Illinois Department of Transportation

Local Public Agency
Formal Contract Proposal

COVER SHEET

Proposal Submitted By:

Contractor's Name

Contractor's Address | City | State | Zip Code

STATE OF ILLINOIS

Local Public Agency	County	Section Number
City of Evanston	Cook	26-00306-00-TL

Route(s) (Street/Road Name)	Type of Funds
Various	MFT

☐ Proposal Only ☒ Proposal and Plans ☐ Proposal only, plans are separate

Submitted/Approved
For Local Public Agency:

For a County and Road District Project

Submitted/Approved

Highway Commissioner Signature & Date

Submitted/Approved

County Engineer/Superintendent of Highways Signature & Date

For a Municipal Project

Submitted/Approved/Passed

Signature & Date

Official Title

Department of Transportation

Released for bid based on limited review

Regional Engineer Signature & Date

Note: All proposal documents, including Proposal Guaranty Checks or Proposal Bid Bonds, should be stapled together to prevent loss when bids are processed.

Local Public Agency	County	Section Number	Route(s) (Street/Road Name)
City of Evanston	Cook	26-00306-00-TL	Various

NOTICE TO BIDDERS

Sealed proposals for the project described below will be received at the office of Virtually Via Demandstar (Name of Office)

(Address) until 2:15PM (Time) on 06/26/26 (Date).

Sealed proposals will be opened and read publicly at the office of (Name of Office)

(Address) at 2:15PM (Time) on 06/26/26 (Date).

DESCRIPTION OF WORK

Location	Project Length
Various Intersections	

Proposed Improvement

The proposed contract work consists of traffic signal improvements, including fiber optic interconnect; sidewalk and curb ramp replacement; installation of Accessible Pedestrian Signals (APS); pavement patching adjacent to curb ramp improvements; parkway restoration; and related incidental work on various streets.

1. Plans and proposal forms will be available in the office of

2. ☒ Prequalification

   If checked, the 2 apparent as read low bidders must file within 24 hours after the letting an "Affidavit of Availability" (Form BC 57) in triplicate, showing all uncompleted contracts awarded to them and all low bids pending award for Federal, State, County, Municipal and private work. One original shall be filed with the Awarding Authority and two originals with the IDOT District Office.

3. The Awarding Authority reserves the right to waive technicalities and to reject any or all proposals as provided in BLRS Special Provision for Bidding Requirements and Conditions for Contract Proposals.

4. The following BLR Forms shall be returned by the bidder to the Awarding Authority:
   a. Local Public Agency Formal Contract Proposal (BLR 12200)
   b. Schedule of Prices (BLR 12201)
   c. Proposal Bid Bond (BLR 12230) (if applicable)
   d. Apprenticeship or Training Program Certification (BLR 12325) (do not use for project with Federal funds.)
   e. Affidavit of Illinois Business Office (BLR 12326) (do not use for project with Federal funds)

5. The quantities appearing in the bid schedule are approximate and are prepared for the comparison of bids. Payment to the Contractor will be made only for the actual quantities of work performed and accepted or materials furnished according to the contract. The scheduled quantities of work to be done and materials to be furnished may be increased, decreased or omitted as hereinafter provided.

6. Submission of a bid shall be conclusive assurance and warranty the bidder has examined the plans and understands all requirements for the performance of work. The bidder will be responsible for all errors in the proposal resulting from failure or neglect to conduct an in depth examination. The Awarding Authority will, in no case, be responsible for any costs, expenses, losses or changes in anticipated profits resulting from such failure or neglect of the bidder.

7. The bidder shall take no advantage of any error or omission in the proposal and advertised contract.

8. If a special envelope is supplied by the Awarding Authority, each proposal should be submitted in that envelope furnished by the Awarding Agency and the blank spaces on the envelope shall be filled in correctly to clearly indicate its contents. When an envelope other than the special one furnished by the Awarding Authority is used, it shall be marked to clearly indicate its contents. When sent by mail, the sealed proposal shall be addressed to the Awarding Authority at the address and in care of the official in whose office the bids are to be received. All proposals shall be filed prior to the time and at the place specified in the Notice to Bidders. Proposals received after the time specified will be returned to the bidder unopened.

9. Permission will be given to a bidder to withdraw a proposal if the bidder makes the request in writing or in person before the time for opening proposals.

Local Public Agency	County	Section Number	Route(s) (Street/Road Name)
City of Evanston	Cook	26-00306-00-TL	Various

PROPOSAL

1. Proposal of _____
Contractor's Name

_____.
Contractor's Address

2. The plans for the proposed work are those prepared by Capital Planning & Engineering, Public Works Agency and approved by the Department of Transportation on _____.

3. The specifications referred to herein are those prepared by the Department of Transportation and designated as "Standard Specifications for Road and Bridge Construction" and the " Supplemental Specifications and Recurring Special Provisions" thereto, adopted and in effect on the date of invitation for bids.

4. The undersigned agrees to accept, as part of the contract, the applicable Special Provisions indicated on the "Check Sheet for Recurring Special Provisions" contained in this proposal.

5. The undersigned agrees to complete the work within _____ working days or by 11/15/27 unless additional time is granted in accordance with the specifications.

6. The successful bidder at the time of execution of the contract will be required to deposit a contract bond for the full amount of the award. When a contract bond is not required, the proposal guaranty check will be held in lieu thereof. If this proposal is accepted and the undersigned fails to execute a contract and contract bond as required, it is hereby agreed that the Bid Bond of check shall be forfeited to the Awarding Authority.

7. Each pay item should have a unit price and a total price. If no total price is shown or if there is a discrepancy between the products of the unit price multiplied by the quantity, the unit price shall govern. If a unit price is omitted, the total price will be divided by the quantity in order to establish a unit price. A bid may be declared unacceptable if neither a unit price nor a total price is shown.

8. The undersigned submits herewith the schedule of prices on BLR 12201 covering the work to be performed under this contract.

9. The undersigned further agrees that if awarded the contract for the sections contained in the combinations on BLR 12201, the work shall be in accordance with the requirements of each individual proposal for the multiple bid specified in the Schedule for Multiple Bids below.

10. A proposal guaranty in the proper amount, as specified in BLRS Special Provision for Bidding Requirements and Conditions for Contract Proposals, will be required. Bid Bonds will be allowed as a proposal guaranty. Accompanying this proposal is either a bid bond, if allowed, on Department form BLR 12230 or a proposal guaranty check, complying with the specifications, made payable to: City Collector, City of Evanston Treasurer of _____.
The amount of the check is _____ (_____).

Attach Cashier's Check or Certified Check Here

In the event that one proposal guaranty check is intended to cover two or more bid proposals, the amount must be equal to the sum of the proposal guaranties which would be required for each individual bid proposal. If the proposal guaranty check is placed in another bid proposal, state below where it may be found.

The proposal guaranty check will be found in the bid proposal for: Section Number _____.

Local Public Agency	County	Section Number	Route(s) (Street/Road Name)
City of Evanston	Cook	26-00306-00-TL	Various

CONTRACTOR CERTIFICATIONS

The certifications hereinafter made by the bidder are each a material representation of fact upon which reliance is placed should the Department enter into the contract with the bidder.

1. **Debt Delinquency.** The bidder or contractor or subcontractor, respectively, certifies that it is not delinquent in the payment of any tax administered by the Department of Revenue unless the individual or other entity is contesting, in accordance with the procedure established by the appropriate Revenue Act, its liability for the tax or the amount of the tax. Making a false statement voids the contract and allows the Department to recover all amounts paid to the individual or entity under the contract in a civil action.

2. **Bid-Rigging or Bid Rotating**. The bidder or contractor or subcontractor, respectively, certifies that it is not barred from contracting with the Department by reason of a violation of either 720 ILCS 5/33E-3 or 720 ILCS 5/33E-4.

   A violation of section 33E-3 would be represented by a conviction of the crime of bid-rigging which, in addition to Class 3 felony sentencing, provides that any person convicted of this offense, or any similar offense of any state or the United States which contains the same elements as this offense shall be barred for 5 years from the date of conviction from contracting with any unit of State or local government. No corporation shall be barred from contracting with any unit of State or local government as a result of a conviction under this Section of any employee or agent of such corporation if the employee so convicted is no longer employed by the corporation: (1) it has been finally adjudicated not guilty or (2) if it demonstrates to the governmental entity with which it seeks to contract that entity finds that the commission of the offense was neither authorized, requested, commanded, nor performed by a director, officer or a high managerial agent on behalf of the corporation.

   A violation of Section 33E-4 would be represented by a conviction of the crime of bid-rotating which, in addition to Class 2 felony sentencing, provides that any person convicted of this offense or any similar offense of any state or the United States which contains the same elements as this offense shall be permanently barred from contracting with any unit of State of Local government. No corporation shall be barred from contracting with any unit of State or Local government as a result of a conviction under this Section of any employee or agent of such corporation if the employee so convicted is no longer employed by the corporation and: (1) it has been finally adjudicated not guilty or (2) if it demonstrates to the governmental entity with which it seeks to contract and that entity finds that the commission of the offense was neither authorized, requested, commanded, nor performed by a director, officer or a high managerial agent on behalf of the corporation.

3. **Bribery.** The bidder or contractor or subcontractor, respectively, certifies that, it has not been convicted of bribery or attempting to bribe an officer or employee of the State of Illinois or any unit of local government, nor has the firm made an admission of guilt of such conduct which is a matter or record, nor has an official, agent, or employee of the firm committed bribery or attempted bribery on behalf of the firm and pursuant to the direction or authorization of a responsible official of the firm.

4. **Interim Suspension or Suspension.** The bidder or contractor or subcontractor, respectively, certifies that it is not currently under a suspension as defined in Subpart I of Title 44 Subtitle A Chapter III Part 6 of the Illinois Administrative code. Furthermore, if suspended prior to completion of this work, the contract or contracts executed for the completion of this work may be canceled.

Local Public Agency	County	Section Number	Route(s) (Street/Road Name)
City of Evanston	Cook	26-00306-00-TL	Various

SIGNATURES

(If an individual)

Bidder Signature & Date

Business Address

City | State | Zip Code

(If a partnership)

Firm Name

Signature & Date

Title

Business Address

City | State | Zip Code

Insert the Names and Addresses of all Partners

(If a corporation)

Corporate Name

Signature & Date

Title

Business Address

City | State | Zip Code

Insert Names of Officers

President

Secretary

Treasurer

Attest:

Secretary

Note: Instructions should not be included when the form is submitted.

This form is used when a Local Public Agency desires to solicit bids for a project.

This form shall be included in all formal contract proposals for bidding purposes. This includes both maintenance and construction projects. Refer to Chapter 12 of the Bureau of Local Roads and Streets Manual for more information. Specifications must be included in the proposal packet, along with plans, if applicable. For signature requirements refer to Chapter 2, Section 3.05(b) of the BLRS Manual.

Proposal Submitted By:

Contractor's Name (to be completed by Bidder)	Contractor will insert their name when submitting a proposal packet for bid.
Contractor's Address (to be completed by Bidder)	Contractor will insert legal address when submitting a proposal packet for bid.
Local Public Agency	Insert the name of the Local Public Agency (LPA) soliciting bids for the project.
County	Insert the name of the County in which the LPA is located.
Section Number	Insert the section number assigned to this project without dashes.
Route(s) (Street/Road Name)	Insert the name of the street or route on which the project is located. For projects that include several streets or routes, insert various.
Type of Funds	Insert the type of funds being used to fund this project.
Proposal Only/Proposal and Plans/ Proposal Only, Plans are separate	Check the box that is applicable to this packet.

For a County and Road District Project

Highway Commissioner Signature	For a Road District Project, the Highway Commissioner shall sign and date here.
County Engineer/Superintendent of Highways	For a road district project or county project, the County Engineer/Superintendent of Highways shall sign and date here.

For a Municipal Project

Signature and Date	For a Municipal project, the appropriate municipal official shall sign and date here.
Official Title	Insert the title of the official who signed above.

Department of Transportation

Regional Engineer Signature and Date	Upon a limited review, the Regional Engineer shall sign and date here.

NOTICE TO BIDDERS

Name of Office	Insert the name of the office where proposals will be received.
Address	Insert the address of the office where sealed proposals will be received.
Time	Insert the time, including AM or PM, that proposals will be accepted until.
Date	Insert the date that proposals will be accepted until.
Name of Office	Insert the name of the office where proposals will be open and read.
Address	Insert the address of the office where proposals will be open and read.
Time	Insert the time, including AM or PM, that proposals will be read.
Date	Insert the date that proposals will be read.
Location	Insert the location description of the project.
Length	Insert the length of project in miles.
Proposed Improvement	Insert the description of the proposed improvement.
1 Office of	Insert the name of the office, along with the address where plans and proposals will be available.
2 Prequalification	Check this box if prequalification is or will be required.

PROPOSAL

1 Proposal of (to be completed by Bidder)	Insert the bidder's name and address.
2 Prepared by	Insert the name of the LPA consulting engineering company who prepared the plans.
Approved	Insert the date of approval of the plans by the Department of Transportation.
5 Working Days	Insert the number of working days for the project as provided in the estimate of time, is applicable.
Completion Date	Insert the completion date, if applicable.
6 Section Number (to be completed by Bidder)	If applicable, insert the section number without dashes of the proposal packet where the proposal guaranty can be found.
7	The LPA will complete this with the contract bond requirement.
11	The LPA will complete as it applies to the acceptance of bid bonds.
Payable to	Insert the name of the LPA.
	Insert the amount of the check in words followed by numerical format in ().
Amount of Check	Insert the BLR 12201. This will need to be completed by the bidder.
Attach Cashier's Check or Certified Check Here	Attached a certified or cashier's check here unless the proposal guaranty is found in another proposal packet. If so, indicate the packet section number where the guarantee can be found.
Signatures	
If an individual	If the bidder is an individual, the bidder shall sign, date, and insert their address on the line below.
If a partnership	
Firm Name and Address	If the bidder is a partnership, the Firm name shall be inserted. The appropriate firm individual shall sign, date, and insert the firm's address on the line below.
Name and Addresses of Partners	On a separate line, insert each partner's name and address.
If a corporation	
Corporate Name	Insert the corporate name of the bidder. This is to be followed by the signature of the corporate president.
Business Address	Insert the business address for the corporation.
Insert the Names of Officers	Insert the name of the corporation's president, Secretary and Treasurer.
Attest	The secretary of the corporation shall sign and date here.

A minimum of four (4) signed originals must be submitted to the Regional Engineer's District office.

Following the Regional Engineer's approval, distribution will be as follows:

Local Public Agency Clerk (2)

Engineer (Municipal, Consultant or County)

District File

Illinois Department of Transportation

Schedule of Prices

Contractor's Name

Contractor's Address | City | State | Zip Code

Local Public Agency: City of Evanston | County: Cook | Section Number: 26-00306-00-TL

Route(s) (Street/Road Name): Various

Schedule for Multiple Bids

Combination Letter	Section Included in Combinations	Total

Schedule for Single Bid

(For complete information covering these items, see plans and specifications.)

Item Number	Items	Unit	Quantity	Unit Price	Total
1	TREE TRUNK PROTECTION	EACH	15		
2	SUPPLEMENTAL WATERING	UNIT	40		
3	EARTH EXCAVATION	CU YD	889		
4	REMOVAL AND DISPOSAL OF	CU YD	40		
5	TRENCH BACKFILL	CU YD	10		
6	SODDING, SALT TOLERANT	SQ YD	280		
7	INLET FILTERS	EACH	22		
8	SUBBASE GRANULAR MATE	SQ YD	571		
9	PORTLAND CEMENT CONCR	SQ FT	4496		
10	COMBINATION CURB AND G	FOOT	644		
11	SIDEWALK REMOVAL	SQ FT	5463		
12	CONCRETE CURB, TYPE B	FOOT	176		
13	COMBINATION CONCRETE C	FOOT	378		
14	MOBILIZATION	LSUM	1		
15	SIGN PANEL - TYPE 1	SQ FT	91		
16	SIGN PANEL - TYPE 2	SQ FT	23		
17	RELOCATE SIGN PANEL ASS	EACH	1		
18	RELOCATE SIGN PANEL - TY	EACH	45		
19	TELESCOPING STEEL SIGN S	FOOT	15		
20	BASE FOR TELESCOPIING ST	EACH	1		

Local Public Agency	County	Section Number	Route(s) (Street/Road Name)
City of Evanston	Cook	26-00306-00-TL	Various

Item Number	Items	Unit	Quantity	Unit Price	Total
21	THERMOPLASTIC PAVEMENT	SQ FT	2		
22	THERMOPLASTIC PAVEMENT	FOOT	1332		
23	THERMOPLASTIC PAVEMENT	FOOT	1317		
24	THERMOPLASTIC PAVEMENT	FOOT	297		
25	PAVEMENT MARKING REMO	SQ FT	2580		
26	UNDERGROUND CONDUIT, G	FOOT	3547		
27	UNDERGROUND CONDUIT, G	FOOT	455		
28	UNDERGROUND CONDUIT, G	FOOT	880		
29	UNDERGROUND CONDUIT, C	FOOT	171		
30	HANDHOLE	EACH	19		
31	DOUBLE HANDHOLE	EACH	5		
32	PAINT NEW TRAFFIC SIGNAL	EACH	15		
33	PAINT NEW MAST ARM AND	EACH	10		
34	TRANSCEIVER	EACH	3		
35	MASTER CONTROLLER	EACH	1		
36	ELECTRIC CABLE IN CONDUI	FOOT	3640		
37	ELECTRIC CABLE IN CONDUI	FOOT	3797		
38	ELECTRIC CABLE IN CONDUI	FOOT	4305		
39	ELECTRIC CABLE IN CONDUI	FOOT	6276		
40	ELECTRIC CABLE IN CONDUI	FOOT	1146		
41	ELECTRIC CABLE IN CONDUI	FOOT	3523		
42	TRAFFIC SIGNAL POST, GAL	EACH	6		
43	TRAFFIC SIGNAL POST, GAL	EACH	9		
44	TRAFFIC SIGNAL POST, GAL	EACH	1		
45	STEEL MAST ARM ASSEMBL	EACH	1		
46	STEEL MAST ARM ASSEMBL	EACH	2		
47	STEEL MAST ARM ASSEMBL	EACH	2		
48	STEEL MAST ARM ASSEMBL	EACH	1		
49	STEEL MAST ARM ASSEMBL	EACH	1		
50	STEEL MAST ARM ASSEMBL	EACH	3		
51	CONCRETE FOUNDATION, T	FOOT	68		
52	CONCRETE FOUNDATION, T	FOOT	16		
53	CONCRETE FOUNDATION, T	FOOT	118		
54	DRILL EXISTING HANDHOLE	EACH	4		
55	SIGNAL HEAD, LED, 1-FACE,	EACH	20		
56	SIGNAL HEAD, LED, 1-FACE,	EACH	25		
57	PEDESTRIAN SIGNAL HEAD,	EACH	32		

58	TRAFFIC SIGNAL BACKPLAT	EACH	8		
59	TRAFFIC SIGNAL BACKPLAT	EACH	12		
60	DETECTOR LOOP, TYPE I	FOOT	926		
61	LIGHT DETECTOR	EACH	6		
62	LIGHT DETECTOR AMPLIFIER	EACH	5		
63	TEMPORARY TRAFFIC SIGNA	EACH	2		
64	REMOVE EXISTING TRAFFIC	EACH	4		
65	REMOVE EXISTING HANDHO	EACH	12		
66	REMOVE EXISTING DOUBLE	EACH	2		
67	REMOVE EXISTING CONCRE	EACH	19		
68	CONSTRUCTION LAYOUT	L SUM	1		
69	RE-OPTIMIZE TRAFFIC SIGN	EACH	4		
70	TEMPORARY TRAFFIC SIGNA	EACH	2		
71	EMERGENCY VEHICLE PRIO	FOOT	962		
72	SERVICE INSTALLATION, GR	EACH	4		
73	PEDESTRIAN SIGNAL POST,	EACH	6		
74	PEDESTRIAN SIGNAL POST,	EACH	5		
75	TREE TRIMMING	EACH	4		
76	TEMPORARY SIDEWALK	SQ FT	750		
77	DETECTABLE WARNINGS (SP	SQ FT	388		
78	TRAFFIC CONTROL AND PRO	L SUM	1		
79	METHYL METHACRYLATE PA	SQ YD	8		
80	REMOVE EXISTING CONDUIT	FOOT	238		
81	MAINTENANCE OF EXISTING	EACH	4		
82	MAINTENANCE OF TEMPORA	EACH	2		
83	PAINT NEW PEDESTRIAN PU	EACH	11		
84	FULL-ACTUATED CONTROLL	EACH	3		
85	UNINTERRUPTABLE POWER	EACH	4		
86	FIBER OPTIC CABLE IN CON	FOOT	4711		
87	ACCESSIBLE PEDESTRIAN SI	EACH	32		
88	CONCRETE FOUNDATION, T	FOOT	44		
89	REMOVE EXISTING TEMPOR	EACH	1		
90	REMOVE EXISTING TRAFFIC	EACH	3		
91	EXPLORATORY EXCAVATION	FOOT	60		
92	CURB AND GUTTER (SPECIA	FOOT	167		
93	CLASS D PATCHES, SPECIAL	SQ YD	160		
94	REMOVE EXISTING CONCRE	EACH	1		
95	PAINT NEW TRAFFIC SIGNAL	EACH	4		

Local Public Agency	County	Section Number	Route(s) (Street/Road Name)
City of Evanston	Cook	26-00306-00-TL	Various

				Bidder's Total Proposal	

1. Each pay item should have a unit price and a total price.
2. If no total price is shown or if there is a discrepancy between the product of the unit price multiplied by the quantity, the unit price shall govern.
3. If a unit price is omitted, the total price will be divided by the quantity in order to establish a unit price.
4. A bid may be declared unacceptable if neither a unit price or total price is shown.

Note: Instructions should not be included when the form is submit.

This form is used when a Local Public Agency desires to solicit bids for a project.

This form shall be included in all formal contract proposals for bidding purposes. This includes both maintenance and construction projects. Refer to Chapter 12 of the Bureau of Local Roads and Streets Manual for more information. Specifications must be included in the proposal packet, along with plans. For signature requirements refer to Chapter 2, Section 3.05(b) of the BLRS Manual.

Proposal Submitted By:

Contractor's Name (to be completed by Bidder)	Contractor will insert their name when submitting a proposal packet for bid.
Contractor's Address (to be completed by Bidder)	Contractor will insert legal address when submitting a proposal packet for bid.
Local Public Agency	Insert the name of the Local Public Agency (LPA) soliciting bids for the project.
County	Insert the name of the County in which the LPA is located.
Section Number	Insert the section number assigned to this project without dashes.
Route(s) (Street/Road Name)	Insert the name of the street or route on which the project is located. For projects that include several streets or routes, insert various.

Schedule for Multiple Bids

Combination Letter	Insert the letter identifying the combination bids.
Schedule Included in Combinations	Insert the schedules of the bids included in the combination.
Total	Insert the total amount of the combination bid for the sections listed to the left.
Button Functionality	Use the Add Row (+) and/or Remove Row (-) buttons located at the beginning of each line/row to either add a row directly below the row that the Add (+) button is clicked on or remove the actual row that the Remove (-) button is clicked on.

Schedule for Single Bid

Item No.	Insert the item number of the item being bid.
Item(s)	Insert the name of the item being bid.
Delivery	Insert the delivery type for the item listed to the left.
Unit	Insert the unit of measure for the item listed to the left.
Quantity	Insert the quantity for the item listed to the left.
Unit Price	The bidder shall insert the unit price for the item listed to the left.
Total	The bidder shall insert the total, which is quantity times the unit price. If the form is being filled out electronically, this field will automatically calculate the total.
Button Functionality	Use the Add Row (+) and/or Remove Row (-) buttons located at the beginning of each line/row to either add a row directly below the row that the Add (+) button is clicked on or remove the actual row that the Remove (-) button is clicked on.
Bidder's Total Proposal	If completing electronically, this will be automatically completed. If completing by hand, insert the sum of all items above.

Distribution

This form is to be inserted into a formal contract proposal, distribution will be the same as the proposal. When the bidder submits their bid, this form must be completed and included.

Illinois Department of Transportation

Apprenticeship and Training Program Certification

Local Public Agency	County	Street Name/Road Name	Section Number
City of Evanston	Cook	Various	26-00306-00-TL

All contractors are required to complete the following certification

☐ For this contract proposal or for all bidding groups in this deliver and install proposal.

☐ For the following deliver and install bidding groups in this material proposal.

Illinois Department of Transportation policy, adopted in accordance with the provisions of the Illinois Highway Code, requires this contract to be awarded to the lowest responsive and responsible bidder. The award decision is subject to approval by the Department. In addition to all other responsibility factors, this contract or deliver and install proposal requires all bidders and all bidder's subcontractors to disclose participation in apprenticeship or training programs that are (1) approved by and registered with the United States Department of Labor's Bureau of Apprenticeship and Training, and (2) applicable to the work of the above indicated proposals or groups. Therefore, all bidders are required to complete the following certification:

1. Except as provided in paragraph 4 below, the undersigned bidder certifies that it is a participant, either as an individual or as part of a group program, in an approved apprenticeship or training program applicable to each type of work or craft that the bidder will perform with its own employees.

2. The undersigned bidder further certifies, for work to be performed by subcontract, that each of its subcontractors either (A) is, at the time of such bid, participating in an approved, applicable apprenticeship or training program; or (B) will, prior to commencement of performance of work pursuant to this contract, establish participation in an approved apprenticeship or training program applicable to the work of the subcontract.

3. The undersigned bidder, by inclusion in the list in the space below, certifies the official name of each program sponsor holding the Certificate of Registration for all of the types of work or crafts in which the bidder is a participant and that will be performed with the bidder's employees. Types of work or craft that will be subcontracted shall be included and listed as subcontract work. The list shall also indicate any type of work or craft job category for which there is no applicable apprenticeship or training program available.

4. Except for any work identified above, if any bidder or subcontractor shall perform all or part of the work of the contract or deliver and install proposal solely by individual owners, partners or members and not by employees to whom the payment of prevailing rates of wages would be required, check the following box, and identify the owner/operator workforces and positions of ownership. ☐

The requirements of this certification and disclosure are a material part of the contract, and the contractor shall require this certification provision to be included in all approved subcontracts. The bidder is responsible for making a complete report and shall make certain that each type of work or craft job category that will be utilized on the project is accounted for and listed. The Department at any time before or afterward may require the production of a copy of each applicable Certificate of Registration issued by the United States Department of Labor evidencing such participation by the contractor and any or all of its subcontractors. In order to fulfill the participation requirement, it shall not be necessary that any applicable program sponsor be currently taking or that it will take applications for apprenticeship, training or employment during the performance of the work of this contract or deliver and install proposal.

Bidder

Signature & Date

Title

Address	City	State	Zip Code

Illinois Department of Transportation

Affidavit of Illinois Business Office

Local Public Agency	County	Street Name/Road Name	Section Number
City of Evanston	Cook	Various	26-00306-00-TL

I, _____ of _____ , _____ ,
Name of Affiant | City of Affiant | State of Affiant

being first duly sworn upon oath, state as follows:

1. That I am the _____ of _____ .
Officer or Position | Bidder

2. That I have personal knowledge of the facts herein stated.

3. That, if selected under the proposal described above, _____ , will maintain a business office in the
Bidder

State of Illinois, which will be located in _____ County, Illinois.
County

4. That this business office will serve as the primary place of employment for any persons employed in the construction contemplated by this proposal.

5. That this Affidavit is given as a requirement of state law as provided in Section 30-22(8) of the Illinois Procurement Code.

Signature & Date

Print Name of Affiant

Notary Public

State of IL

County _____

Signed (or subscribed or attested) before me on _____ by
(date)

_____ , authorized agent(s) of
(name/s of person/s)

_____ .
Bidder

Notary Public Signature & Date

(SEAL)

My commission expires _____

Illinois Department of Transportation

Local Public Agency Proposal Bid Bond

Local Public Agency	County	Section Number
City of Evanston	Cook	26-00306-00-TL

WE, _____ as PRINCIPAL, and

_____ as SURETY, are held jointly, severally and firmly bound unto the above Local Public Agency (hereafter referred to as "LPA") in the penal sum of 5% of the total bid price, or for the amount specified in the proposal documents in effect on the date of invitation for bids, whichever is the lesser sum. We bind ourselves, our heirs, executors, administrators, successors, and assigns, jointly pay to the LPA this sum under the conditions of this instrument.

WHEREAS THE CONDITION OF THE FOREGOING OBLIGATION IS SUCH that, the said PRINCIPAL is submitting a written proposal to the LPA acting through its awarding authority for the construction of the work designated as the above section.

THEREFORE if the proposal is accepted and a contract awarded to the PRINCIPAL by the LPA for the above designated section and the PRINCIPAL shall within fifteen (15) days after award enter into a formal contract, furnish surety guaranteeing the faithful performance of the work, and furnish evidence of the required insurance coverage, all as provided in the "Standard Specifications for Road and Bridge Construction" and applicable Supplemental Specifications, then this obligation shall become void; otherwise it shall remain in full force and effect.

IN THE EVENT the LPA determines the PRINCIPAL has failed to enter into a formal contract in compliance with any requirements set forth in the preceding paragraph, then the LPA acting through its awarding authority shall immediately be entitled to recover the full penal sum set out above, together with all court costs, all attorney fees, and any other expense of recovery.

IN TESTIMONY WHEREOF, the said PRINCIPAL and the said SURETY have caused this instrument to be signed by their respective officers this _____ (Day) of _____ (Month and Year)

Principal

Company Name

Signature & Date

By:

Title

Company Name

Signature & Date

By:

Title

(If Principal is a joint venture of two or more contractors, the company names, and authorized signatures of each contractor must be affixed.)

Surety

Name of Surety

Signature of Attorney-in-Fact Signature & Date

By:

STATE OF IL

COUNTY OF

I _____ , a Notary Public in and for said county do hereby certify that

_____

(Insert names of individuals signing on behalf of PRINCIPAL & SURETY)

who are each personally known to me to be the same persons whose names are subscribed to the foregoing instrument on behalf of PRINCIPAL and SURETY, appeared before me this day in person and acknowledged respectively, that they signed and delivered said instruments as their free and voluntary act for the uses and purposes therein set forth.

Given under my hand and notarial seal this _____ (Day) day of _____ (Month and Year) .

Notary Public Signature & Date

(SEAL, if required by the LPA)

Date commission expires _____

Local Public Agency	County	Section Number
City of Evanston	Cook	26-00306-00-TL

ELECTRONIC BID BOND

☐ **Electronic bid bond is allowed (box must be checked by LPA if electronic bid bond is allowed)**

The Principal may submit an electronic bid bond, in lieu of completing the above section of the Proposal Bid Bond Form. By providing an electronic bid bond ID code and signing below, the Principal is ensuring the identified electronic bid bond has been executed and the Principal and Surety are firmly bound unto the LPA under the conditions of the bid bond as shown above. (If PRINCIPAL is a joint venture of two or more contractors, an electronic bid bond ID code, company/Bidder name title and date must be affixed for each contractor in the venture.)

Electronic Bid Bond ID Code

Company/Bidder Name

Signature & Date

Title

Illinois Department of Transportation

Affidavit of Availability

For the Letting of

Bureau of Construction
2300 South Dirksen Parkway/Room 322
Springfield, IL 62764

Instructions: Complete this form by either typing or using black ink. "Authorization to Bid" will not be issued unless both sides of this form are completed in detail. Use additional forms as needed to list all work.

Part I. Work Under Contract

List below all work you have under contract as either a prime contractor or a subcontractor. It is required to include all pending low bids not yet awarded or rejected. In a joint venture, list only that portion of the work which is the responsibility of your company. The uncompleted dollar value is to be based upon the most recent engineer's or owners estimate, and must include work subcontracted to others. If no work is contracted, show NONE.

	1	2	3	4	Awards Pending	Accumulated Totals
Contract Number						
Contract With						
Estimated Completion Date						
Total Contract Price						
Uncompleted Dollar Value if Firm is the Prime Contractor						
Uncompleted Dollar Value if Firm is the Subcontractor						
					Total Value of All Work	

Part II. Awards Pending and Uncompleted Work to be done with your own forces.

List below the uncompleted dollar value of work for each contract and awards pending to be completed with your own forces. All work subcontracted to others will be listed on the reverse of this form. In a joint venture, list only that portion of the work to be done by your company. If no work is contracted, show NONE.

Earthwork						
Portland Cement Concrete Paving						
HMA Plant Mix						
HMA Paving						
Clean & Seal Cracks/Joints						
Aggregate Bases, Surfaces						
Highway, R.R., Waterway Struc.						
Drainage						
Electrical						
Cover and Seal Coats						
Concrete Construction						
Landscaping						
Fencing						
Guardrail						
Painting						
Signing						
Cold Milling, Planning, Rotomilling						
Demolition						
Pavement Markings (Paint)						
Other Construction (List)						
Totals						

Disclosure of this information is REQUIRED to accomplish the statutory purpose as outlined in the “Illinois Procurement Code." Failure to comply will result in non-issuance of an "Authorization To Bid." This form has been approved by the State Forms Management Center.

Part III. Work Subcontracted to Others.

For each contract described in Part I, list all the work you have subcontracted to others.

	1	2	3	4	Awards Pending
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Total Uncompleted					

Notary

I, being duly sworn, do hereby declare this affidavit is a true and correct statement relating to ALL uncompleted contracts of the undersigned for Federal, State, County, City and private work, including ALL subcontract work, ALL pending low bids not yet awarded or rejected and ALL estimated completion dates.

Officer or Director

Title

Signature

Date

Company

Address

City

State

Zip Code

Subscribed and sworn to before me

this _____ day of _____ , _____

_____

(Signature of Notary Public)

My commission expires _____

(Notary Seal)

☐ Add pages for additional contracts

Illinois Department of Transportation

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Part III. Work Subcontracted to Others.

For each contract described in Part I, list all the work you have subcontracted to others.

	2	3	4	Awards Pending	1
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Subcontractor					
Type of Work					
Subcontract Price					
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Officer or Director

Title

Signature

Date

Company

Address

City

State

Zip Code

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_____

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CITY OF EVANSTON

SPECIFICATIONS AND BID DOCUMENTS
Construction Bid with Sub-Contractors

BID NUMBER: 26-31

For
2026
Traffic Signal Improvements Project
May 21, 2026

BID DUE DATE:	**2:00 P.M., Tuesday, June 23, 2026**
VIRTUAL BID OPENING:	**2:15 P.M., Tuesday, June 23, 2026** **Google Meet ID:** meet.google.com/erk-vjyw-pza **Phone Numbers:** (US)+1 617-675-4444 PIN: 491 020 418 0044#
BID BOND:	**5% of Contract Amount**
PERFORMANCE/MATERIAL & LABOR PAYMENT BOND:	**100% of Contract Amount**
CONTRACT PERIOD:	**Contract award through November 15, 2027**

ELECTRONIC BID SUBMITTAL:
Bid responses will only be accepted electronically
via E-bidding through DemandStar (WWW.DEMANDSTAR.COM)
It is highly recommended that new DemandStar users complete the account setup process prior to the project due date/time.

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Questions	page 12
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Insurance Requirements	1 page
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Exhibit A Bid Form	9 pages
***Exhibit B RBO Bid Notice and Compliance Certification**	**3 pages**
***Exhibit C Local Employment Program Compliance**	**2 pages**
***Exhibit D City of Evanston M/W/D/EBE Policy**	**1 page**
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DIVISION 1 – General Requirements	
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***NOTE: THE SELECTED BIDDER WILL BE SUBJECT TO THE REGULATIONS CONTAINED IN CITY OF EVANSTON ORDINANCE 60-O-14 AMENDMENTS TO THE LOCAL EMPLOYMENT PROGRAM (LEP) AND ORDINANCE 1-O-26 THE**

CITY OF EVANSTON

NOTICE TO BIDDERS

The City's Purchasing Office will receive bids until 2:00 P.M. local time, Tuesday, June 23, 2026, and will be publicly read virtually via Google Meets at 2:15 P.M. Interested parties can use the following link: meet.google.com/erk-vjyw-pza or join by phone 617-675-4444 PIN: 491 020 418 0044# to access the virtual bid opening. Responses will only be accepted electronically via E-bidding through DemandStar (www.demandstar.com). Although registration is required, vendors can download solicitations and upload responses for free. Bids shall cover the following:

Traffic Signal Improvements Project

Bid Number: 26-31

Work on this project includes traffic signal improvements, including fiber optic interconnect; sidewalk and curb ramp replacement; installation of Accessible Pedestrian Signals (APS); pavement patching adjacent to curb ramp improvements; parkway restoration; and related incidental work on various streets.

The above item shall conform to the Invitation for Bids on file in the Purchasing Office. Parties interested in submitting a bid should contact the Purchasing Office to receive a copy of the bid or see the City's website at: www.cityofevanston.org/business/bids_proposals.php or DemandStar at: www.demandstar.com.

The City of Evanston (the City) in accordance with the laws of the State of Illinois, hereby notifies all Bidders that it will affirmatively ensure that the contract(s) entered into pursuant to this Notice will be awarded to the successful Bidders without discrimination on the ground of race, color, religion, sex, age, sexual orientation, marital status, disability, familial status or national origin. The State of Illinois requires, under Public Works contracts, that the general prevailing rate of wages in this locality be paid for each craft or type of worker hereunder. This requirement is in accordance with the Prevailing Wage Act (820 ILCS 130) as amended. The City of Evanston reserves the right to reject any or all submittals or to accept the submittal(s) deemed most advantageous to the City.

The Evanston City Council also reserves the right to award the contract to an Evanston firm if that firm's bid is within 5% of the low bid.

Each Bidder shall be required to submit with their bid a disclosure of ownership interest statement form in accordance with the provisions of City Code Section 1-18-1 *et seq*. Failure to submit such information will result in the disqualification of such bid.

Tammi Nunez
Purchasing Specialist

INSTRUCTIONS TO BIDDERS/REQUIREMENTS FOR BIDDING
(CONTRACTS OVER $25,000)

1. ONLINE NOTIFICATION OF SOLICITATIONS

The City is utilizing Demandstar.com (www.demandstar.com) for online notification purposes only for sealed bids when it is anticipated that the amount of the resulting contract will be in excess of its formal bid limit of $25,000, such as this requirement. Interested Bidders are required to submit a sealed bid to the City by the date/time indicated for this requirement on the forms provided by the City.

2. SUBMISSION OF BIDS

A. The City of Evanston will no longer accept hard copy paper submittals for any solicitation. Responses will only be accepted electronically via E-bidding through DemandStar (WWW.DEMANDSTAR.COM). Although registration is required, vendors can download solicitations and upload bid responses for free. **Please refer to the attached DemandStar E-bidding documents.**

B. ANY BIDS RECEIVED AFTER THE TIME AND DATE SPECIFIED FOR THE RECEIPT OF BIDS WILL NOT BE ACCEPTED. It is the sole responsibility of the Bidder to ensure that his or her bid is delivered by the stated bid opening time. THE CITY IS NOT RESPONSIBLE FOR INCOMPLETE UPLOADED SUBMITTALS.

C. Bids will be opened on the date and time stated.

D. Any Bidder may withdraw his or her bid by letter or with proper identification by personally securing his or her bid at any time prior to the stated bid opening time. No telephone request for withdrawal of bids will be honored.

3. PREPARATION OF BIDS

The Bidder must prepare the bid on the attached bid forms. Unless otherwise stated, all blank spaces on the bid form or pages must be filled in. Either a unit price, lump sum price, or a "no-bid", as the case may be, must be stated for each and every item and must be either typed in or written in ink.

4. SIGNING OF BIDS

A. Bids which are signed for a partnership should be signed in the firm's name by all partners or in the firm's name by Attorney-in-Fact. If signed by Attorney-in-Fact, there should be attached to the bid a Power of Attorney evidencing authority to sign the bid, dated the same date as the bid and executed by all partners of the firm.

B. Bids which are signed for a corporation should have the correct corporate name

thereon and signature of an authorized officer of the corporation manually written below the corporate name following words "By: "_____" title of office held by the person signing for corporation, which shall appear below signature of an officer.

C. Bids which are signed by an individual doing business under a fictitious name should be signed in the name of the individual "doing business as. _____."

D. The name of each person signing the bid shall be typed or printed below his or her signature.

5. CONSIDERATION OF BIDS

The Purchasing Specialist shall represent and act for the City in all matters pertaining to this bid and the contract in conjunction therewith.

6. WITHDRAWAL OF BIDS

Bidders may withdraw or cancel their bids at any time prior to the advertised bid opening time. After the bid opening time, no bid shall be withdrawn or canceled for a period of sixty (60) calendar days. When contract approval is required by another agency, such as the Federal Government or the State of Illinois, no bid shall be withdrawn or canceled for a period of ninety (90) calendar days.

7. ERRORS IN BIDS

Bidders are cautioned to verify their bids before submission. Negligence on the part of the respondent in preparing the bid confers no right for withdrawal or modification of the bid after it has been opened. In case of error in the extension of prices in the bid, unit prices will govern.

8. ADDENDA

A. Any and all changes to the specifications/plans are valid only if they are included by written addendum to all Bidders. Each Bidder must acknowledge receipt of any addenda by indicating on the Bid form. Each Bidder, by acknowledging receipt of any addenda, is responsible for the contents of the addenda and any changes to the bid therein. Failure to acknowledge any addenda may cause the bid to be rejected.

B. Addenda information is available over the internet at: City of Evanston Notices to Bidders or www.demandstar.com, or by contacting the Purchasing Office.

9. RESERVED RIGHTS

The City of Evanston reserves the right at any time and for any reason to cancel his or her solicitation, to accept or reject any or all bids or any portion thereof, or to accept an alternate response. The City reserves the right to waive any immaterial defect in any response. The City may seek clarification from any respondent at any time, and failure to respond within a reasonable time period, or as otherwise directed, will be cause for rejection.

10. AWARD

It is the intent of the City to award a contract to the lowest responsible Bidder meeting specifications. The City reserves the right to determine the lowest responsible Bidder on the basis of an individual item, groups of items, or in any way determined to be in the best interest of the City. Award will be based on the following factors (where applicable): (a) adherence to all conditions and requirements of the bid specifications; (b) price; (c) qualifications of the Bidder, including past performance, financial responsibility, general reputation, experience, service capabilities, and facilities; (d) delivery or completion date; (e) product appearance, workmanship, finish, taste, feel, overall quality, and results of product testing; (f) maintenance costs and warranty provisions; and (g) repurchase or residual value.

11. INTERPRETATION OR CORRECTION OF BIDDING DOCUMENTS

Bidder's shall promptly notify the City of any ambiguity, inconsistency, or error that they discover upon examination of the bidding documents. Interpretations, corrections, and changes will be made by addendum. Each Bidder shall ascertain prior to submitting a bid that all addenda have been received and are acknowledged in the bid.

12. INCONSISTENCIES AND OMISSIONS

These specifications and the accompanying plans, if any, are intended to include all information necessary for the work contemplated. If, by inadvertence or otherwise, the plans or specifications omit some information necessary for that purpose, the contractor shall, nevertheless, be required to perform such work at no additional cost to the City so that the project may be completed according to the true intent and purpose of the plans and specifications.

13. CONDITIONS

Bidders are advised to become familiar with all conditions, instructions, and specifications governing his or her bid. Once the award has been made, failure to have read all the conditions, instructions and specifications of this contract shall not permit the Bidder to amend contract or to request additional compensation.

14. VERIFICATIONS OF DATA

A. It is understood and agreed that the unit quantities given in these specifications are approximate only, and the contractor shall verify these quantities before bidding as no claim shall be made against the City on, or account of, any excess or deficiency in the same.

B. The contractor shall have visited the premises and determined for itself, by actual observation, boring, test holes, or other means, the nature of all soil and water conditions (both above and below ground in the line of work) that may be encountered in all construction work under this contract. The cost of all such inspection, borings, etc. shall be borne by the contractor, and no allowance will be made for the failure of the contractor to estimate correctly the difficulties

attending the execution of the work.

15. SPECIFICATIONS

Reference to brand names and numbers is meant to be descriptive, not restrictive, unless otherwise specified. Bids on equivalent items will be considered, provided the Bidder clearly states exactly what is proposed to be furnished, including complete specifications. Unless the Bidder specifies otherwise, it is understood the Bidder is offering a referenced brand item as specified or is bidding as specified when no brand is referenced, and does not propose to furnish an "equal." The City reserves the right to determine whether a substitute offer is equivalent to, and meets the standard of quality indicated by the brand name and number.

16. SAMPLES

When samples of items are called for by the specifications, samples must be furnished free of expense, and if not destroyed in the evaluation process will be returned at the Bidder's expense upon request. Request for the return of samples must accompany the sample and must include a UPS/Fed-Ex Pickup Slip, postage, or other acceptable mode of return. Individual samples must be labeled with Bidder's name, invitation number, item reference, manufacturer's brand name and number.

17. REGULATORY COMPLIANCE

Each Bidder represents and warrants that the goods or services furnished hereunder (including all labels, packages and containers for said goods) comply with all applicable standards, rules and regulations in effect under the requirements of all Federal, State, and local laws, rules and regulations as applicable, including the Occupational Safety and Health Act as amended, with respect to design, construction, manufacture, or use for their intended purpose of said goods or services. Each Bidder must furnish a "Material Safety Data Sheet" in compliance with the Illinois Toxic Substances Disclosure to Employees Act when required.

18. PRICING

The price quoted for each item is the full purchase price, including delivery to destination, and includes all transportation and handling charges, materials or service costs, patent royalties, and all other overhead charges of every kind and nature. Unless otherwise specified, prices shall remain firm for the contract period.

19. DISCOUNTS

Prices quoted must be net after deducting all trade and quantity discounts. Where cash discounts for prompt payment are offered, the discount period shall begin with the date of receipt of a correct invoice or receipt or final acceptance of goods, whichever is later.

20. INSPECTION

Materials or equipment purchased are subject to inspection and approval at the City's destination. The City reserves the right to reject and refuse acceptance of items which are not in accordance with the instructions, specifications, drawings or data of Seller's warranty (express or implied). Rejected materials or equipment shall be removed by, or at the expense of, the Seller promptly after rejection.

21. BIDS AND PLAN DEPOSITS

A. When required on the cover sheet, all bids shall be accompanied by a bid deposit in the amount specified. Bid deposits shall be in the form of cash, a certified check, or cashier's check drawn on a responsible bank doing business in the United States and shall be made payable to the City of Evanston. Bid Bonds are also acceptable. All bids not accompanied by a bid deposit, when required, will be rejected.

B. The City will return the bid deposits of all but the 3 lowest qualified Bidders, whose deposit will be held until contract award or at the expiration of the sixty-day or ninety-day period for bid award.

C. The bid deposit of the successful Bidder will be retained until contract documents have been executed and the Contractor has submitted all the required information. Failure to comply with the terms of this specification may be cause for forfeiture of said deposit.

D. When required, plan deposits will be refunded should the plans be returned in good condition within 10 days of the bid opening.

22. DISPUTES

Any dispute concerning a question of fact arising under this bid shall be decided by the Purchasing Specialist, who shall issue a written decision to the Bidder. The decision of the Purchasing Specialist shall be final and binding.

23. CATALOGS

Each Bidder shall submit, when requested by the Purchasing Specialist, catalogs, descriptive literature, and detailed drawings, fully detailing features, designs, construction, appointments, finishes and the like not covered in the specifications, necessary to fully describe the material or work proposed to be furnished.

24. TAXES

A. Federal Excise Tax does not apply to materials purchased by the City of Evanston by virtue of Exemption Certificate No. A-208762, Illinois Retailers' Occupation Tax, Use Tax, and Municipal Retailers' Occupation Tax do not apply to materials or services purchased by the City of Evanston by virtue of Statute.

B. The City of Evanston is exempt from Illinois Sales Tax by virtue of Exemption Identification number E9998-1750.

C. The City's federal tax ID number is 36-6005870.

25. PERMITS & FEES

All Bidders awarded a contract must secure and pay for any licenses required by the City of Evanston. Necessary building permits will be required, but all permit fees will be waived and moneys for same must not be included in any bid.

26. ROYALTIES & PATENTS

Seller must pay all royalties and license fees. Seller must defend all suits or claims for infringement of any patent, copyright or trademark rights, and must hold the City harmless from loss on account thereof.

27. LOCAL PREFERENCE POLICY

The Evanston City Council reserves the right to award the contract to an Evanston firm if the firm's bid is within five (5%) percent of the low bid of a non-Evanston firm.

28. RESPONSIBLE BIDDER POLICY

All contractors must follow the requirements of Ordinance 1-O-26, the City's Responsible Bidder Ordinance. Ordinance 1-O-26 is attached hereto for reference. The following items are required of all contractors:

- **Local Employment Program (LEP):** Contractors must ensure that at least 15% of total on-site work hours are performed by Evanston residents and that at least one Evanston resident is hired. These obligations apply across all tiers of subcontractors and must be documented.
- **Apprenticeship Training Program:** Bidders shall submit evidence of enrollment in a U.S. Department of Labor registered Apprenticeship Training Program for each construction craft performed. These programs must have graduated at least five apprentices in each of the last five years.
- **Minimum Performance Threshold:** Named bidder must directly perform at least 25% of project services. Affiliates or subsidiaries do not count toward this percentage.
- **Commercially Useful Function:** All contractors and subcontractors must actively manage and perform contract work. Excessive subcontracting or pass-through participation may result in disqualification.
- **Subcontractor Disclosure:** Submit the name, address, and documentation for all subcontractors with bid. Each subcontractor must comply with all requirements set forth in this template.

29. POWER OF ATTORNEY

An Attorney-In-Fact, who signs any and all of the bond or contract bonds submitted with this bid, must file with each bond a certified and effectively dated copy of their Power of Attorney. These dates should be the same or after the date of the contract.

30. WARRANTY

A. The contractor warrants that all goods and services furnished to the City shall be in accordance with specifications and free from any defects of workmanship and materials: that goods furnished to the City shall be merchantable and fit for the City's described purposes, and that no governmental law, regulation, order, or rule has been violated in the manufacture or sale of such goods.

B. The contractor warrants all equipment furnished to be in acceptable condition, and to operate satisfactorily for a period of one (1) year from delivery of, or the completion of installation, whichever is latest, unless stated otherwise in the specifications, and that if a defect in workmanship and/or quality of materials are evidenced in this period, the Seller shall remit full credit, replace, or repair at City's discretion immediately, such equipment and/or parts that are defective at no additional cost to the City.

C. The contractor warrants to the City that each item furnished hereunder, and any component part thereof, will be new and in conformity with the specifications in all respects, unless otherwise specified, and is of the best quality of its respective kind, free from faulty workmanship, materials, or design, and installed sufficiently to fulfill any operating conditions specified by the City.

D. The contractor shall repair or replace any item or component part thereof found not to be in conformity with this paragraph provided the City notified the Seller of such nonconformity within one (1) year after initial use or within eighteen (18) months after delivery, whichever occurs first. In the event Seller fails to proceed diligently to so replace or repair within a reasonable time after receipt of such notice, the City may undertake or complete such replacement or repair for Seller's account, and the seller will be responsible for any additional costs. Acceptance shall not relieve the seller of its responsibility.

31. INCURRED COSTS

The City will not be liable for any costs incurred by Bidders in replying to this invitation for bids.

32. VARIANCES

Each Bidder must state or list by reference any variations to specifications, terms and/or conditions set forth herein with its bid.

33. INDEMNIFICATION

A. The awarded Bidder/Contractor shall defend, indemnify and hold harmless the City and its officers, elected and appointed officials, agents, and employees from any and all liability, losses, or damages as a result of claims, demands, suits, actions, or proceedings of any kind or nature, including but not limited to costs, and fees, including attorney's fees, judgments or settlements, resulting from or arising out of any negligent or willful act or omission on the part of the Contractor

or Contractor's sub-contractors, employees, agents or sub-contractors during the performance of this Agreement. Such indemnification shall not be limited by reason of the enumeration of any insurance coverage herein provided. This provision shall survive completion, expiration, or termination of this Agreement.

B. Nothing contained herein shall be construed as prohibiting the City, or its officers, agents, or employees, from defending through the selection and use of their own agents, attorneys, and experts, any claims, actions or suits brought against them. The Contractor shall be liable for the reasonable costs, fees, and expenses incurred in the defense of any such claims, actions, or suits. Nothing herein shall be construed as a limitation or waiver of defenses available to the City and employees and agents, including but not limited to the Illinois Local Governmental and Governmental Employees Tort Immunity Act, 745 ILCS 10/1-101 *et seq.*

C. At the City Corporation Counsel's option, Contractor must defend all suits brought upon all such Losses and must pay all costs and expenses incidental to them, but the City has the right, at its option, to participate, at its own cost, in the defense of any suit, without relieving Contractor of any of its obligations under this Agreement. Any settlement of any claim or suit related to this Project by Contractor must be made only with the prior written consent of the City Corporation Counsel, if the settlement requires any action on the part of the City.

D. To the extent permissible by law, Contractor waives any limits to the amount of its obligations to indemnify, defend, or contribute to any sums due under any Losses, including any claim by any employee of Contractor that may be subject to the Illinois Compensation Act, 820 ILCS 305/1 *et seq.* or any other related law or judicial decision, including but not limited to, *Kotecki v. Cyclops Welding Corporation,* 146 Ill. 2d 155 (1991). The City, however, does not waive any limitations it may have on its liability under the Illinois Workers Compensation Act, the Illinois Pension Code or any other statute.

E. The Contractor shall be responsible for any losses and costs to repair or remedy work performed under this Agreement resulting from or arising out of any act or omission, neglect, or misconduct in the performance of its Work or its sub-contractors' work. Acceptance of the work by the City will not relieve the Contractor of the responsibility for subsequent correction of any such error, omissions and/or negligent acts or of its liability for loss or damage resulting therefrom.

F. All provisions of this Section 32 shall survive completion, expiration, or termination of this Agreement.

34. **DEFAULT**

Time is of the essence as to the awarded contract and, of delivery or acceptable items or rending of services is not completed by the time promised, the City

reserves the right, without liability, in addition to its other rights and remedies, to terminate the contract by notice effective when received by Seller, as to stated items not yet shipped or services not yet rendered and to purchase substitute items or services elsewhere and charge the Seller with all losses incurred. The City shall be entitled to recover its attorney's fees and expenses in any successful action by the City to enforce this contract.

35. GOVERNING LAW

This contract shall be governed by and construed according to the laws of the State of Illinois. In the event of litigation, the venue will be Cook County, Illinois.

36. EQUAL EMPLOYMENT OPPORTUNITY

A. In the event of the contractor's noncompliance with any provision of the Illinois Human Rights Act or Section 1-12-5 of the Evanston City Code, the contractor may be declared non-responsible and therefore ineligible for future contracts or sub-contracts with the City of Evanston, and the contract may be canceled or voided in whole or in part, and such other sanctions or penalties may be imposed or remedies invoked as provided by Statute or regulation.

B. During the performance of this contract, the contractor agrees as follows:

1. That it will not discriminate against any employee or applicant for employment because of race, color, religion, sex, national origin or ancestry, or age or physical or mental handicap that does not impair ability to work, and further that it will examine all job classifications to determine if minority persons or women are underutilized and will take appropriate affirmative action to rectify any such underutilization. Contractor shall comply with all requirements of City of Evanston Code Section 1-12-5.

2. That, in all solicitations or advertisements for employees placed by it or on its behalf, it will state that all applicants will be afforded equal opportunity without discrimination because of race, color, religion, sex, national origin or ancestry.

3. That, if it hires additional employees in order to perform this contract, or any portion hereof, it will determine that availability (in accordance with the Fair Employment Commission's Rules and Regulations for Public Contracts) of minorities and women in the area(s) from which it may reasonably recruit and it will hire for each job classification for which employees are hired in such a way that minorities and women are not underutilized.

4. That it will send to each labor organization or representative of workers with which it has or is bound by a collective bargaining or other agreement or understanding, a notice advising such labor organization or representative of the contractor's obligations under the Illinois Fair Employment Practices Act and the Fair Employment Practices Commission's Rules and

Regulations for Public Contracts. If any such labor organization or representative fails or refuses to cooperate with the contractor in its efforts to comply with such Act and Rules and Regulations, the contractor will promptly so notify the Illinois Fair Employment Practices Commission and the contracting agency and will recruit employees from other sources when necessary to fulfill its obligations hereunder.

5. That it will submit reports as required by the Illinois Fair Employment Practices Commission's Rules and Regulations for Public Contracts, furnish all relevant information as may from time to time be requested by the Fair Employment Practices Commission or the contracting agency, and in all respects comply with the Illinois Fair Employment Practices Commission's Rules and regulations for Public Contracts.

6. That it will permit access to all relevant books, records, accounts and work sites by personnel of the contracting agency, the City Manager, the Commission and the Illinois Fair Employment Practices Commission for purposes of investigation to ascertain compliance with the Illinois Fair Employment Practices Act and the Fair Employment Practices Act and the Fair Employment Practices Commission's Rules and Regulations for Public Contract.

7. That it will include verbatim or by reference the provisions of subsections (A) through (G) of this clause in every performance sub-contract as defined in Section 2.10(b) of the Fair Employment Practices Commission's Rules and Regulations for Public Contracts so that such provisions will be binding upon every such sub-contractor; and that it will also include the provisions of subsections (A), (E), (F), and (G) in every supply sub-contract as defined in Section 2.10(a) of the Fair Employment Practices Commission's Rules and Regulations for Public Contracts so that such provisions will be binding upon every such sub-contractor. In the same manner as with other provisions of this contract, the contractor will be liable for compliance with applicable provisions of this clause by all its sub-contractors; and further it will promptly notify the contracting agency and the Illinois Fair Employment Practices Commission in the event any sub-contractor fails or refuses to comply therewith. In addition, no contractor will utilize any sub-contractor declared by the Fair Employment Practices Commission to be non-responsible and therefore ineligible for contracts or sub-contracts with the State of Illinois or any of its political subdivisions or municipal corporations.

37. M/W/D/EBE GOAL

The City of Evanston has a goal of awarding 25% of its contracts to Minority-Owned, Women-Owned, Disadvantaged Enterprise, and Evanston-based businesses (M/W/D/EBEs). All Bidders must state the proposed involvement of M/W/D/EBEs in completing a portion of the services required by the City by completing the attached M/W/D/EBE forms. Any questions regarding

M/W/D/EBE compliance should be submitted in writing to Tammi Nunez, Purchasing Manager at tnunez@cityofevanston.org.

38. LOCAL EMPLOYMENT PROGRAM REQUIREMENTS

In an effort to increase hiring of economically disadvantaged Evanston residents on certain City construction projects, the contractor shall comply with the provisions of the City of Evanston's Local Employment Program Ordinance (LEP) set forth in Section 1-17-1 (C) of the Evanston City Code. The intent of the LEP is to have Evanston residents employed at the construction site as laborers, apprentices, and journeymen in such trades as electrical, HVAC, carpenters, masonry, concrete finishers, truck drivers, and other construction occupations necessary for the project. Any questions regarding LEP compliance should be submitted in writing to Jessica Cooper, the Workforce Development Coordinator at jcooper@cityofevanston.org or Tammi Nunez, Purchasing Manager at tnunez@cityofevanston.org.

NOTE: CITY OF EVANSTON ORDINANCE 60-O-14 AMENDMENT LOCAL EMPLOYMENT PROGRAM (LEP) available on the city website at: Ordinance 60-O-14 Amendment LEP

39. BIDDER SUBMITAL REQUIREMENTS FOR RESPONSIBLE BIDDER ORDINANCE

Documentation or Certification	Description
OSHA Certification	10-hour or greater OSHA safety card copies for all employees on-site
Prevailing Wage Compliance	Statement confirming 5-year compliance with the Illinois Prevailing Wage Act
Substance Abuse Program	Copy of written program per 820 ILCS 265/1
Workers' Compensation Policy	Active policy and classification documentation
UI Act Registration	IDES current registration
Corporate Status	Illinois Secretary of State Business Services record
Tax and Legal Disclosures	List of liens, judgments, or violations from the last 5 years
Business Licenses	Copies of all relevant licenses with current status
Statement of Similar Projects	Last 5 years' public works projects with references
Performance History	Public body contracts completed in the last 3 years
Subcontractor Information	Full documentation for each subcontractor
Sam.gov ID Number	ID Number to be used on projects with State or Federal Funding

If applicable, compliance documentation under:

- Davis-Bacon and Related Acts
- Employee Certification Act
- 720 ILCS 5/33-11 Anti-Bid Rigging Certification

Additional contractor responsibilities include:

- Submission of certified payrolls within five (5) working days of each pay period end
- Identification of all employees by name, address, craft, status, and hire date
- Documentation that all employees are properly classified and licensed
- Notification within two (2) business days of any resident employee resignations or terminations
- Replacement of Evanston resident employees within five (5) business days to avoid penalties
- Provision of required documentation prior to any subcontractor commencing work

Failure to meet these requirements may result in penalties of up to 1% of the approved project price and may jeopardize future eligibility for City contracts.

40. PROJECT LABOR AGREEMENT NOTICE (if required)

A Project Labor Agreement (PLA) may be required. If so, all successful bidders must become signatories to the PLA for the duration of the project. There is no requirement to affiliate with a union, and non-union bidders are fully eligible.

41. QUESTIONS

All questions related to this bid document should be submitted in writing to Tammi Nunez, Purchasing Specialist at tnunez@cityofevanston.org with a copy to Chris Sous, Assistant City Engineer at csous@cityofevanston.org. Only inquiries received a minimum of seven (7) working days prior to the date set for the opening of bids, will be given any consideration.

42. COORDINATION OF EXISTING SITE WITH DRAWINGS

A. Before submitting a bid, bidders shall carefully examine the drawings and specifications, visit the site, and fully inform themselves as to all conditions and limitations.

B. Should a bidder find discrepancies in, or omissions from the drawings or specifications, or should be in doubt as to their meaning, the bidder should at once notify the Purchasing Specialist, who will issue necessary instructions to all bidders in the form of an addendum.

43. AFFIRMATIVE ACTION IN SUB-CONTRACTING (EXCERPT FROM RESOLUTION 59-R-73)

"Contractor agrees that he shall actively solicit bids for the sub-contracting of goods or services from qualified minority businesses. At the request of the City, Contractor shall furnish evidence of his compliance with this requirement of minority solicitation. Contractor further agrees to consider the grant of sub-contracts to said minority bidders on the basis of substantially equal bids in the light most favorable to said minority businesses. Contractor further affirms that in obtaining his performance and bid bonds, he will seek out and use companies who have records of, and/or who will make commitments to, the bonding of minority contractors on a rate basis comparable to their bonding of similar non-minority contractors. The contractor may be required to submit this evidence as part of the bid or subsequent to it."

44. COMPLIANCE WITH LAWS

A. The bidder shall at all times observe and comply with all laws, ordinances, and regulations of the Federal, State, Local, and City Governments, which may in any manner affect the preparation of bids or the performance of the contract.

45. QUALIFICATION OF BIDDERS

A. All bidders must be qualified in accordance with the instructions, procedures, and methods set forth in this specification.

B. In awarding contract, City may take into consideration, skill, facilities, capacity, experience, ability, responsibility, previous work, financial standing of bidder, amount of work being carried on by bidder, quality and efficiency of construction equipment proposed to be furnished, period of time within which proposed equipment is furnished and delivered, necessity of prompt and efficient completion of work herein described. Inability of any bidder to meet the requirements mentioned above may be cause for rejection of the bid. In addition, if the project covered by this contract is a minority set-aside project, the contractor's qualifications as a minority firm will determine the eligibility of the contractor to bid.

46. COMPETENCY OF BIDDER

A. No bid will be accepted from or contract awarded to any person, firm or corporation that is in arrears or is in default to the City of Evanston upon any debt or contract, or that is a defaulter, as surety or otherwise, upon any obligation to said City, or had failed to perform faithfully any previous contract with the City.

B. The bidder, if requested, must present within forty-eight (48) hours evidence satisfactory to the Purchasing Manager of performance ability and possession of necessary facilities, pecuniary resources and adequate insurance to comply with the terms of these specifications and contract documents.

47. PREFERENCE TO CITIZENS

The Contractor shall abide by the Illinois Preference Act, 30 ILCS 570 et seq., which stipulates that whenever there is a period of excessive unemployment in Illinois, defined as any month immediately following two (2) consecutive months during which the level of unemployment in Illinois exceeds five percent (5%) as measured by the U.S. Bureau of Labor Statistics in its monthly publication of employment and unemployment figures, the Contractor shall employ only Illinois laborers unless otherwise exempted as so stated in the Act. ("Illinois laborer" means any person who has resided in Illinois for at least 30 days and intends to become or remain an Illinois resident.) Other laborers may be used IF Illinois laborers are not available or are incapable of performing the particular type of work involved, if so certified by the Contractor and approved by the project engineer.

GENERAL CONDITIONS

1. BASIS OF AWARD

The City of Evanston reserves the right to award a contract to a responsive and responsible Bidder(s) who submits the lowest total bid, or to reject any or all bids and bidding, when in its opinion the best interest of the City will be served by such action. The City reserves the right to consider the specified alternates in its evaluation of the bids.

2. BIDS (Select Unit Price Bid or Lump Sum Bid)

A. UNIT PRICE BID

1. The Bidder is to submit a unit price bid for each bid line on the Bid Form which includes all costs incidental to performing the specified work.

2. It is understood and agreed that the unit quantities given in the supporting pages are approximate only and the Bidder shall verify these quantities before bidding as no claim shall be made against the City on account of any excess or deficiency in the same.

3. Unit prices given in the supporting pages shall be used by the Owner and the Contractor for any subsequent changes in the contract.

4. The quantities provided in the bid documents are approximate only and are subject to increase or decrease. Actual compensation to the CONTRACTOR shall be based upon the actual quantities multiplied by the unit prices bid for each item. The unit prices submitted herewith is for the purpose of obtaining a gross sum, and for use in computing the value of additions and deductions and for the purpose of determining the lowest BIDDER. Should there be a discrepancy between the gross sum bid and that bid resulting from the summation of quantities multiplied by their respective unit prices, the latter shall apply.

~~B. LUMP SUM BID~~

~~1. The bidder is to submit a lump sum bid for each bid line on the Bid Form which includes all costs incidental to performing the specified work. It is understood and agreed that the unit quantities given in the supporting pages are approximate only and the bidder shall verify these quantities before bidding as no claim shall be made against the City on account of any excess or deficiency in the same.~~

~~2. Unit prices given in the supporting pages shall be used by the City and the Contractor for any subsequent changes in the contract.~~

3. QUANTITIES

Any quantities shown on the Bid Form are estimated only for bid canvassing purposes, the City has made a good faith effort to estimate the quantity requirements for the Contract term. The City reserves the right to increase or decrease quantities ordered under this contract.

4. CONTRACT TERM

Bidder must fully complete the work within the period specified herein after award of the contract by the City.

5. NOTICE TO PROCEED/ PURCHASE ORDER/ CONTRACT

A. The City issued Purchase Order serves as the City official Notice to Proceed. No work will be allowed prior to Contractor receipt of the City issued Purchase Order.

B. Upon approval of the required bonds and insurance documents, the City will issue a Purchase Order to the Contractor for the contract amount. All Applications for Payment must reference the Purchase Order number.

C. When it is necessary to issue a Change Order that increases/decreases the contract amount, a Change Order form will be issued and a modified Purchase Order will be issued reflecting the revised contract amount.

D. When it is necessary to issue a Change Order that only increases/decreases the contract period, only a Change Order form will be issued, establishing the revised contract period.

E. Upon Award, the contractor shall execute the Contractor Services Agreement.

6. PAYMENT

A. Progress payments will be made in accordance with “Applications for Payment” and “Project Closeout” sections of the specifications, **before 50% completion,** less a 10% retainage for each payment; **at or after 50% completion,** less a 5% retainage for each payment, which will be held until final acceptance of the work by the City. Certification of each Application for Payment will be made by the City’s representative.

B. All payments will be made in accordance with the *Illinois Local Government Prompt Payment Act.*

7. DECISIONS TO WITHHOLD CERTIFICATION FOR PAYMENT

A. The City may not certify payment and may withhold payment in whole or in part, to the extent reasonably necessary to protect the City, if the quality of the work is not in accordance with the contract documents. If the City is unable to certify payment in the amount of the invoice, the City will promptly issue payment for the amount of the Work completed in accordance with the contract documents. The City may not certify payment due to any contractor negligence or contract non-

compliance.

a. Defective work not remedied
b. Third-party claims filed or reasonable evidence indicating probable filing of such claims
c. Failure of Contractor to make payments properly to Sub-contractors for labor, materials or equipment
d. Reasonable evidence that the work cannot be completed for the unpaid balance of the Contract Sum
e. Damage to the City or another contractor
f. Reasonable evidence that the work will not be completed within the Contract period and that the unpaid balance would not be adequate to cover actual or liquidated damages for the anticipated delay
g. Persistent failure to carry out work in accordance with the Contract Documents.

8. CHANGES IN WORK (Delete D. if Lump Sum Bid)

A. The City reserves the right to make changes in the plans and specifications by altering, adding to, or deducting from the work, without invalidating the contract. All such changes shall be executed under the conditions of the original contract, except that any claim for extension of time caused thereby shall be adjusted at the time of ordering such change.

B. No change shall be made unless a written Change Order and/or modified Purchase Order is issued by the City stating that the City has authorized the change, and no claim for an addition to the contract shall be valid unless so ordered.

C. If such changes diminish the quantity of work to be done they shall not constitute a claim for damage or anticipated profits on the work, such increase shall be paid in one or more of the following ways:

1. by estimate and acceptance in lump sum

2. by unit prices named in the contract's bid form or subsequently agreed upon

D. Whenever the quantity of any pay item as given in the proposal shall be increased or
decreased, payment shall be made on the basis of the actual quantity completed at the unit price for such pay item named in the proposal.

9. DEDUCTION FOR UNCORRECTED WORK

If the City deems it expedient to correct work damaged or not done in accordance with the contract, the difference in value, together with a fair allowance for damage shall be deducted from the contract amount due. The value of such deduction shall be determined by the City.

10. CITY'S RIGHT TO TERMINATE CONTRACT

The City reserves the right, in addition to other rights to termination, to terminate the contracts in accordance with all provisions of the executed contract.

11. LIENS

A. Neither the final payment nor any part of any retained percentages, shall become due until the contractor, if required, delivers to the City, a complete release of all liens arising out of this contract, or receipts in full in lieu thereof and, if required in either case, an affidavit that so far as it has knowledge or information the releases and receipts include all the labor and material for which a lien could be filed. If any lien remains unsatisfied after all payments are made the contractor shall refund to the City all moneys that the latter may be compelled to pay in discharging such a lien, including all costs and attorney's fees.

12. SEPARATE CONTRACTS

A. The City reserves the right to let other contracts in connection with this work. The contractor shall afford other contractors' reasonable opportunity for the introduction and storage of their materials and the execution of their work and shall properly connect and coordinate his or her work with theirs. If any part of the contractor's work depends on proper execution or results upon the work of any other contractor, the contractor shall inspect and promptly report to the City any defects in such work that render it unsuitable for such proper execution and results. His or her failure to so inspect and report shall constitute an acceptance of other contractor's work as fit and proper.

B. To insure the proper execution of his or her subsequent work, the contractor shall measure work already in place and shall at once report to the City any discrepancy between the executed work and the drawings which will affect his or her work.

13. PROTECTION & SAFEGUARDS

A. Unless otherwise specified, the contractor, as a part of this contract, shall provide, erect, and maintain temporary roads, fences, bracing, lights, warning signs, barricades, etc. necessary for the protection of the construction materials, adjacent property and the public.

B. The contractor shall contact all utilities which will be affected by its operations and notify the owners of the utilities of its operations and their limits within forty-eight (48) hours prior to beginning construction. The contractor shall be responsible for damage to utilities and shall, at his or her own expense, restore such property to a condition equal to that which existed before its work, as may be directed by the owners.

C. The contractor shall protect all work and unused materials of this contract from any and all damage and shall be solely responsible for the condition of such work and materials.

14. MATERIAL STORAGE

A. On-site areas may be designated for material/equipment storage. The contractor will assume all risk and liability associated with the storage of material/equipment at on-site locations.

15. CLEANING UP

A. The contractor shall at all time keep the premises free from accumulation of waste material or rubbish caused by its employees or work and at the completion of the work it shall remove all its rubbish, tools, and surplus materials from the premises, leaving the area in a neat and workmanlike condition. In case of dispute, the City may remove the rubbish and charge the cost to the contractor.

B. Contractor recognizes that proper cleanup and removal of construction debris is an important safety consideration. The Contractor shall be solely responsible for daily construction site/area cleanup and removal of all construction debris in accordance with City-approved disposal practices. Contractor shall be solely responsible for identifying and removing at its expense all hazardous material and waste which it uses and generates.

16. RESTORATION OF SITE

A. Prior to final payment, contractor shall fully restore all property disturbed or damaged during the course of this work. This includes, but is not limited to public property, (walks, curbs, roadways, trees, etc.) private property, and utilities. This shall also include removal of temporary facilities erected during the course of this contract and restoration of these areas.

B. All restoration work shall be subject to the approval of the City and shall restore the property to a condition at least equal to that existing prior to the start of this contract.

C. All restoration work of property damaged by contractor shall be accomplished at the sole expense of the contractor.

17. PREVAILING WAGE

A. Prospective Bidders shall thoroughly familiarize themselves with the provisions of the above-mentioned Act and shall prepare any and all bids/bids in strict compliance therewith.

B. **Effective September 1st - All work performed on new and existing projects must be submitted to** Illinois Department of Labor **through the certified transcript of payroll portal.** You may access the portal here:
Certified Transcript of Payroll Portal

All contractors and sub-contractors on public works projects ***must submit and upload certified payrolls*** on a monthly basis to the **IDOL** online portal, provide

a pdf copy to the City's project manager and business work force development coordinator, along with a statement affirming that such records are true and accurate, that the wages paid to each worker are not less than the required prevailing rate and that the contractor is aware that filing records her or she knows to be false is a Class B misdemeanor.

C. The certified payroll record must include for every worker employed on the public works project the name, address, telephone number, social security number, job classification, hourly wages paid in each pay period, number of hours worked each day, and starting and ending time of work each day. These certified payroll records are considered public records and public bodies must make these records available to the public under the Freedom of Information Act, with the exception of the employee's address, telephone number and social security number. Any contractor who fails to submit a certified payroll or knowingly files a false certified payroll is guilty of a Class B misdemeanor.

D. All certified payrolls shall be submitted in electronic format, preferably a PDF file.

E. As a condition of receiving payment, Contractor must (i) be in compliance with the Agreement, (ii) pay its employees prevailing wages when required by law (Examples of prevailing wage categories include public works, printing, janitorial, window washing, building and grounds services, site technician services, natural resource services, security guard and food services). Contractor is responsible for contacting the Illinois Dept. of Labor 217-782-1710; https://www2.illinois.gov/idol/Laws-Rules/CONMED/Pages/prevailing-wage-act.aspx compliance with prevailing wage requirements), (iii) pay its suppliers and sub-contractors according to the terms of their respective contracts, and (iv) provide lien waivers to the City upon request.

18. CONTRACTOR REQUIREMENTS

A. The Contractor shall abide by and comply with all local, State and federal laws and regulations relating to contracts involving public funds and the development/construction of public works, buildings, or facilities. The scale of wages to be paid shall be obtained from Illinois Department of Labor and posted by the Contractor in a prominent and accessible place at the project work site.

B. The Contractor certifies it has not been barred from being awarded a contract with a unit of State or local government as a result of bid rigging or bid rotating or any similar offense (720 ILCS 5/33 E-3, E-4).

C. The Contractor certifies, pursuant to the Illinois Human Rights Act (775 ILCS 5/2-105), that it has a written sexual harassment policy that includes, at a minimum, the following information: (1) the illegality of sexual harassment, (2) the definition of sexual harassment under State law, (3) a description of sexual harassment utilizing examples, (4) the Contractor's internal complaint process including penalties, (5) legal recourse, investigation and complaint process available

through the Illinois Department of Human Rights and the Human Rights Commission and directions on how to contact both; and (6) protection against retaliation as provided by Section 6-101 of the Illinois Human Rights Act.

D. The Contractor shall abide by the "Illinois Preference Act" which stipulates that whenever there is a period of excessive unemployment in Illinois, defined as any month immediately following two (2) consecutive months during which the level of unemployment in Illinois exceeds five percent (5%) as measured by the U.S. Bureau of Labor Statistics in its monthly publication of employment and unemployment figures, the Contractor shall employ only Illinois laborers unless otherwise exempted as so stated in the Act. ("Illinois laborer" means any person who has resided in Illinois for at least 30 days and intends to become or remain an Illinois resident) Other laborers may be used IF Illinois laborers are not available or are incapable of performing the particular type of work involved if so certified by the Contractor and approved by the project engineer.

19. SUB-CONTRACTORS

A. The term "sub-contract" means any agreement, arrangement or understanding, written or otherwise between a Contractor and any person (in which the parties do not stand in the relationship of an employer or an employee) for the furnishing of supplies or services or for the use of real or personal property, including lease arrangements, which, in whole or in part, is utilized in the performance of any one or more Contracts under which any portion of the Contractor's obligation under any one or more Contracts is performed, undertaken or assumed.

B. The Bidder is specifically advised that any person, firm or party, to whom it is proposed to award a sub-contract under this contract must be acceptable to the City. Approval for the proposed sub-contract Award cannot be given by the City until the proposed Sub-contractor has submitted evidence showing that it has fully complied with any reporting requirements to which it is, or was, subject.

C. The contractor, shall, within ten (10) days after award of the Contract, submit to the City in writing, names and addresses and respective amounts of money for proposed contracts with Sub-contractors/major suppliers. The City will review and may direct the Contractor that they shall not employ any that are not acceptable as provided above.

D. The sub-contractor shall abide by and comply with all local, State and federal laws and regulations relating to contracts involving public funds and the development/construction of public works, buildings, or facilities.

20. PAYMENTS TO SUB-CONTRACTORS

A. Within seven days after the receipt of amounts paid by the City for work performed by a sub-contractor under this contract, the Contractor shall either:

1. Pay the sub-contractor for the proportionate share of the total payment

received from the City attributable to the work performed by the sub-contractor under this contract; or,

2. Notify the City and sub-contractor, in writing, of his intention to withhold all or a part of the sub-contractor's payment and the reason for non-payment.

B. The Contractor shall pay interest to the sub-contractor on all amounts owed that remain unpaid beyond the seven-day period except for amounts withheld as allowed in item 2 above.

C. Unless otherwise provided under the terms of this contract, interest shall accrue at the rate of one percent per month.

D. The Contractor shall include in each of its sub-contracts a provision requiring each Sub-contractor to include or otherwise be subject to the same payment and interest requirements as set forth above with respect to each lower-tier sub-contractor.

E. The Contractor's obligation to pay an interest charge to a sub-contractor pursuant to this provision may not be construed to be an obligation of the City.

21. BOND – PERFORMANCE, MATERIAL, & LABOR

A. When required by the specifications herein, the successful Bidder or Bidders shall, within ten (10) calendar days after acceptance of the Bidder's bid by the City, furnish a performance bond for 100% of the full amount of the contract from insurance companies having not less than A+ Policyholders Rating from the most recent Alfred M. Best and Co., Inc. listing available. Certification of the insurance company's rating shall be provided prior to contract implementation and quarterly thereafter until contract completion. Should such rating fall below the required A+ level during performance of the contract, it will be the contractor's responsibility to notify the City and provide a new bond from an insurance company whose rating meets the City's requirements.

B. When required by the specifications herein, all Bidders shall submit with the bid a bid bond. A letter of credit may be furnished in lieu of a bid bond only if the following conditions are met: 1) An irrevocable letter of credit must be obtained from an accredited bank which shall include an agreement that the bank will honor a demand by the City for payment due to Plaintiff failure to complete the project. 2) An irrevocable letter of credit must be in writing and signed by an authorized representative of the bank. 3) The irrevocable letter of credit must expressly state that it is irrevocable until the bid has been awarded. 4) The letter of credit must be for the percentage specified in the bid documents.

C. The City may reject the use of an irrevocable letter of credit if the financial soundness of the issuing bank is found to be unacceptable.

D. In the event that the Bidder fails to furnish a performance bond in said period of ten (10) calendar days after acceptance of the Bidder's bid by the City, the City may withdraw its acceptance of the bid and retain the Bidder's deposit as liquidated damages and not as a penalty.

E. If the contractor has more than one project for which there is a contract with the City of Evanston the contractor shall provide a separate Performance Bond for each project.

22. INDEMNITY

A. The Contractor shall defend, indemnify and hold harmless the City and its officers, elected and appointed officials, agents, and employees from any and all liability, losses, or damages as a result of claims, demands, suits, actions, or proceedings of any kind or nature, including but not limited to costs, and fees, including attorney's fees, judgments or settlements, resulting from or arising out of any negligent or willful act or omission on the part of the Contractor or Contractor's sub-contractors, employees, agents or sub-contractors during the performance of this Agreement. Such indemnification shall not be limited by reason of the enumeration of any insurance coverage herein provided. This provision shall survive completion, expiration, or termination of this Agreement.

B. Nothing contained herein shall be construed as prohibiting the City, or its officers, agents, or employees, from defending through the selection and use of their own agents, attorneys, and experts, any claims, actions or suits brought against them. The Contractor shall be liable for the reasonable costs, fees, and expenses incurred in the defense of any such claims, actions, or suits. Nothing herein shall be construed as a limitation or waiver of defenses available to the City and employees and agents, including but not limited to the Illinois Local Governmental and Governmental Employees Tort Immunity Act, 745 ILCS 10/1-101 *et seq.*

C. At the City Corporation Counsel's option, Contractor must defend all suits brought upon all such Losses and must pay all costs and expenses incidental to them, but the City has the right, at its option, to participate, at its own cost, in the defense of any suit, without relieving Contractor of any of its obligations under this Agreement. Any settlement of any claim or suit related to this Project by Contractor must be made only with the prior written consent of the City Corporation Counsel, if the settlement requires any action on the part of the City.

D. To the extent permissible by law, Contractor waives any limits to the amount of its obligations to indemnify, defend, or contribute to any sums due under any Losses, including any claim by any employee of Contractor that may be subject to the Illinois Workers Compensation Act, 820 ILCS 305/1 et seq. or any other related law or judicial decision, including but not limited to, Kotecki v. Cyclops Welding Corporation, 146 Ill. 2d 155 (1991). The City, however, does not waive any limitations it may have on its liability under the Illinois Worker Compensation

Act, the Illinois Pension Code or any other statute.

E. The Contractor shall be responsible for any losses and costs to repair or remedy work performed under this Agreement resulting from or arising out of any act or omission, neglect, or misconduct in the performance of its Work or its sub-contractors' work. Acceptance of the work by the City will not relieve the Contractor of the responsibility for subsequent correction of any such error, omissions and/or negligent acts or of its liability for loss or damage resulting therefrom.

23. CONTRACTOR'S LIABILITY INSURANCE

A. THE CONTRACTOR SHALL NOT COMMENCE WORK UNDER THIS CONTRACT UNTIL THEY HAVE OBTAINED ALL INSURANCE REQUIRED HEREIN AND SUCH INSURANCE HAS BEEN APPROVED BY THE CITY. Nor shall the contractor allow any sub-contractor to commence work until all similar insurance required of the sub-contractor has been so obtained.

B. The City of Evanston shall be named as an additional insured on the policy of the contractor for whatever the policy limits are for the contractor, but in no event shall the Comprehensive General Liability limits be less than $3,000,000.00.

C. If the contractor has more than one project for which he has a contract with the City of Evanston there shall be separate Certificates of Insurance naming the City as an additional insured on each separate policy.

D. In the event of accidents, injuries, or unusual events, whether or not any injury occurred, the contractor shall promptly furnish the City with copies of all reports of such incidents.

E. The contractor shall furnish one (1) copy of a certificate, with the City named as an additional insured, showing the following minimum coverage with insurance company acceptable to the City.

24. PRE-CONSTRUCTION MEETING

A. A pre-construction meeting will be scheduled for the successful Contractor at a date immediately following the awarding of the Contracts.

25. LIQUIDATED DAMAGES

A. The Contractor must commence work within 10 days of notice from the City and the work must be completed by 11/15/2027. In the event the work is not substantially completed by 11/01/2027, then in addition to any remedies available to the City, the Contractor will pay to the City the sum of **$ One Thousand Four Hundred Twenty Five dollars ($1425.00)** per day for each calendar day beyond those dates, until substantial completion of the work has been achieved. This payment is for liquidated damages, in addition to any other damages that may be incurred by the City, and not as a penalty. All such liquidated damages may be

set-off against any moneys that may be due the contractor.

B. Substantial Completion shall be defined as the stage in the progress of the work when the work or designated portion thereof is sufficiently complete in accordance with the Contract Documents so that the City can occupy or utilize the work for its intended use. Substantial Completion will be certified by the issuance of a Certificate of Substantial Completion, to be issued by the City's representative, when the Contractor has satisfied the above statement and billed the City for a minimum of 90% of the total value of the work.

26. EXTENSION OF TIME

A. Delays due to causes beyond the control of the contractor other than such as reasonable would be expected to occur in connection with or during the performance of the work, may entitle the contractor to an extension of time for completing the work sufficient to compensate for such delay. No extension of time shall be granted, however, unless the contractor shall notify the City in writing thereof, within ten (10) days from the initiation of the delay and unless he shall, within ten (10) days after the expiration of the delay, notify the City in writing of the extension of time claimed on account thereof and then only to the extent, if any, allowed by the City.

27. DEFAULT

A. The City may, subject to the provisions of this section, by written notice of default to Contractor, terminate the whole or any part of this contract in any one of the following circumstances:

1. if the Contractor fails to perform the services within the time specified herein, or any extension thereof; or
2. if the contractor fails to perform any of the other provisions of this contract, or so fails to make progress as to endanger performance of this contract in accordance with its terms, and in either of these two circumstances does not cure failure within a period of 10 days (or such other extended period as the City may authorize in writing) after receipt of notice from the City specifying such failure

B. In the event the City terminates this contract in whole or in part as provided in this section, the City may procure, upon such terms and in such manner as the City may deem appropriate, services similar to those so terminated, and the Contractor will be liable to the City for any excess costs for such similar services.

C. The Contractor will not be liable for any excess of costs if acceptable evidence has been submitted to the City that the failure to perform the contract was due to causes beyond the control and without fault or negligence of the Contractor.

D. Contractors who default may not be considered for awards of future City contracts.

28. USE OF PREMISES

A. The contractor shall confine his apparatus, the storage of materials and the operations of his workers, to limits indicated by law, ordinances, permits or directions of the City.

29. DISCLOSURES AND POTENTIAL CONFLICTS OF INTEREST (30 ILCS 500/50-35)

A. The City of Evanston's Code of Ethics prohibits public officials or employees from performing or participating in an official act or action with regard to a transaction in which he has or knows he will thereafter acquire an interest for profit, without full public disclosure of such interest. This disclosure requirement extends to the spouse, children and grandchildren, and their spouses, parents and the parents of a spouse, and brothers and sisters and their spouses.

To ensure full and fair consideration of all bids, the City of Evanston requires all Bidders including owners or employees to investigate whether a potential or actual conflict of interest exists between the Bidder and the City of Evanston, its officials, and/or employees. If the Bidder discovers a potential or actual conflict of interest, the Bidder must disclose the conflict of interest in its bid, identifying the name of the City of Evanston official or employee with whom the conflict may exist, the nature of the conflict of interest, and any other relevant information. The existence of a potential or actual conflict of interest does NOT, on its own, disqualify the disclosing Bidder from consideration. Information provided by Bidders in this regard will allow the City of Evanston to take appropriate measures to ensure the fairness of the bidding process.

The City of Evanston requires all bidders to submit a certification, enclosed with this bid packet, that the bidder has conducted the appropriate investigation and disclosed all potential or actual conflicts of interest.

By submitting a bid, all Bidders acknowledge and accept that if the City of Evanston discovers an undisclosed potential or actual conflict of interest, the City of Evanston may disqualify the Bidder and/or refer the matter to the appropriate authorities for investigation and prosecution.

INSURANCE REQUIREMENTS

TYPE OF INSURANCE	MINIMUM INSURANCE COVERAGE	
	Consequent Death Each Occurrence Aggregate	Bodily Injury and Property Damage
Commercial General Liability including: 1. Comprehensive form 2. Premises - Operations 3. Explosion & Collapse Hazard 4. Underground Hazard 5. Products/Completed Operations Hazard 6. Contractual Insurance – With an endorsement on the face of the certificate that it includes the "Indemnity" paragraph of the specifications. 7. Broad Form Property Damage - construction projects only 8. Independent contractors 9. Personal Injury	$3,000,000 **Insurance Certificate Must State:** **The City Of Evanston is Named as Additional Insured**	$3,000,000
Automobile Liability Owned, Non-owned or Rented	$ 1,000,000	$1,000,000
Workmen's Compensation and Occupational Diseases As required by applicable laws. Employer's Liability		$ 500,000

Thirty-day notice of cancellation required on all certificates.

EXHIBIT A – BID FORM
For
Traffic Signal Improvements Project

(BID #26-31)

1.01 BID TO:

THE CITY OF EVANSTON
909 Davis Street
Evanston, Illinois 60201

Hereinafter called “OWNER”.

1.02 BID FROM:

_____
(Hereinafter call "BIDDER")

_____
Address

_____
Telephone Number

_____
Fax Number

1.03 BID FOR: **Traffic Signal Improvements Project**

1.04 ACKNOWLEDGMENT:

A. The Bidder, in compliance with the Invitation for Bids, having carefully examined the Drawings and Project Manual with related documents and having visited the site of the proposed Work, and being familiar with all of the existing conditions and limitations surrounding the construction of the proposed project, including the structure of the ground, subsurface conditions, the obstacles which may be encountered, local restrictions, and all other relevant matters concerning the Work to be performed, hereby PROPOSES to perform everything required to be performed, and to provide all labor, materials, necessary tools and equipment, expendable equipment, all applicable permits and taxes and fees, and provide all utility and transportation services necessary to perform and complete in a workmanlike manner the Project in accordance with all the plans,

specifications and related Contract Documents as prepared by the City of Evanston.

B. The undersigned hereby acknowledges receipt of the Invitation of Bids, Instruction to Bidder, the Project Manual, Drawings, and other Contract Documents, and acknowledges receipt of the following Addenda:

Addendum No. _____ Dated _____

Addendum No. _____ Dated _____

Addendum No. _____ Dated _____

1.05 GENERAL STATEMENTS

A. The undersigned has checked all of the figures contained in this proposal and further understands that the Owner will not be responsible for any errors or omissions made therein by the undersigned.

B. It is understood that the right is reserved by the Owner to reject any or all proposals, to waive all informality in connection therewith and to award a Contract for any part of the work or the Project as a whole.

C. The undersigned declares that the person(s) signing this proposal is/are fully authorized to sign on behalf of the named firm and to fully bind the named firm to all the conditions and provisions thereof.

D. It is agreed that no person(s) or company other than the firm listed below or as otherwise indicated hereinafter has any interest whatsoever in this proposal or the Contract that may be entered into as a result thereof, and that in all respects the proposal is legal and fair, submitted in good faith, without collusion or fraud.

E. It is agreed that the undersigned has complied and/or will comply with all requirements concerning licensing and with all other local, state and national laws, and that no legal requirement has been or will be violated in making or accepting this proposal, in awarding the Contract to him, and/or in the prosecution of the Work required hereunder.

F. To be considered a bona fide offer, this proposal must be completed in full and accompanied by a bid deposit or a bid bond when required by Contract Documents or Addenda.

1.06 ALTERNATES

A. When alternate proposals are required by Contract Documents or Addenda thereto, the undersigned proposes to perform alternates for herein stated additions to or deductions from hereinbefore stated Base Bid. Additions and deductions include all modifications of Work or additional Work that the undersigned may be required to perform by reason of the acceptance of alternates.

1.07 ALLOWANCE

A. The allowance is general and should be used in the event that any unforeseen condition is discovered. After discovering the unforeseen condition, the contractor shall submit a Found Condition Report (FCR) and an Authorization to Use Allowance (AUA) to the Consultant. The Consultant will then notify the Owner and both the Owner and the Consultant will view the unforeseen condition to determine if the work will be authorized. Under no circumstances shall the contractor move forward with the work in question nor shall the contractor expend allowance without an approved AUA. At the end of the project, unspent allowance shall be credited to owner via change order.

1.08 AGREEMENT

A. In submitting this Bid, the undersigned agrees:

1. To hold this Bid open for sixty (60) days from the submittal date.
2. To enter into and execute a Contract with the Owner within ten (10) days after receiving Notice of Award from the Owner.
3. To accomplish the work in accordance with the Contract Documents.
4. To complete the work by the time stipulated in the General Conditions

B. The Owner reserves the right to reject any and all Bids and to waive any informalities in Bidding.

1.09 SCHEDULE

A. See General Conditions for the required schedule of completion dates.

1.10 PROPOSED PRICES

A. The Bidder hereby proposes to furnish all labor, materials, equipment, transportation, construction plant, and facilities necessary to complete, in a workmanlike manner and in accordance with the contract documents, the contract of work bid upon herein for compensation in accordance with the following prices:

BASE BID AMOUNT: **$**_____

ALLOWANCE (ADDITIONAL WORK – GENERAL): **$** +XX,XXX

TOTAL BASE BID AMOUNT: **$**_____

1.11 UNIT PRICING LIST

The undersigned submits the following UNIT PRICING LIST to be performed as shown on the Plans and/or described in the Specifications, and agrees that items of work not specifically mentioned in the Schedule which are necessary and required to complete the work intended shall be done incidental to and as part of the work for which a unit price is given, and understands that no additional payment will be made for such incidental work from the estimated quantities shown below. Unit prices for individual line items shall be used for the project's schedule of values, pay applications, and will also be used to determine the amount to ADD TO or DEDUCT FROM the contract LUMP SUM PRICE for properly authorized additional or deducted work. In the event of a change to the contract, the contractor shall be limited to markup percentages as indicated in Section 01028, 1.05, A. Bidders shall examine plans and determine actual work items and quantities for the work involved for bid analysis by the Owner.

Item	Description	Unit	Base Bid Quantity	Add Cost *	Deduct Cost **
1	TREE TRUNK PROTECTION	EACH	15		
2	SUPPLEMENTAL WATERING	UNIT	40		
3	EARTH EXCAVATION	CU YD	889		
4	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	40		
5	TRENCH BACKFILL	CU YD	10		
6	SODDING, SALT TOLERANT	SQ YD	280		
7	INLET FILTERS	EACH	22		
8	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	571		
9	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	4496		
10	COMBINATION CURB AND GUTTER REMOVAL	FOOT	644		
11	SIDEWALK REMOVAL	SQ FT	5463		
12	CONCRETE CURB, TYPE B	FOOT	176		
13	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	378		
14	MOBILIZATION	LSUM	1		
15	SIGN PANEL - TYPE 1	SQ FT	91		
16	SIGN PANEL - TYPE 2	SQ FT	23		
17	RELOCATE SIGN PANEL ASSEMBLY	EACH	1		
18	RELOCATE SIGN PANEL - TYPE	EACH	45		
19	TELESCOPING STEEL SIGN SUPPORT	FOOT	15		
20	BASE FOR TELESCOPING STEEL SIGN SUPPORT	EACH	1		
21	THERMOPLASTIC PAVEMENT MARKING	SQ FT	2		
22	THERMOPLASTIC PAVEMENT MARKING	FOOT	1332		

23	THERMOPLASTIC PAVEMENT MARKING	FOOT	1317		
24	THERMOPLASTIC PAVEMENT MARKING	FOOT	297		
25	PAVEMENT MARKING REMOVAL	SQ FT	2580		
26	UNDERGROUND CONDUIT, GALVANIZED	FOOT	3547		
27	UNDERGROUND CONDUIT, GALVANIZED	FOOT	455		
28	UNDERGROUND CONDUIT, GALVANIZED	FOOT	880		
29	UNDERGROUND CONDUIT, PVC	FOOT	171		
30	HANDHOLE	EACH	19		
31	DOUBLE HANDHOLE	EACH	5		
32	PAINT NEW TRAFFIC SIGNAL	EACH	15		
33	PAINT NEW MAST ARM AND POLE	EACH	10		
34	TRANSCEIVER	EACH	3		
35	MASTER CONTROLLER	EACH	1		
36	ELECTRIC CABLE IN CONDUIT	FOOT	3640		
37	ELECTRIC CABLE IN CONDUIT	FOOT	3797		
38	ELECTRIC CABLE IN CONDUIT	FOOT	4305		
39	ELECTRIC CABLE IN CONDUIT	FOOT	6276		
40	ELECTRIC CABLE IN CONDUIT	FOOT	1146		
41	ELECTRIC CABLE IN CONDUIT	FOOT	3523		
42	TRAFFIC SIGNAL POST, GALVANIZED	EACH	6		
43	TRAFFIC SIGNAL POST, GALVANIZED	EACH	9		
44	TRAFFIC SIGNAL POST, GALVANIZED	EACH	1		
45	STEEL MAST ARM ASSEMBLY	EACH	1		
46	STEEL MAST ARM ASSEMBLY	EACH	2		
47	STEEL MAST ARM ASSEMBLY	EACH	2		
48	STEEL MAST ARM ASSEMBLY	EACH	1		
49	STEEL MAST ARM ASSEMBLY	EACH	1		
50	STEEL MAST ARM ASSEMBLY	EACH	3		
51	CONCRETE FOUNDATION, TYPE	FOOT	68		
52	CONCRETE FOUNDATION, TYPE	FOOT	16		
53	CONCRETE FOUNDATION, TYPE	FOOT	118		
54	DRILL EXISTING HANDHOLE	EACH	4		
55	SIGNAL HEAD, LED, 1-FACE	EACH	20		
56	SIGNAL HEAD, LED, 1-FACE	EACH	25		
57	PEDESTRIAN SIGNAL HEAD	EACH	32		
58	TRAFFIC SIGNAL BACKPLATE	EACH	8		
59	TRAFFIC SIGNAL BACKPLATE	EACH	12		
60	DETECTOR LOOP, TYPE I	FOOT	926		
61	LIGHT DETECTOR	EACH	6		
62	LIGHT DETECTOR AMPLIFIER	EACH	5		
63	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	2		
64	REMOVE EXISTING TRAFFIC SIGNAL	EACH	4		
65	REMOVE EXISTING HANDHOLE	EACH	12		
66	REMOVE EXISTING DOUBLE HANDHOLE	EACH	2		

67	REMOVE EXISTING CONCRETE FOUNDATION	EACH	19		
68	CONSTRUCTION LAYOUT	LSUM	1		
69	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM	EACH	4		
70	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	2		
71	EMERGENCY VEHICLE PRIORITY SYSTEM	FOOT	962		
72	SERVICE INSTALLATION, GROUND MOUNTED	EACH	4		
73	PEDESTRIAN SIGNAL POST	EACH	6		
74	PEDESTRIAN SIGNAL POST	EACH	5		
75	TREE TRIMMING	EACH	4		
76	TEMPORARY SIDEWALK	SQ FT	750		
77	DETECTABLE WARNINGS (SPECIAL)	SQ FT	388		
78	TRAFFIC CONTROL AND PROTECTION	LSUM	1		
79	METHYL METHACRYLATE PAVEMENT MARKING	SQ YD	8		
80	REMOVE EXISTING CONDUIT	FOOT	238		
81	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	4		
82	MAINTENANCE OF TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	2		
83	PAINT NEW PEDESTRIAN PUSH BUTTON POST	EACH	11		
84	FULL-ACTUATED CONTROLLER	EACH	3		
85	UNINTERRUPTABLE POWER SUPPLY	EACH	4		
86	FIBER OPTIC CABLE IN CONDUIT	FOOT	4711		
87	ACCESSIBLE PEDESTRIAN SIGNAL SYSTEM	EACH	32		
88	CONCRETE FOUNDATION, TYPE	FOOT	44		
89	REMOVE EXISTING TEMPORARY TRAFFIC SIGNAL	EACH	1		
90	REMOVE EXISTING TRAFFIC SIGNAL	EACH	3		
91	EXPLORATORY EXCAVATION	FOOT	60		
92	CURB AND GUTTER (SPECIAL)	FOOT	167		
93	CLASS D PATCHES, SPECIAL	SQ YD	160		
94	REMOVE EXISTING CONCRETE FOUNDATION	EACH	1		
95	PAINT NEW TRAFFIC SIGNAL	EACH	4		

* Add costs to be provided by Bidder

** Deduct costs to be provided by Bidder

1.12 BID SECURITY

If required by the bid documents, a scanned copy of the bid bond must be included with the bid electronic submission. The City is currently not able to accept a

certified check, bank cashier's check or electronic bid bond at this time.

A. The City of Evanston Civic Center is unable to receive in person drop-off and it is closed to the public. The original bid bond must be mailed within ten (10) days after the due date, to the City of Evanston Purchasing Department, 909 Davis Street, Evanston, Illinois 60201 Attention Purchasing Manager using the USPS (certified or priority), UPS or FedEx mail options in order to have a tracking number.

B. Accompanying this electronic submittal is a scanned copy of a bank draft, bid bond, Cashier's check or Certified check as surety in the amount of not less than five percent (5%) of the Total Bid payable to the City of Evanston.

The amount of the check or draft is: $_____

If this bid is accepted and the undersigned shall fail to execute a contract and contract bond as required it is hereby agreed that the amount of the check or draft or bidder's bond substituted in lieu thereof, shall become the property of the City and shall be considered as payment of damages due to delay and other causes suffered by the City because of the failure to execute said contract and contract bond; otherwise said check or draft shall be returned to the undersigned.

In the event that one check or draft is intended to cover two or more bids, the amount must be equal to the sum of the project proposal guarantees of the individual sections covered.

If the check or draft is placed on another project proposal, state below where it may be found, as follows: The check or draft will be found in the project proposal for: _____.

1.13 PERFORMANCE/PAYMENT BOND

The undersigned bidder agrees to provide Performance Bond and Payment Bond executed in accordance with Contract Performance Bond form furnished by and acceptable to the Owner written with _____

_____

in the amount of 100% of the Contract Sum (Total Base Bid and all accepted alternatives and adjustments) the cost of which is included in the Bid.

Cost of bond for change order is _____ percent of change order cost.

1.14 LIQUIDATED DAMAGES

The undersigned Bidder understands and agrees to the provisions stated under "LIQUIDATED DAMAGES" in the General Conditions and shall be assessed at the

specified daily rate for each calendar day or partial calendar day until completion as defined herein.

1.15 MATERIAL SUBSTITUTION SHEET

The following is a schedule of substitute materials I propose to furnish on this job, with the difference in price being added to or deducted from the Base Bid. The Base Bid is understood to include only those items which are definitely specified by trade names or otherwise.

I understand that if no price difference is indicated, then the selection of materials is optional with the Owner, and approval or rejection of the substitution below will be indicated prior to signing of Contracts.

PRODUCT NAME AND/OR MANUFACTURER	ADD	DEDUCT
_____	_____	_____
_____	_____	_____
_____	_____	_____

1.16 PROPOSAL SIGNATURE (REQUIRED)

A. SOLE PROPRIETOR

Signature of Bidder: _____

SUBSCRIBED AND SWORN to before me this _____ day of_____, 20__

_____
Notary Public

Commission Expires: _____

B. PARTNERSHIP

Signature of All Partners: _____

_____
Name (typed or printed)

_____

_____
Name (typed or printed)

SUBSCRIBED AND SWORN to before me this ____ day of _____, 20___

_____ Commission Expires: _____

Notary Public

C. CORPORATION
Signature of Authorized Official: _____

Title: _____

Name above (typed or printed): _____

(If other than the president, attach a certified copy of that section of corporate by-laws or other authorization by the Corporation which permits the person to execute the offer for the Corporation.)

(Corporate Seal)
Attest: _____
Secretary

SUBSCRIBED AND SWORN to before me this ____ day of _____, 20___

_____ Commission Expires: _____
Notary Public

1.17 DISCLOSURE

A. The undersigned duly sworn deposes and says on oath that the bidder has withheld no disclosures of ownership interest and the information provided herein to the best of its knowledge is current and said undersigned has not entered into any agreement with any other bidder or prospective bidder or with any other person, firm or corporation relating to the price named in said proposal or any other proposal, nor any agreement or arrangement under which any person, firm or corporation is to refrain from bidding, nor any agreement or arrangement for any act or omission in restraint of free competition among bidders and has not disclosed to any person, firm or corporation the terms of this bid or the price named herein.

Bidder: _____

Business Address: _____

_____

Telephone Number: _____

1.18 CONTACTS

A. In the event the Evanston City Council approves this bid response, list the name, address, telephone, and fax number of the person to be contacted:

Bidder: _____

Address: _____

_____

Telephone Number: _____

Fax Number: _____

1.19 REFERENCES

A. Provide three (3) references for which your firm has completed work of a similar scope in the past.

1. Name: _____

   Address: _____

   Contact Person: _____

   Phone: _____

   Contract Value: _____

   Contract Dates: _____

2. Name: _____

   Address: _____

   Contact Person: _____

   Phone: _____

   Contract Value: _____

   Contract Dates: _____

3. Name: _____

   Address: _____

   Contact Person: _____

   Phone: _____

   Contract Value: _____

   Contract Dates: _____

EXHIBIT B

RBO COMPLIANCE CERTIFICATION

[Company Letterhead]

City of Evanston – Bid Compliance Certification

We hereby certify that [Company Name] is in full compliance with the requirements set forth under Ordinance 1-O-26, attached hereto, including but not limited to all applicable provisions under Section 1-17-1 of the Evanston City Code.

Our company has reviewed and will adhere to:

- The Local Employment Program (LEP), including the hiring of Evanston residents and achieving 15% of project hours performed by said residents.
- The Apprenticeship Training Program requirement, with attached documentation of program participation and graduation rates.
- The prohibition on excessive pass-through subcontracting; we will perform a minimum of 25% of the contracted work directly.
- All certification and documentation obligations outlined in the ordinance.

Signed: _____

Name: _____

Title: _____

Company Name: _____

Project Title: _____

Project Number: _____

Date: _____

EXHIBIT B

RBO COMPLIANCE CERTIFICATION

[Company Letterhead]

City of Evanston – Legal & Regulatory Compliance Certification

I, [Authorized Representative Name], hereby certify that [Company Name] complies with and has provided documentation for each of the following:

- Illinois Prevailing Wage Act (past 5 years; no violations)
- Substance Abuse Prevention on Public Works Project Act (written policy included)
- Workers' Compensation Act (policy attached, correct classification)
- Unemployment Insurance Act (IDES registration included)
- Employee Classification Act
- Davis-Bacon Act (if applicable)
- Registered in Sam.Gov (if applicable)
- Unique Entity Identifier (UEI) (if applicable)
- Corporate good standing with the Illinois Secretary of State
- Illinois Department of Revenue registration
- No federal, state, or local tax liens or delinquencies within the past 5 years
- Disclosure of any violations or determinations by federal or state authorities related to contracting, safety, tax, licensing, or labor laws.

Signed: _____

Name: _____

Title: _____

Project Title: _____

Project Number: _____

Date: _____

EXHIBIT B

RBO COMPLIANCE CERTIFICATION

[Subcontractor Letterhead]

City of Evanston – Subcontractor Compliance Certification

Subcontractor Name: _____

Prime Contractor: _____

Project Title: _____

Project Number: _____

I hereby certify that [Subcontractor Name] will comply with all City of Evanston ordinance requirements applicable to public works contracts, including Local Employment Program provisions, Apprenticeship Program participation, and regulatory compliance obligations listed under Ordinance 1-O-26.

All documentation and certifications have been submitted to the prime contractor and will be furnished to the City upon request.

Signed: _____

Name: _____

Title: _____

Date: _____

EXHIBIT C

CITY OF EVANSTON
LOCAL EMPLOYMENT PROGRAM (LEP) COMPLIANCE

Effective Date January 1, 2015

City of Evanston Ordinance 60-O-14, Local Employment Program (LEP) Penalties:

Ordinance 60-O-14, Amendment to the MWDEBE/LEP revising the penalty section from a $100/per day to a 1.0% of total project value penalty can be found at: Ordinance 60-O-14 Amendment MWEDBE LEP of the Evanston City Code Section 1-17-1 (C) can be found at Municode Library. The following are excerpts from Ordinance 60-O-14, Amending City Code Section 1-17-1(C) (11): Penalty.

If the contractor or sub-contractor fails to comply: The City may impose a fine up to one percent (1.0%) of the approved project price in total. Contractors or sub-contractors that are out of compliance due to a resident termination or resignation shall immediately notify the Business Workforce Compliance Coordinator of this occurrence within two (2) business days. Subsequently, the contractor or sub-contractor shall have five (5) additional business days to replace a terminated or resigned worker with another resident.

If the contractor or sub-contractor fails to comply: If the contractor or sub-contractor fails to make the replacement or to notify the Business Workforce Compliance Coordinator of this occurrence, the offending party will also be subject to a penalty up to one percent (1.0%) of the approved project price. If the noncompliant contractor makes a good faith effort to replace the resident, the fine may be waived.

If the contractor or sub-contractor fails to comply: At the sole discretion of the City, a contractor or sub-contractor that has violated the terms of the Local Employment Program within a three-year period may be determined a non-responsible bidder and excluded from bidding on future projects for a period of not less than one year.

If the employee (LEP Evanston resident) fails to comply: At the sole discretion of the City, an employee that has been hired through the LEP may be removed from the program for a period of not less than one year for failing to adhere to program guidelines or due to termination by the contractor for cause. Such termination process will be reviewed by the Workforce Development Coordinator.

****Detailed Local Employment Program Instructions "How to Comply" can be found at: Local Employment Program Detailed Instructions**

Local Employment Program or Exhibit F Questions: City staff is available for assistance to help with compliance. Submit questions in writing to Jessica Cooper, the Workforce Development Coordinator at jcooper@cityofevanston.org or Tammi Nunez, Purchasing Manager at tnunez@cityofevanston.org.

EXHIBIT C

LOCAL EMPLOYMENT PROGRAM COMPLIANCE
CITY CODE SECTION 1-17-1(C): LOCAL EMPLOYMENT PROGRAM

I have read and understood the requirements of the City of Evanston Local Employment Program ("LEP") as set forth in City of Evanston Code Section 1-17-1(C): Local Employment Program. I intend to comply with the program as follows:

Estimated total labor cost = $ _____ 15% of total labor cost = $ _____

_____ My total bid, including all alternates, is under $250,000, and the LEP does not apply.

_____ My total bid, including all alternates, is equal to or greater than $250,000, and I already employ, and will continue to employ for the duration of the contract for which I am submitting this bid, Evanston residents (residing in zip codes 60201 or 60202) for at least 15% of all hours worked at the construction site by construction trade workers.

_____ My total bid, including all alternates, is equal to or greater than $250,000, and I will employ, for the duration of the contract for which I am submitting this bid, through use of the City of Evanston database or otherwise, Evanston residents (residing in zip codes 60201 or 60202) for at least 15% of all hours worked at the construction site by construction trade workers.

_____ My total bid, including all alternates, is equal to or greater than $250,000, and I have been unable to comply with the LEP requirements but am willing to work with the City to achieve compliance.

_____ My total bid, including all alternates, is equal to or greater than $250,000, and after having made sincere attempt to comply as noted below, I seek a waiver on a portion or all of the LEP requirements on this contract. Complete next section "Reasons for Waiver Request" below.

I UNDERSTAND THAT FAILURE TO COMPLY WITH THE LEP, REGARDLESS OF INTENT, MAY RESULT IN MAXIMUM PENALTY AS SET FORTH IN CITY CODE SECTION 1-17-1(C)(11), AS AMENDED.

WAIVER WILL BE GRANTED ONLY AFTER SINCERE ATTEMPT TO COMPLY*

REASONS FOR WAIVER REQUEST: PLEASE CHECK ALL THAT APPLY AND COMPLETE INFORMATION REQUESTED:

1. I have made sincere attempt as otherwise indicated below but have nonetheless been unable to comply.

a. I do or will employ Evanston residents for the project, but such employment amounts to ____**%** of total labor cost.

2. The nature of the job is so technical that after having made sincere attempt as otherwise indicated below, I have been unable to locate any Evanston residents qualified to perform any aspects of the work. Please describe applicable job requirements/qualifications. Attach separate sheet if necessary:

_____

_____

***THE FOLLOWING DEMONSTRATE **SINCERE ATTEMPT TO COMPLY**: PLEASE CHECK EACH BOX COMPLETED, AS APPLICABLE:

3. I have utilized the local resident database and otherwise worked with the City in attempt to hire Evanston residents in compliance with LEP on this project, and have nonetheless been unable to comply;
4. I have placed one or more ads in a local newspaper seeking to hire Evanston residents in compliance with LEP on this project, and have nonetheless been unable to comply; and
5. If I am utilizing union labor, I have contacted Chicagoland labor unions to request Evanston residents for employment in compliance with LEP on this project and have nonetheless been unable to comply.

I have read The City of Evanston, Local Employment Program (LEP) requirements as set forth in City Code Section 1-17-1(C): Local Employment Program. I understand and will comply with the LEP requirements for this project with respect to the job and/or any waiver, as applicable. **I UNDERSTAND THAT IF MY APPLICATION IS NOT COMPLETE, MY BID MUST BE REJECTED.**

SIGNED:

_____ _____ _____

Signature Printed Name and Title Date

On behalf of Company: _____

EXHIBIT D

City of Evanston M/W/D/EBE Policy

A City of Evanston goal is to provide contracting and sub-contracting opportunities to Minority Business Enterprises, Women Business Enterprises, Disadvantaged Business Enterprises, and Evanston Business Enterprises. The goal of the Minority, Women, Disadvantaged, and Evanston Business Enterprise Program (M/W/D/EBE) is to assist such businesses with opportunities to grow. To assist such growth, the City's goal is to have general contractors utilize M/W/D/EBEs to perform no less than 25% of the awarded contract.

Firms bidding on projects with the City must work to meet the 25% goal or request a waiver from participation. It is advised that bidders place advertisements requesting sub-contractors and that they email or contact individual firms that would be appropriate to partner in response to the project. For samples of possible advertisements, see the City of Evanston's Business Diversity Section http://www.cityofevanston.org/business/business-diversity/ (Sample Advertisement).

If a bidder is unable to meet the required M/W/D/EBE goal, the Bidder must seek a waiver or modification of the goal on the attached forms. Bidder must include:

1. A narrative describing the Bidder's efforts to secure M/W/D/EBE participation prior to the bid opening.
2. Documentation of each of the assist agencies that were contacted, the date and individual who was contacted, and the result of the conversation (see form)
3. A letter attesting to instances where the bidder has not received inquiries/proposals from qualified M/W/D/EBEs
4. Names of owners, addresses, telephone numbers, date and time and method of contact of qualified M/W/D/EBE who submitted a proposal but was not found acceptable.
5. Names of owners, addresses, telephone numbers, date and time of contact of at least 15 qualified M/W/D/EBEs the bidder solicited for proposals for work directly related to the Bid prior to the bid opening (copies must be attached).

If a bidder is selected with a Sub-contractor listed to meet the M/W/D/EBE goal, a "monthly utilization report" will be due to the City prior to each payment being issued to the Contractor. This report will include documentation of the name of the firm hired, the type of work that firm performed, etc. Should the M/W/D/EBE not be paid according to the schedule proposed in this document, the City reserves the right to cancel the contract. Examples of this monthly form can be found on the City's website: http://www.cityofevanston.org/business/business-diversity/ (MWDEBE Monthly Utilization Report).

EXHIBIT E

M/W/D/EBE PARTICIPATION COMPLIANCE FORM

I do hereby certify that,

_____ (Name of firm) intends to participate as a Subcontractor or General Contractor on the project referenced above.

This firm is a (check only one):

_____ Minority Business Enterprise (MBE), a firm that is at least 51% managed and controlled by a minority, certified by a certifying agency within Illinois.

_____ Women's Business Enterprise (WBE), a firm that is at least 51% managed and controlled by a woman, certified by a certifying agency within Illinois.

_____ Disadvantaged Business Enterprise (DBE), a firm that is at least 51% managed and controlled by a disadvantaged, certified by a certifying agency within Illinois.

_____ Evanston Based Enterprise (EBE), a firm located in Evanston for a minimum of one year and which performs a "commercially useful function".

Total proposed price of response $_____

Amount to be performed by a M/W/D/EBE $_____

Percentage of work to be performed by a M/W/D/EBE _____%

Information on the M/W/D/EBE Utilized:

Name _____

Address _____

Phone Number

Signature of firm attesting to participation _____

Title and Date _____

Type of work to be performed _____

Please attach:

1. Proper certification documentation if applying as an M/W/D/EBE and check the appropriate box below. This M/W/D/EBE will be applying with documentation from:

❑ Cook County	❒ State Certification
❒ Federal Certification	❒ Women's Business Enterprise National Council
❒ City of Chicago	❒ Chicago Minority Supplier Development Council

2. Attach a business license if applying as an EBE

EXHIBIT E

M/W/D/EBE UTILIZATION SUMMARY REPORT

The following Schedule accurately reflects the value of each MBE/WBE/DBE/EBE sub-agreement, the amounts of money paid to each to date, and this Pay Request. The total proposed price of response submitted is _____.

MBE/WBE/DBE/EBE FIRM NAME	FIRM TYPE (MBE/WBE /DBE/EBE)	SERVICES PERFORMED	AMOUNT OF SUB-CONTRACT	PERCENT OF TOTAL CONTRACT AMOUNT
			$	
			$	
			$	
			$	
			$	
			$	
			$	
			$	
			$	
			$	
			$	
			$	
			$	
			$	
			$	
TOTAL			$	

EXHIBIT F

M/W/D/EBE PARTICIPATION WAIVER REQUEST

I am _____ of _____, and I have the authority to
(Title) (Name of Firm)

execute this certification on behalf of the firm. I _____ do
(Name)

hereby certify that this firm seeks to waive all or part of this M/W/D/EBE participation goal for the following reason(s):

(CHECK ALL THAT APPLY. SPECIFIC SUPPORTING DOCUMENTATION MUST BE ATTACHED.)

_____ 1. No M/W/D/EBEs responded to our invitation to bid.

_____ 2. An insufficient number of firms responded to our invitation to bid.

For #1 & 2, please provide a narrative describing the outreach efforts from your firm and proof of contacting at least 15 qualified M/W/D/EBEs prior to the bid opening. Also, please attach the accompanying form with notes regarding contacting the Assist Agencies.

_____ 3. No sub-contracting opportunities exist.

Please attach a written explanation of why sub-contracting is not feasible. Please provide details supporting your request.

_____ 4. M/W/D/EBE participation is impracticable.

Please attach a written explanation of why M/W/D/EBE participation is impracticable. Please provide details supporting your request.

Therefore, we request to waive _____of the 25% utilization goal for a revised goal of _____%.

Signature:_____ Date: _____
(Signature)

EXHIBIT G

Construction Contractors' Assistance Organizations ("Assist Agencies") Form

AGENCY	DATE CONTACTED	CONTACT PERSON	RESULT OF CONVERSATION
Association of Asian Construction Enterprises (AACE) 5500 Touhy Ave., Unit K Skokie, IL. 60077 Phone: 847-5259693 Perry Nakachii, President			
Black Contractors United (BCU) 400 W. 76th Street Chicago, IL 60620 Phone: 773-483-4000; Fax: 773-483-4150 Email: bcunewera@ameritech.net			
Chicago Minority Business Development Council 105 West Adams Street Chicago, Illinois 60603 Phone: 312-755-8880; Fax: 312-755-8890 Email: info@chicagomsdc.org Shelia Hill, President			
Evanston Minority Business Consortium, Inc. P.O. Box 5683 Evanston, Illinois 60204 Phone: 847-492-0177 Email: embcinc@aol.com			
Federation of Women Contractors 5650 S. Archer Avenue Chicago, Illinois 60638 Phone: 312-360-1122; Fax: 312-360-0239 Email: FWCChicago@aol.com Contact Person: Beth Doria Maureen Jung, President			
Hispanic American Construction Industry (HACIA) 901 W. Jackson, Suite 205 Chicago, IL 60607 Phone: 312-666-5910; Fax: 312-666-5692 Email: info@haciaworks.org			
Women's Business Development Ctr. 8 S. Michigan Ave, Suite 400 Chicago, Illinois 60603 Phone: 312-853-3477 X220; Fax: 312-853-0145 Email: wbdc@wbdc.org Carol Dougal, Director			

PLEASE NOTE: Use of the Construction Contractor's Assistance Organization (Assist Agencies) Form and agencies is for use as a resource only. The agencies and or vendors listed are not referrals or recommendations by the City of Evanston.

EXHIBIT H

CERTIFICATION OF BIDDER REGARDING EQUAL EMPLOYMENT OPPORTUNITY (Only if Contract Exceeds $10,000)

This certification is required pursuant to Executive Order 11246 (30 F.R. 12319-25). The implementing rules and regulations provide that any bidder or prospective contractor, or any of their proposed sub-contractors, shall state as an initial part of the bid or negotiations of the contract whether it has participated in any previous contract or sub-contract subject to the equal opportunity clause; and, if so, whether it has filed all compliance reports due under applicable instructions.

Where the certification indicates that the bidder has not filed a compliance report due under applicable instructions, such bidder shall be required to submit a compliance report within seven calendar days after bid opening. No contract shall be awarded unless such report is submitted.

CERTIFICATION OF BIDDER

Name and Address of Bidder (Include ZIP Code)

IRS EMPLOYER I.D. NUMBER 36-_____

1. Bidder has participated in a previous contract or sub-contract subject to the Equal Opportunity Clause. ____Yes ___No

2. Bidder has filed all compliance reports due under applicable instructions.
___Yes ___No

3. Have you ever been or are you being considered for sanction due to violation of Executive Order 11246, as amended?
___Yes ___No

Name:_____

Title: _____

Signature: _____

Date: _____

EXHIBIT I

DISCLOSURE OF OWNERSHIP INTERESTS

City of Evanston Ordinance 15-0-78 requires all persons (APPLICANT) seeking to do business with the City to provide the following information with their bid. Every question must be answered. If the question is not applicable, answer with "NA".

APPLICANT NAME: _____

APPLICANT ADDRESS: _____

TELEPHONE NUMBER: _____

FAX NUMBER: _____

APPLICANT is (**Check One**)

1. Corporation ( ) 2. Partnership ( ) 3. Sole Owner ( ) 4. Association ( )

5. Other ( ) _____

Please answer the following questions on a separate attached sheet if necessary.

SECTION I - CORPORATION

1a. Names and addresses of all Officers and Directors of the Corporation.

_____

_____

_____

1b. (Answer only if corporation has 33 or more shareholders.) Names and addresses of all those shareholders owning shares equal to or in excess of 3% of the proportionate ownership interest and the percentage of shareholder interest. (Note: Corporations which submit S.E.C. form 10K may substitute that statement for the material required herein.)

_____

_____

_____

1c. (Answer only if corporation has fewer than 33 shareholders.) Names and addresses of all shareholders and percentage of interest of each herein. (Note: Corporations which submit S.E.C. form 10K may substitute that statement for the material requested herein.)

_____

_____

_____

SECTION 2 - PARTNERSHIP/ASSOCIATION/JOINT VENTURE

2a. The name, address, and percentage of interest of each partner whose interests therein, whether limited or general is equal to or in excess of 3%.

_____

_____

_____

2b. Associations: The name and address of all officers, directors, and other members with 3% or greater interest.

_____

_____

_____

SECTION 3 - TRUSTS

3a. Trust number and institution.

_____

3b. Name and address of trustee or estate administrator.

_____

_____

_____

3c. Trust or estate beneficiaries: Name, address, and percentage of interest in total entity.

_____

_____

_____

SECTION 4 - ALL APPLICANTS - ADDITIONAL DISCLOSURE

4a. Specify which, if any, interests disclosed in Section 1, 2, or 3 are being held by an agent or nominee and give the name and address of principal.

_____

_____

_____

4b. If any interest named in Section 1, 2, or 3 is being held by a "holding" corporation or other "holding" entity not an individual, state the names and addresses of all parties holding more than a 3% interest in that "holding" corporation or entity as required in 1(a), 1(b), 1(c), 2(a), and 2(b).

_____

_____

_____

4c. If "constructive control" of any interest named in Sections 1, 2, 3, or 4 is held by another party, give name and address of party with constructive control. ("Constructive control" refers to control established through voting trusts, proxies, or special terms of venture of partnership agreements.)

_____

_____

_____

I have not withheld disclosure of any interest known to me. Information provided is accurate and current.

_____ _____

Date Signature of Person Preparing Statement

_____

Title

ATTEST: _____ (Notary Seal)

Notary Public

Commission Expires: _____

EXHIBIT J

ADDITIONAL INFORMATION SHEET

Bid/Proposal Name: _____

Bid/Proposal Number #: _____

Company Name: _____

Contact Name: _____

Address: _____

City, State, Zip: _____

Telephone/FAX: #_____

E-mail: _____

Comments: _____

_____

_____

_____

_____

_____

_____

EXHIBIT K

CERTIFICATE OF COMPLIANCE
WITH PREVAILING WAGE RATE ACT

The undersigned, upon being first duly sworn, hereby certifies to the City of Evanston, Cook, County, Illinois, that all work under this contract shall comply with the Prevailing Wage Rate Act of the State of Illinois, 820 ILCS 130 *et seq*, and as amended by Public Acts 86-799 and 86-693 and our current city ordinance, with rates to be paid in effect at time work is performed. Contractors shall submit monthly certified payroll records to the city.

Name of Contractor: _____

By: _____

By: State of _____, County of _____

Subscribed and sworn to before me this _____ day of_____, _____.

Notary Public

EXHIBIT L

MAJOR SUB-CONTRACTORS LISTING

The following Tabulation of Major Sub-contractors shall be attached and made a condition of the Bid. The Bidder expressly understands and agrees to the following provisions:

A. If awarded a Contract as a result of this Bid, the major sub-contractors used in the prosecution of the work will be those listed below.

B. The following list includes all sub-contractors who will perform work representing 5% (five percent) or more of the total Base Bid.

C. The sub-contractors listed below are financially responsible and are qualified to perform the work required.

D. The sub-contractors listed below comply with the requirements of the Contract Documents.

E. Any substitutions in the sub-contractors listed below shall be requested in writing by the Contractor and must be approved in writing by the Owner. All pertinent financial, performance, insurance, and other applicable information shall be submitted with the request for substitutions(s). Owner shall respond to such requests within 14 calendar days following the submission of all necessary information to the full satisfaction of the Owner.

Category Number	**Name of Sub-contractor**	**Address and Telephone**

(Attach additional sheets as required)

END OF SECTION

EXHIBIT M

CONFLICT OF INTEREST

_____, hereby certifies that it has conducted an investigation into whether an actual or potential conflict of interest exists between the Bidder, its owners and employees and any official or employee of the City of Evanston.

Bidder further certifies that it has disclosed any such actual or potential conflict of interest and acknowledges if Bidder/proposer has not disclosed any actual or potential conflict of interest, the City of Evanston may disqualify the bid/proposal.

_____

(Name of Bidder/proposer if the Bidder/proposer is an Individual)
(Name of Partner if the Bidder/proposer is a Partnership)
(Name of Officer if the Bidder/proposer is a Corporation)

The above statements must be subscribed and sworn to before a notary public.
Subscribed and Sworn to this _____ day of _____, 20____

_____ (Notary Seal)
Notary Public

Commission Expires: _____

EXHIBIT N

SIGNATURE FORM
THE SECTION BELOW MUST BE COMPLETED IN FULL AND SIGNED

The undersigned hereby certifies that they have read and understand the contents of this solicitation and attached service agreements and agree to furnish at the prices shown any or all of the items above, subject to all instructions, conditions, specifications and attachments hereto. Failure to have read all the provisions of this solicitation shall not be cause to alter any resulting contract or to accept any request for additional compensation. By signing this document, the proposer hereby certifies that they are not barred from bidding on this contract as a result bid rigging or bid rotating or any similar offense (720 ILCS 5/33 E-3, E-4).

Authorized Signature: _____

Company Name: _____

Typed/Printed Name: _____

Date: _____

Title: _____

Telephone Number: _____

E-mail _____

Fax Number: _____

EXHIBIT O

Contractor Services Agreement Acknowledgment Page

The City has attached its standard contractor services agreement as an exhibit to this bid document. Identify all exceptions to the agreement that would prevent your firm from executing it**. The City shall not consider or negotiate regarding exceptions submitted at any time after the submission of the Bidder's response.** *Please check one of the following statements:*

____I have read the contractor services agreement and plan on executing the agreement without any exceptions.

_____My firm cannot execute the City's standard contractor service agreement unless the exceptions noted below or in the attached sample contractor services agreement are made.
*****Please be aware that submitting exceptions to the contract may impact the likelihood of your firm being selected to perform this work.**

List exceptions in the area below:
_____

_____

_____

_____

_____

_____

_____

_____

_____

Authorized Signature:

Company Name:

Typed/Printed Name and Title:

Date:

EXHIBIT O

CONTRACTOR SERVICES AGREEMENT

The parties referenced herein desire to enter into an agreement for professional services for

2026 Traffic Signal Improvements Project
IDOT BID SECTION: 26-00306-00-TL
(BID #26-31)

THIS AGREEMENT (hereinafter referred to as the "Agreement") is entered into between the City of Evanston, an Illinois municipal corporation with offices located at 909 Davis Street, Evanston Illinois 60201 (hereinafter referred to as the "City"), and *[Insert Contractor name here]*, with offices located at *[Insert Contractor address here]*, (hereinafter referred to as the "Contractor"). Compensation (the "Compensation") for all basic services provided by the Contractor pursuant to the terms of this Agreement shall not exceed $*[Insert fee here]*.

Revision March 2020

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RECITALS

WHEREAS, the City intends to retain the services of a qualified and experienced contractor for the following:

*Work on this project includes **traffic signal improvements**, including fiber optic interconnect; sidewalk and curb ramp replacement; installation of Accessible Pedestrian Signals (APS); pavement patching adjacent to curb ramp improvements; parkway restoration; and related incidental work on various streets. Bidders must be pre-qualified by Illinois Department of Transportation and present IDOT issued "certificate of Eligibility" with proposal.*

WHEREAS, this Agreement shall include the following documents which are attached hereto:

a) City of Evanston Bid 26-31___, attached as Exhibit A.

b) Contractor's response to Bid _26-31_____, attached as Exhibit B.

c) Any sub-contractor sub-contracts related to this Agreement, attached as Exhibit C.

d) Project Fee Schedule and hourly rates, attached as Exhibit D *(if appropriate)*.

NOW, THEREFORE, in consideration of the mutual covenants hereinafter set forth, the parties agree as follows:

1 Services and Duties of the Contractor

1.1 The Contractor shall perform professional services and provide equipment (the "Work") in accordance with Exhibits A, B, C and D. The Contractor retains the right to control the manner of performance of the services provided for in this Agreement and is an independent contractor and not agent or an employee of the City. All employees and sub-contractors of the Contractor shall likewise not be considered to be employees of the City. Contractor is solely responsible for the means and methods of all work performed under the terms of this Agreement for this Project ("the Project"). Contractor is an independent Contractor and is solely responsible for all taxes, withholdings, and other statutory or contractual obligations of any sort, including but not limited to, Worker's Compensation Insurance. Nothing in this Agreement accords any third-party beneficiary rights whatsoever to any non-party to this Agreement that any non-party may seek to enforce. Contractor acknowledges and agrees that should Contractor or its sub-contractors provide false information, or fail to be or remain in compliance with this Agreement; the City may void this Agreement.

1.2 The Contractor warrants and states that it has read the Contract Documents, and agrees to be bound thereby, including all performance guarantees as respects Contractor's work and all indemnity and insurance requirements. Contractor further affirms that it has visited the Project site and has become familiar with all special conditions, if any, at the Project site. Contractor shall perform the Work and its obligations under this Agreement in accordance with

and subject to the Contract Documents to the full extent that each such provision is applicable to the Work. Contractor shall take necessary precautions to properly protect the Work of others, if any, from damage caused by operations under this Agreement. In addition, Contractor shall protect the work during normal and adverse weather conditions until the Project is complete and accepted by the City, or until the Contractor has fully completed its work under this Agreement. Contractor's obligations include, but are not limited to, placing and adequately maintaining at or about all locations of Project work, sufficient guards, barricades, lights, and enclosures to protect the Work.

1.3 The Contractor shall not have any public or private interest and shall not acquire directly or indirectly any such interest which conflicts in any manner with the performance of its services under this Agreement.

1.4 The Contractor shall designate, in writing, a person to act as its Project Manager for the work to be performed under this Agreement. Such person shall have complete authority to transmit instructions, receive information, interpret and define the Contractor's policies and decisions with respect to the work covered by this Agreement.

1.5 The Contractor shall employ only persons duly licensed by the State of Illinois to perform the professional services required under this Agreement for which applicable Illinois law requires a license, subject to prior approval of the City. The Contractor shall employ only well qualified persons to perform any of the remaining services required under this Agreement, also subject to prior approval of the City. The City reserves the right to require replacement of Contractor, sub-contractor, or supplier personnel for any reason. Contractor will replace the unacceptable personnel at no charge to the City. For all solicitations or advertisements placed by or on behalf of Contractor for employees for this Project it will state that the Contractor is an Equal Opportunity Employer.

1.6 Pursuant to the Illinois Freedom of Information Act, 5 ILCS 140/7(2), records in the possession of others whom the City has contracted with to perform a governmental function are covered by the Act and subject to disclosure within limited statutory timeframes (five (5) working days with a possible five (5) working day extension). Upon notification from the City that it has received a Freedom of Information Act request that calls for records within the Contractor's control, the Contractor shall promptly provide all requested records to the City so that the City may comply with the request within the required timeframe. The City and the Contractor shall cooperate to determine what records are subject to such a request and whether or not any exemption to the disclosure of such records, or part thereof, is applicable. Contractor shall indemnify and defend the City from and against all claims arising from the City's exceptions to disclosing certain records which Contractor may designate as proprietary or confidential. Compliance by the City with an opinion or a directive from the Illinois Public Access Counselor or the Attorney General under FOIA, or with a decision or order of Court with jurisdiction over the City, shall not be a violation of this Section.

1.7 The Contractor shall obtain prior approval from the City prior to sub-contracting with any entity or person to perform any of the work required under this Agreement. The Contractor may, upon request of the City, submit to the City a draft sub-contractor agreement for

City review and approval prior to the execution of such an agreement. Any previously entered into sub-contractor agreement(s) are attached as Exhibit C. If the Contractor sub-contracts any of the services to be performed under this Agreement, the sub-contractor agreement shall provide that the services to be performed under any such agreement shall not be sublet, sold, transferred, assigned or otherwise disposed of to another entity or person without the City's prior written consent. The Contractor shall be responsible for the accuracy and quality of any sub-contractor's work.

1.8 The Contractor shall cooperate fully with the City, other City contractors, other municipalities and local government officials, public utility companies, and others, as may be directed by the City. This shall include attendance at meetings, discussions and hearings as requested by the City. This cooperation shall extend to any investigation, hearings or meetings convened or instituted by OSHA relative to this Project, as necessary. Contractor shall cooperate with the City in scheduling and performing its Work to avoid conflict, delay in or interference with the work of others, if any, at the Project.

1.9 The Contractor acknowledges that it shall enforce and comply with all applicable Occupational Safety and Health Administration standards (OSHA) for this Project in effect as of the date of the execution of this Agreement, or as otherwise promulgated by OSHA in the future taking effect during the pendency of this Project. Contractor shall enforce all such standards and ensure compliance thereto as to its own agents and employees, and as to the agents and employees of any sub-contractor throughout the course of this Project. Contractor is solely responsible for enforcing and complying with all applicable safety standards and requirements on this Project, and is solely responsible for correcting any practices or procedures which do not comply with the applicable safety standards and requirements for this Project. Any Project specific safety requirements applicable to this Project must be followed by Contractor and any sub-contractor(s) on the Project. Additionally, all such safety requirements shall be made a part of any sub-contractor agreement.

1.10 The Contractor shall submit to the City a progress report each month this Agreement is in effect. The report shall include the following items:

a) A summary of the Contractor's project activities, and any sub-contractor project activities that have taken place during the invoice period;
b) A summary of the Contractor's project activities and any sub-contractor project activities, that shall take place during the next invoice period;
c) A list of outstanding items due to or from the City; and
d) A status of the Project schedule.

1.11 The Contractor shall perform the work required under this Agreement pursuant to high quality industry standards expected by the City. The Contractor shall apply for and receive all appropriate permits before performing any work in the City. The Contractor shall also provide the appropriate permit drawings for Building Permits to be issued for the Project, if said permits are obligated by the Project. The City will assist the Contractor with obtaining the appropriate building and right-of-way permits.

1.12 The Contractor shall provide drawings of record, in the following 3 electronic formats for all locations where equipment has been installed and/or work has been performed. The electronic formats required by this Section 1.12 are Auto Cad Version 2007, ArcView and PDF.

1.13 Contractor recognizes that proper cleanup and removal of construction debris is an important safety consideration. The Contractor shall be solely responsible for daily construction site/area cleanup and removal of all construction debris in accordance with City-approved disposal practices. Contractor shall be solely responsible for identifying and removing at its expense all hazardous material and waste which it uses and generates.

1.14 To the extent that there is any conflict between a provision specified in this Agreement, with a provision specified in any of the other Contract Documents, as defined in Section 1.15, this Agreement shall control. The City and the Contractor may amend this Section 1.14 as provided by Section 15 herein.

The Contractor acknowledges and agrees that the City has no retained control over any of the Work done pursuant to this Agreement, and that the City is expressly exempt from the retained control exception as defined in the Restatement of Torts, Second, Section 414. This provision shall survive completion, expiration, or termination of this Agreement.

1.15 The Contract Documents for this Project consist of:

a) This Agreement;
b) The City's RFP/RFQ, and the plans, specifications, general conditions, drawings addenda, and modifications thereto;
c) The Contractor's response to the RFP/RFQ/Bid;
d) Other exhibits and schedules, if any, listed in this Agreement;
e) Amendments or Other Contract Documents, if any; and
f) Amendments/Modifications to this Agreement issued after execution thereof.

1.16 As a condition of receiving payment, Contractor must (i) be in compliance with the Agreement, (ii) pay its employees prevailing wages when required by law (Examples of prevailing wage categories include public works, printing, janitorial, window washing, building and grounds services, site technician services, natural resource services, security guard and food services). Contractor is responsible for contacting the Illinois Dept. of Labor 217-782-6206; http://www.illinois.gov/idol/Laws-Rules/CONMED/Pages/Rates.aspx to ensure compliance with prevailing wage requirements), (iii) pay its suppliers and sub-contractors according to the terms of their respective contracts, and (iv) provide lien waivers to the City upon request.

1.17 Digital Accessibility for Vendors, The City requires that all applicable web content, mobile applications, and electronic documents provided by our vendor partners meet WCAG 2.1 AA compliance and continue to maintain compliance with federal ADA requirements for local government platforms.

2 Standard Certifications

Contractor acknowledges and agrees that compliance with this section and each subsection for the term of the Agreement is a material requirement and condition of this Agreement. By executing this Agreement, Contractor certifies compliance with this section and each subsection and is under a continuing obligation to remain in compliance and report any non-compliance.

This section, and each subsection, applies to sub-contractors used on this Agreement. Contractor shall include these Standard Certifications in any sub-contract used in the performance of the Agreement.

If this Agreement extends over multiple fiscal years, Contractor and its sub-contractors shall confirm compliance with this section in the manner and format determined by the City by the date specified by the City and in no event later than January 1 of each year that this Agreement remains in effect.

If the City determines that any certification in this section is not applicable to this Agreement, it may be stricken, subject to sole approval by the City, without affecting the remaining subsections.

2.1 As part of each certification, Contractor acknowledges and agrees that should Contractor or its sub-contractors provide false information, or fail to be or remain in compliance with the Standard Certification requirements, one or more of the following sanctions will apply:

- the Agreement may be void by operation of law,
- the City may void the Agreement, and
- Contractor and its sub-contractors may be subject to one or more of the following: suspension, debarment, denial of payment, civil fine, or criminal penalty.

2.2 By signing this Agreement, the Contractor certifies that it has not been barred from being awarded a contract with a unit of State or local Government as a result of bid rigging or bid rotating or similar offense, nor has it made any admission of guilt of such conduct that is a matter of public record. (720 ILCS 5/33 E-3, E-4).

2.3 In the event of the Contractor's noncompliance with any provision of Section 1-12-5 of the Evanston City Code, the Illinois Human Rights Act or any other applicable law, the Consultant may be declared non-responsible and therefore ineligible for future contracts or sub-contracts with the City, and the contract may be cancelled or voided in whole or in part, and such other sanctions or penalties may be imposed or remedies invoked as provided by statute or regulation.

2.4 During the term of this Agreement, the Contractor agrees as follows:

a) That it will not discriminate against any employee or applicant for employment because of race, color, religion, sex, sexual orientation, marital status, national origin or ancestry, or age or physical or mental disabilities that do not impair ability

to work, and further that it will examine all job classifications to determine if minority persons or women are underutilized and will take appropriate affirmative action to rectify any such underutilization. Consultant shall comply with all requirements of City of Evanston Code Section 1-12-5.

b) That, in all solicitations or advertisements for employees placed by it on its behalf, it will state that all applicants will be afforded equal opportunity without discrimination because of race, color, religion, sex, sexual orientation, marital status, national origin, ancestry, or disability.

2.5 The Contractor certifies pursuant to the Illinois Human Rights Act (775 ILCS 5/2*105 et. seq.),* that it has a written sexual harassment policy that includes, at a minimum, the following information:

a) The illegality of sexual harassment;
b) The definition of sexual harassment under State law;
c) A description of sexual harassment utilizing examples;
d) The Contractor's internal complaint process including penalties;
e) Legal recourse, investigation and complaint process available through the Illinois Department of Human Rights and the Human Rights Commission, and directions on how to contact both; and
f) Protection against retaliation as provided to the Department of Human Rights.

2.6 In accordance with the Steel Products Procurement Act (30 ILCS 565), Contractor certifies steel products used or supplied in the performance of a contract for public works shall be manufactured or produced in the U.S. unless the City grants an exemption.

2.7 Contractor certifies that it is properly formed and existing legal entity and as applicable has obtained an assumed name certificate from the appropriate authority, or has registered to conduct business in Illinois and is in good standing with the Illinois Secretary of State.

2.8 If Contractor, or any officer, director, partner, or other managerial agent of Contractor, has been convicted of a felony under the Sarbanes-Oxley Act of 2002, or a Class 3 or Class 2 felony under the Illinois Securities Law of 1953, Contractor certifies at least five years have passed since the date of the conviction.

2.9 Contractor certifies that if more favorable terms are granted by Contractor to any similar governmental entity in any state in a contemporaneous agreement let under the same or similar financial terms and circumstances for comparable supplies or services, the more favorable terms will be applicable under this Agreement.

2.10 Contractor certifies that it is not delinquent in the payment of any fees, fines, damages, or debts to the City of Evanston.

2.11 The Contractor certifies that all Design Professionals performing the Work under this Agreement will ensure that the Project shall be designed in conformance with the Americans

with Disabilities Act of 1990, 42 U.S.C. Section 12101, *et seq.*, and all regulations promulgated thereunder. Design Professional means any individual, sole proprietorship, firm, partnership, joint venture, corporation, professional corporation, or other entity that offers services under the Illinois Architecture Practice Act of 1989 (225 ILCS 305/), the Professional Engineering Practice Act of 1989 (225 ILCS 325/), the Structural Engineering Licensing Act of 1989 (225 ILCS 340/), or the Illinois Professional Land Surveyor Act of 1989 (225 ILCS 330/).

2.12 The Contractor shall comply with all federal, state and local laws, statutes, ordinances, rules, regulations, orders or other legal requirements now in force or which may be in force during the term of this Agreement. The Contractor shall comply with the Illinois Human Rights Act, 775 ILCS 5/1-101 *et. seq,* Title VII of the Civil Rights Act of 1964, and the Illinois Prevailing Wage Act, 820 ILCS 130/0.01 *et. seq.*

3 Additional Services/Change Orders

3.1 If the representative of the City responsible for the Project verbally requests the Contractor to perform additional services, the Contractor shall confirm in writing that the services have been requested and that such services are additional services. Failure of the City to respond to the Contractor's confirmation of said services within thirty (30) calendar days of receipt of the notice shall be deemed a rejection of, and refusal to pay for the additional services. Contractor shall not perform any additional services until City has confirmed approval of said additional services in writing. If authorized in writing by the City, the Contractor shall furnish, or obtain from others, additional services of the following types, which shall be paid for by the City as set forth in Section 9 of this Agreement:

a) Additional Services due to significant changes in scope of the Project or its design, including, but not limited to, changes in size, complexity or character of construction, or time delays for completion of work when such delays are beyond the control of the Contractor;
b) Revisions of previously approved studies, reports, design documents, drawings or specifications;
c) Preparation of detailed renderings, exhibits or scale models for the Project;
d) Investigations involving detailed consideration of operations, maintenance and overhead expenses for the preparation of rate schedules, earnings and expense statements, feasibility studies, appraisals and valuations, detailed quantity surveys of material and labor, and material audits or inventories required for certification of force account construction performed by the City;
e) Services not otherwise provided for in this Agreement.

3.2 The City may, upon written notice, and without invalidating this Agreement, require changes resulting in the revision or abandonment of work already performed by the Contractor, or require other elements of the work not originally contemplated and for which full compensation is not provided in any portion of this Agreement. Any additional services, abandonment of services which were authorized by the City, or changes in services directed by the City which result in the revision of the scope of services provided for in Exhibits A, B, C, and D that cause the total Compensation due Contractor under this Agreement to exceed $25,000 or more,

or increase or decrease the contract duration by more than 30 days are subject to approval by the Evanston City Council. These actions must be addressed either in a written Change Order or in a written amendment to this Agreement approved by both parties.

3.3 Contractor acknowledges and agrees that the Public Works Construction Change Order Act, 50 ILCS 525/1 et seq. shall apply to all Change Orders for the Project. It is expressly understood and agreed to by Contractor that it shall not be entitled to any damages or Compensation from the City on account of delay or suspension of all or any part of the Work. Contractor acknowledges that delays are inherent in construction projects and Contractor assessed that risk and fully included that risk assessment within its contract sum specified in its Response to the City Bid for this Project. The City shall not compensate Contractor for work that is more difficult than the contract sum specified in its Response would reflect. Delays to minor portions of the Work will not be eligible for extensions of time.

Delays to the Project caused by labor disputes or strikes involving trades not directly related to the Project, or involving trades not affecting the Project as a whole will not be eligible for an extension of time.

The City will not grant an extension of time for a delay by the Contractor's inability to obtain materials unless the Contractor first furnishes to the City documentary proof. The proof must be provided in a timely manner in accordance with the sequence of the Contractor's operations and accepted construction schedule.

In addition to any other changes requested by City (as described in Sections 3.1 and 3.2), the Company shall be entitled to request (and the City may grant) Change Orders with respect to:

(a) The City-caused delays;
(b) Change in Law;
(c) Force Majeure Events.

The foregoing events shall entitle the Contractor to a change in the Compensation for this Project, if the Contractor demonstrates that it will unavoidably incur reasonable costs as a result thereof and the Contractor provides reasonable and detailed documentary support with respect to any such price impact.

The parties agree to reasonably confer regarding any such disputes with respect to the issuance of a Change Order.

Any payment for compensable delay will only be based upon actual costs excluding, without limitation, what damages, if any, the Contractor may have reasonably avoided. The Contractor understands that this is the sole basis for recovering delay damages and explicitly waives any right to calculate daily damages for office overhead, profit, or other purported loss.

All Contractor Change Orders authorized under this Section 3 shall be made in writing. In remitting a Change Order, the Contractor must first show in writing that:

(a) The work was outside the scope of this Agreement,
(b) The extra work was not made necessary due to any fault of Contractor;
(c) The circumstances said to necessitate the change in performance were not reasonably foreseeable at the time the Agreement was signed;
(d) The change is germane to the original Agreement; and
(e) The Change Order is in the best interest of the City and authorized by law.

Any person who fails to first obtain the City's written authorization for a Change Order commits a Class 4 felony. The written determination and the written Change Order resulting from that determination shall be preserved in the contract's file which shall be open to the public for inspection.

The City reserves all rights and causes of action, at law or equity, to seek redress against entities or persons who violate the requirements of this Section 3. By initialing below, Contractor hereby acknowledges that it is bound by this Section 3.

Contractor's Initials: _____

3.4 The Contractor is required to include the City of Evanston as a reference whenever and wherever the Contractor provides references for similar projects for a period of one (1) year from the date of Final Acceptance by the City of the Work for this Project.

4 Bonds

4.1 Before the Scheduled Construction Commencement Date, the Contractor is required to furnish unconditional performance and payment bonds in the amount of 100% of the Compensation as security for the faithful performance and completion of all the Contractor's obligations under the Contract Documents and covering the payment of all materials used in the performance of this Agreement and for all labor and services performed under this Agreement. All Bonds shall be issued on a form acceptable to the City. The bonds must be for the entire term of the Agreement. Failure to provide these bonds shall constitute a breach of Contractor's obligations under this Agreement. Each surety providing the Bonds must have a Best's rating not less than A/X and be licensed in Illinois and shall be named in the current list of "Companies Holding Certificates of Authority as Acceptable Sureties on Federal Bonds and as Acceptable Reinsuring Companies" as published in Circular 570 as published in the Federal Register and available on the website of the U.S. Department of the Treasury, Financial Management Service, at www.fms.treas.gov/c570/c570.html. All Bonds signed by an agent must be accompanied by a certified copy of his or her authority to act. It shall be the duty of the Contractor to advise the surety or sureties of any Change Orders that result in an increase to the Compensation and to ensure that the amounts of the Bonds are updated to reflect and cover any such increases throughout the course of the Project. The cost of such Bonds shall be included within the Compensation.

4.2 If the surety behind any Bond furnished by the Contractor is declared bankrupt or becomes insolvent or its right to do business is terminated in the State or it ceases to meet any of the requirements of this Contract, the Contractor shall, within [5] five days thereafter, substitute another Bond of equivalent value and surety, both of which must be acceptable to the City. In

addition, no further progress payments under the Agreement will be made by the City until the Contractor complies with the provisions of this Agreement. The Contractor shall furnish to the City proof of any required bonds and proof of required insurance as one of the conditions precedent to payment under the Agreement. Upon the request of any person or entity appearing to be a potential beneficiary of bonds covering payment or performance of obligations arising under the Contract, the Contractor shall promptly furnish a copy of the bonds or authorize a copy to be furnished. All surety Bonds provided for in this Section shall incorporate by reference this Agreement, and any language that may be in any such surety Bond which conflicts with the provisions of this Agreement that define the scope of the surety('s) duty(ies) shall be of no force and effect.

5 Liquidated Damages in the Event Contractor Fails to Complete the Work

5.1 The parties agree that failure of Contractor to timely complete the Work required by this Agreement constitutes a default. The parties agree that this default will result in damage and injury to City. The parties further agree, however, that actual damages incurred by City as result of such default is difficult if not impossible to ascertain with any degree of certainty or accuracy. Accordingly, the parties have negotiated and have agreed that for each calendar day after written notice is delivered to Contractor and Contractor fails to cure such default, that Contractor will pay City, as and for liquidated damages, and not as a penalty, the sum of **One Thousand Four Hundred Twenty Five dollars ($1425.00) per day.** Contractor shall reimburse the City for all costs, expenses and fees (including, without limitation, attorneys' fees), if any, paid by the City in connection with such written demand by City. Contractor stipulates and agrees that the sums payable by Contractor under this Section are reasonable under the circumstances existing as of the execution of this Agreement. This Section 5.1 is not intended to limit any direct damages that may be recoverable by City related to the Contractor's failure to complete the Work in accordance with this Agreement. There shall be no early completion bonus if the Work is completed before the substantial completion date. The City, at its option, may withhold liquidated damages from progress payments payable to Contractor before the substantial completion date.

6 The City's Responsibilities

6.1 The City may evaluate the Contractor's and any sub-contractor's performance (interim and final). Timeliness in meeting the Project schedule and the overall relationship with the Contractor are factors that will be considered in the Contractor's performance rating. An unfavorable performance rating may be a factor when future assignments are being considered.

6.2 The City makes no representation or warranty of any nature whatsoever as to the accuracy of information or documentation provided by the City to the Contractor which were generated or provided by third parties.

7 Period of Service

7.1 The Contractor shall commence work on the Project after supplying the City with the Contractor's performance and payment bonds and all required insurance documents before starting its Work on this Project. The City shall determine when the Contractor has completed the

Work required pursuant to this Agreement, and shall determine the date of Final Acceptance. Contractor recognizes time is of the essence regarding its performance on this Project. Contractor shall continue to perform its obligations while any dispute concerning the Agreement is being resolved, unless otherwise directed by the City.

7.2 Each phase of the project shall be completed in accordance with the activities outlined in the City's Bid _26-31, Exhibit A. Project phases include:

8 Payment for Services and Reimbursements

8.1 Within the first five (5) business days of each month, the Contractor shall invoice the City for Work completed during the previous month. The Contractor shall provide a detailed invoice that relates invoiced items to the Contractor's response to Bid _____ in both quantity and unit cost. Any discrepancies in the monthly invoice shall be promptly brought to the attention of the Contractor by the City Project Manager and efforts shall be made to promptly resolve said discrepancies between the City and Contractor. In the event the City and Contractor cannot resolve invoice discrepancies, items in dispute will be removed from the invoice and the City shall approve the remainder of the invoice. Payment will be made as soon as possible following the City Council meeting in which the item appeared on the bills list, and in accordance with all applicable laws and rules of the City of Evanston and the State of Illinois.

8.2 In the event of termination by the City of this Agreement pursuant to paragraph 9.1 after completion of any phase of the basic services, fees due the Contractor for services rendered through such phase shall constitute final payment for such services, and no further fees shall be due to the Contractor. In the event of such termination by the City during any phase of the basic services, the Contractor shall be paid for services rendered on the basis of the proportion of work completed on the phase to date of termination.

8.3 The City shall have the right to withhold payment to the Contractor due to the quality of a portion or all of the work performed hereunder which is not in accordance with the requirements of this Agreement, or which is unsatisfactory, or is due to the Contractor's failure or refusal to perform any of its obligations hereunder. Compensation in excess of the total contract amount specified in this Agreement will not be allowed unless justified in the City's sole judgment and authorized in advance as provided for in Section 3 of this Agreement. Compensation for improper performance by the Contractor is disallowed.

8.4 Upon completion of the Work performed by the Contractor, prior to the submission of a request for final payment, the City and Contractor shall perform a final acceptance test and review of the Work performed and/or equipment installed pursuant to the Agreement. A punch list of items outstanding will be jointly developed by the City and Contractor. In addition, the Contractor shall submit drawings of record for the Project for the City to approve. The Contractor shall promptly resolve all punch list items to the satisfaction of the City and shall transmit to the City in writing confirmation that all punch list items have been resolved. The City will review, and the Contractor shall modify, as necessary, any drawings of record to the satisfaction of the City. Punch list items and drawings of record must be approved by the City prior to the Contractor submitting its final invoice for payment.

8.5 The Contractor shall submit an Affidavit and a final waiver of its lien, and all final waivers of liens of any sub-contractors, suppliers, and sub-sub-contractors, if applicable, with its final invoice, stating that all obligations incurred in performance of the professional services have been paid in full. The Affidavit will also include a statement stating that the professional services were performed in compliance with the terms of the Agreement. The Affidavit and all final lien waivers shall be on a form acceptable to the City.

8.6 All Project invoices shall be sent to:

City of Evanston
Chris Sous, P.E. Assistant City Engineer
909 Davis Street – 3rd Floor Engineering
Evanston, Illinois 60201

9 Notice and Cure/Termination

9.1 In furtherance of Contractor's Work on this Project, the City and the Contractor agree that the following Notice and Cure provision in this Section 9.1 shall apply during the duration of Contractor's work on this Project, in addition to the reserved rights of the City enumerated in this Agreement as follows:

5.1 Liquidated Damages;
8.3 City's right to withhold payment;
16.2 Contractor's duty to revise and correct errors; and
16.3 Contractor's duty to respond to City's notice of errors and omissions.

The City may notify Contractor of its intent to terminate this Agreement within (7) seven calendar days of issuance by the City of written notice to Contractor's Project Manager regarding defects in the Project or in Contractor's Work. The City shall specify any such nonconforming Work or defects in the Project in its notice to Contractor under this Section 9.1. Contractor will have the opportunity to cure the non-conforming Work within (7) seven calendar days after receipt of the written notice issued by the City. All such curative work done shall be performed and completed to the City's satisfaction. Nothing in this Section 9.1 shall otherwise affect the City's right to exercise its rights in Section 9.2.

9.2 The City shall have the right to terminate this Agreement upon fifteen (15) days written notice for any reason. Mailing of such notice shall be equivalent to personal notice and shall be deemed to have been given at the time of receipt.

Payments made by the City pursuant to this Agreement are subject to sufficient appropriations made by the City of Evanston City Council. In the event of termination resulting from non-appropriation or insufficient appropriation by the City Council, the City's obligations hereunder shall cease and there shall be no penalty or further payment required.

9.3 Within thirty (30) days of termination of this Agreement, the Contractor shall turn

over to the City any documents, drafts, and materials, including but not limited to, outstanding work product, data, studies, test results, source documents, AutoCAD Version 2007, ArcView, PDF, Word, Excel spreadsheets, technical specifications and calculations, and any other such items specifically identified by the City related to the Work herein. Upon receipt of said items, the Contractor shall be paid for labor and expenses incurred to the date of termination as provided in Section 8.2. This Agreement is subject to termination by either party if either party is restrained by a state or federal court of competent jurisdiction from performing the provisions of this Agreement. Upon such termination, the liabilities of the parties to this Agreement shall cease, but they shall not be relieved of the duty to perform their obligations through the date of termination. No lien shall be filed by the Contractor in the event of a termination of this Agreement by the City.

9.4 If, because of death or any other occurrence, including, but not limited to, Contractor becoming insolvent, it becomes impossible for any principal or principals of the Contractor to render the services set forth in this Agreement, neither the Contractor, nor its surviving principals shall be relieved of their obligations to complete the professional services. However, in the event of such an occurrence, the City at its own option may terminate this Agreement if it is not furnished evidence that competent professional services can still be furnished as scheduled.

9.5 In the event of an emergency or threat to the life, safety, or welfare of the citizens of the City, the City shall have the right to terminate this Agreement without prior written notice.

10 Insurance

10.1 The Contractor shall, at its own expense, secure and maintain in effect throughout the duration of this contract, insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the Work hereunder by the Contractor, its agents, representatives, employees or sub-contractors. Contractor acknowledges and agrees that if it fails to comply with all requirements of this Section 10, the City may void the Agreement.

The Contractor must give to the City Certificates of Insurance identifying the City to be an Additional Insured for all Work done pursuant to this Agreement before City staff recommends award of the contract to City Council. Any limitations or modifications on the Certificate(s) of Insurance issued to the City in compliance with this Section that conflict with the provisions of this Section 10 shall have no force and effect.

After award of the Contract to Contractor (contracts over $500,000 in value or if the project is deemed high risk) the Contractor **shall** give the City a certified copy (ies) of the insurance policy (ies) evidencing the amounts set forth in Section 10.2, and copies of the Additional Insured endorsement to such policy (ies) which name the City as an Additional Insured for all Work done pursuant to this Agreement before Contractor does any Work pursuant to this Agreement. Contractor's certificate of insurance shall contain a provision that the coverage afforded under the policy(s) will not be canceled or reduced without thirty (30) days prior written notice (hand delivered or registered mail) to the City. Contractor shall promptly forward new certificate(s) of insurance evidencing the coverage(s) required herein upon annual renewal of the subject policies.

The policies and the Additional Insured endorsement must be delivered to the City within two (2) weeks of the request. All insurance policies shall be written with insurance companies licensed or authorized to do business in the State of Illinois and having a rating of not less than A-VII according to the A.M. Best Company. Should any of the insurance policies be canceled before the expiration date, the issuing company will mail thirty (30) days written notice to the City. The Contractor shall require and verify that all sub-contractors maintain insurance meeting all of the requirements stated herein.

Any deductibles or self-insured retentions must be declared to and approved by the City. At the option of the City, either the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects the City, its officers, officials, employees and volunteers; or the Contractor shall provide a financial guarantee satisfactory to the City guaranteeing payment of losses and related investigations, claim administration and defense expenses.

10.2 Contractor shall carry and maintain at its own cost with such companies as are reasonably acceptable to City all necessary liability insurance (which shall include as a minimum the requirements set forth below) during the term of this Agreement, for damages caused or contributed to by Contractor, and insuring Contractor against claims which may arise out of or result from Contractor's performance or failure to perform the Services hereunder:

a) Worker's compensation in statutory limits and employer's liability insurance in the amount of at least five hundred thousand dollars ($500,000);
b) Comprehensive general liability coverage which designates the City as an additional insured for not less than three million dollars ($3,000,000) combined single limit for bodily injury, death and property damage, per occurrence;
c) Comprehensive automobile liability insurance covering owned, non-owned, and leased vehicles for not less than one million dollars ($1,000,000) combined single limit for bodily injury, death, or property damage, per occurrence; and

Contractor understands that the acceptance of Certificates of Insurance, policies, and any other documents by the City in no way releases the Contractor and its sub-contractors from the requirements set forth herein.

Contractor expressly agrees to waive its rights, benefits and entitlements under the "Other Insurance" clause of its commercial general liability insurance policy as respects the City. Contractor expressly agrees that its insurance coverage is required to be primary by this Agreement, that its insurance coverage shall be on a primary and non-contributory basis, and that it and its insurance carrier are estopped from denying such coverage is primary. In the event Contractor fails to purchase or procure insurance as required above, the parties expressly agree that Contractor shall be in default under this Agreement, and that the City may recover all losses, attorney's fees and costs expended in pursuing a remedy, or reimbursement, at law or in equity, against Contractor.

11 Indemnification

11.1 The Contractor shall defend, indemnify and hold harmless the City and its officers, elected and appointed officials, agents, and employees from any and all liability, losses, or damages as a result of claims, demands, suits, actions, or proceedings of any kind or nature, including but not limited to costs, and fees, including attorney's fees, judgments or settlements, resulting from or arising out of any negligent or willful act or omission on the part of the Contractor or Contractor's sub-contractors, employees, agents or sub-contractors during the performance of this Agreement. Such indemnification shall not be limited by reason of the enumeration of any insurance coverage herein provided. This provision shall survive completion, expiration, or termination of this Agreement.

11.2 Nothing contained herein shall be construed as prohibiting the City, or its officers, agents, or employees, from defending through the selection and use of their own agents, attorneys, and experts, any claims, actions or suits brought against them. The Contractor shall be liable for the costs, fees, and expenses incurred in the defense of any such claims, actions, or suits. Nothing herein shall be construed as a limitation or waiver of defenses available to the City and employees and agents, including but not limited to the Illinois Local Governmental and Governmental Employees Tort Immunity Act, 745 ILCS 10/1-101 *et seq.*

At the City Corporation Counsel's option, Contractor must defend all suits brought upon all such Losses and must pay all costs and expenses incidental to them, but the City has the right, at its option, to participate, at its own cost, in the defense of any suit, without relieving Contractor of any of its obligations under this Agreement. Any settlement of any claim or suit related to this Project by Contractor must be made only with the prior written consent of the City Corporation Counsel, if the settlement requires any action on the part of the City.

To the extent permissible by law, Contractor waives any limits to the amount of its obligations to indemnify, defend, or contribute to any sums due under any Losses, including any claim by any employee of Contractor that may be subject to the Illinois Workers Compensation Act, 820 ILCS 305/1 *et seq.* or any other related law or judicial decision, including but not limited to, *Kotecki v. Cyclops Welding Corporation,* 146 Ill. 2d 155 (1991). The City, however, does not waive any limitations it may have on its liability under the Illinois Workers Compensation Act, the Illinois Pension Code or any other statute.

11.3 The Contractor shall be responsible for any losses and costs to repair or remedy work performed under this Agreement resulting from or arising out of any act or omission, neglect, or misconduct in the performance of its Work or its sub-contractors' work. Acceptance of the work by the City will not relieve the Contractor of the responsibility for subsequent correction of any such error, omissions and/or negligent acts or of its liability for loss or damage resulting therefrom.

11.4 All provisions of this Section 11 shall survive completion, expiration, or termination of this Agreement.

12 Drawings and Documents

12.1 Any drawings, survey data, reports, studies, specifications, estimates, maps, plans, computations, and other documents required to be prepared by the Contractor for the Project shall be considered Works for Hire and the sole property of the City.

12.2 The Contractor and its sub-contractor shall maintain for a minimum of three (3) years after the completion of this Agreement, or for three (3) years after the termination of this Agreement, whichever comes later, adequate books, records and supporting documents to verify the amounts, recipients and uses of all disbursements of funds passing in conjunction with the Agreement. The Agreement and all books, records and supporting documents related to the Agreement shall be available for review and audit by the City and the federal funding entity, if applicable, and the Contractor agrees to cooperate fully with any audit conducted by the City and to provide full access to all materials. Failure to maintain the books, records and supporting documents required by this Subsection shall establish a presumption in favor of the City for recovery of any funds paid by the City under the Agreement for which adequate books, records, and supporting documentation are not available to support their purported disbursement.

13 Successors and Assigns

13.1 The City and the Contractor each bind themselves and their partners, successors, executors, administrators, and assigns to the other party of the Agreement and to the partners, successors, executors, administrators, and assigns of such other party in respect to all covenants of this Agreement. Neither the City nor the Contractor shall assign, sublet, or transfer its interest in this Agreement without the written consent of the other. Nothing herein shall be construed as creating any personal liability on the part of any officer or agent of any public body, which may be a party hereto, nor shall it be construed as giving any right or benefits hereunder to anyone other than the City and the Contractor.

14 Force Majeure

14.1 Whenever a period of time is provided for in this Agreement for the Contractor or the City to do or perform any act or obligation, neither party shall be liable for any delays or inability to perform if such delay is due to a cause beyond its control and without its fault or negligence including, without limitation:

a) Acts of nature;
b) Acts or failure to act on the part of any governmental authority other than the City or Contractor, including, but not limited to, enactment of laws, rules, regulations, codes or ordinances subsequent to the date of this Agreement;
c) Acts or war;
d) Acts of civil or military authority;
e) Embargoes;
f) Work stoppages, strikes, lockouts, or labor disputes;
g) Public disorders, civil violence, or disobedience;
h) Riots, blockades, sabotage, insurrection, or rebellion;
i) Epidemics or pandemics;

j) Terrorist acts;
k) Fires or explosions;
l) Nuclear accidents;
m) Earthquakes, floods, hurricanes, tornadoes, or other similar calamities;
n) Major environmental disturbances; or
o) Vandalism.

If a delay is caused by any of the *force majeure* circumstances set forth above, the time period shall be extended for only the actual amount of time said party is so delayed. Further, either party claiming a delay due to an event of *force majeure* shall give the other party written notice of such event within three (3) business days of its occurrence or it shall be deemed to be waived.

15 Amendments and Modifications

15.1 Except as otherwise provided herein, the nature and scope of Work specified in this Agreement may only be modified by a written Change Order, or a written amendment to this Agreement, approved by both parties. This Agreement may be modified or amended from time to time provided, however, that no such amendment or modifications shall be effective unless reduced to writing and duly authorized and signed by the authorized representatives of the parties.

16 Standard of Care & Warranty

16.1 The Contractor shall perform all of the provisions of this Agreement to the satisfaction of the City. The City shall base its determination of the Contractor's fulfillment of the scope of the work in accordance with generally accepted professional standards applicable to the Work for this Project. The Contractor shall perform all of the provisions of this Agreement with that degree of care and skill ordinarily exercised by members of the same profession currently practicing under similar conditions.

16.2 The Contractor shall be responsible for the accuracy of its professional services under this Agreement and shall promptly make revisions or corrections resulting from its errors, omissions, or negligent acts without additional compensation. The City's acceptance of any of the Contractor's professional services shall not relieve the Contractor of its responsibility to subsequently correct any such errors or omissions. If a Contractor has provided the City with specifications for this Project which are determined to be incorrect or which require revision during the solicitation process (including but not limited to Requests for Proposals, Requests for Qualifications, or bids), the Contractor shall make such corrections or revisions to the specifications at no cost to the City. Further, upon receipt of an invoice from the City, the Contractor shall promptly reimburse the City for the reasonable costs associated with the preparation and dissemination of said corrections or revisions to appropriate parties, including but not limited to preparation of the corrected or revised documents, and printing and distribution costs.

16.3 During the pendency of its Work on this Project, the Contractor shall respond to the City's notice of any errors or omissions within twenty-four (24) hours. The Contractor shall be required to promptly visit the Project site(s) if directed to by the City.

16.4 The Contractor shall comply with all federal, state, and local statutes, regulations, rules, ordinances, judicial decisions, and administrative rulings applicable to its performance under this Agreement.

16.5 Contractor guarantees and warrants to the City that:

a) All materials and equipment furnished under this Agreement shall be of good quality and new, unless otherwise required or permitted by the Contract Documents;
b) The Work of this Agreement shall be free from defects which are not inherent in the quality required; and
c) The Work shall comply with the requirements set forth in the Contract Documents.

This warranty and guarantee shall be for a period of one (1) year from the date of completion and Final Acceptance of the Work by the City, or as otherwise provided in the Contract Documents.

If, within the one year warranty period, after the Contractor has received a final payment under this Agreement, any of the Work is found to be not be in accordance with the requirements of this Agreement, or where defects in materials or workmanship may appear, or be in need of repair, the Contractor shall correct non-conforming and/or defective work or materials promptly after receipt of written notice from the City. Contractor shall immediately at its own expense repair, replace, restore, or rebuild any such Work. This remedy is in addition to any other legal or equitable remedies the City may have under this Agreement or the law.

This guarantee and warranty shall not relieve Contractor of liability for latent defects, and shall be in addition to the City's rights under the law or other guarantees or warranties, express or implied.

16.6 The provisions of this Section 16 shall survive the completion, expiration or termination of this Agreement.

17 Savings Clause

17.1 If any provision of this Agreement, or the application of such provision, shall be rendered or declared invalid by a court of competent jurisdiction, or by reason of its requiring any steps, actions, or results, the remaining parts or portions of this Agreement shall remain in full force and effect.

18 Non-Waiver of Rights

18.1 No failure or delay by the City to exercise any power given to it hereunder or to insist upon strict compliance by Contractor with its obligations hereunder, nor any payment made by the City under this Agreement, shall constitute a waiver of the City's right to demand strict compliance with the terms hereof, unless such waiver is in writing and signed by the City.

19 Entire Agreement

19.1 This Agreement sets forth all the covenants, conditions and promises between the parties with regard to the subject matter set forth herein. There are no covenants, promises, agreements, conditions or understandings between the parties, either oral or written, other than those contained in this Agreement. This Agreement has been negotiated and entered into by each party with the opportunity to consult with its counsel regarding the terms therein. No portion of the Agreement shall be construed against a party due to the fact that one party drafted that particular portion as the rule of *contra proferentem* shall not apply.

20 Governing Law

20.1 This Agreement shall be construed in accordance with and subject to the laws and rules of the City of Evanston and the State of Illinois both as to interpretation and performance. Venue for any action arising out of or due to this Agreement shall be in Cook County, Illinois. The City shall not enter into binding arbitration to resolve any dispute related to this Agreement. The City does not waive tort immunity by entering into this Agreement.

21 Ownership of Contract Documents

21.1 Contractor is specifically prohibited from using in any form or medium, the name or logo of the City for public advertisement, unless expressly granted written permission by the City. Submission or distribution of documents to meet official regulatory requirements or for similar purposes in connection with this Project is not to be construed as publication in derogation of the City's reserved rights.

22 Notice

22.1 Any notice required to be given by this Agreement shall be deemed sufficient if made in writing and sent by certified mail, return receipt requested, or by personal service, to the persons and addresses indicated below or to such other addresses as either party hereto shall notify the other party of in writing pursuant to the provisions of this Subsection:

City of Evanston Project Manager, Bid __26-31_____
909 Davis Street
Evanston, Illinois 60201

if to the Contractor:

_____
_____
_____

22.2 Mailing of such notice as and when provided above shall be equivalent to personal notice and shall be deemed to have been given at the time of mailing.

23 Severability

23.1 Except as otherwise provided herein, the invalidity or unenforceability of any particular provision, or part thereof, of this Agreement shall not affect the other provisions, and this Agreement shall continue in all respects as if such invalid or unenforceable provision had not been contained herein.

24 Execution of Agreement

24.1 This Agreement shall be signed last by the City Manager.

25 Counterparts

25.1 For convenience, this Agreement may be executed in any number of counterparts, each of which shall be deemed to be an original.

26 Authorizations

26.1 The Contractor's authorized representatives who have executed this Agreement warrant that they have been lawfully authorized by the Contractor's board of directors or its bylaws to execute this Agreement on its behalf. The City Manager affirms that he/she has been lawfully authorized to execute this Agreement. The Contractor and the City shall deliver upon request to each other copies of all articles of incorporation, bylaws, resolutions, ordinances, or other documents which evidence their legal authority to execute this Agreement on behalf of their respective parties.

27 Time of Essence

27.1 Time is of the essence with respect to each provision hereof in which time is a factor.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be signed by their duly authorized representatives. The effective date of this Agreement will be the date this Agreement is signed by the City Manager.

CONTRACTOR

By: _____

Name: _____

Its: _____

Date: _____

CITY OF EVANSTON

By: _____
Luke Stowe
Its: City Manager Date: _____

Approved as to form:

By: _____
Alexandra B. Ruggie
Its: Corporation Counsel

Revision: April 2021

EXHIBIT P

BID BOND SUBMITTAL LABEL

CUT AND ATTACH LABEL ON OUTSIDE OF SEALED BID BOND SUBMITTAL

BID SUBMITTAL NUMBER: _____

BID SUBMITTAL NAME: _____

_____

BID SUBMITTAL DUE DATE/TIME: _____

COMPANY NAME: _____

COMPANY ADDRESS: _____

COMPANY TELEPHONE #: _____

If required by the bid documents, a scanned copy of the bid bond must be included with the bid electronic submission. The city is currently not able to accept a certified check, bank cashier's check, or electronic bid bond at this time.

The original bid bond (in the amount of 5% of the original bid amount) must be mailed within ten (10) days after the bid due date, to the City of Evanston Purchasing Department, 909 Davis Street, Evanston, Illinois 60201 Attention Purchasing Manager using the USPS (certified or priority), UPS or FedEx mail options in order to have a tracking number; which sum shall be forfeited in case the successful bidder fails to enter into a binding contract and provide a properly executed contract and surety bond within 15 days after the date the contract is awarded by the City.

Cook County Prevailing Wage Rates posted on 4/15/2026

						Overtime										
Trade Title	**Rg**	**Type**	**C**	**Base**	**Foreman**	**M-F**	**Sa**	**Su**	**Hol**	**H/W**	**Pension**	**Vac**	**Trng**	**Other Ins**	**Add OT 1.5x owed**	**Add OT 2.0x owed**
ASBESTOS ABT-GEN	All	ALL		51.40	52.40	1.5	1.5	2.0	2.0	18.32	17.71	0.00	0.91	0.00	0.00	0.00
ASBESTOS ABT-MEC	All	BLD		42.02	45.38	1.5	1.5	2.0	2.0	16.44	16.64	0.00	0.92		3.37	6.73
BOILERMAKER	All	BLD		58.91	64.21	2.0	2.0	2.0	2.0	7.07	27.02	0.00	3.69	2.31	0.00	39.30
BRICK MASON	All	BLD		53.06	58.37	1.5	1.5	2.0	2.0	12.95	26.26	0.00	1.57	0.00	4.23	8.45
CARPENTER	All	ALL		56.71	58.71	1.5	1.5	2.0	2.0	13.64	27.26	2.61	1.04		0.00	0.00
CEMENT MASON	All	ALL		53.10	55.10	2.0	1.5	2.0	2.0	18.43	24.00	0.00	1.25		2.50	5.00
CERAMIC TILE FINISHER	All	BLD		49.09	49.09	1.5	1.5	2.0	2.0	13.25	17.61	0.00	1.37	0.00	5.57	11.14
CERAMIC TILE LAYER	All	BLD		57.04	62.04	1.5	1.5	2.0	2.0	13.25	21.60	0.00	1.50	0.00	7.63	15.26
COMMUNICATION ELECTRICIAN	All	BLD		51.14	56.25	1.5	1.5	2.0	2.0	16.70	14.48	1.40	1.27	0.10	0.00	0.00
CONCRETE SPECIALIST	All	BLD		51.81	58.21	1.5	1.5	2.0	2.0	12.95	27.56	0.00	1.57	0.00	4.88	9.75
CONCRETE SPECIALIST WELDER	All	BLD		54.40	58.21	1.5	1.5	2.0	2.0	12.95	27.56	0.00	1.57	0.00	4.88	9.75
ELECTRIC PWR EQMT OP	All	ALL		64.58	70.87	1.5	1.5	2.0	2.0	12.99	22.45	0.00	3.66	0.00	0.00	0.00
ELECTRIC PWR GRNDMAN	All	ALL		50.37	70.87	1.5	1.5	2.0	2.0	10.13	17.51	0.00	2.85	0.00	0.00	0.00
ELECTRIC PWR LINEMAN	All	ALL		64.58	70.87	1.5	1.5	2.0	2.0	12.99	22.45	0.00	3.66	0.00	0.00	0.00
ELECTRICIAN	All	ALL		57.75	63.53	1.5	1.5	2.0	2.0	19.34	21.13	1.60	1.87	0.30	0.00	0.00
ELEVATOR CONSTRUCTOR	All	BLD		70.68	79.52	2.0	2.0	2.0	2.0	16.28	21.36	5.65	0.80		0.00	0.00
FENCE ERECTOR	All	ALL		52.25	54.75	1.5	1.5	2.0	2.0	14.29	19.02	0.00	1.00	0.00	0.00	0.00
GLAZIER	All	BLD		53.55	55.05	1.5	2.0	2.0	2.0	16.04	26.64	0.00	2.30	0.00	0.00	0.00
HEAT/FROST INSULATOR	All	BLD		56.02	59.38	1.5	1.5	2.0	2.0	16.44	19.88	0.00	0.92		4.99	9.97
IRON WORKER	All	ALL		62.46	65.96	2.0	2.0	2.0	2.0	19.05	27.04	0.00	0.49	0.00	0.00	0.00
LABORER	All	ALL		51.40	52.15	1.5	1.5	2.0	2.0	18.32	17.71	0.00	0.91	0.00	0.00	0.00
LATHER	All	ALL		56.71	58.71	1.5	1.5	2.0	2.0	13.64	27.26	2.61	1.04		0.00	0.00
MACHINIST	All	BLD		60.39	64.39	1.5	1.5	2.0	2.0	11.43	9.95	1.85	1.47	0.00	0.00	0.00
MARBLE FINISHER	All	ALL		40.21	54.60	1.5	1.5	2.0	2.0	12.95	23.81	0.00	0.98	0.00	3.00	6.00
MARBLE SETTER	All	BLD		52.00	57.20	1.5	1.5	2.0	2.0	12.95	25.57	0.00	1.25	0.00	3.88	7.76
MATERIAL TESTER I	All	ALL		41.40		1.5	1.5	2.0	2.0	18.32	17.71	0.00	0.91	0.00	0.00	0.00

Cook County Prevailing Wage Rates posted on 4/15/2026

MATERIALS TESTER II	All	ALL		46.40		1.5	1.5	2.0	2.0	18.32	17.71	0.00	0.91	0.00	0.00	0.00
MILLWRIGHT	All	ALL		56.71	58.71	1.5	1.5	2.0	2.0	13.64	27.26	2.61	1.04		0.00	0.00
OPERATING ENGINEER	All	BLD	1	64.80	68.80	2.0	2.0	2.0	2.0	24.70	21.55	2.00	2.75		0.00	0.00
OPERATING ENGINEER	All	BLD	2	63.50	68.80	2.0	2.0	2.0	2.0	24.70	21.55	2.00	2.75	0.00	0.00	0.00
OPERATING ENGINEER	All	BLD	3	60.95	68.80	2.0	2.0	2.0	2.0	24.70	21.55	2.00	2.75		0.00	0.00
OPERATING ENGINEER	All	BLD	4	59.20	68.80	2.0	2.0	2.0	2.0	24.70	21.55	2.00	2.75		0.00	0.00
OPERATING ENGINEER	All	BLD	5	68.55	68.80	2.0	2.0	2.0	2.0	24.70	21.55	2.00	2.75		0.00	0.00
OPERATING ENGINEER	All	BLD	6	65.80	68.80	2.0	2.0	2.0	2.0	24.70	21.55	2.00	2.75		0.00	0.00
OPERATING ENGINEER	All	BLD	7	67.80	68.80	2.0	2.0	2.0	2.0	24.70	21.55	2.00	2.75		0.00	0.00
OPERATING ENGINEER	All	FLT	1	73.95	73.95	1.5	1.5	2.0	2.0	24.70	21.55	2.00	2.75		0.00	0.00
OPERATING ENGINEER	All	FLT	2	72.45	73.95	1.5	1.5	2.0	2.0	24.70	21.55	2.00	2.75		0.00	0.00
OPERATING ENGINEER	All	FLT	3	67.95	73.95	1.5	1.5	2.0	2.0	24.70	21.55	2.00	2.75		0.00	0.00
OPERATING ENGINEER	All	FLT	4	63.45	73.95	1.5	1.5	2.0	2.0	24.70	21.55	2.00	2.75		0.00	0.00
OPERATING ENGINEER	All	FLT	5	75.45	73.95	1.5	1.5	2.0	2.0	24.70	21.55	2.00	2.75		0.00	0.00
OPERATING ENGINEER	All	FLT	6	63.45	73.95	1.5	1.5	2.0	2.0	24.70	21.55	2.00	2.75		0.00	0.00
OPERATING ENGINEER	All	HWY	1	63.00	67.00	1.5	1.5	2.0	2.0	24.70	21.55	2.00	2.75		0.00	0.00
OPERATING ENGINEER	All	HWY	2	62.45	67.00	1.5	1.5	2.0	2.0	24.70	21.55	2.00	2.75		0.00	0.00
OPERATING ENGINEER	All	HWY	3	60.40	67.00	1.5	1.5	2.0	2.0	24.70	21.55	2.00	2.75		0.00	0.00
OPERATING ENGINEER	All	HWY	4	59.00	67.00	1.5	1.5	2.0	2.0	24.70	21.55	2.00	2.75		0.00	0.00
OPERATING ENGINEER	All	HWY	5	57.80	67.00	1.5	1.5	2.0	2.0	24.70	21.55	2.00	2.75		0.00	0.00
OPERATING ENGINEER	All	HWY	6	66.00	67.00	1.5	1.5	2.0	2.0	24.70	21.55	2.00	2.75		0.00	0.00
OPERATING ENGINEER	All	HWY	7	64.00	67.00	1.5	1.5	2.0	2.0	24.70	21.55	2.00	2.75		0.00	0.00
ORNAMENTAL IRON WORKER	All	ALL		59.26	62.76	2.0	2.0	2.0	2.0	14.86	27.70	0.00	2.25	0.00	0.00	0.00
PAINTER	All	ALL		54.30	61.09	1.5	1.5	1.5	2.0	16.26	17.59	0.00	1.86	0.00	0.00	0.00
PAINTER - SIGNS	All	BLD		48.16	54.11	1.5	1.5	2.0	2.0	8.20	16.81	0.00	0.00	0.00	0.00	0.00
PILEDRIVER	All	ALL		56.71	58.71	1.5	1.5	2.0	2.0	13.64	27.26	2.61	1.04		0.00	0.00
PIPEFITTER	All	BLD		58.50	61.50	1.5	1.5	2.0	2.0	15.15	22.85	0.00	3.12	0.00	0.00	0.00
PLASTERER	All	BLD		51.10	54.17	1.5	1.5	2.0	2.0	18.43	22.10	0.00	1.25	0.00	0.00	0.00
PLUMBER	All	BLD		60.50	64.15	1.5	1.5	2.0	2.0	19.10	17.94	0.00	1.98		0.00	0.00

Cook County Prevailing Wage Rates posted on 4/15/2026

ROOFER	All	BLD		52.00	57.00	1.5	1.5	2.0	2.0	12.80	18.19	0.00	1.14	0.00	0.00	0.00
SHEETMETAL WORKER	All	BLD		54.58	58.95	1.5	1.5	2.0	2.0	15.88	28.92	0.00	1.20	0.00	0.00	0.00
SIGN HANGER	All	BLD		37.62	40.63	1.5	1.5	2.0	2.0	7.85	4.90	0.00	0.00	0.00	0.00	0.00
SPRINKLER FITTER	All	BLD		63.20	65.95	1.5	1.5	2.0	2.0	15.45	19.95	0.00	1.15	0.00	0.00	0.00
STEEL ERECTOR	All	ALL		62.46	65.96	2.0	2.0	2.0	2.0	19.05	27.04	0.00	0.49	0.00	0.00	0.00
STONE MASON	All	BLD		53.06	58.37	1.5	1.5	2.0	2.0	12.95	26.26	0.00	1.57	0.00	4.23	8.45
SURVEY WORKER	All	BLD		58.45	59.45	1.5	1.5	2.0	2.0	19.10	14.40	0.00	1.59		0.00	0.00
SURVEY WORKER	All	HWY		58.45	59.45	1.5	1.5	2.0	2.0	19.10	14.40	0.00	1.59		0.00	0.00
TERRAZZO FINISHER	All	BLD		51.44	51.44	1.5	1.5	2.0	2.0	13.25	18.87	0.00	1.41	0.00	4.45	8.89
TERRAZZO MECHANIC	All	BLD		55.35	58.85	1.5	1.5	2.0	2.0	13.25	20.26	0.00	1.46	0.00	4.70	9.39
TRAFFIC SAFETY WORKER I	All	HWY		43.40	45.40	1.5	1.5	2.0	2.0	10.08	10.08	0.00	1.05	0.00	0.00	0.00
TRAFFIC SAFETY WORKER II	ALL	HWY		44.40	46.40	1.5	1.5	2.0	2.0	10.08	10.08	0.00	1.05	0.00	0.00	0.00
TRUCK DRIVER	E	ALL	1	45.55	46.20	1.5	1.5	2.0	2.0	13.35	16.09	0.00	0.30	0.00	0.00	0.00
TRUCK DRIVER	E	ALL	2	45.80	46.20	1.5	1.5	2.0	2.0	13.35	16.09	0.00	0.30	0.00	0.00	0.00
TRUCK DRIVER	E	ALL	3	46.00	46.20	1.5	1.5	2.0	2.0	13.35	16.09	0.00	0.30	0.00	0.00	0.00
TRUCK DRIVER	E	ALL	4	46.20	46.20	1.5	1.5	2.0	2.0	13.35	16.09	0.00	0.30	0.00	0.00	0.00
TRUCK DRIVER	W	ALL	1	44.83	45.38	1.5	1.5	2.0	2.0	12.20	16.61	0.00	0.30	0.00	0.00	0.00
TRUCK DRIVER	W	ALL	2	44.98	45.38	1.5	1.5	2.0	2.0	12.20	16.61	0.00	0.30	0.00	0.00	0.00
TRUCK DRIVER	W	ALL	3	45.18	45.38	1.5	1.5	2.0	2.0	12.20	16.61	0.00	0.30	0.00	0.00	0.00
TRUCK DRIVER	W	ALL	4	45.38	45.38	1.5	1.5	2.0	2.0	12.20	16.61	0.00	0.30	0.00	0.00	0.00
TUCKPOINTER	All	BLD		52.53	53.53	1.5	1.5	2.0	2.0	11.05	23.16	0.00	1.46	0.00	0.00	0.00

Legend

Rg Region
Type Trade Type - All,Highway,Building,Floating,Oil & Chip,Rivers
C Class
Base Base Wage Rate
OT M-F Unless otherwise noted, OT pay is required for any hour greater than 8 worked each day, Mon through Fri. The number listed is the multiple of the base wage.
OT Sa Overtime pay required for every hour worked on Saturdays
OT Su Overtime pay required for every hour worked on Sundays
OT Hol Overtime pay required for every hour worked on Holidays

Cook County Prevailing Wage Rates posted on 4/15/2026

H/W Health/Welfare benefit
Vac Vacation
Trng Training
Other Ins Employer hourly cost for any other type(s) of insurance provided for benefit of worker.

Explanations COOK COUNTY

The following list is considered as those days for which holiday rates of wages for work performed apply: New Years Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, Christmas Day and Veterans Day in some classifications/counties. Generally, any of these holidays which fall on a Sunday is celebrated on the following Monday. This then makes work performed on that Monday payable at the appropriate overtime rate for holiday pay. Common practice in a given local may alter certain days of celebration. If in doubt, please check with IDOL.

TRUCK DRIVERS (WEST) - That part of the county West of Barrington Road.

EXPLANATION OF CLASSES

ASBESTOS - GENERAL - removal of asbestos material/mold and hazardous materials from any place in a building, including mechanical systems where those mechanical systems are to be removed. This includes the removal of asbestos materials/mold and hazardous materials from ductwork or pipes in a building when the building is to be demolished at the time or at some close future date. ASBESTOS - MECHANICAL - removal of asbestos material from mechanical systems, such as pipes, ducts, and boilers, where the mechanical systems are to remain.

CERAMIC TILE FINISHER

The grouting, cleaning, and polishing of all classes of tile, whether for interior or exterior purposes, all burned, glazed or unglazed products; all composition materials, granite tiles, warning detectable tiles, cement tiles, epoxy composite materials, pavers, glass, mosaics, fiberglass, and all substitute materials, for tile made in tile-like units; all mixtures in tile like form of cement, metals, and other materials that are for and intended for use as a finished floor surface, stair treads, promenade roofs, walks, walls, ceilings, swimming pools, and all other places where tile is to form a finished interior or exterior. The mixing of all setting mortars including but not limited to thin-set mortars, epoxies, wall mud, and any other sand and cement mixtures or adhesives when used in the preparation, installation, repair, or maintenance of tile and/or similar materials. The handling and unloading of all sand, cement, lime, tile, fixtures, equipment, adhesives, or any other materials to be used in the preparation, installation, repair, or maintenance of tile and/or similar materials. Ceramic Tile Finishers shall fill all joints and voids regardless of method on all tile work, particularly and especially after installation of said tile work. Application of any and all protective coverings to all types of tile installations including, but not be limited to, all soap compounds, paper products, tapes, and all polyethylene coverings, plywood, masonite, cardboard, and any new type of products that may be used to protect tile installations, Blastrac equipment, and all floor scarifying equipment used in preparing floors to receive tile. The clean up and removal of all waste and materials. All demolition of existing tile floors and walls to be re-tiled.

COMMUNICATIONS ELECTRICIAN

Installation, operation, inspection, maintenance, repair and service of radio, television, recording, voice sound vision production and reproduction, telephone and telephone interconnect, facsimile, data apparatus, coaxial, fibre optic and wireless equipment, appliances and systems used for the transmission and reception of signals of any nature, business, domestic, commercial, education, entertainment, and residential purposes, including but not limited to, communication and telephone, electronic and sound equipment, fibre optic and data communication systems, and the performance of any task directly related to such installation or service whether at new or existing sites, such tasks to include the placing of wire and cable and electrical power conduit or other raceway work within the equipment room and pulling wire and/or cable through conduit and the installation of any incidental conduit, such that the employees covered hereby can complete any job in full.

MARBLE FINISHER

Loading and unloading trucks, distribution of all materials (all stone, sand, etc.), stocking of floors with material, performing all rigging for heavy work, the handling of all material that may be needed for the installation of such materials, building of scaffolding, polishing if needed, patching, waxing of material if damaged, pointing up, caulking, grouting and cleaning of marble, holding water on diamond or Carborundum blade or saw for setters cutting, use of tub saw or any other saw needed for preparation of material, drilling of holes for wires that anchor material set by setters, mixing up of molding plaster for installation of material, mixing up thin set for the installation of material, mixing up of sand to cement for the installation of material and such other work as may be required in helping a Marble Setter in the handling of all material in the erection or installation of interior marble, slate, travertine, art marble, serpentine, alberene stone, blue stone, granite and other stones (meaning as to stone any foreign or domestic materials as are specified and used in building interiors and exteriors and customarily known as stone in the trade), carrara, sanionyx, vitrolite and similar opaque glass and the laying of all marble tile, terrazzo tile, slate tile and precast tile, steps, risers treads, base, or any other materials that may be used as substitutes for any of the aforementioned materials and which are used on interior and exterior which are installed in a similar manner.

MATERIAL TESTER I: Hand coring and drilling for testing of materials; field inspection of uncured concrete and asphalt.

MATERIAL TESTER II: Field inspection of welds, structural steel, fireproofing, masonry, soil, facade, reinforcing steel, formwork, cured concrete, and concrete and asphalt batch plants; adjusting proportions of bituminous mixtures.

OPERATING ENGINEER - BUILDING

Class 1. Asphalt Plant; Asphalt Spreader; Autograde; Backhoes with Caisson Attachment; Batch Plant; Benoto (requires Two Engineers); Boiler and Throttle Valve; Caisson Rigs; Central Redi-Mix Plant; Combination Back Hoe Front End-loader Machine; Compressor and Throttle Valve; Concrete Breaker (Truck Mounted); Concrete Conveyor; Concrete Conveyor (Truck Mounted); Concrete Paver Over 27E cu. ft; Concrete Paver 27E cu. ft. and Under: Concrete Placer; Concrete Placing Boom; Concrete Pump (Truck Mounted); Concrete Tower; Cranes, All; Cranes, Hammerhead; Cranes, (GCI and similar Type); Creter Crane; Spider Crane; Crusher, Stone, etc.; Derricks, All; Derricks, Traveling; Formless Curb and Gutter Machine; Grader, Elevating; Grouting Machines; Heavy Duty Self-Propelled Transporter or Prime Mover; Highlift Shovels or Front Endloader 2-1/4 yd. and over; Hoists, Elevators, outside type rack and pinion and similar machines; Hoists, One, Two and Three Drum; Hoists, Two Tugger One Floor; Hydraulic Backhoes; Hydraulic Boom Trucks; Hydro Vac (and similar equipment); Locomotives, All; Motor Patrol; Lubrication Technician; Manipulators; Pile Drivers and Skid Rig; Post Hole Digger; Pre-Stress Machine; Pump Cretes Dual Ram; Pump Cretes: Squeeze Cretes-Screw Type Pumps; Gypsum Bulker and Pump; Raised and Blind Hole Drill; Roto Mill Grinder; Scoops - Tractor Drawn; Slip-

Form Paver; Straddle Buggies; Operation of Tie Back Machine; Tournapull; Tractor with Boom and Side Boom; Trenching Machines.

Class 2. Boilers; Broom, All Power Propelled; Bulldozers; Concrete Mixer (Two Bag and Over); Conveyor, Portable; Forklift Trucks; Highlift Shovels or Front Endloaders under 2-1/4 yd.; Hoists, Automatic; Hoists, Inside Elevators; Hoists, Sewer Dragging Machine; Hoists, Tugger Single Drum; Laser Screed; Rock Drill (Self-Propelled); Rock Drill (Truck Mounted); Rollers, All; Steam Generators; Tractors, All; Tractor Drawn Vibratory Roller; Winch Trucks with "A" Frame.

Class 3. Air Compressor; Combination Small Equipment Operator; Generators; Heaters, Mechanical; Hoists, Inside Elevators (remodeling or renovation work); Hydraulic Power Units (Pile Driving, Extracting, and Drilling); Pumps, over 3" (1 to 3 not to exceed a total of 300 ft.); Low Boys; Pumps, Well Points; Welding Machines (2 through 5); Winches, 4 Small Electric Drill Winches.

Class 4. Bobcats and/or other Skid Steer Loaders; Oilers; and Brick Forklift.

Class 5. Assistant Craft Foreman.

Class 6. Gradall.

Class 7. Mechanics; Welders.

OPERATING ENGINEERS - HIGHWAY CONSTRUCTION

Class 1. Asphalt Plant; Asphalt Heater and Planer Combination; Asphalt Heater Scarfire; Asphalt Spreader; Autograder/GOMACO or other similar type machines: ABG Paver; Backhoes with Caisson Attachment; Ballast Regulator; Belt Loader; Caisson Rigs; Car Dumper; Central Redi-Mix Plant; Combination Backhoe Front Endloader Machine, (1 cu. yd. Backhoe Bucket or over or with attachments); Concrete Breaker (Truck Mounted); Concrete Conveyor; Concrete Paver over 27E cu. ft.; Concrete Placer; Concrete Tube Float; Cranes, all attachments; Cranes, Tower Cranes of all types: Creter Crane: Spider Crane; Crusher, Stone, etc.; Derricks, All; Derrick Boats; Derricks, Traveling; Dredges; Elevators, Outside type Rack & Pinion and Similar Machines; Formless Curb and Gutter Machine; Grader, Elevating; Grader, Motor Grader, Motor Patrol, Auto Patrol, Form Grader, Pull Grader, Subgrader; Guard Rail Post Driver Truck Mounted; Hoists, One, Two and Three Drum; Heavy Duty Self-Propelled Transporter or Prime Mover; Hydraulic Backhoes; Backhoes with shear attachments up to 40' of boom reach; Lubrication Technician; Manipulators; Mucking Machine; Pile Drivers and Skid Rig; Pre-Stress Machine; Pump Cretes Dual Ram; Rock Drill - Crawler or Skid Rig; Rock Drill - Truck Mounted; Rock/Track Tamper; Roto Mill Grinder; Slip-Form Paver; Snow Melters; Soil Test Drill Rig (Truck Mounted); Straddle Buggies; Hydraulic Telescoping Form (Tunnel); Operation of Tieback Machine; Tractor Drawn Belt Loader; Tractor Drawn Belt Loader (with attached pusher - two engineers); Tractor with Boom; Tractaire with Attachments; Traffic Barrier Transfer Machine; Trenching; Truck Mounted Concrete Pump with Boom; Raised or Blind Hole Drills (Tunnel Shaft); Underground Boring and/or Mining Machines 5 ft. in diameter and over tunnel, etc; Underground Boring and/or Mining Machines under 5 ft. in diameter; Wheel Excavator; Widener (APSCO).

Class 2. Batch Plant; Bituminous Mixer; Boiler and Throttle Valve; Bulldozers; Car Loader Trailing Conveyors; Combination Backhoe Front Endloader Machine (Less than 1 cu. yd. Backhoe Bucket or over or with attachments); Compressor and Throttle Valve; Compressor, Common Receiver (3); Concrete Breaker or Hydro Hammer; Concrete Grinding Machine; Concrete Mixer or Paver 7S

Series to and including 27 cu. ft.; Concrete Spreader; Concrete Curing Machine, Burlap Machine, Belting Machine and Sealing Machine; Concrete Wheel Saw; Conveyor Muck Cars (Haglund or Similar Type); Drills, All; Finishing Machine - Concrete; Highlift Shovels or Front Endloader; Hoist - Sewer Dragging Machine; Hydraulic Boom Trucks (All Attachments); Hydro-Blaster; Hydro Excavating (excluding hose work); Laser Screed; All Locomotives, Dinky; Off-Road Hauling Units (including articulating) Non Self-Loading Ejection Dump; Pump Cretes: Squeeze Cretes - Screw Type Pumps, Gypsum Bulker and Pump; Roller, Asphalt; Rotary Snow Plows; Rototiller, Seaman, etc., self-propelled; Self-Propelled Compactor; Spreader - Chip - Stone, etc.; Scraper - Single/Twin Engine/Push and Pull; Scraper - Prime Mover in Tandem (Regardless of Size); Tractors pulling attachments, Sheeps Foot, Disc, Compactor, etc.; Tug Boats.

Class 3. Boilers; Brooms, All Power Propelled; Cement Supply Tender; Compressor, Common Receiver (2); Concrete Mixer (Two Bag and Over); Conveyor, Portable; Farm-Type Tractors Used for Mowing, Seeding, etc.; Forklift Trucks; Grouting Machine; Hoists, Automatic; Hoists, All Elevators; Hoists, Tugger Single Drum; Jeep Diggers; Low Boys; Pipe Jacking Machines; Post-Hole Digger; Power Saw, Concrete Power Driven; Pug Mills; Rollers, other than Asphalt; Seed and Straw Blower; Steam Generators; Stump Machine; Winch Trucks with "A" Frame; Work Boats; Tamper-Form-Motor Driven.

Class 4. Air Compressor; Combination - Small Equipment Operator; Directional Boring Machine; Generators; Heaters, Mechanical; Hydraulic Power Unit (Pile Driving, Extracting, or Drilling); Light Plants, All (1 through 5); Pumps, over 3" (1 to 3 not to exceed a total of 300 ft.); Pumps, Well Points; Vacuum Trucks (excluding hose work); Welding Machines (2 through 5); Winches, 4 Small Electric Drill Winches.

Class 5. SkidSteer Loader (all); Brick Forklifts; Oilers.

Class 6. Field Mechanics and Field Welders

Class 7. Dowell Machine with Air Compressor; Gradall and machines of like nature.

OPERATING ENGINEER - FLOATING

Class 1. Craft Foreman; Master Mechanic; Diver/Wet Tender; Engineer; Engineer (Hydraulic Dredge).

Class 2. Crane/Backhoe Operator; Boat Operator with towing endorsement; Mechanic/Welder; Assistant Engineer (Hydraulic Dredge); Leverman (Hydraulic Dredge); Diver Tender.

Class 3. Deck Equipment Operator, Machineryman, Maintenance of Crane (over 50 ton capacity) or Backhoe (115,000 lbs. or more); Tug/Launch Operator; Loader/Dozer and like equipment on Barge, Breakwater Wall, Slip/Dock, or Scow, Deck Machinery, etc.

Class 4. Deck Equipment Operator, Machineryman/Fireman (4 Equipment Units or More); Off Road Trucks; Deck Hand, Tug Engineer, Crane Maintenance (50 Ton Capacity and Under) or Backhoe Weighing (115,000 pounds or less); Assistant Tug Operator.

Class 5. Friction or Lattice Boom Cranes.

Class 6. ROV Pilot, ROV Tender

SURVEY WORKER

Operates survey equipment (such as levels, transits, data collectors, GPS and robotic total stations) for the purpose of performing construction layout and/or grade checking.

SURVEY FOREMAN

Operates survey equipment (such as levels, transits, data collectors, GPS and robotic total stations) for the purpose of performing construction layout and/or grade checking; oversees survey crew operations; and/or coordinates work of survey crews.

TERRAZZO FINISHER

The handling of sand, cement, marble chips, and all other materials that may be used by the Mosaic Terrazzo Mechanic, and the mixing, grinding, grouting, cleaning and sealing of all Marble, Mosaic, and Terrazzo work, floors, base, stairs, and wainscoting by hand or machine, and in addition, assisting and aiding Marble, Masonic, and Terrazzo Mechanics.

TRAFFIC SAFETY Worker I

Traffic Safety Worker I - work associated with the delivery, installation, pick-up and servicing of safety devices during periods of roadway construction, including such work as set-up and maintenance of barricades, barrier wall reflectors, drums, cones, delineators, signs, crash attenuators, glare screen and other such items, and the layout and application or removal of conflicting and/or temporary roadway markings utilized to control traffic in construction zones, as well as flagging for these operations.

TRAFFIC SAFETY WORKER II

Work associated with the installation and removal of permanent pavement markings and/or pavement markers including both installations performed by hand and installations performed by truck.

TRUCK DRIVER - BUILDING, HEAVY AND HIGHWAY CONSTRUCTION - EAST & WEST

Class 1. Two or three Axle Trucks. A-frame Truck when used for transportation purposes; Air Compressors and Welding Machines, including those pulled by cars, pick-up trucks and tractors; Ambulances; Batch Gate Lockers; Batch Hopperman; Car and Truck Washers; Carry-alls; Fork Lifts and Hoisters; Helpers; Mechanics Helpers and Greasers; Oil Distributors 2-man operation; Pavement Breakers; Pole Trailer, up to 40 feet; Power Mower Tractors; Self-propelled Chip Spreader; Skipman; Slurry Trucks, 2-man operation; Slurry Truck Conveyor Operation, 2 or 3 man; Teamsters; Unskilled Dumpman; and Truck Drivers hauling warning lights, barricades, and portable toilets on the job site.

Class 2. Four axle trucks; Dump Crets and Adgetors under 7 yards; Dumpsters, Track Trucks, Euclids, Hug Bottom Dump Turnapulls or Turnatrailers when pulling other than self-loading equipment or similar equipment under 16 cubic yards; Mixer Trucks under 7 yards; Ready-mix Plant Hopper Operator, and Winch Trucks, 2 Axles.

Class 3. Five axle trucks; Dump Crets and Adgetors 7 yards and over; Dumpsters, Track Trucks, Euclids, Hug Bottom Dump

Turnatrailers or turnapulls when pulling other than self-loading equipment or similar equipment over 16 cubic yards; Explosives and/or Fission Material Trucks; Mixer Trucks 7 yards or over; Mobile Cranes while in transit; Oil Distributors, 1-man operation; Pole Trailer, over 40 feet; Pole and Expandable Trailers hauling material over 50 feet long; Slurry trucks, 1-man operation; Winch trucks, 3 axles or more; Mechanic--Truck Welder and Truck Painter.

Class 4. Six axle trucks; Dual-purpose vehicles, such as mounted crane trucks with hoist and accessories; Foreman; Master Mechanic; Self-loading equipment like P.B. and trucks with scoops on the front.

Other Classifications of Work:

For definitions of classifications not otherwise set out, the Department generally has on file such definitions which are available. If a task to be performed is not subject to one of the classifications of pay set out, the Department will upon being contacted state which neighboring county has such a classification and provide such rate, such rate being deemed to exist by reference in this document. If no neighboring county rate applies to the task, the Department shall undertake a special determination, such special determination being then deemed to have existed under this determination. If a project requires these, or any classification not listed, please contact IDOL at 217-782-1710 for wage rates or clarifications.

LANDSCAPING

Landscaping work falls under the existing classifications for laborer, operating engineer and truck driver. The work performed by landscape plantsman and landscape laborer is covered by the existing classification of laborer. The work performed by landscape operators (regardless of equipment used or its size) is covered by the classifications of operating engineer. The work performed by landscape truck drivers (regardless of size of truck driven) is covered by the classifications of truck driver.

MATERIAL TESTER & MATERIAL TESTER/INSPECTOR I AND II

Notwithstanding the difference in the classification title, the classification entitled "Material Tester I" involves the same job duties as the classification entitled "Material Tester/Inspector I". Likewise, the classification entitled "Material Tester II" involves the same job duties as the classification entitled "Material Tester/Inspector II".

Cook County Prevailing Wage Rates posted on 4/15/2026

City of Evanston has partnered with **Euna OpenBids –** an online network connecting local governments with suppliers across the nation. Euna OpenBids is open and accessible to all businesses. Euna OpenBids gives you instant access to RFPs, bids, quotes, and other opportunities with City of Evanston.

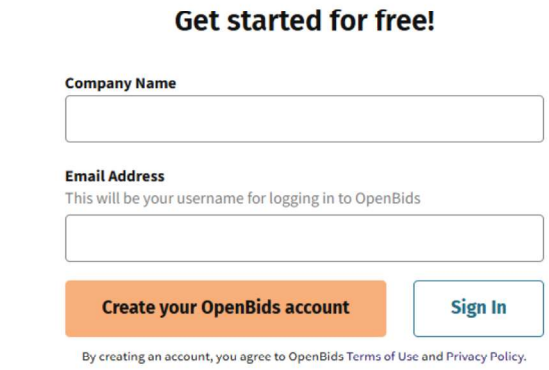
By registering for a complimentary account with Euna OpenBids, you get Instant Access to bids for City of Evanston. Your free Euna OpenBids account provides:

- **Instant** access to all bid and quotes for City of Evanston
- **Automatic** notifications from City of Evanston right to your inbox
- The ability to **quickly view** the contractual terms and scope of work
- All the **forms and documents** you need in one place.

It's Easy! Get started in 4 easy steps.

REGISTER

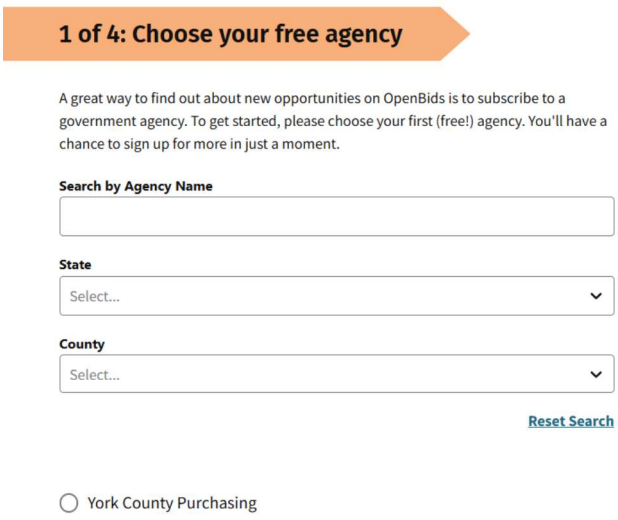
Go to
demandstar.com/registration



STEP 1

CHOOSE YOUR FREE AGENCY

Type "City of Evanston" in the Search Box, select the agency, then click "Next" .



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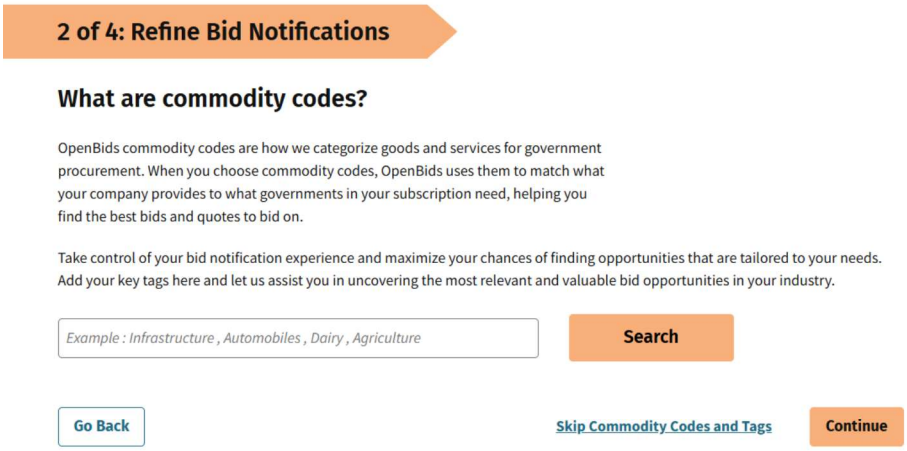
STEP 2

CHOOSE COMMODITY CODES

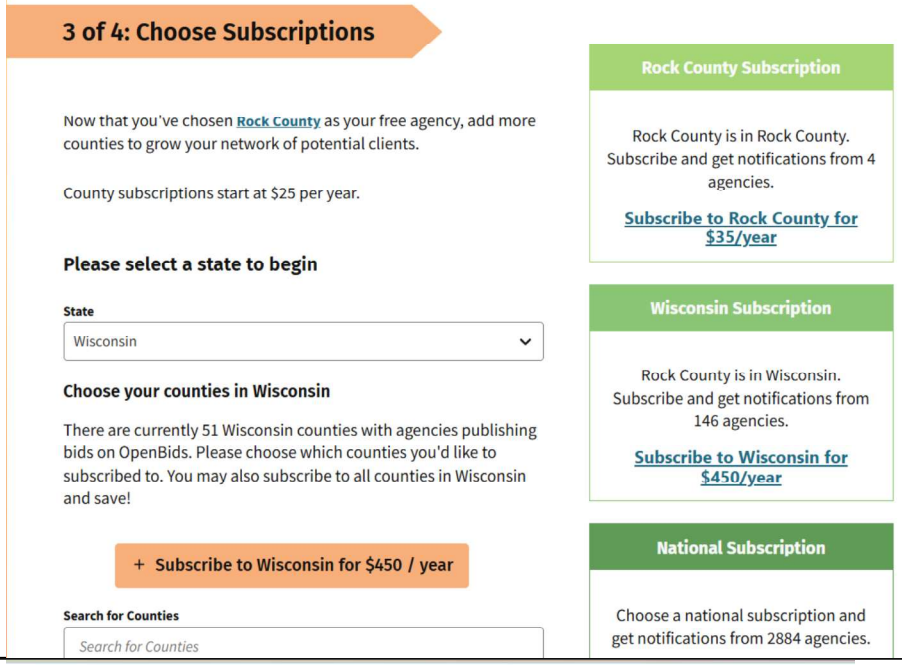
Get notifications – ones that are relevant to your business by describing what you offer via “commodity codes”



STEP 3

CHOOSE MORE NOTIFICATIONS

Click “Continue without Adding Subscriptions” to proceed to City of Evanston specifically. Or, if you’d like to get notifications when other governments near you post a relevant solicitation, you can select any combination of our county, state or national plans on this page.

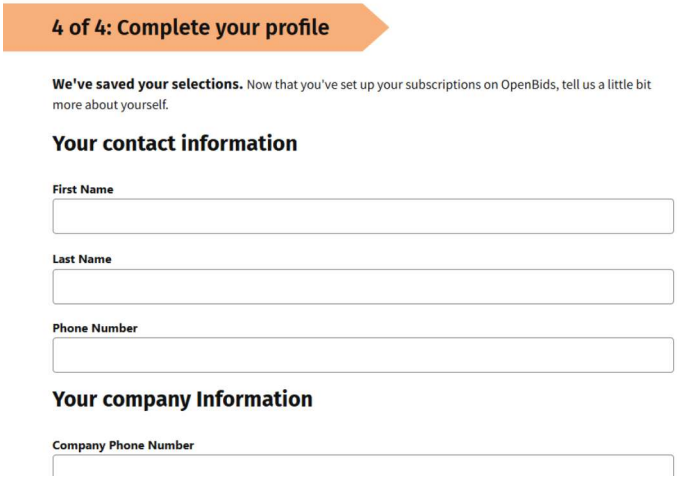


STEP 4

COMPLETE YOUR PROFILE

Enter your contact and company information and Click “Finish Registration”. You’ll receive an email to set up your password.

You’re done!



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EUNA solutions

EUNA OpenBids

STATE OF ILLINOIS

City of Evanston

CONTRACT SPECIFICATIONS

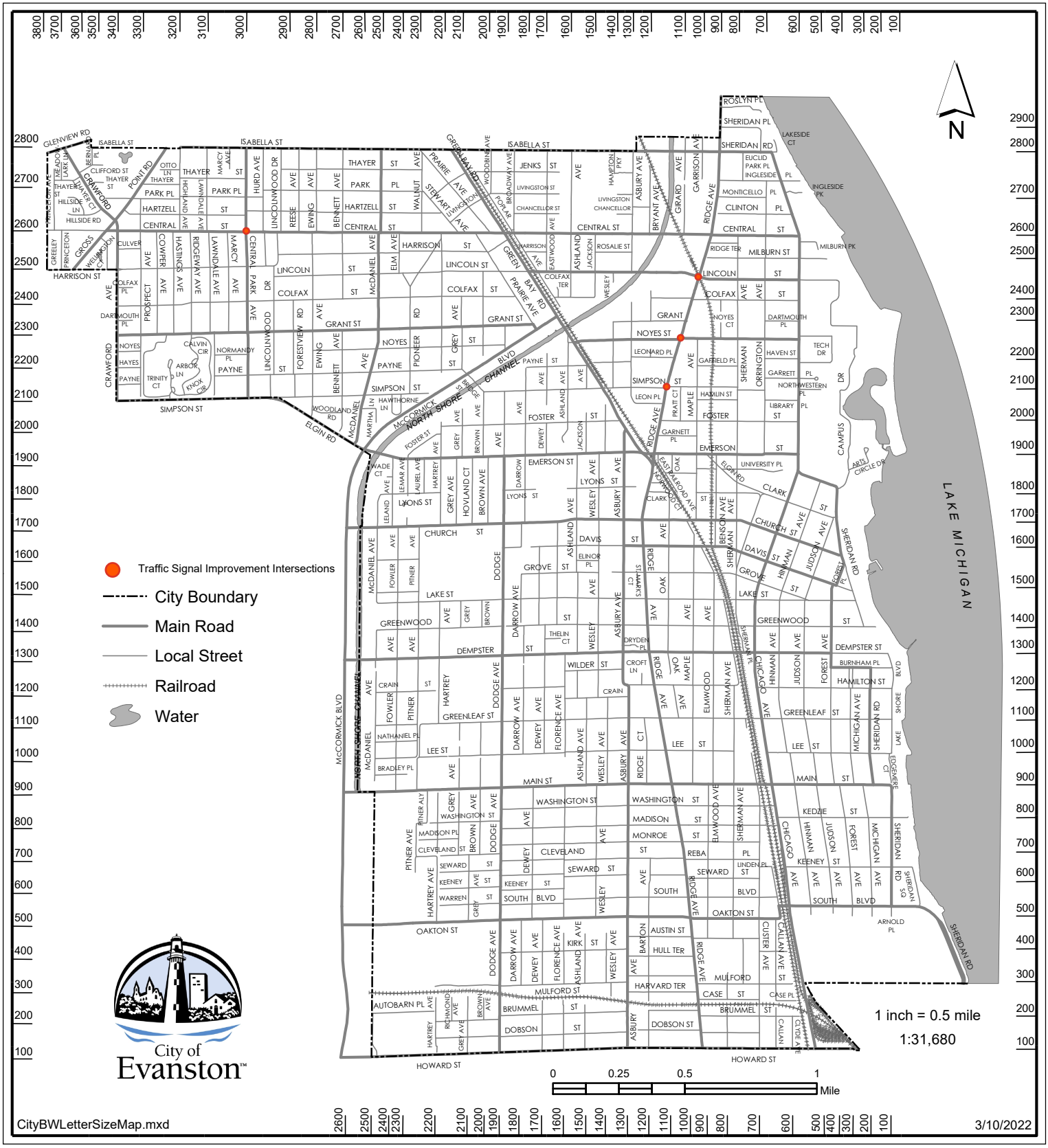
For

2026 Traffic Signal Improvement Project

IDOT Section No. 26-00306-00-TL

Evanston Bid Number: 26-31

The City of Evanston



This map is provided "as is" without warranties of any kind. See www.cityofevanston.org/mapdisclaimers.html for more information.

2026 Traffic Signal Improvements Project

Main Street	Intersecting Street	Remarks
Central St	Central Park Ave	Local
Ridge Ave	Lincoln St	Local
Ridge Ave	Noyes St	Local
Ridge Ave	Lincoln St	Local

Supplemental Specifications and Recurring Special Provisions

Adopted January 1, 2026

Illinois Department of Transportation

INTRODUCTION

This book contains a copy of SUPPLEMENTAL SPECIFICATIONS and frequently used RECURRING SPECIAL PROVISIONS.

The SUPPLEMENTAL SPECIFICATIONS included herein supplement the “Standard Specifications for Road and Bridge Construction”, adopted January 1, 2022. The SUPPLEMENTAL SPECIFICATIONS are applicable to, and included by reference in, all contracts advertised and awarded by the Department.

The frequently used RECURRING SPECIAL PROVISIONS included herein may be included, by reference, in selected contracts advertised and awarded by the Department.

Bidding proposals issued by the Department may contain a "Check Sheet for Recurring Special Provisions" which specifies the RECURRING SPECIAL PROVISIONS applicable to and included in contracts by reference.

The units of measure used shall correspond to the units used in the contract.

Printed by Authority of the State of Illinois
(25-494DOT-FINAD-B-47706; 16,000; 06-2025)

INDEX
FOR
SUPPLEMENTAL SPECIFICATIONS
AND RECURRING SPECIAL PROVISIONS

Adopted January 1, 2026

This index contains a listing of SUPPLEMENTAL SPECIFICATIONS, frequently used RECURRING SPECIAL PROVISIONS, and LOCAL ROADS AND STREETS RECURRING SPECIAL PROVISIONS.

ERRATA Standard Specifications for Road and Bridge Construction
(Adopted 1-1-22) (Revised 1-1-26)

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LOCAL ROADS AND STREETS RECURRING SPECIAL PROVISIONS

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State of Illinois
Department of Transportation

ERRATA
STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION

Adopted: January 1, 2022
Revised: January 1, 2026

Page viii Table of Contents. Change “SECTION 586. SAND BACKFILL FOR VAULTED ABUTMENTS” to “SECTION 586. GRANULAR BACKFILL FOR STRUCTURES”.

Page 2 Article 101.01. In the list of abbreviations, add the following after “OSHA”:

“Product Eval & Audit”	“Product Evaluation and Audit Solutions”

Page 170 Article 352.18(b)(3). Change “unstable and/or unsuitable material” to “unsuitable material”.

Page 170 Article 352.18(b)(4). Change “unstable and/or unsuitable material” to “unsuitable material”.

Page 170 Article 352.19(c). Change “unstable and/or unsuitable material” to “unsuitable material”.

Page 170 Article 352.19(d). Change “unstable and/or unsuitable material” to “unsuitable material”.

Page 267 Article 441.04. In Note 1/, change “unstable” to “unsuitable”.

Page 269 Article 441.05. In the last paragraph, change “Unsuitable or unstable material” to “Unsuitable material”.

Page 270 Article 441.10. In the second paragraph, change “unstable” to “unsuitable”.

Page 273 Article 442.05. In the fourth paragraph, change “unsuitable and unstable materials” to “unsuitable materials”.

Page 282 Article 442.08(b). Change “Articles 1030.05(d)(3), (d)(4), and (d)(7).” to “Articles 1030.09(b), 1030.09(c), and 1030.09(f).”

Page 308 Article 502.12(b). In the last sentence of the first paragraph, change “unstable and/or unsuitable material” to “unsuitable material”.

Page 310 Article 502.13. In the first sentence of the fourth paragraph, change “unstable and/or unsuitable material” to “unsuitable material”.

Page 310 Article 502.13. In the second sentence of the fourth paragraph, change “unstable and/or unsuitable material” to “unsuitable material”.

Page 444 Article 522.15(b). In the eighteenth paragraph, change “unstable and/or unsuitable material” to “disposal of unsuitable material”.

Page 446 Article 522.16. In the sixteenth paragraph, change “unstable and/or unsuitable material” to “unsuitable material”.

Page 450 Article 540.07(b). In the last paragraph, change “unstable and/or unsuitable material” to “unsuitable material”.

Page 450 Article 540.08. In the last paragraph, change “unstable and/or unsuitable material” to “unsuitable material”.

Page 599 Section 672. In the section title, change “AVANDONED” to “ABANDONED”.

Page 654 Article 780.04. In the sixth paragraph, change “Article 780.14” to “Article 780.15”.

Page 656 Article 780.08. In the last sentence of the 3rd paragraph, change “Contractor shall not install” to “Contractor shall install.”

Page 699 Article 818.02(b). In the Article/Section reference, change “1066.03(a)(3)” to “1066.03(b)”.

Page 749 Article 1001.01(d)(1). Change “maximum final set” to “minimum final set”.

Page 780 Article 1006.06(b). In the last sentence, change “AASHTO ASTM A 775 (A 775M)” to “ASTM A 775 (A 775M)”.

Page 788 Article 1006.25. In the third paragraph, change “NTPEP” to “AASHTO Product Eval & Audit”.

Page 805 Article 1008.05. In the first sentence of the second paragraph, change “National Transportation Product Evaluation Program (NTPEP)” to “AASHTO Product Eval & Audit”.

Page 805 Article 1008.05. In the second sentence of the second paragraph, change “NTPEP” to “AASHTO Product Eval & Audit”.

Page 806 Article 1008.05(b). In the Article title, change “NTPEP” to “AASHTO Product Eval & Audit”.

Page 808 Article 1008.05(f)(1). In the first sentence, change “NTPEP” to “AASHTO Product Eval & Audit”.

Page 817 Section 1018. In the section title, change “MORTOR” to “MORTAR”.

Page 869 Article 1030.01. In the last sentence of the second paragraph, change “specificly” to “specifically”.

Page 891 Article 1030.09(e)(1). In the sixth line of the first paragraph, change “contine” to “continue”.

Page 894 Article 1030.09(i). In the second to last paragraph, change “aggegate” to “aggregate”.

Page 919 Article 1040.04(a). In the first sentence, change “NTPEP” to “AASHTO Product Eval & Audit”.

Page 919 Article 1040.04(b). In the first sentence, change “NTPEP” to “AASHTO Product Eval & Audit”.

Page 951 Article 1062.02. Change the Article title from “1062.02 Lighting Protection” to “1065.02 Lighting Protection”.

Page 1034 Article 1080.01(a)(3). In Note 2/, change “NTPEP” to “AASHTO Product Eval & Audit”.

Page 1035 Article 1080.02. In Note 1/, change “NTPEP” to “AASHTO Product Eval & Audit”.

Page 1035 Article 1080.02. In Note 2/, change all “NTPEP” to “AASHTO Product Eval & Audit”.

Page 1036 Article 1080.03. In Note 1/, change all “NTPEP” to “AASHTO Product Eval & Audit”.

Page 1036 Article 1080.04. In the fourth sentence of the first paragraph, change “NTPEP” to “AASHTO Product Eval & Audit”.

Page 1036 Article 1080.04. In the fifth sentence of the first paragraph, change “NTPEP” to “AASHTO Product Eval & Audit”.

Page 1037 Article 1080.05. In Note 1/, change all “NTPEP” to “AASHTO Product Eval & Audit”.

Page 1039 Article 1080.06(d). In Note 1/, change “NTPEP” to “AASHTO Product Eval & Audit”.

Page 1060 Article 1083.01. In the second sentence of the first paragraph, change “NTPEP” to “AASHTO Product Eval & Audit”.

State of Illinois
Department of Transportation

SUPPLEMENTAL SPECIFICATION
FOR
SECTION 109. MEASUREMENT AND PAYMENT

This Supplemental Specification amends the provisions of the Standard Specifications for Road and Bridge Construction, adopted January 1, 2022 and shall be construed to be a part thereof, superseding any conflicting provisions thereof applicable to the work under the contract.

109.07 Partial Payments. Revise the last sentence of the first paragraph in Article 109.07(a) to read:

"No amount equal to or less than $100.00 will be approved for payment other than the final payment."

State of Illinois
Department of Transportation

SUPPLEMENTAL SPECIFICATION
FOR
SECTION 202. EARTH AND ROCK EXCAVATION

This Supplemental Specification amends the provisions of the Standard Specifications for Road and Bridge Construction, adopted January 1, 2022 and shall be construed to be a part thereof, superseding any conflicting provisions thereof applicable to the work under the contract.

202.07 Method of Measurement. Revise the first and second paragraphs of Article 202.07(b) to read:

"(b) Measured Quantities. Earth and rock excavation will be measured in cubic yards (cubic meters) in their original positions. The volumes will be computed by the method of average end areas using before and after cross sections; or by the method of digital elevation modeling using before and after digital surveys. The volume of any unsuitable material removed will be measured for payment in cubic yards (cubic meters).

In rock excavation, the Contractor shall strip ledge rock of overburden so that necessary survey shots for measurement may be taken. Vertical measurements shall extend from the surface of the rock to an elevation not more than 6 in. (150 mm) below the subgrade of the proposed pavement, as shown on the plans, or to the bottom of the rock where that point is above the bottom of subgrade of the proposed pavement. Horizontal measurements shall extend not more than 6 in. (150 mm) beyond the slope lines fixed by the Engineer for the work. Boulders and rocks 1/2 cu yd (0.5 cu m) or more in volume will be measured individually and the volume computed from average dimensions taken in three directions."

State of Illinois
Department of Transportation

SUPPLEMENTAL SPECIFICATION
FOR
SECTION 204. BORROW AND FURNISHED EXCAVATION

This Supplemental Specification amends the provisions of the Standard Specifications for Road and Bridge Construction, adopted January 1, 2022 and shall be construed to be a part thereof, superseding any conflicting provisions thereof applicable to the work under the contract.

204.07 Method of Measurement. Revise the first paragraph of this Article to read:

"**204.07 Method of Measurement.** Borrow excavation will be measured in cubic yards (cubic meters) in its original position. The volume will be computed by the method of average end areas using before and after cross sections; or by the method of digital elevation modeling using before and after digital surveys."

Revise the embankment definition in Article 204.07(b) to read:

"Embankment = the volume of fill in its final position computed by the method of average end areas or digital elevation modeling. Both methods will be based upon the existing ground line as shown on the plans, except as noted in (1) and (2) below;"

State of Illinois
Department of Transportation

SUPPLEMENTAL SPECIFICATION
FOR
SECTION 207. POROUS GRANULAR EMBANKMENT

This Supplemental Specification amends the provisions of the Standard Specifications for Road and Bridge Construction, adopted January 1, 2022 and shall be construed to be a part thereof, superseding any conflicting provisions thereof applicable to the work under the contract.

207.04 Method of Measurement. Revise this Article to read:

"**207.04 Method of Measurement.** This work will be measured for payment in tons (metric tons) according to Article 311.08(b), or in cubic yards (cubic meters) compacted in place and the volume computed by the method of average end areas or by digital elevation modeling."

State of Illinois
Department of Transportation

SUPPLEMENTAL SPECIFICATION
FOR
SECTION 211. TOPSOIL AND COMPOST

This Supplemental Specification amends the provisions of the Standard Specifications for Road and Bridge Construction, adopted January 1, 2022 and shall be construed to be a part thereof, superseding any conflicting provisions thereof applicable to the work under the contract.

211.07 Method of Measurement. Revise the second sentence of the second paragraph of Article 211.07(b) to read:

"The volume will be computed by the method of average end areas or by digital elevation modeling."

State of Illinois
Department of Transportation

SUPPLEMENTAL SPECIFICATION
FOR
SECTION 406. HOT-MIX ASPHALT BINDER AND SURFACE COURSE

This Supplemental Specification amends the provisions of the Standard Specifications for Road and Bridge Construction, adopted January 1, 2022 and shall be construed to be a part thereof, superseding any conflicting provisions thereof applicable to the work under the contract.

406.03 Equipment. Add the following to this Article.

"(n) Material Transfer Device ..... 1102.02"

406.06 Placing. Add the following to the end of Article 406.06(f).

"When required, a material transfer device (MTD) shall be used to transfer the HMA from the haul trucks to the spreading and finishing machine. The particular HMA mixtures for which an MTD is required will be specified in the plans. When not required, an MTD may still be used at the Contractor's option, subject to the requirements and restrictions herein. Use of MTDs shall be according to the following.

MTD Category	Usage
Category I	Any resurfacing application Full-Depth HMA where the in-place binder thickness is ≥ 10 in. (250 mm)
Category II	Full-Depth HMA where the in-place binder thickness is < 10 in. (250 mm)

Category I MTD's will only be allowed to travel over structures under the following conditions:

(1) Approval will be given by the Engineer.

(2) The MTD shall be emptied of HMA material prior to crossing the structure and shall travel at crawl speed across the structure.

(3) The tires of the MTD shall travel on or in close proximity and parallel to the beam and/or girder lines of the structure."

406.13 Method of Measurement. Add the following to the end of Article 406.13(b).

"The required use of an MTD will be measured for payment in tons (metric tons) of the HMA mixtures placed with the MTD. The use of an MTD at the Contractor's option will not be measured for payment."

406.14 Basis of Payment. Add the following between the second and third paragraphs of this Article.

"The required use of an MTD will be paid for at the contract unit price per ton (metric ton) for MATERIAL TRANSFER DEVICE. The HMA mixtures placed with the MTD will be paid for separately according to their respective specifications."

State of Illinois
Department of Transportation

SUPPLEMENTAL SPECIFICATION
FOR
SECTION 407. HOT-MIX ASPHALT PAVEMENT (FULL DEPTH)

This Supplemental Specification amends the provisions of the Standard Specifications for Road and Bridge Construction, adopted January 1, 2022 and shall be construed to be a part thereof, superseding any conflicting provisions thereof applicable to the work under the contract.

407.12 Basis of Payment. Revise the second and third paragraphs of this Article to read:

"Tack coat, full lane sealant (FLS), and longitudinal joint sealant (LJS) will be paid for according to Article 406.14."

State of Illinois
Department of Transportation

SUPPLEMENTAL SPECIFICATION
FOR
SECTION 420. PORTLAND CEMENT CONCRETE PAVEMENT

This Supplemental Specification amends the provisions of the Standard Specifications for Road and Bridge Construction, adopted January 1, 2022 and shall be construed to be a part thereof, superseding any conflicting provisions thereof applicable to the work under the contract.

420.05 Joints. Revise the table in Article 420.05(c)(2)b.1.(c.) to read:

"Pavement Thickness	Dowel Bar Diameter	Vertical Translation Tolerance Above or Below Midpoint
≤ 8 in. (≤ 200 mm)	1.00 in. (25 mm)	0.25 in. (6 mm)
> 8 to < 10 in. (> 200 to < 250 mm)	1.25 in. (31 mm)	0.50 in. (13 mm)
≥ 10 in. (≥ 250 mm)	1.50 in. (38 mm)	0.50 in. (13 mm)"

State of Illinois
Department of Transportation

SUPPLEMENTAL SPECIFICATION
FOR
SECTION 502. EXCAVATION FOR STRUCTURES

This Supplemental Specification amends the provisions of the Standard Specifications for Road and Bridge Construction, adopted January 1, 2022 and shall be construed to be a part thereof, superseding any conflicting provisions thereof applicable to the work under the contract.

502.12 Method of Measurement. Revise Article 502.12(b)(1) to read:

"(1) General. Rock excavation will be measured for payment in its original position and the volume in cubic yards (cubic meters) computed by the method of average end areas or by digital elevation modeling."

State of Illinois
Department of Transportation

SUPPLEMENTAL SPECIFICATION
FOR
SECTION 504. PRECAST CONCRETE STRUCTURES

This Supplemental Specification amends the provisions of the Standard Specifications for Road and Bridge Construction, adopted January 1, 2022 and shall be construed to be a part thereof, superseding any conflicting provisions thereof applicable to the work under the contract.

504.06 Precast, Prestressed Concrete Members. Revise the first paragraph of this Article to read:

"(g) Bond Breaker. After the beams have been erected at the job site and just prior to installation of the bridge deck reinforcement, portions of the top surface of the beams identified on the plans shall have bond breaker applied."

State of Illinois
Department of Transportation

SUPPLEMENTAL SPECIFICATION
FOR
SECTION 550. STORM SEWERS

This Supplemental Specification amends the provisions of the Standard Specifications for Road and Bridge Construction, adopted January 1, 2022 and shall be construed to be a part thereof, superseding any conflicting provisions thereof applicable to the work under the contract.

550.03 Material Permitted. Replace the storm sewer tables of this Article with the following:

(SEE TABLES ON NEXT 6 PAGES)

"STORM SEWERS
KIND OF MATERIAL PERMITTED AND STRENGTH REQUIRED
FOR A GIVEN PIPE DIAMETERS AND FILL HEIGHTS OVER THE TOP OF THE PIPE

Nominal Diameter (in.)	Type 1								Type 2							
	Fill Height: ≤ 3' with 1' min.								Fill Height: > 3' to 10'							
	RCCP	CSP	ESCP	PVC	CPVC	PE	CPE	CPP	RCCP	CSP	ESCP	PVC	CPVC	PE	CPE	CPP
10	NA	3	X	X	PQSS	X	PQSS	NA	NA	1	*X	X	PQSS	X	PQSS	NA
12	IV	NA	X	X	PQSS	X	PQSS	PQSS	II	1	*X	X	PQSS	X	PQSS	PQSS
15	IV	NA	NA	X	PQSS	NA	PQSS	PQSS	II	1	*X	X	PQSS	NA	PQSS	PQSS
18	IV	NA	NA	X	PQSS	X	PQSS	PQSS	II	2	X	X	PQSS	X	PQSS	PQSS
21	III	NA	NA	X	PQSS	NA	PQSS	NA	II	2	X	X	PQSS	NA	PQSS	NA
24	III	NA	NA	X	PQSS	X	PQSS	PQSS	II	2	X	X	PQSS	X	PQSS	PQSS
27	III	NA	NA	X	NA	NA	NA	NA	II	3	X	X	NA	NA	NA	NA
30	IV	NA	NA	X	PQSS	X	PQSS	PQSS	II	3	X	X	PQSS	X	PQSS	PQSS
33	III	NA	NA	NA	NA	NA	NA	NA	II	NA	X	NA	NA	NA	NA	NA
36	III	NA	NA	X	PQSS	X	PQSS	PQSS	II	NA	X	X	PQSS	X	PQSS	PQSS
42	II	NA	X	X	NA	X	PQSS	PQSS	II	NA	X	X	NA	X	PQSS	PQSS
48	II	NA	X	X	NA	X	PQSS	PQSS	II	NA	X	X	NA	X	PQSS	PQSS
54	II	NA	NA	NA	NA	NA	NA	NA	II	NA	NA	NA	NA	NA	NA	NA
60	II	NA	NA	NA	NA	NA	PQSS	PQSS	II	NA	NA	NA	NA	NA	PQSS	PQSS
66	II	NA	NA	NA	NA	NA	NA	NA	II	NA	NA	NA	NA	NA	NA	NA
72	II	NA	NA	NA	NA	NA	NA	NA	II	NA	NA	NA	NA	NA	NA	NA
78	II	NA	NA	NA	NA	NA	NA	NA	II	NA	NA	NA	NA	NA	NA	NA
84	II	NA	NA	NA	NA	NA	NA	NA	II	NA	NA	NA	NA	NA	NA	NA
90	II	NA	NA	NA	NA	NA	NA	NA	II	NA	NA	NA	NA	NA	NA	NA
96	II	NA	NA	NA	NA	NA	NA	NA	III	NA	NA	NA	NA	NA	NA	NA
102	II	NA	NA	NA	NA	NA	NA	NA	III	NA	NA	NA	NA	NA	NA	NA
108	II	NA	NA	NA	NA	NA	NA	NA	III	NA	NA	NA	NA	NA	NA	NA

RCCP Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe
CSP Concrete Sewer, Storm drain, and Culvert Pipe (number in column indicates strength class)
ESCP Extra Strength Clay Pipe
PVC Polyvinyl Chloride Pipe
CPVC Corrugated Polyvinyl Chloride Pipe with a Smooth Interior
PE Polyethylene Pipe
CPE Corrugated Polyethylene Pipe with a Smooth Interior
CPP Corrugated Polypropylene Pipe with a Smooth Interior
X Permitted
PQSS Permitted for the producers approved for that diameter in the Department's Prequalified Structural System list
NA Not Acceptable
* May also use Standard Strength Clay Pipe

STORM SEWERS (metric)
KIND OF MATERIAL PERMITTED AND STRENGTH REQUIRED
FOR A GIVEN PIPE DIAMETERS AND FILL HEIGHTS OVER THE TOP OF THE PIPE

Nominal Diameter (mm)	Type 1								Type 2							
	Fill Height: ≤ 1 m with 300 mm min.								Fill Height: > 1 m to 3 m							
	RCCP	CSP	ESCP	PVC	CPVC	PE	CPE	CPP	RCCP	CSP	ESCP	PVC	CPVC	PE	CPE	CPP
250	NA	3	X	X	PQSS	X	PQSS	NA	NA	1	*X	X	PQSS	X	PQSS	NA
300	IV	NA	X	X	PQSS	X	PQSS	PQSS	II	1	*X	X	PQSS	X	PQSS	PQSS
375	IV	NA	NA	X	PQSS	NA	PQSS	PQSS	II	1	*X	X	PQSS	NA	PQSS	PQSS
450	IV	NA	NA	X	PQSS	X	PQSS	PQSS	II	2	X	X	PQSS	X	PQSS	PQSS
525	III	NA	NA	X	PQSS	NA	PQSS	NA	II	2	X	X	PQSS	NA	PQSS	NA
600	III	NA	NA	X	PQSS	X	PQSS	PQSS	II	2	X	X	PQSS	X	PQSS	PQSS
675	III	NA	NA	X	NA	NA	NA	NA	II	3	X	X	NA	NA	NA	NA
750	IV	NA	NA	X	PQSS	X	PQSS	PQSS	II	3	X	X	PQSS	X	PQSS	PQSS
825	III	NA	NA	NA	NA	NA	NA	NA	II	NA	X	NA	NA	NA	NA	NA
900	III	NA	NA	X	PQSS	X	PQSS	PQSS	II	NA	X	X	PQSS	X	PQSS	PQSS
1050	II	NA	X	X	NA	X	PQSS	PQSS	II	NA	X	X	NA	X	PQSS	PQSS
1200	II	NA	X	X	NA	X	PQSS	PQSS	II	NA	X	X	NA	X	PQSS	PQSS
1350	II	NA	NA	NA	NA	NA	NA	NA	II	NA	NA	NA	NA	NA	NA	NA
1500	II	NA	NA	NA	NA	NA	PQSS	PQSS	II	NA	NA	NA	NA	NA	PQSS	PQSS
1650	II	NA	NA	NA	NA	NA	NA	NA	II	NA	NA	NA	NA	NA	NA	NA
1800	II	NA	NA	NA	NA	NA	NA	NA	II	NA	NA	NA	NA	NA	NA	NA
1950	II	NA	NA	NA	NA	NA	NA	NA	II	NA	NA	NA	NA	NA	NA	NA
2100	II	NA	NA	NA	NA	NA	NA	NA	II	NA	NA	NA	NA	NA	NA	NA
2250	II	NA	NA	NA	NA	NA	NA	NA	II	NA	NA	NA	NA	NA	NA	NA
2400	II	NA	NA	NA	NA	NA	NA	NA	III	NA	NA	NA	NA	NA	NA	NA
2550	II	NA	NA	NA	NA	NA	NA	NA	III	NA	NA	NA	NA	NA	NA	NA
2700	II	NA	NA	NA	NA	NA	NA	NA	III	NA	NA	NA	NA	NA	NA	NA

RCCP Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe
CSP Concrete Sewer, Storm drain, and Culvert Pipe (number in column indicates strength class)
ESCP Extra Strength Clay Pipe
PVC Polyvinyl Chloride Pipe
CPVC Corrugated Polyvinyl Chloride Pipe with a Smooth Interior
PE Polyethylene Pipe
CPE Corrugated Polyethylene Pipe with a Smooth Interior
CPP Corrugated Polypropylene Pipe with a Smooth Interior
X Permitted
PQSS Permitted for the producers approved for that diameter in the Department's Prequalified Structural System list
NA Not Acceptable
* May also use Standard Strength Clay Pipe

STORM SEWERS
KIND OF MATERIAL PERMITTED AND STRENGTH REQUIRED
FOR A GIVEN PIPE DIAMETERS AND FILL HEIGHTS OVER THE TOP OF THE PIPE

Nominal Diameter (in.)	Type 3								Type 4							
	Fill Height: > 10' to 15'								Fill Height: > 15' to 20'							
	RCCP	CSP	ESCP	PVC	CPVC	PE	CPE	CPP	RCCP	CSP	ESCP	PVC	CPVC	PE	CPE	CPP
10	NA	2	X	X	PQSS	X	PQSS	NA	NA	3	X	X	PQSS	X	PQSS	NA
12	III	2	X	X	PQSS	X	PQSS	PQSS	IV	NA	NA	X	PQSS	X	PQSS	PQSS
15	III	3	X	X	PQSS	NA	PQSS	PQSS	IV	NA	NA	X	PQSS	NA	PQSS	PQSS
18	III	NA	X	X	PQSS	X	PQSS	PQSS	IV	NA	NA	X	PQSS	X	PQSS	PQSS
21	III	NA	NA	X	PQSS	NA	PQSS	NA	IV	NA	NA	X	PQSS	NA	NA	NA
24	III	NA	NA	X	PQSS	X	PQSS	PQSS	IV	NA	NA	X	PQSS	X	NA	PQSS
27	III	NA	NA	X	NA	NA	NA	NA	IV	NA	NA	X	NA	NA	NA	NA
30	III	NA	NA	X	PQSS	X	PQSS	PQSS	IV	NA	NA	X	PQSS	X	NA	PQSS
33	III	NA	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA	NA
36	III	NA	NA	X	PQSS	X	PQSS	PQSS	IV	NA	NA	X	PQSS	X	NA	PQSS
42	III	NA	NA	X	NA	X	NA	PQSS	IV	NA	NA	X	NA	X	NA	NA
48	III	NA	NA	X	NA	X	NA	PQSS	IV	NA	NA	X	NA	X	NA	NA
54	III	NA	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA	NA
60	III	NA	NA	NA	NA	NA	NA	PQSS	IV	NA	NA	NA	NA	NA	NA	NA
66	III	NA	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA	NA
72	III	NA	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA	NA
78	III	NA	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA	NA
84	III	NA	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA	NA
90	III	NA	NA	NA	NA	NA	NA	NA	1680	NA	NA	NA	NA	NA	NA	NA
96	III	NA	NA	NA	NA	NA	NA	NA	1690	NA	NA	NA	NA	NA	NA	NA
102	III	NA	NA	NA	NA	NA	NA	NA	1700	NA	NA	NA	NA	NA	NA	NA
108	1350	NA	NA	NA	NA	NA	NA	NA	1710	NA	NA	NA	NA	NA	NA	NA

RCCP Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe (RCCP with a number instead of a Roman numeral shall be furnished according to AASHTO M170 Section 6. This number represents the D-load to produce a 0.01 in crack.)
CSP Concrete Sewer, Storm drain, and Culvert Pipe (number in column indicates strength class)
ESCP Extra Strength Clay Pipe
PVC Polyvinyl Chloride Pipe
CPVC Corrugated Polyvinyl Chloride Pipe with a Smooth Interior
PE Polyethylene Pipe
CPE Corrugated Polyethylene Pipe with a Smooth Interior
CPP Corrugated Polypropylene Pipe with a Smooth Interior
X Permitted
PQSS Permitted for the producers approved for that diameter in the Department's Prequalified Structural System list
NA Not Acceptable

STORM SEWERS (metric)
KIND OF MATERIAL PERMITTED AND STRENGTH REQUIRED
FOR A GIVEN PIPE DIAMETERS AND FILL HEIGHTS OVER THE TOP OF THE PIPE

Nominal Diameter (mm)	Type 3								Type 4							
	Fill Height: > 3 m to 4.5 m								Fill Height: > 4.5 m to 6 m							
	RCCP	CSP	ESCP	PVC	CPVC	PE	CPE	CPP	RCCP	CSP	ESCP	PVC	CPVC	PE	CPE	CPP
250	NA	2	X	X	PQSS	X	PQSS	NA	NA	3	X	X	PQSS	X	PQSS	NA
300	III	2	X	X	PQSS	X	PQSS	PQSS	IV	NA	NA	X	PQSS	X	PQSS	PQSS
375	III	3	X	X	PQSS	NA	PQSS	PQSS	IV	NA	NA	X	PQSS	NA	PQSS	PQSS
450	III	NA	X	X	PQSS	X	PQSS	PQSS	IV	NA	NA	X	PQSS	X	PQSS	PQSS
525	III	NA	NA	X	PQSS	NA	PQSS	NA	IV	NA	NA	X	PQSS	NA	NA	NA
600	III	NA	NA	X	PQSS	X	PQSS	PQSS	IV	NA	NA	X	PQSS	X	NA	PQSS
675	III	NA	NA	X	NA	NA	NA	NA	IV	NA	NA	X	NA	NA	NA	NA
750	III	NA	NA	X	PQSS	X	PQSS	PQSS	IV	NA	NA	X	PQSS	X	NA	PQSS
825	III	NA	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA	NA
900	III	NA	NA	X	PQSS	X	PQSS	PQSS	IV	NA	NA	X	PQSS	X	NA	PQSS
1050	III	NA	NA	X	NA	X	NA	PQSS	IV	NA	NA	X	NA	X	NA	NA
1200	III	NA	NA	X	NA	X	NA	PQSS	IV	NA	NA	X	NA	X	NA	NA
1350	III	NA	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA	NA
1500	III	NA	NA	NA	NA	NA	NA	PQSS	IV	NA	NA	NA	NA	NA	NA	NA
1650	III	NA	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA	NA
1800	III	NA	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA	NA
1950	III	NA	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA	NA
2100	III	NA	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA	NA
2250	III	NA	NA	NA	NA	NA	NA	NA	80	NA	NA	NA	NA	NA	NA	NA
2400	III	NA	NA	NA	NA	NA	NA	NA	80	NA	NA	NA	NA	NA	NA	NA
2550	III	NA	NA	NA	NA	NA	NA	NA	80	NA	NA	NA	NA	NA	NA	NA
2700	70	NA	NA	NA	NA	NA	NA	NA	80	NA	NA	NA	NA	NA	NA	NA

RCCP Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe (RCCP with a number instead of a Roman numeral shall be furnished according to AASHTO M170 Section 6. This number represents the D-load to produce a 25.4 micro-meter crack.)
CSP Concrete Sewer, Storm drain, and Culvert Pipe (number in column indicates strength class)
ESCP Extra Strength Clay Pipe
PVC Polyvinyl Chloride Pipe
CPVC Corrugated Polyvinyl Chloride Pipe with a Smooth Interior
PE Polyethylene Pipe
CPE Corrugated Polyethylene Pipe with a Smooth Interior
CPP Corrugated Polypropylene Pipe with a Smooth Interior
X Permitted
PQSS Permitted for the producers approved for that diameter in the Department's Prequalified Structural System list
NA Not Acceptable

STORM SEWERS
KIND OF MATERIAL PERMITTED AND STRENGTH REQUIRED
FOR A GIVEN PIPE DIAMETERS AND FILL HEIGHTS OVER THE TOP OF THE PIPE

Nominal Diameter (in.)	Type 5						Type 6				Type 7			
	Fill Height: > 20' to 25'						Fill Height: > 25' to 30'				Fill Height: > 30' to 35'			
	RCCP	PVC	CPVC	PE	CPE	CPP	RCCP	PVC	CPVC	PE	RCCP	PVC	CPVC	PE
10	NA	X	PQSS	X	PQSS	NA	NA	X	PQSS	X	NA	X	PQSS	X
12	IV	X	PQSS	X	PQSS	PQSS	V	X	PQSS	X	V	X	PQSS	X
15	IV	X	PQSS	NA	NA	PQSS	V	X	PQSS	NA	V	X	PQSS	NA
18	IV	X	PQSS	X	NA	NA	V	X	PQSS	X	V	X	PQSS	X
21	IV	X	PQSS	NA	NA	NA	V	X	PQSS	NA	V	X	PQSS	NA
24	IV	X	PQSS	X	NA	NA	V	X	PQSS	X	V	X	PQSS	X
27	IV	X	NA	NA	NA	NA	V	X	NA	NA	V	X	NA	NA
30	IV	X	PQSS	X	NA	PQSS	V	X	PQSS	X	V	X	PQSS	X
33	IV	NA	NA	NA	NA	NA	V	NA	NA	NA	V	NA	NA	NA
36	IV	X	PQSS	X	NA	NA	V	X	PQSS	X	V	X	PQSS	X
42	IV	X	NA	X	NA	NA	V	X	NA	X	V	X	NA	X
48	IV	X	NA	X	NA	NA	V	X	NA	X	V	X	NA	X
54	IV	NA	NA	NA	NA	NA	V	NA	NA	NA	V	NA	NA	NA
60	IV	NA	NA	NA	NA	NA	V	NA	NA	NA	V	NA	NA	NA
66	IV	NA	NA	NA	NA	NA	V	NA	NA	NA	V	NA	NA	NA
72	V	NA	NA	NA	NA	NA	V	NA	NA	NA	V	NA	NA	NA
78	2020	NA	NA	NA	NA	NA	2370	NA	NA	NA	2730	NA	NA	NA
84	2020	NA	NA	NA	NA	NA	2380	NA	NA	NA	2740	NA	NA	NA
90	2030	NA	NA	NA	NA	NA	2390	NA	NA	NA	2750	NA	NA	NA
96	2040	NA	NA	NA	NA	NA	2400	NA	NA	NA	2750	NA	NA	NA
102	2050	NA	NA	NA	NA	NA	2410	NA	NA	NA	2760	NA	NA	NA
108	2060	NA	NA	NA	NA	NA	2410	NA	NA	NA	2770	NA	NA	NA

RCCP Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe (RCCP with a number instead of a Roman numeral shall be furnished according to AASHTO M170 Section 6. This number represents the D-load to produce a 0.01 in crack.)
PVC Polyvinyl Chloride Pipe
CPVC Corrugated Polyvinyl Chloride Pipe with a Smooth Interior
PE Polyethylene Pipe
CPE Corrugated Polyethylene Pipe with a Smooth Interior
CPP Corrugated Polypropylene Pipe with a Smooth Interior
X Permitted
PQSS Permitted for the producers approved for that diameter in the Department's Prequalified Structural System list
NA Not Acceptable

STORM SEWERS (metric)
KIND OF MATERIAL PERMITTED AND STRENGTH REQUIRED
FOR A GIVEN PIPE DIAMETERS AND FILL HEIGHTS OVER THE TOP OF THE PIPE

Nominal Diameter (mm)	Type 5						Type 6				Type 7			
	Fill Height: > 6 m to 7.5 m						Fill Height: > 7.5 m to 9 m				Fill Height: > 9 m to 10.5 m			
	RCCP	PVC	CPVC	PE	CPE	CPP	RCCP	PVC	CPVC	PE	RCCP	PVC	CPVC	PE
250	NA	X	PQSS	X	PQSS	NA	NA	X	PQSS	X	NA	X	PQSS	X
300	IV	X	PQSS	X	PQSS	PQSS	V	X	PQSS	X	V	X	PQSS	X
375	IV	X	PQSS	NA	NA	PQSS	V	X	PQSS	NA	V	X	PQSS	NA
450	IV	X	PQSS	X	NA	NA	V	X	PQSS	X	V	X	PQSS	X
525	IV	X	PQSS	NA	NA	NA	V	X	PQSS	NA	V	X	PQSS	NA
600	IV	X	PQSS	X	NA	NA	V	X	PQSS	X	V	X	PQSS	X
675	IV	X	NA	NA	NA	NA	V	X	NA	NA	V	X	NA	NA
750	IV	X	PQSS	X	NA	PQSS	V	X	PQSS	X	V	X	PQSS	X
825	IV	NA	NA	NA	NA	NA	V	NA	NA	NA	V	NA	NA	NA
900	IV	X	PQSS	X	NA	NA	V	X	PQSS	X	V	X	PQSS	X
1050	IV	X	NA	X	NA	NA	V	X	NA	X	V	X	NA	X
1200	IV	X	NA	X	NA	NA	V	X	NA	X	V	X	NA	X
1350	IV	NA	NA	NA	NA	NA	V	NA	NA	NA	V	NA	NA	NA
1500	IV	NA	NA	NA	NA	NA	V	NA	NA	NA	V	NA	NA	NA
1650	IV	NA	NA	NA	NA	NA	V	NA	NA	NA	V	NA	NA	NA
1800	V	NA	NA	NA	NA	NA	V	NA	NA	NA	V	NA	NA	NA
1950	100	NA	NA	NA	NA	NA	110	NA	NA	NA	130	NA	NA	NA
2100	100	NA	NA	NA	NA	NA	110	NA	NA	NA	130	NA	NA	NA
2250	100	NA	NA	NA	NA	NA	110	NA	NA	NA	130	NA	NA	NA
2400	100	NA	NA	NA	NA	NA	120	NA	NA	NA	130	NA	NA	NA
2550	100	NA	NA	NA	NA	NA	120	NA	NA	NA	130	NA	NA	NA
2700	100	NA	NA	NA	NA	NA	120	NA	NA	NA	130	NA	NA	NA

RCCP Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe (RCCP with a number instead of a Roman numeral shall be furnished according to AASHTO M170 Section 6. This number represents the D-load to produce a 25.4 micro-meter crack.)
PVC Polyvinyl Chloride Pipe
CPVC Corrugated Polyvinyl Chloride Pipe with a Smooth Interior
PE Polyethylene Pipe
CPE Corrugated Polyethylene Pipe with a Smooth Interior
CPP Corrugated Polypropylene Pipe with a Smooth Interior
X Permitted
PQSS Permitted for the producers approved for that diameter in the Department's Prequalified Structural System list
NA Not Acceptable"

State of Illinois
Department of Transportation

SUPPLEMENTAL SPECIFICATION
FOR
SECTION 586. GRANULAR BACKFILL FOR STRUCTURES

This Supplemental Specification amends the provisions of the Standard Specifications for Road and Bridge Construction, adopted January 1, 2022 and shall be construed to be a part thereof, superseding any conflicting provisions thereof applicable to the work under the contract.

586.02 Materials. Revise this Article to read:

"**586.02 Materials.** Materials shall be according to the following.

Item	Article/Section
(a) Coarse Aggregates (Note 1)	1004.05

Note 1. Mechanical compaction may be required for CA 6 and CA 10 gradations, as determined by the Engineer."

586.03 General. Delete the last sentence of the first paragraph of this Article.

586.04 Method of Measurement. Revise Article 586.04(b) to read:

"(b) Measured Quantities. This work will be measured for payment in place and the volume computed in cubic yards (cubic meters). The volume will be determined by the method of average end areas behind the abutment or by digital elevation modeling."

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SUPPLEMENTAL SPECIFICATION
FOR
SECTION 601. PIPE DRAINS, PIPE UNDERDRAINS, AND FRENCH DRAINS

This Supplemental Specification amends the provisions of the Standard Specifications for Road and Bridge Construction, adopted January 1, 2022 and shall be construed to be a part thereof, superseding any conflicting provisions thereof applicable to the work under the contract.

601.01 Description. Revise the description for pipe underdrains for structures in the table of this Article to read:

"Type	Description
Pipe Underdrains for Structures	A perforated pipe, without fabric, installed in fabric lined trench backfilled with coarse aggregate."

601.02 Materials. Delete Article 601.02(g)(6).

Revise Note 5 of Article 601.02 to read:

"Note 5. Coarse aggregate shall meet the requirements of Section 586."

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SUPPLEMENTAL SPECIFICATION
FOR
SECTION 701. WORK ZONE TRAFFIC CONTROL AND PROTECTION

This Supplemental Specification amends the provisions of the Standard Specifications for Road and Bridge Construction, adopted January 1, 2022 and shall be construed to be a part thereof, superseding any conflicting provisions thereof applicable to the work under the contract.

701.12 Personal Protective Equipment. Revise this Article to read:

"**701.12 Personal Protective Equipment.** All personnel on foot, excluding flaggers, within the highway right-of-way shall wear a fluorescent orange, fluorescent yellow/green, or a combination of fluorescent orange and fluorescent yellow/green vest meeting the requirements of ANSI/ISEA 107 Type R Performance Class 2 high-visibility safety apparel. Other types of garments may be substituted for the vest as long as the garments have a manufacturer's tag identifying them as meeting the ANSI/ISEA 107 Type R Performance Class 2 requirement."

701.13 Flaggers. Revise this Article to read:

"**701.13 Flaggers and Spotters.** Flaggers shall be certified by an agency approved by the Department. While on the job site, each flagger shall have in his/her possession a current driver's license and a current flagger certification I.D. card. For non-drivers, the Illinois Identification Card issued by the Secretary of State will meet the requirement for a current driver's license. This certification requirement may be waived by the Engineer for emergency situations that arise due to actions beyond the Contractor's control where flagging is needed to maintain safe traffic control on a temporary basis. Spotters are defined as certified flaggers that provide support to workers by monitoring traffic.

Flaggers and spotters shall be stationed to the satisfaction of the Engineer and be equipped with a fluorescent orange, fluorescent yellow/green, or a combination of fluorescent orange and fluorescent yellow/green vest meeting the requirements of ANSI/ISEA 107 for Type R Performance Class 2 high-visibility safety apparel. Flaggers shall be equipped with a stop/slow traffic control sign. Spotters shall be equipped with a loud warning device. The warning sound shall be identifiable by workers so they can take evasive action when necessary. Other types of garments may be substituted for the vest as long as the garments have a manufacturer's tag identifying them as meeting the ANSI Class 2 requirement. The longitudinal placement of the flagger may be increased up to 100 ft (30 m) from that shown on the plans to improve the visibility of the flagger. Flaggers shall not encroach on the open lane of traffic unless traffic has been stopped. Spotters shall not encroach on the open lane of traffic, nor interact with or control the flow of traffic.

For nighttime flagging, flaggers shall be illuminated by an overhead light source providing a minimum vertical illuminance of 10 fc (108 lux) measured 1 ft (300 mm)

out from the flagger's chest. The bottom of any luminaire shall be a minimum of 10 ft (3 m) above the pavement. Luminaire(s) shall be shielded to minimize glare to approaching traffic and trespass light to adjoining properties. Nighttime flaggers shall be equipped with fluorescent orange or fluorescent orange and fluorescent yellow/green apparel meeting the requirements of ANSI/ISEA 107 for Type R Performance Class 3 high-visibility safety apparel.

Flaggers and spotters shall be provided per the traffic control plan and as follows.

(a) Two-Lane Highways. Two flaggers will be required for each separate operation where two-way traffic is maintained over one lane of pavement. Work operations controlled by flaggers shall be no more than 1 mile (1600 m) in length. Flaggers shall be in sight of each other or in direct communication at all times. Direct communication shall be obtained by using portable two-way radios or walkie-talkies.

The Engineer will determine when a side road or entrance shall be closed to traffic. A flagger will be required at each side road or entrance remaining open to traffic within the operation where two-way traffic is maintained on one lane of pavement. The flagger shall be positioned as shown on the plans or as directed by the Engineer.

(b) Multi-Lane Highways. At all times where traffic is restricted to less than the normal number of lanes on a multilane pavement with a posted speed limit greater than 40 mph and the workers are present, but not separated from the traffic by physical barriers, a flagger or spotter shall be furnished as shown on the plans. Flaggers shall warn and direct traffic. Spotters shall monitor traffic conditions and warn workers of errant approaching vehicles or other hazardous conditions as they occur. One flagger will be required for each separate activity of an operation that requires frequent encroachment in a lane open to traffic. One spotter will be required for each separate activity with workers near the edge of the open lane or with their backs facing traffic.

Flaggers will not be required when no work is being performed, unless there is a lane closure on two-lane, two-way pavement."

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SUPPLEMENTAL SPECIFICATION
FOR
SECTION 1003. FINE AGGREGATES

This Supplemental Specification amends the provisions of the Standard Specifications for Road and Bridge Construction, adopted January 1, 2022 and shall be construed to be a part thereof, superseding any conflicting provisions thereof applicable to the work under the contract.

1003.07 Fine Aggregate for Select Fill Used for Retaining Wall Applications Utilizing Soil Reinforcement. Revise Article 1003.07(f)(2) to read:

"(2) The chlorides shall be a maximum of 100 parts per million according to Illinois Modified AASHTO T 291."

Revise Article 1003.07(f)(3) to read:

"(3) The sulfates shall be a maximum of 200 parts per million according to Illinois Modified AASHTO T 290."

Revise Article 1003.07(g) to read:

"(g) Testing Protocol. Prior to the start of and during construction, the internal friction angle and pH shall be determined in order to demonstrate the select fill material meets the specification requirements. Resistivity, chlorides, sulfates, and organic content test results shall also be determined if steel reinforcement is used. Testing shall be according to the current Bureau of Materials Policy Memorandum "Fine and Coarse Aggregates Used as Select Fill in MSE Walls Acceptance Procedures for Approved/Qualified Aggregate Sources"."

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SUPPLEMENTAL SPECIFICATION
FOR
SECTION 1004. COARSE AGGREGATES

This Supplemental Specification amends the provisions of the Standard Specifications for Road and Bridge Construction, adopted January 1, 2022 and shall be construed to be a part thereof, superseding any conflicting provisions thereof applicable to the work under the contract.

1004.05 Coarse Aggregate for Blotter, Embankment, Backfill, Trench Backfill, Bedding, and French Drains. Revise the table in Article 1004.05(c) to read:

"Application	Gradation
Blotter	CA 15
Granular Embankment, Granular Backfill, Trench Backfill, and Bedding and Backfill for Pipe Culverts and Storm Sewers	CA 6, CA 9, CA 10, CA 12, CA 17, CA 18, and CA 19
Porous Granular Embankment, Porous Granular Backfill, and French Drains	CA 7, CA 8, CA 11, CA 15, CA 16 and CA 18
Granular Backfill for Structures	CA 6 through CA 11
Bedding and Backfill for Pipe Underdrains, Type 2	CA 16, except the percent passing the No. 16 (1.18 mm) sieve shall be 4 ± 4 percent."

1004.06 Coarse Aggregate for Select Fill Used for Retaining Wall Applications Utilizing Soil Reinforcement. Revise Article 1004.06(f)(2) to read:

"(2) The chlorides shall be a maximum of 100 parts per million according to Illinois Modified AASHTO T 291."

Revise Article 1004.06(f)(3) to read:

"(3) The sulfates shall be a maximum of 200 parts per million according to Illinois Modified AASHTO T 290."

Revise Article 1004.06(g) to read:

"(g) Testing Protocol. Prior to the start of and during construction, the internal friction angle and pH shall be determined in order to demonstrate the select fill material meets the specification requirements. Resistivity, chlorides, sulfates, and organic content test results shall also be determined if steel reinforcement is used. Testing shall be according to the current Bureau of Materials Policy Memorandum "Fine and Coarse Aggregates Used as Select

Fill in MSE Walls Acceptance Procedures for Approved/Qualified Aggregate Sources”.”

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SUPPLEMENTAL SPECIFICATION
FOR
SECTION 1010. FINELY DIVIDED MINERALS

This Supplemental Specification amends the provisions of the Standard Specifications for Road and Bridge Construction, adopted January 1, 2022 and shall be construed to be a part thereof, superseding any conflicting provisions thereof applicable to the work under the contract.

1010.01 Description. Revise the second paragraph of this Article to read:

"Different sources or types of finely divided minerals shall not be mixed or used alternately in the same item of construction, except as a blended finely divided mineral product according to Article 1010.06."

Add the following Article to this Section:

"**1010.06 Blended Finely Divided Minerals.** Blended finely divided minerals shall be the product resulting from the blending or intergrinding of two or three finely divided minerals. Blended finely divided minerals shall be according to ASTM C 1697, except as follows.

(a) Blending shall be accomplished by mechanically or pneumatically intermixing the constituent finely divided minerals into a uniform mixture that is then discharged into a silo for storage or tanker for transportation.

(b) The blended finely divided mineral product will be classified according to its predominant constituent or the manufacturer's designation and shall meet the chemical requirements of its classification. The other finely divided mineral constituent(s) will not be required to conform to their individual standards."

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SUPPLEMENTAL SPECIFICATION
FOR
SECTION 1020. PORTLAND CEMENT CONCRETE

This Supplemental Specification amends the provisions of the Standard Specifications for Road and Bridge Construction, adopted January 1, 2022 and shall be construed to be a part thereof, superseding any conflicting provisions thereof applicable to the work under the contract.

1020.09 Strength Tests. Revise this Article to read:

"**1020.09 Strength Tests.** The specimens shall be molded and cured according to Illinois Modified AASHTO R 100. Specimens shall be field cured with the construction item as specified in Illinois Modified AASHTO R 100. The compressive strength shall be determined according to Illinois Modified AASHTO T 22. The flexural strength shall be determined according to Illinois Modified AASHTO T 177.

Except for Class PC and PS concrete, the Contractor shall transport the strength specimens from the site of the work to the field laboratory or other location as instructed by the Engineer. During transportation, the specimens shall be embedded in straw, burlap, or other acceptable material to protect them from damage. For strength specimens, the Contractor shall provide a field curing box, which may be insulated or power operated as appropriate, for initial curing and a water storage tank for final curing. An acceptable insulated box is a 5-day chest cooler.

For standard curing, a field curing box will be required when the National Weather Service forecast for the construction area predicts an air temperature below 60 °F (16 °C) during the initial curing period. The field curing box shall maintain the initial curing temperature range specified in Illinois Modified AASHTO R 100, except a power operated box shall be set at 60 °F (16 °C) to 63 °F (17 °C). Strength specimens shall be transported to the testing facility the next day, but no later than 32 hours after casting for a power operated box and no later than 48 hours after casting for an insulated box.

For field curing when strength specimens remain in the field until testing is required, only an insulated box shall be used when the National Weather Service forecast for the construction area predicts an air temperature below 70 °F (21 °C) during the first 24 hours."

1020.11 Mixing Portland Cement Concrete. Revise Article 1020.11(a)(7) to read:

"(7) Haul Time. Haul time shall begin when the delivery ticket is stamped. The delivery ticket shall be stamped no later than five minutes after the addition of the mixing water to the cement, or after the addition of the cement to the aggregate when the combined aggregates contain free moisture in excess of two percent by weight (mass). If more than one batch is required for charging a truck using a stationary mixer, the time

of haul shall start with mixing of the first batch. Haul time shall end when the truck is emptied for incorporation of the concrete into the work. The maximum haul time shall be as follows.

Concrete Temperature at Point of Discharge, °F (°C)	Maximum Haul Time [1/] (minutes)	
	Truck Mixer or Truck Agitator	Nonagitator Truck
50 – 64 (10 – 17.5)	90	45
>64 (>17.5) - without retarder	60	30
>64 (>17.5) - with retarder	90	45

1/ To encourage start-up testing for mix adjustments at the plant, the first two trucks will be allowed an additional 15 minutes haul time whenever such testing is performed.

For a mixture which is not mixed on the jobsite, a delivery ticket shall be required for each load. The following information shall be recorded on each delivery ticket: (1) ticket number; (2) name of producer and plant location; (3) contract number; (4) name of Contractor; (5) stamped date and time batched; (6) truck number; (7) quantity batched; (8) amount of admixture(s) in the batch; (9) amount of water in the batch; and (10) Department mix design number.

For concrete mixed in jobsite stationary mixers, the above delivery ticket may be waived, but a method of verifying the haul time shall be established to the satisfaction of the Engineer."

1020.13 Curing and Protection. Revise the Curing Period Days of Cast-in-Place Concrete Substructure and Culverts in the Index Table of this Article to read:

"INDEX TABLE OF CURING AND PROTECTION OF CONCRETE CONSTRUCTION			
TYPE OF CONSTRUCTION	CURING METHODS	CURING PERIOD DAYS	LOW AIR TEMPERATURE PROTECTION METHODS
Cast-in-Place Concrete [11/]			
Pavement Shoulder	1020.13(a)(1)(2)(3)(4)(5) [3/ 5/]	3	1020.13(c)
Base Course Base Course Widening	1020.13(a)(1)(2)(3)(4)(5) [2/]	3	1020.13(c)
Driveway Median Barrier Curb Gutter Curb & Gutter Sidewalk Slope Wall Paved Ditch	1020.13(a)(1)(2)(3)(4)(5) [4/ 5/]	3	1020.13(c) [16/]
Catch Basin Manhole Inlet Valve Vault	1020.13(a)(1)(2)(3)(4)(5) [4/]	3	1020.13(c)
Pavement Patching Bridge Deck Patching	1020.13(a)(1)(2)(3)(4)(5) [2/] 1020.13(a)(3)(5)	3 [12/] 3 or 7 [12/]	1020.13(c) 1020.13(c)
Railroad Crossing	1020.13(a)(3)(5)	1	1020.13(c)
Piles and Drilled Shafts	1020.13(a)(3)(5)	7	1020.13(d)(1)(2)
Foundations & Footings Seal Coat	1020.13(a)(1)(2)(3)(4)(5) [4/ 6/]	7	1020.13(d)(1)(2)
Substructure	1020.13(a)(1)(2)(3)(4)(5) [1/ 7/]	7 [20/]	1020.13(d)(1)(2)
Superstructure (except deck)	1020.13(a)(1)(2)(3)(5)(6) [8/ 19/]	7	1020.13(d)(1)(2)
Superstructure (Approach Slab)	1020.13(a)(5)(6) [19/]	3	1020.13(d)(1)(2) [17/]
Deck	1020.13(a)(5)(6) [19/]	7	1020.13(d)(1)(2) [17/]
Retaining Walls	1020.13(a)(1)(2)(3)(4)(5) [1/ 7/]	7	1020.13(d)(1)(2)
Pump Houses	1020.13(a)(1)(2)(3)(4)(5) [1/]	7	1020.13(d)(1)(2)
Culverts	1020.13(a)(1)(2)(3)(4)(5) [4/ 6/]	7 [20/]	1020.13(d)(1)(2) [18/]
Other Incidental Concrete	1020.13(a)(1)(2)(3)(5)	3	1020.13(c)
Precast Concrete [11/]			
Bridge Slabs Piles and Pile Caps Other Structural Members	1020.13(a)(3)(5) [9/ 10/]	As [13/] Required	9/
All Other Precast Items	1020.13(a)(3)(4)(5) [2/ 9/ 10/]	As [14/] Required	9/
Precast, Prestressed Concrete [11/]			
All Items	1020.13(a)(3)(5) [9/ 10/]	Until Strand Tensioning is Released [15/]	9/ "

Add the following note at the end of the Index Table in Article 1020.13:

"20/ The Contractor has the option to reduce the 7-day curing period provided the concrete had a maximum water/cement ratio of 0.42 at time of placement and the strength specimens are field-cured and obtain 100 percent of the design strength. The minimum curing period shall be 3 days."

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SUPPLEMENTAL SPECIFICATION
FOR
SECTION 1030. HOT-MIX ASPHALT

This Supplemental Specification amends the provisions of the Standard Specifications for Road and Bridge Construction, adopted January 1, 2022 and shall be construed to be a part thereof, superseding any conflicting provisions thereof applicable to the work under the contract.

1030.09 Quality Control / Quality Assurance (QC/QA). Revise Article 1030.09(g)(1) to read:

"(1) The Contractor shall sample approximately 150 lb (70 kg) of mix as required for the Department's random mixture verification tests according to Article 1030.09(h)(1)."

Revise the second sentence of Article 1030.09(h)(1) to read:

"The Engineer will randomly identify one sample for each 3,000 tons (2,720 metric tons) of mix, with a minimum of one sample per mix. If the remaining mix quantity is 600 tons (544 metric tons) or less, the quantity will be combined with the previous 3,000 tons (2,720 metric tons) in the Engineer's random sample identification. If the required tonnage of a mixture for a single pay item is less than 250 tons (225 metric tons) in total, the Engineer will waive mixture verification tests."

Add the following to the end of the third paragraph of Article 1030.09(h)(2):

"The HMA maximum theoretical specific gravity (G_{mm}) will be based on the Department mixture verification test. If there is more than one Department mixture verification G_{mm} test, the G_{mm} will be based on the average of the Department test results."

1030.10 Start of HMA Production and Job Mix Formula (JMF) Adjustments. Add the following paragraph between the third and fourth paragraphs of this Article:

"When a test strip is not required, each HMA mixture with a quantity of 3,000 tons (2,750 metric tons) or more shall still be sampled on the first day of production: I-FIT and Hamburg wheel testing for High ESAL; I-FIT testing for Low ESAL. Within two working days after sampling the mixture, the Contractor shall deliver gyratory cylinders to the District laboratory for Department verification testing. The High ESAL mixture test results shall meet the requirements of Articles 1030.05(d)(3) and 1030.05(d)(4). The Low ESAL mixture test results shall meet the requirements of Article 1030.05(d)(4)."

LOCAL ROADS AND STREETS RECURRING SPECIAL PROVISIONS

The following special provisions should only be used when the local agency is the lead on a project.

RESERVED

CHECK SHEET #LRS2

State of Illinois
Department of Transportation
Bureau of Local Roads and Streets

SPECIAL PROVISION
FOR
FURNISHED EXCAVATION

Effective: January 1, 1999
Revised: January 1, 2007

Add the following subparagraph to Article 204.07 of the Standard Specifications:

"(c) Truck Loads. When contract quantities do not exceed 2000 cu yd (cu m), furnished excavation may be measured by truck loads. Prior to the start of work, the Contractor and the Engineer shall agree to a standard volume for the trucks utilized by the Contractor. A shrinkage factor of 25 percent will be used in the computations."

State of Illinois
Department of Transportation
Bureau of Local Roads and Streets

SPECIAL PROVISION FOR WORK ZONE TRAFFIC CONTROL SURVEILLANCE

Effective: January 1, 1999
Revised: January 1, 2018

Revise Article 701.10 of the Standard Specifications to read:

"The Contractor shall conduct inspections of the worksite at a frequency that will allow for the timely replacement of any traffic control device that has become displaced, worn, or damaged. A sufficient quantity of replacement devices, based on vulnerability to damage, shall be readily available to meet this requirement."

Delete Article 701.20(g) of the Standard Specifications.

CHECK SHEET #LRS4

State of Illinois
Department of Transportation
Bureau of Local Roads and Streets

SPECIAL PROVISION
FOR
FLAGGERS IN WORK ZONES

Effective: January 1, 1999
Revised: January 1, 2007

Revise the last paragraph of Article 701.13 of the Standard Specifications to read:

"Flaggers are required only when workers are present."

State of Illinois
Department of Transportation
Bureau of Local Roads and Streets

SPECIAL PROVISION
FOR
CONTRACT CLAIMS

Effective: January 1, 2002
Revised: January 1, 2007

Revise the second sentence of subparagraph (a) of Article 109.09 of the Standard Specifications to read:

"All claims shall be submitted to the Engineer."

Revise subparagraph (e) of Article 109.09 of the Standard Specifications to read:

"(e) Procedure. All Claims shall be submitted to the Engineer. The Engineer will consider all information submitted with the claim. Claims not conforming to this Article will be returned without consideration. The Engineer may schedule a claim presentation meeting if, in the Engineer's judgment, such a meeting would aid in resolution of the claim, otherwise a decision will be based on the claim documentation submitted. A final decision will be rendered within 90 days of receipt of the claim.

Full compliance by the Contractor with the provisions specified in this Article is a contractual condition precedent to the Contractor's right to seek relief in the Court of Claims. The Engineer’s written decision shall be the final administrative action of the Department. Unless the Contractor files a claim for adjudication by the Court of Claims within 60 days after the date of the written decision, the failure to file shall constitute a release and waiver of the claim."

State of Illinois
Department of Transportation
Bureau of Local Roads and Streets

SPECIAL PROVISION
FOR
BIDDING REQUIREMENTS AND CONDITIONS FOR CONTRACT PROPOSALS

Effective: January 1, 2002
Revised: January 1, 2015

Replace Article 102.01 of the Standard Specifications with the following:

"Prequalification of Bidders. When prequalification is required and the Awarding Authority for contract construction work is the County Board of a County, the Council, the City Council, or the President and Board of Trustees of a city, village, or town, each prospective bidder, in evidence of competence, shall furnish the Awarding Authority as a prerequisite to the release of proposal forms by the Awarding Authority, a certified or photostatic copy of a "Certificate of Eligibility" issued by the Department of Transportation, according to the Department's "Prequalification Manual".

The two low bidders must file, within 24 hours after the letting, a sworn affidavit in triplicate, showing all uncompleted contracts awarded to them and all low bids pending award for Federal, State, County, Municipal and private work, using the blank form made available for this affidavit. One copy shall be filed with the Awarding Authority and two copies with IDOT's District office.

Issuance of Proposal Forms. The Awarding Authority reserves the right to refuse to issue a proposal form for bidding purposes for any of the following reasons:

(a) Lack of competency and adequate machinery, plant, and other equipment, as revealed by the financial statement and experience questionnaires required in the prequalification procedures.

(b) Uncompleted work which, in the judgment of the Awarding Authority, might hinder or prevent the prompt completion of additional work awarded.

(c) False information provided on a bidder's "Affidavit of Availability".

(d) Failure to pay, or satisfactorily settle, all bills due for labor and material on former contracts in force at the time of issuance of proposal forms.

(e) Failure to comply with any prequalification regulations of the Department.

(f) Default under previous contracts.

(g) Unsatisfactory performance record as shown by past work for the Awarding Authority, judged from the standpoint of workmanship and progress.

(h) When the Contractor is suspended from eligibility to bid at a public letting where the contract is awarded by, or requires approval of, the Department.

(i) When any agent, servant, or employee of the prospective bidder currently serves as a member, employee, or agent of a governmental body that is financially involved in the proposal work.

(j) When any agent, servant, or employee of the perspective bidder has participated in the preparation of plans or specifications for the proposed work.

Interpretation of Quantities in the Bid Schedule. The quantities appearing in the bid schedule are approximate and are prepared for the comparison of bids. Payment to the Contractor will be made only for the actual quantities of work performed and accepted or materials furnished according to the contract. The scheduled quantities of work to be done and materials to be furnished may be increased, decreased, or omitted as hereinafter provided.

Examination of Plans, Specifications, Special Provisions, and Site of Work. The bidder shall, before submitting a bid, carefully examine the provisions of the contract. The bidder shall inspect in detail the site of the proposed work, investigate and become familiar with all the local conditions affecting the contract and fully acquaint themselves with the detailed requirements of construction. Submission of a bid shall be a conclusive assurance and warranty the bidder has made these examinations and the bidder understands all requirements for the performance of the work. If his/her bid is accepted, the bidder shall be responsible for all errors in the proposal resulting from his/her failure or neglect to comply with these instructions. The Awarding Authority will, in no case, be responsible for any costs, expenses, losses, or change in anticipated profits resulting from such failure or neglect of the bidder to make these examinations.

The bidder shall take no advantage of any error or omission in the proposal and advertised contract. Any prospective bidder who desires an explanation or interpretation of the plans, specification, or any of the contract documents, shall request such in writing from the Awarding Authority, in sufficient time to allow a written reply by the Awarding Authority that can reach all prospective bidders before the submission of their bids. Any reply given a prospective bidder concerning any of the contract documents, plans, and specifications will be furnished to all prospective bidders in the form determined by the Awarding Authority including, but not limited to, an addendum, if the information is deemed by the Awarding Authority to be necessary in submitting bids or if the Awarding Authority concludes the information would aid competition. Oral explanations, interpretations, or instructions given before the submission of bids unless at a prebid conference will not be binding on the Awarding Authority.

Preparation of the Proposal. Bidders shall submit their proposals on the form furnished by the Awarding Authority. The proposal shall be executed properly, and bids shall be made for all items indicated in the proposal form, except when alternate bids are asked, a bid on more than one alternate for each item is not required, unless otherwise provided. The bidder shall indicate in figures, a unit price for each of the separate items called for in the proposal form; the bidder shall show the products of the respective quantities and unit prices in the column provided for that purpose, and the gross sum shown in the place indicated in the proposal form shall be the

summation of said products. All writing shall be with ink or typewriter, except the signature of the bidder which shall be written in ink.

If the proposal is made by an individual, that individual's name and business address shall be shown. If made by a firm or partnership, the name and business address of each member of the firm or partnership shall be shown. If made by a corporation, the proposal shall show the names, titles, and business addresses of the president, corporate secretary and treasurer. The proposal shall be signed by president or someone with authority to execute contracts and attested by the corporate secretary or someone with authority to execute or attest to the execution of contracts.

When prequalification is required, the proposal form shall be submitted by an authorized bidder in the same name and style as shown on the "Contractor's Statement of Experience and Financial Condition" used for prequalification.

Rejection of Proposals. The Awarding Authority reserves the right to reject any proposal for any of the conditions in "Issuance of Proposal Forms" or for any of the following reasons:

(a) More than one proposal for the same work from an individual, firm, partnership, or corporation under the same name or different names.

(b) Evidence of collusion among bidders.

(c) Unbalanced proposals in which the bid prices for some items are, in the judgment of the Awarding Authority, out of proportion to the bid prices for other items.

(d) If the proposal does not contain a unit price for each pay item listed, except in the case of authorized alternate pay items or lump sum pay items.

(e) If the proposal form is other than that furnished by the Awarding Authority; or if the form is altered or any part thereof is detached.

(f) If there are omissions, erasures, alterations, unauthorized additions, conditional or alternate bids, or irregularities of any kind which may tend to make the proposal incomplete, indefinite or ambiguous as to its meaning.

(g) If the bidder adds any provisions reserving the right to accept or reject an award, or to enter into a contract pursuant to an award.

(h) If the proposal is not accompanied by the proper proposal guaranty.

(i) If the proposal is prepared with other than ink or typewriter, or otherwise fails to meet the requirements of the above "Preparation of Proposal" section.

Proposal Guaranty. Each proposal shall be accompanied by a bid bond on the Department form contained in the proposal, executed by a corporate surety company satisfactory to the Awarding Authority, by a bank cashier's check or a properly certified check for not less than five percent of the amount bid, or for the amount specified in the following schedule:

Amount Bid		Proposal Guaranty
Up to	$5,000	$150
>$5,000	$10,000	$300
>$10,000	$50,000	$1,000
>$50,000	$100,000	$3,000
>$100,000	$150,000	$5,000
>$150,000	$250,000	$7,500
>$250,000	$500,000	$12,500
>$500,000	$1,000,000	$25,000
>$1,000,000	$1,500,000	$50,000
>$1,500,000	$2,000,000	$75,000
>$2,000,000	$3,000,000	$100,000
>$3,000,000	$5,000,000	$150,000
>$5,000,000	$7,500,000	$250,000
>$7,500,000	$10,000,000	$400,000
>$10,000,000	$15,000,000	$500,000
>$15,000,000	$20,000,000	$600,000
>$20,000,000	$25,000,000	$700,000
>$25,000,000	$30,000,000	$800,000
>$30,000,000	$35,000,000	$900,000
Over	$35,000,000	$1,000,000

In the event that one proposal guaranty check is intended to cover two or more proposals, the amount must equal to the sum of the proposal guaranties which would be required for each individual proposal.

Bank cashier's checks or properly certified checks accompanying proposals shall be made payable to the County Treasurer, when a County is the Awarding Authority; or the City, Village, or Town Treasurer, when a city, village, or town is the Awarding Authority.

The proposal guaranty checks of all, except the two lowest responsible, will be returned promptly after the proposals have been checked, tabulated, and the relation of the proposals established. Proposal guaranty checks of the two lowest bidders will be returned as soon as the contract and contract bond of the successful bidder have been properly executed and approved. Bid bonds will not be returned.

After a period of three working days has elapsed after the date of opening proposals, the Awarding Authority may permit the two lowest bidders to substitute for the bank cashier's checks or certified checks submitted with their proposals as proposal guaranties, bid bonds on the Department forms executed by corporate surety companies satisfactory to the Awarding Authority.

Delivery of Proposals. If a special envelope is supplied by the Awarding Authority, each proposal should be submitted in that envelope furnished by the Awarding Authority and the blank spaces on the envelope shall be filled in correctly to clearly indicate its contents. When an envelope other than the special one furnished by the Awarding Authority is used, it shall be marked to clearly indicate its contents. When sent by mail, the sealed proposal shall be addressed to the Awarding Authority at the address and in care of the official in whose office the bids are to be received. All proposals shall be filed prior to the time and at the place specified in the Notice to

Bidders. Proposals received after the time specified will be returned to the bidder unopened.

Withdrawal of Proposals. Permission will be given a bidder to withdraw a proposal if the bidder makes the request in writing or in person before the time for opening proposals.

Public Opening of Proposals. Proposals will be opened and read publicly at the time and place specified in the Notice to Bidders. Bidders, their authorized agents, and other interested parties are invited to be present.

Consideration of Proposals. After the proposals are opened and read, they will be compared on the basis of the summation of the products of the quantities shown in the bid schedule by the unit bid prices. In awarding contracts, the Awarding Authority will, in addition to considering the amounts stated in the proposals, take into consideration the responsibility of the various bidders as determined from a study of the data required under "Prequalification of Bidders", and from other investigations which it may elect to make.

The right is reserved to reject any or all proposals, to waive technicalities, or to advertise for new proposals, if in the judgment of the Awarding Authority, the best interests of the Awarding Authority will be promoted thereby.

Award of Contract. The award of contract will be made within 45 calendar days after the opening of proposals to the lowest responsible and qualified bidder whose proposal complies with all the requirements prescribed. The successful bidder will be notified by letter of intent that his/her bid has been accepted, and subject to the following conditions, the bidder will be the Contractor.

An approved contract executed by the Awarding Authority is required before the Awarding Authority is bound. An award may be cancelled any time by the Awarding Authority prior to execution in order to protect the public interest and integrity of the bidding process or for any other reason if, in the judgment of the Awarding Authority, the best interests of the Awarding Authority will be promoted thereby.

If a contract is not awarded within 45 days after the opening of proposals, bidders may file a written request with the Awarding Authority for the withdrawal of their bid, and the Awarding Authority will permit such withdrawal.

Requirement of Contract Bond. If the Awarding Authority requires a Contract Bond, the Contractor or Supplier shall furnish the Awarding Authority a performance and payment bond with good and sufficient sureties in the full amount of the contract as the penal sum. The surety shall be acceptable to the Awarding Authority, shall waive notice of any changes and extensions of time, and shall submit its bond on the form furnished by the Awarding Authority.

Execution of Contract. The contract shall be executed by the successful bidder and returned, together with the Contract Bond, within 15 days after the contract has been mailed to the bidder.

If the bidder to whom the award is made is a corporation organized under the laws of a State other than Illinois, the bidder shall furnish the Awarding Authority a

copy of the corporation's Certificate of Authority to do business in the State of Illinois with the return of the executed contract and bond. Failure to furnish such evidence of a Certificate of Authority within the time required will be considered as just cause for the annulment of the award and the forfeiture of the proposal guaranty to the Awarding Authority, not as a penalty, but in payment of liquidated damages sustained as a result of such failure.

Failure to Execute Contract. If the contract is not executed by the Awarding Authority within 15 days following receipt from the bidder of the properly executed contracts and bonds, the bidder shall have the right to withdraw his/her bid without penalty.

Failure of the successful bidder to execute the contract and file acceptable bonds within 15 days after the contract has been mailed to the bidder shall be just cause for the cancellation of the award and the forfeiture of the proposal guaranty which shall become the property of the Awarding Authority, not as penalty, but in liquidation of damages sustained. Award may then be made to the next lowest responsible bidder, or the work may be readvertised and constructed under contract, or otherwise, as the Awarding Authority may decide."

State of Illinois
Department of Transportation
Bureau of Local Roads and Streets

SPECIAL PROVISIONS FOR BITUMINOUS SURFACE TREATMENTS

Effective: January 1, 1999
Revised: January 1, 2022

Description. This work shall consist of constructing a single or multiple course bituminous surface treatment as indicated below.

(a) A-1. A-1 shall consist of a bituminous seal coat material and a seal coat aggregate.

(b) A-2. A-2 shall consist of a prime coat, a bituminous cover coat material and a cover coat aggregate, and a bituminous seal coat material and seal coat aggregate. When placed on a hot-mix asphalt surface pavement, the prime coat shall be eliminated.

(c) A-3. A-3 shall consist of a prime coat, two separate applications of a bituminous cover coat material and cover coat aggregate, and a bituminous seal coat material and seal coat aggregate. When placed on a hot-mix asphalt surface pavement, the prime coat shall be eliminated.

Materials. Materials shall be according to the following.

Item	Article/Section
(a) Cover Coat Aggregate	1004.03
(b) Seal Coat Aggregate (Note 1)	1004.03
(c) Bituminous Materials (Note 2)	1032

Note 1. For A-1 surface treatment, the contract will specify which of the two aggregate gradations itemized in Article 1004.03 shall be used.

Note 2. For A-1 surface treatment, the bituminous material shall be as shown on the plans. For A-2 and A-3 surface treatments, the Contractor shall use one of the bituminous materials according to the following table.

Type of Construction	Bituminous Materials Recommended for Weather Conditions Indicated	
	Warm [60 to 85 °F]* [(15 to 30 °C)]*	Hot [85 °F Plus]* [(30 °C Plus)]*
Prime	MC-30, PEP	MC-30, PEP
Cover Coat and Seal Coat	RS-2, CRS-2, MC-800, MC-3000, SC-3000, HFE-90, HFE-150, HFE-300, CRS-2P, HFRS-2P	RS-2, CRS-2, MC-800, MC-3000, SC-3000, PG 46-28, PG 52-28, HFE-90, HFE-150, HFE-300, CRS-2P, HFRS-2P

*Temperature of the air in the shade at the time of application.

Equipment. Equipment shall be according to the following.

Item	Article/Section
(a) Pneumatic-Tired Rollers	1101.01
(b) Mechanical Sweeper	1101.03
(c) Aggregate Spreaders	1102.04
(d) Heating Equipment	1102.07
(e) General Use Pressure Distributor	1102.05(a)

CONSTRUCTION REQUIREMENTS

Weather Limitations. This work shall be done between May 1 and October 1. Bituminous materials shall be applied only when the temperature of the air in the shade is above 60 °F (15 °C). No work shall be started if local conditions indicate that rain is imminent.

This work may be done between October 1 and October 30 providing the temperature of the air for three consecutive days immediately preceding the day of application has been: (1) above 60 °F (15 °C) in the shade each day, (2) a minimum of 40 °F (5 °C), and (3) the temperature of the air in the shade at time of application is above 60 °F (15 °C).

Preparation of Bituminous Material. The temperature of the bituminous material at the time of application shall be such that it will spray uniformly without clogging the spraying nozzles and shall be applied within the temperature ranges according to Article 1032.04. Bituminous material shall be stored according to Article 1102.01(a)(6).

Preparation of Aggregate. The aggregates used in the cover coat(s) and the seal coat shall contain no free moisture.

Sequence of Work. The sequence of construction operations shall be undertaken as follows.

(a) Repair and preparation of base or existing surface.

(b) Application of bituminous material for prime coat (A-2 and A-3 on aggregate roadways only).

(c) Alternate applications of bituminous material and aggregate.

Repair and Preparation of Base or Existing Surface. The base or existing surface shall be prepared according to Section 358.

Prime Coat. The bituminous material shall be applied uniformly with a general use pressure distributor on the prepared surface at the rate of 0.25 to 0.5 gal/sq yd (1 to 2 L/sq m), the exact rate to be specified by the Engineer. The bituminous priming

material shall be applied to a width 1 ft (300 mm) greater on each side of the roadway than the specified width of the finished surface.

The prime coat shall be permitted to cure until the penetration has been approved by the Engineer, but not less than 24 hours for MC-30 or 4 hours for PEP. Pools of prime occurring in the depressions shall be removed by brooming or squeegeeing the excess material over the surrounding surface the same day the prime coat is applied. Traffic shall not be allowed upon the primed surface during the curing period. At locations where the prime coat has failed or is damaged, it shall be repaired in a manner satisfactory to the Engineer. The prime coat shall be maintained at all times until the cover coat is constructed. When required by the Engineer, the primed surface shall be swept prior to constructing the cover coat.

Application of Bituminous Material. The bituminous material shall be applied with a general use pressure distributor. A hand spray wand shall be used at places not covered by the distributor. The entire length of the spray bar shall be set at the height above the surface recommended by the manufacturer for even distribution of the bituminous material.

To prevent missing or overlapping at transverse joints, heavy paper shall be spread over the previously applied bituminous material and aggregate. In order to obtain a uniform application of the bituminous material, the distributor shall be traveling at the speed required for the specified rate of application when the spray bar crosses the paper. Adjacent construction, such as concrete pavement, curb and gutter, and raised reflective pavement markers shall be protected by shields, covers, or other means.

Application of Aggregates. The cover coat and seal coat aggregates shall be spread evenly with an aggregate spreader over the entire surface being treated. In all cases, the aggregate shall be applied ahead of the truck or spreader wheels. Hand spreading will be permitted only when approved by the Engineer and, when so permitted, the aggregate shall be spread uniformly and at the approximate rate specified. Any ridges of aggregate left by the aggregate spreader shall be smoothed out with hand brooms immediately behind the aggregate spreader.

Cover Coat. Bituminous material for the cover coat shall not be applied until the previous application is acceptable to the Engineer.

At the beginning of each day's work, no bituminous material shall be applied until there is sufficient cover coat aggregate in trucks at the work site to completely cover the first application of bituminous material. The amount of surface area covered by each successive application of bituminous material shall be determined by the Engineer. In no case shall this area be greater than can be covered with cover coat aggregate and given the initial rolling while the bituminous material is still in condition to hold the aggregate.

The bituminous material, as specified for cover coat, shall be applied uniformly over the surface at the rate of 0.20 to 0.50 gal/sq yd (1 to 2 L/sq m), the exact rate to be specified by the Engineer. Immediately following the application of the bituminous material, the cover coat aggregate shall be spread over the treated surface at the rate of 15 to 25 lb/sq yd (8 to 14 kg/sq m), the rate to be as specified by the Engineer.

The entire surface shall be rolled immediately with a pneumatic-tired roller. Rolling shall proceed in a longitudinal direction beginning at the edges and progressing toward the center, overlapping on successive trips by at least 1/2 the width of the roller. The roller shall be operated at a speed which will not cause the aggregate to be displaced. The aggregate shall then be rolled with a separate pneumatic-tired roller until the aggregate is properly seated in the bituminous material.

Seal Coat. When constructing A-2 or A-3, the seal coat shall not be started until the cover coat immediately preceding the seal coat is completed.

Application of the bituminous material and aggregate and rolling of the seal coat aggregate shall be the same as specified above for the cover coat.

During the construction period, the Contractor shall maintain the completed work. If necessary, the Contractor shall apply additional seal coat aggregate to absorb excess bitumen appearing on the surface and shall repair any areas where pickup has occurred.

Upon completion of the work and after the final set of the asphalt, excess loose aggregate shall be removed.

Opening to Traffic. The road shall be opened to traffic according to Article 701.17(c)(4).

Method of Measurement. Bituminous materials will be measured for payment as specified in Section 1032.

Cover coat aggregate and seal coat aggregate will be measured in tons (metric tons) according to the requirements of Article 311.08(b), except that measurement for payment will not be made for aggregate in excess of 110 percent of the amount specified by the Engineer.

Basis of Payment. This work will be paid for at the contract unit price per ton (metric ton) for BITUMINOUS MATERIALS (PRIME COAT), BITUMINOUS MATERIALS (COVER AND SEAL COATS), POLYMERIZED BITUMINOUS MATERIALS (COVER AND SEAL COATS), COVER COAT AGGREGATE, and SEAL COAT AGGREGATE.

When provided as a payment item, the preparation of the base or existing surface will be measured and paid for as specified in Section 358. If not provided as a payment item, preparation of base or existing surface shall be considered as included in the contract unit price(s) for the bituminous surface treatment.

RESERVED

State of Illinois
Department of Transportation
Bureau of Local Roads and Streets

SPECIAL PROVISION FOR EMPLOYMENT PRACTICES

Effective: January 1, 1999

In addition to all other labor requirements set forth in this proposal and in the Standard Specifications for Road and Bridge Construction, adopted by the Department of Transportation, during the performance of this contract, the Contractor for itself, its assignees, and successors in interest (hereinafter referred to as the "Contractor") agrees as follows:

Selection of Labor. The Contractor shall comply with all Illinois statutes pertaining to the selection of labor.

Equal Employment Opportunity. During the performance of this contract, the Contractor agrees as follows:

(a) That it will not discriminate against any employee or applicant for employment because of race, color, religion, sex, national origin, ancestry, age, marital status, physical or mental handicap or unfavorable discharge from military service, and further that it will examine all job classifications to determine if minority persons or women are underutilized and will take appropriate affirmative action to rectify any such underutilization.

(b) That, if it hires additional employees in order to perform this contract or any portion hereof, it will determine the availability of minorities and women in the area(s) from which it may reasonably recruit and it will hire for each job classification for which employees are hired in such a way that minorities and women are not underutilized.

(c) That, in all solicitations or advertisements for employees placed by it or on its behalf, it will state that all applicants will be afforded equal opportunity without discrimination because of race, color, religion, sex, national origin, ancestry, age, marital status, physical or mental handicap or unfavorable discharge from military service.

That it will send to each labor organization or representative of workers with which it has or is bound by collective bargaining or other agreement or understanding, a notice advising such labor organization or representative of the Contractor's obligations under the Illinois Human Rights Act and the Department's Rules and Regulations. If any such labor organization or representative fails or refuses to cooperate with the Contractor in its efforts to comply with so such Act and Rules and Regulations, the Contractor will promptly so notify the Illinois Department of Human Rights and the contracting agency and will recruit employees from other sources when necessary to fulfill its obligations thereunder.

(e) That it will submit reports as required by the Department of Human Rights Rules and Regulations, furnish all relevant information as may from time to time be requested by the Department or the contracting agency, and in all respects comply with the Illinois Human Rights Act and the Department's Rules and Regulations.

(f) That it will permit access to all relevant books, records, accounts and work sites by personnel of the contracting agency Illinois Department of Human Rights for purposes of investigation to ascertain compliance with the Illinois Human Rights Act and the Department's Rules and Regulations.

(g) That it will include verbatim or by reference the provisions of this clause in every subcontract so that such provisions will be binding upon every such subcontractor. In the same manner as with other provisions of this contract, the Contractor will be liable for compliance with applicable provisions of this clause by all its subcontractors; and further it will promptly notify the contracting agency and the Illinois Department of Human Rights in the event any subcontractor fails or refuses to comply therewith. In addition, the Contractor will not utilize any subcontractor declared by the subcontracts with the State of Illinois or any of its political subdivisions or municipal corporations.

State of Illinois
Department of Transportation
Bureau of Local Roads and Streets

SPECIAL PROVISION
FOR
WAGES OF EMPLOYEES ON PUBLIC WORKS

Effective: January 1, 1999
Revised: January 1, 2015

1. Prevailing Wages. All wages paid by the Contractor and each subcontractor shall be in compliance with The Prevailing Wage Act (820 ILCS 130), as amended, except where a prevailing wage violates a federal law, order, or ruling, the rate conforming to the federal law, order, or ruling shall govern. The Illinois Department of Labor publishes the prevailing wage rates on its website. If the Illinois Department of Labor revises the prevailing wage rates, the revised prevailing wage rates on the Illinois Department of Labor's website shall apply to this contract and the Contractor will not be allowed additional compensation on account of said revisions. The Contractor shall review the wage rates applicable to the work of the contract at regular intervals in order to ensure the timely payment of current wage rates. The Contractor agrees that no additional notice is required. The Contractor shall be responsible to notify each subcontractor of the wage rates set forth in this contract and any revisions thereto.

2. Payroll Records. The Contractor and each subcontractor shall make and keep, for a period of not less than five years from the date of the last payment on a contract or subcontract, records of all laborers, mechanics, and other workers employed by them on the project; the records shall include information required by 820 ILCS 130/5 for each worker. Upon seven business days' notice, the Contractor and each subcontractor shall make available for inspection and copying at a location within this State during reasonable hours, the payroll records to the public body in charge of the project, its officers and agents, the Director of Labor and his deputies and agents, and to federal, State, or local law enforcement agencies and prosecutors.

3. Submission of Payroll Records. The Contractor and each subcontractor shall, no later than the 15th day of each calendar month, file a certified payroll for the immediately preceding month with the public body in charge of the project, except that the full social security number and home address shall not be included on weekly transmittals. Instead the payrolls shall include an identification number for each employee (e.g., the last four digits of the employee's social security number). The certified payroll shall consist of a complete copy of the payroll records, except starting and ending times of work each day may be omitted.

   The certified payroll shall be accompanied by a statement signed by the Contractor or subcontractor or an officer, employee, or agent of the Contractor or subcontractor which avers that: (i) he or she has examined the certified payroll records required to be submitted by the Act and such records are true and accurate; (ii) the hourly rate paid to each worker is not less than the general

prevailing rate of hourly wages required; and (iii) the Contractor or subcontractor is aware that filing a certified payroll that he or she knows to be false is a Class A misdemeanor.

4. Employee Interviews. The Contractor and each subcontractor shall permit his/her employees to be interviewed on the job, during working hours, by compliance investigators of the Department or the Department of Labor.

State of Illinois
Department of Transportation
Bureau of Local Roads and Streets

SPECIAL PROVISION
FOR
SELECTION OF LABOR

Effective: January 1, 1999
Revised: January 1, 2012

The Contractor shall comply with all Illinois statutes pertaining to the selection of labor.

Employment of Illinois Workers During Periods of Excessive Unemployment. Whenever there is a period of excessive unemployment in Illinois, which is defined herein as any month immediately following two consecutive calendar months during which the level of unemployment in the State of Illinois has exceeded five percent as measured by the United States Bureau of Labor Statistics in its monthly publication of employment and unemployment figures, the Contractor shall employ at least 90 percent Illinois laborers. "Illinois laborer" means any person who has resided in Illinois for at least 30 days and intends to become or remain an Illinois resident.

Other laborers may be used when Illinois laborers as defined herein are not available, or are incapable of performing the particular type of work involved, if so certified by the Contractor and approved by the Engineer. The Contractor may place no more than three of his regularly employed non-resident executive and technical experts, who do not qualify as Illinois laborers, to do work encompassed by this Contract during a period of excessive unemployment.

This provision applies to all labor, whether skilled, semi-skilled or unskilled, whether manual or non-manual.

State of Illinois
Department of Transportation
Bureau of Local Roads and Streets

SPECIAL PROVISION FOR PAVING BRICK AND CONCRETE PAVER PAVEMENTS AND SIDEWALKS

Effective: January 1, 2004
Revised: January 1, 2009

Description. This work shall consist of constructing pavement or sidewalk, composed of paving bricks or concrete pavers, on a prepared subgrade, subbase, or base.

Materials. Materials shall be according to the following Articles of Division 1000 - Materials of the Standard Specifications.

	Item	Article/Section
(a)	Fine Aggregate (Note 1)	1003.01, 1003.02(d)
(b)	Edge Restraints (Note 2)	
(c)	Paving Brick (Note 3)	1041.03
(d)	Concrete Pavers (Note 3)	1042

Note 1. The fine aggregate used for the bedding course and joint filling shall be sand, silica sand, or slag sand. It shall also be Class A quality and dry. For the bedding course, the gradation shall be FA 1 or FA 2. For joint filling, the gradation shall be FA 9.

Note 2. For sidewalk, the edge restraints shall conform to the manufacturer's recommendations. For pavement, the edge restraints shall be combination concrete curb and gutter according to Section 606 of the Standard Specifications.

Note 3. The dimensions of the bricks and/or pavers shall be as shown on the plans.

Equipment. Equipment shall conform to the following Articles of Division 1100 - Equipment of the Standard Specifications.

	Item	Article/Section
(a)	Pneumatic-Tired Rollers	1101.01(a)
(b)	Masonry Saw (Note 1)	
(c)	Vibrator/Compactor (Note 2)	

Note 1. The masonry saw shall be a wet or dry saw capable of clean and accurate cuts.

Note 2. The vibrator/compactor shall be either a plate compactor with a high frequency, low amplitude plate or a rubber-roller mechanical vibrator.

Aesthetic Mockup, Review, and Approval. A 1 sq yd (sq m) full-scale mock-up using actual job specific edge restraint (if other than combination concrete curb and gutter), materials, brick dimension, colors, methods, and workmanship shall be provided by the Contractor. The actual vibrating equipment and vibrating rate to be used on the job shall be used on the mockup. The accepted mock-up will be the standard by which remaining work will be evaluated for technical and aesthetic merit. The mock up may be in a location of proposed installation where it may remain if approved by the Engineer.

CONSTRUCTION REQUIREMENTS

Preparation of Subgrade. The subgrade shall be prepared according to Section 301of the Standard Specifications, except Articles 301.05 and 301.06 will not apply.

Edge Restraints. Edge restraints shall be placed to a depth of at least the bottom of the bedding course.

For pavement, a transverse full-depth cast-in-place concrete header shall be placed at the limits of the pavement.

Bedding Course. The fine aggregate for bedding shall be placed and screeded, without compaction, to a uniform thickness of 1 to 1.5 in. (25 to 38 mm). Prepared areas shall not be left overnight, unless they are protected from disturbance and moisture. Stockpiled material shall be kept covered. Any saturated bedding aggregate shall be removed and replaced.

Installation. The bricks or pavers shall be laid in the pattern shown on the plans with a joint width from 1/8 to 1/4 in. (3 to 6 mm) on all sides. Whole bricks or pavers shall be laid first, starting from an exact edge or from the centerline of the pavement, followed by cut bricks or pavers. Cut bricks or pavers shall be at least 33 percent of the whole unit size.

After the entire pavement or sidewalk has been laid, it shall be set into the bedding course by one pass of the vibrator/compactor. Vibration/compaction shall stop within 3 ft (1 m) of any unrestrained edge.

For pavement, construction equipment shall not be driven on the new surface until the joints have been filled.

Joint Filling. The fine aggregate for joint filling shall be spread over the pavement or sidewalk and hand broomed into the joints. The aggregate shall then be worked down into the joints with multiple passes of the vibrator/compactor. Each pass shall be alternated 90 degrees from the previous pass. This process shall be repeated until the joints are completely filled.

Excess fine aggregate shall be removed by hand brooming.

All bricks and pavers within 6 ft (1.8 m) of the laying face shall be compacted and the joints completely filled with sand at the end of each workday.

For pavement, final rolling shall be completed with a 5 – 10 ton (4.5 – 9 metric ton) static pneumatic-tired roller.

Smoothness. For pavement, the completed surface will be tested for smoothness with a 16 ft (5 m) straightedge. Surface variations of the mainline pavement shall not exceed 3/16 in. (5 mm).

Method of Measurement. This work will be measured for payment as follows:

(a) Contract Quantities. The requirements for the use of contract quantities shall conform to Article 202.07(a) of the Standard Specifications.

(b) Measured Quantities. This work will be measured for payment in place and the area computed in square yards (square meters). Measurements will not include the edge restraints.

Edge restraints constructed of combination concrete curb and gutter will be measured according to Article 606.14 of the Standard Specifications.

Basis of Payment. This work will be paid for at the contract unit price per square meter (square yard) for PAVING BRICK PAVEMENT FOR LIGHT TRAFFIC, PAVING BRICK PAVEMENT FOR HEAVY TRAFFIC, CONCRETE PAVER PAVEMENT, PAVING BRICK SIDEWALK, or CONCRETE PAVER SIDEWALK.

Edge restraints constructed of combination concrete curb and gutter will be paid for according to Article 606.15 of the Standard Specifications.

CHECK SHEET #LRS15

State of Illinois
Department of Transportation

SPECIAL PROVISION
FOR
PARTIAL PAYMENTS

Effective: January 1, 2007
Revised: January 1, 2025

Add the following after the first paragraph of Article 109.07(a) of the Standard Specifications:

"Prior to completion of 50 percent of the contract, the State will not withhold retainage from any payment in excess of ten percent of any payment made prior to the date of completion of 50 percent of the contract. When the contract is at least 50 percent complete, the State will reduce the retainage so that no more than five percent is held.

Prior to the completion of 50 percent of the contract, the Contractor and their respective subcontractors shall not withhold from their subcontractors retainage in excess of ten percent of any payment made prior to the date of completion of 50 percent of the contract. When the contract is at least 50 percent complete, the Contractor and its subcontractors shall reduce the retainage so that no more than 5 percent is withheld from their respective subcontractors.

When the principal items of the work have been satisfactorily completed, a semi-final estimate may be made with the consent of the surety. Payment to the Contractor under such an estimate shall not exceed 90 percent of the amount retained after making partial payments, but in no event shall the amount retained after making the semi-final payment be less than one percent of the adjusted contract price, nor less than $500.00.

When any payment is made directly to the State, payments for completed work shall have deducted the proportionate share of the cost to be borne by the State. The deduction will be the estimated cost to the State divided by the awarded contract value with this percentage applied to the value of work in place. Any adjustment to be made because of changed quantities will be made when the final payment is being processed. No retainage will be held from the value of such payments."

State of Illinois
Department of Transportation
Bureau of Local Roads and Streets

SPECIAL PROVISION
FOR
PROTESTS ON LOCAL LETTINGS

Effective: January 1, 2007
Revised: January 1, 2013

Except for apprenticeship and training certification issues, all protests shall be handled according to Sections 6.390 through 6.440 of Title 44 Subtitle A Chapter III Part 6 of the Illinois Administrative Code. For the purpose of a protest under this special provision, a representative of the awarding local authority executing the contract will perform the functions of the Chief Procurement Officer (CPO) and the State Purchasing Officer (SPO).

State of Illinois
Department of Transportation
Bureau of Local Roads and Streets

SPECIAL PROVISION
FOR
SUBSTANCE ABUSE PREVENTION PROGRAM

Effective: January 1, 2008
Revised: January 1, 2014

In addition to all other labor requirements set forth in this proposal and in the Standard Specification for Road and Bridge Construction, adopted by the Department, during the performance of this contract, the Contractor for itself, its assignees, and successors in interest (hereinafter referred to as the "Contractor") agrees as follows:

Substance Abuse Prevention Program. Before the Contractor and any subcontractor commences work, the Contractor and any subcontractor shall have in place a written Substance Abuse Prevention Program for the prevention of substance abuse among its employees which meets or exceeds the requirements in 820 ILCS 265 or shall have a collective bargaining agreement in effect dealing with the subject matter of 820 ILCS 265.

The Contractor and any subcontractor shall file with the public body engaged in the construction of the public works: a copy of the Substance Abuse Prevention Program along with a cover letter certifying that their program meets the requirements of the Act, or a letter certifying that the Contractor or a subcontractor has a collective bargaining agreement in effect dealing with the subject matter of this Act.

State of Illinois
Department of Transportation
Bureau of Local Roads and Streets

SPECIAL PROVISIONS
FOR
MULTIGRADE COLD MIX ASPHALT

Effective: January 1, 2007
Revised: January 1, 2022

Add the following Article to Section 1032 of the Standard Specifications:

"**1032.14 Multigrade Cold Mix Asphalt.** Multigrade cold mix asphalt will be accepted according to the Bureau of Materials Policy Memorandum, "Cutback Asphalt and Road Oil Qualification Procedure". The Department will maintain a qualified producer list. These materials shall conform to the requirements listed in the following table:

Test	Grades		
	CM-90	CM-150	CM-300
Viscosity (Modified Koppers), (ASTM D 4957), @ 77 °F (25 °C), 1 sec^{-1}, Pa·s	150 - 2000	80 - 1000	30 - 500
Flash Point, (Cleveland Open Cup), (AASHTO T 48), °F (°C)	150 min. (65 min.)	150 min. (65 min.)	150 min. (65 min.)
Distillation Test (AASHTO T 78):			
Distillate, percent by volume of total distillate to 680 °F (360 °C)			
Distillate to 437 °F (225 °C)	0 - 4	0 - 5	0 - 5
Distillate to 500 °F (260 °C)	0 - 5	0 - 5	0 - 5
Distillate to 600 °F (315 °C)	10 - 65	30 - 75	40 - 85
Residue from distillation to 680 °F (360 °C), percent volume by difference	80 min.	75 min.	70 min.
Water, (AASHTO T 59), %	1.0 max.	1.0 max.	1.0 max.
Tests on residue from distillation:			
Penetration @ 77 °F (25 °C), 100 g, 5 sec, (AASHTO T 49), 0.1 mm	90 - 225	100 - 275	200 min.
Float Test @ 140 °F (60 °C), (AASHTO T 50), sec	1200 min.	1200 min.	1200 min.
Solubility in trichloroethylene, (AASHTO T 44), %	99.0 min.	99.0 min.	99.0 min."

State of Illinois
Department of Transportation
Bureau of Local Roads and Streets

SPECIAL PROVISIONS FOR REFLECTIVE CRACK CONTROL TREATMENT

Effective: January 1, 2022

Description. This work shall consist of constructing reflective crack control treatments. Area reflective crack control treatment shall be either System A or C at the option of the Contractor. Strip reflective crack control treatment shall be either System A, B, or C at the option of the Contractor.

Materials. Materials shall be according to the following.

	Item	Article/Section
(a)	Reflective Crack Control System	1062
(b)	Preparation of Mixture for Cracks, Joints, and Flangeways	1030.11
(c)	Hot-Poured Joint Sealer	1050.02
(d)	Bituminous Materials (Note 1) (Note 2) (Note 3)	1032

Note 1. The asphalt binder used for System A shall be PG 58-22 or PG 64-22.

Note 2. The primer to be used with System B shall be supplied by the manufacturer of the membrane and shall be compatible with the membrane.

Note 3. The tack coat to be used with System C shall be SS-1, SS-1h, SS-1hP, NTEA, RS-1, RS-2, CSS-1, CSS-1h, CSS-1hP, CRS-1, CRS-2, or HFE-90.

Equipment. Equipment shall be according to the following.

	Item	Article/Section
(a)	Rollers	1101.01
(b)	Mechanical Sweeper	1101.03
(c)	Asphalt-Rubber Processor/Distributor	1101.17
(d)	Mechanical Laydown Equipment	1101.18
(e)	Aggregate Spreaders	1102.04
(f)	General Use Pressure Distributor	1102.05(a)

CONSTRUCTION REQUIREMENTS

Surface Preparation. The surface on which reflective crack control system is to be constructed shall be clean and dry. Base failures shall be repaired. Cracks, spalls, potholes, or other depressions shall be sealed with an approved crack sealer or filled with mixture for cracks, joints, and flangeways according to Article 406.05.

When, in the opinion of the Engineer, the existing pavement surface cannot be rendered sufficiently smooth by crack sealing and patching, a binder shall be placed prior to construction of the reflective crack control system. The binder shall be constructed according to Section 406.

Placing Hot-Mix Asphalt (HMA). When HMA binder or surface course is placed on top of any reflective crack control system, the mixture shall be placed at a maximum temperature of 325 °F (160 °C).

Reflective Crack Control System A. The area to be covered with fabric shall be sprayed uniformly with asphalt binder at a rate of 0.25 to 0.30 gal/sq yd (1 to 1.3 L/sq m) as directed by the Engineer. Asphalt binder application shall be accomplished with a general use pressure distributor for all surfaces, except where the distributor does not have room to operate, hand spraying will be allowed. The width of the spray application shall be 2 to 6 in. (50 to 150 mm) wider than the fabric width. The asphalt binder shall be applied at a maximum temperature of 325 °F (160 °C) to avoid damage to the fabric.

After the asphalt binder has been sprayed, the fabric shall be placed onto the asphalt binder without delay. Every effort must be made to lay the fabric as smoothly as possible to avoid wrinkles. Wrinkles large enough to cause laps of the fabric shall be cut and laid out flat. The fabric shall be broomed or squeegeed to remove air bubbles and make complete contact with the road surface.

The fabric shall overlap the adjacent fabric panel a minimum of 2 in. (50 mm) and asphalt binder shall be applied by hand to make the joint. The transverse joints shall be made in such a manner to avoid pickup by the paver. The direction of paving shall be in the direction of fabric placement.

When placed as a strip treatment, the strip shall be 24 in. (600 mm) wide.

Reflective Crack Control System B. The waterproofing membrane interlayer shall be placed as shown on the plans. Placement of the membrane shall be done only when the temperature is above 40 °F (5 °C) and the pavement surfaces are dry and free of dirt and debris.

The surface shall be primed according to the manufacturer's recommendations prior to placement of the membrane. The primer shall be placed at a minimum rate of 300 sq ft/gal (7 sq m/L), shall extend 1 in. (25 mm) wider than the membrane, and shall be allowed to dry until tack free before applying the membrane. Primer shall be placed on both portland cement concrete and HMA pavement surfaces.

Any spall greater than 3 in. (75 mm) in diameter which will cause a failure of the material to bond to the pavement or will leave a cavity under the material shall be corrected with a material approved by the Engineer prior to the placement of the waterproofing membrane interlayer.

The membrane shall be installed in nominal 12 in. (300 mm) widths [11 3/8 in. (290 mm) minimum] and shall be centered over the joint or crack within a 1 in. (25 mm) tolerance. Laps will be permitted in the membrane with a minimum overlap of 2.5 in. (63 mm). The membrane shall be installed straight and wrinkle-free with no

curled or uplifted edges. Wrinkles over 3/8 in. (10 mm) width shall be slit and folded down.

Membrane shall be surface dry before placement of the hot-mix asphalt (HMA) overlay. Paving may begin immediately after membrane placement.

Reflective Crack Control System C. Immediately prior to application of a tack coat, the surface shall be thoroughly cleaned by sweeping.

When placed as a strip treatment, the strip shall be 24 in. (600 mm) wide. Equipment which meets the approval of the Engineer and applies a uniform application of tack coat, asphalt rubber, and cover aggregate may be used.

(a) Tack Coat. A tack coat shall be applied according to Article 406.05 at a residual rate of 0.05 lb/sq ft (0.244 kg/sq m).

(b) Asphalt-Rubber Mixture. For the asphalt-rubber mixture, the Contractor has the choice of using either a vulcanized rubber in asphalt with a diluent (Mixture 1) or a crumb rubber blend in asphalt which has been treated with an extender oil (Mixture 2).

(1) Mixture 1. The percentage of vulcanized rubber shall be 33 ± 4 percent by weight (mass) of the asphalt cement in Mixture 1.

The temperature of the asphalt shall be between 350 and 400 °F (175 and 200 °C) before addition of the vulcanized rubber. The material shall be carefully combined and mixed and reacted for a period of time as required by the Engineer which shall be based on laboratory testing by the asphalt-rubber supplier or contracting agency.

The temperature of the asphalt-rubber mixture shall be above 325 °F (160 °C) during the reaction period.

After the reaction between asphalt binder and rubber has occurred, the viscosity of the hot asphalt-rubber mixture may be adjusted for spraying and/or better "wetting" of the cover material by the addition of a diluent. The diluent shall not exceed 7.5 percent by volume of the hot asphalt-rubber mixture.

If a job delay results after the full reaction has occurred, the material may be allowed to cool and be slowly reheated to an acceptable spraying temperature just prior to application. However, because of the polymer reversion that can occur when crumb rubber is held for prolonged high temperatures, the material shall not be reheated to temperatures above 325 °F (160 °C). Additional diluent up to a maximum of 3 percent by volume of the hot asphalt-rubber mixture may be used after reheating of the material.

(2) Mixture 2. The percentage of crumb rubber blend shall be 25 ± 4 percent by weight of the asphalt binder. Prior to adding the crumb rubber blend, the asphalt and extender oil shall be mixed in such quantities to produce an absolute viscosity of 600 poises (60 Pa·s) at

140 °F (60 °C) when tested according to the requirements of AASHTO T 202. The asphalt oil blend shall first be heated to 400 °F (200 °C) minimum and be thoroughly mixed before beginning incorporation of the crumb rubber blend. The crumb rubber blend shall be added as quickly as possible and the mix shall be given adequate circulation and agitation during the addition-mixing process to provide for proper dispersion. As soon as the mixing of the rubber is complete, Mixture 2 may be applied to the roadway. However, if the material is not to be used within one hour of mixing, the temperature shall be reduced to below 325 °F (160 °C) and reheated on the project site.

(c) Application of Asphalt-Rubber Material. Asphalt-rubber shall be placed only under the following conditions.

(1) The pavement surface temperature is not less than 60 °F (15 °C) and rain is not imminent;

(2) The pavement surface is clean and dry;

(3) The wind conditions are such that excessive blowing of the spray bar fans is not occurring, and

(4) All construction equipment such as asphalt-rubber distributor, aggregate spreader, haul trucks with cover aggregate, and rollers are in position and ready to commence placement operations.

The asphalt-rubber mixture shall be applied at a temperature of 290 to 325 °F (140 to 160 °C) at a rate of 0.6 ± 0.05 gal/sq yd (2.7 ± 0.2 L/sq m) [based on 7.5 lb/hot gal (0.9 kg/hot L)]. Transverse joints shall be constructed by placing building paper across and over the end of the previous asphalt-rubber application. Once the spraying has progressed beyond the paper, the paper shall be removed immediately and disposed of as directed by the Engineer. Longitudinal joints shall be lapped a minimum of 4 in. (100 mm).

(d) Application of Cover Material. Cover material shall be applied immediately to the asphalt-rubber after spreading at a rate of 30 to 40 lb/sq yd (16 to 22 kg/sq m). If steel slag is used for cover material, the spread quantity shall be increased in proportion to its higher specific gravity.

At the time of application to the asphalt-rubber, cover aggregate shall not contain any free moisture.

(e) Rolling. At least three pneumatic-tired rollers shall be provided to accomplish the required embedment of the cover material. At some project locations or where production rates indicate, fewer rollers may be utilized as directed by the Engineer.

Sufficient rollers shall be used for the initial rolling to cover the width of the aggregate spread with one pass. The first pass shall be made immediately behind the aggregate spreader, and if the spreading is stopped for any reason, the spreader shall be moved ahead or off to the side so that all

cover material may be immediately rolled. Four complete coverages with rollers shall be made with all rolling completed within two hours after the application of the cover material.

(f) Opening the Completed Asphalt-Rubber Membrane Interlayer to Traffic. Except when it is necessary that hauling equipment must be on the newly applied membrane, traffic of all types shall be kept off the membrane until it has had time to set properly. The speed of all hauling equipment shall not exceed 15 mph (25 km/hr) when traveling over a membrane which is not adequately set. The minimum traffic free period shall be at least two hours.

(g) Removing Loose Cover Aggregate. Following placement of the system, the loose cover aggregate shall be removed with a mechanical sweeper without dislodging any embedded aggregate.

(h) Placement of HMA. The placement of the HMA overlay shall be delayed as directed by the Engineer for sufficient time to allow for adequate evaporation of the diluent or extender oil. A minimum of two hours shall elapse.

Method of Measurement. Area reflective crack control treatment will be measured for payment in place and the area computed in square yards (square meters). Strip reflective crack control treatment will be measured for payment in feet (meters) along the joint or crack.

Basis of Payment. This work will be paid for at the contract unit price per square yard (square meter) for AREA REFLECTIVE CRACK CONTROL TREATMENT or per foot (meter) for STRIP REFLECTIVE CRACK CONTROL TREATMENT.

Illinois Department of Transportation

Check Sheet for Recurring Special Provisions

Local Public Agency	County	Section Number
City of Evanston	Cook	26-00306-00-TL

☐ **Check this box for lettings prior to 01/01/2026**

The Following Recurring Special Provisions Indicated By An "X" Are Applicable To This Contract And Are Included By Reference:

Recurring Special Provisions

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Local Public Agency	County	Section Number
City of Evanston	Cook	26-00306-00-TL

The Following Local Roads And Streets Recurring Special Provisions Indicated By An "X" Are Applicable To This Contract And Are Included By Reference:

Local Roads And Streets Recurring Special Provisions

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BDE SPECIAL PROVISIONS
For the April 25 and June 13, 2025 Lettings

The following special provisions indicated by a "check mark" are applicable to this contract and will be included by the Project Coordination and Implementation Section of the Bureau of Design & Environment (BDE).

	File Name	#		Special Provision Title	Effective	Revised
	80099	1	☐	Accessible Pedestrian Signals (APS)	April 1, 2003	Jan. 1, 2022
	80274	2	☐	Aggregate Subgrade Improvement	April 1, 2012	April 1, 2022
	80192	3	☐	Automated Flagger Assistance Devices	Jan. 1, 2008	April 1, 2023
	80173	4	☐	Bituminous Materials Cost Adjustments	Nov. 2, 2006	Aug. 1, 2017
	80426	5	☐	Bituminous Surface Treatment with Fog Seal	Jan. 1, 2020	Jan. 1, 2022
*	80241	6	☐	Bridge Demolition Debris	July 1, 2009	
*	5053I	7	☐	Building Removal	Sept. 1, 1990	Aug. 1, 2022
*	5026I	8	☐	Building Removal with Asbestos Abatement	Sept. 1, 1990	Aug. 1, 2022
	80460	9	☒	Cement, Finely Divided Minerals, Admixtures, Concrete, and Mortar	Jan. 1, 2025	
	80384	10	☒	Compensable Delay Costs	June 2, 2017	April 1, 2019
*	80198	11	☐	Completion Date (via calendar days)	April 1, 2008	
*	80199	12	☐	Completion Date (via calendar days) Plus Working Days	April 1, 2008	
	80461	13	☐	Concrete Barrier	Jan. 1, 2025	
	80453	14	☐	Concrete Sealer	Nov. 1, 2023	
	80261	15	☐	Construction Air Quality – Diesel Retrofit	June 1, 2010	Jan. 1, 2025
*	80029	16	☒	Disadvantaged Business Enterprise Participation	Sept. 1, 2000	Jan. 2, 2025
	80229	17	☐	Fuel Cost Adjustment	April 1, 2009	Aug. 1, 2017
	80452	18	☐	Full Lane Sealant Waterproofing System	Nov. 1, 2023	
	80447	19	☐	Grading and Shaping Ditches	Jan. 1, 2023	
	80433	20	☐	Green Preformed Thermoplastic Pavement Markings	Jan. 1, 2021	Jan. 1, 2022
	80456	21	☐	Hot-Mix Asphalt	Jan. 1, 2024	Jan. 1, 2025
	80446	22	☐	Hot-Mix Asphalt - Longitudinal Joint Sealant	Nov. 1, 2022	Aug. 1, 2023
	80438	23	☐	Illinois Works Apprenticeship Initiative – State Funded Contracts	June 2, 2021	April 2, 2024
	80450	24	☐	Mechanically Stabilized Earth Retaining Walls	Aug. 1, 2023	
	80464	25	☐	Pavement Marking Inspection	April. 1, 2025	
	80441	26	☐	Performance Graded Asphalt Binder	Jan. 1, 2023	
	80459	27	☐	Preformed Plastic Pavement Marking	June 2, 2024	
*	3426I	28	☐	Railroad Protective Liability Insurance	Dec. 1, 1986	Jan. 1, 2022
	80455	29	☒	Removal and Disposal of Regulated Substances	Jan. 1, 2024	April 1, 2024
	80445	30	☐	Seeding	Nov. 1, 2022	
	80457	31	☐	Short Term and Temporary Pavement Markings	April 1, 2024	April 2, 2024
	80462	32	☐	Sign Panels and Appurtenances	Jan. 1, 2025	April 1, 2025
	80448	33	☐	Source of Supply and Quality Requirements	Jan. 2, 2023	
	80340	34	☐	Speed Display Trailer	April 2, 2014	Jan. 1, 2022
	80127	35	☐	Steel Cost Adjustment	April 2, 2004	Jan. 1, 2022
	80397	36	☒	Subcontractor and DBE Payment Reporting	April 2, 2018	
	80391	37	☒	Subcontractor Mobilization Payments	Nov. 2, 2017	April 1, 2019
	80463	38	☒	Submission of Bidders List Information	Jan. 2, 2025	
	80437	39	☐	Submission of Payroll Records	April 1, 2021	Nov. 2, 2023
	80435	40	☐	Surface Testing of Pavements – IRI	Jan. 1, 2021	Jan. 1, 2023
	80465	41	☐	Surveying Services	April 1, 2025	
	80466	42	☐	Temporary Rumble Strips	April 1, 2025	
*	20338	43	☐	Training Special Provisions	Oct. 15, 1975	Sept. 2, 2021
	80429	44	☐	Ultra-Thin Bonded Wearing Course	April 1, 2020	Jan. 1, 2022
	80439	45	☐	Vehicle and Equipment Warning Lights	Nov. 1, 2021	Nov. 1, 2022
	80458	46	☐	Waterproofing Membrane System	Aug. 1, 2024	
	80302	47	☐	Weekly DBE Trucking Reports	June 2, 2012	Jan. 2, 2025
	80454	48	☐	Wood Sign Support	Nov. 1, 2023	
	80427	49	☒	Work Zone Traffic Control Devices	Mar. 2, 2020	Jan. 1, 2025
*	80071	50	☐	Working Days	Jan. 1, 2002	

Highlighted items indicate a new or revised special provision for the letting.

An * indicates the special provision requires additional information from the designer, which needs to be submitted separately. The Project Coordination and Implementation Section will then include the information in the applicable special provision.

The following special provisions are in the 2025 Supplemental Specifications and Recurring Special Provisions.

File Name	Special Provision Title	New Location(s)	Effective	Revised
80434	Corrugated Plastic Pipe (Culvert and Storm Sewer)	Articles 542.03, 550.03, 1040.03, 1040.04(b), 1040.04(d) & 1040.08	Jan. 1, 2021	
80443	High Tension Cable Median Barrier Removal	Section 632	April 1, 2022	
80045	Material Transfer Device	Articles 406.03, 406.06(f), 406.13(b), 406.14 & 1102.02	Nov 15, 1999	Jan. 1, 2022
80410	Traffic Spotters	Article 701.13	Jan. 1, 2019	

BDE SPECIAL PROVISIONS
For the July 31 and September 18, 2026 Lettings

The following special provisions indicated by a “check mark” are applicable to this contract and will be included by the Project Coordination and Implementation Section of the Bureau of Design & Environment (BDE).

File Name	#		Special Provision Title	Effective	Revised
80099	1	☐	Accessible Pedestrian Signals (APS)	April 1, 2003	Jan. 1, 2022
80274	2	☐	Aggregate Subgrade Improvement	April 1, 2012	April 1, 2022
80192	3	☐	Automated Flagger Assistance Devices	Jan. 1, 2008	April 1, 2023
80173	4	☐	Bituminous Materials Cost Adjustments	Nov. 2, 2006	Aug. 1, 2017
80426	5	☐	Bituminous Surface Treatment with Fog Seal	Jan. 1, 2020	April 1, 2026
80475	6	☐	Bridge Deck Concrete Overlays	Jan. 1, 2026	
* 80241	7	☐	Bridge Demolition Debris	July 1, 2009	
* 5053I	8	☐	Building Removal	Sept. 1, 1990	Aug. 1, 2022
* 5026I	9	☐	Building Removal with Asbestos Abatement	Sept. 1, 1990	Aug. 1, 2022
80460	10	☐	Cement, Finely Divided Minerals, Admixtures, Concrete, and Mortar	Jan. 1, 2025	Jan. 1, 2026
80384	11	☐	Compensable Delay Costs	June 2, 2017	April 1, 2019
* 80198	12	☐	Completion Date (via calendar days)	April 1, 2008	
* 80199	13	☐	Completion Date (via calendar days) Plus Working Days	April 1, 2008	
80461	14	☐	Concrete Barrier	Jan. 1, 2025	
80453	15	☐	Concrete Sealer	Nov. 1, 2023	
80261	16	☐	Construction Air Quality – Diesel Retrofit	June 1, 2010	Jan. 1, 2025
80476	17	☐	Deck Slab Repair	Jan. 1, 2026	
* 80029	18	☐	Disadvantaged Business Enterprise Participation	Sept. 1, 2000	Jan. 2, 2025
80467	19	☐	Erosion Control Blanket	Aug. 1, 2025	
80229	20	☐	Fuel Cost Adjustment	April 1, 2009	Aug. 1, 2017
80452	21	☐	Full Lane Sealant Waterproofing System	Nov. 1, 2023	
80433	22	☐	Green Preformed Thermoplastic Pavement Markings	Jan. 1, 2021	Jan. 1, 2022
80471	23	☐	Guardrail	Nov. 1, 2025	
80472	24	☐	High Friction Surface Treatment	Nov. 1, 2025	
80456	25	☐	Hot-Mix Asphalt	Jan. 1, 2024	April 1, 2026
80446	26	☐	Hot-Mix Asphalt - Longitudinal Joint Sealant	Nov. 1, 2022	Aug. 1, 2023
80438	27	☐	Illinois Works Apprenticeship Initiative – State Funded Contracts	June 2, 2021	April 2, 2024
80483	28	☐	Inlet Filters	April 1, 2026	
80477	29	☐	Longitudinal Tining	Jan. 1, 2026	July 1, 2026
80450	30	☐	Mechanically Stabilized Earth Retaining Walls	Aug. 1, 2023	Aug. 1, 2025
80478	31	☐	Modified Longitudinal Construction Joint	Jan. 1, 2026	
80464	32	☐	Pavement Marking	April. 1, 2025	Nov. 1, 2025
80468	33	☐	Pavement Patching	Aug. 1, 2025	
80441	34	☐	Performance Graded Asphalt Binder	Jan. 1, 2023	
80459	35	☐	Preformed Plastic Pavement Marking	June 2, 2024	
* 3426I	36	☐	Railroad Protective Liability Insurance	Dec. 1, 1986	Jan. 1, 2022
80473	37	☐	Raised Reflective Pavement Markers	Nov. 1, 2025	
80455	38	☐	Removal and Disposal of Regulated Substances	Jan. 1, 2024	April 1, 2026
80474	39	☐	Residential Driveway Temporary Signal	Nov. 1, 2025	
80445	40	☐	Seeding	Nov. 1, 2022	July 1, 2026
80457	41	☐	Short Term and Temporary Pavement Markings	April 1, 2024	April 2, 2024
80462	42	☐	Sign Panels and Appurtenances	Jan. 1, 2025	Jan. 1, 2026
80479	43	☐	Sinusoidal Rumble Strips	Jan. 1, 2026	
80469	44	☐	Slope Wall	Aug. 1, 2025	
80448	45	☐	Source of Supply and Quality Requirements	Jan. 2, 2023	Jan. 1, 2026
80340	46	☐	Speed Display Trailer	April 2, 2014	Jan. 1, 2022
80127	47	☐	Steel Cost Adjustment	April 2, 2004	Nov. 1, 2025
80480	48	☐	Structural Repair of Concrete	Jan. 1, 2026	
80397	49	☐	Subcontractor and DBE Payment Reporting	April 2, 2018	
80391	50	☐	Subcontractor Mobilization Payments	Nov. 2, 2017	April 1, 2019
80463	51	☐	Submission of Bidders List Information	Jan. 2, 2025	Mar. 2, 2025

	80482	52	☐	Submission of Payroll Records – Federal Aid Contract	April 1, 2026	
	80437	53	☐	Submission of Payroll Records – State Contract	April 1, 2021	April 1, 2026
	80435	54	☐	Surface Testing of Pavements – IRI	Jan. 1, 2021	Jan. 1, 2023
	80465	55	☐	Surveying Services	April 1, 2025	
	80481	56	☐	Temporary Concrete Barrier	Jan. 1, 2026	
	80466	57	☐	Temporary Rumble Strips	April 1, 2025	
	80484	58	☐	Tolerance in Thickness for Continuously Reinforced PCC Pavement	July 1, 2026	
	80470	59	☐	Traffic Signal Backplate	Aug. 1, 2025	
*	20338	60	☐	Training Special Provisions	Oct. 15, 1975	Sept. 2, 2021
	80429	61	☐	Ultra-Thin Bonded Wearing Course	April 1, 2020	Jan. 1, 2022
	80439	62	☐	Vehicle and Equipment Warning Lights	Nov. 1, 2021	Nov. 1, 2022
	80458	63	☐	Waterproofing Membrane System	Aug. 1, 2024	
	80302	64	☐	Weekly DBE Trucking Reports	June 2, 2012	Jan. 2, 2025
	80454	65	☐	Wood Sign Support	Nov. 1, 2023	
	80427	66	☐	Work Zone Traffic Control Devices	Mar. 2, 2020	Jan. 1, 2026
	80485	67	☐	Work Zone Width Restriction	July 1, 2026	
*	80071	68	☐	Working Days	Jan. 1, 2002	

Highlighted items indicate a new or revised special provision for the letting.

An * indicates the special provision requires additional information from the designer, which needs to be submitted separately. The Project Coordination and Implementation Section will then include the information in the applicable special provision.

The following special provisions are in the 2026 Supplemental Specifications and Recurring Special Provisions.

File Name	Special Provision Title	New Location(s)	Effective	Revised
80447	Grading and Shaping Ditches	Articles 214.03 & 214.04	Jan. 1, 2023	

Illinois Department of Transportation

Special Provisions

Local Public Agency	County	Section Number
City of Evanston	Cook	26-00306-00-TL

The following Special Provision supplement the "Standard Specifications for Road and Bridge Construction", adopted

[ ], the latest edition of the "Manual on Uniform Traffic Control Devices for Streets and Highways", and the "Manual of Test Procedures of Materials" in effect on the date of invitation of bids, and the Supplemental Specification and Recurring Special Provisions indicated on the Check Sheet included here in which apply to and govern the construction of the above named section, and in case of conflict with any parts, or parts of said Specifications, the said Special Provisions shall take precedence and shall govern.

CITY OF EVANSTON
2026 Traffic Signal Improvements Project
IDOT Section No. 26-00306-00-TL
Evanston Bid Number: 26-31
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SPECIAL PROVISIONS

The following Special Provisions supplement the "Standard Specifications for Road and Bridge Construction", Adopted January 1, 2022, (herein after called "the Standard Specifications"), the latest edition of the "Watershed Management Ordinance" of the Metropolitan Water Reclamation District of Greater Chicago, the latest edition of the Standard Specifications for Water and Sewer Construction in Illinois, the latest edition of the "Manual of Uniform Traffic Control Devices for Streets and Highways", and the "Manual of Test Procedures of Materials" in effect on the date of invitation of bids, and the Supplemental Specifications and Recurring Special Provisions indicated on the Check Sheet included herein which govern the construction of,

Plans for Traffic Signal Modernization
Intersections:
Ridge Avenue at Simpson Street
Ridge Avenue at Noyes Street
Ridge Avenue at Lincoln Street
Central Street at Central Park Avenue
County: Cook

and in case of conflict with any part, or parts, of said Specifications, the said Special Provisions shall take precedence and shall govern.

LOCATION OF PROJECT

This project is located at the intersections of Ridge Avenue at Simpson Street, at Ridge Avenue at Noyes Street, at Ridge Avenue at Lincoln Street, and at Central Street and Central Park Avenue in the City of Evanston, Cook County.

DESCRIPTION OF PROJECT

The work to be performed under the contract shall consist of the removal of existing traffic signal equipment, installation of new traffic signals, pedestrian signal heads with countdown timers, emergency vehicle preemption, accessible pedestrian signals, curb ramp replacement, detectable warnings, curb and gutter, and pavement markings along with pavement patching, and all other incidental and collateral work necessary to complete the project as shown on the plans and described herein. Temporary traffic signals will be installed to maintain traffic signal operation throughout the construction until the new signals are activated.

Any reference to IDOT District 1 or Traffic Maintenance and Operations should instead be City of Evanston Traffic Operations. Other references to IDOT should instead be the City of Evanston.

START OF WORK AND COMPLETION DATES
The substantial completion date except for landscaping and punch list items, is November 15, 2027. Contractor will be notified of contract award by the end of June 2026. On recent City projects, there has been substantial delay in the Contractor receiving traffic signal and/or streetlight equipment. On this project, if the Contractor faces similar issues, the City will negotiate extending the project completion date upon receiving documentation of such delays from the Contractor.

The Contractor shall not start any work on the street and sidewalk at the project site until all traffic signal equipment's have been procured and are in the possession of the Contractor to minimize inconvenience to pedestrians and vehicles unless otherwise approved by the Engineer.

This project is on the D65 Safe Routes to School route for students. All sidewalk, ramps, curb and gutter work shall be completed during School District 65's summer break from June 11, 2027 to September 9, 2027.

DEFINITION OF TERMS
Add the following sentences to Article 101.16:
"The Engineer will have the rights and authority assigned in the Contract Documents in connection with completion of the Work in accordance with the Contract Documents."

Add the following sentence to Article 101.28:
"The terms 'Plans' and 'Drawings' have like meaning and are used interchangeably in the Contract Documents."

Add the following sentence to Article 101.29:
"The terms 'Proposal' and 'Bid' have like meaning and are used interchangeably in the Contract Documents."

Add the following sentence to Article 101.30:
"The terms 'Proposal Guaranty' and 'Bid Bond' have like meaning and are used interchangeably in the Contract Documents."

Add Article 101.56, which shall read as follows:
"**101.56 Addenda.** Written or graphic instruments issued prior to the execution of the Agreement which modify or interpret the Contract Documents, Drawings, and Specifications, by additions, deletions, clarifications, or corrections."

Add Article 101.57, which shall read as follows:
"**101.57 Award Authority.** The terms 'State, Department, Council, City, Village, Owner, Municipality' or other words used to describe the Awarding Authority in these documents and the Specifications shall be interpreted to mean the City of Evanston."

Add Article 101.58, which shall read as follows:
"**101.58 Bonds.** Bid, Performance, and Payment Bonds and other instruments of security, furnished by the Contractor and his surety in accordance with the Contract Documents."

Add Article 101.59, which shall read as follows:
"**101.59 Change Order.** A written order to the CONTRACTOR authorizing an addition, deletion or revision in the WORK within the general scope of the CONTRACT DOCUMENTS or authorizing an adjustment in the CONTRACT PRICE OR CONTRACT TIME."

Add Article 101.60, which shall read as follows:
"**101.60 Contract Price.** The total monies payable to the CONTRACTOR under the terms and conditions of the CONTRACT DOCUMENTS."

Add Article 101.61, which shall read as follows:
"**101.61 Drawings.** The part of the CONTRACT DOCUMENTS which show the characteristics and scope of the WORK to be performed and which have been prepared by or approved by the ENGINEER."

Add Article 101.63, which shall read as follows:
"**101.63 Purchase Order.** Written communication issued by the OWNER to the CONTRACTOR authorizing him to proceed with the WORK and establishing the date of commencement of the WORK."

Add Article 101.64, which shall read as follows:
"**101.64 Project.** The undertaking to be performed as provided in the CONTRACT DOCUMENTS."

Add Article 101.65, which shall read as follows:
"**101.65 Shop Drawings.** All drawings, diagrams, illustrations, brochures, schedules, and other data which are prepared by the CONTRACTOR, a SUBCONTRACTOR, manufacturer, SUPPLIER or distributor, which illustrate how specific portions of the WORK shall be fabricated or installed."

Add Article 101.66, which shall read as follows:
"**101.66 Substantial Completion.** That date as certified by the Engineer when the construction of the Project is sufficiently completed, in accordance with the Contract Documents, so that the Project can be utilized for the purposes for which it is intended. For this project, substantial completion shall be accomplished when all work is completed except placement of sod and punch list items.

Add Article 101.67, which shall read as follows:
"**101.67 Supplemental Standard Specifications.** Modifications to the Standard Specifications."

Add Article 101.68, which shall read as follows:
"**101.68 Supplier.** Any person or organization who supplies materials or equipment for the Work, including that fabricated to a special design, but who does not perform labor at the site."

Add Article 101.69, which shall read as follows:
"**101.69 Written Notice.** Any notice to any party of the Agreement relative to any part of the Agreement in writing and considered delivered and the service thereof completed, when posted by certified or registered mail to the said party at his last given address or delivered in person to said party or his authorized representative on the Work."

ADVERTISEMENT, BIDDING, AWARD AND CONTRACT EXECUTION
Delete Article 102.01 and replace it with the following:
"**102.01 Procedures to be in Accordance with Rules.** The procedures for the advertisement, bidding, award, and contract execution shall be in accordance with these Specifications."

Add Article 102.02, which shall read as follows:
"**102.02 Examination of Site.** There is no warranty or guaranty, either expressed or implied, that the provided subsurface information will disclose the actual conditions which will be encountered

during the progress of the Work. Bidders shall examine the site, interpret, or disregard subsurface information as they see fit, and arrive at their own conclusions regarding the nature, character, quality, and quantity of subsurface conditions likely to be encountered. By submitting their Bids, Bidders attest that they have fully complied with these requirements and made their own conclusions regarding subsurface conditions, which are reflected in their Bids. Bidders further attest that, should they be awarded construction Contract(s) for the Project, they shall neither have nor assert against the Owner or Engineer any claims for damages, for extra work, or for relief from any obligation of this Contract based upon deficiencies in the subsurface information provided or failure by the Owner to furnish other subsurface information or knowledge in Owner's or Engineer's possession, if any.

Bidders will be permitted to make test borings, test pits, soundings, or other investigations on the site of the Work which they so desire subject to approval by the Owner. Bidders wishing to make such investigations shall coordinate the intended site investigations with Mr. Rajeev Dahal, Senior Project Manager, Capital Planning and Engineering Bureau, Public Works Agency, City of Evanston; forty-eight (48) hours' notice prior to the intended investigation will be required. Bidders shall be responsible for coordination with JULIE and other utility companies and shall be required to have an insurance coverage as indicated in the specifications with the Owner and Engineer as additional insured on a non-contributory basis. It shall be understood that the party or parties receiving such approval shall assume all risks and liability contingent thereto, and shall be responsible for restoring the site to its original condition before the investigation, including site clean-up."

SCOPE OF WORK

Delete Article 104.04 and replace it with the following:

"**104.04 Maintenance of Detours.** Maintenance of Detours that may be required in the Work shall be performed by the Contractor. Work shall be performed in accordance with Section 107 of the Standard Specifications and as modified by the Special Provisions. The Owner must approve all detours and road closures. Such approval will not be unreasonably withheld, but all requests must be submitted with supporting data such as the projected duration of the closure and detour routes. The Owner may require the use of signage with specific street names identifying the detour route."

Delete Article 104.05 in its entirety.

Add Article 104.08, which shall read as follows:

"**104.08 Intent of Plans and Specifications.** Any minor work not specifically mentioned in the Specifications or not shown on the Plans, but necessary for the proper completion of the Work shall be considered as being a part of and included in the Contract and shall be executed in the proper manner, and the Contractor shall not be entitled to extra or additional compensation for the same. The Work quantities listed on the Bid Schedule, Drawings, Attachment A Schedule and elsewhere in the Contract Documents are approximate and are intended for comparison of Bids only and do not constitute a "guaranty" of the amount of Work to be performed. Actual Work quantities may vary significantly. Payment shall be made only for the amount of each Payment Item quantity actually installed. Measurement and payment for Work shall be in accordance with the Standard Specifications as modified herein by Special Provision. The price Bid for each Payment Item shall include all work required to complete the Item including a proportionate allocation of Contractor overhead and profit, and shall not include costs more properly allocated to other Payment Items."

Add Article 104.09, which shall read as follows:

"**104.09 Record Plans (Record Drawings).** The Contractor shall keep a complete up-to-date record of the actual construction of the Work in accordance with the special provision for Submittals."

CONTROL OF WORK

Add the following paragraph to Article 105.01 and to Article 108.07:
"The Engineer shall have no authority to suspend the Work, wholly or in part, for any reason. All rights conferred onto the Engineer for suspending the Work by Standard Specification Articles 105.01 and 108.07 shall be the sole right of the Owner."

Delete Article 105.05 and replace with the following:
"The documents forming the Contract Documents, as listed in the Agreement, are complementary, and the work called for by one is as binding upon the parties as if it was called for by all. In the event of conflict between the Contract Documents, the interpretation of the Engineer shall govern. Generally, the Engineer will resolve conflicts in a manner which will yield the greater quality in the Work. In the interpretation of any conflict between the Contract Documents, the following order of precedence shall govern:

- Evanston General Conditions
- Bid Form
- Addenda
- Instructions to Bidders
- Special Provisions
- Drawings/Plans
- Standard Specifications – Illinois Department of Transportation
- Other Referenced Specifications
- Other documents included in the Contract Documents by specific reference in the Agreement."

Add the following paragraphs to Article 105.06:
"On or within fifteen (15) calendar days from the date on the Purchase Order, the Contractor shall identify the person who will act as Project Superintendent in writing to the OWNER. The Project Superintendent is required to attend monthly meetings to discuss the Project status."

Add the following sentences to the first paragraph of Article 105.07:
"The Drawings depict the locations of various existing underground utilities, including gas mains, electric duct lines, telephone lines, cable TV lines, sewers, and water mains. The information shown on the Drawings has been determined from the best available information, including field surveys and/or the records of the parent utility companies. Such information may or may not be accurate. Other underground utilities may also be present. As such, the Owner and Engineer assume no responsibility in the event that, during construction, utilities other than those shown are encountered or that actual locations of those utilities shown are different from the locations designated on the Drawings.

Delete Article 105.09 of the Standard Specifications and replace it with the following:
"**105.09 Survey Control Points.** The primary vertical and horizontal control points for the Work are shown on the Drawings. Using this reference control, the Contractor shall take the necessary topography, locate all earthwork and structures, and establish all grades necessary for the accomplishment of the Work. The Contractor shall carefully preserve all marks, reference points and stakes established, and, in the case of their destruction, such points, marks or stakes shall be replaced by the Contractor at his expense. The Contractor shall also be responsible for any mistakes caused by their loss or disturbance.

Any monuments that are disturbed by construction operations shall be reset by the Contractor in accordance with generally accepted engineering and surveying practice. Property corners, fences, or any other indications of property lines shall be referenced by the Contractor prior to construction and reset by the Contractor after completion of construction in accordance with generally accepted engineering and surveying practice.

Prior to establishing the working control, the Contractor shall provide, at the Engineer's request, sufficient copies of an illustration of the working control relative to pertinent construction. The Engineer will check all forms prior to placing concrete. All checking by the Engineer will be independent. The sole intent of the Engineer's checking of working controls, forms and other references shall be to provide greater assurance to the Owner that the Work, when completed, will be in General conformance with the Contract Documents. The Contractor shall be solely responsible for the correctness and adequacy of Work controls."

Delete Article 105.10 and replace it with the following:
"**105.10 Authority of Engineer.** The Engineer, as the Owner's representative, will administer the Contract and observe, survey, monitor, and judge the performance of the Contractor. The Engineer will perform technical inspections of work performed by the Contractor and shall have authority to reject, in writing, all work and materials which do not comply with the Contract Documents.

The Engineer, as the Owner's representative, will interpret the Contract Documents. The Engineer will decide questions which arise in the execution of the Work or in the interpretation of the Contract Documents. The Engineer's decision or interpretations shall be final, unless the Contractor appeals to the Owner in writing within fifteen (15) calendar days after the decision or interpretation.

Neither the Engineer's authority to act under this Section, or elsewhere in the Contract Documents, nor any decision made by the Engineer in good faith either to exercise or not exercise such authority shall give rise to any duty or responsibility of the Engineer to the Contractor; any Subcontractor; any supplier, manufacturer, fabricator, distributor, vendor, or any other person or organization performing any of the Work, or to any surety for any of them.

The use of terms, such as, but not limited to: "approval", "judgment", "requirement", or "direction" shall not be effective to assign to the Engineer any duty or authority to supervise or direct the furnishing or performance of the Work or any duty or authority to undertake responsibility contrary to the provisions herein; shall not be construed in any manner to relieve the Contractor of any of its responsibilities under the Contract Documents; nor, shall be construed to create duties on the part of the Engineer or the Owner toward the Contractor.

The Engineer will not be responsible for the Contractor's means, methods, techniques, sequences, or procedures of construction, or the safety precautions and programs incident thereto, and the Engineer will not be responsible for the Contractor's failure to perform or furnish the Work in accordance with the Contract Documents.

The Engineer will not be responsible for the acts or omissions of the Contractor or of any Subcontractor; any supplier, manufacturer, fabricator, distributor, vendor, or of any other person or organization performing or furnishing any of the Work. It is agreed and understood that the Contractor is solely responsible for supervising the Work and for safety at the site of the Work as provided for in Article 105.14."

Delete Article 105.11 in its entirety.

Add the following paragraph to Article 105.12:
"The Contractor agrees that representatives of the Owner, Engineer, Illinois Environmental Protection Agency, and the Metropolitan Water Reclamation District of Greater Chicago shall have access to the Work whenever it is in preparation or progress and that the Contractor shall provide facilities for access and inspection."

Add Article 105.14, which shall read as follows:
"**105.14 Job-Site Safety.** The Contractor is solely responsible at all times for safety at the job site. The Contractor shall implement whatever protection measures are necessary to fully protect his work forces, the work forces of his suppliers and subcontractors, and the general public from construction activities. Any and all safety regulations and other provisions of applicable Federal, State and local laws and building and construction codes shall be observed.

The Drawings do not include standards or guidelines for construction safety. The Contractor shall be responsible for the adequacy and safety of all construction methods and the safe prosecution of the Work, including, but not limited to: forms, falsework, scaffolding, trench protection, protective barricades, protective rails, and warning lights. It is expressly stipulated that any examination and/or approval by the Engineer of the Contractor's plans for such items as well as for any other items needed for the prosecution of the Work will cover only general conformance with the design concept of the project and general compliance with the information given in the Contract Documents. Such examination and/or approval by the Engineer shall not relieve the Contractor from full and complete responsibility for safe prosecution of the Work at all times and for obtaining satisfactory results. Requirements for safety-related work tasks presented in Project Drawings and Specifications, such as traffic control, represent the minimum level of protection which must be implemented. Depending on the Contractor's means and methods, these protection measures may or may not be fully adequate to protect Project work forces or the general public. As such, the Contractor is solely responsible for and is required to implement whatever additional protection measures may be necessary to fully protect the Project work force and the general public.

Nothing in the foregoing paragraphs shall be construed as relieving the Contractor from full responsibility for safe prosecution of the Work at all times. In the event the Owner, Engineer or their representatives are held by a court or administrative body to be liable for personal injuries or damages to property arising from deficiencies in job-site safety, the Contractor shall promptly indemnify and hold them harmless there from."

Add the following Article 105.15, which shall read as follows:
"**105.15 Official Contact.** All official notices required to be delivered to the City of Evanston under the terms of this Contract shall be sent to the following representative of the City:

Mr. Chris Sous, Assistant City Engineer
Capital Planning & Engineering Bureau, Public Works Agency
City of Evanston
909 Davis Street,
Evanston, IL 60201
(847) 859-7835

LEGAL RELATIONS AND RESPONSIBILITY TO PUBLIC
Add the following sentences to Article 107.08:
"Suitable toilet facilities shall be provided at the job site. The facilities and the location of same shall be approved by the Owner and shall be kept in a clean and sanitary condition. Sanitary sewer

manholes or construction trenches may not be used for toilet facilities."

Delete the first sentence of Article 107.09 and replace it with the following:
"The Contractor shall notify the Engineer at least thirty (30) days in advance of the starting of any construction work which might in any way inconvenience or endanger traffic, so arrangements can be made, if necessary, for closing the road and providing suitable detours."

Add the following paragraphs to Article 107.09:
"The Contractor shall identify and obtain, at their own expense, other sites for storage of materials and equipment. Sites shall be approved by the Owner and shall conform to City zoning and land use regulations.

Contractors shall confine all work activities to the public right-of-ways, except areas designated as tree protection zones. If, for their convenience, Contractors wish to conduct work activities outside public right-of-ways, including storage of equipment and materials, Contractors shall obtain written permission from affected property owners prior to proceeding with these work activities. Costs of obtaining permission, permits, easements, site preparation, site maintenance, site restoration, and all other expenses associated with work outside right-of-ways and easements shall be borne by the Contractors at no additional expense to the Owner.

Construction materials may not be placed or stored along City streets and other public areas more than five (5) calendar days prior to their planned incorporation into the Project. Excess materials to be incorporated into the Project, including pipe, backfill materials, and other construction materials, not incorporated into the Project shall be removed from the construction site by the end of each day and shall be disposed of in accordance with these Specifications. Temporary storage of materials shall not interfere with curb line storm drainage. Reclaimed construction materials shall be moved to the Contractor's storage areas. Excess spoils shall be removed at the end of each day.

Excess construction equipment not actively engaged in daily work operations, shall be stored only in the Contractor's storage areas and not along City streets. Tracked construction equipment shall be moved from place to place in the City only on rubber-tired trailers. "Walking" of tracked equipment between construction areas is expressly prohibited. Refueling trucks shall not be parked on City streets and shall be returned to the Contractor's storage area when not in use. The Contractor shall provide off-street parking for personal vehicles belonging to his employees, supplier's employees, and subcontractor's employees. These vehicles may not be parked along City streets or in Work areas. No trailers and/or connex containers will be allowed to be stored on/in the City of Evanston R.O.W.

Electrical power for construction operations outside normal project hours shall be obtained through temporary power drops from Commonwealth Edison facilities. The Contractor shall not use engine-driven generators for power at work sites or use other engine-driven equipment outside normal project work hours, including, but not limited to: pumps and compressors, except in emergency situations.

The Contractor shall provide receptacles as necessary at construction areas for depositing waste paper and garbage; and, shall empty these receptacles regularly. The Contractor shall keep the construction site and his storage sites neat and shall promptly clean up any debris that accumulates. All waste materials shall be hauled to a legal waste disposal site of the Contractor's choice.

The Contractor shall conduct his operations so that access to homes and other buildings is maintained at all times when Contractor is not working at that specific location. The Contractor shall

cooperate in efforts to notify home and other building owners as to when direct vehicular access to their property will be curtailed and the approximate length of time of such curtailment. Written and/or vocal notification shall be given to affected residents or tenants of the properties not less than 24 hours prior to access curtailment. The Contractor shall maintain access for emergency vehicles to all parts of the construction area at all times.

Where water service connections are made, the Contractor shall not place spoil on the parkway.

The Contractor shall provide for and maintain the flow in all sewers, drains, building or inlet connections and all water-courses which may be met with during the progress of the Work. He shall not allow the contents of any sewer, drain, or inlet connection to flow into trenches, sewers, or other structures to be constructed under the Contract and shall immediately remove and cart away from the vicinity of the Work all offensive matter. The Contractor shall not disrupt the function of individual sanitary services for more than four continuous hours. If construction operations are anticipated to disrupt individual services for more than four hours, the Contractor shall provide for temporary sanitary service for the duration of the disruption.

The Contractor shall provide for and maintain the flow in all water mains or services which may be met with during the progress of the Work. When water mains or services are to be disturbed to the extent that the water will be shut-off, the City of Evanston Utilities Department and all parties being served by the lines involved shall be notified in accordance with Article 561.03, giving them the time and duration of the shut-off period. In cases involving disruption of fire hydrants, the City of Evanston Fire Department shall also be notified in accordance with Article 561.03. The Contractor shall not disrupt the function of individual water services for more than four continuous hours. If construction operations are anticipated to disrupt individual services for more than four hours, the Contractor shall provide for temporary water service for the duration of the disruption.

The Contractor shall promptly notify the proper utility company and all other effected parties of any damage to water, gas, electric, telephone, sewer, and other utility lines and connections caused by the Contractor’s operations. The damage shall be immediately repaired at the Contractor's expense. In the case of an accidental breaking of a water main or service line, the repairs of such a break shall have priority over all other operations. The parties whose services are affected by the break shall be notified at once and all assistance given to supply emergency water where necessary by temporary lines, tank truck, or other means. The Contractor shall maintain an appropriate inventory of the materials for emergency repairs. In the case of an accidental breakage of a streetlight cable, the Contractor shall submit for approval a licensed electrical contractor to repair any and all damage to the existing streetlight cables.

The Contractor shall not allow travel upon any street, park, roadway, or alley to be hindered or inconvenienced needlessly, nor shall the same be wholly obstructed without the written permission of the Owner thereof. No construction vehicles shall be driven through or shall be parked in alleys unless so approved by the Engineer. Construction traffic shall be routed on major City through-streets. Construction traffic on minor streets shall be limited as much as is practical. All street closures must be approved by Engineer.

When traffic must be obstructed, the Contractor shall provide proper traffic control as accepted by the Engineer and Owner by placing clearly worded signs announcing such fact with proper barricades, at the nearest cross-streets on each side of such obstructed portion, where travel can pass around the obstruction in the shortest and easiest way. “No parking” signs must be approved by the Engineer and must be POSTED AND DATED at least 48 hours before the intended date of use. “No Parking” signs are to be purchased from the Owner. If vehicles are still parked in “No

Parking" areas identified by the Contractor, the Contractor shall notify the Engineer who will contact the Evanston Police to have the vehicles towed away. No towing of vehicles shall be done by the Contractor.

Driveways to fire department buildings, driveways to medical buildings, and driveways to businesses required for continuance of their commerce shall be kept open and maintained in passable conditions at all times unless modified by agreement between the Contractor and the property owner. All agreements between the Contractor and private property owners must be in writing to be considered binding. The Contractor shall give reasonable notice to the owners of all private driveways before interfering with them. Daily construction operations shall be terminated at such locations that the operations of driveways are not obstructed. Driveways shall be passable between the hours of 6:00 p.m. and 9:00 am.

Delete Article 107.17 and replace it with the following:
"**107.17 Use of Explosives**
Blasting and other uses of explosives will not be permitted under this Contract."

Delete Article 107.18 and replace it with the following:
"**107.18 Use of Fire Hydrants.** If the Contractor desires to use water from hydrants, he shall fill out an application to the City of Evanston Utilities Department and shall conform to the municipal ordinances, rules, or regulations concerning their use. The Contractor shall obtain a use permit for each hydrant, and shall operate the hydrant properly. The Contractor is required to use an RPZ or appropriate back flow prevention device subject to approval of the City. There is a $300 deposit on the fire hydrant and all borrowed equipment. Water shall be furnished from hydrants at no cost to the Contractor. However, the Contractor shall restore any damage to the hydrant caused by his use, including settlement.

Fire hydrants shall be accessible at all times to the Fire Department. No material or other obstructions shall be placed closer to a fire hydrant than permitted by municipal ordinances, rules or regulations, or within five (5) feet of a fire hydrant, in the absence of such ordinances, rules or regulations."

Add the following paragraphs to Article 107.20:
"All existing roadway ditches or swales disturbed during construction operations shall be restored to their original cross-section and longitudinal grade, as approved by the Engineer. Any settlement caused by sewer or water main trenches shall be refilled and the original grades maintained by the Contractor for a period of one year from the date of final completion of the Project. Any property damage caused by trench excavation or augering operations, including settlement, shall be restored at Contractor's expense."

Existing roadways, driveways, sidewalks, curbs, utilities, structures, landscaping, site objects, and other site improvements not indicated to be removed and/or replaced as part of the Project which are damaged by Contractor's operations shall be repaired to a condition equal or better than that prior to the start of construction; or, if deemed un-repairable by the Owner, removed and replaced by the Contractor at no cost to the Owner in accordance with the terms of the Project specifications, Drawings, applicable codes, ordinances, and technical standards.

The correction of defects in the Work performed by the Contractor shall be done at no additional cost to the Owner and in accordance with the terms of the Project specifications, Drawings, applicable codes, ordinances, and technical standards.

Add the following paragraph to Article 107.25:
"Prior to commencement of construction operations, the Contractor shall prepare a written inventory of existing traffic control and other signage along the routes of construction. This inventory shall list the location, wording, and general condition of signage. This inventory shall be submitted to the Engineer upon completion and before any signage is removed for construction activities. The Contractor shall remove all existing traffic control signs, store these signs in a manner, which prevents damage, and reinstall them as soon as possible following installation of new sewers as coordinated by the Engineer."

Delete Article 107.27 and replace it with the following:
Extension of Indemnification to Third Parties. In the event that some of the Work is to be completed on property that is not owned by the Owner, the Contractor shall provide the indemnification and save harmless protection to the owner of such property. The Contractor shall also provide the indemnification and save harmless protection to owners of adjacent properties that may be affected by his operations.

Claims and disputes by third parties arising from work on this Contract, including augering and directional drilling or excavation work shall be resolved in accordance with the procedures hereinafter specified. This provision does not change, modify or alter the Contractor's responsibility to follow the insurance requirements of the Contract. Neither does this provision change, modify or alter the Contractor's responsibility to defend, indemnify and hold harmless the Owner and the Engineer from all types of claims that may arise out of or in consequence of the performance of this work by the Contractor or which may result in any way there from as that duty is stated in Section 107. Furthermore, this provision does not change, modify or alter the Contractor's responsibility to follow the provisions requiring a Contractor's Performance Bond.

The Contractor agrees to follow the procedure described following in resolving all property damage disputes that arise during the performance of the Work under the Contract. The Contractor agrees that the following procedure is the way the Contractor will hold the City of Evanston, MWRD and Engineer harmless for property damage claims:

i. Procedure for Resolving Property Damage Disputes

If the Contractor receives a claim for property damage allegedly caused by his performance of the Work under this Contract, the Contractor shall, within five (5) calendar days of receipt of such claims:

Acknowledge the claim to the property owner.

Send a copy of the said claim and acknowledgment to Engineer.

If the claim is not settled (or the Contractor does not agree to settle the claim) within five (5) calendar days, the Contractor shall:

Forward the claim to the Contractor's insurance carrier.

Require his insurance company to forward to Engineer an acknowledgment of receipt of the claim.

The Contractor and insurance carrier shall either settle or deny claims within sixty (60) calendar days of initial receipt of the claims. The insurance carrier and Contractor shall notify the Engineer of claims settled and denied, including the terms of the settlement or reasons for denial. The Contractor shall advise property owners of the decision to deny their claims and shall include in the Notice of Denial

the name and address of the person authorized to accept service of process on behalf of the Contractor.

When a claim is allowed in any amount, Contractor shall, within thirty (30) calendar days of the award, pay to the property owner the amount of the award. If the Contractor does not make these payments to the property owner within the thirty (30) calendar day period, the Owner shall be authorized to make these payments for the Contractor and then deduct the amounts paid from the next payment due the Contractor under this Contract."

Add the following paragraphs to Article 107.30:
"The Contractor assumes full responsibility for the safekeeping of all materials and equipment and for all unfinished work until final acceptance by the Owner, and if any of it is damaged or destroyed from any cause, the Contractor shall replace it at his own expense.

The Contractor shall indemnify and save harmless the Owner against any liens filed for nonpayment of his bills in connection with the Contract work. The Contractor shall furnish the Owner satisfactory evidence that all persons who have done work or furnished materials, equipment, or service of any type under this Contract have been fully paid prior to the acceptance of the Work by the Owner.

The Contractor shall erect and maintain such barriers and lights and/or watchmen as will protect and warn pedestrians and vehicles and prevent access of unauthorized persons to the site so as to prevent accidents as a consequence of his work.

The Contractor shall indemnify and hold harmless the Owner, the Owner's employees, the Engineer, and the Engineer's employees from any and all liability, loss, cost, damages and claims, and expense (including reasonable attorney's fees and court costs) resulting from, arising out of, or incurred by reason of any claims, actions, or suits based upon or alleging bodily injury, including death, or property damage arising out of, or resulting from the Contractor's operations under this Contract, whether such operations be by himself or by any subcontractor or by anyone directly or indirectly employed by either of them. The Contractor shall obtain insurance for this purpose, which shall insure the interests of the Owner and Engineer as the same may appear, and shall file with the Owner and Engineer certificates of such insurance.

The Contractor shall protect the Owner's property and adjacent property from injury or loss resulting from his operations. Objects sustaining such damage shall be replaced to the satisfaction of the Owner and Engineer; the cost of such repairs shall be borne by the Contractor.

The Contractor shall be completely responsible for protecting his work from vandalism. Any vandalized concrete shall be repaired and/or replaced as directed by the Engineer and at the Contractor's expense."

Delete the second and fourth paragraphs of Article 107.35

Delete Article 107.40 in its entirety and replace with the following:
Unknown Utilities. The requirements stated in Article 107.37 for known utilities shall apply to unknown utilities. No additional compensation will be allowed for any delays, inconveniences, or damages sustained by the Contractor due to the presence of any claimed interference from unknown utility facilities or any adjustment of them, except as specifically provided in the contract.

Definition. An unknown utility is defined as an active or inactive underground transmission facility (excluding service connections) which is either:

(1) Located underground and (a) not shown in any way in any location on the plans; (b) not identified in writing by the City to the Contractor prior to the letting; or (c) not located relative to the location shown in the contract within the tolerances provided in 220 ILCS 50/2.8 or Administrative Code Title 92 Part 530.40(c).
(2) Located above ground or underground and not relocated as provided in the contract

Add Article 107.42, which shall read as follows:
"**107.42 Traffic Control and Protection.** Refer to the TRAFFIC CONTROL PLAN in this set of project specifications to check which Highway Standards and Details apply relating to Traffic control.

If requested by Contractor, one-block-long road closures will be allowed by the Owner in areas deemed necessary by the Engineer. No more than one lane of other streets may be closed at any time. Traffic control shall be in accordance with the applicable sections of the Standard Specifications, the applicable guidelines contained in the Illinois Manual on Uniform Traffic Control Devices for Streets and Highways, any Special Provisions, any Supplemental Standard Specifications and any special details and Highway Standards contained herein.

At the Pre-Construction Meeting, the Contractor shall furnish the name, and a 24-hour telephone number of the individual in his direct employ, who is responsible for the installation and maintenance of the traffic control for the Project. In accordance with Article 108.01, if a subcontractor is to provide this aspect of the work, consent of the Engineer is required. This shall not relieve the Contractor of the foregoing requirement for an individual in his direct employ to superintend the implementation and maintenance of the traffic control.

The Contractor shall furnish, install, maintain, relocate, and remove all traffic cones, signs, barricades, warning lights and other devices which are to be used for the purpose of controlling pedestrian and vehicular traffic. The traffic control requirements presented in the Contract documents represent the minimum level of control which shall be provided. The Contractor is solely responsible for implementing all other traffic control measures required to fully protect pedestrians, vehicles, and his work forces.

The Contractor is responsible to ensure that all barricades, warning signs, lights and other devices installed for traffic control are in place and operational twenty-four hours each calendar day this Contract is in effect. In particular, the Contractor shall make sure that warning lights are functioning during night-time hours. Warning lights shall be checked each calendar day to verify functioning, replace batteries/bulbs, and/or replace light assemblies as necessary.

All areas of work shall be protected each night by Type II drum-type or sawhorse-type barricades at not greater than fifty (50) foot centers.

Drum-type and sawhorse barricades shall be equipped with working flashing lights and highly visible reflectors, reflective tape or reflective paint. At least six reflectors shall be visible from any viewing angle. Tape or paint shall cover at least 30 percent of the barricade from any viewing angle and shall conform to Section 700 of the Standard Specifications. Arrow boards shall be silent type powered by electricity or battery packs. No engine/generator-powered arrow boards are permitted.

The Contractor shall place "No Parking" signs a minimum of two (2) calendar days prior to curb replacement, patching or resurfacing operations. All "No Parking" signs must have the approval of, affixed, and displayed to the satisfaction of the Engineer. Posting of signs on trees shall be done in such a manner to facilitate removal; stapling or nailing of signs to trees is prohibited. Contractor shall keep a log of all posted "No Parking" signs and shall submit the log to the Engineer promptly upon

request.

School busses and emergency vehicles shall have access to all premises at all times."

Add Article 107.43, which shall read as follows:
"**107.43 Maintenance of Roads.** Contractor shall maintain roads for all weather conditions and at all times in compliance with state and local regulations. Upon completion of construction, Contractor shall return all roads to their original condition as described in Section 442. With the Owner's approval, roadways and drives may be closed temporarily in the immediate area of the work. However, roadways and driveways shall be reopened as soon as is practical following the completion of installation and/or restoration. All roadways shall be maintained open to local traffic between the hours of 6:00 p.m. and 9:00 am or at other times when Contractor is not actively engaged in sewer and/or water main installation. Roadways shall be open to through traffic whenever practical. Roadways shall be open to emergency vehicles at all times. Temporary pavements specified by Engineer or Owner shall be placed on the same day as sewer and/or water main installation and shall be maintained as necessary until final roadway restoration. Contractor shall promptly remove all loose material spilled on roadways during the execution of the Work.

Temporary pavements shall consist of aggregate, cold mix, hot mix, or steel plates as specified or as directed by the Engineer. Hot mix shall be used for all IDOT and arterial streets and all intersections, and shall be compacted to the satisfaction of the Engineer by a steel drum roller. Aggregate surface course shall be used for other streets, alleys and driveways, unless otherwise directed by the Engineer. Steel plates shall be used to close construction work shafts and shall be set with their surfaces flush with existing roadways.

Temporary pavements for trenches crossing roadways and sewer and/or water main structures in through traffic lanes shall be hot mix when specified or as directed by Engineer. Temporary pavements around structures not located in through traffic lanes shall be aggregate surface course as specified or as directed by the Engineer."

Add Article 107.44, which shall read as follows:
"**107.44 Water Control.** The Contractor shall perform grading and other operations to maintain site drainage. Surface water shall not be allowed to accumulate in excavations. The Contractor shall dispose of surface and subsurface water in a legal manner. He shall not allow mud, silt, or debris to flow into any surface water area or body other than in compliance with the State Water Quality Standards. Where the Contractor's operations disturb existing combined sewers, the Contractor shall provide temporary bulkheads and pumping facilities as necessary to maintain the combined sewers, connected building services and storm water inlet leads in full operation, including transport of the maximum dry-weather and wet-weather flow of which the existing sewer is capable. Combined wastewater shall not be permitted to flow along streets, public right-of-ways, private property, trench areas or inactive relief sewers. All earthworks, moving of equipment, water control of excavations, and other operations likely to create silting, shall be conducted so as to minimize pollution to watercourses or water storage areas. Under no circumstances shall the Contractor discharge pollutants into any watercourse or water storage area."

Add Article 107.45, which shall read as follows:
"**107.45 Overnight Protection of Work.** The Contractor shall adequately backfill, cover with appropriate plates, or suitably fence and barricade all open excavations at the completion of each day's work. Open-cut excavations shall be reduced to a maximum length of thirty feet overnight. Excavations shall not block roadways or driveways. Open ends of sewers being installed shall be bulk-headed overnight with watertight plugs to prevent entrance of soils, entrance of groundwater,

and/or entrance by the public. The Contractor shall protect all excavations from public access. All shafts for open-cut work shall be fully covered during non-working hours and during working hours when not being actively used for that day's construction."

Add Article 107.46, which shall read as follows:
"**107.46 Guarantees and Warranties.** All guarantees and warranties required shall be furnished by the Contractor and shall be delivered to the Owner before the final voucher on the Contract is issued."

PROSECUTION AND PROGRESS

Add the following to Article 108.01:
"The Owner may approve the use of second tier subcontractors on a case-by-case basis after the Prime Contractor initiates a request for approval of same. The Prime Contractor is responsible for compliance with all the provisions of the contract and is also responsible for providing that all of the pertinent provisions and requirements of the prime contract are incorporated into the second-tier subcontracts. The Prime Contractor shall provide a copy of the second-tier subcontract, second-tier subcontractor insurance certificates, and shall provide waivers from the second-tier subcontractors as required for the processing of pay estimates. The second-tier subcontractor shall not commence work until approval is granted by the Owner"

Add the following to Article 108.02:
"Prior to commencing construction operations, the Project Superintendent shall meet with the Owner and Engineer and submit his Progress Schedule.

The construction schedule shall reflect that no work will be performed on Saturdays, Sundays, Holidays, and the days listed below as modified in Art. 108.03 Section 108. Calendar day is defined as: "Any calendar day between April 1 and November 30 inclusive, except Saturdays, Sundays or legal holidays. If the City approves work on Saturday, the Contractor will not be charged a calendar day for work done on that Saturday."

The Contractor shall submit to the Engineer monthly updates of the schedules required per these specifications. Schedule updates shall reflect the progress to date by providing actual start dates for activities started, actual finish dates for completed activities, and identifying out of sequence work, schedule logic changes, and any circumstances or events impacting the current schedule. The updates shall also contain the Contractor's best estimate of the remaining duration for activities not complete as of the date of the update. All graphic presentations and reports shall be submitted with the monthly partial payment requests.

The Contractor shall prepare and submit daily reports containing, among other items, the following information:

1. A description of work activities performed.
2. A description of obstructions encountered.
3. Temperature and weather conditions.

The reports shall be submitted on a daily basis, by the end of the next business day.

Information provided on the daily report shall not constitute notice of delay or any other notice required by the Contract Documents.

Failure to provide the updated schedule every month may be cause to withhold any partial payment

due to the Contractor during the course of the Contract until the deficiency has been remedied."

Delete the second paragraph of Article 108.03 and replace it with the following:
"The Contractor shall notify the Owner and Engineer at least 72 hours before beginning work. The Contractor shall give a minimum of 24-hour notice, not including Saturdays, Sundays or legal holidays, prior to suspension of construction activities for any non-weather related reason. Suspension of work for non-weather related reasons must be pre-approved by the Engineer. The Contractor must be in advance of the Controlling Item as indicated by his submitted Construction Schedule as a condition of the Engineer's granting of authorization to suspend work. In addition, the suspension shall not affect the completion date of the Project. The Contractor shall notify the Engineer at least 24 hours, not including Saturdays, Sundays or legal holidays, prior to the resumption of work. The site must be left in a clean and neat manner, acceptable to the Engineer, prior to the authorization of the suspension.

The Contractor shall perform the Work in accordance with the following scheduling requirements:

a. The Contractor will be required to discuss their operations and get verbal and / or written permission at least twenty-four (24) hours in advance in order to work on the following dates:

Friday, April 3, 2026	Good Friday
Thursday, April 9, 2026	Last Day of Passover
Friday, July 3, 2026	Independence Day (Observed)
Friday, September 11, 2026	Rosh Hashanah
Monday, September 21, 2026	Yom Kippur

Delete Article 108.04 and replace it with the following:
"**108.04 Normal Work Hours.** Normal work hours shall be Monday through Friday (excluding legal holidays) between 7:00 am and 5:00 p.m. local time during the calendar dates specified in Article 108.03. Except for work required to maintain warning lights, barricades and other safety/health-related systems no work shall be performed on Saturdays, Sundays, legal holidays, or between 5:00 pm and 7:00 am on other days without specific permission of the Owner.

No work, except maintenance of warning lights, barricades and other safety/health-related systems, may be performed unless the Engineer is available to observe/inspect construction activities. Owner will provide the services of the Engineer as needed for construction observation/inspection between the hours of 7:00 am and 5:00 p.m., Monday through Friday, except legal holidays, in accordance with the calendar dates specified in Article 108.03.

If at any time during the project the Contractor elects to work on a Saturday, they must obtain written permission from the Capital Planning and Engineering Bureau, Senior Project Manager and/or City Engineer/Bureau Chief, Public Works Agency. Contractor shall request this at least twenty-four hours in advance of Saturday work. The contractor is required to estimate any Saturday work and include that in the bid amount.

Delete Article 108.05 and replace it with the following:
"**108.05 Project Completion Times:**
The Project Completion Time and Substantial Completion Times shall be as specified in the Contract Documents. Liquidated damages, as indicated in Article 108.09 shall apply for failure to achieve any of the listed Partial Completion Dates, Substantial Completion Dates, Project Completion Dates, and other specific Work task completion requirements. Calendar day is defined as: "Any calendar day

between April 1 and November 30 inclusive, except Saturdays, Sundays, or legal holidays. If the City approves work on Saturday, the Contractor will not be charged a calendar day for work done on that Saturday." Claims for extension or shortening of the Substantial Completion Times and Project Completion Time shall be based on written notice delivered by the party making the claim to the other party and to the Engineer promptly, but, in no event, later than thirty (30) calendar days after the occurrence of the event giving rise to the claim and stating the nature of the claim."

MEASUREMENT AND PAYMENT

Add the following paragraphs to Article 109.02:

"All the requirements of the Supplemental Standard Specifications pertaining to Sections 100 to 109 of the Standard Specifications are considered incidental to the Work, and no separate or additional payment will be made, except as otherwise indicated, for complying with said requirements. The Owner has the authority to withhold any payment if satisfactory progress is not made by Contractor to complete any work on the Contract.

The cost of removal of any temporary surfaces, trench backfill or other temporary materials above the subgrade level in areas where final surface restoration is to be performed shall be incidental to the Contract and no additional separate payment will be made except as indicated on the Plans.

Existing facilities or property damaged by construction activities, including settlement, whether through result of Contractor's negligence or as a normal result of the means and methods employed by the Contractor, shall be restored to original condition. Restoration of damaged areas will be considered incidental to the Work and the cost shall be included as part of the unit or lump sum price item to which the restoration pertains.

Payment for each item will be made at the unit or lump sum price bid for that item. The cost of all other related or incidental work required by the plans and specifications shall not be measured or paid for as a separate item, but shall be included as part of the unit or lump sum price item to which the work pertains. Failure to list all such related or incidental work for the bid items shall not invalidate this stipulation."

Delete Article 109.07 and replace it with the following:

"**109.07 Partial Payments and Retainage.** The Owner will pay the Contractor monthly for Work completed in accordance with the Contract Documents. Applications for Payment from the Contractor (and subcontractors) shall be prepared and submitted by the Contractor with all supporting documents to the Engineer. Supporting documents to be submitted with Applications for Payment shall include, but are not limited to:

Documents to be Submitted With Applications for Partial Payment

(a) MBE/WBE/EBE Monthly Utilization Report

(b) All delivery tickets for concrete and asphalt.

(c) Lien Waivers

(d) Construction Schedule Update

(e) Certified payrolls for general contractor and sub-contractors

Failure to submit any of the above documents may cause the payment application to be rejected.

Lien waivers shall accompany each Application for Payment and shall reflect the amount paid to each subcontractor, and supplier, and their respective supporting lien waivers. Contractor's lien waivers submitted with interim Applications for Payment shall reflect all costs up to the date of the Application. Lien waivers from subcontractors, suppliers and others accompanying interim Applications for Payment may be submitted one month in arrears. Lien waivers submitted with the final Application for Payment shall reflect the full values of Contractor's efforts; and, all subcontracts, materials purchases, and other Project costs.

Applications for Payment shall be reviewed by the Engineer within ten (10) calendar days of the submittal and returned to the Contractor for correction or forwarded to the Owner for approval, as appropriate. Engineer and Contractor must agree to quantities forwarded to the Owner. Any disputed quantities not included in the Application for Payment must be resolved within thirty (30) calendar days with any adjustments from disputed quantities to be included on the following Application for Payment. Applications for Payment certified by the Engineer must be in the City offices by the close of business on the last working day of each month. The Owner will pay the Contractor within thirty (30) calendar days of receipt of Applications for Payment certified by the Engineer.

Retainage shall be withheld as follows:

'There shall be deducted from the amount so determined for the first 50 percent of the completed work a sum of ten percent to be retained until after the completion of the entire work to the satisfaction of the Engineer. After 50 percent or more of the work is completed, the City may, at its discretion, certify the remaining partial payments without any further retention, provided that satisfactory progress is being made, and provided that the amount retained is not less than five percent of the total adjusted contract price."

Delete the first, third, and fourth paragraphs of Article 109.08 and add the following:
"Final payment will be made within sixty (60) calendar days after the Work is fully completed and accepted by the Owner and the Contract fully performed. Request for final payment shall be prepared by the Contractor and accompanied by the documentation hereinafter listed. Quantities for this Contract shall be subject to the contract unit price applied to final measured quantities.

Neither the final payment nor any part of the retained percentage shall become due until the Contractor delivers to the Owner a complete release of all liens arising out of this Contract, or receipts in full in lieu thereof, and in either case, an affidavit that so far as he has the knowledge or information, the releases and receipts include all the labor and material for which a lien could be filed, but the Contractor may, if any subcontractor refuses to furnish a release or receipt in full, furnish a bond satisfactory to the Owner, to indemnify the Owner against any lien. If any liens remain unsatisfied after all payments are made, the Contractor shall refund to the Owner all moneys that the Owner may be compelled to pay in discharging such liens, including all costs and Attorney's fees.

With his final payment request, the Contractor shall submit the following data:

Documents to be Submitted With Application for Final Payment

(a) MBE/WBE/EBE
Utilization Final Report
(b) Contractor prepared Record - Drawings

Add the following as the first two paragraphs of Article 109.09:
"The Contractor shall notify the Engineer immediately when the Contractor becomes aware of any circumstances which the Contractor believes may lead to a claim for extra cost. Where possible, the Contractor shall delay proceeding with work which may result in the claim for extra cost until the Engineer has had a reasonable opportunity to review the situation, unless such delay will materially disrupt the prosecution of the Work or unless immediate Contractor action is required to resolve an emergency which endangers life or property. The purposes of the Engineer's review are: to verify that a claim for extra cost may be warranted, to make modifications to the Work to avoid or minimize the extra cost, and/or to monitor the Contractor's performance of the work generating the extra cost. For those situations where the Engineer is not notified prior to the Contractor performing work which causes the claim, the amount of extra cost to which the Contractor is entitled shall not include costs which, in the Engineer's sole opinion, could reasonably have been avoided if the Contractor had notified the Engineer prior to proceeding with the Work.

The Contractor shall submit, in writing, claims for extra cost to the Engineer as soon as possible after the occurrence of the event(s) giving rise to the claim, but not more than thirty (30) calendar days thereafter. Claims shall include appropriate supporting documentation as specified in following paragraphs to justify the extra cost claimed. This documentation shall include, as a minimum: a description of the circumstances which generated the claim, prior notifications provided to the Engineer, and a detailed breakdown of costs incurred by the Contractor. In the event that this documentation cannot be assembled within thirty (30) calendar days or if the extra cost is ongoing, the Contractor shall submit, in writing, whatever partial information is available to keep the Engineer informed of the Contractor's progress. Extra costs incurred by the Contractor solely because of the particular means and methods which the Contractor chooses to perform the Work will not be considered. Claims submitted more than thirty (30) calendar days after the occurrence of the event(s) giving rise to the claim will not be considered."

Delete the first, second and third paragraphs of Article 109.09 sub-paragraph (e) and replace them with the following:

"(e) Procedure. All claims and supporting documentation shall be submitted to the Engineer. The Engineer shall review each claim and advise the Owner of the Engineer's opinion of the relative merit of each claim and the dollar and/or time adjustment which the Engineer believes is warranted, if any. The Owner shall make a determination of the merit of each claim and the dollar and/or time adjustment, if any, which is appropriate for resolution of the claim. If Contractor is dissatisfied with the Owner's decision regarding merit, dollar adjustment, and/or time adjustment associated with a claim, the Contractor may request arbitration in accordance with the following:

- All claims, counter-claims, disputes and other matters in question between the Owner and the Contractor arising out of, or relating to this Agreement or the breach of it, will be decided by arbitration if the parties mutually agree, or in a court of competent jurisdiction within the State.

- Notice of the demand for arbitration shall be filed in writing with the other party to the Contract Documents and with the American Arbitration Association, and a copy shall be filed with the Engineer. Demand for arbitration shall in no event be made on any claim, dispute or other matter in question which would be barred by the applicable statute of limitations.

- The Contractor will carry on the Work and maintain the progress schedule during any arbitration proceedings, unless otherwise mutually agreed in writing."

TRAFFIC CONTROL AND PROTECTION, (SPECIAL)

Delete Article 701.20 and replace it with the following:
This work will be paid for at the Contract LUMP SUM price for TRAFFIC CONTROL AND PROTECTION, (SPECIAL). This lump sum price shall be payment in full for all materials, labor and equipment required for: handling, furnishing, transporting, installing, maintaining, relocating and removing all traffic control devices and signage required for to fully protect construction operations and the general public; including implementing any detour plans shown on the Drawings. This lump sum price shall also include all materials, labor and equipment required for: furnishing, installing, relocating and removing steel plates and other temporary bridging over trenches, auger pits, receiving pits and other areas disturbed by construction activities. The salvage value of the materials removed shall be reflected in the price bid for this Item. Progress payments for traffic control will be made in direct proportion to the value of work completed. Contractor shall also refer to the IDOT Standards included herein for additional traffic control measures. The Contractor is advised that specific liquidated damages apply for failure to maintain traffic control devices.

TRAFFIC CONTROL AND PROTECTION, (SPECIAL) shall be paid monthly in an amount equal to the lump sum price bid multiplied by the overall percentage completion of other Contract Payment Items.

EXISTING SIGNS

The City will remove all conflicting street signs located on signal posts or within the sidewalk. The Contractor shall notify the City 48 hours in advance of when the signs will need to be removed.

WORKING RESTRICTIONS

Pedestrian access through the intersection shall be maintained at all times. The following Work Restriction shall apply:

- At least one crosswalk across each of the two intersecting streets at Ridge Avenue and Simpson Street, at Ridge Avenue and Noyes Street, at Ridge Avenue and Lincoln Street, and at Central Street and Central Park Avenue shall be open and available for pedestrians to use at all times during this project. The Contractor shall coordinate with the City regarding which crosswalk will be available.
- Unfinished work (such as foundations, conduit) shall be covered or properly cordoned off, so as not to be a hazard or attractive nuisance to pedestrians.

The Contractor shall be responsible to ensure that areas open to the public are clean and free from debris.

METHYL METHACRYLATE PAVEMENT MARKINGS AND COLORIZATION, VARIOUS COLORS

Description. The work will include the application of methyl methacrylate (MMA) acrylic high friction colorized surface for a variety of uses including but not limited to: bike lanes, bus lanes,

pedestrian areas, and ADA parking. The colorized surfaces shall be applied according to the manufacturer's specifications and as amended in these specifications.

Materials. The MMA acrylic pavement marking material must be methyl methacrylate acrylic material with a pigment specified by CDOT and include anti-skid abilities as described below. Color pigmented resins shall comply with FHWA color guidelines.

1. Pigmented Resin.
   a. Color pigmented resins shall comply with FHWA color guidelines.
2. Anti-Skid Aggregate.
   a. For all designated bike lanes and pedestrian areas, a durable aggregate with a minimum hardness of 7.0 per Mohs Hardness Scale must be used and incorporated into the pigmented MMA acrylic resin.
   b. For all designated bus lanes and ADA parking spaces, calcined bauxite with minimum hardness of 8.5 per Mohs Hardness Scale must be used and incorporated into the pigmented MMA acrylic resin.
   c. For other use cases, CDOT will coordinate with the vendor on the desired hardness to be incorporated into the pigmented MMA acrylic resin.

Submittals.

1. Product data describing physical and performance characteristics and colors available
2. Material Certification: Provide a manufacturer's written certification that the material complies with these specifications.
3. Samples: Submit manufacturer's sample of materials, finishes, and colors
4. Quality Control Plan
   a. Description of equipment for placing MMA
   b. Description of equipment for measuring, mixing, placing, and finishing MMA
   c. Method for protecting areas not to receive MMA
   d. Cure time estimates for MMA
   e. Storage and handling of MMA components
   f. Disposal of excess MMA and containers
   g. Contingency plan for possible failure during the MMA application including remediation

Construction Requirements. Construction of bike lane pavement markings shall be in accordance with manufacturer application and installation procedures, Standard Specifications, and Engineer.

All pavement marking areas shall be laid out by the Contractor and then reviewed by the Engineer. Approval of the marking layout shall be approved by the Engineer prior to placement of material.

Surface preparation shall include cleaning and preparation of the pavement surface using high pressure water, compressed air, sandblasting, or shot-blasting. Both asphalt and concrete surfaces shall be prepared and approved by the material manufacturer and the Engineer. Concrete surfaces shall require shot blasting preparation in addition to any other methods of preparation used. All surface damage shall be corrected by the Contractor at the Contractor's expense, as directed by the Engineer. Manufacturer recommended pavement and air temperatures must be followed.

New HMA shall have been placed 30 days prior to installation of the MMA acrylic colorized material and surface oils shall not be present. MMA acrylic colorized material applied on concrete surfaces shall receive a base coat application and shall be included in the pay item. Marking layout, material mixing, base coat application, and pigmented coat application shall comply with the manufacturer's installation procedures.

The Contractor shall protect the pavement markings from damage and allow them to fully cure prior to allowing traffic to drive over markings. Any damage shall be corrected by the Contractor at the Contractor's expense.

Method of Measurement. The quantity to be paid will be the area in square yards of methyl methacrylate pavement colorization of the color specified, measured in place, completed, and accepted.

Basis of Payment. This work will be paid for at the contract unit price per SQUARE YARD for METHYL METHACRYLATE PAVEMENT COLORIZATION of the color specified, which price will include all material, labor, equipment, and surface preparation needed for the installation.

EARTH EXCAVATION

EARTH EXCAVATION shall be performed as specified by Section 202 of the IDOT Standard Specifications and at locations as shown on the plans or as directed by the Engineer, with the exception of the following:

Based on the Environmental Report (dated 1/21/2026) for Ridge Avenue at Simpson, Lincoln and Noyes Streets Evanston, Illinois, the pH value of sample RL-TSB-02, taken at Ridge Avenue and Lincoln Street, was outside the CCDD acceptable range. Therefore, all excavated soil from the intersection of Ridge Avenue and Lincoln Street must be managed per Article 660.05 (b) of the IDOT Standard Specifications, specifically:

- The soil cannot be taken to a CCDD facility or a USFO.
- The soil can be utilized within the right-of-way as embankment or fill, when suitable.
- If the soil is not utilized within the right-of-way, the soil can be managed and disposed of off-site according to Article 22.03 of the IDOT Standard Specifications for Road and Bridge Construction.

Excavated soil from the intersections of Ridge Avenue at Simpson Street and Ridge Avenue at Noyes Street have no such restrictions.

Basis of Payment.
Earth Excavation will be paid for at the contract unit price per Cubic Yard EARTH EXCAVATON, which shall include all labor, material and equipment necessary to perform the work.

SODDING, TOPSOIL, AND COMPOST

Section 211 - Topsoil and Compost

1. Add the following paragraph to Article 211.04:

"Topsoil shall be pulverized. A minimum thickness of 3-inches of topsoil shall be placed over the full width of disturbed areas to be sodded."

Section 252 - Sodding

1. Add the following paragraph to Article 252.01:

   "All grassed areas disturbed by Contractor's operations shall be restored by sodding. To be acceptable, the sod shall be in a live, healthy condition and be knitted to the soil. Sod shall be growing in place for forty-five (45) calendar days prior to measurement. Only living sod that is acceptable will be measured for payment."

2. Add the following paragraph to Article 252.02:

   "Sod for public parkway areas and other areas within 25 feet of public roadways shall be salt tolerant. Sod for other areas shall be native sod matching the species, color, and texture of adjoining grass areas as approved by the Engineer."

3. Add the following to Article 252.03:

   "Sod bed preparation shall include the placement of top soil, including excavating and grading the areas to be sodded to a depth of at least 3-inches below a line connecting the top of the curb and the top of the sidewalk, disposing of the material removed and placing pulverized topsoil on the space so prepared, raked and ready for sodding. The topsoil shall be free from quack grass and weeds and shall be approved by the Engineer before placing. One rolling of the entire surface of the soil shall be made. Existing sidewalks, curbs and trees, where the same are not to be removed, shall be protected from damage during the placement of topsoil. Placement of topsoil shall be incidental to the cost of sodding, and no separate payment shall be made."

4. Add the following paragraph to Article 252.04:

   "The Contractor is encouraged to refrain from placing sod during the months of July and August, when possible within the required construction schedule. No sod may be placed between November 1 and March 1 unless approved by the Engineer. Regardless of the time of placement and subsequent climatic conditions, the Contractor shall water sod sufficiently to maintain it in a healthy condition until accepted by the Owner. Sod shall be in a moist condition at the time of cutting and shall be kept in a moist condition until it is placed. Sod cut less than 24 hours before placement is preferred. Sod cut more than 48 hours before placement shall not be used."

5. Add the following to Article 252.06:

   "The placement of sodding shall consist of preparing the ground surface and furnishing, transporting, and placing sod and fertilizer required in the sodding operations. Fertilizer having an analysis of 10-6-4 or having a different analysis but still meeting the 5-3-2 ratio requirements, shall be applied at such a rate that each acre to be sodded shall receive a total of 160 pounds of the three nutrients specified in Article 1081.08. The fertilizer nutrient will not be paid separately but shall be incidental to the cost of sod placement."

6. Delete the first paragraph of Article 252.08 and replace it with the following paragraphs:

   "Within eight hours after sod has been placed five gallons of water per square yard shall be applied and the entire surface of sod rolled. Thereafter, on days designated by the Engineer, additional water shall be applied to sodded areas at the rate of three gallons per square yard. The number of additional applications shall not exceed ten and these applications will be required within a forty-five (45) calendar day growing period after the sod has been placed. The cost of this watering program shall be incidental to the cost of sodding. The Contractor shall perform additional watering to maintain sod in a healthy condition. The cost of additional watering shall be incidental to the cost of sodding. Any sodding that does not survive will be replaced by the Contractor at his own expense."

PARKWAY TREE PROTECTION

Prospective contractors are advised that it is the express intent of the City of Evanston to minimize trimming of trees in the work corridors and to vigorously protect the quality of the urban forest. The equipment and methods used to perform any and all portions of the work must be the size and nature that results in the least disruption to the existing environment.

The City of Evanston reserves the right to limit the size of the equipment used on the project.

The contractor shall at all times demonstrate to the satisfaction of the Engineer that suitable precautions and due diligence are being observed to protect the natural and improved features of the area. Special and continuing attention will be paid to the maintenance of tree protection fencing and the appropriate observance of tree protection areas as delineated by the fencing.

To insure compliance with the City of Evanston's intent to minimize area disturbances, the following procedures and actions will be followed: When the Engineer determines that a deficiency exists, the Contractor shall be notified. If the contractor fails to rectify the deficiency immediately, the Engineer will impose a daily monetary deduction for each 24-hour period (or portion thereof) the deficiency exists. This time period will begin with the time of notification to the Contractor and end with the Engineer's acceptance of the corrections. In addition, the Contractor will be liable and responsible for any and all corrective and remedial actions required to restore the area or item to comparable pre- project conditions as well as any additional fines and fees as stated in the tree protection requirements in these specifications.

The Contractor shall follow Section 201 of the IDOT Standard Specifications except when superseded by the following:

Care of Existing Plant Material. If construction is to occur within the root zone of existing plant material, root pruning and special plant care will be required, as hereinafter specified. All pruning shall be performed by a professional arborist (someone whose principal occupation is the care and maintenance of trees).

The Contractor shall be responsible to minimize damage to tree limbs, tree trunks, and tree roots. All measures shall be included in the contract price for underground conduit, foundations, and sidewalk except that payment will be made for **Tree Pruning** and **Tree Root Pruning** as separate pay items.

A. Tree Root Pruning:

1. Whenever the proposed excavation falls within the drip-line of a tree, the contractor shall:

    a. Root prune 6-inches behind and parallel to the proposed edge of trench a neat, clean vertical cut to a minimum depth directed by the City Arborist through all the affected tree roots.

    b. Root prune to a maximum width of 4 inches using a root prune wheel matching the following criteria. The root pruner wheel shall be 60" diameter (188" circumference) carrying 28 pair (56 totals) stumps cutter teeth with tooth spacing at 6.7" on center. The cutting depth shall be 24" and shall utilize a 65hp tractor. Trenching machines will not be permitted.

    c. Exercise care not to cut any existing utilities.

    d. If during construction it becomes evident that additional tree roots will require root pruning, the City Arborist and the Contractor shall have the root pruning subcontractor return to the site to properly root prune the tree at the location directed by the Engineer as coordinated with the City Arborist. The contractor will be paid for the additional root pruning as described below; however, no additional compensation will be made for remobilization to the construction site.

    e. For locations where root pruning is performed for the purpose of curb and gutter removal and replacement, the contractor shall root prune 6-inches behind the curbing so as to neatly cut the tree roots.

    f. Depth of cut shall be 12 inches for curb removal and replacement and 24 inches for structural work. Any roots encountered at a greater depth shall be neatly saw-cut at no additional cost.

    g. The Engineer or City Arborist will mark locations where earth saw cutting of tree roots is required in the field.

2. All root pruning cuts shall be immediately backfilled with material side cast from the earth-sawing procedure, so that the ground surface is even and no tripping potential exists.

3. All root pruning work is to be performed through the services of a certified arborist who must be in good standing with IDOT.

Root pruning will be paid for at the contract unit price per foot for TREE ROOT PRUNING, which price shall be payment for all labor, materials, and equipment.

B. Temporary Fence:

1. The Contractor shall erect a temporary fence around all trees within the construction area to establish a "tree protection zone" before any work begins or any material is delivered to the jobsite. No work is to be performed (other than root pruning), materials stored, or vehicles driven or parked within the "tree protection zone" at any time during the course of construction.

2. The exact location and establishment of the “tree protection zone” fence shall be approved by Engineer and coordinated with the City Arborist prior to setting the fence. The fence shall be 48 inches high, plastic poly-type or any other type of highly visible barrier in an open-weave type pattern with large openings. The type, color and pattern of the fence shall be approved by the Engineer prior to erection. This fence shall be properly maintained in an upright manner and shall remain up until final restoration, unless the Engineer directs removal otherwise. Tree fence shall be supported using T-Post style fence posts with a maximum of 8’ spacing. T-posts must be at least six feet in length, two feet of which must be set in the ground. The fence shall be attached to posts and secured with a minimum of three nylon locking ties per post. Utilizing re-bar as a fence post will not be permitted.
3. The fence shall be installed 18” behind and parallel to the curb and between the curb and sidewalk. Fence shall be erected on a minimum of three sides with the fourth sidewalk side being optional. Fence shall be installed at the drip-line of the tree or as listed in the following guidelines:

    a. Establish the diameter of the tree at a point four and a half feet above the ground, (referred to as diameter breast height or DBH)

        i. Trees with diameters 10 inches and under require root zone protection a minimum of five feet from the center of the tree.

        ii. Trees 10 to 19 inches in diameter shall have a minimum root zone protection of 10 feet from the center of the tree.

        iii. Trees greater than 19 inches in diameter shall have a minimum root zone protection of 15 feet from the center of the tree.

4. Parking or maneuvering of machinery, stockpiling of materials or any other use will not be allowed upon unpaved areas within 3 m (10 ft) of the root protection zone of trees or plants designated to be protected.

5. Construction area is defined as all areas within 20 feet each side of water or sewer main location.

6. All work within the “tree protection zone” shall have the Engineer’s prior approval. All slopes and other areas not re-graded should be avoided so that unnecessary damage is not done to the existing turf, tree root system or ground cover.

7. The grade within the “tree protection zone” shall not be changed unless approved by the Engineer prior to making said changes or performing the work.

Protective Tree fence will be paid for at the contract unit price per foot for Temporary Fence, which price shall include furnishing, installing, maintaining, and removal.

When sewer or water improvements are required within the “root protection zone”, tree trunk protection will be required.

A. Tree Trunk Protection. The Contractor shall provide 50 mm by 200 mm by 2.4 m (2 in. by 8 in. by 8 ft) boards banded continuously around each trunk to prevent

scarring of trees shown on the plans or designated by the Engineer. For multi-stem trees, saplings, and shrubs to be protected within the area of construction, temporary fencing may be used for trunk protection

C. Tree Pruning. Tree pruning shall consist of pruning branches, for aesthetic and structural enhancement, of existing trees as shown on the plans or as directed by the Engineer. The National Arborist Association's Pruning Standards for Shade Trees Class II - Standard Pruning specifications shall be followed. All branch pruning to American elms and Oak trees shall be done between October 15 and April 15, when the trees are dormant.

Underpruning to provide clearance over the street will be allowed up to 14 feet above the pavement. If additional clearance is needed a request in writing shall be submitted to the Engineer.

DETECTABLE WARNINGS (SPECIAL)

DETECTABLE WARNINGS (SPECIAL) shall be installed at curb ramps as specified by Section 424 of the Standard Specifications and at locations as shown on the plans or as directed by the Engineer.

Add the following paragraph to Article 429.09:

"The product used for detectable warnings shall be Prefabricated Detectable Warnings Panels (Red Brick), fabricated from galvanized steel, 10-gauge thickness, suitable for wet-set or surface-applied installation, and shall be provided by a manufacturer approved by the Illinois Department of Transportation. A list of approved manufacturers of galvanized steel detectable warning tiles is available through the Illinois Department of Transportation's Bureau of Design and Environment manuals and approved products lists. The galvanized steel detectable warning panels shall be of uniform quality, free from surface defects, and shall be provided with the specified finish as directed by the Engineer."

The panel size and method, as shown on the Curb Ramps detail, used for installing detectable warnings shall be approved by the Engineer prior to installation.

Basis of Payment.
Detectable warnings will be paid for at the contract unit price per square foot for DETECTABLE WARNINGS (SPECIAL).

EXPLORATORY EXCAVATION

Description.
This work shall consist of excavating a trench at the locations as shown on the plans or as directed by the Engineer for the purpose of locating existing utility conflicts within the construction limits of the proposed improvements. The trench shall be deep enough to expose the existing utility, and the width of the trench shall be sufficient to allow proper investigation by the Engineer to determine if the existing utility needs to be adjusted or if revisions to the proposed utility crossings or proposed foundations are necessary. Areas of the exploratory trench requiring trench backfill shall be backfilled according to the requirements of the Standard

Specifications. Any excess material shall be disposed of in accordance with Article 202.03 of the Standard Specifications.

The approximate locations of existing utilities are noted on the plans. This item and the quantities shown on the contract documents for this item are included as a nominal pay item and quantities, respectively. This item is to be used to ensure the safety of existing utilities and shall be used at the discretion of the Engineer during the construction period.

Method of Measurement.
This work will be measured for payment, complete in place and accepted, in units of foot. A nominal quantity of TRENCH BACKFILL has been provided for the purpose of backfilling the trench once the exploratory excavation has been completed. A nominal quantity of CLASS D PATCHES, SPECIAL, has been provided for the purpose of pathing HMA pavement areas once the exploratory excavation has been completed.

Basis of Payment.
This work shall be paid at the contract unit price per foot for EXPLORATORY EXCAVATION which price shall include all equipment, any removal and disposal of soil, labor, and material necessary to perform the work.

No extra compensation will be allowed for delays, inconvenience, or damage sustained by the Contractor in performing the work.

CURB AND GUTTER (SPECIAL)

Description.
This work consists of the installation of new curb and gutter of a type similar to that which exists in accordance with the applicable portions of Sections 420, 442, 440, 606, and 1000 of the Standard Specifications and as directed by the Engineer.

The Contractor shall machine-saw a perpendicular clean joint between that portion of the curb and gutter to be removed and that which is to remain in place. If the Contractor removes or damages the existing curb and gutter outside the limits designated by the Engineer for removal and replacement, he/she will be required to remove and replace that portion at his/her own expense to the satisfaction of the Engineer.

Basis of Payment.
This work will be paid for at the contract unit price per linear foot for CURB AND GUTTER (SPECIAL) which shall include all labor, material and equipment necessary to install the curb and gutter including the saw cutting, pavement removal and replacement as specified herein.

CLASS D PATCHES, SPECIAL

Description.
The work includes saw cutting of the existing pavement, removal of the pavement, compaction of the existing aggregate subgrade, and placement of the required pavement materials.

General.

This work shall be performed in accordance with Section 442 of the Standard Specifications. Actual size and location of patches will be determined in the field by the Engineer after pavement cut is no longer required to be opened. The patch thickness should match existing pavement but will be limited to 7 inches of hot-mix asphalt.

Method of Measurement.
Pavement patching will be measured for payment in place, and the area of the patch shall be computed in square yards.

Basis of Payment.
This work will be paid for the contract unit price per square yard for CLASS D PATCHES, SPECIAL, regardless of the size of the patch. Payment shall be full compensation for all materials, labor, saw cutting, pavement removal, equipment, and incidentals to complete the item as shown on the details and as specified.

TREE TRIMMING

Description. This work shall consist of trimming trees as designated in the plans or as directed by the Engineer for the intersection of Central Street at Central Park Avenue. The work includes furnishing all labor, equipment, and materials necessary to properly trim trees, remove and dispose of all resulting debris, and restore the work area. Tree trimming shall be performed for the purpose of improving sight distance, maintaining clearance for traffic control devices and roadway features, and enhancing the health and structure of the trees.

General. The Contractor shall perform all tree trimming operations in accordance with accepted arboricultural practices. All work shall be conducted in a manner that ensures the safety of the public, adjacent property, and existing vegetation. The Contractor shall coordinate tree trimming operations with traffic control requirements and other construction activities. Lane closures, if required, shall be kept to a minimum and shall comply with applicable traffic control standards and specifications.

Trees to be trimmed shall be those identified in the plans or as directed by the Engineer. The Contractor shall not trim or damage trees not designated for trimming. Any damage to adjacent trees, vegetation, utilities, or property resulting from the Contractor's operations shall be repaired or replaced at the Contractor's expense.

Tree trimming shall include, but not be limited to:

- Removal of dead, diseased, or damaged branches
- Clearance of branches interfering with roadway, sidewalks, signs, lighting, or utilities
- Shaping of the tree to maintain structural integrity and appearance

All cuts shall be clean and made at appropriate locations to promote proper healing. Topping of trees will not be permitted unless specifically directed by the Engineer. All branches, limbs, and debris resulting from trimming operations shall be removed from the site and disposed of in accordance with applicable regulations. No debris shall be left within the right-of-way unless otherwise approved by the Engineer.

The Contractor shall comply with all local, state, and federal regulations regarding tree protection, environmental requirements, and disposal of vegetative material.

Method of Measurement. Tree trimming will be measured for payment on a per each basis. Each tree trimmed in accordance with this specification and accepted by the Engineer will be counted as one unit. No additional measurement will be made for multiple branches, tree size, or complexity of trimming. All work required to complete the trimming of each tree will be included in the unit measurement.

Basis of Payment. This work will be paid for at the contract unit price per EACH tree for TREE TRIMMING. This price shall be payment in full for all labor, equipment, tools, materials, traffic control, coordination, disposal of debris, and all incidental work necessary to complete the work as specified. No additional compensation will be allowed for difficulty of access, size of tree, extent of trimming required, or coordination with other operations.

TEMPORARY SIDEWALK

Description.
This work shall consist of the replacement of previously removed sidewalk with temporary sidewalk at locations as directed by the ENGINEER. Temporary sidewalk shall consist of 1 inch of Hot-Mix-Asphalt Surface Course and a minimum of 4 inches of CA-6 aggregate base course placed on a prepared subbase. The work shall also include any excavation or fill that may be required to shape the subbase to an appropriate grade elevation as determined by the ENGINEER.

The preparation of the subgrade and aggregate base course shall be in accordance with Section 301 of the Standard Specifications. Construction of the Hot-Mix-Asphalt Surface Course shall be in accordance with Section 406 of the Standard Specifications. The HMA mixture shall be Mix D, N50, IL9.5mm.

Method of Measurement.
Temporary sidewalk will be measured in place and the area computed in square feet.

Basis of Payment.
Temporary sidewalk will be paid for at the contract price per square foot for TEMPORARY SIDEWALK.

CONSTRUCTION LAYOUT

The Contractor shall provide all construction layout for this project. The Engineer will provide electronic CAD files and vertical and horizontal control points only.

The Contractor shall provide field forces, equipment and material to provide all layout necessary for the construction of this project. Lines and grade of pavement, curb and all other features shall be set at sufficient intervals to assure substantial conformance to plan line and grade.

The Contractor shall be responsible for having the finished work substantially conform to the lines, grades, elevations and dimensions called for in the plans or included in the CAD files. Any inspection or checking of the Contractor's layout by the Engineer and the acceptance of all or any part of it shall not relieve the Contractor of his/her responsibility to secure the proper dimension, grades and elevations of the several parts of the work. The Contractor shall exercise care in the

preservation of all control points and shall have them reset at his/her expense when any are damaged, lost, displaced or removed or otherwise obliterated.

Responsibility of the Engineer

a. The Engineer will locate and reference the control points within or adjacent to the project limits.

   Locating and referencing the centerline of survey will consist of establishing and referencing the control points of the centerline of surveys such as PC's, PT's and as many POT's as are necessary to provide a line of sight.

b. The Engineer will establish benchmarks along the project.

c. The Engineer will make random checks of the Contractor's staking to determine if the work is in substantial conformance with the plans. Where the Contractor's work will tie into work that is being or will be done by others, checks will be made to determine if the work is in conformance with the proposed overall grade and horizontal alignment.

d. Where the Contractor, in providing layout, discovers discrepancies, the Engineer will check to determine their nature and make whatever revisions are necessary in the plans.

e. It is not the responsibility of the Engineer, except as provided herein, to check the correctness of the Contractor's stakes; however, any errors that are apparent will be immediately called to the Contractor's attention and s(he) shall be required to make the necessary correction before the stakes are used for construction purposes.

f. The Engineer will provide CAD files which will be the basis for all of the required layout.

Responsibility of the Contractor

a. The Contractor shall establish from the given survey points and benchmarks all the control points necessary to construct the individual project elements. S(he) shall provide the Engineer adequate control in close proximity to each individual element to allow adequate checking of construction operations. This includes, but is not limited to, line and grade stakes, line and grade nails in form work, and/or filed or etched marks in substantially completed construction work.

   It is the Contractor's responsibility to tie in centerline control points in order to preserve them during construction operations.

b. The Contractor shall provide all necessary layout for all improvements constructed as part of this project. This will include all pavements, curbs, light poles, traffic signal poles, all foundations, structures, tree grates, vegetation and any other associated improvement.

c. All work shall be in accordance with normally accepted self-checking surveying practices. Field notes shall be kept in standard survey field notebooks and those books shall become the property of the Engineer at the completion of the project. All notes shall be neat, orderly and in accepted form. If at any time during construction, discrepancies are identified they shall be promptly brought to the attention of the Engineer.

Method of Measurement and Basis of Payment.
This item will be paid for at the contract lump sum price for CONSTRUCTION LAYOUT, which prices shall be payment in full for all services, materials, labor and other items required to complete the work.

TRAFFIC CONTROL PLAN

Traffic Control shall be according to the applicable sections of the Standard Specifications, the Supplemental Specifications, the "Illinois Manual on Uniform Traffic Control Devices for Streets and Highways", any special details and Highway Standards contained in the plans, and the Special Provisions contained herein.

Special attention is called to Article 107.09 of the Standard Specifications and the following Highway Standards, Details, Quality Standard for Work Zone Traffic Control Devices, Recurring Special Provisions and Special Provisions contained herein, relating to traffic control.

The Contractor shall contact the District One Bureau of Traffic at least 72 hours in advance of beginning work.

List of Highway Standards:

701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK CORNER OR CROSSWALK CLOSURE
701901-11	TRAFFIC CONTROL DEVICES

The work shall be accomplished such that the streets will be left open to local traffic at the end of each working day.

One corner shall be constructed at a time. The other three corners need to be open to pedestrian traffic and be ADA compliant at all times.

It will also be necessary for the Contractor to provide advance written notice to residents, police, fire, school districts and trash haulers when access to any street and/or driveway will be temporarily closed or limited. At least one lane access must be provided to all commercial property at all times. Notices shall be delivered 24 hours prior to any temporary closures and shall provide a re-entrance date to the residents. Notices shall be reviewed and approved by the Engineer prior to issuance.

During construction, the Contractor shall provide lighted barricades, flagmen and other temporary protection where necessary for public safety at all times. Should traffic protection be determined to be inadequate by the Engineer, the City will take the necessary actions to protect the public, and the cost of this work will be charged to the Contractor.

Method of Measurement. This work will not be measured for payment.

Basis of Payment. This work will be considered included in the contract lump sum price for TRAFFIC CONTROL AND PROTECTION, (SPECIAL).

MAINTENANCE OF ROADWAYS
Effective: September 30, 1985
Revised: November 1, 1996

Beginning on the date that work begins on this project, the Contractor shall assume responsibility for normal maintenance of all existing roadways within the limits of the improvement. This normal maintenance shall include all repair work deemed necessary by the Engineer but shall not include snow removal operations. Traffic control and protection for maintenance of roadways will be provided by the Contractor as required by the Engineer.

If items of work have not been provided in the contract or otherwise specified for payment, such items, including the accompanying traffic control and protection required by the Engineer, will be paid for in accordance with Article 109.04 of the Standard Specifications.

MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION

Description. This work shall consist of maintaining an existing or temporary traffic signal installation within the project limits or as directed by the Engineer. If during the course of construction, it becomes necessary to use temporary aerial cable to maintain intersection operation, this work shall be performed at no additional cost.

General Requirements. Before taking over maintenance of the existing traffic signal installation, the Contractor shall arrange to make an inspection with the Engineer to determine if any corrective action needs to be performed, and to mutually agree on a date for transferring maintenance. The Contractor shall begin maintaining the existing traffic signals upon the start of any work at the site. The Contractor shall be responsible for maintaining the traffic signal installation in proper operating condition. The Contractor shall perform the maintenance procedures as outlined in Article 802.07 of the Standard Specifications.

The traffic controller shall be maintained as outlined in Article 850.03.

Method of Measurement. This work shall be measured per each. The time frame shall begin at the mutually agreed date for taking over maintenance. The time frame shall end upon the issuance of a signal acceptance notice from the Engineer. Before such notice is given, a final inspection shall be performed with the contractor, the Engineer, and a representative from the Chicago Department of Transportation.

Basis of Payment. This work will be paid for at the contract unit price per EACH for

MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION (SPECIAL) or MAINTENANCE OF TEMPORARY TRAFFIC SIGNAL INSTALLATION, which payment shall be in full for maintaining the traffic signals during said time frame. If for any reason the contractor fails to properly maintain the traffic installation, leading to and requiring a response from the city maintenance forces, the cost of such a response shall be charged to the Contractor.

PUBLIC CONVENIENCE AND SAFETY (DIST 1)
Effective: May 1, 2012

Revised: July 15, 2012

Add the following to the end of the fourth paragraph of Article 107.09:

If the holiday is on a Saturday or Sunday and is legally observed on a Friday or Monday, the length of the holiday period for Monday or Friday shall apply.

Add the following sentence after the Holiday Period table in the fourth paragraph of Article 107.09:

The length of holiday period for Thanksgiving shall be from 5:00 AM the Wednesday prior to 11:59 PM the Sunday after.

Delete the fifth paragraph of Article 107.09 of the Standard Specifications:

On weekends, excluding holidays, roadways with Average Daily Traffic of 25,000 or greater, all lanes shall be open to traffic from 3:00 P.M. Friday to midnight Sunday, except where structure construction or major rehabilitation makes it impractical.

HOT-MIX ASPHALT BINDER AND SURFACE COURSE (D1)

Effective: November 1, 2019
Revised: January 1, 2026

Add the following to the end of Article 406.06(c) of the Standard Specifications:

"The amount of HMA binder course placed shall be limited to that which can be surfaced during the same construction season."

Revise the fifteenth through eighteenth paragraphs of Article 406.14 of the Standard Specifications to read:

"The mixture used in constructing acceptable HMA test strips will be paid for at the contract unit price. Unacceptable HMA test strips shall be removed and replaced at no additional cost to the Department."

Revise Article 1004.03(c) to read:

"(c) Gradation. The coarse aggregate gradations shall be as listed in the following table.

Use	Size/Application	Gradation No.
Class A-1, A-2, & A-3	3/8 in. (10 mm) Seal	CA 16 or CA 20
Class A-1	1/2 in. (13 mm) Seal	CA 15
Class A-2 & A-3	Cover Coat	CA 14
HMA High ESAL	IL-19.0; Stabilized Subbase IL-19.0	CA 11 [1/]
	SMA 12.5 [2/]	CA 13[4/], CA 14, or CA 16
	SMA 9.5 [2/]	CA 13[3/4/] or CA 16[3/]

	IL-9.5	CA 16, CM 13[4/]
	IL-9.5FG	CA 16
HMA Low ESAL	IL-19.0L	CA 11 [1/]
	IL-9.5L	CA 16

1/ CA 16 or CA 13 may be blended with the CA 11.

2/ The coarse aggregates used shall be capable of being combined with the fine aggregates and mineral filler to meet the approved mix design and the mix requirements noted herein.

3/ The specified coarse aggregate gradations may be blended.

4/ CA 13 shall be 100 percent passing the 1/2 in. (12.5mm) sieve."

Revise Article 1004.03(e) of the Standard Specifications to read:

"(e) Absorption. For SMA the coarse aggregate shall also have water absorption ≤ 2.0 percent."

Revise the "High ESAL" portion of the table in Article 1030.01 to read:

"High ESAL	Binder Courses	IL-19.0, IL-9.5, IL-9.5FG, IL-4.75, SMA 12.5, SMA 9.5 Stabilized Subbase IL-19.0
	Surface Courses	IL-9.5, IL-9.5FG, SMA 12.5, SMA 9.5"

Revise Note 2. and add Note 6 to Article 1030.02 of the Standard Specifications to read:

"Item Article/Section

(g) Performance Graded Asphalt Binder (Note 6) 1032
(h) Fibers (Note 2)

Note 2. A stabilizing additive such as cellulose or mineral fiber shall be added to the SMA mixture according to Illinois Modified AASHTO M 325. The stabilizing additive shall meet the Fiber Quality Requirements listed in Illinois Modified AASHTO M 325. Prior to approval and use of fibers, the Contractor shall submit a notarized certification by the producer of these materials stating they meet these requirements. Reclaimed Asphalt Shingles (RAS) may be used in Stone Matrix Asphalt (SMA) mixtures designed with an SBA polymer modifier as a fiber additive if the mix design with RAS included meets AASHTO T305 requirements. The RAS shall be from a certified source that produces either Type I or Type 2. Material shall meet requirements noted herein and the actual dosage rate will be determined by the Engineer.

Note 6. The asphalt binder shall be an SBS PG 76-28 when the SMA is used on a full-depth asphalt pavement and SBS PG 76-22 when used as an overlay, except where modified herein. The asphalt binder shall be a SBS PG 76-22 for IL-4.75, except where modified herein.."

Revise table in Article 1030.05(a) of the Standard Specifications to read:

"MIXTURE COMPOSITION (% PASSING) [1/]												
Sieve Size	IL-19.0 mm		SMA 12.5		SMA 9.5		IL-9.5mm		IL-9.5FG		IL-4.75 mm	
	min	max	min	max	min	max	min	max	min	max	min	max
1 1/2 in (37.5 mm)												
1 in. (25 mm)		100										
3/4 in. (19 mm)	90	100		100								
1/2 in. (12.5 mm)	75	89	80	100		100		100		100		100
3/8 in. (9.5 mm)				65	90	100	90	100	90	100		100
#4 (4.75 mm)	40	60	20	30	36	50	34	69	60	75[6/]	90	100
#8 (2.36 mm)	20	42	16	24 [4/]	16	32[4/]	34 [5/]	52 [2/]	45	60[6/]	70	90
#16 (1.18 mm)	15	30					10	32	25	40	50	65
#30 (600 μm)			12	16	12	18			15	30		
#50 (300 μm)	6	15					4	15	8	15	15	30
#100 (150 μm)	4	9					3	10	6	10	10	18
#200 (75 μm)	3.0	6.0	7.0	9.0 [3/]	7.5	9.5 [3/]	4.0	6.0	4.0	6.5	7.0	9.0 [3/]
#635 (20 μm)			≤ 3.0		≤ 3.0							
Ratio Dust/Asphalt Binder		1.0		1.5		1.5		1.0		1.0		1.0

1/ Based on percent of total aggregate weight.
2/ The mixture composition shall not exceed 44 percent passing the #8 (2.36 mm) sieve for surface courses with Ndesign = 90.
3/ Additional minus No. 200 (0.075 mm) material required by the mix design shall be mineral filler, unless otherwise approved by the Engineer.
4/ When establishing the Adjusted Job Mix Formula (AJMF) the percent passing the #8 (2.36 mm) sieve shall not be adjusted above the percentage stated on the table.

5/ When establishing the Adjusted Job Mix Formula (AJMF) the percent passing the #8 (2.36 mm) sieve shall not be adjusted below 34 percent.
6/ When the mixture is used as a binder, the maximum shall be increased by 0.5 percent passing."

Revise Article 1030.05(b) of the Standard Specifications to read:

(b) Volumetric Requirements. The target value for the air voids of the HMA shall be 4.0 percent, for IL-4.75 and SMA mixtures it shall be 3.5 percent and for Stabilized Subbase it shall be 3.0 percent at the design number of gyrations. The voids in the mineral aggregate (VMA) and voids filled with asphalt binder (VFA) of the HMA design shall be based on the nominal maximum size of the aggregate in the mix and shall conform to the following requirements.

	Voids in the Mineral Aggregate (VMA), % Minimum for Ndesign				
Mix Design	30	50	70	80	90
IL-19.0		13.5	13.5		13.5
IL-9.5		15.0	15.0		
IL-9.5FG		15.0	15.0		
IL-4.75[1/]		18.5			
SMA-12.5[1/2/5/]				17.0[3/]/16.0[4/]	
SMA-9.5[1/2/5/]				17.0[3/]/16.0[4/]	
IL-19.0L	13.5				
IL-9.5L	15.0				

1/ Maximum draindown shall be 0.3 percent according to Illinois Modified AASHTO T 305.

2/ The draindown shall be determined at the JMF asphalt binder content at the mixing temperature plus 30°F.

3/ Applies when specific gravity of coarse aggregate is ≥ 2.760.

4/ Applies when specific gravity of coarse aggregate is < 2.760.

5/ For surface course, the coarse aggregate can be crushed steel slag, crystalline crushed stone or crushed sandstone. For binder course, coarse aggregate shall be crushed stone (dolomite), crushed gravel, crystalline crushed stone, or crushed sandstone"

Revise the last paragraph of Article 1102.01 (a) (5) of the Standard Specifications to read:

"IL-4.75 and Stone Matrix Asphalt (SMA) mixtures which contain aggregate having absorptions greater than or equal to 2.0 percent, or which contain steal slag sand, shall have minimum surge bin storage plus haul time of 1.5 hours."

Revise the first and second paragraphs of Articles 1030.06(c)(2) of the Standard Specifications to read:

"(2) Personnel. The Contractor shall provide a QC Manager who shall have overall responsibility and authority for quality control. This individual shall maintain active certification as a Hot-Mix Asphalt Level II technician.

In addition to the QC Manager, the Contractor shall provide sufficient personnel to perform the required visual inspections, sampling, testing, and documentation in a timely manner. Mix designs shall be developed by personnel with an active certification

as a Hot-Mix Asphalt Level III technician. Technicians performing mix design testing and plant sampling/testing shall maintain active certification as a Hot-Mix Asphalt Level I technician. The Contractor may provide a technician trainee who has successfully completed the Department's "Hot-Mix Asphalt Trainee Course" to assist in the activities completed by a Hot-Mix Asphalt Level I technician for a period of one year after the course completion date. The Contractor may also provide a Gradation Technician who has successfully completed the Department's "Gradation Technician Course" to run gradation tests only under the supervision of a Hot-Mix Asphalt Level II Technician. The Contractor shall provide a Hot-Mix Asphalt Density Tester who has successfully completed the Department's "Nuclear Density Testing" course to run all nuclear density tests on the job site."

Add Article 1030.06(d)(3) to the Standard Specifications to read:

"(3) The Contractor shall take possession of any Department unused backup or dispute resolution HMA mixture samples or density specimens upon notification by the Engineer. The Contractor shall collect the HMA mixture samples or density specimens from the location designated by the Engineer and may add these materials to RAP stockpiles according to Section 1031."

Revise the second paragraph of Articles 1030.07(a)(11) and 1030.08(a)(9) of the Standard Specifications to read:

"When establishing the target density, the HMA maximum theoretical specific gravity (Gmm) will be based on the running average of four available Department test results for that project. If less than four Gmm test results are available, an average of all available Department test results for that project will be used. The initial Gmm will be the last available Department test result from a QMP project. If there is no available Department test result from a QMP project, the Department mix design verification test result will be used as the initial Gmm."

Revise the Quality Control Limits table in Article 1030.09(c) to read:

CONTROL LIMITS						
Parameter	IL-19.0, IL-9.5, IL-9.5FG, IL-19.0L, IL-9.5L		SMA-12.5, SMA-9.5		IL-4.75	
	Individual Test	Moving Avg. of 4	Individual Test	Moving Avg. of 4	Individual Test	Moving Avg. of 4
% Passing: 1/						
1/2 in. (12.5 mm)	± 6 %	± 4 %	± 6 %	± 4 %		
3/8 in. (9.5mm)			± 4 %	± 3 %		
# 4 (4.75 mm)	± 5 %	± 4 %	± 5 %	± 4 %		
# 8 (2.36 mm)	± 5 %	± 3 %	± 4 %	± 2 %		
# 16 (1.18 mm)			± 4 %	± 2 %	± 4 %	± 3 %
# 30 (600 µm)	± 4 %	± 2.5 %	± 4 %	± 2.5 %		
Total Dust Content # 200 (75 µm)	± 1.5 %	± 1.0 %			± 1.5 %	± 1.0 %
Asphalt Binder Content	± 0.3 %	± 0.2 %	± 0.2 %	± 0.1 %	± 0.3 %	± 0.2 %

Air Voids [2/]	± 1.2 %	± 1.0 %	± 1.2 %	± 1.0 %	± 1.2 %	± 1.0 %
Field VMA [3/]	-0.7 %	-0.5 %	-0.7 %	-0.5 %	-0.7 %	-0.5 %

1/ Based on washed ignition oven or solvent extraction gradation.

2/ The air voids target shall be 3.2 to 4.8 percent.

3/ Allowable limit below minimum design VMA requirement.

Revise Article 1030.09(g)(2) of the Standard Specifications to read:

"(2)The Contractor shall complete split verification sample tests listed in the Limits of Precision table in Article 1030.09(h)(1)."

In the Supplemental Specifications, replace the revision for the end of the third paragraph of Article 1030.09(h)(2) with the following:

"When establishing the target density, the HMA maximum theoretical specific gravity (Gmm) will be the Department mix design verification test result."

Add after third sentence of Article 1030.09(b) to read:

"If the Contractor and Engineer agree the nuclear density test method is not appropriate for the mixture, cores shall be taken at random locations determined according to the QC/QA document "Determination of Random Density Test Site Locations". Core densities shall be determined using the Illinois Modified AASHTO T 166 or T 275 procedure."

Revise Table 1 and Note 4/ of Table 1 in Article 406.07(a) of the Standard Specifications to read:

	Breakdown/Intermediate Roller (one of the following)	Final Roller (one or more of the following)	Density Requirement
IL-9.5, IL-9.5FG, IL-19.0[1/]	V_D, P , T_B, 3W, O_T, O_B	V_S, T_B, T_F, O_T	As specified in Section 1030
IL-4.75 and SMA [3/ 4/]	T_B, 3W, O_T	T_F, 3W	As specified in Section 1030
Mixtures on Bridge Decks [2/]	T_B	T_F	As specified in Articles 582.05 and 582.06.

"4/ The Contractor shall provide a minimum of two steel-wheeled tandem rollers (T_B), and/or three-wheel (3W) rollers for breakdown, except one of the (T_B) or (3W) rollers shall be 84 inches (2.14 m) wide and a weight of 315 pound per linear inch (PLI) (5.63 kg/mm) and one of the (T_B) or (3W) rollers can be substituted for an oscillatory roller (O_T). T_F rollers shall be a minimum of 280 lb/in. (50 N/mm). The 3W and T_B rollers shall be operated at a uniform speed not to exceed 3 mph (5 km/h), with the drive roll for T_B rollers nearest the paver and maintain an effective rolling distance of not more than 150 ft (45 m) behind the paver."

Add the following after the fourth paragraph of Article 406.13 (b):

"The plan quantities of SMA mixtures shall be adjusted using the actual approved binder and surface Mix Design's G_{mb}."

Revise first paragraph of Article 1030.10 of the Standard Specifications to read:

"A test strip of 300 ton (275 metric tons), except for SMA mixtures it will be 400 ton (363 metric ton), will be required for each mixture on each contract at the beginning of HMA production for each construction year according to the Manual of Test Procedures for Materials "Hot Mix Asphalt Test Strip Procedures". At the request of the Producer, the Engineer may waive the test strip if previous construction during the current construction year has demonstrated the constructability of the mix using Department test results."

Revise fourth paragraph of Article 1030.10 of the Standard Specifications to read:

"When a test strip is constructed, the Contractor shall collect and split the mixture according to the document "Hot-Mix Asphalt Test Strip Procedures". The Engineer, or a representative, shall deliver split sample to the District Laboratory for verification testing. The Contractor shall complete mixture tests stated in Article 1030.09(a). Mixture sampled shall include enough material for the Department to conduct mixture tests detailed in Article 1030.09(a) and in the document "Hot-Mix Asphalt Mixture Design Verification Procedure" Section 3.3. The mixture test results shall meet the requirements of Articles 1030.05(b) and 1030.05(d), except Hamburg wheel tests will only be conducted on High ESAL mixtures during production. To be considered acceptable to remain in place, the Department's mixture test results shall meet the acceptable limits stated in Article 1030.09(i)(1). In addition, no visible pavement distress such as, but not limited to, segregation, excessive coarse aggregate fracturing outside of growth curves, excessive dust balls, or flushing shall be present as determined by the Engineer."

STATUS OF UTILITIES (D-1)
Effective: June 1, 2016
Revised: April 1, 2025

Utility companies and/or municipal owners located within the construction limits of this project have provided the following information regarding their facilities and the proposed improvements. The tables below contain a description of specific conflicts to be resolved and/or facilities which will require some action on the part of the Department's contractor to proceed with work. Each table entry includes an identification of the action necessary and, if applicable, the estimated duration required for the resolution.

UTILITIES TO BE WATCHED AND PROTECTED

The areas of concern noted below have been identified by following the suggested staging plan included for the contract. The information provided is not a comprehensive list of all remaining utilities, but those which during coordination were identified as ones which might require the Department's contractor to take into consideration when making the determination of the means and methods that would be required to construct the proposed improvement. In some instances, the contractor will be responsible to notify the owner in advance of the work to take place so necessary staffing on the owner's part can be secured.

The CONTRACTOR shall avoid damaging overhead ComEd and communication lines.

No facilities requiring extra consideration *(or listed as noted above).*

The following contact information is what was used during the preparation of the plans as provided by the owner of the facility.

Agency/Company Responsible to Resolve Conflict	Name of contact	Address	Phone	e-mail address
Astound	William Ng	2640 W. Bradley Pl. Chicago, IL 60618-4717	312-505-1706	William.ng@asound.com
AT&T (Distribution)	Jamel McGinnis	1000 Commerce Dr., Floor 1 Oak Brook, IL 60523	630-573-5643	g05256@att.com
Comcast	Martha Gieras	688 Industrial Drive Elmhurst, IL 60126	224-229-5862	martha_gieras@cable.comcast.com
ComEd	Lisa Argast	N/A - Electronic Submittals	779-231-1803	Lisa.argast@exeloncorp.com PlanSubmittalsandMapRequests@exeloncorp.com
MCI – Verizon Business	Investigations Team	N/A	800-492-3100	investigations@verizon.com
Nicor Gas	Charles “Chip” Parrott	1844 Ferry Rd. Naperville, IL 60563	630-388-3319	gasmaps@southernco.com

The above represents the best information available to the Department and is included for the convenience of the bidder. The days required for conflict resolution should be taken into account in the bid as this information has also been factored into the timeline identified for the project when setting the completion date. The applicable portions of the Standard Specifications for Road and Bridge Construction shall apply.

Estimated duration of time provided in the action column for the first conflicts identified will begin on the date of the executed contract regardless of the status of the utility relocations. The responsible agencies will be working toward resolving subsequent conflicts in conjunction with contractor activities in the number of days noted. The estimated relocation dates must be part of the progress schedule submitted by the Contractor. A utility kickoff meeting will be scheduled between the Department, the Department's contractor and the utility companies. The Department's contractor is responsible for contacting J.U.L.I.E. prior to any and all excavation work.

Please note, the marking of underground facilities does not absolve the contractor of their responsibility to repair or replace any facilities damaged during construction at their expense.

MAST ARM SIGN PANELS
Effective: May 22, 2002
Revised: July 1, 2015
720.01TS

Add the following to Article 720.02 of the Standard Specifications:

Sign stiffening channel systems shall be aluminum and meet the requirements of ASTM 6261-T5. Sign mounting banding, buckles and buckle straps shall be manufactured from AISI 201 stainless steel.

TRAFFIC SIGNAL GENERAL REQUIREMENTS
Effective: May 22, 2002
Revised: March 1, 2024
800.01TS

These Traffic Signal Special Provisions and the "District One Standard Traffic Signal Design Details" supplement the requirements of the State of Illinois "Standard Specifications for Road and Bridge Construction." The intent of these Special Provisions is to prescribe the materials and construction methods commonly used for traffic signal installations.

All material furnished shall be new unless otherwise noted herein. Traffic signal construction and maintenance work shall be performed by personnel holding current International Municipal Signal Association (IMSA)/Illinois Public Service Institute (IPSI) Traffic Signal Technician Level II certification. A copy of the certification shall be immediately available upon request of the Engineer. The work to be done under the Contract consists of furnishing, installing, and maintaining all traffic signal work and items as specified in the plans and as specified herein in a manner acceptable and approved by the Engineer.

Definitions of Terms.
Add the following to Section 101 of the Standard Specifications:

101.56 Manufacturer. Company that sells a particular type of product directly to the Contractor or the Vendor.

101.57 Vendor. Company that supplies, represents, and provides technical support for IDOT District One approved traffic signal controllers and other related equipment. The Vendor shall be located within IDOT District One and shall:

(1) Be full service with on-site facilities to assemble, test and troubleshoot traffic signal controllers and cabinet assemblies.

(2) Maintain an inventory of IDOT District One approved controllers and cabinets.

(3) Be staffed with permanent sales and technical personnel able to provide traffic signal controller and cabinet expertise and support.

(4) Have technical staff that hold current IMSA/IPSI Traffic Signal Technician Level III certification and shall attend traffic signal turn-ons as well as cabinet and/or controller modifications.

Submittals.
Revise Article 801.05 of the Standard Specifications to read:

"All material approval requests shall be submitted electronically following District guidelines unless directed otherwise by the Engineer. Submittal requirements shall include, but not limited to the following:

(1) All material approval requests shall be made prior to or no later than the date of the preconstruction meeting. A list of major traffic signal items can be found in Article 801.05. Material or equipment which is similar or identical shall be the product of the same manufacturer, unless necessary for system continuity. Traffic signal materials and equipment shall bear the U.L. label whenever such labeling is available.

(2) Product data and shop drawings shall be assembled by pay item. Only the top sheet of each pay item submittal will be stamped by the Department with the review status, except shop drawings for mast arm pole assemblies and the like will be stamped with the review status on each sheet.

(3) Original manufacturer published product data and shop drawing sheets with legible dimensions and details shall be submitted for review.

(4) When hard copy submittals are necessary, four (4) complete copies of the manufacturer's descriptive literatures and technical data for the traffic signal materials shall be submitted. For hard copy or electronic submittals, the descriptive literature and technical data shall be adequate for determining whether the materials meet the requirements of the plans and specifications. If the literature contains more than one item, the Contractor shall indicate which item or items will be furnished.

(5) When hard copy submittals are necessary for structural elements, four (4) complete copies of the shop drawings for the mast arm assemblies and poles, and the combination mast arm assemblies and poles showing, in detail, the fabrication thereof and the certified mill analyses of the materials used in the fabrication, anchor rods, and reinforcing materials shall be submitted.

(6) Partial or incomplete submittals will be returned without review.

(7) Certain non-standard mast arm poles and special structural elements will require additional review from IDOT's Central Office. Examples include ornamental/decorative, non-standard length mast arm pole assemblies and monotube structures.

(8) The Contract number or Permit number, project location/limits, and corresponding pay code number must be on each sheet of correspondence, material approval, and mast arm poles and assemblies drawings.

(9) Where certifications and/or warranties are specified, the information submitted for approval shall include certifications and warranties. Certifications involving inspections and/or tests of material shall be complete with all test data, dates, and times.

(10) After the Engineer reviews the submittals for conformance with the design concept of the project, the Engineer will stamp the drawings indicating their status as 'Approved', 'Approved-As-Noted', 'Disapproved', or 'Incomplete'. Since the Engineer's review is for conformance with the design concept only, it is the Contractor's responsibility to coordinate the various items into a working system as specified. The Contractor shall not be relieved from responsibility for errors or omissions in the shop, working, layout drawings, or other documents by the Department's approval thereof. The Contractor must still be in full compliance with Contract and specification requirements.

(11) The Contractor shall secure approved materials in a timely manner to assure construction schedules are not delayed.

(12) All submitted items reviewed and marked 'APPROVED AS NOTED', 'DISAPPROVED', or 'INCOMPLETE' are to be resubmitted in their entirety, unless otherwise indicated within the submittal comments, with a disposition of previous comments to verify Contract compliance at no additional cost to the Contract.

(13) Exceptions to and deviations from the requirements of the Contract Documents will not be allowed. It is the Contractor's responsibility to note any deviations from Contract requirements at the time of submittal and to make any requests for deviations in writing to the Engineer. In general, substitutions will not be acceptable. Requests for substitutions must demonstrate that the proposed substitution is superior to the material or equipment required by the Contract Documents. No exceptions, deviations or substitutions will be permitted without the approval of the Engineer.

(14) The Contractor shall not order major equipment such as mast arm assemblies prior to Engineer approval of the Contractor marked proposed traffic signal equipment locations to assure proper placement of Contract required traffic signal displays, push buttons and other facilities. Field adjustments may require changes in proposed mast arm length and other coordination.

(15) Revised cabinet wiring diagrams shall be submitted whenever any wiring modifications are made to the traffic signal cabinet."

Marking Proposed Locations.

Revise “Marking Proposed Locations for Highway Lighting System” of Article 801.09 to read “Marking Proposed Locations for Highway Lighting System and Traffic Signals.”

Add the following to Article 801.09 of the Standard Specifications:

> “It shall be the Contractor's responsibility to verify all dimensions and conditions existing in the field prior to ordering materials and beginning construction. This shall include locating the mast arm foundations and verifying the mast arms lengths.”

Inspection of Electrical Systems.
Add the following to Article 801.10 of the Standard Specifications:

(c) All cabinets, including temporary traffic signal cabinets, shall be assembled by an approved Vendor in District One. The Department reserves the right to request any controller and cabinet to be tested at the Vendor’s facility prior to field installation at no extra cost to the Contract.

Maintenance and Responsibility of Traffic Signal and Flashing Beacon Installations.
Replace Article 801.11(b) of the Standard Specifications to read:

(b) Traffic Signals and Flashing Beacons. The Contractor shall be responsible for maintaining the traffic signal/flashing beacon installation in proper operating condition.

(1) General.

a. The Contractor must notify the Area Traffic Signal Maintenance and Operations Engineer of their intent to begin any physical construction work on the Contract or any portion thereof. This notification must be made a minimum of seven (7) working days prior to the start of construction to allow sufficient time for inspection of the existing traffic signal installation(s) and transfer of maintenance to the Contractor. The Department will attempt to fulfill the Contractor’s inspection date request(s); however, workload and other conditions may prevent the Department from accommodating specific dates or times. The Contractor shall not be entitled to any other compensation if the requested inspection date(s) cannot be scheduled by the Department.

b. Full maintenance responsibility shall start upon the successful completion of a maintenance transfer inspection, or as directed by the Engineer. If the Contractor begins any physical work on the Contract or any portion thereof prior to a traffic signal inspection, maintenance of the traffic signal installation(s) will be transferred to the Contractor without an inspection. The Contractor will become responsible for repairing or replacing all equipment that is not operating properly or is damaged at the time of transfer at no cost to the owner of the traffic signal equipment. Final repairs or replacement of damaged equipment must meet the approval of the Engineer prior to or at the time of final inspection, otherwise the traffic signal installation will not be accepted.

c. All traffic signals within the limits of the Contract or those which have the item "MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION,”

"TEMPORARY TRAFFIC SIGNAL INSTALLATION", "TEMPORARY BRIDGE TRAFFIC SIGNAL INSTALLATION", "TEMPORARY PORTABLE BRIDGE TRAFFIC SIGNAL INSTALLATION", and/or "MAINTENANCE OF EXISTING FLASHING BEACON INSTALLATION" shall become the full responsibility of the Contractor. Maintenance responsibility shall end upon issuance of final acceptance by the Engineer.

d. The Contractor shall have electricians with IMSA/IPSI Traffic Signal Technician Level II certification on staff to provide signal maintenance. A copy of the certification shall be immediately available upon request by the Engineer.

e. This item shall include maintenance of all traffic signal equipment and other connected and related equipment such as flashing beacons, emergency vehicle preemption (EVP) equipment, master controllers, network switches, uninterruptable power supply (UPS) and batteries, pan-tilt-zoom (PTZ) cameras, vehicle detection, handholes, lighted signs, telephone service installations, cellular modems, radios, communication cables, and other traffic signal equipment. All conduit and related equipment to adjacent intersections shall be maintained to the far back handhole, or as directed by the Engineer. If adjacent intersections are part of Contract work, then maintenance of all conduit and related equipment shall be included in this item.

f. Regional transit, County, and other agencies may also have equipment connected to existing traffic signal or peripheral equipment such as network switches and transit signal priority (TSP, SCP, and BRT) servers, radios, and other devices, where maintenance shall be coordinated with the owner.

g. Maintenance shall not include automatic traffic enforcement equipment such as red light enforcement cameras, detectors, or peripheral equipment. This equipment is operated and maintained by others and shall be deactivated while on Contractor maintenance.

h. The energy charges for the operation of the traffic signal installation shall be paid for by the Contractor.

(2) Maintenance.

a. The Contractor shall inspect all traffic signal equipment and appurtenances every two (2) weeks to ensure they are functioning properly. Signal heads shall be properly adjusted, including plumb, and tightly mounted. All controller cabinets, signal posts, and controller pedestals shall be tight on their foundations and in alignment. Deficient equipment shall be repaired or replaced as necessary. The Contractor shall check signal system communications and phone lines to assure proper operation. This item includes, as routine maintenance, all portions of EVP equipment. The Contractor shall always maintain enough materials and equipment in stock to provide effective temporary and permanent repairs. The Contractor shall supply a detailed maintenance log monthly that includes dates, locations, names of electricians performing the required checks and inspections, and

any other information requested by the Engineer. The Contractor shall attend any additional inspections as requested by the Engineer. The Contractor shall check the controllers, relays, and detectors after receiving complaints or calls to ascertain that they are functioning properly and make all necessary repairs and replacement.

b. The Contractor is advised that the existing and/or temporary traffic signal installation must remain in operation during all construction stages, except for the most essential down time. Any shutdown of the traffic signal installation which exceeds fifteen (15) minutes must have prior approval from the Engineer. Approval to shut down the traffic signal installation will only be granted during the period extending from 9:00 a.m. to 3:00 p.m. on weekdays. Shutdowns shall not be allowed during inclement weather or holiday periods.

c. The Contractor shall provide immediate corrective action when any part(s) of the signal fail to function properly. Two far side heads facing each approach shall be considered the minimum acceptable signal operation pending permanent repairs. When repairs at a signalized intersection require that the controller be disconnected or otherwise removed from normal operation, and power is available, the Contractor shall place the traffic signal installation in flashing operation. The signals shall flash RED for all directions unless a different indication has been specified by the Engineer. The Contractor shall install cones on all lane lines at the stop bar on each approach, R1-1 (36 in. minimum) “STOP” signs at the stop bar on each approach on the right side and on raised medians (where applicable), and black on fluorescent orange “SIGNALS OUT AHEAD” warning signs followed by fluorescent orange W3-1 symbolic stop ahead warning signs on all approaches to the intersection.

d. Temporary replacement of a damaged or knocked down mast arm pole assembly shall require construction of a full or partial span wire signal installation or other method approved by the Engineer to assure signal heads are located overhead and over traveled pavement. Temporary replacement of mast arm mount signals with post mount signals is not permitted.

e. The Contractor shall provide the Engineer with two (2) 24-hour telephone numbers for the maintenance of the traffic signal installation and for emergency calls by the Engineer.

f. Traffic signal equipment which is lost, damaged, or not returned to the Department for any reason shall be replaced with new equipment meeting the requirements of the Standard Specifications and these special provisions.

g. The Contractor shall be fully responsible for the safe and efficient operation of the traffic signals and other equipment noted herein. The Contractor

shall respond to all emergency calls from the Department or others within one (1) hour after notification and provide immediate corrective action. When equipment has been damaged or becomes faulty beyond repair, the Contractor shall replace it with new equipment meeting current District One traffic signal specifications. The cost of furnishing and installing the replaced equipment shall be borne by the Contractor at no additional cost to the Contract. The Contractor may institute action to recover damages from a responsible third party. If at any time the Contractor fails to perform all work as specified herein to keep the traffic signal installation in proper operating condition, or if the Engineer cannot contact the Contractor's designated personnel, the Engineer shall have the Department's Electrical Maintenance Contractor perform the maintenance work. The Contractor shall be responsible for all of the Department's Electrical Maintenance Contractor's costs and liquidated damages of $1,000 per day per occurrence. The Department's Electrical Maintenance Contractor shall bill the Contractor for the total cost of the work. The Contractor shall pay this bill within thirty (30) days of the date of receipt of the invoice or the cost of such work will be deducted from the amount due the Contractor. The Contractor shall allow the Electrical Maintenance Contractor to inspect the traffic signal installation that has been transferred to the Contractor for maintenance. Final replacement of damaged equipment must meet the approval of the Engineer prior to or at the time of final inspection, otherwise the traffic signal installation will not be accepted. Cable splices outside the controller cabinet shall not be allowed. The Department may inspect any signalizing device on the Department's highway system at any time without notification. The Contractor shall not install padlocks on traffic signal cabinets or otherwise restrict the Department's access to the cabinet or controller.

h. Any proposed activity in the vicinity of a highway-rail grade crossing must adhere to the guidelines set forth in the current edition of the Manual on Uniform Traffic Control Devices (MUTCD) regarding work in temporary traffic control zones in the vicinity of highway-rail grade crossings which states that lane restrictions, flagging, or other operations shall not create conditions where vehicles can be queued across the railroad tracks. If the queuing of vehicles across the tracks cannot be avoided, a uniformed law enforcement officer or flagger shall be provided at the crossing to prevent vehicles from stopping on the tracks, even if automatic warning devices are in place.

i. The Contractor shall be responsible to clear snow, ice, dirt, debris, vegetation, temporary fence, or other condition that obstructs visibility of any traffic signal display or access to traffic signal equipment.

j. The Contractor shall maintain the traffic signal in normal operation during any loss of utility or battery backup power. Temporary power to the traffic signal must meet applicable NEC and OSHA guidelines and may include

portable generators and/or replacement batteries. Temporary power shall not be paid for separately but shall be included in the Contract.

(3) Basis of Payment. This work will be paid for at the Contract unit price per each for MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION, TEMPORARY TRAFFIC SIGNAL INSTALLATION, TEMPORARY BRIDGE TRAFFIC SIGNAL INSTALLATION, or TEMPORARY PORTABLE BRIDGE TRAFFIC SIGNAL INSTALLATION. Each location will be paid for separately. Maintenance of a flashing beacon shall be paid for at the Contract unit price for MAINTENANCE OF EXISTING FLASHING BEACON INSTALLATION. Each flashing beacon will be paid for separately.

Damage to Traffic Signal System.
Add the following to Article 801.12(b) of the Standard Specifications:

"Any traffic signal control equipment that is damaged and non-repairable or not operating properly from any cause shall be replaced with new equipment meeting current District One traffic signal specifications and provided by the Contractor at no additional cost to the Contract and/or owner of the traffic signal system, all as approved by the Engineer. Final replacement of damaged equipment must meet the approval of the Engineer prior to or at the time of final inspection. Repair or replace any equipment damaged within the time shown in the table below:

ITEM	RESPONSE TIME	SERVICE RESTORATION	PERMANENT REPAIR (calendar days)
Cabinet	1 hour	24 hours	21 days
Controllers and Peripheral Equipment	1 hour	4 hours	21 days
System Detector Loop	1 hour	N/A	7 days
All Other Detectors	1 hour	N/A	21 days
Signal Head and Lenses	1 hour	4 hours	7 days
Aviation Red Beacon	1 hour	4 hours	7 days
Mast Arm Assembly and Pole	1 hour	4 hours	7 days
Traffic Signal Post	1 hour	4 hours	7 days
Cable and Conduit	1 hour	4 hours	7 days
Interconnect and Telemetry	1 hour	4 hours	7 days
Graffiti Removal	N/A	N/A	7 days
Misalignment of Signal Heads	1 hour	4 hours	4 hours
Closed Loop Monitoring System	1 hour	24 hours	14 days
Post and Poles Plumb Vertically	N/A	N/A	21 days
Controller, Post & Pole Foundations	N/A	N/A	21 days
Complaints, Calls, Controller or System Alarms, Timing, Phasing, Programming	1 hour	4 hours	N/A
Patrol Truck Deficiencies	N/A	24 hours	24 hours
Signal Heads Visibility	1 day	2 days	14 days

Temporary replacement of a damaged or knocked down mast arm pole assembly shall require construction of a full or partial span wire signal installation or other method approved by the Engineer to assure signal heads are located overhead and over traveled

pavement. Temporary replacement of mast arm mount signals with post mount signals will not be permitted.

Replacement of any equipment for any reason shall be reported to the Area Traffic Signal Maintenance and Operations Engineer in writing within 24 hours. Permanent and temporary replacement of the controller and/or cabinet shall require inspection and testing by the Vendor.

Automatic Traffic Enforcement equipment, such as red light enforcement cameras, detectors, and peripheral equipment, that is damaged or not operating properly from any cause, shall be the responsibility of the municipality or the automatic traffic enforcement company per Permit agreement."

Traffic Signal Inspection (TURN-ON).
Revise Article 801.15(b) of the Standard Specifications to read:

"Turn-on. It is the intent to have all electric work completed and equipment field tested by the Contractor and/or Vendor prior to the Department's "turn-on" field inspection. If in the event the Engineer determines work is not complete and the inspection will require more than two (2) hours to complete, the inspection shall be canceled, and the Contractor will be required to reschedule at another date. The maintenance of the traffic signals will not be accepted until all punch list work is corrected and re-inspected.

When the Contractor requests a turn-on and inspection of the completed traffic signal installation(s), the request must be made to the Area Traffic Signal Maintenance and Operations Engineer a minimum of seven (7) working days prior to the time of the requested inspection. The Department will attempt to fulfill the Contractor's turn-on and inspection date request(s); however, workload and other conditions may prevent the Department from accommodating specific dates or times. The Contractor shall not be entitled to any other compensation if the requested turn-on and inspection date(s) cannot be scheduled by the Department. The Department will not grant a field inspection until written or electronic notification is provided from the Contractor that the equipment has been field tested and the intersection is operating according to Contract requirements. The Contractor must invite local fire department personnel to the turn-on when emergency vehicle preemption (EVP) is included in the project. When the Contract includes the item RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM, OPTIMIZE TRAFFIC SIGNAL SYSTEM, and/or TEMPORARY TRAFFIC SIGNAL TIMING, the Contractor must notify the SCAT Consultant of the turn-on/detour implementation schedule, as well as stage changes and phase changes during construction.

The Contractor must have all traffic signal work completed and the electrical service installation connected by the utility company prior to requesting an inspection and turn-on of the traffic signal installation. The Contractor shall be responsible to provide a police officer to assist with traffic control at the time of testing.

The Contractor shall provide a representative from the Vendor who is knowledgeable of the cabinet design and controller functions to attend the traffic signal inspection for both permanent and temporary traffic signal turn-ons.

Upon demonstration that the signals are operating and all work is completed in accordance with the Contract and to the satisfaction of the Engineer, the Engineer will

then allow the signals to be placed in continuous operation. The signals shall continue to be maintained by the Contractor until final acceptance.

The Department requires the following Final Project Documentation from the Contractor at traffic signal turn-ons in electronic format in addition to hard copies where noted. An electronic media device shall be submitted with separate folders corresponding to each numbered title below. The electronic media device shall be labeled with date, project location, company, and Contract or Permit number. Electronic record drawings and material approvals shall be submitted prior to traffic signal turn-on for review by the Department as described in the Record Drawings section herein.

Final Project Documentation:

(1) Record Drawings. Electronically produced signal plans of record with field revisions marked in red. Two (2) hard copies of 11 in. x 17 in. record drawings shall also be provided.

(2) Field Testing. Written notification from the Contractor and the Vendor of satisfactory field testing with corresponding material performance measurements, such as for detector loops and fiber optic systems (see Article 801.13).

(3) Material Approvals. Material approval documentation.

(4) Manuals. Operation and service manuals of the signal controller and associated control equipment.

(5) Cabinet Wiring Diagram and Cable Logs. Five (5) hard copies of 11 in. x 17 in. cabinet wiring diagrams shall be provided along with electronic PDF and DGN files of the cabinet wiring diagram. Five (5) hard copies of the cable logs and electronic Excel files shall be provided with cable #, number of conductors and spares, connected device/signal head and intersection location.

(6) Warrantees and Guarantees. All manufacturer and Contractor warrantees and guarantees required by Article 801.14.

(7) GPS Coordinates. GPS coordinates of traffic signal equipment as described in the Record Drawings section herein.

Acceptance of the traffic signal equipment by the Department shall be based upon inspection results at the traffic signal “turn-on”, completeness of the required documentation, and successful operation during a minimum 72 hour “burn-in” period following activation of traffic signal equipment. If approved, traffic signal acceptance shall be verbal at the final inspection followed by written correspondence from the Engineer. The Contractor shall be responsible for all traffic signal equipment and associated maintenance thereof until Departmental acceptance is granted.

All equipment and/or parts to keep the traffic signal installation operating shall be furnished by the Contractor. No spare traffic signal equipment is available from the Department.

All punch list work shall be completed within two (2) weeks after the turn-on. The Contractor shall notify the Area Traffic Signal Maintenance and Operations Engineer to schedule an inspection of all punch list work. Failure to meet these time constraints shall result in liquidated damage charges of $500 per month per incident.

All cost of work and materials required to comply with the requirements herein shall be included in the pay item bid prices, under which the subject materials and signal equipment are paid, and no additional compensation will be allowed. Materials and signal equipment not complying with the requirements herein shall be subject to removal and disposal at the Contractor's expense."

Record Drawings.

The requirements listed for Electrical Installation shall apply for Traffic Signal Installations in Article 801.16. Revise the second and third paragraphs of Article 801.16 of the Standard Specifications to read:

"When the work is complete, and seven (7) days before the request for a final inspection, electronic Contract drawings, stamped "RECORD DRAWINGS", shall be submitted to the Engineer for review and approval and shall be stamped with the date and the signature of the Contractor's supervising Engineer or electrician. The record drawings shall be submitted in PDF format. If the Contract consists of multiple intersections, each intersection shall be saved as an individual PDF file with TS# and location name in its file name.

In addition to the record drawings, copies of the final material approvals which have been Approved or Approved as Noted shall be submitted in PDF format. The PDF files shall clearly indicate the pay item either by filename or PDF Table of Contents referencing the respective pay item number for multi-item PDF files. Specific part or model numbers of items which have been selected shall be clearly visible.

The Contractor shall provide two (2) 11 in. x 17 in. hard copies of electronically produced final record drawings to be kept inside each traffic signal cabinet within project limits."

Add the following to Article 801.16 of the Standard Specifications:

"In addition to the specified record drawings, the Contactor shall record GPS coordinates of the following traffic signal components being installed, modified or being affected in other ways by the Contract:

- All Mast Arm Poles and Posts
- Traffic Signal Wood Poles
- Railroad Bungalow
- UPS
- Handholes
- Controller Cabinets
- Communication Cabinets
- Electric Service Disconnect locations
- CCTV/PTZ Camera installations

Datum to be used shall be North American 1983.

Data shall be provided in electronic format and shall be in .csv format. Latitude and Longitude shall be in decimal degrees with a minimum of 6 decimal places. Each coordinate shall have the following information:

- File shall be named: TSXXX_YY-MM-DD.csv (i.e. TS22157_24-01-01.csv)
- Each intersection shall have its own file
- Row 1 should have the location name (i.e. IL 31 @ Klausen)
- Row 2 is blank
- Row 3 is the headers for the columns
- Row 4 starts the data
- Column A (Date) – should be in the following format: MM/DD/YYYY
- Column B (Item) – as shown in the table below
- Column C (Description) – as shown in the table below
- Column D and E (GPS Data) – should be in decimal form

Examples:

Date	Item	Description	Latitude	Longitude
01/01/2024	MP (Mast Arm Pole)	NEQ, NB, Dual, Combination Pole	41.580493	-87.793378
01/01/2024	HH (Handhole)	Heavy Duty, Fiber, Intersection, Double	41.558532	-87.792571
01/01/2024	ES (Electrical Service)	Ground mount, Pole mount	41.765532	-87.543571
01/01/2024	CC (Controller Cabinet)		41.602248	-87.794053
01/01/2024	PTZ (PTZ)	NEQ extension pole	41.593434	-87.769876
01/01/2024	POST (Post)		41.651848	-87.762053
01/01/2024	MCC (Master Controller Cabinet)		41.584593	-87.793378
01/01/2024	COMC (Communication Cabinet)		41.584600	-87.793432
01/01/2024	BBS (Battery Backup System)		41.558532	-87.792571

Data collection can be made as construction progresses or can be collected after all items are installed. If the data is unacceptable, the Contractor shall make corrections to the data collection equipment and/or process and resubmit the data for review and approval as specified.

Data shall have a minimum 1 ft accuracy after post processing."

Restoration of Work Area.
Add the following article to Section 801 of the Standard Specifications:

"**801.17 Restoration of Work Area.** Restoration of the traffic signal work area shall be included in the related pay items such as foundation, conduit, handhole, underground raceways, detector loop installation or replacement, etc. All roadway surfaces such as shoulders, medians, sidewalks, pavement, etc. shall be replaced in kind. All damage to mowed lawns shall be replaced with an approved sod, and all damage to unmowed fields shall be seeded. All brick pavers disturbed in the work area shall be

restored to their original configuration as directed by the Engineer. All damaged brick pavers shall be replaced with a comparable material approved by the Engineer.

Exposed holes created from removal or relocation of traffic signal equipment shall be sealed using a zinc-plated fender washer with toggle bolt.

Restoration of the work area shall be included in the Contract without any extra compensation allowed to the Contractor.

Removal, Disposal, and Salvage of Existing Traffic Signal Equipment.
The removal, disposal, and/or salvage of existing traffic signal equipment shall become the property of the Contractor and disposed of by the Contractor outside the State's right-of-way, unless otherwise noted. No additional compensation shall be provided to the Contractor for removal, disposal or salvage expense for the work in the Contract."

Bagging Signal Heads.
Light tan colored traffic and pedestrian signal reusable covers shall be used to cover dark/un-energized signal sections, visors, and retroreflective backplates. Covers shall be made of outdoor fabric with urethane coating for repelling water, have elastic fully sewn around the cover ends for a tight fit over the visor, and have a minimum of two (2) straps with buckles to secure the cover to the backplate. A center mesh strip allows viewing without removal for signal status testing purposes. Covers shall include a message indicating the signal is not in service. Pedestrian pushbuttons that are not in service shall be covered with a durable material such as described above or burlap that is secured in a weather-resistant manner. The entire housing, including the pedestrian sign, shall also be covered on the front side.

Turn-on of New Traffic Signal Installations.
The following only applies to new traffic signals at previously unsignalized locations.

The signal responsibility shall begin at the start of signal construction and shall end upon issuance of final acceptance by the Engineer. New traffic signal heads and indications may not be installed more than two (2) weeks (14 calendar days) prior to the scheduled turn-on of the traffic signal to avoid motorist confusion caused by the presence of new signal heads, even if properly covered. Unenergized signal indications shall be bagged until one (1) hour prior to the scheduled turn-on per the Bagging Signal Heads section above.

New stop bars and crosswalks on approaches that did not previously have stop control shall NOT be installed until the day of the traffic signal turn-on.

A Portable Changeable Message Sign (PCMS) must be placed two (2) weeks prior to the scheduled new traffic signal turn-on for all approaches to the intersection with the following messages:

NEW TRAFFIC SIGNAL

STARTING MMM ##

where "MMM" and "##" are the 3-character month abbreviation and day of the scheduled turn-on, respectively.

On the day of the turn-on, change messages to read:

NEW SIGNAL AHEAD	BE PREPARED TO STOP

The PCMS must remain in place for two (2) weeks following the day of the turn-on.

Conflicting Stop signs shall be removed immediately at the time of the traffic signal turn-on.

Locating Underground Facilities.
Revise Section 803 to the Standard Specifications to read:

"IDOT traffic signal facilities are not part of any of the one-call locating service such as J.U.L.I.E or Digger. If the Contract requires the maintenance services of an Electrical Contractor, the Contractor shall be responsible at their own expense for locating all existing IDOT electrical facilities, including but not limited to interconnect conduit and handholes, prior to performing any work. A maintenance transfer is required prior to any locating work. If this Contract does not require the maintenance services of an Electrical Contractor, the Contractor may request one free locate for existing IDOT electrical facilities from the District One Electrical Maintenance Contractor prior to the start of any work. Additional requests will be at the expense of the Contractor. The location of underground traffic facilities does not relieve the Contractor of their responsibility to repair any facilities damaged during construction at their expense.

The exact location of all utilities shall be field verified by the Contractor before the installation of any components of the traffic signal system. For locations of utilities, locally owned equipment, and leased enforcement camera system facilities, the local Counties or Municipalities may need to be contacted: in the City of Chicago contact Digger at (312) 744-7000, and for all other locations contact J.U.L.I.E. at 1-800-892-0123 or 811.

The Contractor shall take whatever precautions to protect the electric cable or electric conductors in conduit from damage during location and construction operations. If the wiring is damaged, the Contractor shall replace the entire length of cable or conductors in conduit, in a manner satisfactory to the Engineer. Splicing below grade will not be permitted.

In the event the repairs are not made by the Contractor, the Contractor shall reimburse the Department for such repairs within sixty (60) days of receiving written notification of said damage. Otherwise, the cost of such repairs will be deducted from monies due or which will become due the Contractor under the terms of the Contract."

Grounding of Traffic Signal Systems
Revise Section 806 of the Standard Specifications to read:

"All traffic signal systems, equipment and appurtenances shall be properly grounded in strict conformance with the NEC. This work shall be in accordance with IDOT's District One Traffic Signal Design Details.

The grounding electrode system shall include a ground rod installed with each traffic signal controller concrete foundation and all mast arm and post concrete foundations. An additional ground rod will be required at locations were measured resistance exceeds 25

ohms. Ground rods are included in the applicable concrete foundation or service installation pay item and will not be paid for separately.

Testing shall be according to Article 801.13 (a) (4) and (5).

(a) The grounded conductor (neutral conductor) shall be white color coded. This conductor shall be bonded to the equipment grounding conductor only at the Electric Service Installation. All power cables shall include one neutral conductor of the same size.

(b) The equipment grounding conductor shall be green color coded. The following is in addition to Article 801.04 of the Standard Specifications:

(1) Equipment grounding conductors shall be bonded to the grounded conductor (neutral conductor) only at the Electric Service Installation. The equipment grounding conductor is paid for separately and shall be continuous. The Earth shall not be used as the equipment grounding conductor.

(2) Equipment grounding conductor*s* shall be bonded, using a UL Listed grounding connector, to all traffic signal mast arm poles, traffic signal posts, pedestrian posts, pull boxes, handhole frames and covers, conduits, and other metallic enclosures throughout the traffic signal wiring system, except where noted herein. Bonding shall be made with a splice and pigtail connection, using a sized compression type copper sleeve, sealant tape, and heat-shrinkable cap. A UL listed electrical joint compound shall be applied to all conductors' terminations, connector threads and contact points. Conduit grounding bushings shall be installed at all conduit terminations, including spare or empty conduits and conduit protruding from handhole walls.

(3) All metallic and non-metallic raceways, including spare or empty raceways, shall have a continuous equipment grounding conductor, except raceways containing only detector loop lead-in circuits, circuits under 50 V and/or fiber optic cable will not be required to include an equipment grounding conductor.

(4) Individual conductor splices in handholes shall be soldered and sealed with heat shrink. When necessary to maintain effective equipment grounding, a full cable heat shrink shall be provided over individual conductor heat shrinks.

(c) The grounding electrode conductor shall be similar to the equipment grounding conductor in color coding (green) and size. The grounding electrode conductor is used to connect the ground rod to the equipment grounding conductor and is bonded to ground rods via exothermic welding, UL listed pressure connectors, and UL listed clamps."

UNDERGROUND RACEWAYS
Effective: May 22, 2002
Revised: March 1, 2024
810.02TS

Revise Article 810.04 of the Standard Specifications to read:

"Installation. All underground conduits shall have a minimum depth of 30 in. (700 mm) below the finished grade and shall be installed to avoid existing and proposed utilities within the project limits."

Add the following to Article 810.04 of the Standard Specifications:

"All metal conduit installed underground shall be Rigid Steel Conduit unless otherwise indicated on the plans."

All raceways which extend outside of a structure or duct bank but are not terminated in a cabinet, junction box, pull box, handhole, post, pole, or pedestal shall extend a minimum of 1 ft (300 mm) or the length shown on the plans beyond the structure or duct bank. The end of this extension shall be capped and sealed with a cap designed for the conduit to be capped.

The ends of rigid metal conduit to be capped shall be threaded, the threads protected with full galvanizing, and capped with a threaded galvanized steel cap.

The ends of rigid nonmetallic conduit and coilable nonmetallic conduit shall be capped with a rigid PVC cap of not less than 1/8 in. (3 mm) thick. The cap shall be sealed to the conduit using a room-temperature-vulcanizing (RTV) sealant compatible with the material of both the cap and the conduit. A washer or similar metal ring shall be glued to the inside center of the cap with epoxy, and the pull cord shall be tied to this ring."

HANDHOLES
Effective: January 01, 2002
Revised: November 1, 2023
814.01TS

Description.
Add the following to Section 814 of the Standard Specifications:

All conduits shall enter the handhole at a depth of 30 in. (762 mm) except for the conduits for detector loops when the handhole is less than 5 ft (1.52 m) from the detector loop. All conduit ends should be sealed with a waterproof sealant to prevent the entrance of contaminants into the handhole.

Steel cable hooks shall be epoxy coated and must meet the specifications set forth in 1006.10. Hooks shall be a minimum of 5/8 in. (16 mm) diameter with 90-degree bend and extend into the handhole at least 6 in. (152 mm). Hooks shall be placed a minimum of 12 in. (305 mm) below the lid or lower if additional space is required.

Precast round handholes shall not be used unless called out on the plans.

The cover of the handhole frame shall be labeled "Traffic Signals" with legible raised letters. Only handholes serving IDOT traffic signal equipment shall have this label. Handhole covers for Red Light Running Cameras shall be labeled "RLRC".

Revise the third paragraph of Article 814.03 of the Standard Specifications to read:

> "Handholes shall be constructed as shown on the plans and shall be cast-in-place or precast concrete units. Heavy duty handholes shall be either cast-in-place or precast concrete units."

Revise Article 814.03(c) of the Standard Specifications to read:

> "Precast Concrete. Precast concrete handholes shall be fabricated according to Article 1042.17. Where a handhole is contiguous to a sidewalk, preformed joint filler of 1/2 in. (13 mm) thickness shall be placed between the handhole and the sidewalk."

Add the following to Section 814 of the Standard Specifications:

Cast-In-Place Handholes.
All cast-in-place handholes shall be concrete with minimum inside dimensions of 21-1/2 in. (546 mm). Frames and lid openings shall match this dimension.

For grounding purposes, the handhole frame shall have provisions for a 7/16 in. (11 mm) diameter stainless steel bolt cast into the frame. The covers shall have a stainless steel threaded stint extended from the eye hook assembly for the purpose of attaching the grounding conductor to the handhole cover.

The minimum wall thickness for heavy duty hand holes shall be 1 ft (305mm).

Precast Round Handholes.
All precast handholes shall be concrete with an inside diameter of 30 in. (762mm). Frames and covers shall have a minimum opening of 26 in. (660mm) and no larger than the inside diameter of the handhole.

For grounding purposes, the handhole frame shall have provisions for a 7/16 in. (11 mm) diameter stainless steel bolt cast into the frame. For the purpose of attaching the grounding conductor to the handhole cover, the covers shall either have a 7/16 in. (11 mm) diameter stainless steel bolt cast into the cover or a stainless steel threaded stint extended from an eye hook assembly. A hole may be drilled for the bolt if one cannot be cast into the frame or cover. The head of the bolt shall be flush or lower than the top surface of the cover.

The minimum wall thickness for precast heavy duty hand holes shall be 6 in. (152 mm).

Precast round handholes shall be only produced by an approved precast vendor.

TRAFFIC SIGNAL PAINTING
Effective: May 22, 2002
Revised: March 1, 2025
851.01TS

Description.
This work shall include surface preparation, powder coated finish application and packaging of new galvanized steel traffic signal mast arm poles and posts assemblies. All work associated with applying the painted finish shall be performed at the vendor's facility for the pole assembly

or post or at a painting facility approved by the Engineer. Traffic signal mast arm shrouds and post bases shall also be painted the same color as the pole assemblies and posts, including pedestrian posts.

Surface Preparation.
All weld flux and other contaminates shall be mechanically removed. The traffic mast arms and post assemblies shall be degreased, cleaned, and air dried to assure all moisture is removed.

Painted Finish.
All galvanized exterior surfaces shall be coated with a urethane or triglycidyl isocyanurate (TGIC) polyester powder to a dry film thickness of 2.0 mils. Prior to application, the surface shall be mechanically etched by brush blasting (Ref. SSPC-SP7) and the zinc coated substrate preheated to 450 ºF for a minimum one (1) hour. The coating shall be electrostatically applied and cured by elevating the zinc-coated substrate temperature to a minimum of 400 ºF.

The finish paint color shall be one of the vendor's standard colors and shall be as selected by the local agency responsible for paint costs. The Contractor shall confirm, in writing, the color selection with the local responsible agency and provide a copy of the approval to the Engineer and a copy of the approval shall be included in the material catalog submittal.

Painting of traffic signal heads, pedestrian signal heads and controller cabinets is not included in this pay item.

Any damage to the finish after leaving the vendor's facility shall be repaired to the satisfaction of the Engineer using a method recommended by the vendor and approved by the Engineer. If while at the vendor's facility the finish is damaged, the finish shall be re-applied at no cost to the contract.

Warranty.
The Contractor shall furnish in writing to the Engineer, the paint vendor's standard warranty and certification that the paint system has been properly applied.

Packaging.
Prior to shipping, the poles and posts shall be wrapped in ultraviolet-inhibiting plastic foam or rubberized foam.

Basis of Payment.
This work shall be paid for at the contract unit price each for PAINT NEW MAST ARM AND POLE, UNDER 40 FEET (12.19 METER), PAINT NEW MAST ARM AND POLE, 40 FEET (12.19 METER) AND OVER, PAINT NEW COMBINATION MAST ARM AND POLE, UNDER 40 FEET (12.19 METER), PAINT NEW COMBINATION MAST ARM AND POLE, 40 FEET (12.19 METER) AND OVER, PAINT NEW TRAFFIC SIGNAL POST or PAINT NEW PEDESTRIAN PUSH-BUTTON POST of the length specified, which shall be payment in full for painting and packaging the traffic signal mast arm poles and posts described above including all shrouds, bases and appurtenances.

ELECTRIC CABLE
Effective: May 22, 2002
Revised: July 1, 2015
873.01TS

Delete “or stranded, and No. 12 or” from the last sentence of Article 1076.04 (a) of the Standard Specifications.

Add the following to the Article 1076.04(d) of the Standard Specifications:

Service cable may be single or multiple conductor cable.

GROUNDING OF TRAFFIC SIGNAL SYSTEMS
Effective: May 22, 2002
Revised: July 1, 2015
806.01TS

Revise Section 806 of the Standard Specifications to read:

General.
All traffic signal systems, equipment and appurtenances shall be properly grounded in strict conformance with the NEC. This work shall be in accordance with IDOT’s District One Traffic Signal Design Details.

The grounding electrode system shall include a ground rod installed with each traffic signal controller concrete foundation and all mast arm and post concrete foundations. An additional ground rod will be required at locations were measured resistance exceeds 25 ohms. Ground rods are included in the applicable concrete foundation or service installation pay item and will not be paid for separately.

Testing shall be according to Article 801.13 (a) (4) and (5).

(a) The grounded conductor (neutral conductor) shall be white color coded. This conductor shall be bonded to the equipment grounding conductor only at the Electric Service Installation. All power cables shall include one neutral conductor of the same size.

(b) The equipment grounding conductor shall be green color coded. The following is in addition to Article 801.04 of the Standard Specifications.

1. Equipment grounding conductors shall be bonded to the grounded conductor (neutral conductor) only at the Electric Service Installation. The equipment grounding conductor is paid for separately and shall be continuous. The Earth shall not be used as the equipment grounding conductor.

2. Equipment grounding conductor*s* shall be bonded, using a UL Listed grounding connector, to all traffic signal mast arm poles, traffic signal posts, pedestrian posts, pull boxes, handhole frames and covers, conduits, and other metallic enclosures throughout the traffic signal wiring system, except where noted herein. Bonding shall be made with a splice and pigtail connection, using a sized compression type copper sleeve, sealant tape, and heat-shrinkable cap. A UL listed electrical joint compound shall be applied to all conductors’ terminations, connector threads and contact points. Conduit grounding bushings shall be installed at all conduit terminations including spare or empty conduits.

3. All metallic and non-metallic raceways shall have a continuous equipment grounding conductor, except raceways containing only detector loop lead-in circuits, circuits under 50

volts and/or fiber optic cable will not be required to include an equipment grounding conductor.

4. Individual conductor splices in handholes shall be soldered and sealed with heat shrink. When necessary to maintain effective equipment grounding, a full cable heat shrink shall be provided over individual conductor heat shrinks.

(c) The grounding electrode conductor shall be similar to the equipment grounding conductor in color coding (green) and size. The grounding electrode conductor is used to connect the ground rod to the equipment grounding conductor and is bonded to ground rods via exothermic welding, UL listed pressure connectors, and UL listed clamps.

FIBER OPTIC CABLE

Effective: May 22, 2002

Revised: July 1, 2015

871.01TS

Add the following to Article 871.01 of the Standard Specifications:

The Fiber Optic cable shall be installed in conduit or as specified on the plans.

Add the following to Article 871.02 of the Standard Specifications:

The control cabinet distribution enclosure shall be 24 Port Fiber Wall Enclosure, unless otherwise indicated on plans. The fiber optic cable shall provide twelve fibers per tube for the amount of fibers called for in the Fiber Optic Cable pay item in the Contract. Fiber Optic cable may be gel filled or have an approved water blocking tape.

Add the following to Article 871.04 of the Standard Specifications:

A minimum of six multimode fibers from each cable shall be terminated with approved mechanical connectors at the distribution enclosure. Fibers not being used shall be labeled “spare." Fibers not attached to the distribution enclosure shall be capped.. A minimum of 13.0 feet (4m) of extra cable length shall be provided for controller cabinets. The controller cabinet extra cable length shall be stored as directed by the Engineer.

Add the following to Article 871.06 of the Standard Specifications:

The distribution enclosure and all connectors will be included in the cost of the fiber optic cable.

Testing shall be in accordance with Article 801.13(d). Electronic files of OTDR signature traces shall be provided in the Final project documentation with certification from the Contractor that attenuation of each fiber does not exceed 3.5 dB/km nominal at 850nm for multimode fiber and 0.4 bd/km nominal at 1300nm for single mode fiber.

TRAFFIC SIGNAL POST

Effective: May 22, 2002
Revised: March 1, 2025
875.01TS

Revise Article 1077.01 (c) of the Standard Specifications to read:

(c) Anchor Rods. The anchor rods shall be a minimum of 5/8 in. in diameter and 16 in. long and shall be according to Article 1006.09. The anchor rods shall be threaded approximately 6 in. at one end and have a bend at the other end. The first 12 in. at the threaded end shall be galvanized. One each galvanized nut and trapezoidal washer shall be furnished with each anchor rod. The washer shall be properly sized to fully engage and sit flush on all sides of the slot of the base plate.

Revise the first sentence of Article 1077.01 (d) of the Standard Specifications to read:

All steel posts and bases shall be hot dipped galvanized steel according to AASHTO M 111. If the Department approves painting, powder coating by the manufacturer will be required over the galvanization in accordance with 851.01TS TRAFFIC SIGNAL PAINTING Special Provisions.

MAST ARM ASSEMBLY AND POLE
Effective: May 22, 2002
Revised: July 01, 2015
877.01TS

Revise the second sentence of Article 1077.03 (a)(3) of the Standard Specifications to read:

Traffic signal mast arms shall be one piece construction, unless otherwise approved by the Engineer.

Add the following to Article 1077.03 (a)(3) of the Standard Specifications:

If the Department approves painting, powder coating by the manufacturer will be required over the galvanization in accordance with 851.01TS TRAFFIC SIGNAL PAINTING Special Provisions.

CONCRETE FOUNDATIONS
Effective: May 22, 2002
Revised: March 1, 2024
878.01TS

Add the following to Article 878.03 of the Standard Specifications:

"All anchor bolts shall be according to Article 1006.09, with all anchor bolts hot dipped galvanized a minimum of 12 in. at the threaded end.

Depending on the foundation type, the top of foundation shall be between 1 in. and 6 in. above finished grade or as directed by the Engineer.

No foundation is to be poured until the Resident Engineer gives their approval as to the depth of the foundation."

Add the following to the first paragraph of Article 878.05 of the Standard Specifications:

"The concrete apron in front of the cabinet and UPS shall be included in this pay item."

Revise the first paragraph of Article 878.05 of the Standard Specifications to read:

"Basis of Payment. This work will be paid for at the Contract unit price per foot (meter) of depth of CONCRETE FOUNDATION of the type specified, or CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER for pedestrian post concrete foundations."

LIGHT EMITTING DIODE (LED) SIGNAL HEAD AND OPTICALLY PROGRAMMED LED SIGNAL HEAD
Effective: May 22, 2002
Revised: March 1, 2025
880.01TS

Materials.
Add the following to Section 1078 of the Standard Specifications:

"LED modules proposed for use and not previously approved by IDOT District One will require independent testing for compliance to current VTCSH-ITE standards for the product and be Intertek ETL Verified. This would include modules from new Vendors and new models from IDOT District One approved Vendors.

The proposed independent testing facility shall be approved by IDOT District One. Independent testing must include a minimum of two (2) randomly selected modules of each type of module (i.e. ball, arrow, pedestrian, etc.) used in the District and include as a minimum Luminous Intensity and Chromaticity tests. However, complete module performance verification testing may be required by the Engineer to assure the accuracy of the Vendor's published data and previous test results. An IDOT representative will select sample modules from the local warehouse and mark the modules for testing. Independent test results shall meet current ITE standards and vendor's published data. Any module failures shall require retesting of the module type. All costs associated with the selection of sample modules, testing, reporting, and retesting, if applicable, shall be the responsibility of the LED module Vendor and not be a cost to this Contract.

All signal heads shall provide 12 in. (300 mm) displays with glossy yellow or black polycarbonate housings. All head housings shall be the same color (yellow or black) at the intersection. For new signalized intersections and existing signalized intersections where all signals heads are being replaced, the proposed head housings shall be black. Where only selected heads are being replaced, the proposed head housing color (yellow or black) shall match existing head housings. Connecting hardware and mounting brackets shall be polycarbonate (black). A corrosion resistant anti-seize lubricant shall be applied to all metallic mounting bracket joints and shall be visible to the inspector at the signal turn-on. Post top mounting collars are required on all posts and shall be constructed of the same material as the brackets.

The LED signal modules shall be replaced or repaired if an LED signal module fails to function as intended due to workmanship or material defects. LED signal modules which exhibit luminous intensities less than the minimum values specified in Table 1 of the ITE Vehicle Traffic Control Signal Heads: Light Emitting Diode (LED) Circular Signal Supplement (June 27, 2005) [VTCSH], or applicable successor ITE specifications, or show

signs of entrance of moisture or contaminants, shall be replaced or repaired. The Vendor's written warranty for the LED signal modules shall be dated, signed by a Vendor's representative, and included in the product submittal to the State. See Article 801.14 of the Standard Specifications for warranty information.

(a) Physical and Mechanical Requirements

(1) Modules can be manufactured under this specification for the following faces:

a. 12 in. (300 mm) circular, multi-section
b. 12 in. (300 mm) arrow, multi-section

(2) The maximum weight of a module shall be 4 lb (1.8 kg).

(3) Each module shall be a sealed unit to include all parts necessary for operation (a printed circuit board, power supply, a lens and gasket, etc.) and shall be weatherproof after installation and connection.

(4) The lens of the module shall be tinted with a wavelength-matched color to reduce sun phantom effect and enhance on/off contrast. The tinting shall be uniform across the lens face. Polymeric lens shall provide a surface coating or chemical surface treatment applied to provide abrasion resistance. The lens of the module shall be integral to the unit, convex with a smooth outer surface and made of plastic. The lens shall have a textured surface to reduce glare.

(5) The use of tinting or other materials to enhance ON/OFF contrasts shall not affect chromaticity and shall be uniform across the face of the lens.

(6) Each module shall have a symbol of the type of module (i.e. circle, arrow, etc.) in the color of the module. The symbol shall be 1 in. (25.4 mm) in diameter. Additionally, the color shall be written out in 1/2 in. (12.7mm) letters next to the symbol.

(b) Photometric Requirements

(1) The LEDs utilized in the modules shall be AlInGaP technology for red and InGaN for green and amber indications and shall be the ultra bright type rated for 100,000 hours of continuous operation from -40 °C to 74 °C.

(c) Electrical

(1) Maximum power consumption for LED modules as per the tables in Article 1078.01.

(2) Operating voltage of the modules shall be 120 VAC. All parameters shall be measured at this voltage.

(3) The modules shall be operationally compatible with currently used controller assemblies (solid state load switches, flashers, and conflict monitors).

(4) When a current of 20 mA AC or less is applied to the unit, the voltage read across the two leads shall be 15 VAC or less.

(5) The LED modules shall provide constant light output under power. Modules with dimming capabilities shall have the option disabled or set on a non-dimming operation.

(6) LED arrows shall be wired such that a loss or the failure of one or more LEDs will not result in the loss of the entire module.

(d) Retrofit Traffic Signal Module

The following specification requirements apply to the Retrofit module only. All general specifications apply unless specifically superseded in this section.

(1) Retrofit modules can be manufactured under this specification for the following faces:

a. 12 in. (300 mm) circular, multi-section
b. 12 in. (300 mm) arrow, multi-section

(2) Each Retrofit module shall be designed to be installed in the doorframe of a standard traffic signal housing. The Retrofit module shall be sealed in the doorframe with a one-piece EPDM (ethylene propylene rubber) gasket.

(3) The maximum weight of a Retrofit module shall be 4 lb (1.8 kg).

(4) Each Retrofit module shall be a sealed unit to include all parts necessary for operation (a printed circuit board, power supply, a lens and gasket, etc.) and shall be weatherproof after installation and connection.

(5) Electrical conductors for modules, including Retrofit modules, shall be 39-2/5 in. (1 m) in length, with quick disconnect terminals attached.

(6) The lens of the Retrofit module shall be integral to the unit, shall be convex with a smooth outer surface and made of plastic or of glass.

(e) The following specification requirements apply to the 12 in. (300 mm) arrow module only. All general specifications apply unless specifically superseded in this section.

(1) The arrow module shall meet specifications stated in Section 9.01 of the Equipment and Material Standards of the Institute of Transportation Engineers (November 1998) [ITE Standards], Chapter 2 (Vehicle Traffic Control Signal Heads) or applicable successor ITE specifications for arrow indications.

(2) The LEDs arrow indication shall be a solid display with a minimum of three (3) outlining rows of LEDs and at least one (1) fill row of LEDs.

(f) The following specification requirement applies to the 12 in. (300 mm) programmed visibility (PV) module only. All general specifications apply unless specifically superseded in this section.

(1) The LED module shall be a module designed and constructed to be installed in a programmed visibility (PV) signal housing without modification to the housing.

Delete the fourth paragraph of Article 880.03 of the Standard Specifications. Refer to the "Bagging Signal Heads" section of the District 1 Traffic Signal Special Provision 800.01TS TRAFFIC SIGNAL GENERAL REQUIREMENTS."

Basis of Payment.
Add the following to the first paragraph of Article 880.04 of the Standard Specifications:

"The price shall include furnishing the equipment described above, all mounting hardware and installing them in satisfactory operating condition."

Revise the second paragraph of Article 880.04 of the Standard Specifications to read:

If the work consists of retrofitting an existing polycarbonate traffic signal head with light emitting diodes (LEDs), it will be paid for as a SIGNAL HEAD, LED, RETROFIT, of the type specified, and of the particular kind of material, when specified. Price shall be payment in full for removal of the existing module, furnishing the equipment described above including LED modules, all mounting hardware, and installing them in satisfactory operating condition. The type specified will indicate the number of signal faces, the number of signal sections in each signal face and the method of mounting.

LIGHT EMITTING DIODE (LED) PEDESTRIAN SIGNAL HEAD
Effective: May 22, 2002
Revised: March 1, 2024
881.01TS

Add the following to the third paragraph of Article 881.03 of the Standard Specifications:

"No mixing of different types of pedestrian traffic signals or displays shall be permitted."

Delete the fourth paragraph of Article 881.03 of the Standard Specifications. Refer to the "Bagging Signal Heads" section of the District 1 Traffic Signal Special Provision 800.01TS TRAFFIC SIGNAL GENERAL REQUIREMENTS.

Add the following to Article 881.03 of the Standard Specifications:

"Pedestrian Countdown Signal Heads shall be 16 in. (406mm) x 18 in. (457mm) single units with glossy yellow or black polycarbonate housings. All pedestrian head housings shall be the same color (yellow or black) at the intersection. For new signalized intersections and existing signalized intersections where all pedestrian heads are being replaced, the proposed head housings shall be black. Where only selected heads are being replaced, the proposed head housing color (yellow or black) shall match existing head housings. Connecting hardware and mounting brackets shall be polycarbonate (black). A corrosion resistant anti-seize lubricant shall be applied to all metallic mounting bracket joints, and shall be visible to the inspector at the signal turn-on.

Each pedestrian signal LED module shall be fully MUTCD compliant and shall consist of double overlay message combining full LED symbols of an Upraised Hand and a Walking Person. “Egg Crate” type sun shields are not permitted. Numerals shall measure 9 in. (229mm) in height and easily identified from a distance of 120 ft (36.6m).”

Materials.
Add the following to Article 1078.02 of the Standard Specifications:

“The module shall operate in one mode: Clearance Cycle Countdown Mode Only. The countdown module shall display actual controller programmed clearance cycle and shall start counting when the flashing clearance signal turns on and shall countdown to “0” and turn off when the steady Upraised Hand (symbolizing Don’t Walk) signal turns on. The module shall not have user accessible switches or controls for modification of cycle.

At power on, the module shall enter a single automatic learning cycle. During the automatic learning cycle, the countdown display shall remain dark.

The module shall re-program itself if it detects any increase or decrease of Pedestrian Timing. The counting unit will go blank once a change is detected and then take one complete pedestrian cycle (with no counter during this cycle) to adjust its buffer timer.

If the controller preempts during the Walking Person (symbolizing Walk), the countdown will follow the controller's directions and will adjust from Walking Person to flashing Upraised Hand. It will start to count down during the flashing Upraised Hand.

If the controller preempts during the flashing Upraised Hand, the countdown will continue to count down without interruption.

The next cycle following the preemption event shall use the correct, initially programmed values.

If the controller output displays Upraised Hand steady condition and the unit has not arrived to zero or if both the Upraised Hand and Walking Person are dark for some reason, the unit suspends any timing and the digits will go dark.

The digits will go dark for one pedestrian cycle after loss of power of more than 1.5 seconds.

The countdown numerals shall be two (2) “7 segment” digits forming the time display utilizing two rows of LEDs.

The LED module shall meet the requirements of the Institute of Transportation Engineers (ITE) LED purchase specification, “Pedestrian Traffic Control Signal Indications - Part 2: LED Pedestrian Traffic Signal Modules,” or applicable successor ITE specifications, except as modified herein.

The LED modules shall provide constant light output under power. Modules with dimming capabilities shall have the option disabled or set on a non-dimming operation.

In the event of a power outage, light output from the LED modules shall cease instantaneously.

The LEDs utilized in the modules shall be AlInGaP technology for Portland Orange (Countdown Numerals and Upraised Hand) and GaN technology for Lunar White (Walking Person) indications.

The individual LEDs shall be wired such that a loss or the failure of one or more LED will not result in the loss of the entire module.

See Article 801.14 of the Standard Specifications for warranty information."

Basis of Payment.
Add the following to the first paragraph of Article 881.04 of the Standard Specifications:

"The price shall include furnishing the equipment described above, all mounting hardware, and installing them in satisfactory operating condition."

Add the following to Article 881.04 of the Standard Specifications:

"If the work consists of retrofitting an existing polycarbonate pedestrian signal head and pedestrian countdown signal head with light emitting diodes (LEDs), it will be paid for as a PEDESTRIAN SIGNAL HEAD, LED, RETROFIT, of the type specified, and of the particular kind of material, when specified. Price shall be payment in full for furnishing the equipment described above including LED modules, all mounting hardware, and installing them in satisfactory operating condition."

TRAFFIC SIGNAL BACKPLATE
Effective: May 22, 2002
Revised: March 1, 2024
882.01TS

Revise the first sentence of Article 1078.03 of the Standard Specifications to read:

"All backplates shall be louvered and made of formed ABS plastic or composite aluminum."

Revise the first sentence of the second paragraph of Article 1078.03 of the Standard Specifications to read:

"The backplate shall be composed of one or two pieces."

Delete the second sentence of the fourth paragraph of Article 1078.03 of the Standard Specifications.

Add the following to the fourth paragraph of Article 1078.03 of the Standard Specifications:

"When retro reflective sheeting is specified, it shall be Type ZZ sheeting according to Article 1091.03 and applied in preferred orientation for the maximum angularity according to the vendor's recommendations. The retroreflective sheeting shall be installed under a controlled environment by the Manufacturer/Vendor before shipment to the Contractor.

The formed plastic backplate shall be prepared and cleaned, following recommendations of the retroreflective sheeting Manufacturer."

DETECTOR LOOP
Effective: May 22, 2002
Revised: March 1, 2024
886.01TS

Procedure.
A minimum of seven (7) working days prior to the Contractor cutting loops, the Contractor shall mark the proposed loop locations and contact the Area Traffic Signal Maintenance and Operations Engineer to inspect and approve the layout. When preformed detector loops are installed, the Contractor shall have them inspected and approved prior to the pouring of the Portland cement concrete surface using the same notification process as above.

Installation.
Revise Article 886.04 of the Standard Specifications to read:

"Loop detectors shall be installed according to the requirements of the "District One Standard Traffic Signal Design Details." Saw-cuts (homeruns on preformed detector loops) from the loop to the edge of pavement shall be made perpendicular to the edge of pavement when possible, in order to minimize the length of the saw-cut (homerun on preformed detector loops) unless directed otherwise by the Engineer or as shown on the plans.

The detector loop cable insulation shall be labeled with the cable specifications.

Each loop detector lead-in wire shall be labeled in the handhole using a waterproof tag secured to each wire with nylon ties.

Resistance to ground shall be a minimum of 500 mega-ohms under any conditions of weather or moisture. Inductance shall be more than 50 and less than 700 microhenries.

(a) Type I. All loops installed in new asphalt pavement shall be installed in the binder course and not in the surface course. The edge of pavement, curb, and handhole shall be cut with a 1/4 in. (6.3 mm) deep x 4 in. (100 mm) saw cut to mark the location of each loop cable.

(b) Loop sealant shall be two-component thixotropic chemically cured polyurethane from an approved Vendor. The sealant shall be installed 1/8 in. (3 mm) below the pavement surface. If installed above the surface, the excess shall be removed immediately.

(c) Preformed. This work shall consist of furnishing and installing a rubberized or cross-linked polyethylene heat resistant preformed traffic signal loop in accordance with the Standard Specifications, except for the following:

(1) Preformed detector loops shall be installed in the sub-base under the Portland cement concrete pavement. Loop lead-ins shall be extended to a temporary protective enclosure near the proposed handhole location. The protective

enclosure shall provide sufficient protection from other construction activities and may be buried for additional protection.

(2) Handholes shall be placed next to the shoulder or back of curb when preformed detector loops enter the handhole. CNC, included in this pay item, shall be used to protect the preformed lead-ins from back of curb to the handhole.

(3) Preformed detector loops shall be factory assembled with ends capped and sealed against moisture and other contaminants. The loop configurations and homerun lengths shall be assembled for the specific application. The loop and homerun shall be constructed using a minimum 5/8 in. (16 mm) outside diameter, minimum 3/8 in. (9.5 mm) inside diameter Class A oil resistant synthetic cord reinforced hydraulic hose with 250 psi (1,720 kPa) internal pressure rating or a similarly sized XLPE cable jacket. The hose for the loop and homerun assembly shall be one continuous piece. No joints or splices shall be allowed in the hose except where necessary to connect homeruns to the loops. This will provide maximum wire protection and loop system strength. Hose tee connections shall be heavy duty high temperature synthetic rubber. The tee shall be of proper size to attach directly to the hose, minimizing glue joints. The tee shall have the same flexible properties as the hose to ensure that the whole assembly can conform to pavement movement and shifting without cracking or breaking. For XLPE jacketed preformed loops, all splice connections shall be soldered, sealed, and tested before being sealed in a high impact glass impregnated plastic splice enclosure. The wire used shall be #16 THWN stranded copper. The number of turns in the loop shall be application specific. Homerun wire pairs shall be twisted a minimum of eight turns per foot. No wire splices will be allowed in the preformed loop assembly. The loop and homeruns shall be filled and sealed with a flexible sealant to ensure complete moisture blockage and further protect the wire. The preformed loops shall be constructed to allow a minimum of 6-1/2 ft of extra cable in the handhole."

Method of Measurement.
Add the following to Article 886.05 of the Standard Specifications:

"Preformed detector loops will be measured along the detector loop embedded in the pavement rather than the actual length of the wire. Detector loop measurements shall include the saw cut and the length of the detector loop wire to the edge of pavement. The detector loop wire, including all necessary connections for proper operations, from the edge of pavement to the handhole, shall be included in the price of the detector loop. CNC, trench and backfill, and drilling of pavement or handholes shall be included in detector loop quantities."

Basis of Payment.
This work shall be paid for at the contract unit price per foot (meter) for DETECTOR LOOP, TYPE I or PREFORMED DETECTOR LOOP as specified in the plans, which price shall be payment in full for furnishing and installing the detector loop and all related connections for proper operation.

DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING, & PATCHING OPERATIONS)
Effective: January 1, 1985
Revised: March 1, 2024

886.02TS

The following Traffic Signal Special Provisions and the "District 1 Standard Traffic Signal Design Details" supplement the requirements of the State of Illinois "Standard Specifications for Road and Bridge Construction" Sections 810, 886, 1079 and 1088.

The intent of this Special Provision is to prescribe the materials and construction methods commonly used to replace traffic signal detector loops and replace magnetic signal detectors with detector loops during roadway resurfacing, grinding and patching operations. Loop detector replacement will not require the transfer of traffic signal maintenance from the District Electrical Maintenance Contractor to this Contract's electrical contractor. Replacement of magnetic detector will require wiring revisions inside the control cabinet and therefore the transfer of maintenance will be required. All material furnished shall be new. The locations and the details of all installations shall be as indicated on the Plans or as directed by the Engineer.

The work to be provided under the Contract consists of furnishing and installing all traffic signal work as specified on the Plans and as specified herein in a manner acceptable and approved by the Engineer.

Notification of Intent to Work.
Contracts such as pavement grinding or patching which result in the destruction of traffic signal detection require a notification of intent to work and an inspection. A minimum of seven (7) working days prior to the detection removal, the Contractor shall notify the Area Traffic Signal Maintenance and Operations Engineer.

Failure to provide proper notification may require the District's Electrical Maintenance Contractor to be called to investigate complaints of inadequate traffic signal timing. All costs associated with these expenses will be paid for by the Contractor at no additional expense to the Department according to Section 109 of the Standard Specifications.

Removal, Disposal and Salvage of Existing Traffic Signal Equipment.
The removal, disposal, and salvage of existing traffic signal equipment shall be included in the cost of this item. All material and equipment removed shall become the property of the Contractor and disposed of by the Contractor outside the State's right-of-way. No additional compensation shall be provided to the Contractor for removal, disposal or salvage expense for the work in this contract.

DETECTOR LOOP REPLACEMENT.
This work shall consist of replacing existing detector loops which are destroyed during grinding, resurfacing, or patching operations.

If damage to the detector loop is unavoidable, replacement of the existing detection system will be necessary. This work shall be completed by an approved Electrical Contractor as directed by the Engineer.

Replacement of the loops shall be accomplished in the following manner: The Area Traffic Signal Maintenance and Operations Engineer shall be called to approve loop locations prior to the cutting of the pavement. The Contractor may reuse the existing coilable non-metallic conduit (CNC) located between the existing handhole and the pavement if it hasn't been damaged. CNC meeting the requirements of NEC Article 353 shall be used for detector loop raceways to the handholes. All burrs shall be removed from the edges of the existing conduit which could cause damage to the new detector loop during installation. If the existing conduit is damaged beyond repair, if it cannot be located, or if additional conduits are required for each proposed loop, the Contractor

shall be required to drill through the existing pavement into the appropriate handhole and install 1 in. (25 mm) CNC. This work and the required materials shall not be paid for separately but shall be included in the pay item Detector Loop Replacement. Once suitable CNC raceways is established, the loop may be cut, installed, sealed and spliced to the twisted-shielded lead-in cable in the handhole.

All loops installed in new asphalt pavement shall be installed in the binder course and not in the surface course. The edge of pavement or the curb shall be cut with a 1/4 in. (6.3 mm) deep x 4 in. (100 mm) saw-cut to mark location of each loop lead-in.

A minimum of seven (7) working days prior to the Contractor cutting loops, the Contractor shall have the proposed loop locations marked and contact the Area Traffic Signal Maintenance and Operations Engineer to inspect and approve the layout.

Loop detectors shall be installed according to the requirements of the “District 1 Standard Traffic Signal Design Details.” Saw-cuts from the loop to the edge of pavement shall be made perpendicular to the edge of pavement when possible, in order to minimize the length of the saw-cut unless directed otherwise by the Engineer or as shown on the plan.

The detector loop cable insulation shall be labeled with the cable specifications.

Each loop detector lead-in wire shall be labeled in the handhole using a waterproof tag secured to each wire with nylon ties. The lead-in wire, including all necessary connections for proper operation, from the edge of pavement to the handhole, shall be included in the detector loop pay item.

Loop sealant shall be a two-component thixotropic chemically cured polyurethane. The sealant shall be installed 1/8 in. (3 mm) below the pavement surface. If installed above the surface the excess shall be removed immediately.

Round loop(s) 6 ft (1.8 m) in diameter may be substituted for 6 ft (1.8 m) x 6 ft (1.8 m) square loop(s) and shall be paid for as 24 ft (7.2 m) of detector loop.

Resistance to ground shall be a minimum of 500 mega-ohms under any conditions of weather or moisture. Inductance shall be more than 50 and less than 700 microhenries.

Heat shrink splices shall be used according to the “District 1 Standard Traffic Signal Design Details.”

Detector loop replacement shall be measured along the sawed slot in the pavement containing the loop cable up to the edge of pavement, rather than the actual length of the wire in the slot. Drilling handholes, sawing the pavement, furnishing and installing CNC to the appropriate handhole, cable splicing to provide a fully operable detector loop, testing and all trench and backfill shall be included in this item.

Basis of Payment.
Detector Loop Replacement shall be paid for at the Contract unit price per foot (meter) of DETECTOR LOOP REPLACEMENT.

MAGNETIC DETECTOR REMOVAL AND DETECTOR LOOP INSTALLATION.
This work shall consist of the removal of existing magnetic detectors, magnetic detector lead-in cable and magnetic detection amplifiers and related control equipment wiring, installation of detector lead-in cable, detector loops, detector amplifiers and related equipment wiring. The

detector loop, cable, and amplifier shall be installed according to the applicable portions of the Standard Specifications and the applicable portions of the Special Provision for “Detector Loop Replacement.” All drilling of handholes, furnishing and installing CNC, cable splicing, trench and backfill, removal of equipment, and removing cable from conduit shall be included in this item.

Basis of Payment.
Magnetic Detector Removal and Detector Loop Installation shall be paid for at the contract unit price per foot (meter) for DETECTOR LOOP, TYPE I, per each for INDUCTIVE LOOP DETECTOR, and foot (meter) for ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR.

EMERGENCY VEHICLE PRIORITY SYSTEM

Revise Section 887 of the Standard Specifications to read:

The brand of emergency vehicle pre-emption equipment to be installed shall be “Tomar”. The equipment must be completely compatible with all components of the equipment currently in use by the Agency.

All new installations shall be equipped with Confirmation Beacons as shown on the "District One Standard Traffic Signal Design Details." The Confirmation Beacon shall consist of a 6 watt Par 38 LED flood lamp with a 30 degree light spread, or a 7 watt Par 30 LED flood lamp with a 15 degree or greater spread, maximum 7 watt energy consumption at 120V, and a 2,000 hour warranty for each direction of pre-emption. The lamp shall have an adjustable mount with a weatherproof enclosure for cable splicing. All hardware shall be cast aluminum or stainless steel. Holes drilled into signal poles, mast arms, or posts shall require rubber grommets. In order to maintain uniformity between communities, the confirmation beacons shall indicate when the control equipment receives the pre-emption signal. The pre-emption movement shall be signalized by a flashing indication at the rate specified by Section 4L.01 of the “Manual on Uniform Traffic Control Devices,” and other applicable sections of future editions. The stopped pre-empted movements shall be signalized by a continuous indication.

All light operated systems shall include security and transit preemption software and operate at a uniform rate of 14.035 Hz ±0.002, or as otherwise required by the Engineer, and provide compatible operation with other light systems currently being operated in the District.

Basis of Payment.
The work shall be paid for at the contract unit price each for furnishing and installing LIGHT DETECTOR and LIGHT DETECTOR AMPLIFIER. Furnishing and installing the confirmation beacon shall be included in the cost of the Light Detector. Any required modifications to the traffic signal controller shall be included in the cost of the LIGHT DETECTOR AMPLIFIER. The preemption detector amplifier shall be paid for on a basis of (1) one each per intersection controller and shall provide operation for all movements required in the pre-emption phase sequence.

TEMPORARY TRAFFIC SIGNAL INSTALLATION
Effective: May 22, 2002
Revised: March 1, 2025
890.01TS

Revise Section 890 of the Standard Specifications to read:

Description.
This work shall consist of furnishing, installing, maintaining, and removing a temporary traffic signal installation as shown on the plans, including but not limited to temporary signal heads, emergency vehicle priority systems, interconnect, vehicle detectors, uninterruptable power supply, and signing. When temporary traffic signals will be operating within a traffic signal system, the equipment shall be compatible with the current operating requirements of the system. For integration into an Advanced Traffic Management System (ATMS) such as Centracs, Tactics, or TransSuite, the controller shall have the latest version of approved NTCIP software installed.

General.
Only an approved controller Vendor will be allowed to assemble a temporary traffic signal and railroad traffic signal cabinet. Traffic signal inspection and TURN-ON shall be according to 800.01TS TRAFFIC SIGNAL GENERAL REQUIREMENTS special provision.

Construction Requirements.
(a) Controllers. Only controllers supplied by one of the District approved Vendors will be approved for use at temporary signal locations. All controllers used for temporary traffic signals shall be fully actuated NEMA microprocessor based with RS232 data entry ports compatible with existing monitoring software approved by IDOT District 1, installed in NEMA TS2 cabinets with 8 phase back panels, capable of supplying 255 seconds of cycle length and individual phase length settings up to 99 seconds. On projects with one lane open and two-way traffic flow, such as bridge deck repairs, the temporary signal controller shall be capable of providing an adjustable all red clearance setting of up to 250 seconds in length. All controllers used for temporary traffic signals shall meet or exceed the requirements of Section 857 of the Standard Specifications with regards to internal time base coordination and preemption. All railroad interconnected temporary controllers and cabinets shall be new and shall satisfy the requirements of Article 857.02 of the Standard Specifications and as modified herein. On projects with multiple temporary traffic signal installations, all controllers shall be the same Manufacturer brand and model number with the latest version software installed at the time of the signal TURN-ON, or as specified in the Contract.

(b) Cabinets. Only control equipment, including controller cabinet and peripheral equipment, supplied by one of the District approved Vendors will be approved for use at temporary traffic signal locations. All control equipment for the temporary traffic signal(s) shall be furnished by the Contractor unless otherwise stated in the Contract. All temporary traffic signal cabinets shall have a closed bottom. The bottom shall be sealed along the entire perimeter of the cabinet base to ensure a water, dust, animal, and insect-proof seal. The bottom shall provide a minimum of two (2) 4 in. (100 mm) diameter holes to run the electric cables through. The 4 in. (100 mm) diameter holes shall have a bushing installed to protect the electric cables and shall be sealed after the electric cables are installed.

(c) Grounding. Grounding shall be provided for the temporary traffic signal cabinet meeting or exceeding the applicable portions of the National Electrical Code, Section 806 of the Standard Specifications and shall meet the requirements of the “Grounding

of Traffic Signal Systems" section of 800.01TS TRAFFIC SIGNAL GENERAL REQUIREMENTS special provision.

(d) Traffic Signal Heads. All traffic signal sections shall be 12 in. (300 mm). Pedestrian signal sections shall be 16 in. (406mm) x 18 in. (457mm). All signal heads shall be furnished with tunnel visors unless otherwise specified in the contract. Traffic signal sections shall be Light Emitting Diode (LED) with expandable view, unless otherwise approved by the Engineer. Pedestrian signal heads shall be LED Pedestrian Countdown Signal Heads. The temporary traffic signal heads shall be placed as indicated on the temporary traffic signal plan or as directed by the Engineer. If no traffic staging is in place or will not be staged on the day of the turn on, the temporary traffic signal shall have the signal head displays, signal head placements and controller phasing match the existing traffic signal or shall be as directed by the Engineer. The Contractor shall furnish enough extra cable length to relocate heads to any position on the span wire or at locations illustrated on the plans for construction staging. The temporary traffic signal shall remain in operation during all signal head relocations. Each temporary traffic signal head shall have its own cable from the controller cabinet to the signal head.

(e) Interconnect.

(1) Temporary traffic signal interconnect shall be provided using fiber optic cable or wireless interconnect technology as specified in the Contract. If the Contract specifies fiber optic cable to be used for temporary interconnect, the Contractor may request, in writing, to substitute the fiber optic temporary interconnect with a wireless interconnect. The Contractor must provide assurances that the radio device will operate properly at all times and during all construction staging. If approved for use by the Engineer, the Contractor shall submit marked-up traffic signal plans indicating locations of radios and antennas and installation details. If wireless interconnect is used, and in the opinion of the Engineer it is not viable, or if it fails during testing or operations, the Contractor shall be responsible for installing all necessary poles, fiber optic cable, and other infrastructure for providing temporary fiber optic interconnect at no cost to the Contract.

(2) The existing system interconnect and phone lines are to be maintained as part of the Temporary Traffic Signal Installation specified for on the plan. If the existing traffic signal has a cellular modem, the modem shall be temporarily relocated to the temporary signal and then back to the existing or proposed cabinet at the end of the contract unless the contract specifies otherwise. The temporary signal cabinet shall have an antenna supplied by the Contractor. Any existing network switches shall be temporarily relocated to the temporary signal and relocated back to the existing cabinet at the end of construction if a new switch is not being installed. Any existing pan-tilt-zoom (PTZ) cameras shall be temporarily relocated to the temporary signal. The interconnect, including any required fiber splices and terminations, shall be installed into the temporary controller cabinet as per the notes or details on the plans. All labor and equipment required to install and maintain the existing interconnect as part of the Temporary Traffic Signal Installation shall be included in the cost of TEMPORARY TRAFFIC SIGNAL INSTALLATION. The temporary traffic signal interconnect shall maintain interconnect communications throughout the entire signal system for the duration of the project.

(3) Temporary wireless interconnect for closed-loop systems. The radio interconnect system shall be compatible with Eagle/Yunex or Econolite controller closed loop systems. This work shall include all temporary wireless interconnect components at the adjacent existing traffic signal(s) to provide a completely operational closed loop system. This work shall include all materials, labor and testing to provide the completely operational closed loop system as shown on the plans. The radio interconnect system shall include the following components:

a. Rack or Shelf Mounted RS-232 Frequency Hopping Spread Spectrum (FHSS) Radio

b. Software for Radio Configuration (Configure Frequency and Hopping Patterns)

c. Antennas (Omni Directional or Yagi Directional)

d. Antenna Cables, LMR400, Low Loss. Maximum 100 ft from controller cabinet to antenna

e. Brackets, Mounting Hardware, and Accessories Required for Installation

f. RS232 Data Cable for Connection from the radio to the local or master controller

g. All other components required for a fully functional radio interconnect system

All controller cabinet modifications and other modifications to existing equipment that are required for the installation of the radio interconnect system components shall be included in the cost of TEMPORARY TRAFFIC SIGNAL INSTALLATION.

The radio interconnect system may operate at 900Mhz (902-928) or 2.4 Ghz depending on the results of a site survey. The telemetry shall have an acceptable rate of transmission errors, time outs, etc. comparable to that of a hardwire system.

The proposed or existing master controller and telemetry module shall be configured for use with the radio interconnect at a minimum rate of 9600 baud.

The radio interconnect system shall include all other components required for a complete and fully functional telemetry system and shall be installed in accordance with the Vendor’s recommendations.

Temporary wireless interconnect for Advanced Traffic Management Systems. The radio interconnect system shall be compatible with an ATMS.

(f) Emergency Vehicle Preemption. All emergency vehicle preemption equipment (light detectors, light detector amplifiers, confirmation beacons, etc.) as shown on the temporary traffic signal plans shall be provided by the Contractor. It shall be the Contractor's responsibility to contact the municipality or fire district to verify the brand of emergency vehicle preemption equipment to be installed prior to the Contract bidding. The equipment must be completely compatible with all components of the equipment currently in use by the Agency. All light operated systems shall operate at

a uniform rate of 14.035 hz ±0.002, or as otherwise required by the Engineer, and provide compatible operation with other light systems currently being operated in the District. All labor and material required to install and maintain the Emergency Vehicle Preemption installation shall be included in the item TEMPORARY TRAFFIC SIGNAL INSTALLATION.

(g) Vehicle Detection. All temporary traffic signal installations shall have vehicular detection installed at all approaches of the intersection and as directed by the Engineer. Video vehicle detection systems shall be approved by IDOT prior to the Contractor furnishing and installing. The Contractor shall install, wire, and adjust the alignment of the video vehicle detection system in accordance to the Manufacturer's recommendations and requirements. The Contractor shall be responsible for adjusting the alignment of the video vehicle detection system for all construction staging changes and for maintaining proper alignment throughout the project. The Vendor shall be present and assist the contractor in setting up the video vehicle detection system. An in-cabinet video monitor shall be provided with all video vehicle detection systems and shall be included in the item TEMPORARY TRAFFIC SIGNAL INSTALLATION.

(h) Pedestrian push-buttons. Pedestrian push-buttons shall be provided for all pedestrian signal heads/phases or as directed by the Engineer. Accessible Pedestrian Signal (APS) buttons shall be installed at any location where they currently exist. All push-buttons shall be latching and have MUTCD R10-3e signs with proper arrows.

(i) Uninterruptable Power Supply. All temporary traffic signal installations shall have an Uninterruptable Power Supply (UPS). The UPS cabinet shall be mounted to the temporary traffic signal cabinet and shall be according to the applicable portions of Section 862 of the Standard Specifications and as modified in the current District One Traffic Signal Special Provision 862.01TS UNITERRUPTABLE POWER SUPPLY, SPECIAL.

(j) Signs. All existing signs shall be removed from existing poles and relocated to the temporary signal. If new mast arm assembly and pole(s) and posts are specified for the permanent signals, the signs shall be relocated to the new equipment at no extra cost. Any signs that are required for the temporary traffic signal shall be provided as shown on the plans or as directed by the Engineer. Relocation, removing, bagging and installing signs for the various construction stages shall be provided as shown on the plans or as directed by the Engineer. If Illuminated Street Name Signs exist, they shall be taken down and stored by the Contractor, and the Contractor shall furnish reflectorized street name signs on the temporary traffic signal installation.

(k) Energy Charges. The electrical utility energy charges for the operation of the temporary traffic signal installation shall be paid for by others if the installation replaces an existing signal. Otherwise, charges shall be paid for under 109.05 of the Standard Specifications.

(l) Maintenance.

(1) Maintenance shall meet the requirements of the Standard Specifications and the "Maintenance and Responsibility of Traffic Signal and Flashing Beacon

Installations" section of the current District One Traffic Signal Special Provision 800.01TS TRAFFIC SIGNAL GENERAL REQUIREMENTS.

(2) Maintenance of temporary signals and of the existing signals shall be included in the cost of the TEMPORARY TRAFFIC SIGNAL INSTALLATION pay item. When temporary traffic signals are to be installed at locations where existing signals are presently operating, the Contractor shall be fully responsible for the maintenance of the existing signal installation as soon as they begin any physical work on the Contract or any portion thereof.

(3) The temporary signal responsibility shall begin at the start of temporary signal construction and shall end with the removal of the signal as directed by the Engineer.

(m) Temporary Traffic Signals for Bridge Projects. Temporary Traffic Signals for bridge projects shall follow the State Standards, Standard Specifications, Special Provisions and any plans for Bridge Temporary Traffic Signals included in the Contract. The installation shall meet the Standard Specifications and all other requirements in this TEMPORARY TRAFFIC SIGNAL INSTALLATION specification. In addition, all electric cable shall be aerially suspended at a minimum height of 18 ft (5.5m) on temporary wood poles (Class 5 or better) of 45 ft (13.7 m) minimum height. The signal heads shall be span wire mounted or bracket mounted to the wood pole or as directed by the Engineer. The Controller cabinet shall be mounted to the wood pole as shown in the plans, or as directed by the Engineer. A video vehicle detection system may be used in place of detector loops as approved by the Engineer or as shown in the Contract.

(n) Temporary Portable Traffic Signal for Bridge Projects.

(1) The controller and cabinet shall be NEMA type designed for NEMA TS2 Type 1 operation. Controller and LED signal displays shall meet the applicable Standard Specifications and all other requirements in this TEMPORARY TRAFFIC SIGNAL INSTALLATION special provision.

(2) Work shall be according to Article 701.18(b) of the Standard Specifications except as noted herein.

(3) General.

a. The temporary portable bridge traffic signals shall be trailer-mounted units. The trailer-mounted units shall be set up securely and level. Each unit shall be self-contained and consist of two signal heads. The left signal head shall be mounted on a mast arm capable of extending over the travel lane. Each unit shall contain a solar cell system to facilitate battery charging. There shall be a minimum of twelve (12) days backup reserve battery supply and the units shall be capable of operating with a 120 V power supply from a generator or electrical service.

b. All signal heads located over the travel lane shall be mounted at a minimum height of 17 ft (5 m) from the bottom of the signal back plate to the top of the road surface. All far right signal heads located outside the travel lane shall be

mounted at a minimum height of 8 ft (2.5 m) from the bottom of the signal back plate to the top of the adjacent travel lane surface.

c. The long all red intervals for the traffic signal controller shall be adjustable up to 250 seconds in one-second increments.

d. As an alternative to detector loops, temporary portable bridge traffic signals may be equipped with other approved methods of vehicle detection and traffic actuation.

e. All portable traffic signal units shall be interconnected using hardwire communication cable. Radio communication equipment may be used only with the approval of the Engineer. If radio communication is used, a site analysis shall be completed to ensure that there is no interference present that would affect the traffic signal operation. The radio equipment shall meet all applicable FCC requirements.

f. The temporary portable bridge traffic signal system shall meet the physical display and operational requirements of conventional traffic signals as specified in Part IV and other applicable portions of the currently adopted version of the Manual on Uniform Traffic Control Devices (MUTCD) and the Illinois MUTCD. The signal system shall be designed to continuously operate over an ambient temperature range between -30ºF (-34ºC) and 120ºF (48ºC). When not being utilized to inform and direct traffic, portable signals shall be treated as non-operating equipment according to Article 701.11.

Basis of Payment.
This work shall be paid for at the Contract unit price each for TEMPORARY TRAFFIC SIGNAL INSTALLATION, the price of which shall include all costs for the modifications required for traffic staging, changes in signal phasing as required in the Contract plans, video vehicle detection systems, any maintenance or adjustment to the video vehicle detection system, the temporary wireless interconnect system, temporary fiber optic interconnect system, all material required, the installation and complete removal of the temporary traffic signal, and any changes required by the Engineer. Each location will be paid for separately.

TEMPORARY TRAFFIC SIGNAL TIMING
Effective: May 22, 2002
Revised: March 1, 2024
890.02TS

Description.
This work shall consist of developing and maintaining appropriate traffic signal timings for the specified intersection for the duration of the temporary signalized condition, as well as impact to existing traffic signal timings caused by detours or other temporary conditions.

All timings and adjustments necessary for this work shall be performed by an approved Consultant who has previous experience in optimizing Traffic Signal Systems for District One of the Illinois Department of Transportation. The Contractor shall contact the Traffic Signal Engineer for a listing of approved Consultants.

The following tasks are associated with TEMPORARY TRAFFIC SIGNAL TIMING:

(a) Consultant shall attend temporary traffic signal inspection (turn-on) and/or detour meeting and conduct on-site implementation of the traffic signal timings.

(b) Consultant shall be responsible for making fine-tuning adjustments to the timings in the field to alleviate observed adverse operating conditions and to enhance operations.

(c) Consultant shall provide monthly observation of traffic signal operations in the field.

(d) Consultant shall provide on-site consultation and adjust timings as necessary for construction stage changes, temporary traffic signal phase changes, and any other conditions affecting timing and phasing, including lane closures, detours, and other construction activities.

(e) Consultant shall make timing adjustments and prepare comment responses as directed by the Area Traffic Signal Maintenance and Operations Engineer.

(f) Return original timing plan once construction is complete.

Basis of Payment.
The work shall be paid for at the Contract unit price each for TEMPORARY TRAFFIC SIGNAL TIMING, which price shall be payment in full for performing all work described herein per intersection. When the temporary traffic signal installation is turned on and/or detour implemented, 50 percent of the bid price will be paid. The remaining 50 percent of the bid price will be paid following the removal of the temporary traffic signal installation and/or detour.

REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT
Effective: May 22, 2002
Revised: March 1, 2024
895.02TS

Add the following to Article 895.05 of the Standard Specifications:

"The traffic signal equipment which is to be removed and is to become the property of the Contractor shall be disposed of outside the right-of-way at the Contractor's expense.

All equipment to be returned to the State shall be delivered by the Contractor to the State's Traffic Signal Maintenance Contractor's main facility. The Contractor shall contact the State's Electrical Maintenance Contractor to schedule an appointment to deliver the equipment. No equipment will be accepted without a prior appointment. All equipment shall be delivered within thirty (30) days of removing it from the traffic signal installation. The Contractor shall provide one hard copy and one electronic file of a list of equipment that is to remain the property of the State, including model and serial numbers, where applicable. The Contractor shall also provide a copy of the Contract plan or special provision showing the quantities and type of equipment. Controllers and peripheral equipment from the same location shall be boxed together (equipment from different locations may not be mixed) and all boxes and controller cabinets shall be clearly marked or labeled with the location from which they were removed. If equipment is not returned according to these requirements, it will be rejected by the State's Electrical Maintenance Contractor. The Contractor shall be responsible for the condition of the traffic signal equipment from the time Contractor takes maintenance of the signal installation until

approval by the Department. A delivery receipt will be signed by the State's Electrical Maintenance Contractor indicating the items have been returned.

The Contractor shall safely store and arrange for pick up or delivery of all equipment to be returned to agencies other than the State. The Contractor shall package the equipment and provide all necessary documentation as stated above.

Traffic signal equipment which is lost, damaged, or not returned to the Department for any reason shall be replaced with new equipment meeting the requirements of these Specifications at no cost to the contract."

EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C
Effective: January 1, 2013
Revised: July 1, 2015
873.03TS

This work shall consist of furnishing and installing lead-in cable for light detectors installed at existing and/or proposed traffic signal installations as part of an emergency vehicle priority system. The work includes installation of the lead-in cables in existing and/or new conduit. The electric cable shall be shielded and have (3) stranded conductors, colored blue, orange, and yellow with a stranded tinned copper drain wire. The cable shall meet the requirements of the vendor of the Emergency Vehicle Priority System Equipment.

Basis of Payment.
This work will be paid for at the contract unit price per foot for EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C, which price shall be payment in full for furnishing, installing and making all electrical connections necessary for proper operations.

FULL-ACTUATED CONTROLLER AND CABINET
Effective: January 1, 2002
Revised: January 1, 2026
857.02TS

Description.
This work shall consist of furnishing and installing a traffic actuated solid state digital controller in the controller cabinet of the type specified, meeting the requirements of Section 857 of the Standard Specifications, as modified herein, including malfunction management unit, load switches and flasher relays, and all necessary connections for proper operation.

If the intersection is part of an existing system and/or when specified in the plans, this work shall consist of furnishing and installing a(n) "Eagle/Siemens" brand traffic actuated solid state controller.

Materials.
Add the following to Article 857.02 of the Standard Specifications:

"Controllers shall be Econolite Cobalt or Eagle/Yunex M60 unless specified otherwise on the plans or elsewhere on these specifications. Only controllers supplied by one of the District One approved Vendors will be allowed. The controller shall be of the most recent approved model and software version supplied by the Vendor at the time of the traffic

signal TURN-ON unless specified otherwise on the plans or these specifications. A removable controller data key shall also be provided. Individual load switches shall be provided for each vehicle, pedestrian, and overlap phase. The controller shall prevent phases from being omitted during program changes and after all preemption events and shall inhibit simultaneous display of circular yellow and yellow arrow indications.

For integration into an Advanced Traffic Management System (ATMS) such as Centracs, Tactics, or TransSuite, the controller shall have the latest version of approved NTCIP software installed. For operation prior to integration into an ATMS, the controller shall maintain existing communications."

Revise Article 1074.03 (a) (5) paragraph "b." to read:

"Thermostatically Controlled Exhaust Fans. The cabinet shall be equipped with two (2) thermostatically controlled exhaust fans. Each fan shall have a minimum air delivery capacity of 100 cfm (2.8 cu m/min) and shall be mounted on self-lubricating ball bearings. The thermostat control shall be adjustable between 91 and 113 °F (33 and 45 °C) and shall be set to turn the fan on at 95 °F (35 °C)."

Add the following to Article 1074.03 of the Standard Specifications:

(a) (6) Cabinets shall be designed for NEMA TS2 Type 1 operation. All cabinets shall be pre-wired for a minimum of eight (8) phases of vehicular, four (4) phases of pedestrian and four (4) phases of overlap operation.

Revise the second sentence in Article 1074.03 (b) (1) paragraph "a" to read:

"The malfunction management unit shall have a minimum of 16 fully programmable channels."

Add the following to Article 1074.03 of the Standard Specifications:

(a) (1) Optionally, a "Type 4.5/Type IV Stretched" cabinet shall be provided. This cabinet has the same dimensions as a Type IV cabinet with an additional height. Additionally, it shall include a front and rear door with double, vented overhangs for protection from water intrusion.

(a) (2) a. The gaskets shall be permanently bonded to the cabinet. The gaskets shall include a polyester film to prevent the gaskets from sticking to the cabinet surface.

(a) (2) e. A rain channel shall be incorporated into the design of the main door opening to prevent liquids from entering the enclosure. The cabinet door opening shall be a minimum of 80 percent of the front surface of the cabinet. A stiffener plate shall be welded across the inside of the main door to prevent flexing.

(a) (2) f. The top of the cabinet shall incorporate a 1 in. slope towards the rear to prevent rain accumulation.

(b) (5) Cabinets – Provide 1/8 in. (3.2 mm) thick unpainted aluminum alloy 5052-H32. The surface shall be smooth, free of marks and scratches. All external hardware shall be stainless steel.

(b) (6) Controller Harness – Provide a TS2 Type 2 “A” wired harness in addition to the TS2 Type 1 harness.
(b) (7) Surge Protection – Shall be a 120 VAC Single phase Modular filter Plug-in type, supplied from an approved Vendor.
(b) (8) BIU – shall be secured by mechanical means.
(b) (9) Transfer Relays – Solid state or mechanical flash relays are acceptable.
(b) (10) Switch Guards – All switches shall be guarded.
(b) (11) Heating – One (1) 800 W, thermostatically controlled, electric heater with automatic fan function.
(b) (12) Lighting – One (1) LED Panel shall be placed inside the cabinet top panel and one (1) LED Panel shall be placed on each side of the pull-out drawer/shelf assembly located beneath the controller support shelf. The LED Panels shall be controlled by a door switch. The LED Panels shall be provided from an approved Vendor.
(b) (13) The cabinet shall be equipped with a pull-out drawer/shelf assembly. A 1-1/2 in. (38mm) deep drawer shall be provided in the cabinet, mounted directly beneath the controller support shelf. The drawer shall have a hinged top cover and shall be capable of accommodating one (1) complete set of cabinet prints and manuals. This drawer shall support 50 lb (23 kg) in weight when fully extended. The drawer shall open and close smoothly. Drawer dimensions shall make maximum use of available depth offered by the controller shelf and be a minimum of 18 in. (610mm) wide.
(b) (14) Plan & Wiring Diagrams – 12 in. x 15 in. (305mm x 406mm) moisture sealed container attached to door.
(b) (15) Detector Racks – Fully wired and labeled for four (4) channels of emergency vehicle preemption and sixteen channels (16) of vehicular operation.
(b) (16) Field Wiring Labels – All field wiring shall be labeled.
(b) (17) Field Wiring Termination – Approved channel lugs required.
(b) (18) Power Panel – Provide a nonconductive shield.
(b) (19) Circuit Breaker – The circuit breaker shall be sized for the proposed load but shall not be rated less than 30 A.
(b) (20) Police Door – Provide wiring and termination for plug in manual phase advance switch.
(b) (21) Insulation - minimum half inch polystyrene rigid board insulation with a minimum R-3 thermal resistance attached to the top of cabinet on the interior side.

Basis of Payment.
This work will be paid for at the contract unit price each for FULL-ACTUATED CONTROLLER AND TYPE SUPER P CABINET (SPECIAL).

MASTER CONTROLLER
Effective: May 22, 2002
Revised: November 1, 2023
860.01TS

General.
This work shall consist of furnishing and installing a master controller, meeting the requirements of the current District One Traffic Signal Special Provisions 857.01TS FULL-ACTUATED CONTROLLER IN EXISTING CABINET, 857.02TS FULL-ACTUATED CONTROLLER AND

CABINET, and 857.03TS RAILROAD, FULL-ACTUATED CONTROLLER AND CABINET, including all necessary connections for proper operation.

If the intersection is part of an existing system and/or when specified in the plans, this work shall consist of furnishing and installing a(n) "Eagle/Siemens" brand master controller.

Materials and Installation.
Revise Articles 860.02 and 860.03 of the Standard Specifications to read:

"Only controllers supplied by one of the District One approved vendors will be allowed. Only NEMA TS2 Type 1 Eagle/Yunex and Econolite closed loop systems shall be supplied. The latest approved model and software version of master controller shall be supplied.

Functional requirements in addition to those in Section 863 of the Standard Specifications include:

The system commands shall consist of, as a minimum, six (6) cycle lengths, five (5) offsets, three (3) splits, and four (4) special functions. The system commands shall also include commands for free or coordinated operation.

Traffic Responsive operation shall consist of the real time acquisition of system detector data, data validation, and the scaling of acquired volumes and occupancies in a deterministic fashion so as to cause the selection and implementation of the most suitable traffic plan.

Upon request by the Engineer, each master shall be delivered with up to three (3) complete sets of the latest edition of registered remote monitoring software with full manufacture's support. Each set shall consist of software on USB, or other suitable media approved by the Engineer, and a bound set of manuals containing loading and operating instruction. One copy of the software and support data shall be delivered to the Agency in charge of system operation, if other than IDOT. One of these two sets will be provided to the Agency Signal Maintenance Contractor for use in monitoring the system.

The Contractor shall arrange to install a cellular modem to the master controller. This shall be accomplished following the requirements contained in the current District One Traffic Signal Special Provision 892.01TS CELLULAR MODEM, as well as through the following process utilizing District One staff. An E911 address is required.

Full duplex communication between the master and its local controllers is recommended, but at this time not required. The data rate shall be 1200 baud minimum and shall be capable of speeds to 38,400 or above as technology allows. The controller, when installed in an Ethernet topology, may operate non-serial communications.

As soon as practical or within one week after the contract has been awarded, the Contractor shall contact the Traffic Signal Systems Engineer to request a SIM card. The SIM card will be provided by the Department. The Contractor shall provide the cellular modem model and International Mobile Equipment Identity (IMEI) value to the Department to complete the SIM card request.

The cellular modem shall be installed and activated one month before the system final inspection.

All costs associated with the cellular modem activation (not including installation) shall be paid for by the District One Business Services Section (i.e., this will be an IDOT phone number, not a Contractor phone number)."

Basis of Payment.
This work will be paid for at the contract unit price each for MASTER CONTROLLER.

RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM
Effective: May 22, 2002
Revised: November 1, 2023
800.03TS

Description.
This work shall consist of re-optimizing a traffic signal system according to the following Levels of work.

LEVEL I applies when improvements are made to an existing signalized intersection within an existing traffic signal system. The purpose of this work is to integrate the improvements to the subject intersection into the signal system while minimizing the impacts to the existing system operation. This type of work would be commonly associated with the addition of signal phases, pedestrian phases, or improvements that do not affect the capacity at an intersection.

LEVEL II applies when improvements are made to an existing signalized intersection within an existing traffic signal system and detailed analysis of the intersection operation is desired by the engineer, or when a new signalized or existing signalized intersection is being added to an existing system, but optimization of the entire system is not required. The purpose of this work is to optimize the subject intersection, while integrating it into the existing signal system with limited impact to the system operations. This item also includes an evaluation of the overall system operation, including the Traffic Responsive Program (TRP).

For the purposes of re-optimization work, an intersection shall include all traffic movements operated by the subject controller and cabinet.

After the signal improvements are completed, the signal shall be re-optimized as specified by an approved Consultant who has previous experience in optimizing traffic signal systems for District One of the Illinois Department of Transportation. The Contractor shall contact the Traffic Signal Engineer at (847) 705-4734 for a listing of approved Consultants. Traffic signal system optimization work, including fine-tuning adjustments of the optimized system, shall follow the requirements stated in the most recent IDOT District 1 SCAT Guidelines, except as note herein.

A listing of existing signal equipment, interconnect information, phasing data, timing patterns, and SCAT Report may be obtained from the Department, if available and as appropriate. The Consultant shall confer with the Area Traffic Signal Maintenance and Operations Engineer prior to optimizing the system to determine if any extraordinary conditions exist that would affect traffic flows in the vicinity of the system, in which case, the Consultant may be instructed to wait until the conditions return to normal or to follow specific instructions regarding the optimization.

(a) LEVEL I Re-Optimization

1. The following tasks are associated with LEVEL I Re-Optimization.

    a. Appropriate signal timings shall be developed for the subject intersection and existing timings shall be utilized for the rest of the intersections in the system.

    b. Proposed signal timing plan for the modified intersection(s) shall be forwarded to IDOT for review prior to implementation.

    c. Consultant shall conduct on-site implementation of the timings at the turn-on and make fine-tuning adjustments to the timings of the subject intersection in the field to alleviate observed adverse operating conditions and to enhance operations. The consultant shall respond to IDOT comments and public complaints for a minimum period of six (6) months from date of timing plan implementation.

2. The following deliverable shall be provided for LEVEL I Re-Optimization.

    a. Consultant shall furnish to IDOT a cover letter describing the extent of the re-optimization work performed.

(b) LEVEL II Re-Optimization

1. In addition to the requirements described in the LEVEL I Re-Optimization above, the following tasks are associated with LEVEL II Re-Optimization.

    a. Traffic counts shall be taken at the subject intersection(s) after the traffic signals are approved for operation by the Area Traffic Signal Maintenance and Operations Engineer. Manual turning movement counts shall be conducted from 6:30 a.m. to 9:30 a.m., 11:00 a.m. to 1:00 p.m., and 3:30 p.m. to 6:30 p.m. on a typical weekday from midday Monday to midday Friday and on a Saturday and/or Sunday, as directed by the Engineer, to account for special traffic generators such as shopping centers, educational institutes and special event facilities. The turning movement counts shall identify cars, and single-unit, multi-unit heavy vehicles, and transit buses.

    b. The intersections shall be re-addressed and all system detectors reassigned as necessary according to the current standard practice of District One. System detector quantities and locations shall be assessed for optimal performance. The Department shall be notified of any proposed changes.

    c. TRP operation shall be evaluated to verify proper pattern selection and lack of oscillation and a report of the operation shall be provided to IDOT.

2. The following deliverables shall be provided for LEVEL II Re-Optimization.

    a. Consultant shall provide to IDOT one (1) USB flash drive for the optimized system containing the following:

        (1) Electronic copy of the technical memorandum in PDF format

        (2) Revised Synchro (or other appropriate, approved optimization software) files including the new signal and the rest of the signals in the system

(3) Traffic counts conducted at the subject intersection(s)

The flash drive shall be labeled with the IDOT system number and master location (if applicable), as well as the submittal date and the consultant logo.

b. The technical memorandum shall include the following elements:

(1) Brief description of the project

(2) Analysis output from Synchro (or other appropriate, approved optimization software file)

(3) Traffic counts conducted at the subject intersection(s)

Basis of Payment.
This work shall be paid for at the contract unit price each for RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM – LEVEL II, which price shall be payment in full for performing all work described herein per intersection. Following completion of the timings and submittal of the specified deliverables, 100 percent of the bid price will be paid. Each intersection will be paid for separately.

SERVICE INSTALLATION (Traffic Signals)
Effective: May 22, 2002
Revised: March 1, 2024
805.01TS

Revise Section 805 of the Standard Specifications to read:

Description.
This work shall consist of all materials and labor required to install, modify, or extend the electric service installation. All installations shall meet the requirements of the "District One Standard Traffic Signal Design Details".

General.
The electric service installation shall be the electric service disconnecting means and it shall be identified as suitable for use as service equipment.

The electric utility contact information is noted on the plans and represents the current information at the time of Contract preparation. The Contractor must request in writing for service and/or service modification within ten (10) days of Contract award and must follow-up with the electric utility to assure all necessary documents and payment are received by the utility. The Contractor shall forward copies of all correspondence between the Contractor and utility company to the Engineer and Area Traffic Signal Maintenance and Operations Engineer. The service agreement and sketch shall be submitted for signature to the IDOT's Traffic Operations Programs Engineer.

Materials.
a. General. The completed control panel shall be constructed in accordance with UL Std. 508A, Industrial Control Panel, and carry the UL label. Wire terminations shall be UL listed.

b. Enclosures.

(1) Pole Mounted Cabinet. The cabinet shall be UL 50, NEMA Type 4X, unfinished single door design, fabricated from minimum 0.080 in. (2.03 mm) thick Type 5052 H-32 aluminum. Seams shall be continuous welded and ground smooth. Stainless steel screws and clamps shall secure the cover and assure a watertight seal. The cover shall be removable by pulling the continuous stainless steel hinge pin. The cabinet shall have an oil-resistant gasket and a lock kit shall be provided with an internal O-ring in the locking mechanism assuring a watertight and dust-tight seal. The cabinet shall be sized to adequately house all required components with extra space for arrangement and termination of wiring. A minimum size of 14 in. (350 mm) high, 9 in. (225 mm) wide and 8 in. (200 mm) in depth is required. The cabinet shall be channel mounted to a wooden utility pole using assemblies recommended by the Vendor.

(2) Ground Mounted Cabinet. The cabinet shall be UL 50, NEMA Type 3R unfinished single door design with back panel. The cabinet shall be fabricated from Type 5052 H-32 aluminum with the frame and door 0.125 in. (3.175 mm) thick, the top 0.250 in. (6.350 mm) thick and the bottom 0.500-inch (12.70 mm) thick. Seams shall be continuous welded and ground smooth. The door and door opening shall be double flanged. The door shall be approximately 80% of the front surface, with a full length tamperproof stainless steel .075 in. (1.91 mm) thick hinge bolted to the cabinet with stainless steel carriage bolts and nylock nuts. The locking mechanism shall be slam-latch type with a keyhole cover. The cabinet shall be sized to adequately house all required components with extra space for arrangement and termination of wiring. A minimum size of 40 in. (1000 mm) high, 16 in. (400 mm) wide and 15 in. (375 mm) in depth is required. The cabinet shall be mounted upon a Type A concrete foundation as indicated on the plans. The foundation is paid for separately.

(3) All enclosures shall include a green external power indicator LED light with circuitry as shown in the Electrical Service-Panel Diagram detail sheet. For pole mounted service enclosures, the power indicator light shall be mounted as shown in the detail. For ground mounted enclosures, the power indicator light shall be mounted on the side of the enclosure most visible from the major roadway.

(c) Electric Utility Meter Housing and Riser. The electric meter housing and meter socket shall be supplied and installed by the Contractor. The Contractor is to coordinate the work to be performed and the materials required with the utility company to make the final connection at the power source. Electric utility required risers, weather/service head, and any other materials necessary for connection shall also be included in the pay item. Materials shall be in accordance with the electric utility's requirements. For ground-mounted service, the electric utility meter housing shall be mounted to the enclosure. The meter shall be supplied by the utility company.

(d) Surge Protector. Overvoltage protection, with LED indicator, shall be provided for the 120 V load circuit by the means MOV and thermal fusing technology. The response time shall be < 5 ns and operate within a range of –40°C to +85°C. The surge protector shall be UL 1449 Listed.

(e) Circuit Breakers. Circuit breakers shall be standard UL listed molded case, thermal-magnetic bolt-on type circuit breakers with trip free indicating handles. 120 V circuit breakers shall have an interrupting rating of not less than 65,000 rms symmetrical amperes. Unless otherwise indicated, the main disconnect circuit breaker for the traffic signal controller shall be rated 60 A, 120 V and the auxiliary circuit breakers shall be rated 10 A, 120 V.

(f) Fuses and Fuseholders. Fuses shall be small-dimensional cylindrical fuses of the dual element time-delay type. The fuses shall be rated for 600 VAC and shall have a UL listed interrupting rating of not less than 10,000 rms symmetrical amperes at rated voltage.

(g) Ground and Neutral Bus Bars. A single copper ground and neutral bus bar, mounted on the equipment panel shall be provided. Ground and neutral conductors shall be separated on the bus bar. Compression lugs, plus 2 spare lugs, shall be sized to accommodate the cables with the heads of the connector screws painted green for ground connections and white for neutral connections.

(h) Utility Services Connection. The Contractor shall notify the utility company marketing representative a minimum of thirty (30) working days prior to the anticipated date of hook-up. This 30-day advance notification will begin only after the utility company marketing representative has received service charge payments from the Contractor. Prior to contacting the utility company marketing representative for service connection, the service installation controller cabinet and cable must be installed for inspection by the utility company.

(i) Ground Rod. Ground rods shall be copper-clad steel, a minimum of 10 ft (3.0m) in length, and 3/4 in. (20mm) in diameter. Ground rod resistance measurements to ground shall be 25 ohms or less. If necessary additional rods shall be installed to meet resistance requirements at no additional cost to the Contract.

Installation.

a. General. The Contractor shall confirm the orientation of the traffic service installation and its door side with the Engineer prior to installation. All conduit entrances into the service installation shall be sealed with a pliable waterproof material.

b. Pole Mounted. Brackets designed for pole mounting shall be used. All mounting hardware shall be stainless steel. Mounting height shall be as noted on the plans or as directed by the Engineer.

c. Ground Mounted. The service installation shall be mounted plumb and level on the foundation and fastened to the anchor bolts with hot-dipped galvanized or stainless steel nuts and washers. The space between the bottom of the enclosure and the top of the foundation shall be caulked at the base with silicone.

Basis of Payment.

The service installation shall be paid for at the Contract unit price each for SERVICE INSTALLATION of the type specified which shall be payment in full for furnishing and installing

the service installation complete. The CONCRETE FOUNDATION, TYPE A, which includes the ground rod, shall be paid for separately. SERVICE INSTALLATION, POLE MOUNTED shall include the 3/4 in.(20mm) grounding conduit, ground rod, and pole mount assembly. Any charges by the utility companies shall be approved by the Engineer and paid for as an addition to the Contract according to Article 109.05 of the Standard Specifications.

COILABLE NON-METALLIC CONDUIT
Effective: May 22, 2002
Revised: July 1, 2015
810.01TS

Description.
This work shall consist of furnishing and installing empty coilable non-metallic conduit (CNC).

General.
The CNC installation shall be in accordance with Sections 810 and 811 of the Standard Specifications except for the following:

Add the following to Article 810.03 of the Standard Specifications:

CNC meeting the requirements of NEC Article 353 shall be used for detector loop raceways to the handholes.

Add the following to Article 811.03 of the Standard Specifications:

On temporary traffic signal installations with detector loops, CNC meeting the requirements of NEC Article 353 shall be used for detector loop raceways from the saw-cut to 10 feet (3m) up the wood pole, unless otherwise shown on the plans

Basis of Payment.
All installations of CNC for loop detection shall be included in the contract and not paid for separately.

FIBER OPTIC TRACER CABLE
Effective: May 22, 2002
Revised: November 1, 2023
817.02TS

The cable shall meet the requirements of Section 817 of the Standard Specifications, except for the following:

Add the following to Article 817.03 of the Standard Specifications:

> "In order to trace the fiber optic cable after installation, the tracer cable shall be installed in the same conduit as the fiber optic cable in locations shown on the plans. The tracer cable shall be continuous, extended into the controller cabinet and terminated on a barrier type terminal strip mounted on the side wall of the controller cabinet. The barrier type terminal strip and tracer cable shall be clearly marked and identified. All tracer cable splices shall be kept to a minimum and shall incorporate maximum lengths of cable

supplied by the manufacturer. The tracer cable will be allowed to be spliced at handholes only. The tracer cable splice shall use a Western Union Splice soldered with resin core flux and shall be soldered using a soldering iron. Blow torches or other devices which oxidize copper cable shall not be allowed for soldering operations. All exposed surfaces of the solder shall be smooth. The splice shall be covered with a black shrink tube meeting UL 224 guidelines, Type V and rated 600V, minimum length 4 in. (100 mm) and with a minimum 1 in. (25 mm) coverage over the XLP insulation, underwater grade."

Revise Article 817.05 of the Standard Specifications to read:

"Basis of Payment. The tracer cable shall be paid for separately as ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C per foot (meter), which price shall include all associated labor and material for installation."

TRAFFIC SIGNAL PAINTING
Effective: May 22, 2002
Revised: March 1, 2025
851.01TS

Description.
This work shall include surface preparation, powder coated finish application and packaging of new galvanized steel traffic signal mast arm poles and posts assemblies. All work associated with applying the painted finish shall be performed at the vendor's facility for the pole assembly or post or at a painting facility approved by the Engineer. Traffic signal mast arm shrouds and post bases shall also be painted the same color as the pole assemblies and posts, including pedestrian posts.

Surface Preparation.
All weld flux and other contaminates shall be mechanically removed. The traffic mast arms and post assemblies shall be degreased, cleaned, and air dried to assure all moisture is removed.

Painted Finish.
All galvanized exterior surfaces shall be coated with a urethane or triglycidyl isocyanurate (TGIC) polyester powder to a dry film thickness of 2.0 mils. Prior to application, the surface shall be mechanically etched by brush blasting (Ref. SSPC-SP7) and the zinc coated substrate preheated to 450 ºF for a minimum one (1) hour. The coating shall be electrostatically applied and cured by elevating the zinc-coated substrate temperature to a minimum of 400 ºF.

The finish paint color shall be one of the vendor's standard colors and shall be as selected by the local agency responsible for paint costs. The Contractor shall confirm, in writing, the color selection with the local responsible agency and provide a copy of the approval to the Engineer and a copy of the approval shall be included in the material catalog submittal.

Painting of traffic signal heads, pedestrian signal heads and controller cabinets is not included in this pay item.

Any damage to the finish after leaving the vendor's facility shall be repaired to the satisfaction of the Engineer using a method recommended by the vendor and approved by the Engineer. If while at the vendor's facility the finish is damaged, the finish shall be re-applied at no cost to the contract.

Warranty.
The Contractor shall furnish in writing to the Engineer, the paint vendor's standard warranty and certification that the paint system has been properly applied.

Packaging.
Prior to shipping, the poles and posts shall be wrapped in ultraviolet-inhibiting plastic foam or rubberized foam.

Basis of Payment.
This work shall be paid for at the contract unit price each for PAINT NEW MAST ARM AND POLE, UNDER 40 FEET (12.19 METER), PAINT NEW MAST ARM AND POLE, 40 FEET (12.19 METER) AND OVER, PAINT NEW COMBINATION MAST ARM AND POLE, UNDER 40 FEET (12.19 METER), PAINT NEW COMBINATION MAST ARM AND POLE, 40 FEET (12.19 METER) AND OVER, PAINT NEW TRAFFIC SIGNAL POST or PAINT NEW PEDESTRIAN PUSH-BUTTON POST of the length specified, which shall be payment in full for painting and packaging the traffic signal mast arm poles and posts described above including all shrouds, bases and appurtenances.

PEDESTRIAN SIGNAL POST
Effective: January 1, 2020
Revised:
875.02TS

Description.
This work shall consist of furnishing and installing a metal pedestrian signal post. All installations shall meet the requirements of the "District One Standard Traffic Signal Design Details".

Materials.

a. General. The pedestrian signal post shall be designed to support the traffic signal loading shown on the plans. The design and fabrication shall be according to the Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, as published by AASHTO.

b. Post. The post shall be made of steel or aluminum and have an outside diameter of 4 1/2 in. The post shall be threaded for assembly to the base. Aluminum posts shall be according to the specifications for Schedule 80 aluminum pipe. Steel posts shall be according to the specifications for Schedule 40 steel pipe.

c. Base. The base of a steel post shall be cast iron. The base of an aluminum post shall be aluminum. The base shall be threaded for the attachment to the threaded post. The base shall be approximately 10 in. high and 6 3/4 in. square at the bottom. The bottom of the base shall be designed to accept four 5/8 in. diameter anchor rods evenly spaced in a 6 in. diameter circle. The base shall be true to pattern, with sharp clean cutting ornamentation, and equipped with access doors for cable handling. The door shall be fastened to the base with stainless steel screws. A grounding lug shall be provided inside the base.

d. Anchor Rods. The anchor rods shall be 5/8 in. in diameter and 16 in. long and shall be according to Article 1006.09. The anchor rods shall be threaded approximately 6

in. at one end and have a bend at the other end. The first 12 in. at the threaded end shall be galvanized. One each galvanized nut and trapezoidal washer shall be furnished with each anchor rod. The washer shall be properly sized to fully engage and sit flush on all sides of the slot of the base plate.

The aluminum post and base shall be drilled at the third points around the diameter and 1/4 in. by 2 in. stainless steel bolts shall be inserted to prevent the post from turning and wobbling.

e. Finish. The steel post, steel post cap and the cast iron base shall be hot-dipped galvanized according to AASHTO M 111. If the Department approves painting, powder coating by the manufacturer will be required over the galvanization in accordance with 851.01TS TRAFFIC SIGNAL PAINTING Special Provisions. If the post and the base are threaded after the galvanization, the bare exposed metal shall be immediately cleaned to remove all cutting solvents and oils, and then spray painted with two coats of an approved galvanized paint.

   The aluminum post shall have a natural finish, 100 grit or finer.

Installation.
The pedestrian signal post shall be erected plumb, securely bolted to a concrete foundation, and grounded to a ground rod according to the details shown on the plans. No more than 3/4 in. of the post threads shall protrude above the base.

A post cap shall be furnished and installed on the top of the post. The post cap shall match the material of the post. The Contractor shall apply an anti-seize paste compound on all nuts and bolts prior to assembly.

Prior to the assembly, the Contractor shall apply two additional coats of galvanized paint on the threads of the post and the base. The Contractor shall use a fabric post tightener to screw the post to the base.
Basis of Payment.
This work will be paid for at the contract unit price per each for PEDESTRIAN SIGNAL POST, of the length specified.

UNINTERRUPTABLE POWER SUPPLY, SPECIAL
Effective: January 1, 2013
Revised: March 1, 2024
862.01TS

This work shall be in accordance with section 862 of the Standard Specification except as modified herein.

Add the following to Article 862.01 of the Standard Specifications:

> "The UPS shall have the power capacity to provide normal operation of a signalized intersection that utilizes all LED type signal head optics for a minimum of six (6) hours."

Add the following to Article 862.02 of the Standard Specifications:

"Materials shall be according to Article 1074.04 as modified in UNINTERRUPTABLE POWER SUPPLY, SPECIAL."

Add the following to Article 862.03 of the Standard Specifications:

"The UPS shall additionally include, but not be limited to, a battery cabinet, where applicable. For Super P and Super R cabinets, the battery cabinet is integrated to the traffic signal cabinet and shall be included in the cost for the traffic signal cabinet of the size and type indicated on the plans."

Revise Article 862.04 of the Standard Specifications to read:

Installation.
When a UPS is installed at an existing traffic signal cabinet, the UPS cabinet shall partially rest on the lip of the existing controller cabinet foundation and be secured to the existing controller cabinet by means of at least four (4) stainless steel bolts. The UPS cabinet shall be completely enclosed with the bottom and back constructed of the same material as the cabinet.

When a UPS is installed at a new signal cabinet and foundation, it shall be mounted as shown on the plans.

At locations where UPS is installed and an emergency vehicle priority system is in use, any existing incandescent confirmation beacons shall be replaced with LED lamps in accordance with the District One Emergency Vehicle Priority System specification at no additional cost to the Contract. A concrete apron shall be provided and be in accordance with Articles 424 and 202 of the Standard Specifications. The concrete apron shall also follow the District 1 Standard Traffic Signal Design Detail, Type D for Ground Mounted Controller Cabinet and UPS Battery Cabinet.

For a ground mounted UPS, the UPS shall be mounted on its own Type A concrete foundation which will be paid for separately. A concrete apron shall be provided with a dimension of 36 in. in front of the UPS cabinet, 5 in. deep, and a width sized appropriately to the width of the concrete foundation. The concrete apron shall follow Articles 424 and 202 of the Standard Specifications.

This item shall include any required modifications to an existing traffic signal controller as a result of the addition of the UPS including the addition of alarms.

Materials.
Revise Article 1074.04(a)(1) of the Standard Specifications to read:

"The UPS shall be line interactive or double conversion and provide voltage regulation and power conditioning when utilizing utility power. The UPS shall be sized appropriately for the intersection(s) normal traffic signal operating load. The UPS must be able to maintain the intersection's normal operating load plus 20 percent of the intersection's normal operating load. When installed at a railroad-interconnected intersection, the UPS must maintain the railroad preemption load, plus 20 percent of the railroad preemption-operating load. The total connected traffic signal load shall not exceed the published ratings for the UPS. The UPS shall provide a minimum of six (6) hours of normal operation

run-time for signalized intersections with LED type signal head optics at 77 °F (25 °C) (minimum 1000 W active output capacity, with 86 percent minimum inverter efficiency)."

Revise the first paragraph of Article 1074.04(a)(3) of the Standard Specifications to read:

"The UPS shall have a minimum of four (4) sets of normally open (NO) and normally closed (NC) single-pole double-throw (SPDT) relay contact closures, available on a panel mounted terminal block or locking circular connectors, rated at a minimum 120 V/1 A, and labeled so as to identify each contact according to the plans."

Revise Article 1074.04(a)(17) of the Standard Specifications to read:

"When the intersection is in battery backup mode, the UPS shall bypass all internal cabinet lights, ventilation fans, cabinet heaters, service receptacles, luminaires, any lighted street name signs, any automated enforcement equipment and any other devices directed by the Engineer."

Revise Article 1074.04(b)(2) paragraph "b." of the Standard Specifications to read:

"Batteries, inverter/charger and power transfer relay shall be housed in a separate NEMA Type 3R cabinet. The cabinet shall be Aluminum alloy, 5052-H32, 0.125 in. thick and have a natural mill finish."

Revise Article 1074.04(b)(2) paragraph "c." of the Standard Specifications to read:

"No more than three (3) batteries shall be mounted on individual shelves for a cabinet housing six batteries and no more than four (4) batteries per shelf for a cabinet housing eight batteries."

Revise Article 1074.04(b)(2) paragraph "e." of the Standard Specifications to read:

"The battery cabinet housing shall have the following nominal outside dimensions: a width of 25 in. (785 mm), a depth of 16 in. (440 mm), and a height of 41 to 48 in. (1.1 to 1.3 m). Clearance between shelves shall be a minimum of 10 in. (250 mm)."

Revise Article 1074.04(b)(2) paragraph "g." of the Standard Specifications to read:

"The door shall open to the entire cabinet, have a neoprene gasket, an Aluminum continuous piano hinge with stainless steel pin, and a three point locking system. The door shall be equipped with a two position doorstop, one a 90^{o} and one at 120^{o}. The cabinet shall be provided with a main door lock which shall operate with a traffic industry conventional No. 2 key. Provisions for padlocking the door shall be provided."

Add the following to Article 1074.04(b)(2) of the Standard Specifications:

j. The battery cabinet shall have provisions for an external generator connection.

Add the following to Article 1074.04(c) of the Standard Specifications:

(8) The UPS shall include a tip or kill switch installed in the battery cabinet, which shall completely disconnect power from the UPS when the switch is manually activated.

(9) The UPS shall include standard RS-232 and internal Ethernet interface.

(10) The UPS shall incorporate a flanged electric generator inlet for charging the batteries and operating the UPS. The generator connector shall be male type, twist-lock, rated as 15A, 125VAC with a NEMA L5-15P configuration and weatherproof lift cover plate. Access to the generator inlet shall be from a secured weatherproof lift cover plate or behind a locked battery cabinet police panel.

(11) The bypass switch shall include an internal power transfer relay that allows removal of the battery back-up unit, while the traffic signal is connected to utility power, without impacting normal traffic signal operation.

Revise Article 1074.04(d)(3) of the Standard Specifications to read:

"All batteries supplied in the UPS shall be either gel cell or AGM type, deep cycle, completely sealed, prismatic lead calcium based, silver alloy, valve regulated lead acid (VRLA) requiring no maintenance. All batteries in a UPS installation shall be the same type; mixing of gel cell and AGM types within a UPS installation is not permitted."

Revise Article 1074.04(d)(4) of the Standard Specifications to read:

"Batteries shall be certified by the manufacturer to operate over a temperature range of -13°F to 160 °F (-25°C to 71 °C) for gel cell batteries and -40°F to 140°F (-40°C to 60 °C) for AGM type batteries."

Add the following to Article 1074.04(d) of the Standard Specifications:

(9) The UPS shall consist of an even number of batteries that are capable of maintaining normal operation of the signalized intersection for a minimum of six (6) hours. Calculations shall be provided showing the number of batteries of the type supplied that are needed to satisfy this requirement. A minimum of four (4) batteries shall be provided.

(10) Battery heater mats shall be provided when gel cell type batteries are supplied.

Add the following to Article 1074.04 of the Standard Specifications:

(e) Warranty. The warranty for an uninterruptable power supply (UPS) and batteries (full replacement) shall cover a minimum of five (5) years from date the equipment is placed in operation.

(f) Installation. Bypass switch shall completely disconnect the traffic signal cabinet from the utility provider.

(g) The UPS shall be set-up to run the traffic signal continuously without going to a red flashing condition when switched to battery power unless otherwise directed by the Engineer. The Contractor shall confirm set-up with the Engineer. The continuous operation mode when switched to battery may require modification to unit connections and these modifications are included in the unit price for this item.

Revise Article 862.04 of the Standard Specifications to read:

Basis of Payment.
This work will be paid for at the Contract unit price per each for UNINTERRUPTABLE POWER SUPPLY, SPECIAL, UNINTERRUPTABLE POWER SUPPLY, GROUND MOUNTED, or UNINTERRUPTABLE POWER SUPPLY AND CABINET, SPECIAL. Replacement of emergency vehicle priority system confirmation beacons and any required modifications to the traffic signal controller shall be included in the cost of the UNINTERRUPTABLE POWER SUPPLY, SPECIAL, UNINTERRUPTABLE POWER SUPPLY, GROUND MOUNTED, or UNINTERRUPTABLE POWER SUPPLY AND CABINET, SPECIAL item. The concrete apron and earth excavation required shall be included in the cost of the UNINTERRUPTABLE POWER SUPPLY, GROUND MOUNTED or UNINTERRUPTABLE POWER SUPPLY AND CABINET, SPECIAL item.

ACCESSIBLE PEDESTRIAN SIGNALS
Effective: April 1, 2003
Revised: March 1, 2025
888.02TS

Description. This work consists of furnishing and installing accessible pedestrian signals (APS). Each APS consists of an interactive vibrotactile pedestrian push-button with a speaker, informational sign, light emitting diode (LED) indicator light, solid-state electronic control board, power supply, wiring, and mounting hardware. The APS must meet the requirements of the MUTCD and Sections 801 and 888 of the Standard Specifications, except as modified herein.

Add the following to Article 888.03 of the Standard Specifications:

"A mounting bracket and/or extension must be used to assure proper orientation and accessibility where needed. The bracket and/or extension is included in the cost of the pedestrian push-button. The Contractor is not allowed to install a push-button assembly with the sign below the push-button to meet mounting requirements."

Add the following to Article 1074.02 of the Standard Specifications:

"Stations must be designed to be mounted to a post, mast arm pole or wood pole. The station must be aluminum and must accept a 3 in. round push-button assembly and a regulatory pedestrian instruction sign according to MUTCD sign series R10-3e 9 in. x 15 in. sign with arrow(s) for a countdown pedestrian signal. Stations must be powder coated yellow with a black push-button and a stainless steel tactile arrow on the push-button."

Electrical Requirements. The APS must operate with systems providing 95 to 130 VAC, 60 Hz and throughout an ambient air temperature range of -29 to +160 °F (-34 to +70 °C).

The APS must contain a power protection circuit consisting of both fuse and transient protection.

Audible Indications. A push-button locator tone must sound at each push-button and must be deactivated during the associated walk indication and when associated traffic signals are in flashing mode. Push-button locator tones must have a duration of 0.15 seconds or less and must repeat at 1 second intervals. Each actuation of the push-button must be accompanied by the speech message "Wait". Locator tones must be audible 6 to 12 ft from the push-buttons.

If two accessible pedestrian push-buttons are placed less than 10 ft apart or placed on the same

pole, the audible walk and don't walk indication must be a speech message. This speech message must sound throughout the Walk interval only. The common street name must be used and not the route number of the street unless there is no common street name. Locations without a street name (ex: private benefit driveways, shopping plaza entrances, etc.) must use the general term "Commercial Driveway" as a street name for that leg. The speech message must be modeled after: "[Street Name]. Walk Sign is on to cross [Street Name]." For signalized intersections utilizing exclusive pedestrian phasing, the verbal message must be "Walk sign is on for all crossings". Speech walk messages should not contain any additional information, except they should include designations such as "Street" or "Avenue" where this information is necessary to avoid ambiguity at a particular location.

In addition, a speech push-button information message must be provided by actuating the APS push-button during the Don't Walk interval. This verbal message must be modeled after: "Wait". The extended press option verbal message must be: "Wait to cross [Street Name] at [Street Name]".

Where two accessible pedestrian push-buttons are separated by 10 ft or more, the Walk indication must be an audible percussive tone. The percussive tone must repeat at 8 to 10 ticks per second with a dominant frequency of 880 Hz. Percussive tones must be uniform at all stations at the intersection and must not change for different directions.

Automatic volume adjustments in response to ambient traffic sound level must be provided up to a maximum volume of 100 dB. Locator tones and speech messages must be no more than 5 dB louder than ambient sound. Locator tones and speech messages must be programmed at the same volume; one must not be significantly louder than the other and must be adjusted as directed by the Engineer.

Railroad Preemption.
At locations interconnected to a railroad crossing, APS push-buttons must be capable of receiving a railroad preemption similar to a traffic signal controller and must be hard wired to the railroad preemption relay inside the traffic signal cabinet. A shelf mount control unit must be provided and installed inside the cabinet capable of receiving and transmitting the railroad preemption to all the push-buttons.

At railroad intersections, all APS push-buttons must use speech messages only and must follow the below speech models.

During Don't Walk: "Wait to cross [Street Name] at [Street Name]. Caution, Walk time shortened when train approaches." – this does not repeat, plays only once with every push-button press.
During Walk: "[Street Name.] Walk sign is on to cross [Street Name]" – this repeats as many times as possible during Walk interval only.
During Railroad preemption: All push-buttons simultaneously state "Train Approaching" – this message must be stated two (2) times.

At locations with emergency vehicle preemption (EVP), no additional speech message will be provided during preemption.

At locations with an equestrian push-button style installation, the APS push-buttons must use speech messages only and must emit the audible message from the bottom mounted push-button only.

Locations with Corner Islands or Center Medians
At locations with corner islands, push-buttons must follow the requirements as specified herein regarding the use of a percussive tone vs. a speech message. When push-buttons are closer than 10 ft apart, the speech message must follow the format specified herein for the main street crossing. The speech message must follow the below speech models for the unusual configurations.

Crossing of the right turn lane to or from corner island: "Wait to cross right turn lane for [Street Name] at [Street Name]" and "Walk sign is on to cross right turn lane for [Street Name] at [Street Name]".
Crossing to refuge island where second push-button actuation is required: "Wait to cross [Street Name] at [Street Name] to median with second push-button" and "Walk sign is on to cross [Street Name] to median with second push-button".

Center medians on divided highways with a single push-button must have a dual tactile arrow on the push-button.

Pedestrian Push-button. Pedestrian push-buttons must be at least 2 in. (50 mm) in diameter or width. The force required to activate the push-button must be no greater than 3.5 lb (15.5 N).

A red LED must be located on or near the push-button which, when activated, acknowledges the pedestrian's request to cross the street.

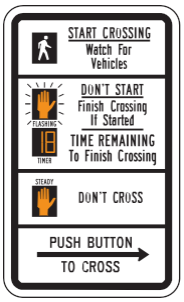
APS push-button systems that utilize any wireless technology to place calls or communicate with the traffic signal controller, including Bluetooth technology, will not be allowed. A central control unit must be provided and installed in the traffic signal cabinet with the latest available firmware. Push-buttons must be connected directly to the central control unit in the traffic signal cabinet using only 2 wires. All push-buttons must be capable of placing a pedestrian call request into the controller and must be hard wired. APS push-buttons must be a direct replacement of existing standard push-buttons and must be weather resistant with a minimum warranty of five (5) years.

APS push-buttons must be compatible with one another and easily replaceable on future replacements or maintenance repairs. Multiple model variations will not be allowed.

All APS push-buttons must come with speech messages pre-programmed for each particular intersection regardless of their location or distance of separation. Final field adjustments, including the use of percussive tones or speech messages, must be completed once push-buttons are installed in the final location. All push-buttons must be programmed with the appropriate parameters and settings as directed by the Engineer. These settings must be standard for all push-buttons and will vary based on the manufacturer. Access to push-button settings must be provided via an application either through wired, wireless or Bluetooth connection. Push-button information, settings and access instructions must all be provided in a weatherproof pouch and safely stored inside each traffic signal cabinet.

The Contractor must remove any existing pedestrian isolation boards, field wire terminals and any wires to the board when easily accessible. If the pedestrian isolation board has been installed from the factory on the back panel of the cabinet, the Contractor is to disconnect the power to the isolation board and any wires while leaving the board mounted. This work is included in the cost of APS and will not be paid for separately.

Signage. A sign must be located immediately above the pedestrian push-button and parallel to the crosswalk controlled by the push-button. The sign must conform to the following standard MUTCD design: R10-3e.



R10-3e

Tactile Arrow. A tactile arrow, pointing in the direction of travel controlled by a push-button, must be provided on the push-button.

Vibrotactile Feature. The push-button must pulse when depressed and must vibrate continuously throughout the Walk interval.

Basis of Payment. This work will be paid for at the contract unit price per each for ACCESSIBLE PEDESTRIAN SIGNALS and includes furnishing, installation, mounting hardware, extension brackets, and programing of the push-button.

CONCRETE FOUNDATION, PEDESTRIAN POST
Effective: April 1, 2019
Revised: November 1, 2020
878.03TS

This item shall follow Section 878. Traffic Signal Concrete Foundation of the Standard Specifications.

No foundation is to be poured until the Resident Engineer gives his/her approval as to the depth of the foundation.

Basis of Payment.
This work will be paid for at the contract unit price per foot of depth of CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER.

REMOVE EXISTING CONCRETE FOUNDATION

Description.
This work shall consist of completely removing the existing mast arm pole concrete foundation located at the northwest corner at the intersection of Central Street and Central Park Avenue.

During the concrete foundation removal process, the Contractor shall use care not to impact existing buried utilities and to minimize the disturbance of the soil adjacent to the concrete foundation to be removed.

Per contract plans, a new concrete foundation is to be poured in the same location as the existing mast arm pole concrete foundation to be removed.

The removed concrete foundation shall be disposed of outside the right-of-way.

Basis of Payment.
This work will be paid for at the contract unit price per each for REMOVE EXISTING CONCRETE FOUNDATION and shall be payment in full for all labor and equipment required to perform the work as described above.

REMOVE EXISTING CONDUIT ATTACHED TO STRUCTURE

Description.
This work shall consist of the disconnection and removal of existing conduit, attached to the overhead railroad structure at the intersection of Ridge Avenue and Lincoln Street, in accordance with the applicable portions of Article 842.03 for the current Standard Specifications for Road and Bridge Construction and as directed by the Engineer. No removal work will be permitted without the approval from the Engineer.

Removal.
All traffic signal conduit and cables attached to the structure, as identified in the plans, or as directed by the Engineer, shall be removed completely. Conduit, cables and all associated materials shall become property of the Contractor and shall be removed from the jobsite and disposed of at no additional cost.

Method of Measurement.
Traffic signal conduit, attached to structure, indicated for removal will be measured for payment in feet in place.

Basis of Payment.
This work will be paid for at the contract unit price per foot for REMOVE EXISTING CONDUIT ATTACHED TO STRUCTURE and shall be payment in full for all labor and equipment required to perform the work as described above.

PAINT NEW TRAFFIC SIGNAL CABINET (SPECIAL)

Description.
This work shall include the painting of the traffic signal cabinet and the UPS side cabinet. Where applicable, this work shall follow the specifications in the TRAFFIC SIGNAL PAINTING (851.01TS) specification.

Surface Preparation and Painted Finish.
It shall be understood that the traffic signal cabinet and UPS cabinet are aluminum alloy steel (not galvanized steel), and the surface preparation for painting may differ from that of galvanized steel. The vendor's facility (or painter's facility), where the cabinet is to be painted, shall determine the appropriate exterior cabinet surface preparation prior to painting. For the painting of the aluminum alloy traffic signal cabinet and UPS side cabinet, the paint finish shall be performed per the painting facility's specifications and as approved by the Engineer. The entire exterior of the traffic

signal cabinet and UPS side cabinet shall be painted, except for external hardware, such as the door handles.

The finish paint color shall be the same black as the used to paint the other traffic signal poles and posts in this contract.

Any damage to the finish after leaving the vendor's facility shall be repaired to the satisfaction of the Engineer using a method recommended by the vendor and approved by the Engineer. If while at the vendor's facility the finish is damaged, the finish shall be re-applied at no cost to the contract.

Warranty.
The Contractor shall furnish in writing to the Engineer, the paint vendor's standard warranty and certification that the paint system has been properly applied.

Packaging.
Prior to shipping, the traffic signal cabinet and UPS cabinet shall be wrapped in ultraviolet-inhibiting plastic foam or rubberized foam.

Basis of Payment.
This work shall be paid for at the contract unit price each for PAINT NEW TRAFFIC SIGNAL CABINET (SPECIAL), which shall be payment in full for painting and packaging the traffic signal cabinet, including the UPS side cabinet, described above including any and all appurtenances.

CONSTRUCTION AIR QUALITY – DIESEL RETROFIT (BDE)

Effective: June 1, 2010
Revised: November 1, 2014

The reduction of emissions of particulate matter (PM) for off-road equipment shall be accomplished by installing retrofit emission control devices. The term "equipment" refers to diesel fuel powered devices rated at 50 hp and above, to be used on the jobsite in excess of seven calendar days over the course of the construction period on the jobsite (including rental equipment).

Contractor and subcontractor diesel powered off-road equipment assigned to the contract shall be retrofitted using the phased in approach shown below. Equipment that is of a model year older than the year given for that equipment's respective horsepower range shall be retrofitted:

Effective Dates	Horsepower Range	Model Year
June 1, 2010 1/	600-749	2002
	750 and up	2006
June 1, 2011 2/	100-299	2003
	300-599	2001
	600-749	2002
	750 and up	2006
June 1, 2012 2/	50-99	2004
	100-299	2003
	300-599	2001
	600-749	2002
	750 and up	2006

1/ Effective dates apply to Contractor diesel powered off-road equipment assigned to the contract.

2/ Effective dates apply to Contractor and subcontractor diesel powered off-road equipment assigned to the contract.

The retrofit emission control devices shall achieve a minimum PM emission reduction of 50 percent and shall be:

a) Included on the U.S. Environmental Protection Agency (USEPA) *Verified Retrofit Technology List* (http://www.epa.gov/cleandiesel/verification/verif-list.htm), or verified by the California Air Resources Board (CARB) (http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm); or

b) Retrofitted with a non-verified diesel retrofit emission control device if verified retrofit emission control devices are not available for equipment proposed to be used on the project, and if the Contractor has obtained a performance certification from the retrofit

device manufacturer that the emission control device provides a minimum PM emission reduction of 50 percent.

Note: Large cranes (Crawler mounted cranes) which are responsible for critical lift operations are exempt from installing retrofit emission control devices if such devices adversely affect equipment operation.

Diesel powered off-road equipment with engine ratings of 50 hp and above, which are unable to be retrofitted with verified emission control devices or if performance certifications are not available which will achieve a minimum 50 percent PM reduction, may be granted a waiver by the Department if documentation is provided showing good faith efforts were made by the Contractor to retrofit the equipment.

Construction shall not proceed until the Contractor submits a certified list of the diesel powered off-road equipment that will be used, and as necessary, retrofitted with emission control devices. The list(s) shall include (1) the equipment number, type, make, Contractor/rental company name; and (2) the emission control devices make, model, USEPA or CARB verification number, or performance certification from the retrofit device manufacturer. Equipment reported as fitted with emissions control devices shall be made available to the Engineer for visual inspection of the device installation, prior to being used on the jobsite.

The Contractor shall submit an updated list of retrofitted off-road construction equipment as retrofitted equipment changes or comes on to the jobsite. The addition or deletion of any diesel powered equipment shall be included on the updated list.

If any diesel powered off-road equipment is found to be in non-compliance with any portion of this special provision, the Engineer will issue the Contractor a diesel retrofit deficiency deduction.

Any costs associated with retrofitting any diesel powered off-road equipment with emission control devices shall be considered as included in the contract unit prices bid for the various items of work involved and no additional compensation will be allowed. The Contractor's compliance with this notice and any associated regulations shall not be grounds for a claim.

Diesel Retrofit Deficiency Deduction

When the Engineer determines that a diesel retrofit deficiency exists, a daily monetary deduction will be imposed for each calendar day or fraction thereof the deficiency continues to exist. The calendar day(s) will begin when the time period for correction is exceeded and end with the Engineer's written acceptance of the correction. The daily monetary deduction will be $1,000.00 for each deficiency identified.

The deficiency will be based on lack of diesel retrofit emissions control.

If a Contractor accumulates three diesel retrofit deficiency deductions for the same piece of equipment in a contract period, the Contractor will be shutdown until the deficiency is corrected.

Such a shutdown will not be grounds for any extension of the contract time, waiver of penalties, or be grounds for any claim.

80261

WORK ZONE TRAFFIC CONTROL DEVICES (BDE)

Effective: March 2, 2020

Add the following to Article 701.03 of the Standard Specifications:

"(q) Temporary Sign Supports ..... 1106.02"

Revise the third paragraph of Article 701.14 of the Standard Specifications to read:

"For temporary sign supports, the Contractor shall provide a FHWA eligibility letter for each device used on the contract. The letter shall provide information for the set-up and use of the device as well as a detailed drawing of the device. The signs shall be supported within 20 degrees of vertical. Weights used to stabilize signs shall be attached to the sign support per the manufacturer's specifications."

Revise the first paragraph of Article 701.15 of the Standard Specifications to read:

"**701.15 Traffic Control Devices.** For devices that must meet crashworthiness standards, the Contractor shall provide a manufacturer's self-certification or a FHWA eligibility letter for each Category 1 device and a FHWA eligibility letter for each Category 2 and Category 3 device used on the contract. The self-certification or letter shall provide information for the set-up and use of the device as well as a detailed drawing of the device."

Revise the first six paragraphs of Article 1106.02 of the Standard Specifications to read:

"**1106.02 Devices.** Work zone traffic control devices and combinations of devices shall meet crashworthiness standards for their respective categories. The categories are as follows.

Category 1 includes small, lightweight, channelizing and delineating devices that have been in common use for many years and are known to be crashworthy by crash testing of similar devices or years of demonstrable safe performance. These include cones, tubular markers, plastic drums, and delineators, with no attachments (e.g. lights). Category 1 devices manufactured after December 31, 2019 shall be MASH-16 compliant. Category 1 devices manufactured on or before December 31, 2019, and compliant with NCHRP 350 or MASH 2009, may be used on contracts let before December 31, 2024.

Category 2 includes devices that are not expected to produce significant vehicular velocity change but may otherwise be hazardous. These include vertical panels with lights, barricades, temporary sign supports, and Category 1 devices with attachments (e.g. drums with lights). Category 2 devices manufactured after December 31, 2019 shall be MASH-16 compliant. Category 2 devices manufactured on or before December 31, 2019, and compliant with NCHRP 350 or MASH 2009, may be used on contracts let before December 31, 2024.

Category 3 includes devices that are expected to cause significant velocity changes or other potentially harmful reactions to impacting vehicles. These include crash cushions (impact

attenuators), truck mounted attenuators, and other devices not meeting the definitions of Category 1 or 2. Category 3 devices manufactured after December 31, 2019 shall be MASH-16 compliant. Category 3 devices manufactured on or before December 31, 2019, and compliant with NCHRP 350 or MASH 2009, may be used on contracts let before December 31, 2029. Category 3 devices shall be crash tested for Test Level 3 or the test level specified.

Category 4 includes portable or trailer-mounted devices such as arrow boards, changeable message signs, temporary traffic signals, and area lighting supports. It is preferable for Category 4 devices manufactured after December 31, 2019 to be MASH-16 compliant; however, there are currently no crash tested devices in this category, so it remains exempt from the NCHRP 350 or MASH compliance requirement.

For each type of device, when no more than one MASH-16 compliant is available, an NCHRP 350 or MASH-2009 compliant device may be used, even if manufactured after December 31, 2019."

Revise Articles 1106.02(g), 1106.02(k), and 1106.02(l) to read:

"(g) Truck Mounted/Trailer Mounted Attenuators. The attenuator shall be approved for use at Test Level 3. Test Level 2 may be used for normal posted speeds less than or equal to 45 mph.

(k) Temporary Water Filled Barrier. The water filled barrier shall be a lightweight plastic shell designed to accept water ballast and be on the Department's qualified product list.

Shop drawings shall be furnished by the manufacturer and shall indicate the deflection of the barrier as determined by acceptance testing; the configuration of the barrier in that test; and the vehicle weight, velocity, and angle of impact of the deflection test. The Engineer shall be provided one copy of the shop drawings.

(l) Movable Traffic Barrier. The movable traffic barrier shall be on the Department's qualified product list.

Shop drawings shall be furnished by the manufacturer and shall indicate the deflection of the barrier as determined by acceptance testing; the configuration of the barrier in that test; and the vehicle weight, velocity, and angle of impact of the deflection test. The Engineer shall be provided one copy of the shop drawings. The barrier shall be capable of being moved on and off the roadway on a daily basis."

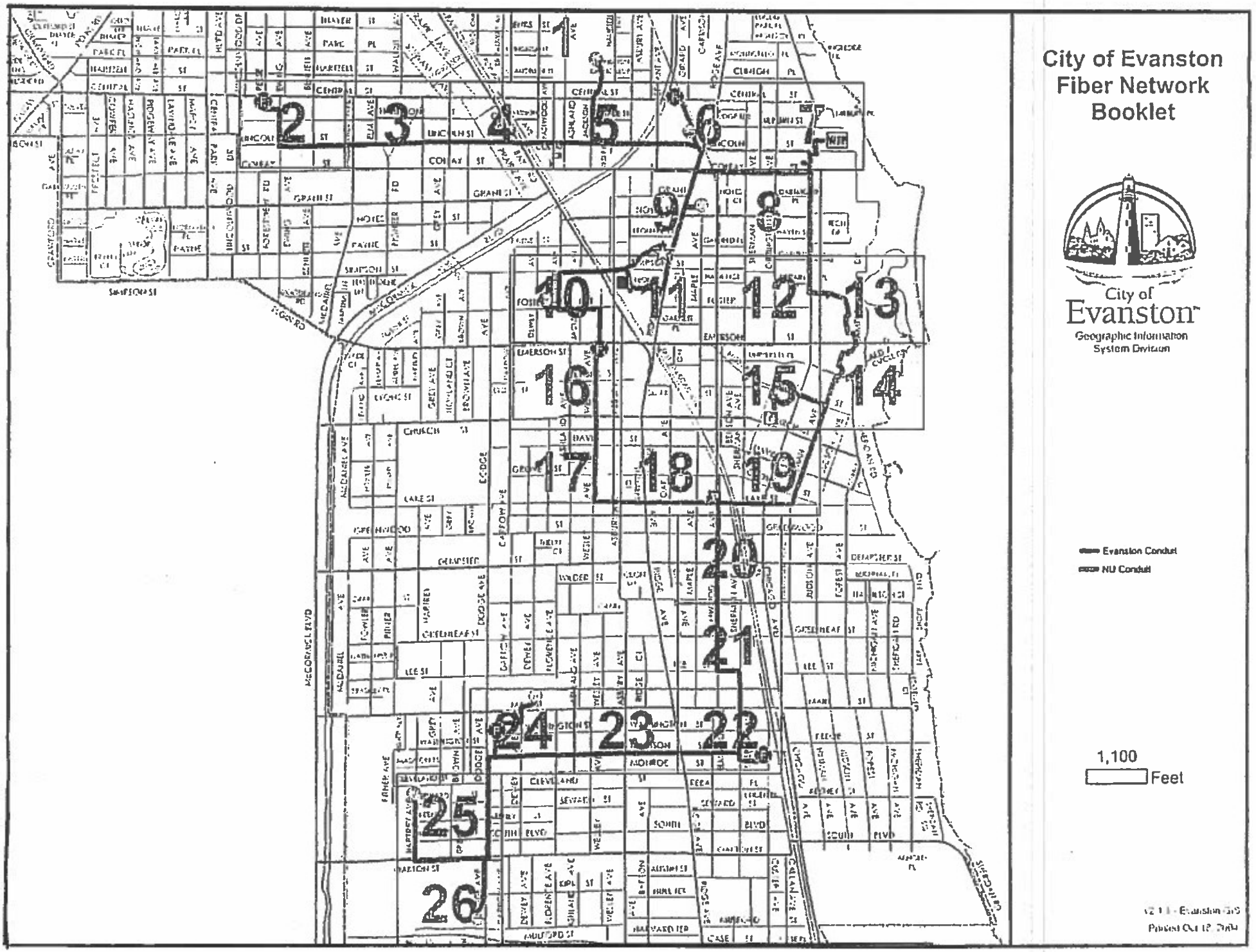
80427

WORKING DAYS (BDE)

Effective: January 1, 2002

The Contractor shall complete the work within 40 working days.

80071


City of Evanston
Fiber Network
Booklet
City of
Evanston
Geographic Information
System Division
Evanston Conduit
NU Conduit
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Feet
v2.1 - Evanston GIS
Printed Oct 12, 2010

ABV	ABOVE
A/C	ACCESS CONTROL
AC	ACRE
ADJ	ADJUST
AS	AERIAL SURVEYS
AGG	AGGREGATE
AH	AHEAD
APT	APARTMENT
ASPH	ASPHALT
AUX	AUXILIARY
AGS	AUXILIARY GAS VALVE (SERVICE)
AVE	AVENUE
AX	AXIS OF ROTATION
BK	BACK
B-B	BACK TO BACK
BKPL	BACKPLATE
B	BARH
BARR	BARRICADE
BL	BASELINE
BGN	BEGIN
BM	BENCHMARK
BIND	BINDER
BIT	BITUMINOUS
BTM	BOTTOM
BLVD	BOULEVARD
BRK	BRICK
BBOX	BUFFALO BOX
BLDG	BUILDING
CATV	CABLE
CIP	CAST IRON PIPE
CB	CATCH BASIN
C-C	CENTER TO CENTER
CL	CENTERLINE OR CLEARANCE
CL-E	CENTERLINE TO EDGE
CL-F	CENTERLINE TO FACE
CTS	CENTERS
CERT	CERTIFIED
CHSLD	CHISELED
CS	CITY STREET
CP	CLAY PIPE
CLSD	CLOSED
CLID	CLOSED LID
CT	COAT OR COURT
COMB	COMBINATION
C	COMMERCIAL BUILDING
CE	COMMERCIAL ENTRANCE
CONC	CONCRETE
CONST	CONSTRUCT
CONTD	CONTINUED
CONT	CONTINUOUS
COR	CORNER
CORR	CORRUGATED
CMP	CORRUGATED METAL PIPE
CNTY	COUNTY
CH	COUNTY HIGHWAY
CSE	COURSE
XSECT	CROSS SECTION
m^3	CUBIC METER
mm^3	CUBIC MILLIMETER
CU YD	CUBIC YARD
CULV	CULVERT
C&G	CURB & GUTTER
D	DEGREE OF CURVE
DC	DEPRESSED CURVE
DET	DETECTOR
DIA	DIAMETER
DIST	DISTRICT
DOM	DOMESTIC
DBL	DOUBLE
DSEL	DOWNSTREAM ELEVATION
DSFL	DOWNSTREAM FLOWLINE
DR	DRAINAGE OR DRIVE
DI	DRAINAGE INLET OR DROP INLET
DRV	DRIVEWAY
DCT	DUCT
EA	EACH
EB	EASTBOUND
EOP	EDGE OF PAVEMENT
E-CL	EDGE TO CENTERLINE
E-E	EDGE TO EDGE
ELEC	ELECTRICAL
EL	ELEVATION
ENTR	ENTRANCE
EXC	EXCAVATION
EX	EXISTING
EXPWAY	EXPRESSWAY
E	EXTERNAL DISTANCE OF HORIZONTAL CURVE
E	OFFSET DISTANCE TO VERTICAL CURVE
F-F	FACE TO FACE
FA	FEDERAL AID
FAI	FEDERAL AID INTERSTATE
FAP	FEDERAL AID PRIMARY
FAS	FEDERAL AID SECONDARY
FAUS	FEDERAL AID URBAN SECONDARY
FP	FENCE POST
OPT	FIBER OPTIC
FE	FIELD ENTRANCE
FH	FIRE HYDRANT
FL	FLOW LINE
FB	FOOT BRIDGE
FDN	FOUNDATION
FR	FRAME
F&G	FRAME & GRATE
FRWAY	FREEWAY
GAL	GALLON
GALV	GALVANIZED
G	GARAGE
GM	GAS METER
GV	GAS VALVE
GIS	GEOGRAPHICAL INFORMATION SYSTEM
GRAN	GRANULAR
GR	GRATE
GRVL	GRAVEL
GND	GROUND
GUT	GUTTER
GP	GUY POLE
GW	GUY WIRE
HH	HANDHOLE
HATCH	HATCHING
HD	HEAD
HDW	HEADWALL
HDUTY	HEAVY DUTY
ha	HECTARE
HMA	HOT MIX ASPHALT
HWY	HIGHWAY
HORIZ	HORIZONTAL
HSE	HOUSE
IL	ILLINOIS
IMP	IMPROVEMENT
IN DIA	INCH DIAMETER
INL	INLET
INST	INSTALLATION
IDS	INTERSECTION DESIGN STUDY
INV	INVERT
IP	IRON PIPE
IR	IRON ROD
JT	JOINT
kg	KILOGRAM
km	KILOMETER
LS	LANDSCAPING
LN	LANE
LT	LEFT
LIDAR	LIGHT DETECTION AND RANGING
LP	LIGHT POLE
LGT	LIGHTING
LF	LINEAL FEET OR LINEAR FEET
L	LITER OR CURVE LENGTH
LC	LONG CHORD
LNGTD	LONGITUDINAL
L SUM	LUMP SUM
MACH	MACHINE
MB	MAIL BOX
MH	MANHOLE
MATL	MATERIAL
MED	MEDIAN
m	METER
METH	METHOD
M	MID-ORDINATE
mm	MILLIMETER
mm DIA	MILLIMETER DIAMETER
MIX	MIXTURE
MBH	MOBILE HOME
MOD	MODIFIED
MFT	MOTOR FUEL TAX
N & BC	NAIL & BOTTLE CAP
N & C	NAIL & CAP
N & W	NAIL & WASHER
NC	NORMAL CROWN
NB	NORTHBOUND
NE	NORTHEAST
NW	NORTHWEST
OFS	OFFSET
O&C	OIL AND CHIP
OLID	OPEN LID
PAT	PATTERN
PVD	PAVED
PVMT	PAVEMENT
PM	PAVEMENT MARKING
PED	PEDESTAL
PNT	POINT
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION OF HORIZONTAL CURVE
PRC	POINT OF REVERSE CURVE
PT	POINT OF TANGENCY
POT	POINT ON TANGENT
POLYETH	POLYETHYLENE
PCC	PORTLAND CEMENT CONCRETE
PP	POWER POLE OR PRINCIPAL POINT
PRIM	PRIME
PE	PRIVATE ENTRANCE
PROF	PROFILE
PGL	PROFILE GRADELINE
PROJ	PROJECT
P.C.	PROPERTY CORNER
PL	PROPERTY LINE
PR	PROPOSED
R	RADIUS or RESIDENTIAL
RR	RAILROAD
RRS	RAILROAD SPIKE
RPS	REFERENCE POINT STAKE
REF	REFLECTIVE
RCCP	REINFORCED CONCRETE CULVERT PIPE
REINF	REINFORCEMENT
REM	REMOVAL
RC	REMOVE CROWN
REP	REPLACEMENT
REST	RESTAURANT
RESURF	RESURFACING
RET	RETAINING
RT	RIGHT
ROW	RIGHT-OF-WAY
RD	ROAD
RDWY	ROADWAY
RTE	ROUTE
SAN	SANITARY
SANS	SANITARY SEWER
SEC	SECTION
SEED	SEEDING
SHAP	SHAPING
S	SHED
SH	SHEET
SHLD	SHOULDER
SW	SIDEWALK OR SOUTHWEST
SIG	SIGNAL
SOD	SODDING
SM	SOLID MEDIAN
SB	SOUTHBOUND
SE	SOUTHEAST
SPL	SPECIAL
SD	SPECIAL DITCH
SQ FT	SQUARE FEET
m^2	SQUARE METER
mm^2	SQUARE MILLIMETER
SQ YD	SQUARE YARD
STB	STABILIZED
STD	STANDARD
SBI	STATE BOND ISSUE
SR	STATE ROUTE
STA	STATION
SPBGR	STEEL PLATE BEAM GUARDRAIL
SS	STORM SEWER
STY	STORY
ST	STREET
STR	STRUCTURE
e	SUPERELEVATION RATE
S.E. RUN.	SUPERELEVATION RUNOFF LENGTH
SURF	SURFACE
SMK	SURVEY MARKER
T	TANGENT DISTANCE
T.R	TANGENT RUNOUT DISTANCE
TEL	TELEPHONE
TB	TELEPHONE BOX
TP	TELEPHONE POLE
TEMP	TEMPORARY
TBM	TEMPORARY BENCH MARK
TD	TILE DRAIN
TBE	TO BE EXTENDED
TBR	TO BE REMOVED
TBS	TO BE SAVED
TWP	TOWNSHIP
TR	TOWNSHIP ROAD
TS	TRAFFIC SIGNAL
TSCB	TRAFFIC SIGNAL CONTROL BOX
TSC	TRAFFIC SYSTEMS CENTER
TRVS	TRANSVERSE
TRVL	TRAVEL
TRN	TURN
TY	TYPE
T-A	TYPE A
TYP	TYPICAL
UNDGND	UNDERGROUND
USGS	U.S. GEOLOGICAL SURVEY
USEL	UPSTREAM ELEVATION
USFL	UPSTREAM FLOWLINE
UTIL	UTILITY
VBOX	VALVE BOX
VV	VALVE VAULT
VLT	VAULT
VEH	VEHICLE
VP	VENT PIPE
VERT	VERTICAL
VC	VERTICAL CURVE
VPC	VERTICAL POINT OF CURVATURE
VPI	VERTICAL POINT OF INTERSECTION
VPT	VERTICAL POINT OF TANGENCY
WM	WATER METER
WV	WATER VALVE
WMAIN	WATER MAIN
WB	WESTBOUND
WILDFL	WILDFLOWERS
W	WITH
WO	WITHOUT

Illinois Department of Transportation

PASSED _____, 20__

ENGINEER OF POLICY AND PROCEDURES

APPROVED _____, 20__

ENGINEER OF BUREAU OF TRAFFIC

ISSUED 1-1-21

DATE	REVISIONS
1-1-21	Updated fonts, abbreviations and symbols.
1-1-19	Added new symbols.

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

(Sheet 1 of 9)

STANDARD 000001-08

ADJUSTMENT ITEMS

	EX	PR
Structure To Be Adjusted		ADJ
Structure To Be Cleaned		C
Main Structure To Be Filled		FM
Structure To Be Filled		F
Structure To Be Filled Special		FSP
Structure To Be Removed		R
Structure To Be Reconstructed		REC
Structure To Be Reconstructed Special		RSP
Frame and Grate To Be Adjusted		A
Frame and Lid To Be Adjusted		(A)
Domestic Service Box To Be Adjusted		◇A
Valve Vault To Be Adjusted		(A)
Special Adjustment		SP
Item To Be Abandoned		AB
Item To Be Moved		M
Item To Be Relocated		REL
Pavement Removal and Replacement		

Illinois Department of Transportation

PASSED _____ 20__

ENGINEER OF POLICY AND PROCEDURES

APPROVED _____ 20__

BUREAU CHIEF OF DESIGN AND ENVIRONMENT

ISSUED 1-1-07

ALIGNMENT ITEMS

	EX	PR
Baseline		
Centerline		
Centerline Break Circle		
Baseline Symbol		
Centerline Symbol		
PI Indicator		
Point Indicator		
Horizontal Curve Data (Half Size)	EX. CURVE P.I. STA= Δ= D= R= T= L= E= M= P.R.C.= S.E. R.(M)= P.C. STA= P.T. STA=	CURVE P.I. STA= Δ= D= R= T= L= E= M= P.R.C.= S.E. R.(M)= P.C. STA= P.T. STA=

BOUNDARIES ITEMS

	EX	PR
Dashed Property Line		
Solid Property/Lot Line		
Section/Grant Line		
Quarter Section Line		
Quarter/Quarter Section Line		
County/Township Line		
State Line		
Chiseled Square Found		
Iron Pipe Found		
Iron Pipe Set		
Survey Marker		
Property Line Symbol		
Same Ownership Symbol (Half Size)		
Northwest Quarter Corner (Half Size)		
Section Corner (Half Size)		
Southeast Quarter Corner (Half Size)		

DRAINAGE ITEMS

	EX	PR
Channel or Stream Line		
Culvert Line		
Grading & Shaping Ditches		
Drainage Boundary Line		
Paved Ditch		
Aggregate Ditch		
Pipe Underdrain		
Storm Sewer		
Flowline		
Ditch Check		
Headwall		
Inlet		
Manhole		
Summit		
Roadway Ditch Flow		
Swale		
Catch Basin		
Culvert End Section		
Water Surface Indicator		
Riprap		

HYDRAULICS ITEMS

	EX	PR
Overflow		
Sheet Flow		
Hydrant Outlet		

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

(Sheet 2 of 5)

STANDARD 000001-08

EROSION & SEDIMENT CONTROL ITEMS

	EX	PR
Clearing & Grading Limits		
Dike		
Erosion Control Fence		
Perimeter Erosion Barrier		
Temporary Fence		
Ditch Check Temporary		
Ditch Check Permanent		
Inlet & Pipe Protection		
Sediment Basin		
Erosion Control Blanket		
Fabric Formed Concrete Revetment Mat		
Turf Reinforcement Mat		
Mulch Temporary		
Mulch Method 1		
Mulch Method 2 Stabilized		
Mulch Method 3 Hydraulic		

CONTOUR ITEMS

	EX	PR
Approx. Index Line		
Approx. Intermediate Line		
Index Contour		
Intermediate Contour		

Illinois Department of Transportation

NON-HIGHWAY IMPROVEMENT ITEMS

	EX	PR
Noise Attn./Levee		
Field Line	E	
Fence		
Base of Levee		
Mailbox		
Multiple Mailboxes		
Pay Telephone		
Advertising Sign		
'IIS' Camera		
Wind Turbine		
Cellular Tower		

*Intelligent Transportation Systems

LANDSCAPING ITEMS

	EX	PR
Contour Mounding Line		
Fence		
Fence Post		
Shrubs		
Mowline		
Perennial Plants		
Seeding Class 2		
Seeding Class 2A		
Seeding Class 4		
Seeding Class 4 & 5 Combined		

EXISTING LANDSCAPING ITEMS (contd.)

	EX	PR
Seeding Class 5		
Seeding Class 7		
Seedlings Type 1		
Seedlings Type 2		
Sodding		
Mowstake w/Sign		
Tree Trunk Protection		
Evergreen Tree	E	
Shade Tree	E	+

LIGHTING

	EX	PR
Duct		
Conduit		
Electrical Aerial Cable	A	A
Electrical Buried Cable	E	E
Controller		
Underpass Luminaire		
Power Pole		

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

(Sheet 3 of 9)

STANDARD 000001-08

LIGHTING (contd.)	EX	PR
Pull Point		
Handhole		
Heavy Duty Handhole		
Junction Box		
Light Unit Conn		
Electrical Ground		
Traffic Flow Arrow		
High Mast Pole (Hand Size)		
Light Unit-1		

PAVEMENT (MISC.)	EX	PR
Keyed Long. Joint		
Keyed Long. Joint w/Tie Bars		
Sawed Long. Joint w/Tie Bars		
Bituminous Shoulder		
Bituminous Taper		
Stabilized Driveway		
Widening		

PAVEMENT MARKINGS	EX	PR
Handicap Symbol		
RR Crossing		
Raised Marker Amber 1 Way		
Raised Marker Amber 2 Way		
Raised Marker Crystal 1 Way		
Two Way Turn Left		
Shoulder Diag. Pattern		
Skip-Dash White		
Skip-Dash Yellow		
Stop Line		
Solid Line		
Double Centerline		
Dotted Lines		

Illinois Department of Transportation

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

(Sheet 4 of 5)

STANDARD 000001-08

PAVEMENT MARKINGS (contd.)

	EX	PR
CL 2Ln 2Way RRPH [illegible]		
CL 2Ln 2Way RRPH 80' [illegible]		
CL Multilane Div. RRPH 40' [illegible]		
CL Multilane Div. RRPH 80' [illegible]		
CL Multilane Div. Dbl. RRPH 80' [illegible]		
CL Multilane Undiv		
Two Way Turn Left Line		
Urban Combination Left		
Urban Combination Right		
Urban Left Turn Arrow		
Urban Right Turn Arrow		
Urban Left Turn Only		
Urban Right Turn Only		
Urban Thru Only		
Urban LT & RT Turn Arrow		
Urban Thru Arrow		

Illinois Department of Transportation

PASSED [illegible], 2021
ENGINEER OF POLICY AND PROCEDURES

APPROVED [illegible], 2021
ENGINEER OF LOCAL ROAD ADMINISTRATION

ISSUED 1-1-21

RAILROAD ITEMS	EX	PR
Abandoned Railroad		
Railroad		
Railroad Point		
Control Box		
Crossing Gate		
Flashing Signal		
Railroad Cant. Mast Arm		
Crossbuck		

REMOVAL ITEMS	EX	PR
Removal Tic		
Bituminous Removal		
Hatch Pattern		
Tree Removal Single		

RIGHT OF WAY ITEMS	EX	PR
Future ROW Corner Monument		
ROW Marker		
ROW Line		
Easement		
Temporary Easement		

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

(Sheet 5 of 9)

STANDARD 000001-08

PAVEMENT MARKINGS (contd.)

	EX	PR
Urban U-Turn		
Urban Combined U-Turn		
Rural Combination Left		
Rural Combination Right		
Rural Left Turn Arrow		
Rural Right Turn Arrow		
Rural Left Turn Only		
Rural Right Turn Only		
Rural Thru Only		
Rural Thru Arrow		
Rural Lt & Rt Turn Arrow		
Bike Lane Symbol		
Bike Lane Text		
Bike Path Shared		
Bike Shared Roadway		
Lane Drop Symbol		
Wrong Way Arrow		

Illinois Department of Transportation

ENGINEER OF POLICY AND PROCEDURES

APPROVED _____ January 1 _____ 2018

SECRETARY OF TRANSPORTATION

STANDARD 000001-08

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

(Sheet 6 of 9)

STANDARD 000001-08

RIGHT OF WAY ITEMS (contd.)

	EX	PR
Access Control Line	—	—AC—
Access Control Line & ROW	— AC —	—AC—
Access Control Line & ROW with Fence	—|— AC —|—	—|—AC—|—
Excess ROW Line		—XS—

ROADWAY PLAN ITEMS

	EX	PR
Cable Barrier		
Concrete Barrier		
Edge of Pavement		
Bit Shoulders, Medians and C&G Line		
Aggregate Shoulder		
Sidewalks, Driveways		
Guardrail		
Guardrail Post		
Traffic Sign		
Corrugated Median		
Impact Attenuator		
North Arrow with District Office (Half Size)		
Match Line		STA. 45+00
Slope Limit Line		
Typical Cross-Section Line		

Illinois Department of Transportation

PASSED _____ 20__
ENGINEER OF POLICY AND PROCEDURES

APPROVED _____ 20__
CHIEF ENGINEER

DATE ISSUED

ROADWAY PROFILES

	EX	PR
P.I. Indicator		
Point Indicator		
Earthworks Balance Point		
Begin Point		
Vert. Curve Data	VPI = ELEV= L = E =	VPI = ELEV= L = E =
Ditch Profile Left Side		
Ditch Profile Right Side		
Roadway Profile Line		
Storm Sewer Profile Left Side		
Storm Sewer Profile Right Side		

SIGNING ITEMS

	EX	PR
Cone, Drum or Barricade		
Barricade Type II		
Barricade Type III		
Barricade With Edge Line		
Flashing Light Sign		
Panels I		
Panels II		
Direction of Traffic		
Sign Flag (Half Size)		

SIGNING ITEMS (contd.)

	EX	PR
Reverse Left W1-4L (Half Size)		
Reverse Right W1-4R (Half Size)		
Two Way Traffic Sign W6-3 (Half Size)		
Detour Ahead W20-2(D) (Half Size)		
Left Lane Closed Ahead W20-5L(D) (Half Size)		
Right Lane Closed Ahead W20-5R(D) (Half Size)		
Road Closed Ahead W20-3(D) (Half Size)		
Road Construction Ahead W20-1(D) (Half Size)		
Single Lane Ahead (Half Size)		
Transition Left W4-2L (Half Size)		
Transition Right W4-2R (Half Size)		

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

(Sheet 2 of 9)

STANDARD 000001-08

SIGNING ITEMS (contd.)

	EX	PR
One Way Arrow Lrg. W1-6-(O) (Half Size)		
Two Way Arrow Large W1-7-(O) (Half Size)		
Detour M4-10L-(O) (Half Size)		
Detour M4-10R-(O) (Half Size)		
One Way Left R6-1L (Half Size)		
One Way Right R6-1R (Half Size)		
Left Turn Lane R3-11DCL (Half Size)		
Keep Left R4-7AL (Half Size)		
Keep Left R4-7BL (Half Size)		
Keep Right R4-7AR (Half Size)		
Keep Right R4-7BR (Half Size)		
Stop Here On Red R10-6-AL (Half Size)		
Stop Here On Red R10-6-AR (Half Size)		
No Left Turn R3-2 (Half Size)		
No Right Turn R3-1 (Half Size)		
Road Closed R11-2 (Half Size)		
Road Closed Thru Traffic R11-2 (Half Size)		

Illinois Department of Transportation

PASSED _____ 20__

(DELETE IF NOT APPLICABLE)

APPROVED _____ 20__

(DELETE IF NOT APPLICABLE)

STRUCTURES ITEMS

	EX	PR
Box Culvert Barrel		
Box Culvert Headwall		
Bridge Pier		
Bridge		
Retaining Wall		
Temporary Sheet Piling		

TRAFFIC SHEET ITEMS

	EX	PR
Cable Number		
Left Turn Green		
Left Turn Yellow		
Signal Backplate		
Signal Section 8" (200 mm)		
Signal Section 12" (300 mm)		
Walk/Don't Walk Letters		
Walk/Don't Walk Symbols		

TRAFFIC SIGNAL ITEMS

	EX	PR
Galv. Steel Conduit		
Underground Cable		
Detector Loop Line		
Detector Loop Large		
Detector Loop Small		
Detector Loop Quadrapole		

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

(Sheet 8 of 9)

STANDARD 000001-08

TRAFFIC SIGNAL ITEMS (contd.)

	EX	PR
Detector Raceway		
Aluminum Mast Arm		
Steel Mast Arm		
Veh. Detector Magnetic		
Conduit Splice		
Controller		
Outdoor Junction		
Wood Pole		
Temp. Signal Head		
Handhole		
Double Handhole		
Heavy Duty Handhole		
Junction Box		
Ped. Pushbutton Detector		
Ped Signal Head		
Power Pole Service		
Priority Veh. Detector		
Signal Head		
Signal Head w/Backplate		
Signal Post		
Closed Circuit TV		
Video Detector System		

Illinois Department of Transportation

APPROVED _____ Date 1 _____ 2020

(Secretary of Transportation and Executive Director)

UNDERGROUND UTILITY ITEMS

	EX	PR	ABANDONED
Cable TV			
Electric Cable			
Fiber Optic			
Gas Pipe			
Oil Pipe			
Sanitary Sewer			
Telephone Cable			
Water Pipe			

UTILITIES ITEMS

	EX	PR
Controller		
Double Handhole		
Fire Hydrant		
Guy/Anchor or Deadman Anchor		
Handhole		
Heavy Duty Handhole		
Junction Box		
Light Pole		
Manhole		
Monitoring Well (Gasoline)		
Pipeline Warning Sign		
Power Pole		
Power Pole with Light		
Sanitary Sewer Cleanout		
Splice Box Above Ground		
Telephone Splice Box Above Ground		
Telephone Pole		

UTILITY ITEMS (contd.)

	EX	PR
Traffic Signal		
Traffic Signal Control Box		
Water Meter		
Water Meter Valve Box		
Profile Line		
Aerial Power Line		

VEGETATION ITEMS

	EX	PR
Deciduous Tree		
Bush or Shrub		
Evergreen Tree		
Swamp		
Orchard/Nursery Line		
Vegetation Line		
Woods & Bush Line		

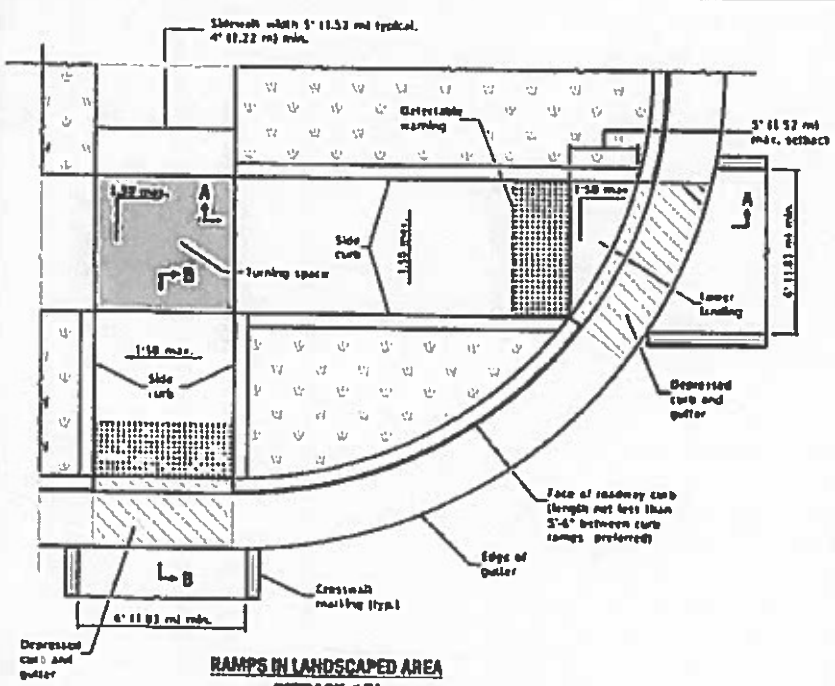
WATER FEATURE ITEMS

	EX	PR
Stream or Drainage Ditch		
Waters Edge		
Water Surface Intermittent		
Water Point		
Disappearing Ditch		
Marsh		
Marsh/Swamp Boundary		

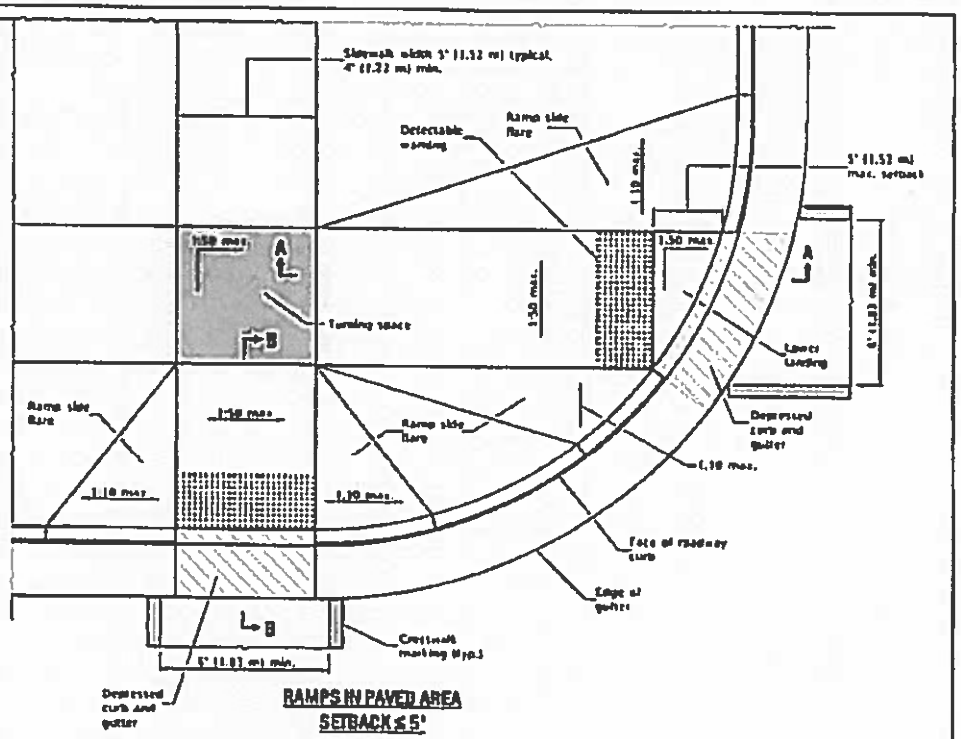
STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

(Sheet 9 of 9)

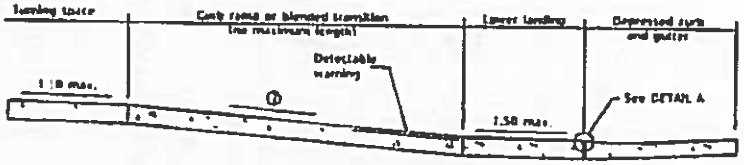
STANDARD 000001-08



RAMPS IN LANDSCAPED AREA
SETBACK ≤ 5'

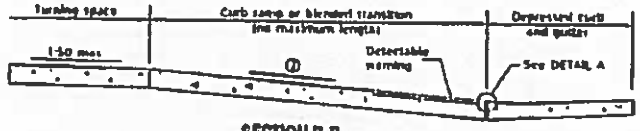


RAMPS IN PAVED AREA
SETBACK ≤ 5'



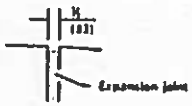
SECTION A-A

(2) The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.



SECTION B-B

(2) The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.



DETAIL A

SIDE CURB DETAIL

See Sheet 2 for GENERAL NOTES.

DATE	REVISIONS
1-1-19	Removed "15-foot rule". added "Blended transitions" and placement tolerances for detectable warnings.
1-1-18	Deleted diagonal slope at turning spaces and lower landings.

PERPENDICULAR CURB RAMPS FOR SIDEWALKS

(Sheet 1 of 2)

STANDARD 424001-11

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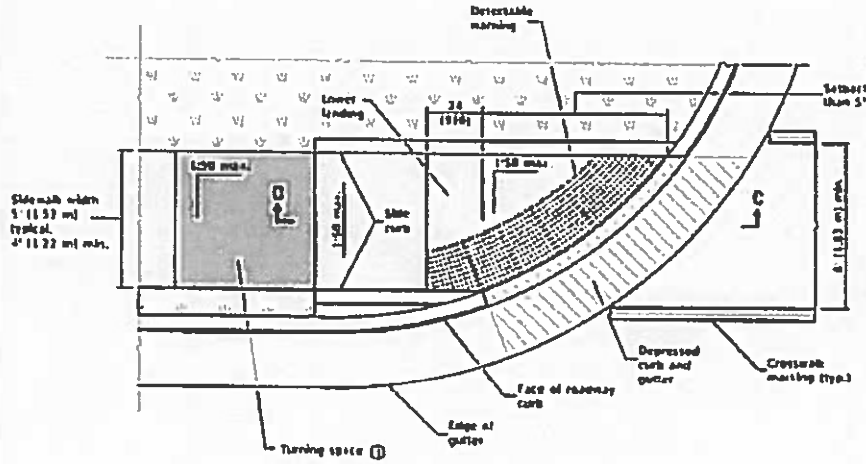
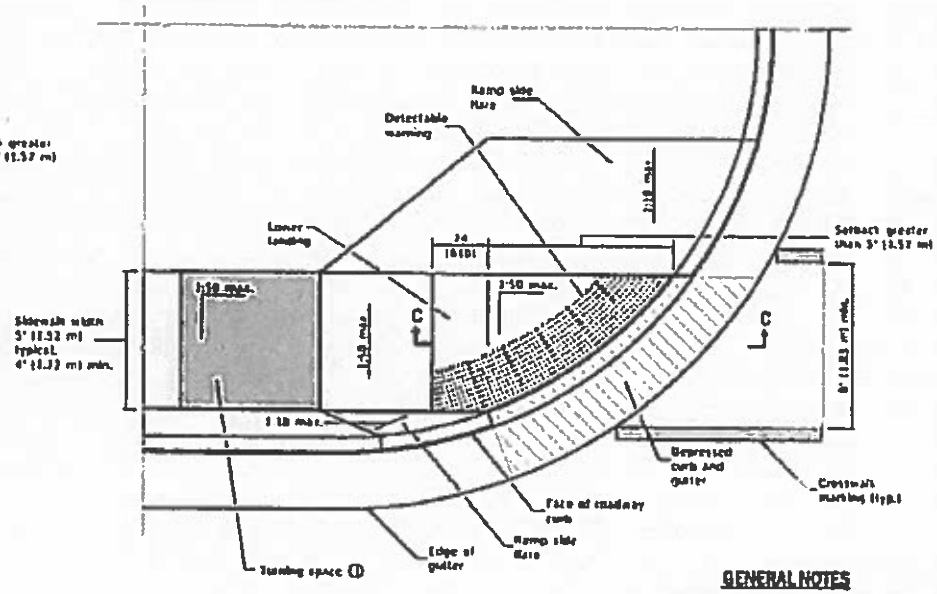
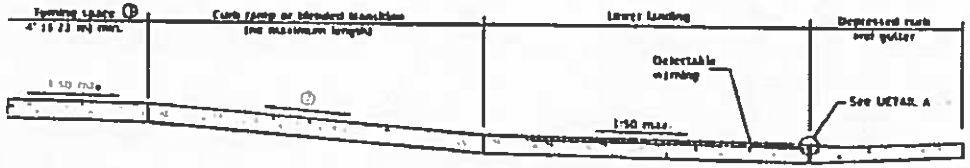


RAMP IN LANDSCAPED AREA
SETBACK > 5'



RAMP IN PAVED AREA
SETBACK > 5'



SECTION C-C

① This turning space not required for blended transitions.

② The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.

GENERAL NOTES

All slope values are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp run shall be 5' (1.52 m).

Where 1:20 maximum slope is shown, 1:24 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in (50 mm) in width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

See Standard 606001 for details of depressed curb adjacent to curb ramps.

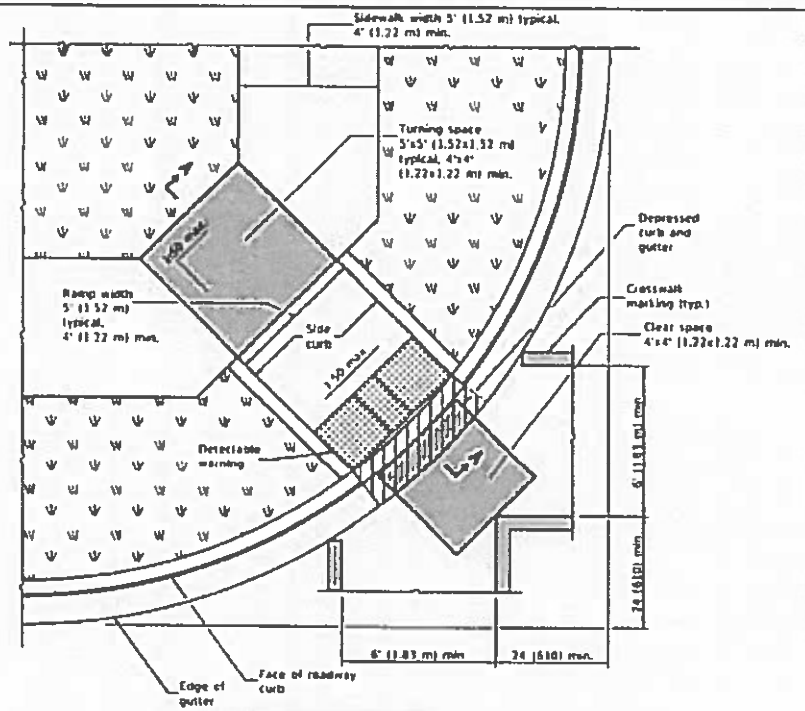
All dimensions are in inches (millimeters) unless otherwise shown.

Department of Transportation

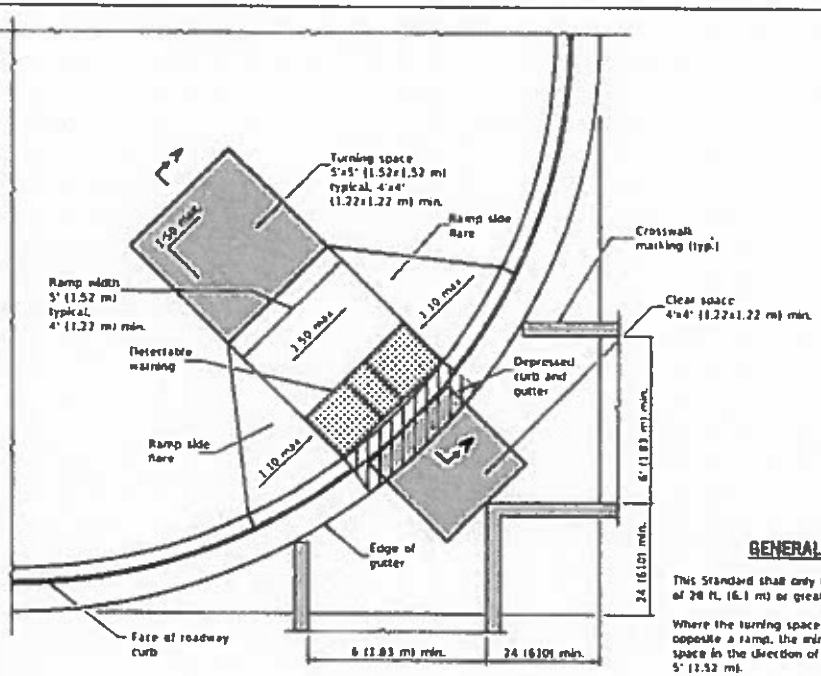
PERPENDICULAR CURB RAMPS FOR SIDEWALKS

(Sheet 1 of 2)

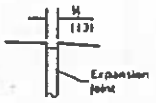
STANDARD 424001-11



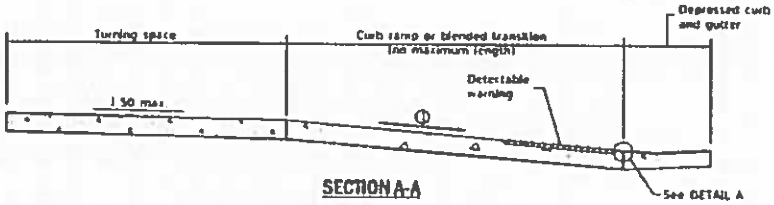
RAMP IN LANDSCAPED AREA



RAMP IN PAVED AREA

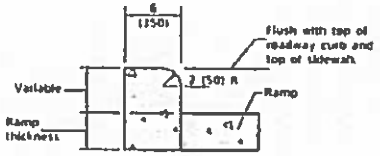


DETAIL A



SECTION A-A

① The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.



SIDE CURB DETAIL

GENERAL NOTES

This Standard shall only be used for curb radii of 20 ft. (6.1 m) or greater.

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations, but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

See Standard 606001 for details of depressed curb adjacent to curb ramp.

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

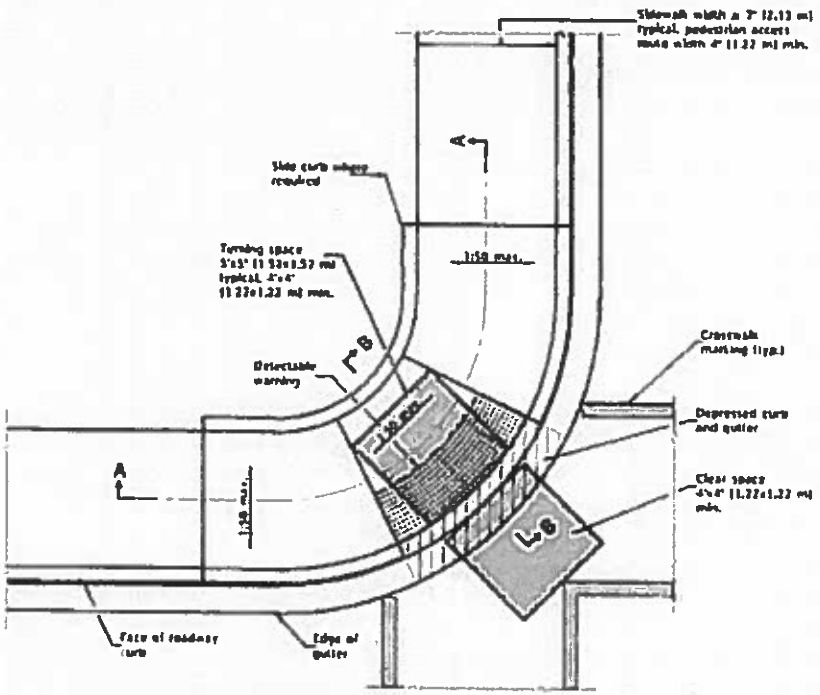
APPROVED _____ DATE _____
ENGINEER OF POLICY AND PROCEDURES

APPROVED _____ DATE _____
BUREAU OF BRIDGES AND STRUCTURES

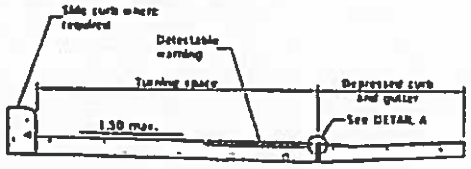
DATE	REVISIONS
1-1-21	Clarified minimum crosswalk width and locations.
1-1-19	Removed "15-foot rule", added "blended transitions" and placement tolerances for detectable warnings.

DIAGONAL CURB RAMPS FOR SIDEWALKS

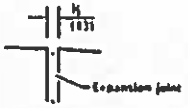
STANDARD 424006-05



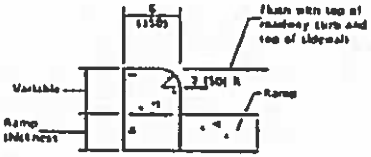
CORNER PARALLEL CURB RAMP



SECTION B-B



DETAIL A



SIDE CURB DETAIL

SECTION A-A

① The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp run shall be 5' (1.52 m).

Where 1:48 maximum slope is shown, 1:50 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 3 in. (150 mm) in width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

See Standard 424001 for details of depressed curb adjacent to curb ramp.

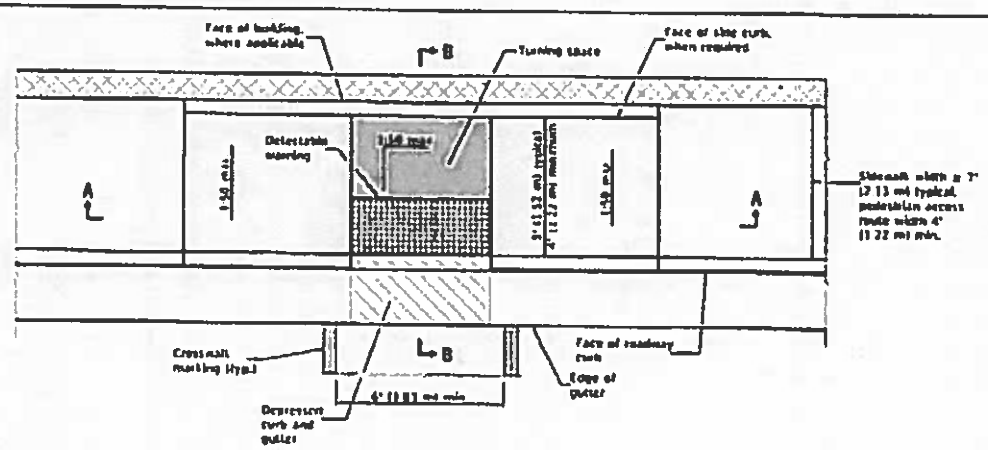
All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

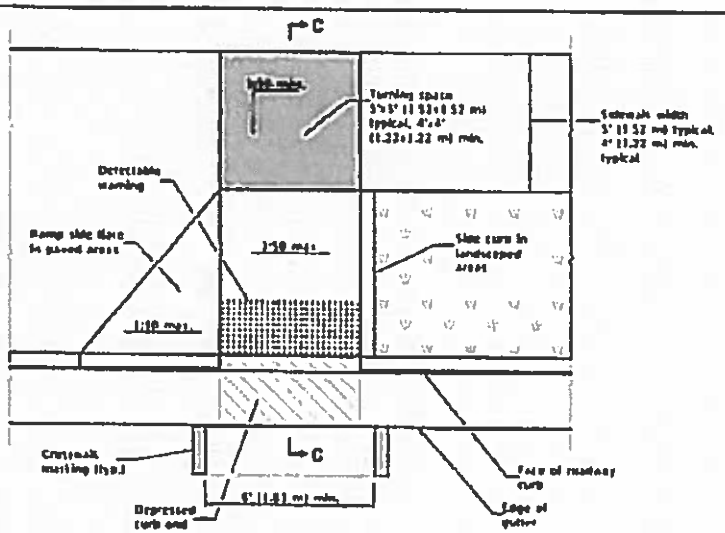
DATE	REVISIONS
1-1-18	Removed upper landing, added blended transition and detectable warning tolerances.
1-1-17	Revised sidewalk width to include 24 (610) buffer behind curb.

CORNER PARALLEL CURB RAMPS FOR SIDEWALKS

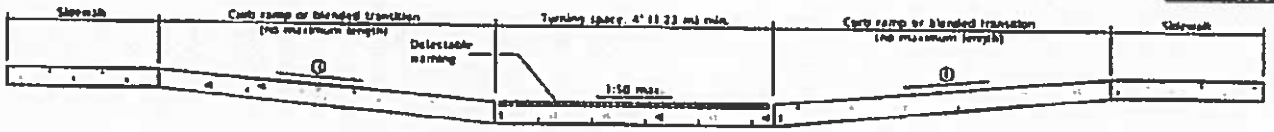
STANDARD 424011-04



PARALLEL MID-BLOCK CURB RAMP

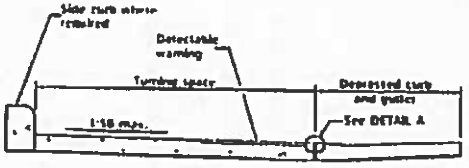


PERPENDICULAR MID-BLOCK CURB RAMP

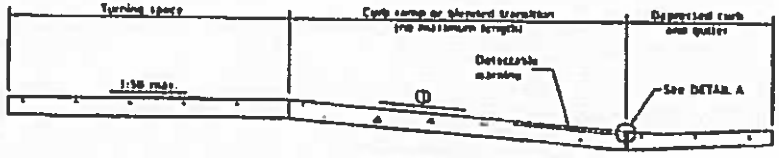


SECTION A-A

① The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.

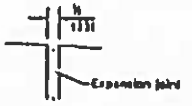


SECTION B-B



SECTION C-C

SIDE CURB DETAIL



DETAIL A

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where the turning space is considered on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp run shall be 5' (1.52 m).

Where 1:48 maximum slope is shown, 1:54 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in. width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

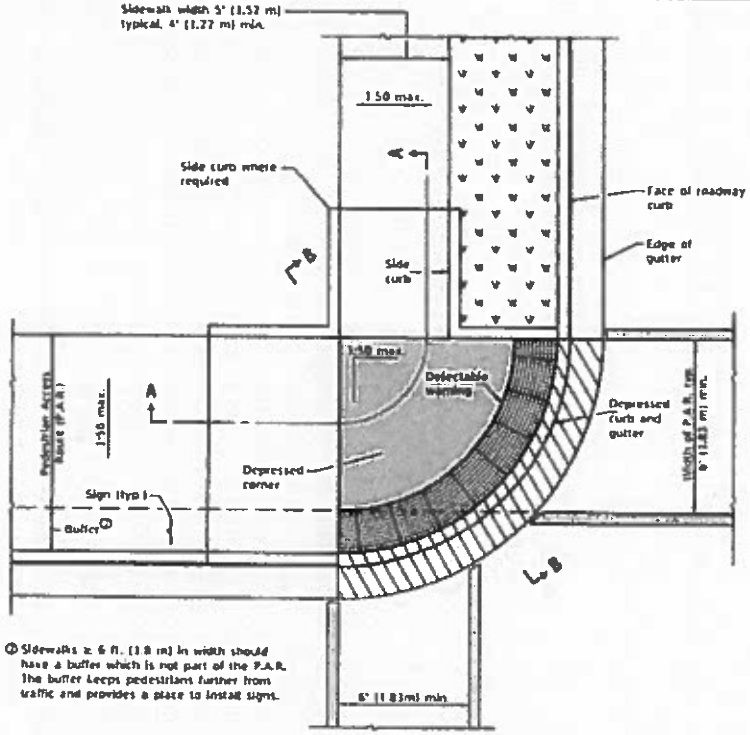
All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

DATE	REVISIONS
1-1-19	Removed upper landing, added blended transitions and detectable warning tolerances.
1-1-18	Omitted diagonal slope at turning spaces and upper landings.

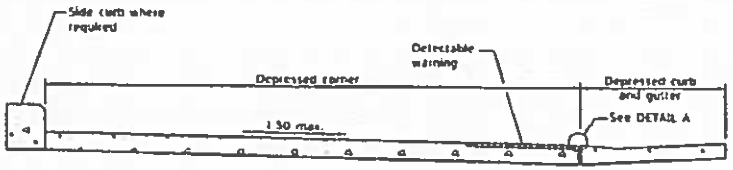
MID-BLOCK CURB RAMPS FOR SIDEWALKS

STANDARD 424016-05

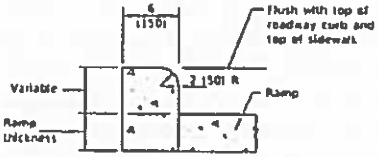


① Sidewalks ≥ 6 ft. (1.8 m) in width should have a buffer which is not part of the P.A.R. The buffer keeps pedestrians further from traffic and provides a place to install signs.

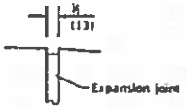
DEPRESSED CORNER



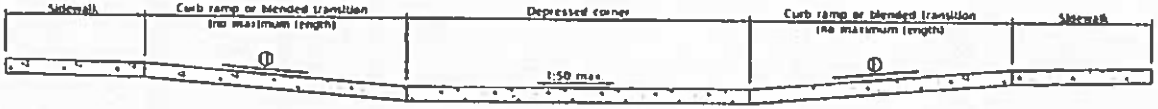
SECTION B-B



SIDE CURB DETAIL



DETAIL A



SECTION A-A

① The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.

GENERAL NOTES

This standard shall only be used for curb radii of 6 ft. (1.83 m) or greater.

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where 1:50 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal tolerances but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in. width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

See Standard 606001 for details of depressed curb adjacent to curb ramps.

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

PASSED _____, 2021
ENGINEER OF POLICY AND PROCEDURES

APPROVED _____, 2021
Secretary of Transportation

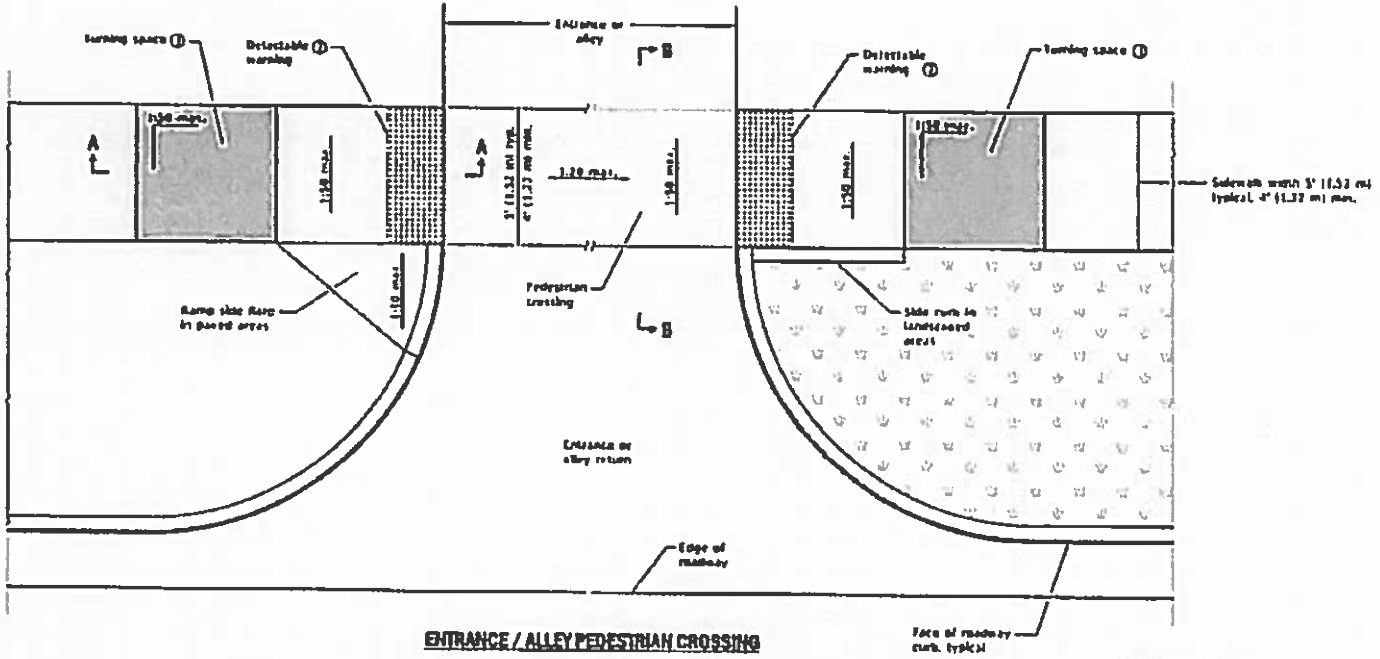
DATE	REVISIONS
1-1-21	Added crosswalk striping and a "buffer" for wide sidewalks.
1-1-19	Removed upper landings, added blended transition and detectable warning tolerances.

DEPRESSED CORNER FOR SIDEWALKS

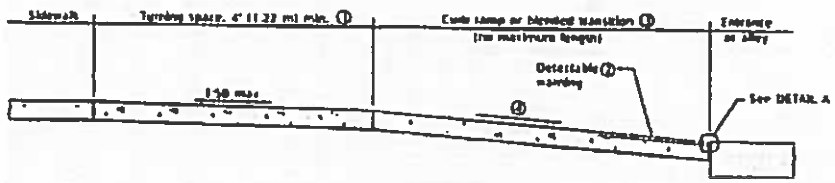
STANDARD 424021-06

② Detectable warning shall only be installed at entrance/alleys with permanent traffic control devices (i.e. stop signs, signals).

① Where possible, maintain the grade of the sidewalk across the entrance/alley to avoid the need for ramps and turning spaces.



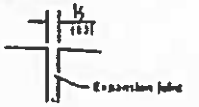
ENTRANCE / ALLEY PEDESTRIAN CROSSING



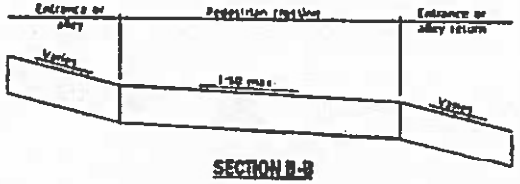
SECTION A-A

① Turning space not required for blended transitions.

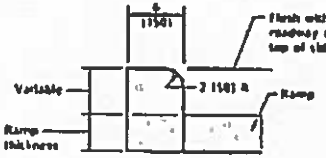
② The running slope of a curb ramp shall be 1:20 min and 1:12 max. The running slope of a blended transition shall be 1:20 max.



DETAIL A



SECTION B-B



SIDE CURB DETAIL

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where 1:50 maximum slope is shown, 1:54 is preferred.

Detectable warnings are shown in truck ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

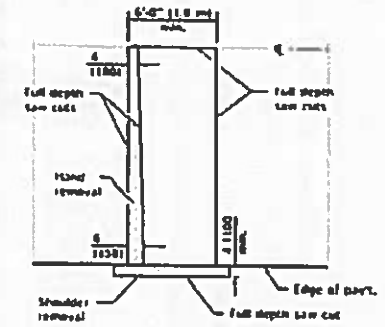
All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

DATE	REVISIONS
1-1-19	Added blended transitions and
	placement tolerances for
	detectable warnings.
1 1 18	Omitted diagonal slope at
	upper landings.

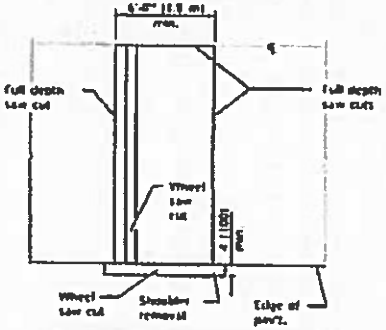
ENTRANCE / ALLEY PEDESTRIAN CROSSINGS

STANDARD 424026-03



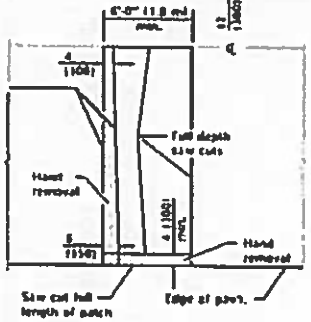
PAVEMENT SAWING DETAIL

(HMA SHOULDER)



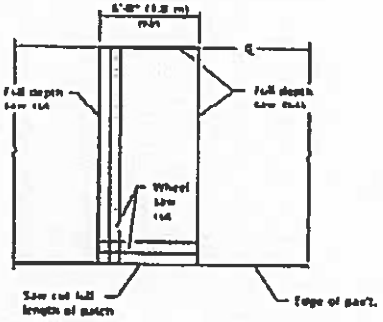
ALTERNATE SAWING DETAIL

(HMA SHOULDER)



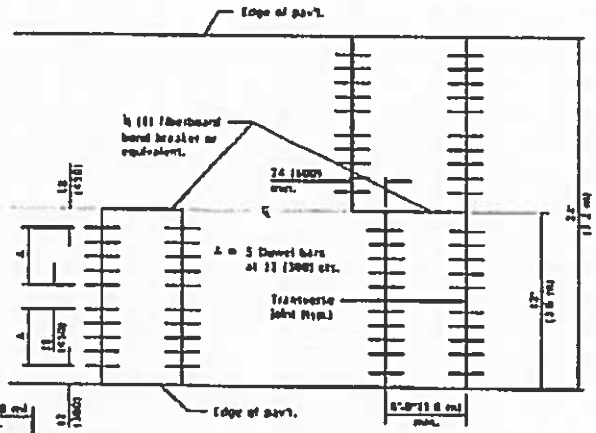
PAVEMENT SAWING DETAIL

(PCC SHOULDER)

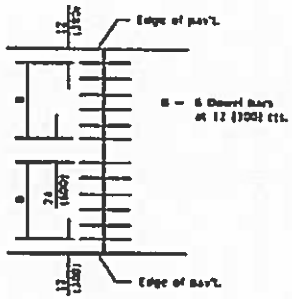


ALTERNATE SAWING DETAIL

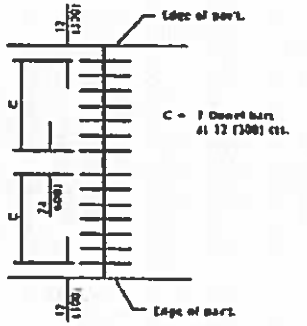
(PCC SHOULDER)



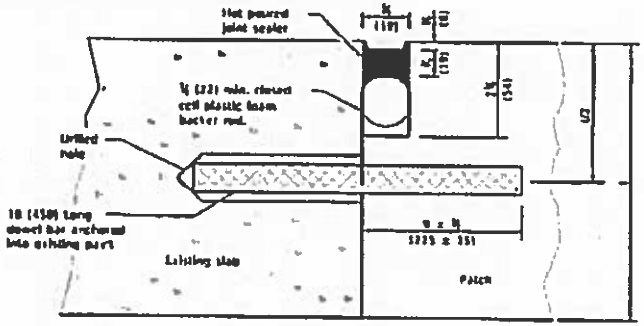
12' (3.6 m) WIDE LANES



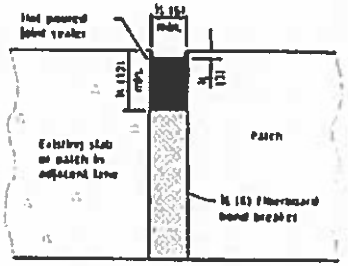
14' (4.2 m) WIDE RAMP



16' (4.8 m) WIDE RAMP



TRANSVERSE JOINT



CENTERLINE JOINT

DOWEL BAR TABLE		
PAVEMENT THICKNESS	DOWEL BAR DIAMETER	HOLE DIAMETER
10 (250) or greater	1¼ (32)	1½ (40)
9 (200) thru 9.99 (249)	1¼ (32)	1½ (35)
Less than 9 (200)	1 (25)	1¼ (29)

GENERAL NOTES

The transverse joints for Class B patches shall align with joints or cracks in the adjacent lane wherever possible.

See Standard 420101 for details of welded wire reinforcement.

All dimensions are in inches (millimeters) unless otherwise shown.

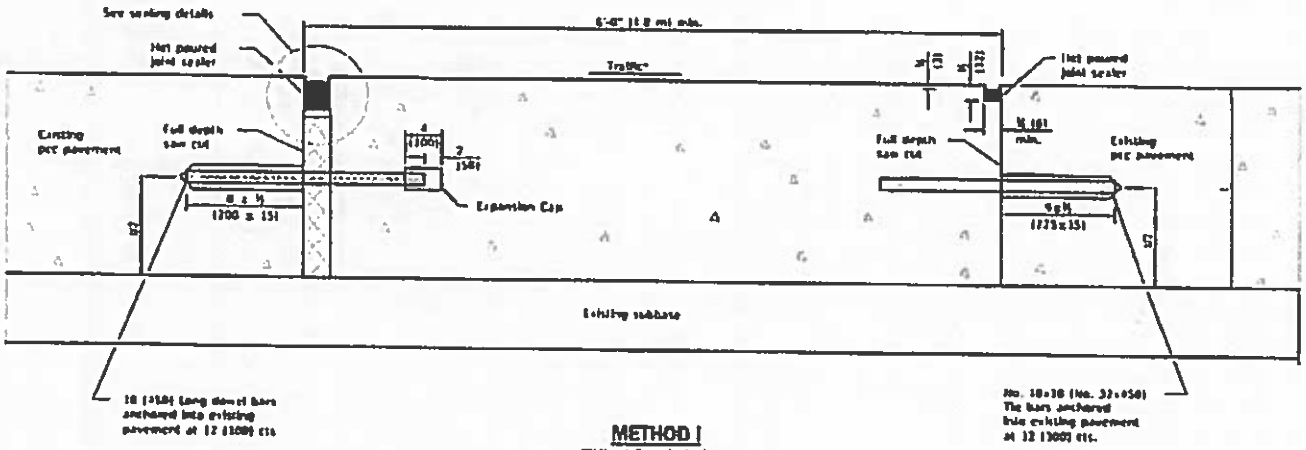
DATE	REVISIONS
1-1-10	Revised reference to Standard 420101 in General Notes.
1-1-12	Revised DOWEL BAR TABLE.

CLASS B PATCHES

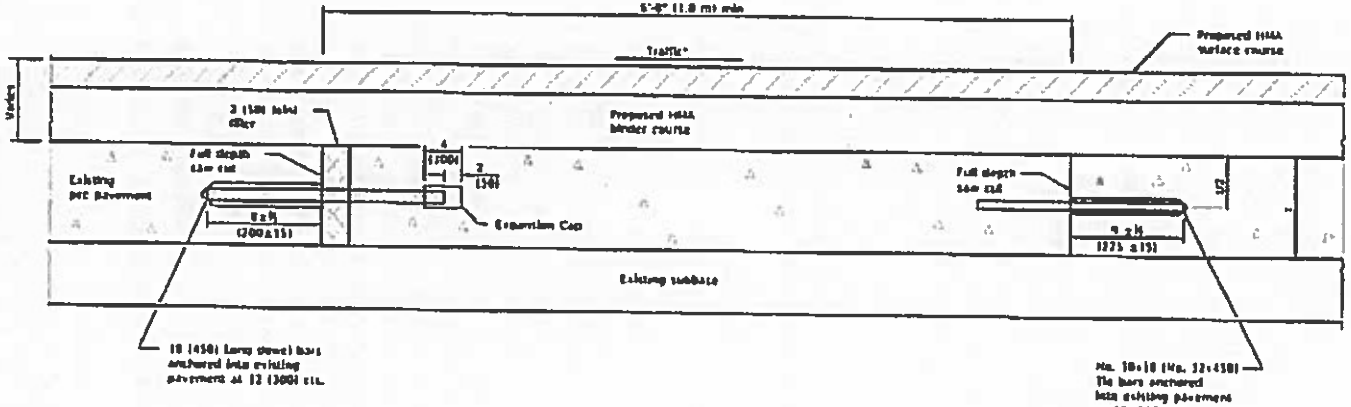
(Sheet 1 of 2)

STANDARD 442101-09

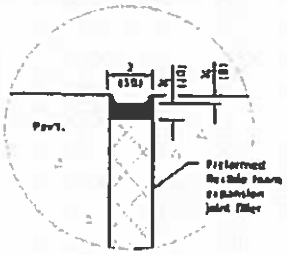
TRANSVERSE EXPANSION JOINTS



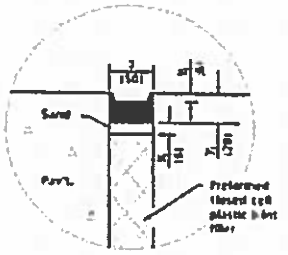
METHOD I
(Without Resurfacing)



METHOD II
(With Resurfacing)



SEALING DETAIL



SEALING DETAIL

NOTE

- When re-establishing a transverse expansion joint on a two-lane, two-way road, reverse the orientation of the dowel bars with respect to traffic for one of the patches such that the joint will be continuous across both lanes.

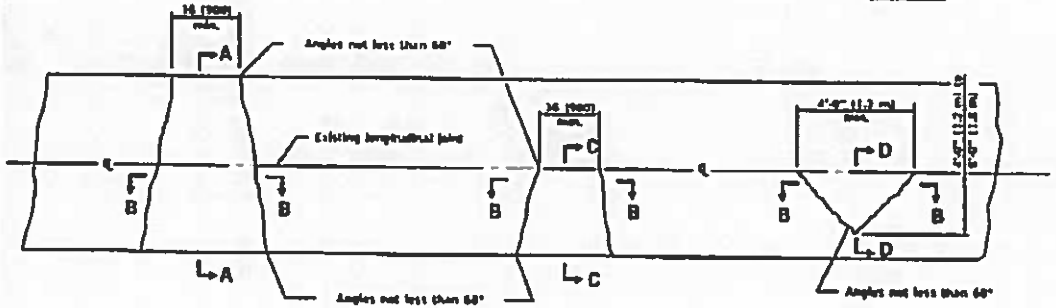
Illinois Department of Transportation

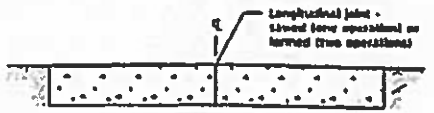
CLASS B PATCHES

Sheet 2 of 21

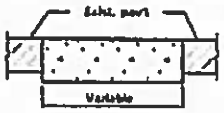
STANDARD 442101-09

CLASS C

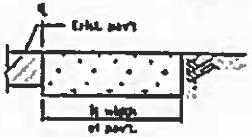




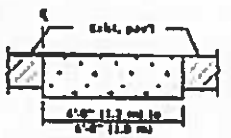
SECTION A-A



SECTION B-B



SECTION C-C

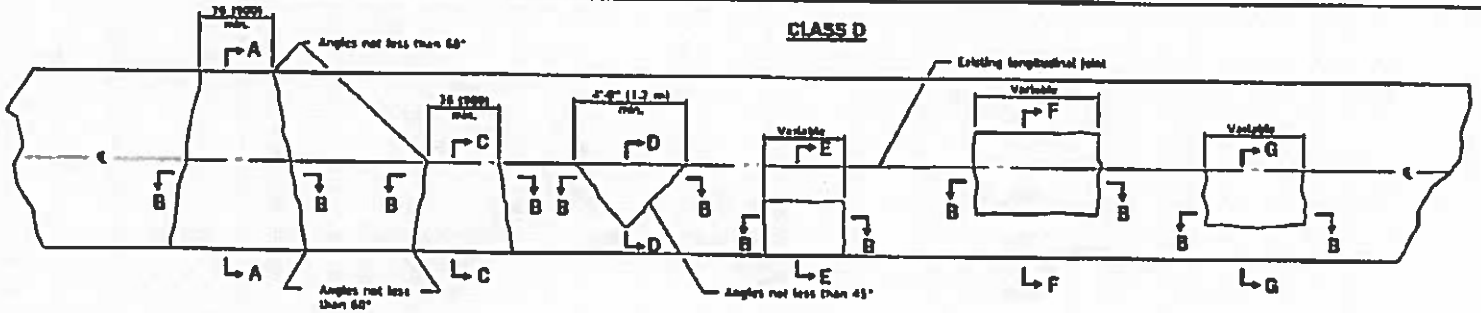


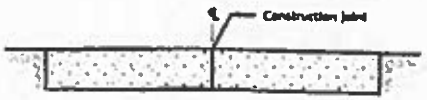
SECTION D-D

DETAIL OF SAWED CONTRACTION JOINT

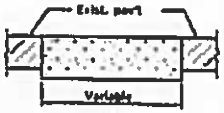
Note:
Longitudinal joints shall be as detailed on Standard 470001, except no bars are required for patches 20'-0" (6.0 m) or less in length.

CLASS D

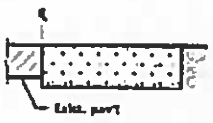




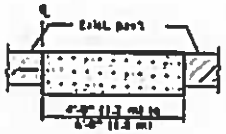
SECTION A-A
(Built in two operations)



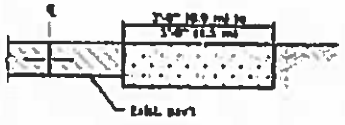
SECTION B-B



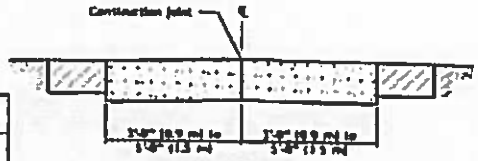
SECTION C-C



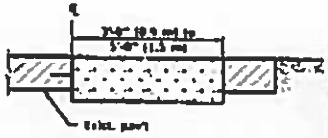
SECTION D-D



SECTION E-E



SECTION F-F
(Built in two operations)



SECTION G-G

GENERAL NOTES

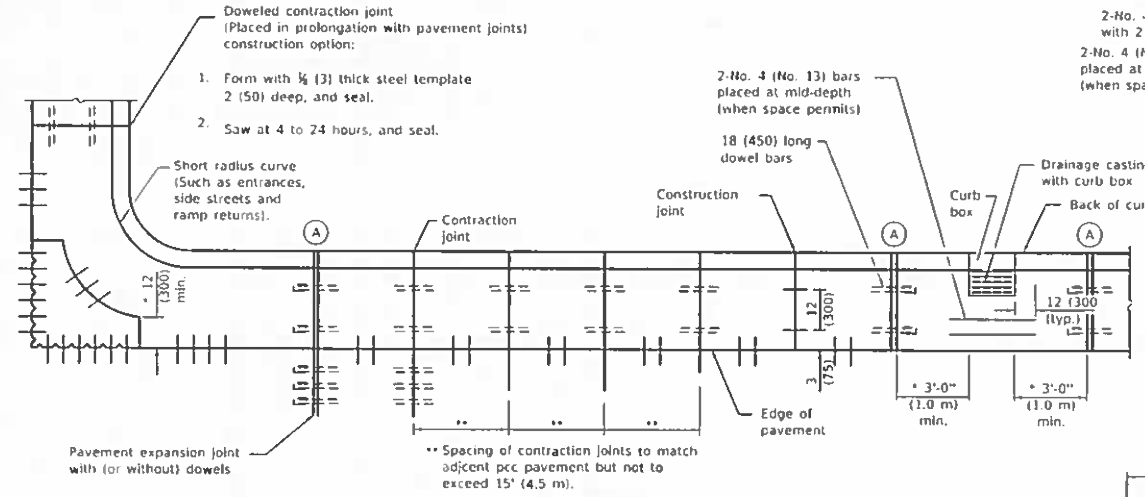
Existing tie bars shall be either cut or removed.
Marginal bars shall be cut.

All dimensions are in inches (millimeters) unless otherwise shown.

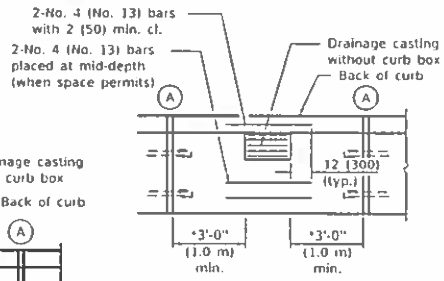
DATE	REVISIONS
1-1-08	Switched units to English (metric).
1-1-07	Revised Note for Class C patches.

CLASS C and D PATCHES

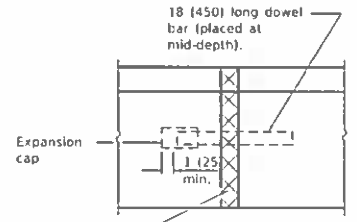
STANDARD 442201-03



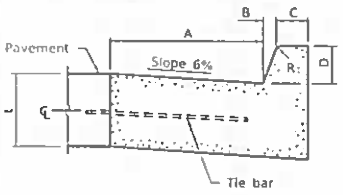
PLAN
ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE



* This dimension shall be adjusted to align with joint on the adjacent pavement



DETAIL (A)
EXPANSION JOINT

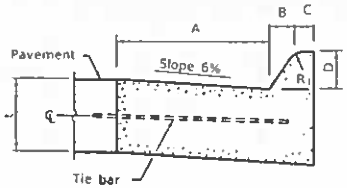


BARRIER CURB

TABLE OF DIMENSIONS
BARRIER CURB

TYPE	A	B	C	D	R_1
B-6.06 * (B-15.15)	6 (150)	1 (25)	6 (150)	6 (150)	1 (25)
B-6.12 (B-15.3)	12 (300)	1 (25)	6 (150)	6 (150)	1 (25)
B-6.18 (B-15.45)	18 (450)	1 (25)	6 (150)	6 (150)	1 (25)
B-6.24 (B-15.60)	24 (600)	1 (25)	6 (150)	6 (150)	1 (25)
B-9.12 (B-22.30)	12 (300)	2 (50)	5 (125)	9 (225)	1 (25)
B-9.18 (B-22.45)	18 (450)	2 (50)	5 (125)	9 (225)	1 (25)
B-9.24 (B-22.60)	24 (600)	2 (50)	5 (125)	9 (225)	1 (25)

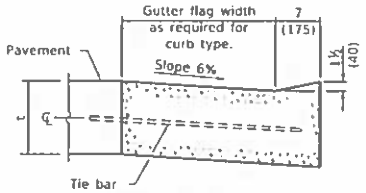
* For corner islands only.



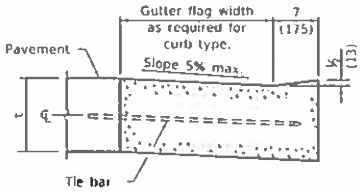
MOUNTABLE CURB

TABLE OF DIMENSIONS
MOUNTABLE CURB

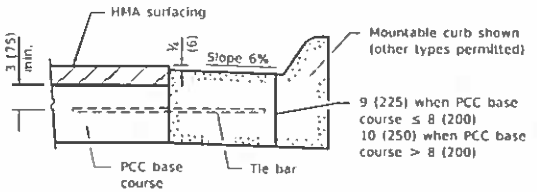
TYPE	A	B	C	D	R_1	R_2
M-2.06 (M-5.15)	6 (150)	2 (50)	4 (100)	2 (50)	3 (75)	2 (50)
M-2.12 (M-5.30)	12 (300)	2 (50)	4 (100)	2 (50)	3 (75)	2 (50)
M-4.06 (M-10.15)	6 (150)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-4.12 (M-10.30)	12 (300)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-4.18 (M-10.45)	18 (450)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-4.24 (M-10.60)	24 (600)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-6.06 (M-15.15)	6 (150)	6 (150)	2 (50)	6 (150)	2 (50)	NA
M-6.12 (M-15.30)	12 (300)	6 (150)	2 (50)	6 (150)	2 (50)	NA
M-6.18 (M-15.45)	18 (450)	6 (150)	2 (50)	6 (150)	2 (50)	NA
M-6.24 (M-15.60)	24 (600)	6 (150)	2 (50)	6 (150)	2 (50)	NA



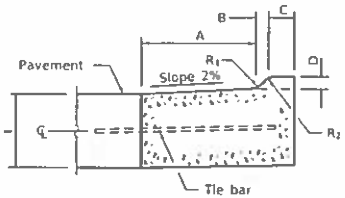
DEPRESSED CURB (TYPICAL)



DEPRESSED CURB ADJACENT TO CURB RAMP ACCESSIBLE TO THE DISABLED



ADJACENT TO PCC BASE COURSE WITH HMA SURFACING



M-2.06 (M-5.15) and M-2.12 (M-5.30)

GENERAL NOTES

The bottom slope of combination curb and gutter constructed adjacent to pcc pavement shall be the same slope as the subbase or 6% when subbase is omitted.

t = Thickness of pavement.

Longitudinal joint tie bars shall be No. 6 (No. 19) at 36 (900) centers in accordance with details for longitudinal construction joint shown on Standard 420001.

A minimum clearance of 2 (50) between the end of the tie bar and the back of the curb shall be maintained.

The dowel bars shown in contraction joints will only be required for monolithic construction.

See Standard 606301 for details of corner islands.

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

PASSED January 1, 2022
Michael Brand
ENGINEER OF POLICY AND PROCEDURES

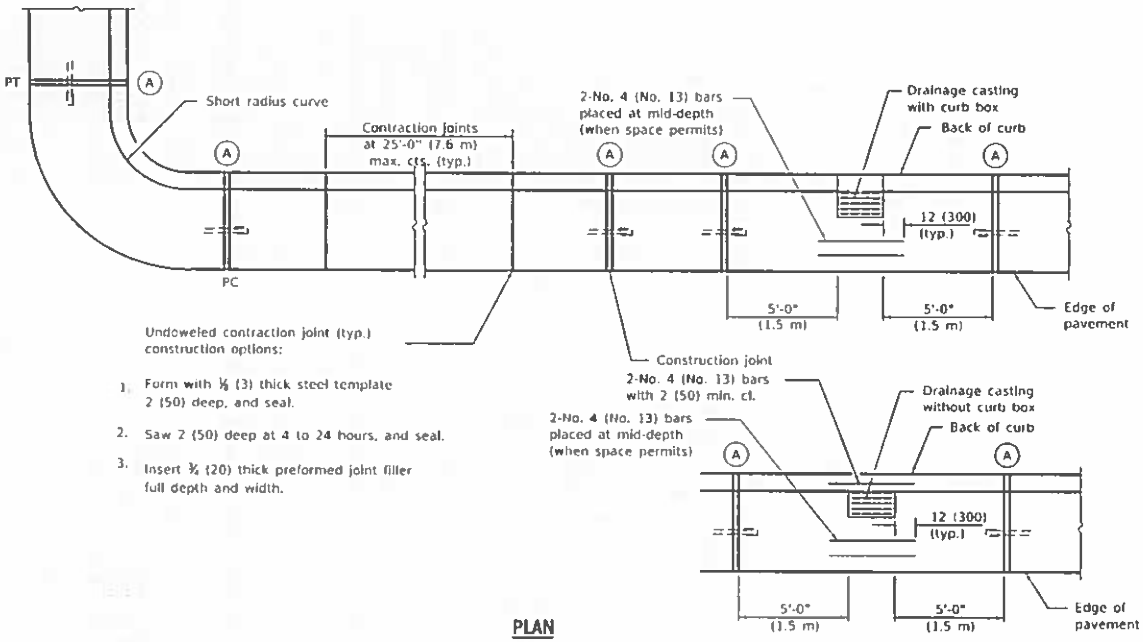
APPROVED January 1, 2022
ENGINEER OF DESIGN AND ENVIRONMENT

DATE	REVISIONS
1-1-22	Revised contraction joint spacing adjacent to pcc pavement.
1-1-18	Revised General Note for tie bar spacing to 36 (900) cts.

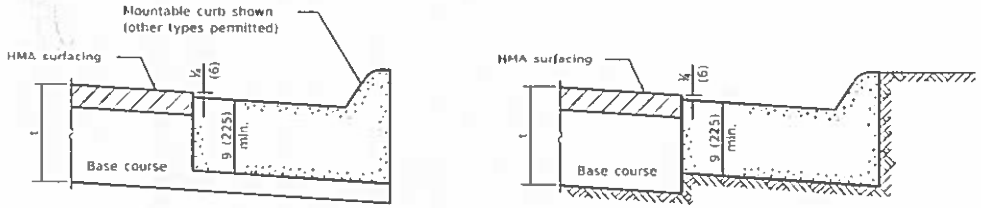
CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

(Sheet 1 of 2)

STANDARD 606001-08



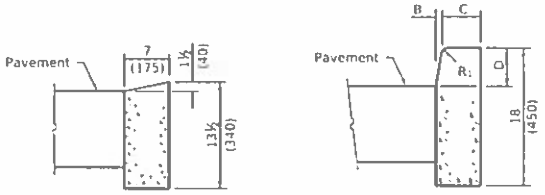
PLAN



ON DISTURBED SUBGRADE

ON UNDISTURBED SUBGRADE

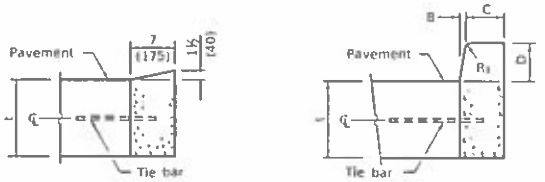
ADJACENT TO FLEXIBLE PAVEMENT



DEPRESSED CURB

BARRIER CURB

ADJACENT TO FLEXIBLE PAVEMENT



DEPRESSED CURB

BARRIER CURB

ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE

CONCRETE CURB TYPE B

Illinois Department of Transportation

PASSED January 1 2022
ENGINEER OF POLICY AND PROCEDURES

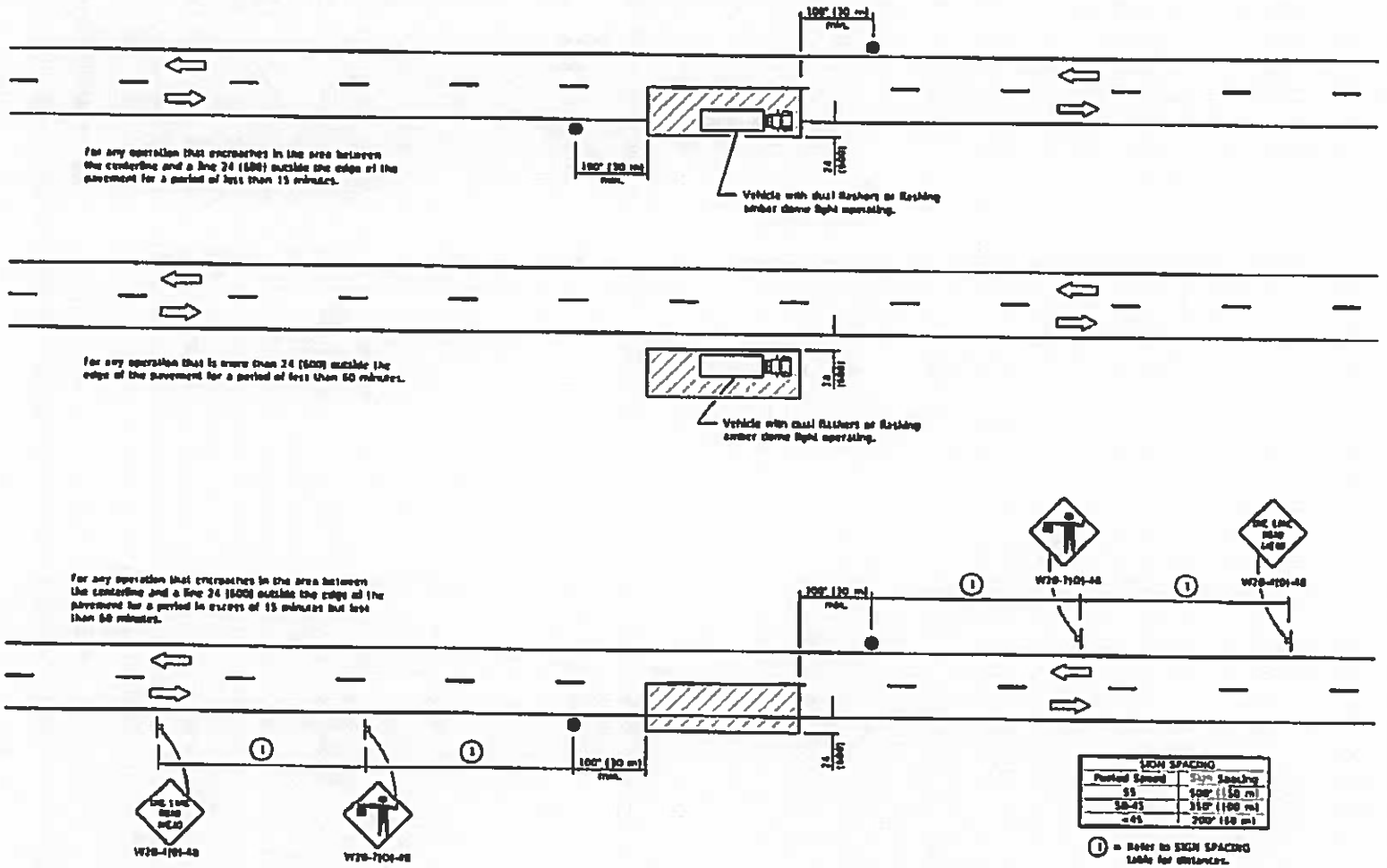
APPROVED January 1 2022
ENGINEER OF DESIGN AND ENVIRONMENT

BDE 1149

CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

(Sheet 2 of 2)

STANDARD 606001-08



TYPICAL APPLICATIONS

Marking patches
Field survey
Striping line
Utility operations
Cleaning up debris on pavement

SYMBOLS

Work Area
Sign on portable or permanent support
Flagger with traffic control sign

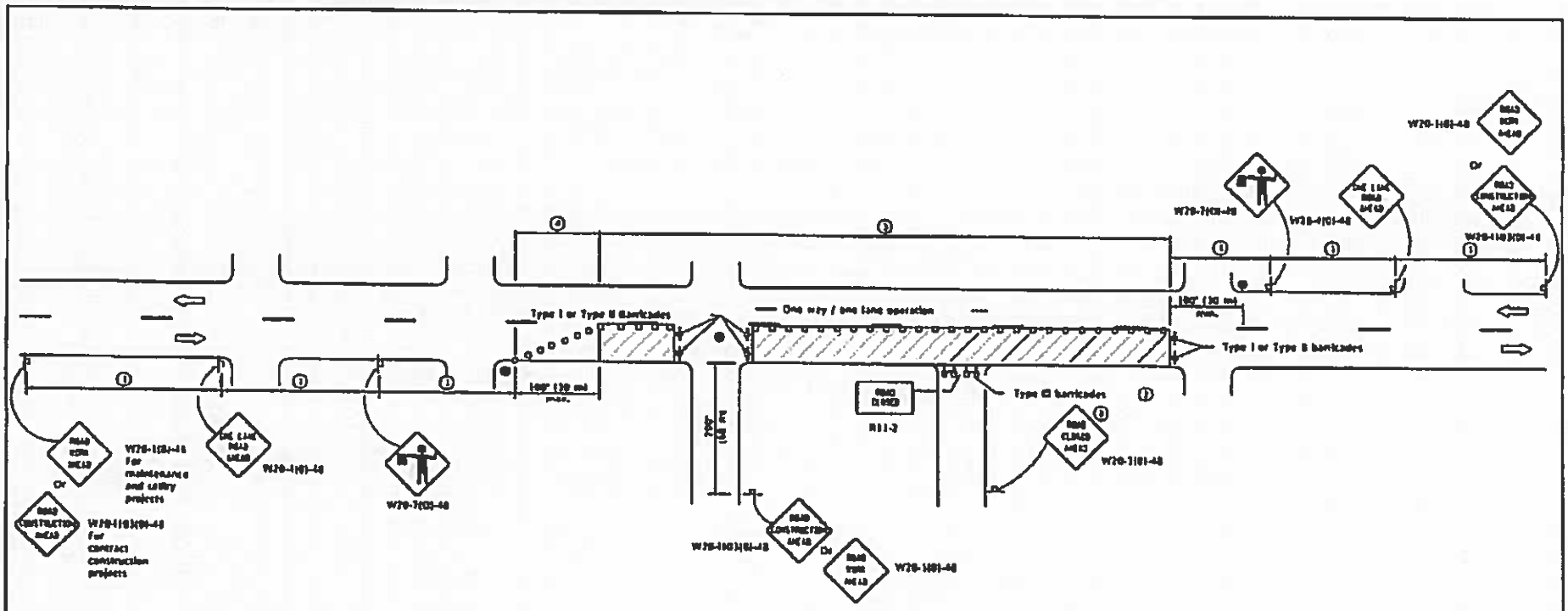
All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

DATE	REVISIONS
1-1-11	Revised flagger sign.
1-1-09	Switched units to
	English (metric).

LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS

STANDARD 701301-04



SIGN SPACING	
Posted Speed	Sign Spacing
35	500' (150 m)
50-45	350' (100 m)
<45	200' (60 m)

SYMBOLS

- Work area
- Cone, drum or barricade (not required for moving operations)
- Sign on portable or permanent support
- Flagger with traffic control sign
- Barricade or drum with flashing light
- Type III barricade with flashing light

1. Refer to SIGN SPACING TABLE for distances.
2. For approved sidewalk closures.
3. Cones at 25' (8 m) centers for 350' (75 m). Additional cones may be placed at 50' (15 m) centers. When drums or Type I or Type II barricades are used, the interval between devices may be doubled.
4. Cones, drums or barricades at 20' (6 m) centers.

GENERAL NOTES

This Standard is used where at any time, day or night, any vehicle, equipment, workers or their activities encroach on the pavement requiring the closure of one traffic lane in an urban area.

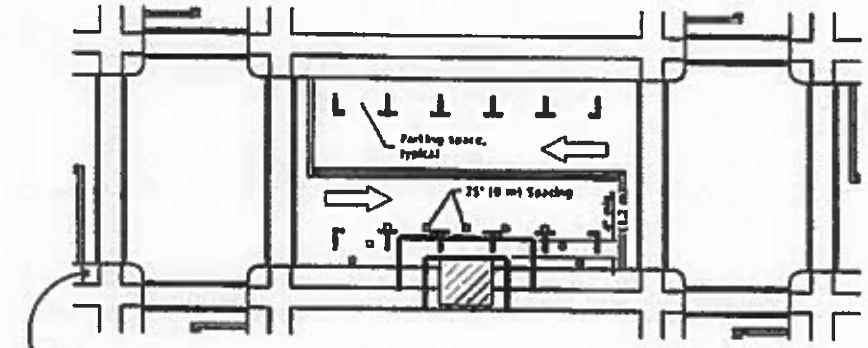
All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

DATE	REVISIONS
1-1-11	Revised flagger sign.
1-1-09	Switched units to
	English (metric).
	Corrected sign no.'s.

URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED

STANDARD 701601-08



① Omit wherever duplicated by road work traffic control.

① W20-W01-48 for maintenance and utility projects

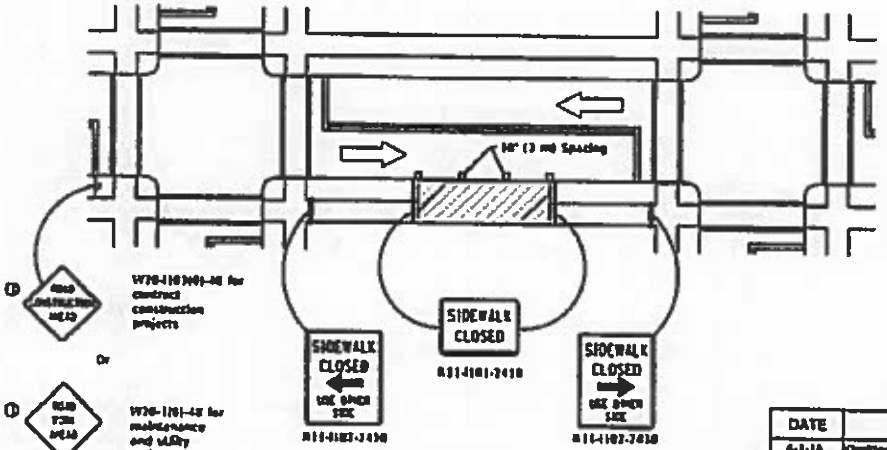
Or

① W20-W01-48 for contract construction projects

SIDEWALK DIVERSION

SYMBOLS

- Work area
- Sign on portable or permanent support
- Barricade or drum
- Cone, drum or barricade
- Type III barricade
- Detectable pedestrian channelizing barricade



① W20-W01-48 for maintenance and utility projects

Or

① W20-W01-48 for contract construction projects

SIDEWALK CLOSURE

GENERAL NOTES

This Standard is used where, at any time, pedestrian traffic must be rerouted due to work being performed.

This Standard must be used in conjunction with other Traffic Control & Protection Standards when roadway traffic is affected.

Temporary facilities shall be detectable and accessible.

The temporary pedestrian facilities shall be provided on the same side of the closed facilities wherever possible.

The SIDEWALK CLOSED / USE OTHER SIDE signs shall be placed at the nearest crosswalk or intersection to each end of the closure. Where the closure occurs at a corner, the signs shall be erected on the corners across the street from the closure. The SIDEWALK CLOSED signs shall be used at the ends of the actual closure.

Type III barricades and R11-2-4130 signs shall be positioned as shown in "ROAD CLOSED TO ALL TRAFFIC" detail on Standard 701901.

All dimensions are in inches (millimeters) unless otherwise shown.

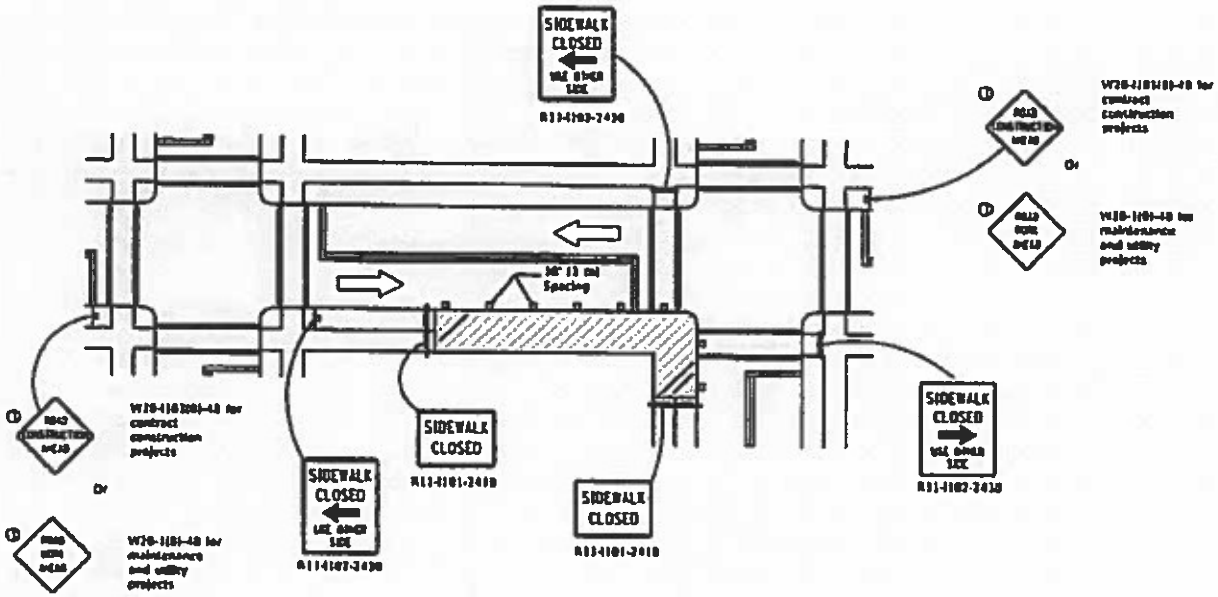
Illinois Department of Transportation

DATE	REVISIONS
4-1-16	Combined message sidewalk layout
	shown standard as this is
	covered in the std. sect.
1-1-12	Added SIDEWALK DIVERSION.
	Modified appearance of
	plan views. Renamed Std.

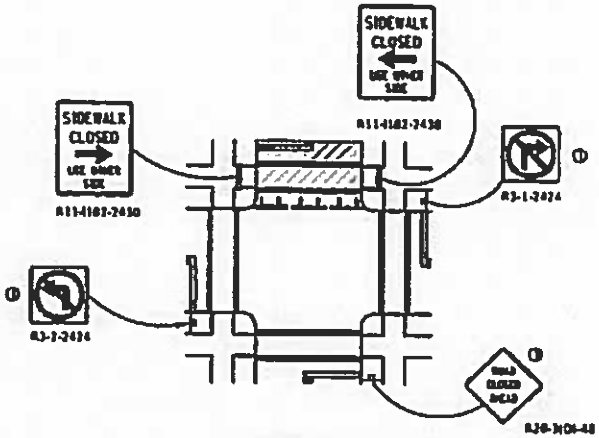
SIDEWALK, CORNER OR CROSSWALK CLOSURE

Sheet 1 of 2

STANDARD 701801-06



CORNER CLOSURE



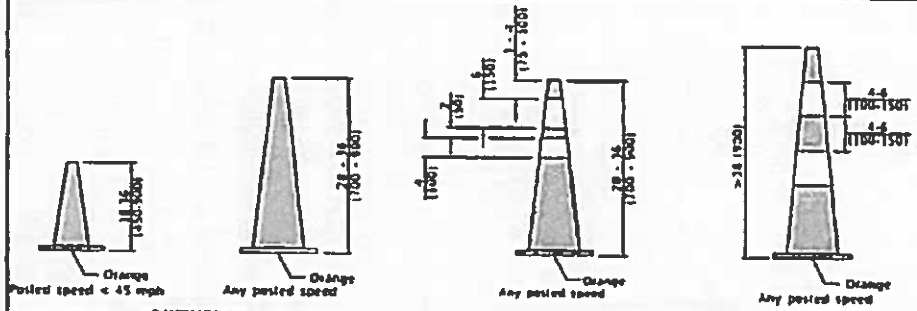
CROSSWALK CLOSURE

Illinois Department of Transportation

SIDEWALK, CORNER OR CROSSWALK CLOSURE

(Sheet 2 of 2)

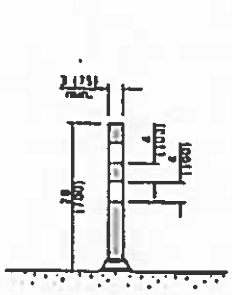
STANDARD 701801-06



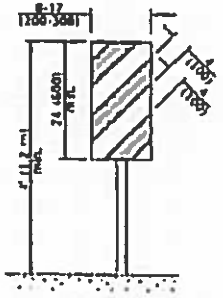
DAYTIME USE

DAY OR NIGHTTIME USE

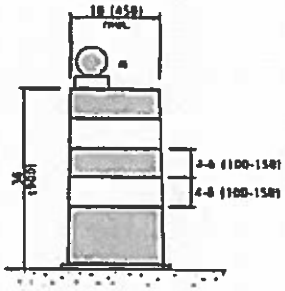
CONES



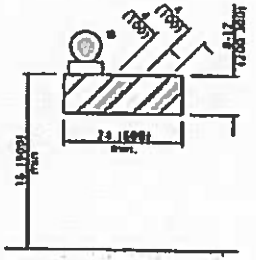
TUBULAR MARKER



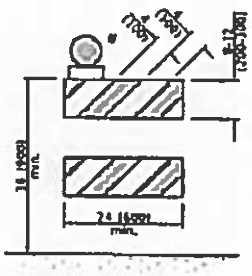
VERTICAL PANEL
POST MOUNTED



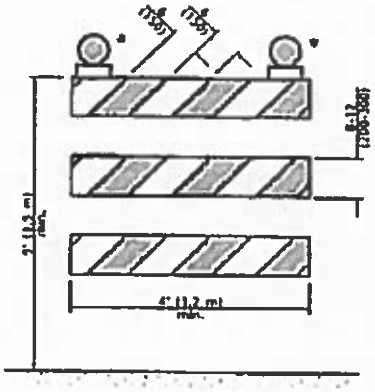
DRUM



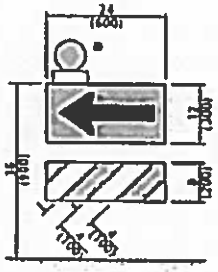
TYPE I BARRICADE



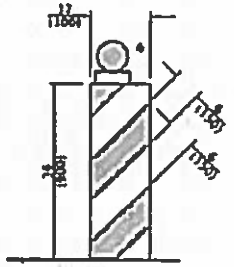
TYPE II BARRICADE



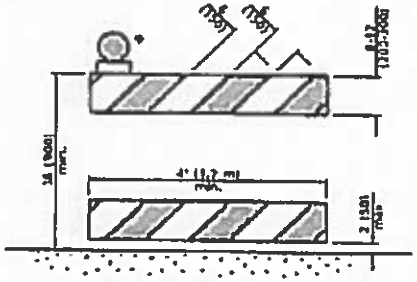
TYPE III BARRICADE



DIRECTION INDICATOR BARRICADE



VERTICAL BARRICADE



DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE

● Warning lights (if required)

GENERAL NOTES

All heights shown shall be measured above the pavement surface.

All dimensions are in inches (millimeters) unless otherwise shown.

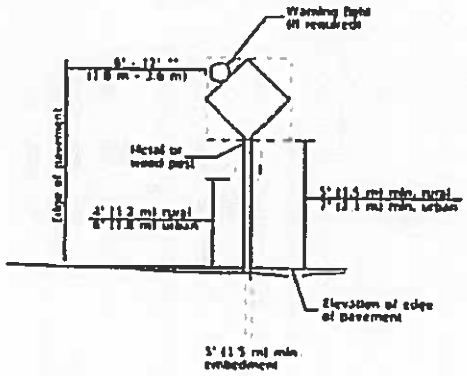
Illinois Department of Transportation

DATE	REVISIONS
1-1-19	Revised cone usage and added cones >36" (900 mm) height.
1-1-18	Revised END WORK ZONE
	SPEED LIMIT sign from
	orange to white background.

TRAFFIC CONTROL DEVICES

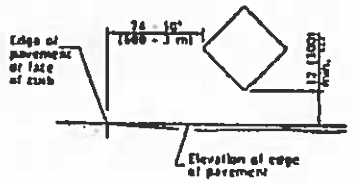
(Sheet 1 of 3)

STANDARD 701901-08



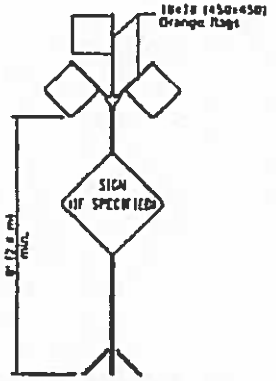
POST MOUNTED SIGNS

** When curb or paved shoulder are present this dimension shall be 24 (600) to the face of curb or 6' (1.8 m) to the outside edge of the paved shoulder.



SIGNS ON TEMPORARY SUPPORTS

*** When work operations exceed four days, this dimension shall be 5' (1.5 m) min. If located behind other devices, the height shall be sufficient to be seen completely above the devices.



HIGH LEVEL WARNING DEVICE

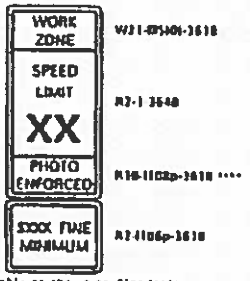
This signing is required for all projects 2 miles (3200 m) or more in length.

ROAD CONSTRUCTION NEXT X MILES sign shall be placed 500' (150 m) in advance of project limits.

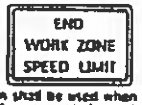
END CONSTRUCTION sign shall be erected at the end of the job unless another job is within 2 miles (3200 m).

Dual sign displays shall be utilized on multi-lane highways.

WORK LIMIT SIGNING



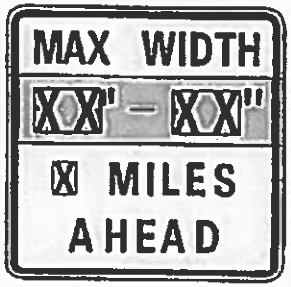
Sign assembly as shown on Standards or as allowed by District Operations.



This sign shall be used when the above sign assembly is used.

HIGHWAY CONSTRUCTION SPEED ZONE SIGNS

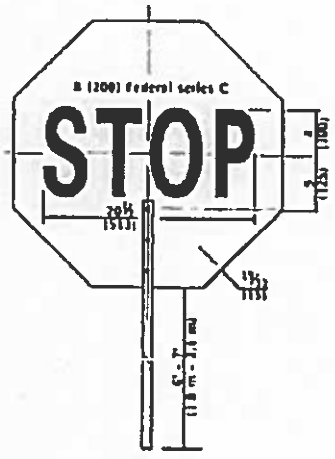
**** R10-11(D)p shall only be used along roadways under the jurisdiction of the State.

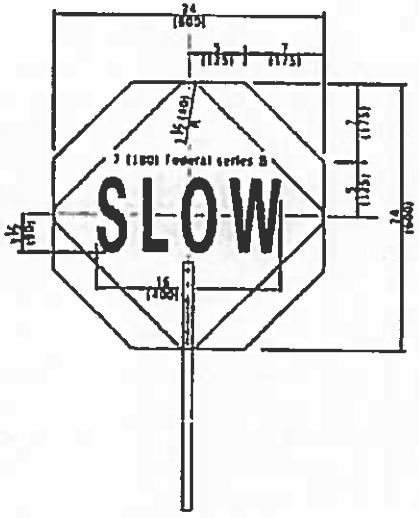


W12-(D)03-4848

WIDTH RESTRICTION SIGN

XX'-XX" width and X miles are variable.





FLAGGER TRAFFIC CONTROL SIGN

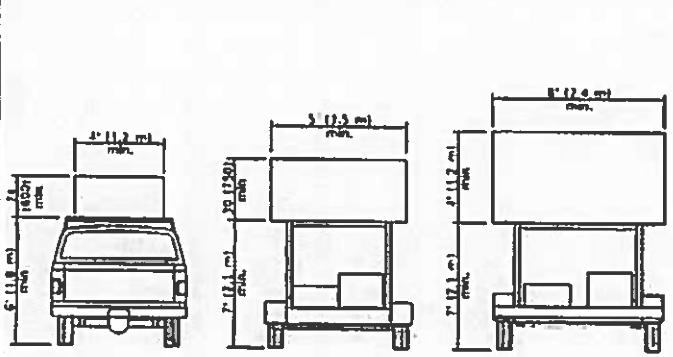
Illinois Department of Transportation

APPROVED	DATE
APPROVED	DATE

TRAFFIC CONTROL DEVICES

(Sheet 2 of 3)

STANDARD 701901-08

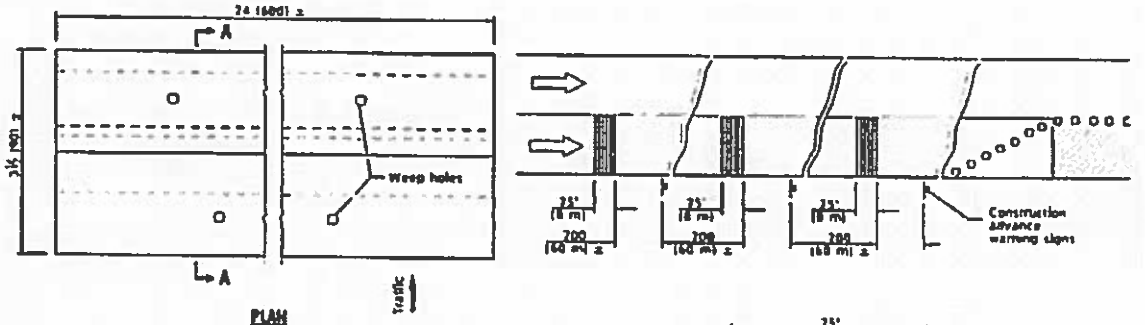


TYPE A
ROOF
MOUNTED

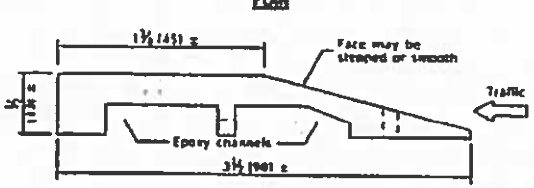
TYPE B
ROOF OR TRAILER
MOUNTED

TYPE C
TRAILER
MOUNTED

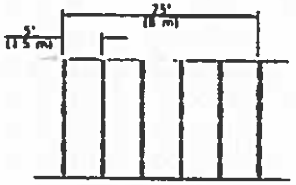
ARROW BOARDS



PLAN

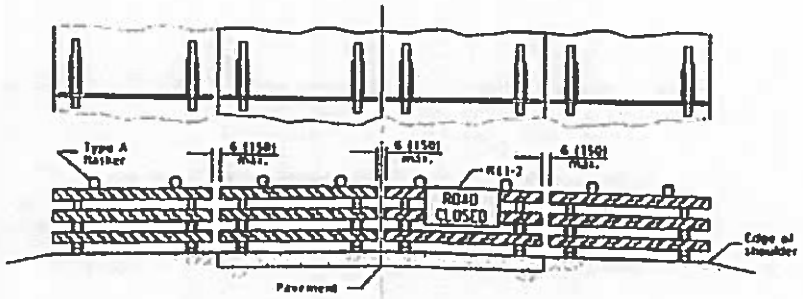


SECTION A-A



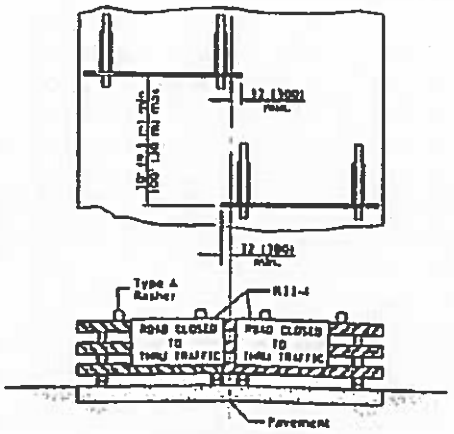
TYPICAL INSTALLATION

TEMPORARY RUMBLE STRIPS



ROAD CLOSED TO ALL TRAFFIC

Reflectorized striping may be omitted on the back side of the barricades. If a Type III barricade with an attached sign panel which meets NCHRP 350 is not available, the sign may be mounted on an NCHRP 350 temporary sign support directly in front of the barricade.



ROAD CLOSED TO THRU TRAFFIC

Reflectorized striping shall appear on both sides of the barricades. If a Type III barricade with an attached sign panel which meets NCHRP 350 is not available, the signs may be mounted on NCHRP 350 temporary sign supports directly in front of the barricade.

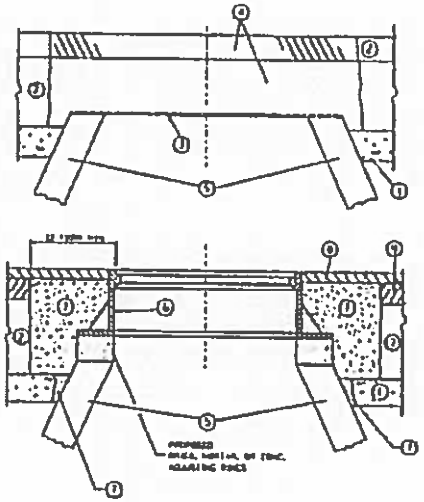
TYPICAL APPLICATIONS OF
TYPE III BARRICADES CLOSING A ROAD

Illinois Department of Transportation

TRAFFIC CONTROL
DEVICES

(Sheet 3 of 3)

STANDARD 701901-08



CONSTRUCTION PROCEDURES

STAGE 1 BEFORE PAVEMENT MILLING

STAGE 2 AFTER PAVEMENT MILLING

NOTES

LEGEND

1. SEE BASE DRAWING
2. EXISTING PAVEMENT
3. 19 mm (3/4 in) METAL PLATE
4. PROPOSED CAULKED SEAL AND SEAL SURFACE
5. EXISTING STRUCTURE
6. FRAME AND LID PER BASE DRAWING
7. SEALER OR AS SPECIFIED
8. PROPOSED SEAL SURFACE COURSE
9. PROPOSED SEAL COURSE CAULK

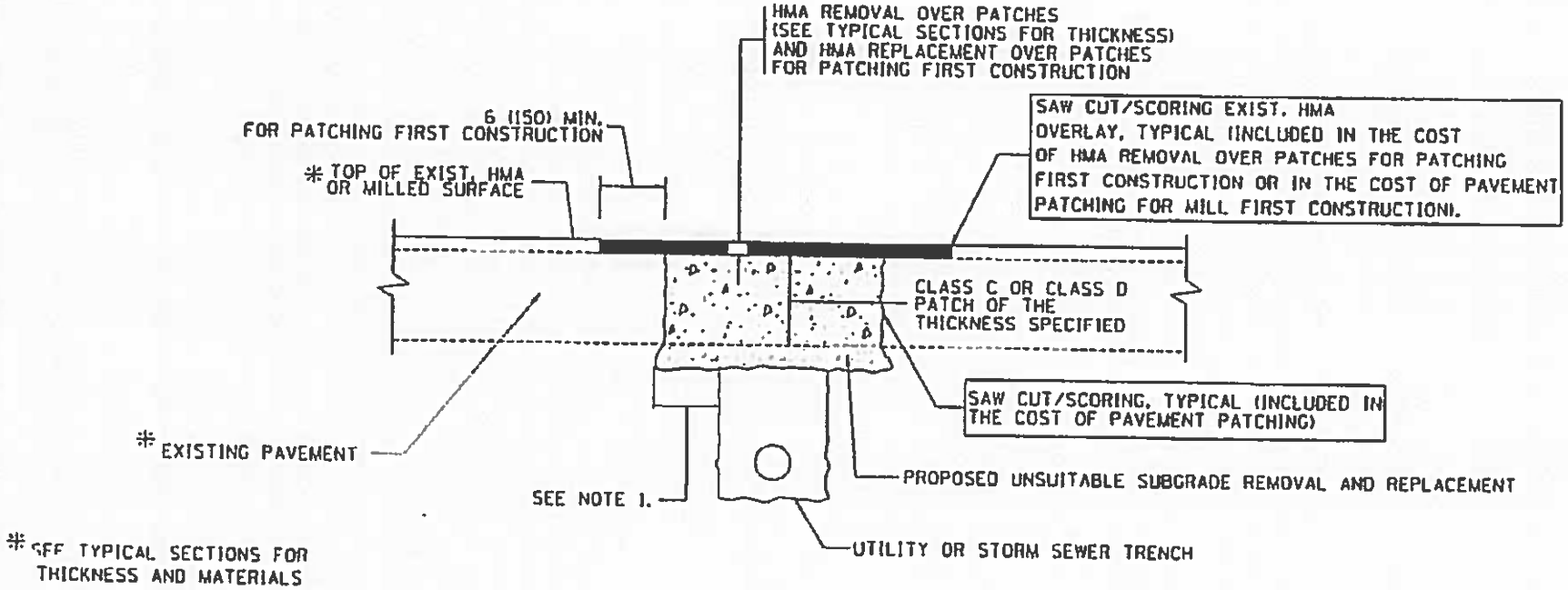
LOCATION OF STRUCTURES:

DATE OF PAVEMENT

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 12 (300) WIDER ON EACH SIDE OF THE TRENCH.
2. FOR METHOD OF MEASUREMENT AND BASIS OF PAYMENT, SEE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

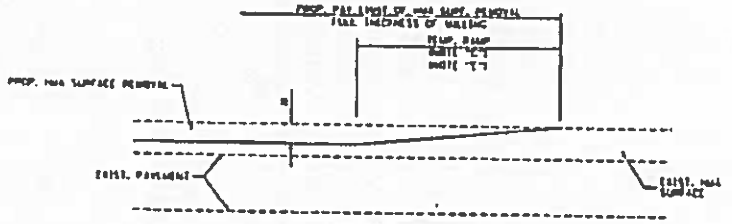
SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4½ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

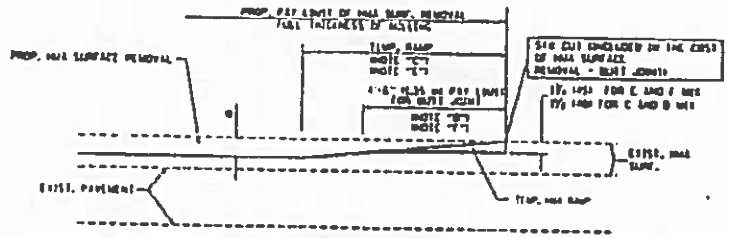
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



MILLED TEMPORARY RAMP

FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW

OPTION 1

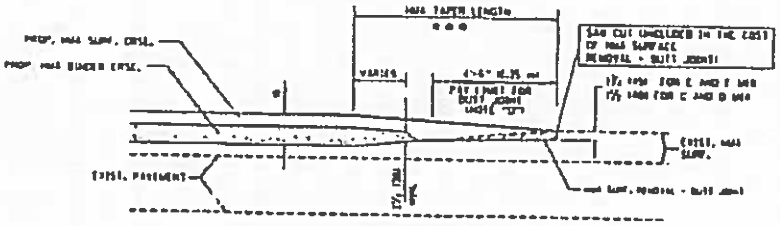


HMA CONSTRUCTED TEMPORARY RAMP

FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW

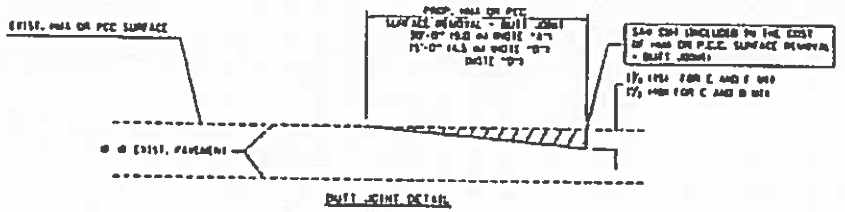
OPTION 2

TYPICAL TEMPORARY RAMP

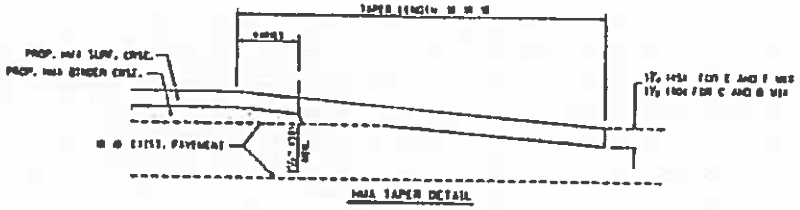


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

NOTES

1. MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
2. MINOR SIDE ROADS.
3. THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
4. THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
5. TAPER THE TEMP. RAMP AT A RATE OF 3'-0" PER 1 INCH (75 mm PER 1 mm) OF MILLING THICKNESS.
6. INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
7. SEE ARTICLE 406.06 AND 406.07 OF THE STANDARD SPECIFICATIONS FOR "HMA SURFACE REMOVAL, BUTT JOINT".
8. * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
9. * * 70'-0" (21 m) PER 1 (25) RESURFACING INCH "A"
   50'-0" (15 m) PER 1 (25) RESURFACING INCH "B"

BASIS OF PAYMENT:

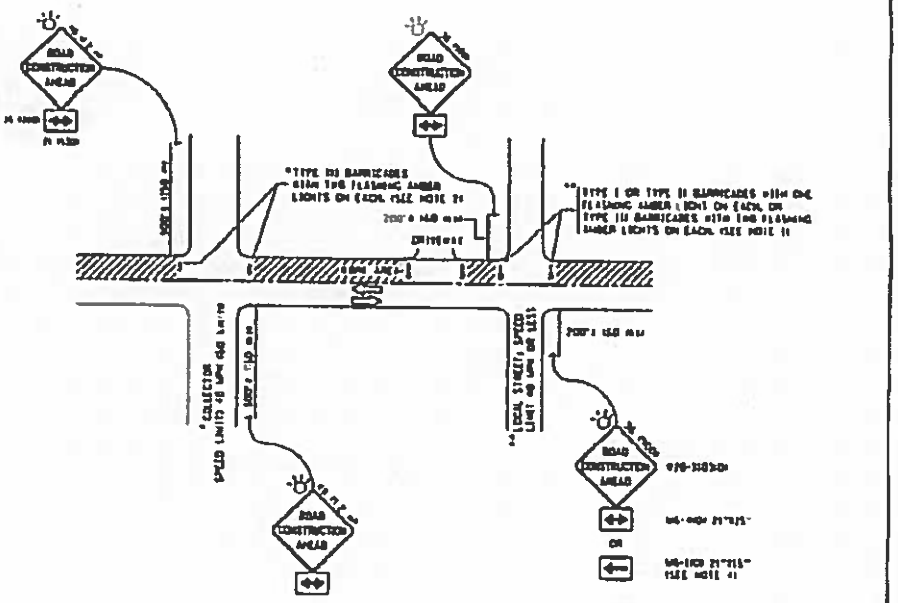
THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

SCALE: NONE | SHEET NO. 6 OF 7 SHEETS | STA. | TO STA.



NOTES:

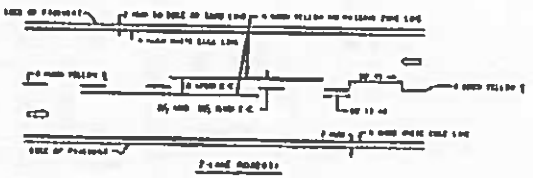
1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 KM/H) OR LESS AS SHOWN ON THE GRADING AND AS DIRECTED BY THE ENGINEER.
   a) ONE "ROAD CONSTRUCTION AHEAD" SIGN (W 20-1 (48") x 48" (1200 mm)) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROADS.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 KM/H) AS SHOWN ON THE GRADING AND AS DIRECTED BY THE ENGINEER.
   a) ONE "ROAD CONSTRUCTION AHEAD" SIGN (W 20-1 (48") x 48" (1.2 m x 1.2 m)) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROADS.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 INCH (700 mm) HEIGHT.
4. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARDS. THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

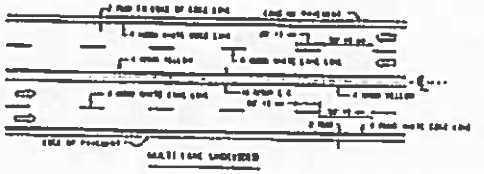
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

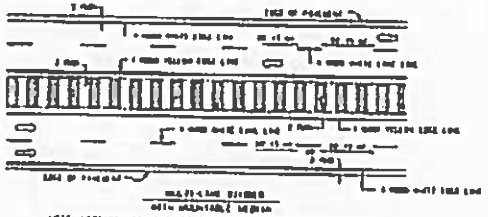
TRAFFIC CONTROL AND PROTECTION FOR
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

SECTION | COUNTY | TOTAL SHEETS | SHEET NO.

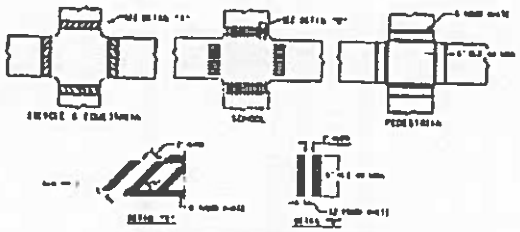
BC-10 | CONTRACT NO.



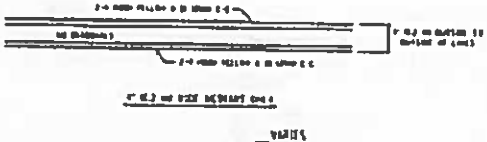


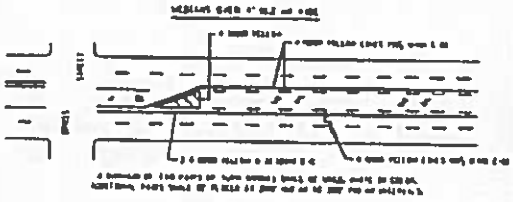


TYPICAL LANE AND EDGE LINE MARKING

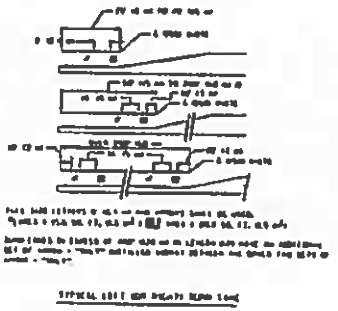


TYPICAL CROSSWALK MARKING

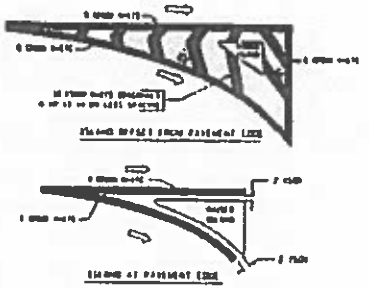




TYPICAL PAINTED MEDIAN MARKING



TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING & REMARKS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

BC-14 | CONTRACT NO.

State of Illinois
DEPARTMENT OF TRANSPORTATION
Bureau of Local Roads & Streets
SPECIAL PROVISION
FOR
LOCAL QUALITY ASSURANCE/ QUALITY MANAGEMENT QC/QA
Effective: January 1, 2022

Replace the first five paragraphs of Article 1030.06 of the Standard Specifications with the following:

"**1030.06 Quality Management Program.** The Quality Management Program (QMP) will be Quality Control / Quality Assurance (QC/QA) according to the following."

Delete Article 1030.06(d)(1) of the Standard Specifications.

Revise Article 1030.09(g)(3) of the Standard Specifications to read:

"(3) If core testing is the density verification method, the Contractor shall provide personnel and equipment to collect density verification cores for the Engineer. Core locations will be determined by the Engineer following the document "Hot-Mix Asphalt QC/QA Procedure for Determining Random Density Locations" at density verification intervals defined in Article 1030.09(b). After the Engineer identifies a density verification location and prior to opening to traffic, the Contractor shall cut a 4 in. (100 mm) diameter core. With the approval of the Engineer, the cores may be cut at a later time."

Revise Article 1030.09(h)(2) of the Standard Specifications to read:

"(2) After final rolling and prior to paving subsequent lifts, the Engineer will identify the random density verification test locations. Cores or nuclear density gauge testing will be used for density verification. The method used for density verification will be as selected below.

Density Verification Method	
☐	Cores
☐	Nuclear Density Gauge (Correlated when paving ≥ 3,000 tons per mixture)

Density verification test locations will be determined according to the document "Hot-Mix Asphalt QC/QA Procedure for Determining Random Density Locations". The density testing interval for paving wider than or equal to 3 ft (1 m) will be 0.5 miles (800 m) for lift thicknesses of 3 in. (75 mm) or less and 0.2 miles (320 m) for lift thicknesses greater than 3 in. (75 mm). The density testing interval for paving less than 3 ft (1 m) wide will be 1 mile (1,600 m). If a day's paving will be less than the prescribed density testing interval, the length of the day's paving will be the interval for that day. The density testing interval for mixtures used for patching will be 50 patches with a minimum of one test per mixture per project.

If core testing is the density verification method, the Engineer will witness the Contractor coring, and secure and take possession of all density samples at the

density verification locations. The Engineer will test the cores collected by the Contractor for density according to Illinois Modified AASHTO T 166 or AASHTO T 275.

If nuclear density gauge testing is the density verification method, the Engineer will conduct nuclear density gauge tests. The Engineer will follow the density testing procedure detailed in the document "Illinois Modified ASTM D 2950, Standard Test Method for Density of Bituminous Concrete In-Place by Nuclear Method".

A density verification test will be the result of a single core or the average of the nuclear density tests at one location. The results of each density test must be within acceptable limits. The Engineer will promptly notify the Contractor of observed deficiencies."

Revise the seventh paragraph and all subsequent paragraphs in Section D. of the document "Hot-Mix Asphalt QC/QA Initial Daily Plant and Random Samples" to read:

"Mixtures shall be sampled from the truck at the plant by the Contractor following the same procedure used to collect QC mixture samples (Section A). This process will be witnessed by the Engineer who will take custody of the verification sample. Each sample bag with a verification mixture sample will be secured by the Engineer using a locking ID tag. Sample boxes containing the verification mixture sample will be sealed/taped by the Engineer using a security ID label."

2/9/2026

1-O-26

AN ORDINANCE

Amending Title 1, Chapter 17, "Contracts with the City"

WHEREAS, the City of Evanston is a unit of local government organized and operating under federal and state laws; and

WHEREAS, on May 27, 2025, the City of Evanston adopted the Responsible Bidder Ordinance to ensure that only qualified contractors and subcontractors are awarded contracts on public works construction projects, and to ensure that workers on public works construction projects are paid appropriate wages and receive appropriate benefits in accordance with state and federal law; and

WHEREAS, from time to time the City of Evanston is able to secure external sources of funding, for instance from federal or state grants, that impose distinct sets of requirements for grant eligibility that do not always dovetail with the requirements of the current City Code; and

WHEREAS, the City of Evanston wishes to amend its ordinance on Contracts with the City to clarify how it intersects with external funding conditions;

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF EVANSTON, COOK COUNTY, ILLINOIS:

SECTION 1: Title 1, Chapter 17, "Contracts with the City," is hereby amended as follows:

(A) All contracts with the City costing in excess of twenty-five thousand dollars ($25,000.00) must be approved by the City Council. Contracts for the purchase of goods or services to be utilized in the conduct of the affairs of the City, shall be let by the City Manager or his/her designee, with the approval of the City Council, to a reliable, responsible and acceptable bidder, after advertising for the same, and bonds to be approved by the City Council may be taken for the faithful performance thereof.

(B) All contracts for the purchase of goods or services with entirely City funds shall be awarded to the lowest quote/bid price or lowest evaluated quote/bid price from a responsive and responsible Evanston business enterprise ("EBE") provided the EBE's quote/bid price does not surpass the lowest quote/bid price or lowest evaluated quote/bid price from a responsive and responsible nonlocal business by more than five percent (5%). All contracts let from requests for proposals (RFPs) and requests for qualifications (RFQs) with entirely City funds shall be awarded to the most qualified consultant that is an EBE, provided the EBE price/cost does not surpass the lowest price/cost or lowest evaluated price/cost from a nonlocal business by more than five percent (5%). This requirement is waived if the contract is partially or completely funded from a source other than funds belonging to the City of Evanston, such as federal, state, or other grants, and (ii) the other funding source mandates terms that are inconsistent with or supersede this Section (B).

1. An "EBE" shall mean an entity which is located in or has one or more offices located in the City for a minimum of one year and which performs a "commercially useful function."

a. An EBE performs a commercially useful function when it is responsible for execution of the work of the contract and is carrying out its responsibilities by actually performing, managing, and supervising the work involved. To perform a commercially useful function, the EBE must also be responsible, with respect to materials and supplies used on the contract, for negotiating price, determining quality and quantity, ordering the material, and installing (where applicable) and paying for the material itself. To determine whether an EBE is performing a commercially useful function, the City will evaluate the amount of work subcontracted, industry practices, whether the amount the firm is to be paid under the contract is commensurate with the work it is actually performing and the EBE credit claimed for its performance of the work and other relevant factors.

b. An EBE does not perform a commercially useful function if its role is limited to that of an extra participant in a transaction, contract, or project through which funds are passed in order to obtain the appearance of EBE participation. In determining whether an EBE is such an extra participant, the City will examine similar transactions, particularly those in which EBEs do not participate.

c. If an EBE does not perform or exercise responsibility for at least thirty (30) percent of the total cost of its contract with its own work force, or the EBE subcontracts a greater portion of the work of a contract than would be expected on the basis of normal industry practice for the type of

work involved, then it is not performing a commercially useful function.

d. When an EBE is presumed not to be performing a commercially useful function as provided in Subsection (B)1c of this Section, the EBE may present evidence to rebut this presumption. The City may determine that the firm is performing a commercially useful function given the type of work involved and normal industry practices.

2. In determining whether a business has been located in Evanston for one (1) year, the MWEBE Committee will consider the following:

a. Whether the vendor pays property and/or sales taxes in Evanston; and

b. Whether the business entity's address or the address given on the federal and/or state income tax return is within Evanston.

c. The date of issuance of an Evanston business license.

The City may waive the one-year requirement if the entity provides evidence of a substantial commitment to Evanston.

3. Businesses that maintain a distribution warehouse or which manufacture in Evanston will receive EBE credit of sixty (60) percent and one hundred (100) percent, respectively. Those that do not maintain a distribution warehouse or manufacturing operation but have an office in Evanston will be considered a broker and receive a five (5) percent credit.

4. Eligibility as an EBE will be periodically reviewed and may be revoked at any time if the entity no longer meets the above requirements.

INSERT: (C) Local Employment Program.
INSERT: (D) Minority, women, disadvantage, and Evanston business enterprise (M/W/D/EBE) goals.

(E) *Additional Requirements for Public Works Contracts*. All bidders for public works contracts must comply with the below specifications in bid submission and during the project for a successful bidder. The City Council may, by a majority vote of the members present, waive any of these requirements for an Evanston-owned business enterprise as defined in Subsection 1-17-1(D)(1) or a nearby business enterprise as defined in Subsection 1-17-1(E)(1).

1. *Definitions*. For the purposes of this Subsection, the following definitions apply:

APPRENTICESHIP TRAINING PROGRAM.	A program approved and registered by the United States Department of Labor's Office of Apprenticeship, or its successor organization, that has graduated at least five (5) apprentices in each other past five (5) years for each of the construction crafts the bidder will perform on the project. Evidence of graduation rates are not required for apprentice able crafts dedicated exclusively to the transportation of material and equipment to and from the public works project.
BIDDER.	A contractor that submits a bid in response to a City of Evanston request for proposal.
COMMERCIALLY USEFUL FUNCTION.	A business enterprise that is responsible for the execution of the work of the contract and is carrying out its responsibilities by actually performing, managing, and supervising the work involved.
NEARBY BUSINESS ENTERPRISE ("NBE").	A business enterprise located within five (5) miles of Evanston City limits for a minimum of one (1) year and performs a commercially useful function.
PUBLIC WORKS CONTRACT.	Any construction, alteration, demolition, or repair work done under contract on City-owned property.
RELIABLE, RESPONSIVE AND ACCEPTABLE	A bidder who submits a bid that conforms in all material respects to the requirements and criteria in the invitation for bids. This means the bid promises to perform in the precise manner requested by the government, and any minor irregularities in the bid shall not defeat responsiveness.

2. *Excessive Pass Through Prohibited.* Any bidder must directly perform at least twenty-five (25) percent of the services identified in the project solicitation. The named bidder submitting the bid must be the entity directly performing the services. Any affiliates and/or subsidiaries shall not contribute to the minimum performance percentage required.

3. *Apprenticeship Training Program Required*.

(a) Public Works contracts for over twenty-five thousand dollars ($25,000.00) or greater shall only be let to: (i) a contractor with evidence of participation in an

apprenticeship training program applicable to the work to be performed on the project; or (ii) a contractor who has satisfied the experience requirements under subsection (d).

(b) All contracts submitted to the City Council must identify whether the contractor meets this requirement.

(c) Required evidence of participation in an apprenticeship program includes but is not limited to a copy of all applicable apprenticeship standards and apprenticeship agreement(s) for any apprentice(s) who will perform work on the public works project; and documentation from each applicable apprenticeship program certifying that it has graduated at least five (5) apprentices in each of the past five (5) years for each construction craft the bidder will perform on the project.

(d) Contractors may alternatively satisfy this requirement by certifying that all workers who will perform work on the public works project have relevant experience in lieu of participation in an apprenticeship program. Relevant experience may include: (i) performing at least one thousand eight hundred (1,800) hours of work in the trade the worker will perform on the public works project over the preceding two (2) years; (ii) completion of an apprenticeship program in the trade the worker will perform on the public works project; or (iii) obtaining a journeyman credential in the trade the worker will perform on the public works project. Required evidence to be eligible under this section includes but is not limited to W-2 records, journeyman credentials, apprenticeship completion cards, or certificates of graduation from apprenticeship programs. This requirement is waived if the contract is partially or completely funded from a source other than funds belonging to the City of Evanston, such as federal, state, or other grants, and (ii) the other funding source mandates terms that are inconsistent with or supersede this Section (E)(3)(d).

(e) Additional evidence of apprenticeship participation, graduation requirements, or previous experience may be requested by the City of Evanston in its discretion.

4. *Occupational Safety and Health Administration Safety Cards Required.* Prior to beginning work for the City, the bidder shall certify that all employees for the contractor that will be on the work site shall have completed a ten-hour or greater OSHA safety program. The contractor must submit copies of the employees' OSHA cards to the City prior to the project commencing.

5. *Nearby Business Enterprises*. In the absence of an Evanston business enterprise as required by City Code 1-17-1(B), the City shall award the contract for the public works

contract to the lowest bid price or lowest evaluated quote/bid price from a responsive or responsible NBE, provided that the NBE's bid price does not surpass the lowest bid price or lowest evaluated bid price from a responsible and responsible non NBE or EBE business by more than three (3) percent. This requirement is waived if the contract is partially or completely funded from a source other than funds belonging to the City of Evanston, such as federal, state, or other grants, and (ii) the other funding source mandates terms that are inconsistent with or supersede this Section (E)(5).

a. An NBE shall perform a commercially useful function.

i. To determine whether an NBE is performing a commercially useful function, the City will evaluate the amount of work subcontracted, industry practices, whether the amount the firm is to be paid under the contract is commensurate with the work it is actually performing and the NBE credit claimed for its performance of the work and other relevant factors.

ii. An NBE does not perform a commercially useful function if its role is limited to that of an extra participant in a transaction, contract, or project through which funds are passed in order to obtain the appearance of NBE participation. In determining whether an NBE is such an extra participant, the City will examine similar transactions, particularly those in which NBEs do not participate.

iii. If an NBE does not perform or exercise responsibility for at least thirty (30) percent of the total cost of its contract with its own work force, or the NBE subcontracts a greater portion of the work of a contract than would be expected on the basis of normal industry practice for the type of work involved, then it is not performing a commercially useful function.

iv. When an NBE is presumed not to be performing a commercially useful function as provided in Subsection (B)1c of this Section, the EBE may present evidence to rebut this presumption. The City may determine that the firm is performing a commercially useful function given the type of work involved and normal industry practices.

b. In determining whether a business has been located in Evanston or within five (5) miles of Evanston City limits for one (1) year, the MWEBE Committee will consider the following:

i. Whether the vendor pays property and/or sales taxes in Evanston, or, in the case of a NBE, in a community that is within five (5) miles of City limits; ~~and~~

ii. Whether the business entity's address or the address given on the federal and/or state income tax return is within Evanston or, in the case of a NBE, in a community that is within five (5) miles of City limits; and

iii. The date of issuance of an Evanston business license or, in the case of a NBE, the date of issuance of a business license by a community located within five (5) miles of City limits.

iv. The City may waive the one-year requirement if the entity provides evidence of a substantial commitment to Evanston.

c. Businesses that maintain a distribution warehouse or which manufacture in Evanston will receive EBE credit of sixty (60) percent and one hundred (100) percent, respectively. Those that do not maintain a distribution warehouse or manufacturing operation but have an office in Evanston will be considered a broker and receive a five (5) percent credit.

d. Eligibility as an NBE will be periodically reviewed and may be revoked at any time if the entity no longer meets the above requirements.

6. *Certifications Required at Time of Bid Submittal*. All bidders, including any subcontractors included in the bid, as applicable, shall be compliant and shall submit certification of compliance with the following at the time of the bid submittal:

a. The Prevailing Wage Act, 820 ILCS 130/1 *et seq*.

i. Compliance with the Prevailing Wage Act is required for the previous five (5) years and certification that the contractor has not been found in violation of the Prevailing Wage Act by the Illinois Department of Labor; and

ii. A contractor who has been found by the Illinois Department of Labor to be in violation of the Prevailing Wage Act twice in a five-year period shall be barred from bidding for a Public Works contract for four (4) years from the date of the most recent finding from the Illinois Department of Labor.

b. The Substance Abuse Prevention on Public Works Project Act, 820 ILCS 265/1 *et seq*;

i. Compliance with the Substance Abuse Prevention on Public Works Act must include a copy of its written program for the prevention of substance abuse pursuant to the Act.

c. The Workers' Compensation Act, 820 ILCS 305/1 et seq.;

i. A copy of the applicable workers' compensation policy must be submitted to the City along with documentation of the Illinois Department of Labor registration. The bidder shall additionally certify that all employees are properly classified under the workers' compensation policy.

d. The Unemployment Insurance Act, 820 ILCS 405/100, *et seq*.;

i. .A copy of the applicable Illinois Department of Employment Security current registration.

e. A copy of the Illinois Secretary of State's Department of Business Services online records evidencing that the bidder has a current corporate annual report on file. If the bidder is an individual, sole proprietor, or partnership, this subsection shall not apply;

f. A copy of the current registration with the Illinois Department of Revenue, if the bidder has employees;

g. A disclosure of any Federal, State or local tax liens or tax delinquencies against the bidder or any officers of the bidder in the last five (5) years;

~~h. Reserved;~~

~~i.~~ h. Compliance with the Federal Davis-Bacon Act and Related Acts, if applicable;

~~j.~~ i. Compliance with the Employee Classification Act 820 ILCS 185/1, *et seq*.;

i. All contractors and subcontractors shall submit certified payrolls as specified in Illinois Public Act 94-0515.

~~k.~~ j. All applicable professional or trade licensure, including documentation of said licenses, certification that all licenses are current, and disclosure of any suspension or revocation of such license held by the company, or of any director, officer or manager of the company;

~~l.~~ k. Certification of compliance with 720 ILCS 5/33E-11 and that the bidder is not barred from contracting with any unit of State or local government as a result of a violation of 720 ILCS 5/33E-3, 4;

~~m.~~ l. Certification that all individuals who perform work on behalf of the contractor are properly classified as either (i) an employee, or (ii) an independent contractor under all applicable state and federal laws and local ordinances; and

~~n.~~ m. Disclosure of any determinations by a court, State or Federal agency of violations of any federal, state or local laws, including but not limited to OSHA, contracting or antitrust laws, tax or licensing laws, environmental laws or the Federal Davis-Bacon and Related Acts.

Any bidder who fails to adhere to this Subsection shall be deemed disqualified from the bid process. If a bidder or contractor has a material change to the information provided to the City of Evanston, the bidder or contractor must notify the City within fourteen (14) days of this material change in writing. Failure to self-report a material change may result in disqualification from the bid.

7. *Subcontractors.* A bidder shall submit documentation including the name and address of each subcontractor from whom the bidder has accepted a bid and/or intends to hire on any part of the project. Further, each such subcontractor shall be required to adhere to the requirements set forth herein as though it were bidding directly to the City of Evanston. Each contractor shall submit all subcontractor information and supporting documentation to the City of Evanston prior to the subcontractor commencing work on the project. It shall be the responsibility of the bidder to ensure its subcontractors comply with all of the requirements of this Code, including the timely and complete submittals of all required documentation and full compliance with all obligations set forth in this Section.

8. *Certification for 12-Month Period*. In anticipation of bidding on a project, a contractor may submit the certifications identified in the preceding section to the City's Purchasing Manager or their designee. The Purchasing Manager or their designee shall review the certifications for completeness. Upon review, if the certifications are complete, the Purchasing Manager or their designee shall advise the contractor of same via an email address designated by the contractor. If the certifications are incomplete, the contractor shall be also notified via email and given fourteen (14) days to complete the submission. Once the certifications are completed, the contractor shall be notified of a "Certification for 12-Month Period" and shall not be required to resubmit these certifications for a period of twelve (12) months following the notification. Any material changes to these certifications shall be reported in writing to the City's Purchasing Manager or designee. In the event that these documents are still required to be submitted by a State or Federal agency that is contributing funding to a project, this provision shall not apply.

9. *Projects of Similar Size and Scope*. In projects in the amount of twenty-five

thousand dollars ($25,000.00) or greater, bidders shall identify and submit documentation with their bid of relevant experience on projects of similar size and scope in the past five (5) years and submit references for same. Projects of similar size and scope shall be as further defined and outlined in the request for proposal ("RFP"). The bidder shall also identify any civil judgments, mediation or arbitration awards against it for default, breach, or damages due to delay or work inadequately performed. Information submitted pursuant to this section shall be considered in determining responsible bidders for the project at issue.

10. *Statement of Past Performance*. Bidders shall submit with their bid a record of all work performed for public bodies completed in the prior three (3) years. Such statements shall include the name of the public body, the type of work performed, the original contract price, the final contract price, the names of all subcontractors used and if liquidated damages were assessed.

11. *Public Records*. All information submitted by a successful bidder pursuant to this Section ~~are~~ is subject to review pursuant to the Illinois Freedom of Information Act (5 ILCS 140/1 *et seq*.).

INSERT (F) Contractor Debarment, Suspension, and Prohibited Contracts

SECTION 2: All ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION 3: If any provision of this Ordinance or application thereof to any person or circumstance is held unconstitutional or otherwise invalid, such invalidity shall not affect other provisions or applications of this Ordinance that can be given effect without the invalid application or provision, and each invalid application of this Ordinance is severable.

SECTION 4: This Ordinance shall be in full force and effect beginning upon passage.

SECTION 5: The findings and recitals contained herein are declared to be prima facie evidence of the law of the City and shall be received in evidence as provided by the Illinois Compiled Statutes and the courts of the State of Illinois.

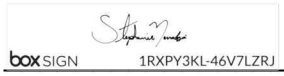
Introduced: February 9, 2026

Adopted: February 9, 2026

Approved: February 10, 2026

Daniel Biss, Mayor

Attest:



Stephanie Mendoza, City Clerk

Approved as to form:

Alexandra B. Ruggie, Corporation Counsel

Amended Ordinance 1-O-26
SECTION 1: Title 1, Chapter 17, “Contracts with the City,” is hereby amended as follows:
(C) Local Employment Program.
(D) Minority, women, disadvantage, and Evanston business enterprise (M/W/D/EBE) goals.
(F) Contractor Debarment, Suspension, and Prohibited Contracts.

(C) Local Employment Program.

1. *Definitions*. For the purposes of this Subsection (C), the employment program, the following terms shall be defined as follows:

CONTRACT.	The written agreement to provide services established between the City and a contractor, including, but not limited to, a redevelopment agreement between the City and any contractor or party.
CONTRACTOR.	An individual, partnership, corporation, joint venture or other legal entity entering into a contract, or a subcontract of whatever tier, for a public works project.
DESK REVIEW.	A method of monitoring compliance with the local employment program in which the Business and Workforce Development Coordinator contacts a contractor or subcontractor to gather relevant information or request relevant documentation.
EMERGENCY WORK.	Work necessitated by an imminent threat to the property of the city or the health, safety, or welfare of its citizens.
GENERAL CONTRACTOR.	An entity that enters into a contract directly with the city. The general contractor may also be known as the prime contractor.
LOCAL RESIDENT DATABASE.	A database maintained by the City's Business and Workforce Development Coordinator containing the names of local residents who have expressed interest in employment on City public works projects.
NEW HIRE.	Any employee of a contractor who is not listed on the contractor's last quarterly tax statement and was hired prior to or during the commencement of work on a public works project contract subject to the requirements of the local employment program.
ON SITE MONITORING.	The Business and Workforce Development Coordinator's act of visiting the site of a public works project to ensure compliance with the requirements of the local employment program.
PUBLIC WORKS PROJECT.	Any construction, alteration, demolition, or repair work done under contract and paid for in whole or in part from City funds.
RESIDENT.	Any person whose domicile is in the City. The domicile is an individual's one and only true, fixed and permanent home and principal establishment. In order to qualify as a resident for purposes of the local employment program, an individual must have established domicile within the City at least thirty (30) days prior to commencing work on any public works project subject to the local employment program.
SUBCONTRACT.	A contract that exists between the general contractor and a subcontractor or between subcontractors of any tier.
SUBCONTRACTOR.	An entity that enters into a contract with the general contractor or another subcontractor.
TIER.	The level of relationship to the prime contractor of a subcontractor who enters into a contract under a prime contractor or another subcontractor to perform a portion of the work on a project.

2. *Work hours and new hire requirements*.

a. Unless prohibited by federal, state, or local law, all contractors entering into contracts with the City for public works projects valued at two hundred fifty thousand dollars ($250,000.00) shall ensure that:

1) Fifteen percent (15%) of the total work hours are performed at the construction site by City of Evanston residents, as laborers and/or trade persons; and

2) A minimum of one (1) Evanston resident is hired.

b. The effectiveness of the local employment program regarding the minimum percentage of work hours and residents hired will be evaluated by city staff after two (2) years of implementation.

c. These requirements shall bind the contractor both with respect to persons working directly for the contractor and to subcontractors, regardless of tier or phase of the project, hired to perform any portion of the contracted work. The contractor shall ensure that subcontractors comply with the requirements of the local employment program. It shall be the responsibility and obligation of the contractor that all contracts are in overall compliance with this Subsection (C) and all the requirements listed herein.

d. Requirements of the local employment program are satisfied if the contractor already employs Evanston residents sufficient to meet fifteen percent (15%) of the project's total work hours. Some or all of these requirements may be waived if a waiver is obtained from the City pursuant to Subsection (C)5. of this Section.

3. *Contracts, bid documents, subcontracts*. Where appropriate and consistent with law, contracts and bid documents shall incorporate the local employment program by reference and shall provide that the failure of any contractor or subcontractor to comply with any of its requirements shall be deemed a material breach of the contract or subcontract entitling the City to all the remedies and damages available for material breach of a contract. All subcontracts shall expressly acknowledge the City's status as a third party beneficiary to the subcontract and further expressly acknowledge that the City, as a third party beneficiary, shall have the right to enforce the provisions of the local employment program. Contracts and bid documents shall require bidders, contractors and subcontractors to maintain records necessary for monitoring their compliance with the local employment program.

4. *Automatic review*. This Subsection (C) shall be reviewed to address any deficiencies on a bi-annual basis by the Minority, Women and Evanston Business Enterprise Development Committee.

5. *Waiver*.

   a. The contractor may request that the Business and Workforce Development Coordinator waive all or a portion of the requirements imposed under the local employment program. Such requests must be in writing and must be received by the Business and Workforce Development Coordinator prior to the award of any public works project contract. In order to apply for a waiver, the contractor must submit:

      1) Documentation to the Business and Workforce Development Coordinator demonstrating that:

         a) The contractor utilized the local resident database to attempt to satisfy the local employment program hiring requirement.

b) The contractor notified residents of the employment opportunities available for the project. Such notification must have appeared in the employment section of a newspaper of local general circulation. Additionally, the Illinois department of employment security's office located in Evanston, Illinois, must have been notified of the employment opportunities. All notices must have stated that all qualified applicants would receive consideration without regard to race, color, religion, sex or national origin.

c) The contractor, for a contract utilizing union labor, contacted in writing Chicagoland labor unions to request a resident for employment on the project.

2) Any additional documents requested by the Business and Workforce Development Coordinator in order to evaluate the waiver request.

6. *Business and Workforce Development Coordinator*.

a. The Business and Workforce Development Coordinator shall determine, based on the required documentation and conditions cited by the contractor that make compliance unfeasible, whether to grant the waiver prior to the award of the contract. Examples of such conditions include, but are not limited to:

1) Intermittent service by one (1) trade throughout the life of the project.

2) Nonavailability of resident(s) necessary to fulfill craft position(s) required for the project.

b. If circumstances arise subsequent to the issuance of the contract, the results of which the contractor believes will prevent satisfying the local employment program requirements, the contractor will immediately notify the Business and Workforce Development Coordinator by requesting in writing a waiver of the percentage that cannot be met. The Business and Workforce Development Coordinator or his or her designee shall meet with the applicant as necessary and issue a decision within five (5) business days, including a determination as to any retroactive liability for failure to achieve the goals for work undertaken prior to the application for such a waiver.

7. *Local resident selection*. It is the contractor's responsibility to meet the requirement of the local employment program. In order to satisfy the work hours and/or new hire requirements of the local employment program, contractors working under a collective bargaining agreement shall contact the appropriate local union hall to request a resident. If a resident is not available for dispatch by that union hall, the contractor shall contact the Business and Workforce Development Coordinator or his or her designee to request an available Evanston resident. The Business and Workforce Development Coordinator or his or her designee will thereafter provide the name of a resident matching the qualifications defined by the contractor to the local union

hall and that resident will be dispatched to the contractor within three (3) business days in accordance with the lawful hiring hall rules of the respective union. Failure of the Business and Workforce Development Coordinator to provide an individual shall not relieve the contractor from their responsibility to comply with the local employment program.

In order to satisfy the work hours and/or new hire requirement of the local employment program, contractors working in the absence of a collective bargaining agreement shall contact the Business and Workforce Development Coordinator or his or her designee to request an available Evanston resident from the local resident database. The Business and Workforce Development Coordinator or his or her designee will provide the name of a resident matching the qualifications identified by the contractor within three (3) business days.

8. *Reporting requirements*. The contractor shall submit reports as required by the City in order to comply with the local employment program. These reports may include weekly certified payroll records for all crafts within five (5) working days of the end of each payroll period. Additionally, the City may require a weekly or monthly summary of the information that would be obtainable from the certified payroll regarding local hire by craft. These reports, if required, must show the person-hours on a laborer and/or trade person basis and, in the case of certified payroll records, identify the address, new hires, and trade and status journeyperson or apprentice of all employees on the project. All reports must have an original signature and be signed by an authorized officer of the company under penalty of perjury. The City will make a copy of all required forms available to contractors.

   Nothing in the local employment program is intended to eliminate the requirement of a contractor to maintain certified payrolls or of the subcontractors to provide certified payrolls to the contractor, or for any contractor to provide certified payrolls to any party that requests them, as required under Illinois state law.

9. *Monitoring*. The Business and Workforce Development Coordinator or his or her designee will monitor compliance with the requirements of the local employment program by means including, but not limited to, desk reviews or on site monitoring. Audits of compliance may require the review of documents such as certified payrolls, canceled checks, or quarterly wage and withholding reports. Full scale investigations of noncompliance or violations will be on an as needed basis as determined by the Business and Workforce Development Coordinator.

   A contractor that fails to provide requested documents or misrepresents material facts in such documents shall be deemed to be noncompliant with the local employment program.

10. *Post-award meeting*. At its discretion, the Business and Workforce Development Coordinator or his or her designee may require the contractor to attend a post-award meeting to familiarize the contractor with the local employment program requirements and to identify the individual by position

and name if available. If requested by the contractor post-award, or at any time during the project, the City shall hold such a meeting within ten (10) business days.

11. *Penalty*. If the contractor or subcontractor should fail to meet the total percentage of resident project hours for any reason, without having received a waiver as outlined in Subsection (C)5. above, the City may impose a fine up to one percent (1.0%) of the approved project price in total. Contractors or subcontractors that are out of compliance due to a resident termination or resignation, shall immediately notify the Business and Workforce Development Coordinator of this occurrence within two (2) business days. Subsequently, the contractor or subcontractor shall have five (5) additional business days to replace a terminated or resigned worker with another resident. If the contractor or subcontractor fails to make the replacement or to notify the Business and Workforce Development Coordinator of this occurrence, the offending party will also be subject to a penalty up to one percent (1.0%) of the approved project price. If the noncompliant contractor makes a good faith effort to replace the resident, the fine may be waived.

    At the sole discretion of the City, a contractor or subcontractor that has violated the terms of the local employment program within a three-year period may be determined a non-responsible bidder and excluded from bidding on future projects for a period of not less than one (1) year.

    At the sole discretion of the City, an employee that has been hired through the LEP may be removed from the program for a period of not less than one (1) year for failing to adhere to program guidelines or due to termination by the contractor for cause. Such termination process will be reviewed by the Business and Workforce Development Coordinator.

12. *Workforce reserve account*. The City shall establish a reserve account for the deposit of all penalty funds within the general fund. This account may be utilized for the support of the LEP and other workforce development programs as follows:

    - The MWEBE Committee shall receive a report on the balance of penalty funds as of the end of the fiscal year no later than March 31 after the close of that year.
    - The MWEBE Committee shall recommend utilization of these funds for placement in the next year's proposed budget in accordance with current LEP and workforce development program goals.
    - Both program goals and recommended expenditure of funds will be subject to approval by the City Council.

(D) *Minority, women, disadvantage, and Evanston business enterprise (M/W/D/EBE) goals.*

1. *Definitions*. For the purposes of this Subsection (D), Minority, Women, Disadvantage, and Evanston Business Enterprise (M/W/D/EBE) Goals, the following terms shall be defined as follows:

DISADVANTAGE-OWNED BUSINESS ENTERPRISE or DBE.	A firm must be at fifty-one percent (51%) owned by one (1) or more disadvantaged individual (socially and economically) or, in the case of a publicly-held corporation, fifty-one percent (51%) of the stock of which is owned by one (1) or more disadvantaged individual (socially and economically) whose management and daily business operations are controlled by one (1) or disadvantaged individual (socially and economically). The City Manager or his or her designee shall determine which DBE certifications shall be accepted by the City.
EVANSTON-OWNED BUSINESS ENTERPRISE or EBE.	An entity which is located in or has one (1) or more offices located in the City for a minimum of one (1) year and which performs a "commercially useful function." The business must be certified by the City in accordance with the provisions of Section 1-17-1(B).
MINORITY-OWNED BUSINESS ENTERPRISE or MBE.	A business which is at least fifty-one percent (51%) owned by one (1) or more members of one (1) or more minority groups, or, in the case of a publicly-held corporation, at least fifty-one percent (51%) of the stock of which is owned by one (1) or more members of one (1) or more minority groups, whose management and daily operations are controlled by one (1) or more members of one (1) or more minority groups. The City Manager or his or her designee shall determine which MBE certifications shall be accepted by the City.
M/W/D/EBE GOALS.	The City of Evanston establishes the goal of awarding not less than twenty-five percent (25%) of its contract awards to MBE, WBE, DBE and EBE businesses. The City of Evanston establishes the goal of awarding not less than three percent (3%) utilization of EBEs in its contract awards. The provisions of this Section shall be implemented by the City Manager or his or her designee. The provisions of this Section do not guarantee contract participation.
WOMEN-OWNED BUSINESS ENTERPRISE or WBE.	A business which is at least fifty-one percent (51%) owned by one (1) or more women, or, in the case of a publicly-held corporation, fifty-one percent (51%) of the stock of which is owned by one (1) or more women, whose management and daily business operations are controlled by one (1) or more women. The City Manager or his or her designee shall determine which WBE certifications shall be accepted by the City.

2. A minority-owned business enterprise ("MBE"), women-owned business enterprise ("WBE"), or disadvantage-business enterprise ("DBE") (collectively, "M/W/D/BE") must perform a "commercially useful function."

    a. A M/W/D/BE performs a commercially useful function when it is responsible for execution of the work of the contract and is carrying out its responsibilities by actually performing, managing, and supervising the work involved. To perform a commercially useful function, the M/W/D/BE

must also be responsible, with respect to materials and supplies used on the contract, for negotiating price, determining quality and quantity, ordering the material, and installing (where applicable) and paying for the material itself. To determine whether an M/W/D/BE is performing a commercially useful function, the City will evaluate the amount of work subcontracted, industry practices, whether the amount the firm is to be paid under the contract is commensurate with the work it is actually performing and the M/W/D/BE credit claimed for its performance of the work and other relevant factors.

b. A M/W/D/BE does not perform a commercially useful function if its role is limited to that of an extra participant in a transaction, contract, or project through which funds are passed in order to obtain the appearance of M/W/D/BE participation. In determining whether a M/W/D/BE is such an extra participant, the City will examine similar transactions, particularly those in which M/W/D/BE's do not participate.

c. If a M/W/D/BE does not perform or exercise responsibility for at least thirty percent (30%) of the total cost of its contract with its own work force, or the M/W/D/BE subcontracts a greater portion of the work of a contract than would be expected on the basis of normal industry practice for the type of work involved, then it is not performing a commercially useful function.

d. When an M/W/D/BE is presumed not to be performing a commercially useful function as provided in Subsection (D)(2)(c) of this Section, the M/W/D/BE may present evidence to rebut this presumption. The City may determine that the firm is performing a commercially useful function given the type of work involved and normal industry practices.

3. Businesses that maintain a distribution warehouse or manufacturing operation will receive M/W/D/BE credit of sixty percent (60%). Those that do not maintain a distribution warehouse or manufacturing operation will be considered a broker and receive a five (5) percent credit.

4. Eligibility as a M/W/D/BE will be periodically reviewed and may be revoked at any time if the entity no longer meets the above requirements.

~~(E)~~ (F) Contractor Debarment, Suspension, and Prohibited Contracts.

1. *Definitions*. For the purposes of this Subsection, the following definitions apply:

CITY MANAGER.	The City of Evanston City Manager or his/her designee.
CONTRACTOR.	A person, partnership, corporation, or other entity that has contracted with, or is seeking to contract with, the City to construct a public improvement, to provide goods to, or perform services for or on behalf of the City. A contractor includes a contractor, subcontractor, vendor, or any person or entity who or which owns an interest of ten percent (10%) or more in a contractor, subcontractor, or vendor.
DEBARMENT.	An action taken by the City which results in a contractor being prohibited from bidding or proposing on, being awarded or performing work on a contract with the City. A contractor who has been determined by the City to be subject to such a prohibition is debarred.

2. *Effect of Debarment or Suspension*. A debarred or suspended contractor is prohibited from bidding or proposing or being awarded or performing work on a contract with the City during the period of debarment or suspension.

3. *Debarment or Suspension*. The City Manager is authorized to debar or suspend a contractor for just cause. The period of debarment or suspension will be determined by the City Manager in consultation with the Corporation Counsel, on a case by case basis. Debarment or suspension may be lifted for good cause shown. Reasons for debarment or suspension include, but are not limited to, the following:

    a. Commission of fraud or a criminal offense as an incident to obtaining or attempting to obtain a public or private contract or subcontract or in the performance of such a contract or subcontract;

    b. Conviction or indictment under a State or Federal statute of embezzlement, theft, forgery, bribery, falsification or destruction of records, receiving stolen property, or any other offense indicating a lack of business integrity or business honesty which affects responsibility as a vendor or contractor;

    c. Conviction or indictment under a State or Federal antitrust statute;

    d. A finding by a State or Federal agency with statutory authority to adjudicate civil rights violations, or by a judge or jury in a State or Federal

court of competent jurisdiction, that the vendor or contractor has violated State or Federal civil rights statutes in its hiring or business practices;

e. Failure or default without good cause to perform in accordance with the terms of any contract and the associated supporting documents or unsatisfactory performance of any contract and the associated supporting documents with the City;

f. Disqualification or rejection of a bid by the vendor on three (3) or more occasions within a three (3) year period;

g. Commission of an act or omission indicating a lack of business integrity or business honesty;

h. Debarment, disqualification of suspension by another government entity for any reason; or

i. Any Federal or State funding that, by law, rule, or regulation, precludes the City from paying a contractor from those funding.

4. *Procedure*. Before a contractor is debarred or suspended, written notice of debarment or suspension must be provided to that contractor. Such notice must apprise the contractor of the reasons for the debarment or suspension and must inform the contractor of the right to be heard before the City Manager. The City Manager must grant a reasonable opportunity for the debarred or suspended contractor to be heard on the issue of said disbarment or suspension, if the contractor submits a request in writing within seven (7) calendar days of the mailing of the written notice. The City Manager will make a final determination after consulting with Corporation Counsel.

5. *Assignment of Contracts*. No contract will be assigned or sublet by the successful bidder without the consent of the City Manager.

6. *Prohibited Bidders and Contractors*.

   a. Unless otherwise provided, no contractor will bid or enter into a contract or subcontract under this Subsection if the business or any officer, director, partner, or other managerial agent of the business has been convicted of a felony under the Sarbanes-Oxley Act of 2002 or a Class 3 or Class 2 felony under the Illinois Securities Law of 1953 for a period of five (5) years from the date of conviction.

   b. Every bid submitted to and contract executed by the City and every subcontractor will contain a certification by the bidder, contractor, or subcontractor, respectively, that the bidder, contractor, or subcontractor is not barred from being awarded a contract or subcontract under this Section and acknowledges that the City Manager will declare the related contract void if any of the certificates completed pursuant to this Subsection (b) are false.

7. *Debt Delinquency*.

a. No person will submit a bid for or enter into a contract or subcontract under this Section if that person knows or should know that they or any affiliate is delinquent in the payment of any debt to the City, unless the person or affiliate has entered into a deferred payment plan to pay off the debt.

b. Every bid submitted to and contract executed by the City and every subcontract will contain a certification by the bidder, contractor, or subcontractor, respectively, that the contractor or the subcontractor and its affiliate is not barred from being awarded a contract or subcontract under this Section and acknowledges that the City Manager may declare the related contract void if any of the certifications completed pursuant to this Subsection (b) are false.

8. *Voidable Contracts.*

a. If any contract or amendment is entered into or purchase or expenditure of funds is made at any time in violation of this Subsection or any other law, the contract or amendment may be declared void by the City Manager or may be ratified and affirmed, provided the City Manager determines that ratification is in the best interests of the City. If the contract is ratified and affirmed, it will be without prejudice to the City's rights to any appropriate damages.

b. If, during the term of a contract, the City Manager determines that the contractor is delinquent in the payment of debt as set forth in Subsection 1-17-1(E)(7), the City Manager, or his/her designee, may declare the contract void if he/she determines that voiding the contract is in the best interests of the City.

c. If, during the term of a contract, the City Manager determines that the contractor is in violation of Subsection 1-17-1(E)(6), the City Manager will declare the contract void.

d. If, during the term of a contract, the contracting agency learns from an annual certification or otherwise determines that the contractor no longer qualifies to enter into City contracts under this Section, the City Manager may declare the contract void if he/she determines that voiding the contract is in the best interests of the City.

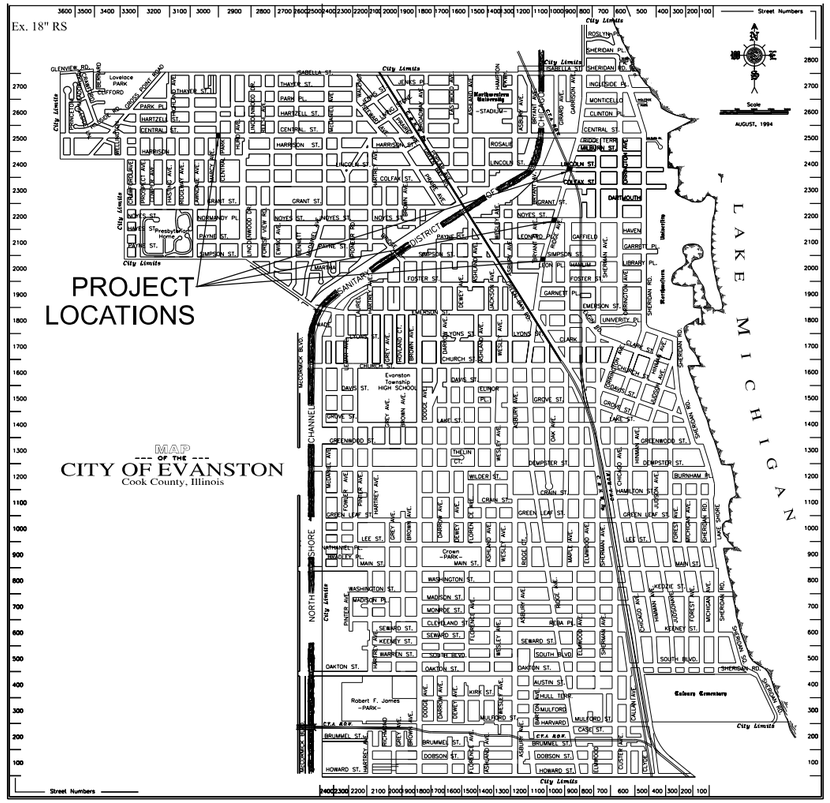
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			47	1
	ILLINOIS	CONTRACT NO.		

CITY OF EVANSTON

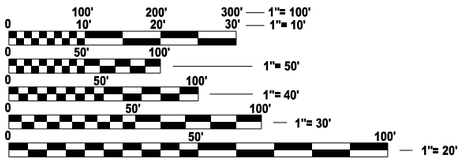
PLANS FOR PROPOSED BID SET

TRAFFIC SIGNAL IMPROVEMENT
RIDGE AVENUE AT SIMPSON STREET
RIDGE AVENUE AT NOYES STREET
RIDGE AVENUE AT LINCOLN STREET
CENTRAL STREET AT CENTRAL PARK AVENUE

FOR INDEX OF SHEETS, SEE SHEET NO. 2



LOCATION OF SECTION INDICATED THUS: -



FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E. **JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION** **1-800-892-0123** **OR 811**
PRIOR TO CONSTRUCTION, THE CONTRACTOR MUST TELEPHONE C.U.A.N. AT (312) 744-7000 FOR UNDERGROUND UTILITY LOCATIONS

PROJECT ENGINEER
PROJECT MANAGER

TERRA ENGINEERING LTD.

CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 W. Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

COLIN COAD 062-063250 LICENSED PROFESSIONAL ENGINEER STATE OF ILLINOIS

DATE SIGNED : 12/22/2025
LIC. EXP. DATE : 11/30/2027

TYLER P. DePATIS 062-069407 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

DATE SIGNED : 12/22/2025
LIC. EXP. DATE : 11/30/2027

062-059502 REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

EXPIRATION DATE: 11/2027
DATE: 12/17/2025

LICENSED PROFESSIONAL ENGINEER BENJAMIN CHAVEZ 062-063542 STATE OF ILLINOIS

EXPIRATION DATE 11/30/2027
DATE:

SUBSTANTIAL COMPLETION: 11/15/2027

CIVIL SHEETS

TRAFFIC SIGNAL SHEETS

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16-23	ADA PLANS
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27-34	TRAFFIC SIGNAL DETAILS
35-54	TRAFFIC SIGNAL PLAN
55-64	IDOT HIGHWAY STANDARDS

IDOT HIGHWAY STANDARDS

000001-09	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
424001-12	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424006-06	DIAGONAL CURB RAMPS FOR SIDEWALKS
424011-06	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424021-07	DEPRESSED CORNER FOR SIDEWALKS
442201-04	CLASS C AND D PATCHES
606001-09	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-11	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
814001-03	HANDHOLES
814006-03	DOUBLE HANDHOLES
857001-01	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
862001-01	UNINTERRUPTABLE POWER SUPPLY (UPS)
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876001-04	PEDESTRIAN PUSH BUTTON POST
877001-08	STEEL MAST ARM ASSEMBLY AND POLE 16 FT THROUGH 55 FT
878001-11	CONCRETE FOUNDATION DETAILS
880001-01	SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATION
880006-01	TRAFFIC SIGNAL MOUNTING DETAILS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS

GENERAL NOTES

1. SOIL EROSION AND SEDIMENTATION CONTROL PRACTICES AND DEVICES SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF IDOT STANDARD SPECIFICATIONS AND ALL REVISIONS THERETO AND IN ACCORDANCE WITH THE DETAILS ON THE PLANS.

2. THE CONTRACTOR SHALL CONTACT J.U.L.I.E. (1-800-892-0123) 48 HOURS PRIOR TO ANY WORK IN THE RIGHT OF WAY OR EASEMENTS TO LOCATE UTILITIES, AND CONTACT THE OWNER'S REPRESENTATIVE SHOULD PUBLIC UTILITIES APPEAR TO BE IN CONFLICT WITH THE PROPOSED IMPROVEMENTS.

3. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.

4. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON CITY PROPERTY WITHOUT WRITTEN PERMISSION FROM THE CITY.

5. THE CONTRACTOR SHALL TAKE CARE TO PROTECT ALL SIGNS ALONG THE ROUTE OF CONSTRUCTION. SIGNS SHALL BE REMOVED IF THEY ARE IN CONFLICT WITH PROPOSED WORK. AND APPROVED BY ENGINEER. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY EXISTING DAMAGE TO A SIGN PRIOR TO REMOVAL. THE CONTRACTOR SHALL REPLACE ALL SIGNS AND POSTS DAMAGED DURING REMOVAL. THE COST OF ALL MATERIALS REQUIRED AND ALL LABOR NECESSARY TO COMPLY WITH THE RELOCATION OF SIGNS SHALL BE INCLUDED IN THE CONTRACT WITHOUT ANY EXTRA COMPENSATION ALLOWED TO THE CONTRACTOR ACCORDING TO ART. 107.25, UNLESS MARKED ON PLANS.

6. THE THICKNESS OF HMA SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA IS PLACED.

7. ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS, AND TIE BARS IN PAVEMENT, SHOULDERS, CURB, GUTTER, COMBINATION CURB & GUTTER AND MEDIAN, AND CHAIR SUPPORTS FOR CRC PAVEMENT SHALL BE EPOXY COATED UNLESS NOTED ON THE PLANS.

8. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.

9. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

10. THE CONTRACTOR SHALL TAKE EXTRA CARE IN GRADING AND EXCAVATING NEAR TREES WHICH ARE NOT MARKED FOR REMOAL SO AS NOT TO CAUSE INJURY TO THE ROOT SYSTEM OR TRUNKS. ROOTS OF A TREE THAT ARE TO REMAIN IN PLACE EXTENDING INTO THE EXCAVATION AREAS AT AN ELEVATION THAT WOULD INTERFERE WITH ANY PORTION OF THE PLANNED CONSTRUCTION, SHALL BE SEVERED AT A POINT IMMEDIATELY OUTSIDE OF THE EXCAVATION AREA THAT WILL CAUSE THE LEAST AMOUNT OF SYSTEMIC DAMAGE TO THE REMAINING TREE STRUCTURE. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE.

11. PRUNE TREE LIMBS THAT MIGHT BE DAMAGED BY EQUIPMENT OPERATIONS AT LEAST ONE WEEK PRIOR TO THE START OF CONSTRUCTION BY A CERTIFIED ARBORIST. ANY TREE LIMBS THAT ARE BROKEN BY CONSTRUCTION EQUIPMENT AFTER THE INITIAL PRUNING MUST BE PRUNED CORRECTLY WITHIN 72 HOURS.

12. SUPPLEMENTAL WATERING IS SPECIFIED FOR TREES AND SHRUBS THAT WILL BE DISTURBED BY CONSTRUCTION BUT WILL REMAIN. NOTE THAT WATERING SHOULD BEGIN IMMEDIATELY AFTER ROOT PRUNING, TOP PRUNING OR OTHER CONSTRUCTION DISTURBANCE.

13. ALL TREE PROTECTION, TREE REMOVAL, PRUNING, AND ROOT PRUNING SHALL BE COMPLETED BEFORE CONSTRUCTION OPERATIONS COMMENCE IN ANY AREA. AT NO TIME SHALL THE CONTRACTOR PRUNE OR REMOVE ANY TREES UNLESS SPECIFICALLY DIRECTED BY THE ENGINEER.

14. ONLY THOSE TREES DESIGNATED BY THE ENGINEER OR SHOWN IN THE PLANS SHALL BE REMOVED. THE CONTRACTOR SHALL PROTECT ALL REMAINING TREES FROM DAMAGE DUE TO HIS OPERATIONS.

15. THE FINISHED EARTHWORK SHALL HAVE A VEGETATION-SUSTAINING SOIL COVERING THE TOP SIX INCHES IN AREAS TO BE SEEDED OR SODDED. THE VEGETATION-SUSTAINING SOIL REQUIRED WILL BE PAID FOR SEPARATELY AS TOPSOIL FURNISH AND PLACE, 6".

16. ANY EXISTING PAVEMENT MARKINGS IN CONFLICT WITH PROPOSED PAVEMENT MARKINGS SHALL BE REMOVED.

17. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE CITY OF EVANSTON.

18. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY DURING CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECFICATIONS. MEMBERS OF J.U.L.I.E. KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:

    COMMONWEALTH EDISON CO.
    ATTN: PATRICIA RODRIGUEZ
    630-396-8225
    860 OAK CREEK DR
    LOMBARD, IL 60148

    NICOR GAS
    ATTN: KAREY JOHNSON
    224-471-9356

    AT&T
    ATTN: KARI MARTIN
    630-573-5789
    1000 COMMERCE DR FLOOR 1,
    OAK BROOK IL, 60523

    NORTHWESTERN UNIVERSITY
    ATTN: JOSHUA EMANUEL
    312-877-8033

    SEGRA
    ATTN: SAMUEL VOHSEN
    816-814-9768

19. THE EXISTING TRAFFIC SIGNALS AND STREET LIGHTS SHALL REMAIN IN OPERATION DURING THE ENTIRE DURATION OF THE PROJECT UNTIL THE NEW SIGNAL TURN-ON UNLESS TEMPORARY SIGNALS ARE CALLED FOR IN THE PLANS. THE CONTRACTOR SHALL MAKE ANY TEMPORARY ADJUSTMENTS NEEDED TO MAINTAIN THE EXISTING SYSTEM AND TO ALLOW FOR INSTALLATION OF THE NEW SIGNALS. NO ADDITONAL COMPENSATION WILL BE PROVIDED FOR ANY TEMPORARY ADJUSTMENTS AS REQUIRED BY THE ENGINEER.

20. ANY EXISTING WIRES CUT BY THE CONTRACTOR THAT ARE TO REMAIN IN SERVICE UNTIL SUCH TIME THAT THEY ARE TO BE REMOVED OR ABANDONED SHALL BE REPLACED BY THE CONTRACTOR OR REPAIRED TO THE SATISFACTION OF THE ENGINEER. NO ADDITONAL COMPENSATION SHALL BE PROVIDED FOR THIS WORK.

21. THE CONTRACTOR SHALL PROVIDE TEMPORARY ASPHALT FOR USE BY PEDESTRIANS TO MAINTAIN PEDESTRIAN ACCESS AT LOCATIONS DIRECTED BY THE ENGINEER. THE TEMPORARY ASPHALT SHALL BE PLACED ON THE SAME DAY THAT THE EXISTING SIDEWALK IS REMOVED AND SHALL BE REMOVED NO SOONER THAN 24 HOURS PRIOR TO INSTALLATION OF THE NEW SIDEWALK. THE TEMPORARY ASPHALT SHALL BE NO LESS THAN 1" THICK AND SHALL MEET ADA REQUIREMENTS. ANY AGGREGATE NEEDED TO INSTALL THE TEMPORARY ASPHALT SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE TEMPORARY SIDEWALK.

22. THE CONTRACTOR SHALL MARK ALL LOCATIONS OF PROPOSED FACILITIES IN THE FIELD FOR APPROVAL BY THE ENGINEER PRIOR TO BEGINNING ANY EXCAVATION.

23. CONSTRUCTION ACTIVITIES MAY OCCCUR BETWEEN 7:00 AM AND 5:00 PM MONDAY THROUGH FRIDAY. WRITTEN REQUESTS TO WORK OUTSIDE OF THESE HOURS AND ON CITY OF EVANSTON AND STATE OF ILLINOIS RECOGNIZED HOLIDAYS MUST BE SUBMITTED 24 HOURS IN ADVANCE. CONSTRUCTION ACTIVITIES ARE IDENTIFIED AS THE OPERATION OF ANY EQUIPMENT, INCLUDING BUT NOT LIMITED TO THE WARMING UP OF ANY PIECE OF EQUIPMENT OR TURNING ON ENGINES. ANY VIOLATION FOR WORKING HOURS WILL RESULT IN A $500.00 FINE FOR EACH OCCURRENCE.

24. THE CONTRACTOR IS RESPONSIBLE FOR ALL CONSTRUCTION TRAFFIC CONTROL AND LANE CLOSURES. ANY TIME DURING THE PROJECT THAT A DETOUR IS REQUIRED THE CONTRACTOR MUST SUBMIT DETOUR PLANS FOR APPROVAL BY THE CITY. THIS WORK WILL NOT BE PAID SEPARATELY BUT WILL BE INCLUDED IN THE UNIT PRICE OF THE TRAFFIC CONTROL AND PROTECTION PAY ITEM.

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TERRA ENGINEERING LTD.

USER NAME = XianL	DESIGNED -		REVISED -
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	CHECKED - TPD		REVISED -
PLOT DATE = 12/19/2025	DATE -		REVISED -

City of Evanston

INDEX OF SHEETS AND GENERAL NOTES

SCALE: | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	2
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

CODE NO.	ITEM	UNIT	SIMPSON ST	NOYES ST	LINCOLN ST	INTERCONNECT	CONTINGENCY	CENTRAL ST	TOTAL QUANTITY
20101100	TREE TRUNK PROTECTION	EACH	6	3	1	0	2	3	15
20101700	SUPPLEMENTAL WATERING	UNIT	10	10	10	0	0	10	40
20200100	EARTH EXCAVATION	CU YD	262	233	366	0	18	10	889
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	10	10	10	0	0	10	40
20800150	TRENCH BACKFILL	CU YD	0	0	0	0	0	10	10
25200110	SODDING, SALT TOLERANT	SQ YD	120	60	40	0	10	50	280
28000510	INLET FILTERS	EACH	3	3	4	0	4	8	22
31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	118	105	164	0	8	176	571
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	1045	925	1460	0	70	996	4496
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	141	133	173	0	30	167	644
44000600	SIDEWALK REMOVAL	SQ FT	1063	929	1570	0	70	1831	5463
60600605	CONCRETE CURB, TYPE B	FOOT	0	0	101	0	10	65	176
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	148	134	76	0	20	0	378
67100100	MOBILIZATION	LSUM	0	0	0	0	1	0	1
72000100	SIGN PANEL - TYPE 1	SQ FT	27	30	20	0	0	14	91
72000200	SIGN PANEL - TYPE 2	SQ FT	0	0	0	0	0	23	23
72400500	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	0	0	1	0	0	0	1
72400710	RELOCATE SIGN PANEL - TYPE 1	SQ FT	0	0	0	0	0	45	45
72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	0	0	15	0	0	0	15
73100100	BASE FOR TELESCOPIING STEEL SIGN SUPPORT	EACH	0	0	1	0	0	0	1
78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	0	0	2	0	0	0	2
78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	272	346	304	0	20	390	1332
78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	272	340	318	0	22	365	1317
78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	57	60	80	0	20	80	297
78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	244	335	760	0	41	1200	2580
81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	661	723	559	1443	0	161	3547
81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	64	89	229	0	0	73	455
81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	201	229	268	0	0	182	880
81028720	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 1" DIA.	FOOT	51	80	40	0	0	0	171
81400100	HANDHOLE	EACH	6	5	5	1	0	2	19
81400300	DOUBLE HANDHOLE	EACH	1	1	1	0	0	2	5
85100500	PAINT NEW TRAFFIC SIGNAL POST	EACH	3	1	8	0	0	3	15
85100600	PAINT NEW MAST ARM AND POLE, UNDER 40 FOOT	EACH	2	4	0	0	0	4	10
85900100	TRANSCEIVER	EACH	1	1	1	0	0	0	3
86000100	MASTER CONTROLLER	EACH	0	0	1	0	0	0	1
87300925	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	0	0	0	3640	0	0	3640
87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	889	1019	959	0	0	930	3797

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TERRA ENGINEERING LTD.

USER NAME = TylerD	DESIGNED -	REVISED -
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	CHECKED - TPD	REVISED -
PLOT DATE = 4/30/2026	DATE -	REVISED -

City of Evanston

SUMMARY OF QUANTITIES

SCALE: | SHEET 1 OF 3 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	3

CONTRACT NO.

ILLINOIS | FED. AID PROJECT

CODE NO.	ITEM	UNIT	SIMPSON ST	NOYES ST	LINCOLN ST	INTERCONNECT	CONTINGENCY	CENTRAL ST	TOTAL QUANTITY
87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	856	1015	1041	0	0	1393	4305
87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1452	1612	1508	0	0	1704	6276
87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	307	382	265	0	0	192	1146
87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	868	959	1012	0	0	693	3532
87502440	TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.	EACH	0	0	6	0	0	0	6
87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	2	1	4	0	0	2	9
87502520	TRAFFIC SIGNAL POST, GALVANIZED STEEL 18 FT.	EACH	1	0	0	0	0	0	1
87700140	STEEL MAST ARM ASSEMBLY AND POLE, 20 FT.	EACH	0	1	0	0	0	0	1
87700160	STEEL MAST ARM ASSEMBLY AND POLE, 24 FT.	EACH	0	1	0	0	0	1	2
87700180	STEEL MAST ARM ASSEMBLY AND POLE, 28 FT.	EACH	1	0	0	0	0	1	2
87700200	STEEL MAST ARM ASSEMBLY AND POLE, 32 FT.	EACH	0	1	0	0	0	0	1
87700210	STEEL MAST ARM ASSEMBLY AND POLE, 34 FT.	EACH	0	0	0	0	0	1	1
87700220	STEEL MAST ARM ASSEMBLY AND POLE, 36 FT.	EACH	1	1	0	0	0	1	3
87800100	CONCRETE FOUNDATION, TYPE A	FOOT	12	4	40	0	0	12	68
87800150	CONCRETE FOUNDATION, TYPE C	FOOT	4	4	4	0	0	4	16
87800400	CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	24	47	0	0	0	47	118
87900200	DRILL EXISTING HANDHOLE	EACH	1	1	2	0	0	0	4
88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	4	8	0	0	0	8	20
88030050	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	5	4	12	0	0	4	25
88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	8	8	8	0	0	8	32
88200410	TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	0	0	0	0	0	8	8
88200510	TRAFFIC SIGNAL BACKPLATE, RETROREFLECTIVE	EACH	8	4	0	0	0	0	12
88600100	DETECTOR LOOP, TYPE I	FOOT	173	213	540	0	0	0	926
88700200	LIGHT DETECTOR	EACH	2	2	0	0	0	2	6
88700300	LIGHT DETECTOR AMPLIFIER	EACH	2	2	0	0	0	1	5
89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	0	1	0	0	0	1	2
89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1	1	1	0	0	1	4
89502380	REMOVE EXISTING HANDHOLE	EACH	3	3	3	0	0	3	12
89502382	REMOVE EXISTING DOUBLE HANDHOLE	EACH	0	1	1	0	0	0	2
89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	5	5	3	0	0	6	19
Z0013798	CONSTRUCTION LAYOUT	L SUM	0.25	0.25	0.25	0	0	0.25	1
Z0033046	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2	EACH	1	1	1	0	0	1	4
Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	0	1	0	0	0	1	2
X0324085	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	332	223	0	0	0	407	962
X1400150	SERVICE INSTALLATION, GROUND MOUNTED, METERED	EACH	1	1	1	0	0	1	4
X1400367	PEDESTRIAN SIGNAL POST, 10 FT.	EACH	2	2	1	0	0	1	6
X1400378	PEDESTRIAN SIGNAL POST, 5 FT.	EACH	2	2	1	0	0	0	5

CODE NO.	ITEM	UNIT	SIMPSON ST	NOYES ST	LINCOLN ST	INTERCONNECT	CONTINGENCY	CENTRAL ST	TOTAL QUANTITY
X2010410	TREE TRIMMING	EACH	0	0	0	0	0	4	4
X4240114	TEMPORARY SIDEWALK	SQ FT	0	0	0	0	0	750	750
X4240800	DETECTABLE WARNINGS (SPECIAL)	SQ FT	80	90	80	0	20	118	388
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	0.25	0.25	0.25	0	0	0.25	1
X7800010	METHYL METHACRYLATE PAVEMENT COLORIZATION GREEN	SQ YD	0	0	8	0	0	0	8
X8430100	REMOVE EXISTING CONDUIT ATTACHED TO STRUCTURE	FOOT	0	0	238	0	0	0	238
X8500104	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION (SPECIAL)	EACH	0	0	0	0	3	1	4
X8500108	MAINTENANCE OF TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	0	0	0	0	1	1	2
X8510204	PAINT NEW PEDESTRIAN PUSH-BUTTON POST	EACH	4	4	2	0	0	1	11
X8570233	FULL-ACTUATED CONTROLLER AND TYPE SUPER P CABINET (SPECIAL)	EACH	1	1	0	0	0	1	3
X8620200	UNINTERRUPTABLE POWER SUPPLY (SPECIAL)	EACH	1	1	1	0	0	1	4
X8710200	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM36F	FOOT	1415	2127	1169	0	0	0	4711
X8760200	ACCESSIBLE PEDESTRIAN SIGNALS	EACH	8	8	8	0	0	8	32
X8780012	CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	16	16	8	0	0	4	44
X8900030	REMOVE EXISTING TEMPORARY TRAFFIC SIGNAL EQUIPMENT	EACH	0	1	0	0	0	0	1
X8950105	REMOVE EXISTING TRAFFIC CONTROLLER AND CABINET	EACH	1	1	1	0	0	0	3
XX005206	EXPLORATORY EXCAVATION	FOOT	15	15	15	0	0	15	60
XX009048	CURB AND GUTTER (SPECIAL)	FOOT	0	0	0	0	0	167	167
XX009224	CLASS D PATCHES, SPECIAL	SQ YD	31	16	22	0	21	70	160
*******	REMOVE EXISTING CONCRETE FOUNDATION	EACH	0	0	0	0	0	1	1
*******	PAINT NEW TRAFFIC SIGNAL CABINET (SPECIAL)	EACH	1	1	1	0	0	1	4

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TERRA ENGINEERING LTD.

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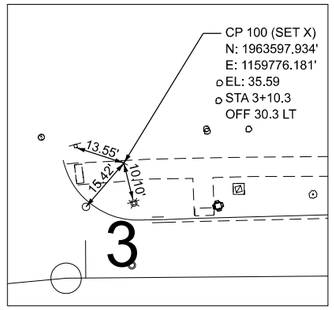
PLOT DATE = 2/2/2026	DATE -	REVISED -

City of Evanston

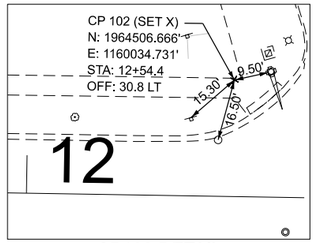
SUMMARY OF QUANTITIES

SCALE: | SHEET 3 OF 3 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	5
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



CP100 DETAIL



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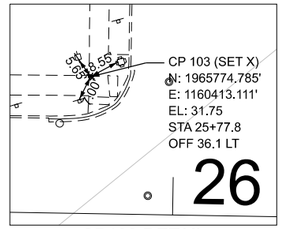

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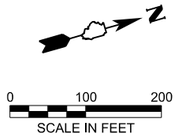

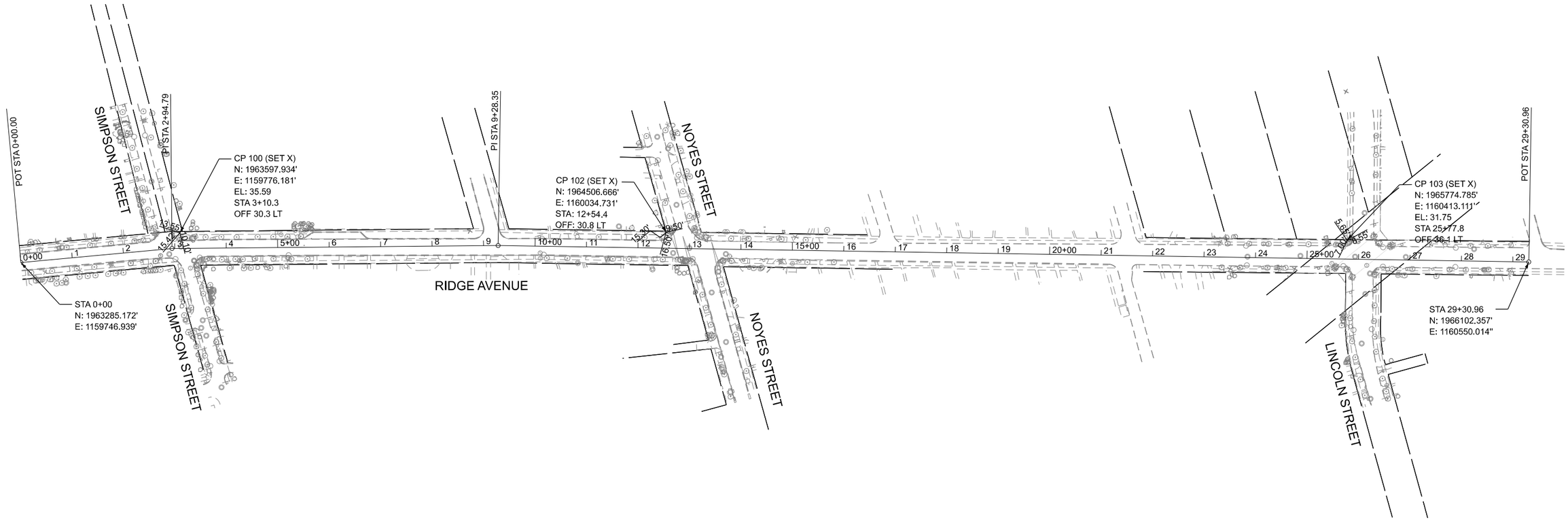

NOTES:
1. LOCATIONS OF EXISTING UTILITIES SHOWN HERON ARE THE COMPILATION OF FIELD LOCATIONS AND UTILITY ATLASES
2. UTILITY ATLASES PROVIDED BY THE UTILITY

-CITY OF EVANSTON: SANITARY ATLAS (GIS)
NO DATE ON ATLAS

-CITY OF EVANSTON: STORM ATLAS (GIS)
NO DATE ON ATLAS

-CITY OF EVANSTON: WATER ATLAS (GIS)
NO DATE ON ATLAS

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	CHECKED - CCC	REVISED -
PLOT DATE = 12/15/2025	DATE -	REVISED -

City of Evanston

ALIGNMENT, TIES AND BENCHMARKS
RIDGE AVENUE

SCALE: 1"=100' | SHEET 1 OF 2 SHEETS | STA. 0+00.00 | TO STA. 30+00.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	6
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

CHRISTOPHER B. BURKE ENGINEERING LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

PLAN
NOTE BOOK
NO.

SURVEYED
PLOTTED
ALIGNMENT CHECKED
R.O.W. MKR CHECKED
CADD FILE NAME

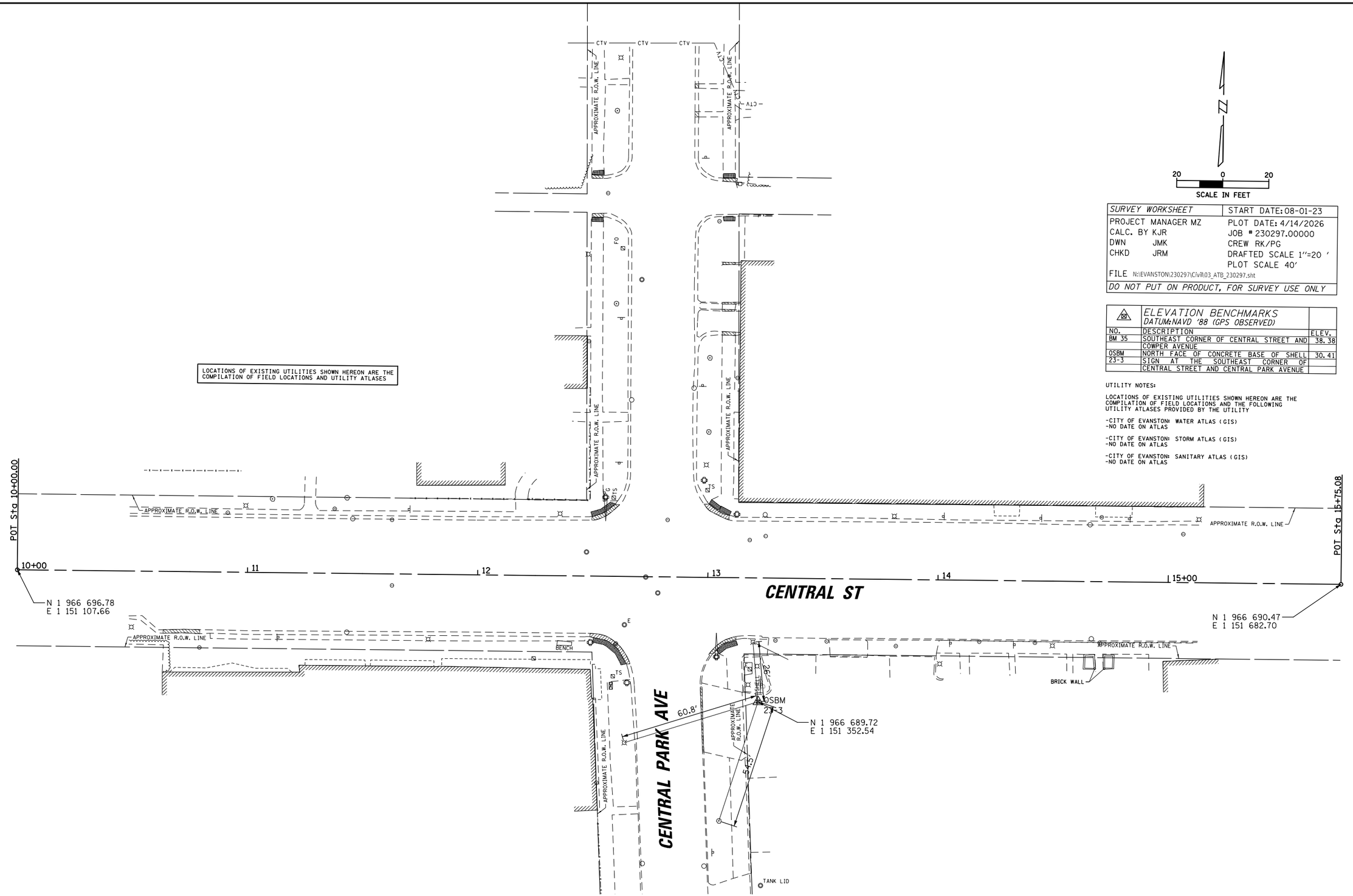
BY | DATE

PROFILE
NOTE BOOK
NO.

SURVEYED
PLOTTED
GRADES CHECKED
R.O.W. MKR CHECKED
STRUCTURE NOTATNS CHKD

BY | DATE

LOCATIONS OF EXISTING UTILITIES SHOWN HEREON ARE THE COMPILATION OF FIELD LOCATIONS AND UTILITY ATLASES



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SURVEY WORKSHEET	START DATE: 08-01-23
PROJECT MANAGER MZ	PLOT DATE: 4/14/2026
CALC. BY KJR	JOB # 230297.00000
DWN JMK	CREW RK/PG
CHKD JRM	DRAFTED SCALE 1"=20 '
	PLOT SCALE 40'
FILE N:\EVANSTON\230297\Civil\03_ATB_230297.sht	
DO NOT PUT ON PRODUCT, FOR SURVEY USE ONLY	

ELEVATION BENCHMARKS
DATUM: NAVD '88 (GPS OBSERVED)

NO.	DESCRIPTION	ELEV.
BM 35	SOUTHEAST CORNER OF CENTRAL STREET AND COWPER AVENUE	38.38
OSBM 23-3	NORTH FACE OF CONCRETE BASE OF SHELL SIGN AT THE SOUTHEAST CORNER OF CENTRAL STREET AND CENTRAL PARK AVENUE	30.41

UTILITY NOTES:

LOCATIONS OF EXISTING UTILITIES SHOWN HEREON ARE THE COMPILATION OF FIELD LOCATIONS AND THE FOLLOWING UTILITY ATLASES PROVIDED BY THE UTILITY

-CITY OF EVANSTON: WATER ATLAS (GIS)
-NO DATE ON ATLAS

-CITY OF EVANSTON: STORM ATLAS (GIS)
-NO DATE ON ATLAS

-CITY OF EVANSTON: SANITARY ATLAS (GIS)
-NO DATE ON ATLAS

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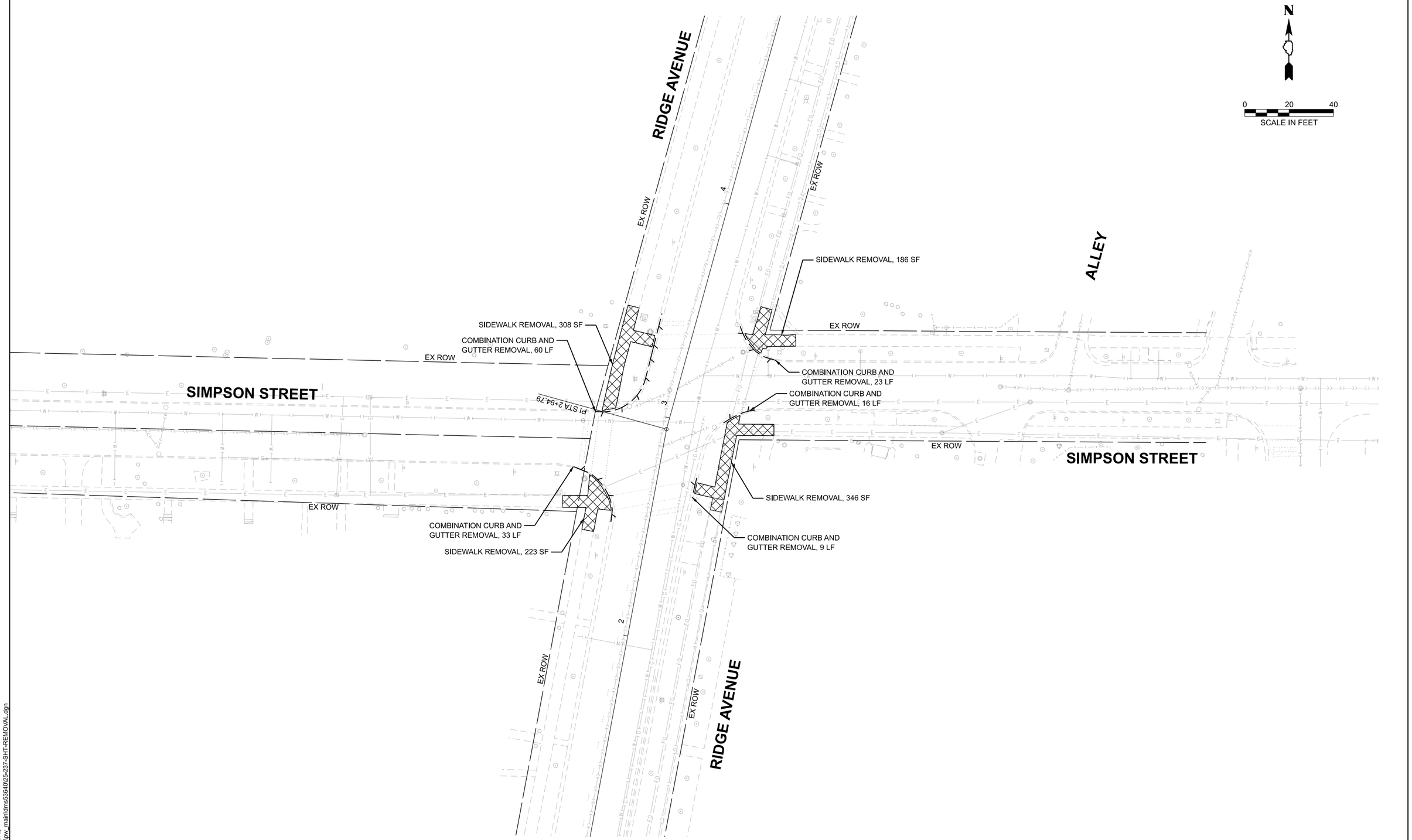
		DRAWN - KC	REVISED -
	PLOT SCALE = 40'	CHECKED - MLM	REVISED -
	PLOT DATE = 4/14/2026	DATE -	REVISED -

City of Evanston

ALIGNMENT, TIES AND BENCHMARKS
CENTRAL STREET AT CENTRAL PARK AVENUE

SCALE: 1" = 40' | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	7
		CONTRACT NO.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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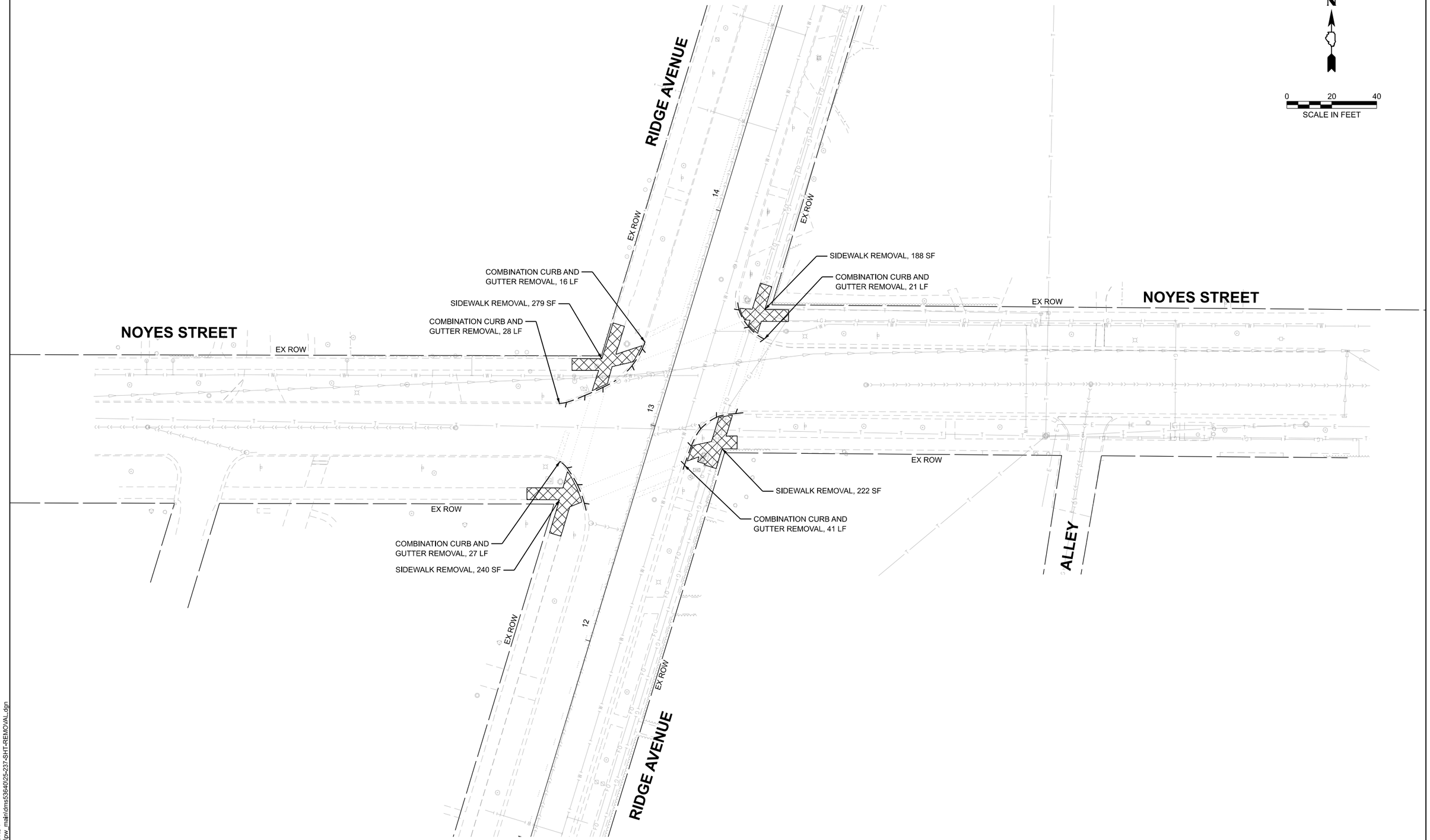
PLOT DATE = 12/19/2025	DATE -	REVISED -

City of Evanston

REMOVAL PLANS
RIDGE AVENUE AT SIMPSON STREET

SCALE: | SHEET 1 OF 4 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	8
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



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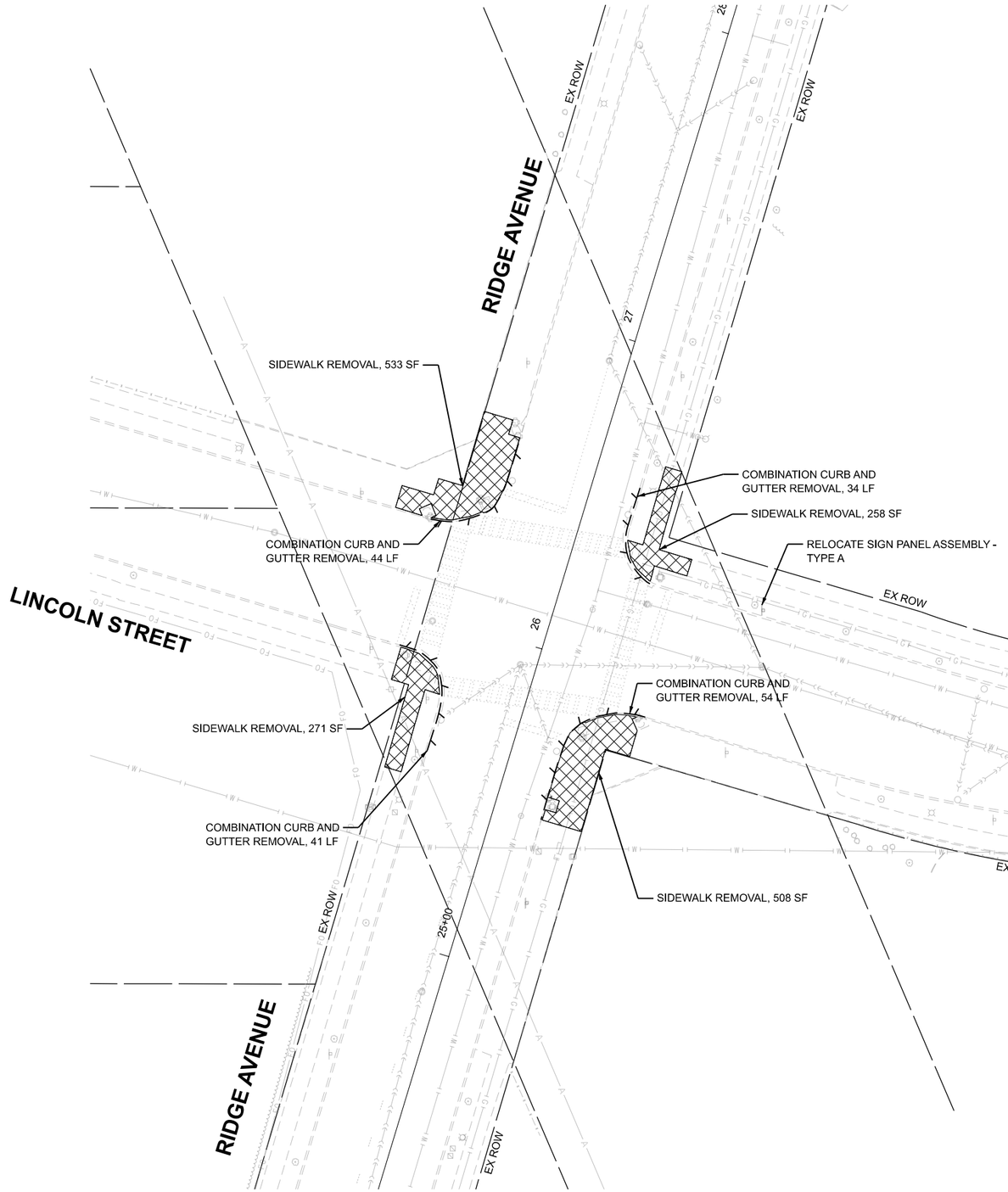
PLOT DATE = 12/15/2025	DATE -	REVISED -	

City of Evanston

REMOVAL PLANS
RIDGE AVENUE AT NOYES STREET

SCALE: | SHEET 2 OF 4 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	9
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



MODEL: Roadway Removal-2
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	DRAWN - XEL	REVISED -	
	CHECKED - TPD	REVISED -	
PLOT DATE = 12/19/2025	DATE -	REVISED -	

City of Evanston

REMOVAL PLANS
RIDGE AVENUE AT LINCOLN STREET

SCALE: | SHEET 3 OF 4 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	10
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

CHRISTOPHER B. BURKE ENGINEERING LTD.
9575 West Higgins Road, Suite 600
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(847) 823-0500

PLAN
NOTE BOOK
NO.
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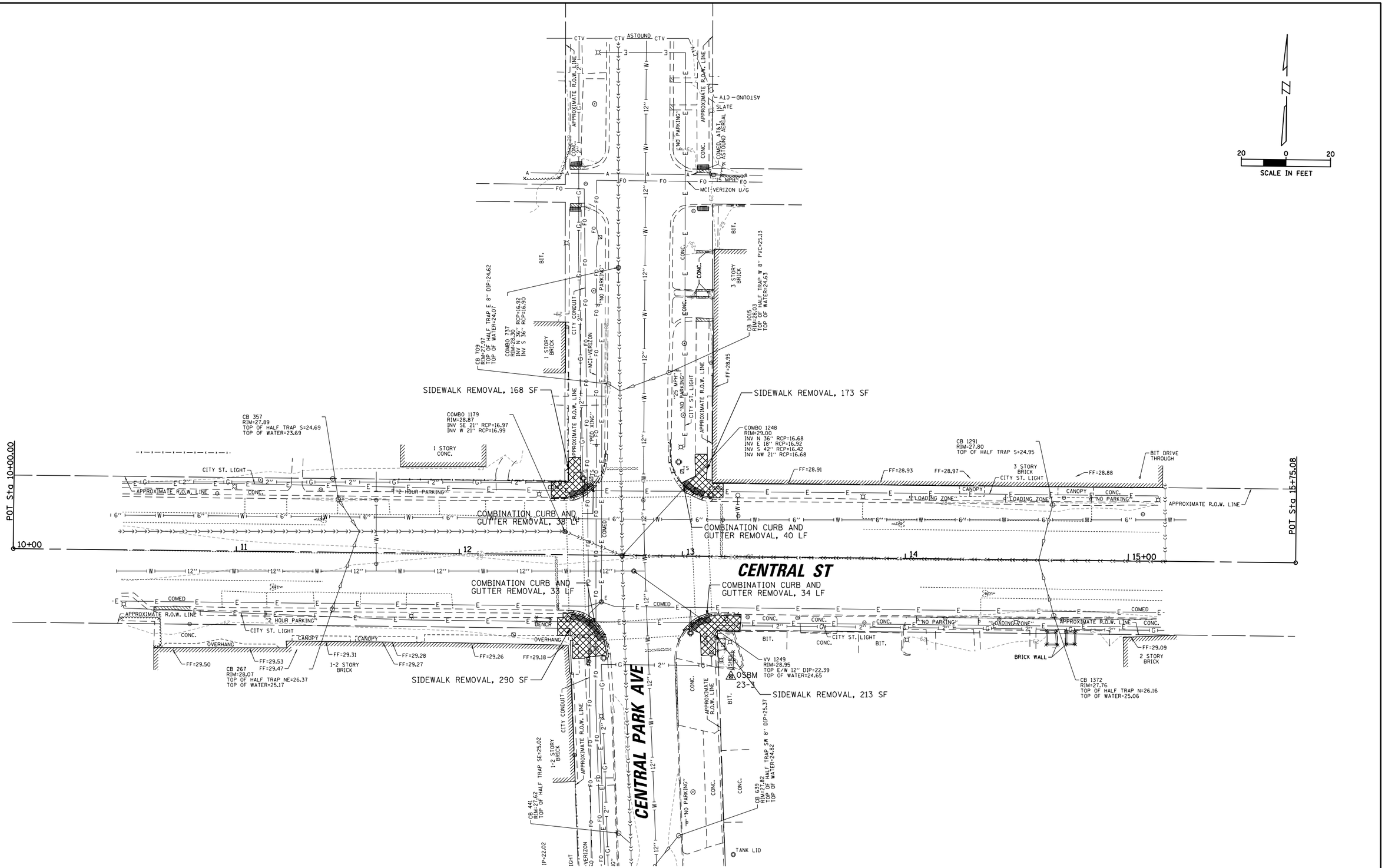
PLOTTED
ALIGNMENT CHECKED
R.O.W. MONUMENTS CHECKED
CADD FILE NAME
BY
DATE

PROFILE
NOTE BOOK
NO.
SURVEYED
PLOTTED
GRADES CHECKED
R.O.W. MONUMENTS CHECKED
STRUCTURE NOTATIONS CHKD
BY
DATE



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	PLOT SCALE = 40'	CHECKED - MLM	REVISED -
	PLOT DATE = 4/14/2026	DATE -	REVISED -

City of Evanston

REMOVAL PLANS
CENTRAL STREET AT CENTRAL PARK AVENUE

SCALE: 1" = 40' | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	11
		CONTRACT NO.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

N

0 20 40
SCALE IN FEET

RIDGE AVENUE

EX ROW

ALLEY

SIMPSON STREET

THERMOPLASTIC PAVEMENT MARKING LINE - 24", 12 LF
THERMOPLASTIC PAVEMENT MARKING - LINE 6", 79 LF
THERMOPLASTIC PAVEMENT MARKING - LINE 12", 82 LF
COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12, 62 LF
DETECTABLE WARNINGS, 10 SF
SIDE CURB
SODDING, SALT TOLERANT, 50 SY
PORTLAND CEMENT CONCRETE SIDEWALK, 5", 315 SF
SUBBASE GRANULAR MATERIAL, TYPE B, 4", 35 SY
EARTH EXCAVATION, 79 CY
INLET FILTERS, 1 EA
DETECTABLE WARNINGS, 10 SF
SIDE CURB
CLASS D PATCHES, SPECIAL, 21 SY
THERMOPLASTIC PAVEMENT MARKING LINE - 24", 25 LF

TREE TRUNK PROTECTION, 1 EA
INLET FILTERS, 1 EA
COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12, 25 LF
PORTLAND CEMENT CONCRETE SIDEWALK, 5", 190 SF
SUBBASE GRANULAR MATERIAL, TYPE B, 4", 22 SY
EARTH EXCAVATION, 48 CY
DETECTABLE WARNINGS , 20 SF
SODDING, SALT TOLERANT, 10 SY
THERMOPLASTIC PAVEMENT MARKING - LINE 6", 60 LF
THERMOPLASTIC PAVEMENT MARKING - LINE 12", 61 LF
TREE TRUNK PROTECTION, 1 EA

THERMOPLASTIC PAVEMENT MARKING - LINE 6", 73 LF
THERMOPLASTIC PAVEMENT MARKING - LINE 12", 72 LF
DETECTABLE WARNINGS, 10 SF
SODDING, SALT TOLERANT, 10 SY
DETECTABLE WARNINGS, 10 SF
PORTLAND CEMENT CONCRETE SIDEWALK, 5", 220 SF
SUBBASE GRANULAR MATERIAL, TYPE B, 4", 25 SY
EARTH EXCAVATION, 55 CY
COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12, 35 LF

TREE TRUNK PROTECTION, 1 EA
COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12, 16 LF
SODDING, SALT TOLERANT, 50 SY
DETECTABLE WARNINGS, 10 SF
INLET FILTERS, 1 EA
PORTLAND CEMENT CONCRETE SIDEWALK, 5", 320 SF
SUBBASE GRANULAR MATERIAL, TYPE B, 4", 36 SY
EARTH EXCAVATION, 80 CY
TREE TRUNK PROTECTION, 1 EA
DETECTABLE WARNINGS, 10 SF
COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12, 9 LF
TREE TRUNK PROTECTION, 2 EA
THERMOPLASTIC PAVEMENT MARKING - LINE 6", 60 LF
THERMOPLASTIC PAVEMENT MARKING - LINE 12", 57 LF
THERMOPLASTIC PAVEMENT MARKING LINE - 24", 20 LF

MODEL: Evanston Geometry - 1 [Sheet]
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PLOT DATE = 12/15/2025	DATE -	REVISED -

City of Evanston

PROPOSED PLANS
RIDGE AVENUE AT SIMPSON STREET

SCALE: | SHEET 1 OF 4 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	12
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

N

0 20 40
SCALE IN FEET

RIDGE AVENUE

EX ROW

NOYES STREET

ALLEY

THERMOPLASTIC PAVEMENT MARKING - LINE 6", 93 LF
THERMOPLASTIC PAVEMENT MARKING - LINE 12", 90 LF
THERMOPLASTIC PAVEMENT MARKING LINE - 24", 12 LF
PORTLAND CEMENT CONCRETE SIDEWALK, 5", 275 SF
SUBBASE GRANULAR MATERIAL, TYPE B, 4", 31 SY
EARTH EXCAVATION, 69 CY
DETECTABLE WARNINGS, 10 SF
INLET FILTERS, 1 EA
DETECTABLE WARNINGS, 10 SF
COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12, 45 LF
SODDING, SALT TOLERANT, 20 SY
THERMOPLASTIC PAVEMENT MARKING LINE - 24", 14 LF

TREE TRUNK PROTECTION, 1 EA
COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12, 22 LF
DETECTABLE WARNINGS, 24 SF
PORTLAND CEMENT CONCRETE SIDEWALK, 5", 205 SF
SUBBASE GRANULAR MATERIAL, TYPE B, 4", 23 SY
EARTH EXCAVATION, 52 CY
THERMOPLASTIC PAVEMENT MARKING - LINE 6", 79 LF
THERMOPLASTIC PAVEMENT MARKING - LINE 12", 76 LF
THERMOPLASTIC PAVEMENT MARKING LINE - 24", 16 LF
SODDING, SALT TOLERANT, 10 SY

COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12, 42 LF
SODDING, SALT TOLERANT, 10 SY
DETECTABLE WARNINGS, 10 SF
INLET FILTERS, 1 EA
PORTLAND CEMENT CONCRETE SIDEWALK, 5", 210 SF
SUBBASE GRANULAR MATERIAL, TYPE B, 4", 24 SY
EARTH EXCAVATION, 53 CY
DETECTABLE WARNINGS, 10 SF
TREE TRUNK PROTECTION, 2 EA
THERMOPLASTIC PAVEMENT MARKING - LINE 6", 76 LF
THERMOPLASTIC PAVEMENT MARKING - LINE 12", 76 LF
THERMOPLASTIC PAVEMENT MARKING LINE - 24", 18 LF

THERMOPLASTIC PAVEMENT MARKING - LINE 6", 98 LF
THERMOPLASTIC PAVEMENT MARKING - LINE 12", 98 LF
COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12, 25 LF
SODDING, SALT TOLERANT, 20 SY
DETECTABLE WARNINGS, 24 SF
PORTLAND CEMENT CONCRETE SIDEWALK, 5", 235 SF
SUBBASE GRANULAR MATERIAL, TYPE B, 4", 27 SY
EARTH EXCAVATION, 59 CY
INLET FILTERS, 1 EA

MODEL: Evanston Geometry - 2 [Sheet]
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	PLOT DATE = 12/19/2025	DATE -	REVISED -

City of Evanston

PROPOSED PLANS
RIDGE AVENUE AT NOYES STREET

SCALE: | SHEET 2 OF 4 SHEETS | STA. | TO STA.

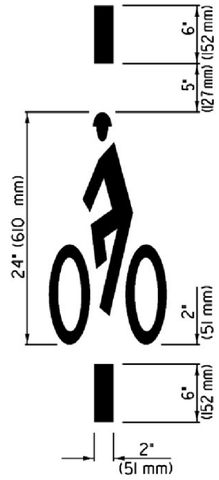
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	13
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

N

0 20 40

SCALE IN FEET

PAVEMENT MARKING DETAIL



RIDGE AVENUE

LINCOLN STREET

EX ROW

THERMOPLASTIC PAVEMENT MARKING LINE - 24", 20 LF
CONCRETE CURB, TYPE B, 46 LF
DETECTABLE WARNINGS, 10 SF
INLET FILTERS, 1 EA
PORTLAND CEMENT CONCRETE SIDEWALK, 5 ", 445 SF
SUBBASE GRANULAR MATERIAL, TYPE B, 4", 50 SY
EARTH EXCAVATION, 112 CY
DETECTABLE WARNINGS, 10 SF
STRUCTURE OVER ROADWAY
THERMOPLASTIC PAVEMENT MARKING - LINE 6", 78 LF
THERMOPLASTIC PAVEMENT MARKING - LINE 12", 72 LF
THERMOPLASTIC PAVEMENT MARKING LINE - 24", 18 LF
THERMOPLASTIC PAVEMENT MARKING LETTERS AND SYMBOLS - 1 SQ FT METHYL METHACRYLATE PAVEMENT COLORIZATION GREEN - 4 SQ YD (SEE DETAIL)
DETECTABLE WARNINGS, 10 SF
STA. 25+78.02
O/S. 57.84' LT.
TELESCOPING STEEL SIGN SUPPORT, 15 LF
BASE FOR TELESCOPING STEEL SIGN SUPPORT, 1 EA
STA. 25+74.97
O/S. 29.60' LT.
SODDING, SALT TOLERANT, 20 SY
INLET FILTERS, 1 EA
PORTLAND CEMENT CONCRETE SIDEWALK, 5", 240 SF
SUBBASE GRANULAR MATERIAL, TYPE B 4", 27 SY
EARTH EXCAVATION, 60 CY
DETECTABLE WARNINGS, 10 SF
COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12, 42 LF
STA. 25+18.40
O/S. 82.49' LT.
STA. 25+25.89
O/S. 57.53' LT.
TEMPORARY CONSTRUCTION ACCESS
FOR ELECTRICAL SERVICE INSTALLATION
(CITY OF EVANSTON PROPERTY)
STA. 24+66.28
O/S. 82.19' LT.
THERMOPLASTIC PAVEMENT MARKING - LINE 6", 76 LF
THERMOPLASTIC PAVEMENT MARKING - LINE 12", 78 LF
TREE TRUNK PROTECTION, 1 EA
COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12, 34 LF
DETECTABLE WARNINGS, 10 SF
INLET FILTERS, 1 EA
DETECTABLE WARNINGS, 10 SF
SODDING, SALT TOLERANT, 20 SY
PORTLAND CEMENT CONCRETE SIDEWALK, 5", 190 SF
SUBBASE GRANULAR MATERIAL, TYPE B, 4", 29 SY
EARTH EXCAVATION, 66 CY
THERMOPLASTIC PAVEMENT MARKING - LINE 6", 85 LF
THERMOPLASTIC PAVEMENT MARKING - LINE 12", 84 LF
THERMOPLASTIC PAVEMENT MARKING LINE - 24", 20 LF
RELOCATED SIGN PANEL ASSEMBLY - TYPE A, 1 EA
STA. 26+31.63
O/S. 84.42' RT.
THERMOPLASTIC PAVEMENT MARKING LETTERS AND SYMBOLS - 1 SQ FT METHYL METHACRYLATE PAVEMENT COLORIZATION GREEN - 4 SQ YD (SEE DETAIL)
STRUCTURE OVER ROADWAY
DETECTABLE WARNINGS, 11 SF
CONCRETE CURB, TYPE B, 55 LF
PORTLAND CEMENT CONCRETE SIDEWALK, 5", 515 SF
SUBBASE GRANULAR MATERIAL, TYPE B, 4", 58 SY
EARTH EXCAVATION, 129 CY
INLET FILTERS, 1 EA
DETECTABLE WARNINGS, 10 SF
THERMOPLASTIC PAVEMENT MARKING LINE - 24", 20 LF
THERMOPLASTIC PAVEMENT MARKING - LINE 6", 65 LF
THERMOPLASTIC PAVEMENT MARKING - LINE 12", 84 LF

MODEL: Evanston Geometry - 3 [Sheet]
FILE NAME: c:\pw_work\pw_main\oms53640\25-237-SHT-GEOM.dgn

TERRA ENGINEERING LTD.	USER NAME = TylerD	DESIGNED - BB	REVISED -
		DRAWN - BB	REVISED -
		CHECKED - TPD	REVISED -
	PLOT DATE = 4/14/2026	DATE -	REVISED -

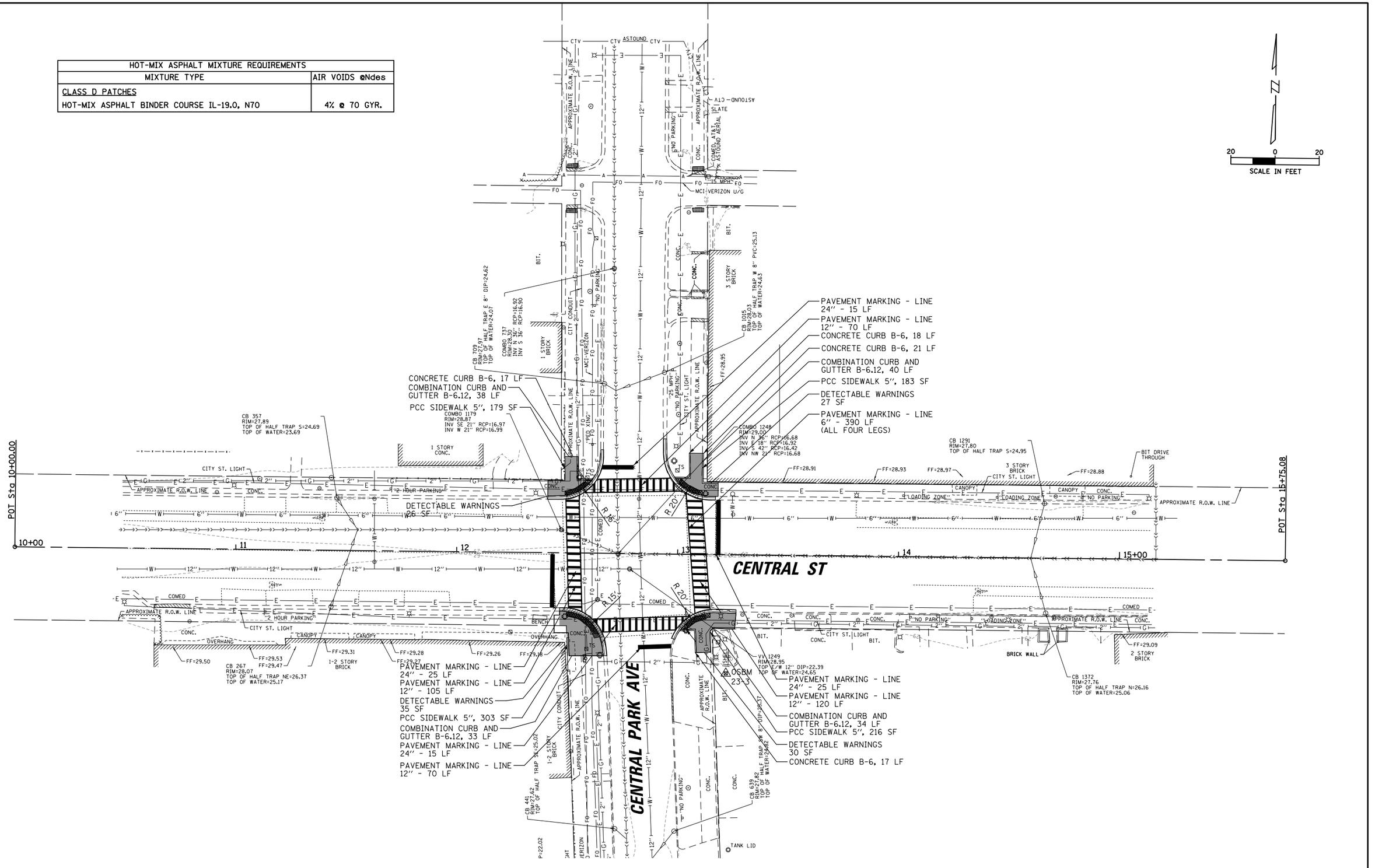
City of Evanston

PROPOSED PLANS
RIDGE AVENUE AT LINCOLN STREET

SCALE: | SHEET 3 OF 3 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	14
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @Ndes
CLASS D PATCHES	
HOT-MIX ASPHALT BINDER COURSE IL-19.0, N70	4% @ 70 GYR.



CHRISTOPHER B. BURKE ENGINEERING LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

PLAN — SURVEYED — DRAWN — PLOTTED — ALIGNMENT CHECKED — BLOCK LEVEL CHECKED — CADD FILE NAME — NOTE BOOK — NO. — BY — DATE

PROFILE — SURVEYED — PLOTTED — GRADES CHECKED — BLOCK LEVEL CHECKED — STRUCTURE NO(S) CHKD — NOTE BOOK — NO. — BY — DATE

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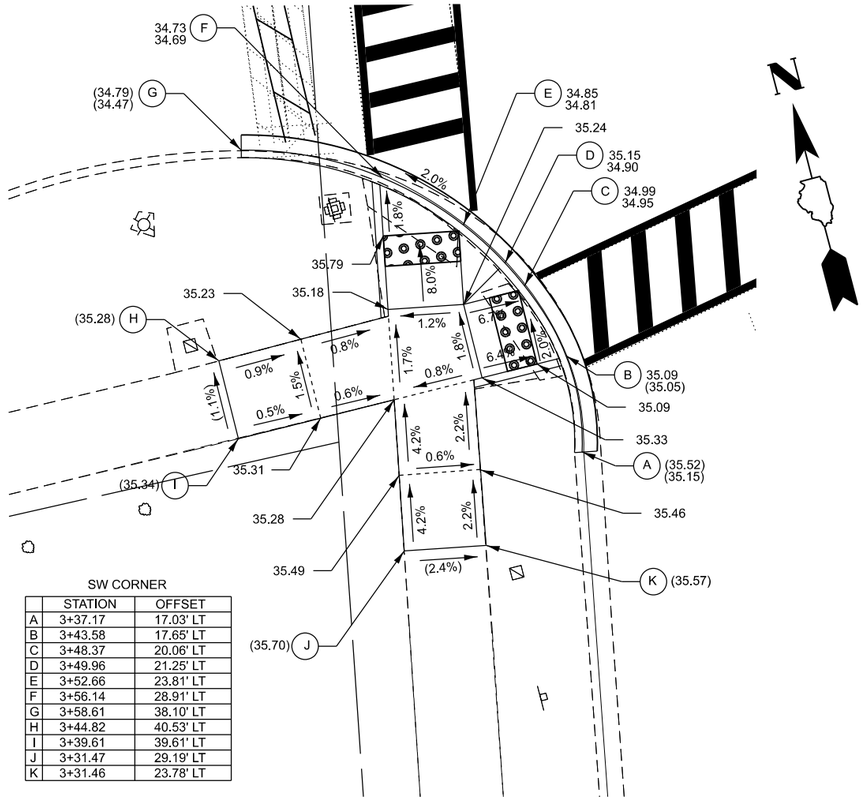
		DRAWN - KC	REVISED -
	PLOT SCALE = 40'	CHECKED - MLM	REVISED -
	PLOT DATE = 4/14/2026	DATE -	REVISED -

City of Evanston

PROPOSED PLANS
CENTRAL STREET AT CENTRAL PARK AVENUE

SCALE: 1" = 40' | SHEET NO. OF SHEETS | STA. TO STA.

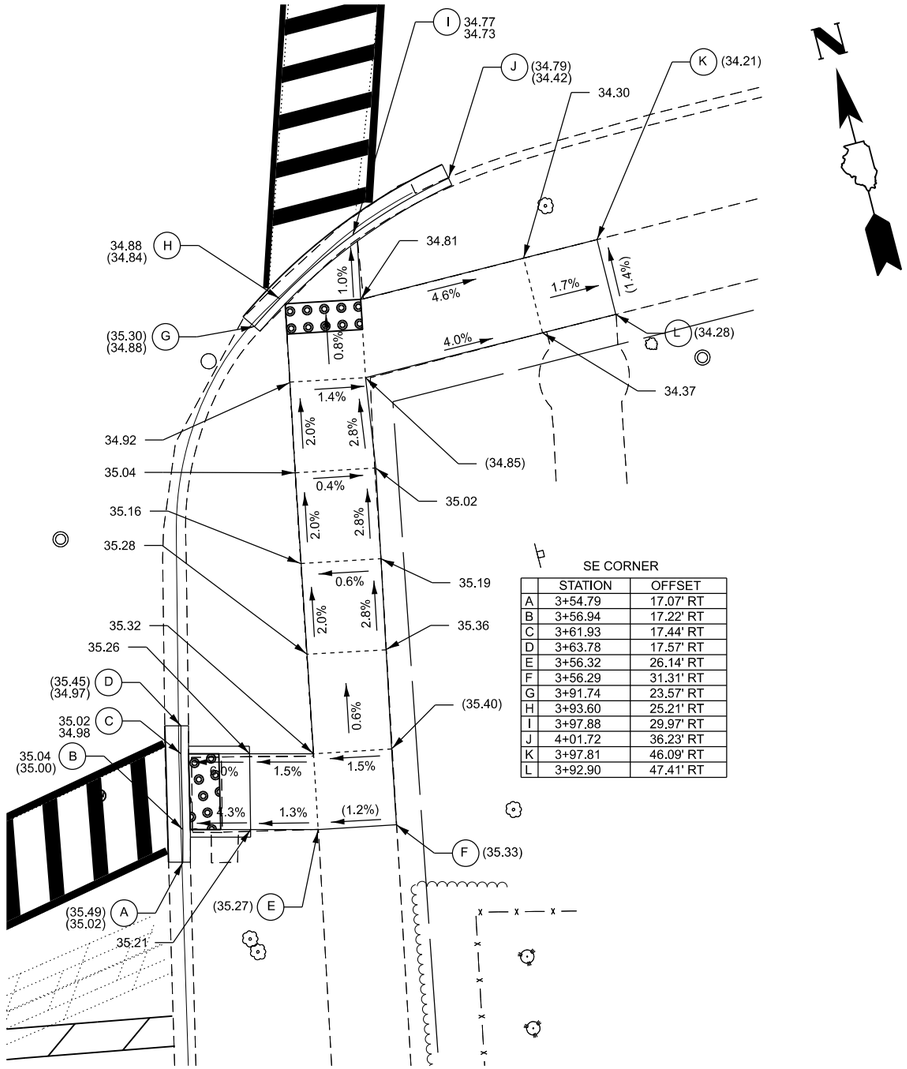
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	15
		CONTRACT NO.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



SW CORNER

	STATION	OFFSET
A	3+37.17	17.03' LT
B	3+43.58	17.65' LT
C	3+48.37	20.06' LT
D	3+49.96	21.25' LT
E	3+52.66	23.81' LT
F	3+56.14	28.91' LT
G	3+58.61	38.10' LT
H	3+44.82	40.53' LT
I	3+39.61	39.61' LT
J	3+31.47	29.19' LT
K	3+31.46	23.78' LT

PROPOSED ADA DETAIL
RIDGE AND SIMPSON SOUTHWEST CORNER



SE CORNER

	STATION	OFFSET
A	3+54.79	17.07' RT
B	3+56.94	17.22' RT
C	3+61.93	17.44' RT
D	3+63.78	17.57' RT
E	3+56.32	26.14' RT
F	3+56.29	31.31' RT
G	3+91.74	23.57' RT
H	3+93.60	25.21' RT
I	3+97.88	29.97' RT
J	4+01.72	36.23' RT
K	3+97.81	46.09' RT
L	3+92.90	47.41' RT

PROPOSED ADA DETAIL
RIDGE AND SIMPSON SOUTHEAST CORNER

LEGEND

(XX.XX) EXISTING ELEVATION
(X.X%) EXISTING SLOPE
XX.XX PROPOSED ELEVATION
X.X% PROPOSED SLOPE

PROPOSED C&G R&R

PROPOSED SIDEWALK

DETECTABLE WARNINGS

XX.XX BACK OF CURB ELEVATION
XX.XX FLOW LINE ELEVATION
KEY POINTS ALONG THE C&G

(XX.XX) EXISTING ELEVATION AT THE LIMITS OF SIDEWALK CONSTRUCTION

0 10 20
SCALE IN FEET

MODEL: Default
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TERRA ENGINEERING LTD.

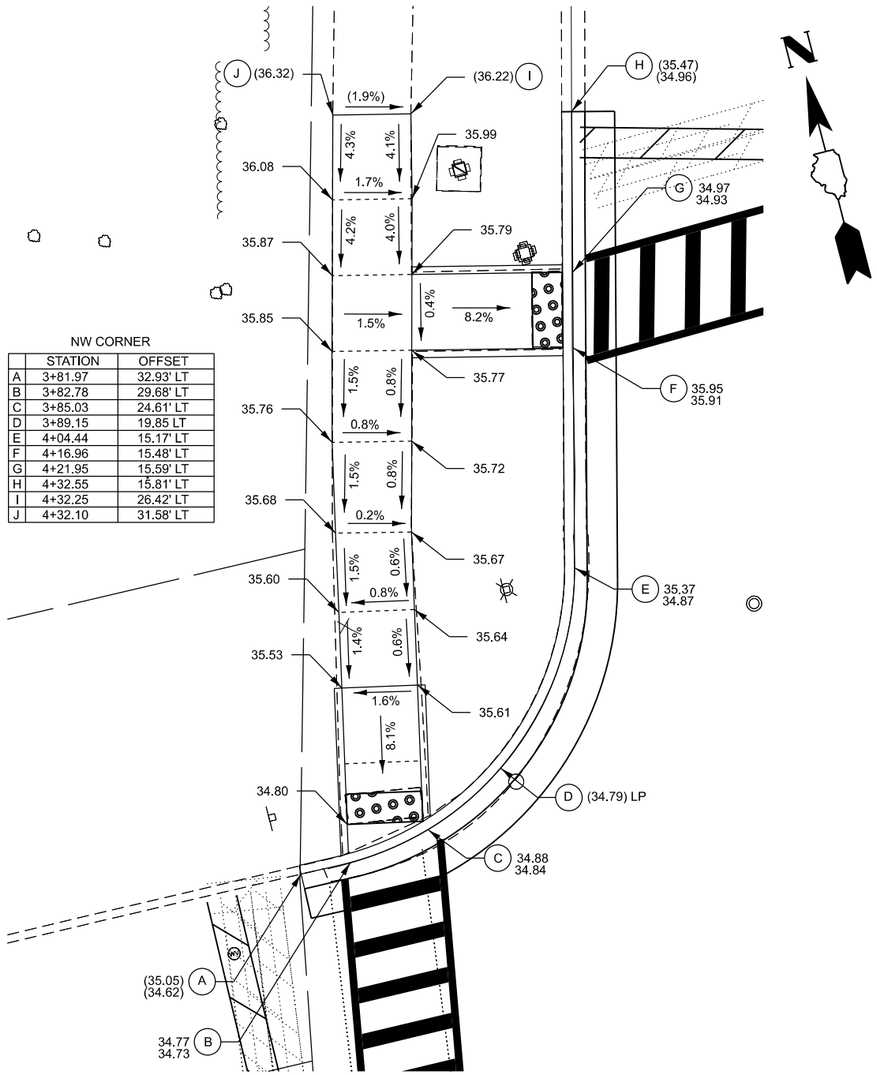
USER NAME = BernardB	DESIGNED - BCB	REVISED -
	DRAWN - BCB	REVISED -
	CHECKED - CCC	REVISED -
PLOT DATE = 12/15/2025	DATE -	REVISED -

City of Evanston

ADA PLANS
RIDGE AVENUE AT SIMPSON STREET

SCALE: | SHEET 1 OF 8 SHEETS | STA. | TO STA.

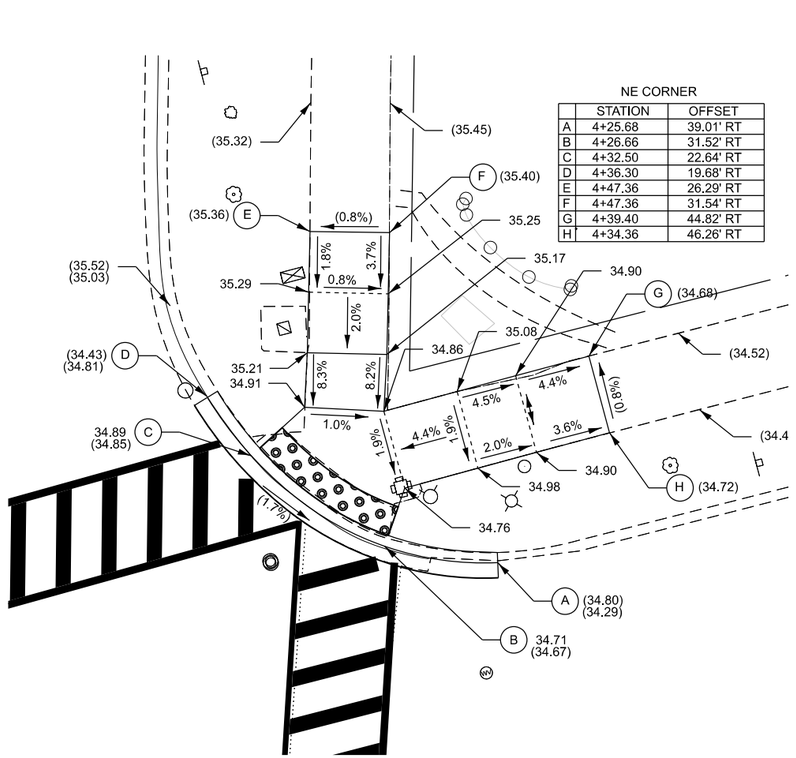
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	16
CONTRACT NO.				
ILLINOIS	FED. AID PROJECT			



NW CORNER

	STATION	OFFSET
A	3+81.97	32.93' LT
B	3+82.78	29.68' LT
C	3+85.03	24.61' LT
D	3+89.15	19.85 LT
E	4+04.44	15.17' LT
F	4+16.96	15.48' LT
G	4+21.95	15.59' LT
H	4+32.55	15.81' LT
I	4+32.25	26.42' LT
J	4+32.10	31.58' LT

PROPOSED ADA DETAIL
RIDGE AND SIMPSON NORTHWEST CORNER



NE CORNER

	STATION	OFFSET
A	4+25.68	39.01' RT
B	4+26.66	31.52' RT
C	4+32.50	22.64' RT
D	4+36.30	19.68' RT
E	4+47.36	26.29' RT
F	4+47.36	31.54' RT
G	4+39.40	44.82' RT
H	4+34.36	46.26' RT

PROPOSED ADA DETAIL
RIDGE AND SIMPSON NORTHEAST CORNER

LEGEND

(XX.XX) EXISTING ELEVATION
(X.X%) EXISTING SLOPE
XX.XX PROPOSED ELEVATION
X.X% PROPOSED SLOPE

PROPOSED C&G R&R
PROPOSED SIDEWALK
DETECTABLE WARNINGS

XX.XX BACK OF CURB ELEVATION
XX.XX FLOW LINE ELEVATION
KEY POINTS ALONG THE C&G
(XX.XX) EXISTING ELEVATION AT THE LIMITS OF SIDEWALK CONSTRUCTION

0 10 20
SCALE IN FEET

MODEL: Default
FILE NAME: c:\pw_work\pw_main\dms5503625-237-SHT-ADA2-SIMPSON-2.dgn

TERRA ENGINEERING LTD.

USER NAME = BernardB	DESIGNED - BCB	REVISED -	
	DRAWN - BCB	REVISED -	
	CHECKED - CCC	REVISED -	
PLOT DATE = 12/15/2025	DATE -	REVISED -	

City of Evanston

ADA PLANS
RIDGE AVENUE AT SIMPSON STREET

SCALE: | SHEET 2 OF 8 SHEETS | STA. | TO STA.

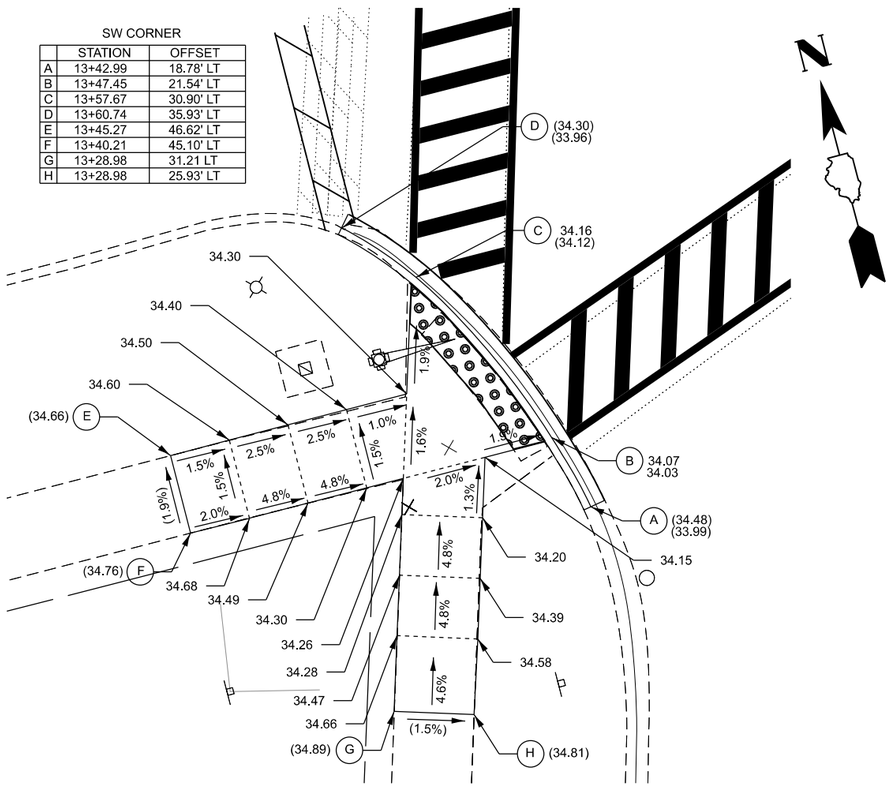
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	17

CONTRACT NO.

ILLINOIS | FED. AID PROJECT

SW CORNER

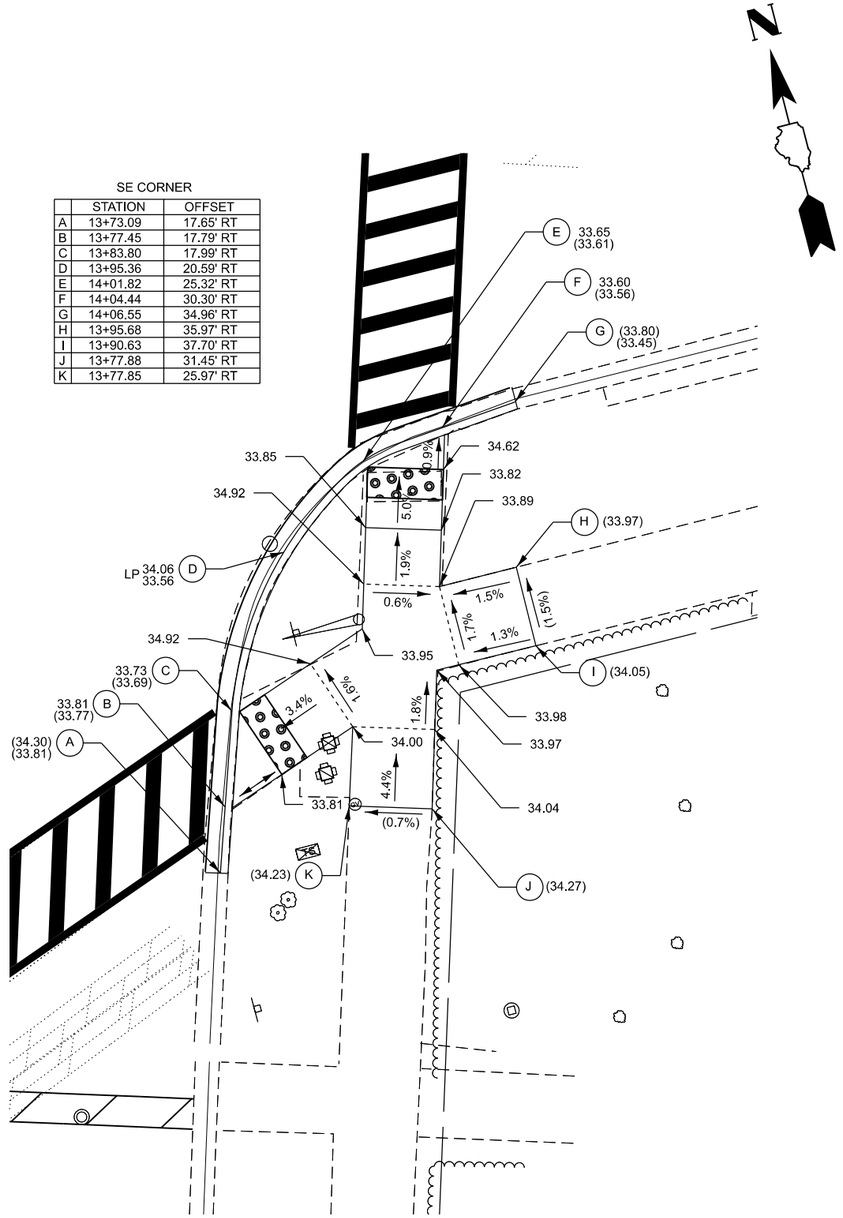
	STATION	OFFSET
A	13+42.99	18.78' LT
B	13+47.45	21.54' LT
C	13+57.67	30.90' LT
D	13+60.74	35.93' LT
E	13+45.27	46.62' LT
F	13+40.21	45.10' LT
G	13+28.98	31.21 LT
H	13+28.98	25.93' LT



PROPOSED ADA DETAIL
RIDGE AND NOYES SOUTHWEST CORNER

SE CORNER

	STATION	OFFSET
A	13+73.09	17.65' RT
B	13+77.45	17.79' RT
C	13+83.80	17.99' RT
D	13+95.36	20.59' RT
E	14+01.82	25.32' RT
F	14+04.44	30.30' RT
G	14+06.55	34.96' RT
H	13+95.68	35.97' RT
I	13+90.63	37.70' RT
J	13+77.88	31.45' RT
K	13+77.85	25.97' RT



PROPOSED ADA DETAIL
RIDGE AND NOYES SOUTHEAST CORNER

LEGEND

(XX.XX) EXISTING ELEVATION
(X.X%) EXISTING SLOPE
XX.XX PROPOSED ELEVATION
X.X% PROPOSED SLOPE

PROPOSED C&G R&R
PROPOSED SIDEWALK
DETECTABLE WARNINGS

XX.XX BACK OF CURB ELEVATION
XX.XX FLOW LINE ELEVATION
KEY POINTS ALONG THE C&G
(XX.XX) EXISTING ELEVATION AT THE LIMITS OF SIDEWALK CONSTRUCTION

0 10 20
SCALE IN FEET

MODEL: Default
FILE NAME: c:\pw_work\pw_main\dms5503625-237-SHT-ADA3-NOYES-1.dgn

TERRA ENGINEERING LTD.

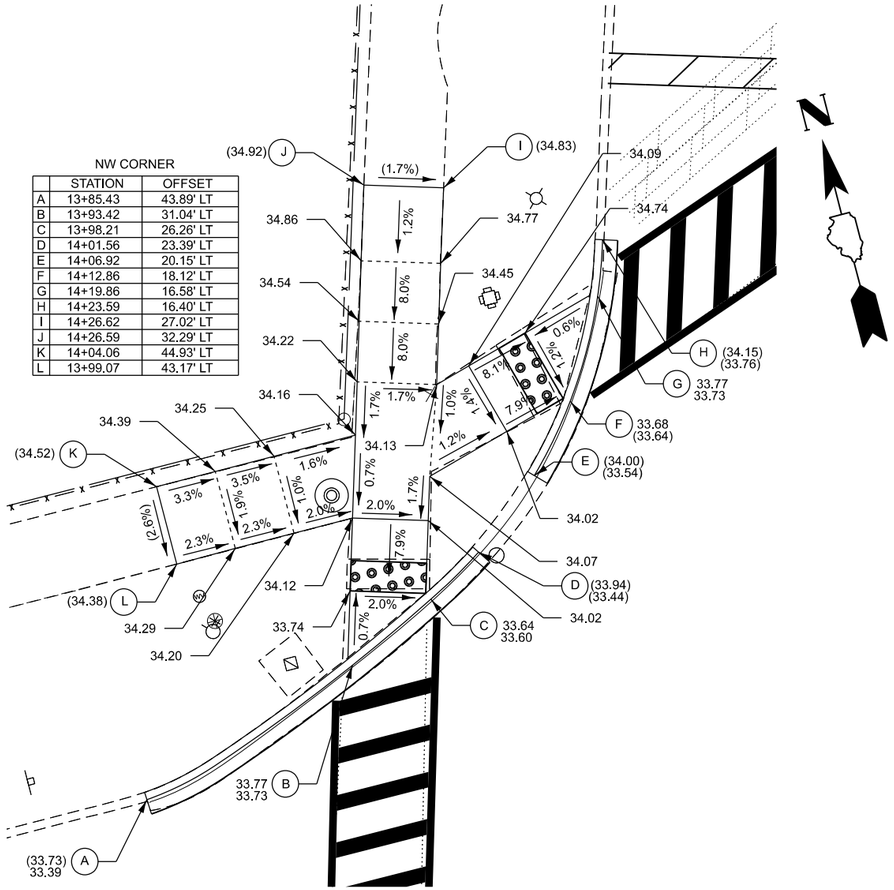
USER NAME = BernardB	DESIGNED - BCB	REVISED -
	DRAWN - BCB	REVISED -
	CHECKED - CCC	REVISED -
PLOT DATE = 12/15/2025	DATE -	REVISED -

City of Evanston

ADA PLANS
RIDGE AVENUE AT NOYES STREET

SCALE: | SHEET 3 OF 8 SHEETS | STA. | TO STA.

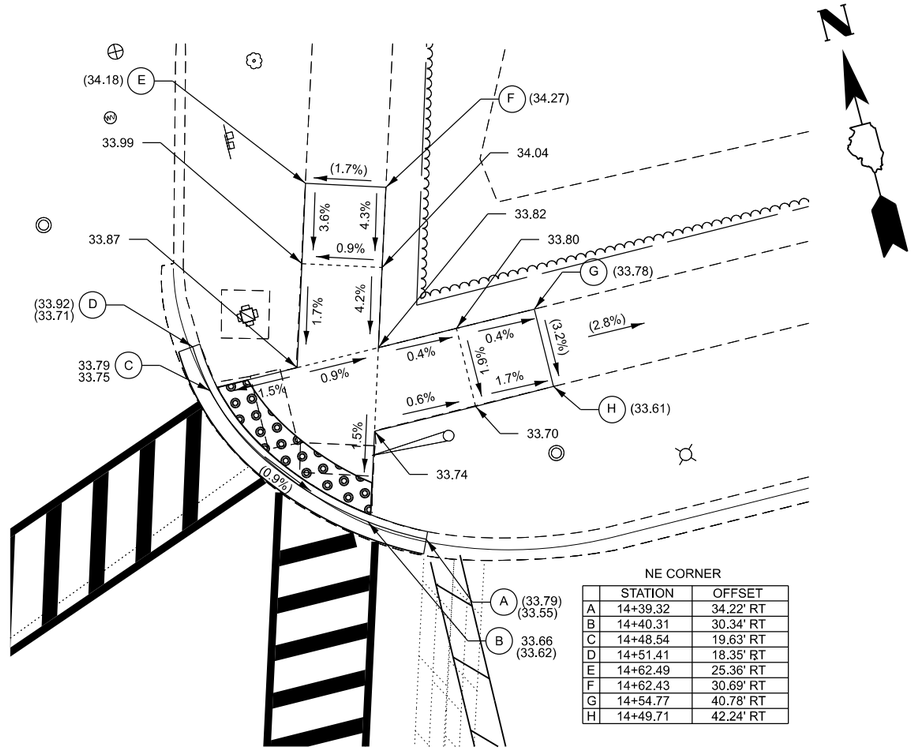
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	18
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



NW CORNER

	STATION	OFFSET
A	13+85.43	43.89' LT
B	13+93.42	31.04' LT
C	13+98.21	26.26' LT
D	14+01.56	23.39' LT
E	14+06.92	20.15' LT
F	14+12.86	18.12' LT
G	14+19.86	16.58' LT
H	14+23.59	16.40' LT
I	14+26.62	27.02' LT
J	14+26.59	32.29' LT
K	14+04.06	44.93' LT
L	13+99.07	43.17' LT

PROPOSED ADA DETAIL
RIDGE AND NOYES NORTHWEST CORNER



NE CORNER

	STATION	OFFSET
A	14+39.32	34.22' RT
B	14+40.31	30.34' RT
C	14+48.54	19.63' RT
D	14+51.41	18.35' RT
E	14+62.49	25.36' RT
F	14+62.43	30.69' RT
G	14+54.77	40.78' RT
H	14+49.71	42.24' RT

PROPOSED ADA DETAIL
RIDGE AND NOYES NORTHEAST CORNER

LEGEND

(XX.XX) EXISTING ELEVATION
(X.X%) EXISTING SLOPE
XX.XX PROPOSED ELEVATION
X.X% PROPOSED SLOPE

PROPOSED C&G R&R
PROPOSED SIDEWALK
DETECTABLE WARNINGS

XX.XX BACK OF CURB ELEVATION
XX.XX FLOW LINE ELEVATION
KEY POINTS ALONG THE C&G
(XX.XX) EXISTING ELEVATION AT THE LIMITS OF SIDEWALK CONSTRUCTION

0 10 20
SCALE IN FEET

MODEL: Default
FILE NAME: c:\pw_work\pw_main\dms5503\6\25-237-SHT-ADA4-NOYES-2.dgn

TERRA ENGINEERING LTD.

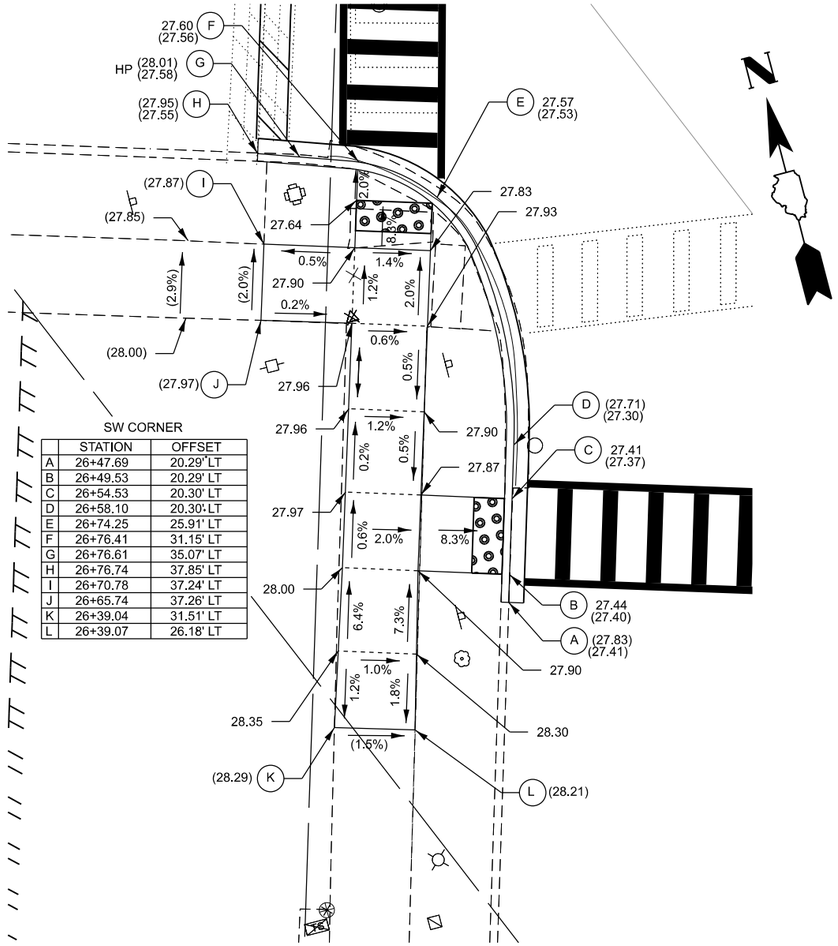
USER NAME = BernardB	DESIGNED - BCB	REVISED -	
	DRAWN - BCB	REVISED -	
	CHECKED - CCC	REVISED -	
PLOT DATE = 12/15/2025	DATE -	REVISED -	

City of Evanston

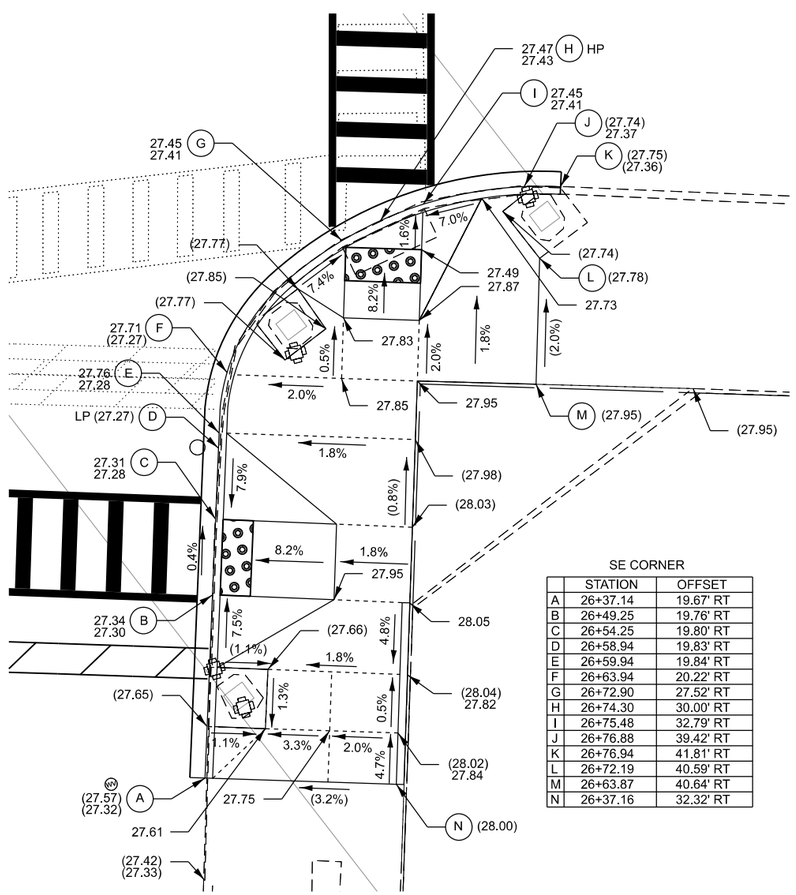
ADA PLANS
RIDGE AVENUE AT NOYES STREET

SCALE: | SHEET 4 OF 8 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	19
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	



PROPOSED ADA DETAIL
RIDGE AND LINCOLN SOUTHWEST CORNER



PROPOSED ADA DETAIL
RIDGE AND LINCOLN SOUTHEAST CORNER

LEGEND

(XX.XX) EXISTING ELEVATION
(X.X%) EXISTING SLOPE
XX.XX PROPOSED ELEVATION
X.X% PROPOSED SLOPE

PROPOSED C&G R&R
PROPOSED SIDEWALK
DETECTABLE WARNINGS

XX.XX BACK OF CURB ELEVATION
XX.XX FLOW LINE ELEVATION
KEY POINTS ALONG THE C&G
(XX.XX) EXISTING ELEVATION AT THE LIMITS OF SIDEWALK CONSTRUCTION

0 10 20
SCALE IN FEET

MODEL: Default
FILE NAME: c:\pw_work\pw_main\dms5503625-237-SHT-ADA5-LINCOLN-1.dgn

TERRA ENGINEERING LTD.

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	DRAWN - BCB	REVISED -	
	CHECKED - CCC	REVISED -	
PLOT DATE = 12/15/2025	DATE -	REVISED -	

City of Evanston

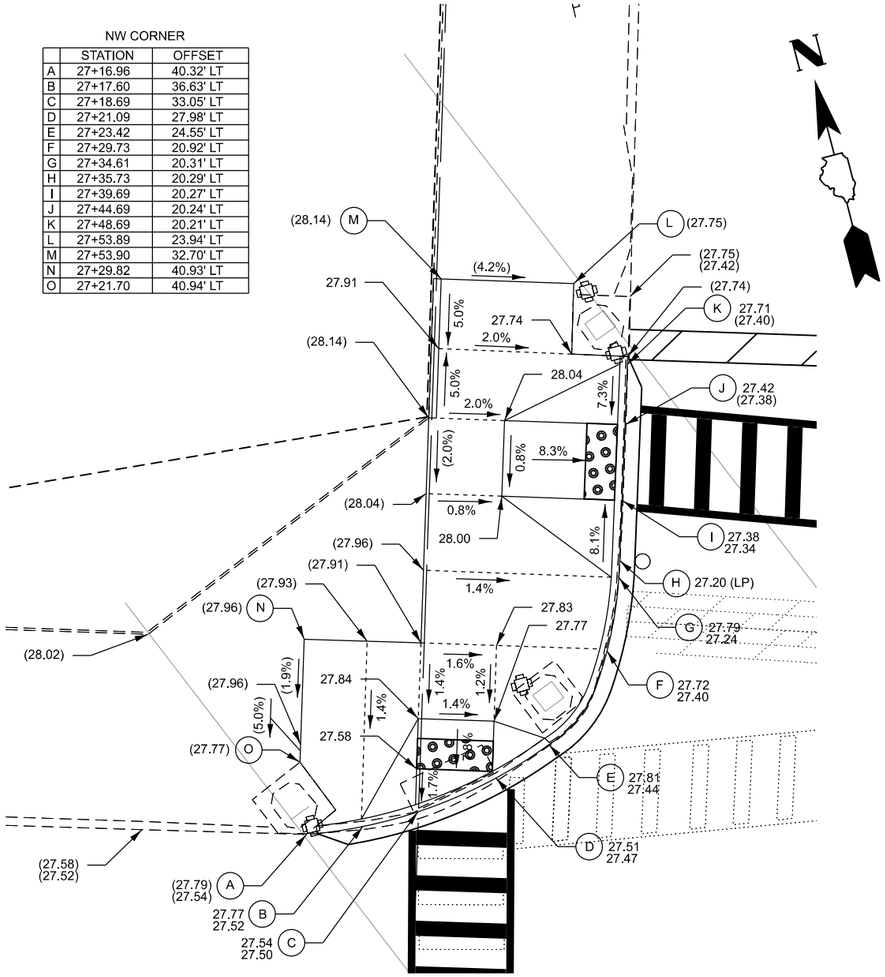
ADA PLANS
RIDGE AVENUE AT LINCOLN STREET

SCALE: | SHEET 5 OF 8 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	20
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

NW CORNER

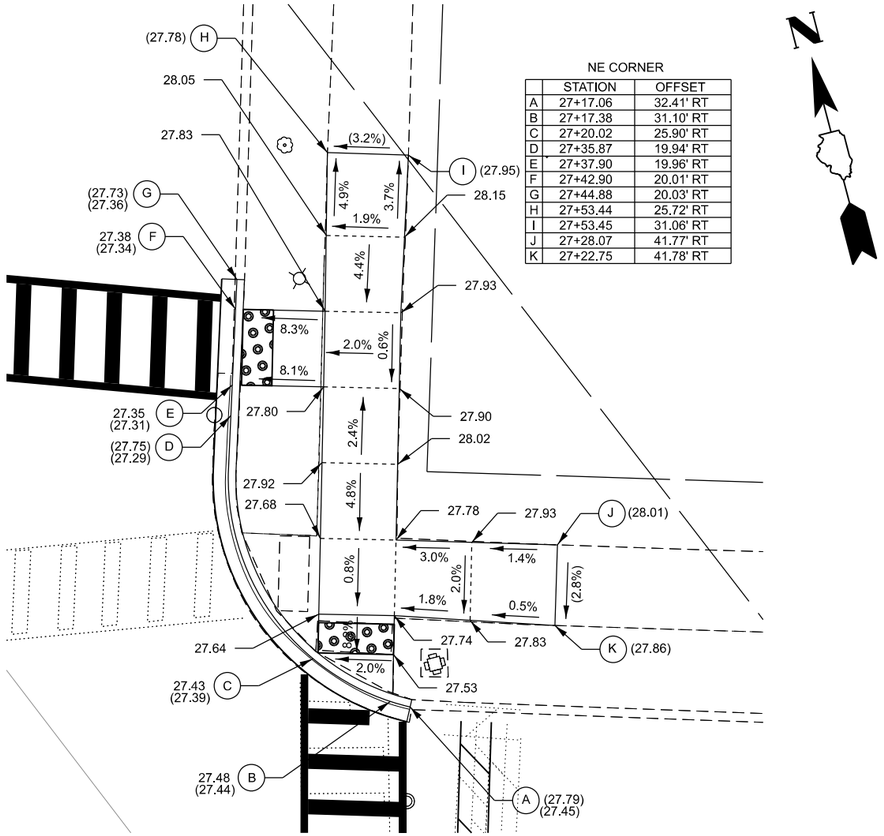
	STATION	OFFSET
A	27+16.96	40.32' LT
B	27+17.60	36.63' LT
C	27+18.69	33.05' LT
D	27+21.09	27.98' LT
E	27+23.42	24.55' LT
F	27+29.73	20.92' LT
G	27+34.61	20.31' LT
H	27+35.73	20.29' LT
I	27+39.69	20.27' LT
J	27+44.69	20.24' LT
K	27+48.69	20.21' LT
L	27+53.89	23.94' LT
M	27+53.90	32.70' LT
N	27+29.82	40.93' LT
O	27+21.70	40.94' LT



PROPOSED ADA DETAIL
RIDGE AND LINCOLN NORTHWEST CORNER

NE CORNER

	STATION	OFFSET
A	27+17.06	32.41' RT
B	27+17.38	31.10' RT
C	27+20.02	25.90' RT
D	27+35.87	19.94' RT
E	27+37.90	19.96' RT
F	27+42.90	20.01' RT
G	27+44.88	20.03' RT
H	27+53.44	25.72' RT
I	27+53.45	31.06' RT
J	27+28.07	41.77' RT
K	27+22.75	41.78' RT



PROPOSED ADA DETAIL
RIDGE AND LINCOLN NORTHEAST CORNER

LEGEND

(XX.XX) EXISTING ELEVATION
(X.X%) EXISTING SLOPE
XX.XX PROPOSED ELEVATION
X.X% PROPOSED SLOPE

PROPOSED C&G R&R
PROPOSED SIDEWALK
DETECTABLE WARNINGS

XX.XX BACK OF CURB ELEVATION
XX.XX FLOW LINE ELEVATION
KEY POINTS ALONG THE C&G
(XX.XX) EXISTING ELEVATION AT THE LIMITS OF SIDEWALK CONSTRUCTION

0 10 20
SCALE IN FEET

MODEL: Default
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TERRA ENGINEERING LTD.

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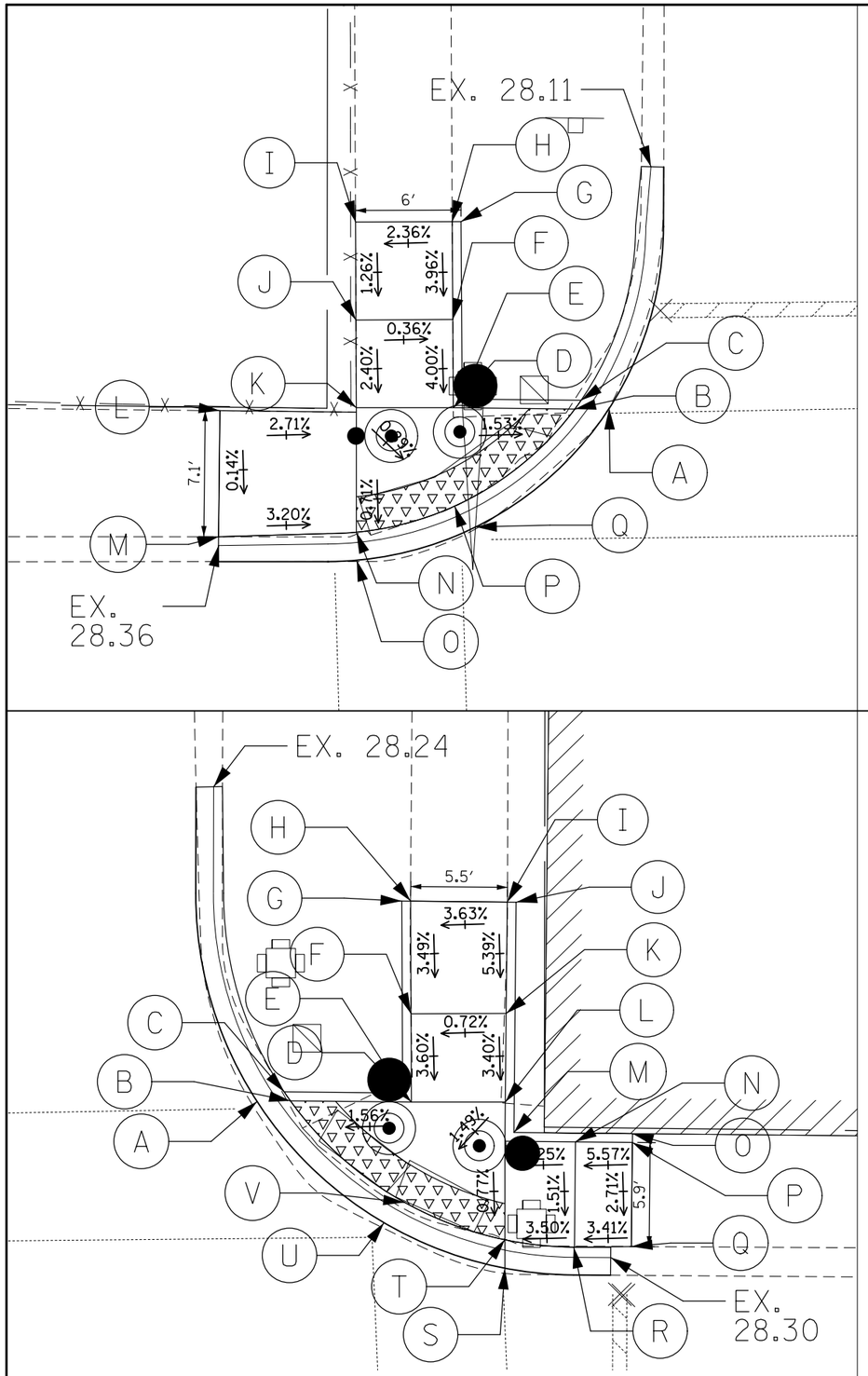
	DRAWN - BCB	REVISED -	
	CHECKED - CCC	REVISED -	
PLOT DATE = 11/24/2025	DATE -	REVISED -	

City of Evanston

ADA CURB RAMP DETAILS
RIDGE AVENUE AT LINCOLN STREET

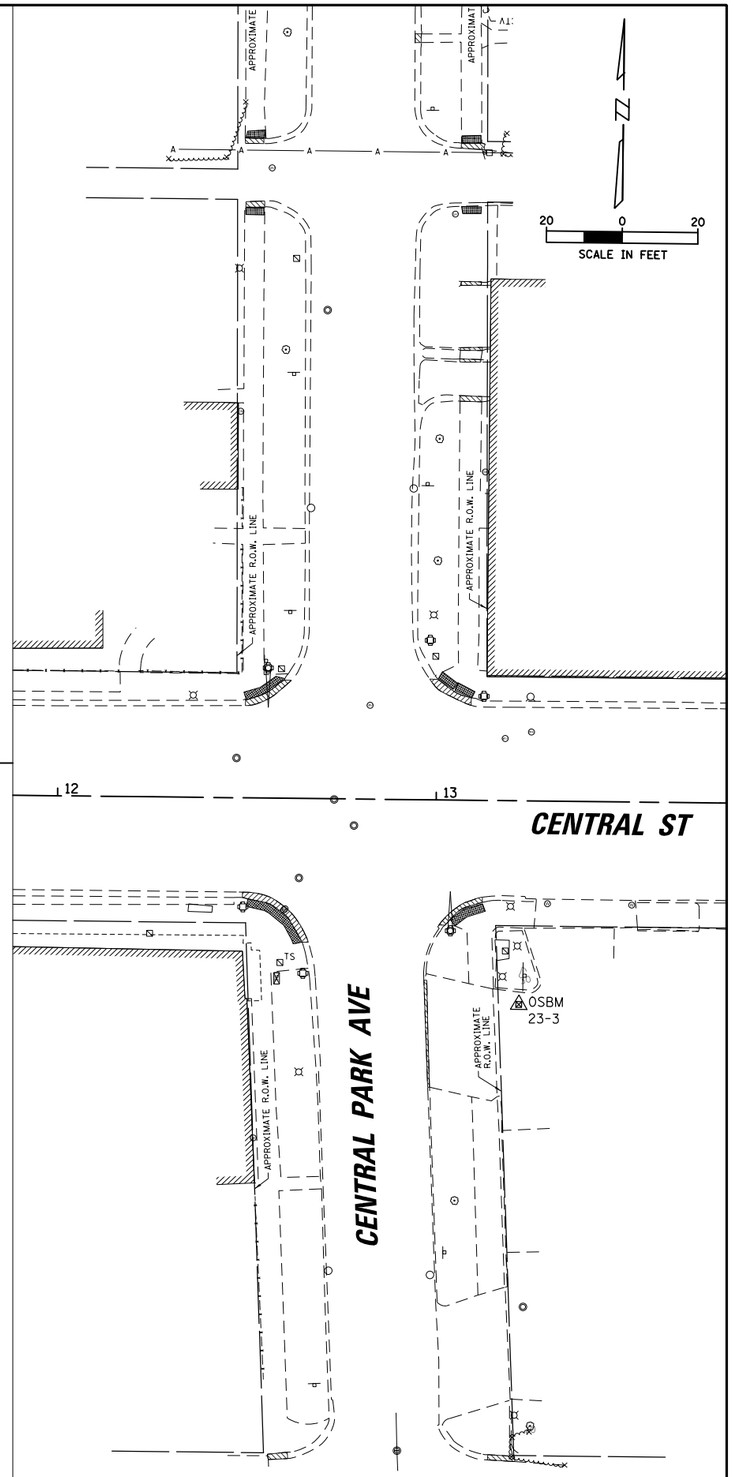
SCALE: | SHEET 6 OF 8 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	21
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



RAMP NW		
POINT	PROPOSED ELEVATION	EXISTING ELEVATION
A	28.25	28.25
B	28.28	28.41
C	28.53	28.4
D	28.37	28.84
E	28.60	28.81
F	28.57	28.82
G	28.79	28.60
H	28.79	28.79
I	28.66	28.66
J	28.59	28.66
K	28.47	28.65
L	28.68	28.68
M	28.67	28.67
N	28.42	28.60
O	28.39	28.39
P	28.40	28.41
Q	28.37	28.37

RAMP NE		
POINT	PROPOSED ELEVATION	EXISTING ELEVATION
A	28.19	28.19
B	28.22	28.48
C	28.50	28.50
D	28.33	28.39
E	28.41	28.41
F	28.50	28.58
G	28.72	28.72
H	28.72	28.72
I	28.92	28.92
J	28.92	28.90
K	28.58	28.88
L	28.41	28.83
M	28.80	28.72
N	28.58	28.73
O	28.77	28.77
P	28.76	28.76
Q	28.60	28.60
R	28.49	28.57
S	28.32	28.32
T	28.35	28.48
U	28.26	28.24
V	28.29	28.33



CHRISTOPHER B. BURKE ENGINEERING LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

PLAN — NOTE BOOK — NO. — SURVEYED — PLOTTED — ALIGNMENT CHECKED — FILE NAME — CADD FILE NAME — BY — DATE

PROFILE — NOTE BOOK — NO. — SURVEYED — PLOTTED — GRADES CHECKED — ALIGNMENT CHECKED — STRUCTURE NO(S) — PLANS CHKD — BY — DATE

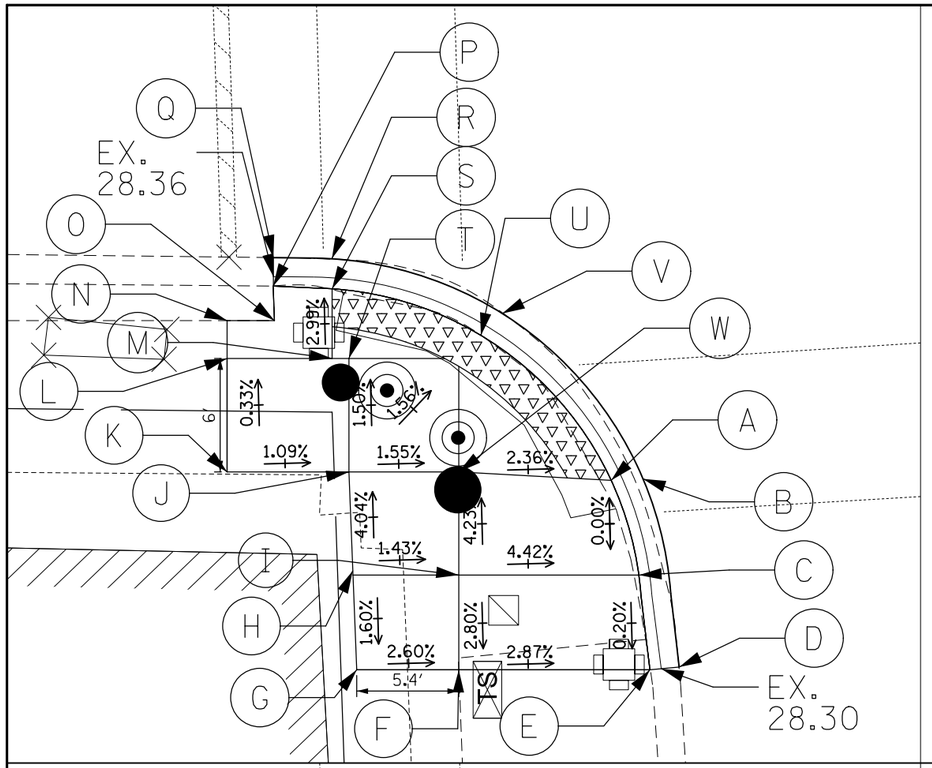
FILE NAME = N:\EVANSTON\230297\Civil\06_ADA01_230297.sht	USER NAME = psubedi	DESIGNED - KC	REVISED -
		DRAWN - KC	REVISED -
	PLOT SCALE = 40'	CHECKED - MLM	REVISED -
	PLOT DATE = 4/14/2026	DATE -	REVISED -

City of Evanston

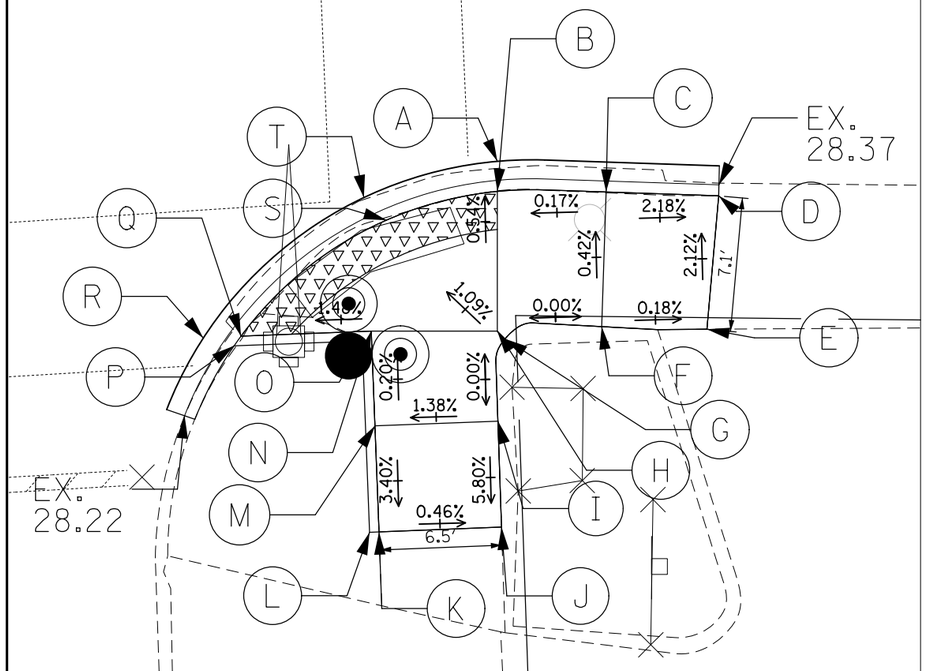
ADA PLANS
CENTRAL STREET AT CENTRAL PARK AVENUE

SCALE: 1" = 40' | SHEET NO. OF SHEETS | STA. TO STA.

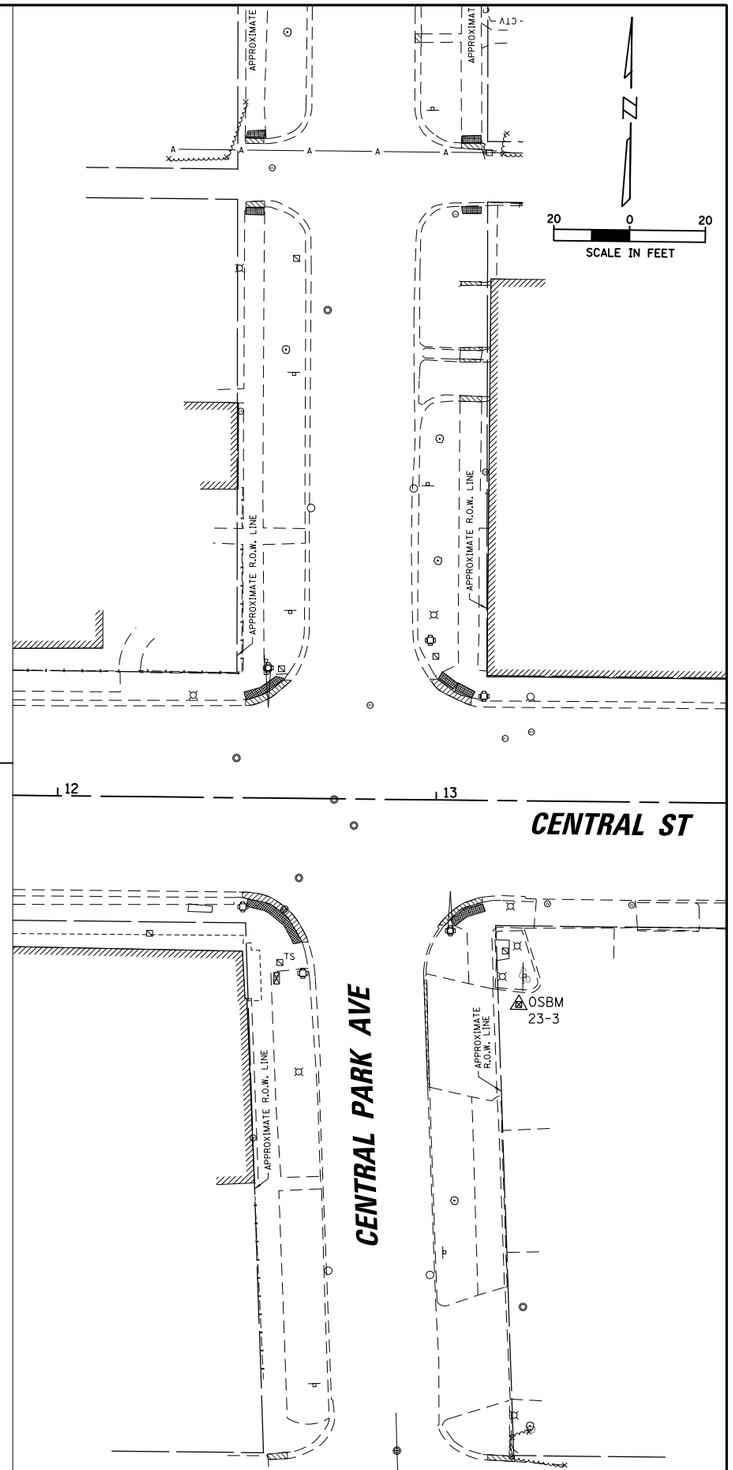
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			20	22
		CONTRACT NO.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



RAMP SW		
POINT	**PROPOSED ELEVATION**	**EXISTING ELEVATION**
A	28.51	28.45
B	28.48	28.48
C	28.51	28.39
D	28.20	28.20
E	28.50	28.50
F	28.79	28.79
G	28.93	28.93
H	29.01	29.01
I	28.93	28.73
J	28.79	28.79
K	28.86	28.86
L	28.84	28.84
M	28.71	28.72
N	28.77	28.77
O	28.75	28.75
P	28.78	28.77
Q	28.53	28.53
R	28.53	28.53
S	28.60	28.56
T	28.70	28.72
U	28.57	28.55
V	28.54	28.54
W	28.70	28.66



RAMP SE		
POINT	**PROPOSED ELEVATION**	**EXISTING ELEVATION**
A	28.48	28.48
B	28.51	28.53
C	28.52	28.48
D	28.39	28.39
E	28.54	28.54
F	28.55	28.46
G	28.55	28.45
H	28.55	28.46
I	28.55	28.37
J	28.26	28.26
K	28.29	28.29
L	28.29	28.29
M	28.46	28.43
N	28.45	28.54
O	28.53	28.53
P	28.58	28.58
Q	28.35	28.58
R	28.32	28.32
S	28.46	28.53
T	28.43	28.43



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PLAN / PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
ALIGNMENT CHECKED
R.O.W. MONUMENTED
STRUCTURE NOTATNS CHKD
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

FILE NAME = N:\EVANSTON\230297\Civil\07_ADA02_230297.sht	USER NAME = psubedi	DESIGNED - KC	REVISED -
		DRAWN - KC	REVISED -
	PLOT SCALE = 40'	CHECKED - MLM	REVISED -
	PLOT DATE = 4/14/2026	DATE -	REVISED -

City of Evanston

ADA PLANS
CENTRAL STREET AT CENTRAL PARK AVENUE

SCALE: 1" = 40' | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			20	23
		CONTRACT NO.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Interra, Inc.
600 Territorial Drive, Suite G
Bolingbrook, IL 60440
www.interraservices.com

Page 1 of 1

SOIL BORING LOG

ROUTE Ridge Avenue DESCRIPTION Traffic Signal Boring LOGGED BY Sponaugle
SECTION NA LOCATION E: 1159610.4; N: 1963610.4
COUNTY Cook DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-57 Auto (84% efficiency)
STRUCT. NO. NA Station NA
BORING NO. RS-TSB-01 Station NA Offset
Ground Surface Elev. 615.20 ft
Surface Water Elev. NA ft Stream Bed Elev. NA ft
Groundwater Elev.: First Encounter 599.2 ft Upon Completion 595.1 ft After Hrs. Filled ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
TOPSOIL (8") 614.50			
Loose, yellowish Red (5YR 5/8) fine SAND, moist	3		
	2		4.8
612.20	3 4		
Medium dense, light yellowish Brown (10YR 6/4) fine SAND and GRAVEL, moist	6		
-5	8 9 13		5.1
	10		
	12 16		5.4
607.20			
Medium dense, light yellowish Brown (10YR 6/4) fine SAND, moist	3		
-10	9 20		3.7
	12		
Trace gravel	13 16		4.4
	5		
-15	8 10		6.2
No gravel, wet	6		
	7 10		27.0
597.20			
Medium dense, Gray (10YR 5/1) fine SAND, wet	6		
-20	6 10		24.0

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
594.70			
Loose, Gray (10YR 5/1) SILTY LOAM, moist	2		
	1 4		42.6
592.20			
Loose, Gray (10YR 5/1) fine SANDY LOAM, wet	2		
-25	3 4		32.5
End of boring at 25'. Borehole backfilled with soil cuttings. Collected envrionmental sample (0'-5')			
-30			
-35			
-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)

BBS, from 137 (Rev. 8-99)

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Page 1 of 1

SOIL BORING LOG

ROUTE Ridge Avenue DESCRIPTION Traffic Signal Boring LOGGED BY Sponaugle
SECTION NA LOCATION E: 1159821.8; N: 1963567.2
COUNTY Cook DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-57 Auto (84% efficiency)
STRUCT. NO. NA Station NA
BORING NO. RS-TSB-02 Station NA Offset
Ground Surface Elev. 614.30 ft
Surface Water Elev. NA ft Stream Bed Elev. NA ft
Groundwater Elev.: First Encounter 599.8 ft Upon Completion 593.2 ft After Hrs. Filled ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
TOPSOIL (6") 613.80			
Loose, dark yellowish Brown (10YR 4/4) fine SANDY LOAM (fill), trace gravel, trace concrete, moist	2		
	3 2 3		10.9
-5	4 2 3		7.7
608.80			
Medium dense, light yellowish Brown (10YR 6/4) fine SAND, little gravel, moist	3		
-10	7 12		6.5
	9		
603.80	9 7		7.6
Medium dense, light yellowish Brown (10YR 6/4) fine SAND and GRAVEL, moist	10		
-15	13 15		5.7
601.30			
Medium dense, light yellowish Brown (10YR 6/4) fine SAND, moist	5		
Wet at 14.5' -15	8 10		21.8
	5		
596.30	6 8		24.4
Loose, Gray (10YR 5/1) fine SANDY LOAM, wet			
-20	4 5		24.8

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Loose, Gray (10YR 5/1) fine SANDY LOAM, wet *(continued)*	3		
	3		24.2
	2		
-25 589.30	2 4		41.1
End of boring at 25'. Borehole backfilled with soil cuttings.			
-30			
-35			
-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)

BBS, from 137 (Rev. 8-99)

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SOIL BORING LOG

ROUTE Ridge Avenue DESCRIPTION Traffic Signal Boring LOGGED BY Sponaugle
SECTION NA LOCATION E: 1160025.8; N: 1964516.8
COUNTY Cook DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-57 Auto (84% efficiency)
STRUCT. NO. NA Station NA
BORING NO. RN-TSB-01 Station NA Offset
Ground Surface Elev. 613.60 ft
Surface Water Elev. NA ft Stream Bed Elev. NA ft
Groundwater Elev.: First Encounter 602.6 ft Upon Completion 593.9 ft After Hrs. Filled ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
TOPSOIL (8") 612.90			
Loose, yellowish Brown (10YR 5/6) fine SAND, little gravel, moist	2		
	3 2 5		4.6
	3		
-5	4 4 4		5.2
608.10			
Medium dense, light yellowish Brown (10YR 6/4) fine SAND and GRAVEL, moist	2		
	4 6 7		4.1
	4		
Loose -10	2 2		4.0
603.10			
Medium dense, light yellowish Brown (10YR 6/4) fine SAND, wet	4		
	5 10		23.3
	3		
-15	5 7		22.8
598.10			
Very loose, Gray (10YR 5/1) fine SANDY LOAM, wet	3		
	0 1		38.5
	1		
Loose -20	1 3		28.1

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
593.10			
Very stiff, Gray (10YR 5/1) SILTY CLAY, medium plasticity, moist	6		
	6 10	3.0 P	22.2
	6		
Hard -25 588.60	7 9	5.3 B	19.1
End of boring at 25'. Borehole backfilled with soil cuttings. Collected envrionmental sample (0'-5')			
-30			
-35			
-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)

BBS, from 137 (Rev. 8-99)

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Page 1 of 1

SOIL BORING LOG

ROUTE Ridge Avenue DESCRIPTION Traffic Signal Boring LOGGED BY Sponaugle
SECTION NA LOCATION E: 1160139.3; N: 1964580.1
COUNTY Cook DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-57 Auto (84% efficiency)
STRUCT. NO. NA Station NA
BORING NO. RN-TSB-02 Station NA Offset
Ground Surface Elev. 612.60 ft
Surface Water Elev. NA ft Stream Bed Elev. NA ft
Groundwater Elev.: First Encounter 601.1 ft Upon Completion 592.3 ft After Hrs. Filled ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
TOPSOIL (10") 611.70			
Loose, yellowish Brown (10YR 5/6) fine SAND, little gravel, moist	5		
	3 4		7.9
590.60			
Loose, light yellowish Brown (10YR 6/4) fine SAND, trace gravel, moist	4		
	3 6		6.3
	5		
Medium dense -10	8 10		6.8
	5		
No gravel	8		
Wet at 11.5' -15	10		24.2
	5		
	9		25.1
597.10	12		
Loose, Gray (10YR 5/1) fine SANDY LOAM, wet	6		
	6 2		28.0
	3		
-20	3 5		24.7

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Loose, Gray (10YR 5/1) fine SANDY LOAM, wet *(continued)*	3		
	4 6	3.2 B	21.8
Very stiff, Gray (10YR 5/1) SILTY CLAY, medium plasticity, moist	4		
	3 8		11.8
Hard -25 587.60	13	5.1 B	20.1
End of boring at 25'. Borehole backfilled with soil cuttings.			
-30			
-35			
-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)

BBS, from 137 (Rev. 8-99)

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TERRA ENGINEERING LTD.

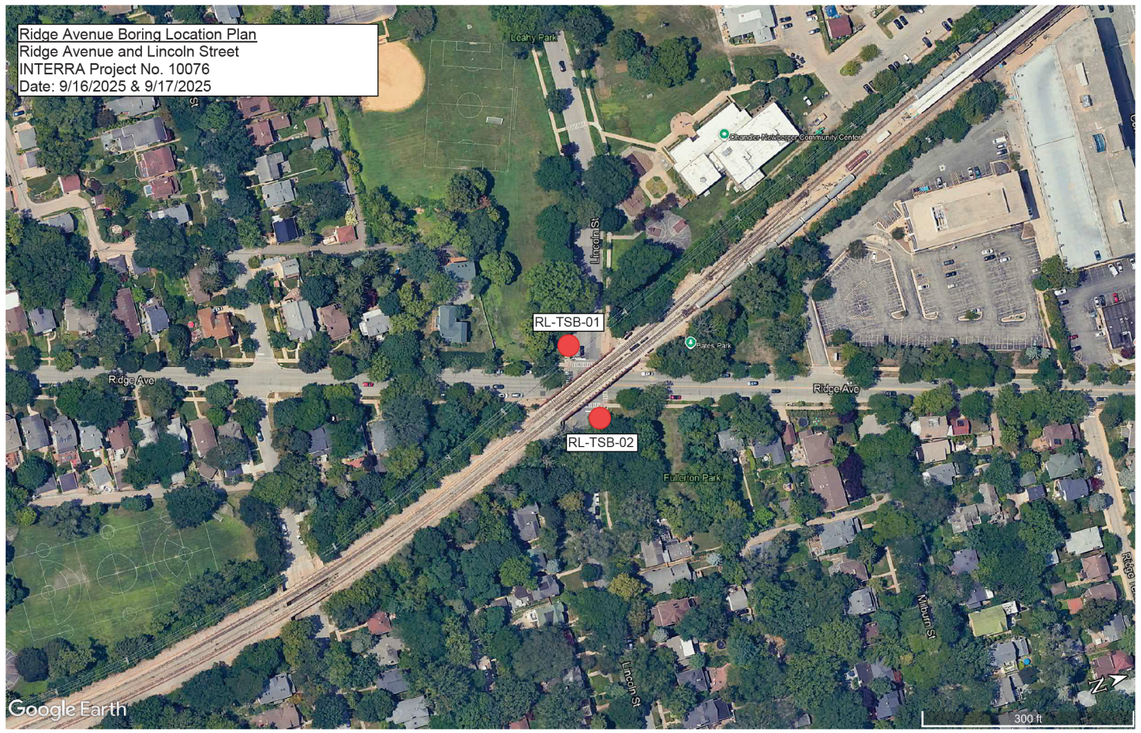
USER NAME = XianL	DESIGNED -		REVISED -
	DRAWN - XEL		REVISED -
	CHECKED - TPD		REVISED -
PLOT DATE = 12/19/2025	DATE -		REVISED -

City of Evanston

SOIL BORINGS
RIDGE AVENUE

SCALE: SHEET 1 OF 3 SHEETS STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	24
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		



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Page 1 of 1

SOIL BORING LOG

Date 9/17/25

ROUTE Ridge Avenue DESCRIPTION Traffic Signal Boring LOGGED BY Sponaugle

SECTION NA LOCATION E: 1160385.4; N: 1965791.1

COUNTY Cook DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-57 Auto (84% efficiency)

STRUCT. NO. NA
Station NA

BORING NO. RL-TSB-01
Station NA
Offset
Ground Surface Elev. 606.70 ft

Surface Water Elev. NA ft
Stream Bed Elev. NA ft

Groundwater Elev.:
First Encounter 600.2 ft
Upon Completion 586.3 ft
After Hrs. Filled ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
TOPSOIL (10") 605.90			
Loose, brownish Yellow (10YR 6/6) fine SAND, trace gravel, moist	2		
	3		5.7
	6		
	7		
	4		
Medium dense, no gravel	6		4.9
-5	7		
	8		
	4		
Wet at 6.5'	5		26.9
598.70	5		
Medium dense, Gray (10YR 5/1) fine SAND, wet	3		
	5		24.5
-10	6		
	5		
	5		26.5
593.70	6		
Very stiff, Gray (10YR 5/1) SILTY CLAY, trace gravel, medium plasticity, moist	2		
	3		13.2
-15	5	3.6 B	
591.20			
Hard, Gray (10YR 5/1) SILTY CLAY LOAM, low plasticity, moist	6		
	6		16.7
	12	4.9 B	
588.70			
Stiff, Gray (10YR 5/1) SILTY CLAY, trace gravel, medium plasticity, moist	3		
	5		25.1
-20	8	1.6	

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Stiff, Gray (10YR 5/1) SILTY CLAY, trace gravel, medium plasticity, moist *(continued)*		B	
Medium stiff, no gravel	2		
	3		23.4
	4	0.9 B	
583.20			
Very soft, grayish Bown (10YR 5/2) SILTY CLAY, trace gravel, medium plasticity, moist Shelby tube 23.5-25.5	P		
-25	U		24.1
	S	<0.25	
581.20	H	P	
End of boring at 25.5' Borehole backfilled with soil cuttings.			
-30			
-35			
-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)

BBS, from 137 (Rev. 8-99)

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Page 1 of 1

SOIL BORING LOG

Date 9/16/25

ROUTE Ridge Avenue DESCRIPTION Traffic Signal Boring LOGGED BY Sponaugle

SECTION NA LOCATION E: 1160498.1; N: 1965805.7

COUNTY Cook DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-57 Auto (84% efficiency)

STRUCT. NO. NA
Station NA

BORING NO. RL-TSB-02
Station NA
Offset
Ground Surface Elev. 607.00 ft

Surface Water Elev. NA ft
Stream Bed Elev. NA ft

Groundwater Elev.:
First Encounter 600.5 ft
Upon Completion 586.7 ft
After Hrs. Filled ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
ASPHALT (3") 606.70			
CONCRETE (12") 605.70	6		
CRUSHED STONE (6") 605.10	5		5.4
Loose, Brown (10YR 5/3) fine SAND, moist	4		
	3		
	2		
-5	3		6.1
	4		
	6		
Wet at 6'	3		
	3		26.0
599.00	6		
Loose, Gray (10YR 5/1) fine SAND, wet	2		
	2		27.7
-10	5		
596.50			
Loose, Gray (10YR 5/1) fine SANDY LOAM, wet	4		
	3		31.5
	6		
594.00			
Hard, Gray (10YR 5/1) SILTY CLAY, medium plasticity, moist	3		
	5		21.7
-15	10	4.9 B	
Very stiff	2		
	5		17.2
	10	3.4 B	
589.00			
Hard, Gray (10YR 5/1) SILTY CLAY LOAM, trace gravel, medium plasticity, moist	4		
	6		17.3
-20	12	4.6	

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
586.50		B	
Medium stiff, Gray (10YR 5/1) SILTY CLAY, trace gravel, medium plasticity, moist	0		
	3		20.3
	3	1.0 B	
583.50			
No recovery	0		
-25	0		
582.00	0		
Advanced Shelby tube	P		
	U		21.7
	S	<0.25	
580.00	H	P	
End of boring at 27'. Borehole backfilled with soil cuttings and concrete. Collected envrionmental sample (0'-5')			
-30			
-35			
-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)

BBS, from 137 (Rev. 8-99)

MODEL: Soil Boring-1 [Sheet]
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TERRA ENGINEERING LTD.

USER NAME = TylerD	DESIGNED -		REVISED -
	DRAWN -	XEL	REVISED -
	CHECKED -	TPD	REVISED -
PLOT DATE = 5/1/2026	DATE -		REVISED -

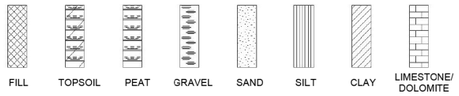
City of Evanston

SOIL BORINGS
RIDGE AVENUE

SCALE: SHEET 2 OF 2 SHEETS STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	25
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

LEGEND FOR BORING LOGS



SAMPLE TYPE

SS	=	Split-Spoon
ST	=	Thin-Walled Tube
A	=	Auger
MC	=	Macro-Core (Geoprobe)

WATER LEVEL OBSERVATIONS

- While Drilling
- End of Boring
- 24 Hours

FIELD AND LABORATORY TEST DATA

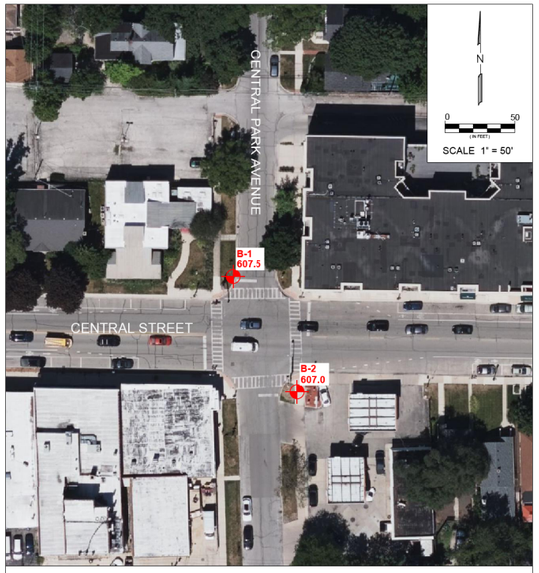
N	=	Standard Penetration Resistance in Blows per Foot (bpf)
WC	=	In-Situ Water Content (%)
Qu	=	Unconfined Compressive Strength in Tons per Square Foot (tsf)
	*	Pocket Penetrometer Reading: Maximum Value = 4.5 tsf
γ_{dry}	=	Dry Unit Weight in Pounds per Cubic Foot (pcf)

SOIL DESCRIPTIONS:

MATERIAL	PARTICLE SIZE RANGE
BOULDER	Over 12 inches
COBBLE	12 inches to 3 inches
Large GRAVEL	3 inches to ¾ inch
Small GRAVEL	¾ inch to No. 4 Sieve
Coarse SAND	No. 4 Sieve to No. 10 Sieve
Medium SAND	No. 10 Sieve to No. 40 Sieve
Fine SAND	No. 40 Sieve to No. 200 Sieve
SILT and CLAY	Passing No. 200 Sieve

COHESIVE SOILS		COHESIONLESS SOILS	
CONSISTENCY	Qu (tsf)	RELATIVE DENSITY	N (bpf)
Very Soft	Less than 0.25	Very Loose	0 – 3
Soft	0.25 to 0.5	Loose	4 – 9
Medium Stiff	0.5 to 1.0	Medium Dense	10 – 29
Stiff	1.0 to 2.0	Dense	30 – 49
Very Stiff	2.0 to 4.0	Very Dense	50 and over
Hard	4.0 and over		

MODIFYING TERM	PERCENT BY WEIGHT
Trace	1 – 10
Little	10 – 20
Some	20 – 35



BORING LOCATION PLAN
TRAFFIC SIGNAL MODERNIZATION
CENTRAL STREET & CENTRAL PARK AVENUE
EVANSTON, ILLINOIS

LEGEND
SOIL BORING LOCATION

NOTE:
GROUND SURFACE ELEVATIONS AT THE BORINGS WERE ACQUIRED BY TSC USING A TRIMBLE R12 GNSS RECEIVER, BEING ROUNDED TO THE NEAREST 0.5 FOOT.

TESTING SERVICE CORP.
457 EAST GUNDERSEN DRIVE
CAROL STREAM, ILLINOIS 60188

DRAWN BY:	FFE
CHECKED BY:	TRP
JOB NO.:	L-95,975
DATE:	08-08-23

PAGE NO. 1 OF 1

PROJECT Traffic Signal Modernization, Central St. & Central Park Ave., Evanston, IL
CLIENT Christopher B. Burke Engineering, Ltd., 9575 West Higgins Road, Rosemont, IL
BORING 1 DATE STARTED 8-1-23 DATE COMPLETED 8-1-23 JOB L-95,975
ELEVATIONS
GROUND SURFACE 607.5
END OF BORING 582.5
WATER LEVEL OBSERVATIONS
▼ WHILE DRILLING Dry
▽ AT END OF BORING Dry
▼ 24 HOURS

DISTANCE BELOW SURFACE IN FEET	LENGTH RECOVERY	SAMPLE NO.	SAMPLE TYPE	N	WC	Qu	γ_{DRY}	DEPTH	ELEV.	SOIL DESCRIPTIONS
0								0.4	607.1	5" P.C. Concrete
		1	SS	7	25.3	2.43 2.25*				Very stiff to stiff brown trace gray silty CLAY, little sand, trace gravel, moist to very moist (CL)
5		2	SS	5	25.7	1.5 1.5*		5.5	602.0	
		3	SS	6	27.6	2.25*				Very stiff brown trace gray silty CLAY, trace sand and gravel, moist (CL)
10		4	SS	10	28.1	2.56 2.5*		10.5	597.0	
		5	SS	8	29.7	1.0*				Stiff gray silty CLAY, trace sand and gravel, very moist (CL)
15		6	SS	10	21.9	2.49 2.25*		13.0	594.5	
		7	SS	11	19.5	3.25*				Very stiff gray silty CLAY, little sand, trace gravel, moist (CL)
20		8	SS	8	16.3	1.70 1.75*		18.0	589.5	
		9	SS	9	17.1	1.5*				Stiff gray silty CLAY, little sand and gravel, moist to very moist (CL)
25		10	SS	7	17.1	1.17 1.0*				
30								25.0	582.5	End of Boring at 25.0'

* Approximate unconfined compressive strength based on measurements with a calibrated pocket penetrometer.

DRILL RIG NO. 358

Division lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual.

TSC 95975.GPJ TSC_ALL.GDT 8/10/23

PROJECT Traffic Signal Modernization, Central St. & Central Park Ave., Evanston, IL
CLIENT Christopher B. Burke Engineering, Ltd., 9575 West Higgins Road, Rosemont, IL
BORING 2 DATE STARTED 8-1-23 DATE COMPLETED 8-1-23 JOB L-95,975
ELEVATIONS
GROUND SURFACE 607.0
END OF BORING 582.0
WATER LEVEL OBSERVATIONS
▼ WHILE DRILLING Dry
▽ AT END OF BORING Dry
▼ 24 HOURS

DISTANCE BELOW SURFACE IN FEET	LENGTH RECOVERY	SAMPLE NO.	SAMPLE TYPE	N	WC	Qu	γ_{DRY}	DEPTH	ELEV.	SOIL DESCRIPTIONS
0								1.2	605.8	Black clayey TOPSOIL (OL)
		1	SS	7	25.5	1.50 1.75*				Stiff brown trace gray silty CLAY, little sand, trace gravel, moist to very moist (CL)
5		2	SS	6	22.5	1.04 1.25*		5.5	601.5	
		3	SS	10	26.5	4.0*				Hard to very stiff brown and gray silty CLAY, trace sand and gravel, moist (CL)
10		4	SS	7	28.4	2.34 2.0*		10.5	596.5	
		5	SS	9	15.2	4.5*				Hard to very stiff gray silty CLAY, little sand and gravel, moist (CL)
15		6	SS	8	17.2	2.04 2.25*		15.0	592.0	
		7	SS	9	15.4	1.75*				Stiff gray silty CLAY, little sand and gravel, moist to very moist (CL)
20		8	SS	8	16.3	1.50 1.25*				
		9	SS	8	17.2	1.0*				
25		10	SS	8	18.0	1.10 1.0*				
30								25.0	582.0	End of Boring at 25.0'

* Approximate unconfined compressive strength based on measurements with a calibrated pocket penetrometer.

DRILL RIG NO. 358

Division lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual.

TSC 95975.GPJ TSC_ALL.GDT 8/10/23

CHRISTOPHER B. BURKE ENGINEERING LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

PLAN: SURVEYED, PLOTTED, ALIGNMENT CHECKED, BLM NOTES ADDED, CADD FILE NAME, NOTE BOOK, NO., BY, DATE

PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, BLM NOTES ADDED, STRUCTURE NOTATNS CHKD, NOTE BOOK, NO., BY, DATE

FILE NAME = N:\EVANSTON\230297\Civil\08_BOR_230297.dgn	USER NAME = psubedi	DESIGNED - KC	REVISED -
		DRAWN - KC	REVISED -
	PLOT SCALE = 40'	CHECKED - MLM	REVISED -
	PLOT DATE = 4/14/2026	DATE -	REVISED -

City of Evanston

SOIL BORINGS
CENTRAL STREET AT CENTRAL PARK AVENUE

SCALE: 1" = 40' | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	26
		CONTRACT NO.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TRAFFIC SIGNAL LEGEND

ITEM	EXISTING	PROPOSED
Traffic Signal Cabinet		
Uninterruptable Power Supply		
Communication Cabinet	ECC	CC
Master Controller	EMC	MC
Master Master Controller	EMMC	MMC
Service Installation -(P) Pole Mounted	P	P
Service Installation -(G) Ground Mounted -(GM) Ground Mounted Metered	G GM	G GM
Cellular Modem	CM	CM
Telephone Connection	ET	T
Steel Mast Arm Assembly and Pole		
Aluminum Mast Arm Assembly and Pole		
Steel Combination Mast Arm Assembly and Pole with Luminaire		
Signal Post -(BM) Barrel Mounted - Temporary		BM
Wood Pole		
Guy Wire		
Signal Head		
Signal Head with Backplate		
Signal Head - Programmable	P P	P P
Flasher Installation -(FS) Solar Powered	F FS F FS	F FS F FS
Pedestrian Signal Head		
Pedestrian Push Button -(APS) Accessible Pedestrian Push Button	APS	APS
Radar Detection Sensor	R	R
Video Detection Camera	V	V
Radar/Video Detection Zone		
Pan, Tilt, Zoom (PTZ) Camera	PTZ	PTZ
Emergency Vehicle Light Detector		
Confirmation Beacon		
Wireless Interconnect		
Wireless Interconnect Radio Repeater	ERR	RR
Wireless Access Point		

ITEM	EXISTING	PROPOSED
Handhole -Square -Round		
Double Handhole		
Heavy Duty Handhole -Square -Round	H	H
Junction Box	J	J
Railroad Cantilever Mast Arm		
Railroad Flashing Signal		
Railroad Crossing Gate		
Railroad Crossbuck		
Railroad Controller Bungalow		
Underground Conduit (UC), Galvanized Steel		
Temporary Span Wire, Tether Wire, and Cable		
System Item	S	SP
Intersection Item	I	IP
Removal Item		R
Relocate Item		RL
Abandon Item		A
Controller Cabinet and Foundation to be Removed		RCF
Mast Arm Pole and Foundation to be Removed		RMF
Signal Post and Foundation to be Removed		RPF
Detector Loop, Type I		
Preformed Detector Loop	P	P
Wireless Detector Sensor	W	W

ITEM	EXISTING	PROPOSED
Signal Head -(P) Programmable Signal Head -(EV) Elongated Visors	R Y G; P; EV	R Y G; P; EV
Signal Head with Backplate -(RB) Retroreflective Backplate -(P) Programmable Signal Head -(EV) Elongated Visors	R Y G; RB; P; EV	R Y G; RB; P; EV
Pedestrian Signal Head with Countdown Timer	C D	C D
Illuminated LED Sign "NO LEFT TURN"/"NO RIGHT TURN"		
Electric Cable, Signal, No. 14 - 2/C, 3/C, 5/C, 7/C	5	5
Electric Cable, Lead-In, No. 14, 1 Pair	1P	1P
Service Cable, 2/C - No. 2, No. 4, No. 6	2#2 2#4 2#6	2#2 2#4 2#6
Ground Cable No. 6 Solid Copper (Green), 1/C	1#6	1#6
Electric Cable, Tracer, No. 14, 1/C	1	1
Electric Cable, Railroad, No. 14, 3/C	Railroad No. 14 3/C 3	Railroad No. 14 3/C 3
Electric Cable, Street Name Sign No. 14, 3/C, Type SOOW	SOOW 3	SOOW 3
Vendor Cable	V	V
Emergency Vehicle Priority Line Sensor Cable, No. 20, 3/C	3#20	3#20
Outdoor Rated Network Cable	ONC	ONC
Fiber Optic Cable -12F: 12 Multimode -24F: 12 Multimode / 12 Single Mode -36F: 12 Multimode / 24 Single Mode -24SM: 24 Single Mode -48SM: 48 Single Mode	12F 24F 36F 24SM 48SM	24F 36F 24SM 48SM
Ground Rod -(C) Controller -(M) Mast Arm -(P) Post -(S) Service	C M P S	C M P S

MODEL: D1 TS Details-1 [Sheet]
FILE NAME: c:\pw_work\pw_main\dms5384\0025-237-SHT-TS D1 DETAILS.dgn

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USER NAME = XianL	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 12/19/2025	DATE -	REVISED -	

City of Evanston

TRAFFIC SIGNAL DETAIL (DISTRICT ONE)
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: | SHEET 1 OF 8 SHEETS | STA. | TO STA.

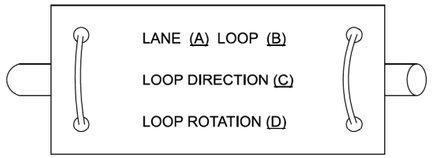
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	27

CONTRACT NO.

ILLINOIS | FED. AID PROJECT

DETECTOR LOOP NOTES:

1. LOOPS SHALL BE SPLICED IN SERIES.
2. SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" AT A DEPTH OF 3". IF IN CONCRETE, THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
3. LOOP CORNERS SHALL BE DRILLED WITH A 2" DIAMETER CORE.
4. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NON-METALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6". EMPTY COILABLE NON-METALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE DETECTOR LOOP PAY ITEM.
5. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
6. EACH LEAD-IN CABLE SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP NUMBER, LOOP DIRECTION (IN OR OUT), AND LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE) IN WATER PROOF INK. SEE DETECTOR LOOP LEAD-IN CABLE TAG DETAIL. THE CONTRACTOR SHALL MARK THE LOOP LOCATIONS ON THE RECORD DRAWINGS AND PRESENT THEM TO THE ENGINEER AFTER THE FINAL INSPECTION.
7. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
8. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND THE DIVE HOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" APART.
9. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS.
10. PREFORMED DETECTOR LOOPS SHALL BE USED WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.



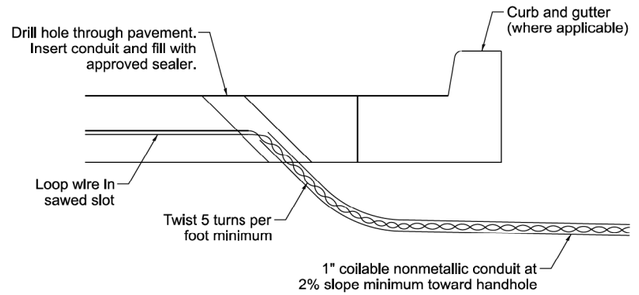
A. Lane 1 is the lane closest to the centerline of the roadway.

B. Loop #1 is the loop closest to the intersection.

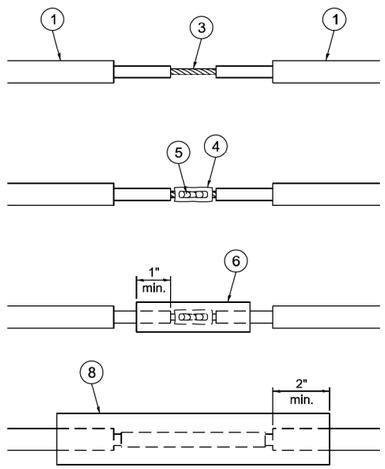
C. Label loop cable "in" or loop cable "out".

D. Label loop cable clockwise or loop cable counterclockwise.

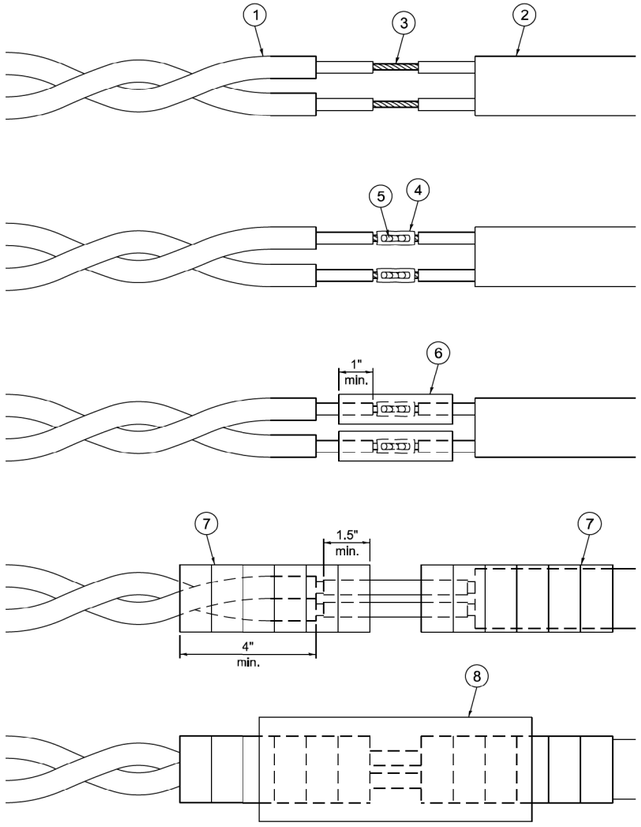
DETECTOR LOOP LEAD–IN CABLE TAG



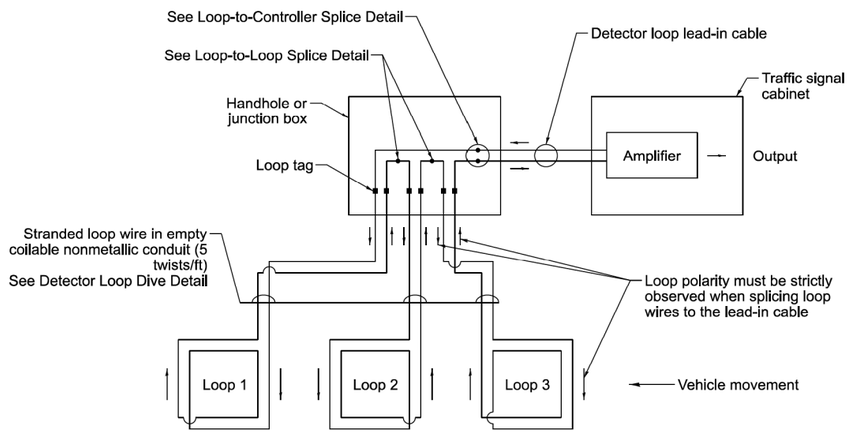
DETECTOR LOOP DIVE DETAIL



LOOP–TO–LOOP SPLICE DETAIL



LOOP–TO–CONTROLLER SPLICE DETAIL



DETECTOR LOOP WIRING SCHEMATIC

1. Detector loop cable.
2. Detector loop lead-in cable
3. Bare conductors twisted together.
4. Butt splice crimp connector.
5. Splice soldered with rosin core flux. All exposed surfaces of the solder shall be smooth. The splices shall be staggered.
6. WCSMW 30/100 heat shrink tube, 3" minimum length, underwater grade.
7. Self-infused, silicone electrical tape tightly wrapped around cables.
8. WCS 200/750 heat shrink tube, 8" minimum length, underwater grade.

MODEL: D1 TS Details-2 [Sheet]
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	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 12/19/2025	DATE -	REVISED -

City of Evanston

TRAFFIC SIGNAL DETAIL (DISTRICT ONE)
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

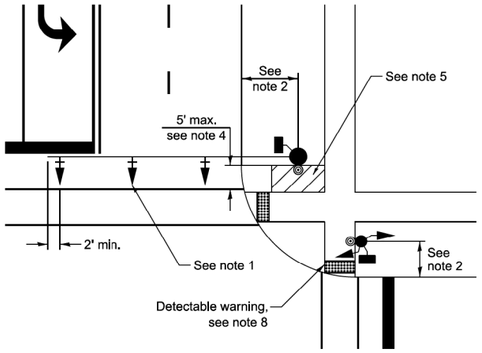
SCALE: | SHEET 2 OF 8 SHEETS | STA. | TO STA.

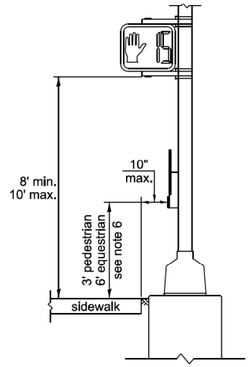
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	28
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

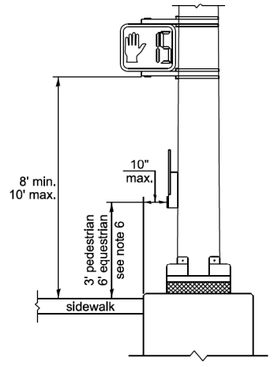
NOTES:

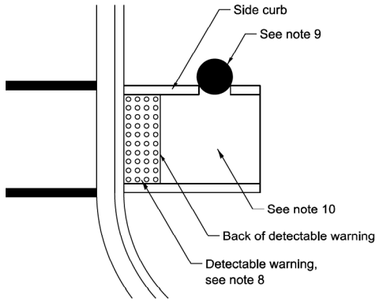
1. THE MAST ARM MOUNTED SIGNAL HEADS SHALL BE CENTERED ON THE LANES OR AS SHOWN ON THE TRAFFIC SIGNAL PLANS.
2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET MINIMUMS TABLE.
3. A 4' MINIMUM UNOBSTRUCTED PEDESTRIAN ACCESS ROUTE SHALL BE MAINTAINED.
4. THE PUSH-BUTTON SHALL BE LOCATED 5' OR LESS FROM THE OUTSIDE EDGE OF THE MARKED CROSSWALK FARTHEST FROM THE INTERSECTION FOR THE CROSSWALK THAT THE PUSH-BUTTON CONTROLS.
5. IF THE MAST ARM POLE OR SIGNAL POST WHERE THE PUSH-BUTTON IS TO BE INSTALLED IS NOT IMMEDIATELY ADJACENT TO THE SIDEWALK, PROVIDE A FIRM, STABLE, AND SLIP RESISTANT SURFACE UP TO THE MAST ARM POLE OR SIGNAL POST. THE MINIMUM PAVED AREA IN FRONT OF THE PUSH-BUTTON SHALL BE 2.5' X 4'. IF THIS DOES NOT MEET THE REQUIREMENT STATED IN NOTE 3, A SEPARATE PEDESTRIAN SIGNAL POST SHALL BE INSTALLED TO PLACE THE PUSH-BUTTON ADJACENT TO THE SIDEWALK SURFACE.
6. THE HEIGHT OF THE PEDESTRIAN PUSH-BUTTON SHALL BE 36". IF APPROVED BY THE AREA TRAFFIC SIGNAL ENGINEER, THE PUSH-BUTTON MAY BE LOCATED AT A HEIGHT BETWEEN 30" AND 42". THE HEIGHT OF THE EQUESTRIAN PUSH-BUTTON SHAL BE 72" OR AS DIRECTED BY THE ENGINEER.
7. THE FACE OF THE PUSH-BUTTON SHALL BE PARALLEL TO THE CROSSWALK IT CONTROLS.
8. THE PUSH-BUTTON SHALL BE LOCATED BEHIND THE DETECTABLE WARNING.
9. WHERE A PUSH-BUTTON IS BEING INSTALLED ON A MAST ARM POLE OR SIGNAL POST ADJACENT TO THE PEDESTRIAN ACCESS ROUTE, THE PROPOSED FOUNDATION SHALL BE INSTALLED WITHIN THE SIDE CURB IN ORDER TO MEET THE 10" REACH REQUIREMENT.
10. THE SIDEWALK PANEL IN FRONT OF THE PUSH-BUTTON SHALL HAVE A SLOPE LESS THAN 5%.
11. WHERE TWO PEDESTRIAN PUSH-BUTTONS ARE PROVIDED ON THE SAME CORNER, THEY SHALL BE 10' OR MORE APART. EXCEPTION: IN ALTERATIONS WHERE TECHNICALLY INFEASIBLE TO PROVIDE 10' SEPARATION BETWEEN PUSH-BUTTONS ON THE SAME CORNER.
12. CORRESPONDING PEDESTRIAN EQUIPMENT (SIGNAL HEAD AND PUSH-BUTTON) SHALL BE INSTALLED ON THE SAME POST CLOSEST TO THE CROSSWALK IT CONTROLS.
13. PEDESTRIAN SIGNAL HEADS INSTALLED ON MAST ARM POLES OR SIGNAL POSTS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) NOT LESS THAN 8' OR MORE THAN 10' ABOVE SIDEWALK LEVEL. PEDESTRIAN SIGNAL HEADS INSTALLED ON PEDESTRIAN SIGNAL POSTS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) NOT LESS THAN 8' ABOVE SIDEWALK LEVEL. THE PEDESTRIAN SIGNAL HEADS SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
14. THE LOCATIONS OF THE PEDESTRIAN PUSH-BUTTONS AND PEDESTRIAN SIGNAL HEADS SHALL MEET THE REQUIREMENTS OF THE MUTCD, PROWAG, AND THE REQUIREMENTS ON THIS DETAIL SHEET.

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

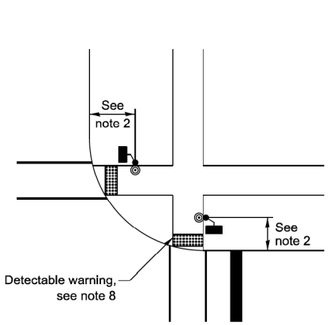


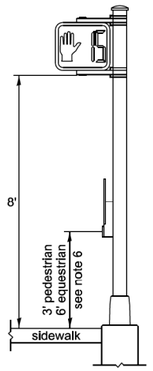


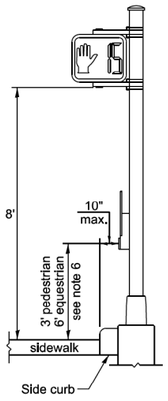




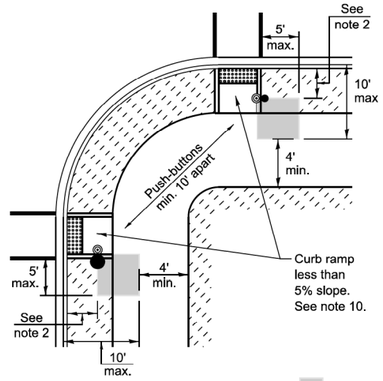
PEDESTRIAN SIGNAL POST

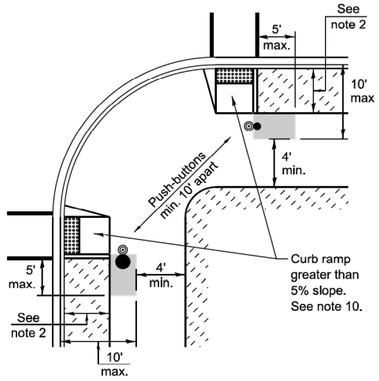






PUSH–BUTTON LOCATIONS





Preferred push-button location

TRAFFIC SIGNAL EQUIPMENT	BARRIER CURB (MINIMUM DISTANCE FROM THE BACK OF CURB TO THE CENTER OF THE FOUNDATION)	SHOULDER / NON-BARRIER CURB (MINIMUM DISTANCE FROM THE EDGE LINE OF THE RIGHT-MOST LANE TO THE CENTER OF THE FOUNDATION)
Mast arm assembly and pole	6'	Shoulder width + 2', minimum 10'
Signal post	4'	Shoulder width + 2', minimum 10'
Pedestrian signal post	4'	4' - See note 2
Temporary wood pole	6'	Shoulder width + 2', minimum 10'
Traffic signal cabinet	6' - See Note 3	Shoulder width + 6', minimum 16' - See note 3
Service cabinet	6' - See Note 3	Shoulder width + 6', minimum 16' - See note 3

TRAFFIC SIGNAL EQUIPMENT OFFSET MINIMUMS

NOTES:

1. CONTACT THE AREA TRAFFIC SIGNAL ENGINEER FOR ASSISTANCE LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS AND THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF THE DETECTABLE WARNING.
3. MINIMUM DISTANCE TO THE ROADWAY SIDE OF THE FOUNDATION.
4. ANY CHANGES TO THE OFFSETS OF THE FOUNDATIONS FROM THE MINIMUM DISTANCES LISTED IN THE "TRAFFIC SIGNAL EQUIPMENT OFFSET" TABLE AND THE TRAFFIC SIGNAL PLAN COULD AFFECT THE PLACEMENT OF THE TRAFFIC SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS, AND THE PEDESTRIAN PUSH-BUTTONS. THE SIGNAL HEAD PLACEMENT ON THE MAST ARMS SHALL REMAIN AS PER THE TRAFFIC SIGNAL PLAN AND THE "TRAFFIC SIGNAL MAST ARM AND SIGNAL POST" DETAIL ABOVE. THE PROPOSED MAST ARM LENGTHS MAY NEED TO BE REVISED TO MEET THESE REQUIREMENTS. THE LOCATIONS OF THE PEDESTRIAN PUSH-BUTTONS AND PEDESTRIAN SIGNAL HEADS SHALL MEET THE REQUIREMENTS OF THE MUTCD, PROWAG, AND THE REQUIREMENTS ON THIS DETAIL SHEET.

MODEL: D1 TS Details-3 [Sheet]
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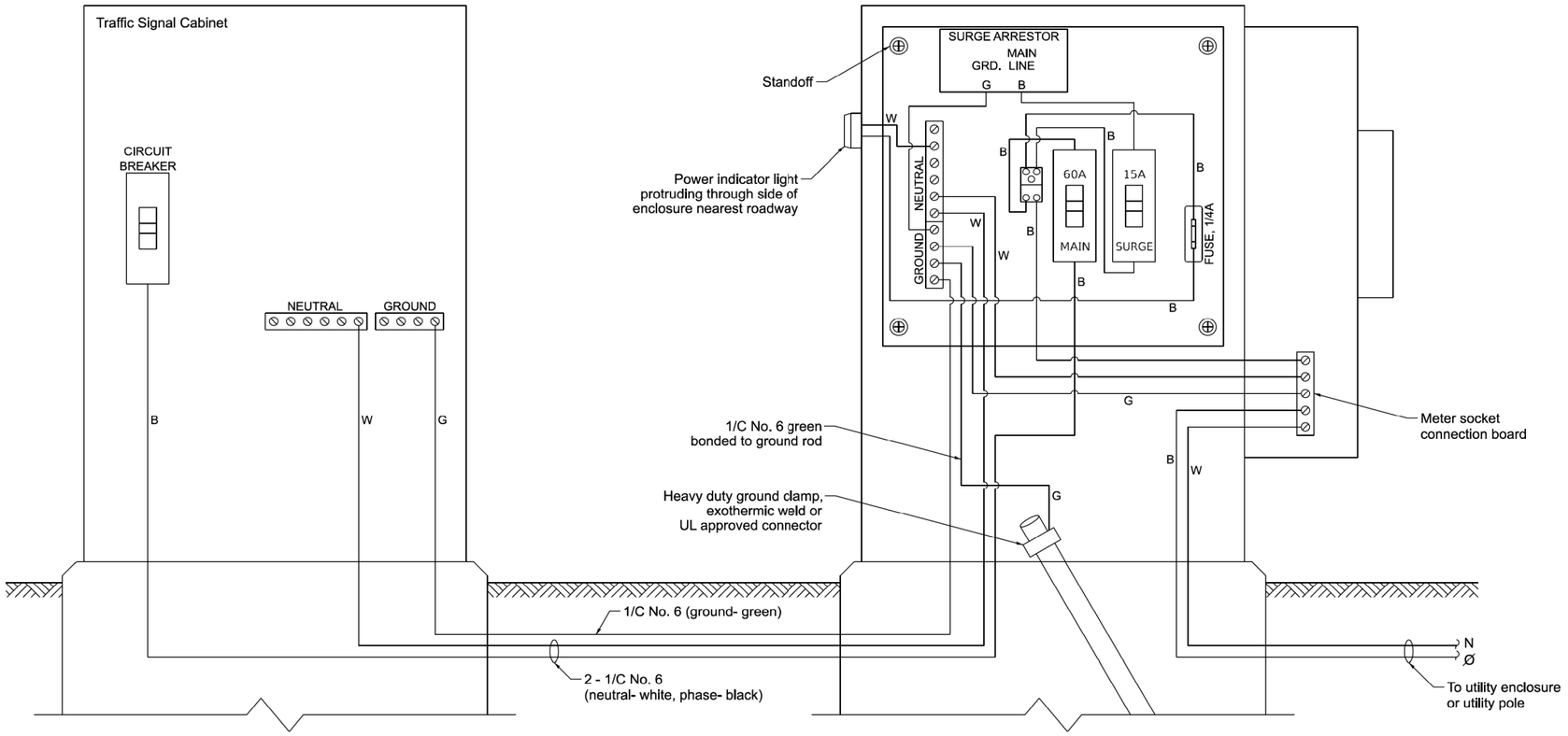
PLOT DATE = 12/19/2025	DATE -	REVISED -

City of Evanston

TRAFFIC SIGNAL DETAIL (DISTRICT ONE)
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: | SHEET 3 OF 8 SHEETS | STA. | TO STA.

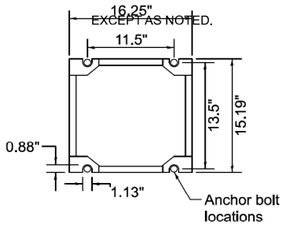
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	29
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	



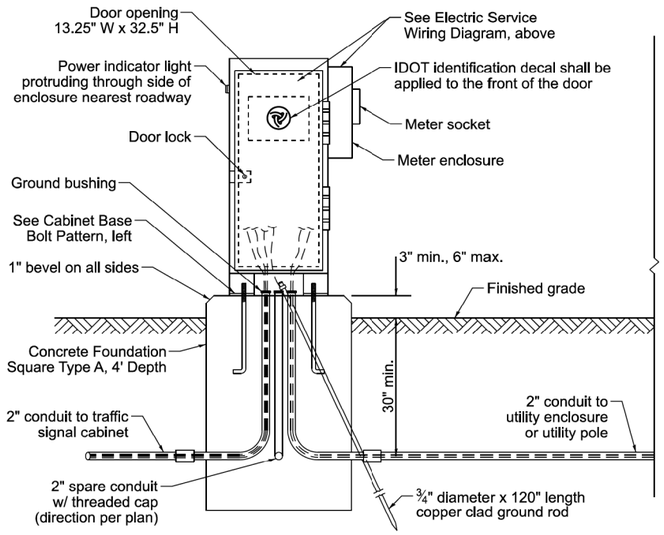
ELECTRIC SERVICE WIRING DIAGRAM IN GROUND MOUNTED SERVICE CABINET

NOTES:

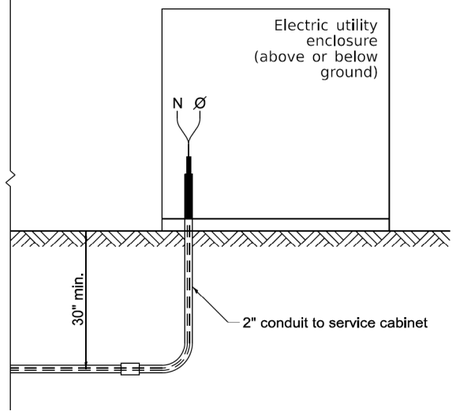
1. THE GROUND MOUNTED SERVICE CABINET IS TO BE LOCATED BETWEEN THE TRAFFIC SIGNAL CABINET AND THE UTILITY CONNECTION, PREFERABLY 20' TO 50' FROM THE TRAFFIC SIGNAL CONTROLLER CABINET.
2. ELECTRIC SERVICE PANELS SHALL BE CONSTRUCTED TO UL STD. 508, INDUSTRIAL CONTROL PANEL, AND CARRY THE UL LABEL.
3. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.
4. THE METER SOCKET IS TO BE PROVIDED BY THE CONTRACTOR. THE METER IS TO BE PROVIDED BY THE UTILITY COMPANY.



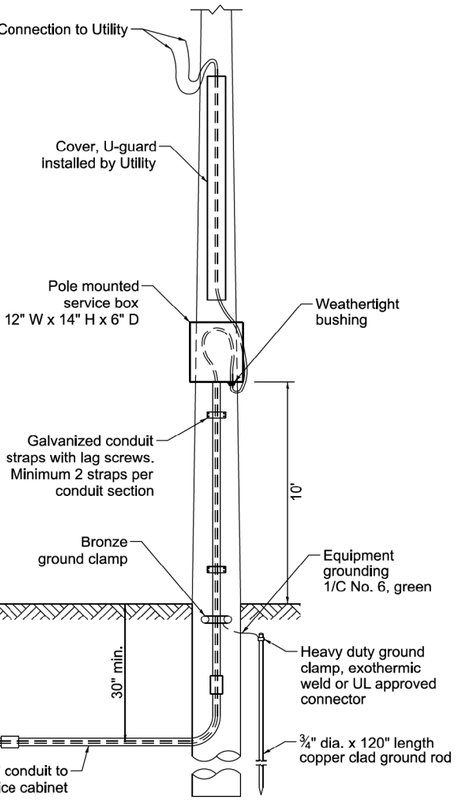
CABINET BASE BOLT PATTERN



SERVICE INSTALLATION – GROUND MOUNTED WITH METER



CONNECTION TO UTILITY ENCLOSURE



CONNECTION TO UTILITY POLE

MODEL: D1 TS Details-4 [Sheet]
FILE NAME: c:\pw_work\pw_main\dms5364025-237-SHT-TS D1 DETAILS.dgn

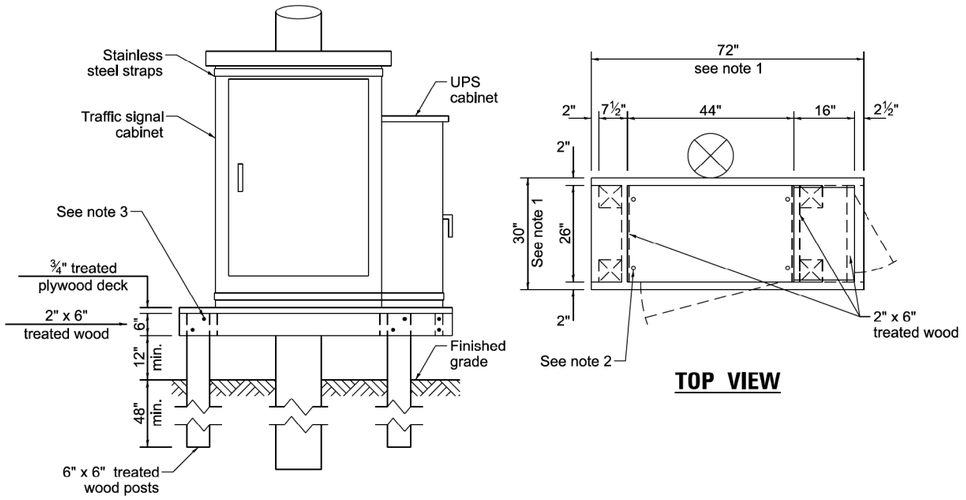
TERRA ENGINEERING LTD.	USER NAME = XianL	DESIGNED -	REVISED -
		DRAWN -	REVISED -
		CHECKED -	REVISED -
	PLOT DATE = 12/19/2025	DATE -	REVISED -

City of Evanston

TRAFFIC SIGNAL DETAIL (DISTRICT ONE)
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: | SHEET 4 OF 8 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	30
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

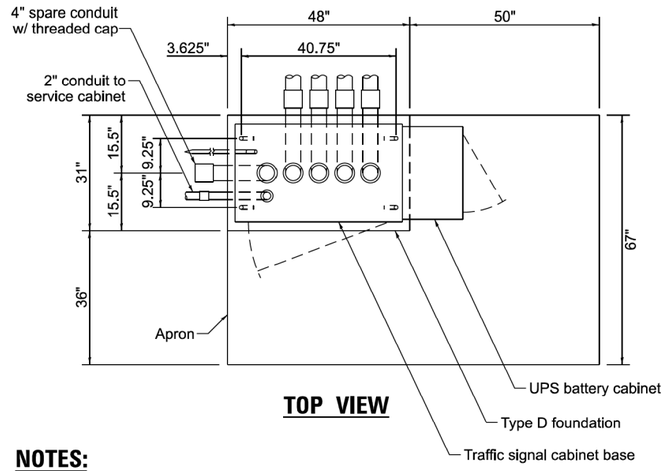


TOP VIEW

NOTES:

1. THE PLATFORM SIZE IS BASED ON A TRAFFIC SIGNAL CABINET TYPE IV WITH BASE DIMENSIONS OF 26" x 44" AND UNINTERRUPTABLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF 16" x 25". ADJUST THE PLATFORM SIZE TO FIT THE BASE DIMENSIONS OF THE CABINET SUPPLIED.
2. DRILLED HOLES THROUGH THE PLATFORM ARE TO MATCH THE TRAFFIC SIGNAL CABINET BOLT TEMPLATE. THE CABINET SHALL BE FASTENED TO THE PLATFORM WITH CARRIAGE BOLTS, WASHERS, AND NUTS.
3. ALL WOOD SUPPORT FRAMING SHALL BE FASTENED TO THE WOOD POSTS WITH 2 LAG SCREWS FOR EACH CONNECTION.

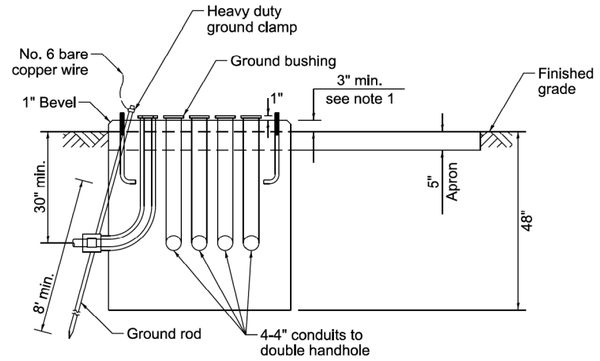
TEMPORARY TRAFFIC SIGNAL CABINET WOOD SUPPORT PLATFORM



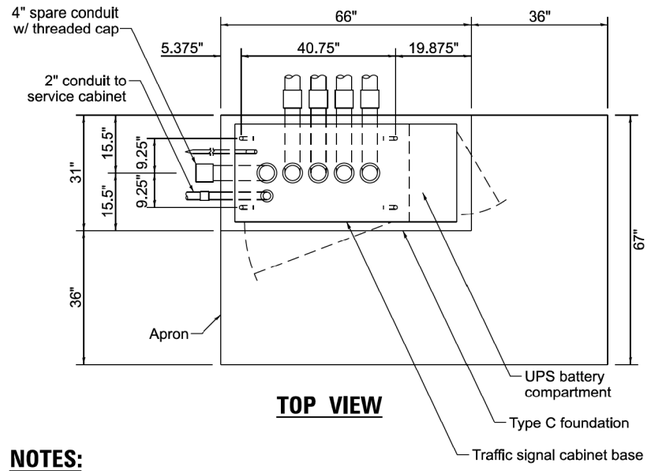
TOP VIEW

NOTES:

1. THE TOP OF THE FOUNDATION SHALL BE HIGHER THAN THE TOP OF THE DOUBLE HANDHOLE.



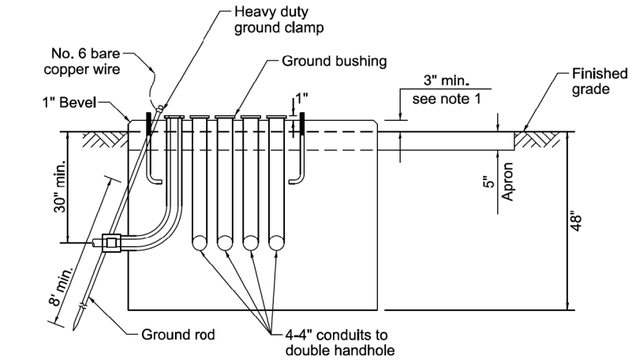
TYPE D FOUNDATION
TYPE IV AND TYPE V TRAFFIC SIGNAL CABINET AND UPS BATTERY CABINET



TOP VIEW

NOTES:

1. THE TOP OF THE FOUNDATION SHALL BE HIGHER THAN THE TOP OF THE DOUBLE HANDHOLE.



TYPE C FOUNDATION
SUPER P AND SUPER R TRAFFIC SIGNAL CABINETS

MAST ARM LENGTH	Foundation Depth	Foundation Diameter	Spiral Diameter	Quantity of Rebars	Size of Rebars
Less than 30'	10'	30"	24"	8	#6
Greater than or equal to 30' and less than 40'	13.5'	30"	24"	8	#6
	11'	36"	30"	12	#7
Greater than or equal to 40' and less than 50'	13'	36"	30"	12	#7
Greater than or equal to 50' and up to 55'	15'	36"	30"	12	#7
Greater than or equal to 56' and less than 65'	21'	42"	36"	16	#8
Greater than or equal to 65' and up to 75'	25'	42"	36"	16	#8

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

FOUNDATION	DEPTH
Type A - Signal post, service cabinet	4'
Type C - Traffic signal cabinet with UPS	4'
Type D - Traffic signal cabinet	4'

DEPTH OF FOUNDATIONS TYPES A, C & D

TYPE E FOUNDATION NOTES:

1. FOR STANDARD AND COMBINATION MAST ARM ASSEMBLIES. FOUNDATION DEPTHS FOR STANDARD DUAL MAST ARMS WITH THE LONGEST ARM LENGTH UP TO AND INCLUDING 55' SHALL BE INCREASE BY 1' OF THAT SHOWN IN THE TABLE, BASED ON THE LONGER OF THE TWO ARMS.
2. SEE STATE STANDARD 878001 CONCRETE FOUNDATION DETAILS FOR MORE INFORMATION.

VERTICAL CABLE	LENGTH
Mast arm mounted signal head (L = mast arm length - distance to signal head from end of arm)	20'+L
Bracket mounted signal head (mast arm pole or signal pole)	13'
Pedestrian signal head	10'
Pedestrian push button	6'
Service installation pole mount to service drop	13.5'
Service installation pole mount to ground	13.5'
Service installation ground mount	6'
Foundation (signal post, mast arm, traffic signal cabinet, service cabinet)	3'

VERTICAL CABLE LENGTH

CABLE SLACK	LENGTH
Handhole	6.5'
Double handhole	13'
Signal post	2'
Mast arm	2'
Traffic signal cabinet or service cabinet	1.5'
Fiber optic cable at traffic signal cabinet	13'
Ground cable at signal post, mast arm, or cabinet	1.5'
Ground cable at handhole or double handhole	6.5'
Ground cable between handhole frame and cover	5'

CABLE SLACK LENGTH

MODEL: D1 TS Details-5 [Sheet]
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	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 12/19/2025	DATE -	REVISED -

City of Evanston

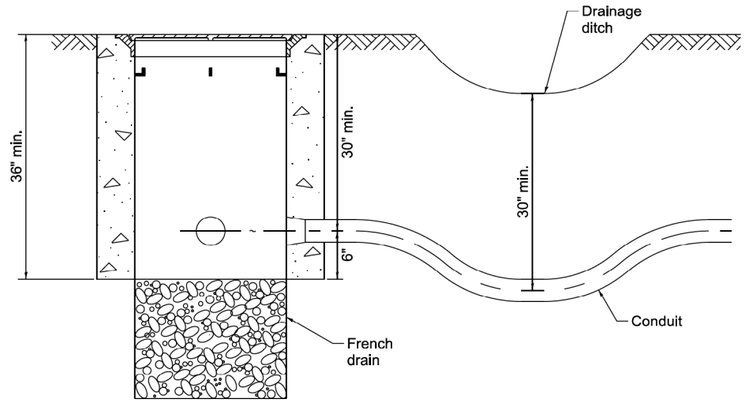
TRAFFIC SIGNAL DETAIL (DISTRICT ONE)
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: | SHEET 5 OF 8 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	31

CONTRACT NO.

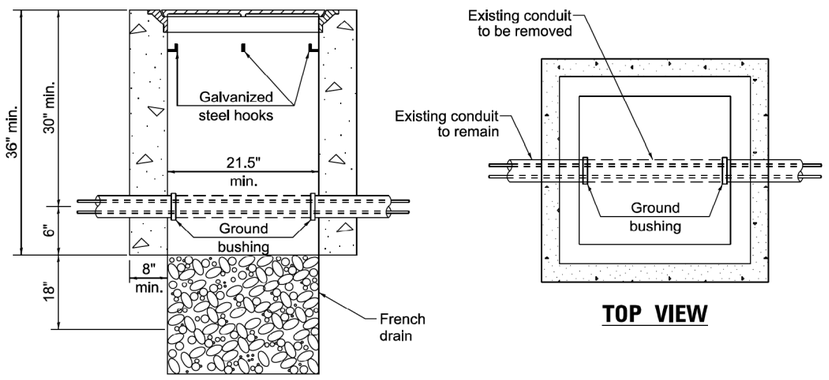
ILLINOIS | FED. AID PROJECT



NOTES:

1. THE CONDUIT DEPTH SHALL BE A MINIMUM OF 30" BELOW THE BOTTOM OF THE DRAINAGE DITCH OR ANY SLOPING GROUND.
2. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL CONDUIT PLACED UNDER ROADWAY PAVEMENT, MULTI-USE PATHS, SIDEWALKS AND SOIL SURFACES.
3. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL HANDHOLES, HEAVY DUTY HANDHOLES AND DOUBLE HANDHOLES.

HANDHOLE WITH MINIMUM CONDUIT DEPTH

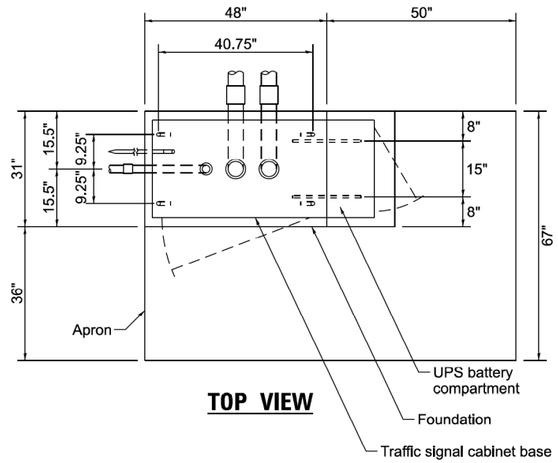


TOP VIEW

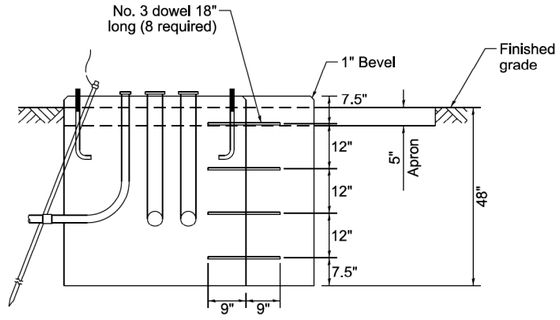
NOTES:

1. HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
2. REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCLUDED WITH THE COST OF THE HANDHOLE.

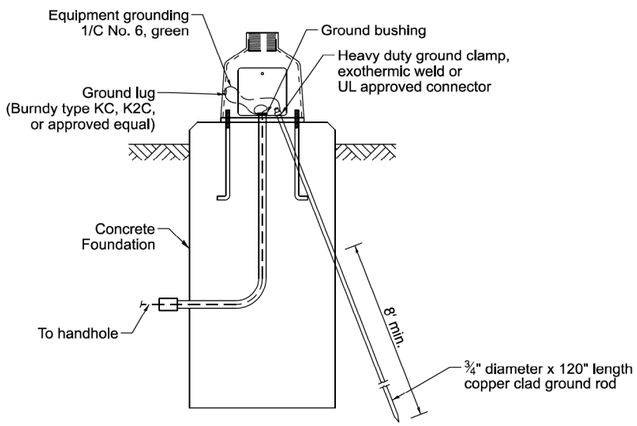
HANDHOLE TO INTERCEPT EXISTING CONDUIT



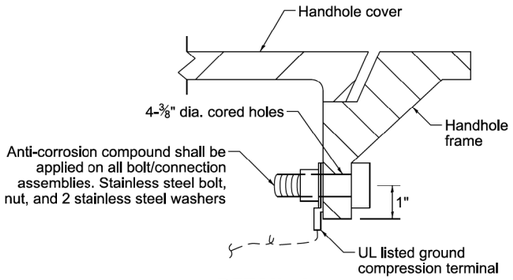
TOP VIEW



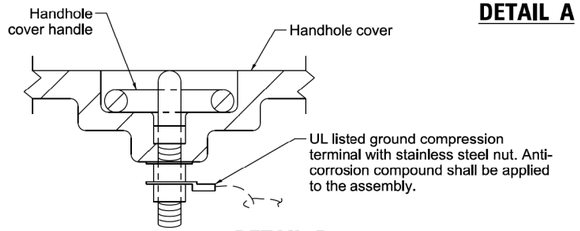
MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION



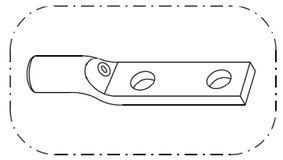
MAST ARM / POST GROUNDING DETAIL



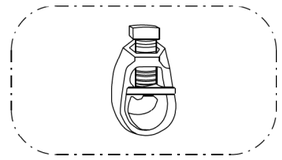
DETAIL A



DETAIL B



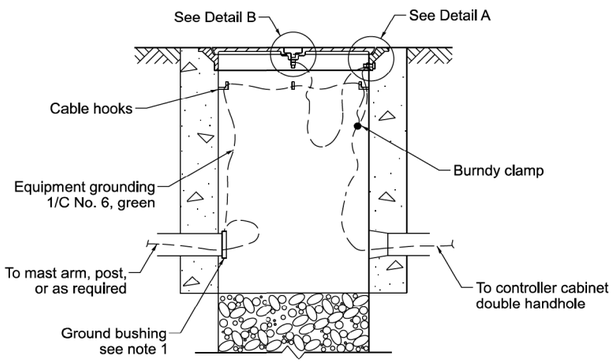
Heavy-Duty Compression Terminal
(Burndy Type YGHA or approved equal)



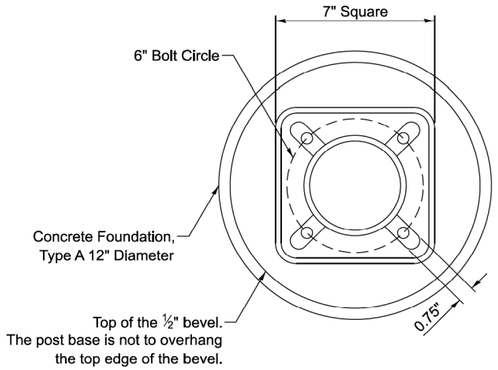
¾" Heavy-Duty Ground Rod Clamp
Bronze or Copper, UL Approved
(Burndy Type GRC or approved equal)

NOTES:

1. CONDUIT THAT HAS BEEN DRILLED INTO AN EXISTING HANDHOLE WILL REQUIRE A GROUND BUSHING FOR THE CONDUIT TO BE PROPERLY GROUNDED.
2. GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES. 6.5' OF SLACK SHALL BE PROVIDED IN SINGLE AND DOUBLE HANDHOLES. 5' OF SLACK SHALL BE PROVIDED BETWEEN THE FRAME AND COVER.



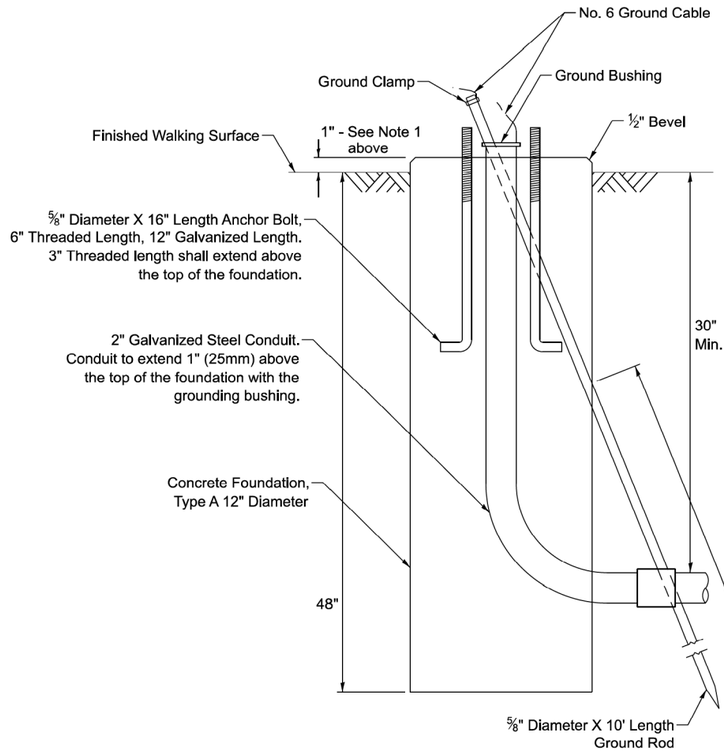
HANDHOLE GROUNDING DETAIL



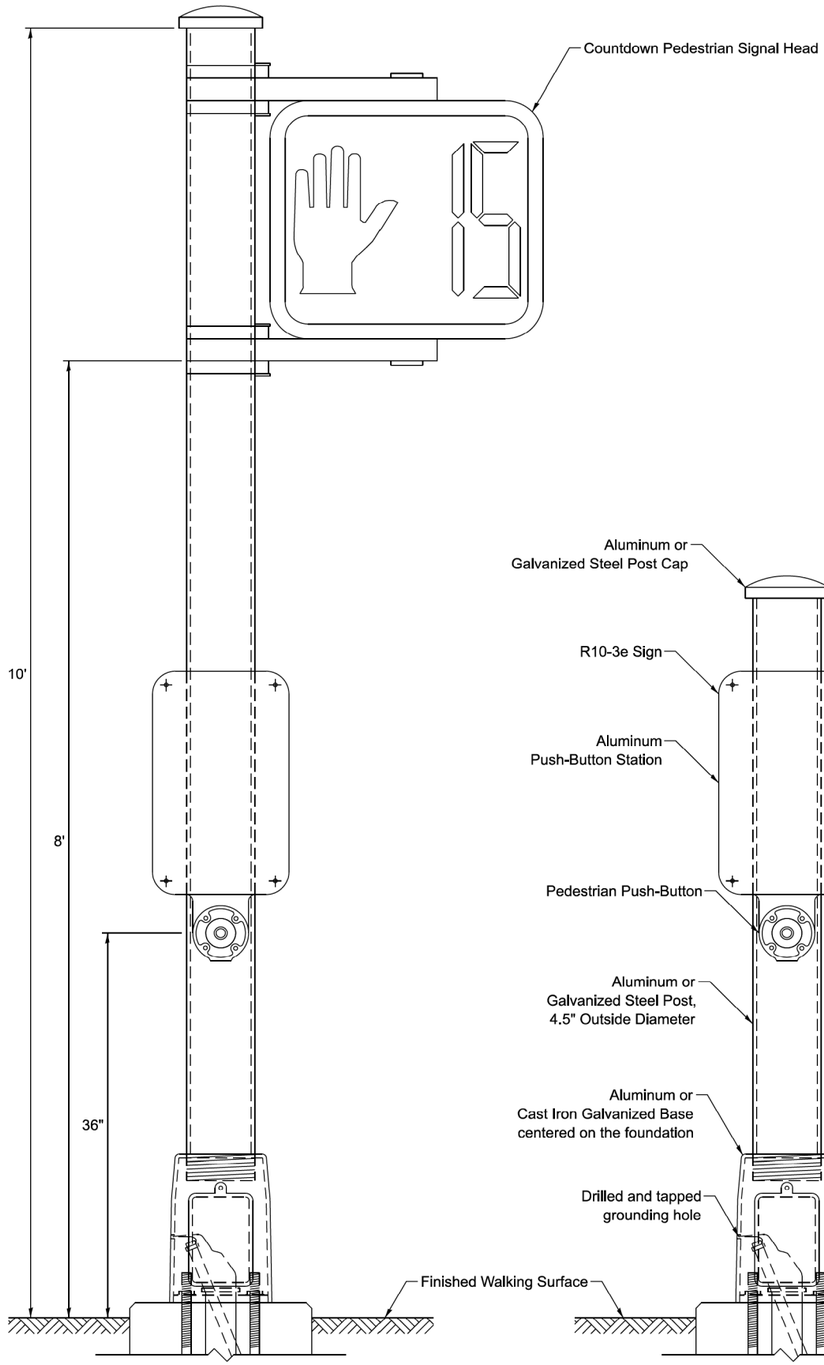
BOLT PATTERN

NOTES:

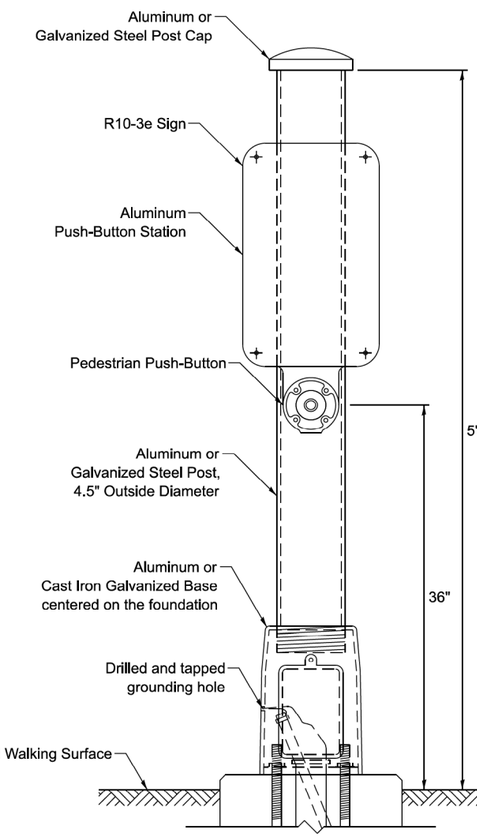
1. IF THE PEDESTRIAN SIGNAL POST FOUNDATION IS INSTALLED WITHIN A SIDEWALK CURB, THE TOP OF THE FOUNDATION SHALL BE INSTALLED FLUSH WITH THE TOP OF THE SIDEWALK CURB.



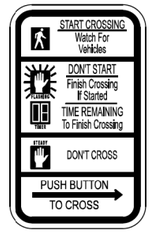
CONCRETE FOUNDATION,
TYPE A 12–INCH DIAMETER



PEDESTRIAN SIGNAL POST, 10 FT.



PEDESTRIAN SIGNAL POST, 5 FT.



R10-3e
9" X 15"

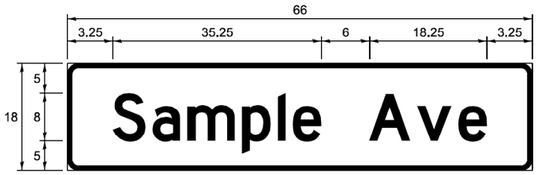
W10-I101
18" X 24"

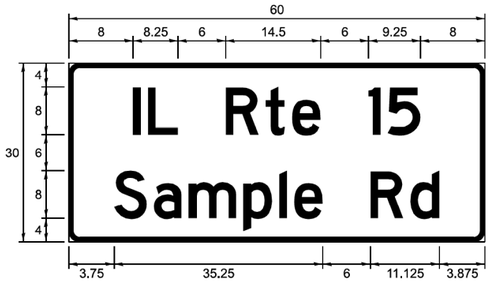
SIGN NOTES:

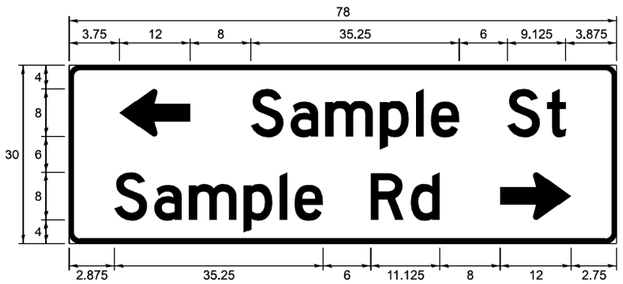
1. THE SIGN PANELS SHALL BE TYPE AP SHEETING.
2. WHEN SIGN R10-3e IS INSTALLED AT MEDIANS WHERE ONLY ONE PUSH-BUTTON IS BEING USED FOR BOTH DIRECTIONS, THE ARROW SHALL BE BI-DIRECTIONAL.
3. SIGN W10-I101 IS REQUIRED FOR EACH PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS.

SIGN PANEL – TYPE 1 OR TYPE 2

ALL DIMENSIONS ARE IN INCHES UNLESS NOTED OTHERWISE







DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY REQUIRED
C OR D	-	1 OR 2	ZZ	-

COMMON STREET NAME ABBREVIATIONS

NAME	ABBREVIATION	LENGTH (INCH)	
		SERIES "C"	SERIES "D"
Avenue	Ave	15	18.25
Boulevard	Blvd	17.125	20
Circle	Cir	11.125	13
Court	Ct	8.25	9.625
Drive	Dr	8.625	10.125
Highway	Hwy	18.375	22
Illinois	IL	7	8.25
Lane	Ln	9.125	10.75
Parkway	Pkwy	23.375	27.375
Place	Pl	7.125	7.75
Road	Rd	9.625	11.125
Route	Rte	12.625	14.5
Street	St	8	9.125
Terrace	Ter	12.625	14.625
Trail	Tr	7.75	9.125
United States	US	10.375	12.25

GENERAL NOTES

1. WHERE MAST ARM MOUNTED STREET NAME SIGNS ARE SPECIFIED, THE MAST ARM ASSEMBLY AND POLES SHALL BE DESIGNED TO SUPPORT THE LOADINGS CALLED FOR ONSTANDARDS 877001, 877002, 877006, 877011 AND 877012, AS APPLICABLE, PLUS TWO SIGN PANELS 2'-6" x 8'-0" MOUNTED AS SHOWN. THE DESIGN SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS" AS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS FOR 80 M.P.H. WIND VELOCITY.
2. ALL SIGNS SHALL CONSIST OF A WHITE LEGEND AND BORDER (TYPE ZZ SHEETING) ON A GREEN BACKGROUND (TYPE ZZ SHEETING)
3. THE SIGN LENGTH SHALL BE IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHALL NOT EXCEED 8'-0". ALL BORDERS SHALL BE 3/4" WIDE. CORNER RADIUS SHALL BE 1-7/8". THE SPACING BETWEEN THE WORDS SHOULD BE 6", BUT MAY BE REDUCED TO 5" WHEN SPACING IS CRITICAL. THE SPACING BETWEEN THE LEFT OR RIGHT ARROW AND THE ADJACENT WORD SHOULD BE 8", BUT MAY BE REDUCED TO 6" WHEN SPACING IS CRITICAL. A MINIMUM OF 2-1/2" SHALL BE INCLUDED BETWEEN THE WORD AND THE RIGHT AND LEFT EDGES OF THE SIGN.
4. THE PREFERRED METHOD FOR THE SIGN DESIGN IS TO USE THE SERIES "D" ALPHABET ON A ONE-LINE SIGN THAT IS 18" IN HEIGHT AND A MAXIMUM OF 8'-0" IN WIDTH. IF SERIES "D" DOES NOT FIT ON A 8"-0" SIGN, THEN SERIES "C" SHOULD BE TRIED. IF SERIES "C" DOES NOT FIT ON A ONE-LINE 8'-0" SIGN, A 30" HEIGHT TWO-LINE SIGN CAN BE USED. THE CROSSROAD DESIGNATION (I.E. STREET, AVENUE, ETC.) SHALL BE SPELLED OUT ON THE SECOND LINE, IF THE ABBREVIATION CANNOT FIT ON THE FIRST LINE.
5. LED ILLUMINATED STREET NAME SIGNS CAN BE USED IN PLACE OF REGULAR SIGN PANELS BUT ANY SPECIAL WORDING AND SYMBOLOGY MUST BE APPROVED BY THE DEPARTMENT. GENERAL DESIGN REQUIREMENTS AS LISTED ABOVE (COLOR, FONT, SIZE, ETC.) MUST BE FOLLOWED.
6. SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM SHALL BE USED FOR ALL SIGNS ATTACHED TO SIGNAL POLES AND POSTS.

LOCAL SUPPLIERS:

- J.O. HERBERT COMPANY, INC
  MIDLOTHIAN, VA
- WESTERN REMAC, INC.
  WOODRIDGE, IL

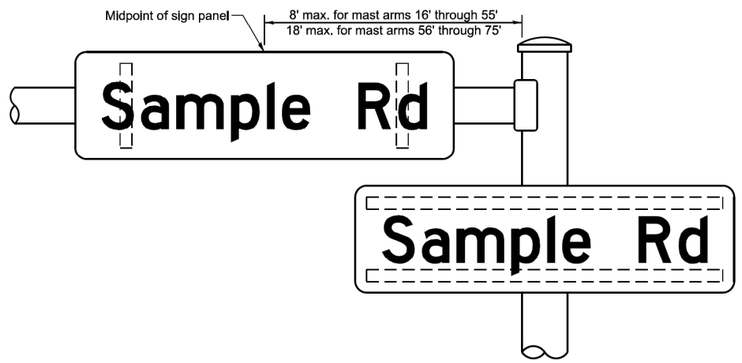
PARTS LISTING:

-SIGN CHANNEL	PART #HPN053 (MED. CHANNEL)
-SIGN SCREWS	1/4" x 14 x 1" H.W.H. #3 SELF TAPPING WITH NEOPRENE WASHER
-BRACKETS	PART #HPN034 (UNIVERSAL) CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING

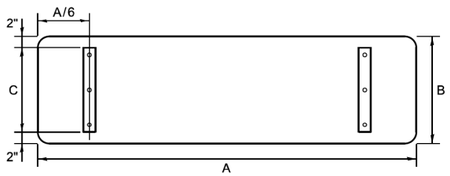
OTHER BRANDS OF MOUNTING HARDWARE ARE ACCEPTABLE, BASED UPON THE DEPARTMENT'S APPROVAL AND COMPATIBILITY WITH THE CHANNEL/BRACKET OF THE ABOVE PRODUCT.

MOUNTING LOCATIONS

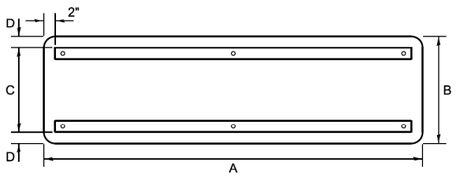
ARM OR POLE MOUNTED



SUPPORTING CHANNELS



A	B	C
Var.	18"	14"
Var.	30"	26"



A	B	C	D
Var.	18"	12"	3"
Var.	30"	22"	4"

STANDARD ALPHABETS SPACING CHART

MEASUREMENTS BASED ON 8" UPPER CASE LETTER HEIGHT

FHWA SERIES "C"				FHWA SERIES "D"			
CHARACTER	LEFT SPACING (INCH)	WIDTH (INCH)	RIGHT SPACING (INCH)	CHARACTER	LEFT SPACING (INCH)	WIDTH (INCH)	RIGHT SPACING (INCH)
A	0.240	5.122	0.240	A	0.240	6.804	0.240
B	0.880	4.482	0.480	B	0.960	5.446	0.400
C	0.720	4.482	0.720	C	0.800	5.446	0.800
D	0.880	4.482	0.720	D	0.960	5.446	0.800
E	0.880	4.082	0.480	E	0.960	4.962	0.400
F	0.880	4.082	0.240	F	0.960	4.962	0.240
G	0.720	4.482	0.720	G	0.800	5.446	0.800
H	0.880	4.482	0.880	H	0.960	5.446	0.960
I	0.880	1.120	0.880	I	0.960	1.280	0.960
J	0.240	4.082	0.880	J	0.240	5.122	0.960
K	0.880	4.482	0.480	K	0.960	5.604	0.400
L	0.880	4.082	0.240	L	0.960	4.962	0.240
M	0.880	5.284	0.880	M	0.960	6.244	0.960
N	0.880	4.482	0.880	N	0.960	5.446	0.960
O	0.720	4.722	0.720	O	0.800	5.684	0.800
P	0.880	4.482	0.720	P	0.960	5.446	0.240
Q	0.720	4.722	0.720	Q	0.800	5.684	0.800
R	0.880	4.482	0.480	R	0.960	5.446	0.400
S	0.480	4.482	0.480	S	0.400	5.446	0.400
T	0.240	4.082	0.240	T	0.240	4.962	0.240
U	0.880	4.482	0.880	U	0.960	5.446	0.960
V	0.240	4.962	0.240	V	0.240	6.084	0.240
W	0.240	6.084	0.240	W	0.240	7.124	0.240
X	0.240	4.722	0.240	X	0.400	5.446	0.400
Y	0.240	5.122	0.240	Y	0.240	6.884	0.240
Z	0.480	4.482	0.480	Z	0.400	5.446	0.400
a	0.320	3.842	0.640	a	0.400	4.562	0.720
b	0.720	4.082	0.480	b	0.800	4.802	0.480
c	0.480	4.002	0.240	c	0.480	4.722	0.240
d	0.480	4.082	0.720	d	0.480	4.802	0.800
e	0.480	4.082	0.320	e	0.480	4.722	0.320
f	0.320	2.480	0.160	f	0.320	2.882	0.160
g	0.480	4.082	0.720	g	0.480	4.802	0.800
h	0.720	4.082	0.640	h	0.800	4.722	0.720
i	0.720	1.120	0.720	i	0.800	1.280	0.800
j	0.000	2.320	0.720	j	0.000	2.642	0.800
k	0.720	4.322	0.160	k	0.800	5.122	0.160
l	0.720	1.120	0.720	l	0.800	1.280	0.800
m	0.720	6.724	0.640	m	0.800	7.926	0.720
n	0.720	4.082	0.640	n	0.800	4.722	0.720
o	0.480	4.082	0.480	o	0.480	4.882	0.480
p	0.720	4.082	0.480	p	0.800	4.802	0.480
q	0.480	4.082	0.720	q	0.480	4.802	0.800
r	0.720	2.642	0.160	r	0.800	3.042	0.160
s	0.320	3.362	0.240	s	0.320	3.762	0.240
t	0.080	2.882	0.080	t	0.080	3.202	0.080
u	0.640	4.082	0.720	u	0.720	4.722	0.800
v	0.160	4.722	0.160	v	0.160	5.684	0.160
w	0.160	7.524	0.160	w	0.160	9.046	0.160
x	0.000	5.202	0.000	x	0.000	6.244	0.000
y	0.160	4.962	0.160	y	0.160	6.004	0.160
z	0.240	3.362	0.240	z	0.240	4.002	0.240
1	0.720	1.680	0.880	1	0.800	2.000	0.960
2	0.480	4.482	0.480	2	0.800	5.446	0.800
3	0.480	4.482	0.480	3	1.440	5.446	0.800
4	0.240	4.962	0.720	4	0.160	6.004	0.960
5	0.480	4.482	0.480	5	0.800	5.446	0.800
6	0.720	4.482	0.720	6	0.800	5.446	0.800
7	0.240	4.482	0.720	7	0.560	5.446	0.560
8	0.480	4.482	0.480	8	0.800	5.446	0.800
9	0.480	4.482	0.480	9	0.800	5.446	0.800
0	0.720	4.722	0.720	0	0.800	5.684	0.800
-	0.240	2.802	0.240	-	0.240	2.802	0.240

MODEL: D1 TS Details-8 [Sheet]
FILE NAME: c:\dw_work\pw_main\dms5364025-237-SHT-TS D1 DETAILS.dgn

TERRA ENGINEERING LTD.

USER NAME = XianL	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 12/19/2025	DATE -	REVISED -	

City of Evanston

TRAFFIC SIGNAL DETAIL (DISTRICT ONE)
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: | SHEET 8 OF 8 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	34

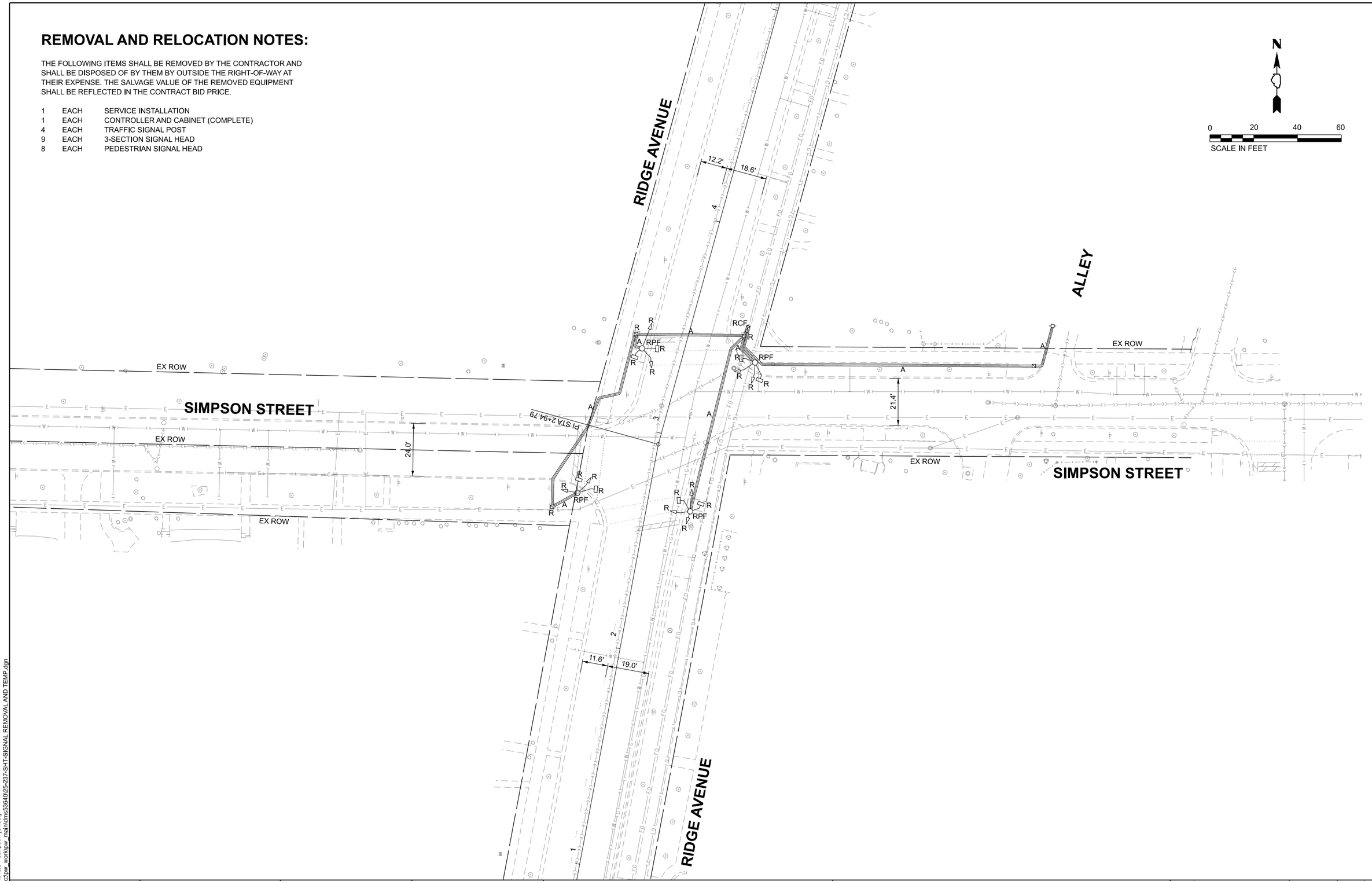
CONTRACT NO.

ILLINOIS | FED. AID PROJECT

REMOVAL AND RELOCATION NOTES:

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM BY OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

1	EACH	SERVICE INSTALLATION
1	EACH	CONTROLLER AND CABINET (COMPLETE)
4	EACH	TRAFFIC SIGNAL POST
9	EACH	3-SECTION SIGNAL HEAD
8	EACH	PEDESTRIAN SIGNAL HEAD



MODEL: Removals - Simpson [Sheet]
FILE NAME: c:\pw_work\pw_main\dms5364012\5-237-SHT-SIGNAL REMOVAL AND TEMP.dgn

TERRA ENGINEERING LTD.

USER NAME = XianL	DESIGNED - TLH	REVISED -	
	DRAWN - TLH	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - CCC	REVISED -	
PLOT DATE = 12/19/2025	DATE -	REVISED -	

City of Evanston

EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVAL PLAN
RIDGE AVENUE AT SIMPSON STREET

SCALE: | SHEET 1 OF 20 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	35
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

MATCHLINE A-A

UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA., 41 LF

UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 1" DIA., 6 LF

DETECTOR LOOP, TYPE I, 25 LF

6.0'

5.2'

5+00

MATCHLINE A-A

RIDGE AVENUE

EX ROW

201.6'

4

EX ROW

N

0 20 40

SCALE IN FEET

UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA., 225 LF

STEEL MAST ARM ASSEMBLY AND POLE, 36 FT.
CONCRETE FOUNDATION, TYPE E 30" DIA. FDN. (13'-6" DEPTH)
APPROX. STA. 3+35.6, 24.7' LT

UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA., 12 LF

HANDHOLE, 1 EA

UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA., 17 LF

PEDESTRIAN SIGNAL POST, 5 FT.
CONCRETE FOUNDATION, TYPE A, 12" DIA. FDN. (4'-0" DEPTH)
APPROX. STA. 3+07.7, 24.5' LT

DETECTOR LOOPS, TYPE I, 113 LF

EX ROW

SIMPSON STREET

6.0' 9.0' 6.0'

18.6'

8.8'

EX ROW

PEDESTRIAN SIGNAL POST, 10 FT.
CONCRETE FOUNDATION, TYPE A, 12" DIA. FDN. (4'-0" DEPTH)
APPROX. STA. 3+48.8, 32.4' RT

UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA., 9 LF

DOUBLE HANDHOLE, 1 EA

(4) UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA., 2 LF

21'-E-2"

DRILL EXISTING HANDHOLE, 1 EA

UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA., 7 LF

UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA., 102 LF

ALLEY

EX ROW

GM

UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA., 65 LF

FULL-ACTUATED CONTROLLER AND TYPE SUPER P CABINET (SPECIAL), 1 EA
UNINTERRUPTABLE POWER SUPPLY (SPECIAL), 1 EA
CONCRETE FOUNDATION, TYPE C (4'-0" DEPTH)

EX ROW

SIMPSON STREET

PEDESTRIAN SIGNAL POST, 5 FT.
CONCRETE FOUNDATION, TYPE A, 12" DIA. FDN. (4'-0" DEPTH)
APPROX. STA. 3+00.2, 25.4' RT

TRAFFIC SIGNAL POST, GALVANIZED STEEL 18 FT.
CONCRETE FOUNDATION TYPE A, 24" DIA. FDN. (4'-0" DEPTH)
APPROX. STA. 2+90.3, 24.8' RT

UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA., 7 LF

UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA., 16 LF

HANDHOLE, 1 EA

UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA., 8 LF

TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.
CONCRETE FOUNDATION TYPE A, 24" DIA. FDN. (4'-0" DEPTH)
APPROX. STA. 2+74.5, 23.0' RT

UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA., 63 LF

UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA., 254 LF

UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 1" DIA., 11 LF

UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 1" DIA., 9 LF

HANDHOLE, 1 EA

UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA., 7 LF

TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.
CONCRETE FOUNDATION TYPE A, 24" DIA. FDN. (4'-0" DEPTH)
APPROX. STA. 2+59.7, 30.7' LT

UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA., 12 LF

UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA., 16 LF

STEEL MAST ARM ASSEMBLY AND POLE. 28 FT.
CONCRETE FOUNDATION, TYPE E 30" DIA. FDN. (10'-0" DEPTH)
APPROX. STA. 2+51.9, 30.4' LT

PEDESTRIAN SIGNAL POST, 5 FT.
CONCRETE FOUNDATION, TYPE A, 12" DIA. FDN. (4'-0" DEPTH)
APPROX. STA. 2+53.5, 22.8' LT

EX ROW

2

EX ROW

RIDGE AVENUE

250.0'

MATCHLINE B-B

MATCHLINE B-B

6.0'

0+00

6.2'

UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 1" DIA., 25 LF

DETECTOR LOOP, TYPE I, 35 LF

MODEL: Evanston Proposed Signal
FILE NAME: c:\pw_work\pw_main\dms5364025-237-SHT-SIGNAL PR.dgn

TERRA ENGINEERING LTD.

USER NAME = XianL	DESIGNED - XEL	REVISED -	
	DRAWN - XEL	REVISED -	
	CHECKED - CCC	REVISED -	
PLOT DATE = 12/19/2025	DATE -	REVISED -	

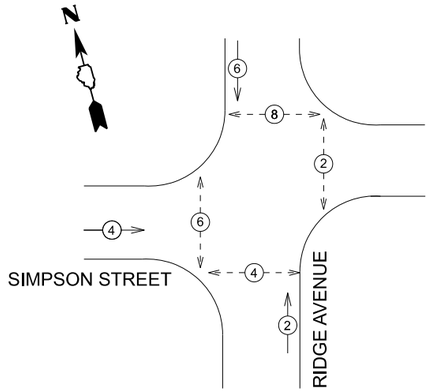
City of Evanston

TRAFFIC SIGNAL MODERNIZATION PLAN
RIDGE AVENUE AT SIMPSON STREET

SCALE: | SHEET 2 OF 20 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	36
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

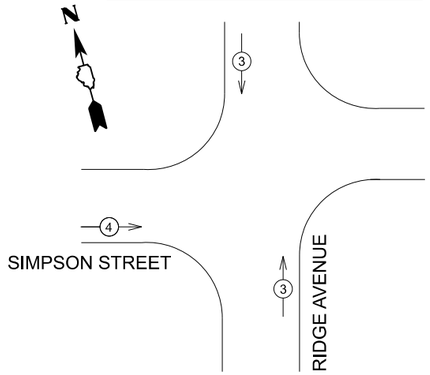
PROPOSED CONTROLLER SEQUENCE



LEGEND

- PROTECTED PHASE
- PROTECTED/PERMITTED PHASE
- PEDESTRIAN PHASE
- OL — OVERLAP

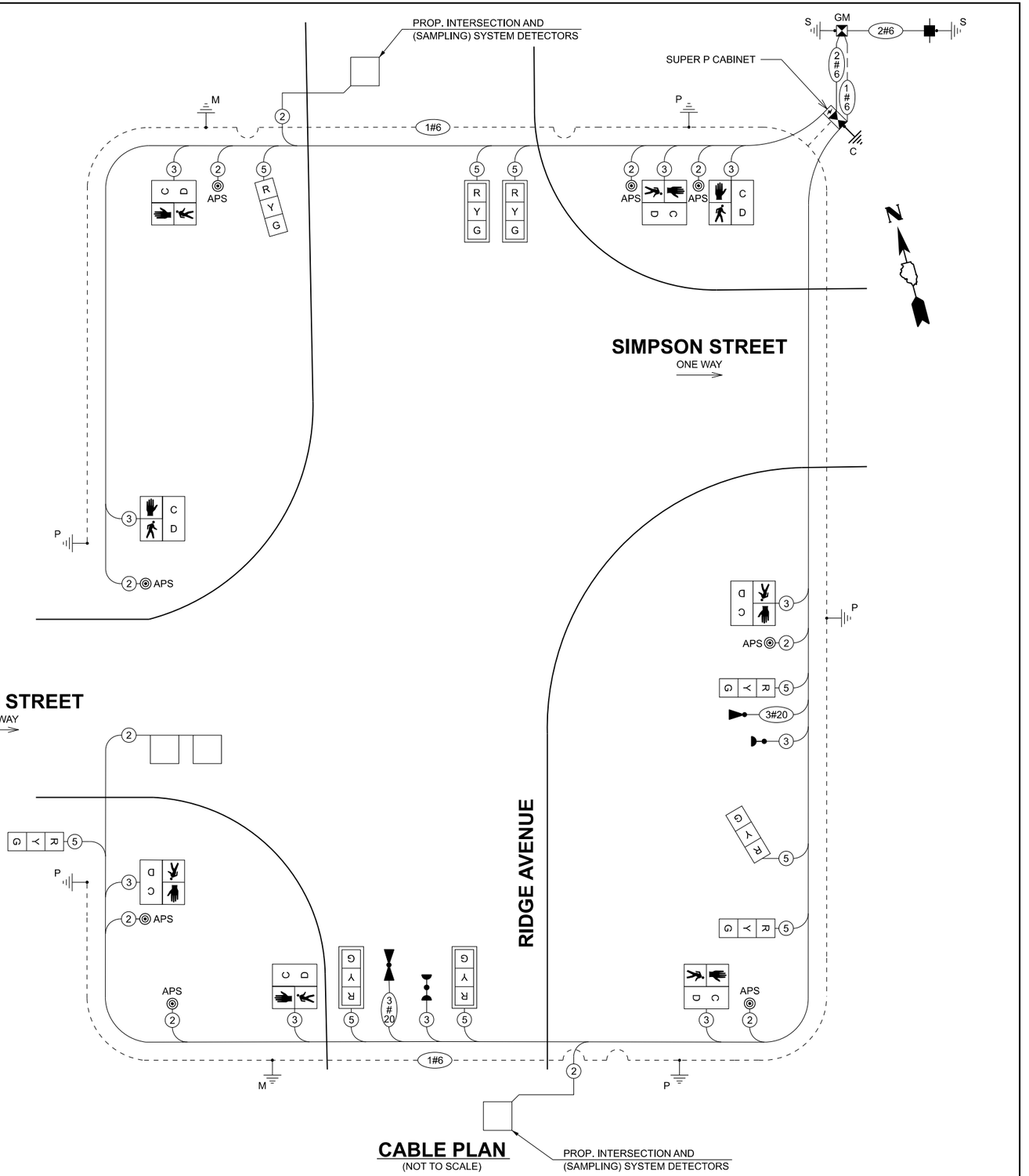
PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	9	11	50	49.5
(YELLOW)	9	20	5	9
(GREEN)	9	12	45	48.6
PERMISSIVE ARROW	-	10	10	-
PED. SIGNAL	8	15	100	120
CONTROLLER	1	150	100	150
MASTER CONTROLLER	-	100	100	-
UPS	1	25	100	25
VIDEO SYSTEM	-	20	100	20
BLANK-OUT SIGN	-	25	5	-
FLASHER	3	15	50	22.5
STREET NAME SIGN	-	120	50	-
LUMINAIRE	-	-	-	-
			TOTAL =	444.6

ENERGY COSTS TO:
CITY OF EVANSTON
2100 RIDGE AVENUE
EVANSTON, ILLINOIS 60201
ENERGY SUPPLY: CONTACT: NEW BUSINESS
PHONE: NEW PHONE
COMPANY: COMMONWEALTH EDISON
ACCOUNT NUMBER: ---



CABLE PLAN
(NOT TO SCALE)

MODEL: Cable_Plan_Simpson [Sheet]
FILE NAME: c:\pw_work\pw_main\dms53840\25-237-sht-ts-cableplan-001.dgn

TERRA ENGINEERING LTD.

USER NAME = XianL	DESIGNED - TLH	REVISED -	
	DRAWN - TLH	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - CCC	REVISED -	
PLOT DATE = 12/19/2025	DATE -	REVISED -	

City of Evanston

CABLE DIAGRAM, DESIGNATION DIAGRAM, AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
RIDGE AVENUE AT SIMPSON STREET

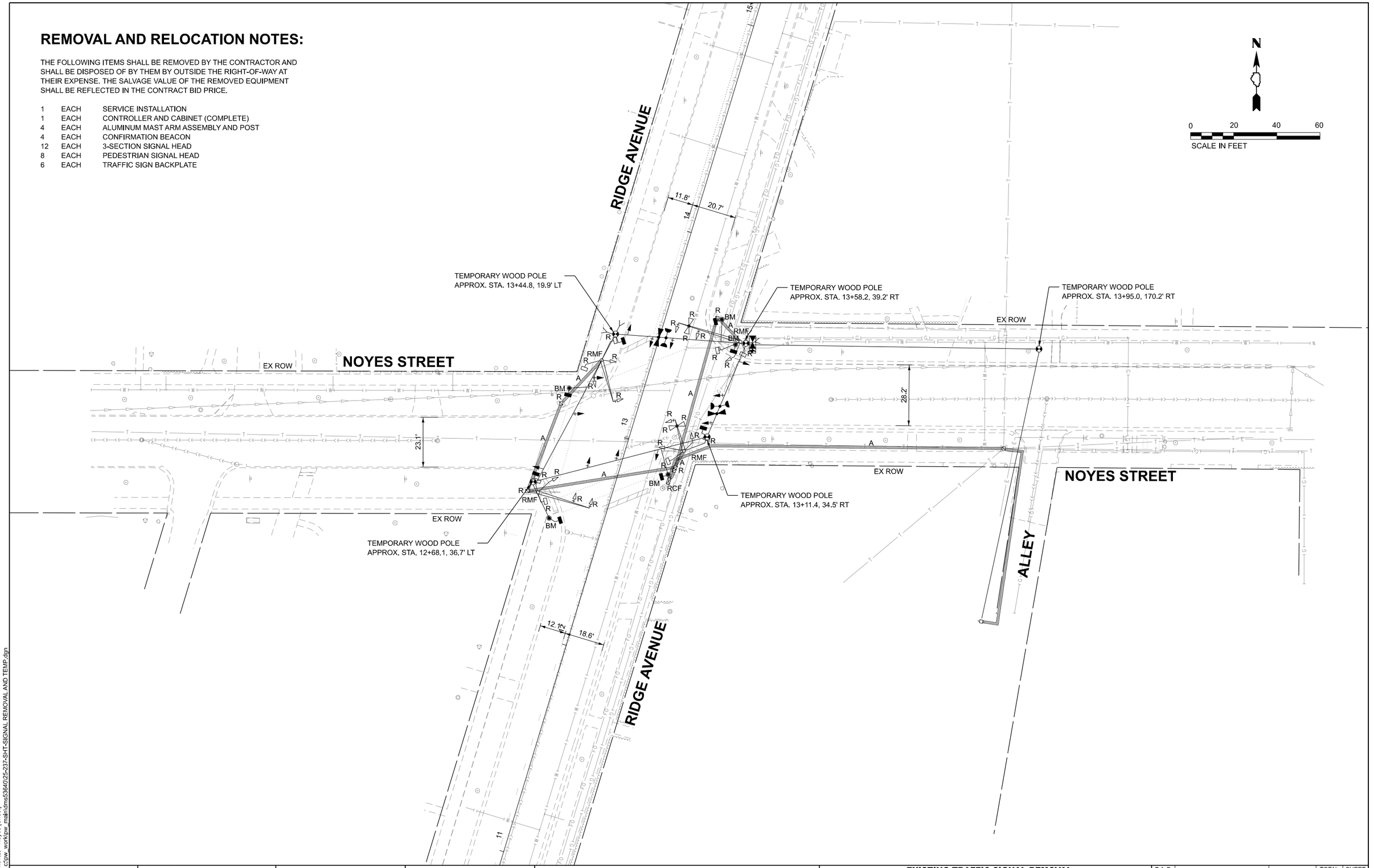
SCALE: | SHEET 3 OF 20 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	37
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

REMOVAL AND RELOCATION NOTES:

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM BY OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

1	EACH	SERVICE INSTALLATION
1	EACH	CONTROLLER AND CABINET (COMPLETE)
4	EACH	ALUMINUM MAST ARM ASSEMBLY AND POST
4	EACH	CONFIRMATION BEACON
12	EACH	3-SECTION SIGNAL HEAD
8	EACH	PEDESTRIAN SIGNAL HEAD
6	EACH	TRAFFIC SIGN BACKPLATE



MODEL: Removals - Noyes [Sheet]
FILE NAME: c:\pw_work\pw_main\dms\53640\25-237-SHT-SIGNAL REMOVAL AND TEMP.dgn

TERRA ENGINEERING LTD.			
USER NAME = XianL	DESIGNED - XEL	REVISED -	
	DRAWN - TLH	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - CCC	REVISED -	
PLOT DATE = 12/19/2025	DATE -	REVISED -	

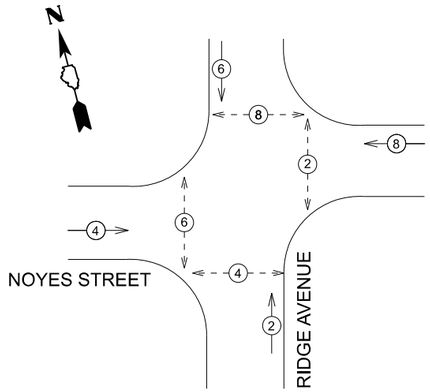
City of Evanston

EXISTING TRAFFIC SIGNAL REMOVAL AND TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN
RIDGE AVENUE AT NOYES STREET

SCALE: | SHEET 4 OF 20 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	38
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

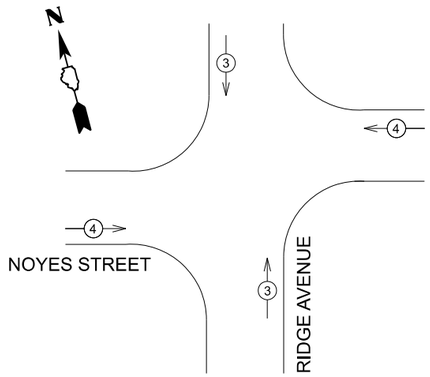
TEMPORARY CONTROLLER SEQUENCE



LEGEND

- PROTECTED PHASE
- PROTECTED/PERMITTED PHASE
- PEDESTRIAN PHASE
- OL — OVERLAP

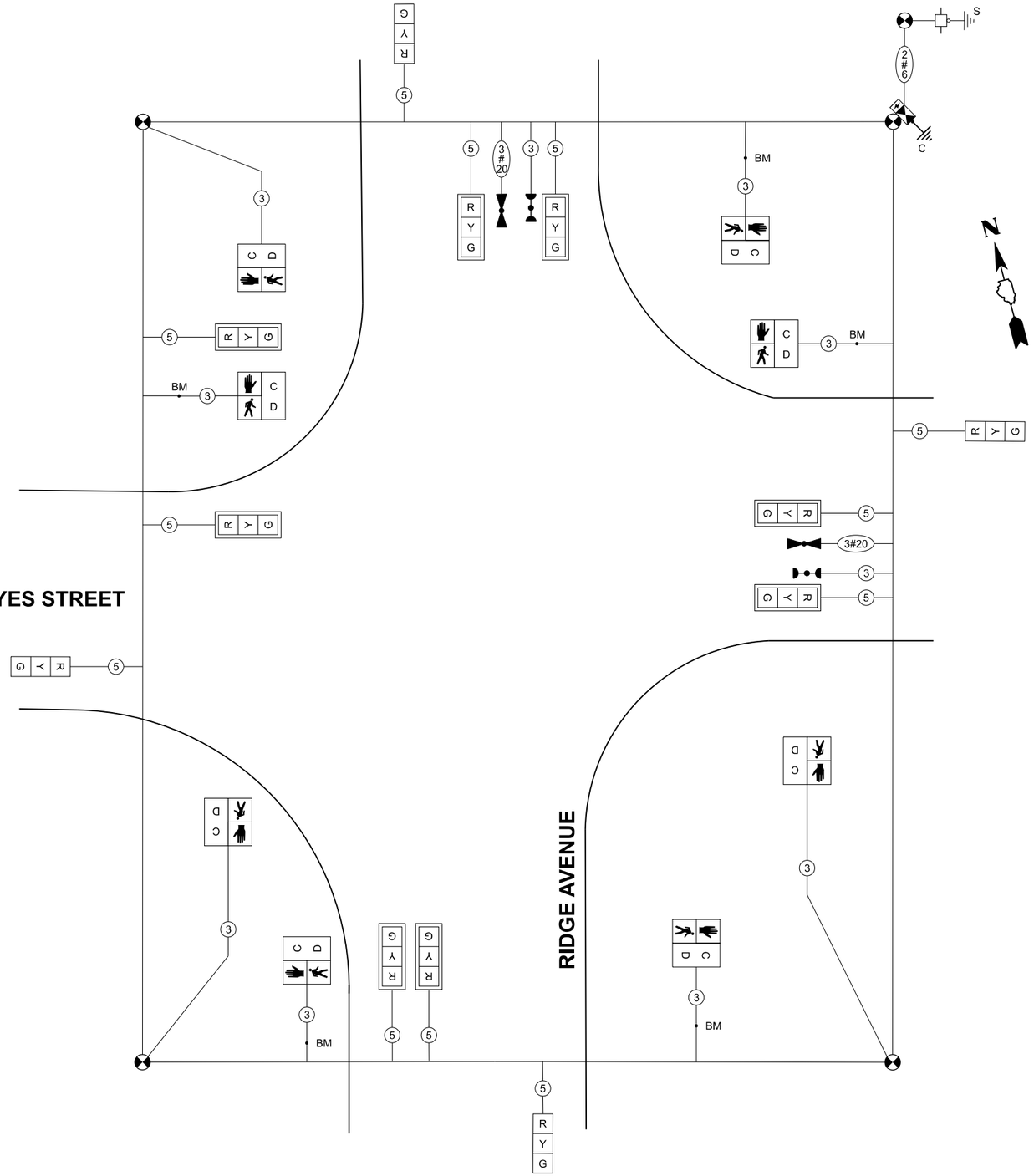
TEMPORARY EMERGENCY BEHICLE PREEMPTION SEQUENCE



TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	12	11	50	66
(YELLOW)	12	20	5	12
(GREEN)	12	12	45	64.8
PERMISSIVE ARROW	-	10	10	-
PED. SIGNAL	8	15	100	120
CONTROLLER	1	150	100	150
MASTER CONTROLLER	-	100	100	-
UPS	1	25	100	25
VIDEO SYSTEM	-	20	100	-
BLANK-OUT SIGN	-	25	5	-
FLASHER	4	15	50	30
STREET NAME SIGN	-	120	50	-
LUMINAIRE	-	-	-	-
			TOTAL =	467.8

ENERGY COSTS TO:
CITY OF EVANSTON
2100 RIDGE AVENUE
EVANSTON, ILLINOIS 60201
ENERGY SUPPLY: CONTACT: NEW BUSINESS
PHONE: NEW PHONE
COMPANY: COMMONWEALTH EDISON
ACCOUNT NUMBER: ---



CABLE PLAN
(NOT TO SCALE)

MODEL: Temp_Cable_Plan_Noyes [Sheet]
FILE NAME: c:\pw_work\pw_main\dms5394\0225-237-sht-tss-cableplan-temp-002.dgn

TERRA ENGINEERING LTD.	USER NAME = XianL	DESIGNED - XEL	REVISED -	
		DRAWN - TLH	REVISED -	
	PLOT SCALE = $SCALE$	CHECKED - CCC	REVISED -	
	PLOT DATE = 12/19/2025	DATE -	REVISED -	

City of Evanston

TEMPORARY CABLE DIAGRAM, TEMPORARY DESIGNATION DIAGRAM, AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE RIDGE AVENUE AT NOYES STREET

SCALE: | SHEET 5 OF 20 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	39
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 1" DIA., 3 LF

DETECTOR LOOP, TYPE I, 27 LF

6.0' 16

6.0'

15+00

MATCHLINE A-A

UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA., 266 LF

UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA., 55 LF

HANDHOLE, 1 EA

UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA., 7 LF

STEEL MAST ARM ASSEMBLY AND POLE, 24 FT.
CONCRETE FOUNDATION, TYPE E 30" DIA. FDN. (10'-0" DEPTH)
APPROX. STA. 13+27.8, 24.6' LT

UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA., 27 LF

PEDESTRIAN SIGNAL POST, 5 FT.
CONCRETE FOUNDATION, TYPE A, 12" DIA. FDN. (4'-0" DEPTH)
APPROX. STA. 13+18.4, 25.6' LT

MATCHLINE A-A

EX ROW

NOYES STREET

DETECTOR LOOP, TYPE I, 109 LF

6.0' 9.0' 6.0'

3.0'

4.9'

3.0'

95'-UC-4"

13

EX ROW

UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 1" DIA., 7 LF

HANDHOLE, 1 EA

UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 1" DIA., 9 LF

UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA., 8 LF

STEEL MAST ARM ASSEMBLY AND POLE, 36 FT.
CONCRETE FOUNDATION, TYPE E 30" DIA. FDN. (13'-6" DEPTH)
APPROX. STA. 12+63.4, 34.9' LT

UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA., 15 LF

PEDESTRIAN SIGNAL POST, 10 FT.
CONCRETE FOUNDATION, TYPE A, 12" DIA. FDN. (4'-0" DEPTH)
APPROX. STA. 12+55.0, 32.2' LT

29.5'

EX ROW

12

250.0'

EX ROW

RIDGE AVENUE

MATCHLINE B-B

RIDGE AVENUE

EX ROW

250.0'

14

EX ROW

HANDHOLE, 1 EA

UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA., 5 LF

STEEL MAST ARM ASSEMBLY AND POLE, 32 FT.
CONCRETE FOUNDATION, TYPE E 30" DIA. FDN. (13'-6" DEPTH)
APPROX. STA. 13+68.5, 24.8' RT

UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA., 11 LF

PEDESTRIAN SIGNAL POST, 10 FT.
CONCRETE FOUNDATION, TYPE A, 12" DIA. FDN. (4'-0" DEPTH)
APPROX. STA. 13+63.0, 25.4' RT

UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA., 24 LF

TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.
CONCRETE FOUNDATION, TYPE A, 24" DIA. FDN. (4'-0" DEPTH)
APPROX. STA. 13+57.5, 32.6' RT

UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 1" DIA., 25 LF

UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 1" DIA., 32 LF

EX ROW

3.0'

7.7'

3.0'

6.0' 9.0' 6.0'

DETECTOR LOOP, TYPE I, 77 LF

UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA., 63 LF

GM

EX ROW

UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA., 113 LF

UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA., 6 LF

DRILL EXISTING HANDHOLE, 1 EA

FULL-ACTUATED CONTROLLER AND TYPE SUPER P CABINET (SPECIAL), 1 EA
UNINTERRUPTABLE POWER SUPPLY (SPECIAL), 1 EA
CONCRETE FOUNDATION, TYPE C (4'-0" DEPTH)

(4) UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA., 4 LF

DOUBLE HANDHOLE, 1 EA

UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA., 9 LF

PEDESTRIAN SIGNAL POST, 5 FT.
CONCRETE FOUNDATION, TYPE A, 12" DIA. FDN. (4'-0" DEPTH)
APPROX. STA. 13+08.4, 31.8' RT

UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA., 1

STEEL MAST ARM ASSEMBLY AND POLE, 20 FT.
CONCRETE FOUNDATION, TYPE E 30" DIA. FDN. (10'-0" DEPT
APPROX. STA. 13+02.3, 24.7' RT

UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA., 302 LF

ALLEY

MATCHLINE B-B

10+00

6.0'

9.0'

UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 1" DIA., 4 LF

DETECTOR LOOP, TYPE I, 37 LF

N

0 20 40

SCALE IN FEET

MODEL: Evanston Proposed Signal-1
FILE NAME: c:\dw_workspw_main\dms5364\025-237-SHT-SIGNAL PR.dgn

TERRA ENGINEERING LTD.

USER NAME = XianL	DESIGNED - XEL	REVISED -
	DRAWN - XEL	REVISED -
	CHECKED - CCC	REVISED -
PLOT DATE = 12/15/2025	DATE -	REVISED -

City of Evanston

TRAFFIC SIGNAL MODERNIZATION
RIDGE AVENUE AT NOYES STREET

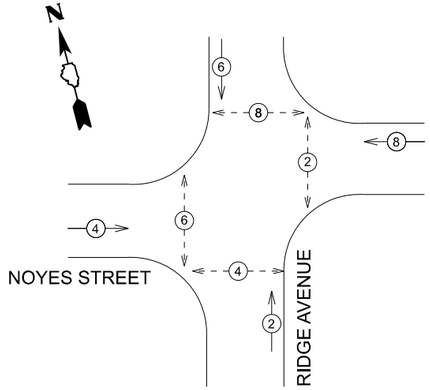
SCALE: | SHEET 6 OF 20 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	40

CONTRACT NO.

ILLINOIS | FED. AID PROJECT

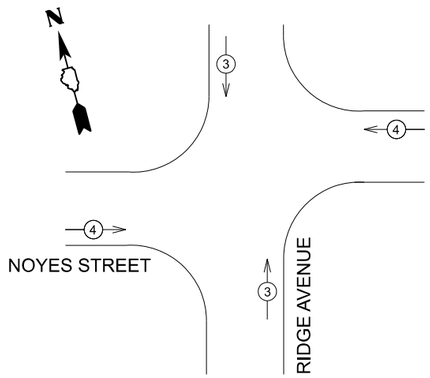
PROPOSED CONTROLLER SEQUENCE



LEGEND

- PROTECTED PHASE
- PROTECTED/PERMITTED PHASE
- PEDESTRIAN PHASE
- OL — OVERLAP

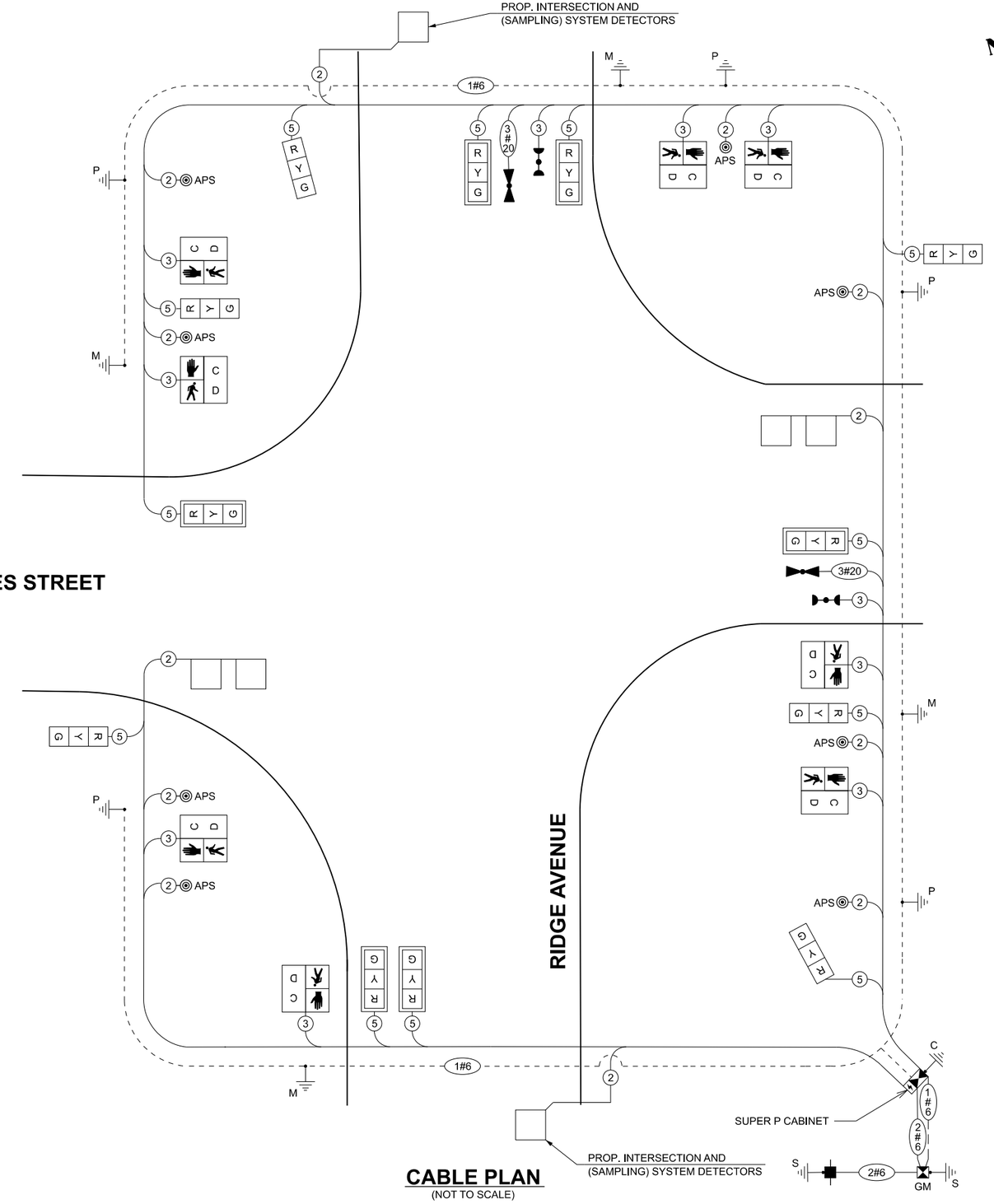
PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	12	11	50	66
(YELLOW)	12	20	5	12
(GREEN)	12	12	45	64.8
PERMISSIVE ARROW	-	10	10	-
PED. SIGNAL	8	15	100	120
CONTROLLER	1	150	100	150
MASTER CONTROLLER	-	100	100	-
UPS	1	25	100	25
VIDEO SYSTEM	1	20	100	20
BLANK-OUT SIGN	-	25	5	-
FLASHER	4	15	50	30
STREET NAME SIGN	-	120	50	-
LUMINAIRE	-	-	-	-
			TOTAL =	487.8

ENERGY COSTS TO:
CITY OF EVANSTON
2100 RIDGE AVENUE
EVANSTON, ILLINOIS 60201
ENERGY SUPPLY: CONTACT: NEW BUSINESS
PHONE: NEW PHONE
COMPANY: COMMONWEALTH EDISON
ACCOUNT NUMBER: ---



CABLE PLAN
(NOT TO SCALE)

MODEL: Cable_Plan_Noyes [Sheet]
FILE NAME: c:\pw_work\pw_main\dms5384025-237-sht-ts-cableplan-002.dgn

TERRA ENGINEERING LTD.

USER NAME = XianL	DESIGNED - TLH	REVISED -	
	DRAWN - TLH	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - CCC	REVISED -	
PLOT DATE = 12/19/2025	DATE -	REVISED -	

City of Evanston

CABLE DIAGRAM, DESIGNATION DIAGRAM, AND EMERGENCY VEHICLE PREEMPTION SEQUENCE RIDGE AVENUE AT NOYES STREET

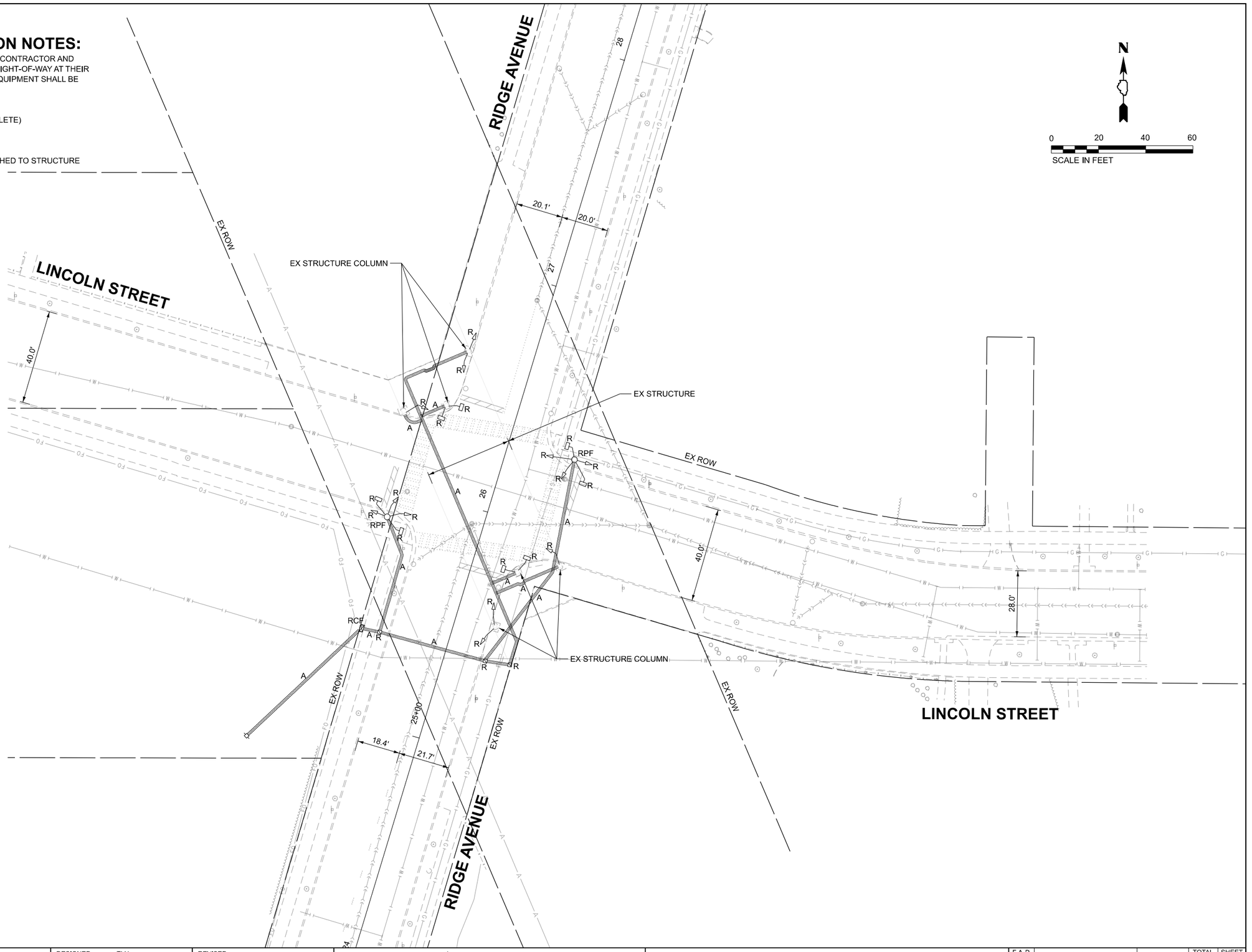
SCALE: | SHEET 7 OF 20 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	41
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

REMOVAL AND RELOCATION NOTES:

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM BY OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

1	EACH	SERVICE INSTALLATION
1	EACH	CONTROLLER AND CABINET (COMPLETE)
2	EACH	TRAFFIC SIGNAL POST
12	EACH	3-SECTION SIGNAL HEAD
8	EACH	PEDESTRIAN SIGNAL HEAD
238	FOOT	REMOVE EXISTING CONDUIT ATTACHED TO STRUCTURE



MODEL: Removals - Lincoln [Sheet]
FILE NAME: c:\pw_workpw_main\dms5384025-237-SHT-SIGNAL REMOVAL AND TEMP.dgn

USER NAME = XianL	DESIGNED - TLH	REVISED -	
	DRAWN - TLH	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - CCC	REVISED -	
PLOT DATE = 12/17/2025	DATE -	REVISED -	

TERRA ENGINEERING LTD.

City of Evanston

EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVAL PLAN
RIDGE AVENUE AT LINCOLN STREET

SCALE: | SHEET 8 OF 20 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	42
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

DETECTOR LOOP, TYPE I, 42 LF

POT STA 29+30.96

UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 1" DIA., 22 LF

DRILL EXISTING HANDHOLE, 2 EA

9.0'

6.0'

29

MATCHLINE A-A

MATCHLINE A-A

UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA., 269 LF

EX ROW

250.0'

EX ROW

RIDGE AVENUE

TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.
CONCRETE FOUNDATION, TYPE A, 24" DIA. FDN. (4'-0" DEPTH)
APPROX. STA. 26+68.1, 29.4' RT
SEE NOTES 1 AND 2

EX STRUCTURE COLUMN

TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.
CONCRETE FOUNDATION, TYPE A, 24" DIA. FDN. (4'-0" DEPTH)
APPROX. STA. 26+57.9, 32.8' LT

EX STRUCTURE COLUMN

UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA., 45 LF

UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA., 37 LF

TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.
CONCRETE FOUNDATION, TYPE A, 24" DIA. FDN. (4'-0" DEPTH)
APPROX. STA. 26+33.9, 40.8' LT

UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA., 10 LF

EX STRUCTURE COLUMN

HANDHOLE, 1 EA

LINCOLN STREET

UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA., 45 LF
PR DETECTOR LOOP

LOOP CONFIGURATION
TYPE D QUADRAPOLE (TYP.)
(SEE DETAIL)

6.0'
6.0'
12.9'
9.0'
14.7'

TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.
CONCRETE FOUNDATION, TYPE A, 24" DIA. FDN. (4'-0" DEPTH)
APPROX. STA. 25+84.9, 54.6' RT
SEE NOTES 1 AND 2

UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA., 10 LF

UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 1" DIA., 7 LF

UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 1" DIA., 1 LF

HANDHOLE, 1 EA

UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA., 13 LF

UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA., 7 LF

PEDESTRIAN SIGNAL POST, 10 FT.
CONCRETE FOUNDATION, TYPE A, 12" DIA. FDN. (4'-0" DEPTH)
APPROX. STA. 25+83.4, 37.1' LT

UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA., 22 LF

DOUBLE HANDHOLE, 1 EA

(4) UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA., 4 LF

MASTER CONTROLLER, 1 EA
UNINTERRUPTABLE POWER SUPPLY (SPECIAL), 1 EA
CONCRETE FOUNDATION, TYPE C (4'-0" DEPTH)

GM

TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.
CONCRETE FOUNDATION, TYPE A, 24" DIA. FDN. (4'-0" DEPTH)
APPROX. STA. 25+67.3, 30.1' LT
SEE NOTE 1

PR TEMPORARY CONSTRUCTION EASEMENT

UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA., 11 LF

UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA., 70 LF

EX ROW

25+00'

250.0'

EX ROW

RIDGE AVENUE

26

UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 1" DIA., 89 LF

EX STRUCTURE

TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.
CONCRETE FOUNDATION, TYPE A, 24" DIA. FDN. (4'-0" DEPTH)
APPROX STA. 26+48.9, 19.7' RT
SEE NOTE 1

UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA., 21 LF

PEDESTRIAN SIGNAL POST, 5 FT.
CONCRETE FOUNDATION, TYPE A, 12" DIA. FDN. (4'-0" DEPTH)
APPROX. STA. 26+36.4, 20.5' RT

UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA., 11 LF

HANDHOLE, 1 EA

UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 1" DIA., 7 LF

UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA., 5 LF

TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.
CONCRETE FOUNDATION, TYPE A, 24" DIA. FDN. (4'-0" DEPTH)
APPROX. STA. 26+31.9, 37.7' RT
SEE NOTES 1 AND 2

LOOP CONFIGURATION
TYPE D QUADRAPOLE (TYP.)
(SEE DETAIL)

EX ROW

12.9'
9.0'
14.6'
6.0'
6.0'

PR DETECTOR LOOPS

UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA., 51 LF

LINCOLN STREET

EX STRUCTURE COLUMN

HANDHOLE, 1 EA

EX ROW

UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA., 6 LF

TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.
CONCRETE FOUNDATION, TYPE A, 24" DIA. FDN. (4'-0" DEPTH)
APPROX. STA. 25+82.2, 30.0' RT

EX STRUCTURE COLUMN

UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA., 18 LF

TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.
CONCRETE FOUNDATION, TYPE A, 24" DIA. FDN. (4'-0" DEPTH)
APPROX. STA. 25+70.0, 20.4' RT

UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA., 35 LF

EX STRUCTURE COLUMN

TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.
CONCRETE FOUNDATION, TYPE A, 24" DIA. FDN. (4'-0" DEPTH)
APPROX. STA. 25+47.2, 21.8' RT
SEE NOTES 1 AND 2

UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA., 75 LF

UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA., 279 LF

MATCHLINE B-B

NOTES:
1. PROPOSED VEHICULAR AND PEDESTRIAN SIGNAL HEADS LOCATED BENEATH THE STRUCTURE OR ADJACENT TO IT SHALL BE MOUNTED HORIZONTALLY SUCH AS THE BOTTOM OF THE SIGNAL HEAD IS AT LEAST 8' ABOVE PROPOSED GRADE THAT ACCOMMODATES VISIBILITY OF THE SIGNAL HEAD BY THE APPROACHING VEHICLE, BICYCLIST OR PEDESTRIAN.

2. NEAR-RIGHT VEHICULAR SIGNAL HEADS FOR EACH APPROACH ARE TO BE MOUNTED SUCH AS THE BOTTOM OF THE SIGNAL HEAD IS AT LEAST 8' ABOVE PROPOSED GRADE PER IDOT DISTRICT 1 DETAIL.

N

0 20 40

SCALE IN FEET

TYPE D QUADRUPOLE LOOP DETAIL

DIAGONAL QUADRUPOLE LOOP
- Sensitive over whole area.
- Sharp cut-off of sensitivity.
- Used in shared lanes.

Direction of Travel

15" (0.38 m)
27" (0.69 m)
30" (0.76 m)
15" (0.38 m)
30" (0.76 m)
27" (0.69 m)
6'
(1.83 m)

Winding Detail Sawcut Detail

Type D Quadrupole

MATCHLINE B-B

24

6.0'
2.3'
9.6'

UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 1" DIA., 43 LF

DETECTOR LOOP, TYPE I, 43 LF

MODEL: Evanston Proposed Signal-2
FILE NAME: c:\pw_work\pw_main\dms5364\0225-237-SHT-SIGNAL PR.dgn

TERRA ENGINEERING LTD.

USER NAME = TylerD	DESIGNED - XEL	REVISED -	
	DRAWN - XEL	REVISED -	
	CHECKED - CCC	REVISED -	
PLOT DATE = 4/14/2026	DATE -	REVISED -	

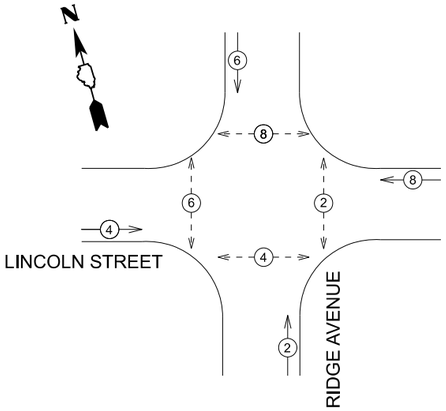
City of Evanston

TRAFFIC SIGNAL MODERNIZATION
RIDGE AVENUE AT LINCOLN STREET

SCALE: SHEET 9 OF 15 SHEETS STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	43
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

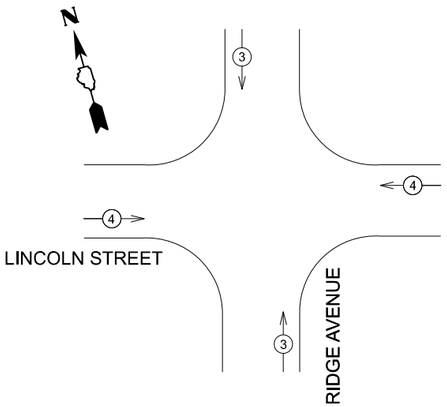
PROPOSED CONTROLLER SEQUENCE



LEGEND

- PROTECTED PHASE
- PROTECTED/PERMITTED PHASE
- PEDESTRIAN PHASE
- OL — OVERLAP

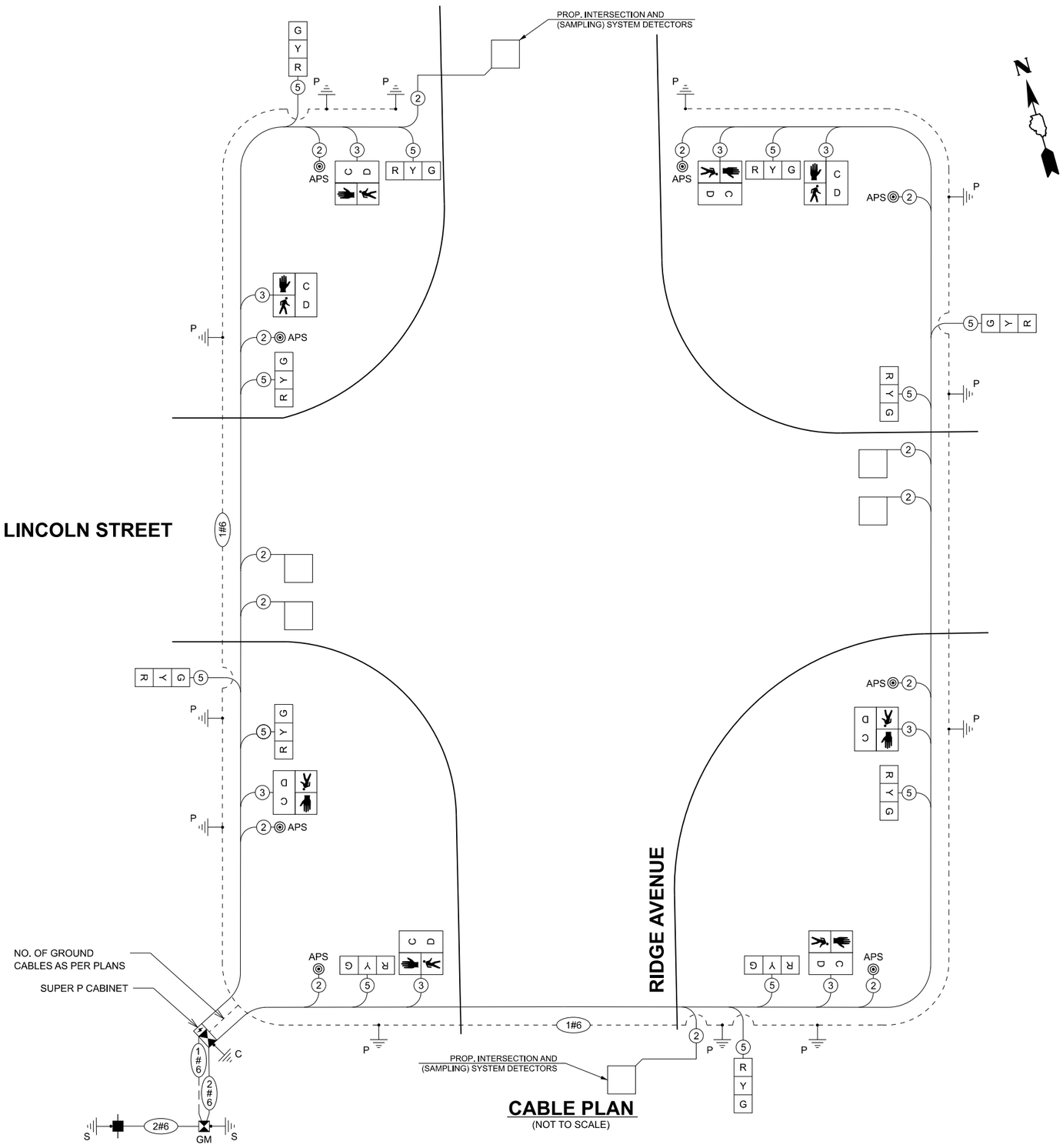
PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	12	11	50	66
(YELLOW)	12	20	5	12
(GREEN)	12	12	45	64.8
PERMISSIVE ARROW	-	10	10	-
PED. SIGNAL	8	15	100	120
CONTROLLER	-	150	100	-
MASTER CONTROLLER	1	100	100	100
UPS	1	25	100	25
VIDEO SYSTEM	-	20	100	-
BLANK-OUT SIGN	-	25	5	-
FLASHER	-	15	50	-
STREET NAME SIGN	-	120	50	-
LUMINAIRE	-	-	-	-
			TOTAL =	387.8

ENERGY COSTS TO:
CITY OF EVANSTON
2100 RIDGE AVENUE
EVANSTON, ILLINOIS 60201
ENERGY SUPPLY: CONTACT: NEW BUSINESS
PHONE: NEW PHONE
COMPANY: COMMONWEALTH EDISON
ACCOUNT NUMBER: --



CABLE PLAN
(NOT TO SCALE)

MODEL: Cable_Plan_Lincoln [Sheet]
FILE NAME: c:\tpw_work\tpw_main\dms\539640\25-237-sht-ts-cableplan-003.dgn

TERRA ENGINEERING LTD.

USER NAME = XianL	DESIGNED - TLH	REVISED -	
	DRAWN - TLH	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - CCC	REVISED -	
PLOT DATE = 12/19/2025	DATE -	REVISED -	

City of Evanston

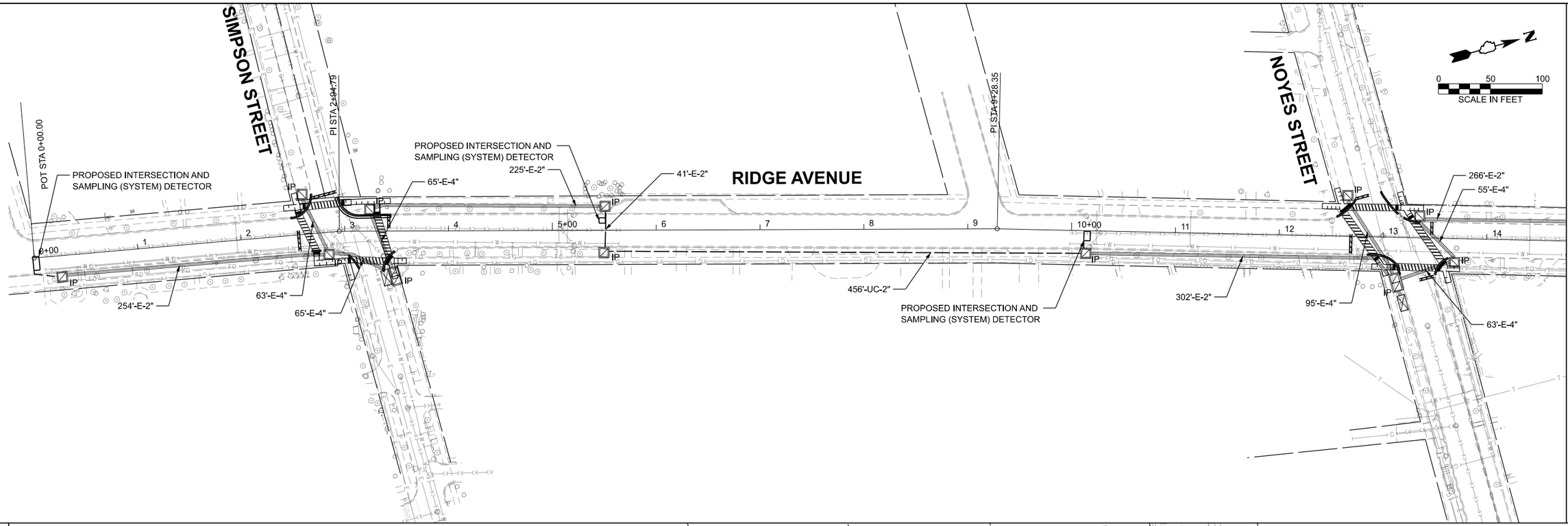
CABLE DIAGRAM, DESIGNATION DIAGRAM, AND EMERGENCY VEHICLE PREEMPTION SEQUENCE RIDGE AVENUE AT LINCOLN STREET

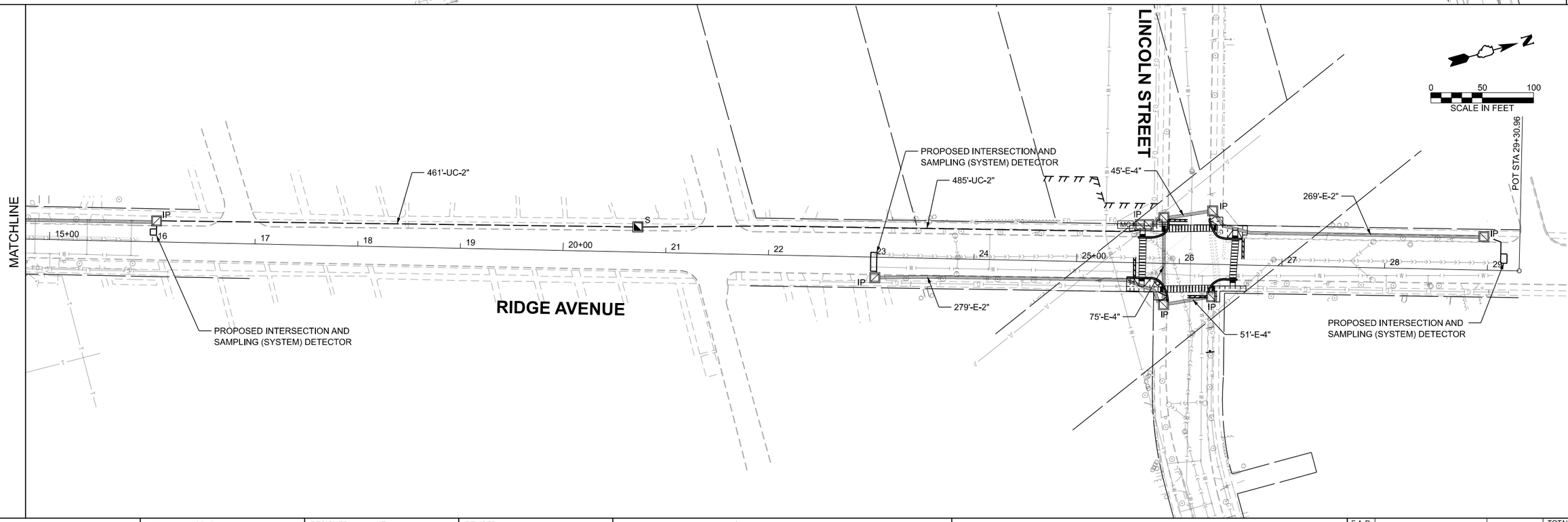
SCALE: | SHEET 10 OF 20 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	44

CONTRACT NO.

ILLINOIS | FED. AID PROJECT





MODEL: Interconnect Plan - Interconnect Plan
FILE NAME: c:\cpw_work\pw_main\dms5364025-237-SHT-INTERCONNECT.dgn

TERRA ENGINEERING LTD.

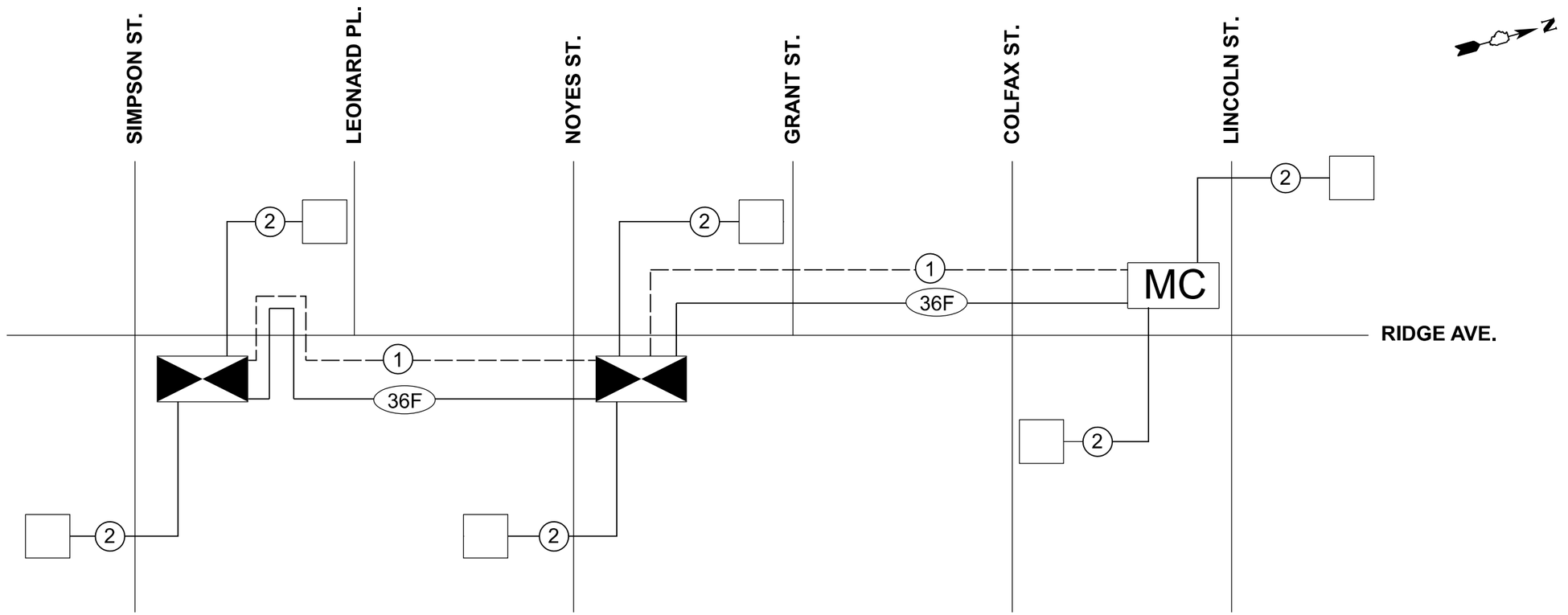
USER NAME = XianL	DESIGNED - XEL	REVISED -	
	DRAWN - XEL	REVISED -	
	CHECKED - CCC	REVISED -	
PLOT DATE = 12/15/2025	DATE -	REVISED -	

City of Evanston

TRAFFIC SIGNAL INTERCONNECT PLAN
RIDGE AVENUE

SCALE: 1"=50' | SHEET 11 OF 20 SHEETS | STA. 0+00.00 TO STA. 30+00.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	45
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNIT	QUANTITY
UNDERGROUND, CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	1443
ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	3640
FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F	FOOT	4711
REOPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2	EACH	1

MODEL: Interconnect Schematic [Sheet]
FILE NAME: c:\pw_work\pw_main\dms5364025-237-SHT-INTERCONNECT SCHEMATIC.dgn

TERRA ENGINEERING LTD.

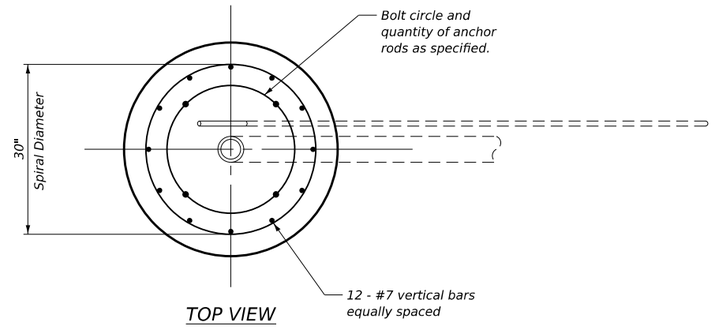
USER NAME = XianL	DESIGNED - XEL	REVISED -
	DRAWN - XEL	REVISED -
	CHECKED - CCC	REVISED -
PLOT DATE = 12/15/2025	DATE -	REVISED -

City of Evanston

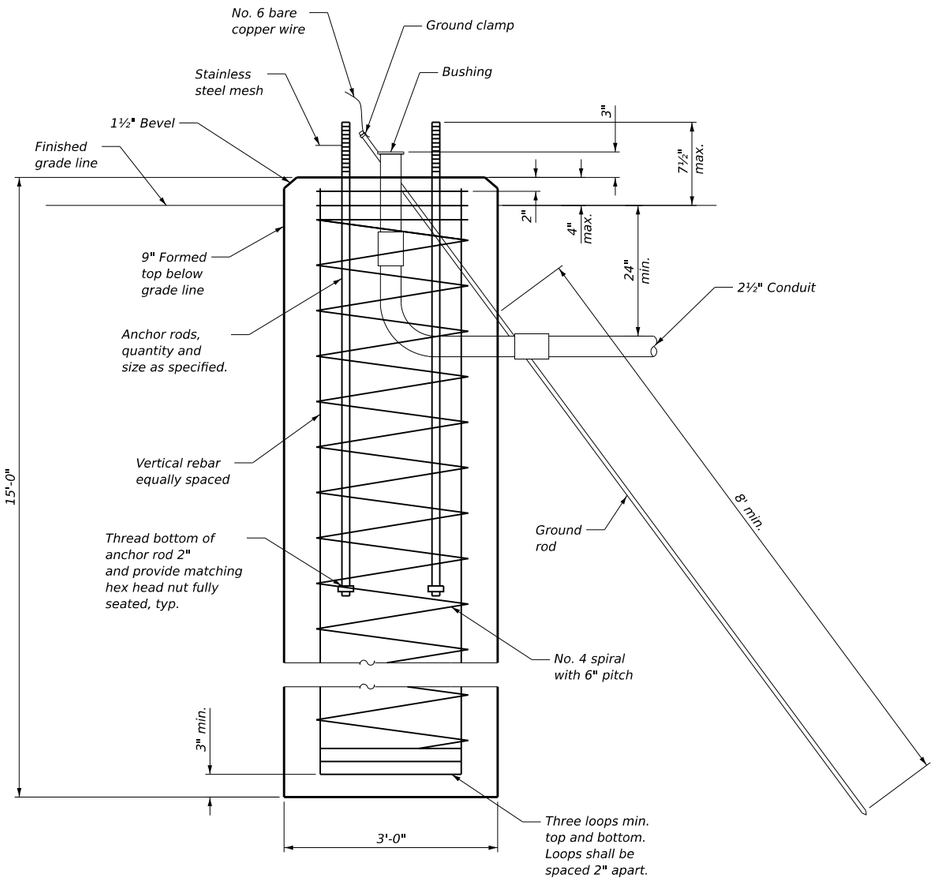
TRAFFIC SIGNAL INTERCONNECT SCHEMATIC
RIDGE AVENUE

SCALE: | SHEET 12 OF 20 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	46
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



TOP VIEW



SECTION VIEW

MODEL: Signal Foundation [Sheet]
FILE NAME: c:\pw_work\pw_main\dms5364\025-237-SHT-SIGNAL FOUNDATION.dgn

TERRA ENGINEERING LTD.

USER NAME = XianL	DESIGNED - DC	REVISED -
	DRAWN - DC	REVISED -
	CHECKED - KF	REVISED -
PLOT DATE = 12/15/2025	DATE -	REVISED -

City of Evanston

SIGNAL FOUNDATION
RIDGE AVENUE

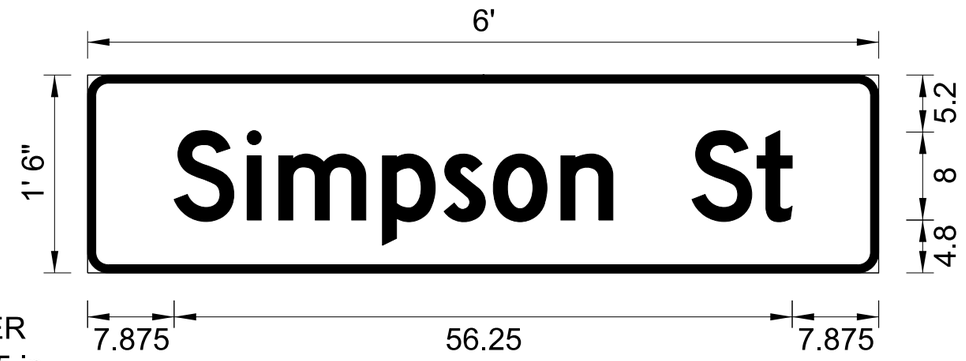
SCALE: | SHEET 13 OF 20 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	47.

CONTRACT NO.

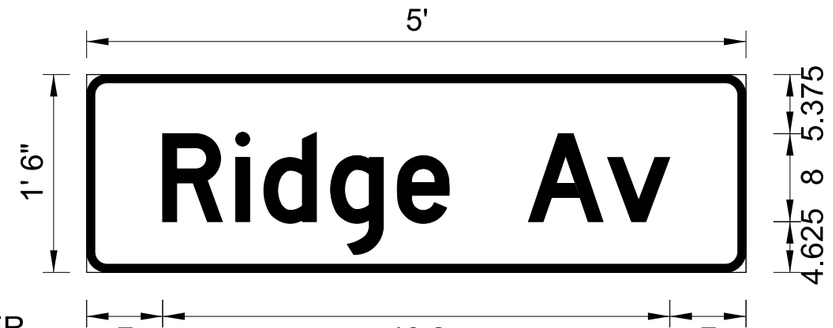
ILLINOIS | FED. AID PROJECT

SIGN PANEL - TYPE 1



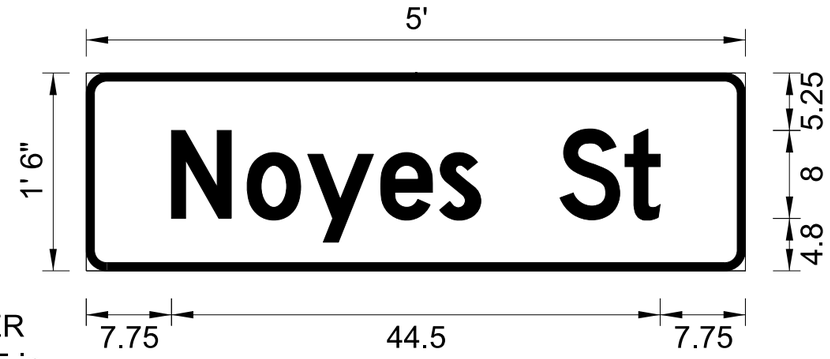
BORDER
R=1.875 in
TH=0.75 in

DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D 2000	9	1	ZZ	2



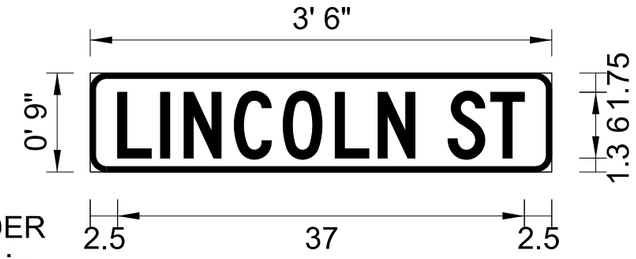
BORDER
R=1.875 in
TH=0.75 in

DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D 2000	7.5	1	ZZ	2



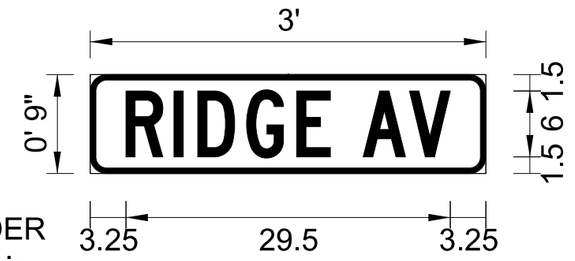
BORDER
R=1.875 in
TH=0.75 in

DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D 2000	7.5	1	ZZ	2



BORDER
R=1.5 in
TH=0.5 in

DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D 2000	2.625	1	ZZ	4



BORDER
R=1.5 in
TH=0.5 in

DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D 2000	2.25	1	ZZ	8

NOTE: FOR ADDITIONAL DESIGN AND INSTALLATION INFORMATION, PLEASE SEE DISTRICT ONE MAST ARM MOUNTED STREET NAME SIGN DETAILS.

MODEL: MAST ARM [Sheet]
FILE NAME: c:\pw_work\pw_main\dms5364025-237-SHT-SIGNAL SOQ & MAST ARM SIGN.dgn

TERRA ENGINEERING LTD.

USER NAME = XianL	DESIGNED - NAS	REVISED -
	DRAWN - NAS	REVISED -
	CHECKED - CCC	REVISED -
PLOT DATE = 12/19/2025	DATE -	REVISED -

City of Evanston

MAST ARM MOUNTED STREET NAME SIGNS
RIDGE AVENUE

SCALE: | SHEET 14 OF 20 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	48

CONTRACT NO.

ILLINOIS | FED. AID PROJECT

PAY ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY			
			SIMPSON ST	NOYES ST	LINCOLN ST	INTERCONNECT
81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	661	723	559	1443
81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	64	89	229	0
81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	201	229	268	0
81028720	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 1" DIA.	FOOT	51	80	40	0
81400100	HANDHOLE	EACH	6	5	5	1
81400300	DOUBLE HANDHOLE	EACH	1	1	1	0
85100500	PAINT NEW TRAFFIC SIGNAL POST	EACH	3	1	8	0
85100600	PAINT NEW MAST ARM AND POLE, UNDER 40 FOOT	EACH	2	4	0	0
85900100	TRANSCEIVER	EACH	1	1	1	0
86000100	MASTER CONTROLLER	EACH	0	0	1	0
87300925	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	0	0	0	3640
87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	889	1019	959	0
87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	856	1015	1041	0
87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1452	1612	1508	0
87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	307	382	265	0
87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	868	959	1012	0
87502440	TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.	EACH	0	0	6	0
87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	2	1	4	0
87502520	TRAFFIC SIGNAL POST, GALVANIZED STEEL 18 FT.	EACH	1	0	0	0
87700140	STEEL MAST ARM ASSEMBLY AND POLE, 20 FT.	EACH	0	1	0	0
87700160	STEEL MAST ARM ASSEMBLY AND POLE, 24 FT.	EACH	0	1	0	0
87700180	STEEL MAST ARM ASSEMBLY AND POLE, 28 FT.	EACH	1	0	0	0
87700200	STEEL MAST ARM ASSEMBLY AND POLE, 32 FT.	EACH	0	1	0	0
87700220	STEEL MAST ARM ASSEMBLY AND POLE, 36 FT.	EACH	1	1	0	0
87800100	CONCRETE FOUNDATION, TYPE A	FOOT	12	4	40	0
87800150	CONCRETE FOUNDATION, TYPE C	FOOT	4	4	4	0
87800400	CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	24	47	0	0
87900200	DRILL EXISTING HANDHOLE	EACH	1	1	2	0
88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	4	8	0	0
88030050	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	5	4	12	0
88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	8	8	8	0
88200410	TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	4	8	0	0
88600100	DETECTOR LOOP, TYPE I	FOOT	173	213	256	0
88700200	LIGHT DETECTOR	EACH	2	2	0	0
88700300	LIGHT DETECTOR AMPLIFIER	EACH	2	2	0	0
89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	0	1	0	0
89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1	1	1	0
89502380	REMOVE EXISTING HANDHOLE	EACH	3	3	3	0
89502382	REMOVE EXISTING DOUBLE HANDHOLE	EACH	0	1	1	0
89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	5	5	3	0
Z0033046	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2	EACH	1	1	1	0
Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	0	1	0	0
X0324085	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	332	223	0	0
X1400150	SERVICE INSTALLATION, GROUND MOUNTED, METERED	EACH	1	1	1	0
X1400367	PEDESTRIAN SIGNAL POST, 10 FT.	EACH	2	2	1	0
X1400378	PEDESTRIAN SIGNAL POST, 5 FT.	EACH	2	2	1	0
X8430100	REMOVE EXISTING CONDUIT ATTACHED TO STRUCTURE	FOOT	0	0	238	0
X8510204	PAINT NEW PEDESTRIAN PUSH-BUTTON POST	EACH	4	4	2	0
X8570233	FULL-ACTUATED CONTROLLER AND TYPE SUPER P CABINET (SPECIAL)	EACH	1	1	0	0
X8620200	UNINTERRUPTABLE POWER SUPPLY (SPECIAL)	EACH	1	1	1	0
X8710200	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM36F	FOOT	0	0	0	4711
X8760200	ACCESSIBLE PEDESTRIAN SIGNALS	EACH	8	8	8	0
X8780012	CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	16	16	8	0
X8900030	REMOVE EXISTING TEMPORARY TRAFFIC SIGNAL EQUIPMENT	EACH	0	1	0	0
X8950105	REMOVE EXISTING TRAFFIC CONTROLLER AND CABINET	EACH	1	1	1	0
*******	PAINT NEW TRAFFIC SIGNAL CABINET (SPECIAL)	EACH	1	1	1	0

MODEL: Signal SOQ [Sheet]
FILE NAME: c:\pw_work\pw_main\oms53640\25-237-SHT-SIGNAL SOQ & MAST ARM SIGN.dgn

TERRA ENGINEERING LTD.

USER NAME = XianL	DESIGNED - XEL	REVISED -	
	DRAWN - XEL	REVISED -	
	CHECKED - CCC	REVISED -	
PLOT DATE = 12/19/2025	DATE -	REVISED -	

City of Evanston

SCHEDULE OF QUANTITIES
RIDGE AVENUE

SCALE: | SHEET 15 OF 20 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	49
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

REMOVAL NOTES:

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR. THE CITY OF EVANSTON MAY WANT TO SALVAGE SOME OF THE EXISTING ITEMS LISTED BELOW. THE CONTRACTOR SHALL CHECK WITH THE ENGINEER TO VERIFY WHICH ITEMS THE CITY DESIRES TO KEEP. ANY UNWANTED ITEMS BY THE CITY SHALL BE DISPOSED OF BY THE CONTRACTOR OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

1	EACH	CONTROLLER AND CABINET (COMPLETE)
2	EACH	ALUMINUM MAST ARM ASSEMBLY AND POLE
4	EACH	TRAFFIC SIGNAL POST
12	EACH	3-SECTION SIGNAL HEAD
8	EACH	PEDESTRIAN SIGNAL HEAD
1	EACH	SERVICE INSTALLATION
2	EACH	TRAFFIC SIGNAL BACKPLATE

EXISTING SIGN REMOVAL FOR RELOCATION LEGEND

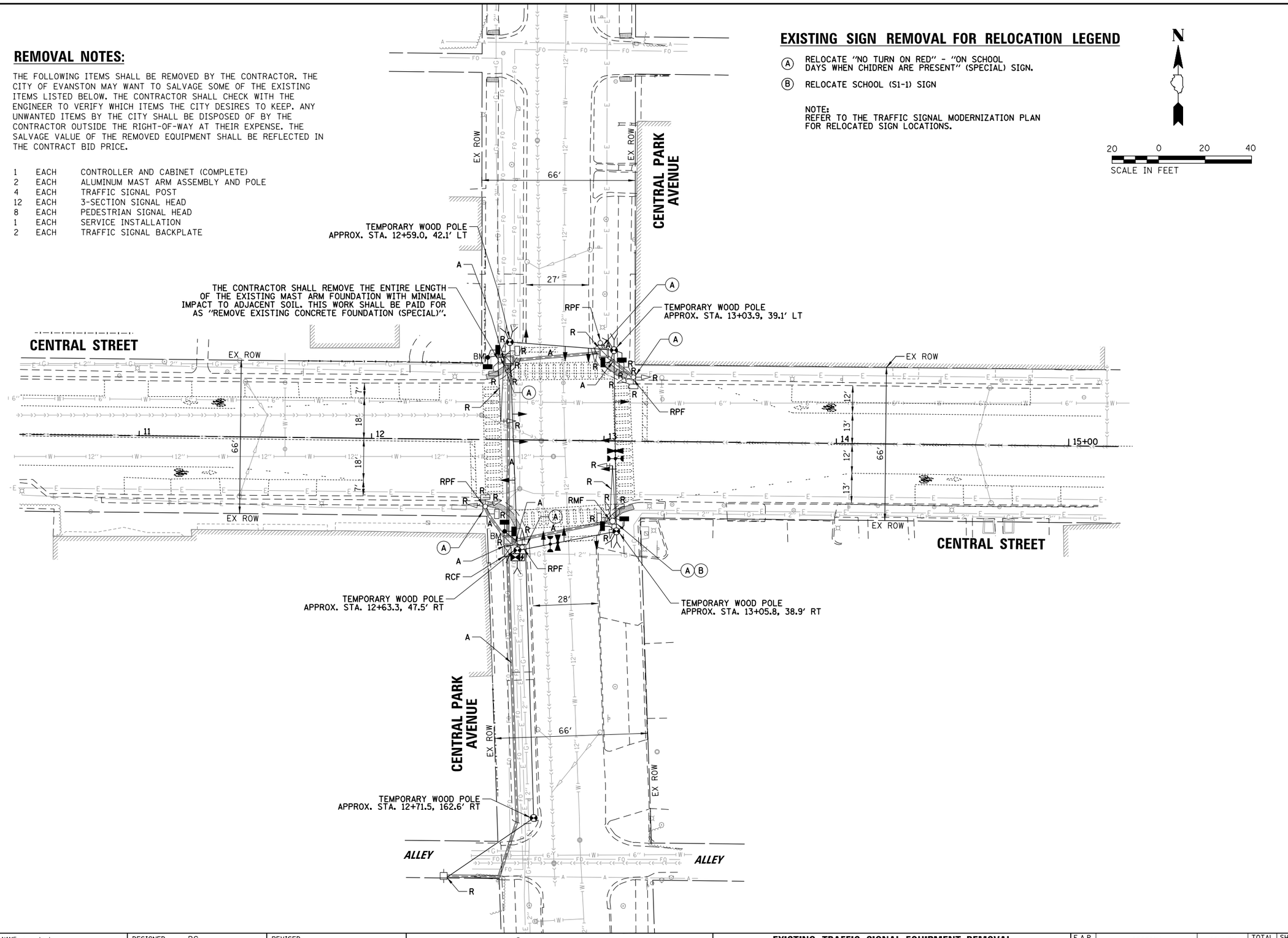
(A) RELOCATE "NO TURN ON RED" - "ON SCHOOL DAYS WHEN CHIDREN ARE PRESENT" (SPECIAL) SIGN.

(B) RELOCATE SCHOOL (S1-1) SIGN

NOTE:
REFER TO THE TRAFFIC SIGNAL MODERNIZATION PLAN FOR RELOCATED SIGN LOCATIONS.

N

20 0 20 40
SCALE IN FEET



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		DRAWN - FPB	REVISED -
	PLOT SCALE = 40'	CHECKED - GMZ	REVISED -
	PLOT DATE = 4/14/2026	DATE -	REVISED -

City of Evanston

EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVAL AND TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN
CENTRAL STREET AT CENTRAL PARK AVENUE

SCALE: 1" = 40' | SHEET NO. OF SHEETS | STA. TO STA.

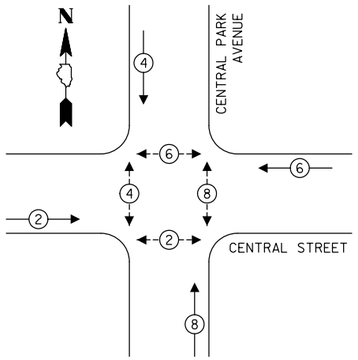
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	50
		CONTRACT NO.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CHRISTOPHER B. BURKE ENGINEERING LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

PLAN: NOTE BOOK ____ NO. ____ | SURVEYED ____ PLOTTED ____ ALIGNMENT CHECKED ____ BLA MONUMENTS CHECKED ____ CADD FILE NAME ____ | BY | DATE

PROFILE: NOTE BOOK ____ NO. ____ | SURVEYED ____ PLOTTED ____ GRADES CHECKED ____ BLA MONUMENTS CHECKED ____ STRUCTURE NOTATIONS CHKD ____ | BY | DATE

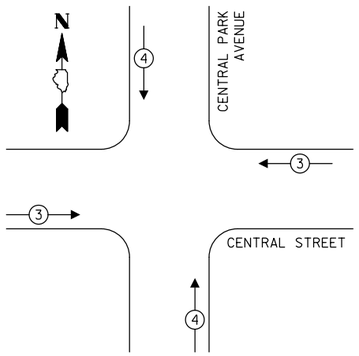
TEMPORARY CONTROLLER SEQUENCE



LEGEND:

- PROTECTED PHASE
- PROTECTED/PERMITTED PHASE
- PEDESTRIAN PHASE
- OL — OVERLAP

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE

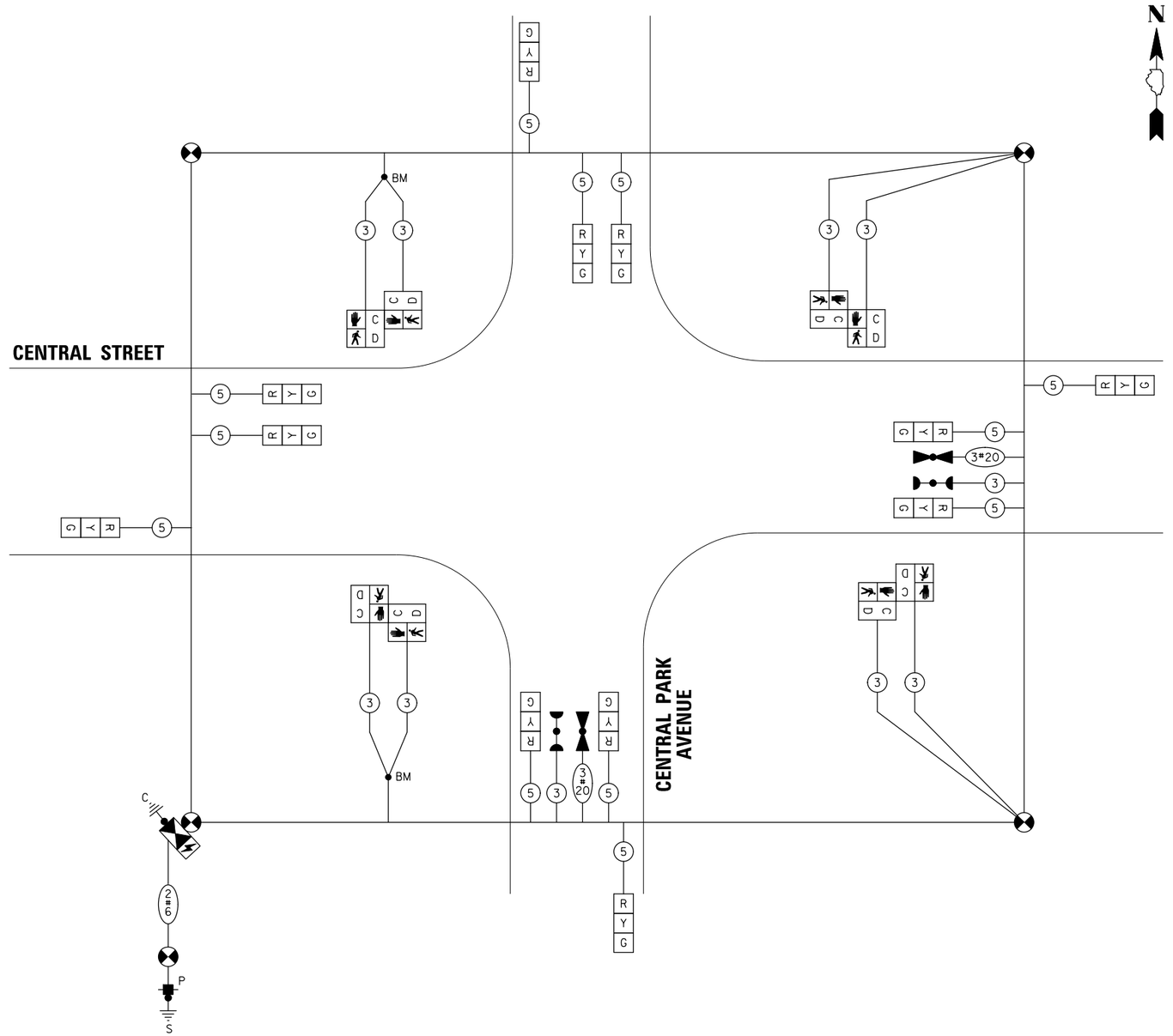


TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	12	11	50	66.0
(YELLOW)	12	20	5	12.0
(GREEN)	12	12	45	64.8
PERMISSIVE ARROW	-	10	10	-
PED. SIGNAL	8	20	100	160.0
CONTROLLER	1	100	100	100.0
UPS	1	25	100	25.0
VIDEO SYSTEM	-	150	100	-
BLANK-OUT SIGN	-	25	5	-
FLASHER	-	-	50	-
STREET NAME SIGN	-	120	50	-
LUMINAIRE	-	-	-	-
			TOTAL =	427.8

ENERGY COSTS TO:
CITY OF EVANSTON
2100 RIDGE AVENUE
EVANSTON, ILLINOIS 60201

ENERGY SUPPLY: CONTACT: NEW BUSINESS
PHONE: NEW PHONE
COMPANY: COMMONWEALTH EDISON
ACCOUNT NUMBER: ---



TEMPORARY CABLE PLAN

(NOT TO SCALE)

CHRISTOPHER B. BURKE ENGINEERING LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

PLAN — SURVEYED, PLOTTED, ALIGNMENT CHECKED, R.O.W. MONUMENTED, CADD FILE NAME, NOTE BOOK, NO., BY, DATE

PROFILE — SURVEYED, PLOTTED, GRADES CHECKED, R.O.W. MONUMENTED, STRUCTURE, NOTATNS CHKD, NOTE BOOK, NO., BY, DATE

FILE NAME = N:\EVANSTON\230297\Traffic\TS-02_Central_TCB.dgn	USER NAME = psubedi	DESIGNED - BC	REVISED -
		DRAWN - FPB	REVISED -
	PLOT SCALE = 40'	CHECKED - GMZ	REVISED -
	PLOT DATE = 4/14/2026	DATE -	REVISED -

City of Evanston

TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM, AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE
CENTRAL STREET AT CENTRAL PARK AVENUE

SCALE: 1" = 40' | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	51
		CONTRACT NO.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONSTRUCTION NOTE:

① IF NECESSARY AND AT THE DISCRETION OF THE ENGINEER, THE CONTRACTOR SHALL EXCAVATE A TRENCH AT THE LOCATIONS NOTED ON THIS PLAN SHEET AND AT OTHER NECESSARY LOCATIONS FOR THE PURPOSE OF LOCATING EXISTING UTILITY CONFLICTS. THIS WORK SHALL BE PAID FOR AS "EXPLORATORY EXCAVATION".

② TREE TRIMMING PAY ITEM HAS BEEN ADDED TO CLEAR FOILAGE FOR THE NORTH AND SOUTH APPROACHES AS DIRECTED BY THE ENGINEER.

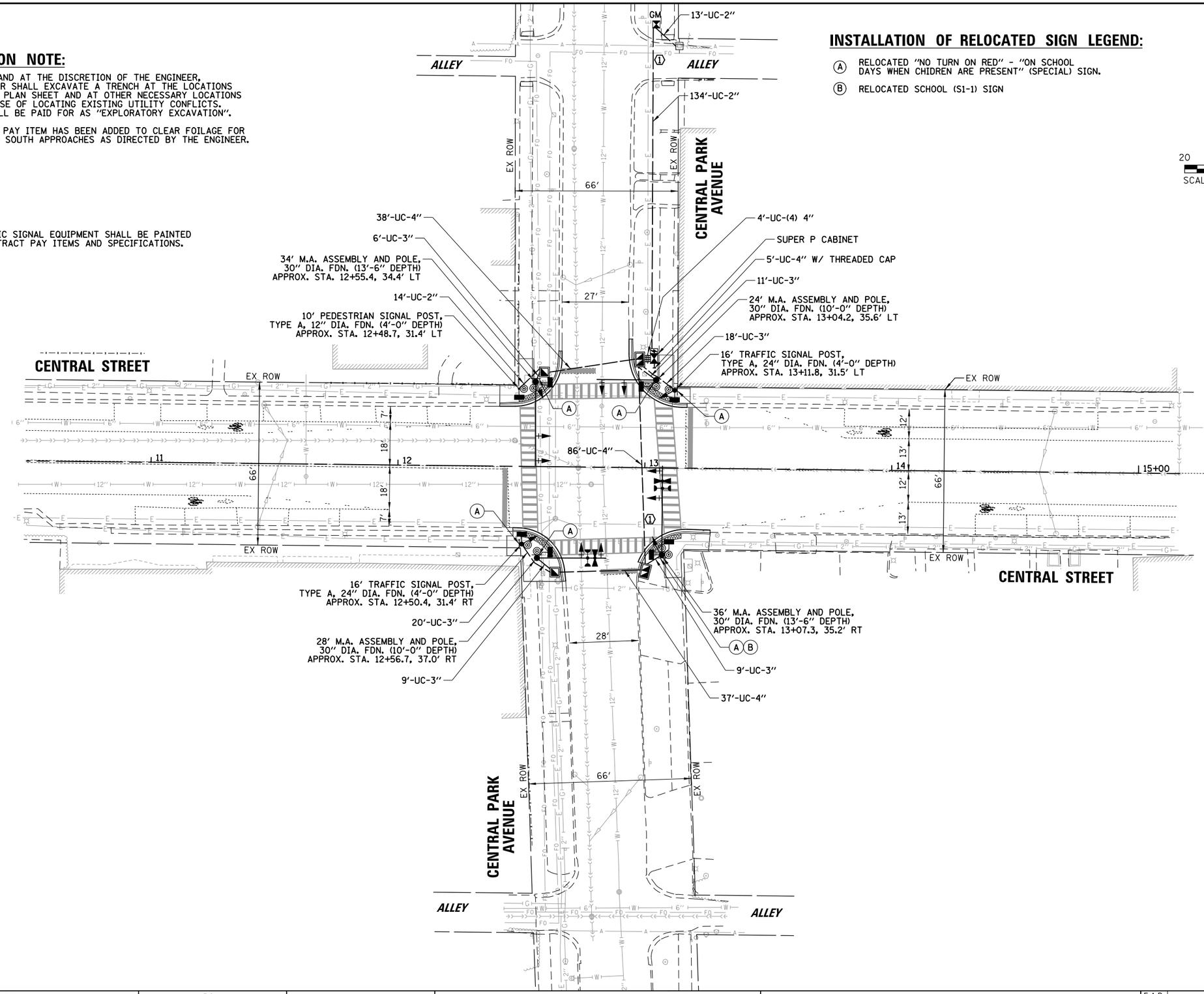
NOTE:

1. ALL NEW TRAFFIC SIGNAL EQUIPMENT SHALL BE PAINTED BLACK PER CONTRACT PAY ITEMS AND SPECIFICATIONS.

INSTALLATION OF RELOCATED SIGN LEGEND:

(A) RELOCATED "NO TURN ON RED" - "ON SCHOOL DAYS WHEN CHIDREN ARE PRESENT" (SPECIAL) SIGN.

(B) RELOCATED SCHOOL (S1-1) SIGN



PROFILE | SURVEYED | PLOTTED | GRADES CHECKED | R.L.A. NOTES CHECKED | STRUCTURE NOTATNS CH'KD | BY | DATE | NOTE BOOK | NO.

PLAN | SURVEYED | PLOTTED | ALIGNMENT CHECKED | R.L.A. NOTES CHECKED | CADD FILE NAME | BY | DATE | NOTE BOOK | NO.

CHRISTOPHER B. BURKE ENGINEERING LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

FILE NAME = N:\EVANSTON\230297\Traffic\TS-03_Central_MOD.dgn	USER NAME = psubedi	DESIGNED - BC	REVISED -
		DRAWN - FPB	REVISED -
	PLOT SCALE = 40'	CHECKED - GMZ	REVISED -
	PLOT DATE = 4/14/2026	DATE -	REVISED -

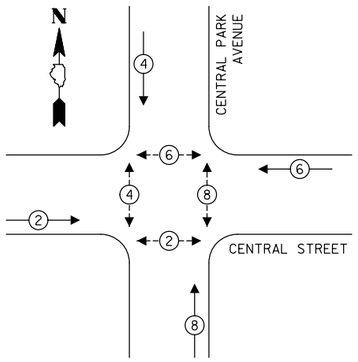
City of Evanston

TRAFFIC SIGNAL MODERNIZATION PLAN
CENTRAL STREET AT CENTRAL PARK AVENUE

SCALE: 1" = 40' | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	52
		CONTRACT NO.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

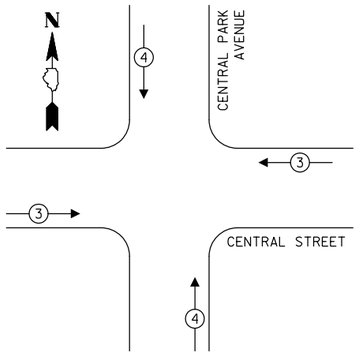
PROPOSED CONTROLLER SEQUENCE



LEGEND:

- PROTECTED PHASE
- PROTECTED/PERMITTED PHASE
- PEDESTRIAN PHASE
- OL OVERLAP

PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE

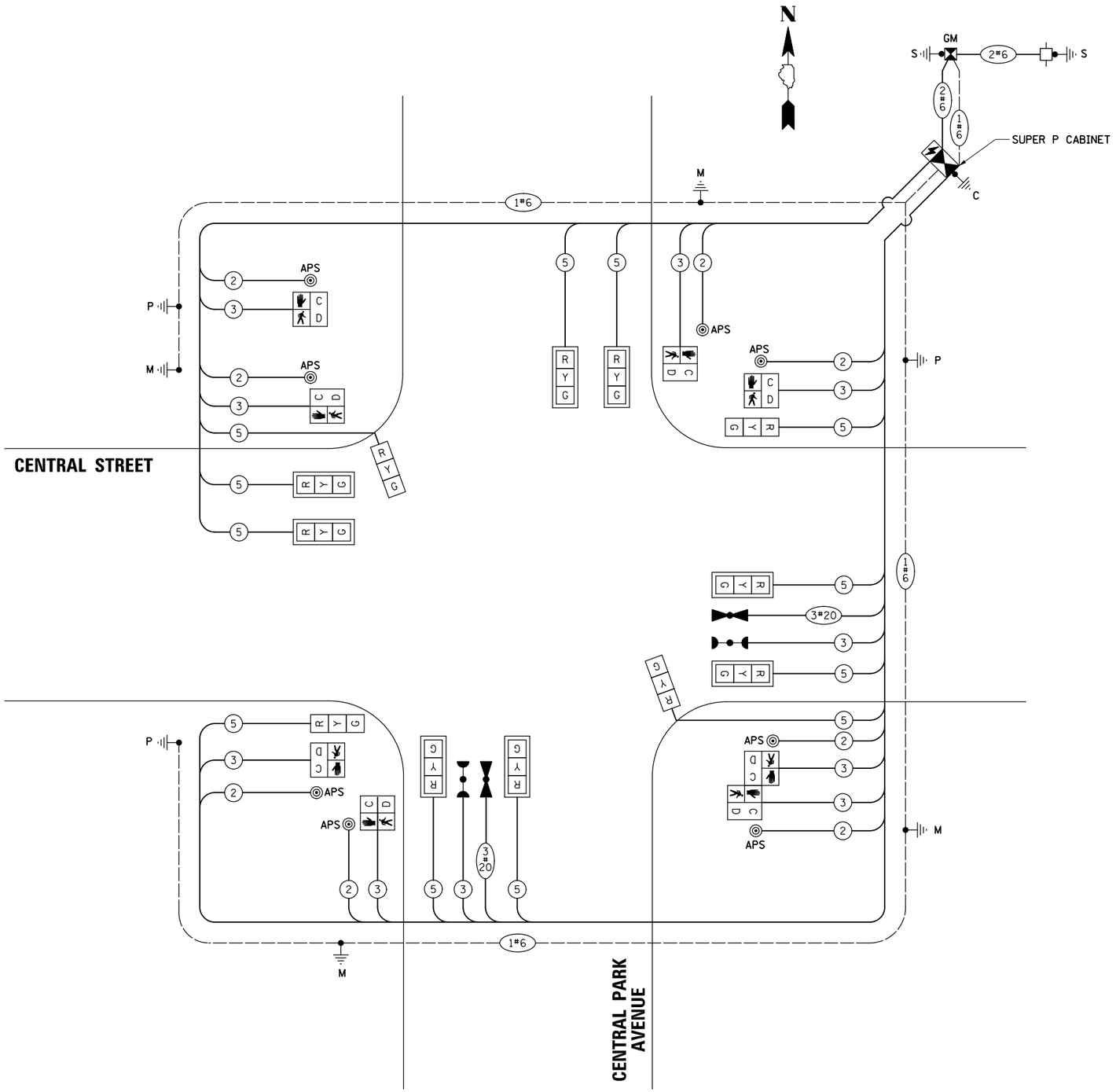


TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	12	11	50	66.0
(YELLOW)	12	20	5	12.0
(GREEN)	12	12	45	64.8
PERMISSIVE ARROW	-	10	10	-
PED. SIGNAL	8	20	100	160.0
CONTROLLER	1	100	100	100.0
UPS	1	25	100	25.0
VIDEO SYSTEM	-	150	100	-
BLANK-OUT SIGN	-	25	5	-
FLASHER	-	-	50	-
STREET NAME SIGN	-	120	50	-
LUMINAIRE	-	-	-	-
			TOTAL =	427.8

ENERGY COSTS TO:
CITY OF EVANSTON
2100 RIDGE AVENUE
EVANSTON, ILLINOIS 60201

ENERGY SUPPLY: CONTACT: NEW BUSINESS
PHONE: NEW PHONE
COMPANY: COMMONWEALTH EDISON
ACCOUNT NUMBER: ---



CABLE PLAN
(NOT TO SCALE)

PROFILE — SURVEYED — PLOTTED — GRADES CHECKED — BLANK NOTES — STRUCTURE — NOTATNS CHKD — NOTE BOOK — NO. — BY — DATE

PLAN — SURVEYED — PLOTTED — ALIGNMENT CHECKED — BLANK NOTES — CADD FILE NAME — NOTE BOOK — NO. — BY — DATE

CHRISTOPHER B. BURKE ENGINEERING LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

FILE NAME = N:\EVANSTON\230297\Traffic\TS-04_Central_CAB.dgn	USER NAME = psubedi	DESIGNED - BC	REVISED -
		DRAWN - FPB	REVISED -
	PLOT SCALE = 40'	CHECKED - GMZ	REVISED -
	PLOT DATE = 4/14/2026	DATE -	REVISED -

City of Evanston

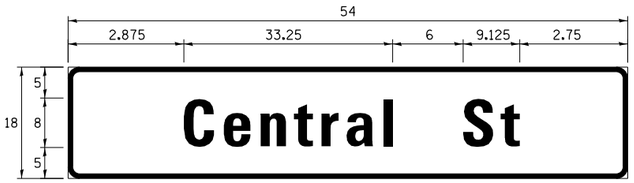
CABLE PLAN, PHASE DESIGNATION DIAGRAM AND EMERGENCY VEHICLE PREEMPTION SEQUENCE CENTRAL STREET AT CENTRAL PARK AVENUE

SCALE: 1" = 40' | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	53
		CONTRACT NO.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SIGN PANEL – TYPE 1

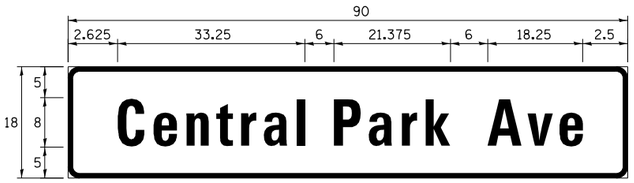
ALL DIMENSIONS ARE IN INCHES UNLESS NOTED OTHERWISE



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D	6.75	1	ZZ	2

SIGN PANEL – TYPE 2

ALL DIMENSIONS ARE IN INCHES UNLESS NOTED OTHERWISE



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D	11.25	2	ZZ	2

NOTE: FOR ADDITIONAL DESIGN AND INSTALLATION INFORMATION PLEASE SEE DISTRICT ONE MAST ARM MOUNTED STREET NAME SIGN DETAILS.

SCHEDULE OF QUANTITIES

	ITEM DESCRIPTION	UNIT	QUANTITY
*	TRENCH BACKFILL	CU YD	10
	SIGN PANEL - TYPE 1	SQ FT	14
	SIGN PANEL - TYPE 2	SQ FT	23
	RELOCATE SIGN PANEL - TYPE 1	SQ FT	45
	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	161
	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	73
	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	182
	HANDHOLE	EACH	2
	DOUBLE HANDHOLE	EACH	2
	PAINT NEW TRAFFIC SIGNAL POST	EACH	3
	PAINT NEW MAST ARM AND POLE, UNDER 40 FOOT	EACH	4
	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	930
	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1393
	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1704
	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	192
	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	693
	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	2
	STEEL MAST ARM ASSEMBLY AND POLE, 24 FT.	EACH	1
	STEEL MAST ARM ASSEMBLY AND POLE, 28 FT.	EACH	1
	STEEL MAST ARM ASSEMBLY AND POLE, 34 FT.	EACH	1
	STEEL MAST ARM ASSEMBLY AND POLE, 36 FT.	EACH	1
	CONCRETE FOUNDATION, TYPE A	FOOT	12
	CONCRETE FOUNDATION, TYPE C	FOOT	4
	CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	47
	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	8
	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	4
	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	8
	TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	8
	LIGHT DETECTOR	EACH	2
	LIGHT DETECTOR AMPLIFIER	EACH	1
	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
	REMOVE EXISTING HANDHOLE	EACH	3
	REMOVE EXISTING CONCRETE FOUNDATION	EACH	6
	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	407
	FULL-ACTUATED CONTROLLER AND TYPE SUPER P CABINET (SPECIAL)	EACH	1
	SERVICE INSTALLATION, GROUND MOUNTED, METERED	EACH	1
	PEDESTRIAN SIGNAL POST, 10 FT.	EACH	1
	TREE TRIMMING	EACH	4
	UNINTERRUPTABLE POWER SUPPLY (SPECIAL)	EACH	1
	ACCESSIBLE PEDESTRIAN SIGNALS	EACH	8
	CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	4
	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1
*	EXPLORATORY EXCAVATION	FOOT	15
*	CLASS D PATCHES, SPECIAL	SQ YD	10
	REMOVE EXISTING CONCRETE FOUNDATION (SPECIAL)	EACH	1
	PAINT NEW TRAFFIC SIGNAL CABINET (SPECIAL)	EACH	1

* NOMINAL PAY ITEM AND QUANTITY. TO BE USED AS NEEDED AND AS APPROVED BY THE ENGINEER.

CHRISTOPHER B. BURKE ENGINEERING LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

PLAN — NOTE BOOK — NO. — SURVEYED — PLOTTED — ALIGNMENT CHECKED — ALL NOTES CHECKED — CADD FILE NAME — BY — DATE

PROFILE — NOTE BOOK — NO. — SURVEYED — PLOTTED — GRADES CHECKED — ALL NOTES CHECKED — STRUCTURE NOTATIONS CHKD — BY — DATE

FILE NAME = N:\EVANSTON\230297\Traffic\TS-05_Central_STN.dgn	USER NAME = psubedi	DESIGNED - BC	REVISED -
		DRAWN - FPB	REVISED -
	PLOT SCALE = 40'	CHECKED - GMZ	REVISED -
	PLOT DATE = 4/14/2026	DATE -	REVISED -

City of Evanston

MAST ARM MOUNTED STREET NAME SIGNS AND SCHEDULE OF QUANTITIES CENTRAL STREET AT CENTRAL PARK AVENUE

SCALE: 1" = 40' | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	54
		CONTRACT NO.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

ABV	ABOVE	CU YD	CUBIC YARD	HATCH	HATCHING	PM	PAVEMENT MARKING	STD	STANDARD
A/C	ACCESS CONTROL	CULV	CULVERT	HD	HEAD	PED	PEDESTAL	SBI	STATE BOND ISSUE
AC	ACRE	C&G	CURB & GUTTER	HDW	HEADWALL	PNT	POINT	SR	STATE ROUTE
ADJ	ADJUST	D	DEGREE OF CURVE	HDUTY	HEAVY DUTY	PC	POINT OF CURVATURE	STA	STATION
AS	AERIAL SURVEYS	DC	DEPRESSED CURVE	ha	HECTARE	PI	POINT OF INTERSECTION OF HORIZONTAL CURVE	SPBGR	STEEL PLATE BEAM GUARDRAIL
AGG	AGGREGATE	DET	DETECTOR	HMA	HOT MIX ASPHALT			SS	STORM SEWER
AH	AHEAD	DIA	DIAMETER	HWY	HIGHWAY	PRC	POINT OF REVERSE CURVE	STY	STORY
APT	APARTMENT	DIST	DISTRICT	HORIZ	HORIZONTAL	PT	POINT OF TANGENCY	ST	STREET
ASPH	ASPHALT	DOM	DOMESTIC	HSE	HOUSE	POT	POINT ON TANGENT	STR	STRUCTURE
AUX	AUXILIARY	DBL	DOUBLE	IL	ILLINOIS	POLYETH	POLYETHYLENE	e	SUPERELEVATION RATE
AGS	AUXILIARY GAS VALVE (SERVICE)	DSEL	DOWNSTREAM ELEVATION	IMP	IMPROVEMENT	PCC	PORTLAND CEMENT CONCRETE	S.E. RUN.	SUPERELEVATION RUNOFF LENGTH
AVE	AVENUE	DSFL	DOWNSTREAM FLOWLINE	IN DIA	INCH DIAMETER	PP	POWER POLE OR PRINCIPAL POINT	SURF	SURFACE
AX	AXIS OF ROTATION	DR	DRAINAGE OR DRIVE	INL	INLET	PRM	PRIME	SMK	SURVEY MARKER
BK	BACK	DI	DRAINAGE INLET OR DROP INLET	INST	INSTALLATION	PE	PRIVATE ENTRANCE	T	TANGENT DISTANCE
B-B	BACK TO BACK	DRV	DRIVEWAY	IDS	INTERSECTION DESIGN STUDY	PROF	PROFILE	T.R.	TANGENT RUNOUT DISTANCE
BKPL	BACKPLATE	DUCT	DUCT	INV	INVERT	PGL	PROFILE GRADELINE	TEL	TELEPHONE
B	BARN	EA	EACH	IP	IRON PIPE	PROJ	PROJECT	TB	TELEPHONE BOX
BARR	BARRICADE	EB	EASTBOUND	IR	IRON ROD	P.C.	PROPERTY CORNER	TP	TELEPHONE POLE
BL	BASELINE	EOP	EDGE OF PAVEMENT	JT	JOINT	PL	PROPERTY LINE	TEMP	TEMPORARY
BGN	BEGIN	E-CL	EDGE TO CENTERLINE	kg	KILOGRAM	PR	PROPOSED	TBM	TEMPORARY BENCH MARK
BM	BENCHMARK	E-E	EDGE TO EDGE	km	KILOMETER	R	RADIUS or RESIDENTUAL	TD	TILE DRAIN
BIND	BINDER	ELEC	ELECTRICAL	LS	LANDSCAPING	RR	RAILROAD	TBE	TO BE EXTENDED
BIT	BITUMINOUS	EL	ELEVATION	LN	LANE	RRS	RAILROAD SPIKE	TBR	TO BE REMOVED
BTM	BOTTOM	ENTR	ENTRANCE	LT	LEFT	RPS	REFERENCE POINT S"AKE	TBS	TO BE SAVED
BLVD	BOULEVARD	EXC	EXCAVATION	LIDAR	LIGHT DETECTION AND RANGING	REF	REFLECTIVE	TWP	TOWNSHIP
BRK	BRICK	EX	EXISTING	LP	LIGHT POLE	RCCP	REINFORCED CONCRETE CULVERT PIPE	TR	TOWNSHIP ROAD
BBOX	BUFFALO BOX	EXPWAY	EXPRESSWAY	LGT	LIGHTING	REINF	REINFORCEMENT	TS	TRAFFIC SIGNAL
BLDG	BUILDING	E	EXTERNAL DISTANCE OF HORIZONTAL CURVE	LF	LINEAL FEET OR LINEAR FEET	REM	REMOVAL	TSCB	TRAFFIC SIGNAL CONTROL BOX
CATV	CABLE	E	OFFSET DISTANCE TO VERTICAL CURVE	L	LITER OR CURVE LENGTH	RC	REMOVE CROWN	TSC	TRAFFIC SYSTEMS CENTER
CIP	CAST IRON PIPE	F-F	FACE TO FACE	LC	LONG CHORD	REP	REPLACEMENT	TRVS	TRANSVERSE
CB	CATCH BASIN	FA	FEDERAL AID	LNG	LONGITUDINAL	REST	RESTAURANT	TRVL	TRAVEL
C-C	CENTER TO CENTER	FAI	FEDERAL AID INTERSTATE	L SUM	LUMP SUM	RESURF	RESURFACING	TRN	TURN
CL	CENTERLINE OR CLEARANCE	FAP	FEDERAL AID PRIMARY	MACH	MACHINE	RET	RETAINING	TY	TYPE
CL-E	CENTERLINE TO EDGE	FAS	FEDERAL AID SECONDARY	MB	MAIL BOX	RT	RIGHT	T-A	TYPE A
CL-F	CENTERLINE TO FACE	FAUS	FEDERAL AID URBAN SECONDARY	MH	MANHOLE	ROW	RIGHT-OF-WAY	TYP	TYPICAL
CTS	CENTERS	FP	FENCE POST	MATL	MATERIAL	RD	ROAD	UNDGND	UNDERGROUND
CERT	CERTIFIED	OPT	FIBER OPTIC	MED	MEDIAN	RDWY	ROADWAY	USGS	U.S. GEOLOGICAL SURVEY
CHSLD	CHISELED	FE	FIELD ENTRANCE	m	METER	RTE	ROUTE	USEL	UPSTREAM ELEVATION
CS	CITY STREET	FH	FIRE HYDRANT	METH	METHOD	SAN	SANITARY	USFL	UPSTREAM FLOWLINE
CP	CLAY PIPE	FL	FLOW LINE	M	MID-ORDINATE	SANS	SANITARY SEWER	UTIL	UTILITY
CLSD	CLOSED	FB	FOOT BRIDGE	mm	MILLIMETER	SEC	SECTION	VBOX	VALVE BOX
CLID	CLOSED LID	FDN	FOUNDATION	mm DIA	MILLIMETER DIAMETER	SEED	SEEDING	VV	VALVE VAULT
CT	COAT OR COURT	FR	FRAME	MIX	MIXTURE	SHAP	SHAPING	VLT	VAULT
COMB	COMBINATION	F&G	FRAME & GRATE	MBH	MOBILE HOME	S	SHED	VEH	VEHICLE
C	COMMERCIAL BUILDING	FRWAY	FREEWAY	MOD	MODIFIED	SH	SHEET	VP	VENT PIPE
CE	COMMERCIAL ENTRANCE	GAL	GALLON	MFT	MOTOR FUEL TAX	SHLD	SHOULDER	VERT	VERTICAL
CONC	CONCRETE	GALV	GALVANIZED	N & BC	NAIL & BOTTLE CAP	SW	SIDEWALK OR SOUTHWEST	VC	VERTICAL CURVE
CONST	CONSTRUCT	G	GARAGE	N & C	NAIL & CAP	SIG	SIGNAL	VPC	VERTICAL POINT OF CURVATURE
CONTD	CONTINUED	GM	GAS METER	N & W	NAIL & WASHER	SOD	SODDING	VPI	VERTICAL POINT OF INTERSECTION
CONT	CONTINUOUS	GV	GAS VALVE	NC	NORMAL CROWN	SM	SOLID MEDIAN	VPT	VERTICAL POINT OF TANGENCY
COR	CORNER	GIS	GEOGRAPHICAL INFORMATION SYSTEM	NB	NORTHBOUND	SB	SOUTHBOUND	WM	WATER METER
CORR	CORRUGATED	GRAN	GRANULAR	NE	NORTHEAST	SE	SOUTHEAST	WV	WATER VALVE
CMP	CORRUGATED METAL PIPE	GR	GRATE	NW	NORTHWEST	SPL	SPECIAL	WMAIN	WATER MAIN
CNTY	COUNTY	GRVL	GRAVEL	O/S	OFFSET	SD	SPECIAL DITCH	WB	WESTBOUND
CH	COUNTY HIGHWAY	GND	GROUND	O&C	OIL AND CHIP	SQ FT	SQUARE FEET	WILDFL	WILDFLOWERS
CSE	COURSE	GUT	GUTTER	OLID	OPEN LID	m^2	SQUARE METER	W	WITH
XSECT	CROSS SECTION	GP	GUY POLE	PAT	PATTERN	mm^2	SQUARE MILLIMETER	WO	WITHOUT
m^3	CUBIC METER	GW	GUY WIRE	PVD	PAVED	SQ YD	SQUARE YARD		
mm^3	CUBIC MILLIMETER	HH	HANDHOLE	PVMT	PAVEMENT	STB	STABILIZED		

Illinois Department of Transportation

APPROVED January 1, 2021
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2021
ENGINEER OF DESIGN AND ENVIRONMENT

BSTRD 1-20-21

DATE	REVISIONS
1-1-21	Updated fonts, abbreviations, and symbols.
1-1-19	Added new symbols.

STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS (Sheet 1 of 9)

STANDARD 000001-08

ADJUSTMENT ITEMS

	EX	PR
Structure To Be Adjusted		ADJ
Structure To Be Cleaned		C
Main Structure To Be Filled		FM
Structure To Be Filled		F
Structure To Be Filled Special		FSP
Structure To Be Removed		R
Structure To Be Reconstructed		REC
Structure To Be Reconstructed Special		RSP
Frame and Grate To Be Adjusted		A
Frame and Lid To Be Adjusted		A
Domestic Service Box To Be Adjusted		A
Valve Vault To Be Adjusted		A
Special Adjustment		SP
Item To Be Abandoned		AB
Item To Be Moved		M
Item To Be Relocated		REL
Pavement Removal and Replacement		

ALIGNMENT ITEMS

	EX	PR
Baseline		
Centerline		
Centerline Break Circle		
Baseline Symbol		
Centerline Symbol		
PI Indicator		
Point Indicator		
Horizontal Curve Data (Half Size)	EX. CURVE P.I. STA= Δ= D= R= T= L= E= e= T.R.= S.E. RUN= P.C. STA= P.T. STA=	CURVE P.I. STA= Δ= D= R= T= L= E= e= T.R.= S.E. RUN= P.C. STA= P.T. STA=

BOUNDARIES ITEMS

	EX	PR
Dashed Property Line		
Solid Property/Lot Line		
Section/Grant Line		
Quarter Section Line		
Quarter/Quarter Section Line		
County/Township Line		
State Line		
Chiseled Square Found		
Iron Pipe Found		
Iron Pipe Set		
Survey Marker		
Property Line Symbol		
Same Ownership Symbol (Half Size)		
Northwest Quarter Corner (Half Size)		
Section Corner (Half Size)		
Southeast Quarter Corner (Half Size)		

DRAINAGE ITEMS

	EX	PR
Channel or Stream Line		
Culvert Line		
Grading & Shaping Ditches		
Drainage Boundary Line		
Paved Ditch		
Aggregate Ditch		
Pipe Underdrain		
Storm Sewer		
Flowline		
Ditch Check		
Headwall		
Inlet		
Manhole		
Summit		
Roadway Ditch Flow		
Swale		
Catch Basin		
Culvert End Section		
Water Surface Indicator		
Riprap		

HYDRAULICS ITEMS

	EX	PR
Overflow		
Sheet Flow		
Hydrant Outlet		

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STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS (Sheet 2 of 9)

STANDARD 000001-08

EROSION & SEDIMENT CONTROL ITEMS

	EX	PR
Cleaning & Grading Limits		
Dike		
Erosion Control Fence		
Perimeter Erosion Barrier		
Temporary Fence		
Ditch Check Temporary		
Ditch Check Permanent		
Inlet & Pipe Protection		
Sediment Basin		
Erosion Control Blanket		
Fabric Formed Concrete Revetment Mat		
Turf Reinforcement Mat		
Mulch Temporary		
Mulch Method 1		
Mulch Method 2 Stabilized		
Mulch Method 3 Hydraulic		

CONTOUR ITEMS

	EX	PR
Approx. Index Line		
Approx. Intermediate Line		
Index Contour		
Intermediate Contour		

NON-HIGHWAY IMPROVEMENT ITEMS

	EX	PR
Noise Attn./Levee		
Field Line	E	
Fence		
Base of Levee		
Mailbox		
Multiple Mailboxes		
Pay Telephone		
Advertising Sign		
*ITS Camera		
Wind Turbine		
Cellular Tower		

*Intelligent Transportation Systems

LANDSCAPING ITEMS

	EX	PR
Contour Mounding Line		
Fence		
Fence Post		
Shrubs		
Mowline		
Perennial Plants		
Seeding Class 2		
Seeding Class 2A		
Seeding Class 4		
Seeding Class 4 & 5 Combined		

EXISTING LANDSCAPING ITEMS (contd.)

	EX	PR
Seeding Class 5		
Seeding Class 7		
Seedlings Type 1		
Seedlings Type 2		
Sodding		
Mowstake w/Sign		
Tree Trunk Protection		
Evergreen Tree	E	
Shade Tree	E	

LIGHTING

	EX	PR
Duct		
Conduit		
Electrical Aerial Cable		
Electrical Buried Cable		
Controller		
Underpass Luminaire		
Power Pole		

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BSTRD 1-20-21

STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS (Sheet 3 of 9)

STANDARD 000001-08

LIGHTING (contd.)

	EX	PR
Pull Point		
Handhole		
Heavy Duty Handhole		
Junction Box		
Light Unit Comb.		
Electrical Ground		
Traffic Flow Arrow		
High Mast Pole (Half Size)		
Light Unit-1		

PAVEMENT (MISC.)

	EX	PR
Keyed Long. Joint		
Keyed Long. Joint w/Tie Bars		
Sawed Long. Joint w/Tie Bars		
Bituminous Shoulder		
Bituminous Taper		
Stabilized Driveway		
Widening		

PAVEMENT MARKINGS

	EX	PR
Handicap Symbol		
RR Crossing		
Raised Marker Amber 1 Way		
Raised Marker Amber 2 Way		
Raised Marker Crystal 1 Way		
Two Way Turn Left		
Shoulder Diag. Pattern		
Skip-Dash White		
Skip-Dash Yellow		
Stop Line		
Solid Line		
Double Centerline		
Dotted Lines		

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BSTRD 1-20-21

STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS (Sheet 4 of 9)

STANDARD 000001-08

MODEL: IDOT Hwy Stds [Sheet]
FILE NAME: c:\pw_work\pw_main\dms5364025-237-SHT-4DOT STANDARDS.dgn

TERRA ENGINEERING LTD.

USER NAME = XianL	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 12/19/2025	DATE -	REVISED -	

City of Evanston

IDOT HIGHWAY STANDARDS

SCALE: | SHEET 1 OF 10 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	55

CONTRACT NO.

ILLINOIS | FED. AID PROJECT

PAVEMENT MARKINGS (contd.)

	EX	PR
CL 2Ln 2Way RRPM 12,2 m (40') o.c.		
CL 2Ln 2Way RRPM 80' (24,4 m) o.c.		
CL Multilane Div. RRPM 40' (12,2 m) o.c.		
CL Multilane Div. RRPM 80' (24,4 m) o.c.		
CL Multilane Div. Dbl. RRPM 80' (24,4 m) o.c.		
CL Multilane Undiv.		
Two Way Turn Left Line		
Urban Combination Left		
Urban Combination Right		
Urban Left Turn Arrow		
Urban Right Turn Arrow		
Urban Left Turn Only		
Urban Right Turn Only		
Urban Thru Only		
Urban LT & RT Turn Arrow		
Urban Thru Arrow		

RAILROAD ITEMS

	EX	PR
Abandoned Railroad		
Railroad		
Railroad Point		
Control Box		
Crossing Gate		
Flashing Signal		
Railroad Cant. Mast Arm		
Crossbuck		

REMOVAL ITEMS

	EX	PR
Removal Tic		
Bituminous Removal		
Hatch Pattern		
Tree Removal Single		

RIGHT OF WAY ITEMS

	EX	PR
Future ROW Corner Monument		
ROW Marker		
ROW Line		
Easement		
Temporary Easement		

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BDE/SCD 1-LAN-1

STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
(Sheet 5 of 9)

STANDARD 000001-08

PAVEMENT MARKINGS (contd.)

	EX	PR
Urban U-Turn		
Urban Combined U-Turn		
Rural Combination Left		
Rural Combination Right		
Rural Left Turn Arrow		
Rural Right Turn Arrow		
Rural Left Turn Only		
Rural Right Turn Only		
Rural Thru Only		
Rural Thru Arrow		
Rural Lt & Rt Turn Arrow		
Bike Lane Symbol		
Bike Lane Text		
Bike Path Shared		
Bike Shared Roadway		
Lane Drop Symbol		
Wrong Way Arrow		

Illinois Department of Transportation

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APPROVED January 1, 2021
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BDE/SCD 1-LAN-1

STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
(Sheet 6 of 9)

STANDARD 000001-08

RIGHT OF WAY ITEMS (contd.)

	EX	PR
Access Control Line		
Access Control Line & ROW		
Access Control Line & ROW with Fence		
Excess ROW Line		

ROADWAY PLAN ITEMS

	EX	PR
Cable Barrier		
Concrete Barrier		
Edge of Pavement		
Bit Shoulders, Medians and C&G Line		
Aggregate Shoulder		
Sidewalks, Driveways		
Guardrail		
Guardrail Post		
Traffic Sign		
Corrugated Median		
Impact Attenuator		
North Arrow with District Office (Half Size)		
Match Line		STA. 45+00
Slope Limit Line		
Typical Cross-Section Line		

ROADWAY PROFILES

	EX	PR
P.I. Indicator		
Point Indicator		
Earthworks Balance Point		
Begin Point		
Vert. Curve Data	VPI = ELEV= L= E=	VPI = ELEV= L= E=
Ditch Profile Left Side		
Ditch Profile Right Side		
Roadway Profile Line		
Storm Sewer Profile Left Side		
Storm Sewer Profile Right Side		

SIGNING ITEMS

	EX	PR
Cone, Drum or Barricade		
Barricade Type II		
Barricade Type III		
Barricade With Edge Line		
Flashing Light Sign		
Panels I		
Panels II		
Direction of Traffic		
Sign Flag (Half Size)		

SIGNING ITEMS (contd.)

	EX	PR
Reverse Left W1-4L (Half Size)		
Reverse Right W1-4R (Half Size)		
Two Way Traffic Sign W6-3 (Half Size)		
Detour Ahead W20-2(O) (Half Size)		
Left Lane Closed Ahead W20-5L(O) (Half Size)		
Right Lane Closed Ahead W20-5R(O) (Half Size)		
Road Closed Ahead W20-3(O) (Half Size)		
Road Construction Ahead W20-1-(O) (Half Size)		
Single Lane Ahead (Half Size)		
Transition Left W4-2L (Half Size)		
Transition Right W4-2R (Half Size)		

Illinois Department of Transportation

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APPROVED January 1, 2021
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BDE/SCD 1-LAN-1

STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
(Sheet 7 of 9)

STANDARD 000001-08

SIGNING ITEMS (contd.)

	EX	PR
One Way Arrow Lrg. W1-6-(O) (Half Size)		
Two Way Arrow Large W1-7-(O) (Half Size)		
Detour M4-10L-(O) (Half Size)		
Detour M4-10R-(O) (Half Size)		
One Way Left R6-1L (Half Size)		
One Way Right R6-1R (Half Size)		
Left Turn Lane R3-H100L (Half Size)		
Keep Left R4-7AL (Half Size)		
Keep Left R4-7BL (Half Size)		
Keep Right R4-7AR (Half Size)		
Keep Right R4-7BR (Half Size)		
Stop Here On Red R10-6-AL (Half Size)		
Stop Here On Red R10-6-AR (Half Size)		
No Left Turn R3-2 (Half Size)		
No Right Turn R3-1 (Half Size)		
Road Closed R11-2 (Half Size)		
Road Closed Thru Traffic R11-2 (Half Size)		

STRUCTURES ITEMS

	EX	PR
Box Culvert Barrel		
Box Culvert Headwall		
Bridge Pier		
Bridge		
Retaining Wall		
Temporary Sheet Piling		

TRAFFIC SHEET ITEMS

	EX	PR
Cable Number		
Left Turn Green		
Left Turn Yellow		
Signal Backplate		
Signal Section 8" (200 mm)		
Signal Section 12" (300 mm)		
Walk/Don't Walk Letters		
Walk/Don't Walk Symbols		

TRAFFIC SIGNAL ITEMS

	EX	PR
Galv. Steel Conduit		
Underground Cable		
Detector Loop Line		
Detector Loop Large		
Detector Loop Small		
Detector Loop Quadrapole		

Illinois Department of Transportation

APPROVED January 1, 2021
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2021
ENGINEER OF DESIGN AND ENVIRONMENT

BDE/SCD 1-LAN-1

STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
(Sheet 8 of 9)

STANDARD 000001-08

MODEL: IDOT Hwy Stds-1 [Sheet]
FILE NAME: c:\pw_work\pw_main\dms5384\0025-237-SHT-IDOT STANDARDS.dgn

TERRA ENGINEERING LTD.

USER NAME = XianL	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 12/19/2025	DATE -	REVISED -	

City of Evanston

IDOT HIGHWAY STANDARDS

SCALE: | SHEET 2 OF 10 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	56
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

TRAFFIC SIGNAL ITEMS (contd.)

	EX	PR
Detector Raceway		
Aluminum Mast Arm		
Steel Mast Arm		
Veh. Detector Magnetic		
Conduit Splice		
Controller		
Gulfbox Junction		
Wood Pole		
Temp. Signal Head		
Handhole		
Double Handhole		
Heavy Duty Handhole		
Junction Box		
Ped. Pushbutton Detector		
Ped. Signal Head		
Power Pole Service		
Priority Veh. Detector		
Signal Head		
Signal Head w/Backplate		
Signal Post		
Closed Circuit TV		
Video Detector System		

UNDERGROUND UTILITY ITEMS

	EX	PR	ABANDONED
Cable TV	TV CTV CTV	CTV CTV	CTV CTV CTV
Electric Cable	E E	E E	E E E
Fiber Optic	FO FO	FO FO	FO FO FO
Gas Pipe	G G	G G	G G G
Oil Pipe	O O	O O	O O O
Sanitary Sewer	S S	S S	S S S
Telephone Cable	T T	T T	T T T
Water Pipe	W W	W W	W W W

UTILITIES ITEMS

	EX	PR
Controller		
Double Handhole		
Fire Hydrant		
GuyWire or Deadman Anchor		
Handhole		
Heavy Duty Handhole		
Junction Box		
Light Pole		
Manhole		
Monitoring Well (Gasoline)		
Pipeline Warning Sign		
Power Pole		
Power Pole with Light		
Sanitary Sewer Cleanout		
Splice Box Above Ground		
Telephone Splice Box Above Ground		
Telephone Pole		

UTILITY ITEMS (contd.)

	EX	PR
Traffic Signal		
Traffic Signal Control Box		
Water Meter		
Water Meter Valve Box		
Profile Line		
Aerial Power Line		

VEGETATION ITEMS

	EX	PR
Deciduous Tree		
Bush or Shrub		
Evergreen Tree		
Stump		
Orchard/Nursery Line		
Vegetation Line		
Woods & Bush Line		

WATER FEATURE ITEMS

	EX	PR
Stream or Drainage Ditch		
Waters Edge		
Water Surface Indicator		
Water Point		
Disappearing Ditch		
Marsh		
Marsh/Swamp Boundary		

Illinois Department of Transportation

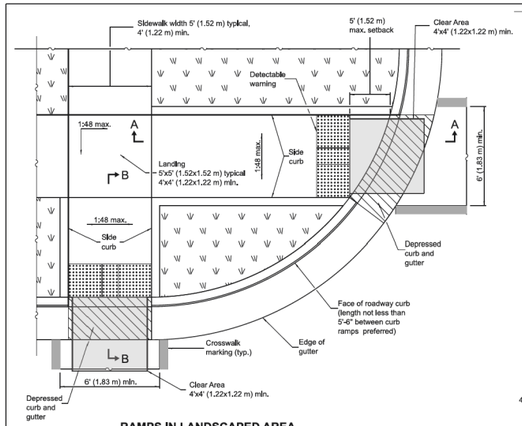
APPROVED January 1, 2021
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2021
ENGINEER OF DESIGN AND ENVIRONMENT

BDE/1 1/2021

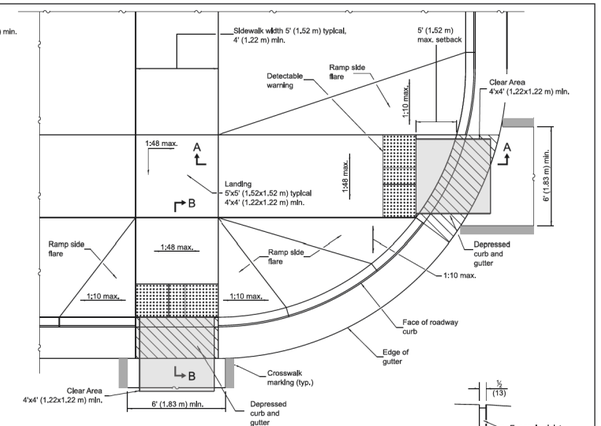
STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS

(Sheet 9 of 9)

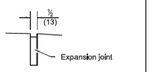
STANDARD 000001-08



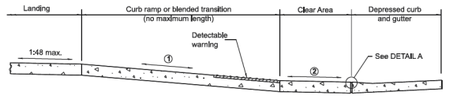
RAMPS IN LANDSCAPED AREA SETBACK ≤ 5'



RAMPS IN PAVED AREA SETBACK ≤ 5'



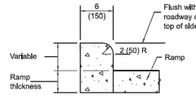
DETAIL A



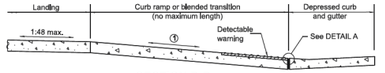
SECTION A-A

① The running slope of a curb ramp shall be 1:12 max. The running slope of a blended transition shall be 1:20 max.

② Clear Area shall be located outside the travel lane inclusive of any bicycle lanes. The running slope shall be 1:20 max and the cross slope shall be:
- Signalized/Uncontrolled Intersection - 1:20
- Yield/Stop Controlled Intersection - 1:48
- Midblock - grade of the road



SIDE CURB DETAIL



SECTION B-B

① The running slope of a curb ramp shall be 1:12 max. The running slope of a blended transition shall be 1:20 max.

See Sheet 2 for GENERAL NOTES.

Illinois Department of Transportation

APPROVED January 1, 2025
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2025
ENGINEER OF DESIGN AND ENVIRONMENT

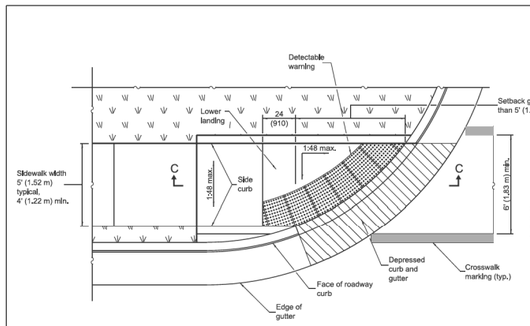
BDE/1 1/2025

DATE	REVISIONS
1-1-25	Indicated "Clear Area" location and updated cross-slopes.
1-1-19	Removed "15-foot rule", added "Blended transitions" and placement tolerances for detectable warnings.

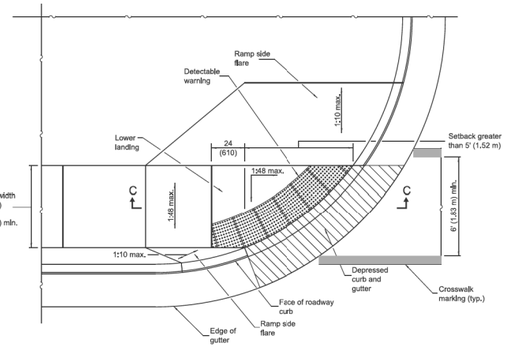
PERPENDICULAR CURB RAMPS FOR SIDEWALKS

(Sheet 1 of 2)

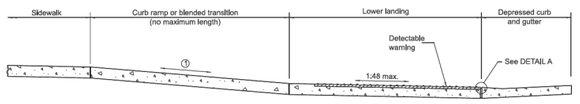
STANDARD 424001-12



RAMP IN LANDSCAPED AREA SETBACK > 5'



RAMP IN PAVED AREA SETBACK > 5'



SECTION C-C

① The running slope of a curb ramp shall be 1:12 max. The running slope of a blended transition shall be 1:20 max.

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where 1:48 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

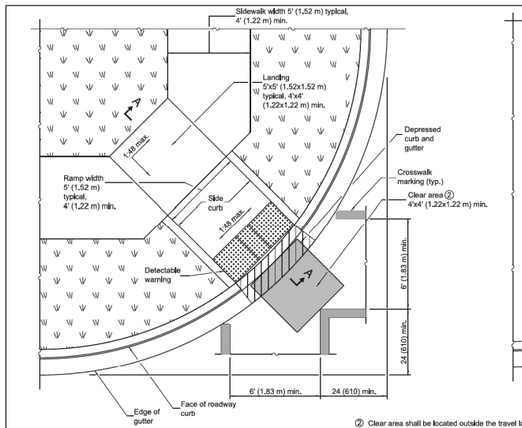
APPROVED January 1, 2025
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2025
ENGINEER OF DESIGN AND ENVIRONMENT

BDE/1 1/2025

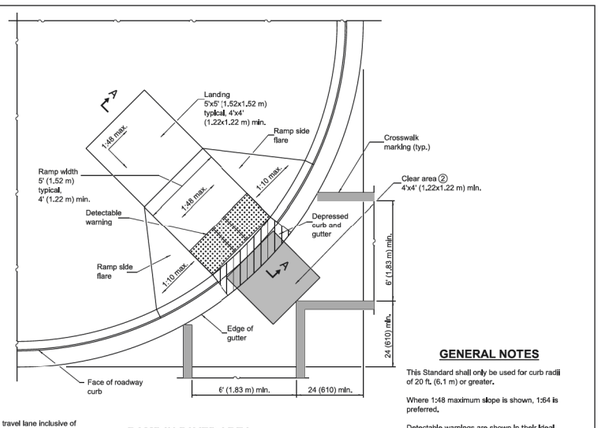
PERPENDICULAR CURB RAMPS FOR SIDEWALKS

(Sheet 2 of 2)

STANDARD 424001-12

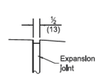


RAMP IN LANDSCAPED AREA

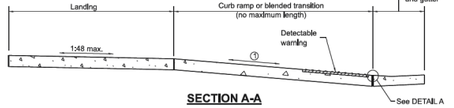


RAMP IN PAVED AREA

② Clear area shall be located outside the travel lane inclusive of any bicycle lanes. The running slope shall be 1:20 max and the cross slope shall be:
- Signalized/Uncontrolled Intersection - 1:20
- Yield/Stop Controlled Intersection - 1:48
- Midblock - grade of the road

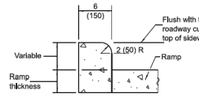


DETAIL A



SECTION A-A

① The running slope of a curb ramp shall be 1:12 max. The running slope of a blended transition shall be 1:20 max.



SIDE CURB DETAIL

GENERAL NOTES

This Standard shall only be used for curb radii of 20 ft. (6.1 m) or greater.

Where 1:48 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

See Standard 606001 for details of depressed curb adjacent to curb ramp.

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

APPROVED January 1, 2025
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2025
ENGINEER OF DESIGN AND ENVIRONMENT

BDE/1 1/2025

DATE	REVISIONS
1-1-25	Indicated "Clear Area" location and updated cross-slopes.
1-1-21	Clarified minimum crosswalk width and locations.

DIAGONAL CURB RAMPS FOR SIDEWALKS

STANDARD 424006-06

MODEL: IDOT Hwy Stds-2 [Sheet]
FILE NAME: ::\pw_work\pw_main\dms5364025-237-SHT-IDOT STANDARDS.dgn

TERRA ENGINEERING LTD.

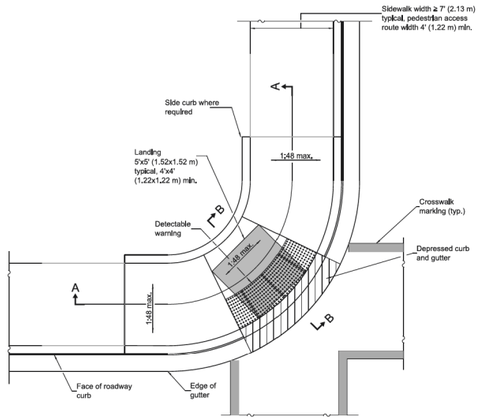
USER NAME = XianL	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 12/19/2025	DATE -	REVISED -	

City of Evanston

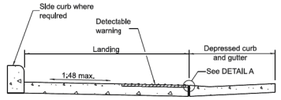
IDOT HIGHWAY STANDARDS

SCALE: | SHEET 3 OF 10 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	57
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

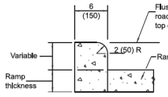


CORNER PARALLEL CURB RAMP

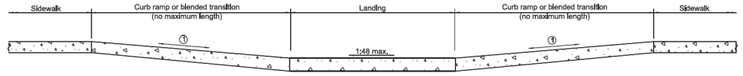


SECTION B-B

DETAIL A



SIDE CURB DETAIL



SECTION A-A

① The running slope of a curb ramp shall be 1:12 max. The running slope of a blended transition shall be 1:20 max.

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where 1:48 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Slde Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each slde up to 2 in. (50 mm) in width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

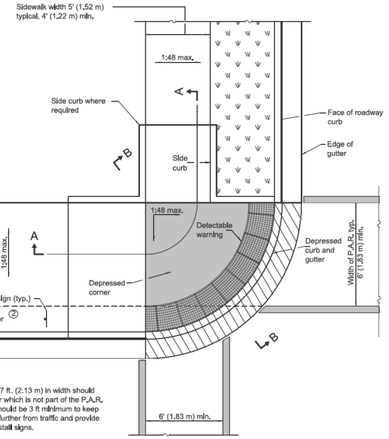
APPROVED January 1, 2025
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2025
ENGINEER OF DESIGN AND ENVIRONMENT

BDE/LRS 3-CV-1 03/03/08

DATE	REVISIONS
1-1-25	Revised turning space with landing
	and updated cross-slope.
1-1-19	Removed upper landing, added
	blended transition and detectable
	warning tolerances.

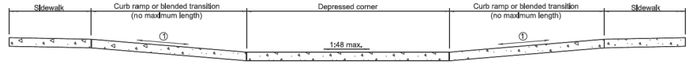
CORNER PARALLEL CURB RAMPS FOR SIDEWALKS

STANDARD 424011-05



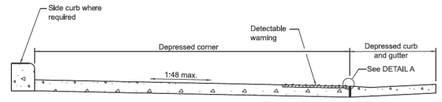
② Sidewalks ≥ 7 ft. (2.13 m) in width should have a buffer which is not part of the P.A.R. The buffer should be 3 ft minimum to keep pedestrians further from traffic and provide a place to install signs.

DEPRESSED CORNER

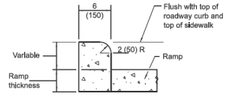


SECTION A-A

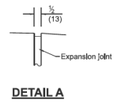
① The running slope of a curb ramp shall be 1:12 max. The running slope of a blended transition shall be 1:20 max.



SECTION B-B



SIDE CURB DETAIL



DETAIL A

GENERAL NOTES

This standard shall only be used for curb radii of 6 ft. (1.83 m) or greater.

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where 1:48 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal tolerances but the following placement tolerances are allowed.

Slde Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each slde up to 2 in. (50 mm) in. width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

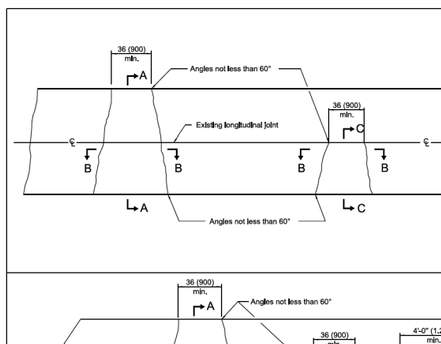
APPROVED January 1, 2022
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2022
ENGINEER OF DESIGN AND ENVIRONMENT

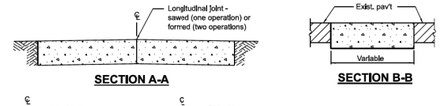
BDE/LRS 3-CV-1

DATE	REVISIONS
1-1-25	Remove min running slope from
	note 1 and updated cross-slope.
1-1-21	Added crosswalk striping and a
	"buffer" for wide sidewalks.

DEPRESSED CORNER FOR SIDEWALKS

STANDARD 424021-07



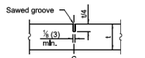


SECTION A-A

SECTION C-C

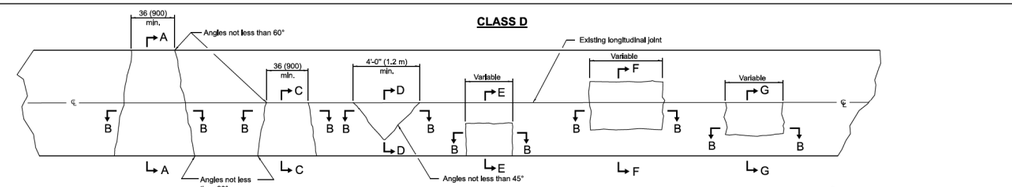
SECTION D-D

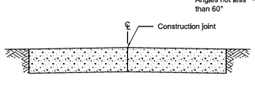
SECTION B-B



DETAIL OF SAWED CONTRACTION JOINT

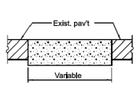
Note:
Longitudinal joints shall be as detailed on Standard 420001, except tie bars are not required for patches 20'-0" (6,0 m) or less in length.



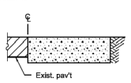


SECTION A-A

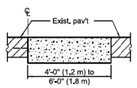
(Built In two operations)



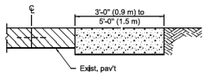
SECTION B-B



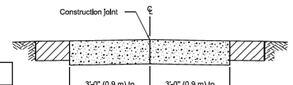
SECTION C-C



SECTION D-D

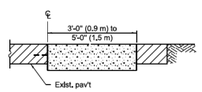


SECTION E-E



SECTION F-F

(Built In two operations)



SECTION G-G

GENERAL NOTES

Existing tie bars shall be either cut or removed. Marginal bars shall be cut.

All dimensions are in Inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

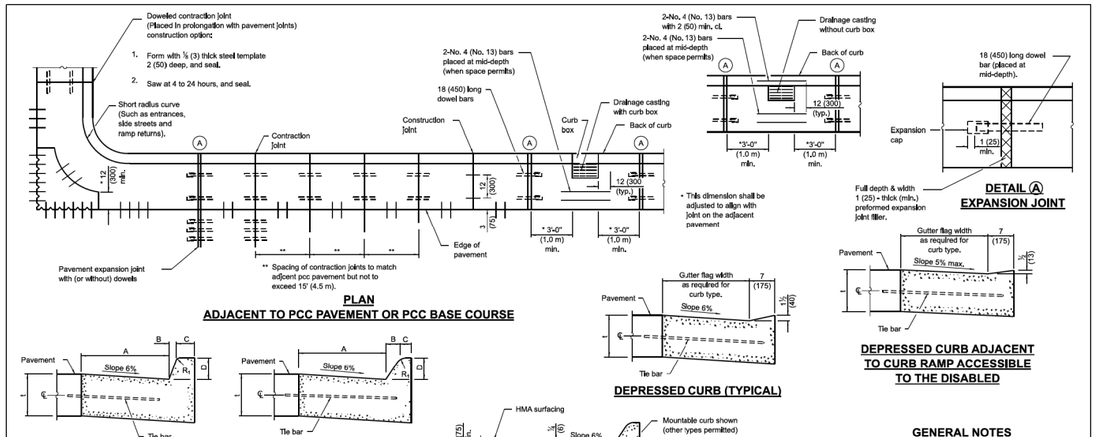
APPROVED January 1, 2008
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2008
ENGINEER OF DESIGN AND ENVIRONMENT

BDE/LRS 3-CV-1

DATE	REVISIONS
1-1-08	Switched units to English (metric).
1-1-07	Revised Note for Class C patches.

CLASS C and D PATCHES

STANDARD 442201-03



PLAN

ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE

BARRIER CURB

MOUNTABLE CURB

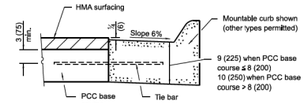
TABLE OF DIMENSIONS BARRIER CURB

TYPE	A	B	C	D	R_1
B-6.06 * (B-15.15)	6 (150)	1 (25)	6 (150)	6 (150)	1 (25)
B-6,12 (B-15,3)	12 (300)	1 (25)	6 (150)	6 (150)	1 (25)
B-6,18 (B-15,45)	18 (450)	1 (25)	6 (150)	6 (150)	1 (25)
B-6,24 (B-15,60)	24 (600)	1 (25)	6 (150)	6 (150)	1 (25)
B-9,12 (B-22,30)	12 (300)	2 (50)	9 (125)	9 (225)	1 (25)
B-9,18 (B-22,45)	18 (450)	2 (50)	9 (125)	9 (225)	1 (25)
B-9,24 (B-22,60)	24 (600)	2 (50)	9 (125)	9 (225)	1 (25)

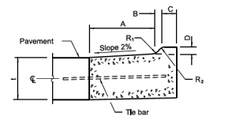
* For corner Islands only.

TABLE OF DIMENSIONS MOUNTABLE CURB

TYPE	A	B	C	D	R_1	R_2	
M-2,06 (M-5,15)	6 (150)	2 (50)	4 (100)	2 (50)	3 (75)	2 (50)	
M-2,12 (M-5,30)	12 (300)	2 (50)	4 (100)	2 (50)	3 (75)	2 (50)	
M-4,06 (M-10,15)	6 (150)	4 (100)	3 (75)	4 (100)	3 (75)	NA	
M-4,12 (M-10,30)	12 (300)	4 (100)	3 (75)	4 (100)	3 (75)	NA	
M-4,18 (M-10,45)	18 (450)	4 (100)	3 (75)	4 (100)	3 (75)	NA	
M-4,24 (M-10,60)	24 (600)	4 (100)	3 (75)	4 (100)	3 (75)	NA	
M-6,06 (M-15,15)	6 (150)	6 (150)	2 (50)	6 (150)	2 (50)	NA	
M-6,12 (M-15,30)	12 (300)	6 (150)	2 (50)	6 (150)	2 (50)	NA	
M-6,18 (M-15,45)	18 (450)	6 (150)	2 (50)	6 (150)	2 (50)	NA	
M-6,24 (M-15,60)	24 (600)	6 (150)	2 (50)	6 (150)	2 (50)	NA	



ADJACENT TO PCC BASE COURSE WITH HMA SURFACING



M-2.06 (M-5.15) and M-2.12 (M-5.30)

DETAIL Ⓐ EXPANSION JOINT

DEPRESSED CURB (TYPICAL)

DEPRESSED CURB ADJACENT TO CURB RAMP ACCESSIBLE TO THE DISABLED

GENERAL NOTES

The bottom slope of combination curb and gutter constructed adjacent to pcc pavement shall be the same slope as the subbase or 6% when subbase is omitted.

t = Thickness of pavement.

Longitudinal joint tie bars shall be No. 6 (No. 19) at 36 (900) centers In accordance with details for longitudinal construction joint shown on Standard 420001.

A minimum clearance of 2 (50) between the end of the tie bar and the back of the curb shall be maintained.

The dowel bars shown In contraction joints will only be required for monolithic construction.

See Standard 606301 for details of corner islands.

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

APPROVED January 1, 2025
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2025
ENGINEER OF DESIGN AND ENVIRONMENT

BDE/LRS 3-CV-1

DATE	REVISIONS
1-1-22	Revised contract joint spacing
	adjacent to pcc pavement.
1-1-18	Revised General Note for tie bar
	spacing to 36 (900) cts.

CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

(Sheet 1 of 2)

STANDARD 606001-08

MODEL: IDOT Hwy Stds-3 [Sheet]
FILE NAME: c:\pw_work\pw_main\dms5364025-237-SHT-IDOT STANDARDS.dgn

TERRA ENGINEERING LTD.

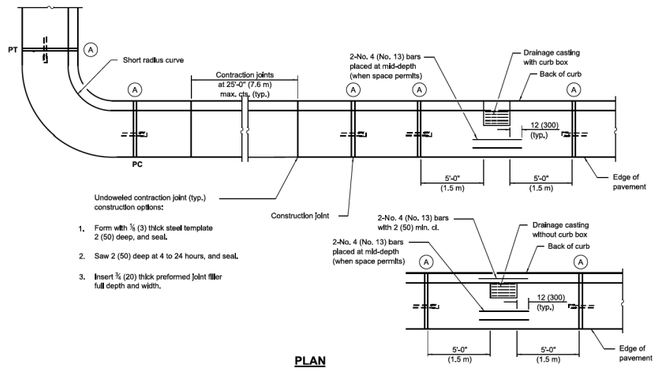
USER NAME = XianL	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 12/19/2025	DATE -	REVISED -	

City of Evanston

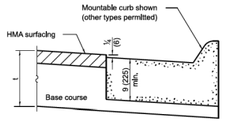
IDOT HIGHWAY STANDARDS

SCALE: | SHEET 4 OF 10 SHEETS | STA. | TO STA.

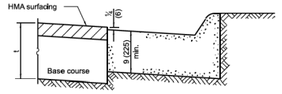
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	58
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	



PLAN

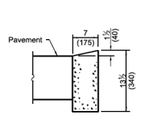


ON DISTURBED SUBGRADE

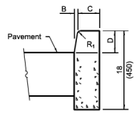


ON UNDISTURBED SUBGRADE

ADJACENT TO FLEXIBLE PAVEMENT

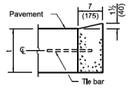


DEPRESSED CURB

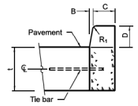


BARRIER CURB

ADJACENT TO FLEXIBLE PAVEMENT



DEPRESSED CURB



BARRIER CURB

ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE

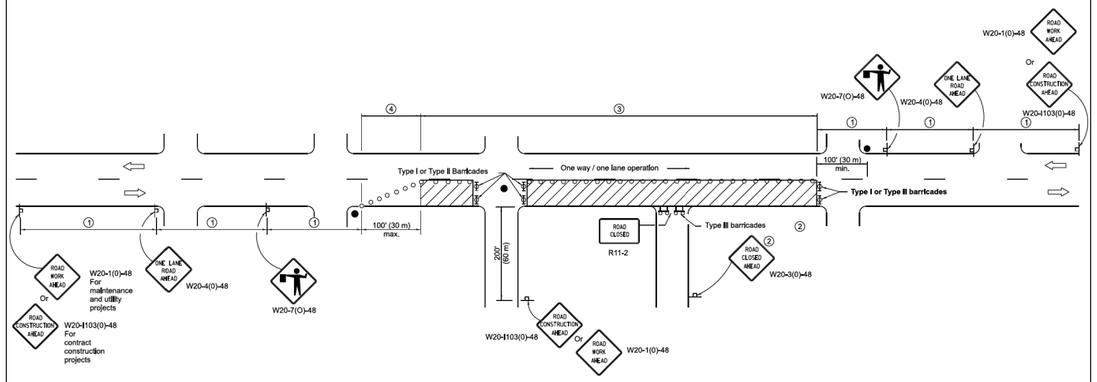
CONCRETE CURB TYPE B

Illinois Department of Transportation

APPROVED January 1, 2022
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2022
ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED 1-1-07

CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
(Sheet 2 of 2)

STANDARD 606001-08



SIGN SPACING	
Posted Speed	Sign Spacing
55	500' (150 m)
50-45	350' (100 m)
<45	200' (60 m)

SYMBOLS

- Work area
- Cone, drum or barricade (not required for moving operations)
- Sign on portable or permanent support
- Flagger with traffic control sign
- Barricade or drum with flashing light
- Type III barricade with flashing lights

1. Refer to SIGN SPACING TABLE for distances.
2. For approved sideroad closures.
3. Cones at 25' (8 m) centers for 250' (75 m). Additional cones may be placed at 50' (15 m) centers. When drums or Type I or Type II barricades are used, the interval between devices may be doubled.
4. Cones, drums or barricades at 20' (6 m) centers.

GENERAL NOTES

This Standard is used where at any time, day or night, any vehicle, equipment, workers or their activities encroach on the pavement requiring the closure of one traffic lane in an urban area.

All dimensions are in inches (millimeters) unless otherwise shown.

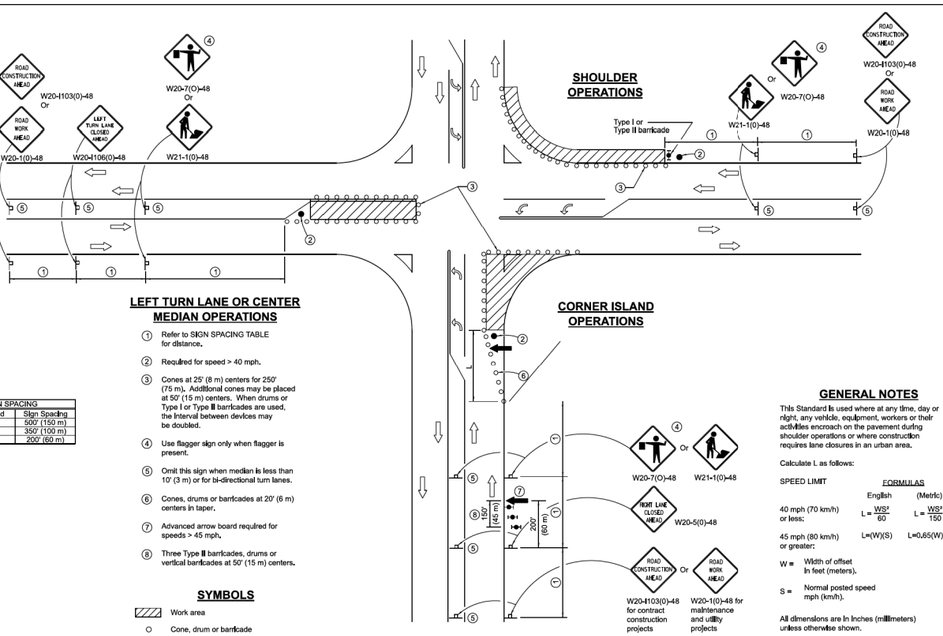
Illinois Department of Transportation

APPROVED January 1, 2011
ENGINEER OF SAFETY ENGINEERING
APPROVED January 1, 2011
ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED 1-1-07

DATE	REVISIONS
1-1-11	Revised flagger sign.
1-1-09	Switched units to English (metric).
	Corrected sign No.'s.

URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED

STANDARD 701501-06



SIGN SPACING	
Posted Speed	Sign Spacing
55	500' (150 m)
50-45	350' (100 m)
<45	200' (60 m)

1. Refer to SIGN SPACING TABLE for distance.
2. Required for speed > 40 mph.
3. Cones at 25' (8 m) centers for 250' (75 m). Additional cones may be placed at 50' (15 m) centers. When drums or Type I or Type II barricades are used, the interval between devices may be doubled.
4. Use flagger sign only when flagger is present.
5. Omit this sign when median is less than 10' (3 m) or for bi-directional turn lanes.
6. Cones, drums or barricades at 20' (6 m) centers in taper.
7. Advanced arrow board required for speeds > 45 mph.
8. Three Type II barricades, drums or vertical barricades at 50' (15 m) centers.

SYMBOLS

- Work area
- Cone, drum or barricade
- Sign on portable or permanent support
- Arrow board
- Barricade or drum with flashing light
- Flagger with traffic control sign

GENERAL NOTES

This Standard is used where at any time, day or night, any vehicle, equipment, workers or their activities encroach on the pavement during shoulder operations or where construction requires lane closures in an urban area.

Calculate L as follows:

SPEED LIMIT	FORMULAS English	(Metric)
40 mph (70 km/h) or less;	$L = \frac{WS^2}{60}$	$L = \frac{WS^2}{150}$
45 mph (80 km/h) or greater:	L=(W)(S)	L=0.65(W)(S)

W = Width of offset in feet (meters).

S = Normal posted speed mph (km/h).

All dimensions are in inches (millimeters) unless otherwise shown.

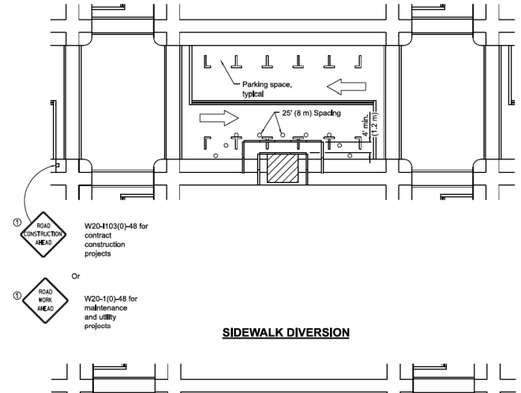
Illinois Department of Transportation

APPROVED January 1, 2016
ENGINEER OF SAFETY ENGINEERING
APPROVED January 1, 2016
ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED 1-1-07

DATE	REVISIONS
4-1-16	Corrected sign number for LEFT
	TURN LANE CLOSED AHEAD.
1-1-14	Added devices at arrow board
	upstream from taper. Revised
	workers sign number.

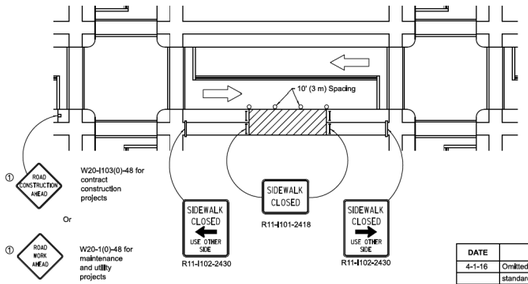
URBAN LANE CLOSURE, MULTILANE INTERSECTION

STANDARD 701701-10



① Omit whenever duplicated by road work traffic control.

SIDEWALK DIVERSION



SIDEWALK CLOSURE

SYMBOLS

- Work area
- Sign on portable or permanent support
- Barricade or drum
- Cone, drum or barricade
- Type III barricade
- Detectable pedestrian channelizing barricade

GENERAL NOTES

This Standard is used where, at any time, pedestrian traffic must be rerouted due to work being performed.

This Standard must be used in conjunction with other Traffic Control & Protection Standards when roadway traffic is affected.

Temporary facilities shall be detectable and accessible.

The temporary pedestrian facilities shall be provided on the same side of the closed facilities whenever possible.

The SIDEWALK CLOSED / USE OTHER SIDE sign shall be placed at the nearest crosswalk or intersection to each end of the closure. Where the closure occurs at a corner, the signs shall be erected on the corners across the street from the closure. The SIDEWALK CLOSED signs shall be used at the ends of the actual closures.

Type III barricades and R11-2-4830 signs shall be positioned as shown in "ROAD CLOSED TO ALL TRAFFIC" detail on Standard 701901.

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

APPROVED January 1, 2016
ENGINEER OF SAFETY ENGINEERING
APPROVED January 1, 2016
ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED 1-1-07

DATE	REVISIONS
4-1-16	Omitted orange safety fence from
	standard as this is covered in
	the standard spec.
1-1-12	Added SIDEWALK DIVERSION.
	Modified appearance of plan views.
	Renamed Standard.

SIDEWALK, CORNER OR CROSSWALK CLOSURE
(Sheet 1 of 2)

STANDARD 701801-06

MODEL: IDOT Hwy Stds-4 [Sheet]
FILE NAME: c:\pw_work\pw_main\dms5384\0025-237-SHT-IDOT STANDARDS.dgn

TERRA ENGINEERING LTD.

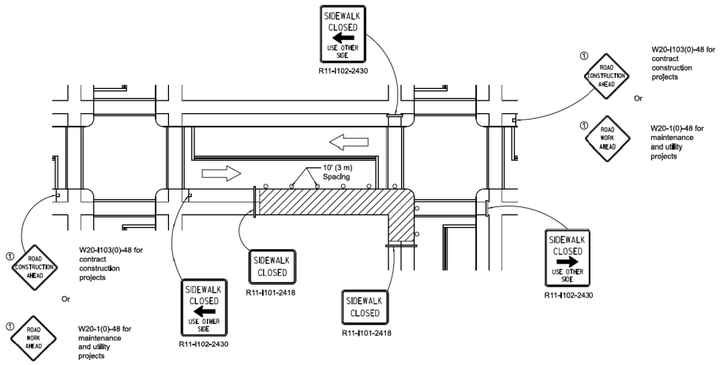
USER NAME = XianL	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 12/19/2025	DATE -	REVISED -

City of Evanston

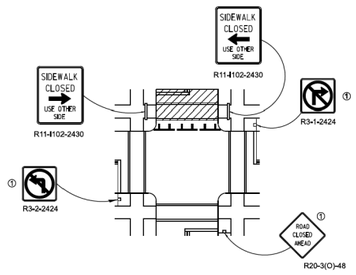
IDOT HIGHWAY STANDARDS

SCALE: | SHEET 5 OF 10 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	59
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	



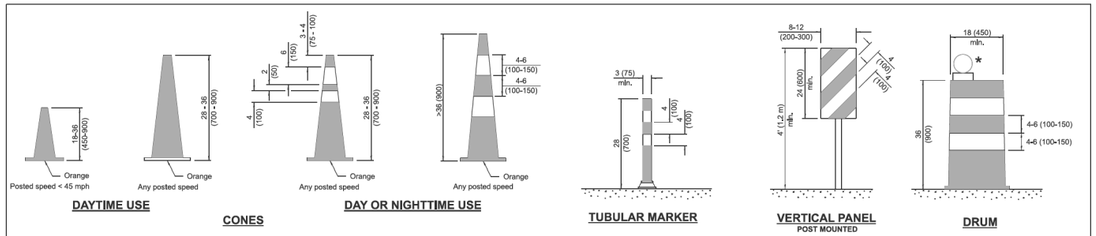
CORNER CLOSURE



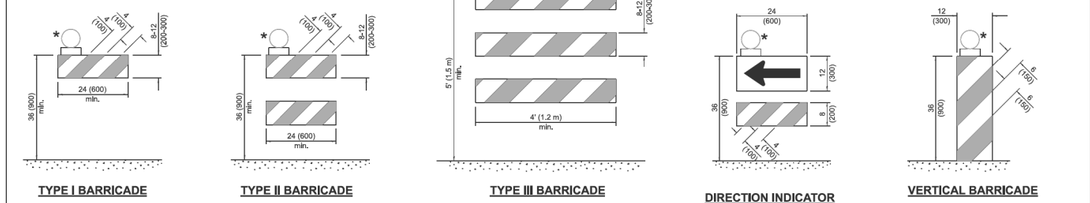
CROSSWALK CLOSURE

Illinois Department of Transportation
APPROVED January 1, 2016
ENGINEER OF SAFETY ENGINEERING
APPROVED January 1, 2016
ENGINEER OF DESIGN AND ENVIRONMENT
BDE 1-04

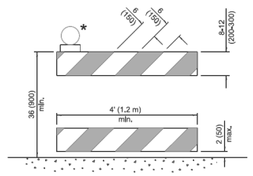
SIDEWALK, CORNER OR CROSSWALK CLOSURE
(Sheet 2 of 2)
STANDARD 701801-06



DAYTIME USE | **CONES** | **DAY OR NIGHTTIME USE** | **TUBULAR MARKER** | **VERTICAL PANEL** POST MOUNTED | **DRUM**



TYPE I BARRICADE | **TYPE II BARRICADE** | **TYPE III BARRICADE** | **DIRECTION INDICATOR BARRICADE** | **VERTICAL BARRICADE**



DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE

★ Warning lights (If required)

GENERAL NOTES

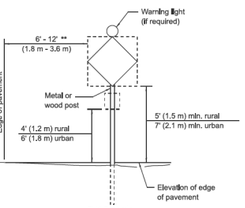
All heights shown shall be measured above the pavement surface.

All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-25	Updated Temporary Rumble Strip Detail (sht. 3).
1-1-24	Revised Type III Barricade notes (sht. 3) & moved warning light on post mounted signs to top center.

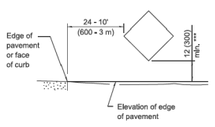
Illinois Department of Transportation
APPROVED January 1, 2025
ENGINEER OF SAFETY PROG. AND ENGINEERING
APPROVED January 1, 2025
ENGINEER OF DESIGN AND ENVIRONMENT
BDE 1-1-25

TRAFFIC CONTROL DEVICES
(Sheet 1 of 3)
STANDARD 701901-10



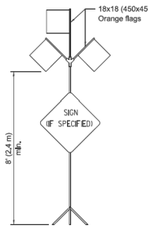
POST MOUNTED SIGNS

** When curb or paved shoulder are present this dimension shall be 24 (600) to the face of curb or 6' (1,8 m) to the outside edge of the paved shoulder.



SIGNS ON TEMPORARY SUPPORTS

*** When work operations exceed four days, this dimension shall be 5' (1,5 m) min. If located behind other devices, the height shall be sufficient to be seen completely above the devices.



HIGH LEVEL WARNING DEVICE

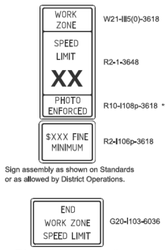
This signing is required for all projects 2 miles (3200 m) or more in length.

ROAD CONSTRUCTION NEXT X MILES sign shall be placed 500' (150 m) in advance of project limits.

END CONSTRUCTION sign shall be erected at the end of the job unless another job is within 2 miles (3200 m).

Dual sign displays shall be utilized on multi-lane highways.

WORK LIMIT SIGNING



Sign assembly as shown on Standards or as allowed by District Operations.

This sign shall be used when the above sign assembly is used.

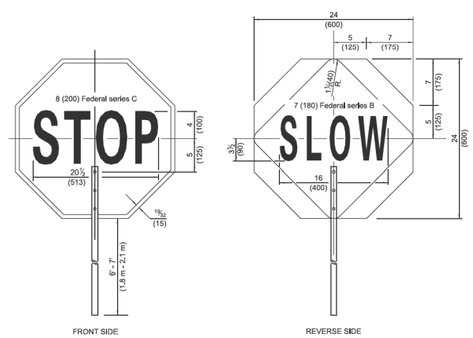
HIGHWAY CONSTRUCTION SPEED ZONE SIGNS

**** R10-4108p shall only be used along roadways under the jurisdiction of the State.

W12-4103-4848

WIDTH RESTRICTION SIGN

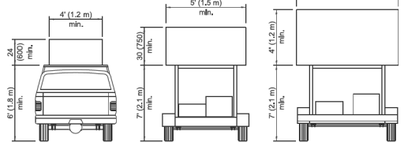
XX'-XX' width and X miles are variable.



FLAGGER TRAFFIC CONTROL SIGN

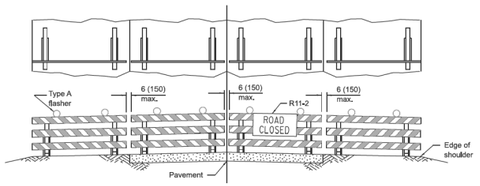
Illinois Department of Transportation
APPROVED January 1, 2025
ENGINEER OF SAFETY PROG. AND ENGINEERING
APPROVED January 1, 2025
ENGINEER OF DESIGN AND ENVIRONMENT
BDE 1-1-25

TRAFFIC CONTROL DEVICES
(Sheet 2 of 3)
STANDARD 701901-10



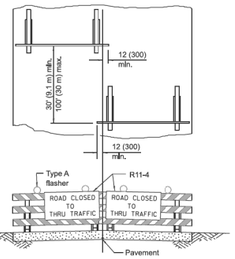
TYPE A ROOF MOUNTED | **TYPE B ROOF OR TRAILER MOUNTED** | **TYPE C TRAILER MOUNTED**

ARROW BOARDS



ROAD CLOSED TO ALL TRAFFIC

Reflectorized striping may be omitted on the back side of the barricades.

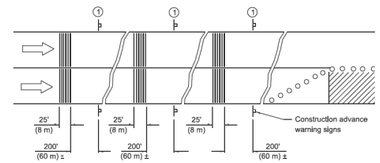


ROAD CLOSED TO THRU TRAFFIC

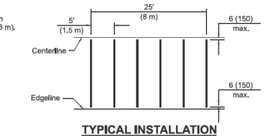
Reflectorized striping shall appear on both sides of the barricades.

TYPICAL APPLICATIONS OF TYPE III BARRICADES CLOSING A ROAD

If a Type III barricade with an attached sign panel which meets NCHRP 350 or MASH is not available, the sign may be mounted on an NCHRP 350 or MASH temporary sign support directly in front of the barricade.



① This sign shall be omitted when median width is less than 10' (3 m).



TYPICAL INSTALLATION

TEMPORARY RUMBLE STRIPS

Illinois Department of Transportation
APPROVED January 1, 2025
ENGINEER OF SAFETY PROG. AND ENGINEERING
APPROVED January 1, 2025
ENGINEER OF DESIGN AND ENVIRONMENT
BDE 1-1-25

TRAFFIC CONTROL DEVICES
(Sheet 3 of 3)
STANDARD 701901-10

MODEL: IDOT Hwy Stds-5 [Sheet]
FILE NAME: c:\pw_work\pw_main\dms5384\0025-237-SHT-IDOT STANDARDS.dgn

TERRA ENGINEERING LTD.

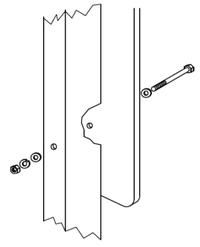
USER NAME = XianL	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 12/19/2025	DATE -	REVISED -	

City of Evanston

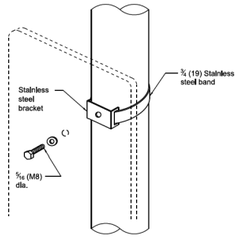
IDOT HIGHWAY STANDARDS

SCALE: | SHEET 6 OF 10 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	60.
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

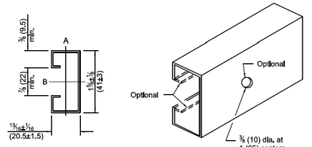


Sign panel 36 (900) wide or less

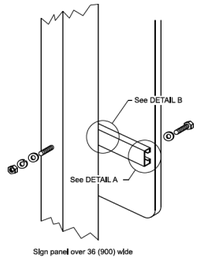


Sign panel 36 (900) wide or less

Section modulus (minimum)	Axis A	Axis B
Steel	0.050 in.³ (819 mm³)	0.105 in.³ (1720 mm³)
Aluminum	0.150 in.³ (2458 mm³)	0.315 in.³ (5162 mm³)

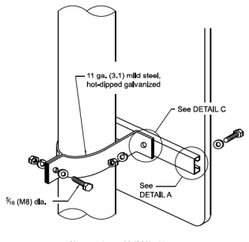


SUPPORTING CHANNEL DETAILS



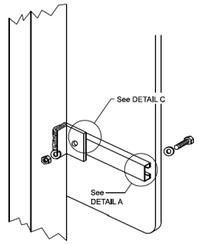
Sign panel over 36 (900) wide

WOOD OR TELESCOPING STEEL POSTS

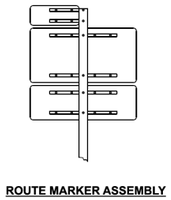


Sign panel over 36 (900) wide

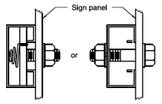
LIGHT OR SIGNAL STANDARDS



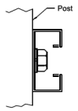
BREAKAWAY STEEL TUBING POSTS
(All sign panel sizes)



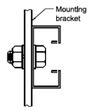
ROUTE MARKER ASSEMBLY



DETAIL A



DETAIL B



DETAIL C

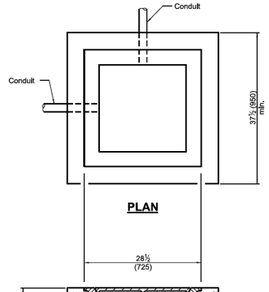
All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation
APPROVED January 1, 2009 — ENGINEER OF OPERATIONS
APPROVED January 1, 2009 — ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED 1-1-07

DATE	REVISIONS
1-1-09	Switched units to English (metric).
1-1-97	Renum. Standard 2319-6.

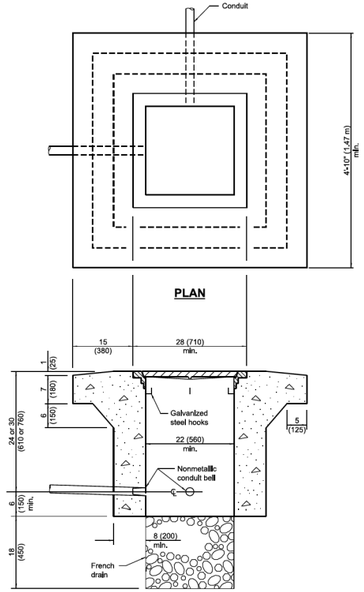
SIGN PANEL MOUNTING DETAILS

STANDARD 720001-01



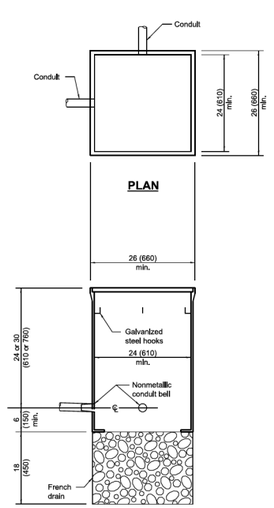
ELEVATION

PORTLAND CEMENT CONCRETE



ELEVATION

PORTLAND CEMENT CONCRETE HEAVY DUTY



ELEVATION

COMPOSITE CONCRETE

QUANTITIES

	Concrete yd³ (m³)	
Depth	Handhole	Heavy Duty Handhole
30 (762)	0,61 (0,47)	0,98 (0,75)
36 (914)	0,73 (0,56)	1,10 (0,84)

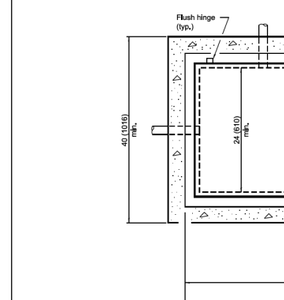
All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation
APPROVED January 1, 2015 — ENGINEER OF OPERATIONS
APPROVED January 1, 2015 — ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED 1-1-15

DATE	REVISIONS
1-1-15	Corrected dimension on heavy duty handhole. Added concrete quantities table.
1-1-09	Switched units to English (metric).

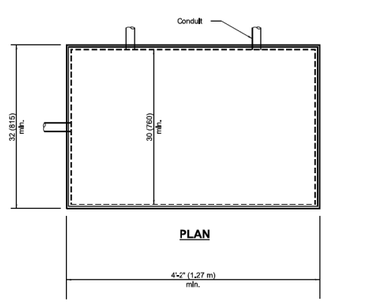
HANDHOLES

STANDARD 814001-03



ELEVATION

PORTLAND CEMENT CONCRETE



ELEVATION

COMPOSITE CONCRETE

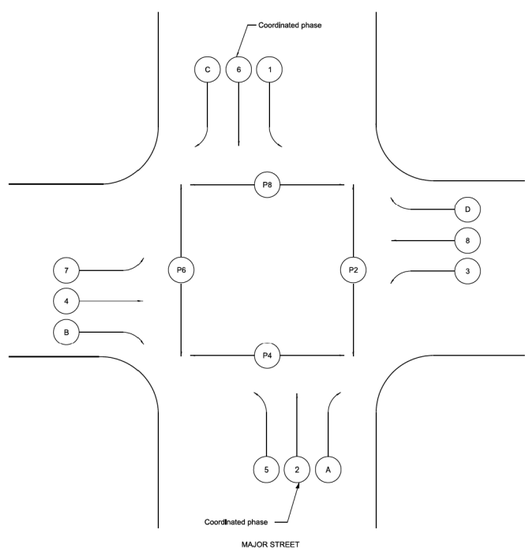
All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation
APPROVED January 1, 2021 — ENGINEER OF OPERATIONS
APPROVED January 1, 2021 — ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED 1-1-21

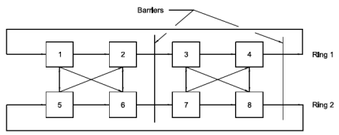
DATE	REVISIONS
1-1-21	Corrected dimension in Portland Cement Concrete plan view.
1-1-09	Switched units to English (metric).

DOUBLE HANDHOLES

STANDARD 814006-03



STANDARD PHASE DESIGNATION DIAGRAM (NEMA)



NEMA EIGHT PHASE DUAL RING ACTUATED CONFIGURATION

LEGEND

(X), [X]	Vehicular phase no. x
(PX)	Pedestrian phase no. x
(A), (B), (C), (D)	Right turn overlaps where:
(A) = (2) + (3)	
(B) = (4) + (5)	
(C) = (6) + (7)	
(D) = (8) + (1)	
NEMA	National Electrical Manufacturers Association

Illinois Department of Transportation
APPROVED January 1, 2009 — ENGINEER OF OPERATIONS
APPROVED January 1, 2009 — ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED 1-1-09

DATE	REVISIONS
1-1-09	Omitted note regarding units of length.
1-1-97	Renum. Standard 2393-2.

STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
(Sheet 1 of 2)

STANDARD 857001-01

MODEL: IDOT Hwy Stds-6 [Sheet]
FILE NAME: c:\pw_work\pw_main\dms53840025-237-SHT-IDOT STANDARDS.dgn

TERRA ENGINEERING LTD.

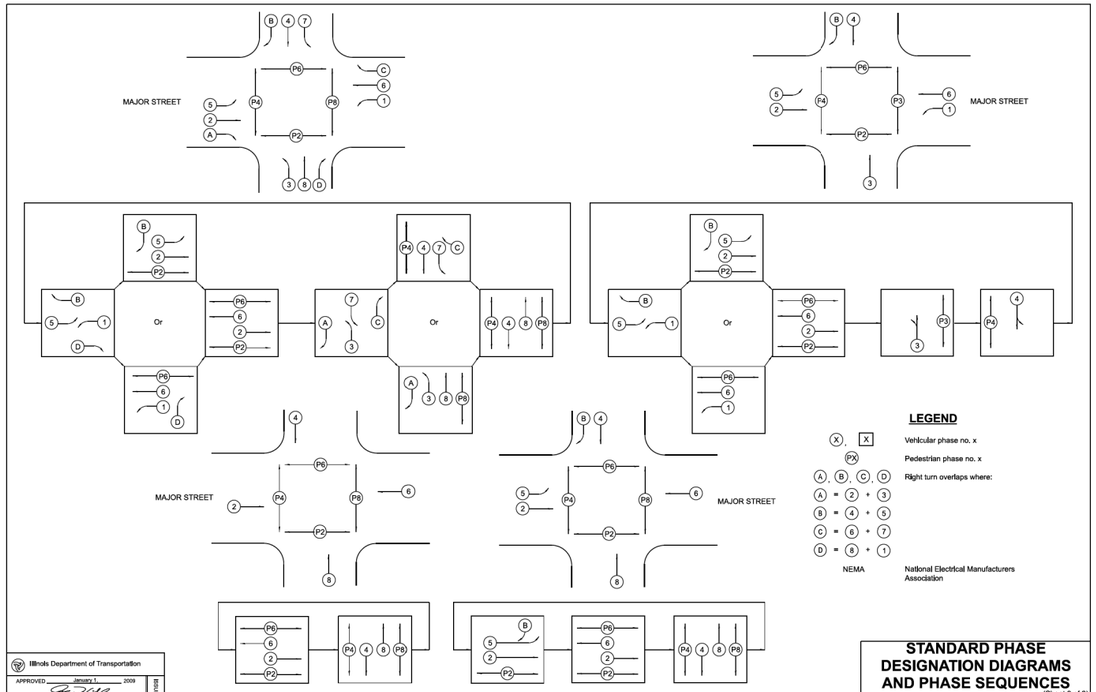
USER NAME = XianL	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 12/19/2025	DATE -	REVISED -	

City of Evanston

IDOT HIGHWAY STANDARDS

SCALE: | SHEET 7 OF 10 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	61
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	



LEGEND

- (X) Vehicular phase no. x
- (PX) Pedestrian phase no. x
- (A) (B) (C) (D) Right turn overlaps where:
  - (A) = (2) + (3)
  - (B) = (4) + (5)
  - (C) = (6) + (7)
  - (D) = (8) + (1)

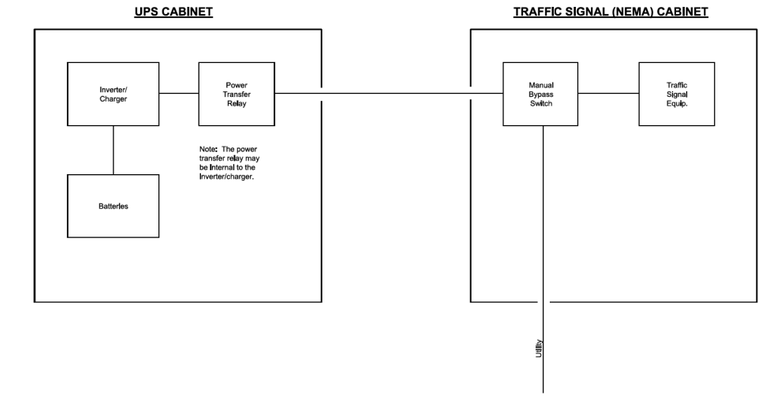
NEMA National Electrical Manufacturers Association

PHASE DESIGNATION DIAGRAMS AND CORRESPONDING PHASE SEQUENCES

Illinois Department of Transportation
APPROVED January 1 2009
ENGINEER OF OPERATIONS
APPROVED January 1 2009
ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED 1-1-07

STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
(Sheet 2 of 2)

STANDARD 857001-01



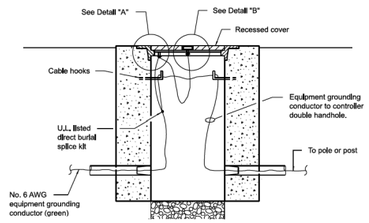
SINGLE LINE BLOCK DIAGRAM

Illinois Department of Transportation
APPROVED January 1 2009
ENGINEER OF OPERATIONS
APPROVED January 1 2009
ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED 1-1-09

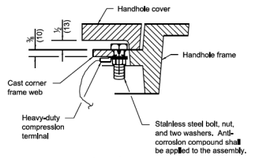
DATE	REVISIONS
1-1-09	Omitted note regarding units of length
4-1-06	New Standard.

UNINTERRUPTABLE POWER SUPPLY (UPS)

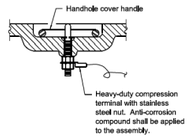
STANDARD 862001-01



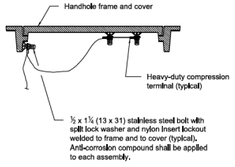
BONDING A HANDHOLE COVER & FRAME



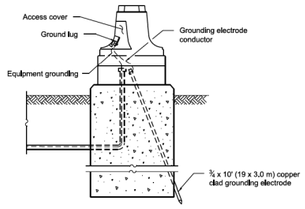
DETAIL "A"



DETAIL "B"

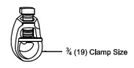


BONDING AN EXISTING HANDHOLE COVER & FRAME



GROUNDING A MAST ARM POLE/POST

HEAVY-DUTY COMPRESSION TERMINAL



HEAVY-DUTY GROUND ROD CLAMP

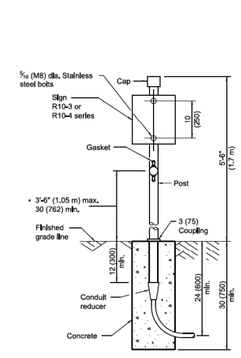
All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation
APPROVED January 1 2009
ENGINEER OF OPERATIONS
APPROVED January 1 2009
ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED 1-1-07

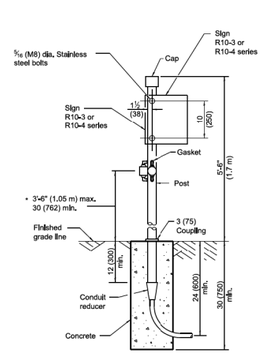
DATE	REVISIONS
1-1-09	Switched units to English (metric).
1-1-07	Revised terminology.

TRAFFIC SIGNAL GROUNDING & BONDING

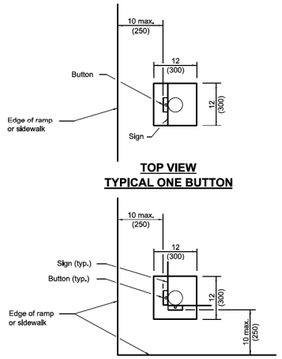
STANDARD 873001-02



PEDESTRIAN ONE PUSH BUTTON POST



PEDESTRIAN TWO PUSH BUTTON POST



TOP VIEW TYPICAL ONE BUTTON

TOP VIEW TYPICAL TWO BUTTONS

• 36 (914) prefered

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation
APPROVED April 1 2016
ENGINEER OF OPERATIONS
APPROVED April 1 2016
ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED 1-1-07

DATE	REVISIONS
4-1-16	Revised sign numbers for consitency
	with current MUTCD.
1-1-14	Revised and added dimensions for
	PROWAG reach range requirements.

PEDESTRIAN PUSH BUTTON POST

STANDARD 876001-04

MODEL: IDOT Hwy Stds 7 [Sheet]
FILE NAME: c:\pw_work\pw_main\dms5384025-237-SHT-IDOT STANDARDS.dgn

TERRA ENGINEERING LTD.

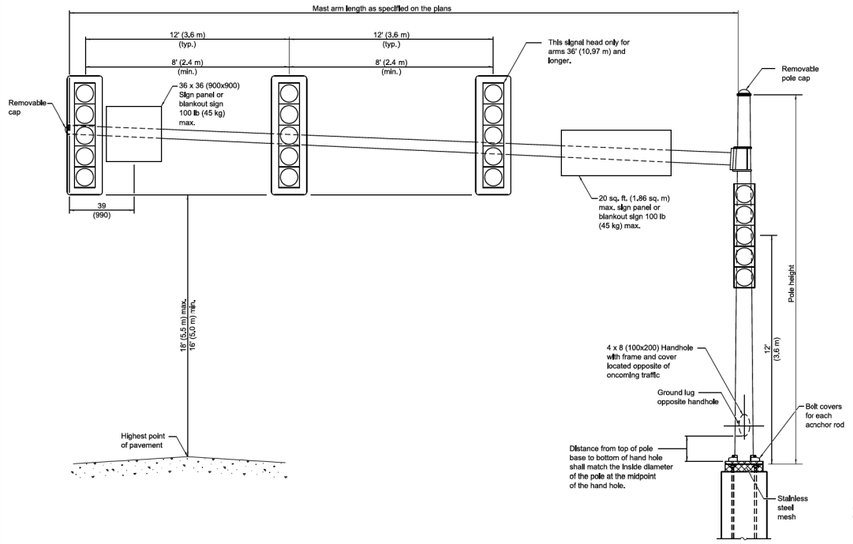
USER NAME = XianL	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 12/19/2025	DATE -	REVISED -	

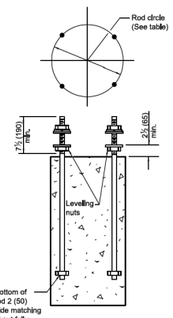
City of Evanston

IDOT HIGHWAY STANDARDS

SCALE: | SHEET 8 OF 10 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	62
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	





ANCHOR ROD DETAIL

MAST ARM LENGTH	ANCHOR ROD CIRCLE	ANCHOR ROD SIZE
16' thru 40' (4,87 m thru 12,20 m)	18 (450)	1⅞ x 7' (44 x 2,10 m)
42' thru 55' (12,80 m thru 16,80 m)	21 (535)	1⅞ x 7' (44 x 2,10 m)

GENERAL NOTES

Signal heads, sign panels, and other attachments are shown for minimum design loading purposes only. Each signal head shall weigh 80 lb (36 kg) and have a projected area of 14,7 sq. ft. (1,37 sq. m).

See Standard 720016 for location of sign panel or blankout sign closest to pole.

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

APPROVED January 1, 2020 — ENGINEER OF OPERATIONS

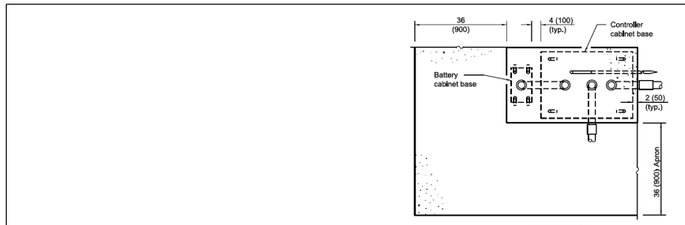
APPROVED January 1, 2020 — ENGINEER OF DESIGN AND ENVIRONMENT

BDE/ISTS 1-1-20

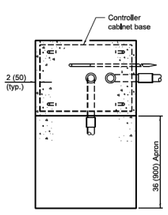
DATE	REVISIONS
1-1-20	Revised mast arm length.
1-1-18	Revised table for LRFD reqs. Revised
	GEN. NOTES for sign location.
	Replaced rod hooks with nuts.

STEEL MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'

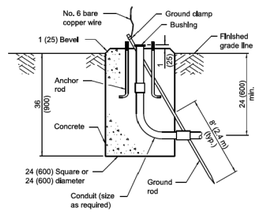
STANDARD 877001-08



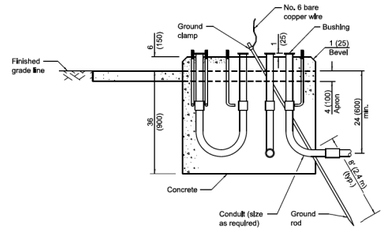
TOP VIEW



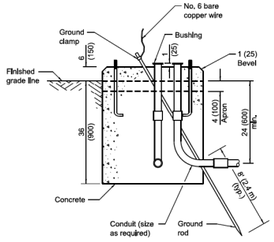
TOP VIEW



TYPE A



TYPE C
FOR GROUND MOUNTED CONTROLLER CABINET AND UPS BATTERY CABINET



TYPE D
FOR GROUND MOUNTED CONTROLLER CABINET

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

APPROVED January 1, 2021 — ENGINEER OF OPERATIONS

APPROVED January 1, 2021 — ENGINEER OF DESIGN AND ENVIRONMENT

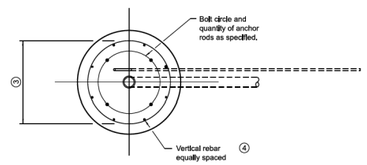
BDE/ISTS 1-1-21

DATE	REVISIONS
1-1-21	Revised anchor rod end in
	Type E detail.
1-1-15	Revised TYPE E detail.

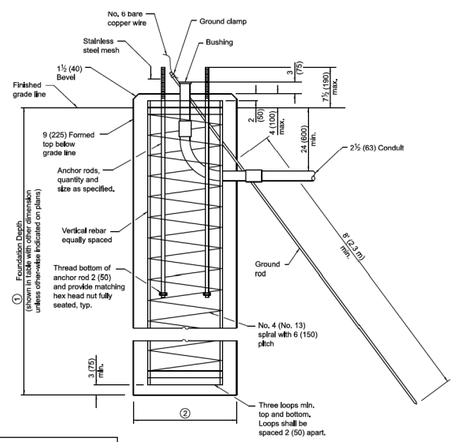
CONCRETE FOUNDATION DETAILS

(Sheet 1 of 2)

STANDARD 878001-11



TOP VIEW



TYPE E

Mast Arm Length	① Foundation Depth *	② Foundation Diameter	③ Spiral Diameter	④ Quantity of Rebars	Size of Rebars
Less than 30' (9,1 m)	10'-0" (3,0 m)	30 (750)	24 (600)	8	6 (19)
Greater than or equal to 30' (9,1 m) and less than 40' (12,2 m)	13'-6" (4,1 m)	30 (750)	24 (600)	8	6 (19)
Greater than or equal to 40' (12,2 m) and less than 50' (15,2 m)	11'-0" (3,4 m)	36 (900)	30 (750)	12	7 (22)
Greater than or equal to 50' (15,2 m) and up to 55' (16,8 m)	13'-0" (4,0 m)	36 (900)	30 (750)	12	7 (22)
Greater than or equal to 56' (16,8 m) and less than 65' (19,8 m)	15'-0" (4,6 m)	36 (900)	30 (750)	12	7 (22)
Greater than or equal to 65' (19,8 m) and up to 75' (22,9 m)	21'-0" (6,4 m)	42 (1060)	36 (900)	16	8 (25)
	25'-0" (7,6 m)	42 (1060)	36 (900)	16	8 (25)

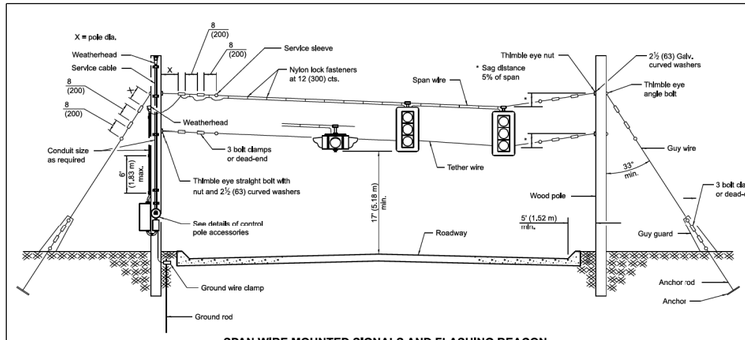
* For standard and combination mast arm assemblies, Foundation depths for standard dual mast arms with the longest arm length upto and incuding 55' (16,8 m) shall be increased by 1' (0,3 m) of that shown in the table, based on the longer of the two arms.

These foundation depths are for sites which have cohesive soils (dayey silt, sandy clay, etc.) along the length of the shaft, with an average Unconfined Compressive Strength (Qu) > 1.0 tsf (100 kpa). This strength shall be verified by boring data prior to construction or with testing by the Engineer during foundation drilling. The Bureau of Bridges & Structures should be contacted for a revised design if other conditions are encountered.

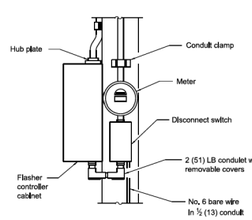
CONCRETE FOUNDATION DETAILS

(Sheet 2 of 2)

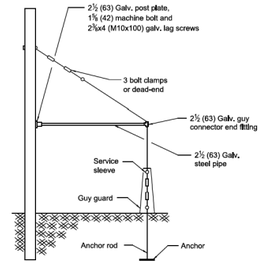
STANDARD 878001-11



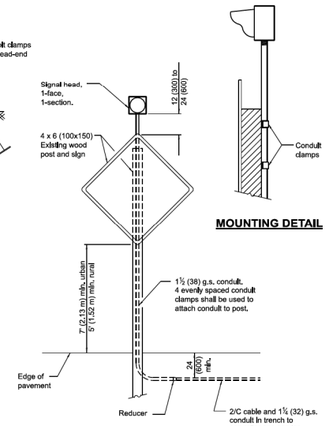
SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON



CONTROL POLE DETAIL



SIDEWALK GUY DETAIL



MOUNTING DETAIL

POST MOUNTED FLASHING BEACON

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

APPROVED January 1, 2009 — ENGINEER OF OPERATIONS

APPROVED January 1, 2009 — ENGINEER OF DESIGN AND ENVIRONMENT

BDE/ISTS 1-1-09

DATE	REVISIONS
1-1-09	Switched units to English (metric).
1-1-02	Renum. Standard 84001.

SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATION

STANDARD 880001-01

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TERRA ENGINEERING LTD.

USER NAME = XianL	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 12/15/2025	DATE -	REVISED -

City of Evanston

IDOT HIGHWAY STANDARDS

SCALE: | SHEET 9 OF 10 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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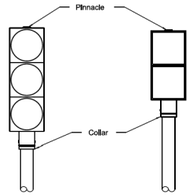
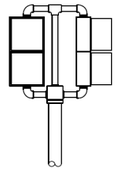
ILLINOIS	FED. AID PROJECT			

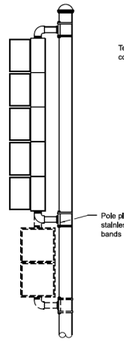


POST MOUNTED TRAFFIC SIGNAL HEAD

ONE WAY

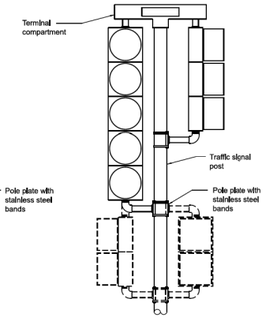


POST MOUNTED PEDESTRIAN SIGNAL HEAD

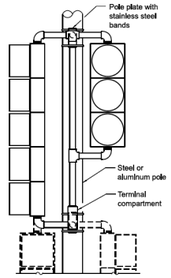


BRACKET MOUNTED TRAFFIC SIGNAL HEAD

ONE WAY

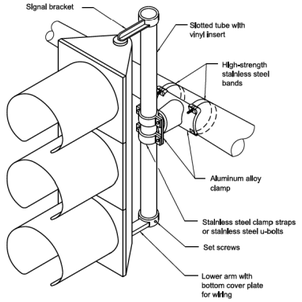


BRACKET MOUNTED TRAFFIC SIGNAL HEAD



BRACKET MOUNTED TRAFFIC SIGNAL HEAD

TWO WAY



STEEL MAST ARM MOUNTING

Illinois Department of Transportation

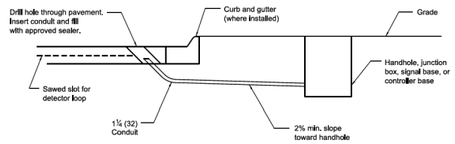
APPROVED January 1, 2009
ENGINEER OF OPERATIONS
APPROVED January 1, 2009
ENGINEER OF DESIGN AND ENVIRONMENT

BSDS-1-01

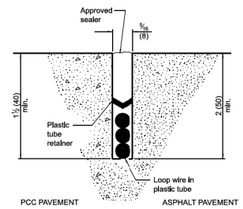
DATE	REVISIONS
1-1-09	Omitted note regarding units of length.
1-1-02	Renum. Standard 840006.

TRAFFIC SIGNAL MOUNTING DETAILS

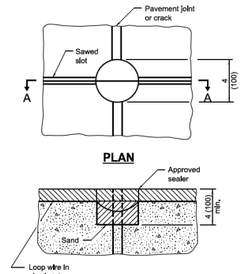
STANDARD 880006-01



DETECTOR LOOP LEAD-IN



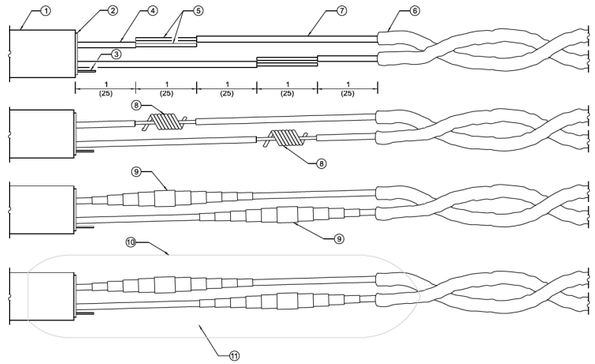
DETECTOR LOOP INSTALLATION



SECTION A-A

NOTE
Loop wire shall follow saw cut to bottom, forming slack section at joint.

DETECTOR LOOP AT PAVEMENT JOINT OR PAVEMENT CRACK



LOOP WIRE AND LEAD-IN CABLE SPLICE

① = Lead-in cable (single pair or multipair)
② = Lead-in cable shield
③ = Lead-in cable shield drain-wire
④ = Lead-in cable insulated conductor
⑤ = Bare conductor
⑥ = Loop wire in tube
⑦ = Loop wire insulated conductor
⑧ = Twisted and resin soldered conductor
⑨ = Electrical tape insulated splice
⑩ = Rigid mold
⑪ = Waterproof and dielectric resin

Illinois Department of Transportation

APPROVED January 1, 2009
ENGINEER OF OPERATIONS
APPROVED January 1, 2009
ENGINEER OF DESIGN AND ENVIRONMENT

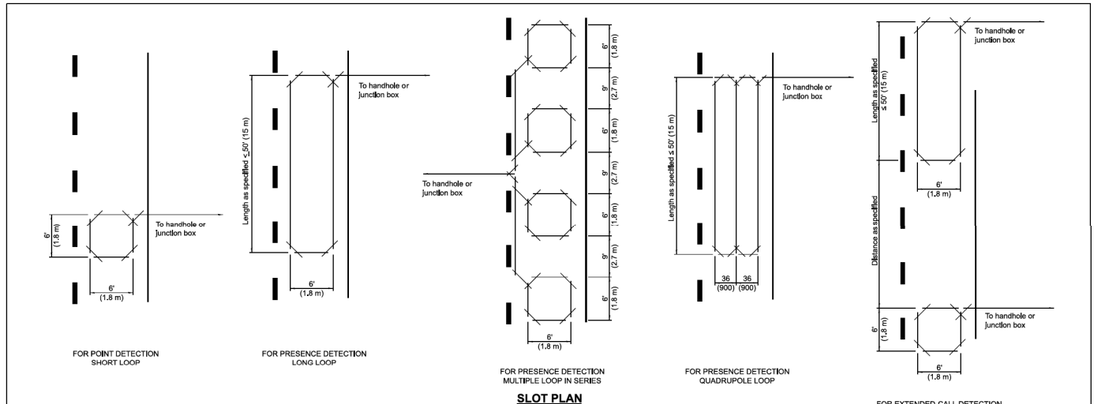
BSDS-1-02

All dimensions are in inches (millimeters) unless otherwise shown.

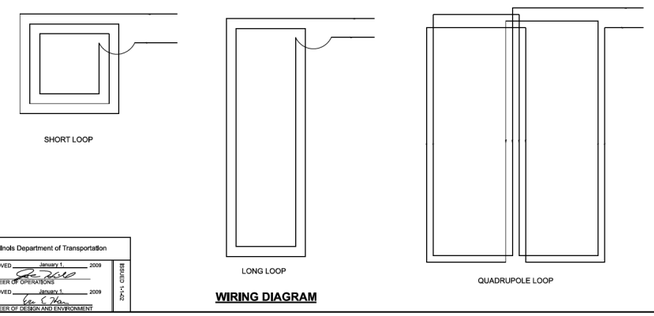
DATE	REVISIONS
1-1-09	Switched units to English (metric).
1-1-02	Renum. Standard 846001.

DETECTOR LOOP INSTALLATIONS

STANDARD 886001-01



SLOT PLAN



WIRING DIAGRAM

Illinois Department of Transportation

APPROVED January 1, 2009
ENGINEER OF OPERATIONS
APPROVED January 1, 2009
ENGINEER OF DESIGN AND ENVIRONMENT

BSDS-1-03

All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-09	Switched units to English (metric).
1-1-02	Renum. Standard 846006.

TYPICAL LAYOUTS FOR DETECTION LOOPS

STANDARD 886006-01

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PLOT DATE = 12/19/2025	DATE -	REVISED -	

City of Evanston

IDOT HIGHWAY STANDARDS

SCALE: | SHEET 10 OF 10 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	64
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