

FROM-

City of Detroit
OFFICE OF THE CITY CLERK

T-541 P.002/006 F-579

Jacque L. Currie
City Clerk

Vernon C. Allen
Deputy City Clerk

Departmental Reference Communication

October 19, 2005

To: The Department or Commission Listed Below

From: The City Clerk

AMENDMENT

Herewith, the following referral is a copy of **Petition No. 3254**

**/CITY PLANNING COMMISSION/PLANNING AND DEVELOPMENT
/PUBLIC WORKS/TRANSPORTATION DEPARTMENTS/**

3254 Detroit International Bridge Company, for closure of following streets and conversion into easement, *in area of Lafayette, Twenty-Second Street, Twenty-First Street, Savoy, and Fort Street.*

Attached please find additional documentation for the above mentioned petition.

**PETITIONER IS REQUESTING TO AMEND EXISTING PETITION TO
OUTRIGHT VACATION OF CITY STREETS AND ALLEYS. See**

Attached.

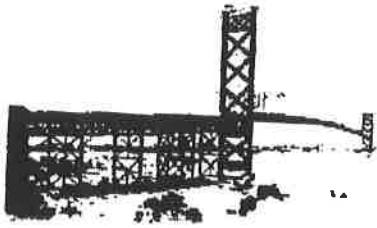
Please provide the City Council with a report relative to this petition within four (4) weeks. Thanking you in advance.

RECEIVED
CITY ENGINEERING DIV.-DPW

OCT 24 2005

By _____

Foster



AMBASSADOR BRIDGE

DETROIT INTERNATIONAL BRIDGE COMPANY

P. O. BOX 32686

Detroit, Michigan 48232

September 19, 2005

Honorable City Council
C/o City of Detroit Clerks Office
Coleman A. Young Municipal Building
1 Woodward
Room 216
Detroit, Michigan 48226

15 :01

CLERK

Dear Honorable City Council:

Detroit International Bridge Company (DIBC) is formally requesting to amend existing Petition #3254 from a closure of streets and conversion into easement to an outright vacation of city streets and alleys.

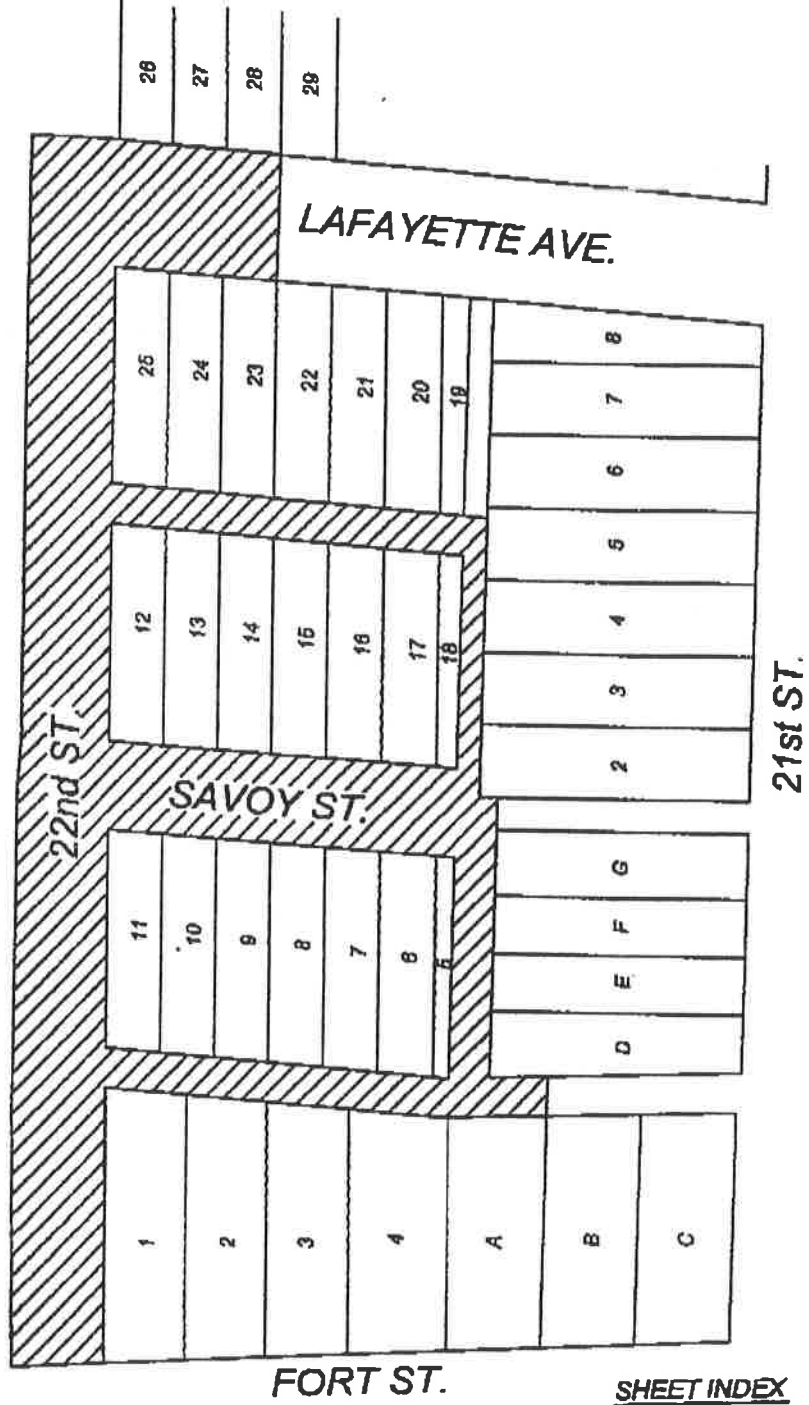
- The remainder of Lafayette between 22nd and 21st Streets.
- The remainder of the east/west alley north of Savoy, south of Lafayette between 22nd and 21st Streets.
- The remainder of Savoy between 22nd and 21st Streets.
- The remainder of the east/west alley north of Fort, south of Savoy between 22nd and 21st Streets.
- The remainder of the north/south alley north of Fort, south of Lafayette between 22nd and 21st Streets.
- The remainder of 22nd Street from Lafayette to Fort Street.

DIBC is requesting this closure as part of the MDOT Gateway Project. Please refer to the attached figures and legal descriptions. If you have any questions or concerns, please do not hesitate to call me at 586.939.7000 ext. 2496.

Sincerely,

Dan Stamper
President

Attachments



LEGEND

 REQUESTED OUTRIGHT VACATION

SHEET INDEX

- 1. SKETCH OF REQUESTED VACATIONS
- 2. LEGAL DESCRIPTIONS
- 3. EMERGENCY VEHICLE CUL-DE-SAC

REQUESTED OUTRIGHT VACATION
 OF SAVOY AVE., PART OF A NORTH-SOUTH
 PUBLIC ALLEY, TWO EAST-WEST ALLEYS, AND 22ND STREET
 IN THE BLOCK BOUND BY WEST FORT, 22ND, WEST LAFAYETTE AND 21ST.
 PART OF PRIVATE CLAIMS 20 AND 727, CITY OF DETROIT, WAYNE COUNTY, MICHIGAN



**DETROIT INTERNATIONAL
 BRIDGE COMPANY**

REQUESTED OUTRIGHT VACATION

DESIGNER: C. STAMPER
 DATE: 09-06-05
 CHECKED BY: T. LaCross
 DATE: 09-07-05
 SCALE: 1" = 100' SHEET NO. 1 OF

**DESCRIPTION OF
REQUESTED OUTRIGHT VACATION**

ALL THAT PART OF SAVOY AVENUE, 60 FEET WIDE, LYING BETWEEN AND ABUTTING THE EAST LINE OF TWENTY SECOND STREET (50 FEET WIDE) AND THE WEST LINE OF THE NORTH SOUTH PUBLIC ALLEY (VARIABLE WIDTH; IN THE BLOCK BOUND BY TWENTY-SECOND, TWENTY FIRST, WEST FORT AND LAFAYETTE AVENUE); SAID SAVOY AVENUE LYING NORTH OF AND ABUTTING LOTS 5 THROUGH 11, ALSO LYING SOUTH OF AND ABUTTING LOTS 12 THROUGH 18, AS PLATTED IN "J.W. JOHNSTON'S SUBDIVISION OF THE EAST PART OF THE BREVORT FARM, NORTH OF FORT STREET BEING PART OF PRIVATE CLAIM 20", CITY OF DETROIT, WAYNE COUNTY, MICHIGAN, AS RECORDED IN LIBER 1, PAGE 257, PLATS, WAYNE COUNTY RECORDS;

and

ALL OF THE EAST-WEST PUBLIC ALLEY, 20 FEET WIDE, IN THE BLOCK BOUNDED BY TWENTY-SECOND, TWENTY-FIRST, WEST FORT AND LAFAYETTE AVENUE (FIRST PUBLIC ALLEY SOUTH OF LAFAYETTE AVENUE, EAST OF TWENTY SECOND STREET), LYING NORTH OF AND ABUTTING LOTS 12 THROUGH 18, ALSO LYING SOUTH OF AND ABUTTING LOTS 19 THROUGH 25, AS PLATTED IN "J.W. JOHNSTON'S SUBDIVISION OF THE EAST PART OF THE BREVORT FARM, NORTH OF FORT STREET BEING PART OF PRIVATE CLAIM 20", CITY OF DETROIT, WAYNE COUNTY, MICHIGAN, AS RECORDED IN LIBER 1, PAGE 257, PLATS, WAYNE COUNTY RECORDS;

and

ALL OF THE EAST-WEST PUBLIC ALLEY, 20 FEET WIDE, IN THE BLOCK BOUNDED BY TWENTY-SECOND, TWENTY-FIRST, WEST FORT AND LAFAYETTE AVENUE (FIRST PUBLIC ALLEY NORTH OF WEST FORT STREET, EAST OF TWENTY-SECOND STREET), LYING NORTH OF AND ABUTTING LOTS 1 THROUGH 4, ALSO LYING SOUTH OF AND ABUTTING LOTS 5 THROUGH 11, AS PLATTED IN "J.W. JOHNSTON'S SUBDIVISION OF THE EAST PART OF THE BREVORT FARM, NORTH OF FORT STREET BEING PART OF PRIVATE CLAIM 20", CITY OF DETROIT, WAYNE COUNTY, MICHIGAN, AS RECORDED IN LIBER 1, PAGE 257, PLATS, WAYNE COUNTY RECORDS; ALSO LYING NORTH OF AND ABUTTING LOT A, AND ALSO LYING SOUTH OF AND ABUTTING THE WEST 34.15 FEET OF LOT D, AS PLATTED IN "D.C. HOLBROOK'S SUBDIVISION OF LOT 1, NORTH OF FORT STREET, PRIVATE CLAIM 727", CITY OF DETROIT, WAYNE COUNTY, MICHIGAN, AS RECORDED IN LIBER 3, PAGE 46, PLATS, WAYNE COUNTY RECORDS;

and

ALL THAT PART OF THE NORTH-SOUTH PUBLIC ALLEY 10 FEET WIDE, IN THE BLOCK BOUND BY TWENTY-SECOND, TWENTY-FIRST, WEST FORT STREET AND LAFAYETTE AVENUE, LYING WEST OF AND ABUTTING LOTS 2 THROUGH 4 AND THE SOUTH 35.02 FEET OF LOT 5, AS PLATTED IN "HOLBROOK'S SUBDIVISION OF LOTS 1, 2, 3 AND 4 OF THE SUBDIVISION OF PRIVATE CLAIM 727, BETWEEN FORT STREET AND MICHIGAN CENTRAL RAILROAD (AS RECORDED IN LIBER 99, PAGE 411, DEEDS, WAYNE COUNTY RECORDS)", CITY OF DETROIT, WAYNE COUNTY, MICHIGAN, AS RECORDED IN LIBER 1, PAGE 202, PLATS, WAYNE COUNTY RECORDS;

and

ALL THAT PART OF THE NORTH-SOUTH PUBLIC ALLEY, 20 FEET WIDE, IN THE BLOCK BOUND BY TWENTY-SECOND, TWENTY-FIRST, WEST FORT STREET AND LAFAYETTE AVENUE, LYING WEST OF AND ABUTTING LOTS D, E, F AND G, AS PLATTED IN "D.C. HOLBROOK'S SUBDIVISION OF LOT 1, NORTH OF FORT STREET, PRIVATE CLAIM 727", CITY OF DETROIT, WAYNE COUNTY, MICHIGAN, AS RECORDED IN LIBER 3, PAGE 46, PLATS, WAYNE COUNTY RECORDS; LYING EAST OF AND ABUTTING LOTS AS PLATTED IN J.W. JOHNSTON'S SUBDIVISION OF THE EAST PART OF THE BREVORT FARM, NORTH OF FORT STREET BEING PART OF PRIVATE CLAIM 20", CITY OF DETROIT, WAYNE COUNTY, MICHIGAN, AS RECORDED IN LIBER 1, PAGE 257, PLATS, WAYNE COUNTY RECORDS;

and

ALL THAT PART OF WEST LAFAYETTE AVENUE, 70 FEET WIDE, LYING BETWEEN AND ABUTTING THE WEST LINE OF TWENTY-SECOND STREET (50 FEET WIDE) AND A LINE 90 FEET EAST OF THE SAID EAST LINE OF TWENTY-SECOND STREET (50 FEET WIDE); SAID WEST LAFAYETTE AVENUE LYING NORTH OF AND ABUTTING LOTS 23 THROUGH 25, ALSO LYING SOUTH OF AND ABUTTING LOTS 26 THROUGH 28, AS PLATTED IN "J.W. JOHNSTON'S SUBDIVISION OF THE EAST PART OF THE BREVORT FARM, NORTH OF FORT STREET BEING PART OF PRIVATE CLAIM 20", CITY OF DETROIT, WAYNE COUNTY, MICHIGAN, AS RECORDED IN LIBER 1, PAGE 257, PLATS, WAYNE COUNTY RECORDS;

and

ALL THAT PART OF TWENTY SECOND STREET LYING BETWEEN WEST FORT STREET AND LAFAYETTE BOULEVARD BOUNDED BY LOTS 3 THRU 10, INCLUSIVE OF "HENRY HEAMES SUBDIVISION OF LOTS 2 AND 3 AND EAST PART OF 4 AND 5", AS RECORDED IN LIBER 19 OF PLATS, PAGE 257, WAYNE COUNTY RECORDS, LOTS 8 THRU 9 OF "PLAT OF THE SUBDIVISION OF THE EASTERN PART OF PRIVATE CLAIM NO. 20", AS RECORDED IN LIBER 48 OF PLATS, PAGE 589, WAYNE COUNTY RECORD, AND LOTS 1, 11, 12, AND 25 OF "J. W. JOHNSTON'S SUBDIVISION OF THE EAST PART OF THE BREVORT FARM NORTH OF FORT STREET BEING A PART OF P.C. 20", AS RECORDED IN LIBER 1 OF PLATS, PAGE 257, WAYNE COUNTY RECORDS, ALL OF CITY OF DETROIT, WAYNE COUNTY, MICHIGAN.

**REQUESTED OUTRIGHT VACATION
OF SAVOY AVE., PART OF A NORTH-SOUTH
PUBLIC ALLEY, TWO EAST-WEST ALLEYS, AND 22ND STREET
IN THE BLOCK BOUND BY WEST FORT, 22ND, WEST LAFAYETTE AND 21ST.
PART OF PRIVATE CLAIMS 20 AND 727, CITY OF DETROIT, WAYNE COUNTY, MICHIGAN**



**DETROIT INTERNATIONAL
BRIDGE COMPANY**

REQUESTED OUTRIGHT VACATION

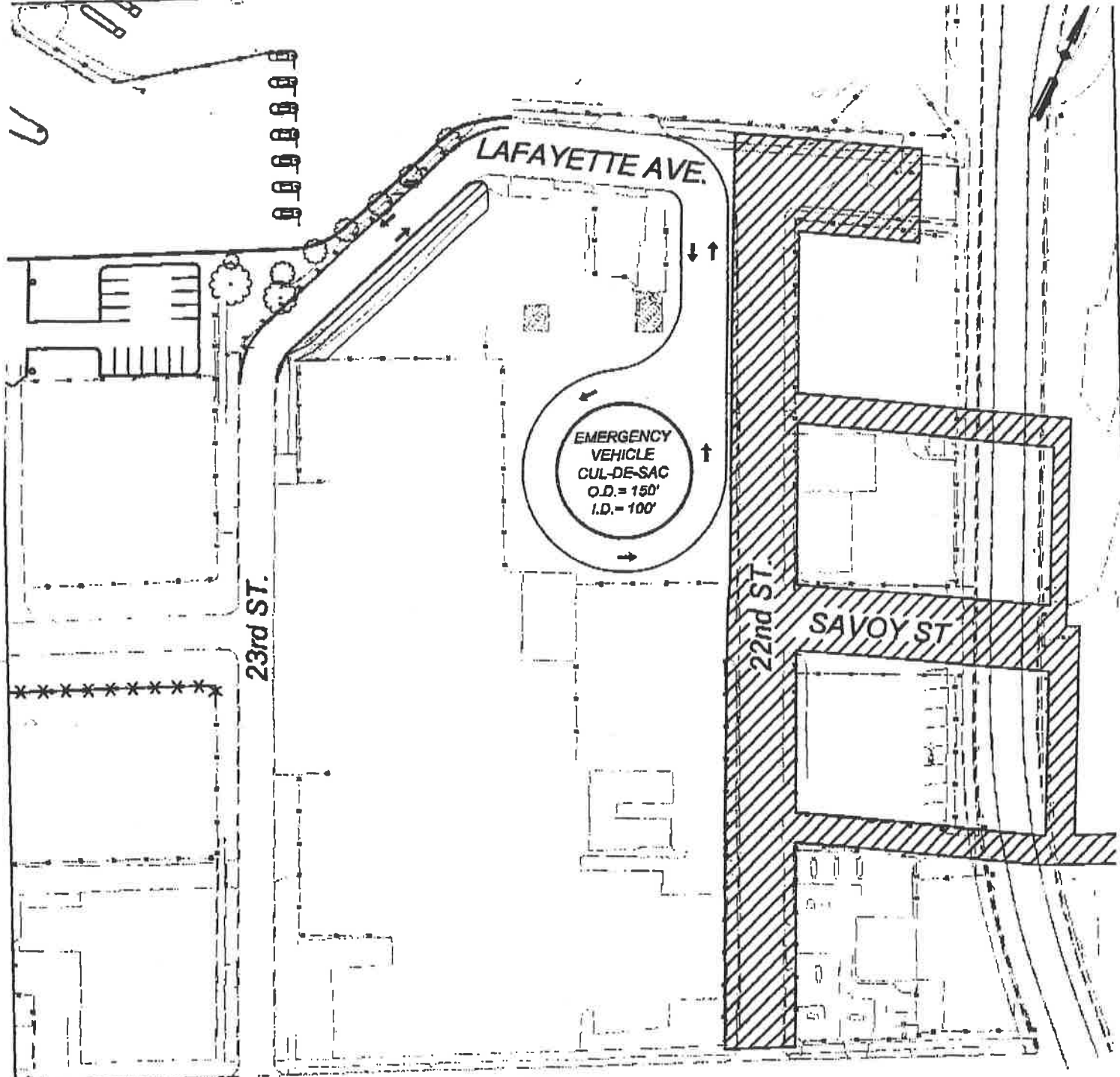
DESIGNER: C. STAMPER

DATE: 09-08-05

CHECKED BY: T. LaCross

DATE: 09-07-05

SCALE: 1" = 100' SHEET NO.: 2 OF



FORT ST.

LEGEND

 REQUESTED OUTRIGHT VACATION

REQUESTED OUTRIGHT VACATION
 OF SAVOY AVE., PART OF A NORTH-SOUTH
 PUBLIC ALLEY, TWO EAST-WEST ALLEYS, AND 22ND STREET
 IN THE BLOCK BOUND BY WEST FORT, 22ND, WEST LAFAYETTE AND 21ST.
 PART OF PRIVATE CLAIMS 20 AND 727, CITY OF DETROIT, WAYNE COUNTY, MICHIGAN



**DETROIT INTERNATIONAL
BRIDGE COMPANY**

EMERGENCY VEHICLE CUL-DE-SAC

DESIGNER: C. STAMPER
DATE: 09-06-05
CHECKED BY: D.S.
DATE: 09-07-05
SCALE: 1" = 100' SHEET NO.: 1C

July 10, 2006

Honorable City Council:

RE: Petition No. 3254 – Detroit International Bridge Company, for closure of the following streets and to grant the city an easement in the area of Lafayette, Twenty-Second, Twenty-first, Savoy, and Fort Streets.

Petition No. 3254 of “Detroit International Bridge Company (DIBC)”, request for the outright vacation of certain rights-of-way in the block bounded by West Lafayette Avenue, 70 feet wide, West Fort Street, 100 feet wide, Twenty-Third Street, 60 feet wide, and Twenty-First Street, 60 feet wide, (vacated on July 31, 1991). Also, requesting that the Honorable City Council accept an easement over the DIBC/petitioner’s land for the construction of a turn-around for vehicular traffic as requested by the Traffic Engineering Division – DPW for the Ambassador Bridge Gateway Project. This project will facilitate improvements and further enhance the existing border crossing.

The request was approved by the Planning and Development Department, the Solid Waste Division – DPW, and the Traffic Engineering Division – DPW with conditions. The petition was referred to the City Engineering Division – DPW for investigation (utility clearance) and report. This is our report.

The Detroit Water and Sewerage Department (DWSD) reports the portion of West Lafayette east of Twenty-Second Street to be vacated contains a sewer, and DWSD must retain an easement of the full width right-of-way. All other rights-of-way to be vacated DWSD has no objection provided that the petitioner/DIBC owns all of the adjacent properties.

Traffic Engineering Division – DPW reports that a cul-de-sac connecting West Lafayette is constructed and operational before the closing of the public rights-of-way. Twenty-Third Street between Fort and Northbound I-75 Service Drive shall remain open at all times for accessing the properties north of Fort Street, located within the project limits. The petitioner/DIBC shall notify all impacted property owners before closing the public rights-of-way.

The Public Lighting Department (PLD) reports that portion of West Lafayette requested for outright vacation has manholes with 24KV cables. The vacation of West Lafayette and relocation of PLD facilities are part of the Ambassador Gateway project. The outright vacation of the public rights-of-way cannot be considered until the Ambassador Gateway project is implemented and PLD facilities are re-routed. Design for the re-routing of PLD facilities is in progress. Construction activities are scheduled by the Michigan Department of Transportation. PLD have no objection to the other requested outright vacation of public rights-of-way.

Detroit Edison Company (DTE) reports a cost of \$134,000.00 for the removing and/or rerouting of such service in the requested area.

Comcast cablevision reports a cost of \$602.00 for removing and/or rerouting of such service in the requested area.

AT&T/SBC Telecommunication reports that there are both underground and aerial facilities within the requested area. Any relocation of AT&T/SBC facilities is billable to the petitioner/DIBC.

All other city departments and private utility companies have reported no objections to the changes of the public rights-of-way. Provisions protecting utility installations are part of this resolution (if necessary).

I am recommending adoption of the attached resolution.

Respectfully submitted,



William Talley, Head Engineer
City Engineering Division – DPW

NRP/

Cc: Cathy Square, Director – DPW
Mayor's Office – City Council Liaison

RESOLVED, All of the North – South and East – West public alleys, 20.00 feet wide, in the block bounded by Savoy Avenue, 60 feet wide, West Fort Street, 100 feet wide, Twenty-Second Street, 60 feet wide, and Twenty-First Street, 60 feet wide, (vacated on July 31, 1991) described as the East – West public alley, 20 feet wide, lying Northerly of and abutting the North line of Lots 1 through 4, both inclusive, in the “J.W. Johnson’s Subdivision of the East part of the Brevoort Farm North of Fort Street being part of P.C. 20” recorded December 16, 1869 as recorded in Liber 1 Page 257, Plats, Wayne County Records; and lying Northerly of and abutting the North line of Lot A in the “D.C. Holbrook’s Subdivision of Lot No.1 North of Fort Street P.C. No. 727 recorded March 31, 1874 as recorded in Liber 3 Page 46, Plats, Wayne County Records; and lying Southerly of and abutting the South line of Lots 5 through 11, both inclusive, in the “J.W. Johnson’s Subdivision of the East part of the Brevoort Farm North of Fort Street being part of P.C. 20” recorded December 16, 1869 as recorded in Liber 1 Page 257, Plats, Wayne County Records; and lying Southerly of and abutting the South line of the West 34.15 feet of Lot D in the “D.C. Holbrook’s Subdivision of Lot No.1 North of Fort Street P.C. No. 727 recorded March 31, 1874 as recorded in Liber 3 Page 46, Plats, Wayne County Records; Also, the North – South public alley, 20 feet wide, lying Easterly of and abutting the East line of Lot 5 in the “J.W. Johnson’s Subdivision of the East part of the Brevoort Farm North of Fort Street being part of P.C. 20” recorded December 16, 1869 as recorded in Liber 1 Page 257, Plats, Wayne County Records; and lying Westerly of and abutting the West line of Lots D through G, both inclusive, in the “D.C. Holbrook’s Subdivision of Lot No.1 North of Fort Street P.C. No. 727 recorded March 31, 1874 as recorded in Liber 3 Page 46, Plats, Wayne County Records; and the public alley, 20 feet wide, vacated and converted into an easement on July 31, 1991; and

All of the North – South and East West public alleys 10 and 20 feet wide, in the block bounded by West Lafayette Avenue, 70 feet wide, Savoy Avenue, 60 feet wide, Twenty-Second Street, 60 feet wide, and Twenty-First Street, 60 feet wide, (vacated on July 31, 1991) described as the North – South public alley, 10 feet wide, lying Easterly of and abutting the East line of Lot 18 in the “J.W. Johnson’s Subdivision of the East part of the Brevoort Farm North of Fort Street being part of P.C. 20” recorded December 16, 1869 as recorded in Liber 1 Page 257, Plats, Wayne County Records; and lying Westerly of and abutting the West line of Lots 2 through 5, both inclusive, in the “D.C. Holbrook’s Subdivision of Lot No.1 North of Fort Street P.C. No. 727 recorded March 31, 1874 as recorded in Liber 3 Page 46, Plats, Wayne County Records; Also, the East – West public alley, 20 feet wide, lying Northerly of and abutting the North Lot line of Lots 12 through 18, both inclusive, and lying Southerly of and abutting the South line of Lots 19 through 25, both inclusive, all in the “J.W. Johnson’s Subdivision of the East part of the Brevoort Farm North of Fort Street being part of P.C. 20” recorded December 16, 1869 as recorded in Liber 1 Page 257, Plats, Wayne County Records; and

All that part of West Lafayette Avenue, 70 feet wide, between Twenty-Second Street, 60 feet wide, and Twenty-First Street, 60 feet wide, (vacated on July 31, 1991) lying Northerly of and abutting the North line of Lots 23 through 25, both inclusive, and lying Southerly of and abutting the South line of Lots 26 through 28, both inclusive, all in the "J.W. Johnson's Subdivision of the East part of the Brevoort Farm North of Fort Street being part of P.C. 20" recorded December 16, 1869 as recorded in Liber 1 Page 257, Plats, Wayne County Records; and

All that part of Savoy Avenue, 60 feet wide, between between Twenty-Second Street, 60 feet wide, and Twenty-First Street, 60 feet wide, (vacated on July 31, 1991) lying Northerly of and abutting the North line of Lots 5 through 11, both inclusive, and lying Southerly of and abutting the South line of Lots 12 through 18, both inclusive, all in the "J.W. Johnson's Subdivision of the East part of the Brevoort Farm North of Fort Street being part of P.C. 20" recorded December 16, 1869 as recorded in Liber 1 Page 257, Plats, Wayne County Records; and

All that part of Twenty-Second Street, 50 feet wide, between West Lafayette Avenue, 70 feet wide, and West Fort Street, 100 feet wide, lying Westerly of and abutting the West line of Lots 1, 11, 12, and 25 all in the "J.W. Johnson's Subdivision of the East part of the Brevoort Farm North of Fort Street being part of P.C. 20" recorded December 16, 1869 as recorded in Liber 1 Page 257, Plats, Wayne County Records; and lying West of the 20 feet wide public alley, and Savoy Avenue 60 feet wide, and lying Easterly of and abutting the East line of Lots 3 through 10, both inclusive, in the "Henry Heames Subdivision of Lots 2 and 3 and East part of 4 and 5 Brevoort Farm North of Fort Street" as recorded in Liber 19 Page 20, and lying West of Lots 6 through 9, both inclusive, in the "Plat of the Subdivision of Easterly Part of P.C. 20" recorded May 19, 1853 as recorded in Liber 48 Page 569, Deeds, Wayne County Records; and

Be and the same is hereby vacated (outright) as public rights-of-way to become part and parcel of the abutting property, subject to the following provisions;

PROVIDED, That the DIBC/petitioner provide DWSD with an private easement in West Lafayette Avenue, 70 feet wide; and be it further

PROVIDED, That an easement, the full width of the existing right-of-way, is reserved for the Detroit Water and Sewerage Department for the purpose of installing, maintaining, repairing, removing, or replacing any sewers, water mains, fire hydrants, and appurtenances, with the right of ingress and egress at any time to, and over said easement for the purpose above set forth; and be it further

PROVIDED, That free and easy access to the sewers, water mains, fire hydrants and appurtenances within the easement is required for Detroit Water and Sewerage Department equipment, including the use of backhoes, bull dozers, cranes, or pipe trucks, and other heavy construction equipment, as necessary for the alteration or repair of the sewer or water main facilities; and be it further

PROVIDED, That the Detroit Water and Sewerage Department retains the right to install suitable permanent main location guide post over its water mains at reasonable intervals and at points of deflection; and be it further

PROVIDED, That said owners of the adjoining property, for themselves, their heirs and assigns, agree that no building or structure of any nature whatsoever, including fences, porches, patios, balconies, etc. shall be built upon or over said easements, or that no grade changes or storage of materials shall be made within said easements without prior written approval and agreement with the Detroit Water and Sewerage Department; and be it further

PROVIDED, That if at any time in the future, the owners of any lots abutting on said vacated streets shall request the removal and/or relocation of the aforementioned utilities in said easements shall break or be damaged as a result of any action on the part of the owner, or assigns, then in such event, the owner or assigns shall be liable for all costs incident to the repair of such broken or damaged sewers and water mains, and shall also be liable for all claims for damages resulting from his action; and be it further

PROVIDED, That a cul-de-sac connecting West Lafayette is constructed and operational before closing the streets and alleys. And Twenty-Third Street between West Fort and Northbound I-75 Service Drive shall remain open at all times for accessing the properties North of West Fort Street. Also, the DIBC/petitioner shall notify all impacted property owners before the closing the streets; and be it further

PROVIDED, That all cost for removing and/or relocating for The Public Lighting Department, Comcast Cablevision, AT&T/SBC Telecommunication, and Detroit Edison Company – Gas and Electric Divisions facilities within the project area are part of the project expenses and/or DIBC expenses;

PROVIDED, That the City Clerk shall within 30 days record a certified copy of this resolution with the Wayne County Register of Deeds.

RESOLVED, That your Honorable Body authorize the acceptance of the following described easement, (attached herewith as Sketch of Easement) over property owned by the petitioner, subject to the approval of the Traffic Engineering Division – DPW and any other public or privately owned utility company, if necessary;

Land in the City of Detroit, Wayne County, Michigan, being the North 30.00 feet of Lot 6, all of Lot 7 and the South 35.00 of Lot 8, and the East 45.00 of the North 35.00 feet of Lot 8, and the East 45.00 feet of Lot 9 except that part previously dedicated for West Lafayette Avenue, 70 feet wide, right-of-way all in the "Plat of the Subdivision of Easterly Part of P.C. 20" recorded May 19, 1853 as recorded in Liber 48 Page 569, Deeds, Wayne County Records;

SKETCH OF EASEMENT

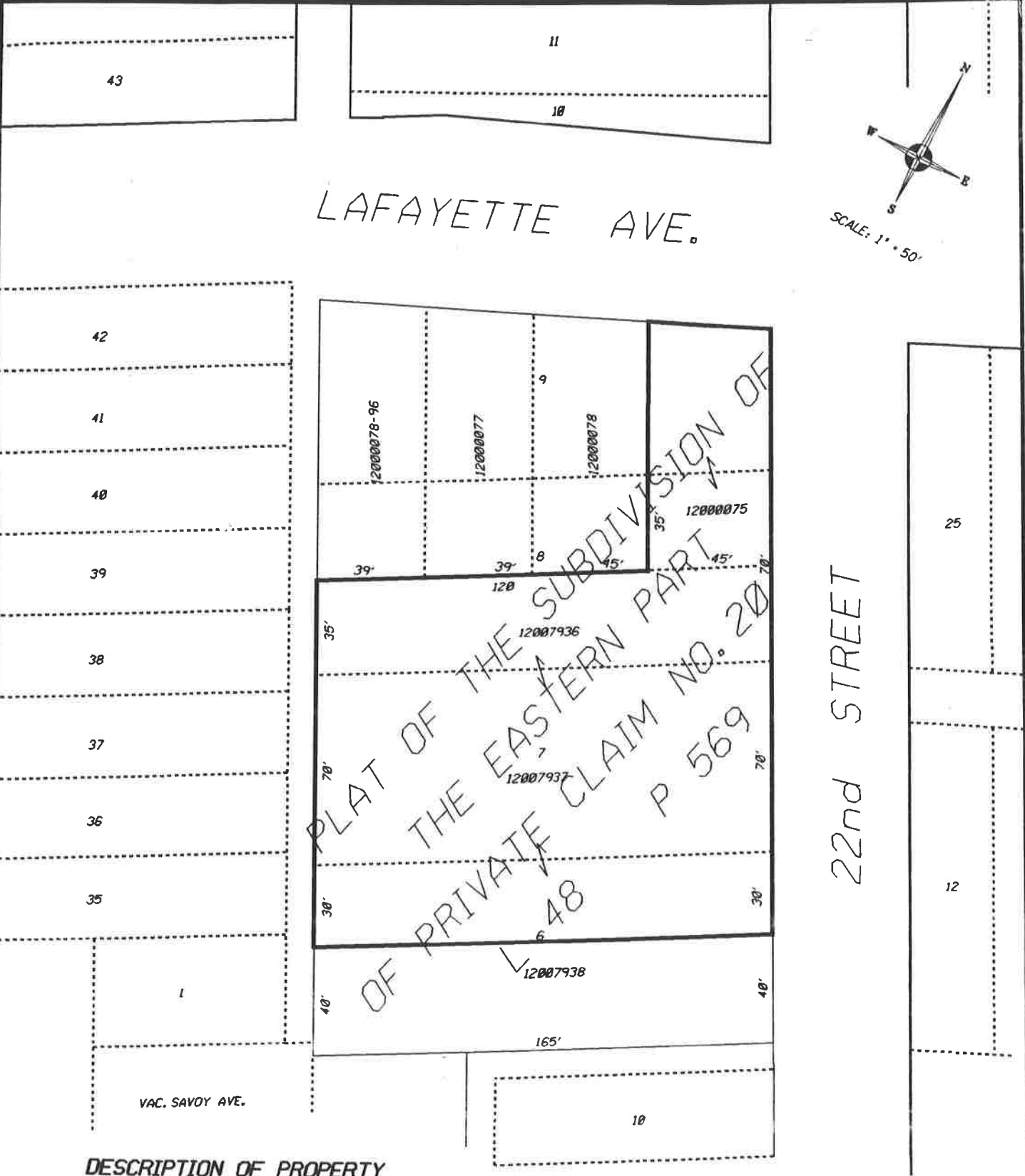
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DESCRIPTION OF PROPERTY

LOT 6, LOT 7 AND THE SOUTH HALF OF LOT 8 THE EAST 45 FEET OF THE NORTH HALF OF LOT 8 AND THE EAST 45 FEET OF LOT 9 EXCEPT THAT PART PREVIOUSLY DEDICATED AS LAFAYETTE BLVD, PLAT OF THE SUBDIVISION OF THE EASTERN PART OF PRIVATE CLAIM 20, CITY OF DETROIT, WAYNE COUNTY

PETITION NO. 3254
 DET. INTERNATIONAL BRIDGE CO.
 P.O. BOX 32666
 DET., MI 48232
 c/o WENDY SMITH
 PHONE NO. 313-363-2884



SECOND REVISION!!!



- REQUESTED OUTRIGHT VACATION
- RESERVATION EASEMENT FOR A CUL-DE-SAC

(FOR OFFICE USE ONLY)

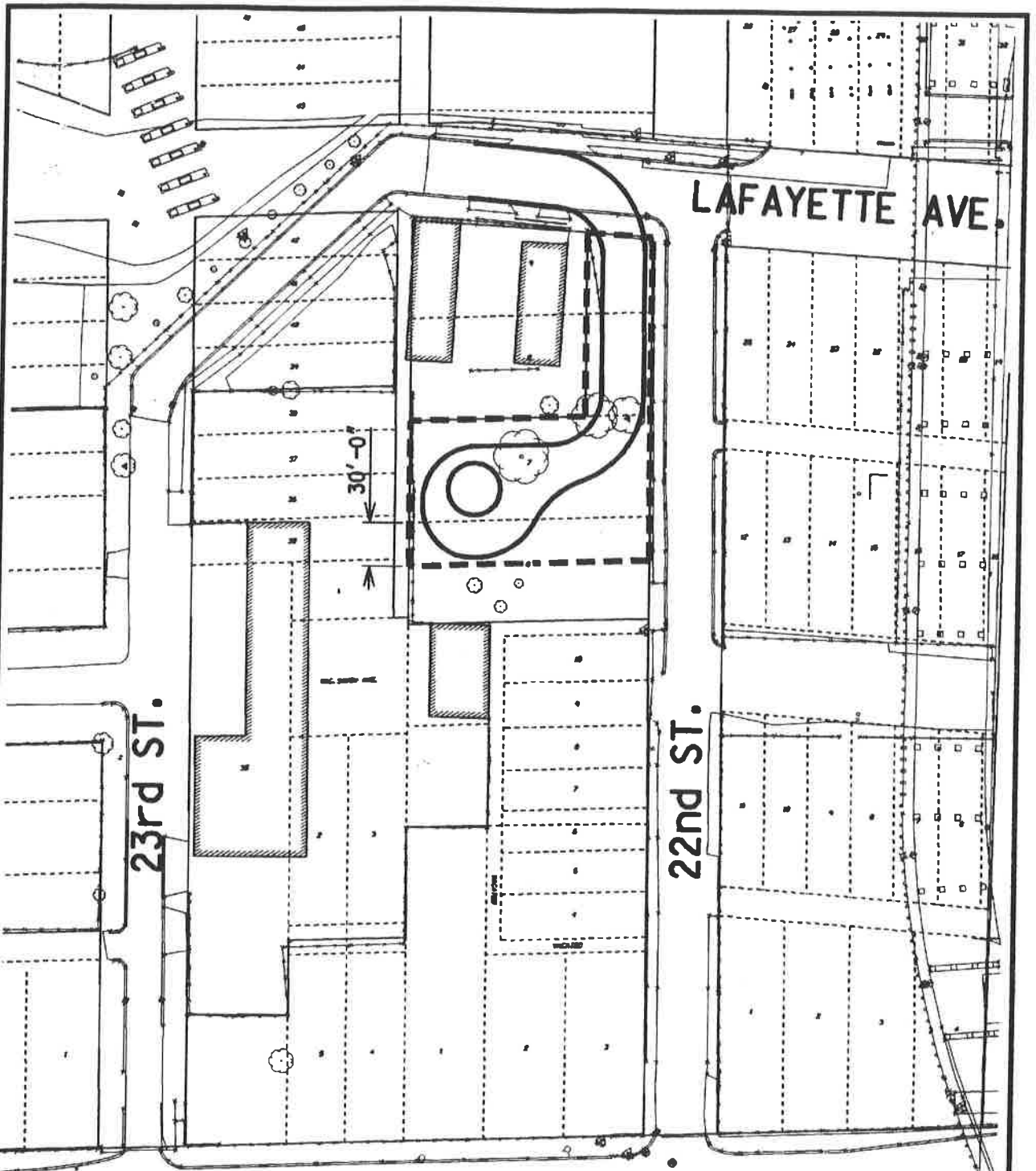
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B	adding 22nd				
A	outright vac.				
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REVISIONS					
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DATE	02-21-05	APPROVED			

REQUESTED OUTRIGHT VACATION AND A RESERVATION EASEMENT FOR A CUL-DE-SAC OF CERTAIN RIGHTS-OF-WAY IN THE AREA OF W. FORT, W. LAFAYETTE, TWENTY-SECOND, AND TWENTY-FIRST ST.

CITY OF DETROIT
 CITY ENGINEERING DEPARTMENT
 SURVEY BUREAU
 JOB NO. 01-01
 DRWG. NO. x3254.dgn

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FORT ST.

LAFAYETTE AVE.

23rd ST.

22nd ST.

0 25 50 100 200

PRIVILEGED AND CONFIDENTIAL 1"=100'-0"

DETROIT INTERNATIONAL BRIDGE COMPANY	JOB NO. 20060142	HUBBELL, ROTH & CLARK, INC. CONSULTING ENGINEERS 555 HULET DRIVE BLOOMFIELD HILLS, MICH. P.O. BOX 824 48303-0824	SHEET NO.
	DATE MAY 9, 2006		FIG. 1 OF

PETITION NO. 3254
 DET. INTERNATIONAL BRIDGE CO.
 P.O. BOX 32666
 DET., MI 48232
 c/o WENDY SMITH
 PHONE NO. 313-363-2884

REVISED!!!



- REQUESTED OUTRIGHT VACATION

RECEIVED
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 TRAFFIC ENGG.

(FOR OFFICE USE ONLY)

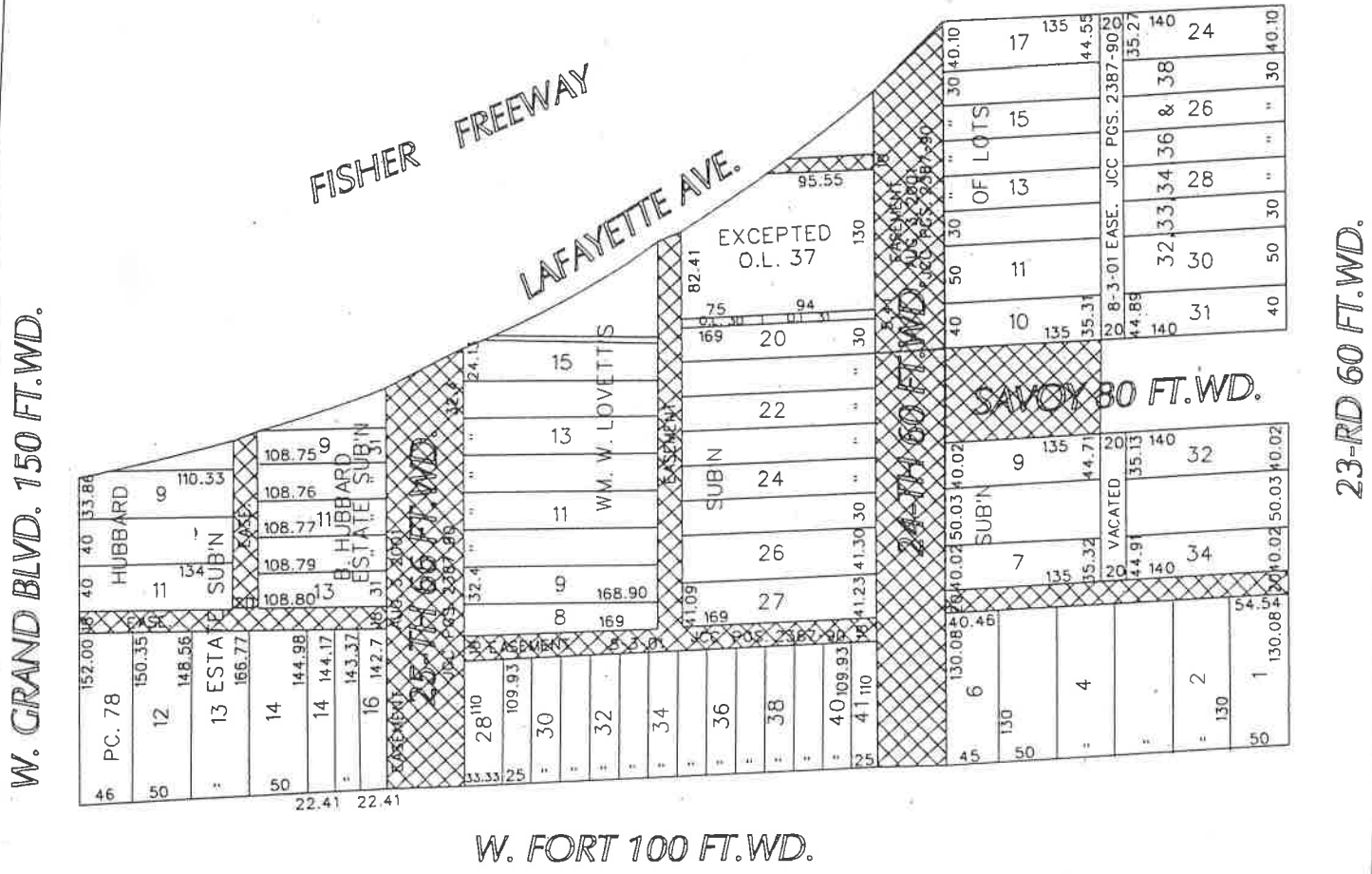
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B	adding 22nd				
A	outright vac.				
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REQUESTED OUTRIGHT VACATION OF
 CERTAIN RIGHTS-OF-WAY IN THE AREA OF
 W. FORT, W. LAFAYETTE, TWENTY-SECOND,
 AND TWENTY-FIRST ST.

CITY OF DETROIT
 CITY ENGINEERING DEPARTMENT
 SURVEY BUREAU
 JOB NO. 01-01
 DRWG. NO. x3254.dgn

PETITION NO. 3254 32 55
 DET. INTERNATIONAL BRIDGE CO.
 P.O. BOX 32666
 DET., MI 48232
 c/o WENDY SMITH
 PHONE NO. 313-363-2884



- REQUESTED OUTRIGHT VACATION

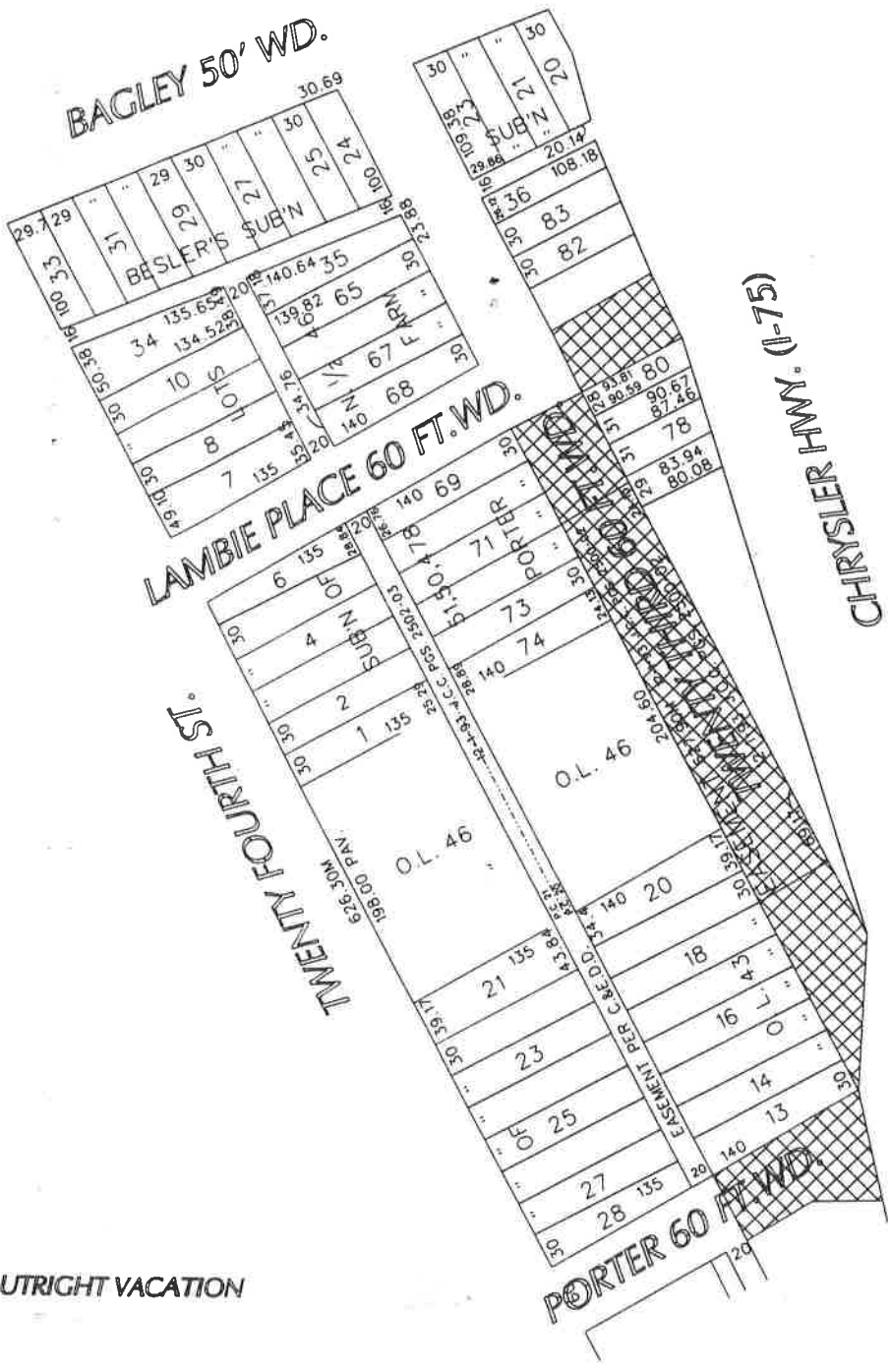
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REVISIONS					
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DATE	APPROVED				
02-06-05					

(FOR OFFICE USE ONLY)

REQUESTED OUTRIGHT VACATION OF CERTAIN
 RIGHTS-OF-WAY WITHIN THE AREA OF
 W. FORT, FISHER FREEWAY, TWENTY-THIRD,
 AND W. GRAND BLVD.

CARTO 18 D

CITY OF DETROIT CITY ENGINEERING DEPARTMENT SURVEY BUREAU	
JOB NO.	01-01
DRWG. NO.	x3255.dgn



 - REQUESTED OUTRIGHT VACATION

(FOR OFFICE USE ONLY)

CARTO 18D & C

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DESCRIPTION		DRWN	CHKD	APPD	DATE
REVISIONS					
DRAWN BY	NP	CHECKED			
DATE	4-21-06	APPROVED			

REQUESTED OUTRIGHT VACATION OF CERTAIN RIGHTS-OF-WAY IN THE AREA OF BAGLEY, PORTER, 24TH, AND I-75

CITY OF DETROIT
 CITY ENGINEERING DEPARTMENT
 SURVEY BUREAU
 JOB NO. 01-01
 DRWG. NO. x3025 06.DGN



JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION

KIRK T. STEUDLE
DIRECTOR

METRO REGION OFFICE

June 21, 2006

Ms. Cathy Square, Director
City of Detroit, Department of Public Works
Coleman A. Young Municipal Center
2 Woodward Ave., Suite 513
Detroit, Michigan 48226

Re: Ambassador Bridge/Gateway Project

Dear Ms. Square:

The attached responds to both the May 24 and June 5, 2006 letters from the City of Detroit, Department of Public Works (DPW) to the Michigan Department of Transportation (MDOT). This is in regards to proposed construction plans for the subject project, for both the proposed plaza is the responsibility of the Detroit International Bridge Company (DIBC), and connecting ramps and roadways under the jurisdiction of the MDOT per the MDOT/DIBC April 23, 2004 implementation agreement. Responses to the City were coordinated between MDOT and DIBC in order to provide a single letter response back to the City. Where questions are duplicative between the two letters from the City, responses reference the other corresponding letter.

If you require additional information or have any questions, please appropriately contact either DIBC and/or MDOT respective of underlying responsibilities noted above. Otherwise, the bi-weekly coordination meetings between MDOT, DIBC, and the City representatives continue to serve as a good forum for project coordination between the respective stakeholders, and to address project questions.

Please contact me at 248-483-5108 if you require additional information, or if you have any questions.

Sincerely,

Andrew J. Zeigler
Metro Region Planner

AJZ:kk
Enclosure

cc: J. Abraham, City DPW
A. Adams, City Deputy Mayor
G. Johnson, MDOT
J. Kirschensteiner, FHWA
T. Kratofil, MDOT
T. Lacross, HRC
P. Lynwood, FHWA
A. Patel, TED
M. Patel, City DPW
S. Piacenti, MDOT
R. Screws, MDOT
M. Simon, HNTB
D. Stamper, DIBC
C. Stamper, DIBC
W. Talley, City DPW
P. Williams, MDOT
P. Wisney, MDOT

AMBASSADOR BRIDGE/GATEWAY PROJECT

**June 22, 2006 Response to
City's Comments (May 24, 2006 letter) On The Construction Plans
and
Permit Plans (June 6, 2006 letter)**

May 24, 2006 letter from the City to MDOT

“The plans submitted for City’s approval shows the truck ramp at grade level that requires vacation of the 22nd Street and 23rd Street. The vacation can’t be approved by the City until all the properties that are impacted by vacating the 22nd and 23rd streets are acquired and under control of [the] Detroit International Bridge Company (DIBC)/MDOT, depending upon agency responsible for the acquisition. Also, based on the plan submitted, the permanent closure of 25th Street is no longer required. Therefore, the street ROW must be reverted back to the City.”

Response: DIBC plans to proceed with an elevated truck ramp over 23rd Street immediately north of Fort Street. This will eliminate any concern about crossing 23rd St. at grade, vacating 23rd Street, and providing access to the two businesses that currently have access via 23rd Street. This configuration will require a cul-de-sac to serve customers of the properties and/or any emergency vehicle that may need access to the property. The cul-de-sac will be constructed by DIBC once approval is given from the City.

This plan will require that DIBC obtain air rights from the City for the ramp over 23rd Street. The application will be submitted forthwith.

With regard to the vacation of 25th Street, this street will be required for both the near-term and long-term plans for the Gateway Project. In the near-term the property along 25th Street will be needed for a temporary toll plaza during construction. In the long-term this property will be a main parking area for employees working on the bridge plaza. Consequently, the permanent closure is still required.

2. “The plan calls for rerouting the pedestrian[s] on [the] south side of Fort Street (west of St Anne). It has been brought to the attention of MDOT that a pushbutton traffic signal must be installed at [the] St. Anne-fort Street intersection at no cost to the City for safer pedestrian crossing (as pedestrian[s] are forced to cross on either side for accommodating the project).”

Response: Upon formal permit application by the City of Detroit, MDOT will review the need and warrants for a pedestrian actuated signal at St. Anne. MDOT has reviewed this location in the past, and it has not been warranted. If it is not

warranted, MDOT may approve the application for the pedestrian signal, if the City/DIBC agrees to all associated costs of installation and maintenance.

“The construction of the project calls for rerouting the freeway traffic on to the City streets for facilitating the construction, causing additional loads thereby accelerated stress on the streets. Therefore, MDOT shall with/without DIBC participation; resurface the City streets used for detouring the truck traffic at no cost to the City, after completion of the project. [A] List of the streets that are to be resurfaced shall be established before approval of detour plans.”

Response: The local roads that will be used for detour as part of the MDOT portion are included in the current maintaining traffic plans. These include:

21st Street between Porter Street and Vernor Highway

Vernor Highway between West Grand Boulevard and 21st Street

West Grand Boulevard between Jefferson Avenue and Vernor Highway

15th Street between Fort Street and Lafayette Boulevard.

Lafayette Boulevard between 15th Street and Rosa Parks Boulevard

Rosa Parks Boulevard between Lafayette Boulevard and I-75

The MDOT construction plans include a reconstruction of 15th Street between Fort Street and Lafayette Boulevard during Stage 3b after the detour is completed. The remaining local streets will be videotaped before construction begins and reviewed afterwards to assess if any rehabilitation needs to take place. DIBC will not be detouring bridge traffic to City streets during construction.

“The 15th Street that is to be used as a detour truck route may need some intersectional geometric changes after completion of the Gateway project so that the City’s standards for normal intended use are maintained.”

Response: The reconstruction of 15th Street is included in the MDOT construction plans. The existing 28’ wide street will be replaced with 28’ non-reinforced concrete paved roadway and sidewalk with 10-foot radii at Fort Street and Lafayette Boulevard during Stage 3b after use for the truck detour is complete.

“Traffic Engineering Division (TED) has received a copy of the permit plan from MDOT for the City’s review and comments. The plan reflects an aerial encroachment on Fort Street (on State roadway) for future construction of two pedestrian bridges and two vehicular bridges, which were never discussed or disclosed to the City until now. These bridges are not part of the Ambassador Gateway Project nor included in the Department Agreement (between the city and the State). DIBC stated that the bridges above are to accommodate future expansion of the bridge company facilities.”

Response: The Gateway Project will not require any aerial encroachment over Fort Street. Any aerial encroachment required for later related projects will be part of a later submission by DIBC.

DPW can't endorse the approval of the aerial encroachment over the public roadway for facilitating construction of the infrastructure for a private agency without completing the required review and approval process from the various City agencies and required hearing(s) for the expansion plan."

Response: DIBC will file application for air rights over 23rd Street very shortly.

"The plans submitted by the DIBC shows the access roadway to private properties via 25th Street, which is not acceptable to DPW because it is longer compared to the existing route and therefore, not user friendly."

Response: As a result of the proposed elevated ramps at 23rd Street, remaining private properties currently using 23rd Street may continue to use 23rd Street for access to Fort Street (M-85).

"The detour control devices such as but not limited to, signage, barricades, barrels etc; may require adjustment to meet/match the actual site conditions and therefore, the contract should be flexible enough to make those adjustments."

Response: According to the special provision for maintaining traffic on the MDOT construction plans, the following statement is included. "Changes or adjustment in the signing typicals, and the proposed staging provided may be necessary as determined by the Engineer." This statement along with miscellaneous quantities of signs, barricades, and barrels allow for the MDOT Resident Engineer to work with the contractor on matching actual site conditions.

"It has come to our attention that MDOT/DIBC are yet to submit petition/s for adjustments to some of the City's ROW (streets/alley). The City cannot concur with the construction plans until the ROW adjustments are approved by the City council."

Response: With regard to petitions for vacation of streets and alleys for the MDOT portion, Petition #3025, Phase One, is a conversion of city streets and alleys: Porter Street between 21st Street and Highway I-75 service drive; Bristol Place between 21st Street and Highway I-75 service drive; Lambie Place between 21st Street; and all public alleys in the block bounded by 21st , Highway I-75 service drive, Lambie Place and Bagley Avenue into private easements for public utilities.

This petition has been approved by Detroit City Council and filed with Wayne County Register of Deeds.

Petition #3025, Phase Two, is an outright vacation of city streets: Lambie Place between 23rd Street and southbound Highway I-75 service drive; the remaining portion of 23rd Street south of Lambie Place; Porter Street between relocated southbound Highway I-75 service drive and existing southbound Highway I-75

service drive. The Department of Public Works is currently conducting the review with the utilities and city departments.

Petition # 0335 is an outright vacation of city streets: Howard Street from Highway I-75 east service drive to the easterly right-of-way line of 22nd Street; and 22nd Street from the southerly right-of-way line of Howard Street south to the easterly extension of Lot 15 of "The Plat of the subdivision of the Eastern Part of Private Claim 20." MDOT has submitted the petition and the Department of Public Works is conducting its review of responses from the departments and utilities. Once MDOT provides confirmation of the acquisition of the parcels, then DPW can complete the vacation process.

The following is a list of petitions that have been, or soon will be, submitted to the city by DIBC along with their current status:

Petition #3254 (22nd Street Closure) – is an outright vacation of city streets and alleys in the area of Lafayette, Twenty-Second Street, Twenty-first Street, Savoy and Fort Street.

Petition #3255 (24th Street Closure) – is an outright vacation of city streets and alleys in the area of West Grand Boulevard, Fort Street, I-75 Service Drive, 24th Street and Savoy Street.

June 6, 2006 letter from the City to MDOT

"The plans submitted for [the] City's approval shows the truck ramp at grade level that requires vacation of the 22nd Street and 23rd Street. The vacation can't be approved by the City until all the properties that are impacted by vacating the 22nd and 23rd streets are acquired and under control of [the] Detroit International Bridge Company (DIBC)/MDOT, depending upon agency responsibility for the acquisition."

Also, based on the plan submitted, the permanent closure of 25th Street is no longer required. Therefore, the street ROW must be reverted back to the City."

Response: Item #1 is identical to item #1 of the May 24, 2006 letter, and the response to that letter applies here.

"Prior to start of any DWSD related work on Fort at 22nd, 23rd, 24th, and 25th streets, traffic control plan for side streets (22nd, 23rd, 24th, and 25th) must be submitted for TED review and approval.

Response: The traffic control plan for side streets is in process and will be available shortly.

“The plans submitted do not show all detour plan(s) for pedestrian traffic. In order to complete the review, the pedestrian detour must be submitted.”

“The plan calls for rerouting the pedestrian[s] on [the] south side of Fort Street (west of St. Anne). It has been brought to the attention of MDOT that a pushbutton traffic signal must be installed at St. Anne-fort Street intersection at no cost to the city for [a]safer pedestrian crossing (as pedestrian[s] are forced to cross on [the] other side for accommodating the project.”

Response: MDOT will submit the complete pedestrian detour plan for the City’s review.

Upon formal permit application by the City of Detroit, MDOT will review the need and warrants for a pedestrian actuated signal at St. Anne. MDOT has reviewed this location in the past, and it has not been warranted. If it is not warranted, MDOT may approve the application for the pedestrian signal, if the City/DIBC agrees to all associated costs of installation and maintenance.

“There are no traffic plans attached to temporary modification to curbs on W. Grand Blvd. Between SB I-75 Service Drive and Fort (sheet TM-6).”

“Also, the contractor must restore the curbs/other temporary modifications to either original conditions or [a] modified plan acceptable to the city.”

Response: Traffic plans related to temporary modifications to curbs on W. Grand Blvd. will be forthcoming.

All curbs/other temporary modifications will be restored at no expense to the City.

“The permit plan shows an aerial encroachment on Fort Street (on State roadway) for future construction of two pedestrian bridges and two vehicular bridges, which was never discussed or disclosed to the city until now. These bridges are not part of the Ambassador Gateway Project nor included in the Development Agreement (between the City and the State). Per DIBC, the permit for the aerial encroachment for the bridges is requested for the future expansion of the bridge company facilities.”

Response: Item #5 is the same as item #5 of the May 24, 2006 letter and the response to that letter applies here.

“The TED can’t endorse the concept of approving the aerial encroachment over the public roadway for facilitating construction of the infrastructures for a private agency without completing the required review and approval process from the various city agencies and required hearing(s) for the expansion plan.”

Response: Item #6 is the same as item #6 of the May 24, 2006 letter and the response to that letter applies here.

“The plans did not include any work schedule regarding various phases of construction. ”

Response: The work schedule for the various phases of construction will be forthcoming shortly once MDOT’s schedule is finalized.

MDOT/DIBC are yet to submit petition/s for the adjustments to some of the City’s ROW (street/alley). The City cannot concur with the construction plans until the ROW adjustments are approved by the city Council.”

Response: With regard to petitions for vacation of streets and alleys for the MDOT portion, Petition #3025, Phase One, is a conversion of city streets and alleys: Porter Street between 21st Street and Highway I-75 service drive; Bristol Place between 21st Street and Highway I-75 service drive; Lambie Place between 21st Street; and all public alleys in the block bounded by 21st , Highway I-75 service drive, Lambie Place and Bagley Avenue into private easements for public utilities.

This petition has been approved by Detroit City Council and filed with Wayne County Register of Deeds.

Petition #3025, Phase Two, is an outright vacation of city streets: Lambie Place between 23rd Street and southbound Highway I-75 service drive; the remaining portion of 23rd Street south of Lambie Place; Porter Street between relocated southbound Highway I-75 service drive and existing southbound Highway I-75 service drive. The Department of Public Works is currently conducting the review with the utilities and city departments.

Petition # 0335 is an outright vacation of city streets: Howard Street from Highway I-75 east service drive to the easterly right-of-way line of 22nd Street; and 22nd Street from the southerly right-of-way line of Howard Street south to the easterly extension of Lot 15 of “The Plat of the subdivision of the Eastern Part of Private Claim 20.” MDOT has submitted the petition and the Department of Public Works is conducting its review of responses from the departments and utilities. Once MDOT provides confirmation of the acquisition of the parcels, then DPW can complete the vacation process.

The following is a list of petitions that have been, or soon will be, submitted to the city by DIBC along with their current status:

Petition #3254 (22nd Street Closure) – is an outright vacation of city streets and alleys in the area of Lafayette, Twenty-Second Street, Twenty-first Street, Savoy and Fort Street.

Petition #3255 (24th Street Closure) – is an outright vacation of city streets and alleys in the area of West Grand Boulevard, Fort Street, I-75 Service Drive, 24th Street and Savoy Street.

“The plan did not include any details how the vehicular traffic will be managed on the side streets approaching Fort Street, north of Fort Street. Also, the plan did not show how the turning movements or access would be managed during the construction.”

Response: The temporary signing for directing traffic on the side streets north of Fort Street at St. Anne, 18th, 17th, and 15th Streets are shown in the current MDOT maintaining traffic plans (sheets 473 & 474).

“Multiple lane closure on Fort Street (Sheet TM-4) allowing only one lane of traffic in each direction must be done during weekends.”

Response: Any multiple lane closures on Fort Street allowing only one lane in each direction will be done on weekends as requested. DIBC’s drawings are being updated to reflect the request.

“Work on Fort Street in front of the Toll Plaza near St. Anne Street did not include the details how the traffic from the toll plaza will be managed.”

Response: Details on the management of traffic from the toll plaza will be forthcoming shortly. This is being developed to coincide with the MDOT traffic management and construction schedule.

“The detour related infrastructures such as but not limited to placement signage, barricades, barrels may require adjustment to meet/match the actual site conditions, therefore, the contract should be flexible enough to make those adjustments.”

Response: According to the special provision for maintaining traffic on the MDOT construction plans, the following statement is included. “Changes or adjustment in the signing typicals, and the proposed staging provided may be necessary as determined by the Engineer.” This statement along with miscellaneous quantities of signs, barricades, and barrels allow for the MDOT Resident Engineer to work with the contractor on matching actual site conditions.

“Transition of traffic at W. Grand Blvd. and Fort intersection is inadequate, as traffic has to make sudden transition with big offset in order to continue on W. Grand Blvd. west of Fort Street.”

“TED recommends that the contractor should modify the island on W. Grand Blvd. from Jefferson to Howard to align the traffic appropriately. This may require removing the island and installing it back after construction.”

Response: The island on W. Grand Blvd. from Jefferson to Howard will be modified as requested.

“The Maintenance of Traffic Plan for W. Grand Blvd. Between Jefferson and Shady lane is not to scale and therefore it is not possible to get lane width information. Provide scaled drawings for TED’s review and comments.”

Response: The maintaining traffic concept did not have a scale as stated above as it was focused on overall signing and striping. There will be scaled plan sheets with dimensions for the lanes as part of the final construction plans.

“_Parking restrictions signs such as No Parking/No stopping signs are needed on W. Grand Blvd. between Fort and Jefferson Avenue.”

Response: No Stopping/Standing/Parking (R7-14) signs will be provided along West Grand Boulevard between Fort Street and Jefferson Avenue as part of the final construction plans.

Refer to the DPW letter dated May 24, 2006 (addressed to Mr. Ziegler [Zeigler] of MDOT) for additional requirements, copy attached.

Response: A separate response to the letter of May 24, 2006 is included as part of this attachment.