Bid
26-24

for

2026 MFT Street Resurfacing

ADDENDUM No. 1

April 3, 2026

Any and all changes to the Bid are valid only if they are included by written addendum to all potential respondents, which will be emailed prior to the proposal due date. Each respondent must acknowledge receipt of any addenda by indicating in its proposal. Each respondent, by acknowledging receipt of addenda, is responsible for the contents of the addenda and any changes to the bid therein. Failure to acknowledge receipt of addenda may cause the submittal to be rejected. If any language or figures contained in this addendum are in conflict with the original document, this addendum shall prevail.

This addendum consists of the following:

1. Addendum No. 1 is attached and consists of a total of twenty (20) pages, including this cover sheet.

Please contact me at 847-866-2971 lithomas@cityofevanston with any further questions or comments.

Sincerely,

Linda Thomas
Purchasing Specialist

2026 MFT Street Resurfacing

ADDENDUM No. 1

April 3, 2026

This addendum forms a part of the Bid Documents for Bid # **26-24** and modifies these documents. This addendum consists of the following:

Attachments:

Complete Plan Set for 2026 MFT for Street Resurfacing

Note: Acknowledgment of this Addendum is required in the Submittal.

STATE OF ILLINOIS

COOK COUNTY

CITY OF EVANSTON

PLANS FOR 2026 MFT STREET RESURFACING PROJECT, PW-RS-2602

26-00305-00-RS
(BID No.:26-24)

LICENSED PROFESSIONAL ENGINEER
SATHYSHA SAT NAGAR
062-049372
OF ILLINOIS

NOTICE

NO WORK TO BE DONE WITHIN THE PAVED STREET AREA FOR FIVE YEARS BY ANY UTILITY

NOTE

THE PROPOSED PROJECT WILL NOT ALTER OR HAVE IMPACT ON THE FLOOD PROTECTION AREAS AND THE PROPOSED DRAINAGE CONDITION OF THE PROJECT SITES.

SIGNED BY:

INDEX OF SHEETS

1. TITLE SHEET
2. STANDARD SYMBOLS & GENERAL NOTES
3. SUMMARY OF QUANTITIES
4. CUSTER AVENUE (Monroe Street - Washington Street) RESURFACING
5. DOBSON STREET (Barton Avenue - Ridge Avenue) RESURFACING
6. ELMWOOD AVENUE (Dempster Street - Greenwood Street) RESURFACING
7. HARRISON STREET (Gross Point Road - Crawford Avenue) RESURFACING
8-9. HAVEN STREET (Orrington Avenue - Sheridan Road) SEWER PLANS
10. HAVEN STREET (Orrington Avenue - Sheridan Road) RESURFACING
11. JENKS STREET (Stewart Avenue - Prairie Avenue) SEWER PLAN
12. JENKS STREET (Stewart Avenue - Prairie Avenue) RESURFACING
13. MCDANIEL AVENUE (Dempster Street - Greenwood Street) RESURFACING
14. EROSION AND SEDIMENT CONTROL PLAN
15-16. STATE STANDARDS & DETAIL SHEETS
17. MWRD GENERAL NOTES
18. IDOT STANDARDS

PROJECT MANAGER

SAT NAGAR, PE
SENIOR PROJECT MANAGER
PUBLIC WORKS AGENCY
BUREAU OF CAPITAL PLANNING AND ENGINEERING

909 DAVIS STREET
EVANSTON, ILLINOIS
(847) 866-2967
SNAGAR@CITYOFEVANSTON.ORG

PROJECT LOCATIONS



LOCATION MAP
(NOT TO SCALE)

SEWER ROUTING LEGEND:

- EX. COMBINED/RELIEF SEWERS (OWNER: CITY OF EVANSTON)
- EX. SEWER INTERCEPTOR (OWNER: M.W.R.D.G.C.)
- EXISTING T.A.R.P. TUNNEL (OWNER: M.W.R.D.G.C.)
- RESURFACING

RESURFACING LENGTH = 4,868 FEET (0.92 MILES)

FOR UNDERGROUND UTILITY INFORMATION AND LOCATIONS, CALL

J.U.L.I.E

TOLL FREE
TELEPHONE No. 1-800-892-0123

HIGHWAY STANDARDS:

420001-11	424026-04
424001-12	442101-09
424006-06	442201-04
424011-06	606001-09
424016-06	780001-05
424021-07	

TRAFFIC STANDARDS:

701301-04	701611-01
701501-06	701701-10
701602-10	701801-06
701606-10	701901-11

DISTRICT ONE DETAILS

TC-10	BD-08
TC-13	BD-32
TC-26	TS-07

Contact the Metropolitan Water Reclamation District of Greater Chicago 2 days before starting work.

P (708) 588-4055
E WMOJobStart@mwrd.org

NOTICE

1) THE EXACT LOCATION OF ALL UTILITIES SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION ACTIVITIES. FOR UTILITY LOCATION CALL J.U.L.I.E. AT 811 OR (800) 892-0123.
2) NO WORK TO BE DONE WITHIN THE PAVED STREET AREA FOR FIVE YEARS BY ANY UTILITY.

City of Evanston

NO.	DATE	REVISION
1	XX/XX/XXXX	
2	XX/XX/XXXX	
3	XX/XX/XXXX	
4	XX/XX/XXXX	

2026 MFT RESURFACING PROJECT
INDEX OF SHEETS

SCALE: NTS

PROJECT NUMBER: PW-RS-2602

BID NUMBER: 26-24

ISSUED FOR: BID

DATE: 4/02/2026

DESIGNED BY: NS

DRAWN BY: NS

CHECKED BY: SN

SHEET: 1 OF 18

X:\Public Works\Engineering\Engineers\FY 2026 PROJECTS\MFT Street Resurfacing\CAD\Sheet Files\1. TITLE SHEET.dwg

STANDARD SYMBOLS

FEATURE	EXISTING	PROPOSED
ASPHALT		
BACK OF CURB		
BUILDING		
CABLE TV	CTV	CTV
CENTERLINE		
COMBINED SEWER		
CONCRETE		
CONTOUR MAJOR		
CONTOUR MINOR		
DRIVEWAY		
EASEMENT		
ELECTRIC LINE	E	E
EDGE OF PAVEMENT		
FACE OF CURB		
FENCE		
FLOWLINE		
GAS LINE	G	G
GRAVEL		
LANDSCAPING		
MISCELLANEOUS		
PROPERTY LINE		
RAILROAD TRACKS		
ROW		
SANITARY SEWER		
SIDEWALK		
STORM SEWER		
STREETLIGHT CABLE	S/L	S/L
STRIPING		
TELEPHONE LINE	T	T
TYPE B CURB		
TYPE B6.12 CURB AND GUTTER		
WATER MAIN (SIZE VARIES)	6"WM	6"WM
BUSH LINE		
CONTROLLER		
ELECTRIC STRUCTURE		
GUY WIRE		
HANDHOLE		
JUNCTION BOX		
POWERPOLE		
SPLICE BOX		
STREET LIGHT		
TELEPHONE POLE		
TELEPHONE STRUCTURE		
TRAFFIC SIGNAL		
TRANSFORMER		
GAS METER		
GAS VALVE	GV	
BUSH		
STUMP		
TREE		
CATCH BASIN	CB	CB
INLET		
MANHOLE	MH	MH
CLEANOUT		
BUFFALO BOX	BB	BB
FIRE HYDRANT		
VALVE BOX	VB	VB
VALVE VAULT	VV	VV
WATER METER		
URILITY/UTILITY ADJUSTMENT	U	A
BOLLARD		
BUS SHELTER	BUS	BUS
CONTROL POINT		
GATE		
MAILBOX		
POST		
PROPERTY MARKER		
SIGN		
SUMMIT		
SURVEY BENCHMARK		
STRUCTURE TO BE FILLED WITH SAND		
STRUCTURE TO RECEIVE NEW FRAME AND GRATE		F&G
FRAMES AND GRATES TO BE ADJUSTED		A
FRAMES AND GRATES TO BE ADJUSTED (SPECIAL)		A (SP)
STRUCTURE TO BE RECONSTRUCTED		R
PROPOSED REMOVAL		
DETECTABLE WARNINGS		
SIDEWALK REMOVAL AND REPLACEMENT		
PROPOSED SIDEWALK		
DRIVEWAY REMOVAL AND REPLACEMENT (CONC)		
DRIVEWAY REMOVAL AND REPLACEMENT (ASPH)		
PAVEMENT REMOVAL AND REPLACEMENT		
PAVEMENT REMOVAL		
HMA OR CONCRETE SURFACE REMOVAL		
GRASS OR SOD		

GENERAL NOTES

1. ALL DIMENSIONS SHOWN ON THE PLANS ARE TO THE FACE OF CURB, UNLESS MARKED DIFFERENTLY.
2. ANY REFERENCE TO "STANDARDS" THROUGHOUT THE PLANS, SPECIFICATIONS OR SPECIAL PROVISIONS SHALL BE INTERPRETED TO THE LATEST STANDARDS OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION.
3. ALL FULL DEPTH SAW-CUTTING OF EXISTING PAVEMENT, CURB, SIDEWALKS AND SURFACES WHEN REQUIRED FOR REMOVAL OR CONSTRUCTION OR AS DIRECTED BY THE ENGINEER WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE VARIOUS PAY ITEMS.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL EXISTING UTILITIES SO THAT THE UTILITIES AND THEIR APPURTENANCES MAY BE LOCATED AND ADJUSTED OR MOVED, IF NECESSARY, PRIOR TO THE START OF CONSTRUCTION. ALL EXISTING UTILITIES SHALL BE PROTECTED, SUPPORTED AND MAINTAINED IN SERVICE AND RESTORED TO THE CONDITION IN WHICH THEY WERE FOUND, OR BETTER, AT NO EXTRA COST TO THE CONTRACT.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE.
6. ALL ROAD SIGNS, STREET SIGNS AND TRAFFIC SIGNS WHICH NEED TO BE RELOCATED OR MOVED DUE TO CONSTRUCTION SHALL BE TAKEN DOWN AND STORED BY THE CONTRACTOR AT HIS OWN EXPENSE, EXCEPT THOSE WHICH THE ENGINEER DEEMS NECESSARY FOR PROPER TRAFFIC CONTROL. AFTER COMPLETION OF THE WORK, THE CONTRACTOR SHALL, AT HIS OWN EXPENSE AND AT THE DIRECTION OF THE ENGINEER, RESET ALL SAID SIGNS AT THE DESIGNATED LOCATION.
7. ALL DRIVEWAYS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PLANS. DRIVEWAYS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR "P.C.C. DRIVEWAY PAVEMENT" OR "INCIDENTAL HOT-MIX ASPHALT SURFACING" PER TON AND "AGGREGATE BASE COURSE, TYPE B-6 INCH" PER TON ACCORDINGLY.
8. ALL NEW TYPE B CURB AND TYPE B6.12 COMBINATION CONCRETE CURB AND GUTTER ADJACENT TO NEW OR EXISTING P.C.C. PAVEMENT OR BASE COURSE SHALL BE PLACED WITH THE BARS IN CONFORMANCE WITH DETAILS SHOWN IN THE DETAIL SHEET AND/OR SPECIFICATIONS. THE COST OF FURNISHING, DRILLING, SETTING THE BARS, MORTARING, ETC. SHALL BE INCLUDED IN THE UNIT PRICE BID PER FOOT FOR THE TYPE OF CURB INDICATED ON THE PLANS.
9. HOT-MIX ASPHALT SURFACE REMOVAL SHALL BE GROUND AS SHOWN IN PLAN AND /OR AS DIRECTED BY ENGINEER. BUT NOT LESS THAN 1" IN DEPTH AND WILL BE PAID FOR "HOT-MIX ASPHALT SURFACE REMOVAL (VARIABLE DEPTH)" PER SQUARE YARD. ALL EQUIPMENT FOR SURFACE REMOVAL MUST OPERATE ONLY ON THE STREET. CONTRACTOR SHALL NOT OPERATE ANY EQUIPMENT ON TOP OF THE CURB. ALL NECESSARY MANUAL CHIPPINGS SHALL BE CONSIDERED INCIDENTAL TO THE "HOT-MIX ASPHALT SURFACE REMOVAL" PAY ITEM.
10. THE CONTRACTOR WILL BE REQUIRED TO CONSTRUCT ALL NEW FRAMES AND LIDS IN CONFORMANCE WITH DETAILS OF STANDARD FRAMES AND LIDS SHOWN IN THE PLAN.
11. PROTECTIVE COAT SHALL BE APPLIED TO ALL CONCRETE CURB, CONCRETE CURB AND GUTTER, CONCRETE SIDEWALK, CONCRETE DRIVEWAYS, PER STANDARD SPECIFICATIONS. THIS WORK WILL NOT BE PAID SEPARATELY BUT CONSIDERED INCIDENTAL TO THE CONTRACT.
12. ALL DOWEL AND TIE BARS USED FOR P.C.C. PAVEMENT REMOVAL AND REPLACEMENT IN EXISTING CONCRETE BASE COURSE SHALL BE PLACED IN CONFORMANCE WITH THE CONTRACT DRAWINGS AND SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER. ALL CLASS "B" PATCHES AT INTERSECTIONS OR IN OPEN TRAVEL LANES WILL BE REQUIRED TO BE COVERED WITH A ONE(1) INCH STEEL PLATE. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN UNIT PRICE OF CLASS "B" PATCHES.
13. THE CONTRACTOR SHALL NOT CLOSE THROUGH TRAFFIC TO MORE THAN ONE BLOCK AND ONE INTERSECTION AT ANY GIVEN TIME.
14. THE CONTRACTOR IS RESPONSIBLE FOR ALL CONSTRUCTION TRAFFIC CONTROL AND LANE CLOSURE. AT ANY TIME DURING PROJECT THAT A DETOUR IS REQUIRED, CONTRACTOR MUST SUBMIT DETOUR PLANS FOR APROVAL BY THE CITY. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE OF TRAFFIC CONTROL AND PROTECTION, PAY ITEM.
15. ALL UNBALLASTED TYPE I & TYPE II BARRICADES SHALL HAVE TWO SANDBAGS ON THE BOTTOM RAIL.
16. ALL EXISTING FIRE HYDRANTS, FRAMES, GRATES, AND LIDS THAT ARE BEING REPLACED REMAIN THE PROPERTY OF THE CITY OF EVANSTON. THE CONTRACTOR SHALL DELIVER ALL REPLACED FIRE HYDRANTS, FRAMES, GRATES AND LIDS TO THE PUBLIC WORKS FACILITY. SUCH DELIVERY IS INCIDENTAL TO THE CONTRACT.
17. ALL SEWER PIPE SHALL HAVE A "HOMING MARK" ON THE SPIGOT, PROVIDED BY THE MANUFACTURER. ALL LIFTING HOLES SHALL BE FILLED WITH CONCRETE PLUGS AND SEALED WITH MASTIC OR MORTAR.
18. ALL MANHOLES SHALL BE PRECAST FOUR FEET DIAMETER MINIMUM OR AS INDICATED ON THE PLANS, I.D.O.T. TYPE A STANDARD MODIFIED TO HAVE AN INTEGRAL MONOLITHIC BASE WITH PREFORMED OPENINGS AND A FLEXIBLE SLEEVE IN CONFORMANCE WITH A.S.T.M. C-923 TO ACCOMMODATE THE CONNECTION OF SEWERS IN SIZES FROM 10" THROUGH 27". NO STEPS ARE REQUIRED IN ANY MANHOLES.
19. DUCTILE IRON PIPE SHALL BE USED WHEN SEWERS CROSS WATER LINES WITH LESS THAN 18" VERTICAL CLEARANCE AND ALL OTHER LOCATIONS AS INDICATED ON THE CONTRACT DRAWINGS OR AT THE DIRECTION OF THE ENGINEER.
20. BEDDING SHALL BE REQUIRED FOR ALL SEWER CONSTRUCTION AND SHALL BE OF A MINIMUM THICKNESS EQUAL TO 1/4 OF THE OUTSIDE DIAMETER OF THE SEWER PIPE BUT SHALL NOT BE LESS THAN FOUR INCHES (4"). ALL BEDDING MATERIALS SHALL EXTEND UP THE HAUNCHES OF THE PIPE TO THE SPRING LINE AND BE PLACED IN CONFORMANCE WITH ASTM C12-82. THE MATERIAL SHALL CONFORM TO THE REQUIREMENTS OF ARTICLE 550 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" OF THE STATE OF ILLINOIS OR A.S.T.M. C-35. THE GRADATION SHALL CONFORM TO GRADATION CA-11 OF THE ILLINOIS STANDARD SPECIFICATIONS. THIS WORK SHALL BE PAID SEPARATELY FOR "POROUS GRANULAR BACKFILL", PER TON.
21. THE TRENCH BACKFILL SHALL BE PLACED IN LAYERS NOT MORE THAN 12 INCHES (COMPACTED) IN THICKNESS TO THE EXISTING PAVEMENT SURFACE. REMOVAL AND DISPOSAL OF SURPLUS TRENCH BACKFILL AND PREPARATION OF BASE FOR PERMANENT PAVEMENT RESTORATION WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
22. SHOP DRAWINGS OF ALL CATCH BASINS, MANHOLES, FRAMES, COVERS, TEE SADDLES, FLEXIBLE SLEEVES AND COUPLINGS SHALL BE APPROVED BY THE ENGINEER, PRIOR TO DELIVERY TO THE JOB SITE.
23. IF ANY SOFT YIELDING MATERIALS ARE DETECTED AFTER EXCAVATION TO THE PROPOSED SUBGRADE, THE CONTRACTOR WILL, AT THE DIRECTION OF THE ENGINEER, REMOVE THE MATERIAL AND REPLACE IT WITH SUB-BASE GRANULAR MATERIAL, TYPE B. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR "EARTH EXCAVATION" AND PER CUBIC YARD FOR "SUB-BASE GRANULAR MATERIAL, TYPE B"
24. ALL ITEMS WITHIN THE EXISTING STREETSCAPE WHICH ARE DAMAGED OR DISTURBED AS A RESULT OF THIS WORK SHALL BE REPLACED TO EQUAL OR BETTER QUALITY AT THE CONTRACTOR'S EXPENSE.
25. THE CONTRACTOR WILL BE REQUIRED TO GIVE ADEQUATE NOTIFICATION TO THE CITY OF EVANSTON METER SHOP PRIOR TO THE RECONNECTION OF ANY BROKEN HOUSE SERVICES. PHONE NUMBER (847)866-2942.
26. ALL ABANDONED SEWERS SHALL BE PLUGGED WITH TWO FOOT(2') LONG NON-SHRINK CONCRETE OR MORTAR PLUGS AT BOTH ENDS. THIS WORK IS CONSIDERED INCIDENTAL TO PROJECT.
27. ALL MATERIALS, EQUIPMENTS AND LABOR NECESSARY TO CONSTRUCT THE BUTT JOINTS AS SPECIFIED IN THE PLANS AND IN THE SPECIFICATIONS WILL NOT BE PAID FOR SEPARATELY. BUTT JOINTS CONSTRUCTION SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
28. THE CONTRACTOR SHALL BE AWARE THAT THERE ARE EXISTING LAWN SPRINKLER SYSTEM LOCATED IN THE PARKWAYS. THE CONTRACTOR WILL BE REQUIRED TO PROTECT THE EXISTING LAWN SPRINKLER SYSTEM. ANY DAMAGED DONE TO THE EXISTING LAWN SPRINKLER SYSTEM SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF PROPERTY OWNER AND ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY.
29. THE CONTRACTOR SHALL NOTIFY AS NECESSARY, ALL TESTING AGENCIES SUFFICIENTLY IN ADVANCE OF CONSTRUCTION. FAILURE OF CONTRACTOR TO ALLOW PROPER NOTIFICATION TIME WHICH RESULTS IN TESTING COMPANIES BEING UNABLE TO VISIT THE SITE AND PERFORM TESTING WILL CAUSE THE CONTRACTOR TO SUSPEND OPERATION TO BE TESTED UNTIL TESTING AGENCY CAN SCHEDULE TESTING OPERATIONS. COST OF SUSPENSION OF WORK TO BE BORNE BY THE CONTRACTOR.
30. BEFORE STARTING ANY EXCAVATION. THE CONTRACTOR SHALL CALL "JULIE" AT 1-800-892-0123 FOR FIELD LOCATIONS OF ALL BURIED UTILITIES IN ACCORDANCE WITH STATE LAW. ADVANCE NOTICE OF 48 HOURS REQUIRED.
31. WHENEVER DURING CONSTRUCTION OPERATIONS ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED. IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL UTILITY STRUCTURES SHALL BE CLEANED AND FREE FROM DIRT AND DEBRIS. THE WORK SPECIFIED ABOVE WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCIDENTAL TO THE CONTRACT.
32. HOT MIX ASPHALT OR P.C. CONCRETE PAVEMENT REMOVED DUE TO STORM SEWER OR WATER MAIN CROSSINGS SHALL NOT BE LEFT IN GRAVEL OVERNIGHT IF OPEN TO TRAFFIC. THIS INCLUDE THE MAIN ROADS, SIDE STREETS, PRIVATE ENTRANCES, COMMERCIAL ENTRANCES, SIDEWALKS, AND PARKING AREAS. COLD MIX MAY BE REQUIRED BY THE ENGINEER TO BE USED IN LIEU OF IMMEDIATE PAVEMENT REPLACEMENT.
33. ALL SUITABLE EXCESS MATERIAL FROM SEWER TRENCHES AND NECESSARY EXCAVATIONS MAY BE USED IN THE CONSTRUCTION OF THE IMPROVEMENT, PLACEMENT AND COMPACTION OF THIS MATERIAL SHALL BE CONSIDERED INCIDENTAL TO VARIOUS PAY ITEMS, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
34. THE STORAGE OF EQUIPMENT AND/OR MATERIAL WITHIN THE PARKWAY SHALL REQUIRE PRIOR APPROVAL OF THE ENGINEER.
35. THE CONTRACTOR MUST OBTAIN A FIRE HYDRANT PERMIT FROM THE CITY IN ORDER TO OBTAIN ACCESS TO CITY WATER. FOR INFORMATION CALL 311.
36. ALL ABANDONED WATER MAIN SHALL BE PLUGGED WITH MECHANICAL JOINT CAP AT BOTH ENDS AND ALL NON-PRESSURE CONNECTIONS TO EXISTING WATER MAINS WILL NOT BE PAID FOR SEPARATELY BUT INCIDENTAL TO OTHER WATER MAIN ITEMS.
37. ALL SEWER STRUCTURES TO BE CORED SHALL BE FITTED WITH REQUIRED RUBBER BOOT CONFORMING TO ASTM C-923. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
38. THE MAX. PAY WIDTH FOR PAVEMENT REMOVAL & REPLACEMENT SHALL BE THE ALLOW. MAX. TRENCH PAY WIDTH ESTABLISHED BY IDOT PLUS 1.0' WIDE ON BOTH SIDES OF THE TRENCH UNLESS INDICATED ON THE PLAN SHEETS.
39. EXISTING PAVEMENT MARKINGS DISTURBED BY CONSTRUCTION OPERATIONS SHALL BE RESTORED ACCORDING TO IDOT HIGHWAY STANDARD 780001-05, DISTRICT ONE DETAIL TC-13, AND APPLICABLE SECTIONS OF THE STANDARD SPECIFICATIONS TO THE LIMITS AS DIRECTED BY THE ENGINEER.
40. PRIVATE UTILITY INFORMATION NOT DISPLAYED ON PLANS. CAN BE PROVIDED TO THE CONTRACTOR UPON REQUEST.
41. NORMAL WORK HOURS SHALL BE BETWEEN 7:00 AM AND 4:00 PM, MONDAY – FRIDAY, UNLESS OTHERWISE DIRECTED BY ENGINEER. WRITTEN REQUESTS TO WORK OUTSIDE THESE HOURS AND ON CITY-RECOGNIZED HOLIDAYS MUST BE SUBMITTED 24 HOURS IN ADVANCE. ***THIS REQUIREMENT EXCLUDES PRIVATE WATER SERVICE WORK WHICH MAY TAKE PLACE OUTSIDE OF NORMAL WORK HOURS INCLUDING SATURDAYS IN ACCORDANCE WITH THE EVANSTON CITY CODE. ONLY WORK BETWEEN THE PARKWAY AND PRIVATE RESIDENCE MAY TAKE PLACE OUTSIDE OF NORMAL WORKING HOURS AND AT NO TIME WILL WORK WITHIN THE ROADWAY BE PERMITTED OUTSIDE OF NORMAL WORKING HOURS WITHOUT WRITTEN APPROVAL FROM THE ENGINEER.***
42. EXISTING UNDERGROUND FACILITIES SHOWN ON THE DRAWINGS ARE BASED ON INFORMATION PROVIDED BY OWNERS OF SUCH FACILITIES OR PREVIOUS FIELD LOCATIONS AND ARE NOT NECESSARILY COMPLETE OR ACCURATE.
43. PROVIDE TEMPORARY EROSION AND SEDIMENTATION CONTROL DEVICES AS SHOWN ON THE DRAWINGS, AND AS NEEDED TO CONTAIN SEDIMENT FROM THE CONSTRUCTION ACTIVITIES, PRIOR TO CONSTRUCTION. MAINTAIN EROSION AND SEDIMENTATION CONTROLS UNTIL REPLACEMENT VEGETATION OR PAVEMENT IS IN PLACE. ALL TEMPORARY EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED.
44. IF EXCAVATION DEWATERING IS REQUIRED, PROTECT ADJOINING PROPERTIES AND DISCHARGE LOCATIONS FROM EROSION. USE SILT BAGS ON DISCHARGE HOSES FOR SEDIMENTATION CONTROL.
45. PROTECT ALL PAVED AREAS FROM DAMAGE WHERE CRAWLER-TRACK MACHINERY IS USED.
46. WHERE NEW PAVEMENT, SIDEWALKS, OR DRIVEWAYS ABUT EXISTING PAVEMENT TO REMAIN, SAW CUT THE EXISTING PAVEMENT TO PROVIDE A NEAT VERTICAL FACE BETWEEN THE NEW AND EXISTING SURFACES. THE COST OF SAW CUTTING WORK SHALL BE INCIDENTAL TO THE CONTRACT.
47. DO NOT STORE MATERIALS, STRUCTURES, OR MACHINES WHERE THEY WILL OBSTRUCT STREET OR DRIVEWAY SIGHTLINES.
48. WATER MAIN PIPING USED TO RE-CONNECT THE REHABILITATED WATER MAIN TO THE DISTRIBUTION SYSTEM SHALL BE DUCTILE IRON PIPE COMPLYING WITH ANSI A21.51, THICKNESS CLASS 52, WITH JOINTS COMPLYING WITH ANSI A21.11, AND WITH CEMENT LINING COMPLYING WITH ANSI/AWWA C104/A21.4, STANDARD THICKNESS.
49. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL EXISTING UTILITIES SO THAT THE UTILITIES AND THEIR APPURTENANCES MAY BE LOCATED AND ADJUSTED OR MOVED, IF NECESSARY, PRIOR TO THE START OF CONSTRUCTION. ALL EXISTING UTILITIES SHALL BE PROTECTED, SUPPORTED, AND MAINTAINED IN SERVICE AND RESTORED TO THE CONDITION IN WHICH THEY WERE FOUND, OR BETTER, AT NO EXTRA COST TO THE CONTRACT.
50. LEAD SERVICES LINES SHALL BE REPLACED IN FULL, IN ACCORDANCE WITH STATE REQUIREMENTS, UNLESS THE HOMEOWNER DOES NOT GRANT THE OWNER AND CONTRACTOR ACCESS TO THEIR PROPERTY. SEE DETAILS WS-0 TO WS-2 FOR THE LIMITS OF A FULL AND PARTIAL REPLACEMENT.

TRAFFIC CONTROL NOTES

1. TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH APPLICABLE SECTIONS OF THE IDOT STANDARD SPECIFICATIONS, APPLICABLE GUIDELINES FROM THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREET AND HIGHWAYS, ANY SPECIAL PROVISIONS, ANY SUPPLEMENTAL STANDARD SPECIFICATIONS, AND ANY SPECIAL DETAILS AND HIGHWAY STANDARDS CONTAINED IN THE CONTRACT DOCUMENTS.
2. THE CONTRACTOR WILL PROVIDE DETAILED TRAFFIC CONTROL PLANS FOR EACH WORK LOCATION, INCLUDING ALL SIGNING AND BARRICADING FOR LANE/STREET/SIDEWALK CLOSURES AND DETOUR ROUTES. SUBMIT TRAFFIC CONTROL PLANS TO THE ENGINEER FOR APPROVAL PRIOR TO BEGINNING WORK.
3. THE CONTRACTOR WILL FURNISH, INSTALL, MAINTAIN, RELOCATE, AND REMOVE ALL TRAFFIC CONES, SIGNING, BARRICADES, WARNING LIGHTS, AND OTHER DEVICES THAT ARE USED TO CONTROL PEDESTRIANS AND VEHICULAR TRAFFIC. TRAFFIC CONTROL REQUIREMENTS PRESENTED IN THE CONTRACT DOCUMENTS REPRESENT THE MINIMUM LEVEL OF CONTROL WHICH SHALL BE PROVIDED. CONTRACTOR IS SOLELY RESPONSIBLE FOR IMPLEMENTING ALL OTHER TRAFFIC CONTROL MEASURES REQUIRED TO FULLY PROTECT PEDESTRIANS, VEHICLES, AND HIS WORK FORCE.
4. THE CONTRACTOR WILL PROVIDE AND INSTALL ADDITIONAL SIGNING AND/OR BARRICADES DEEMED NECESSARY BY THE ENGINEER AT NO EXTRA COST TO THE CONTRACT.
5. THE CONTRACTOR WILL ENSURE THAT ALL BARRICADES, WARNING SIGNS, LIGHTS, AND OTHER DEVICES INSTALLED FOR TRAFFIC CONTROL ARE IN PLACE AND OPERATIONAL TWENTY-FOUR (24) HOURS EACH CALENDAR DAY FROM THE START OF ON-SITE WORK TO FINAL COMPLETION. IN PARTICULAR, ENSURE THAT WARNING LIGHTS ARE FUNCTIONING DURING NIGHT-TIME HOURS. CHECK WARNING LIGHTS EACH CALENDAR DAY TO VERIFY FUNCTIONALITY, REPLACE BATTERIES/BULBS, AND/OR REPLACE LIGHT ASSEMBLIES AS NECESSARY.
6. ALL "ROAD CONSTRUCTION AHEAD" SIGNS AT SIDE ROADS SHALL BE ACCOMPANIED BY THE APPROPRIATE "DIRECTIONAL ARROW" SIGN INDICATING THE LOCATIONS OF THE CONSTRUCTION ZONE.
7. DRUM TYPE, SAWHORSE, AND TYPE 3 BARRICADES SHALL BE EQUIPPED WITH WORKING FLASHING LIGHTS AND REFLECTORIZED FLUORESCENT ORANGE AND WHITE SHEETING.
8. ARROW BOARDS SHALL BE SILENT TYPE POWERED BY ELECTRICITY OR BATTERY PACKS. NO ENGINE/GENERATOR-POWERED ARROW BOARDS ARE PERMITTED.
9. CHANGEABLE MESSAGE BOARDS MAY BE REQUIRED AT ONE OR MORE OF THE LOCATIONS IN ADVANCE OF THE WORK BEGINNING. ENGINEER TO DETERMINE PLACEMENT AND WORDING OF THE MESSAGE BOARDS.
10. EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH THE TRAFFIC CONTROL SETUP AT EACH LOCATION MAY BE REMOVED AT THE DIRECTION OF THE ENGINEER.
11. THE CONTRACTOR WILL MAINTAIN ACCESS TO ALL PROPERTIES AT ALL TIMES DURING CONSTRUCTION EXCEPT FOR PERIODS OF SHORT DURATION WHEN APPROVED BY THE ENGINEER. SCHOOL BUSES AND EMERGENCY VEHICLES SHALL HAVE ACCESS TO ALL PREMISES AT ALL TIMES.
12. THE CONTRACTOR WILL PLACE TEMPORARY "NO PARKING" SIGNS, IF NEEDED, A MINIMUM OF TWO (2) WORKING DAYS PRIOR TO WORK BEGINNING. ALL "NO PARKING" SIGNS MUST HAVE THE APPROVAL AND BE AFFIXED AND DISPLAYED TO THE SATISFACTION OF THE ENGINEER. POSTING SIGNS ON TREES SHALL BE DONE IN A MANNER TO FACILITATE REMOVAL WITHOUT DAMAGING TREES. STAPLING OR NAILING SIGNS TO TREES IS PROHIBITED. KEEP A LOG OF ALL POSTED "NO PARKING" SIGNS AND SUBMIT TO THE ENGINEER PROMPTLY UPON REQUEST.
13. THE CONTRACTOR WILL CONTACT THE CITY'S PARKING SERVICES DEPARTMENT AT 847-448-4311 TWO (2) WORKING DAYS PRIOR TO WORK BEGINNING TO COORDINATE HOODING OF PARKING METERS. NO FEES WILL BE CHARGED TO CONTRACTOR FOR NECESSARY AND CITY AUTHORIZED HOODING OF PARKING METERS.
14. THE CONTRACTOR WILL AT THE PRE-CONSTRUCTION MEETING, FURNISH THE NAME AND A 24-HOUR TELEPHONE NUMBER OF THE INDIVIDUAL IN THE CONTRACTOR'S DIRECT EMPLOY WHO IS RESPONSIBLE FOR INSTALLATION OF MAINTENANCE OF TRAFFIC CONTROL FOR THE PROJECT. THE ENGINEER MUST APPROVE USE OF A SUBCONTRACTOR TO PROVIDE THESE SERVICES. THIS SHALL NOT RELIEVE CONTRACTOR OF THE FOREGOING REQUIREMENT OF AN INDIVIDUAL IN HIS DIRECT EMPLOY TO OVERSEE THE IMPLEMENTATION AND MAINTENANCE OF TRAFFIC CONTROL.

City of Evanston

NO.	DATE	REVISION
1	XX/XX/XXXX	
2	XX/XX/XXXX	
3	XX/XX/XXXX	
4	XX/XX/XXXX	

2026 MFT RESURFACING PROJECT
STANDARD SYMBOLS AND GENERAL NOTES

SCALE
NTS

PROJECT NUMBER:
PW-RS-2602

BID NUMBER:
26-24

ISSUED FOR:
BID

DATE: 4/02/2026

DESIGNED BY: NS

DRAWN BY: NS

CHECKED BY: SN

SHEET
2 OF 18

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SUMMARY OF QUANTITIES
Project No.: 26-00305-00-RS

Item No.	Item	Unit	Total Quantity	CUSTER (MONROE TO WASHINGTON) Quantity	DOBSON (BARTON TO RIDGE) Quantity	ELMWOOD (DEMPSTER TO GREENWOOD) Quantity	HARRISON (GROSS POINT TO CRAWFORD) Quantity	HAVEN (ORRINGTON TO SHERIDAN Quantity	JENKS (STEWART TO PRAIRIE) Quantity	MCDANIEL (DEMPSTER TO GREENWOOD) Quantity
1	TEMPORARY FENCE	FOOT	6,000							
2	TREE TRUNK PROTECTION	EACH	142	22	55	17	5	22	21	
3	TREE ROOT PRUNING	FOOT	4,260	660	1,650	510	150	660	630	
4	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	107		52	14	3	19	19	
5	SUPPLEMENTAL WATERING	UNIT	15							
6	EARTH EXCAVATION	CU YD	55	1					54	
7	TRENCH BACKFILL	CU YD	132					126	6	
8	POROUS GRANULAR BACKFILL	TON	52					50	2	
9	TOPSOIL FURNISH AND PLACE, SPECIAL	CU YD	649	118	164	60	38	132	106	32
10	SODDING, SALT TOLERANT	SQ YD	3,782	685	954	349	220	770	617	187
11	EXPLORATION TRENCH (UP TO 8 FEET DEEP)	EACH	6							
12	INLET FILTERS	EACH	64	14	15	5	7	9	8	6
13	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	2,079	429	513	213	109	356	370	89
14	AGGREGATE BASE COURSE, TYPE B 6"	SQ YD	86	23	10			5	11	38
15	H.E.S. PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 9"	SQ YD	510	68	38	11	49	138	170	37
16	AGGREGATE FOR TEMPORARY ACCESS	TON	30					30		
17	BITUMINOUS MATERIALS (TACK COAT)	POUND	11,528	2,469	2,415	1,312	1,852	1,182	1,001	1,296
18	AGGREGATE (PRIME COAT)	TON	33	7	7	4	5	4	3	4
19	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	7	1	1	1	1	1	1	1
20	LEVELING BINDER (MACHINE METHOD), N50	TON	982	210	206	112	158	101	85	110
21	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	330	80	27	36	45	47	48	48
22	TEMPORARY RAMP	SQ YD	330	80	27	36	45	47	48	48
23	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	1,948	421	411	224	316	192	164	221
24	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	7	1	1	1	1	1	1	1
25	TEMPORARY HOT-MIX ASPHALT	TON	60					40	20	
26	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	581	146	235	121			79	
27	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	57	17						40
28	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	9,625	2,399	3,250	1,099	186	1,381	1,042	268
29	DETECTABLE WARNINGS	SQ FT	642	262	150	40	20	60	80	30
30	HOT-MIX ASPHALT SURFACE REMOVAL (VARIABLE DEPTH)	SQ YD	16,265	3,483	3,408	1,851	2,613	1,668	1,412	1,829
31	PAVEMENT REMOVAL	SQ YD	716	111	68	17	74	211	181	55
32	DRIVEWAY PAVEMENT REMOVAL	SQ YD	526	91	235	121			79	
33	CURB REMOVAL	FOOT	2,743		519	251		1,002	971	
34	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1,926	582	328	95	421	188		313
35	SIDEWALK REMOVAL	SQ FT	84	84						
36	CLASS C PATCHES, SPECIAL, 9" (HES)	SQ YD	196			111			85	
37	CLASS D PATCHES, SPECIAL, 9"	SQ YD	930	209	204		157	250		110
38	FULL DEPTH PATCHES, SPECIAL 11"	SQ YD	140					140		
39	STORM SEWERS, 12" SPECIAL (DIP CL 50)	FOOT	195					195		
40	STORM SEWERS, 8" SPECIAL (DIP CL 50)	FOOT	9						9	
41	CATCH BASIN, TYPE A, 4' DIAMETER TYPE 1 FRAME, OPEN LID	EACH	1							
42	INLETS, TYPE A, 36" DEPTH, TYPE 1 FRAME, OPEN LID	EACH	3						3	
43	MANHOLES TO BE RECONSTRUCTED	EACH	2					1	1	
44	CATCH BASIN TO BE RECONSTRUCTED	EACH	3						3	
45	VALVE VAULTS TO BE RECONSTRUCTED	EACH	3				3			
46	VALVE BOXES TO BE ADJUSTED	EACH	11		2		3	2	2	2
47	FRAMES AND GRATES TO BE ADJUSTED	EACH	38	7	11	3	2	8	2	5
48	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	31	5	6	5	1	6	4	4
49	FRAMES AND LIDS, OPEN LID (SPECIAL)	EACH	3						3	
50	FRAMES AND LIDS, CLOSED LID (SPECIAL)	EACH	5				3	1	1	
51	REMOVING INLETS	EACH	3						3	
52	REMOVING MANHOLES	EACH	1					1		
53	CONCRETE CURB, TYPE B (AEP Modified)	FOOT	770		519	251				
54	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (AEP Modified)	FOOT	3,889	582	328	95	421	1,180	971	313
55	SPEED HUMPS	SQ FT	1,454		624	830				
56	SPECIAL WASTE DISPOSAL	CU YD	251	1				185	65	
57	SOIL DISPOSAL ANALYSIS	EACH	1	0	0	0	0	0	0	0
58	NON-SPECIAL WASTE DISPOSAL	CU YD	60					30	30	
59	MOBILIZATION	LSUM	1	0	0	0	0	0	0	0
60	TRAFFIC CONTROL AND PROTECTION	LSUM	1	0	0	0	0	0	0	0
61	PAVEMENT MARKING TAPE, TYPE 1	FOOT	3,300							
62	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	400							
63	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	100				100			
64	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	2,282				2,282			
65	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1,441	516	275	64	454	36	96	
66	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	92				92			
67	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	215	103	75	15		10	12	
68	STREET SWEEPING	EACH	10							
69	REMOVING AND RESETTING STREET SIGNS	EACH	1							
70	REMOVING AND RESETTING PAVERS	SQ FT	211		211					
71	REMOVING AND RESETTING DECORATIVE WOOD	FOOT	52					52		
72	TRAFFIC LOOP DETECTOR	FOOT	80				80			
73	LAWN SPRINKLER SYSTEM REPAIRS	FOOT	60	9	9	9	9	9	9	9
74	CONSTRUCTION LAYOUT	LSUM	1							

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @Ndes
PAVEMENT RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE MIX "D", N50 (IL 9.5 mm)	3.5%@50 Gyr
LEVELING BINDER (MACHINE METHOD) N50 (IL9.5mm)	4%@50 Gyr
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	4%@50 Gyr
PATCHES	
CLASS D PATCHES(HMA BINDER IL 19mm)	4%@50 Gyr
DRIVEWAYS / SPEED HUMPS	
HOT-MIX ASPHALT SURFACE COURSE MIX "D", N50 (IL 9.5 mm)	4%@50 Gyr

*THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS./SQ. YD./IN.

*THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" AND FOR NON POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

ALL THE MATERIALS INCORPORATED IN THIS CONTRACT ARE TO BE INSPECTED AND TESTED ACCORDING TO THE APPLICABLE PORTION OF THE ARTICLE 1030.06 OF THE LATEST VERSION OF STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

City of Evanston

NO.	DATE	REVISION
1	XX/XX/XXXX	
2	XX/XX/XXXX	
3	XX/XX/XXXX	
4	XX/XX/XXXX	

2026 MFT RESURFACING PROJECT
SUMMARY OF QUANTITIES

SCALE
NTS

PROJECT NUMBER:
PW-RS-2602

BID NUMBER:
26-24

ISSUED FOR:
BID

DATE: 4/02/2026

DESIGNED BY: NS

DRAWN BY: NS

CHECKED BY: SN

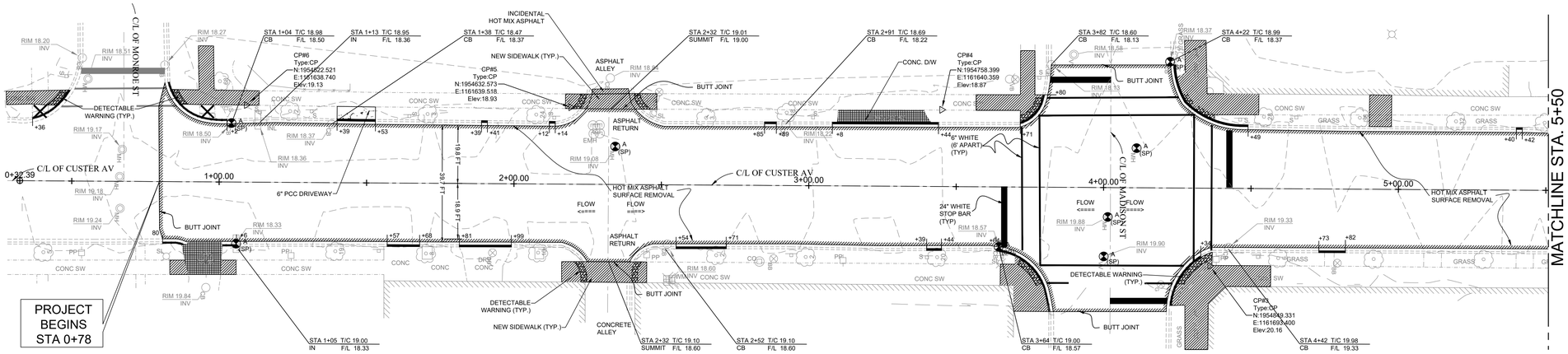
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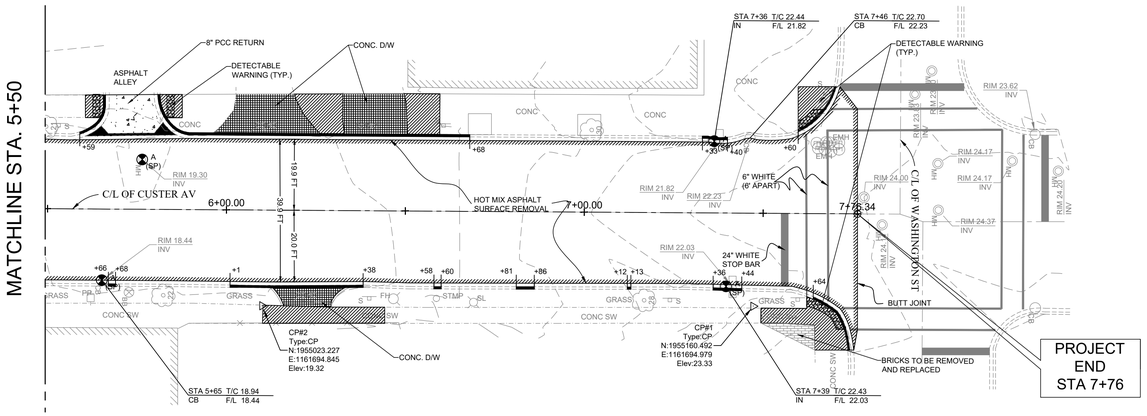
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STA 0+78 TO STA 7+76 MILL (VARIABLE DEPTH) OF EXISTING ROADWAY SURFACE AND REPLACE WITH ±3/4" TO 1" LEVELING BINDER (MACHINE METHOD), N50 (IL9.5mm) AND 2" HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm).

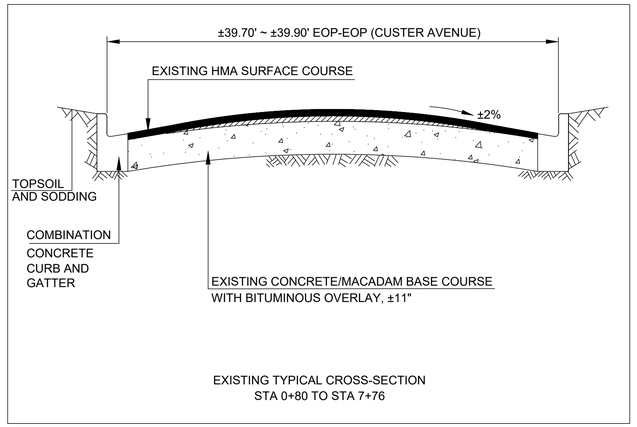
CUSTER AVENUE (ASPHALT)

RESURFACING PLAN

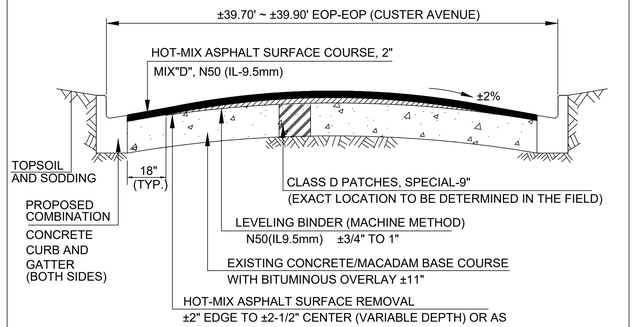




REFRESH "OVERLAY" ALL DAMAGED EXISTING PAVEMENT MARKINGS AS DIRECTED BY ENGINEER



EXISTING TYPICAL CROSS-SECTION
STA 0+80 TO STA 7+76



PROPOSED TYPICAL CROSS-SECTION
STA 0+80 TO STA 7+76

(1.) TEMPORARY FENCE INSTALLATION AND EARTH SAWCUTS OF TREE ROOTS (ROOT PRUNING) WILL BE FIELD DETERMINED, PRIOR TO ANY REMOVAL OPERATIONS.

(2.) EXACT LOCATIONS OF THE FULL DEPTH PATCHES (HES) AND/OR CLASS "D" PATCHES WILL BE FIELD DETERMINED, AFTER MILLING OF EXISTING ROADWAY SURFACE.

(3.) EXISTING TYPE B CURB WILL BE REMOVED AND REPLACED WITH COMBINATION CONCRETE CURB AND GUTTER, TYPE B6.12, WILL BE FIELD DETERMINED.

(4.) THE WORK IN NOTE 3 WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID FOR "PAVEMENT REMOVAL", "CURB REMOVAL", AND "COMBINATION CONCRETE CURB AND GUTTER TYPE B6.12".

(5.) THE CONTRACTOR SHALL BE RESPONSIBLE TO VISUALLY FIELD VERIFY ALL STRUCTURES CALLING FOR RECONSTRUCTION OR REPLACEMENT IN ORDER TO DETERMINE THE EXTEND AND MAGNITUDE OF THE WORK REQUIRED. FULL DEPTH SAW CUTTING WILL BE REQUIRED FOR ALL UTILITY WORK.

(6.) ADDITIONAL CONCRETE REMOVAL AND REPLACEMENT WORK WILL BE FIELD DETERMINED.

(7) CONTRACTOR WILL BE REQUIRED TO DO CONCRETE WORK ON ONE SIDE OF THE STREET AT A TIME.

HATCH LEGEND:

- -- FULL DEPTH PATCHES, SPECIAL ±11.0"
- -- REMOVAL AND REPLACEMENT OF ASPHALT SURFACES
- -- REMOVAL AND REPLACEMENT OF DRIVEWAYS
- -- REMOVAL AND REPLACEMENT OF SIDEWALKS
- -- PROPOSED DETECTABLE WARNINGS

City of Evanston

NO.	DATE	REVISION
1	XX/XX/XXXX	
2	XX/XX/XXXX	
3	XX/XX/XXXX	
4	XX/XX/XXXX	

2026 MFT STREET RESURFACING
CUSTER (MONROE TO WASHINGTON)

SCALE
1" = 20'

PROJECT NUMBER:
PW-RS-2602

BID NUMBER:
26-24

ISSUED FOR:
BID

DATE: 4/02/2026

DESIGNED BY: NS

DRAWN BY: NS

CHECKED BY: SN

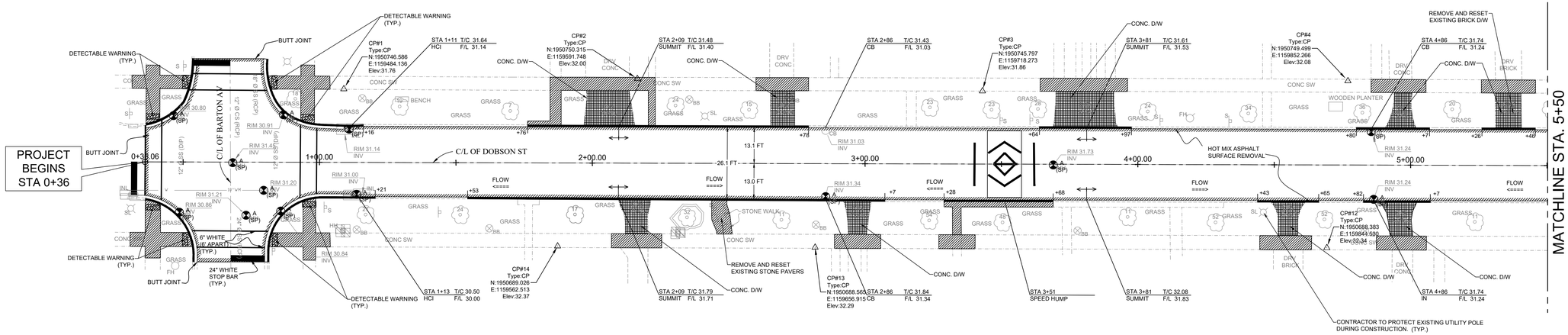
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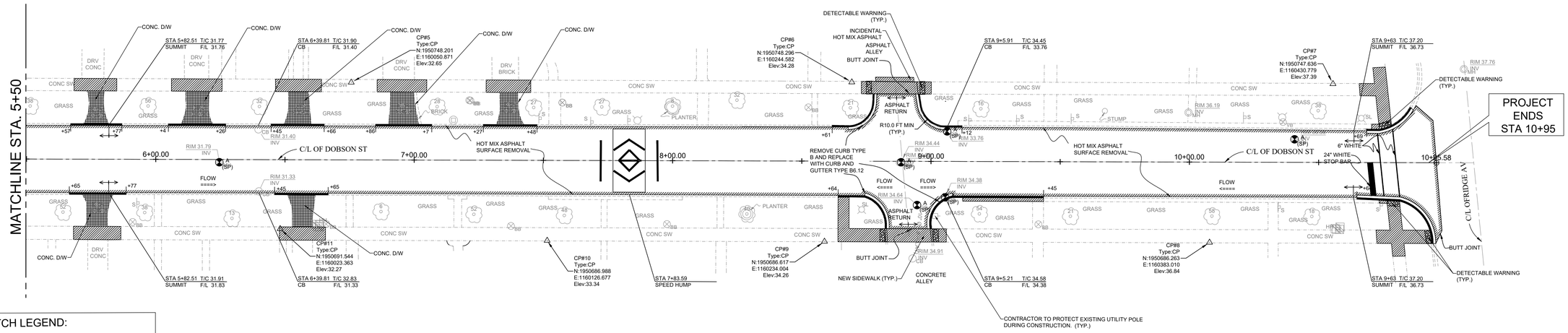
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STA 0+36 TO STA 10+95 MILL (VARIABLE DEPTH) OF EXISTING ROADWAY SURFACE AND REPLACE WITH ±3/4" TO 1" LEVELING BINDER (MACHINE METHOD), N50 (IL9.5mm) AND 2" HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm).

DOBSON STREET (ASPHALT)

RESURFACING PLAN





HATCH LEGEND:

- -- FULL DEPTH PATCHES, SPECIAL ±11.0"
- -- REMOVAL AND REPLACEMENT OF ASPHALT SURFACES
- -- REMOVAL AND REPLACEMENT OF DRIVEWAYS
- -- REMOVAL AND REPLACEMENT OF SIDEWALKS
- -- PROPOSED DETECTABLE WARNINGS

REFRESH "OVERLAY" ALL DAMAGED EXISTING PAVEMENT MARKINGS AS DIRECTED BY ENGINEER

(1.) TEMPORARY FENCE INSTALLATION AND EARTH SAWCUTS OF TREE ROOTS (ROOT PRUNING) WILL BE FIELD DETERMINED, PRIOR TO ANY REMOVAL OPERATIONS.

(2.) CONTRACTOR WILL BE REQUIRED TO INSTALL SPEED HUMP SEPARATELY, AFTER SURFACE COURSE IS PLACED. SPEED HUMPS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR "SPEED HUMPS, COMPLETE". BUTT JOINTS FOR SPEED HUMPS WILL BE INCIDENTAL TO THE VARIOUS PAY ITEMS.

(3.) EXACT LOCATIONS OF THE FULL DEPTH PATCHES (HES) AND/OR CLASS "D" PATCHES WILL BE FIELD DETERMINED, AFTER MILLING OF EXISTING ROADWAY SURFACE.

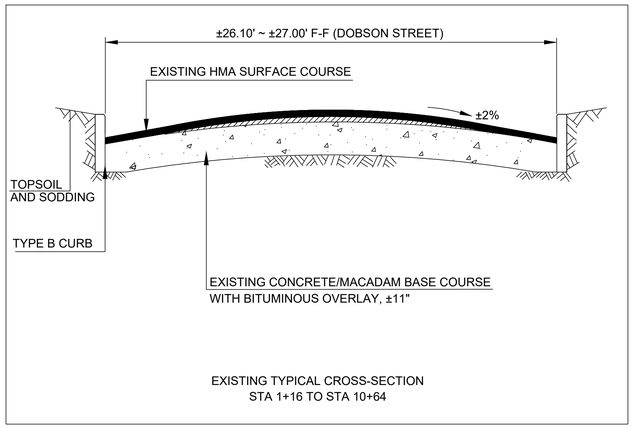
(4.) EXISTING TYPE B CURB WILL BE REMOVED AND REPLACED WITH COMBINATION CONCRETE CURB AND GUTTER, TYPE B6.12, WILL BE FIELD DETERMINED.

(5.) THE WORK IN NOTE 3 WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID FOR "PAVEMENT REMOVAL", "CURB REMOVAL", AND "COMBINATION CONCRETE CURB AND GUTTER TYPE B6.12".

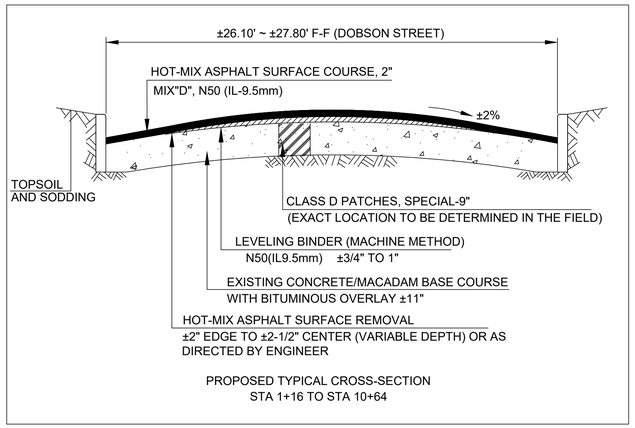
(6.) THE CONTRACTOR SHALL BE RESPONSIBLE TO VISUALLY FIELD VERIFY ALL STRUCTURES CALLING FOR RECONSTRUCTION OR REPLACEMENT IN ORDER TO DETERMINE THE EXTEND AND MAGNITUDE OF THE WORK REQUIRED. FULL DEPTH SAW CUTTING WILL BE REQUIRED FOR ALL UTILITY WORK.

(7.) ADDITIONAL CONCRETE REMOVAL AND REPLACEMENT WORK WILL BE FIELD DETERMINED.

(8.) CONTRACTOR WILL BE REQUIRED TO DO CONCRETE WORK ON ONE SIDE OF THE STREET AT A TIME.



EXISTING TYPICAL CROSS-SECTION
STA 1+16 TO STA 10+64



PROPOSED TYPICAL CROSS-SECTION
STA 1+16 TO STA 10+64

City of Evanston

NO.	DATE	REVISION
1	XX/XX/XXXX	
2	XX/XX/XXXX	
3	XX/XX/XXXX	
4	XX/XX/XXXX	

2026 MFT STREET RESURFACING DOBSON (BARTON TO RIDGE)

SCALE
1" = 20'

PROJECT NUMBER:
PW-RS-2602

BID NUMBER:
26-24

ISSUED FOR:
BID

DATE: 4/02/2026

DESIGNED BY: NS

DRAWN BY: NS

CHECKED BY: SN

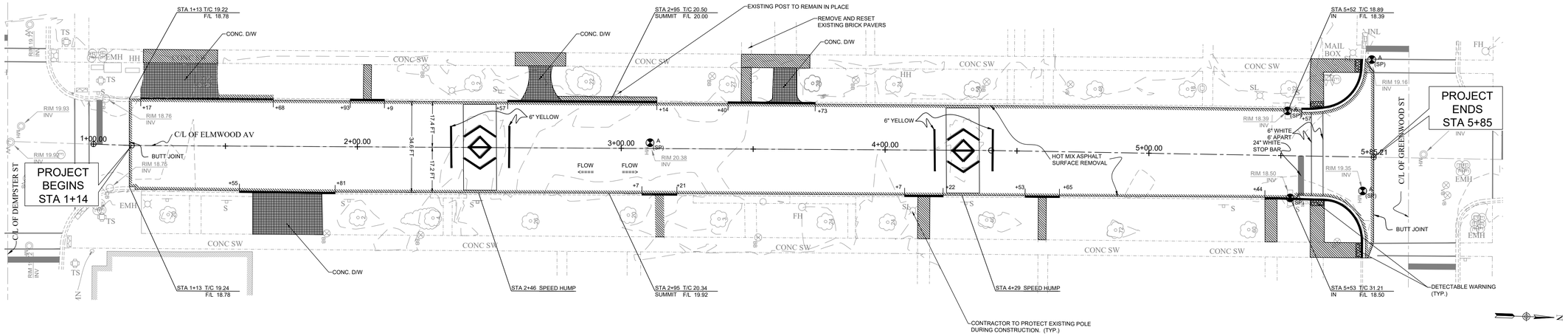
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ELMWOOD AVENUE
ASPHALT OVER CONCRETE

RESURFACING PLAN

STA 1+14 TO STA 5+85 MILL (VARIABLE DEPTH) OF EXISTING ROADWAY SURFACE AND REPLACE WITH ±3/4" TO 1" LEVELING BINDER (MACHINE METHOD), N50 (IL9.5mm) AND 2" HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm).



REFRESH "OVERLAY" ALL DAMAGED EXISTING PAVEMENT MARKINGS AS DIRECTED BY ENGINEER

HATCH LEGEND:

- -- FULL DEPTH PATCHES, SPECIAL ±11.0"
- -- REMOVAL AND REPLACEMENT OF ASPHALT SURFACES
- -- REMOVAL AND REPLACEMENT OF DRIVEWAYS
- -- REMOVAL AND REPLACEMENT OF SIDEWALKS
- -- PROPOSED DETECTABLE WARNINGS

(1.) TEMPORARY FENCE INSTALLATION AND EARTH SAWCUTS OF TREE ROOTS (ROOT PRUNING) WILL BE FIELD DETERMINED, PRIOR TO ANY REMOVAL OPERATIONS.

(2.) CONTRACTOR WILL BE REQUIRED TO INSTALL SPEED HUMP SEPARATELY, AFTER SURFACE COURSE IS PLACED. SPEED HUMPS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR "SPEED HUMPS, COMPLETE". BUTT JOINTS FOR SPEED HUMPS WILL BE INCIDENTAL TO THE VARIOUS PAY ITEMS.

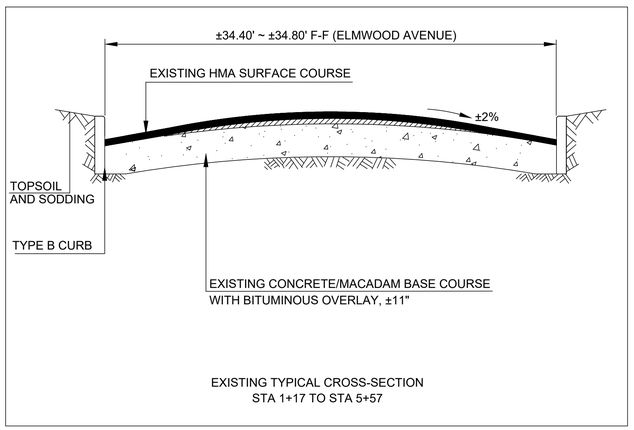
(3.) EXACT LOCATIONS OF THE FULL DEPTH PATCHES (HES) AND/OR CLASS "D" PATCHES WILL BE FIELD DETERMINED, AFTER MILLING OF EXISTING ROADWAY SURFACE.

(4.) THE WORK IN NOTE 3 WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID FOR "PAVEMENT REMOVAL", "CURB REMOVAL", AND "COMBINATION CONCRETE CURB AND GUTTER TYPE B6.12".

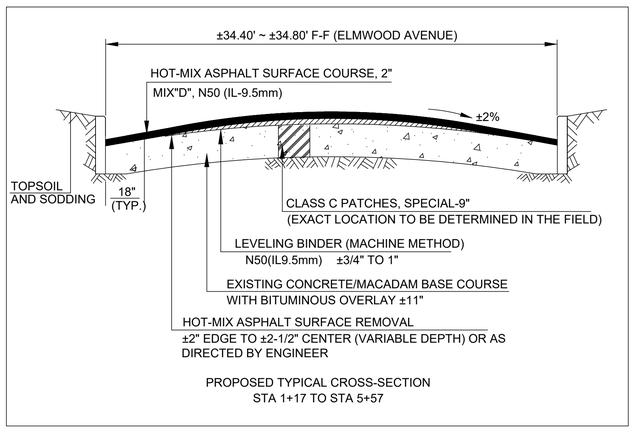
(5.) THE CONTRACTOR SHALL BE RESPONSIBLE TO VISUALLY FIELD VERIFY ALL STRUCTURES CALLING FOR RECONSTRUCTION OR REPLACEMENT IN ORDER TO DETERMINE THE EXTEND AND MAGNITUDE OF THE WORK REQUIRED. FULL DEPTH SAW CUTTING WILL BE REQUIRED FOR ALL UTILITY WORK.

(6.) ADDITIONAL CONCRETE REMOVAL AND REPLACEMENT WORK WILL BE FIELD DETERMINED.

(7.) CONTRACTOR WILL BE REQUIRED TO DO CONCRETE WORK ON ONE SIDE OF THE STREET AT A TIME.



EXISTING TYPICAL CROSS-SECTION
STA 1+17 TO STA 5+57



PROPOSED TYPICAL CROSS-SECTION
STA 1+17 TO STA 5+57

City of Evanston

NO.	DATE	REVISION
1	XX/XX/XXXX	
2	XX/XX/XXXX	
3	XX/XX/XXXX	
4	XX/XX/XXXX	

2026 MFT STREET RESURFACING
ELMWOOD (DEMPSTER TO GREENWOOD)

SCALE
1" = 20'

PROJECT NUMBER:
PW-RS-2602

BID NUMBER:
26-24

ISSUED FOR:
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DATE: 4/02/2026

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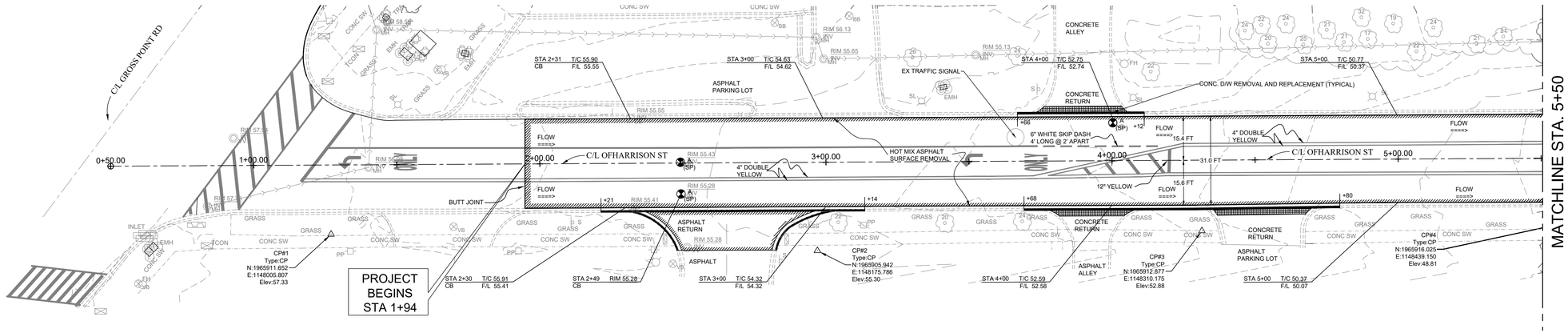
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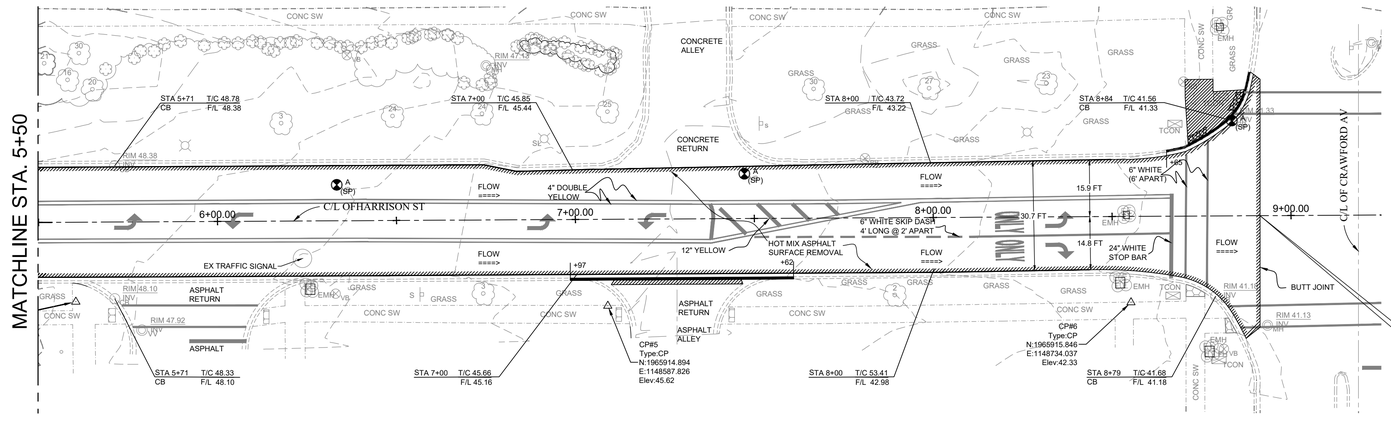
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STA 1+94 TO STA 8+91.37 MILL (VARIABLE DEPTH) OF EXISTING ROADWAY SURFACE AND REPLACE WITH ±3/4" TO 1" LEVELING BINDER (MACHINE METHOD), N50 (IL9.5mm) AND 2" HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm).

HARRISON STREET
(ASPHALT OVER CONCRETE/MACADAM)

RESURFACING PLAN





HATCH LEGEND:

- -- FULL DEPTH PATCHES, SPECIAL ±11.0"
- -- REMOVAL AND REPLACEMENT OF ASPHALT SURFACES
- -- REMOVAL AND REPLACEMENT OF DRIVEWAYS
- -- REMOVAL AND REPLACEMENT OF SIDEWALKS
- -- PROPOSED DETECTABLE WARNINGS

REFRESH "OVERLAY" ALL DAMAGED EXISTING PAVEMENT MARKINGS AS DIRECTED BY ENGINEER

N

0 20 40 Feet

(1.) TEMPORARY FENCE INSTALLATION AND EARTH SAWCUTS OF TREE ROOTS (ROOT PRUNING) WILL BE FIELD DETERMINED, PRIOR TO ANY REMOVAL OPERATIONS.

(2.) EXACT LOCATIONS OF THE FULL DEPTH PATCHES (HES) AND/OR CLASS "D" PATCHES WILL BE FIELD DETERMINED, AFTER MILLING OF EXISTING ROADWAY SURFACE.

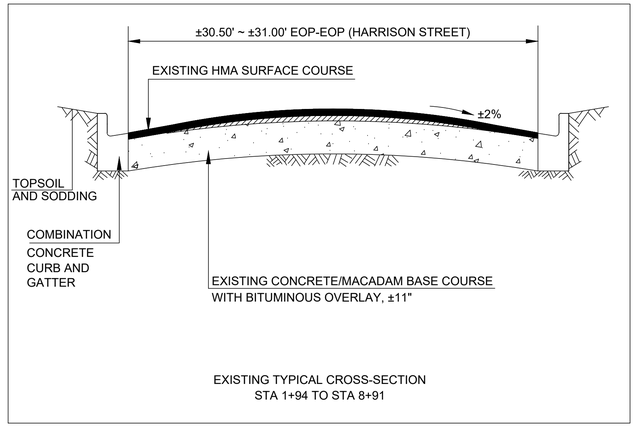
(3.) EXISTING TYPE B CURB WILL BE REMOVED AND REPLACED WITH COMBINATION CONCRETE CURB AND GUTTER, TYPE B6.12, WILL BE FIELD DETERMINED.

(4.) THE WORK IN NOTE 3 WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID FOR "PAVEMENT REMOVAL", "CURB REMOVAL", AND "COMBINATION CONCRETE CURB AND GUTTER TYPE B6.12".

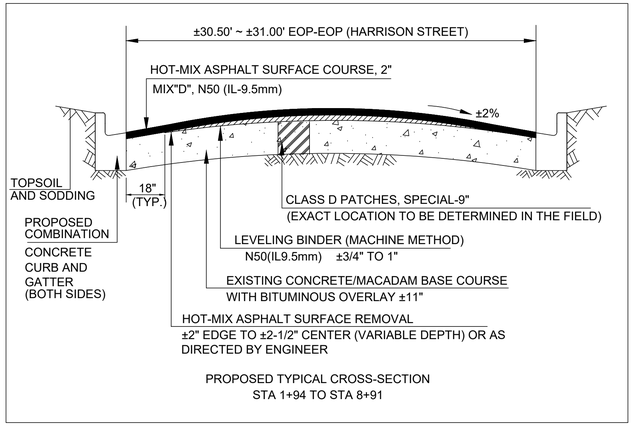
(5.) THE CONTRACTOR SHALL BE RESPONSIBLE TO VISUALLY FIELD VERIFY ALL STRUCTURES CALLING FOR RECONSTRUCTION OR REPLACEMENT IN ORDER TO DETERMINE THE EXTEND AND MAGNITUDE OF THE WORK REQUIRED. FULL DEPTH SAW CUTTING WILL BE REQUIRED FOR ALL UTILITY WORK.

(6.) ADDITIONAL CONCRETE REMOVAL AND REPLACEMENT WORK WILL BE FIELD DETERMINED.

(7) CONTRACTOR WILL BE REQUIRED TO DO CONCRETE WORK ON ONE SIDE OF THE STREET AT A TIME.



EXISTING TYPICAL CROSS-SECTION
STA 1+94 TO STA 8+91



PROPOSED TYPICAL CROSS-SECTION
STA 1+94 TO STA 8+91

City of Evanston

NO.	DATE	REVISION
1	XX/XX/XXXX	
2	XX/XX/XXXX	
3	XX/XX/XXXX	
4	XX/XX/XXXX	

2026 MFT STREET RESURFACING
HARRISON (GROSS POINT TO CRAWFORD)

SCALE
1" = 20'

PROJECT NUMBER:
PW-RS-2602

BID NUMBER:
26-24

ISSUED FOR:
BID

DATE: 4/02/2026

DESIGNED BY: NS

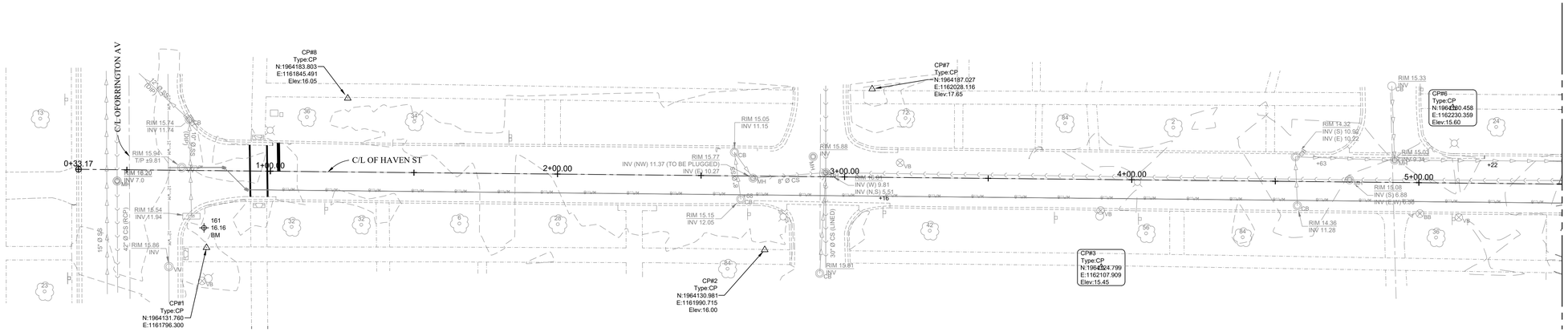
DRAWN BY: NS

CHECKED BY: SN

SHEET
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HAVEN STREET
(ASPHALT OVER CONCRETE/MACADAM)
EXISTING



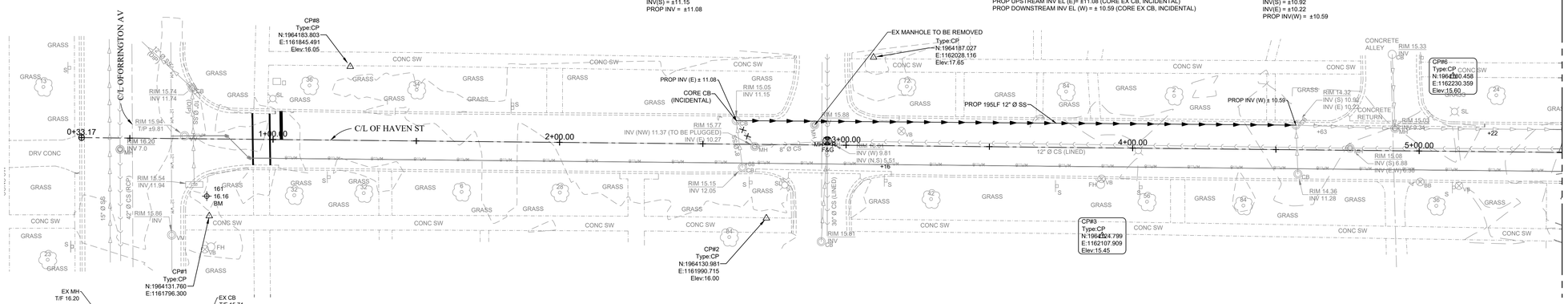
MATCHLINE STA. 5+50

PROPOSED

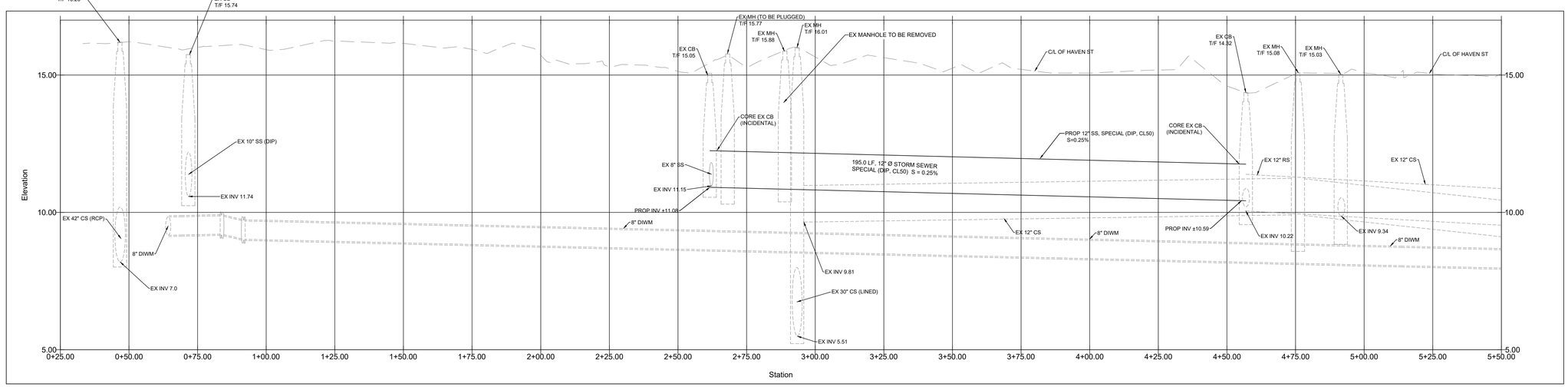
STA. 2+62 @ 14.50' LT (F/L)
EXISTING CB
T/F EL = ±15.05
INV(S) = ±11.15
PROP INV = ±11.08

195.0 LF, 12" Ø SS,
SPECIAL (DIP, CL.50)
TBF = 126CY, S = 0.25%
PROP UPSTREAM INV EL (E)= ±11.08 (CORE EX CB, INCIDENTAL)
PROP DOWNSTREAM INV EL (W) = ± 10.59 (CORE EX CB, INCIDENTAL)

STA. 4+57 @ 14.50' LT (F/L)
EXISTING CB
T/F EL = ±14.32
INV(S) = ±10.92
INV(E) = ±10.22
PROP INV(W) = ±10.59



MATCHLINE STA. 5+50



SEWER LEGEND:
- EXISTING COMBINED SEWER
- PROPOSED COMBINED SEWER
- EXISTING RELIEF/STORM SEWER
- PROPOSED RELIEF/STORM SEWER

N

0 20 40 Feet

City of Evanston

NO.	DATE	REVISION
1	XX/XX/XXXX	
2	XX/XX/XXXX	
3	XX/XX/XXXX	
4	XX/XX/XXXX	

2026 MFT STREET RESURFACING
HAVEN (ORRINGTON TO SHERIDAN)

SCALE
1" = 20' H
1" = 2' V

PROJECT NUMBER:
PW-RS-2602

BID NUMBER:
26-24

ISSUED FOR:
BID

DATE: 4/02/2026

DESIGNED BY: NS

DRAWN BY: NS

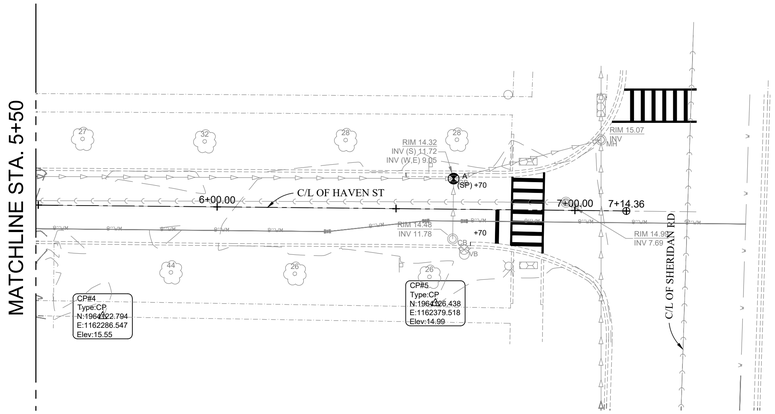
CHECKED BY: SN

SHEET
8 OF 18

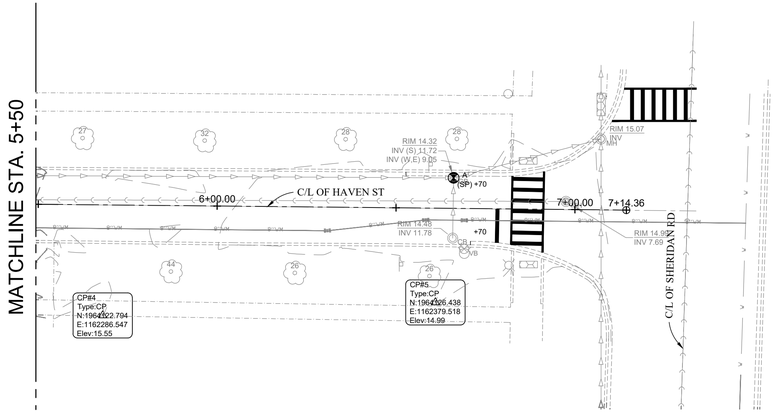
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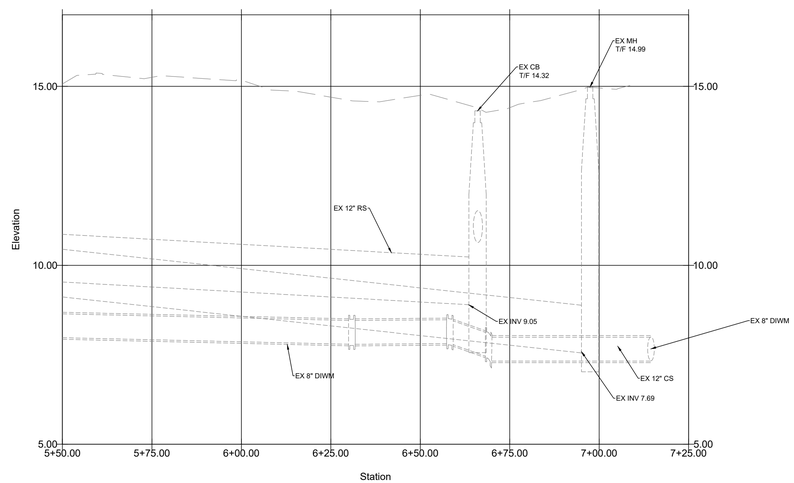
HAVEN STREET
(ASPHALT OVER CONCRETE/MACADAM)

EXISTING



PROPOSED





SEWER LEGEND:

- EXISTING COMBINED SEWER
- PROPOSED COMBINED SEWER
- EXISTING RELIEF/STORM SEWER
- PROPOSED RELIEF/STORM SEWER

N

0 20 40 Feet

City of Evanston

NO.	DATE	REVISION
1	XX/XX/XXXX	
2	XX/XX/XXXX	
3	XX/XX/XXXX	
4	XX/XX/XXXX	

2026 MFT STREET RESURFACING
HAVEN (ORRINGTON TO SHERIDAN)

SCALE
1" = 20' H
1" = 2' V

PROJECT NUMBER:
PW-RS-2602

BID NUMBER:
26-24

ISSUED FOR:
BID

DATE: 4/02/2026

DESIGNED BY: NS

DRAWN BY: NS

CHECKED BY: SN

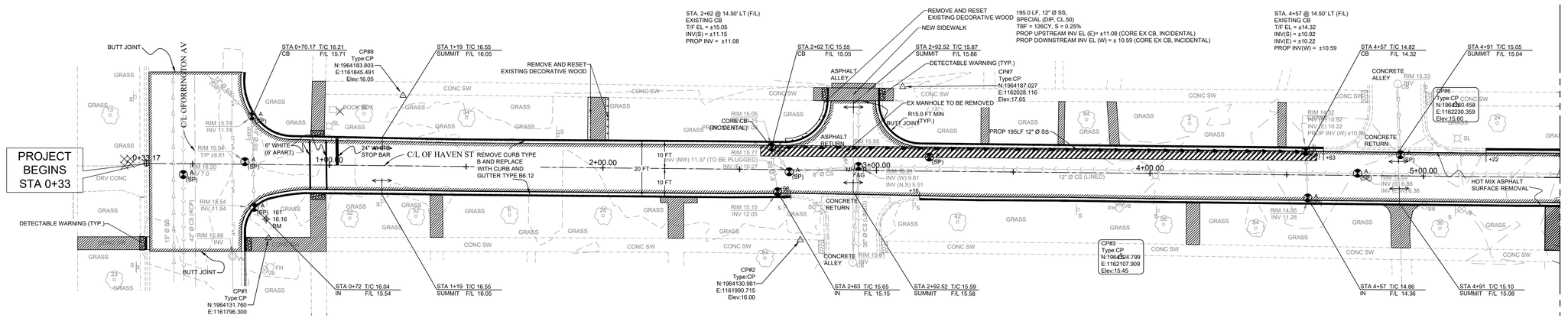
SHEET
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STA 0+33 TO STA 7+11 MILL (VARIABLE DEPTH) OF EXISTING ROADWAY SURFACE AND REPLACE WITH ±3/4" TO 1" LEVELING BINDER (MACHINE METHOD), N50 (IL9.5mm) AND 2" HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm).

HAVEN STREET
(ASPHALT OVER CONCRETE)

RESURFACING PLAN



N

0 20 40 Feet

HATCH LEGEND:

- -- FULL DEPTH PATCHES, SPECIAL ±11.0"
- -- REMOVAL AND REPLACEMENT OF ASPHALT SURFACES
- -- REMOVAL AND REPLACEMENT OF DRIVEWAYS
- -- REMOVAL AND REPLACEMENT OF SIDEWALKS
- -- PROPOSED DETECTABLE WARNINGS

REFRESH "OVERLAY" ALL DAMAGED EXISTING PAVEMENT MARKINGS AS DIRECTED BY ENGINEER

(1.) TEMPORARY FENCE INSTALLATION AND EARTH SAWCUTS OF TREE ROOTS (ROOT PRUNING) WILL BE FIELD DETERMINED, PRIOR TO ANY REMOVAL OPERATIONS.

(2.) EXACT LOCATIONS OF THE FULL DEPTH PATCHES (HES) AND/OR CLASS "D" PATCHES WILL BE FIELD DETERMINED, AFTER MILLING OF EXISTING ROADWAY SURFACE.

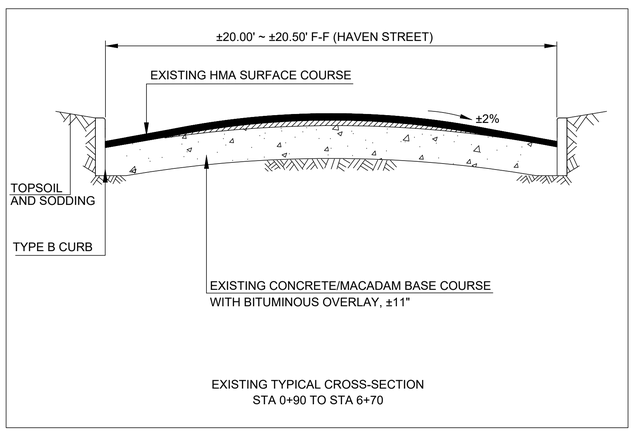
(3.) EXISTING TYPE B CURB WILL BE REMOVED AND REPLACED WITH COMBINATION CONCRETE CURB AND GUTTER, TYPE B6.12, WILL BE FIELD DETERMINED.

(4.) THE WORK IN NOTE 3 WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID FOR "PAVEMENT REMOVAL", "CURB REMOVAL", AND "COMBINATION CONCRETE CURB AND GUTTER TYPE B6.12".

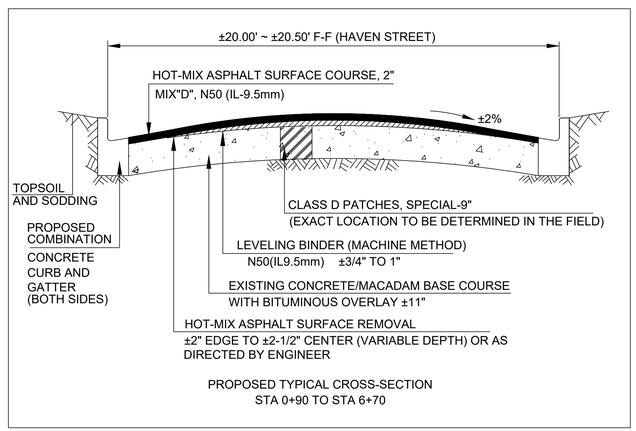
(5.) THE CONTRACTOR SHALL BE RESPONSIBLE TO VISUALLY FIELD VERIFY ALL STRUCTURES CALLING FOR RECONSTRUCTION OR REPLACEMENT IN ORDER TO DETERMINE THE EXTEND AND MAGNITUDE OF THE WORK REQUIRED. FULL DEPTH SAW CUTTING WILL BE REQUIRED FOR ALL UTILITY WORK.

(6.) ADDITIONAL CONCRETE REMOVAL AND REPLACEMENT WORK WILL BE FIELD DETERMINED.

(7) CONTRACTOR WILL BE REQUIRED TO DO CONCRETE WORK ON ONE SIDE OF THE STREET AT A TIME.



EXISTING TYPICAL CROSS-SECTION
STA 0+90 TO STA 6+70



PROPOSED TYPICAL CROSS-SECTION
STA 0+90 TO STA 6+70

City of Evanston

NO.	DATE	REVISION
1	XX/XX/XXXX	
2	XX/XX/XXXX	
3	XX/XX/XXXX	
4	XX/XX/XXXX	

2026 MFT STREET RESURFACING
HAVEN (ORRINGTON TO SHERIDAN)

SCALE
1" = 20'

PROJECT NUMBER:
PW-RS-2602

BID NUMBER:
26-24

ISSUED FOR:
BID

DATE: 4/02/2026

DESIGNED BY: NS

DRAWN BY: NS

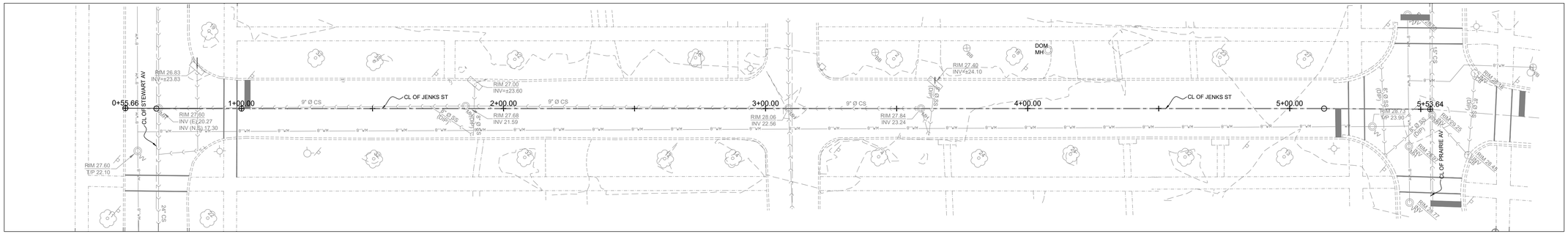
CHECKED BY: SN

SHEET
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JENKS STREET
(ASPHALT OVER CONCRETE)

EXISTING



SEWER LEGEND:

- EXISTING COMBINED SEWER
- PROPOSED COMBINED SEWER
- EXISTING RELIEF/STORM SEWER
- PROPOSED RELIEF/STORM SEWER

STA. 0+85.08 @ 12.0' LT
INLET, TYPE A, 36" DEPTH
TYPE 1 FRAME, OPEN LID
PROP T/F EL = ±27.01
PROP INV = ±23.84

3.0 LF, 8" Ø SS, SPECIAL (DIP, CL.50)
TBF = 2 CY, S = 0.50% OR MEET EX
PROP UPSTREAM INV EL = ±23.84
PROP DOWNSTREAM INV EL = ± 23.83 OR MEET EX

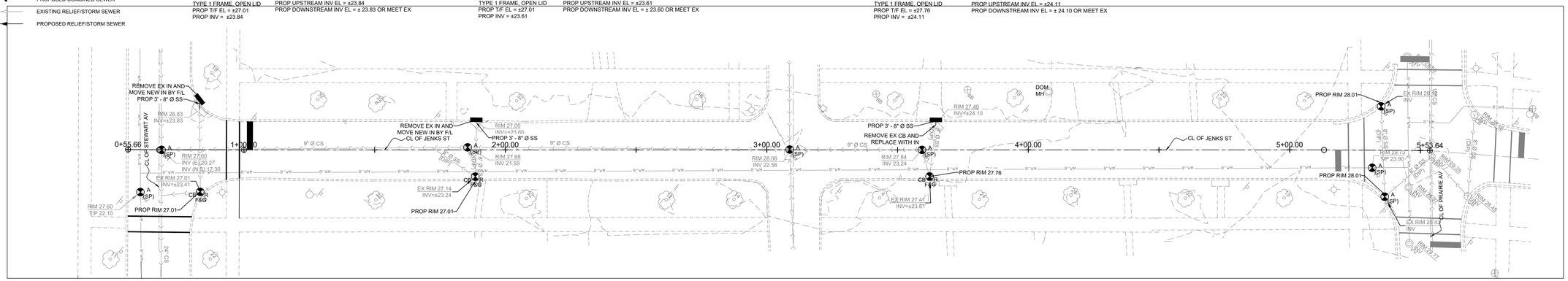
STA. 1+88.76 @ 12.0' LT
INLET, TYPE A, 36" DEPTH
TYPE 1 FRAME, OPEN LID
PROP T/F EL = ±27.01
PROP INV = ±23.61

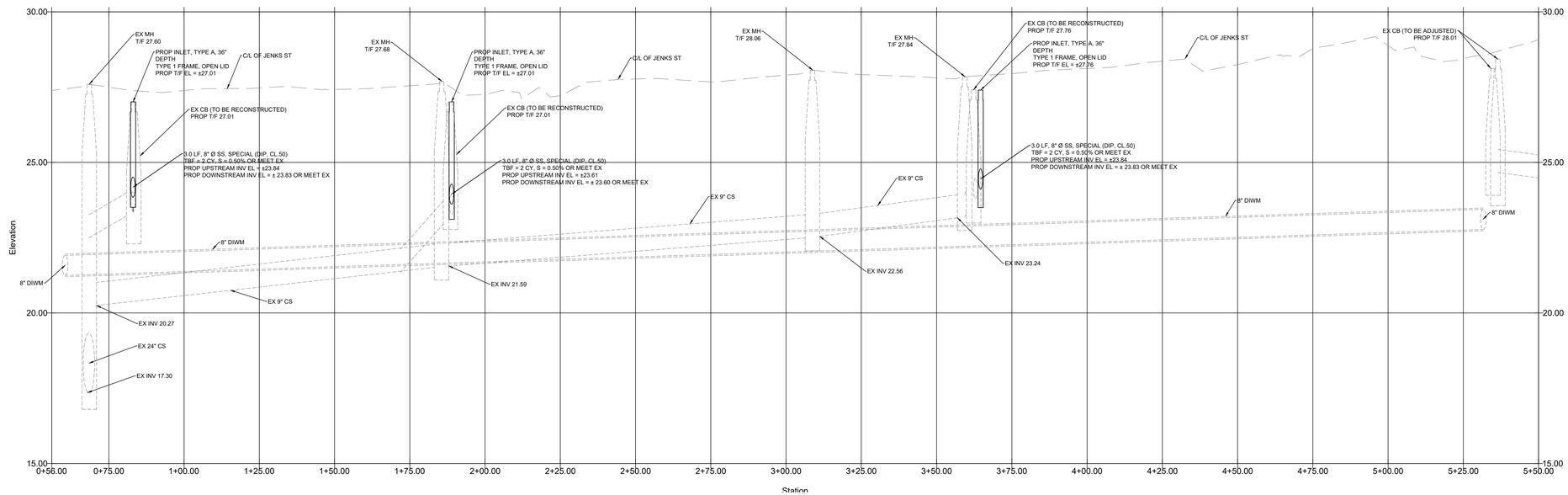
3.0 LF, 8" Ø SS, SPECIAL (DIP, CL.50)
TBF = 2 CY, S = 0.50% OR MEET EX
PROP UPSTREAM INV EL = ±23.61
PROP DOWNSTREAM INV EL = ± 23.60 OR MEET EX

PROPOSED

STA. 3+64.00 @ 12.0' LT
INLET, TYPE A, 36" DEPTH
TYPE 1 FRAME, OPEN LID
PROP T/F EL = ±27.76
PROP INV = ±24.11

3.0 LF, 8" Ø SS, SPECIAL (DIP, CL.50)
TBF = 2 CY, S = 0.50% OR MEET EX
PROP UPSTREAM INV EL = ±24.11
PROP DOWNSTREAM INV EL = ± 24.10 OR MEET EX





SEWER LEGEND:

- EXISTING COMBINED SEWER
- PROPOSED COMBINED SEWER
- EXISTING RELIEF/STORM SEWER
- PROPOSED RELIEF/STORM SEWER

0 20 40 Feet

City of Evanston

NO.	DATE	REVISION
1	XX/XX/XXXX	
2	XX/XX/XXXX	
3	XX/XX/XXXX	
4	XX/XX/XXXX	

2026 MFT STREET RESURFACING
JENKS (STEWART TO PRAIRIE)

SCALE
1" = 20' H
1" = 2' V

PROJECT NUMBER:
PW-RS-2602

BID NUMBER:
26-24

ISSUED FOR:
BID

DATE: 4/02/2026

DESIGNED BY: NS

DRAWN BY: NS

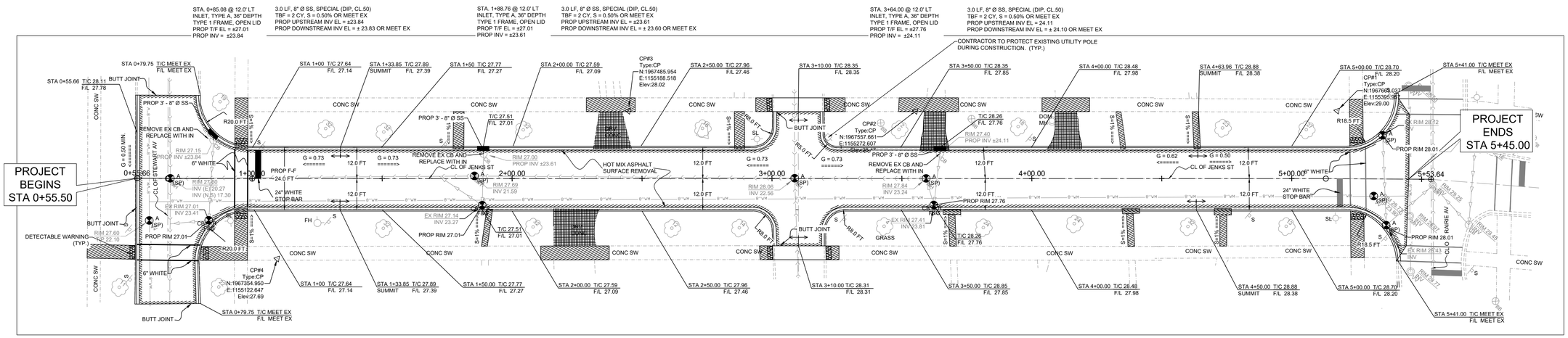
CHECKED BY: SN

SHEET
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JENKS STREET
(ASPHALT OVER CONCRETE)

RESURFACING PLAN



STA 0+55.50 TO STA 5+45.00 MILL (VARIABLE DEPTH) OF EXISTING ROADWAY SURFACE AND REPLACE WITH ±3/4" TO 1" LEVELING BINDER (MACHINE METHOD), N50 (IL9.5mm) AND 2" HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm).

EXISTING TYPICAL CROSS-SECTION
STA. 1+00 TO STA. 5+25.00

PROPOSED TYPICAL CROSS-SECTION
STA 1+00 TO STA 5+25.00

REFRESH "OVERLAY" ALL DAMAGED EXISTING PAVEMENT MARKINGS AS DIRECTED BY ENGINEER

(1.) TEMPORARY FENCE INSTALLATION AND EARTH SAWCUTS OF TREE ROOTS (ROOT PRUNING) WILL BE FIELD DETERMINED, PRIOR TO ANY REMOVAL OPERATIONS.

(2.) EXACT LOCATIONS OF THE FULL DEPTH PATCHES (HES) AND/OR CLASS "D" PATCHES WILL BE FIELD DETERMINED, AFTER MILLING OF EXISTING ROADWAY SURFACE.

(3.) EXISTING TYPE B CURB WILL BE REMOVED AND REPLACED WITH COMBINATION CONCRETE CURB AND GUTTER, TYPE B6.12, WILL BE FIELD DETERMINED.

(4.) THE WORK IN NOTE 3 WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID FOR "PAVEMENT REMOVAL", "CURB REMOVAL", AND "COMBINATION CONCRETE CURB AND GUTTER TYPE B6.12".

(5.) THE CONTRACTOR SHALL BE RESPONSIBLE TO VISUALLY FIELD VERIFY ALL STRUCTURES CALLING FOR RECONSTRUCTION OR REPLACEMENT IN ORDER TO DETERMINE THE EXTEND AND MAGNITUDE OF THE WORK REQUIRED. FULL DEPTH SAW CUTTING WILL BE REQUIRED FOR ALL UTILITY WORK.

(6.) ADDITIONAL CONCRETE REMOVAL AND REPLACEMENT WORK WILL BE FIELD DETERMINED.

(7.) ALL SEWER WORK IN THE CURB LINE WILL BE FIELD DETERMINED, AND/OR WILL BE DONE AS DIRECTED BY THE ENGINEER.

HATCH LEGEND:

- -- FULL DEPTH PATCHES, SPECIAL ±11.0"
- -- REMOVAL AND REPLACEMENT OF ASPHALT SURFACES
- -- REMOVAL AND REPLACEMENT OF DRIVEWAYS
- -- REMOVAL AND REPLACEMENT OF SIDEWALKS
- -- PROPOSED DETECTABLE WARNINGS

0 20 40 Feet

City of Evanston

NO.	DATE	REVISION
1	XX/XX/XXXX	
2	XX/XX/XXXX	
3	XX/XX/XXXX	
4	XX/XX/XXXX	

2026 MFT STREET RESURFACING
JENKS (STEWART TO PRAIRIE)

SCALE
1" = 20'

PROJECT NUMBER:
PW-RS-2602

BID NUMBER:
26-24

ISSUED FOR:
BID

DATE: 4/02/2026

DESIGNED BY: NS

DRAWN BY: NS

CHECKED BY: SN

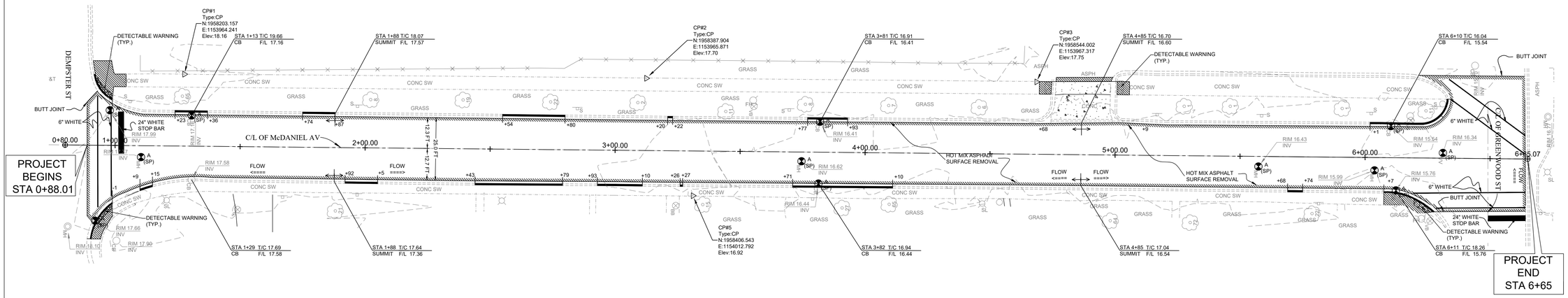
SHEET
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STA 0+88 TO STA 6+65 MILL (VARIABLE DEPTH) OF EXISTING ROADWAY SURFACE AND REPLACE WITH ±3/4" TO 1" LEVELING BINDER (MACHINE METHOD), N50 (IL9.5mm) AND 2" HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm).

MCDANIEL AVENUE (ASPHALT)

RESURFACING PLAN



HATCH LEGEND:

- -- FULL DEPTH PATCHES, SPECIAL ±11.0"
- -- REMOVAL AND REPLACEMENT OF ASPHALT SURFACES
- -- REMOVAL AND REPLACEMENT OF DRIVEWAYS
- -- REMOVAL AND REPLACEMENT OF SIDEWALKS
- -- PROPOSED DETECTABLE WARNINGS

REFRESH "OVERLAY" ALL DAMAGED EXISTING PAVEMENT MARKINGS AS DIRECTED BY ENGINEER

(1.) TEMPORARY FENCE INSTALLATION AND EARTH SAWCUTS OF TREE ROOTS (ROOT PRUNING) WILL BE FIELD DETERMINED, PRIOR TO ANY REMOVAL OPERATIONS.

(2.) EXACT LOCATIONS OF THE FULL DEPTH PATCHES (HES) AND/OR CLASS "D" PATCHES WILL BE FIELD DETERMINED, AFTER MILLING OF EXISTING ROADWAY SURFACE.

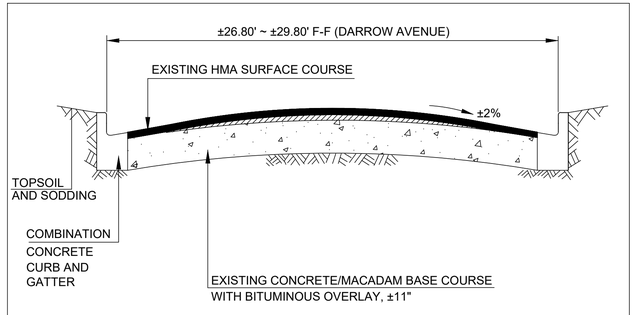
(3.) EXISTING TYPE B CURB WILL BE REMOVED AND REPLACED WITH COMBINATION CONCRETE CURB AND GUTTER, TYPE B6.12, WILL BE FIELD DETERMINED.

(4.) THE WORK IN NOTE 3 WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID FOR "PAVEMENT REMOVAL", "CURB REMOVAL", AND "COMBINATION CONCRETE CURB AND GUTTER TYPE B6.12".

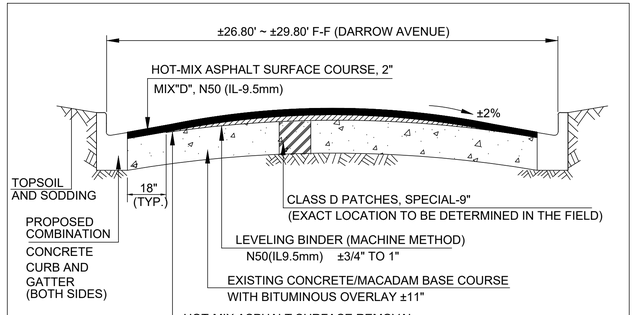
(5.) THE CONTRACTOR SHALL BE RESPONSIBLE TO VISUALLY FIELD VERIFY ALL STRUCTURES CALLING FOR RECONSTRUCTION OR REPLACEMENT IN ORDER TO DETERMINE THE EXTEND AND MAGNITUDE OF THE WORK REQUIRED. FULL DEPTH SAW CUTTING WILL BE REQUIRED FOR ALL UTILITY WORK.

(6.) ADDITIONAL CONCRETE REMOVAL AND REPLACEMENT WORK WILL BE FIELD DETERMINED.

(7) CONTRACTOR WILL BE REQUIRED TO DO CONCRETE WORK ON ONE SIDE OF THE STREET AT A TIME.



EXISTING TYPICAL CROSS-SECTION
STA 0+88.01 TO STA 6+65.07



PROPOSED TYPICAL CROSS-SECTION
STA 0+88.TO STA 6+65

City of Evanston

NO.	DATE	REVISION
1	XX/XX/XXXX	
2	XX/XX/XXXX	
3	XX/XX/XXXX	
4	XX/XX/XXXX	

2026 MFT STREET RESURFACING MCDANIEL (DEMPSTER TO GREENWOOD)

SCALE
1" = 20'

PROJECT NUMBER:
PW-RS-2602

BID NUMBER:
26-24

ISSUED FOR:
BID

DATE: 4/02/2026

DESIGNED BY: NS

DRAWN BY: NS

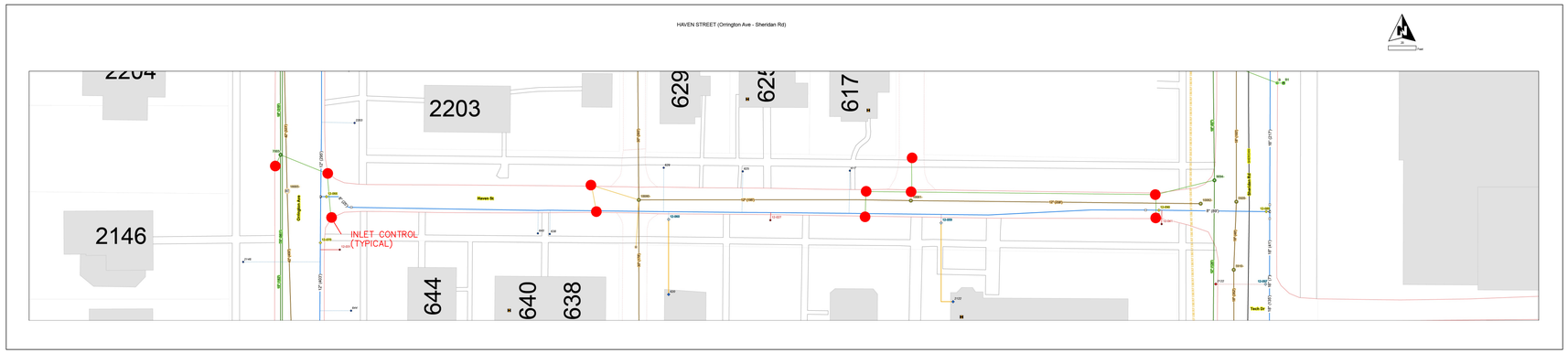
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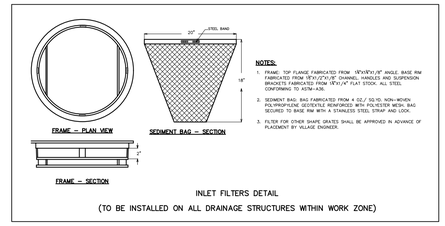
SHEET
13 OF 18

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EROSION AND SEDIMENT CONTROL PLAN

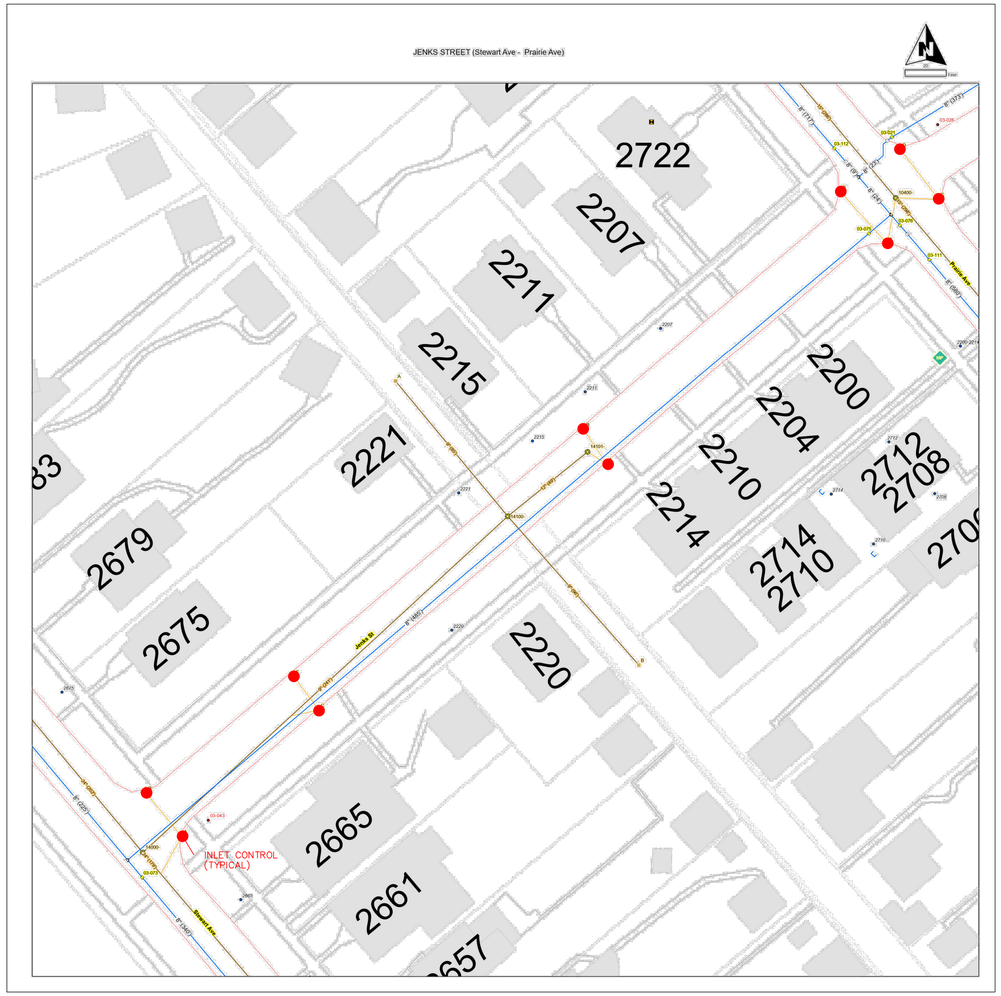
● -- INLET CONTROL LOCATIONS





INLET FILTERS DETAIL

(TO BE INSTALLED ON ALL DRAINAGE STRUCTURES WITHIN WORK ZONE)



NOTES:

1. Construction Program Schedule

Prior to start of construction, the contractor shall meet with the resident engineer and discuss the project construction activities, erosion and sediment control practices and site restoration measures. Site clearing and excavation shall not proceed until the contractor prepares and submits a construction program schedule for all erosion and sediment control practices, construction activities and site restoration measures.

2. Best Management Practices

- The existing drainage structures as indicated on the plans shall be provided with inlet filter control devices. These devices shall be maintained in place during the entire construction period.
- The storm sewer system shall be installed as soon as earthwork operations permit. The areas around inlet structures shall be temporarily graded to ground level 12 inches below the structure rim to inhibit drainage into structure and create temporary sediment traps. Install filter fabric under the inlet casting grates immediately upon installation of the structures.
- All sediment filters and erosion protection features shall be inspected and maintained at least once a week, within 24 hours of the end of a 0.50 inch rainfall event and periodically as otherwise necessary to allow them to operate effectively.
- Excavated soil stockpile locations shall be limited to within the construction site.
- On-site equipment and material staging and storage areas shall be limited to locations within the construction site.
- Construction vehicle access shall be limited to defined connections to/from the adjacent streets.
- Soil, mud or debris deposited, tracked or washed on the adjacent streets shall be removed daily.
- Water pumped or otherwise discharged from the work site during dewatering operations shall be filtered to minimize the off-site discharge of suspended solids.
- It is intended that all permanent grass areas be established with turf grass sod within seven days after completion of topsoil placement operations.

Washout water from the concrete trucks is not allowed to be discharged directly into the combined sewer system without pretreatment. If a concrete washout pad or dumpster is not maintained on site, the concrete trucks shall be required to return to the concrete supplies plant for washout cleaning.

The contractor shall be responsible for trench dewatering and excavation for the installation of sanitary sewers, storm sewers, water mains as well as their services and other appurtenances. Any trench dewatering, which contains sediment shall pass through a sediment settling pond or equally effective sediment control device. Alternatives may include dewatering into a sump pit, filter bag or existing vegetated upslope area. Sediment laden water shall not be discharged to waterways, flood protection areas or the combined sewer system.'

Legend

Comb. Mains -A CTIVE

Subtype RESPONSIBILITY

- Comb. Main, City
- Comb. Outfall, City
- Comb. Interceptor, City
- Comb. Inv. Siphon, City
- Comb. Overflow City
- Main, MWRD
- Outfall MWRD
- Interceptor, MWRD
- Inverted Siphon, MWRD
- Overflow, MWRD
- Main, Private
- Outfall Private
- Culvert, Private
- City Boundary
- Street Labels
- Parks
- Water Bodies
- City Background (white)
- Rel. Main, City
- Rel. Outfall City
- Rel. Inv. Siphon, City
- Rel. Overflow, City
- Main, MWRD
- Open Channel MWRD
- Main, Private
- Outfall Private
- Tunnel Private

City of Evanston

NO.	DATE	REVISION
1	XX/XX/XXXX	
2	XX/XX/XXXX	
3	XX/XX/XXXX	
4	XX/XX/XXXX	

2026 WATER MAIN IMPROVEMENTS AND STREET RESURFACING PROJECT

EROSION AND SEDIMENT CONTROL PLAN

SCALE
NTS

PROJECT NUMBER:
PW-RS-2602

BID NUMBER:
26-24

ISSUED FOR:
BID

DATE: 4/02/2026

DESIGNED BY: NS

DRAWN BY: NS

CHECKED BY: SN

SHEET
14 OF 18

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CITY OF EVANSTON TYPICAL DETAILS

PIPE MATERIAL SPECIFICATION

WHERE POLYVINYL CHLORIDE PIPE (P.V.C.) IS CALLED FOR ON THE CONTRACT PLANS, IT SHALL BE SDR 26 IN CONFORMANCE WITH:

6" TO 15" PIPE ASTM D-3034

18" OR LARGER PIPE ASTM F-679

WHERE DUCTILE IRON PIPE (D.I.P.) IS CALLED FOR ON THE CONTRACT PLANS, IT SHALL BE;

FOR SEWER : CLASS 50 IN CONFORMANCE WITH:

ANSI A-21.51 PIPE

ANSI A-21.11 JOINT

FOR WATER: CLASS 52 IN CONFORMANCE WITH:

Mechanical Joints; AWWA C-153

Push-On Joints; AWWA C-153

WHERE EXTRA STRENGTH CLAY PIPE (E.S.V.C.P.) IS CALLED FOR ON THE CONTRACT PLANS, IT SHALL BE IN CONFORMANCE WITH:

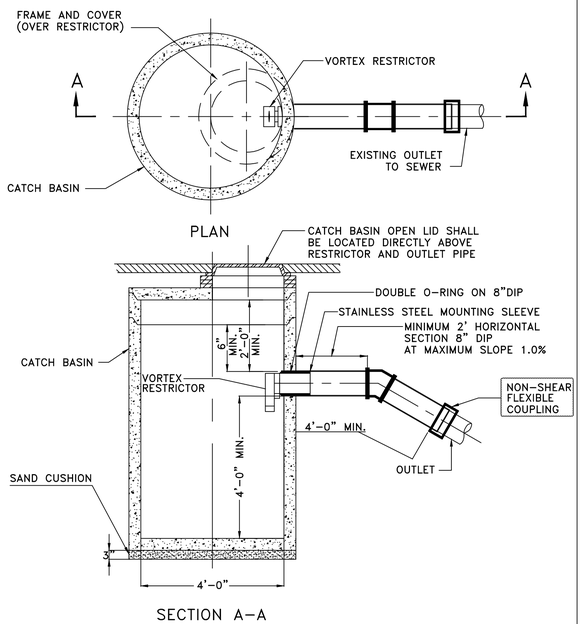
ASTM C-700 PIPE

ASTM C-425 JOINT

TABLE

A	B	C	D	E
48"	5"	32" MIN	24"	0.12
60"	6"		36"	0.17
72"	7"	90" MAX	48"	0.18
84"	8-3/4"		54"	0.21
96"	9"		60"	0.27

DETAIL OF CATCH BASIN, TYPE A



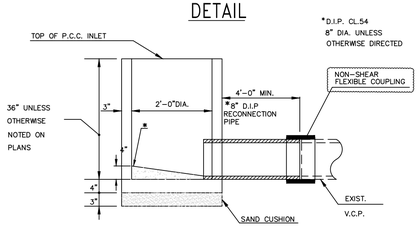
SPECIFICATION REFERENCE: SECTION 602

NOTE: WHEN CATCH BASIN IS CONNECTED TO THE EXISTING COMBINED SEWER, THE CONTRACTOR WILL BE REQUIRED TO INSTALL A VORTEX RESTRICTOR TO BE PROVIDED BY THE CITY. THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE COST OF CATCH BASIN.

REFER TO SPECIAL PROVISIONS IN CONTRACT PROPOSAL.

NOTE: All inlet and outlet pipes of sanitary sewer manholes and other underground structures (and in combined sewer areas, also all combined/ storm sewer manholes, catch basins, inlets, and underground detention storage structures) shall be joined with watertight flexible rubber connections, conforming to A.S.T.M. C-443 and C-923 with stainless steel band.

INLET, TYPE A DETAIL

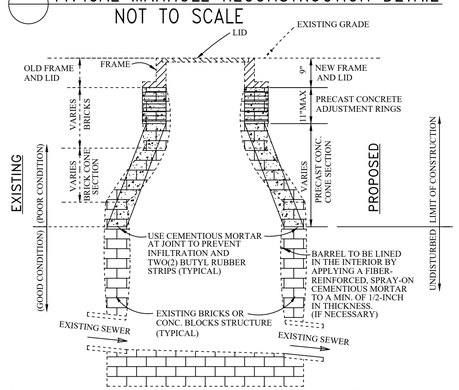


* 1) PREFORMED TAPPERED BOTTOM SHALL BE FURNISHED AT ALL END OF RUN INLETS
2) PROVIDE NON-SHRINK CONCRETE COLLAR AROUND BOOTED PIPE AND BENCH

SPECIFICATION REFERENCE: SECTION 602

'NOTE: All inlet and outlet pipes of sanitary sewer manholes and other underground structures (and in combined sewer areas, also all combined/ storm sewer manholes, catch basins, inlets, and underground detention storage structures) shall be joined with watertight flexible rubber connections, conforming to A.S.T.M. C-443 and C-923 with stainless steel band.

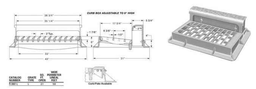
BRICKS OR CONCRETE BLOCKS STRUCTURE TYPICAL MANHOLE RECONSTRUCTION DETAIL NOT TO SCALE



'NOTE: All inlet and outlet pipes of sanitary sewer manholes and other underground structures (and in combined sewer areas, also all combined/ storm sewer manholes, catch basins, inlets, and underground detention storage structures) shall be joined with watertight flexible rubber connections, conforming to A.S.T.M. C-443 and C-923 with stainless steel band.

02-05-09 AA

R-3067-L

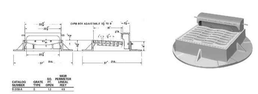


You may need to scroll horizontally to view all table columns.

A-Grate Dimension	B-Grate Thickness	E-Flange Dimension	F-Curbside Height	G-Roadside Height	Curb Box Length	Curb Box Width	Grate Type	Sq Ft Open	Weir Perimeter Lineal Feet
17-3/4 x 35-1/4	2	31 x 43	4	9	36-3/4	5-3/4	L	2.1	5.8

All dimensions are listed in inches unless otherwise noted.

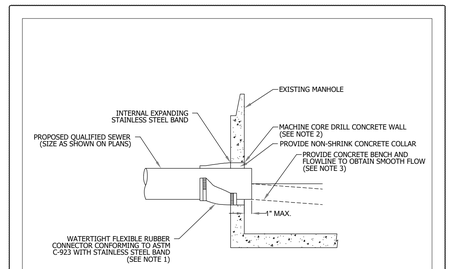
R-3159-A



You may need to scroll horizontally to view all table columns.

A-Grate Dimension	B-Grate Thickness	E-Flange Dimension	F-Curbside Height	G-Roadside Height	Curb Box Length	Curb Box Width	Grate Type	Sq Ft Open	Weir Perimeter Lineal Feet
18 x 22-3/8	1-3/4	37	6	6-3/4	22-9/16	9-1/4	S	1.3	4.9

All dimensions are listed in inches unless otherwise noted.



SECTION

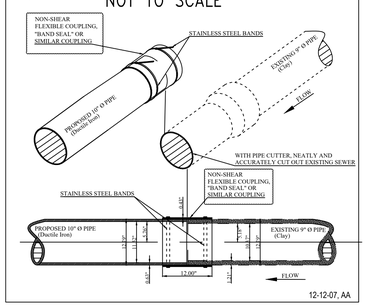
NOTES:
1. RESILIENT CONNECTOR COMPLYING WITH ASTM STANDARD C-923 (MOST RECENT EDITION) SHALL BE USED.
2. MACHINE CORE/DRILL CIRCULAR OPENING IN STRUCTURE WALL. OPENING DIAMETER TO FIT THE REQUIRED RESILIENT CONNECTOR PER MANUFACTURER'S RECOMMENDATION.
3. CUT, SHAPE, AND SLOPE NEW INVERT CHANNEL IN THE EXISTING CONCRETE BENCH FOR SMOOTH FLOW.
4. CLEAN EXISTING STRUCTURE AND SEWER PIPE OF ANY DIRT, CONCRETE, OR DEBRIS WHICH MAY ACCUMULATE DURING THE CONSTRUCTION PROCESS.
5. ANY DAMAGE TO THE EXISTING MANHOLE SHALL BE REPAIRED BY THE CONTRACTOR.
6. REINFORCED CONCRETE COLLAR MAY BE SUBSTITUTED FOR PIPE DIAMETERS LARGER THAN 36-INCHES.

NOT TO SCALE

	TECHNICAL GUIDANCE MANUAL	10/02/18
	PIPE TO EXISTING MANHOLE CONNECTION DETAIL	STD. DWG. NO. 42
		PAGE NO. 43

NEW 10" ø PIPE TO EXISTING 9" ø PIPE TYPICAL CONNECTION DETAIL NOT TO SCALE

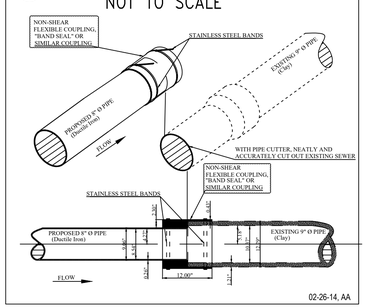
1/2



12-12-07, AA

NEW 8" ø PIPE TO EXISTING 9" ø PIPE TYPICAL CONNECTION DETAIL NOT TO SCALE

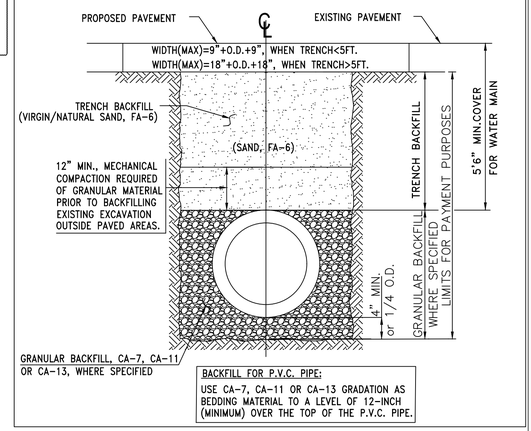
2/2



02-26-14, AA

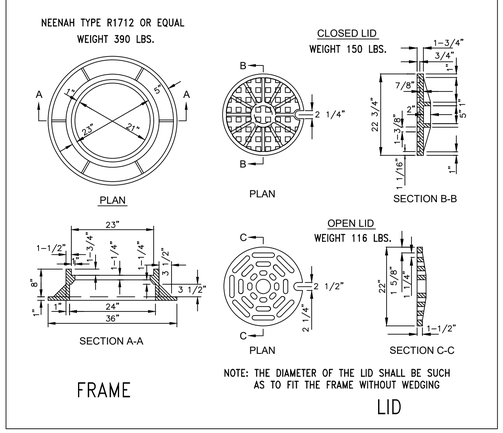
BEDDING PAYMENT SCHEDULE	
PIPE SIZE (INCH I. D.)	UNIT RATE PER LIN. FT. (TONS)
6	0.17
8	0.19
10	0.22
12	0.25
15	0.33
18	0.41
21	0.48
24	0.57
27	0.64
30	0.74
36	0.94
42	1.15
48	1.38
54	1.71
60	1.90

TRENCH BACKFILL & GRANULAR BACKFILL MATERIALS DETAIL



BACKFILL FOR P.V.C. PIPE:
USE CA-7, CA-11 OR CA-13 GRADATION AS BEDDING MATERIAL TO A LEVEL OF 12-INCH (MINIMUM) OVER THE TOP OF THE P.V.C. PIPE.

TYPE 1 FRAME AND LID DETAIL



NOTE: THE DIAMETER OF THE LID SHALL BE SUCH AS TO FIT THE FRAME WITHOUT WEDGING

REVISION	DATE
1	XX/XX/XXXX
2	XX/XX/XXXX
3	XX/XX/XXXX
4	XX/XX/XXXX
NO.	

2026 MFT RESURFACING PROJECT
CITY OF EVANSTON DETAILS-1

SCALE: NTS

PROJECT NUMBER: PW-RS-2602

BID NUMBER: 26-24

ISSUED FOR: BID

DATE: 4/02/2026

DESIGNED BY: NS

DRAWN BY: NS

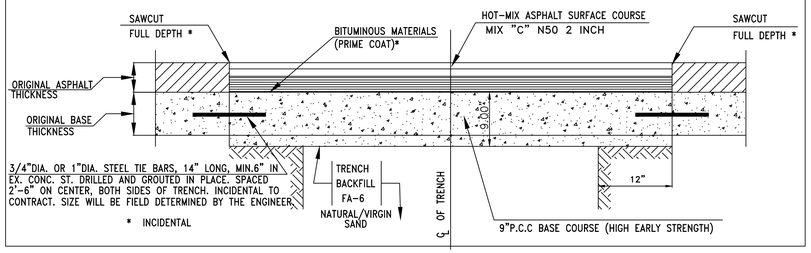
CHECKED BY: SN

SHEET: 15 OF 18

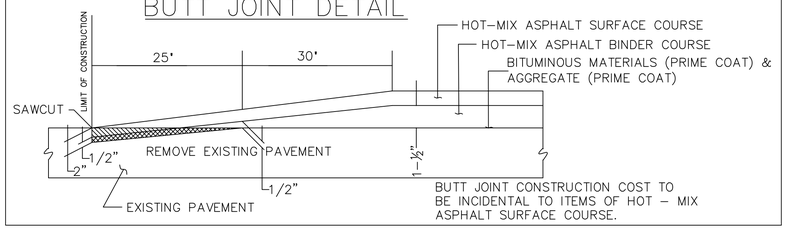
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CITY OF EVANSTON TYPICAL DETAILS

FULL DEPTH PATCH DETAIL



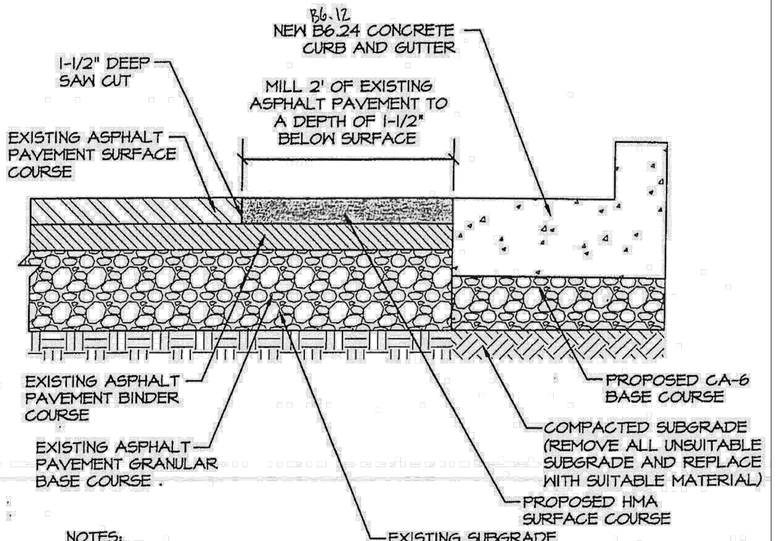
BUTT JOINT DETAIL



PAVEMENT PATCHING

AT CURB & GUTTER REMOVAL

NOT TO SCALE

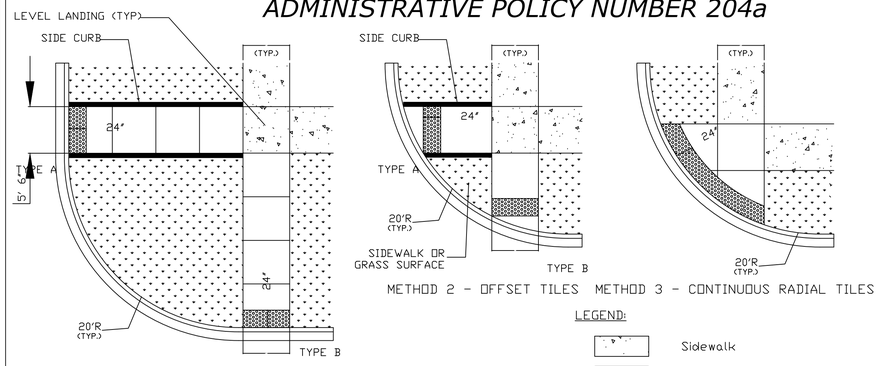


NOTES:

1. EXISTING PAVEMENT SECTION IS SHOWN FOR REFERENCE ONLY.
2. ALL ASPHALT PAVEMENT MILLINGS SHALL BE DISPOSED OF BY THE CONTRACTOR.
3. BITUMINOUS TACK COAT SHALL BE APPLIED AT A RATE OF 0.1 GALLONS PER SQUARE YARD TO BOTH THE EXISTING AND PROPOSED ASPHALT BINDER COURSE PRIOR TO NEW HMA SURFACE COURSE INSTALLATION.

CURB RAMPS DETAIL

ADMINISTRATIVE POLICY NUMBER 204a



LEGEND:

- Sidewalk
- Ramp
- Detectable Warnings, Red
- Non walking area (Grass)

GENERAL NOTES:

1. DETECTABLE WARNING TILES SHALL BE INSTALLED THE FULL WIDTH OF THE CURB RAMP AS SHOWN ABOVE, ON THE PLANS, OR AS DIRECTED BY THE ENGINEER. TYPICAL WIDTHS ARE AS FOLLOWS:
   a) 5' - 6" FOR METHODS 1 AND 2
   b) VARIOUS LENGTHS OF RADIAL TILES FOR METHOD 3
2. A LEVEL LANDING (MINIMUM OF 5'X5' AREA WITH SLOPE IN ALL DIRECTIONS LESS THAN 2%) SHALL BE INSTALLED PRIOR TO ALL CURB RAMPS. METHOD 3 REQUIRES ENTIRE CORNER TO BE A LEVEL LANDING.
3. A DEVIATION OF A ¼" OR MORE FROM ADJACENT SURFACES IS NOT ALLOWED.
4. SIDE CURBS AS SHOWN IN METHODS 1 AND 2 AS THE TYPE A RAMP WILL NOT BE PAID FOR SEPERATELY BUT WILL BE MEASURED FOR PAYMENT AS PCC SIDEWALK AND WILL BE REQUIRED AS DIRECTED BY THE ENGINEER OR AS SHOWN ON THE PLANS, WHILE TYPE B RAMPS WILL REQUIRE CURB OPENING SIDE FLARES.
5. SEE APPLICABLE PORTIONS OF IDOT HIGHWAY STANDARD 424001 (CURB RAMPS FOR SIDEWALKS), THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION SECTION 424 (PORTLAND CEMENT CONCRETE SIDEWALK), AND THE AMERICANS WITH DISIBILITIES ACT ACCESSIBILITY GUIDELINES (ADAAG) FOR ADDITONAL REQUIREMENTS.
6. DEPRESSED CURB AND GUTTER ADJACENT TO CURB RAMPS SHALL BE INSTALLED TO THE DIMENSIONS PROVIDED IN IDOT HIGHWAY STANDARD 606001 (CONCRETE CURB TYPE B AND COMBINATION CURB AND GUTTER)
7. WHEN USING METHOD 3 ROADWAY CURB RADII SHALL BE INSTALLED AT 15', 20', OR 25' RADIUS TO THE BACK OF CURB AS NOTED ON PLANS OR AS DIRECTED BY ENGINEER.

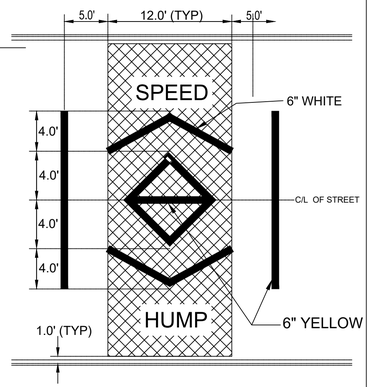
CITY OF EVANSTON PUBLIC WORKS AGENCY CAPITAL PLANNING AND ENGINEERING BUREAU	
APPROVED BY	DATE
CITY ENGINEER	
DIRECTOR OF PUBLIC WORKS	

IDOT STANDARDS:

424001-11 PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424026-03 ENTRANCE / ALLEY PEDESTRIAN CROSSINGS
606001-07 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

SPEED HUMP DETAIL

NOT TO SCALE



DETAIL SPECIFICATIONS

1. GENERAL STANDARD

A. ALL SPEED HUMPS SHALL BE INSTALLED PER FIGURE 4.1, PAGE 13 OF THE INSTITUTE FOR TRANSPORTATION ENGINEERS "GUIDELINES FOR THE DESIGN AND APPLICATION OF SPEED HUMPS", AS FOLLOWS:

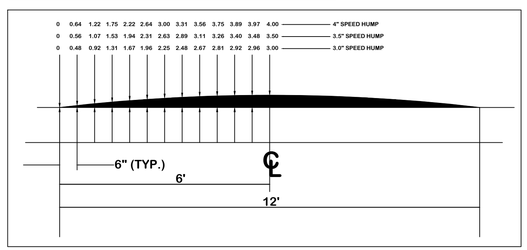


FIGURE 4.1
SOURCE: CLEMENT, J. P. "SPEED HUMPS AND THE THOUSAND OAKS EXPERIENCE." CITY OF THOUSAND OAKS THOUSAND OAKS, CA SEPTEMBER 1982.

2. GENERAL REQUIREMENTS

A. SPEED HUMPS WILL BE 12' IN LENGTH AND WILL COVER THE ENTIRE STREET WIDTH WHILE MAINTAINING THE GUTTER LINE.

B. THE STANDARD HEIGHT OF A SPEED HUMP WILL BE 3 1/2" AT ITS HIGHEST POINT.

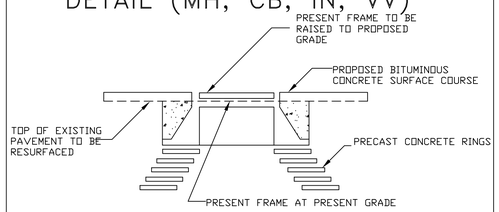
C. THE STREET SURFACE WILL BE MILLED TO A DEPTH OF 1" ON ALL SIDES EXTENDING 1.0' FROM THE PERIMETER INTO THE SPEED HUMP AREA. TACK COAT (BITUMINOUS PRIMING MATERIAL) TO BE APPLIED BEFORE THE SURFACE COURSE IS PLACED. BITUMINOUS CONCRETE SURFACE COURSE, MIXTURE D, CLASS I, TYPE 2 WILL BE USED AS THE SURFACE COURSE.

D. ADVANCED WARNING SIGNS WILL BE DONE BY THE CITY.

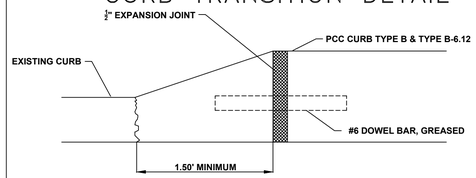
E. SPEED HUMPS SIMILAR TO THE SPECIFIED SPEED HUMPS THAT HAVE ALREADY BEEN INSTALLED IN THE CITY MAY BE VIEWED ON DOBSON STREET BETWEEN DODGE AVENUE AND ASBURY AVENUE.

BEDDING PAYMENT SCHEDULE	
PIPE SIZE (INCH I. D.)	UNIT RATE PER LIN. FT. (TONS)
6	0.17
8	0.19
10	0.22
12	0.25
15	0.33
18	0.41
21	0.48
24	0.57
27	0.64
30	0.74
36	0.94
42	1.15
48	1.38
54	1.71
60	1.90

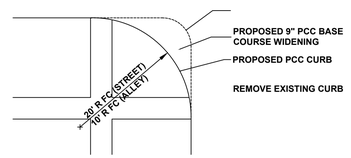
FRAME AND GRATE ADJUSTMENT DETAIL (MH, CB, IN, VV)



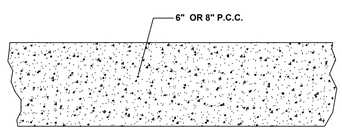
SECTION FOR CURB TRANSITION DETAIL



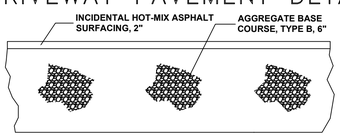
PLAN FOR INCREASING CURB RADIUS DETAIL



SECTION CONCRETE DRIVEWAY PAVEMENT DETAIL



SECTION HOT-MIX ASPHALT DRIVEWAY PAVEMENT DETAIL



NO.	DATE	REVISION
1	XX/XX/XXXX	
2	XX/XX/XXXX	
3	XX/XX/XXXX	
4	XX/XX/XXXX	

City of Evanston

2026 MFT RESURFACING PROJECT
CITY OF EVANSTON DETAILS-2

SCALE	NTS
PROJECT NUMBER:	PW-RS-2602
BID NUMBER:	26-24
ISSUED FOR:	BID
DATE:	4/02/2026
DESIGNED BY:	NS
DRAWN BY:	NS
CHECKED BY:	SN
SHEET	16 OF 18

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A. REFERENCED SPECIFICATIONS

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE FOLLOWING, EXCEPT AS MODIFIED HEREIN OR ON THE PLANS:
   * STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION), BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT SS) FOR ALL IMPROVEMENTS EXCEPT SANITARY SEWER AND WATER MAIN CONSTRUCTION;
   * STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION (SSWS) FOR SANITARY SEWER AND WATER MAIN CONSTRUCTION;
   * CITY OF EVANSTON MUNICIPAL CODE;
   * THE METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO (MWRD) WATERSHED MANAGEMENT ORDINANCE AND TECHNICAL GUIDANCE MANUAL;
   * IN CASE OF CONFLICT BETWEEN THE APPLICABLE ORDINANCES NOTED, THE MORE STRINGENT SHALL TAKE PRECEDENCE AND SHALL CONTROL ALL CONSTRUCTION.

B. NOTIFICATIONS

1. THE MWRD LOCAL SEWER SYSTEMS SECTION FIELD OFFICE MUST BE NOTIFIED AT LEAST TWO (2) WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY WORK (CALL 708-588-4055 OR SEND EMAIL NOTIFICATION WITH PROJECT NAME, LOCATION AND PERMIT NUMBER TO WMOJOBSTART@MWRD.ORG).

2. THE CITY OF EVANSTON ENGINEERING DEPARTMENT AND PUBLIC MUST BE NOTIFIED AT LEAST 24 HOURS PRIOR TO THE START OF CONSTRUCTION AND PRIOR TO EACH PHASE OF WORK. CONTRACTOR SHALL DETERMINE ITEMS REQUIRING INSPECTION PRIOR TO START OF CONSTRUCTION OR EACH WORK PHASE.

3. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES PRIOR TO BEGINNING CONSTRUCTION FOR THE EXACT LOCATIONS OF UTILITIES AND FOR THEIR PROTECTION DURING CONSTRUCTION. IF EXISTING UTILITIES ARE ENCOUNTERED THAT CONFLICT IN LOCATION WITH NEW CONSTRUCTION, IMMEDIATELY NOTIFY THE ENGINEER SO THAT THE CONFLICT CAN BE RESOLVED. CALL J.U.L.I.E. AT 1-800-892-0123.

C. GENERAL NOTES

1. ALL ELEVATIONS SHOWN ON PLANS REFERENCE THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). CONVERSION FACTOR IS 579.70=0 FT. CITY OF EVANSTON DATUM, 579.70=0.00; CCD=579.88.

2. MWRD, THE MUNICIPALITY AND THE OWNER OR OWNER'S REPRESENTATIVE SHALL HAVE THE AUTHORITY TO INSPECT, APPROVE, AND REJECT THE CONSTRUCTION IMPROVEMENTS.

3. THE CONTRACTOR(S) SHALL INDEMNIFY THE OWNER, ENGINEER, MUNICIPALITY, MWRD, AND THEIR AGENTS, ETC., FROM ALL LIABILITY INVOLVED WITH THE CONSTRUCTION, INSTALLATION, OR TESTING OF THIS WORK ON THE PROJECT.

4. THE PROPOSED IMPROVEMENTS MUST BE CONSTRUCTED IN ACCORDANCE WITH THE ENGINEERING PLANS AS APPROVED BY MWRD AND THE MUNICIPALITY UNLESS CHANGES ARE APPROVED BY MWRD, THE MUNICIPALITY, OR AUTHORIZED AGENT. THE CONSTRUCTION DETAILS, AS PRESENTED ON THE PLANS, MUST BE FOLLOWED. PROPER CONSTRUCTION TECHNIQUES MUST BE FOLLOWED ON THE IMPROVEMENTS INDICATED ON THE PLANS.

5. THE LOCATION OF VARIOUS UNDERGROUND UTILITIES WHICH ARE SHOWN ON THE PLANS ARE FOR INFORMATION ONLY AND REPRESENT THE BEST KNOWLEDGE OF THE ENGINEER. VERIFY LOCATIONS AND ELEVATIONS PRIOR TO BEGINNING THE CONSTRUCTION OPERATIONS.

6. ANY EXISTING PAVEMENT, SIDEWALK, DRIVEWAY, ETC., DAMAGED DURING CONSTRUCTION OPERATIONS AND NOT CALLED FOR TO BE REMOVED SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR.

7. MATERIAL AND COMPACTION TESTING SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE MUNICIPALITY, MWRD, AND OWNER.

8. THE UNDERGROUND CONTRACTOR SHALL MAKE ALL NECESSARY ARRANGEMENTS TO NOTIFY ALL INSPECTION AGENCIES.

9. ALL NEW AND EXISTING UTILITY STRUCTURES ON SITE AND IN AREAS DISTURBED DURING CONSTRUCTION SHALL BE ADJUSTED TO FINISH GRADE PRIOR TO FINAL INSPECTION.

10. RECORD DRAWINGS SHALL BE KEPT BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER AS SOON AS UNDERGROUND IMPROVEMENTS ARE COMPLETED. FINAL PAYMENTS TO THE CONTRACTOR SHALL BE HELD UNTIL THEY ARE RECEIVED. ANY CHANGES IN LENGTH, LOCATION OR ALIGNMENT SHALL BE SHOWN IN RED. ALL WYES OR BENDS SHALL BE LOCATED FROM THE DOWNSTREAM MANHOLE. ALL VALVES, B-BOXES, TEES OR BENDS SHALL BE TIED TO A FIRE HYDRANT.

D. SANITARY SEWER

1. THE CONTRACTOR SHALL TAKE MEASURES TO PREVENT ANY POLLUTED WATER, SUCH AS GROUND AND SURFACE WATER, FROM ENTERING THE EXISTING SANITARY SEWERS.

2. A WATER-TIGHT PLUG SHALL BE INSTALLED IN THE DOWNSTREAM SEWER PIPE AT THE POINT OF SEWER CONNECTION PRIOR TO COMMENCING ANY SEWER CONSTRUCTION. THE PLUG SHALL REMAIN IN PLACE UNTIL REMOVAL IS AUTHORIZED BY THE MUNICIPALITY AND/OR MWRD AFTER THE SEWERS HAVE BEEN TESTED AND ACCEPTED.

3. DISCHARGING ANY UNPOLLUTED WATER INTO THE SANITARY SEWER SYSTEM FOR THE PURPOSE OF SEWER FLUSHING OF LINES FOR THE DEFLECTION TEST SHALL BE PROHIBITED WITHOUT PRIOR APPROVAL FROM THE MUNICIPALITY OR MWRD.

4. ALL SANITARY SEWER CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS (LATEST EDITION).

5. ALL FLOOR DRAINS SHALL DISCHARGE TO THE SANITARY SEWER SYSTEM.

6. ALL DOWNSPOUTS AND FOOTING DRAINS SHALL DISCHARGE TO THE STORM SEWER SYSTEM.

7. ALL SANITARY SEWER PIPE MATERIALS AND JOINTS (AND STORM SEWER PIPE MATERIALS AND JOINTS IN A COMBINED SEWER AREA) SHALL CONFORM TO THE FOLLOWING:

PIPE MATERIAL	PIPE SPECIFICATIONS	JOINT SPECIFICATIONS
VITRIFIED CLAY PIPE	ASTM C-700	ASTM C-425
REINFORCED CONCRETE SEWER PIPE	ASTM C-76	ASTM C-443
CAST IRON SOIL PIPE	ASTM A-74	ASTM C-564
DUCTILE IRON PIPE	ANSI A21.51	ANSI A21.11
POLYVINYL CHLORIDE (PVC) PIPE 6-INCH TO 15-INCH DIAMETER SDR 26 18-INCH TO 27-INCH DIAMETER F/DY=46	ASTM D-3034 ASTM F-679	ASTM D-3212 ASTM D-3212
HIGH DENSITY POLYETHYLENE (HDPE)	ASTM D-3350 ASTM D-3035	ASTM D-3261,F-2620 (HEAT FUSION) ASTM D-3212,F-477 (GASKETED)
WATER MAIN QUALITY PVC 4-INCH TO 36-INCH 4-INCH TO 12-INCH 14-INCH TO 48-INCH	ASTM D-2241 AWWA C900 AWWA C905	ASTM D-3139 ASTM D-3139 ASTM D-3139

THE FOLLOWING MATERIALS ARE ALLOWED ON A QUALIFIED BASIS SUBJECT TO DISTRICT REVIEW AND APPROVAL PRIOR TO PERMIT ISSUANCE. A SPECIAL CONDITION WILL BE ADDED TO THE PERMIT WHEN THE PIPE MATERIAL BELOW IS USED FOR SEWER CONSTRUCTION OR A CONNECTION IS MADE.

PIPE MATERIAL	PIPE SPECIFICATIONS	JOINT SPECIFICATIONS
POLYPROPYLENE (PP) PIPE		
12-INCH TO 24-INCH DOUBLE WALL	ASTM F-2736	D-3212, F-477
30-INCH TO 60-INCH TRIPLE WALL	ASTM F-2764	D3212, F-477

8. ALL SANITARY SEWER CONSTRUCTION (AND STORM SEWER CONSTRUCTION IN COMBINED SEWER AREAS), REQUIRES STONE BEDDING WITH STONE ¼ " TO 1" IN SIZE, WITH MINIMUM BEDDING THICKNESS EQUAL TO ¼ THE OUTSIDE DIAMETER OF THE SEWER PIPE, BUT NOT LESS THAN FOUR (4) INCHES NOR MORE THAN EIGHT (8) INCHES. MATERIAL SHALL BE CA-7, CA-11 OR CA-13 AND SHALL BE EXTENDED AT LEAST 12" ABOVE THE TOP OF THE PIPE WHEN USING PVC.

9. NON-SHEAR FLEXIBLE-TYPE COUPLINGS SHALL BE USED IN THE CONNECTION OF SEWER PIPES OF DISSIMILAR PIPE MATERIALS.

10. ALL MANHOLES SHALL BE PROVIDED WITH BOLTED, WATERTIGHT COVERS. SANITARY LIDS SHALL BE CONSTRUCTED WITH A CONCEALED PICKHOLE AND WATERTIGHT GASKET WITH THE WORD "SANITARY" CAST INTO THE LID.

11. WHEN CONNECTING TO AN EXISTING SEWER MAIN BY MEANS OTHER THAN AN EXISTING WYE, TEE, OR AN EXISTING MANHOLE, ONE OF THE FOLLOWING METHODS SHALL BE USED:
    a) A CIRCULAR SAW-CUT OF SEWER MAIN BY PROPER TOOLS ("SHEWER-TAP" MACHINE OR SIMILAR) AND PROPER INSTALLATION OF HUBWYE SADDLE OR HUB-TEE SADDLE.
    b) REMOVE AN ENTIRE SECTION OF PIPE (BREAKING ONLY THE TOP OF ONE BELL) AND REPLACE WITH A WYE OR TEE BRANCH SECTION.
    c) WITH PIPE CUTTER, NEATLY AND ACCURATELY CUT OUT DESIRED LENGTH OF PIPE FOR INSERTION OF PROPER FITTING, USING "BAND SEAL" OR SIMILAR COUPLINGS TO HOLD IT FIRMLY IN PLACE.

12. WHENEVER A SANITARY/COMBINED SEWER CROSSES UNDER A WATERMAIN, THE MINIMUM VERTICAL DISTANCE FROM THE TOP OF THE SEWER TO THE BOTTOM OF THE WATERMAIN SHALL BE 18 INCHES. FURTHERMORE, A MINIMUM HORIZONTAL DISTANCE OF 10 FEET BETWEEN SANITARY/COMBINED SEWERS AND WATERMAINS SHALL BE MAINTAINED UNLESS: THE SEWER IS LAID IN A SEPARATE TRENCH, KEEPING A MINIMUM 18" VERTICAL SEPARATION; OR THE SEWER IS LAID IN THE SAME TRENCH WITH THE WATERMAIN LOCATED AT THE OPPOSITE SIDE ON A BENCH OF UNDISTURBED EARTH, KEEPING A MINIMUM 18" VERTICAL SEPARATION. IF EITHER THE VERTICAL OR HORIZONTAL DISTANCES DESCRIBED CANNOT BE MAINTAINED, OR THE SEWER CROSSES ABOVE THE WATER MAIN, THE SEWER SHALL BE CONSTRUCTED TO WATER MAIN STANDARDS OR IT SHALL BE ENCASED WITH A WATER MAIN QUALITY CARRIER PIPE WITH THE ENDS SEALED.

13. ALL EXISTING SEPTIC SYSTEMS SHALL BE ABANDONED. ABANDONED TANKS SHALL BE FILLED WITH GRANULAR MATERIAL OR REMOVED.

14. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE A MINIMUM INSIDE DIAMETER OF 48 INCHES, AND SHALL BE CAST IN PLACE OR PRE-CAST REINFORCED CONCRETE.

15. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE PRECAST "RUBBER BOOTS" THAT CONFORM TO ASTM C-923 FOR ALL PIPE CONNECTIONS. PRECAST SECTIONS SHALL CONSIST OF MODIFIED GROOVE TONGUE AND RUBBER GASKET TYPE JOINTS.

16. ALL ABANDONED SANITARY SEWERS SHALL BE PLUGGED AT BOTH ENDS WITH AT LEAST 2 FEET LONG NON-SHRINK CONCRETE OR MORTAR PLUG.

17. EXCEPT FOR FOUNDATION/FOOTING DRAINS PROVIDED TO PROTECT BUILDINGS, OR PERFORATED PIPES ASSOCIATED WITH VOLUME CONTROL FACILITIES, DRAIN TILES/FIELD TILES/UNDERDRAINS/PERFORATED PIPES ARE NOT ALLOWED TO BE CONNECTED TO OR TRIBUTARY TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS IN COMBINED SEWER AREAS. CONSTRUCTION OF NEW FACILITIES OF THIS TYPE IS PROHIBITED; AND ALL EXISTING DRAIN TILES AND PERFORATED PIPES ENCOUNTERED WITHIN THE PROJECT AREA SHALL BE PLUGGED OR REMOVED, AND SHALL NOT BE CONNECTED TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS.

18. A BACKFLOW PREVENTER IS REQUIRED FOR ALL DETENTION BASINS TRIBUTARY TO COMBINED SEWERS. REQUIRED BACKFLOW PREVENTERS SHALL BE INSPECTED AND EXERCISED ANNUALLY BY THE PROPERTY OWNER TO ENSURE PROPER OPERATION, AND ANY NECESSARY MAINTENANCES SHALL BE PERFORMED TO ENSURE FUNCTIONALITY. IN THE EVENT OF A SEWER SURCHARGE INTO AN OPEN DETENTION BASIN TRIBUTARY TO COMBINED SEWERS, THE PERMITTEE SHALL ENSURE THAT CLEAN UP AND WASH OUT OF SEWAGE TAKES PLACE WITHIN 48 HOURS OF THE STORM EVENT.

E. EROSION AND SEDIMENT CONTROL

1. THE CONTRACTOR SHALL INSTALL THE EROSION AND SEDIMENT CONTROL DEVICES AS SHOWN ON THE APPROVED EROSION AND SEDIMENT CONTROL PLAN.

2. EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE FUNCTIONAL PRIOR TO HYDROLOGIC DISTURBANCE OF THE SITE.

3. ALL DESIGN CRITERIA, SPECIFICATIONS, AND INSTALLATION OF EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL.

4. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.

5. INSPECTIONS AND DOCUMENTATION SHALL BE PERFORMED, AT A MINIMUM:
   a) UPON COMPLETION OF INITIAL EROSION AND SEDIMENT CONTROL MEASURES, PRIOR TO ANY SOIL DISTURBANCE.
   b) ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM EVENT WITH GREATER THAN 0.5 INCH OF RAINFALL OR LIQUID EQUIVALENT PRECIPITATION.

6. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. IF STRIPPING, CLEARING, GRADING, OR LANDSCAPING ARE TO BE DONE IN PHASES, THE CO-PERMITTEE SHALL PLAN FOR APPROPRIATE SOIL EROSION AND SEDIMENT CONTROL MEASURES.

7. A STABILIZED MAT OF CRUSHED STONE MEETING THE STANDARDS OF THE ILLINOIS URBAN MANUAL SHALL BE INSTALLED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE. SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.

8. CONCRETE WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL AND SHALL BE INSTALLED PRIOR TO ANY ON SITE CONSTRUCTION ACTIVITIES INVOLVING CONCRETE.

9. MORTAR WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ADDITION TO CONCRETE WASHOUT FACILITIES FOR ANY BRICK AND MORTAR BUILDING ENVELOPE CONSTRUCTION ACTIVITIES.

10. TEMPORARY DIVERSIONS SHALL BE CONSTRUCTED AS NECESSARY TO DIRECT ALL RUNOFF FROM HYDROLOGICALLY DISTURBED AREAS TO AN APPROPRIATE SEDIMENT TRAP OR BASIN. VOLUME CONTROL FACILITIES SHALL NOT BE USED AS TEMPORARY SEDIMENT BASINS.

11. DISTURBED AREAS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN SEVEN (7) DAYS.

12. ALL FLOOD PROTECTION AREAS AND VOLUME CONTROL FACILITIES SHALL, AT A MINIMUM, BE PROTECTED WITH A DOUBLE-ROW OF SILT FENCE (OR EQUIVALENT).

13. VOLUME CONTROL FACILITIES SHALL NOT BE CONSTRUCTED UNTIL ALL OF THE CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED.

14. SOIL STOCKPILES SHALL, AT A MINIMUM, BE PROTECTED WITH PERIMETER SEDIMENT CONTROLS. SOIL STOCKPILES SHALL NOT BE PLACED IN FLOOD PROTECTION AREAS OR THEIR BUFFERS.

15. EARTHEN EMBANKMENT SIDE SLOPES SHALL BE STABILIZED WITH APPROPRIATE EROSION CONTROL BLANKET.

16. STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY APPROPRIATE SEDIMENT CONTROL MEASURES.

17. THE CONTRACTOR SHALL EITHER REMOVE OR REPLACE ANY EXISTING DRAIN TILES AND INCORPORATE THEM INTO THE DRAINAGE PLAN FOR THE DEVELOPMENT. DRAIN TILES CANNOT BE TRIBUTARY TO A SANITARY OR COMBINED SEWER. DRAIN TILES ALLOWED IN COMBINED SEWER AREA FOR GREEN INFRASTRUCTURE PRACTICES.

18. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. DEWATERING SYSTEMS SHOULD BE INSPECTED DAILY DURING OPERATIONAL PERIODS. THE SITE INSPECTOR MUST BE PRESENT AT THE COMMENCEMENT OF DEWATERING ACTIVITIES.

19. THE CONTRCTOR SHALL BE RESPONSIBLE FOR TRENCH DEWATERING AND EXCAVATION FOR THE INSTALLATION OF SANITARY SEWERS, STORM SEWERS, WATERMAINS AS WELL AS OTHER SERVICES AND OTHER APPURTENANCES. ANY TRENCH DEWATERING, WHICH CONTAINS SEDIMENT SHALL PASS THROUGH A SEDIMENT SETTLING POND OR EQUALLY EFFECTIVE SEDIMENT CONTROL DEVICE. ALTERNATIVES MAY INCLUDE DEWATERING INTO A SUMP PIT, FILTER BAG OR EXISTING VEGETATED UPSLOPE AREA. SEDIMENT LADEN WATERS SHALL NOT BE DISCHARGE TO WATERWAYS, FLOOD PROTECTION AREAS OR THE COMBINED SEWER SYSTEM.

20. ALL PERMANENT EROSION CONTROL PRACTICES SHALL BE INITIATED WITHIN SEVEN (7) DAYS FOLLOWING THE COMPLETION OF SOIL DISTURBING ACTIVITIES.

21. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED AND REPAIRED AS NEEDED ON A YEAR-ROUND BASIS DURING CONSTRUCTION AND ANY PERIODS OF CONSTRUCTION SHUTDOWN UNTIL PERMANENT STABILIZATION IS ACHIEVED.

22. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER PERMANENT SITE STABILIZATION.

23. THE EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER, SITE INSPECTOR, OR MWRD.

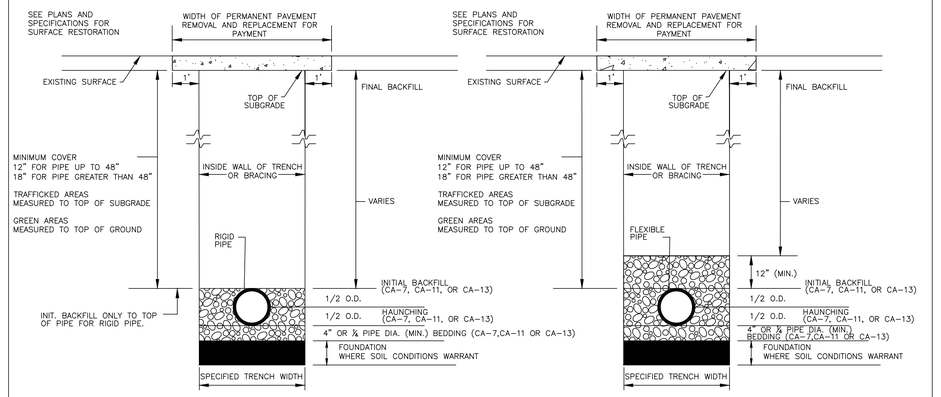
TECHNICAL GUIDANCE MANUAL

MWRD GENERAL NOTES

10/13/2022

STD. DWG. NO.18

PAGE NO. 19



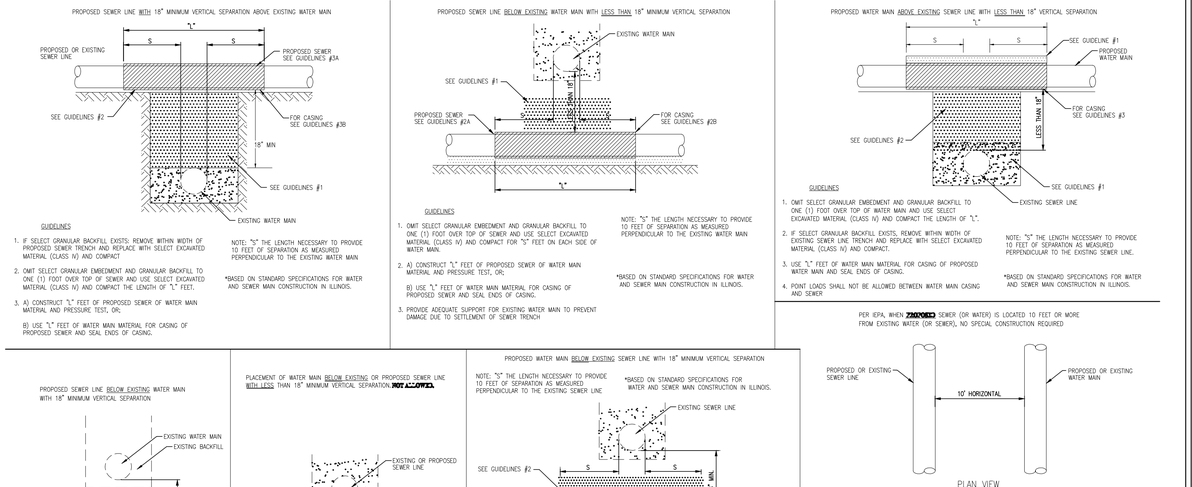
RIGID PIPE INSTALLATION DETAIL

FLEXIBLE PIPE INSTALLATION DETAIL

NOTES:
1. FOR QUALIFIED SEWER CONSTRUCTION ONLY.
2. SHORING, OR EQUIVALENT PROTECTIVE SYSTEM, REQUIRED FOR TRENCHES OF 5' DEPTH OR GREATER, OR AS REQUIRED BY MUNICIPALITY.

NOT TO SCALE

	TECHNICAL GUIDANCE MANUAL	7/1/15
	RIGID AND FLEXIBLE PIPE INSTALLATION DETAIL	STD. DWG. NO. 34
		PAGE NO. 35



NOT TO SCALE

	TECHNICAL GUIDANCE MANUAL	7/1/15
	WATER AND SEWER SEPARATION REQUIREMENTS (PER IEPA)	STD. DWG. NO. 41
		PAGE NO. 42

City of Evanston

NO.	DATE	REVISION
1	XX/XX/XXXX	
2	XX/XX/XXXX	
3	XX/XX/XXXX	
4	XX/XX/XXXX	

2026 MFT RESURFACING PROJECT
MWRD GENERAL NOTES AND IEPA REQUIREMENTS

SCALE
NTS

PROJECT NUMBER:
PW-RS-2602

BID NUMBER:
26-24

ISSUED FOR:
BID

DATE: 4/02/2026

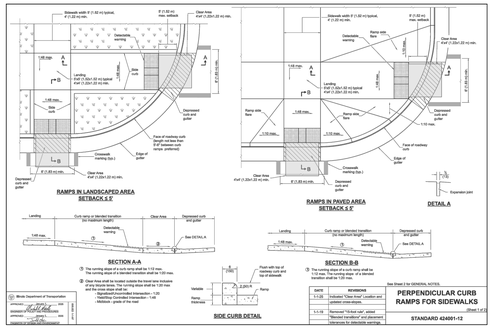
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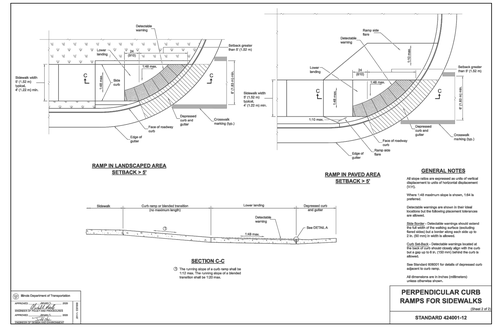
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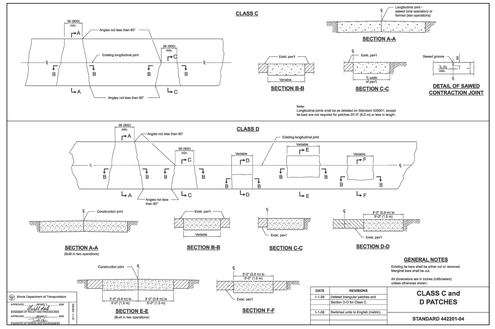
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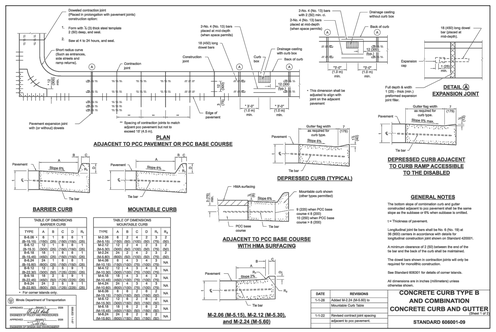
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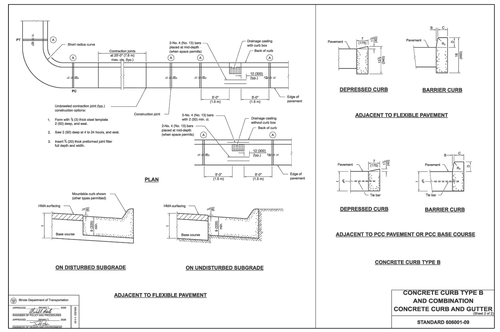
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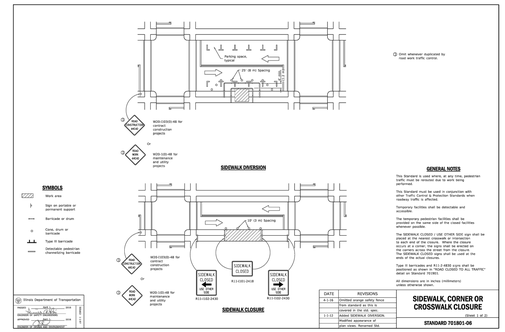


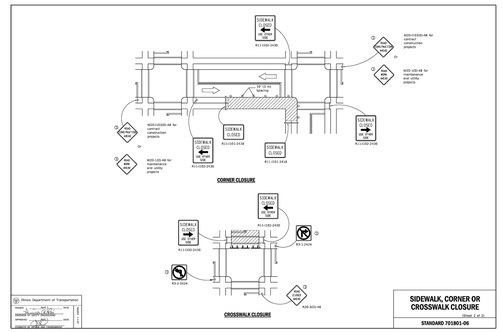


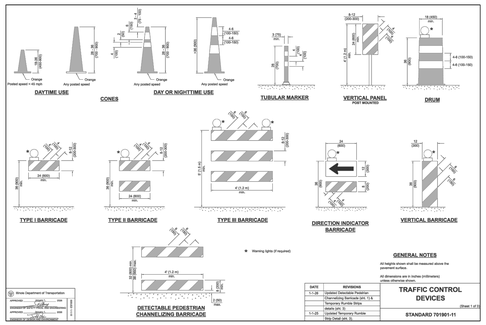


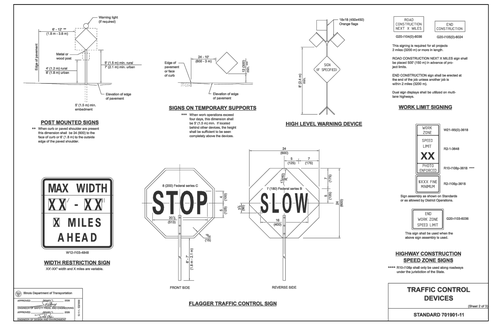


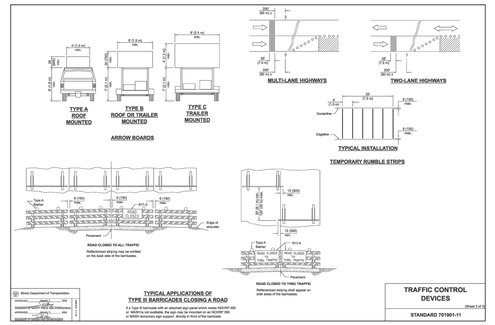


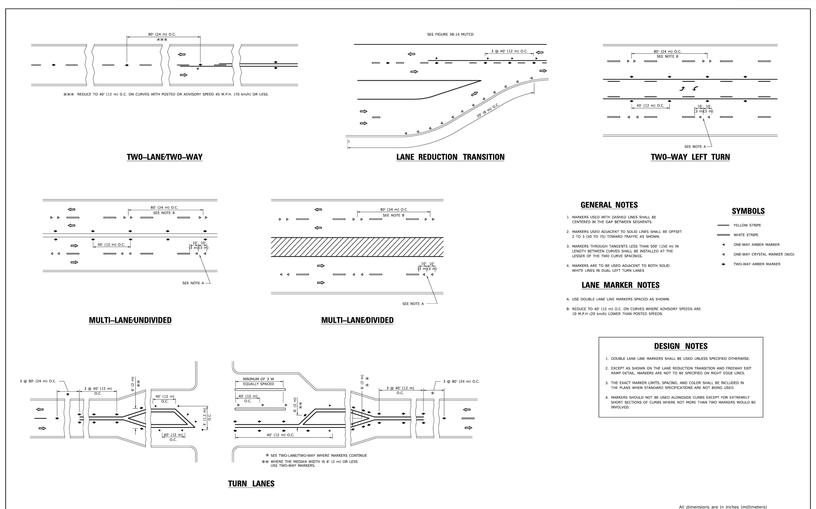


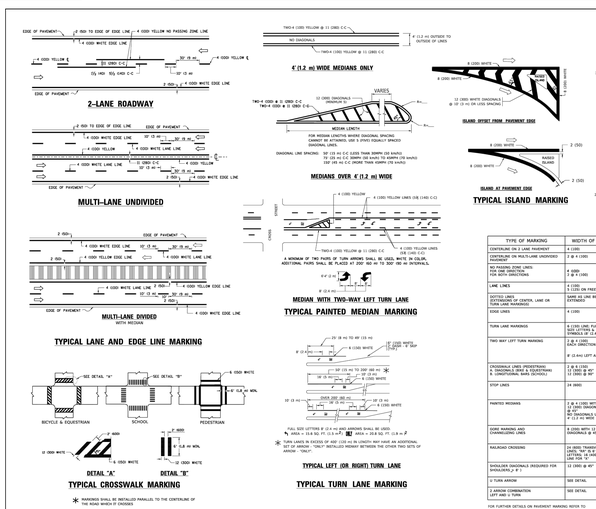












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4	XX/XX/XXXX			
NO.	DATE	REVISION		

City of Evanston

2026 MFT RESURFACING PROJECT
IDOT STANDARDS

SCALE
NTS

PROJECT NUMBER:
PW-RS-2602

BID NUMBER:
26-24

ISSUED FOR:
BID

DATE: 4/02/2026

DESIGNED BY: NS

DRAWN BY: NS

CHECKED BY: SN

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