

lock, cancel \$70.65, partial payment on Dept. Bill 16435, Receipt C-1890-80, Dec. 21, 1949.

Roll 220-C-36, Lot 37, East side of Evergreen between Whitlock and Warren, cancel \$10.00, partial payment on Dept. Bill 16521, Receipt C-1890-108, December 30, 1949. Lot 38, East side of Evergreen between Whitlock and Warren, cancel \$5.00, partial payment on Dept. Bill 16522, Receipt C-1890-109, Dec. 30, 1949.

Roll 220-C-39, Lot 188, East side of Vaughan between Ann Arbor Trail and Whitlock, cancel \$43.40, full payment on Dept. Bill 16736, Receipt 16736, Jan. 25, 1950. Lot 183, East side of Vaughan between Ann Arbor Trail and Whitlock; cancel \$32.65, full payment on Dept. Bill 16738, Treasurer's Receipt 35743, Dec. 19, 1949. Lot 176, East side of Vaughan between Ann Arbor Trail and Whitlock, cancel \$37.08, full payment on Dept. Bill 16742, Receipt 16742, Jan. 3, 1950. Lot 168, East side of Vaughan between Ann Arbor Trail and Whitlock, cancel \$43.19, full payment on Dept. Bill 16744, Receipt 16744, Jan. 16, 1950. Lot 167, East side of Vaughan between Ann Arbor Trail and Whitlock, cancel \$11.80, full payment on Dept. Bill 16745, Receipt 16745, Jan. 16, 1950. Lot 141, East side of Vaughan between Whitlock and Warren, cancel \$21.90, full payment on Dept. Bill 16751, Receipt 16751, Dec. 29, 1949. Lot 222, West side of Vaughan between Whitlock and Ann Arbor Trail, cancel \$64.26, full payment on Dept. Bill 16769, Receipt 16769, Dec. 21, 1949.

Roll 220-C-40, Lot 71, West side of Evergreen between Warren and Whitlock, cancel \$21.90, full payment on Dept. Bill 16556, Receipt 16556, Dec. 28, 1949. Lot 70, West side of Evergreen between Warren and Whitlock, cancel \$43.40, full payment on Dept. Bill 16557, Receipt 16557, Dec. 28, 1949. Lot 69, West side of Evergreen between Warren and Whitlock, cancel \$11.15, full payment on Dept. Bill 16558, Receipt 16558, Dec. 28, 1949.

Roll 220-C-42, Lot 2111, North side of Gd. River between Warwick and Outer Drive, cancel \$11.15, full payment on Dept. Bill 16246, Receipt 16246, Jan. 9, 1950. Lot 2110, North side of Gd. River between Warwick and Outer Drive, cancel \$43.40, full payment on Dept. Bill 16245, Receipt 16245, Jan. 9, 1950.

Roll 220-C-43, Lot 116, South side of Gd. River between Westbrook and Blackstone, cancel \$15.88, because of error in measurements. Rebilled on Dept. Bill 19614, Jan. 24, 1950.

Roll 220-C-44, Lot 117, South side of Gd. River between Westbrook and Blackstone, cancel \$32.65, because of error in measurements. Rebilled on Dept. Bill 19615, Jan. 24, 1950. Lot 118, South side of Gd. River between

Westbrook and Blackstone, cancel \$44.95, because of error in measurements. Rebilled on Dept. Bill 19616, Jan. 24, 1950. Lot 381, East side of Dacosta between Fenkell and Keeler, cancel \$15.00, partial payment on Dept. Bill 16882, Receipt C-1890-165, Jan. 16, 1950.

Roll 220-C-19, Lot 70, West side of Ashton between Warren and Whitlock, cancel \$54.15, full payment on Dept. Bill 15777, Receipt 15777, Jan. 26, 1950.

Respectfully submitted,
W. L. HENDRICK,
Secretary.

By Councilman Smith:

Resolved, That on recommendation of the Department of Public Works, that the City Treasurer be and is hereby authorized to cancel sidewalk assessments above set forth in communication of the Secretary.

Adopted as follows:

Yeas—Councilmen Beck, Connor, Garlick, Jeffries, Kronk, Oakman, Rogell, Smith and the President—9.
Nays—None.

Department of Public Works

January 27, 1950.

To the Honorable, the Common Council:

Gentlemen—As a part of the construction of the John C. Lodge Expressway an agreement was entered into on June 30, 1947 between the Michigan State Highway Department, Board of Wayne County Road Commission and the City of Detroit, acting jointly as the public authorities, and The Fort Street Union Depot Company, The Chesapeake and Ohio Railway Company, The Pennsylvania Railroad Company and the Wabash Railroad Company, which permits the expressway to pass under and thru the property of the Railroads and The Fort Street Union Depot Company. Your Honorable Body approved the execution of the agreement in behalf of the City on June 24, 1947.

In order to provide for the necessary relocation of tracks, freight houses and other appurtenances within the site, the agreement and the general plans for this project provide for the vacation by the City of that part of Sixth Street extending from Fort Street to Congress Street (Vacated). In compensation for the closing of Sixth Street, and to serve as a traffic artery between Fort Street and Jefferson Avenue, a new street and grade separation structure was constructed west of Sixth Street as a part of the expressway project, and is now known as Cabacier Street. This street is now opened to traffic and has become a part of the City's street system.

In order to allow the construction

work in this area to proceed, it now becomes necessary to effect the actual closing of Sixth Street and in furtherance thereof, we recommend that your Honorable Body adopt the attached resolution.

Proper provisions are incorporated in the vacating resolution protecting the City's interests in the sewer located in the street to be vacated.

All other City departments and private utilities affected by the vacation of said Sixth Street have adequately been provided for and have no objection to this vacation.

Respectfully submitted,

CARL D. WARNER,
Commissioner.

By Councilman Smith:

Resolved, That all that part of Sixth Street south of Fort Street West, to vacated Congress Street, as platted in map of the Western Addition to the City, of part of Forsyth and Berthelet Farms by John Mullett, 1835, as recorded in Liber 14, Page 136 of deeds, Wayne County Records, and all that part of said Sixth Street which was deeded to the City of Detroit and which deed was accepted by the Common Council on January 24, 1893 and which deeded portion of Sixth Street is in fact a part of lots 1, 25, 37, 38, 39 and 40 of plat of the subdivision of Block No. 18 in the Western Addition to the City of Detroit, being a part of the Labrosse and Forsyth Farms as recorded in Liber 43, Page 121 of deeds, Wayne County Records, and all that part of 15-foot east-west public alley, and that part of Congress Street as platted in last mentioned subdivision, lying easterly of the present west line of Sixth Street, all of the above being more particularly described as follows:

"Beginning at an iron located at the intersection of the south line of Fort Street West and the east line of Sixth Street in the City of Detroit, Michigan, and proceeding thence south 30 deg. 09 min. 33 sec. east, 158.75 feet along said east line of Sixth Street; thence south 22 deg. 53 min. 03 sec. east 149.63 feet continuing along said east line of Sixth Street; thence south 58 deg. 09 min. 27 sec. west 80.95 feet across Sixth Street to the west line of Sixth Street; thence north 22 deg. 53 min. 03 sec. west 97.85 feet along said west line of Sixth Street; thence north 30 deg. 09 min. 33 sec. west 212.54 feet continuing along said west line of Sixth Street to the south line of Fort Street West; thence north 59 deg. 52 min. 24 sec. east 87.46 feet across Sixth Street to the place of beginning."

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

subject to the following provisions:

1. Provided, That by reason of the vacation of the above described street the City of Detroit does not waive any rights to the sewer located therein and at all times shall have the right to enter upon the premises, if found necessary, on account of said sewer to repair, alter or service same; and further,

2. Provided, That if any building is to be constructed over the sewer, said sewer shall be replaced with cast iron pipe of the same size, or the sewer shall be encased in six inches of class "A" concrete, or the sewer shall be rerouted and such sewer manholes or other work shall be done as shall be specified by the City Engineer, all work to be done under the supervision and inspection of the Department of Public Works, and all costs entailed to be borne by the then owners of said vacated property; and further

3. Provided, That no building shall be constructed over said sewer without first securing the approval of the City Engineer and the Department of Buildings and Safety Engineering.

Adopted as follows:

Yeas—Councilmen Beck, Connor, Garlick, Jeffries, Kronk, Oakman, Rogell, Smith and the President—9.
Nays—None.

Department of Public Works

February 1, 1950.

To the Honorable, the Common Council:

Gentlemen—In response to published advertisements, bids were received on January 31 for the construction of the Livernois Relief Sewer, Contracts PW-998-1001 inclusive.

The work included consists of approximately 4.9 miles of sewer under Livernois and Dragoon Avenues and rights-of-way, from Joy Road to the Detroit River at Fort Wayne. The greater portion of the sewer is a 10 ft. 6 in. diameter cylindrical tunnel of concrete or brick construction. A comparatively short portion at the river end is a 10 ft. 6 in. x 9 ft. 3 in. reinforced concrete box, constructed in open cut.

The work is separated into four contracts. The proposal was so arranged that bids could be made on any or all of the four contracts, or the bidders could submit a combined bid of any combination of the four contracts. Bids were received from eight bidders. Three of the bidders were bidding as a joint venture, in which two or more firms combine their talents and resources in order to undertake the work jointly. A tabulation of the bids received is attached hereto.