

- TO: Richard Doherty, City Engineer City Engineering/Department of Public Works
- FROM: Debra Singleton, Engineer Detroit Water and Sewerage Department
- DATE: March 28, 2018
- RE: Petition No. 1819-revised Requested Encroachment Into Various Public Right of Ways In The Area Bound by Seyburn, Kercheval, Seminole, And East Jefferson With (Bike Racks)

We have reviewed the above Petition received by this office. Our records indicate there are water mains and sewers in the area of encroachment. With regard to DWSD's interests, our comments are as follows:

 DWSD has no objections to the requested encroachments provided that the attached Provisions for Encroachment are strictly followed.

If you have any questions, please call me at (313) 267-8309 or Mohammed Fa Siddique at (313)-964-9245.

Sincerely

Debra Singleton Engineer Permits

DS/MS/gl

Attachments

CC: Mohamad Farhat, CSF

### "REVISED"

#### City of Detroit City Engineering Division, Department of Public Works Survey Bureau

#### NOTICE OF PROPOSED CHANGE IN PROPERTY

|                                   | Date: <u>03/15/2018</u> |
|-----------------------------------|-------------------------|
|                                   | Petition: x1819         |
| AT&T Telecommunication            |                         |
| Comcast Television (CATV)         | Berm Use                |
| Detroit Edison (DTE)              |                         |
| Fire Department                   | Conversion to Easement  |
| Great Lakes Water Authority       |                         |
| Land Bank Authority               | Dedication              |
| Michcon (DTE)                     |                         |
| Planning & Development Department | X Encroachment          |
| Public Lighting Authority         |                         |
| Public Lighting Department        | Outright Vacation       |
| Police Department                 |                         |
| Solid Waste Division, DPW         | Temporary Closing       |
| Street Design Bureau, DPW         |                         |
| Street Maintenance Division, DPW  |                         |
| Traffic Engineering Division, DPW |                         |
| Water and Sewerage Department     |                         |
|                                   |                         |

A petition drawing is attached. Property shown on the attached print is proposed to be changed as indicated. Kindly report (using the back of this sheet) the nature of your services, if any affected by the proposed change and the estimated costs of removing and rerouting such services (if necessary).

Please return one copy to City Engineering Division, DPW within two weeks of the submittal date. Retain one copy and print for you file.

Ron Brundidge, Director, Department of Public Works

By: Richard Doherty, CED DPW City Engineer

| TO: | City Engineering Division, DPW |  |  |  |  |
|-----|--------------------------------|--|--|--|--|
|     | 2 Woodward Ave., Suite 642     |  |  |  |  |
|     | Detroit, Michigan 48226-3462   |  |  |  |  |
|     | Survey Bureau: 313-224-3970    |  |  |  |  |

Petition: <u>x1819</u> <u>"REVISED"</u>

The proposed change in property (referred to on the other side of this sheet) would affect our services as follows:

Not Involved

Involved; but asking you to hold action on this petition until further notice.

Involved; but no objections to the property change.

Involved; objection to the property change.

Involved; but no objections to the property change...provided as easement of the full width of the public right-of-way (street, alley or other public place) is reserved.

Involved; the nature of our services and the estimated costs of removing and/or rerouting such services are:

(Utility or City Department)

By

Title

Date

Area code – Telephone number

 $8/29/2017 \ wlw$ 

PETITION NO. 1819 THE VILLAGES - DETROIT 8109 E. JEFFERSON AVE. #1B DETROIT, MICHIGAN 48214 C/O MAC FARR PHONE NO. 313 486-2900

B

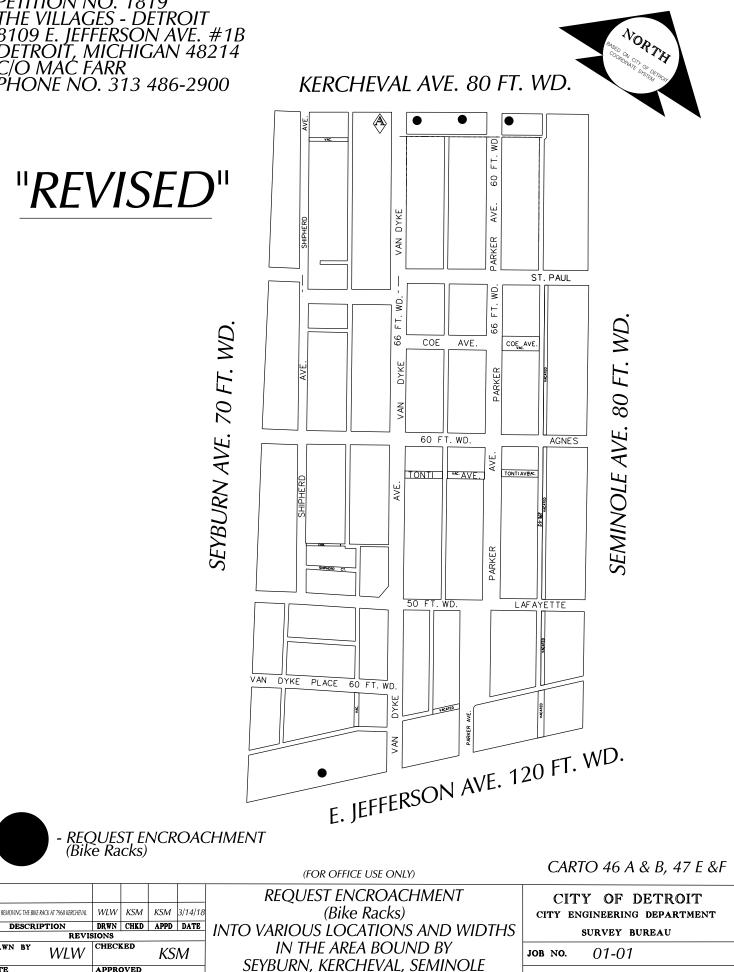
A

DRAWN BY

02-02-18

DATE

APPROVED



AND E. JEFFERSON AVE.



8109 East Jefferson Avenue, #1B Detroit, MI 48214 Phone: 313-486-2900 Fax: 313-331-1500 E-Mail: mac@thevillagesofdetroit.com Web: www.thevillagesofdetroit.com

October 30, 2017

The Honorable City Council Attn: Office of the City Clerk 200 CAYMC Detroit MI 48226

Re: Petition of encroachment

To Whom It May Concern:

I am writing in order to apply for a petition to encroach on the right of way for the purposes of installin bicycle racks in the locations indicated in the attached site plans (refer to Exhibit A for site plans). The Departmen of Public Works has approved the site plans (refer to Exhibit B for site plan approval). It is our intention to proceed with installation with an 'at risk permit.'

Should you have any other questions, feel free to reach out to me at your convenience.

Sincerely,

Mfor Mac Farr

Executive Director Villages CDC

cc: Janice Rutledge, Department of Public Works

# **VILLAGES BIKE RACK INSTALLATION**

# VARIOUS LOCATIONS, DETROIT, MI 48214

**ARCHITECT:** 

CLIENT:

# **PROJECT No. 1702**

## ALLAN MACHIELSE, AIA THE VILLAGES CDC 200 RIVERPLACE 7963 SAINT PAUL AVENUE DETROIT, MICHIGAN 48214 **SUITE 2800** DETROIT, MICHIGAN 48207 (810) 252-4197 Kercheval Ave 1 DETROIT SAVINGS BANK/DETROIT BODY GARAGE 7960 KERCHEVAL LA BOHEME HEAVY WEIGHT CU 8100 KERCHEVAL 8008 KERCHEVAL GARLAND BLDG. 8044 KERCHEVAL St Paul St IS SI BELLE ISLE PIZZA 7869 E. JEFFERSON

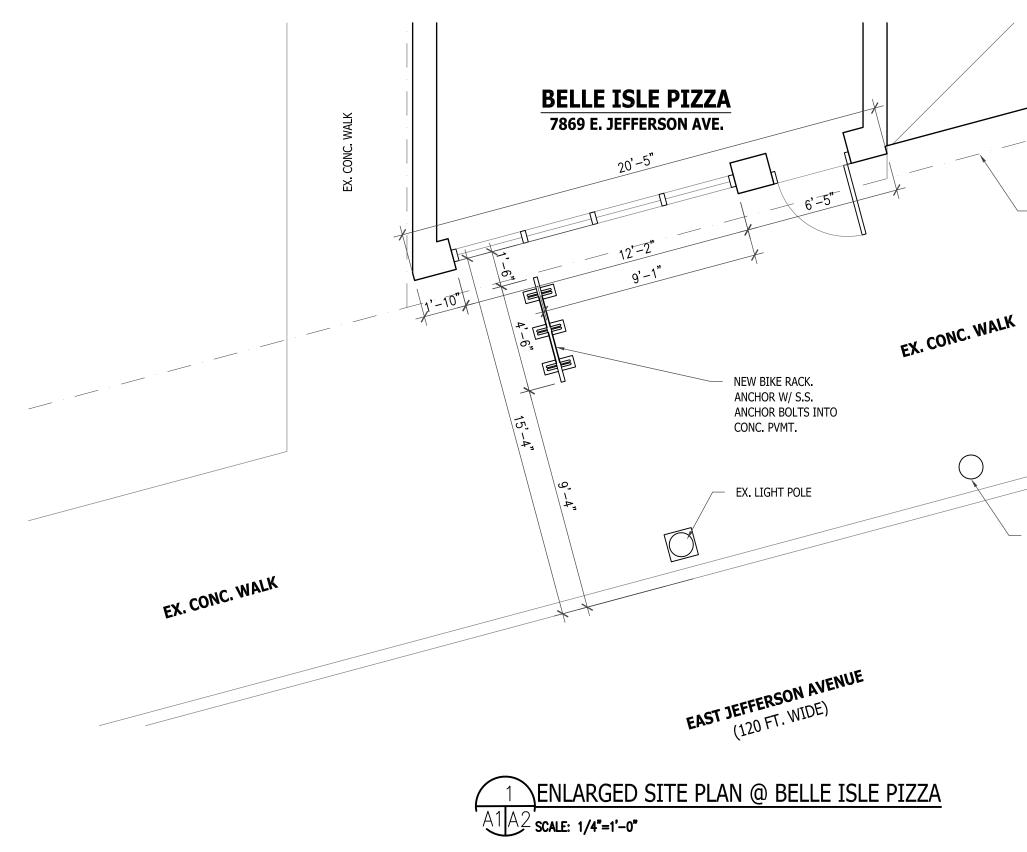




### DRAWING LIST

- COVER SHEET & AREA PLAN A1
- BELLE ISLE PIZZA A2
- DETROIT SAVINGS BANK A3
- GARLAND BUILDING Α4
- LA BOHEME A5
- HEAVY WEIGHT CUTS A6
- TYP. BIKE RACK & GEN. NOTES A7



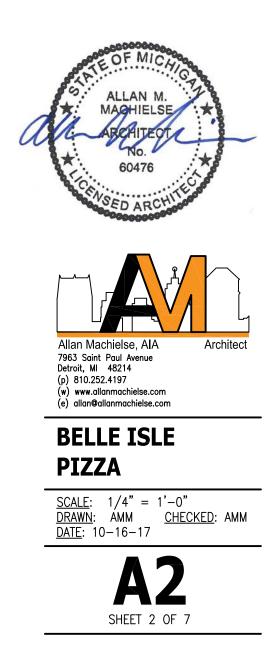




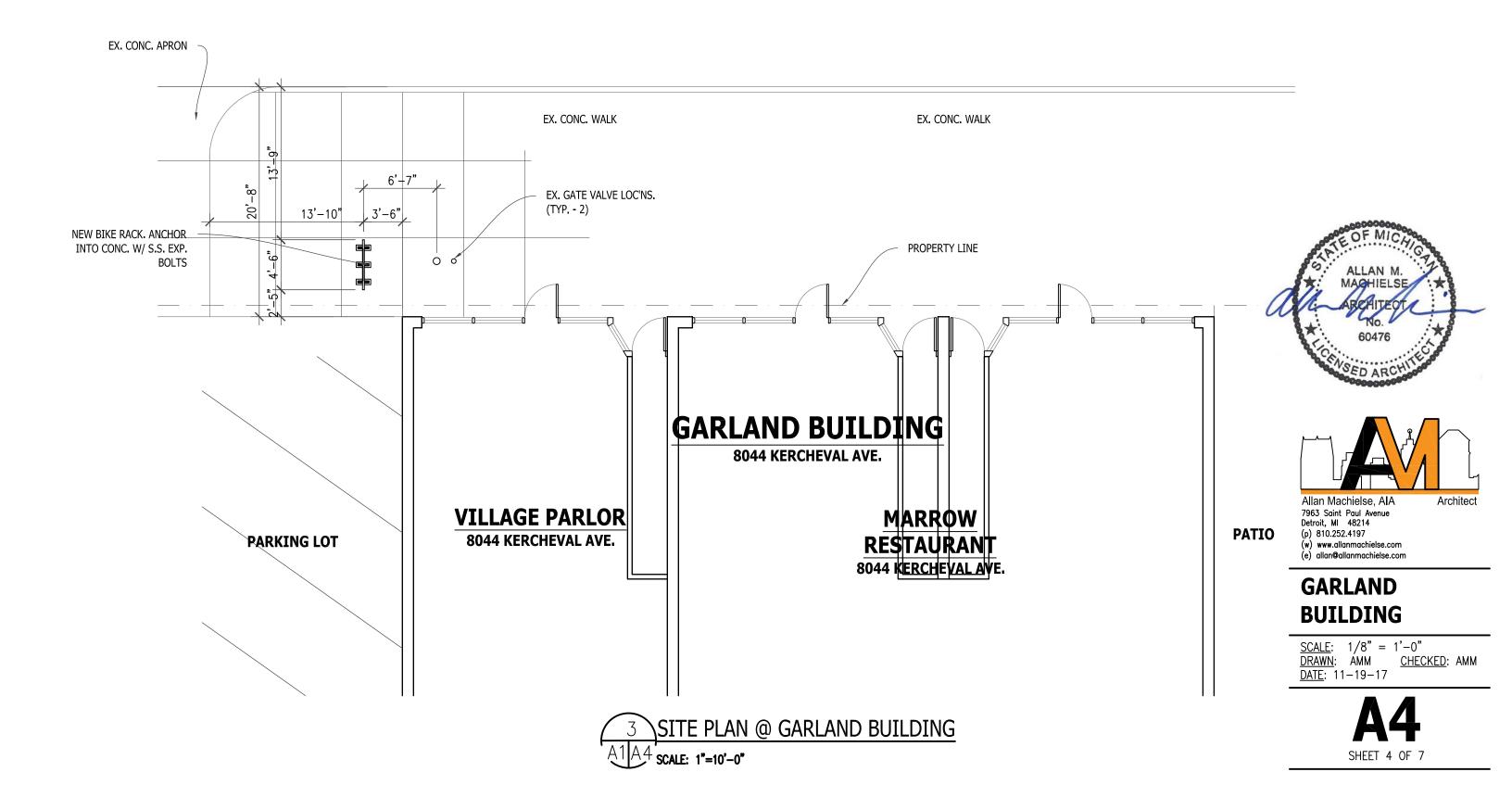
PROP. LINE

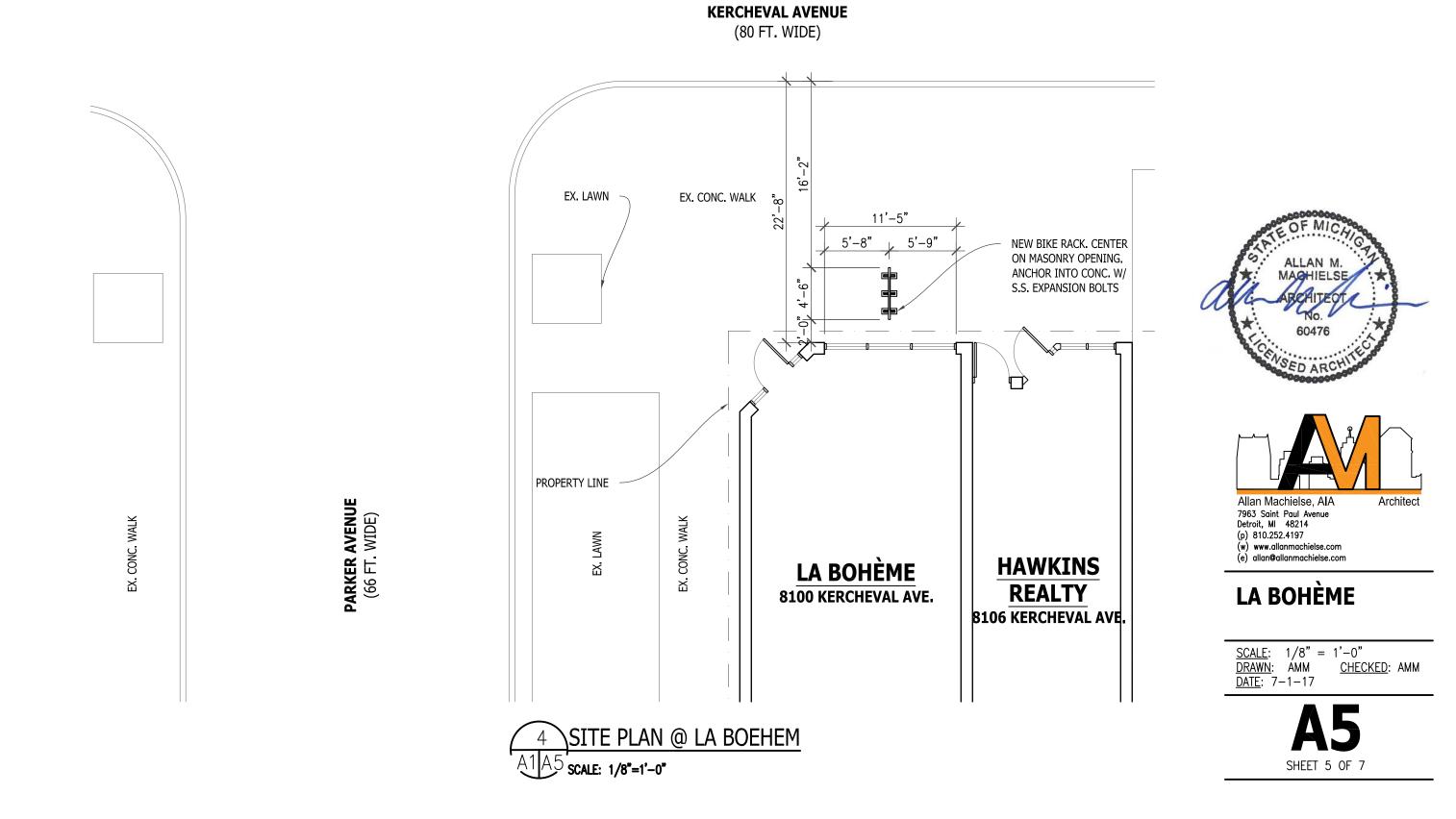


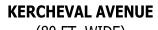
EX. FIRE HYDRANT



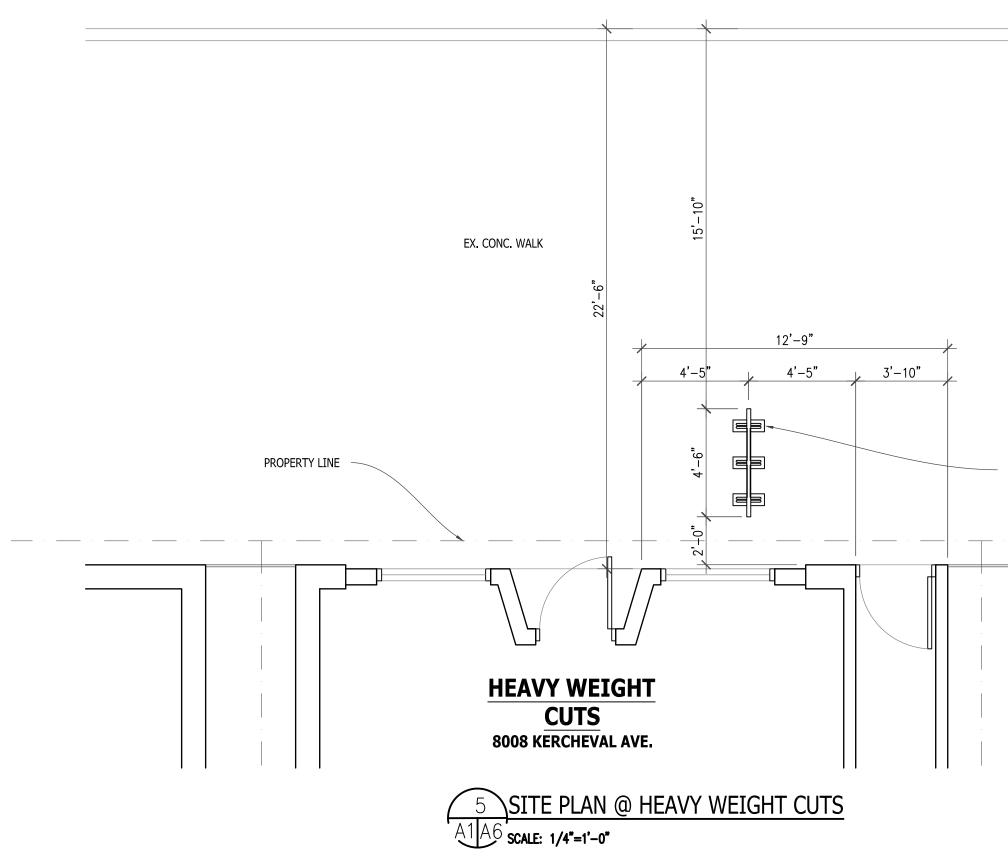
(80 FT. WIDE)

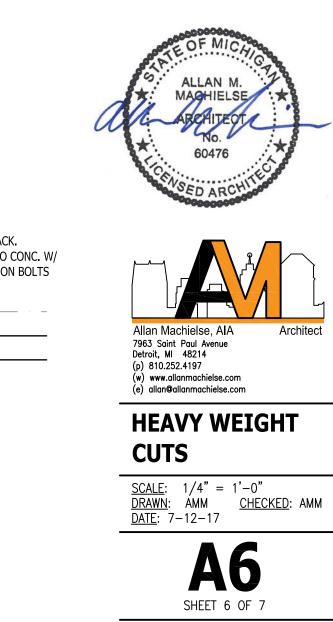






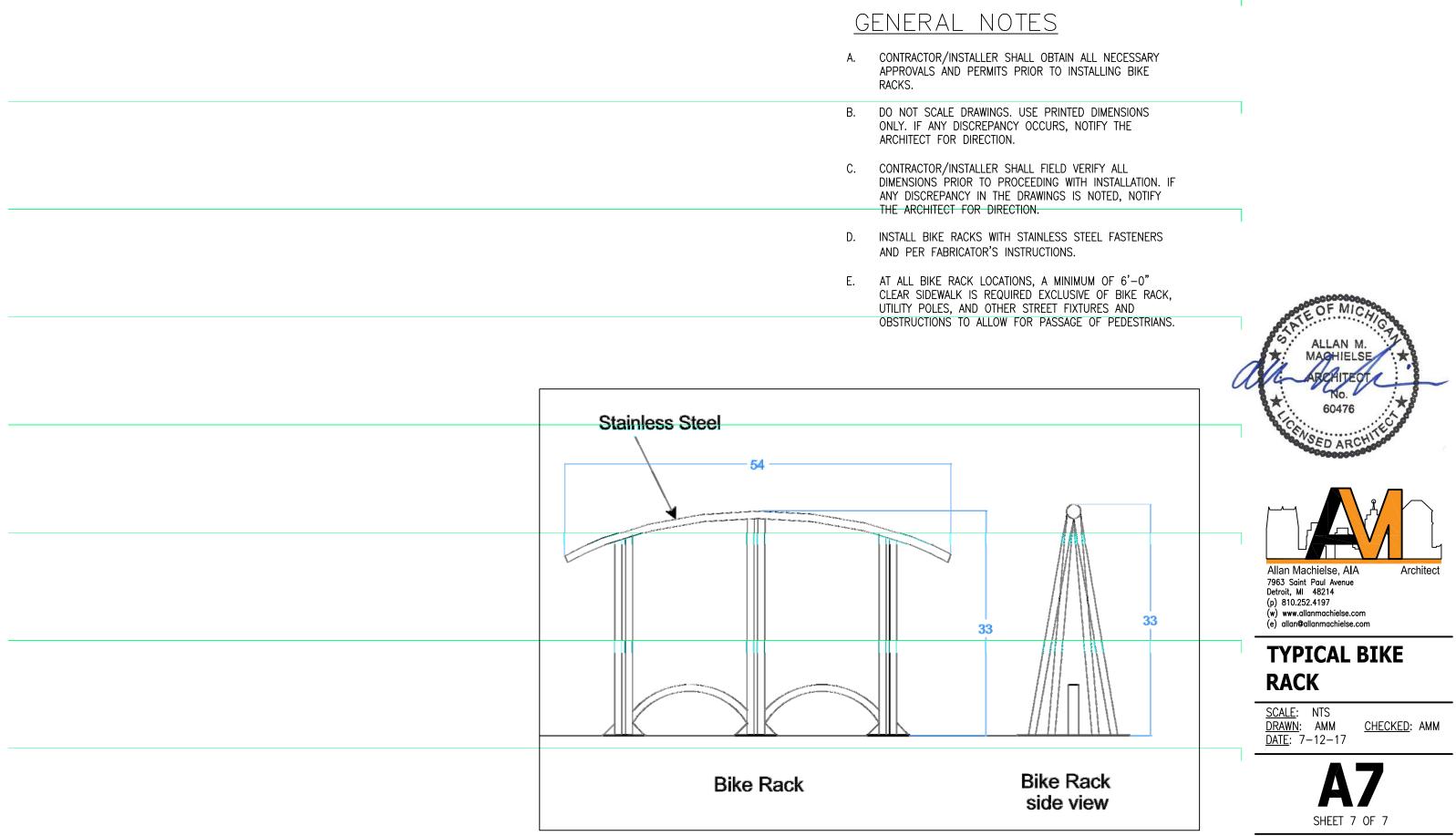






NEW BIKE RACK. ANCHOR INTO CONC. W/ S.S. EXPANSION BOLTS

| <u>(</u> | <u>General notes</u>   |
|----------|--|
| A.       | CONTRACTOR/INSTALLER SHALL OBTAIN AL<br>APPROVALS AND PERMITS PRIOR TO INST<br>RACKS.  |
| В.       | DO NOT SCALE DRAWINGS. USE PRINTED<br>ONLY. IF ANY DISCREPANCY OCCURS, NO<br>ARCHITECT FOR DIRECTION.  |
| С.       | CONTRACTOR/INSTALLER SHALL FIELD VER<br>DIMENSIONS PRIOR TO PROCEEDING WITH<br>ANY DISCREPANCY IN THE DRAWINGS IS I<br>THE ARCHITECT FOR DIRECTION.        |
| D.       | INSTALL BIKE RACKS WITH STAINLESS STE<br>AND PER FABRICATOR'S INSTRUCTIONS.  |
| E.       | AT ALL BIKE RACK LOCATIONS, A MINIMU<br>CLEAR SIDEWALK IS REQUIRED EXCLUSIVE<br>UTILITY POLES, AND OTHER STREET FIXTU<br>OBSTRUCTIONS TO ALLOW FOR PASSAGE |
|          |  |



#### City of Detroit City Engineering Division, Department of Public Works Survey Bureau

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|-----------------------------------|------------------------|
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#### TO: City Engineering Division, DPW 2 Woodward Ave., Suite 642 Detroit, Michigan 48226-3462 Survey Bureau: 313-224-3970

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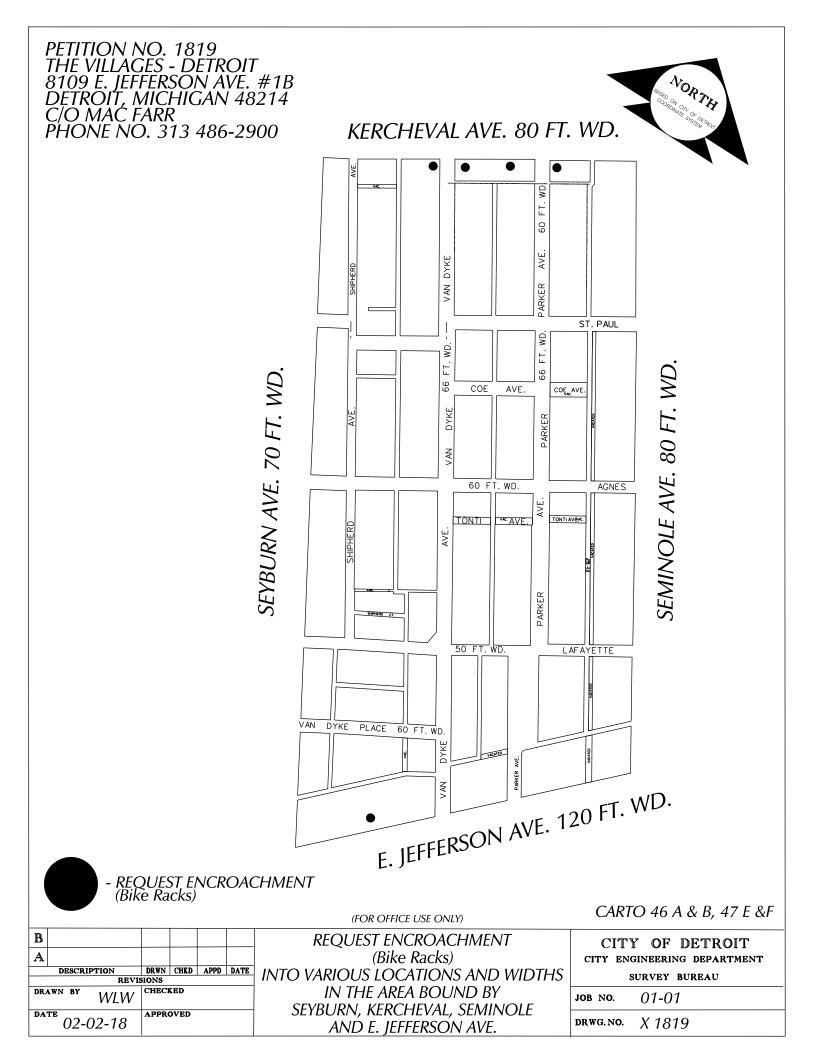
(Utility or City Department)

Bу

Title

Date

Area code – Telephone number



#### PROVISIONS FOR ENCROACHMENT For Petition 1819

Detroit Water and Sewerage (DWSD) agree to the proposed encroachment subject to the fulfilling of the following provisions:

- 1. By approval of this petition the (DWSD) does not waive any of its rights to its facilities located in the right of way, and at all time, DWSD, its agents or employees, shall have the right to enter upon the right of way to maintain, repair, alter, service, inspect, or install its facilities. All costs incident to the damaging, dismantling, demolishing, removal and replacement of structures or other improvements herein permitted and incurred in gaining access to DWSD's facilities for maintenance, repairing, alteration, servicing or inspection caused by the encroachment shall be borne by the petitioner. All costs associated with gaining access to DWSD's facilities, which could normally be expected had the petitioner not encroached into the right of way shall be borne by DWSD.
- 2. All construction performed under this petition shall not be commenced until after five (5) days written notice to DWSD. Seventy-two (72) hours notice shall also be provided in accordance with P.A. 53 1974, as amended, utilizing the MISS DIG one call system.
- 3. Construction under this petition is subject to inspection and approval by DWSD forces. The cost of such inspection shall, at the discretion of DWSD, be borne by the petitioner.
- 4. If DWSD facilities located within the right of way shall break or be damaged as the result of any action on the part of the petitioner, then in such event the petitioner agrees to be liable for all costs incident to the repair, replacement or relocation of such broken or damaged DWSD facilities.
- 5. The petitioner shall hold DWSD harmless for any damage to the encroaching device constructed or installed under this petition, which may be caused by the failure of DWSD's facilities.



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| 86" (FR5035) BN 1897 11 142 9<br>80 50 50 (VAC)<br>101 50 (VAC)<br>50 (V   |  | 25 <b>114</b> 00161 - 1500<br>26 114 0021 - 1500<br>20 00161 - 1500<br>171.92<br>00 61  | 27 * 8 * 172.41 * 140.55   | S1         S2         N  |
| 0105 *6124 LH \$ 312" R5003 5<br>1900 150" 9<br>VAN DYKE   |  | Image: Non-State         Image: Non-State<  | 1/2.39<br>1/2.39<br>1/2.39<br>1/2.39<br>1/2.39<br>1/2.39<br>1/2.39<br>1/2.39<br>1/2.39<br>1/2.39<br>1/2.39<br>1/2.39<br>1/2.39<br>1/2.39<br>1/2.39<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59<br>1/2.59   |  |
| 79 mar 20 00 00 00 00 00 00 00 00 00 00 00 00  | 238 03.65 002 03 04 05 05 05 05 05 05 05 05 05 05 05 05 05   | <sup>8</sup> <i>I8" PIPE</i> 7182 ま 200 <sup>-</sup> PIPE ちる ** 20" PIPE 50 ま   | EVAL<br>171.37<br>11.57<br>24 8<br>11.57<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12.5<br>12 | 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  |
| 7-1200 and a feature for the f   | -12"<br>CONWS PSF-PSF CONWS<br>NGO APARTI906 190830' APART<br>Converse 12" (PSF)<br>Converse 1   | 1906         21.7'         17167         1907           8         120         10         190''         10         11  | <b>1010'</b> 209 8 8 208 172.33 807 7 7 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9  |  |
| 71 - 2 - 10 /32 - 2 - 2  | N 12 11 2 00.420 UV + 2264 V6 12" 0 - 20328-12 0<br>1 − 1590 122 1911 1 - 2161 1 - 1910 1 - 19  | 112.18<br>112 PIPE<br>122 PIPE<br>123 PIPE  | No.         No. <td>N 7 17 17 17 17 17 17 17 17 17 17 17 17 1</td>   | N 7 17 17 17 17 17 17 17 17 17 17 17 17 1  |
| 69 115.M4<br>14<br>14<br>14<br>14<br>14<br>14<br>14<br>14<br>14<br>1   | SUPERVISION<br>- 5 22<br>- 7 42<br>- 7 4<br>- 7 4  | g 122 73 2/7g<br>U g<br>7.3' ¥  | 213 <sup>th</sup> , <sup>t</sup> 204 <sub>172.28</sub>   | ES = 0 (0.00 PIPE)<br>→ 0.00 (0.00 PIPE)<br>→ 0.0  |
| H 13220<br>H 13 119.61<br>H 12 H 3<br>H 12 H 12 H 3<br>H 12 H 12   | Q <sup>1</sup><br><del>x</del><br><del>x</del><br><del>x</del><br><del>x</del><br><del>x</del><br><del>x</del><br><del>x</del><br><del>x</del>   | x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x  | <u>□</u> <u>○</u>   | - 1906   |
| 19         11         12         20           122.05         22         24         27         27           110         120         10         10         10         10           110         120         10         10         10         10         10           110         120         10         <   | 3 40<br>3 40<br>1 11<br>5 5 40<br>7 7 8 12<br>2 7 8 12<br>3 40<br>1 12<br>1  | 12" P<br>12" P<br>1850<br>80'<br>12" P  | Image: constraint of the state   |  |
| 26 185 25<br>05/524.45<br>12" CONN <sup>5</sup> 0<br>12" CONN <sup>5</sup> 0<br>28 0<br>2  | Single Columnation         Image: Single Columnation         Single Columnation         Average Columnation<   | 8 126 1200 17147 00 8 8 09 17150 2<br>17147 10 15" PIPE<br>12" CON<br>12" CON<br>15" CON<br>15  | HL8         221         8         ST         H2         AUL         AVE         A           11-85         52.6         1007   |  |
| 16.9 20" PIPE 16.6" 22" PIPE   | R         24         36.442         27         Ball         2         2         Ball         2         2         Ball         2         2         2         Ball         2         2         2         2         2         2         2         2         2         2         3         1 <th1< th=""> <th1< th=""> <th1< th=""> <th1< th=""></th1<></th1<></th1<></th1<>   | 0         30         00           | 1007*         165         0         172.88         01000/5.82           1         0         0         8         0.074         172.17         1           1         0         0         8         0.074         172.17         1         172.17         172.14         19         1         172.14         19         1         19         1         19         1         19         1         19         1         19         1         19         1         19         1         19         1         19         1         19         1         19         1         19         1         19         1         10         1         10         1         10         1         10         1         10 <th10< th="">         10         10</th10<>  | 47 1037 BRADLEY AVE 201  |
| $\begin{array}{c} 52_{135} \mathbf{\hat{a}} \\ \hline 327 \mathbf{\hat{b}} \\ \hline 50_{136,16} \\ \hline 50_{136,16} \\ \hline 8 \\ \hline 35 \\ \hline \mathbf{\hat{b}} \\ \hline \mathbf$  |  |   | 17000000000000000000000000000000000000   | 165 1015 BRADLET AVE   |
| Hold         Hold <th< td=""><td>  = 17 05.42<br/>  0.5<sup>2</sup> 3.4 = 1<br/>  0.5<sup>2</sup> 3.5 =</td><td>•188 ON LINE OF<br/>BUILT BY LOT<sup>95</sup><br/>DPW 1918<br/>192 - 1902</td><td>101 159 : 172 072,0<br/>. 172 072,0<br/></td><td>39         12"         91/2"         12"         91/2"         12"&lt;</td></th<> | = 17 05.42<br>  0.5 <sup>2</sup> 3.4 = 1<br>  0.5 <sup>2</sup> 3.5 = | •188 ON LINE OF<br>BUILT BY LOT <sup>95</sup><br>DPW 1918<br>192 - 1902   | 101 159 : 172 072,0<br>. 172 072,0<br>   | 39         12"         91/2"         12"         91/2"         12"<  |
| 143         76 <sup>4</sup> 44         140           145         7700           15         12,44           12,149         1000   | 1 13 77 1 4<br>1 1 3 78 0 2 1<br>1 1 4 40 2 1<br>1 1 56 0 1 5 1<br>1 1 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5 1   | 2 44 5 - 2 2 - 2 2 - 2 2 - 2 2 - 2 2 - 2 2 - 2 2 - 2 2 - 2 2 - 2 2 - 2 2 - 2 2 - 2 2 - 2 2 - 2 2 - 2 2 - 2 2 -  | 125         -  | Q<br>3<br>3<br>3<br>3<br>3<br>3<br>3<br>3<br>3<br>3<br>3<br>3<br>3   |
| 1000 000000000000000000000000000000000   | 2 2 3 2 4 4 50 1 5 8 3 5 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8   | 3 (23,0°<br>3 AGNES 25,0° / 5,0° / 9 3 (20)<br>150° /    | 8         8         8         3.3 ±           #46' tAVE \$\vee\$         9         178         172.04         10506         3           178         178         172.04         10506         3         1         1           156' FIPE         •5615         1023         1/2         1/2         1/2         1/2  | 17 X100 229111 21 121 121 121 121 121 121 121 1  |
| 11.1° Con #7122 1964 7 24" 1964<br>310.52 8 2 1964 7 1933.4" 2 3<br>20 2 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2   | 1          | 8 49 6 50 2 115 6 88 8<br>. 49 6 4 50 2 115 115 115 115 115 115 115 115 115 1   | 17752         8         179         730 <sup>3</sup> 100         340         8           1         179         172.02            |  |
|  | 8 152°CONN 15°PPE1489<br>8 162°CH 16°34°246 8<br>22 7 162°CH 16°34°246 8<br>1896 132°CH 16°34°24 8<br>1896 132°CH 16°34°34 8<br>1896 132°CH 16°34°74 8<br>1896 132°CH 16°34°CH 16°34°34 8<br>1896 130°CH 16°34°34 8<br>1896 130°CH 16°CH 1  | 3         51         3         10         86         17           1         10         160         1         160         160           5         3         000         84         1         160           5         3         000         84         1         10           1         1000         84         1         10         1000           1         1000         84         1         10         1000         1000  | 100 (1199) 422<br>4224<br>1463<br>1464<br>148<br>148<br>148<br>148<br>148<br>148<br>148<br>14  | Image: 200         Image: 200 <thimage: 200<="" th="">         Image: 200         Image: 2</thimage:>  |
| 32 to 2 to   | C R A/E<br>R A/E   | 255 AP 257 125 125 125 125 125 125 125 125 125 125  |  | 10<br>N 6 <i>t</i> 12 <i>t</i> |
| 159 53 9 515 KPLPE, 18% PIPE<br>26 166.91 8 5 710 1 53.5 1 55 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1  | 16.37 H 22.77 - 16 5 40  | 57 80 J   | 144 BB 18 52 52 52 52 52 52 52 52 52 52 52 52 52   |  |
|  |  | $T_{\frac{1}{2}}^{i} \xrightarrow{59} \underbrace{89}_{i} \underbrace{12^{i}}_{v_{1}v_{3}} \underbrace{12^{i}}_{i} \underbrace{12^{i}}_{v_{1}v_{3}} \underbrace{12^{i}}_{v_{1}v_{3$ | 5-142         1050         1224         7           1050         1250         2         2         2           1050         0         56         3         2           1050         0         56         3         3           1050         1250         55         3         3           1050         121         128         58         3           1050         121         128         13         4   |  |
| 18.90 HAILS IN THE J2"   | $\begin{array}{c c c c c c c c c c c c c c c c c c c $   | Image: Constraint of the  |  | 67 105 1178 1178 1178 1178 1178 1178 1178 117  |
| 15 CC N # 4162 26  | 13         34 JI         96 59         39         7         10           1         LC         JI         10  | 8 64 0 17.50 73 0 20" PIPE 0 20"   | 21 - 12 - 12 - 12 - 12 - 12 - 12 - 12 -  | 22 33 51 51<br>22 33 742<br>742  |
|  |  | CONNA2 6 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2  | 224 1894 221<br>51 <sup>10</sup> 2 <sup>11</sup> 223' 224' 1894 221  | ATION  |
| All         All <td></td> <td>JEFFERSON 7 1930 1924 192 224 6</td> <td>10.12 10.51 10.55 10.51</td> <td>25.3 IO RAWATE</td>  |  | JEFFERSON 7 1930 1924 192 224 6   | 10.12 10.51 10.55 10.51  | 25.3 IO RAWATE   |
| 125 124 5 10 1950  | <b>A A A A A A A A A A</b>   | NO CYL 203<br>NO CYL 203<br>NO ARK<br>N PARK  | PSF 24 COM   | ō  |
| 20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20   | 20 1557 30 - 50 4730 455 6-0" CT 3 500 398.15<br>1894 - 61 - 742   | PSF 933   | 32.<br>32.   | MEMORIAL PARK  |
| - <u>55</u> <u>5141 46.79 46.77 - </u><br><u>1927</u>  | See SANITARY DOCUMENT OF TAP ON DOCUMENT   |   | ι.   | THE ERMA HENDERSON   |
|  | 2 A NOZ #0   | *500<br><u>08</u><br>08<br>08<br>08<br>08<br>08<br>08<br>08<br>08<br>08<br>08   | 715.43)<br>715.43<br>00RIVE<br>37.0RIVE  | PARK   |

|  | N 15" PIPE<br>•5723 1934  | 18" CR DP₩ ≥ •490<br>16.8'  | 9 1927   |  |   | PSF PSF CONN'S   | 176.88<br>0.L.65  |
|--|---|---|--|--|---|--|---|
| 273 :<br>273 :<br><b>9.8</b> 75 :<br><b>1959</b> :<br><b>8.8</b> 79 :5   | <b>12.3</b> (6 52<br>318 5 10<br>320 5 10<br>320 5 10<br>320 5 10<br><b>12.7'</b>   | 95555<br>95555<br>9555<br>9555<br>9555<br>9537<br>85<br>9537<br>85<br>9537<br>85<br>9537<br>85<br>9537<br>85<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>955555<br>955555<br>955555<br>955555<br>955555<br>955555<br>955555<br>955555<br>955555<br>955555<br>955555<br>955555<br>955555<br>955555<br>955555<br>955555<br>955555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>9555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>95555<br>955555<br>955555<br>955555<br>955555<br>955555<br>955555<br>955555<br>955555<br>955555<br>955555<br>955555<br>955555<br>955555<br>955555<br>955555<br>955555<br>955555<br>955555<br>955555<br>955555<br>955555<br>955555<br>955555<br>955555<br>955555<br>955555<br>9555555  | 263 26 3 26 3 26 3 26 3 26 3 26 3 26 3   | <sup>8</sup> 74200 a<br><sup>9</sup> 1 100 a<br><sup>9</sup> | 113' 5 3<br>N 30' APAR  | DE 12" PIPE 12"  | ₩ IO" PIPE  |
| 270 125 2125 280 P   | R 315 100 3100 323 R  | 8 358 1000 199.50 366 B   | * 261 <b>J</b> 66 123 :<br>• <b>I</b> 66999 •<br>• 259 <b>J</b> 125 •  | · · · · · · · · · · · · · · · · · · ·  |   | 9 122 1911   | PRN 1909<br>21 156<br>37 27 158   |
| 268 <b>X</b> 282 *   | 313 325 X   | 356 X .   | · · · · · · · · · · · · · · · · · · ·  | 69 E   |   |  | B 23 16.4 130 B 888   |
| 264 286 °  | = 311 /2367 : ♀<br>= 309 ≥ 329 :  | * 354 / 1/2/70 =<br>* 352 372 *   | 25.52 129 129 1  |  | 551 D   | 12 12 No. 13.57 No. 12  | и <u>25 9</u><br><del>13.9</del><br><del>27 108.17 2</del><br><b>13.9</b><br><b>13.9</b><br><b>13.9</b><br><b>13.9</b><br><b>13.9</b><br><b>13.9</b><br><b>13.9</b><br><b>13.9</b>  |
| 090 10.0° ař<br>262 1900 288 ař  | · 307 80 331 4  | 18.9 5<br>350 5<br>3744 -   | * 253 131 <sup>11</sup> ,  | · 22 175 86<br>· 322 · 15 86<br>· 41 5 722 · 18<br>· 41 12 12 12 12  | 1457 17 NF 189 8<br>9 20 8<br>1457 17 NF 19<br>9 20   | / 158.7220158.42 18 X 8  | 22 19 19 19 19 19 19 19 19 19 19 19 19 19   |
| 260 290 ¥:<br>11.6' 🔐  | 8 10 2 7  | 348<br>372 *<br>111 No. 1<br>346<br>372 *<br>111 No. 1<br>111 No. 1  | 251 <b>J</b><br>251 <b>J</b><br>25 | : <u>H</u> 122-521<br>· <b>S</b> 3 122-521<br>· 19 H<br>· 122-96<br>· 122-96<br>· 22 V   | Ψ<br>Η<br>21 <b>30</b>  | 3 <b>41</b><br>16 •<br>14 <b>1</b><br>5 <b>4</b><br><b>1</b><br><b>1</b><br><b>1</b><br><b>1</b><br><b>1</b><br><b>1</b><br><b>1</b><br><b>1</b>   | 2 00 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2  |
| 256 80 292 H<br>256 115/4  | · 301 337 ·   | 344 300 -   | PSE41903 137   | 23 <b>[7.6</b> ]   | 24<br>* 8 60'   | 7 I 12 :   | 8 ST 7PAUL AVE127 8 80  |
| DPW<br>2 <b>/1959</b> 296 o<br>2∃07′1290125 297 ► 5  | 5 299 339 339 339 50 S  | AVE     S800 *  | <sup>1</sup> 24 <b>59</b> <sup>1</sup> / <sub>2</sub> 139 <sup>∞</sup> 18″ PI  | 60'57+128,438 10.4 10 12"  |   | PAUL   | I2" PIPE<br>DPW⊺1923_/ I2" CON  |
| 14.725 1 <b>/3.9</b> 48 9  |   | 15" X 20" MH WPA<br>15" X 20" 155 1939<br>9 8 23 8" 9 4442 8  | 원 244 <b>LE</b> 위 3 <b>125</b> 위 3 <b>125</b> 위  | R3755  | 19, <b>6</b> 0, <b>C</b> 8  | 24 158.42 10 158.42 27   | 9 9 74 €672 90 <sup>7</sup> 88 35 - 2<br>8 74 €672 90 90 <sup>7</sup> 88 35 - 2<br>8 74 €672 90 90 <sup>7</sup> 88 35 - 2<br>8 74 €672 90 90 <sup>7</sup> 88 35 - 2<br>8 8 90 <sup>7</sup> 88 35 - 2<br>8 |
| 14.5 × 150   | 1 kg 2  | 229 <sup>×</sup> 234<br>8 9 <b>/53' Z</b>   | · <u>dd</u><br>· <u>242</u><br>· <u>149</u><br>· · · · · · · · · · · · · · · · · · ·   | : 13.99 € 16.9 20" PIPE<br>: 54 133.00"<br>: 134 € 133 895 107<br>: 134 € 133 895 107  | A 12" CON   | 20 6 0 31 4  | · 70 2 92 4 :   |
| 143 4 12.9152 2  | * 185<br>* 194<br>* 194<br>* 194<br>* 194<br>* 196<br>* 196 | G 202 CR 14.65 ≥<br>1917:<br>PRIV 12.45 ±<br>182 CR   | · 240 144 · Z ·  | · 52 135 (2) 34 165  | 33 <b>39 8 5</b>  | 18 15892 d 158.42 33 Pi  | β         68         158.42         31         ·····           β         8         8         ······         ·····         ······           β         68         ······         ······         ······         ······         ······           β         ······         ······         ······         ······         ······         ······           β         ·······         ······         ······         ·······         ······         ······         ········         ·······         ·······         ·······         ·······         ······         ·······         ······         ······         ·······         ·······         ·······         ·······         ········         ········         ········         ········  |
| 139 C 156 L  | - 18102 198 0   | <u> </u>  | . <u>1</u> 2   | * 50 138.16 * 8 35<br>* 139.20*<br>* 48 140.25* * 38   |   | 1.7 158.42 1 105 2 34 10 10 10 10 10 10 10 10 10 10 10 10 10   | <sup>₩</sup> <u>VAC</u> <b>107 1</b><br><sup>8</sup> 0<br>8 0<br>8 29 <b>3</b><br><b>1</b><br><b>1</b><br><b>1</b><br><b>1</b><br><b>1</b><br><b>1</b><br><b>1</b><br><b>1</b>  |
| 137 80 10.3' 158<br>135 160  | * 17980<br>* 177<br>* 177<br>* 202 *  | 4 22°6 242 ·<br>18.4 1 ÷<br>20 2190 244 ·   | · 234 150 ·  | * 141.571<br>* 46 142.00   | $10.9$ $30^{-1}$  | 15 36 36<br>15 996<br>13 Th<br>13 Th   | * HA<br>* HA<br>* HA<br>* CA<br>* CA<br>* CA<br>* CA<br>* CA<br>* CA<br>* CA<br>* C   |
| 135 160<br>133 <b>70.7°</b> 162  | · 175   | c <u>218</u> <u>246 :</u>   | 232 20 102 .<br>232 20 152   | : 143.75 · · · 42<br>· 44 144.85 · · · 42  | 41 · 12.4 · 44 · 10 · ·   |  | • <u>6</u> 2 <b>b</b><br>• <u>6</u> 0 <b>HB</b> • <b>LH</b> 25 •  |
| 131 164<br><b>70.9'</b><br>129 166   | · 173 206 ·   | 215<br>213<br>2250  | 230 <b>H</b> 154   | · 42 wr 7 1895   |   | 9 9 13.3' 42<br>EH 60'   | · · · · · · · · · · · · · · · · · · ·   |
| 127 125 <b>9.5</b> 168   | н 10.6° -<br>Я 169100 <b>Ф</b> 1002 <sup>-0</sup> Я   | AGNES<br>21100<br>AGNES<br>21100<br>21100<br>12"PIPE<br>BLKH"D  | R 228 0 88 <sup>56</sup> R<br>R AVE 22 725 R 98 <sup>56</sup> R<br>9 90 9.4 12<br>9.4 12   | 39 150 85 B 19"CONN  | 24"PIPË   | 8" GR 158.42 10 158.4 20"<br>15.7" • 3865-DPW  |   |
| 21 125 DPW<br>1952<br>1056'22  | R/W3096 53 ±S ±97400<br>6150 - 18 <sup>th</sup> P =<br>1940 - 1963 5  | •7122 5.0° 1964<br>• 1964 10.5°   |  | 964 III' 0* 7/22 /96   | EE 224" 1964<br>4 2901 24" 9964<br>4 2901 22<br>901 20<br>901 20<br>90100<br>9001 20<br>9001 20<br>9000<br>9000<br>9000<br>90000<br>900000000000000 | 4 20 47<br>3 158.42 158.42 48  | 9 9 53 554 22 9<br>9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9  |
| 19 <b>10.2</b> <sup>24</sup>   |   | - 10.3 108  | 224 2 160  | 333400 54  | 53 53 568   | 1895 8<br>R 3680 16.4 1896 R<br>16.2 1.5 CONN 15"1<br>16.2 1.4 16.4 42<br>16.4 42<br>16.4 42<br>16.4 42<br>16.4 42<br>16.4 1896 R<br>16.4 1866 R<br>16.4 1866 R<br>16.4 1866 R<br>16.4 1866 R<br>16.4 1866 R<br>16.4 18 |   |
| 1 26<br>1 27<br>28<br>1 28<br>28<br>4<br>1 28<br>4<br>28<br>4<br>28<br>4<br>28<br>4<br>28<br>4<br>28<br>4<br>28<br>4<br>28<br>4<br>28<br>4<br>28<br>4<br>28<br>4<br>28<br>4<br>28<br>4<br>28<br>4<br>28<br>4<br>28<br>4<br>28<br>4<br>28<br>4<br>28<br>4<br>28<br>4<br>28<br>4<br>28<br>4<br>28<br>4<br>28<br>4<br>28<br>4<br>28<br>4<br>28<br>4<br>28<br>4<br>28<br>4<br>28<br>4<br>28<br>4<br>28<br>4<br>28<br>4<br>28<br>4<br>28<br>4<br>28<br>4<br>28<br>4<br>28<br>4<br>28<br>28<br>4<br>28<br>28<br>4<br>28<br>28<br>4<br>28<br>28<br>28<br>28<br>28<br>28<br>28<br>28<br>28<br>28 | · · <b>Ω</b> · <b>≺</b> ·<br>· · · · · · · · · · · · · · · · · · ·  | 101<br>16.6'<br>112 112 112 112 112 112 112 112 112 112   | : 222<br>: <b>/2/</b>  | 43.6 <sup>(1)</sup>  | LH • 15.5' × 221  | EST  | 1005<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>10396<br>1  |
|  |   | : 97, 114 -<br>: 10 - Z   | 220<br>20<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218<br>218  | • 32 160 201<br>• 161 202<br>• 30 162 201  |   | 4 N Sec  |   |
|  | Image: state  | 6001 95 /2.9% OT TV:<br>95 118 8:   | • <b>3 3 3 3 3 3 3 3 3 3</b>   | 28 164 56 1 62 62 62<br>28 164 56 1 62 5 62 62 62 62 62 62 62 62 62 62 62 62 62  |   | 5 UH   | H = C = 51<br>13.2 ↓ 12.4 ∽ =<br>14 = 14 = 14 = 14 = 14 = 14 = 14 = 14 =  |
| 700 36   |   | 18.3' 17.0 14.0/20 N  | :<br>8 214 <b>10</b><br>9 213 <b>10</b> 8 x 125 171 8  | x 26 166.91 x 20 7110<br>x 25 168.03 x 20 8  | 53.5 K 55 UH AL<br>H AL 0 H H AL<br>H 22  | 8 38   |   |
| 11.5' <sub>38</sub>  | : : <u>-47 × 00</u> :   | : 89<br>: 89<br>: 88<br>: 124<br>: 124<br>: 2<br>: 88<br>: 124<br>: 2<br>: 2<br>: 2<br>: 2<br>: 2<br>: 2<br>: 2<br>: 2  | 8 / 125 8 K  |  | N 2 3 2   | 9 9 JOJ HM 38  | 5 9.3' 6"(0," LAFAYE  |
| R / 125 10 125 42  |   | A 19.5' 16.0' A   | E 166 125 1895   | R 3802 186 33 222 30   | R3802 912" H  | 123(q.42) HZ 50'<br>123(q.42) HZ22<br>12"<br>N 61/2"≤2-17" E   | 12" CON 12"12"  |
| 13.6'<br>1940 <sub>61</sub> 125 d 125<br>62  | 1940  | 1888 ROLL   | 8469 9.4' 15"<br>g 212 0 125 0 125 125 125 125 125 125 125 125 125 125   |  |   | ≈ 125′ <sup>110</sup> 36 ₹   | 130 43<br>3<br>3<br>4<br>3<br>4<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5   |
| 8<br>59 64<br>1 <b>3</b> 1   | 8 8 8 9<br>1200 125 1<br>1200 125 1   | 2// CONC 10 183   | · <u>SE</u> 183 <u>W</u>   | . 15 ℃ 🕺 🛱 R 4162  | 26 g  | 13<br>13<br>34 U<br>U<br>U<br>U<br>U<br>U<br>U<br>U<br>U<br>U<br>U<br>U<br>U<br>U  | S ~ Z   |
| 57 66<br>3 72 68   | • 11807 127 •<br>•  | : 1/4 g 183   | 394<br>- 302<br>- 301<br>- 208<br>- 185<br>- 185   |  |   | 132 5  | 49 15 61 10 1788 5 5 5 4 4 17 18 10 17 18 10 10 10 10 10 10 10 10 10 10 10 10 10  |
| 53 13.4'<br>53 70<br>54 1940 3   | 9 115100 5 131 :  | × · · · · · · · · · · · · · · · · · · ·   | 204  | S VAN S DIG DYKE   | PLACE 40 90.6 00 00 00 00 00 00 00 00 00 00 00 00 00  | 8 b L  | 0 03 KH 1000 V  |
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| = 4388<br>= 80<br>B 41 ±25<br>A 6/301 ↓ 055<br>1055<br>0552  | 2 R 1020020 00143 P   | 2 158 too 24 to <b>4892</b> 0<br>2 2 158 too 24 to <b>4892</b> 0<br>2 2 17 R 354 oo   | 50° 200 200 193 9  | kg a 4915  | 51 13.  | 15.5' · 50 47.30<br>33% 47.31 50 · 1894<br>46' 8   | 7,42  |
| A 61301 10.57<br>1940 1952<br>8 40 145 10.563 10.563<br>10.563 14<br>10.563 14   | N 63 1010 3/976   | ₹7286<br>30120000° <sup>10912</sup> 00 8<br>2007<br>1976<br>155 8<br>202  |  |  | 1 × × · · · · · · · · · · · · · · · · ·   | 8  | ANT   |
| : 38 × 85 v  | · 99 146  | 155 <u>19</u> 202 ·   |  | - <u>5141</u> 48.78  | 0   | ONLY<br>ONLY<br>ONN<br>ONN<br>TARY   |   |
| · 36 89 ///0 <sup>/ 87</sup> 0<br>· 76 97  | · 97 ¥ 148<br>· 95 150<br>· 95 150  | 1 152 100 20 100 40 <sup>2</sup> 05 9<br>0 152 100 20 100 40 <sup>2</sup> 05 9<br>0 152 100 20 100 40 <sup>2</sup> 05 9<br>0 100 40<br>0 10 | )N 355.82  | 100  | PSF 190<br>PSF 1940<br>PANTARY<br>SWITARY<br>SWITARY<br>SWITARY<br>SWITARY<br>SWITARY   | PSE BRCONL<br>SANITARY ONLY<br>SANITARY<br>SANITARY<br>SANITARY  |   |
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| x 1, 10, 2, 4<br>2, 2, 6<br>10, 2, 4<br>10, 4<br>10   | 12" STORM<br>10" Storm | 14.322 =<br>14.322   |
| 3   | <b>192.3</b> to:<br><b>192.3</b> to:<br><b>1</b> 68 <b>30 4 6</b><br><b>1</b> 68 <b>30 6</b><br><b>1</b> 68 <b>30 6</b><br><b>1</b> 68 <b>30 10 10 10 10 10 10 10 1</b>  | 12" CR-4   |
| 1 222 - 1 222   | · 107' 007' 007' 007' 007' 007' 007' 007'  | a<br>260 -<br>12.362 -<br>12.362 -<br>12.364 -<br>264 -<br>266 -<br>268 ≈<br>268 ≈<br>15% CCR =  |
| 16.8"<br>18.19 30 1.10<br>19.19 30 1.10   | JH         JH <thjh< th="">         JH         JH         JH&lt;</thjh<>   | - 119 Hald   |
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|   | and         and <th>10.1 PI</th>   | 10.1 PI  |
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| AN 74   | A         Signal  |  |
| 800 U/5' 12<br>AVE₁2<br>10 100 58<br>10 100 58<br>1   | 5'<br>14.4'<br>8061<br>5'<br>138<br>138<br>138<br>136<br>134   | 6<br>60°<br>7′-6″ CYL 3<br>108   |
|   | 90 20 40 50 75.27 50 90 65 50 90   | NO TORN WATER ON   |



8109 East Jefferson Avenue, #1B Detroit, MI 48214 Phone: 313-486-2900 Fax: 313-331-1500 E-Mail: mac@thevillagesofdetroit.com Web: www.thevillagesofdetroit.com

October 30, 2017

The Honorable City Council Attn: Office of the City Clerk 200 CAYMC Detroit MI 48226

Re: Petition of encroachment

To Whom It May Concern:

I am writing in order to apply for a petition to encroach on the right of way for the purposes of installin bicycle racks in the locations indicated in the attached site plans (refer to Exhibit A for site plans). The Departmen of Public Works has approved the site plans (refer to Exhibit B for site plan approval). It is our intention to proceed with installation with an 'at risk permit.'

Should you have any other questions, feel free to reach out to me at your convenience.

Sincerely,

Mfor Mac Farr

Executive Director Villages CDC

cc: Janice Rutledge, Department of Public Works

# **VILLAGES BIKE RACK INSTALLATION**

# VARIOUS LOCATIONS, DETROIT, MI 48214

**ARCHITECT:** 

CLIENT:

# **PROJECT No. 1702**

## ALLAN MACHIELSE, AIA THE VILLAGES CDC 200 RIVERPLACE 7963 SAINT PAUL AVENUE DETROIT, MICHIGAN 48214 **SUITE 2800** DETROIT, MICHIGAN 48207 (810) 252-4197 Kercheval Ave 1 DETROIT SAVINGS BANK/DETROIT BODY GARAGE 7960 KERCHEVAL LA BOHEME HEAVY WEIGHT CU 8100 KERCHEVAL 8008 KERCHEVAL GARLAND BLDG. 8044 KERCHEVAL St Paul St IS SI BELLE ISLE PIZZA 7869 E. JEFFERSON

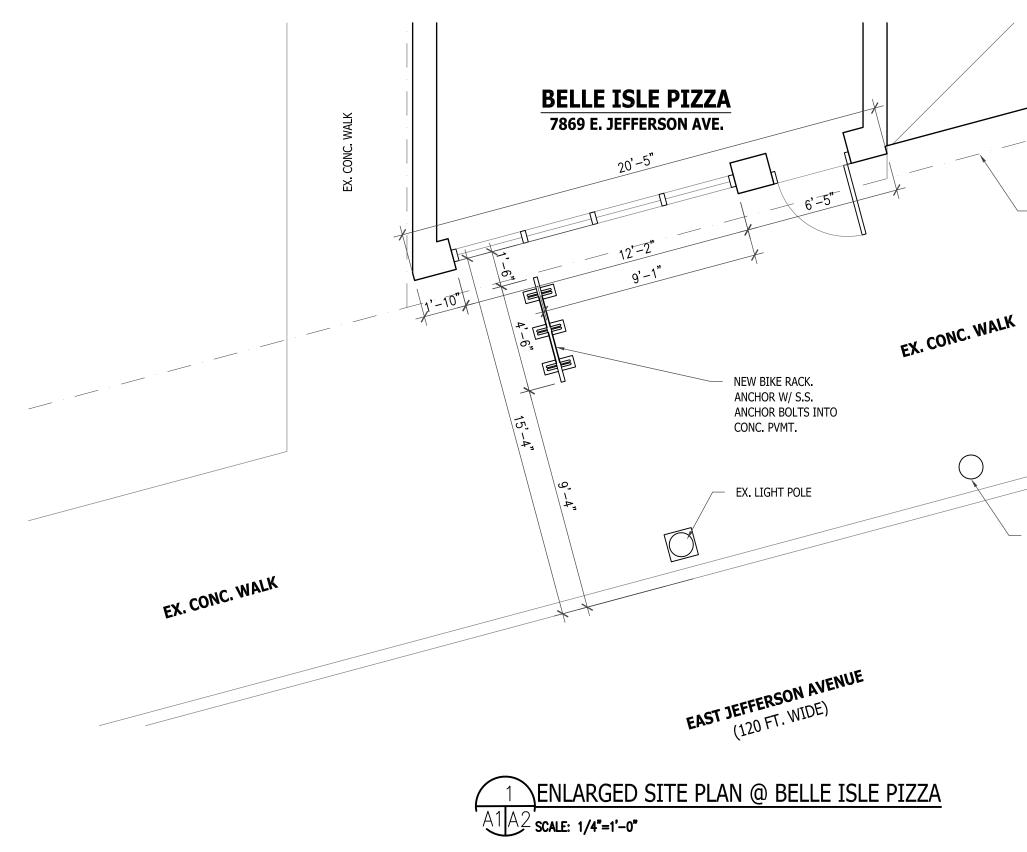




### DRAWING LIST

- COVER SHEET & AREA PLAN A1
- BELLE ISLE PIZZA A2
- DETROIT SAVINGS BANK A3
- GARLAND BUILDING Α4
- LA BOHEME A5
- HEAVY WEIGHT CUTS A6
- TYP. BIKE RACK & GEN. NOTES A7



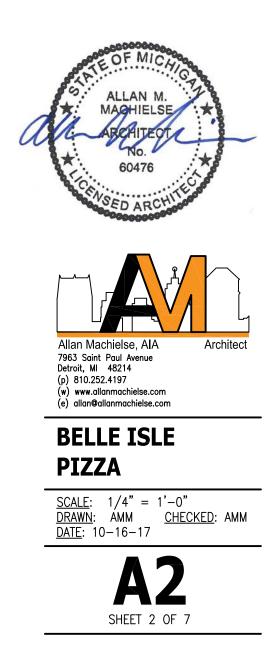


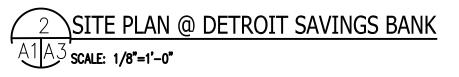


PROP. LINE

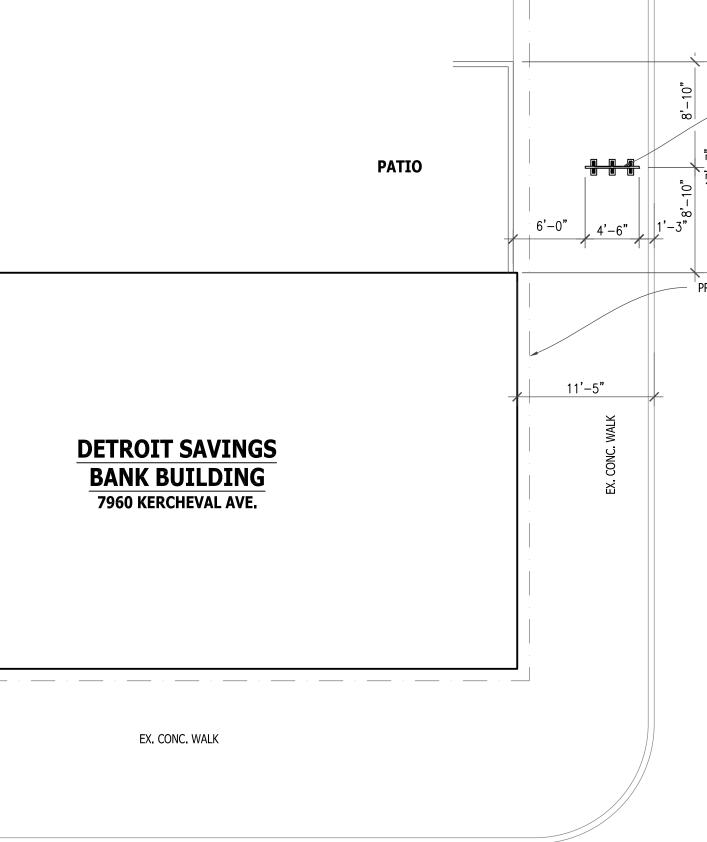


EX. FIRE HYDRANT





VAN DYKE AVENUE (66 FT. WIDE)



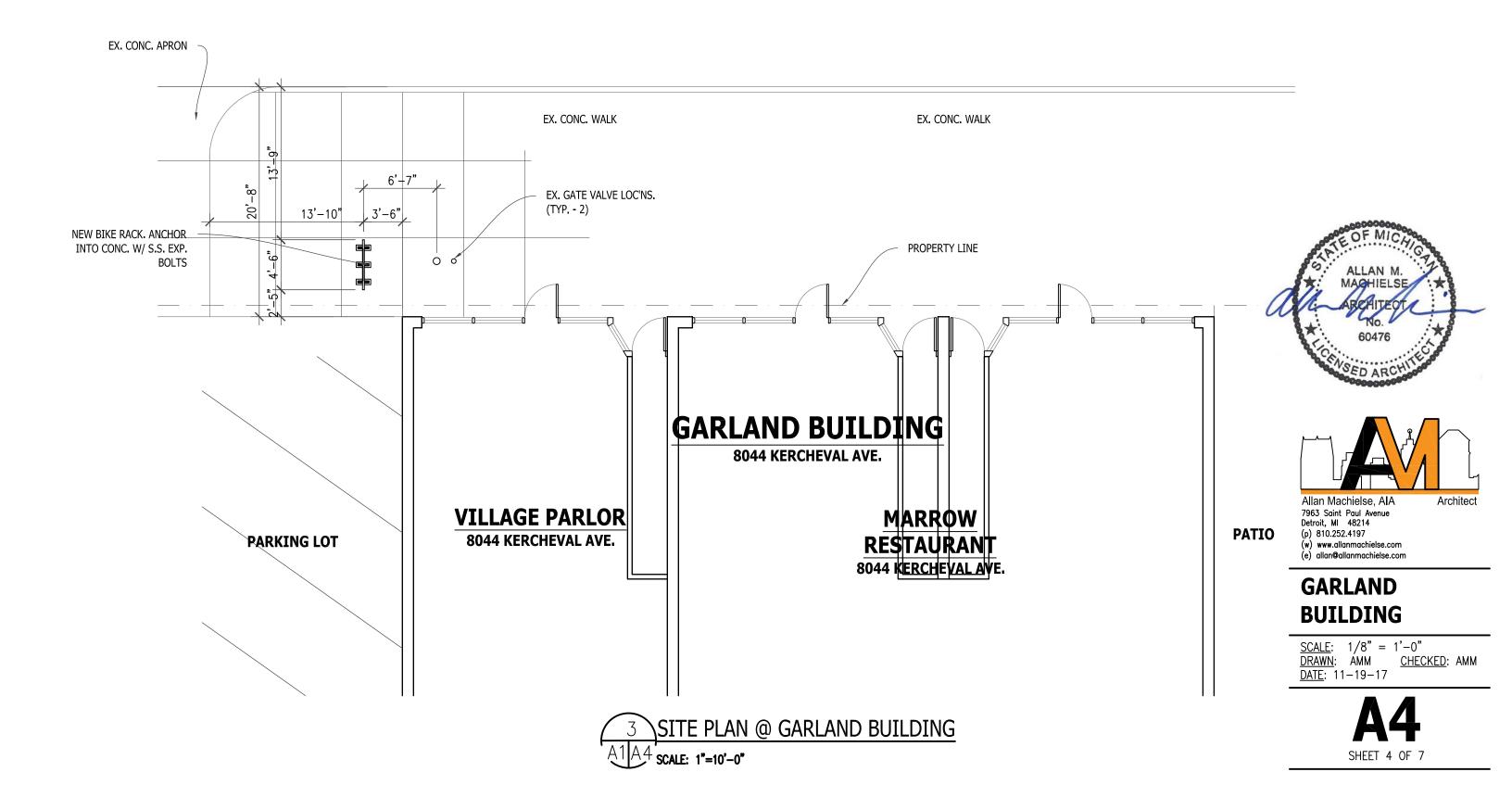


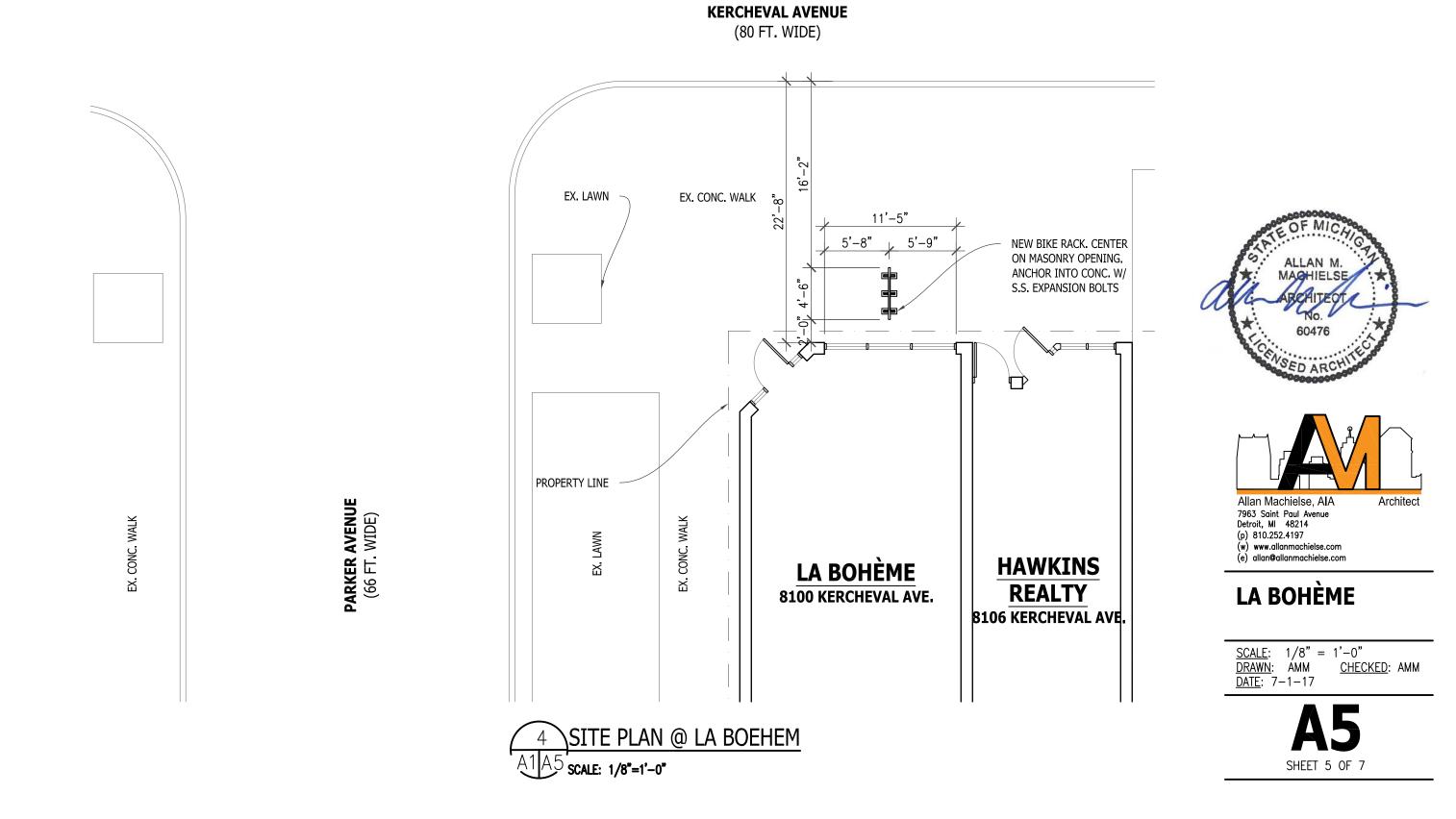
NEW BIKE RACK. CENTER ON EX. PATIO/WOOD FENCING. ANCHOR INTO CONC. W/ S.S. EXP. BOLTS

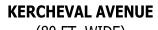
# KERCHEVAL AVENUE (80 FT. WIDE)



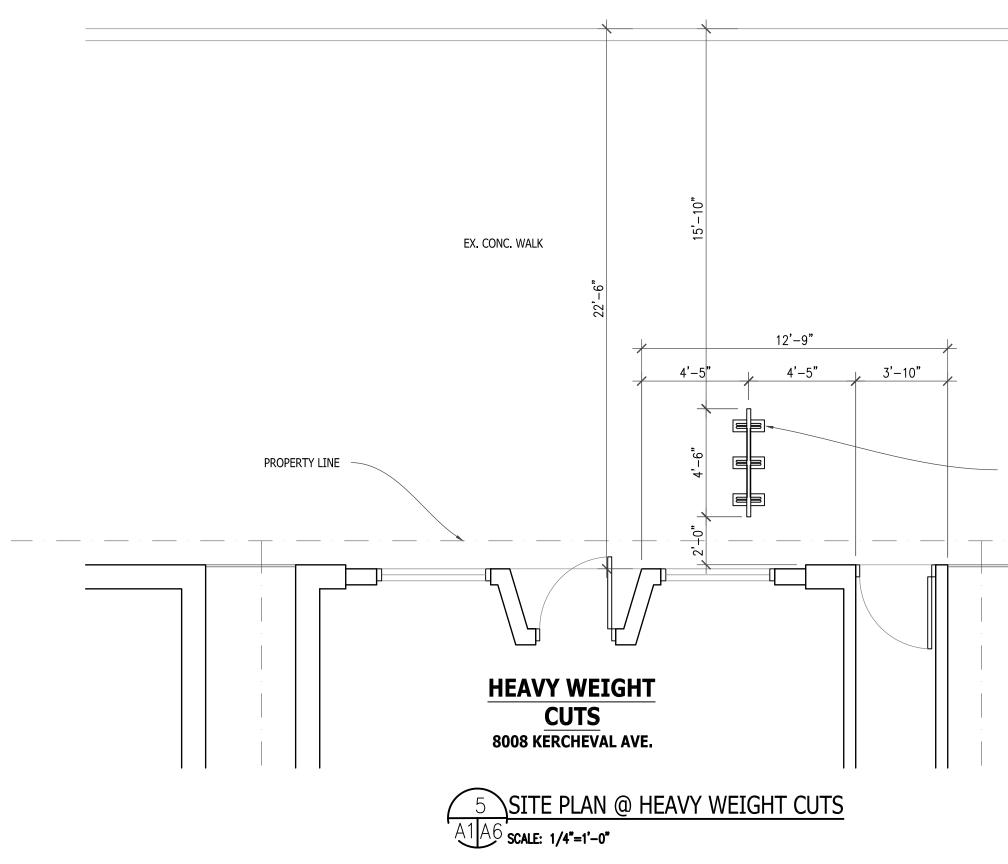
(80 FT. WIDE)

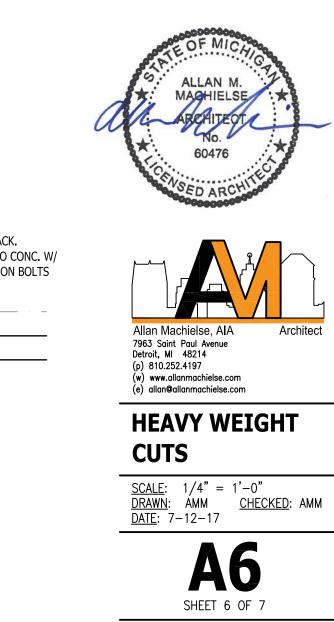












NEW BIKE RACK. ANCHOR INTO CONC. W/ S.S. EXPANSION BOLTS

| <u>G</u> | ENERAL NOTES  |
|----------|---|
| A.       | CONTRACTOR/INSTALLER SHALL OBTAIN AI<br>APPROVALS AND PERMITS PRIOR TO INST<br>RACKS.   |
| В.       | DO NOT SCALE DRAWINGS. USE PRINTED<br>ONLY. IF ANY DISCREPANCY OCCURS, NO<br>ARCHITECT FOR DIRECTION.   |
| C.       | CONTRACTOR/INSTALLER SHALL FIELD VER<br>DIMENSIONS PRIOR TO PROCEEDING WITH<br>ANY DISCREPANCY IN THE DRAWINGS IS I<br>THE ARCHITECT FOR DIRECTION.         |
| D.       | INSTALL BIKE RACKS WITH STAINLESS STE<br>AND PER FABRICATOR'S INSTRUCTIONS.   |
| E.       | AT ALL BIKE RACK LOCATIONS, A MINIMUL<br>CLEAR SIDEWALK IS REQUIRED EXCLUSIVE<br>UTILITY POLES, AND OTHER STREET FIXTU<br>OBSTRUCTIONS TO ALLOW FOR PASSAGE |
|          |   |

