

Corrections to Street Report.

Bradley St. from Canoga St. 181.5' N. of N. Line of Case Ave.

Bellevue Pl. San. Sewer Entire 8" Vit. Tile.

Burt Ave. No. 8 connected to 2nd Ed. Trunk Sewer by 8" Lateral across the Street.

Hardenburg Ave. Size of Tile 10" & 12"

Hunter Ave. San. Sewer 568' of 8" Tile.

Lincoln St. San. Sewer built under the North Side walk 367.5' of 8" Tile to 2nd Ed. Trunk Line.

Logan St. San Sewer from Mary St to Osborne St. 117.7' of 12" Tile.

Mary St. San Sewer from Logan St. south 382.35' of 8" & 12" Tile.

McMaster St. correction 288' Meas.

Park Pl. San Sewer Entire 8" Tile.

Parson St. Width 47.0' Meas.... Deed 42.5'

Silver Ave. San. Sewer from Gold Ave. to Osborne St. 372.5' of 8" Tile.

Osborne St. San. Sewer from Logan St. south 511.85' of 12" Tile.

9th Pearce Ave. sanitary - 8" vit tile
14th N. Division - Perry & Sheldon - sanitary - 15" 2"
15th Barber St. sanitary - 10" 4"
16th Mary St. Ext. 8"
17th Richardson Ave 8"
18th Case Ave 8"-10"
19th Bradley St. 10"
20th H. Ave. 8"
21st Capitol St 8"
22nd Rochester St. 8"
23rd Seminary St. 12"
24th Holley St. 12"-8"
25th 11.5' 12"

BUREAU OF ENGINEERING.

Mr. Louis E. Jenkins,

Commissioner of Public Works,

Auburn, New York.

Dear Sir:—The City Engineer herewith submits the annual report of the Engineering Department for the year ending December 31, 1916.

New Streets Accepted.

The Common Council has accepted the dedications of the following streets: Avenue A, Norman Avenue, St. Joseph Street, St. Anthony Street and Leavenworth Street. At the present time there are no specified regulations governing the acceptance of new streets. An ordinance should be adopted containing the stipulations that all streets mapped and laid out in the city in the future should be at least fifty (50) feet wide, that a grade be established on the street by the City Engineer before acceptance and a roadway satisfactory to the Commissioner of Public Works be provided by the donors of the street.

Establishment of Street Grades.

Grades have been established on the following streets: Dexter Avenue, Linn Avenue, Norman Avenue, North Division Street from Wall Street to the Owasco Outlet, West Street from Derby Avenue to North Division Street, Wheeler Street, Walnut Street and Lehigh Avenue.

Renumbering.

Maps were presented to the Common Council for the renumbering of Beach Avenue, Grant Avenue, Perry Street and Arlington Avenue. The attention of the Common Council was directed to a number of objectionable features in the present House Numbering Ordinance and the condition of the numbering of practically all the streets in the

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city. With a view to remedying conditions, a comprehensive and systematic plan of House Numbering for the entire city was presented to the Common Council by the City Engineer. No action has been taken in the matter to date.

Sidewalks.

Sidewalks were laid on a number of streets during the year. With the exception of the sidewalk on Lehigh Avenue, which was constructed by the city, practically all the work was done by contractors under the terms of the Sidewalk Ordinance. The most important sidewalk work was done on the following streets: North Division Street, Norman Avenue, West Street, Wheeler Street, Walnut Street and Lehigh Avenue. Grades were given for approximately two hundred and fifty pieces of property for sidewalk construction. The total amount of sidewalks laid was 64,360 square feet at an approximate cost of \$8,370.00.

Subways.

With the exception of a few distributing laterals, there was no subway construction completed this year. The city has constructed subways on eleven streets and about one-fourth of the total duct space now owned by the city has been rented. The following table gives the amount of subway duct constructed and the amount rented:

Subway Constructed in Duct Feet.	Total Cost.	Amount Rented. Duct Feet.	Revenue.
451,885.2	\$103,052.98	105,577.02	\$5,278.85

In April the New York Telephone Company removed the old cable formerly used by the Auburn Telephone Company from the ducts of the City Subway. In this manner the amount of duct feet rented by the New York Telephone Company was decreased 26,527.84 feet. The loss in rental to the city amounts to \$1,326.39 per year.

In February of this year a survey of the subways owned by the city was made by this Department in order to obtain a correct list of subway occupants and the amount of duct

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feet rented by each company using same. It was found that certain companies had been occupying subway ducts since 1914 and no payments had been made by these companies for rental for the occupation of these ducts. These companies have been billed for the amount actually rented and the city has collected over \$550.00 in payment for back rental for the occupation of these ducts in the subway.

The city constructed subways in Hoopes Avenue in 1910, and in Washington Street in 1911, but no cables have been placed in the ducts by the Public Service Corporations. Arrangements are being made to remove all pole lines and overhead construction from these streets and place the wires in the subway ducts. In the spring some overhead construction will be removed on Clark Street and State Street, and the wires placed in the subway.

The city has granted permission to the New York Telephone Company to construct a low tension subway on South Street from Lincoln Street to Swift Street at an estimated cost of \$10,000.00. The work will be started in the spring.

This means the adoption of a new policy in reference to subway construction. Since 1905 all subway work has been done at the expense of the city, but it is a well known fact that Municipal owned subways are not a paying proposition, especially on residence streets. And furthermore, without an elaborate and expensive house distributing system it is practically impossible to obtain the desired result, namely, to remove all pole lines and overhead construction from the street.

On February 25, 1916, an explosion occurred in the Auburn City Subway and also in the Municipal Subway in State Street, damaging the subway manholes and tearing up a section of the pavement near Grant Street. This explosion was caused by an ignition of illuminating gas, which had accumulated in the subway manholes due to leaky gas mains in the street. In order to eliminate the danger of future explosions, I would again recommend that open top manhole covers be provided for the subways on State Street, Clark Street and Owasco Street.

Bridges.

Under this head I would call attention to the condition of three bridges in the city which must be rebuilt in the near future. The bridges in question span the Owasco Outlet at State Street, Washington Street and North Division Street. The State Street bridge has been weakened by corrosion, and the Washington Street and North Division Street bridges are too light for the traffic on those streets. Arrangements should be made whereby these bridges may be replaced by heavier structures as soon as possible.

Sewage Disposal Plants.

On December 3, 1914, and on March 22, 1915, the State Board of Health conducted investigations of the operation of the city's sewage disposal plants in order to determine their efficiency, and in Mr. Horton's report, which was presented to the officials of the city in May, 1915, was the following statement: "Furthermore, since it is evident that the plants have never been placed in an effective operating condition nor properly maintained, I would also recommend that in case the City of Auburn does not place the plants in an efficient condition within a reasonable time that consideration be given to taking action under the provisions of Sections 80 and 84 of the Public Health Law."

At the beginning of this year the city's sewage disposal plants were placed under the direct supervision of the City Engineer. An investigation of the operation of the plants was conducted by this Department and they were found to be in the same condition as stated in the report of the State Health Department.

Certain improvements have been made at the plants and the old unsatisfactory conditions are being eliminated. A few of the changes may be noted:

1. A permanent operator was placed in charge of the plants.
2. The automatic siphons were placed in an operating condition and the contact beds now operate with a proper

period of contact, whereas previously they had acted simply as strainers.

3. The effluent channels have been cleaned and no more sludge has been allowed to flow through them. The gate chambers have also been cleaned at regular intervals.

4. Some new stone has been added to Bed No. 1 at the Fourth, Fifth, Sixth and Seventh Ward plant.

The plants are now operating in a fairly satisfactory manner, but there are a number of improvements yet to be made.

The most important work to be done at the plants at the present time is to remove the sludge from the sedimentation tanks. The present six-inch pipes are of insufficient capacity to provide for the removal of the sludge and these sludge pipes empty directly into the effluent channel, which is another objectionable feature. In accordance with the recommendation of the City Engineer an appropriation was made in this year's budget for the construction of new sludge pipes and sludge beds. This work will be started in the spring. A portion of the south wall and all of the east wall of the sedimentation tank at the First, Sixth and Tenth Ward plant must be rebuilt during the coming year as it is rapidly disintegrating.

I would also recommend that city water mains be constructed to the plants, a right of way obtained for an entrance to the First, Sixth and Tenth Ward plant and that provisions be made for either cleaning the stone in the contact beds or providing new stone. The last-named work could be done by city employees and the stone obtained from the city quarry. Attention should be given to the removal of all storm water from the plants as it is detrimental to the efficient operation of the plants.

Sewers.

The following sanitary sewers, with lateral connections, were constructed during the year:

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Street	Extent	Size	Length	Cost
Prospect st., Hospital lane northerly..	8 inch		450.8	\$1,146.89
Linn av., Genesee st. to end.....	8 "		1,149.8	5,475.40
Highland st., Linn av. to Alden av....	8 "		309.2	
Norman av., Walnut st. to Frances st..	8 "		554.8	
Walnut st., Hoopes av. to Scammell av.	8 "		420.5	2,735.25
Walnut st., Scammell av. to Teller av..	10 "		259.9	
Union st., Washington st. to Casey pk.	8 "		443.9	3,109.01
Casey pk., Union st. to Grant st.....	8 "		331.3	
Grant st., Casey pk. to Trunk line....	8 "		232.2	
*Cayuga st., extension southerly.....	12 "		285.0	651.14
Total			4,437.4	\$13,117.69

*This work consisted of the tearing up of 121 lineal feet of an old 12-inch sewer and lowering the grade. The sewer was then extended for a distance of 164 lineal feet. The work was done by the Street Department. One hundred and forty lineal feet of 5-inch laterals were constructed to this sewer line.

Under the provisions of the recent storm water sewer act, a storm sewer was built extending from Grant Avenue through private property to Elm Street, and thence through private property to the existing storm sewer in North Seward Avenue. The drainage area of this sewer is about forty-eight acres. The following table gives the length and cost of said sewer:

Street	Extent	Size	Length	Cost
Grant av., Lansing st. northerly.....	15 inch		172.1	\$2,628.73
Lester and Wait lands, Grant av. to Elm st.	15 "		815.2	
Elm st., Lot No. 26 to Sumner st.....	15 "		214.58	
Elm st., Sumner st. to Lot No. 65.....	18 "		50.75	
Wait land, Elm st. to N. Seward av....	18 "		337.95	

The total length of both the sanitary and storm sewers constructed during the year is 6,027.98 lineal feet, and the total cost amounts to \$15,746.42. This total includes the cost of right of ways for the Grant Avenue storm sewer and the cost of engineering, advertising and incidental expenses.

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Plans and specifications were presented for a sanitary sewer in Logan Street and Osborne Street, but the interested property owners were provided with sewage facilities by the use of an old stone drain which runs through these streets.

Bids were received for the building of a storm sewer in Fort Street, but they were rejected and the work is to be done next year in connection with the paving of the street.

A topographical survey of a section of the city bounded by Swift Street, Lake Avenue, the City Line and South Street has been completed and plans and specifications will be presented for an extension of the Second Ward trunk sewer at Burt Avenue through private lands to Lake Avenue. Plans were presented to the Common Council on December 19, 1916, for the construction of storm sewers in Peacock Street, Benham Avenue, North Lewis Street and North Fulton Street and for sanitary sewers in Bellevue Place and Woodruff Place.

In the construction of all the sanitary sewers this year a special bituminous compound has been used for joints. This type of joint prevents the percolation of ground water into the sewer, and besides having more strength than the cement joint, it has a certain amount of pliability, which is entirely lacking in the cement joint. The results have been very satisfactory to date.

Pavement Repairs.

The usual amount of pavement repairs was made this year. The work was let to Brayer Brothers, the price being \$1.25 per square yard. There are certain pavements on some of the streets in the city which are in very poor condition. For instance, South Street from Genesee Street to Lincoln Street is rough and uneven and should be repaved. The Clark Street and North Street bitulithic pavements will need extensive repairs in the spring.

The paving repairs this year were made with a type of paving mixture which is new to this city—namely, Stone-

Filled Asphalt. In this connection attention may be called to the composition, the cost and the physical advantages of this paving mixture.

In the beginning it may be well to state that there is nothing radical or new about the pavement in question. In the construction of a Stone-Filled Asphalt pavement, what is actually done is to eliminate the open binder course and to introduce into the asphalt mixture as formerly laid sufficient one-quarter inch stone chips to have in the completed mixture between twenty-five and thirty per cent. of this material. This mixture should be looked upon as a standard sheet asphalt mixture to which has been added a certain percentage of fine stone chips to act as a reinforcement and thereby produce certain advantageous physical results. It is not a true asphaltic concrete, nor is it desired to be such.

It may be assumed that in practically every case the stone-filled asphalt mixture will cost about five cents per square yard less than the mixture without the stone filling. And since the stone-filled mixture is laid directly on the concrete base in the same manner as a bitulithic mixture, the open binder course, which is used in all sheet asphalt pavements, is omitted and this introduces a further saving of about twenty-five cents per square yard. As may be seen from the above figures, this type of pavement costs about thirty cents a square yard less than a sheet asphalt pavement and about fifty cents a square yard less than a bitulithic pavement.

Stone-filled asphalt has a number of good physical qualities which may be enumerated here: It is easy of traction, it does not mark up in summer, it does not wave or displace, it is not as slippery as sheet asphalt and it costs less than any of the standard types of pavement. In appearance it resembles a bitulithic pavement.

This type of pavement has been laid by a number of cities and good results have been obtained. Cities which have laid a large amount of stone-filled asphalt are Rochester, Schenectady, Syracuse, New Haven, Bridgeport, and it is used extensively by a number of municipalities in the West.

During this year the City of Montreal, Canada, paved certain streets with this pavement, and other contracts have been let for next year's work.

Paving.

A portion of North Street was paved this year with bitulithic pavement from the end of the old bitulithic pavement north of Carpenter Street to the City Line. The width of the pavement to the New York Central tracks is thirty feet; from the tracks to the City Line the width is sixteen feet, with a concrete edging on each side. The work was completed by Brayer Brothers under contract with the State Highway Department.

An estimate of the paving work is as follows:

Street	Extent	Length		Cost Appropriated)
		Lin. ft.	Sq. yds.	
North st., from old pavement to City line.		3984	9,372	\$8,600.00

Plans and specifications were prepared and bids were received by the Common Council for the paving of three streets in the city, comprising a total of 8,240 square yards. The Common Council rejected the bids, and the paving work was laid over until next year. The streets to be paved are: Grover Street, John Street and Fort Street.

Alternate bids were received by the Mayor for the repaving of State Street from Genesee Street to the Owasco River Bridge and for the repaving of North Street from Genesee Street to the Holy Family Church. One bid was submitted for the resurfacing of the streets with stone-filled asphalt and brick pavement on the hills, while the other bid provided for the repaving of the streets with brick. It was decided to repave State Street with brick, but due to a car shortage the brick companies were unable to ship the brick this year. The work will be started next year as soon as weather permits.

The city has the following amount of paved surface:

Type.	Miles.	Sq. Yds.
Stone block	0.32	6,866
Brick	4.20	110,316
Sheet asphalt	5.40	105,316
Bitulithic	1.14	68,328
Penetration macadam	2.60	29,557
Waterbound macadam	49.70	705,000 approx.
Total	66.30	1,223,000 1,025,383

From this table it may be noted that about two-thirds of the mileage of the improved streets in the city is paved with a waterbound macadam pavement, and the approximate cost of this type of construction amounts to about \$500,000.

It is a well known fact that a waterbound macadam pavement is an economical and satisfactory type of paving construction when placed on a street having light traffic. On the contrary, when this type of construction is placed on a street having heavy traffic the life of the pavement is short and the cost of maintenance is high. Data obtained from reports of the Street Department corroborate this statement.

There are numerous instances of streets having medium heavy traffic which have been paved with macadam within the last five years, and in practically every case the pavements will have to be rebuilt within the next year. A few of these streets may be mentioned:

State Street from the brick pavement to the City Line.

Lake Avenue from Swift Street to the City Line.

Clark Street from Monroe Street to Aurelius Avenue. (A portion of this street was rebuilt this year with a penetration macadam pavement).

Jefferson Street from Clark Street to Orchard Street.

Washington Street from Wall Street to Cottage Street.

There are numerous streets which could be named which are in need of repaving, especially the streets which have car tracks, such as Mary Street, Hamilton Avenue, Osborne Street, Seymour Street and Orchard Street.

It is practically a waste of public funds to build waterbound macadam pavements on streets having any heavy

traffic. In such cases reconstruction is usually necessary within five years. During the last three years the city has appropriated \$118,000.00 for building and maintaining macadam pavements. In these three years the city has built approximately six miles of new macadam pavements at a cost of about \$50,000.00, and the remaining \$68,000.00 has been used to repair old macadam pavements.

I would recommend that in the repaving of certain streets having medium or heavy traffic, that where the grade permits, a four-inch concrete base be placed on the old macadam pavement and then covered with a stone-filled asphalt mixture two inches thick. This type of construction would cost about \$1.70 per square yard, and its life would be about fifteen years. A concrete pavement is another type of construction which is economical in first cost and has good wearing qualities. A concrete pavement with reinforcement costs about \$1.50 per square yard, and it has a life of about twelve years. At the expiration of this period the pavement could be resurfaced with an asphalt covering and a practically new pavement would be obtained. There are a number of streets having light traffic which could be resurfaced with a two-inch asphalt covering. They would remain in good condition for twelve or fifteen years and the maintenance cost during this time would be practically nothing.

Office Details.

A number of improvements has been made in the office system. A new indexing system has been installed and information concerning sewers, pavements, subways and other office data can be quickly obtained. A large colored map of the city has been completed, showing the location, size and length of all sewers, the location and boundaries of the sewer districts and the location of the sewage disposal plants. This is the only complete sewer map on file in the Engineering Department.

Work has been started on a complete report of the Engineering Department. This report will give statistics concerning the location, length, type and cost of all subways,

sewers, pavements and disposal plants. It will also contain a complete list of all the streets in the city, showing their location, extent, time of acceptance, their length and width and all improvements on the street, such as sewers, pavement, water and gas.

This report will be completed in March, 1917.

Respectfully submitted,

THOMAS B. BERGAN,

City Engineer.

The Parks in the City of Auburn

Casey Park Area = ^{H. 225A} 17.00 Acres	
Memorial Park	14.20
E. Genesee St. Parkway	1.50
Top-Goh-So-To Park	2.50?
C. Young Park	0.47
Forward Park	0.43
Lawton Ave Parkway	0.17
1.14 C.A.	2.50? 46
Total Area City Parks	38.77
Lake Ave. Parkway	1.96 27

APPENDIX A—STATISTICS.

Auburn, N. Y.

Settled as Hardenburgh's Corners in 1793.
 Name changed to Auburn in 1805.
 Incorporated as a village April 18, 1815.
 Incorporated as a city March 21, 1848.
 Assessed valuation 1916-1917, \$22,121,909.00.
 Valuation per capita, \$591.73.
 Budget, 1916-1917, \$768,135.24.
 Tax rate, 1916-1917, \$32.41.
 Area of the city in acres, 5,440; 5,390 A (land), 50 A (water).
 Area of the city in square miles, 8.5.
 Population (Federal Census—estimated), July 1, 1916, 37,385.
 Population per square mile, 4,398.

RAILROAD AND RAILWAYS.

Railroad.	Main Tracks (Miles).	Sidings and Switches (Miles).	Total (Miles).
N. Y. C. & H. R. R.	3.06	8.76	11.82
L. V. R. R.	0.958	5.513	6.471
Central New York Southern R. R.	0.87	1.40	2.27
Lehigh & N. Y. R. R.	2.298	3.970	6.268
Empire United R. R., Inc.	2.54	0.32	2.86
Auburn & Syracuse Electric R. R.	9.69	3.11	12.80
*Owasco River R. R.	2.0	0.00	2.0
Total	20.916	23.073	43.989

*Estimated.

STREETS.

Total length of streets within city limits	Miles
	87.3 - 86.58 - 1906
	75 - 1902
The above total is divided as follows:	
Streets not accepted	10.7
Streets accepted by conveyance or usage	76.6
The latter are divided as follows:	
Ungraded	10.3
Waterbound macadam	49.7
Bituminous macadam	2.54
Paved	14.04
Length of main sewers in city	69.70

Area of City Quarry = 14.53 Acres

PARKS.

7.15
4.63
2.52

Pomeroy Park - 3.08 Ac.

	Acres.
Casey Park	17.00 ✓
Osborne Park	0.47
Seward Park	0.43
Tah-Gah-Ju-Te Park	2.50
<i>Hoopers Field (Lake 2-5A)</i>	<i>14.21</i>
	<i>34.60</i>

PLAYGROUNDS.

CHAPMAN AVE. 3.57 ACRES
COLUMBIAN .85 ACRE

	Acres.
Lincoln School	2.25
Seymour Street	1.40
Sherwood Street	1.00
Y. M. C. A.	2.50 <i>4.6</i>
Walnut Street and Scammell Avenue	2.00
<i>Wright Ave</i>	<i>1.03</i>
	<i>10.15</i>

POPULATION OF CITY OF AUBURN.

1850	1855	1860	1865	1870	1875	1880	1885
9,548	9,476	10,986	12,567	17,225	19,649	21,924	
							(July 1)
1890	1892	1900	1905	1910	1915	*1916	
25,858	24,737	30,345	32,527	34,668	32,468	37,385	

AREA AND POPULATION OF CITY BY WARDS.

Federal Census (Estimated) July 1, 1916.

Ward.	Area Sq. Miles.	Area Acres.	Area Water.	Area Parks.	Population.
1	0.606	388	4.5	0.0	4,355
2	1.298	831	11.7	3.4	4,533
3	0.159	102	4.1	0.0	2,075
4	0.352	225	2.3	0.0	5,112
5	0.573	367	1.2	0.0	2,313
6	1.157	740	0.25	0.0	3,935
7	1.178	754	20.5	17.0	2,817
8	0.677	433	4.3	0.0	4,544
9	1.486	951	0.75	0.0	4,038
10	1.014	649	0.4	0.0	3,663
Total.....	8.500	5,440	50.0	20.4	37,385

50 ACRES IN BUSINESS SECTION.

*Note—Federal census taken every even ten years. State census taken every odd ten years. Special census taken in 1892.

Sewer Districts.

There are seven separate sewer districts in the city, exclusive of a number of small local assessment districts. The following table gives the name and date of construction:

District.	Point of Discharge.	Date of Construction.	DISTRICT ASSESSED
1st district, 2nd ward.....	Outlet at Genesee st....	1882	PAID UP.
2nd district, 2nd ward.....	Outlet near Lizette st....	1892	PAID UP.
5th ward	Outlet opposite Ave. A..	1893	ASSESSED.
1st ward	Outlet at Lizette st....	1893-1895	ASSESSED.
2nd, 7th, 8th and 9th ward....	Outlet near Canoga st....	1896-1900	ASSESSED.
1st, 6th and 10th ward.....	Disposal Plant	1909	ASSESSED.
4th, 5th, 6th and 7th ward....	Disposal Plant	1909	ASSESSED.

DISPOSAL PLANTS.

There are two sewage disposal plants in the city—the Fourth, Fifth, Sixth and Seventh Ward plant and the First, Sixth and Tenth Ward plant. These plants serve two separate sewer districts, comprising a total population of about 7,800 people or 20.8 per cent. of the entire population of the city. There are 1,490 acres in the two sewer districts or 27.3 per cent. of the total area of the city.

The Fourth, Fifth, Sixth and Seventh Ward plant is located near the intersection of North Division and York Streets. There are about 4,800 people contributing to this plant, or 12.8 per cent. of the entire population of the city. The sewer district area served by the plant is 490 acres or about 9 per cent. of the total area of the city. The capacity of the plant is sufficient to provide for the treatment of from 800,000 gallons to 1,000,000 gallons per day. The daily flow at the plant amounts to about 390,000 gallons, but since there are a number of catch basins and a certain amount of roof drainage allowed to enter the sewerage system, the amount of sewage treated during storms is practically double the average rate.

The First, Sixth and Tenth Ward plant is located near the New York Central & Hudson River Railroad Company tracks, about 2,000 feet west of Grant Avenue. There are

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about 3,000 people contributing to this plant, or 8 per cent. of the population of the city. The sewer district area covers about 1,000 acres, or 18.3 per cent. of the total area of the city. The capacity of the plant is sufficient to provide for 630,000 gallons per day. The daily flow at the plant amounts to about 290,000 gallons. During storms the plant treats twice this amount, due to the fact that a number of catch basins are connected with the sewerage system. The following table shows the date of construction and the cost of the plants:

Name.	Date of Construction.	Cost.
4th, 5th, 6th and 7th wards.	May 18, 1909.....	\$51,700.00
1st, 6th and 10th ward.....	November 17, 1910	43,100.00

SEWERS.

The following table shows the type, size and cost of all the sewers constructed in the city. The records on many of the old sewers are incomplete as to size, location and cost, and there are probably a number of old sewers in the city which were constructed by private interests or by the city, and as no records were filed, they are not included in this list:

Size.	Tile.	Brick.	Stone.	Iron Pipe.	Steel.
48"					200.0
36"-48"			1216.0		
24"-48"			1310.0		
42"		3512.0			
36"	912.5	4052.0			
34"		256.0			
33"		444.0			
30"		3369.0			
28"		146.0			
26"		1840.0			
24"	11192.0	13385.0	5521.0	778.0	1085.0
22"	3148.0				
20"	8238.0	1353.0			
18"	13117.4	5573.0	273.0		
16"-18"			1725.0		
15"-20"			800.0		
12"-16"			1057.0		
15"	34555.0	4221.0	2100.0	60.0	

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Size.	Tile.	Brick.	Stone.	Iron Pipe.	Steel.
12"-15"			1640.0		
14"			178.0		
12"	62656.0	1669.0	1895.0	60.0	
10"	65226.0			60.0	
8"	131022.0			72.0	
6"	29283.0				
5"	112976.0				
4"	12818.0				

5289 / 544,993

TOTALS.

Sewer.	Length. (Lin. Ft.)
Tile	485,143.0
Brick	39,820.0
Stone	17,715.0
Iron Pipe	1,030.0
Steel Pipe	1,285.0
Total length	544,993.0*
Total cost (Estimated)	\$664,100.00

*The above total includes all laterals, stone drains and private sewers; also the underdrainage in the 4th, 5th, 6th and 7th ward sewerage system.

The cost of all sewers built previous to 1889 are taken from an estimate prepared by D. F. Austin, then City Surveyor. The cost of all sewers built since 1889 are taken from records on file in the Engineering Department.

Total length of sewers in city, including all types, 103.2 miles.

Total length of main sewers, excluding underdrains, laterals, and certain old stone water-courses, 69.7 miles.

SUBWAYS.

Street.	Completed.	Duct Feet.	Cost.	Duct Ft. Rented.	Revenue Per Year.
Clark	1905	100,698.2	\$17,991.39	31,975.60	\$1,598.78
Owasco	1906	52,988.3	11,000.00	13,209.60	660.48
Genesee	1907	81,392.7	19,200.00	18,839.40	941.96
Water	1907	7,336.4	2,200.00	1,635.20	\$1.76
William	1908	13,511.5	3,974.82	4,088.50	204.44
Garden	1908	15,883.0	4,272.73	3,864.91	193.25
Hoopes	1910	14,469.1	4,551.90
East Genesee ...	1911	111,875.7	25,766.65	25,274.28	1,263.70
Washington	1911	11,285.3	3,640.04

ENGINEERING DEPARTMENT.

Street.	Completed.	Duct. Feet.	Cost	Duct Ft. Rented.	Revenue Per Year.
State St	1911	34,120.3	8,129.34	4,919.97	246.00
Five Points	1912	8,324.7	2,327.11	1,949.00	97.45
Total		451,885.2	\$103,053.98	105,756.76	\$5,287.82

SUBWAY SUBSCRIBERS.

Company.	Duct Ft. Rented.	Rental Per Year.
Auburn & Syracuse Ry. Co.....	23,028.40	\$1,151.42
New York Telephone Co.....	34,221.33	1,711.08
Postal Telegraph Co.....	10,154.77	507.74
Western Union Telegraph Co	172.00	8.60
Empire Gas & Electric Co.....	37,471.79	1,873.56
International Harvester Co	708.47	35.42
Total	105,756.76	\$5,287.82

Street Lighting.

The street lighting system of the city is divided into two separate districts, the Inner Lighting District and the Outer Lighting District.

The contracts for both of these districts between the city and the Empire Gas & Electric Company expire on August 10, 1921.

The Inner Lighting District is composed of sections of East Genesee Street, Genesee Street, North Street, South Street and State Street, and the entire length of Dill Street and Exchange Street.

There are one hundred and forty-six (146) ornamental, five globe lamp standards and globes in this district, and the standards are placed at an average distance of not more than eighty (80) feet apart. Each of these standards contain five (5) sixty (60) watt tungsten lamps (or other high efficiency lamps of equal illuminating power), the top lamp being lighted from dusk to dawn and the four remaining lamps being lighted from dusk to midnight.

At the expiration of the Inner Lighting District Contract the subways, which were constructed by the Empire Gas & Electric Company at the time of the installation of this sys-

ENGINEERING DEPARTMENT.

tem, and all subsequent connections to said subways, are to become the property of the City of Auburn without any further cost or expense to the city.

The cost of the lighting per pole per year is \$91.75. The abutting property owners pay 75 per cent. of the total cost, and the city at large pays the remaining 25 per cent. The total cost for lighting this district for one year is as follows:

146 lamps @ \$91.75.....	\$13,395.50	
Abutting property owners pay.....		\$10,046.63
City at large pays		3,348.87
Total	13,395.50	\$13,395.50

The following table shows the number and cost of the lamps in the Outer Lighting District:

513—6.6 ampere D. C. enclosed arc lamps, overhead @.....	\$66.00
45—6.6 ampere D. C. enclosed arc lamps, underground @...	72.00
4—6.6 ampere D. C. inverted magnetite, underground @...	90.00
1— ornamental 5-light 60 c. p. cluster, underground @..	91.75
34—6.6 ampere series incandescent 100 watt tungsten lamps, overhead @.....	20.00

The city at large pays for the lighting in this district, the total cost of which is \$38,229.75. All these lamps are lighted from dusk to dawn.

City Datum for Elevations.

Official datum benchmark for the City of Auburn is a pointed stone monument located near the northeast corner of Market Street and North Street, in front of the City Hall. H-260
The elevation of this monument is 667.91. See NOTE on p. 110 of P.S.

The zero of this elevation corresponds to elevation 5.87 above mean tide New York.

Elevation United States Geological Survey Bench Mark at Postoffice, 709,736. U.S. GEOLOGICAL SURVEY 1932 = 705.065
708.128-1966

Elevation City Bench Mark at same point, 703,949.
Memorial City Hall (North corner W. Hudson) Streets. Auburn 1932 = 697.461
City 1954 = 693.354

Abbey Street—See Rock Avenue.
Avenue A—From Garden Street to Chapel Street.

667.91
667.91
671.64 U.S. Geol. Surv. 1966 Survey
4.22

Length, 236.5 feet; width, 50 feet. Curb on west side of street is located on property line; sidewalk width on east side, 11 feet. Street accepted, July 26, 1916. Improvements—Pavement, bitulithic, July 6, 1915; sewer, 42 inch (Fifth Ward trunk line); no water.

Academy Street—From North Street to Central Avenue. Length, 631 feet (M); width 49.5 feet. Improvements—Pavement, macadam; sewer, 12 inch by 18 inch (stone); water, 6 inch.

Academy Lane—See Mason Street.

Adams Street—From Franklin Street to Sumner Street. Length, 568 feet (M); width, 66 feet. Improvements—Pavement, macadam; sewer, 8 inch; water, 6 inch.

Alden Avenue—From East Genesee Street southerly. Length, 1,150 feet (S); width, 50 feet. Street accepted May 3, 1910. Improvements—Pavement, macadam, 370 feet south from East Genesee Street; sewer, 8 inch, East Genesee Street to Highland Street; water, 6 inch, East Genesee Street to Highland Street.

Albany Street—From Boyd Street to Standart Avenue and from Standart Avenue northerly. Length, 1,331 feet (S); width, 40 feet. Improvements—Pavement, macadam, from Boston Avenue to Benham Avenue; sewer, 8 inch; no water. *Water north of Standard*

Allen Street—From North Division Street westerly. Length, 2,640 feet (S); width, 49.5 feet. Not improved.

Amherst Avenue—From Lake Avenue westerly. Length, 482 feet (M); width, 55 feet. Not improved.

Anna Street—From Owasco Street to Frances Street. Length, 700 feet (S); width, 49.5 feet. Street accepted January 17, 1873. Improvements—Pavement, macadam; sewer, 24 inch brick; water, 6 inch from Owasco Street to Augustus Street; 4 inch from Augustus Street to Frances Street.

Arbor Lane—Private driveway from Grant Avenue easterly. Length, 175 feet; width, 16 feet. Not improved.

Arch Street—From Garrow Street to Cornell Street. Length 987 feet (M); width 49.5 (deed)—58 feet (M).

Street accepted February 21, 1881. Improvements—Pavement, macadam; sewer, 8 inch from Wood Street to Garrow Street; 10 inch from Delevan Street to Cornell Street; water, 6 inch.

Arlington Avenue—From Genesee Street, southerly. Length, 1,732 (M); width, 50 feet. Street accepted August 20, 1907. Improvements—Pavement, macadam, from Genesee Street to Englewood Avenue; sewer, 8 inch; water 6 inch.

Aspen Street—From Delevan Street to Dexter Avenue. Length, 658 feet (S); width, 50 feet. Street accepted August 21, 1888. Improvements—Pavement, macadam; sewer, 8 inch; water, 6 inch.

Auburn and Port Byron Plank Road—See State Street.

Auburn and Owasco Plank Road—See Owasco Street.

Auburn and Moravia Plank Road—See Lake Avenue.

Auburn Avenue—(Private street.) From Clark Street, southerly: Length, 350 feet (S); width, 66 feet. No improvements.

Augustus Street—From Frederick Street to South Seward Avenue. Length, 1,718 feet; width, 49.5 feet. Street accepted from Frederick Street to Anna Street January 17, 1873. Improvements—Pavement, macadam; sewer, 172 feet of 8 inch, 460 feet of 10 inch, 1,000 feet of 12 inch; water, 6 inch.

Aurelius Avenue—(Formerly Old Genesee Road—Mill Avenue—also portion of Clark Street from Garfield Street to City Line formerly called Aurelius Avenue). From North Division Street to Clark Street. Length, 1,556 (M); width, 66 feet. Improvements—Pavement, brick, from Myrtle Avenue to Wadsworth Street, macadam from Wadsworth Street to Clark Street, and from North Division Street to Myrtle Avenue; sewer, from North Division Street to Owasco Outlet, 296 feet of 30 inch brick, 449 feet of 18 inch brick; water, 8 inch.

Avery Street—(Private street.) From Cornell Street northerly. Length, 310 feet; width, 18 feet. Not opened.

Bailey Street—From Fitch Avenue southerly. Length,

650 feet (S); width, 49.5 feet; sewer 120 feet of 12 inch. Not improved.

Baker Avenue—From Genesee Street to Orchard Street. Length, 1,517 feet (M); width, 49.5 feet. Improvements—Pavement, macadam; sewer, 10 inch from Madison Avenue to Hardenburgh Avenue, 288 feet of 8 inch and 160 feet of 12 inch from Hardenburgh Avenue to Genesee Street; water, 6 inch.

BALDWIN AVE ←
Bangor Street—See Huffman Street.

Barber Street—From Washington Street to L. V. R. R. property. Length, 1,518 (S); width, 40 feet from Washington Street 165 feet westerly, thence 45 feet to L. V. R. R. lands. Street accepted in portion October 6, 1879. Improvements—Pavement, macadam; sewer, from Washington Street to Coon Street, 179 feet of 12 inch and 390 feet of 15 inch; water, 4 inch from Washington Street to Derby Avenue.

Beach Avenue—From Franklin Street to Grant Avenue. Length, 865 (M) feet; width, 66 feet. Improvements—Pavement, macadam; sewer, 8 inch; water, 6 inch.

Beardsley Street—From Perry Street to North Seward Avenue. Length, 672 feet (M); width, 49.5 feet. Improvements—Pavement, macadam; sewer, 8 inch; water 6 inch.

See P 2
Sewer

Bellevue Place—From Woodruff Place northerly. Length, 176 feet (M); width, 46 feet. Improvements—Pavement, macadam; private sewer, 8 inch; water, 6 inch.

Bennett's Road—See Lake Avenue.

Benham Avenue—From North Fulton Street easterly. Length, 600 feet (M); width, 40 feet. Street accepted in portion from North Fulton Street to a point 330 feet easterly December 1, 1908. Improvements—Sewer, 8 inch; water, 6 inch.

Benton Street—From Orchard Street to Clark Street. Length, 397 feet (M); width, 49.5 feet. Street accepted May 18, 1835. Improvements—Pavement, macadam; private sewer; water, 6 inch.

Bond Street—See Seymour Street.

Belmont Ave. Clark St Nly 1579' near city line.
Not decided to City - owned by Eccles.
1948

deed to City Aug 15 1949

Bellevue Belmont

Boston Avenue—From Peacock Street to Albany Street. Length, 926 feet (M); width, 50 feet from Peacock Street to Fulton Street, 40 feet from Fulton Street to Albany Street. Portions of street accepted on December 15, 1909, February 8, 1910, and March 23, 1910. Improvements—Pavement, macadam; sewer, 8 inch from Fulton Street to Albany Street; water, 6 inch.

Baldwin Avenue—From Orchard Street to Madison Avenue. Length, 330 feet (M); width, 20 feet. Right of way obtained from L. V. R. R. on October 15, 1912; agreement may be terminated by the City or Railroad Company on one year's notice.

Bostwick Avenue—From Fort Street easterly. Length, 220 feet (S); width, 49.5 feet. Improvements—Pavement, macadam.

Boyd Street—From Fulton Street to Albany Street. Length, 327 feet (M); width, 25 feet. No improvements. Not opened.

Bradford Street—From Owasco Street to Maple Street. Length, 2,364 feet (S); width, 49.5 feet. Improvements—Pavement, macadam; sewer, 1,236 feet of 24 inch brick, 696 feet of 15 inch, 285 feet of 8 inch; water, 6 inch from Maple Street to Owasco Street.

Bradley Street—From Canoga Street ^{1815' N. of Allen St} Case Avenue. Mapped to Allen Street. Length, 637 feet (S) from Canoga Street to Case Avenue; width, 49.5 feet. Street accepted June 7, 1880. No improvements. See P.

Brookfield Place—From Clark Street southerly. Length, 412 feet (S) south from Clark Street, thence east and west 423 feet (S); width, 49.5 feet. Street accepted June 19, 1897. Improvements—Pavement, macadam; sewer, 8 inch; water, 6 inch.

Brookside Drive—Grant Avenue to City Limits. Length, 1,650 feet (S); width, 33 feet (S) from Grant Avenue to Prospect Street, 30 feet from Prospect Street to Hood Street, thence 50 feet to end. Not improved.

Bundy Avenue—(Formerly Ross Street Extension). From Cayuga Street to Foote Street. Length, 660 feet (S);

width, 22 feet from Cayuga Street to Morris Street, thence 20.5 feet to Foote Street. Deed presented September 19, 1898. Accepted September 7, 1915. Improvements—Pavement, macadam; sewer, 8 inch from Morris Street to Cayuga Street; water, 6 inch from Morris Street to Cayuga Street.

Burr Street—From North Street westerly. Length, 940 feet (S); width, 50 feet. Abandoned.

→ Burt Avenue—From Elizabeth Street to Swift Street. Length, 2,029 (M); width, 66 feet. Street accepted June 20, 1881. Improvements—Pavement, macadam; sewer, Second Ward trunk line—100 feet of 42 inch brick and 1,405 feet of 30 inch brick. Trunk line runs from a point 100 feet north of Hamilton Avenue to Swift Street; private drains on remaining portion of street; water, 6 inch.

Butternut Street—See Howard Street.

→ Button Street—From Fulton Street easterly. Length, 344 feet (M); width, 49.5 feet. Street accepted July 18, 1889. Improvements—Pavement, macadam; sewer, 10 inch; water, 6 inch.

→ Cady Street—From Nelson Street to Fulton Street. Length, 664 feet (M); width, 39.5 feet. Improvements—Pavement, macadam; sewer, 18 inch; water, 6 inch.

Campbell Place—(Private street). From Beach Avenue to Adams Street. Length, 355 feet (S); width, 12 feet. Not improved.

Cameron Place—See Holden Place.

Camp Street—Lake Avenue to Osborne Street. Length, 970 feet (S); width, 49.5 feet. Improvements—Pavement, macadam; sewer, 8 inch; water, 6 inch.

Canal Street—See Grant Avenue.

Canal Street—From Osborne Street southerly along Owasco Outlet. Length, 1,400 feet (S); width, varies from 16 feet to 20 feet. Public street from Osborne Street to Big Dam, remaining portion of street privately owned.

Canoga Street—(Formerly Hall Street, also Howland Street). From Wadsworth Street to City Limits. Length, 1,760 feet (M); width 31.5 feet at Wadsworth Street, increases to 49.5 feet at a point 565 feet northerly, remainder

49.5 feet. Street accepted May 19, 1873. Improvements—Pavement, macadam; sewer, 12 inch from Frazee Street to Owasco Outlet; water, 6 inch from Wadsworth Street to Frazee Street, 4 inch from Frazee Street to 150 feet west of Canoga Avenue.

Capitol Street—From Franklin Street to Hunter Avenue. Length, 4,753 feet (S); width, 49.5 feet. Street accepted—Franklin Street to Cayuga Street, January 3, 1876; easterly end, June 5, 1871; from Seward Avenue to North Hoopes Avenue, July 15, 1913. Improvements—Bitulithic at intersection of Franklin Street, length 40 feet—carriageway 26 feet, macadam from Franklin Street to North Seward Avenue; sewer, 6 inch (private) from Franklin Street to Foote Street, 245 feet of 12 inch and 835 feet of 15 inch from Foote Street to Perry Street, 15 inch from Perry Street to North Hoopes Avenue; water, 6 inch. No improvements from North Hoopes Avenue to Hunter Avenue.

Cash Avenue—See Densmore Avenue.

Carpenter Street—From North Street to N. Y. C. & H. R. R. property. Length, 568 feet (S); width, 49.5 feet. Street accepted August 31, 1899. Improvements—Sewer, 8 inch; water, 12 inch. Street officially closed by order of Common Council October 17, 1911. Actually still open for 325 feet from North Street.

Case Avenue—From North Division Street to Bradley Street. Length, 2,013 feet (S); width, 49.5 feet. Street accepted June 7, 1880. Improvements—Pavement, macadam; no sewer; water, 6 inch.

-Catlin Street—From Lewis Street to Grant Avenue. Length, 1,107 feet (M); width, 49.5 feet. Improvements, macadam; sewer, 8 inch; water, 6 inch.

Cayuga Street—From East Genesee Street to Franklin Street. Length, 1,738 feet (M); width, 49.5 feet. Street accepted from Franklin Street to Capitol Street October 30, 1871—from Capitol Street 700 feet southerly, June 2, 1873. Improvements—Pavement, macadam; sewer, 400 feet of 8 inch, 1,075 feet of 12 inch; water, 10 inch.

Cemetery Avenue—See Westlake Avenue.

Center Street—(Tenth Ward). From Franklin Street to New Street. Length, 640 feet (S); width, 49.5 feet. Street mapped but not opened. No improvements.

Center Street—See Market Street.

Center Street—(Ninth Ward). From Dunning Avenue to Thornton Avenue. Length, 1,197 feet (M); width, 49.5 feet. Street mapped but not opened. No improvements.

Central Avenue—(Portion from Garden Street to Chapel Street formerly called Mason Lane, Mason Street and Academy Lane). From Garden Street to Seymour Street. Length, 1,171 feet (M); width, 20 feet from Garden Street to Chapel Street—33.1 feet from Chapel Street to Seymour Street. Improvements—Pavement, brick, from Garden Street to Chapel Street, June 18, 1912 (carriage way 17 feet); brick, from Chapel Street to Van Anden Street, paved by N. Y. C. & H. R. R. in 1909 (carriage way, 25 feet); macadam from Van Anden Street to Seymour Street; Municipal Subway from Garden Street to Academy Street—4 ducts H. T., 3 ducts, L. T.; sidewalk, east side, 3 feet; sewer, 8 inch from Garden Street to Academy Street, remaining portion of street provided with private drains; water, 6 inch.

Chapel Avenue—From Chapel Street northerly. Length, 231 feet (M); width, 20 feet (S). Deed presented April 18, 1881. Improvements—Pavement, macadam; private sewer; water, 6 inch.

Chapel Street—From North Street to State Street. Length, 1,043 feet (M); width, 66 feet. Improvements—Pavement, brick from State Street to N. Y. C. & H. R. R. tracks, 1898 by city—brick from N. Y. C. & H. R. R. tracks to Central Avenue, October 21, 1913; carriage way 35.5 feet, sidewalks 15.25 feet; bitulithic from Central Avenue to North Street, June 6, 1915; carriage way 30 feet, sidewalks 18 feet; sewer, 10 inch from Avenue A 600 feet easterly, 12 inch near North Street; water, 6 inch from North Street to Central Avenue, 4 inch from Central Avenue to State Street.

Charles Street—(Third Ward). See Pine Street.

Charles Street—(Tenth Ward). From North Hoopes Avenue to Hunter Avenue. Length, 2,080 feet (S); width,

50 feet from North Hoopes Avenue to Marvine Avenue, 66 feet from Marvine Avenue to Hunter Avenue. Not improved.

Chase Street—From Pulsifer Street northerly. Length, 1,358 (M) feet; width, 49.5 feet. Improvements—Pavement, macadam; sewer, 10 inch sanitary, also 20 inch storm; water, 6 inch.

Chedell Place—From South Street to Fort Hill Cemetery. Length, 1,192.5 feet (M); width, 52 feet. Street opened from South Street to Easterly Avenue by Common Council in 1887. Deed accepted from Easterly Avenue to Cemetery August 5, 1901. Improvements—Pavement, asphalt from South Street to Easterly Avenue, February 18, 1913; carriage way 31 feet, sidewalks 10.5 feet; macadam from Easterly Avenue to Cemetery; sewer, 10 inch by 15 inch from South Street to Easterly Avenue, 8 inch from Easterly Avenue to Avenue to Cemetery; sewer, 10 inch by 15 inch from South Avenue, 6 inch remainder of street.

Chedell Street—From Hunter Avenue to Marvine Avenue. Length, 980 feet (S); width, 66 feet. Not improved.

Chestnut Place—(~~Private Street~~). From Wall Street southerly. Length, 282 feet (S); width, 28 feet. Private sewer and water. *Deed Aug 15 Accepted*
accepted Sep 3 1924 59-301

Chestnut Street—From East Genesee Street to Walnut Street. Length, 986 feet (S); width, 49.5 feet. Street accepted June 29, 1857. Improvements—Pavement, macadam; sewer, 520 feet of 10 inch, 498 feet of 12 inch; water, 4 inch.

Church Street—From James Street to Pine Street. Length, 389 feet (M); width, 47.5 feet. Improvements—Pavement, macadam; sewer, 12 inch; water, 4 inch.

Clark Street—(Formerly Clarkville Street. Portion of street was called Aurelius Avenue). From State Street to City Limits. Length, 7,340 feet (S); width, from State Street to Independent Brewing Company, 66 feet; from Independent Brewing Company to city limits, 57.55 feet. Improvements—Pavement, bitulithic from State Street to Monroe Street, December 20, 1905; carriageway from State

ACROSS
FROM
JEFFERSON
STREET

Street to Green Street, 40 feet; from Green Street to Monroe Street, 36 feet; waterbound macadam from Monroe Street to Aurelius Avenue; bituminous macadam from Aurelius Avenue to city limits, 1916; Municipal Subway from State Street to Monroe Street—10 duct L. T. and 15 duct H. T.; sewer, 18 inch brick from State Street to Green Street, 15 inch from Green Street to Washington Street, 24 inch from Washington Street to Jefferson Street, 8 inch from N. Y. C. tracks to Brookfield Place, 10 inch from Brookfield Place to a point 170 feet west of Wheeler Street; water, 6 inch from State Street to North Division Street, 8 inch from North Division Street to Aurelius Avenue, 4 inch from Aurelius Avenue to Wheeler Street, 6 inch west of Wheeler Street.

Clarkville Street—See Clark Street.

Clinton Street—From Clark Street to Water Street. Street abandoned.

Cobb Avenue—See Hockeborn Avenue.

Copley Street—From Lake Avenue to Riverside Boulevard. Length, 1,677 feet (M); width, 50 feet. Not improved.

Cook Street—From York Street southerly. Length, 594 feet (S); width, 49.5 feet. Not improved.

Colburn Avenue—From West Street northerly parallel to L. V. R. R. tracks towards Barber Street. Length, 240 feet (M); width, not determined.

Coon Street—From Barber Street 265 feet south of West Street. Length, 606 feet (M); width, 45 feet at Barber Street, 49.5 feet at West Street, 48 feet south of West Street. Improvements—Pavement, macadam; sewer, 15 inch from Barber Street to West Street; water, 4 inch from Barber Street to West Street.

Corley Street—From Lake Avenue westerly. Street mapped in New Cayuga County Atlas. Now abandoned.

Cornell Street—(Formerly Thornton Street). From South Street to Dunning Avenue. Length, 5,089 feet (M); width, 49.5 feet. Street accepted from South Street to Garrow Street February 21, 1881, from Garrow Street to Dunning Avenue October 27, 1880. Improvements—Pavement,

Clymer St. See Pl 3 of Maps Pg 110

*A S
11-392A1B*

macadam; sewer, 10 inch from South Street to Worden Avenue, 8 inch from Worden Avenue to Garrow Street, 8 inch from Milligan Street to alley, 8 inch from Thornton Avenue to Dunning Avenue; storm sewers 487 feet of 10 inch from Dunning Avenue easterly.

Cornwall Avenue—From Standart Avenue to Dayton Street. Length, 354 feet (M); width, 40 feet. Not improved. *See Pl 2 S. 1924*

Cottage Place—From Coon Street easterly and southerly to West Street. Barber Street entrance closed. Length, 458 feet (S); width varies from 20 feet to 30 feet. Improvements—Pavement, macadam; no record of sewer or water.

Cottage Street—From North Street to North Division Street. Length, 5,084 feet (S); width, 66 feet from North Street to Washington Street, 60 feet from Washington Street to North Division Street. Improvements—Pavement, macadam; sewer, 240 feet of 10 inch and 360 feet of 12 inch from North Street to the N. Y. C. tracks, 8 inch from the N. Y. C. tracks to North Division Street; water, 8 inch from North Street to N. Y. C. tracks and 6 inch from the N. Y. C. tracks to North Division Street.

Court Street—From Genesee Street to Westlake Avenue. Length, 661 feet (M); width, 41.58 feet. Improvements—Pavement, macadam; private sewer; water, 12 inch.

Coventry Street—See Havens Avenue.

Crescent Street—From Lake Avenue easterly. Mapped in New Cayuga County Atlas. Now abandoned.

Cross Street—(Formerly Wall Street). From Wall Street to Cottage Street. Length, 1,138 feet (M); width, 66 feet. Improvements—Pavement, macadam; sewer, 15 inch by 20 inch stone from Wall Street to Seymour Street, 8 inch from Seymour Street to Cottage Street; water 6 inch.

Cumpston Street—See Lincoln Street.

Curtis Place—From North Street to Liberty Street. Length, 771 feet (M); width, 40 feet from North Street 297 feet easterly, thence 46 feet to end. Street accepted November 18, 1901. Improvements—Pavement, macadam; sewer, 8 inch; water, 6 inch.

Danforth Avenue—From South Street easterly. Length, 2,230 feet (S); width, 66 feet. Not opened.

Dayton Street—From North Street easterly. Length, 1,520 feet (S); width, 50 feet. Not improved.

Delevan Street—From Genesee Street to Arch Street. Length, 1,060 feet (S); width, 49.5 feet. Street accepted July 16, 1888. Improvements—Pavement, macadam; sewer, 18 inch; water, 6 inch.

Dennis Street—From Moravia Street westerly. Now abandoned.

Densmore Avenue—(Formerly Cash Avenue). From Lake Avenue to Osborne Street. Length, 1,115 feet (S); width, 49.5 feet. Street accepted September 2, 1913. Improvements—No pavement; sewer, 8 inch; water, 6 inch.

Derby Avenue—(Formerly Water Street). From Wall Street to West Street. Length, 635 feet (M); width, 33 feet. Street accepted April 22, 1878. Improvements—Pavement, macadam; sewer, 12 inch; water, 4 inch. *see Land Tax Survey 35' wide*

Devon Avenue—From Standart Avenue to Dayton Street. Length, 394 feet (M); width, 40 feet. Not improved.

Dewey Avenue—(Eighth Ward). From North Division Street to Sheldon Avenue. Length, 163 feet (M); width, 33 feet. Not improved. *Bk 2 Pg 61*

Dewey Avenue—(Fourth Ward). From Olympia Avenue to Munro Street. Length, 514 feet (M); width, 33 feet. Not improved. *not finished p. 30*

Dexter Avenue—From Warren Avenue to Cornell Street. Length, 853 feet (S); width, 49.5 feet. Street accepted in portions on July 18, 1888, and on May 15, 1905. Improvements—Pavement, macadam from Warren Avenue to Aspen Street; sewer, 8 inch; water, 6 inch.

Dill Street—From State Street to Water Street. Length, 453 feet (M); width, originally 66 feet, declared 64 feet by Common Council on March 20, 1917. Improvements—Pavement, asphalt, 1902; carriageway, 43 feet; Auburn Subway Company, 6 ducts low tension, 6 ducts high tension; sewer, 15 inch; water, 8 inch.

Division Street, North—(Formerly Factory Street, High

Street, also Throopsville Road). From Clark Street to the City Line. Length, 8,113 feet (S); width, 49.5 feet. Street accepted from Wall Street to Clark Street July 7, 1875. Improvements—Pavement, macadam; sewer, 15 inch from Aurelius Avenue to Seymour Street, 8 inch from Seymour Street to Cottage Street, 10 inch from Cottage Street to Allen Street; water, 12 inch from Clark Street to Perrine Street, 8 inch from Outlet to West Street, 6 inch from West Street to Wall Street, 6 inch from Perrine Street to Allen Street.

Division Street, South—(Portion south of Genesee Street changed to Dunning Avenue). From Clark Street to Genesee Street. Length, 3,301 feet (M); width, 49.5 feet. Improvements—Pavement, bitulithic, November 4, 1913—carriageway, 28 feet; sidewalks, 10.75 feet; sewer, 8 inch from Clark Street to Underwood Street, 24 inch from Underwood Street to a point 800 feet north of Genesee Street, storm sewer of varying sizes from Kelsey Street to a point 500 feet south of Wright Avenue; 20 inch by 24 inch storm sewer from Orchard Street to Clark Street; water, 12 inch from Clark Street to Genesee Street, 8 inch from Clark Street to Orchard Street, 6 inch from Orchard Street to Genesee Street.

Drummond Street—From North Hoopes Avenue to North Hunter Avenue. Length, 2,090 feet (S); width, 50 feet. Not improved.

Dunning Avenue—(Formerly South Division Street). From Genesee Street southerly. Length, 4,350 feet (S); width, 49.5 feet. Improvements—Pavement, macadam; sewer, 8 inch from Genesee Street to Center Street, storm sewer 12 inch from Genesee Street to a point 875 feet south of Cornell Street; water, 6 inch from Genesee Street to a point 500 feet south of Cornell Street.

Easterly Avenue—From Westlake Avenue to Chedell Place. Length, 899 feet (M); width, 60 feet. Street accepted in portion on June 7, 1897, and December 6, 1897. (Street extended by purchase in 1887). Improvements—Pavement, bitulithic from Westlake Avenue 524 feet southerly, asphalt remainder of street, December 2, 1913; car-

riageway 30.5 feet; sidewalk, 14.75 feet; sewer, 10 inch by 15 inch from Easterly Place to Chedell Place, private sewer on northerly portion of street; water, 12 inch and 6 inch.

Easterly Place—(Private Street). From Woodruff Place north and east to Easterly Avenue. Length, 286 feet (S); width, 44 feet for north and south branch, 23.5 feet for east and west branch. No record of improvements.

East Street—See Fulton Street.

East Genesee Street—See Genesee Street, East.

East Walnut Street—See Walnut Street.

Elizabeth Street—From South Street to Osborne Street. Length, 2,640 feet (S); width, 66 feet. Improvements—Pavement, macadam; sewer, 12 inch from Second Ward trunk line to Steel Street, 8 inch from Steel Street to Mary Street, 12 inch from Osborne Street 595 feet westerly; private sewer for remainder of street; water, 12 inch.

Ellen Street—See Perrine Street.

Elm Street—From Capitol Street northerly. Portion disclaimed from Wait Avenue 273 feet southerly. Length, 1,412 feet (M); width, 49.5 feet. Improvements—Pavement, macadam; sewer 8 inch, 107 feet of 15 inch near Sumner Street, 15 inch storm sewer from northerly end of street to south of Sumner Street; water, 6 inch.

Englewood Avenue—From Arlington Avenue 115 feet west of Lexington Avenue. Length, 675 feet (M); width, 50 feet. Street accepted August 20, 1907. Improvements—Pavement, 230 feet of macadam; sewer, 8 inch; water, 8 inch.

Englewood Avenue—From Lake Avenue easterly. Mapped in Cayuga County Atlas. Now abandoned.

Evans Street—From East Genesee Street to Walnut Street. Length, 1,005 feet (M); width, 66 feet. Street accepted September 9, 1885. Improvements—Pavement, macadam; sewer, 618 feet of 10 inch—500 feet of 12 inch; water, 6 inch.

Exchange Street—(Formerly Hotel Street). From Genesee Street to South Street. Length, 460 feet (M); width, 50 feet. Improvements—Pavement, asphalt, 1898—resurfaced, asphalt, September 7, 1909; carriageway, 30 feet;

sidewalks, 10 feet; Auburn Subway Company, 12 ducts high tension, 12 ducts low tension; sewer, two private sewer lines—one on each side of street; water, 6 inch.

Factory Street—See Wall Street, also North Division Street.

Fitch Avenue—From South Street to Garrow Street. Length, 3,201 feet (M); width, 66 feet. Street accepted October 20, 1868. Improvements—Pavement, macadam; sewer, 8 inch; storm water outlet to Wood Brook, 12 inch; water, 8 inch, South Street to Parker Street, 6 inch, Parker Street to Garrow Street.

Five Points—Square at intersection of Lewis Street, Franklin Street and Grant Avenue. Improvements—Pavement, brick, December 17, 1912. Municipal Subway, 6 ducts high tension—6 ducts low tension.

Fleming Street—From Lake Avenue to Riverside Boulevard. Length, 1,677 feet (M); width, 50 feet. Not improved.

Florence Street—From Mary Street to Mattie Street. Length, 772 feet (M); width, 49.5 feet; sewer, 10 inch; water, 6 inch.

Foote Street—From Franklin Street to Lawton Avenue. Length, 996 feet (S); width, 49.5 feet. Street accepted April 14, 1872, and October 25, 1875. Improvements—Pavement, macadam; sewer, 8 inch from Capitol Street to Bundy Avenue, 10 inch from Bundy Avenue to Lawton Avenue; water, 6 inch from Capitol Street to Lawton Avenue.

Forgette Place—(Private Drive). From Cornell Street northerly. Length, 324 feet (S); width, 12.5 feet. Not improved.

Fort Street—From Genesee Street to Westlake Avenue. Length, 754 feet (M); width, 66 feet. Improvements—Pavement, macadam; private sewer, 8 inch on west side of street—private drains on east side; water, 4 inch from Genesee Street to Bostwick Avenue—6 inch from Bostwick Avenue to Westlake Avenue.

NOTE: STREETS OF BELMONT TRACT ACCEPTED
COUNCIL PROC. 1909 - 210

STREETS OF ROBERT TRACT ACCEPTED
C.P. 1887 & 1888

Frances Street—From Owasco Street to Hunter Avenue. Length, 5,230 feet (S); width, 49.5 feet. Portion from Teller Avenue to Hunter Avenue not opened. Portion of street accepted December 2, 1872. Improvements—Pavement, macadam from Owasco Street to South Hoopes Avenue; sewer, from Owasco Street to South Seward Avenue; 728 feet of 8 inch, 748 feet of 10 inch, 752 feet of 12 inch, 200 feet of 36 inch; water, 6 inch from Owasco Street to South Seward Avenue.

Franklin Street—(Formerly New Genesee Road; also called Middle Road). From North Street to City Line. Length, 8,310 feet (S); width, 66 feet from North Street to Old City Line, thence 60 feet wide to Prospect Street, thence 52 feet wide to City Line. Improvements—Pavement, brick from North Street to Five Points, November 19, 1912; carriageway, 32 feet; sidewalks, 17 feet; bitulithic from Five Points to Hunter Brook, November 5, 1915; carriageway, 36 feet; sidewalks, 15 feet; remainder of street macadam; subway—New York Tel. Co. owns subway from North Street to Five Points—two ducts low tension, located inside north curb line; sewer from North Street to Prospect Street, 1,676 feet of 8 inch, 685 feet of 12 inch, 4,858 feet of 15 inch, 687 feet of 18 inch, 47 feet of 20 inch, 660 feet of 24 inch storm sewer from Beach Avenue to North Seward Avenue; water, 6 inch from North Street to Five Points, 12 inch at Five Points, 10 inch from Five Points to Cayuga Street, 6 inch from Cayuga Street to Prospect Street.

Frazee Street—From North Division Street to Canoga Street. Length, 1,490 feet (S); width, 49.5 feet. Street accepted October 4, 1869. West end of street widened and straightened in 1893. Improvements—Pavement, macadam; sewer, 12 inch from North Division Street to Canoga Street; water, 6 inch.

Frederick Street—From Owasco Street to Bradford Street. Length, 790 feet (S); width, 49.5 feet. Street accepted December 2, 1872. Improvements—Pavement, macadam; sewer, 8 inch; water, 12 inch.

Freemont Street—See Beach Avenue.

Fulton Street, North—(Formerly East Street). From East Genesee Street to 677 feet north of Standart Avenue. (Portion north of Standart Avenue not opened). Length, 5,140 feet (S); width, 49.5 feet from Genesee Street to Franklin Street, 66 feet from Franklin Street to Standart Avenue, 50 feet from Standart Avenue to end of street. Street accepted in portion in May, 1881, October 15, 1883, and November 19, 1883. Improvements—Pavement, asphalt, East Genesee Street to Franklin Street, February 18, 1912; carriageway 30 feet; sidewalks 9.75 feet; macadam from Franklin Street to Standart Avenue, concrete curb and gutter from Park Avenue to Standart Avenue; sewer, from East Genesee Street to Standart Avenue, 6 inch, (private line), from Grant Avenue to Franklin Street, 1,503 feet of 8 inch, 1,035 feet of 12 inch, 802 feet of 15 inch, 62 feet of 18 inch; water, 10 inch from East Genesee Street to Grant Avenue, 6 inch from Grant Avenue to Standart Avenue.

Fulton Street, South—From East Genesee St. to Owasco St.. Length, 1,020 feet (M); width, 49.5 feet. Improvements—pavement, brick, November 5, 1912. Carriageway—27.5 feet; sidewalks 11 feet; sewer, 12 inch; water, 6 inch.

Garden Street—From North St. to State St. Length, 1,069 feet (M); width, 60 feet. Improvements—pavement, asphalt, December 15, 1908—carriageway 36 feet; sidewalks 12 feet; sewer, private drains—stone sewer crosses street at High School and opposite Central Avenue; water, 6 inch and 8 inch; Municipal Subway—6 ducts high tension, 6 ducts low tension.

Garfield Street—From Clark St. southerly. Length, 432 feet (M); width, 66 feet for 363 feet, thence 33 feet to end. Street accepted, April 16, 1900. Improvements—pavement, macadam; sewer, 8 inch; water, 6 inch.

Garrow Street—(Formerly Thornton St.) From Genesee St. southerly. Length, 4,080 feet (S); width, 66 feet. Street accepted in portion, from Genesee St. to Fitch Ave., August 31, 1868—portion south of Cornell St.—August 14, 1897. Improvements—pavement, macadam; sewer, 250 feet of 15 inch and 2,209 feet of 8 inch from Genesee St. to a point

614 feet south of Cornell St.—270 feet of 24 inch storm sewer; water, 6 inch.

Gaylord Street—From East Genesee St. to Walnut St. Length, 986 feet (M); width, 49.5 feet. Street accepted, July 21, 1873. Improvements—pavement, macadam; sewer, 900 feet 12 inch concrete, water, 6 inch.

Genesee (Old) Road—See North Street.

Genesee (New) Road—See Franklin Street.

Genesee Street—(Formerly Seneca Turnpike). From Market St. to City Line. Length, 9,780 feet (M); width, 99 feet from Market St. to South Division St.; measured width from Warren Ave. to South Division St. 92 feet, thence 82.5 feet for remainder of street. Improvements—asphalt from Market St. to Arlington Ave.—from Market St. to Court St. October 20, 1908—carriageway, 66 feet, from Market St. to Green St.—carriageway, 56 feet from Green St. to Court St.—From Court St. to Arlington Ave. paved December 30, 1907—carriageway, 48 feet—remainder of street, macadam; Auburn Subway Company—from Seminary Ave. to Court St.—12 ducts high tension—12 ducts low tension from Seminary Ave. to South St.; 18 ducts high tension, 20 ducts low tension from South St. to State St.; 18 ducts high and low tension from State St. to William St.; 12 ducts high and low tension from William St. to Green St.; 10 ducts high and 12 ducts low tension from Green St. to Court St.; Municipal Subway, 6 ducts high tension and 6 ducts low tension from Court St. to Arlington Ave.; sewer, 36 inch from Market St. to Exchange St., 2 feet by 4 feet stone sewer from Court St. to Owasco Outlet, 30 inch brick from Court St. to Fort St., 15 inch from Ross Pl. to Jefferson St., 2 lines 8 inch from Jefferson St. to Garrow St., 500 feet of 18 inch and 200 feet of 15 inch from Garrow St. to Delevan St., 10 inch from Sherwood St. to Dunning Ave., 12 inch from Arlington Ave. to Lexington Ave., 36 inch storm sewer from Garrow St. to Sherwood St.; water, 6 inch from Market St. to North St., 12 inch from Osborne St. to Columbus Rope Co., 8 inch from North St. to Washington St., 6 inch from Washington St. to City Line.

Genesee Street, East—(Formerly Seneca Turnpike). From Market St. to City Line. Length, 6,873 feet; width, 99 feet. Improvements—pavement, asphalt, from Market St. to Seminary Ave., October 20, 1902 brick, from Seminary Ave. to Owasco St., 1897—carriageway, 64 feet—asphalt, from Owasco St. to Seward Ave.—carriageway, 53 feet from Owasco St. to Fulton St. and 45 feet from Fulton St. to Seward Ave., asphalt, from Seward Ave. to Hoopes Ave., October 3, 1904—carriageway, 45 feet, brick, from Hoopes Ave. to City Line, August 20, 1912—carriageway, 24 feet each side of 33 foot parkway. Auburn Subway Co. from Market St. to Owasco St. 10 ducts high and 12 ducts low tension; Municipal Subway from Owasco St. to City Line—8 ducts high and 8 ducts low tension from Owasco St. to Hoopes Ave.—6 ducts high and 6 ducts low tension from Hoopes Ave. to City Line; sewer, 33 inch from Seminary Ave. to Owasco St., 30 inch from Owasco St. to Fulton St., 24 inch from Fulton St. to Morris St., 19 by 12 inch brick from Morris St. to Evans St., 15 inch from Evans St. to Seward Ave., 8 inch from Seward Ave. to Hoopes Ave., 10 inch from Hoopes Ave. to Herman Ave., 12 inch from Herman Ave. to Marvine Ave., 8 inch from Marvine Ave. to City Line, storm sewer of varying sizes from Hoopes Ave. to Hunter Brook; water, 12 inch from Market St. to Cayuga St., 10 inch from Cayuga St. to South Seward Ave., 6 inch from Seward Ave. to Hoopes Ave., 10 inch from Hoopes Ave. to City Line.

Genesee Place—From Genesee St. southerly. Length, 332 feet; width, varies from 20 feet to 34.5 feet. Improvements—pavement, macadam; private sewer and water lines.

German Street—See Frances St.

Gibson Square—(Private Street). From Franklin St. northerly, thence easterly and westerly. Length, 540 feet; width 20 feet. Private sewer and water lines.

Gold Avenue—(Formerly Throop Ave.) From Swift St. to Camp St. Length, 1,026 feet; width, 66 feet. Street accepted, September 2, 1913. Improvements—water, 6 inch from Silver Ave. to Densmore Ave.

Grant Avenue—(Formerly Canal St.) From North Fulton St. to City Line. Length, 8,627 feet (S); width 66 feet. Improvements—pavement, brick, from North Fulton St. to Five Points, September 16, 1913—carriageway, 40 feet, bituminous macadam, from Five Points to City Line; sewer, 2,994 feet of 8 inch—2,056 feet of 10 inch—2,346 feet of 12 inch and 501 feet of 15 inch; water, 6 inch.

Grant Street—From State St. ^{to Casey Pt.} Length, 1,680 feet (M); width, 49.5 feet. Improvements—Pavement, macadam; sewer, 8 inch; water, 12 inch from State St. to Washington St.

Green Avenue—From Green St. westerly. Length, 113 feet; width, 18 feet. Not improved.

Green Street—From Genesee St. to Water St. Length, 1,086 feet; width, 40 feet, from Genesee St. to Clark St.—33 feet from Clark St. to Water St. Improvements—pavement, brick, October 15, 1912—carriageway, 27 feet, from Genesee St. to Clark St.—19 feet from Clark St. to Water St.; water, 12 inch, from Genesee St. to Clark St., 6 inch from Clark St. to Water St.; sewer, 8 inch from Genesee St. to Clark St., 15 inch and 18 inch from Clark St. to Water St.

Grove Avenue—(Formerly Mulvey Avenue.) From Hamilton Avenue to Swift Street. Length, 1,375 feet (M); width, 49.5 feet. Improvements—Pavement, macadam; sewer, 10 inch and 12 inch; water, 6 inch.

Grover Street—From South Street to Osborne Street. Length, 1,345 feet (M); width, 49.5 feet. Improvements—Pavement, macadam; sewer, 12 inch brick, remainder 10 inch; water, 12 inch: ^{1925-277 C.P.}

Guilfoil Avenue—(Private street.) From Washington Street westerly and southerly to Van Anden Street. Length, 616 feet; width, 21 feet from Washington Street 367 feet westerly thence 8 feet wide to Van Anden Street.

Hackley Street—See Lincoln Street.

Hall Street—See Canoga Street.

Hamilton Avenue—From South Street to Osborne Street. Length, 3,857 feet (M); width, 66 feet. Street accepted in

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Sewer

portions—from Lake Avenue to Burt property, December 2, 1872—extension presented August 19, 1901. Improvements—Pavement, macadam; sewer, 12 inch, from South street to Steel Street, private sewer, from Steel Street to Mary Street, 8 inch from Mary Street to Grove Avenue, 15 inch and 18 inch from Grove Avenue to Mattie Street, 10 inch from Mattie Street to Lake Avenue, 8 inch from Lake Avenue to Osborne Street; water, 6 inch.

Hardenburgh Avenue—From Genesee Street to Baker Avenue. Length, 1,391 feet (S); width, 40 feet. Improvements—Pavement, macadam; sewer, 8 inch; water, 6 inch.

Harvard Avenue—From Lake Avenue westerly. Length, 482 feet (M); width, 55 feet. Not improved.

Havens Avenue—(Formerly Seward Avenue.) From Owasco Street to Hunter Avenue. Center line of street is south line of city. Length, 3,520 feet (S); width (total) 66 feet—city portion 33 feet wide. Improvements—Pavement, macadam, 2,000 feet east of Owasco Street; sewer, 8 inch from Owasco Street to Teller Avenue; water, 6 inch, from Owasco Street 1,800 feet easterly.

Harris Avenue—From Swift Street southerly. Abandoned.

Haywood Avenue—From Franklin Street to New Street. Length, 830 feet (S); width, 49.5 feet. Not improved.

Heaney Avenue—From Perrine Street northerly. Length, 585 feet (M); width, 49.5 feet. Not improved.

Henry Street—See Madison Avenue.

Herman Avenue North—From East Genesee Street to Franklin Street. Length, 2,581 feet; width, 66 feet. Street accepted, from East Genesee Street to Capitol Street, November 11, 1913. Improvements—Sewer, 18 inch, from East Genesee Street to Ross Street.

Herman Avenue South—From East Genesee Street to Walnut Street. Length, 1,083 feet; width, 66 feet. Street accepted, November 14, 1913. Improvements—Sewer, 12 inch, from East Genesee Street 800 feet southerly.

High Street—See North Division Street.

Highland Street—From Marvine Avenue to Hunter Avenue. Length, 880 feet (M); width, 50 feet. Deed presented September 17, 1908. Improvements—Sewer, 8 inch from Alden Avenue to Linn Avenue.

Hiser Street—From North Division Street easterly. Length, 1,624 feet (S); width, 66 feet. Not improved.

Hobart Avenue—From Lake Avenue westerly. Length, 482 feet (M); width, 33 feet. Not improved.

Hobart Street—From Lake Avenue to Mary Street. Abandoned.

Hobson Avenue—From Olympia ^{Ave} Street to Munro Street. Length, 500 feet; (S); width 33 feet. Not improved.

Hockeborne Avenue—(Formerly Cobb Avenue)—From South Seward Avenue to Hunter Brook. Length, 1,540 feet (S); width, 49.5 feet. Street accepted September 5, 1911. Improvements—Pavement, macadam; sewer, 8 inch; water, 6 inch.

Holden Place—(Formerly Cameron Place)—(Private street)—From Clark Street northerly. Length, 165 feet; width varies from 10 feet to 12 feet. Improvements made by property owners.

Holley Street—From Franklin Street to Lansing Street. Length, 1,997 feet (S); width, 40 feet. Improvements—Pavement, macadam; sewer, 370 feet of 8 inch—remainder, private drains from Seymour Street to Franklin Street, 8 inch, 12 inch and 15 inch from Seymour Street to Lansing Street; water, 6 inch.

Hood Street—From Oxford Street to Brookside Drive. Length, 715 feet (S); width, 50 feet. Not improved.

Hoopes Avenue North—From East Genesee Street to Franklin Street. Length, 2,352 feet (M); width, 66 feet, from East Genesee Street to Charles Street, 50 feet, from Charles Street to Franklin Street. Street accepted from East Genesee Street to Capitol Street, July 15, 1913. Improvements—Pavement, bituminous macadam, from East Genesee Street 973 feet northerly, remainder of street not improved; Concrete curb and gutter from East Genesee Street to Ross Street; sewer, 8 inch, from East Genesee

Street to Ross Street, 10 inch, from Ross Street to Capitol Street; water, 6 inch from East Genesee Street to Capitol Street.

Hoopes Avenue South—From East Genesee Street to Frances Street. Length, 1,705 feet (S); width, 66 feet. Street accepted, December 17, 1907. Improvements—Pavement, asphalt, from East Genesee Street to Walnut Street, August 2, 1910; brick, from Walnut Street to Frances Street, October 21, 1913; carriageway, 26 feet; sewer, 8 inch; water, 6 inch.

Hotel Street—See Exchange Street.

Hospital Lane—From Grant Avenue to Prospect Street. Length, 1,981 feet (S); width, 16.5 feet. Sewer, 10 inch.

Howard Street—(Formerly Butternut Street.) From East Genesee Street to Bradford Street. Length, 1,319 feet (M); width, 50 feet. Improvements—Pavement, macadam; sewer, 12 inch and 15 inch, from East Genesee Street to Walnut Street; water, 12 inch.

Howland Street—See Canoga Street.

Huffman Street—(Formerly Bangor Street.) From East Genesee Street to Walnut Street. Length, 990 feet (S); width, 49.5 feet. Improvements—Pavement, macadam; sewer, 10 inch; water, 6 inch.

Hudson Street—From Lake Avenue westerly. Abandoned.

Hunter Avenue North—From East Genesee Street to Franklin Street. Length, 3,280 feet (S); center line of street is east line of city; width, 49.5 feet, from East Genesee Street to Ross Street, 66 feet, from Ross Street to Charles Street, 50 feet, from Charles Street to Franklin Street; sewer, 8 inch, from East Genesee Street to Ross Street.

Hunter Avenue South—From East Genesee Street to Havens Avenue. Length, 2,850 feet (S); width, 50 feet. Center line of street is east line of city. Macadam pavement.

Hunter Street—From East Genesee Street to Ross Street. Abandoned.

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Sewer

Hulbert Street—From Clark Street to Water Street. Length, 723 feet (S); width, 66 feet. Improvements—Pavement, macadam; sewer, 12 inch stone; water, 4 inch.

Isham Street—From North Street westerly. Abandoned.

James Street—From Genesee Street to Clark Street. Length, 795 feet (M); width, 49.5 feet. Street accepted, December 29, 1841. Improvements—Pavement, asphalt, September 2, 1913; carriageway, 28 feet; sewer, 8 inch, from Genesee Street to Orchard Street; 18 inch by 24 inch brick, from Orchard Street to Clark Street; water, 6 inch.

Jane Street—See Logan Street.

Janet Street—From Elizabeth Street to Tuxill Square. Length, 975 feet (S); width, 49.5 feet. Street accepted, December 29, 1868. Improvements—Pavement, macadam; sewer, private drains; water, 6 inch.

Jarvis Street—From Lake Avenue to Riverside Boulevard. Length, 1,677 feet (M); width, 50 feet. Not improved.

Jefferson Street—From Genesee Street to Clark Street. Length, 1,509 feet (M); width, 56.76 feet. Improvements—Pavement, macadam; sewer, 18 inch from Genesee Street to Orchard Street, 24 inch from Orchard Street to Clark Street; water, 4 inch from Genesee Street to Madison Avenue, 6 inch from Madison Avenue to Clark Street.

John Street—From East Genesee Street to Franklin Street. Length, 578 feet (M); width, 40 feet. Improvements—Pavement, macadam; sewer, 12 inch; water, 6 inch.

Kelsey Street—From South Division Street to L. V. R. R. tracks. Length, 700 feet (S); width, 40 feet. Street accepted, August 15, 1898. Improvements—Pavement, macadam; sewer, 8 inch; water, 6 inch.

Kensington Avenue—From Genesee Street southerly. Length, 1,597 feet; width, 50 feet. Street accepted, August 20, 1907. Improvements—Pavement, macadam, from Genesee Street to Englewood Avenue; sewer, 8 inch; water, 6 inch, from Genesee Street 200 feet south of Englewood Avenue.

City Sub
Street
BK 2 P 9 5
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BK 2
P 9 78
43.5

Kitchell Street—From Grant Avenue to Lewis Street. Length, 637.5 feet (M); width, 49.5 feet. Street accepted, March 31, 1890. Improvements—Pavement, macadam; sewer, 8 inch; water, 4 inch.

La Fayette Street—From South Division Street westerly. Length, 1,457.9 feet (M); width, 37.75 feet, from South Division Street; 135.8 feet westerly, thence 40 feet to end of street. Street accepted, December 19, 1904. Improvements—Pavement, macadam; sewer, 8 inch; water, 6 inch.

Lake Avenue—(Formerly Moravia Street). From Osborne Street to City Line. Length, 5,230 feet (M); width, 66 feet. Improvements—Pavement, macadam; sewer, 10 inch, from Osborne Street to Silver Avenue, 8 inch from Silver Avenue to Swift Street; water, 6 inch, from Osborne Street 1,000 feet south of Swift Street.

Lansing Street—From North Street to Grant Avenue. Length, 3,470 feet (M); width, 57.75 feet. Improvements—Pavement, macadam; sewer, 8 inch, from North Street to Liberty Street, 12 inch, from Liberty Street to Fulton Street, 10 inch from Fulton Street to Paul Street, 8 inch, from Paul Street to Grant Avenue; water, 12 inch from North Street to Liberty Street, 6 inch from Liberty Street to Grant Avenue.

Lawton Avenue—From Lewis Street to Foote Street. Length, 716 feet (M); width, 49.5 feet. Street accepted, April 18, 1881. Improvements—Pavement, macadam; sewer, 12 inch; water, 6 inch.

Lazette Street—From Osborne Street to Owasco Street. Length, 593 feet (S); width, 49.5 feet. Street accepted, September 15, 1874. New Through Pratt Truss Bridge across Outlet constructed January 2, 1912. Improvements—Pavement, macadam; sewer, 36 inch brick, from Owasco Street to Outlet (also 18 inch sewer from Owasco Street to Outlet); water, 6 inch, from Owasco Street to Miller Street.

Leavenworth Street—From Cornell Street to Center Street. Length, 940 feet (M); width, 49.5 feet. Not improved.

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Letchworth Street—From East Genesee Street northerly. Abandoned.

Lewis Street—From East Genesee Street to Standart Avenue. Length, 4,297 feet (S); width, 49.5 feet. Portions of street accepted, June 26, 1854 and November 19, 1893. Improvements—Pavement, asphalt, from East Genesee Street to Five Points, August 20, 1912; carriageway, 26 feet; brick, at Five Points, December 17, 1912; remainder of street, macadam; sewer, 8 inch and 15 inch from East Genesee Street to Franklin Street, 10 inch from Grant Avenue to Seymour Street, 12 inch and 15 inch, from Seymour Street to Lansing Street, 8 inch and 10 inch, from Lansing Street to Standart Avenue; water, 6 inch, from East Genesee Street to Franklin Street, 4 inch from Grant Avenue to Kitchell Street, 6 inch from Kitchell Street to Standart Avenue.

Lehigh Avenue—From Clark Street to West Street. Footpath. Length, 753 feet (M); width, 7 feet. Right of way obtained from L. V. R. R. Co. May 21, 1912. Agreement may be terminated by either party on thirty days notice. Sidewalks placed by City, October 1916.

Lexington Avenue—From Genesee Street southerly. Length, 1,462 feet (M); width, 50 feet. (Sidewalks 1.5 feet from property line). Street accepted, April 20, 1907. Improvements—Pavement, macadam, from Genesee Street to Englewood Avenue; sewer, 8 inch; water, 6 inch from Genesee Street to Englewood Avenue.

Liberty Street—From Seymour Street to Lansing Street. Length, 990 feet (S); width, 49.5 feet. Street accepted in portions, November 1891, June 15, 1893, December 4, 1911, January 3, 1914 and extended by purchase in 1914. Improvements—Pavement, macadam; sewer, 8 inch; water, 6 inch.

Lincoln Street—(Formerly Cumpston Street, also Hackley Street). From South Street to Osborne Street. Length 1,132 feet (M); width, 57.75 feet. Improvements—Pavement, 494 lineal feet of stone block and 638 lineal feet of brick, November 19, 1912, carriageway, 33 feet; sewer,

10 inch; (second ward sewer to Osborne Street); water, 6 inch.

Linden Place—See Westlake Avenue.

Linn Avenue—From East Genesee Street southerly. Length, 1,150 feet (M); width, 50 feet. Deed presented, September 22, 1908. Sidewalks, 1.0 foot from property line. Improvements—Sewer, 8 inch; water, 6 inch, from East Genesee Street to Highland Street.

Locust Street—From Lake Avenue to Riverside Boulevard. Length, 1,677 feet (M); width, 50 feet. Not improved.

Logan Street—(Formerly Jane Street). From South Street to Osborne Street. Length, 1,672 feet (S); width, 49.5 feet. Improvements—Pavement, macadam; sewer, 12 inch from second ward sewer to Steel Street; stone drain from Steel Street to Osborne Street; water, 8 inch.

Love Lane—See Westlake Ave.

MacDougall Street—From Hamilton Avenue to Swift Street. Length, 1,361 feet, (M); width, 66 feet. Street accepted, May 16, 1883. Improvements—Pavement, macadam (concrete curb and gutter); sewer, 10 inch and 12 inch; water, 6 inch.

Madison Avenue—(Formerly Henry Street). From Jefferson Street to Baker Avenue. Length, 1,082 (M); width, 49.5 feet. Improvements—Pavement, macadam; sewer, 650 feet of 8 inch and 300 feet of 10 inch; water, 6 inch.

Madison Street—See Orchard Street.

Mahoney Avenue—(Private Street). From Van Anden Street to Seymour Street. Length, 499 feet; width varies, 22.0 feet at Van Anden Street, 16.5 feet at Seymour Street. Not improved.

Mann Street—From Capitol Street to Lawton Avenue. Length, 755 feet (M); width, 49.5 feet. Street extended, April 18, 1881. Improvements—Pavement, macadam; sewer, 170 feet of 10 inch, remainder 8 inch; water, 6 inch.

Maple Avenue—(Private Street). From Mattie Street easterly. Length, 230 feet (S); width, 12 feet (S). No improvements.

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Sewer.

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1925

Sec P-2
Sewer.

Ave

Maple Street—From East Genesee Street to Frances Street. Length, 1,662 feet (S); width, 49.5 feet. Street accepted from East Genesee to Walnut Street, August 17, 1868. Extended to Frances Street, September 28, 1889. Improvements—Pavement, macadam; sewer, 8 inch and 10 inch from East Genesee Street to Walnut Street, 15 inch, from Walnut Street to Bradford Street, 10 inch, Bradford Street to Frances Street; water 6 inch.

Market Place—See Market Street.

Market Street—(Formerly Market Place, Center Street and Mill Road). From North Street to East Genesee Street. Length, 681 feet; width, 60 feet. Improvements—Pavement, asphalt, December 7, 1903, carriageway, 35 feet; Auburn Subway Company 8 ducts high tension and 6 ducts low tension; sewer, 12 inch; water, 12 inch.

Marvine Avenue, North—From East Genesee Street to Franklin Street. Length, 2,840 feet (M); width, 66 feet. Improvements—Pavement, macadam; sewer, 10 inch from East Genesee Street to Capitol Street, 8 inch, from Capitol Street to Franklin Street; water, 6 inch.

Marvine Avenue, South—From East Genesee Street to Walnut Street. Length, 1,225 feet (M); width, 66 feet. Deed presented, September 22, 1908. Improvements—Water, 6 inch.

Mary Street—(Formerly Milton Street). From Logan Street to Swift Street. Length, 2,673 feet (M); width, 49.5 feet from Logan Street to Hamilton Avenue, 66 feet, from Hamilton Avenue to Swift Street accepted in portion—
 from Logan Street to Elizabeth Street, May 31, 1852, opened by condemnation from Elizabeth Street to Hamilton Avenue, October 7, 1871; extended from Hamilton Avenue to Swift Street, October 14, 1897. Improvements—Pavement, macadam concrete curb and gutter; sewer, private drains from Logan Street to Elizabeth Street, 8 inch, from Elizabeth Street to Florence Street, 8 inch, from Hamilton Avenue to Swift Street; private drains near Swift Street; water, 6 inch from Logan Street to Elizabeth Street, 4 inch

See P-2
sewer.

from Elizabeth Street to Florence Street, 6 inch from Florence Street to Swift Street.

Mason Street—See Central Avenue.

Mattie Street—From Elizabeth Street to Swift Street. Length, 2,040 feet (S); width, 49.5 feet. Improvements—Pavement, macadam; sewer, 210 feet of 8 inch north of Florence Street, 15 inch, from Hamilton Avenue to Swift Street; water, 6 inch.

McConnell Avenue—(Formerly Parson's Lane). (Private Street). From Washington Street easterly. Length, 160 feet (S); width, 18 feet (S). No record of improvements.

McGarr Street—From Grant Avenue northerly. Length, 386 feet (M); width, 49.5 feet. Not opened. (beyond).

McMaster Street—From Clark Street across N. Y. C. & H. R. R. tracks. Originally extended to Water Street beyond tracks. Length, mapped, 715 feet—measured ~~715~~ feet; width, 66 feet; sewer, 18 inch; water, 6 inch. ⁶⁸⁸

McMaster Place—(Private Drive). From McMaster Street westerly. Located between Nos. 9 and 11. Length, 120 feet. No recorded width.

Mechanic Street—See Osborne Street.

Metcalf Avenue—From Lake Avenue westerly. Length, 482 feet; width, 80 feet. Not improved.

Meyers Street—Abandoned.

Meridian Street—See South Street.

Miles Avenue—From Olympia Avenue to Munro Street. Length, 500 feet (M); width, 33 feet. Not improved.

Middle Road—See Franklin Street.

Mill Avenue—See Mill Street.

Mill Street—(Formerly Mill Avenue and Owasco Lane). From Owasco Street westerly. Length, 156 feet (S); width, 46 feet. Pavement, macadam.

Mill Road—See Market Street.

Mill Street—See Aurelius Avenue.

Miller Street—From Owasco Street to Lazette Street. Length, 1770 feet (S); width, 30 feet. Portion of street

accepted, July 13, 1857, December 6, 1858, December 2, 1872. Improvements—Pavement, macadam; water, 8 inch from Owasco Street to Mill Street, 6 inch from Mill Street to Lazette Street.

Milligan Street—From Arch Street southerly. Length, 2,617 feet (S); width, 49.5 feet, from Arch Street to Cornell Street, 66 feet remainder. Street accepted from Arch to Cornell Street December 18, 1899. Improvements—Sewer, 8 inch, 12 inch storm from near Arch Street to Cornell Street.

Milton Street—See Mary Street.

Morgan Street—From Lake Avenue to Throop Avenue. Not opened.

Monroe Street—From Lake Avenue westerly. Not opened.

Monroe Street—(Formerly Railroad Street). From Clark Street to Orchard Street. Length, 785 feet (M); width, 49.5 feet. Portion of street accepted, September 28, 1878. Improvements—Pavement, brick, September 5, 1911; carriageway, 28 feet; sewer, 8 inch; water, 10 inch.

Moravia Street—See Lake Avenue.

Morgan Street—From Swift Street southerly. Length, 2,046 feet (S); width, 66 feet. Not opened.

Morris Street—From East Genesee Street to Capitol Street. Length, 1,250 feet (M); width, 66 feet from East Genesee Street to Bundy Avenue, 49.5 feet, from Bundy Avenue to Capitol Street. Improvements—Pavement, macadam, 1916; sewer, 300 feet of 12 inch and 840 feet of 8 inch; water, 6 inch.

Mundt Avenue—From Coon Street to West Street. Length, 254 feet; width, 18 feet, from Coon Street 132 feet westerly, remainder 33 feet. No record of improvements.

Munro Avenue—(Formerly Munroe Street from State Street to Washington Street). From State Street to North Division Street. Length, 2,496 feet (S); width, 66 feet. Water, 650 feet of 6 inch, from State Street westerly.

Myers Street—From Lake Avenue westerly. Now abandoned.

Myrtle Avenue—From Aurelius Avenue to Frazee Street.

Length, 740 feet (S); width, 49.5 feet. Street accepted, October 4, 1869. Improvements—Pavement, macadam; sewer, 15 inch; water, 6 inch.

Near's Place—(Private Street). From Janet Street 235 feet easterly thence southerly to Elizabeth Street. Length, 410 feet; width varies, 17 feet from Janet Street to angle, thence 10 feet to Elizabeth Street.

Nelson Street—From Seminary Street to Park Avenue. Length, 2,484 feet (S); width, 49.5 feet. Street accepted, August 16, 1887—from Lansing Street to Park Avenue. Improvements—Pavement, macadam; sewer, 305 feet of 8 inch—remainder private drains—from Seminary Street to Seymour Street, 24 inch from Seymour Street to Lansing Street, 18 inch from Lansing Street to Cady Street, 8 inch from Cady Street to Park Avenue; water, 4 inch from Seminary Street to Seymour Street, 6 inch, from Seminary Street to Park Avenue.

Nelson Street, North—See Peacock Street.

New Genesee Road—See Franklin Street.

New Street—From Prospect Street westerly. Length, 937 feet (S); width, 66 feet. Not opened.

Norman Avenue—From Walnut Street to Frances Street. Length, 605 feet (M); width, 50 feet. Street accepted, June 6, 1916. Improvements—Sewer, 8 inch; water, 6 inch, 350 feet from Walnut Street southerly. Sidewalks located one foot from property line.

North Street—(Formerly old Genesee Road). From Genesee Street to City Line. Length, 8,289 feet (M); width (original) 66 feet—encroached upon from Genesee Street to Market Street—present width 64.5 feet. Improvements—Pavement, brick, from Genesee Street to Holy Family Church, 1902; carriageway—40 feet, from Genesee Street to Franklin Street, 33 feet at Garden Street to 36 feet at Holy Family Church, bitulithic, from Holy Family Church to Cemetery, October 3, 1904; carriageway—36 feet, bitulithic, from Cemetery to City Line, November 1916; carriageway—from Cemetery to N. Y. C. & H. R. R. tracks, 30 feet, remainder of street 16 feet wide; Auburn Subway Company,

18 ducts high and 12 ducts low tension from East Genesee Street to Water Street, 12 ducts high and 12 ducts low tension from Water Street to Owasco River, 12 ducts high and 10 ducts low tension from Owasco River to Market Street, 10 ducts high and 10 ducts low tension from Market Street to Garden Street. The New York Telephone Company has one duct for low tension located inside the west curb line from Garden Street to Chapel Street. Sewer, 18 inch stone from Genesee Street to Outlet, 30 inch from Franklin Street to Outlet, private drains from Franklin Street to Curtis Place, 6 inch sewer on both sides of street from VanAnden Street to Seymour Street, 10 inch from Curtis Place to Park Avenue, 18 inch, from Park Avenue to Carpenter Street, 12 inch, from Carpenter Street to Standart Avenue, 8 inch, from Standart Avenue to York Street; water, 12 inch, from Genesee Street to Carpenter Street, 6 inch, from Carpenter Street northerly.

North Park—From North Street easterly. Length, 619 feet; width, 49.5 feet. Street accepted *July, 17, 1917.*
Improvements—*not improved*; sewer, *8" + 10"*
water, *6"*

North Division Street—See Division Street, North.
North Fulton Street—See Fulton Street, North.
North Herman Avenue—See Herman Avenue, North.
North Hoopes Avenue—See Hoopes Avenue, North.
North Hunter Avenue—See Hunter Avenue, North.
North Marvine Avenue—See Marvine Avenue, North.
North Seward Avenue—See Seward Avenue, North.
North Avenue—See Perrine Street.

Oakwood Avenue—From Lake Avenue to Throop Avenue. Not opened.

Olympia Avenue—From State Street to Washington extended. Length, 970 feet (S); width, 45 feet (S). Not improved.

O'Neill Avenue—(Private street). From Clark Street to Owasco Outlet. Length, 300 feet (S); width, 15 feet (S). No record of improvement.

O'Neill Sq. - Property of Rob. Monroe agreed in 1920.

Orchard Avenue—(Formerly Washington Lane). From Orchard Street 545 feet southerly thence easterly to Washington Street. Total length, 810 feet (M); width, 33 feet, from Orchard Street to angle, thence 20 feet to Washington Street widened from Orchard Street to angle in 1913. Improvements—Pavement, macadam, concrete curb, carriageway 22 feet; sewer, 8 inch, from Orchard Street 465 feet southerly; water, 6 inch.

Orchard Street—(Formerly Madison Street). From James Street to South Division Street. Length, 3,363 feet (S); width, 57.75 feet. Improvements—Pavement, macadam; sewer, 18 inch brick, James to Benton Street, private sewer, from Benton Street to Washington Street, 12 inch, from Washington to Jefferson Streets, stone sewer, 18 inch by 14 inch and 20 inch by 24 inch, from Jefferson Street to South Division Street, 8 inch, from Monroe Street to South Division Street; water, 6 inch, from James street to South Division Street, 10 inch, from Monroe Street to South Division Street.

Osborne Street—(Formerly Mechanic Street). From Genesee Street to Lower Pumping Station. Length, 6,197 feet (S); width, 49.5 feet. Street accepted in portion, June 21, 1847 and October 3, 1853. Improvements—Pavement, stone block, from Genesee Street to Lincoln Street, September 5, 1911; carriageway—27 feet, from Genesee Street to second railroad track, thence 25 feet to Canal Street, thence 30 feet to Lincoln Street, macadam from this point to end of street; sewer, 10 inch, from Elizabeth Street to Lake Avenue, 10 inch from Hamilton Avenue to Silver Avenue, remainder of street provided with private drains; water, 12 inch, from Genesee Street to Elizabeth Street, thence two mains 12 inch each to Lower Pumping Station.

Owasco Street—(Formerly Auburn & Owasco Plank Road). From East Genesee Street to Havens Avenue. Length, 3,768 feet (M); width, 49.5 feet. Improvements—Pavement, asphalt, November 20, 1906; carriageway—30 feet; municipal subway—6 ducts high tension, 6 ducts low tension; sewer, 12 inch, from Genesee Street to Walnut

Street, 8 inch and 12 inch, from Walnut Street to Frances Street, 36 inch, from Frances Street to Lazette Street, 24 inch, from Lazette Street to Havens Avenue; water, 12 inch.

Oxford Street—From Prospect Street to Hickory Street. Length, 1,053 feet (M); width, 45 feet. Not improved.

Paddock Street—From North Marvine Avenue to North Hunter Avenue. Length, 1,590 feet (S); width, 66 feet. Not opened.

Patty Street—From Osborne Street westerly. Now abandoned.

Park Avenue—From North Street to Fulton Street. Length, 1,743 (M); width, 61.05 feet from North Street to Nelson Street, 57.75 feet from Nelson Street to Fulton Street. Street accepted in portions—April 18, 1881, and January 16, 1897. Improvements—Pavement, macadam; sewer, 600 feet of 12 inch, from North Street easterly, 8 inch on remainder of street; water, 4 inch, from North Street 500 feet easterly, 6 inch on remainder of street.

Park Avenue, West—From North Street to N. Y. C. & H. R. R. Company tracks. Length, 610 feet (M); width, 47 feet. Street accepted, July 25, 1888. Improvements—Sewer, 298 feet of 8 inch, N. Y. C. R. R. easterly; fifth ward trunk sewer, North Street to 270 feet westerly, 24 inch brick.

Park Place—Genesee Street to Fitch Avenue: Length, 1,325 feet (M); width, 50 feet. Street accepted, June 7, 1897. Improvements—Pavement, macadam, concrete curb and gutter; sewer, ~~private line~~; water, 6 inch.

Parker Street—From Genesee Street to Fitch Avenue. Length, 1,562 feet (M); width, 49.5 feet. Street accepted, October 20, 1868. Improvements—Pavement, macadam; sewer, 350 feet of 12 inch, 8 inch on remainder of street—229 feet of 18 inch storm sewer; water, 6 inch.

Parsons Street—Franklin Street to Seminary Street. Length, 260 feet; width, 42.5 feet. Street accepted, June 18, 1844. Improvements—Pavement, macadam; private drains to stone sewer; water, 6 inch.

WIDTH 47' 0" M.

Parsons Lane—See McConnell Avenue.

Paul Street—From Seymour Street to Lansing Street. Length, 965 feet (M); width, 49.5 feet. Street accepted, February 24, 1881. Improvements—Pavement, macadam; sewer, 507 feet of 10 inch and 410 feet of 15 inch; water, 6 inch.

Peacock Street—(Formerly North Nelson Street). From Park Avenue to Standart Avenue. Length, 1,084 feet (M); width, 48 feet from Park Avenue 187 feet northerly, thence 50 feet wide to end of street. Street accepted, December 14, 1909. Improvements—Pavement, macadam; concrete curb and gutter; sewer, 8 inch; water, 6 inch.

Pearce Avenue—From Genesee Street to Hardenburgh Avenue. Length, 450 feet (M); width, 40 feet. Street accepted, July 2, 1900. Not improved.

Perrine Avenue—From North Division Street to Bradley Street. Length, 2,013 feet (M); width, 49.5 feet. Street accepted, June 7, 1880. Improvements—Pavement, macadam; sewer, 8 inch; water, 4 inch.

Perrine Street—(Formerly North Avenue, also called Ellen Street). From North Street to North Division Street. Length, 5,064 feet (S); width, 66 feet from North Street to a point 1,400 feet east of North Division Street, thence 60 feet to a point 825 feet east of North Division Street, thence 49.5 feet to North Division Street. Portion of street accepted, August 3, 1887 and February 25, 1895. Improvements—Pavement, macadam; sewer, 360 feet of 10 inch and 240 feet of 12 inch from North Street to N. Y. C. & H. R. R. Company tracks, 8 inch from tracks to North Division Street; water, 12 inch.

Perry Street—From East Genesee Street to Franklin Street. Length, 1,898 feet (S); width, 49.5 feet. Street accepted, August 18, 1873. Improvements—Pavement, macadam; sewer, 1,088 feet of 8 inch and 553 feet of 10 inch; water, 6 inch.

Pimm Avenue—From Sheridan Street to Howard Street. Length, 369 feet (M); width, 16.5 feet. Improvements—Pavement, macadam; private sewer and water lines.

See P 2

Sewer

See P 2

Pine Street—From Clark Street to Church Street. Length, 247.5 feet (M); width, 33 feet. Improvements—Pavement, macadam; sewer, 12 inch; water, 4 inch.

Pleasant Street—From Genesee Street northerly to angle, thence easterly to dead end and westerly to Baker Avenue. Length, 1,020 feet (M); width, 46.25 feet. Street accepted, November 16, 1885. Improvements—Pavement, macadam; sewer, 8 inch from Genesee Street to Baker Avenue; water, 6 inch.

Pond Street—From Franklin Street to Paddock Street. Length, 598 feet (M); width 66 feet. Not opened.

Prison Street—See State Street.

Prospect Street—From Paddock Street to City Line. Length, 5,386 feet (S); width, 66 feet from Paddock Street to Franklin Street (not open between these streets) 49.5 feet from Franklin Street to City Line. Improvements—Pavement, macadam, from Franklin Street to Hospital Lane; sewer, 8 inch from Hospital Lane 450 feet northerly; water, 6 inch, from Franklin Street to Hospital Lane.

Pulsifer Street—From N. Y. C. & H. R. R. Company tracks to Heaney Avenue. Length, 2,600 feet; width, 49.5 feet; not opened from Washington Street to Heaney Avenue. Portion of street accepted August 18, 1896. Improvements—Pavement, macadam, from N. Y. C. tracks to Washington Street; sewer, 8 inch, from N. Y. C. tracks to Washington Street; water, 6 inch, from Rock Avenue to Washington Street.

Richardson Avenue—Formerly Union Avenue. From South Street easterly. Length, 1,324 feet; width, 66 feet. Improvements—Pavement, macadam; sewer, 802 feet of 8 inch; water, 6 inch.

Rawlins Avenue—From Lake Avenue easterly and westerly. Abandoned.

Railroad Street—From Kelsey Street northerly. Abandoned.

Railroad Street—From Standart Avenue to Burr Street. Abandoned.

Railroad Street—From Monroe Street to South Division

PULASKI ST

NEW LOG EXCEPT SUNNY CREST AREA @ 57.75'

Street. Private street along N. Y. C. & H. R. R. Company right of way. Length, 755 feet.

Richardson Square—Intersection of South and Exchange Streets asphalt pavement.

Riverside Boulevard—From Copley Street to Blanning Street. Length, 1,148 feet; width, 80 feet. Not improved.

Rhymer Avenue—From Lake Avenue easterly and westerly. Abandoned.

Rathbun Street—From York Street to Olympia Avenue. Length, 1,125 feet (S); width, 49.5 feet. Not opened.

Rochester Street—From Standart Avenue northerly. Length, 645 feet (M); width, 40 feet. Not opened.

Rock Avenue—(Formerly Abbey Street). From Perrine Street to Pulsifer Street. Length, 342 feet (M); width, 49.5 feet. Improvements—Pavement, macadam; sewer, 8 inch; water, 6 inch.

Roosevelt Avenue—From East Genesee Street to Walnut Street. Abandoned.

Ross Place—(Portion of street now called Woodlawn Avenue). From Genesee Street to Woodlawn Avenue. Street accepted, January 19, 1885; March 11, 1901. Improvements—Pavement, macadam; sewer 110 feet of 8 inch from Woodlawn Avenue northerly; private sewer lines; water, 4 inch.

Ross Street—From Perry Street to North Hunter Avenue. Length, 3,250 feet (S); width, 49.5 feet. Improvements—Pavement, macadam, from Perry Street to North Hoopes Avenue; sewer, 8 inch from Perry Street to North Herman Avenue, private sewer, 8 inch, from Perry Street to North Seward Avenue (north side of street); water, 6 inch, from North Hoopes Avenue to Perry Street.

Sayre Street—From Lake Avenue to Throop Avenue. Abandoned.

St. Anthony Street—From South Division Street to Thornton Avenue. Length, 1,101 feet (M); width, 49.5 feet. Street accepted, September 5, 1916. Not improved.

St. Joseph Street—From Leavenworth Street to Thorn-

ST. JOHN STREET-FROM CHAPMAN AVE TO ST. ANTHONY ST. 50 FEET WIDE.

ton Avenue. Length, 719 feet (M); width, 49.5 feet. Street accepted, September 5, 1916. Not improved.

Scammell Avenue—From Walnut Street to Frances Street. Length, 605 feet (M); width, 50 feet. Not improved.

School Street—From Grover Street to Lincoln Street. Length, 360 feet; width, 33 feet. Improvements—Pavement, macadam; sewer, 8 inch; water, 6 inch.

Seminary Avenue—From East Genesee Street to Seminary Street. Length, 739 feet (M); width 52 feet, from East Genesee Street to Franklin Street, 66 feet from Franklin Street to Seminary Street. Improvements—Pavement, brick, from East Genesee Street to Franklin Street, November 9, 1911; carriageway—34 feet from Franklin Street to Seminary Street, August 5, 1913; carriageway—28 feet; sewer, 8 inch, from East Genesee Street to Franklin Street, private drains from Franklin Street to Seminary Street; water, 6 inch.

Seminary Street—From North Street to Holley Street. Length, 1,389 feet (M); width, 49.5 feet. Street lines established May 20, 1904. Improvements—Pavement, macadam; sewer, 8 inch, private sewer from Nelson Street to Holley Street, private drains on remainder of street; water, 6 inch.

Seneca Parkway—From Grant Avenue to Hickory Street. Length, 1,635 feet (S); width, 35 feet (S), from Grant Avenue to Prospect Street, 80 feet from Prospect Street to Hickory Street. No improvements.

Seneca Street—From Genesee Street southerly. Private drive. Length, 332 feet; width varies from 20 feet to 28 feet. Not improved.

Seneca Turnpike—See Genesee Street and East Genesee Street.

Seward Avenue North—From East Genesee Street to a point 371 feet south of Wait Avenue. Street originally mapped to Wait Avenue, disclaimed from Wait Avenue 371 feet southerly. Length, 2,617 feet; width, 66 feet. Improvements—Pavement, macadam, from East Genesee Street to Franklin Street; sewer, 12 inch from East Genesee Street

to Capitol Street, 15 inch from Capitol Street to Franklin Street, 22 inch from Franklin Street 457 feet northerly, 20 inch storm sewer from Franklin Street 460 feet northerly; water, 6 inch from East Genesee Street to Franklin Street.

Seward Avenue South—From East Genesee Street to Havens Avenue. Length, 2,508 feet (M); width, 66 feet. Improvements—Pavement, macadam; sewer, 12 inch from East Genesee Street to Walnut Street, 10 inch from Walnut Street to Frances Street, 8 inch from a point 150 feet north of Frances Street to Havens Avenue; water, 6 inch.

Seymour Street—(Formerly Bond Street)—From Grant Avenue to North Division Street. Length, 8,030 feet (S); width, 66 feet from Grant Avenue to Washington Street, 50 feet (S) from Washington Street to North Division Street. Improvements—Pavement, macadam; sewer, 10 inch from Grant Avenue to Lewis Street, 18 inch from Lewis Street to Paul Street, 24 inch from Paul Street to Nelson Street, 36 inch from Nelson Street to N. Y. C. tracks, 240 feet of 8 inch from N. Y. C. tracks to State Street, 12 inch by 16 inch stone sewer from Cross Street to Washington Street, 10 inch from State Street to Cross Street, 1,173 feet of 12 inch and 651 feet of 15 inch from Washington Street to North Division Street; water, 6 inch from Grant Avenue to North Street, 8 inch from North Street to N. Y. C. tracks, 6 inch from N. Y. C. tracks to North Division Street.

Sheldon Avenue—From Wall Street southerly. Length, 575 feet; width, 24 feet. Not improved.

Sheridan Street—From East Genesee Street to Walnut Street. Length, 1,008 feet (M); width, 49.5 feet. Street accepted October 16, 1871. Improvements—Pavement, macadam; sewer, 10 inch; water, 6 inch.

Sherman Street—From East Genesee Street to Walnut Street. Length, 1,010 feet (S); width, 49.5 feet. Improvements—Pavement, macadam; sewer, 429 feet of 8 inch, remainder 12 inch; water, 4 inch.

Sherwood Street—From Genesee Street to Aspen Street.

Length, 822 feet (S); width, 49.5 feet. Street accepted July 16, 1888. Improvements—Pavement, macadam (concrete curb and gutter); sewer, 8 inch; water, 6 inch.

Silver Avenue—From Lake Avenue to Osborne Street. Length, 1,129 feet (S); width, 49.5 feet. Street accepted September 2, 1913. Pavement, macadam. Private sewer, 8 inch; water, 6 inch.

South Street—(Formerly Meridian Street)—From Genesee Street to the City Line. Length, 7,429 feet (M); legal width, 66 feet (64 M) between Genesee Street and Lincoln Street. Improvements—Pavement, brick, from Genesee Street to Lincoln Street, 1897—carriageway, 36 feet; asphalt from Lincoln Street to Swift Street—December 15, 1902—carriageway, 36 feet; bituminous macadam Swift Street to City Line; Auburn Subway Company from Genesee Street to Lincoln Street, 8 ducts high tension—6 ducts low tension; New York Telephone Company Subway, from Lincoln Street to Swift Street, 15 ducts, Lincoln Street to N. Y. Tel. Co. Bldg., 9 ducts from N. Y. Tel. Bldg to Elizabeth Street, 9 ducts from Elizabeth Street to Swift Street—low tension subway; sewer, 12 inch from Genesee Street to Lincoln Street, private sewer from Lincoln Street to Elizabeth Street, 12 inch from Elizabeth Street to Hamilton Avenue; private sewer from Hamilton Avenue to Swift Street, 400 feet of 12 inch near Wood Brook; storm water sewer from William Street to Grover Street, 15 inch; water, 12 inch, from Genesee Street to Grover Street, 8 inch from Grover Street to Fitch Avenue, 6 inch from Fitch Avenue to Richardson Avenue.

South Division Street—See Division Street South.

South Fulton Street—See Fulton Street South.

South Herman Avenue—See Herman Avenue South.

South Hoopes Avenue—See Hoopes Avenue South.

South Hunter Avenue—See Hunter Avenue South.

South Seward Avenue—See Seward Avenue South.

Spring Street—From Wall Street to Barber Street. Length, 382 feet (S); width, 46 feet. Street accepted, Oct-

ober 6, 1879. Improvements—Pavement, macadam; private sewer; water, 4 inch.

Spring Street—From State Street to Washington Street. Abandoned.

Standart Avenue—From North Street to Grant Avenue. Length, 4,411 feet (M); width, 66 feet. Street accepted October 28, 1889. Improvements—Pavement, macadam; sewer, 12 inch, from North Street to Fulton Street, 8 inch from Fulton Street to Albany Street, 1,176 feet of 10 inch and 1,073 feet of 12 inch from Albany Street to Grant Avenue; water, 6 inch from North Street to Peacock Street.

Standart Street—North Street westerly. Abandoned.

Starin Street—From Lake Avenue westerly. Abandoned.

State Street—(Formerly Prison Street). (Auburn & Port Byron Plank Road). From Genesee Street to the City Line. Length, 8,770 feet (S); width, 66 feet from Genesee Street to the Armory, thence widens to 99 feet at Garden Street, thence 99 feet to south line of Van Anden Street, thence 66 feet wide from Van Anden Street to old village line. Street has been encroached upon from end south of Perrine Street to old village line, actual width 60.5 feet. From old village line street narrows to 54 feet at a point 125 feet north of Union Street, thence increases to 57.75 feet at Olympia Avenue; thence mapped 66 feet to City Line. Actual width, 57.75 feet. Improvements—Pavement, brick, Genesee Street to Seymour Street, 1898; carriageway, 38 feet from Genesee Street to a point 1,200 feet northerly, thence widens to 54 feet at bridge, thence increases to 58 feet at Garden Street, 74.5 feet from Garden Street to Chapel Street (includes sidewalk on east side), 51.0 feet from Chapel Street to Wall Street, 62 feet from Wall Street to Van Anden Street, 36 feet from Van Anden Street to Seymour Street—brick, from Seymour Street to No. 253 (north of Grant Avenue), December 6, 1911; carriageway, 36 feet; macadam from No. 253 to City Line. Auburn Subway Company—From Genesee Street to Seymour Street, 12 ducts high and 20 ducts low tension from Genesee Street to Clark Street, 12 ducts high

See R-2
Sewer.

and 12 ducts low tension from Clark Street to Dill Street, 8 ducts high and 12 ducts low tension from Dill Street to Garden Street, 8 ducts high and 10 ducts low tension from Garden Street to Chapel Street, 8 ducts high and 8 ducts low tension from Chapel Street to Wall Street, 6 ducts high and 6 ducts low tension from Wall Street to Seymour Street. Municipal Subway from Seymour Street to No. 253—6 ducts high and 6 ducts low tension; sewer, 24 inch brick, from Genesee Street to Water Street, old stone sewer from Water Street to Outlet, 24 inch from Outlet to Van Anden Street, 20 inch from Van Anden Street to Seymour Street, 8 inch from Seymour Street to Cottage Street, 10 inch from Cottage Street to Perrine Street, 12 inch from Perrine Street to York Street; water, 12 inch from Genesee Street to Outlet, 6 inch from Genesee Street to Garden Street, 8 inch from Garden Street to Wall Street, 6 inch from Wall Street to Grant Street, 12 inch from Grant Street to International Harvester Company, 4 inch from International Harvester Company to York St.

Steel Street—From Grover Street to Swift Street. Length, 3,366 feet (S); width, 57.75 feet. Street accepted, from Hamilton Avenue to Swift Street, January 19, 1885. Improvements—Pavement, macadam; sewer, 10 inch from Grover Street to Elizabeth Street, 12 inch from Elizabeth Street to Swift Street; water, 6 inch.

Stone Street—See West Street.

Stuart Avenue—From Clark Street northerly. Length, 561 feet; width, 49.5 feet. Not opened.

Sumner Street—From Adams Street to Elm Street. Length, 360 feet (M); width, 49.5 feet. Improvements—Pavement, macadam; sewer, 10 inch; water, 6 inch.

Somerset Avenue—From Standart Avenue to Dayton Street. Length, 318 feet (M); width, 40 feet. Not improved.

Swift Street—From South Street to Osborne Street. Length, 4,297 feet (M); width, 66 feet. Improvements—Pavement, macadam; sewer, private drains from South

ORIGINALLY 49.5' wide →
CITY CONDENSED 1 Rod width ALONG
NORTH SIDE OF SWIFT ST &
WIDENED TO 66'
SEE DEED 355-3.

Street to Burt Avenue, 15 inch from Burt Avenue to Mary Street, 10 inch from Mary Street 150 feet east of Mattie Street, thence 8 inch to Lake Avenue; water, 8 inch.

Tehan Avenue—(Formerly West Water Street). From Washington Street easterly. Length, 310 feet; width, 44 feet. Improvements—Pavement, macadam; sewer, 8 inch; water, 6 inch.

Teller Avenue—From East Genesee Street southerly. Length, 2,034 feet (M); width, 66 feet from East Genesee Street to North Line of Walnut Street, 56 feet at south line of Walnut Street, thence decreasing to 49.5 feet at Frances Street; sewer, 12 inch from Walnut Street to Frances Street.

Thomas Street—From State Street to Washington Street. Length, 462 feet (M); width, 49.5 feet. Not opened.

Thornton Avenue—From Cornell Street southerly. Length, 1,064 feet (M); width, 66 feet. Street accepted, August 14, 1897. Improvements—Pavement, macadam, from Cornell Street to St. Anthony Street; parkway and concrete curb and gutter, Cornell Street to St. Anthony Street; sewer, 8 inch from Cornell Street to Center Street; water, 6 inch, from Cornell Street to St. Anthony Street.

Thornton Street—See Cornell Street.

Throopville Road—See North Division Street.

Throop Avenue—(Portion between Camp Street and Swift Street now called Gold Avenue). From Swift Street to City Line. Length, 3,190 feet (M); width, 66 feet from Swift Street 1,980 feet southerly, thence 60 feet wide to the city line. Not opened.

Throop Avenue—From Camp Street north. Length, 248 feet; width, 66 feet. Improvements—Pavement, macadam; sewer, 8 inch; water, 4 inch.

Tompkins Street—From North Street westerly. Abandoned.

Tuxill Square—From Grover Street to Janet Street. Length, 329 feet (M) southerly, thence westerly 255 feet and easterly 105 feet to Janet Street; width, 44 feet from Grover Street to angle, 40 feet from Janet Street 192 feet

westerly, thence 30 feet to end. Street accepted, March 27, 1906. Improvements—Pavement, macadam; sewer, 8 inch; water, 6 inch.

Underwood Street—From South Division Street westerly. Length, 1,086 feet (map); width, 49.5 feet. Improvements—Pavement, macadam; sewer, 24 inch brick; water, 6 inch.

Union Street—From State Street to Casey Park. Length, 1,794 feet (M); width, 52 feet. Portion of street accepted, July 10, 1886. Improvements—Pavement, macadam; sewer, 8 inch; water, 6 inch.

Union Avenue—See Richardson Avenue.

Union Avenue—From Lake Avenue westerly. Not opened.

Van Anden Street—From North Street to Central Avenue and from westerly property line of N. Y. C. & H. R. R. Co. to North Division Street. Portion of street between Central Avenue and westerly property line of N. Y. C. & H. R. R. Co. closed by order of Common Council December 28, 1903, in agreement with N. Y. C. & H. R. R. Co. Length, 4,256 feet (S); width, 49.5 feet. Improvements—Pavement, macadam; sewer, 12 inch, from North Street to Central Avenue, 443 feet of 8 inch from State Street to Cross Street, 12 inch stone sewer from a point 350 feet east of Cross Street to Washington Street, 18 inch from Washington Street to North Division Street; water, 6 inch, from North Street to Central Avenue, 4 inch from N. Y. C. tracks to State Street, 6 inch, from State Street to North Division Street.

Vanden Bosch Avenue—From Mattie Street to Lake Avenue. Length, 636 feet (S); width, 50 feet (D). Street accepted, April 18, 1913. Improvements—Pavement, macadam; sewer, 8 inch; water, 6 inch.

Van Patten Street—From Genesee Street to Willard Street. Length, 740 feet (S); width, 49.5 feet from Genesee Street 115 feet southerly, thence 44.17 feet to Willard Street. Street accepted, May 15, 1905. Improvements—Pavement, macadam; sewer, 8 inch; water, 6 inch.

Near 147 Perrine. Sec B K 3 P 94
Recorded 11/7/05

Victor Street—From State Street to Washington Street. Length, 357 feet (M); width, 49.5 feet. Not opened.

Vista Street—From Standart Avenue northerly. Length, 507 feet (M); width, 40 feet. Improvements—Pavement, macadam; sewer, 8 inch; water, 6 inch.

Wadsworth Street—From Aurelius Avenue westerly. Length, 1,000 feet (S); width, 33 feet. Improvements—pavement, macadam; private sewer from Aurelius Avenue 325 feet westerly; water, 8 inch from Aurelius Avenue to Canoga Street, 6 inch, from Canoga Street to end.

Wait Avenue—From Elm Street to North Seward Avenue. Length, 373 feet (M); width, 50 feet. Street disclaimed, May 26, 1906.

Wall Street—(Formerly Factory Street). From State Street to Aurelius Avenue. Length, 4,260 feet (M); width, 66 feet. Improvements—Pavement, bitulithic, from State Street to Chestnut Place—brick, from Chestnut Place to L. V. R. R. Co. tracks—stone block, from L. V. R. R. Co. tracks to Sheldon Street, brick, from Sheldon Street to Aurelius Avenue—completed, November 5, 1914; carriage-way, 30 feet; sewer, 20 inch, from State Street to Cross Street, 419 feet of 8 inch and 575 feet of 10 inch from Cross Street to Washington Street, 10 inch from Washington Street to Spring Street, 8 inch, from Spring Street to Chestnut Place, 10 inch from Chestnut Place to Derby Avenue, 12 inch, from Derby Avenue to North Division Street, 15 inch from North Division Street to Sheldon Avenue, 18 inch, from Sheldon Avenue to Aurelius Avenue; water, 6 inch.

Wallace Street—From South Division Street westerly. Length, 1,457 feet (M); width, 50 feet. Street accepted, April 5, 1897. Improvements—Pavement, macadam; sewer, 8 inch; water, 6 inch.

Walnut Street—From Owasco Street to Hunter Avenue. (Not opened from Teller Avenue to Hunter Avenue). Length, 5,700 feet (S); width, 49.5 feet. Improvements—Pavement, macadam, from Owasco Street to Scammell Avenue; sewer, 12 inch, from Owasco Street to Huffman

Street, 8 inch, from Huffman Street to Chestnut Street, 24 inch, from Chestnut Street to Sherman Street, 15 inch, from Sherman Street to Evans Street, 8 inch, from Evans Street to Maple Street, 12 inch, from Maple Street to North Seward Avenue, 8 inch, from North Seward Avenue to Scammell Avenue, 10 inch, from Scannell Avenue to Teller Avenue; storm sewer. Hoopes Avenue to Hunter Brook, 8 and 10 inch; water, 6 inch, from Owasco Street to Norman Avenue.

Warren Avenue—From Genesee Street to Aspen Street. Length, 650 feet (S); width, 49.5 feet. Street accepted, July 16, 1888. Improvements—Pavement, macadam; sewer, 8 inch; water, 6 inch.

Washington Street—From Genesee Street northerly to City Line (not opened from Grant Street to City Line). Length, 5,570 feet (S) from Genesee Street to Grant Street—2,000 feet (S) from Grant Street to City Line; width, 49.5 feet. Portion of street accepted, July 10, 1886 and October 9, 1886. Improvements—Pavement, macadam, from Genesee Street to Clark Street; brick, from Clark Street to West Street, November 14, 1911; carriageway, 30 feet; macadam, from West Street to Grant Street; Municipal Subway, from Clark Street to West Street 6 ducts high and 6 ducts low tension; sewer, 623 feet of 12 inch and 631 feet of 15 inch brick, from Genesee Street to Clark Street, private drains, from Clark Street to West Street, 12 inch, from West Street to Wall Street, private drains from Wall Street to Van Anden Street, 8 inch, from Van Anden Street to Grant Street; 12 inch storm sewer from Clark Street to Outlet; water, 4 inch, from Genesee Street to Orchard Street, 12 inch, from Clark Street to Outlet, 8 inch, from Outlet to Wall Street, 12 inch from Wall Street to Seymour Street, 10 inch, from Seymour Street to Perrine Street, 12 inch, from Perrine Street to Grant Street.

Water Street—From North Street to Hulburt Street. Length, 1,349 feet (M); width, originally 66 feet, declared by Common Council on March 20, 1917. 64.5 feet wide from State Street to the east line of No. 4, thence narrows to 62.5 feet at North Street. Improvements—Pave-

ment, bitulithic, from North Street to State Street, Street to Hulburt Street, ^{Asphalt} August 20, 1907; carriageway, 33 feet; Auburn Subway Company, from North Street to State Street, 15 ducts high and 8 ducts low tension, from North Street to Dill Street, 10 ducts high and 6 ducts low tension from Dill Street to State Street; Municipal Subway, 6 ducts high and 6 ducts low tension from State Street to Hulburt Street; sewer, private drains from North Street to Dill Street, 15 inch from Dill Street to State Street, 36 inch from State Street to Hulburt Street; water, 8 inch.

West Water Street—See Tehan Avenue.

West Park Avenue—See Park Avenue West.

West Street—From Washington Street to North Division Street. Length, 1,970 feet (S); width, 46.5 feet from Washington Street to Mundt Avenue, 50 feet from Mundt Avenue to Derby Avenue, 33 feet from Derby Avenue to North Division Street. Improvements—Pavement, macadam; sewer, 15 inch, from Washington Street to Coon Street, 18 inch, from Coon Street to angle, 10 inch, from angle to Mundt Avenue, 8 inch from Mundt Avenue to Derby Avenue; water, 6 inch, from Washington Street to Coon Street, 4 inch, from Coon Street west of angle, 6 inch remainder of street.

Westlake Avenue—(Portion from William Street to Easterly Avenue, formerly called Linden Place and Love Lane). From William Street to Fort Street. Length, 1,192 feet (M); width, 33 feet from William Street to Court Street, 45 feet for remainder. Improvements—Pavement, macadam; sewer, 8 inch private line; water, 4 inch.

Wheeler Street—From Clark Street northerly. Length, 463 feet (M); width, 49.5 feet. Street accepted, August 6, 1900. Improvements—Pavement, macadam—1916; sewer, 8 inch; water, 6 inch.

William Street—From Genesee Street to South Street. Length, 1,105 feet (M); width, 62 feet. Improvements—Pavement, asphalt, December 1908; carriageway, 31 feet; Municipal Subway, 6 ducts high and 6 ducts low tension; sewer, 181 feet of 16 inch by 20 inch stone and 180 feet of

12 inch stone, from Genesee Street southerly, 10 inch from Westlake Avenue 160 feet northerly, 8 inch, from Westlake Avenue to South Street; 12 inch storm sewer, from Westlake Avenue southerly; water, 6 inch, from Genesee Street to South Street, 4 inch, from Westlake Avenue to South Street.

Willard Street—From Arch Street to Van Patten Street. Length, 1,030 feet (M); width, 48.6 feet. Street accepted, May 25, 1905. Improvements—Sewer, 8 inch; water, 6 inch, from Dexter Avenue to Van Patten Street.

Willey Street—From York Street to International Harvester Company. Length, 380 feet (M); width, 49.5 feet. Improvements—Pavement, macadam, 250 feet south of York Street; sewer, 8 inch; water, 6 inch.

Wood Street—From Lake Avenue westerly. Abandoned.

Wood Street—From Genesee Street to Arch Street. Length, 965 feet (M); width, 57.75 feet. Improvements—Pavement, macadam with concrete curb and gutter; sewer, 600 feet of 10 inch, remainder 8 inch; water, 6 inch.

Woodlawn Avenue—From Fort Street westerly. (Portion west of Ross Place formerly called Ross Place Extension). Length, 1,393 feet (M); width, 37.1 feet for a distance of 233 feet from Fort Street, 44 feet wide from this point for a distance of 684.6 feet, 47.85 feet wide from this point to Ross Place, thence increases from 47.85 feet at the west line of Ross Place to 49.5 feet at end of street. Street accepted from Fort Street to Ross Place, December 17, 1907. (Remaining portion of street accepted January 19, 1885 and March 11, 1901). Improvements—Pavement, macadam; sewer, 8 inch private line from Fort Street to Ross Place, 8 inch from Ross Place to end of street; storm water sewer, 12 inch, from westerly end of street to Ross Place; water, 6 inch.

Woodruff Place—(Formerly Bellevue Avenue). From Easterly Avenue westerly. Length, 445 feet (M); width, 47 feet. Improvements—Pavement, macadam; 6 inch private sewer; water, 6 inch.

Woodruff Street—From North Division Street to Washington Street. Length, 2,284 feet (M); width 66 feet. Not opened.

Worden Street—From Cornell Street southerly. Length, 581 feet (M); width, 49.5 feet. Not opened.

Wright Avenue—From South Division Street westerly. Length, 1,451 feet (M); width, 66 feet. Improvements—Pavement, macadam; sewer, 925 feet of 8 inch; water, 6 inch.

Yale Avenue—From Lake Avenue westerly. Length, 482 feet (M); width, 55 feet. Not improved.

York Street—From North Street to North Division Street. Length, 5,335 feet (S); width, 52 feet at North Street, 54 feet at Willey Street, at west end of International Harvester Company property, 51.75 feet, 59.5 feet from L. V. R. R. tracks to east of State Street, 52.5 feet at L. V. R. R. tracks west of State Street, 43.0 feet at Cold Spring Brewery, 45.5 at North Division Street. Improvements—Pavement, macadam; sewer, 2,223 feet of 10 inch and 605 feet of 12 inch from North Street to State Street, 15 inch from State Street to Cold Spring Brewery; water, 6 inch, from North Street to Willey Street, 6 inch from State Street to Cold Spring Brewery.

UNNAMED STREETS

Unnamed Street—From St. Anthony Street to St. Joseph Street. Length, 288 feet; width, 49.3 feet. Street accepted, September 5, 1916. Not improved.

Unnamed Street—From Garrow Street to Thornton Avenue. (Opposite Center Street). Length, 950 feet; width, 66 feet. Not improved.

Unnamed Street—From Garrow Street to Thornton Avenue. (About 800 feet south of Center Street). Length, 950 feet; width, 66 feet. Not improved.

Unnamed Street—From East Genesee Street to Ross Street. (East of Herman Avenue). Length, 608 feet; width, 39.77 feet. Not opened.

Unnamed Street—From East Genesee Street to Ross Street. (West of Teller Avenue). Length, 608 feet; width, 39.77 feet. Not opened.

Unnamed Street—From South Street easterly (near city line). Length, 1,050 feet; width, 40 feet. Not improved.

PUBLIC ALLEYS.

Cumpston Lane—Easterly between Nos. 6 & 8 South Street to alley running from Genesee Street. Length, 280 feet; width varies from 12 feet to 24 feet.

Alley running westerly between Nos. 111 & 113 State Street to Gas House and Prison Dam. Length, 500 feet; width 12 feet.

Alley running southerly between Nos. 12 & 14 East Genesee Street to creek, thence westerly to private alley. Length, 220 feet; width, 12 feet.

PRIVATE ALLEYS.

Chapel Street.

Southerly between Nos. 40 & 42 Chapel Street. Length, 95 feet; width, 12 feet. Rights of way.

Clark Street.

Southerly between 8 & 10 Clark Street, connects with alley running westerly. Length, 145 feet; width, 12 feet. Right of way.

Shimer Lane—Southerly between Nos. 22 & 22½ Clark Street. Connects with two alleys, one running parallel with Clark Street and the other parallel with Genesee Street. Alley (south from Clark Street).—length, 90 feet, width, 12 feet: alley (parallel with Clark Street).—length 90 feet, width, 15 feet: alley (parallel with Genesee Street).—length, 190 feet, width, 20 feet.

Burtis Lane—Southerly between Nos. 30 & 32 Clark Street. Length, 140 feet, width, 12 feet.

Dill Street.

Chedell Lane—Southerly between Nos. 4 & 6 Dill Street.

Handwritten notes and signatures:
 Length, 180 feet; width, 10 feet; connects with alley running westerly, length, 320 feet, width, 12 feet. Rights of way.
 ENGINEERING DEPARTMENT TREES
 71-73-73-74
 75-78

Southerly between Nos. 10 & 12 Dill Street. Length, 112 feet, width, 8 feet. Rights of way.

Southerly between Nos. 24 & 26 Dill Street. Length, 110 feet, width, 10 feet. Rights of way.

Southerly between Nos. 32 & 34 Dill Street, connecting with alley running easterly. Length, 220 feet, width, 10 feet. Rights of way.

Southerly along west side of No. 34 Dill Street. Length, 85 feet, width, 10 feet. Northerly along west side of No. 25 Dill Street. Length, 85 feet, width, 10 feet. Rights of way.

Garden Street.

Southerly in rear of buildings fronting on North Street to Owasco Outlet. Length, 200 feet, width 10 feet. Right of way.

Southerly between Nos. 22 & 24 Garden Street. Length, 90 feet, width, 11 feet. Right of way.

Southerly between Nos. 20 & 22 Garden Street. Length, 100 feet, width, 11 feet. Rights of way.

Northerly along east side of 41 Garden Street. Length, 133 feet, width, 10 feet, thence easterly to Central Avenue. Length, 155 feet, width, 10.5 feet. Rights of way.

Exchange Street.

Westerly between Nos. 3 & 5 Exchange Street. Length, 160 feet, width, 12 feet. Rights of way.

Westerly between Nos. 11 & 13 Exchange Street. Private (no rights of way).

Genesee Street.

Cumpston (Pitney) Lane—Southerly between Nos. 52 & 54 Genesee Street to lane leading to South Street. Length, 350 feet, width, 12 feet.

Southerly between Nos. 122 & 124 Genesee Street. Length, 160 feet, width, 10 feet. Rights of way.

Alley on Thos. H. O'Neill Plot. From East Genesee Street to Ross Street. Length, 595 feet, width, 19.1 feet.

East Genesee Street.

Northerly along west side of No. 1 East Genesee Street. Length 180 feet, width, 10 feet. Rights of way.

North Street.

Westerly between Nos. 1 & 3 North Street. Length, 100 feet, width, 12 feet. Rights of way.

Easterly between Nos. 8 & 10 North Street. Length, 115 feet, width, 12 feet. Rights of way.

Steam Lane—Easterly between Nos. 22 & 24 North Street to Owasco River. Length, 340 feet, width, 14 feet. Rights of way.

State Street.

Westerly along south side of 29 State Street and northerly along rear of Nos. 29 & 33 State Street. Length, 140 feet, width, 10 feet. Right of way which may be terminated.

Easterly along north side of No. 84 State Street. Length, 100 feet, width, 10 feet. Rights of way.

Water Street.

Northerly between Nos. 3 & 5 Water Street. Length, 50 feet, width, 10 feet. Rights of way.

Northerly between 9½ Water Street and St. Alphonsus Church. Length, 70 feet, width, 10 feet. Rights of way.

Northerly between Nos. 23 & 25 Water Street. Length, 82 feet, width, 10 feet. Rights of way.

Northerly between Nos. 27 & 29 Water Street. Length, 82 feet, width, 12 feet. Rights of way.

Northerly between Nos. 29½ & 31 Water Street. Private (no rights of way).

Northerly between Armory and Garrett property. Length, 80 feet, width, 12 feet. Rights of way.

Southerly between Nos. 22 & 24 Water Street. Length, 100 feet, width, 10 feet. Rights of way.

William Street.

Westerly along rear of buildings on Genesee Street. Length, 80 feet, width, 10 feet.

Seminary Avenue.

Easterly between Nos. 2 & 4 Seminary Avenue. Length, 130 feet, width, 10 feet. Rights of way.

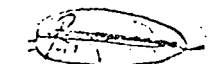
Westlake Avenue.

Alley running from Westlake Avenue to Bostwick Street. Length, 280 feet; width, 10 feet.

9.5

23,431.42 = Logan St.
 11,327. = Hillside St.
 23,000. = Park Ave.
 24,000. = W. Gen

\$ 90,000
 30,000

9000 = 
 = Center St.

9000 30000

Georgetown St. Court to John = 52,873.00 1920
 Clark St. Monroe to Archway = 25,398.52 ✓
 Orchard St. James to Division = 81,530.22 ✓
 John St. Frank to E. Georgetown = 7,541.40 RR 41767.7
 Swift St (south to Lake Ave) = 49,564.51 86,283.95
 Parker Ave (Gen. St. to Orchard St) = 18,896.63 ✓
 State St. (Br to Seymour) = 1921 =
 Grant Ave (Cattlin St to City Line) = 23,114.78
 " " Spts. to Cattlin St. = 23,433.68
 Hamilton Ave. (south to Mary St.) = 24,150.40
 " " Mary to Lake Ave. = 16,703.09 ✓
 Hoffman St. (Gen. to Walnut St.) = 12,699.95
 Jefferson St. (Orchard to Clark St.) = 9,601.34
 N. Park (North St. to Eed.) = 7,309.64
 School St. (Lincoln to Grover St.) = 3,624.80
 Clark St. State to Monroe St. = 57,320.58 1922
 Dill St. (State to Water St.) = 5,931.92
 South St. (Lincoln to Swift St.) = 52,409.63
 Court St. (Gen. St. to Westlake) = 7,427.90
 Seymour St. (North to Grant Ave) = 48,029.36
 Onasco St. (Gen. to City Line) = 41,796.53
 Elizabeth St. (south to Osprey St.) = 43,803.51 1923
 Logan St. (south to Osprey St.) = 23,431.42
 N. Division (Clark to Wall) = 11,163.83
 Holbert St. (Clark St. to ...)

(1924)

West Lake Ave. (Court to Fort St) = \$14,040.70
 West Lake Ave (Court to Williams) = 4,919.92
 Lewis St (Sycamore St to Grant Ave.) = 4,212.32
 Lake Ave. (Hamilton Av. to Swift) = 23,507.33
 Franklin St (Bridge to City Line) = 19,972.39
 To Ross Ave (Bridge to Clark St) =
 Cl = St (Aurelius Ave to City Line) =
 Gen. (Ho. side - Green - O.P.R.) = 19,237 =

1924

31,

Municipal Garage ———— \$13,896.86
 Division St. Bridge ———— 24,018.42 ✓
 Genesee St Bridge Care Brook ———— 1575.44 ✓
 State St. Bridge ———— 31,789.84 ✓
 Wood Brook Culvert ———— 13,551.32

1925

Fulton St. (Franklin to
 Market St.
 Ave.
 Fort St.
 Palsifer St
 W. Genesee St
 Washington

1925

Washington St 7500

Information Furnished N.Y. State Tax Comm.
April, 1933.

4-Way Streets-	19.240	Miles
3- " "	13.640	" "
2- " "	53.654	" "
Total =	86.534	" "

1964 APPX. 95 MILES OF ROADS.

JAN 3, 1969
1969 - APPROXIMATELY 95.7 MILES OF ROADS
AS SCALED FROM CITY MAP (1:1800 SCALE)
