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**Estimate & Apportionment,
Bd. of [Chief Engineers]**

1913, Sept.-Dec.

BOARD OF
ESTIMATE AND APPORTIONMENT
CITY OF NEW YORK

OFFICE OF THE
CHIEF ENGINEER
277 BROADWAY

September 16, 1913.

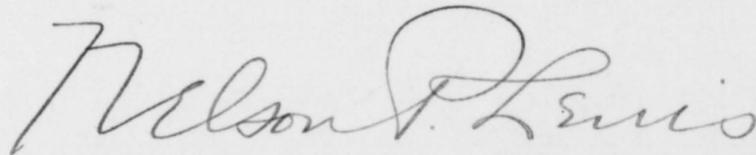
Hon. Ardolph L. Kline, Mayor,

Chairman of the Board of Estimate and Apportionment.

S i r:-

Herewith I am enclosing a copy of a report which has been prepared for the meeting of the Board to be held on Thursday, September 18, 1913.

Respectfully,

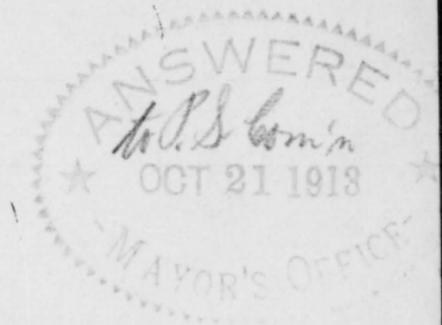
A handwritten signature in cursive script, reading "Nelson S. Lewis". The signature is written in dark ink and is positioned above the typed name of the Chief Engineer.

Chief Engineer.

BOARD OF
ESTIMATE AND APPORTIONMENT
CITY OF NEW YORK

OFFICE OF THE
CHIEF ENGINEER
277 BROADWAY

October 20, 1913.



Mr. James Matthews,

Executive Secretary, Office of the Mayor.

Dear Mr. Matthews:-

I have your note of October 18, enclosing letter from the Chairman of the Committee on Railway Terminals of the Council of the City of Chicago, asking about the employment of Mr. Bion J. Arnold.

Mr. Arnold was retained by the Public Service Commission for the First District, and submitted to that Commission a number of reports in 1908 upon the operation of the present Rapid Transit Subway. I do not know whether he was retained as Consulting Engineer on a regular salary or whether he was paid for time devoted to the work of the Public Service Commission. Inasmuch as this is a request from a member of the Legislative branch of the City Government of Chicago, do you not think it would be better to send the request for this information to the Public Service Commission for the First District, rather than to have me attempt to secure the information and give it to you at second hand? I am sure that Secretary Whitney will be able to advise you fully concerning Mr. Arnold's employment by the Commission and the compensation received by him.

The letter of Mr. Geiger is returned herewith.

Yours very truly,

A handwritten signature in cursive script that reads "Nelson S. Lewis".

Chief Engineer.

encl

BOARD OF
ESTIMATE AND APPORTIONMENT
CITY OF NEW YORK

OFFICE OF THE
CHIEF ENGINEER
277 BROADWAY

October 30, 1913.

Mr. James Matthews,
Executive Secretary, Office of the Mayor,
City Hall, New York City.

Dear Sir:-

Replying to yours of the 28th, I am a little uncertain whether the intent of His Honor, the Mayor, was simply to have this letter from Shulman & Sons placed before the Committee to which was referred the petition for relief from assessment for the widening of Canal Street, or whether he desired a statement from me covering the facts in the case. As the latter may be desired, I will comment upon the letter of Messrs. Shulman.

The first paragraph of that letter is not a correct statement of the reasons which prompted the widening at the corner of Canal Street and The Bowery. The letter attributes it to the connection of the tracks on the Manhattan Bridge with the crosstown Canal Street Subway and the necessity for raising the grade in order to carry the street over these tracks. It is true that the raising of the grade was necessitated by the connection between the tracks on the Manhattan Bridge and the Subway in Canal Street, but this was determined upon before the widening was undertaken. I think I may safely say that the street widening at this point was not necessitated by any subway construction or a connection between the Manhat-

tan Bridge and the Subway, by a desire to enlarge the plaza of the Manhattan Bridge, or in order to accomodate bridge traffic. It was simply done to facilitate movement in the streets and from one street to another, and in this respect it is similar to other widenings in various parts of the City. I think we should forget that the Manhattan Bridge is anything more than a highway or street, which in this instance happens to be carried over the East River. That our great bridges are simply parts of our highway system was pretty well established when the late Mayor Gaynor insisted that all tolls on the bridge roadways should be abolished and that they should be treated precisely in the same manner as other streets. The volume of traffic changes from time to time in different streets, and it assumes different courses due to improvements made in different parts of the City or to the development of a particular kind of business in certain sections, and it becomes necessary to widen streets and cut off corners in order to accomodate such traffic, and the expense of doing so has lately been met partly by assessment upon the property deemed to be benefited and partly by one or more Boroughs or the City. This was the case in Canal Street, and my understanding of the situation will, I am confident, be concurred in by the Department of Bridges, the Commissioner and Chief Engineer of which Department I have consulted in order to get their views.

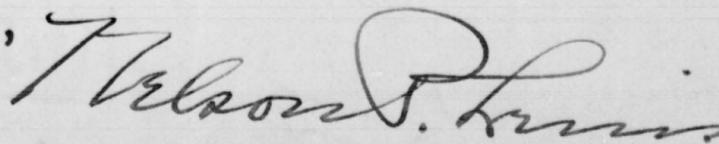
The letter further says that Canal Street is and always has been a wide street. This is true as to the part of Canal

Street west of Mulberry Street, where it is 100 feet wide, and owing to the fact that it is a diagonal street it will be called upon to accomodate a constantly increasing volume of traffic, especially after the construction of the Varick Street-Seventh Avenue thoroughfare. East of Mulberry Street, however, and for the three blocks between Mulberry Street and The Bowery, it is not wide enough to accomodate the traffic which will doubtless come to it when the Manhattan Bridge is completely available for public use. The improvement under discussion will facilitate movement between The Bowery and Canal Street and the highway passing over the Manhattan Bridge, and I firmly believe that a widening between The Bowery and Mulberry Street will be found necessary in the future.

I am calling attention to these conditions simply to show that the widening now under discussion and any widening which may occur in the future are designed to facilitate movement along a street, the importance of which I believe will be greatly increased, with consequent increase in the value of the abutting property.

I did not intend to write such a long letter, but think it wise that this point of view should be laid before the Mayor. Meanwhile, I believe it is consistent with your intent in sending me the letter for me to retain it and present it to the Committee of the Board to which the matter has been referred and which is expected to make a report.

Yours very truly,



Chief Engineer.

BOARD OF
ESTIMATE AND APPORTIONMENT
CITY OF NEW YORK

OFFICE OF THE
CHIEF ENGINEER
277 BROADWAY

November 11, 1913.

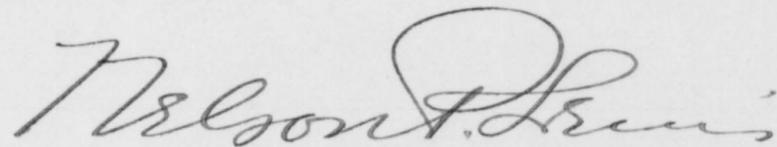
Hon. Ardolph L. Kline, Mayor,

Chairman of the Board of Estimate and Apportionment.

S i r:-

Herewith are transmitted copies of reports which have been prepared for the meeting of the Board to be held on Thursday, November 13, 1913.

Respectfully,



Chief Engineer.

Report No. 13311.

November 8, 1913.

Hon. ARDOLPH L. KLINE, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—At the meeting of the Board of Estimate and Apportionment held on November 6, a hearing was given concerning a proceeding initiated by the Local Board of the Van Courtlandt District, Borough of The Bronx, for acquiring title to Harlem River Terrace, where not already acquired, between West 184th street and Bailey avenue.

In the report submitted by your Engineer concerning this improvement it was pointed out that the proceeding was intended to relate to a parcel which had been included within the street system as the result of a change in the street lines the effect of which had been to exclude an adjoining parcel previously acquired for highway purposes, and acting upon the recommendation made in the report the attention of the Sinking Fund Commissioners was called to the desirability of arranging for the sale of the property no longer required for street use.

At the hearing a question was raised concerning the ownership of the property which it was proposed to dispose of, and action was deferred for one week pending the presentation of a further report in the matter.

The street lines as originally fixed were modified by a plan adopted on May 3, 1907, the resolution for which appears on page 1479 of the Public Improvement Minutes of that date, which refers to the map as one intended to fix the lines of Harlem River Terrace just north of and adjoining Fordham road, and makes no specific reference to the possible exclusion from the street system of an area previously acquired for highway use. A search of the records shows that the property affected by the change was conveyed to the City by Charles E. Sentell under a deed bearing date of April 23, 1891, which was filed in the Register's office on November 27, 1891 (section 11, lib. 3, page 422). The deed makes provision that the property is to be held in trust for street purposes.

At the meeting of March 21, 1912, an opinion was presented by the Corporation Counsel concerning the procedure involved in the closing of public streets, in which the Board was advised that to conform with legal requirements in cases where title to the street had been acquired, it would be necessary to give public notice of such a character as to indicate its effect.

I am in some doubt as to whether the title to the land which it was intended to exclude from the street area would revert to the grantor in case the effect of the adoption of the map was to discontinue the street, and also as to whether the public notice given in connection with the map change was sufficient to satisfy the legal requirements.

I would therefore recommend that the matter be referred to the Corporation Counsel with the request that he advise the Board concerning both of these particulars.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

Report No. 13298.

November 7, 1913.

Hon. ARDOLPH L. KLINE, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—At the meeting of the Board of Estimate and Apportionment held on November 6, 1913, there was presented for consideration a resolution of the Local Board of the Flatbush District, Borough of Brooklyn, adopted on October 8, 1913, initiating proceedings for paving with asphalt (preliminary pavement) East 35th street from Tilden avenue to Beverly road, and the matter was referred to the Chief Engineer for report.

This resolution affects one block or about 600 feet of East 35th street, title to which has been legally acquired. The street is paved, the abutting property is largely improved, and all of the subsurface structures have been provided.

It is understood that the street was improved under private contract but that the work has never been accepted by the City, and that the curbing as well as the pavement is in a condition of disrepair. The Local Board on October 24 last adopted a resolution under which existing curbing will be reconstructed, and there would seem to be no reason to defer the consideration of the paving.

The work is estimated to cost about \$3,800, and the assessed valuation of the land to be benefited is \$28,200.

In my judgment the resolution is a proper one, and I would recommend that the Borough President be authorized to have the work performed which is required prior to placing the improvement under contract.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

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Report No. 13296.

November 8, 1913.

Hon. ARDOLPH L. KLINE, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith are transmitted communications from the President of the Borough of Brooklyn, advising that all of the conditions imposed by the Board prior to the authorization of the following local improvements have been complied with.

1. Sewer in East 34th street from Church avenue to Snyder avenue. The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on October 9, 1913, at which time information was presented to show that its probable cost would be about \$2,100. The Borough President states that the time to be allowed for the completion of the improvement is 30 days, and that the expense incurred for the preliminary work amounts to \$34.05.

The work to be done comprises the following: 623 linear feet 12-inch pipe sewer; 6 manholes. The cost of the improvement is now estimated to be \$2,300.

2. Sewers in the following streets: Gravesend avenue, both sides, from Fort Hamilton avenue to Church avenue; Caton avenue, from Gravesend avenue to East 2d street; East 2d street, from Caton avenue to Albemarle road; Albemarle road, from West street to East 3d street.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on July 31, 1913, at which time information was presented to show that its probable cost would be about \$24,200. The Borough President states that the time to be allowed for the completion of the improvement is 120 days, and that the expense incurred for the preliminary work amounts to \$151.70. The work to be done comprises the following: 321 linear feet 18-inch pipe sewer; 1,693 linear feet 15-inch pipe sewer; 3,360 linear feet 12-inch pipe sewer; 45 manholes; 10 receiving basins. The cost of the improvement is now estimated to be \$17,000.

I see no reason why the construction work required to carry out these improvements should not be authorized and would recommend such action.

I would also recommend that title be vested in the City on December 1, 1913, to the following streets: East 34th street, from Church avenue to Snyder avenue; Albemarle road, from West street to East 3d street where not already acquired and excluding the land occupied by the tracks of the Prospect Park and Coney Island Railroad, unless previously confirmed.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

Report No. 13299.

November 7, 1913.

Hon. ARDOLPH L. KLINE, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a communication from the President of the Borough of Brooklyn, advising that all of the conditions which it is the practice of the Board to impose prior to the final authorization of a local improvement have been complied with in the matter of paving with asphalt (preliminary pavement) East 35th street from Tilden avenue to Beverly road.

A report is now before the Board recommending the preliminary authorization for this improvement, and if favorable consideration is accorded, there would seem to be no reason to defer the final authorization now requested, such action being recommended.

The Borough President advises that no expense has been charged against the Street Improvement Fund, and that it is proposed to allow 20 days in which to carry out the work, this comprising the laying of 1,810 square yards of asphalt pavement.

The cost of the improvement is estimated to be \$3,700.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

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BOARD OF
ESTIMATE AND APPORTIONMENT
CITY OF NEW YORK

OFFICE OF THE
CHIEF ENGINEER
277 BROADWAY

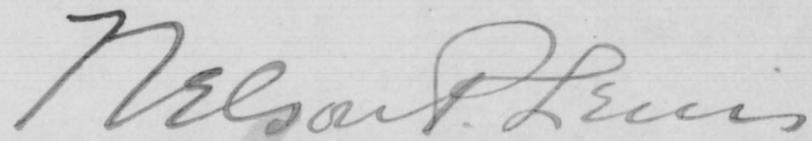
December 22, 1913.

Hon. Ardolph L. Kline, Mayor,
Chairman, Board of Estimate and Apportionment.

S i r:-

Herewith are transmitted copies of reports which have
been prepared for the meeting of the Board to be held on Wednesday,
December 24, 1913.

Respectfully,



Chief Engineer.