

Monte is regular in all respects and is in accordance with the Contract Documents.

The bid of John Monte in the amount of \$3,200 is above the City Engineer's estimate of \$1,407.50 by \$1,792.50. However, it does not appear that lower bids would result from re-advertising at this time.

It is recommended that the Contract be awarded to John Monte in the amount of \$3,200.00. The sewer was previously authorized by your Honorable Body September 9, 1946.

Respectfully submitted,

GLENN C. RICHARDS,  
Commissioner.

By Councilman Comstock:

Resolved, That the Commissioner of Public Works be and is hereby authorized and directed to enter into contract with John Monte for Lateral Sewer No. 6502 in Oakman Boulevard from 12th Street to 250 ft. east, in the amount of \$3,200.00; and be it further

Resolved, That the City Controller be and he is hereby authorized and directed to honor vouchers when presented and charge them against Account No. 2390-981, the vouchers to include the cost of advertising, inspection, and contingency items as well as contract costs.

Adopted as follows:

Yeas—Councilmen Castator, Comstock, Dorais, Lodge, Oakman, Rogell, Van Antwerp, and the President—8.  
Nays—None.

**Department of Public Works**

October 24, 1946.

To the Honorable, the Common Council:

Gentlemen—Your Committee of the Whole referred petition of Grace R. Schreiber, et al (919), requesting the vacation of a "Lane" easterly of Wildemere Avenue between Bourke Avenue and the Detroit Terminal R. R. right-of-way to the Department of Public Works for further investigation and report.

The above mentioned vacation has been previously approved and recommended by the City Plan Commission in their communication to your Honorable Body of August 29, 1946.

We wish to advise that all of our investigations have been completed. The petitioners deposited the sum of \$294.29 into the City Treasury on October 24, 1946, Receipt No. 24827, credited to Public Works Maintenance Fund Code No. 143-6221-1, to reimburse the City of Detroit for the original cost of paving Bourke Avenue at the intersection of the "Lane" proposed to be vacated. The petitioners also deposited on October 24, 1946 with the Permit Division of the Department of Public Works the sum

of \$389.39, said amount being the estimated cost of the removal and reconstruction of the paved and return on the south side of Bourke Ave. at the intersection of said "Lane," and the construction of curbing and side-walks incidental with the removal of said return.

All City departments and private utilities reported that they will not be adversely affected by the vacation of said "Lane" or that they have reached satisfactory agreements with the petitioners regarding their installations therein.

In view of the above, we recommend the adoption of the attached resolution.

Respectfully submitted,  
GLENN C. RICHARDS,  
Commissioner.

By Councilman Comstock:

Resolved, that all of "Lane," 40 feet wide, lying east of Wildemere Avenue between Bourke Avenue and the Detroit Terminal Railroad Right-of-Way, more particularly described as all of said 40 foot "Lane" as platted in Glacier Park Subdivision of part of E side of W. part of N. W. Frac. ¼ of Sec. 22, T. 1 S., R. 11 E., Township of Greenfield, Wayne County, Michigan, as recorded in Liber 32, Page 54 of Plats of Wayne County Records, lying between the easterly line of lot 267 and the westerly line of lot 268, both lots being the same as platted in last mentioned subdivision.

Be and the same is hereby vacated to become a part and parcel of the adjoining property.

Adopted as follows:

Yeas—Councilmen Castator, Comstock, Dorais, Lodge, Oakman, Rogell, Van Antwerp, and the President—8.  
Nays—None.

**Department of Public Works**

October 28, 1946.

To the Honorable, the Common Council:

Gentlemen—Petition of Wm. G. Cavanagh, et al (No. 1426), requesting the vacation of an 18 foot public alley lying northerly of James Couzens Hwy., between Schaefer Hwy. and Hartwell Avenue was referred to the Department of Public Works for further investigation and report.

The vacation of this alley has been previously approved and recommended by the City Plan Commission in their communication to your Honorable Body of October 1, 1946.

We wish to advise that all of our investigations have been completed. On October 28, 1946, the petitioners deposited into the City Treasury the sum of \$246.45, Receipt No. 26466, credited to Public Works Maintenance Fund Code No. 143-6221-1, to reimburse the City of Detroit for the

original cost of paving Schaefer Hwy. at the intersection of the alley proposed to be vacated.

Inasmuch as the petitioners' building plans are incomplete at this time, they have requested that the existing curbing remain as is until such time as their plans are completed. They have submitted a letter, filed with the original petition, guaranteeing the payment of all costs involved in relocating the curbing on the east side of Schaefer Hwy., and the construction of sidewalks across the alley proposed to be vacated, as soon as it becomes necessary to do this work.

All other City departments and private utilities reported that they will not be adversely affected by the vacation of said alley or that they have reached satisfactory agreements with the petitioners regarding their installations.

In view of the above, we recommend the adoption of the attached resolution.

Respectfully submitted,  
GLENN C. RICHARDS,  
Commissioner.

By Councilman Comstock:

Resolved, that all that part of public alley, 18 feet wide, lying first northerly and parallel to James Couzens Hwy., between Schaefer Hwy. and Hartwell Avenue, more particularly described as all that part of said 18 foot public alley as platted in Blackstone Park Subdivision of the N. W.  $\frac{1}{4}$  of Section 8, T. 1 S., R. 11 E., Greenfield Twp., Wayne County, Michigan, as recorded in Liber 45 of plats on Page 51, Wayne County Records, lying between the northeasterly line of lots 1022 to 1024, both inclusive, the northeasterly line of the westerly 5.74 feet of lot 1021, and between the southwesterly line of lot 1025, all lots being the same as platted in last mentioned subdivision, said alley also being described as lying between the easterly line of Schaefer Hwy. and the westerly line, extended southerly, of an 18 foot north and south public alley platted in last mentioned subdivision lying easterly of and parallel to Schaefer Hwy.

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

Adopted as follows:

Yeas—Councilmen Castator, Comstock, Dorais, Lodge, Oakman, Rogell, Van Antwerp, and the President—8.  
Nays—None.

Dept. of Public Works

October 25, 1946.

To the Honorable, the Common Council:

Gentlemen—Attached hereto is progress report and copy of letter

from the City Engineer's office on the grade crossing protection program for the week ending October 25, 1946.

Respectfully submitted,

GLENN C. RICHARDS,  
Commissioner.

October 25, 1946.

Mr. Glenn C. Richards,  
Commissioner of Public Works.

Dear Sir—Attached is a tabulation showing the status of negotiations with all the Railroads as of this date.

The schedule below refers only to specific progress that has been made during the present week.

**Detroit, Toledo & Ironton Railroad:** Inquiry directed to the Railroad's signal engineering department elicits the information that materials for the W. Jefferson Avenue crossing protection changes will be shipped by manufacturer on October 31st, and that work of installation will probably start by November 15th.

**New York Central Railroad:** This office has been advised by the legal department of this Railroad that revised draft of final agreement for program of crossing protection is completed and ready for release to the City for acceptance.

**Detroit Terminal Railroad:** Advice has also been received by this office that initial draft of an agreement covering a one year's program on the Terminal is ready to be released by the N. Y. C. Legal Department for the City's consideration.

**Mt. Elliott Crossing—N. Y. C. R. R. & G. T. W. R. R.:** A tripartite executed application was forwarded by this office to the Michigan Public Service Commission at Lansing for the securing of an appropriate order covering the type of protection installation agreed upon between the City and Railroads.

**Grand Trunk Western Railroad:** In an endeavor to complete, before bad weather, the ground work in connection with the installation of protective devices at various crossings along the Dequindre Line of this Railroad, the conduits and bases for the signals at Illinois Street and Mack Avenue were constructed during the week just ending. In consequence, the installation of equipment for four streets, Canfield, Garfield, Hancock and Forest, has been left temporarily in an incompleated state. Work at the latter four crossings is about 55% completed, however.

Yours very truly,

G. R. THOMPSON,  
City Engineer.

Received and placed on file.