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comb, Garlick, Kronk, Miriani, Oakman, Smith and the President—8.
Nays—None.

Department of Public Works

May 2, 1949.

To the Honorable, the Common Council:

Gentlemen—On April 19, 1949, your Honorable Body approved the assessment roll for the paving of St. Lawrence from SPL of Baubee to the SPL of Arnold, Contract PW-647, for which bids were taken on March 8, 1949.

Pursuant to such action and in accordance with your previous resolution of March 22, 1948, I proceeded to enter into contract with the low bidder, Sachs and Kaufman. Such contract has now been duly executed, bonds furnished, and the contract approved by the Corporation Counsel and the Controller has endorsed his certificate thereon.

In accordance with the ruling of the Corporation Counsel, request is hereby made that your Honorable Body approve and confirm such executed contract and bonds.

Respectfully submitted,
THOMAS C. HANSON,
Commissioner.

By Councilman Garlick:

Resolved, that the executed contract and bonds for the paving of St. Lawrence from SPL of Baubee to SPL of Arnold, Contract PW-647, be and is hereby approved and confirmed.

Adopted as follows:

Yeas — Councilmen Connor, Edgecomb, Garlick, Kronk, Miriani, Oakman, Smith and the President—8.

Nays—None.

Reconsideration

Councilman Oakman moved to reconsider the vote by which the resolution was adopted.

Councilman Garlick moved to suspend Rule 23 for the purpose of indefinitely postponing the motion to reconsider, which motion prevailed as follows:

Yeas — Councilmen Connor, Edgecomb, Garlick, Kronk, Miriani, Oakman, Smith and the President—8.

Nays—None.

Councilman Kronk then moved that the motion to reconsider be indefinitely postponed, which motion prevailed.

The regular order was resumed.

Department of Public Works

April 29, 1949.

To the Honorable, the Common Council:

Gentlemen—Petition of Frank D. Fry, et al (No. 3255) requesting the

conversion into an easement of the alley east of Washburn and south of Outer Drive, was referred to this department by your Committee and the Whole for investigation and report, and is returned herewith.

The vacation of this alley was previously approved and recommended by the City Plan Commission and the City Body of March 24, 1949.

We wish to advise that all of our investigations have been completed. In reply to our inquiries, all City departments and private utility companies reported that they will be affected by the proposed change, or that they have reached satisfactory agreements with the petitioners regarding their installations therein.

The conversion of this alley into an easement conforms with Common Council resolution of November 13, 1945, J.C.C. Page 2230.

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

Respectfully submitted,
THOMAS C. HANSON,
Commissioner.

By Councilman Garlick:

Resolved, That all of east and west public alley, 18 feet wide, east of Washburn avenue, and south of Outer Drive, as platted in Blenheim Forest Subdivision of part of N. $\frac{1}{2}$ of the S. $\frac{1}{2}$ of the S.E. $\frac{1}{4}$ of Sec. 5, and the S. $\frac{1}{2}$ of the N. $\frac{1}{2}$ of the S.E. $\frac{1}{4}$ of Sec. 5, T. 1S, R. 11E., City of Detroit, Wayne County, Michigan, as recorded in Liber 55 of plats, Page 39, Wayne County Records, lying north of and adjoining the north line of lot 425 and south of and adjoining the south line of lots 226 and 227, 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.

Provided, The City of Detroit hereby reserves for itself and for the use of the public an easement or right of way over said vacated public alley, hereinabove described, for the purpose of installing, maintaining, repairing, removing or replacing any sewer, conduit, telephone, telegraph, electric light, or other poles or things usually placed or installed in a public alley in the City of Detroit, with the right of ingress or egress at any time to and over said easement for the purposes above set forth;

And Further Provided, That the owners of lots abutting on said vacated alley, their heirs and assigns, shall not build or construct any buildings or structure of any nature whatsoever (except necessary line fences), upon said easement or any part thereof, so that said easement

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shall be forever of easy access for the purposes named above;
And Further Provided, Said easement shall be used for the same purposes for which public alleys are generally used in the City of Detroit, excepting that same shall not be opened for the passage of vehicles therein;

And Further Provided, That if at any time in the future, the owners of any lots abutting on said vacated alley, their heirs or assigns, shall request the removal and/or relocation of any existing poles or other utilities in said easement, such owners, upon whose property the poles or other utilities are located, shall pay all costs incidental to such removal and/or relocation, unless such charges are waived by the utility owners.

Adopted as follows:

Yeas—Councilmen Connor, Edgecomb, Garlick, Kronk, Miriani, Oakesman, Smith and the President—8.
Nays—None.

Department of Public Works

May 2, 1949.

To the Honorable, the Common Council:

Gentlemen—In response to the published advertisements, bids were received on April 26, 1949, for street paving Group 49-12 and Group 49-13, as follows:

Group 49-12—

Contract No. PW-816, Abington, NPL Capitol to 18' N. of SPL Fullerton.

Contract No. PW-817, Annchester, 15' N. of SPL Pickford to 40 N. of SPL Seven Mile road.

Contract No. PW-818, Artesian, NPL Sawyer to 26.5' N. of SPL Joy road.

Contract No. PW-819, Beaverland, 34' S. of NPL Chicago to 40' N. of SPL Plymouth.

Contract No. PW-820, Grandville, NPL Constance to SPL Van Buren.

Contract No. PW-821, Lamphere, 17' S. of NPL Warren to SPL Tireman.

Contract No. PW-822A, Patton, NPL Glenco to SPL Pickford.

Contract No. PW-822B, Patton, NPL Pickford to 40' N. of SPL Seven Mile road.

Contract No. PW-823, Shaftsbury, SPL Pickford to NPL Margareta.

Contract No. PW-824, Stout, 36.5' S. of NPL Plymouth to NPL Capitol.

Contract No. PW-825, Warwick, SPL Cathedral to SPL Chicago.

Contract No. PW-826, Westwood, 47.5' S. of Plymouth to 395' N. of NPL Wadsworth.

Contract No. PW-827, Woodbine, 23' S. of NPL Grand River to 12' N. of SPL Seven Mile road.

Group 49-13—

Contract No. PW-641, Coyle, 350' N. of Ellis to 391' S. of Westfield.

Contract No. PW-696, Perkins, 203' W. of Gilbert to Livernois.

Contract No. PW-766, Lola, P.M.R.R. to Wesson.

Contract No. PW-792, Duprey, 359' N. of Casino to Moross.

Contract No. PW-793, Edgefield, Moross to Canyon.

Contract No. PW-869, Blackstone, Cambridge to Vassar.

Contract No. PW-870, Burt road, Vasser to Pembroke.

Contract No. PW-871, Burt road, Vassar to Pembroke (center strip).

Contract No. PW-872, Diversey, Woodmont to Asbury Park.

Contract No. 873, Dwyer, Miller to Dorothy.

Contract No. PW-874, Gilchrist, Margareta to Seven Mile road.

Contract No. PW-875, Gilchrist, Biltmore to Fenkell.

Contract No. PW-877, Lindsay, Vassar to Pembroke.

Contract No. PW-878, Patton, Joy to Dover.

Contract No. PW-879, Sussex, Thatcher to Curtis.

Contract No. PW-898, Marlowe, Pembroke to Chippewa.

The tabulation of the bids received on each contract is attached hereto.

The average cost per front foot assessment of these two groups compared to the season's average is as follows:

Groups 49-12 and 13, 30-foot width \$5.664, 26-foot width \$5.443.

Average all bids to date, 30-foot width \$5.582, 26-foot width \$5.114

The bids received are all under or reasonably close to the City Engineer's estimates with the exceptions of Contracts PW-641, PW-766, and PW-873.

Bids were originally taken on Contract PW-641 on March 29, 1949. The low bid at that time was \$2,775.30, resulting in an assessment cost per front foot of \$8.104. This bid was rejected. The low bid received on the readvertisement is \$2,629.60 or a reduction of over 5 per cent, resulting in an assessment cost per front foot of \$8.002. While this cost is relatively high compared to the general average, the total length of the paving is only 140 lineal feet, and it is not believed that lower price will result from again readvertising.

Bids were also taken on March 29, 1949, on Contract PW-766. The low bid at that time was \$6,691.30, resulting in an assessment cost per front foot of \$7.429. This bid was rejected. The low bid received on the readvertisement was \$6,557.55 or a reduction of approximately 2 per cent; however, this did not result in a reduction in the assessment cost per front foot, but rather in a substantial increase to \$8.166 or approximately 10 per cent. This apparent paradox is caused by the unit prices