

Wise, Youngblood and President Beck  
—9.  
Nays—None.

**Department of Public Works**  
April 18, 1961.

Honorable Common Council:  
Gentlemen—On March 21, 1961, Your Honorable Body confirmed repair sidewalk assessment Roll No. 18-F. Since that time, we have discovered that the City Treasurer accepted payment on April 7, 1961, for one of the items applied to that roll.

To remove this item from said roll, we offer the following resolution.

Respectfully submitted,  
**GLENN C. RICHARDS,**  
Commissioner.

By Councilman Smith:

Resolved, That the City Treasurer be and he is hereby authorized to make the following cancellation:

Roll 18-F-20, Lot 151, S.S. Doris bet. Livernois and Holmur, Cancel \$119.90, Receipt No. 28229, Item No. 6146, Treas. Receipt No. 107126.

Adopted as follows:

Yeas—Councilmen Carey, Connor, Patrick, Rogell, Smith, Van Antwerp, Wise, Youngblood and President Beck  
—9.

Nays—None.

**Department of Public Works**  
April 18, 1961.

Honorable Common Council:  
Gentlemen—On February 28, 1961, Your Honorable Body confirmed repair assessment Roll No. 17-F. Since that time, we have discovered that the City Treasurer accepted payment on April 12, 1961 for one of the items applied to that roll.

To remove this item from said roll, we offer the following resolution.

Respectfully submitted,  
**GLENN C. RICHARDS,**  
Commissioner.

By Councilman Smith:

Resolved, That the City Treasurer be and he is hereby authorized to make the following cancellation:

Roll 17-F-27, W. 16.67 ft. of Lot 556, S.S. W. Chicago bet. Appoline and Meyers, Cancel \$13.05, Receipt No. 26414, Item No. 3450, Treas. Receipt No. 108196.

Adopted as follows:

Yeas—Councilmen Carey, Connor, Patrick, Rogell, Smith, Van Antwerp, Wise, Youngblood and President Beck  
—9.

Nays—None.

**Department of Public Works**  
April 18, 1961.

Honorable Common Council:  
Gentlemen—On February 14, 1961, Your Honorable Body confirmed repair sidewalk assessment Roll No. 15-F. Since that time, we have discovered that payment was accepted by the City Treasurer for three of the items applied to that roll.

To remove these items from said roll, we offer the following resolution.  
Respectfully submitted,  
**GLENN C. RICHARDS,**  
Commissioner.

By Councilman Smith:

Resolved: That the City Treasurer be and he is hereby authorized to make the following cancellations:

Roll 15-F-4, Lot 62, W.S. Wabash bet. Puritan and Pilgrim, Cancel \$99.40, Receipt No. 26218, Item No. 9030, Treas. Receipt No. 35286 4-11-61.

Roll 15-F-19, Lot 222, S.S. Tyler bet. Holmur and Dexter, Cancel \$32.85, Receipt No. 26913, Item No. 5233, Treas. Receipt No. 107260 4-7-61.

Roll 15-F-26, Lot 557 & E. 3.33 Ft. of Lot 556, S.S. W. Chicago bet. Appoline and Meyers, Cancel \$24.05, Item No. 3449, Receipt No. 26415, Treas. Receipt No. 108195 4-12-61.

Adopted as follows:

Yeas—Councilmen Carey, Connor, Patrick, Rogell, Smith, Van Antwerp, Wise, Youngblood and President Beck  
—9.

Nays—None.

**Department of Public Works**  
April 24, 1961.

Honorable Common Council:  
Gentlemen—We are submitting for consideration of your Honorable Body an agreement between the City of Detroit and the New York Central Railroad Company. This agreement provides for the construction of temporary railroad grade separation structures at Lonyo Road and at Central Avenue, where these city streets cross the main line and yard tracks of the New York Central Railroad south of John Kronk Avenue.

The New York Central Railroad has plans under consideration to modernize its yards and equipment in the city, which yards are located between Livernois Avenue and the west city limits near Wyoming Avenue. This modernization will involve electrification and automation of the entire yard and will generally raise the level of the present track system from 16 ft. to 18 ft. above present grade. Partial grade separations now exist at both Lonyo and Central Avenue for several of the yard tracks.

Under original proposals made to the City by the New York Central Railroad Company, it was contemplated that Central Avenue might be closed to traffic and a permanent type grade separation built at Lonyo Road. This would require extensive widening of Lonyo Road from Michigan Avenue to Dix Avenue, and eventually south to Fort Street. Such an improvement would have involved considerable sums of money which are not readily available. In lieu of such an extensive improvement in the street system, and since the Railroad Company is anxious to proceed with modernization of its yard, it has been suggested that temporary grade sep-

STATE OF MICHIGAN  
DEPARTMENT OF PUBLIC WORKS  
GLENN C. RICHARDS  
COMMISSIONER



aration structures be built at both Central Avenue and Lonyo Road until such time as permanent improvements can be made.

Twenty - seven tracks now cross Central Avenue, of which seven are elevated on the present partial grade separation; and twelve tracks now cross Lonyo Road, of which five are elevated on the present partial grade separation at that location.

The agreement herewith presented provides that the balance of the tracks at both locations be separated by temporary grade separation structures with the exception of one industrial lead track which will cross these streets at grade level. The temporary structures will consist of concrete foundations which will support timber frame bents, which in turn will support longitudinal steel stringers upon which the track construction will be carried.

It is contemplated that certain publicly-owned utilities may require relocation or reconstruction, and appropriate arrangements must be made to maintain traffic on both streets during the construction. This agreement provides that all costs involved, including the relocation and reconstruction of City - owned facilities, will be borne by the Railroad.

The agreement also provides that the Railroad will furnish and maintain, at its own cost, flashing light signal protection, automatically operated, at the industrial lead track crossing of Central Avenue and Lonyo Road, or any other protection which may be ordered by the Michigan Public Service Commission.

In addition, the agreement provides that the Railroad will maintain, repair, or replace, as needed, any portion of the temporary grade separation structures.

A further provision of this agreement will provide that the City consent and agree to the establishment of pier foundations for the temporary grade separation structures within the street limits, at each location, on the same alignment as the present piers of the existing partial grade separations.

The agreement also provides that after approval by both the Railroad Company and the City, the agreement will be submitted to the Michigan Public Service Commission for its approval, upon which date this agreement will be come effective.

In addition to improving the operations of the Railroad Company, we believe this construction will be beneficial to the City since the crossing of a long series of tracks at grade will be eliminated, and the safety and efficiency of traffic movements on both Central Avenue and Lonyo Road in this area will be improved.

We are attaching copy of Corporation Counsel's letter approving this agreement as to form. The Department of Streets and Traffic and the

City Plan Commission both concur in recommending the approval of this agreement.

In view of the benefits indicated, we recommend to your Honorable Body the adoption of the attached resolution approving this agreement and authorizing the Commissioner of Public Works to execute the agreement in behalf of the City.

Respectfully submitted,  
GLENN C. RICHARDS,  
Commissioner.

By Councilman Van Antwerp:

Whereas, The New York Central Railroad Company has plans under consideration to modernize its yards and equipment in the City of Detroit, which yards are located south of John Kronk Avenue between Linois Avenue and the west city limits near Wyoming Avenue, and

Whereas, This modernization will involve the electrification and automation of the entire yard and will generally raise the level of the present track system from 16 ft. to 18 ft. above present grade, with the exception of one industrial lead track, and

Whereas, The New York Central Railroad Company is desirous of proceeding with its plans to modernize its yards without delay in order to improve its operations,

Now, Therefore, Be It Resolved, That the formal agreement referred to in the above communication between the City of Detroit and the New York Central Railroad Company, which provides for the construction of temporary grade separation structures carrying the tracks of the New York Central Railroad over Lonyo Road and Central Avenue, where not now separated, within the Railroad yards of the New York Central Railroad Company, located south of John Kronk Avenue within the City of Detroit, with the exception of one industrial lead track which will cross these streets at grade level; Be and the same is hereby approved; and

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

Adopted as follows:

Yeas - Councilmen Carey, Connor, Patrick, Rogell, Smith, Van Antwerp, Wise, Youngblood and President Beck -9.

Nays - None.

Reconsideration

Councilman Wise 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 Carey, Connor, Patrick, Rogell, Smith, Van Antwerp, Wise, Youngblood and President Beck -9.

April 25  
Nays - None  
Councilman  
the motion  
nately postponed.  
The regular

Department

Honorable  
Gentlemen  
lished advertisement  
received on April  
Resurfacing  
RC 61-4, covering  
residential streets  
in each corner  
Group RC 61-4  
PW-2899 -  
Grand River  
PW-3153 -  
Lahser.  
PW-3154 -  
Vernor and  
PW-3156 -  
Elliott.  
Group RC 61-4  
PW-3158 -  
Capital; Fen  
Fenkell.  
Residential S  
PW-3158 -  
mouth, Allee  
Parkway, Park  
PW-3159 -  
Siron; Drexel  
sel Ford Express  
The tabular  
each of the corners  
The low bid  
the contracts  
and compliance  
requirements.  
the contracts  
pective bidders  
the amounts  
Group RC 61-4  
Detroit CO  
pany -  
PW-2899, An  
Total Funds  
PW-3153, An  
Total Funds  
Louis Garav  
PW-3154, An  
Total Funds R  
PW-3156, An  
Total Funds R  
Group RC 61-4  
Cadillac Asp  
PW-3158, Am  
Total Funds R  
The Cooke  
PW-3159, Am  
Total Funds R  
The total fu  
field engineerin  
changes, as well  
Funds are avail  
(1960-61 Resur  
Respectfu  
GLENN



Nays—None.  
Councilman Smith then moved that the motion to reconsider be indefinitely postponed, which motion prevailed.

The regular order was resumed.

**Department of Public Works**

April 20, 1961.

Honorable Common Council:  
Gentlemen—In response to published advertisements, bids were received on April 18, 1961, for Pavement Resurfacing in Groups RC 61-3 and RC 61-4, consisting of both major and residential streets. The work included in each contract is listed below:

- Group RC 61-3:
  - PW-2899—Evergreen, Outer Drive to Grand River.
  - PW-3153 — Redford, McNichols to Lahser.
  - PW-3154 — Bellevue, Lafayette to Vernor and Sylvester to Gratiot.
  - PW-3156—Larned, McDougall to Mt. Elliott.

Group RC 61-4:  
PW-3158 — Abington, Plymouth to Capital; Ferguson, Grand River to Fenkell.

Residential Streets Bounded By:  
PW-3158—Manor, Greenlawn, Plymouth, Alley N. of Intervale; West Parkway, Parkland, Tireman, Joy.

PW-3159—Helen, Veach, Nevada, Sirron; Drexel, Newport, Jefferson, Edsel Ford Expressway.

The tabulation of bids received on each of the contracts is attached.

The low bid submitted on each of the contracts is regular in all respects and complies with the contract requirements. It is recommended that the contracts be awarded to the respective bidders listed below and in the amounts stated.

- Group RC 61-3:
  - Detroit Concrete Products Company—
    - PW-2899, Amount of Bid \$46,209.15,
    - Total Funds Required \$50,800.00.
  - PW-3153, Amount of Bid \$17,975.80,
  - Total Funds Required \$19,775.00.
  - Louis Garavaglia Contractors, Inc.—
    - PW-3154, Amount of Bid \$49,344.70,
    - Total Funds Required \$54,350.00.
  - PW-3156, Amount of Bid \$38,757.30,
  - Total Funds Required \$42,650.00.

Group RC 61-4:  
Cadillac Asphalt Paving Company,  
PW-3158, Amount of Bid \$207,821.50,  
Total Funds Required \$229,525.00.

The Cooke Contracting Company,  
PW-3159, Amount of Bid \$139,153.50,  
Total Funds Required \$153,450.00.

The total funds required include the cost of advertising, inspection, field engineering, and possible minor changes, as well as the contract costs. Funds are available in Account 960 (1960-61 Resurfacing Program).

Respectfully submitted,  
GLENN C. RICHARDS,  
Commissioner.

Approved:  
R. S. REASON,  
Deputy Controller.

By Councilman Van Antwerp:  
Resolved, That the Commissioner of Public Works be and is hereby authorized and directed to enter into contract with the respective bidders listed above for Pavement Resurfacing for Contracts included in Groups RC 61-3 and RC 61-4, in the amounts stated in the foregoing communication; and be it further

Resolved, That the Controller be and is hereby authorized and directed to honor vouchers when presented, the vouchers to include the cost of advertising, inspection, field engineering, and possible minor changes, as well as the Contract costs.

Adopted as follows:  
Yeas — Councilmen Carey, Connor, Patrick, Rogell, Smith, Van Antwerp, Wise, Youngblood and President Beck —9.

Nays—None.

**Department of Public Works**

April 21, 1961.

Honorable Common Council:  
Gentlemen — In response to published advertisements, bids were received on April 18, 1961, for Alley Paving Group 61-2A as follows:

- PW-3812F — Annchester, W. Outer Drive, W. McNichols, Santa Maria; W. Outer Dr., Shaftsbury, W. McNichols, W. Outer Dr.
- PW - 3813W — Conant, Carpenter, Bristow, Carpenter.
- PW-3814W—Dequindre, St. Aubin, Grixdale, Robinwood.
- PW-3815W — Ward, Sorrento, Pilgrim, Puritan.
- PW - 3816W — Woodmont, Asbury Park, Orangelawn, Elmira.
- PW-3817F — Hubbell, Strathmoor, Mackenzie, Joy Road.
- PW-3818W — Pelkey, Schoenherr, Greiner, Park Grove.
- PW-3819W—Hickory, Pelkey, Fairmount, Bringard.
- PW-3820W—Larkins, Braden, Kirkwood, Burwell.
- PW-3821F—Mendota, Birwood, Oakman, Joy Road.

A tabulation of bids received on each of the contracts is attached.

The low bid on each of the contracts is regular in all respects and in accordance with the contract requirements. It is recommended that the contracts be awarded to the following bidders in the amounts stated. The total funds required include the cost of advertising, inspection, engineering, financing, and minor contingencies, as well as the contract costs.

A. J. Smith Contracting Company, Incorporated, PW-3812F, Amount of Bid \$8,947.90, Total Funds Required \$11,665.00.  
Fort Wayne Coal and Construction Company—

STATE OF MICHIGAN  
DEPARTMENT OF PUBLIC WORKS  
GLENN C. RICHARDS, COMMISSIONER