te pavement in Cloverdale Avenue at the westerly line extended of said Cloverdale ALSO from and connecting with the hereinbefore described concrete pavement in said Cloverdale Avenue at the easterly line extended of said Cloverdale Avenue, thence easterly in said Northland Avenue to and connecting with the hereinbefore described concrete pavement in Eastwood Avenue at the westerly line extended of said Eastwood Avenue.

ALSO from and connecting with the hereinbefore described concrete pavement in said Eastwood Avenue at the custerly line extended of said Eastwood Avenue, thence easterly in aid Northland Avenue to and connecting with the hereinbefore described pavement in

ALSO from and connecting with the hereinbefore described concrete pavement in said Glenwood Avenue at the easterly line extended of said Glenwood Avenue, thence easterly in said Northland Avenue to and connecting with the hereinbefore described concrete pavement in Edgewood Avenue at the westerly line extended of said Edgewood Avenue. ALSO from and connecting with the hereinbefore described concrete pavement in said Edgewood Avenue at the easterly line extended of said Edgewood Avenue, thence easterly in said Northland Avenue to and connecting with the hereinbefore described concrete pavement in Arbor Avenue at the westerly line extended of said Arbor Avenue, including the street returns at Ferndale Avenue as far back as the southerly line extended of said Northhand Avenue and connecting with the hereinbefore described concrete pavement in said Ferndale Avenue.

ALSO from and connecting with the hereinbefore described concrete pavement in said Arbor Avenue at the easterly line extended of said Arbor Avenue, thence easterly in said Northland Avenue to and connecting with the hereinafter described concrete pavement in McCraren Road at the southwesterly line extended of said McCraren Road.

In ELLENDALE ROAD from and connecting with the hereinafter described concrete pavement in Ridge Road at the northeasterly line extended of said Ridge Road, thence east in said Ellendale Road to and connecting with the hereinbefore described concrete pavement in Sunnyside Avenue, at the west line extended of said Sunnyside Avenue. ALSO from and connecting with the hereinbefore described concrete pavement in said Sunnyside Avenue at the east line extended of said Sunnyside Avenue, thence east in said Ellendale Road to and connecting with the hereinbefore described concrete pavement in

Cloverdale Avenue at the west line extended of said Cloverdale Avenue. In RIDGELAND AVENUE from and connecting with the hereinbefore described concrete pavement in Edgewood Avenue at the easterly line extended of said Edgewood Avenue thence easterly in said Ridgland Avenue to and connecting with the hereinbefore described concrete pavement in Arbor Avenue, at the westerly line extended of said Arbor Avenue. In McCRAREN ROAD from and connecting with the hereinafter described concrete pavement in Deerfield Avenue at the south line extended of said Deerfield Avenue, thence southeasterly in said McCraren Road to a line at right angles to the southwesterly line of said McCraren Road, through a point of five tenths (6.5) feet west of the east line of the

W14, NW14, Section 27, Township 43 north, Range 12, east of the third principal Meridian and fifteen (15) feet southeasterly of and parallel with the southeasterly line extended of Lot 12, George F. Nixon & Co. Highland Park Gardens Addition, including the street return at Northland Avenue as far back as the southwesterly line extended of said Me-Craren Road and connecting with the hereinbefore described concrete pavement in said Northland Avenue. In DEERFIELD AVENUE from the west line of the NE% of Section 28 and the west

line of the SE% of Section 21, both in Township 43 north, Range 12, east of the third principal Meridian, thence east in said Deerfield Avenue to and connecting with the existing concrete pavement in said Deerfield Road except those portions of the Chicago Northwestern Railway Company and Chicago North Shore and Milwaukee Railroad Company Right of Ways laying between a line two (2) feet westerly of and parallel with easterly rail of said Chicago and Northwestern Railway Company, and between a line two easterly of and parallel with the most easterly rail of said Chicago, North Shore and Milwaukee Railroad Company and except from a line at right angles to said south line of said Deerfield Avenue through a point nineteen (19) feet east of the northwest corner of Lot 36, Sunset Manor Addition to a line at right angles to said south line of said Deerfield Avenue through a point forty-three (43) feet west of the southwest corner of Western Avenue herein otherwise provided for, including the street returns at Ridge Road to the south, at Grandview Avenue to the north, at Sunnyside Avenue, Cloverdale Avenue, Eastwood Avenue, Glenwood Avenue, Edgewood Avenue, Arbor Avenue, McCraren Road. Skokie Valley Road to the north and to the south, at West Parkway to the north, at Western Avenue to the north and to the south at street between Lot 12 and Lot 11, J. S. Hoviand's third addition to the north as far back respectively as the north and south lines extended of said Deerfield Avenue and connecting with the hereinbefore described concrete pavement in Ridge Road, Sunnyside Avenue, Cloverdale Avenue, Eastwood Avenue, Glenwood Avenue, Edgewood Avenue, Arbor Avenue and McCraren Road to the south, and including a street connection southerly between said Deerfield Avenue and Deerfield Road at the east end of Lot 1, Second Addition to Deerfield Villa as far back as the existing concrete pavement in said Deerfield Road and connecting with said existing concrete pavement.

Said local improvement shall consist of clearing, grubbing, excavating, grading, preparing the subgrade to receive a reinforced concrete pavement and a concrete combined curb and gutter, constructing said reinforced, concrete pavement, the center line of which shall be the center line of the street in which it is located; the thickness of said pavement shall be eight (8) inches overall and the width shall be twenty-two (22) feet from edge to edge, except in Deerfield Avenue, Ridge Road and that part of Richfield Avenue laying between Deerfield Road and a line twenty-five (25) feet east of and parallel with the east line and said east line extended of the W1/2. NW1/4 of aforesaid Section 27, where the width shall be twenty-eight (28) feet from edge to edge and except that part of said pavement which is to be constructed across the right of way of the Chicago and Northwestern Railway Company, and the right of way of the Public Service Company of Northern Illinois, where said combined curb and gutter shall be omitted and the width shall be thirtyone (31) feet, and except between said line twenty-five (25) feet east of and parallel with said east line extended of said W1/2. NW1/4. of aforesaid Section 27 and a line one-half (1/4) foot west of and parallel with said east line and said east line extended of said W1/2. NW1/4 of aforesaid Section 27, where the edges of said pavement shall follow reversed curves having radii of fifty (50) feet, decreasing the width of said pavement from twentyeight (28) feet to twenty-two (22) feet; and except at street corners, where said pavement shall be widened along curved lines, convex toward the center line of said streets and having the following radii: At the east end of said Island at Deerfield Avenue and Deerfield Road the radius shall be six and one-half (6%) feet, at the northwest and southwest corners of said Island the radii shall be eleven and one-half (1114) feet, at the east corner of Lot 1, Second Addition to Deerfield Villa, the radius shall be forty (40) feet, at the southwest and northeast corners of Skokie Valley Road and Deerfield Avenue the radii shall be fortyone and one-half (411/2) feet, at the northeast corner of Deerfield Avenue and West Parkway, the radius shall be fifty-one and one-half (51%) feet, at the southwest and northeast corners of Deerfield Avenue and McCraren Road the radii shall be fifty-one and one-half (511/2) feet, at the southwest and northeast corners of Deerfield Avenue and Glenwood Avenue the radii shall be forty-one and one-half (411/2) feet, at the southwest corner of Deerfield Avenue and Ridge Road the radius shall be fifty-one and one-half (511/2) feet, at the northeast corner of Ridge Road and Ellendale Road the radius shall be fifty-one and one-half (511/2) feet, at the corner of Ridge Road, Richfield Avenue and Eastwood Avenue the radius shall be forty-four (44) feet, at the south end of the Island at the intersection of Sunnyside Avenue and Eastwood Avenue the radius shall be six and one-half (61, feet at the northwest and northeast corner of said Island the radii shall be eleven and one-half (111/2) feet, at the corner of Sunnyside Avenue, Southland Avenue and Eastwood Avenue the radius shall be thirty-two and one-half (321/4) feet; at the northwest corner of said Deerfield Road and said Richfield Avenue the radius shall be thirty-five (35) feet, at all other street corners the radii shall be twenty-six and one-half (2614) feet; the crown for said pavement shall, for the twenty-two (22) feet pavement be two-tenths (0.2) of a foot, and for the twenty-eight (28) feet and thirty-one (31) foot pavement the crown shall be three-tenths (0.3) of a foot.

The concrete for the said pavement shall be composed by volume of one (1) part Portland cement, two (2) parts sand and three and one-half (31,1) parts of gravel or crushed stone mixed with sufficient water; said pavement shall be reinforced with seventy-seven and two-tenths (77.2) pounds of effective steel wire fabric to each one hundred (100) square feet of pavement and said fabric shall be placed two (2) inches below the top of the pavement; three-eighths (%) inch asphaltic felt transverse expansion joints shall be constructed normal to the center line of said pavement and spaced thirty (30) feet apart, extending from the bottom of the pavement to one-half (14) inch above the top of said pavement and from pavement edge to pavement edge; said joints shall be provided with three-quarter (%) inch smooth, round steel reinforcing bars, two 121 feet long, spaced two 12) feet apart, the bar on each side of the center line of said pavement shall be spaced one (1) foot from said center line. The bars shall be imbedded in the concrete four (4) inches below the top of said pavement, and extending sixteen (16) inches into the concrete on one side of the joints, and the remaining shorter portion of said bars, before imbedded in the concrete on the other side of said joints shall be coated with cup grease and inserted in a one (1) inch internal diameter metal pipe, ten (10) inches long, one end of which shall be closed in such a manner as to keep the concrete out and provide an open space at least one (1) inch in length in which the bar may slide, longitudinal V-shaped joints shall be constructed along the center line and from end to end of said pavement by the installation of a sixteen (16) gauge metal (iron) plate, seven and one-half (71/2) inches wide after being pressed into shape; said V-shaped joints shall be staked securely in place and shall be provided with five-eighths (%) inch round deformed steel feinforcing bars four (4) feet in length and spaced five (5) feet apart, and placed four and one-quarter (4%) inches below the top of said pavement, said bars shall extend two (2) feet into the concrete on each side of said joints. Joints between said concrete pavement and the combined curb and gutter shall be wided with three-quarter (%) inch round, deformed steel reinforcing bars each two (2) feet long and spaced five (5) feet spart, said bars shall be imbedded in the concrete four (4) At 24+0 a point twenty four hundred (2400) feet south of 0+0 the finished grade is 76.20 inches below the top of the pavement and shall extend one (1) foot into the pavement and one (1) foot into the combined curb and gutter, said joints shall, before the combined curb and gutter is constructed, be painted with asphaltic cement. That the said pavement shall be cured by using two (2) pounds of calcium chloride spread evenly over each square yard of pavement, and shall be protected and cleaned.

The elevation for the finished grade of said pavement is hereinafter given in feet and decimal parts of a foot above the datum of the City of Highland Park, being 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, at the southeast corner of the City Hall in said City of Highland Park, at points on the center lines and said center lines extended of streets designated as follows:

RICHFIELD AVENUE: At 6+0 being the intersection of the Center Line of said Richfield Avenue and the East line of the W.1/2, N.W.1/4 of aforesaid Section 27, the finished grade is 70.07 feet above At 1+0 west a point one hundred (100) feet west of above datum. At 2+0 west a point two hundred (200) feet above Datum

At 3+0 west a point three hundred (300) feet the finished grade is 73.14 feet above Datum. At 4+0 west a point four hundred (400) feet west of the finished grade is 74.42 feet above Datum. At 5+0 west a point five hundred (500) feet west of above Datum. At 6+0 west a point six hundred (600) feet west of 0+0 the finished grade is 78.21 feet above Datum. At 6+50 west a point six hundred fifty (650) feet west of 0+0 the finished grade is 79.26

feet above Datum. At the easterly line of Ridge Road the finished grade is 85.40 feet above Datum. At 109 feet east of the Center line of Ridge Road the finished grade is 84.55 feet above At 1+0 east a point one hundred (100) feet

At 2+0 east a point two hundred (200) feet above Datum. At 3+0 east a point three hundred feet above Datum. At 4+0 east a point four hundred (400) feet east of 0+0

above Datum. At the existing concrete pavement in Deerfield Road the finished grade shall conform to the finished grade at the northwesterly edge of said pavement.

ARBOR AVENUE: At 6-0 being the intersection of the Center Line of Arbor Avenue extended with the Center Line of Deerfield Avenue the finished grade is 62.2 feet above Datum. At 1+0 a point one hundred (100) feet south of 0+0 the finished grade is 64.25 feet above At 2+0 a point two hundred (200) feet south of 0+0 the finished grade is 65.99 feet above

At 3+50 a point three hundred fifty (350) above Datum. At 4+0 a point four hundred (400) At 5+0 a point five hundred (500) feet south

At 6+0 a point six hundred (600)

At 17+0 a point seventeen hundred (1700) feet south of 0+0 the finished grade is 68.10 At 13+0 a point twelve hundred (1200) feet north of 0+0 the finished feet above Datum.

At 17+50 a point seventeen hundred fifty (1750) feet south of 0+0 the finished grade is At 13+0 a point thirteen hundred (1200) feet north of 0+0 the finished 68.35 feet above Datum.

At 18+0 a point eighteen hundred (1800) feet south of 0+0 the finished AT 18+50 a point eighteen hundred fifty (1850) 68.30 feet above Datum. At 19+6 a point nineteen hundred (1900) feet south of 0above Datum. At 80+6 a point two thousand (2000) feet south of 0+0 above Datum

grade is 68.82 feet above Datum. At 22+0 a point twenty-two hundred (2200) feet south of 0+0 the finished grade is \$7.50 feet above Datum. At 25+0 a point twenty-three hundred (2300) feet south of 0+0 the finished grade is 69.50 At 5+0 a point five hundred (500) feet north of 0+0 the finished grade is At 24+0 a point twenty-four hundred (2400) feet south of 0+0 the finished grade is 71.38 At 6+0 a point six hundred (600) feet north of 0+0 the finished grade is 84.27 feet At 25+0 a point twenty-five hundred (2500) feet south of 0+0 the finished grade is 72.41 At 6+36 a point six hundred thirty-six (636) feet north of 0+0 the finished grade is

At 26+0 a point twenty-six hundred (2600) feet south of 0+0 the finished grade is 72.20 At 7+0 a point seven hundred (700) feet north of 0+0 the finished grade is 84.24 feet At 27+0 a point twenty-seven hundred (2700) feet south of 0+0 the finished grade is 71.30 At 8+0 a point eight hundred (800) feet north of 0+0 the finished grade above Datum.

grade is 71.66 feet above Datum.

above Datum.

FERNDALE AVENUE: At 0+0 being the intersection of the Center Line of Ferndale Avenue with the north Line extended of Richfield Avenue the finished grade is 76.38 feet above Datum. At 1+0 a point one hundred (100) feet north of 0+0 the finished grade is 75.88 feet above Datum. At 2+0 a point two hundred (200) feet north of 0+0 the finished grade in 75.18 feet above Datum. At 3+0 a point three hundred (300) feet north of 0+0 the finished grade is 74.08 feet above Datum. At 4+0 a point four hundred (400) feet north of 0+0 the finished grade is 72.78 feet above Datum.

above Datum. At 6+0 a point six hundred (600) feet north of 0+0 the finished grade is 70.98 feet above Datum. At 7+0 a point seven hundred (700) feet north of 0+0 the finished grade is 71.13 feet above Datum. At 7+50 a point seven hundred fifty (750) feet north of 0+6 the finished grade is 71.54 feet above Datum. At 8+0 2 point eight hundred (800) feet north of 0+0 the finished grade is 72.27 feet above Datum.

At 5+0 a point five hundred (500) feet north of 0+0 the finished grade is 71.58 feet

At 8+50 a point eight hundred fifty (850) feet north of 0+0 the finished grade is 72.79 feet the most westerly Rail, and at line two (2) feet easterly of and parallel with the most | At 9+0 a point nine hundred (900) feet north of 0+0 the finished grade is 72.60 feet above Datum. (2) feet westerly of and parallel with the most westerly Rail and a line two (2) feet At 10+0 a point one thousand (1000) feet north of 0+0 the finished grade is 71.50 feet above Datum. above Datum At 10+50 a point ten hundred fifty (1050) feet north of 0+0 the finished grade is 70.95 feet above Datum.

At 11+0 a point eleven hundred (1100) feet north of 0+0 the finished grade is 70.60 feet above Datum. At 11+50 a point eleven hundred fifty (1150) feet north of 0+0 the finished grade is 70.65 feet above Datum. At 12+0 a point twelve hundred (1200) feet north of 0+0 the finished grade is 70.90 feet above Datum. above Datum.

At 14+0 a point fourteen hundred (1400) feet north of 0+0 the finished grade is 71.90 feet above Datum At 14+50 a point fourteen hundred fifty (1450) 71.98 feet above Datum. At 15+0 a point fifteen hundred (1500) feet north of above Datum. At 16+0 a point sixteen hundred (1600) feet north of

feet above Datum. At 18+0 a point eighteen hundred (1800) feet north feet above Datum. At 18+85 a point eighteen hundred eighty-five (1885) feet north of 0+0 the finished grade is 70.88 feet above Datum. EDGEWOOD AVENUE:

At 17+0 a point seventeen hundred (1700) feet north of 0+0

At 0+0 being the intersection of the Center Line extended of Edgewood Avenue with the Center Line of Deerfield Avenue the finished grade is 67.48 feet above Datum. At 1+0 a point one hundred (100) feet south of 0+0 the finished grade is 67.98 feet above Datum. At 2+0 a point two hundred (200) feet south of 0+0 the finished grade is 68.48 feet above Datum. At 3+0 a point three hundred (300) feet south of

above Datum. At 4+0 a point four hundred (400) feet south of 0+0 the finished grade is 69.85 feet At 4+50 a point four hundred fifty (450) feet south of 0+0 the finished grade \$70.57 feet above Datum. At 5+0 a point five hundred (500) feet south of 0+0 above Datum. At 6+0 a point six hundred (600) feet south above Datum. At 7+0 a point seven hundred (700) feet south of

above Datum. At 7+50 a point seven hundred fifty (750) feet south feet above Datum At 8+0 a point eight hundred (800) feet south of 0+0 above Datum. At 8+50 a point eight hundred fifty (850) feet south feet above Datum. At 9+0 a point nine hundred (900) feet south above Datum.

At 10+0 a point one thousand (1000) feet above Datum. At 11-0 a point eleven hundred filoor feet above Datum. At 11+50 a point eleven hundred fifty (1150) feet south of 73.27 feet above Datum. At 12+0 a point twelve hundred (1200) feet south of 0+0 the above Datum. At 12+50 a point twelve hundred fifty (1250) feet south of

73.32 feet above Datum. At 13+0 a point thirteen hundred (1300) feet south of feet above Datum. At 14+0 a point fourteen hundred (1400) feet south of above Datum. At 15+0 a point fifteen hundred (1500) feet feet above Datum. At 16+0 a point sixteen hundred (1600) feet feet above Datum. At 17+0 a point seventeen hundred (1700) feet feet above Datum. At 18+0 a point eighteen hundred (1800) feet feet above Datum. At 19+0 a point nineteen hundred (1900) feet feet above Datum.

At 19+50 a point nineteen hundred fifty (1950) 77.10 feet above Datum. At 20+0 a point two thousand (2000) feet above Datum. At 21+0 a point twenty one hundred (2100) feet south feet above Datum. At 22+0 a point twenty-two hundred (2200) feet south 75.90 feet above Datum.

feet above Datum. At 25+0 a point twenty-five hundred (2500) feet south of 77.00 feet above Datum. At 26+0 a point twenty-six hundred (2600) feet south of 9+0 feet above Datum. At 26+82 a point twenty-six hundred eighty-two (26×2) feet south of grade is 78.46 feet above Datum.

GLENWOOD AVENUE: At 0+0 being the intersection of the Center Line of Glenwood Avenue with the south line extended of Midland Avenue the finished grade is 78.75 feet above Datum. At 1+0 a point one hundred (100) feet south of 0+0 the finished grade is 78.13 feet above Datum. At 1+50 a point one hundred fifty (150) feet south of 0+0 the finished grade is 77.63

feet above Datum. At 2+0 a point two hundred feet south of 0+0 the finished grade is 77.48 feet above Datum At 2+50 a point two hundred fifty (250) feet south of 0+0 the finished grade is 78.03 feet above Datum At 3+0 a point three hundred (300) feet south above Datum. At 4+0 a point four hundred (400) feet south above Datum At 5+0 a point five hundred (500) feet above Datum. feet above Datum.

At 5+50 a point five hundred fifty (550) At 6+0 a point six hundred (600) above Datum. At 6+50 a point six hundred fifty (650) feet feet above Datum. At 7+50 a point seven hundred fifty (750)

81.53 feet above Datum. At 8+50 a point eight hundred fifty (850) 80.58 feet above Datum. At 9+0 a point nine hundred (900) feet south above Datum. At 9+50 a point nine hundred fifty 79.82 feet above Datum. At 10+0 a point one thousand (1000)

At 11+0 a point eleven hundred (1100) feet south above Datum. At 12+0 a point twelve hundred (1200) feet south of above Datum. At 12+55 a point twelve hundred fifty-five (1255) is 81.15 feet above Datum. At 0+0 being the intersection of the Center Line of said Glenwood Avenue with the North Line extended of said Midland Avenue the finished grade is 78.28 feet above Datum.

feet above Datum.

At 0+50 a point fifty (50) feet north of 0+0 the finished grade is 77.64 feet above Datum. At 1+0 a point one hundred (100) feet north of 0+0 the finished grade is 77.28 feet above Datum. At 1+50 a point one hundred fifty (150) feet north feet above Datum. At 2+50 a point two hundred fifty (250) feet north above Datum. At 3+0 a point three hundred (300) above Datum At 3+50 a point three hundred fifty feet above Datum. At 4+0 a point four hundred above Datum. At 5+0 a point five hundred

above Datm. At 5+50 a point five hundred above Datum. At 6+0 a point six hundred nde in 74.72 feet At 6+56 a point six hundred fifty feet above Datum. 69.74 At 7+0 a point seven hundred (700)

At 7+50 a point seven hundred fifty (750) feet north of 0+0 the finished grade in 74.81 feet above Datum At 8+0 a point eight hundred (800) feet north of above Datum. At 8+50 a point eight hundred fifty (850) feet north of 0+0 feet above Datum. At 9+0 a point nine hundred (900) feet north of 0+0 the finished grade At 10+6 a point one thousand (1896) feet north of 0+6 above Datum

feet above Datum. At 11+50 a point eleven hundred fifty (1150) feet north 70.44 feet above Datum.

feet above Datum. At 13+15 a point thirteen hundred fifteen (1315) feet north of 0+0 the finished grade in 70.69 feet above Datum. RASTWOOD AVENUE: At 0+0 being the inte

+0 being the intersection of the Center Line of Eastwood Avenue with the north Line extended from the east of Richfield Avenue the finished grade is \$4.87 feet above Datum. the finished grade is 67.40 feet At 1+0 a point one hundred feet (100) north of 0+0 the finished grade is above Datum. At 21+0 a point twenty-one hundred (2100) feet south of 0+0 the finished grade is 66.30 At 2+0 a point two hundred (200) feet north of 0+0 the finished grade is At 21+50 a point two thousand one hundred fifty (2150) feet south of 0+0 the finished At 3+0 a point three hundred (300) feet north of 0+0 the finished grade is 83.17 feet above Datum. At 4+0 a point four hundred (400) feet north of 0+0 the finished grade is above Datum. above Datum. 84.56 feet above Datum. above Dutum At 27+36 a point twenty-seven hundred thirty-six (2736) feet south of 0+0 the finished At 9+0 a point nine hundred (900) feet north of 0+0 the finished grade is above Datum. At 10+10 a point one thousand (1000) feet north of 0+0 the finished gade is 81.62 feet above Datum. At 11+0 a point eleven hundred (1100) feet north of 0+0 the finished above Datum. At 12+0 a point twelve hundred (1200) feet north of 0+0 the finished grade is 82.42 feet above Datum. At 12+50 a point twelve hundred fifty (1250) feet north of 0+0 the finished grade is 82.67 feet above Datum. At 12+78 a point twelve hundred seventy-eight (1278) feet north of 0+0 the finished grade is 82.81 feet above Datum. At 0+0 being the intersection of the Center Line of said Eastwood Avenue with the south line extended of Deerfield Avenue the finished grade to 75,40 feet above Datum. At 1+0 a point one hundred (100) feet south of 0+0 the finished grade is 75.83 feet above Datum. At 2+0 a point two hundred (200) feet south of 0+0 the finished grade is above Datum. At 3+0 a point three hundred (300) feet south of 0+0 the finished grade is 76.63 feet above Datum. At 3+50 a point three hundred fifty (350) feet south of 0+0 the finished grade is 76.83 feet above Datum. At 4+0 a point four hundred (400) feet south of 0+0 the finished grade is 77.31 feet above Datum. At 4+50 a point four hundred fifty (450) feet south of 0+0 the finished grade is 78.33 feet above Datum

At 5+0 a point five hundred (500) feet south of 0+0 the finished grade is 79.63 feet above Datum. At 5+50 a point five hundred fifty (550) feet south of 0+0 the finished grade is 80.54 feet above Datum. At 6+0 a point six hundred (600) feet south of 0+0 the finished grade is above Datum. At 6+50 a point six hundred fifty (650) feet south of 0+0 the finished grade is 80.38 feet above Datum. At 7+0 a point seven hundred (700) feet south of 0+0 the finished grade is 79.96 feet above Datum. At 7+50 a point seven hundred fifty (750) feet south of 9+0 finished grade is

above Datum. At 8+50 a point eight hundred fifty (850) feet south of 9+0 the finished grade is 78.38 feet above Datum. At 9+0 a point nine hundred (900) feet south above Datum. At 9+50 a point nine hundred fifty (950) feet above Datum. At 10+0 a point one thousand (1990) feet above Datum. At 10+50 a point ten hundred fifty (1958) feet feet above Datum. At 11+0 a point eleven hundred (1190) feet south of above Datum.

At 11+50 a point eleven hundred fifty (1150) 81.73 feet above Datum. At 12+0 a point twelve hundred (1200) feet south of above Datum. At 13+0 a point thirteen hundred (1300) feet above Datum. At 13+33 a point thirteen hundred thirty-three (1232) feet south of 0+0 the finished grade is 82.64 feet above Datum. CLOVERDALE AVENUE:

At 0+0 being the intersection of the Center Line of Cloverdale Avenue with the south line extended of Deerfield Avenue the finished grade is 79.62 feet above Datum. At 1+0 a point one hundred (100) feet south of 0+0 the finished grade is 79.13 feet above Datum. At 2+0 a point two hundred (200) feet south of 9+0 the above Datum. At 3+0 a point three (300) feet south of 0+0 the finished grade is 80.28 feet above Datum. At 3+50 a point three hundred fifty (350) feet south of 0+0 the finished grade is 81.04 feet above Datum. At 4+0 a point four hundred (400) above Datum. At 4+50 a point four hundred fifty (450) feet feet above Datum.

At 5+0 a point five hundred (500) feet shove Datum. At 6+9 a point six hundred above Datum. At 6+50 a point six hundred fifty feet above Datum. At 7+0 a point seven hundred (700) feet above Datum. At 7+50 a point seven hundred fifty (750) feet above Datum At 8+0 a point eight hundred above Datum. At 8+50 a point eight hundred fifty (850) feet south of 0+0 the finished grade is \$2.50 feet above Datum.

At 9+0 a point nine hundred (900) feet south of 0+0 the finished grade is 83.03 feet above Datum. At 9+50 a point nine hundred fifty (950) feet south of feet above Datum. At 16+6 a point ten hundred (1999) feet south of 0+0 the finished grade is 83.16 feet above Datum At 10+30 a point ten hundred thirty (1830) feet south of 0+0 the finished grade is \$3.01 feet above Datum. SUNNYSIDE AVENUE

At 1+62 being the intersection of the center line of Sunnyside Avenue with southerly Line

At 0+0 a point one hundred two (102) feet south of 1+02 the finished grade is 83.75 feet

extended of Southland Avenue the finished grade is \$4.02 feet above Datum.

above Datum. At 1+0 a point one hundred (100) above Datum. At 4+0 a point four hundred above Datum At 4+50 a point four hundred fifty above Datum. At 5+0 a point five hundred (500) above Datum. it 6+0 a point six hundred

At 7+0 a point seven hundred (700) feet north of 9+0 the finished grade is 84.51 feet above Datum At 7+87 a point seven hundred eighty-seven (787) feet is 84.95 feet above Datum. At 8+0 a point eight hundred (800) feet north above Datum. At 9+0 a point nine hundred (900) above Datum. At 10+0 a point ten hundred (1909) feet above Datum. At 11+0 a point eleven hundred (1100) feet above Datum.

above Datum.

87.86 feet above Datum.

At 11+50 a point eleven hundred fifty (1150) feet north 87.07 feet above Datum. At 11+85 a point eleven hundred eighty-five (1185) feet north of 0+0 the finished grade in 87,44 feet above Datum. At 0+0 being the intersection of the Center Line of said Sunnyside Avenue with the south line extended of Deerfield Avenue the finished grade is 83.98 feet above Datum. At 1+0 a point one hundred (100) feet south of 0+6 the finished grade is 84.48 feet above Datum. At 2+0 a point two hundred (200) feet south of 0+0 the finished grade is 84.98 above Datum.

At 2+50 a point two hundred fifty (250) feet above Datum. At 3+0 a point three hundred (300) above Datum. At 3+50 a point three hundred fifty (350) feet above Datum. At 4+0 a point four hundred (400) above Datum. At 4+50 a point four hundred fifty 89.18 feet above Datum.

At 4+94 a point four hundred ninety-four (494) feet south of 0+0 the finished grade in 89.98 feet above Datum. At 5+44 - 0+0 being the intersection of the Center Line of said Sunnyside Avenue with the north Line extended of George F. Nixon & Co. Highland Park Gardene Addition. The finished grade is 96.57 feet above Datum.

At 0+50 a point fifty (50) feet south of 0+0 the finished grade is 90.75 feet above Datum. At 1+0 a point one hundred (100) feet south of 0+0 the finished grade is 90.5) feet above Datum. At 1+50 a point one hundred fifty (150) feet above Datum. At 2+50 a point two hundred fifty feet above Datum. At \$+6 a point three hundred above Datum. At \$+50 a point three hundred fifty 87.57 feet above Datum. At 4+6 a point four hundred above Datum. At 5+0 a point five hundred above Datum. At 5+50 a point five hundred fifty feet above Datum. At 6+0 a point six hundred above Datum. At 6+50 a point six hundred fifty feet above Datum At 7+0 a point seven bundred feet above Datum. At 7+72 a point seven hundred seventy-two (772) 82.70 feet above Datum. At 8+0 a point eight hundred (800) feet above Datum. At 8+55 a point eight hundred fifty-five

SOUTHLAND AVENUE: At 0+0 being the intersection of the Center Line of Southland Avenue with the north-easterly line extended of Ridge Road the finished grade is 88.00 feet above Datum. At 1+6 a point one hundred (100) feet east of 0+0 the finished grade is 86.70 feet above Datum. At 2+0 a point two hundred (200)