



Construction Management Plan

1471 Blue Hill Avenue
Mattapan, MA 02126

Prepared for
Boston Transportation Department

Developer
Lincoln Avenue Capital

Construction Manager
Dellbrook | JKS

Prepared by
Howard Stein Hudson

Date
August 4, 2025

Revision 3
February 18, 2026





General Information

On behalf of Lincoln Avenue Capital (The Developer) and Dellbrook | JKS (The Contractor), and in collaboration with Howard Stein Hudson (HSH), the attached Construction Management Plan (CMP) has been developed for review and approval by the Boston Transportation Department (BTD). This CMP includes the following:

- Written agreement describing construction activities;
- Construction Management Plans, *approved August 4, 2025*, revised February 18, 2026, and;
- Construction Schedule.

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Project Description

The project is located at 1471 Blue Hill Avenue in Mattapan, Massachusetts. The currently vacant site will be developed into a five-story residential building offering 41 affordable rental units. The project also incorporates 12 onsite parking spaces and a community art space/work room. The site is bound by Blue Hill Avenue to the east, Culbert Street to the south, and residential structures to the west and north.

Construction Phasing and Scheduling

To minimize impacts on the surrounding roadway network and to provide a safe pedestrian environment, it is expected that construction would occur in 7 overall phases:

- 1) Site Preparation & Mobilization
- 2) Concrete Foundation Installation
- 3) Utility Connections
- 4) Structure Erection
- 5) Exterior Façade & Interior Fit-Out
- 6) Hardscaping & Landscaping
- 7) Restoration & Final Conditions

WORK HOURS

Work Period	Time Period
Typical (Monday – Friday)	7:00 AM – 5:00 PM
Saturday (by permit only)	7:00 AM – 3:00 PM

It is expected that the overall construction duration should last approximately 18 months. If night work or weekend work becomes necessary, approval shall be obtained from BTM, Inspection Services Department (ISD), and the Office of Neighborhood Services (ONS).



Phase I: Site Preparation & Mobilization (ref. CMP-006)

DURATION: 27 WEEKS (OCTOBER 2025 – MARCH 2026)

Phase I involves the following:

- Site clearing, grubbing, and tree removal.
- Erect site fence, gates, and signage.
- Blasting.
- Excavate to subsurface level.

This phase will include the use of excavators, material delivery trucks, and other supporting equipment to prepare the site for construction and to excavate to subsurface level. Existing trees will remain in the site and will be tagged by the Landscape Architect. To provide a safe working environment, 72-inch cored in place chain link fence will be installed along the perimeter of the site. The sidewalk adjacent to the site on Blue Hill Avenue will be closed utilizing 36" chain link fence on precast concrete barriers. Pedestrians will be detoured into a temporary 5-foot pedestrian path protected by concrete barriers. Pedestrians will be detoured to the southern side of Culbert Street via existing crosswalks at the intersection of Culbert Street, Blue Hill Avenue and Woodhaven Street.

For vehicle access, four access points will be installed around the site. Parking will be restricted on the west side of Blue Hill Avenue and on both sides of Culbert Street adjacent to the site. A 40-foot rolling gate, Gate A, and 40-foot swing gate, Gate B, will be installed on Blue Hill Avenue and will provide through flow access to the site. A 20-foot rolling gate, Gate C, and 40-foot rolling gate, Gate D, will be installed on Culbert Street. Appropriate BTM and MUTCD compliant signage will be installed to warn pedestrians and vehicles of construction activities.

Phase II: Concrete Foundation Installation (ref. CMP-007)

DURATION: 8 WEEKS (MARCH 2026 – APRIL 2026)

Phase II involves pouring the concrete foundation. To complete this phase, excavators, concrete pumps, concrete trucks, and other supporting equipment will be required. The construction fencing, construction gate, signage, and staging area will remain from Phase I.

Trucks will enter and exit through gates A-D.



Phase III: Utility Connections (ref. CMP-008)

DURATION: 4 WEEKS (MAY 2026 – JUNE 2026)

Phase III consists of the installation of roadway utility installations within Culbert Street. The proposed installations will be completed in two stages.

- Stage I –includes the installation of domestic water service, fire protection, and sewer lines. A two-way alternating, 12.5-foot, travel lane on Culbert Street (dead end road) will be maintained for the installation of the utilities on the northern half of the road. A police detail officer shall be present for all work within City of Boston ROW. Stage I will occur during off-peak hours (9:30AM – 3:30PM) or as directed by BTM.
- Stage II - includes the remaining installation of sewer line on the southern half of Culbert Street. The two-way alternating, 12.5-foot, travel lane on Culbert Street will be maintained on the northern half of the road. A police detail officer shall be present for all work within City of Boston ROW. Stage I will occur during off-peak hours (9:30AM – 3:30PM) or as directed by BTM.

Upon completion of each work period, the utility trenches shall be steel-plated, advanced warning signs shall be covered, and the lanes will be reopened to daily traffic. If work occurs during the winter moratorium, utility trenches shall be backfilled, compacted, and paved with hot mix asphalt at the end of each workday. Steel plates shall not be used during the winter moratorium.

Appropriate BTM and MUTCD compliant signage will be installed to warn pedestrians, bicyclists, and vehicles of construction activities.

Phase IV: Structure Erection (ref. CMP-009)

DURATION: 22 WEEKS (MARCH 2026 – AUGUST 2026)

Phase IV involves the erection of the building's structure. To complete this phase, material delivery trucks, boom lifts and other supporting equipment will be used. A tower crane will be installed in the southeast corner of the site. The construction fencing, construction gate, signage, and staging area will remain from Phase II. Trucks will enter and exit through gates A-D.

Phase V: Exterior Façade and Interior Fit-Out (ref. CMP-010)

DURATION: 48 WEEKS (AUGUST 2026 – MAY 2027)

Phase V involves the installation of the building's exterior façade and the interior fit-out features. Delivery trucks, boom lifts, and other supporting equipment will be used to complete this phase of



construction. The construction fencing, construction gate, signage, and staging area will remain from Phase IV. Trucks will continue to enter and exit through gates A-D.

Phase VI: Hardscaping and Landscaping (ref. CMP-011)

DURATION: 28 WEEKS (NOVEMBER 2026 – MAY 2027)

Phase VI involves the hardscaping and landscaping of the site which will be completed in two stages. The construction fence, gate, signage, and staging area will be the same as Phase V and all work will be completed in the site limits. Once the onsite work is complete, cones with cone bars will be installed at the corner of Blue Hill Avenue and Culbert Street to complete the offsite work.

Phase VII: Restoration and Final Conditions (ref. CMP-012)

DURATION: 3 WEEKS (MAY 2027)

Upon completion of construction any disturbed curb, sidewalk, signage, light posts, pavement markings, etc. will be restored to their existing condition or the final condition. All temporary signage, including parking restrictions and warnings signs, will be removed, and stacked.

Overall Schedule

Key construction activities and approximate time periods are summarized below and on the attached CMP.

Phase	Time Period	Duration
Site Preparation and Demolition	October 2025 – March 2026	27 weeks
Concrete Foundation Installation	March 2026 – April 2026	8 weeks
Utility Installations	May 2026 – June 2026	4 weeks
Structure Erection	March 2026 – August 2026	22 weeks
Exterior Façade and Interior Fit-Out	August 2026 – May 2027	48 weeks
Hardscaping and Landscaping	November 2026 – May 2027	28 weeks
Restoration and Final Conditions	May 2027	3 weeks



Street Occupancies

The street occupancies are limited to Blue Hill Avenue, Culbert Street and Woodhaven Street. Throughout the duration of construction, street occupancies will include the following construction equipment.

- Construction Fencing
- MASH Test-Level II Concrete Barriers
- Water-filled Barriers
- Impact Attenuators
- Construction Gates
- Construction Drums and Cones
- Temporary Barricades
- Pedestrian Detour Signage
- Vehicle Guide Signage

Perimeter Protection/Public Safety

Dellbrook | JKS will work to ensure the staging areas minimize impact to pedestrian and vehicular flow. Secure fencing and barricades will be used to isolate construction areas from pedestrian traffic around the site. In addition, sidewalk areas and walkways near construction activities will be well marked to protect pedestrians and ensure their safety. Proper signage as required by BTM will be installed and regularly updated as site conditions change during the construction process.

Police detail officers will be requested as necessary to facilitate traffic flow and pedestrian safety. Construction procedures will be designed to meet all Occupational Safety and Health Administration (OSHA) safety standards for specific site construction activities.

Safety on Site

All subcontractors working on site shall provide and maintain all safety measures, procedures, and documentation as required by governing agencies. The jobsite will be enclosed by temporary fencing. Prior to the start of work by any subcontractor a Hazardous Risk Assessment Plan is reviewed. During this review all potential hazardous work requirements and the safety plans required to mitigate these risks are confirmed. Construction procedures will be designed to meet all Occupational Safety and Health Administration (OSHA) safety standards for specific site construction activities. With the support of Dellbrook | JKS, all subcontractors will implement and



manage their own Health and Safety program for the project. All site personnel will be subject to follow the safety orientation and identification guidelines and processes established by Dellbrook | JKS.

Access to the site for emergency vehicles will be maintained at all times with a dedicated and marked point of access. All other site points of access will be maintained for a secondary access as needed. The proposed site logistic and traffic plans are designed to isolate the construction while providing safe access for pedestrians and automobiles during normal day to day activities and emergencies.

Signage and Distribution of Information

Signage will direct pedestrians around the site as well as direct truck traffic and deliveries. Proper signage will be placed at every corner of the site as well as in those areas that may be confusing to pedestrians and automobile traffic. Construction and regulatory signage shall be provided as shown on the CMP.

The construction site shall have a sign installed that shall list the name of construction company/general contractor, and their contact information including the phone number. This sign shall be clearly visible to enable the public to call with any questions or concerns.

Upon implementation of CMP, HSH will perform a field visit to confirm installation was per plan and send a copy of the report to the city.

Abutter and Agency Coordination

Dellbrook | JKS recognizes the challenges of building construction in an urban setting and the importance of responding to the needs of adjacent businesses and residents. The abutting properties shall be informed of the scheduled start of construction, and will be updated on the development during its construction as needed.

As appropriate, Dellbrook | JKS has coordinated construction activities with the City of Boston and other on-going construction projects in the area to help minimize the impacts to the community.

NFPA 241 Construction Fire Safety Plan

Fire hazards and safety during construction are typically addressed in construction management plans. As such, NFPA 241 Construction Fire Safety Plans are now required to be submitted to the



Boston Fire Department prior to construction. As appropriate, Dellbrook | JKS will submit NFPA 241 plans to the Boston Fire Department.

Material Handling/Construction Waste

Dellbrook | JKS will take an active role regarding the processing and recycling of construction waste and will have in-place a Construction Waste Management Plan (CWMP) for the project.

Dellbrook | JKS has contracted with Northeast Recycling, a licensed waste hauler that has off-site sorting capabilities. All construction debris will be taken off site by the waste hauler, sorted as either recycled debris or waste debris and sent to the proper recycling center or waste facility.

Construction debris shall be wetted and covered to minimize air born dust particles.

During site development activities, it is anticipated that on-site refueling of machinery will be required. The site contractor will obtain the necessary onsite refueling permit prior to commencing site development activities. Fuel will likely be needed for temporary heat on the interior of the buildings and/or the exterior façade and the appropriate permits/inspections will be obtained from the plumbing inspector and fire department.

Dumpster Location and Loading

Dumpsters will be located within the construction staging area. Dumpsters will have proper Fire Department permits. Dumpster pick-ups to be done during normal construction hours and will avoid peak traffic periods.

Loading and unloading of the dumpsters will take place with-in the proposed fence areas.

Emergency Vehicle Access

Access to the site for emergency vehicles will be maintained at all times through construction site personnel or by BFD key box access. The proposed staging plan is designed to isolate the construction while providing safe access for pedestrians and automobiles during normal day to day activities and emergencies.

All construction material delivery trucks will be loaded and unloaded inside the construction fence throughout the course of the project. Trucks and equipment will follow the designated truck route and be staged at the designated areas on the CMP.



Truck Movements During Construction

Trucks are needed for material removal and delivery from and to the site as the project proceeds. Truck traffic related to this construction site will vary throughout the construction period.

Development is expected to generate an average of 6-12 trucks per day for a majority of the construction with the peak being 12 trucks per day for concrete deliveries.

Trucks coming to and from the site are required to use major arterial roadways or highways and not local streets. The selection of proposed truck routes is based on the following criteria:

- Minimizing truck activity in the residential neighborhoods;
- Designating specific roads where trucks are permitted; and
- Providing access to and from interstate roadways (e.g. Interstate 93, 90)

A detailed Truck Routing Plan is shown on Sheet 14 and the individual truck maneuvers for entering and exiting the site are shown on Sheet 13 of the attached CMP.

Utility Connections

There will be multiple utility connections on this project, most utilities will be located onsite, but some may affect Culbert Street. All utility connections will require coordination with each respective utility company and the City of Boston Engineering Department and Boston Water and Sewer Commission. Road closures and street opening permits will be submitted for approval accordingly prior to the start of each task. All right-of-way utility work will conform to the City of Boston's utility standards and moratorium dates respectfully and as indicated per City of Boston.

Construction Worker and Staff Parking

On-site parking by construction workers is not allowed. Any personal vehicles will be restricted from parking at or around the construction site so as to reduce the impact to residential parking. Due to the proximity of public transit systems, employees will be encouraged to use the MBTA. Subcontractor parking will not be permitted on site.



Street Cleaning

Street cleaning will take place as required (see dust control and snow removal sections below for more information).

Dust Control

Construction activities generate fugitive dust that will result in localized increases in airborne particulate levels. To reduce emissions of fugitive dust and minimize impacts on the local environment, strictly enforced mitigation measures will be employed, including:

- Wetting agents will be used regularly to control and suppress dust that may come from construction activities.
- Trucks used for the transportation of construction debris will be covered before exiting the project site.
- Streets and sidewalks will be cleaned regularly using mechanical street sweepers to minimize accumulations.
- Trucks tires shall be hosed down prior to entering public streets.

Snow Removal

Dellbrook | JKS shall be responsible for removing snow from all public sidewalk and temporary pedestrian routes affected by their work. This will be done daily and continuously to ensure that all sidewalks are clear of snow and ice. Under no condition will the removed snow be disposed of on public property.

Rodent Control

The City of Boston has declared that the infestation of rodents in the City is a serious problem. To control this infestation, the City enforces the 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) established that extermination of rodents shall be required for issuance of permits for demolition, excavation, foundation and basement rehabilitation.

Dellbrook | JKS will implement a rodent control program to be administered by a licensed pest control contractor. Rodent control measures will be in-place prior to, during, and following



construction activities. The program will include performance of extermination and control procedures on a monthly basis, and the placement of tamper resistant bait boxes around the perimeter of the site.

Noise and Odor Control

A significant effort will be made to minimize the noise impact of the Project's construction activities. Mitigation measures to be undertaken will include:

- Using mufflers on equipment and ongoing maintenance of intake and exhaust mufflers.
- Use of low sulfur fuels.
- Using less noisy specific construction operations and techniques where feasible (e.g., mixing concrete off-site instead of on-site.)
- Scheduling equipment operations to keep average levels low, to synchronize noisiest operations with times of highest ambient levels, and to maintain relatively uniform noise levels.
- Turning off idling equipment.
- Utilize saw-cutting methods in lieu of jack hammering where feasible.

On-site Dewatering

Site dewatering is expected to be limited and will be in accordance with the applicable National Pollutant Discharge Elimination System (NPDES) requirements for sedimentation control. Groundwater levels will be monitored during the construction process.

Emergency Contacts

A 24-hour emergency contact list will be provided to all parties involved in the project prior to start of construction and maintained throughout construction.

Lincoln Avenue Capital

Contact: Nick Bracco (424)-242-9613

Dellbrook|JKS

Contact: Rich Hamaty (781)-380-1675

Contact: Derek Skeffington (781)-380-1675



Special Conditions

- Community Outreach: Dellbrook | JKS and ownership will provide notices and updates on progress and upcoming expectations for the construction activities. At all times during construction activity there will management staff available for assistance. Proper 24-hour emergency contacts and information will be provided.
- Dellbrook | JKS will replace, in kind, any pavement markings, signage, loop detectors, and/or other traffic signal control equipment damaged as part of construction activities.
- All local, state and federal laws governing the work will be strictly adhered to at all times.



Signatures and Approvals

Submitted By:

John Kettell
Dellbrook | JKS

Approved By:

Ed Hesford
Boston Transportation Department

John Kettell

Digitally signed by John Kettell
DN: C=US, E=jkettell@dellbrookjks.com,
O=Dellbrook/JKS, CN=John Kettell
Date: 2025.07.31 14:58:27-04'00'

Signature

Date



Signature



Date

CONSTRUCTION MANAGEMENT PLAN

FOR

1471 BLUE HILL AVENUE

MATTAPAN, MA

THIS PLAN DEPICTS IN SCHEMATIC FORM, THE ELEMENTS OF AN APPROACH TO THE LAYOUT AND PLANNING OF THE WORK DURING THE PROGRESS OF THE CONSTRUCTION OPERATIONS.

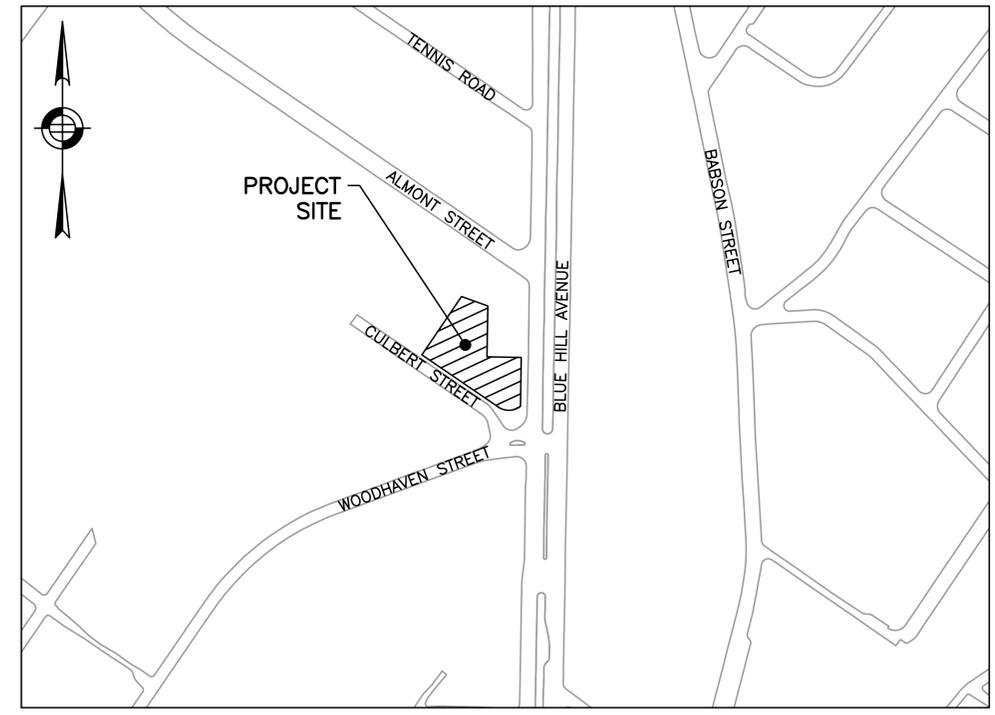
THIS PLAN CONTAINS NO EXPRESS OR IMPLIED REPRESENTATIONS AS TO THE CONSTRUCTABILITY OF ANY ASPECT OF THE WORK. THE CONSTRUCTION CONTRACTOR REMAINS EXCLUSIVELY RESPONSIBLE FOR THE PLANNING, MEANS, METHODS, SEQUENCES, PROCEDURES AND EXECUTION OF THE WORK, AND FOR THE PROPER AND TIMELY IMPLEMENTATION OF ALL INCIDENTAL AND/OR REQUIRED SAFETY PRECAUTIONS AND PROGRAMS.

NOTHING IN THIS PLAN SHALL RELIEVE, OR OTHERWISE DIMINISH THE RESPONSIBILITY OF THE CONTRACTOR FOR THIS EXCLUSIVE RESPONSIBILITY.

THE PREPARER OF THIS PLAN HAS NO ROLE IN THE OVERSIGHT OR OTHERWISE IN THE IMPLEMENTATION OF THIS PLAN.

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LOCUS PLAN
SCALE: 1"=200' (APPROXIMATE)

ALL WORK SHALL CONFORM TO THESE PLANS, THE BOSTON TRANSPORTATION DEPARTMENT AND BOSTON PUBLIC WORKS DEPARTMENT STANDARDS AND SPECIFICATIONS, THE COMMONWEALTH OF MASSACHUSETTS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES 2024 EDITION, THE OCTOBER 2017 CONSTRUCTION STANDARD DETAILS, THE 2015 OVERHEAD SIGNAL STRUCTURE AND FOUNDATION STANDARD DRAWINGS, MASSDOT TRAFFIC MANAGEMENT PLANS AND DETAIL DRAWINGS, THE LATEST MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS WITH MASSACHUSETTS AMENDMENTS, THE 1990 STANDARD DRAWINGS FOR SIGNS AND SUPPORTS, THE 1968 STANDARD DRAWINGS FOR TRAFFIC SIGNALS AND HIGHWAY LIGHTING, AND THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK. WHERE CONFLICTS EXIST, THE BOSTON TRANSPORTATION DEPARTMENT STANDARDS AND SPECIFICATIONS AND THE BOSTON PUBLIC WORKS DEPARTMENT STANDARDS AND SPECIFICATIONS SHALL GOVERN.

ISSUED FOR CONSTRUCTION

DATE	DESCRIPTION	BY	REV #
2/18/2026	SCHEDULE UPDATES	SA	3
11/19/2025	PARKING SIGN UPDATES	SF	2
10/20/2025	SCHEDULE UPDATES	SA	1



DESIGNED BY D. SCHULTZ
 DRAWN BY S. ALSHAWABKEH
 CHECKED BY K. MARTIN
 APPROVED BY R. BURGESS

CITY OF BOSTON TRANSPORTATION DEPARTMENT
 ENGINEERING DIVISION
 CONSTRUCTION MANAGEMENT PLAN

1471 BLUE HILL AVENUE
COVER SHEET

BOSTON

AREA: 2
 DISTRICT: 2

DATE: AUG 4, 2025
 DRAWING NO. CMP-001
 SHEET 1 OF 15


HOWARD STEIN HUDSON
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 Boston, MA 02108
 www.hshassoc.com



2/18/2026 1:25:05(CURRENT)chrisheh(CoverSheet.dwg)
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GENERAL NOTES

- THESE PLANS ARE NOT INTENDED TO LIMIT THE CONTRACTORS RIGHT TO SCHEDULE THE WORK BUT TO OUTLINE ONE WAY OF PROGRESSING. THE CONTRACTOR IS EXPECTED TO USE KNOWLEDGE AND EXPERIENCE TO PERFORM THE WORK IN THE MOST SAFE AND EFFICIENT MANNER IN COMPLIANCE WITH THE DRAWINGS AND SPECIFICATIONS AND MEETING THE REQUIREMENTS OF THE CITY OF BOSTON.
- CONTRACTOR SHALL SUBMIT FOR APPROVAL BY THE CITY, CONSTRUCTION MANAGEMENT PLANS FOR ANY WORK OUTSIDE OF THE WORK ZONES INDICATED IN THESE DRAWINGS.
- ALTERNATIVE PHASING OR MODIFICATIONS TO ANY ASPECT OF THE CONSTRUCTION MANAGEMENT PLANS AND THE CONSTRUCTION STAGING PLANS WILL BE SUBJECT TO REVIEW FOR ACCEPTANCE BY THE CITY PRIOR TO COMMENCEMENT OF WORK. THE CONTRACTOR SHALL BEAR ALL COSTS ASSOCIATED WITH THE SUBMISSION AND REVIEW OF ALTERNATIVE CONSTRUCTION MANAGEMENT PLANS AND CONSTRUCTION STAGING PLANS, INCLUDING PRESENTATION TO THE CITY AND THE NEIGHBORHOOD IF NEEDED, VEHICULAR AND PEDESTRIAN TRAFFIC MODELING, LEVEL OF SERVICE (LOS) ANALYSES, AND OTHER ASSOCIATED EFFORTS. ALTERNATIVE CONSTRUCTION MANAGEMENT AND CONSTRUCTION STAGING PLANS SHALL NOT CAUSE AN INTERFERENCE WITH ADJACENT CONTRACTS OR DELAY THE SCHEDULE OR INCREASE THE COST OF THIS OR ANY ADJACENT CONTRACTS. LEVEL OF SERVICE ANALYSIS SHALL BE DEFINED BY THE "HIGHWAY CAPACITY MANUAL."
- THE CONSTRUCTION MANAGEMENT PLANS REQUIRE THAT SPECIFIC SIDEWALK WIDTHS BE MAINTAINED DURING THE VARIOUS STAGES OF CONSTRUCTION TO FACILITATE ACCEPTABLE PEDESTRIAN LEVEL OF SERVICE (LOS) MOVEMENTS ALONG TRAVEL WAYS TO AND FROM ABUTTING BUILDING AND BUSINESSES WITHIN THE PROJECT LIMITS. THE MINIMUM SIDEWALK WIDTHS SHOWN ON THE TRAFFIC MANAGEMENT PLANS ARE BASED ON ENGINEERING ANALYSIS AND ARE LOCATED ON THE PLANS AROUND TEMPORARY FIXED BARRICADED WORK ZONES AT SITE SPECIFIC POINTS OF CONSTRUCTION. THE SIDEWALK WIDTHS SHOWN ON THE CONSTRUCTION MANAGEMENT PLANS SHALL NOT BE DEVIATED FROM WITHOUT THE PERMISSION OF THE CITY. WHEN SPECIFIC DIMENSIONS ARE NOT SHOWN, THE CONTRACTOR SHALL MAINTAIN A MINIMUM 4-FOOT PASSAGE.
 - CONTRACTOR SHALL PROVIDE AND MAINTAIN A TEMPORARY PEDESTRIAN ROUTE ACCESSIBLE TO DISABLED PERSONS AROUND BLOCKAGES TO AN EXISTING PEDESTRIAN ROUTE (E.G., SIDEWALKS, CROSSWALKS, PEDESTRIAN CURB RAMPS, ETC.). BLOCKAGES INCLUDE, BUT ARE NOT LIMITED TO, CONSTRUCTION WORK, EXCAVATIONS, EQUIPMENT AND VEHICLES, TEMPORARY WATER AND UTILITY LINES.
 - SIDEWALK AREAS SHALL REMAIN OPEN AND FREE FROM SAFETY CONTROL DEVICES AND CONSTRUCTION DEBRIS THROUGHOUT THE DURATION OF THE CONSTRUCTION. PEDESTRIAN DETOURING SHALL NOT OCCUR UNLESS APPROVED BY THE CITY.
- CONTRACTOR SHALL SECURE WORK AREAS TO ENSURE PUBLIC SAFETY AND CONVENIENCE. THIS SHALL INCLUDE ENSURING THAT ALL EXCAVATIONS ARE PROTECTED AT ALL TIMES.
- ALL CONSTRUCTION SIGNING, DRUMS, BARRICADES AND OTHER DEVICES SHALL CONFORM WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AS AMENDED AND BOSTON TRANSPORTATION DEPARTMENT SIGN STANDARDS.
- ALL TRAFFIC CONTROL DEVICES SHALL BE INSTALLED ALONG THE ROADWAY IN ORDER WITH THE FLOW OF TRAFFIC. SIMILARLY, ALL DEVICES SHALL BE REMOVED IN ORDER AGAINST THE FLOW OF TRAFFIC.
- CHANNELIZATION WILL BE ACCOMPLISHED THROUGH THE USE OF REFLECTORIZED PLASTIC DRUMS OR APPROVED EQUAL IN ACCORDANCE WITH THE MUTCD.
- CONTRACTOR SHALL COORDINATE WITH THE CITY TO ACCOMMODATE ACCESS NEEDS OF ABUTTING PROPERTIES NOT SPECIFIED IN THE PLANS.
- CONTRACTOR SHALL MAINTAIN EMERGENCY PASSAGE AT ALL TIMES TO BUILDINGS WITHIN THE PROJECT LIMITS. CONTRACTOR SHALL MAINTAIN 24-HOUR EMERGENCY VEHICLE ACCESS TO AND THROUGH CONSTRUCTION AREAS.
- CONTRACTOR SHALL PROVIDE POLICE DETAIL OFFICERS FOR WORK WITHIN THE CITY OF BOSTON RIGHT OF WAY AS STIPULATED IN THE CITY OF BOSTON MUNICIPAL CODE (CHAPTER 11, SECTION 6.9).
- CONTRACTOR SHALL USE STATE POLICE DETAIL OFFICERS ON DCR ROADWAYS.
- SAFETY SIGNS PROPOSED FOR LOCATIONS OTHER THAN ERECTED ON TEMPORARY BARRICADES MAY BE ERECTED ON EXISTING LIGHT POLES, SIGN POSTS, AND OTHER EXISTING FEATURES AS APPROVED BY THE CITY.
- LOCATIONS OF SIGNS SHOWN ARE APPROXIMATE. EXACT LOCATIONS SHALL BE DETERMINED BY THE CONTRACTOR IN THE FIELD. THE CONTRACTOR SHALL ENSURE THAT SIGNS ARE PLACED SO MAXIMUM VISIBILITY IS OBTAINED.
- EXISTING SIGNAGE WHICH CONFLICTS WITH PROPOSED SIGNING SHALL BE REMOVED AND STACKED OR COVERED AS DETERMINED BY THE CITY. IF NECESSARY, AT THE END OF CONSTRUCTION THE CONTRACTOR SHALL RESTORE THE SIGNAGE TO ORIGINAL.
- THE BOSTON POLICE, FIRE, AND TRANSPORTATION DEPARTMENTS SHALL BE ADVISED OF THE SCHEDULE OF CONSTRUCTION AS WELL AS OF ANY DETOURS OR ALTERNATE ROUTES.

- CONTRACTOR SHALL NOT REMOVE PARKING METER HEADS AND SHALL COORDINATE WITH CITY OF BOSTON FOR THEIR REMOVAL.
- WHERE AN EXISTING UTILITY IS FOUND TO CONFLICT WITH THE PROPOSED WORK, THE LOCATION, ELEVATION, AND SIZE OF THE UTILITY SHALL BE ACCURATELY DETERMINED WITHOUT DELAY BY THE CONTRACTOR AND THE INFORMATION FURNISHED TO THE CITY FOR RESOLUTION OF THE CONFLICT.
- THE CONTRACTOR SHALL MAKE ALL ARRANGEMENTS FOR THE ALTERATION AND ADJUSTMENT OF ELECTRIC, TELEPHONE, AND ANY OTHER PRIVATE UTILITIES BY THE UTILITY COMPANIES AT NO ADDITIONAL COST TO THE CITY. IF THE CONTRACTOR ADJUSTS UTILITY COVERS IT SHALL BE DEEMED PART OF THE WORK AND THERE WILL BE NO ADDITIONAL COMPENSATION.
- ALL UTILITY COMPANIES, PUBLIC AND PRIVATE, MUST BE NOTIFIED, INCLUDING THOSE IN CONTROL OF UTILITIES NOT SHOWN ON THIS PLAN, (SEE CHAPTER 370, ACTS OF 1963, MASSACHUSETTS) PRIOR TO EXCAVATING, BLASTING, INSTALLING, BACKFILLING GRADING, PAVEMENT RESTORATION, OR REPAVING.
- THE ACCURACY AND COMPLETENESS OF UNDERGROUND UTILITIES ARE NOT GUARANTEED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE EXACT LOCATION, SIZE, TYPE, ETC. OF ALL UNDERGROUND UTILITIES THAT MAY BE AFFECTED BY THE WORK. AT LEAST 72 HOURS BEFORE DIGGING BEGINS, THE CONTRACTOR IS REQUIRED TO CALL DIG SAFE AT (888)344-7233. ALL CITY OWNED UTILITY STRUCTURES WITHIN AREAS AFFECTED BY THE WORK SHALL BE ADJUSTED TO NEW LINE AND GRADE AS DIRECTED BY THE ENGINEER. ANY UTILITY POLES AND/OR GUY POLES WITHIN AREAS AFFECTED BY THE WORK SHALL BE REMOVED AND RESET BY THE RESPECTIVE UTILITY COMPANY. ALTERATIONS TO UTILITIES NOT OWNED BY THE CITY SHALL BE MADE BY THE RESPECTIVE UTILITY OWNERS.
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE SHOP DRAWINGS FOR CONSTRUCTION MANAGEMENT EFFORTS OUTSIDE OF THE SITE PLANS AND TO COMPLY WITH CONDITIONS OUTLINED WITHIN THE PLANS AND SPECIFICATIONS USING APPROVED METHODS.
- AREAS OUTSIDE THE LIMITS OF PROPOSED WORK DISTURBED BY THE CONTRACTOR'S OPERATIONS, INCLUDING STAGING AREAS, SHALL BE RESTORED BY THE CONTRACTOR TO THEIR ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE.
- THE CONTRACTOR IS HEREBY NOTIFIED THAT ADDITIONAL WORK WITHIN THE PROJECT LIMITS MAY BE PERFORMED BY OTHERS.
- THE CONTRACTOR SHALL FIELD VERIFY CONDITIONS AND DIMENSIONS PRIOR TO CONSTRUCTION.
- THE CONTRACTOR SHALL VERIFY PROPERTY LIMITS PRIOR TO CONSTRUCTION AND PLACE ANY TEMPORARY OR NEW EQUIPMENT WITHIN THE PROJECT LIMITS OR THE CITY OF BOSTON'S RIGHT OF WAY.
- PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT FOR REVIEW A DETAILED SCHEDULE OF OPERATIONS IN ADDITION TO OTHER CONTRACT REQUIREMENTS TO THE BOSTON TRANSPORTATION DEPARTMENT AND PUBLIC WORKS DEPARTMENT.

- ANY WORK ASSOCIATED WITH THIS CONSTRUCTION MANAGEMENT PLAN SHALL BE PERFORMED IN ACCORDANCE WITH THE BOSTON PUBLIC WORKS DEPARTMENT STANDARD SPECIFICATIONS AND DRAWINGS BTD STANDARD SPECIFICATIONS AND DRAWINGS; THE PLANS AND THE SPECIAL PROVISIONS. WHERE CONFLICTS EXIST, THE BTD AND BPWD SPECIFICATIONS SHALL GOVERN.
- NO EXISTING PUBLIC UTILITY STRUCTURES SHALL BE ABANDONED AND/OR DISMANTLED WITHOUT AUTHORIZATION FROM THE CITY.
- THE CONTRACTOR SHALL DISPOSE OF ALL WASTE MATERIAL IN ACCORDANCE WITH ALL FEDERAL, STATE AND LOCAL REGULATIONS AT HIS OWN EXPENSE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ADEQUATE STREET LIGHTING ADJACENT TO THE PROJECT, FOR THE DURATION OF THE PROJECT, AS APPROVED BY THE CITY. CONTRACTOR SHALL ENSURE THAT STREET LIGHTING SERVICE WILL NOT BE INTERRUPTED AND THAT STREET LIGHTING WILL BE OPERATIONAL AT THE END OF EACH WORKDAY.
- ALL PAVEMENT MARKINGS IN PLACE FOR 6 MONTHS OR MORE SHALL BE THERMOPLASTIC, OR APPROVED EQUAL, AND MEET BTD SPECIFICATIONS. IF NECESSARY, AT THE END OF CONSTRUCTION THE CONTRACTOR SHALL RESTORE THE PAVEMENT MARKINGS TO ORIGINAL.
- THE CONTRACTOR SHALL ERADICATE EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH PROPOSED PAVEMENT MARKINGS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACING ANY TRAFFIC SIGNAL EQUIPMENT, LOOP DETECTORS, PAVEMENT MARKINGS, AND SIGNAGE DAMAGED OR TEMPORARILY REMOVED DURING CONSTRUCTION.
- CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING ANY WEIGHT RESTRICTIONS ON AREA BRIDGES AND TO INSURE THAT TRAFFIC DOES NOT EXCEED WEIGHT RESTRICTIONS IF BRIDGES ARE USED.
- AT CROSSWALK LOCATIONS AND OTHER LOCATIONS WHERE PEDESTRIAN AND/OR VEHICLE SIGHT LINES MAY BE IMPACTED BY CONSTRUCTION FENCING, THE CONTRACTOR SHALL NOT INSTALL SCREEN THAT MAY DIMINISH SIGHT LINES.
- THE PARKING METERS SHALL BE REMOVED IN ACCORDANCE WITH BTD'S "RULES FOR WORK THAT INVOLVES BTD PARKING METER AND MULTI-SPACE PARKING KIOSK REMOVAL GUIDELINES."
- IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REMOVE AND STACK ALL TEMPORARY SIGNAGE INCLUDING PARKING RESTRICTIONS, DETOUR ROUTES, AND WARNING SIGNS UTILIZED DURING CONSTRUCTION.
- ALL EXISTING PAVEMENT MARKINGS TO BE REMOVED SHALL BE REMOVED BY MECHANICAL MEANS ONLY.
- CONTRACTOR IS RESPONSIBLE FOR REMOVING ALL DETOUR SIGNAGE, TRAFFIC CONTROL DEVICES, AND TEMPORARY PAVEMENT MARKINGS AT NO EXTRA COST.

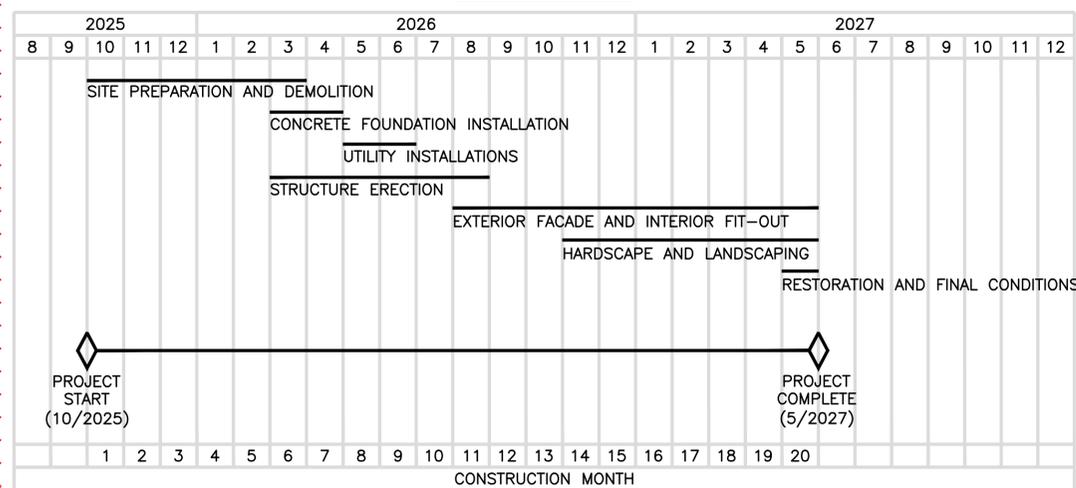
CMP LEGEND

	SIGN
	CONSTRUCTION GATE
	ROLLING GATE
	PERMANENT CHAIN LINK FENCE
	MOVEABLE CHAIN LINK FENCE
	CONSTRUCTION DRUM
	CONSTRUCTION CONE
	TRAFFIC FLOW
	PEDESTRIAN FLOW
	POLICE DETAIL
	SIGNALIZED INTERSECTION
	PORTABLE PRECAST CONCRETE BARRIER
	CHAIN LINK FENCE ON CONCRETE BARRIER
	PORTABLE PRECAST CONCRETE BARRIER WITH HANDRAIL
	TAPERED END BARRIER
	IMPACT ATTENUATOR
	WATER-FILLED TEMPORARY BARRIER
	TEMPORARY WHEELCHAIR RAMP (SIDE APRONS)
	TEMPORARY PARALLEL PEDESTRIAN RAMP
	PEDESTRIAN RAMP
	BUILDING ACCESS POINTS

ABBREVIATIONS

R&R	REMOVE & RESET
R&S	REMOVE & STACK
PBS	PRINT BOTH SIDES
PROP	PROPOSED
TEMP	TEMPORARY

BAR SCHEDULE



ISSUED FOR CONSTRUCTION

DATE	DESCRIPTION	BY	REV #
2/18/2026	SCHEDULE UPDATES	SA	3
11/19/2025	PARKING SIGN UPDATES	SF	2
10/20/2025	SCHEDULE UPDATES	SA	1



DESIGNED BY D. SCHULTZ
 DRAWN BY S. ALSHAWABKEH
 CHECKED BY K. MARTIN
 APPROVED BY R. BURGESS

CITY OF BOSTON TRANSPORTATION DEPARTMENT
 ENGINEERING DIVISION
 CONSTRUCTION MANAGEMENT PLAN

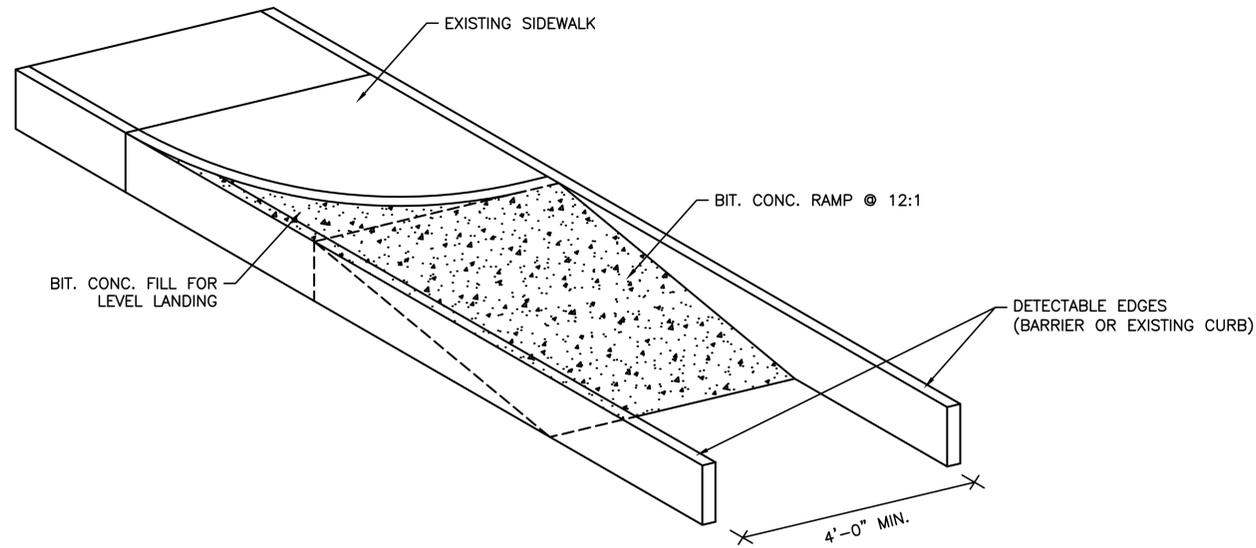
1471 BLUE HILL AVENUE
GENERAL NOTES, LEGEND & SCHEDULE

BOSTON

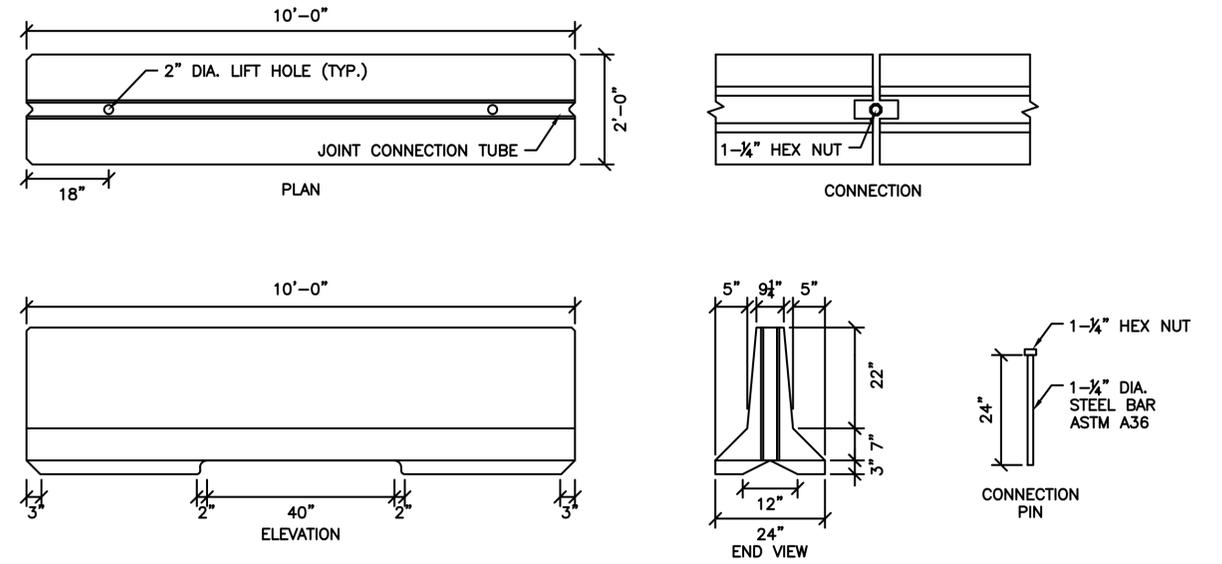
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 DISTRICT: 2

DATE: AUG 4, 2025
 DRAWING NO. CMP-002
 SHEET 2 OF 15

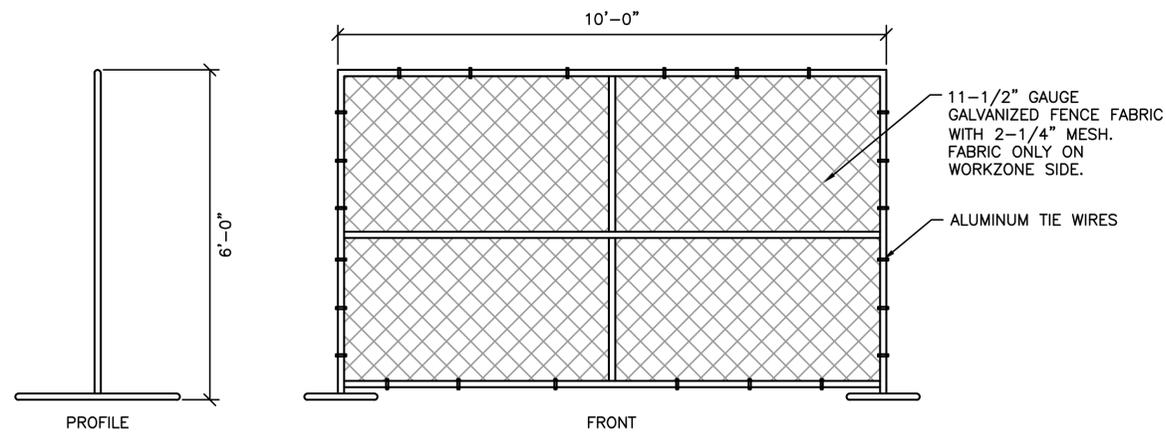




TEMPORARY WHEELCHAIR RAMP
(SIDEWALK EXTENSION)

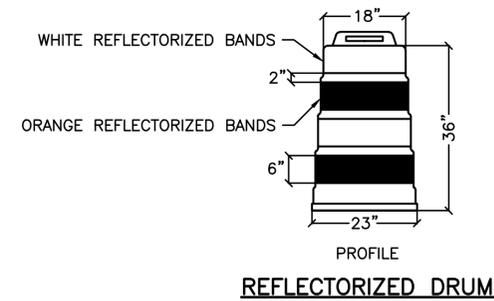


TEMPORARY CONCRETE BARRIER
MASH TL-2



NOTE:
A PERMANENT CHAIN LINK FENCE SHALL HAVE THE SAME SPECIFICATIONS AS SHOWN FOR A MOVEABLE CHAIN LINK FENCE, HOWEVER THE POSTS SHALL BE CORED INTO THE PAVEMENT.

MOVEABLE CHAIN LINK FENCE



REFLECTORIZED DRUM

ISSUED FOR CONSTRUCTION

DATE	DESCRIPTION	BY	REV #
2/18/2026	SCHEDULE UPDATES	SA	3
11/19/2025	PARKING SIGN UPDATES	SF	2
10/20/2025	SCHEDULE UPDATES	SA	1



DESIGNED BY D. SCHULTZ
DRAWN BY S. ALSHAWABKEH
CHECKED BY K. MARTIN
APPROVED BY R. BURGESS

CITY OF BOSTON TRANSPORTATION DEPARTMENT
ENGINEERING DIVISION
CONSTRUCTION MANAGEMENT PLAN

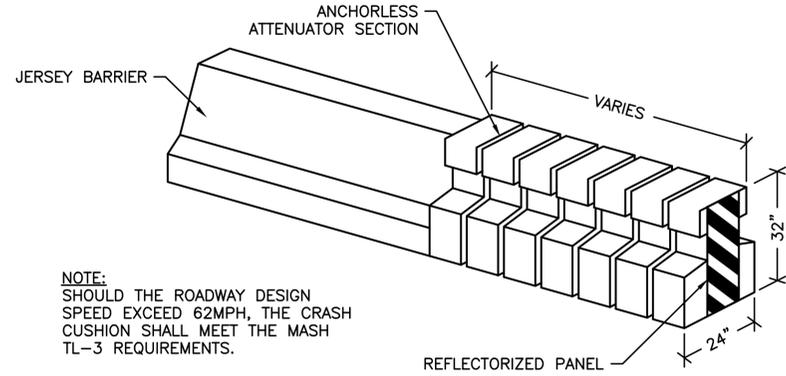
1471 BLUE HILL AVENUE
TEMPORARY TRAFFIC CONTROL DEVICES I

BOSTON

AREA: 2
DISTRICT: 2

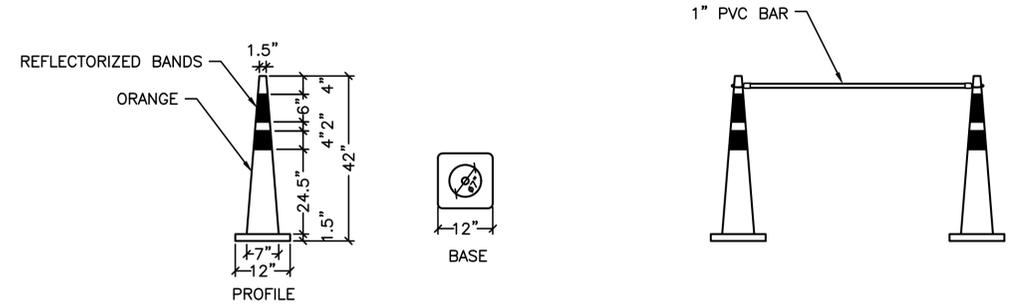
DATE: AUG 4, 2025
DRAWING NO. CMP-003
SHEET 3 OF 15



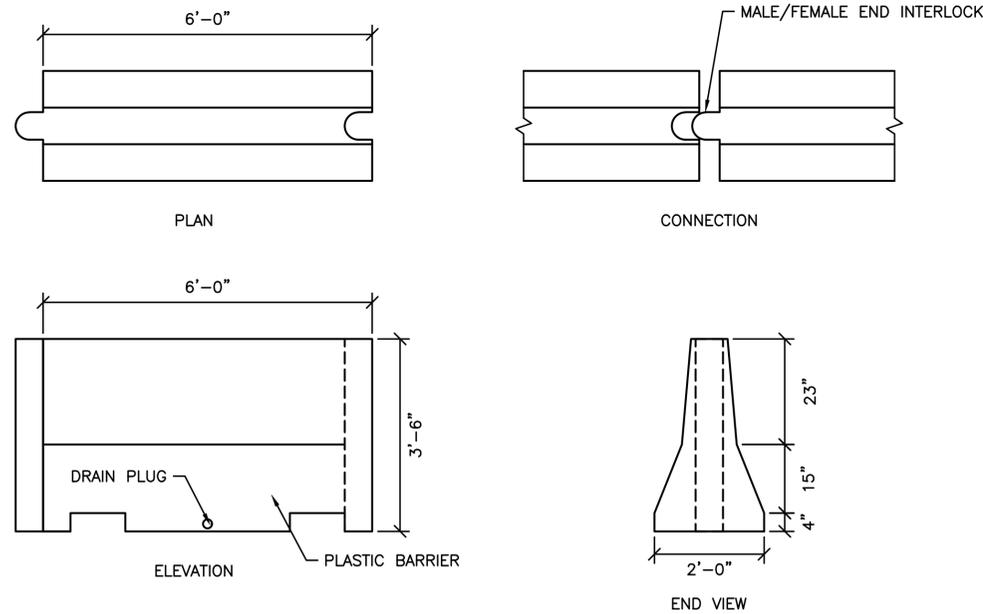


NOTE:
SHOULD THE ROADWAY DESIGN
SPEED EXCEED 62MPH, THE CRASH
CUSHION SHALL MEET THE MASH
TL-3 REQUIREMENTS.

WATER-FILLED CRASH CUSHION ATTENUATOR
(MASH TL-2 CERTIFIED)*
NOT TO SCALE

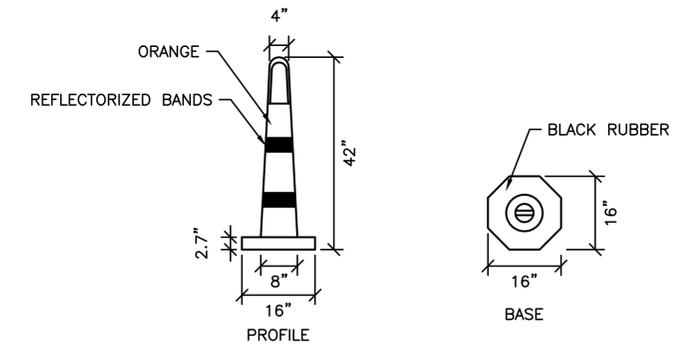


42" TRAFFIC CONE WITH CONE BAR



NOTE:
NON-TOXIC ANTI-FREEZE SHALL BE USED TO PREVENT FREEZING.

WATER-FILLED TEMPORARY BARRIER



REFLECTORIZED STACKER CONE

ISSUED FOR CONSTRUCTION

DATE	DESCRIPTION	BY	REV #
2/18/2026	SCHEDULE UPDATES	SA	3
11/19/2025	PARKING SIGN UPDATES	SF	2
10/20/2025	SCHEDULE UPDATES	SA	1



DESIGNED BY D. SCHULTZ
DRAWN BY S. ALSHAWABKEH
CHECKED BY K. MARTIN
APPROVED BY R. BURGESS

CITY OF BOSTON TRANSPORTATION DEPARTMENT
ENGINEERING DIVISION
CONSTRUCTION MANAGEMENT PLAN

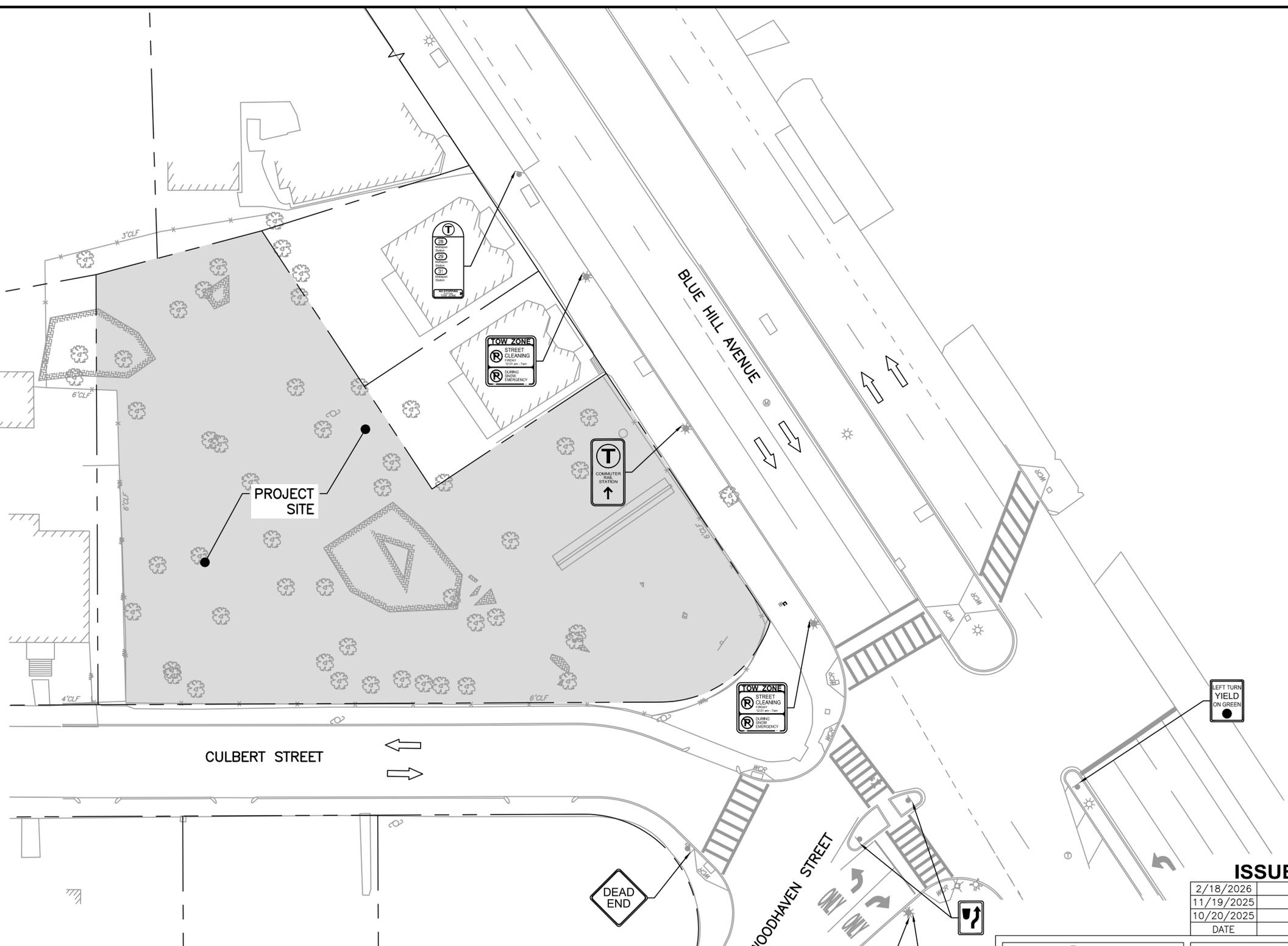
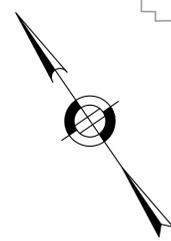
1471 BLUE HILL AVENUE
TEMPORARY TRAFFIC CONTROL DEVICES II

BOSTON

AREA: 2
DISTRICT: 2

DATE: AUG 4, 2025
DRAWING NO. CMP-004
SHEET 4 OF 15





ISSUED FOR CONSTRUCTION

DATE	DESCRIPTION	BY	REV #
2/18/2026	SCHEDULE UPDATES	SA	3
11/19/2025	PARKING SIGN UPDATES	SF	2
10/20/2025	SCHEDULE UPDATES	SA	1



DESIGNED BY D. SCHULTZ
 DRAWN BY S. ALSHAWABKEH
 CHECKED BY K. MARTIN
 APPROVED BY R. BURGESS

CITY OF BOSTON TRANSPORTATION DEPARTMENT
 ENGINEERING DIVISION
 CONSTRUCTION MANAGEMENT PLAN

1471 BLUE HILL AVENUE
EXISTING CONDITIONS

BOSTON

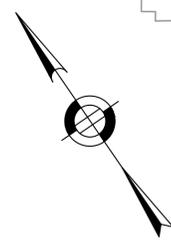
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 SHEET 5 OF 15

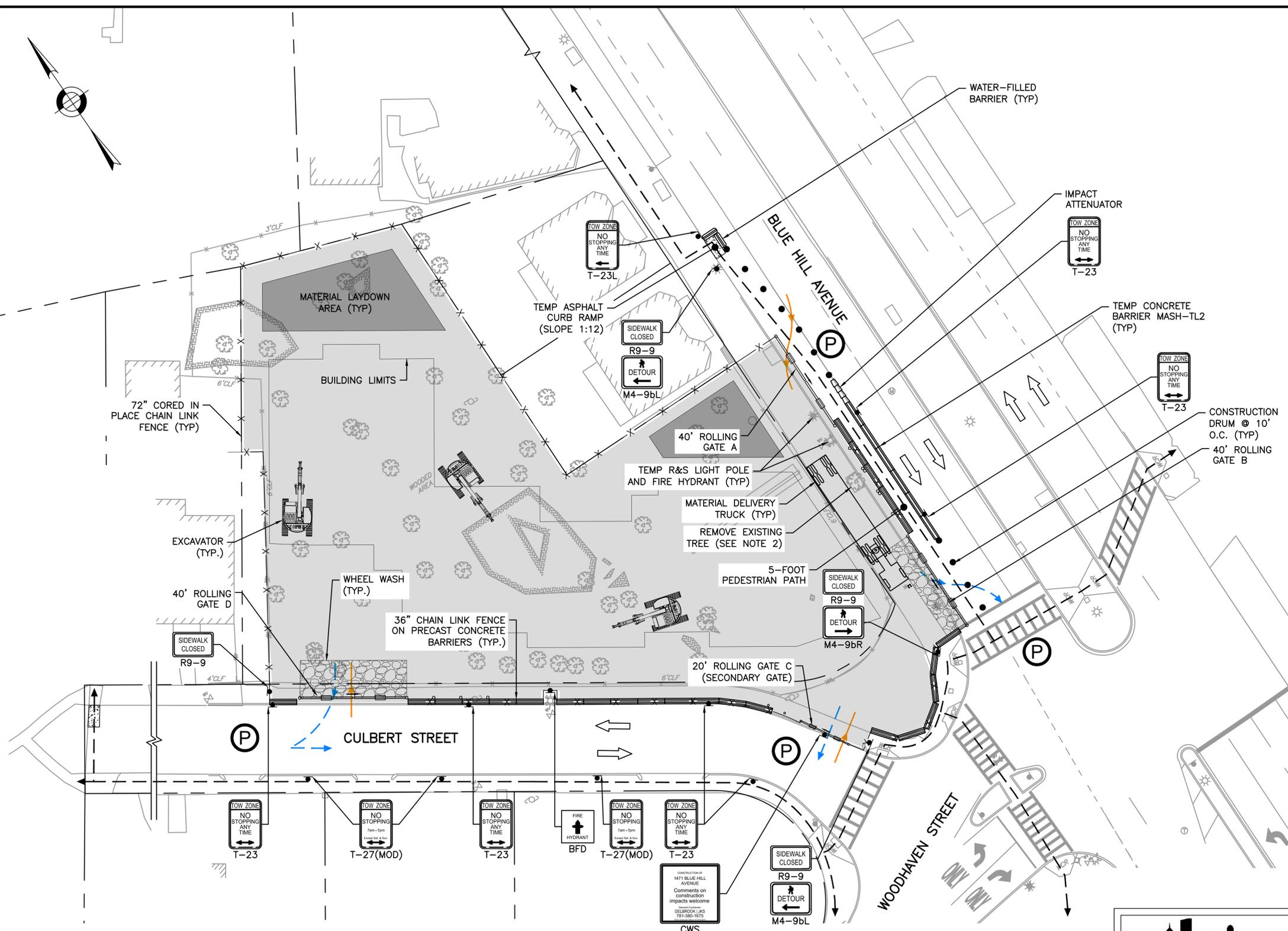


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 Last Saved by: S.ALSHAWABKEH
 Printed by: Sammy Alshawabkeh



- WORK TO BE COMPLETED:**
1. ERECT SITE FENCE, BARRIER, PEDESTRIAN PATH, AND SIGNAGE.
 2. EXCAVATE SITE TO SUBSURFACE LEVEL.
- NOTES:**
1. SEE SHEET 13 FOR TRUCK TURNING MANEUVERS.
 2. CONTRACTOR SHALL COORDINATE WITH BOSTON PARKS AND RECREATION PRIOR TO THE REMOVAL OF ANY TREES IN THE CITY OF BOSTON RIGHT OF WAY.
 3. CONTRACTOR SHALL COORDINATE TEMPORARY LIGHT POLE REMOVAL WITH THE DEPARTMENT OF PUBLIC WORKS.
 4. CONTRACTOR SHALL COORDINATE TEMPORARY FIRE HYDRANT REMOVAL WITH BOSTON FIRE DEPARTMENT.



DURATION
OCTOBER 2025 - MARCH 2026
(27 WEEKS)

ISSUED FOR CONSTRUCTION

DATE	DESCRIPTION	BY	REV #
2/18/2026	SCHEDULE UPDATES	SA	3
11/19/2025	PARKING SIGN UPDATES	SF	2
10/20/2025	SCHEDULE UPDATES	SA	1



DESIGNED BY D. SCHULTZ
 DRAWN BY S. ALSHAWABKEH
 CHECKED BY K. MARTIN
 APPROVED BY R. BURGESS

CITY OF BOSTON TRANSPORTATION DEPARTMENT
 ENGINEERING DIVISION
 CONSTRUCTION MANAGEMENT PLAN

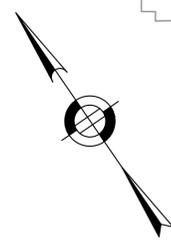
1471 BLUE HILL AVENUE
SITE PREPARATION & MOBILIZATION

BOSTON

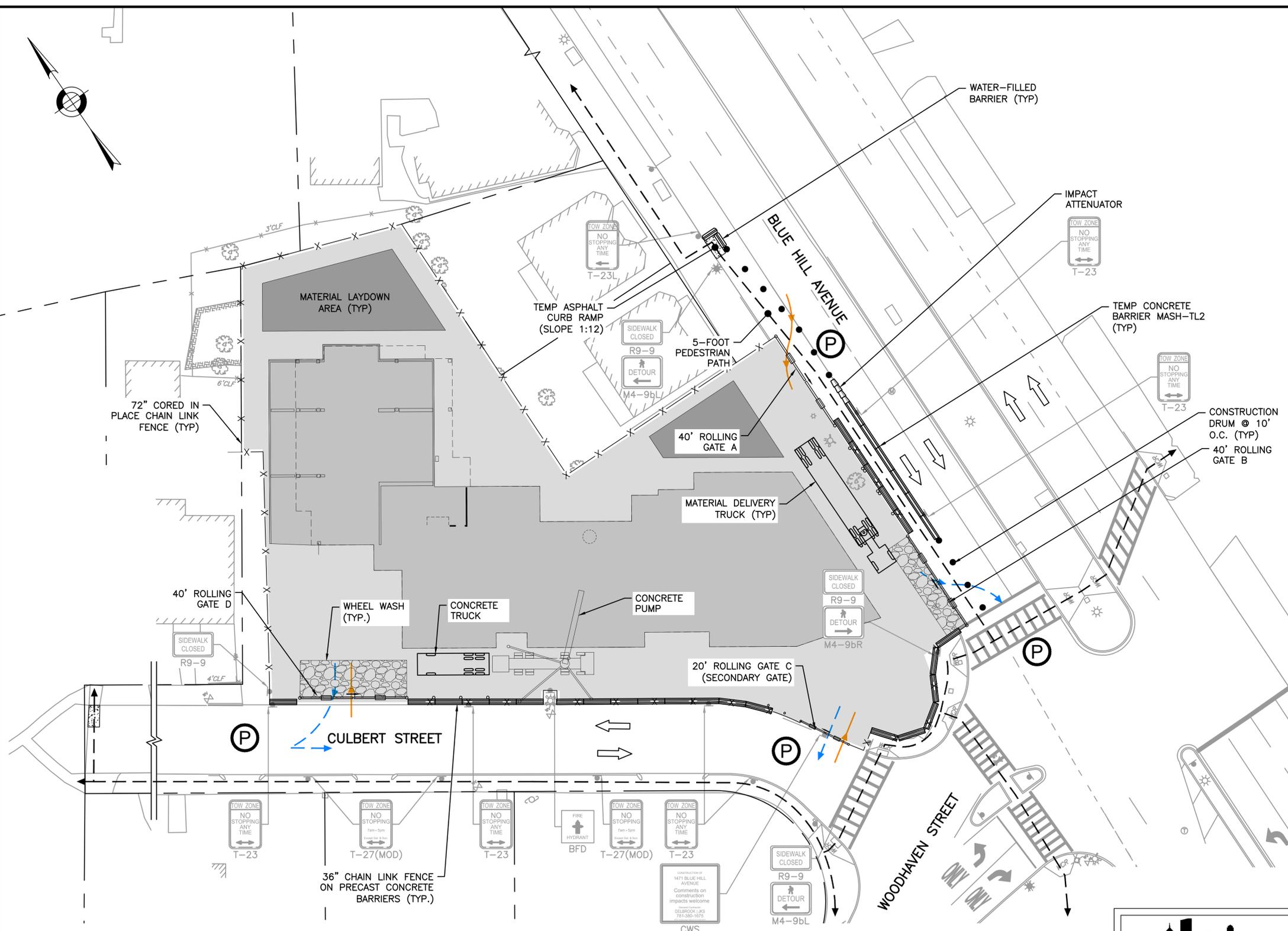
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 DISTRICT: 2

DATE: AUG 4, 2025
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 SHEET 6 OF 15

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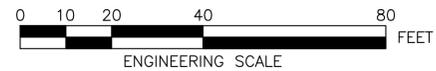
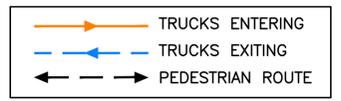
- WORK TO BE COMPLETED:**
1. INSTALL CONCRETE FOUNDATION.
- NOTES:**
1. SEE SHEET 13 FOR TRUCK TURNING MANEUVERS.



ISSUED FOR CONSTRUCTION

DATE	DESCRIPTION	BY	REV #
2/18/2026	SCHEDULE UPDATES	SA	3
11/19/2025	PARKING SIGN UPDATES	SF	2
10/20/2025	SCHEDULE UPDATES	SA	1

DURATION
MARCH 2026 - APRIL 2026
(8 WEEKS)



DESIGNED BY D. SCHULTZ
 DRAWN BY S. ALSHAWABKEH
 CHECKED BY K. MARTIN
 APPROVED BY R. BURGESS

CITY OF BOSTON TRANSPORTATION DEPARTMENT
 ENGINEERING DIVISION
 CONSTRUCTION MANAGEMENT PLAN

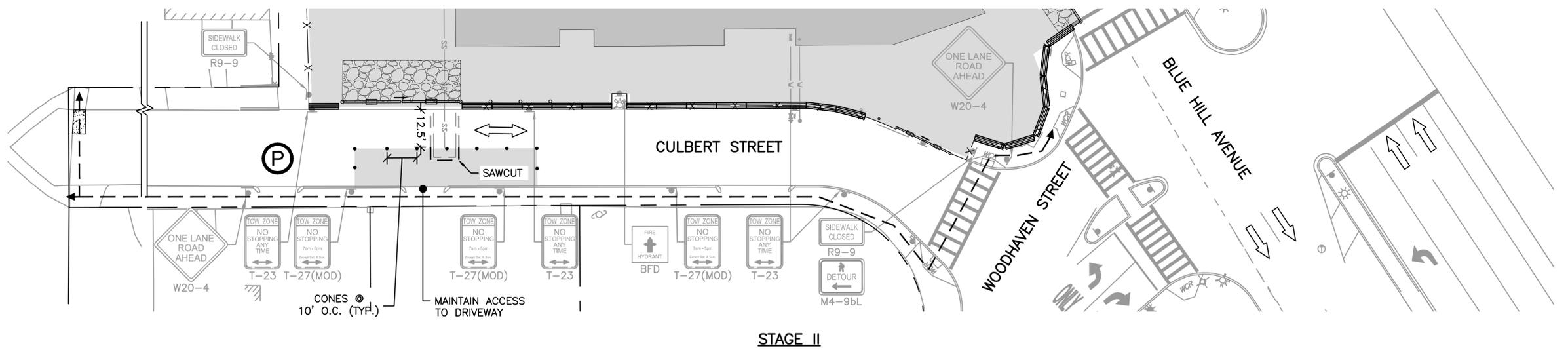
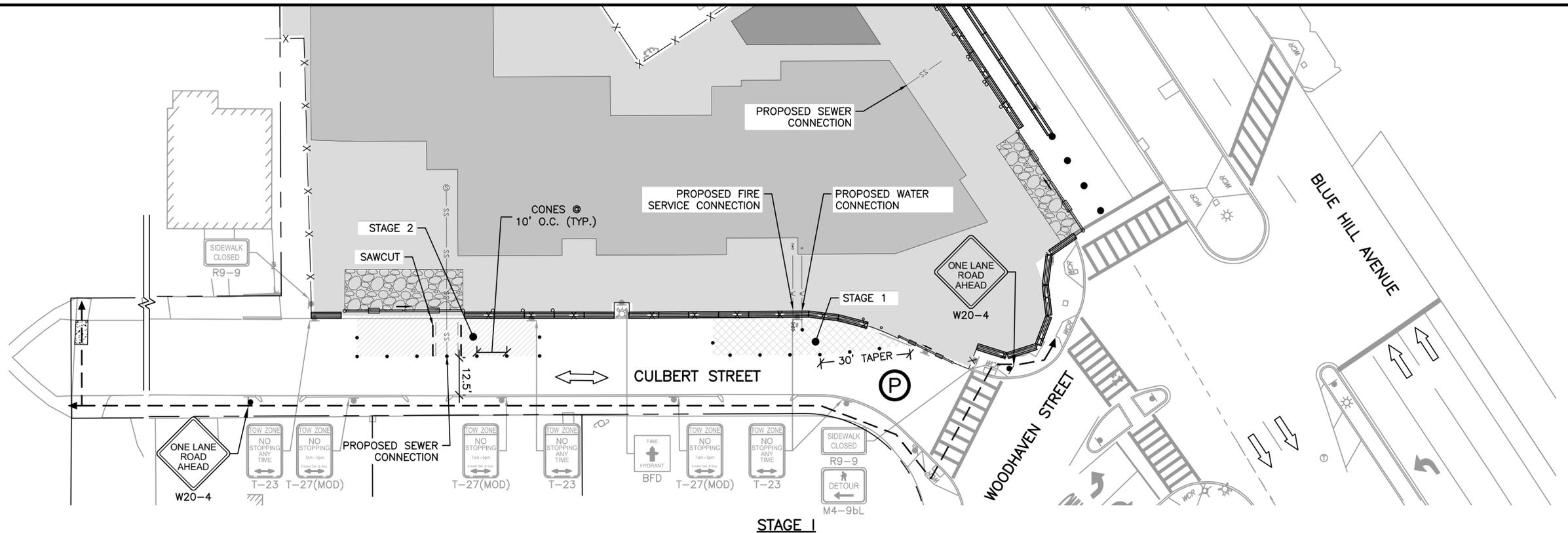
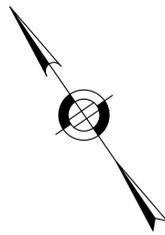
1471 BLUE HILL AVENUE
CONCRETE FOUNDATION INSTALLATION

BOSTON

AREA: 2
 DISTRICT: 2

DATE: AUG 4, 2025
 DRAWING NO. CMP-007
 SHEET 7 OF 15

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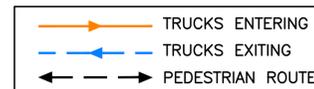


WORK TO BE COMPLETED:

1. INSTALL UTILITY CONNECTIONS IN CULBERT STREET.

NOTES:

1. WORK TO BE COMPLETED DURING OFF-PEAK WORK HOURS (9:30AM-3:30PM) OR AS DIRECTED BY BTS. UPON COMPLETION OF EACH WORK PERIOD, THE UTILITY TRENCHES SHALL BE STEEL-PLATED AND THE LANES SHALL BE REOPENED AT THE END OF EACH DAY. IF WORK OCCURS DURING THE WINTER MORATORIUM, UTILITY TRENCHES SHALL BE BACKFILLED, COMPACTED AND PAVED WITH HOT MIX ASPHALT AT THE END OF EACH DAY. STEEL PLATES SHALL NOT BE USED DURING THE WINTER MORATORIUM.
2. POLICE DETAILS SHALL BE PRESENT DURING ONE WAY ALTERNATING TRAFFIC PATTERN. WORK SHALL NOT OCCUR WITHOUT A POLICE DETAIL PRESENT.



ISSUED FOR CONSTRUCTION

DATE	DESCRIPTION	BY	REV #
2/18/2026	SCHEDULE UPDATES	SA	3
11/19/2025	PARKING SIGN UPDATES	SF	2
10/20/2025	SCHEDULE UPDATES	SA	1



DESIGNED BY D. SCHULTZ
 DRAWN BY S. ALSHAWABKEH
 CHECKED BY K. MARTIN
 APPROVED BY R. BURGESS

CITY OF BOSTON TRANSPORTATION DEPARTMENT
 ENGINEERING DIVISION
 CONSTRUCTION MANAGEMENT PLAN
1471 BLUE HILL AVENUE
 UTILITY CONNECTIONS
 BOSTON

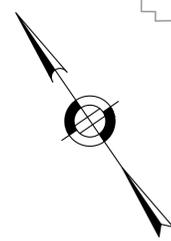
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 DISTRICT: 2

DATE: AUG 4, 2025
 DRAWING NO. CMP-008
 SHEET 8 OF 15



DURATION
MAY 2026 - JUNE 2026
(4 WEEKS)

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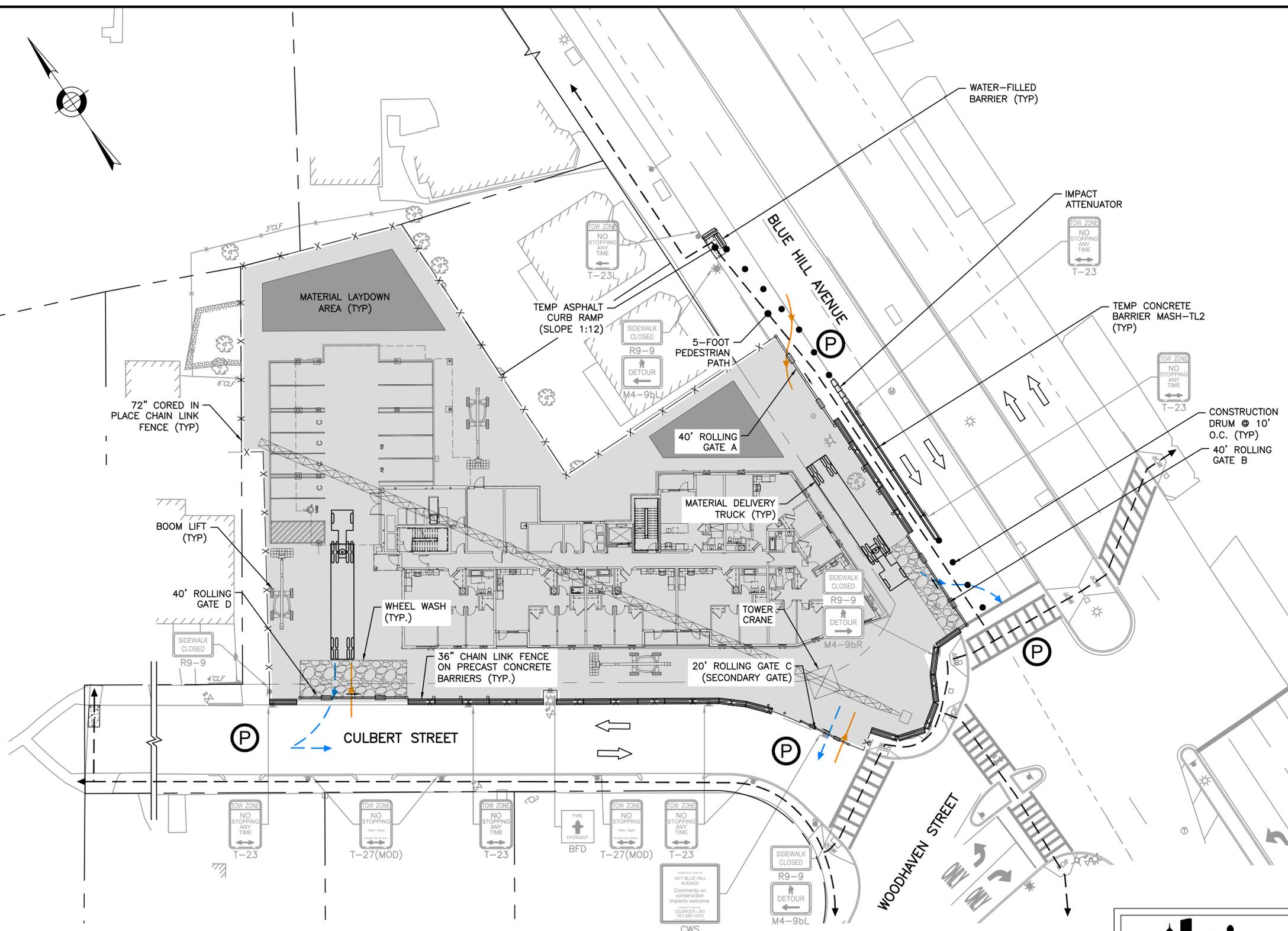


WORK TO BE COMPLETED:

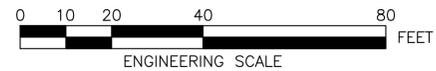
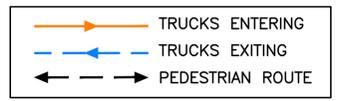
1. ERECT BUILDING STRUCTURE.

NOTES:

1. SEE SHEET 13 FOR TRUCK TURNING MANEUVERS.



DURATION
MARCH 2026 - AUGUST 2026
(22 WEEKS)



ISSUED FOR CONSTRUCTION

DATE	DESCRIPTION	BY	REV #
2/18/2026	SCHEDULE UPDATES	SA	3
11/19/2025	PARKING SIGN UPDATES	SF	2
10/20/2025	SCHEDULE UPDATES	SA	1



DESIGNED BY D. SCHULTZ
 DRAWN BY S. ALSHAWABKEH
 CHECKED BY K. MARTIN
 APPROVED BY R. BURGESS

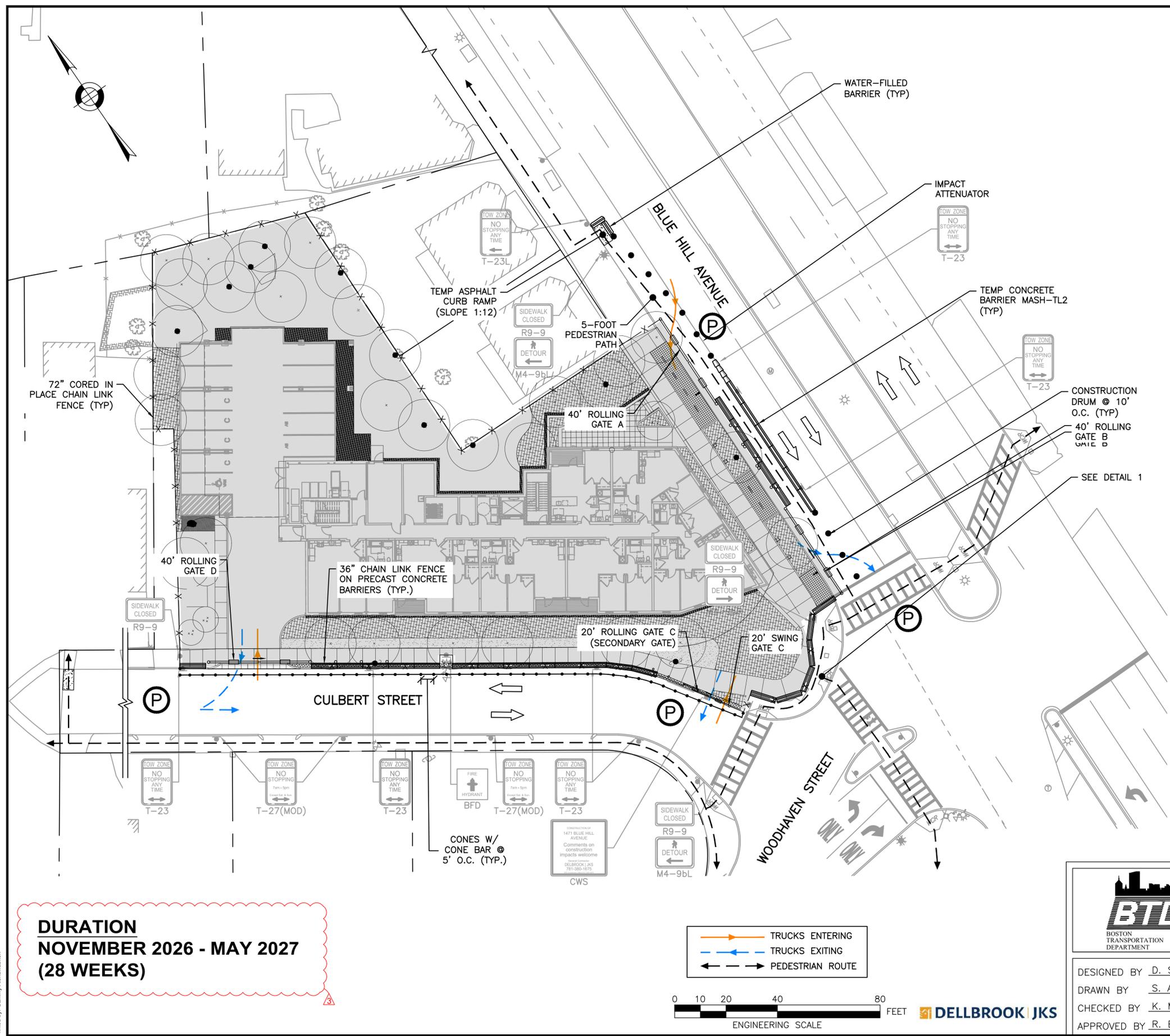
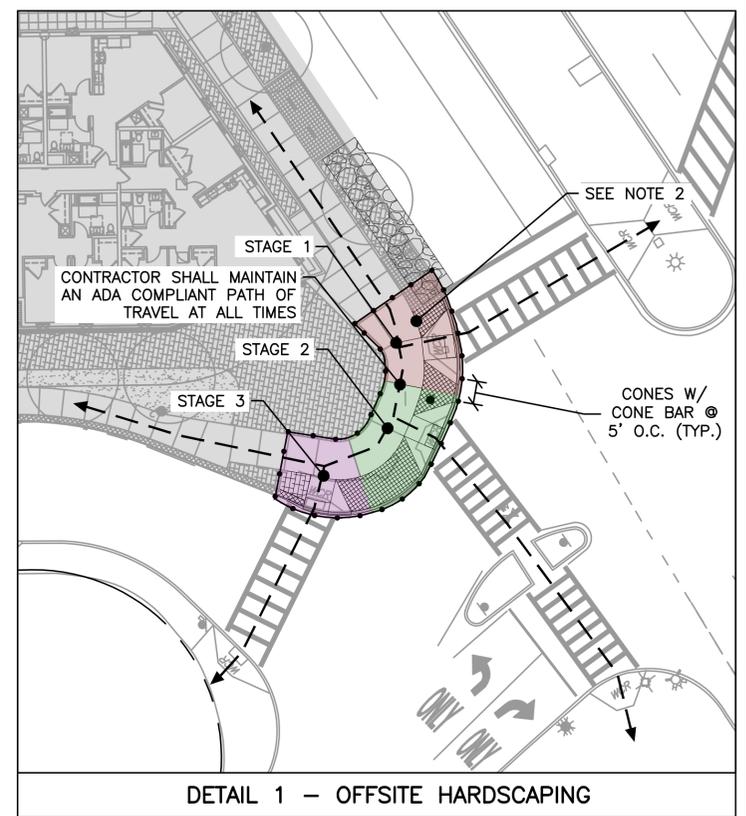
CITY OF BOSTON TRANSPORTATION DEPARTMENT
 ENGINEERING DIVISION
 CONSTRUCTION MANAGEMENT PLAN

1471 BLUE HILL AVENUE
STRUCTURE ERECTION

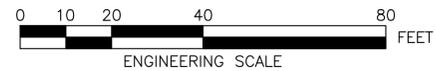
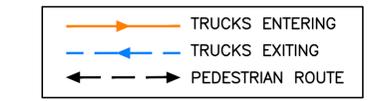
BOSTON
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 DISTRICT: 2
 DATE: AUG 4, 2025
 DRAWING NO. CMP-009
 SHEET 9 OF 15

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 Last Saved by: S.ALSHAWABKEH
 Printed by: Sammy Alshawabkeh

- WORK TO BE COMPLETED:**
1. INSTALL HARDSCAPE AND LANDSCAPING FEATURES.
- NOTES:**
1. SEE SHEET 13 FOR TRUCK TURNING MANEUVERS.
 2. CONTRACTOR SHALL MAINTAIN ACCESS TO TWO CURB RAMP AT ALL TIMES DURING THE OFFSITE HARDSCAPING. NO TWO STAGES SHALL OCCUR CONCURRENTLY.



DURATION
NOVEMBER 2026 - MAY 2027
(28 WEEKS)



ISSUED FOR CONSTRUCTION

DATE	DESCRIPTION	BY	REV #
2/18/2026	SCHEDULE UPDATES	SA	3
11/19/2025	PARKING SIGN UPDATES	SF	2
10/20/2025	SCHEDULE UPDATES	SA	1

BTD
 BOSTON TRANSPORTATION DEPARTMENT

DESIGNED BY D. SCHULTZ
 DRAWN BY S. ALSHAWABKEH
 CHECKED BY K. MARTIN
 APPROVED BY R. BURGESS

CITY OF BOSTON TRANSPORTATION DEPARTMENT
 ENGINEERING DIVISION
 CONSTRUCTION MANAGEMENT PLAN

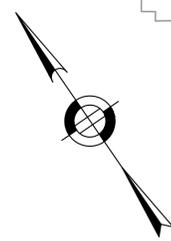
1471 BLUE HILL AVENUE
HARDSCAPE & LANDSCAPING

BOSTON

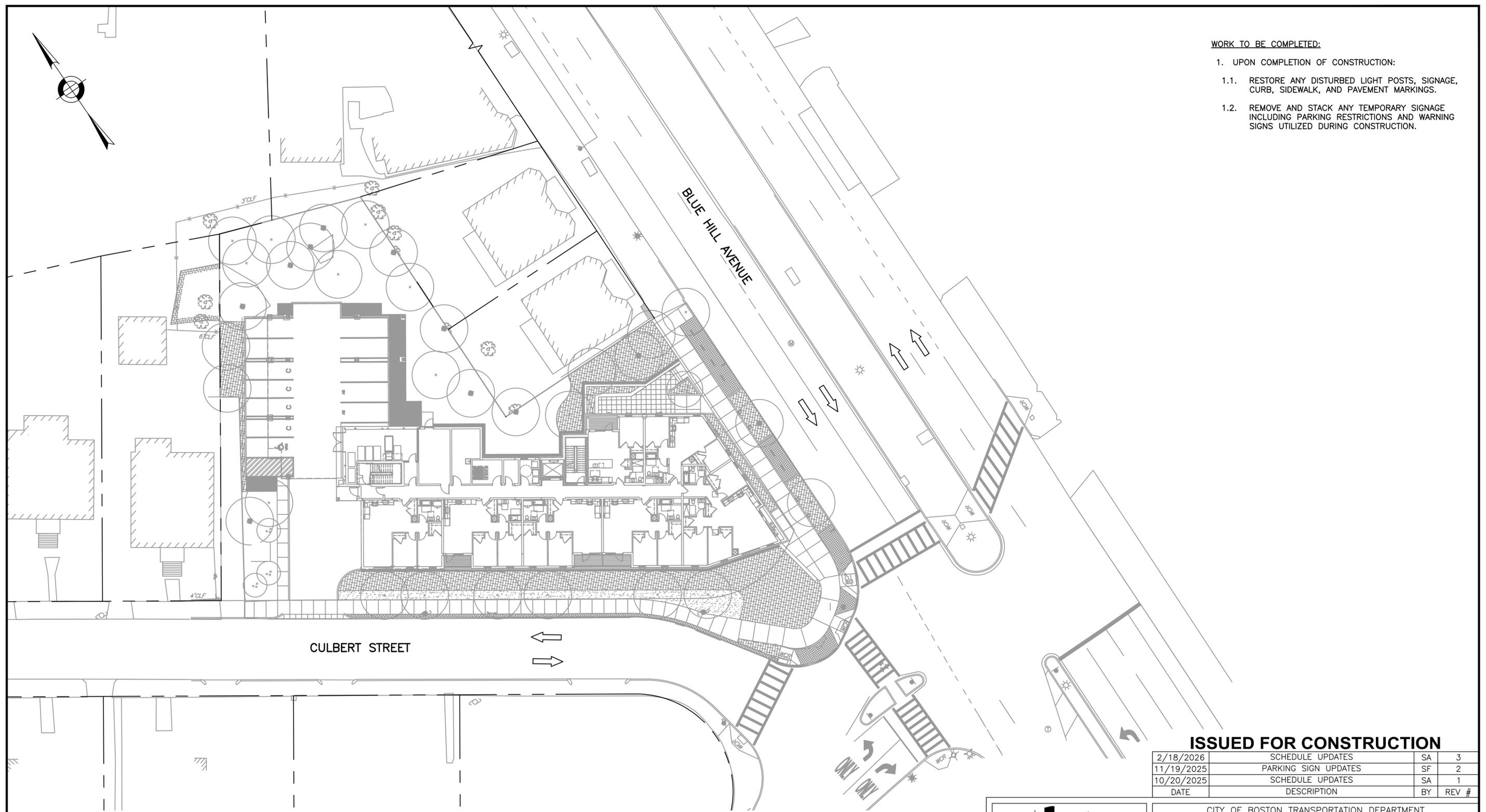
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 DISTRICT: 2

DATE: AUG 4, 2025
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 SHEET 11 OF 15

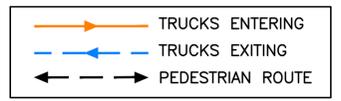
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 Printed by: Sammy Alshawabkeh



- WORK TO BE COMPLETED:**
1. UPON COMPLETION OF CONSTRUCTION:
 - 1.1. RESTORE ANY DISTURBED LIGHT POSTS, SIGNAGE, CURB, SIDEWALK, AND PAVEMENT MARKINGS.
 - 1.2. REMOVE AND STACK ANY TEMPORARY SIGNAGE INCLUDING PARKING RESTRICTIONS AND WARNING SIGNS UTILIZED DURING CONSTRUCTION.



DURATION
MAY 2027
(3 WEEKS)



ISSUED FOR CONSTRUCTION

DATE	DESCRIPTION	BY	REV #
2/18/2026	SCHEDULE UPDATES	SA	3
11/19/2025	PARKING SIGN UPDATES	SF	2
10/20/2025	SCHEDULE UPDATES	SA	1



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 DRAWN BY S. ALSHAWABKEH
 CHECKED BY K. MARTIN
 APPROVED BY R. BURGESS

CITY OF BOSTON TRANSPORTATION DEPARTMENT
 ENGINEERING DIVISION
 CONSTRUCTION MANAGEMENT PLAN

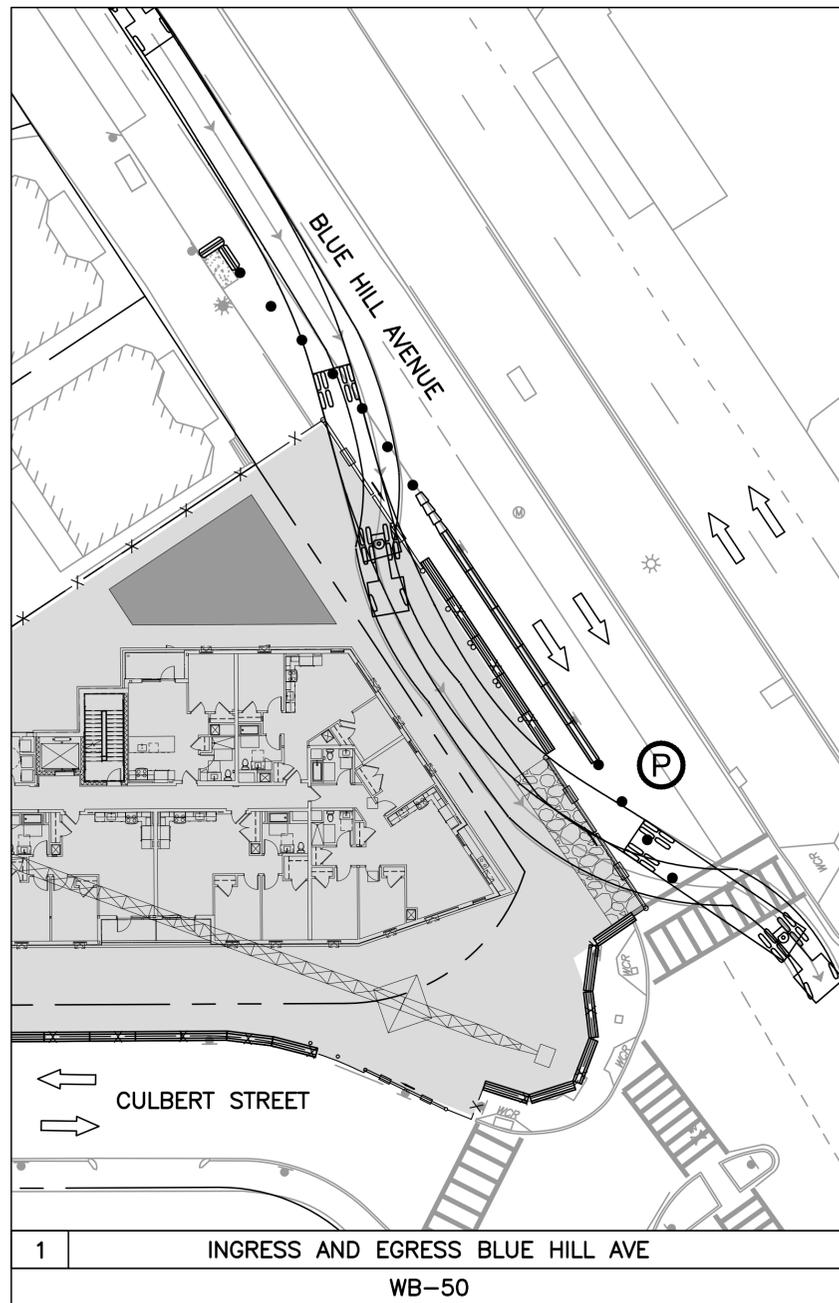
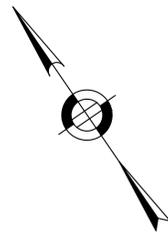
1471 BLUE HILL AVENUE
RESTORATION & FINAL CONDITIONS

BOSTON

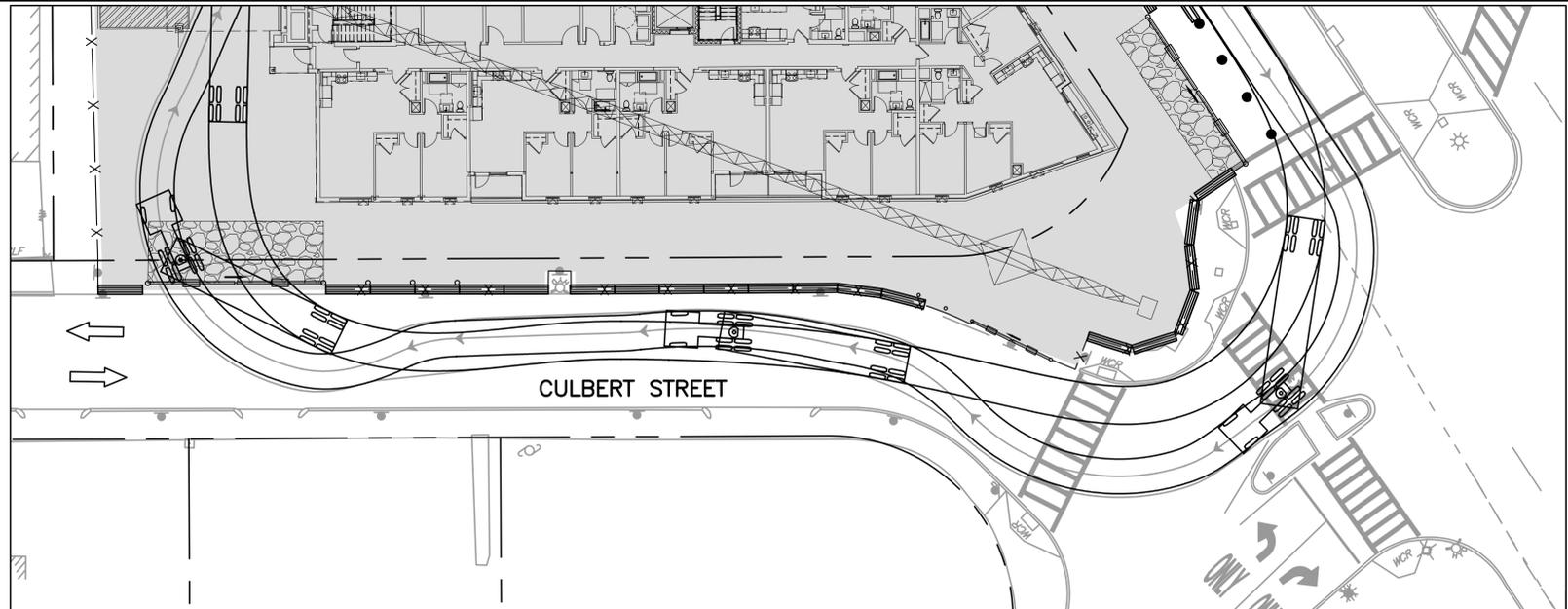
AREA: 2
 DISTRICT: 2

DATE: AUG 4, 2025
 DRAWING NO. CMP-012
 SHEET 12 OF 15

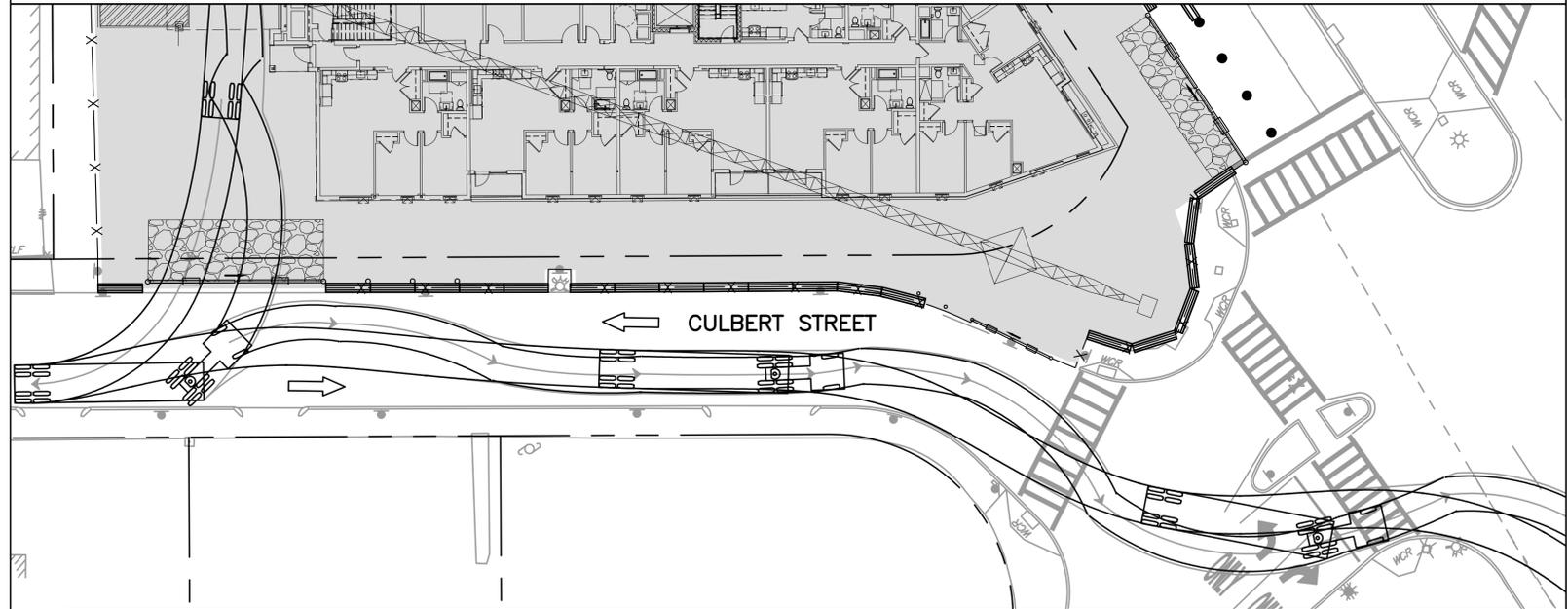
2/18/2026 1:25:05:CURRENT\sheet\sheet\Final Conditions.dwg
 Last Saved by: S.ALSHAWABKEH
 Printed by: Sammy Alshawabkeh



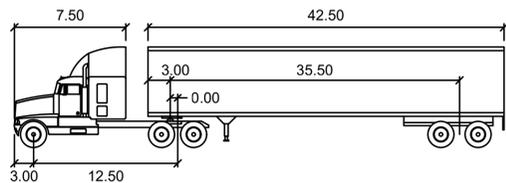
1 INGRESS AND EGRESS BLUE HILL AVE
WB-50



2 INGRESS CULBERT STREET
WB-50



3 EGRESS CULBERT STREET
WB-50



WB-50		feet	
Tractor Width	: 8.00	Lock to Lock Time	: 6.00
Trailer Width	: 8.50	Steering Angle	: 17.70
Tractor Track	: 8.00	Articulating Angle	: 70.00
Trailer Track	: 8.50		



DELLBROOK | JKS

ISSUED FOR CONSTRUCTION

DATE	DESCRIPTION	BY	REV #
2/18/2026	SCHEDULE UPDATES	SA	3
11/19/2025	PARKING SIGN UPDATES	SF	2
10/20/2025	SCHEDULE UPDATES	SA	1



DESIGNED BY D. SCHULTZ
 DRAWN BY S. ALSHAWABKEH
 CHECKED BY K. MARTIN
 APPROVED BY R. BURGESS

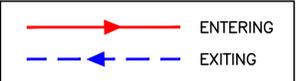
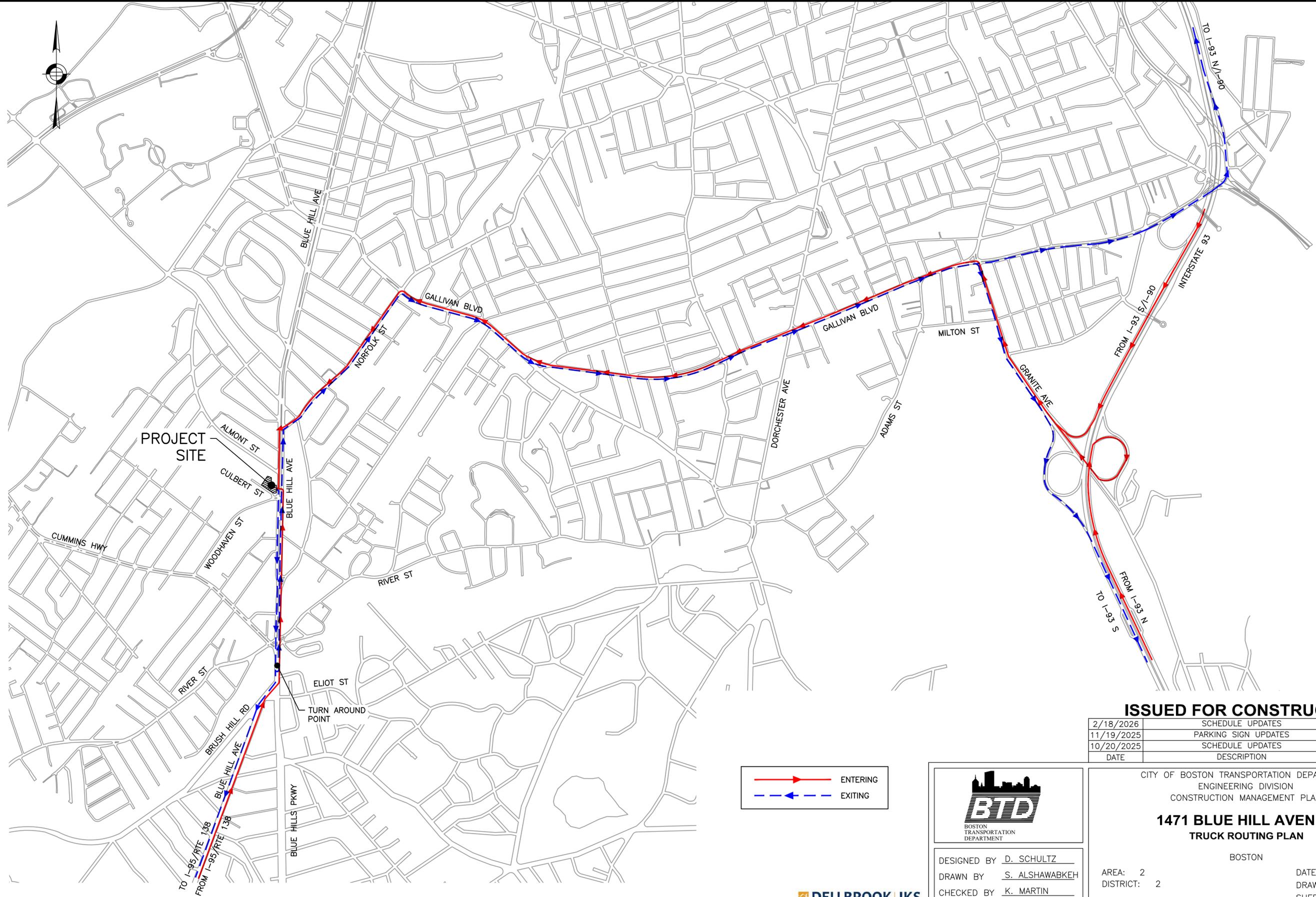
CITY OF BOSTON TRANSPORTATION DEPARTMENT
 ENGINEERING DIVISION
 CONSTRUCTION MANAGEMENT PLAN

**1471 BLUE HILL AVENUE
 TRUCK TURNING MANEUVERS**

BOSTON

AREA: 2
 DISTRICT: 2

DATE: AUG 4, 2025
 DRAWING NO. CMP-013
 SHEET 13 OF 15



ISSUED FOR CONSTRUCTION

DATE	DESCRIPTION	BY	REV #
2/18/2026	SCHEDULE UPDATES	SA	3
11/19/2025	PARKING SIGN UPDATES	SF	2
10/20/2025	SCHEDULE UPDATES	SA	1



DESIGNED BY D. SCHULTZ
 DRAWN BY S. ALSHAWABKEH
 CHECKED BY K. MARTIN
 APPROVED BY R. BURGESS

CITY OF BOSTON TRANSPORTATION DEPARTMENT
 ENGINEERING DIVISION
 CONSTRUCTION MANAGEMENT PLAN

**1471 BLUE HILL AVENUE
 TRUCK ROUTING PLAN**

BOSTON

AREA: 2
 DISTRICT: 2

DATE: AUG 4, 2025
 DRAWING NO. CMP-014
 SHEET 14 OF 15

2/18/2026 1:25:05\CURRENT\sheet\TRUCK ROUTING PLAN.dwg
 Last Saved by: S. ALSHAWABKEH
 Printed by: Sammy Alshawabkeh



SIGN SUMMARY

IDENTIFICATION NUMBER	SIZE OF SIGN (INCHES)		UNIT AREA SF	TEXT	TEXT DIMENSIONS	NUMBER OF SIGNS REQUIRED	COLOR	POST SIZE AND NUMBER REQUIRED PER SIGN	AREA IN SQUARE FEET
	WIDTH	HEIGHT							
BFD	12"	12"	1.00		SEE BOSTON TRANSPORTATION DEPARTMENT STANDARD DETAIL	1	SEE BOSTON TRANSPORTATION DEPARTMENT STANDARD DETAIL	BTD SPEC. MOUNT ON MAST ARM/POST	1.00
CWS	18"	18"	2.25			1			2.25
T-23	12"	18"	1.50			5			7.5
T-23L	12"	18"	1.50			1			1.50
T-27 (MOD)	12"	18"	1.50			3			4.50
M4-9bL	30"	24"	5.00		SEE THE MUTCD STANDARD DETAIL	2	SEE MUTCD STANDARD DETAIL	MUTCD SPEC. MOUNT ON MAST ARM/POST	10.00
M4-9bR	30"	24"	5.00			1			5.00
R9-9	30"	18"	3.75			3			11.25
W20-4	36"	36"	9.00			2			18.00

ISSUED FOR CONSTRUCTION

DATE	DESCRIPTION	BY	REV #
2/18/2026	SCHEDULE UPDATES	SA	3
11/19/2025	PARKING SIGN UPDATES	SF	2
10/20/2025	SCHEDULE UPDATES	SA	1



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CITY OF BOSTON TRANSPORTATION DEPARTMENT
 ENGINEERING DIVISION
 CONSTRUCTION MANAGEMENT PLAN

1471 BLUE HILL AVENUE
SIGN SUMMARY

BOSTON

AREA: 2
 DISTRICT: 2

DATE: AUG 4, 2025
 DRAWING NO. CMP-015
 SHEET 15 OF 15

