NOTICE

The following ordinance having been presented to the Council at its regular meeting, Friday, July 17th, 1925, was referred by the Council to the Council as a Committee of the whole.

Thereupon the Council as a Committee of the whole recommended the passage of the ordinance.

A resolution directing that the ordinance be filed for public inspection for two weeks, and published as required by law, was unanimously adopted.

RECOMMENDATION OF THE BOARD OF LOCAL IMPROVEMENTS

TO THE MAYOR AND COMMISSIONERS
OF THE CITY OF HIGHLAND PARK,
COUNTY OF LAKE AND STATE OF ILLINOIS,
IN COUNCIL ASSEMBLED:

Gentlemen:

We herewith submit an ordinance for the improvement of:

LINCOLNWOOD ROAD, from and connecting with the existing concrete pavement in Sheridan Road, thence south in said Lincolnwood Road to and connecting with the herein proposed concrete pavement in St. Johns Avenue at the easterly line of said St. Johns Avenue extended from the south; including the street returns at PLEASANT COURT as far back as the west line of said Lincolnwood Road extended, and connecting with the herein proposed concrete pavement in said Pleasnt Court; at DELTA ROAD to the east, as far back as the east line of said Lincolnwood Road lines of said Lincolnwood Road extended, and connecting with the herein proposed concrete pavement in said Delta Road; at CAROL COURT to the east and to the west as far back, respectively, as the east and west lines of said Lincolnwood Road and connecting with the herein proposed concrete pavement in said Carol Court; at Brownville Road as far back as the east line of said Lincolnwood Road extended from the north and connecting with the herein proposed concrete pavement in said Brownville Road; at MARION COURT as far back as the westerly line of said Lincolnwood Road extended from the south and connecting with the herein proposed concrete pavement in said Marion Court; at BRAESIDE ROAD to the east, as far back as the last line of said Lincolnwood Road extended from the south and connecting with the herein proposed concrete pavement in said Braeside Road; at BRAESIDE ROAD to the west as far as the easterly line of said St. Johns Avenue extended from the north and connecting with the herein proposed concrete pavement in said St. Johns Avenue;

ST. JOHNS AVENUE, from the north line of County Line Road extended, thence northwesterly in said St. Johns Avenue to a line fifty (50) feet northwesterly of the point of tangency, Lot 5, Block 3, Northwood Manor, and at right angles to the easterly line of said St. Johns Avenue; including the street returns at PIERCE ROAD as far back as the easterly line of said St. Johns Avenue extended from the north and connecting with the herein proposed concrete pavement in said Pierce Road; at LINCOLNWOOD ROAD as far back as the easterly line of said St. Johns Avenue extended from the south and connecting with the herein proposed concrete pavement in said Lincolnwood Road at BRAESIDE ROAD as far back as the easterly line of St. Johns Avenue extended from the north and connecting with the herein proposed concrete pavement in said Braeside Road; at MARION COURT as far back as the easterly line of said St. Johns Avenue extended and connecting with the herein proposed concrete pavement in said Marion Court;

MARION COURT, from and connecting with the herein proposed concrete pavement at the westerly line extended from the south, of Lincolnwood Road, thence westerly in said Marion Court to and connecting with the herein proposed concrete pavement at the easterly line extended of St. Johns Avnue;

PIERCE ROAD, from and connecting with the herein proposed concrete pavement at the easterly line extended from the north of St. Johns Avenue, thence northeasterly, in said Pierce Road to and connecting with the herein proposed concrete pavement at the south line of Braeside Road extended, also from and connecting with the herein proposed concrete pavement at the north line of said Braeside Road extended, thence northerly in said Pierce Road to and connecting with the herein proposed concrete pavement at the south line of Brownville Road extended, also from and connecting with the herein proposed concrete pavement at the north line of said Brownville Road extended, thence northeasterly in said Pierce Road to and connecting with the herein proposed concrete pavement at the west line of Lakeside Place extended:

BRAESIDE ROAD, from and connecting with the herein proposed concrete pavement at the west line of Lakeside Place extended, thence west in said Braeside Road to and connecting with the herein proposed concrete pavement at the east line of Lincolnwood Road extended from the south; including the street returns of Pierce Road to the north and south, as far back respectively, as the north and south lines of said Braeside Road extended, and connecting with the herein proposed concrete pavement in said Pierce Road;

LAKESIDE PLACE, from the north line of County Line Road extended, thence north in said Lakeside Place to and connecting with the existing concrete pavement, in Sheridan Road, the pavement in said Lakeside Place shall consist of concrete pavement from the north line of County Line Road extended, to a line at right angles to the east line of said Lakeside Place, one hundred twenty (120) feet north of the southwest corner of Lot 8, Ravine Manor; from said 120-foot line north to a line at right angles to the west line of said Lakeside Place at a point sixty (60) feet south of the northeast corner of Lot 2, Ravinia Forest, the pavement shall consist of bituminous macadam; from the last described line to and connecting with the said existing concrete pavement, in Sheridan Road the pavement shall consist of concrete; including the street returns at BRAESIDE ROAD, BROWNVILLE ROAD, and PIERCE ROAD; as far back as the west line of said Lakeside Place extended, and connecting with the herein proposed concrete pavement in said Braeside Road, Brownville Road and Pierce Road, at Ravine Manor Road, as far back as the east line of said Lakeside Place extended, and connecting with the herein proposed concrete pavement in said Ravine Manor Road;

BROWNVILLE ROAD, from and connecting with the herein proposed concrete pavement at the west line of Lakeside Place extended, thence west in said Brownville Road to and connecting with the herein proposed concrete pavement in Lincolnwood Road at the east line of said Lincolnwood Road extended from the north, including the street returns, at Pierce Road to, the north and to the south, as far back, respectively, as the north and south line of said Brownville Road extended, and connecting with the herein proposed concrete pavement in said Pierce Road;

RAVINE MANOR ROAD, from and connecting with the herein proposed concrete pavement at the east line of Lakeside Place extended, thence northeasterly in said Ravine Manor Road to and connecting with the existing concrete pavement in Sheridan Road;

CAROL COURT, from and connecting with the herein proposed concrete pavement at the west line of Lincolnwood Road extended, thence west in said Carol Court two hundred ninety (290) feet, including, in addition, a turnaround at the west end of said Carol Court; also from and connecting with the herein proposed concrete pavement at the east line of Lincolnwood Road extended, thence northeasterly in said Carol Court to a line at right angles to the northerly line of said Carol Court at the point of reverse curve in Lot 23, First Addition to Ravinia Forest, sixty one (61) feet, measured along the chord, northeasterly from the southwesterly corner of said Lot 23, including in addition a "Y" turnaround at the northeasterly end of said Carol Court;

DELTA ROAD, from and connecting with the herein proposed concrete pavement at the west line of Lincolnwood Road extended, thence west in said Delta Road two hundred ninety (290) feet, including in addition, a turnaround at the west end of said Delta Road; also from and connecting with the herein proposed concrete pavement at the east line of Lincolnwood Road extended, thence easterly five hundred forty (540) feet, measured along the center line, including in addition, a "Y" turnaround at the northeasterly end of said Delta Road, and including the street return at Dell Lane, as far back as a line at right angles to the west line of said Dell Lane at the point of tangency in Lot 5, First Addition to Ravinia Forest, and connecting with the herein proposed concrete pavement at the above described line in said Dell Lane;

DELL LANE, from and connecting with the existing concrete pavement in Sheridan Road, thence south in said Dell Lane to and connecting with the herein proposed concrete pavement in saidZdduy etaoin shrdlu c at right angles to the west line of said Dell Lane at the point of tangency in lot 5, First Addition to Ravinia Forest;

PLEASANT COURT, from and connecting with the herein proposed concrete pavement at the west line of Lincolnwood Road, thence west in said Pleasant Court two hundred ninety (290) feet, including, in addition, a turnaround at the west end of said Pleasant Court;

By clearing, grubbing, grading, excavating, filling, preparing the subgrade, draining, raking the parkways, sodding, adjusting manhole and valve vault covers, constructing concrete sidewalk approaches, moving fire hydrants, constructing catchbasins and combined catchbasin manholes and drop inlets, constructing integral curbing, constructing reinforced concrete culverts, constructing re-inforced concrete culverts with headwalls, constructing outlet drains with headwalls, constructing reinforced concrete retaining walls, constructing reinforced concrete guard posts, paving with bituminous macadam a roadway twenty-one (21) feet in width across ravines in Lakeside Place, paving with reinforced concrete, roadways; the total width, measured from back to back of integral curbs, of said concrete roadways, shall be as follows: In LINCOLNWOOD ROAD twenty-eight (28) feet; in ST. JOHNS AVENUE, from Braeside Road north to the end of the proposed concrete pavement, twenty-eight (28) feet; from Lincolnwood Road south to Pierce Road, fifty-five and four-tenths (55.4) feet; from Pierce Road south to the north line of County Line Road, forty-one and four-tenths (41.4) feet; in BROWNVILLE ROAD and LAKESIDE PLACE, twenty-one (21) feet; in PIERCE ROAD, BRAESIDE ROAD, RAVINE MANOR ROAD, MARION COURT, CAROL COURT, DELTA ROAD, PLEASANT COURT, and DELL LANE, nineteen (19) feet; except at street corners and turnarounds, where the roadways shall be widened along curved lines, including curing, protecting, cleaning said proposed concrete pavement, including acquiring of necessary easements, constructing bituminous macadam pavement connections in County Line Road at Lakeside Place and St. Johns Avenue, removing all surplus excavated materials, engineering services, and all other labor, materials, and expenses necessary to construct said proposed improvement in a workmanlike manner, all in the City of Highland Park, County of Lake, and State of Illinois.

Together with an estimate of the cost of said improvement, itemized to the extent that we deem necessary, duly signed by the President of this Board, and we recommend the passage of said ordinance and the making of the improvement contemplated therein.

Respectfully submitted,
SAMUEL M. HASTINGS
FRANK L. CHENEY
JOSEPH B. CARD
LYLE GOURLEY
Board of Local Improvements of the City of Highland Park, Lake County, Illinois.

Dated at Highland Park this 10th day of July, A. D. 1925.

AN ORDINANCE

Providing for the construction of a reinforced concrete pavement improvement in LINCOLNWOOD ROAD, ST. JOHNS AVENUE, MARION COURT, PIERCE ROAD, BRAESIDE ROAD, LAKESIDE PLACE, BROWNVILLE ROAD, RAVINE MANOR ROAD, CAROL COURT, DELTA ROAD, DELL LANE, and PLEASANT COURT, including all labor and materials and all other expenses necessary to construct said proposed improvement, all in the City of Highland Park, Lake County, Illinois; and providing for the making of such improvement by special assessment and issuing of special assessment bonds.

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF HIGHLAND PARK, COUNTY OF LAKE, AND STATE OF ILLINOIS:

SECTION 1. That a local improvement be and the same is hereby ordered made in the City of Highland Park, County of Lake, and State of Illinois, the nature, character, location, and description of which improvement is as follows: That

LINCOLNWOOD ROAD, from and connecting with the existing concrete pavement in Sheridan Road, thence south in said Lincolnwood Road to and connecting with the herein proposed concrete pavement in St. Johns Avenue at the easterly line of said St. Johns Avenue extended from the south; including the street returns at PLEASANT COURT as far back as the west line of said Lincolnwood Road extended, and connecting with the herein proposed concrete pavement in said Pleasant Court; at DELTA ROAD to the east and to the west as far back, respectively, as the east and west lines of said Lincolnwood Road extended, and connecting with the herein proposed concrete pavement in said Delta Road; at CAROL COURT to the east and to the west as far back, respectively, as the east and west lines of said Lincolnwood Road and connecting with the herein proposed concrete pavement in said Carol Court; at BROWNVILLE ROAD as far back as the east line of said Lincolnwood Road extended from the north and connecting with the herein proposed concrete pavement in said Brownville Road; at MARION COURT as far back as the westerly line of said Lincolnwood Road extended from the south and connecting with the herein proposed concrete pavement in said Marion Court; and BRAESIDE ROAD to the east as far back as the east line of said Lincolnwood Road extended from the south and connecting with the herein proposed concrete pavement in said Braeside Road; at BRAESIDE ROAD to the west as far back as the easterly line of St. Johns Avenue extended from the north and connecting with the herein proposed concrete pavement in said St. Johns Avenue;

ST. JOHNS AVENUE, from the north line of County Line Road extended, thence northwesterly in said St. Johns Avenue to a line fifty (50) feet northwesterly of the point of tangency, Lot 5, Block 3, Northwood Manor, and at right angles to the easterly line of said St. Johns Avenue; including the street returns at PIERCE ROAD as far back as the easterly line of said St. Johns Avenue extended from the north and connecting with the herein proposed concrete pavement in said Pierce Road; at LINCOLNWOOD ROAD as far back as the easterly line of said St. Johns Avenue extended from the south and connecting with the herein proposed concrete pavement in said Lincolnwood Road at BRAESIDE ROAD as far back as the easterly line of said St. Johns Avenue extended from the north and connecting with the herein proposed concrete pavement in said Braeside Road; at MARION COURT as far back as the easterly line of said St. Johns Avenue extended and connecting with the herein proposed concrete pavement in said Marion Court;

MARION COURT, from and connecting with the herein proposed concrete pavement at the westerly line extended from the south, of Lincolnwood Road, thence westerly in said Marion Court to and connecting with the herein proposed concrete pavement at the easterly line extended of St. Johns Avenue.

PIERCE ROAD, from and connecting with the herein proposed concrete pavement at the easterly line extended from the north of St. John's Avenue, thence northeasterly in said Pierce Road to and connecting with the herein proposed concrete pavement at the south line of Braeside Road extended, also from and connecting with the herein proposed concrete pavement at the north line of said Braeside Road extended, thence northerly in said Pierce Road to and connecting with the herein proposed concrete pavement at the south line of Brownville Road extended, also from and connecting with the herein proposed concrete pavement at the north line of said Brownville Road, extended, thence northeasterly in said Pierce Road to and connecting with the herein proposed concrete pavement at the west line of Lakeside Place extended;

BRAESIDE ROAD, from and connecting with the herein proposed concrete pavement at the west line of Lakeside Place extended, thence west in said Braeside Road to and connecting with the herein proposed concrete pavement in Lincolnwood Road at the east line of said Lincolnwood Road extended from the south, including the street returns at Pierce Road to the north and to the south, as far back, respectively, as the north and south lines of said Braeside Road extended, and connecting with the herein proposed concrete pavement in said Pierce Road;

LAKESIDE PLACE, from the north line of County Line Road extended, thence north in said Lakeside Place to and connecting with the existing concrete pavement, in Sheridan Road; the pavement in said Lakeside Place shall consist of concrete pavement from the north line of County Line Road extended, to a line at right angles to the east line of said Lakeside Place, one hundred twenty (120) feet north of the southwest corner of Lot 8, Ravine Manor; from said 120-foot line north to a line at right angles to the west line of said Lakeside Place at a point sixty (60) feet south of the northeast corner of Lot 2, Ravinia Forest, the pavement shall consist of bituminous macadam; from the last described line to and connecting with the said existing concrete pavement, in Sheridan Road the pavement shall consist of concrete; including the street returns at BRAESIDE ROAD, BROWNVILLE ROAD, and PIERCE ROAD, as far back as the west line of said Lakeside Place extended, and connecting with the herein proposed concrete pavement in said Braeside Road, Brownville Road and Pierce Road, at Ravine Manor Road, as far back as the east line of said Lakeside Place extended, and connecting with the herein proposed concrete pavement in said Ravine Manor Road;

BROWNVILLE ROAD, from and connecting with the herein proposed concrete pavement at the west line of Lakeside Place extended, thence west in said Brownville Road to and connecting with the herein proposed concrete pavement in Lincolnwood Road at the east line of said Lincolnwood Road extended from the north, including the street returns at Pierce Road to the north and to the south, as far back, respectively, as the north and south line of said Brownville Road extended, and connecting with the herein proposed concrete pavement in said Pierce Road;

RAVINE MANOR ROAD, from and connecting with the herein proposed concrete pavement at the east line of Lakeside Place extended, thence northeasterly in said Ravine Manor Road to and connecting with the existing concrete pavement, in Sheridan Road;

CAROL COURT, from and connecting with the herein proposed concrete pavement at the west line of Lincolnwood Road extended, thence west in said Carol Court two hundred ninety (290) feet, including, in addition, a turnaround at the west end of said Carol Court; also from and connecting with the herein proposed concrete pavement at the east line of Lincolnwood Road extended, thence northeasterly in said Carol Court to a line at right angles to the northerly line of said Carol Court at the point of reverse curve in Lot 23, First Addition to Ravinia Forest, sixty-one (61) feet, measured along the chord; northeasterly from the southwesterly corner of said Lot 23, including in addition a "Y" turnaround at the northeasterly end of said Carol Court;

DELTA ROAD, from and connecting with the herein proposed concrete pavement at the west line of Lincolnwood Road extended, thence west in said Delta Road two hundred ninety (290) feet, including in addition, a turnaround at the west end of said Delta Road; also from and connecting with the herein proposed concrete pavement at the east line of Lincolnwood Road extended, thence easterly five hundred forty (540) feet, measured along the center line, including in addition, a "Y" turnaround at the northeasterly end of said Delta Road, and including the street return at Dell Lane, as far back as a line at right angles to the west line of said Dell Lane at the point of tangency in Lot 5, First Addition to Ravinia Forest, and connecting with the herein proposed concrete pavement at the above described line in said Dell Lane;

DELL LANE, from and connecting with the existing concrete pavement in Sheridan Road, thence south in said Dell Lane to and connecting with the herein proposed concrete pavement in said Dell Lane at a line at right angles to the west line of said Dell Lane at the point of tangency in, Lot 5, First Addition to Ravinia Forest;

PLEASANT COURT, from and connecting with the herein proposed concrete pavement at the west line of Lincolnwood Road thence west in said Pleasant Court two hundred ninety (290) feet, including, in addition, a turnaround at the west end of said Pleasant Court;

Be improved by clearing, grubbing, grading, excavating, filling, preparing the subgrade, draining, raking the parkways, sodding, adjusting manhole and valve vault covers, constructing concrete sidewalk approaches, moving fire hydrants, constructing catchbasins and combined catchbasin manholes and drop inlets, constructing integral curbing, constructing reinforced concrete culverts, constructing concrete culverts with headwalls, constructing outlet drains with headwalls, constructing reinforced concrete retaining walls, constructing reinforced concrete guard posts, paving with bituminous macadam a roadway twenty-one (21) feet in width across ravines in Lakeside Place, paving with reinforced concrete roadways; the total width, measured from back to back of integral curbs, of said concrete roadways, shall be as follows: In LINCOLNWOOD ROAD twenty-eight (28) feet; in ST. JOHNS AVENUE, from Braeside Road north to the end of the proposed concrete pavement, twenty-eight (28) feet: from Lincolnwood Road south to Pierce Road, fifty-five and four-tenths (55.4) feet; from Pierce Road south to the north line of County Line Road, forty-one and four-tenths (41.4) feet; in BROWNVILLE ROAD and LAKESIDE PLACE, twenty-one (21) feet; in PIERCE ROAD, BRAESIDE ROAD, RAVINE MANOR ROAD, MARION COURT, CAROL COURT, DELTA ROAD, PLEASANT COURT, and DELL LANE, nineteen (19) feet; except at street corners and turnarounds, where the roadways shall be widened along curved lines, including curing, protecting, cleaning said proposed concrete pavement, including acquiring of necessary easements, constructing bituminous macadam pavement connections in County Line Road at Lakeside Place and St. Johns Avenue, removing all surplus excavated materials, engineering services, and all other labor, materials, and expenses necessary to construct said proposed improvement in a workmanlike manner, all in the City of Highland Park, County of Lake, and State of Illinois.

The improvement provided for in this ordinance is further shown and described upon certain plates or drawings, showing plans, profiles, and details of construction, which are hereto attached, made a part hereof and marked, respectively;

Plate 1A, File No. H. P. 8662-A; Plate 1, File No. H. P. 8643; Plate 2, File No. H. P. 8644; Plate 3, File No. H. P. 8645; Plate 4, File No. H. P. 8686; Plate 5, File No. H. P. 8647; Plate 6, File No. H. P. 8648; Plate 7, File No. H. P. 8649; Plate 8. File No. H. P. 8650; Plate 9, File No. H. P. 8651; Plate 10, File No. H. P. 8652: Plate 11, File No. H. P. 8653; Plate 12, File No. H. P. 8711; Plate 13, File No. H. P. 8655; Plate 14, File No. H. P. 8656; Plate 15, File No. H. P. 8657; Plate 16, File No. H. P. 8658; Plate 17, File No. H. P. 8661; Plate 18, File No. H. P. 8660; Plate 19, File No. H. P. 8659; Plate 19A, File No. 8659-A; Plate 20, File No. H. P. 8662; Plate 21, File No. H. P. 8663; Plate 22, File No. H. P. 8723; Plate 23, File No. H. P. 8665; Plate 24, File No. H. P. 8722; Plate 25, File No. H. P. 8712; Plate 26, File No. H. P. 8713; Plate 27; File No. H. P. 8714; Plate 28, File No. H. P. 8715; Plate 29, File No. H. P. 8724; Plate 30, File No. H. P. 8725; Plate 31, File No. H. P. 8726; Plate 32, File No. H. P. 8727; said plates and each and all of the contents thereof are hereby made a part of this ordinance with the same force and effect as if the said plans, profiles and details upon said plates, or drawings, were set out in words and figures herein.

DEFINITIONS.

Wherever the following words or terms are used in this ordinance, the following definitions shall obtain:

BOARD or BOARD OF LOCAL IMPROVEMENTS: the Board of Local Improvements of the City of Highland Park, Illinois.

ENGINEER: Board of Local Improvements of the City of Highland Park, Illinois, or such person, firm or corporation as said Board shall authorize to act in its place with reference to the construction of the improvement or any portion thereof referred to herein. The said Board shall cause the Engineer to set proper stakes, make measurements, and mark grades herein provided, and make necessary surveys, plans and profiles for the construction of the improvement herein provided to be constructed.

DATUM: A horizontal plane distant in a vertical line one hundred eighteen and seventy eight hundredths (118.78) feet below the top of the water table of the City Hall at the southeast corner of said City Hall in said City of Highland Park, The elevations of the finished grade as shown in the plans, profiles, and details upon said plates or drawings, are given in feet and decimal parts of a foot above the estalished datum of the City of Highland Park.

Wherever on said plates or drawings a single verticle dash is shown above and to the right of a figure, it is to indicate "feet," and wherever two vertical dashes or a double dash is shown above and to the right of a figure, it is to indicate "inches."

ELEVATIONS: The distance in a vertical line above the established datum of Highland Park as herein described.

GRADE: The finished elevation above datum of the pavement at the center line, as established and shown on the drawings.

ESTABLISHED GRADE: The elevation above datum of that portion of the improvement to which reference is specifically made.

GUTTER: That portion of the finished surface of the pavement adjacent to the curb.

ROADWAY: That portion of the street where the pavement is to be constructed, and shall extend from back to back of the curb.

SUBGRADE: The finished surface of the roadway on which the pavement is to be constructed.

PROPOSED PAVEMENT: The pavement herein proposed to be constructed.

TILE PIPE DRAIN: Storm water drain or sewer, herein provided to be constructed.

Diameter of the tile pipe drain, manholes, or manhole catchbasins, shall mean the internal diameter.

DRAINAGE.

The necessary drainage for said proposed improvement shall consist of the construction of tile pipe drains, catchbasins, catchbasin manholes, drop inlets and culverts with headwalls or retaining walls, all connected together in such manner as to properly drain the said proposed improvement.

CATCHBASINS, CATCHBASIN MANHOLES and DROP INLETS.

There shall be constructed at the necessary points of the improvement herein provided to be constructed, forty (40) catchbasins, eighty-seven (87) catchbasin manholes, and three (3) drop inlets, all connected to the herein proposed tile pipe drains, and located as shown on said Plates 1 to 16, inclusive, the details of which are shown on said Plates 18, 23 and 24.

All catchbasins herein provided to be constructed shall be constructed of concrete (either blocks or monolithic), 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 make a quaking mass. If constructed of concrete blocks, said blocks shall be laid with full joints of mortar, neatly pointed on the inside with a trowel, composed by volume of one (1) part Portland cement and two (2) parts sand, mixed with sufficient water to make a quaking mass. The holes around the outside of said catchbasins shall be backfilled with sand, and all surplus excavated material shall be removed from the site of the improvement.

The inside diameter of each catchbasin shall be four (4) feet at the bottom thereof, and up to a horizontal plane three (3) feet below the top of the masonry, from which plane the diameter shall be uniformly decreased upwards to two (2) feet at the top of the masonry, in such manner as to fit and support the cover herein provided. Side walls and bottoms shall be eight (8) inches thick. The bottom shall extend to the outside edge of side walls. The depth over all of masonry work shall be seven (7) feet, and each catchbasin shall be provided with an eight (8) inch vitrified tile pipe bend, set in the wall to form a trap, and also for connection to the tile pipe drain. Each catchbasin shall be provided with an asphaltic coated cast iron catchbasin cover consisting of a frame weighing three hundred ninety (390) pounds, and a perforated lid weighing one hundred fifty (150) pounds, set in place on top of the masonry in such manner that the top of the lid will be flush with the finished grade of the pavement where located. The diameter of said lid shall be twenty-two and three-quarters (22 3-4) inches, the height of the frame shall be nine (9) inches, and the average thickness of the metal in the cover shall be one and one-half (1 1-2) inches. The details for the construction of said catchbasins and catchbasin covers are shown on said Plate 18.

All of the combined catchbasin manholes herein provided to be constructed, shall be constructed of concrete (either blocks or monolithic), 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 make a quaking mass. If constructed of concrete blocks, said blocks shall be laid with full joints of mortar, neatly pointed on the inside with a trowel, composed by volume of one (1) part Portland cement, and two (2) parts sand, mixed with sufficient water to make a quaking mass. The holes around the outside of said catchbasin manholes shall be backfilled with sand, and all surplus excavated material shall be removed from the site of the improvement.

The inside diameter of each catchbasin manhole shall be four (4) feet at the bottom threeof, and up to a horizontal plane three (3) feet below the top of the masonry, from which plane the diameter shall be uniformly decreased upwards to two (2) feet at the top of the masonry, in such manner as to fit and support the cover herein provided. Side walls and bottoms shall be eight (8) inches thick. The bottom shall extend to the outside edge of the side walls, and the inside bottom shall be three (3) feet below the bottom of the sewer which acts as the outlet for said catchbasin manhole. Each catchbasin manhole shall be provided with an asphaltic coated cast iron catchbasin cover consisting of a frame weighing three hundred ninety (390) pounds, and a perforated lid weighing one hundred fifty (150) pounds, set in place on top of the masonry in such manner that the top of the lid will be flush with the finished grade of the pavement where located. The diameter of said lid shall be twenty-two and three-quarters (22 3-4) inches, the height of the frame shall be nine (9) inches, and the average thickness of the metal in the cover shall be one and one-half (1 1-2) inches. The details for the construction of said catchbasin manholes and catchbasin covers are shown on said Plate 18.

All of the drop inlets herein provided to be constructed shall be constructed of concrete (either blocks or monolithic), 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 make a quaking mass. If constructed of concrete blocks, said blocks shall be laid with full joints of mortar, neatly pointed on the inside with a trowel, composed by volume of one (1) part Portland cement and two (2) parts sand, mixed with sufficient water to make a quaking mass. The filling material around the outside of said drop inlets shall be sand, the thickness of which as measured at right angles to the height of said drop inlets, shall be one (1) foot. Said drop inlets shall be constructed on top of and as an integral part of the culverts into which their drainage is discharged, and the hole in the top of said culverts shall be of the same diameter and concentric with that of the drop inlet at its bottom. The inside diameter of each drop inlet shall be four (4) feet at the bottom thereof where it joins on to said culvert, and up to a horizontal plane the diameter shall be uniformly decreased upwards to two (2) feet at the top of the masonry, in such manner as to fit and support the cover herein provided. Side walls shall be eight (8) inches thick. Each drop inlet shall be provided with an asphaltic coated cast iron catchbasin cover consisting of a frame weighing three hundred ninety (390) pounds, and a perforated lid weighing one hundred fifty (150) pounds, set in place on top of the masonry in such manner that the top of the lid will be flush with the finished grade of the pavement where located. The details for the construction of said