

evard Grade Separation between Russell and St. Aubin carries vehicular and pedestrian traffic over the tracks of the Grand Trunk Western Railroad. This 19 span bridge (built in 1894) is 75 years old. By current standards it is obsolete in the number of traffic lanes, lane widths, carrying capacity, and sight distance. A center girder which projects up through the roadway is a hazard to traffic, and is a major factor in the high accident frequency on the bridge.

The history of this grade separation is one of continual attempts to keep it structurally adequate. It was strengthened in 1925 and, at that time, sidewalks were built on the outside of the bridge to provide additional lane width. In 1934, it was again strengthened and a concrete deck was added. In June 1961, J.C.C. Page No. 1178, your Honorable Body approved extensive repairs and strengthening after girders and columns were found to be deteriorated. Last year, you once again authorized repairs and strengthening after a deck failure had occurred (August 1, 1968, J.C.C. Page No. 1847). A constant surveillance is maintained on the structure by our Street Maintenance and Construction forces and numerous emergency repairs have been made.

The bridge, in its present condition, is structurally inadequate and is no longer suitable for handling modern-day traffic. Our engineering reports indicate that the time is rapidly approaching when we will no longer be able to safely allow its use by the public.

We have informally discussed the possibilities of reconstructing the grade separation and improving the roadway approaches between Russell and Dubois Streets as a joint project with the Wayne County Road Commission. They have indicated an interest in cooperating with us and with the railroad in such a project.

We are, at this time, requesting your Honorable Body to approve the necessity for the reconstruction of the East Grand Boulevard Grade Separation and to authorize the Department of Public Works to enter into negotiation for agreements for said reconstruction with the Wayne County Road Commission and the Grand Trunk Western Railroad, subject to your confirmation at a later date.

Respectfully submitted,  
**ROBERT P. ROSELLE,**  
 Commissioner

Approved:  
 B. W. KLEIN  
 Controller

By Councilman Beck:  
 Resolved, That This Body concurs in the demonstrated necessity for the reconstruction of the East Grand Boulevard Grade Separation over the

Grand Trunk Western Railroad, as described in the foregoing communication.

And Be It Further Resolved, That the Commissioner of Public Works is hereby authorized and directed to enter into negotiation for agreements for said reconstruction with the Wayne County Road Commission and the Grand Trunk Western Railroad, subject to approval and confirmation by this Council.

Adopted as follows:

Yeas — Councilmen Beck, Hood, Miriani, Ravitz, Rogell, Tindal, Van Antwerp, Wierzbicki and President Carey—9.

Nays—None.

**Department of Public Works**

May 21, 1969

Honorable Common Council:

Re: Petition No. 7367, Hausman Corporation, Alley bounded by Hubbard, Vinewood, Toledo and the Railroad Right-of-Way. Conversion to Easement.

Gentlemen—The above petition requests the conversion of a portion of the north-south public alley, 20 feet wide, in the block bounded by Hubbard, Vinewood, Toledo and the Railroad Right-of-Way into an easement for public utilities.

The requested conversion into easement for public utilities 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:

All City departments and privately-owned utility companies reported that they will be unaffected by the conversion to an easement of said alley or that they have reached satisfactory agreements with the petitioner regarding their installation therein.

The adoption of the attached resolution is recommended.

Respectfully submitted,  
**ROBERT P. ROSELLE**  
 Commissioner

By Councilman Beck:

Resolved, That all that part of the north-south public alley, 20 feet wide, in the block bounded by Hubbard, Vinewood, Toledo, and the Railroad Right-of-Way lying easterly of and abutting the easterly line of the northerly 60 feet of lot 24, lying westerly of and abutting the westerly line of the northerly 60 feet of lot 23, inclusive of Daniel Scotten's Subdivision of all that part of Bela Hubbard's Subdivision of Private Claim 77, Knaggs or Hubbard's Subdivision (so-called) lying between the Dix Road (so called) and the Michigan Central Railroad and between Vinewood and Indian Avenues, also all that part of Bela Hubbard's Subdivision of Private Claim 77 lying west of Indian Avenue

and between the Michigan Central Railroad and lot 56 of B. Hubbard's Subdivision of Private Claim 77, Springwells (now Detroit), Wayne County, Michigan, as recorded in Liber 1, Page 196, Plats, Wayne County records;

Be and the same is hereby vacated as a public alley and is hereby converted into a public easement of the full width of the alley, which easement shall be subject to the following covenants and agreements, uses, reservations and regulations, which shall be observed by the owners of the lots abutting on said alley and by their heirs, executors, administrators and assigns forever to wit:

First, said owners hereby grant to and for the use of the public an easement or right-of-way over said vacated public alley hereinabove described for the purposes of maintaining, installing, repairing, removing, or replacing public utilities such as water mains, sewers, gas lines or mains, telephone, electric light conduits or poles or things usually placed or installed in a public alley in the City of Detroit, with the right to ingress and egress at any time to and over said easement for the purpose above set forth.

Second, said owners for their heirs and assigns further agree that no buildings or structures of any nature whatsoever including but not limited to concrete slabs or driveways, retaining or partition walls (except necessary line fence) shall be built for placed upon said easement, nor any change of surface grade made, without prior approval by the Department of Public Works.

Third, that if at any time in the future the owners of any lots abutting on said vacated alley shall request the removal and-or relocation of any existing poles or other utilities in said easement, such owners, upon whose property the poles or other utilities are located shall pay all costs incidental to such removal and-or relocation, unless such charges are waived by the utility owners.

Provided Further, that if any utility located or to be located in said property shall break or be damaged as a result of any action on the part of the petitioner or assigns (by way of illustration but not limitation), such as storage of excessive weights of materials or construction not in accordance with Section 2, mentioned above, then in such event the petitioner or assigns shall be liable for all costs incidental to the repair of such broken or damaged utility.

Adopted as follows:

Yeas—Councilmen Beck, Hood, Miriani, Ravitz, Rogell, Tindal, Van Antwerp, Wierzbicki and President Carey—9.

Nays—None.

Department of Public Works

May 19, 1969

Honorable Common Council:  
Re: Paving Easterly 405 Feet of East-West Alley Bounded by Radnor, Mack, Canyon and Warren.

Gentlemen—On April 13, 1965 (J.C.C. pages 761-762), your Honorable Body approved the petition of the Augustinian Fathers for a change in the zoning of their property fronting on the north side of Mack Avenue between Canyon and the easterly line of Lot 15, subdivision of P. C. 300, contingent upon the servicing of the property by constructing a paved commercial alley at no cost to the City of Detroit. Subsequently, the portion of the alley from the aforesaid easterly line of Lot 15 to a point some 890 feet east was paved in 1968 by private contract under City permit, G.R. 16237.

In a letter to this department dated May 6, 1969, the Province of Our Mother of Good Counsel of the Augustinian Order requested that the City Engineer's Office let a contract in their behalf for the paving of the remainder of the alley, which is approximately 405 feet in length. A check payable to the City of Detroit in the amount of \$14,000 was also received to cover all costs of the paving and was deposited in account No. 990-9443-001 pending further action by your Honorable Body.

The adoption of the attached resolution is recommended to complete the requirements upon which the zoning change was contingent.

Respectfully submitted,  
ROBERT P. ROSELLE,  
Commissioner.

Approved:  
B. W. KLEIN  
Controller

By Councilman Beck:

Resolved, That in accordance with the above communication and the action of this Body on April 13, 1965 (J.C.C. pages 761-762), the request of the Province of Our Mother of Good Counsel of the Augustinian Order that the Department of Public Works arrange for a letting of a contract for the paving of the easterly 405 feet of the east-west alley bounded by Radnor, Mack, Canyon, and Warren, is hereby granted; the estimated cost to complete such paving, including design, inspection, and construction, is \$14,000 with final cost to be adjusted upon completion of the contract; and

Be It Further Resolved, That the deposit of \$14,000 in Account No. 990-9443-001 be transferred to Account No. 195-9211-905 to cover all the costs of the paving of this alley; and

Be It Further Resolved, That the Controller be and is hereby authorized to honor vouchers when pre-