At 9+0 a point nine hundred At 10+0 a point ten hundred in 76.88 feet above Datum. At 12+0 a point twelve hundred (1200) above Datum. feet above Datum. At 14+0 a point fourteen hundred (1400) At 15+0 a point fifteen hundred (1500) above Datum. At 16+0 a point sixteen hundred (1600) above Datum. At 17+0 a point seventeen hundred (1700) feet above Datum. At 18+0 a point eighteen hundred (1800) feet above Datum. At 18+30 a point eighteen hundred thirty is 66.95 feet above Datum. At 19+0 a point nineteen hundred (1906) feet above Datum. At 20+0 a point two thousand (2000) above Datum. MIDLAND AVENUE At 0+0 being the intersection of the Center Line of Midland Avenue with the east line of the W. 1/2 N.W. 1/2 of Section 27-43-12, the finished grade is 65.32 feet above Datum. At 1+0 a point one hundred (100) feet west of 0+0 the finished grade is 66.12 feet above Datum

At 1+50 a point one hundred fifty (150) feet feet above Datum At 2+0 a point two hundred (200) shove Datum. At 3+0 a point three hundred (300) feet above Datum At 4+0 a point four hundred abve Datum At 5+0 a point five hundred (500) feet west Datum. At 6+0 a point six hundred above Datum At 7+0 a point seven hundred (700) feet above Datum. At 8+0 a point eight hundred (800) above Datum. At 9+0 a point nine hundred (900) above Datum. At 10+0 a point one thousand (1000) feet west above Datum. At 11+0 a point eleven hundred (1100) feet feet above Datum. At 12+0 a point twelve hundred (1200) feet west At 13+0 a point thirteen hundred (1300) feet west of 0+0 the finished grade is 79.87 feet above Datum. At 14+0 a point fourteen hundred (1400) feet west of feet above Datum. At 15+0 a point afteen hundred (1500) feet west of feet above Datum. At 16+0 a point sixteen hundred (1600) feet west of feet above Datum. At 17+0 a point seventeen hundred (1700) feet west 83.47 feet above Datum. At 18+0 a point eighteen hundred (1800) feet west of 0+0 the finished grade is 84.37 feet above Datum. At 18+50 a point eighteen hundred fifty (1850) 84.60 feet above Datum. At 19+0 a point nineteen hundred (1900) feet west of 0+0 the finished grade is 84.87 feet above Datum. At 19+50 a point nineteen hundred fifty (1950) feet west of 0+0 the finished grade is \$3.92 feet above Datum. (2000) feet west of 0+0 the finished grade is 83.71 At 20+0 a point two thousand feet above Datum. At 20+50 a point two thousand fifty (2050) feet west of \$4.01 feet above Datum. At 21+0 a point twenty-one hundred (2100) feet west of 0+0 the finished grade is 84.56 feet above Datum. At 21+50 a point twenty-one hundred fifty (2150) feet west of 0+0 the finished grade - is 85.24 feet above Datum At 22+0 a point twenty-two hundred (2200) feet west of 0+0 the finished grade is 86.17 feet above Datum. At 22+50 a point twenty-two hundred fifty (2250) feet west of 0+0 the finished grade is 87.14 feet above Datum. At 23+0 a point twenty-three hundred (2300) feet west of the finished grade 88.81 feet above Datum. At 23+50 a point twenty-three hundred fifty (2350) feet is 90.00 feet above Datum. At 24+0 a point twenty-four hundred (2400) feet west 90.56 feet above Datum. At 24+58 a point twenty-four hundred fifty-eight (2458) feet west of 0+0 the finished

grade is 90.85 feet above Datum. GARLAND AVENUE At 0+0 being the intersection of the Center Line of Garland Avenue with the northeasterly Line extended of Ridge Road the finished grade is 92.33 feet above Datum. At 1+0 a point one hundred (100) feet east of 0+0 the finished grade is 90.93 feet At 18+0 a point eighteen hundred (1800) feet west of 0+0 the finished grade is 56.22 feet At 2+0 a point two hundred (200) feet east of above Datum. At 3+0 a point three hundred (30%) feet above Datum: At 3+50 a point three hundred fifty (350) 87,38 feet above Datum. At 4+0 a point four hundred (400) feet above Datum. At 4+50 a point four hundred fifty (450) 85.56 feet above Datum. At 5+0 a point five hundred finished grade is 84.50 feet above Datum. At 5+50 a point five hundred fifty (550) finished grade is 83.53 feet above Datum. At 6+0 a point six hundred (600) above Datum. At 7+0 a point seven hundred (700) above Dutum. At 8+0 a point eight hundred (800) feet above Datum. At 9+0 a point nine hundred (900) feet east above Datum. 79.40 feet above Datum. easterly line extended of Ridge Road the finished grade is 91.73 feet above Datum.

At 9+65 a point nine hundred sixty-five (965) feet NORTHLAND AVENUE: At 0+0 being the intersection of the Center Line of Northland Avenue with the north-At 1+6 a point one hundred (100) feet east of 0+6 the finished grade in 90.64 feet above Datum. At 2+8 a point two hundred (208) At 3+0 a point three hundred (800) feet east of 0+0 the finished grade is 88.07 feet At 4+6 a point four hundred (406) feet east of above Datum. At 5+6 a point five hundred (500) At 6+6 a point six hundred above Datum. At 7+0 a point seven hundred (700) the finished grade is \$1.58 fee above Datum. At 7+50 a point seven hundred fifty (750) 0+0 the finished grade 80.64 feet above Datum. At 8+0 a point eight hundred (800) feet east of 0+0 above Datum. At 8+50 a point eight hundred fifty (850) the finished grade is 80.0 feet above Datum. At 9+0 a point nine hundred (900) feet east above Datum. At 10+0 a point one thousand the finished grade is 80.90 feet above Datum. At 11+0 a point eleven hundred (1100) the finished grade is \$1.50 feet above Datum. At 11+60 a point eleven hundred fifty 0+0 the finished grade \$1.49 feet above Datum. At 12+6 a point twelve hundred 0+0 the finished grade is 80.8 feet above Datum. At 13+0 a point thirteen hundred (1300) the finished grade is 78.86 feet above Datum. At 14+0 a point fourteen hundred (1400) feet east 0+0 the finished grade is 76.7 feet ahove Datum. At 14+50 a point fourteen hundred fifty (1450) feet east of 0+0 the finished grade 75.78 feet above Datum. At 15+4 a point fifteen hundred (1500) the finished grade is 75,27 At 16+0 a point sixteen hundred (1600) feet east of 0+0 above Datum. At 16+50 a point sixteen hundred fifty (1650) feet 74.34 feet above Datum At 17+0 a point seventeen hundred (1700) feet 74.23 feet above Datum.

At 17+50 a point seventeen hundred fifty (1750) feet in 74.51 feet above Datum.

At 18+0 a point eighteen hundred (1800) feet east of feet above Datum. At 19+0 a point nineteen hundred (1960) feet east feet above Datum. At 19+50 a point nineteen hundred fifty (1950) is 76.23 feet above Datum.

At 20+0 a point two thousand (2000) feet east of above Datum. of 0+0 the finished grad At 20+50 a point two thousand fifty 78.41 feet shove Datum. At 21+0 a point twenty-one hundred (2100) feet 75.66 feet above Datum. At 21+50 a point twenty-one hundred grade is 75.06 feet above Datum. At 22+0 a point twenty-two hundred 74.46 feet above Datum At 23+0 a point twenty-three hundred (2300) 73.26 feet shove Datum. At 24+0 a point twenty-four hundred (2400) feet feet above Dutum. At 25+0 a point twenty-five hundred (2500) 69.58 feet above Datum At 26+0 a point twenty-six hundred (2600) feet above Dutum. At 26+50 a point twenty-six hundred fifty (2650) is 67.10 feet above Datum. At 27+0 a point twenty-seven hundred (2700) 57.06 feet above Datum. 28+0 a point twenty-eight hundred (2 67.56 feet above Datum. 28+50 a point twenty-eight hundred fifty grade is \$7.57 feet above Datum. At 29+0 a point twenty-nine hundred 67.51 feet above Datum. \$0+0 a point three thousand (5 feet above Datum.

At 0+6 heing the intersection of the Center Line of Ellendale Road with the cust Line extended of M. H. McKillip Subdivision the finished grade is \$2.7 feet above Datum. At 2+8 a point one hundred (100) feet west of 0+0 the finished grade is \$4.58 feet above Datum.

At 80+82 a point three thousand eighty-two (3662) is 65,42 feet above Datum.

At 4+0 a point At 6+50 a point six hundred fifty (850) feet above Datum. At 7+0 a point seven feet above Datum. At 8+0 a point eight hundred At 9+0 a point nine hundred feet above Datum. At 9+50 a point nine 90.15 feet above Dutum. At 10+0 a point one thousand feet above Datum. At 10+46 a point ten hundred forty-six (1046) is 92.23 feet above Datum. At 0+50 a point fifty (50) feet east of 0+0 the finished grade is 82.07 feet above Datum At 0+75 a point sevent-five (75) feet east of 0+0 the finished grade is 81.99 feet At 1+0 a point one hundred (100) feet east of 0+0 above Dutum. At 1+50 a point one hundred fifty (150) 82.37 feet above Datum. At 2+0 a point two hundred (200) feet east of above Datum. At 2+50 a point two hundred fifty (250) feet east of feet above Datum. At 2+90 a point two hundred ninety (290) feet 82.64 feet above Dutum. RIDGELAND AVENUE:

At 0+0 being the intersection of the Center Line of Ridgeland Avenue with the East Line extended of Edgewood Avenue the finished grade is 69.9 feet above Datum. At 1+0 a point one hundred (100) feet east of 0+0 the finished grade is 70.80 feet above Datum At 1+50 a point one hundred fifty (150) feet east of feet above Datum. At 2+0 a point two hundred (200) feet east above Datum. At 2+50 a point two hundred fifty (250) feet east of feet above Datum. At 3+0 a point three hundred (300) feet east of 0+0 the finished grade is 71.21 feet above Datum At 3+50 a point three hundred fifty (350) feet 70.88 feet above Datum. At 4+0 a point four hundred (400) feet east of 0+0 the finished grade is 70.42 feet above Datum. At 4+50 a point four hundred fifty (450) feet east feet above Datum. At 5+0 a point five hundred (500) feet east of above Datum. At 5+50 a point five hundred fifty (550) feet east of feet above Datum. At 5+70 a point five hundred seventy (570) feet east of 0+0 the feet above Datum. DEERFIELD AVEUNE: At 0+0 being the intersection of the Center Line of Deerfield Avenue with the east Line of the W.1/2. S.E.1/4 of Section 22-43-12, the finished grade is the finished grade of the existing concrete pavement.

At 1+50 a point one hundred fifty (150) feet west of 0+0 the finished grade is 57.30 feet above Datum. At 2+0 a point two hundred (200) feet west of 0+0 the finished grade is 57.70 feet above Datum. At 3+0 a point three hundred (300) feet west of 0+0 the finished grade is 57.24 feet above Datum. At 4+0 a point four hundred (400) 0+0 the finished grade is \$6.78 feet above Datum. At 5+0 a point five hundred (500) feet west of 0+0 the finished grade is 56.32 feet At 6+0 a point six hundred (600) feet west of 0+0 the finished grade is 55.86 feet At 7+0 a point seven hundred (700) feet west of 0+0 the finished grade is 55.40 feet At 8+0 a point eight hundred feet west of 0+0 the finished grade is 55.90 (800) feet above Datum. At 9+0 a point nine hundred (900) feet west of 0+0 the finished grade is 55.40 feet above Datum. At 10+0 a point one thousand (1000) feet west of 0+0 the finished grade is 54.90 feet above Datum. At 11+0 a point eleven hundred (1100) feet west of 0+0 the finished grade is 55.40 feet above Datum. At 12+0 a point twelve hundred (1200) feet west of 0+0 the finished grade is 55.90 feet above Datum. At 13+0 a point thirteen hundred (1300) feet west of 0+0 the finished grade is 56.40 feet above Datum. At 14+0 a point fourteen hundred (1400) feet west of 0+0 the finished grade is 55.90 At 15+0 a point fifteen hundred (1500) feet west of 0+0 the finished grade is 55.40 At 16+0 a point sixteen hundred (1600) feet west of 0+0 the finished grade is 54.90 At 16+98.5 a point sixteen hundred ninety-eight and five-tenths (1698.5) feet west of

At 17+30.5 a point seventeen hundred thirty and five tenths (1730.5) feet west of 0+0 (being the Center Line of said Bridge) the finished grade is 55.75 feet above Datum. At 17+62.5 a point seventeen hundred sixty-two and five tenths (1762.5) feet west of 8+6 (being the west end of said bridge) the finished grade is 55.97 feet above Datum. grade is 89.53 feet At 19+0 a point nineteen hundred (1900) feet west of 0+0 the finished grade is 66.88 At 20+0 a point two thousand (2000) feet west of 0+0 the finished grade is 57.54 feet grade in At 21+0 a point twenty-one hundred (2100) feet west of 0+0 the finished grade is 58.20 is 86.52 At 21+50 a point twenty-one hundred fifty (2150) feet west of 0+0 the finished grade is 58,66 feet above Datum. grade is At 22+0 a point twenty-two hundred (2200) feet west of 0+0 the finished grade is 59.35 feet above Datum. At 22+50 a point twenty-two hundred fifty (2250) feet west of 0+0 the finished grade At 23+0 a point twenty three hundred (2300) feet west of 0+0 the finished grade is 61.46 feet above Datum. At 23+50 a point twenty-three hundred fifty (2350) feet west of 0+0 the finished grade 62.64 feet above Datum. At 24+0 a point twenty-four hundred (2400) feet west of 0+0 the finished grade is 63.62 feet above Datum. At 24+50 a point twenty-four hundred fifty (2450) feet west of 0+0 the finished grade in 64.36 feet above Datum. At 25+0 a point twenty-five hundred (2500) feet the finished grade is 64.90 feet above Datum. At 26+0 a point twenty-six hundred (2600) feet west of 0+0 the finished grade is 64.90

55.55 feet above Datum.

67.80 feet above Datum.

69.60 feet above Datum.

feet above Datum

At 40+0 a point four thousand (4000)

is 78.10 feet above Datum

At 48+0 a point forty eight hundred

At 41+0 a point forty-one hundred (4100)

At 27+0 a point twenty-seven hundred (2700) 0+0 the finished grade is 64.20 feet above Datum. At 27+50 a point twenty-seven hundred fifty (2750) 63.60 feet above Datum At 28+0 a point twenty-eight hundred (2800) feet west of 0+0 the finished grade 63.21 feet above Datum. 28+50 a point twenty-eight hundred fifty (2850) feet west of 0+0 the finished grade is 63.25 feet above Datum. At 29+0 a point twenty-nine bundred (2900) feet west of 0+0 the finished grade 63.50 feet above Datum. At 30+0 a point three thousand (3000) feet west of 0+0 the finished grade is 64.00 feet above Datum. At 30+50 a point three thousand fifty (3050) feet west of 0+0 the finished grade is 64.13 feet above Datum. At 31+0 a point thirty-one hundred (3100) feet west of 6+6 the finished grade is 64.00 At 31+50 a point thirty-one hundred fifty (3150) feet west of 6+0 the finished grade is 63.63 feet above Datum. At 32+0 a point thirty-two hundred (3200) feet west of 0+0 the finished grade 63.00 feet above Datum. At 32+50 a point thirty two hundred fifty (3250) feet west of 0+0 the finished grade is 62.42 feet above Datum. At 33+0 a point thirty-three hundred (3300) feet west of 0+0 the finished grade is 62.18 feet above Datum. At 33+50 a point thirty-three hundred fifty (3350) feet west of 0+0 the finished grade is 62.27 feet above Datum. At 34+0 a point thirty-four hundred (3400) feet west of 0+0 the finished grade is 62.70 feet above Datum. At 35+0 a point thirty-five hundred (3500) feet west feet above Datum. At 36+0 a point thirty-six hundred (3600) feet west of 0+0 the finished grade is 65.03 feet above Datum. At 37+9 a point thirty-seven hundred (8700) 66.00 feet above Datum At 38+6 a point thirty-eight hundred (3806) feet west 66.90 feet above Datum. At 39+9 a point thirty nine hundred

At 42+0 a point forty-two hundred (4200) feet avest 70.74 feet above Datum At 48+0 a point forty three hundred 72.85 feet above Datum. feet west 0+0 the finished grade it At 48+50 a point forty-three hundred fifty (4350) feet v is 78.30 feet above Datum. At 44+0 a point forty four nundred (4400) feet west of feet above Datum. At 44+50 a point forty-four hundred fifty (4450) in 74.26 feet above Datum. At 45+0 a point forty five hundred (4500) 74.70 feet above Datum At 45+50 a point forty-five hundred fifty (4550) At 46+0 a point forty six hundred (4600) 75.58 feet above Datum. At 46+56 a point forty six hundred fifty (4650) 76.29 feet above Datum. At 47+6 a point forty seven hundred (4700) 77,20 feet above Datum. At 47+50 a point forty seven hundred fifty (4750)

feet

feet

the finished grade

the finished grade is

78,82 feet above Datum. At 48+50 a point forty eight hundred fifty (4850) feet went 79.35 feet above Datum. At 49+0 a point forty nine hundred (4900) feet 79.70 feet above Datum. At 50+0 a point five thousand (5000) feet above Datum. At 51+0 a point fifty one hundred (5100) 88,70 feet above Datum At 52+0 a point fifty two hundred (5200) feet above Datum. At 58+0 a point fifty three hundred (5300) 81.70 feet above Datum. At 54+0 a point fifty four hundred (5400) feet west 82.50 feet above Datum. 83,30 feet above Datum.

At 56+0 a point fifty-six hundred (5600) feet west feet above Datum. At 56+50 a point fifty six hundred fifty (5600) is 54,50 feet above Datum. At 57+0 a point fifty seven hundred (5700) for At 57+50 a point fifty seven hundred fifty
S4.65 feet above Datum.
At 58+0 a point fifty eight hundred (5800) At 58+50 a point fifty eigh bed grade to At 50+0 a point fifty-nine has 51.15 feet above Dates.

At 50+0 a point fifty-nine has 51.15 feet At 50+50 a point fifty nine has been grade in At 50+0 a point fifty nine has been grade in At 60+0 a point six thousand feet above Dates.

At 61+0 a point sixty one hundred (6100) feel west of 85.90 feet above Datum At 62+0 a point sixty two hundred (6200) 87.15 feet above Datum. At 42+59 a point sixty two hundred fifty is 87.66 feet above Datum. At 63+0 a point sixty three hundred (6300) feet feet above Dutum At 64+0 a point sixty-four hundred (6400) 91.27 feet above Datum. At 64+50 a point sixty-four hundred fifty (6450) is 92.02 feet above Dutum. 65+0. a point sixty-five hundred 92,27 feet above Dutum. At 65+60 a point sixty-five hundred sixty (6560) is 92.00 feet above Datum. McCRAREN BOAD

At 1+0 a point one hundred (100) feet south of 0+0 the finished grade is 63.23 feet above Datum. At 2+0 a point two hundred (200) feet south of 0+0 the finished grade is 62.91 feet above Datum At 3+0 a point three hundred feet above Datum At 4+0 a point four hundred feet above Datum At 5+0 a point five hundred above Datum At 6+0 a point six hundred feet above Datum.

At 0+0 being the intersection of the Center Line extended of McCraren Road with the

Center Line of Deerfield Avenue, the finished grade is 63.73 feet above Datum.

At 7+06 a point seven hundred six (706) feet south of 0+0 the finished grade is 66.62 feet above Datum. That there shall be constructed a concrete combined curb and gutter along and adjoining the edges of the said concrete pavement except across the right of way of the Chicago & Northwestern Railway Company and except across the right of way of the Public Service Company of Northern Illinois, or except across the roadway of all intersecting streets or driveways. The width of the said combined curb and gutter as measured at the bottom thereof shall be one foot six inches (1'-6"); the height of said combined curb and gutter as measured at the back of the said curb shall be fourteen (14) inches, and the width of the said curb shall be six (6) inches, and the width of the gutter flag shall be twelve (12) inches. The face line of the said curb extended to the bottom line of said combined curb and gutter shall form an angle with said bottom line of seventy-five (75) degrees acute toward the

At the upper back edge the radius shall be one-half (1/2) inch; at the upper front edge and at the gutter line the radius shall be three (3) inches. The concrete shall be composed by volume of one (1) part Portland cement, two (2) parts sand and three and one-half (3%) parts gravel and crushed stone, except at the exposed surface to a depth of one-half (1/4) inch shall be composed by volume of one (1) part Portland cement and two (2) parts sand, both mortar and concrete shall be mixed with sufficient water to make the proper consistency.

back of the curb. The exposed edges shall be rounded after lines having the following radii:

There shall be constructed continuous with the transverse expansion joints in the pavement a three-eighths (%) inch asphaltic expansion joint in the gutter extending from the edge nearest said pavement to the face of the curb and from the bottom of the said combined curb and gutter to one-half (1/2) inch above the top of said gutter, and three-eighths (%) inch open joint extending from the top of the curb to the bottom of said combined curb and gutter through the entire width of said curb. All the parts of the present roadway of streets to be paved as herein provided shall be graded in such a manner that the subgrade when the pavement herein provided for is

herein provided and be of the depth herein

specified. In streets where the pavement herein provided for is twenty-two (22) feet in width, the top of the said pavement shall conform to that of an arc of a vertical circle convex upwards meeting the top inside edge of the gutter flag on each side of the pavement and passing through a point at the center of the pavement 0.2 of a foot above the edge of the gutters; and where the pavement herein provided for is twenty-eight (28) feet and thirtyone (31) feet in width, the said pavement shall conform to that of an arc of a verical circle convex upwards meeting the top of the inside edge of the gutter flag on each side of the pavement and passing through a point at the center of the pavement 0.3 of a foot above the edge of the gutters.

In streets where the pavement herein provided is twenty-two (22) feet in width, the top of the gutter flag where it connects with the face of the curb shall be twenty-seven hundredths (.27) of a foot below the top of the finished grade of the center line of said street, and at the edge of the gutter next to the pavement it shall be two-tenths (0.2) of a foot below the top of the finished grade of the center line of the said street.

In streets where the pavement herein provided for is twenty-eight (28) feet and thirtyone (31) feet, the top of the gutter flag where it connects with the face of the curb shall be thirty-seven hundredths (0.37) of a foot below the top of the finished grade of the center line of said street; and at the edge of the gutter next to the pavement it shall be threetenths (3/10) of a foot below the finished grade of the center line of said streets. There shall be constructed eight (8) inlet-basins designated and located as follows:

DEERFIELD AVENUE: One (1) inlet-basin No. 235 at the south curb and thirty-seven (37) feet west of the east line extended of Lot 45, Sunset Woods, One (1) inlet-basin No. 234 at the south curb and on the southwesterly line extended of

Skokie Valley Road. One (1) inlet-basin No. 226 at the south curb and seven (7) feet northeasterly of the northeasterly line extended of McCraren Road. One (1) inlet-basin No. 225 at the south curb and eleven (11) feet northeasterly of the

southwesterly line extended of said McCraren Road. One (1) inlet-basin No. 216 at the south curb and seven (7) feet east of the east Line extended of Edgewood Avenue. One (1) inlet-basin No. 212 at the south curb and seven (7) feet east of the east Line extended of Glenwood Avenue.

One (1) inlet-basin No. 205 at the south curb and seven (7) feet east of the east Line extended of Cloverdale Avenue. 0+0 (being the east end of a bridge hereinafter described) the finished grade is One (1) inlet-basin No. 219 at the south curb and on the west Line extended of Lot No. 206. Sherwood Manor. Constructing concrete manholes designated and located as follows:

ARBOR AVENUE: One (1) manhole No. 12A seventeen and five tenths (17.5) feet west of the East Line extended of Arbor Avenue and twenty and five tenths (20.5) feet south of the north

Line extended of Midland Avenue. One (1) manhole No. 176 twelve (12) feet westerly of the easterly line of Arbor Avenue and twenty-two (22) feet southerly of the portherly Line extended of Lot 29. George F. Nixon & Co.'s Highland Park Gardens Addition. One (1) manhole No. 179 twelve (12) feet westerly of the easterly line of Arbor Avenue

and on the northerly Line extended of Lot 34, George F. Nixon & Co.'s Highland Park Gardens Addition. One (1) manhole No. 182 twelve (12) feet westerly of the easterly line extended of Arbor Avenue and thirteen (13) feet south of the south Line extended of Deerfield Avenue. FERNDALE AVENUE:

One (1) manhole No. 17A seventeen and five-tenths (17.5) feet west of the east line extended of Ferndale Avenue and seventeen and five-tenths (17.5) feet south of north Line extended of Southland Avenue. GLENWOOD AVENUE:

One (1) manhole No. 149 twelve (12) feet west of the east Line extended of Glenwood Avenue and nine (9) feet south of the south Line extended of Deerfield Avenue. CLOVERDALE AVENUE: One (1) manhole No. 126 twelve (12) feet west of the east Line extended of Cloverdale

Avenue and eight (8) feet south of the south line extended of Deerfield Avenue. SUNNYSIDE AVENUE: One (1) manhole No. 40 seventeen and five tenths (17.5) feet southerly of the northerly Line extended of Southland Avenue and seventeen and five-tenths (17.5) feet easterly

easterly of the westerly Line extended of Sunnyside Avenue. One (1) manhole No. 42A twenty and five-tenths (20.5) feet southerly of the northerly Line extended of Midland Avenue and seventeen and five tenths (17.5) feet easterly of the westerly Line extended & Sunnyside Avenue. One (1) manhole No. 99A seventeen and five tenths (17.5) feet southerly of the northerly Line extended of Northland Avenue and seventeen and five-tenths (17.5) feet easterly

of the westerly Line extended of Sunnyside Avenue. DEERFIELD AVENUE: One (1) manhole No. 206 eleven (11) feet north of the south Line extended of Deerfield extended from the south of Cloverdale Avenue

One (1) manhole No. 209 eleven (11) feet north of the south Line extended of Deerfield Avenue and seven (7) feet east of the east line extended from the south of East-One (1) manhole No. 213 eleven (11) feet north of the south line extended of Deerfield Avenue and seven (7) feet east of the east Line extended from the south of Glen-

wood Avenue One (1) manhole No. 217 eleven (11) feet north of the south Line extended of Deerfield Avenue and seven (7) feet east of the east Line extended of Edgewood Avenue. One (1) manhole No. 224, eleven (11) feet north of the South Line extended of Deerfield Avenue and thirteen (13) feet northeasterly of the northeasterly Line extended from

the south of Arbor Avenue. One (1) manhole No. 227 eleven (11) feet north of the south Line extended of Deerfield Avenue and four (4) feet northeasterly of the northeasterly Line extended from the south of McCraren Road.

One (1) manhole No. 230 eleven (11) feet north of the south Line extended of Deerfield Avenue and five (5) feet southwesterly of the southwesterly Right of Way Line of the Chicago, Northwestern Railway Company, One (1) manhole No. 231 eleven (11) feet north of the south Line extended of Deerfield

Avenue and on the northeasterly Right of Way Line of the Public Service Company of Northern Illinois. One (1) manhole No. 250 nine (9) feet north of the south Line of Deerfield Avenue and one the east Line extended of Lot 13, J. S. Hovland's Third Addition. Constructing concrete special manholes designated and located as follows:

DEERFIELD AVENUE: One (1) special manhole No. 236 eleven (11) feet north of the south Line extended of Deerfield Avenue and sixteen (16) feet northeasterly of the northeasterly Line extended from the south of Skokie Valley Road. One (1) special manhole No. 240 eleven (11) feet north of the south line of Deerfield

Avenue and on the east Line extended of Lot 35, Sunset Manor Addition. Constructing concrete catch-basins designated and located as follows: EDGEWOOD AVENUE: One (1) catch-basin No. 22 at the west curb and three (3) feet north of the north Line of Richfield Avenue.

EASTWOOD AVENUE: One (1) catch-basin No. 39 at the south end of the island between said Eastwood Avenue and Sunnyside Avenue. One (1) catch-basin No. 31 at the west curb and seven (7) feet south of the north Line extended of Lot 207, George F. Nixon & Co.'s Highland Park Gardens. SOUTHLAND AVENUE:

One (1) catch-basin No. 86 at the north curb twenty-two (22) feet west of the west Line extended of Eastwood Avenue and eighteen (18) feet north of the center line of said Southland Avenue. ELLENDALE ROAD: One (1) catch-hasin No. 108 at the south curb and eighty-seven (87) feet west of the east

Line extended of Lot 7. John L. Dean's Subdivision. DEERFIELD AVENUE: One (1) catch-basin No. 225 at the north curb of the island and twenty-seven (27) feet east of the west Line extended of Lot 3, J. S. Hovland's Third Addition.

One (1) catch-basin No. 249 at the south curb and twenty-one (21) feet east of the west Line extended of Lot 15, J. S. Hovland's Third Addition. Constructing concrete catch-basin-manholes designated and located as follows: RICHFIELD AVENUE:

One (1) catch-basin-manhole No. 1 on the north curb and four (4) feet west of the east Line of the W1/2, NW1/4, Section 27-43-12.

One (1) catch-basin-manhole No. 2 on the south curb and four (4) feet west of the east Line extended of the W1/2, NW1/4. Section 27-43-12.

One (1) catch-basin-manhole No. 3 on the south curb and on the cast Line extended Lot 69, George F. Nizon & Co.'s Highland Park Gardens. (1) catch-basin-manbole No. 4 on the north curb and on the cast Line extended of Lot 69, George F. Nixon's Co.'s Highland Park Gardens. One (1) catch-basin-manhole No. 5 on the north curb and on the west Line extended of Ferndale Avenue. One (1) catch-basin-manhole No. 1A on the north curb and two hundred (200) feet east of the cast Line of the W14. NW14. Section 27-43-12.

One (1) catch-basin-manhole No. 2A on the south curb and two hundred (200) feet cast of said cast Line extended south of said W14. NW14, of aforesaid Section 27, ARBOR AVENUE: One (1) catch-basin-manhole No. 6 on the west curb and on the north Line extended of

Richfield Avenue. One (1) catch-basin-manhole No. 7 0+0 the finished grade is
0+0 the finished grade is 84.19
it of 0+0 the finished grade is
010 catch-histo-manhole No. 9 on the east curb and seven (7) feet south of the south
it of 0+0 the finished grade is
010 catch-histo-manhole No. 10 on the east curb and seven (7) feet south of the inset of 0+0 the finished grade is
010 catch-histo-manhole No. 10 on the east curb and seven (7) feet south of the morth Like extended of said Southhard Avenus.
010 catch-histo-manhole No. 10 on the east curb and seven (7) feet south of the morth Like extended of said Southhard Avenus.
010 catch-histo-manhole No. 12 on the east curb and seven (7) feet south of the morth of 0+0 the finished grade is
010 catch-histo-manhole No. 12 on the out curb and seven (7) feet south of the cutt of 0+0 the finished grade is
011 catch-histo-manhole No. 12 on the out curb and seven (7) feet south of the cutt of 0+0 the finished grade is
012 catch-histo-manhole No. 13 on the out curb and seven (7) feet south of the cutt of 0+0 the finished grade is
013 catch-histo-manhole No. 13 on the out curb and seven (7) feet south of the cutt of 0+0 the finished grade is
014 catch-histo-manhole No. 13 on the out curb and sheeten (10) feet morth of the cutt of 0+0 the finished grade is
015 catch-histo-manhole No. 110 on the out curb and sheeten (10) feet morth of the cutt of 0+0 the finished grade is
014 catch-histo-manhole No. 111 on the out curb and sheeten (10) feet morth of the cutt of 0+0 the finished grade is
015 catch-histo-manhole No. 112 on the out curb and move (10) feet morth of the cutt of 0+0 the finished grade is
016 catch-histo-manhole No. 112 on the out curb and move (10) feet morth of the cutt of 0+0 the finished grade is
019 catch-histo-manhole No. 112 on the out curb and move (11) feet morth of the cutt of 0+0 the finished grade is
019 catch-histo-manhole No. 112 on the out curb and move (11) feet morth of the cutt of 0+0 the finished grade is
04 catch disconnected of noid Scinished Avenue.
05 catch disconnected of noid Scinished Avenue.
06 One (1) enteh-basin-manhole