

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

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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

← [Have
received
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.

← [] *

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

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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 PASI

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.

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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

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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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RALPH J. STEPHENSON, P. E., P. C.
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
Could be delayed - would be hold for till property is acquired.

* * * * *

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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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.

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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.

* * * *

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

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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.

filed
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.

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:spe

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.

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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

- 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?

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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 PAST 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 concensus 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 work

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. C.P.P. 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.
3. Michigan Bell Telephone work at the intersection of North and Fourth has been installed.
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.
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.

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

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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 ^FIndustrial^{Ave} corridor~~A~~
- 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 brown sect)
 - Michigan Bell and Consumers Power demolition and installation (repairs)
 - 36" storm sewer in Dartmouth 4
~~land acquisition~~
- 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 ~~8~~ 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 DPW 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.

Monitoring Report #156
City of Flint Improvement Program
Page six

RALPH J. STEPHENSON, P. E., P. C.
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:eps

To: Mr. R. Vyvyan