NOTICE

(Continued from page 7)

width, filled with asphaltic felt, extending from the bottom to the top of and through the entire width of said proposed pavement, shall be placed thirty (30) feet apart and normal to the center line of said proposed pavement, except that the joint through that part of the pavement under the integral curb shall be left clear and open. Said expansion joints shall be provided with three-quarter (¾) inch round, smooth steel bars, twenty-four (24) inches long, imbedded in the concrete through said joints in such manner that each end of any single bar will be the same distance below the top of the proposed pavement. Said bars shall be placed not less than four (4) inches below the top of said proposed pavement. Sixteen (16) inches of said bar shall extend into the concrete on one side of the joint, and the rest of said bar into the concrete on the other side of the joint. The latter shorter portion of said bars shall be dipped in hot asphalt so as to form a coating of said asphalt one-sixteenth (1-16) inch thick around said bars, and three-eighths (3-8) inch thick on the end of said bars.

FINISHING.

After the concrete has been deposited it shall be leveled off, tamped and brought to the established grade by means of a strike-board or lute, until all voids are removed and the concrete is thoroughly compacted.

Immediately after the final tamping the concrete shall be rolled with a hand-roller having a smooth even surface approximately six (6) feet in length, not less than eight (8) inches nor more than twelve (12) inches in diameter, and weighing not more than one hundred (100) pounds.

As an alternative to rolling, the concrete may be floated. For floating, a longitudinal wooden float may be used. Said float shall be constructed of three (3) inch by twelve (12) inch plank, six (6) feet long. The edges shall be rounded off to a three (3) inch radius. The finishing side shall be planed so as to have a smooth surface, or shall be finished with sheet metal.

After the rolling or floating has been completed the surface shall be belted, and just before the concrete obtains its initial set, it shall be given a final belting to produce a uniform surface of gritty texture.

As an alternative to hand-tamping, floating, rolling and belting, a finishing machine may be used, of a design approved by the Engineer.

CURING AND PROTECTING.

As soon as the surface of the concrete is sufficiently hardened to prevent pitting, it shall be sprinkled with water, and it shall be kept wet until the calcium chloride herein provided for curing, is placed thereon. As soon as it can be done without marring the concrete, the surface of the pavement and integral curb shall have evenly spread thereon two and one-half (2½) pounds of calcium chloride to each square yard of pavement.

If water is used for curing, the pavement and curb shall be covered with earth to a depth of not less than two (2) inches, and kept wet enough to form mud for a period of ten (10) days, or the ponding method may be used, wherein the pavement shall be flooded with water not less than two (2) inches in depth, for a period of ten (10) days.

Under the most favorable conditions for hardening in hot weather, the pavement shall be closed to traffic for at least twenty-one (21) days, and longer if weather conditions necessitate.

SAND.

All sand herein provided to be used shall be clean, coarse, sharp sand. Said sand when dried shall pass a screen having four (4) meshes per lineal inch, and not more than twenty-five per cent (25%) of said sand shall pass a sieve having fifty (50) meshes per lineal inch. Said sand shall contain no vegetable nor other deleterious matter, nor more than two per cent (2%) by weight of clay or loam.

GRAVEL OR CRUSHED STONE.

All gravel or crushed stone herein provided to be used shall be clean, durable, tough gravel or crushed limestone, free from vegetable or other deleterious matter. The size of said gravel or crushed stone shall be such as to pass a two and one-half (2½) inch round opening, and shall range from that size down to a size that will pass a one-half (½) inch ring. Not more than five per cent (5%) shall be small enough to pass a screen having four (4) meshes per lineal inch. Said gravel shall be shipped to the job in cars or trucks loaded in such manner that the top of the gravel or crushed stone will present a fair sample of what the entire car or truck contains.

CEMENT.

All cement provided for under this ordinance shall be first-class American Portland cement and shall be so ground that ninety-two per cent (92%) will pass through a standard number 100 sieve, having ten thousand (10,000) meshes per square inch. Briquettes made from mortar composed by volume of one (1) part of said Portland cement and three (3) parts of clean torpedo sand, exposed to air for one (1) day and immersed in water for six (6) days, shall develop an ultimate tensile strength of two hundred (200) pounds per square inch.

WATER.

All water used in the mixing of concrete or mortar shall be clean and free from iron, acid, alkali, or vegetable matter; and suitable for the purpose for which it is used.

COVERS.

Each of the catchbasin covers provided for in this improvement shall be constructed of first-class grey iron, free from scale and imperfections. Said catchbasin covers shall weigh five hundred forty (540) pounds, and shall be of the dimensions as shown in detail on Plate 9, and shall be coated with asphalt.

The manhole covers provided for in this improvement shall be constructed of first-class grey iron, free from scale and imperfections, and said manhole covers shall weigh five hundred forty (540) pounds, and shall be coated with asphalt.

SEWER PIPE.

All tile sewer pipe used in the construction of tile pipe drains, shall be of the best quality, vitrified, salt-glazed, shale sewer pipe, equal to the best Akron sewer pipe. They shall be bell, or hub and spigot tile pipe, straight, smooth, cylindrical in shape, and sound, thoroughly burned, free from lumps, air holes and other imperfections, and true to the inside diameter herein specified.

All straight pipe must not vary more than one-half (½) inch from a straight line in the direction of the axis of the cylinder, and the inner and outer surfaces of the pipe must be concentric. All pipe shall be of the standard thickness for the diameter of pipe used.

FITTINGS.

All tile pipe fittings such as tees, Y's, curves, etc., shall conform in all respects to the specifications for tile sewer pipe.

CHARACTER OF IMPROVEMENT.

All of the improvement herein provided to be made shall be made in the best and most substantial and workmanlike manner, and all surplus excavated material and rubbish of every description shall be removed from the site of the work. No improper material shall be used, but all materials of every kind shall fully conform to the foregoing provisions, and if not hereinbefore particularly provided for shall be suitable for the place where, and for the purpose for which used, and said improvement shall be made under the direction and to the satisfaction of the Board of Local Improvements of the City of Highland Park, Lake County, Illinois.

SECTION II. That the recommendation of the Board of Local Improvements of the City of Highland Park, Lake County, Illinois, providing for said improvement, together with the estimate of the cost thereof, made by the Mayor as President of the said Board of Local Improvements, both hereto attached, be and the same is hereby approved.

SECTION III. That said improvement shall be made and the whole cost thereof, including the sum of six thousand nine hundred sixty ($6,960.00) dollars, (being the amount included in the estimate of said Mayor as President of said Board of Local Improvements, hereto attached, as the cost of making and collecting the assessment herein), be paid for by special assessment to be levied upon the property benefited thereby to the amount that the same may be legally assessed therefor, in accordance with the provisions of an Act of the General Assembly of the State of Illinois, entitled, "An Act Concerning the Local Improvements," approved June 14th, 1897, and all amendments thereto, and that said sum of six thousand nine hundred sixty ($6,960.00) dollars, shall be applied toward the cost of making and collecting said assessment.

SECTION IV. That the aggregate amount herein ordered to be assessed against the property and also the assessment on each lot and parcel of land assessed, shall be divided into ten (10) installments, the first of which installment shall include ten per cent (10%) of assessment, together with all fractional amounts, and the aggregate amount of each of the remaining installments shall be equal in amount and multiples of one hundred ($100.00) dollars. Said installments shall be due and payable in the manner and at the time and rate of interest as provided by law. And for the purpose of anticipating the collection of the second and succeeding installments of said assessment for said improvement, bonds shall be issued payable out of said installments, bearing interest at the rate of six per cent (6%) per annum, payable annually. Said bonds shall be issued in accordance with and shall in all respects conform with the provisions of said Act of the General Assembly of the State of Illinois, as now in force, and shall be signed by the Mayor and attested by the City Clerk under the corporate seal of said City.

SECTION V. That the Corporation Counsel of said City be and he is hereby directed to file a petition in the County Court of Lake County, Illinois, in the name of the City of Highland Park (praying that steps may be taken to levy a special assessment for said improvement, in accordance with the provisions of this ordinance, and in manner prescribed by law.

SECTION VI. That all ordinances or parts of ordinances conflicting with this ordinance, be and the same are hereby repealed.

SECTION VII. That this ordinance shall be in force from and after its passage.

FRANK L. CHENEY,
Acting Mayor.

Attest:
V. C. MUSSER,
Acting City Clerk.
Filed March 20, 1925.

ESTIMATE

TO THE BOARD OF LOCAL IMPROVEMENTS OF THE CITY OF HIGHLAND PARK, ILLINOIS.

GENTLEMEN:

I herewith submit an estimate of cost for the improvement of:

BURTON AVENUE and BRAESIDE ROAD, from and connecting with the existing macadam pavement in County Line Road, thence northwesterly in said Burton Avenue to Braeside Road, thence west in said Braeside Road to Burton Avenue (north of Braeside Road), thence northwesterly in said Burton Avenue to a line six (6) inches south of the north line of "Braeside";

BRAESIDE ROAD, from and connecting with the hereinbefore proposed improvement at the intersection of said Braeside Road with Burton Avenue (north of Braeside Road), thence west in said Braeside Road to its connection with the hereinafter proposed improvement in Ridgewood Drive;

RIDGEWOOD DRIVE, from and connecting with the existing concrete pavement at the intersection of said Ridgewood Drive with Green Bay Road and said County Line Road, thence northeasterly in said Ridgewood Drive to its connection with the hereinbefore proposed improvement in said Braeside Road, thence northwestrly in said Ridgewood Drive to and connecting with the hereinafter proposed improvement in Oak Grove Avenue;

OAK GROVE AVENUE, from and connecting with the hereinbefore proposed improvement in Burton Avenue, west to and connecting with the hereinbefore proposed improvement in Ridgewood Drive;

MARION AVENUE, from and connecting with the existing concrete pavement at the intersection of said Marion Avenue with said Green Bay Road, thence easterly in said Marion Avenue to its connection with the hereinbefore proposed improvement in said Ridgewood Drive, thence easterly in said Marion Avenue from said hereinbefore proposed improvement in said Ridgewood Drive to its connection with the hereinbefore proposed improvement in said Burton Avenue, thence easterly in said Marion Avenue from said hereinbefore proposed improvement in said Burton Avenue to a line six (6) inches westerly from and parallel with the westerly line of the right-of-way of the Chicago & Northwestern Railway Company;

ALLEY: The alley running in a northwesterly direction connecting said Braeside Road with said County Line Road, from and connecting with the hereinbefore proposed improvement in said Braeside Road, thence southeasterly to and connecting with said existing macadam pavement in said County Line Road;

By grubbing, grading, excavating, preparing the subgrade, draining, raking the parkways, adjusting manhole covers and valve vault covers, constructing concrete sidewalk approaches, constructing bituminous macadam approaches, constructing outlet drains, constructing manholes, constructing combined manhole-catchbasins, constructing integral curbs, and paving with concrete; the widths of said pavements from edge to edge of pavement or back to back of integral curbs, shall be as follows:

RIDGEWOOD DRIVE from Green Bay Road to Braeside Road, 28 feet.

BRAESIDE ROAD from Ridgewood Drive to Burton Avenue to the north, 20 feet; from Burton Avenue to the north, to Burton Avenue to the south, 36 feet.

RIDGEWOOD DRIVE from Braeside Road to Oak Grove Avenue, including the pavements around a triangular park at the intersection of Ridgewood Drive and Braeside Road, and a circular drive at the intersection of said Ridgewood Drive and said Oak Grove Avenue, 20 feet.

MARION AVENUE, and Oak Grove Avenue 20 feet.

BURTON AVENUE from Braeside Road northerly to the north end of the pavement in Burton Avenue, 20 feet; from Braeside Road southeasterly in Burton Avenue to County Line Road, 59 feet, the easterly curb being omitted; including the said pavements around a triangular park at the intersection of Burton Avenue (north of Braeside Road) with said Braeside Road, which shall be 20 feet.

ALLEY PAVEMENT shall be 16 feet wide from edge to edge, the curbing being omitted.

The pavements on all curb corners shall be widened along curved lines, including curing with water or calcium chloride, protecting, cleaning said proposed pavement, removing all surplus excavated materials, cost of engineering services, and all lawful expenses attending said improvement, all in the City of Highland Park, in the County of Lake, and State of Illinois.

The nature, character, locality, and description of said proposed local improvement are more particularly shown upon the drawings or plates designated Plate No. 1, Plate No. 2, Plate No. 3, Plate No. 4, Plate No. 5, Plate No. 6, Plate No. 7, Plate No. 8, and Plate No. 9, attached hereto and made a part of this estimate, including all labor and materials, cost of engineering services, and other expenses necessary to construct said local improvement being as follows, to wit:

Estimate

16,500 square yards (measured from edge to edge of pavement or back to back of integral curbs), of one (1) course reinforced concrete pavement with integral curbs. Pavement shall be eight (8) inches in thickness throughout the entire width of pavement between curb faces, and of the width as shown on the attached plates. Said integral curb shall extend five (5) inches above the top surface of the adjoining pavement, except the westerly curb on Burton Avenue, south of Braeside Road, which shall extend from six (6) inches to twelve (12) inches above the top surface of the adjoining pavement, shall have an average thickness of six (6) inches, and the combined height of the integral curb and pavement shall be thirteen (13) inches, except that the combined height of the westerly integral curb and pavement on Burton Avenue, south of Braeside Road shall be from fourteen (14) inches to twenty (20) inches. The concrete for the pavement and for the body of the curbs shall be composed by volume of one (1) part Portland cement, two (2) parts sand, and three and one-half (3½) parts gravel or crushed stone. The exposed portion of the curbs to a depth of one-half (½) inch shall be composed by volume of one (1) part Portland cement and two (2) parts sand; all of said pavement shall be reinforced with forty (40) pounds of effective steel wire fabric to each one hundred (100) square feet of pavement. Expansion joints three-eighths (3-8) inch in width, filled with asphaltic felt, shall be placed thirty (30) feet apart and normal to the center line of the pavement, shall extend through the entire width and depth of the pavement, except that the joints through the entire width of the integral curbs, and pavement under said integral curbs, from the bottom of the pavement to the top of the curb, shall be left clear and open. Said expansion joints shall be provided with three-quarter (¾) inch smooth round steel bars, two (2) feet long, placed thru the joints, spaced two (2) feet apart, embedded in the concrete and extending eighteen (18) inches into the concrete on one side of the joint, and the remaining portion into the concrete on the other side of the joint, and the latter shorter portion of said bars shall be dipped in hot asphalt so as to form a coating of said asphalt one-sixteenth (1-16) inch thick around said bar, and three-eighths (3-8) inch thick on the end of said bar. There shall also be a longitudinal joint constructed along the center line of all proposed concrete pavement, except that pavement more than thirty-six (36) feet in width shall be provided with two (2) of said trapezoidal joints, which shall be made of number sixteen (16) gauge sheet steel, seven and one-half (7½) inches wide after being pressed into shape; said joint shall be trapezoidal in shape, and shall be provided with five-eighths (5-8) inch round deformed steel reinforcing bars five (5) feet long, spaced five (5) feet apart, embedded in the concrete and placed through holes in said joint provided therefor. The sheet steel may be left out of said joint if said joint in all other respects conforms to the above, and the concrete laid on one side of said joint, and the face of the concrete painted with asphaltic cement, before the concrete is laid on the other side of said joint. The concrete in said pavement shall be cured by the use of water or two and one-half (2½) pounds calcium chloride per square yard of pavement. Including protection, complete at $4.00 per square yard ..... $ 66,000.00

500 square yards of bituminous macadam pavement for pavement connections and adjustments, twelve (12) inches thick, bonded with four (4) gallons of Tarvia or its equal, per square yard, top-dressed with one-half (½) inch layer of one-quarter (¼) inch gravel, including all excavation, rolling, and removal of surplus excavated materials, laid complete at $3.50 per square yard.... 1,750.00

8,500 cubic yards of excavation for pavement and integral curb, including all grubbing, grading, preparing the subgrade to receive the pavement and integral curb, and the removal of all surplus excavated material from pavement and integral curb excavation, measured in the cut, at $1.50 per cubic yard 12,750.00

9 new manholes constructed of Portland cement concrete composed by volume of one (1) part Portland cement, two (2) parts sand, and four (4) parts gravel or crushed stone, mixed with sufficient water to

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