

ATTACHMENT L DRAFT CONSTRUCTION MANAGEMENT PLAN

This draft Construction Management Plan (CMP) addresses construction sequencing, staging plans, material deliveries, and specific mitigation measures intended to avoid and minimize impacts from the Project. As Project design progresses, protection measures will be added and modified as appropriate. A CMP will be submitted to the Boston Transportation Department for approval prior to commencement of construction, and the Developer's general contractor will be bound by the operational parameters described herein.

For on-site construction, the Developer and construction team will coordinate CMPs with the cities of Boston and Revere and applicable state agencies and authorities, as appropriate.

1. Construction Methodology

This section describes the construction schedule and the methods that will be used for staging, site access, public safety, and erosion and sediment control.

1.1 Construction Activity Schedule

Project construction is expected to take up to 60 months. Weekend, extended hours and 2nd/3rd shift activities will require an off-hours permit jointly issued by the Inspectional Services Department and Boston Transportation Department (BTD), and will be performed in a manner that will minimize impacts as may be necessary to meet permitting restrictions. The general contractor will also need to perform some activities, such as materials unloading, during off hours; deliveries of large construction equipment (e.g., cranes, excavation equipment) will be scheduled to avoid and/or minimize impacts to vehicular, pedestrian traffic and noise generated from the site.

Within the site, activities such as excavation, pile driving, and steel erection will also be prohibited during these hours. Every two weeks, the contractor will publish an updated schedule of upcoming work and will disseminate the schedule to affected parties in local neighborhoods. In addition, the general contractor will publish monthly schedule updates describing progress as well as projected activity for the next month. This information will be available on a Project website which will allow neighbors real-time access to the most up-to-date construction information.

1.2 Construction Staging and Truck Deliveries

The proposed staging plan is designed to isolate construction activities while providing safe access for pedestrians and automobiles during normal daily activities as well as emergencies. All adjacent streets will remain open to the public during construction.

Construction storage and staging will remain within the fenced construction fence enclosure. This boundary will be enclosed with a six-foot-high chain link fence with privacy screening. Plans illustrating construction phasing and staging on the Project site will be provided to and subject to review and approval by BTD prior to the commencement of any Work on the Property.

All construction delivery trucks will enter the site from Route 1A at Tomasello Drive, and will not be allowed to park or idle on neighborhood streets. Major deliveries such as steel or large pieces of mechanical equipment will be staged on-site. Specific language regarding staging locations and the prohibition of staging materials in neighborhood streets will be called out in all subcontracts. While it is not anticipated that any off-site staging or marshalling areas will be used, the locations of any and all staging and marshalling areas will be forwarded to the BTD and the City of Revere for review and approval. Truck wheel wash stations will be located and used at all site exits to ensure that soil materials are not tracked onto roadways from the site. During all site work activities, construction laborers will maintain adjacent streets and sidewalks to prevent accumulation of dirt and dust. Mechanical sweeping, and at the City's sole discretion, vacuum sweeping, will be used continuously during the excavation, foundation, and site work phases of the project to maintain adjacent roadways.

1.3 *Perimeter Protection and Public Safety*

Proper signage will direct pedestrians, vehicles and bicyclists safely around the site and construction activities.

The general contractor will work to minimize impacts to both pedestrian, bicycle and vehicular flow. Specific configurations of staging and pedestrian access around the site will vary depending on the phase of work being performed (see attached construction phasing plans). These configurations will ensure safe egress to and from the existing racetrack facilities during operation. As pedestrian, bicycle and vehicular access changes with the progression of construction, all changes will be submitted to BTD and the City of Revere for their review and approval prior to implementation. Fire department access as well as access to the fire hose connection will be continuously maintained at all times as shown in the attached construction phasing plans.

In general, secured fencing will isolate construction areas from pedestrian traffic within the site. Police details will be provided as needed to facilitate traffic flow both on and off the project site. In addition, sidewalk areas and walkways near construction activities will be protected, well marked, and lighted to ensure pedestrian safety. The general contractor will provide sufficient temporary site lighting to ensure the safety of all pedestrians accessing the site until permanent street lighting is installed. Construction safety procedures will be designed to meet all OSHA safety standards for specific site construction activities.

All subcontractors will be required to wear appropriate personal protective equipment, and each subcontractor will implement and manage its own Safety and Health Program for the project. These programs will be reviewed by the general contractor's field staff and safety

department, which will also monitor compliance. This program will ensure that subcontractors' employees, subcontractors, and suppliers, regardless of tier, know and understand the complete safety and health requirements of the project.

Snow removal and ice treatment will occur in a timely manner and will be provided on the surrounding City sidewalks. Trash removal and debris cleanup will be performed on a continuous basis throughout the entire construction process. Construction-period way finding and directional signage will be provided and updated as necessary during construction.

1.4 Erosion Control, Dewatering and Mitigation

The Developer will prepare a Stormwater Pollution Prevention Plan (SWPPP) and submit a Notice of Intent to the U.S. EPA for coverage under EPA's NPDES Construction General Permit (CGP). The SWPPP will detail methods for preventing soil erosion and pollution of downstream receiving waters due to stormwater runoff from construction zones, and will be a "living" document to be revised as construction phasing dictates. The SWPPP will include both structural and non-structural BMPs to be used during construction, and will require site inspections in accordance with the CGP during all periods when ground surfaces remain unstabilized. Locations for materials stockpiles, construction staging, construction trailers, and equipment storage will be identified.

Construction-period erosion and sediment controls will include the non-structural and structural BMPs described below. These controls will be designed, installed, and maintained in accordance with the SWPPP as well as the following documents:

- ◆ "Storm Water Management for Construction Activities, Developing Pollution Prevention Plans and Best Management Practices" (EPA 832-R92-005, Sept. 1992);
- ◆ "Storm Water Management for Construction Activities, Developing Pollution Prevention Plans and Best Management Practices – Summary Guidance" (EPA 833-R92-001, Oct. 1992);
- ◆ Massachusetts Stormwater Management Policy Handbook (Volume I) and Technical Handbook (Volume II) issued by the Massachusetts Department of Environmental Protection, March 1997; and
- ◆ Massachusetts Erosion and Sediment Control Guidelines for Urban and Suburban Areas, A Guide for Planners, Designers and Municipal Officials, March 1997.

Stormwater management for the post-construction, operational phase of the Resort is described in Section 9.3.2.

Non-Structural Controls

One of the most important methods of preventing soil erosion and sedimentation associated with stormwater runoff is to minimize the amount and duration of non-stabilized surfaces. Maintaining an efficient construction sequence that minimizes the size of disturbed areas reduces the exposure of non-stabilized surfaces to the erosive effects of stormwater. As with the SWPPP, the CMP will require contractors to minimize areas of disturbance. The thoughtful siting of storage and stockpile areas away from downstream receptors will also help prevent sedimentation from stormwater runoff.

On-site storage of hazardous materials or toxic chemicals will be limited to what is absolutely necessary. Where necessary, these materials will be stored off the ground and in enclosed or covered structures to prevent contact with stormwater runoff.

Daily street sweeping (or more frequent street sweeping as needed) of construction areas and surrounding streets and sidewalks will be required throughout construction to control fugitive dust emissions and to remove sediments tracked off site where they could otherwise be washed into surface waters, wetland resource areas, or the municipal stormwater management system, on a schedule approved by BTM. Permanent stabilization of exposed surfaces will be required within seven days of the completion of work in any given area. In instances when it may not be possible to permanently stabilize exposed soils within seven days of work completion, or when soils will be exposed for 14 days or longer without work occurring, temporary stabilization of surfaces will be required. This temporary stabilization will be achieved by seeding with quickly-germinating grasses or the use of erosion control blankets.

Structural Practices

In addition to the non-structural controls discussed above, many construction-period structural BMPs will be required to prevent pollution from stormwater runoff. Appropriate perimeter controls such as silt socks, straw wattles, and compost berms will be installed to filter and slow stormwater runoff as it leaves the construction site. To prevent the import of invasive species and weed seeds, hay bales will not be used for erosion and sedimentation control in the Project. In accordance with the SWPPP, these perimeter controls will be inspected every seven days. Sediment build-up behind perimeter controls will be removed when it reaches one-half the height of the controls, and controls will be repaired or replaced as needed.

To prevent the tracking of sediments beyond the construction site, stabilized construction exits of crushed stone will be installed. All construction traffic will be directed over these exits when leaving the site to remove soils from vehicle tires. Construction exits will be inspected weekly in accordance with the SWPPP, and will be repaired or replaced as necessary when sediment builds up on the surface or crushed stone is displaced. Appropriately-sized concrete truck wash-out basins will be installed in locations to prevent contact with stormwater runoff. These basins will be cleaned as needed, and concrete materials will be disposed of in accordance with applicable local, state, and federal regulations.

New and existing inlets to stormwater management systems will be protected against sediment inflow. Catch basins will be fitted with filter inserts or will be surrounded by silt socks or other materials to filter incoming stormwater. The stormwater management systems will be constructed starting at the downstream end, and no flows will be directed to permanent stormwater BMPs prior to their completion and upstream surface stabilization.

Where larger site disturbances are necessary to accommodate particular construction activities, various measures will be implemented to prevent sediment-laden runoff from leaving the Project site. Where long, exposed slopes are required, temporary check dams will be constructed to reduce runoff velocities and promote less erosive sheet flow. These check dams may be earthen berms, straw wattles, compost berms, or other appropriate systems of slowing runoff velocities and promoting sediment removal. Temporary sediment basins will be constructed where necessary to allow sediments to drop out of suspension prior to discharge and promote construction-period infiltration to groundwater. Disturbed surfaces will be temporarily graded towards these basins, or temporary diversion swales will be built to direct flows to these basins. Basin outlets will be constructed to promote low-velocity sheet flow and will be directed towards existing vegetated areas for further treatment.

2. Construction Air Quality

Construction operations at the site, including earthwork, will generate dust. All demolition and construction work will be performed in accordance with applicable sections of the MassDEP Air Pollution Control Regulations at 310 CMR 7.02 and 310 CMR 7.09. Specific air quality mitigation measures will be as follows:

- ◆ Use of appropriately designed construction entrances and wheel wash facilities at all construction exists by all vehicles that would otherwise track mud or dirt onto public roadways to prevent off-site migration of soils;
- ◆ Mechanical street sweeping, and at the City's sole discretion, vacuum sweeping, of construction areas and surrounding streets and sidewalks;
- ◆ Encapsulation of demolition sites as necessary where hazardous materials such as asbestos or lead paint are identified;
- ◆ Removal of demolition and construction waste in covered or enclosed trailers;
- ◆ Wetting of exposed soils and stockpiles to prevent dust generation;
- ◆ Minimizing stockpiling of materials on site;
- ◆ Turning off construction equipment when not in use, complying with all idling limitations in applicable law and regulations and minimizing idling times;
- ◆ Minimizing the storage of demolition and construction wastes on site; and

- ◆ Minimizing the duration that soils are left exposed.

Many of these measures are intended to minimize potential impacts associated with construction activities that may generate fugitive dust, which will result in localized increases in airborne particulate levels. Fugitive dust emissions from construction activities will depend on such factors as the properties of the emitting surfaces (e.g., moisture content and volume of spoils), meteorological variables, and construction practices employed.

Although fugitive dust may be generated during demolition and construction activities, the distance to off-site receptors makes it unlikely that the migration of dust will cause off-site impacts. Nonetheless, the contractor will implement dust control measures during active demolition and construction that will primarily consist of using wetting agents regularly to control and suppress dust that may come from the structure being demolished or the construction materials. The contractor will comply with the National Emission Standards for Hazardous Pollutants (NESHAP) throughout renovation, demolition, and construction activities. The proposed redevelopment also includes on-site processing and reuse of brick and concrete, which will involve use of an on-site crusher. Appropriate notifications 30 days prior to any crushing will be performed, including notifying local officials and MassDEP in accordance with 310 CMR 16.05(3)(e)6. At no time shall fugitive dust be allowed to migrate beyond the immediate work zone. Dust mitigation during processing will include the use of water sprayers.

Site preparations involving construction haul roads, soil stockpiles, and vehicles exiting the Project site have the greatest potential to create fugitive dust. Soil excavation does not typically generate dust, however, due to the natural moisture content of subsurface soils. As necessary, haul roads will be routinely misted to suppress dust generation. Soil stockpiles can either be covered or vegetated, depending on how long the stockpile will remain. Dust from construction traffic exiting the Project site onto public roads will be controlled with the use of wheel wash stations and vehicle tracking pads, which remove soil from the tires of construction vehicles. Paved construction entrances will also be routinely swept by street sweepers to remove accumulated soils. At no time will visible soils be permitted on public streets that could result in fugitive dust issues.

In addition, the Developer acknowledges the importance of emission controls and will require contractors to comply with MassDEP's Diesel Retrofit Program and the use of ultra low sulfur diesel in off-road engines. The Diesel Retrofit Program, formerly called the Clear Air Construction Initiative of the Clean Construction Equipment Initiative, originated as an

air quality mitigation measure for the Central Artery/Tunnel Project. The program was designed to encourage users of diesel construction equipment to install exhaust emission controls such as oxidation catalysts or particulate filters on their diesel engines.

Construction vehicles will be required to comply with all applicable laws and regulations regarding engine idling, and shall minimize any such idling. The approved construction contractor(s) will be required to use equipment fitted with diesel oxidation catalysts (DOC) or diesel particulate filters (DPF) to reduce emissions. DOCs can reduce fine PM by 25 percent, toxic carbon monoxide by 60 percent and smog-forming volatile organic compounds by 60 percent. DPFs can reduce fine PM by 85 percent or more, as well as smaller reductions in carbon monoxide and VOCs.

A construction air quality dust and emissions mitigation plan will be developed before construction begins and enforceable measures will be executed in the construction contracts.

Indoor air quality will be evaluated and tested by the Project environmental consultant, as appropriate, in buildings that are to remain or be renovated. The need for protective measures such as vapor barriers will be determined during final design. The potential for methane migration (from organic deposits) will be assessed by the Project environmental consultant during final design.

3. Construction Period Noise

Predicted sound levels from construction within the proposed Project site are not anticipated to cause a significant noise impact and are expected to meet the relevant City of Boston daytime construction noise criteria at all noise-sensitive locations.

Construction will require the use of equipment that will be heard off-site, but background ambient noise conditions in the area, including urban activities and traffic, will lessen the impacts from construction noise. In addition, the Developer is committed to mitigate noise impacts related to the construction activities. A noise analysis performed for the Project to quantify the expected noise level associated with different construction activities and has been provided to BTM and the City of Revere.

The proposed construction process has been designed around site constraints, and the exact pieces of equipment will be finalized after subcontractor selection is complete.

Every reasonable effort will be made to minimize the noise impact of construction activities. Mitigation measures will be as follows:

- ◆ Scheduling work during daytime hours. If extended hours, weekend or 2nd/3rd shift work is proposed, it will be coordinated with BTM and the City of Revere. During any such extended hours, weekend or 2nd/3rd shift work, all back up alarms on vehicles shall be disengaged and manual traffic controls will be used.

- ◆ Using appropriate mufflers on all equipment and providing ongoing maintenance of intake and exhaust mufflers.
- ◆ Maintaining muffler enclosures on continuously operating equipment, such as air compressors and welding generators.
- ◆ Replacing specific construction operations by less noisy ones where feasible and practical.
- ◆ Selecting the quietest practicable equipment (e.g., electric instead of diesel-powered equipment).
- ◆ Selecting equipment operations to keep average noise levels low, to synchronize the noisiest activities with times of highest ambient noise levels, and to maintain relatively uniform noise levels.
- ◆ Turning off idle equipment.
- ◆ Securing any decking on roadways so that there is no rattling when traffic passes over.
- ◆ Using vehicles and equipment with either ambient-sensitive or manually adjustable back-up alarms.
- ◆ The proper sizing of impact equipment such as hoe rams, pile drivers and jackhammers and powering only to the degree needed to perform the work.
- ◆ The installation of noise suppression enclosures on hoe rams.
- ◆ The placement of stationary noise producing equipment such as pumps and generators as far away as possible from residential and sensitive receptor locations.
- ◆ Keeping engine housing panels on all equipment closed; and when not in use, shutting off equipment.

4. Construction Schedule

The Project will be constructed in one continuous phase. Staging plans will be provided to BTB for review and approval prior to the commencement of any Work on the Property. The precise details of such staging will be set forth in the final CMP as approved for the Project but in all events shall require that all construction staging will be sequenced such that all construction staging and construction worker parking will be provided on the Property.

5. Construction Traffic Impacts

The number of workers required during construction will vary by period of construction and level of activity. Because the workforce will arrive prior to peak traffic periods, these trips are not expected to impact traffic conditions. In addition, the general contractor will encourage jobsite personnel to utilize public transportation such as by providing personnel with subsidized MBTA passes or shuttle services. Personal vehicles will be allowed to park within designated areas at the Project construction site at no cost, and no construction or personal vehicle parking will be allowed in adjacent neighborhoods. The general contractor shall develop a parking plan for BTD's review and approval, which shall include the general contractor's plans and protocols for enforcing the prohibition on construction personnel parking personal vehicles on streets in the adjacent neighborhood. Terms and conditions to maximize protection of the neighborhoods related to workforce parking will be written into each subcontract and reviewed with each worker during a mandatory orientation. Terms and conditions encouraging public transportation use will be included in each subcontract.

Truck traffic will vary throughout the construction period, depending on the activities being performed. It is expected that truck traffic will average 15-20 trucks daily spread evenly throughout the day.

Specific truck routes will be identified and described to BTD and the City of Revere, and will be clearly delineated on site logistics drawings, for BTD and the City of Revere's review and approval. Construction contracts will include clauses restricting truck travel to BTD- and Revere-approved routes. Unless a specific exception is approved by BTD and the City of Revere, the Developer shall require all construction vehicles to access the Project site from Route 1A at Tomasello Drive. Wheel wash stations and anti-tracking stone pads, which will be at least 50 feet long and consist of a four-inch-thick layer of crushed stone placed over a non-woven filter fabric, will be placed at each access point to the work area. Wheel wash stations will remain in place until the completion of construction and anti-tracking stone pads will remain in place until the work area is paved or otherwise stabilized.

Off-site traffic improvements will require close coordination with the cities of Boston and Revere as well as certain state agencies. The general contractor will develop a construction-period traffic management plan for review and approval by the cities and state. Signage, traffic cones, drums, and other traffic control measures will be employed during construction to provide positive guidance for traffic near the work zone.

6. Dewatering and Groundwater

Should dewatering become necessary during demolition, installation of utilities, or construction of building foundations, appropriate BMPs will be implemented to prevent pollution of downstream receptors. Temporary construction dewatering will likely be required locally for various excavations, and intermittent pumping will be used as needed to allow for construction in-the-dry. Effluent generated during temporary construction dewatering

will be infiltrated into the ground where possible. Groundwater testing will be conducted during dewatering operations as appropriate to determine the type and degree of contamination present and to evaluate and implement appropriate measures to manage groundwater associated with Project excavation and construction, including use of a fractionation tank(s) and adherence to the requirements of temporary construction dewatering permits, as appropriate.

7. Material Handling

The Project includes the demolition of existing buildings, paved driveways, parking lots, sidewalks, and various utilities that will generate large volumes of waste products. Based on available information, a portion of the demolition waste includes hazardous materials such as asbestos, minor amounts of materials containing low levels of polychlorinated biphenyls (PCBs), and lead paint. In addition, due to the scale of the Project, a large amount of general construction waste is also expected. The sections below detail how hazardous and non-hazardous solid wastes will be handled during demolition and construction. The Developer is targeting a 75% reduction in construction debris.

7.1 Solid Waste and Recycling

Proposed construction, demolition, and remediation activities will generate solid waste, including certain regulated building waste streams (e.g., asbestos-containing materials, PCBs, and oil/hazardous materials). The general contractor will take an active role in the processing and recycling of construction waste. The disposal contract will include specific requirements to ensure that procedures allow for the necessary segregation, reprocessing, reuse, and recycling of materials. For those materials that cannot be recycled, solid waste will be transported in covered trucks to an approved solid waste facility per MassDEP Regulations for Solid Waste Facilities, 310 CMR 16.00. Brick, concrete, gypsum wallboard, wood and metal will be segregated from other construction debris for recycling, with the other debris to be disposed of as non-banned construction waste in accordance with waste facility management regulations at 310 CMR 19.017.

Demolition of the administration building, electrical building, and portions of the existing grandstand and link buildings will generate asphalt, brick and concrete (ABC) debris. ABC that is not coated, impregnated, or otherwise treated will be crushed and reused on site without MassDEP pre-approval, provided that MassDEP and the municipalities are notified in advance. However, for ABC that is painted, coated, impregnated, or otherwise treated, the contractor will submit a Beneficial Use Determination (BUD) Application to MassDEP for approval before those materials are crushed and reused on site. The application will be supported by documentation demonstrating that the material will be beneficially used on site and that use of the material will not result in a significant risk to health or the environment and will not increase the overall level of contamination at the site.

7.2 Hazardous Waste

Releases of oil or hazardous material to the environment are managed under the MCP (M.G.L. Chapter 21E and 310 CMR 40.0000) under the supervision of an LSP. The Project includes demolition and reconstruction as part of site redevelopment. [*Customary background information regarding Project environmental matters to be addressed in final CMP*].

An LSP has been engaged by Developer to provide environmental consulting services during Project design and construction. If contamination is identified in pre-construction sampling or during construction, an LSP will provide services consistent with the MCP as required for regulatory compliance and close-out. The Project environmental consultant will ensure that the Project conforms to MCP regulatory requirements for construction of buildings in contaminated areas, and that all required submittals will be provided to MassDEP.

The presence of PCBs in the caulking of buildings constructed between 1950 and 1980 has recently become public knowledge. There are minor amounts of PCB-containing materials on the Project site, specifically the caulking used to seal some of the windows. PCB-containing material is also common in items such as florescent light fixtures. A building assessment of the existing buildings has been completed quantifying the demolition debris that requires special disposal conditions. Non-hazardous waste landfills in Massachusetts landfills are permitted to accept PCB-containing materials where concentrations are less than 2 mg/kg; such disposal does not require approval from the EPA.

The site is also regulated under asbestos abatement regulations (310 CMR 4.00), and asbestos-containing materials are known to exist on the Project site. Asbestos is classified as a "special waste" under MassDEP solid waste regulations, and asbestos and asbestos-containing material require special handling and transporting methods set out in MassDEP regulations. Asbestos-containing material surveys and abatement plans will be developed for each building prior to demolition. Asbestos can only be disposed of in landfills that have been approved to accept asbestos-containing waste materials. Any entity or individual engaged at the site for asbestos abatement or containment shall be licensed and certified under 453 CMR 6.00.

The Project involves the demolition of existing buildings, paved driveways, parking lots, sidewalks, and various utilities including portions of existing water mains and sewer mains. Based on available information, a portion of the demolition waste will include hazardous materials such as asbestos and lead-based paint. These materials are classified as "special waste" under MassDEP solid waste regulations. Accordingly, asbestos, asbestos-containing material, and materials with lead-based paint will be segregated and Project operations will proceed in accordance with the required special handling and transporting methods set out in MassDEP regulations.

Based on a February 14, 2007 Phase I/Phase II Environmental Site Assessment report completed by GEI Consultants, an on-site inspection for asbestos-containing building materials and lead-based paint was conducted by Smith & Wessel of Merrimac, Massachusetts in select buildings on the Project site. Materials that tested positive for asbestos included floor tile and paper, wall

and ceiling panels, insulation, window glazing compound, and door caulking. It is unclear whether the existing grandstand roof contains asbestos. It is also noted that some painted surfaces contain lead-based paint.

Surveys and abatement plans related to asbestos-containing material, PCB-containing material, and lead-based paint will be required for each building prior to demolition. Asbestos, PCBs, and lead-based paint will be disposed of in accordance with MassDEP regulations at landfills that have been approved to accept these materials. Any entity or individual engaged at the site for asbestos, lead-based paint, or PCB abatement or containment shall be licensed and certified under 453 CMR 6.00.

Construction operations at the site, including earthwork, will generate dust. As required on construction projects, the Contract Documents will specify the requirements for dust control and include the site-specific Contractor Health & Safety Plans to protect worker safety. If required, dust will be suppressed by spraying the site with water, and air quality will be measured with dust monitors.

Based on existing information, one active UST exists on site. The existing UST is a 7,000-gallon partitioned gasoline and fuel oil tank located near the northwest corner of the existing building. During construction, the existing UST will be removed and a new UST will be installed near the proposed new maintenance building. The Project LSP will ensure that tank removal and closeout is completed in accordance with the MCP and requirements for the city of Revere. In addition, previously unknown USTs encountered during construction will be managed similarly, as needed.

8. Draft Spill Response Plan

Small quantities of hazardous materials or chemicals may be utilized on site, including petroleum/fuel products. Any such materials will be handled and stored in accordance with all applicable regulatory requirements. In the event of an unplanned release of petroleum/fuel products or other contaminants, the general contractor and its subcontractors will utilize the following procedures:

1. Notify Fire Department and contracted spill response contractor;
2. Notify the U.S. Army Corps of Engineers;
3. Mobile excavating equipment will come to the spill/release area and if necessary, create berms, dig channels or cover effected area with soil to reduce spreading or migration;
4. The general contractor will maintain a spill kit on site containing absorbent materials that will be positioned near fueling areas and utilized in the event of spill or release;
5. The general contractor and its subcontractors will reduce the probability of an unplanned spill or release by having fuels delivered by truck to a designated fueling area

rather than bulk storage and/or tanks of petroleum/fuel products or other contaminants;

6. Fire extinguishers will be positioned adjacent to fueling areas;
7. No hot work, smoking or potential ignition sources will be allowed in the fueling areas;
8. Personnel involved with fueling or handling of any contaminant will be equipped with communication devices to sound an alarm in the event of spill or unplanned release;
9. Only authorized personnel will be allowed in the spill release area; and
10. The general contractor and its subcontractors will provide assistance as necessary to the qualified spill response contractor and fire department.

9. Geotechnical Impacts and Monitoring

Excavation will be required for the deep foundations (precast piles and/or steel piles), drilled elements such as micropiles, and PIFs proposed in the Project design. Means and methods for installing the deep foundation system will consider potential impacts to abutting facilities that will remain within the property limits (e.g., the grandstand). It is not expected that vibrations will approach thresholds that could potentially impact existing facilities; nonetheless, vibration monitoring will be conducted during pile driving activities. In addition, the Project team will conduct a full existing conditions survey of existing structures prior to commencement of construction, with follow-up on completion.

10. Rodent Control

To control rodent infestation, the City enforces requirements established under the Massachusetts State Sanitary Code, Chapter 11, 105 CMR 410.550 and the State Building Code, Section 108.6. Policy Number 87-4 (City of Boston), which require the extermination of rodents for issuance of permits for demolition, excavation, foundation and basement rehabilitation.

A rodent control program will be developed for the Project prior to commencement of construction and submitted to the City for its review and approval. The program will include performing extermination and control procedures on a bi-weekly basis and placing tamper-resistant bait boxes around the site perimeter.

11. Utilities

New infrastructure for sewer, drainage, domestic water, fire protection water, telephone, gas, and electric services will be tied into existing infrastructure. Specific traffic management plans will be developed for the work required to perform these tie-ins. Connections to the existing services will be coordinated with the proper utilities and their respective contractors, as necessary. All shutdowns will be arranged with affected parties and proper notice will be given prior to any shutdowns. Any and all work requiring a BTD Permit will be approved in writing by

the general contractor at the time of permit application. The written approval of the general contractor will be presented to BTM by the contractor performing the work at the time of application of permit to BTM.

12. Damage to Public Property

The Contractor will be responsible for repairing any damage to public streets, public sidewalks, or other public property resulting from its construction activities.

13. Emergency Contacts

A 24-hour emergency contact list will be distributed to all parties involved in the Project. This list shall contain at least three (3) representatives for the Contractor. A 24-hour complaint hotline telephone number shall be provided and will be visibly posted on Project site signage subject to the approval of BTM, including on a Project sign visible from Route 1A. This hotline shall be staffed appropriately to ensure that a caller is allowed to speak to a person as opposed to leaving a message. Logs of all complaints and how/when the complaints were resolved will be kept on-site.