

Chicago + Main – Mixed Use Building

835 Chicago Avenue
Evanston, Illinois 60202



Construction Management Plan

February 17, 2015

General Contractor: Power Construction
Owner: O'Donnell Investment Company
Architect: GREC Architects Inc.

This Construction Management Plan has been prepared by Power Construction and outlines the construction procedures that will be used during the Chicago + Main Mix Use Building project located at 835 Chicago Avenue in Evanston, Illinois.

Staging and Logistics

The attached Exhibits are the construction site logistics/staging plan that will be used during the project. The project will primarily be completed in 4 major phases.

- Phase 1 – Mobilization and to Caisson Installation. Approximate Duration 2 Months. Exhibit A
- Phase 2 – Mass Excavation, ERS Systems, Foundation, Underground Utilities, Basement Wall and Ground Level Cast-In-Place Deck. Approximate Duration 4 Months. Exhibit B
- Phase 3 - Structural Steel and Precast Plank Tower Operations. Approximate Duration 4 Months. Exhibit C
- Phase 4 – Exterior Skin System and Interior Build-Out. Approximate Duration 6 Months. Exhibit D

The field office for the site will be located with the northeast corner of the construction site.

Jersey barriers with a fence/wind screen tops will be installed along Chicago Avenue and Main Street to separate traffic from the construction staging area and site (See Exhibit F- Cross Section). Construction staging areas will be maintained within the project barricades. Sliding Gates and/or removable fence panels will be used to access the interior of the site. An eight foot fence system, consisting of fence panels anchored to concrete jersey barriers and secured panels with mesh screening, will be installed along the alley east of the construction site. The southern end of the fence enclosure will terminate adjacent to the existing structure to create an enclosed site. Required signage on the construction fence along Chicago Ave. shall include a rendering of the approved design, website address and emergency contact information. All other fence openings/gates shall have the required emergency contact information.

Pedestrian traffic along the east side of Chicago Avenue will be redirected to the west sidewalk of Chicago Avenue with signage. A temporary traffic signal(s) is being considered at the intersection of Washington and Chicago for a temporary pedestrian crossing pending a traffic study review with the intersections of Main/Chicago and Kedzie/Chicago. Potential signal(s) would be installed on a temporary concrete base. Accessible concrete or asphalt curb ramps would be added with detectable warnings in accordance with the Illinois Accessibility Code(s). The temporary pedestrian crossing would occupy one parking stall on the east side of Chicago, just north of the Washington intersection. The Chicago Ave. parking lane along the project site will be closed for construction staging, dumpsters, skip hoist and site access.

Pedestrian traffic along the south side of Main Street will be provided during construction with the exception of the structural steel and precast plank erection. The phases are provided in the attached exhibits. The two primary methods are; (when foot traffic is accessing south) protected from traffic by jersey barriers and separated from the construction site with 8 foot high screened fence panels; (when foot traffic cannot be

allowed), the site limits and fencing will be moved to the existing jersey barrier. At which point the pedestrian traffic will be redirected to the north sidewalk of main at the intersection of Main and Hinman and/or at the east alley. See attached exhibits and cross section of the temporary pedestrian walkway and by the 8 foot screened construction fence on the east side.

Signage directing pedestrians to the relocated walkway will be in place and maintained throughout construction with accessible curb ramps with detectable warnings at all curb cuts in accordance with the Illinois Accessibility Code. Traffic control flagmen will be provided on the street when trucks are entering or leaving the project site for the safety of pedestrians.

Scheduled work day closures for portions of Chicago Ave and the East Alley will be required for the connection of underground utilities. This work will be scheduled with the City and at least one drive lane at Chicago Ave. will be maintained during the work.

The 20' wide North-South public alley east of the project site will be available for access to the construction site for immediate "just in time" deliveries and access to the jobsite. Vehicles will not be allowed to stage in alley in a manner that will interrupt intended flow. The following are the exceptions:

- During Phase 2 (Exhibit B) the alley will be reduced to approximately 12 to 10 foot minimum. Signage will be posted indicating the flow of traffic is north bound during this time of construction. Upon completion of Phase 2 the alley will be reopened.
- A full closure will be required for the alley replacement east of the construction site. The anticipated closure duration is approximately 3 weeks. A 2 week notice will be provided to the City and effected residents prior to closure. Closure contingent on schedule progress and weather.

All temporary facilities such as fencing, barricades, and trailers will be removed from the site upon completion of the project.

Project Schedule

Project Milestone dates for the project:

● Earth Retention/Caissons/Foundation	March 2015 – July 2015
● Building Structure	July 2015 – December 2015
● Façade/Windows/Roof	September 2015 – February 2016
● Interiors	January 2016 – June 2016

Construction Work Hours

Work hours for the project will be per the City of Evanston requirements:

Monday - Friday: 7am - 7pm
 Saturday: 8am - 5pm
 Sunday: Work not allowed unless special permission is granted from the City.

Contractor Parking

There will be no onsite parking for contractors with the exception of the project superintendent and for contractor loading and unloading of tools or equipment only. Additional contractor parking of 25 spaces will be available at 935 Chicago Avenue; property is under contract and will be purchased by developer.

Contractors and construction personnel will be required to park in one of the Public Parking garages in the surrounding area the closest of which is at the corner of Main Street and Chicago Ave or at 935 Chicago Avenue. (map of public parking off-street facilities and lots – Exhibit G).

Subcontractors will not be allowed to park on residential city streets. Any contractors who park on residential city streets will be removed from the jobsite.

Parking restrictions will be incorporated into all subcontract agreements and communicated weekly to all on site personnel.

Delivery Routes and Staging

We have reviewed the various streets entering and exiting Evanston and have developed a site access plan that is in strict accordance with the City of Evanston Truck Routes as published on the City of Evanston website as well as attached to this plan as Exhibit H. The construction truck routing is broken down per Phases below:

The following traffic controls will be in place during the project:

Phase 1 and Phase 2 – Caisson, Excavation, ERS and Foundation Operations

Construction traffic will arrive to the site using acceptable routes to Chicago Avenue keeping in mind the posted height restrictions as noted in Exhibit H, at which point enter the site at the Southwest entrance gate as indicated on the Phase Drawings.

Traffic exiting the site will only exit on Chicago Avenue to the approved truck routes per Exhibit H that will take them to the North, South or West to exit the City of Evanston.

Truck traffic transporting equipment, materials or personnel to this site will be prohibited from using Main St. during this phase of construction, with the exception of improvements to Main Street and Alleyway.

Phase 3 – Structural Steel & Precast Erection of Tower

Erection of Phase 3 (Structural Steel and Precast Plank) of the building is not possible from the Chicago Avenue side due to the projects height and width. Therefore a crane will be positioned in the courtyard area, requiring deliveries from the Main Street side. The primary delivery route during Phase 3 will be from Chicago Avenue, with trucks delivering from the Chicago/Main intersection. When trucks are crossing any construction pedestrian lane, flagmen will be provided.

Permitted traffic route will be:

North or south on Chicago Ave. to Main street, east on main street for off-loading in the approved ROW easement, then travel east on Main St. to Hinman, south on Hinman to Kedzie, west on Kedzie to Chicago Ave.

Phase 4 – Exterior Enclosure & Interior Build-out

Construction traffic will arrive to the site using acceptable routes to Chicago Avenue keeping in mind the posted height restrictions as noted in Exhibit H, at which point enter the site at the West entrance gate to the skip hoist location as indicated on the Phase Drawings. Trash and Dumpsters will be delivered and picked up using the Southwest Gate.

Traffic exiting the site will only exit on Chicago Avenue to the approved truck routes per Exhibit H that will take them to the North, South or West to exit the City of Evanston.

Truck traffic transporting equipment, materials or personnel to this site will be prohibited from using Main St. during this phase of construction, with the exception of improvements to Main Street and Alleyway.

Staging of trucks on local residential streets will not be permitted.

Any Contractor or Subcontractor whose personnel do not adhere to the foregoing contractual terms will be required to utilize other drivers for their subsequent deliveries.

Vibration Monitoring and Surveys

Vibration Monitoring

Prior to commencement of construction activities, seismographs to monitor vibrations will be installed to monitor select buildings surrounding the project site to ensure that damaging levels of vibration are not transmitted to surrounding structures.

Seismographs will be used and installed in accordance with manufacturer's and consultant's recommendations. We anticipate [3] units will be installed: two units located in the basement of the south existing structure, and one unit located on the east existing structure. A diagram will be prepared indicating the locations of the [3] units prior to installation and be presented to the City for verification.

All units will be confirmed in the "on" status prior to commencement of work. Initial ambient/baseline readings will be recorded prior to below-grade construction to serve as a reference or comparison point to vibrations potentially caused by below-grade or mass grading activities.

Monitoring shall be continuous during foundation, sheeting, and mass excavation operations.

Our consultants will utilize US Bureau of Mines Criteria for Building Damage as an acceptable threshold for the project, and will program seismographs, equipped with cellular modems, to e-mail project team members immediately if levels are greater than acceptable levels.

Resulting documentation of the vibration monitoring will be sent to the City of Evanston on a bi-

weekly basis.

Written documentation of the final results from the monitoring equipment will be available 7 days after completion of the below grade construction operations for review and documentation.

Building/Foundation Survey

Prior to commencement of construction activities, a building survey (with photos and video) of the building facades closest to the project site will be performed to document the existing exterior conditions at the following properties:

- 831 Chicago Avenue (Will also include interior survey)
- 514 Main Street
- 519 Main Street
- 860 Chicago Avenue
- 836 Chicago Avenue
- 830-856 Hinman Avenue

Settlement Monitoring

Survey points will be placed on site for monitoring and documentation as follows:

1. Settlement/Lateral survey points on all surface utility structures within 40' of site property lines on Chicago Ave, Main and in the Public Alley
2. Settlement/lateral survey points on 20 foot intervals along east curb line of Chicago Ave and Main Street
3. Settlement/lateral survey points on 20 foot intervals at the center line of the public alley east of the project site.
4. Settlement/lateral survey points on existing buildings immediately east and south of the project site.

Work Site Communication with Neighborhood and Residences

The project team will update the property owners or management companies of all adjoining buildings on Chicago Ave, Main St. and the north/south alley on the east property line as the project. Initial notification will occur via newsletter beginning no later than March 2015 along with subsequent updates by project website. The website will provide weekly updates throughout the duration of the project.

The initial letter will be delivered to referenced properties by US Mail. A website will also be set up and maintained for weekly updates – www.chicagoandmain.com.

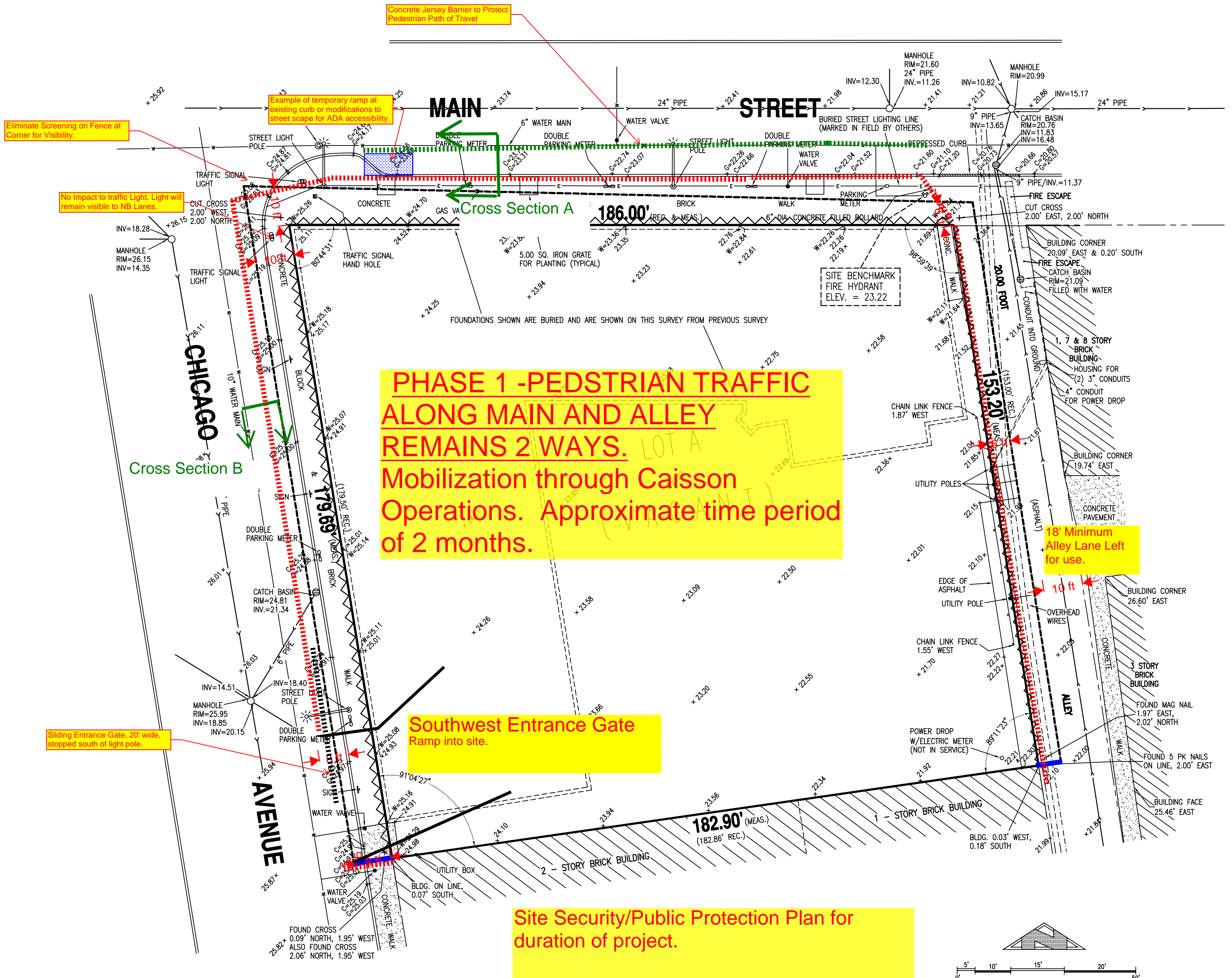
All public way closure notifications will be provided (1) week prior to commencement. Emergency phone numbers of contractor's key employees will be posted on the construction gates and on the project website – www.chicagoandmain.com

PLAT of SURVEY with TOPOGRAPHY

LEGAL DESCRIPTION:

LOT "A" IN THE MAIN CONSOLIDATION, BEING A CONSOLIDATION OF LOTS 1, 2 AND 3 IN BLOCK 11 IN WHITE'S ADDITION TO EVANSTON, IN SECTION 19, TOWNSHIP 41 NORTH, RANGE 14, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JANUARY 5, 1977 AS DOCUMENT NUMBER 23769201, IN COOK COUNTY, ILLINOIS.

COMMONLY KNOWN AS: **835 - 849 CHICAGO AVENUE AND 516 - 534 MAIN STREET, EVANSTON, ILLINOIS**



SITE NOTES:
Area = 30,503 sq. ft.

GENERAL NOTES:
All information provided to the surveyor is shown or noted hereon.

The description on this plat was provided to us by the client, and does not guarantee ownership, and should be compared to your Deed, Abstract or Certificate of Title.

All building restrictions, building lines and easements may or may not be shown, check your Deed, Abstract, Title Report, and local ordinances, no responsibility is assumed by Surveyor.

Compare all points before building by same and report any discrepancy at once.

Dimensions are shown in feet and decimal parts thereof, no dimension is to be assumed by scaling.

SITE NOTES:
Location of underground utilities where not substantiated by physical evidence are taken from records and/or field markings normally considered reliable. No responsibility for their accuracy is assumed by the surveyor.

Prior to excavation call toll free J.U.L.I.E. 1-800-892-0123 (for suburban)

BENCH MARK:
Elevations are in relation to City of Evanston, GIS Bench Mark #45, located at the Northwest corner of Greenleaf and Chicago Ave.





Elevation = 24.566 ft.

SITE BENCH MARK:
Tag bolt of fire hydrant located near Northeast corner of surveyed property.

Elevation = 23.22 ft.

LEGEND:
C = CURB
G = GUTTER
W = WALK

Exhibit A - Phase 1 Logistic Plan

-  Top of Cut/Excavation
-  Construction Site Boundary (Barrier Wall with Chain Link atop, or 8' Chain Link Fence)
-  Approximate Sheet Piling Line
-  Sliding Gate. Chain Link.

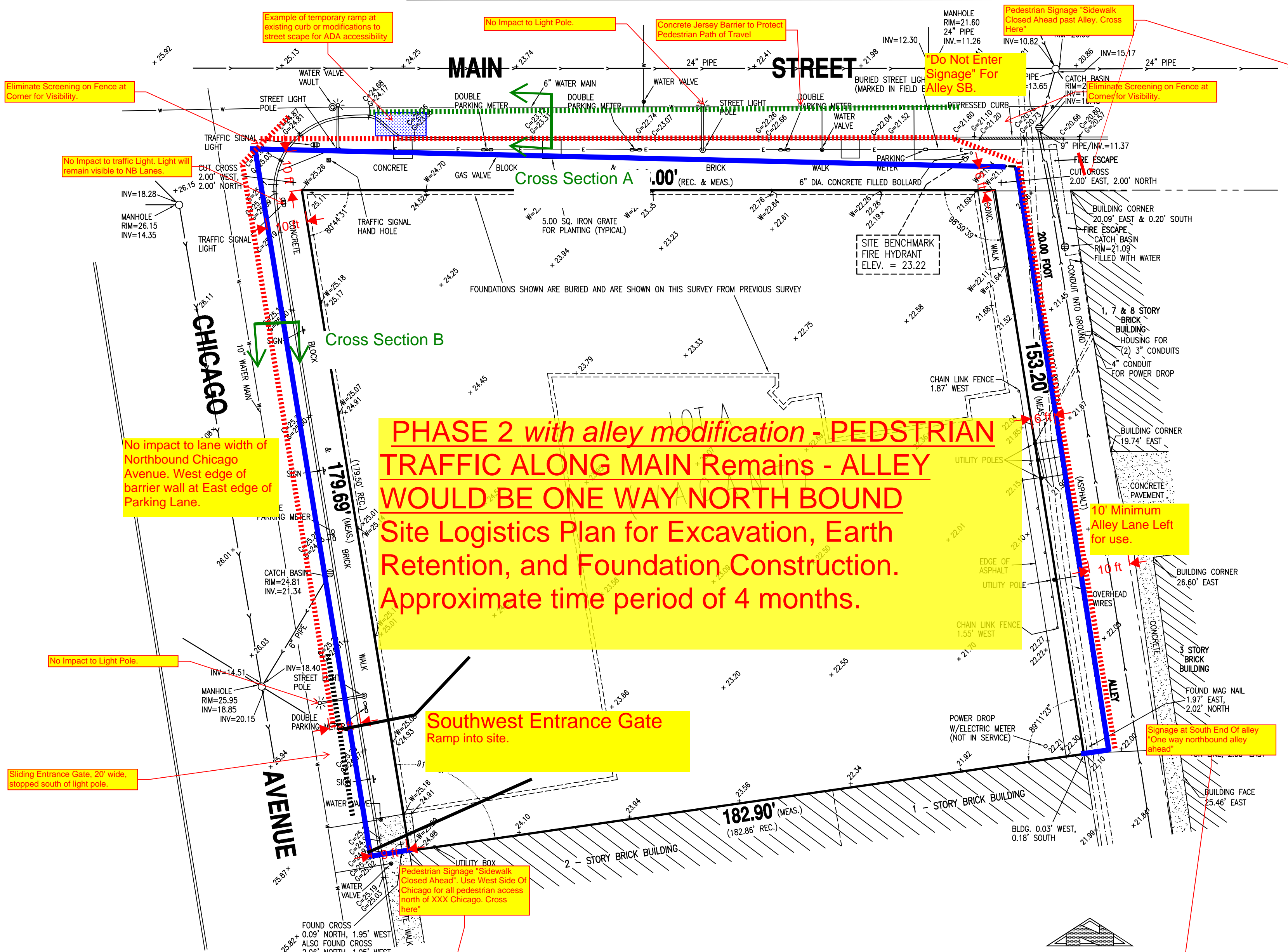


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PHASE 2 with alley modification - PEDSTRIAN TRAFFIC ALONG MAIN Remains - ALLEY WOULD BE ONE WAY NORTH BOUND
Site Logistics Plan for Excavation, Earth Retention, and Foundation Construction.
Approximate time period of 4 months.

Southwest Entrance Gate Ramp into site.

Eliminate Screening on Fence at Corner for Visibility.

No Impact to traffic Light. Light will remain visible to NB Lanes.

No impact to lane width of Northbound Chicago Avenue. West edge of barrier wall at East edge of Parking Lane.

No Impact to Light Pole.

Sliding Entrance Gate, 20' wide, stopped south of light pole.

Pedestrian Signage "Sidewalk Closed Ahead". Use West Side Of Chicago for all pedestrian access north of XXX Chicago. Cross here.

Do Not Enter Signage" For Alley SB.

Pedestrian Signage "Sidewalk Closed Ahead past Alley. Cross Here"

Eliminate Screening on Fence at Corner for Visibility.

10' Minimum Alley Lane Left for use.

Signage at South End Of alley "One way northbound alley ahead"

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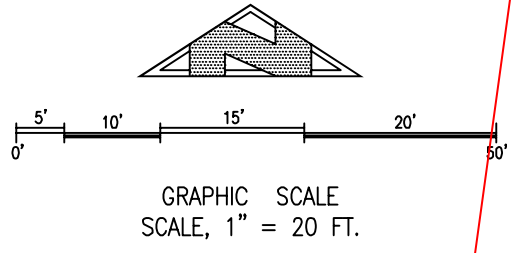
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Elevation = 24.566 ft.

SITE BENCH MARK:
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LEGEND:

- C = CURB
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Top of Cut/Excavation

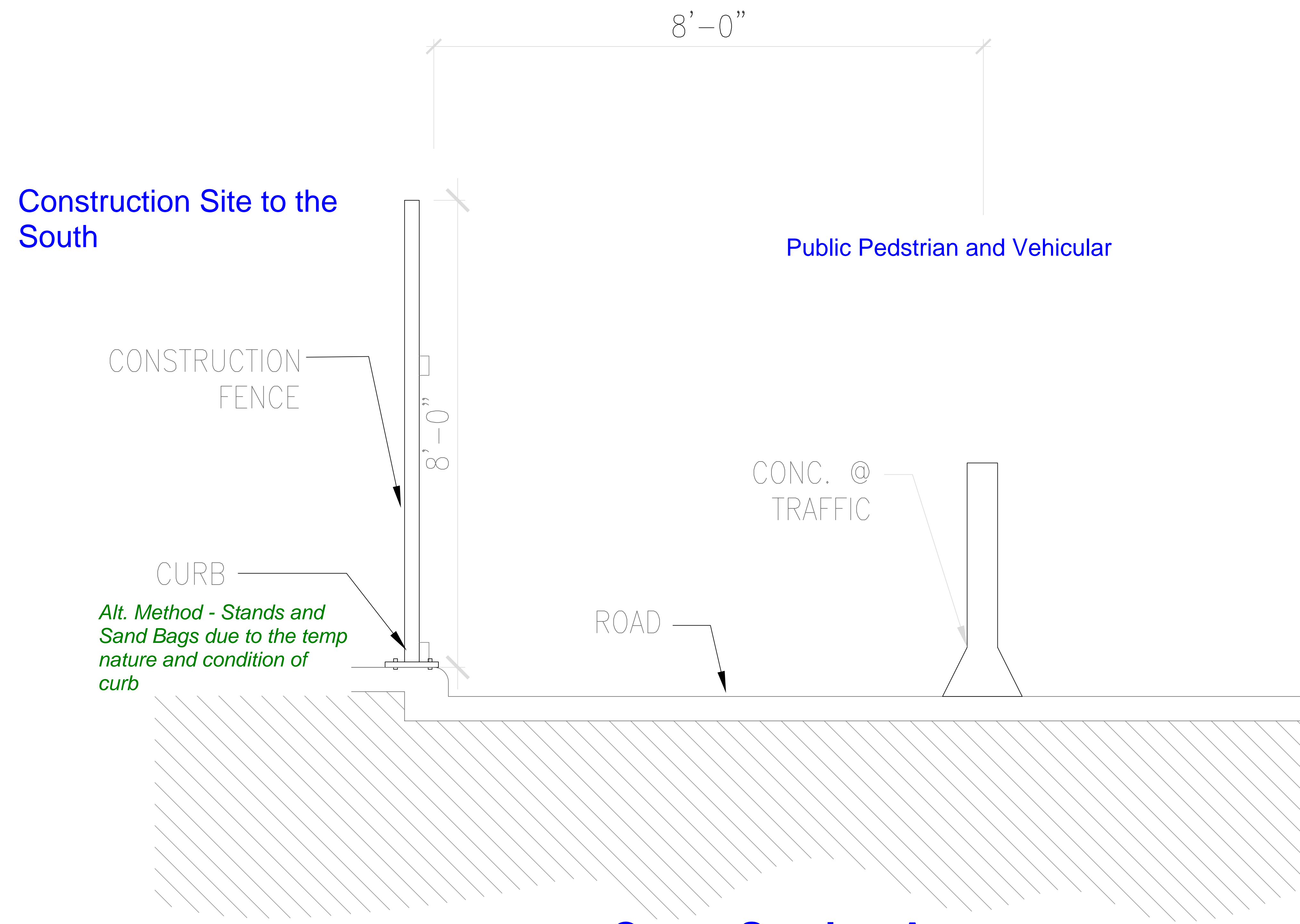
Construction Site Boundary (Barrier Wall with Chain Link atop, or 8' Chain Link Fence)

Exhibit A - Phase 2 Logistic Plan

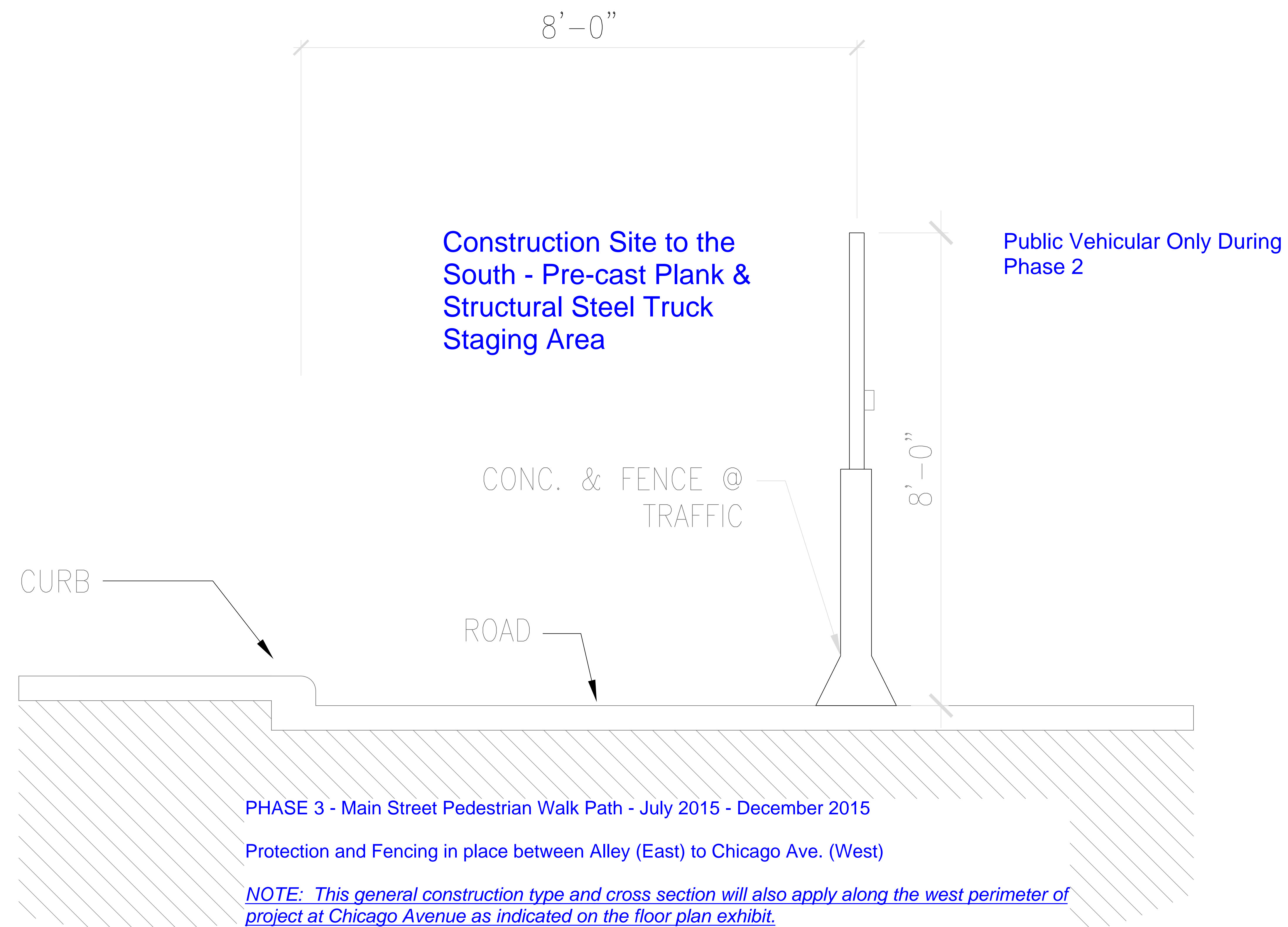


Exhibit E - Temporary Intersection Diagram



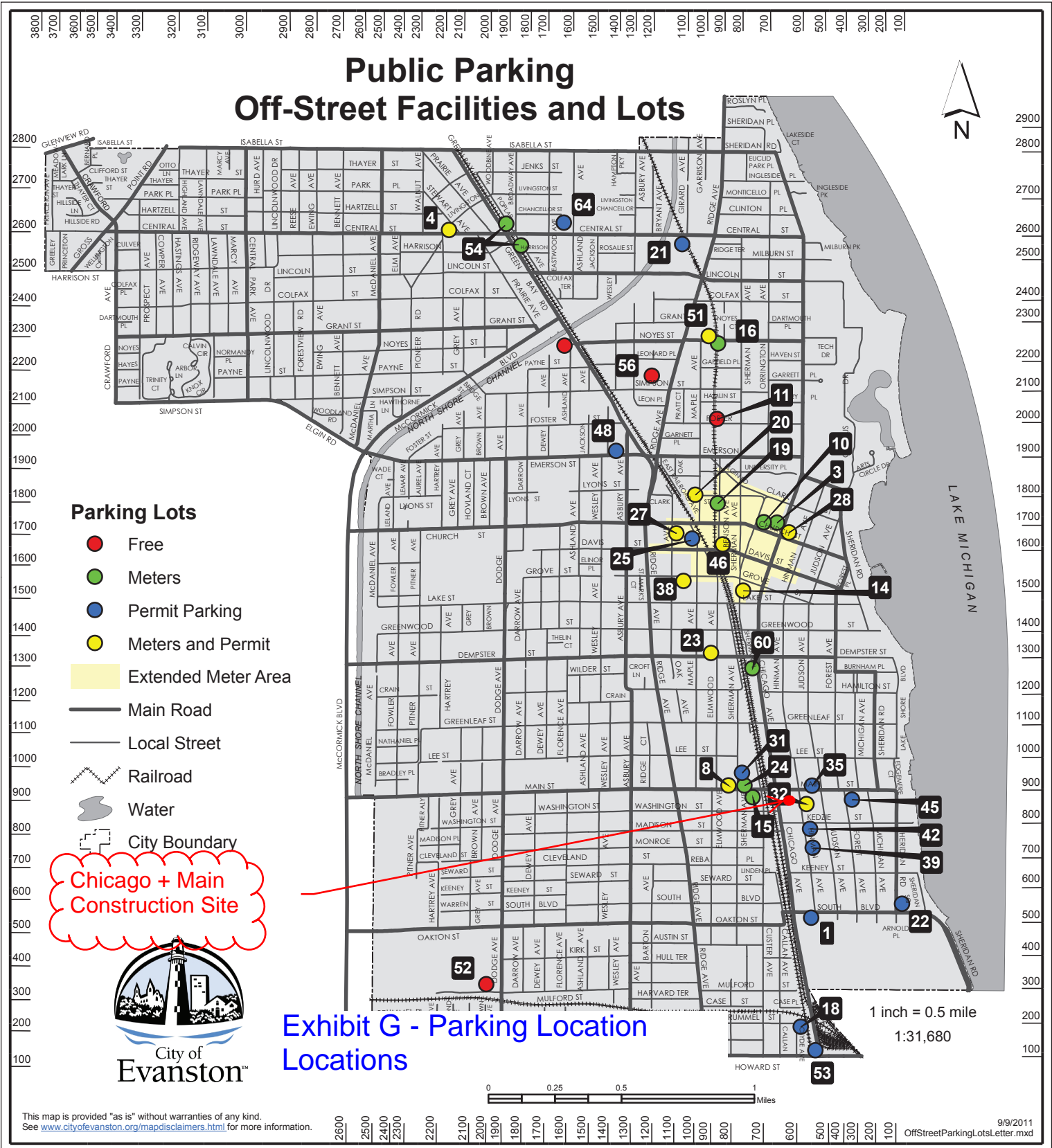


Cross Section A



Cross Section B

Public Parking Off-Street Facilities and Lots



Chicago + Main
Construction Site



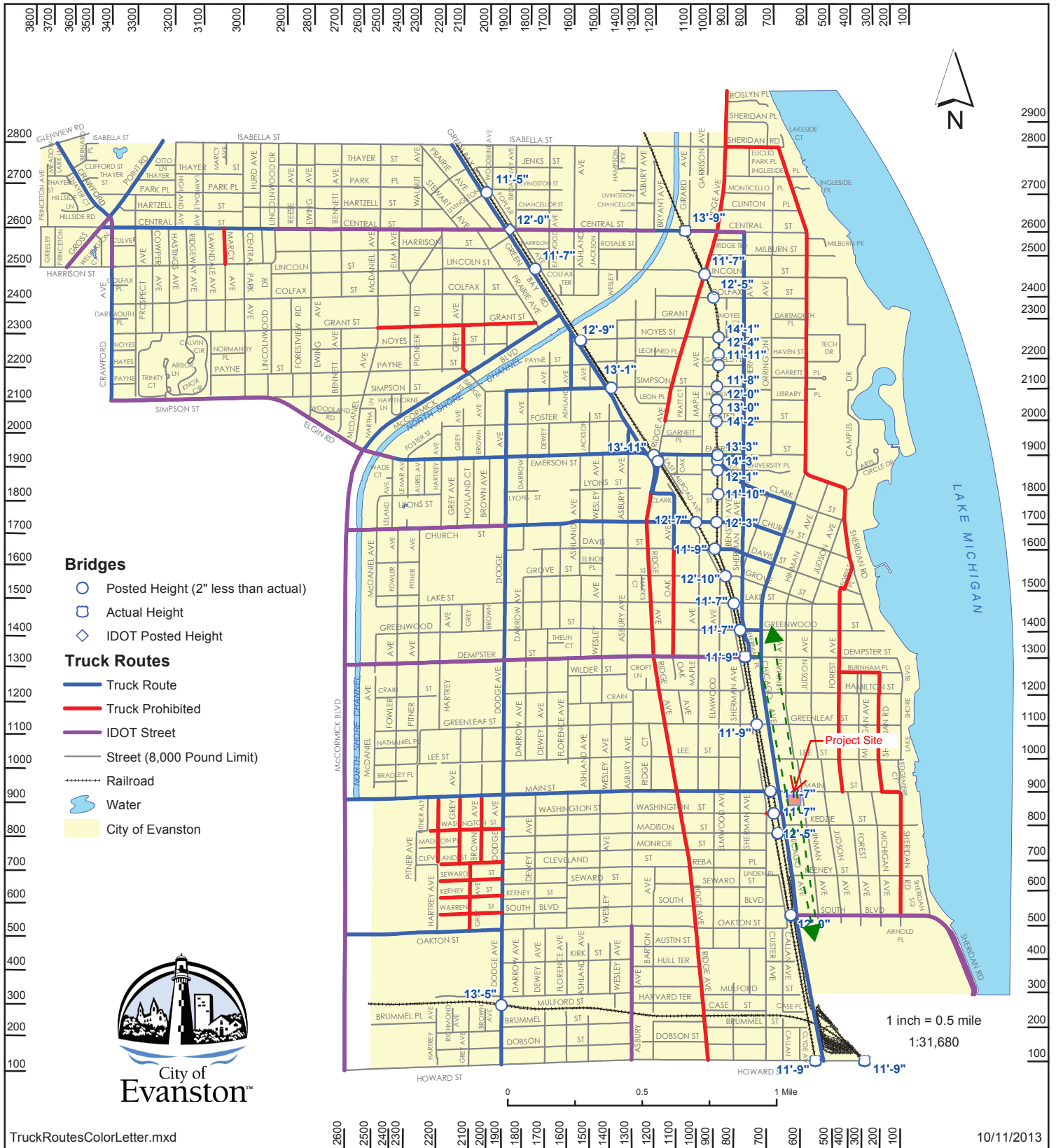
Exhibit G - Parking Location Locations

- | | | | |
|--|--|---|---|
| 1: South Blvd & Hinman, 66 spaces [P] | 16: 800/900 Noyes - @ "L", 22 spaces [M] | 27: 621 Oak Ave. - across from Post Office, 36 spaces [M,P] | 48: 1315 Emerson St., 13 spaces [P] |
| 3: 1700 Blk Chicago Ave (behind library), 74 spaces [M] | 18: Clyde & Brummel, 50 spaces [P] | 28: Church & Chicago Self Park, 600 spaces [M,P] | 51: 927 Noyes - Noyes Center Lot, 23 spaces [M,P] |
| 4: Central St. & Stewart, 66 spaces [M,P] | 19: 1700/1800 Benson (west side), 69 spaces [M] | 31: 925 Sherman, 20 spaces [P] | 52: James Park Lots, 240 spaces |
| 8: 811 Main Street, 49 spaces [M,P] | 20: 1800 Maple Ave. Self Park, 1400 spaces [M,P] | 32: 825 Hinman Avenue, 77 spaces [M,P] | 53: 100 Chicago Avenue, 24 spaces [P] |
| 10: 1701 Orrington Ave (under library), 53 spaces [M] | 21: Chandler Center - 1100 Central Street, 92 spaces [P] | 35: NW Main & Judson, 56 spaces [P] | 54: Central Street Metra Station, 139 spaces [M] |
| 11: 800/900 Foster at "E" (gravel lot), 44 spaces | 22: Sheridan Rd. & South Blvd., 50 spaces [P] | 38: 1010 Grove St. - west side of YMCA, 39 spaces [P] | 56: Civic Center - 2100 Ridge Ave., 232 spaces |
| 14: 1505 Sherman Ave (Best Western Lower Level), 98 spaces [M,P] | 23: NW Dempster & Elmwood, 38 spaces [M,P] | 39: 711 Hinman Ave., 48 spaces [P] | 60: 1234 Chicago Avenue, 35 spaces [M] |
| 15: Rear of 716 Main - (behind Goods and Vogue), 33 spaces [M] | 24: 727 Main St., 32 spaces [M] | 42: 743 Hinman Ave., 24 spaces [P] | 64: Ryan Field West Lot, 100 spaces [P] |
| | 25: 1614 Maple Ave., 8 spaces [P] | 46: Sherman Plaza Self Park - Davis & Benson, 1250 spaces [M,P] | |

[M=Metered, P=Permit Parking]

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

City of Evanston Truck Routes



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