

Department of Public Works
August 27, 1965.

Honorable Common Council:

Gentlemen—On a number of occasions within recent years, we have reported to your Honorable Body regarding the possibility of constructing a railroad grade separation at the crossing of Mt. Elliott—Lynch Road with the New York Central Railroad and Grand Trunk Western Railroad on the east side of the City. This location continues to head the list of railroad grade crossings in the City at which there is an urgent need for the separation of grades.

The Department of Public Works, together with the Department of Streets and Traffic and the City Plan Commission, has completed a study, documenting the need for relief at this location from hazards and congestion, costly delays due to vehicular traffic and frequent train movements, and the anticipated increases in these traffic volumes due to current expansion of abutting industries, principally the Chrysler Corporation. To eliminate this dangerous crossing, we have proposed a solution which provides for the construction of a grade separation at the Mt. Elliott—Lynch Road crossing of the railroads, and which includes the improvement of an east-west connection for Caniff and Lynch Road and a north-south connection between Mt. Elliott and Mound Road.

The cost of the proposed construction, based on current prices, is estimated at \$3,750,000. This includes the structure, street paving and widening, publicly-owned utilities, certain railroad work, traffic maintenance, necessary land for right-of-way, and engineering costs.

The Wayne County Road Commission has recommended to their Board that they join with the City in the construction of a grade separation structure at this location. This was announced to your Honorable Body last month, at which time a copy of an engineering report prepared by the Wayne County Road Commission was handed to each Council member for consideration. We are attaching, for your information, a drawing from the report showing the General Plan for this proposed construction.

The Wayne County Road Commission has indicated they will join with the City in the construction of this project on the following financial basis:

1) The City of Detroit to assume the cost of necessary lands and demolition of buildings, certain necessary street paving and widening, certain publicly-owned utility relocations, and related engineering and contingency costs. These costs are presently estimated at \$1,100,000.

2) The Wayne County Road Commission to assume the remaining costs, including allowance for statutory participation by the Railroads. This will include the cost of the bridge structure and approaches, certain street paving and widening, traffic detours, certain railroad work, and related engineering and contingencies. These costs are presently estimated at \$2,650,000.

In order to accomplish this improvement, it will be necessary to enter into an agreement with the Wayne County Road Commission which will set forth the financial participation of the parties, the limits of the work, the engineering assignments, and a tentative construction program. At a subsequent date, a second agreement must be entered into between the public authorities and the Railroads. This second agreement will establish, in greater detail, the type of construction, financial and engineering participation by the Railroads, a construction program, easement agreements for crossing Railroad property, and maintenance responsibilities and costs.

In view of the above, and subject to your final approval, we respectfully request approval of this proposed project and of the tentative arrangements described herein, and authority to enter into an agreement with the Wayne County Road Commission. This action is desirable at this time, in order that we may proceed with subsequent steps.

Respectfully submitted,
GLENN C. RICHARDS,
Commissioner.

Approved:
RICHARD STRICHARTZ,
City Controller.

By Councilman Ravitz:

Whereas, the foregoing communication, the preliminary engineering report dated June, 1965 prepared by the City for the Mt. Elliott—Lynch Road Grade Separation, and a report dated July, 1965 prepared by the Board of Wayne County Road Commissioners for a grade separation at that location have been fully considered by this Body; and,

Whereas, a public hearing has been held before this Common Council on September 24, 1965 at which time all interested parties were given an opportunity to be heard; and

Whereas, it has been concluded that the proposed improvement is necessary and in the best interests of the people of the City of Detroit; Now, Therefore, Be It Resolved, That the proposed project for the construction of a grade separation at the crossing of Mt. Elliott—Lynch Road with the New York Central and Grand Trunk Western Railroad, and connecting to Mound Road be and the same is hereby approved; and, be it further

Resolved, That the Commissioner of Public Works is hereby authorized and directed to enter into an agreement with the Board of Wayne County Road Commissioners in accordance with the foregoing communication; and, be it further

Resolved, That the Commissioner of Public Works is authorized and directed to take such steps as are necessary in conjunction with the Board of Wayne County Road Commissioners to reach an agreement with the Railroads involved to proceed with this proposed construction; and, be it further

Resolved, That all City departments involved are hereby directed to cooperate with the Commissioner of Public Works to accelerate the completion of this project.

Adopted as follows:

Yeas—Councilmen Beck, Brickley, Connor, Poindexter, Ravitz, Rogell, Van Antwerp, Wierzbicki and President Carey—9.

Nays—None.

SEPTEMBER 28, 1965

J.C.C. PGS. 2323-4

Department of Public Works

February 25, 1966.

Honorable Common Council:

Gentlemen—On September 28, 1965 your Honorable Body adopted a resolution regarding the construction of a grade separation project at the crossing of Mt. Elliott—Lynch Road with the New York Central and Grand Trunk Western Railroads, and connecting to Mound Road.

The resolution authorized the Commissioner of Public Works to prepare and enter into an agreement with the Board of Wayne County Road Commissioners for joint participation in the construction of this project. In addition, the Commissioner of Public

Works was authorized to take necessary steps in conjunction with the County Road Commission to reach required agreements with the Railroads involved. All other City departments affected by this construction were directed to cooperate with the Department of Public Works in order to accelerate completion of this project.

At this time we are forwarding, for your consideration, a proposed formal agreement between the City and the Board of Wayne County Road Commissioners to accomplish this project. Among other things, the agreement includes the following:

A. The City, as its portion of the project, will:

1) Prepare plans and specifications for the improvement of Mt. Elliott Avenue south of the grade separation approach, including the service drive connection to Lynch Road to serve northbound Mt. Elliott traffic; and

for the extension of Lynch Road under the proposed grade separation, southwesterly to intersect with Mt. Elliott south of the bridge structure; and

for a connecting road south of Casmere Avenue from Mound Road to Mt. Elliott Court.

2) Acquire all necessary rights of way for the construction of the project.

3) Provide for the relocation, reconstruction, or removal of city-owned utilities caused by the project.

4) Pay for the cost of construction of the surface streets referred to, and related items including the engineering costs; cost of relocation and/or removal of city-owned utilities; and the cost of right-of-way acquisition. These costs are presently estimated at \$1,100,000.

B. The County Road Commission, as its portion of the project, will:

1) Prepare plans and specifications for the construction of the grade separation structure, including necessary approaches, from Mt. Elliott south of Yemans Avenue, northwesterly to Mound Road, crossing the tracks of the Railroads; and

for the improvement of Mound Road at its connection with the grade separation approach.

2) Solicit bids for all the construction work involved, including the City's portion of the work, and will award the contracts therefor.

3) Supervise all the construction involved in the project, except that the City will assign personnel to assist the Road Commission's engineer for the purpose of supervising the improvements required at Mt. Elliott Avenue, Lynch Road, and Casmere, and the related items.

4) Pay for the cost of the construction of the grade separation bridge and necessary approaches, the Mound Road improvement, traffic detours, engineering costs, and related items necessary to complete this part of the work. These costs are presently estimated at \$2,650,000.

A drawing, titled Exhibit A, is attached to and made a part of the agreement, and delineates the separation of responsibilities between the City and the County Road Commission; and, by suitable legend, indicates the cost participation items.

The agreement has been approved as to form by the Corporation Counsel; and, in addition, has been approved by the Controller's Office. A copy of the letter from each of these departments is attached.

In order to proceed with this project, and to undertake the necessary negotiations with the Railroads involved, we recommend approval of the agreement as submitted, and adoption of the accompanying resolution which authorizes the Commissioner of Public Works to execute the agreement in behalf of the City.

Respectfully submitted,
GLENN C. RICHARDS,
Commissioner.

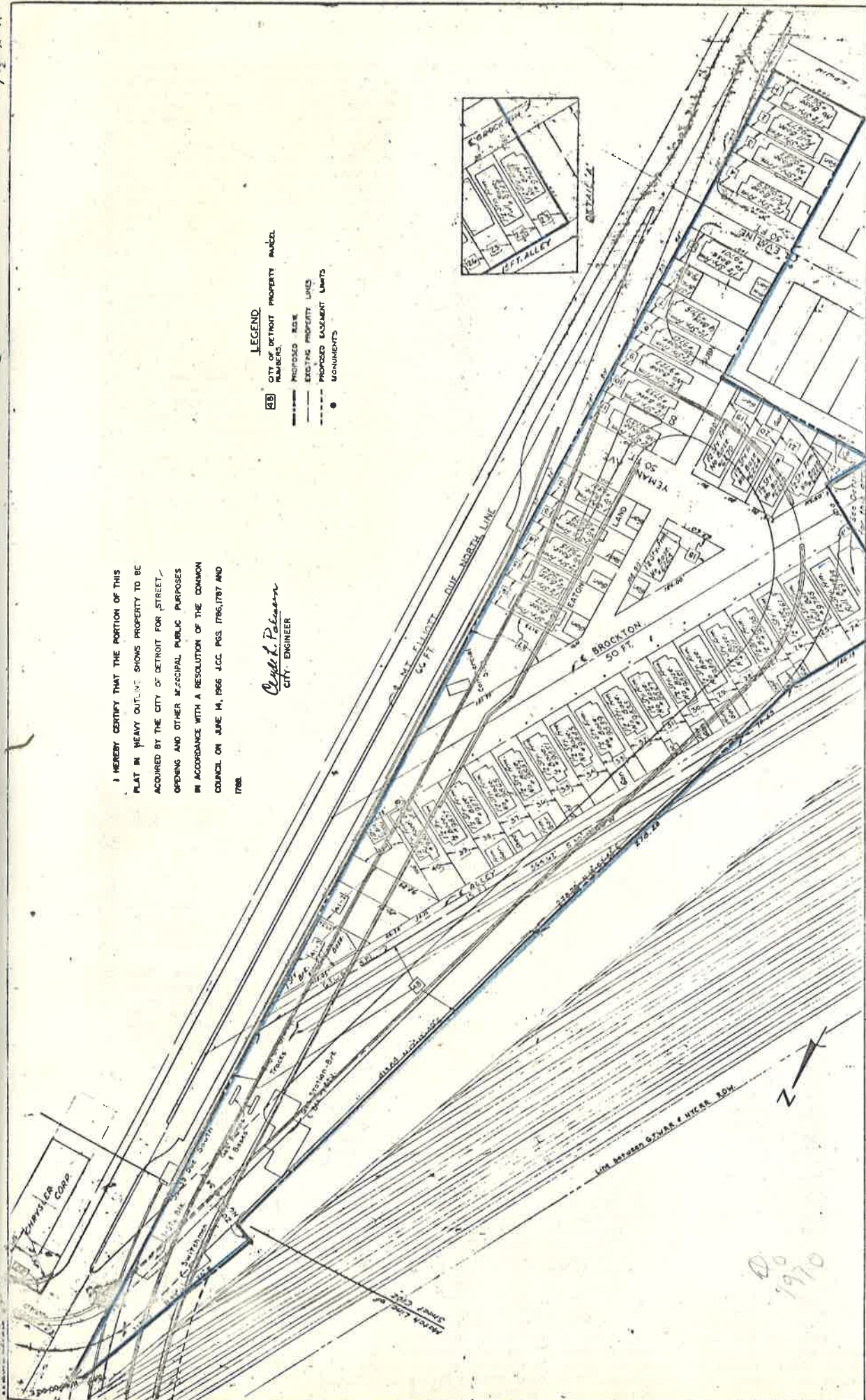
NEXT
PAGE

7 1/2 x 11

I HEREBY CERTIFY THAT THE PORTION OF THIS PLAT IN HEAVY OUTLINE SHOWS PROPERTY TO BE ACQUIRED BY THE CITY OF DETROIT FOR STREET, OPENING AND OTHER MUNICIPAL PUBLIC PURPOSES IN ACCORDANCE WITH A RESOLUTION OF THE COMMON COUNCIL ON JUNE 14, 1966 I.C.C. PGS. 1786, 1787 AND 1788.

Clyde L. Peterson
CITY ENGINEER

- LEGEND**
- [Symbol] CITY OF DETROIT PROPERTY MARKERS
 - [Symbol] PROPOSED SIDE
 - [Symbol] EXISTING PROPERTY LINES
 - [Symbol] PROPOSED EASEMENT LIMITS
 - [Symbol] MONUMENTS



SHEET 1 OF 2 SHEETS
JOB NO. 7525
DIVISION No. CIVIL
DATE 8-1-66

MT. ELLIOTT - MOUND ROAD GRADE SEPARATION
RIGHT OF WAY
EVALINE TO LYNCH ROAD

CITY OF DETROIT
DEPARTMENT OF PUBLIC WORKS
BUREAU OF HIGHWAYS & EXPRESSWAYS

APPROVED BY	<i>Clyde L. Peterson</i>	DATE	8/1/66
CHECKED BY	SEIDELMAN	DATE	
DRAWN BY	RSJ	DATE	
CREATED BY	CC4	DATE	

50-0, 51-E

1970

By Councilman Van Antwerp:

Resolved, That in accordance with the above communication and resolution adopted September 28, 1965, J.C.C. Pages 2323 and 2324, the proposed Agreement between the Board of Wayne County Road Commissioners and the City of Detroit which provides for joint participation in the construction of a grade separation project at the crossing of Mt. Elliott-Lynch Road with the New York Central and Grand Trunk Western Railroads, and connecting to Mound Road be and the same is hereby approved; and,

Be It Further Resolved, That the Commissioner of Public Works is hereby authorized and directed to execute the aforesaid agreement in behalf of the City of Detroit.

Adopted as follows:

Yeas — Councilmen Beck, Brickley, Connor, Hood, Ravitz, Rogell, Van Antwerp and President Carey—8.

Nays—None.

MARCH 15, 1966
J.C.C. PGS. 510-11

Corporation Counsel

June 9, 1966.

Honorable Common Council:

Gentlemen—Attached hereto please find resolution of necessity and public improvement in reference to the acquisition of land for the grade separation project at the crossing of Mt. Elliott-Lynch Road with the New York Central and Grand Trunk Western Railroads, and connecting to Mound Road, in accordance with the Common Council resolution of September 28, 1965, (J.C.C. pages 2323-2324).

Respectfully submitted.

G. L. CARLSON,

Real Estate Supervisor.

By Councilman Brickley:

Whereas, The Common Council did by resolution on September 28, 1965, (J. C. C. Pages 2323 thru 2324) instruct all City Departments to proceed with the necessary steps to provide for the construction of a grade separation at the crossing of Mt. Elliott-Lynch Road with the New York Central and Grand Trunk Western Railroads and connecting to Mound Road; Now Therefore Be It

Resolved, That it is hereby declared necessary by the Common Council of the City of Detroit to make the following described improvement in said City, and that the same is for the use or benefit of the public; viz: Acquisition of land for the separation of grade at the crossing of Mt. Elliott-Lynch Road with the New York Central and Grand Trunk Western Railroads, and the extension of same to connect with Mound Road north of Caniff Street, and that they deem it necessary to take private property for the purpose of making such improvement, which said property is situated in said City of Detroit and described as follows:

Land lying in the Southwest $\frac{1}{4}$ of Section 16, Town 1 South, Range 12 East, City of Detroit, County of Wayne, Michigan; more particularly described as follows: Beginning at a point at the intersection of westerly line of Mt. Elliott Court 86 feet wide and the southerly line of a public alley 18 feet wide; thence South 30 degrees 31 minutes 02 seconds West 21.00 feet along the westerly line of Mt. Elliott Court; thence North 59

degrees 52 minutes 03 seconds West 46.73 feet to a point of curve; thence 28.77 feet along the arc of a curve concave to the south to a point of tangency, said curve having a radius of 55 feet, delta angle of 29 degrees 58 minutes 07 seconds and whose long chord bears North 74 degrees 51 minutes 11 seconds West 28.44 feet; thence North 89 degrees 50 minutes 10 seconds West 730.32 feet to a point of curve; thence 117.52 feet along the arc of the curve concave to the southeast to a point of tangency, lying on the easterly line of Mound Road 204 feet wide said curve having a radius of 75 feet; delta angle of 89 degrees 46 minutes 30 seconds and whose long chord bears South 45 degrees 16 minutes 35 seconds West 105.86 feet; thence North 00 degrees 23 minutes 20 seconds East 95.71 feet along the easterly line of Mound Road to a point; thence along the South line of the Eaton Land Company Subdivision No. 1, said line being also the south line of an 18 foot public alley, South 89 degrees 50 minutes 10 seconds East 825.28 feet; thence South 59 degrees 52 minutes 03 seconds East 67.21 feet to the point of beginning.

Also, Land lying in the Southwest $\frac{1}{4}$ of Section 16, Town 1 South, Range 12 East, City of Detroit, County of Wayne, Michigan, and described as follows: Beginning at the point of intersection of the westerly line of Mt. Elliott Court and the north line of Caniff Street, 120 feet wide as opened by action of the Common Council of the City of Detroit on August 6, 1929 and recorded in the Journal of Common Council, page 2191; thence North 89 degrees 30 minutes 45 seconds West 122.50 feet along the north line of Caniff; thence North 54 degrees 15 minutes 00 seconds West 169.60 feet; thence South 70 degrees 02 minutes 12 seconds West 26.63 feet; thence North 50 degrees 24 minutes 14 seconds West 41.45 feet; thence North 00 degrees 23 minutes 20 seconds East 135.24 feet; thence North 89 degrees 30 minutes 45 seconds West 216.00 feet to the east line of Mound Road 204 feet wide; thence North 00 degrees 23 minutes 20 seconds East 286.13 feet along the east line of Mound Road; thence southerly along the arc of a curve concave to the east 135.05 feet to a point, said curve having a radius of 285 feet and delta angle of 27 degrees 09 minutes 02 seconds, whose long chord bears South 13 degrees 11 minutes 12 seconds East 133.79 feet; thence South 43 degrees 15 minutes 30 seconds East 125.00 feet; thence South 58 degrees 05 minutes 40 seconds East 238.54 feet; thence South 01 degrees 27 minutes 40 seconds West 26.63 feet; thence South 54 degrees 15 minutes 00 seconds East 268.58 feet to the westerly line of Mt. Elliott Court; thence South 30 degrees 31 minutes 02 seconds West 11.33 feet along the westerly line of Mt. Elliott Court to point of beginning.

Also, lying in the Southwest $\frac{1}{4}$ of Section 16, Town 1 South, Range 12 East, City of Detroit, County of Wayne, Michigan, further described as follows: Commencing at a point lying North 00 degrees 23 minutes 20 seconds East 250.00 feet and South 89 degrees 30 minutes 45 seconds East 66.00 feet from the Northeast corner of the intersection of Mound Road 204 feet wide and Caniff Street 120 feet wide as opened by action of Common Council of the City of Detroit on August 6, 1929 and recorded on page 2191 of the Journal of the Common Council; thence South 89 degrees 30 minutes 45 seconds East 150.00 feet; thence South 00 degrees 23 minutes 20 seconds West, 135.24 feet; thence North 50 degrees 24 minutes 14 seconds West 193.58 feet; thence North 00 degrees 23 minutes 20 seconds West 13.13 feet to the point of beginning.

Also, Land lying in the Northwest $\frac{1}{4}$ of Section 21 and the Southwest $\frac{1}{4}$ of Section 16, Town 1 South, Range 12 East, City of Detroit, County of Wayne, Michigan, and further described as follows: Beginning at point of intersection of the west line of Mt. Elliott Street 66 feet wide and the westerly line of 15 feet wide public alley lying northwest of Brockton Street, said line being also the easterly property line of the Grand Trunk Western Railroad; thence South 30 degrees 19 minutes 00 seconds West 564.62 feet along the westerly line of said alley; thence North 18 degrees 02 minutes 55 seconds East 278.28 feet; thence North 17 degrees 12 minutes 49 seconds East 413.89 feet; thence North 67 degrees 14 minutes 34 seconds West 20.00 feet; thence North 22 degrees 45 minutes 26 seconds East 215.89 feet; thence North 45 degrees 00 minutes 00 seconds East 15.89 feet to a point on the westerly line of Mt. Elliott Street; thence due South 390.59 feet along the west line of Mt. Elliott to the point of beginning.

Also, Land lying in part of the Northwest $\frac{1}{4}$ of Section 21, Town 1 South, Range 12 East, City of Detroit, County of Wayne, Michigan, and described as follows: Beginning at the point of intersection of the East line of Mt. Elliott 66 feet wide and the south line of Lynch Road 66 feet wide, thence North 89 degrees 57 minutes 58 seconds East 39.97 feet along the south line of Lynch Road to a point of tangency; thence southwesterly 49.24 feet along the arc of a curve concave to the southeast, whose radius is 45 feet, delta angle is 62 degrees 41 minutes 58 seconds, long chord is 46.82 feet and bears South 58 degrees 36 minutes 59 seconds West; thence due North 24.36 feet along the East line of Mt. Elliott to the point of beginning.

Also, Lots 32 through 70, both inclusive, and Lots 338 through 342, both inclusive, Eaton Land Company Subdivision of part of the northwest $\frac{1}{4}$ of Section 21 and northeast $\frac{1}{4}$ of Section 20, Town 1 South, Range 12 East, southeasterly of Grand Trunk Railway, as recorded in Liber 39, Page 48, Wayne County Records.

And Be It Further Resolved That the Corporation Counsel be and he is hereby directed to institute the necessary proceedings on behalf of the City of Detroit in the Recorder's Court of the City of Detroit to carry out the object of this resolution in regard to taking private property by the City.

And Be It Further Resolved, That the Corporation Counsel is authorized to accept deeds and authorize payment, and further that the City Treasurer be directed to prorate City and County Taxes to the date of closing.

Approved:

ROBERT REESE,
Corporation Counsel.

Adopted as follows:

Yeas — Councilmen Brickley, Hood, Miriani, Ravitz, Rogell, Van Antwerp and President Carey—7.

Nays—None.

JUNE 14, 1966

J.C.C. PGS. 1786-8