

NOTICE

The following ordinance having been presented to the Council at its regular meeting, Friday, April 23rd, 1926, 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.

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.

Genlemen: 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. John's Avenue at the northwesterly 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 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 westerly 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 northwesterly line extended from the north of said St. John's Avenue, and connecting with the herein proposed concrete pavement in said St. John's Avenue;

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

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

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

LAKESIDE PLACE, from the north line extended of County Line Road, thence north in said Lakeside Place, and passing through a point one hundred twenty (120) feet north of the south line of Ravine Manor; including the street returns at BRAESIDE ROAD, BROWNVILLE ROAD, and PIERCE ROAD, as far back as the west line extended of said Lakeside Place, 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 extended of said Lakeside Place, and connecting with the herein proposed concrete pavement in said Ravine Manor Road;

ALSO from and connecting with the existing concrete pavement in Sheridan Road, thence south in said Lakeside Place to a line at right angles to the west line of said Lakeside Place, and passing through a point seventeen (17) feet south of the south line of lot 3, Ravinia Forest, and in addition a "Y" turnaround at the south end thereof;

BROWNVILLE ROAD, from and connecting with the herein proposed concrete pavement in Lakeside Place at the west line extended of said Lakeside Place, thence west in said Brownville Road to and connecting with the herein proposed concrete pavement in Lincolnwood Road at the east line extended from the north of said Lincolnwood Road; including the street returns at PIERCE ROAD to the north and to the south, as far back, respectively, as the north line and the south line extended, of said Brownville Road, 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 extended of Lakeside Place, 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 in Lincolnwood Road, at the west line extended of said Lincolnwood Road, thence west in said Carol Court two hundred ninety (290) feet, and, in addition, a turnaround at the west end thereof;

ALSO from and connecting with the herein proposed concrete pavement in Lincolnwood Road at the east line extended of said Lincolnwood Road, thence northwesterly in said Carol Court to a line at right angles to the northwesterly line of said Carol Court, and passing through 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 corner of said lot 23, and in addition a "Y" turnaround at the northwesterly end thereof;

DELTA ROAD, from and connecting with the herein proposed concrete pavement in Lincolnwood Road at the west line extended of said Lincolnwood Road, thence west in said Delta Road two hundred ninety (290) feet, and, in addition, a turnaround at the west end thereof;

ALSO from and connecting with the herein proposed concrete pavement in said Lincolnwood Road at the east line extended of said Lincolnwood Road, thence easterly five hundred forty (540) feet, measured along the center line, and, in addition, a "Y" turnaround at the northwesterly end thereof, 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, and passing through the point of tangency in lot 5, First Addition to Ravinia Forest, and connecting with the herein proposed concrete pavement in said Dell Lane at the above described line;

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, and passing through the point of tangency in lot 5, First Addition to Ravinia Forest;

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

By clearing, grubbing, excavating, grading, filling, preparing the subgrade, draining, raking the parkways, adjusting existing manhole and valve vault covers, sodding, constructing concrete sidewalk approaches, moving hydrants, constructing catchbasins and combined catchbasin manholes and drop inlets, constructing integral curbs and combined curb and gutter, constructing reinforced concrete culverts, constructing culvert headwalls, constructing reinforced concrete retaining walls, constructing outlet drains with headwalls, constructing reinforced concrete guard posts, paving with reinforced concrete roadways, the overall width of said roadways, measured from back of curb to back of curb (except in Lincolnwood Road, where the roadway is measured between roadway edges of the combined curb and gutter), of said concrete roadways, shall be as follows: in LINCOLNWOOD ROAD, seventeen (17) feet; in ST. JOHN'S 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 (55) feet; from Lincolnwood Road south to the north line of BROWNVILLE ROAD, forty-one (41) feet; in BROWNVILLE ROAD, 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 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 Illinois. Together with an estimate of the cost of said improvement, itemized to the extent 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, FRANK L. CHENEY, F. A. PRESTON, JOSEPH B. GARD, LYLE GOURLEY,

Board of Local Improvements of the City of Highland Park, Lake County State of Illinois.

Dated at Highland Park, this 9th day of April, A.D., 1926

A N O R D I N A N C E

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, 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, County of Lake, and State of Illinois, and providing for the making of such improvement by special assessment and the 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 concrete pavements and necessary storm drainage and other improvements connected with said concrete pavements be constructed in: 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 northwesterly 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 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 northwesterly line extended from the north of said St. John's Avenue, and connecting with the herein proposed concrete pavement in said St. John's Avenue;

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

MARION COURT, from and connecting with the herein proposed concrete pavement in Lincolnwood Road, at 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; thence westerly in said Marion Court to and connecting with the herein proposed concrete pavement in St. John's Avenue, at the northwesterly line extended of said St. John's Avenue;

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

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

LAKESIDE PLACE, from the north line extended of County Line Road, thence north in said Lakeside Place, and passing through a point one hundred twenty (120) feet north of the south line of Ravine Manor; including the street returns at BRAESIDE ROAD, BROWNVILLE ROAD, and PIERCE ROAD as far back as the west line extended of said Lakeside Place, 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 extended of said Lakeside Place, and connecting with the herein proposed concrete pavement in said Ravine Manor Road;

ALSO from and connecting with the existing concrete pavement in Sheridan Road, thence south in said Lakeside Place to a line at right angles to the west line of said Lakeside Place, and passing through a point seventeen (17) feet south of the south line of lot 3, Ravinia Forest, and in addition a "Y" turnaround at the south end thereof;

BROWNVILLE ROAD, from and connecting with the herein proposed concrete pavement in Lakeside Place at the west line extended of said Lakeside Place, thence west in said Brownville Road to and connecting with the herein proposed concrete pavement in Lincolnwood Road at the east line extended from the north of said Lincolnwood Road; including the street returns at PIERCE ROAD to the north and to the south, as far back, respectively, as the north line and the south line extended, of said Brownville Road, 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 extended of Lakeside Place, 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 in Lincolnwood Road, at the west line extended of said Lincolnwood Road, thence west in said Carol Court two hundred ninety (290) feet, and, in addition, a turnaround at the west end thereof;

ALSO from and connecting with the herein proposed concrete pavement in Lincolnwood Road at the east line extended of said Lincolnwood Road, thence easterly five hundred forty (540) feet, measured along the center line, and, in addition, a "Y" turnaround at the northwesterly end thereof, 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, and passing through the point of tangency in lot 5, First Addition to Ravinia Forest, and connecting with the herein proposed concrete pavement in said Dell Lane at the above described line;

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, and passing through the point of tangency in lot 5, First Addition to Ravinia Forest;

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

By clearing, grubbing, excavating, grading, filling, preparing the subgrade, draining, raking the parkways, adjusting existing manhole and valve vault covers, sodding, constructing concrete sidewalk approaches, moving fire

hydrants, constructing catchbasins and combined catchbasin manholes and drop inlets, constructing integral curbs and combined curb and gutter, constructing reinforced concrete culverts, constructing culvert headwalls, constructing reinforced concrete retaining walls, constructing outlet drains with headwalls, constructing reinforced concrete guard posts, paving with reinforced concrete roadways, the overall width of said roadways, measured from forced concrete, roadways, the overall width of said roadways, measured from back of curb to back of curb (except in Lincolnwood Road, where the roadway is measured between roadway edges of the combined curb and gutter), of said concrete roadways, shall be as follows: in LINCOLNWOOD ROAD, seventeen (17) feet; in ST. JOHN'S 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 (55) feet; from Lincolnwood Road south to the north line of BROWNVILLE ROAD, forty-one (41) feet; in BROWNVILLE ROAD, 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 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 Illinois, all in the City of Highland Park, County of Lake, and State of Illinois, the location and extent of said proposed improvement being more fully shown by the attached plates or drawings, marked:

- Plate 1, File No. 73-E-1
Plate 2, File No. 73-E-2
Plate 3, File No. 73-E-3
Plate 4, File No. 73-E-4
Plate 5, File No. 73-E-5
Plate 6, File No. 73-E-6
Plate 7, File No. 73-E-7
Plate 8, File No. 73-E-8
Plate 9, File No. 73-E-9
Plate 10, File No. 73-E-10
Plate 11, File No. 73-E-11
Plate 12, File No. 73-E-12
Plate 13, File No. 73-E-13
Plate 14, File No. 73-E-14
Plate 15, File No. 73-E-15
Plate 16, File No. 73-E-16
Plate 17, File No. 73-E-17
Plate 18, File No. 73-E-18
Plate 19, File No. 73-E-19
Plate 20, File No. 73-E-20
Plate 21, File No. 73-E-21
Plate 21-A, File No. 73-E-21A
Plate 22, File No. 73-E-22
Plate 23, File No. 73-E-23
Plate 24, File No. 73-E-24
Plate 25, File No. 73-E-25
Plate 26, File No. 73-E-26
Plate 27, File No. 73-E-27
Plate 28, File No. 73-E-28
Plate 29, File No. 73-E-29

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 said plans, profiles, and details upon said plates or drawings, were set out in words and figures herein.

Where the Board of Local Improvements is referred to in this ordinance, it shall mean: the Board of Local Improvements of the City of Highland Park, Lake County, State of Illinois.

Said Board of Local Improvements shall appoint an engineer or engineers to act in its place with reference to the construction of the improvement or any portion thereof, herein referred to, and shall cause said engineer or engineers to set proper stakes, take measurements, mark grades herein provided, and make necessary surveys, plans, and profiles for the construction of the improvement herein provided for.

The datum herein referred to shall be a horizontal plane distant in a vertical line one hundred eighteen and seventy-eight hundredths (118.78) feet below the top of an iron wedge set in the wall, and resting upon the top of the water table, in 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 on the plans, profiles, and details upon said plates or drawings, are given in feet and decimal parts of a foot above the established datum of said City of Highland Park.

Wherever on said plates or drawings a single vertical dash is shown above and to the right of figure, it is to indicate feet, and wherever two vertical dashes are shown above and to the right of a figure, it is to indicate inches. The established grade to which reference is specifically made.

The word "gutter" shall mean that portion of the finished surface of the pavement or of the combined curb and gutter adjacent to the curb.

The word "roadway" shall mean that portion of the street where the pavement is to be constructed and shall extend from back to back of the integral curbs, except in Lincolnwood Road, where the roadway shall mean the pavements between roadway edges.

The word "subgrade" shall mean the finished surface of the roadway on which the pavement and combined curb and gutter is to be constructed.

Wherever the word "proposed pavement" are mentioned, it shall mean the pavement herein proposed to be constructed.

Wherever the words "proposed pavement" are mentioned, it shall mean the pavement herein proposed to be constructed.

The diameter of said tile pipe drains and manholes, catchbasins, or catchbasin-manholes, shall mean the integral diameter.

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

There shall be constructed at the necessary points of the improvement herein provided to be constructed, forty (40) catchbasins, eighty-five (85) catchbasin-manholes, and thirty (30) drop inlets, and one (1) special manhole, all connected to the herein proposed tile pipe drains, and located as shown on said Plates 2 to 18, inclusive, the details of which are shown on said Plates 20 and 21-A.

All catchbasins herein provided to be constructed shall be constructed of concrete, composed by volume of one (1) part Portland cement, two (2) parts sand, and four (4) parts gravel or crushed stone, mixed with sufficient water to 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 concrete, from which plane the diameter shall be uniformly decreased upwards to two (2) feet at the top of the concrete, in such manner as to 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 concrete 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 concrete 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 20.

All of the drop inlets herein provided to be constructed shall be constructed of concrete composed by volume of one (1) part Portland cement, two (2) parts sand, and four (4) parts gravel or crushed stone, mixed with sufficient water to 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 three (3) feet below the top of the concrete, from which plane the diameter shall be uniformly decreased upwards to two (2) feet at the top of the concrete, in such manner as to 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 drop inlets are shown on said Plates 28 and 29. 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 special manhole herein provided shall be constructed over and around the existing twenty-four (24) inch cast iron pipe in North Ravine in Lakeside Place, and shall be constructed of concrete composed by volume of one (1) part Portland cement, two (2) parts sand, and four (4) parts gravel or crushed stone, mixed with sufficient water to make a quaking mass. The inside diameter of the manhole shall be three (3) feet from the bottom of said manhole up to a horizontal plane three (3) feet below the top of the concrete, from which plane the diameter shall be uniformly decreased upwards to two (2) feet at the top of the concrete, in such manner as to fit and support the cover herein provided. Sidewalls and bottom shall be eight (8)