

Construction Management Plan



Wellesley Park

148 Weston Road
Wellesley, MA

Prepared by:
Wellesley Park LLC

Table of Contents

1. Intent
 2. Project Description
 3. Project Team
 4. Site Maintenance/Erosion Control
 5. Construction Staging Area
 6. Signage
 7. Perimeter and Tree Protection
 8. Construction Hours
 9. Construction Schedule
 10. Construction Air Quality
 11. Construction Noise
 12. Other Construction Mitigation Measures
 13. Site Maintenance and Snow Removal
 14. Materials Delivery
 15. Truck Traffic
 16. Truck Routes
 17. Construction Worker Parking
 18. Communications
 19. Exhibits
-

1.0 Intent

The purpose of the Construction Management Plan (CMP) is to identify potential impacts resulting from the proposed construction activity for the development of Wellesley Park, a 26-Unit Townhouse Community located at 148 Weston Road and provide solutions that reduce these impacts on the surrounding area.

2.0 Project Description

Located near the center of Wellesley on Weston Road, the proposed building seeks to take advantage of an underutilized site and create a transit-oriented residential development with easy access to the heart of downtown Boston. The site is a short four tenths of a mile walk from the Wellesley Square MBTA Commuter Rail station and right down the block from the vibrant Wellesley Square and Linden Squares, the site consists of a 35,967 SF site at 148 Weston Road, a 11,631 SF site at 140 Weston Road Rear, and a 8,100 SF site at 144 Weston Road for a total site area of approximately 55,698 SF.

The new L-shaped building will be three-stories residential over garage and utilizes the sloping site to provide about 52 below grade parking spaces with access off Weston Road and 12 exterior visitor and drop-off spaces off the driveway in front of the building for a total of 64 parking spaces. There are 26 residential units spread over three floors above.

At the heart of the project grand amenity space is a sunken garden inspired by Radcliffe College. This outdoor flexible use courtyard is adjacent and direct access to the crosstown trail and the property abuts what is known as the North 40, 46 acres of town owned undeveloped land on the north and west side. The courtyard is designed to accommodate handicapped access for the residents. In addition, residents can choose to exercise in an indoor/outdoor fitness lounge on site.

The community will be organized as a Condominium Association which will be responsible for the maintenance of the common areas including the private drive aisles, storm water management system and gravity sewer collection system.

There are no wetlands or other resource areas protected by the Wetlands Protection Act or the Town of Wellesley Wetlands Protection Bylaw Regulation. The site is within a Zone 11 Wellhead Protection Area, a resource regulated by the ZBA. This construction management employs safety protocols to protect groundwater recharge and prevent non-source pollution.

The proposed utilities (water, sewer, electrical, gas and telecommunications) will connect into the existing utility infrastructure within the Weston Road. This will necessitate some construction work within the travel way of Weston Road.

3.0 Project Team

Owner: Wellesley Park, LLC

420 Harvard Street Suite 2
Brookline, MA 02446
Construction Management Related Inquires
Attn: Jonathan Berit-Parkes
857.919.1059
jparkes@auraboston.com

4.0 Site Maintenance/Erosion Control

Prior to the beginning of any construction activities, compost silt sock erosion will be installed as shown on the civil plans. Erosion control devices will be inspected by the site contractor and owner's representative on a regular basis and supplemented and/or repaired as needed. These erosion control measures will be kept in place for the duration of the construction period, or until the adjoining disturbed area is fully stabilized. During excavation and rough grading, temporary siltation basins and drainage swales will be constructed to manage direct runoff from disturbed areas to collect sediment and prevent it from going outside the limit of work. Where water flow is concentrated, crushed stone check dams will be installed as well as haybale check dams as required. Stockpiled soils will be properly stabilized including erosion control devices along the down slope side of the piles.

The existing driveway and stone access drive will be used for the initial construction traffic. In addition, two temporary stone access area shall be established at the new entries of the Project to stabilize the construction entrance and collect sediment from construction and service vehicles entering and leaving the site. The crushed stone shall be replaced when the stone becomes silt laden. The construction entrance shall be left in place until the asphalt binder driveway surface is installed. A wheel wash program will be established for the trucking operation during the bulk excavation phase of the Project. If sediment is tracked on to Weston Road, a street sweeper will be employed to clean the street. Silt Sacks shall be installed in the catch basins located in Weston Road as shown on the civil plans and be regularly monitored and maintained.

5.0 Construction Staging Area

The proposed site logistics plans are designed to isolate construction activities while maintaining safe access for pedestrians and vehicles during normal day-to-day activities and emergencies. The initial site mobilization will include installation of a 6-foot-high chain-link fence on the east and south side with a debris scrim to isolate the construction area. The existing 4-foot chain-link fence will remain on the north and west side of the property. Materials will be delivered on an as needed basis to help minimize on-site storage. Materials will be stacked in an organized fashion to ensure safe access and movement throughout the site (reference logistics plan). The primary construction gates will be located per the logistics plan with man-gate location to be confirmed after closer review with FD. All staging will occur within the area bordered by the Project fence; only occasionally will adjacent areas be needed for specific construction activities. These occasional instances that require work outside the indicated fencing area for large equipment deliveries, utility work, or other pressing matters will be coordinated with TD. The site fence will provide safe access for pedestrian and automobile traffic

adjacent to the Project. All construction activity will be kept within the designated areas approved by the CMP.

6.0 Signage

Signage will direct pedestrians, residents, and visitors 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 areas that may be confusing to pedestrians and vehicle drivers.

In addition, TD requires all major construction sites to comply with the Public Awareness Campaign. Project signage will be required of The General Contractor and shall contain the following:

- Official address of the site.
- The Owner and the intended use of the Project.
- The General Contractor's corporate name.
- The telephone number of the General Contractor's on-site office.
- A statement "Comments on Construction Impacts Welcome".
- TD Construction Office telephone number.

7.0 Perimeter & Tree Protection

Contractors Obligations

General Contractor will work to ensure the staging areas do not 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. General Contractor will follow procedures to meet all OSHA safety standards for specific site construction activities.

Tree Protection

Fencing will be installed along the property line which will provide protection to the trunks of trees at abutting properties. In addition, appropriate measures will be taken to minimize root damage and safeguard the health of the trees at abutting properties. The site has appx. 10 trees with a diameter of 10" or greater which will be removed. Prior to the beginning of any site work, the limit of tree removal shall be established and clearly marked with appropriate flagging.

8.0 Construction Hours

The Town of Wellesley allows construction work from 7:00 A.M. to 5:00 P.M., Monday through

Friday, 8:00am – 4:00pm on Saturdays. There shall be no construction on Sundays, or on state or federal holidays. Additionally, construction vehicles and/or equipment shall not be started or operated prior to, or after the times stated herein.

The project team will introduce just in time deliveries to mitigate the need for large material lay-down areas. Due to the proximity of residential neighbors, care will be taken to coordinate these deliveries avoiding peak congestion periods on Weston Road. The timing of the construction activities required within Weston Road and the right away for new utility connections, proposed 5' wide sidewalk extension, and any proposed of curbs cuts will be coordinated with the DPW and Police Department.

9.0 Construction Schedule

Pre-Mobilization

Prior to mobilization, meetings will be held with the town officials involved with this project including: DPW, Fire Department, Police Department, Municipal Light Department, Planning Department and Building Department. At these meetings the responsible parties for the construction activities will be identified and their contact information provided.

Also prior to mobilization, an on-site meeting will be held with the Site Contractor, McKenzie Engineering Group (the Project's civil engineering firm) and the General Contractor to review the scope of work including a review of soil erosion control measures and temporary drainage structures for sedimentation and stormwater management, as may be needed. The CMP will be incorporated into the contract with the Site Contractor and will be thoroughly reviewed including the Truck Route Plan, Site Maintenance and Construction Hours.

Demolition of Existing House & Abandonment of Utilities

The demolition of the main house and accessory garage at 144 Weston Road as well as the existing utilities, servicing the property is scheduled for completion in early Fall, in conjunction with the expiration of the Demolition Delay Moratorium in September 2020. The existing water service and sewer laterals at 144 Weston Road will be cut and capped at the property line. Pending Municipal Light approval, the electric service for 144 Weston Road will be relocated to a temp power pole on site, prior to demolition of the structure, pending Municipal Light approval.

Clearing of Trees, Shoring, Initial Grading & Shaping of the Site

Phase 1 of site preparation will be the initial grubbing, tree removal, and limited earth removal operations. Any earth cuts will have slopes at or below the OSHA mandates contained in Section V: Chapter 2. At the start of phase 2, screened construction fencing and erosion and sedimentation control will be installed consistent with civil plan, C-14.1. A permanent earth retention system comprised of H piles and lagging will be installed at portions along the Northwestern, Southwestern, and Southern property lines in order to facilitate the balance of the earth removal activities. The balance of all excess, or inferior material that cannot be used on-site will be transported offsite.

This development has been designed to integrate into the existing topography which has dramatically reduces the import/export of earth materials. The import/export of materials will also be reduced by re-utilizing earth materials on site, when appropriate.

McKenzie Engineering Group has calculated that the site will require an approximate export of 7,000 to 9,000 cubic yards. During the initial site preparation i.e. cutting down the site in preparation of the earth retention operation, utilities, establishing onsite parking and wheel wash stations a portion of this earth will be removed from the project site. This phase is anticipated to take approximately 3-4 weeks, resulting in 2 – 4 trucks per day. The remainder of bulk excavation will be completed once the H piles are installed for the earth retention. Earth removal will be completed in sequence with the installation of horizontal lagging for the shoring system. This phase is anticipated to take approximately 2-3 weeks, resulting in 2-4 trucks per day. It is estimated the peak manpower during this stage of construction will total 6 – 8 workers per day.

Utilities & Drainage System

The owner's representative, site contractor, and general contractor will coordinate the installation of the utility services (water, sewer, electric, and gas) These systems will be constructed in a coordinated fashion so as not to interrupt off-site services currently supporting the neighboring area. The connection of the utility services will necessitate work within the Weston Road Right-of-Way. This work will be coordinated with the DPW, the Wellesley Police Department, Municipal Light Department and other appropriate utility companies. It is estimated installation of the Utilities and Drainage System will take approximately 2 - 3 weeks over the course of the project. This work is expected to occur in tandem with the erection of building. Peak manpower demands have been included under Erection of Building heading, below.

Site Development:

Following the installation of the site utility infrastructure, road bases will be fine graded in preparation for the asphalt base for new drive aisles. The installation of the granite curbing, sidewalks; including the extension on Weston Road, and installation traffic signage will progress as the site is fully developed. The landscaping materials will be installed upon completion of the building, weather permitting. The common landscaping will progress as the site is fully developed. The top course of asphalt will be applied to the roads after the final building is constructed. It is estimated the peak manpower during the Site Development will total 8 – 10 workers per day. This work is expected to occur in tandem with the erection of building and closeout/ landscaping phases. Peak manpower demands have been included under Erection of Building heading, below.

Erection of Building

All below grade work will be cast in place concrete. Construction will implement standard steel, concrete and wood construction. Below grade, steel and concrete podium deck, and wood framed structure is expected to take 18 – 22 weeks. It is estimated that peak manpower during this stage of construction will be between 16-18 workers per day.

Immediately following, façade materials, roofing and glazing will take place for to create a weathertight enclosure, anticipated 10-12 weeks. Internal building mechanicals and interior finishes has an anticipated duration of 22-28 weeks. It is estimated the peak manpower during the construction of the building will total 30–40workers per day.

10.0 Construction Air Quality

Contractor Obligations

Impacts associated with construction activities may generate fugitive dust, which will result in localized increase in airborne particular 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) meteorological variables, and construction practices employed.

To reduce emission of fugitive dust and to minimize impacts on the environment, the Construction Contractor will adhere to a number of strictly enforced mitigation measures, including the following:

- Wetting agents will be used regularly to control and suppress dust that has the potential to become airborne to wind.
- Storage of construction debris will be within the fenced-in site.
- Construction practices will be monitored to ensure the unnecessary transfers and mechanical disturbances of loose materials are minimized that any emissions of dust are negligible.
- Accumulation of soils on the construction site will be minimized.
- Streets and sidewalk will be cleaned regularly to minimize dust accumulations. Streets will be cleaned on a daily basis during site work operations. Sweeping will be performed during work hours, as required.
- If any contaminated soil is encountered during excavation, it will be temporarily stockpiled and covered on-site while arrangements are made for proper removal and disposal.
- Actual construction practices will be monitored to ensure that unnecessary transfers and mechanical disturbances of loose materials are minimized, and that any emission of dust is negligible.

Dust Control

To reduce emission of fugitive dust General Contractor and its Subcontractors will adhere to a number of strictly enforced mitigation measures, including the following:

- Wetting agents will be used regularly to control and suppress dust that has the potential to become airborne by wind.
 - Construction debris will be placed in debris containers and will be removed from the site on a regular basis and covered during removal.
 - Storage of construction debris will be within the fenced-in site.
 - Construction practices will be monitored to ensure that unnecessary transfers and mechanical disturbances of loose materials are minimized and that any emissions of dust are negligible.
 - Accumulation of soils on the construction site will be minimized.
-

Nuisance Odor Control

Methods that the Contractor shall use to control nuisance odor emissions associated with earthwork include:

- Improving site drainage in order to minimize standing water remaining in excavated areas and pumping collected groundwater to sump locations.
- Covering stockpiles of excavated material with polyethylene sheeting and securing it with sandbags or an equivalent method to prevent the cover from being dislodged by the wind.
- Reducing the amount of time that excavated material is exposed to the open atmosphere.
- Maintaining the construction site free of trash, garbage, and debris.
- Methods that shall be used by the Contractor to control nuisance odors associated with diesel emissions from construction equipment include:
 - Turning off diesel combustion engines on construction equipment not in active use and on dump trucks that are waiting or more to load or unload material.
 - Locating combustion engines away from sensitive receptors such as fresh air intakes, air conditioners, and windows.

11.0 Construction Noise

Contractor Obligations

Reasonable efforts will be made to minimize the noise impact of construction activities.

Mitigation measures will include:

- Instituting a proactive program to ensure compliance with the Town Of Wellesley noise limitation policy.
 - Turning off equipment while not in use.
 - Locating noisy equipment possible from sensitive areas, when possible.
 - Installing perimeter site fence.
 - Identifying and maintaining truck routes to minimize traffic and noise throughout the Project.
 - Replacing specific construction techniques by less noisy ones where feasible (e.g., using vibration pile driving instead of impact driving, if practical, and mixing concrete off-site instead of on-site).
-

- Maintaining muffling enclosures on continuously running equipment, such as air compressors and welding generators.
- Mandating that certain equipment have the proper sound attenuation devices.

12.0 Other Construction Mitigation Measures

Rodent Control

A rodent extermination will be started prior to the demolition of the existing building after asbestos remediation. A rodent extermination certificate will be filed with ISD prior to full structure demolition/Rodent inspection and monitoring will be carried out before, during and at the completion of all construction work, in compliance with the Town requirements. Rodent extermination prior to demolition start will consist of treatment of areas throughout the Project site.

These specifications will include all of the following requirements:

- General Contractor will hire a qualified technician to conduct a thorough inspection of the site and provide an assessment of the site as it relates to pest control. A written assessment will be received listing all pest types and areas of infestation. The report will contain suggestions for remediation.
 - Within an agreed amount of time after conducting the initial inspection and assessment, General Contractor will present a Pest Management Plan for approval. The plan will include details concerning:
 - Training for appropriate parties about the plan.
 - Frequency of technician inspections and activities they will perform.
 - A description of the pest monitoring program.
 - The Project Team will review and renew the Pest Management Plan as needed.
 - General Contractor will provide service reports after each service visit, which should include a listing of treated areas, treatments used and any conditions that may be contributing to the pest problem.
 - Construction will use heavy-duty refuse containers with tight-fitting lids.
 - If a dumpster is necessary for temporary storage of garbage and trash associated with food, it will not have opening to allow rodents.
 - General Contractor will maintain a site free of garbage and provide and enforce proper use of refuse containers to ensure rodents and other pests are not harbored or attracted.
 - General Contractor will designate specific locations as lunch and coffee break areas to prevent random disposal of garbage and will keep those areas free of litter by providing the necessary number of heavy-duty refuse containers.
-

13.0 Site Maintenance and Snow Removal

Contractor Obligation

General Contractor will remove snow from all public areas affected by their work. This will be done daily and continuously to ensure that all streets and sidewalks are clear of snow and ice. Under no condition shall the snow be disposed of on public property. The streets and sidewalks affected by construction activities will be cleaned as necessary to prevent buildup of dirt and debris.

14.0 Materials Delivery

All material handling and delivery coordination will be handled from within the confines of the project site. No trucks will be allowed to park, or stage along Weston Road and all material deliveries will be unloaded on site. Two one-way (or one large two-way) construction gates will be maintained throughout construction. The GC will provide a visual aid to material delivery drivers upon exiting onto Weston Road. Work will not extend past the limit of work line shown on the civil engineering plans. Throughout construction, a staging/ material storage area and stockpile area will be maintained.

15.0 Truck Traffic

Tree Removal, Initial Grading, Shoring & Shaping of the Site

The highest volume of truck traffic on a per day basis that will service the Project will be during the bulk earthwork operations.

Phase 1: initial Site Preparation Up to Setting the Platform as well as the Site Logistics for Earth Retention – There is approximately 5,000 cy of soil that can be removed during this phase. It is anticipated that with 4 tri-axle trailer trucks cycling from the project site to a landfill facility i.e. Dudley, that there could be 4 loads of soil removed per day. These tri-axes will be loaded at 2 times during the hours of operations, 1st loading would start between 7:00am – 9:00am, and the 2nd loading will take place between 12:00pm – 2:00pm. This process would take approximately 3-1/2 weeks to allow for Phase 2 to commence.

Phase 2: Earth Retention Support During Removal of Spoils, Lagging & Bulk Excavation Up to Preparation of Foundations: There is approximately 4,000 cy of soil that will be removed during this phase. It is anticipated that with 4 tri-axle trailer trucks cycling from the project site to a landfill facility i.e. Dudley, that there could be 4 loads of soil removed per day. These tri-axes will be loaded at 2 times during the hours of operations, 1st loading would start between 7:00am – 9:00am, and the 2nd loading will take place between 12:00pm – 2:00pm. This process would take approximately 2-1/2 weeks to allow for the foundations operation to commence with potential overlap.

Installation of the Underground Stormwater Infiltration Field

The second highest volume of truck traffic on a per day basis will occur when trucks are delivering materials for the construction of the Underground Stormwater Infiltration Fields. The truck traffic will vary

day-to-day with the peak volume expected to be approximately 3 trucks per day. It is anticipated this work will continue for approximately two weeks.

Construction of the Building

The volume of trucks delivering building materials on a daily basis for the construction of the main building will vary day-to-day. It is anticipated that at its peak, no more than 4 – 8 delivery trucks will visit the site on a given day. It is anticipated that the construction of the building will take from 60 - 75 weeks.

16.0 Truck Routes

Route for Trucks entering the Project

All trucking operations entering the Project will be required to take Route 9 to Weston Road. The route is shown on the attached plan. Two axle trucks or work vans will be permitted to Weston Road to route 9 or Weston road to Route 135 (west of downtown Wellesley).

Route for Trucks exiting the Project

All trucking operations exiting the Project will be required to take Weston Road to Route 9. The route is shown on the attached plan. Work vans and passenger vehicles will be permitted to Weston Road to Route 9 and Weston Road to Route 135 West.

17.0 Construction Worker Parking

Parking for construction workers will be under the supervision of the owner's representative and general contractor. The site offers adequate space for on-site parking for all phases of construction per the attached Proposed Phased Parking Plan. It is anticipated that some construction workers will utilize carpooling and public transportation.

No construction vehicles will be permitted to park on the shoulder of Weston Road or any other Public Way.

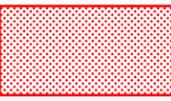
Most construction workers will be on site by 7:00 AM, Monday – Friday and 8:00 AM on Saturday thereby avoiding the morning peak traffic period and most workers will end their day and leave the site prior to the peak afternoon traffic periods.

18.0 Communications

The Developer and Contractor are committed to open and frequent communication with the Town of Wellesley, its governmental boards and departments and citizens. The contact information of the Developer, Project Manager and Construction Superintendent will be provided to Town Officials. Neighbors and the citizens of Wellesley are invited to call or email the Project Manager with questions or concerns and should expect a prompt response.

148 Weston Road - Proposed Parking Logistics Plan

Legend:

-  Construction Site Fence
-  Construction Gate Entrance
-  Construction Manpower Parking Spaces
-  Construction Vehicle Traffic
-  Pedestrian Vehicle Traffic
-  Pedestrian Walk Way Path
-  Future Sidewalk Expansion Pending Licensing Agreement with the Select Board for Licensing of Temporary Parking
-  Proposed New Bldg.

General Notes

Construction Phase 1 Parking Plan:
 Average Projected Manpower = 6 - 8:
 Temporary Fencing, Erosion Control, Site Preparation i.e. Site Grubbing, Tree Removal, Limited Earth Removal, Establish Parking Area 1 = All Parking Will Be Maintained On Project Site In Parking Area # 1.

Construction Phase 2 Parking Plan:
 Average Projected Manpower = 16 - 18:
 Site Preparation i.e. Earthwork, Utilities, Earth Retention, Foundations, & Steel & Wood Structure, & Establish Parking Area # 2 & 3 = All Parking Will Be Maintained On Project Site In Parking Area # 1 & 2

Construction Phase 3 Parking Plan:
 Average Project Manpower = 40 - Exterior Envelope & Interior Fit-Out Operations = All Parking To Be Maintained On Project Site Area 1 & Within Bldg. Basement Garage Area # 3 With Temporary Life Safety Systems In Place & Monitored By 3rd Party Company i.e. Temporary FP Dry System, Carbon Dioxide Detection System, Heat Detection

Construction Phase 4 Parking Plan:
 Average Project Manpower = 20 - Landscaping, Punch-List, C of O Process = All Parking To Be Maintained On Project Site & Proposed Temporary Construction Overflow Parking Spaces

Approximately 23 - 32 Temporary Parking Spaces Within Bldg. Basement Parking Garage During Certain Phases Of Construction As Defined Under General Notes Section Of This Plan. Please Refer To Parking Layout As Shown On 2nd Page Of This Plan.

Approximately 12-14 Temporary Parking Spaces Within Confines Of Project Site During Certain Phases Of Construction As Defined Under General Notes Section Of This Plan.

Approximately 9-12 Temporary Parking Spaces Within Confines Of Project Site During Certain Phases Of Construction As Defined Under General Notes Section Of This Plan.



REVISIONS

1	
2	
3	
4	
5	DATE

DRAWING TITLE
GROUND FLOOR PLAN

DRAWING INFORMATION

05/27/2020
 DATE OF ISSUE
 PLANNING SUBMISSION
 DESCRIPTION
 1/8" = 1'-0" IW
 SCALE DRAWN BY
 3428.00 C:\Local Revit\148 Weston
 PROJECT # ROAD_wjh\h1\1.rvt FILE NAME

DRAWING NUMBER

A0.1



52 Spaces (20 Stacker, 32 Surface)
 12 Surface Parking
 64 Spaces - Total

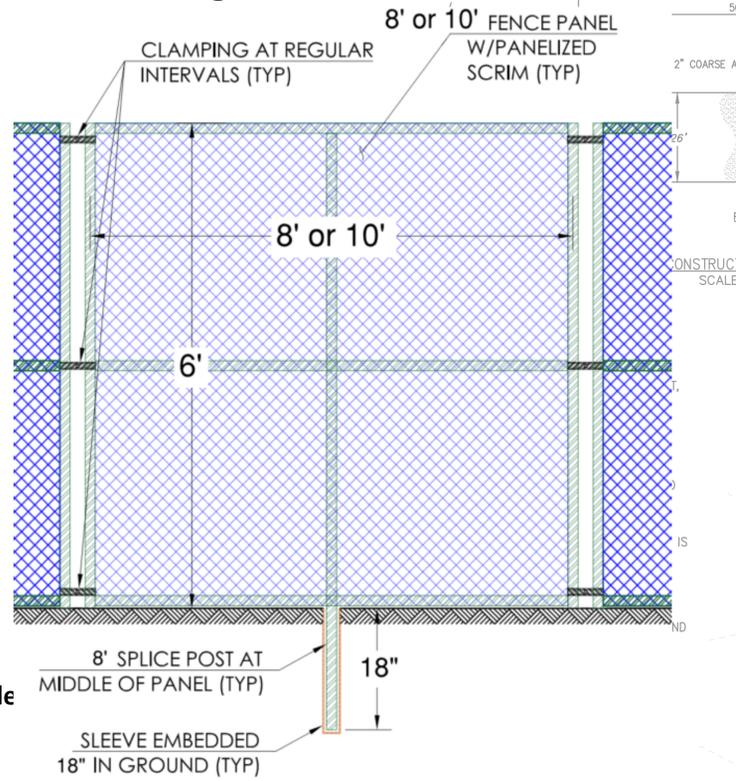
1 Ground Floor Plan
 1/8" = 1'-0"

WELLESLEY PARK DRAFT CONSTRUCTION MANAGEMENT PLAN

LEGEND

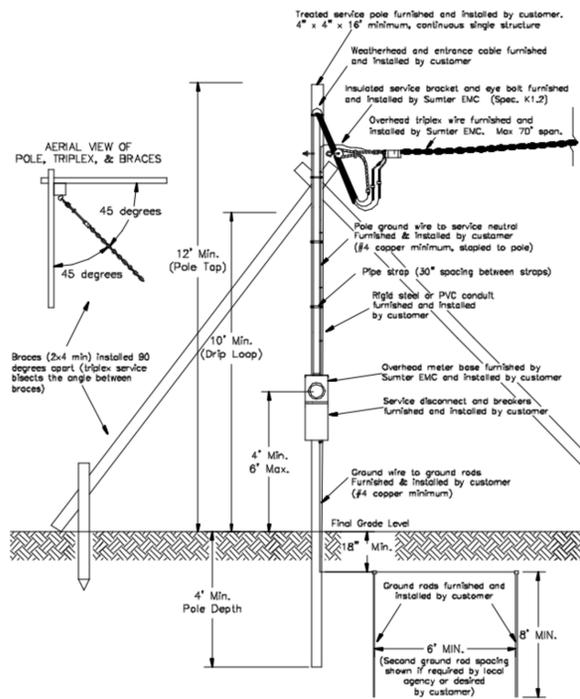
-  Construction Vehicle Traffic
-  Public Vehicle Traffic
-  Temp Field Office and Bathrooms
-  Temp Electric Service Pole
-  Construction Gate Entry
-  Construction Fencing / Silt Fence
-  Existing Building to be Razed
-  Proposed Building Location
-  Existing OHW Service
-  Existing OHW Service Drop (relocated to temp pole)
-  Concrete Wash Station
-  Construction Vehicle Tire Wash Station
-  Pedestrian Walkway

Site Fencing Detail

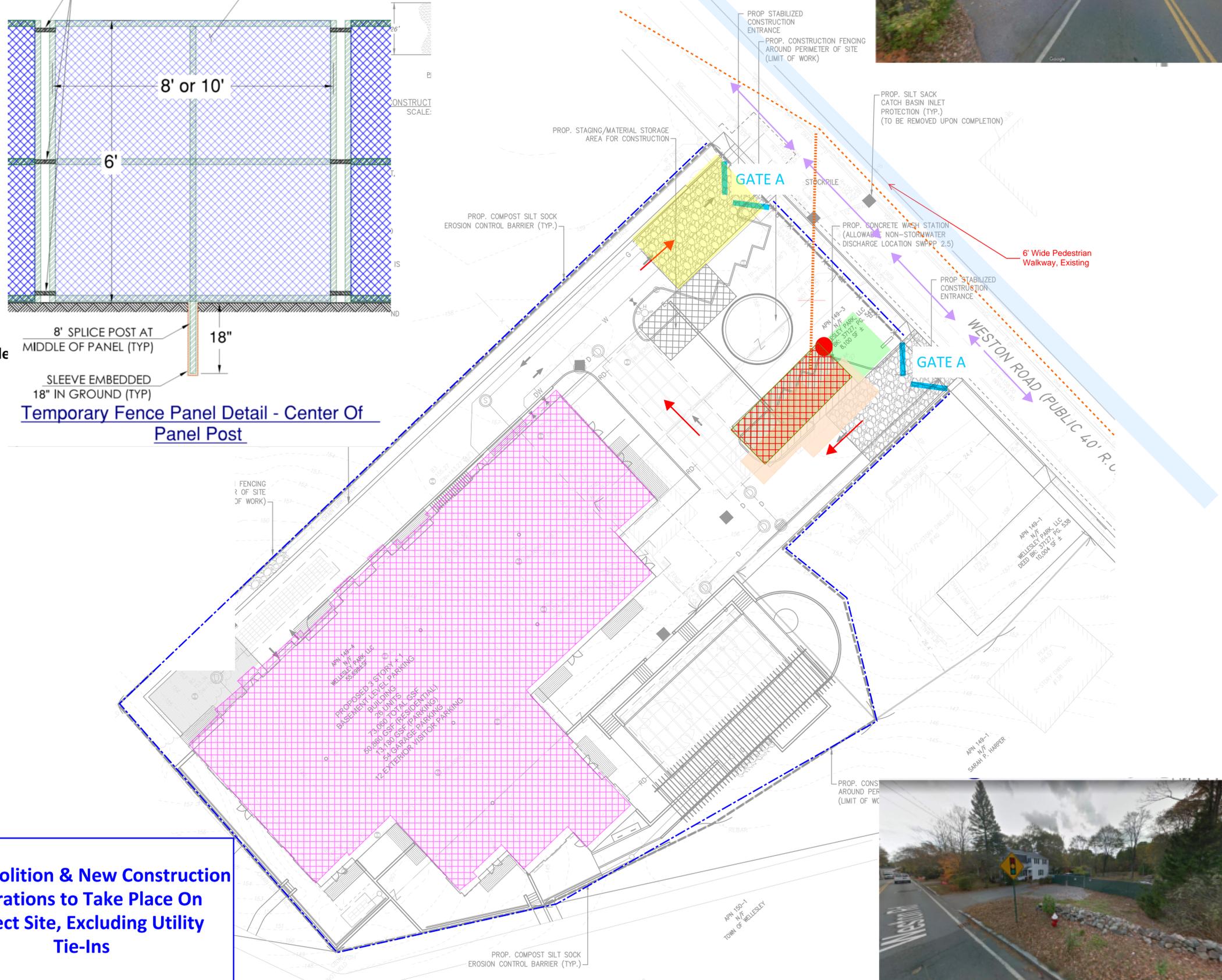


Temporary Fence Panel Detail - Center Of Panel Post

Temp Electrical Service Pole Detail



All Demolition & New Construction Operations to Take Place On Project Site, Excluding Utility Tie-Ins

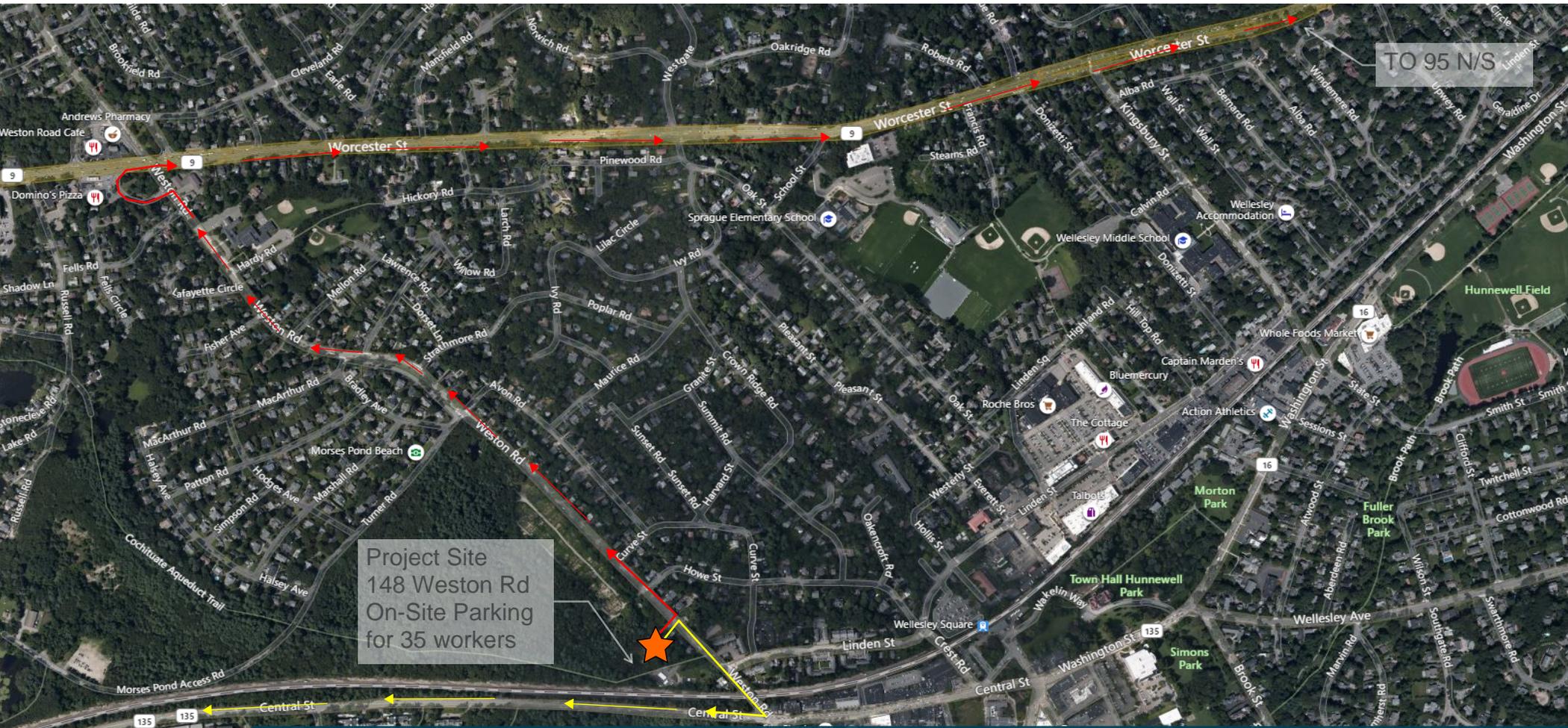


Wellesley Park Construction Management Plan

OUTBOUND TRUCKING

LEGEND

- ← Truck Traffic (over 2 axles)
- ← Vans, Passenger Vehicles, optional



Wellesley Park Construction Management Plan

INBOUND TRUCKING

LEGEND

- ← Truck Traffic (over 2 axles)
- ← Vans, Passenger Vehicles

