

March 5, 1986

Subject: Monitoring Report #212
City of Flint Improvement Program
Flint, Michigan

Project: 83:14

Dates of Monitoring: January 21, 1986 (working day 524)
and February 13, 1986 (working day
541)

Actions taken:

- Reviewed Buick City phase #2 work
- Updated network model for Carriage Town construction PASI work
- Prepared evaluation and network model for obtaining EDA funding on Buick City phase #2 work
- Prepared network model for landscaping at Buick City phase #2 work
- Briefly inspected Carriage Town area and Broadway/Steever area

Buick City phase #2

At present the Saginaw Street refurbishing plan is to provide a 10' easement on the east side of Saginaw and on the west side of the toe of the landscaped berm in which to install the new water line. Thus, landscaping work can be kept somewhat independent of installation of the water line which will be at a later date. It should be kept in mind that some seeding or planting will have to be done in the easement itself for appearance sake. This matter will be studied as a part of the overall landscaping work being done by the DCD.

At our session on January 21, 1986 (working day 524) we prepared an initial network model sheet #167 showing landscaping work for Buick City phase #2. This was updated at our February 13, 1986 (working day 541) meeting to Issue #2 and has been provided to all parties concerned. In it, the plan is to prepare the preliminary landscaping designs, submitting them to the DCD, the DPW, the Parks Department, Consumers Power, Michigan Bell, and the incubator building staff for review and approval sometime in late May, 1986. Once these have been reviewed and commented upon, final

landscaping contract documents will be prepared and issued for proposals. It is expected to be able to select a contractor by mid-August, 1986. This will allow landscaping for most of the areas to be installed in part this year, and to be completed in 1987 during the planting season. We are presently working to this landscaping schedule for Saginaw Street, Baker and Newall Street, Leith Street, and North Street.

Property acquisition continues to move very well and as of February 13, 1986 (working day 541) the status as reported by the DCD is as follows. This work is being monitored from sheet #152, Issue #7 dated August 28, 1985 (working day 424).

Leith Street - 19 total parcels are to be obtained; 12 are under control and the remainder are in condemnation.

Baker Street - 35 are to be acquired; 21 are under control.

Saginaw Street - 25 are to be acquired; 14 are under control.

There are still sizable legal staffing problems that must be resolved if real estate acquisition work is to continue as well as it has in the past. These matters are being addressed on an ongoing basis, and apparently it is felt that the work is moving as promptly as it can at present. It is estimated that in the entire project there are about 282 pieces of property to be acquired. The total acquisition has been proceeding well and as of January 21, 1986 (working day 524), 120 were controlled and 24 were under option which indicates about 144 pieces of the 282 that were under controlled conditions. At our next session we should evaluate this total on a current basis.

We also made a detailed review of the status of design for each of the major areas and in general design of the various PASI Buick City #2 projects is showing signs of serious lagging. On Leith Street contract documents for remaining work has not yet been started and we are rapidly approaching the late start date for completion of this work. In the Issue #7 network model dated August 28, 1985 (working day 424) the remaining contract documents were to be prepared in five weeks starting no later than April 29, 1986 (working day 594). This, of course, is beginning to get into the DPW busy season, and decisions will have to be made soon as to project priorities. The Dartmouth storm sewer work was to have begun no later than February 26, 1986 (working day 550). Apparently there is some questions as to the scope of work here and the DPW is

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presently checking on this matter. Mr. Berry is following it with Mr. Mansfield. For the Baker and Newall rehabilitation, contract documents were due to begin no later than March 5, 1986 (working day 555). They have not started as yet and there is some serious question as to whether or not they will be able to start by the late start dates.

We also at our Buick City phase #2 meeting worked on preparation of a network model for obtaining EDA funding on the Saginaw Street refurbishing program. This information was shown on sheet #164, Issue #2 dated February 13, 1986 (working day 541). In the network model the durations for preapplication preparation were left off the plan since it was the intent that this preapplication would be ready for submission to the federal regional office on February 28, 1986 (working day 552). It is expected to be reviewed there, and that the approval of the preapplication should be back to the city by May 1, 1986 (working day 596). The city will then review and approve the program and submit a full EDA application which is expected to be back in the regional office's hands by May 15, 1986 (working day 606). From there it moves through the regional review and the Washington, D.C. review with expected release of funds by August 21, 1986 (working day 674).

Concurrently with this work, contract documents will be initiated for the Saginaw Street work as soon as notice of approval of preapplication has been received. Thus, it should be possible to have the contract documents completed by the time the release of funds is expected on August 21, 1986 (working day 674). This will allow construction to start about September 2, 1986 and be completed in late July, 1987.

It is to be cautioned that there still is considerable work to do in defining the scope of the Saginaw Street refurbishing. We have looked at this for a considerable length of time, and as of February 13, 1986 (working day 541) there was no total agreement on what the refurbishing would include. It is expected, however, since this is an important grant, that the DPW and the DCD will work immediately and closely together to establish this full scope of work.

We also at our session briefly reviewed the Broadway/Steever project. It is still in the hands of MDOT and there is no current word on when approval and release will be given. In our network model, we had considered that we might have to acquire additional properties although this is not at all certain at present. With the additional acquisition required, it would have been necessary to begin acquisition no later

than February 18, 1986 (working day 544). This in order to meet a start of construction in early May, 1987. There is no assurance at present that these dates will be met although the matter is being checked into on an ongoing basis by the DCD and the DPW.

The remaining item of work in the Buick City phase #2 program is relocating the air raid siren, and this is to be made a part of the Baker Street design. There is some confusion as to who is responsible for relocating the siren and Mr. Mike Mansfield will check into this.

Carriage Town PASI work - Monitored from Issue #3 dated February 13, 1986 (working day 541)

We prepared an updated network model for the remaining work on the Carriage Town PASI work. This plan of action indicated that we can still expect to have the bridge available by July 4, 1986 (working day 641). We will review this network on an ongoing basis with all parties concerned to insure that the logic is still valid. There have been some difficulties with revisions and approvals of these revisions and their costs. However, this matter is presently being resolved and should not substantially delay the program. At a near future meeting, we should plan to prepare a network model for other work aside from the bridge construction. I shall talk to the DCD project manager about this at our next session.

General

At our sessions we distributed the updated network models to those most directly concerned. They, in turn, will see that the secondary distribution is made. Mr. Vyvyan will prepare and distribute our agenda for the next meeting.

Ralph J. Stephenson, P.E.

RJS:sps
To: Mr. Ray Vyvyan

March 12, 1986

Subject: Monitoring Report #213
City of Flint Improvement Program
Flint, Michigan

Project: 83:14

Date of Monitoring: March 6, 1986 (working day 556)

Actions taken:

- Reviewed Buick City phase #2 work
- Updated EDA funding network model for Buick City phase #2
- Evaluated progress on landscaping design and installation for Buick City phase #2
- Reviewed property acquisition, relocation and demolition in Buick City phase #2
- Monitored Broadway/Steever program
- Reviewed Carriage Town PASI work status

Buick City phase #2

Property acquisition in Buick City is moving very well. At present, of 282 total properties to be acquired, 141 are purchased and 37 are optioned giving a total of 178 under control. This is 63% of the total. Of the total of 282 properties (some of which do not require relocation proceedings) 92 relocations are yet to be accomplished.

As of March 6, 1986 (working day 556) the following status of real estate acquisition work at each major area was provided by the DCD:

Leith Street - 19 total parcels are to be obtained; 13 are under control and six are in condemnation. Total control of all properties for the Leith Street widening is expected within the next 45 calendar days.

Baker Street - 35 total are to be acquired; 20 are under control with three options which makes 23 total under control of the 35.

Saginaw Street - 25 total parcels are to be acquired; 13 are under full control, one is optioned, and eleven remain to be controlled.

Relocation is proceeding on all three above areas with three remaining at Leith, 14 at Baker, and four at Saginaw.

There has been additional legal help provided to the DCD to assist in acquisition and this should allow the entire process to continue at an acceptable pace. So far as timing is concerned, we are presently in fair alignment with the issue #7 network model, sheet #152 dated August 28, 1985 (working day 424) relative to acquisition. In this network, the Leith Street corridor property was to be cleared and grubbed for widening by July 31, 1986 (working day 659). For the Saginaw Street work, clearing and grubbing was to be complete by August 13, 1986 (working day 668). At Baker Street, clearing and grubbing was due to be complete by July 31, 1986 (working day 659). It appears that these dates could be met except for clearing and grubbing. There is some consideration that clearing and grubbing may be made a part of the EDA grant request and if so, the properties will be acquired, occupants relocated, and the physical improvements demolished, at which point clearing and grubbing will be deferred until the EDA grant money has been made available.

It was suggested that if there is any delay between demolition of the properties and the start of clearing and grubbing that the area be seeded with inexpensive, quick growing rye to provide an appearance of maintained properties. This also was suggested as a course of action following clearing and grubbing if private development has not yet started on the site.

Of critical importance here is to time the start of private development to the greatest extent possible upon completion of demolition. This will insure:

1. That there will be constant activity on any given site thus considerably lowering the possibility of it being used as a dumping ground.
2. Possible reduction in need to clear and grub which, in turn, would free monies up for other portions of the project.

Another suggestion made by Mr. Jerry Hungerford of the DCD is that once the parcels that bound any given street have been acquired the streets be barricaded to reduce the possibility of casual traffic there for dumping purposes to a minimum. The impact of this area visually upon visitors and residents of Flint is high since it borders on Saginaw Street, a very well traveled thoroughfare. Past experience indicates that the marketability of land is impacted considerably by the appearance of the property and its physical condition.

Overall, it can be established that property acquisition presently has moved well and is in line with planned dates.

We next evaluated the progress toward obtaining an EDA grant. In our previous meeting on February 13, 1986 (working day 541) we prepared a network model for such funding. In it, we had set a date for submission of the preapplication to the HUD regional office at February 28, 1986 (working day 552). However, there have been some difficulties in completing this preapplication. Therefore, at this session we replanned the work establishing that by March 10, 1986 (working day 558) the DCD would submit a resolution to city council authorizing the DCD to forward the preapplication to EDA. Once city council gives this approval it will be reviewed by the consultant to the DCD, the preapplication completed, and submitted to the HUD regional office on March 28, 1986 (working day 572).

Following the submittal process, funds will be released in this particular plan of work on September 22, 1986 (working day 695). Meanwhile, once the EDA has provided the city with notice of approval of the preapplication full contract documents for Saginaw Street improvements could be started and a contractor selected by the time the funds are released. Council is presently planned to approve and authorize award of a construction contract for the PASI work on September 22, 1986 (working day 695) with construction to begin by October 14, 1986 (working day 711).

It might not be possible to do much of the site work this year; however, early initiation of construction operations would allow some site preparation, perhaps some underground utility work and certainly whatever procurement would be necessary to obtain early materials and equipment. Construction of the EDA project improvements for Buick City phase #2 would be completed next year in late August, 1987. This information is shown on sheet #164, Issue #3 dated March 6, 1986 (working day 556).

As part of our afternoon discussion of Buick City, we reviewed the overall marketing strategy for phase #2 land. There is a plan being worked to, and it was suggested in our meeting that possibly the range of contacts for possible development work should be expanded to improve the awareness of the development community of the availability of Buick City properties. We shall continue to work on this program with the aim to closely tie together demolition, clearing and grubbing as noted above, with private programs. It would be desired to start the private construction projects by fall, 1986. This would be about the time when the majority of the land would be cleared particularly at the northern portions of the site. In addition, it would coincide with release of EDA funding and installation of public area site improvements. Thus, we would be assured that the property would be under development rather than laying fallow and open for refuse and dumping purposes for an extended period of time. We shall continue to review this timing and the program in more depth at future meetings.

Meanwhile, it is recommended that a marketing strategy be developed that would include preparation of graphic material and modification of the property use intent.

We also monitored progress on Broadway/Steever using the network model Issue #5 dated August 28, 1985 disk 001. The DPW and MDOT met to review the approvals for the project. Apparently there is still some disagreement about the number of parcels that should be acquired for the project and about the amount of funding that might be available from the state. Therefore, there still is no release of acquisition funds for the project.

The Issue #5 network model dated August 28, 1985 (working day 424) presumed that with a release of acquisition funds by February 18, 1986 (working day 544) construction could start April 30, 1987 (working day 850). Thus, as release of funds is delayed, the start of construction is delayed, and if we push this back to as late as September, 1987 it is possible that construction of the Broadway/Steever program will be forced into a 1988 completion. This matter apparently is still far from resolution and we will monitor it on a regular basis.

Carriage Town

A review was made of the Carriage Town program although a detailed evaluation of construction status was not possible since the contractor was not at the meeting. I suggest he be made aware of future sessions and invited to the conferences.

The north wall and abutment footings is apparently installed, and some work has started on north walls and abutments. No additional work has yet been done on south walls and abutments. The cost estimate for bulletin #1 has not yet been submitted but it is in work and expected momentarily. Shop drawings for bridge steel have not been submitted, although they, too, are in work and expected sometime in the near future.

We are still holding the date for delivery of bridge steel at June 6, 1986 (working day 621). Allowing three days to unload and shake out, erection would start by June 11, 1986 (working day 624). The bridge area would be complete under this sequence by July 3, 1986 (working day 640) in time for the July 4, 1986 celebrations. Completion of remaining portions of the PASI work at Carriage Town is planned between mid-August and mid-September, 1986 trending toward the earlier date.

The owner of the Carriage Town factory said that they are planning a major antique show on August 3, 1986 (working day 661) and will need access to the area across the bridge and from Lyon Street to the north. We shall continue our detailed planning of PASI work at the next meeting to see if this is possible.

One item that came up in our discussions today that should be given prompt attention is the need for DNR issuance of a permit. The application for this permit was made by the DCD in late January, 1986 and just a few days ago a notice was issued by the DNR that a 20 calendar day period would be allowed for comments to be made about the project. If no adverse comments are provided, the DNR will then feel free to issue a permit if they choose. Presumably if adverse comments are received, there may be further consideration by DNR. The full importance of this permit and its impact upon the project is not totally known at present and is being investigated by the DPW and the DCD. However, the matter should be resolved immediately to prevent any possible delay to the work. At our next session we shall also follow this matter in detail.

General

There is some desire to have the next session at an earlier date than presently scheduled. I shall check this and be in touch with Mr. Vyvyan regarding our next session. Meanwhile, Mr. Vyvyan will prepare the agenda for our meeting and distribute it to those concerned once the date has been set.

Ralph J. Stephenson, P.E.

RJS:sps
To: Mr. Ray Vyvyan

March 30, 1986

Subject: Monitoring Report #214
City of Flint Improvement Program
Flint, Michigan

Project: 83:14

Date of Monitoring: March 21, 1986 (working day 567)

Actions taken:

- Reviewed Carriage Town PASI program
- Updated network model for Carriage Town PASI installation work
- Evaluated current project status of Carriage Town PASI field work

General Summary

This meeting was a special session to specifically review the current status of the Carriage Town PASI field installation work and to determine what is essential to completing the project by critical target end dates set to mesh with development events in the area.

At our previous session, it was determined that the DNR must give to the City of Flint a right to occupy the waterway. This permit will probably be issued in the next week provided there are no major objections to the project. At present none appear to be forthcoming.

Another important item is the issuance of the building permit. It is anticipated this will also be available within the next 10 working days.

At present, on the site most north footing and abutment work is complete, and it is expected the auger cast piling contractor will move on the site for the south abutment foundations by April 21, 1986 (working day 588).

An item that is becoming very critical is the bridge structural steel. Originally it was hoped to have steel on the job in time to allow cleaning up and moving out of the bridge area by July 4, 1986 (working day 641). However, at this session the contractor said that structural steel will probably not be delivered until June 16, 1986 (working day 627). It will require about three days to unload, shake out,

and complete fabricating structural steel at the site. Erection is expected to take about five working days followed by ten days of finishing work the deck, lighting, and touch up areas. Allowing one day to clean up and move out brings completion of the entire bridge ready for use on July 14, 1986 (working day 646). This is about a week and a half later than had been hoped for and heavy efforts are going to be made to pull this revised date back into conformance with the desired July 4, 1986 date.

Following completion of the bridge area, the slab areas of the Carriage Town square can be put into place. The flat work is all special concrete finishes and will probably take about 30 working days to finish off bringing completion of Carriage Town Square to about August 25, 1986 followed by another month of landscape work which puts the final date for the entire project at September 23, 1986 (working day 696).

Water Street improvements which include replacement of curbs and repaving of the street with brick can be brought to about 100 feet from the east end of the street by June 26, 1986 (working day 635). However, completing the remaining portion of the right of way will be restrained by completing erection of structural steel, and will take about 11 working days, bringing clean up and reopening of the full width of Water Street at about July 14, 1986, the same date as bridge work is expected to be complete.

It is still of the utmost importance that every effort be made to complete the bridge and Water Street improvements so as to be in operation by July 4, 1986. This matter should be examined in depth by the contractor and by the city to determine where improvements in the present plan of work can be made. Copies of the network model were distributed at the meeting and all concerned should have up to date copies of the Issue #4 network model dated March 21, 1986 (working day 567). If there is a need for additional copies please contact Miss Kathy Stoughton at the City of Flint.

There was some discussion about street lighting at the session and because of the past experience of the city with special lighting fixtures and the need to maintain replacement supplies, a possible restudy is under way for the lighting design. There was no current word from the meeting as to what the impact of this re-evaluation might be. However, it is essential to understand that work must proceed immediately on practically all phases of the project to produce any improvement in the end date whatsoever. A critical item of the light pole installation is that light pole bases and anchor bolts should be installed ahead of installation of the

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electrical feeds. To install the anchor bolts, templates must be provided, which are usually difficult to obtain. Installation of light poles is followed by installation of the electrical power supply and feeds which, in turn, restrains construction of the new roadway for Water Street. Thus, the entire light pole installation sequence is extremely important and must be given careful attention now.

This network model is shown on the updated sheet #166, Issue #4 dated March 26, 1986 (working day 567).

General

The agenda for the next development session has been distributed by Mr. Vyvyan to all concerned. We shall plan to incorporate a discussion of Carriage Town in this session.

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

April 14, 1986

Subject: Monitoring Report #215
City of Flint Improvement Program
Flint, Michigan

Project: 83:14

Date of Monitoring: April 3, 1986 (working day 576)

Actions taken:

- Reviewed Buick City phase #2 work
- Discussed landscaping and related installation in Buick City phase #2
- Reviewed EDA funding progress for Buick City phase #2
- Monitored Broadway/Steever program
- Monitored Carriage Town PASI work status
- Made field inspection of Water Street Pavilion and Brush alley
- Made field inspection of Carriage Town site

Buick City phase #2

Land acquisition is continuing to move well with the current status as follows.

Leith Street - 19 total parcels are to be obtained, 14 have been optioned or closed on and are under control, 5 properties remain to be acquired, of which three or four merely need additional title work and should be no problem. Of total relocations three remain to be completed.

Baker Street - 35 parcels total are to be acquired. 25 are optioned or under full control with ten remaining. Of the ten six require title clearance, a relatively simple process. Of the total, twelve locations are yet to be completed.

Saginaw Street - 25 total parcels are to be acquired. 17 are optioned or under control with 8 remaining to be acquired. Of the eight, three are matters of title clearance.

Total properties - There was no full count at this session on the number of remaining total parcels to be put under control.

Thus, relocation is proceeding very well and it appears presently possible to achieve the target completion dates for demolition as shown in the Issue #7 network model dated August 28, 1985 (working day 424) sheet #152. These target dates were:

Leith Street - July 24, 1986 (working day 654)

Baker Street - July 24, 1986 (working day 654)

Saginaw Street - August 6, 1986 (working day 663)

During our session it was stressed that care must be taken during demolition to remove all required underground obstructions and to bring the site back to a position from which developers could easily construct improvements. This is an important marketing requirement of rehabilitated areas. It is also the intent, according to our meeting today, to seed areas as they are cleared and grubbed to bring them to a reasonably good appearance. Mr. Vyvyan and I later inspected the area just north of the Autoworld overflow parking lot, and the difference in dumping intensity on property that had a relatively level grade with some grass and those areas that were merely heaped with spoiled dirt and weeds was noticeable. Those areas which had been given nominal care seemed to remain relatively free of trash and debris. It is essential to keep this area clean and marketable as demolition clearing and grubbing proceeds.

We had considerable discussion about the impact of the planned work on the incubator building. Mr. Harry Blecher mentioned that the the incubator building leaving group have a potential occupant for the building who would require adding 15,000 square feet to the easternmost structure. This, in turn, would require that access be provided for semi-trailers and tractors from Dartmouth Street and would further require adequate space within the property to permit trucks to maneuver. As a result of our discussions it was agreed that the incubator building operators would study the growth potential for their facility and begin doing some medium and long range planning for its expansion.

It was also tentatively decided that Dartmouth Street and its configuration would be restudied to insure that when the storm sewer, sanitary sewer, and water lines are installed that

repaving will provide additional curb to curb width to facilitate turning motions into the site from Dartmouth. Consideration should also be given to removing the barriers at the North Street end of Dartmouth to allow access now. However, there is some resistance to this since once traffic movement on Dartmouth is established, it might be very difficult for it to be stopped when the underground utility work is in progress.

Present planning is to start installation of utility work in Dartmouth this fall probably in mid-October, 1986, but the street itself will probably not be repaved until next spring even as late as early July, 1987. Thus, serious consideration must be given to how access to the incubator building will best be accomplished from the north if this is the intent.

The Dartmouth right of way remodeling may also impact upon the four parcel north bay between Leith and Dartmouth, Saginaw and North. I suggest that an intensive planning and review program be initiated that will provide insight into how this entire industrial park is to be best utilized. We have requested the DCD to provide the DPW conference room with an up to date site plan and this will be forthcoming for our next meeting.

Mr. Blecher has plans at present to landscape the area east of his buildings to North Street and between Dartmouth and Taylor. This action should be encouraged and help given since it could very well serve as a sample as to what North Street could look like once landscaping and construction is started and in place. This could positively impact upon a favorable marketing environment for the property. Some exploration should be made of the possibility of jointly installing landscaping in this area to provide a model showpiece for the Buick City industrial park.

We again discussed the interaction of the marketing program for Buick City phase #2 with the PASI program under way now. There seems to be a feeling that these two programs should be kept separate managerially. However, we are now so close to completion of Buick City phase #2 PASI work that it is imperative we address, at each session and on an ongoing basis the method by which the properties will be developed. This is to avoid the problem discussed in Monitoring Report #213 dated March 12, 1986 page #2, where the time between the start of private development and the completion of demolition is recommended to be kept to an absolute minimum. I feel the marketing program discussion should be put on each agenda immediately following discussion of the Buick City #2 program, and that parties from each of the two be encouraged to attend

an occasional session on the other project. It might be wise also to re-examine the project management characteristics of both to see if there can be a more unified activity made of the two programs as phase #2 PASI work draws to a close.

Mr. Blecher requested we give immediate attention to cleaning up the southernmost parcels of the northernmost landbay directly to the north of the incubator building. Apparently there is considerable amount of trash and debris in those areas, and it does have a negative impact upon rentals for the incubator building.

In discussing the landscaping work for phase #2 to be done it has been decided that the Parks Department will provide the design and possibly the force account labor and material to install the landscaping. Due to changes in managerial structure at the city, design work has not yet begun and is now considerably behind the planned course of action shown in the landscaping network model Issue #2 dated February 13, 1986 (working day 541) sheet #167. In this plan the completion of preliminary landscaping design was set for no later than May 29, 1986 (working day 615). To conform to this set of dates it will be critical to start this design just as early as possible. Since Parks and Recreation is coming into a very busy time of year, the earlier this work is initiated the better. It is still the intent to install a portion of the landscaping for Saginaw Street, Baker and Newall Street, Leith Street and North Street this year with the remainder to be completed in 1987.

We next evaluated progress toward obtaining the EDA grant. The preapplication was submitted to the Chicago regional office of EDA on March 29, 1986 (working day 573). This was the target date set in our network model Issue #3 dated March 6, 1986 sheet #164. This particular network plan anticipated that construction of EDA project improvements, which have been defined in the grant application, would begin no later than October 14, 1986 (working day 711). Every effort is to be made to expedite the approval process at EDA so work can begin just as early as possible. We shall continue to monitor progress against the current network model sheet #164.

There is considerable concern about the start of PASI design work for the various areas. The Leith Street widening will require about 25 working days to complete contract documents. Design work on the Dartmouth storm sewer could require as much as three months to prepare, approve, and issue contract documents. The Baker Street widening and Newall resurfacing design could be done in about 40 working days. There was no authentic word on how long it would take to prepare contract documents for the Saginaw Street improvements. None of this

design work has started. Work orders for Leith, Baker, and Newall were issued in mid-October, 1985. There has been no work scope proposal submitted to the DCD yet for the Dartmouth storm sewer. Therefore, no work order has been issued. The Broadway/Steever project is still at the same position as for our previous monitoring on March 6, 1986 (working day 556). There is no word on when MDOT will review, approve, and release the work so funds will be provided for acquiring property. We are presently about two months behind the network model Issue #5 dated August 28, 1985. This delay will reflect itself in later dates for completion of the work. The network model Issue #5 shows a start of work in the field April 30, 1987 (working day 850). With the current delay this date has now been moved to a later point of July 1, 1987 (working day 893). The constant slippage on this project is of concern since it is a relatively critical project to construct. With current trending, it appears that the chances of this project not being completed until 1987 are increasing each day. It is a program that should be given immediate attention and released if it is to be built.

Carriage Town - Monitored from sheet #166, Issue #4 dated March 21, 1986 (working day 567)

Work on the north abutment is substantially complete. Work on the south abutment has not yet begun. It is still the intent to start auger cast piling on April 21, 1986 (working day 588). Work at the Carriage Town site is currently meeting most targets between early and late starts and finishes. A building permit has not yet been issued although it is available, and the city council is expected to approve revisions on change order #1 by April 14, 1986 (working day 583). The DNR permit to occupy the waterway has been obtained.

Shop drawings for bridge steel were submitted today April 3, 1986 (working day 576) and should be back within the next week. The lag in shop drawing work is about 7 working days. If we are to meet a delivery date of June 16, 1986 (working day 627) for start of steel, fabrication and delivery will have to be accomplished in 46 working days rather than 53. Thus, the delivery of steel is becoming increasingly critical to us. We still expect to meet a completion date for the bridge and for access areas by July 14, 1986 (working day 646).

Problems have been encountered with the lights to be used at Carriage Town and presently the lighting design is being revised. The critical need here is to get the configuration of the light pole bases, the anchor bolt templates and the anchor bolts. A set of revisions has been issued for the

lights and these will be priced and submitted just as quickly as possible. Delivery of light poles ranges from 40 to 50 working days, but as noted above what is needed now are anchor bolts and templates. So far as the revision to the stair handrail is concerned, the additional cost of the middle rail has been prepared and submitted.

We had considerable discussions today about access to the area as construction work proceeds this summer. Apparently there is a strong desire to obtain access into the project by the early part of June, 1986. It is just about this time that we will be rotomilling the existing street paving at Water Street and installing asphalt topping, and adjusting structures in Water Street. In addition by June 16, 1986 steel will be delivered to the job and must be unloaded, shaken out, and field fabrication initiated on the sections. This will take anywhere between two to five working days, and probably will block most of the area at the north abutment. There is some consideration of using the Eagle parking lot to the north of the abutment for this work and it is being explored at present. Discussions should be maintained at all times about how access is to be maintained to the area and how the various business interests there are going to stay active. The Carriage Town Square area is presently in somewhat of a state of flux since the location of planter boxes has not yet been fully resolved. This matter is extremely important since layout for these is under way at present. There appears to be considerable confusion yet remaining about the relationship of service access to the Carriage Town factory facility to the use of the plaza and to the outside dining area relative to the physical location of the planter boxes. It does not appear that the present scheme is as workable as might be desired, and it is being restudied. This along with the light pole decision must be resolved in the very near future because it does have the potential for delaying the project. Consumers Power is to start installing underground electrical work on April 16, 1986 (working day 585) and will bring power feeds to meter pedestals to be provided by the contractor. Secondary distribution will be installed by the Carriage Town contractor to the various areas that are to receive power.

Brick for streets is apparently available from an Ohio brick manufacturer. In our session today we recommended that the city purchase additional brick, probably between 2,000 to 5,000 unit, to be used for repairing streets and installing new brick areas as may be needed by the various hard surfaces within the total project. Miss Stoughton will look into this matter and determine how these additional bricks are to be ordered and stored.

Another finish item that should be given immediate attention is the exposed aggregate paving finish. It might be necessary

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City of Flint Improvement Program
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RALPH J. STEPHENSON, P. E., P. C.
CONSULTING ENGINEER

to construct some sample panels and this should be done in the very near future since special aggregate could possibly be difficult to obtain. The contractor will review this matter with the owner and with the architect/engineer.

At present, the major design consideration, as noted above, in the Carriage Town Square relates to access of service traffic to the adjoining buildings. The present planter plan does not lend itself to easy service traffic access. It appears that the intent is to bring service traffic which would be food supplies, trash and garbage removal service, through the plaza area and to the Carriage Town factory. Turning radii as well as structural capacity of the slabs on grade must be further evaluated to determine if what is presently anticipated can really be done in a proper manner. This will be reviewed with the city by the contractor and the architect/engineer. The entire Carriage Town Square area is very critical to the project and should be given immediate attention.

We will continue to monitor the job from the network model, sheet #166, Issue #4 dated March 21, 1986 (working day 567) with any updating necessary to be done at our next planning and monitoring meeting.

General

Mr. Vyvyan will prepare an agenda for our next meeting and distribute it to those concerned. I suggest that heavy emphasis be given to having consecutive meetings on Buick City phase #2 followed by a planning session for the sale and use of the properties as industrial park areas. In addition we should further consider the landscaping plan of action to insure that it meshes with the present PASI work.

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

June 2, 1986

Subject: Monitoring Report #216
City of Flint Improvement Program
Flint, Michigan

Project: 83:14

Date of Monitoring: May 2, 1986 (working day 597)

Actions taken:

- Monitored Buick City phase #2 work
- Discussed landscaping and related installations in Buick City phase #2
- Monitored Broadway/Steever program
- Reviewed marketing needs for Buick City phase #2 properties
- Reviewed Carriage Towne program

Buick City phase #2

A brief review of each project relative to design status is given below:

Leith Street widening (corridor #13) - No design work has resumed on contract documents for the Leith Street widening. This work was planned to start no later than April 29, 1986 (working day 594) and so now is about three working days past the late start date required to complete Leith Street widening field work by November 3, 1986 (working day 725). There apparently is no current plan to start work on this design in the near future. It would be well for all parties to this project to meet and discuss in detail the proposed work schedule for engineering on all remaining PASI installation in the Buick City phase #2 program. I shall discuss this with those concerned at our next session.

Saginaw Street refurbishing - This work is presently planned to be included in the EDA work to be obtained under a grant to be received later this year. The current thinking is that full contract documents for the Saginaw Street PASI work will begin once the EDA has provided the city with a notice of approval of their pre-application. In accordance with our network model Issue #3 dated March 6, 1986 (working day 556) this could be as early as May 29, 1986 (working day 615) or as late as June 2, 1986 (working day 617). The present plan of work

anticipates that construction could start by September 30, 1986 with completion presently planned for August 25, 1987 (working day 931). There was no current word on the status of the EDA funding application. We are assuming for the time being that the current network model for EDA funding is still valid. We shall discuss this at a future meeting.

Dartmouth storm sewer - The DCD provided the DPW with a design work order for the Dartmouth storm sewer in mid-April, 1986. No work has yet started on preparation of the contract documents.

Baker Street widening and Newall resurfacing (corridors #17 and #18) - No work has yet started on the contract documents for the Baker widening or Newall resurfacing. However, the survey work is complete. There was no current word on when preparation of contract documents would begin.

There was considerable confusion at our session about how street design for Buick City #2 would proceed and the standards to which the design would be tailored. This matter should be reviewed very carefully since it is a technical problem that must be considered before design actually begins. Part of this problem revolves around the marketing of the Buick City #2 land. There is some reluctance to proceed with any fixed design on PASI site improvements without some authentic feel for what is to be required by the purchasers of the land and the companies and organizations that will be building facilities there.

We next made a review of the real estate acquisition. Current status of this is as follows:

Leith Street - 19 total parcels are to be obtained. Of these, 18 have been put under control and all but two have been relocated. Of the two, one is the property not yet under control.

Baker Street - 35 parcels total are to be acquired. 30 have been closed for acquisition and there are five open including two under option. Four properties are currently being demolished with 13 more yet to be demolished. There are seven relocations yet to be accomplished of the total of 35 properties.

Saginaw Street - 25 total parcels are to be acquired. Eight of these remain to be acquired. Three of the eight are under option. Four are under contract for demolition. Ten others remain to be demolished.

Viewing our intended plan of land acquisition, relocation, and demolition shown in the network model sheet #152 Issue #7 dated August 28, 1985 (working day 424), the following completion dates were established there:

Leith Street - complete demolition for Leith Street widening
- July 24, 1986 (working day 654)

Baker Street - complete demolition July 24, 1986 (working
day 654)

Saginaw Street - complete demolition August 6, 1986 (working
day 663)

As can be seen, the program is in fairly good condition although it does not appear presently that all demolition as outlined above will be complete. Sizable areas of the Buick City phase #2 program are now available for development and ready for active marketing. Of the total properties in the entire Buick City site, there were 271 to be acquired. Of these, 220 have been acquired with 51 left for acquisition. Sixty-five of the 271 remain for relocation and 111 remain for demolition. Forty or fifty of the 111 will be under contract for demolition by mid-May, 1986. Thus, the overall program of land control work for the total Buick City area has also proceeded quite well.

We next reviewed the landscaping program which now has changed considerably due to a shift in forces doing the work. The network model for landscaping work is to be revised at a future meeting. Presently there is no plan in work to start design of the landscaping configuration. Mr. Ursuy will review this material with the Parks Department to determine the plan of work that would be most desirable for them. It was pointed out that some landscaping would begin in the near future. However, it will be important to decide on how the landscaping work is to be designed and under what contractual arrangement it is to be installed. We shall plan to cover this at a future meeting when we update the landscaping plan of work.

Our attention next turned to the marketing of the Buick City project land and several questions were asked about marketing progress. This matter is becoming increasingly important as the total land acquisition proceeds and the properties are demolished and the areas cleared. The reason is that the larger the gap between clearing of the properties and the start of private development work, the more potential there exists for trash being dumped on the properties and deterioration in the general appearance of the area.

At present, there does not appear to be any major plan to aggressively market the land since there apparently is a shortage of funds for public relations and marketing materials. I strongly recommend that this matter be addressed by the top management of the city immediately as the entire Buick City program begins to wind down and areas for private development are made available. We shall continue discussing the marketing program at subsequent meeting and I recommend we prepare a network model for bringing a marketing program on line as the land acquisition, demolition, and clearing and grubbing is brought to a close.

There was no current word on the progress of the Broadway/Steever Street improvements. It should be again mentioned that the target date to start acquiring properties in this project was February 18, 1986 (working day 544). This would allow a start of construction by April 30, 1987 (working day 850). The present lag is now about 60 to 65 working days which indicates that construction could now probably not begin until late July or early August, 1987. This is considerably later than desirable and if much more delay occurs in getting the project into land acquisition it is entirely possible that the work cannot be completed in 1987, and will extend into 1988. There also is the problem of whether there is a time limit on the monies available for financing this program. These matters should be investigated and checked. We shall plan to discuss the Broadway/Steever program at our next monitoring and planning session.

Carriage Towne - Monitored from sheet #166, Issue #4 dated March 21, 1986 (working day 567)

Work on this project is moving fairly well although there appear to be some difficulties in procurement with handrails and light poles. These matters are important since both require considerable procurement time and thus have the potential for delaying full use of the area. There is a strong desire to have the entire facility available for the July 4, 1986 weekend. This may be possible although the network model to which we are presently working shows completion in mid-July, 1986. It is still planned to deliver structural steel to the site on June 16, 1986 (working day 627), and to have this steel erected ready for work on the bridge deck to begin by June 26, 1986 (working day 635) or possibly earlier. Concurrently electrical power supply to the light poles is in work and the plan for installing the Water Street paving and pavers is to be completed by early or mid-July, 1986, preferably as early as possible to allow use of the area for the July 4, 1986 celebration.

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

Work, meanwhile, is proceeding on the Carriage Towne Square with the seat walls having been constructed and other work presently in progress. There still are potential problem with access of service traffic to the adjoining buildings. However, it appears that this matter is being resolved and that a design has now been fixed. Retaining wall footings for the stage area are being revised and there may be added to the project a wrought iron handrail at the stage.

As a matter of concern it should be noted that the sandbar in the river at the Carriage Towne site seems to be getting larger according to observations of the project team. It would be well to locate the source of this sand buildup and to insure that any problems that may be caused by leakage of sand from adjoining slab on grade areas is identified. Excessive loss of sand backfill at already constructed areas could cause undesirable settlement problems in various concrete paved sections.

General

Mr. Vyvyan will prepare an agenda for our next meeting and distribute it to those concerned. I recommend that we continue to monitor land acquisition, demolition, and clearing and grubbing for the Buick City phase #2 area. It also would be well to review the current status of the EDA application. As noted above, we should in the near future concentrate heavily upon preparing a plan of action for marketing the Buick City phase #2 properties. Also to be replanned is landscaping installation for the Buick City program. In addition to these, we should continue to closely monitor the Carriage Towne project and if desirable replan the project to see what areas will be available by the July 4, 1986 holiday.

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

- CRITICAL PATH PLANNING
- LAND PLANNING
- MANAGEMENT CONSULTING
- PLANT LOCATION

RALPH J. STEPHENSON, P. E.
CONSULTING ENGINEER

15064 WARWICK ROAD
DETROIT, MICHIGAN 48223
PHONE 298-5026

July 6, 1986

Subject: Monitoring Report #217
City of Flint Improvement Program
Flint, Michigan

Project: 83:14

Date of Monitoring: June 6, 1986 (working day 621)

Actions taken:

- Monitored Buick City phase #2 work
- Updated Buick City EDA funding network
- Reviewed Broadway/Steever network and updated plan of action
- Monitored Carriage Town project and updated network model
- Began work on City of Flint repair garage additions

Buick City phase #2

The public area site improvements in Buick City phase #2 have been regrouped into the EDA grant application. This work according to a conference held on May 20, 1986 (working day 609), and including representatives of the DPW and DCD, made a preliminary determination that the scope of work would include the following projects. These projects are listed by letter for ease of reference.

- A. Dayton, Rankin, Parkland removal
- B. Newall Street resurfacing
- C. Warren St. removal
- D. Baker St. widening
- E. Taylor St. cul-de-sac & resurfacing
- F. Dartmouth St. widening (DPW to update estimates to include widening to three lanes)
- G. Leith St. widening
- H. Saginaw St. curb & sidewalk
- I. Traffic signals at Leith St. & Baker St. intersections
- J. Saginaw St., and traffic control program (DPW to provide estimates)

Since the entire program is now being worked through EDA funding we made a complete update of the EDA funding network sheet #164A to Issue #4, dated June 6, 1986 (working day 621). In this network model we brought the original EDA planning diagram up to its current status as of June 6, 1986 (working day 621) to the best of our available information.

• CRITICAL PATH PLANNING

RALPH J. STEPHENSON, P. E.
CONSULTING ENGINEER

• LAND PLANNING

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• MANAGEMENT CONSULTING
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• PLANT LOCATION

At present, the pre-application is in to EDA for their review and approval. Once this approval is obtained the city will prepare a full EDA application and submit it to Council who must review and approve the application along with local matching funds. Present plans are to have the full application available for submission to the Council meeting on July 28, 1986 (working day 656). Following city council approval the application will be submitted to the EDA for their final review and ultimate release of EDA funds for the project. Due to the late date in 1986 expected for release of funds, and because of the close tie in that must be maintained between the fund release and the completion of the project, present plans are to begin work early in 1987 and to complete work by winter, 1987.

It is presently expected to begin preparation of contract documents in July, 1986 and have them completed by mid or late September, 1986 to release for construction proposals on the project. Thus, construction proposals could possibly be received as early as mid-November, 1986 although in all likelihood actual construction, as noted above, will start in early 1987.

This entire matter is now being reviewed by the DCD and DPW. We shall continue to monitor the project and update the current network model sheet #164A, Issue #4 dated June 6, 1986 (working day 621) as revisions to the plan of work require. The EDA network model was printed and distributed to those at the meeting. Additional copies are available to those that need them.

A brief review of the current status of real estate acquisition and control in the Buick City phase #2 program is given below:

Leith Street - 19 total parcels are to be obtained. Of these, 18 are under control and one of the total is yet to be relocated. Apparently the city has title to the remaining property to be controlled but there is a waiting period before full acquisition can be completed.

Baker Street - 35 total parcels are to be acquired. Of these, six remain to be put under full control, and of these two are options. Thus, there remain four yet to acquire of the 35. There are seven relocations yet to be accomplished in the 35 properties.

Saginaw Street - 25 total parcels are to be acquired. Eight of these are under control with one option. Five of the total of 25 remain to be relocated.

Total properties - There are apparently 282 properties to be acquired. The city has title to 222. Of the 60 left to

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• Acquisition 14 are under option. Of the total of 282 including
the corridors, 75 remain for relocation.

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Real estate acquisition continues to move very well, and by the time major PASI work begins in the field there should be little, if any, difficulty remaining in relation to real estate control.

We briefly discussed the status of landscaping and the project team feels that landscaping in the area could begin soon. The Parks Department is starting on design now, although there is some hesitancy about starting field work due to the Parks Department work load relative to staff size. Work orders have been issued for the design and at a near future session we should replan installation of landscaping work to conform to the resources available for design and construction.

At this session on Buick City phase #2, we were also scheduled to discuss the ongoing marketing program for the project. However, those responsible for this phase of the work were not available. It is still important to begin detailed the market planning just as quickly as possible even though present plans call for a somewhat later PASI finish date than we have been working to. It is very critical to synchronize the real estate acquisition, design of PASI improvements, construction of PASI improvements, and the marketing schedule for land. The integration of these various complex elements in such a large project as this are essential to its success.

We shall continue to work on the program for Buick City in detail at each of our monitoring sessions, particularly on:

- EDA grant approval
- design of the work as outlined in the Buick City phase #2 scheduling of PASI work including projects as noted above
- land acquisition, relocation, and demolition work
- preparation of a marketing plan for the property
- construction of PASI improvement
- design and construction of Broadway/Steever improvements

In the late afternoon, we again reviewed the current status of Broadway/Steever. For our discussions, the Issue #5 network model dated August 28, 1985 (working day 424) was updated to

• PLANT LOCATION

June 6, 1986 (working day 621) (disk 001). In this model, we took the current status of the project as being under review for approval by MDOT and FHWA. Once these approvals are given, MDOT will release acquisition funds for the project.

We have assumed in our network model that acquisition and beneficial control will require 235 working days to achieve. At this point, the city can certify control of the property which in turn will release the parties involved to make a final review of the contract documents and advertise for proposals.

It is very important to tie together the contract award dates established by the state with the dates set up from the intended plan of action. Presently it appears that construction of the Broadway/Steever improvements could begin sometime in early fall, 1987. The reason for the extended time period is the delay in obtaining approval of MDOT and FHWA on the project, and the need to allocate the proper amount of time to property acquisition. We shall continue to review this program carefully at each of our planning sessions.

City of Flint repair garage addition

At this meeting we began a detailed review of the proposed City of Flint repair garage addition which is currently being considered for construction by the city. Those attending the meeting included:

Mr. Tom Ecklund, city engineer
Mr. Don Berry, assistant city engineer
Mr. Ray Vyvyan, building inspection director
Mr. Les Beales, project manager for Rhodes and Johnson
Mr. John Asselin, architect for Rhodes and Johnson
Ralph J. Stephenson, P.E., consultant

Our main efforts at this initial session were to review the cost breakdowns available and identify the sequence of construction to best expedite progress on the entire program. The Rhodes and Johnson staff attending the meeting gave us the breakdowns for their various specifications divisions. These were recorded by the DPW. We also reviewed the various features of the program and the contract proposals including specialty items and elevator costs. Presently a check is being made to determine if the elevator is needed for code conformance. Care should be taken in the elevator costing so that the full component of the entire elevator area are considered as cost factors.

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- ~~PLANT LOCATION~~ Presently expected that council approval of the construction contract could be obtained by July 14, 1986 (working day 646). Rhodes and Johnson must provide the city by June 30, 1986 (working day 892) several items including an agreement on the contract format and language, an affirmative action plan, along with a project plan and schedule. No site plan review is required.

Activities which form key dates in the plan of work include the following:

- start of preparation of contract documents
- DPW review design development package for general arrangement
- complete contract document for code review
- complete contract document to obtain building permit
- complete contract documents for start of construction
- totally complete contract documents

We also discussed the submittals and how they are to be checked. Items the city might want to see on the submittal list include:

- hoists
- overhead doors
- elevators
- finish schedules
- cranes
- HVAC items
- electrical items

It was noted that structural steel will take seven weeks from placing the order to be delivered to the job site. Elevator deliveries require 4 1/2 months from approval of shop drawings. The full completion date is to be set once Rhodes and Johnson have prepared their plan and schedule of operations.

RALPH J. STEPHENSON, P.E.
CONSULTING ENGINEER

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• ~~PLANT LOCATION~~ We shall continue working on this program to whatever extent is desired by the city and by the contractors involved.

Carriage Town - Monitored from sheet #166, Issue #5 dated June 6, 1986 (working day 621)

There have been some revisions to the Carriage Town program and so at this session we made a detailed review of the entire project to identify what important elements of work remain to be done. It is still planned to deliver bridge structural steel on June 16, 1986 (working day 627), although there was no one from the contractor's office at this session to confirm this date. In our updating, we kept this as our delivery date. According to our past planning, this should allow us to complete install the bridge structure and deck along with the bridge finishing items and the access areas by mid-July, 1986. The Carriage Town Square area of the program is presently to be complete by the end of September, 1986, while landscaping is to be complete by mid-September, 1986.

There is a review being made presently of the use of asphalt paving rather than the brick pavers originally planned. We made an evaluation of these two approaches and it was determined that we could probably complete Water Street and reopen it by July 1, 1986 (working day 638) using asphalt paving. Using brick pavers it probably would require work to continue on through July to July 31, 1986 (working day 659) before the street could be reopened for its full length. Both dates are dependent upon prompt erection of bridge structural steel since this erection of steel will require use of Water Street to some extent. The decision is currently being evaluated.

Broadway/Steever special meeting

After our afternoon planning session, we again met on the Broadway/Steever project to review the updated digrams showing the later completion date. This meeting was with the city administration to brief them on the current status of the work. We shall further evaluate the Broadway/Steever program in a near future session.

General

Mr. Vyvyan will prepare an agenda for our next session and distribute it to those concerned. There is a present need to meet slightly more frequently, probably about every three weeks. I shall review this matter with Mr. Vyvyan and shall plan our future dates in conformance with this workload.

Ralph J. Stephenson, P.E.

RJS:sps
To: Mr. Ray Vyvyan

July 24, 1986

Subject: Monitoring Report #218
City of Flint Improvement Program
Flint, Michigan

Project: 83:14

Date of Monitoring: July 10, 1986 (working day 644)

Actions taken:

- Monitored Buick City phase #2 work
- Reviewed and rediagrammed Oak Park Industrial district landscaping
- Monitored Carriage Town project and updated network model
- Continued planning work on City of Flint repair garage additions
- Began work on new senior citizen community center

Buick City phase #2 - now known as Oak Park Industrial District (OPID)

We first discussed the entire program in an overview evaluation and then narrowed the focus to the property acquisition and to landscaping work to be done this year and next. We had intended to review EDA grant progress but those involved in this program were not available to assist in the monitoring. It is important that the step by step obtaining of this grant be carefully watched, and I recommend strongly that we monitor it thoroughly at our future sessions. It is a very critical funding operation and we must have full information about it to properly plan future work in the Oak Park Industrial District.

A brief review of the current status of real estate acquisition and control in OPID (Buick City phase #2) is given below:

Leith Street - 19 total parcels are to be acquired. Of these all 19 titles have been gained and all properties are vacated. Also all are relocated. Two properties remain to be demolished. In the Leith to Parkland area only about four structures remain.

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Baker Street - 35 total parcels are to be acquired. Of these, five remain to be put under full control, and of these five one is an option. Seven relocations are yet to be accomplished of the 35 total.

Saginaw Street - Twenty-five total parcels are to be acquired. Six remain to be put under control. One of the six is under option. Four relocations of the total of 25 are yet to be accomplished. (Note: In Monitoring Report #217 dated July 6, 1986 it was noted under Saginaw Street that eight of the 25 total parcels were under control with one option. That statement should read Eight of these are to be put under control with one option already obtained.)

Total properties - 282 total parcels are to be acquired. Of these, 226 have been acquired and there are 56 remaining. Of the 56, nineteen are under option. Of the 282, 72 still require relocation.

Thus, real estate acquisition continues to move well although as can be seen finishing up acquisition on the last few parcels becomes difficult since these are the properties that have proven hardest to acquire. Nevertheless, the entire area is now at a point where serious attention can be given to its disposal and further development.

This development and disposal process will now have to await disposition of the EDA grant since almost all PASI improvements in the Oak Park Industrial District area to be financed through this grant. As noted above, we did not monitor progress toward achieving fundings at this session.

A critical part of the work to be done in the Oak Park Industrial District is installation of landscaping. It has been decided that landscaping will be broken into two phases - phase A, that landscaping done in 1986, and phase B, that done in 1987. Probably PASI construction will be far enough along by fall, 1987 to allow a full phase B landscaping to start. There has been some confusion about how the berming will affect landscaping design and how the water line and the maintenance of the area green belts is to be handled. There is some thought that it might be well to write maintenance of these into the real estate covenants. Mr. Hozak will confer with Mr. Mike Mansfield, Mr. Richard King, Mr. Tony Kulick, and Mr. Fred Kump to establish the conditions surrounding berm design.

It was also suggested that Mr. Hozak work with the clearing and grubbing contractors to determine what top soil might be

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available for the berm. Since the landscaping portion of the project is very critical to both maintaining appearance of the area prior to development and to enhancing appearance as the property is brought into the market, we re-diagrammed the work proposed for 1986 installation. This is shown on the network model for landscaping, Oak Park Industrial District, sheet #168, Issue #1 dated July 10, 1986 (working day 644).

In this diagram it is anticipated that preliminary working drawings could be prepared for all landscaping work in 1986 by July 31, 1986 (working day 659). These would then be reviewed by several parties after which final working drawings would be prepared, the Parks Department would acquire planting materials, and landscaping work would start. It appears at this time we could begin landscaping the Oak Park Industrial District by as early as September 30, 1986 (working day 701) with completion of landscaping for this year being maintained at November 28, 1986 (working day 743).

A copy of this plan of work was provided to Mr. Hozak and he will begin immediately conferring with the appropriate parties to determine the scope of work to be completed in 1986.

No staff was available to review the preparation of a marketing plan for the property. I would like to continue stressing the importance of this action since we must, at some point, generate a methodology by which the marketing is carried out. There have been some plans prepared for this but due to changes in the scheduling of the entire program these may be affected, and time schedules for disposition of the land should be reevaluated.

City of Flint repair garage addition

We continued planning for the City of Flint repair garage addition currently being done on a design build basis. Those attending the session included Mr. Tom Ecklund, Mr. Don Berry, Mr. Ray Vyvyan, Mr. Les Beales, Mr. John Asselin, Mr. William Johnson president of Rhodes and Johnson, and Ralph J. Stephenson. At this session we reviewed the current status of the project and also prepared a preliminary network model for construction of the facility. The contractor had done considerable work on preparing a preliminary schedule of the work and this was transferred into a revised and updated logic plan from which projections of completion were made.

Overall, it is presently expected to begin construction of the facility in early to mid-August, 1986 and to complete by mid-January, 1987. Copies of the network model were provided to the staff of Rhodes & Johnson for their study. We shall plan to monitor the project at each of our sessions and therefore, it would be appropriate to invite those involved at Rhodes and Johnson to the planning and monitoring sessions.

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

A full determination of the scope of the work has now been made. The contract language is being put into final form and it is expected that the contract will be executed by July 21, 1986 (working day 651).

Carriage Town - Monitored from sheet #166, Issue #5 dated June 6, 1986 (working dy 621)

Work has continued well on Carriage Town and we decided to update the network model sheet #166 to Issue #6 dated July 10, 1986 (working day 644). In this diagram it is projected that the project landscaping work except at Water Street will be complete by early September, 1986. The bridge area is expected to be fully available fully by July 29, 1986 (working day 657). The bridge steel has been erected and deck trim and other elements of the pedestrian areas at the bridge are being constructed.

It is highly recommended that the pedestrian discharge point on the south side of the river at Beach Street be carefully evaluated and studied. Pedestrian and vehicular traffic conditions at this area indicate that a review of the present pattern of pedestrian flow needs careful attention.

Senior Citizen's Center - Monitored from sheet #170, Issue #1 dated July 10, 1986 (working day 644)

At this session we began planning work on the remaining design and on the construction of a new Senior Citizen's Center located at Home and DuPont Avenues. The center will contain about 11,000 square feet and is being designed to let on a partial design/build basis.

Grant applications have been submitted for funding and final working drawings are to be submitted on July 18, 1986 (working day 650) to the City of Flint for approval by the administration and the Parks Department. Approval is expected 10 working days from submittal, after which final construction documents will be completed and issued for proposals. The issue date is set for August 20, 1986 (working day 673) with advertisement set for about the same period.

It is hoped to have proposals in by September 11, 1986 (working day 688) and to have the material to council by September 22, 1986 (working day 695). The contract will be executed by about October 22, 1986 (working day 717) and construction could start about October 27, 1986.

Delivery of structural steel will probably take about 50 working days from contract execution, which puts estimated completion of the facility at early April, 1987.

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

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We prepared a preliminary plan of work for the construction process and this was issued to Mr. Hozak of the Parks Department for his study and comments. Monitoring and ongoing planning of the continue at future meetings.

General

Mr. Vyvyan will prepare and distribute an agenda for the next meeting. I strongly recommend that because of the need to move ahead on the Oak Park Industrial District planning, we discuss the EDA grant and the marketing program at this session.

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

August 24, 1986

Subject: Monitoring Report #219
City of Flint Improvement Program
Flint, Michigan

Project: 83:14

Date of Monitoring: August 6, 1986 (working day 663)

Actions taken:

- Monitored Buick City phase #2 work (Oak Park Industrial District - OPID)
- Reviewed and monitored progress on city garage addition
- Monitored Carriage Town project
- Monitored and discussed senior citizens community center program

Buick City phase #2 - Oak Park Industrial District (OPID)

One of the first items discussed was the current status of the EDA application. There is some confusion about the present status of the pre-application. Therefore, we updated the network model to Issue #2, dated August 6, 1986 (working day 663). In addition, it was decided that the project would be broken into five contract document packages for allowing successive and separate issues of the PASI construction projects for proposal purposes. The updated network model for the EDA grant progress indicates we can expect to have a notice of approval from EDA by September 4, 1986 (working day 683).

At that point, MDOT should be able to give formal approval to the project work. Meanwhile, the full EDA application will be completed and forwarded on to the HUD regional offices. There is some float time available on the submittal process since it is desired that the entire program come together when all contract documents are completed and proposals are received so council can approve and authorize the award of construction contracts by March 10, 1987 (working day 813).

Meanwhile contract documents should be starting soon for PASI work. Present plans are to begin these Oct. 1, 1986 (working day 702). Some work has already been done on the PASI design work and therefore, what remains is about another four months or so to complete the design, issue the contract documents, obtain proposals, review these and select a contractor.

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We have not yet been able to address the matter of marketing the properties and we shall continue to call attention to the strong need for a proper marketing strategy and plan. I recommend highly that we prepare a network model, identifying the steps followed in this marketing program and the time frame in which we desire it to happen. We shall review the matter at our next session with those attending.

We next discussed land acquisition. Present progress indicates it is still moving reasonably well. We are currently past the late finish established for completion of clearing and grubbing for the major areas as shown in our network model Issue #7, date August 25, 1985 (working day 407). However, because the start of PASI work has now been deferred to 1987, no major land acquisition hold-ups are expected to installation of public area site improvements.

A brief review of the current status of acquisition is given below:

Leith Street - 19 total parcels are to be acquired. Of these, title has been gained for all 19. One structure remains to be demolished. In the Leith to Parkland area 3 structures remain. All are owed by the city except for the church.

Baker Street - 35 total parcels are to be acquired. Of these, 3 remain to be put under full control, and of the total, 5 are yet to be relocated. There are about 7 structures yet to be demolished at Baker.

Saginaw Street - 25 total parcels are to be obtained. Five remain to be put under control. One of the 5 is under option and 4 of the remaining to be demolished are under contract.

Total Properties - Of the 282 total properties, 237 have been acquired with 45 remaining. About 15 of the 45 are under option. Of the total of 282 about 51 require relocation.

We discussed briefly the dumping of trash, cleanup, and policing of the acquired areas in the Oak Park Industrial District. Presently there are some problems with keeping the sites clean. Dumping is occurring on Darmouth, Warren and Newell. Parkland is relatively free of trash because the road is cabled and the key is in procession of the church. Close cooperation of the police force, as well as the adjoining tenants, is needed to keep the site clean and in good shape. Demolition contractors on the job say the dumping is basically from stores and others

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who have bulk trash to dispose of. There are problems with enforcement and it seems that the same people are dumping trash regularly. Cabling of the streets once houses have been demolished appears to be one of the better solutions. However, as long as the street is needed for access it is difficult to cable the ends of the streets to deter access.

We briefly discussed the landscaping program. There are no drawings available yet for landscaping work. Some meetings have been held but these were basically to get landscaping design work that will be installed this year, 1986, into the hands of the people who must have them.

There was some brief discussion about entrance signs and it was decided that the DCD should provide, through Mr. King, estimates for sign work to be accomplished.

There is no movement on the Broadway-Stever program. A meeting was held recently in Lansing with MDOT in respect to this job. However, there is no current word as to when the job might move ahead.

We closed out our review of OPID by discussing how the total program is to be closed. The matter of environmental reviews came up and we talked about these briefly. Apparently, General Motors Buick Division is to furnish answers to questions that have been asked on environmental impact matters. This should be looked into to see what the current status of that information is in case questions are raised during design and construction.

City of Flint repair garage addition

Presently the contract is being executed by the city and should be available by the end of the day, August 7, 1986 (working day 644). There have been some revisions to the contract form and these are now under review.

So far as code reviews are concerned, the contractor met with Mr. Campbell on July 21, 1986 (working day 651) to discuss preliminary sketches. Some minor revisions were made to the lower level egress. Soil borings are presently being taken, although it is felt that design could proceed with assumed soil boring capacities. The city is to check compaction outside paved areas and building fill.

The official date for completion is still being held at Jan. 16, 1987 (working day 776). However, there is some feeling that this date should be reviewed due to a later than expected date of contract execution. For the time being the official completion date

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will be held at Jan. 16, 1987 (working day 776).

We also reviewed the procurement status of the job. It presently appears quite good although without an executed contract no submittal work can begin in earnest.

Key early delivering items are:

- overhead doors
- hoists
- cranes
- red iron
- mezzanine steel
- Dox plank
- lockers

A staging layout has been set and foundation drawings are to be submitted for permit by August 8, 1986 (working day 665). A waiver on the elevator has not yet been submitted to the building department. Construction is expected to begin in the field almost immediately with the intent to get the building up and closed in by the onset of colder fall and winter weather. Currently, this appears to be a feasible plan of action.

We shall continue to monitor the job from the network model Issue #1, dated July 10, 1986 (working day 644).

Carriage Town - Monitored from sheet #166, Issue #1, dated July 10, 1986 (working day 644).

Currently the project lags the network model by about 19 working days, primarily in work on Carriage Town Square and the approval of colored concrete. There has been some difficulty in obtaining an appropriate color for the concrete and work was being focused on the shade to be used.

Part of the street light fixture components are on the job but the poles are still at the manufacturers. There was no word as of August 6, 1986 (working day 663) as to what the problem was.

Rotomilling at Water Street has started and is about three weeks late. Projected completion date of Water Street work is now about September 22, 1986 (working day 695) to be able to clean up and reopen for the full length of the street.

So far as colored paving panels are concerned, the buff panels are partially installed but the red panel color, as noted above, has not yet been approved. Panel work is probably about 15% complete and may require from 10 to 15 working days to install the remainder.

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The dumpster area still must be fenced and the base installed.

At the bridge, planking is not fastened except at the ends and is somewhat springy. It would be wise to address this problem to avoid uneven deck surfaces. The bridge is not open as yet since work is continuing on access areas. There is to be a traffic light installed at the south end of the bridge and miscellaneous clean up work at both ends of the bridge still remains. The middle hand-rail at the north end of the bridge is not on the job as yet.

Senior Citizen's Center - Monitored from sheet #170, Issue #1, dated July 10, 1986 (working day 644).

As this session we updated the initial issue of the Senior Citizen's Center from information provided to us by Mr. M. Jemerson of the Parks Department. This reflected itself in an updating of the diagram, Issue #2, dated August 6, 1986 (working day 663). In this network we show advertising of bids and receipts of proposals to be started on August 6, 1986 (working day 663) and to be completed by August 22, 1986 (working day 675). Following approval of the contractor, the execution of a contract and the issuance of a notice to proceed issued, the project can begin in the field. Mobilization and move on the site will probably occur in mid to late September, 1986. If this network is adhered to, structural steel will probably be on the job in early November, 1986 with completion of the project tentatively set for Jan., 1987. This is a very ambitious schedule and may have to be modified as conditions arise and unfold in design and construction of the facility.

We have provided those involved in the job with a network of the activities and we shall plan to monitor it at each of our ongoing sessions.

General

Mr. Vyvyan is preparing the agenda for our next meeting and will issue it to those concerned.

Ralph J. Stephenson, P.E.

RJS:gmy
To: Mr. Ray Vyvyan

Sept. 4, 1986

Subject: Monitoring Report #220
City of Flint Improvement Program
Flint, Michigan

Project: 83:14

Date of Monitoring: August 28, 1986 (working day 679)

Actions taken:

- Reviewed Detroit Street fire station #2 project
- Began preparation of laundry list for new fire station #2
- Monitored design and construction of repair garage addition for City of Flint
- Reviewed design and construction of new Flint senior citizen center
- Began planning and monitoring of crash fire rescue and snow removal equipment building (CFR & SRE) at Bishop Airport
- Inspected Carriage Town site
- Inspected new fire station #2 site

Detroit Street Fire Station #2

At this session we meet with Mr. Mitchell to generally review progress on the project and to identify where our efforts could be of the greatest use. Also attending the meeting was Mr. John Bauldry, Assistant Chief of the Flint Fire Department. The project is located on Detroit Street and is to replace existing fire stations #2 and #3, which will be taken out of service when the new #2 is put into service.

The design/construction contract was executed on Nov. 25, 1985 (working day 486) and design drawings were completed in mid April, 1986. Field work on the project began about August 4, 1986 with a contract completion date set of Sept. 30, 1986 (working day 701). There have been a request made for an extension of time to Nov. 30, 1986 (working day 744). However, it is not possible at this time to determine the need nor validity of the request.

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At present, footings have been installed, masonry foundation walls are up to grade and backfilled, and underground utility work is being installed.

Due to the press of time we were not able to prepare network models for the project. However, we briefly discussed items of potential procurement difficulty and also the additional input still required from the fire department. Since no authentic word was available on the actual information yet to be obtained, we shall identify these in our next session.

Due to the very short amount of time remaining to the contractor completion date (approximately 22 working days), it is important to understand that such things as hollow metal, hard tile, carpet, and owner communication equipment may require considerable time to acquire. Also any pending decisions that must be made, such as on color selection, equipment to be transferred, and owner requirements for the station that relate to equipment, must be resolved quickly.

Mr. Mitchell said that he would have the architect/engineer available for our next session and this should allow us to prepare a authentic network model for the remainder of the project.

Repair Garage Addition

At this meeting we continued to discuss the project and monitor against the current diagram, Issue #1 dated July 10, 1986 (working day 644). Since there have been delays to execution of the contract we updated this diagram to Issue #2 dated August 28, 1986 (working day 679). This network was printed and distributed to those requiring the information.

Presently, work is in progress on completing contract documents and in the field, some paving demolition has been done. However, full work on footings cannot begin until a permit has been obtained. This is expected to be available by Sept. 4, 1986 (working day 683). The target delivery date now for red iron is set for Oct. 15, 1986 (working day 712). The new delivery date and start of construction date brings completion of the project projected to Feb. 2, 1987 (working day 787). This appears to be a suitable and satisfactory date for the city, although there apparently is a desire to occupy the facility at as early a date as possible.

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The contractor mentioned that he would like to have further information on existing sanitary and storm sewers since some of the sewers may be plugged or blocked. This information will be given to him in the very near future. There also is needed discussions about the cat walk connections to the existing building. This will be reviewed with Mr. Glenn Shock.

So far as procurement is concerned, delivery of most items seem to be well under control and many contracts are to be let the week of Sept. 2, 1986. The waiver on the elevator will be submitted with the permit applications. This waiver must be signed by the building department.

Senior Citizen's Center - Monitored from Issue #2 dated August 6, 1986 (working day 663), sheet #170.

This meeting was attended by Mr. Murdock, Mr. M. Jemerson, Director of the Parks Department and Mr. Robert Gazelle, the architect for the project.

As of August 28, 1986 (working day 679) contract documents are nearly complete and all contract approvals are in hand from the city, Kirk Construction Company is the contractor and ground breaking is now scheduled for Sept. 10, 1986 (working day 687). The time of construction is 150 calendar days with a completion date in early or mid Feb., 1987.

The Parks Department has started to clear the site and has removed 19 trees, the baseball diamonds, and the benches. There are still a few more trees and stumps to be taken out. Contractor stake out will be done when the site is cleared.

Contractor submittals will go to architect directly for approval, and at present, work is in progress to prepare a final color selection. Red iron was ordered August 27, 1986 (working day 678) and is expected on the job in about 4 weeks. This seems rather fast for delivery of structural steel. However, we have used this as our planning date in the network model. There are no major special materials on the project and it presently appears that procurement is well in hand.

As a result of our discussions with Mr. Jemerson and Mr. Gazelle today, it was decided to update the Issue #2 network model dated August 6, 1986 (working day 663) to Issue #3 dated August 28, 1986 (working day 679). This network was distributed to those at the meeting along with a bar chart for the project. In the updated plan of work the owner is shown completing

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finishings, fixtures, and equipment (FFE) on the project by Jan. 2, 1987 (working day 766). If the work can proceed as has been outlined in the plan, and particularly if steel can be available on Oct. 1, 1986 (working day 702) as presently planned, it should be possible to meet this target date. However, it is tight and will have to be given careful attention and expedited each step of the way.

General

Following our planning and monitoring session, Mr. Ray Vyvyan and I met with Mr. Collier to discuss progress on the various projects which we are at present monitoring. This was an informal report and outlined some of the key elements of our discussion during the day.

An agenda for our next session will be prepared by Mr. Vyvyan and distributed to those concerned and interested.

Ralph J. Stephenson, P.E.

RJS:gmj
To: Mr. Ray Vyvyan

October 10, 1986

Subject: Monitoring Report #222
City of Flint Improvement Program
Flint, Michigan

Project: 83:14

Date of Monitoring: October 2, 1986 (working day 703)

Actions taken:

- Reviewed progress of Detroit Street Fire Station #2 project
- Monitored progress of construction of repair garage additions for City of Flint
- Briefly reviewed crash fire rescue and snow removal equipment building status
- Monitored design and construction of new Flint Senior Center
- Inspected Carriage Town site

Detroit Street Fire Station #2

Those attending this meeting were:

John Bauldry, Assistant Fire Chief
Phil Maston, Fire Department Communications group
Ray Vyvyan, Building Inspection Department Director
Steve Hill, City Administration staff - attended for portion of meeting
Ralph J. Stephenson, Consultant

There was no direct input from the design or construction group. Apparently Mr. Mitchell was on vacation and was unable to attend. Therefore, project progress was estimated from discussions with the fire department staff. Progress apparently is continuing on masonry bearing walls. Although there was no authentic information as to whether these would be completed in time to receive roof joists. At our meeting on September 15, 1986, roof joist delivery had been revised to October 13, 1986 (working day 710). There was no word available as to whether or not this delivery date was still valid.

The fire department chief has selected all interior finishes except possibly acoustic materials. These interior

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finishes were approved September 30, 1986 (working day 701). We briefly discussed installation of a sand trap, which is an essential item to keep sand from clogging storm drains and other systems. It is felt that these could be installed at one end of the strip drains. This matter is still under consideration.

The house at the south end has been demolished but there still remains debris to be removed. It should be pointed out that generally paving cannot be done in the Flint area after mid November due to weather restrictions. Therefore, it is imperative that site work be expedited to the greatest extent possible if the intent is to occupy the facility in the late fall or early winter, 1987.

We made a relative detailed review of the owner procurement. This review is summarized below.

- Interior finishes - all selected except possibly acoustic.
- Radios - will use existing radios.
- Antenna - will move old antenna from old station #3.
- Compressors - will be moved from station #3.
- Hose dryers - will be moved from stations #2 and #3.
- Telephone system - all requisitions and purchase orders have been issued for the equipment. AT & T will be the installer. However, it is necessary to get the stud and/or the masonry walls in progress to install the necessary conduit.
- Equipment storage racks - not selected or ordered.
- Locker colors - selected.

Contractor procurement was also discussed. However, it was not possible to determine whether the items we reviewed were on order or when they will be on the job. Those items normally critical on a project of this time are:

- ceramic tile - color has been selected
- toiler partitions - color has been selected
- quarry tile - color has been selected

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- carpet - has been selected
- acoustic materials - no word on selection
- paint color - has been selected
- steel joists - Mr. Bauldry feels that there might have been further delays subsequent to the previous meeting report to this item. It should be checked.

Repair Garage additions

Those attending:

Ken Collard, DPW Director
Ray Vyvyan, Building Inspection Department Director
Glenn Shock, DPW
Bill Johnson, Rhodes and Johnson
Les Beales, Rhodes and Johnson
David Van Wagnen, Rhodes and Johnson
Ralph J. Stephenson, Consultant

The project still has not started in production in the field since investigations are presently being made into the foundation type to be used. A decision has been made that the columns and walls of the building will be supported by mass concrete footing and piers to hard pan. Hard pan is about 12 feet down from the existing grade. Excavation will be taken to that level and the foundations will be built in 2 lifts, the first lift to the water line, the second lift to the underside of the slab on grade.

We discussed in detail the method by which this work will be done. Under the present constraints, it was felt that the contractor could mobilize and move on the site by October 8, 1986 (working day 707). After moving on the site, excavation would proceed for deep column footings and these would be poured to the water line level. Next the column piers would be installed, followed by the deep retaining walls. This would then be followed by the shallow grade beams, curing of these, and then placing engineered fill at the interior of the building. As the engineered fill is placed, utilities could be installed and the slab on grade built.

Mr. Vyvyan and I prepared a preliminary unofficial network model, Issue #3, sheet 169, dated October 2, 1986 (working day 703) to explore the new foundation logic in preliminary fashion. This network was prepared later in the day and the logic of the diagram was not possible to review with the contractor. It was not felt appropriate to issue this at this time since there must be more investigations made of the procedures with the full input of the contractors. Therefore, we will keep it in the files as a reference document until a full updating is made.

We next discussed in some detail, change order #1 which will be given to the DPW in revised form on October 3, 1986 (working day 704). Mr. Collard requested some combinations be made of individual items. It is hoped to get change order #1 approved at a special council meeting on October 3, 1986 (working day 704). If this is not possible, then a special council meeting will probably be held on October 8, 1986 (working day 707). It should be possible to resume work on the site by October 10, 1986 (working day 709).

Structural steel is to be on the job November 12, 1986 (working day 732). At present, however, it does not appear that the building will be ready to receive structural steel at that date.

Bishop Airport Crash Fire Rescue and Snow Removal Equipment Building (CFR & SRE)

There was no member of the project team at this session. However, earlier in the day, Mr. Marvin Roussel, of the DPW, who is in charge of the project for the city, reviewed the project status informally with us. Apparently a notice to proceed was to be issued October 2, 1986 (working day 703). Once this notice to proceed was given to the contractor, he could order structural steel. Mr. Roussel said that probably within 2 weeks a stop work order will be issued so that the field work calendar clock could be stopped until the onset of better construction weather. Work will probably not start up again on the site until the area is more workable from a construction view point. This could be as long as spring, 1987.

I recommend we discuss this matter further in detail at subsequent meetings. Mr. Vyvyan will probably keep the project agenda and it will be well to re-identify the goals of the city staff relative to delivery of the project.

Senior Citizen's Center (Hasselbring Community Center)

- Monitored from Issue #3 dated August 28, 1986 (working day 679).

Those attending:

Rudy Hozak, Parks Department
Ray Vyvyan, Building Inspection Department Director
Ralph J. Stephenson, Consultant

The job contract was executed by the City of Flint on September 25, 1986 (working day 698). A notice to proceed was given on September 25, 1986 (working day 698). Ground breaking was held on September 22, 1986 (working day 695). The site has been

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partially cleared and graded. Building floor elevations have been established and the layout of the building is complete. However, no further work has proceeded on the building.

Foundations, according to our current network model, were due to begin on September 15, 1986 (working day 690). It presently does not appear that these will be started until the site has dried. This may take anywhere between 1 to 2 weeks. Thus, the start of the actual field work could be delayed to as late as mid-October, 1986, which would put the project approximately one month behind the current network model. The completion date shown in that model was January 2, 1987 (working day 766). The current projected completion date could be as late as early February, 1987.

There still is no allocation of site funding for many items essential to the project operation. These items were listed in the previous Monitoring Report #221 on page 6. In that list was also included those building work items that have not been yet released. To review, the items included in site work and building work that are not yet funded include:

Site Work

- Parking lot and entrance lot paving
- Curb cut and removal of existing sidewalks
- Construction of driveway approach
- Installation of underground storm sewer system
- Barrier system around parking lot area
- Swing pipe gate at entrance
- Landscaping, seeding, and planting
- Buffer landscaping
- Building area landscaping
- Parking lot lighting
- Woven wire fencing at entrance drive
- Pruning of remaining trees along west and in front of building

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Building Work

- Hardware
- Toilet room accessories
- Kitchen cabinets
- Exterior building sign

There is no current word on the intent of the city relative to these items. However, it should be noted that site paving is an essential element to keep a project of this type in operation, particularly if the opening is scheduled for winter time. I urge that if a full operation of the Hasselbring Community Center is desired in January or February that heavy efforts be made now to free up site paving.

We briefly discussed procurement elements of the project and it was mentioned that the provision of electrical service by Consumer's Power is still not resolved. This is generally a long lead time action and I suggest that the service installation of primary power from Consumer's be followed very carefully. We shall continue to monitor the project at subsequent planning session.

General

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

Ralph J. Stephenson, P.E.

RJS:gmj

TO: Ray Vyvyan

November 7, 1986

Subject: Monitoring Report #223

City of Flint Improvement Program

Flint, Michigan

Project: 83:14

Date of Monitoring: October 29, 1986 (working day 722)

Actions taken:

- Reviewed current status of Detroit Street Fire Station #2 project
- Monitored progress of repair garage addition construction
- Reviewed status of crash fire rescue and snow removal equipment building
- Evaluated progress on new Flint senior citizen center (Hasselbring Community Center)

Detroit Street Fire Station #2

Those attending were:

Mr. Charles Mitchell, City of Flint
Mr. Ray Vyvyan, City of Flint
Mr. Tom MacCullum, Michigan Bell Telephone
Mr. Ralph J. Stephenson, Consultant

At this session we discussed the general progress of the project, and Mr. Mitchell requested that we prepare a network model based upon our current knowledge and understanding of the scope of work. There were no working drawings readily available from which to identify the full nature of the project. Therefore, we prepared a network plan based upon what Mr. Mitchell and Mr. Vyvyan knew of the job. It should be noted that this network model was prepared to help the city evaluate its ongoing status. The network was and is not intended to represent a plan or schedule to guide, influence, or direct the contractors or the construction manager in their work on the program.

Some assumptions were made in the diagram which will have to be reviewed, preferably with those directly involved in the design and construction of the fire station. It is hoped that a representative of the design/build firm and the construction manager

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could be present at the next planning meeting. This would allow us, if desired, to update the current network model so it offers a more accurate barometer than presently available by which progress on the job can be measured by the city.

There are several major items that must be considered in evaluating the project status. One of these is completion of bearing masonry to the point where the roof structure can be erected. Another is delivery of steel joist for the roof and the metal deck needed to provide a sub-strate for roofing. Later in the day, Mr. Vyvyan and I briefly inspected the project. Current progress indicates that masonry erection is still in work at most sections of the facility. It was not clear from our inspection whether this masonry work was ready for joists or not. However, it appears that there may be as much as 3 to 5 working days of additional work needed before any steel joist erection could start. It is imperative that this building be closed to weather within the next month since our inclement conditions in Flint begin in mid to late November. After that date it becomes increasingly difficult to complete trades necessary for close in of buildings. A building not closed to weather by that point offers very few opportunities to sequence interior rough and finish trades effectively and quickly.

Later in the day Mr. Mitchell provided me with a set of working drawings and specifications. I will keep these to be used for reference at our next planning and scheduling meeting. However, I would prefer to plan and schedule the project, if it is desired to do so, in conjunction with those who are actually involved in its construction.

A copy of the network model, along with a bar chart translation, all based upon our assumptions at the meeting, were given to Mr. Mitchell for his study and use.

Repair Garage Addition

Those attending were:

Glen Shock, DPW

Ray Vyvyan, DPW

Les Beales, Rhodes and Johnson

David Van Wagnen, Rhodes and Johnson (attended part time)

Tom MacCullum, Michigan Bell

Ralph J. Stephenson, Consultant

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Work has moved fairly well on installation of mass footing concrete, with this item presently about 85% complete. Change order #1 has been issued and work is proceeding on it now with some hope of maintaining continuity over the next few weeks.

The elevator pit is built but not yet backfilled. About 70 lineal feet of deep retaining wall is complete. Present plans are to have red iron on the job November 24, 1986 (working day 740) and to have erection began on that date. Because of the current late point in the fall season, steel will be erected before the slab on grade is built. Underground utility work will be overlapped with structural steel erection. Mezzanine steel will be on the job November 12, 1986 (working day 732).

Due to the foundation problems encountered, we rediagramed the project to Issue #4 sheet 169 dated October 29, 1986 (working day 722). Using a structural steel start date of November 24, 1986, the end date of clean up, punch out, and move out is now late March, 1987. This date is probably at this time quite accurate. However, Mr. Beales and his staff will review the updated network model which was issued to them, and check durations and logic, to see if it is still a valid plan of work. We shall evaluate, monitor, and update the network model as project progress requires.

Bishop Airport Crash Fire Rescue and Snow Removal Equipment Building (CFR & SRE)

Those attending were:

Marvin L. Roussel, DFW

Ray Vyvyan, DFW

Robert Hidley, Director of Aeronautics, Bishop Airport

Tom Mac Cullum, Michigan Bell

Ralph J. Stephenson, Consultant

Site work has been suspended since September 7, 1986 (working day 685). Work remaining is basically paving.

At the building a preconstruction meeting was held about September 29, 1986 and the contractor mobilized and moved on the job site in mid October, 1986. To date there has been no schedule of work provided except for structural steel commitments by the contractor. Rain the early part of October has

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delayed field work, however, it has now been decided that footings will begin just as quickly as possible. The DFW project team met with other members of the project team on October 28, 1986 (working day 721) to discuss layout.

We had considerable discussion at our meeting as to the function of a resident engineer. Mr. Hidley had asked what the resident engineer was and what his duties were. The architect/engineer will furnish a resident engineer on this project to manage and accomplish field inspection work. The definition we felt most appropriate, encompasses the following activities for the resident engineer.

- to be on site daily to inspect the job
- to be available and on the job at critical periods or milestone points in the construction process
- to approve construction draws

Due to the need to provide a more definitive schedule than presently available on building work, it was requested the contractor attend the next meeting to help prepare network models and schedules. It was requested that the contractor bring a set of working drawings and to also have information available about the following:

- Foundation construction sequence and durations
- Steel delivery
- Steel erection sequence and durations
- Close in sequence and durations for masonry and precast
- Interior work sequence and durations

In addition we should be prepared to discuss removal of the existing fire station, maintenance building, pole barn, and sand bin. Apparently, these facilities cannot be removed until the new building is occupied. The new parking lot cannot be installed until the existing buildings are removed.

Another element to discuss at our next session is deposition of the existing electrical vault and emergency generator, located presently in the new parking lot area. There is some consideration of moving the generator to the inside of the vault. This would have to be checked to see if it is possible.

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At our meeting we set a desired target to have the new parking lot in operation by October 12, 1987 (working day 964). Thus at our next meeting we should plan to focus intently upon planning and scheduling the work proposed over the next several months.

Senior Citizens' Center (Hasselbring Community Center)

Those attending were:

Rudy Hozak, Parks Department

Ray Vyvyan, DPW

Ralph J. Stephenson, Consultant

We monitored the project from sheet 170, Issue #4 dated October 2, 1986 (working day 703). At present, foundations and piers have been completed and underground utility work is nearly complete. The contractor is readying the sub base for fine grading for the slab on grade. There does not appear to be any critical lag over the current monitoring diagram.

Structural steel is on the job, having arrived about October 16, 1986. Apparently it can be erected as soon as the facility is ready to receive it.

Of major importance to the project is that site work should begin just as quickly as possible since we are rapidly approaching winter. Work that is to be installed includes:

- parking areas are to be graveled
- some post and cable are to be installed
- concrete drive approach is to be installed
- sidewalk work is to be done per change order 1
- pipe entrance gate is to be installed
- woven wire fencing is to be installed at entrance drive
- possibly install handicap signs obtained from traffic engineering

Site work not yet funded includes:

- parking lot paving
- installation of underground storm sewer system

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- landscaping, seeding, and planting
- buffer and building landscaping
- parking lot lighting
- pruning of remaining trees along west and in front of building

Within the building work not yet funded includes:

- hardware
- toilet room accessories
- kitchen cabinets
- exterior building sign
- building equipment

An inventory of building equipment available is being made to determine what can be reused in the new facility.

The current completion target shown on the Issue #4 network model, sheet 170 dated October 2, 1986 (working day 703) is February 10, 1987 (working day 793). If work progress can be maintained on the project, as at present, it appears it is feasible to meet this date. However, the building must be closed to weather as quickly as possible. In addition, site improvements must be made so the building is useable and accessible to those desiring to visit it.

General

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

Ralph J. Stephenson, P.E.

RJS:gmy
To: Mr. Ray Vyvyan

December 2, 1986

Subject: Monitoring Report #224

City of Flint Improvement Program

Flint, Michigan

Project: 83:14

Date of Monitoring: November 24, 1986 (working day 740)

Actions taken:

- Replanned EDA application process for Oak Park Industrial Park
- Reviewed preparation of PASI contract documents for Oak Park Industrial Park
- Evaluated current status of Detroit Street fire station #2
- Reviewed current status of city garage addition
- Reviewed current status of Hasselbring Community Center
- Briefly inspected field progress at Detroit Street fire station #2
- Briefly inspected field progress at city garage addition

City of Flint Oak Park Industrial District

Those attending were:

Ray Vyvyan, Building inspection
Richard King, DCD - in meeting part time
George Ursuy - DCD
Don Berry - DPW
Rudy Hozak - Parks Department
Tom Mac Cullum - Michigan Bell
Don Sowle - Consumers Power
Mike Mansfield - DPW
Kathy Stoughton - DCD
Jerry Hungerford - DCD - in meeting part time
Nancy Jurkewicz - DCD - in meeting part time
Ralph J. Stephenson - Consultant

This session was devoted to a review of the current status of Oak Park Industrial District and the replanning of major elements making up the project.

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We first addressed obtaining EDA funding for the industrial park. The results of this replanning are shown on network models, sheet 164A, issues #6 and #7 dated November 24, 1986 (working day 740). In the Issue #6 network model the assumption was made that the DPW would prepare the PASI contract documents. In the Issue #7 network model the assumption was made that the contract documents were to be prepared by an outside consultant.

Taking the current status of the EDA application and projecting from it, it will be necessary to receive HUD approval of the preapplication, after which the city can complete preparation of the full EDA application. It is presently expected that this full application can be forwarded to the HUD regional office by December 30, 1986 (working day 764). From the HUD office it is then forwarded to Washington, and the Washington office will then review and approve the full application.

A grant agreement will then be sent to the City of Flint for execution by the Mayor and the Council. This will then be returned to both Washington and to the regional office of HUD after which the funds should be released. Presently it appears that these funds could be released as early as April 8, 1987 (working day 834).

Concurrently with the application, submission, and release of funds, it will be necessary to prepare contract documents for the work to be done. There may be some difficulty manning the project with the current DPW staff. Therefore, two courses of action were reviewed today. The first planned on the DPW preparing the contract documents starting on December 1, 1986 (working day 744) and the second, presuming that an outside consultant would be retained to prepare these documents. If the second course of action is followed, it would require the city to request proposals and then to approve the selection of a consultant. In the second case contract documents probably could not be started until January 12, 1987 (working day 772).

In either event, the sequence through preparation of these contract documents is the critical path through the project. If the City of Flint prepares these documents, construction of PASI work in the Oak Park Industrial District could probably begin by June 3, 1987 (working day 873). If an outside

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consultant prepares the documents, the start of construction would probably be later by a month and a half and begin in mid July, 1987. It will be essential to make a decision in this matter almost immediately since the timing of the fund expenditure is very tight and is closely monitored by HUD.

We next evaluated the current status of land acquisition within the Oak Park Industrial District to determine what problems may exist in site availability. The current status of land acquisition is as follows:

Leith Street- all properties acquired. Occupants relocated and structures demolished.

Baker Street- two properties remain to be acquired. Three relocations are still necessary. No information was available on demolition. Relocation is not expected to be a major problem here. The entire area probably will be cleared by the end of January, 1987.

Saginaw Street- Four properties remain to be acquired. There is a slight problem with the medical clinic. Two of the four remaining acquisitions will have to be relocated. No information was available on demolition. Full clearance of the Saginaw Street area will probably be complete by the end of March, 1987.

Total properties- of the total properties, 282, 267 are under control. Of the remaining 15, 14 are in condemnation and 1 is under option. There still remain 23 parties to be relocated within the total of 282. No information was available on demolition.

Present indications are that no remaining property acquisition or clearance will hold up PASI work.

We also monitored the current status of landscaping work to be done this year. Apparently the work is to be put into the field November 24, 1986 (working day 740) and to be completed within the next week, probably by early December, 1986. Meanwhile, work will proceed on preparation of the full master redevelopment plan after which the parks department can complete preparing their final landscape contract documents. It is expected this should be completed sometime in March or April, 1987.

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After review by various parties and preparation of the final working drawings, field work on landscaping can begin in 1987. This probably will be started in mid October, 1987. We will review landscaping work in more detail at subsequent sessions. During our next meeting it is the intent to combine the EDA grant network model, either issue #6 or issue #7 dated November 24, 1986 (working day 740) with the contract document preparation diagram and the updated landscaping network model. This will then give us a full diagram of the sequence of work for the Oak Park Industrial District.

Copies of the meeting notes, along with the appropriate network models, were left with those concerned.

Detroit Street Fire Station #2

Those attending were:

Charles Mitchell, City of Flint
Phil Masson, Flint Fire Department
Ray Vyvyan, City of Flint
Ralph J. Stephenson, Consultant

We first reviewed the general status of the project with Mr. Masson and Mr. Mitchell. Later we supplemented our discussion with a field observation of the job.

Currently foundation work is complete. However, exterior block work is still in progress and as yet no joists or metal deck appear to be on the job site. A portion of the floor slab has been broken out to install the sand trap. This work has not yet been completed.

The critical problems now facing the job deal fundamentally with building close in so as to be able to start interior work and installation of weather sensitive exterior materials, such as the drivit fascia and soffit. No word was available on how this drivit is to be installed. If it is to be prefabricated, it may be possible to complete it in cold weather. However, usually any cementations material of this type has to be installed in a relatively warm environment. This matter should be checked to insure that the work can be done within the next few weeks, since there is a relationship between roofing and the fascia.

Mr. Mitchell provided us with a bar chart schedule, which I dated November 24, 1986 (working day 740). It showed in very rough terms projected progress of work. From this we reprojected a plan of work based on the current job status using

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the durations that were contained in the bar chart. This brought the new projected completion date of the project to February 13, 1987 (working day 796).

It should be kept in mind that the network model prepared for this analysis, sheet FS 2-1, Issue #2 dated November 24, 1986 (working day 740) is a logic plan prepared to assist in an evaluation of the project by the City of Flint only. It is not intended to be a plan of work to specifically guide or direct the contractors or the construction manager in their field or office work.

The mid February, 1987 completion is based on being able to start steel joists and metal deck by November 28, 1986 (working day 743). There was no word as to wheather this would be possible or not.

It is to be cautioned that if this building is not closed in before cold weather and heavy participation, that there is liable to be severe difficulty in completing it even by our current extended date.

Parking lot paving, apparently the base course, is complete. However, no work has started on concrete aprons at the entrances to the building. Again, it is important to complete these aprons before the subbase freezes. An alterative might be to straw the apron area but this causes clean up problems that are somewhat severe.

So far as owner procurement is concerned, one of the major items, yet to be done, is the ordering of telephones. These can be done by requisition. The owner, however, must check to see if conduit installation is specified for their phone system in the base building.

The existing station #2, which is to be replaced by the new station #2, has been sold and the current purchase agreement apparently requires vacation by January 31, 1987 (working day 787). This is an important element to consider since it might be necessary to extend this date if the new facility cannot be completed by the effective vacation date of the purchase agreement. Mr. Mitchell will check on this matter.

Repair Garage Addition

Those attending were:

Ray Vyvyan, Building inspection director
Glenn Shock, DPW in charge of garage
Les Beales, Project manager
Ralph J. Stephenson, Consultant

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As of November 24, 1986 (working day 740) the project is moving fairly well. Deep retaining walls are complete; grade beams are complete; part of the fill is placed; and the underground utilities were to start November 24, 1986 (working day 740). Structural steel was delivered November 17, 1986 (working day 735) and erection was planned to start November 24, 1986 (working day 740).

The project is well in line with current plans. We did update the network model and reprojected it. The end date now appears to be February 27, 1987 (working day 806). This will be maintained as a target end date using the current plan of action Issue #5 dated November 24, 1986 (working day 740) sheet 169.

There seems to be no major problem with procurement. Overhead doors are to be on the job in 15 working days; hoists are available as needed; and cranes can be brought to the job in 15 working days. Crane hangers are on the job and will go in before the roof deck is installed. Mezzanine steel has been fabricated. Dox planks are to be delivered this week or next. Lockers have not yet been released, however, Mr. Beales does not feel they should be a problem.

The full building permit will be available by early December, 1986 and this will include the elevator waiver which must be signed by the city inspection department.

Thus, the current status overall of the project is fair to good and work is moving well in the field.

Crash Fire Rescue and Snow Removal Equipment Building

Those attending were:

Ray Vyvyan, Building inspection
Robert Hidley, Director of Aeronautics - Bishop Airport
Ralph J. Stephenson, Consultant

The project was not able to be monitored closely due to lack of specific information and lack of involved personnel attending the meeting. Therefore, we deferred any active construction planning until our next meeting.

It is advisable in my opinion to have the contractor attend the next meeting so a plan of action can be prepared that will provide the city direction in so far as where the project is currently and at what point completion can be expected. There are other elements of the total project that depend to some extent upon this construction program and it is time now to obtain a valid plan and schedule of work.

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Completion of the project is to be 312 calendar days from the notice to proceed. The notice to proceed was issued on October 2, 1986 (working day 703). There, however, will be work days allowed for stoppage due to winter. Apparently there has been some discussion about an approximate completion date of December 7, 1987 (working day 1003). This seems fairly far in the future and we should re-evaluate this date at our next session since some of the related parking areas were desired to have on line early.

There is still considerable interest in clarifying the role of the resident engineer. The current definition being used is the one defined on page four of monitoring report #223 dated November 7, 1986. We did discuss at our session today what constitutes a critical point. Some of these critical points. Some of these critical points might be:

- when the roof is being placed
- any relatively large concrete pour
- any testing or evaluation of the subgrade
- any point of acceptance or where any building or site work is covered up such as:
 - walls before hanging board
 - underfloor drains before backfilling
 - when approval of methods of doing work are discussed (not to constitute direction by the owner)
 - when work is to be accepted or approved
 - when structural steel is up and trimmed and before deck starts.

The above examples are merely points that should be considered when attempting to define in more detail the duties of the inspecting engineer.

At our session it was mentioned that the present plan is to start structural steel erection in January, 1987. There was no current word on whether this would be possible or not.

Another matter of discussion is whether the building is subject to the state handicap rules or not. The architect/engineer apparently says that the rules do not apply to this building.

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However, there is not full agreement on this matter and it would be wise to have the architect/engineer attend our next meeting to explain his position in more depth. An evaluation of this must be completed soon on whether or not handicap considerations must be resolved as a part of the design.

Hasselbring Community Center

Those attending were:

Murdock Jemerson, Director of Parks Department
Ray Vyvyan, Building inspector department
Ralph J. Stephenson, Consultant

We monitored the project from the issue #4 network model dated October 2, 1986 (working day 703) sheet 170. Substructure work is complete; red iron is erected; metal siding is complete, and exterior studs are being erected to close in the building. Exterior face brick is on the site ready to be installed. The project is currently meeting dates between early and late starts and finishes.

The target finish shown in the Issue #4 network model dated October 2, 1986 (working day 703) is late January, 1987 for the contractor to finish and mid February, 1987 for the owner to complete installing their work. It is still desired to finish this project as early as possible and work is proceeding on that bases.

So far as site work progress is concerned a catch basin has been installed and gravel has been ordered but not delivered. The area will be graveled in about two weeks. Other site work has not yet begun. Mr. Vyvyan has noted that since there is no intent presently to hard pave the parking lot and entrance, a variance should be obtained from the zoning board of appeals for a delay in installing this hard paving. Because of the long process involved, this request for variance should be initiated as quickly as possible. Mr. Jemerson will look into the matter.

There are several site items not funded. These have been discussed in our previous sessions and include:

- parking lot and entrance paving
- installation of additional underground storm system
- landscaping, seeding, and planting
- parking lot lighting
- pruning remaining trees along west and in front of building.

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At the building there are also some items that must yet be funded. These include:

- hardware
- toilet room accessories
- exterior building sign
- equipment for building

The owner is presently determining what equipment is to be re-used from the existing building. This matter will be settled in the very near future.

General

I strongly recommend that at our next session we give particular attention to the Oak Park Industrial Park planning, fire station #2 planning and monitoring, and the Bishop Airport project. These are the jobs that currently need careful planning attention and monitoring on an ongoing bases.

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

Ralph J. Stephenson, P.E.

TO: Mr. Ray Vyvyan
RJS:gmy

December 27, 1986

Subject: Monitoring Report #225

City of Flint Improvement Program

Flint, Michigan

Project: 83:14

Date of Monitoring: December 8, 1986 (working day 749)

Actions taken:

- Reviewed Oak Park Industrial District public area site improvement design packages
- Continued evaluation of EDA application process for Oak Park Industrial District
- Reviewed current status of Detroit Street fire station #2
- Monitored progress on City of Flint repair garage addition
- Reviewed progress on Crash Fire Rescue and Snow Removal Equipment Building at Bishop Airport.

City of Flint Oak Park Industrial District

Those attending were:

Ray Vyvyan - Building inspection
Tom Mac Cullum - Michigan Bell
George Ursuy - DCD
Don Berry - DPW
Mike Mansfield - DPW
Richard King - DCD - in meeting part time
Ralph J. Stephenson - Consultant

Most efforts at this meeting focused on identifying the scope of work to be included in the EDA grant, and the responsibility patterns for designing these various elements. We spent considerable time listing the document bid packages and these were contained in the notes which were provided to those at the meeting. However, since it is important that these items be clearly recognized they are also listed below.

As yet the PASI design responsibility is not assigned and in our current network models on sheet 164A we have shown the implications of document preparation by an outside consultant and by the DPW. These are shown in separate issues of the same sheet and have been made available to those concerned.

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The six contract document bid package content is as follows:

PASI CD package #1 - Clearing and grubbing sites

This will be a separate contract document package and will be included, if at all possible, in the demolition work. It includes the following work:

- A. Tree removal
- B. Fence removal
- C. Sidewalk removal
- D. Foundation removal
- E. Miscellaneous concrete removal
- F. Cutting and filling
- G. Rough grading and seeding

PASI CD package #2 - Dartmouth Street package

The scope of this work includes:

- A. Widen Dartmouth Street
- B. Remove Parkland Street
- C. Construct cul de sac and resurface Taylor Street
- D. Install DPW utility work in Dartmouth Street
- E. Install DPW utility work in Taylor Street
- F. Relocate necessary Consumers work in Dartmouth Street
- G. Relocate necessary MBT work in Dartmouth Street
- H. Relocate necessary Consumers work in Taylor Street
- I. Relocate necessary MBT work in Taylor Street
- J. Construct new storm sewer in Dartmouth
- K. Refurbish Saginaw Street from Rankin to Parkland

PASI CD package #3 - Baker Street package

- A. Refurbish Saginaw from Dayton to Rankin
- B. Widen Baker Street
- C. Remove Dayton
- D. Remove Rankin
- E. Relocate civil defense alarm
- F. Install DPW utility work in Baker Street
- G. Relocate necessary Consumers work in Baker Street
- H. Relocate necessary MBT relocation work in Baker Street

PASI CD package #4 - Newall Street package

- A. Resurface Newall Street
- B. Partially remove Warren Street
- C. Refurbish Saginaw Street from Hamilton to Dayton
- D. Construct cul de sac in Warren
NOTE: This is to be included as an alterate item
- E. Install DPW utility work in Warren Street
- F. Install DPW utility work in Newall Street

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- G. Relocate necessary Consumers work in Newall Street
- H. Relocate necessary MBT work in Newall Street
- I. Relocate necessary Consumers work in Warren Street
- J. Relocate necessary MBT work in Warren Street

PASI CD package #5 - Leith Street package

- A. Widen Leith Street
- B. Refurbish Saginaw Street from Parkland to Leith
- C. Install DPW utility work in Leith Street
- D. Relocate necessary Consumers work in Leith
- E. Relocate necessary MBT relocation work in Leith

PASI CD package #6 - Landscaping work for 1987

This work is not part of the PASI funding. The design of the 1987 landscaping will be done by the City of Flint Parks Department.

We took the above information and began to integrate it into a network model for the Oak Park Industrial District PASI work. This network is shown on sheet #172 issue 1 dated December 8, 1986 (working day 749). The work on this plan is to be continued at subsequent sessions of the project team. It is to be emphasized that construction work for this PASI installation is due to begin some time in early or mid 1987. There is not a great amount of time remaining in which to complete the design packages; therefore, it becomes critical to select who is to do the design work and to clarify all surrounding problems that might exist relative to the design package and the scope of work. The grant processing must also be carefully followed to insure that the application is processed in a timely and correct manner.

Another point brought up during our discussion of the PASI work in Oak Park, was that a check should be made to see if Michigan Bell, Consumers Power, and traffic engineering want to install sleeves under paved areas. If so, these sleeve locations will have to be set quite early to permit them to be installed ahead of PASI street improvements.

At subsequent sessions of our planning meetings we will continue diagramming preparation of the contract documents and construction of the improvements in the field.

Detroit Street Fire Station #2

Those attending were:

- Sam Dixon - Chief of fire department
- Chuck Mitchell - City of Flint
- Don Zaneske - Flint fire department elect maintenance
- Charles Williams - Shull and Associates
- Ray Vyvyan - Building inspection
- Ralph J. Stephenson - Consultant

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The substructure of the building has been completed and superstructure exterior block is complete; joists are erected, and metal deck is being installed. Joists arrived on the job about December 1, 1986. Interior baring walls are erected, the sand trap has been installed and the slab on grade patched.

Close in of the building will proceed as weather permits. There is no sash or glass on the job as yet, however, it is available as needed. Overhead doors are available but not yet installed. Roofing will start about December 13, 1986 and it is anticipated by the project manager that the building will be closed to weather by December 26, 1986 (working day 762). Interior finish work can probably start in January, 1987.

The drivit panels, which are a wet trade and are installed around the building at the roof lines, will be put in after joists deck and roofing are complete.

At the parking lot the wearing course has been installed but apparently is not satisfactory and corrective work must be done on it. There is no concrete apron work installed as yet. These were to be built the week of December 8, 1986. The antenna footing will be constructed with the apron. An opening has been left in the exterior wall for the antenna connection. Mr. Williams mentioned that he needed an antenna anchor bolt template and the anchor bolts.

Fuel tanks are installed and inspected; no fuel lines are yet in place. The installation must be reinspected once the lines are installed.

A major unresolved procurement item for the owner is phones. Apparently existing telephones will be used. However, a check must be made to see that conduit is properly installed in the walls. Mr. Williams said he would check on this.

So far as the building work is concerned, the project team feels there are no major problems with remaining procurement. Items still to be brought to the job that often prove difficult include ceramic tile, toilet partitions, quarry tile, and acoustic materials. However, there is no major concern by the project team about getting these items to the job and in place as the building is ready for them.

So far as vacation of the existing fire station #2, Mr. Mitchell has obtained an extension of the vacation to February 28, 1987 (working day 807). Mr. Williams feels that the new building will be completed by January 23, 1987 (working day 781). The owner will

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require 10 to 15 working days to move in and it is imperative that the existing station be vacated by the February 28, 1987 (working day 807) date.

We shall continue to monitor the project from the information provided by the various parties to the job. At this session we did review the bar chart that had been provided on November 24, 1986 (working day 740). In this network a completion date of December 31, 1986 (working day 765) was shown. The job presently is about a month behind this, primarily in structural steel erection and this, of course, reflects itself in the present target date for completion of January 23, 1987 (working day 802).

Repair Garage Addition

Those attending were:

Sam Dixon - Chief of fire department - in meeting part time
Glenn Shock - DPW
Ray Vyvyan - Building inspection
Les Beales - Project manager Rhodes and Johnson
Ralph J. Stephenson - Consultant

Monitored from sheet 169, issue #5, dated November 24, 1986 (working day 740).

Substructure work on the facility is substantially complete with backfilling nearly complete except at the front area of the facility. Underground utilities have posed a problem and are not as yet underway. They were due to be completed no later than December 11, 1986 (working day 752). However, there should be no major overall delay to the job because of this.

There is some question about whether or not additional floor drains should be installed in the garage. There may be some modification of the design and a decision should be made so the slab on grade work will not be delayed.

Red iron erection is complete. It was due to be completed no later than December 9, 1986 (working day 750). Roof deck erection will probably start December 9, 1986 (working day 750) and will take 2 to 4 working days to complete.

All building materials are on the site for the exterior skin including man doors, roof deck, downspouts, and metal siding. Overhead doors, sash, and brick are available as needed. Procurement of other materials well in hand. A color selection is yet needed for lockers and ceramic tile. Mr. Beales and Mr. Shock will review this and clear away these approvals yet required. The hoists are available, the crane is available, and the crane hangers will be installed after the roof is on. They are also available.

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The mezzanine structural steel has been erected; however, there is no word as yet on the precast plank. This does not appear to be a major problem at present, although erection of the plank once the steel is up and the building is partial closed in, could pose a problem. The matter is presently being studied by the contractor.

A full building permit is ready for issuance and along with that the elevator waiver on the new waiver form must be obtained.

In our conversations and monitoring it was decided that a completion date of February 27, 1987 (working day 806) will be maintained currently for the project.

Crash Fire Rescue and Snow Removal Equipment Building

Those attending were:

Robert Hindley - Director of Aeronautics - Bishop International Airport
Ray Vyvyan - Building inspection
Marvin L. Roussel - DPW
Dave Miller - Madison & Madison
Evelyn Peterson - Bishop International Airport
Robert Root - Forester Construction
Ralph J. Stephenson - Consultant

We spent considerable time reviewing the project in depth and discussing completion dates for the program. The present completion date is September 3, 1987 (working day 938). This is based upon no work stoppage being encountered from December 8, 1986 (working day 749) on. However, Mr. Root feels we may be delayed an additional 30 to 60 calendar days due to weather. This matter of the completion date should be continually reviewed in detail since it does impact upon additional later work to be done at the airport.

There was some discussion about handicapped provisions in the building. The basic problem revolves around the designation of one of the rooms. The city suggested that the architect/engineer outline the points regarding this matter so as to be able to discuss them with the State of Michigan. This matter is being considered by the city and its architect/engineer.

In the field the substructure is about 30% complete with the biggest problem at present being access to the site. If the weather turns freezing access could be maintained. At present the actual building site is being strawed to keep the subbase from freezing.

We next briefly discussed the various elements of the building and the framing schemes used for them. It presently appears the majority of the areas are steel framed and that steel could be erected in the winter time.

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We also reviewed in some depth the operational requirements for the project. It was decided that the project team and Mr. Hindley should meet to review these, particularly in respect to the following:

- door controls
- alarm systems
- pedestrian and vehicular traffic patterns
- compressed air supply
- hose drying
- exhaust from trucks in the fire station
- water supply for filling trucks
- emergency power
- emergency lighting
- emergency heat for keeping trucks operational
- need for portable generators

I strongly recommend that if it appears some changes or additional to the building work are required to meet the functional operational requirements, that these needs be identified immediately and steps be taken to bring the project to a suitable point of design and use.

We also reviewed procurement items required in detail with the contractor. A brief review of these is given below.

Structural steel - some structural steel shop drawings have been submitted and approved. Steel delivery is presently set for March 2, 1987 (working day 807).

Steel joists - no steel joist shop drawings areas yet submitted. Delivery is presently set for April, 1987.

Precast concrete - some shop drawings submitted, none approved as yet.

Ground faced block - no block submittals have been made yet.

A color selection is needed for the block and the mortar.

Hollow metal frames - shop drawings have been submitted but are not as yet approved. Delivery of frames is set for April, 1987.

Hollow metal doors - no current information.

Hardware - no current information.

Ceramic tile - delivery set for August 3, 1987 (working day 915)

Color selections - a color board has not yet been presented.

This should be given early attention.

Toilet partitions - no shop drawings submitted as yet.

Acoustic materials - no current information.

Terazzo tile - to be delivered on August 3, 1987 (working day 915)

Hose dryers - shop drawings have been submitted.

Overhead doors - delivery due by June 1, 1987 (working day 871). No shop drawings submitted as yet.

Fire alarm annunciator and fire alarm control panel - no current information.

Air compressor - the existing air compressor may be relocated. Apparently this is yet to be decided upon.

Vehicle repair hoist - shop drawings not yet submitted.

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Exterior sash and glass - no current information.
Lockers - special lockers will be needed for entry suits. These suits must be exposed to the air to keep them fresh.
Roof top unit - shop drawings have been submitted and approved.
Switchgear - no shop drawings submitted as yet.
Fuel tanks - no shop drawings submitted as yet.
Appliances - no current information.
Flagpole - shop drawings not yet submitted.
Resilient tile - samples not yet submitted.
Telephone system - to be provided by owner.
Radio - to be provided by owner.
Door opener sensors - there is some question as to whether these are included in the project. The owner feels they would be desirable. Further discussion should be carried out on this item.

Overall, the list of procurement items is reasonably complete. It is essential that we clear away all potential problems of procurement so that no delay to construction of the facility is encountered because of lack of material or equipment.

I recommend the project team regularly review with all parties involved, the status of procurement, and most importantly to clear away all functional operating concerns that the owner might have.

We shall plan to review the job in detail at each of our sessions and to prepare a network model as appropriate.

There was some additional discussion at our meeting on the definition of a resident engineer. Mr. Miller said he would have an answer for Mr. Hindly within the next week.

Hasselbring Community Center

No monitoring was made of the community center at this session. At our next meeting we should again plan to review the status of the project.

General

Mr. Vyvyan will establish and distribute the agenda for the next session.

Ralph J. Stephenson, P.E.

TO: Mr. Ray Vyvyan

RJS:gmy