

County highway system through the city.

As Detroit has expanded and the land use of different areas within the city has changed, certain highways no longer function as county roads carrying traffic through the city of Detroit to other sections of the county. Other highways have become main arteries that function entirely across the city and extend into other sections of the county.

It seems only fair that an equitable portion of the highway gas and license revenues earned on the city streets of Detroit and returned to the Board of Wayne County Road Commissioners, should be allocated within the city limits of Detroit. In recent years there has been an increase in this allocation and I could not say at this time that the money allocated for construction and maintenance of County roads and limited access highways within the city is a fair share. Many factors must be evaluated in determining what portion of the funds we should be entitled to, to be spent directly in Detroit. There is no question but what several important County roads feeding into Detroit are of considerable value to the economic life of Detroit.

I would like to recommend that the Highway Committee of the Board of Supervisors be requested to appoint a joint committee, representing the Board of Wayne County Road Commissioners, the Board of County Auditors, the City Controller's office and the Department of Public Works, to review the County highway plan in Detroit and prepare a joint report to be submitted to the Board of Wayne County Road Commissioners and your Honorable Body for consideration.

Respectfully submitted,
GLENN C. RICHARDS,
General Superintendent.

By Councilman Kronk:

Resolved, That the General Superintendent of the Department of Public Works be and he is hereby directed, in conjunction with the Board of Wayne County Road Commissioners, to make a study of the county road situation in the City of Detroit, and to recommend which thoroughfares should be designated as county roads and which, if any, present county roads should be turned back to the City; this study and report to include recommendations as to the responsibility for and provision of proper street lighting, off-street parking facilities, etc.

Adopted as follows:

Yeas—Councilmen Beck, Connor, Garlick, Kronk, Oakman, Rogell, Smith, Van Antwerp, and the President—9.

Nays—None.

Department of Public Works

December 18, 1950.

Honorable Common Council:

Gentlemen—We are returning herewith the petition of the Rycenga Manufacturing Company (Petition No. 3060) which requests the vacation of the 20 foot north-south alley located east of Filer Avenue between Iowa and Nevada Avenues. The vacation of said alley was approved by the City Plan Commission and the petition was referred to this office by your Committee of the Whole for investigation and report.

Please be advised that our investigations are completed.

As per our directive, on December 15, 1950, the petitioners paid into the City Treasury the sum of \$304.44, Receipt No. 40967, credited to Public Works Maintenance Fund Code No. 143-6221-1, to reimburse the City for the original cost of paving the south ½ of Nevada Avenue at the intersection of the alley to be vacated.

On December 15, 1950, the petitioners deposited with the Permit Division of the Department of Public Works the sum of \$400.00, Receipt No. 18381, said amount being the estimated cost of removing the existing paved return on the south side of Nevada Avenue at the entrance to the alley to be vacated and constructing new curbing and sidewalk across the alley intersection.

All other City departments and privately owned utility companies reported that they will be unaffected by the vacation of the alley.

We recommend the adoption of the attached resolution.

Respectfully submitted,
CARL D. WARNER, Commr.

By Councilman Oakman:

Resolved, That all of north-south public alley, 20 feet wide, east of Filer Avenue between Iowa and Nevada Avenues, as platted in Block 30 of Plat of the Village of Norris, as recorded in Liber 3 of plats, page 30, Wayne County Records, lying east of and adjoining the east line of lots 1 to 10, both inclusive, 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 Beck, Connor, Garlick, Kronk, Oakman, Rogell, Smith, Van Antwerp, and the President—9.

Nays—None.

Department of Public Works

December 15, 1950.

Honorable Common Council:

Gentlemen—Your Committee of the Whole referred to this office for investigation and report the petition of the Department of Parks and Recreation requesting the vacation of Capitol and Wadsworth Avenues, between

Shirley Avenue and the Pennsylvania Railroad right-of-way. The streets extend through a greenbelt area and their vacation will allow more efficient utilization of the site.

Our investigations are completed and we found no City departments nor privately owned utility companies affected by the vacations.

We recommend the adoption of the attached resolution.

Respectfully submitted,

CARL D. WARNER, Comnr.

By Councilman Oakman:

Resolved, That all of Wadsworth Avenue, 50 feet wide, west of Shirley Avenue, as platted in Pavedway Subdivision as recorded in Liber 51 of plats, Page 6, Wayne County Records, lying north of and adjoining the north line of lot 477 and south of and adjoining the south line of lot 478 of last mentioned subdivision;

Also, all of Capitol Avenue, 50 feet wide, west of Shirley Avenue, as platted in Pavedway Subdivision as recorded in Liber 51 of plats, Page 6, Wayne County Records, lying north of and adjoining the north line of lot 497 and south of and adjoining the south line of lot 498 of last mentioned subdivision;

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

Adopted as follows:

Yeas—Councilmen Beck, Connor, Garlick, Kronk, Oakman, Rogell, Smith, Van Antwerp, and the President—9.

Nays—None.

Department of Public Works

November 30, 1950.

Honorable Common Council:

Gentlemen—Submitted herewith is preliminary plan of the Edsel Ford and John Lodge Expressways, showing not only the sections for which plans have been approved, but the extended sections of both highways.

Also herewith is submitted the detailed plans of the new section of the John C. Lodge Expressway extended from Pallister to the connection with the James Couzens Highway.

It is quite important that the approval of your Honorable Body be obtained at an early date, as these plans must be made a part of the agreement upon which the sale of bonds is based.

It is my recommendation that your Honorable Body approve the plans for the extension of the John C. Lodge Expressway at this time. The extension of the Edsel Ford Expressway will be submitted for preliminary review within ten days and for final approval soon after, if there seems to be no major objections to the preliminary plan.

Again let me state that this approval is needed before any further

progress can be made on the issuing of bonds; it being understood that minor changes, such as highway bridges, pedestrian bridges and ramps, can be added to the plan or deleted from the plan up until the time that detailed plans are started. It is estimated at this time that no detailed plans on these two sections will be prepared for at least three months.

Respectfully submitted,

GLENN C. RICHARDS, Expressway Coordinator.

Department of Public Works

December 1, 1950.

Honorable Common Council:

Gentlemen—On November 2, Mr. Shuptrine, Mr. Emery, Mr. Malo and I appeared before your Honorable Body to discuss the preliminary plan for the location of the John Lodge Expressway extension.

Mr. Shuptrine explained in detail the reasons for the locations as recommended, also the reasons for the bridge and ramp locations. In order to explain these details it was necessary to use detailed plans which to us as engineers were quite clear, but it was soon evident that detailed plans such as these are rather confusing to a person not entirely familiar with expressway design.

We were asked to review two particular parts of the project and return with further explanation. Today we have a blueprint which I think more clearly shows the location of the highway as well as the location of the bridges and ramps. We will attempt to clarify any points on which there seems to be question.

You will note that after leaving the Boulevard the expressway is located on the east of Hamilton; the present Hamilton Avenue to be used as the west service drive as far as Clairmount. The highway then bears to the northwest until it reaches the southwest corner of Highland Park at Webb, east of Woodrow Wilson. From there it parallels the west city line of Highland Park until it passes the Davison Expressway, at which point there is an interchange with that expressway.

A long curve toward the west carries the highway across Fenkell, and from there parallel to Fenkell between Keeler and Hughes. The highway runs west along this line to the intersection of the James Couzens Highway at Wyoming.

This route has been picked after many months of study by the various City departments as well as the County Road Commission and State Highway Department. The route, in our opinion, is the best one possible considering all the factors which must be weighed carefully. The bridges were located after considering present