and legal descriptions for Auto World are still pending, and we made a quick review of the items to be resolved in order to get such a final site plan. It is important to have final locations on site boundaries so public area site improvement contract documents can be completed with minimal changes needed subsequent to their issue, and ultimate incorporation into the closing documents. The west boundary line of MacDonald's dairy is still to be determined although all concerned are aware of its approximate location. Final land use considerations will determine the ultimate location.

The water main in North Street could be installed without resolution of this boundary line, but it would be desirable to have the line fixed prior to setting hydrant locations for serving the MacDonald dairy. If necessary, the two hydrants in the North Street general area could

be installed without a final line set. However, since the third hydrant is to be located in a truck turnaround zone, the final location is being held pending receipt of a detailed layout of this area to avoid interference between the hydrant and truck traffic.

The south property line is apparently awaiting agreement on the configuration for the Riverbank Park service walk and drive. At a session held in the afternoon it was decided that the DPW would obtain all information to the best of its ability regarding the location and characteristics of this drive and would show the configuration obtained on their contract documents. These documents would then be circulated to all concerned, including the architect/engineer for Auto World, for sign off. I suggest that in the transmittal letter a note be appended to the effect that if there is no objection within ten working days to the configuration, that the DPW will proceed on the basis that it is satisfactory and will be incorporated in the contract documents to be used for construction.

2. The location of fire hydrants servicing MacDonald dairy were discussed in #1 above. Of importance to remember is that continuity of water service particularly fire protection will probably be an important factor in any changeover activity. This will be the case for both MacDonald's and the existing IMA building each of which is serviced by the new line to be installed in North Street.

Also to be kept in mind is the need for easement definition of all utilities in existing, or to be dedicated public right of ways.

3. It was decided that Michigan Bell Telephone must have their work installed at the intersection of Fourth and North by May 1, 1983 (working day 595). The reason is that the tunneling contractor must be able to initiate his pavement repair work on Fourth Avenue between North and Henderson by that date to fulfill their contract obligations. This matter is important to avoiding disputes with the tunneling contractor.
4. There is some concern about the size of utility easement described in Third Avenue, since in order to accurately set easement sizes it is necessary to know where each line is located.

The matter can be cleared as soon as Michigan Bell Telephone and Consumers Power drawings are available for those areas.

5. A brief discussion was held about alternatives to reusing the existing overhead pole lines extending on the North Street right of way through the Auto World parking lot. It is to be emphasized that the decision to use the existing lines was set several months ago for cost reasons. There has been no change to this, and at present the official position is that the lines will remain in the North Street location and above grade. If any changes are proposed to the present scheme, it should be immediately brought to the attention of Mrs. Jurkiewicz, the DPW, and through them, to the attention of the utility company.
6. Not discussed.
7. Not discussed.
8. A request was put forth at the meeting that any special photographs required by parties in respect to PASI work should be requested of Mrs. Jurkiewicz. We are presently formatting the sequence and technique of photo recording progress weekly and the system will be kept flexible enough to accommodate requests for special needs.
9. Since Auto World is using certain of the sewer lines presently existing on the site to drain their parking lots it would be well to determine the actual location, condition, and capacity of each of these lines. Some of this work has been done, but the condition determination is yet to be established. It is critical to get on this immediately since the time for installing site work in 1983 is relatively short and if any of the lines that are planned to be reused cannot be put into service it should be determined as quickly as possible.
10. Mr. Vyvyan pointed out that the sewer line running west in Fourth Avenue off Cole Blvd. has only about two foot of cover and that any adjustments to grade elevations in that area must be done so as not to disturb or cut into this cover protection. This was brought up since in item #10 of Mrs. Jurkiewicz' letter there were some minor grade changes at other areas mentioned.

11. Discussed in #10.

12. A review of the Consumers Power schedule indicates that the following sequence of submittals is presently planned:

- Consumers Power drawings submitted to City of Flint - February 25, 1983 (working day 549)
- Cost estimates for project sent to Jackson for corporate review - February 18, 1983 (working day 544)
- Contract submitted by Consumers Power in Jackson to City of Flint - March 25, 1983 (working day 569)
- City of Flint execute Consumers Power contract - April 15, 1983 (working day 584)
- Consumers Power could begin work on site - May 2, 1983 (working day 595)

2/11/83  
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A major discussion was held in the afternoon regarding the various courses of action that could be followed in respect to awarding public area site improvement work. Presently the work is divided into two packages - renovation of the Harrison Street bridge, and the remaining PASI work for Auto World. It appears presently that contract documents for both parts of the work could be done within the next five to ten working days, depending on availability of site data.

When complete, they will be submitted to the project team for incorporation in the closing documents. Of importance will be to develop a strategy of building PASI work that will minimize the potential for disputed claims and cost overruns while still accomplishing the work to be done in the required amount of time available. The major factor in establishing how the drawings and documents will be issued is the estimate as to timing and sequencing of property acquisition, vacation, and demolition. By our next session we should have just completed the contract documents and have better information about property acquisition. Therefore, a

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CONSULTING ENGINEER

portion of the next session should be devoted to discussing what is to be done with the contract documents for FASI work, and how the contracts should be let.

I suggest that the DFW design team develop several alternatives that are possible with alternate futures in land acquisition progress. It is possible we may have to continue the discussion of alternate programs at the session after next due to timing of certain land acquisition court actions. Mr. Vyvyan will adjust the agenda if such action is necessary.

#### Auto World progress photos

We spoke briefly with Mr. Dan Dolan about his progress on photo taking. Because of poor weather over the past two weeks he has been unable to complete his aerial photos of the site; however, those he has taken from ground level appear to be satisfactory and he will put together a photo packet which we can then annotate with the appropriate information. I suggested to Mr. Jurkiewicz that she authorize Mr. Dolan to proceed immediately to take the land base and aerial pictures on a regular basis starting immediately so that delays to approving the format do not hold up actual taking of pictures. This authorization has been given.

#### Flint systems

The afternoon had been scheduled for a Flint systems discussion. However, due to important matters to discuss on Auto World our systems review was deferred to the next meeting.

#### General

Mr. Vyvyan will confer with those involved and establish the agenda for our next session.

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

February 28, 1983

Subject: Monitoring Report #151  
City of Flint Improvement Program  
Flint, Michigan

Project: 83.14

Date of Monitoring: February 18, 1983 (working day 544)

Actions taken:

- Monitored PASI work at Auto World site
- Set photo record format for Auto World PASI work
- Inspected Auto World project

Auto World PASI

Referring to the numbered points covered in the monitoring meeting on February 4, 1983 (working day 534), below is a review of our discussions relating to each of those points.

1. Final site plans and legal descriptions for Auto World are still pending and efforts apparently are being made by the Auto World project team to resolve the boundaries at MacDonald's dairy and at the south edge of the project. This is still an urgent matter but to some extent depends upon the land acquisition process. However, closing document signing is in progress, and now that work will be released rapidly it is imperative that this final site plan configuration be prepared and released.

The water line problem relating to MacDonald's west boundary and hydrant locations is still unresolved; in addition, it was brought up at this session that there may be interferences between the water line and the storm lines. These interferences apparently can be accommodated, but to do this it would be desirable to fix the water line locations as quickly as possible. Apparently once the line has been located the hydrant locations can be set from information presently available.

At the south boundary the survey was completed February 17, 1983 (working day 543) and the topographic work is in progress. It has been decided by all concerned that we will locate the Riverpark service drive with a width of 14 feet from the existing curb. This apparently is satisfactory to the architect/engineer for Auto World as well as to the project manager. Therefore, unless directed otherwise the DPW and the Department of Parks and Recreation will assume that this configuration is adequate. It was pointed out that at the south boundary the city is not going to install a fence as part of their work. The matter should be checked whether a fence is required.

2. The fire hydrant location was discussed in #1 above. Once boundary lines are located there should be little, if any, problem locating the hydrants.
3. Michigan Bell said that they will not hold up any road work to be done by others on Fourth Avenue between North and Henderson. The Michigan Bell Telephone contract ~~is~~ to be sent to Michigan Bell from DCD by Wednesday, February 23, 1983 (working day 547). There does not seem to be any major holdup or delay potential presently in starting telephone installation work.
4. Utility easements are being prepared by the DCD in conjunction with the utility companies.
5. Further discussions are being held on Monday, February 21, 1983 (working day 545) between Consumers Power and the city to determine whether it is appropriate to relocate the existing power line on North Street, to Saginaw, removing it from the interior areas of the Auto World project. If this is to be done there is a chance that Consumers Power work will be delayed and although it does not appear to be a serious problem, there is concern that the properties will have to be acquired on the relocation route before the relocation can occur. This is due to the need to service private properties on an ongoing basis with power. This matter is to be worked out, however, in the meeting with the city.
6. Not discussed.
7. Not discussed.

8. The invitation was repeated that if any one requires special photos in respect to PASI work that they can request these of Mrs. Jurkiewicz. The photo identification format has been set and the stations and views from each point are not being used as a standard by which regular photos of the site are being taken.
9. A review of the progress of sewer line inspection indicates that these have not yet been made. Mr. DeRoy of the construction manager's office will work directly with the DPW and SSOE on completing the inspections of those utility lines to be reused on the site. This should be done as quickly as possible.
10. It was again mentioned that care must be taken not to disturb grade elevations in the area of the sewer line running west in Fourth Avenue off Cole Blvd. This is because of the small amount of cover available.
11. Part of #10 above.
12. The Consumers Power schedule may be revised due to the need for properties to be acquired prior to their drawings being completed as noted in point #5 above.

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Later in the morning we reviewed the picture format with Mr. Dan Dolan, and a decision has been made on the location and direction from which Auto World photos will be taken on a regular basis.

General

Mr. Vyvyan will confer with those involved and establish the agenda for our next session.

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

March 9, 1983

Subject: Monitoring Report #152  
City of Flint Improvement Program  
Flint, Michigan

Project: 83:14

Date of Monitoring: March 3, 1983 (working day 553)

Actions taken:

- Reviewed general progress of Auto World
- Monitored PASI work for Auto World site
- Inspected Auto World site

895  
567  
332

Auto World PASI

As of March 2, 1983 (working day 552) Auto World is funded and work on all sectors of the project is now expected to proceed full tilt. The roof dome has been topped out and sheathing of the roof is expected to begin next week. Apparently current progress on the project is in accordance with the construction manager's progress schedule.

At our session today we reviewed several major items including the twelve points referred to in previous monitoring reports. In addition, we reviewed the current schedule the construction manager has established in respect to site work, and briefly reviewed some of the issues that must be addressed with the Auto World management and others involved in land acquisition.

Now that the program has a full green light we should again realize that the target opening is July 4, 1984 (working day 895), which gives a total of 342 working days remaining from today. Of that time, the period from approximately November 15, 1983 (working day 733) through March 30, 1984 (working day 828) is considered winter weather and probably only limited amounts of site work can be done in this time span. Thus, this period of 95 working days can be normally expected to not be available for exterior construction work.

The perspective into which this time frame places us indicates that good decision making, prompt resolution of difficulties, and careful attention to all details

of design, construction, and turnover are essential ingredients of completing the project on time and within cost budgets. I suggest that everyone be made thoroughly aware of the need to avoid major unresolved disputes on the project and that every effort be taken to resolve, in a timely fashion, those problems that can be anticipated by competent management observing the job carefully and continually.

Referring to the numbered points covered in the previous monitorings, a brief review of our discussions at this session are given below:

1. The final site plan and legal descriptions for Auto World still are not totally resolved and available to those working on the project. Apparently decisions have been made however on where the boundaries around MacDonald's dairy are, and this information can now be put into drawings and legal descriptions.

The construction manager in conjunction with SSOE will allow this matter and convey data as it becomes available to the city staff preparing PASI contract documents.

On the south edge of the property, it was again confirmed, that we would proceed as described in Monitoring Report #151, dated February 28, 1983 in the first paragraph on page two. It was brought up in the meeting that care should be taken in locating the service drive east of Hamilton Dam, This area is very tight, and there is, to the south of the present curb, a dropoff in elevation down to the river that could pose some minor but expensive construction problems. This matter will be addressed in the DPW and the Department of Parks and Recreation design. DPW will prepare the preliminary drawings, review them with the Department of Parks and Recreation and then proceed on a mutually agreeable plan. Apparently the broad concept has been approved in principle by the project manager for Auto World and by the architect/engineer. They, of course, should be kept informed as to the location and progress.

2. Fire hydrant locations are still not set, and some additional dimensions were given this problem by Mr. Leon Nowak of the Fire Department. He

indicated that there were some pressure limitations on use of the fire line and that we might possibly wish to locate only one hydrant at the middle of the south boundary of MacDonald's and one more at the west boundary. However, this matter still has to be studied further by those concerned, and a decision should be forthcoming soon. No layout is presently available of the turnaround area at the south of MacDonald's.

Water line work is expected to begin within two weeks and the installation will proceed as presently scheduled based upon present assumptions if no further resolution of the matter is forthcoming before field work starts.

3. Michigan Bell repeated that they will not hold up any road work to be done on Fourth Avenue between North and Henderson. The resolution of their agreement is in work and there does not appear to be any major difficulties.

As we have been talking about relocation of the power line in North Street its importance has somewhat overshadowed the fact that on the west side of the street there is a line of poles supposedly carrying Michigan Bell Telephone lines, that serve the properties fronting on Saginaw. The relocation of these lines and their abandonment is equally important and should be given attention at our next session. I recommend both Michigan Bell and Consumers Power work be given high priority until the design has been cleared, contracts written, and the way opened to complete design and installation of the facility. There are considerable lead times involved in approvals to contracts by these utility companies and although it is often possible to shorten up the conventional times for approvals and negotiations it should never be counted upon as a time reducer.

4. It has been assumed that an easement plan has been prepared and submitted to become a part of the closing documents. Most of the parties to the project involved in the design and construction would appreciate having a location map showing these easements. If available, it should be made accessible to the city and the contractors as well as the utilities who are to do the work on the site. This matter is being followed by the DPW, the construction manager, and the utility companies.

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5. There has been no decision made on relocation of the power poles along North Street. However, Consumers Power has been asked to hold all work on the power systems contracts until a resolution can be made. In our meeting, we evaluated the length of time it might possibly take to complete renegotiations and to install the new lines if a rerouting is approved. Present estimates indicate that from the time approval is given, to the start of construction might be as much as 70 working days. Allowing 20 working days to build the relocated power lines above grade along the rerouted Saginaw-Harrison Street route and five working days to cut over, would bring us to a total of 95 days at which point demolition of the existing pole lines could begin. Allowing 10 working days for this demolition gives a total of 105 working days from release of Consumers Power, to clearing of the area at North Street.

This is a sizable period of time and has the potential for interfering with site work as presently proposed by the construction manager. It should be noted from point #3 above that Michigan Bell Telephone lines may also be a part of this relocation.

At our session another factor was introduced in that the Flint Fire Department presently has fire alarm lines on the Consumers Power poles. If the relocation of the power line is decided upon, then fire alarm lines will also have to be relocated perhaps underground. This matter was discussed in some depth and will be reviewed further as discussions proceed over the next week.

6. Not discussed.
7. Not discussed.
8. A brief review of the photo plan operation and the results to date was made for the benefit of those present. There is considerable interest in obtaining selected photo copies. All interested were requested to confer with Mrs. Nancy Jurkiewicz regarding acquisition of photos. Again, there is every desire to accommodate those who have need of special photos, or the standard photos being taken on a weekly basis.
9. The sewer line inspection is now being made and should be completed by the end of this week.

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10. Again, a reminder was given that care must be taken not to disturb grade elevations in the area of the sewer line running west in Fourth Avenue off Cole Blvd. The construction manager said that they were aware of this and will exercise due caution in that area.
11. Part of #10 above.
12. There is no current word on when Consumers Power will begin their work in the field on major activities to be done.

During our session it was brought out that as of now all street demolition required will be done by the DPW and that all building demolition will be done by the construction manager. All parking lots and non right of way paving areas will be removed by the construction manager also.

Bid package #8, the site work for the project, is to be let by the construction manager about March 15, 1983. The employee parking lot will be excluded from bid package #8 at present, and let later on a bulletin, change order process. Relocation of gas lines and power lines at the proposed live theater area will be handled between Consumers and Auto World directly.

The construction manager called attention to the fact that the University of Michigan will be required by virtue of construction at the south end of the project to vacate the parking they now enjoy no later than April 15, 1983 (working day 584). This information should be conveyed to the University of Michigan so that there are no misunderstandings about the need to reoccupy that area for ongoing construction work.

A minor point discussed at our session dealt with updating the Sanborn maps generally used in the various communities to indicate available utilities and construction characteristics of facilities in a particular section of the city. The Sanborn map is a privately maintained map and is used basically by fire insurance companies in their evaluation work. As such it might be important with the present changes being made to insure that the Sanborn maps are given proper attention. This is primarily a function of the insurance carriers and Sanborn so we should at the least call attention to the revisions so modifications can be made if appropriate.

The construction manager reviewed a narrative schedule of PASI work that had been submitted with the closing documents, and we discussed the dates set in that document briefly. Because affecting conditions are constantly in flux, it was decided that the PASI work should be replanned as soon as possible. At present we are using sheets #72 and #72, Issue #11, dated February 4, 1983 (working day 534) as our guideline. However, this plan must now be updated and this work will be done in the next morning session of Auto World monitoring.

Again, I repeat that the amount of time between now and opening is extremely short, and that this project will demand excellent management of all phases to meet the time requirements, within the quality demands and the cost structure. By constantly giving it the attention it does demand as a major facility, many of the problems can be resolved before they become overly serious. This will be our job as we monitor the project and continue our planning work.

#### General

Mr. Vyvyan has prepared the agenda for our next session and will distribute it to those concerned.

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

March 23, 1983

Subject: Monitoring Report #153

City of Flint Improvement Program

Flint, Michigan

Project: 83:14

Date of Monitoring: March 17, 1983 (working day 563)

Actions taken:

- Reviewed general progress of Auto World
- Monitored Auto World PASI work and rediagrammed all PASI sequences
- Inspected Auto World site

Auto World PASI - (332 working days remaining to July 4, 1984  
(working day 895) opening)

As of March 17, 1983 (working day 563) the dome structure at Auto World is in place, and 10 to 20% of the wood sheathing for the roof is on. From our field inspection it appears that underground utilities at the interior of the dome have started, and work is now proceeding toward readying the structure for interior rough and finish work.

No PASI (public area site improvements) work has started as yet although preliminary layouts have been made for installation of the water main in North.

After briefly reviewing the current job field status, we discussed the 12 points which have been reviewed in previous monitoring reports, and then began detailed diagramming of PASI work for the surrounding area at Auto World.

A brief review of the twelve points is given below:

1. The final site plan has not yet been prepared, and in discussing the sequence necessary to obtain this plan, it is found that first the project manager for Auto World must release SSOE to

prepare a site survey. This survey will include topography, property line identification, underground utility location and size, along with available easement information. After review and approval of the final survey it will be released to the architect/engineer who will prepare and issue a final site plan.

The DPW must also provide the architect/engineer with a final layout of the south access road geometrics. Work is presently being completed on this access road design and the information will be available shortly.

From our discussions it does not appear that a final site plan is going to be available for some time yet. Therefore, PASI work is now planned to proceed without the benefit of this site plan.

In our discussion of the south boundary, it was mentioned that the condition existing near the toll booths at the northeast end of the service road will require careful design attention. This matter will probably be settled as the design of the service road and preparation of the final site plan are brought to completion. However, it should be remembered that this is a planning problem to be solved that affects access to the site for both visitors and service personnel.

2. Fire hydrant locations are set and water line work will begin in the very near future. Some delays might be encountered in starting the work due to lack of resolution of the boundary conditions between the McDonald site and the Auto World site, particularly at the west side.

At both the western and northern boundary of the McDonald site, as it is presently outlined there are elevation differences at the streets and sidewalks that could pose some construction problems if adequate details are not shown on the Auto World contract documents. Apparently these details are not yet set by McDonald and Auto World. It is also important to resolve with McDonald's the disposition of existing paved areas on North and Fourth that lay within the McDonald property. It is intended to meet next week to decide on what areas are to remain paved and which areas are to be demolished.

3. Michigan Bell representatives were not at the meeting, but it was reported that their contract is ready for execution. Installation of MBT work is tied closely to work on Fourth, and therefore it will depend in part on the resolution expected to be obtained next week in the meeting with McDonald's. There still is a need to clear the right of way at Fourth so that the sewer contractor can repave if this is the course of action decided upon.
4. A brief discussion was held about the easement plan. Apparently these have been prepared on 8 1/2" x 11" maps. All concerned have not yet received copies, and Mrs. Jurkiewicz will follow this. It would be well for all involved to identify where easements impact upon them, and to insure that the plan shows those easements that are to be revised or added. For instance, there is thought to be a storm sewer in Harrison for which an easement has not yet been shown. This matter will be cleared by Mr. Vyvyan and Mrs. Jurkiewicz.
5. No decision has been reached on relocation of the Consumers Power poles along North. There now seems to be some concern about the cost of relocation, and it is possible that they will remain where they are. I again urge that this matter be carefully reviewed since there are some long range visual impacts that may be less than desirable if the poles are left in place.

In any event, the matter should be settled one way or another just as quickly as possible since it does affect work at other sections of the project. One of our major needs now is to free up Consumers Power to begin their work on the project as soon as possible.

It has been decided to relocate the fire alarm lines in underground conduit to be installed along with the water line. The Bell telephone poles on the west side of North have been determined to be primarily local service poles; therefore, as properties are vacated along Saginaw and North these poles can be, for all intents and purposes, abandoned and removed.

6. Not discussed.
7. Not discussed.

8. Photos are now being taken regularly and these were of great help in our meeting today. A complete, up-to-date photo book should be made available for each of our meetings, since frequently we have to refer to existing conditions on the site relative to proposed work schedules.
9. The sewer line inspection is complete, and SSOE is now reviewing the results. They will determine which lines are to be used as is and which are to be repaired or replaced. The City of Flint has no additional work to do in this matter.
10. Not discussed.
11. Not discussed.
12. Reviewed under other points above.

The construction manager said that bid package #8 has been partially awarded (five sections) and that site work is expected to begin almost immediately. He also pointed out that the city has been requested to make Cole Blvd. and the Stevens Street bridge available to the contractors for parking and storage. This will, of course, take the Stevens Street bridge and Cole adjoining it temporarily out of service as a thoroughfare.

#### Replanning PASI work

In the afternoon we redid the network model for PASI work. The new diagram is shown on sheets #73 and #73, Issue #1, dated March 17, 1983. The tracings were left with Mr. Vyvyan and he will distribute the plan to those affected.

There were three basic elements identified as major elements of the program - private utility work (Consumers Power and Michigan Bell), PASI work (contract and force account), and the Harrison Street bridge renovation.

In addition, we diagrammed preparation of the final site plan by Auto World. This was merely to determine where, if at all, the final site plan impacted upon either PASI or Harrison Street bridge work. The conclusion was that preparation of the final site plan will not now be allowed to affect progress of work on PASI or Harrison Street bridge contract documents. It should be mentioned, however,

that this site plan is still a very important document, and it is preferable to have it in hand as design and construction work proceeds for the city's portion of the construction.

In PASI work, it is planned to complete preparation of the PASI contract documents by the morning of April 4, 1983 (working day 575). After a review by internal agencies and by Auto World and others, revisions required will be made, and the drawings will be printed and distributed for proposals. It is expected that the drawings will be out for proposals the morning of April 25, 1983 (working day 590).

A ten-working day proposal period has been allowed with the proposals due in the late afternoon on May 6, 1983 (working day 600). These are to be reviewed by the DPW and by Auto World in order to be brought to the city council's attention at their meeting on May 23, 1983 (working day 610). With this schedule it will be possible for a notice to proceed to be issued by the morning of May 31, 1983 (working day 615) and mobilization and move made on to the site for PASI work by the morning of June 7, 1983 (working day 620).

Careful attention was given to the sequence of field construction of PASI work, and this plan is shown on sheet #74, Issue #1, dated March 17, 1983. There are many options possible in the sequence but the one selected fits, at present, best with the construction manager's desires for site work planning for Auto World. Presently it appears that demolition of Henderson, Fourth Avenue North to Saginaw, Third Avenue North to Auto World, Second Avenue North to Stevens, and construction of the service road and the cul-de-sac at the south can proceed with little or no interference from present construction work or additional property acquisition. It does, however, become important to vacate property for most of the other construction elements on the job.

Those participating in the planning today concentrated very hard on identifying an optimum plan that can actually be implemented. I urge that the plan proposed be studied carefully to insure that it does reflect what was decided, and what is possible.

A critical element of the program is construction of the middle section of the Harrison-Saginaw bypass at the bus terminal. Present plans are to construct the north section once demolition at the area from Fifth to Third Avenue permits and then to construct the south section from the North side of the Flint River to the bus terminal.

The middle section will await demolition of the bus terminal. There is hope that this demolition can be completed early enough in 1983 to permit full construction of the bypass by the end of the year. However, if demolition extends into 1984 then we have tried, in our plan, to narrow down the amount of work remaining on the bypass to an absolute minimum so it can be built between the time window existing from when weather allows construction work to start in 1984 to the opening on July 4, 1984 (working day 895).

Property acquisition is being followed carefully by Miss Stoughton and her information along with that of Mrs. Jurkiewicz was invaluable in identifying the most effective course of action to be followed. There still are some loose ends and unresolved matters, but it is hoped that in successive meetings, as the project is monitored the problem areas will be identified and the plan refined to reflect what can actually be accomplished.

Harrison Street bridge contract documents are presently in work and can be issued shortly. There is some float time available in the early work on the contract documents; however, the amount of float time available is not great (perhaps about 21 working days), and therefore care should be taken not to move too close to late start/late finish dates since there is a considerable amount of work in the rehabilitation of the Harrison bridge. It is hoped to complete this work in fall 1983.

As we prepared the network model, it was apparent that of great importance is resolution of the Consumers Power work so as to free it up as soon as possible, particularly in Fifth Avenue. Therefore, attention is presently being given to how Consumers Power can best be given the go ahead. Presently there appears to be no major difficulty in completing Consumers Power and Michigan Bell Telephone work this year, but the major problem comes about in insuring that the work does not interfere with installation of concurrent activities at Auto World and with PASI. We must continually keep in mind that the Auto World site work is being completed at the same time as is utility work and PASI work. Thus, a careful correlation must be maintained between these three to insure that the work is managed well and brought home on schedule.

RALPH J. STEPHENSON, P.E., P.C.  
CONSULTING ENGINEER

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General

Mr. Vyvyan will prepare an agenda for our next meeting and issue it to those concerned.

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

April 8, 1983

Subject: Monitoring Report #154  
City of Flint Improvement Program  
Flint, Michigan

Project: 83:14

Date of Monitoring: March 31, 1983 (working day 573)

Actions taken:

- Began discussions of Buick City (also known as Buick Industrial Park or Oak Park Industrial Development)
- Discussed overall progress of Auto World
- Briefly inspected Auto World site
- Monitored Auto World PASI work

Buick City

This was the initial meeting for discussion of Buick City work, and Mr. Ursuy laid the groundwork for our discussion by describing the overall project, and then going into detail as to the various project components. The intent of the program is to provide Buick an opportunity to develop a close supplier source in North Flint so they can take advantage of the on-hand inventory system being adopted by General Motors. The property under consideration is presently yet to be acquired in most part, and there are several major sections of the program we will be addressing over the next few sessions.

Today we identified several of these work phases or sections including:

- land acquisition (LAQ)
- relocation (RLO)
- financing (FNC)
- land resale (LRS)
- demolition (DML)

895  
597  
312

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RALPH J. STEPHENSON, P.E., P.C.  
CONSULTING ENGINEER

- land use planning (LUP)
- PASI design (PID)
- PASI construction (PIC)
- right of way vacations and abandonment (ROW)
- rezoning (RZO)
- Michigan Bell and Consumers Power utility work (UWO)
- traffic planning (TPL)
- interfaces with surrounding area work

All of these items must be considered, and we began our work today by developing a preliminary laundry list for land acquisition.

The system to be used for land acquisition on Buick City is unique, and will be one of the first times such a method has been used in Flint. Therefore, careful attention must be paid to its planning so that a minimum of time is spent in procedural evaluations and actions.

As part of the land acquisition analysis I suggested we again review the questions that have been asked in the past about major land acquisition programs. On the St. John and Doyle programs we asked and answered six questions that provided some insight into the planning difficulties encountered in those particular projects. A review of these points can be obtained by looking at Monitoring Report #12, page 4, and Monitoring Report #18, page 4.

The questions asked in these situations can be slightly rephrased to apply to the Buick City project. The questions should be:

1. Is replatting of the Buick City area desirable?
2. Can legal steps to replat any given area be initiated before all properties in that area have been acquired and vacated?
3. During the replatting process can parcels of property be disposed of within the area being replatted?
4. Must utility service be maintained to unoccupied but privately owned facilities that have not yet been acquired?

5. Can public area site improvements (PASI) work in an area proceed without the city having acquired unoccupied parcels?
6. Can the area be replatted in sections over a period of time?

The questions are very important to answer since we are looking here at a very important, long range, planned development. It would be helpful if answers to these questions could be obtained prior to our next session.

At our next meeting it is intended to move directly into the diagramming of selected sections of the work.

#### Auto World PASI work

We first reviewed the general status of the project. The construction manager reported that the three buildings owned by Mott will be demolished sometime during the next 20 working days. The area surrounding them at the north portion of the site also will be cleared and Auto World site work begun in this portion of the project.

The sheathing on the Auto World dome is about 50% complete, and concrete work is proceeding at both the interior of the IMA and on other concrete installations at the major dome. Underground utility work is also in progress. Overall, the construction manager reports the work is presently on schedule.

We next made another review of the 12 points covered in previous reports. A summary of the review is given below:

1. The final site plan is now expected to be complete about May 1, 1983. SSOE is presently preparing the site survey, the DPW issued the south road geometrics, and this set of drawings is expected to be reviewed and approved by all concerned with the final site plan work.

We briefly discussed showing easements on the site drawings and it was recommended that, although the easements do appear in the legal description, that consideration be given to showing these easements on a separate site plan. SSOE has done the site plan on what is called a pin registry system. So, to overlay easements on

the site plan it would only be necessary to draw the easements on a separate tracing and then overlay them on the base plan. Thus, prints could be obtained of the uncluttered site plan showing easements only.

I emphasize that this would be a valuable file document which would allow easy reference to information needed from time to time on easements and their location.

2. Work on the water line at the west boundary of McDonald's dairy site along North has now been released and installation of PASI water main work will begin on Fifth Avenue Saturday April 2, 1983 (working day 575).

Apparently all design problems with changes in elevations at the boundaries of the McDonald's site have been cleared, and the architect/engineer is going to accommodate these, if at all possible, without the use of retaining structures.

3. The Michigan Bell contract has been returned to Michigan Bell and is presently being reviewed by their attorneys. It is still expected that the phone work at the intersection of North and Fourth will be installed by May 1, 1983 (working day 595).

4. The easement drawing was discussed above.

5. A decision has been reached not to relocate the Consumers Power poles along North. This decision was communicated informally at our session and will be followed by a confirming document outlining the city's position on such relocation.

The architect is presently restudying the site plan and how the pole landscaping will be designed. Mr. Vyvyan pointed out that if these poles are to be replaced, as present plans indicate, then it would be well to locate the new poles in an optimum manner to provide the best parking lot arrangement. It is recommended that those involved meet and mesh together their work so that a decision can be made by those in charge soon. This matter is still important and resolution should be made quickly so as to achieve the best visual potential possible without delaying the job.

*with*

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6. Not discussed.
7. Not discussed.
8. Photos are still being taken on a regular basis.
9. The analysis of the sewer line inspection has been made, and there are some revisions to be made as the result of the analysis. These are presently being reviewed by SSOE.
10. Not discussed.
11. Not discussed.
12. Reviewed under other points above.

We next monitored the current status of the PASI design work from sheets #73 and #74, Issue #2, dated March 31, 1983 (working day 573). At present the project is meeting targets between early and late starts and finishes. PASI documents are still expected to be complete by the evening of April 1, 1983 (working day 575). It was decided that the proposal time allowed would be revised from 10 to 15 working days. This will require that Auto World review and approve the contractors proposing on the project concurrently with the DPW and compliance review of the proposals. In addition, there will have to be tight meshing of the work with scheduled council meeting. It is anticipated that the proposals will be submitted to the Special Affairs Committee for their review and approval the afternoon of May 23, 1983 (working day 610). This will allow the council to authorize contract execution at their evening meeting that night. This procedure is being evaluated carefully since it does push every action back to the latest possible time to meet the May 23, 1983 p.m. date of the council meeting.

We next reviewed key PASI dates that were tabulated and distributed in a memo from the DCD to various parties concerned. These dates were confirmed, and it is the consensus that we will adhere as closely as possible to the network model shown on sheets #73 and #73 Issue #2, dated March 31, 1983 (working day 573). I shall have this network model drafted with the revised logic and durations as determined in our session today.

#### General

Mr. Vyvyan will prepare an agenda for the next session and distribute it to those involved.

Ralph J. Stephenson, P.E.

April 19, 1983

Subject: Monitoring Report #155  
City of Flint Improvement Program  
Flint, Michigan

Project: 83:14

Date of Monitoring: April 15, 1983 (working day 584)

Actions taken:

- Monitored Auto World PASI work
- Briefly inspected Auto World site
- Continued discussions re Buick City program and prepared network model of early work

Auto World Project - number of working days to grand opening - 311

We first reviewed the 12 points covered in previous reports.  
A brief summary is given below:

1. There is no authentic word on the current status of the final site plan. Apparently, most of the information required is in the architect/engineer's hands, and they are presently working on the site document. We presently anticipate that the site plan will be completed about May 1, 1983 as reported in previous monitoring reports. This should be confirmed.

7. The Consumers Power Commercial Division has questions about the locations of utility service within the site. They will follow this matter directly with the architect/engineer carefully review the east end condition. There is some concern that there may be some interference between the toll booths at Auto World and where the drive exits. Since there will be considerable service traffic using the south drive, particularly in the summer, these could exist some potential traffic problems.

Resolved

It was again suggested we consider preparing a separate easement drawing, and this will be discussed with SSOE by DCD.

no word

There was a brief discussion about progress on possible required dredging of the Hamilton Dam area. No word is yet available on this matter, and I recommended we attempt to clarify what requirements might be imposed so that any disruption to work in the Auto World area for the next year and a half can be avoided. The Department of Parks and Recreation is presently following the problem, and we should continue to address the matter in the future Auto World meetings.

none

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2. Work on the water line at the west boundary of McDonald's dairy has been started and is moving well. 75% complete
3. The Michigan Bell Telephone contract is still at Michigan Bell, and there is no word as to when it will be returned. It is still important that phone work at the intersection of North and Fourth be installed by May 1, 1983 (working day 5959). There were no representatives of the phone company at our meeting, but Mr. Vyvyan will follow this matter to insure that the work will be installed promptly. Done!
4. The easement drawing was discussed above.
5. There was no major discussion on installation of Consumers Power work on the site. Apparently the Consumers Power contract has not yet been executed, but it is expected that costs for the work will be available in about three weeks. This should then allow final negotiations and contract execution to be accomplished and work to begin as planned in our network model for PASI work. Mr. Vyvyan said it would be wise to concentrate on execution of the Consumers Power Contract along with a review of installation sequencing to see if Consumers Power work could start at the east end of Fifth early. This would permit as much work as possible to be done on Fifth in the event demolition of the buildings between North and Saginaw are delayed for any reason. This will be an ongoing discussion between DPW and Consumers Power Company. 5/6/83  
not executed yet.  
possibly
6. The sewer line inspection is complete and recommendations have been made. COP has no more obligation

Unlisted points have either been resolved or were not discussed at this session. We shall gradually delete each of the items in the original list of 12 and as they are resolved they will be removed from the list.

We next monitored PASI work progress on network model Issue #2 dated March 31, 1983 (working day 573) sheets #73 and #74. These have been drafted and dated. However, some revisions are yet to be made, and the revised networks will be available shortly.

There still is work to be done on preparation of the public area site improvement contract documents. The work remaining is primarily in specifications. Drawings are nearly complete, and some material has already been sent to Auto World for

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their review and approval. We are still holding a target start of the proposal period on April 25, 1983 (working day 590). To meet this date, however, it is going to be essential that requests be made of Auto World, SSOE, and Duell to expedite their review and approval of the CD's. This request will be made by DCD in conjunction with the DPW. It is still expected that council will authorize PASI contract execution on May 23, 1983 (working day 610) and that mobilization and move on the site will begin May 31, 1983 (working day 615). It is important that we maintain these target dates, although we have lost some time due to various problems over the past three weeks.

Mr. Vyvyan and I made a brief visual inspection of the project. Work is continuing on the dome sheathing and skylight curbs are being erected. No further information was available at this session.

Buick City

At this session we prepared a preliminary network model for early work up through HUD releasing funds. This plan model is shown on sheet #75, Issue #1, dated April 15, 1983 (working day 584). The goal was to establish some major milestones on the total project to see how they compared with required dates set in early discussion with GM and HUD.

Our discussions centered primarily around the content of the Buick City master site plan and the filing of the legally binding commitment (LBC) required to release funds. The amount of time required in this early network model, according to the current information available, was excessive in respect to desired targets. Therefore, the DCD is presently studying the network model to see where time savings can be made.

It is essential that certain target dates be met since the overall program has a firm completion date that must be adhered to. Presently, work is in progress on preparation of the master plan. The DPW will begin their engineering analysis of roads and utilities once EDA authorizes the city to submit a full application. DCD will, at that time, write DPW a work order and engineering studies can proceed. It may be that these engineering studies will not restrain completion of a master site plan adequate to write the LBC. This matter is part of the current analysis being made.

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Concurrently with EDA authorization HUD will send the city of Flint a grant agreement which is to be executed by April 26, 1983 (working day 591). At this point the city of Flint and GMC will jointly prepare a legally binding commitment draft. This draft will be approved by GMC, HUD, and other reviewing agencies after which the final draft will be prepared, executed, and sent to HUD for release of funds.

The network model prepared at today's session was given to the DCD for ongoing review, and we shall continue our analysis of the project at the next session.

From the preliminary planning of the job, it appears that the entire program is on a very tight timetable. Therefore, I strongly recommend we plan the work to be done, particularly by the city, in detail over the next few sessions so a proper roadmap is obtained to carry out the project. Close cooperation with GMC is essential, and it appears presently that the project has such support, and is being given a high priority by all concerned.

General

Mr. Vyvyan has prepared an agenda of the next session and has distributed it to all concerned. It appears that a major part of our next meeting should be concentrated on further planning of the Buick City project since it will be essential to move this project rapidly through the city departments to assure meeting target dates required by all parties involved.

Ralph J. Stephenson, P.E.

RJS:gmj

To: Mr. Ray Vyvyan

May 10, 1983

Subject: Monitoring Report #156  
City of Flint Improvement Program  
Flint, Michigan  
Project: 83.14

Date of Monitoring: May 6, 1983 (working day 599)

Actions taken:

- Monitored progress on Auto World PASI work
- Continued planning Buick City project

Auto World project - number of working days to grand opening - 296

PASI contract documents have been issued with proposals due May 12, 1983 (working day 603). Once proposals are in, the list of proposing contractors will be forwarded to Auto World for their review and approval. The intent is to seek council authorization for contract execution at the council meeting on May 23, 1983 (working day 610). Presently we are holding to this schedule.

Preparation of the Harrison Street bridge contract documents is currently in work. These were due to have been completed for initial reviews no later than April 26, 1983 (working day 591). However, there have been some delays. The present plan is to recapture as much of this lost time as possible, and to still get work into the field by August 1, 1983 (working day 658).

Property acquisition is moving relatively well, and it is anticipated that most of the target dates for vacation and demolition of required properties can be met. The improvement work along Fifth Avenue is presently expected to be done in two sections - east and west - starting at the east end of the right of way. Negotiations with Consumers Power are to take into account the early work concentration at the Cole end of the route.

We next reviewed the 12 points covered in previous reports. These have now been reduced to only a few remaining items of work still outstanding. A brief summary is given below:

1. The final site plan has still not been prepared, and there is still some question about the design of the south access road to the riverfront park. Apparently the Auto World group has now approved the use of a cul-de-sac at the west end of the south road. The contract documents now issued and being proposed upon have shown the south road as was previously agreed upon, straight through to North Avenue. There are still some final internal city discussions to be held on this matter, and these will be conducted in the very near future.

Apparently the west boundary line for McDonald's is finally decided upon and its location set. There still has been no decision made on final resolution of the live theater area at the west half of the site. However, this does not currently affect PASI work. There has been no further movement on preparation of a separate easement drawing. Again, I strongly recommend that this drawing be prepared.

2. Work on the water line at the west boundary of McDonald's dairy is now about 95% complete, and is being brought to completion. *Yours*
3. Michigan Bell Telephone work at the intersection of North and Fourth has been installed. *Yours*
5. The Consumers Power contract has not yet been executed, nor are costs for the work yet submitted to DCD and the City of Flint. There apparently has been informal agreement by Consumers Power that they will concentrate on work at the James Cole end of Fifth Avenue so as to allow early widening to start on the Fifth Avenue improvements as noted above. *to the south of John*
6. Sewer line inspections and recommendations are complete and the City of Flint is now free of obligations in respect to this. I suggested to the group that Auto World be requested to sign off on their official acceptance of the sewers. *Yours*

#### Buick City

We first monitored the project against the network model on sheet #90 Issue #1 dated April 15, 1983 (working day 584). At present, the master site plan is being prepared by the DCD but to go any further they will need

additional data from Buick. Information required includes:

- 1 - Details of the Leith industrial intersection
- 2 - Internal traffic patterns east of North Street
- 3 - Project landscaping plans
- 4 - Agreement for land conveyances
- 5 - Construction plans for <sup>I</sup>Industrial<sup>Ave</sup> corridor~~X~~
- 6 - Detailed schedules for construction of Buick improvements

The DCD and DPW are working with Buick to obtain this information.

The DPA is also identifying the right of ways and starting their surveying work preliminary to preparation of the PASI contract documents. No work order has been issued to the DPW as yet, but this schedule should be forthcoming soon. Meanwhile, the UDAG grant agreement has not yet been sent to the city by HUD. The EDA has authorized the City of Flint, however, to submit a full application, and this is presently being prepared by the DCD.

We made a further evaluation of the steps to obtaining a release of funds by HUD, but no major changes were made to the network model at this session since there was not adequate information as to whether or not reductions in time could be made on each of the activities.

After evaluating the project against the network model we continued preparing network plans for land acquisition, and for preparation of PASI (public area site improvement) contract documents for the EDA package. Land acquisition work was broken into two major parts - those where the land acquisition offer was refused and the other where the land acquisition offer was accepted. Land acquisition will be monitored in disputed cases by an Oak Park land acquisition commissioner. Where owners' refuse the offer to purchase, the commissioner will rule on the amount to be paid, and then escrow funds will be deposited for those properties to be acquired. Thus, acquisition can proceed while final negotiations regarding price are conducted.

At the present time, the selection of appraisers is being made. Meanwhile, preparation of the diagnostic relocation survey must be done concurrently. The appraisers must be selected and the survey completed

concurrent with processing of the legally binding commitment so that when the funds are released, offers can be made immediately.

It appears it will probably take between 147 and 177 working days from the tendering of initial offers to the point where most of the properties can be in hand, vacated, and the structures demolished. We shall continue to evaluate this plan and time period in subsequent sessions to insure that it meets the requirements of the project.

We next turned our attention to the preparation of the public area site improvement contract documents. PASI contract documents must be prepared for four separate and distinct programs. These include:

- EDA package

- Hamilton widening 1
- Leith widening (with land acquisition) 2
- Stewart widening (with land acquisition) 3

- UDAG phase #1

- 66", 72", and 78" storm sewer in Industrial 4
- Removal of existing street pavement 5
- Removal of existing trees 5
- Rough grading 5
- 12" water main in Industrial 4 (see drawing)
- Michigan Bell and Consumers Power demolition and installation (repair)
- 36" storm sewer in Dartmouth 4

~~Landscaping~~

- MDOT package

- Broadway/Steever one way couplet (with land acquisition) 6
- North Street widening (with land acquisition) 7

- Phase #2 package
  - Resurfacing Baker 8
  - Two cul-de-sacs 8
  - Consumers Power and Michigan Bell Telephone demolition and installation (separate party)
  - Landscaping work 9 (or less cost)
  - Demolition (separate contract)
  - Rough grading 10
  - Street removal 10

There is a great deal of design work to be done and preparation of contract documents could become very critical. As these documents are prepared we have assumed there will be ongoing reviews by Buick, EDA, and DCD. Our present assumption also takes into account that the drawings for the EDA package will be adequate for base proposals. However, to issue them in timely fashion it may be necessary to late add details on the Leith and Stewart widenings subsequent to the full issue of the drawings for proposals.

The Hamilton widening surveys will be initiated immediately followed by the Leith surveys and then the Stewart surveys. Drawings will follow in succession. An evaluation is being made presently to determine the manpower requirements to fully staff the project within the times assigned in our preliminary diagram. To continue work on the Leith contract documents it will be necessary for Buick to provide the Leith industrial geometrics. These are being assembled now by Buick and should be available shortly.

Overall, it appears that the EDA grant contract documents should be completed, adequate to solicit proposals, 158 working days after initiation of the Hamilton survey. Following receipt of proposals and council authorization, the contract will be executed, the DFW will issue a notice to proceed, and the contractor should be able to move on to the site and begin his work for the EDA package.

We will continue our planning work for the other three packages at our next session, and will also make an ongoing review of the funding and land acquisition program. In addition, we should check exhaustively and continuously the laundry list scope of work which we have begun to prepare and shown on sheet #90 at the left hand side of the drawing. I shall start drafting these diagrams into final form but shall hold calculating and dating of the diagrams until further information is available, presumably from our next planning session.

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City of Flint Improvement Program  
Page six

RALPH J. STEPHENSON, P.E., P.O.  
CONSULTING ENGINEER

It should be noted that the network models for Buick City have been numbered from drawing #90 and continuing through drawing #93. We will continue all network modeling sheet numbers on up from the Buick City drawing #93.

General

Mr. Vyvyan and I discussed the agenda for our next session and Mr. Vyvyan will prepare and distribute it to those concerned.

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

June 5, 1983

Subject: Monitoring Report #157  
City of Flint Improvement Program  
Flint, Michigan

Project: 83.14

Date of Monitoring: May 27, 1983 (working day 614)

Actions taken:

- Monitored progress of Auto World PASI work
- Continued work on storage and retrieval of network model information
- Monitored Buick City project
- Continued planning work on Buick City

Auto World project - number of working days to grand opening - 281

PASI proposals have been received, analyzed, and the city staff is now executing a contract. Shortly the DPW will issue a notice to proceed with this work. Active field work on PASI work was scheduled to begin no later than June 7, 1983 (working day 620). Start of work will be very close to this date. Contract documents for the Harrison Street bridge have been delayed slightly but will be issued soon. Once the Harrison Street bridge documents are issued Auto World will review these, concurrently with preparation and submission of proposals by contractors. It is anticipated that a good share of the current lag can be recaptured and, in fact, present plans are to begin work on the Harrison Street bridge no later than July 11, 1983 (working day 643). Currently this appears to be a feasible target to meet.

Property acquisition is continuing to move well, and there is a possibility that the progress to date will enable the entire Harrison-Saginaw bypass to be built in 1983 rather than having to complete the connecting segment in

1984. As with property acquisition in all projects it should continue to be monitored closely and the same careful attention that has been given in the past, continued over the next few weeks.

We next reviewed the original points covered in previous reports, and further reduced the number of outstanding items. A brief summary is given below:

1. The final site plan has still not been prepared, and there is no current word on when a full, final site drawing will be available. The final resolution of how the property at the west half of the site is to be used has not been determined. The situation is not at present restraining any PASI operations, but it is potentially of concern to location of internal gas service for Auto World. In our discussions of gas service, it was mentioned by the Consumers Power representative that we should watch carefully the layout of site work in relation to the regulator stations. There is a regulator station located near the south access road cul-de-sac, but there does not appear to be any major difficulties in completing site work there without danger to the regulator.
2. Work on the water line at the west boundary of McDonald's is now complete.
5. The Consumers Power contract will be sent to Jackson, Michigan next week and approval is expected in the near future. There were some miscellaneous discussions about the type of light fixtures to go on Fifth Avenue and about the use of underground power service as opposed to overhead. Decisions were made but they are to be confirmed and communicated officially. It was also decided that no metal light poles are to be used for new light fixtures; probably precast poles or fiberglass poles will be used.

It is still the intent of Consumers Power to concentrate early work on the east end of Fifth Avenue to allow for an early start of PASI work at that location. Since this is the current program it would be wise to expedite execution of the Consumers Power contract so no delays will be experienced in starting work in Fifth Avenue.

Data storage and retrieval system for network model

Mr. Vyvyan and I reviewed the sequence of renumbering our network models beginning from the first model prepared, sheet #1 Issue P-1, dated August 29, 1975. It was agreed that these sheets would be numbered in ascending order of the first issue date shown in the issue record box and next in ascending order of present sheet numbers. The need is to renumber present work models so as to provide a consistent and usable retrieval system.

Most of the original numbers were assigned in somewhat random sequence within sets of networks. We are now seeing a need to provide a more cohesive system of identification for the entire package of more than 100 separate documents.

In our work today, we renumbered 75 of the sheets, and I shall proceed to put these into the data retrieval system in the very near future. We will add an additional identifier to the file for each drawing indicating what project the network model was for. This will be a three letter code so that we can always identify the sheets that belong to any given project.

Mr. Vyvyan will identify those networks that I did not have in my master print set, and forward these additional sheets to me in the near future.

Buick City

In monitoring the project against the current network we find that the City of Flint has not yet executed the HUD grant agreement. Enough work has been done on the master site plan so that a start can be made on preparing the legally binding commitment draft. Starting June 1, 1983 (working day 616) intensive discussions will be held with the Buick Division, GMC, DCD, DPW, and members of the city administration. It is the intent that with one week of intensive attention the legally binding commitment (LBC) can be completed and approved by all parties involved. This document will then be final drafted, any additional work completed, and the finished product submitted to HUD on June 30, 1983 (working day 637). HUD is expected to review and comment immediately after which the LBC will be executed by GMC and the City of Flint, with HUD releasing the funds by July 15, 1983 (working day 627). This will free up monies so that offers to purchase can be made on the real estate.

At present, appraisals are being made for phase #1 work and are expected to be completed by June 23, 1983 (working day 632). A review of these should take about 10 working days which brings the completion of appraisal work ready to make offers to July 8, 1983 (working day 642), our currently early finish target. After appraisals have been completed, the funds have been released, and offers to purchase made, property acquisition will proceed immediately. The revised durations for compression of time to prepare the legally binding commitment are shown on sheet 90, Issue #3, dated May 27, 1983 (working day 614). The elements which we diagrammed today will be added to the network model and kept current as we continue work on the project.

In addition to the phase #1 land acquisition previously shown we also have identified acquisition of the properties necessary for the Stewart street improvements. This work is extensive enough (25 properties) so that new proposals for the appraisal work are to be received. It is expected that the appraisal work will be completed by August 12, 1983 (working day 667) and that offers to purchase can be made at that time. It appears that with this plan we should be able to have the properties acquired in time for start of construction work on the various elements of the program.

The miscellaneous parcels needed for the Leith Street widening to North Street will be acquired with the initial land acquisition program.

Contract documents presently in work are for the Hamilton Street improvements. It is expected that these will be completed by August 17, 1983 (working day 670) after which they will be processed and bid. Field work will start sometime late this year. The Leith and Stewart contract documents will follow and will be completed about January 10, 1983 (working day 770). This is a revision to the original logic in which the plan was to have the contract documents prepared for Hamilton, Leith, and Stewart, then issue them in one package. Now Hamilton will be a separate package from the Leith-Stewart package. There does not appear to be any major problem with this method.

It will be essential as the project document packages are prepared and as the master site plan is completed, to continue to acquire information from Buick and

from General Motors. A very close interaction between the parties is essential for success in this project since there is a mutual need for information that must be fulfilled in all phases of the work. We are presently working closely with General Motors and particularly the Buick Division to insure that this flow of information is properly maintained.

Mr. Ursuy has assembled a schedule for implementation which identified major milestone dates throughout the project. This is to be used as a master guide in carrying out the work for the entire project. We revised those dates affected by our planning today and Mr. Ursuy will have the master guide revised and issued in final form to all those working on the program. It should be of great help to the entire project team.

Meanwhile, we will continue our planning work within the target framework of the guidelines. In addition, we will use the network model in each of our sessions to monitor progress of the job. This program is a very critical project, and it is imperative that very careful monitoring attention be given to every phase of the operation.

In our next session we will continue planning preparation of contract documents, land acquisition and begin the construction plan of work. It will be necessary to closely interface the construction plans of Buick and potential supplier plants to those of the city. Thus, it would be of great help to have a general idea of the scope and schedule for the Buick City improvements. Again, the participation of Buick and GMC personnel is needed and will be important to the success of the project. Turnaround times for decisions must be kept as short as possible to insure meeting the target dates that are presently a requirement of the job.

I shall continue to draft the rough network model into final form. These will be issued as they are prepared.

#### General

Mr. Vyvyan will prepare the agenda and issue it to those concerned.

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. R. Vyvyan

June 13, 1983

Subject: Monitoring Report #158  
City of Flint Improvement Program  
Flint, Michigan

Project: 83:14

Date of Monitoring: June 9, 1983 (working day 622)

Actions taken:

- Monitored progress of Auto World PASI work
- Inspected Auto World site, overflow parking site, and Buick City site
- Monitored Buick City project and reviewed overall plan of operations

Auto World project - number of working days to grand opening - 273

The PASI contract is presently being reviewed by purchasing and contract compliance, and it is expected the agreement will be executed sometime early next week. This gives a lag of approximately 10 working days in the issuance of the notice to proceed. However, it is anticipated that the contractor will mobilize and move on the site immediately after the notice to proceed and about five working days of the lag should be picked up immediately. At present, this lag does not appear to be overly serious provided the notice to proceed is issued next week.

Contract documents for Harrison Street bridge work have been issued and the prebid conference was held June 8, 1983 (working day 621). Bids are due on the project June 16, 1983 (working day 627). In the Issue #3 network model dated April 14, 1983 (working day 583) bids were shown due no later than the evening of June 9, 1983 (working day 623). Therefore, the projected lag is about five working days. However, the present intent is to start construction work by July 6, 1983 (working day 640) which will be about 18 working days ahead of the current target in the Issue #3 network model dated April 14, 1983 (working day 583). This Issue #3 target was August 1, 1983 (working day 658). The compression will be in the review of proposals, council authorization, and execution

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of the contract. In addition, mobilization and move on site probably will not require the ten days allocated in the network model. Thus, we should be able to complete Harrison Street bridge rehabilitation this year.

At this session there was no up to date information on property acquisition; however, from discussions it appears that there is still an excellent chance that the acquisition will be substantially as has been reported in the past few reports. This should not materially delay any of the planned PASI work.

There is a potential problem at the GRI building, which is at the extreme southerly end of the area between Saginaw and North and just east of the Italian Gardens Restaurant. A structural bridge frames into the GRI structure and spans an open alley below. It is possible that a support frame of some type might be needed to carry the east side of this overhead structure. Nancy Jurkiewicz will look into the matter and check to determine what is needed. It could be serious since demolition of the GRI building will be important to constructing the Harrison-Saginaw bypass.

Mr. Foresmark of Darin & Armstrong provided the group with a site plan showing progress of demolition on the site. We shall keep this site plan up to date so as to identify the properties remaining to be removed. Mr. Foresmark said that D & A would like to complete his site utilities as quickly as possible, and there were some discussions about how the closing of North Street could be expedited. This is a complex problem and will be addressed more fully in subsequent sessions.

We next made a brief review of the points covered in previous reports and reduced the number of outstanding items to two. A brief summary is given below:

1. A final site plan is still not available, and no current word is on hand as to when a complete drawing will be provided. During our inspection of the site, it could be seen that there are some elevation differentials between the final grade at the north of the McDonald site and the existing grade on the McDonald property. This is also true at the west boundary. Since there has been no provision in the PASI work to resolve this difference of elevation and to provide a transition, it would be well for Auto World to examine the condition of that boundary and decide how the detail for the transition is to be built.

5. The Consumers Power contract is not back from Jackson as yet, and there is no current word on when they will be able to start work on electrical demolition and new installation on Fifth Avenue particularly at the east end. There was no current word either on formalizing the decision to install underground power service at Fifth Avenue as opposed to overhead. We discussed briefly the possibility of cleaning up the appearance of North Avenue relative to power installation currently in place, primarily overhead lines. This matter is still under consideration by various parties.

\* \* \* \* \*

In our discussion of the work remaining within the property line of Auto World, it was identified that there are still a few items of work to be done. I suggested to Nancy Jurkiewicz that a numbered list be prepared and given to those concerned, identifying each of the several items remaining. This will then permit us to use the list as a check document to determine what remains to be accomplished. It also will list, in one document, the work left so that there can be no misunderstanding about what the city is to do to fulfill its obligation within the boundary lines. In addition, all utility work, the responsibility of Consumers Power or Michigan Bell, should be identified and labeled as Consumers Power or Michigan Bell work to be done.

We next had a brief discussion about the impact of strikes on the project. It does not appear presently that PAST work will be impacted by work stoppages since heavy construction agreements in Flint are pretty well in place. However, there currently is a strike of cement finishers which has brought to a halt most concrete work within the Auto World project. In addition, there are possibilities that other trades including the masons, insulators, and perhaps carpenters could possibly go on strike later this summer. ~~There is no authentic word on the possibility of such strikes but the situation should be watched carefully for indications as to whether additional work stoppages can be expected.~~ Mr. Foresmark said that he would forward to Mrs. Jurkiewicz a list of all local construction contract expiration dates for her files.

No  
work

We briefly discussed the Consumers Power gas regulator stations, and at present it does not appear there will be any interference between the regulator station at the

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South and the south access road. The south access road is currently designed and installation will proceed as outlined in previous discussions.

There is presently planned, installation of an overflow parking lot about four blocks north of the Auto World project. This overflow parking is proposed for four blocks presently heavily wooded and in some places used for the dumping of spoil and excavation. Apparently it is desired to have the lot in operation by July 1, 1984 (working day 893). As of today, no parking design work has been done for this property, and it will be essential if construction is to proceed within a comfortable and somewhat predictable time period that design be released sometime very soon. Although some underground utility work can proceed in the winter time generally a large amount of the grading, paving, and finish work will have to be done in warm weather for it to be installed effectively and economically. Since it does not appear that work on the lot can begin this fall it probably will be necessary to construct it next spring.

The lot could prove to be a rather complex installation if it is to be an improved parcel of land with paving, lighting, drainage, buffering, and studied entrances and exits. Thus, the need for early attention to its design and to initiation of contract document preparation should be presently a high priority item. It appears that this parking improvement would be financed by a grant and the award is not expected until early October, 1983 or perhaps slightly earlier. If possible, it would be wise to initiate the design prior to grant issuance.

#### Buick City

Currently we are monitoring the project against the Issue #3 network model, dated May 27, 1983 (working day 614). Copies of the network model have been provided to the project team.

The city and General Motors met recently to assemble their work on the legally binding commitment (LBC). This work is now in progress with the review with commenting period about to start. It is still the intent to submit the LBC to HUD in time to get a release of funds for land acquisition and other purposes by July 15, 1983 (working day 647).

Work on contract documents for street widening is proceeding with Hamilton Street contract documents currently in work and with the Leith and Stewart surveys being made. In

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addition, there has been a small amount of work done on preparation of the Stewart contract documents. This work is currently meeting targets between early and late starts and finishes. However, it is a large amount of work and is going to be followed carefully to insure that the documents are prepared and issued in accordance with our target dates.

As part of our work today, we identified the additional contract document and design packages that are to be issued. There are approximately 13 of these. They are as follows:

- 10 1. Hamilton widening
- 7 2. Leith widening (with land acquisition)
- 9 3. Stewart widening (with land acquisition)
- 8 4. Storm sewer and water main installation in Industrial and Dartmouth
- 7 5. Removal of existing street pavement, trees, and rough grading in phase #1 work
- 4 6. Broadway/Steever one way couplet with land acquisition (provide drawings to State MDT only)
- 7 7. North Street widening with land acquisition (provide design drawings to State MDT only)
- 1 8. Resurface Baker and install two cul-de-sacs in the phase #2 area
- 4 9. All landscaping work for the project
- 2 10. Rough grading and street removal for phase #2
- 7 11. Michigan Bell and Consumers Power demolition and installation work for phase #1
- 2 12. Consumers Power and Michigan Bell Telephone work for phase #2
- 10 13. Building demolition work as required in the various areas by land acquisition needs

In our discussions with the project team, it was again emphasized how important it is for the city to work closely with Buick and General Motors to convey

information of mutual concern back and forth. Items identified as presently needed by the city from Buick and GMC included the following:

1. Loading and receiving dock layouts along Industrial
2. Entrances and exits to parking lots proposed by Buick
3. Geometrics of the cul-de-sac in Industrial at the south end
4. All landscaping plans for the project
5. Review and comment on the geometrics of the Leith/Industrial intersection where an S curve is to be used for future traffic movement.
6. Review of utility locations in Industrial relative to loading dock structures.
7. Full information on the design and configuration expected for Baker Street

In addition, we discussed at some length the need for additional information about the total area and how it is to function. This project consisting of a phase #1 and phase #2 along with several other related programs must continually be thought of as a functionally singular unit. This is due to the complex nature of the movement of raw materials into the phase #2 area and movement of finished products out from the phase #2 area to the plant. There is a need for well thought out traffic planning and material handling. A variety of methods by which raw products can be brought in and finish products taken out are available above grade, at grade, and below grade by means of automatic or manual conveyances. Undoubtedly, much careful thought has gone into this matter by those involved, and it is now going to be essential that General Motors share with the planners of the total project their functional intent for the area. Mr. Campbell was at our meeting and will review this matter to determine if there is additional information available that would help us develop our master site plan for Buick City.

It was suggested that Buick, General Motors, and the city of Flint assign a site plan design group to work together so that the optimum design potential is realized

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RALPH J. STEPHENSON, P.E., P.O.  
CONSULTING ENGINEER

from the planning for this very important and unique project. This would tend to improve the probability of attaining the most effective plan possible.

So far as land acquisition is concerned, appraisals are presently being made by 14 appraisers on the phase #1 acquisition. We are currently holding a target date to make offers to purchase of July 15, 1983 (working day 647). This is critical date in our project, and every effort is being made to achieve it. We shall continue to monitor the full project carefully paying special attention to preparation of contract documents for the remaining design packages. In addition, we shall continue to monitor land acquisition and the flow of information between the city, Buick, and General Motors.

General

Mr. Vyvyan will prepare the agenda for our next session and distribute it to those concerned.

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

July 5, 1983

Subject: Monitoring Report #159  
City of Flint Improvement Program  
Flint, Michigan

Project: 83.14

Date of Monitoring: June 24, 1983 (working day 633)

Actions taken:

- Monitored progress of Auto World PASI work
- Inspected MTA facility
- Monitored Buick City project and continued preparing network models

Auto World project - number of working days to grand opening -  
262

The PASI contract has been executed and a notice to proceed is to be issued immediately. This should insure field work starting within a matter of days. Harrison Street bridge bids are still under review, and council has not yet authorized the execution of the contract. However, it is still intended to begin construction work on the Harrison Street bridge by August 1, 1983 (working day 658). This will require careful and immediate attention so as to get proposals before the council on time. It is critical that the Harrison Street bridge work begin soon so it can be completed this year. A split construction season on work of this type would be difficult and probably would push work, important to Auto World, too close to the opening date for proper timing.

Property acquisition is moving very well, and it presently appears that most of the targets shown in our network model Issue #3 dated April 14, 1983 (working day 583) will be met. However, there can be no letup in the acquisition process since it is the plan to complete as much construction work, possibly all of the PASI installation, this year and to have no carryover into 1984.

The problem at the GRI building with maintaining the structural frame supported by a bearing wall at the east end is being resolved, and all involved are aware

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CONSULTING ENGINEER

of the problem and are working on a resolution to it. It is critical to prompt construction of the bypass route from Harrison to Saginaw.

The Greyhound Bus Terminal vacation is dependent upon completing remodeling of the MTA garage. Mr. Vyvyan and I inspected this project, and it seems to be moving well, although there is concrete work to do by the cement finishers who are currently on strike. There is no current authentic word on when the new facility will be ready for Greyhound so that they can make the move and the present terminal can be demolished.

Overall, it is planned that by mid-August, 1983 all properties with the exception of Greyhound can be removed from the Auto World site and the area cleared. The target for the Greyhound move is September 30, 1983 (working day 701); although, as noted above, this date cannot be fixed with certainty at this time.

Funding for the overflow parking is expected to be available about September 1, 1983 (working day 681). Construction of the overflow parking area is very important; and if it is to be a fully improved area available by the opening of Auto World I suggest that careful, special attention be given it now to insure that construction starts at the earliest possible time. The planned lot is to be very large and if it is to be paved, fenced, lighted, and drained then there is considerable design work that must precede construction. Since construction of parking lots of this type is a seasonal operation, the field work must begin soon.

We next briefly reviewed the points outstanding from previous reports. A brief summary is given below:

1. The final site plan is still not available, and there is no current word on when it will be provided. Apparently most parties to the project are continuing to move ahead without benefit of this final site plan although all agree it would be of help to have it as a reference document.
5. The Consumers Power contract has apparently not been sent to Jackson. Final cost estimates are in work with the contract expected to be forwarded to Jackson within the next few

days. It is very important that this contract execution be expedited since PASI work at the east end of Fifth Avenue is dependent upon Consumers Power work at that area being done as a first priority field operation in relocation of power facilities. This matter is being followed by several members of the project team and will be given ongoing and careful attention.

\* \* \* \* \*

Following up on previous recommendations it is suggested that a master tabulation of all items yet to be done by the city within the boundary lines of Auto World be prepared to use as a checklist. This will be of help in insuring that the project staff keeps in mind all City of Flint activities to be completed within the project boundary lines. As pointed out previously, it should also help identify utility work which is the responsibility of Consumers Power or Michigan Bell.

Currently the strike situations finds cement finishers on strike, and no current word on other trades possibly going out on strike. There is no authentic information on when cement finishers will be back to work.

#### Buick City

Our major efforts at this meeting on Buick City were to monitor the project, and then to continue planning issuance of the various contract package contract documents. Mr. Ursuy is maintaining a continual updating of information contained in his Buick City implementation schedule, and will be issuing this document as additional information is made available. It is very important that General Motors, Buick and the City, work together in planning the work to be done on the Buick City site. I continued to recommend that technical review meetings on site planning be held regularly with design and management representatives of all three organizations attending.

We briefly reviewed the information outlined on page 6 of Monitoring Report #158 dated June 13, 1983. This consists of several items needed by the city so as to continue their work on the master site planning. A brief review of the status of these is given below:

1. Loading and receiving dock layouts along Industrial -  
There is no current word from Buick regarding layout of these docks. It is important that

these configurations be made known since they affect traffic patterns in the area and the planning of the full site and utilities.

2. Entrances and exits to parking lots proposed by Buick -  
Parking lots designed by Buick will probably not proceed in the near future. Therefore, major entrances and exits to the lots should be decided upon as early as possible. This matter was discussed at our session, and efforts will be made to identify those soon.
3. Geometrics of the cul-de-sac in Industrial at the south end - There was considerable discussion as to how this south end area is to be designed. Apparently it is not totally resolved, and it may be that there will be no cul-de-sac at the south. This matter will be followed by Mr. Ursuy.
4. Landscaping plans for the project - There is a strong need to tie together the landscaping requirements and desires of Buick to those of the city in the public right of ways. Presently there is nothing being done on this matter although it would be wise to get started as quickly as possible to resolve the interface points. Apparently the city is to provide landscaping preliminaries to Buick. Mr. Ursuy will follow this matter.
5. Review and comment on the geometrics of the Leith/Industrial intersection where an S curve is to be used for future traffic movement -  
The DPW has given Mr. Campbell a layout of the geometrics of the Leith/Industrial intersection. He is to review this and provide the city with Buick/GM comments in respect to its suitability for traffic movement.
6. Review of utility location in Industrial relative to loading dock structures - It is not considered technically desirable to proceed with work in Industrial until it is known whether the loading and shipping dock configurations are such that they will not interfere with planned and existing utility work. This matter is to be discussed by Buick and the DPW.
7. Design and configuration for Baker Street -  
Apparently Baker is to be left in place from Industrial to North.

In monitoring the project, we used the Issue #3 network model sheets #90, #91, #92, and # 93 dated May 27, 1983 (working day 614). A monitoring analysis is given below.

The legally binding commitment has been drafted, and GMC is currently reviewing it, and will comment soon on the draft. The draft then can be revised and submitted to HUD where approvals are expected in time to release funds by July 15, 1983 (working day 647).

Meanwhile, phase #1 appraisals are proceeding, and will be completed for the area north of Oak Park by July 8, 1983 (working day 642). The remainder of the appraisals in phase #1 will be complete by September 10, 1983 (working day 687). The city will begin making offers to purchase in late July, 1983. At present it appears that land acquisition is meeting early start/early finish targets.

It will be important to concurrently bring along the real estate acquisition for Broadway/Steever and Stewart. It was recommended that we combine appraisals and property acquisition for Broadway/Steever with Stewart acquisition and this will be done. It is presently assumed that the Leith Street acquisition will be done along with the phase #1 acquisition.

We next addressed preparation of PASI contract documents and monitored the current status. Hamilton Street CD's will go out for bids as soon as funding is available in mid-July, 1983. These documents are nearly complete at present. The Leith surveys have been made, and contract documents are under way. The Stewart surveys are presently in work, and a start has been made on preparation of contract documents. However, the remainder of the surveys are now needed to continue work on the CD's. All contract document work is presently meeting or bettering target early start/early finish dates.

Because of the complexity and size of the contract documents packages we focused our attention on how these could be best prepared. The preliminary analysis is shown on sheet #94 Issue #1 dated June 24, 1983 (working day 633). In this analysis we first listed the various PASI Buick City contract document packages required. These primarily follow the listing as shown on page 5 of Monitoring Report #158 dated June 13, 1983. However, there are several minor revisions, and there has been an increase in the number of contract document packages from the thirteen described in Monitoring Report #158 to seventeen as shown in the tabulation

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CONSULTING ENGINEER

on sheet #94. Primarily the increase is due to breaking down in the building demolition work and identifying each of the packages to be released.

The analysis was made by preparing a typical network model for preparation of contract documents, identifying each activity by letter designation and showing the letter designation in a matrix. Next, durations were assigned to each of the activities. During this session we were able to establish desired completion targets for the contract documents for:

- Hamilton widening
- Leith widening
- Stewart widening
- Storm sewer and water main installation in Industrial and Dartmouth
- Phase #1 grubbing, clearing, and rough grading

For each of the packages we also identified when construction could start according to the contract document issue and without considering when land would be available. We also listed dates when the work would start, and based on that start when it would be complete. We shall continue preparation of this matrix at our next session and try to complete projecting all PASI contract document package work as quickly as possible. This information will then be used by all parties to assemble the plan of work they require for their operation.

It apparently is the intent of Buick to use this document for preparing a bar chart to show when each of the PASI activities start and finish relative to the design and construction work that has to be done internally by the Buick Division. As such, it should prove to be very valuable in monitoring and controlling project work throughout the next year and a half.

Meanwhile, I shall hold off redrafting the Buick City network until after our next session when we have additional information available.

General

Mr. Vyvyan and I discussed the agenda for our next session, and he will prepare and distribute it to those involved.

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

July 11, 1983

Subject:     Monitoring Report #160  
              City of Flint Improvement Program  
              Flint, Michigan

Project:     83:14

Date of Monitoring:   July 7, 1983 (working day 641)

Actions taken:

- Monitored progress of Auto World PASI work
- Inspected area surrounding Auto World
- Inspected Auto World project
- Monitored Buick City and continued preparation of contract document package

Auto World - number of working days to grand opening - 254

The PASI contractor has moved on the job and has demolished Fourth Avenue North to Saginaw and is now working on North Avenue south of Fifth Avenue. Demolition of Fourth Avenue between Henderson and Industrial can begin as soon as the property line for MacDonald's is field located. The location will be by the Auto World contractor; demolition will be by the city.

The Harrison Street bridge contract is not yet awarded; however, it will be brought to the council meeting July 11, 1983 (working day 643) for consideration. If council does approve the contract at their meeting on July 11, 1983 (working day 643), work can probably start on rehabilitation of the bridge by the current target of August 1, 1983 (working day 658). This is still a very critical date to meet due to the sensitivity of Harrison Street remodeling work to colder weather. As has been discussed in the past it is extremely desirable to complete all of this work in 1983 and preferably as has been discussed prior to November 1, 1983 (working day 723).

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CONSULTING ENGINEER

Property acquisition was discussed briefly and although full information was not available, it presently appears as though this work is moving relatively well. The bar has been vacated and demolished. The bookstore is still in operation although the restaurant adjoining is gone. The remainder of the property on Saginaw north of Third other than the bookstore should be checked for ownership since work will have to proceed in that area along with the other work of the Auto World contractor in installing site improvements.

The Lighthouse Restaurant which is one of several buildings fronting on Saginaw between Third and Second is still in operation, and there is no current word on when it will be available for demolition. Demolition of the Greyhound Bus Terminal still must wait on its vacation and move to MTA facilities presently being made available for Greyhound. We did not inspect the MTA facility at our monitoring today; however, work is apparently moving fairly well there. The question will be whether it can be completed for Greyhound without cement finishers being available. They are still on strike, and there is no current word on the status of negotiations.

Another area of concern is the Mott property at the southwest corner of Fifth and Saginaw. This acquisition is being worked upon by the project staff. It is important to improvement of the road pattern at the intersection.

Mr. Vyvyan and I inspected the GRI building and apparently the problem relative to its demolition in respect to support of the east wall of the Italian Gardens still must be resolved. Those who are to do something about this are well aware of it, and I suggest that action be taken immediately to resolve this problem. The GRI building is in the right of way of the Harrison-Saginaw bypass and must be removed. However, if the second floor structure over the alley is to remain some method must be found to support it at the east wall. It appears that some investigations have been made since a portion of the tunnel structure has been revealed and some checks apparently made of how the framing is supported. This is shaping up as a very critical matter since we must make every effort possible to complete the bypass this year leaving no residual work for 1984 on the rerouted right of way.

~~There is still no word on being able to begin design work on the overflow parking any earlier than September 1, 1983 (working day 681) when funding is apparently to be obtained.~~ I suggest that the decisions as to how design is to proceed and construction to be carried out be discussed early so that when the grant is received, design work can begin immediately. Due to several programs coming on line concurrently, staffing of the technical departments of the city would pose some difficulties relative to manpower levels required. Therefore, careful planning of each project relative to its demands upon the staff should be made at an early date.

We next briefly reviewed the points outstanding from previous reports.

1. ~~The final site plan is still not available. There apparently is some movement on this matter but nothing specific.~~
5. The Consumers Power contract cost estimate has been completed and the contract has either been sent or will be sent to Jackson headquarters shortly. Again, it is important that we begin work early in Fifth Avenue at the east end. Critical to this is the Consumers Power pole removal in that area. It is possible that this work could start in the very near future.

~~We discussed the progress picture file briefly, and I suggested to Mrs. Jurkiewicz that we make every effort to collect those photos that have been taken to date and put them in one central location for ease of reference.~~ Frequently we have need of those photos in our meetings, and it would be well to have them in hand so that they are properly stored and readily available. Mrs. Jurkiewicz will obtain more information about their present whereabouts.

We also discussed the checklist of items to be done by the city for the project, and reviewed with Mrs. Jurkiewicz a suggested file format by which the DCD could enter the laundry list of things to be done in their microprocessor data base. I strongly recommend this be done quickly since the loose ends that still exist on the project are numerous and in some cases tend to be overlooked if constant tracking is not carried out.

We also discussed very briefly the timing of Michigan Bell and Consumers Power work removal on the site. It has been requested that these two organizations clear away as much of their pole work and line work as possible in the very near future to free up the areas in which both Auto World and the city has to carry out their site improvements. Mrs. Jurkiewicz will follow this matter.

We field inspected the Auto World project today and progress there is obviously being slowed severely by the cement finishers' strike. Apparently the carpenters' contract expires July 17, 1983 although the general feeling is that there should be no delays and possibly even a settlement that might stimulate the cement finishers' strike. These trades are critical trades to Auto World at present, and it is apparent that if the cement finishers' strike continues much longer it is going to be extremely difficult to complete the project on time as required. However, there seems to be little, if anything, that anyone can do about this problem and there is no method of predicting presently with any certainty what might happen. These strikes, incidentally, do not currently affect PASI work.

#### Buick City

We monitored the project from sheets #90, #91, #92, #93, and #94 Issue #3 dated May 27, 1983 (working day 614) and Issue #1, dated June 24, 1983 (working day 633). Currently site planning information is being transmitted back and forth between the city and Buick and apparently the needed data is being obtained, although slowly, somewhat steadily. A brief status of the points of information needed as reported in previous reports is given below:

1. Loading and receiving dock layouts along Industrial -  
There is still no firm layout for these although tentative layouts have been provided to the DPW. Buick reports that there will be no firm layouts prepared for six to seven months. Therefore, city work will have to proceed on the basis of the tentative plans and be kept flexible to be revised if necessary.
2. Entrances and exits to parking lots proposed by Buick - There are no current designs for the lots although Buick feels that there still might be retained an entrance on Dartmouth.

The design of these lots will, of course, to some extent depend on where the final entrances and exits will be. This information will not be firmly available for some time yet.

3. Geometrics of the cul-de-sac in Industrial at the south end - No cul-de-sac is to be installed. The street will merely dead end at the loading and receiving facility to be built in this area by Buick. This item will be removed from our list at the next session.
4. Landscaping plans for the project - The city is to prepare a basic design, and probably Parks & Recreation will do a further design as soon as they have a work order. This work order should be issued in about a week.
5. Review and comment on the geometrics of the Leith/Industrial intersection - The design of this intersection is in the hands of the architects and engineers for Buick for preparation of a model of the area. No further reviews are to be made. The pattern is set at present.
6. See item #1 above.
7. Design and configuration for Baker Street - As of this session Baker Street is to be vacated and demolished.
8. Location of pedestrian and emergency entrances and exits to the plant - These were provided to Mr. Ursay in our meeting today. The pedestrian entrance will be from Oak Park, from Leith Street, and from the south gate at Industrial. Emergency vehicles will enter and leave from Leith and Industrial.

Monitoring land acquisition work, it appears that offers to purchase will be initiated about August 1, 1983 primarily along Industrial and Leith. To make these offers it will be necessary to have funds released for purchase of the land. We are still holding the target date of July 15, 1983 (working day 647). There are some problems with this and the DCD is currently working to resolve these.

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CONSULTING ENGINEER

Mr. Ursuy also brought up to date the disposition of the commercial area at the south end of the phase #2 block. He requested that consideration be given to what planning for this area should be done in the near future.

We closed out our analysis of the project by completing the table on sheet #94, Issue #2, dated July 7, 1983 (working day 641) showing the seventeen major contract document packages to be prepared for work on the program over the next two years. We will convert this table to networks showing each of the network model contract document plans. In addition, we will include on the cover sheet the matrix itself since there is information in it that relates to the overall plan of the work. I shall also have the land acquisition networks drafted so that each plan of action can be used to evaluate the current status of the work and monitor the project.

#### General

Mr. Vyvyan and I discussed the agenda for our next session and he will distribute it to those concerned.

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

July 29, 1983

Subject: Monitoring Report #161  
City of Flint Improvement Program  
Flint, Michigan

Project: 83:14

Date of Monitoring: July 22, 1983 (working day 652)

Actions taken:

- Monitored progress of Auto World PASI work
- Briefly inspected Auto World and surrounding area
- Monitored Buick City program

Auto World - number of working days to grand opening - 243

Fourth Avenue between North and Industrial is removed and additional miscellaneous demolition work on streets has been done at North and Fourth and Third. Presently it would be of help to the Auto World contractor for Michigan Bell to begin removing their domestic service pole lines at the back lots of property fronting on Saginaw, but overall, clearance of properties is moving relatively well.

There still are some problems with property acquisition north of Third, but most acquisitions and vacations are still meeting targets between early and late starts and finishes. There still is no word on when the bookstore will be vacated. The same is true of the Lighthouse Restaurant south of the Greyhound Bus Terminal. Vans Unlimited is expected to be vacated August 1, 1983 (working day 658). The Greyhound Terminal will apparently be vacated when the new MTA facility is ready for Greyhound.

Mr. Vyvyan and I visited the MTA facility today and it appears that there remains from three to five weeks of building work which should be enough time to complete whatever site work might be necessary at the facility. However, there was no authentic word on whether this was actually the time set for completion or not. We are still assuming that the existing Greyhound terminal can be vacated no later than September 1, 1983 (working day 681).

845  
661  
234

Demolition of the GRI building was also discussed, and it seems there have been no further activities relative to how the east wall of Italian Gardens is to be supported when the GRI building is demolished. This matter is still critical to resolve, and a decision on what to do should be made as soon as possible, preferably within the next one to two weeks.

~~The Harrison Street bridge contract is not yet awarded; however, the matter has been put on the council agenda for July 25, 1983 (working day 653) and presumably will be approved that evening.~~ Present plans are still to begin construction on August 1, 1983 (working day 658). It is still the intent to complete Harrison Street bridge renovation and the Harrison Street bypass work this year.

At the southwest corner of the Saginaw and Fifth Avenue intersection, the City of Flint must acquire right of way and Consumers Power must acquire overhead rights of way in order for PASI work to be completed. Consumers Power is to relocate three poles at that corner after which PASI work can begin. It is possible to do some of the PASI work without having the poles relocated. However, it would be far better to do Consumers Power work first before starting PASI work. Present target to complete this southwest corner is October 5, 1983 (working day 704). Further discussions with Consumers Power indicates that their plans are presently to be into the work on Fifth Avenue, relocating poles preferably at Cole Boulevard by the week of August 1, 1983. The Consumers Power contract is in Jackson at their headquarters presently being reviewed and expected back momentarily.

Considerable discussion was held regarding the south drive area. The Auto World configuration at the south end has been set and SSOE is presently preparing engineering drawings for their construction. The architect for Auto World is preparing the architectural drawings for the area, and it is hoped that field work will begin soon.

PASI work at the south can begin any time; however, it will be necessary to clear the area of current construction parking to allow work to begin. Also, Parks & Recreation is presently installing sprinkler piping at the area between the new public access road at the south and the river. It would be desirable to maintain construction access for Parks to the area as to also permit them to service Flume Park equipment.

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Mr. Bert Forsmark of Darin & Armstrong will tie together their work with that of the city's so that the three contracting groups will be able to work at the south area without disruptive interferences. It is critical that road work at the south start no later than October 3, 1983 (working day 702) and earlier if possible. ] \*

We next briefly reviewed the points outstanding from previous reports:

1. The final site plan is still not available. There is no current word on its status.
5. Consumers Power, as noted above, is due to begin work on Fifth Avenue the first week in August, 1983. The contract presently is in Jackson for execution.

The cement finishers' strike is still in progress and today July 22, 1983 (working day 652) pickets were put on the job by cement finishers. The pickets effectively stopped all construction work on the project. There is no current word on when this strike might be settled. The carpenters are reported to have signed an agreement and no difficulty is expected with the carpenter trades.

It is now apparent that the cement finishers' strike is disruptive enough to have provoked serious consideration about the possibilities of completing the Auto World project by its target dates. This matter should be reviewed in detail by the entire project team on an ongoing basis. The timing of the grand opening is critical, of course, to Auto World as well as to the city, relative to PASI work and other planning. Strike evaluations must be made on a current basis.

It should be noted that there is a vote to be held on extension of the current contract by the cement finishers next week. *Turned down.*

Buick City

The project was monitored from sheets #90, #91, #92, #93, and #94 Issue #3 dated May 27, 1983 (working day 614) and Issue #2, dated July 7, 1983 (working day 641).

Appraisals are completed for 35 phase #1 parcels and are presently being reviewed. Proposals have been received for the Stewart and Broadway Stever appraisals;

7/4/83

however, the contract has not yet been awarded for making these appraisals. It is expected to go to council July 25, 1983 (working day 653).

The legally binding commitment (LBC) is in Washington being reviewed by HUD and word on funding is expected in the very near future.

A review of the points of design information from and for Buick, as reported in previous reports is given below:

1. Loading and receiving dock layouts along Industrial - Same as previous report. No current word on dock layout. The tentative layouts given to the DPW are still the latest thinking on the project. no further word
2. Entrances and exits to parking lots proposed by Buick - There has been no further work on this item since the previous monitoring. An entrance probably will be maintained on Dartmouth with no access from North at Parkland. Parking areas in phase #1 will extend from Leith south to Oak Park and then at the south it is intended that there will be one employee parking area and a truck marshalling area. Specific locations for these have not yet been determined.
4. Landscaping plans for the project - No work on landscaping has been done as yet; however, it is still the intent for the city Parks & Recreation Department to prepare a basic design. The work order has not been issued as yet.
5. Review and comment on the geometrics of the Leith/Industrial intersection - No changes proposed as of today.
7. Design and configuration of Baker Street - To be deleted from report.
8. Location of pedestrian and emergency entrances and exits to the plant - Discussed at previous meeting and resolved.

We reviewed in detail the planning considerations for phase #2 of the project since it presently appears to those involved that phase #2 will be a very critical portion to time properly with the opening of the new

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CONSULTING ENGINEER

facility. It was generally agreed by all involved that planning, particularly for traffic circulation and the receipt and shipment of materials and equipment to and from the area, will be very, very critical. There is no current authentic word on the size of the initial development nor on its full configuration. We shall plan to follow the work carefully in the future at each of our sessions to insure that the planning done is timely and appropriate.

It was stressed in our meeting today that the North Street boundary of phase #1 has a partially secure area with fencing and unmanned gates. However, the entrance into the facility at Leith and Industrial will be through a fully manned gate.

Reviewing progress on contract document preparation, work is presently meeting targets between early and late starts and finishes. We will continue to monitor from the material on the sheets noted above and draft these into final form.

#### General

Mr. Vyvyan will set the next meeting agenda and distribute it to those concerned.

Ralph J. Stephenson, P.E.

RJS;sps

August 9, 1983

Subject: Monitoring Report #162  
City of Flint Improvement Program  
Flint, Michigan

Project: 83.14

Date of Monitoring: August 4, 1983 (working day 661)

Actions taken:

- Monitored Auto World PASI work
- Monitored Buick City program

895  
677  
218

Auto World - number of working days to grand opening - 234

We first reviewed the general status of the work and then discussed each specific element in detail. Presently the contract award for Harrison Street bridge work has not yet been authorized by the city council. It is hoped that this will be done in the near future since, as has been pointed out in the past few sessions, this work to be most effective has to be done this year. There is no authentic word on when field work might begin but it probably will not be able to start until mid-August 1983 even if authorization is given at the next council meeting.

Tied closely to the Harrison Street bridge work is construction of the Harrison-Saginaw bypass route. It is also the intent to complete this work fully this year. To do this it will be necessary to clear the right of way by demolition of the GRI building, the Greyhound Bus Terminal, and probably the Lighthouse Restaurant. Presently it appears the Greyhound Bus Terminal will be vacated by the morning of September 12, 1983 (working day 687) and demolition presumably will follow immediately. There is no current word on the Lighthouse Restaurant, but it appears that it also will be vacated shortly.

GRI building demolition work is still under study and two schemes of recommended action are being reviewed. The one consists of removal of the north portion of

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the GRI building whereas the other considers removal of all of the building with the exception of the west wall which supports a portion of the existing restaurant building to the west. Since this work must be reviewed, processed, converted into a change order for the general contractor, and then the field work done it may take from four to eight weeks before demolition can be complete. This schedule begins to push work on the bypass into very late fall 1983 and, of course, would tend to work against completing all bypass work this year.

At the north part of the site, the book store is still occupying a partially vacated building. There is to be some legal activity initiated that may allow this building to be cleared quickly. Although site work could proceed for a short time around the building, it is now becoming urgent that it be vacated and demolished to allow most effective site work operations for Auto World and PASI this fall.

Vans Unlimited is still operating out of their facility at Fifth Avenue and North. Again, legal work is being initiated to clear the facility so the building can be demolished.

Consumers Power work is due to begin at the Fifth Avenue/James Cole Drive intersection today. Hopefully, it will move into Fifth Avenue at the east end and continue on across as the area becomes available.

There has been some discussion of revising the entrances to Auto World from James Cole Drive on the east. As part of this study, a review of the south road configuration of Auto World and PASI is also being made. Because of the sizable impact of any revisions to the entrance geometrics, it is imperative this work be decided upon by Auto World very soon. There does not appear to be presently any major impact on PASI work by the proposed site work change, although at the south end it will be necessary to maintain access to Riverbank Park.

We also discussed today the future planning for a possible tie between Carriage Town and Auto World. Carriage Town is a development of historic buildings and other sites of interest located to the west of Saginaw. There is some consideration of traveling between the Auto World project and Carriage Town by horse drawn carriages. This will necessitate additional study of entrances and exits to Auto World to allow safe and smooth access of this slower type of traffic between the two facilities.

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CONSULTING ENGINEER

With this background it was decided at the meeting that the south area configuration is needed now since it is presently intended to start PASI field work no later than September 1, 1983 (working day 681).

It is essential to have the GRI building removed by September 15, 1983 (working day 690). Although this is a very ambitious schedule it is very important to clear the bypass right of way to the greatest extent possible so work can proceed with as much efficiency as possible.

The cement finishers' strike is still in effect although the job pickets have been removed. It is still the intent of the entire project staff both city of Flint and Auto World to complete this project ready for the grand opening on July 4, 1984 (working day 895). Therefore, all parties are presently pressing to complete whatever outside work is necessary for the whole job by the end of this year or earlier.

The overflow parking facility was discussed briefly. At present there is no authentic word on the situation in respect to funding or design, and we will discuss this matter in greater detail at our next session.

There are no visible current major labor difficulties except the ongoing problems with cement finishers. The contractor feels that brick masons may possibly consider work stoppages, but there is no accurate information about this matter. Again, every effort must be made to maintain as full a crew on the project of all trades required as is possible if we are going to make our grand opening target date.

At the intersection of Saginaw and Fifth Avenue, no overhead rights of way or ground level rights of way have been obtained by Consumers Power or the city. The present plan is to complete construction of PASI work at this intersection no later than October 5, 1983 (working day 704). If this date is to be met heavy attention must be given to obtaining rights of way now and getting construction into the field as quickly as possible.

Returning to the south end work, it was pointed out by the Department of Parks & Recreation that they have just completed their installation of a sprinkler system for the Riverbank Park landscaping irrigation. The department requested that all contractors be alerted to the fact that a sprinkler system is installed

there. Parks and Recreation would also maintain access through construction operations into the Riverbank Park areas to service the Archimedes screw, the landscaping, the Hamilton Dam and related features of Riverbank Park.

We next briefly reviewed the points outstanding from previous reports.

1. The final site plan is still not available although SSOE is working on components of it, mainly the revised entrances and exits, the south drive, the revised parking lot configuration, and resolution of the grade differences at the boundaries of the McDonald property and Auto World.
5. The Consumers Power company in Flint has received the contracts back from Jackson, and these are now in the city's hands awaiting formal approval.

#### Buick City

Our work today consisted primarily of reviewing the current status of the work, and then discussing preparation of contract documents for PASI field installation. We compared current progress against the network model Issue #2 dated July 7, 1983 (working day 641) sheet #94. From this evaluation it appears that there has been some slippage of work on the PASI contract documents although none of these lags are particularly critical or disruptive. However, it will be important to pay attention to the field start dates shown on sheet #94, in particular the second column from the right. These target field start dates are those established by Mr. Ursuy's implementation schedule dated July 8, 1983 (working day 642).

We shall complete preparing the network models in accordance with today's information and issue these just as quickly as they are complete. Probably they will be mailed out the middle of the week of August 8, 1983.

Thirty five appraisals in phase #1 have been received, reviewed, and offers can be made at any time. For the other phase #1 appraisal presently being reviewed, funding is available for acquisition and this work is expected to start immediately. Appraisers are being selected for other property areas, and as they are

brought on line the appraisals for Stewart, Broadway/Steever, and Leith will be made.

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During our discussion we reviewed the problem of utility interferences particularly in Industrial. Michigan Bell Telephone currently has a line on the west side of Industrial located directly under the sidewalk and from 6" to 30" below grade. This line is in the general location of a new storm sewer line to be installed and provisions should be made so the telephone line is properly protected during construction. Apparently it is a main feed into the Buick Plant and as such is important to maintain.

It is intended that a detailed study be made of all utilities by the project team but primarily by Michigan Bell and Buick to insure that interferences between proposed dock facilities extending across Industrial, and Michigan Bell utilities are properly resolved.

Consumers Power was not represented at our session today, but it was called to their attention that a similar situation probably exists with the power and gas service that extend through this area underground. It is recommended that they check the location and elevation of all facilities.

There was some current discussion about the location of the proposed water line. Final location of this new line running north and south is not yet determined. Ongoing discussions are being held between the city and Buick to determine the final location.

*Probably  
Lagging*

At our next session we plan to prepare network models for the construction work to be done for each of the major PASI phases. This, in turn, will be transferred or translated into a set of corridor bar charts to determine the condition of the street pattern at any given point in time during construction of PASI facilities. This corridor study is important to complete so it will be possible to determine the north/south and east/west thoroughfares that will be operable during the various street closings necessitated by PASI and other work.

#### General

Mr. Vyvyan and I discussed the next meeting agenda briefly, and he will set the outline and distribute it to those concerned.

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

August 31, 1983

Subject: Monitoring Report #163  
City of Flint Improvement Program  
Flint, Michigan

Project: 83.14

Date of Monitoring: August 26, 1983 (working day 677)

Actions taken:

- Monitored Auto World PASI work
- Monitored Buick City program

Auto World - number of working days to grand opening - 218

All demolition work on structures north of Third Avenue has been completed, and site work continues within the Auto World boundary line as permitted by current changes in site layout. The design for the revision is being brought into final form now. There is still some concern that the change could possibly affect PASI work, either completed or to be done; therefore, I suggest the city make certain we keep informed of whatever site revisions are to be made.

At the south, it is still the intent to construct the south access road extended from Second as let in the PASI contract, and this work will be under way soon. The cement finishers' strike is still in progress; however, the problem of doing the work on the site has been settled and concrete work is under way within the total Auto World unit. Present information does not indicate any other strikes are probably in the very near future although this matter is not certain.

There is a possibility of some difficulties in Consumers Power work since the contract Consumers Power has with their workers expires next week. Again, there is no way of predicting whether there will be any labor difficulties in this matter.

The major remaining properties to be vacated and demolished include the Greyhound Bus Terminal, the GRI Building, and a small retail operation midway in the

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CONSULTING ENGINEER

block between Second and Third Avenue fronting on Saginaw. The Lighthouse Restaurant has been vacated, and it is presently assumed that the Greyhound Bus Terminal will be vacated September 11, 1983 (working day 687). There is some question about whether this is still the proper date and the DCD project team will confirm this.

At the GRI Building the method of proceeding has been reduced to one or the other of two schemes and the construction manager is presently having the two schemes priced for selection. There is no word from the construction manager as to when we might expect to have the GRI facility cleared within the right-of-way of the bypass from Harrison to Saginaw. This continues to be a difficult bottleneck, and it would be desirable to clear away the GRI problem as quickly as possible.

When the Greyhound Bus Terminal has been vacated and demolished, the only major obstruction to completing the bypass will be the GRI building; therefore, it is a critical area particularly with the onset of cold weather. It should not be forgotten that the Lighthouse Restaurant, at least the northeast corner, must also be removed for construction to begin in the bypass right-of-way.

Presently, if we assume that the construction season effectively comes to a close on outside work by about November 25, 1983 (working day 737) there only remains 60 working days in 1983 within which to complete the work that must be done. Therefore, the matter of turning over the areas for construction of the bypass are now becoming very critical.

The Harrison Street bridge remodeling contract was approved by council August 22, 1983 (working day 673). Work is expected to begin there on August 29, 1983 (working day 678). This is a lag of about 20 working days over the target starting date of August 1, 1983 (working day 658) and was caused by a problem in awarding the contract. There will have to be some compression of the time allocated for rehabilitation of the Harrison Street bridge, but it presently appears that we will be able to complete this work totally this year.

We briefly discussed the interfacing of Auto World with the Carriage Town program, and it was generally decided that there is inadequate information available relative to Carriage Town to do any substantive planning or make any authentic provisions for traffic interconnections

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between the two. It was at one time felt that it might be wise to provide access at the south now for the connecting traffic between the two features. However, since there is little word available on the nature of Carriage Town, we will proceed with the plan as it is.

At our next session we should make a comprehensive review of all outstanding items remaining for the city to either decide upon, implement, or construct, and make certain that as we near completion of the project that the city has cleared its obligations to the greatest extent possible.

The grand opening of the Auto World project is still scheduled for July 4, 1984 (working day 895) and the city is maintaining its program to match this opening date.

Buick City

Our basic early discussions on Buick City revolved around the increasingly critical need of the city for a better information exchange with the design group that is working on the Buick City program for General Motors and the Buick Division. There are several potential utility interferences, particularly in Industrial, that must be considered before the city can properly proceed with their work, and equally important before proper contracts can be negotiated in phase #1 and phase #2 work with Consumers Power and Michigan Bell Telephone.

For instance, in Industrial there presently exists a 2400 working circuit telephone conduit and a Consumers Power gas line. The telephone conduit will be kept in service; however, the gas line is to be abandoned ultimately. Also, there is in the Industrial right-of-way a 45" storm sewer of indeterminate construction. To the west of this right-of-way it is intended to install a new storm sewer which could possibly be as deep as 20' from ground level. Buick intends to build three small loading docks and one large loading dock that will extend partially or totally across the Industrial right-of-way. It is very important that all interferences between the city work and Consumers Power, city work and Michigan Bell, and city work and Buick along with the interferences between the utilities themselves be considered here and accommodated at as early a date as possible.

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For instance, it is the intent to begin work on installing the storm sewer in Industrial and Dartmouth in early March, 1984. To do that, it would be desirable to have completed contract documents by late December or early January, 1984. To complete these documents, it will be necessary to resolve many of the types of problems described above. Therefore, I urge that in the near future we make a determined effort to inform high levels of management in all organizations involved, of the need to approach these problems early since the time scale that is required for design and installation of the PASI work by city agencies, Consumers Power, Michigan Bell, and the Highway Department is considerably different than the time scale required to install private sector work to service the Buick plant. We are continuing to discuss these matters with representatives of the Buick Division and will continue identifying the potential problems. However, it would be helpful if we could bring more continuous and direct input from the design group and to have them working on the problems that do affect PASI installation at an early date.

The target dates established by Mr. Ursuy in his Buick City implementation schedule dated July 8, 1983 (working day 642) are still being used as the basic structure within which the network modeling for the various programs is proceeding. A brief review of each is given below:

*Corridor*  
07-38-00

Stewart Street widening contract documents (CD's) -

Work on these documents is under way, and is meeting targets between early and late starts and finishes.

Storm sewer installation in Industrial and Dartmouth -

04-22-00

The survey work is not yet started for storm sewer design; however, contract documents have been put into work and will be concentrated upon soon. This work is currently tending toward the late side and should be given immediate attention relative to setting design criteria for work in Industrial Blvd.

Hamilton widening CD's - These drawings have been issued and proposals are due September 1, 1983 (working day 681). It is hoped to start field work sometime the week of September 19, 1983.

01-27-00

Leith widening CD's - The surveys have been completed, but contract documents are not yet under way. This work is not intended to start in the field until early spring, 1984. Therefore, there is some float time available.

02-28-01

Phase #1 clearing, grubbing, and rough grading CD's -

No work has been started on this. It would be good to examine the logic at our next session to insure that we have the necessary information to prepare these CD's since it is the intent to start this clearing and grubbing in phase #1 early next year.

Broadway/Steve one way couplet CD's - No monitoring was possible since this project depends on State of Michigan funding, and work by the State of Michigan as the funding is available.

North Street widening CD's - Same as for the Broadway/Steve project.

Landscaping work CD's - No work has yet begun on the surveys. There is some consideration to having a topographic map prepared by aerial photos, from which tree surveys can be made. This matter will be discussed in more detail at our next session.

Phase #1 building demolition work CD's - These contract documents will generally be issued so that groups of buildings will be included in each contract issue. The intent presently is to start major demolition work by early 1984. However, work must begin, in any event, no later than March, 1984. Demolition work will be identified in more detail as land acquisition proceeds.

Michigan Bell Telephone and Consumers Power work -

We should very quickly identify the scope of work required of Michigan Bell Telephone and Consumers Power so that cost estimates can be prepared and contracts set for execution. As the DPW prepares their contract documents the scope of work for Consumers Power and Michigan Bell will become progressively clearer. Also, as we identify the construction requirements of each phase and its impact on the traffic corridors around the Buick plant, the needs of the program so far as the utility companies is concerned will be better identified.

General

At our next session we will concentrate on the Buick City PASI and Consumers Power and Michigan Bell Telephone field work coupled with a corridor analysis to give us

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traffic pattern conflicts as construction proceeds. In addition, we should re-examine the land acquisition process in such detail so that we mesh the start of field work with the acquisition, vacation, and demolition of properties required. Mr. Vyvyan will prepare an agenda for the session and distribute it to those involved.

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

September 13, 1983

Subject: Monitoring Report #164  
City of Flint Improvement Program  
Flint, Michigan

Project: 83:14

Date of Monitoring: September 8, 1983 (working day 685)

Actions taken:

- Monitored Auto World PASI work
- Inspected surrounding area at Auto World
- Inspected proposed overflow parking area for Auto World
- Inspected Buick City

Auto World - number of working days to grand opening - 210

All demolition work is now complete with the exception of the Greyhound Bus Terminal, the building housing the Lighthouse Restaurant, the Mad Hatter, and Talko (the Lighthouse and Talko have moved out; the Mad Hatter will be moving soon) and the GRI building. Greyhound is presently scheduled to vacate their facilities by October 1, 1983 (working day 702) somewhat later than the desired moving date of September 11, 1983 (working day 687). The Mad Hatter is to move out of his area in the very near future, and this entire facility should then be available to demolish.

There has been no decision to date on the GRI demolition method, and it is now imperative that such a decision be made in the very near future. The bypass work on the Harrison-Saginaw connection was originally scheduled to take 55 working days to complete. Some work has been done at the north end with curbs and gutters already installed for a portion of the new street. Thus, there remains about 45 working days to complete. If we make an evaluation from today's date, September 8, 1983 (working day 684), the projected completion is November 9, 1983 (working day 729). However, introduction of a delay in the vacation of Greyhound to October 1, 1983 (working day 702) means that demolition of the Greyhound Bus Terminal will not be complete, in all likelihood, until

about October 17, 1983 (working day 712). While waiting for the Greyhound vacation and its demolition, work could begin at the south end of the bypass provided the GRI demolition is done in the immediate future. This would give the contractor a chance to maintain some continuity of construction of the bypass. There also could be some paving work done at the north section of the bypass as other fill in work. However, it would be far better if the construction sequence could move directly from north to south which means that every effort should be made to get the Greyhound facilities vacated as early as possible.

We should probably consider that the full bypass will be completed within 25 to 30 working days of October 17, 1983 (working day 712). This brings the job end into late November or early December, 1983.

It might be necessary to hold the wearing course on the bypass until next spring. If the weather holds good, there is, however, a chance we can complete all work this year. These decisions will have to be made as the work proceeds.

Thus, the present intent is to have the Harrison Street bridge and the Harrison-Saginaw bypass in operation by late November or early December, 1983. Again, it should be remembered that some work may be necessary next spring to finally complete either or both of these facilities. However, the late work should not interfere with full completion by opening of Auto World on July 4, 1984 (working day 895).

It should be noted that the need of Auto World to make a decision on the GRI building depends in part on the cost estimate from the construction manager. Apparently they are presently working on this item, or may have already submitted it. No word was available at our session re the estimate status.

Another item discussed at length during our session and related to the south end PASI work was maintenance of access to McDonald's dairy. Presently the construction manager and the city are jointly working on a solution to the access problem, and it appears that a traffic pattern will be formulated within the next few days. It will take close cooperation between McDonald's and the construction manager, with the city's assistance, to insure that this matter is resolved promptly and expeditiously.

At the Mott Community College area, at the intersection of Fifth and Saginaw, Consumers Power has their right-of-ways in order. The city is now obtaining theirs. Thus, work should be able to begin there shortly on PASI and utility relocation.

Work in Fifth Avenue is proceeding well, with the curb on the south side installed from Cole to Saginaw. There is some problem with discrepancies between the Auto World curb and the new grades in Fifth Avenue right-of-way. However, these discrepancies are being taken care of by the Auto World design team. There also is a relatively rare tulip poplar tree in the sidewalk area near Industrial Blvd. and Fifth that the Parks Department would like to save. Ongoing discussions are being held in respect to this tree protection.

Demolition of the various surrounding streets is proceeding reasonably well and maintaining general accordance with the desired schedule. Second Avenue east of North is removed and work there will proceed as the area is cleared.

No full site plan has been made available as yet, although SSOE is presently planning to issue a revised site layout Friday, September 9, 1983 (working day 686). This latest site plan is to be complete with the exception of the irrigation system, landscaping, and site electrical work. The site plan is very important, particularly in respect to accurately showing configuration of the southwest corner of the Auto World. This corner is extremely important to maintaining access to McDonald's and also to properly constructing the bypass and the Harrison Street bridge work. Thus, it is hoped that the site plan will provide the necessary details to allow the Auto World contractor to complete his work at this area.

We briefly discussed the overflow parking situation, and it was affirmed there is still a desire to have the overflow parking available, but it is recognized that this facility will have to be a grass or unpaved parking facility initially. The area presently is overgrown with weeds and large bushes, and also contains much rubble, broken concrete, refuse, and debris from miscellaneous dumping. Noticeable particularly at this time of year are the many trees on the site, and it is recommended, and has been discussed with Parks & Recreation, that a tree survey be made as early as possible to determine which, if any, of the trees on the site should be saved. When clearing operations begin, it will be essential that the trees to be saved are well identified to avoid their damage.

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It also is recommended that thought be given to how a ground cover can be provided, preferably this year, that will take root and provide a substantial and reasonably dry surface for the opening of Auto World next year. The time is rapidly coming to a close when proper seeding can be done in 1983, and it will be essential to have some kind of protective groundcover if we are to use the area for parking. There are bound to be soft spots and wet areas as the site is graded and these, of course, are where many of the major difficulties will occur as the area is used for parking. All recognize this is a difficult project to address. However, it is essential, if it is to be used for early overflow parking, that plans be made for proper preparation of the site.

Buick City

Our major effort today focused on preparation of an early corridor study for the various improvements to be made. The corridors identified in today's analysis were as follows:

Corridor 01-27-00	Widen Hamilton Avenue
Corridor 01-28-01	Widen Leith from Industrial to North including bypass to Industrial - phase #1
Corridor 02-28-02	Widen Leith from North to Saginaw - phase #2
Corridor 03-30-00	Close Leith between St. John Pkwy, and Industrial to public traffic
Corridor 04-22-00	Install storm sewer west of Industrial from Leith to Hamilton and storm sewer in Dartmouth
Corridor 05-23-00	Install storm sewer in Industrial from Hamilton, to Wood, to Flint River
Corridor 06-38-00	Resolve utility conflicts in Industrial between Hamilton and Leith and relocate if necessary. Utilities to be considered include:  45" storm 8" water 15" sanitary 8" gas

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15" storm

27" sanitary

telephone conduit

Corridor 07-38-00

Widen Stewart Avenue from Andrews to  
North Saginaw

The conditions that surround activities in each of the corridors is shown on the corridor schedules and the time scale for these corridors is indicated on the corridor bar chart. There are some relatively serious conflict potentials, particularly in the movement of traffic in this area, beginning in early 1984 and extending on through the fall of 1984 possibly into the winter. We will identify these conflicts more clearly as the corridor study proceeds, and periodically publish reports on steps to be taken relative to maintaining proper traffic flow to and from the area.

Emerging as a very critical item is the resolution and possible relocation of items in corridor 06-38-00 (see above). The number of existing utilities in Industrial between Hamilton and Leith and their possible interferences with presently proposed loading facilities across Industrial for the Buick Plant are a source of potential difficulty. I strongly recommend that steps be taken immediately to discuss these possible conflicts in depth with the design group from Buick and General Motors so that the problems can be identified and swept away before they become disruptive and expensive.

not  
not  
not  
yet

In our meeting, we discussed the need to maintain constant contact to insure that all parties to this particular project are aware of the conflicts as they arise in the planning work so solutions to the various problems can be addressed and identified as the problem appear. Hopefully, the ongoing corridor study will sharpen the focus of the courses of action to be followed over the next several months.

The basic scheduling document that we are using in the corridor analysis is the Buick City implementation schedule dated July 8, 1983 issued by Mr. Ursuy. In this schedule, each of the items is numbered and a start and complete date assigned to it. We have incorporated work items #27, #28, #30, #22, #23, #38, and #34 into our corridor studies. The corridor numbers assigned to these is presently #1 through #7. The corridor number appears as the first

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number in the corridor code with the item number in the implementation schedule as the second number. The third number given is the stage of work. For instance, in item #22, corridor #4, there are two phases of work, installation of the storm sewer, and resolution of possible reworking of utilities presently in the right-of-way and near the right-of-way.

We shall use this coding scheme consistently throughout our analysis for Buick City. Thus, it is requested that Mr. Ursuy maintain the implementation schedule numbers as shown on the July 8, 1983 issue throughout the work. Two items have been added to his schedule. These are:

- #37 - phase #2 grubbing and clearing
- #38 - resolve Industrial Avenue utility conflicts between Hamilton and Leith and relocate utilities as required

General

Mr. Vyvyan will set the next meeting agenda and distribute the information as required.

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

September 23, 1983

Subject: Monitoring Report #165  
City of Flint Improvement Program  
Flint, Michigan

Project: 83.14

Date of Monitoring: September 21, 1983 (working day 694)

Actions taken:

- Monitored Auto World PASI work
- Inspected proposed overflow parking area for Auto World
- Inspected Buick City area
- Monitored current status of Buick City program
- Continued preparing corridor analysis for Buick City

Auto World - number of working days to grand opening - 201

Our monitoring focused on identifying the remaining items of PASI work to be done at the Auto World site. These are:

- Complete construct and resurface Fifth Avenue - Saginaw to Cole
- Relocate Consumers Power work at southwest corner of Saginaw and Fifth ✓
- Complete construct PASI work at southwest corner of Saginaw and Fifth
- Construct south service road at Riverfront Park
- Complete construct north, south, and middle section of Harrison/Saginaw bypass
- Vacate and demolish Greyhound \_\_\_\_\_
- Vacate and demolish Mad Hatter building \_\_\_\_\_
- Demolish GRI building \_\_\_\_\_
- Demolish Third Avenue North to Saginaw
- Complete rehabilitate Harrison Street bridge

P95  
710

185

7% complete

~~75%~~

02

60%

30%

\_\_\_\_\_ nearly cleared

\_\_\_\_\_ nearly cleared

\_\_\_\_\_ nearly cleared

0 will clear 10/1/83

~~50%~~

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In addition to the above, we must also review and investigate any impact of the change to the entrance to Auto World from Cole Blvd. The design for this area is currently in work, and we will keep posted on its progress so that PASI configurations can be evaluated in a timely manner. no impact

Overall, PASI work for the Auto World program is currently meeting most major targets between early and late starts and finishes. There is concern about delays to construction of the bypass, and it is imperative that the demolition of the Greyhound Bus Terminal, the Mad Hatter building, and the GRI building proceed immediately. It appears that the Greyhound Terminal might possibly be vacated by September 26, 1983 (working day 697). A scheme has been selected to demolish the GRI building, and it now awaits approval by Auto World to proceed. It is still the goal of the city to complete the Harrison Street bridge work and the bypass by the onset of cold weather.

At our meeting, we briefly discussed traffic patterns around the site, particularly in relation to service to and from MacDonald's dairy. The construction manager for Auto World has made arrangements for an access from MacDonald's to the north at Fifth Avenue. This will allow Third Avenue from North to Saginaw to be demolished as soon as Greyhound vacates the existing bus station. revised to 4th/5th, in

As yet there has been no resolution of how the tulip tree on Fifth Avenue will be accommodated, and this is being considered on an ongoing basis. to be revised

It would be wise to again review carefully the overflow parking situation since construction of the parking area will probably have to either be done in cold weather, in milder weather in 1984, or during both. It is proposed that this parking facility accommodate nearly 2200 automobiles on an 8-block parcel. This is a very large area, and will undoubtedly have need for considerable underground utility work and earth work. The area is currently in such condition that such work may prove to be difficult to complete rapidly. I suggest a careful evaluation be made of the site work that could be done during the winter time, and that, if at all possible, design of the facility be initiated in the very near future.

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Of strong importance is the buffering requirement between the overflow parking area and River Village. There exists, no doubt, a desire to control foot traffic that might be generated by the overflow parking facility and the subsequent filtering of this foot traffic to the south perhaps through River Village and to Auto World. Thus, overflow parking designs should start now and a preliminary layout prepared so that when the go ahead is given final design documents can be prepared quickly and expeditiously.

Buick City

We completed the corridor analysis, adding in the following corridors:

Corridor 08-33-00 (dependent upon MDOT funding)	Widen North Street from Leith to Hamilton
Corridor 09-33-00 (dependent upon MDOT funding)	Construct Broadway/Steever one way couplet
Corridor 10-10-00	Permanently close Industrial to public traffic
Corridor 11-21-00	Widen Hamilton from Industrial to bridge
Corridor 12-24-00	Install 12" water main in Saginaw between Leith and Hamilton

As we identified these corridors, we also plotted them on a time scale bar chart. The planning and overlaying of these various corridors indicates that there could be some very serious traffic problems in the Buick City project area, particularly from early May, 1984 through early September, 1984, and perhaps even to a later date. In light of this, we are presently considering translation of the corridor data into a corridor file or street file that would allow us to make better and more accurate evaluations of the conditions surrounding each of the corridor constructions. The translations should allow better scheduling of the entire street improvement program. Mr. Vyvyan and I discussed various techniques by which we might accomplish this, and I shall do some testing with file structures that could be used on a data base analysis.

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Because of the complexity of the corridor evaluation and its direct impact upon the Buick facility and Buick City it is strongly recommended that a representative of Buick and General Motors attend these current sessions so as to become familiar with the proposed work in the surrounding streets around the Buick City program. The possibility for disruptive conflicts from this work is sizable, and it would be helpful to have input from the company and the division, and also to provide them with important decision data so that proper evaluations can be made and the work can proceed in the most effective and efficient way possible.

I left the corridor descriptions and bar charts with Mr. Vyvyan, and he will print these and distribute them as required.

We next evaluated the status of working drawings for the various improvements programs and property acquisition. Both activities appear to be meeting current targets between early and late starts and finishes, and we shall continue to monitor this work during each of our sessions.

Mr. Ursuy is closely following land acquisition, and it appears that at the present time the appraisals and offers to purchase are being made on an ongoing basis and generally in accordance with the desired target dates.

General

Mr. Vyvyan will prepare the agenda for our next session and distribute it to those concerned.

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. R. Vyvyan

October 17, 1983

Subject: Monitoring Report #166  
City of Flint Improvement Program  
Flint, Michigan

Project: 83.14

Date of Monitoring: October 13, 1983 (working day 710)

Actions taken:

- Monitored Auto World PASI work
- Briefly inspected Buick City and Auto World overflow parking area
- Monitored current status of Buick City program
- Continued preparing Buick City corridor analysis

Auto World - number of working days to grand opening - 185

We first reviewed the checklist shown on page #1 of Monitoring Report #165 dated September 23, 1983. A brief review of each item follows:

Complete construct and resurface Fifth Avenue Saginaw to Cole - Work is now about 75% complete, and moving well. Plans are to complete all work including the wearing course by the end of the year. ✓

Relocate Consumers Power work at southwest corner of Saginaw and Fifth - Work complete. ✓

Complete construct PASI work at southwest corner of Saginaw and Fifth - Work not yet started. Plans are to start within the next five working days if weather permits. X

Construct south service road at Riverfront Park - Work about 60% complete. X

Complete construct Harrison/Saginaw bypass - The north section has been built through the base course, and work at the south and middle sections is to start in the very near future. The south and middle sections have been restrained by demolition and rubble removal. X

at the GRI, Greyhound, and Mad Hatter buildings. These structures have been substantially demolished, and rubble removal should be completed within the next week.

Vacate and demolish Greyhound - Building has been demolished, and rubble is nearly cleared. It should be noted that Greyhound vacated about September 26, 1983 and the building was turned over for demolition about October 3, 1983.

Vacate and demolish Mad Hatter building - Building demolished and rubble is being removed.

Demolish GRI building - A portion of the building has been demolished with some of the north wall and west wall still standing. The floor slab on grade must also be removed. Work should be completed here within the next week.

Demolish Third Avenue North to Saginaw - This street will be removed starting about October 17, 1983. It is presently being used for access to Saginaw by McDonald's. The McDonald's access will, in the near future, shift to Fourth Avenue across the Auto World parking deck, exiting at a curb cut into Saginaw. Until this access point is available, Third Avenue must remain in service.

Complete rehabilitate Harrison Street bridge - Some problems have been encountered in the deck preparation, and work is about 50% complete on the full project. It is expected that concrete topping for the middle and south sections should be able to start sometime next week if weather permits. Work at the north section is more extensive and there is no current projection as to when the topping there can be completed. Present plans are to complete all concrete topping, roughening, and finish by the onset of cold weather, 1983.

Impact of Auto World entry revisions at Cole Blvd. on PASI work - To date, the city has not received the final documents from Auto World showing site work at this area. However, from all present discussions available there will be no impact upon the adjoining PASI work.

In our general discussions of the Auto World program, we reviewed the current status of the south road system which extends from Cole Blvd. generally along 2nd Avenue to North Street. There was some discussion as to the location of this road relative to ownership. Apparently, the road is on

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Auto World property, and I suggest that a full resolution of maintenance and liability responsibilities be studied to insure there is a clear understanding about the operation of that road by and for the city and Auto World.

At our meeting we next addressed a review of any work to be done by the city within the boundary lines of Auto World. Most work has been done with the exception of some concrete radii that are to be built at Fourth and North, and Industrial and Fourth. However, it will be necessary for the Auto World contractor to clean and free up the area so it is not needed for their access and installation will not be damaged by construction traffic. no  
problem

Another item discussed was traffic circulation for emergency vehicles once Auto World is in operation. Access to the site by vehicle will be somewhat restricted, except on an emergency basis, to the Cole Boulevard entry. Therefore, a careful study should be made of emergency traffic entry and exit before the opening so the patterns are well set and entry routes can be kept clear. Presently it appears that the most favorable route might be into Auto World through the service road and entrance off the connector. R

The overflow parking facility also was discussed briefly; however, there has been no change in its status since our previous meeting and therefore we merely re-emphasized the importance of obtaining decisions and a go-ahead as soon as possible. All parties to the project are aware of the critical nature of the overflow parking facility. As a comment here, the city is planning to obtain, in conjunction with Buick, a set of aerial photos of the Buick plant area which will include the overflow parking site. From these aerial photos it should be possible to project a topographic map of the area and also to better see the overall condition of the site as it currently exists. This will be of great help in early design work for the project. Thus, if there is any way to free up an approval on proceeding with the early design, the material needed to do this will be available. Present plans are to fly the flights in early November, 1983 when the trees have lost their foliage. It should be possible to have topo maps available by early or mid-December, 1983

#### Buick City

Our initial discussions concerned how best to track acquisition of properties in the various sections of the Buick City project. Our conversation indicated that

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property location are roughly in six major areas. These are as follows:

Phase #1

#1A - between North and Industrial, and Oak Park and Leith

#1B - between North and Industrial, and Oak Park and Hamilton

Phase #2

#2 - All properties in the phase #2 area

Street widenings

#1 - For Leith

#2 - For Stewart

#3 - For Broadway/Stever

Information needed for each of these areas includes the current number of properties at any given status point. Apparently there are about 178 parcels total, of which nearly 118 contain structures. The key milestone points we selected in our discussions included the following:

- properties appraised
- appraisals approved
- offers made
- negotiations complete
- properties condemned
- properties purchased
- closed on properties
- current occupants relocated
- properties demolished

Another graphic help in tracking property acquisition would be a color coded tax map on which the various properties that have been acquired are indicated by a color code.

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Apparently Mr. Ursuy is currently working with such maps and said it would be a relatively simple matter to use this type of graphics tool for analysis and evaluation. The technique was found of great help in past projects particularly where we are evaluating and analyzing specific construction programs such as street widening and other major revisions to right-of-way areas. It also is of help when planning properties for development within the block areas. Mr. Ursuy said he would prepare these graphics tools and have them available at our future meetings.

{Next  
mtg.}

The discussions next centered around corridor work that is an essential ingredient of the entire implementation program. To define some of the terms used in the corridor analysis we have the major of these as follows:

corridor - a condition that exists for a given project at a given time period. For instance, we have identified the corridor condition surrounding the widening of Leith from North to Saginaw in phase #2 as corridor #02 28 02.

corridor status - the status of a set of corridors at any given time period. For instance, the question might be asked, "What is the corridor status as of the week of September 2, 1984?" This status would be composed of the conditions imposed by the set of corridors in existence at that date.

These two basic definitions will be used in our preliminary analysis work. Reviewing the discussions at today's session in light of the above, we find the following:

- Corridor 01 27 00 Widen Hamilton Avenue - The work on widening Hamilton Avenue is currently under way and is planned for completion sometime in late fall, 1983.
- Corridor 02 28 01 Widen Leith from Industrial to North including bypass - Contract documents are currently being prepared for the Leith widening. Current date for start of construction is May 1, 1984 (working day 850). Work is currently meeting targets between early and late starts and finishes.
- Corridor 02 28 02 Widen Leith from North to Saginaw phase #2 - Due to the fact that this work is nearly a year after the phase #1 widening, a decision has not been made as to whether it will appear in the early contract documents or at a separate, later date. No major difficulties foreseen.

- Corridor 02 30 00 Close Leith between St. John Pkwy. and Industrial to public traffic - This is to occur on December 31, 1984 (working day 1019).
- Corridor 04 22 00 - Install storm sewer west of Industrial from Leith to Hamilton and in Dartmouth - Currently contract documents are to be complete for this work in late December, 1983. There are some current staffing difficulties in completing the work, but we are presently maintaining the target start of construction at March 1, 1984 (working day 807).
- Corridor 05 23 00 - Install storm sewer in Industrial from Hamilton to Wood to Flint River - Work is probably to be done under the same set of contract documents described under corridor 04 22 00 above.
- Corridor 06 38 00 Resolve utility conflicts in Industrial between Hamilton and Leith and relocate utilities as necessary. This will be an ongoing program and will require careful attention so as to properly tie in to street improvements in related right-of-way system.

It should be noted that Buick City will make the required utility reroutings necessitated by their new loading and shipping facilities as these facilities are built. Again, a close tie between the design of those facilities and the new utilities to be installed should be a part of the ongoing design considerations.

- Corridor 07 34 00 Widen Stewart Avenue from Andrews to North Saginaw - It is presently intended that the contract documents for this work will be completed about late December, 1983. Construction probably will begin in early April, 1984. Design is currently meeting targets between early and late starts and finishes.
- Corridor 08 33 00 - Widen North Street from Leith to Hamilton - This is a project dependent upon MDOT funding. It is a very important part of the work, and to be stressed is the need for action to be taken by the state in order for the work to be put into the field as currently desired by the city and Buick. It has to be tied carefully to corridors 04 22, 05 23, and 06 38, the Industrial street corridors, and construction of the parking lots in phase #1 for Buick. Access to these parking lots must be carefully planned when North Street is being worked upon since it is likely that Buick will require a free flow of traffic in and out of the existing and new project facility.

This entire corridor condition and project is extremely important, and should be given a high priority of attention now.

- Corridor 09 33 00 - Construct Broadway/Steever one way couplet - This project, like the widening of North Street, is dependent upon MDOT funding. No current word was available on its status.
- Corridor 10 10 00 - Permanently close Industrial to public traffic - The closing of Industrial is set for April 30, 1984 (working day 849). It will be important to relate the permanent closing to the work to be done in Industrial as well as on Leith, Stewart, and North. We should re-evaluate the permanent closing date at each of our planning sessions.
- Corridor 11 21 00 - Widen Hamilton from Industrial to bridge - This work is currently in process in the field and is scheduled for completion late this fall.
- Corridor 12 24 00 - Install 12" water main in Saginaw between Leith and Hamilton - Part of the overall utility work that is a late operation to be installed during phase #2 in 1985.
- Corridor 13 32 00 - Buick construct parking lot north of Oak Park - Buick currently desires to have this lot by early July, 1984. This means its construction will probably have to begin in early May, 1984. Once the work is completed, free access to the lot will have to be maintained. Thus, in relation to the North Street, Industrial, and Leith Street corridors, it must be studied carefully to insure that access is available as needed.
- Corridor 14 26 00 - Buick construct truck marshalling yard - This work is to be done sometime prior to early fall, 1984 and as with the north parking area must be carefully studied to insure that reasonable access is maintained during construction of related corridor work.

It is the present plan to take all corridor conditions and descriptions and input these into a simple data base file so a week by week or day by day, if required, analysis can be made of the anticipated corridor status at any point in time. This analysis can be used by the city and by Buick to determine and better plan the interrelationships of the overall Buick City improvement program. I shall try to have some preliminary runs on this document for our next meeting.

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RALPH J. STEPHENSON, P.E., P.C.  
CONSULTING ENGINEER

General

Mr. Vyvyan will prepare the agenda for our next meeting  
and distribute it to those concerned.

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

November 3, 1983

Subject: Monitoring Report #167  
City of Flint Improvement Program  
Flint, Michigan

Project: 83:14

Date of Monitoring: October 27, 1983 (working day 720)

Actions taken:

- Monitored Auto World PASI work
- Reviewed impact of Buick City corridors on Auto World program
- Monitored current status of Buick City
- Reviewed corridor interference analysis for Buick City

Auto World - number of working days to grand opening - 175

A brief review was made of each major area of work on the program and a brief summary is given below:

Complete construct and resurface Fifth Avenue Saginaw to Cole - Most work here is complete, and it is estimated that the entire project will be finished in about ten working days. Work is meeting targets between early and late starts and finishes. ✓

Complete construct PASI work at southwest corner of Saginaw and Fifth - Work has not yet started pending clarification of real estate acquisition. This work should be freed up soon, although it could be done next year if weather makes it difficult to complete in 1983. ✓

Construct south service road at Riverfront Park - Work is nearly 95% complete, and there are no difficulties, presently foreseen, in completing the road by early November, 1983. ✓

Complete construct Harrison/Saginaw bypass - Some difficulty has been encountered in starting work at the south and middle sections due to the need to thoroughly clear the area and bring additional equipment on the job. The site contractors for both Auto World and PASI were at the meeting today, and we discussed the desired course of ✓

of action to get the bypass completed up through the base course, by mid or late November, 1983. They agreed that the work could be done, and work on the middle and south sections of the bypass will be started in the next couple of days.

Vacate and demolish Greyhound - Building demolished and most rubble removed.

Vacate and demolish Mad Hatter building - Building demolished and most rubble removed.

Demolish GRI building - Building demolished and most rubble removed.

Demolish Third Avenue North to Saginaw - The McDonald's access route has been shifted north to a Fourth Avenue alignment and exits onto Saginaw. Therefore, Third Street demolition work can now begin, and will start soon, probably being completed by the end of October, 1983, at least at the middle section of the bypass route.

Complete rehabilitate Harrison Street bridge - The bridge deck has proven to be deteriorated, and structurally unfit to renovate with topping. Therefore, a decision has been made to remove the entire existing concrete deck and replace it. With this revised plan of work at the bridge, it should be possible to complete construction and reopen the bridge for traffic by the end of November, 1983.

Impact of Auto World entry revisions at Cole Blvd. on PASI work - There is to date no discernible impact either of Auto World on PASI or PASI on Auto World.

We briefly discussed the availability of asphalt paving materials this winter, and three or four additional sources were identified that might be possible to draw on if asphaltting of any of the roads or other areas proved to be needed after the main commercial plants had closed for the winter. However, it was generally agreed that we should make every effort to use conventional sources of asphalt if at all possible.

We next discussed the potential interferences in traffic patterns and other corridor situations (for definition of a corridor, see page 5 of Monitoring Report #166, dated October 17, 1983) and determined that there were several that should be scheduled carefully to avoid major problems during the opening weeks of Auto World. This corridor

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interference analysis was provided to the group in the form of a listing of the conditions that potentially exist during Auto World opening on street patterns within the Buick City project.

Of concern are corridors 05 23 00 and 09 31 00. The first, 05 23 00, relates to installation of a new storm sewer in Industrial and there is a possibility that J.P. Cole will be closed for some periods of time during installation of the storm sewer work crossing to the river. In addition, this particular corridor condition contains sewer work from Hamilton to Wood on the west side of the right-of-way. Careful study of the conditions should be made to insure that the timing of the Cole crossing particularly, is such that it does not interfere with traffic during the months of June, July, August, and September, 1984.

The other possible interfering corridor is 09 31 00, construct Broadway/Steever one way pair. This construction project is to be financed by MDOT and financing is in place as of today. Work on contract documents is yet to start. It will be important to carefully evaluate the impact of construction conditions that may cause traffic congestion on the east side of the Hamilton Street bridge. Again, a careful study should be made to insure that the construction work is accomplished at a point in time where this potential for disruption is reduced. There have been some changes to the Buick City implementation dates, and these will be reflected in a new set of corridor data to be issued in the near future. To be noted here is that the corridor conditions affecting Auto World were discussed in the afternoon with the Buick City project team and the Buick City team is fully aware of the impact upon Auto World by Buick City.

We were fortunate to have at our meeting today Mr. Ken Vondriska, director of maintenance and operations for Six Flags Flint, Inc., managers of Auto World. We briefly discussed the traffic circulation pattern for emergency vehicles as identified in our previous session, and Mr. Vondriska is presently looking into the matter along with other related items to provide written procedural operation instructions. He will conduct discussions with departments involved in emergency situations on an ongoing basis.

The overflow parking facility has now been funded, and there will be a concerted effort to get the design under way in the near future. It is still the intent to fly a site aerial survey within the next two or three weeks and from

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this the topographic maps will be prepared from which the contract documents for the parking area can be started. However, efforts are going to be made in the interim to begin initial design work so the design is completed and the job awarded as quickly as possible. We have discussed the urgency of this program in previous reports, and it still remains a very critical operation.

During our discussions of overflow parking, it became apparent that the project presents an additional set of corridors and potential interferences with both Buick City and the Auto World project itself. There will be storm sewer installation, Consumers Power and Michigan Bell Telephone work, and some street abandonments with street improvements within the boundaries of the parking areas. We will address the matter of overflow parking corridors and the impact on Auto World and Buick City corridors in detail at our next session. This will be cast in the form of preparing a network model for the overflow parking work.

Buick City

At this meeting, I presented to the Buick City project team the entire set of interference analyses which contained current week by week evaluations of corridors in effect along with the master list, a starting list, a finishing list, and the sample runs discussed with the Auto World team in the morning. There have been some changes made to several dates in the implementation schedule. Work items that have been changed are as follows:

10. Close Industrial Avenue to public traffic - Revise completion date from 4/84 to 11/84.
18. Convey land area north of Oak Park to Buick - Revise completion date from 5/84 to 4/84.
22. Construct 66" - 72" storm sewer - Revise start from 3/83 to 2/1/84, and complete from 7/84 to 5/1/84
23. Construct 78" storm sewer on Industrial - Revise start from 1/84 to 2/1/84 and 7/84 to 5/1/84.
26. Buick constructs marshalling yard - Delete.
30. Close Leith Street - Revise completion to November 15, 1984 instead of 12/84.

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31. Construct Broadway/Steever couplet - Revise completion date from 12/84 to 11/15/84.
33. Widen North (MDOT funding required) - Revise completion date from November 15, 1984 to August 15, 1984 (watch this work. Project could be very tight!)
35. Buick Assembly Plant shutdown - Revise from 1/85 to 2/2/85.

I shall reflect these changes in the corridor interference analysis and re-issue the documents in the desired sorts.

Work on Buick City is moving reasonably well and we made a detailed monitoring of each of the CD packages. In general, they are moving well and do not need special reporting in this monitoring. We shall prepare a detailed report at our next monitoring session. To be watched carefully is the landscaping work CD's since these are to be given to an outside consultant, and work there was due to begin no later than November 23, 1983 (working day 739). Probably preparation of CD's will not begin until the first of the year which gives a lag of almost six weeks on the start of work. It was desired, since this is a complex landscaping program, to have the job ready to move into the field no later than May 31, 1984 (working day 872). To do this, we must recapture some of the lag currently being imposed upon the project.

Another item of concern is the storm sewer in Industrial. This work presently is due to be issued on contract no later than December 28, 1983 (working day 762). It is a critical item since the completion date has been made about two months earlier than had been projected when the network model was prepared. Therefore, it is essential that we complete the award of contract and a pre-construction meeting by a target such that we can begin construction by February 1, 1984 (working day 786). The present target completion date shown with our current plan is March 5, 1984 (working day 810). Considerable compression must occur to meet the new date.

Another potential problem is with the North Street widening which is due to be started by April 2, 1984 (working day 829) and be completed by August 15, 1984 (working day 924). MDOT funding will be needed and has not yet been allocated. It is going to be difficult to complete design work and construction to meet the desired project targets, and there is some concern that the job is so dependent upon other

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RALPH J. STEPHENSON, P.E., P.O.  
CONSULTING ENGINEER

agencies than the City of Flint that we may not be able to put the facility into operation by the date desired by the Buick City team. We will make a more detailed evaluation of this at succeeding sessions as information becomes available from MDOT.

During our meeting there was considerable discussion about having Buick staff present, who might be able to carry back information and needs of the entire project team to the Buick organization. We have not had Buick representation at several of the recent meetings where substantial planning efforts have gone into analyzing the methods by which the city will achieve the desired plans to construct Buick City. It would be appreciated if efforts could be made by all concerned to attend these meetings, since the subjects discussed are important and impact frequently on both Buick City and other related projects in adjoining areas.

The revised corridor analysis will be prepared, and it was requested that we run the Buick City analysis in periods of two weeks from July 2, 1984 (working day 893) through October 15, 1984 (working day 966). I shall assemble this material and send it in a separate package.

General

Mr. Vyvyan will prepare an agenda for the next session and distribute it to those concerned. We should allocate enough time to plan the overflow parking and also to continue detailed evaluation of the corridor analysis.

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

November 14, 1983

Subject: Monitoring Report #168  
City of Flint Improvement Program  
Flint, Michigan

Project: 83:14

Date of Monitoring: November 11, 1983 (working day 731)

Actions taken:

- Monitored Auto World PASI work
- Briefly inspected Auto World and Buick City sites
- Monitored current status of Buick City

Auto World - number of working days to grand opening - 164

A brief review of each major area of work on the program is given below:

Complete construct and resurface Fifth Avenue Saginaw to Cole - Work is substantially complete, the road is open to traffic and only minor work at entrance points remains aside from the wearing course. Wearing course may be installed next spring although a portion of it could be completed in 1983.

Complete construct PASI work at southwest corner of Saginaw and Fifth - The real estate has been acquired; however, the project is still held pending resolution of how the Mott College sign is to be removed. Mr. Vyvyan will discuss this matter with the city's attorney.

Construct south service road at Riverfront Park - Work is complete on this service road except for the connections at the east and west ends. These ends will be completed as connecting Auto World work is completed.

Complete construct Harrison/Saginaw bypass - A large underground tank was encountered near the Italia Gardens Restaurant. This delayed work since it interfered with installation of a storm sewer line in the bypass. The tank has now been removed, and

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CONSULTING ENGINEER

work is proceeding on the bypass as rapidly as weather permits. It is still the intent to complete as much of this bypass before the onset of cold weather as possible. The limitation on construction will still probably be the length of time in which asphalt materials are available, coupled with of course the amount of suitable construction weather available in November and early December, 1983. Every effort is being made to complete this bypass so it is usable this year.

Vacate and demolish Greyhound - Complete.

Vacate and demolish Mad Hatter building - Complete.

Demolish GRI building - Complete. It should be noted that there is a difference in grades inside and outside the GRI building wall remaining that should be investigated to check frostline conditions. The problem is being looked at by the architect/engineer.

Demolish Third Avenue North to Saginaw - Demolished and the area graded.

Complete rehabilitate Harrison Street bridge - The bridge deck has been poured out, the sidewalks are complete, painting is about 50 % complete and handrails should start soon. It is the intent to have the bridge available for traffic this year. However, its use will be conditional upon the bypass being available to traffic.

Impact of Auto World entry revisions at Cole Blvd. on PASI work - The direct impact is minimal, although it was discussed today that sidewalk access presently available along the west side of James P. Cole should be maintained. Apparently the site plan for the project indicates a berm and landscaping coming down to the curb line. This matter is presently being checked by the architect/engineer since it is desired by the city to maintain a sidewalk in this area on the west side of Cole. The entire pedestrian access to Auto World from the north is presently under study.

We discussed the availability of a full site plan of Auto World, and it appears the plan will be available within the next few days and issued to the construction manager.

It would be well to involve the operating company, Six Flags Inc., in discussions about access sidewalks and patterns.

Overflow parking was discussed briefly, but there was no new information available about the work and we shall defer detailed planning of the front end portions until our next session.

As we discussed the major projects in work presently and about to start in respect to the area between Leith at the north and the I-69 expressway to the south we identified Buick City, overflow parking, Auto World, and the Flint Festival Market as sizable influences upon Flint traffic patterns over the next several months and perhaps years. It would be wise at this time to consider an overall review of all projects to determine how they each impact upon the other, and perhaps, to expand our current corridor analysis to include the additional projects other than Buick City. We shall review this on an ongoing basis, but I recommend that at an early meeting we discuss how the projects interrelate. It is hoped to have a full city map at a scale of 1" = 400 ft. available for more involved discussions at subsequent sessions.

As part of our monitoring, we also discussed the impact of the various Buick City corridors upon the Auto World project. It appears that corridor 31 00, construction of the Broadway/Steever one way pair, is the only current interference problem that we have. Its impact upon Auto World particularly during the opening weeks of the park, is difficult to assess currently, and we shall evaluate it in more detail at subsequent sessions.

Other portions of the Buick City corridor system are being revised as needed, and we shall again monitor closely to see that the impacts upon Auto World particularly during opening festivities are kept to a minimum.

We next discussed the current location of the construction photos which were taken as a record set and which are to be kept in the files for future reference. There is some confusion as to where these photos are at present, but Mrs. Jurkiewicz is identifying the location and will make every effort to assemble a full set in the near future. I suggest these be kept for future reference since they may be needed to evaluate conditions as encountered during construction.

### Buick City

We first reviewed the updated corridor analysis from Mr. Ursuy's implementation schedule dated October 29, 1983 (working day 722). Mr. James Sporer of CHMP attended the session today. Mr. Sporer is in charge of design work for the Buick City Buick Motor Car parking lots.

As we discussed the impact of the various corridors upon construction work in the Buick City area, it became obvious that the number of projects under way next spring and summer were such that serious problems could be presented in gaining access to the Buick City site. However, the major of these problems appears to be because of the currently perceived need to close North while it is being reconstructed while at the same time work is proceeding in Leith and on Hamilton along with installation of sewer line in Industrial. It was firmly established at our session, however, that the construction of North Street during the summer of 1984 is essential, and therefore, present plans are to proceed on that basis. The dates for its construction have been revised however, and plans are now to construct corridor #33, widen North from Leith to Hamilton, in the time from July 5, 1984 (working day 895) to November 15, 1984 (working day 989).

Mr. Vyvyan reported that Hamilton Street widening work from Industrial to Chippewa will be deferred until spring. It is hoped that this work can begin on May 1, 1984 (working day 850) and be completed by June 20, 1984 (working day 885). Further evaluations will be made as the project proceeds.

Leith and Industrial will both be closed to traffic November 15, 1984 (working day 989). The Buick City phase #1 parking lot north Oak Park will be constructed from, May 1, 1984 (working day 850) through July 5, 1984 (working day 895). It is hoped by Buick that construction of the Buick lot south of Oak Park can also be completed in 1984. This matter has not been totally resolved as yet. However, construction of the south area probably would begin shortly after the parking lot north of Oak Park is completed.

Another interference program potentially is the Broadway/ Stever couplet construction. This work has been funded and chances are it will go ahead as presently planned next year. Again, as with Auto World, the impact on Buick City is not fully known yet but will be evaluated on an ongoing basis.

We briefly discussed the aerial photos that are to be taken of the site, and it appears that the leaves will be off the trees by next week which should permit the flights to be flown, and the pictures to be taken so that topo maps will be available in mid or late December, 1983 if all goes well. These maps are very important to design not only of PASI work at Buick City but also the overflow parking work at Auto World.

We made a brief evaluation of the current status of contract document preparation and a review is given below:

Leith widening CD's - These are still at about 5% completion. However, it is not essential to complete contract documents until the evening of February 8, 1984 (working day 792). It appears presently that there should be no difficulty in meeting this target.

Stewart widening - We are still holding the target date of January 10, 1984 (working day 771) for completion of the working drawings. Some difficulties have been encountered in this work, but it presently appears possible to meet the target late finish.

Storm sewer in Industrial and Dartmouth - There are some storm sewer design decisions that must be resolved in order to continue work on the contract documents. Presently it is hoped to be able to finish these by the evening of December 27, 1983 (working day 762) although it is not certain that this can be done.

This project is reasonably critical, and we are hoping to be able to have construction start on March 6, 1984 (working day 810). It may be difficult to meet the current contract document target. This matter will be evaluated again at our next session.

Landscaping work - A pre-proposal conference was held today and it is expected to have a contract award for landscaping CD's by December 12, 1983 (working day 751). Completion of the landscaping master plan and the early package of work is anticipated to be finished by the evening of March 9, 1984 (working day 814). The work will be critical particularly in relationship to North Avenue which is to be extensively landscaped.

Again, it is urged that, if possible, the Buick Division have representation at our sessions. It is understood that it is difficult to attend all meetings on the Buick City projects, but the need to evaluate on an ongoing

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CONSULTING ENGINEER

basis the traffic and circulation conditions that exist on this project relative to public area work is imperative if we are to acquire the land, design and construct it with a minimum of traffic disruption.

General

Mr. Vyvyan will set the agenda for the next session and distribute it to those concerned.

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

December 6, 1983

Subject: Monitoring Report #169  
City of Flint Improvement Program  
Flint, Michigan

Project: 83:14

Date of Monitoring: December 2, 1983 (working day 745)

Actions taken:

- Monitored Auto World PASI work
- Monitored current status of Buick City

Auto World - number of working days to grand opening - 150

A brief review of each major area of work is given below:

Complete construct PASI work at southwest corner of Saginaw and Fifth - No field work done as yet. ✓

Construct south service road at Riverfront Park - Probably no further work will be done on this until next spring. ✓  
Minor work only remaining. It was reported there might possibly be a gas leak from piping underneath the concrete slab areas. This matter should be checked in the event that cutting would have to be done to repair the leak.

Complete construct Harrison/Saginaw bypass - Work is complete enough to allow traffic on the roadway; however, it will not be opened until handrail work is complete at the Harrison Street bridge. ✓

Demolish GRI Building - Resolution of grade differentials at GRI building wall is still being reviewed. ✓

Complete rehabilitate Harrison Street bridge - Bridge generally ready for traffic except for installation of handrails. These are to be installed shortly, and plans are to open the bridge to traffic in the near future. ✓

Impact of Auto World entry revisions at Cole Blvd. on PASI work - The problem of sidewalk access and use of the right-of-way for landscape areas is still under discussion. ✓  
I strongly recommend that this matter be followed

aggressively so as to fully identify the sidewalks that are to be installed, the responsibility for their installation, and the method by which construction can proceed at landscaped areas in the right-of-way. I also recommend that an approval be gained of the configurations to be adopted, from all parties concerned and that they sign off on the final plan.

There is still some site design work to be done particularly at the east side of the project, and when this work is resolved and completed the site plan will be issued as a final document.

It was also noted that the sidewalk from Second to Fifth along Saginaw and from Saginaw to Industrial along Fifth are probably the responsibility of Auto World to maintain since Auto World is the adjoining property owner. This is a considerable stretch of walk and will require careful attention relative to its maintenance particularly over the winter time. The matter is to be discussed by the city staff with Auto World.

To be  
checked

Another matter that is to be examined carefully in conjunction with the corridor work being done on the entire Buick City Auto World area is planning of traffic patterns and configurations to be expected during the opening weeks of Auto World. There are only limited access routes into and out of Auto World, and it will be extremely important that the traffic that is to move both into and out of regular parking areas, and ultimately the overflow parking areas for Auto World, be directed properly. I suggest that at our next session we focus on the corridor and corridor conflict impacts to help insure smooth traffic operations as the Auto World project is brought on line. In addition, we should continue discussing Auto World access routes for emergency vehicles including fire, police, medical, and others. This matter is being studied on an ongoing basis by the city departments and the Auto World staff, but a review of progress should be made.

Overflow parking facility planning was deferred until our next session.

#### Buick City

The project was monitored from the network models and we reviewed current status on each of the major elements of the program.

- Property acquisition - Currently appears to be moving well. A full report was given by the DCD, and it was suggested at the meeting that we prepare a property acquisition map overlaid upon street right-of-ways and other construction elements so that the status of all parcels on high priority projects could be identified quickly and easily.

It is becoming apparent that the sizable number of street revisions and renovations to be accomplished within the Buick City project make it necessary to carefully allocate priorities. We shall continue to review the status of property acquisition at our subsequent session.

- Leith Street widening - Contract documents remain at about 5% complete. However, as has been pointed out there is considerable float time in preparation of these, and they are scheduled for a late finish of February 9, 1984 (working day 792). It would be wise not to utilize all of the float time if possible and to resume work some time again within the next few weeks.
- Stewart widening - The DPW is still holding a target completion of the contract documents for the evening of January 10, 1984 (working day 771).
- Storm sewer in Industrial and Dartmouth - It now appears that the desired target completion of December 28, 1983 (working day 762) for documents will not be possible to meet. I suggest we carefully evaluate this entire project at our next meeting to determine if the current desired start of field work by March 6, 1984 (working day 810) is still a necessary date to meet. If it is, we must determine how we can revise the logic and durations to meet this date.
- Landscaping work - It is expected to remain a landscaping consultant by December 19, 1983 (working day 756). This will give landscaping contract document preparation a lag of approximately 17 working days over the desired start of construction of June 1, 1984 (working day 862). Our discussions indicate that this will pose no serious problems to the project, although it should be remembered that there is a strong desire to get landscaping done earlier for the streets that were being widened and renovated. Some of the landscaping will have to be installed later in the year in any event and thus, it appears that we can presently plan around the current lag in landscaping contract documents.

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CONSULTING ENGINEER

Consultants have been interviewed, and a selection is now being made of the landscaping consultant to be used.

- Broadway/Steever one way couplet - Survey work is currently in progress for this program, and is expected to be completed within the next month. The project is funded.

We began preparing a preliminary network model indicating the steps to be taken by MDOT toward constructing the facility. The DPW is apparently going to prepare the contract documents, expected to get under way about January 5, 1984 (working day 767). Meanwhile, however, several things must be accomplished in order to obtain formal funding for the program. Current requirements are that the state and city prepare, review, and approve a local agreement which, after approval by the highway commission, will allow DMOT to release the work. In addition, MDOT has to review and approve the environmental assessment submitted by the city. Once this review and approval is complete, the state can advertise for public hearings and they can be held.

Contract documents, once completed, reviewed, commented upon, and revised, can be printed and issued to MDOT. It is desired that property acquisition be completed by this time, currently set for March 29, 1984 (working day 827).

In order to release the documents for proposals, MDOT and the city must conduct a grade inspection and make required revisions to the drawings, after which the proposal package is assembled and released for proposals.

Presently it appears that the pre-construction meeting could be held and construction started by July 24, 1984 (working day 908). However, this date should be checked carefully at our next session to insure that our logic and durations are correct.

- North Street widening - North Street widening will follow a similar pattern to Broadway/Steever although the contract document plan will be increased to 80 working days, compared to 50 for Broadway/Steever. In addition, the survey time will be 33 working days instead of

22 working days. Funding for construction of North Street has not yet been obtained, and therefore this activity will occupy a block of time somewhere within the contract document process. It was decided not to diagram this project at our session but to wait until the next meeting when we will have more authentic data available for the program. The Broadway/Steaver and North Street projects are very critical jobs and we must insure that they are given topplanning attention as early as possible. The amount of disruption to traffic is considerable over the Buick City construction period, and we must continue to give the entire program careful planning and pre-construction attention.

- Phase #2 work - At our session we were able to review some preliminary site plans for the Buick parking. The traffic patterns indicated considerable traffic loading on North Street and the matter of how the phase #2 traffic pattern will evolve in relation to the phase #1 traffic pattern. It appears that phase #1 lots will hold about 3400 parking spaces between North and Industrial. The plan will basically use North Street as the exit and entrance. Current thinking is that the construction of supplier facilities in phase #2 on the sites between North and Saginaw will also be using North as their principle access and egress. At present there seems to be little definitive information on the volume of traffic to be expected from the supplier plants. However, if the short term inventory program that GM is apparently to use in the Buick plant is adopted probably, there will be considerable user traffic generated from the supplier plants. In addition, there will be a need to provide service traffic facilities to supplier plants for stocking peripheral manufacturing operation with raw materials. Overlaying the anticipated traffic volumes from the parking lots with the traffic volume that might be anticipated from the supplier plants (perhaps totaling as much as 400,000 square feet of space) indicates that the amount of traffic generated could be high enough to pose serious problems within the present configuration of the street pattern.

I urge again that early attention be given to this matter of overlaying traffic needs and demands so that as construction proceeds, the best possible early facility plans can be prepared. This is important also in the sense that the Auto World will generate considerable traffic that will be using the Hamilton

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Street bridge and James Cole as its primary entrance route. Also, the overflow parking lot for Auto World which is a short distance from Buick City will be generating traffic from nearly 2200 automobiles. It would be wise, and I highly recommend, that at a near future meeting we discuss this entire matter in depth with those planning agencies involved, and the Buick staff responsible for long range planning directly.

General

Mr. Vyvyan will set the agenda for our next session and distribute it to those concerned.

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

December 26, 1983

Subject: Monitoring Report #170  
City of Flint Improvement Program  
Flint, Michigan

Project: 83:14

Date of Monitoring: December 19, 1983 (working day 756)

Actions taken:

- Monitored Auto World PASI work
- Reviewed current status of Auto World project
- Prepared summary network model for overflow (off site) parking for Auto World (sheet #105, Issue #1, dated December 19, 1983 (working day 756))
- Monitored current status of Buick City
- Updated corridor analysis and implementation schedule to issue date of 12/19/83 (working day 756)

Auto World - number of working days to grand opening - 139

A brief review of each major area of work is given below:

Complete construct PASI work at southwest corner of Saginaw and Fifth - No field work done as yet. Still waiting on decision as to what to do with sign.

Construct south service road at Riverfront Park - No further work to be done until spring, 1984.

Demolish GRI Building - Grade differential problem has been resolved. Some difficulty with building department relative to whether or not footing exists under remaining wall. This matter will be followed by Mr. Richard Canfield of SSOE.

Complete rehabilitate Harrison Street bridge - Bridge is open for traffic. Still minor trim work to be done on handrails, and painting and cleaning.

Impact of Auto World entry revisions at Cole Blvd. on  
PASI work - Sidewalk design is still not decided upon.  
No word currently on when this will be done. This  
matter is still important and must be resolved soon.

It should be further noted that the responsibility for  
maintenance and care of the sidewalk from Second to  
Fifth along Saginaw and from Saginaw to Industrial  
along Fifth still must be resolved. This is particularly  
important with winter here and snow to be cleared. The  
DPW will check on this matter.

Complete construct Harrison/Saginaw bypass - The bypass is  
now open for traffic and flow is continuous across the  
Harrison bridge and north on the bypass to Saginaw.

The complete site plan has not yet been issued although  
at this point in time with the exception of the sidewalk  
conditions along the east side all major work is reasonably  
well identified and apparently there are no problems of  
clarification. However, it would be wise to get a full site  
plan as quickly as possible.

Take  
Out  
Plans

Mr. Ken Von Driska of Six Flags attended our session today  
and participated in the discussion. He said that he is  
meeting next month with the Fire Department re emergency  
fire access and egress routes. He also discussed the  
possible locations of feature signs with the group. As yet,  
there is no known decision on this matter, and it was pointed  
out that a decision should be made in the near future as to  
whether or not signs will be needed. Lead times on some  
signs are long and since there remain only 139 working days  
to the opening, the time for ordering complex materials  
and controls is growing short.

Another item to note relative is that any signs to be placed  
on city property require legal agreements to be negotiated  
with the agency for those signs to be located in such areas.  
Again, although the city has made every effort to cooperate  
with Auto World, installation of signs still requires formal  
agreements to be consummated.

#### Overflow (off site) Auto World parking

We next addressed the matter of off site parking to be  
located north of Auto World and bounded by Wood, Industrial,  
Saginaw, and Cornelia. This project is a critical job and  
the desire presently is to complete it, ready for operation  
by opening of Auto World on July 4, 1984 (working day 895).  
Auto World presently has prepared some schematic layouts,

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RALPH J. STEPHENSON, P.E., P.C.  
CONSULTING ENGINEER

and these should be completed by January 16, 1984 (working day 774). Efforts are being made to improve on this date since any time saved will be of help in meeting a very tight target date of construction.

While the schematics are being completed, there will be a decision on how the architect/engineer is to be retained. Once schematics are prepared by Auto World and the architect is retained preliminary CDs can be prepared, approved, and then completed, printed and issued for construction proposals.

Several methods might be selected for constructing the work, including through a selected contractor by the DDA and following the conventional construction process, or by Auto World issuing a change order for the work, or possibly DDA funding the project through DCD who, in turn, issues a work order to DPW.

Present projections make it appear that we will be able to mobilize and procure early items for start of construction by about May 25, 1984 (working day 868). It should be noted that construction probably could start on the job, if the weather has not been excessively harsh, by April 2, 1984 (working day 829), just about the time contract documents are being completed. If, however, we have to wait until May 25, 1984 (working day 868) to start work several weeks will be lost that are critical to completion of the project by opening.

Construction of the parking area itself presently looks as though it will require about 64 working days. If construction could begin by April 2, 1984 (working day 829) completion could be expected by July 2, 1984 (working day 893). I strongly recommend that we use every means possible to encourage overlapping of design work and letting of contracts so construction could begin while design is being completed. This overlapping, sometimes called fast tracking, as opposed to the conventional process of completing the contract documents and then soliciting proposals, and going through a formal award process would be desirable to follow if we are to complete overflow parking work in time for the opening.

During our discussions it was mentioned that the off site, or overflow, parking would be used continuously from opening day on through Labor Day, 1984. Thus, it becomes imperative that additional facilities be provided from the beginning.

Initial work includes clearing and grubbing, followed immediately in an overlapping fashion, by balancing and rough grading the site. Probably contract documents could

be developed far enough to permit clearing and grubbing, balancing and grading, and perhaps even underground utility work at an earlier date than the total contract documents would necessarily be fully complete. This matter is presently being investigated by the DCD staff and will be discussed with DDA and Auto World Associates. I left the tracing for this work with Mr. Vyvyan, and he will see that it is printed and is distributed to those concerned.

### Buick City

We monitored each project and also updated the Buick City implementation schedule to revision dated 12/19/83 (working day 756). The information inputted to the implementation schedule will be put in our Buick corridor data and updated runs prepared for issue in the very near future.

A brief review of each of the major elements of the project follows:

- Property acquisition - All properties north of Oak Park are either acquired or in condemnation. This work is expected to meet current target dates. South of Oak Park, 56 parcels are either optioned or condemned. This gives a total of 94 out of 141 total parcels in phase #1 that are under control. It is hoped that favorable dates of possession will be given on those in condemnation so as not to hold up taking title to the land and being able to move in and initiate demolition.
- Leith Street widening (corridor #28) - Work is now moving into full production on preparation of CDs, and it is still expected that we can meet a February 13, 1984 (working day 795) issue date for contract documents. This would permit start of construction as presently planned on May 1, 1984 (working day 850) and completion by August 9, 1984 (working day 920).
- Stewart widening (corridor #34) - Work has slipped slightly on preparation of CD's, and presently it is expected that these will be completed by the end of January, 1984. The late finish target for completion of CD's was January 10, 1984 (working day 771). Thus, the lag presently is about 15 working days. Even with this lag it should be possible to begin work by the target date of April 2, 1983 and complete by November 15, 1984.
- Storm sewer in Industrial and Dartmouth - These contract documents will probably be completed by about January 20, 1984 (working day 778). Thus, construction

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probably can begin about March 28, 1984 (working day 826). We have, therefore, set the target for start of work on corridor #22 and #23 for March 28, 1984 (working day 826) and completion on June 28, 1984 (working day 891).

- Landscaping work - Administrative procedures are still being ironed out to obtain the landscape architect, but it is expected to have the consultant working on CD's by the first of the year. This probably means that we can expect to start landscaping installation in the late summer or early fall, 1984 which is an appropriate time for most seeding and sodding and installation of landscape elements.

No major ~~problems~~ are presently anticipated, although it may be necessary to complete some very early road work without the benefit of the landscaping.

Presently the intent is to prepare an overall natural landscaping plan and then to prepare detailed plans for each of the five widening projects - Hamilton, Leith, Stewart, North, and Broadway/Ste<sup>master</sup>ver.

- Broadway/Ste<sup>master</sup>ver one way couplet - The preparation of contract documents for this work is now in progress and the city is presently completing its environmental assessment for submission to MDOT. In addition, the local agreement which must be executed by the city council and the highway commission is being prepared by the highway department. Public hearings must be held and the local agreement executed prior to MDOT releasing work. This release is presently expected by March 15, 1984 (working day 817), after which contract documents can be completed and contracts let. There is a short lag in work and thus, the current projection for letting the contract work on the Broadway/Ste<sup>master</sup>ver couplet is about mid-August, 1984. This date should be checked since we made only rough manual computations on the updated network model. I shall plan to have this network redrafted so it can be tracked similar to those of the other projects. The current intent is to begin Broadway/Ste<sup>master</sup>ver work on August 13, 1984 (working day 922) and complete it by November 15, 1984 (working day 989). The schedule should pose no major problems although again we should be alert to what impact the Broadway/Ste<sup>master</sup>ver has to access and egress from both Auto World and the Buick City parking areas.

- North Street widening (corridor ) - North Street widening will follow the same pattern as Broadway/Steever with identical dates for completion and for start and completion of construction. Presently work is beginning on preparation of contract documents for North Ave. widening, and it will be let on an MDOT basis the same as Broadway/Steever.

No funding is available yet for North Street construction. Funding for design work is available, adequate to authorize a start of design work.

- Phase #2 work (corridor ) - No major discussion was held on phase #2 work although it is still a very critical element of the total project particularly insofar as projecting design considerations that will influence the traffic patterns in and around the Buick City site. We should plan to continually evaluate the phase #2 work so identification of phase #1 needs that impact upon phase #2 or vice versa are kept in mind. In addition, it will be very important to continually overlay traffic impacts of various city projects to insure that phase #2 installations are able to be operated as Buick desires in their new inventory technique.

#### General

At a near future session, I have requested Mr. Vyvyan to provide time for renumbering the existing network models and corridor studies to reconcile the master list of drawings. Other items on the agenda will be selected by Mr. Vyvyan and the agenda distributed to those concerned.

I would like to take this opportunity to wish all those involved in the various projects and who receive the reviews of these meetings a very happy holiday season and a prosperous and pleasant New Year.

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan