

Memorial Playfield, Perron Construction Co.

Respectfully submitted,
M. F. WAGNITZ,
City Engineer.

By Councilman Beck:

Resolved, That contract as listed in the foregoing communication be and the same is hereby confirmed.

Adopted as follows:

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

Nays—None.

Reconsideration

Councilman Connor moved to reconsider the vote by which the resolution was adopted.

Councilman Rogell moved to suspend Rule 23 for the purpose of indefinitely postponing the motion to reconsider, which motion prevailed as follows:

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

Nays—None.

Councilman Van Antwerp then moved that the motion to reconsider be indefinitely postponed, which motion prevailed.

The regular order was resumed.

Department of Public Works

June 26, 1957.

Honorable Common Council:

Gentlemen — The department has been negotiating with the Munn Contracting Company for dumping privileges at a site located in the Township of Novi in Oakland County.

May we have the approval of your Honorable Body to enter into a contract with the Munn Contracting Company for dumping privileges at this location.

Respectfully submitted,
GLENN C. RICHARDS,
Commissioner.

By Councilman Beck:

Resolved, That contract between the Dept. of Public Works and the Munn Contracting Co. for dumping privileges in the Township of Novi be and the same is hereby approved.

Adopted as follows:

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

Nays—None.

Department of Public Works

June 17, 1957.

Honorable Common Council:

Gentlemen — Van Dyke Avenue (M-53), between Seven and Eight Mile Roads, is in need of resurfacing over the car track area, in order to complete the improvement on this street that was started several years ago.

This matter has been discussed with the State Highway Department, and with other City agencies involved.

In order to better serve traffic in a more efficient manner, it is recommended that the City participate with the State Highway Department in this improvement. The State Highway Department has estimated the cost of covering the car track area at \$66,000. Under the new State Highway Laws, the City's share of this cost is 25%.

The State Highway Department intends to program the work for Federal-Aid; and, if approved as a Federal project, the City's share would be reduced to 12½%, or an estimated City cost of \$8,250.

Because of the importance of completing this work on Van Dyke Avenue, we recommend the adoption of the attached resolution by your Honorable Body.

Respectfully submitted,
GLENN C. RICHARDS,
Commissioner.

Approved:

E. P. RIEHL, Deputy Controller.

By Councilman Lincoln:

Whereas, State Trunkline Highway M-53 on Van Dyke in the City of Detroit is in need of improvement between Seven and Eight Mile Roads, in order to serve traffic in a safe and expeditious manner, such improvements to consist of placing hot mix bituminous material over the street-car track area; and

Whereas, The City is to participate in the cost of such improvement in 1958-1959 in accordance with the provisions of Michigan law (see Compiled Laws 1948, Sections 250.31 as amended).

Now Therefore, Be it resolved,

(1) That the City hereby requests the State Highway Commissioner to proceed with such improvement.

(2) That the City's share of the estimated cost of such improvement will be paid after July 1, 1958 to the State Highway Commissioner for deposit with the State Treasurer for credit to the State Trunkline Fund when the improvement is placed under contract, from Weight and Gasoline Tax funds made available to the City by statute (see C.L. 1948, Section 250.34, and Acts 51, 54 and 55, P.A. 1951 as amended); or from other funds provided by the City.

(3) That upon determination of the actual cost of the improvement, any adjustment necessary to reconcile the estimated cost with actual cost will be made.

Adopted as follows:

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

Nays—None.

Department of Public Works

June 25, 1957.

Honorable Common Council:

Gentlemen—We are returning here-

with the petition of W. & G. Realty Company, Petition No. 10335, requesting the vacation of a portion of the north/south public alley south of Harper Avenue between McClellan and May Avenues. The petition was approved by the City Plan Commission and was then referred to this office by your Committee of the Whole for investigation and report.

We wish to advise that our investigations are completed.

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

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

We recommend the adoption of the attached resolution.

Respectfully submitted,
GLENN C. RICHARDS,
Commissioner.

By Councilman Rogell:

Resolved, That all that part of the public alley 6 feet wide, south of Harper Avenue, between McClellan and May Avenues as platted in Subdivision of Part of Private Claims 10 and 152 north of Gratiot Avenue, Hamtramck, Wayne County, Michigan, as recorded in Liber 15, Page 32 of Plats, Wayne County Records, lying east of and adjoining the east line of lot 35 of the above-mentioned subdivision, be and the same is hereby vacated as a public alley 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 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 a building is to be constructed over said sewer, the sewer 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 building shall be constructed over said sewer without the prior approval of such building construction by the City Engineer and the Department of Buildings and Safety Engineering; and further

4) Provided, That in the event that the sewer located in said alley, if built upon, shall break causing damage to

any construction above, the petitioner and their assigns, by acceptance of the permit for building over said sewer, waive all claims for damages to such construction and agree to pay all costs incident to the repair of said broken sewer.

Adopted as follows:

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

Nays—None.

Department of Public Works

June 26, 1957.

Honorable Common Council:

Gentlemen — Paul Avenue from Greenfield to Southfield lies on the boundary line between the City of Detroit and the City of Dearborn; the dividing line being the centerline of the street. Property to the south in Dearborn is vacant un-platted acreage, and property to the north in Detroit is subdivided land with 15 streets running north of Paul Avenue, all of which are paved and solidly built-up with small homes.

Paul Avenue is presently unpaved. It is very difficult to maintain under the steady growth of traffic. It is rough and muddy in wet weather, very dusty in dry weather, and is a source of continuous complaints from the housewives in the area.

There has been a petition on file from the Detroit residents for over three years, representing 75 per cent of the frontage on the street, asking that the street be paved. However, before this can be done, the City of Dearborn through their Common Council must authorize the forced paving of their half of the street so that there may be joint action by the two Cities to insure uniform planning, bidding, and awarding of contracts.

A letter was written by this office in April, 1955 to the Common Council of the City of Dearborn regarding this matter. At a regular meeting on April 26, 1955, the Council of Dearborn adopted a resolution authorizing the City Engineer of Dearborn to work out a plan of paving this street. Nothing further has been done in this regard.

On July 5, 1956, a letter was written to the Honorable Orville Hubbard, Mayor of Dearborn, asking that some action be taken but no reply has ever been received.

A letter was written on October 12, 1956 to the Director of Civic Affairs of the Ford Motor Company, asking for their cooperation in having this work done since the Ford Motor Company owns all of the property on the Dearborn side. Attached to this particular letter was a copy of a letter from Mr. A. F. Malo, Director, Department of Streets and Traffic, who strongly recommended that the paving be completed as soon as possible. All of this correspondence has been to no