

January 14, 1984

Subject: Monitoring Report #171
City of Flint Improvement Program
Flint, Michigan

Project: 83:14

Date of Monitoring: January 6, 1984 (working day 768)

Actions taken:

- Monitored Auto World PASI work
- Monitored progress on development of overflow (off site) parking for Auto World
- Monitored current status of Buick City
- Updated implementation schedule for corridor analysis

Auto World - number of working days to grand opening - 127

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, and resolution of real estate transfer. ✓

Demolish GRI Building - Grade problems at the GRI Building have been resolved, according to SSOE. ✓

Impact of Auto World entry revisions at Cole Blvd. on PASI work - There has been no additional word on design or installation of sidewalks at the east side of Auto World. It appears the current position of the DPW is that these sidewalks should be installed to provide pedestrian access at the east from the north and south. However, at present nothing official is established. I recommend the matter be discussed in depth between the city, Auto World Associates, and the operating group, Six Flags.

There was no additional word on resolution of maintenance and care of the sidewalk on the west and north of Auto World.

A good share of our discussion about Auto World, particularly as we reviewed the offsite parking facility, was about the importance of traffic patterns - pedestrian, vehicular,

Monitoring Report #171
City of Flint Improvement Program
Page two

bicycle, and other types. It will be critical to examine projected characteristics of traffic, including intersection design, signalization, and signing well before the grand opening on July 4, 1984 (working day 895). It was recommended at our meeting that the traffic division of DPW be involved in discussions about traffic and the methods by which circulation patterns can be maintained open and free.

It should be kept in mind that traffic outside of the Auto World facility is primarily the City of Flint's responsibility.

Intensifying the need for careful attention now is the number of special events that occur in the downtown area of Flint during the summer months. Each year there are many festivals, sports, and cultural events that draw large crowds to the vicinity of the Riverfront Park and consequently the vicinity of Auto World. These overlapping events must be planned carefully in conjunction with those of Auto World so that optimum traffic effectiveness and safety is maintained. It was suggested that the city traffic engineer contact and work with all those who are responsible for the summer events. I suggest this be done immediately since most of these events are well into the planning stage now.

Overflow (off site) Auto World parking

Mr. Ken Vondriska turned over his preliminary layouts of the overflow parking to the Auto World local architectural representative, SSOE, January 4, 1984 (working day 766). The materials included layouts of the general arrangement of the parking areas, location of the entrances and exits, and preliminary sizing of stall spaces. At present, there is no official word on the architect/engineer, or the contractor, that is to be retained to design and to construct this facility. Therefore, work at the present time is being done on an informal basis.

There has been a storm sewer investigation made, and checks are presently being made on existing utility work, primarily Consumers Power lines at the site, that may be affected.

As established in our preliminary network model, Issue #1, dated December 18, 1983 (working day 756) contract document preparation should begin no later than January 16, 1984 (working day 774). Even with this late start, these documents under the present plan would not be completed,

Monitoring Report #171
City of Flint Improvement Program
Page three

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

reviewed, and issued until April 20, 1984 (working day 843). This would bring completion of the parking facility, under conventional procedures, to late August or early September, 1984. This, of course, is unacceptable since it is imperative that the overflow parking area be open and available by the time Auto World is operative. Therefore, the method of approaching this design and construction program should be addressed in the immediate future and decisions made on how best to proceed. A more detailed discussion of this situation is given in Monitoring Report #170 pages, 2, 3, and 4. I suggest this description be reviewed carefully.

Several suggestions for compressing the work have been offered. One of the more reasonable is that we make strong efforts to get clearing, grubbing, and site balancing under way immediately. This kind of work can generally be done in the colder winter months, and if done early this year, will then permit the weather sensitive work that must be done on underground utilities and preparation of the paving sub-base to be completed in better weather. The matter will be reviewed in depth over the next few days and basic decisions will be made.

As discussed under the Auto World review above, traffic, pedestrian, and other vehicular circulation is a critical part of the design and construction of the overflow parking facility. I suggest the Traffic Department make a full listing of all signs, signals and equipment that will be needed for traffic control on opening day and soon after for Auto World and the overflow parking areas. This then should be compared to current inventory to determine what additional equipment and material will be needed for the opening. Frequently traffic control devices are long lead time items, and we must isolate and identify those that might be difficult to procure.

Buick City

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

- Property acquisition - Property acquisition continues to move well in phase #1. No phase #2 property acquisition has begun as yet.

There were some points that came up as we reviewed the property acquisition for the Broadway/Stever one way couplet and for the North Street widening. Both of these are state financed programs and

property acquisition cannot begin until after the public hearings are held and MDOT releases the work. Unfortunately, this occurs at a very late date in the sequencing due to the amount of work that must precede the public hearings. Therefore, the general approach decided upon tentatively is to complete as many of the contract documents as possible up to the point where they are ready for printing and issuing. At this point, we must wait for acquisition of property control and for funding availability. It might be possible to obtain grade inspections and get the MDOT review of the proposal package ready for an early release as soon as the public hearings are held. This will help compress the amount of time required for getting the Broadway/Steever construction into the field.

Apparently there is not the pressure on the Broadway/Steever work to be done this year as is on the North Street widening. It is the intent to complete North Street this year and to do this will require careful attention to selective property acquisition near the Oak Park area. This entire matter is presently being studied, and we intent to re-diagram both the Broadway/Steever project and the North Street widening project at our next session. It was urged that all those concerned be present at this meeting since the matter as we will address it is very serious and must be given careful attention.

- Leith Street widening (corridor #28) - Contract documents for review and comment will be completed by February 28, 1984 (working day 805). Although this was a lag over the currently projected target it is expected that construction will still be able to get under way by May 1, 1984 (working day 850) with completion by August 9, 1984 (working day 920).

There was considerable discussion about the possibility of making the bypass a two-way thoroughfare, and this matter will be studied and the problem resolved immediately. The DCD has requested the Traffic Department to study the problem and to determine what land is needed for two solutions - 1) the optimum as envisaged by the DPW and 2) for the revised size of the right-of-way using the curreng geometrics but increasing the size of the roadway. The DPW will study the matter and see if it is possible to provide such a proposal.

Monitoring Report #171
City of Flint Improvement Program
Page five

- Stewart widening (corridor #34) - Construction documents will be complete January 31, 1984 (working day 785) a lag of about 14 working days. However, it is expected that construction could begin by April 20, 1984 (working day 843) and be completed by the evening of November 15, 1984 (working day 990).
- Storm sewer in Industrial and ~~Dartmouth~~ - Contract documents will be complete January 31, 1984 (working day 785) ready for printing and issuing to receive proposals. Construction is expected to begin about March 28, 1984 (working day 826) and completion is still scheduled for June 28, 1984 (working day 891).

There are a few critical land parcel acquisitions that impact upon installation of the storm sewer. These are well identified, and are being given top attention by the DCD and the DPW.

- Landscaping work - A consultant has been retained and the contract is presently being drafted. Preparation of the contract documents will begin immediately.

These documents were due to begin by a late start of November 23, 1983 so they lag by a considerable amount. However, it is expected that the landscaping work will be governed by seasonal constraints, and thus, there should be little difficulty in getting the work in place at an appropriate and usable time.

Note: In the previous monitoring report #170, third paragraph on page #5 under Landscaping work, the word natural should be changed to master. The intent is to prepare an overall master landscaping plan and then to prepare detailed plans for each of the projects. Please correct your copy.

- Broadway/Steever one way couplet - This project was reviewed above, but it should be repeated that the matter of compressing the plan of operation should be studied carefully to see if it is at all possible to complete this work this year. The DPW and the DCD will review this matter in detail.
- North Street widening - As with the Broadway/Steever one way couplet, North Street widening is dependent upon MDOT financing. There is some problem with appropriate land acquisition, but this item should be able to be resolved in some fashion and is under study currently by the DCD and the DPW.

Monitoring Report #171
City of Flint Improvement Program
Page six

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

General

Mr. Vyvyan will set the agenda for the next session and will mail the information to those involved. At our next session we should plan to rediagram the Broadway/Steever and North Street projects for Buick City and as well, focus intensely upon overflow parking construction for Auto World. In addition, Mr. Vyvyan and I will make every effort to continue our review of the network model master list of drawings.

Ralph J. Stephenson, P.E.

RJS:sp

To: Mr. Ray Vyvyan

January 27, 1984

Subject: Monitoring Report #172
City of Flint Improvement Program
Flint, Michigan

Project: 83:14

Date of Monitoring: January 19, 1984 (working day 777)

Actions taken:

- Monitored Auto World PASI work
- Monitored progress on development of overflow (off site) parking for Auto World
- Monitored current status of Buick City
- Updated implementation schedule for corridor analysis

Auto World - number of working days to grand opening - 118

A brief review of each major area is given below:

Complete construct PASI work at southwest corner of Saginaw and Fifth - No field work done as yet. The city attorneys are working on the project attempting to resolve what to do with the sign and how to transfer real estate. ✓

Impact of Auto World entry revisions at Cole Blvd. on PASI work - Sidewalk issues are still not resolved at the east side of the project. This matter is being studied and a decision on how the sidewalks are to be installed is near. ✓

We spent some time discussing how traffic signalization and signing is to be handled by all parties for the opening of Auto World. It is recommended that the city traffic staff participate with the Auto World operational staff to insure that all signs, signals, controls, and other traffic management devices are available and properly in place for the opening. ✓

We also discussed the impact of construction on the Flint Festival Market Place (FFMP) since it is expected that active construction work on this project will start as early as next spring. Bids for demolition work are due January 27, 1984 (working day 783). Also, special events in the downtown area, particularly around the July 4, 1984 opening date, are usually quite intense and heavily attended.

This makes it even more imperative that careful attention be given to all traffic patterns, pedestrian and vehicular alike, for the entire summer period. The Traffic Department will be meeting with the managers of the summer programs shortly to discuss the details of interrelated traffic.

It is also expected that at our next session the construction managers of the Flint Festival Market Place will attend, and a discussion of the interrelationship of construction at the downtown project and the various summer affairs including opening of Auto World will be reviewed and discussed.

Overflow (off site) Auto World parking

Preliminary layouts for the parking lot have been studied and updated by SSOE. These formed the basis of our discussions today. There apparently is every intent to get under way early with the parking area so it can be available for the Auto World opening. Still to be done is to establish the method by which the contractor is to be retained for work on the project so that construction field work will overlap properly with the design work. Points discussed today included:

- Where are sidewalks best located to serve the surrounding areas? ✓
- Is a site plan review necessary? ✓
- Can we get an early start on removing debris and excess fill from the site? ✓
- A legal description is needed for the two parcels not owned by the city. ✓
- A decision has been made that the streets within the site will be closed rather than vacated. ✓
- Is there any relocation work to be done on the primary power line into River Village along North? ✓
- Is there any difficulty with the power line running east and west at the north boundary of the site? ✓
- Does the property have to be rezoned? ✓

These are important points to clear and the DPW and DCD are presently at work on this matter.

It is also important that the traffic patterns be studied carefully so that movement of vehicles and pedestrians is maintained safely and smoothly for the opening as well as

for the other affairs being planned for summer activity. Good progress has been made on the design of the lot over the past two weeks, and it is to be hoped that continuing efforts will be exerted to insure that the facility will be fully operable by July 4, 1984 (working day 895) or earlier.

Buick City

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

- Property acquisition - This work continues to move well in phase #1. No Phase #2 acquisition has begun as yet.

We diagrammed the work to be done on the North Street widening and discussed land acquisition in some detail. It is a critical activity and probably under our present plan of work, completion of occupant relocation and demolition of buildings on the site can occur, if careful attention is given the process, by August 7, 1984 (working day 918).

Buick is to forward a letter of agreement on the land assembly money to the city after which the appraisals will be made and beneficial control of the properties acquired. This work ties directly to completion of contract documents, solicitation of proposals, and award of construction contracts.

It is anticipated that all properties will be acquired and demolished north of Oak Park by March 22, 1984. Parking lot construction north of Oak Park will begin by April 2, 1984 (working day 829).

Property south of Oak Park will be cleared starting about May 1, 1984 and this should be adequate for the work projected there. There are a few minor problems with the Leith bypass property acquisition but these do not appear to be overly serious at this time. At our next session, we will plan the Broadway/Steever work in detail to determine whether it will be done this year or next year; however, it is not a critical project and the choice has been made to focus on the North Street program immediately.

- Leith Street widening (corridor #28) - Current plans are to complete contract documents for review and comment on February 28, 1984 (working day 805). This will allow the city to hold the construction start at somewhere between May 1, 1984 (working day 850) and May 18, 1984 (working day 863). The bypass configuration as is now shown has been accepted as the final approved configuration.

Monitoring Report #172
City of Flint Improvement Program
Page four

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

- Stewart widening (corridor #34) - Contract documents are due to be completed by January 31, 1984 (working day 785). The construction start is still being held at April 20, 1984 (working day 843). ✓
- Storm sewer in Industrial (corridor #22) - Contract documents are nearly complete for this work, and it is expected to begin construction by March 28, 1984 (working day 826). ✓
- Landscaping work - Active preparation of contract documents is in work and no major problems are anticipated at present. ✓
- Broadway/Steever one way couplet (corridor #31) - Not monitored at this session.
- North Street widening (corridor #33) - This project is due to begin by August 13, 1984 (working day 922) and be completed by November 15, 1984 (working day 989). It presently appears that it will be possible to start on the target date but land assembly will be very tight and must be given immediate attention on a continuing basis. We have diagrammed this project on sheet #103, Issue #1, dated January 19, 1984 (working day 777). This sheet supercedes sheet #98.

General

At our next session we plan to discuss the interrelation of all central traffic patterns with the various parties involved. Mr. Vyvyan and the others will arrange the meeting and determine those who are to attend. We should also continue to carefully monitor construction of the off site parking lot. The full agenda for these projects will be made up by Mr. Vyvyan and distributed to those involved.

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

February 7, 1984

Subject: Monitoring Report #178
City of Flint Improvement Program
Flint, Michigan

Project: 83:14

Date of Monitoring: February 2, 1984 (working day 787)

Actions taken:

- Made initial review of Flint Festival Market Place with major participants
- Briefly monitored Auto World PASI work
- Monitored development of overflow (off site) parking for Auto World
- Monitored current status of Buick City
- Briefly inspected Buick City and Auto World overflow parking sites

Flint Festival

This was the initial meeting to gain a general overview of the Flint Festival Market Place, a major commercial project, extending from First Street on the south to New Union Street and the river on the north and from Saginaw Street on the west to Harrison Street on the east. The project consists basically of a marketplace, a multi-level parking deck, several surface area parking lots, a pool and ice rink and a small park service building. The project is an exciting program of commercial development on a very tight time schedule. The desired total opening is July 4, 1985 (working day 1150).

Current desires of the project team are to have the site ready to start construction by April 2, 1984 (working day 829). A demolition contract is to be let shortly with demolition to begin by February 6, 1984 (working day 789). Demolition will be in 8 phases - three phases on the site of the marketplace, one phase on the site of the multi-level parking deck, and the remaining four phases at the southerly sites which are probably to be surface parking. Initial demolition will be in phases #1, #2, #3 with demolition in phase #4 at the parking deck to begin March 1, 1984 (working day 807).

Construction within the major sites will begin at the northerly pool and ice rink and proceed south to the marketplace structure. Foundations are expected to begin about mid-April, 1984.

The project team consists of several organizations including:

- Enterprise Development Company
- Flint Festival, Inc., a sub-group of Enterprise Development
- Collaborative Inc., the architectural, landscaping, mechanical, and electrical design firm
- SSOE, the structural and local tie in engineers
- Barton Malow, construction managers and general contractors
- Roger Sherman, interior design consultant

Mr. Richard Meyers made the presentation as a representative of Collaborative Inc. It was well done, and was designed to solicit and resolve questions that those in the group might have about the project. The project is still in design development with a high likelihood of starting in the field while contract documents are being completed.

A major share of the discussion today dealt with the boundaries of the project, the scope of work, and more particularly the potential utility relocation and interference problems that might be encountered as construction proceeds. It is going to be very important to closely identify all utility interferences and the method by which relocation is effected throughout the entire project area. Many of the utilities to be considered have been recently installed and in some cases are critical to major portions of the system of which they are a part. Of particular concern are the utilities in the old Union Street and Brush Alley. In addition, there are electrical utility installations that must be carefully studied in the existing J.C. Penney store and at the north end of the site. Another major line is the 12" water line presently in New Union Street.

The present intent is to utilize the New Union Street right-of-way as a connecting area between the pool/ice rink and the main marketplace structure. The right-of-way will either be vacated or closed depending upon negotiations now in work.

Many questions remain to be answered about the various aspects of the project and the site, and it was suggested that these be resolved in major units by smaller groups addressing specific problems, studying their impact, and then bringing the major resolution to our regular meetings to discuss for overall interrelationships.

Monitoring Report #173
City of Flint Improvement Program
Page three

It was suggested that at our next session we evaluate the data on the following elements that are important to properly defining the Festival Marketplace program.

- The defined boundary lines of the entire project. This is so as to be able to identify the location of public area site improvement work (PASI) as compared to the location of project work within the project boundaries.
- Utility relocations required - Detailed utility maps are available and have been prepared for further study. These should be reviewed in detail, and the impact of each required utility change evaluated carefully. The cost of utility work could be considerable and therefore a financial analysis is also of great interest.
- The schedule for design development and construction is of great importance and interest to the city and all related groups. The construction manager, Barton Malow, has done some preliminary planning and scheduling and will make this available to the city at an early date.
- Financing of the entire program is very critical and it appears that if tax increment financing is to be a part of the total financial picture that the scheduling of when such financing will be on line might impact upon the installation of PASI work, most particularly on installation of relocated or additional utility work. Data and information should be available on this at our next session.
- Downtown events - During the summer there are major entertainment events held in the downtown Riverbank Park that frequently require street closings or restricted traffic. It will be essential that each one of these be identified and the impact of major traffic patterns during construction of the Flint Festival Marketplace be closely studied.

Another major event that will be coming on line this summer is the Auto World project which is scheduled for a grand opening of July 4, 1984 (working day 895). All events that are going to be brought on line this summer and fall should be clearly identified and their impact on construction traffic and downtown access evaluated.

Another major element of the total project is the multi-level parking facility presently planned for the block between Brush Alley, Harrison, Kearsley, and New Union. The design of this facility has not been set as yet, and there is still

considerable ongoing discussion as to the configuration of the structure. Of importance here are the utilities that are presently in the old Union right-of-way. It will also be important to develop proper tie ins to the adjoining structures, particularly to the Marketplace. There is also a possibility of tying the multi-level parking into the State Office Building. Provisions have been made in the State Office Building structure to accommodate such a tie in, but it is yet to be determined whether the location of this tie in is appropriate for the desired design.

Traffic patterns around the site particularly in relation to New Union, the Hyatt Hotel, Brush Alley, and other downtown traffic in the adjoining areas must be further evaluated soon since major public area site improvements are going to be brought on line early in the project.

To resolve many of the sub-program technical matters, meetings will be held at specialty levels prior to our next session to help identify and possibly resolve some of the problems that we discussed at our session today. The program is exciting, and should make a very welcome addition to the downtown area. It will be essential to plan the program carefully and to give it good project management attention particularly in the early stages up to close in of the building which will have to be completed prior to the onset of next winter if construction schedules and openings dates are to be met. It should be noted that the opening date of July 4, 1985 (working day 1985) includes opening with a full set of tenant stores ready to merchandise.

Auto World - number of working days to grand opening - 108

A brief review of each major area is given below:

Complete construct PASI work at southwest corner of Saginaw and Fifth - No field work done as yet. Still trying to resolve real estate and sign matter.

Impact of Auto World entry revisions at Cole Blvd. on PASI work - Sidewalk issues have been generally resolved, and an agreement is near in the configuration and installation of these walks.

The traffic flow problems that may be encountered during and subsequent to the opening day celebration are being intensively studied by Six Flags, the operating entity of Auto World, and the DPW Traffic Department. Meetings are scheduled to insure that the work is interfaced so signalization and signing is properly installed. It might be of interest to consider, relative to pedestrian traffic entering and exiting Auto World

as well as those using downtown facilities, to provide directories indicating how to get to various major attractions in the downtown area of Flint. There will be many of these attractions including the Flint Festival Marketplace, as it is brought on line. Some kind of well designed, closely knit signing system similar to that used in major commercial complexes might be appropriate to consider at this early date.

Present plans indicate that Auto World will be opening on its target date of July 4, 1984 (working day 895) and this led to a discussion of the overflow parking program being planned to the north. Work there is moving well in preparation of contract documents, although there has yet been no construction agreement firmed up with any of the organizations involved. It will be imperative that construction begin at least three months prior to the time when the facility is needed. Thus, if it is desired to use the facility by mid-June, 1984 it will be necessary to begin major continuous work at the parking facility no later than mid-March, 1984. This means expediting the award of construction contracts is crucial to the time schedule.

A review of major points mentioned in Monitoring Report #172 dated January 27, 1984 (working day 783), page 2 is reviewed below:

- Sidewalk locations. These are presently being resolved.
- A site plan review is necessary and is being done.
- Removal of excess debris and fill from the site is informally under way. However, there must be a major clearing effort made as quickly as possible if work is to meet construction requirements for the total facility.
- A legal description has been obtained for one of the two parcels not owned by the city. The other description will be obtained soon.
- Streets within the site will be closed rather than vacated.
- No power line relocation will be done on the north/south line along North, nor on the east/west line at the north boundary of the site.
- Rezoning of the site and the need for it is being investigated.

Buick City

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

- Property acquisition - Not monitored at this session.
- Leith ~~&~~ Street widening (corridor #26) - Contract documents will be issued February 28, 1984 (working day 805) for review and comment. It is expected that construction will begin on the Leith Street widening by mid-April, 1984 and be complete by mid-November, 1984.
- Stewart widening (corridor #34) - Contract drawings are complete; specifications are still in work. Specifications will be completed in about two weeks. Drawings are to be issued for review and comment February 6, 1984 (working day 789). It is expected that the start of construction of the Stewart widening can be held at April 20, 1984 (working day 843).
- Storm sewer in Industrial (corridor #22^{#23}) - Contract documents will be issued for proposals on February 15, 1984 (working day 796). It is expected to begin construction March 28, 1984 (working day 826).
- Landscaping work - The landscaping master plan is presently being prepared although detailed contract documents are not in work. Mr. Ursuy said that he will have the landscape architect at our meeting to discuss the best method by which contract documents for landscaping can be issued and tied to the various street improvement programs and utility installations being constructed on the Buick City phase #1 site.
- Broadway/Steever one way couplet (corridor #31) - This work is now expected to begin May 13, 1985 and be completed by August 15, 1985. Land acquisition should be complete no later than February 1, 1985.
- North Street widening (corridor #3) - The environmental assessment has been submitted to MDOT and is presently being reviewed and approved. Meanwhile, contract documents continue in work and are expected to be completed by the time that advertising and receipt of proposals can be initiated.

The engineering local agreement is to be considered by city council February 13, 1984 (working day 794). Meanwhile, the construction local agreement is being prepared by the state. There is no current word on its status.

The letter agreement from Buick on land assembly money is to be decided upon February 7, 1984 (working day 790) and will allow events to be initiated that lead to assembly of property and acquisition of beneficial control.

This is a critical sequence and in order to begin our construction work at the presently desired target of August 13, 1984 (working day 922) it will be necessary to have beneficial control of properties no later than May 22, 1984 (working day 865).

- Clearing and grubbing - Although this work was not monitored at the regular session, Mr. Vyvyan reports that the clearing and grubbing contract documents have been completed and will be issued Monday, February 6, 1984 (working day 789).

General

At our next session it would be wise to further review the Flint Festival Marketplace program, particularly the specific items mentioned above along with a general discussion of the financing timetable so critical to installation of utility work on the project. In addition, we shall plan to continue our discussions of Auto World, the overflow parking, and the Buick City program. For work on the Buick City program it would be appropriate to complete diagramming the Broadway/Steever project.

It is to be noted that the map wall in the DPW conference room has been cleaned, repaired, and is now being used to display large scale maps of the City of Flint and the Auto World site. This should make it considerably easier and more productive to discuss these major programs as well as others that require such display space. The DPW is to be complimented for its work on the renovation.

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

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

February 21, 1984

Subject: Monitoring Report #174
City of Flint Improvement Program
Flint, Michigan

Project: 83:14

Date of Monitoring: February 16, 1984 (working day 797)

Actions taken:

- Monitored Auto World PASI work
- Monitored overflow (off site) parking project for Auto World
- Continued analysis of Flint Festival Marketplace PASI work
- Monitored current status of Buick City
- Began planning phase #2 work for Buick City
- Briefly inspected Auto World overflow parking site

Auto World - number of working days to grand opening - 98

A brief review of each major PASI area to be completed is given below:

- Complete construct PASI work at southwest corner of Saginaw and Fifth - No field work done as yet. Real estate and sign problem still being resolved.
- Impact of Auto World entry revisions at Cole Blvd. on PASI work - Resolved.

The completion of PASI work at the southwest corner of Saginaw and Fifth concerns relocation of the Mott Community College sign. This relocation is necessary in order to complete improvements at the intersection that will allow left turns into Saginaw from Fifth. Although the matter is one that is not highly critical to present work or possibly even to Auto World operation, it would be helpful to have the matter resolved and be able to fully utilize the intersection by opening of Auto World. This is particularly true since there are so many events scheduled for the July, 1984 period that it would be well to have as many planned street improvements operational as possible. I strongly recommend that this matter be given immediate attention and a full resolution of it be made.

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We discussed the offsite or overflow parking area for Auto World in detail, and there are several problems that must be settled. No contract has yet been let for offsite parking lot construction. Design documents are in work and present plans are to complete these by February 29, 1984 (working day 806). Thus, it becomes imperative that the method of constructing the project be given immediate consideration. The length of construction of the job has been anticipated at about 3 months or 66 working days. The project time period is based on some early clearing of the site. The Auto World operating group, Six Flags, wants to have the overflow parking area available on June 15, 1984 (working day 882). This is so that run in of the lot is possible and the traffic patterns and problems that might occur can be evaluated by having the facility on line. Thus, without allowing any float time it can be seen that the parking lot must be started by early March, 1984 and to allow for problems that might be encountered in clearing the site and bad weather that occur in March or April 1984, the start should be by March 1, 1984 (working day 807) or earlier.

The difficulty here is that there must be many decisions made by the Auto World operating staff if the facility is not going to be brought on line by the time needed. These alternate plans require lead time planning, and we are presently just about out of time for these alternate plans to be properly developed. Thus, it bears repeating that immediate action must be taken to get construction of the overflow parking awarded and into the field.

Another situation that has developed around overflow parking deals with site plan approval and potential rezoning difficulties. The project was presented to the planning commission recently and there were several question asked including the following:

- Why was this location selected?
- Are there better locations?
- How is the lot to be restored to its original condition when no longer used as parking?
- What zoning and variance problems exist?
- What income can be expected from taxes?
- How does the lot tie to Oak Park's future plans?
- Have adequate efforts been made to save all of the good trees on the site?

- Is there enough information about lease rates and operational costs to evaluate the financial feasibility of the project?

These are listed as discussed at our session and should be reviewed carefully to insure that they are an accurate account of the questions. In any event, the planning commission did not take action and SS0E will go back to the group on February 28, 1984 (working day 805) to review the project again. I strongly suggest that those concerned parties from Auto World, DDA, DPW, and DCD be represented at the meeting if subjects of the above nature are to be discussed.

On February 21, 1984 (working day 800) there will be discussions with the zoning board to determine whether rezoning or variances will be needed. These matters, of course, should be cleared so that the discussions with the planning commission can cover these matters adequately. If there are zoning problems the present goal is to get them to the council at their meeting on February 27, 1984 (working day 804).

The project also requires site plan approval, and it will be important to tie the entire approval package in with the other approvals and considerations necessary.

Thus, there is a dire need here for a concerted immediate action to permit construction of this program to proceed in a timely fashion. Meanwhile, if it is felt appropriate to establish alternative solutions to the overflow parking, I suggest that these be put into work immediately.

Flint Festival Marketplace

A site plan review has been applied for and is expected to be on the agenda for February 28, 1984 (working day 805). Work is presently proceeding with code checks and preparation of contract documents concurrently with early schematics and design development work. Demolition is due to begin on the Sill Building February 21, 1984 (working day 800). Demolition will proceed in phases #1, #2, and #3 as quickly as possible. It was suggested that the various groups check the possibilities of interferences from existing foundations particularly at Wood Chip Park so as to minimize surprises that might be encountered as excavation proceeds. It also would be well for all parties involved to check construction contract expiration dates for the trades in the Flint area. Present indications are that the trade agreement expiration dates are as follows in Flint:

- Bricklayers - April 30, 1984 (working day 849)
- Cement finishers - April 30, 1984 (working day 849)

- Electricians - June 1, 1984 (working day 872)
- Laborers - April 30, 1984 (working day 849)
- Painters - April 30, 1984 (working day 849)
- Plumbers - April 30, 1984 (working day 849)
- Roofers - June 1, 1984 (working day 872)
- Sheetmetal workers - April 30, 1984 (working day 849)
- Teamsters - April 30, 1984 (working day 849)

Many of these trades will be needed in the early work on the Flint Festival project, and a full understanding of the implication of contract disputes and possible strikes should be obtained so that planning for the project can proceed in an optimum fashion. (It should be noted that there is a possibility that some of the trades mentioned above will also be involved on the Auto World overflow parking.)

The festival project is still holding an opening of July 4, 1985 and a start of construction on April 2, 1984 (working day 829). During our session it was recommended that to insure all possible delay items have been cleared that the project team review again the project with the Corps of Engineers to insure that the work is in conformance with any regulations in respect to the flood control improvements built over the past few years for the Flint River. There is also a concern that the north property line of the site must be clearly defined so as not to encroach upon Riverbank Park areas. It seems that at present there is some of Riverbank Park that might be affected by construction operations for the Flint Festival project. These should be checked immediately.

From this discussion we moved into a review of the various corridors that will exist during construction of the marketplace, and identified the types of conflicts that might occur. From these descriptions, I shall prepare corridor information translations to permit further analysis of the conflicts by the Flint Festival project team and the city staff relative to PASI work. Corridors established at our session today include the following with dates and conditions expected. It should be pointed out that these dates are preliminary and subject to further review and possible revision.

- Corridor A - Relocate water main in New Union between Brush Alley and Saginaw. Requires 10 working days - to be done by April 2, 1984 (working day 829).
 - 1. Water main to be relocated 10' to the north in new Union.
 - 2. New Union traffic restricted or closed during construction. *
- Corridor B - Vacate new Union between Brush Alley and Saginaw. To be done by April 2, 1984 (working day 829).
 - 1. Make traffic signal modifications at intersection of new Union and Saginaw. ✓
- Corridor C - Relocate or abandon existing utilities in old Union to ^{location in} new Union, Brush Alley to Harrison. Date not set. Still must prepare contract documents and let contract. Utilities included are storm, sanitary, and old water line which is to be abandoned. Conditions to be evaluated later.
- Corridor D - Relocate or remove existing utilities in old Union, Brush Alley to Saginaw. Includes storm sewer and water main. Part of demolition work in phases #1, #2, and #3 will be done between February 17, 1984 (working day 798) and April 2, 1984 (working day 829).
 - 1. Make minor storm connection at Saginaw and old Union. Saginaw X traffic restricted for two days as connection is made. ✓
- Corridor E - Renovate Saginaw Street islands between old Union and Kearsley. February 20, 1984 (working day 799) to March 12, 1984 (working day 814). ✓
 - 1. Saginaw traffic restricted to one lane in each direction. *
 - 2. May have to restrict left turns into Union and at the Hyatt Regency Hotel. *
- Corridor F - Complete demolition work in phases #1, #2, and #3. February 17, 1984 (working day 798) to April 2, 1984 (working day 829).
 - 1. East curb lane on Saginaw closed from river to Kearsley.
 - 2. Brush Alley closed between new Union and Kearsley.
 - 3. New Union possibly made two way from Harrison to Saginaw (further consideration to be given this.) ^{Demolition} no
 - 4. During Sill Building ~~construction~~, close new Union from Brush Alley to Saginaw. It is possible this closure could be a restricted traffic of one lane.

5. Remove north side parking on Kearsley between Brush Alley and Saginaw and close curb lane.
- Corridor G - Complete phase #4 demolition. March 1, 1984 (working day 807) to April 16, 1984 (working day 839).
 1. Brush Alley closed.
 2. North curb lane closed on Kearsley between Brush Alley and Harrison.
 3. West curb lane closed on Harrison between Kearsley and new Union. Remove parking.
 4. Remove paid parking from entire block.
 - Corridor H - Complete phases #5, #6, and #7 demolition.

Phase #5 to be completed between February 22, 1984 (working day 801) and May 7, 1984 (working day 854). Phase #6 to be completed between March 1, 1984 (working day 807) and April 16, 1984 (working day 839). Phase #7 to be completed between April 2, 1984 (working day 829) and May 1, 1984 (working day 850).

 1. Brush Alley closed from Kearsley to First.
 2. East curb lane on Saginaw between Kearsley and First closed. No parking.
 3. South curb lane on Kearsley between Saginaw and Harrison closed. No parking.
 4. West curb lane on Harrison closed between Kearsley and First. No parking.
 5. North curb lane on First closed between Brush Alley and Harrison. No parking.
 - Corridor I - Complete phase #8 demolition (Milner). Could be done between February 22, 1984 (working day 801) and March 22, 1984 (working day 822). This date range to be reviewed more in detail later.
 1. North curb lane on First between Saginaw and Brush Alley closed. No parking.
 2. East curb lane on Saginaw at Milner parcel closed. No parking.
 - Corridor J - Construction of marketplace. April 2, 1984 (working day 829) to June 1, 1985 (substantial completion).
 1. Site fenced to curb line on Kearsley and Saginaw. This is to be reviewed in more detail.
 2. Occasional restricted traffic on Saginaw during steel erection and sidewalk replacement. Other temporary restrictions may also occur.

- Corridor K - Construction of pool and ice rink - May 7, 1984 (working day 854) to June 1, 1985 (substantial completion).
 1. Pedestrian access to Riverbank Park restricted at the north side of Festival site.
 2. Must protect major electrical lines in old Water Street (at Riverbank Park).
 3. Must protect water line in old Water Street (at Riverbank Park).
 4. Saginaw closed to curb line on Saginaw at site. This matter to be studied further.
 5. State parking area closed out and removed.
 6. Possibly some Riverbank Park FF & E (furniture and fixtures) demolished. This matter to be reviewed in more depth with Parks and Recreation and the Corps of Engineers.
- Corridor L - Relocate electrical duct in old Union from Harrison to Brush. Still to be decided upon. Presently no information available.
 1. Needs easement with Consumers Power if line remains.

There are also some other major corridor conditions that will exist during the summer time that deal primarily with the 1984 Flint downtown entertainment season. These are very important events and must be an integral part of any consideration relative to traffic and restricted access during which the events occur. Some of these events discussed in our session include:

- Every Monday, 7 - 9 p.m. June through August - Riverbank Amphitheater Show
- Every Wednesday, 12 - 1:30 p.m. June through August - Riverbank Amphitheater Show
- Every Friday, 7:30 - 9:30 a.m. June through August - Riverbank Amphitheater Show
- Every Tuesday, 9 - 11 a.m. mid-June to August - Kids playground at Wood Chip Park. (This matter must be addressed very early).
- Every second Thursday, June through September, 7:30 - 9:00 p.m. - Major concert at Riverbank Amphitheater - 2,000 to 6,000 people at each.
- July 4, 1984 - Full weekend of festivities at Riverbank Park - 100,000 people expected.

- July 4, 1984 - Auto World opens. Traffic expected to be extremely heavy.
- Weekend of August 10, 11, and 12. Art Festival to be held at Windmill Place ~~in~~ Riverbank Park between Harrison and Beech, 10,000 people expected
- Weekend of July 14, 15, 1984 - Bike race and physical fitness festival at Riverbank Amphitheater and Market Stall. 5,000 people expected (need route of bike race)
- June 17, 1984 - Gospel sing by local group at Riverbank Amphitheater and plaza.
- September 8, 1984 - Chili cookoff at Septemberfest - 7,000 people expected at Riverbank Park.
- October 6, 1984 - Halftime jubilee at Riverbank Park between Harrison and Beech - 3,000 people expected.
- July 23, 1984 - American Indian Festival - Riverbank Park, Harrison to Beech - 3,000 people expected.

There are several events scheduled by other parties that are not included above and should be further checked for conflicting dates. These include the Krim race marathon on September 15, 1984 and the Auto World parade on June 30, 1984.

I suggest that a meeting be held between all parties involved in the various downtown events including those representatives of the projects that are under way during this period, to insure that all of the events have been identified and that all of the conditions under which these events will be carried out are well known by each of the groups. This will be essential to avoid major conflicts and difficulties in the use of space in the downtown area particularly at the Marketplace area, Riverbank Park, the Hyatt Regency, and the Auto World facility.

Buick City

A brief review of the major elemnts of the project is given below:

- Property acquisition - All properties north of Oak Park will be acquired by April 2, 1984 (working day 829), and the occupants moved, ready to start construction of the parking lots for Buick City by April 16, 1984 (working day 839). There are some problems possible here due to delays to completing the parking area contract documents. However, it is presently the intent to make the area available as early as possible relative to property acquisition.

Title should be acquired to all land in phase #1 by April 2, 1984 (working day 829) at the south of Oak Park with demolition scheduled to be completed between April 2, 1984 (working day 829) and July 2, 1984 (working day 893). These demolition dates must be clarified, and we will continue reviewing this matter at subsequent meetings.

- Leith Street widening (corridor #28) - Note that in Monitoring Report #173, page 6, this was referred to as corridor #26. Please revise this to corridor #28 on your copy.

It is still expected to issue contract documents on this project for review by February 28, 1984 (working day 805). Construction is expected to begin so as to overlap with the Stewart Street widening and will start later than originally planned. Construction will begin on August 1, 1984 (working day 914) and will be complete by the target date of November 15, 1984 (working day 989).

- Stewart street widening (corridor #34) - Drawings have been issued for review and comment and are expected to be available for completion shortly. Specifications are about 85% complete but this should not affect the start of construction presently planned for April 20, 1984 (working day 843). Completion of construction is being held at August 15, 1984 (working day 924).
- Storm sewer in Industrial (corridor #23) - Note in Monitoring Report #173 on page 6 this was noted as corridor #22. Please revise your copy to corridor #23.

Contract documents are to be completed by February 20, 1984 (working day 799). A work start is still being held in the field for March 28, 1984 (working day 826).

- Landscaping work - The landscape architect was at our session today and provided information as to how the landscaping work could best proceed. The optimum planting times for seeding, sodding, and setting trees was discussed in length and it was generally agreed that if the various landscaping packages could be grouped, it would provide the best possible contract package arrangement. Therefore, phase #1 work will be let presently as a separate contract from phase #2 work. The contract document package for phase #1 work landscaping will be completed and issued by May 15, 1984 (working day 860) with award of contract by July 2, 1984 (working day 893). Installation of landscaping could begin on or before

October 1, 1984 (working day 956) and will continue on through in phase #1 in the fall season of 1984. The master plan for landscaping is to be issued for information, review, and approval by April 2, 1984 (working day 829).

Overall, work appears to be moving fairly well on the Buick City project although there are some local problems within each program that should be given careful attention. We shall monitor these very carefully at subsequent sessions.

The grubbing of the area north of Oak Park is expected to begin March 22, 1984 (working day 822) and be completed by April 2, 1984 (working day 829). Occupancy should be checked in the various buildings north of Oak Park since there is some concern that more of these buildings may be occupied than believed at present. All buildings must be vacated by March 22, 1984 (working day 822). It was also noted that land acquisition for North Street is critical since the contract lettings at the state level by MDOT are only done once a month, and therefore each time a contract letting date is missed it delays the project by one month.

We began diagramming the various projects to be considered in phase #2. The first of these was planning the acquisition of tax increment financing. Funding is expected to be available by November, 1984 although it could be available earlier if needed.

At our next meeting we intend to continue detailed planning of the phase #2 work and will consider each project as we have in phase #1. We also should review phase #2 landscaping work in the near future and determine the starting date for that operation in the field.

General

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

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

March 12, 1984

Subject: Monitoring Report #175
 City of Flint Improvement Program
 Flint, Michigan

Project: 83:14

Date of Monitoring: March 2, 1983 (working day 808)

Actions taken:

- Monitored Auto World PASI work
- Monitored overflow (offsite) parking project for Auto World
- Continued analysis of Flint Festival PASI work
- Prepared network analysis of procedures for acquiring tax increment bond financing
- Briefly inspected overflow Auto World parking site and Auto World PASI projects

Auto World - number of working days to grand opening - 87

A brief review of each major PASI area to be completed is given below:

- Complete construct PASI work at southwest corner of Saginaw and Fifth - This matter has been resolved, and work will start on April 2, 1984 (working day 829). The limestone will be removed and salvaged. The remainder of the sign structure will be demolished.
- Other items - These include:
 - Completion of curbs at Fourth and North
 - Surfacing of all right of ways previously built
 - Miscellaneous tie in and bridge work to be done as soon as weather improves

It appears that the city's commitment to the work it was to do for the project is now substantially fulfilled with the exception of the minor items noted above.

Preparation for the Auto World opening, of course, is ongoing, and will require very careful attention on a cooperative basis by the Six Flags, group, Auto World Associates, the

construction manager, Darin and Armstrong, and the city. However, it appears that plans for the opening are moving well and the requirements for smooth flow of all types of traffic well known to all parties involved.

The major difficulty remains with completion of the overflow parking area to the north of the Auto World project. Contract documents for overflow parking will be completed March 6, 1984 (working day 810) and at that point active construction work could begin. There has been considerable pressure exerted on all fronts to start the clearing and grubbing operations early since the site is currently in poor shape so far as grading, grubbing and removal of trees and other material is concerned. There is no current word on when the contract will be let, although there are indications that work could be authorized for very early clearing and grubbing as early as next week. The estimated time of about three months to construct this project is very tight and if the intent is to provide parking on the site by June 15, 1984 (working day 882) it is now imperative that the work begin this coming week. Even so, there is some concern that the lot might not be available for the June 15, 1984 (working day 882) date. Nevertheless, every effort is going to be made to meet that date and provide the needed facilities.

The planning commission meeting regarding offsite parking went well, and presently there are no pending approval items that might delay the work. Conditions imposed upon the site by the planning commission include fencing the entire site, removing the asphalt from the site when it is to be restored to its original condition, and obtaining a permit for the site each year. However, none of these seems to pose major difficulties for execution.

It is to be cautioned that there are some trade contracts that expire by early May and early June, 1984. We have information at present on building trade contracts, and it was recommended to the contractors involved that they obtain the contract expiration dates for the road building contractors. This is to be done.

Flint Festival Marketplace

The Flint Festival Marketplace is now known as the Water Street Market. Demolition work has begun in the phases #1, #2, and #3 areas. Sill Building demolition is moving slowly, and although it is hoped that this work will be completed within the next two weeks, it appears from our brief on-site inspection that this work could take somewhat longer due to the sizable amount of structural steel yet to be disassembled and removed from the site.

The project has encountered a brief holdup in the planning commission and site plan approval. The project team is to

return to the planning commission on March 13, 1984 (working day 815) and expect to be given a full go ahead at that time on the job and that full and active work on the project can begin immediately.

The presence of old foundations at Woodchip Park site have been investigated, and apparently there may be some residual concrete but it is not anticipated that these will be of the magnitude encountered at the state office building to the east. It would be wise to continue checking for hidden concrete and other possible underground obstructions.

The project team has also met several times with the Corps of Engineers to confirm that the project design and construction methods are suitable and will not cause problems within the flood plain. It will be necessary to remove some minor park furniture at the north boundary of the Woodchip Park site, but this is not expected to cause any major difficulty. I suggested to the project manager that all meetings, particularly those with the major regulatory agencies, such as the Corps of Engineers, be recorded carefully and decisions confirmed in writing. This, to insure that there is a clear understanding on the part of all as to the conclusions and decisions reached and made at the sessions.

We next reviewed the various corridors that were established in our previous monitoring session and identified on pages #5, #6, and #7 of Monitoring Report #174, dated February 21, 1984. A brief review of these is given below:

- Corridor A - Relocate water main in New Union between Brush Alley and Saginaw - April 2, 1984 (working day 829) to April 16, 1984 (working day 839 -
Corridor A work will begin once Corridor E work is complete.
- Corridor B - Vacate New Union between Brush Alley and Saginaw - New Union between Brush Alley and Saginaw will be vacated April 2, 1984 (working day 829).
Traffic signal modifications must be made. There was no current word on the availability of equipment.
- Corridor C - Relocate or abandon existing utilities in old Union to location in New Union, Brush Alley to Harrison - Contract documents have not yet been started; however, SSOE does have authorization to begin work. The time frame will be set at a later date.
- Corridor D - Relocate or remove existing utilities in old Union, Brush Alley to Saginaw - This work will be done during the period when Corridor E, renovation of Saginaw Street islands, is being done. The storm sewer

Start 4/9/84
Complete 4/14/84

- Equipment available
- with ch. after 4/9/84

✓

✓

Monitoring Report #175
City of Flint Improvement Program
Page four

connection at Saginaw and old Union will be also done as work on the islands proceeds.

- Corridor E - Renovate Saginaw Street islands between old Union and Kearsley, March 8, 1984 (working day 812) to March 29, 1984 (working day 827) - There were some slight revisions made to the Corridor E conditions. Monitoring Report #174 should be revised to read:
 1. Saginaw Street closed totally between Kearsley and new Union during demolition of Sill Building particularly, and possibly longer.
 2. Left turns will not be restricted into Union and at the Hyatt Regency Hotel.
- Corridor F - Complete demolition work in phases #1, #2, and #3 - Demolition work to be complete by April 2, 1984 (working day 829). Item #5 as noted in Monitoring Report #174 should be revised to read:
 5. Close Kearsley between Saginaw and Harrison and restrict Kearsley traffic to west bound only between Saginaw and Beach. *until further 6/1/84 is backfilled by 4/19/84*
- Corridor G - Complete phase #4 demolition, April 2, 1984 (working day 829) to May 15, 1984 (working day 860). Information in Monitoring Report #174 OK as is. *62*
- Corridor H - Complete phases #5, #6, and #7 demolition. Dates for this work are to be re-evaluated. There have been some changes to current plans and we will set dates at a later meeting. Conditions described for the corridor remain as is.
- Corridor I - Complete phase #8 demolition (Milner). The dates of this corridor work may have to be revised in the near future. In addition, the work in Corridor I may be added into phase #5 work. Conditions described will stay the same.
- Corridor J - Construction of marketplace, April 2, 1984 (working day 829) to June 1, 1985. Item #1 in Monitoring Report #174 might be revised to allow fencing out to the sidewalk line only. This matter is being discussed presently with the DPW and DCD. Currently the fence is on the curb line and may have to be moved back to permit pedestrian traffic on the east side of the street.

*to start
Mon 3/19/84
to comp
4/19/84*

*as
12-11-84*

- Corridor K - Construction of pool and ice rink, May 7, 1984 (working day 854) to June 1, 1985 - OK as is in Monitoring Report #174. Starting date for work there may be revised.
- Corridor L - Relocate electrical duct in old Union from Harrison to Brush. OK as is in Monitoring Report #174.

We next reviewed the summertime events expected to be held during the 1984 Flint entertainment season. There are some additions to the list shown on pages #7 and #8 of Monitoring Report #174 dated February 21, 1984. These are:

- An August, 1984 festival featuring international activities of Asia, black arts, and native Americans.
- A Farmer's Market may possibly be held from June, 1984 through August, 1984 on Wednesday each week. The market would be for a full day and require general closure of the street on which it was held with major access needed for supplying the market stalls.
- August 10-12, 1984 - Art festival perhaps closing Saginaw Street between Kearsley and First. This event to be re-evaluated further.
- International Festival - June 22, 23, and 24, 1984. In previous years this required closing First Street from Lewis to Stevens. This particular event will be reviewed for dates and location.
- Bluegrass Festival - August 5, 6, and 7, 1984. There is no current word on where this might be held this year.

Another major corridor activity that should be tied into the work is the Harrison Street paving work expected to be initiated from Kearsley to city hall and which will be ongoing through July 10, 1984. There will be a construction meeting with the paving contractor on March 12, 1984 (working day 814) and at that session the timing and sequence of the work will be discussed in detail. (M)

The number and complexity of activities going on in the Flint downtown during the summer is of such magnitude that I strongly recommend immediate discussions be initiated among top level public and private city residents in the downtown area about how best to carry out the planning and traffic management work that will be needed, particularly during the months of June and July, 1984. The last two weeks in June and first week of July are going to see dozens of projects overlaid on each other with literally tens of thousands of people expected to be attending the various events including

the parades, festivals, concerts, and above all, opening of the Auto World theme park. The possibility for confusion does exist, and it would be wise because of the complexity and scale of this entire set of programs that top level attention be given the problem immediately. It is further suggested that the various events and their time scales and impacts be put into a bar chart or matrix form so that all involved can see where the potential interferences with each other will be. We shall continue to discuss this matter at subsequent discussions of the related projects.

Reviewing activities planned for the immediate weekend of the Auto World opening and which extends from late in the week of June 25, 1984 continuing on through to the middle of the next week are particularly crucial. It would be well to consider insuring that no major thoroughfare for vehicles has any blockage or restrictions in the vicinity of Auto World north, south, east, and west. There is going to be a sizable mix of local traffic and out-of-town traffic that might possibly develop conflicting traffic patterns, and since how this pattern will emerge is difficult to predict at this time, the recommendation is that we keep all traffic arteries free and clear to the greatest extent possible. This will require, again, because of the large number of traditional activities that go on in the city at that time, close and intense planning. This kind of planning is best done at the highest level of public and private organizational structures. The time to do this work is now when there is adequate lead time to insure that plans can be properly implemented.

Another item to consider is the securing of construction sites during this period of population influx. The sites of those construction operations near Auto World should be provided with maximum security provisions.

Buick City

At our session today we completed diagramming a preliminary tax increment financing procedure, and this will be drafted into final form for discussions with those city department heads involved. The plan shows that we could probably have tax increment money available by September 6, 1984 (working day 939) but probably will prefer to have it available no later than November 1, 1984 (working day 979). Items of major concern are getting work on the bond prospectus under way, and of strong importance is to determine the need for a City of Flint audit that will allow assembly and submittal of the tax increment application to the State of Michigan. Present planning indicates that there is adequate time to complete the work by the desired target completion date.

However, it would be wise to get the work under way and into the discussion phase with those who must carry out the detail operations. Also, the City of Flint audit is important in order to obtain the bond rating that probably will be necessary to market the bonds.

Following this discussion, we made a brief review of each major area of the project. First we discussed parking lot construction by Buick (corridors #26 and #32). This work has been broken into five phases as follows:

- Phase #1 - north of Oak Park to Taylor and from North to Industrial
- Phase #2 - north of Taylor to the presently existing Taylor lot and from North to Industrial
- Phase #3 - Oak Park existing lot
- Phase #4 - Area from Baker Street to Warren Street and between North and Industrial
- Phase #5 - Area from the south boundary line of phase #4 to Hamilton and between North and Industrial

The dates for these various areas to be installed are shown on a document prepared by Mr. William Balfour of CHMP. These dates are also reflected in the Buick City implementation schedule. It is important to insure that the new storm sewer being installed in Industrial and extending to the Flint River (corridors #22 and #23) be completed in time to allow discharge of the parking lot drainage into this new storm facility. At present, it should be noted that there may be some temporary inconvenience in completion of lot #1 due to possible interference with storm sewer construction at the east end of the lot. However, this disruption should be temporary and of short duration.

A brief review of other areas discussed in our session today is given below:

- Property acquisition - No major information was available today. Mr. Ursuy said that we shall make a detailed review of this at our next session.
- Leith Street widening (corridor #28) - Contract documents will be issued March 16, 1984 (working day 818) and construction is expected to begin by August 1, 1984 (working day 914). It is desired to get these documents issued and a contract awarded as early as possible.

- Stewart Street widening (corridor #34) - Proposals are due March 29, 1984 (working day 827) with a contract authorization by council expected on April 9, 1984 (working day 835). Construction will begin April 20, 1984 (working day 843).
- Storm sewer in Industrial (corridors #22 and #23) - Proposals are due March 22, 1984 (working day 822) with council approval by March 26, 1984 (working day 824). Construction is expected to begin no later than April 11, 1984 (working day 836) with completion by June 29, 1984 (working day 893).
- Landscaping work - No major discussion held at this session.
- North Street widening - The environmental assessment is apparently in MDOT's hands and is expected back to the City of Flint momentarily. Contract documents will be completed by March 30, 1984 (working day 828) which is slightly ahead of the target late finish date.

Appraisal contracts have been let and appraisal preparation is in work. It is again pointed out that it is essential to have beneficial control of the properties needed for the North Street widening no later than May 22, 1984 (working day 865) if we are to make an August start of construction. Under our present plan of work which is being held fairly well, construction will begin by August 7, 1984 (working day 918). We shall continue to monitor this project closely and carefully.

Again, it is to be pointed out that the State of Michigan awards contracts at one contract letting per month and if we do not have the North Street contract work ready at the proper time, then we lose a full month each time the award date is missed.

General

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

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

March 20, 1984

Subject: Monitoring Report #176
City of Flint Improvement Program
Flint, Michigan

Project: 83:14

Date of Monitoring: March 15, 1984 (working day 817)

Actions taken:

- Monitored Auto World PASI work
- Monitored overflow (offsite) parking project for Auto World
- Continued analysis of Flint Water Street Market (Flint Festival Marketplace)
- Briefly inspected various project areas including Buick City, overflow parking, Auto World, and Flint Water Street Market demolition

Auto World- number of working days to grand opening - 78

A brief review of each major PASI area yet to be completed is given below:

- Curbs at Fourth and North - To be done when the Auto World project manager completes construction of access road and makes available for McDonald's.
- Surfacing of all rights of way previously built - To be done when weather is warmer.
- Miscellaneous tie in bridge work - To be done when weather is warmer.

Present plans are to open Auto World on July 4, 1984 (working day 895). A soft opening of June 15, 1984 (working day 882) is also planned as a method of running in the project for the grand opening on the holiday weekend. Therefore, most of the major elements of the project are hoped to be completed by June 15, 1984 (working day 882).

Overflow parking was a major discussion point since to the June 15th date (working day 882) there only remains 65 working days. This is the lower boundary on the time

projected to construct this lot, and at this time presents some serious problems since it is of concern now if the project can be completed without overtime or shift work being considered. Apparently there are some problems yet to be resolved before construction of the overflow parking area can be initiated, and I recommend that the actual starting date be discussed with the Auto World operating staff since they must begin making plans for additional parking on opening day. It is urgent that work begin at the overflow parking area just as quickly as possible. Everyone connected with the project has been made aware of the time problem now existing and the city has done everything possible to bring the project along so that it can be built on time.

Another difficulty that dictates an early start is that the area continues to be used as a dumping ground for waste which adds to the problems expected to be encountered in clearing and grading the site. An early start of construction could help alleviate this particular problem.

Flint Water Street Market (formerly Flint Festival Marketplace)

Demolition continues in phases #1, #2, and #3 with Sill Building wrecking now nearly complete, and about a week from total removal. The planning commission has given its approval for the project, and site plan approval has also been obtained.

We reviewed each of the major corridors established in previous monitoring sessions and a brief review of these is given below:

- Corridor A - Relocate water main in new Union between Brush Alley and Saginaw - Work is to begin April 9, 1984 (working day 834) and be complete April 16, 1984 (working day 839).
- Corridor B - Vacate new Union between Brush Alley and Saginaw - The street will be closed upon completion of the Corridor E work on Saginaw Street islands. This will be sometime after April 9, 1984 (working day 834). Apparently traffic signal equipment needed for the modifications is available.
- Corridor C - Relocate or abandon existing utilities in old Union to new location in new Union - These utilities could be abandoned after the Sill Building has been demolished. The water line will be abandoned shortly, with the storm and sanitary sewers to be relocated in May or June, 1984. It is planned to start construction of the parking deck sometime about June 1, 1984 if the project goes ahead.

During Corridor C work in new Union, one-half of the right of way will be closed during installation. It probably will require about four weeks of partial closure with perhaps the total work taking slightly longer, as much as five weeks. Total closure of the street may be needed from time to time. 52

- Corridor D - Relocate or remove existing utilities in old Union, Brush Alley to Saginaw - To be done during Corridor E work.
- Corridor E - Renovate Saginaw Street islands between old Union and Kearsley - Work will start Monday, March 19, 1984 (working day 819) and be complete April 9, 1984 (working day 834).
- Corridor F - Complete demolition work in phases #1, #2, and #3 - Work is moving fairly well although some slight difficulties are being encountered with the Sill Building. In respect to condition #5 in this corridor (closing Kearsley between Saginaw and Harrison) it appears presently there is a chance that Kearsley will be closed until the Fenton Building is backfilled on April 19, 1984 and perhaps will be closed until corridor G, phase #4 demolition work, is complete on May 15, 1984 (working day 860). This matter should be investigated carefully since it appears to require closing off a reasonably important street for an extended period of time. We will again discuss this matter at our next session.
- Corridor G - Complete phase #4 demolition - Presently planned to begin April 2, 1984 (working day 829) and be complete by May 15, 1984 (working day 860).
- Corridor H - Complete phases #5, #6, and #7 demolition -
Some work is being done presently in corridor #5. There is still, however, no authentic word on when production demolition will start in phases #5, #6, and #7. SS0E said they would have some information on this at our next session.
- Corridor I - Complete phase #8 demolition (Milner) - No date has been set for the start and finish of this work yet. Additional information will be available at our next session according to SS0E.
- Corridor J - Start construction of marketplace -
Construction is still due to begin April 2, 1984 (working day 829). The location of the protective fencing along Saginaw Street is to be resolved. Discussions will be ongoing in this matter.

- Corridor K - Construction of skating and ice rink - This area is no longer a pool but, in the summertime will be used as a roller skating rink. Starting dates yet to be set.
- Corridor L - Relocate electrical duct in old Union from Harrison to Brush - This electrical duct is to be left in its current location. Still need definition of easement.
- Corridor M - Pave Harrison Street from Kearsley to City Hall - Work will be ongoing through June 7, 1984 (working day 877) with a starting date to be set in the near future. It would be well to start this paving operating just as quickly as possible due to the fairly large number of impacts upon Harrison Street traffic from its southern boundary on through to, and across, the bridge. Harrison Street is an important access route from the south and must be given careful attention during the critical opening periods for Auto World.
- Corridor N - University of Michigan test and renovate existing parking deck at corner of Kearsley and Harrison - It is expected that on April 25, 1984 (working day 846) load testing will begin to determine the present condition of the concrete decks in the existing parking deck. It is expected that after the load tests and within a couple of months that the needed renovation work on the deck can begin and extend probably through September 4, 1984 (working day 937), depending upon the scope of work to be done. It can be anticipated there will be material to be removed as well as new materials to be put into place at the deck. Therefore, the repairs to the parking structure will have an impact upon the use of Harrison. We will discuss this corridor in more depth at our next session.

The corridor information is now at a point where an analysis can be made in more detail and a bar chart prepared showing the overlaying of each of the activities. We shall proceed to do this starting at our next meeting, and update the analysis in our sessions as felt appropriate.

Buick City

Real estate acquisition is moving well, although there are some minor local dislocations. Of particular concern is acquisition of the slight jog in North Street to the west of Oak Park. The DCD is working hard on this property acquisition, and expects to have beneficial control of the properties by July 2, 1984 (working day 893). This is about 28 working days later than had been originally planned, and was caused by

delays to the work beyond the control of the DCD. The problem here is that the later start reflects a loss of time in meeting contract letting dates by the state of nearly two months in awarding the contract and starting the work. This puts the possible start of work late in 1984, probably mid-October, which is too late to begin extensive and continuous construction.

Therefore, efforts will be made to try for an earlier target of beneficial control and to attempt to pick up 6 working days, which would allow the contracts to be let one month earlier and give a correspondingly earlier start of construction. This matter is to be discussed in more detail at subsequent meetings, and efforts will be made to determine what is necessary for all groups to do in order to meet an earlier target start of construction.

North Street widening assumes great importance in that it is necessary to have the North Street work completed in order to close Industrial to public traffic and turn it over to Buick City. It is presently planned to complete the turnover of Industrial to Buick City by November 15, 1984 (working day 989).

A brief review of the major areas discussed at our session is given below:

- Property acquisition - As noted above, property acquisition is generally moving well. Some difficulty is being encountered at the North Street areas, as well as on Stewart primarily in acquisition of the church property. However, work is being followed aggressively on property control and most of the target dates that have been set should be able to be achieved.
- Leith Street widening (corridor #28) - Contract documents are to be issued next week probably about March 26, 1984 (working day 824). Construction is projected to begin June 11, 1984 (working day 878). This is well within the constraints established in previous sessions and should allow desired completion targets to be met.
- Stewart Street widening (corridor #34) - The pre-bid meeting has been held and proposals are due March 29, 1984 (working day 827). Present plans are to start construction April 23, 1984 (working day 844).
- Storm sewer in Industrial (corridors #22 and #23) - It is expected to approve the award of contract March 26, 1984 (working day 824). This will allow a start of construction on April 11, 1984 (working day 836) at both sections, that from the river to Hamilton and the other from Hamilton to Leith.

- Landscaping work - No major progress discussions were held at this session. It was mentioned that Buick is considering requesting installation of boulevard medians in Hamilton from the river to North. This work would be installed at Buick's expense. The matter is under consideration at present.

The landscaping master plan is in work.

- North Street widening - Contract documents should be completed about March 30, 1984 (working day 828) and efforts are being concentrated on acquiring beneficial control of properties as noted in the analysis above. A detailed review of the project was made in our session, and the structure of dates was identified within which work should proceed. This information was annotated on the board in the DPW conference room as well as on the rough print of the work.

General

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

Ralph J. Stephenson, P.E.

RJS;sps

To: Mr. Ray Vyvyan

April 5, 1984

Subject: Monitoring Report #177
City of Flint Improvement Program
Flint, Michigan

Project: 83:14

Date of Monitoring: March 30, 1984 (working day 828)

Actions taken:

- Monitored overflow (offsite) parking project for Auto World
- Continued analysis of Flint Water Street Market
- Inspected various project areas including Buick City and Auto World
- Evaluated current status of Buick City project

Auto World - number of working days to grand opening - 67

A brief review of each major PASI area yet to be completed is given below:

- Curbs at Fourth and North - To be done when Auto World project manager completes construction of the access road and makes available for McDonald's.
- Surfacing of all rights of way previously built - To be done when weather is warmer.
- Miscellaneous tie in bridge work - To be done when weather is warmer.

A detailed evaluation of Auto World proper was not made today since most of the discussions centered on the overflow parking facility. However, the hard opening for the project is still held at July 4, 1984 (working day 895) with a soft opening of June 15, 1984 (working day 882).

Construction work on the overflow parking has not yet begun. Apparently city council is to meet next week to authorize an agreement by which Auto World Associates can contract for construction of the overflow parking. Thus, the construction itself will probably begin within one to two weeks. This allows approximately 55 - 65 working days

P95
83L
(59)

no
change

for construction of the lot. If it is desired to get the facility on line for the soft opening on June 15, 1984 (working day 882) it is almost certain that overtime or shift work will be required to accomplish this. Even bringing the lot on line for the hard opening on July 4, 1984 (working day 895) will probably be difficult.

Apparently operating personnel for Auto World are seriously considering alternative parking possibilities, and this brings up difficult questions of traffic control and policing of the total area. There has been some thought given to plans for traffic control and policing but only within the framework of an overflow parking facility as previously planned. If the operating problems of Auto World require decentralization of major parking facilities to accommodate overflow loads, I recommend strongly that such plans for security and traffic control as might be needed be prepared now, and reviewed carefully and thoroughly with the Auto World operating staff.

882
891
✓

It should be kept in mind that a decentralized parking scheme, irrespective of whether it is permanent or temporary, required additional security personnel and probably additional equipment and subsequently cost. These also must be considered as a part of the process of bringing Auto World on line for opening day.

This traffic control and policing problem is not only internal to Auto World but also external to Auto World in the downtown area and extends on out to the county, state, and interstate road systems.

In our meeting today, we formulated procedures and recommendations that might be appropriate to accomplish a positive solution to some of these problems. Some of the steps decided upon are as follows:

1. The traffic department and the police planning and research group should meet immediately with Six Flags, the operating group for Auto World, to establish alternate traffic and policing system plans in the event overflow parking to the north is not available.
2. Estimates should be made of the additional personnel and equipment that will be needed in the event that the overflow parking will not be available at opening. Some of this planning has been started but is not currently being followed to the best of our present intelligence.

3. An evaluation should be made of the impact of satellite Auto World overflow parking on emergency vehicular traffic. This is important in light of the sizable number of other activities that will be ongoing in the downtown area prior to, during, and after the Auto World opening.
4. A joint effort should be made to identify alternative parking facilities in the event that the north overflow parking area is not available. This should be done now when there is still time to properly acquire, prepare, and sign the areas.
5. Any regulatory problems, difficulties, or procedures that must be taken care of early should be identified and followed carefully so that there are no last minute surprises in restrictions or prohibitions on the planned form of traffic or security. This is important since we are dealing with very large numbers of people, vehicles, and activities over relatively short periods of time, all interfacing with the ongoing business activities of the city of Flint.

It is hoped that by taking a positive approach that adequate alternatives can be found, identified, and implemented in the event that we are not able to complete construction of the overflow parking as planned and desired at the north of the site.

Flint Water Street Market

We have begun to prepare the corridor analysis for the Flint Water Street Market, and these were discussed in some detail today. A review of each of the major corridors established in previous sessions is given below:

- Corridor A - Relocate water main in new Union between Brush Alley and Saginaw - New Union is to be vacated before this work starts. May be delayed to a slightly later date than had been anticipated.
- Corridor B - Vacate New Union between Brush Alley and Saginaw - The street will be closed and vacated upon completion of the corridor E work on Saginaw Street islands. I strongly recommend that no construction proceed within right of ways of either Brush Alley or New Union until official vacation has been completed. This process is in work currently.
- Corridor C - Relocate or abandon existing utilities in old Union to new location in New Union - Most of the old Union utilities are already abandoned. Water cuts

4/11/84

are almost complete, but major relocation of utilities in old Union will be held until a decision on the ramp has been made. Although design drawings are proceeding for the parking deck no final decision has been made yet as to whether the project will proceed or not. If it does not go ahead soon, then probably relocation of the utilities in old Union will be held until work does start.

No
decision
on ramp
DDA may
build.

- Corridor D - Relocate or remove existing utilities in old Union, Brush Alley to Saginaw - Being done now. Will complete April 9, 1984 (working day 834). *done*
- Corridor E - Renovate Saginaw Street islands between old Union and Kearsley - Work is in progress. There is some difficulty obtaining adequate brick; however, a source has been located and present plans are to complete work by April 9, 1984 (working day 834). ✓
- Corridor F - Complete demolition work in phases #1, #2, and #3 - Demolition will be substantially complete by April 2, 1984 (working day 829). Some discussion was continued on the closing of Kearsley Street, and it is still the intent that Kearsley will be closed until the Fenton Building is backfilled and perhaps even longer until phase #4 demolition work is complete on May 15, 1984 (working day 860). Evaluation of this closing is ongoing. ✓
- Corridor G - Phase #4 demolition - Presently planned to begin April 2, 1984 (working day 829) and be complete by May 15, 1984 (working day 860). ✓
- Corridor H - Complete phases #5, #6, and #7 demolition - Phase #5 will probably begin about April 30, 1984 (working day 849) and be completed about June 30, 1984 (working day 893). Phase #6 will be complete about July 30, 1984 (working day 912) and phase #7 about August 15, 1984 (working day 924). The starts of demolition will be progressive as are the finishes. ✓
- Corridor I - Complete phase #8 demolition (Milner) - No starting date has been set as yet. ✓
- Corridor J - Start construction of Marketplace - The start of the marketplace is apparently to be delayed until April 25, 1984 (working day 846). No representative of the construction manager was at the meeting so accurate data on this matter was not fully available. ✓
- Corridor K - Construction of skating and ice rink - No starting date has been set as yet.

- Possibly
6/1/84
- Phys. Lab.
started
5/7/84

- Corridor L - Define electrical duct easement in old Union from Harrison to Brush - No work has been done on this as yet. m
- Corridor M - Pave Harrison Street from Kearsley to city hall - Work on this project will begin April 23, 1984 (working day 844) and be completed May 7, 1984 (working day 854). Harrison Street will be closed by halves during this paving and traffic will be permitted. m
- Corridor N - University of Michigan test and renovate existing parking deck at corner of Kearsley and Harrison - This work will still proceed as outlined on page #4 of Monitoring Report #176, dated March 20, 1984. m

We began preparation of sheet #1 of the corridor bar chart for the Water Street Market and complete graphic identification of corridors A through F. We will continue preparation of this document at our next session and fill in the information for it as obtained. In addition, I shall complete the computer definition of the corridors and run some bracketed interference sequences to see the conditions of the various street patterns at given periods of time.

The University of Michigan gave us additional information on the events that they are engaged upon. The International Festival held June 22, 23, and 24, 1984 will not make use of First Street. The Bluegrass Festival on August 3, 4, and 5, 1984 is to be held on the University Center Plaza. No interference with traffic patterns is anticipated from these events except for the influx of people they will generate.

It is very important to identify all of the potential traffic interferences that might result from construction of the Water Street Market. This is particularly important since there is a possibility the overflow parking for Auto World will not be available, and thus parking demands may spill over to the south side of the Flint River, producing some severe interferences with the summer program of events. We will continue to evaluate these at each of our sessions and report on how the interferences can be best managed.

Buick City

Real estate acquisition, overall, is moving relatively well although there are some individual activities that are beginning to pose serious problems. Of ongoing concern is acquisition of properties along North Street and on Stewart. The DCD continues to work diligently on this property acquisition and is still hoping to have beneficial control of the properties by July 2, 1984 (working day 893). This

still poses difficulties in getting North Street widened this year, which is desirable in relation to the closing of Industrial.

At Stewart, work will continue in the negotiations with the various property owners, and it is expected that a resolution of the land problems will be made soon.

A brief review of the major areas discussed at our session is given below:

- Leith Street widening (corridor #28) - Drawings are being issued and the start of construction is set for June 11, 1984 (working day 878). ✓
- Stewart Street widening (corridor #34) - Proposals have been submitted and construction work is to start April 20, 1984 (working day 843).
- Storm sewer in Industrial (corridors #22 and #23) - Proposals have been evaluated and recommendations made. There are some difficulties in awarding the contracts, and these problems are now being addressed by the DPW and the City of Flint. It is hoped to have the matter straightened out in adequate time so that construction could begin by April 11, 1984 (working day 836). However, with the present problems facing award it is entirely possible this date might have to be placed at a later point. This is serious since the storm sewer is intended to serve some of the improved areas that are to be put into construction later this year. Thus, the concurrency of construction with other improvements at Buick City is critical. We shall evaluate this matter carefully at each of our subsequent sessions.
- Landscaping work - The master plan is almost complete, and the landscaping consultant has now an executed contract. Work will proceed as has been outlined in previous reports.

We had some brief discussions about the boulevard being installed in Hamilton from the river to North. However, there has been no final decision made on this matter, and since construction of the Hamilton widening from Industrial to Chippewa is due to begin April 2, 1984 (working day 829) the time is growing short when a decision can be made to insure that the boulevard will be installed with the current construction activities. This matter should be discussed in depth with Buick at a very early date.

- North Street widening - Contract documents are due to be completed by the end of April, 1984 with the expectation that the information needed by the state to solicit proposals can be available to them by May 22, 1984 (working day 865). Concurrently work is proceeding on acquisition of real estate, and this work is proving somewhat difficult.

As noted above, the problems presently faced may require a later submission to the state for their advertising and receiving proposals, perhaps to as late as July 2, 1984 (working day 893). If the process is delayed so construction cannot begin by early or mid-September, 1984 there is a strong possibility that the North Street work might not start this year, or if it does, would not be completed by the onset of winter weather. This could mean that Industrial would not be closed to traffic. There are some alternate solutions, and it is expected to discuss these in detail with the Buick Division of General Motors at a soon-to-be held session. All parties involved are aware of the situation, and are equipped to discuss the matter in depth.

North Street work is one of the more important of the various corridor elements of the project and should be given a high rank of importance in real estate acquisition as well as the technical matters surrounding it. We shall monitor this element carefully in our ongoing work.

- Phase #2 work - No major discussions were held regarding phase #2 work. At a future session we should begin detailed planning of phase #2 operations since we are drawing close to the time when they must be integrated with phase #1 completion. In addition, we should plan the Broadway/Steever project in some detail since the network we have presently is not truly reflective of the work to be done there.

General

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

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

April 19, 1984

Subject: Monitoring Report #178
City of Flint Improvement Program
Flint, Michigan

Project: 83:14

Date of Monitoring: April 11, 1984 (working day 836)

Actions taken:

- Evaluated current status of Auto World project
- Monitored overflow (offsite) parking work for Auto World
- Continued analysis of Flint Water Street Market
- Evaluated current status of Water Street Market field work
- Inspected various project areas including Buick City, Auto World, and Water Street Market
- Evaluated current status of Buick City

Auto World - number of working days to grand opening - 59

A brief review of each major PASI area to be completed is given below:

- Curbs at Fourth and North - To be done when access roads are available to McDonald's.
- Surfacing of all rights of way previously built - To be done when weather is warmer.
- Miscellaneous tie in bridge work - To be done when weather is warmer.

The time for the soft and grand opening for Auto World is drawing near, and it appears presently that the project will make its target hard opening date. The confidence expressed in work progress is reasonably high, and plans are also actively being pursued for the soft opening on June 15, 1984 (working day 882) with the full opening on July 4, 1985 (working day 895).

There does not appear to be any major difficulties in meeting these opening dates related to the city's PASI work. However, we must continually examine remaining work to insure that

895
846
4.9
4/25/84
done
last
week

there are no new outstanding activities that must be considered.

Of particular interest to the above points is the opening of the asphalt plants which generally can be expected by May 1, 1984 (working day 850). Also, an item that has not been discussed for some time is the intersection improvement at Saginaw and Fifth. This work is about to be quoted and is expected to move into the field sometime in the near future. It is an important improvement relative to turning movements at the intersection but is not critical for early Auto World operation, particularly the soft opening. Nevertheless, everything possible should be done to get all PASI work completed prior to the June 15, 1984 (working day 822) soft opening.

We next continued our ongoing discussions of the overflow parking area. Construction work has not yet begun, but it is presently anticipated that a change order will be issued and the work authorized to proceed by Wednesday, April 18, 1984 (working day 841) or sooner. The sooner this is done the better it will be, since the time is now extremely short to when the lot is needed. There remain from the projected start of construction to the soft opening, 41 working days, which is an extremely tight program of construction activities, particularly when spring construction work is just starting.

In addition, there is a distinct possibility of construction work stoppages due to contract expirations. These contract expirations were reviewed in Monitoring Report #174, on pages 3 and 4. Of strong importance to the parking areas is expiration of the electricians contract on June 1, 1984 (working day 872). Of course, most other trades are of major importance to Auto World's ongoing progress and must be watched carefully.

I discussed this matter with the city staff and suggest they do everything possible to keep closely in touch with labor negotiations and progress toward settlements. Efforts are being made to keep the potential work stoppages from impacting heavily upon the project, and this effort must be made on a community wide basis if they are to be effective.

Projections made during our session indicate that overflow parking facilities of some type are absolutely essential for the opening of Auto World and, efforts must be made to cover all possibilities so that the opening will come off well for the City of Flint.

So far as security plans and signing work is concerned, these activities are being managed carefully by Mr. Vondriska of Six Flags, and he is working, where appropriate, with the city staff. Emergency traffic patterns have been planned, and

this package of work is nearly complete. In addition, efforts are under way to identify alternate offsite parking facilities.

Flint Water Street Market

A review of the corridor analysis as of April 11, 1984 (working day 836) is given below:

- Corridor A - Relocate water main in new Union between Brush Alley and Saginaw - A vacation resolution of new Union between Brush Alley and Saginaw has been adopted by Council and recorded. This area will be closed to traffic sometime in the near future. The water main relocation will be done then.
- Corridor B - Vacate new Union between Brush Alley and Saginaw - As noted above, new Union has been vacated, but it is not yet closed totally to traffic. It will be closed upon completion of corridor E work.
- Corridor C - Relocate or abandon existing utilities in old Union to new location in new Union - No decision has been forthcoming on construction of the ramp. Therefore, major relocation of utilities will be held until a decision on ramp construction has been made. It has been recommended by the city then the utilities stay in old Union.
- Corridor D - Relocate or remove existing utilities in old Union, Brush Alley to Saginaw - Substantially complete.
- Corridor E - Renovate Saginaw Street islands between old Union and Kearsley - Work continues; however, difficulties have been encountered in finding enough brick to complete the work. Adequate brick for this has been located, and it is now projected the work will be complete by about April 18, 1984 (working day 841). This is about 7 working days later than had been desired.
- Corridor F - Complete demolition work in phases #1, #2 and #3 - Work is almost totally complete. As part of our discussion we reviewed the length of time Kearsley Street will be closed. It is still intended that Kearsley will be closed until the Fenton Building is backfilled and perhaps until phase #4 demolition work is complete. An evaluation of this street closing is ongoing with the city staff, the architect/engineer, and the contractors.

- Corridor G - Phase #4 demolition - Phase #4 demolition is planned to start Monday, April 16, 1984 (working day 839) and to be complete by June 1, 1984 (working day 872).
- Corridor H - Complete phases #5, #6, and #7 demolition -
Work in phase #5 has begun and is expected to be substantially complete by May 1, 1984 (working day 850). Plans are still to complete phase #6 by June 29, 1984 (working day 892) although there are some minor land problems currently tending to delay the work. These are being resolved.

Phase #7 is to be complete by August 15, 1984 (working day 924).

- Corridor I - Complete phase #8 demolition (Milner) -
No starting date set.
- Corridor J - Start construction of marketplace -
Further delays have been encountered in the start of Marketplace work and some redesign work is being done on the structure. The starting date will be set in the near future.
- Corridor K - Construction of skating and ice rink - The State parking area is to be vacated May 7, 1984 (working day 854), and there is a possibility that construction of the skating and ice rink could begin by June 1, 1984 (working day 872). No definite word is yet available on this point.
- Corridor (K) - Define electrical duct easement in old Union from Harrison to Brush - No work has been done on defining the duct easement as yet.
- Corridor M - Pave Harrison from Kearsley to City Hall -
Work on paving is to begin April 23, 1984 (working day 844) and be complete May 7, 1984 (working day 854). Harrison Street will be closed by halves during this paving and restricted traffic will be permitted.
- Corridor N - University of Michigan test and renovate existing parking deck at corner of Kearsley and Harrison - This work will still proceed as outlined on page #4 of Monitoring Report #176 dated March 20, 1984.

Vacation of Brush Alley is now in work and has been through the Planning Commission. It will probably be final sometime in late May or early June, 1984.

Another public event that must be considered in addition to those already described in previous monitoring reports is the Olympic Torch Run to be held May 22, 1984 (working

day 865). It is suggested the route of this run be identified early.

Buick City

Real estate acquisition continues to move in fair fashion although some problems are being encountered in acquisition at Stewart and west of Oak Park for widening North Street. All property north of Oak Park is expected to be conveyed by April 16, 1984 (working day 839) and apparently this area is now in good shape for completion of construction. On Stewart Street all of the problem areas are now apparently in condemnation, and it is expected to be able to move ahead with construction as long as proper consideration is given to scheduling east and west end work. It appears now that the acquisition process will not materially delay the program provided it proceeds as it has over the past few weeks.

A brief review of the major corridors discussed at our session is given below:

- Leith Street widening (corridor #28) - The project is out for proposals with bids due April 26, 1984 (working day 847). Plans are still to begin work on June 11, 1984 (working day 878) and complete by August 15, 1984 (working day 924).
- Stewart Street widening (corridor #34) - It is planned to start work on May 1, 1984 (working day 850) and complete by August 15, 1984 (working day 924). West end work on the Stewart widening is desired to start by about June 1, 1984 provided real estate is available for construction.
- Storm sewer in Industrial (corridors #22 and #23) - Proposals have been received and evaluated; as yet there has been no council action to authorize contract execution. The difficulty with delays to this project are that some of the improvements along the proposed sewer line are timed so that they will be served by the sewer. Therefore, action in this matter is very important. It is under consideration by the city management, and a decision is expected soon as to how best to proceed.
- Landscaping work - The landscaping plan is 65 to 75% complete. A meeting is to be set in the near future to present this master plan and discuss the work included. Dates for starting landscaping work are still being held as noted in previous reports.

- North Street widening - Contract documents are to be issued near the end of April, 1984 with heavy efforts still planned to obtain beneficial control of properties involved by May 22, 1984 (working day 865). The major job presently is to insure that a contract can be awarded by MDOT no later than August 7, 1984 (working day 918) so construction can begin August 13, 1984 (working day 922) and be complete by November 15, 1984 (working day 989). If the State cannot award the contract by August 7, 1984 (working day 918) there is a good possibility that construction of North Street will not be able to be completed in 1984. The impact of this is presently being studied by all parties and is being evaluated on a continuing basis.
- Phase #2 work - We are starting to identify the projects to be planned in phase #2 and the following items will be discussed at subsequent sessions:
 - Baker Street widening
 - New Taylor Street construction
 - Phase #2 landscaping - On perimeter of areas near Saginaw, North, Newell, new Leith, Taylor and Baker
 - Improvement of street geometrics on Saginaw
 - Clearing and demolition work in phase #2

We also will continue a review and evaluation of the tax increment financing plan. This is becoming a critical area, and it is planned to have a full scale monitoring and analysis of the full process at our next session.

General

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

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

April 28, 1984

Subject: Monitoring Report #179
City of Flint Improvement Program
Flint, Michigan

Project: 83:14

Date of Monitoring: April 25, 1984 (working day 846)

Actions taken:

- Evaluated Auto World status
- Discussed overflow parking work for Auto World
- Analyzed Flint Water Street Market corridors
- Evaluated current status of Flint Water Street Market project
- Evaluated current status of Buick City
- Discussed and monitored tax increment financing progress

Auto World - number of working days to grand opening - 49

A brief review of each major PASI area to be completed is given below:

- Curbs at Fourth and North - Completed last week.
- Surfacing of all rights of way previously built - To be done in mid-May, 1984.
- Miscellaneous tie in bridge work - Presently under way. Painting to be completed as weather warms.
- Demolition of sign at Fifth and Saginaw - Work on this is under way with improvements to the intersection to be completed by opening of Auto World.

Presently most PASI work in the immediate vicinity of Auto World has been completed and the project, so far as city work is concerned, is nearly complete. There still will be some minor finishing, grading, and landscaping south of the service road, and it was requested at our meeting today that the traffic department put no-parking signs in this area so that unauthorized parking can be controlled. This will be done by the traffic department soon.

Overflow parking for Auto World

The change order for this parking lot has been released, and the excavating contractor is now cross sectioning the area to determine how much debris is to be hauled off the site. Clearing, grubbing, and rough grading is to begin April 27, 1984 (working day 848) or earlier. The work is planned presently to move from the northwest quadrant at Saginaw and Wood to the southwest quadrant and then to the northeast and finish out at the southeast quadrant. Careful plans must be made if considerations is being given to a progressive turnover of the lots. Mr. Vyvyan pointed out that controlled access and egress from the northwest and southwest lots should be planned with the early stages of construction.

In addition, care should be taken to insure that adequate access is attainable from the east since about the time when the lots will be put in operation it is also planned to be installing a new storm sewer in Wood Street from the river to Industrial. This will necessitate an open cut in James P. Cole which will require traffic rerouting and may impact on access to the site. Storm sewer work is due to begin about May 9, 1984 and be totally complete by July 30, 1984 (working day 912). We should monitor progress on this project as well as on the parking lot construction very carefully to insure that these two corridors do not conflict.

Current plans are to have the entire overflow parking available by the grand opening of Auto World on July 4, 1984 (working day 895). Trade expiration dates of various construction contracts still must be carefully considered since as noted in Monitoring Report #174 dated February 12, 1984, pages 3 and 4, some of these contracts will affect work if not renewed at their expiration dates.

Several points were brought up relative to the overflow parking and these are listed below in random order.

- It will be important to identify the trees to be saved on the site. This is presently in work. It should be done promptly since clearing and grubbing, particularly in the northwest section, will be starting quickly and will have to proceed with minimal interruption.
- Signing of the lots is expected to be by the operating entity, Six Flags. However, any temporary or permanent signing that will be needed for directing traffic outside the boundary line of the overflow parking lots will be mainly installed by the city, in conjunction with Six Flags. Mr. Berry is working closely with Six Flags to insure that directional signing is done properly.

- The lighting of the overflow parking is to be completed if at all possible by the grand opening of Auto World; therefore, attention must be given to the contract expiration date of the electricians' contract (June 1, 1984 (working day 872)) to insure that the maximum amount of work is completed by that time. Again, there is no current word on the impact of these union contract expirations.

Other related Auto World items

Presently a budget for improvements to the Stevens Street bridge are being assembled. These are for clean up and miscellaneous repairs to permit the bridge to be used for pedestrian access. No vehicular access is presently being anticipate on the Stevens Street bridge.

Another item discussed briefly is the installation of a feature sign in the triangle of land at the northeast corner of Auto World in the intersection of James P. Cole and Fifth. It should be remembered that a permit will be needed to erect a sign in this area, and that the application should be put into work as early as possible. Also, electrical conduit to the area is presently being studied and is expected to be installed if a sign is to be erected.

So far as asphalt plants are concerned, for all the work remaining on bearing and wearing courses, the plants are beginning to open and there is no difficulty presently with having adequate asphalt supplies available for the work.

Flint Water Street Market

A review of the corridors as of April 25, 1984 (working day 846) is given below:

- Corridor A - Relocate water main in new Union between Brush Alley and Saginaw - The water main will not be relocated until new Union is closed, and new Union will be closed upon completion of Saginaw Street work in corridor E, presently planned to be done by May 5, 1984 (working day 854).
- Corridor B - Vacate new Union between Brush Alley and Saginaw - New Union was vacated and will be closed as noted above on May 5, 1984 (working day 854). It should be noted that a pushbutton control system for the crosswalks at the Saginaw traffic signal will be needed for controlling pedestrian and vehicular traffic on Saginaw at new Union. These are presently on order and no major delays are anticipated to delivery and installation.

- Corridor C - Relocate or abandon existing utilities in old Union to new location in new Union - This work will not be started until a parking ramp has been given the go ahead. As of April 25, 1984 (working day 846) this has not been done.

Contract documents are being prepared by SS0E, but there has been no final decision on if and when the project will proceed. We are at present assuming that parking deck construction could start about July 2, 1984 (working day 893). Presently there are some considerations being given to a DDA and State of Michigan construction arrangement, but no final decisions, to the best of our knowledge, have been made as yet.

Greg McKenzie was involved in this discussion, and it was suggested he determine the front end work necessary to get the parking deck under way so that we might be able to identify an authentic starting date. If the intent is to get the parking deck constructed and operative by the time the Water Street Market is open, then construction will have to begin in the very near future. We will discuss this further in our next session.

At this time of year delays to construction starts after July reflect themselves in longer construction durations than pre-July starts since generally the later start means more work to be done during winter months. Therefore, it is important than an early decision be made on the deck so that construction can be put into the field just as quickly as possible.

- Corridor D - Relocate or remove existing utilities in old Union, Brush Alley to Saginaw - Complete.
- Corridor E - Renovate Saginaw Street islands between old Union and Kearsley - Work has been slowed due to the unavailability of paving bricks. Therefore, the target date for completion has been moved to May 7, 1984 (working day 854).

It was noted that Saginaw Street traffic may be restricted the last two working days of the construction period. Also, on through completion, there will be restricted left turns into the Hyatt Hotel.

- Corridor F - Complete demolition work in phases #1, #2, #3 - Work on this area is substantially complete.
- Corridor G - Phase #4 demolition - Work started about April 19, 1984 and is to be completed by June 1, 1984 (working day 872).

- Corridor H - Complete phase #5a demolition (Note: Phase #5 work has been broken into phase #5a and #5B. #5a includes the Fenton, Three Sisters, and Lerner buildings.) Phase #5a demolition has started and is planned to be complete May 15, 1984 (working day 860). During this period, Kearsley will be closed until May 5, 1984 (working day 854) and Brush Alley will be closed between Kearsley and First until August 15, 1984 (working day 668). Discussions are presently being held as to the permanent vacation and closing of Brush Alley between Kearsley and First. It is part of the design consideration being given to layouts of the parking lot and no official review of such action has been initiated at the city staff level. This matter will be discussed further in subsequent meetings.
- Corridor I - Complete phase #8 demolition (Milner) - There is no current word on when this work will begin or be completed. The Milner building is presently being looked at as a potential historical site.
- Corridor J - Construct Marketplace - No authentic word is available on the starting of Marketplace; however, the construction manager expects to have contract documents by May 1, 1984 (working day 850) and would expect to start construction by June 1, 1984 (working day 872). The Brush Alley right of way is closed now and is anticipated to be vacated by May 14, 1984 (working day 859) from new Union to Kearsley.
- Corridor K - Construct skating and ice rink - Present plans are to begin construction of the skating and ice rink by May 24, 1984 (working day 867) and have it complete by December 17, 1984 (working day 1010). The State of Michigan will have vacated their parking areas by May 7, 1984 (working day 854).
- Corridor L - Define electrical duct easement in old Union from Harrison to Brush - (Note that in Monitoring Report #178 this corridor was entitled K. Please change it to L on your reports). This electrical easement will be defined when a go decision is given to ramp construction. The easement description should be completed as early as possible in the ramp construction period, and if we begin ramp construction on July 2, 1984 (working day 893) the process of easement definition should be complete by July 17, 1984 (working day 903).

- Corridor M - Resurface Harrison from Kearsley to city hall -
Work in the resurfacing sequence is due to start April 30, 1984 (working day 949) and be complete by May 14, 1984 (working day 859). Harrison will be closed by halves during this period with restricted traffic.
- Corridor N - University of Michigan test and renovate existing parking deck at corner of Kearsley and Harrison -
This work has started and testing is in progress.
- Corridor O - Complete phase #6 demolition - Work is expected to begin on phase #6 demolition April 26, 1984 (working day 847) and be complete by June 29, 1984 (working day 892). Harrison, Brush Alley, and Kearsley traffic are affected.
- Corridor P - Complete phase #7 demolition - This work is expected to begin July 16, 1984 (working day 902) and be complete by mid-August, 1984.
- Corridor Q - Complete phase #5B demolition (Smith Bridgeman Building) - Work is expected to begin May 15, 1984 (working day 860) and be complete by August 1, 1984 (working day 914).
- Corridor R - Construct ramp - As noted above ramp construction is anticipated to begin by July 2, 1984 (working day 893) and be completed by June 1, 1985. Additional details on ramp construction have been given under discussions of previous corridors.
- Corridor S - Vacate and close Brush Alley, new Union to Kearsley. Brush Alley has already been closed and the vacation process is expected to be complete by May 14, 1984 (working day 859).

It was recommended during our sessions today that a full calendar of summer and fall events to be carried out in downtown Flint be obtained from the various sponsoring groups. Mr. McKenzie said that he would work with Polly Wyatt to obtain this information and will see that a list of dates is provided to all concerned parties.

Tax increment financing (TIF)

A full discussion was held on the tax increment financing program shown on network model #150, Issue #2 dated March 2, 1984 (working day 808). This network was prepared in conjunction with Mr. Whitney and is now being used by the DCD to monitor progress. Mr. William Vredevoogd is following the process and will be involved in evaluating

the status of it as well as seeing that the work proceeds on schedule.

Present plans are still to have the money available from tax increment financing by November 1, 1984 (working day 979). Today we discussed the current status of the work particularly in relation to a City of Flint audit. Information was given to the group that it is best to have a fresh audit, preferably with a start of about 3-1/2 months (77 working days), before the bond sale.

Those items that must follow the audit presently are considered to be securing the bond rating, obtaining bond insurance commitments if needed, advertising for the bond sale, and then selling the bonds. The total amount of time estimated presently for this process exclusive of the audit is 74 working days. Thus, a careful evaluation of this audit and its relation to other activities should be made immediately.

If there is a difficulty in this matter it may be wiser to consider how such an audit could be prepared concurrently with the other activities required to ultimately advertise and sell the bonds.

At our next session we will plan to monitor this work in more depth and, if necessary, update the network model, Issue #2 dated March 2, 1984 (working day 808) sheet #150.

Buick City

We discussed real estate acquisition in relation to each of the major corridor subjects. Therefore, these are combined with the corridor work discussed below.

- Leith Street widening (corridor #28) - Construction proposals are due April 26, 1984 (working day 847) with construction planned to begin by June 11, 1984 (working day 878) and be complete by August 15, 1984 (working day 924). It should be noted that the property to be acquired at the corner of Leith and North is needed for the improvement program in corridor #28. Work is actively proceeding on the acquisition of this property, and we will evaluate progress at subsequent sessions.
- Stewart Street widening (corridor #34) - Council approval has not yet been obtained on award of a contract for Stewart Street widening since apparently more information was required by Council. Therefore, approval is now

expected May 14, 1984 (working day 859), which means construction will start by about June 4, 1984 at the east end. With this later start, there does not appear to be any major problem obtaining Michigan Bell delivery on phone items to be installed.

Property acquisition with this later schedule should not be a problem.

- Storm sewer in Industrial (corridors #22 and #23) - The construction contract for this work has been let and field operations are to begin May 9, 1984 (working day 856). Completion is being held at July 30, 1984 (working day 912). Probably the sewer will not be available for use by facilities along its route until very close to the end of construction. This will have an impact upon full drainage of the Buick lot north of Oak Park. This lot is presently due to be completed by July 2, 1984 (working day 893).
- Landscaping work (corridor #29) - Phase #1
The master plan is to be issued May 25, 1984 (working day 868). Contract documents will be issued earlier probably about May 15, 1984. It is still anticipated that contracts could be awarded by July 2, 1984 (working day 893) with construction to begin in fall, 1984 probably about October 1, 1984.

It is presently the understanding that the master plan will encompass both phase #1 and phase #2. However, it is further understood that the present authorization for preparation of contract documents does not extend into phase #2 work. This should be reviewed at subsequent session and plans for the landscaping work in phase #2 made along with other phase #2 work networks.

- North Street widening - Contract documents are to be issued near the end of April, 1984 with MDOT to make their grade inspection on May 3, 1984 (working day 852). Following this inspection contract documents will be brought to final form so as to be ready for issue on May 22, 1984 (working day 865). At that point in time, it will be necessary to have beneficial control of the properties so MDOT can prepare the advertisement and issue the contract documents for proposals.

Everyone is currently working toward the May 22, 1984 (working day 865) target date, and if there is a chance that any of the operations that are to be completed by then cannot be finished, then contingency plans should be developed. It is imperative that if construction

Monitoring Report #179
City of Flint Improvement Program
Page nine

of the North Street widening is to be completed in 1984 the state must award the contract at their August 7, 1984 contract letting. This will permit start of construction by August 13, 1984 (working day 922) and allow substantial completion by November 15, 1984 (working day 989).

If the award is delayed then, in all likelihood, construction of North will not be done this year. Thus, it is important that ongoing attention be given to the entire process with May 22, 1984 (working day 865), a very critical date to meet.

- Phase #2 work - We were not able to start phase #2 planning today although some preliminary discussions were initiated. This work will be done at a near future meeting.

General

Mr. Vyvyan will prepare the agenda for our next session and distribute it to those involved. Meanwhile, I shall update the corridors for Buick City and the Water Street Market and issue with the monitoring report.

Also, it is now becoming important that we update the working day calendar and provide a new tabulation extending on from 1984 with the 1981 base calendar as well as having a new four year calendar starting from the beginning of the year 1984 and extending out four years. I shall do this in the near future.

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

Attachments

May 16, 1984

Subject: Monitoring Report #180
 City of Flint Improvement Program
 Flint, Michigan

Project: 83:14

Date of Monitoring: May 10, 1984 (857)

Actions taken:

- Evaluated Auto World project
- Monitored construction of overflow parking facility for Auto World
- Monitored Flint Water Street Market
- Evaluated current status of Buick City

Auto World - number of working days to grand opening - 38

A brief review of each major PASI area to be completed is given below:

- Surfacing of all rights-of-way previously built - Some difficulty is being encountered in obtaining asphalt due to the rehabilitation and remodeling of the supplier's asphalt plant. However, it is expected that the plant will go on line sometime next week and that the completion of asphalt work will be accomplished soon.
- Miscellaneous tie in bridge work - Underway. Painting continuing.
- Demolition of sign at Fifth and Saginaw and intersection improvements - The sign is removed and field work is under way. Presently it is planned to have intersection full operative by Auto World opening.
- Stevens Street bridge work - This work is still being evaluated. No current word on Stevens Street bridge use except that it will be barricaded at the James P. Cole side.

So far as Auto World work is concerned, it appears that the present targets from mid to late June, 1984 as a soft opening

and July 4, 1984 (895) as a hard opening will be maintained. Site work is moving relatively well, and major on site parking paving is proceeding rapidly. The publicity and public relations programs for Auto World are in high gear, and it presently appears that everything is being targeted for the grand opening on the July 4, 1984 holiday.

There are some potential labor problems that must be addressed on an ongoing basis. Presently the plumbers are on strike, and there is some potential for other trade work stoppages depending upon progress of negotiations. The electricians' contract expires June 1, 1984 (working day 872), but there is no current word on whether or not they will keep working. Other trades for which contracts expire but again for which there is no word relative to work stoppages include the masons, cement finishers, laborers, roofers, painters, sheet metal workers and teamsters. I strongly recommend that the city and Auto World top management follow negotiations carefully to insure that everything possible is being done to make the grand opening date. It is a date of great civic importance and should be given a very high priority of attention by all levels of local and state government.

At present Auto World is planning to place a small directional and identification sign in the triangular piece of land at the intersection of Fifth and Cole. This sign will be submitted for city approval soon and conduit is expected to be installed to the triangular island soon.

Overflow parking for Auto World

Work is proceeding reasonably well, and the northwest lot is rough graded with underground utility installation just starting. The southwest lot is being graded, and utilities there are expected to begin sometime next week. It is hoped to be able to pave the northwest lot sometime within the next 5 to 10 working days, probably trending toward the later date. Present plans are to complete the lots in sequence from northwest to southwest to northeast to southeast.

Considerable attention is being paid presently to the access patterns into these lots since it is planned to have a portion of them available for the soft opening in mid-June, 1984. From present attendance projections, it appears that the overflow parking must be available in part by the soft opening since reasonably high attendance is expected. This appears feasible measuring against current progress.

One problem discussed during our session today involves installation of the new storm sewer for Buick City. This work (corridor #23 in the Buick City corridor set) consists of the installation of a storm sewer from the Flint River west on Wood to Industrial and then north on Industrial to Leith. During construction of the southern portion of the sewer an open cut will be made across Cole, and then construction will proceed west on Wood, across the railroad and turn north into Industrial. During construction of the crossing of Cole the road will be either totally or partially closed thus making Cole traffic difficult or impossible. It is assumed for our present purposes that during construction of the sewer from the river to Industrial, Wood will be closed although some limited access might be allowed from time to time.

Sewer construction at the river is now planned to begin May 14, 1984 (working day 859) with move on the site and layout of pipe. Installation of sewer will begin at the river May 21, 1984 (working day 864) and be west to Industrial by May 29, 1984 (working day 869) or earlier. Allowing an additional week for curb and paving replacement, Cole and Wood should be back in service by June 5, 1984 (working day 874). The sewer will then turn and go north up Industrial. Present plans are that if interference with overflow parking access is encountered down Cole and west on Wood, the traffic will be rerouted across Hamilton to North and then down North to the overflow parking. To accomplish this, the present one way traffic flow north on North will have to be reversed. Construction progress will be watched carefully to determine whether or not the revised traffic access pattern will have to be put into action.

Although a detailed monitoring of the overflow parking was not possible at this session since the network plan was not available, it does appear that work is moving well enough so that the parking areas will be available for use on the target dates desired. There may be some difficulty in completing installation of lights if there is a work stoppage by the electricians. However, daylight is now extending into later hours and lighting may not be as critical as it might have been earlier this year.

Flint Water Street Market

A review of the corridors as of May 10, 1984 (working day 857) is given below:

- Corridor A - Relocate water main in new Union between Brush Alley and Saginaw - Will be done upon completion of corridor E, the Saginaw Street improvements. There has been an additional delay to corridor E and therefore, water main relocation is now planned for a

start of May 15, 1984 (860) and completion by May 22, 1984 (working day 866).

- Corridor B - Vacate new Union between Brush Alley and Saginaw - New Union will be closed May 15, 1984 (working day 860) and the area will be fenced. There was no authentic word on when the pushbutton control system for the new crosswalks at the Saginaw traffic signal will be available.
- Corridor C - Relocate or abandon existing utilities in old Union to new location in new Union. This work is still to be started when official word is given that the ramp will move ahead. There has been some informal discussion that the ramp is released. However, an authoritative go ahead will be needed to begin utility relocation. We are presently holding the start of this work at June 11, 1984 (working day 878).
- Corridor D - Complete.
- Corridor E - Renovate Saginaw Street islands between old Union and Kearsley - Some delays have been encountered in completing the Saginaw Street improvements due to a broken water main. However, the main is being fixed, and it is hoped that by May 15, 1984 (working day 860) corridor E work can be completed.
- Corridor F - Substantially complete.
- Corridor G - Phase #4 demolition - Some work remains and completion is still being held for June 1, 1984 (working day 872).
- Corridor H - Complete phase #5a demolition (Fenton, Three Sisters, and Lerner Buildings) - Demolition is continuing with completion still set for May 15, 1984 (working day 860). Kearsley will be closed until May 15, 1984 (working day 860) and parking on Kearsley will be restricted thereafter, perhaps permanently. This matter is being studied.

Improvements to the corridor H area are still being designed and discussions are in work about vacation and closing of Brush Alley from Kearsley to First. We will discuss these items at future sessions.
- Corridor I - Complete phase #8 demolition (Milner) - There still is no authentic word on disposition of the Milner Building. However, it is expected that a course of action will be available by the end of May, 1984.

- Corridor J - Construct Marketplace - Excavation is beginning today, May 10, 1984 (working day 857) with foundation resteel expected on the job Tuesday, May 14, 1984 (working day 859).

Discussions are still ongoing about the location of the construction fence but the consensus presently is that it should be located five or more feet back of the curb line to provide a protected sidewalk on the east side of Saginaw. This matter should be resolved now since it will be necessary to establish a construction fence location in the very near future.

- Corridor K - Construct skating and ice rink - Demolition work has begun at the site and should be complete by May 29, 1984 (working day 869). There is no current word on when construction will start. In our discussions today it was learned that Woodchip Park was to be used for the groundbreaking ceremonies for the Marketplace on May 12, 1984 (working day 864). If construction begins before that, it is entirely possible that the site will be in such condition that this will not be possible. Discussions are to be held among the project team to establish the date of the groundbreaking and the conditions under which it will be carried out.
- Corridor L - Define electrical duct easement in old Union from Harrison to Brush - This work will be done when a go ahead decision is made on ramp construction.
- Corridor M - Resurface Harrison from Kearsley to city hall - Work has been delayed due to lack of availability of asphalt. However, the resurfacing is now expected to begin within the next few days, and there is no authentic word on when completion can be expected.
- Corridor N - University of Michigan test and renovate existing parking deck at corner of Kearsley and Harrison - Work is in progress.
- Corridor O - Complete phase #6 demolition - Work is in progress.
- Corridor P - Complete phase #7 demolition - Work expected to begin July 16, 1984 (working day 902) and be complete by mid-August, 1984.
- Corridor Q - Complete phase #5b demolition (Smith Bridgeman Building) - Work here is now expected to begin June 1, 1984 (working day 872) and be complete by August 15, 1984 (working day 924).

- Corridor R - Construct ramp - There has been some unofficial discussions that the ramp will be released for construction soon. Contract documents are being completed but there is still no official word on if and when field work will begin. We will discuss this on an ongoing basis at future sessions. Meanwhile, we are assuming a construction start date of July 2, 1984 (working day 893).
- Corridor S - Vacate and close Brush Alley, new Union to Kearsley - In progress.

Polly Wyatt who is in charge of planning and managing the downtown activity calendar for the summer was at our meeting today and discussed the various events being planned in addition to those outlined in previous monitoring reports. There are many of these events and although a fairly complete review was provided at our session it was requested that a full list be provided to all those attending so that downtown planning and construction work can proceed with a full knowledge of the planned events this summer. Polly Wyatt said that she would obtain this information and forward it to us soon.

Tax increment financing (TIF)

Discussion on this was deferred due to one of the key individuals not being available for this sessions. We will plan to do a full network model of the tax increment financing process at our next session.

Buick City

Information about the various corridors as discussed in our session is reviewed below:

- Corridor #10 - Close Industrial to public traffic - Plans are still to close Industrial to public traffic by November 15, 1984 (working day 989). This closing is dependent upon certain other corridors being completed, primarily the North Street reconstruction (corridor #33).
- Corridor #21 - Widen Hamilton from Industrial to bridge - Complete.
- Corridor #22 - Install storm sewer in Baker - Work will begin concurrently with corridor #23, install storm sewer in Industrial. Installation due to start May 14, 1984 (working day 860).

- Corridor #22.01 - Install storm sewer in Dartmouth - Phase #2 work.
- Corridor #23 - Install storm sewer in Industrial and in Wood - Start of this work has been delayed slightly, and is presently projected to begin in the field on May 14, 1984 (working day 859). As noted above in the discussion about off site parking for Auto World, conflicts between the James P. Cole crossing and the Wood Street installation must be managed carefully and continually to avoid interference with soft and hard openings of Auto World.
- Corridor #24 - Install 24" water main at Saginaw, Leith to Hamilton - Phase #2 work.
- Corridor #25 - Clear and grub phase #1 south of Oak Park - Work is presently in progress and due to be completed by July 23, 1984 (working day 907).
- Corridor #25.01 - Clear and grub phase #1 north of Oak Park - Work substantially completed.
- Corridor #27 - Widen Hamilton Avenue, Industrial to Chippewa - Work is in progress. Scheduled completion presently being held at June 20, 1984 (working day 885). There is a possibility of a slightly earlier completion.
- Corridor #28 - Widen Leith from Industrial to North including bypass. Demolition is under contract and we are presently holding a corridor construction starting date of June 11, 1984 (working day 878). Completion is set for about August 15, 1984 (working day 924). There still is some property to acquire. Demolition of structures on this remaining property should be followed carefully.
- Corridor #28.01 - Widen Leith from North to Saginaw - Phase #2 work.
- Corridor #29 - Construct berms and install landscaping phase #1 - The master plan for landscaping is still due to be compelled by May 25, 1984 (working day 868). Completion of contract documents will be later than presently planned. Contract award is still set for July 2, 1984 with work to begin in early October, 1984. There is a possibility that the contract award will be deferred to a later date so as to more closely correlate the award and start of construction. This matter will be discussed in more detail at subsequent sessions.

- Corridor #30 - Close Leith to public traffic, St. John to Industrial - Closing is due to be made February 15, 1985.
- Corridor #31 - Construct Broadway/Steever one way pair - This is a MDOT project and will be built in 1985. Public hearings for the work are to be held in May, 1984. Contract documents are presently about 80% complete. We should prepare a detailed network model of this project at a near future session so that it can be tracked through the necessary land acquisition and state submittals more accurately than is presently possible.
- Corridor #32 - Buick construct parking lot north of Oak Park - Work on this lot has begun and a target completion date of July 2, 1984 (working day 893) is presently being held. It should be noted that the storm sewer in Industrial to receive the lot drainage will be completed as presently targeted by July 30, 1984 (working day 912).
- Corridor #33 - Widen North from Leith to Hamilton - This is a major MDOT project, and work is proceeding at present to bring the project to a point of advertising by May 22, 1984 (working day 865). It is the intent of the City of Flint to certify property control by that target date. This would allow issuance of material for proposals with an award of contract by the state on August 7, 1984 (working day 918). Construction is then planned to begin by August 13, 1984 (working day 922). Completion of the work is presently scheduled for November 15, 1984 (working day 989). It should be pointed out again that in order to close Industrial to public traffic that North Street must be operative.
- Corridor #34 - Widen Stewart from Andrews to north Saginaw - Delays have been encountered in the award of contract and there was no authentic date as to when work there will begin. We shall evaluate this at our next session.
- Corridor #37 - Clear and grub phase #2 areas - No word on starting date.
- Corridor #38 - Resolve conflict and relocate utilities in Industrial - Utility improvements are to be done by Buick with the relocation presently set to begin in early October, 1984.

General

Mr. Vyvyan is presently preparing the agenda for the next meeting and will distribute it to those involved. I strongly

Monitoring Report #180
City of Flint Improvement Program
Page nine

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

recommend that we continue ongoing reviews of the summer feature events to be held in and around the downtown area at each of our sessions so that all concerned are made aware of activities that might affect construction and other improvements. To this end, I suggest Polly Wyatt's name be added to our distribution list.

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

May 30, 1984

Subject: Monitoring Report #181
City of Flint Improvement Program
Flint, Michigan

Project: 83:14

Date of Monitoring: May 24, 1984 (working day 867)

Actions taken:

- Evaluated Auto World project
- Reviewed progress on overflow parking facility for Auto World
- Evaluated Flint Water Street Market
- Inspected Buick City, Water Street Market, overflow parking, and Auto World sites
- Evaluated current status of Buick City

Auto World - number of working days to grand opening - 28

A brief review of each major PASI area to be completed is given below:

- Surfacing of all rights of way previously built - In progress.
- Miscellaneous bridge finish work - Under way. Painting still in work.
- Improvement of intersection at Fifth and Saginaw - Street has been widened, traffic is moving through the intersection. Signalization is yet to be completed.
- Stevens Street bridge work - Still being evaluated. Auto World desired to use the Stevens Street bridge for pedestrian traffic and outdoor festival events. Still no decision as to what rehabilitation is to be done.

Work on Auto World proper is moving well, and plans are being formulated for the soft opening on June 26, 1984 (working day 889) and for the grand opening on July 4, 1984 (working day 895). The plumbers and cement finishers are currently on strike, and there is no word on when they will be back to work. Although the strikes are causing some temporary inconvenience, the project team is working around the problems that have been created by this work stoppage. There

is no authentic word on other trades that might go on strike, although there is a possibility of the electricians' contract not being negotiated and a work stoppage occurring sometime in mid-June, 1984.

Nevertheless, plans are still to maintain the target opening date as established.

We briefly discussed the use of the Stevens Street bridge, and although there is some question as to how appropriate it is for pedestrian use the fact remains it is currently being used as a walkway from University of Michigan to the Auto World area. It might be wise to consider posting this bridge for pedestrian traffic only. The Flint Legal Department should be consulted in this matter so that steps are taken to prevent the City of Flint being involved in any difficulties over pedestrian use of the bridge.

Mr. VonDriska reported that the sign conduit to the small triangle of land at the Cole Blvd, and Fifth intersection is installed and that the sign is presently being fabricated. He is trying to get the approval before the city council so a legal agreement to occupy the right of way can be obtained. This matter should be followed since it would be desirable to have this directional and identification sign in place by the soft opening.

Overflow parking

Work on overflow parking is proceeding well and the contractors are presently trimming out and fine grading all four quadrants. Most light pole bases have been installed, the berms are almost complete, and the sub-base is being left exposed, with the hope that it will dry to the greatest extent feasible prior to blacktopping. The underground storm system is installed, and as water falls on the site much of it is now able to be collected by the drainage system. Therefore, it is hoped that as many days exposure as possible can be given to sunlight and drying.

Paving probably will begin next week at the northeast lot which is in the best sub-base condition. Paving will probably move from the northeast to the southeast and then from the northwest to the southwest.

Underground lighting conduit is also nearly complete, and it is expected that lighting will be available to the lots by the grand opening. The toll booth is on site but has not yet been placed. Exit gates are being wired, and probably fence and landscaping will start within the next several days.

It should be pointed out once again that the design of this lot is such that the asphalt base course and wearing course are being placed directly on native soil for the most part. This generally means that the sub-base could move or pump causing localized damage to the asphalt surfacing. There is no way to determine at this time the impact of this movement nor determine how long the full lot may remain totally intact and free from pumping damage. The life expectancy of the lot was generally set for five years. Due to the budgetary nature of the project, and the time constraints on the job, it should be remembered that this is not a normal high capacity street construction system.

So far as the use of the facility is concerned, it was noted in the previous monitoring report, #180, dated May 16, 1984 (working day 861) that sewer construction at the river and installation of a railroad crossing could possibly interfere with access to the parking area. Sewer work has started and is presently past Cole Blvd. on Wood, and is nearing the railroad tracks. There appears to be no reason why Cole Blvd. will not be fully operative by the soft opening date, and, in all likelihood, sewer work will not affect Wood Street access to the overflow parking.

There is no firm word on when the Goodyear rubberized crossing will be delivered for start of crossing work. Installation of this crossing will require about two weeks and currently the delivery date is anywhere between June 1, 1984 (working day 872) and June 15, 1984 (working day 882). If the June 1st date is met then, in all likelihood, the crossing can be in and Wood Street fully available for the soft opening. If not, the North Street route over from Hamilton will probably be the main access into the site.

Road signs are now posted on the interstate system for Auto World, and it appears that the general directional signage is falling into place well.

Flint Water Street Market

Review of the corridors as of May 24, 1984 (working day 867) is given below:

- Corridor A - Relocate water main in new Union between Brush Alley and Saginaw - Water main work will start about Tuesday, May 29, 1984 and be completed by June 1, 1984 (working day 872).
- Corridor B - Vacate new Union between Brush Alley and Saginaw - The street was closed May 21, 1984 (working day 864).

- Corridor C - Relocate or abandon existing utilities in old Union to new location in new Union. This work is still dependent upon official notification that ramp construction is to be started. The relocation is being done under the auspices of the DDA and although the city will make the usual reviews required; they are not involved in the actual work. There is no authentic word on when this work might start, although if ramp construction is to begin about the first part of July, 1984 it would be wise to get the relocation completed before then. We are still holding a target of starting work by June 11, 1984 (working day 878) and completing by July 17, 1984 (working day 903).
- Corridor D - Relocate/remove existing utilities in old Union, Brush Alley to Saginaw - Complete.
- Corridor E - Renovate Saginaw Street islands between old Union and Kearsley - Work was completed about May 18, 1984 and the street is now fully available for traffic.
- Corridor F - Complete phases #1, #2, and #3 demolition. Complete.
- Corridor G - Phase #4 demolition - To be completed July 1, 1984 (working day 893). The delay has been due to difficulties with acquisition of certain parcels of property.
- Corridor H - Complete phase #5a demolition (Fenton, Three Sisters, and Lerner Buildings) - Will be completed by June 1, 1984 (working day 872).
- Corridor I - Complete phase #8 demolition (Milner) - No current word. There may be some information available in two weeks.
- Corridor J - Construct Marketplace - Installation of foundations is under way and the project is moving relatively well. Final contract documents have not yet been totally issued but are presently in work. Mr. MacKenzie will request a schedule or plan of work for use by the city, so that work progress can be gauged and planning done for related activities around the site.

The construction manager said that roof structural steel for the project probably will be erected in November, 1984. It should be cautioned that between Thanksgiving and Christmas every effort will be made to maintain all streets fully open in the downtown Flint area. Thus, any erection process during that particular time should be assumed to be done from totally within the site.

The vault at the J.C. Penney area is to be removed and the area to be backfilled. Electrical equipment is presently being taken out of the vault. Work should be done within the next two to three weeks.

- Corridor K - Construct skating and ice rink - Work here has been put on a temporary hold. We will evaluate progress at subsequent meetings.
- Corridor L - Define electrical duct easement in old Union from Harrison to Brush - Still to be done. Will proceed when a decision is made on ramp construction.
- Corridor M - Resurface Harrison from Kearsley to city hall - Work completed May 12, 1984 (working day 859). Striping is yet to be done.
- Corridor N - University of Michigan test and renovate existing parking deck at corner of Kearsley and Harrison - Work in progress.
- Corridor O - Phase #6 demolition (Home Dairy, Hotel, Red Dragon, and Crooks) - In work.
- Corridor P - Phase #7 demolition (hairdresser) - No current word. Dates are still being held as start of July 15, 1984 (working day 902) with completion of August 15, 1984 (working day 924).
- Corridor Q - Complete phase #5b demolition (Smith Bridgeman) - Work is expected to begin June 1, 1984 (working day 872) and be completed August 15, 1984 (working day 924).
- Corridor R - Construct parking ramp - There is still no decision on the method of awarding the construction contracts. For the time being we are holding a start of construction target of July 2, 1984 (working day 893) with completion by June 1, 1985. However, if the decision on whether to proceed is not made immediately, in all likelihood, this starting target will be moved to a later point. It should be understood that the nature of concrete construction, particularly if the deck is to be post-tensioned, does not lend itself to effective winter work. The usual problem is longer curing times on the concrete which must be allowed in order to post-tension the tendons used as reinforcing. In addition, forcing concrete construction into cold weather requires extensive temporary heating for each pour. This, of course, is very expensive and time consuming.

- Corridor S - Vacate and close Brush Alley, new Union to Kearsley - Still being evaluated.

We added a corridor T, construct surface parking between First, Saginaw, Kearsley and Harrison. This project construction probably will start about August 15, 1984 (working day 924) and be completed by November 15, 1984 (working day 989). The design of the lot is in work, and associated with it a decision on whether or not Brush Alley is to be made an integral part of the parking area. The matter is being looked at on an ongoing basis.

The lot will be designed to accommodate about 250 automobiles.

Tax increment financing (TIF)

Discussion on this matter was deferred to our next session. A detailed time frame schedule has been provided by the DCD in which early and late starts are shown. I strongly recommend that this set of dates be converted into a network model so it can be monitored as to alternative courses of action, as tax increment financing implementation goes ahead.

Buick City

At the start of the meeting, Mr. Ursuy distributed a new Buick City implementation schedule dated May 17, 1984 (working day 862). This was used as the basis of our discussion today.

Information about the various corridors discussed is summarized below:

- Corridor #10 - Close Industrial to public traffic - Set for November 15, 1984 (working day 989). It was cautioned at our meeting today that when Industrial is closed there will probably be openings cut in the plant wall and heavy equipment removed through these openings onto Industrial. Therefore, any utility overhead lines or poles will be a potential source of obstruction and might possibly be damaged. This matter should be reviewed by the utility companies.
- Corridor #21 - Widen Hamilton from Industrial to bridge - Complete.
- Corridor #22 - Install storm sewer in Baker - No starting date has been selected as yet. Work is to proceed concurrently with installation of the Industrial storm sewer.
- Corridor #22.01 - Install storm sewer in Dartmouth - Phase #2 work.

- Corridor #23 - Install storm sewer in Industrial and in Wood - The current status of the lower leg of the sewer was given under the discussion of overflow parking above. South of the intersection of Industrial and Hamilton, a shaft has been driven and tunneling of the new sewer north to Leith will begin shortly.

During discussions of the north Buick parking lot drainage, it was said that there are plan to temporarily drain the facility into the old storm sewer. If this is done care must be taken to have that sewer intact and available from the parking lot south to the shaft and then to have a discharge inlet at the shaft south so drainage can go to the river. This matter is to be studied by the parking lot designer in conjunction with the city. It appears that some satisfactory solution to this matter can be reached.

- Corridor #24 - Install 24" water main at Saginaw, Leith to Hamilton - Phase #2 work.
- Corridor #25 - Clear and grub phase #1 south of Oak Park - Work continuing. The target completion date should be revised back to June 25, 1984 (working day 888). All properties are expected to be acquired by June 2, 1984 (working day 873) with relocation completed by June 15, 1984 (working day 882). This will allow clearing and grubbing by the June 25, 1984 (working day 888) date. Thus, conveyance of the land area south of Oak Park to Buick can presently meet the target of July 1, 1984 (working day 893).
- Corridor #25.01 - Clear and grub phase #3 north of Oak Park - Complete.
- Corridor #27 - Widen Hamilton Avenue, Industrial to Chippewa - Work being completed. Probably will be totally available by about June 1, 1984 (working day 872). Work is moving well.
- Corridor #28 - Widen Leith from Industrial to North - All properties have been acquired and the area is ready for demolition. We will continue to hold a starting date of June 11, 1984 (working day 878) although there is still no word on the contract award by the city council. Heavy efforts are being made to free this contract up since it is an important project. It should be noted that construction of the Leith Street bypass from Industrial to Leith should probably be completed before permanent closing of Industrial between Leith and Hamilton. This matter should be given careful attention since with the late award of Leith Street work the completion date could be pushed back.

- Corridor #29 - Construct berms and install landscaping phase #1 - The master plan might be available within one month; however, it is not currently a critical item, and of more importance presently, is completion of contract documents so materials can be assembled for a fall start of work. Mr. Ursuy will request the landscape designer be present at our next meeting for a full discussion of this item.
- Corridor #30 - Close Leith to public traffic, St. John to Industrial - Due to be done February 15, 1985.
- Corridor #31 - Construct Broadway/Steever one way pair - The public hearing has been held and property acquisition should start soon. Contract documents are about 80% complete.
- Corridor #32 - Buick construct parking lot north of Oak Park - Work is continuing and the target completion date is being held at July 2, 1984 (working day 893).
- Corridor #33 - Widen North from Leith to Hamilton - The certification of beneficial control has been prepared and sent to the state. All contract documents are now complete. The state will advertise June 12, 1984 (working day 879), receive bids July 18, 1984 (working day 904) and award a construction target August 7, 1984 (working day 918). This should allow construction to be completed this year.
- Corridor #34 - Widen Stewart from Andrews to North Saginaw - According to late word, this contract will be executed May 25, 1984 (working day 868). This should allow an immediate start of work if materials are on hand.
- Corridor #37 - Clear and grub phase #2 areas - No word on starting date.
- Corridor #38 - Resolve conflict and relocate utilities in Industrial - Work to begin in early October, 1984 and be by Buick.

General

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

At our meeting today we were able to make a more comprehensive than usual review of the field conditions of the various projects. This was of help, and it would be well, in my opinion, to do this at the next session.

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

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

June 21, 1984

Subject: Monitoring Report #182
City of Flint Improvement Program
Flint, Michigan

Project: 83:14

Date of Monitoring: June 13, 1984 (working day 880)

Actions taken:

- Reviewed Auto World project progress
- Discussed status of Auto World overflow parking facility
- Evaluated Flint Water Street Market
- Evaluated current status of Buick City
- Inspected Buick City, Water Street Market, overflow parking, and Auto World sites

Auto World - number of working days to grand opening - 15

A brief review of each major PASI area to be completed is given below:

- Surfacing of all rights of way previously built - Completed.
Striping in work.
- Miscellaneous bridge finish work - Painting being completed.
- Improvement of intersection at Fifth and Saginaw - Street improvements have been completed. Landscaping and irrigation adjoining the university area yet to be installed.
- Stevens Street bridge work - The PASI scope of this work is still being evaluated. However, it is understood that Six Flags will install planters on the bridge at James Cole to prevent cross auto traffic.

The areas along James P. Cole on the river side are now being cleaned up, and there is to be some sodding and planting to be done between the street and the new sidewalk.

On site work is now nearing completion, and a large area of the lots are striped, with major site work construction activities being focused on the exhibition area. Landscaping and sodding is being installed around the site, and it appears

Monitoring Report #182
City of Flint Improvement Program
Page two

presently that the facility will be in good condition for opening ceremonies, due presently to begin on June 23, 1984 (working day 888). The target for the grand opening is being held for July 4, 1984 (working 895).

Overflow parking

At the overflow parking area the northeast quadrant is nearly paved; at the northwest quadrant the leveling course is complete; at the southeast quadrant the base is in; while at the southwest the base is still being dried and excavated to clean up the soft spots. It is hoped to have all lots paved by the soft opening of June 26, 1984 (working day 889).

Fence work has begun and asphalt curbs will start soon. Striping will follow curb work. Berms are currently being built. The toll booth is on the job but not yet set. There is no current word on delivery of light fixtures or control panels. However, there is not expected to be any major problems from these 2 items.

Access to the overflow parking area is still to be determined by the condition of Wood Street between Cole and Industrial on soft opening day. Sewer work there is complete, with curbs to be started June 14, 1984 (working day 881). Paving will be started Monday, June 18, 1984 (working day 883) and should be completed in adequate time for the soft opening. However, the C & O railroad crossing is still not under construction although it is possible that it might begin on Monday, June 18, 1984 (working day 883). Installing the crossing will require 10 working days bringing it to completion by July 2, 1984 (working day 893). This is assuming that the vulcanized rubber crossing will be installed. Thus, for the permanent installation it is doubtful that Wood Street would be available for the soft opening but probably would be available for the grand opening. There is a possibility that a temporary new crossing could be installed and that the vulcanized crossing could then be put in this fall (1984). This is a matter under current consideration.

The significance of this decision is that there are 2 methods of signing possible. The first if the crossing is installed and traffic routed into the overflow parking from James Cole across Wood. If this is not possible, then traffic will have to be routed across Hamilton to North and then south on North to the overflow parking. This will require a different set of directional signs. Thus, a decision in this matter must be made soon to provide adequate time to install the traffic guide signs.

Overall, Auto World appears to be in good condition for its debut and all involved in the total project deserve a word

Overflow
parking

of commendation. It has been a long, difficult, and complex job but now appears to be nearing a successful completion and a spectacular grand opening.

Flint Water Street Market (Now called Water Street Pavilion)

A brief review of each of the corridors as of June 13, 1984 (working day 880) is given below:

- Corridor A - Relocate water main in new Union between Brush Alley and Saginaw - Work completed approximately June 7, 1984 (working day 876).
- Corridor B - Vacate new Union between Brush Alley and Saginaw - Complete.
- Corridor C - Relocate or abandon existing utilities in old Union to new location in new Union - Being delayed by delivery of pipe. Installation will start about July 9, 1984 on sewer work. Completion expected about August 17, 1984.
- Corridor D - Relocate/remove existing utilities in old Union Brush Alley to Saginaw - Complete.
- Corridor E - Renovate Saginaw Street islands between old Union and Kearsley - Complete. There is some question as to whether water main repairs are done. This matter will be checked.
- Corridor F - Complete phases #1, #2, and #3 demolition - Complete.
- Corridor G - Phase #4 demolition - Presently expected to completed by July 1, 1984 (working day 893).
- Corridor H - Complete phase #5a demolition (Fenton, Three Sisters, and Lerner Buildings)- Some backfill remains to be done and concrete walls at the Fenton Building still must be removed. No authentic word on when completion could be expected.
- Corridor I - Complete phase #8 demolition (Milner) - There is no current, official word on demolition.
- Corridor J - Construct Marketplace - Work is proceeding fairly well with construction of the basement walls in work. There has been a change in management on the project with Mr. Kamal Sharma to take over duties as project manager on the job for Barton Malow, the construction manager. It is recommended that Mr. Sharma be requested to attend the regular meetings so that the project work can be properly tied to those activities going on around it.

A schedule for the project was provided to Mr. Greg MacKenzie at the session, and he will make it available for our consideration in subsequent meetings.

The vault at the J.C. Penney area is not yet removed, and there is no current word on when this demolition will occur. Apparently it is not presently holding up any major construction work.

Target completion of the marketplace is still being held for June 1, 1985 with a grand opening set for July 4, 1985.

- Corridor K - Construct skating and ice rink - A commitment has been made for the fabric structure, and it should be out for proposals by July 2, 1984 (working day 893). Apparently completion is still being held for late fall, 1984 or early spring, 1985.
- Corridor L - Define electrical duct easement in old Union from Harrison to Brush - No current information available.
- Corridor M - Resurface Harrison from Kearsley to city hall - Complete.
- Corridor N - University of Michigan test and renovate existing parking deck at corner of Kearsley and Harrison - No current information available.
- Corridor O - Phase #6 demolition (Home Dairy, Hotel, Red Dragon, and Crooks) - Still in progress. Holding completion of July 16, 1984 (working day 902).
- Corridor P - Phase #7 demolition (hairstresser) - Property negotiations are currently in work with demolition due to begin by August 1, 1984 (working day 914).
- Corridor Q - Complete phase #5b demolition (Smith Bridgeman) - Demolition still in progress although moving slowly. It has been necessary to shut down Saginaw Street adjoining the demolition area because of difficulties in demolishing the structure within the property lines. Completion of demolition is still being held for August 15, 1984 (working day 924).
- Corridor R - Construct parking ramp - Bidding documents are anticipated to be ready by July 2, 1984 (working day 893).
- Corridor S - Vacate and close Brush Alley, new Union to Kearsley - The alley probably will be closed but not vacated. However, there still is no official word on this.

- Corridor T - Construct surface parking between First, Saginaw, Kearsley and Harrison - Work is planned to start here about September 4, 1984 (working day 937) and be complete by about November 15, 1984 (working day 989).
- Corridor U - Remove Saginaw Street islands between new Union and Flint River - Work is to start June 14, 1984 (working day 881) and be complete by July 3, 1984 (working day 894). Saginaw Street will be restricted to one lane in each direction from the bridge to Union Street.

Brick is supposedly available for the paving, although I suggest that this be checked carefully since once work starts it will be critical to have it continue on through to completion due to the expected crowds downtown on July 4, 1984. This project should be checked continuously.

Tax increment financing (TIF)

Discussion of the tax increment financing was deferred due to unavailability of the staff in charge of the program. However, we will review it at our next session and prepare a network model for monitoring. We did discuss briefly the schedule of earliest and latest dates, and it appears that work presently is following this schedule fairly well. However, because of the very tight time frame of the work and the critical nature of the program, I suggest strongly we do a network model so as to allow closer monitoring of the progress.

Buick City

Our major discussion today concentrated on landscaping (corridor #29). The landscaping consultant was available and the review of their work relative to other work provided a basis for the entire discussion. Present plans are to issue contract documents for landscaping on June 25, 1984 (working day 888) and to have bids back by July 26, 1984 (working day 910). The master plan will be complete about July 2, 1984 and ready for review.

So far as installation of landscaping work is concerned it was recommended that range dates within which landscaping can best be installed be used in the contract documents. Tentatively these dates are set as follows:

<u>Location</u>	<u>Start no earlier than</u>	<u>Complete no later than</u>
North Street	Nov. 15, 1984 (working day 989)	Dec. 15, 1985
Leith Street	Oct. 1, 1984 (working day 956)	Dec. 15, 1984 (working day 1010)
Stewart Street	Oct. 1, 1984 (working day 956)	Dec. 15, 1984 (working day 1010)
Hamilton Street	Oct. 1, 1984 (working day 956)	December 15, 1984 (working day 1010)
Broadway/Steever		
-Within I-75 right of way	Oct. 1, 1984 (working day 956)	June 1, 1985
-Within Steever right of way	October 1, 1985	Dec. 15, 1985
-Within major inter- section	October 1, 1985	December 15, 1985
-Broadway Parklet (both sides of street)	October 1, 1984 (working day 956)	June 1, 1985

From this discussion of the landscaping work we proceeded to a review of each corridor as described below:

- Corridor #10 - Close Industrial to public traffic - Still being held for November 15, 1984 (working day 989).
- Corridor #21 - Widen Hamilton from Industrial to bridge - Complete.
- Corridor #22 - Install storm sewer in Baker - No starting date selected as yet. Should watch for interferences with adjoining parking lot construction.
- Corridor #22.01 - Install storm sewer in Dartmouth - Phase #2 work.
- Corridor #23 - Install storm sewer in Industrial and in Wood - Work on the lower leg of the sewer has moved well and is now well north on Industrial between Hamilton and Wood. Installation of the tunnel under Hamilton and has encountered some jacking problems, but these are expected to be solved soon and work should proceed rapidly to the north.

There still is some discussion about how to best provide temporary drainage necessary for the lots to the north. This matter will be solved on a day to day basis.

- Corridor #24 - Install 24" water main in Saginaw, Leith to Hamilton - Phase #2 work.
- Corridor #25 - Clear and grub phase #1 south of Oak Park -
Work is continuing with the present intent to start the south parking lot by July 2, 1984 (working day 893).
- Corridor #25.01 - Clear and grub area north of Oak Park -
Complete.
- Corridor #27 - Widen Hamilton Avenue Industrial to Chippewa -
Striping of the pavement is being completed.
- Corridor #28 - Widen Leith from Industrial to North -
Work is now expected to begin Monday, June 18, 1984 (working day 883) and be complete by August 22, 1984 (working day 929).
- Corridor #29 - Construct berms and install landscaping phase #1 - See discussion above.
- Corridor #30 - Close Leith to public traffic, St. John to Industrial - The completion has been revised from February 15, 1985 to November 15, 1984 (working day 989). The change in date should be reviewed carefully by the project team to insure it does not cause any related problems.
- Corridor #31 - Construct Broadway/Steever one way pair -
No major work has been done on contract documents over the past month. I suggest we prepare the network model for this work at our next session.
- Corridor #32 - Buick construct parking lot north of Oak Park - Completion is scheduled for July 2, 1984 (working day 893).
- Corridor #33 - Widen North from Leith to Hamilton - Some potential difficulties have been encountered here, and the project is being followed on a day to day basis by the DPW. Again, it is imperative if work on North is to be completed this year that the contract be awarded by MDOT by August 7, 1984 (working day 918). Any recycling of the activities leading up to contract award could cause serious delay to starting construction.
- Corridor #34 - Work now in construction.
- Corridor #37 - Clear and grub phase #2 areas - No date set for start.
- Corridor #38 - Resolve conflict and relocate utilities in Industrial - Still set to begin in October, 1984 by Buick.

Monitoring Report #182
City of Flint Improvement Program
Page eight

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

General

During our discussions on the Water Street Pavilion it was mentioned that we should have an overall schedule of downtown events for the summer and fall. Mr. Greg MacKenzie said that he would follow up on this matter with Polly Wyatt. A preliminary list has been prepared and distributed, but this should be updated for distribution to all concerned.

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

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

July 2, 1984

Subject: Monitoring Report #183
 City of Flint Improvement Program
 Flint, Michigan

Project: 83:14

Date of Monitoring: June 28, 1984 (working day 891)

Actions taken:

- Reviewed Auto World project progress
- Reviewed Auto World overflow parking status
- Evaluated progress on Water Street Pavilion
- Evaluated current status of Buick City
- Inspected Buick City and overflow parking site

Auto World

Number of days until grand opening - 4.

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

- Surfacing of all rights of way previously built - surfacing and stripping complete.
- Miscellaneous Harrison Bridge finish work - substantially complete.
- Improvements to intersection at Fifth and Saginaw - Irrigation system installed. Landscaping yet to be done.
- Stevens Street bridge work - consideration of this work has been deferred until a later date. The bridge is presently being used for general service activities and contractor parking.

The Auto World soft opening was held Saturday, June 23, 1984 (working day 888) and the facility has been opened on an on-going basis since then. The regular and overflow parking areas have been in use and, except for some miscellaneous traffic dislocations in early operations of the facility, traffic flow to and from the facility has been good.

Monitoring Report #183
City of Flint Improvement Program
Page two

Major PASI work yet to be done is primarily landscaping. Apparently there have been serious difficulties getting the landscape contractor to complete his contract work. This should be done, if at all possible, prior to the grand opening and in any event just as soon as it can be managed. There is no current word on when the landscaping contractor might be on the job.

Plans are still to move ahead with the grand opening ceremonies on July 4, 1984 (working day 895) and there appears to be no problem externally with meeting this target date. All connected with the Auto World project desire a compliment for bringing such a large facility on line on a target that was established many months ago. It is a facility of which Flint can be proud.

Auto World overflow parking:

The parking lot with one area exception is paved and in operation. There was a soft spot encountered in the southeast corner of the southwest lot which was left unpaved and will be landscape since it was not suitable for paving without expensive cut and refill. Lights are being installed and fencing started Monday, June 25, 1984 (working day 888). The berm around the perimeter has been installed and graded but no landscaping is installed as yet.

The Auto World sign at the corner of Fifth and Cole is not yet installed but apparently will be erected shortly. There was no current word today as to when this would be completed.

Water Street Pavilion

A brief review of each of the corridors as of June 28, 1984 (working day 891) is given below:

- Corridor A - Relocate water main in new Union between Brush Alley and Saginaw - complete.
- Corridor B - Vacate new Union between Brush Alley and Saginaw - complete.
- Corridor C - Relocate or abandon existing utilities in old to new location in new Union - a change order for this work has not yet been approved and it is not expected to begin work until about July 16, 1984. Completion is presently targeted for August 22, 1984 (working day 929). It is highly recommended that this work be completed before start of major work on new parking deck.

Monitoring Report #183
City of Flint Improvement Program
Page three

- Corridor D - Relocate/remove existing utilities in old Union Brush Alley to Saginaw - complete.
- Corridor E - Renovate Saginaw Street island between old Union and Kearsley - complete.
- Corridor F - Complete phases #1, #2, and #3 demolition - complete.
- Corridor G - Phase #4 demolition - substantially complete. It will be necessary to move the construction trailers presently in the area just north of the phase #4 site before completion of refilling the area. Trailer are to be relocated about July 15, 1984 and filling should be completed shortly after.
- Corridor H - Complete phase #5a demolition (Fenton, Three Sisters, and Lerner Buildings). The Fenton Building walls will be removed and the area backfilled by July 16, 1984 (working day 902). At that time, trailers from the area north of phase #4 demolition will be moved.
- Corridor I - Complete phase #8 demolition (Milner) - There still is no official word on when demolition will start.
- Corridor J - Construct Marketplace - ⁶⁻¹⁴ Basement walls have been completed and foundations for the second floor superstructure are in work. Present plans are to complete the second floor structure and be ready for structural steel to begin in late September, 1984. This is a very tight time schedule and heavy attention will have to be given to expediting shop drawings, approvals, fabrication, and delivery. The importance of structural steel erection to the surrounding areas lies in the fact that during the Thanksgiving and Christmas season it is not expected to permit any temporary or permanent major street closings in downtown. Thus, steel erection should be planned to be completed, at least in so far as the need for heavy crane operations by Thanksgiving Day. According to Mr. Alva Thomas of Barton Malow, erection of steel will be from south to north and will require 15 feet of Saginaw for 2 erection days. The construction manager will work with the traffic engineer to plan these street restrictions. It should be remembered that 4 days notice is required by the traffic department for any restricted traffic or closing of this type.

Monitoring Report #183
City of Flint Improvement Program
Page four

Along Saginaw Street a temporary sidewalk is to be installed by the city and the construction fence is to be moved back to the east boundary of the sidewalk. The sidewalk is to be used, during the Bobby Crim race on August 25, 1984 (working day 932), for the temporary sanitary facilities. However, it would be good to get this work done early so pedestrian traffic can use either side of Saginaw in this area.

- Corridor K - Construct skating and ice rink - Apparently contract drawings are nearly complete for this facility, however, the location of the chiller for providing cooling to the brine has not been fully decided upon as yet. There is no current word on the schedule of construction operations at this area.
- Corridor L - Define electrical duct easement in old Union from Harrison to Brush - No current information available.
- Corridor M - Resurface Harrison from Kearsley to city hall - complete.
- Corridor N - University of Michigan test and renovate existing parking deck at corner of Kearsley and Harrison - The structure analysis by the University is complete and renovation will proceed on the deck over the next 3 years. Work will be done mostly in the summer when the deck is seeing light use from the university staff and students. No major interferences with outside traffic patterns is expected.
- Corridor O - Phase #6 demolition (Home Dairy, Hotel, Red Dragon, and Crooks) - Still in progress. Holding completion of July 16, 1984 (working day 902).
- Corridor P - Phase #7 demolition (hairdresser) - No current word on status. The new facility for the hairdresser is under construction.
- Corridor Q - Complete phase #5b demolition (Smith Bridgeman) - Demolition is moving slowly and the work is proving much more difficult than had been anticipated. In addition, there still remains the problem of protecting traffic, both vehicle and pedestrian, from demolition operations. There is some consideration that Saginaw Street may have to be further closed for this work, although, there was no specific discussion of the matter at our session today. If at all possible, unless safety reasons do not permit, it would be wise to maintain traffic to the greatest extent possible on Saginaw.
- Corridor R - Construct parking ramp - Advertisements for deck proposals are expected to be solicited starting July 16, 1984 (working day 902). Proposals will be due August 8, 1984 (working day 919), with award expected by August 22, 1984 (working day 929). Construction is to be completed by October, 1985.

Monitoring Report #183
City of Flint Improvement Program
Page five

- Corridor S - Vacate and close Brush Alley, new Union to Kearsley - The alley has been vacated officially but still is being used for occasional traffic through the area.
- Corridor T - Construct surface parking between First, Saginaw, Kearsley and Harrison - Work is still planned to start here about September 4, 1984 (working day 937) and be complete by about November 15, 1984 (working day 989). There is no current word on whether the alley from Kearsley to First will be closed or vacated. This matter is under consideration by the staff and administration of the city of Flint.
- Corridor U - Remove Saginaw Street islands between new Union and Flint River - complete.

Mr. Thomas, the new construction manager, representative for Barton Malow, said that there is a replanning of the current schedule being done to show the completion at required target of July 5, 1985.

Flint Industrial Village - This project is a historical renovation of one of the very early General Motors factory buildings. The development organization is the Durand Four, Inc. The facility is being planned and built by a variety of community organizations. Our work today, shown on sheet #151 Issue #1, dated June 28, 1984 (working day 891) concentrated primarily on early activities that must be completed to get the project into the filed and under construction just as quickly as possible.

Present requirements are that the project be occupied by December 31, 1984 (working day 1019). To meet this date it is imperative that field work start just as quickly as possible. It was recommended at our session that advance monies be found to permit early detailing of long lead time items to proceed. Some of these items are electrical switch gear, air handling units, transformation equipment, hollow metal frames, and a variety of ~~other~~ architectural, mechanical, and electrical elements that traditionally require long periods of time prior to the delivery to the job site.

It should be remembered that from today, June 28, 1984 (working day 891) until December 31, 1984 (working day 1019) there only remains 128 working days. This is a very short period of time in which to do the amount of work planned for this facility. It is expected that we will monitor the project at our future sessions to determine the proper courses of action.

The network model indicates that some of the most critical early operations deal with the review and approval by the board of FCDC

Monitoring Report #183
City of Flint Improvement Program
Page six

of the UDAG closing documents. These documents include a variety of elements identified with a capital A on sheet 151, Issue #1, June 28, 1984 (working day 891). In addition, it will be necessary to prepare an as-built building appraisal which should be a part of the UDAG package, presently to be submitted by July 13, 1984 (working day 901).

The approval times shown in the network model are somewhat tight, particularly for those agencies not under control of the group. Thus, the logic plan should be evaluated carefully and followed very, very closely.

Concurrently with review and approval of the closing documents, the consultant business organization must provide what is called agency agreement to be submitted with the UDAG package. This is expected to be provided very soon. Also concurrently with the review and approval process is a review of the contract documents and the contracts for construction. These reviews proceed on through contract document provision and obtaining a building permit. The present target is to have the building permit in hand by the evening of July 16, 1984 (working day 903). A certificate of approprieness is necessary for this permit to be issued.

It was decided to notify HUD of the pre-construction meeting at a very early date, and since the construction manager is presently working on the project, to allow the pre-construction meeting to be called at a date sometime in early or middle July, 1984. The target is to start work in the field very close to August 2, 1984 (working day 915). As noted above, it will become very critical to release as much as the long lead time items early so as to get early submittals for review and approval.

Again, we shall follow the job in detail and continue our planning of it at subsequent sessions. Mr. Richard King, project manager for DCD will decide those parties who should attend each of the sessions and arrange for them to be present for our continuing work.

Tax increment financing (TIF) - There was no major discussion of the tax increment financing at this session since the staff was not available. However, evaluating the schedule provided in May, 1984, it presently appears that early milestones are being met. Due to the critical nature of this activity, I strongly recommend that we prepare a network model for the remaining actions to be taken at the earliest date possible. Mr. Ursuy will see if this can be accomplished.

Buick City - A brief review of the corridors discussed at our meeting today is given below:

- Corridor #10 - Close Industrial to public traffic - Still being held at November 15, 1984 (working day 989).

Monitoring Report #183
City of Flint Improvement Program
Page seven

- Corridor #21 - Install storm sewer in Baker - No starting date selected as yet.
- Corridor #22.01 - Install storm sewer in Dartmouth - Phase #2 work.
- Corridor #23 - Install storm sewer in Industrial and in Wood - Storm sewer work at Wood has been completed and the rail crossing has been installed. Paving of Industrial is moving north from Wood and will continue as backfilling is completed for the sewer leg between Hamilton and Wood. The sewer has been extended under Hamilton and work is now in progress north of Hamilton. The completion target date is still being held at July 31, 1984 (working day 914).
- Corridor #24 - Install 24" water main in Saginaw, Leith to Hamilton - Phase #2 work.
- Corridor #25 - Clear and grub phase #1 south of Oak Park - This work is to be complete July 9, 1984 (working day 897). The information will be transmitted to Buick by the project team.
- Corridor #15.01 - Clear and grub north of Oak Park - Complete.
- Corridor #27 - Widen Hamilton Avenue Industrial to Chippewa - Complete.
- Corridor #28 - Widen Leith from Industrial to North - The contract was signed June 28, 1984 (working day 891) and work will probably start about July 9, 1984. Completion is presently set for September 10, 1984 (working day 942).
- Corridor #29 - Construct berms and install landscaping phase #1 - Landscaping contract documents have been submitted to the project team and are currently being reviewed. Bids will be due in for phase #1 work on July 26, 1984 (working day 910). The master plan is still to be available by July 2, 1984 (working day 893).
- Corridor #30 - Close Leith to public traffic, St. John to Industrial - Closing is still being held at November 15, 1984 (working day 989).
- Corridor #31 - Construct Broadway/Steever one way pair - A decision on the future of this program is being considered at the administrative level in the city. There is no current word on when a release of the early work, primarily property acquis-

Monitoring Report #183
City of Flint Improvement Program
Page eight

ition, will occur. However, the plan to begin construction by May 15, 1985 makes it important that property acquisition begin just as quickly as possible. If there are revisions to be made to the plan, thses too should be initiated just as soon as the final configuration is selected.

It should be kept in mind that it will take from 3 to 5 months once property control is complete and strong assurances are had that the property can be vacated and demolished, to the time where construction of the facility can begin. Thus, it is essential to give this project heavy attention if it is to be built during the spring and summer of 1985.

- Corridor #32 - Buick construct parking lot north of Oak Park - Completion scheduled for July 2, 1984 (working day 893).
- Corridor #33 - Widen North from Leith to Hamilton - One piece of property is proving difficult to have vacated and demolished by July 13, 1984 (working day 901), the date required in order to accept proposals for the widening work. The North Street project is critical to Buick and every effort is being made to get it under way this year so it can be completed by cold weather.

There are alternative plans that might be possible and I strongly suggest these be explored in the event that work on North Street is held up past this next contract letting date by the State Department of Transportation. We shall review the project in depth at our next review.

- Corridor #34 - Widen Stewart from Andrews to North Saginaw - Work is in progress with completion being held at August 15, 1984 (working day 924).
- Corridor #37 - Clear and grub phase #2 area - No date set for start.
- Corridor #38 - Resolve conflict and relocate utilities in Industrial - Buick to start this work in October, 1984.

General

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

Ralph J. Stephenson, P.E.

July 22, 1984

Subject: Monitoring Report #184
City of Flint Improvement Program
Flint, Michigan

Project: 83:14

Date of Monitoring: July 12, 1984 (working day 900)

Actions taken:

- Monitored Water Street Pavilion project
- Reviewed Flint Industrial Village program
- Inspected Durant Four Building, Water Street Pavilion site, and Buick City site
- Evaluated current status of Buick City

Auto World

The Auto World project opened on schedule, July 4, 1984 (working day 895) and is in operation. It appears the entire external facility traffic movement and operations are well in hand.

Water Street Pavilion

A brief review of each of the corridors as of July 12, 1984 (working day 900) is given below:

- Corridor A - Relocate water main in new Union between Brush Alley and Saginaw - Complete.
- Corridor B - Vacate new Union between Brush Alley and Saginaw - Complete.
- Corridor C - Relocate or abandon existing utilities in old Union to new location in new Union - A change order is expected to be approved for this work by the DDA Board on July 24, 1984 (working day 909). Meanwhile, a go ahead has been given to the contractor to order long lead time items so field work can start immediately after authorization of the change order. Presently it appears that the utility relocation can be done prior to start of construction of the parking garage. It is to be cautioned that there will remain a primary power duct bank extending from Harrison to Brush Alley. Note should be made of this duct bank on the contract documents for the garage in order that its presence is well known to all parties involved.

- Corridor D - Relocate/remove existing utilities in old Union, Brush Alley to Saginaw - Complete.
- Corridor E - Renovate Saginaw Street island between old Union and Kearsley - Complete.
- Corridor F - Phases #1, #2, and #3 demolition - Complete.
- Corridor G - Phase #4 demolition - Construction trailers presently located just north of the phase #4 demolition site are to be moved to the phase #5a site (Fenton, Three Sisters, and Lerner Buildings) on Monday, July 16, 1984 (working day 902). At that time, completion of all work on phase #4 and the north side area will be completed.
- Corridor H - Phase #5a demolition (Fenton, Three Sisters, and Lerner Buildings) - This area is now ready for the move of trailers, and as noted in corridor G, the shift will be made Monday, July 16, 1984 (working day 902).
- Corridor I - Phase #8 demolition (Milner) - The major superstructure is demolished. Work there began July 5, 1984 (working day 895). It is expected that all demolition above and below grade will be completed within the next three weeks.
- Corridor J - Construct Marketplace - Basement wall work is complete and walls are being waterproofed, insulated, and backfilled. The first floor supported deck at the basement area is being formed. Foundation walls and footings in the high areas are being installed.

It is presently intended to pour out the slab on grade prior to the start of forming the second supported deck. This matter is being reviewed continuously to determine whether or not the length of time to install underground utilities, pour the slab on grade, and complete the second floor structural deck will interfere with the timing for structural steel erection. Structural steel erection is important since for two days out of the period of time in which the steel is being erected it will be necessary to close about 15 feet of the Saginaw right of way for erection equipment. Thus, it becomes critical to steel erection and consequently the city and its traffic pattern to know what the timetable is for completing the second floor supported deck.

It should be repeated that during the holiday period from Thanksgiving through Christmas there will be strong city staff resistance to any closing of downtown streets whatsoever.

Temporary sidewalk construction on the east side of Saginaw at the site has not yet begun. It is estimated by Barton Malow that they will have their foundations in such shape that the city could begin installation of the sidewalk by about Monday, July 16, 1984 (working day 902). It was reconfirmed that the sidewalk will be six feet wide.

- Corridor K - Construct skating and ice rink - Contract documents were issued today and are being broken out in bid packs presently by Barton Malow. It is expected to be out for proposals by August 1, 1984 (working day 914). There still is no decision on the chiller location for cooling brine. The final location will probably have to be approved by the city if there is a possibility of alley encroachment. It is necessary to have this information to complete business negotiations on the project for this particular area. These negotiations are expected to be closed in mid-July, 1985 and thus a decision on the chiller location is important.
- Corridor L - Define electrical duct easement in old Union from Harrison to Brush - No word on when this is to be done.
- Corridor M - Resurface Harrison from Kearsley to city hall - Complete.
- Corridor N - University of Michigan test and renovate existing parking deck at corner of Kearsley and Harrison -

This work although not complete will not impact upon other project work. Therefore, it will not be reported on in subsequent sessions unless necessary.

- Corridor O - Phase #6 demolition (Home Dairy, Hotel, Red Dragon, and Crooks) - Still in progress and holding a completion of July 16, 1984 (working day 904).
- Corridor P - Phase #7 demolition (Hairdresser) - This property will be available by about August 1, 1984, and it is expected to require about a month to demolish with another two weeks to complete backfilling.
- Corridor Q - Phase #5b demolition (Smith Bridgeman) - Razing of this structure is still proving difficult, and the work is moving rather slowly. There still remains a substantial amount of the floor plan of the building to be removed full height. No current word is available on when demolition will be complete.
- Corridor R - Construct parking ramp - It is expected now to advertise July 23, 1984 (working day 907) for proposals and to allow about four weeks for proposals which would

be due August 22, 1984 (working day 929). Award could be expected about two weeks later by September 6, 1984 (working day 939). This is a slippage over our evaluation of June 28, 1984 (working day 891) as reported on page 4 of Monitoring Report #183.

The project is still a very critical job, and the proposed start is considerably later in the year than had been originally projected. The project is somewhat weather sensitive, and it is urged that construction be started on the facility just as quickly as possible. Apparently, completion is still being held at October, 1985.

- Corridor S - Vacate and close Brush Alley, new Union to Kearsley - Complete.
- Corridor T - Construct surface parking between First, Saginaw, Kearsley, and Harrison - Work is now expected to begin September 17, 1984 (working day 946) with completion by mid or late November, 1984. No word is yet available on the alley vacation although some action is expected at the council meeting July 23, 1984 (working day 907).
- Corridor U - Remove Saginaw Street islands between new Union and Flint River - Complete.

Flint Industrial Village - (Monitored from network model sheet #15, Issue #1, dated June 28, 1984 (working day 891)).

The board has not yet approved the UDAG closing documents and the program presently lags early finishes there by four working days. The agency agreement firm was not able to consummate this agreement, and other organizations are presently being considered. It is expected that an agency agreement including approval of a limited partnership agreement could be completed by about August 6, 1984 (working day 917). This is a very critical date since it allows assembly and submission of the UDAG package, as well as making possible advance funding to take care of early submittals on long lead time items.

The contract documents have been reviewed and approved along with the contracts, and presently it is planned to issue the documents for permits with the mechanical and electrical write up sheets on July 13, 1984 (working day 901). This permit should be available within about a week after submission of contract documents.

The certificate of appropriateness has not yet been obtained; however, there will be another meeting of the commission from which this is obtained on July 16, 1984 (working day 902). Approval is expected.

Monitoring Report #184
City of Flint Improvement Program
Page five

One pre-construction meeting has been held although probably another will be needed before actual field work begins.

At the present time the lag on the project is basically due to a lack of an agency agreement and is about 16 working days. It should be understood that at the time an agency agreement is to be assembled into a UDAG submittal package, we will also need an as-built building assessment. This is apparently approved but not done as yet.

The lag of 16 working days is serious, in that it moves the start of construction back to as late as August 24, 1984 (working day 931). At our meeting this lead the group to discuss alternate ways of beginning demolition and cleaning of the building at an earlier date. ~~It was felt that if advance funding could be obtained, then possibly mobilization and moving on the site could begin by August 14, 1984 (working day 923).~~ This is a gain of about 8 working days compared to if early work was held until review and execution of the UDAG agreement by HUD.

Of critical importance to starting early is the advance funding, which is currently being considered, ~~and acquisition of title to the property.~~ Acquisition of title to the property is possible by Durant Four from the city by August 25, 1984 (working day 923); however, all this work must be started immediately if it is to be any help in speeding up start of field operations on the project.

~~It does not appear possible at this time to complete the building work for full occupancy by the target of December 31, 1984 (working day 1019).~~ Therefore, discussions today focused on how to work on selective parts of the facility to allow occupancy of at least a portion of the building by then. Critical will be the availability of an elevator if upper floors are to be occupied. This will be essential so as to obtain certificate of occupancy. The elevator decision is still not totally resolved since consideration is presently being given to installation of a new passenger elevator in addition to upgrading the present freight elevator. Again, decisions are being made on these matters but actions will have to be taken soon since the elevators are a long lead time item.

We will continue to follow the project closely in subsequent meetings. Meanwhile, I added in some summary construction work planning and made revisions to the network model on sheet #151. These drawings will be made available as needed by Mr. Vyvyan.

Tax increment financing (TIF)

Again, we had no major discussions of the tax increment financing since the staff working on the program were not available. We did monitor TIF from the milestone list, and resolutions #2, #3, and #4 will be approved by council on August 27, 1984 (working day 932) instead of the scheduled August 15, 1984 (working day 922). An analysis of this should be made to determine whether the council approval of resolutions will affect the end target dates for obtaining funding by November 1, 1984 (working day 979). Also, additional evaluations should be made on the impact of tax increment financing on the various projects it affects, namely Buick City, phase #2 and the Water Street Pavilion.

Buick City

A brief review of the corridors discussed in our meeting today is given below:

- Corridor #10 - Close Industrial to public traffic - Still being held at November 15, 1984 (working day 989).
- Corridor #21 - Install storm sewer in Baker - No current word on when this work will start.
- Corridor #22.01 - Install storm sewer in Dartmouth - Phase #2 work.
- Corridor #23 - Install storm sewer in Industrial and Wood - Sewer work is complete in Wood and in Industrial up to and past Hamilton. Replacement of paving in the northern block of Industrial from Buick administration parking to Hamilton is in work. Excavation has begun north of Hamilton for installation of the storm sewer off to the west of the right of way, and work is about to Dayton Street. It appears presently that there is a good chance that the target completion of July 31, 1984 (working day 914) will be met.
- Corridor #24 - Install 24" water main in Saginaw, Leith to Hamilton - Phase #2 work.
- Corridor #25 - Clear and grub phase #1 south of Oak Park. - Almost this entire area has been cleared except for two houses south of Newell. Also we must obtain possession and vacation of the block building presently housing auto parts and facing on North on the east side. There is no current word on when this can be accomplished.
- Corridor #25.01 - Clear and grub north of Oak Park - Complete. (Please note that in Monitoring Report #183, dated July 2, 1984, page 7 that corridor #25.01 was identified as corridor #15.01. Please revise the designation on your copy).

- Corridor #27 - Widen Hamilton Avenue Industrial to Chippewa - Complete.
- Corridor #28 - Widen Leith from Industrial to North - The fence has been removed to prepare the area for the bypass. Work in corridor #28 is expected to be completed by September 4, 1984 (working day 937).
- Corridor #29 - Construct berms and install landscaping, phase #1 - Contract documents are out for proposals. There is no current word on the status of the master plan.
- Corridor #30 - Close Leith to public traffic, St. John to Industrial - Closing is still being held at November 15, 1984 (working day 989).
- Corridor #31 - Construct Broadway/Steever one way pair - No word is available on what is to be done with this project. It is still being held pending administrative decisions.
- Corridor #32 - Buick construct parking lot north of Oak Park - These lots are now partially occupied and will be complete within the near future except for the area being held at the west of the right of way of Industrial. This work will be completed when the storm sewer has been completed.
- Corridor #33 - Widen North from Leith to Hamilton - There is concern that all properties needed will not be available in time to award a construction contract for work so North could be completed this year. Therefore, alternative plans are being studied and evaluated on an ongoing basis. The alternative plans presently anticipates use of Taylor and Baker as access routes from the Buick parking areas to Saginaw. The evaluation of these is ongoing and will depend, to a large extent, upon activities that are expected to take place over the next three weeks.
- Corridor #34 - Widen Stewart from Andrews to North Saginaw - Completion is now expected by the end of August, 1984.
- Corridor #37 - Clear and grub phase #2 area - No date set for start.
- Corridor #38 - Resolve conflict and relocate utilities in Industrial - Buick to start this work in October, 1984.

General

At our next session we should concentrate on continuing an analysis of the Flint Industrial Village and determine with as much

Monitoring Report #184
City of Flint Improvement Program
Page eight

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

accuracy as possible the projected occupancy makeup for the December 31, 1984 target deadline. Mr. Vyvyan will prepare the detailed agenda and distribute it to those concerned.

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

August 6, 1984

Subject: Monitoring Report #185
City of Flint Improvement Program
Flint, Michigan

Project: 83:14

Date of Monitoring: July 27, 1984 (working day 911)

Actions taken:

- Monitored Water Street Pavilion project
- Reviewed Flint Industrial Village program
- Inspected Water Street pavilion site and Buick City site
- Evaluated current status of Buick City

Water Street Pavilion

A brief review of each corridor as of July 27, 1984 (working day 911) is given below:

- Corridor A - Relocate water main in new Union between Brush Alley and Saginaw - Complete.
- Corridor B - Vacate new Union between Brush Alley and Saginaw- Complete.
- Corridor C - Relocate or abandon existing utilities in old Union for new location in new Union - The change order for this work has been issued and relocation of the utilities will begin Monday, July 31, 1984 (working day 913). It is expected the work will take about five weeks and be complete about September 7, 1984. Pipe is apparently available with one-half of the elliptical already fabricated and all of the round pipe in stock.

We briefly discussed the primary power duct bank, and it was agreed that a recommendation should be made to the owner that its location be identified by warning signing at the exterior and interior columns of the parking deck and walls. This is so as to avoid accidental breaking into the primary duct during any kind of remodeling or repairs. It also would be helpful in locating the duct in the event of an emergency repair need. Mr. MacKenzie will bring this to the attention of the parties responsible.

- Corridor D - Relocate/remove existing utilities in old Union, Brush Alley to Saginaw, Complete.
- Corridor E - Renovate Saginaw Street island between old Union and Kearsley - Complete.
- Corridor F - Phase #1, #2, and #3 demolition - Complete.
- Corridor G - Phase #4 demolition - Phase #4 demolition proper is complete. Trailers are yet to be removed from the site; however, their presence will cause no delay to deck construction.
- Corridor H - Phase #5a demolition (Fenton, Three Sisters, and Lerner Buildings) - Work here was complete as of July 16, 1984 (working day 902).
- Corridor I - Phase #8 demolition (Milner) - The Milner Building is demolished and the contractor is now removing rubble. It should be completed along with the Smith Bridgeman demolition in four or five weeks. Plans for this area are to build an interim 100-car parking lot located on phase #8, phase #7 and a portion of phase #5B demolished areas. Construction of the lot will probably begin in late August or early September, 1984 and should be complete in four to six weeks.
- Corridor J - Construct Marketplace - Work here over the past month has moved well, and the first floor supported deck appears nearly ready to pour out. Columns are going up at the south and middle portions of the building to the 2nd floor, and the second level slab will be started sometime in early August, 1984. Mr. Alva Thomas, Barton Malow's project manager, provided a network printout and a bar chart schedule of the work activities. These show structural steel erection beginning in late September, 1984 and continue to hold a completion target of May 15, 1985 for owner work with the opening being held for July 1, 1985. Progress presently appears to be maintaining pace with this plan of work.
- Corridor K - Construct skating and ice rink - The chiller location at the alley has been disapproved, and this will, of course, require relocation of this chiller which may, in turn, delay issue of the full contract documents. The annotated drawings are presently in Mr. MacKenzie's hands for disposition. The delay in approval does not restrain the business negotiations that are presently in work.

The project manager mentioned that they were going to try to construct the foundations for the project this year but probably would do superstructure work next spring.

I suggest that the matter of approvals on the contract documents and release of an approved set of drawings be expedited since we are rapidly nearing fall and early winter. It would be wise to begin construction just as quickly as possible in this area.

- Corridor L - Define electrical duct easement in old Union from Harrison to Brush - No word on when the easement is to be released as approved. Apparently it is now in Consumers Power hands.
- Corridor M - Resurface Harrison from Kearsley to city hall - Complete.
- Corridor N - University of Michigan test and renovate existing parking deck at corner of Kearsley and Harrison - No report.
- Corridor O - Phase #6 demolition (Home Dairy, Hotel, Red Dragon and Crooks) - Will be completed in about one week.
- Corridor P - Phase #7 demolition (Hairdresser) - Demolition to begin Wednesday, August 1, 1984 (working day 914).
- Corridor Q - Phase #5b demolition (Smith Bridgeman)-The Smith Bridgeman building is down to the second floor, and the area will be completely clear and backfilled by about September 1, 1984. Street restoration is to follow next year.
- Corridor R - Construct parking ramp - Contract documents are out for proposals with bids due August 15, 1984 (working day 924). There has been relatively slow action in response to the proposal requests, but it is expected that several contractors will be proposing on the project.

Presently the agreement with the State of Michigan and the method by which the joint occupancy of the structure will be implemented is being reviewed. A brief discussion was held of the method by which the Bureau of Facilities at the State of Michigan is now having its contractors submit payment requests. I suggest that the zero retention technique be evaluated for its appropriateness on this project.

- Corridor S - Vacate and close Brush Alley, new Union to Kearsley - Complete.
- Corridor T - Construct surface parking between First, Saginaw, Kearsley, and Harrison - The size of the surface parking in this area, as noted above, has been reduced to about 100 parking lot spaces for the time being. Expansion to the full size will occur at a later date.

It appears presently that the alley between Kearsley and First will be closed but not vacated. Present designs are set so parking can be eliminated or restricted at the alley right of way.

- Corridor U - Remove Saginaw Street islands between new Union and Flint River - Complete.

Overall, the Water Street Pavilion project appears in certain areas to be moving into a well defined production phase. The Marketplace itself is proceeding reasonably well; however, the ice and skating rink is still encountering approval problems, and it probably will be constructed only up through foundation work this year. Parking deck work is getting a late start and much of the superstructure of the building will be built in less than ideal weather conditions.

Flint Industrial Village - Monitored from network model Issue #2 dated July 12, 1984 (working day 900) sheet #151

The key activity in this plan of work still appears to be the investor providing an agency agreement. However, caution must be exerted not to overlook other critical items, namely assembly and approval of the UDAG closing documents other than the agency agreement, conveying the building title to Durant Four, executing the construction management agreement, obtaining advanced funding, and obtaining required building permits.

Part of the approval to construct process also involves getting a license to occupy the right of ways with the various elements that project out from the building. Probably these licenses will be needed before the title can be conveyed.

Presently it is expected that the city council will approve conveyance of the building title at their meeting on August 13, 1984 (working day 922). Thus, it becomes important to obtain these right of way occupancy licenses just as quickly as possible. Once the agency agreement has been obtained it would be possible to obtain advance funding for an early start on the project by August 14, 1984 (working day 923). Present plans are to start then and within 96 working days or by December 31, 1984 (working day 1019) have the building remodeled to the first occupancy point.

Important to this occupancy is the decision on elevators. There was considerable discussion about a second elevator today. Apparently the second elevator was rejected at a recent meeting, but it is to be restudied since it is now proving somewhat difficult to plan to maintain a freight elevator operation and then to revise the freight elevator as may be needed, in time to have it available for first occupancy. There is some consideration that in order to use the freight elevator for a passenger elevator

that its platform and cab size will have to be reduced considerably. This will, of course, take the elevator out of service during renovation and might make it difficult to convey materials and manpower to upper floors during construction.

In discussions of what type of elevator is to be used consideration should be given to using an electric elevator with a suspended sheave platform and machine room at the lower floors. This could reduce or eliminate the penthouse projection above the roof.

The second elevator problem will be analyzed in detail and if it is decided another elevator is required it would be wise to get this in work as rapidly as possible since we now have only twelve working days to when we must start construction to enable occupancy by the end of the year.

The architect/engineer is finishing the mechanical and electrical write up sheets and these will be available Monday, July 30, 1984 (working day 912). From these, it should be possible to obtain the building permit and also allow the general contractor and construction manager to obtain approvals from the sub-contractors for the scope of work and the prices being charged. This again is an essential ingredient in getting the project into the field by August 14, 1984 (working day 923).

Once the agency agreement is available, the final UDAG package can be assembled and submitted. This submission is presently planned to be in HUD's hands the morning of August 9, 1984 (working day 920). We are assuming a 10-day working day review and execution period for HUD which releases the UDAG funding by the evening of August 22, 1984 (working day 930). Although release of the funding is later than the desired start of construction it is expected that the advance funding can carry the project for the first few days of field work.

Another point of discussion at our session today concerned construction of the interior face of the exterior walls. At present it is intended to water clean the face of the interior brick and to leave it exposed. There was some concern that this will not provide a wall of adequate insulating ability. Although no specific direction was given at our session today, there is some desire to restudy the exterior wall assembly. It is assumed that this matter will be discussed with the architect through the owner and the project team in the very near future.

Tax increment financing (TIF)

During our session it was decided that it is very important to prepare a network model of the details of the tax increment financing. In discussions today both about the Water Street Pavilion and the Buick City programs concern is being expressed about the relationship of tax increment financing to the work particularly at Buick City phase #2. Thus, at our next session

Mr. Ursuy will arrange to have Mr. William Vredevoogd and Mr. John Corbliss at the session to provide technical input and information regarding scheduling of the tax increment financing from here out. It is felt by the entire project group that it is an important element of the program and it would be appreciated if we could prepare a network model for the remaining activities. It should be able to be done very quickly and will be of help in identifying the truly critical portions of the work.

Buick City

Phase #1 of the work is now in reasonably good shape and moving well in most areas toward fall completion. However, phase #2 work has not yet been planned in detail, and it is becoming critical that we better identify the sequences and programs to be executed during this phase #2 operation. It is particularly important in relationship to land acquisition and the necessary activities required for this acquisition to proceed properly. Therefore, at our next session we will concentrate first upon planning the tax increment financing and then work on developing sequences required for phase #2 work.

A brief review of the corridors discussed in our meeting today is described below:

- Corridor #10 - Close Industrial to public traffic - Being held at November 15, 1984 (working day 989).
- Corridor #21 - Install storm sewer in Baker - The storm sewer in Baker will probably begin in the field next week and will require two or three working days for completion. Following installation of the storm sewer in Baker another week will be required to install a water main between Industrial and North in Baker Street.

Installation of the Baker Street utilities becomes important in the event that an interim exit onto Saginaw from the Buick parking areas is necessary. Therefore, I suggest that this Baker Street work be done as quickly as possible.

- Corridor #22.01 - Install storm sewer in Dartmouth - Phase #2 work.
- Corridor #23 - Install storm sewer in Industrial and Wood -
At the present pace it appears the sewer work will be substantially complete by July 31, 1984 (working day 913). The sewer is now being installed just south of Leith and probably will connect up with the end shaft at Leith and Industrial by the weekend. Paving and patching is proceeding directly in back of the work and it appears that the sewer phase of the project is nearing completion. The stretch of

work in Industrial south of Hamilton is nearly complete with only a portion of the wearing course yet to install at the northerly end of this portion of the project.

- Corridor #24 - Install 24" water main in Saginaw, Leith to Hamilton - Phase #2 work.
- Corridor #25 - Clear and grub phase #1 south of Oak Park -
There are still some minor structures left standing in the areas south of Oak Park. However, active work is in progress on filling and grading the entire areas for the required parking. The four remaining buildings on the east side of North will probably be emptied and demolished within the next week thus freeing up the entire site for continuation of work by Buick.
- Corridor #25.01 - Clear and grub north of Oak Park - Complete.
- Corridor #27 - Widen Hamilton Avenue Industrial to Chippewa - Complete.
- Corridor #28 - Widen Leith from Industrial to North - Leith
Street improvements have started and curbs for the bypass are complete on the north side of the bypass. We are presently holding a construction completion of September 4, 1984 (working day 937).
- Corridor #29 - Construct berms and install landscaping.
Proposals were received and an evaluation of these is currently in progress. There is no word on when an award will be made. *#182*
see 1/6 of report
- Corridor #30 - Close Leith to public traffic, St. John to Industrial - Closing is still being held at November 15, 1984 (working day 989). *St. John to Industrial - Closing is still being held at November 15, 1984 (working day 989).*
- Corridor #31 - Construct Broadway/Steever one way pair -
There is still no authentic word available on the future of this area improvement. It is being held pending administrative decisions relative to financing and the scope of work. At our next planning session we shall prepare a network model using a zero base of the work that must be done so a better evaluation can be made of the relative criticalness of the program in terms of this years actions.
- Corridor #32 - Buick construct parking lot north of Oak Park -
The parking lots are partially occupied and will be completed as sewer work in or near Industrial is being completed.
- Corridor #33 - Widen North from Leith to Hamilton - The
present plan is to have all properties available by the cut off date of August 8, 1984 (working day 919). This

will allow a start of construction about September 10, 1984 (working day 941). There are mixed feelings as to whether or not with this late start the entire North Street improvements can be made this year. If there is any doubt that it will be complete this year then an alternate access pattern should be planned for routing traffic out of the parking lots. We shall consider these potential alternatives at our next planning session. It is, of course, critical that some means of access and egress be provided if there is a possibility North Street will not be open for traffic in its entirety this year.

- Corridor #34 - Widen Stewart from Andrews to North Saginaw - Construction completion is being held at the end of August, 1984 although there is some chance that it will extend into September, 1984.
- Corridor #37 - Clear and grub phase #2 work - No date set for start.
- Corridor #38 - Resolve conflict and relocate utilities in Industrial - Buick to start in October, 1984.

Overall, Buick City phase #1 work is moving relatively well with the possible exception of the North Street widening program which is encountering unexpected acquisition problems. We should now turn our full attention to planning phase #2 PASI work and related City of Flint activities. Mr. Vyvyan will schedule the activities needed for this in conjunction with Mr. Ursuy for our next session.

General

The agenda for our next session was discussed briefly with Mr. Vyvyan, and he will distribute the plan of action for the session to those concerned.

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

August 24, 1984

Subject: Monitoring Report #186
City of Flint Improvement Program
Flint, Michigan

Project: 83:14

Date of Monitoring: August 17, 1984 (working day 926)

Note: As of this session we began using a new working day calendar base of January 3, 1984 as working day 1. The current August 17, 1984 date is 154 in this new base. All new networks prepared will be predicated upon the 1984 base working day calendar.

Actions taken:

- Monitored Water Street Pavilion project
- Monitored Flint Industrial Village Program
- Inspected Buick City site
- Monitored Buick City program

Water Street Pavilion

A brief review of each corridor as of August 17, 1984 (working day 926) is given below:

- Corridor A - Relocate water main in new Union between Brush Alley and Saginaw - Complete.
- Corridor B - Vacate new Union between Brush Alley and Saginaw - Complete.
- Corridor C - Relocate or abandon existing utilities in old Union for new location in new Union - Work is in progress, and although there are some minor interferences being encountered it is expected that the project will be completed about September 7, 1984. It has been decided that the primary power duct bank location will be designated at the parking deck by ceiling markings. It has been suggested that, in addition, wall markings, where there are vertical surfaces available, be used to locate the easement.
- Corridor D - Relocate/remove existing utilities in old Union, Brush Alley to Saginaw - Complete.

- Corridor E - Renovate Saginaw Street island between old Union and Kearsley - Complete.
- Corridor F - Phase #1, #2, and #3 demolition - Complete.
- Corridor G - Phase #4 demolition - Complete.
- Corridor H - Phase #5a demolition (Fenton, Three Sisters, and Lerner Buildings) - Complete.
- Corridor I - Phase #8 demolition (Milner) - Demolition complete except for basement removal.
- Corridor J - Construct marketplace - Work continues to move fairly well on the marketplace proper. The construction project manager/superintendent was not at our meeting today, but we were able to evaluate general progress of the project from the July 23, 1984 updated schedule of Barton/Malow. This network model shows the first section of the second level waffle slab with a late start of August 16, 1984 (working day 926) and a late finish of September 6, 1984 (working day 939). Currently the slab on grade at the south end of the project has been poured out along with the supported deck at the basement area. Forming of the second floor deck is moving from south to north and is well along in these two sections of the building.

During our inspection of the project it was noted that the waffle pans are arriving on the job site, and it presently appears that the late pour date for the second floor waffle slab first section should be able to be met.

We are continuing to maintain the assumption that structural steel will begin in late September, 1984 (September 24 in the Barton/Malow network model) and that it should be completed in the main portion of the building by mid or late October, 1984. There is some thought that erection of structural steel at the north end of the building may be deferred until next spring. This matter will be checked at our next session.

- Corridor K - Construct skating and ice rink - The contract document package for this work is out for proposals; however, there has been no apparent further movement on relocation of the chiller. Since the project manager/superintendent was not available at this meeting, no in depth monitoring was possible.

- Corridor L - Define electrical duct easement in old Union from Harrison to Brush - Still no word on when the easement is to be released. Is still in Consumers Power hands.
- Corridor M - Resurface Harrison from Kearsley to city hall - Complete.
- Corridor N - University of Michigan test and renovate existing parking deck at corner of Kearsley and Harrison - No report.
- Corridor O - Phase #6 demolition (Home Dairy, Hotel, Red Dragon, and Crooks) - Complete.
- Corridor P - Phase #7 demolition (Hairdresser) - Work is nearly complete and should be cleaned up within the next 10 working days.
- Corridor Q - Phase #5b demolition (Smith Bridgeman) - Basement and considerable debris is still to be removed. Probably another 15 to 20 working days remains to complete.
- Corridor R - Construct parking ramp - Receipt of proposals for the work has been delayed one week with the bids due now on Wednesday, August 22, 1984 (working day 929). There is considerable construction activity in the City of Flint presently, and apparently many contractors have experienced difficulty in getting the proposal on this project back as originally required. It is hoped to award a contract in September, 1984. Four hundred calendar days have been allocated for construction.
- Corridor S - Vacate and close Brush Alley, new Union to Kearsley - Complete.
- Corridor T - Construct surface parking between First, Saginaw, Kearsley, and Harrison - Present plans are to provide about 100 parking spaces for the time being, with the remainder of the lot possibly to be used for construction storage and operation. There is no additional word on the alley between Kearsley and First. however, present plans are to close it but not vacate it. This may be revised but at present the vacation is not officially approved.
- Corridor U - Remove Saginaw Street islands between new Union and Flint River - Complete.

Overall, Water Street Pavilion seems to be moving quite well, particularly at the marketplace. The parking deck is not going to be able to be started until very close to winter weather and thus, will probably not be complete until fall, 1985. Much

work still needs to be done in getting the ice rink and skating rink area under construction. It appears doubtful now that any major start on the facility can be made this year. We shall review each of these projects in more detail at our next session.

Flint Industrial Village - Monitored from network model Issue #2 dated July 12, 1984 (working day 900) sheet #151

No major monitoring of the project was made at this session since as yet there has been no agency agreement. Apparently the project team has established a date of August 24, 1984 (working day 931) by which some form of agreement and financing for this particular area must be available. When this date is reached, a further decision will be made as to a future course of action. We shall, however, continue to monitor the project as required and requested.

Tax increment financing (TIF)

There was no major authentic discussion of the program at this session and those responsible for the work on the TIF program were not available. However, it appears that it is now time to prepare a detailed analysis of what work remains to insure the city has a good handle on the date by which tax increment financing can be expected for the Water Street Pavilion and the Buick City phase #2 project. Therefore, Mr. Ursuy will request several of those involved in the planning to be present at our next session. At this time we will prepare a network model for the remaining work and make a further evaluation as to the impact of any slippage in acquiring tax increment financing.

Buick City

Phase #1 continues in reasonably good shape. Of major significance is that the North Street widening project (corridor #33) has been released and should be under construction soon.

We began preparing a summary network model for phase #2 (sheets #152 and #153 Issue #1, dated August 17, 1984 (working day 162)). It is the intent to diagram these phase #2 projects over a period of time as we discuss them. The phase #2 projects have been given a set of numbers some of which appear in the implementation schedule published by Mr. Ursuy dated May 17, 1984. However, there have been some additions to this list. Therefore, a complete list is given below:

- 11 - Broadway Stever land acquisition
- 24 - Installation of water main in Saginaw
- 31 - Construction of Broadway/Stever improvements
- 37 - Phase #7 rough grading, street removal, clearing and grubbing

- 39 - Acquisition of phase #2 properties
- 40 - Relocation of phase #2 occupants
- 41 - Demolition of phase #2 structures
- 42 - Widen Leith from North to Saginaw (was corridor #28.01)
- 43 - Install phase #2 landscaping
- 44 - Widen Baker Street
- 45 - Construct new Taylor Street
- 46 - Resurface Newell Street
- 47 - Refurbish Saginaw Street from Leith to Hamilton
- 48 - Vacate Parkland, Dartmouth(?), Rankin, Dayton, and Warren and alley between Parkland and Leith
- 49 - Consumers Power removal and/or relocation
- 50 - MBT removal and/or relocation *Dartmouth (old 22.01)*
- 51 - ~~Install storm sewer in Baker (old 22.01)~~

The corridor analysis sheet will be updated with this new information and issued in the near future. Meanwhile, a review was made of the phase #1 corridors, and a brief discussion of these is given below:

- Corridor #10 - Close Industrial to public traffic - Being held at November 15, 1984 (working day 989).
- ²²Corridor #21 - Install storm sewer in Baker - The storm sewer is installed in Baker and the water main is now being completed and backfilled.
- Corridor #23 - Install storm sewer in Industrial and Wood - This work is now substantially complete.
- Corridor #25 - Clear and grub phase #1 south of Oak Park - Complete.
- Corridor #25.01 - Clear and grub north of Oak Park - Complete.
- Corridor #27 - Widen Hamilton Avenue Industrial to Chippewa - Complete.
- Corridor #28 - Widen Leith from Industrial to North - Work is in progress; however, it probably will not be completed until mid-September, 1984.

- Corridor #29 - Construct berms and install landscaping -
Landscaping proposals have been received, and approval of the contractor to be selected is expected by August 27, 1984 (working day 168). Note: Dates which form the framework of landscaping installation are shown on page #6 of Report #182.
- Corridor #30 - Close Leith to public traffic, St. John to Industrial - Closing still being held at November 15, 1984 (working day 989).
- Corridor #31 - Construct Broadway/Steever one way pair -
Still no accurate information available on the future of the Broadway/Steever area. We will prepare a network model of this part of our phase #2 diagramming work in future sessions.
- Corridor #32 - Buick construct parking lot north of Oak Park -
Parking lots are nearly complete. Still some paving to be done where the Industrial sewer was installed.
- Corridor #33 - Widen North from Leith to Hamilton - The go ahead has been given to the North Street widening project, and work there will probably begin about September 10, 1984 (working day 177). It is the contractors intent to complete curbs and gutter along with the base course by November 15, 1984 (working day 225). This will allow use of North Street near the time where Leith and Industrial are to be closed to public traffic. Remaining work will be done next spring.
- Corridor #34 - Widen Stewart from Andrews to North -
Information indicated that all properties have now been acquired and will be vacated and demolished in the near future. The current work on the street improvement lags the projected and desired schedule of work. Completion is now probably late October, 1984.
- Corridor #38 - Resolve conflict and relocate utilities in Industrial - Buick to start in October, 1984.

Buick City phase #1 work is moving relatively well, and it appears that most phase #1 work will be completed by late November, 1984. Our major work from now on will be to plan the phase #2 operations, and we should concentrate upon these in our subsequent work sessions.

General

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

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

September 7, 1984

Subject: Monitoring Report #187
City of Flint Improvement Program
Flint, Michigan

Project: 83:14

Date of Monitoring: August 30, 1984 (old calendar working day 935-
new calendar (NC) working
day 172)

Actions taken;

- Evaluated Water Street Pavilion project
- Prepared network model for tax increment financing
- Briefly reviewed Flint Industrial Village status
- Inspected Buick City site
- Continued diagramming phase #2 of Buick City

Water Street Pavilion

A brief review of each corridor as of August 30, 1984 (working day 936) is given below:

- Corridor A - Relocate water main in new Union between Brush Alley and Saginaw - Complete.
- Corridor B - Vacate new Union between Brush Alley and Saginaw - Complete.
- Corridor C - Relocate or abandon existing utilities in old Union for new location in new Union - Storm sewer is installed and sanitary sewer will be completed next week.
- Corridor D - Relocate/remove existing utilities in old Union, Brush Alley to Saginaw - Complete.
- Corridor E - Renovate Saginaw Street island between old Union and Kearsley - Complete.
- Corridor F - Phases #1, #2, and #3 demolition - Complete.
- Corridor G - Phase #4 demolition - Complete.

- Corridor H - Phase #5a demolition (Fenton, Three Sisters, and Lerner Buildings)- Complete.
- Corridor I - Phase #8 demolition (Milner) - Will be complete about September 7, 1984 (working day 940).
- Corridor J - Construct marketplace - Work is currently meeting targets between the construction manager's planned early starts and early finishes. There is a potential for a carpenters' strike and although the project could continue for about a week after the strike, it ultimately would be shut down.

Present plans are to make the initial second deck pour on September 4, 1984 (working day 937). Succeeding pours will be made over the next 10 - 15 working days. Structural steel is still due to be delivered and erection started on September 24, 1984 (working day 951). It is now desired that pavillion steel be erected this year. The pavilion area is a very complex steel erection project, and there was some consideration being given to it being done next year in spring weather. However, it would be desirable, according to the project manager, to complete all structural steel work this year .

- Corridor K - Construct skating and ice rink - Presently it is planned that foundation work will start on September 10, 1984 (working day 941). However, there is still no resolution of the chiller location problem, and if construction proceeds it is very possible it would not be permitted to continue unless approval is gained of the present designed chiller location. This is a very serious problem, and I strongly suggested to the project team that it be resolved prior to the intended start of foundations on September 10, 1984 (working day 941). It does not appear to be appropriate to let this matter continue and then have construction stopped at a critical cate in the project. It is also important in that any delays at this time will push the project further into cold weather and make it more difficult and expensive to build. There is action being taken to determine if this problem can be resolved soon, and we shall monitor it carefully at succeeding meetings.

The construction manager desires to complete the Zambini (maintenance) building this year. Therefore, it is essential that work at the ice and skating rink be expedited.

- Corridor L - Define electrical duct easement in old Union from Harrison to Brush - Complete.

- Corridor M - Resurface Harrison from Kearsley to city hall - Complete.
- Corridor N - University of Michigan test and renovate existing parking deck at corner of Kearsley and Harrison - No report.
- Corridor O - Phase #6 demolition (Home Dairy, Hotel, Red Dragon, and Crooks) - Complete.
- Corridor P - Phase #7 demolition (Hairdresser) - This work will be done by September 4, 1984 (working day 937).
- Corridor Q - Phase #5b demolition (Smith Bridgeman) - Should be complete by September 14, 1984 (working day 945).
- Corridor R - Construct parking ramp - The contractor has been selected and an award is expected within the next 30 calendar days. Presently the intent is to begin construction by October 1, 1984 (OC 956, NC 192). The project is currently scheduled to be complete within 400 calendar days or by December 1, 1984 (working day 490).
- Corridor S - Vacate and close Brush Alley, new Union to Kearsley - Complete.
- Corridor T - Construct surface parking between First, Saginaw, Kearsley and Harrison - There have been some delays to this work, and the project is now due to begin October 15, 1984 (working day 966) and be completed next year sometime in early June, 1985. However, only the base course will be laid this year so that some of the area can be used for parking. The construction manager was asked to vacate the property in April or May, 1985.
- Corridor U - Remove Saginaw Street islands between new Union and Flint River - Complete.

The project generally continues to move fairly well although there now appear to be some serious delay problems with the chiller location at the ice and lower skating area. It would be well for all concerned to resolve this problem before it actually affects start of work there. The only other major problem on the horizon at present is a possible carpenters' strike, and this matter will be watched on a day to day basis by the construction manager. It is still the intent to complete the marketplace by June 1, 1985 (NC 363).

Flint Industrial Village

No major monitoring done at this session.

Tax increment financing (TIF)

We prepared a network model for the remaining work to be done in establishing a tax increment financing plan and selling the bonds. Work sequences are shown on sheet #154, Issue #1 dated August 30, 1984 (NC 171).

Presently the TIF application is in Lansing being reviewed by the state. A decision is expected shortly as to whether the Municipal Finance Commission will have to approve the plan or whether the state can approve it directly. If the Municipal Finance Commission approval is required we can expect the application back and approved by October 24, 1984 (working day 209). Some time can be saved if we do not have to go through the Municipal Finance Commission, and in that event the application could be returned about September 24, 1984. Following approval by the state a notice of bond sale must be published, the proposals received and evaluated, and a decision made on the purchaser.

Once the purchaser has been selected, the bond sale is executed, the bonds are printed and delivered, after which funds are deposited and money is available to the TIF authority for disbursement. At present the earliest that this money can be expected is November 9, 1984 (working day 211) while the late date is December 12, 1984 (working day 243). Both of these dates are based upon the assumption that approval will be given of the TIF and that bonds will be salable.

We shall continue to monitor the work on the TIF at succeeding sessions.

Buick City

Phase #1 activities continue in good condition, and at this session we focused most of our attention on the work plan for phase #2. This plan of action is shown on sheets #152 and #153 Issue #2 dated August 30, 1984 (working day 171). We have shown the work there in summary fashion but have not as yet assigned any durations to tasks other than overall broad time spans. It appears that, at this point, the project team and its management should establish an overall time frame so goals can be set for accomplishing the work.

The Buick City project is a very significant job, important both to Buick and to Flint. Phase #2 development work could

be an important contributor to the total success of the project. In light of this it seems appropriate that in the near future, and to the greatest degree possible, specific time targets be set for the work. There has been some preliminary discussion about this matter but no final decisions have been made.

In our network modeling we utilized the nomenclature of the new corridors as described in Monitoring Report #186 dated August 24, 1984, on pages #4 and 35. At our next session it would be desirable to establish time frames for starting and completing each of the various programs.

A copy of the updated Buick corridor data for phases #1 and #2 is appended to this report for the use of the project team.

A brief review of the current status of phase #1 work is given below:

- Corridor #10 - Close Industrial to public traffic - ✓
Closing is still being held at November 15, 1984
(working day 989).
- Corridor #22 - Install storm sewer in Baker - Complete. ✓
- Corridor #23 - Install storm sewer in Industrial and Wood - ✓
Complete.
- Corridor #25 - Clear and grub phase #1 south of Oak Park - ✓
Complete.
- Corridor #25.01 - Clear and grub north of Oak Park - Complete. ✓
- Corridor #27 - Widen Hamilton Avenue Industrial to Chippewa - ✓
Complete.
- Corridor #28 - Widen Leith from Industrial to ^{North} Wood -
Completion presently set for September 17, 1984
(working day 946).
- Corridor #29 - Construct berms and install landscaping -
A contractor has been selected and approved and a contract is expected to be executed shortly. Dates for landscaping installation are shown in phase #1 and are shown on page #6 of Report #182.
- Corridor #30 - Close Leith to public traffic, St. John to Industrial -
Closing being held at November 15, 1984
(working day 989).

- Corridor #31 - Construct Broadway/Steever one way pair -
Work here will be considered a part of phase #2.
I recommend that at a near future meeting we prepare a network model of the activities needed to get this project under way.
- Corridor #32 - Buick construct parking lot north of Oak Park - Work is substantially complete except for various small areas. These are not presently affecting operation of the parking areas.
- Corridor #33- Widen North from Leith to Hamilton - This project has been given the go ahead and the contract is to be awarded next week. Work is to start about September 10, 1984 (working day 177). It is still the intent to complete as much of the work as possible this year so that portions of North can be opened to traffic.
- Corridor #34 - Widen Stewart from Andrews to North ^{Segment} Target completion is being held at October 22, 1984 (working day 207).
- Corridor #38 - Resolve conflict and relocate utilities in Industrial - Buick to start work in October, 1984.

General

The updated corridor tabulations for the Water Street Pavilion and Buick City are attached to this report. These represent the latest information available and will be used as a base from which further updatings can be made. Mr. Vyvyan is preparing the agenda for our next session and will distribute it to the various interested parties.

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

Attachments

September 18, 1984

Subject: Monitoring Report #188
City of Flint Improvement Program
Flint, Michigan

Project: 83:14

Date of Monitoring: September 11, 1984 (working day 178 - new calendar)
(working day 942 - old calendar)

Actions taken:

- Evaluated Water Street Pavilion
- Reviewed progress on tax increment financing
- Briefly reviewed current status of Flint Industrial Village
- Monitored Buick City phases #1 and #2
- Inspected Water Street Pavilion area and Buick City site

Water Street Pavilion

A brief review of each corridor as of September 11, 1984 (working day 178 NC) is given below. Please note that completed corridors have been eliminated from this report except those completed subsequent to the previous monitoring.

- Corridor C - Relocate or abandon existing utilities in old Union for new location in new Union - The sanitary sewer is still not started and probably will not now be complete until about October 1, 1984. There appears to be no major current impact of this delay.
- Corridor I - Phase #8 demolition (Milner) - Backfilling is in progress now. Expected to be completed by mid or late September, 1984.
- Corridor J - Construct marketplace - Work continues to meet targets between early and late starts and finishes. However, the excessively wet weather encountered recently has delayed floor pours. Although the first pour has been completed, pour #2 and #3 are yet to be made. It is hoped to accomplish these this week. The plan is still to start setting structural steel by September 24, 1984 (working day 187-NC), and it is expected that all steel will be completed by winter.

We briefly reviewed the method by which tenant space work will be done and some basic recommendations were made. One

of these is that an arrangement between the tenants and their contractors be monitored so that as sub-contractors working on the main contract are gradually shifted into possible work on tenant spaces it does not detract from completion of the main building work. Mr. Vyvyan reminded the project team that a permit will be necessary for each tenant space construction operation.

- Corridor K - Construct skating and ice rink - The location of the chiller has still not been set although the decision has been conveyed to the developer and the architect/engineer that it cannot be placed in its original location in the alley. Alternate design schemes are presently being evaluated. The status of this alternate design work is not known, but a projection of time required to get the change into the field shows that work on the maintenance building will probably not be compelled until some time late next spring or early summer, 1985.

Proposals are being received on the building as it is presently designed and the intent is to at least install the foundation for the tension structure and hopefully the maintenance building prior to winter weather. Again, because of the nature of the changes projected to the maintenance building it is extremely important that this work be processed quickly. The sequence through which this work must go in order to be put into work includes revision of the design, review and approval of the revised design by the DDA, issuance of a bulletin and subsequent issuance of a field order or change order; preparation, submittal, review and approval of shop drawings; and then fabrication and delivery of the items affected by the changes. It is important that if the equipment is to be placed somewhere within the building that provision be made for access into the structure so that the equipment can be properly set.

- Corridor L - Define electrical duct easement in old Union from Harrison to Brush - Definition of the easement is complete. Mr. Whitney reminded the project team that the formal definition would be required for closing on the parking deck condominium arrangement.
- Corridor N - University of Michigan test and renovate existing parking deck at corner of Kearsley and Harrison - Apparently the deck will still be out of service the remaining part of the year. Renovation is in work.
- Corridor P - Phase #7 demolition (Hairdresser) - Complete.
- Corridor Q - Phase #5b demolition (Smith Bridgeman) - Might be complete about mid-September, 1984. However, an inspection of the job indicates that there is still a considerable amount of concrete removal to be accomplished at basement walls, footings, and columns. It appears more likely that this work will continue on into early October, 1984.

- Corridor R - Construct parking ramp - Presently the intent is to start driving piling at the parking deck by about October 5, 1984. There is a redesign of the pile driving system presently being made, and this will be incorporated into the pile testing which will be initiated immediately after award of the contract.
- Corridor T - Construct surface parking between First, Saginaw, Kearsley and Harrison - The planning commission will be considering site plan approval and the vacation or closing of Brush Alley between Kearsley and First at their meeting Tuesday, September 11, 1984 (working day 178). It is still planned to begin and complete construction of parking facilities for at least 100 cars at this area prior to the onset of cold weather. However, if this is the intent it is increasingly important to get this work under way so that paving to be done this year can be accomplished properly.

Overall, the project continues to move fairly well although heavy rains have tended to slow pouring of the second floor supported deck at the pavilion. There were no work stoppages due to trade strikes as had been thought possible at our last session, and it now appears that there are no imminent labor problems to be concerned about. Construction of the maintenance building may be delayed later than desirable. Parking deck work is due to begin shortly and will proceed on through to a target completion of early December, 1985. The most critical item is the resolution of the chiller location at the maintenance building and this is in work.

Flint Industrial Village

We made a brief review of the project at this session. The present phase of work for the project is fundamentally a re-evaluation and information gathering stage. By our next session there should be enough information available so we can plan the future anticipated plan of work for the entire program, and Mr. Vyvyan will include this project on the agenda for the next session.

Tax increment financing (TIF)

The network was monitored and some changes were made that now put the unrecycled availability of TIF funds at an early date of November 8, 1984 (working day 220 - NC) or at a late finish of November 15, 1984 (working day 225 - NC). These end dates are projected without any consideration of recycling caused by failure to market the bonds. If the bonds are not able to be sold, the process will restart and require about four additional weeks. Thus, it is possible that a late delivery on the bonds and acquisition of funds could extend into late December, 1984 which would mean that funding for all intents and purposes would not be available

until very early in January, 1985. Thus, we can expect that funding for the various projects to which the tax increment financing is to be applied will have money available somewhere between late November, 1984 and early January, 1985.

Present plans now for intermediate milestones are to publish the notice of TIF bond sale by September 27, 1984 (working day 190) and to receive, evaluate, and execute bond sale contracts by an early date of October 1, 1984 (working day 200) or a late date of October 18, 1984 (working day 205). Bonds will then be printed and available by an early date of November 6, 1984 (working day 218) or a late date of November 13, 1984 (working day 223). We shall monitor from these new dates at subsequent planning sessions.

Buick City

We made a brief evaluation of the phase #1 work at this session. It is in reasonably good condition and our planning efforts are now beginning to turn to phase #2 operations. Phase #2 operations in general are restrained by the acquisition of tax increment financing funds which will be used to acquire land in the phase #2 area. Corridors established for phase #2 were discussed in our session, and are as follows:

- Corridor #37 - Clear and grub phase #2 - In clearing and grubbing all east/west streets except Baker and Newell are to be removed. Taylor will probably be relocated.
- Corridor #39 - Acquire phase #2 properties - Acquisition is to start when tax increment financing is available.
- Corridor #40 - Relocate phase #2 occupants
- Corridor #41 - Demolish phase #2 structures - This work will ultimately be combined with corridor #37 work, clear and grub phase #2. However, for now we will keep them as separate corridors.
- Corridor #42 - Widen Leith from North to Saginaw - This was corridor #28.01 originally. We are now giving it a new number to include it with the phase #2 work. During this, traffic will be generally restricted from North to Saginaw and some full closure of Leith between North and Saginaw will be necessary during construction.
- Corridor #43 - Install phase #2 landscaping - No information is presently available; however, we should give attention to the solicitation and award of a phase #2 landscaping plan sometime in the near future if the intent is to do any of the landscaping work in 1985.
- Corridor #44 - Widen Baker Street - The street will be closed during the full remodeling period.

- Corridor #45 - Construct new Taylor Street - Old Taylor will be removed and new Taylor will probably line up with the Buick parking lot access road.
- Corridor #46 - Resurface Newell Street - Traffic will be restricted for the full construction period.
- Corridor #47 - Refurbish Saginaw Street from Leith to Hamilton - Saginaw Street traffic will be restricted as required. EDA
- Corridor #48 - Vacate ^{Parkland} Park, Dartmouth, Rankin, Dayton, Warren, old Taylor and the alley between ^{Parkland} Park and Leith
- Corridor #49 - Consumers Power remove or relocate utilities
- Corridor #50 - Michigan Bell Telephone remove or relocate utilities
- Corridor #51 - Install storm sewer in Dartmouth - This is old corridor #22.01. Dartmouth is to be vacated but the sewer will remain in the old Dartmouth right of way. It should be noted that the sewer in the old Dartmouth right of way may be in an awkward location relative to the full landbay that will be available from Leith south to Taylor, between Saginaw Street and North Street. Consideration should be given early to the possible relocation of this sewer in Saginaw to Leith, Leith to North, then south to connect up with the original location across to the east. This would give a full landbay from Leith to Taylor except for the existing automobile dealer vacated structures on that site.
- Corridor #52 - Was formerly corridor #24 - Install 24" water main in Saginaw, Leith to Hamilton - In all likelihood there will be very little, if any, traffic impact.

It would be well at this point to start defining planning and implementation goals for the phase #2 work. Of importance to any design is consideration of target end dates. These, in all likelihood, will have to be established by the city and presumably by the DCD in conjunction with the other departments. It is a relatively important item to review at an early date, and I suggest we make it a part of our meeting agenda in the near future.

A brief review of the current status of phase #1 is given below. Those corridors that are complete have been eliminated from the report.

- Corridor #28 - Widen Leith from Industrial to North - Probably will be completed about September 24, 1984.

- Corridor #29 - Construct berms and install landscaping - A contract has been awarded. It should be noted that work in the I-75 right of way has to be approved by the State of Michigan, and an application has been submitted for this work to be considered and reviewed by them. There was no word at our session as to when this approval might be available.
- Corridor #30 - Close Leith to public traffic, St. John to Industrial - Closing still being held at November 15, 1984 (working day 989). However, a temporary closing of Leith for two to three weeks starting September 17, 1984 (working day 946 - OC) will be put into effect to allow construction of a rail spur crossing across Leith at Division. Leith will be closed from Industrial to Cole to all except emergency vehicles and some local plant traffic.
- Corridor #31 - Construct Broadway/Steever one way pair - No current word on progress toward starting this work. Design will have to begin shortly if the project is to be built in 1985. Mr. Vyvyan will look into the current status for our next meeting.
- Corridor 33 - Widen North from Leith to Hamilton - The contract will be awarded this week with construction to start September 17, 1984 (working day 946 - OC). One building in the right of way is still occupied, but it is expected that it will be vacated by Friday of this week.
- Corridor #34 - Widen Stewart from Andrews to North Saginaw - Still holding a target completion of October 22, 1984 (working day 971 - OC).
- Corridor #38 - Resolve conflict and relocate utilities in Industrial - Buick to start work in October, 1984.

An intermediate access will be needed into the phase #1 area in the period from September 26, 1984 (working day 953 - OC) to October 2, 1984 (working day 957 - OC) when Buick intends to show the new cars. This show will be at the south parking lot facilities in phase #1, and it is expected that a temporary road will be built from Hamilton into North and then directly into the south lot. This matter is presently being worked on by the project team and should cause no major difficulty.

General

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

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

October 2, 1984

Subject: Monitoring Report #189
City of Flint Improvement Program
Flint, Michigan

Project: 83:14

Date of Monitoring: September 27, 1984 (working day 190 NC)
(working day 954 OC)

Actions taken:

- Monitored Water Street Pavilion
- Began replanning Flint Industrial Village
- Reviewed progress on tax increment financing
- Monitored Buick City phases #1 and #2
- Inspected project areas

Water Street Pavilion

A brief review of each corridor is given below:

- Corridor C - Relocate or abandon existing utilities in old Union for new location in new Union - All work will be complete in this corridor by the end of the next week.
- Corridor I - Phase #8 demolition (Milner) - Backfilling still not complete. Some problems with obtaining adequate materials to complete backfilling.
- Corridor J - Construct Marketplace - Second floor pours #1, #2 and #3 have been completed. #4 and #5 will be made within the next week. Structural steel and joists are being erected with about 25% in place presently. No steel plumbing and trimming as yet.

Design work for the concessions/maintenance building is not yet complete, and full drawings are not available. Apparently work is continuing on design for the relocation of the chiller. It is now to be located inside the building with the cooling tower to be located at the north end on the outside of the facility.

During our discussions it was noted that a fire hydrant is to be relocated on Saginaw near the main entrance to the marketplace. Apparently this has not yet been shown on the drawings, and it would be well to correct this so that

relocation can be made as soon as possible. This relocation is made even more important by the desire of the construction manager to install the tree wells along Saginaw this year. These tree wells go in the sidewalk and are built of concrete with a drainage system, an irrigation system, and electrical service. The tree grates are on order and are expected on the job some time late this year. The construction manager requested permission to move his construction fence out to the curb line so that the tree wells could be installed now.

The construction manager was advised to check the size of the tree trunk opening in the tree wells to insure that the opening is large enough to allow installing the size tree being considered.

- Corridor L - Define electrical duct easement in old Union from Harrison to Brush - Complete.
- Corridor N - University of Michigan test and renovate existing parking deck at corner of Kearsley and Harrison - Renovation still in work.
- Corridor Q - Phase #5b demolition (Smith Bridgeman) - Demolition and removal of concrete along with backfilling is still in work. There are sizable lengths of walls yet to remove, and it does not appear that this work can be complete until early or mid-October, 1984.
- Corridor R - Construct parking ramp - A letter of intent is to be provided Monday, October 1, 1984 (working day 192). An alternate pile method has been approved and apparently pile driving will begin early in October, 1984.

The construction manager for the pavilion requested that consideration be given to the impact of pile driving sub-base vibration on fresh concrete pours at the pavilion site. This matter will be worked out between the architects and engineers on the two projects along with the construction manager for the pavilion and the pile driving contractor for the garage.

- Corridor T - Construct surface parking between First, Saginaw, Kearsley, and Harrison - Proposals will be opened October 3, 1984 (working day 194) and an award of contract is to be made by October 15, 1984 (working day 202). Site plan approval has been given and there will be a public hearing on vacation of Brush Alley between Kearsley and First on October 8, 1984 (working day 197). A temporary 60 day closing permit has been granted.

The total proeject is moving fairly well although there appears to be considerable difficulty in getting construction under way for the concession and maintenance building along with foundation work for the tent structure. Also, work on the parking deck is starting very late in the year and probably winter construction is going to be under difficult conditions at best.

Structural steel erection is moving well in accordance with the projected schedules, and it appears presently that the Water Street Pavilion, if current rates of progress are maintained, could be closed in by the end of the year except for the large open public area at the north end. This area will be worked on over the winter with steel being erected early next year.

Flint Industrial Village

~~We had some definitive information about the project at this session and prepared a network model for the period of time from now through mobilizing and moving on the new site for construction. The major work to be completed includes acquisition of the land and buildings, the holding of public hearings for environmental assessment review and for revising of UDAG documents and gaining HUD approval, and preparation of a new legally binding commitment. In addition we showed the proposal and contract award activities for landlord work up through mobilizing and moving on the site.~~

~~Present plant are to complete the land purchase closing in which the Durant Four preparation buys the property from the City of Flint by December 31, 1984 (working day 255). Allowing two days for awarding contracts following this, and five days for mobilizing and moving on the site brings the start of active field construction to about January 10, 1985 (working day 262). Most of the other activity paths have small amounts of float time available to them and must be given careful concurrent direction and management if the entire proeject is to be brought to this starting date together.~~

~~Of critical importance is acquisition of tax increment financing. Our plan assumes that this financing will be available to the job by December 12, 1984 (working day 243). Any slippage in this date could cause the start of construction date to move to a later point. We will monitor this project carefully at succeeding planning and monitoring sessions.~~

Tax increment financing (TIF)

No detailed monitoring was possible at this session since the information available was not adequate to accurately assess the current status. However, it appears that we can still tentatively hold a date for acquisition of the funds somewhere between mid-November and mid-December, 1984. This funding is a

very critical part of several of the projects, and it would be well at our next session to more carefully evaluate the current status of tax increment financing than we have at the last two sessions.

Buick City

A review was made of the phase #2 corridors from #37 through #52, and the information provided in Monitoring Report #188 dated September 18, 1984 (working day 183) page #4 was confirmed. We spent considerable time evaluating the method by which property is to be acquired and the need for a timetable to plan the design work for PASI installation. Present planning is to start land acquisition early in 1985 and to follow up with demolition and installation of PASI facilities as properties are acquired. This will allow some PASI work to be completed in the late summer and fall of 1985. If this is to be accomplished, however, it is essential that a phased planning of land acquisition and a phased planning of the facilities and their contract award for construction be done as quickly as possible.

I strongly recommend that in a near future session, preferably as soon as possible, we identify the procedures and prepare network models for details of the project work to be done in 1985 and in 1986. This will allow the design groups to plan assignment of their resources and preparation of contract documents.

We briefly reviewed the status of phase #1 corridors and a review of this work is given below:

- Corridor #10 - Close Industrial to public traffic - Closing being held at November 15, 1984 (working day 225).
- Corridor #28 - Widen Leith from Industrial to North - There is no current estimate of when this project will be completed. The job has been hampered by excessive traffic and interference in the area over the past month and as a result there have been some delays.
- Corridor #29 - Construct berms and install landscaping - Landscaping work is ready to proceed with the exception of that in the I-475 right of way. This plan must be redone and a new plan produced that is satisfactory to the State Highway Department.
- Corridor #30 - Close Leith to public traffic, St. John to Industrial - The street has been closed temporarily as of September 26, 1984 (working day 189) and will be reopened to traffic by October 8, 1984 (working day 197). The closing was necessary to construct a rail crossing into the plant. The permanent closing is still being held for November 15, 1984 (working day 989).

- Corridor #31 - Construct Broadway/Steever one way pair -
Comments are still being prepared re the public hearing.
The DCD comments on environmental assessment are the principal
needs at present. Apparently these are in work.
- Corridor #33 - Widen North from Leith to Hamilton - North
Street work is under construction and will proceed as
rapidly as possible on through to laying of the base course
by the end of the year. The showing of the new cars by
General Motors is not at this time expected to affect
construction on North Street since, if needed, parking
facilities for visitors can be located at other areas
as the Auto World overflow parking.
- Corridor #34 - Widen Stewart from Andrews to North Saginaw -
This project is now expected to be completed by about
mid-November, 1984.
- Corridor #38 - Resolve conflict and relocate utilities in
Industrial - Buick work to begin in October, 1984.

General

Mr. Vyvyan will prepare an agenda for our next session and distribute it to those concerned. We should plan to focus intently on phase #2 work for Buick City and generate a detailed plan of action to give the early design activity requirements for the various PASI facilities so as to provide proper lead time to move rapidly once land is available.

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

October 15, 1984

Subject: Monitoring Report #190
City of Flint Improvement Program
Flint, Michigan

Project: 83:14

Date of Monitoring: October 9, 1984 (working day 198 NC)
(working day 962 OC)

Actions taken:

- Reviewed progress on Water Street Pavilion project
- Discussed construction of new parking garage adjoining Water Street Pavilion
- Monitored and reviewed progress on Flint Industrial Village
- Reviewed tax increment financing program
- Monitored Buick City phases #1 and #2
- Inspected major project areas

Water Street Pavilion

A brief review of each corridor is given below:

- Corridor C - Relocate or abandon existing utilities in old Union for new location in new Union - Old Union has been demolished and new Union is now being filled and graded ready for paving. It appears presently that new Union could be repaved within the next five to ten working days. It would be desirable to complete this work as quickly as possible since the mud and sand being carried out into the adjoining street from new unpaved Union is undesirable.
- Corridor I - Phase #8 demolition (Milner) - Backfilling is still not complete although apparently the sand supply problem has been worked out. As a note on the entire demolition process for Water Street Pavilion, the time is growing short where this work can be completed in reasonably good weather. Demolition for this program has been in progress since early spring 1984, and a strong effort should be made now by all concerned to complete the work and to get the area cleaned up. This is particularly important since the holiday season is fast approaching, when downtown must function at its best.

- Corridor J - Construct marketplace - The fifth and final pour of the supported deck is to be made October 10, 1984 (working day 199). Steel erection is about 50% complete and metal deck is currently in work. All structural steel erection including plumbing and trimming is currently planned to be complete by December 3, 1984 (working day 236).

Close in of the structure from the large atrium area at the north on back to the south end of the building is still being held at mid-December, 1984 although some temporary protection of openings will be required.

At the concessions/maintenance building, design data is still not available. Apparently the chiller is going to be ground mounted at the north end of the building and on the interior. The cooling tower will be located outside the north end of the building. Design development sketches for the entire concessions/maintenance building should be available soon and the construction manager is still holding a completion date of June 28, 1985 (working day 382) as his target for finishing the large rink, tent, and the concessions/maintenance building. Design data for the tension structure has been submitted to the city and approval of the plans and specifications has been provided.

We further discussed installation of tree wells on Saginaw this year, and the construction manager is very interested in obtaining the area between the present fence line and the curb line to work in as much as possible. He is meeting with the DPW to work out what arrangements might be possible within this small space. It should be remembered that delivery of items going into the tree well area construction, mainly grate frames, grates, and pavers are long lead items and will have to be available so that installation can proceed without delay once started. We are approaching a holiday season when the traffic in the downtown area is reasonably heavy, and thus we must be careful to insure that there is minimal disruption of this important holiday traffic. Thanksgiving is on November 22, 1984 (working day 230) and as of the date of this meeting the working day was 198 which leaves 32 working days for completion of the work until Thanksgiving.

Another item discussed was the need to settle the fire hydrant relocation at the drop off area. There also may be another hydrant relocation needed, and it is important that these hydrants be spotted and relocated before installing sidewalk pavers. This work is being followed by the construction manager, the developer, and the architect/engineer.

- Corridor N - University of Michigan test and renovate existing parking deck at corner of Kearsley and Harrison - Renovation is still in work. It is expected the parking deck will be back in operation in January, 1985.

- Corridor Q - Phase #5b demolition(Smith Bridgeman) - Removal of concrete is not yet complete, and it has been decided that the two walls remaining will be, in part, left at their present location. One of the walls will be trimmed down about three feet from grade and then both will be backfilled with sand to grade. The walls are being left in place to protect utilities against side movement.

It is very important that the location of these walls be clearly identified. The architect/engineer is presently preparing a drawing as to where the walls are located originally. I suggest also that photos be taken of the walls to indicate the nature of the construction in the event that other facilities are built over this area and information about the underground work in place is needed.

- Corridor R - Construct parking ramp - Test pile installation will start October 15, 1984 (working day 202). The intent is to place and test two pilings, and this probably will require about 10 working days. It was suggested at our session that the construction manager for the Water Street Pavilion might wish to try and complete most concrete work by the time the load test is completed. This is to avoid any possibility of vibration damage to freshly placed cement.
- Corridor T - Construct surface parking between First, Saginaw, Kearsley, and Harrison - The Brush Alley area has been vacated by city council, bids are due in October 9, 1984 (working day 198) on the parking facilities, and a contract award is expected by October 15, 1984 (working day 202).

Unless the successful contractor has his own plant, chances are the asphalt supply will dry up somewhere in mid-November, 1984 which means only 22 working days remaining from award of contract to completion of construction. Apparently it is very desirable to complete this lot this fall so that it can be used for parking as well as for contractor mobilization and marshalling.

The total Pavilion project has slowed slightly over the past two weeks partly in design work for the concessions/maintenance area, and particularly in demolition work in the surrounding phased sections. Work on the Market building is continuing to move well, and it appears that it will be feasible to close the building in, at least in major part, by winter. Work on the parking deck has slipped slightly and contract award is about one week later than had been anticipated in recent weeks. This loss in time is quite serious since a week lost at this point will reflect itself

in an even greater loss due to winter weather during the construction period. Thus, it becomes important to expedite parking deck front end work to the greatest degree feasible.

Flint Industrial Village

The purchase agreement and loan agreement have been executed with closing set for October 17, 1984 (working day 204). This is the date by which it is expected to have money on hand for the second land transfer from the CDC to the City of Flint.

Closing documents in this purchase cannot be executed until tax increment financing has been acquired. Tax increment financing has encountered some difficulties since potential insurers apparently did not want to insure the bond. However, another meeting is being held on Friday, October 12, 1984 (working day 201) and more information will be available at that time.

It is expected that within two days after hearing about the insurance that a notice of bond sale can be published, followed by receipt and evaluation of proposals, and a selection of a purchaser. If things go well, it is entirely possible that a purchaser could be selected by October 31, 1984 (working day 214) after which the bonds are printed and the TIFA board executes closing documents, delivers the bonds, and they are deposited, at which point money becomes available to the TIF authority for disbursement.

The early finish appears presently to be November 29, 1984 (working day 234). If a recycling is required due to inability to market the bonds another four weeks may be required which would put the funds availability at December 28, 1984 (working day 254).

Tax increment financing is critical, as noted above, to executing the closing land documents in the transfer from the CDC to the City of Flint. Following that the land purchase can be closed on the City of Flint conveyance to Durant Four. The hope is that this final closing can be executed by late in December, 1984 so that full remodeling work can begin. Concurrently contract documents are being prepared for the project. There was no authentic word on progress. A meeting is to be held Friday, October 12, 1984 (working day 201) to discuss several design matters. One of the more important of these, that came up at our session, deals with the possible relocation of Taylor Street to line up with the access and egress road in the Buick parking lot to the east. This would provide a land buffer to the south of the building group on the Summerfield property and could be a critical design ingredient of the project.

It also would be well to review the details of utility taps from the existing building and to evaluate the impact of the buildings upon installation of the 24" water line to be installed in Saginaw from Hamilton to Leith. As part of this discussion the utilities in Taylor and in Dartmouth will also be reviewed to see what impact upon the project will be made by the ultimate disposition of these utilities.

Another item that should be discussed relative to Buick City are the covenants to be imposed upon the phase #2 industrial park. We discussed this matter briefly as part of both the Flint Industrial Village project and the Buick City project phase #2. It might be well to use the incubator building in the Flint Industrial Village project as a simulation although it is a real project for what will happen ultimately in some of the other areas in phase #2.

On October 8, 1984 (working day 198) a public hearing was held on the environmental assessment review and on moving the site from Grand Traverse Avenue and Water Street to the Summerfield properties. Both were approved and now the UDAG documents can be updated and sent to HUD. This will be done immediately.

The legally binding commitment for Flint Industrial Village is presently being worked upon and should be able to be done within the time frame imposed upon the start of construction by property acquisition. Present plans are to award a landlord work construction contract by January 3, 1985 (working day 257) and to be on the site and actively working by January 10, 1985 (working day 262). Probably some of the areas at the project can be leased in a time period concurrent with the early construction process. It appears if that can be done that some occupancies in the facility could be accomplished as early as April 1, 1984 (working day 319).

Tax increment financing

Covered under Flint Industrial Village above.

Buick City

Considerable discussion was conducted in respect to the impact of the incubator building project upon the future of the phase #2 industrial area. This dealt with the location of utilities surrounding the facility, relocation of Taylor, vacation of Dartmouth, the disposition of the storm sewer in Dartmouth, and the impact of what might be a non-conforming facility upon future covenants that could be necessary for proper development of a high grade industrial park such as phase #2 is to be.

There are mixed opinions as to the degree of detail to which the current planning process should be carried for phase #2. However, it should be pointed out that careful planning of the high priority land acquisition is essential. The group generally considers that the most important area to acquire is the property along Baker Street so that that widening can proceed immediately. The second priority is relocation of Taylor, but this may move up on the priority list depending upon its impact on the incubator facility. Priority #3 is resurfacing of Newell Street which does not require any property acquisition.

The Leith Street widening from North to Saginaw is a very high priority project, but land acquisition there is currently in progress on phase #1 funds. Therefore, it has not been given a phase #2 priority listing. As with the incubator project, the phase #2 program for Buick City is almost totally dependent upon the tax increment financing process and therefore, no work of any substantial nature can proceed until tax increment financing is in place in adequate amounts.

A brief review of the status of phase #1 corridors is given below:

- Corridor #10 - Close Industrial to public traffic - Closing being held at November 15, 1984 (working day 225).
- Corridor #28 - Widen Leith from Industrial to North - Work is still in progress and expected to be complete by late November, 1984.
- Corridor #29 - Construct berms and install landscaping - It appears that landscaping work is just getting under way. The I-475 right of way landscaping plan is being redone.
- Corridor #30 - Close Leith to public traffic, St. John to Industrial - Leith Street has been reopened but will be closed permanently on November 15, 1984 (working day 989).
- Corridor #31 - Construct Broadway/Steever one way pair - Only miscellaneous discussion was held on the Broadway/Steever one way pair. Design work there is about 60% complete and if the project is given a go ahead it should be possible to complete design work and get the project into the field by early next summer. This project, however, is highly contingent upon real estate acquisition, and design approval by MDOT is required for the process to begin.
- Corridor #33 - Widen North from Leith to Hamilton - Work is moving well in the widening, and it should be possible

to start installing North Street curbs shortly. Utility work is about 60% complete and this means that paving should be able to start soon enough to provide a base course and possibly a wearing course by mid or late November, 1984.

It has to be emphasized that the North Street availability for traffic plays an integral role in the circulation pattern around Buick City. Its construction is absolutely essential for proper use of the adjoining street patterns and parking lots. Therefore, I suggest that careful day to day attention be given to the continuous expediting and management of the North Street widening program.

- Corridor #34 - Widen Stewart from Andrews to North Saginaw - There still is considerable work to be done in the field although the project completion is being held at mid-November, 1984. Consumers Power must still replace a gas line from North to Saginaw and it may be necessary to lower an existing storm line.

A brief review was made of each of the phase #2 projects to determine its importance and the relation to has to total financing. This was done so as to relate the various programs to the tax increment financing that might be available. It was noted that corridor #47 - refurbishing Saginaw Street from Leith to Hamilton - is an EDA financed project and will not be dependent upon the tax increment financing monies.

General

Mr. Vyvyan will prepare an agenda for our next session and distribute it to those concerned. We should give special attention in that meeting to the design progress on the incubator building, work on the design of the concession/maintenance building for the Water Street Pavilion project, progress on the parking deck structure, and progress on the North Street widening. These are key areas, and it would be well to have as much information as possible prior to our session so that they can be discussed in depth and authentically.

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

November 10, 1984

Subject: Monitoring Report #191
City of Flint Improvement Program
Flint, Michigan

Project: 83:14

Date of Monitoring: October 26, 1984 (working day 211 NC)
(working day 975 OC)

Actions taken:

- Reviewed status of Water Street Pavilion
- Began discussions of new parking garage adjoining Water Street Pavilion
- Monitored and reviewed progress on Flint Industrial Village
- Discussed tax increment financing program
- Monitored Buick City phases #1 and #2

Water Street Pavilion

A brief review of each corridor is given below:

- Corridor C - Relocate or abandon existing utilities in old Union for new location in new Union - Most work here has been completed but new Union is not yet repaired.
- Corridor I - Phase #8 demolition (Milner) - Backfilling being completed.
- Corridor J - Construct Marketplace- The project is being rapidly closed in and progress has been generally good.

At the concessions/maintenance building design data is still not available although it is firm that the chiller will be ground mounted in the interior of the building and the cooling tower will be located at the north end of the building outside. For this project to be completed by June 28, 1985 (working day 382) the work will have to begin almost immediately and be carried through the winter months.

So far as overall site work there is still no word on the relocation of the fire hydrants. The project manager and the superintendent for the contractor was not available and therefore, an authentic discussion of the tree well installation was not held at this session.

- Corridor N - University of Michigan test and renovate existing parking deck at corner of Kearsley and Harrison - Renovation still in work.
- Corridor Q - Phase #5b demolition (Smith Bridgeman) - Backfilling being completed.
- Corridor R - Construct parking ramp - Test piles are being installed and work will proceed on testing and installation of foundation in the near future.
- Corridor T - Construct surface parking between First, Saginaw, Kearsley, and Harrison - The contract was executed October 25, 1984 (working day 210), and it is expected that work will proceed soon. No building permit had been issued as of October 26, 1984 (working day 211).

The total pavilion project is still moving fairly well although information on the concession/maintenance area is not available. Work on all facilities is expected to proceed during the winter months with the target completion for the market building being held at June 28, 1985 (working day 382).

Some foundation work has apparently been started at the skating rink and this, too, will continue to maintain a target completion concurrent with that of the market. Parking deck work is due to be completed December 1, 1985 (working day 490).

Flint Industrial Village

The land purchase closing on transfer from the owner to the CDC was complete October 22, 1984 (working day 207). However, tax increment financing work still has problems related to obtaining bond insurance. This matter is presently being worked upon with the possibility of going ahead without insurance on the bonds.

The target date of completing the land purchase closing from the City of Flint to Durant Four Properties is being held at the evening of December 28, 1984 (working day 255). At this point, it is expected that landlord work construction contracts can be awarded for this program.

Meanwhile, contract documents are being prepared and reviewed as the work proceeds. The present target for issuing contract documents for landlord work construction proposals is being kept at a late finish of the evening of November 21, 1984 (working day 230). This should allow the award of contract to mesh closely with completion of land acquisition.

The updated UDAG documents are in work at present and will be submitted to HUD shortly. Meanwhile, the new legally binding commitment is also in work and is not expected to delay the project although it appears presently it is tending very close to late starts and late finish dates according to our network model Issue #1 dated September 27, 1984 (working day190) sheet #155.

We had considerable discussion about the surrounding street pattern and present plans are to vacate Taylor and then to acquire the properties in phase #2 Buick City from Leith south as a high priority acquisition. This is in accordance with the DPW planning also. Apparently there is no objection to the vacation of Taylor. Buick has seen the proposed plan and has had no adverse comments to date.

We briefly reviewed the method by which the contracts are to be let and the present intent is to award landlord work on a general contract basis. The non-landlord work at landlord expense will be awarded on a different basis to be determined. The third item of cost here will be the non-landlord work at tenant expense. Work under categories #2 and #3 are still being studied.

There was some consideration of moving to obtain site plan approval due to the surrounding road changes being considered. This matter should be investigated fully.

Also, it has been recommended in our meetings that constant contact be maintained with the building department to insure that all code requirements are being met in the design.

There are several long lead items that are very important to the project particularly since it is a facility that is needed just as quickly as possible. Some of these include:

- Transformers if required
- Wire glass for skylight
- Elevator components

- Toilet room partitions
- Sprinkler approvals and acquisition of materials
- Light fixtures
- Hollow metal frames and doors
- Hardware
- Color and finish schedules

The high priority areas are those portions of the facility which will house office space. It is hoped to be able to occupy these with a minimum of construction disruption. Again, it is important to keep in mind that construction will have to proceed generally by completion of blocks of work so full areas are available with their facilities such as toilet rooms, exits and access, and proprietary as well as other mechanical and electrical systems.

Tax increment financing

This item covered in discussion of Flint Industrial Village above.

Buick City

A site plan has been prepared by the DCD primarily in respect to siting the incubator project in the Flint Industrial Village. This site plan will be kept flexible since a full understanding of what will be required in the phase #2 program is still not available. The desirability for establishing covenants is recognized and being reviewed by the DCD. They will follow the preparation of these covenants which should be similar to those used at the St. John Industrial Park.

A brief review of the status of phase #1 corridors for Buick City is given below:

- Corridor #10 - Close Industrial to public traffic-
Still holding a November 15, 1984 (working day 225) closing date. There are some problems beginning to surface relative to ownership to half of the closed streets. These areas are at the south end of Industrial and also at Oak Park. The matter is being followed closely by the DCD and the DPW.

- Corridor #28 - Widen Leith from Industrial to North -
Work is in progress and expected to be complete by late November, 1984. Presently the North Street intersection is being concentrated upon.
- Corridor #29 - Construct berms and install landscaping -
No landscaping has yet started. However, it is expected to start shortly on Leith, North, Stewart, and Hamilton. Discussion of I-75 landscaping is still in work and being reviewed with MDOT. Mr. Ursuy will check on the current status for our next session.
- Corridor #30 - Close Leith to public traffic, St. John to Industrial - Closing is still being held at November 15, 1984 (working day 225).
- Corridor #31 - Construct Broadway/Steever one way pair-
The response to the public hearing comments are to be sent to the state next week. Property is not yet acquired and, of course, will be an important part of this facility construction. It is expected that acquisition and relocation will take about five months. Thus, if work is to be done in 1985 it will be essential to get it under way just as quickly as possible.
- Corridor #33 - Widen North from Leith to Hamilton -
Location of curb returns was discussed in some detail since the site plan for phase#2 affects where the returns are to be located. A decision was made at this session to leave all power and cable television lines in place, to run the curbs through at Dartmouth, Taylor, Parkland, Rankin, Dayton, and Warren and the to cut these curbs later as phase #2 is constructed. All agreed with this course of action and it is the one that will be followed by the DPW in their present construction work.
- Corridor #34 - Widen Stewart from Andrews to North Saginaw - The facility will be usable as a street by the end of November, 1984. However, there is a possibility that some remaining work may not be completed until earlier or mid-1985.

The phase #2 projects were reviewed briefly but no major discussions were held re the planned progress for phase #2. We will better be able to discuss this matter in detail later when planning and financing is better set.

Monitoring Report #191
City of Flint Improvement Program
Page six

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

General

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

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

November 13, 1984

Subject: Monitoring Report #192
City of Flint Improvement Program
Flint, Michigan

Project: 83:14

Date of Monitoring: November 8, 1984 (working day 220 NC)
(working day 984 OC)

Actions taken:

- Reviewed status of Water Street Pavilion
- Monitored progress on new parking garage adjoining Water Street Pavilion
- Monitored and reviewed progress on Flint Industrial Village
- Prepared network model for Industrial B portion of Flint Industrial Village construction
- Monitored Buick City phases #1 and #2
- Inspected Buick City and Water Street Pavilion projects

Water Street Pavilion

A brief review of each corridor is given below:

- Corridor C - Relocate or abandon existing utilities in old Union for new location in new Union - The base course at new Union is complete. The wearing course will probably be held until next spring to minimize finish damage from by construction traffic.
- Corridor I - Phase #8 demolition (Milner) - Complete.
- Corridor J - Construct Marketplace -
The building is being closed in with metal deck being erected, and masonry enclosing walls nearly complete. Next to be installed is sash and glass which should be in place by the end of November, 1984. It is presently the intent to complete close in, either permanently or temporarily, of all except large glass areas at the north end by January 2, 1985 (working day 256). There

is a possibility that that close in could be completed earlier particularly on a temporary basis.

At the skating rink, foundations have been installed and site grading is in work. The tension structure over the skating structure is to be a trussed arch with tension fabric infilling. As yet, there is no full building permit issued. Needed is a second set of drawings of the final project. These drawings are to be provided in the very near future.

Along the Saginaw Street elevation the fire hydrant relocation has been resolved and hydrants are either relocated or will be shortly. Tree wells are not installed and probably major work on wells will be held until next spring.

There has been some question about use of pavers in sidewalk areas at the building, and this matter is being resolved. The maintenance and concession building design is still not yet fully set, and since the drawings are incomplete, no building permit is available. There was no word at this session on when these drawings would be available.

The present completion target being held for the skating rink, the maintenance/concession building, and the marketplace facility proper is June 28, 1985 (working day 382).

- Corridor N - University of Michigan test and renovate existing parking deck at corner of Kearsley and Harrison - Still in work.
- Corridor Q - Phase #5b demolition (Smith Bridgeman) - Complete.
- Corridor R - Construct parking ramp - One test pile has been installed and tested. The second test is now in work. Meanwhile, augering and installation of steel shells and concrete prior to final driving into place has been completed for about 30 piles. It is still the intent to complete the parking deck within 400 calendar days, or by late November or early early to mid-December, 1985.
- Corridor T - Construct surface parking between First, Saginaw, Kearsley, and Harrison- The site is graded, light pole bases are being installed, and

paving is expected to start shortly. The problem at present is that with cold weather paving operations are being shut down by the various suppliers. It will be important if this lot is to be used this year to get the leveling course in place to provide a proper surface. Wearing course might be installed this year but probably will be held until next spring.

The total pavilion area project is moving from moderately slow to fair. With the advent of cold weather, progress in the field will tend to slow down. Therefore, it is important to bring all operations to a point where they are least affected by the weather. This includes the hard surfacing to be installed at parking areas, work on the foundation of the parking deck, and maintenance/concession building and close in of the marketplace building proper.

Flint Industrial Village

A decision has been made to proceed with tax increment financing bonds without insurance. There should be information on the availability of funding by the end of next week, and this then, in turn, should release closing on land from the CDC to the City of Flint, and from the City of Flint to the Durant Four organization.

Bond money may be available by the end of next week but was not able to be confirmed and should be checked since it is an important date to setting award of the contract for landlord work. Contract documents are still being prepared, and it is the intent to hold the issue of these contract documents at the evening of November 21, 1984 (working day 230). It should be possible to award a contract for landlord work by the morning of December, 31, 1984 (working day 255).

Two other concurrent activities must be given careful attention - preparation of revised UDAG documents and submission to HUD, and preparation of a new legally binding commitment. The revised UDAG documents are in work and meetings will be held shortly with financing sources for commitments. This will free these documents up for completion and forwarding to HUD.

There is no current word on the status of the legally binding commitment, and presently the lag in preparation of that commitment is about five working days. Following preparation and execution, the city council must review and approve the LBC and then it must be submitted to HUD for approval. Since approval times not predicable, it would be wise to get the legally binding commitment work done as soon as possible.

During our session we discussed tenant controls and also the exemption of the project from industrial park covenants that might be imposed upon the area. It is of the utmost importance that these exemptions be further spelled out and recognized by all concerned. This matter was also discussed in our session on phase #2, and Mr. Ursuy will be in touch with the project managers on the incubator building to review the impact of these covenants on the project.

There is no need for site plan approval; however, there are considerable number of items that must be given careful attention prior to the start of construction. These include acquisition of the building permit, completion of contract documents along with general agreement on the method by which the project is to be followed and managed. In addition, it should be remembered that there are several long lead time items that tend to affect starting points for various field activities. Included among these are:

- elevator components
- wire glass for skylights
- toilet partitions
- sprinkler approvals and materials
- hollow metal frames and doors
- hardware
- plumbing fixtures
- color and finish schedules
- roof top units
- roof top unit curbs
- gas and electric metering equipment

There are many others besides these, but the above represent the major concerns at present.

We prepared a small network model shown on sheet #156, Issue #1, dated November 8, 1984 (working day 220) of remodeling work in the industrial (IB) area of the project. The IB area is that at the far east end of the project, to be devoted to small light industrial or office spaces. This IB area is connected through the IA area (industrial area A) to a single

toilet room which, in all likelihood, will have to be utilized during early phases of project occupancy.

The preliminary network model was based on assumed durations which must be checked as the job moves into the field. It appears that IB construction could be complete without taking into account long lead deliveries, within about 42 working days from award of contract. Again, it has to be emphasized that this is without taking into account delivery of the long lead time items mentioned above. If any of these items, particularly sprinkler work, door frames, doors, hardware, or gas and electrical metering equipment delays the project beyond the times when they are needed on the job, then there is a possibility of that time for completing area IB could be extended.

It is also critical to begin formulating the management principles by which the entire project is to be constructed. There are many alternatives including phase by phase construction, occupancy upon total construction completion, and occupancy by groupings of space. Since leasing must be tightly tied into the entire process, and leasing in turn requires tenant work design, a proper knitting together of design and tenant construction must be planned, along with construction of landlord improvements and tenant improvement at landlord cost.

In addition, proper controls have to be imposed upon the landlord approved work for tenant spaces at tenant expense. This matter is being addressed by the development team.

The network model shown in the IB phase construction was left with Mr. Vyvyan and will be distributed to those interested as desired.

Tax increment financing

This matter was covered briefly in the discussion of the industrial village.

Buick City

We made a very thorough review of phase #1 and phase #2 corridors. It appears presently that the phase #1 work is being generally brought to a close. Major milestones will be reached in late November, 1984 when North Street is reopened for traffic and Industrial and Leith are closed for exclusive use by Buick.

The sale of Oak Park has been authorized by the electorate and the sale process is expected start shortly.

A brief review of the Buick City corridors phase#1 is given below:

- Corridor #10 - Close Industrial to public traffic -
This closing will now be November 27, 1984 (working day 232). The areas at the south end of Industrial and at Oak Park will also be closed and property disposition there is to be determined.
- Corridor #28 - Widen Leith from Industrial to North -
Concrete work is to be installed shortly with the base course to be laid next week. Final paving work at Leith will probably be completed next spring.
- Corridor #29 - Construct berms and install landscaping -
We had an extensive discussion about the landscaping work with the DCD landscaping representative, Mr. Greg Tolbert. He is following work under the contract and it would be well to have periodic reports from him since landscaping work is to be spread out over a considerable period of time.

Presently revisions to landscape plans for the Broadway/Steever area (corridor #31) are still being reviewed by the State Highway Department, and there is no current word on when approvals or additional comments will be available. The Highway Department concerns about length of guarantees, vision blocks, choice of landscape materials, reduction of in place materials, and other minor elements presently being addressed by the project team. As yet there is no permit for proceeding with landscaping work within the I-75 right of way from MDOT.

We also reviewed landscaping at other areas in respect to the schedule proposed on page#6 of Monitoring Report #182. This timetable is to be reviewed by Mr. Tolbert and he will keep posted on schedule and contract requirements. There does not appear to be any major problems with installation of landscaping but we must make certain that this work can be installed in the appropriate season and within the appropriate time span.

- Corridor #30 - Close Leith to public traffic, St. John to Industrial - Leith will be closed at the same time Industrial is closed on November 27, 1984 (working day 232).

- Corridor #31 - Construct Broadway/Steever one way pair- -
Public hearing comments have been sent to the state and the DPW staff is meeting with MDOT representatives on Tuesday, November 13, 1984 (working day 223) to review these comments and the geometrics of the intersection. It is presently estimated that if the present drawings can be used, it will require another three months to complete contract documents once the go ahead is given by MDOT. Five to six months will be required for acquisition and relocation from receipt of MDOT approval. This timetable, then, must be imposed upon the contract award timetable set by MDOT to determine whether or not we will be able to construct the improvement in 1985 or whether it will be extended on through to 1986.

To meet a contract award date of June, 1985 MDOT must have the drawings in hand by February 1, 1985 (working day 278). To meet a contract award date of July, 1985 requires the drawings be available by March 1, 1985 (working day 298); and for a start of construction in August, 1985 contract documents must be available to MDOT by April 1, 1985 (working day 319). Thus, the time is growing short when we are going to be able to get this project into the field in 1985. It must be awarded so construction can begin no later than mid-August, 1985 if completion is expected in that year. This matter is being followed closely by the DPW and Mr. Ursuy.

- Corridor #33 - Widen North from Leith to Hamilton -
Work at North Street is moving well, and it is expected to have the base course installed by the end of November, 1984 for re-opening to traffic. Timing of the reopening will probably occur along with the closing of Industrial and Leith on November 27, 1984 (working day 232).
- Corridor #34 - Widen Stewart from Andrews to North
Saginaw - Work is proceeding slowly at Stewart; however, we are still holding a reopening to traffic for the end of November, 1984.

Phase #2 corridors were reviewed briefly to obtain a feeling for the timing of the work. As noted above, we reviewed the impact of the industrial village incubator program relative to restrictive covenants in the industrial park planning. However, work in the phase#2 area is dependent upon tax increment financing and there is no current, authentic word on when this will be available nor in what full amounts.

Monitoring Report #192
City of Flint Improvement Program
Page eight

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

For further discussion I gave Mr. Ursuy photos of the auto dealership and garage which is to be converted into the incubator building (photos 27-13 through 27-19).

General

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

Ralph J. Stephenson, P.E

RJS:sps

To: Mr. Ray Vyvyan

January 3, 1985

Subject: Monitoring Report #193
City of Flint Improvement Program
Flint, Michigan

Project: 83:14

Date of Monitoring: December 20, 1984 (working day 249) NC
(working day 1013) OC

Actions taken:

- Reviewed status of Water Street Pavilion
- Reviewed progress of new parking deck adjoining Water Street Pavilion
- Monitored and evaluated progress on Flint Industrial Village
- Monitored Buick City phases #1 and #2
- Prepared preliminary network model for contract documents and award of contract on Carriage Town PASI work
- Inspected Water Street Pavilion area
- Inspected Buick City phases #1 and #2 areas
- Made brief inspection of Carriage Town areas
- Made general driving tour of various projects in downtown and near downtown areas

Water Street Pavilion

A brief review of each corridor is given below:

- Corridor C - Relocate or abandon existing utilities in old Union for new location in new Union - Work complete.
- Corridor J - Construct Marketplace - Building enclosure except for the two major sash and glass areas is substantially complete and interior rough work is under way. The project, according to project representatives, is moving well in accordance with schedules, and they are presently maintaining a target completion date of June 27, 1985 (working day 381).

At the skating rink, foundations are installed, and work is proceeding there on miscellaneous sub-structure installation. It was noted that there is an interference between a footing that is installed and a city water line. A check will be made on this to determine what steps may be necessary to resolve these conflicts.

At the maintenance and concessions building, there still is no full building permit issued as yet. Apparently there is also a question as to how pavers are to be installed at the exterior areas of the entire pavilion project. This matter is being discussed with the city since the pavers do interfere with pavers to be placed on PASI areas. There should be no difficulty in reaching an agreement as to what setting details should be.

The chiller has not yet been ordered for the maintenance and concessions building, so with the long lead time on this item it might be necessary to set at a later date than presently is anticipated for close in and substantial completion of the building. This matter is being followed by the project team.

There apparently is no current hold up to obtaining the full building permit for the maintenance and chiller building and, therefore, this work should be able to proceed in full production within the immediate future.

The target completion date for the maintenance and concession building is being held at June 27, 1985 (working day 381) except for possible installation of the chiller itself. The present objective is to finish the pavilion building, the skating rink, and the maintenance and chiller building to the greatest degree possible so that at the grand opening the area will be cleaned up and any remaining work will be concentrated somewhat out of sight.

- Corridor N - University of Michigan test and renovate existing parking deck at corner of Kearsley and Harrison - No current word. The building is now open to student and faculty parking.
- Corridor R - Construct parking ramp - There have been difficulties in installing the piling, but these problems have apparently been resolved, and most piling work is now well along. It is expected that the superstructure will be starting up soon, and there is some discussion of possibly pouring out the slab on grade this year. However, time is running short as to when such a construction operation can be maintained and it presently appears doubtful that this can be accomplished.

More detailed planning of the parking deck will be put in work shortly, and this should provide a clearer picture as to the proposed work schedule for the contractor. The target completion for the facility is still late November to mid December, 1985. However, all concerned would like to have the parking deck available earlier.

- Corridor T - Construct surface parking between First, Saginaw, Kearsley, and Harrison - This work has been stopped to allow consideration of further downtown development in the area. There is no current information on when parking lot work might restart.

Overall, the pavilion project is moving relatively well, although careful attention must be paid to the maintenance and chiller building along with the ice rink if it is desired to get these substantially completed by the time of the grand opening for the pavilion proper. Also, work on the parking deck has been slowed by pile problems, but these are now resolved and construction should proceed on through to completion without major difficulties.

Curb cuts will be necessary for the drop off area in front of the pavilion along Saginaw Street. Since Saginaw is a state highway, it will probably be necessary to obtain permits from the city and from the state. I suggest that requests be initiated soon since sometimes these take considerable time to acquire.

The street traffic patterns at the intersection of Union and Saginaw and in the vicinity of the Hyatt Hotel should be studied carefully and evaluated on an ongoing basis since it is a complex traffic intersection where both vehicular and pedestrian traffic conflict. The matter was discussed in our meeting, and will be the subject of further review and discussion. There are some formal traffic studies presently under way that relate to downtown and these should help to resolve design problems that may be present at the Union/Saginaw intersection.

Flint Industrial Village

Work appears to be moving fairly well on the program with contract documents for major landlord work having been issued. Bids for the work are due December 28, 1984 (working day 254). It is hoped to be able to award contracts soon after the bids have been received, and to start work in early 1985.

Two other phases of work are yet to be addressed, the exterior work on the building and tenant work. Exterior work contract documents are probably going to be ready by March, 1985 and a contract is to be awarded for exterior work in early spring, 1985. Work will cover tuck pointing, roofing, painting,

parking lot work and other such exterior elements. Tenant work will be designed as tenants are acquired and come on line.

It appears that tax increment financing is available, with the closing to be done almost immediately. Thus, money should be available for the project in the very near future.

As we reviewed the network model sheet #155, Issue #1, dated September 27, 1984 (working day 190) two items appeared that should be given consideration. One of these was that the revised UDAG agreement that was delivered to HUD still has to be reviewed and approved by the city council. Also, it is necessary to execute the legally binding commitment after which city council reviews and approves it and then HUD must review and approve. Durations on these, particularly the HUD approval times may be fairly long and therefore, this work should be given ongoing careful attention so that it does not delay the award of landlord work contracts. There is some possibility as our discussion was closed that the contracts can be awarded even though these two items are not fully complete. However, I recommended to the project team that they check this matter very carefully so that a meshing of the activities can be accomplished with minimal delays to starting landlord work as soon after the first of the year as possible.

The matter of planning the construction work was also discussed at our session, and it was generally felt that diagramming of the construction work with the selected contractors would be best done in our regular evaluation meetings. We shall check on this at the next session to determine if it is appropriate for us to plan this work with the parties selected to do the work.

Buick City

Phase #1 work at Buick City is being brought to a close and our major effort today was to identify work yet remaining in phase #1. Items include:

- Remove MBT pole from Stewart right of way
- Apply remaining wearing course at Leith - About 25% of the work is yet to be done on the wearing course.
- Apply wearing course to Stewart and North
- Complete all landscaping and berm work including Oak Park
- Complete slope protection at Wood Street head wall
- Complete contract negotiations with Consumers Power and execute contract for their work

- Complete land acquisition at Newell Street
- Acquire required land north of Leith between Industrial and North
- Vacate Newell Street
- Construct Broadway/Steever project (this is only related to phase #1 and is not a part of phase #1)
- Complete sale of Oak Park

A brief review of the phase #1 Buick City corridors is given below:

- Corridor #10 - Close Industrial to public traffic - Industrial was closed November 29, 1984 (working day 234).
- Corridor #29 - Construct berms and install landscaping - Landscaping work will be done in the various areas as they become available and as weather permits.
- Corridor #30 - Close Leith to public traffic, St. John to Industrial - Leith was closed November 29, 1984 (working day 234).
- Corridor #31 - Construct Broadway/Steever one way pair - No current word on progress at this area. However, it is expected that there should be some direction given shortly after the start of the new year.
- Corridor #33 - Widen North from Leith to Hamilton - North was opened to traffic November 26, 1984 (working day 231). Wearing course will be applied next spring.
- Corridor #34 - Widen Stewart from Andrews to North Saginaw - Work is substantially complete. The wearing course is to be applied next spring.

We next reviewed the corridors for phase #2 work which will be starting shortly with acquisition of tax increment financing. Close on this financing is expected to be accomplished December 20, 1984 (working day 249) and thus, funds should be available in the very near future. It was suggested by the project team that a meeting be set up with the DCD staff to establish goals, objectives, and major milestone time-tables for the entire program. With work on the entire program being imminent, it will be necessary to plan the entire project carefully to insure that it moves well.

There is not now the urgency about the phase #2 work that was evident in phase #1. However, to maintain momentum on the project and allow it to proceed successfully it will be necessary to give careful attention to the plans and sequences involved. I shall discuss this in more depth with the project team at our next session.

A brief review of each phase #2 corridor is given below. The description of most of these corridors can be found on page #4 of Monitoring Report #188, dated September 18, 1984.

- Corridor #37 - Clear and grub phase #2 - To start when properties are acquired.
- Corridor #39 - Acquire phase #2 properties - Some minor work is in progress assembling resources to appraise and acquire properties.
- Corridor #40 - Relocate phase #2 occupants - Part of property acquisition.
- Corridor #41 - Demolish phase #2 structures - Part of property acquisition.
- Corridor #42 - Widen Leith from North to Saginaw - Geometrics, surveys, and base drawings are done for the work. However, full contract documents must still be prepared.
- Corridor #43 - Install phase #2 landscaping - Will probably have to retain a landscaping contractor and possibly a landscape architect for this work. The master plan has been prepared and therefore, it might be possible to utilize the services of a landscaping contractor only in implementing the program. Mr. Ursuy will review this matter with management.
- Corridor #44 - Widen Baker Street - No design work has started as yet.
- Corridor #45 - Construct new Taylor Street - In our discussions at this session it was assumed that Taylor will be vacated.
- Corridor #46 - Resurface Newell Street - No contract documents prepared as yet.
- Corridor #47 - Refurbish Saginaw Street from Leith to Hamilton - This work might be accomplished in conjunction with the state highway department. The DPW will follow up to determine the procedure to be used in the Saginaw Street refurbishing.

- Corridor #48 - Vacate Parkland, Dartmouth, Rankin, Dayton, Warren, old Taylor and the alley between Parkland and Leith - Parkland will be vacated as will be the alley between Parkland and Leith. Dartmouth will not be vacated with only a portion of Rankin, Dayton, and Warren to be vacated.
- Corridor #49 - Consumers Power remove or relocate utilities - Contracts must be negotiated with Consumers Power.
- Corridor #50 - Michigan Bell Telephone remove or relocate utilities - Contracts must be negotiated with Michigan Bell.
- Corridor #51 - Install storm sewer in Dartmouth - The replacement sewer will be located generally in the same area as the existing.
- Corridor #52 - Install 24" water main in Saginaw, Leith to Hamilton - Not discussed in detail.

We added some additional corridors describing the street improvements within the phase #2 area. These are as follows:

- Corridor #53 - Remodel Rankin and construct cul de sac.
- Corridor #54 - Remodel Dayton and construct cul de sac.
- Corridor #55 - Remodel Warren and construct cul de sac.

Contract documents for corridors #53, #54, and #55 have not been prepared and we will discuss these matters at future sessions.

Carriage Town

This was our initial meeting on the Carriage Town PASI project and after reviewing it in some detail we prepared a network model for issuance of design development package, preparation of contract documents and award of contract up through the start of construction. This network model is shown on sheet #157 Issue #1, dated December 20, 1984 (working day 249). The model indicates that contract work on PASI installation for early activities in Carriage Town could start in the field about May 20, 1985. It is desired to get an earlier start, and we shall evaluate the methods by which this can be done at subsequent planning sessions.

Design development drawings are expected to be issued December 24, 1984 (working day 251) and are to be reviewed and approved by the DCD, the mayor's office and the DPW. Consumers Power, Michigan Bell, and Comcast Cable TB will be asked to review and comment on the material.

Once comments and approvals are available, contract documents for PASI work will be initiated. These are expected to require about 15 working days and should be able to be submitted to the EDA, the DCD, and the DPW for final review and approval by January 22, 1985 (working day 270). Meanwhile, after the design development package is completed, reviewed, and commented upon by the utilities, the utilities will be able to prepare proposals for their work. These proposals are generally expected to be available in early or mid-February, 1985.

Present improvement plans for the area include a foot bridge across the Flint River. The Corps of Engineers will plan to review construction of the bridge and discussions have already been initiated. It appears that within the next two to three weeks a preliminary bridge sketch package can be submitted to the Corps for review and comment. After these have been obtained the final bridge contract documents can be completed and, in all likelihood, should be submitted to the Corps for their final approval. The present sequence indicates that Corps approval will be available sometime in late February, 1985. This is presently a later approval than for the other PASI work. Therefore, the bridge is the pacesetter for issuance of contract documents. If it is possible to expedite the Corps' approval, then it is entirely possible an earlier field start date can be achieved.

It is desired to begin work on the program in late April or early May, 1985 just as soon as the weather permits. Completion of PASI work is desired for September, 1985.

We shall plan to work on this program on an ongoing basis and monitor progress at each of our sessions. As contracts are awarded it would be wise to prepare network models for the actual field PASI work. We shall discuss this in more detail at future sessions.

General

Mr. Vyvyan was not able to be at this session, and therefore, we have not yet set the subsequent meeting dates. I shall be in touch with Mr. Vyvyan soon and discuss with him a schedule of meetings for early 1985. Meanwhile, please accept my best wishes for a pleasant and happy holiday season and a very successful and joyous New Year.

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan