

given to this extremely complicated problem and a new method of construction has been devised, which will be safer and more economical. In brief, by the terms of this supplemental agreement the public authorities will acquire a portion of the Mail & Express Building, being a part of the west wing of the depot proper. This portion of the building will be demolished after the Union Depot Company has erected a new Mail & Express Bldg. to the west. This will permit the Lodge Expressway construction to be done in open cut rather than by means of underpinning and shoring, and maintaining the upper floors in operation during the construction, which would be very dangerous to personnel and extremely costly.

The width of the railroad bridge required at the depot will be reduced and a good deal of the rehabilitation of the railroad yards and track work will be done by the railroads. In addition to being safer and more economical, the construction time will be reduced by approximately one year, thereby, benefitting the temporary traffic movements required for the Fort Street detour and providing for better traffic arrangements after this construction is completed. The new building will be constructed with trucking bays so that the trucks now loading and unloading at the Mail and Express Building will not project out into the street.

The Corporation Counsel has reviewed this agreement and has approved it as to form, and in view of the many advantages to the public authorities from the standpoint of Safety, economy and timing, we recommend that your Honorable Body approve this agreement and authorize its execution in behalf of the City. We are attaching a suggested form of resolution for your convenience.

Respectfully submitted,

GLENN C. RICHARDS,
Expressway Coordinator.

By Councilman Youngblood:

Resolved, That the supplemental agreement between the Michigan State Highway Department, Board of Wayne County Road Commissioners, the City of Detroit, and the Fort Street Union Depot Company, the Chesapeake & Ohio Railway Company, the Pennsylvania Railroad Company and the Wabash Railroad Company, which supplements the agreement between these same parties dated June 30, 1947, and which provides for the construction of the John C. Lodge Expressway through the properties of the Fort Street Union Depot Company and the related railroads, by means of a railroad grade separation in open cut, and the same is hereby approved, and

Be It Further Resolved, That the

Mayor and City Clerk are hereby authorized to execute said agreement for and in behalf of the City of Detroit.

Adopted as follows:

Yeas — Councilmen Beck, Connor, Rogell, Van Antwerp, Wise, Youngblood, and President Miriani—7.

Nays—None.

Department of Public Works

March 15, 1954.

Honorable Common Council:

Gentlemen—The petition of Rubin Goodman (No. 7546), requesting the vacation of the 12 foot north-south public easement first east of Berg Road north of Chippewa Avenue was referred to this office by your Committee of the Whole for investigation and report. The vacation of said easement was previously approved by the City Plan Commission.

We wish to advise that our investigations are complete. In reply to our inquiries all City departments and privately owned utility companies reported that they will be unaffected by vacation of said easement.

We recommend the adoption of the attached resolution.

Respectfully submitted,

GLENN C. RICHARDS,
Acting Commissioner.

By Councilman Youngblood:

Resolved, That all of the 12 foot north-south public easement, lying first east of Berg Road and north of Chippewa Avenue, as platted in Riverford Heights a subdivision of part of the N. ½ of Section 4, T. 1 S., R. 10 E., Redford Township, Wayne County, Michigan, as recorded in Liber 40, Page 44 of Plats, Wayne County Records, lying in the rear of lots 63 and 64 of last mentioned subdivision, be and the same is hereby vacated as a public easement to become a part and parcel of adjoining property.

Adopted as follows:

Yeas — Councilmen Beck, Connor, Rogell, Van Antwerp, Wise, Youngblood, and President Miriani—7.

Nays—None.

Purchases and Supplies

March 23, 1954.

Honorable Common Council:

Gentlemen—In response to our advertisements, the following recommendations are submitted. These bids are the lowest on purchases and the highest on sales, except those which deviate from our specifications.

FILE NO. 3716

Four (4) bids were received as a result of eleven (11) solicitations, as per the attached tabulation.

To: The Colorado Milling and Elevator Company of Denver, Colorado.

For furnishing the Detroit House of Correction and Wm. H. Maybury