

various unit price items of work actually constructed a net increase of \$490.00 above the Assessment Portion of the accepted proposal resulted. This amount is approximately 7 percent above the revised Assessment construction costs used in the Assessment Roll. This increased cost resulted from additional trees that were required to be removed. It is recommended that the adjustment be made by adding the net increase of \$490.00 to the City Portion, and the Assessed Portion of the construction cost used in the Assessment Roll remain unchanged.

Respectfully submitted,
GLENN C. RICHARDS,
Commissioner.

By Councilman Rogell:

Resolved, That the net increase of \$490.00 in the final construction cost in the Assessed Portion of the paving of Linnhurst from Beland to Hoover, Contract PW-2671W (B), be applied to the City Portion and the final Assessed construction cost remain at \$7,055.83, the same as was used in the preparation of the Assessment Roll.

Adopted as follows:
Yeas—Councilmen Beck, Connor, Lincoln, Rogell, Smith, Van Antwerp, Wise, and Youngblood—8.
Nays—None.

Department of Public Works

October 28, 1955.

Honorable Common Council:

Gentlemen—Contract PW-2523P is for the paving of Cambridge from EPL of Wyoming to WPL of Cherrylawn. Julius Porath & Son Company are the Contractors. The total amount of the accepted proposal was \$18,425.50, of which \$12,102.70 was in the Assessment Portion and \$6,322.80 was in the City Intersection Portion.

The distribution of the construction costs was later changed by the Board of Assessors in the Assessment Roll with \$5,922.50 for the Assessment Portion, and \$12,503.00 for the City Intersection Portion.

Under the provisions of the resolution authorizing the Contract, any additions or deductions in the Assessment Portion exceeding 1 percent must be approved by the Common Council before the adjustment of the difference is applied to the City Intersection Portion.

When test cores were taken of the completed pavement, it was found that a small area of the pavement slab in the Assesment Portion was slightly less than the specified minimum thickness. It is deemed advisable to accept a reduction of \$249.90 from the Contract price for such slab which otherwise met all Contract requirements. This amounts to approximately 4 per cent of the revised Assessment Portion of the construction costs.

It is recommended that the adjustment be made by deducting the \$249.90 from the City Intersection Portion and that the revised Assessment Portion remain unchanged.

Respectfully submitted,
GLENN C. RICHARDS,
Commissioner.

By Councilman Rogell:

Resolved, That the adjustment in the constructed quantities in the Assessment Portion amounting to \$249.90, in connection with the paving of Cambridge from Wyoming to Cherrylawn, Contract PW-2523P, be applied to the City Intersection Portion and that the final assessment cost for construction remain at \$5,922.50, the same as in the revised assessment roll.

Adopted as follows:
Yeas—Councilmen Beck, Connor, Lincoln, Rogell, Smith, Van Antwerp, Wise, and Youngblood—8.
Nays—None.

Department of Public Works

October 26, 1955.

Honorable Common Council:

Gentlemen—Your Committee of the Whole referred to this office for investigation and report the petition of Surburban Motor Freight Inc. (No. 6024), requesting the vacation of a portion of alley in the area north of Vernor Highway and east of Rieden Avenue. The vacation of said alley was approved by the City Plan Commission with the recommendation that the petitioner deed an alley outlet in lieu of the portion of alley to be vacated.

We wish to advise that our investigations are completed.

The petitioner deposited the sum of \$750.00, with the Permit Division of the Department of Public Works, Receipt No. 68835, said amount being the estimated cost of removing curb and sidewalk, and to install concrete alley return at the entrance to the newly deeded alley.

A proper provision is incorporated into the vacating resolution protecting the City's interests in the sewer located in the alley to be vacated.

We are in receipt of a Warranty Deed from Surburban Motor Freight Inc., to the City of Detroit deeding land for alley purposes in accordance with the City Plan Commission's recommendation. Said deed was approved as to form and execution by the Corporation Counsel and as to description by the City Engineer, and it is attached hereto for your Honorable Body's acceptance.

All other City departments and privately owned utility companies reported that they will be unaffected by the vacation of said alley or that they have reached satisfactory agreements with the petitioner regarding their installations therein.

We recommend the adoption of the attached resolution.

Respectfully submitted,
GLENN C. RICHARDS,
Commissioner.

By Councilman Rogell:

Resolved, That all that part of north-south public alley 18 feet wide north of Vernor Highway and east of Rieden Avenue, the west 9 feet of said alley being platted in Rieden's Subdivision of that part of Lot 8 of Subdivision of P.C. 60, which lies south of Dix Avenue, City of Detroit, Wayne County, Michigan, as recorded in Liber 29, Page 77 of plats, Wayne County Records, the east 9 feet of which was deeded to the City of Detroit, said deed having been accepted December 26, 1923, said portion of alley being described as lying east of and adjoining the east line of Lot 97, east of and adjoining the east line of the south 10 feet of Lot 98, and east of and adjoining the east line of the 18 foot east-west public alley lying south of and adjoining Lot 97 of the above-mentioned subdivision.

Also, all that part of east-west public alley 18 feet wide, north of Vernor Highway and east of Rieden Avenue, as platted in the above-mentioned Rieden's Subdivision, lying south of and adjoining the south line of the east 56.62 feet of Lot 97 of the last mentioned subdivision, be and the same are hereby vacated as public alleys 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 alley, the City of Detroit does not waive any rights to the sewers located therein and at all times shall have the right to enter upon the premises, if found necessary, on account of said sewers to repair, alter, or service same; and further

2) Provided, That if a building is to be constructed over said sewers, the sewers shall be replaced with cast iron pipe of the same size, rerouted or encased in 6 inches of Class A concrete, or in lieu of the above, such work shall be done as will be specified by the City Engineer, all of the work mentioned to be done under the supervision and inspection of the Department of Public Works and all costs entailed to be borne by the petitioners, their successors, or assigns; and further

3) Provided, That no buildings shall be constructed over said sewers without the prior approval of such building construction by the City Engineer and the Department of Buildings and Safety Engineering; and further

4) Provided, In the event that the sewers located in said alleys, if built upon, shall break causing damage to any construction above, the petition-

ers and its assigns, by acceptance of the permit for building over said sewers, waive all claims for damages to such construction and agree to pay all costs incident to the repair of such broken sewers; and further

Resolved, That Warranty Deed of Suburban Motor Freight, Inc., to the City of Detroit deeding land for alley purposes, said land being described as "The north 20 feet of lot 98, the east 26 feet of the west 65.76 feet of the south 10 feet of lot 98 and the east 26 feet of the west 65.76 feet of lot 97 of Rieden's Subdivision of that part of lot 8 of subdivision of private claim 60, which lies south of Dix Avenue, according to plat thereof as recorded in Liber 29 of plats, on page 77, Wayne County Records." Be and the same is hereby accepted and the City Controller be and he is hereby directed to record said deed in the Office of the Register of Deeds for Wayne County.

Adopted as follows:

Yeas—Councilmen Beck, Connor, Lincoln, Rogell, Smith, Van Antwerp, Wise, and Youngblood—8.

Nays—None.

Department of Public Works

October 21, 1955.

Honorable Common Council:

Gentlemen—Contract PW-2580PF is for the paving of Whitlock from Woodmont to Greenfield. The Thomas E. Currie Company is the Contractor. The total amount of the accepted Proposal was \$42,277.10, of which \$33,141.80 was in the Assessment Portion, and \$9,135.30 was in the City Portion.

The Assessment Portion of the construction costs in the accepted Proposal was, subsequently, reduced to \$16,305.75 in the preparation of the assessment roll, and the City Portion correspondingly increased to \$25,971.35.

The provisions of the resolution authorizing the Contract, provided that any deductions or additions in the Assessment Portion of the final construction costs exceeding 1 percent require approval of the Common Council before the adjustment of the difference is applied to the City Portion.

Based on final measurements of the various unit price items of work actually constructed, a net decrease of \$200.00 below the Assessment Portion of the accepted Proposal resulted. This amount is approximately 1.2 percent below the revised assessed construction costs used in the assessment roll. It is recommended that the adjustment be made by deducting the net decrease of \$200.00 from the City Portion, and the assessed portion of the construction costs used in the assessment roll, remain unchanged.

Respectfully submitted,
GLENN C. RICHARDS,
Commissioner.