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1914

SOUTH BEND INDIANA



North Pumping Station — Completed 1914

ANNUAL REPORT OF
DEPARTMENTS
ENDING DEC. 31ST

1914

SOUTH BEND, INDIANA

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I would recommend that Eddy Street and Mishawaka Avenue from Jefferson Boulevard to Nineteenth Street be paved. This is the main thoroughfare between South Bend and Mishawaka on the north side of the river, and as the street is in a bad condition it should be paved immediately. Mishawaka has already paved to Nineteenth Street. I would suggest, however, that Eddy Street and Mishawaka Avenue be widened before the pavement is constructed. It would be an easy matter and small expense to widen these streets, at this time; especially from Jefferson Boulevard to the east line of Pottawattomie Park.

I would recommend the installation of motor cars for this department. The area over which our engineers are required to travel in making investigations, inspections and giving grades is constantly increasing and it is an urgent necessity, to efficiently operate this department, that we be given better transportation facilities.

The efforts of the office have been greatly handicapped for lack of adequate room. The present office of this department is entirely too small and the arrangement is very unsatisfactory.

I wish to acknowledge the conscientious efforts of the employees of this department. I also desire to thank the Mayor and Board of Public Works for their support and co-operation in my official capacity.

Respectfully,

WILLIAM S. MOORE,

City Engineer.

DEPARTMENT OF PUBLIC WORKS

is light and the first cost is imperative, but for heavy traffic a good concrete foundation and cement filler is recommended.

GRADE, CURB AND WALK

Eleven contracts were awarded during the year for the construction of grade, curb and walks; the cost of which was \$15,178.41, which is considerably below the amount generally expended during the year for this class of improvement. The walk and curb improvements amounted to \$76,964.46 in 1913.

The reason for such a difference in the two years is undoubtedly due to the fact that no large sub-divisions were improved during the past year. Only one large plat was put on record; that was Seebert's Michigan Street Addition, and while the streets in this addition were graded, the walks and curbs were not constructed.

BRIDGES

Two new bridges were built during the past year inside the city limits by the County Commissioners. One on Dubail Avenue across Bowman Creek and the other on Michigan Street across the St. Joseph river. The Dubail Avenue culvert is a reinforced arch, 15-foot span, 23 feet 70 feet wide, the full width of Dubail Avenue. It is of substantial character and a credit to the city.

The Michigan Street bridge across the St. Joseph river is a three-span reinforced concrete and faced with Bedford Stone. The two end arches have 80-foot spans and the center arch 116 feet. All pedestals, parapets, handrailing and ornamental work are cut stone. The work is practically completed and this bridge is not only very substantial but it is one of the most artistic structures in the state.

FEES COLLECTED

The total amount of fees collected during the fiscal year amounted to \$5,390.39 sub-divided as follows:

Excavation permits	\$3,390.60
Blue printing	37.54
Surveys	767.97
Cement permits	11.00
Plans and specifications	852.28
Total	\$5,390.39

All fees have been turned over to the City Controller.

RECOMMENDATIONS

I wish to again call your attention to the necessity for a new sewer in Michigan Street from LaSalle Avenue to Monroe Street. The present sewer is entirely too shallow and inadequate to meet the present demands; with the result that water from the sewer backs into the basements during times of heavy rains. The pavement on Michigan Street is about worn out and will have to be replaced with a modern pavement within a few years and I would urge that the sewer matter be taken up immediately so the street will have proper sewerage facilities before it is paved. I would also recommend that all Public Utility Companies be notified to thoroughly overhaul all their underground work on Michigan Street during the coming year. I am convinced that if all underground work was put in proper repair in advance of all pavements it would avoid a large per cent. of the openings which are constantly being made into our paved streets.