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The said integral curbs shall be five (5) inches in height above the adjoining top surface of the pavement, shall be six (6) inches in width and the combined height of the curbs and pavement shall be eleven (11) inches at the back of the curbs, and the bottom surface of the curbs shall be flush with the bottom surface of the pavement. The thickness of the concrete at the center line of the twenty-eight (28) foot pavement and at all street intersections shall be twelve (12) inches. The thickness of the concrete at the center line of the twenty-four (24) foot pavement shall be eleven (11) inches. The thickness of the concrete at the center line of the nineteen (19) foot pavement shall be ten (10) inches. The thickness of the concrete for all pavements adjoining the roadway faces of the integral curbs shall be six (6) inches. The thickness of the concrete for the fourteen (14) foot pavement shall be twelve (12) inches at the edge adjoining the center line of Winnetka Avenue and six (6) inches at the edge adjoining the face of the integral curb. The thickness of the concrete for the thirty-nine (39) foot pavement shall be as follows: At the edges adjoining the roadway faces of the integral curbs, six (6) inches; along the center line of the pavement, twelve (12) inches; along a line thirteen (13) feet three (3) inches north of the center line of Winnetka Avenue, seven (7) inches. The thickness of the concrete for the twenty-seven (27) foot six (6) inch pavement shall be as follows: At the edges adjoining the roadway faces of the integral curbs, six (6) inches; along the center line of the pavement, twelve (12) inches; along a line eight (8) feet nine (9) inches east of the center line of Woodland Avenue, and along a line eight (8) feet nine (9) inches west of the center line of Essex Road, eight (8) feet nine (9) inches. All said proposed pavement as hereinbefore described shall be covered with a two (2) inch layer of fine earth, shall be kept wet with water for ten (10) days and the said fine earth shall be then removed.

36,500 cubic yards of excavation for roadway, (measured in the cut) including grading, grubbing, removing all surplus excavated materials, preparing the subgrade to receive the reinforced Portland cement concrete pavement and integral curb, grading and leveling the parkways, at sixty cents (.60c) per cubic yard. \$ 21,900.00

4 brick masonry manholes consisting of eight (8) feet over all of brick work, four (4) feet internal diameter, side walls eight (8) inches thick, bottoms six (6) inches thick, each furnished with a cast iron manhole cover weighing four hundred eighty (480) pounds, twenty-four (24) inches internal diameter, nine (9) inches high, average thickness of metal one (1) inch, including excavation, complete, at Sixty Dollars (\$60.00) each. \$ 240.00

131 brick masonry catch basins consisting of six (6) feet six (6) inches over all of brick work, four (4) feet internal diameter, side walls eight (8) inches thick, bottoms six (6) inches thick, each furnished with a cast iron manhole cover weighing four hundred eighty (480) pounds, twenty-four (24) inches internal diameter, nine (9) inches high, average thickness of metal one (1) inch, having a perforated lid, each provided with an eight (8) inch internal diameter vitrified tile pipe bend, including excavation, complete, at Sixty Dollars (\$60.00) each. \$ 7,860.00

5 brick masonry catch basins consisting of six (6) feet six (6) inches over all of brick work, four (4) feet internal diameter, side walls eight (8) inches thick, bottoms six (6) inches thick, each furnished with a cast iron manhole cover weighing four hundred eighty (480) pounds, twenty-four (24) inches internal diameter, nine (9) inches high, average thickness of metal one (1) inch, having a perforated lid, each provided with an eight (8) inch internal diameter vitrified tile pipe bend, including excavation, complete, at Fifty-five Dollars (\$55.00) each. \$ 275.00

11 brick masonry combination manholes and catch-basins consisting of seven (7) feet over all of brick work, four (4) feet internal diameter, side walls eight (8) inches thick, bottoms twelve (12) inches thick, each furnished with a cast iron catch basin cover weighing three hundred fifty (350) pounds, with adjustable back, horizontal grate eighteen (18) inches by twenty-two (22) inches, average thickness of metal one (1) inch, including excavation, complete, at Sixty Dollars (\$60.00) each. \$ 660.00

manhole cover weighing four hundred eighty (480) pounds, twenty-four (24) inches internal diameter, nine (9) inches high, average thickness of metal one (1) inch, including excavation, complete, at Sixty Dollars (\$60.00) each. \$ 1,140.00

29 cast iron sewer inlets, each set on a Portland cement concrete base thirty-six (36) inches square, thick, said concrete composed by volume of one (1) part cement and two (2) parts sand and three (3) parts crushed limestone, each furnished with a cast iron inlet cover weighing three hundred fifty (350) pounds, with adjustable back, horizontal grate eighteen (18) inches by twenty-two (22) inches, average thickness of metal one (1) inch, including excavation, complete, at Twenty-eight Dollars (\$28.00) each. \$ 812.00

3 new cast iron catch basin covers, each weighing three hundred fifty (350) pounds, with adjustable back, horizontal grate eighteen (18) inches by twenty-two (22) inches, average thickness of metal one (1) inch, set in place, at Twenty-two Dollars (\$22.00) each. \$ 66.00

29 new cast iron manhole covers, each weighing four hundred eighty (480) pounds, twenty-four (24) inches internal diameter, nine (9) inches high, average thickness of metal one (1) inch, set in place, at Twenty-five Dollars (\$25.00) each. \$ 725.00

2 new cast iron manhole covers, each weighing four hundred eighty (480) pounds, twenty-four (24) inches internal diameter, nine (9) inches high, average thickness of metal one (1) inch, having perforated lid, set in place at Twenty-five Dollars (\$25.00) each. \$ 50.00

19 present catch basin covers adjusted to finished grade, at Ten Dollars (\$10.00) each. \$ 190.00

141 present manhole covers adjusted to finished grade, at Two Dollars (\$2.00) each. \$ 282.00

All brick masonry above specified shall be laid in a mortar composed by volume of one (1) part Portland cement and two (2) parts sand. All cast iron covers above specified shall be thoroughly coated with an asphaltic paint. All manholes above specified shall be similar in design to the present manhole at the east end of Sunset Road in Remy Park Subdivision, in Winnetka, Illinois. All catch basins above specified shall be similar in design to the present catch basin at the northwest corner of Elm Street and Lincoln Avenue, in Winnetka, Illinois. All sewer inlets above specified shall be similar in design to the present inlet on the east side of Sheridan Road three hundred (300) feet southerly from Humboldt Avenue, in Winnetka, Illinois. Water shall be used in the preparation of all concrete and mortar herein provided for.

5 present fire hydrants reset two (2) feet back of said integral curb, at Thirty Dollars (\$30.00) each. \$ 150.00

20 present electric light poles reset two (2) feet back of said integral curb, at Twenty-two Dollars (\$22.00) each. \$ 440.00

1,950 square feet of present concrete adjusted to finished grades, at fifteen cents (.15c) per square foot. \$ 292.50

2,010 lineal feet of Portland cement concrete sidewalk approaches five (5) feet four (4) inches in width, four (4) inches thick at the edges and five (5) inches thick at the center line, laid on a six (6) inch layer of cinders, said concrete to be composed by volume of one (1) part cement, two (2) parts sand and three (3) parts crushed limestone, at One Dollar (\$1.00) per lineal foot. \$ 2,010.00

33,030 lineal feet of four (4) inch internal diameter vitrified, salt glazed tile road drain pipe laid at an average depth of three and one-half (3 1/2) feet below top of curb, top half of pipe joints to be covered with a band of tar paper three (3) inches in width, the trenches to be backfilled to the surface of the ground with cinders and earth in alternate piles of equal volume, at twenty-five cents (.25c) per lineal foot. \$ 8,257.50

3,645 lineal feet of four (4) inch internal diameter vitrified, salt glazed tile road drain pipe laid under the proposed pavement at an average depth of three and one-half (3 1/2) feet below top of curb, top half of pipe joints to be covered with a band of tar paper three (3) inches in width, the trenches to be backfilled to the surface of the ground with sand, at forty cents (.40c) per lineal foot. \$ 1,458.00

3,675 lineal feet of eight (8) inch internal diameter vitrified, salt glazed tile bell and spigot road drain pipe, including catch basin and inlet connections, laid at an average depth of six (6) feet six (6) inches below top of curb, with Portland cement mortar joints composed by volume of one (1) part cement and two (2) parts sand, the trenches to be backfilled to the surface of the ground with cinders and earth in alternate piles of equal volume, at seventy-five cents (.75c) per lineal foot. \$ 2,756.25

2,015 lineal feet of eight (8) inch internal diameter vitrified, salt glazed tile bell and spigot road drain pipe, including catch basin and inlet connections, laid under proposed pavement at an average depth of four (4) feet six (6) inches below top of curb, with Portland cement mortar joints composed by volume of one (1) part cement and two (2) parts sand, the trenches to be backfilled to the surface of the ground with sand, at One Dollar (\$1.00) per lineal foot. \$ 2,015.00

1,430 lineal feet of ten (10) inch internal diameter vitrified, salt glazed tile bell and spigot road drain pipe laid under proposed pavement at an average depth of eight (8) feet below top of curb, with Portland cement mortar joints composed by volume of one (1) part cement and two (2) parts sand, the trenches to be backfilled to the surface of the ground with cinders and earth in alternate piles of equal volume, at One Dollar sixty cents (.60c) per lineal foot. \$ 2,288.00

170 lineal feet of ten (10) inch internal diameter vitrified, salt glazed tile bell and spigot road drain pipe laid under proposed pavement at an average depth of eight (8) feet below top of curb, with Portland cement mortar joints composed by volume of one (1) part cement and two (2) parts sand, the trenches to be backfilled to the surface of the ground with sand, at Two Dollars fifteen cents (.25c) per lineal foot. \$ 365.50

Engineering and supervision during construction of said proposed improvement. \$ 9,145.45

All lawful expenses attending the proceedings for making said proposed improvement, including court costs and cost of making, levying and collecting the assessment for said proposed improvement, not in excess of six per centum (6%) of said \$195,100.00. \$ 11,706.00

Total estimated cost of said proposed improvement. \$206,806.00

Respectfully submitted,
WM. D. MCKENZIE,
President of the Board of Local Improvements of the Village of Winnetka, Cook County, Illinois.

I hereby certify that in my opinion the above estimate does not exceed the probable cost of the above proposed improvement and the lawful expenses attending the same.

WM. D. MCKENZIE,
President of the Board of Local Improvements of the Village of Winnetka, Cook County, Illinois.

AN ORDINANCE,
FOR THE IMPROVEMENT OF WALNUT STREET FROM THE PRESENT PAVEMENT IN WILLOW STREET TO THE PAVEMENT HEREIN PROPOSED TO BE CONSTRUCTED IN HAWTHORN LANE; POPLAR STREET FROM THE PRESENT PAVEMENT IN OAK STREET TO THE PRESENT PAVEMENT IN CHERRY STREET; ALSO POPLAR STREET FROM THE PRESENT PAVEMENT IN CHERRY STREET TO THE PRESENT PAVEMENT IN ASH STREET; ALSO POPLAR STREET FROM THE PRESENT PAVEMENT IN ASH STREET TO THE PRESENT PAVEMENT IN WILLOW STREET; ALSO POPLAR STREET FROM THE PRESENT PAVEMENT IN WILLOW STREET TO THE PRESENT PAVEMENT IN MYRTLE STREET; MYRTLE STREET FROM THE PRESENT PAVEMENT IN WILLOW STREET TO THE PRESENT PAVEMENT IN HILL ROAD; FAIRVIEW AVENUE FROM THE PRESENT PAVEMENT IN ASH STREET TO THE PRESENT PAVEMENT IN WILLOW STREET; ALSO FAIRVIEW AVENUE FROM THE PRESENT PAVEMENT IN WILLOW STREET TO THE PRESENT PAVEMENT IN ELDER LANE; WOODLAND AVENUE FROM THE PRESENT PAVEMENT IN WILLOW STREET TO THE PRESENT PAVEMENT IN WILLOW STREET; CRESCENT AVENUE FROM THE PRESENT PAVEMENT HEREIN PROPOSED TO BE CONSTRUCTED IN HAWTHORN LANE TO THE PAVEMENT HEREIN PROPOSED TO BE CONSTRUCTED IN ELDER LANE; ESSEX ROAD FROM THE PRESENT PAVEMENT HEREIN PROPOSED TO BE CONSTRUCTED IN ELDER LANE TO THE PAVEMENT HEREIN PROPOSED TO BE CONSTRUCTED IN WILLOW STREET; FIR STREET FROM THE PRESENT PAVEMENT IN WILLOW STREET TO THE PAVEMENT HEREIN PROPOSED TO BE CONSTRUCTED IN FAIRVIEW AVENUE, EXCEPT THE PAVEMENTS HEREIN PROPOSED TO BE CONSTRUCTED AT THE INTERSECTIONS OF SAID HAWTHORN LANE WITH POPLAR STREET, MYRTLE STREET, FAIRVIEW AVENUE, AND WOODLAND AVENUE; ELDER LANE FROM THE PRESENT PAVEMENT IN WILLOW STREET TO THE PAVEMENT HEREIN PROPOSED TO BE CONSTRUCTED IN WILLOW STREET TO THE WEST LINE OF THE REMY PARK SUBDIVISION, EXCEPT THE PAVEMENT HEREIN PROPOSED TO BE CONSTRUCTED AT THE INTERSECTION OF SAID SUNSET ROAD WITH MYRTLE STREET; ALSO SUNSET ROAD IN SAID REMY PARK SUBDIVISION FROM THE WEST LINE OF SAID SUBDIVISION EASTERLY AND NORTHEASTERLY ALONG CURVED LINES TO A POINT NORTH OF AND OPPOSITE THE EAST END OF THE CURVED LINE BOUNDING THE NORTHWESTERLY PORTION OF THE PUBLIC PARK IN SAID SUBDIVISION LYING WEST OF WOODLAND AVENUE, THENCE EAST IN A STRAIGHT LINE PARALLEL WITH THE STRAIGHT

LINE EXTENDED BOUNDING THE NORTH SIDE OF THE SEVERAL PUBLIC PARKS IN SAID SUBDIVISION TO A POINT NORTH OF AND OPPOSITE THE WEST END OF THE CURVED LINE BOUNDING THE EASTERLY PORTION OF THE PUBLIC PARK IN SAID SUBDIVISION LYING EAST OF ESSEX ROAD, THENCE EASTERLY, SOUTHERLY AND WESTERLY PARALLEL WITH THE SAID CURVED LINE BOUNDING THE EASTERLY END OF SAID LAST MENTIONED PUBLIC PARK TO A POINT SOUTH OF AND OPPOSITE THE WEST END OF SAID CURVED BOUNDARY LINE, THENCE WEST IN A STRAIGHT LINE PARALLEL WITH THE STRAIGHT LINE AND SAID STRAIGHT LINE EXTENDED BOUNDING THE SOUTH SIDE OF THE SEVERAL PUBLIC PARKS IN SAID SUBDIVISION TO A POINT SOUTH OF AND OPPOSITE THE EAST END OF THE CURVED LINE BOUNDING THE SOUTHWESTERLY PORTION OF THE SAID PUBLIC PARK LYING WEST OF WOODLAND AVENUE, THENCE NORTHWESTERLY AND WESTERLY ALONG CURVED LINES TO AND CONNECTING WITH THE PAVEMENT HEREIN PROPOSED TO BE CONSTRUCTED IN SAID SUNSET ROAD AT THE WEST LINE OF SAID REMY PARK SUBDIVISION, EXCEPT THE PAVEMENTS HEREIN PROPOSED TO BE CONSTRUCTED AT THE INTERSECTIONS OF SAID SUNSET ROAD WITH WOODLAND AVENUE, AND EXCEPT THE PAVEMENTS HEREIN PROPOSED TO BE CONSTRUCTED AT THE INTERSECTIONS OF SAID SUNSET ROAD WITH ESSEX ROAD; HILL ROAD FROM THE PRESENT PAVEMENT IN WILSON STREET TO THE PRESENT PAVEMENT IN THE WEST LINE OF TRIER CENTER NEIGHBORHOOD SUBDIVISION; THAT PORTION OF WINNETKA AVENUE WITHIN THE VILLAGE OF WINNETKA FROM THE NORTH EASTERLY LINE EXTENDED FROM THE NORTHWEST OF THE RIGHT OF WAY OF THE CHICAGO, NORTH SHORE AND MILWAUKEE RAILROAD TO THE WEST LINE OF THE SOUTHEAST QUARTER OF SECTION TWENTY-ONE (21), TOWNSHIP FORTY-TWO (42) NORTH, RANGE THIRTEEN (13) EAST; ALSO WINNETKA AVENUE FROM THE SAID WEST LINE OF THE SOUTHEAST QUARTER OF SECTION TWENTY-ONE (21) AND FROM THE WEST LINE OF SECTION TWENTY-EIGHT (28), TOWNSHIP AND RANGE AFORESAID, TO THE EAST LINE AND THE EAST LINE EXTENDED OF THE WEST HALF OF THE SAID NORTH EASTERLY LINE OF SECTION TWENTY-EIGHT (28) AFORESAID; ALSO THAT PART OF WINNETKA AVENUE WITHIN THE VILLAGE OF WINNETKA FROM THE EAST LINE EXTENDED OF SAID WEST HALF OF THE NORTHWESTERLY LINE EXTENDED FROM THE NORTHWEST OF SHERIDAN ROAD, BERTLING LANE FROM THE PAVEMENT HEREIN PROPOSED TO BE CONSTRUCTED IN WINNETKA AVENUE TO AND CONNECTING WITH THE PRESENT PAVEMENT IN SAID BERTLING LANE FIFTY-EIGHT (58) FEET NORTH OF AND PARALLEL WITH THE NORTH LINE EXTENDED OF SAID WINNETKA AVENUE; ALSO THE STREET RETURNS OF WINNETKA AVENUE AT WILSON STREET, WARWICK AVENUE, ABBOTSFORD ROAD, AND THAT PORTION OF SAID WINNETKA AVENUE AT ESSEX ROAD WITHIN THE VILLAGE OF WINNETKA, AS FAR BACK AS THE STREET LINE OF WINNETKA AVENUE EXTENDED, BY JUSTIFYING PRESENT MANHOLE COVERS, ADJUSTING PRESENT CATCH-BASIN COVERS, ADJUSTING PRESENT CONCRETE SIDEWALK APPROACHES, RESETTING PRESENT FIRE HYDRANTS, RESETTING PRESENT ELECTRIC LIGHT POLES, FURNISHING AND SETTING NEW CAST IRON MANHOLE COVERS AND CAST IRON CATCHBASIN COVERS, CONSTRUCTING BRICK MASONRY VALVE FAULTS, CONSTRUCTING NEW CONCRETE SIDEWALK APPROACHES, CONSTRUCTING TRENCHES AND GLAZED TILE ROAD DRAINS AND CONNECTIONS, CONSTRUCTING BRICK MASONRY MANHOLES WITH CAST IRON COVERS, CONSTRUCTING BRICK MASONRY COMBINATION MANHOLES AND CATCHBASINS WITH CAST IRON COVERS, CONSTRUCTING CAST IRON SEWER INLETS EACH ON A CONCRETE BASE, REFILLING TILE ROAD DRAIN TRENCHES UNDER PROPOSED PAVEMENTS WITH SAND, REFILLING ALL OTHER TILE ROAD DRAIN TRENCHES IN SAID PROPOSED IMPROVEMENT WITH EQUAL PARTS OF CINDERS AND EARTH, EXCAVATING, GRADING AND PREPARING THE SUBGRADE TO RECEIVE THE PROPOSED PAVEMENT, GRADING AND LEVELING THE PARKWAYS, GRUBBING, REMOVING ALL SURPLUS EXCAVATED MATERIALS AND PAVING WITH A ONE (1) COURSE REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT WITH INTEGRAL CURBS, WITH ASPHALTIC FELT FILLED JOINTS, INCLUDING A TWO (2) INCH EARTH COVERING UPON SAID PAVEMENT; THE WETTING AND CLEANING OF THE SAID CONCRETE PAVEMENT, INCLUDING ALL LABOR AND MATERIAL AND ENGINEERING AND SUPERVISION DURING THE CONSTRUCTION OF THE SAID PROPOSED IMPROVEMENT.

THE WIDTH OF THE ROADWAY TO BE COVERED WITH THE PROPOSED CONCRETE PAVEMENT, INCLUDING THE INTEGRAL CURB IN THAT PART OF WINNETKA AVENUE WITHIN THE VILLAGE OF WINNETKA FROM THE NORTHWEST, OF THE RIGHT OF WAY OF THE CHICAGO, NORTH SHORE AND MILWAUKEE RAILROAD TO THE WEST LINE OF THE SOUTHEAST QUARTER OF SECTION TWENTY-ONE (21), TOWNSHIP FORTY-TWO (42) NORTH, RANGE THIRTEEN (13) EAST, SHALL BE FOURTEEN (14) FEET. THE WIDTH OF THE ROADWAY TO BE COVERED WITH THE PROPOSED CONCRETE PAVEMENT, INCLUDING THE INTEGRAL CURBS IN THAT PART OF WINNETKA AVENUE FROM THE WEST LINE OF SAID SOUTHEAST QUARTER OF SECTION TWENTY-ONE (21) AND FROM THE WEST LINE OF THE NORTHEAST QUARTER OF SECTION TWENTY-EIGHT (28) IN THE TOWNSHIP AND RANGE AFORESAID, TO THE EAST LINE AND THE EAST LINE EXTENDED OF THE WEST HALF OF THE NORTHWESTERLY PORTION OF THE PUBLIC PARK IN SAID SUBDIVISION LYING WEST OF WOODLAND AVENUE, THENCE EAST IN A STRAIGHT LINE PARALLEL WITH THE STRAIGHT

ING TWENTY-FIVE (25) FEET OF SAID PROPOSED PAVEMENT SHALL BE LAID NORTH OF AND ADJOINING THE CENTER OF WINNETKA AVENUE.

THE WIDTH OF THE ROADWAY TO BE COVERED WITH THE PROPOSED CONCRETE PAVEMENT, INCLUDING INTEGRAL CURBS, IN WOODLAND AVENUE SHALL BE NINETEEN (19) FEET, EXCEPT FROM THE PROPOSED PAVEMENT IN WINNETKA AVENUE TO THE SOUTH LINE OF REMY PARK SUBDIVISION WHERE THE PROPOSED PAVEMENT, INCLUDING INTEGRAL CURBS, SHALL BE TWENTY-SEVEN (27) FEET SIX (6) INCHES IN WIDTH, NINE (9) FEET SIX (6) INCHES OF WHICH SAID PROPOSED PAVEMENT SHALL BE LAID WEST OF AND ADJOINING THE CENTER LINE OF WOODLAND AVENUE AND THE REMAINING EIGHTEEN (18) FEET OF SAID PROPOSED PAVEMENT SHALL BE LAID EAST OF AND ADJOINING THE CENTER LINE OF WOODLAND AVENUE.

THE WIDTH OF THE ROADWAY TO BE COVERED WITH THE PROPOSED CONCRETE PAVEMENT, INCLUDING INTEGRAL CURBS, IN ESSEX ROAD SHALL BE NINETEEN (19) FEET EXCEPT FROM THE PROPOSED PAVEMENT IN WINNETKA AVENUE TO THE SOUTH LINE OF REMY PARK SUBDIVISION WHERE THE PROPOSED PAVEMENT, INCLUDING INTEGRAL CURBS, SHALL BE TWENTY-SEVEN (27) FEET SIX (6) INCHES IN WIDTH, NINE (9) FEET SIX (6) INCHES OF WHICH SAID PROPOSED PAVEMENT SHALL BE LAID EAST OF AND ADJOINING THE CENTER LINE OF ESSEX ROAD AND THE REMAINING EIGHTEEN (18) FEET OF SAID PROPOSED PAVEMENT SHALL BE LAID WEST OF AND ADJOINING THE CENTER LINE OF ESSEX ROAD.

THE WIDTH OF THE ROADWAY TO BE COVERED WITH THE PROPOSED CONCRETE PAVEMENT, INCLUDING INTEGRAL CURBS, IN POPLAR STREET SHALL BE TWENTY-FOUR (24) FEET.

THE RADIUS OF THE CURB CORNERS SHALL BE WIDENED ALONG CURVED LINES; THE RADIUS OF THE CURB CORNER AT THE NORTHEAST CORNER OF WOODLAND AVENUE AND WINNETKA AVENUE SHALL BE TEN (10) FEET; THE RADIUS OF THE CURB CORNER AT THE NORTHWEST CORNER OF ESSEX ROAD AND WINNETKA AVENUE SHALL BE TEN (10) FEET; THE RADIUS OF THE CURB CORNER AT THE SOUTHWEST CORNER OF ESSEX ROAD AND ELDER LANE SHALL BE SIXTY (60) FEET; THE RADIUS OF THE CURB CORNER AT THE SOUTHWEST CORNER OF HAWTHORN LANE AND FAIRVIEW AVENUE SHALL BE TWELVE (12) FEET; THE RADIUS OF THE CURB CORNER AT THE NORTHEAST CORNER OF WILSON STREET AND WINNETKA AVENUE SHALL BE SIXTY (60) FEET; THE RADIUS OF THE CURB CORNERS AT BERTLING LANE AND WINNETKA AVENUE SHALL BE THIRTY (30) FEET; THE RADIUS OF THE EASTERLY CURB OF THE ROADWAY HEREIN PROPOSED TO BE CONSTRUCTED AT THE WEST END OF THE MOST WESTERLY PUBLIC PARK IN THE REMY PARK SUBDIVISION SHALL BE THIRTY-SEVEN (37) FEET SIX (6) INCHES; THE RADIUS OF THE WESTERLY CURB OF THE ROADWAY HEREIN PROPOSED TO BE CONSTRUCTED AT THE EAST END OF THE MOST EASTERLY PUBLIC PARK IN THE REMY PARK SUBDIVISION SHALL BE THIRTY-SEVEN (37) FEET SIX (6) INCHES; THE RADIUS OF THE MOST EASTERLY CURB AT THE EAST END OF THE PAVEMENT HEREIN PROPOSED TO BE CONSTRUCTED AT THE WEST LINE OF SAID REMY PARK SUBDIVISION SHALL BE FIFTY-SIX (56) FEET SIX (6) INCHES; THE RADIUS OF ALL OTHER CURB CORNERS SHALL BE TWENTY-FIVE (25) FEET. THE ROADWAYS OF ALL STREET RETURNS TO BE COVERED WITH THE CONCRETE PAVEMENT SHALL BE OF THE SAME WIDTH AS THE PRESENT PAVEMENTS WHICH CONNECT WITH SAID STREET RETURNS, AND THE WIDTH OF ALL OTHER ROADWAYS, INCLUDING INTEGRAL CURBS, HEREIN PROPOSED TO BE CONSTRUCTED SHALL BE NINETEEN (19) FEET; ALL IN THE VILLAGE OF WINNETKA, COUNTY OF COOK AND STATE OF ILLINOIS. The Council of the Village of Winnetka do ordain:

SECTION 1. That a local improvement be and the same is hereby directed to be made within the Village of Winnetka, County of Cook and State of Illinois, the nature, character, location and description of which local improvement are as follows, to-wit:

That WALNUT STREET from the present pavement in Willow Street to the present pavement in Hawthorn Lane; POPLAR STREET from the present pavement in Oak Street to the present pavement in Cherry Street; also POPLAR STREET from the present pavement in Ash Street to the present pavement in Willow Street; also POPLAR STREET from the present pavement in Willow Street to the present pavement in Myrtle Street; MYRTLE STREET from the present pavement in Willow Street to the present pavement in Hill Road; FAIRVIEW AVENUE from the present pavement in Ash Street to the present pavement in Willow Street; also FAIRVIEW AVENUE from the present pavement in Willow Street to the present pavement in Elder Lane; WOODLAND AVENUE from the present pavement in Willow Street to the present pavement in Winnetka Avenue; CRESCENT AVENUE from the present pavement here proposed to be constructed in Hawthorn Lane to the present pavement here proposed to be constructed in Elder Lane; ESSEX ROAD from the present pavement here proposed to be constructed in Elder Lane to the present pavement here proposed to be constructed in Willow Street; FIR STREET from the present pavement here proposed to be constructed in Fairview Avenue, except the pavement here proposed to be constructed at the intersections of said Fir Street with Myrtle Street and Myrtle Street; FAIRVIEW AVENUE from the present pavement here proposed to be constructed in Willow Street to the present pavement in Elder Lane; WOODLAND AVENUE from the present pavement here proposed to be constructed in Elder Lane to the present pavement here proposed to be constructed in Willow Street; WINNETKA AVENUE from the present pavement here proposed to be constructed in Winnetka Avenue to the present pavement here proposed to be constructed in Essex Road, and all of the above streets and details thereof are shown on the plan of the same, to-wit: 28, 29, 30, 31, 32, in Willow Street to the

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