

## Department of Public Works

April 4, 1956.

Honorable Common Council:

Gentlemen—We are returning herewith the petition of Harper Hospital, No. 7753, requesting the vacation of certain alleys, lying north of Brady Street, between John R and Brush Streets. The vacation of said alleys was approved by the City Plan Commission in their communication to your Honorable Body on February 2, 1956. The petition was then referred to this office by your Committee of the Whole for investigation and report.

We wish to advise that our investigations are completed. They disclose that the following City departments are affected by the vacation of said alleys:

**Department of Water Supply:** The petitioner deposited the sum of \$650.00 with the City Treasurer, Receipt No. C-24363, credited to the Department of Water Supply, Fund Code No. 600-0000(6232)001, to cover the cost of abandoning existing water main and to plug a 6-inch tee in the alley north of Brady Street, necessitated by the vacation of said alleys.

**Department of Public Works:** The petitioner in April, 1956, paid into the City Treasury the sum of \$247.73, Receipt No. C-24362, credited to Public Works Maintenance Fund Code No. 143-6221-1, to reimburse the City for the original cost of paving the north one-half of Brady Street and the east one-half of John R Street, at the intersections of the alleys to be vacated.

The petitioner also deposited with the Permit Division of the Department of Public Works the sum of \$450.00, Receipt No. 71797, said amount being the estimated cost of removing the paved alley return to the entrance of the alley east of John R Street, and to construct straight curb and sidewalk across said alley entrance. The petitioner requested that the paved return at the entrance to the alley to be vacated north of Brady Street remain in its present status as the petitioner plans to utilize same and has agreed, by letter filed with the original petition, to pay all costs incident to the removal of the return at such time in the future as the removal becomes necessary.

All other City departments and privately owned utility companies reported that they will be unaffected by the vacation of said alleys or that they have reached satisfactory agreements with the petitioner regarding their installations therein.

We recommend the adoption of the attached resolution.

Respectfully submitted,

GLENN C. RICHARDS,

Commissioner.

By Councilman Beck:

Resolved, That all of the east-west public alley 16 feet wide, north of Brady Street, between John R. and Brush Streets, the north 6 feet of which was acquired by the City of Detroit on January 27, 1870, through condemnation proceedings, and the south 10 feet of which was platted in Leland and Mandelbaum's Subdivision of Park Lot 22 and part of 21, City of Detroit, Wayne County, Michigan, as recorded in Liber 1, Page 30 of plats, Wayne County Records, lying north of and adjoining the north line of Lots 22 to 33, both inclusive, of the last mentioned subdivision;

Also, all of the north-south public alley 18 feet wide, north of Brady Street, between John R. and Brush Streets as platted in the Brush Subdivision of that part of the Brush Farm, lying between the south line of Alexandrine Avenue and the north line of Brady Street, City of Detroit, Wayne County, Michigan, as recorded in Liber 9, Page 62 of plats, Wayne County Records, being described as lying between the north line of Brady Street, 60 feet wide as now established and north line of the 16 foot east-west public alley heretofore mentioned extended easterly;

Be and the same are hereby vacated as public alleys to become a part and parcel of the adjoining property.

Adopted as follows:

Yeas — Councilmen Beck, Connor, Lincoln, Rogell, Smith, Van Antwerp, Wise, and Youngblood—8.

Nays—None.

## Reconsideration

Councilman Connor moved to reconsider the vote by which the resolution was adopted.

Councilman Rogell moved to suspend Rule 23 for the purpose of indefinitely postponing the motion to reconsider, which motion prevailed as follows:

Yeas — Councilmen Beck, Connor, Lincoln, Rogell, Smith, Van Antwerp, Wise, and Youngblood—8.

Nays—None.

Councilman Van Antwerp then moved that the motion to reconsider be indefinitely postponed, which motion prevailed.

The regular order was resumed.

## Department of Public Works

April 3, 1956.

Honorable Common Council:

Gentlemen—Negotiations have been concluded between the State Highway Department and the Wayne County Road Commission for the construction of a highway grade separation at the intersection of Ford Road (M-153) and Southfield Road, and an understanding has been reached as to the distribution of costs.

The City has an interest in this project since one-quarter of the work



lies within the limits of the City and since Ford Road (M-153) is a State trunkline. Southfield Road will pass under Ford Road, with a bridge to be constructed at that location and necessary ramps for left and right turning movements will be included as a part of this project.

In accordance with existing laws, the City must participate in the trunkline share of the cost. Certain construction work has been performed by the Wayne County Road Commission prior to programming this project as a Federal-aid State trunkline project. The Wayne County Road Commission will pay for these costs entirely.

The total estimated cost of the work after deducting the portion to be paid for by the Wayne County Road Commission amounts to \$2,052,400. Federal-aid will be applied in the amount of 50% and the balance will be distributed between the State Highway Department, the Wayne County Road Commission, the City of Dearborn and the City of Detroit. After due allowance for participation by the other agencies, the City's share will amount to 3.125% or approximately \$65,000. All necessary right-of-way required for this project has been acquired by the Wayne County Road Commission from the Ford Motor Company, at no cost.

In view of the importance of this project for the relief of traffic congestion, it is our recommendation that your Honorable Body give the necessary consent and approval to the City's participation in the cost, in accordance with existing law.

For your convenience, a suggested form of resolution is attached.

Respectfully submitted,  
GLENN C. RICHARDS,  
Commissioner.

Approved:  
E. P. RIEHL, Deputy Controller.

By Councilman Beck:

Whereas, The present grade intersection of State Trunkline M-153 (Ford Road) with Southfield Road, is to be separated; with said intersection being 1/4 (Northwest quadrant) in the City of Detroit and the remaining 3/4 in the City of Dearborn. The grade separation is necessary for the relief of congested highway traffic conditions at the present grade intersection of State Trunkline (Ford Road) with Southfield Road and is in the interest of public safety and convenience.

Whereas, the City is to participate in the cost of such improvement in accordance with the provisions of Michigan Law (see Compiled Laws 1948, Sections 250.31 as amended).

Now therefore, Be It Resolved,

(1) That the City hereby requests

the State Highway Commissioner to proceed with such improvement.

(2) That the cost of the project includes all physical construction necessary for its completion, including construction, reconstruction and relocation of City-owned utilities and accommodate the grade separation.

(3) That the construction of the project is to be financed as far as possible, from funds appropriated by the Federal Government and expended under Federal laws and regulations.

(4) That after deducting certain funds expended by the Wayne County Road Commission for work performed prior to the approval of the project, the balance of the cost of the approved project shall be borne as follows: 50 per cent furnished from Federal-aid funds, 25 per cent by the Wayne County Road Commission, 12.5 per cent by the State Highway Department, 9.375 per cent by the City of Dearborn, and 3.125 per cent by the City of Detroit. It is understood that all necessary right-of-way has previously been acquired by the Wayne County Road Commission.

(5) That the City will assume responsibility for the maintenance and energy costs of the lighting facilities for that portion of the grade separation project within the City, and that this matter will be the subject of an agreement to be entered into between the City and Wayne County Road Commission.

(6) That the City's share of the estimated cost of such improvement will be paid to the State Highway Commissioner for deposit with the State Treasurer for credit to the State Trunkline Fund when the improvement is placed under contract, from Weight and Gasoline Tax funds made available to the City by statute (see C.L. 1948, Section 250.34, and Acts 51, 54 and 55, P.A. 1951 as amended); or from other funds provided by the City.

(7) That upon determination of the actual cost of the improvement, any adjustment necessary to reconcile the estimated cost with actual cost will be made.

Adopted as follows:

Yeas — Councilmen Beck, Connor, Lincoln, Rogell, Smith, Van Antwerp, Wise, and Youngblood—8.

Nays—None.

Department of Public Works  
April 9, 1956.

Honorable Common Council:  
Gentlemen—Your Committee of the Whole referred to this office for investigation and report petitions requesting the conversion into easements of the alleys described in the attached resolution.

The conversion of the alleys into easements was approved by the City Plan Commission at an earlier date.

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Michigan, as rec  
Page 12 of Plats  
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west line of lots 8  
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Wayne, City of De  
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Page 97 of Plats, Wa  
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277 and 278, and east  
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County Records, lying  
in Liber 56, Page 16 of  
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the west line of the 20  
public alley lying r