

May 21, 1975

Subject: Monitoring Report #1

Genesee Recreation Area, Genesee County, Michigan

Project: 75:40

Monitored from Issue P1 dated May 15, 1975 (working day 97)

Date of Monitoring: May 15, 1975 (working day 96)

Actions taken:

- Reviewed project details with Mr. Sten L. Palmer and Mr. Gerald Harburn
- Prepared preliminary network diagrams for west end railroad work and village depot construction

General Summary

At this first session we made a complete review of the project, concentrating particularly on the Huckleberry Railroad (HR) and the rest room building (RB) at the west end of the line. Results of the first diagramming session are shown on sheets 1 and 2, Issue P1 dated May 15, 1975. These drawings were printed and issued to Mr. Harburn and Mr. Palmer at the meeting. On sheet 1, responsibility codes were shown for the various parties involved in the project. These are as follows:

- 1) Genesee County Building Authority Commission
- 2) Genesee County Parks & Recreation Commission
- 3) Tomblinson, Harburn, Hanoute - arch.
- 4) Rose - engineers
- 5) Sten Palmer
- 6) Lantz & Griggs - engineers and surveyors
- 7) Genesee County Health Department
- 8) Genesee County Drain Commission
- 9) Genesee Township
- 10) Genesee County Road Commission
- 11) Lumber yard tenant
- 12) Cleaning crew
- 13) Railroad section gangs
- 14) Equipment contractor

- 15) General work crews from Parks & Recreation
- 16) Mechanical contractor
- 17) Electrical contractor
- 18) Well drilling contractor

Huckleberry Railroad Track Work (HR)

Our initial work here concerned planning issuance of working drawings and obtaining approvals for continuation of construction. It is anticipated that we will have the Huckleberry Railroad working drawings and specs completed and submitted to the Parks and Recreation Department by their meeting on June 12, 1975 (working day 115). Following approval, the drawings will be submitted to the Building Authority and hopefully, approval can be obtained from them by June 20, 1975 (working day 121). Subsequent approvals will be obtained from the Health Department and the soil and erosion group. Building permits would also be obtained, along with a crossing permit for the railroad intersection with Genesee Road. Concurrently negotiations would be continued with the lumber yard tenants to identify conditions for continued planning of the maintenance facility.

While the above approvals and permits are being obtained, work will continue on cleaning ties and ballasts at the west end of the Huckleberry Railroad, along with regaging the reconstructing the track bed and track. In addition, firm commitments will be set for delivery of the Pittsburgh locomotive. It will be important to closely coordinate delivery of this locomotive with track availability to avoid awkward storage problems. Another item to be watched carefully is delivery of the electric crossing signals and gates. These will be released for order upon approval of the working drawings and specs by the Building Authority. Present target completion dates for track work are shown on sheet 1 of Issue P1 from station 70 to 02 including the west loop and run around.

Rest Room Building (RB)

Subsequent to Health Department approval and obtaining building permits, construction of the rest room building (RB) at the depot end of the railroad can begin. Presently the plan of work shown on sheets 1 and 2 of Issue P1 contemplates a completion date of the rest room building by November 3, 1975 (working day 215).

Delivery items that may prove critical include plumbing fixtures, wood shingles, electric heaters, toilet partitions and access panels. These items should be expedited.

**Monitoring Report #1
Genesee Recreation Area
Page three**

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

Once roof framing, deck, fascia, shingles and soffits for the rest room building are installed, depot area parking and septic system (DS) work can begin. DP work includes site work around the depot and rest room. Presently it is expected to complete the parking lot, wood curbs and depot area lighting about October 29, 1975 (working day 212).

Upon completion of the rest room building slab on grade and finish grading and landscaping at stations 12 to 20, the depot area platform and sidewalks can be put into work. This is a complex wood structure that will require much hand work on special authentic wood members. It is a long construction process and presently is expected to begin about August 14, 1975 (working day 159) and should be complete no later than November 24, 1975 (working day 230).

The target is presently to finish all major rest room and depot work by the onset of heavy winter weather. Our current schedule anticipates this can be accomplished.

General Summary

This first session for planning construction of the project with Mr. Palmer and Mr. Harburn established plans of work for the Huckleberry Railroad from stations 70 to 02 for the rest room building and for the depot area parking, septic system, platforms and sidewalks. The project is complex in that it is composed of many inter-related smaller projects, each of which has a close relationship to the other.

Our next diagramming session will concentrate on completing the plan for the Huckleberry Railroad work at the east end including the loop and the maintenance facilities. I shall shortly be in touch with Mr. Palmer and Mr. Harburn to set the date of the next conference.

Meanwhile, I shall have sheets 1 and 2 drafted into final form and manually computed and dated.

Ralph J. Stephenson, P. E.

RJS/m

**To: Mr. Stan L. Palmer (orig.)
Mr. Genld Harburn (3 copies)**

June 10, 1975

Subject: Monitoring Report #2

Genesee Recreation Area, Genesee County, Michigan

Project: 75:40

Monitored from Issue P1 dated May 15, 1975 (working day 97)

Date of Monitoring: June 2, 1975 (working day 107)

Actions taken:

- Reviewed project progress with Mr. Sten Palmer and Mr. Gerald Harburn
- Substantially completed diagramming Huckleberry Railroad work

General Summary

Currently project progress overall is good. Preparation of working drawings is continuing and these are expected to be ready for submission to Parks and Recreation staff by June 12, 1975 (working day 115), as scheduled in our Issue P1 network. Track work at the west end of the Huckleberry Railroad is also in substantial conformance with the Issue P1 network. Track regaging is complete to station 30. Cleaning ties and ballasts is almost complete to the west end of the road and construction of the track bed from station 30 to station 2 is in work.

An area of concern relates to negotiations for the lumber yard buildings. As of June 2, 1975 (working day 107) there has been little, if any, progress since May 15, 1975. The service building complex which depends upon these negotiations for its completion is a critical part of the entire program. Therefore, I strongly urge that whatever business arrangements are needed to establish direction relative to the lumber yard buildings be taken immediately.

It is still expected to obtain permits and approvals by June 27, 1975 (working day 126). At that time active work will begin on the rest room building and on track drainage improvements at the village area.

We continued our diagramming work by preparing network plans for the Genesee crossing (GC), the service facility (SF), the trestle (T) and rail work at the east loop (EL). Genesee crossing work will start as soon as Parks and Recreation approves the working drawings and specs. At that time crossing slab proposals will be obtained and contracts let. The precast crossing slabs and track are expected to be delivered by August 15, 1975 (working day 160), and just prior to that, paving, ties and ballast will be removed from the west half of the Genesee Road crossing area. Care must be taken not to shut down the road earlier than the actual start of work since this is a busy crossing. Once active work starts at the crossing itself on August 15, 1975 (working day 160), it is expected that the west half of Genesee Road will be back in service by August 21, 1975 (working day 164), with the east half shut down at this point. The east half work will take about 6 working days and be reopened on August 29, 1975 (working day 170).

Installation of precast track slabs includes laying the signal conduit. However, completion of crossing signals and gates will be done at a later date since there is a long delivery time on equipment.

Additional responsibility codes were added while diagramming the Genesee crossing. Codes 1 through 18 are shown in Monitoring Report #1. The following are the additional codes:

- 19) Michigan Public Service Commission
- 20) Michigan Department of Labor, Bureau of Safety and Regulations
- 21) Precast crossing fabrication contractor

We next diagrammed the service facility (SF) to the best of our present knowledge, assuming remodeling of the lumber yard buildings would be done upon completion of negotiations and tenant move-out from the existing buildings. However, we did prepare construction sequences for the service building (GSB) and yard, site and track work. Presently it is expected to start layout work on the new service building by July 21, 1975 (working day 141). Upon completion of foundations for the service building and construction of the floor slab on grade, erection of the metal building frame, roof, walls and trim will start. Superstructure erection is presently due to begin on October 22, 1975 (working day 207), and proceed out to completion of the entire building including interior rough and finish work by December 5, 1975 (working day 238). Site and track work will begin about August 12, 1975 (working day 157) and proceed on through to completion by mid-November. Thus, the service facility building yard and track work should be substantially completed by early winter of 1975 if the project moves as presently planned.

Monitoring Report #2
Genesee Recreation Area
Page three

RALPH J. STEPHENSON, P. E.
CONSULTING ENGINEER

Construction of the trestle in the east loop will start as soon as east loop rail work permits clearing the right of way from station 570. This is expected to be about June 27, 1975 (working day 126). Trestle work presently is planned to move from the west to the east and should be complete sometime in late September of 1976 if present plans can be met.

Concurrent with trestle construction, rail work at the east loop will proceed beginning with clearing at station 500 to 510 on June 9, 1975 (working day 112). Rail work was diagrammed by stations and it is expected that all the rail work including that at the trestle will be completed by October 3, 1975 (working day 194).

General Summary

Currently field work is moving very well and is substantially in accordance with our Issue P1 network dated May 15, 1975. We planned the remainder of the Huckleberry Railroad work at this diagramming session and it has been issued in rough form to Mr. Palmer and Mr. Harburn for their detailed review. Meanwhile, I am having the planning work we completed, drafted in final form for issuing as a full monitoring document.

The major current area of concern is negotiations for the lumber yard area. These are critical since they do affect the construction sequence at the service building facility. This facility is critical to much of the work that will be done as the railroad is put into operation.

Presently it does not appear that the service facility will be available for rehabilitation of the rolling stock, therefore, it will be necessary to find other areas for this remodeling work that will protect rehabilitation operations from winter weather. Mr. Palmer is currently working on this matter.

I shall be in touch with Mr. Palmer and Mr. Harburn in the near future to set our next diagramming session.

Ralph J. Stephenson, P. E.

RJS/m

To: Mr. Sten L. Palmer (orig.)
Mr. Gerald Harburn (3 copies)

July 9, 1975

Subject: Monitoring Report #3

Genesee Recreation Area, Genesee County, Michigan

Project: 75:40

**Monitored from Issue P1 and P2 dated May 15, 1975 and June 2, 1975
(working days 96 and 107 respectively)**

Date of Monitoring: July 2, 1975 (working day 129)

Actions taken:

- Reviewed project progress with Mr. Sten Palmer and Mr. Gerald Harburn
- Prepared rough diagram for Timber Wolf site (T)
- Evaluated current job status

General Summary

As of July 2, 1975 (working day 129) the project has been delayed in critical areas by the Michigan State Attorney General's office rejection of the physical size of advertisement for the bond sale. The project was re-advertised and the end of the required 45 day waiting period is now on August 1, 1975 (working day 150). During August, bonds will be sold and should all be disposed of by September 2, 1975 (working day 171). Money raised by the bond sale should be released by September 15, 1975 (working day 180).

It is expected that proposals for the railroad trestle and the service building can be requested on August 11, 1975 (working day 156). This will allow subcontracted work to start at about the proper phase point when money from the bond sale is available.

A detailed review of each area follows.

Huckleberry Railroad Track Work (HR)

Most general track work for the Huckleberry Railroad is either complete or well ahead of schedule. Construction has proceeded extremely well and the crews have kept work progress substantially in line with anticipated target dates.

Rest Room Building (RB)

Because of uncertainty on financing construction, this project has not yet begun. It is expected to start on July 14, 1975 (working day 136) which is ten working days later than originally expected. However, Mr. Palmer feels that there is a chance that some of the lost time can be picked up, particularly in installation of underground utilities at the rest room building. A re-evaluation of the project shows the rest room building now finishing on or about November 10, 1975 (working day 220).

Mr. Palmer said that he would be able to carry the building up through roof framing, deck, fascia, shingles and soffit before requiring assurance that money would be available from the bond sale. This assurance point is currently set at September 2, 1975 (working day 171).

The project still is in no major difficulty provided the current plan of action holds. However, it should be realized that by the slippage to this point that some of the construction has been forced into colder weather than would be normally considered advisable.

Genesee Crossing (GC)

It is anticipated that the crossing slab contract will be let on August 18, 1975 (working day 161). It was originally intended to be let on July 3, 1975 (working day 130). This again was held because of uncertainty on funding independent of the money raised from the bond issue. Thus, the lag at the crossing is currently 30 working days. A new date will be projected for the shutdown of the half road areas and the total reopening when this network is revised and reissued. There should be very little problem here except in a revision to the anticipated shutdown and startup dates of the crossing.

Trestle Work (T)

The contract for the trestle work is now expected to be awarded on September 16, 1975 (working day 181). It was originally intended to be let on July 28, 1975 (working day 146) so the lag here is about 35 working days. This delay again is due to a reluctance to authorize spending for the project without assurance that the bond issue money would be available for financing.

Monitoring Report #3
Genesee Recreation Area
Page three

Trestle Work (T) (continued)

The total lag then at the trestle of 35 working days will move construction of this structure into colder weather, probably completing on or about November 10, 1975 (working day 220). However, the delay should cause no major problem so long as most work at the trestle is completed by the onset of later cold winter weather.

Service Facility (SF)

This work will be held until the financing from the bond sale is assured which should be on September 2, 1975 (working day 171). The original target date to start was June 20, 1975 (working day 121). It was earlier expected to award a contract for the building on July 21, 1975 (working day 141). It will now be awarded on September 16, 1975 (working day 181). Thus, the service facility is 40 working days or 8 weeks later than had been originally anticipated.

This poses some relatively serious winter construction difficulties. However, in a detailed discussion with Mr. Palmer and Mr. Harburn, it was decided that presently construction would be planned to proceed on through the winter since this facility is a badly needed area. It should be pointed out again that a resolution of the acquisition of the existing lumber yard should be made now. Rolling stock has begun to arrive on the job site and it will be essential to find some space and work area in which servicing of the equipment can be carried on, protected from the weather. Thus, this service facility along with the storage area expected to have been provided by the remodeled lumber yard are very important to getting this project completed on schedule.

East Loop (EL)

Clearing and track excavation have been completed for the full loop. Sand for the track sub-base began arriving on the site today, July 2, 1975 (working day 129). It was originally due to start on June 16, 1975 (working day 117). Thus, the lag at the east loop is approximately 12 working days over early start/early finish dates. However, it was decided to leave the network as is and attempt to recapture the 12 working days in expediting track work.

**Monitoring Report #3
Genesee Recreation Area
Page four**

Timber Wolf Site (T)

As part of our diagramming we prepared a detailed network for the Timber Wolf site. To facilitate planning, the site was divided into six basic areas which have been outlined on sheet C5 of the landscape plan. Planning for these areas indicates that most of the site work construction with the exception of some tree planting can be completed by early or mid-December. Building work may extend in some cases further into the winter. However, the target date of May 28, 1976 (working day 360) for delivery of the entire facility does allow some float time on the buildings. We have established an arbitrary March 1, 1976 (working day 297) late finish date for all building work on the Timber Wolf site.

An item which should be watched carefully is tree planting. Trees are governed by an optimum planting season and since there are more than 300 trees to be located on the site, it will be critical to plan this work carefully. Recommended planting seasons presently appear to be as follows:

For deciduous trees: from October 15, 1975 (working day 202)
 to December 15, 1975 (working day 244)

and

 from April 1, 1976 (working day 320)
 to May 15, 1976 (working day 352)

For evergreens: from September 1, 1975 (working day 171)
 to November 15, 1975 (working day 225)

and

 from April 1, 1976 (working day 320)
 to May 15, 1976 (working day 352)

These optimum planting seasons should be carefully observed since they are calculated to provide the best probability of tree health.

Our next planning session will focus on diagramming the Wolverine Camp site which will contain the same general actions as at the Timber Wolf site except the areas will differ. Mr. Harburn will prepare an area breakdown site plan for Wolverine by our next diagramming session.

Monitoring Report #3
Genesee Recreation Area
Page five

General Summary

Overall, the project has been slowed severely by a rejection of the advertising size from the Michigan Attorney General's office and from a concern by the county regarding financing without having funds committed. Thus, we find that presently the lags on the project range anywhere from ten working days on the rest room building to forty working days on the service facility. The service facility is the most critical since this delay has now forced that project to be constructed during colder weather than had been anticipated, without the availability of permanent heat.

Of even more critical nature is the need for full approval to proceed with construction of the service and storage facility. This unit is very important and if not approved shortly, will force a total re-evaluation of both service and storage functions for railroad equipment. Thus, the approval of a go-ahead on the service building is needed, as well as continuous attention to the negotiations for the lumber yard building so as to make that facility available.

I shall be in touch with Mr. Palmer and Mr. Harburn in the near future to set our next meeting to conclude diagramming of the Wolverine Camp site.

Ralph J. Stephenson, P. E.

RJS/m

To: Mr. Stan L. Palmer (orig.)
Mr. Gerald Harburn (3 copies)

August 29, 1975

Subject: Monitoring Report #4

Genesee Recreation Area, Genesee County, Michigan

Project: 75:40

Monitored from Issue P3 dated July 2, 1975 and Issue 1 dated August 22, 1975

Date of Monitoring: August 22, 1975 (working day 165)

Actions taken:

- Reviewed project progress with Mr. Sten Palmer and Mr. Gerald Harburn
- Updated sheets 1 through 10 for Huckleberry Railroad and Timber Wolf site
- Completed rough diagram for Wolverine campground
- Evaluated project progress

General Summary

As of August 22, 1975 (working day 165) some field work has started for which outside contracts must be let, but the majority of areas where outside forces are needed have been stalled due to a local proposal boycott. Apparently there is considerable reluctance on the part of area specialty contractors and suppliers to provide as-needed material and labor for the project. Therefore, when proposals have been solicited either for labor with the contractor's markup, or for materials only, no proposals have been received. This is very serious and is presently under study by Mr. Palmer, Mr. Harburn and all those involved in letting contracts. It is rapidly becoming critical that material be purchased and labor contracts be written so tradesmen are available since we are approaching winter weather when construction activity will be slowed and field effectiveness considerably reduced. I recommend this matter be evaluated very carefully and that the solutions that Mr. Palmer and Mr. Harburn are presently considering be given careful and immediate consideration.

Another serious problem concerns negotiations for the existing lumber yard buildings. There have been some legal steps taken to solve this problem but presently the process is moving slowly. Apparently it is a difficult legal situation and rapid action is not possible. However, it must be pointed out that already the county has three pieces of railroad stock in the system and that although they presently seem to be in good functioning order, when service is required, it will be absolutely essential to have yards and facilities that can handle repairs and maintenance.

Therefore, again to be emphasized is the critical nature of making decisions relative to the type of service facility which is to be provided for the Huckleberry Railroad. If it becomes impossible to acquire the existing lumber yard in sufficient time to allow proper servicing of railroad rolling stock, it is recommended that alternatives to the acquisition of that lumber yard be seriously considered and put into work now. This, as with the problem of the labor and material proposals is a matter that must be resolved in the very near future.

As part of our monitoring work, we also reviewed the current status of each area. A brief report on each of these follows:

Huckleberry Railroad Track Work (HR)

The west loop track bed is presently being constructed and will be followed by the installation of ballast, ties, track crossing signals and gates. This work is to be completed in early December. It appears the finish target is reasonable. Generally track work lags by nearly 7 working days over our proposed schedule. However, the lag is not presently critical.

Rest Room Building (RB)

Rest room building work is almost totally stalled by the inability to get material and labor prices for contract items. Some minor work has been done and it is expected that the exterior masonry walls will proceed as presently planned. However, we will quickly reach a point where outside assistance on the job will be essential and at that time the project will come to a halt if this assistance is not available. The current lag on the rest room building is about 10 working days over the target of November 10, 1975 (working day 220). However, if we can get this project off and running, it is possible to complete it by early December 1975.

Parking lot work is well along with stripping and stockpiling nearly complete. The underground septic system and miscellaneous catch basin, storm drains and culverts will be started soon. Site work is considerably ahead of our Issue P3 diagram.

Platform work will start as soon as the major exterior trades at the rest room building have been completed. It was originally hoped to finish platform work by mid-December and if work can start within the next two weeks, it is entirely possible that the current target of mid-December can be met. Presently the lag is about 7 working days over the Issue P3 network diagram.

Genesee Crossing (GC)

A contract has been let for the precast crossing slabs and track and delivery to the job site should be within three weeks. This will put installation of the west half precast crossing slab beginning on or about September 15, 1975 (working day 180). If the present schedule can be maintained, crossing work at the Genesee Road intersection will be complete in November.

Trestle Work (T)

Proposals have been received for the trestle and a contract is expected to be awarded next week. This work is presently slightly ahead of the Issue P3 target and should be finished by the end of the year.

Service Facility (SF)

The service facility is one that is extremely critical to the project and its construction timing will depend to a large extent upon the success in acquiring guaranteed financing through the bond sale. Presently Mr. Palmer still expects to be able to start mobilizing and moving on the service facility site by September 2, 1975 (working day 171). Target completion date for the service facility is mid-February 1976. This target can be achieved providing construction starts within the next few days.

East Loop (EL)

All work at the east loop has been completed with the exception of leveling track and completing ballast. This work will be done after installation and testing of the Genesee crossing since Mr. Palmer wants to use rolling stock from which to work.

Timber Wolf Campsite (T)

Presently work is just getting underway at the Timber Wolf site. A review of the network prepared for this area on sheets 6, 7, 8, 9 and 10 was completed and the decision made to maintain current logic and target completion dates. Generally it is expected to finish site T1 by early January 1976, T2 by mid-January 1976, T3 could possibly finish by early November 1975 with sites T4, T5 and T6 being complete in early May 1976.

One of the major problems on the Timber Wolf site, as well as at the Wolverine campgrounds, will be the need to plant large numbers of trees. Available equipment is very restricted and in high demand continually. Therefore, careful planning of the tree planting operation is an absolute necessity if the majority of the work is to be completed in time for the campground openings.

Wolverine Campsite (W)

The Wolverine campsite was divided into four major areas, W1, W2, W3 and W4. These are as defined on special sheet C5 to be issued by Mr. Harburn's office. Generally work at the Wolverine campground will move concurrently with that at Timber Wolf. It appears that most work there needed for substantial use of the campground site only minus some miscellaneous tree planting could be completed by early March 1976. This date will be checked as the network is processed.

Presently it is expected that the campground sites would possibly be opened and used independent of completion of the tree planting operation. Therefore, the decision was to make all facility construction plans on the various campground areas critical and to make every effort to finish each at as early a date as possible.

General

The total project will hinge upon its success in meeting current target dates of activities taken over the next few weeks. Most critical is the assurance of adequate funding which should be given by the sale of the bonds. Next, it is essential that the difficulties with local suppliers and contractors be resolved as quickly as possible so that badly needed outside resources will be available as required. Last, it is critical to follow on a close and intense basis, acquisition of the lumber yard property or in lieu of this acquisition, construction of alternate service

facilities to allow proper remodeling, upkeep, repair and maintenance of railroad rolling stock. Equipment, it should be noted, will be coming to the site with increasing frequency over the next few months.

A problem soon will be oncoming cold weather. This site is a relatively open area and is subject to the whims and fancies of our mid-Michigan climate. Construction operations are very difficult on projects of this type past mid-November. Therefore, it is critical if a full facility is to be operative by the opening of the summer outdoor season next year in 1976 that as much of the heavy exposed work be completed prior to the mid-November date.

Mr. Harburn mentioned that the Rainbow Trout marina project has now been re-activated and that as working drawings are completed during the next two to three months that network planning for this project should be put into work. I shall be in touch with Mr. Palmer and Mr. Harburn regarding this.

I shall now process the Huckleberry Railroad and Timber Wolf Campground project on a single computer run. The Wolverine project and the marina project will be kept separate. The network printout will be issued in the usual arrays along with dated sets of the network diagrams. These will be distributed to Mr. Harburn and Mr. Palmer according to their needs. I shall be in touch with them regarding their requirements.

Ralph J. Stephenson, P.E.

**RJS
m**

**To: Mr. Stan L. Palmer (orig.)
Mr. Gerald Harburn (3 copies)**

November 18, 1975

Subject: Monitoring Report #5

Genesee Recreation Area, Genesee County, Michigan

Project: 75140

Monitored from Issue #1 dated August 22, 1975

Date of Monitoring: November 7, 1975 (working day 219)

Target Completion Dates:

Huckleberry Railroad	-	Generally April 30, 1976 (W/D 342)
Rest Room Building	-	"
Genesee Crossing	-	"
Trestle Work	-	"
Service Facility	-	"
East Loop	-	"
Timber Wolf Campgrounds	-	"
Wolverine Campgrounds	-	Generally June 14, 1976 (W/D 372)

**Target date for having all areas functionally operative - June 2, 1976
(working day 385)**

Actions taken:

- Inspected project with Mr. Sten Palmer
- Reviewed project progress with Mr. Palmer, Mr. St. John and Mr. Schuman
- Evaluated project progress

Huckleberry Railroad Track Work (HR)

Presently most track work at the west loop and the run around areas is complete except for ballast placement, finish grading and landscaping, and crossing signals and gates at the depot. It is expected that finish grading and landscaping will be done in December. Ballast is to be placed soon from a ballast car, and signals and gates will be installed when equipment is available at the job site. Our goal was originally to complete most of this work prior to the onset of cold winter weather. It has been moved well along and should experience no major difficulty in meeting next year's target dates.

**Monitoring Report #5
Genesee Recreation Area
Page two**

Rest Room Building (RB)

Work here was due to be substantially complete by November 21, 1975 (working day 230) so as to avoid having to construct during winter. However, because of delays in starting the work, the project currently lags about 35 working days over that November 21st completion. This will force completion of construction into cold weather. Since the project is now substantially closed in, there should be no major difficulty in heating temporarily and installing interior work.

The septic system is being installed and miscellaneous catch basins, storm drains and culverts are ready to start. Site work should be complete within 2 to 4 weeks.

Wood platform work is just now getting underway and lags the Issue #1 network dated August 22, 1975 (working day 165) by approximately 31 working days. Most material is now being brought to the job site and although construction will extend into colder weather, there should be no major difficulty completing the wood platform well within our required end dates.

Genesee Crossing

Crossing work is substantially complete except for signals, gates and one switch. The contract for signals and gates has been let and there is a five month delivery time for this equipment. When the equipment arrives, it will be installed as weather permits.

There should be no difficulty completing work at the Genesee Crossing by the total target completion date.

Trestle Work (T)

Excavation and pile driving are expected to start December 1, 1975 (working day 234). Piling was due to start no later than October 7, 1975 (working day 196). Thus, the lag at the trestle is currently 38 working days. Cap beams and stringers will be delivered to the job December 1, 1975 (working day 234), so when the project begins, all material should be on the job.

Construction of the trestle has now been forced into colder weather and may take slightly longer than originally projected. In any event, the project is expected to be completed well before the required total project end date.

Service Facility (SF)

A decision has been made to construct the entire service facility at another location than originally planned. This is due to the inability to occupy the existing lumberyard in sufficient time to allow proper servicing of railroad rolling stock.

The contract is about to be let for this new service building and it is expected that delivery of the structural frame, roof and siding should be in about 40 working days after November 20, 1975 (working day 228). This brings delivery to about January 20, 1976 (working day 268) about a month later than originally intended. Assuming the larger building takes from one to two months longer to construct than the original planned facility, we can expect the new building to be ready to turn over about two and one half months later than the original target date of February 9, 1976 (working day 283). This brings the tentative completion date of the new facility to April 27, 1976 (working day 338).

It should be remembered that this is a rough estimate of the required time and it may be that because of being forced into exterior work during colder weather, more additional time than has been allowed may be needed.

Once the building plan is firmed up relative to the field operation, it would be wise to consider rediagramming the project to get a better feeling for the total completion time. Because of the late start of this work, the facility is now critical and should be given top priority attention.

East Loop (EL)

East loop work with the exception of track leveling, placement of final ballast and the trestle is substantially complete. Currently work is well ahead of late start/late finish target dates.

Timber Wolf Campsite (T)

Site 1 (T1)

Work at site T1 as of November 7, 1975 (working day 219) lags by about 25 working days. Gate house work is underway; the main building superstructure is in work although the building slab on grade has not yet been constructed; and well drilling is ready to begin. Construction originally planned for late fall will now be pushed into the winter cold weather.

Site 2 (T2)

The building superstructure is just underway with the current lag about 15 working days over the Issue #1 network dated August 22, 1975 (working day 165). Underground utilities, light bases and underground electrical site work is due to start in the very near future. Septic system approvals have been obtained and layout of the field will start shortly. Again, as with area T1, work here will be moved further into colder weather by the delays to the project.

Site 3 (T3)

Work is about ready to start on electrical/mechanical underground and on tree planting. It should be pointed out that in all of the Timber Wolf Campground areas tree planting is a critical element. There are large numbers of trees to be placed and this work should be started at as early a date as possible to insure completion by the time the campgrounds are opened.

Site 4 (T4)

Site utility work is about ready to start with building superstructure currently in work. Tasks here are presently meeting targets between early and late starts and finishes.

Site 5 (T5)

The road has been cleared and a full gravel base laid. Boat launch ramp approvals have been obtained. Construction of the boat launch ramp will be held until the water level drops another 1-1/2'. Work is currently meeting targets between early and late starts and finishes.

Site 6 (T6)

Underground utilities are about ready to start. The building slab on grade is complete and the building superstructure is also about to begin. Work here is currently meeting targets between early and late starts and finishes.

Wolverine Campsite (W)

Site 1 (W1)

Work at W1 is currently being concentrated on constructing building C foundations, clearing the roads and laying the gravel base. Building A

**Monitoring Report #5
Genesee Recreation Area
Page five**

foundations are complete and work at site 1 is presently about ten working days late on major site and building operations.

Some difficulty has been encountered in getting state approval on the septic system and there is no current knowledge as to when work on the system can be started. Layout of the field was due to begin no later than September 2, 1975 (working day 191). Therefore, the current lag there is about 48 working days. This could be a serious delay to the job and every attention is presently being given to obtaining a go-ahead on the septic system.

Site 2 (W2)

Miscellaneous clearing and grading have been completed and roads are presently being graveled. The lag at site W2 over late start/late finish dates is currently about 5 working days.

Site 3 (W3)

Layout of the site has been completed and work is about to begin on site work installation. Approvals on the septic system at W3 have not yet been obtained from the state and may be difficult to get. As with W1 every attention should be given to obtaining these approvals.

Site 4 (W4)

Miscellaneous clearing and grading have been completed and roads are now being cleared with the gravel base being laid. Trees and brush at the harbor area also are being cleared. Current lag is approximately 12 working days at the harbor.

General Summary

Overall, the project has had a late start due to many factors, most of which were beyond the control of the field and office technical forces. The major impact of these delays which ranges from 5 to 55 working days will be to move much of the construction originally expected to be completed by late fall into colder winter weather. However, if present progress can be maintained, probably most facilities, if not all, can be completed by a total target of June 14, 1976 (working day 372).

**Monitoring Report #5
Genesee Recreation Area
Page six**

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

The project will require continuous careful expediting since much of the work is being done by internal work forces in the department and will require careful coordination with outside contracted work.

It has been necessary to build a new service facility and this will be slightly larger than the new facility originally projected which will require some additional time to construct. However, as with other work, this structure should be available before the current target end requirement.

A serious problem exists at the Wolverine Campground in that state approvals on the septic system have not been forthcoming. These are becoming difficult delays and heavy attention must be paid to freeing up approvals in the very near future. All parties to the project are aware of the need for continuous expediting of these approvals.

Ralph J. Stephenson, P. E.

RJS/m

**To: Mr. Sten L. Palmer (orig.)
Mr. Gerald Harburn (3 copies)**