HUNTER ROBERTS
CONSTRUCTION GROUP

CONSTRUCTION MANAGEMENT PLAN

This construction management plan will be further detailed in consultation with the Bronxville officials as the design is being finalized. The coordination of the work at Lawrence Hospital will be fully articulated during detailed design development. The construction/work plan focuses on protection of the people and property as well as establishing a legitimate duration of work. Construction of the proposed project will be in compliance with the Village of Bronxville Noise Code, and other applicable regulations. Site Plan Approval, if granted, would require the submission of a construction management plan acceptable to the Village.

The plan addresses the following:

A. Schedule & Working Hours

A detailed Phasing, Pre-Construction and Construction timeline for the project will be coordinated during the finalization of the design of the development. Typical working hours will be 8:00AM to 5:00 PM weekdays, within the confines of the Village Code. (See item I paragraph 2).

B. Construction Phasing

Pre Construction Phase (4 Months)
During this phase the following will occur:

- The project team will have meeting to discuss expectations and goals of the project, finalize design and prepare documentation for submission to the town of Bronxville.
- As the Design Documents progress from Design Development to final design Documents, HRCG will provide Budget Estimates for each issuance of Documents.
- Drawings will be filed with the Bronxville Building Department.
- Procure Subcontractors
- Engineering and Fabrication of Materials and Equipment

Construction Phase (18 Months)

- Excavation / Foundation (4 months)
- Superstructure Concrete (2 months)
- Structural / Misc. Iron (1 month)
- Exterior Envelope (4 months)
- Interior Core and Shell (4 months)
- Interior Fit out (6 months)

C. Construction Staging

Construction staging areas are presented in HRCG Construction Logistics Plans A101, A102, A103, A104, & A105.
Two-way traffic on Parkway Road and Pondfield Road would be maintained throughout construction.
Flag men will be provided for directing both vehicular and pedestrian traffic. Materials will be stored within the site fence.

Construction Parking: The manpower for a typical construction project fluctuates over the duration of the project in a bell-shaped curve (beginning and ending months have relatively low manpower, and middle of the schedule manpower should peak). As such, it is anticipated that during peak demand, a maximum of 30-40 construction workers would be on site. Some of these workers will car pool and some of these workers will use public transportation. This means that the maximum number of vehicles requiring parking should be below the peak manpower count and the average number of vehicles requiring parking is estimated to be around 20. There will be many weeks early and late in the project that will require even fewer spaces. In order to address parking for those vehicles we are anticipating having the use of an off-site lot that is available in Yonkers. We are also looking at a couple of off-site locations where local businesses, Churches and/or Synagogues may be willing to lease space for construction workers to park their cars in their lots on a temporary basis during the construction of the new cancer center. We understand the Village's position on construction parking and are willing to make compliance with our parking plan a contractual matter with Hunter Roberts and all their subcontractors and suppliers.

D. Construction Traffic

The exact time, frequency and types of equipment cannot be identified until a hauling contractor has been hired. The contract with the hauling contractor will require the contractor to follow all local ordinances to minimize the impact on Village residents. This provision will also apply to the General Contractor in other areas, i.e., deliveries of equipment, materials etc.
A routing option for construction truck traffic has been included on the Hunter Roberts logistics plan. The busiest truck traffic would occur during Phase 1 – Mobilization, Demolition and Foundation Work for excavation and foundation work when up to approximately 5 trucks per day could be transporting material away from the site. This is a projection and it is likely that truck traffic would normally be below this level. The busiest period for onsite workers would occur during construction of the exterior envelope and the interior fit out when it is estimated that approximately 30-40 workers could be onsite.

F. Removal of Contaminated Material

At this time there is no known Hazardous material to be removed from the site due to the construction of the new cancer center.

G. Safety Plan and Protection of Property

HRCG will develop and submit a Site Specific Safety Plan to be reviewed and accepted by Lawrence Hospital. All sidewalks will remain open to pedestrian traffic throughout construction. When deliveries are in progress, flagmen will direct pedestrians to ensure safety. A plywood site fence will be installed around the perimeter of the jobsite as shown in the HRCG Construction Logistics Plans.

I. Noise Impacts.

A noise mitigation plan, including noise monitoring, defined time periods of construction, will be formulated to minimize disruption to the surrounding land uses. The Village Planning Board would review the Noise Mitigation Plan during the site plan review process. Noise impacts due to construction are temporary in nature. In accordance with the Code of the Village of Bronxville (v.21, Part II, General Legislation, Chapter 210, §210-8) construction will be limited to between 8AM and 6PM weekdays. Project construction will not occur on state or national holidays. All mechanical construction equipment will be maintained in good working order to help limit noise levels. Trucks that are located within the staging areas shall not be permitted to idle.

J. Air Quality Impacts

Direct and indirect source emissions of the proposed project include temporary construction-related emissions (vehicle emissions and fugitive dust), dust from potentially contaminated soils, long-term residential automobile exhaust emissions, and emissions associated with the heating and cooling systems used in the residential units.

Impacts from construction vehicles are expected to be minimal for several reasons including: proper maintenance of construction equipment, controlling unnecessary idling of equipment, and providing sufficient parking for construction workers. Furthermore, according to the New York State Department of Transportation's (NYSDOT) Environmental Procedures Manual, the emissions from construction vehicles are "temporary" and "self-correcting once the project is completed."

Several measures will be employed during construction activities to ensure that dust suspension is kept low. These measures may include:

- Keeping construction vehicle speed low to reduce dust suspension
- Covering trucks carrying soils and other dry materials
- Covering of exposed stockpiles of soil, covering exposed stockpiles of gravel to eliminate wind-driven dust suspension, or as an alternate, minimizing the height of these piles
- Periodic washing of paved surfaces during dry periods as a means to suppress dust suspension; and the application of water on stockpiles and unpaved roads, and exposed soil areas during dry periods as a means to suppress dust suspension.

- Minimize open faces of all excavations to reduce working areas exposed to air
- Liberally apply water to areas with spray nozzles and hoses where open excavations and loading/unloading operations are taking place.
- Place plastic tarps over open areas of excavations, especially at night and weekends when no work is taking place
- Employ tire-cleaning procedures to reduce tracking of materials and potential dust emissions on city streets.

The NYSDOT states that such measures have proved effective in limiting fugitive dust during the construction period.

Based on low expected incidence of heavy construction activities, the good maintenance of the construction vehicles, and the use of previously stated measures to control dust suspension, construction-related air quality impacts associated with the proposed project will be minimized to ensure the health and safety of the construction workers and the surrounding community.