

of one (1) part Portland cement and two (2) parts sand. Both mortar and concrete shall be mixed with sufficient water to make a quaking mass. There shall be constructed three-eighths (3/8) inch open joints through the full width of the curb, extending from the top of the curb to the bottom of the pavement, spaced thirty (30) feet apart, and continuous with the joints in the pavement; said joints shall be left clear and open.

The concrete for the pavement shall be composed by volume of one (1) part Portland cement, two (2) parts sand, and three and one-half (3 1/2) parts gravel or crushed stone, mixed with sufficient water to make a quaking mass.

The concrete materials for the pavement herein provided to be constructed shall be mixed in a batch mixer. Said mixer shall be equipped with an accurate positive, automatic water measuring device, also with an automatic timing device. The mixing shall continue in the drum of said mixer for not less than one (1) minute.

The concrete and mortar materials for the curb shall be mixed by hand in a box or in a mixer different from the one used for mixing of concrete for the pavement.

REINFORCEMENT

The concrete pavement shall be reinforced with steel wire fabric. Said steel wire fabric shall be used in such quantity and of such a weight as shall provide forty (40) pounds of effective steel wire for each one hundred (100) square feet of pavement. Said steel wire fabric shall be uniform in character, fibrous, tough, and ductile, and shall have an ultimate tensile strength of not less than seventy five thousand (75,000) pounds per square inch.

Said reinforcement shall extend to within two (2) inches of all joints, but shall not cross joints. Adjacent pieces of said fabric shall be lapped four (4) inches when the lap is made at right angles to the center line of said pavement, and twelve (12) inches when the lap is made parallel with the center line of said pavement. The steel wire fabric shall have an effective cross-sectional area of not less than 0.086 square inch per linear foot of pavement length, computing the main tension members only, and the spacing of these members shall not exceed six (6) inches. The cross-sectional area of the effective reinforcing fabric, per linear foot of pavement width, shall not be less than 0.026 square inch, and the spacing of these members shall not exceed twelve (12) inches.

JOINTS

A longitudinal joint, of number eighteen (18) gauge metal, seven and one-half (7 1/2) inches in width after being pressed into shape, shall be constructed as shown on said Plates 18, 19, and 19A, along the entire length of and in the middle of the proposed pavement, except in St. John's Avenue, from Lincolnwood Road south to Pierce Road, there shall be constructed three (3) longitudinal joints dividing the pavement between faces of curbs in four (4) equal parts, and from Pierce Road to County Line Road, there shall be constructed two (2) longitudinal joints dividing the pavement between faces of curbs in three (3) equal parts. Said joint shall be trapezoidal in shape. The trapezoid shall be three-quarters (3/4) of an inch deep, and three (3) inches wide at its greatest width; said metal joint shall be securely staked to line and grade with three-eighths (3/8) inch wrought iron pins not less than fifteen (15) inches long, spaced three (3) feet and four (4) inches center to center, holes for which shall be provided in the metal. Said longitudinal joint shall be provided with one-half (1/2) inch round deformed steel bars four (4) feet in length, holes for which shall be provided in the metal, imbedded in the concrete through said joint in such manner that each end of any single bar will be the same distance from said joint and the same distance from the top of the proposed pavement. The center of said bars shall be placed four and one-quarter (4 1/4) inches below the top of the proposed pavement, shall not be bent after being placed, and shall be spaced five (5) feet from center to center, for the entire length of said joint.

Expansion joints as shown on said Plates 18, 19, and 19A, three-eighths (3/8) of an inch in width, filled with bituminous 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 (3/4) 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 concrete on the other side of the joint, and the rest of said bar into the concrete on the other side of the joint. The latter shorter portion 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.

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 planned 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 or 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 curbs shall have evenly spread thereon two and one-half (2 1/2) pounds of calcium chloride to each square yard of pavement.

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 linear inch, and not more than twenty-five per cent (25%) of said sand shall pass a sieve having fifty (50) meshes per linear 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 the gravel or crushed stone to be used in the construction of the proposed pavement, shall be such as to pass a two and one-half (2 1/2) inch round opening, and shall range from that size down to a size that will pass a one-half (1/2) inch ring. Not more than five per cent (5%) shall be small enough to pass a screen having four (4) meshes per linear inch. The size of the gravel or crushed stone to be used in the construction of culverts, headwalls, retaining walls, sidewalk aproning, and heavy of the curbs shall be such as to pass a one (1) inch half (1/2) inch ring. Not more than five per cent (5%) shall pass a screen having four (4) meshes per linear 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.

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.

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 consist of a frame weighing three hundred ninety (390) pounds and a perforated lid weighing one hundred fifty (150) pounds, and shall be of the dimensions as shown in detail on said Plate 18, and shall be coated with asphalt.

SEWER PIPE

All 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 (1/2) 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, except that all pipe over twelve (12) inches in diameter shall be double strength.

All fittings such as tees, Y's, curves, etc., shall conform in all respects to the specifications for 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 a 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 seventeen thousand four hundred thirty-three dollars and seventy-six cents (\$17,433.76), (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 seventeen thousand four hundred thirty-three dollars and seventy-six cents (\$17,433.76) 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 the 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.

Filed July 17th, 1926.

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

I herewith submit an estimate of cost 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. John's Avenue at the easterly line of said St. John's 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, at 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, at 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 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. John's Avenue extended from the north and connecting with the herein proposed concrete pavement in said St. John's Avenue.

ST. JOHN'S AVENUE, from the north line of County Line Road extended, thence northwesterly in said St. John's 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. John's Avenue; including the street returns at PIERCE ROAD as far back as the easterly line of said St. John's 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 Lincolnwood Road extended from the south and connecting with the herein proposed concrete pavement in said Lincolnwood Road; at 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. John's 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. John's 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. John's 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 northwesterly 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 northwesterly in said Pierce Road to and connecting with the herein proposed concrete pavement at the south line of Brownville Road extended, also from line of said Brownville Road extended, thence northwesterly 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, thence westerly twenty (20) 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 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 northwesterly 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 east 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 northwesterly in said Carol Court at the line at right angles to the easterly 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, northwesterly from the southwest-northeastly 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 east 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 con-

nnecting 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 northwesterly end of said Delta Road, and including the street returns 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;

By clearing, grubbing, grading, excavating, filling, preparing the site, grade, draining, raking the parkways, sodding, adjusting manhole and culvert vault covers, constructing concrete sidewalk approaches, moving fire hydrants, constructing catchbasins and combined catchbasin manholes, drop inlets, constructing integral curbing, constructing reinforced concrete culverts, constructing reinforced concrete culverts with headwalls, constructing retaining walls, constructing reinforced concrete guard posts, paving with bituminous macadam, roadway with reinforced concrete, roadways, roadways in Lakeside Place, paving from back to back of integral curbs, of said concrete roadways, measured from back to back of integral curbs, of said concrete roadways, shall be as follows: in LINCOLNWOOD ROAD two hundred eight (28) feet; in ST. JOHN'S AVENUE, from Braeside Road north to the end of the proposed concrete pavement, twenty-eight (28) feet; in 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, one and four-tenths (1.4) 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 curbing, protecting, cleaning said proposed concrete pavement, including acquiring of necessary easements, constructing bituminous macadam pavement connections in County Line Road, Lakeside Place and St. John's Avenue, removing all surplus excavated materials, engineering services, and all other labor, material, and expenses necessary to construct said proposed improvement in a workmanlike manner, the location and extent of said proposed improvement being more fully shown by the attached plates or drawings:

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. 8646; 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. 8654; 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. 8659; Plate 18, File No. H. P. 8660; Plate 19, File No. H. P. 8661; Plate 20, File No. H. P. 8662; Plate 21, File No. H. P. 8663; Plate 22, File No. H. P. 8664; Plate 23, File No. H. P. 8665; Plate 24, File No. H. P. 8666; Plate 25, File No. H. P. 8667; Plate 26, File No. H. P. 8668; Plate 27, File No. H. P. 8669; Plate 28, File No. H. P. 8670; Plate 29, File No. H. P. 8671; Plate 30, File No. H. P. 8672; Plate 31, File No. H. P. 8673; Plate 32, File No. H. P. 8674.

The estimated cost of said proposed improvement, not including the cost of acquiring easements, including all labor, materials, and all other expenses attending the same, is the sum of three hundred eight thousand (\$308,000.00) dollars, itemized as follows:

ESTIMATE

- 19,500 cubic yards of excavation for roadway and integral curb, including clearing, grubbing of brush and trees six (6) inches in diameter and less, grading, preparing the subgrade to receive the concrete and macadam pavements and integral curb (old sidewalk where removed shall be classed as excavation); after the roadway and parkway are brought up to grade the remainder of all the excavated materials shall be used for filling over proposed culverts, to the extent necessary to bring the fill up to the established grade; and the removal of all surplus excavated roadway and curb materials, measured in the cut, at \$1.40 per cubic yard. \$27,300.00
- 4,500 cubic yards of excavation for parkways, including clearing and grubbing, raking, removal of all surplus excavated parkway materials, measured in the cut, at \$1.40 per cubic yard. \$6,300.00
- 2,211 cubic yards of excavation for culverts and retaining walls, itemized as follows:
 - 15 cubic yards for retaining wall, west side Dell Lane.
 - 60 cubic yards for retaining wall, east side Dell Lane.
 - 125 cubic yards for concrete culverts and walls, Lincolnwood Road.
 - 30 cubic yards for concrete culverts and walls, St. John's Avenue.
 - 130 cubic yards for concrete culvert, south ravine, Lakeside Place.
 - 550 cubic yards for retaining wall in ravine, east side Lakeside Place.
 - 240 cubic yards for retaining wall in north ravine, west side Lakeside Place.
 - 300 cubic yards for retaining wall in south ravine, west side Lakeside Place.
 - 25 cubic yards for 2 by 2 foot culvert in Brownville Road.
 - 148 cubic yards for 5 by 7 foot culvert in Brownville Road.
 - 83 cubic yards for retaining wall, north side Brownville Road, east ravine.
 - 71 cubic yards for retaining wall, south side Brownville Road, east ravine.
 - 179 cubic yards for retaining wall, south side Brownville Road, west ravine.
 - 255 cubic yards for retaining wall, north side Brownville Road, west ravine.
 at \$1.75 per cubic yard. \$3,861.75
- 36,162 square yards of Portland cement concrete pavement (the square yard measured from back to back of integral curb), eight (8) inches thick. Said pavement shall be composed by volume of one (1) part Portland cement, two (2) parts sand, and three and one-half (3 1/2) parts gravel or crushed stone, mixed with sufficient water to make a quaking mass. Said pavement shall be reinforced with forty (40) pounds effective steel wire fabric to each one hundred (100) square feet of pavement; three-eighths (3/8) inch bituminous felt transverse expansion joints shall be constructed and spaced thirty (30) feet apart, extending from top to bottom of the pavement. Each transverse expansion joint shall be provided with three-quarter (3/4) inch round, smooth steel bars, two (2) feet in length, spaced two (2) feet apart center to center; one (1) end of each of said steel bars shall extend sixteen (16) inches into the concrete on one side of the joint, and the other end of the steel 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. A longitudinal trapezoidal shaped joint shall be constructed along the center line from end to end of said pavement, except in ST. JOHN'S AVENUE, from Lincolnwood Road south to Pierce Road, where there shall be constructed three (3) longitudinal joints dividing the pavement between faces of curbs in four (4) equal parts, and from Pierce Road to County Line Road, where there shall be constructed two (2) longitudinal joints dividing the pavement between faces of curbs in three (3) equal parts; said joints shall be made by the installation of a trapezoidal eighteen (18) gauge metal plate; and provided with one-half (1/2) inch round, deformed steel bars, four (4) feet long; the center of said bars shall be spaced five (5) feet apart and four and one-quarter (4 1/4) inches below the surface of said concrete pavement; curbing by the use of two and one-half (2 1/2) pounds calcium chloride per square yard, protecting and cleaning the pavement; laid complete at \$3.50 per square yard. \$126,561.00
- 23,770 lineal feet of Portland cement concrete curb built integral with the concrete pavement. The width of the curb three (3) inches below the top of said curb shall be six (6) inches, the height of the curb above the surface of the pavement shall be six (6) inches, and the exposed edges shall be rounded. The concrete for the curb shall be composed by volume of one (1) part Portland cement, two (2) parts sand, and three and one-half (3 1/2) parts of gravel or crushed stone, except that the exposed surface of said curb to a depth of one-half (1/2) inch shall be composed by volume of one (1) part Portland cement and two (2) parts sand. Both mortar or concrete shall be mixed with sufficient water. There shall be constructed three-eighths (3/8) inch open joints through the full width of the curb extending from the top of the curb to the bottom of the pavement, spaced thirty (30) feet apart and continuous with the joint in the pavement, constructed complete at 45¢ per lineal foot. \$10,711.50