

CONSTRUCTION OF STREET PAVEMENTS

(Continued from page 1)

a good contractor and the co-operation of all towards one end—a permanent pavement, which the board of local improvements, the engineers, the contractor and the community can always be proud of.

The growing volume of traffic has made the widening of pavements a necessity. Where pavements used to be 16 to 18 feet in width, they are now 21 to 25 feet. Business streets are made as wide as necessity demands or as space permits.

The heavy type of traffic has changed the design of pavements considerably. Concrete pavements used to be six to seven inches thick, without reinforcement or expansion joints. Methods of mixing, methods of laying, finishing and curing were unsatisfactory, yet some of these pavements have been doing service for 10 to 13 years. True they show some irregular cracks due to expansion and the riding qualities are not equal to those on concrete laid today, but the maintenance has been small.

Thickness of Pavement
Today we do not construct any pavement of less thickness than eight inches. Our business streets have pavements varying in thickness from 8 to 11 inches, the thickness depending on the type and volume of traffic as estimated for future years. Three-eighths inch expansion joints are placed 30 feet apart throughout the length of the job and extend from edge to edge of pavement. These do away with cracking by allowing for expansion.

To keep the joints even, or in other words to prevent one slab from settling away from another, three-fourths inch round steel bars are installed at each joint. These bars are two feet long and have one end oiled to prevent bond with the concrete of one slab. The other end bonds with the concrete of the adjacent slab. This allows the bar to move with the slab without breaking the pavement. A longitudinal joint is constructed along the center line of the narrower pavement, and in the case of wider streets perhaps two or more such joints are made.

These longitudinal joints consist of a piece of asphaltic coated 16 gauge sheet metal one half-inch narrower than the thickness of the pavement. This is set so that the top edge is one-half inch below the surface of the pavement. Three-fourths inch deformed dowel bars five feet long and spaced five feet apart extend through this metal to aid in keeping the sections from settling away from each other. Steel reinforcing mesh weighing 43 pounds per 100 square feet is placed two inches below the surface of the concrete.

The Great Task
The great task is to use the materials specified to the best advantage. The inspection is the keystone of good construction. Our inspectors are men of proven ability, trained by experience and education to build lasting pavements. Materials must be inspected, grades and contours checked, all details of construction rigidly enforced from the drainage construction through the subgrading and actual paving operations. Methods of construction so as to obtain the true even surface of which we are proud, checking cement and other materials used to see that the city is receiving the proper amounts, keeping records of all work and being the representative of the board of local improvements is the work of the inspector.

It has been the good fortune of this city this past year to have constructed some of the best concrete pavements ever built in this city and they will compare favorably with like improvements anywhere in the country. Each year they should be better.

Integral Curb
For several years the integral type of curb has been used practically all along the North Shore. The curb is constructed on top of the edges of the pavement immediately after the concrete for the pavement slab has

been struck off, rolled and belted. This causes the curb to bond with the slab, making it an integral part of the pavement. This type of curb was highly satisfactory for the concrete pavements as heretofore constructed. The integral curb has been used for few pavement improvements in the past two years, for several reasons, the foremost reason being the necessity of future widening of many pavements. Also the daily production by contractors, because of improved machinery, methods of construction and handling of materials and the use of skilled labor has increased to such an extent that it is difficult to keep the curb construction close enough behind the paving operation to insure the proper bonding between curb and pavement. This requires the inspection department to slow down paving production and is a cause for dissatisfaction on the part of the contractor.

For most of our business streets where there is a likelihood of a great many heavy cars and trucks being pulled up to the curb, the separate curb has been used with success. This curb is constructed adjacent to the edges of the pavement. The base extends into the ground thirty to thirty-six inches below the top of the concrete, the curb part extending the required height above the top of the pavement. The thickness of the base varies from nine inches to twelve inches. This type of curb was used for the whole system of Ravinia Highland paving.

Combined Curb and Gutter
The most widely used type of curb is the combined curb and gutter. This consists of a gutter pan and curb. The gutter pan which is adjacent to the edge of the pavement is of the same thickness as the slab. Where it is necessary to widen streets, as will be required in the future for many of our pavements, it can be done with ease with this type curb. Three-quarter inch dowel bars extending through the edges of the concrete pavement seat help to maintain a true, even surface and prevent settlement. This curb is generally constructed after the pavement has been laid, thus allowing the use of the pavement while work on the curb is progressing.

In Conclusion
In conclusion, it is hoped that with the information given in these articles the situation as it confronts the city council in these matters will be made more clear to the public generally, so that co-operation of the people of Highland Park may be accorded through an intelligent understanding of the problems to be faced. This co-operation is desired by the board of local improvements and the city council, both of which are doing everything in their power for the development, improvement and beautifying of the city. With the aid and support of the people of the city they hope to be able to carry out the improvements planned, as outlined in these articles, in the best interests of the city and its people as a whole.

BIG PROGRAM FACES CONGRESS NEXT TERM

Seventieth Assembly Is Likely to Have Many Problems to Thresh Out

Here is what congress has before it:

A bill providing for tax reduction along lines proposed by the administration; legislation to increase the navy's cruiser strength in order to establish a closer parity with Great Britain and Japan; flood relief measures for the Mississippi valley; the Boulder Canyon Dam project, which will have to be fought out; farm relief; Muscle Shoals.

There is a demand for revision of postal rates, and the immigration law is being discussed with an idea toward loosening some provisions and tightening others. The St. Lawrence-Great Lakes Waterway is due for an inning, and in addition, a discussion of our attitude on the subject of merchant marine is inevitable.

It is also inevitable that prohibition will require the time of congress, and that the tariff will mark Senate and House debates, although it is to be doubted that the discussion will end up in actual legislation.

All these matters here enumerated are of really national importance. In addition, there are 531 agile legislative minds who can hardly be expected to deny themselves exploitation in private bills, or in measures which, while really private, they desire to regard as being of national importance.

It has been thoroughly demonstrated through the football season, that the students can use their feet, and now we want to see equal skill in using their heads.

Claimed that people are too sensitive, but they are not very easily touched when you pass around a paper for someone that has had hard luck.

TELEPHONE 410
J. SMITH
Dealer in
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NOTICE OF LETTING CONTRACT
ASSESSMENT NO. 221
BOARD OF LOCAL IMPROVEMENTS
OF THE CITY OF HIGHLAND PARK

NOTICE IS HEREBY GIVEN that bids will be received for the construction of a connected system of water mains in Sheridan Road, County Line Road, along a line two (2) feet west of and parallel with the east line of Lot 112, Baird & Warner Inc. Addition to Deere Park Subdivision, and in Deere Park Drive South, all in the City of Highland Park, County of Lake, and State of Illinois, as a whole in accordance with the ordinance therefor.

Said bids will be received by the Board of Local Improvements at its office in the City Hall, Highland Park, Illinois, until 7:45 o'clock p.m., on the 12th day of December, 1927, at which time and place they will be publicly opened and read.

The specifications and blank proposals will be furnished at the office of the Board of Local Improvements in the City Hall of said City.

The contractor will be paid in bonds, which bonds will draw interest at the rate of six (6) per cent per annum.

The successful bidder for the construction of said improvement will be required to enter into bond in a sum equal to one-third of the amount of his or their bid with sureties to be approved by the President of the Board of Local Improvements when entering into the contract for the construction of said improvement.

All proposals or bids must be accompanied by a certified check payable to the President of the Board of Local Improvements of the City of Highland Park for the sum of not less than ten (10) per cent of the aggregate of the proposal.

Said proposal must be delivered to the President of the Board of Local Improvements in open session of said Board at the time and place fixed herein for the opening of the same.

No proposal or bid will be considered unless accompanied by check herein provided.

The Board of Local Improvements reserves

the right to reject any or all bids if they deem it best for the public.

BENJAMIN F. LEWIS,
WM. J. BROWN,
LYLE GOURLEY,
J. E. ZIMMER,
Board of Local Improvements
of the City of Highland Park

NOTICE

Public notice is hereby given that the Board of Local Improvements of the City of Highland Park, County of Lake, and State of Illinois, has filed in the County Court of Lake County, Illinois, a certificate that the following improvement has been completed, and that it conforms substantially to the requirements of the original ordinance for the construction of same, to-wit:

For the cost of construction of a Four inch internal diameter cast iron water main supply pipe together with necessary connection, shut off valves and special castings in, along, and under Western Avenue, Jocelyn Place, and parts of Ashland Avenue, Washington Avenue, North Avenue, and Jefferson Avenue, in the City of Highland Park, County of Lake, and State of Illinois.

Highwood Special Assessment of said Court Docket Number 95, and that application has been made to said Court to consider and determine whether or not the facts stated in said certificate are true. That a hearing will be had upon said application on Thursday, December 15th, A.D., 1927, at the hour of ten (10) o'clock in the forenoon of said day, at the County Court room of said Court, in the County Court House at Waukegan, in said Lake County.

Objections may be filed to said application on or before the hour of ten (10) o'clock in the forenoon of said day.

JOSEPH SEVERSON,
HERMAN SWANSON,
EDGAR C. BENSON,
E. J. BUCKREIS
Board of Local Improvements
of the City of Highland
Illinois.

Dated at Highland Park,
November 21st, A.D., 1927.

FURS

are Eminently Giftworthy



"Furs Truthfully Told and Truthfully Sold"

"To Know Furs Better Know Moldaner & Humer First"

Moldaner & Humer styles change with the passing seasons, but the high quality which has characterized them for fifteen years remains constant. Our magnificent collection of smart fur garments for 1927-28 features as always Style, Quality and Price with style and quality paramount and "price" meaning best value for your money. Our showing for the fall and winter season is now complete, and we cordially invite you to come in and view them until Saturday night when our sale ends.

This season reaches a new pinnacle in fur design. Pelts are manipulated as though they were fabrics, and the drapes, flares and tiers of the fall mode are as evident in fur as they are in cloth garments. This beauty of line adds a new chic to the inherent gorgeousness and comfortable warmth of a fur coat, making one even more desirable this winter than ever before.

The beauty of Moldaner & Humer Fur Coats lies not only in their luxurious peltry but also in the fact that they are prime furs of first selection. They will wear. The styles are smart, the workmanship the finest, and the prices are exceptionally low. In all, we feel that we are inviting you to a fur showing of unequalled values.



Moldene Combination Garment

Corselettes have been popular yet there exists a bad feature regarding them. Most corselette garments are not designed to fit but depend upon wide elastic sections over hips or seat to stretch and fit the figure. This method is wrong because as the rubber stretches, the bones move out of place, turn on edge and alter the true balance of the garment. The only elastic in Moldene is at groin for greater comfort in sitting and it can not alter the shape of garment.

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Alcyon Theatre Building
359 Central Avenue Tel. H. P. 2219

MOLDANER & HUMER

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