

with two police motorcycles and a truck, he was riding a Department Harley Davison motorcycle, Code No. 734604. The accident occurred at the Jeffries Freeway eastbound to the Davison exit. During the course of the accident his wristwatch was destroyed. The watch was a Timex Quartz Day-Date watch No. 969511, priced at \$42.18 and the Spiedel Heavy Duty watchband is priced at \$11.39. The total cost of replacement is \$53.57.

Inasmuch as the officer was performing police duties at the time of the incident, kindly authorize the Department to reimburse Officer Coon to replace his loss.

Respectfully submitted,  
WILLIAM L. HART  
Chief of Police

Approved:

GERALD T. FISHER

Deputy Finance Director

By Council Member Eberhard:

RESOLVED, That the Police Department be and it is hereby authorized to pay the claim outlined in the above communication; and be it further

RESOLVED, That the Finance Director be and he is hereby authorized to honor vouchers when presented in accordance with the foregoing communication.

Adopted as follows:

Yeas — Council Members Cleveland, Cockrel, Eberhard, Hood, Kelley, Mahaffey, McFadden, Rogell, and President Henderson — 9.

Nays — None.

**Department of Public Works  
City Engineering Division**

November 15, 1979

Honorable City Council:

Re: Petition No. 1999, Automotive Pattern Company. Request to Vacate the Public Utility Easements Retained in the Vacated Alleys North of Robinwood and East of John R.

The above petition requests the vacation of the public utility easements retained in the vacated alleys described above.

The petition was referred to this department for investigation and report. Our report is as follows:

The alleys in question were vacated and converted to public utility easements on July 5, 1976, J.C.C. Pages 2005-6; and on September 3, 1975, J.C.C. Page 1673.

The Water and Sewerage Department reported that the petitioner has agreed to relocate the sewer presently located in the easements to a new location. Proper language is included in

the vacating resolution authorizing the sewer relocation.

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

The adoption of the attached resolution is recommended.

Respectfully submitted,  
LOUIS W. KLEI  
City Engineer

Approved:

JAMES W. WATTS  
Director

Department of Public Works  
By Council Member McFadden:

RESOLVED, That all that part of the public utility easements in the vacated north-south and east-west alleys northerly of Robinwood and easterly of John R as vacated and converted to easements on July 5, 1966 (J.C.C. Pages 2005-6) and on September 3, 1975 (J.C.C. Page 1673) all being a part of Judson Bradway's John R Street Subdivision of part of the N.W. ¼ of the N.W. ¼ of Section 12., T.1S., R.11E., City of Detroit, Wayne County, Michigan, as recorded in Liber 42, Page 43, Plats, Wayne County records.

Be and the same are hereby vacated as public utility easements; and be it further

RESOLVED, That the Detroit Water and Sewerage Department be and is hereby authorized to review the drawings for the lateral sewer relocation, and to issue a permit to the Petitioner (No. 1999) to cover the construction by private contract of the relocation of the existing lateral sewer in the N/S alley third east of John R. and north of Robinwood. Be It Further

RESOLVED, That the sewer relocation shall be satisfactorily completed prior to any building construction over the existing lateral sewer. Be It Further

RESOLVED, That the entire work is to be performed in accordance with plans and specifications approved by the Detroit Water and Sewerage Department and constructed subject to the inspection and approval of the Detroit Water and Sewerage Department. Be It Further

RESOLVED, That the entire cost of the sewer construction including inspection, survey, and engineering, shall be borne by the Petitioner. Be It Further

RESOLVED, That the Petitioner shall deposit with the Detroit Water and Sewerage Department, in advance of engineering, inspection and

survey, such amounts as that Department deems necessary to cover the cost of these services.

RESOLVED, That the Petitioner furnish the Detroit Water and Sewerage Department, a synthetic (MYLAR) reproduction of the sewer drawings which were prepared for him by a registered professional engineer. Be It Further

RESOLVED, That upon satisfactory completion of the sewer construction the relocated sewer shall be City property and become part of the City sewer system.

Adopted as follows:

Yeas — Council Members Cleveland, Cockrel, Eberhard, Hood, Kelley, Mahaffey, McFadden, Rogell, and President Henderson — 9.

Nays — None.

#### Department of Public Works

November 26, 1979

Honorable City Council:

Re: Resolution of January 25, 1978, for removal of dangerous structures.

Your approval of the attached resolution is requested for the purpose of correcting the address of dangerous structure at 11125-33 Mack Avenue, which was ordered demolished by Your Honorable Body on January 25, 1978.

Respectfully submitted,

JAMES W. WATTS

Director, D.P.W.

By Council Member McFadden:

RESOLVED, that Resolution adopted January 25, 1978 (J.C.C. p. 190), for the removal of dangerous structures at various locations, be and the same is hereby authorized for the purpose of correcting the address of dangerous structure located at 11125-33 Mack Avenue only rather than as shown in the January 25, 1978 resolution.

Adopted as follows:

Yeas — Council Members Cleveland, Cockrel, Eberhard, Hood, Kelley, Mahaffey, McFadden, Rogell, and President Henderson — 9.

Nays — None.

#### Department of Transportation

October 11, 1979

Honorable City Council:

Re: Federal-Aid Urban Highway Program. Plymouth Road Grade Separation with C&O Railroad. Urban Project MG2000(101). Amendment to City Contract 53569.

On December 14, 1977, (J.C.C. pp. 2910-11), Your Honorable Body ap-

proved City Contract 53569 with the Michigan State Highway Commission (State Contract 77-0871) which provided for the reconstruction of the grade separation of Plymouth Road with the C&O Railroad between Warwick and Glastonbury. The project was subsequently advertised and awarded in the fall of 1978 to the Walter Toebe Construction Company by the State Highway Commission for the low bid price of \$3,334,952.12. The work was started and proceeded until the point when a complete closure of Plymouth Road was initiated in conformance with contract maintenance of traffic requirements with detours signed for through traffic. The general area was kept open for local traffic.

The detouring of through traffic on Plymouth Road between Evergreen and Southfield proved to be extremely unpopular with the merchants located on this section of Plymouth Road who claimed their businesses were suffering as a consequence and several meetings were held with the merchants, the Michigan Department of Transportation, the Federal Highway Administration, the Mayor's office, and City Council represented. Following these meetings, a decision was made by the Mayor's office to re-open Plymouth Road to through traffic in the construction area.

The construction staging and scheduling, which had been based on the complete closure of Plymouth, was then reviewed with the contractor based on the continued maintenance of through traffic except for several short periods of time during weekends when traffic safety would require complete road closure for such items as the setting of structural steel.

The City, State, and Federal Highway Administration reviewed the contractor's claims for increased costs of \$1,274,411 because of the more restricted working conditions and the increase in time required to complete the work. It was judged to be in the public interest to proceed with this contractor under the increased cost estimate of completing the work. Accordingly, an amendment to State Contract No. 77-0871 was required to cover these additional costs and is contained in State Contract 79-2060 which will be forwarded to Your Honorable Body for approval at a later date.

The Federal Highway Administration has limited its participation in the increased cost of the contract work because of the changed traffic conditions to \$500,000 leaving an estimated balance of \$774,411, to be funded between the State and the