

# Construction Management Plan

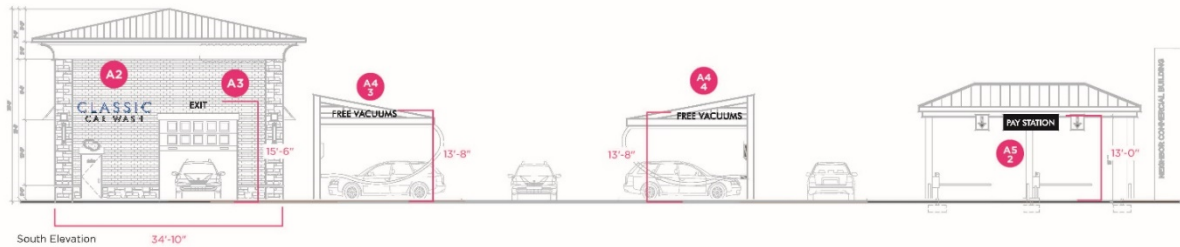
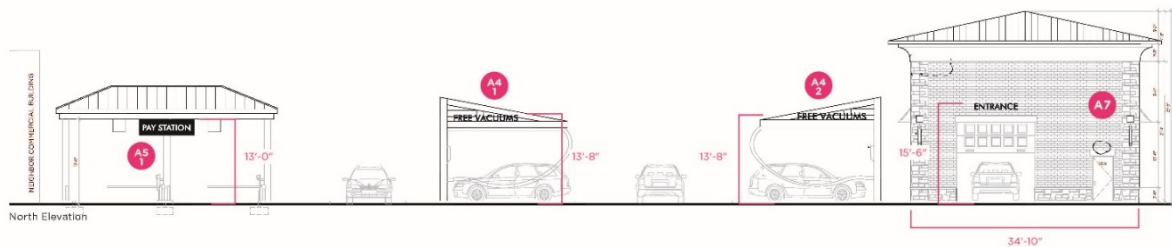
2425 Oakton Street

Evanston, Illinois 60202

Wednesday, June 10, 2020

(revs. February 12, 2020, March 6, 2020, May 18, 2020)

Classic Car Wash  
2425 Oakton / Evanston



<p>H.M. WITT &amp; CO. Signs FINE SIGNAGE SINCE 1924</p> <p>3313 West Newport Ave. Chicago, IL 60618 office   773 250 5000 fax   773 250 5100 tel. fax   688 427 0703 web   www.hmwitt.com</p>	APPROVED AS IS <input type="checkbox"/> APPROVED W/CHANGES <input type="checkbox"/> REVISE AND RESUBMIT <input type="checkbox"/>	<b>REVISIONS</b> 07-15-19   Updated with approved logo 07-25-19   Updated with add'l dimensions 08-21-19   Updated per village comments	CLIENT: HPCW, LLC / Classic Car Wash DATE: 04-30-19 JOB #: HPC/9001_N&S Elevations DRAWN BY: bs SCALE: No Scale
	APPROVAL: _____ DATE: _____	<small>THIS IS AN ORIGINAL DRAWING BY H.M. WITT &amp; CO. SIGNS AND IS NOT TO BE REPRODUCED WITHOUT PERMISSION OF H.M. WITT &amp; CO. SIGNS</small>	

General Contractor: RMJ Construction, Ltd.

Architect: All Design Developers Corporation

Sign Contractor: H.M. Witt & Co. Signs

Car Wash Supplier: Badger Land Car Wash Equipment and Supplies Co.

Traffic Devices: TBD

Owner: HPCW, LLC

This Construction Management Plan has been prepared by RMJ Construction, Ltd. It outlines practices and procedures during construction of the project at 2425 Oakton Street, Evanston. To the extent permit plans deviate from the below summary, the plans control.

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EXHIBIT A – Construction Site Map (rev. 6/10/20)

EXHIBIT B – Crane Plan

EXHIBIT C – Street Closure Plan (rev. 6/9/20)

EXHIBIT D – Truck Routes

**Traffic Control and Logistics:**

The attached EXHIBIT A is Sheet C-6 from the civil engineering drawings, titled Erosion Control Plan. This exhibit reflects the site planning for the access and washout area, the portable toilet and the trailer that will be used during the majority of the construction. Deviations in the plan will be reported as necessary and in advance. The site, with the exception of the furthest portion of the southeast corner, will remain enclosed by the existing chain link fence to prevent public access into the construction site. An area used pursuant to license by the easterly neighbor will remain unenclosed in order to allow loading operations to continue except at times when work does not allow this (and the general contractor will engage the neighbor in advance of any needs for alteration of access over the apron). The construction fence has a top rail and windscreens installed as required by Evanston. A 16-plus foot wide inward swinging gate will exist along the south lot line near the west of the traffic signals, at roughly the same location as the existing curb depression west of the traffic signals (roughly 90 feet west of the loading alley for 2405 Oakton Street). This is the existing gate and no secondary access will be provided. The gate will feature a Knox box padlock for fire/emergency access if deemed necessary by staff.

Appropriate communications between the general contractor, architect and ComEd have been in progress. Authorization to relocate the overhead transmission lines has been obtained. Mylars concerning the abrogation of the existing easement and the platting of the new easement *were* circulating as of March 2, 2020. Staging of the relocation will occur according to ComEd’s authorization requirements which have been, or will be, reported to City staff. No interruption of ComEd service is anticipated during any further work following the relocation.

For limited periods, the sidewalk and/or certain Oakton Street vehicular lanes will be closed to allow for (a) the ComEd transmission line relocation, (b) the installation of new sanitary and storm services (combined system connection), (c) for driveway and apron construction, and (d) for traffic signal relocation. The traffic plan attached hereto is intended to

remain consistent for any remaining work related to the ComEd lines or work touching the right of way. Altering the planning for lane reductions seemed inconsistent with safety due to the various merging patterns and intersection movements near the site. Proper traffic controls and signage will be used to redirect and manage vehicular and pedestrian traffic as justified by the extent of the closure. To the extent feasible, the general contractor will endeavor to maintain two-way, four lane Oakton Street traffic at all times during the construction of the project. The general contractor will obtain all required right-of-way permits prior to commencement of any work impacting Oakton Street, including the sidewalk. The signal contractor will execute a maintenance transfer agreement with the City.

Deliveries will occur through the relocated westerly gate at all times. This is an existing depressed curb area with tapers of roughly 11 feet (west) and 7.5 feet (east). If necessary, the contractor will alter the radius and tapers in the field, but the existing width seems sufficient with the existing radius and taper configuration. Vehicles will be directed not to stage on Oakton Street or on neighboring properties or streets unless the general contractor obtains prior permission. Field personnel will be available on site during the most material deliveries in case flaggers are required for safety and maneuvering purposes.

One (1) thirty (30)-yard Groot waste container will be utilized to manage construction refuse.

### **Protection for Pedestrians:**

The public sidewalk and parkway located on the north side of Oakton Street in front of the construction site will be closed for the length of the span in front of the site and extending 10-15 feet in each direction during portions of the construction involving: (a) the ComEd transmission line relocation; (b) the installation of the freestanding sign; (c) the necessary disconnection and reconnection work involving utilities; (d) work relating to traffic signals; and (e) driveway construction. The sidewalk closures will not involve the rerouting of pedestrians along the north side of Oakton Street into the Oakton Street right of way due to the limited pedestrian activity in the area. Signs will be posted at corners with marked crosswalks so that pedestrians are aware of the closure and can cross to the south side of Oakton Street. (There is no available street parking to allow for diversion of pedestrians and the preservation of two-directional, four lane traffic requires avoidance of closures of a lane for such infrequent pedestrian use of the sidewalk.) Due to the distance of nearby lights, four pedestrian warnings will be posted as shown in the attached Traffic Plan—two adjacent to the site, one on the northeast corner of Oakton and McCormick and one at the northwest corner of the signalized Home Depot entrance.

During construction, there will be alterations and temporary backfilling to the sidewalk. Poles or horses will be posted with flashing lights and reflectors at each point where the sidewalk is in such a temporary condition. Temporary sheets of wood, anchored appropriately at each side, will be installed to comply with ADA guidelines. Notably, the pedestrian path is at least 35 feet from any construction involving a structure within the project. The sole exception ties to work relating to the freestanding sign, the ComEd transmission line relocation and traffic control devices.

The project will comply with the pedestrian protection mandates in Title 4, Chapter 2 of the City's Building Code. Upon review of Table 3306.1, and after reviewing the distance from the pedestrian path to any structure, no barrier is required for pedestrian protection. The proposed 8-foot construction fence will provide all necessary protection. All temporary facilities such as fencing, barricades, and site infrastructure will be removed near or upon project completion.

### **Demolition:**

The building on the site has been demolished. A portion of the former building's foundation wall exists along the west wall of the north building at 2405 Oakton Street. During construction, this remaining portion of the foundation wall will be evaluated for preservation and field adjustments in order to avoid disturbance to the north building at 2405 Oakton. During construction, the existing sidewalk adjacent to the site will be removed and replaced. The removal and replacement of the sidewalk will occur from the south lot line area.

### **Construction:**

The construction timeline has five phases. Between June/July 2020 and October 2020, there is a high likelihood that two or more phases will overlap as a result of the project size. During all phases, close attention will be paid to areas for which permeable pavers are planned because their construction and installation require excavation, construction, backfilling, excavation and paver installation.

The first phase will consist of silt fence installation, basic site civil engineering (cleanout area, inlet protection and preparation of fuel and pollutant storage areas), site grading, utility services and storm drainage. New sewer (combined) and water services will be installed during the Phase 1 mobilization. Traffic control measures for the disconnection of the existing services and installation of the new services are shown in EXHIBIT C. Underground utilities work will occur in the northern two lanes of Oakton Street to the extent necessary. Phase 1 will include the relocation of the ComEd transmission lines. The sewer main connection will be coordinated with the City, MWRD and the Oakton Street contractor.

The second phase (occurring during Phase 1 or immediately upon the conclusion of Phase 1) will include excavation for building, foundation construction and concrete slab pours. Underground utility work (interior and exterior) will occur during Phase 2. Phase 2 will also include excavations for permeable paver areas. Whether Phase 2 will include the relocation of any traffic control devices depends on the status of the Oakton Street project. The relocation of traffic signals is a distinct matter handled with the City (not part of this CMP), but the contractor will adjust matters explained herein to adapt them to the City's directives in relation to relocation of the traffic signals.

The third phase will overlap with Phase 2 and will include the vertical construction of the building shell, including walls, windows, doors, and masonry. EXHIBIT B illustrates the crane location in relation to the location of the truck from which it receives precast materials for the roof. A crane will be necessary for one day of work.

The fourth phase will involve the installation of exterior equipment (pay machines and vacuums), interior build-out of the car wash building, installation of canopies, tunnel equipment installation, completion of lighting work and landscaping. Landscaping enhancements to the City right-of-way will be done during this phase. Some Phase 4 work could overlap with Phase 3 efforts. The site perimeter fence will remain in place until completion of the fourth phase, at a minimum, and longer if safety and security remain a concern.

The final phase will involve sign installation. Signs other than the freestanding sign may be installed during Phase 4, but the freestanding sign would be the last improvement subject to any work remaining on punch lists. H.M. Witt & Company Signs will work in conjunction with general contractor to ensure a safe and smooth install without affecting pedestrian or auto traffic along Oakton Street. Attention will be focused on pedestrian safety at any time when construction occurs near the sidewalk. H.M. Witt's union installers have installed thousands of signs all over the country and H.M. Witt backs its work with a strong safety record. Once the site is properly prepared for installation, sign installation typically requires a full day (often during regular business hours).

The general staging area for the project will be on the southeast end of the property east of the access gate from Oakton Street. There will be an on-site trailer or site office situated in the southeast portion of the site.

**Project Schedule:**

Phase 1: June/July 2020  
Phase 2: July/August 2020  
Phase 3: July/August 2020  
Phase 4: August 2020  
Phase 5: August/September 2020  
Completion: August 2020

**Construction Work Hours:**

Monday-Friday: 7:00 AM to 7:00 PM  
Saturday: 8:00 AM to 5:00 PM  
Sunday: None unless special permission obtained from the City

**Contractor Parking:**

Contractors will be directed not to park on residential city streets. Any contractors or construction personnel who park on residential city streets will be directed to relocate their vehicles to an approved location.

Contractors and construction personnel will be directed to park on site or in one of the parking lots nearby provided that the general contractor and owner of that lot have reached a prior agreement. Parking restrictions will be communicated weekly to all on-site personnel. The

construction site can host necessary vehicles during excavation and utility work. A large area will be available for parking during all site work (situated in the northeast portions of the site). All contractors and trades will be allowed to park on-site. The site can accommodate 25 parking stalls for passenger and service vehicles as well as 3-4 larger trucks.

**Delivery Routes and Staging:**

Traffic entering the site will only use the approved truck routes to access Oakton Street and the site while keeping in mind any regulatory height restrictions as noted in EXHIBIT D. Traffic exiting the site will only exit onto Oakton Street, turning west in all but the most limited circumstances, to reach follow approved truck routes (see EXHIBIT D). All deliveries will be aware of the 8,000 lb. weight limit on area streets east of the site. Staging of trucks on local streets will not be permitted.

Any exceptions to the foregoing will be addressed with and approved by City staff in advance. Any contractor or subcontractor whose personnel do not adhere to the foregoing terms will be required to utilize other drivers for their subsequent deliveries.

**Verification of Existing Conditions:**

In light of surrounding activities, land uses and structural improvements, a vibration monitoring system should not be required. Off-site buildings are sufficiently removed from excavation and foundation work. No piles or deep bores are being utilized. Background vibration is likely greater than that which will be caused by the very limited grading work for the detention and for the excavation for the car wash building and vacuum and stacking areas.

Prior to commencement of construction activities, detailed photos and video of the building façade at 2405 Oakton Avenue (the only building of any concern due to its proximity to the site) will be performed to document the existing conditions at the following properties. A mark will be placed on the 2405 Oakton Street foundation wall prior to any major ground disturbance to monitor settlement. A mark in the form of a bolt, anchor or nail will be relied on for the as-built before and after ground disturbances to monitor any settlement. There is no need to provide settlement or vibratory monitoring to any other structure due to the distance of these structures from the site.

There are only 3-4 trees on the perimeter of the site (no trees on the interior). The contractor will separately provide a tree inventory and preservation plan, but it respectfully invites the arborist to the site to observe the trees and determine if a typical protection plan will suffice. The flexibility with regard to timing on delivery of the inventory and plan is appreciated.

**Work Site Communication:**

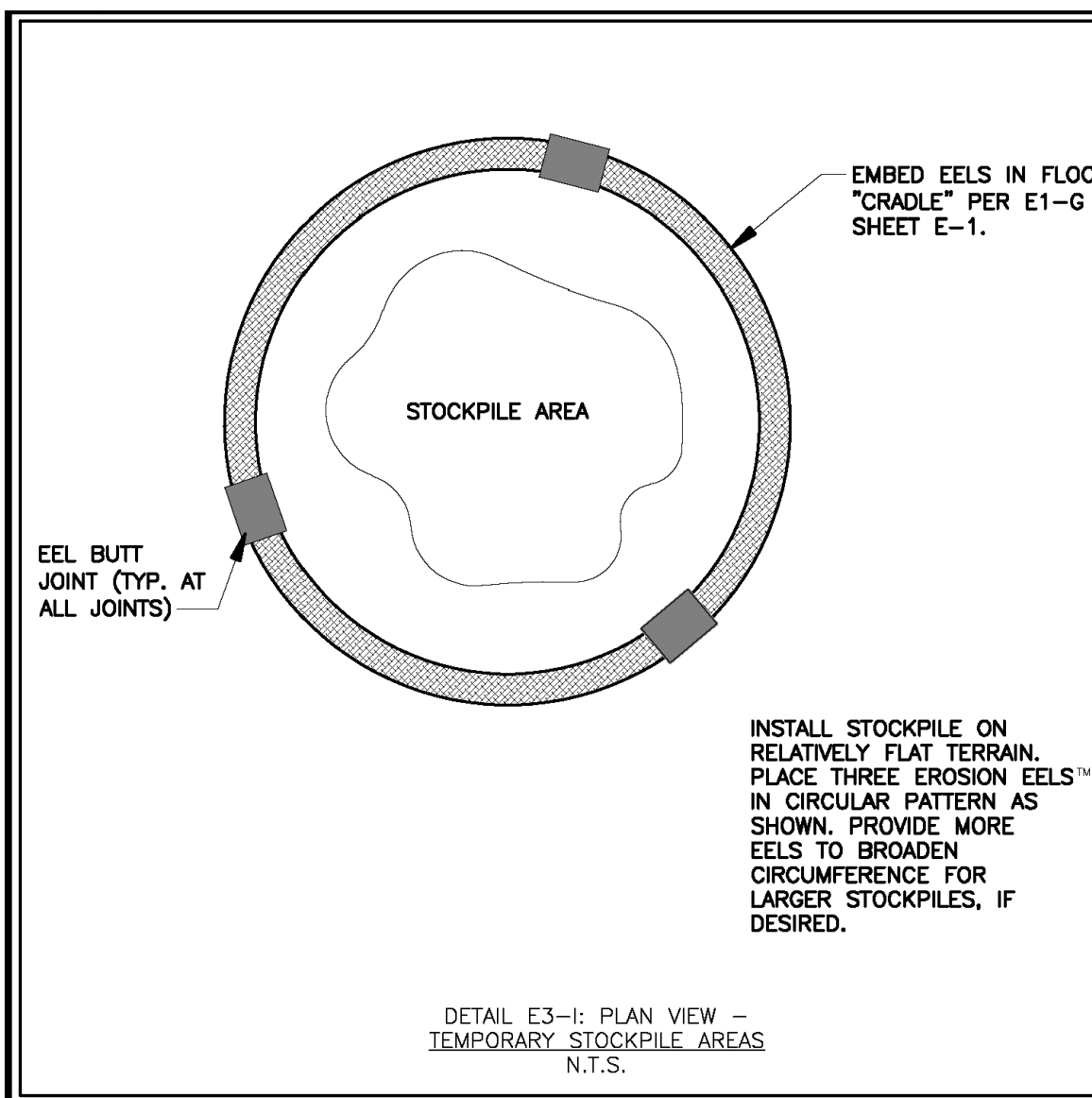
The project team will update the property owners or management companies of buildings on the same block (within 300 feet east or west of the site) and within the opposing block (within 300 feet east or west of the site). The notifications will be in writing delivered by U.S. mail, email, and/or other means supported by the property owners or management companies. The

initial notification will be made at least one week prior to mobilization for the project. Updates will be delivered.

All public right of way closures will have posted notifications 48 hours prior to their start. Notice to the City of sidewalk closures will be provided 3 days in advance, with notice of a lane reduction being provided to the City and CTA being provided 10 days in advance.

A sign with emergency contact information for the general contractor's key employees will be posted on, or on the fence panel next to, the primary access gate. A development sign with the project name, rendering and project description will be provided on the gate or the fence panel adjacent thereto and a board at this location will provide project updates.

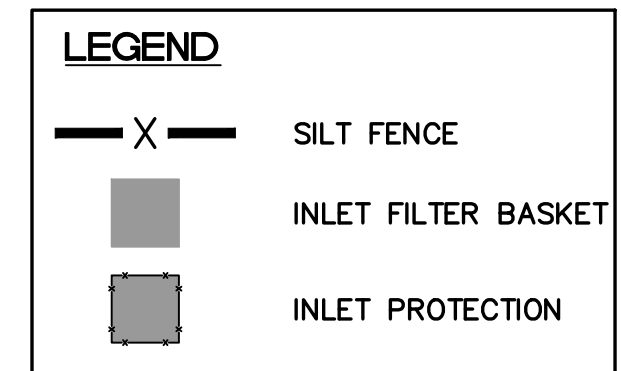
As necessary, COVID-19 precautions will be taken. Contractor acknowledges the City of Evanston Order requiring all persons working in or patronizing "essential businesses and operations" as defined in the Governor's Stay-at-Home Order to wear cloth face coverings. Further, contractor will continue to monitor and abide by the Governor's Executive Orders to the extent they apply to operations on site, including Executive Order Number 39. Pursuant to Executive Order 30, contractor will post the guidance from the Illinois Department of Public Health (IDPH) and Office of the Illinois Attorney General regarding workplace safety during the COVID-19 emergency (guidance available on the IDPH webpage).



- GENERAL NOTES:**
1. EROSION EELS™ USED IN INLET PROTECTION AND CONCRETE WASH-OUT APPLICATIONS SHALL HAVE A SPECIFICATION MIXTURE 1.0 (FOR HIGH FLOW APPLICATIONS WHERE MINIMAL PONDING IS DESIRED) OR 1.1.
  2. EROSION EELS™ USED IN DIVERSION BERM APPLICATIONS SHALL HAVE A SPECIFICATION MIXTURE 1.0.
  3. CONSULT WITH THE MANUFACTURER'S REPRESENTATIVE FOR EEL MIXTURE TYPES REQUIRED FOR SPECIFIC POND APPLICATIONS.
  4. EROSION EELS™ SHALL BE MANUFACTURED FROM A WOVEN GEOTEXTILE COVERING WITH INTERIOR FILTER MATERIALS.
  5. LENGTHS OF EROSION EELS™ SHALL BE EITHER A NOMINAL +/-10 FT. OR +/- 4.5 FT. NOMINAL DIAMETER SHALL BE +/-0.9 INCHES OR +/- 20 INCHES.
  6. EROSION EELS™ CAN BE PLACED AT THE TOP, ON THE FACE, OR AT THE TOE OF SLOPES TO INTERCEPT RUNOFF, REDUCE FLOW VELOCITY, RELEASE THE RUNOFF AS SHEET FLOW AND PROVIDE REMOVAL OF SEDIMENT FROM THE RUNOFF.
  7. EROSION EELS™ SHALL BE INSTALLED ALONG THE GROUND CONTOUR, AT THE TOE OF SLOPES, AT AN ANGLE TO THE CONTOUR TO DIRECT FLOW AS A DIVERSION BERM, AROUND INLET STRUCTURES, IN A DITCH AS A CHECK DAM TO HELP REDUCE SUSPENDED SOLIDS LOADING AND RETAIN SEDIMENT, OR AS A GENERAL FILTER FOR ANY DISTURBED SOIL AREA.
  8. NO TRENCHING IS REQUIRED FOR INSTALLATION OF EROSION EELS™.
  9. PREPARE BED FOR EEL INSTALLATION BY REMOVING ANY LARGE DEBRIS INCLUDING ROCKS, SOIL CLODS, AND WOODY VEGETATION. EROSION EELS™ CAN ALSO BE PLACED OVER PAVED SURFACES INCLUDING CONCRETE AND ASPHALT WITH NO SURFACE PREPARATION REQUIRED.
  10. RAKE BED AREA WITH A HAND RAKE OR BY DRAG HARROW.
  11. DO NOT PLACE EEL DIRECTLY OVER RILL AND GULLIES UNTIL AREA HAS BEEN HAND-EXCAVATED AND RAKED TO PROVIDE A LEVEL BEDDING SURFACE. ALL SURFACES SHALL BE UNIFORMLY COMPACTED FOR MAXIMUM SEATING OF EELS IN PLACE.
  12. FOR LOCATIONS WHERE EELS WILL BE PLACED IN CONCENTRATED FLOWS (SUCH AS CHECK DAMS, INLET PROTECTION) AND FOR PERIMETER CONTROLS AT PRIMARY DISCHARGE LOCATIONS, BED THE EELS IN A JUTE MESH CRADLE PER THE DETAILED DRAWINGS.
  13. IF MORE THAN ONE EROSION EEL™ IS PLACED IN A ROW, THE EELS SHALL BE JOINED PER DETAIL E1-B1.
  14. FOR CHECK DAM APPLICATIONS, EROSION EELS™ SHALL BE PLACED PERPENDICULAR TO THE FLOW OF THE WATER. EROSION EELS™ SHALL CONTINUE UP THE SIDES SLOPES A MINIMUM OF 3 FEET ABOVE THE DESIGN FLOW DEPTH.
  15. EROSION EELS™ SHALL REMAIN IN PLACE UNTIL FULLY ESTABLISHED VEGETATION HAS COMPLETELY DEVELOPED OR UNTIL THE STORAGE CAPACITY/FUNCTIONAL LIFE OF THE EEL HAS BEEN EXHAUSTED (REQUIRING REPLACEMENT WITH NEW EELS).
  16. ANCHORING POSTS FOR CHECK DAM APPLICATIONS SHALL HAVE A MINIMUM WEIGHT OF 1.25 LBS/FT STEEL T-POSTS (5 TO 7 FT. LENGTHS) ROLLED FROM HIGH CARBON STEEL. POSTS SHOULD BE HOT-DIP GALVANIZED OR COATED WITH A WEATHER-RESISTANT PAINT FOR STEEL APPLICATION. POSTS SHOULD BE EQUIPPED WITH A METAL ANCHOR PLATE. INSTALL PER DETAILS ON THIS SHEET.
  17. PLACE T-POSTS THROUGH HANDLE OF BAGS. DO NOT DRIVE POSTS THROUGH EROSION EELS™. T-POSTS ARE TO BE EMBEDDED A MINIMUM OF 3 FT. INTO GROUND.

**GENERAL NOTES:**

1. THESE PLANS ARE BASED ON THE (TOPOGRAPHIC SURVEY) (SURVEY PROJECT #18-20902 DATED 03/22/18) PREPARED BY: GENTILE AND ASSOCIATES, IN 550 EAST ST. CHARLES PLACE, LOMBARD, IL 60148 (630) 916-6262
2. PRIOR TO CONSTRUCTION, CONTRACTOR TO CONTACT THE DESIGN ENGINEER AND ARCHITECT TO VERIFY THAT THEY ARE WORKING FROM THE MOST CURRENT SET OF PLANS AND SPECIFICATIONS.



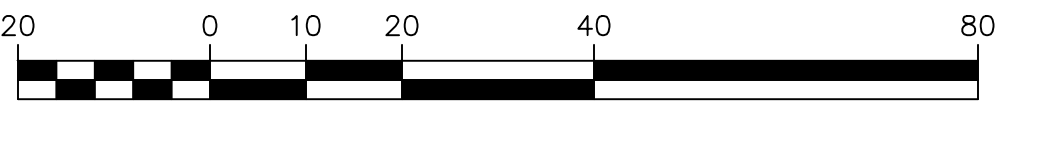
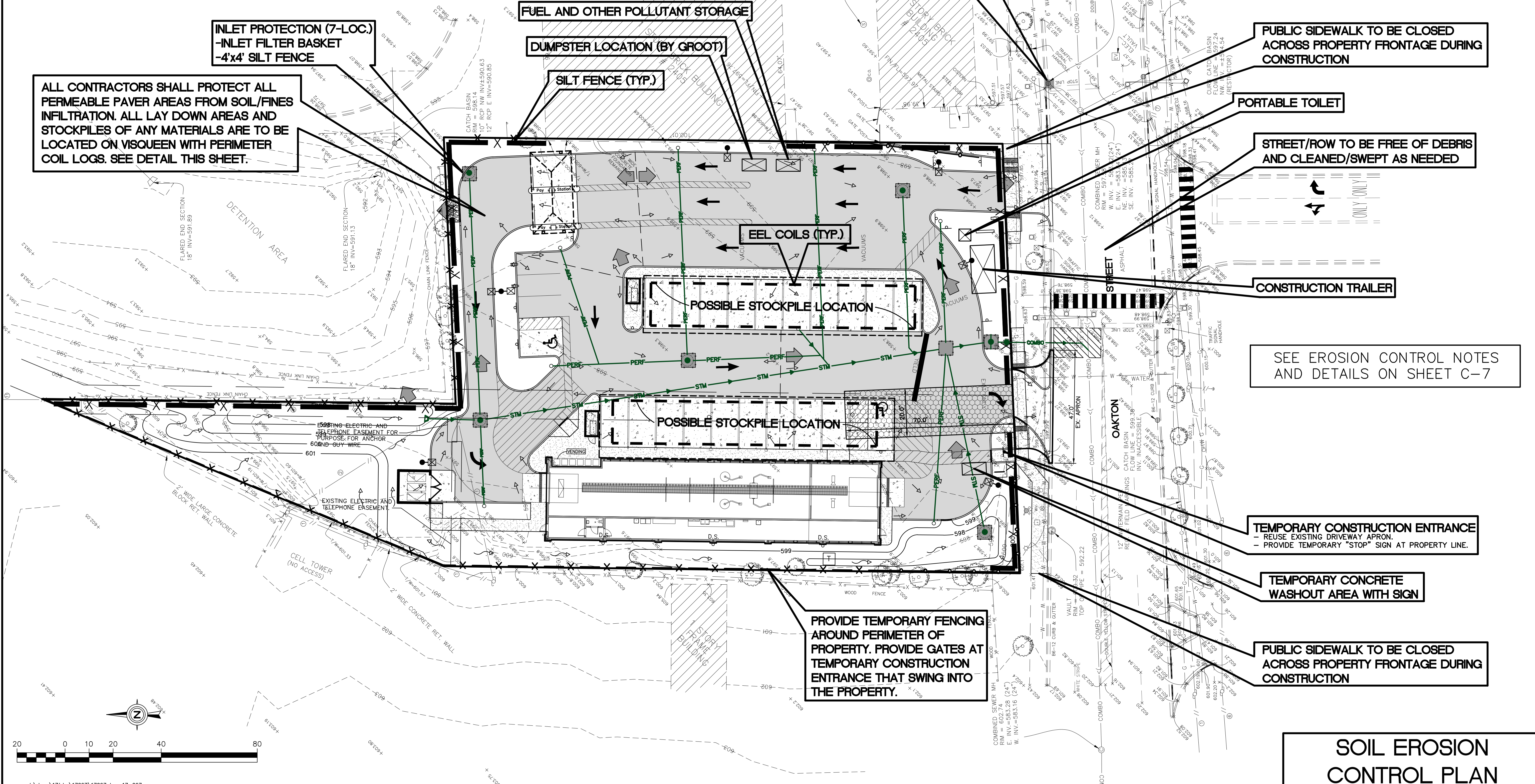
NO.	REVISIONS	DATE
1	NO REVISIONS	12/17/19
2	PER MWD AND CITY REVIEWS	01/31/2020
3	NO REVISIONS	02/24/2020
4	PER CITY REVIEW COMMENTS DATED 6/9/2020	05/10/2020

Prepared For:

A.D.D.C.  
2704 West Peterson Avenue  
Chicago, IL. 60659

Prepared By:

**Watermark Engineering Resources, Ltd**  
2425 Oakton Street  
Evanston, Illinois



Checked By: J.MILLER  
Design By: M.HANSEN  
Drawn By: M.H., K.P.  
Date: June 28, 2019  
Scale: 1" = 20'  
Project No.: 17-067

**Watermark Engineering Resources, Ltd**  
2631 Ginger Woods Parkway, Suite 100, Aurora, IL 60502  
phone 630-375-1800 fax 630-236-9600 www.watermark-engineering.com

**SOIL EROSION CONTROL PLAN**

**C-6**



ALL FINES AND TO BE

SILT FENCE (TYP)

CATCH BASIN  
RIM = 598.14  
10" RCP NW INV=590.0  
12" RCP E INV=590.0

FLARED END SECTION  
18" INV=591.13

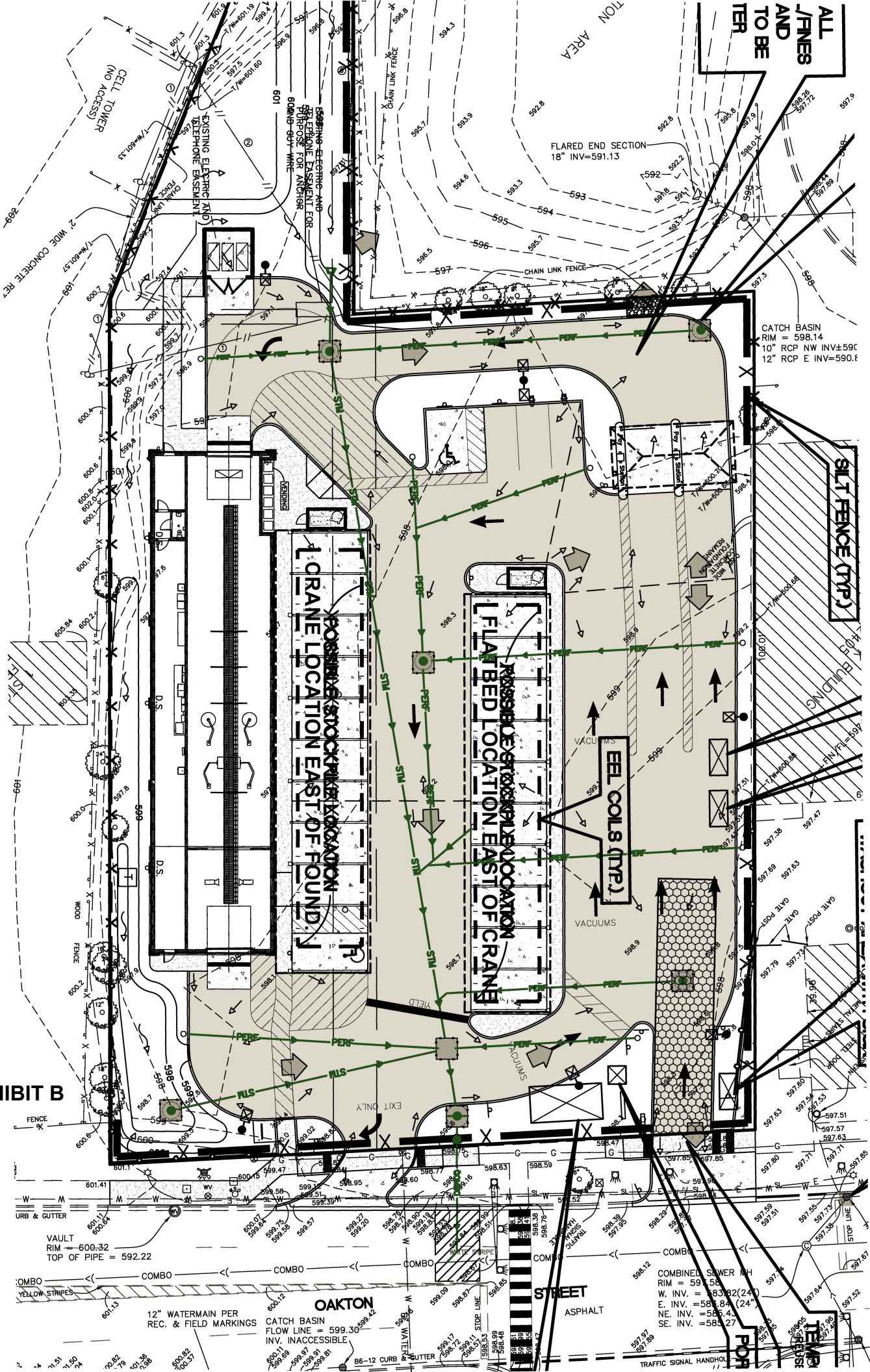
POSITIVE STOCKPILE LOCATION  
CRANE LOCATION EAST OF FOUND.

POSITIVE STOCKPILE LOCATION  
FLARE BED LOCATION EAST OF CRANE

EEL COILS (TYP)

EXHIBIT B

EXH B



VAULT  
RIM = 600.32  
TOP OF PIPE = 592.22

COMBO  
YELLOW STRIPES

CATCH BASIN  
FLOW LINE = 599.30  
INV. INACCESSIBLE

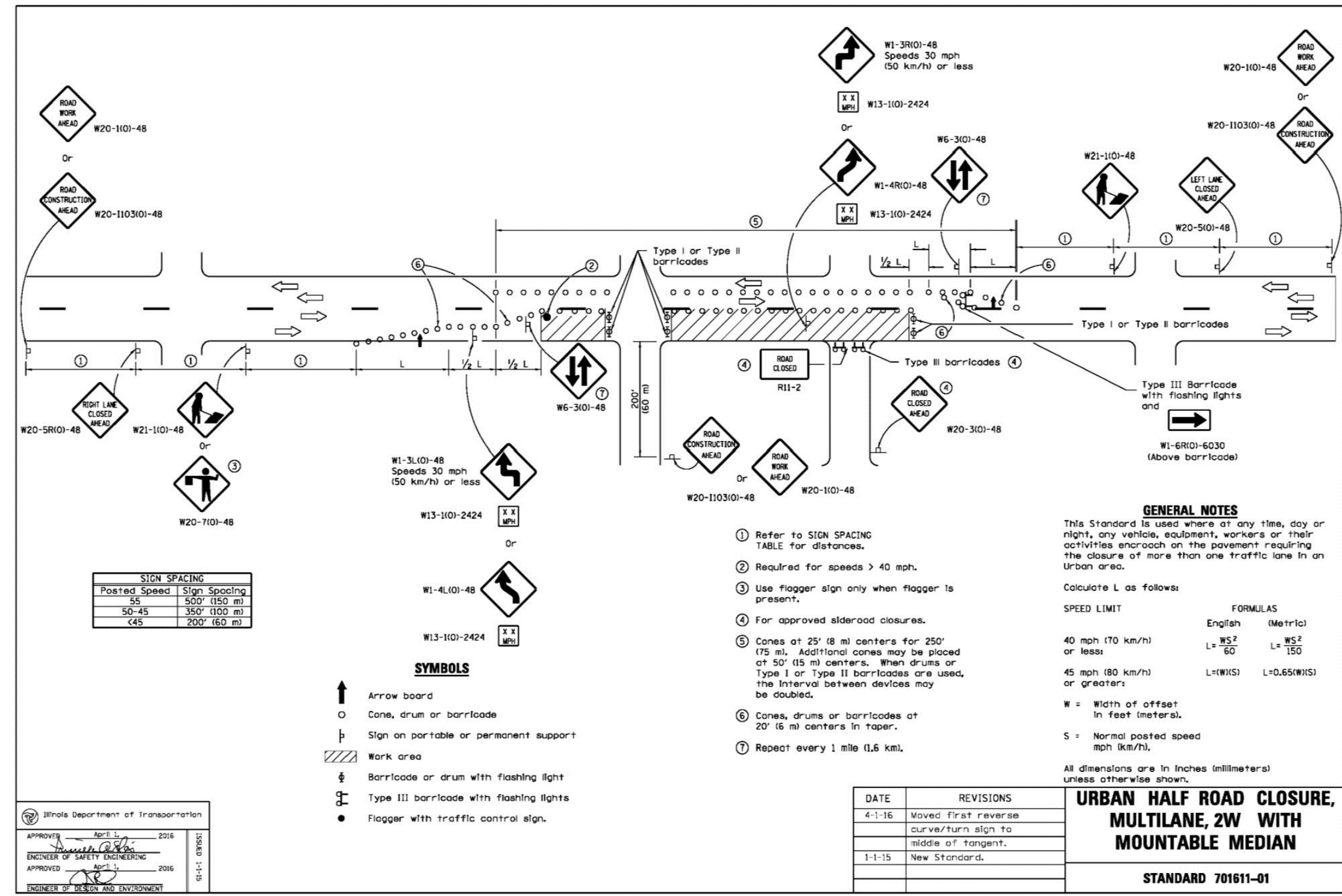
OAKTON

STREET  
ASPHALT

COMBINED SEWER  
RIM = 597.53  
W. INV. = 583.92 (24")  
E. INV. = 583.84 (24")  
NE. INV. = 583.4  
SE. INV. = 583.27

TRAFFIC SIGNAL HANDOFF

STOP LINE



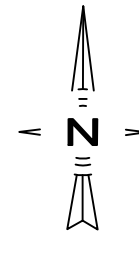
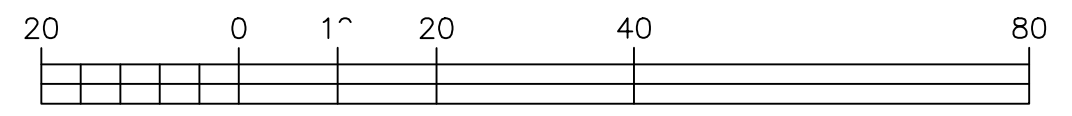
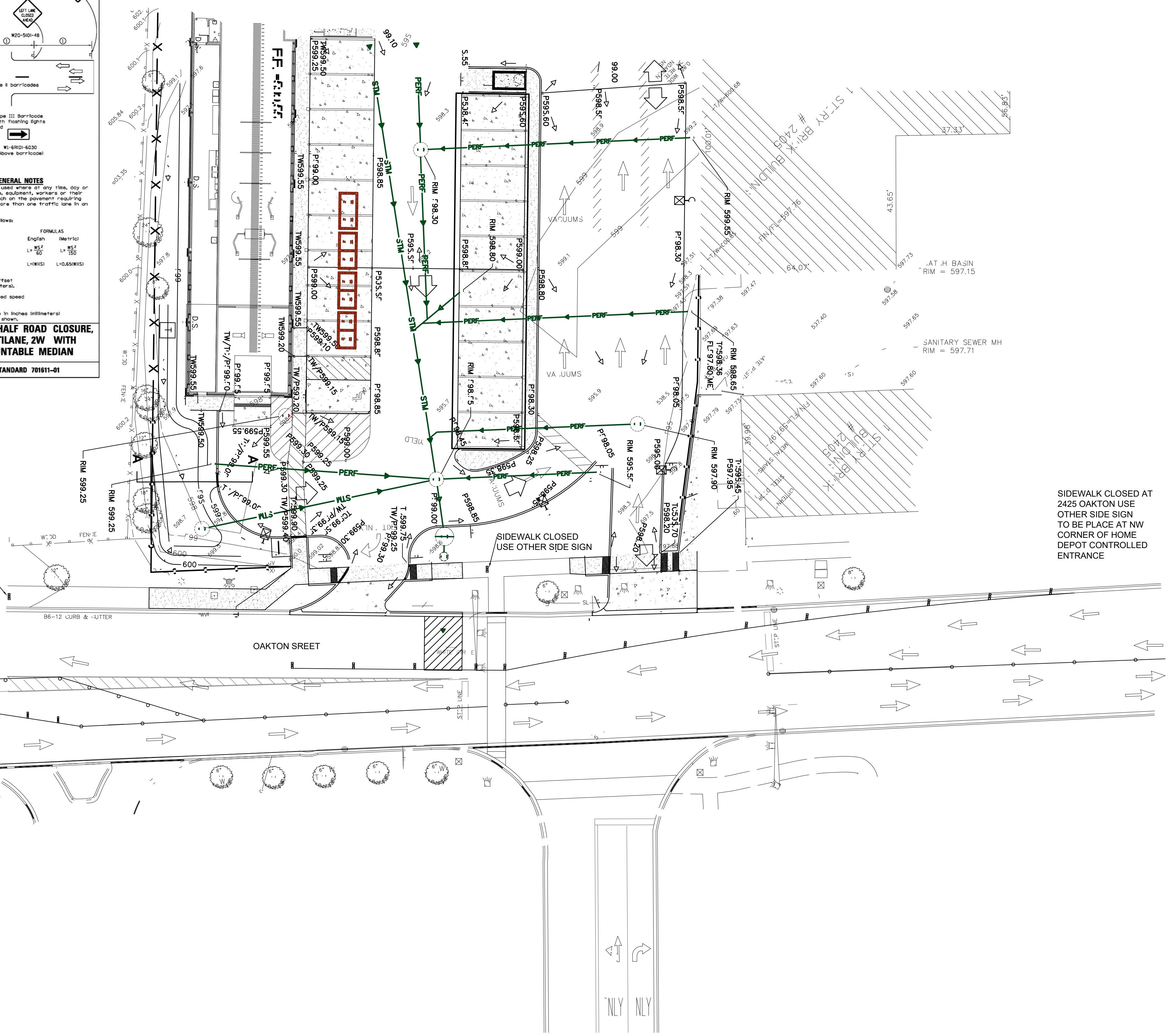
- Traffic Plan Notes:**
- All lane closures are to follow IDOT Standards.
  - Truck traffic to enter and exit from the west, no semi truck traffic to travel through down town Evanston.
  - Open trench's within public way are to be plated during off work hours.
  - Street is to be maintained free of dirt and debris from trucks existing site.
  - Sidewalk closure only when absolutely necessary.
  - Contractor to specify the start and end of the sidewalk closures to City 3 business days in advance.
  - Contractor to notify City and CTA of lane reduction 10 calendar days in advance.
  - Contractor to post notice signs 48 hours prior to lane reduction warning of lane closure.

SIDEWALK CLOSED AT 2425 OAKTON USE OTHER SIDE SIGN TO BE PLACE AT NE CORNER OF OAKTON & MCCORMICK

SIDEWALK CLOSED USE OTHER SIDE SIGN

SIDEWALK CLOSED USE OTHER SIDE SIGN

SIDEWALK CLOSED AT 2425 OAKTON USE OTHER SIDE SIGN TO BE PLACE AT NW CORNER OF HOME DEPOT CONTROLLED ENTRANCE



**TRAFFIC CONTROL PLAN**

NO.	REVISIONS	DATE
1	STAFF NOTES PRE-DAPR (6/1/20)	06/10/20
2		
3		

Prepared For:

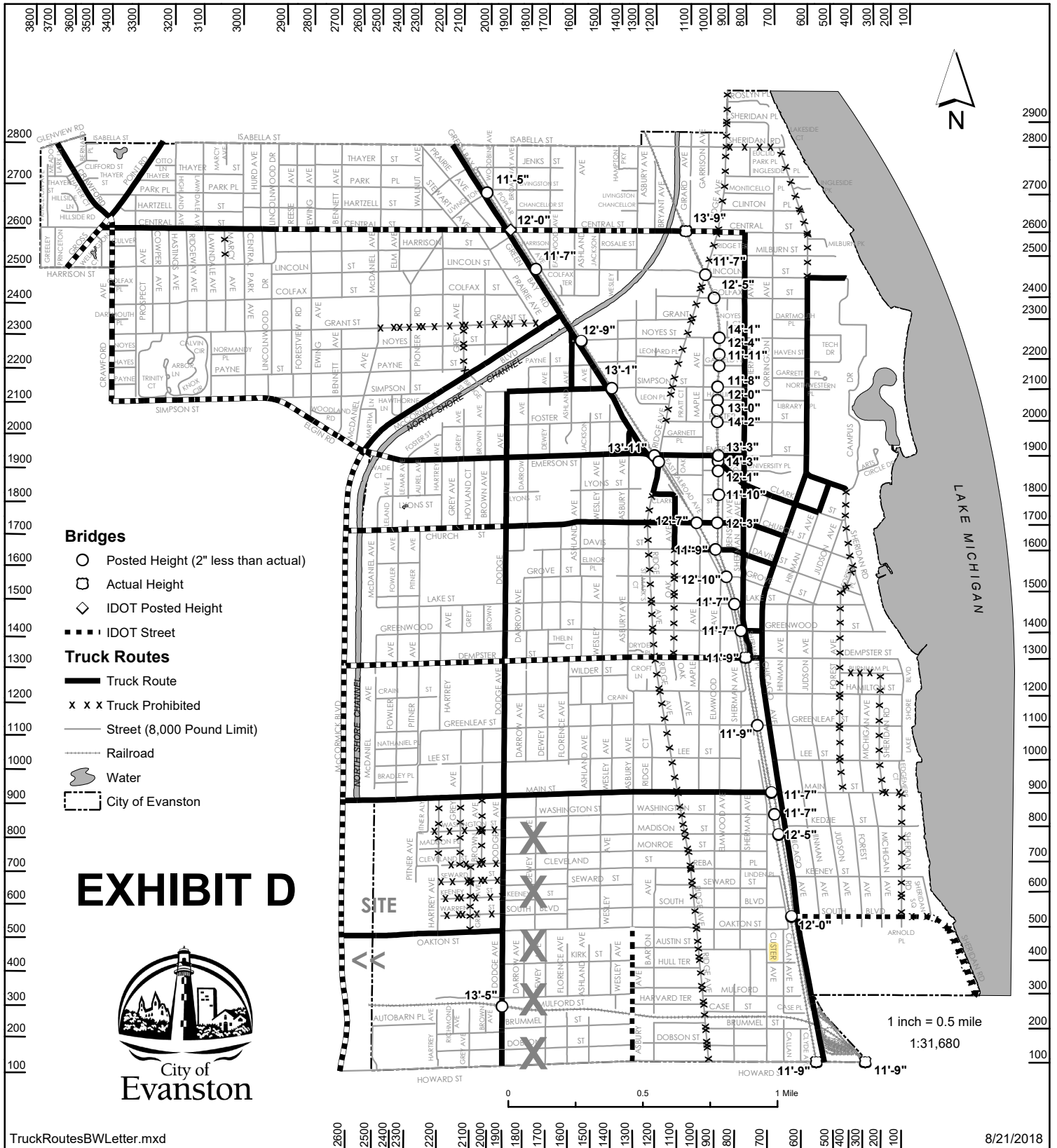
**EVANSTON CAR WASH**  
 2425 Oakton Street  
 Evanston, Illinois

Prepared By:

**CENTURION PLUMBING COMPANY**  
 10340 W. BELDEN AVE.  
 MELROSE PARK IL 60164  
 847-288-0565

CHECKED BY:	
DESIGN BY:	
DRAWN BY:	
DATE: 04-30-2020	
SCALE: 1" = 10'	
PROJECT NO.:	

# City of Evanston Truck Routes



This map is provided "as is" without warranties of any kind. See [www.cityofevanston.org/mapdisclaimers.html](http://www.cityofevanston.org/mapdisclaimers.html) for more information.