

Evanston – Avidor – Construction Site Management Plan

AVIDOR – EVANSTON – APARTMENT BUILDING

1727 Oak Avenue

Evanston, IL 60201



General Contractor

Trammell Crow Company

Owner



Architect

Construction Management Plan | Phase 1 – 3

October 19, 2018

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CONSTRUCTION SITE MANAGEMENT PLAN

The Construction Site Management Plan, prepared by Power Construction, outlines the construction process and procedures that will take place during the construction of the Avidor – Evanston Apartment Building located at 1727 Oak Avenue in Evanston, Illinois.

Site Logistics Plans

The attached and following exhibits are the logistic plans that will be utilized during the project. The project will be completed in (3) phases.

Phase 1 – Mobilization / Site Demolition / Potholing / Caissons / Excavation

Approximate Duration = 2 Months, *Exhibit B*

Phase 2 – Foundations / Podium + Tower Concrete Operations / Enclosure / Interior Finishes

Approximate Duration = 12 Months, *Exhibit C*

Phase 3 – Streetscape Improvements / Landscaping / Interior Finishes

Approximate Duration = 2 Months, *Exhibit D*

The project's field office is planned to be located at Level 1 of the Shand Morahan Plaza, off of Church Street.

Phase 1 – Mobilization to the project site for site demolition, potholing and caisson construction will occur following the receipt of a caisson permit. The project's site, for Phase 1, will be configured per Exhibit's B's site logistics plan. During Phase 1, the extent of encroachment into the public way will be inclusive of only the sidewalk along Oak Avenue from approximately the north side of the existing Shand Morahan Plaza, continuing north and stopping where the current sidewalk ends, at Clark Street. Pedestrian traffic will be directed to walk on the west side of Oak Avenue by the use of "Sidewalk Closed, Please Use Other Side" being posted at the nearest intersections, in advance of the beginning and end of the aforementioned sidewalk closure. These closure signs will remain for the duration of the sidewalk closure. The nearest intersections that pedestrians will be notified of the Oak Avenue sidewalk closure are inclusive of ADA accessible ramps. A Knox box lock with a key will be attached to the fence for the Fire Department to have access to the existing fire hydrant. A clear zone with a 4' minimum path to and around the fire hydrant shall remain at all times and the hydrant will be marked with a flag. Materials or laydowns will not be allowed to take place in this clear zone. During Phase 1, a white board with red letter signage will be provided on the street side of the fence to denote any and all fire protection systems, i.e. (fire hydrant, Fire Department/Standpipe Connection, etc.) located on the construction side of the fence. Please note that the (2) street lights currently located in the sidewalk along the east side of Oak Avenue will be removed during Phase 1 and replaced during Phase 3. The overall extent of the site will be secured with an 8' high fence with screening. The fence will be maintained throughout the duration of the project and will be pole driven as required for proper performance. The excavation will be executed by the way of open cut and shall be done so per OSHA standards. (3) Gates will service the site to allow for trucks to enter and exit the project. Detailed flagmen for trucks entering and exiting the site will be present to manage traffic at the gate traffic is

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occurring at. Required signage on the construction fence along Oak Avenue shall include a project rendering and emergency contact information. All other fence openings/gates shall include the required emergency contact information. During Phase 1, the handicap parking stalls for the Shand Morahan Plaza will be relocated to be directly south of the project, along the west face of the building, as shown on the Exhibit B, Phase 1 logistics plan. Also, during Phase 1, the crosswalk between the Sienna Court Condominiums and Avidor project site, will be eliminated and signage and a barricade, at the entrance to the crosswalk on the west side of Oak Avenue will be installed to explain/show that the crosswalk can no longer be used. Power Construction will coordinate the removal of the current signage at the crosswalk with the City of Evanston at the proper time. The signage and barricade, to show that the crosswalk is closed, shall remain until project completion. During Phase 1, no concrete truck wash station will be available onsite as Power Construction will direct concrete trucks to, if necessary, do this at their yard after servicing the Avidor project. Street sweeping will be completed as necessary to maintain proper City of Evanston public way cleanliness. Inlet protection will be installed, maintained and/or cleaned regularly throughout Phase 1. No staging of trucks will be allowed on Oak Avenue or any streets within the Evanston city limits.

Phase 2 – Foundations. Beginning approximately in the middle to tail end of the mass excavation will be concrete grade beam and structural slab on grade construction. During this time, a tower crane, with an approximate jib length of (136'-5" feet) will be erected for podium and tower cast-in-place vertical construction operations. A man and material hoist will also be erected along the south elevation within the project boundary line as shown on Exhibit B. During Phase 2, enclosure work at the podium and tower will begin and be completed before Phase 3. For the protection of pedestrians and vehicular traffic, the site fence will move from the Phase 1 location of eastern side of Oak Avenue's sidewalk curb to the eastern side of Oak Avenue's park lane. Procuring the park lane along Oak Avenue allows for trucks entering and exiting the project site to deliver and/or remove materials, to happen within the boundary of the site fence. This addition of encroachment into the public way will be inclusive of only the park lane along Oak Avenue from approximately the north side of the existing Shand Morahan Plaza, continuing north and stopping where the current park lane ends, near Clark Street. North bound and south bound traffic along Oak Avenue shall remain unaffected except for a duration of Phase 2 where utility connections are made. During the process of making the utility connections shown in Exhibit C, during work hours, north bound traffic along Oak Avenue will be affected but maintained by flaggers on both sides of the opening in the street for the utility connection to be made. At the end of each day's working hours that the utility connection process is being completed, steel plates will be installed to allow for unaffected north and south bound traffic along Oak Avenue. Pedestrian traffic will continue to be directed to walk on the west side of Oak Avenue During Phase 2 by the way of "Sidewalk Closed, Please Use Other Side" remaining posted at the nearest intersections in advance of the beginning and end of the aforementioned sidewalk closure, on the east side of Oak Avenue. These closure signs will remain for the duration of the park lane and sidewalk closure. The nearest intersections that pedestrians will be notified of the Oak Avenue sidewalk closure are inclusive of ADA accessible ramps. A Knox box lock with a key will be attached to the fence for the Fire Department to have access to the existing fire hydrant. A clear zone with a 4' minimum path to and around the fire hydrant shall remain at all times and the hydrant will be marked with a flag. Materials or laydowns will not be allowed to take place in this clear zone. Continued through Phase 2, a white board with red letter signage will be provided on the street side of the fence to denote any and all fire protection systems, i.e. (fire hydrant, Fire Department/Standpipe Connection, etc.) located on the construction side of the fence. (3) Gates will

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service the site to allow for trucks to enter and exit the project. Detailed flagmen for trucks entering and exiting the site will be present to manage traffic at the gate traffic is occurring at. During Phase 2, no concrete truck wash station will be available onsite as Power Construction will direct concrete trucks to, if necessary, do this at their yard after servicing the Avidor project. Street sweeping will be completed as necessary to maintain proper City of Evanston public way cleanliness. Inlet protection will be installed, maintained and/or cleaned regularly throughout Phase 2. No staging of trucks will be allowed on Oak Avenue or any streets within the Evanston city limits. Before but near the end of Phase 2, the tower crane and man and material hoist will be removed from the project.

Truck traffic will be directed in the following way for all deliveries;

1. (Go east) on Church Street.
2. (Go north) on Oak Avenue.
3. Enter the project at Gate 2.
 - a. Deliver to the project.
4. Exit the project back onto Oak Avenue from Gate 1 and go north.
5. (Go west) onto Clark Street.

For truck traffic that is too large, i.e., a 53' semi-trailer, the following alternate route will be directed as follows;

1. (Go east) on Emerson Street.
2. (Merge/Go South) on Green Bay Road.
3. Green Bay Rd. becomes Ridge Avenue.
4. (Go west) on Clark Street.
5. (Go south) on Oak Avenue.
6. Enter the project at Gate 2.
 - a. Deliver to the project.
7. Exit the project back onto Oak Avenue from Gate 2 and go north.
8. (Go west) onto Clark Street.

Phase 3 – Streetscape Improvements and Landscaping. During the last (2) months of the project improvements to the streetscape and ground level building landscape work will commence and be completed. For the protection of pedestrians and vehicular traffic, the site fence will remain in its' Phase 2 location and include the eastern side of Oak Avenue's sidewalk and park lane. However, because Phase 3 will be the phase that we restore the street and sidewalks, the fence will be installed with bracing/weights so that it can be efficiently moved around during the day to allow for asphalt paving and/or concrete road and/or sidewalk construction to properly be installed. At the end of each day, any portion of the fence that was moved east, away from the line of the park lane, will be moved back to the line of the park lane to secure the site. Also, during Phase 3, the (3) gates shown in Phase 2's logistics plan will be removed and in their place, only at Gate 1 and 2, will be removable fence panels to allow for trucks to enter and exit the site. Detailed flagmen for trucks entering and exiting the site will be present to manage traffic at the gate traffic is occurring at. This continued encroachment into the public way's extent remains from approximately the north side of the existing Shand Morahan Plaza, continuing north and stopping where the current park lane ends, near Clark Street. At the end of Phase 3's improvements and restoration, the fencing will be removed for the sidewalk and park lane to be open again. During this process, the removal of any temporary signage/measures for the proper routing of

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vehicular and/or pedestrian traffic will be removed and disposed of. North bound and south bound traffic along Oak Avenue shall remain unaffected. Pedestrian traffic will continue to be directed to walk on the west side of Oak Avenue During Phase 2 by the way of "Sidewalk Closed, Please Use Other Side" remaining posted at the nearest intersections in advance of the beginning and end of the aforementioned sidewalk closure, on the east side of Oak Avenue. These closure signs will remain for the duration of the park lane and sidewalk closure. The nearest intersections that pedestrians will be notified of the Oak Avenue sidewalk closure are inclusive of ADA accessible ramps. A Knox box lock with a key will be attached to the fence for the Fire Department to have access to the existing fire hydrant. A clear zone with a 4' minimum path to and around the fire hydrant shall remain at all times and the hydrant will be marked with a flag. Materials or laydowns will not be allowed to take place in this clear zone, as shown on Exhibit C. Continued through Phase 3, a white board with red letter signage will exist on the street side of the fence to denote any and all fire protection systems, i.e. (fire hydrant, Fire Department/Standpipe Connection, etc.) located on the construction side of the fence. During Phase 3, no concrete truck wash station will be available onsite as Power Construction will direct concrete trucks to, if necessary, do this at their yard after servicing the Avidor project. Street sweeping will be completed as necessary to maintain proper City of Evanston public way cleanliness. Inlet protection will be installed, maintained and/or cleaned regularly throughout Phase 3. No staging of trucks will be allowed on Oak Avenue or any streets within the Evanston city limits.

General – Periodic temporary closures during truck access and exiting, critical heavy lifts of large equipment, tower crane set up and removal, etc. will occur during any of the previously listed and described phases and will be submitted separately for specific ROW permitting. Certified flagmen will be present to ensure the safety of public and vehicular traffic. Signage directing pedestrians to the relocated walkway will be in place and maintained throughout construction.

Street light removal and storage will be coordinated with the Traffic Supervisor. In replace of the street lights being removed, temporary lighting along Oak Avenue, within the project fence line, will be utilized. Installation of temporary lighting will be per Traffic Supervisor's instruction. Any sign removal will be coordinated with the Traffic Supervisor. Scheduled work day ROW closures for portions of Oak Avenue will be required for the connection of underground wet and dry utilities. This work will be scheduled with the City at the time needed and at least one drive lane at Oak Avenue will be maintained during the work.

Fire department will have access to the site and proper arrangements will be made with the fire department for necessary safety orientation.

All temporary facilities such as fencing, barricades, and trailers will be removed from the site upon completion of the project. Required signage with contact information shall be present during all stages of construction.

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Project Schedule

Mobilization / Site Demo	October 2018
Caissons / Excavation / Foundation	November 2018 - February 2019
Building Structure	March 2019 - August 2019
Façade/Windows/Roof	June 2019 - November 2019
Interiors	August 2019 - March 2020
Streetscape / Hardscape / Landscape	February 2020 - March 2020

Construction Work Hours

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

Monday - Friday:	7:00 AM - 7:00 PM
Saturday	8:00 AM - 5:00 PM
Sunday	Work not allowed unless permission is granted from the City

Construction hours are also noise limitation hours. There will be no deliveries, daily construction preparation/s, etc. outside of these hours. Temp lighting near the perimeter to be installed and maintained for safety and security purposes.

Contractor Parking

No onsite parking will be allowed for contractors with the exception of contractor loading and/or unloading of tools or equipment.

All construction personnel will be required to park at 1625 Oak Avenue Parking OR 1800 Maple Self Park. A map of public parking off-street facilities and lots is included as – Exhibit E.

No residential street parking will be allowed for contractors and/or subcontractors. Subcontractors will be reminded, weekly, of this rule during the project at weekly held jobsite meetings.

The previous mentioned parking rules will be incorporated into all Evanston – Avidor project specific contractual agreements.

Delivery Routes and Staging

We have reviewed publicly available City of Evanston website documentation regarding truck routes, bridge heights and general access to various parts of the City of Evanston and prepared a site access plan that is in compliance with the "City of Evanston Truck Routes" as published at the following web address (<https://www.cityofevanston.org/home/showdocument?id=4204>) and available as a part of this plan, attached as – Exhibit F. Noted in Phase 2 are the most efficient options for the flow of traffic as it relates to the project and available City of Evanston truck routes. Trucks will all be directed to follow the City of Evanston established routes.

The staging of trucks on local residential streets will not be allowed.

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Contractors and/or subcontractors who fail to abide by the previous listed rules within the Delivery Routes and Staging portion of this plan will be required to utilize alternative delivery drivers for their deliveries.

Vibration Monitoring

Vibration monitoring will be installed, maintained and read at (2) points at 1007 Church Street and (2) points at the 1718-20 Oak Avenue (Sienna Court Condominiums). Vibration monitoring will be maintained and read for the duration of all subgrade activities.

Settlement Monitoring

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

1. Settlement/Lateral survey points on 20 foot intervals along southern property line (where the property line meets the Shand Morahan Plaza)
2. Settlement/Lateral survey points on 20 foot intervals at the property line of the railroad property along the east side of the project site.

Settlement monitoring will be maintained and read for the duration of all subgrade activities. Settlement monitoring will be forwarded to the City of Evanston shortly after caissons are complete.

Erosion and Settlement Control

Erosion and Sediment control measures will be conducted per Kimley Horn Civil drawing C3.0, dated 9/5/2018.

Environmental Remediation

Soil sampling/analysis for the 1727 Oak Avenue, Avidor project, has been completed. Based on this sampling and analysis, soil to be removed from the 1727 Oak Avenue project are confirmed as acceptable by Chicagoland area Subtitle D and CCDD dumping locations. The confirmation of acceptance by each dump allows spoils from the 1727 Oak Avenue site to be removed and dumped at either a Subtitle D or CCDD dump. Spoils removed from the project are determined to be Subtitle D or CCDD by the elevation they are taken from the subgrade. There are no soils at the 1727 Oak Avenue site that are contaminated.

Building / Foundation Survey

Before mobilizing to the project site, a building survey (with photos) of building's facades that are closest to the project site will be completed in an effort to document the existing exterior conditions of the following properties:

- Shand Morahan Plaza, 1007 Church Street, Evanston, IL 60201
 - (Will also include interior survey and surface level surrounding area existing conditions)
- Sienna Court Condominiums, 1718-20 Oak Avenue and 1740 Oak Avenue, Evanston, IL 60201
 - (Will also include interior survey and surface level surrounding area existing conditions)
- Sojourner Covenant Church and adjacent residential structure, 1708 Oak Ave, Evanston, IL 60201

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Work Site Communication with Neighborhood and Residences

The project team will make sure to update surrounding property owners or management companies of scheduled activities and/or milestones.

A community meeting, in the City of Evanston, will be held before construction begins.

Subsequently, a project website will be created and once completed, be shared with the City of Evanston for them to add, as they please, to the approved planned development website. This website will provide updates throughout the duration of the project.

The current project main contacts for construction are;

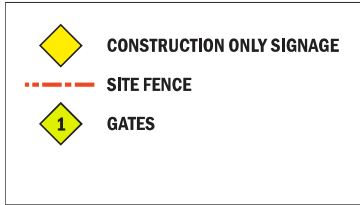
Jim Miller, Senior Superintendent, Power Construction Company, (312)-617-5908;
jmiller@powerconstruction.net, 8750 W. Bryn Mawr Ave., Suite 500, Chicago, IL 60631

Matt Price, Project Manager, Power Construction Company, (224)-601-4805;
mprice@powerconstruction.net, 8750 W. Bryn Mawr Ave., Suite 500, Chicago, IL 60631

Additional contacts, as needed, will be added/shared with the City of Evanston. Also, as aforementioned, the emergency contact information, to be posted at the fence line of the project, will include all pertinent construction staff names and phone numbers.

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.

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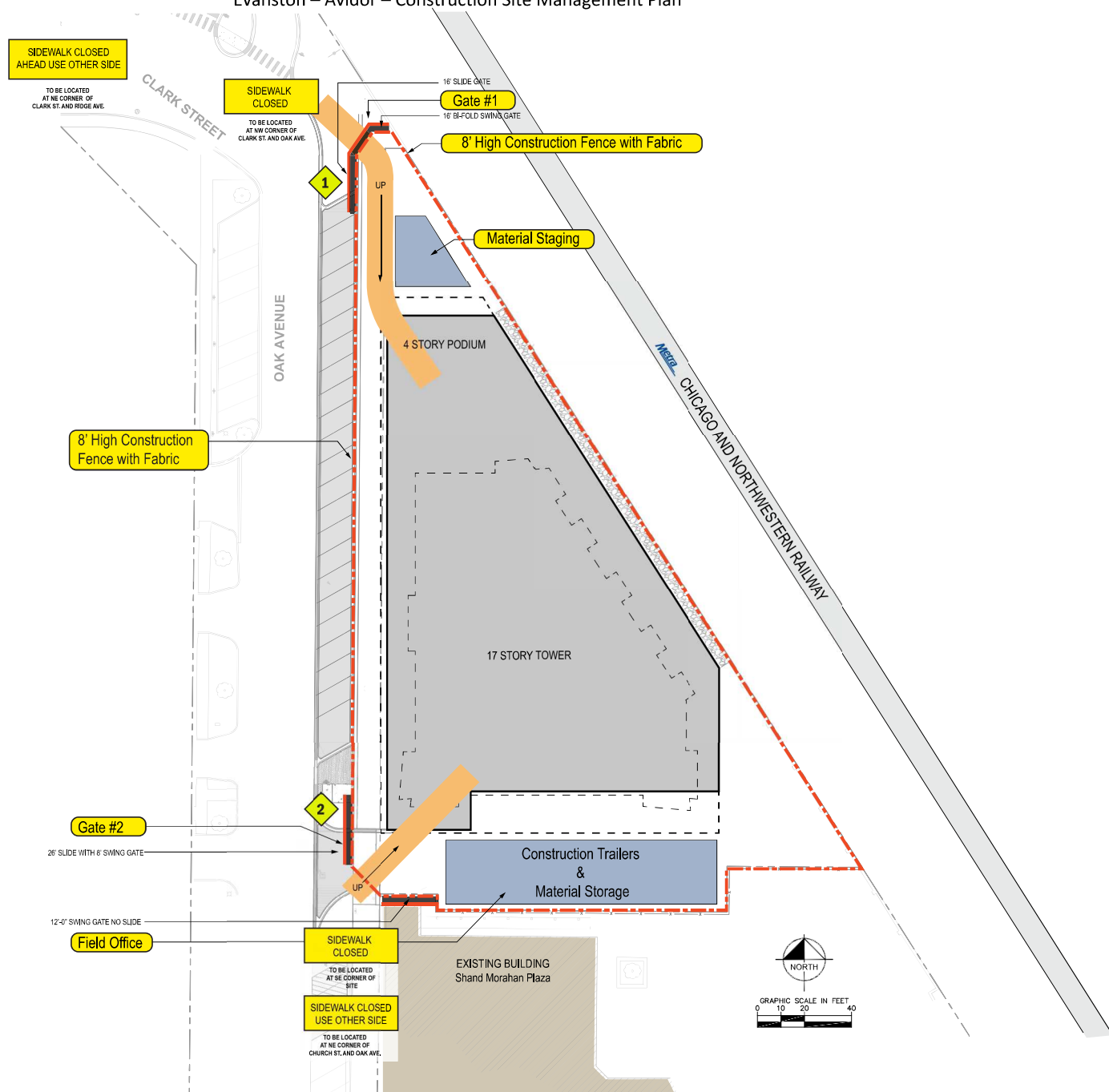


- PHASE 1:**
- MOBILIZATION
 - SITE DEMOLITION
 - POTHOLING
 - CAISSONS
 - EXCAVATION

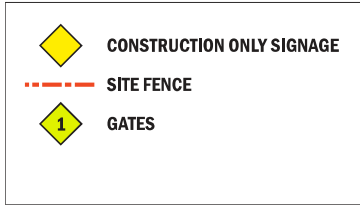
SITE LOGISTICS PLAN

PHASE 1
October 2018 - December 2018

1727 Oak Avenue



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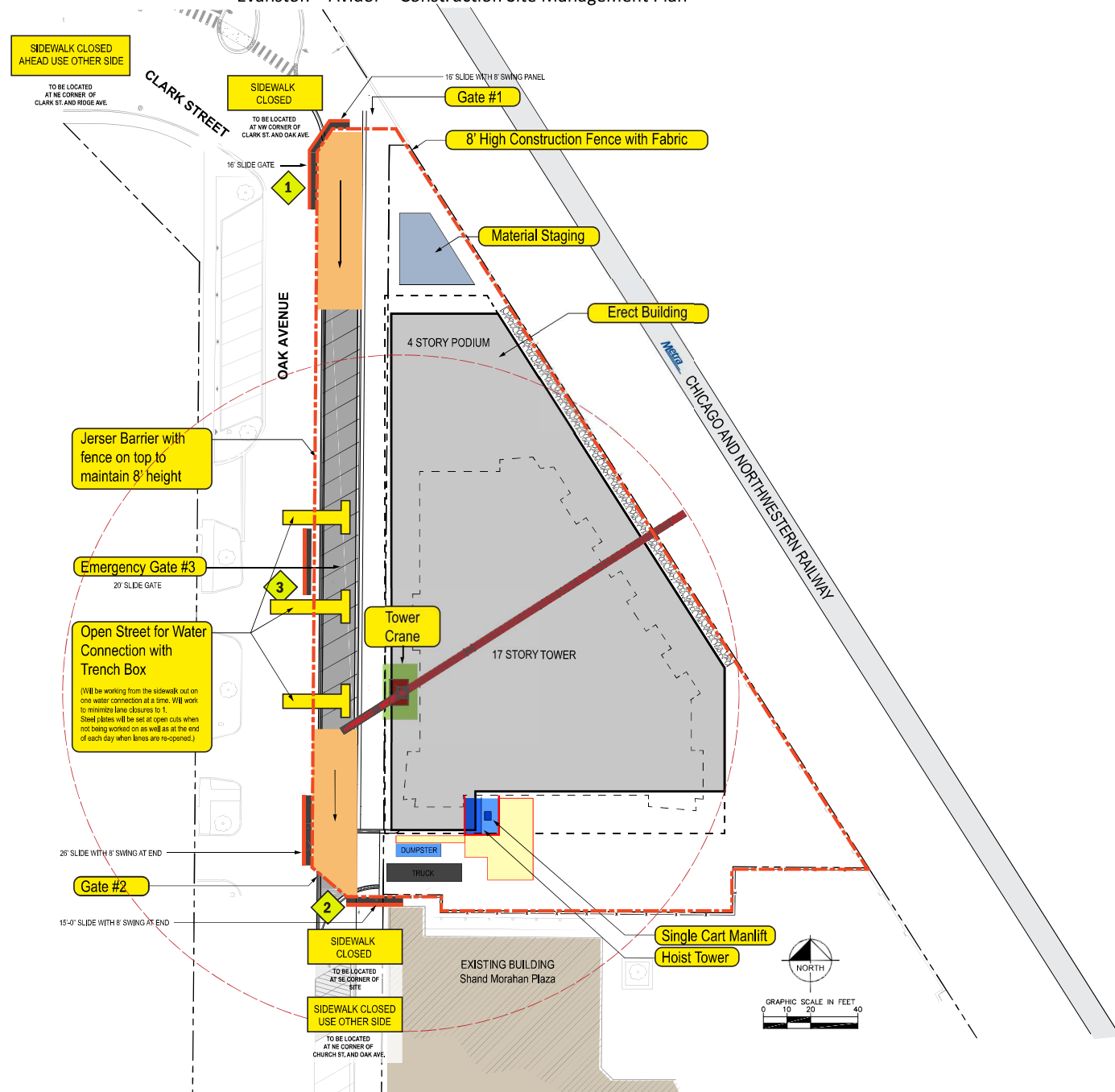
PHASE 2:

- DETENTIONS
- FOUNDATIONS
- PODIUM AND TOWER CIP CONCRETE OPERATIONS
- ENCLOSURE
- MEP/FP ROUGH IN
- ELEVATORS
- DRYWALL
- FINISHES
- FF&E

SITE LOGISTICS PLAN

PHASE 2
January 2019 - January 2020

1727 Oak Avenue



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CONSTRUCTION ONLY SIGNAGE

SITE FENCE

GATES

PHASE 3:

- STREETSCAPE IMPROVEMENTS
- ROADWORK
- LANDSCAPING
- INTERIOR FINISHES

SITE LOGISTICS PLAN

PHASE 3

February 2020 - March 2020

1727 Oak Avenue

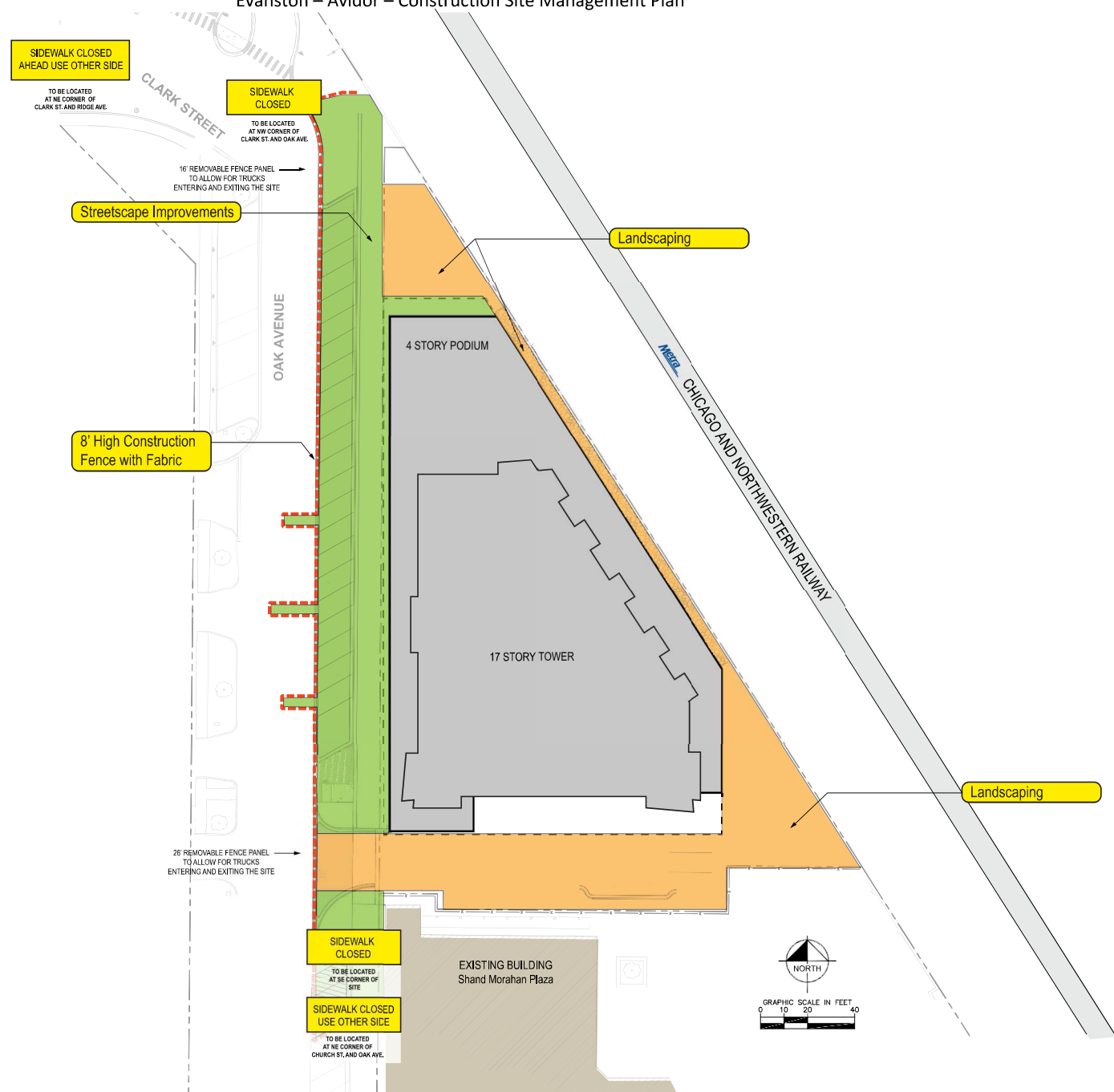
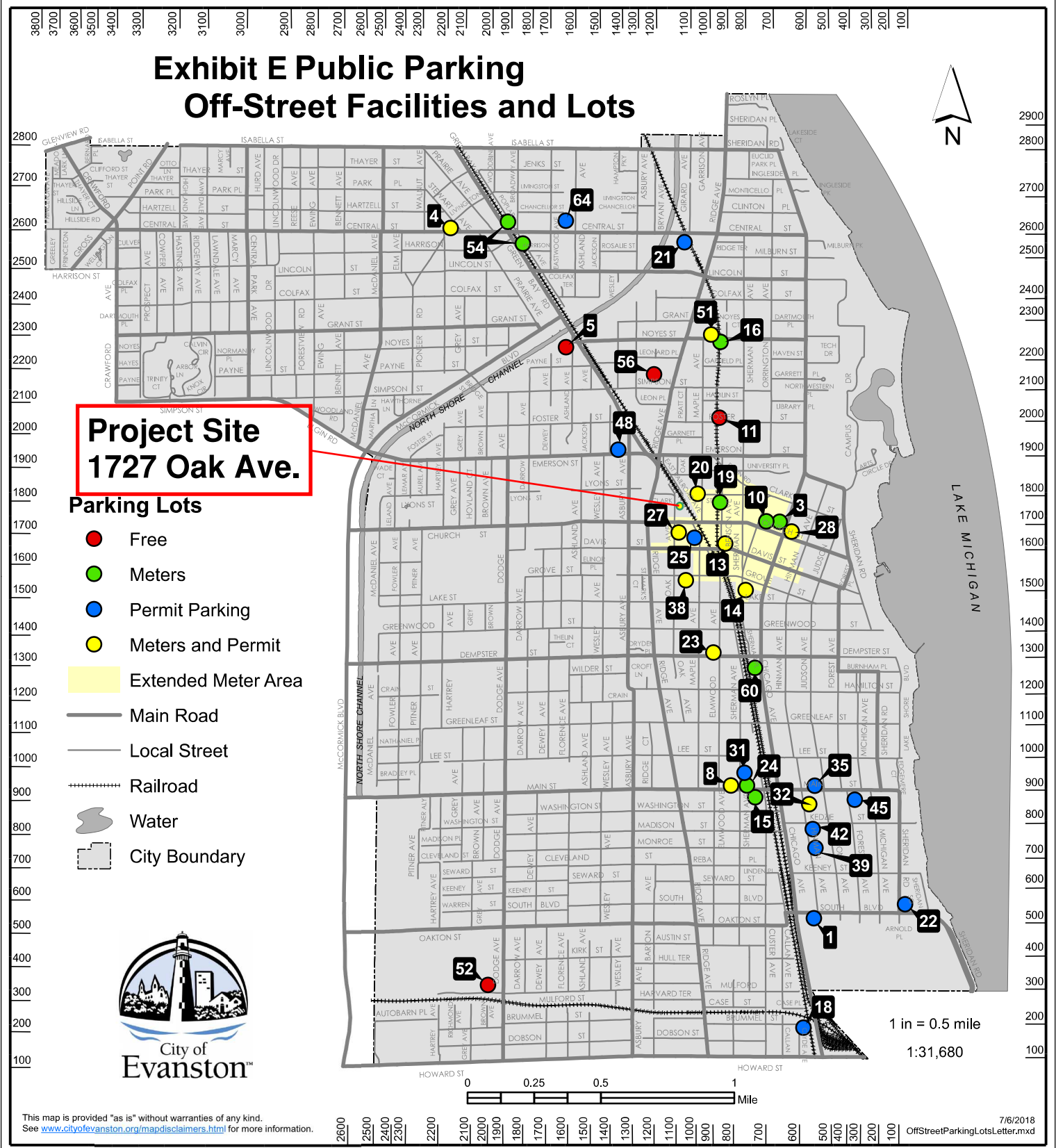


Exhibit E Public Parking Off-Street Facilities and Lots

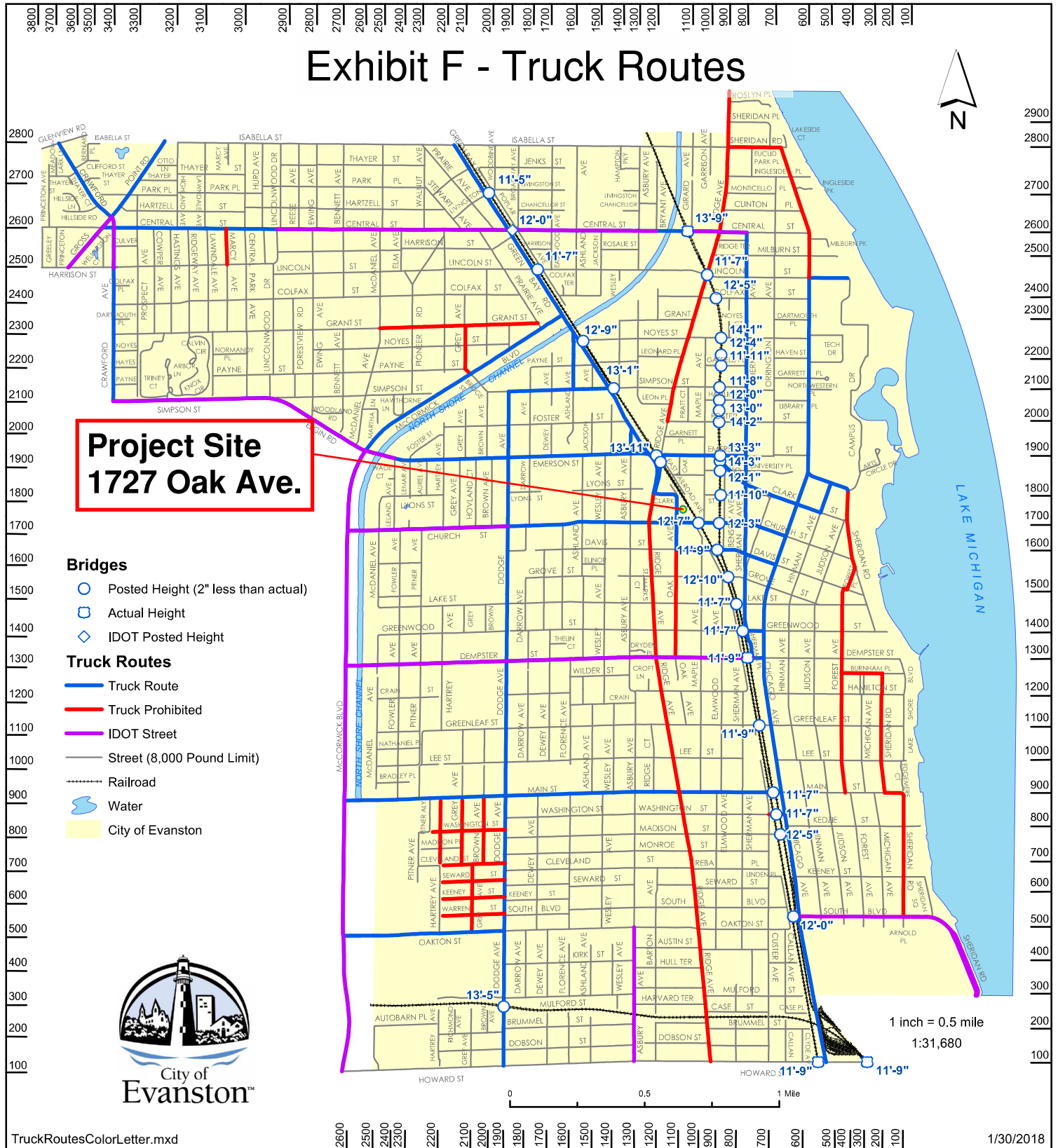


- | | | | |
|--|--|---|---|
| 1: South Blvd & Hinman, 66 spaces [P] | 16: 800/900 Noyes - @ "L", 22 spaces [M] | 27: 621 Oak Ave. - across from Post Office, 36 spaces [M,P] | 48: 1315 Emerson St., 13 spaces [P] |
| 3: 1700 Blk Chicago Ave (behind library), 74 spaces [M] | 18: Clyde & Brummel, 50 spaces [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 |
| 5: Ashland & Noyes, 42 spaces | 20: 1800 Maple Ave. Self Park, 1400 spaces [M,P] | 32: 825 Hinman Avenue, 77 spaces [M,P] | 54: Central Street Metra Station, 217 spaces [M] |
| 8: 811 Main Street, 49 spaces [M,P] | 21: Chandler Center - 1100 Central Street, 92 spaces [P] | 35: NW Main & Judson, 56 spaces [P] | 56: Civic Center - 2100 Ridge Ave., 232 spaces |
| 10: 1701 Orrington Ave (under library), 53 spaces [M] | 22: Sheridan Rd. & South Blvd., 50 spaces [P] | 38: 1010 Grove St. - west side of YMCA, 39 spaces [P] | 60: 1234 Chicago Avenue 35 spaces [M] |
| 11: 800/900 Foster at "El" (gravel lot), 44 spaces | 23: NW Dempster & Elmwood, 38 spaces [M,P] | 39: 711 Hinman Ave., 48 spaces [P] | 64: Ryan Field West Lot, 100 spaces [P] |
| 14: 1505 Sherman Ave (Best Western Lower Level), 98 spaces [M,P] | 24: 727 Main St., 32 spaces [M] | 42: 743 Hinman Ave., 24 spaces [P] | |
| 15: Rear of 716 Main - (behind Goods and Vogue), 33 spaces [M] | 25: 1614 Maple Ave., 8 spaces [P] | 46: Sherman Plaza Self Park - Davis & Benson, 1250 spaces [M,P] | |

[M=Metered, P=Permit Parking]

City of Evanston Truck Routes

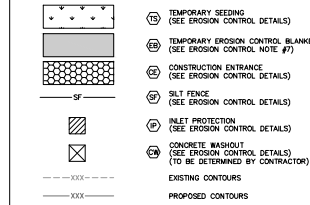
Exhibit F - Truck Routes



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

Exhibit G - C3.0 - Erosion Control Plan

EROSION CONTROL LEGEND



EROSION CONTROL SCHEDULE AND SEQUENCING:

- ROUGH GRADING** CONSTRUCTION ENTRANCE/EXIT, SILT FENCE PROTECTION, CONCRETE WASHOUT AREA AND TREE PROTECTION SHALL BE INSTALLED PRIOR TO THE INITIATION OF ROUGH GRADING. AS NEEDED, TEMPORARY EROSION CONTROL MEASURES TO BE INSTALLED UPON COMPLETION OF ROUGH GRADING AND AS NECESSARY THROUGHOUT CONSTRUCTION.
- UTILITY INSTALLATION** ALL PRIOR EROSION CONTROL MEASURES INSTALLED ABOVE TO BE MAINTAINED AS NECESSARY DURING UTILITY INSTALLATION. STORM STRUCTURE INLET PROTECTION SHALL BE INSTALLED AS STORM DRAINAGE SYSTEM IS CONSTRUCTED.
- PAVING** ALL PRIOR EROSION CONTROL MEASURES INSTALLED ABOVE TO BE MAINTAINED AS NECESSARY DURING PAVING AND THROUGHOUT THE REMAINDER OF THE PROJECT.
- FINAL GRADING/SOIL STABILIZATION/ LANDSCAPING** ALL TEMPORARY EROSION CONTROL MEASURES TO BE REMOVED AT THE CONCLUSION OF THE PROJECT AS DIRECTED BY THE LOCAL MUNICIPALITY.

VOLUME CONTROL PROTECTION

PERMEABLE PAVEMENT

- FOLLOW THE MANUFACTURER'S RECOMMENDATIONS FOR CONSTRUCTION AND MAINTENANCE.
- PRIOR TO THE INSTALLATION OF THE PAVERS THE STONE BASE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OF SEDIMENT ONTO STONE OR ADJACENT PAVEMENT. ALL SEDIMENT SPILLED, DROPPED, OR WASHED ONTO THE PAVEMENT MUST BE REMOVED IMMEDIATELY. PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN OF 0.50 INCHES OR MORE.

DOG PARK

- PRIOR TO THE INSTALLATION OF THE SURFACE STONE THE STONE BASE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OF SEDIMENT ONTO STONE OR ADJACENT PAVEMENT. ALL SEDIMENT SPILLED, DROPPED, OR WASHED ONTO THE PAVEMENT MUST BE REMOVED IMMEDIATELY. PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN OF 0.50 INCHES OR MORE.



MWRD SESC NOTES

EXISTING CONDITIONS

THE SITE IS CURRENTLY DEVELOPED AS A PARKING LOT. WETLANDS ARE NOT PRESENT IN THE PROJECT AREA AS THIS SITE AND THE SURROUNDING PROPERTIES ARE FULLY DEVELOPED. PER THE FEMA MAP, THE PROPERTY IS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.

NPDES PERMIT

THE SITE HAS COVERAGE FOR CONSTRUCTION SITE ACTIVITY STORM WATER GENERAL PERMIT.

EROSION AND SEDIMENT CONTROL PRACTICES

- SILT FENCE - SILT FENCE IS A SYNTHETIC PERMEABLE MESH FABRIC TYPICALLY INCORPORATING WOODEN SUPPORT STAKES AT INTERVALS SUFFICIENT TO SUPPORT THE FENCE AND WATER AND SEDIMENT RETAINED BY THE FENCE. SILT FENCE IS ALSO AVAILABLE WITH A WIRE MESH BACKING. THE FENCE IS DESIGNED TO RETAIN SEDIMENT-LADEN WATER TO ALLOW SETTLEMENT OF SUSPENDED SOILS BEFORE FILTERING THROUGH THE MESH FABRIC FOR DISCHARGE DOWNSTREAM. SILT FENCE SHALL BE LOCATED TO CAPTURE OVERLAND, LOW-VELOCITY SHEET FLOW. IT SHALL BE INSTALLED AT THE DOWNSTREAM LOCATION OF ALL SITE RUNOFF. SILT FENCE HAS THE CAPACITY TO HANDLE 0.25 ACRE PER 100 FEET OF SILT FENCE LENGTH.
- CONSTRUCTION ENTRANCE/EXIT - ALL ACCESS POINTS FROM THE PUBLIC STREET INTO THE CONSTRUCTION SITE SHALL INCLUDE A CONSTRUCTION ENTRANCE/EXIT COMPOSED OF COARSE STONE TO THE DIMENSIONS SHOWN ON THE CONSTRUCTION DRAWINGS. THE ROUGH TEXTURE OF THE STONE HELPS TO REMOVE CLUMPS OF SOIL ADHERING TO CONSTRUCTION VEHICLE TIRES THROUGH THE ACTION OF VIBRATION AND RARRING OVER THE ROUGH SURFACE AND THE FRICTION OF THE STONE MATRIX AGAINST SOILS ATTACHED TO VEHICLE TIRES.
- STORM SEWER INLET PROTECTION - GRATED INLETS ARE PROTECTED FROM THE INTRUSION OF SILT AND SEDIMENT THROUGH A VARIETY OF MEASURES AS SHOWN ON THE CONSTRUCTION DRAWINGS. THE PRIMARY MECHANISM IS TO PLACE CONTROLS IN THE PATH OF FLOW SUFFICIENT TO LOW SEDIMENT-LADEN WATER TO ALLOW SETTLEMENT OF SUSPENDED SOILS BEFORE DISCHARGING INTO THE STORM SEWER SYSTEM. CONTROLS TYPICALLY PROVIDE A SECONDARY BENEFIT BY MEANS OF FILTRATION. GRATED INLETS TYPICALLY INCLUDE A STURDY FRAME, WRAPPED IN SILT FENCE, A PREFABRICATED INLET BASKET OR CRUSHED STONE-LINED PERIMETER TO SLOW THE FLOW OF WATER.
- CONCRETE WASHOUT AREA - A CONCRETE WASHOUT AREA SHALL BE DESIGNATED TO CONTROL ALL CONCRETE MATERIALS GENERATED, INCLUDING THE WASHWATER. THIS AREA SHALL BE CLEANED PER LOCAL STANDARDS WHEN IT IS 75% FULL.
- EROSION CONTROL BLANKET - EROSION CONTROL BLANKET IS A TEMPORARY DEGRADABLE ROLLED EROSION CONTROL PRODUCT COMPOSED OF PROCESSED, NATURAL OR POLYMER FIBERS MECHANICALLY, STRUCTURALLY OR CHEMICALLY BOUND TOGETHER TO FORM A CONTINUOUS MATRIX TO PROVIDE EROSION CONTROL AND FACILITATE VEGETATION ESTABLISHMENT.

EROSION AND SEDIMENT CONTROL SCHEDULE

- INSTALLATION OF SOIL EROSION AND SEDIMENT CONTROL, SESC MEASURES
- SELECTIVE VEGETATION REMOVAL FOR SILT FENCE INSTALLATION
- SILT FENCE INSTALLATION
- CONSTRUCTION FENCING AROUND AREAS NOT TO BE DISTURBED
- STABILIZED CONSTRUCTION ENTRANCE
- TREE REMOVAL WHERE NECESSARY (CLEAR & GRUB)
- CONSTRUCT SEDIMENT TRAPPING DEVICES (SEDIMENT TRAPS, BASINS,)
- CONSTRUCT DETENTION FACILITIES AND OUTLET CONTROL STRUCTURE WITH RESTRICTOR & TEMPORARY FILTERED RISER
- STRIP TOPSOIL, STOOPPILE TOPSOIL AND GRADE SITE
- TEMPORARILY STABILIZE TOPSOIL STOOPPILES (SEED AND SILT FENCE AROUND TOE OF SLOPE)
- INSTALL STORM SEWER, SANITARY SEWER, WATER AND ASSOCIATED INLET & OUTLET PROTECTION
- PERMANENTLY STABILIZE DETENTION BASINS WITH SEED AND EROSION CONTROL BLANKET
- TEMPORARILY STABILIZE ALL AREAS INCLUDING LOTS THAT HAVE REACHED TEMPORARY GRADE.
- CONSTRUCT TEMPORARY CONCRETE WASHOUT AREAS
- INSTALL ROADWAYS
- PERMANENTLY STABILIZE ALL OUTLOT AREAS
- INSTALL STRUCTURES AND GRADE INDIVIDUAL LOTS
- PERMANENTLY STABILIZE LOTS
- REMOVE ALL TEMPORARY SESC MEASURES AFTER THE SITE IS STABILIZED WITH VEGETATION

EROSION AND SEDIMENT CONTROL MAINTENANCE

IN ACCORDANCE WITH ILR-10, ON-SITE INSPECTIONS MUST BE COMPLETED EVERY 7 DAYS AND ALSO AFTER STORM EVENTS THAT RESULT IN 0.5 INCHES OR MORE RAINFALL. AN ASSESSMENT SHOULD BE MADE ON WHETHER THE ON-SITE SOIL EROSION AND SEDIMENT CONTROL PRACTICES ARE PERFORMING PROPERLY, AS COMPARED TO THE SPECIFICATIONS CONTAINED IN THE PLANS AND/OR ILLINOIS URBAN MANUAL. ANY MAINTENANCE THAT IS REQUIRED SHOULD ALSO BE IDENTIFIED AS PART OF THIS PROCESS. ADDITIONAL MAINTENANCE AND MAINTENANCE OF SOIL EROSION AND SEDIMENT CONTROL IS PROVIDED IN ARTICLE 6 OF THE TOW.

PROPOSED BUILDING
FF = 25.70

DETENTION
WILL: 23.35
WILL: 21.35
VOLUME: 0.29 AC-FT

EXISTING BUILDING
FF = 25.40

PIN # 11-18-122-030

PIN # 11-18-012-003

PIN # 11-18-122-002