

1943 East Alexandrine, Contractor's Name Nor-West Lumber & Salvage Co., Award Authorized 3-30-65.

Contract No. PW-5641 — Location 2604-16 Dubois, Contractor's Name Zebrowski & Assoc. Inc., Award Authorized 3-30-65.

Contract No. PW-5642 — Location 3432 Pulvord, Contractor's Name Zebrowski & Assoc. Inc., Award Authorized 3-30-65.

Contract No. PW-5644 — Location 1539 Wellington, Contractor's Name Zebrowski & Assoc. Inc., Award Authorized 3-30-65.

Contract No. PW-5645 — Location 1947-51 Magnolia, Contractor's Name Zebrowski & Assoc. Inc., Award Authorized 3-30-65.

Respectfully submitted,

GLENN C. RICHARDS,
Commissioner.

By Councilman Brickley:

Resolved, That contracts as listed in the foregoing communication be and the same are hereby confirmed.

Adopted as follows:

Yeas — Councilmen Beck, Brickley, Connor, Poindexter, Ravitz, Rogell, Van Antwerp, Wierzbicki and President Carey—9.
Nays—None.

Department of Public Works

April 15, 1965.

Honorable Common Council:

Gentlemen—This is to certify that all work required of the Contractors in the performance of these Contracts for demolition of buildings has been fully completed and found acceptable under the terms and conditions thereof, and that the total value of such completed work, including all Contract Changes duly issued, is that stated below as the Adjusted Contract Price.

The Contractors have submitted affidavits that all payrolls, material bills, and all other indebtedness incurred by them in connection with the work have been paid.

It is therefore recommended that the total value of the work, as stated below be paid to the Contractors with the understanding that such payments are made by the City and accepted by the Contractors under the Contract provisions covering final payment.

Contract PW-5585—Location 1709-11 Holden, Contractor Mednis Wrecking, Inc., Adjusted Contract Price \$1,589.00.

Contract PW-5589 — Location 2706 Jay, Contractor Mednis Wrecking, Inc., Adjusted Contract Price \$2,177.00.

R. C. MONAHAN,
Engineer of Inspection.
CLYDE L. PALMER,
City Engineer
GLENN C. RICHARDS,
Commissioner

By Councilman Brickley:

Whereas, From the foregoing communication, it appears that all work required to be performed by the Contractors under the Contracts therein named has been fully completed; and

Whereas, The completed work has been found acceptable under the terms and conditions of said Contracts by the Department of Public Works; therefore be it

Resolved, That the said Contracts be and are hereby accepted.

Adopted as follows:

Yeas — Councilmen Beck, Brickley, Conner, Poindexter, Ravitz, Rogell, Van Antwerp, Wierzbicki and President Carey—9.
Nays—None.

Department of Public Works

April 2, 1965.

Honorable Common Council:

Gentlemen—This is in reply to Petition No. 9307, presented to your Honorable Body by the Chrysler Corporation under date of September 24, 1964, and referred to the three undersigned departments for a joint report and recommendation.

Because of the current and future expansion of their facilities in the area generally bounded by Mt. Elliott, Lynch Road, Huber Avenue and Winfield Avenue, the Chrysler Corporation has requested the widening of Huber Avenue from Mt. Elliott Avenue to St. Cyril Avenue, and the paving of Winfield Avenue from Huber Avenue to Grinnell Avenue. We have discussed this matter with representatives of the Chrysler Corporation and have fully explored the traffic problems posed by the expansion of the plant facilities at the Chrysler Corporation, now under construction. We have agreed to recommend the following street improvements:

1) Reconstruct and widen the existing 30 foot pavement along Huber Avenue from Mt. Elliott to St. Cyril, to provide four lanes of moving traffic. The new cross-section will vary slightly throughout the 0.6 miles of construction in order to provide the desired improvements at a minimum cost. The new cross-section for each of the portions of Huber Avenue is as follows:

(a) Mt. Elliott to the New York Central Railroad, 590 feet east of Mt. Elliott—Provide a 57 foot pavement with a nine foot margin on the south side, all within the existing 66 foot right-of-way. The existing pavement will be retained with all of the widened portion added along the south side. The pavement now extends to the north property line where it meets the loading dock facilities at that location. No sidewalk is required on the north side. A new six foot sidewalk will be constructed one foot off the south property line.

(b) New York Central Railroad to Winfield Avenue—Provide a 50 foot pavement with a 13 foot margin on the south side and a six foot margin

April 30

on the north side, all within a new right-of-way width of 69 feet. The Chrysler Corporation has agreed to dedicate the required three foot additional right-of-way along the north side of Huber Avenue. The existing six foot sidewalk will be retained on the south side, and a six foot wide sidewalk will be constructed in the six foot margin on the north side of the street adjacent to the Chrysler property. All of the existing pavement and curbs will be removed and new construction placed as described above.

(c) Winfield Avenue to St. Cyril—Provide a 48 foot pavement with a 13 foot margin on the south side and a five foot margin on the north side, all within the existing 66 foot right-of-way. The existing six foot sidewalk will be retained on the south side and a five foot wide sidewalk will be constructed in the five foot margin on the north side of the street. No additional right-of-way is required for this particular section.

2) Provide a 40 foot pavement on Winfield Avenue from Huber to Grinnell with a 10 foot margin on the east side and a four foot margin on the west side, all within a new right-of-way width of 54 feet. The Chrysler Corporation has agreed to dedicate the required four foot additional right-of-way along the west side of Winfield Avenue. A six foot sidewalk located one foot from the east property line will be retained. No sidewalk is required on the west side abutting the Chrysler Corporation property.

The widening and reconstruction of Huber Avenue as described above from Mt. Elliott to St. Cyril is estimated to cost \$200,000, exclusive of any City-owned utility construction, reconstruction, or relocation costs. Funds are available in Account No. 195-9210-916, which is a reallocation of funds approved by your Honorable Body under date of March 23, 1965, J.C.C. Pages 524 through 526.

The cost of paving Winfield Avenue from Huber to Grinnell is estimated at \$54,000, exclusive of any City-owned utility construction, reconstruction, or relocation costs. Since this is the first paving of Winfield Avenue and since the paving is for the principal benefit of the Chrysler Corporation, they have agreed to assume all of the costs of this paving, except for the street and alley intersection costs and the drainage costs, which will be paid for by the City. The City's portion of the cost is available in Account No. 970-9970-961, Winfield Paving—Huber to Grinnell.

The cost for construction, reconstruction, and relocation of City-owned utilities for the improvement of both Huber Avenue from Mt. Elliott to St. Cyril and Winfield Avenue from Huber to Grinnell will be allocated from the budget accounts of the respective City-owned utilities.

The Quit Claim Deeds dedicating the properties on the north side of Central Railroad to St. Cyril and on the west side of Winfield Avenue from Huber to Grinnell have been examined and approved by the City Engineer's Office for description. They also have been examined by the Corporation Counsel's Office and approved as to form and execution. These deeds are submitted herewith for acceptance by your Honorable Body.

These improvements are being scheduled to suit the activities of the Chrysler Corporation expansion; and as such, will be scheduled for letting shortly.

In view of the importance of completing this project as proposed, we recommend the adoption of the attached resolution.

Respectfully submitted,

GLENN C. RICHARDS,
Commissioner,
Dept. of Public Works.

CHARLES A. BLESSING,
City Plan Commission.

ALGER F. MALO,
Director,
Dept. of Streets and Traffic.

Approved:

G. J. SAAM,
City Controller.

By Councilman Connor:

WHEREAS, Huber Avenue from Mt. Elliott Avenue to St. Cyril Avenue and Winfield Avenue from Huber Avenue to Grinnell Avenue are in need of street improvements as outlined in the foregoing communication; and

WHEREAS, The City Engineer is preparing now to let a contract for the reconstruction and widening of Huber Avenue and for the paving of Winfield Avenue; and

WHEREAS, Funds are currently available for the reconstruction and widening of Huber Avenue in Account No. 195-9210-916, Street Improvements, and for the City's portion of the paving of Winfield Avenue in Account No. 970-9970-961, Winfield Paving—Huber to Grinnell; and

WHEREAS, The Chrysler Corporation has agreed, as evidenced by the attached letter, to assume and pay to the City of Detroit all of the costs for the paving of Winfield Avenue, except for the street and alley intersection costs and the drainage costs, which paving was approved by the Common Council under the force-paving clause of the City Charter on May 12, 1964, (J.C.C. Pages 1020-1021);

NOW, THEREFORE BE IT RESOLVED, That the Common Council hereby approves the recommendations and conditions for improving Huber Avenue and Winfield Avenue as outlined in the foregoing communication; and

RESOLVED FURTHER, That the Quit Claim Deeds of the Chrysler

April 20

on the north side, all within a new right-of-way width of 69 feet. The Chrysler Corporation has agreed to dedicate the required three foot additional right-of-way along the north side of Huber Avenue. The existing six foot sidewalk will be retained on the south side, and a six foot wide sidewalk will be constructed in the six foot margin on the north side of the street adjacent to the Chrysler property. All of the existing pavement and curbs will be removed and new construction placed as described above.

(c) Winfield Avenue to St. Cyril—Provide a 48 foot pavement with a 13 foot margin on the south side and a five foot margin on the north side, all within the existing 66 foot right-of-way. The existing six foot sidewalk will be retained on the south side and a five foot wide sidewalk will be constructed in the five foot margin on the north side of the street. No additional right-of-way is required for this particular section.

2) Provide a 40 foot pavement on Winfield Avenue from Huber to Grinnell with a 10 foot margin on the east side and a four foot margin on the west side, all within a new right-of-way width of 54 feet. The Chrysler Corporation has agreed to dedicate the required four foot additional right-of-way along the west side of Winfield Avenue. A six foot sidewalk located one foot from the east property line will be retained. No sidewalk is required on the west side abutting the Chrysler Corporation property.

The widening and reconstruction of Huber Avenue as described above from Mt. Elliott to St. Cyril is estimated to cost \$200,000, exclusive of any City-owned utility construction, reconstruction, or relocation costs. Funds are available in Account No. 195-9210-916, which is a reallocation of funds approved by your Honorable Body under date of March 23, 1965, J.C.C. Pages 524 through 526.

The cost of paving Winfield Avenue from Huber to Grinnell is estimated at \$54,000, exclusive of any City-owned utility construction, reconstruction, or relocation costs. Since this is the first paving of Winfield Avenue and since the paving is for the principal benefit of the Chrysler Corporation, they have agreed to assume all of the costs of this paving, except for the street and alley intersection costs and the drainage costs, which will be paid for by the City. The City's portion of the cost is available in Account No. 970-9970-961, Winfield Paving—Huber to Grinnell.

The cost for construction, reconstruction, and relocation of City-owned utilities for the improvement of both Huber Avenue from Mt. Elliott to St. Cyril and Winfield Avenue from Huber to Grinnell will be allocated from the budget accounts of the respective City-owned utilities.

The Quit Claim Deeds dedicating the properties on the north side of Huber Avenue from the north side of Central Railroad to St. Cyril and on the west side of Winfield Avenue from Huber to Grinnell have been examined and approved by the City Engineer's Office for description. They also have been examined by the Corporation Counsel's Office and approved as to form and execution. These deeds are submitted herewith for acceptance by your Honorable Body.

These improvements are being scheduled to suit the activities of the Chrysler Corporation expansion; and as such, will be scheduled for letting shortly.

In view of the importance of completing this project as proposed, we recommend the adoption of the attached resolution.

Respectfully submitted,

GLENN C. RICHARDS,
Commissioner,

Dept. of Public Works.

CHARLES A. BLESSING,
City Plan Commission.

ALGER F. MALO,
Director,

Dept. of Streets and Traffic.

Approved:

G. J. SAAM,

City Controller.

By Councilman Connor:

WHEREAS, Huber Avenue from Mt. Elliott Avenue to St. Cyril Avenue and Winfield Avenue from Huber Avenue to Grinnell Avenue are in need of street improvements as outlined in the foregoing communication; and

WHEREAS, The City Engineer is preparing now to let a contract for the reconstruction and widening of Huber Avenue and for the paving of Winfield Avenue; and

WHEREAS, Funds are currently available for the reconstruction and widening of Huber Avenue in Account No. 195-9210-916, Street Improvements, and for the City's portion of the paving of Winfield Avenue in Account No. 970-9970-961, Winfield Paving—Huber to Grinnell; and

WHEREAS, The Chrysler Corporation has agreed, as evidenced by the attached letter, to assume and pay to the City of Detroit all of the costs for the paving of Winfield Avenue, except for the street and alley intersection costs and the drainage costs, which paving was approved by the Common Council under the force-paving clause of the City Charter on May 12, 1964, (J.C.C. Pages 1020-1021);

NOW, THEREFORE BE IT RESOLVED, That the Common Council hereby approves the recommendations and conditions for improving Huber Avenue and Winfield Avenue as outlined in the foregoing communication; and

RESOLVED FURTHER, That the Quit Claim Deeds of the Chrysler

Corporation, a Delaware Corporation, deeding land to the City of Detroit for street purposes, said land being described as:

All that part of the N.E. $\frac{1}{4}$ of Section 21, T. 1 S., R. 12 E., City of Detroit, Wayne County, Michigan, bounded by the north line of Huber Avenue 66 feet wide, the north line of Grinnell Avenue 50 feet wide extended westerly, the west line of Winfield Avenue 50 feet wide and a line 4.0 feet west of and parallel to the west line of said Winfield Avenue.

All that part of the N. $\frac{1}{2}$ of Section 21, T. 1 S., R. 12 E., City of Detroit, Wayne County, Michigan, bounded by the west line of Winfield Avenue 50 feet wide, the east line of the New York Central Railroad Right-of-Way lying first westerly of said Winfield Avenue, the north line of Huber Avenue 66 feet wide, and a line 3.0 feet north of and parallel to the north line of said Huber Avenue.

BE AND THE SAME ARE HEREBY Accepted, and the City Controller is hereby directed to record said deeds in the Office of the Register of Deeds for Wayne County; and

RESOLVED FURTHER, That the distribution of costs for the paving of Winfield Avenue will be made by the City Engineer's Office with the understanding that the City will pay the street and alley intersection costs and drainage costs, and that the Chrysler Corporation will pay the balance of the costs; and

RESOLVED FURTHER, That the Chrysler Corporation shall deposit their share of the costs for the paving of Winfield Avenue with the City Treasurer on or before May 1, 1965, which is estimated to be in the amount of \$41,500.00 and which is subject to final adjustment at the completion of the work.

Adopted as follows:

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

Nays—None.

Department of Public Works

April 12, 1965.

Gentlemen—We are returning herewith the petition of the Star Tool and Die Works, No. 10059, requesting the vacation of the east-west alley and a portion of the north-south alley south of Risdon Avenue between Twenty-fourth Street and Twenty-third Street. The vacation of said alleys was approved by the City Plan Commission with the recommendation that sufficient land be dedicated for a new alley outlet into Twenty-third Street. 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.

Proper provisions are incorporated

into the vacating resolution protecting the City's interest in the sewer located in the alley to be vacated.

We are in receipt of a Quit Claim Deed from the petitioner to the City of Detroit deeding land for a new alley outlet into Twenty-third Street. Deed was approved as to form and execution by the Corporation Counsel and as to description by the City Engineer and is attached by the City Honorable Body's acceptance for your

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 Ravitz:

Resolved, That all of the east-west public alley, 20 feet wide, west of Twenty-third Street, south of Risdon Avenue which was dedicated to the City of Detroit for Alley purposes on March 18, 1952, J.C.C. Page 549 being in fact the south 20.00 feet of Lot 7 of John Wallace's Subdivision of part of Outlot 59, Porter Farm as recorded in Liber 4, Page 85 of Plats Wayne County Records.

Be and the same is hereby vacated as a public alley to become a part and parcel of the adjoining property; and further

Resolved, That all that part of the north-south public alley, 20 feet wide, south of Risdon Avenue between Twenty-fourth Street and Twenty-third Street as platted in J. W. Wallaces Subdivision of that part of Outlots 58 and 59 of the Porter Farm lying north of the M.C.R.R. as recorded in Liber 6 Page 70 of Plats Wayne County Records lying east of and adjoining the easterly line of Lots 26, 27, 28 and 29, east of and adjoining the easterly line of the northerly 25.00 feet of Lot 30, west of and adjoining the westerly line of the northerly 10.00 feet of Lot 23, east of and adjoining the easterly line of Lots 24 and 25, all of the above mentioned subdivision, and lying west of and adjoining the westerly line of Lots 5 and 6, west of and adjoining the westerly line of the south 20.00 feet of Lot 7, of John Wallaces Subdivision of part of Outlot 59 Porter Farm as recorded in Liber 4, Page 85 of Plats Wayne County Records.

Be and the same is hereby vacated as a public alley to become a part and parcel of the adjoining property subject to the following provisions:

1) That by reason of the vacation of the above property, the City of Detroit does not waive any rights to the sewer located therein and at all times, shall have the right to enter