

Construction Mitigation Plan

Submitted by Nauset Construction 12/12/17

Toll will issue project updates on a weekly basis to the neighborhood and merchants. Nauset has agreed to issue Glenn Clancy, Jeffrey Wheeler, Spencer Gober, and Ara Yogurtian a broad overview of the planned work on Friday for the following weeks planned work. Unforeseen conditions may subject a change in the anticipated work.

Each required item of the Construction Mitigation Plan is discussed below.

Phasing Plan

Revision date December 12, 2017 (Original plan submitted July 9, 2015)

Project Description

The proposed Cushing Village (The Bradford) mixed-use development includes the construction of three separate buildings (Winslow, Hyland and Pomona) situated on a continuous below-grade parking structure. Cushing Village includes residential apartment units on the floors above the retail spaces, approximately 39,000 sq ft. of street-level retail space and below-grade parking accommodating 229 parking spaces. The total development is approximately 189,000 gross square feet and the total construction duration is estimated at 26-months.

Mobilization, Demolition & Site Preparation

We anticipate construction beyond foundations and structural steel to commence in mid-late January 2018.

We have issued a Staging Plan that provides information with respect to site access/egress, site fencing & gates and our proposed site office location. This staging plan has been reviewed and accepted by the Town's governing bodies. (copy is attached)

Concrete Foundations

Foundations at the Winslow building will follow the excavation and soil retention for the foundation work. Following the Winslow foundations, formwork and placement of concrete foundations at Hyland are anticipated followed by the foundations at the Pomona building.

Structural Steel/Wood Framing

Once the foundations are completed at the Winslow building, we will commence with steel and deck erection. Wood framing will commence following the slab-on-deck placements.

Steel erection at the Hyland building will follow Winslow. Steel erection for the Pomona building will follow Hyland. Wood framing will follow in the same sequence, following steel erection.

Building Envelope

Installation of the building envelope includes roofing and flashing, exterior façade, windows and doors, exterior trim, stone and siding, aluminum storefront systems at the retail areas, balcony rails, building-mounted exterior lighting, painting and sealants.

The sequencing and schedule of the building envelope system anticipated:

- Winslow
- Hyland
- Pomona

Exterior landscaping and hardscapes

Landscaping and hardscapes will follow the finish of the facades at each of the (3) buildings

Description of Staging and Storage Areas

A plan has been prepared showing proposed locations of staging and stored materials. This plan was reviewed during the initial permitting process and approved by the governing authorities

The off-site work will be scheduled with the Town of Belmont governing authorities. Nauset will notify the Town of the impacts and have the necessary police detail(s) scheduled as warranted. In the event police details are not available or warranted, flagmen will be utilized. Traffic and pedestrian safety will be the #1 priority.

The approved site logistic plan will have the following affects to Williston Street, Trapelo Road, Common Street and Belmont Street:

Trapelo Road

- will lose the sidewalk for excavation
- parking spaces from Williston Road to Common Street to allow the dewatering infrastructure to be installed
- create the new curb cut for the revised entry into the project
- utility work

Williston Road

- will lose the sidewalk for excavation
- utility work

Common Street

- will lose the sidewalk for excavation
- utility work
- concrete pumping
- hoisting

Belmont Street

- will lose the sidewalk for excavation

Traffic Impacts

The traffic plan will follow the requirements of the Special Permit and the Department of Public Works Street Opening Permit process as approved and permitted for. The impacts will be as follows:

Williston Road

- will be impacted to install the sanitary line and relocate the fire hydrant as shown on C-4 of the Civil drawings. Nauset will issue a scheduling plan for this work. At the final stages of the project, the sidewalk replacement impacts will be issued in a scheduling plan for approval.

Trapelo Road

- will be impacted to stage the frack tanks and filtration system as outlined in the Street Opening Permit. The utility work (domestic water, storm, fire service, relocated fire hydrant, sanitary) will be scheduled and coordinated with the Town of Belmont and the MBTA. We will submit a scheduling plan for this work for review and approval.

Common Street

- will be impacted for the utility work (storm and sanitary) will be scheduled and coordinated with the Town of Belmont and the MBTA. We will submit a scheduling plan for this work for review and approval.

Belmont Street

- will be impacted by the concrete barriers installed as approved by the Town of Belmont Community Development, Police, and Dept. of Public Works.

Heavy truck traffic will be assessed and if required due to the volume we will schedule a police detail as needed.

Nauset recognizes that The Planning Board Approval limits truck routes to the following:

Pleasant Street (Route 60), Trapelo Road, Belmont Street, Common Street, Winter Street, Mill Street

Nauset has an orientation policy wherein all workers that enter the site must review the site controls. The street and parking issues are clearly defined (see Construction Parking Plan). The workers are required to sign, print and write in the company they work for and are issued a hard hat sticker that is a means of identifying the worker.

All deliveries are scheduled with Nauset and drivers are instructed to stage on Trapelo Road near the Fire Headquarters, as approved by Town officials. The delivery trucks enter the site at 7:00am. The streets/roads listed by the Town will be posted in trailer and issued in the Sub meetings

All deliveries are scheduled through Nauset. Nauset designates the access to the site as required, Common Street or Williston Road (Trapelo Road, once available).

Williston Road is posted after the gate NO CONSTRUCTION VEHICLES PAST THIS POINT. During soil removal, the trucks are called in on CB radio releasing the truck to access the site.

All drivers and trucking companies are informed that the neighborhood roads are off limits. This message is reiterated during weekly sub-contractor meetings and during orientation sessions.

Deliveries will enter from Williston Road, Trapelo Road (once accessible) and Common Street. Belmont Street will have minimal small deliveries to the staging area shown on the approved site logistic plan. Nauset mandates which gate is scheduled for use as work permits.

Nauset will notify the Town of the impacts and have the necessary police detail(s) scheduled as warranted. In the event police details are not available or warranted, flagmen will be utilized. Traffic and pedestrian safety will be the #1 priority.

An e-mail notification for Toll will be sent for specific activities expected to impact the neighborhood or businesses.

The following activities are anticipated within the public right-of-way:

Utility work, set/maintain security/safety barriers, minimal concrete placements, public sidewalk replacement, backing in trailer deliveries.

Nauset will notify the Town of the impacts and have the necessary police detail(s) scheduled as warranted. In the event police details are not available or warranted, flagmen will be utilized. Traffic and pedestrian safety will be the #1 priority.

An e-mail notification for Toll will be sent for specific activities expected to impact the neighborhood or businesses.

Limitations on Hours of Work

The working hours of operation for the project as regulated by the Town of Belmont's Special Permit will be:

Monday-Friday 7:00am – 6:00pm
Saturdays 8:00am – 5:00pm

Holidays as designated by the Town of Belmont require the site to be closed.

Nauset management will open the site daily at 6:00am and solely enter the site to inspect the site for any changes that may have taken place throughout the night. No work will be done during the timeframe. This is a safety precaution measure.

Nauset reviews hours of operation requirements during with orientation of new employees sub-contractors and at regular job sub-contractor meetings. The requirements are posted in the job site trailer and on the job site white board.

Nauset informs Town governing authorities of planned Saturday work

Description of Proposed Earth Removal

We are required to strictly follow the direction of the on-site Environmental team from Sage Environmental. There is a RAM report that includes the criteria. All soils on the project have been classified. Sage has the ultimate decision for the handling of all soils removal on site.

Nauset has utilized H-piles and soil nail walls to stabilize the excavated soils. Schnabel Foundations has engineered the retention system and there is an approved PE stamped set for the workmen to follow.

Baystate Engineering performs the excavations and works closely with Schnabel. Baystate monitors the erosion controls and maintains access in the site for a clean travel path not allowing any soils to migrate off site.

WL French has been contracted to schedule all trucking of the materials off site.

Dewatering has been contracted directly with Toll Brothers and Sage. Summit Geotechnical has been contracted by Toll to calculate the demands.

All parties will be working closely together to have a safe worksite. Maintaining the ground water levels to allow the foundations, UG plumbing, and slabs on grade to be completed.

Planned Blasting

There is no intention to perform any blasting on the project as determined by the boring logs issued with the geotechnical report.

Toll will conduct surveys of the abutting properties and issue the reports to Nauset for record. Seismographs will be utilized during any heavy hammering of the rock encountered and maintained for record. A 3rd party UTS will be retained by the Owner for this observation.

Should it become necessary, Nauset will put together a Pre-blast plan for review by the governing authorities.

Types and Number of Vehicle Trips

Below is the estimated best guess at the moment on types of vehicles and expected number of these vehicles for each operation of the project (structural steel, framing, trades, etc.)

Note: Work forces will travel in personal vehicles; Nauset encourages the workers to utilize public transportation.

Sitework

Lowbed for equipment deliveries (throughout)
Dump trucks (10-wheelers-trailers, throughout)
Support trucking (rack body-box truck-ramp trucks)

Soil Retention

Low bed for equipment deliveries (mobilization/demobilization)
Flat bed for materials deliveries (throughout task)
Support trucking (rack body-box truck-ramp trucks)

Concreting (foundations and slabs)

Boom truck multiple deliveries for the formwork
Flatbed trailers for reinforcement deliveries
Pump truck for placements (60+-)
Concrete trucks for placements (average 5-10 trucks per placement walls, 20+- for slab work)
Crane to set gang forms at Hyland (in site and out 1 time)
Support trucking (rack body-box truck-ramp trucks)

Steel Work

Low beds for materials deliveries (throughout task)
Crane to erect steel
Support trucking (rack body-box truck-ramp trucks)

Framing

Lowbed for equipment deliveries
Flat bed for materials deliveries
Crane to erect panels
Support trucking (rack body-box truck-ramp trucks)

Finishes interior/exterior

Box trucks for deliveries
Lowbed for equipment deliveries
Flat bed for materials deliveries Support trucking (rack body-box truck-ramp trucks)

Construction Parking Plan

Nauset in conjunction with Toll and the Town of Belmont investigated possible available parking lots within the project's proximity. No viable property was found. Currently the trades park on Belmont Street along the Oakley Country Club.

Nauset reviews parking requirements during orientation of new employees and sub-contractors and at regular job sub-contractor meetings. Nauset also reinforces the parking requirements at each weekly sub-contractor meeting with all foremen on site.

Regarding the 50 municipal parking spaces and their availability:

The parking garage will become available after it has had life safety installed and approved by the Town of Belmont's governing authorities and access to the garage entry is completed and safe, including the completion of staging work impacting the access road and garage related to Hyland and Pomona buildings.