

May 13

northerly line of Charlevoix Avenue and a line, said line being the north line of Lot 5 extended easterly to the west line of lot 3, all lots being the same as platted in last mentioned subdivision.

Be and the same is hereby vacated as a public alley to become a part and parcel of the adjoining property, subject to easement grant mentioned in above communication:

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

Department of Public Works

May 9, 1947

To the Honorable, the Common Council:

Gentlemen—The petition of Karl F. Meyer et al (No. 5796) requesting the vacation of certain public alleys north of Curtis Avenue between Fenmore and Biltmore Avenues, was referred by your Committee of the Whole to the Department of Public Works for further investigation and report.

The vacation of said alleys was approved by the City Plan Commission in their communication to your Honorable Body of August 14, 1945 with the recommendation that the alleys be converted into easements.

We wish to advise that all of our investigations have been completed. We are in receipt of satisfactory agreements executed by the owners in fee of the property abutting the alleys proposed to be vacated granting the City of Detroit easement rights to said alleys, which agreements were approved as to form and execution by the Corporation Counsel.

All City Departments and private utility companies reported that they will be unaffected by the conversion of said alleys into easements, or that they have reached satisfactory agreements with the petitioners regarding their installations therein.

The conversion of these alleys into easements conforms with Common Council resolution of November 13, 1945, J. C. C. page 2230.

We recommend the adoption of the attached resolution.

Yours very truly,
ERNEST JONES,
Commissioner.

By Councilman Rogell:

Resolved, that all of east and west public alleys north of Curtis Avenue between Fenmore and Oakfield Avenues, and all of east and west public alleys north of Curtis Avenue, between Lindsay and Biltmore Avenues, as platted in Redford Southfield Court, a subdivision of the S. W. $\frac{1}{4}$ of the N. W. $\frac{1}{4}$ and part of the W.

$\frac{1}{2}$ of the S. E. $\frac{1}{4}$ of the N. W. $\frac{1}{4}$ of Section 12, T. 1 S., R. 10 E., City of Detroit, Wayne County, Michigan, as recorded in Liber 54 of Plats, Page 13, Wayne County Records, and also as platted in Redford Southfield Court Subdivision No. 3 of part of N. W. $\frac{1}{4}$ of Section 12, T. 1 S., R. 10 E., City of Detroit, Wayne County, Michigan, as recorded in Liber 62 of plats, Page 56, Wayne County Records, more particularly described as follows:

All of east and west public alley, 20 feet wide, N. of Curtis Avenue between Fenmore and Archdale Avenues, lying north of and adjoining the northerly line of Lots 65 to 74, both inclusive, and south of and adjoining the southerly line of lots 380, 381 and south of and adjoining the southerly line of 12 foot north and south public easement, all lots, alley and easement being the same as platted in Redford Southfield Court Subdivision, heretofore mentioned;

Also, all of east and west public alley, 20 feet wide, N. of Curtis Avenue between Archdale and Harlow Avenues, lying north of and adjoining the northerly line of Lots 75 to 84, both inclusive, and south of and adjoining the southerly line of lots 328, 329 and south of and adjoining the southerly line of 12 foot north and south public easement, all lots, alley and easement being the same as platted in last mentioned subdivision;

Also, all of east and west public alley, 20 feet wide, N. of Curtis Avenue between Harlow and Oakfield Avenues, lying north of and adjoining the northerly line of Lots 85 to 95, both inclusive, and south of and adjoining the southerly line of Lots 276, 277 and south of and adjoining the southerly line of 12 foot north and south public easement, all lots, alley and easement being the same as platted in last mentioned subdivision;

Also, all of east and west public alley, 20 feet wide, N. of Curtis Avenue between Lindsay and Gilchrist Avenues, lying north of and adjoining the northerly line of Lots 102 to 114, both inclusive, and south of and adjoining the southerly line of Lots 172, 173 and south of and adjoining the southerly line of 12 foot north and south public easement, all lots, alley and easement being the same as platted in last mentioned subdivision;

Also, all of east and west public alley, 20 feet wide, N. of Curtis Avenue between Gilchrist and Biltmore Avenues, lying north of and adjoining the northerly line of Lots 115 to 120, both inclusive, of last mentioned subdivision, north of and adjoining the northerly line of Lots 859 to 862, both inclusive, of Redford Southfield Court Subdivision No. 3, heretofore mentioned, and south of and adjoining

the southerly line of Lot 121 of Redford Southfield Court Subdivision, south of and adjoining the southerly line of Lot 858 of Redford Southfield Court Subdivision No. 3, and south of and adjoining the southerly line of 12 foot north and south public easements;

Be and the same are hereby vacated as public alleys to become a part and parcel of the adjoining property subject to easement grants mentioned in above communication.

Adopted as follows:

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

Department of Public Works

May 13, 1947.

To the Honorable, the Common Council:

Gentlemen—Attached is a list of the names of a fifth group of streets which we recommend be added to the previous lists approved by your Honorable Body for paving under the forced paving authority of the Charter. This group was selected from the northwest section of the city and comprises approximately 4.94 miles of paving at an estimated cost of \$308,971.00.

Respectfully submitted,
ERNEST JONES,
Commissioner.

Bosworth Court—Grand River-N. of Grand River, est. cost \$3,636.00.

Braile—7 Mile Road-Vassar, est. cost \$15,144.00.

Fielding—Glenco-Pickford, est. cost \$12,960.00.

Freeland—McNichols - Outer Drive, est. cost \$14,196.00.

Grandville—Westfield-Chicago, est. cost \$7,836.00.

Grandville Road—Outer Dr.-Curtis, est. cost \$17,220.00.

Kentfield—McNichols - Clarita, est. cost \$47,575.00.

Lindsay—McNichols - Outer Drive, est. cost \$14,832.00.

Manor—Curtis-Margareta, est. cost \$15,552.00.

Mansfield—Outer Drive - Thatcher, est. cost \$6,912.00.

Mendota—Cambridge-Outer Drive, est. cost \$6,708.00.

Monte Vista—Curtis-Margareta, est. cost \$15,000.00.

Northlawn—Chippewa-Norfolk, est. cost \$9,660.00.

Oakfield—Margareta - Clarita, est. cost \$7,200.00.

Patton—Seven Mile Rd.-Vassar, est. cost \$15,156.00.

Prevost—Outer Drive - Curtis, est. cost \$14,568.00.

Rutherford—Outer Drive-Thatcher, est. cost \$7,008.00.

San Juan—Outer Drive-Pembroke, est. cost \$13,908.00.

Santa Rosa—Outer Drive-St. Mar-

tins, est. cost \$6,600.00.

Sorrento—Outer Drive-St. Martins, est. cost \$7,212.00.

Strathmoor—Vassar-St. Martins, est. cost \$19,068.00.

Vaughan—Fenkell-Pilgrim, est. cost \$22,920.00.

Westwood—Westfield-Chicago, est. cost \$8,100.00.

Miles—4.94, est. cost \$308,971.00.

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 streets listed in the foregoing communication under the forced paving clause of the city charter.

Adopted as follows:

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

Department of Public Works

May 9, 1947.

To the Honorable, the Common Council:

Gentlemen—Attached hereto is progress report and letter from the City Engineer's Office on the grade crossing protection program for the week ending May 9, 1947.

Respectfully submitted,
ERNEST JONES,
Commissioner.

Department of Public Works

Mr. Ernest Jones,
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 Terminal Railroad: This office is in receipt of orders issued by the Michigan Public Service Commission, as a result of the joint applications recently filed therefor by the City and the Terminal, respecting the installation of improved crossing protection at Ryan Road and W. Davison Avenue. Orders for the remaining five crossings scheduled for improvement in accordance with the agreement entered into for the 1948 program are expected to follow in a few days.

Grand Trunk Western Railroad: We have been advised that the Grand Trunk desires to include the modernization of the Holbrook Avenue crossing protection in its present year's program of this type of work on the same terms as the City has offered for the installation and maintenance of the Oakland and Nevada crossing protection also scheduled for