

Body, for paving under the forced paving authority of the Charter.

This group comprises approximately 3.40 miles of paving at an estimated cost of \$215,676.00.

Respectfully submitted,

ERNEST JONES,
Commissioner.

By Councilman Rogell:

Resolved, that the Commissioner of Public Works be and he is hereby authorized and directed to proceed with the paving of the following streets in accordance with the forced paving provisions of the city charter:

Asbury Park, McNichols-Outer Drive, Estimated Cost \$14,352.00.

Biltmore, Margareta-Seven Mile, Estimated Cost \$15,576.00.

Ethel, Outer Drive-Peters, Estimated Cost \$17,640.00.

Gardendale, Norfolk-Eight Mile, Estimated Cost \$10,596.00.

Griggs, Margareta-Clarita, Estimated Cost \$7,344.00.

Heyden, Warren-Sawyer, Estimated Cost \$16,116.00.

Hubbell, Plymouth-Wadsworth, Estimated Cost \$9,408.00.

Hubbell, Curtis-Clarita, Estimated Cost \$23,628.00.

Oakfield, Curtis-Pickford, Estimated Cost \$7,032.00.

Rosemont, Curtis-Pickford, Estimated Cost \$9,180.00.

Steel, Outer Drive-St. Martins, Estimated Cost \$7,212.00.

Sunderland, McNichols-Outer Drive, Estimated Cost \$14,892.00.

Sunderland, 7 Mile-Margareta. (No Estimated Cost).

Bringard, Shakespeare-Cushing, Estimated Cost \$8,076.00.

Eldon, Doyle-McNichols, Estimated Cost \$10,992.00.

Ontario, Cadieux-655' East, Estimated Cost \$7,860.00.

Strassburg, State Fair-Collingham, Estimated Cost \$24,696.00.

Wilford, Lercy-Queen, Estimated Cost \$11,076.00.

Total Estimated Cost \$215,676.00.

Total miles, 3.40.

Adopted as follows:

Yeas—Councilmen Castator, Comstock, McNamara, Oakman, Rogell, Van Antwerp, and the President—7.

Nays—None.

Department of Public Works

July 8, 1947.

To the Honorable, the Common Council:

Gentlemen—On Monday, July 7, Mayor Jeffries appeared before your Honorable Body and recommended that the Department of Public Works be instructed to pave over the street car tracks on Grand River between Washington Boulevard and Woodward Avenue. It was further sug-

gested by your Honorable Body that the Department of Public Works also be instructed to pave Third Avenue between Grand River, and Holden, and this was concurred in by the Mayor.

It is estimated it will cost \$7,000.00 to pave Grand River between Washington Boulevard and Woodward Avenue and \$90,000 to resurface the section of Third Avenue between Grand River and Holden.

So that the Department of Public Works might proceed with this work without delay, we would like the approval of your Honorable Body.

Respectfully submitted,

ERNEST JONES,
Commissioner.

By Councilman Rogell:

Resolved, That the resurfacing of Third St. between Grand River and Holden Aves. be and the same is hereby approved, and further

Resolved, That the Dept. of Public Works submit a bill to the Dept. of Street Railways for its proportionate share of the cost of the work.

Adopted as follows:

Yeas—Councilmen Castator, Comstock, McNamara, Oakman, Rogell, Van Antwerp, and the President—7.

Nays—None.

By Councilman Van Antwerp:

Resolved, That the resurfacing of Grand River Ave. between Washington Blvd. and Woodward Ave. be and the same is hereby approved, and further

Resolved, That the Dept. of Public Works submit a bill to the Dept. of Street Railways for its proportionate cost of the work.

Adopted as follows:

Yeas—Councilmen Comstock, McNamara, Oakman, Van Antwerp and the President—5.

Nays—Councilman Castator, Rogell—2.

Department of Public Works

July 7, 1947.

To the Honorable, the Common Council:

Gentlemen—Your Committee of the Whole referred petition of Allied Products Corporation (No. 3865) requesting the vacation of Glendale Avenue, between Blackstone Avenue and Burt Road, to the Department of Public Works for further investigation and report.

The vacation of this dead-end portion of Glendale Avenue was approved and recommended by the City Plan Commission in their communication to your Honorable Body of April 2, 1947.

We wish to advise that all of our investigations have been completed.

and we have found that no City departments or private utility companies will be affected by the vacation of said portion of street.

We therefore recommend the adoption of the attached resolution.

Respectfully submitted,
ERNEST JONES,
 Commissioner.

By Councilman Van Antwerp:

Resolved. That all of Glendale Avenue, 50 feet wide, east of the east line of Blackstone Avenue, as plated in B. E. Taylor's Brightmoor Gardner Subdivision, lying south of Grand River Avenue, being a part of the N. W. $\frac{1}{4}$ of Sec. 27, T. 1 S., R. 10 E., Redford Twp., Wayne County, Michigan, as recorded in Liber 47 of plats, page 65, Wayne County Records.

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

Adopted as follows:

Yeas—Councilmen Castator, Comstock, McNamara, Oakman, Rogell, Van Antwerp, and the President—7.
 Nays—None.

Department of Public Works

July 8, 1947.

To the Honorable, the Common Council:

Gentlemen — Several years ago Mayor Jeffries issued an executive order to the effect that all street improvements, outside of day to day maintenance, was to be reviewed by a Street Improvement Committee. This Committee was made up of the City Traffic Engineer, the City Planner and the Commissioner of Public Works. After the Committee reviewed and approved any recommended street improvement then an authorization could be issued to proceed with the work.

At the present time every improvement is checked thoroughly by the Traffic Engineer's staff as to the desirability of the improvement as to flow of traffic. It is checked thoroughly by the City Planner's staff as to the need of improvement as it pertains to the future planning of the city, and it is checked by the City Engineer's office as to the condition of the street and the type of improvement that should be placed on the street.

If all parties concur in the recommendation, an authorization is then signed by the Commissioner of Public Works and the work is programmed by the Superintendent of the Street Construction Division.

Attached, hereto, is a list of street improvements programmed for this fiscal year, ending July 1, 1948. The major part of the program consists of recapping badly deteriorated asphalt streets, which should extend the life of these streets from 10 to 15 years.

Most of these streets are main arteries which carry heavy traffic loads.

Because it is going to take us many years to recap all the streets in the city that need recapping, each year we are programming a certain section of the city for a thin protective coat which will fill the cracks and keep these streets from deteriorating further until such a time as we can recap them.

This year's budget allows \$1,500,000.00 for the entire street improvement program, which is substantially the same as has been spent for each of the last two years. This does not include the monies allowed for the patching of the streets or the maintenance of unpaved streets.

Three years ago it was decided that this type of program would be carried out regularly until all the streets in the city had been reconditioned, rather than go into any expensive widening or resurfacing jobs.

Many more miles of streets will be reconditioned than would have been possible had we continued to strip and resurface existing pavement or remove and replace worn out pavement.

Experiments that have been carried out during the past six years have shown that a recap job, at about 25% of the cost of a resurfacing job, stands up remarkably well and is a big saving to the city.

Besides the program outlined, no doubt there will be additional work requested by the Mayor and your Honorable Body due to the abandonment of certain street car lines. At the present time the resurfacing of Grand River, Third and Hamilton Avenues is being considered and probably will be added to this year's program.

We had hoped that additional funds would be forthcoming from the proposed increase in gas tax. The legislation, which was vetoed by the Governor, would have given Detroit \$2,500,000.00 with which to increase its program and cut down the years it would take to complete the needed improvements as they are presently being scheduled with available funds.

We have been working closely with the Michigan Municipal League and other agencies in the preparation of a factual study which will be submitted to the Governor and the Legislature at an early session along with a proposal for an increase of the gas tax for the purpose of improving the condition of city streets, as well as county and state trunk highways. I think it is pretty well agreed that all three systems are in a bad state of repair and that additional funds are needed by cities, counties and the state in order to carry out this much needed program.

The forced paving program, which has been approved by your Honorable