

Avenue between Mound Road and Gable Avenue.

The vacation of Oakley Avenue, which is only 30 feet in width, was originally recommended by the City Plan Commission on December 23, 1949, at which time the City of Detroit held title to the property south of the street such title having been obtained by the City through condemnation proceedings thereby eliminating a non-conforming use. It was the intent at that time that upon the vacation of the street, the petitioner, Mr. Harris, who held the reversionary rights to the street, would give the City a Quit Claim deed and thus enable the City to sell the vacated street with the City's property to the south.

While negotiations were in progress with Mr. Harris to obtain a deed from him, the Real Estate Division of the Corporation Counsel's Office sold the City's property. It, therefore, is not necessary for Mr. Harris to Quit Claim his interest in the street to the City. In turn, the purchasers of the City property have obtained such deed from Mr. Harris and have paid the costs incident to the vacation of the street.

On February 1, 1951, \$600.00 was deposited with the Permit Division of the Department of Public Works, Receipt No. 19394, said amount being the estimated cost of removing a paved return, reconstructing curbing and sidewalks necessitated by the vacation of the street.

The sum of \$252.60 was paid into the City Treasury, Receipt No. 44193, credited to Public Works Maintenance Fund Code No. 143-6221-1, to reimburse the City for the original cost of paving the west 1/2 of Gable Avenue at the intersection of Oakley Avenue.

In reply to our inquiries all other City departments and privately owned utility companies reported that they will be unaffected by the vacation.

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

Respectfully submitted,  
CARL D. WARNER, Commr.

By Councilman Smith:

Resolved, That all of Oakley Avenue, 30 feet wide, as platted in Thomas Brother's Oakley Heights Subdivision of the N. 1/2 of the N. W. 1/4 of S. W. 1/4 of Section 4, T. 1 S., R. 12 E., as recorded in Liber 37 of plats, Page 11, Wayne County Records, lying south of and adjoining the south line of the east 114 feet of lot 40 of last mentioned subdivision, 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 Beck, Connor, Garlick, Kronk, Oakman, Rogell, Smith, Van Antwerp, and the President—9.

Nays—None.

#### Department of Public Works

February 1, 1951.

Honorable Common Council:

Gentlemen—We are returning herewith the petition of the Detroit Edison Company (No. 4054) requesting the vacation of the north-south alley west of First Street between Beech and Elizabeth Streets.

The vacation of said alley was approved by the City Plan Commission in their communication to your Honorable Body of November 3, 1950. The petition was then 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 January 31, 1951, the petitioners paid into the City Treasury the sum of \$84.92, Receipt No. 43987, credited to Public Works Maintenance Fund Code No. 143-6221-1, to reimburse the City for the original cost of paving the north 1/2 of Beech Street and the south 1/2 of Elizabeth Street at the intersection of the alley to be vacated.

The petitioners requested that the paved returns at the entrance to the alley remain in their present status as they intend to utilize same, and by letter filed with the original petition, have agreed to pay all costs incident to the removal of the returns at such time in the future as it becomes necessary to make such removal either at the City's or the petitioner's request. The petitioners also agreed to waive their right of having the City maintain the sewer located in the alley to be vacated.

In reply to our inquiries 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 Smith:

Resolved, That all of north-south public alley, 15 feet wide, first west of First Street between Beech and Elizabeth Streets as platted in Subdivision of Block 62, Cass Farm, as recorded in Liber 1 of plats, Page 110, Wayne County Records, lying west of and adjoining the west line of lots 1 to 6, both inclusive, east of and adjoining the east line of lots 7 and 10, and east of and adjoining the east line of the vacated alley between lots 7 and 10, 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

February 2, 1951.

Honorable Common Council:

Gentlemen—This is to certify that in accordance with Article 6 of the Contract Agreement of the following Contracts that work provided for in said Contracts has been given final inspection and found fully performed and the Contractor has submitted an affidavit that all payrolls, material bills, and other indebtedness connected with the work have been paid:

PW-1351—Spencer (Outer Drive to 208 ft. N. of Outer Drive), Denton Cons. Co., \$4,073.35.

PW-1335—Packard (Outer Drive to 204 ft. N. of Outer Drive), Denton Cons. Co., \$4,046.20.

As the work provided for in these Contracts has been completed they are accepted by the Commissioner of Public Works and he does recommend that they be accepted by your Honorable Body and that full payment of the above stated sums, as indicated in Estimate No. 1 (Final) be made at this time with the understanding that such payment is made by the City and accepted by the Contractor under the terms of final payment.

FLOYD C. MORSE,

Eng. of Tests & Inspn.

G. R. THOMPSON,

City Engineer.

CARL D. WARNER,

Commissioner.

By Councilman Van Antwerp:

Whereas, It appears from communication from the Dept. of Public Works that the contracts therein listed have been duly completed, and

Whereas, The completion of said work has been found to be in accordance with the contracts and specifications for the same, and has been accepted by the Commissioner of Public Works, Therefore, Be It

Resolved, That the contracts listed in the foregoing communication be and the same are hereby accepted.

Adopted as follows:

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

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

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

February 2, 1951.

Honorable Common Council:

Gentlemen—I have been asked by your Honorable Body to submit a report on the status of the State legislation proposed for increasing highway revenues, as suggested by the Good Roads Federation studies.

The report upon which legislation is being based was submitted to the Legislature in 1948 and was signed by Don Smith as Chairman, representing the Michigan Trucking Industry, Richard Harfst, Automobile Club of Michigan, Walter Toebe, Michigan Road Builders Association, Charles M. Ziegler, State Highway Commissioner, Leroy C. Smith, County Road Association of Michigan, Jay F. Gibbs, Michigan Municipal League, and Otto Hess representing the Good Roads Federation. The report has been recognized as an outstanding study of the highway needs in Michigan, including city streets and county roads.

The report recommended necessary legislation to increase the revenues sufficiently to allow the programming of necessary construction to take care of the present needs to tolerable standards over a period of 15 years. When the report was submitted it indicated that about 30 million dollars of additional monies per year were needed. The increased costs during the past two years indicates that the present need is about 36 million dollars additional revenues per year.

The formulas agreed upon for the distribution of these revenues distributes the money yearly as shown on the attached chart. 37 per cent of the monies goes directly to the counties and is to be spent on county roads within and without cities. 44 per cent goes directly to the State Highway Department and is to be spent within and without cities. 19 per cent goes directly to cities and villages and is spent entirely within the cities.

Detroit's portion from all three sources is estimated to be about 18 million dollars under the new formula. This is the amount that will be spent directly inside the city lim-