

executors, administrators, or assigns.

Adopted as follows:
Yeas — Councilmen Beck, Hood, Miriani, Ravitz, Rogell, Van Antwerp and President Carey—7.
Nays—None.

Department of Public Works

June 13, 1968

Honorable Common Council:

Gentlemen — The paving petitions listed below, which were referred to this office for report, are majority petitions upon which no prepayment has been made.

It is, therefore, recommended that your Honorable Body invoke the waiver clause in the Special Assessment Ordinance, eliminating the 25 per cent prepayment and tax history.

It is further recommended that these alleys be paved with one course concrete, in accordance with the attached resolution.

Petition No.:

6028. NS, Kentucky-Indiana-Midland-Pilgrim, Width 18 Feet.

6029. NS, Moenart-Bloom-Hildale-Robinwood, Width 16 Feet.

6030. NS, Woodingham-Turner-Midland-Pilgrim, Width 18 Feet.

6031. NS, Turner-Tuller-Puritan-W. McNichols, Width 14 Feet.

6032. NS, Indiana-Wisconsin-Pilgrim-Puritan, Width 18 Feet.

6033. NS, Indiana - Wisconsin - Midland - Pilgrim, Width 18 Feet.

6034. NS, Greenlawn-Woodingham-John Lodge Freeway - Midland, Width 16 Feet.

6116. EW, Conner-Anderdon-Signet-Mack, Width 20 Feet.

6119. NS, Woodingham-Turner-Puritan-W. McNichols, Width 14 Feet.

6120. NS, San Juan-Prairie-Puritan-W. McNichols, Width 15 and 16 Feet.

6122. EW, Beland-Teppert-E. Seven Mile Road-Lappin, Width 20 Feet.

6123. NS, Turner-Tuller-John Lodge Freeway-Midland, Width 18 Feet.

6330. EW 1st N. of Puritan - Lilac-San Juan - Puritan - W. McNichols, width 15 Feet.

6402. EW, Braile-Patton-Elmira-Plymouth, Width 20 Feet.

Respectfully submitted,

ROBERT E. TOOHEY,
Commissioner

By Councilman Ravitz:

Resolved, That the paving recommended in the foregoing communication be and is hereby declared a necessity, and that pursuant to Section 21-10-9 of the Compiled Ordinances of 1964, an emergency exists affecting the peace, health and safety of the people of the City, and further that the paving be constructed with the material and to the width recommended; and that the Commissioner of Public Works be and is hereby directed to advertise for proposals for doing the work.

Adopted as follows:
Yeas—Councilmen Beck, Hood, Miriani, Ravitz, Rogell, Van Antwerp and President Carey—7.
Nays—None.

Department of Public Works
June 13, 1968

Honorable Common Council:
Re: Contract: PW-5723.
For: Orleans Relief
Sewer—Detroit River to Rivard.
Adjusted Contract Price:
\$1,147,926.38.
Contractor: Jay-Dee Contractors, Inc. and Michigan Sewer Construction Co., Inc.

Gentlemen — This is to certify that all work required of the Contractor in the performance of this Contract has been fully completed and found acceptable under the terms and conditions thereof, and that the total value of such completed work, including all Contract Changes duly issued, is that stated above as the Adjusted Contract Price.

The Contractor has submitted an affidavit that all payrolls, material bills, and all other indebtedness incurred by him in connection with the work have been paid.

It is therefore recommended that the total value of the work, as above stated, less the total amounts previously paid on all progress payments, be paid to the Contractor with the understanding that such payment is made by the City and accepted by the Contractor under the Contract provisions covering final payment.

R. C. MONAHAN,
Engineer of Inspection
ALFRED BERARDUCCI,
City Engineer
ROBERT E. TOOHEY,
Commissioner

By Councilman Ravitz:

Whereas, from the foregoing communication, it appears that all work required to be performed by the Contractor under the Contract therein named has been fully completed; and

Whereas, the completed work has been found acceptable under the terms and conditions of said Contract by the department for whom the work was performed; therefore be it

Resolved, That the said Contract be and is hereby accepted.

Adopted as follows:
Yeas — Councilmen Beck, Hood, Miriani, Ravitz, Rogell, Van Antwerp and President Carey—7.
Nays—None.

Department of Public Works
June 11, 1968

Honorable Common Council:
Re: Petition No. 5628—League for the Handicapped; Vacation of Alley bounded by Trumbull, Grand River, Elm and Ash.

June 25

Gentlemen — The above petition requests the vacation of the north-south public alley 18 feet wide first east of Trumbull and South of Ash. The requested vacation was approved by the City Plan Commission. The petition was then referred to us for investigation and report. Our report, accompanied by the original petition, is as follows:

The petitioner has made the following deposits with the City Treasurer, which have been credited to the departments and accounts named, for the purposes indicated: Department of Water Supply; Fund No. 600 (9400) 001; Receipt No. C-32209, \$4,250; for the estimated cost of rerouting water services in the area to be vacated; Public Lighting Commission; Fund No. 990-9443-001; Receipt No. C-32207; \$2,400; for the estimated cost of rerouting two 2400-V primary wires and two 7500-V Street Lighting wires; Department of Public Works (Survey Bureau) Fund No. 990-9425-001; Receipt No. C-32208; \$63.00; for the original cost of paving Ash Street at the intersection of the alley to be vacated.

The petitioner has also requested that the paved return at the entrance to the alley to be vacated remain in its present status as the petitioner plans to utilize same, and had agreed by letter filed with the original petition to pay all costs incidental to the removal of same whenever the discontinuance of use makes such removal necessary.

The petitioner has agreed to pay all costs of rerouting water supply to a lot south of the alley to be vacated.

All other involved City departments and privately-owned utility companies reported that they have no objection to the proposed vacation or that they have reached satisfactory agreements with the petitioner regarding their installations therein.

The adoption of the attached resolution is recommended.

Respectfully submitted,
ROBERT E. TOOHEY,
Commissioner

By Councilman Rogell:

Resolved, That all that part of the north-south public alley, 18 feet wide, in the block bounded by Elm Street, Ash Street, Trumbull Avenue, and Grand River Avenue, as platted in Backus' Subdivision of the north part of Outlot 95, Woodbridge Farm, Detroit, Wayne County, Michigan, as recorded in Liber 1, Page 228, Plats, Wayne County records, lying easterly of and abutting the easterly line of lots 28 and 29 and the northerly 16 feet of lot 30, and lying westerly of and abutting the westerly line of lot 27, inclusive, of the above-mentioned subdivision.

Be and the same is hereby vacated as a public alley to become a part and parcel of the abutting property.

Adopted as follows:

Yeas — Councilmen Beck, Hood, Miriam, Ravitz, Rogell, Van Antwerp and President Carey—7.
Nays—None.

Department of Public Works

April 9, 1968

Honorable Common Council:
Re: Proposed Snow Removal Ordinance.

Gentlemen—A swirling snowstorm may be worth millions of dollars to the ski resort operators in Upper Michigan, but a blizzard causes Detroit an economic and human loss that is staggering.

The famous "Blizzard of '65," which dumped 10 inches of snow on Detroit, virtually brought the city to a standstill. Snowbound cars that were abandoned or buried by snowplows clogged the city's streets, impeding ambulances, police, fire and other emergency vehicles and causing transportation to grind almost to a halt.

The city was brought to its knees again in February, 1967, when another crippling storm dumped more than 10 inches of snow and nearly an inch of freezing rain on the city. The largest single loss caused by such severe storms is wages. Industry is another big loser because many workers are unable to get to their jobs. Another great loss occurs in the business community because shoppers are unable to get to and from stores. Perishable foods spoil and vital goods are not delivered because trucks are unable to get past abandoned and snowbound cars that clog the city's streets.

The economic loss a blizzard causes Detroit runs into millions and millions of dollars. And the human loss caused by such storms is even worse. Hundreds of persons are injured in accidents and falls and some of them die of their injuries. Obviously, such crippling storms don't come every year. But they do come often enough that the city must do something to avoid their crippling effects in the future.

It was with this thought in mind that Mayor Cavanagh organized a special committee to draft the attached proposed Snow Removal Ordinance. The committee consisted of representatives of all concerned departments and agencies — Public Works, Police, Fire, Streets and Traffic, Civil Defense and Corporation Counsel.

The proposed ordinance provides for the mayor to designate a snow removal "Coordinator," to direct the city's over-all response to serious winter storms. It provides for the declaration of official snow emergencies and establishes certain primary streets as "Snow Emergency Routes." The suggested ordinance would prohibit parking on "Snow Emergency Routes" when snow or ice has accumulated to a depth of two inches or when the "Coordinator," on the basis