payament in Richfield Avenue, at the north line extended of said Richfield Avenue, thence north and northerly in said Arbor Avenue to and connecting with the hereinafter described concrete payament in Beerfield Avenue at the south line extended of said Beerfield Avenue, including the street returns to the east and west at Southland Avenue, Midland Avenue and Northland Avenue, as far back respectively as the east and west lines extended of said Arbor Avenue and connecting with the hereinafter described concrete pavement in said streets and the street return to the west of Ridgeland Avenue as far back as the west line extended of said Arbor Avenue and connecting with the hereinafter described concrete pavement in said street.

In FERNDALE AVENUE from and connecting with the hereinafter described concrete payement in Richfield Avenue at the north line extended of said Richfield Avenue, thence north and northerly in said Ferndale Avenue to and connecting with the hereinafter described concrete payement in Northland Avenue at the southerly line extended of said Northland Avenue, Lebeling the street returns to the vest and to the west at Southland Avenue and Midland Avenue as far back respectively as the east and west lines extended of said Ferndale Avenue and connecting with the hereinafter described concrete payement in

In EDGEWOOD AVENUE from the north line extended of Richfield Avenue, thence north and northerly in said Edgewood Avenue to and connecting with the hereinafter described concrete pavement in Deerfield Avenue at the south line extended of said Deerfield Avenue, including the street returns to the east and to the west at Southland Avenue, Midland Avenue and Northland Avenue, as far back respectively, as the east and west lines extended of said Edgewood Avenue, and connecting with the hereinafter described concrete pavement in said streets and the street return to the east at Ridgeland Avenue as far back as the east line extended of said Edgewood Avenue and connecting with the hereinafter described pavement in said street.

In GLENWOOD AVENUE from the north line extended of Richfield Avenue thence

In GLENWOOD AVENUE from the north line extended of Richfield Avenue thence north and northerly in said Glenwood Avenue to and connecting with the hereinafter described concrete pavement in Deerfield Avenue at the south line extended of said Deerfield Avenue, including the street returns to the east and to the west at Southland Avenue, Midinal Avenue and Northland Avenue as far back respectively as the east and west lines extended of said Glenwood Avenue and connecting with the hereinafter described concrete

In EASTWOOD AVENUE from and connecting with the hereinafter described concrete pavement in Richfield Avenue at the north line extended from the cast of said Richfield Avenue, thence north and northerly in said Eastwood Avenue to and connecting with the hereinafter described concrete pavement in Deerfield Avenue at the south line extended said Deerfield Avenue, including the street returns to the east and to the west at Southland Avenue, Midland Avenue and Northland Avenue as far back respectively as the east and west line extended of said concrete pavement in said streets, including the street return at said Richfield Avenue as far back as the west line extended of said Eastwood Avenue; including the street return at Sunnyside Avenue as far back as the southerly line extended of Lot 215, George F. Nixon & Co.'s Highland Park Gardens and connecting with the hereinafter described concrete pavement in said street and including the street return at Garland Avenue as far back as the westerly line extended of said Eastwood Avenue and connecting with the hereinafter described concrete pavement in said street.

In SUNNYSIDE AVENUE from and connecting with the hereinbefore described concrete pavement in Eastwood Avenue at the southerly line extended of Lot 215, George F. Nixon & Co. Highland Park Gardens, then northwesterly and north in said Sunnyside Avenue to and connecting with the hereinafter described concrete pavement in Deerfield Avenue at the south line extended of said Deerfield Avenue, including the street returns to the east and to the west at Southland Avenue, Midland Avenue, Garland Avenue, Northland Avenue and Ellendale Road as far back as the east and west lines extended of said Sunnyside Avenue and connecting with the hereinafter described concrete pavement in said streets.

IN CLOVERDALE AVENUE from and connecting with the hereinafter described concrete pavement in Garland Avenue at the northerly line extended of said Garland Avenue, thence northerly and north in said Clouwdale Avenue to and connecting with the herein-after described concrete pavement in Deerfield Avenue at the south Line extended of said Deerfield Avenue, including the street returns to the east and to the west at Northland Avenue as far back respectively as the east and west line extended of Cloverdale Avenue and connecting with the hereinafter described concrete pavement in said Northland Avenue and including the street return at Ellendale Road as far back as the west line extended of said Cloverdale Avenue and connecting with the hereinafter in said Ellendale Road.

In RICHFIELD AVENUE from a line one-half (%) toot east of and parallel with

the west line of the E.% N.W.%, S.W.% of Section 27, Township 48 north, Range 12

Item No. 2—93,228 square yards of reinforced concrete, pavement, eight (8) inches ing with the existing concrete pavement in Deerfield Road at a line twelve (12) feet northwesterly of and parallel with the center line of said concrete pavement in said Deerfield Road, including the street returns to the north at Ferndale Avenue and Arbor Avenue as far back as the north line extended of said Richfield Avenue and connecting with the hereinbefore described concrete pavement in said Ferndale Avenue and Arbor Avenue.

ALSO from the northeasterly Line extended of Ridge Road, thence east in said Richfield Avenue to a line seven (7) feet east of and parallel with the east line extended of Eastwood Avenue including the street returns of said Eastwood Avenue as far back as the north line extended from the east of said Richfield Avenue and connecting with the hereinbefore described concrete pavement in said Eastwood Avnue. The south line of said improvement is a line three and one-half (3%) feet north of and parallel with the south line of the N.E.14 of Section 28, Township 43 North, Range 12, east of the third principal Meridian.

In SOUTHLAND AVENUE from the northeasterly line extended of Ridge Road, thence easterly in said Ridge Road to and connecting with the hereinbefore described concrete pavement in Sunnyside Avenue at the westerly line extended of said Sunnyside Avenue. ALSO from and connecting with the hereinbefore described concrete pavement in Eastwood Avenue at the east line extended of said Eastwood Avenue, thence easterly in said Southland Avenue to and connecting with the hereinbefore described concrete pavement in Glenwood Avenue at the west line extended of said Glenwood Avenue. ALSO from and connecting with the hereinbefore described concrete pavement in said

Glenwood Avenue at the east line extended of said Glenwood Avnue, thence east in said Southland Avenue to and connecting with the hereinbefore described concrete pavement in Edgewood Avenue at the west line extended of said Edgewood Avenue. ALSO from and connecting with the hereinbefore described concrete pavement in said Edgewood Avenue at the east line extended of said Edgewood Avenue, thence east in said

Southland Avenue to and connecting with the hereinbefore described concrete pavement in Perndale Avenue at the west line extended of said Ferndale Avenue. ALSO from and connecting with the hereinbefore described concrete pavement in said Ferndale Avenue at the east line extended of said Ferndale Avenue, thence east in said Southhand Avenue to and connecting with the hereinbefore described concrete pavement in Arbor Avenue at the west line extended of said Arbor Avenue.

ALSO: from and connecting with the hereinbefore described concrete pavement in said Arbor Avenue at the east line extended of said Arbor Avenue, thence east in said Southland Avenue to a line one-half (1/4) foot west of and parallel with the east line of the S.W. 4, N.W. 4 of Section 27, Township 43 North, Range 12, east of the third prin-

In MIDLAND AVENUE from the northeasterly line extended of Ridge Road, thence easterly in said Midland Avenue to and connecting with the hereinbefore described concrete pavement in Sunnyside Avenue at the westerly line extended of said Sunnyside Avenue. ALSO from and connecting with the hereinbefore described concrete pavement, in said Sunnyside Avenue at the easterly line extended of said Sunnyside Avenue, thence easterly in said Midiand Avenue to and connecting with the hereinbefore described concrete pavement in Eastwood Avenue at the was sarly line extended of said Eastwood Avenue.

ALSO from and connecting with the hereinbettre described concrete pavement in said from No.

Eastwood Avenue at the easterly line extended of said Eastwood Avenue, thence easterly in said Midland Avenue to and connecting with the hereinbefore described concrete pavement in Glenwood Avenue at the westerly line extended of said Glenwood Avenue. ALSO from and connecting with the hereinbefore described concrete pavement in said Glenwood Avenue at the easterly Line extended of said Glenwood Avenue, thence east in said Midland 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 eastrly line extended of said Edgewood Avenue, thence east in said Midland Avenue to and connecting with the hereinbefore described concrete pavement in Ferndale Avenue at the west line extended of said Ferndale Avenue. Also from and connecting with the hereinbefore described concrete pavement in said

Perndale Avenue at the east line extended of said Ferndale Avenue, thence east in said Midland Avenue to and connecting with the hereinbefore described concrete pavement in Arbor Avenue at the west line extended of said Arbor Avnue. ALSO from and connecting with the hereinbefore described concrete pavement in said Arbor Avenue at the east line extended of said Arbor Avenue thence east in said Midland

Avenue to a line one-half (1/2) foot west of and parallel with the east line of the west (1/2) N.W. 4 of Section 27, Township 45 north, Range 12, east of the third principal Meridian. In GARLAND AVENUE from the northeasterly line extended of Ridge Road, thence easterly in said Garland Avenue to and connecting with the hereinbefore described concrete pavement in Sunnyside Avenue at the westerly line extended of said Sunnyside Avenue. ALSO from and connecting with the hereinbefore described concrete pavement in said Sunnyside Avenue at the easterly line extended of said Sunnyside Avenue, thence easterly in said Garland Avenue to and connecting with the hereinbefore described concrete pavement in Eastwood Avenue at the westerly line extended of said Eastwood Avenue, including | Item No. 4-7 catch-basins constructed of monolithic concrete or concrete blocks; return at Cloverdale Avenue as far back as the northerly line extended of said Garland Avenue and connecting with the hereinbefore described concrete pavement in said

In NORTHLAND AVENUE from the northeasterly line extended of Ridge Road. thence easterly in said Northland Avenue to and connecting with the hereinbefore described concrete pavement in Sunnyside Avenue at the westerly line extended of said Sunnyside Avenue.

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

in said Northland Avenue to and connecting with the hereinbefore described pavement in Glenwood Avenue at the westerly line extended of said Glenwood Avenue. 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 Northland 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 the northeasterly line extended of 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, 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 casterly line extended of said Edgewood Avenue, thence easterly in said Ridgeland 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 five tenths (0.5) feet west of the east line of the W1/2, NW1/4. 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 P. Nixon & Co.'s Highland Park Gardens Addition, including the street return at Northland Avenue as far back as the southwesterly line extended of said Northland Avenue.

Northland Avenue.

In DEERFIELD AVENUE from the northeasterly line extended of Ridge Road, thence cast in said Deerfield Avenue to and connecting with the existing concrete pavement in said Deerfield Road except those portions of the Chicago Northwestern Railway Co. and Chicago North Shore & Milwankee Railroad Company Right of Ways laying between a line two (2) feet wasterly of and parallel with the most westerly Rail, and at line two (2) feet easterly of und parallel with the most easterly rail of said Chicago and Northwestern most westerly Rail and a line two (2) feet easterly of and parallel with the most wasterly and said Chicago and Northwestern most westerly Rail and a line two (2) feet easterly of and parallel with the most westerly Rail and a line two (2) feet easterly of and parallel with the soot easterly rail of said Chicago, North Shore and Milwankee Railroad Company and except from a (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 two street returns at Grandview Avenue to the north, at Sunnyside Avenue, Cloverdale Avenue, Eastwood Avenue, Glenwood Avenue, Edgewood Avenue, Arbor Avenue, McCraren et Western Avenue to the north and to the south, at West Parkway Avenue, McCraren et Western Avenue to the north and to the south, at thest between Lot 12 and Lot 11, Inner extended of said Deerfield Avenue, and south concrete pavement in Ridge Road, Sunnyside Avenue, Cloverdale Avenue, Eastwood Avenue, Edgewood Avenue, Cloverdale Avenue, Eastwood Avenue, Edgewood Avenue, Arbor Avenue, Eastwood Avenue, Regewood Avenue, Cloverdale Avenue, Eastwood Avenue, Edgewood Avenue, Cloverdale Avenue, Eastwood Avenue, Edgewood Avenue, Arbor Avenue, and McCraren Road to the south, and connecting with the hereinbefore described on said Deerfield Avenue, Road at the east end of Lot 1, second Addition to Deerfield Avenue, and except with said existing concrete pavement in said Deerfield Road an

Said local improvement shall consist of clearing, grabbing, 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 (3) inches overall and the width shall be twenty-two (22) foot from eige
the street, except in Decribed Avenue, and that part of Richfield Avenue laying between
Decribed Road and a line twenty-five (25) foot cast of and parallel with the cast line and
said uset line extended of the W.14 N.W.14 of aforestaid Section 27, where the width shall
be trenty-eight (28) fact 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 Bailway 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 thirty-one (31) feet, and except between said line twenty-five (25) fact east of and parallel with said east line extended of said W. 1/2 N. W. 1/4, of aforesaid Section 27 and a line one-half (1/2) feet wust of and parallel with said east line and said east line extended of said W. 1/2, N. W. 1/4 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 twenty-sight (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 ling of said streets and having the following radii: At the east and of said fained at Buerdeid Avenue and Beerfield Boad the radiu shall be six and one-half (61/2) feet, at the northwest and aouthwest torners of said laland the radii shall be eleven and one-half (11/4) feet, at the east corner of Lot 1, Second Addition to Esserticit Willing the radius shall be forty-one and one-half (41/4) feet, at the northwest hall be forty-one and one-half (41/4) feet, at the northwest hall be forty-one and one-half (41/4) feet, at the northwest hall be forty-one and one-half (41/4) feet, at the northwest hall be forty-one and one-half (41/4) feet, at the northwest hall be forty-one and one-half (41/4) feet, at the northwest and northeast corners of Deerfield Avenue and West Parkone and one-half (41%) feet, at the northeast corner of Deerfield Avenue and West Park-way 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 (51%) feet, at the southwest and northeast corners of Deerfield Avenue and Glenwood Avenue the radii shall be forty-one and one-half (41%) feet; at the corner of Ridge Road, Avenue the radii shall be forty-one and one-half (41%) 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 (6%) feet at the northwest and northeast corner of said Island the radii shall be eleven and one-half (11%) feet, at the corner of Sunnyside Avenue, Southland Avenue and Eastwood the radius shall be thirty-two and one-half (32%) feet; at the northwest corner of said Deerfield Road and said Richfield Avenue the radius shall be thirty-five (85) feet, at all other street corners the radii shall be twenty-six and onehalf (261/2) 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 (0.8) of a foot.

Constructing concrete combined curb and gutter along and joining the edges of suid concrete pavement and concrete pavement approaches at the Bridge over the east Skokie Drainage Ditch except across the right of way of the Chicago & Northwestern Railway Company and across the right of way of the Public Service Company of Northern Illinois: the width of said combined curb and gutter as measured at the bottom thereof is one (1) foot six (6) inches, the height of said combined curb and gutter as measured at the back of said curb is fourteen (14) inches and the width of said curb three (3) inches below the top is six (6) inches; constructing concrete inlet-basins the center of which shall be eleven (11) inches from the back of the curb as measured toward the pavement. Constructing concrete catch basins, catch basins manholes and manholes, all trenching, shoring, bracing, pumping.

Backfilling all trenches and the tunnel with earth, flushing and thoroughly compacting said backfill, raking and smoothing all parkways, adjusting all existing Sanitary Sewer Manhole Covers, adjusting all existing valve vault covers, constructing concrete sidewalk approaches, connecting existing public walks in Highland Park Gardens with said proposed concrete pavement, constructing macadam pavement-approaches in Ridge Road and McCraren Road and Deerfield Road for connection of existing pavement with the herein described pavement, constructing a reinforced concrete Bridge (trestle type) over the east Skokie Drainage Ditch, in Deerfield Avenue, with reinforced hand rails and with reinforced concrete pavement-approaches constructing concrete headwalls; removal of trees and stumps and all rubbish from the site of the improvement, constructing Rip-Rap under said Bridge, removal of all surplus excavated materials, all curing, protecting, cleaning of said concrete pavement and said concrete combined curb and gutter, restoration of existing concrete sidewalks, sanitary sewers and water mains where damaged, all Engineering services and all other labor, materials and expenses necessary to construct said local improvement in a workmanlike manner, all in the City of Highland Park, Lake County, Illinois.

The estimated cost of said proposed improvement, including all labor, materials and all lawful expenses attending the same is the sum of Six Hundred Fifty-Three Thousand (\$653,000.00) Dollars, itemized as follows, to-wit: Item No. 1-53,695 cubic yards of excavation for the concrete pavement and the combined curb and gutter and parkways; including all clearing, grubbing out all stumps and trees under four (4) inches in diameter. preparing the subgrade and removal of all surplus excavated materials and all trees and stumps; all excavation shall be measured in the cut

\$1.00 per cubic yard\$ 53,695.00 thick-the square yards measured between the edges of the combined curb and gutter nearest said pavement-said concrete shall be composed by volume of one (1) part Portland cement, two (2) parts sand and three and one-half (31/2) parts of gravel or crushed stone mixed with sufficient water; said pavement shall be reinforced with seventyseven 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 (2) feet long, spaced two (2) 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 an 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 (71/4) 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 reinforcing bars four (4) feet in length and spaced five (5) feet apart, and placed four and one-quarter (414) inch 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 provided with threequarter (%) inch round, deformed steel reinforcing bars each two (2) feet long and spaced five (5) feet apart, said bars shall be imbedded in the concrete four (4) 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. Including all curing by using two (2) pounds of calcium chloride spread evenly over each square yard of pavement, protecting and cleaning said pavement

laid complete at \$2.80 per square yard\$261,038.40 3-05,522 8 yel concrete combined curb and gutter; the concrete shall be composed by volume of one (1) part Portland cement, two (2) parts sand and three and one-half (314) parts gravel and crushed stone except that the exposed surface to a depth of one-half (1/2) 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; the height of said combined curb and gutter as measured at the back of said curb shall be fourteen (14) inches; the width of said combined curb and gutter, as measured at the bottom, shall be eighteen (18) inches; the height of the curb above the gutter line shall be six (6) inches; the width of said curb three (3) inches below the top shall be six (6) inches, the face line of 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 back of the curb. The exposed edges shall be rounded after lines having the following radii: 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 radii shall be three (3) inches. There shall be constructed continuous with the transverse expansion joints in the pavement three-eighths (%) inch asphaltic feet expansion joints in the gutter extending from the edge nearest said pavement to the face of curb and from the bottom of said combined curb and gutter to one-half (1/2) inch above the top of said gutter and a three-eighths (%) inch open joint extending from the top of the curb to the bottom of said combined curb and gutter and through the entire width of said curb. Constructed complete at

\$1.00 per lineal foot\$ 65.739.00 the thickness of the bottom shall be eight (8) inches and said bottom shall extend to the outside face of the walls; the thickness of the walls shall be six (6) inches; if constructed of monolithic concrete, forms shall be placed on both sides; if constructed of concrete blocks said blocks shall be laid with full joints of mortar composed by volume of one (1) part Portland cement and two (2) parts sand mixed with sufficient water and neatly pointed on the inside. The concrete shall be 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. The inside diameter shall be four (4) feet from the top of the bottom to a plane three (3) feet below the top of the concrete, from which plane the diameter shall decrease uniformly upward to two (2) feet at the top of said concrete so as to fit and support the cover; the average depth of the concrete is eight and five tenths (8.5) feet, the minimum depth is six and five tenths (6.5) feet and the maximum depth is nine and eight tenths (9.8) feet below the finished grade of the pavement. Each catch-basin shall be furnished with an asphaltic coated east iron catch-basin cover, Highland Park Pattern, consisting of a frame weighing two hundred seventy-five (275) pounds, and a grate weighing one hundred twenty-five (125) pounds set to grade where located; including all excavating, shoring, bracing, pumping, backfilling with earth, flushing the backfill and removal of all surplus excavated materials, constructed complete at

crete blocks; the thickness of the bottom shall be eight (8) inches and said bottom shall extend to the outside face of the walls; the thickness of the walls shall be six (6) inches; if constructed of monolithic conerete, forms shall be placed on both sides; if constructed of concrete blocks said block shall be laid with full joints or mortar composed by volume of one (1) part Portland cement and two (2) parts sand, mixed with sufficient water and neatly pointed on the inside. The concrete shall be 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. The inside diameter shall be four (4) feet from the top of the bottom to a plane three (3) feet below the top of the concrete, from which plane the diameter shall decrease uniformly upward to two (2) feet at the top of said concrete so as to fit and support the cover. The minimum depth of the concrete is six and five-tenths (6.5) feet, the maximum depth is fifteen and four-tenths (15.4) feet and the average depth is ten (10) feet below the finished grade of the pave-ment. Each catch-basin shall be furnished with an auphaltic coated cast iron catch basin cover Highland Park pattern, consisting of a frame weighing two hundred seventy-five (278) pounds, and a grate weighing one hundred twenty-five (125) pounds set to grade where located; including all excavating, shoring, bracing, pumping, backfilling, with earth, flushing the backfill and removal of all surplus materials, con-

structed complete at

shall extend to the outside face of the walls; the thickness of the walls shall be six (6) inches; if constructed of monolithic concrete, forms shall be placed on both sides of the walls; if constructed of concrete blocks said blocks shall be laid with full joints of mortar composed by volume of one (1) part Portland cement and two (2) parts sand, mixed with sufficient water and neatly pointed on the inside. The concrete shall be composed by volume of one (1) part Portland cement, two (2) parts 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. The inside diameter shall be four (4) feet from the top of the bottom to a plane three (3) feet below the top of the concrete from which plane the diameter shall decrease uniformly upward to two (2) feet at the top of said concrete, so as to fit and support the cover; the minimum depth of the concrete is five and three-tenths (5.3) feet, the minimum depth of the concrete is five and three-tenths (5.3) feet, the maximum depth is fifteen and seven (15.7) feet and the average depth is ten and nine tenths (16.9) feet below the finished grade of the pavement. Each manhole shall be provided with three-quarter (%) inch wrought round, galvanized iron ladder rounds set in the walls and spaced sixteen (16) inches apart. Each manhole shall be provided with spaced sixteen (16) inches apart. Each manhole shall be provided with an asphaltic coated cast from manhole cover, consisting of a frame weighing three hundred ninety (390) pounds and a solid lid weighing one hundred fifty (150) pounds, set to grade where located. Including all excavation, shoring, bracing, pumping, backfilling with earth, flushing the backfill and removal of all surplus excavated materials, con-

Item No. 7—8 inlet basins constructed of monolithic 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; the inside dimensions shall be one (1) foot eight (8) inches square by one (1) foot four (4) inches high. The walls and bottom shall be eight (8) inches thick. Each inlet basin shall be furnished with an asphaltic coated cast from catch basin cover Highland Park Pattern, consisting of a frame weighing two hundred seventy-five (275) pounds and a grate weighing one hundred twenty-five (125) pounds set to grade where located; including all excavating, backfilling, flushing the backfill and removal of all excavated materials, complete at 40.00 each No. 8-2 special manholes constructed of monolithic concrete composed by volume of one (1) part Portland cement, two (2) parts sand and four

(4) parts gravel or crushed stone, used with sufficient water. The outside dimensions of the concrete shall be six (6) feet and three (3) inches by four (4) feet and nine (9) inches from the bottom of said concrete to a horizontal plane through the center of a fifty-two (52) inch concrete pipe from which plane the concrete shall taper down to a diameter of two (2) feet at the top of said concrete so as to fit and support the cover. The average depth of the concrete is eight (8) feet below the finished grade of the pavement and the walls above said horisontal plane shall be six (6) inches thick. Each manhole shall be furnished with an asphaltic coated manhole cover consisting of a frame weighing three hundred ninety (390) pounds and a lid weighing one hundred fifty pounds (150), set to grade where located, and with three-quarter (%) inch wrought, round, galvanized iron ladder rounds spaced sixteen (16) inches apart, including all excavating, shoring, bracing, pumping, backfilling, flushing the backfill and removal of all excavated materials, complete at

\$125.00 each\$ 250.00 The following seven (7) items of tile pipe drains shall be vitrified, salt-glased, hub and spigot tile pipe drains; the diameter as indicated by the sizes stated below; including connections to catch-basins, catch-basin-manholes and manholes and inlet basins, all trenching, shoring, bracing, pumping, backfilling the trenches with earth, flushing, and thoroughly compacting the backfill and removal of all surplus excavated materials. All drains shall be laid with joints of mortar composed by volume of one (1) part Portland cement and four (4) parts sand, mixed with sufficient water; the depth of the drains refer to the flow line of said drains. All free ends shall be closed with tile discs.

Item No. 9-11,700 lineal feet of six (6) inch internal diameter tile pipe drains laid at an average depth of four (4) feet below the top of the curb, laid complete at \$0.85 per lineal foot Item No. 16-32,391 lineal feet of eight (8) inch internal diameter tile pipe drains; the minimum depth is four and six-tenths (4.6) feet, the maximum depth is eleven (11) feet, and the average depth is seven (7) feet below the

finished grade of the pavement, laid complete at \$2.00 per lineal foot \$ 64,582.00 Item No. 11-2,438 lineal feet of eight (8) inch internal diameter tile pipe drain. laid under proposed pavement; the minimum depth is three (3) feet, the maximum depth is thirteen (18) feet and the average depth is six and four-tenths (6.4) feet below the finished grade of the pavement, laid

\$2.10 per lineal foot 5,119.80 Item No. 12-4,693 lineal feet of ten (10) inch internal diameter tile pipe drains; the minimum depth is six (6) feet, the maximum depth is thirteen and five-tenths (13.5) feet and the average depth is eight and six-tenths (8.6) feet below the finished grade of the pavement, laid complete at \$2.15 per lineal foot\$ 10,089.95 Item No. 13-662 lineal feet of ten (10) inch internal diameter tile pipe drains, the minimum depth is six (6) feet, the maximum depth is twelve (12)

feet and the average depth is eight and six-tenths (8.6) feet below the finished grade of the pavement, laid under proposed pavement, laid drains; the minimum depth is seven (7) feet; the maximum depth is thirteen and six-tenths (13.6) feet and the average depth is nine and

five-tenths (9.5) feet below the finished grade of the pavement, laid compiete at \$2.30 per lineal foot \$ 6,762.00 Item No. 15-632 lineal feet of twelve (12) inch internal diameter tile pipe drains; the minimum depth is nine (2) feet; the maximum depth is twelve (12) feet and the average depth is ten and one-tenth (10.1) feet below the finished grade of the pavement; laid complete at

\$2.35 per lineal foot The following eleven items of tile pipe drains shall be vitrified, salt-glazed, hub and spigot tile pipe drains, the diameter as indicated by the sizes stated below; including connections to catch-basins, catch-basin-manholes, and manholes and inlet basins, all trenching, shoring, bracing, pumping, backfilling the trenches with earth, flushing and compacting the backfill and removal of all surplus excavated materials; all drains shall be laid with joints of mortar composed by volume of one (1) part Portland cement and four (4) parts sand. mixed with sufficient water. All of said drains shall be of double strength. The depth of said pipes refer to the flow line. All free ends shall be closed with tile discs. Item No. 16-3,172 lineal feet of fifteen (15) inch internal diameter tile pipe drains :

the minimum depth is five (5) feet; the maximum depth twelve and seven-tenths (12.7) feet and the average depth is eight and eighttentha (8.8) feet below the finished grade of the pavement, laid complete at

Item No. 17-444 lineal feet of fifteen (15) inch internal diameter tile pipe drains; the average depth is seven and five-tenths (7.5) feet below the finished grade of the pavement, laid under proposed pavement, laid complete at \$2.35 per lineal foot\$ 1,043.40 Item No. 18-1,652 lineal feet of eighteen (18) inch inside diameter tile pipe drains. the minimum depth is six (6) feet; the maximum depth is thirteen (13) feet and the average depth is nine (9) feet below the finished

grade of the pavement, laid complete at \$2.50 per lineal foot\$ 4,130.00 Item No. 19-187 lineal feet of eighteen (18) inches inside diameter tile pipe drain; the minimum depth is six and five-tenths (6.5) feet; the maximum depth is eleven and five-tenths (11.5) feet and the average depth is nine (9) feet below the finished grade of the pavement, laid under proposed pavement, laid complete at

\$2.60 per lineal foot\$ 486.20 Item No. 20-1,046 lineal feet of twenty (20) inch internal diameter tile pipe drains; the minimum depth is eight and two-tenths (8.2) feet, the maximum depth is ten (10) feet and the average depth is nine (9) feet below the finished grade of the pavement, laid complete at \$2.75 per lineal foot \$ 2.876.50

Item No. 21-75 lineal feet of twenty (20) inch internal diameter tile pipe drains laid at an average depth of nine (9) feet below the finished grade of the pavement, laid complete at \$2.85 per lineal foot Item No. 22-277 lineal feet of twenty-two (22) inch internal diameter tile pipe

drains, the minimum depth is seven and two-tenths (7.2) feet, the maximum depth is eight and three-tenths (8.3) feet and the average depth is seven and eight-tenths (7.8) feet below the finished grade of the pavement, laid complete at \$3.00 per lineal foot\$

Item No. 23-73 lineal feet of twenty-two (22) inch internal diameter tile pipe drains laid at an average depth of seven and eight-tenths (7.8) feet below the finished grade of the pavement laid under proposed pavement: laid complete at \$3.10 per lineal foot

Item No. 24-714 lineal feet of twenty-four (24) inch internal diameter tile pipe drains; the minimum depth is seven and one-tenth (7.1) feet, the maximum depth is eleven and seven-tenths (11.7) feet and the average depth is ten and one-tenth (10.1) feet below the finished grade of the pavement, laid complete at \$3.75 per lineal foot \$ 2.677.50

Item No. 25-275 lineal feet of twenty-seven (27) inch internal diameter tile pipe drains, average depth of eight and two-tenths (8.2) feet below the finished grade of the pavement; laid complete at \$4.35 per lineal foot\$ 1,196.25 Item No. 26-76 lineal feet of twenty-seven (27) inch internal diameter tile pipe

drains, average depth eight and six-tenths (8.6) feet below the finished grade of the pavement; laid complete at \$4.50 per lineal foot \$ 342.00

The following five (5) items shall be reinforced concrete pipes. The concrete shall be 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, reinforced with a triangular wire mesh, having an elastic limit of 55,000 pounds per square inch. Pipes twenty-four (24) inches, thirty (30) inches and thirty-nine (39) inches in diameter shall have one (1) line of reinforced wire mesh placed concentric in the pipes one (1) inch from the inside surface of said pipes; pipes forty-eight (48) and fifty-two (52) inches in diameter shall have two (2) lines of reinforcing wire mesh placed concentric in the pipes one (1) inch from the inside and outside surface of said pipes. Joints shall be constructed of mortar composed by volume of one (1) part Portland cement and two (2) parts sand mixed with sufficient water. The inside diameter of said pipes shall be as indicated by the size stated below. The depth of said pipes refer to the flowline; including all trenching, shoring, bracing, pumping, tunnelling, backfilling, flushing the backfill and removal of all excavated

Item No. 27-116 lineal feet of twenty-four (24) inch internal diameter concrete pipe laid at an average depth of three (3) feet below the finished grade of the pavement, in the ditch in Deerfield Road; the thickness of the walls shall be three (3) inches, laid complete at \$2.60 per lineal foot

Item No. 28—541 lineal feet of thirty (30) inch internal diameter concrete pipe

laid at an average depth of eight (8) feet below the finished grade of the pavement; the thickness of the walls shall be three and one-half (314) inches, laid complete at \$5.00 per lineal foot

Jtem No. 29 400 lineal feet of thirty-nine (39) inch concrete pipe, laid at an average depth of ten and three-tenths (10.3) feet below the finished grade

of the pavement; thickness shall be four and one-quarter (414) inches; average depth of eleven and two-tenths (11.2) feet below the finished grade of the pavement; fifty (50) feet shall be in tunnel under rail-

road tracks. The thickness shall be five (5) inches; laid complete at \$9.20 per lineal foot \$ 7,139.20 Item No. 31-285 lineal feet of fifty-two (52) inch concrete pipe laid at an average depth of seven and seven-tenths (7.7) feet below the finished grade of the pavement. The thickness shall be five and one-half (51/2) inches; laid complete at

\$10.00 per lineal foot\$ 2,850.00 Item No. 32-40 lineal feet of ten (10) inch internal diameter galvanized corrugated iron pipe for outlet drain. Weight per foot of No. Sixteen (16) gauge nine and two-tenths (9.2) pounds laid at an average depth of seven (7) feet below the surface of the ground; including connection to manhole, all trenching, shoring, bracing, pumping, backfilling, flushing the backfill and removal of all surplus excavated materials; laid complete at

\$1.75 per lineal foot Item No. 33-30 lineal feet of fifteen (15) inch internal diameter, galvanized, corrugated iron pipe for outlet drain; weight per foot of No. 16 gauge, thirteen and one-tenth (13.1) pounds, laid at an average depth of five (5) feet below the surface of the ground, including connections to manholes, all trenching, shoring bracing, pumping, backfilling, flushing the backfill and removal of all surplus excavated materials, laid complete at \$2.10 per lineal foot\$

Item No. 34-1 reinforced concrete bridge (trestle type). The overall length of said bridge, measured along the center line of Deerfield Avenue, is sixtyfour (64) feet and the overall width of said bridge as measured along the East Skokie Drainage Ditch, is one hundred seven (107) feet and seven and three eighths (7%) inches. Said bridge shall consist of (A) eighty-four (84) circular reinforced concrete piles thirty (30) feet long, fourteen (14) inches in diameter at the top and tapering to eight (8) inches at the bottom. (B) One (1) reinforced concrete slab with integral curb, sixty-four (64) feet long, and thirty-one (81) feet wide from back to back of curb; the thickness of said slab shall be as follows: At the center line of said Deerfield Avenue nineteen (19) inches at the gutter line fifteen and one-half (15%) inches, the integral curb shall be six (6) inches high above the gutterline as measured at the back of said curb; the width three (3) inches below the top of said curb shall be six (6) inches; the face line of said curb extended to the bottom of the concrete slab shall form an angle with said bottom line of seventy-five (75) degrees acute toward the back of said curb. The exposed edges shall be rounded after lines having the following radii: 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 radii shall be three (2) inches.

(C) Two (2) reinforced concrete slabs (one under the north Parkway and one under the south Parkway), Each slab shall be sixty-four (64) feet long, ten (16) feet and eight (8) inches wide, the thickness shall be fifteen and one-half (15½) inches overall.

(D) Two reinforced concrete slabs, one (1) under the north sidewalk

and one (1) under the south sidewalk. Each slab shall be sixty-four (64) feet long and five (5) feet wide, and the thickness shall be fifteen and one-half (15%) inch overall.

(E) Six (6) reinforced concrete girders; the width of said girders shall be twenty (20) inches; the height shall be thirty-eight (38) inches; the length of the two center girders shall be twenty-four (24) feet and the length of the two center girders shall be twenty-four (24) feet and

length of the remaining girders shall be twenty (20) feet seven inches.

(P) Two (2) reinforced concrete pidewalks, one in the north Parkway and one in the apath Parkway. The edge of said aldewalks nearest the street lines shall be twenty-two (32) inches from said street line. Each edgewalk shall be unity-four (64) feet long, the average thickness of the concrete in the heaty portion shall be five (5) inches and the wearing walks shall be noty portion shall be five (5) inches and the wearing walks shall be reinforced with eighty (30) porods of effective steel wire be pinced five hundred (130) square feet. Under ellevalits shall be pinced five hundred (weive (512) lines feet. Under ellevalits shall twelve (12) inside dimensions, vitrified salt-gianed the set in more engages and said mixed with sufficient water.

(G) Four (4) reinforced concrete pilecapping. The overall length of the case cannot and two (2) (3) feet cannot cannot all two (4) feet cannot cannot shall be seen of cannot and two (2) (3) feet cannot cannot not the content of cannot cannot not not content of the cannot cannot and two (2) (3) feet cannot cannot see the said cannot be content and two (2) (3) feet cannot cannot see the said cannot be content of the said cannot cannot see the said cannot be content of the said cannot cannot see the said cannot be content of the said cannot cannot see the said cannot cannot see the said cannot cannot see the cannot cannot see the cannot c