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to the Council as a Committee of the whole.

RECOMMENDATION OF THE BOARD OF LOCAL IMPROVEMENTS

TO THE MAYOR AND COMMISSIONERS OF THE CITY OF HIGHLAND PARK, COUNTY OF LAKE, STATE OF ILLINOIS,

IN COUNCIL ASSEMBLED.

Gentlemen: We herewith submit an Ordinance for the improvement of: LINCOLNWOOD ROAD, from and connecting with the existing con- Dated at Highland Park, this 9th day of April, A.D., 1926 crete paysment 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 northeasterly 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 extended of said Lincolnwood Road, 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 the west lines extended of said Lincolnwood Road, 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 extended 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 extended from the north of said Lincolnwood Road, and connecting with the herein proposed concrete pavement in said Brownville Road; at MARION COURT as far back as the westerly line extended from the south of said Lincolnwood Road, being a line sixty-six (66) feet westerly of and parallel with the easterly line of said Lincolnwood Road, 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 extended from the south of said Lincolnwood Road, and connecting with the herein proposed concrete pavement in said Braeside Road; at BRAESIDE ROAD TO THE WEST as far back as the northeasterly line extended from the north of said St. John's Avenue, and connecting with the herein proposed concrete pave- cret ment in said St. John's Avenue;

angles to the northeasterly line of said St. John's Avenue, and passing back as the west line extended of said Lincolnwood Road, and connecting herein. angles to the northeasterly like of said St. South of the point of tangency in with the herein proposed concrete pavement in said Pleasant Court; at Where the Board of Local Improvements is referred to in this ordinance, it through a point fifty (50) feet northwesterly of the point of tangency in DELTA ROAD to the court and the court Lot 5, Block 3, Northwood Manor; including the street returns at PIERCE DELTA ROAD to the east and to the west as far back, respectively, shall mean: the Board of Local Improvements of the City of Highland Park, ROAD as far back as the northeasterly line extended from the north of as the east and west lines extended of said Lincolnwood Road, and con- Lake County, State of Illinois. RUAD as far back as the northeasterly line extended from the land of the improvement of t pavement in said Pierce Road; at LINCOLNWOOD ROAD as far back at CAROL COURT to the east and to the west as far back, respectively, to act in its place with reference to the construction of the improvement in said Pierce Road; at LINCOLNWOOD ROAD as far back at CAROL COURT to the east and to the west as far back, respectively, to act in its place with reference to the construction of the improvement in said Pierce Road; at LINCOLNWOOD ROAD as far back at CAROL COURT to the east and to the west as far back, respectively, to act in its place with reference to the construction of the improvement in said Pierce Road; at LINCOLNWOOD ROAD as far back at CAROL COURT to the east and to the west as far back, respectively, to act in its place with reference to the construction of the improvement in said Pierce Road; at LINCOLNWOOD ROAD as far back at the construction of the improvement in said Pierce Road; at LINCOLNWOOD ROAD as far back at the construction of the improvement in said Pierce Road; at LINCOLNWOOD ROAD as far back at the construction of the improvement in said Pierce Road; at LINCOLNWOOD ROAD as far back at the construction of the improvement in said Pierce Road; at LINCOLNWOOD ROAD as far back at the construction of the improvement in said Pierce Road; at LINCOLNWOOD ROAD as far back at the construction of the improvement in said Pierce Road; at LINCOLNWOOD ROAD as far back at the construction of the improvement in said Pierce Road; at LINCOLNWOOD ROAD at the construction of the improvement in said Pierce Road; at LINCOLNWOOD ROAD at the construction of t line extended from the north of said St. John's Avenue, and connecting north of said Lincolnwood Road, and connecting with the herein proposed improvement herein provided for. with the herein proposed concrete pavement in said Braeside Road; at concrete pavement in said Braeside Road;

ment in said Marion Court; the south of said Lincolnwood Road, being a line sixty-six (66) feet of said Lincolnwood Road, and connecting with the herein proposed condetails upon said plates or drawings, are given in feet and decimal parts of the south of said Lincolnwood Road, being a line sixty-six (66) feet of said Lincolnwood Road, being a line sixty-six (66) feet of said Lincolnwood Road, being a line sixty-six (66) feet of said Lincolnwood Road, being a line sixty-six (66) feet of said Lincolnwood Road, being a line sixty-six (66) feet of said Lincolnwood Road, being a line sixty-six (66) feet of said Lincolnwood Road, being a line sixty-six (66) feet of said Lincolnwood Road, being a line sixty-six (66) feet of said Lincolnwood Road, being a line sixty-six (66) feet of said Lincolnwood Road, being a line sixty-six (66) feet of said Lincolnwood Road, being a line sixty-six (66) feet of said Lincolnwood Road, being a line sixty-six (66) feet of said Lincolnwood Road, being a line sixty-six (66) feet of said Lincolnwood Road, being a line sixty-six (66) feet of said Lincolnwood Road, being a line sixty-six (66) feet of said Lincolnwood Road, being a line sixty-six (66) feet of said Lincolnwood Road, being a line sixty-six (66) feet of said Lincolnwood Road, being a line sixty-six (66) feet of said Lincolnwood Road, being a line sixty-six (66) feet of said Lincolnwood Road, being a line sixty-six (66) feet of said Lincolnwood Road, being a line sixty-six (66) feet of said Lincolnwood Road, being a line sixty-six (66) feet of said Lincolnwood Road, being a line sixty-six (66) feet of said Lincolnwood Road, being a line sixty-six (66) feet of said Lincolnwood Road, being a line sixty-six (66) feet of said Lincolnwood Road, being a line sixty-six (66) feet of said Lincolnwood Road, being a line sixty-six (66) feet of said Lincolnwood Road, being a line sixty-six (66) feet of said Lincolnwood Road, being a line sixty-six (66) feet of said Lincolnwood Road, being a line sixty-six (66) feet of said Lincolnwood Road, being a line sixty-six (6 westerly of and parallel with the easterly line of said Lincolnwood Road; crete pavement in said Braeside Road; at BRAESIDE ROAD TO THE a foot above the established datum of said City of Highland Park. thence westerly in said Marion Court to and connecting with the herein WEST as far back as the northeasterly line extended from the north of Wherever on said plates or drawings a single vertical dash is shown above proposed concrete pavement in St. John's Avenue, at the northeasteriy said St. John's Avenue, and connecting with the herein proposed concrete pavement in St. John's Avenue, at the northeasteriy said St. John's Avenue, and connecting with the herein proposed concrete pavement in St. John's Avenue, at the northeasteriy said St. John's Avenue, and connecting with the herein proposed concrete pavement in St. John's Avenue, at the northeasteriy said St. John's Avenue, and connecting with the herein proposed concrete pavement in St. John's Avenue, at the northeasteriy said St. John's Avenue, at the northeasteriy said St. John's Avenue, and connecting with the herein proposed concrete pavement in St. John's Avenue, at the northeasteriy said St. John's Avenue, at the northeasteriy s line extended of said St. John's Avenue;

Pierce Road, to and connecting with the herein proposed concrete pave- through a point fifty (50) feet northwesterly of the point of tangency in pavement or of the combined curb and gutter adjacent to the curb. also from and connecting with the herein proposed concrete pavement in ROAD as far back as the northeasterly line extended from the north of ment is to be constructed and shall extend from back to back of the integral said Braeside Road, at the north line extended of said Braeside Road; said St. John's Avenue, and connecting with the herein proposed concrete curbs, except in Lincolnwood Road, where the roadway shall mean the pavethence northerly in said Pierce Road to and connecting with the herein pavement in said Pierce Road; at LINCOLNWOOD ROAD as far back as ment between roadway edges of the combined curb and gutter. of said Brownville Road; also from and connecting with the herein proposed concrete pavement in said Lin- which the pavement and combined curb and gutter is to be constructed. posed concrete pavement in said Brownville Road at the north line extended of said Brownville Road, thence northeasterly in said Pierce Road line extended from the north of said St. John's Avenue, and connecting pavement herein proposed to be constructed. Place at the west line extended of said Lakeside Place;

back, respectively, as the north and south lines extended of said Braeside Road, and connecting with the herein proposed concrete pavement in St. John's Avenue, at the northeasterly line extended There shall be constructed at the necessary points of the improvement of the improv

the east line extended of said Lakeside Place, and passing through a point from the north of said St. John's Avenue; thence northeasterly in said Plates 2 to 18, inclusive, the details of which are shown on said Plates one hundred twenty (120) feet north of the south line of Ravine Manor; Pierce Road, to and connecting with the herein proposed concrete pave- 20 and 21-A. in said Braeside Road, Brownville Road, and Pierce Road; at RAVINE thence northerly in said Pierce Road to and connecting with the herein to make a quaking mass. The holes around the outside of said catchbasins MANOR ROAD as far back as the east line extended of said Lakeside proposed concrete pavement in Brownville Road at the south line extended shall be backfilled with sand, and all surplus excavated material shall be re-Place, and connecting with the herein proposed concrete pavement in of said Brownville Road; also from and connecting with the herein pro- moved from the site of the improvement.

to the west line of said Lakeside Place, and passing through a point sev- at the west line extended of said Lakeside Place; enteen (17) feet south of the south line of lot 3, Ravinia Forest, and BRAESIDE ROAD, from and connecting with the herein proposed conin addition a "Y" turnaround at the south end thereof;

ALSO from and connecting with the herein proposed concrete pave. ALSO from and connecting with the herein proposed concrete pave. (290) feet, and, in addition, a turnaround at the west end thereof;

the northerly line of said Carol Court, and passing through the point of (17) feet south of the south line of let 3, Ravinia Forest, and in addition a at the bottom thereof, and up to a horizontal plane three (3) feet below the feet, measured along the chord, northeasterly from the southwesterly corner of said lot 23, and in addition a "Y" turnaround at the northeasterly crete pavement in Lakeside Place at the west line extended of said Lakeside as to fit and support the cover herein provided. Side walls and bottoms shall crete pavement in Lakeside Place at the west line extended of said Lakeside Place at the west line extended of said Lakeside Place at the west line extended of said Lakeside Place at the west line extended of said Lakeside Place at the west line extended of said Lakeside Place at the west line extended of said Lakeside Place at the west line extended of said Lakeside Place at the west line extended of said Lakeside Place at the west line extended of said Lakeside Place at the west line extended of said Lakeside Place at the west line extended of said Lakeside Place at the west line extended of said Lakeside Place at the west line extended of said Lakeside Place at the west line extended of said Lakeside Place at the west line extended of said Lakeside Place at the west line extended of said Lakeside Place at the west line extended of said Lakeside Place at the west line extended of said Lakeside Place at the west line extended of said Lakeside Place at the west line extended of said Lakeside Place at the west line extended of said Lakeside Place at the west line extended of said Lakeside Place at the west line extended of said Lakeside Place at the west line extended of said Lakeside Place at the west line extended of said Lakeside Place at the west line extended of said Lakeside Place at the west line extended of said Lakeside Place at the west line extended of said Lakeside Place at the west line extended of said Lakeside Place at the west line extended of said Lakeside Place at the west line extended of said Lakeside Place at the west line extended of said Lakeside Place at the west line extended of said Lakeside Place at the west line extended of said Lakeside Place at the west line extended of said Lakeside Place at the west line extended of said Lakeside Place at the west line exte

and, in addition, a turnaround at the west end thereof;

wood Road, thence easterly five hundred forty (540) feet, measured along concrete pavement at the east line extended of Lakeside Place, thence northwood Road, thence easterly live hundred forty (540) feet, measured along concrete paveline at the existing conend thereor, and including the street return at DELL LANE as far back crete pavement in Sheridal Room, and one-half (1%) inches. The details for the construction of said as a line at right angles to the west line of said Dell Lane, and passing CAROL COURT, from and connecting with the herein proposed concrete be one and one-half (1%) inches. The details for the construction of said as a line at right angles to the west line of said Len Lane, and passing through the point of tangency in lot 5, First Addition to Ravinia Forest, pavement in Lincolnwood Road, at the west line extended of said Lincoln catchbasin manholes and catchbasin covers are shown on said Plate 20. through the point of tangency in lot 5, First Addition to Rayinia Forest, pavement in Lincoln wood Road, at the constructed shall be constructed shall be constructed wood Road, thence west in said Carol Court two hundred ninety (290) feet, and connecting with the herein proposed concrete pavement in said Dell wood Road, thence west in said Carol Court two hundred ninety (290) feet, and connecting with the herein proposed concrete pavement in said Dell wood Road, thence west in said Carol Court two hundred ninety (290) feet, and connecting with the herein proposed concrete pavement in said Dell wood Road, thence west in said Carol Court two hundred ninety (290) feet, and connecting with the herein proposed concrete pavement in said Dell wood Road, thence west in said Carol Court two hundred ninety (290) feet, and connecting with the herein proposed concrete pavement in said Dell wood Road, thence west in said Carol Court two hundred ninety (290) feet, and connecting with the herein proposed concrete pavement in said Dell wood Road, thence west in said Carol Court two hundred ninety (290) feet, and connecting with the herein proposed concrete pavement in said Dell wood Road, thence west in said Carol Court two hundred ninety (290) feet, and connecting with the herein proposed concrete pavement in said Dell wood Road, thence west in said Carol Court two hundred ninety (290) feet, and connecting with the herein proposed concrete pavement in said Carol Court two hundred ninety (290) feet, and connecting with the herein proposed concrete pavement in said Carol Court two hundred ninety (290) feet, and connecting with the herein proposed concrete pavement in said Carol Court two hundred ninety (290) feet, and connecting with the herein proposed concrete pavement in said Carol Court two hundred ninety (290) feet, and connecting with the herein proposed concrete pavement in said Carol Court two hundred ninety (290) feet, and connecting with the herein proposed concrete pavement in said Carol Court two hundred ninety (290

ment in Sheridan Road, thence south in said Dell Lane to and connecting with the herein proposed concrete payement in said Dell Lane at a line northeasterly in said Carol Court to a line at right angles to the height of said drop inlets shall be sand, the thickness of which, as measured at right northeasterly in said Carol Court to a line at right angles to the height of said drop inlets shall be sand, the thickness of which, as measured at right with the herein proposed concrete payement in said Dell Lane at a line northeasterly in said Carol Court, and passing through the point of reverse curve in angles to the height of said drop inlets, shall be one (1) foot. Said drop inlets and passing through the line of said Carol Court, and passing through the line of said Dell Lane, and passing through the line of said Carol Court, and passing through the line of said Dell Lane, and passing through the line of said Carol Court, and passing through the line of said Dell Lane, and passing through the line of said Carol Court, and passing through the line of said Dell Lane, and passing through the line of said Carol Court, and passing through the line of said Dell Lane, and passing through the line of said Dell Lane, and passing through the line of said Dell Lane, and passing through the line of said Dell Lane, and passing through the line of said Dell Lane, and passing through the line of said Dell Lane, and passing through the line of said Dell Lane, and passing through the line of said Dell Lane, and passing through the line of said Dell Lane, and passing through the line of said Dell Lane, and passing through the line of said Dell Lane, and passing through the line of said Dell Lane, and passing through the line of said Dell Lane, and passing through the line of said Dell Lane, and passing through the line of said Dell Lane, and passing through the line of said Dell Lane, and passing through the line of said Dell Lane, and passing through the line of said Dell Lane, and passing through the line of said Dell Lane, and passing through the line of said Dell Lane, and passing through the line of said Dell Lane, and passing through the line of said Dell Lane, and passing through the line of said Dell Lane, and passing through the line of said Dell Lane, and passing through the line of said Dell Lane, and passing through the line of said Dell Lane, and passing through the line of said Dell Lane, and passing through the line of said Dell Lane, and passing through th point of tangency in lot 5, First Addition to Ravinia Forest;

concrete pavement in Lincolnwood Road at the west line extended of said addition a "Y" turnaround at the northeasterly end thereof; Lincolnwood Road, thence west in said Pleasant Court two hundred ninety (290) feet, and, in addition, a turnaround at the west end thereof;

grade, draining, raking the parkways, adjusting existing manhole and valve addition, a turnaround at the west end thereof; grade, draining, raking the parkways, adjusting existing manhole and valve addition, a turnation at the contracting with the herein proposed concrete pavement crete, in such manner as to fit and support the cover herein provided. Side vault covers, sodding, constructing concrete sidewalk approaches, moving additional transfer of the contracting concrete sidewalk approaches, moving additional transfer of the contracting concrete sidewalk approaches, moving additional transfer of the contracting concrete sidewalk approaches, moving additional transfer of the contracting concrete sidewalk approaches, moving additional transfer of the contracting concrete sidewalk approaches, moving additional transfer of the contracting contracting concrete sidewalk approaches, moving additional transfer of the contracting contrac vault covers, sodding, constructing concrete sidewalk approaches, moving fire hydrants, constructing catchbasins and combined catchbasin manholes in said Lincolnwood Road, forty (540) feet measured along the center line. fire hydrants, constructing catchbasins and combined catchbasin manholes in said Lincolnwood Road at the center line, an asphaltic coated cast iron catchbasin cover consisting of a frame weighing and drop inlets, constructing integral curbs and combined curb and gutter, thence easterly five hundred ninety (390) pounds and a proposition of a frame weighing three hundred ninety (390) pounds and a proposition of a frame weighing three hundred ninety (390) pounds and a proposition of a frame weighing three hundred ninety (390) pounds and a proposition of a frame weighing three hundred ninety (390) pounds and a proposition of a frame weighing three hundred ninety (390) pounds and a proposition of a frame weighing three hundred ninety (390) pounds and a proposition of a frame weighing three hundred ninety (390) pounds and a proposition of a frame weighing three hundred ninety (390) pounds and a proposition of a frame weighing three hundred ninety (390) pounds and a proposition of a frame weighing three hundred ninety (390) pounds and a proposition of a frame weighing three hundred ninety (390) pounds and a proposition of a frame weighing three hundred ninety (390) pounds and a proposition of a frame weighing three hundred ninety (390) pounds and a proposition of a frame weighing three hundred ninety (390) pounds and a proposition of a frame weighing three hundred ninety (390) pounds and a proposition of a frame weighing three hundred ninety (390) pounds and a proposition of a frame weighing three hundred ninety (390) pounds and a proposition of a frame weighing three hundred ninety (390) pounds and a proposition of a frame weighing three hundred ninety (390) pounds and a proposition of a frame weighing three hundred ninety (390) pounds and a proposition of a frame weight (390) pounds and a proposition of a frame weight (390) pounds and a proposition of a frame weight (390) pounds and a proposition of a frame weight (390) pounds and a proposition of a frame weight (390) pounds and a proposition of a frame weight (390) and drop inlets, constructing integral curbs and combined curb and gutter, thence easterly live hundred ninety (390) pounds, and a perforated lid weighing one hunconstructing reinforced concrete culverts, constructing culvert headwalls, and, in addition, a "Y" turnaround at the northeasterly end thereof, and inconstructing reinforced concrete culverts, constructing culvert headwalls, and, in addition, a 1 to hard back as a line at right dred fifty (150) pounds, set in place on top of the masonry in such manner constructing reinforced concrete retaining walls, constructing outlet drains cluding the street return at DELL LANE as far back as a line at right dred fifty (150) pounds, set in place on top of the masonry in such manner constructing reinforced concrete retaining walls, constructing outlet drains cluding the street return at DELL Lane, and passing through the point of the lid will be flush with the first place on the lid will be flush with the flush with the flush with the flush will be flush with the flush will be flush will be flush with the flush will be flush with the flush will be fl constructing reinforced concrete retaining walls, constructing outlet drains cluding the street retaining walls, constructing outlet drains cluding the street retaining walls, constructing outlet drains cluding the street retaining walls, constructing reinforced concrete guard posts, paving with the whore located. The details for the constructing reinforced concrete guard posts, paving with the whore located. The details for the constructing reinforced concrete guard posts, paving with the whore located. The details for the constructing reinforced concrete guard posts, paving with the whore located. The details for the constructing reinforced concrete guard posts, paving with the whore located. with headwalls, constructing reinforced concrete guard posts, paving with angles to the west line of said bell Lane at the above described on said Plates 28 and 29. The diameter of said from the finished grade of the pavement reinforced concrete, roadways; the overall width of said roadways, measreinforced concrete, roadways; the overall width of said roadways, measured from back to back of curbs (except in Lincolnwood Road, where the roadway is measured between roadway edges of the combined curb and the existing concrete pavement in and the average thickness of the metal in the cover shall be one and one-half gutter), of said concrete roadways, shall be as follows: In LINCOLNthe roadway is measured between roadway edges of the combined curb and line; WOOD ROAD, seventeen (17) feet; in ST. JOHN'S AVENUE from Brae- Sheridan Road, thence south in said Dell Lane to and connecting with the (11%) inches. WOOD ROAD, seventeen (17) feet; in St. JUHN'S AVENUE from Brae-side Road north to the end of the proposed concrete pavement, twenty-side Road north to the end of the proposed concrete pavement, twentyand four-tenths (55.4) feet; from Pierce Road south to the north line of in lot 5, First Addition to Ravinia Forest; ROAD, PLEASANT COURT, and DELL LANE, mineteen (19) feet, seet, and, in addition, a turnaround at the west crete, from which plane the diameter shall be uniformly decreased upwards except at street corners and turnarounds, where the roadways shall be By clearing, grubbing, excavating, grading, filling, preparing the sub-ROAD, PLEASANT COURT, and DELL LANE, nineteen (19) feet, reet, and, in addition, a turnaround at the west end thereof; except at street corners and turnarounds, where the roadways shall be by clearing, grubbing, excavating, grubbing, gru widened along curved lines; including curing, protecting, cleaning said grade, draining, raking the parkways, adjusting fire port the cover herein provided. Sidewalls and bottom shall be eight (8) proposed concrete pavement; including acquiring of necessary easements, vault covers, sodding, constructing concrete sidewalk approaches, moving fire port the cover herein provided. Sidewalls and bottom shall be eight (8)

Respectfully submitted,

FRANK L. CHENEY, F. A. PRESTON, JOSEPH B. CARD, LYLE GOURLEY,

ANORDINANCE Providing for the construction of a reinforced concrete pavement improvement in LINCOLNWOOD ROAD, ST. JOHN'S AVENUE, MARION COURT, PIERCE ROAD, BRAESIDE ROAD, LAKESIDE PLACE, BROWN-VILLE 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 the issuing of special

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF HIGH-LAND 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 concrete pavements and necessary storm drainage and other improvements connected with said concrete pavements be constructed in: LINCOBNWOOD 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 Said plates and each and all of the contents thereof are hereby made a ST. JUHN'S AVENUE, from the north line extended of country the street returns at PLEASANT COURT as far and details upon said plates or drawings, were set out in words and figures line northwesterly in said St. John's Avenue to a line at right back as the west line extended of said Lincolnwood Road. nue, and connecting with the herein proposed toncrete partition of the Lincolnwood Road; at BRAESIDE ROAD as far back as the northeasterly at BROWNVILLE ROAD as far back as the east line extended from the and make necessary surveys, plans, and profiles for the construction of the MARION COURT, from and connecting with the herein proposed concrete pavement in said Marion Court; at BRAESIDE ROAD said City of Highland Park. MARION COURT, from and connecting with the least line extended from TO THE EAST as far back as the east line extended from the south.

The elevations of the finished grade as shown on the plans, profiles, and crete pavement in Lincolnwood Road, at the westerly line extended from Road and countering with the least line extended from the south.

PIERCE ROAD, from and connecting with the herein proposed conerete pavement in St. John's Avenue at the northeasterly line extended Road, thence northwesterly in said St. John's Avenue to a line at right the improvement to which reference is specifically made. MARION COURT, as far back as the northeasterly line extended of said the pavement herein proposed to be constructed. BRAESIDE ROAD, from and connecting with the herein proposed St. John's Avenue, and connecting with the herein proposed St. John's Avenue, and connecting with the herein proposed st. John's Avenue, and connecting with the herein proposed st. John's Avenue, and connecting with the herein proposed st. John's Avenue, and connecting with the herein proposed st. John's Avenue, and connecting with the herein proposed st. John's Avenue, and connecting with the herein proposed st. John's Avenue, and connecting with the herein proposed st. John's Avenue, and connecting with the herein proposed st. John's Avenue, and connecting with the herein proposed st. John's Avenue, and connecting with the herein proposed st. John's Avenue, and connecting with the herein proposed st. John's Avenue, and connecting with the herein proposed st. John's Avenue, and connecting with the herein proposed st. John's Avenue, and connecting with the herein proposed st. John's Avenue, and connecting with the herein proposed st. John's Avenue, and connecting with the herein proposed st. John's Avenue, and connecting with the herein proposed st. John's Avenue, and connecting with the herein proposed st. John's Avenue, and connecting with the herein proposed st. John's Avenue, and connecting with the herein proposed st. John's Avenue, and connecting with the herein proposed st. John's Avenue, and connecting with the herein proposed st. John's Avenue, and connecting with the herein proposed st. John's Avenue, and connecting with the herein proposed st. John's Avenue, and connecting with the herein proposed st. John's Avenue, and connecting with the herein proposed st. John's Avenue, and connecting with the herein proposed st. John's Avenue, and connecting with the herein proposed st. John's Avenue, and connecting with the herein proposed st. John's Avenue, and connecting with the herein proposed st. John's Avenue, and connecting with the herein proposed st. John's Avenue, and connecting with the herein proposed st. John's Avenue, and connecting with

street returns at PIERCE ROAD to the north and to the south as far erly of and parallel with the easterly line of said Lincolnwood Road; thence taining walls, all connected together in such manner as to properly drain the

posed concrete pavement in said Brownville Road at the north line extended The inside diameter of each catchbasin shall be four (4) feet at the bot-

RAVINE MANOR ROAD, from and connecting with the herein pro- extended of said Lakeside Place, and passing through a point one hundred be twenty-two and three-quarter (22%) inches, the height of the frame shall posed concrete pavement at the east line extended of Lakeside Place, thence twenty (120) feet north of the south line of Ravine Manor; including the be nine (9) inches, and the average thickness of the metal in the cover shall northeasterly in said Ravine Manor Road to and connecting with the street returns at BRAESIDE ROAD, BROWNVILLE ROAD, and PIERCE be one and one-half (1%) inches. The details for the construction of said ROAD as far back as the west line extended of said Lakeside Place, and con- catchbasins and catchbasin covers are shown on said Plate 20. CAROL COURT, from and connecting with the herein proposed concrete pavement in Lincolnwood Road, at the west line extended of said Brownville Road, and Pierce Road; at RAVINE MANOR ROAD as far back shall be constructed of concrete, composed by volume of one (1) part Port-

ment in Lincolnwood Road at the east line extended of said Lincolnwood idan Road, thence south in said Lakeside Place to a line at right angles to plus excavated material shall be removed from the site of the improvement. Road, thence northeasterly in said Carol Court to a line at right angles to the west line of said Lakeside Place, and passing through a point seventeen.

Place, thence west in said Brownville Road to and connecting with the here- be eight (8) inches thick. The bottom shall extend to the outside edge of the DELTA ROAD, from and connecting with the herein proposed concrete in proposed concrete pavement in Lincolnwood Road at the east line extendpavement in Lincolnwood Road at the west line extended of said Lincoln- ed from the north of said Lincolnwood Road; including the street returns at of the sewer which acts as the outlet for said catchbasin manhole, Each catchwood Road, thence west in said Delta Road two hundred ninety (290) feet, PIERCE ROAD to the north and to the south, as far back, respectively, as basin manhole shall be provided with an asphaltic coated cast iron catchbasin the north line and the south line extended, of said Brownville Road, and con-

and, in addition, a turnaround at the west end thereof;

constructing bituminous macadam payement connections in County Line hydrants, constructing catchbasins and combined catchbasin manholes and The fellowing ordinance having been presented to the Council at its Road at Lakeside Place and St. John's Avenue, removing all surplus exregular meeting, Friday, April 23rd, 1926, was referred by the Council expenses necessary to construct said property and in the construction of the whole expenses necessary to construct said proposed improvement in a workman-structing reinforced concrete retaining walls, constructing outlet drains with rein-Thereupon the Council as a Committee of the whole recommended the like manner, all in the City of Highland Park, County of Lake, and State headwalls, constructing reinforced concrete guard posts, paving with reinforced the constructing reinforced concrete guard posts, paving with reinforced the constructing reinforced concrete guard posts, paving with reinforced the constructing reinforced concrete guard posts, paving with reinforced guard posts, paving guard posts, of Illinois. Together with an estimate of the cost of said improvement, forced concrete, roadways; the overall width of said roadways, measured from itemized to the extent we door recovery the roadways; the overall width of said roadways, measured from A resolution directing that the ordinance be filed for public inspection itemized to the extent we deem necessary, duly signed by the President of back to back of curbs (except in Lincolnwood Road, where the roadway is for two weeks, and published as required by law, was unanimously adopted. this Board, and we recommend the passage of said ordinance and the measured between roadway edges of the combined curb and gutter); of said ordinance and the measured between roadway edges of the combined curb and gutter); of said ordinance and the measured between roadway edges of the combined curb and gutter); of said (17) feet; in ST. JOHN'S AVENUE from Braeside Road north to the end of the proposed concrete pavement, twenty-eight (28) feet; from Lincoln-wood 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 fourtenths (41.4) feet; in BROWNVILLE ROAD, LAKESIDE PLACE, PIERCE Board of Local Improvements of the ROAD, BRAESIDE ROAD, RAVINE MANOR ROAD, MARION COURT, City of Highland Park, Lake County CAROL COURT, DELTA ROAD, PLEASANT COURT, and DELL LANE, nineteen (19) feet, except at street corners and turnarounds, where the road-10 ways 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. John's 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 Illi-

The location and extent of said proposed improvement being more fully shown by the attached plates or drawings, marked: Plate 16, File No. 73-E-16 Plate 1, File No. 73-E-1 Plate 17, File No. 73-E-17 Plate 2, File No. 73-E-2 Plate 18, File No. 73-E-18 Plate 3, File No. 73-E-3 Plate 19, File No. 73-E-19 Plate 4, File No. 73-E-4 Plate 20, File No. 73-E-20 Plate 5, File No. 73-E-5 Plate 21, File No. 73-E-21 Plate 6, File No. 73-E-6 Plate 21-A, File No. 73-E-21A 7, File No. 73-E-7 Plate 22, File No. 73-E-21 Plate 8, File No. 73-E-8 Plate 23, File No. 73-E-23 Plate 9, File No. 73-E-9 Plate 24, File No. 73-E-24 Plate 10, File No. 73-E-10 Plate 25, File No. 73-E-2 Plate 11, File No. 73-E-11 Plate 26, File No. 73-E-26 Plate 27, File No. 73-E-27 Plate 12, File No. 73-E-12 Plate 13, File No. 73-E-13 Plate 28, File No. 73-E-28 Plate 14, File No. 73-E-14 Plate 29, File No. 78-E-29

Plate 15, File No. 73-E-15

pavement in said rierce goad, at Divolling as the east and the west lines extended of said Lincolnwood Road, and any portion thereof, herein referred to, and shall cause said engineer or engineer by the northeasterly line extended from the south of said St. John's Ave- as the east and the west lines extended of said Lincolnwood Road, and any portion thereof, herein referred to, and shall cause said engineer or engineer by the herein proposed concrete payment in said Compacting with the herein proposed concrete payment in said Compacting with the herein proposed concrete payment in said Compacting with the herein proposed concrete payment in said Compacting with the herein proposed concrete payment in said Compacting with the herein proposed concrete payment in said Compacting with the herein proposed concrete payment in said Compacting with the herein proposed concrete payment in said Compacting with the herein proposed concrete payment in said Compacting with the herein proposed concrete payment in said Compacting with the herein proposed concrete payment in said Compacting with the herein proposed concrete payment in said Compacting with the herein proposed concrete payment in said Compacting with the herein proposed concrete payment in said Compacting with the herein proposed concrete payment in said Compacting with the herein paymen as the northeasterny line extended from the south of said connecting with the herein proposed concrete pavement in said connecting with the herein proposed concrete pavement in said connecting with the herein proposed concrete pavement in said connecting with the herein proposed concrete pavement in said connecting with the herein proposed concrete pavement in said connecting with the herein proposed concrete pavement in said connecting with the herein proposed concrete pavement in said connecting with the herein proposed concrete pavement in said connecting with the herein proposed concrete pavement in said connecting with the herein proposed concrete pavement in said connecting with the herein proposed concrete pavement in said connecting with the herein proposed concrete pavement in said connecting with the herein proposed concrete pavement in said connecting with the herein proposed concrete pavement in said connecting with the herein proposed concrete pavement in said connecting with the herein proposed concrete pavement in said connecting with the herein proposed concrete pavement in said connecting with the herein proposed concrete pavement in said connecting with the herein proposed concrete pavement in said connecting with the herein proposed concrete pavement in said connecting with the herein proposed concrete pavement in said connecting with the herein proposed concrete pavement in said connecting with the herein proposed concrete pavement in said connecting with the herein proposed concrete pavement in said connecting with the herein proposed concrete pavement in said connecting with the herein proposed concrete pavement in said connecting with the herein proposed concrete pavement in said connecting with the herein proposed concrete pavement in said connecting with the herein proposed concrete pavement in said connecting with the herein proposed concrete pavement in said connecting with the herein proposed concrete pavement in said connecting with the herein proposed concrete pavement in said conn

MARION COURT as far back as the northeasterly line extended of said back as the westerly line extended from the south of said Lincolnwood back as the mortheasterly line extended of said back as the mortheasterly line extended of said back as the mortheasterly line extended from the south of said Lincolnwood back as the mortheasterly line extended of said back as the mortheasterly line extended from the south of said line one hundred eighteen and seventy-eight hundredths (118.78) feet St. John's Avenue, and connecting with the herein proposed concrete paveeasterly line of said Lincolnwood Road, and connecting with the herein the water table, in the City Hall, at the southeast corner of said City Hall, in

from the north of said St. John's Avenue; thence northeasterly in said angles to the northeasterly line of said St. John's Avenue, and passing The word "gutter" shall mean that portion of the finished surface of the ment in Braeside Road at the south line extended of said Braeside Road; Lot 5, Block 8, Northwood Manor; including the street returns at PIERCE The word "roadway" shall mean that portion of the street where the pave-

proposed concrete pavement in Brownville Road at the south line extended the northeasterly line extended from the south of said St. John's Avenue, The word "subgrade" shall mean the finished surface of the roadway on

to and connecting with the herein proposed concrete pavement in Lakeside with the herein proposed concrete pavement in Said Braeside Road; at Wherever the words "proposed pavement" are mentioned, it shall mean

Lakeside Place, thence west in said Braeside Road to and connecting with MARION COURT, from and connecting with the herein proposed conthe herein proposed concrete pavement in Lincolnwood Road at the east crete pavement in Lincolnwood Road, at the westerly line extended from construction of tile pipe drains, catchbasins, line extended from the south of said Lincolnwood Road; including the the south of said Lincolnwood Road, being a line sixty-six (66) feet west-manhole, cast iron pipe outlets with headwalls, culverts with headwalls or re-

LAKESIDE PLACE, from the north line extended of County Line PIERCE ROAD, from and connecting with the herein proposed con- ratchbasin-manholes, and three (3) drop inlets, and one (1) special manhole, Road, thence north in said Lakeside Place to a line at right angles to crete pavement in St. John's Avenue at the northeasterly line extended all connected to the herein proposed tile pipe drains, and located as shown

including the street returns at BRAESIDE ROAD, BROWNVILLE ROAD, ment in Braeside Road at the south line extended of said Braeside Road; All catchbasins herein provided to be constructed shall be constructed of and PIERCE ROAD, as far back as the west line extended of said Lake- also from and connecting with the herein proposed concrete pavement in concrete, composed by volume of one (1) part Portland cement, two (2) parts side Place, and connecting with the herein proposed concrete pavement said Braeside Road; sand, and four (4) parts gravel or crushed stone, mixed with sufficient water

ALSO from and connecting with the existing concrete pavement in of said Brownville Road; thence northeasterly in said Pierce Road to and tom thereof, and up to a horizontal plane three (3) feet below the top of the Sheridan Road, thence south in said Lakeside Place to a line at right angles connecting with the herein proposed concrete pavement in Lakeside Place concrete, from which plane the diameter shall be uniformly decreased upcrete pavement in Lake side Place at the west line extended of said Lake- inches thick. The bottom shall extend to the outside edge of side walls; the BROWNVILLE ROAD, from and connecting with the herein proposed side Place, thence west in said Braeside Road to and connecting with the inside bottom shall be three (3) feet below the flow line of the outlet pipe. concrete pavement in Lake side Place at the west line extended of said herein proposed concrete pavement in Lake side Place at the west line extended of said herein proposed concrete pavement in Lake side Place at the west line extended of said herein proposed concrete pavement in Lake side Place at the west line extended of said herein proposed concrete pavement in Lake side Place at the west line extended of said herein proposed concrete pavement in Lake side Place at the west line extended of said herein proposed concrete pavement in Lake side Place at the west line extended of said herein proposed concrete pavement in Lake side Place at the west line extended of said herein proposed concrete pavement in Lake side Place at the west line extended of said herein proposed concrete pavement in Lake side Place at the west line extended of said herein proposed concrete pavement in Lake side Place at the west line extended of said herein proposed concrete pavement in Lake side Place at the west line extended of said herein proposed concrete pavement in Lake side Place at the west line extended of said herein proposed concrete pavement in Lake side Place at the west line extended of said herein proposed concrete pavement in Lake side Place at the west line extended of said herein proposed concrete pavement in Lake side Place at the west line extended of said herein proposed concrete pavement in Lake side Place at the west line extended of said herein proposed concrete pavement in Lake side Place at the west line extended of said herein proposed concrete pavement in Lake side Place at the west line extended of said herein proposed concrete pavement in Lake side Place at the west line extended of said herein proposed concrete pavement in Lake side Place at the west line extended of said herein proposed concrete pavement in Lake side Place at the west line extended of said herein proposed concrete pavement in Lake side Place at the west line extended of said herein proposed concrete pavement in Lake side Place at the w Lakeside Place, thence west in said Brownville Road to and connecting extended from the scuth of said Lincolnwood Road; including the street basin shall be provided with an eight (8) inch vitrified tile pipe bend, set in with the herein proposed concrete pavement in Lincolnwood Road at the returns at PIERCE ROAD to the south as far back, the wall to form a trap, and also for connection to the tile pipe drain. Each east line extended from the north of said Lincolnwood Road; including the respectively, as the north and south line extended of said Braeside Road, catchbasin shall be provided with an asphaltic coated cast iron catchbasin street returns at PIERCE ROAD to the north and to the south, as far and connecting with the herein proposed concrete pavement in said Pierce cover consisting of a frame weighing three hundred ninety (390) pounds, and Brownville Road, and connecting with the herein proposed concrete pave- LAKESIDE PLACE, from the north line extended of County Line Road, of the concrete in such manner that the top of the lid will be flush with the thence north in said Lakeside Place to a line at right angles to the east line finished grade of the pavement where located. The diameter of said lid shall

Lincolnwood Road, thence west in said Carol Court two hundred ninety as the east line extended of said Lakeside Place, and connecting with the here-

ALSO from and connecting with the herein proposed concrete pave- necting with the herein proposed concrete pavement in said Lincolnwood Road at the east line extended of said Lincoln-

ALSO from and connecting with the herein proposed concrete pavement in parts sand, and four (4) parts gravel or crushed stone, mixed with sufficient DELL LANE, from and connecting with the existing concrete pavement in Sheridan Road, thence south in said Dell Lane to and connecting to the northerly and the parts graver of crushed stone, mixed with sufficient water to make a quaking mass. The filling material around the outside of Lincolnwood Road at the east line extended of said Lincolnwood Road, thence south in said Dell Lane to and connecting to the northerly and the said Lincolnwood Road, thence south in said Dell Lane to and connecting to the northerly and the said Lincolnwood Road, thence south in said Dell Lane to and connecting to the northerly and the said Lincolnwood Road, thence south in said Dell Lane to and connecting to the northerly and the said Lincolnwood Road at the parts of the northerly and the said Lincolnwood Road at the said Lincolnwood Road, thence south in said Dell Lane to and connecting to the northerly and the said Lincolnwood Road at the said Lin lot 23, First Addition to Ravinia Forest, sixty-one (61) feet, measured along lets shall be constructed on top of and as an integral part of the culverts into oint of tangency in lot 5, First Addition to Ravinia Forest; lot 25, First Addition to Ravinia Forest; which their drainage is discharged, and the hole in the top of said culverts the COURT, from and connecting with the herein proposed the chord, northeasterly and the result is a said of the range of th DELTA ROAD, from and connecting with the herein proposed concrete bottom. The inside diameter of each drop inlet shall be four (4) feet at the pavement in Lincolnwood Road at the west line extended of said Lincolnwood bottom thereof where it joins on to said culvert, and up to a horizontal plane 90) feet, and, in addition, a turnaround at the west end thereof;
By clearing, grubbing, excavating, grading, filling, preparing the sub-

side Road north to the end of the proposed concrete pavement, twentyeight (28) feet; from Lincolnwood Road south to Pierce Road, fifty-five in let 5. First Addition to Ravinia Forest; and four-tenths (55.4) feet; from Pierce Road south to the north line of PLEASANT COURT, from and connecting with the herein proposed con-County Line Road, forty-one and four-tenths (41.4) feet; in BROWN- PLEASANT COURT, from and connecting with the extended of said Lin- crushed stone, mixed with sufficient water to make a quaking mass. The in-VILLE ROAD, LAKESIDE PLACE, PIERCE ROAD, BRAESIDE ROAD, crete pavement in Lincolnwood Road at the Court two hundred ninety (290) side diameter of the manhole shall be three (3) feet from the bottom of said