

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 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 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.

(4) That the Controller be and is hereby authorized and directed to transfer the sum of \$9,000.00 from available funds in Account 143-2128-964 to Account 143-2121-917.

Adopted as follows:

Yeas—Councilmen Carey, Connor, Lincoln, Patrick, Rogell, Smith, Van Antwerp, Wise and President Beck—9.  
Nays—None.

#### Department of Public Works

June 8, 1958

Honorable Common Council:

Gentlemen—Construction work on the Cobo Hall Garage has reached the point where Shelby Street south of Jefferson Avenue must now be vacated for building purposes in accordance with the following resolution.

Respectfully submitted,

GLENN C. RICHARDS,

Commissioner

Approved City Plan Comm.

By ELMER E. MUELLER

By Councilman Smith:

Resolved, That all of Shelby Street between the south line of Jefferson Avenue, 190 feet wide, and a point 30 feet south of the south property line of Woodbridge Avenue, 50 feet wide, as platted in Section 3 of the Plat of the City of Detroit as laid out by the Governor and Judges, 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 Carey, Connor, Lincoln, Patrick, Rogell, Smith, Van Antwerp, Wise and President Beck—9.  
Nays—None.

#### Department of Public Works

June 9, 1958.

Honorable Common Council:

Gentlemen—The Federal-Aid Highway Act of 1958, approved April 16, 1958, provided, among other things, \$400,000,000., in addition to any other sums previously authorized for emergency highway work. These funds are to be distributed to the various States

on the basis of the usual formulas, and are to be used on the Federal-Aid Primary, Secondary, and Urban System.

In accordance with this Act, the State Highway Department recently requested the various cities in the state to submit proposed projects on state trunkline highways within these cities. Certain requirements were involved: That additional traffic lanes must be provided; no route changes are involved; acquisition of right of way or other entanglements that would delay contract letting do not occur. The work to be paid for by these emergency funds must be under contract by December 1, 1958, and must be completed by December 1, 1959. In accordance with the request of the State Highway Department, the City of Detroit submitted these projects which could be fitted into their program and meet the necessary requirements:

(1) Improvement of Plymouth Road (M-14), from the West City Limits easterly to Auburn Avenue, a distance of approximately  $1\frac{3}{4}$  miles. For many years, we have had requests to improve Plymouth Road because of the heavy traffic volumes, and because of the inconveniences of the earth shoulders and lack of curbs. Also, surface drainage conditions have been a source of many complaints. For this improvement, the City proposes to reconstruct the existing 40 ft. roadway to a divided 6-lane roadway on a 120 ft. right of way. Right of way requirements for this section of Plymouth Road are a minimum. The major portion of right of way required is through Rouge Park, which is under the control of the Department of Parks and Recreation. A 27 ft. wide strip of land would be required on both the north and south sides of Plymouth Road through the park, to accommodate the new construction. The balance of right of way required would be a 7 ft. strip of land to be taken from the north side between Braile and Fielding Avenues, and a 7 ft. strip of land between Stout and Evergreen Avenues. The estimated cost of the work for the  $1\frac{3}{4}$  miles, from West City Limits to Auburn Avenue, including right of way costs, is approximately \$1 Million. The Federal Government will provide  $\frac{2}{3}$  of the cost of the work. The remaining cost will be apportioned, 75% to the State Highway Department, and 25% to the City. Thus, the City's share of this project would be approximately \$83,500.00.

(2) Improvement of Gunston Avenue (M-97) from Gratiot Avenue northerly to McNichols Road east, a distance of approximately 1 mile. At the present time, Gunston Avenue consists of a 30 ft. wide pavement with curbs. The right of way width for most of the length is 80 ft. wide.