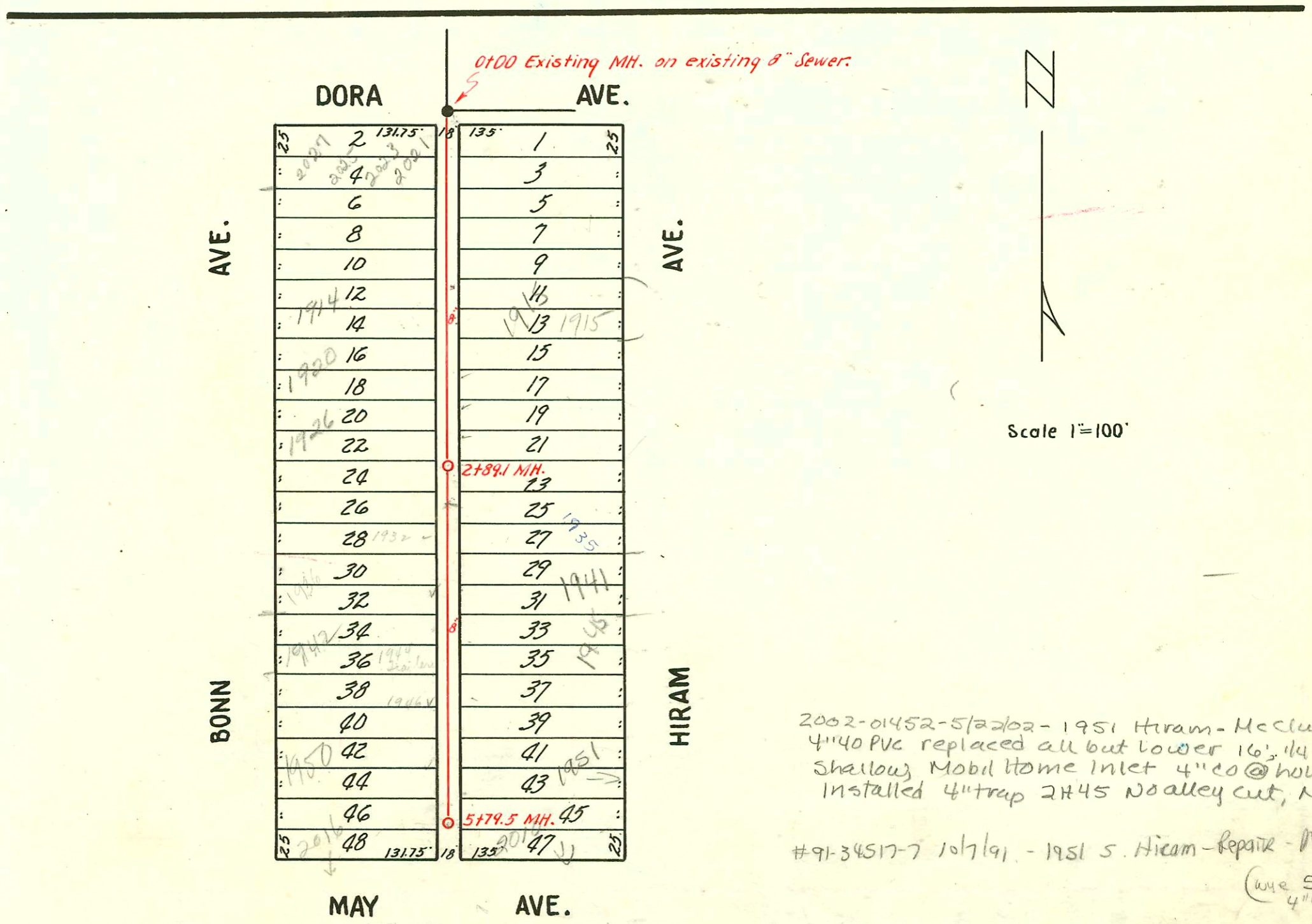


2003-00137-11463-2732 Green - Acah NO Leaks - 4" sc 40 tied to wye @ property line
1224, LWIN CO,



Scale 1"=100'

2002-01452-5/22/02 - 1951 Hiram - McClung -
4" 40 PVC replaced all but lower 16'; 14" fall
shallow Mobil Home Inlet 4" CO @ house
Installed 4" trap 2#45 No alley cut, NO msmt

#91-34517-7 10/7/91 - 1951 S. Hiram - Repair - McClung -
P105
(wye 5+24.5)
4" PVC 40

#16349 - 6 on 8 wye - all Henning Trailer - 1925 Hiram - 11-13-62 (2+51.1)
2002-01452 #3190 - 6 on 8" wye - Smith - trailer - 11-29-56 1951 S. Hiram (5+24.5) above
see #78347 - 6 on 8" wye - Smith - 1951 S. Hiram 2/22/57
13824 trailer 1944 S. Bonn Fish Pkly 2 - 61 priv. line conn.
B374 trailer tap 1950 S. Bonn - Sandberg Pkly 11-12-63 (5+36.5)
#13866 Trailer Tap 1946 S. Bonn - all Henning 2-14-64 (4+82.5)

LAT. Z, DIST. E, S. S. NO. 21
W. B. CARTER, CONT.
Booked July 12, 1952, Book No. J. 58
Proj. No. C-22-53

CONSTRUCTION RECORD

SERVICE RECORD

LINE NO.	STATION	ELEVATION		Depth	MANHOLE	4-INCH "Y" BRANCHES		No. of Permit		House Number		DATE OF PERMITS		
		Ground	Grade			North West	South East	North West	South East	North West	South East	North West	South East	
#4	10	159.8	148.15	11.6	10+376	10+039	10+009	#2101	#1819	2626 N. Poplar	2625 N. Main	8-8-52	7-15-85 7-9-52	
						10+647	10+94.9	#2100	#1109	2620 N. Poplar	2619 N. Main	8-8-52	10-3-82	
	11	159.6	148.40	11.2	11+274	11+274	11+24.7	#2099	#1817	2614 N. Poplar	2613 N. Main	8-8-52	7-9-52 12-13-82 7-9-52	
						+82.0	12+12.3	#2098	#1816	2608 N. Poplar	2607 N. Main	8-8-52	8-7-52	
12	159.0	148.80	10.2	12+77.0	12+29.9	12+42.5	#2629	#1815	2602 N. Poplar	2601 N. Main	9-23-52	7-9-52 7-9-52		
					12+42.5									
#5	0	144.8	141.00	3.8	0+00 = 19+59.7 in Line #7	0+326	0+296	#2975	#2975	2744 N. Main	2743 N. Main	10-23-52	10-23-52	
	1	145.7	141.40	4.3	1+88.0	1+63.0	1+60.0	#2974	#2974	2738 N. Main	2737 N. Main	10-23-52	10-23-52	
						146.6	141.75	4.8	1+63.0	1+60.0	#2977	#2977	2732 N. Main	2731 N. Main
	2	146.7	141.80	4.9	2+16.3	2+13.3	2+13.3	#2977	#2977	2720 N. Main	2719 N. Main	10-23-52	10-23-52	
						+74.0	+71.0	#2977	#2977	2714 N. Main	2713 N. Main	10-23-52	10-23-52	
	3	147.8	142.20	5.6	3+28.7	3+25.7	3+25.7	#2976	#2976	2707 N. Main	2706 N. Main	10-23-52	10-23-52	
						+82.5	+79.5	#2976	#2976	2701 N. Main	2700 N. Main	10-23-52	10-23-52	
	4	149.4	142.60	8.8	4+64.9	4+40.0	4+37.0	#2944	#2968	2602 N. Main	2601 N. Main	10-23-52	10-23-52	
						150.4	142.85	7.5	4+64.9	4+60.0	#2281	#2281	2601 N. Main	2600 N. Main
	5	151.2	143.00	8.2	5+63.0	5+60.0	5+60.0	#2289	#2201	2654 N. Main	2653 N. Main	8-25-52	8-18-52	
						154.3	143.40	10.9	5+63.0	5+62.5	#2289	#2201	2654 N. Main	2653 N. Main
	7	155.5	143.80	11.7	7+36.6	7+56.6	7+53.6	#2288	#2288	2648 N. Main	2647 N. Main	8-25-52	8-18-52	
						156.3	143.94	12.4	7+56.6	7+55.4	#2287	#2287	2642 N. Main	2641 N. Main
	8	156.2	148.20	8.0	8+18.4	8+15.4	8+15.4	#2286	#2198	2636 N. Main	2635 N. Main	8-25-52	8-18-52	
						8+18.4	8+15.4	#2286	#2198	2630 N. Main	2629 N. Main	8-25-52	8-18-52	
	9	157.9	148.60	9.3	9+36.8	9+33.8	9+33.8	#2285	#1700	2630 N. Main	2629 N. Main	8-25-52	6-23-52	
9+36.8						9+33.8	#2284	#1699	2624 N. Main	2623 N. Main	8-25-52	6-23-52		
10	159.3	149.00	10.3	9+98.6	10+58.8	10+55.8	#2283	#1698	2618 N. Main	2617 N. Main	8-25-52	6-23-52		
					160.6	152.40	8.2	10+58.8	10+55.8	#2282	#1697	2612 N. Main	2611 N. Main	8-25-52
11	160.6	152.40	8.2	11+16.4	11+13.4	11+13.4	#2281	#1696	2606 N. Main	2605 N. Main	8-25-52	6-23-52		
					162.4	152.80	9.6	11+16.4	11+13.4	#2280	#1695	2602 N. Main	2601 N. Main	8-25-52
12	163.4	153.08	10.3	12+69.8	12+37.3	12+34.3	#2280	#1695	2602 N. Main	2601 N. Main	8-25-52	6-23-52		
					163.4	153.08	10.3	12+69.8	12+69.8					
Y WEST Y EAST														
#5	0	104.5	100.08		0+00 Existing MH.	0+25.0	0+22.0	C38802		2021-27 Dura	2011 Dura	5-4-73		
	1	104.4	100.18	4.2	1+25.4	1+22.4	1+22.4	#2314		1908 Bonn		8-25-52		
						1+25.4	1+22.4	#2314		1914 Bonn		9-26-72		
	2	103.8	100.28	3.5	2+21.3	2+18.3	2+18.3	C35252		1920 Bonn		9-26-72		
						2+21.3	2+18.3	C35253		1926 Bonn		9-26-72		
	3	104.0	100.37	3.6	2+89.1	2+96.4	2+96.4		13844	1921 Hiram		2-9-61		
						2+89.1	2+89.1			1935 Hiram		11-18-66	11-8-82	
	4	103.7	100.48	3.2	4+23.0	4+20.0	4+20.0	C39152		1941 Hiram		5-22-78		
						4+23.0	4+20.0	C39152		1945 Hiram		8-14-81		
	5	103.5	100.58	2.9	5+22.2	5+19.2	5+19.2	#1548		1947 Hiram		8-17-59		
						5+22.2	5+19.2	#1548		2016 Hiram		7-23-54		
	5	103.1	100.66	2.4	5+79.5	5+79.5	5+79.5							
						5+79.5	5+79.5							

tip C32229- 2010 may- 6-15-72 Dennis Moon (5+60.1)
 tip C31665 1942 Bonn - 4-17-72 James Hablen (4+18.2)
 C1293- 1932 Bonn - 12-20-66 Frederick - top 3+20.6
 #1990- Trailer - set wye - 1936 Bonn - 7-24-52 - Fredrick Pelly Co
 #2568- Trailer - set wye - 1908 S. Bonn - 9-17-52 - Lee Layton
 #2569- Trailer - Orville Lane - 1908 S. Bonn - 9-17-52 - Lee Layton
 #1989- 1936 Bonn - 7-24-52 - Fredrick Pelly Co.
 #2634- 2667 N. Estelle - 9-23-53 - Eugene Reynolds
 #1480- 1907 Hiram - 7-13-54 - Lee Layton
 #757- Schomberg - 1900 Hiram - 5/11/56 - Frederick Pelly
 #994- Trailer 1950 S Hiram - 5/16/56 - 11 - 11 - private line connection
 93-258237 101-93 2614 N Poplar - 40A S of MH (1+27.6) Sch 40 Pyc