

MU4 Residential Apartments

Faulkner Street

Excavation and
Building Construction

Prepared by Geoff MacLean, P.Eng.

Job No. 38657

CONSTRUCTION MANAGEMENT PLAN

0	JAN 2025	ISSUED FOR PERMIT
REVISION #	DATE	DESCRIPTION



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Prepared by G.K. MacLean, P. Eng.
In consultation with the developer, contractor traffic control
company and HRM.

Section 1: Introduction

1.1: Project Description and Objectives

The developer is planning to construct an apartment building on their vacant land located off Faulkner Street in Dartmouth. The new building will house 133 residential units within 7 levels above grade with 2 levels of underground parking accessed from Faulker Street. This CMP has been prepared to address excavation, services and building construction.

Where the new building will have 2 level of underground parking, deep excavations (+/-20ft) fronting the HRM Right of Way (ROW) are required for the project. Where the building setback from the ROW varies between +/-1.5m-3.20m (5ft-10.5ft) the project compound is planned in three phases to distancing the public from excavation limits and construction activities. Stage 1 will accommodate initial excavation; a ROW encroachment is not anticipated leaving the sidewalk in front of the project open to the public. Stage 2 is anticipated for site excavation shoring along the street line and initial building construction, the sidewalk in front of the project will be closed to the public with a protected on-street pedestrian route installed directly in front of the project site that will alter the street centerline. Stage 3 will be applied during building construction; the ROW encroachment will be modified removing the pedestrian route to include a portion of the street for a truck layby that will maintain the altered street centerline. The project manager and developer will coordinate with the active construction site opposite Faulkner Street to remove their sidewalk encroachment prior to stage 3 setup.

These will keep deliveries within the encroachment and distance the public from construction activities. The encroachments will close parking in front of the project on the opposite side of the street, redirect pedestrian traffic around the project site via the pedestrian route or existing sidewalk on the opposite side of the street, while maintaining two-way traffic throughout all stages of construction. Concrete deliveries and material deliveries will be stationed off street within private property or the encroachment. Only during service work and driveway installations do we anticipate short term temporary street closures or lane drops. It is anticipated that the tower crane assembly and disassembly will be stationed within Faulkner Street and require a temporary street closure.

The project borders a residential property along its southwest property line, an active residential construction site along its northwest property line, vacant land along its northeast property line and to the southeast opposite Faulkner Street are residential properties, including an additional active residential construction site with a sidewalk encroachment along Faulkner Street and sidewalk and street closure encroachment along Williams Street. Neighbouring properties will remain undisturbed throughout all construction phases and all neighbours will be notified and updated on construction ahead of time.

This CMP document is intended to be an evolving document to help guide the project team to mitigate impacts to the adjacent community before they arise and to address unforeseen issues. SDMM, together with the developer, contractor, and traffic control company, have prepared this Construction Management Plan (CMP) following HRM's CMP (2020) guidelines and administrative order (2018-005-ADM) in an effort to reduce potential negative impacts on the surrounding community, due to construction activities for this project.

The most up-to-date version of this document will be kept on-site at all times during construction. Should ownership or contracting services change throughout the course of this project, HRM will be notified immediately, and new parties will be required to comply with the approved CMP in writing.

1.2: Project Contact Information

The project team for the proposed development consists of:

Role	Name	Contact	Address	Phone
Owner/ Developer	Northtown Properties Limited	Jason Evong	36 Keldonan Way, Fall River, NS, B2T 0B9	
Construction Manager	Eagle Project Management Inc.	Peter Smith	201 Freshwater Trail, Dartmouth, NS	(902) 229-7558 24 Hour Emergency Contact
Site Contractor	Atlantic Road Construction and Paving	Greg MacDonald	6 Belmont Avenue, P.O. Box 89 Eastern Passage, NS B3G 1M7	(902) 830-6411
Traffic Control Company	Frontline Traffic Services	Tyler Hayman	6 Belmont Avenue, P.O. Box 89 Eastern Passage, NS B3G 1M7	(902) 818-5548
Rodent Control Company	Rentokil Pest Control	Main Office	11 Glendale Avenue, Unit #5, Lower Sackville, NS, B4C 3P2	(902) 812-0375

Section 2: Project Schedule and Logistics

The following is a brief summary of anticipated major project milestones broken down by phase:

2.1: Schedule

Project Phase	Start Date		End Date	Time Period
Rodent Control Program	Jan 15, 2025	-	May 15, 2025	4 months
Site Excavation	Feb 1, 2025	-	Apr 30, 2025	3 months
Substructure	May 1, 2025	-	Aug 31, 2025	4 Months
Superstructure	Sep 1, 2025	-	Feb 28, 2027	18 Months
Service Abandonments	Jul 1, 2025	-	Jul 31, 2025	2 weekends
Service installs	Jul 1, 2025	-	Jul 31, 2025	2 weekends
HRM Right of Way Flat Works	Sep 1, 2026	-	Sep 30, 2026	1 month
Site Flat Works	Oct 1, 2026	-	Oct 31, 2026	1 month

2.2: Key Dates

- Set up stage 1 fencing along property lines February 1, 2025
- Install stage 2 encroachment April 1, 2025
 - Sidewalk closure (Faulkner Street)
 - Street lane closure (Faulkner Street)
- Install stage 3 encroachment September 1, 2025
 - Sidewalk closure (Faulkner Street)
 - Street Lane Closure (Faulkner Street)
- Finish encroachment February 28, 2027
- Duration of encroachment 23 months
- Temporary lane/road closures:
 - Faulkner Street water service install July 2025
 - Faulkner Street sewer service install July 2025

The encroachment areas are shown in the appendix for reference.

2.3: Hours of Work

Work will generally take place during normal working hours as outlined in HRM's Noise By-Law and Traffic Control Manual Supplement; these are noted below.

- | | |
|---------------------------------|-----------------------|
| • Monday to Friday: | 7:00 a.m. – 8:00 p.m. |
| • Saturdays: | 8:00 a.m. – 7:00 p.m. |
| • Sundays & Statutory Holidays: | 9:00 a.m. – 7:00 p.m. |
| • Servicing Work: | Noted Above |

Although work is not expected to be required outside of the times listed above, if, for any reason, work is anticipated to be required outside of these hours, the contractor will apply to HRM for approval 5 business days (minimum) in advance of such work and obtain approval prior to proceeding. It is noted that HRM's Noise By-Law cannot be altered without HRM council approval; work must adhere to the Noise By-Law. Note that construction noise exemptions may be granted where construction noise is planned to take place during prohibited hours of the N-200 By-law. The developer to apply for this separately under the Construction Noise Exemption process.

Section 3 – Relevant Regulations & Guidelines

3.1: Occupational Health & Safety Regulations

This CMP shall be utilized in agreement with all applicable Provincial and Federal Occupational Health and Safety Regulations. At a minimum, construction activities must at all times meet the standards of:

- a) National Building Code of Canada, as adopted and modified under the Building Code Act and the Nova Scotia Building Code Regulations made under that Act;
- b) Nova Scotia Occupational Health and Safety Act, and the Nova Scotia Occupational Safety General Regulations made under that Act;
- c) The Transportation Association of Canada (TAC)'s Manual of Uniform Traffic Control Devices for Canada (MUTCDC); and
- d) Nova Scotia Temporary Workplace Traffic Control Manual (NSTCM).

3.2: Municipal Regulations & Guidelines

In addition to the Provincial and Federal standards referenced in Section 3.1, this CMP shall be utilized in agreement with and meet, at a minimum, the standards of all relevant municipal by-laws including, but not limited to, the following:

- a) HRM Design Guidelines;
- b) HRM Standard Details;
- c) S-300 Streets;
- d) E-200 Encroachments;
- e) B-201 Building;
- f) N-200 Noise;
- g) T-600 Trees;
- h) S-900 Controlled Access Streets;
- i) T-400 Truck Routes;
- j) W-101 Discharge into Public Sewers;
- k) B-600 Blasting;
- l) HRM TCM Supplement;
- m) G-200 Grade Alteration and Stormwater management;
- n) Admin Order 2018-005-ADM regarding encroachments; and
- o) Admin Order 2020-010-OP regarding stormwater management standards for development activities.

Section 4: Vehicle Management

Prior to any construction activity, all temporary workplace traffic control devices and signage will be in place as per the Nova Scotia Temporary Workplace Traffic Control Manual (latest edition). The traffic control company will install the signage and ensure that they are maintained throughout the project. This project's Traffic Control Plans (TCPs) are listed in the Appendix.

4.1: Vehicular Traffic Control

A Traffic Control Plan (TCP) has been prepared by the traffic control company and is provided in the Appendix.

We are proposing an altered centerline along Faulkner Street, to accommodate the on-street pedestrian route (stage 2) and layby encroachment (stage 3). Two-way vehicle traffic will be maintained along the street with 2 – 3.5m wide travel lanes, that will also close parking on the opposite side of the street. Only during building service or driveway installation work do we anticipate short term temporary street or lane closures being required on Faulkner Street. It is anticipated that tower crane assembly and disassembly will be stationed within Faulkner Street and require a temporary street closure. Please refer to the appendices for required encroachment plan and traffic control plans.

4.2: Haul Route and Staging Areas

The truck Haul Route Plan has been prepared by the traffic control company and is provided in the appendix.

The selected route is intended to minimize traffic congestion and maximize pedestrian safety. During all construction phases vehicles will enter and exit the site at the gate location(s) which will be clearly marked for function. During construction activities concrete and material deliveries shall be contained within private property and / or the encroachment area. We anticipate these deliveries entering and exiting gates on Faulkner with traffic flow or backing into the northwest gate. Refer to appendix for concrete delivery schematic.

4.3: Vehicular Traffic Notifications

Should any traffic disruptions be required, notifications will be distributed to properties in the impacted area a minimum of five (5) days in advance of vehicular traffic closures. Refer to sample notification letter in the appendix.

4.4: Emergency Vehicles

In the event of unforeseen emergency situations, the site will remain accessible to emergency vehicles at all times.

4.5: Parking

On street parking is permitted adjacent to the project site and in front of the project on the opposite side of Faulkner Street. During stage 2 & 3 of construction, on street parking will be fully closed of the opposite side of the street. On street parking will be affected by this project. It is noted that passenger vehicles are not permitted to park within any encroachment areas. To minimize parking requirements in adjacent neighbourhoods, site workers will utilize private property, and workers will be encouraged to carpool or rely on public transit.

4.6: Bus Stops

Bus service does not travel along Faulkner Street. Bus service should not be affected by this project.

4.7: Hazard Assessment

A vehicular and pedestrian hazard assessment is provided in the appendix. Any additional site hazards identified or encountered after work has commenced will be added to this list. All personnel on-site will be required to review this list and encouraged to identify additional potential hazards and hazard mitigation methods.

Section 5: Pedestrian Management

A Pedestrian Management Plan (PMP) has been prepared by the traffic control company and is provided in the appendix.

Throughout construction stages 2 & 3, the project will close the sidewalk in front of the development on Faulkner Street. This is to ensure construction and deliveries are kept a safe distance from pedestrians. A temporary 1.5m protected on-street pedestrian route will be provided directly in front of the project to maintain pedestrian traffic pass the encroachment in stage 2, while in stage 3 pedestrians will be redirected to the opposite side of the street.

5.1: Pedestrian Protection

Pedestrians will be protected by physically distancing them from the project. A combination of rigid fencing, chain link fencing and F-type concrete barriers with chain link fencing mounted above will delineate the encroachment. All fencing will be covered with opaque covering and will extend a minimum 3m from the public right-of-way, to block view of the site. Refer to the appendix for examples of the barriers and fencing.

5.2: Pedestrian Safety

Pedestrian safety will be maintained by implementing appropriate signage as shown on the PMP. All navigation and safety signage indicating alternative sidewalks and potential hazards will be inspected and maintained regularly.

5.3: Pedestrian Traffic Notifications

Notifications will be distributed to properties in the impacted area a minimum of five (5) days in advance of pedestrian traffic impacts. A sample traffic notification letter can be found in the appendix. HRM must be notified prior to issuing the notification to neighbours.

5.4: Visually Impaired Persons

In keeping with CNIB requirements and as outlined on their 'Clearing Our Path' website; various items will be incorporated into the pedestrian management signage and barriers. Such as, high visibility contrasting colours with appropriate font types (mix of upper and lower-case lettering), font sizes (between 16mm to 51mm) and sign colours (orange background with black lettering or white background with black lettering).

The contractor will use bright orange sawhorse barricades complete with bold-font signage to identify sidewalk termination points. Sawhorse barriers will incorporate lower cross members, painted and marked consistent with the rest of the sawhorse, these added cross members will be placed near the ground to aid visually impaired persons using a cane. Reflective tape will also be placed on the ends of fencing, hoarding, sawhorse barricades, and concrete barriers to help delineate pedestrian routes and disruptions. Signage and tape colours will vary but will comply with the colour/brightness contrast as outlined by the CNIB website; examples are black/white, orange/black or dark red/white combinations.

5.5: Accessibility

High visibility signage will be used to assist pedestrians to easily navigate around all project related blocked sidewalks.

5.6: Hazard Assessment

A vehicular and pedestrian hazard assessment is provided in the appendix. Any additional site hazards identified or encountered after work has commenced will be added to this list. All personnel on-site will be required to review this list and encouraged to identify additional potential hazards and hazard mitigation methods.

5.7: Pedestrian Management Plans Rendering (PMPR) Signage

The need for a rendered map displayed for pedestrians showing the detoured pedestrian routes is not anticipated.

5.8: Pedestrian Detour Wayfinding Signage

The need for pedestrian wayfinding signage directing pedestrians to adjacent businesses is not anticipated.

Section 6: Encroachments & Disruptions

During excavation and building construction (stage 2 & 3), we are proposing the project encroachment area will incorporate the public sidewalk and street lane on Faulkner Street, as noted in section 2.2. This will narrow the street width to move pedestrians to the temporary 1.5m protected on-street pedestrian route (stage 2), to accommodate a truck layby (stage 3), that will alter a portion of the street centerline, and close on street parking of the opposite side of the street in vicinity of the project, and redirect pedestrian traffic to the opposite side of the street (stage 3). These encroachments are to keep the public away from the excavation zone of influence as well as provide additional space for site workers and deliveries within the encroachment area.

These encroachments are planned to be delineated with a combination of chain link fencing and interlocking F-type concrete barriers complete with chain link fencing with opaque coverings and interlocking F-type concrete barriers on the street side of the protected on-street sidewalk route.

Throughout the project, fencing will be positioned to not obstruct vehicle sight lines. In areas adjacent to the site gates open mesh chain link fence on top of the site barriers to not obstruct sight lines.

Should any utility or traffic disruptions be required, the contractor will first apply to HRM for approval, a minimum of five (5) business days in advance of such work and will then notify neighbours of these disruptions in a timely fashion.

6.1: Demolition

Building demolition is not required for this project.

6.2: Site Excavation

This includes deep excavation and removal of common site material. The development is planned to have 2 levels of underground parking below street grade. If bedrock is found, the contractor will apply for a blasting permit and adhere to the HRM blasting by-law and conditions of the blasting permit. Alternatively, if a blasting permit can not be obtained the site's bedrock will be broken by a series of rock breakers to reach footing elevation.

6.3: Site Services Connection

This includes installation of new water and sewer laterals to their respective mains, as well as decommissioning existing laterals which will be abandoned. The service installs will require modifications to the encroachment with temporary workplace signage incorporated (refer to the Service Installation Traffic Control Plans (TCP) in the appendix). HRM requires that this service work be limited to weekends only to minimize traffic disruptions. The target dates for this work are provided in the "Key Dates" section above with time of installations adhering to the Noise By-Laws noted above. The intent will be to complete this servicing work and reinstate the street as quickly as possible in order to minimize disruptions to the public.

Before scheduling site services connections, the contractor will notify all neighbouring properties, of the intended timeline for this work. A sample notification letter is included in the appendix.

The contractor intends to reinstate the street cut during the season of work. It is noted that street cuts cannot be left gravel or open. HRM reinstatement specifications must be met, and the travel way must be hard surfaced prior to reopening to the public. Asphalt, concrete curb and sidewalk reinstatement must be completed within 72 hours of disturbance and will be considered temporary if reinstated after October 31st or prior to May 1 in which case permanent reinstatement will be completed by June 15.

6.4: Construction Management Plan Element Inspection and Maintenance

Construction management plan elements will be inspected daily to ensure continued adherence to this CMP. Any deficiencies identified will be reinstated immediately. A CMP's TCP & PMP inspection report summary will be completed for the project, including information on what maintenance activities were conducted. This report must be kept on site at all times and be available to HRM upon request.

6.5: Changes to the Construction Management Plan

All departures from the CMP regardless of the significance must be submitted to the Municipality 10 days in advance for review and approval. Any required changes or modifications to the approved CMP will be submitted to HRM for review and approval prior to implementation.

Section 7: Environmental Factors

7.1: Damage to HRM Infrastructure

Existing HRM infrastructure will be reinstated within the encroachment area and/or be completely replaced. This includes reinstatement of the HRM sidewalk, curb and gutter and topsoil and sod post construction. It is anticipated that sidewalks across the street will not be impacted by excavation or other construction activities. However, while efforts will be made to avoid damage, it is anticipated that additional portions of existing curbs, gutters, and sidewalks may become damaged during the construction process which would require repairs or replacement. Pending HRM's review prior to and after construction and subject to damage due to construction activities, the developer acknowledges that items may require to be fully replaced rather than repaired. The developer also acknowledges that any costs incurred to repair or replace this public infrastructure are the responsibility of the owner. For reinstatement timeline requirements, it is noted that asphalt, concrete curb and sidewalk reinstatement must be completed within 72 hours of disturbance and will be considered temporary if reinstated after October 31st or prior to May 1 in which case permanent reinstatement will be completed by June 15 of the following construction season.

7.2: Protection of Trees

There are no HRM street trees within the public right-of-way directly in front of the project site. It is noted that HRM street trees shall not be touched prior to approval and/or compensation agreements between the developer and HRM Urban Forestry are in place. Adjacent street trees are to be protected during construction in accordance with the HRM Tree Bylaw (T-600). Refer to HRM tree protection detail in the appendix.

7.3: Line Painting and Temporary Crosswalks

An altered centerline is proposed for this project. Refer to the line painting schematic in the appendix.

7.4: Street and Right-of-Way Cleaning

The portion of public street adjacent to the project will be cleaned daily of any debris from trucks and silt, dirt, or rock that migrates beyond the encroachments. A sweeper truck will be utilized as required. Rock pads will be installed and maintained at all site entrances behind the curb line to knock dirt free from truck tires with aim to reduce off tracking of site soils.

Where the developer plans to utilize the public sidewalk and street for their encroachment the developer is responsible to clear snow from the street side of these jersey barriers, gates, and along on street sidewalk barriers

7.5: Protection from Inclement Weather

To protect the public from construction debris during inclement weather, the project site will be enclosed by fencing complete with dust control covering, the site will be regularly reviewed and cleaned, with loose items secured when not in use.

7.6: Storm Water Management

During construction, nearby catch basins may be fitted with silt bags and/or filter fabric to prevent debris from entering the storm system and maintained until final reinstatement is complete. Stormwater collected inside the project site will be directed to temporary stormwater settling ponds situated within the building footprint to allow clean water to be pumped into the existing public wastewater sewer system. Dewatering to municipal systems require a permit from Halifax Water via p2@halifaxwater.ca and must follow the strict adherence to Halifax Water regulations. The contractor must prevent erosion or siltation of surface runoff from leaving the construction site through the use of erosion and sedimentation controls (See NSECC Erosion and sedimentation control handbook for construction sites). Sediment ponds may be shifted and positioned as desired by the site contractor during mass excavation however will generally be placed in localized low points within the building excavation.

7.7: Noise, Dust and Emission Control

The contractor will at all times adhere to the HRM Noise Bylaw (N-200). unless approved under HRM exemption process No work will take place on the project site outside those hours identified in section 2 of this report, unless HRM grants an exception.

Dust mitigation for this project will be achieved using rock pads for trucks exiting the site. A water truck and sweeper truck will also be utilized to help prevent dust from becoming airborne and, when required, calcium may need to be used to mitigate dust migration. Additionally, mesh on the inside of the fencing will help to contain any airborne dust inside the site.

Breaking of rock may occur and rock faces cleared to form a wall. Mesh will be used on the inside of all construction fencing to mitigate dust control.

All construction vehicles will be required to use the loading area for parking and idling to keep exhaust emissions within the construction zone. Vehicles will be staged so that idling will not occur for more than 3 minutes at a time.

As indicated above, all work shall be completed in accordance with the HRM Noise By-Law.

7.8: Rodent Control

Rodent movement increases during construction activities. The owner has engaged a rodent control company, to utilize the established Rodent Control Plan (RCP) to help mitigate rodent movement prior to and during site excavation and building construction. The RCP applies to all project phases with the goal of preventing movement of rodents off-site. The RCP will consist of a baiting and monitoring program. Bait stations (traps) will be placed as outlined in the NPMA Pest Management Standards for Food Processing & Handling Facilities.

The RCP was engaged two weeks prior to the commencement of site excavation to help to lower the number of active rodents in the project area. Bait stations positioned along existing buildings and fence lines prior to excavation. Bait stations positioned along the edges of the project and secured in place using wooden stakes (for open sodded and

dirt locations), weighted patio stones (behind walls and on paved areas), and zip-ties (fixed to fences) as per typical industry standards.

Refer to the appendix for a copy of the Rodent Control Plan.

Section 8: Site Protection & Hoarding

8.1: Barriers & Fences

Throughout construction, the project site and encroachment will be delineated using a combination of rigid fencing, chain link fencing and interlocking F-type concrete jersey barriers complete with chain link fencing with a total height (concrete barrier and fencing structure) being 1.8m or 6ft as per the noted administrative order. This fencing will be open chain link fence or covered with an opaque dust control mesh of high quality which will extend a minimum 3m from the public right-of-way. This screening is described in the appendix and will block passersby or tourists view of the construction site. Throughout the project, fencing will be situated to not obstruct vehicle sight lines.

Along the private sidelines where vehicular traffic and non-vehicular traffic is present, the hoarding will be delineated by a combination of concrete waste blocks with rigid fencing mounted behind and rigid fencing being 1.8m or 6ft as per the noted administrative order and weighted modular 1.8m (6ft) high fencing or existing fencing where it is at least 1.8m tall. All fencing will have opaque dust control mesh and must be anchored down to prevent unintentional movement or overturning due to snow or wind loads.

The F-type barriers and fencing that define the encroachment will adhere to the Encroachment Plan which is to scale includes dimensions and can be found in the appendix. These areas can be measured for the administering of applicable fees. Encroachment areas and fees will be based on the areas within the public right-of-way enclosed by the barriers and fencing.

Installation of F-Type concrete barriers, concrete waste blocks, fencing and covering will take place during regular working hours as noted above. This work will be scheduled by the contractor after the HRM's pre-construction meeting has been held. HRM will coordinate this pre-construction meeting; the developer, contractor and traffic control company will attend this site meeting. During the process of erecting and tearing down the traffic barriers, fencing and opaque covering defining the encroachment, traffic control elements will be implemented as per the Traffic Control Plan(s) in the appendix. All work and any traffic interruptions will be coordinated by the contractor who will notify HRM a minimum of 5 business days before work is scheduled to begin.

It is noted that surplus fencing must be stored and installed from private property when relocated for deliveries and be routinely re-established to keep the site secure. Surplus fencing cannot be stored within HRM's right-of-way.

8.2: Snow removal

The developer will be responsible to remove snow and ice as required to ensure that emergency access is maintain to the project site, this includes fire hydrants. The contractor will not dump snow or ice onto adjacent property and will truck snow off site as required to prevent the unsafe build-up of snow piles.

The contractor will clear snow from outside the jersey barriers to keep the edge of the vehicle travel lane clear of snow and ice build up along Faulkner Street, and gates.

8.3: Gate Access and Egress

The site will be accessible through gates. These gates are the only locations that will receive equipment/materials during construction, gates will remain closed and will be locked at all times after work hours. In cases of emergencies, on-site workers will exit the project site through these gates. These gates will remain unlocked at all times when workers are on site in case of emergency allowing unrestricted emergency response units access to the site.

Two (2) construction access gates are planned for this project during stage 1, one (1) construction access gate is planned for this project during stage 2, with two (2) construction access gates planned in stage 3. In stage 1, two (2) gates will be stationed along the street line on private property. In stage 2, one (1) gate stationed along the back of sidewalk. While in stage 3 two (2) gates set at either end of the Faulkner Street layby to facilitate deliveries.

Gates are to swing into site, remain closed when not in use and locked after hours.

Any existing fire hydrants located adjacent to the site will remain protected from construction activities. These fire hydrants, along with the existing fire department connections will be accessible to firefighters throughout all phases of the project. Adjacent existing hydrants and fire department connections are not anticipated to be affected by construction.

8.4: Hoarding Aesthetics

The site hoarding will resemble that shown in the appendix; encroachment fee reductions are not anticipated at this time however the developer will revisit this with HRM after the hoarding is installed.

8.5: Sight Lines

Rigid fencing and signage will be installed as per the CMP drawings such that vehicle sight lines are maintained around corners, particularly at driveway access points and existing intersections.

8.6: Project Information and Contacts

To encourage communication between the project team and the public, contact information will be provided on Project Information Boards; these will be posted prominently around the project site on the fencing; refer to the appendix for a copy of the Project Information Board and the Encroachment Plan for the planned locations. Refer to the signage specification within the appendix describing the required size, materials, mounting hardware, etc. of these signs.

Section 9: Lifting, Hoisting, and Crane Operations

9.1: Crane Use Overview

This project will incorporate a tower crane, the crane will be stationed within the project site and will be operated under the direct supervision of a licensed crane operator employed by the formwork contractor. The approximate location of the site's tower crane is shown in the appendix.

It is anticipated that the crane assembly and disassembly will be stationed within Faulkner Street and require a temporary street closure.

The crane swing will extend over neighbouring properties as shown in the Crane Swing Diagrams included in the appendix. The developer will notify adjacent property owners prior to extending the crane over their properties. Refer to the appendix for crane information.

Depending on the stage of construction, concrete trucks will be stationed within the encroachment area or private property during concrete operations. (See concrete delivery schematic within the appendix).

If lifting operations are required over the public realm, this area will be closed to access. In all cases of lifting, extreme care will be used to ensure public and worker safety.

9.2: Transport Canada and Nav Canada Regulations

There are two registered aerodromes in the Halifax region; Halifax International Airport and Canadian Forces Base Shearwater Airfield. According to Transport Canada regulations, the project site is outside of the lands to which regulations for these two aerodromes apply.

9.3: Aerodromes

There are several heliport approaches in the Halifax region; both Emergency Hospitals (QEII and IWK) as well as Point Pleasant Park. Given the location of the project site relative to these various approaches we understand Transport Canada notice does not apply.

Section 10: On-Site Safety and Security

10.1: Site Safety and Security Overview

The contractor will adhere to all Occupational Health & Safety requirements throughout the completion of this project. At a minimum, the following safety protocols will be utilized to further enhance site safety and security:

- a) All workers will be required to have proof of up-to-date safety training;
- a) Personal protective equipment (PPE) will be required for all personnel on site;
- b) Adequate signage will be placed outside the hoarding, which will warn of hazards that may exist;
- c) Gates will be locked and the perimeter fencing secured to provide security against public access during off work hours and will be monitored during operation;
- d) Hoarding will clearly state “No Trespassing – Construction Personnel Only” & PPE requirements will be clearly identified (e.g., “Hard Hats and Safety Footwear Must Be Worn Beyond This Point”);
- e) Regular safety inspections will be conducted to ensure suitability of hoarding and other safety devices;
- f) Emergency contact information to be prominently posted as per the Project Information Board.

10.2: Material Handling: Loading, Unloading, Delivery and Storage

The contractor will adhere to the procedures stipulated in the Haul Route Plan for delivery of materials. Delivery vehicles will use the designated gates for entry and exit. Timing of deliveries will be coordinated to have the least possible negative impact on regular traffic. The staging and delivery area will be coordinated by the delivery companies and site personnel, concrete and material delivery trucks will be housed within encroachment area or private property accessed from Faulkner Street.

10.3: Emergency Access & Egress

The site will be accessible through gates to facilitate construction vehicle access. In cases of emergencies, on-site workers will exit the project site through these gates. These gates will remain closed but unlocked at all times when workers are on site in case of emergency allowing unrestricted emergency response units access to the site. Gates will be locked and secured afterhours to provide security against public access during off work hour. Emergency contact information will be posted on project information boards surrounding the site, refer to the CMP plan for details.

Gates are to remain closed at all times unless being used for deliveries to maintain a controlled access site preventing access by the general public to the construction site.

10.4: Security Site Lighting

Security site lighting is not anticipated for this project.

10.5: Smoking Areas

On site smoking areas will not be provided as this will be a smoke-free site.

10.6: Fire Suppression Systems

There are two (2) existing fire hydrant near the project site. One (1) on the opposite side of the street near the intersection of Faulkner and Dickson Street and one (1) directly in front of civic 10 Faulkner Street, that remain outside the project area and will be protected from construction activities. These fire hydrants, along with any existing fire department connections will be accessible to firefighters throughout all phases of the project.

The proposed fire department connection and fire hydrant are not available for fire department use until after the water supply lines have been installed, tested and commissioned by the water commission, similar with the fire suppression system. This system will not be active until after the building is near complete and the encroachment fencing has been removed.

Section 11: Pre-Construction Consultation & Meeting

11.1: Pre-CMP Community Consultation

Due to the current pandemic, the developer will forego the community consultation meeting. A construction notification letter will be delivered to the properties neighbouring the construction site as well as HRM staff, notifying them of the expected work with contact information for questions and feedback. As part of this notification the surrounding community and businesses will be offered to sign up for a monthly construction project notification from the development. It is understood, HRM requires a confirmation letter from the applicant confirming delivery of notification letters to affected residents. A map indicating these properties has been included in the appendix.

11.2: Project Information and Contacts

To encourage communication between the project team and the public, contact information will be provided on Project Information Boards; these will be posted prominently around the project site on the fencing; refer to the appendix for a copy of the Project Information Board and the CMP Plan for the planned locations. Information on signage size and materials is outlined in the appendix.

11.3: Preconstruction Meeting

Prior to construction the developer, contractor and traffic control company will attend a pre-construction meeting with HRM staff to review the CMP document on site. HRM's engineering technician will confirm the date and time of this meeting; and may wish to waive the requirement.

11.4: Construction Notification

Approximately five (5) business days prior to the encroachment, an additional notification will be circulated to the neighbouring properties, notifying them that work is starting on site.

Section 12: Summary

This construction management plan was prepared with the goal to minimize negative impacts to the community, pedestrians, and traffic throughout the scope of this project. This plan will be used as a minimum standard and any further safety protection required or methods to provide a more positive environment will be used throughout construction work as necessary.

Should you have any questions or comments related to this document, please contact SDMM. For all construction-related inquiries, please contact the developer, contractor, or traffic control service provider.

Regards,

Servant, Dunbrack, McKenzie & MacDonald Ltd.

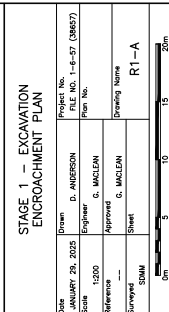
Geoff MacLean, P.Eng.

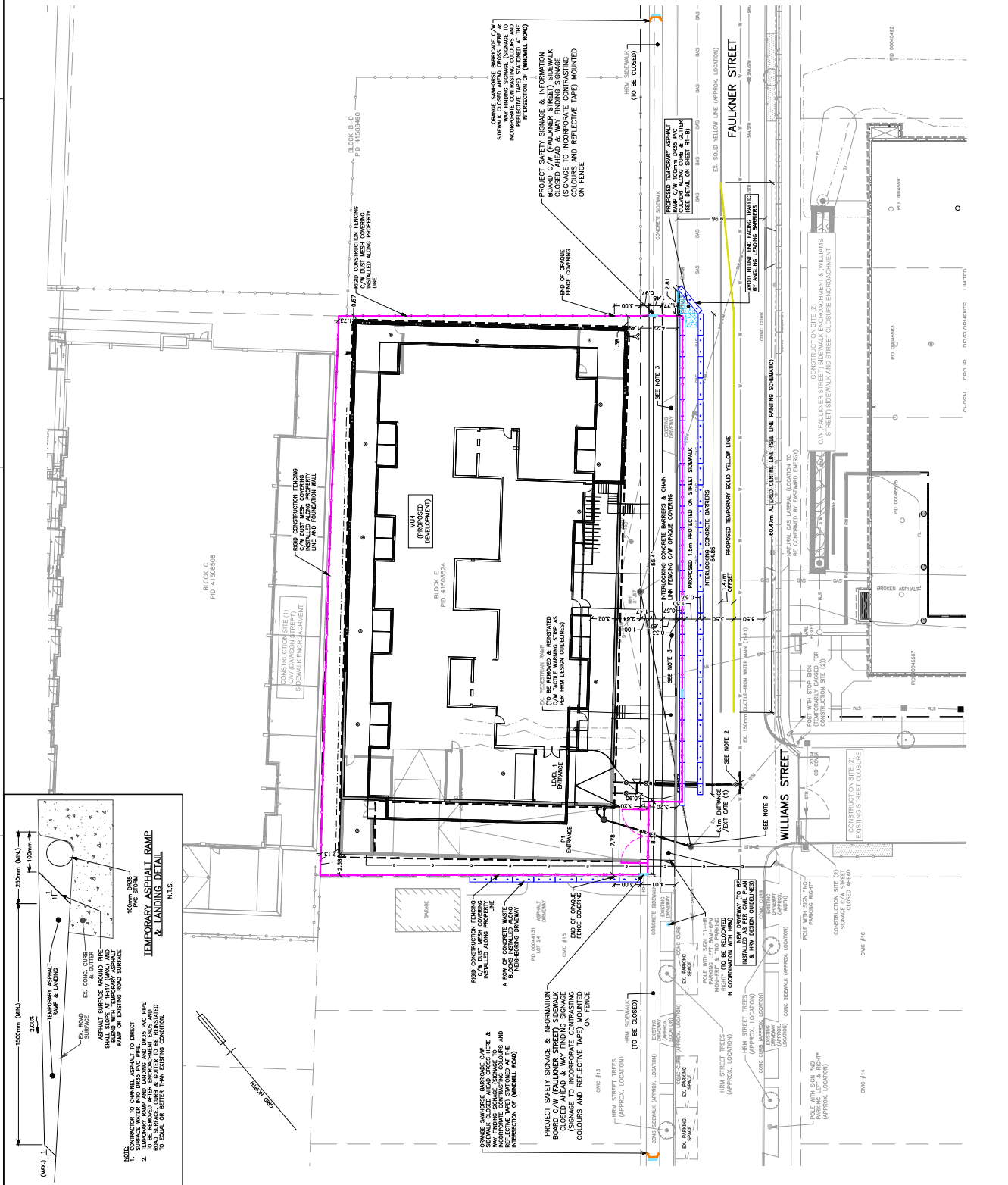
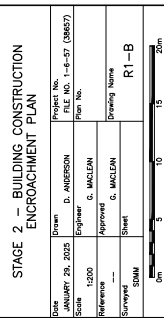
Project Engineer

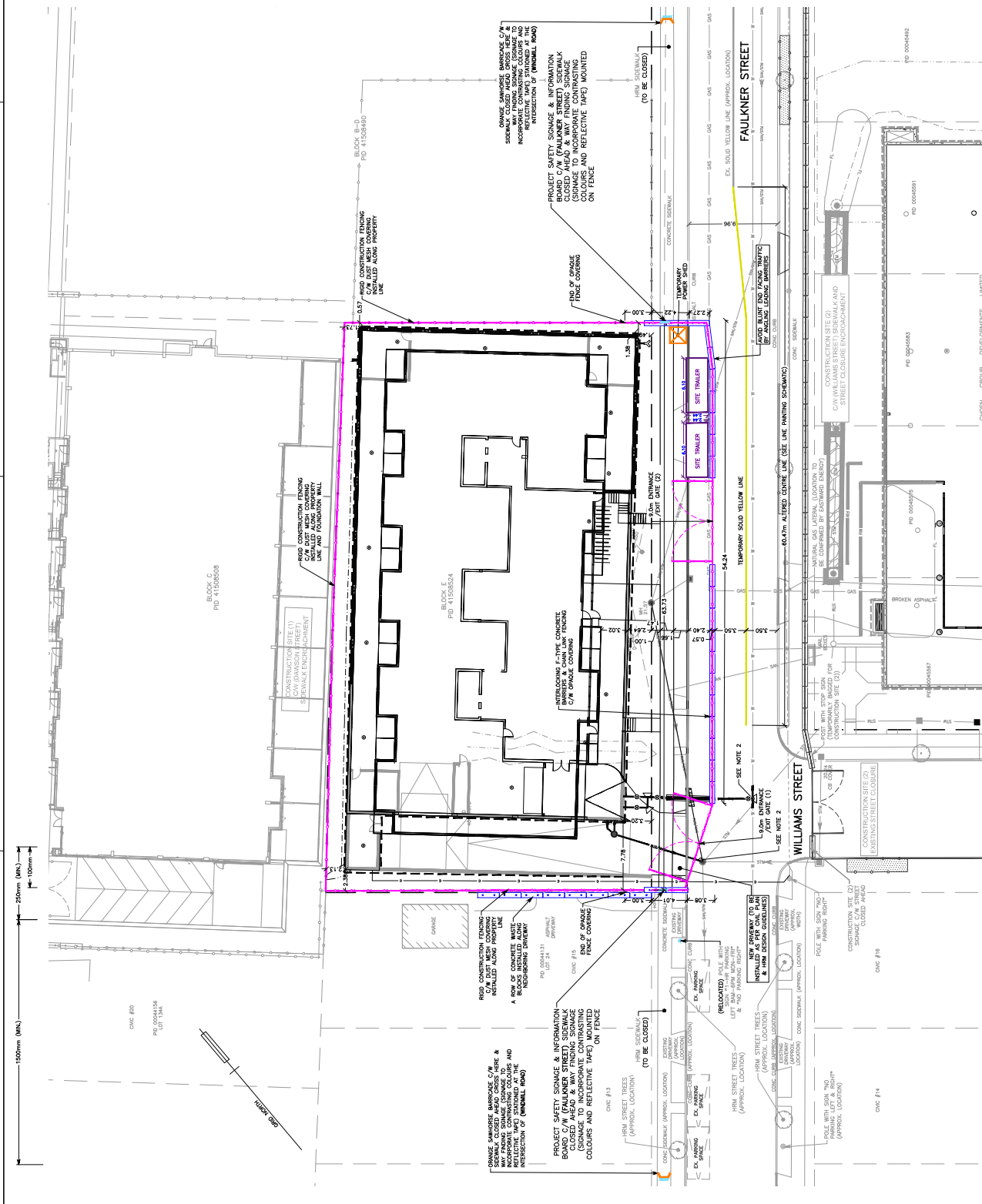
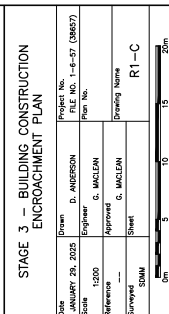
Z:\SDMM\38000-38999\38650\38657\CMP\IFP\MU4 Faulker Street - CMP (IFP) - 38657.docx

APPENDIX

Appendix A – Encroachment Plan

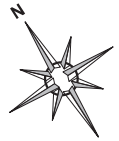






Appendix B – Traffic Control Plans TCP

Phase 1 Encroachment Signage Plan



Date: 2025-01-24 **Author:** Norman Bussmann, TWS, 902-817-3364 **Project:** Proposed Residential Bldg MU4, Block D

Comments:

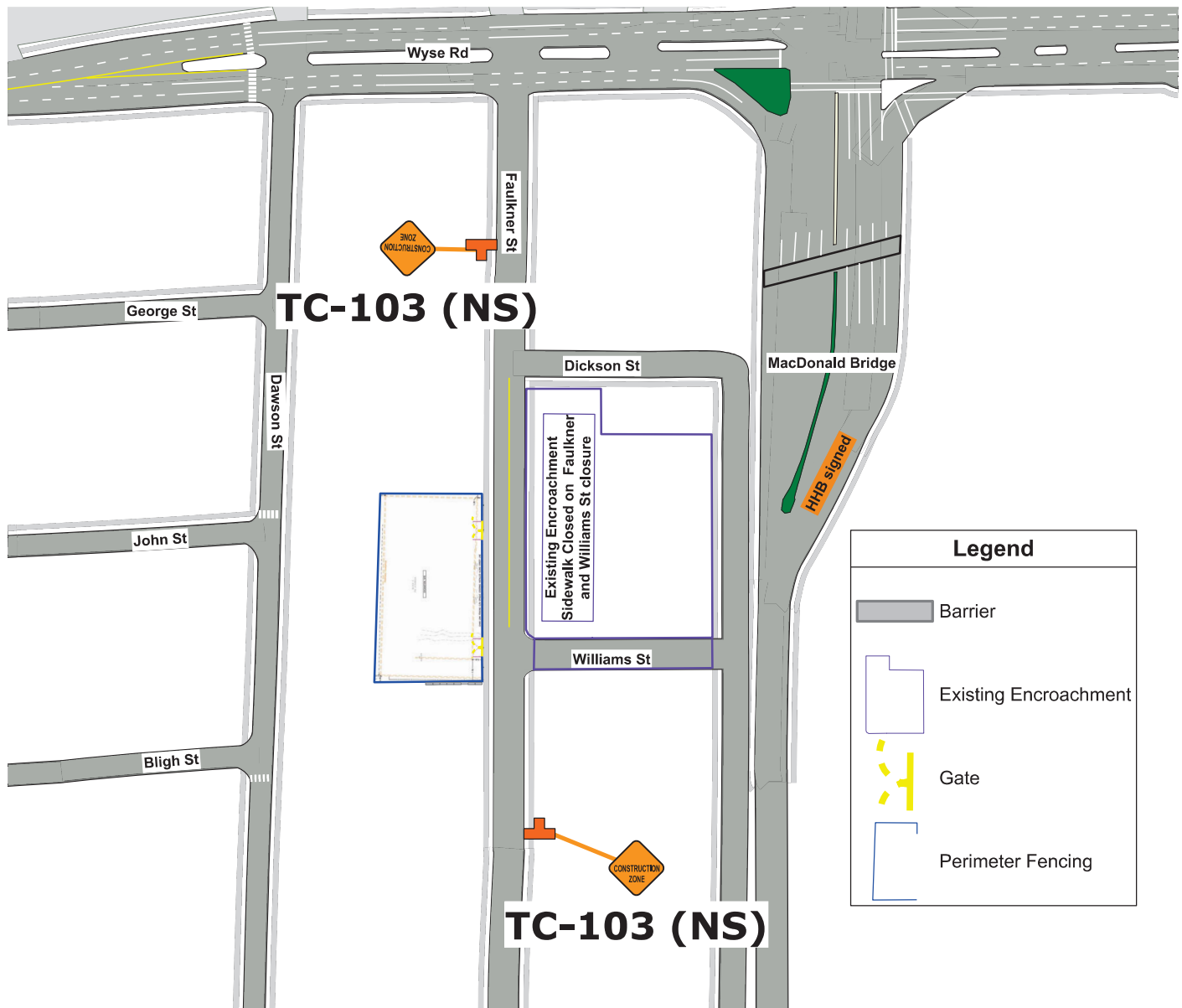
Not to Scale

Phase 1 Encroachment Signage Plan

Off Shoulder Work Area

No sidewalk encroachment during Phase 1

All Fencing and barrier placement can be done from within the site

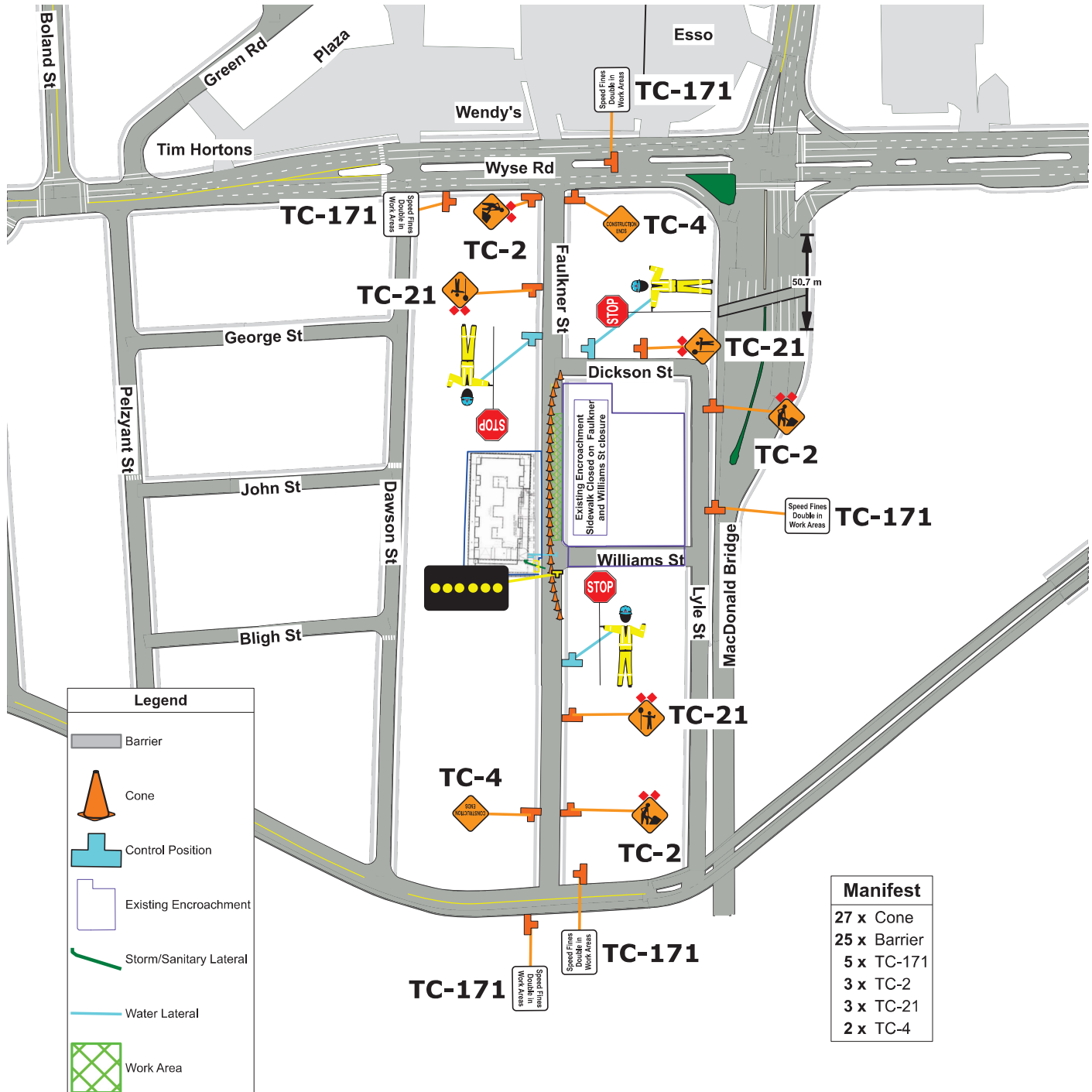


Phase 2 Line Painting Plan



Date: 2025-01-24 **Author:** Norman Bussmann, TWS, 902-817-3364 **Project:** Proposed Residential Bldg MU4, Block D

Comments:
 Not to Scale
 Application Guide C112
 See Phase 3 PMP for sidewalk closure details
 Maintain a minimum travel lane of 3.5m to allow for trucks



Phase 2 PMP Installation Plan



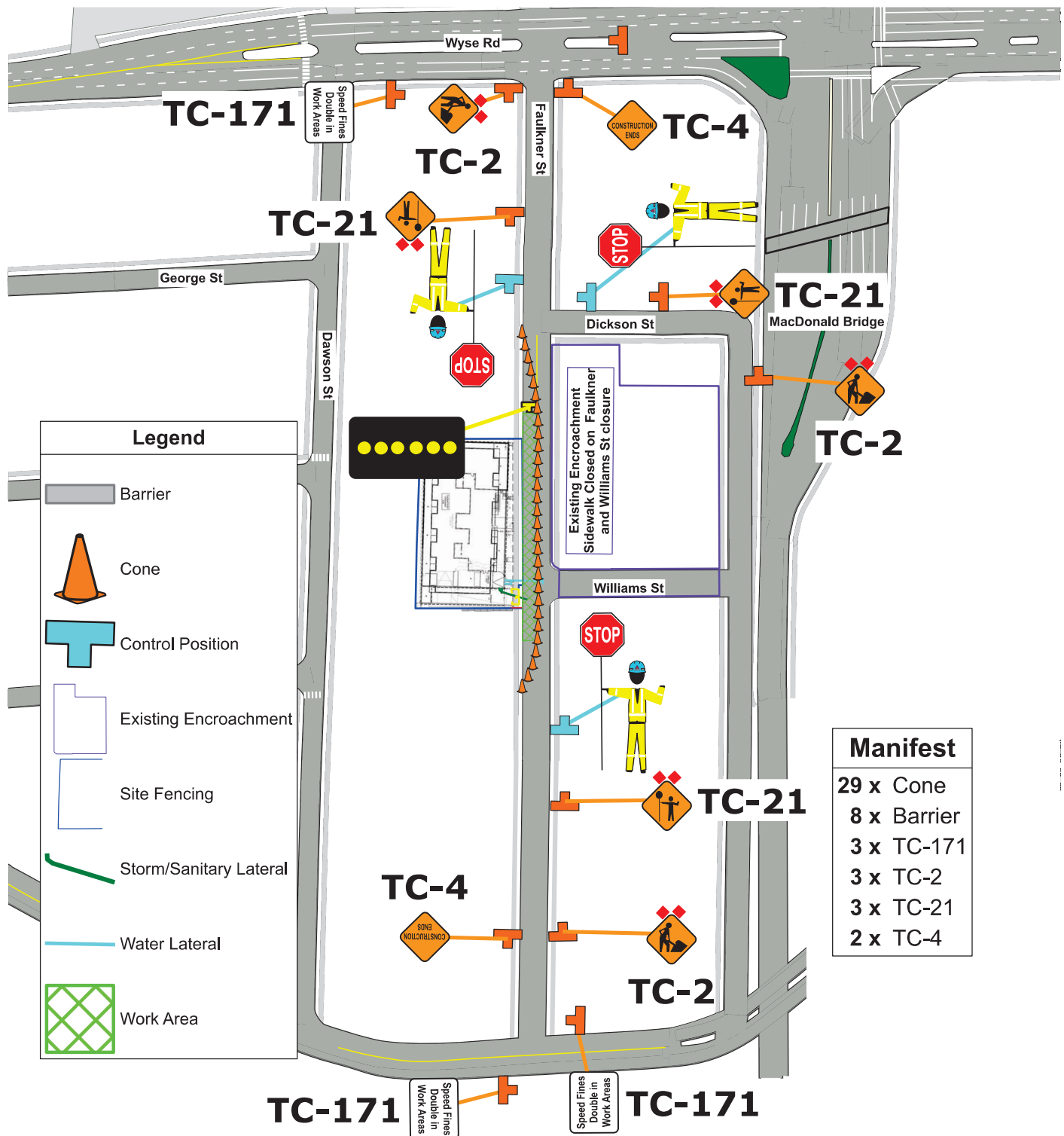
Date: 2025-01-24 **Author:** Norman Bussmann, TWS, 902-817-3364 **Project:** Proposed Residential Bldg MU4, Block D

Comments:

Not to Scale

PMP Phase 2 Temporary Walkway Installation Plan

This work must be done prior to Phase 2 Encroachment setup



Phase 2 Encroachment Signage Plan



Date: 2025-01-24 **Author:** Norman Bussmann, TWS, 902-817-3364 **Project:** Proposed Residential Bldg MU4, Block D

Comments:

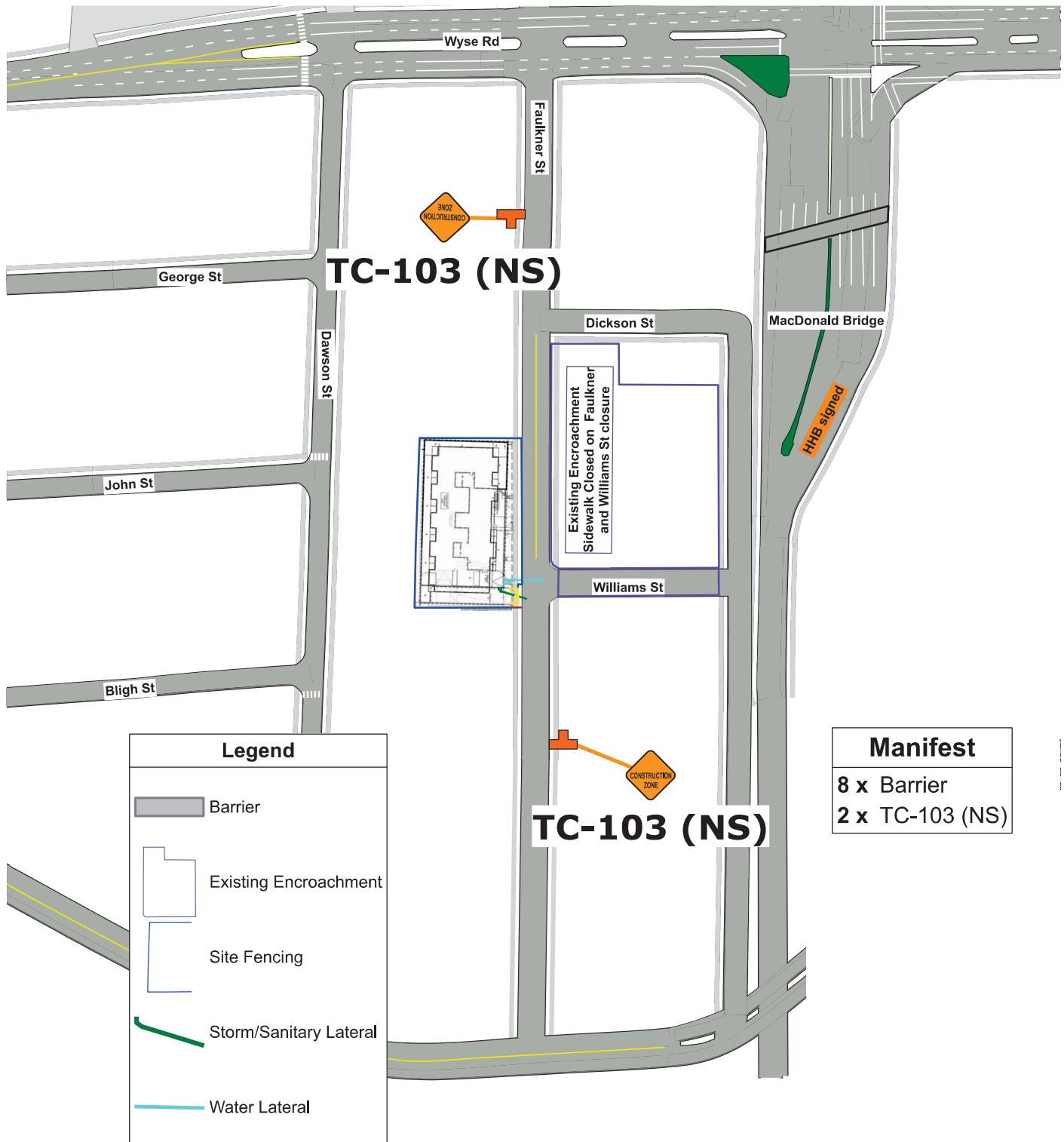
Not to Scale

Phase 2 Encroachment Signage Plan

Off Shoulder Work Area

See Phase 2 PMP for sidewalk closure details

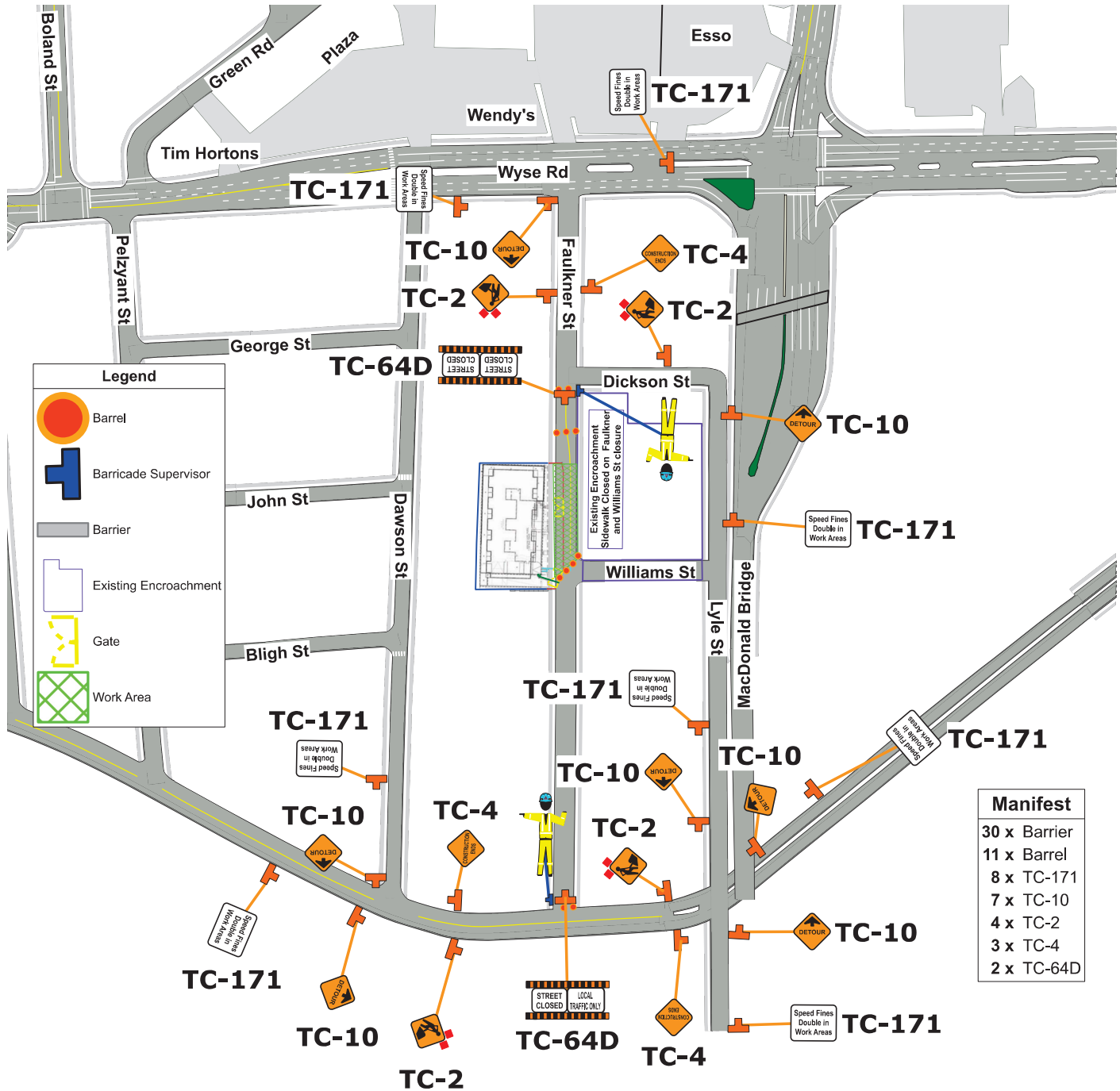
All Fencing and barrier placement can be done from within the site



Crane Installation and Removal Plan



Date: 2025-01-24 **Author:** Norman Bussmann, TWS, 902-817-3364 **Project:** Proposed Residential Bldg MU4, Block D
Comments:
 Not to Scale
 Application Guide C112
 See PMP phase 3 for sidewalk closure details





Water Lateral Installation Plan

Date: 2025-01-24 **Author:** Norman Bussmann, TWS, 902-817-3364 **Project:** Proposed Residential Bldg MU4, Block D

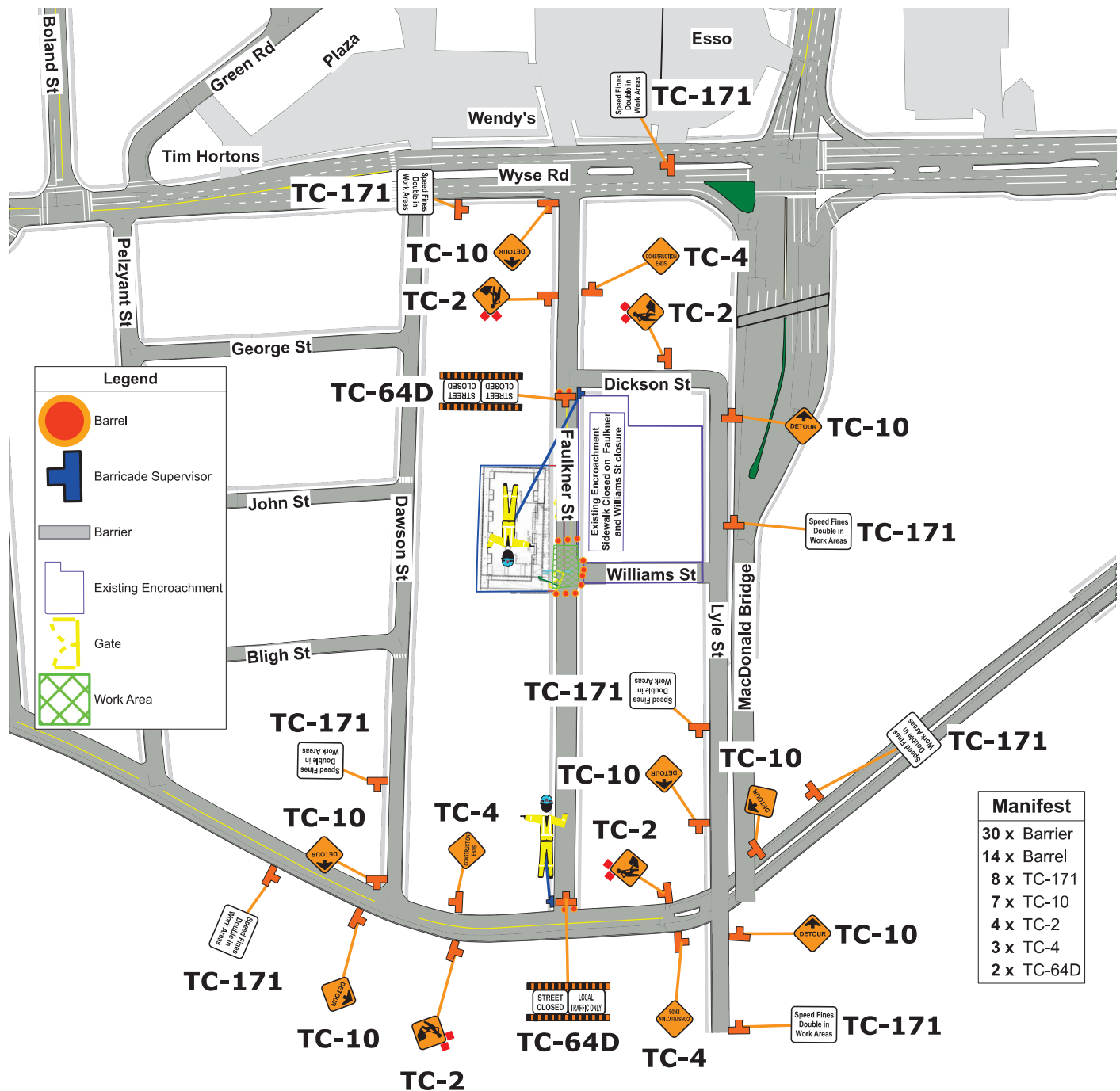
Comments:

Not to Scale

Application Guide C112

See Phase 3 PMP for sidewalk closure details

See Detour Wayfinding Plan for detour tab placement



Detour Wayfinding Plan



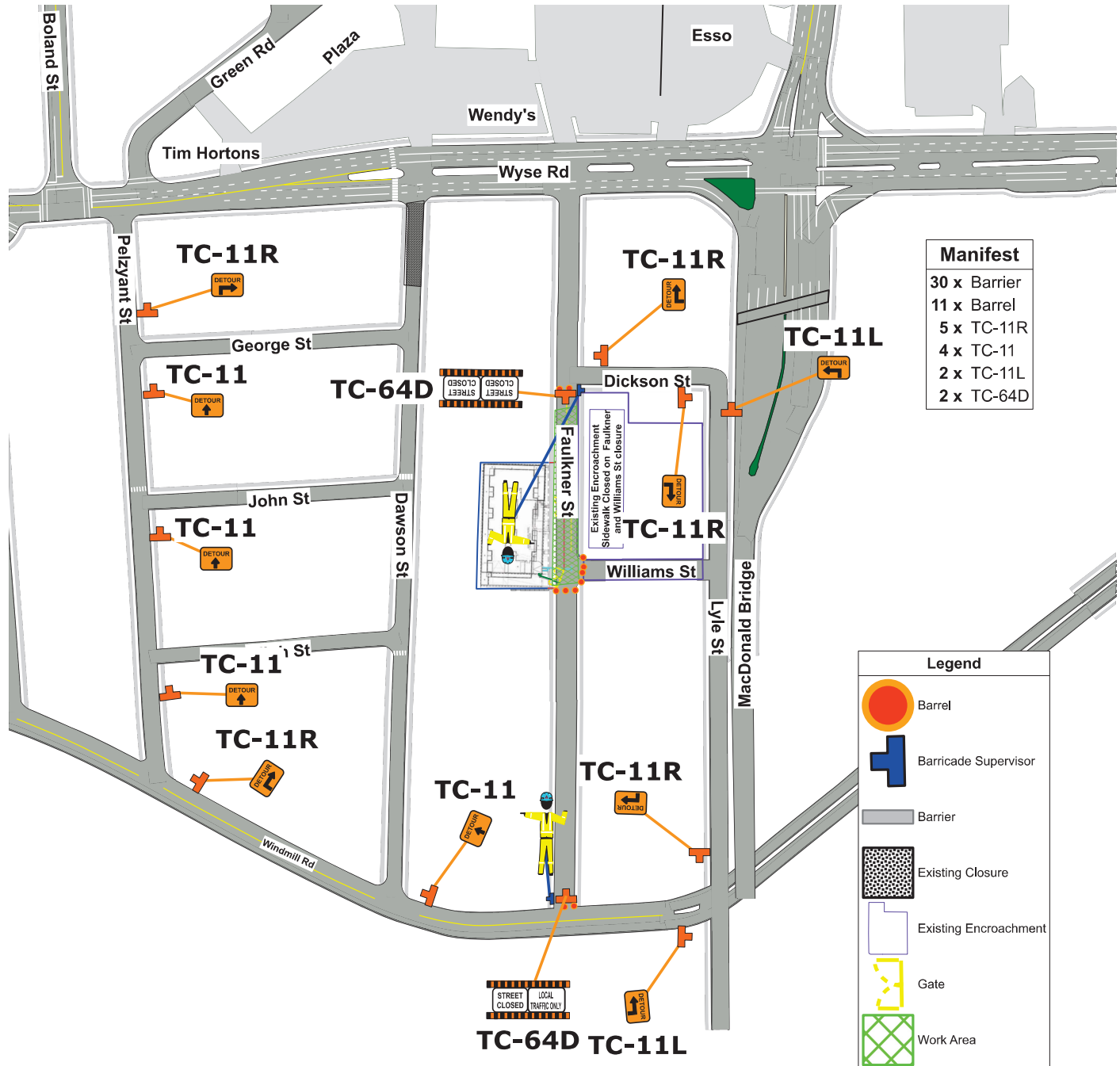
Date: 2025-01-24 **Author:** Norman Bussmann, TWS, 902-817-3364 **Project:** Proposed Residential Bldg MU4, Block D

Comments:

Not to Scale

Application Guide C77

Detour Wayfinding Plan

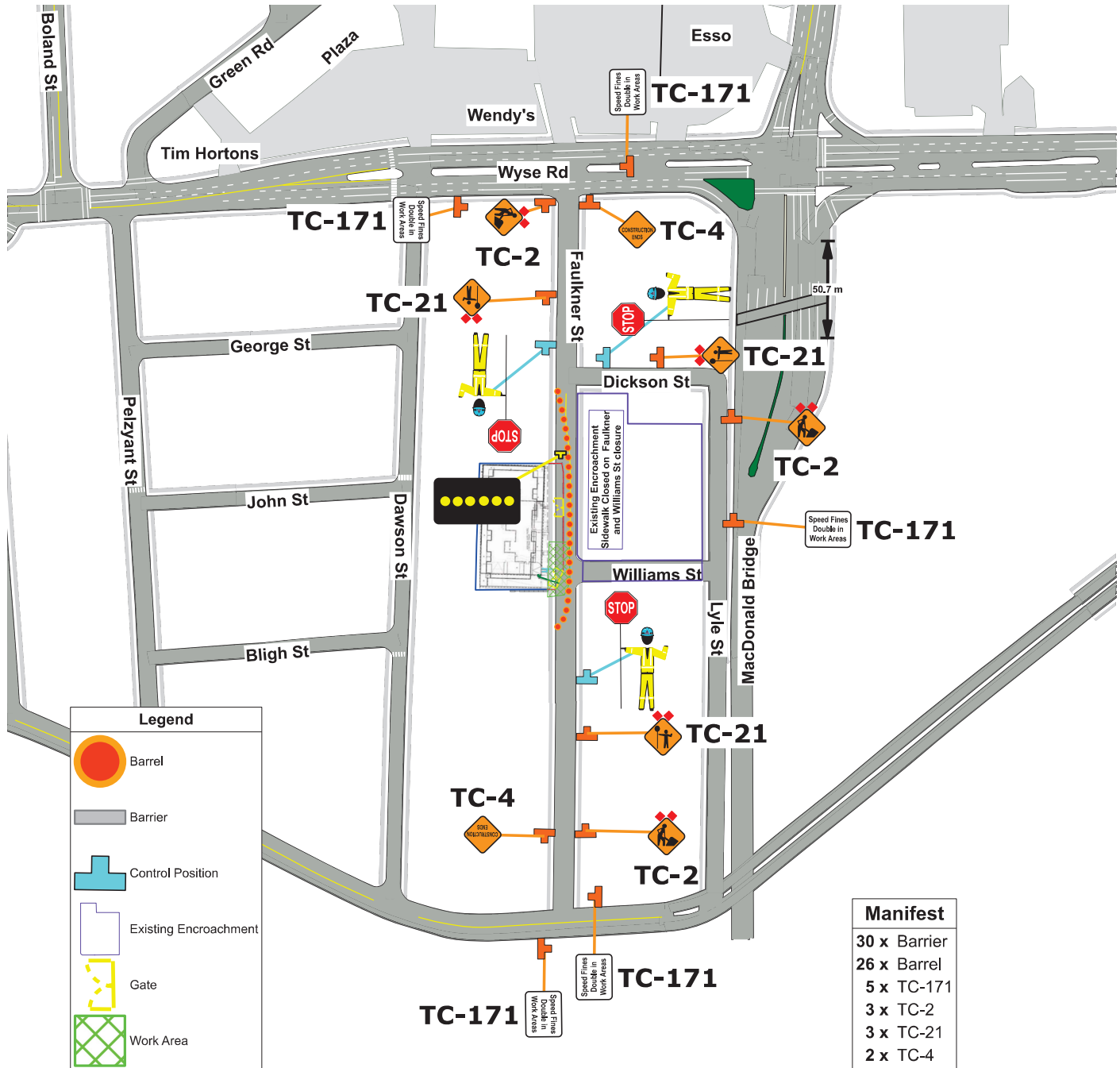


Sanitary Lateral Installation Plan



Date: 2025-01-24 **Author:** Norman Bussmann, TWS, 902-817-3364 **Project:** Proposed Residential Bldg MU4, Block D

Comments:
 Not to Scale
 Application Guide C112
 See Phase 3 PMP for sidewalk closure details
 Maintain a minimum travel lane of 3.5m to allow for trucks

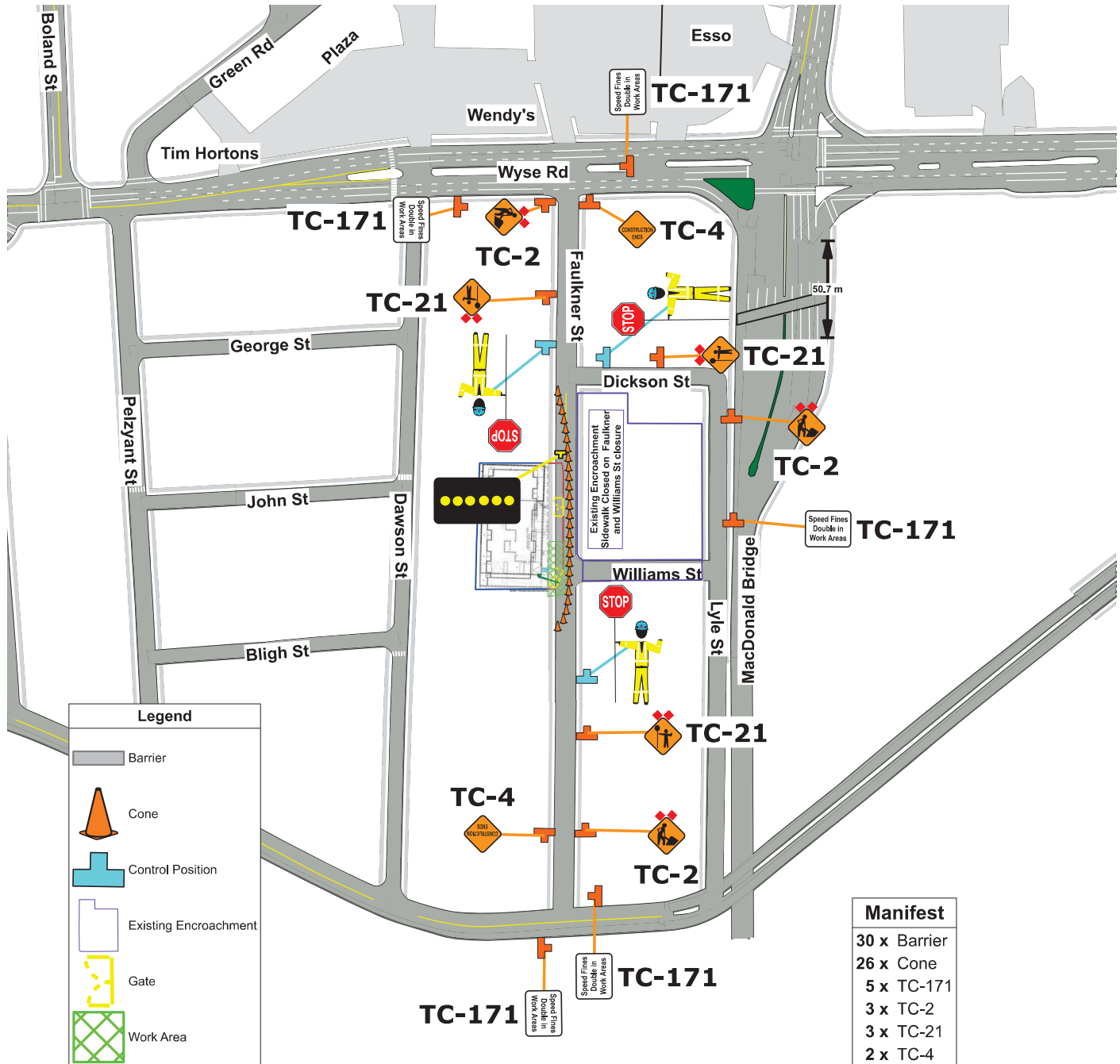


Driveway Installation Plan



Date: 2025-01-24 **Author:** Norman Bussmann, TWS, 902-817-3364 **Project:** Proposed Residential Bldg MU4, Block D

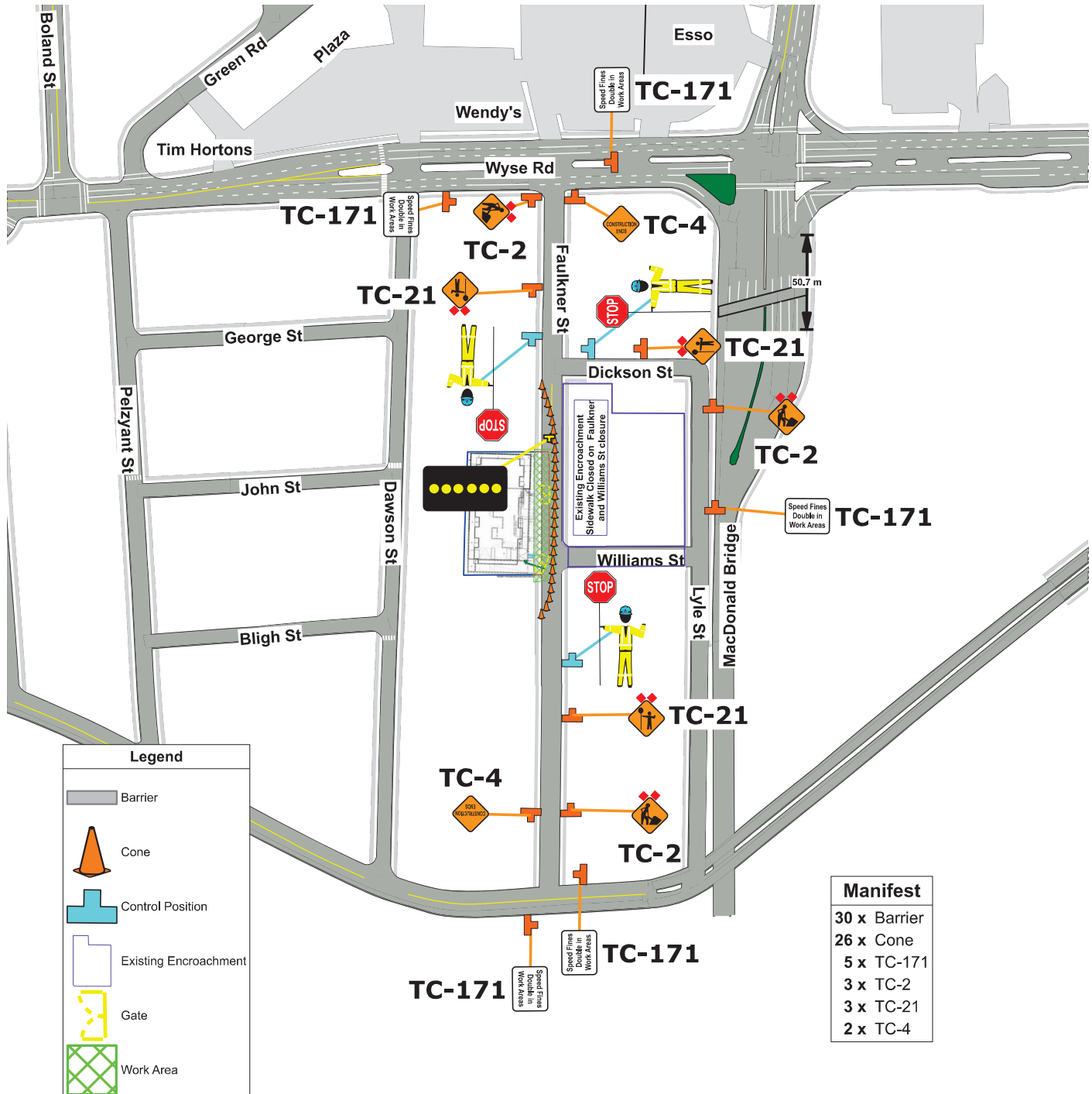
Comments:
 Not to Scale
 Application Guide C112
 See Phase 3 PMP for sidewalk closure details
 Maintain a minimum travel lane of 3.5m to allow for trucks



Phase 3 Barrier Installation and Removal Plan



Date: 2025-01-24 **Author:** Norman Bussmann, TWS, 902-817-3364 **Project:** Proposed Residential Bldg MU4, Block D
Comments:
 Not to Scale
 Application Guide C112
 See Phase 3 PMP for sidewalk closure details
 Maintain a minimum travel lane of 3.5m to allow for trucks





Phase 3 Encroachment Signage Plan

Date: 2025-01-24 **Author:** Norman Bussmann, TWS, 902-817-3364 **Project:** Proposed Residential Bldg MU4, Block D

Comments:

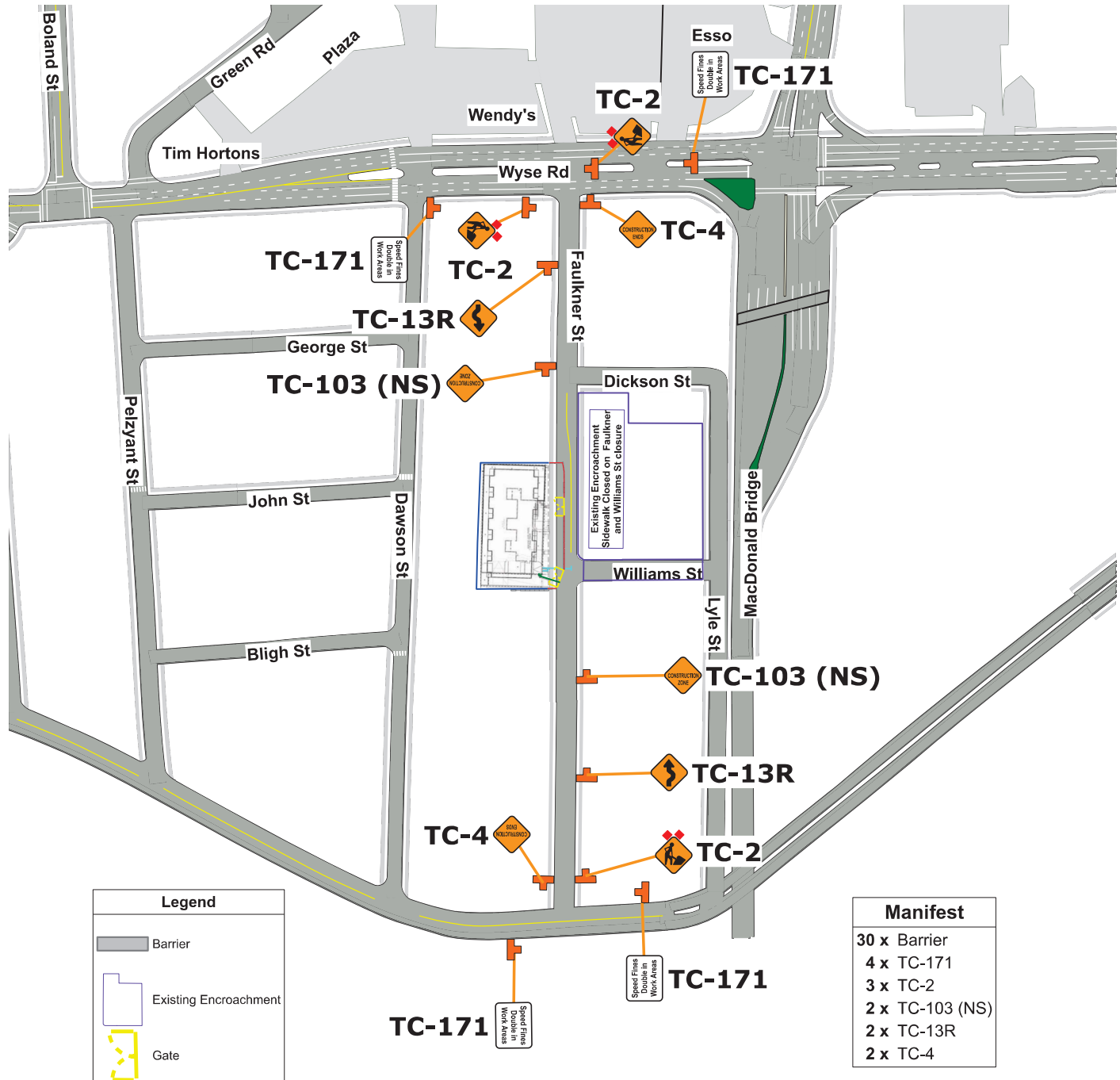
Not to Scale

Phase 3 Encroachment Signage Plan

Application Guide C23/48 blend

See Phase 3 PMP for sidewalk closure details

See Barrier Installation and Removal Plan for setup details



Appendix C – Haul Route Plan

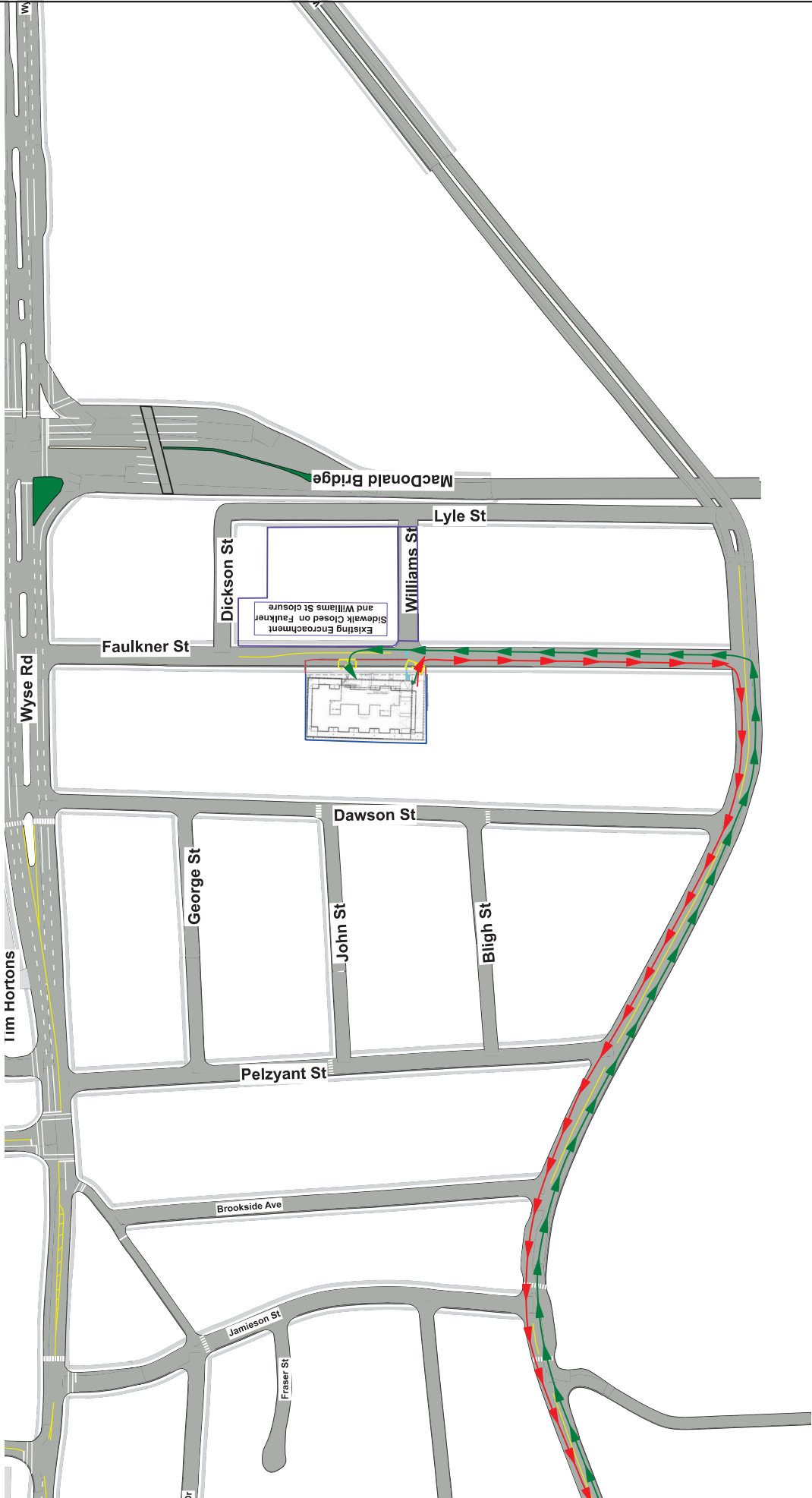
Haul Route Plan all Phases

Date: 2025-01-24 **Author:** Norman Bussmann, TWS, 902-817-3364 **Project:** Proposed Residential Bldg MU4, Block D

Comments:
Not to Scale
Haul Route Plan
Inbound via Windmill Rd to Faulkner St to Site
Outbound via Faulkner St to Windmill Rd to Hwy



Legend	
	Haul Route Inbound
	Haul Route Outbound



Appendix D – Pedestrian Management Plan (PMP)

Phase 2 Pedestrian Management Plan



Date: 2025-01-24 **Author:** Norman Bussmann, TWS, 902-817-3364 **Project:** Proposed Residential Bldg MU4, Block D

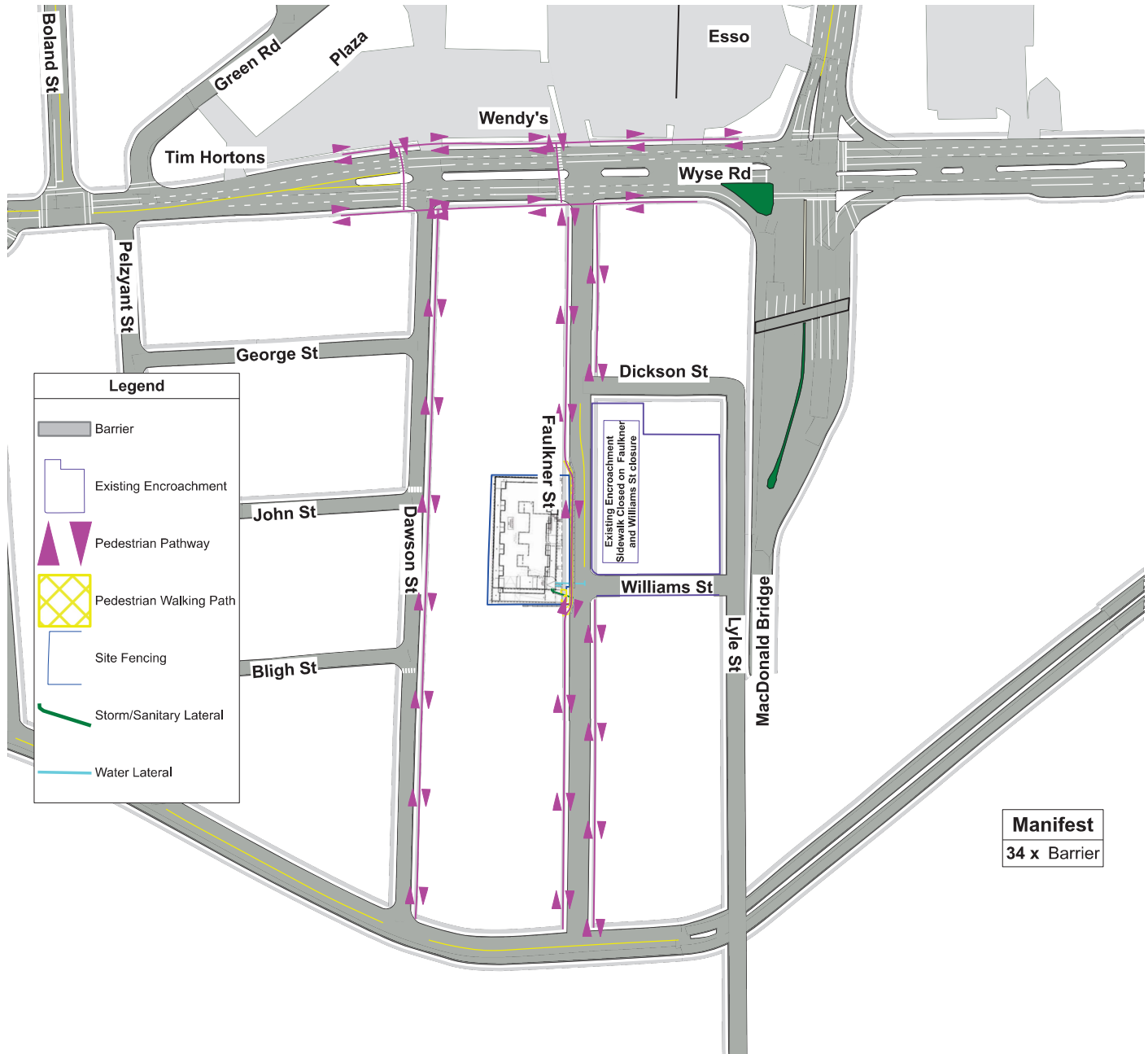
Comments:

Not to Scale

Pedestrian Management Plan

For the long duration closure of sidewalk on Faulkner St. there is currently a sidewalk closure on the other side of the road. As the opposing sidewalk is also closed, a pedestrian pathway needs to be placed on the roadway.

Be sure that the centerline paint alteration is done prior to setup



Phase 3 Pedestrian Management Plan



Date: 2025-01-24 **Author:** Norman Bussmann, TWS, 902-817-3364 **Project:** Proposed Residential Bldg MU4, Block D

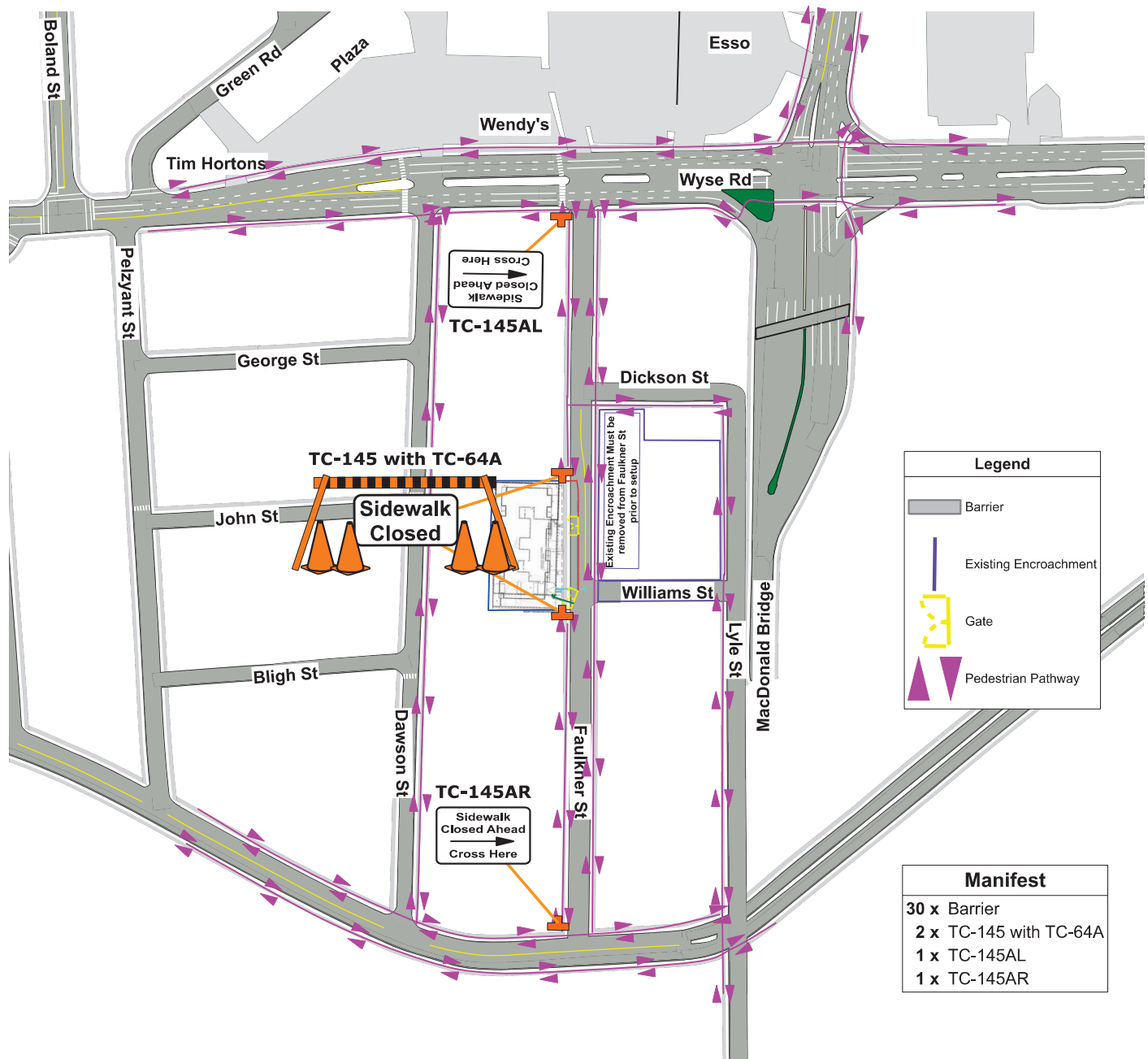
Comments:

Not to Scale

Pedestrian Management Plan

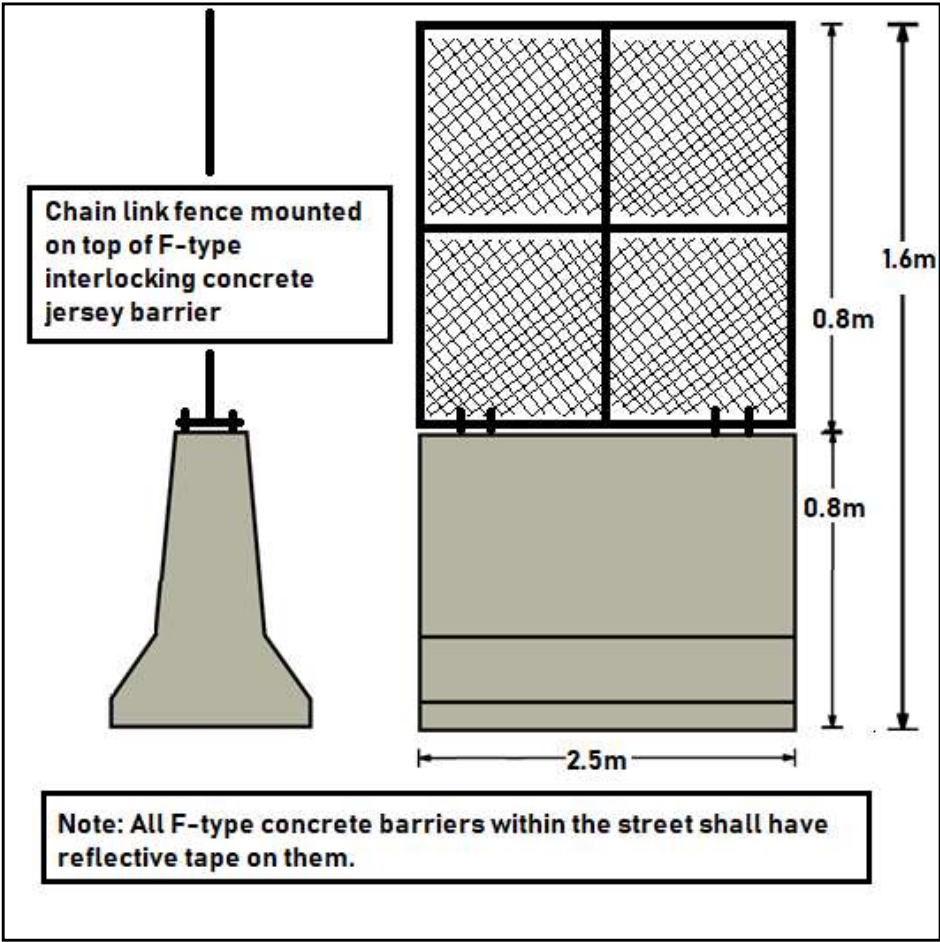
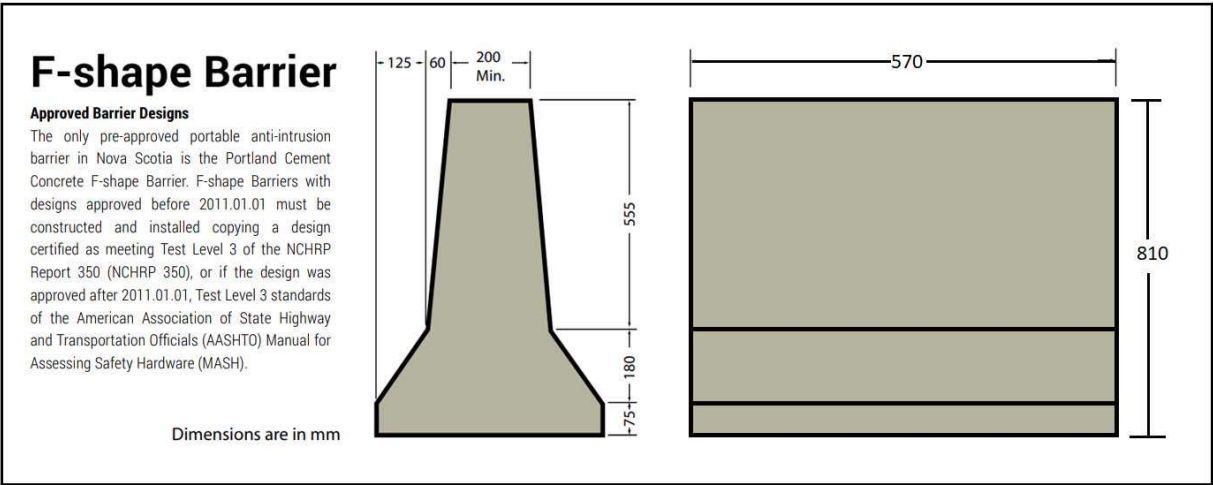
For the long duration closure of sidewalk on Faulkner St. Currently, the opposing side is closed.

It must be reopened before this plan can take effect.

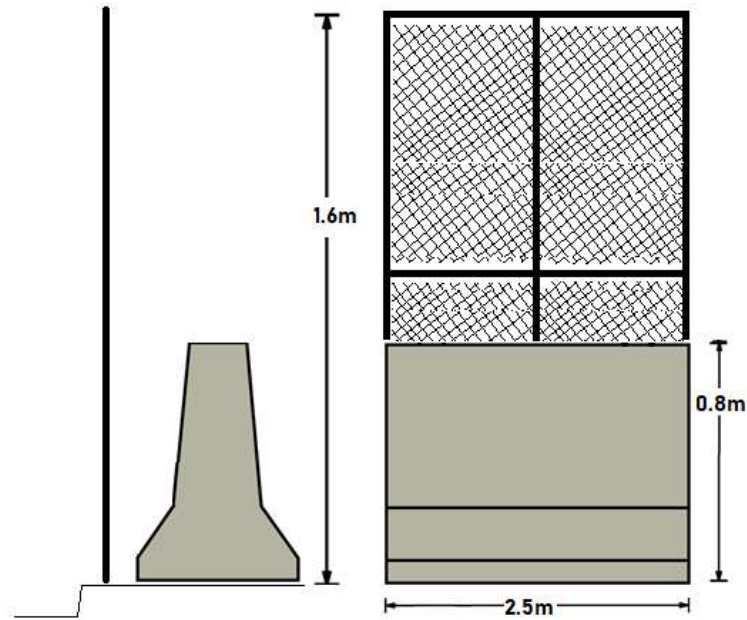


Appendix E – Barrier, Waste Blocks, Fence & Gates Information

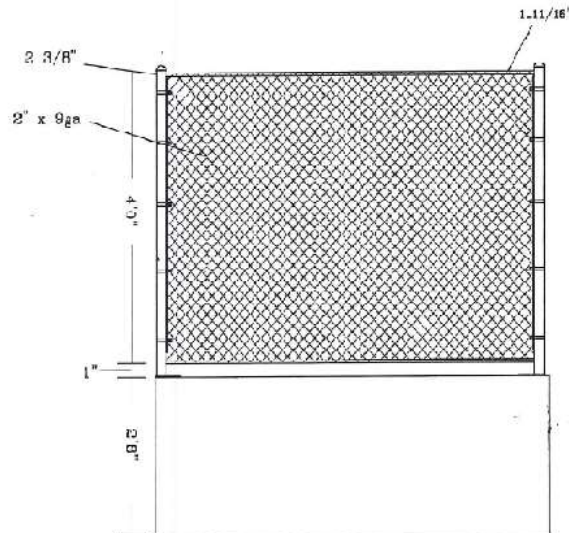
Sample Barrier & Fence Details



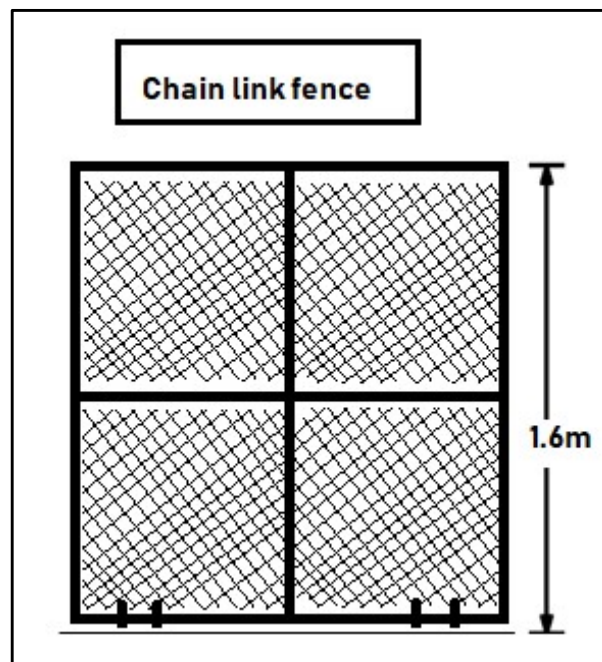
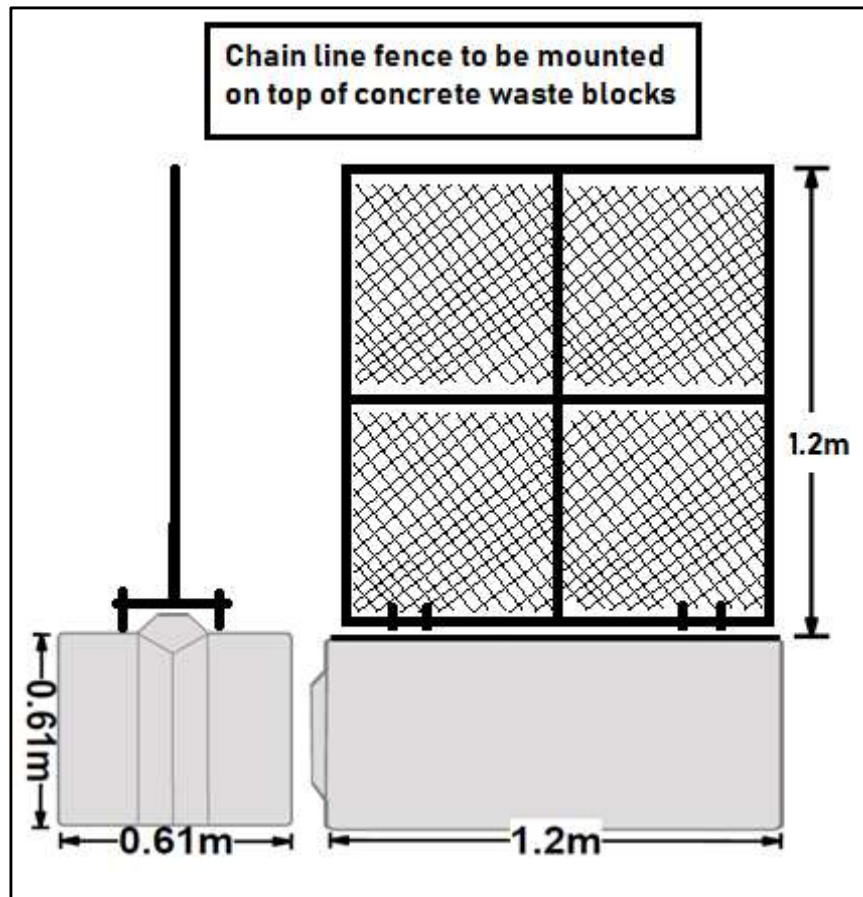
Fence mounted to curb with interlocking F-type concrete jersey barriers set beside

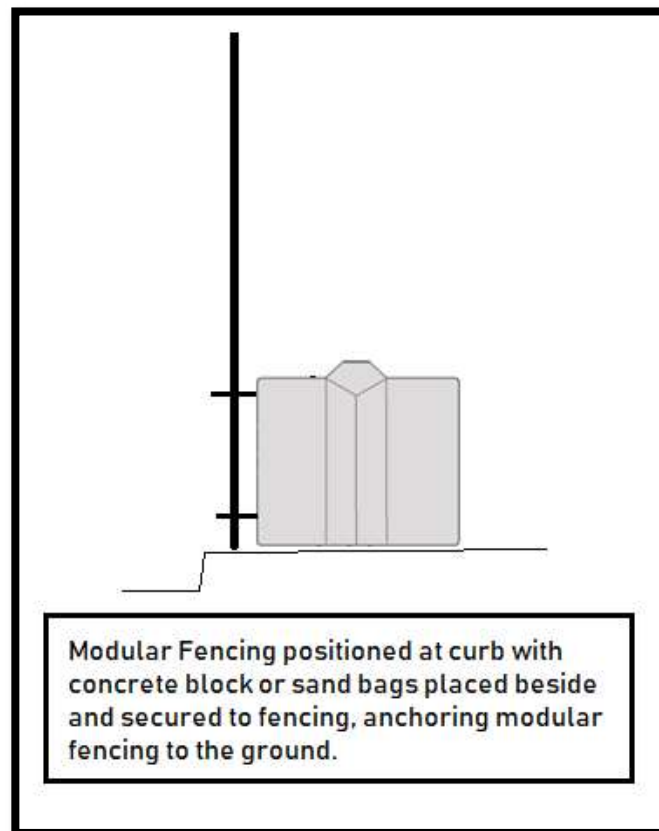
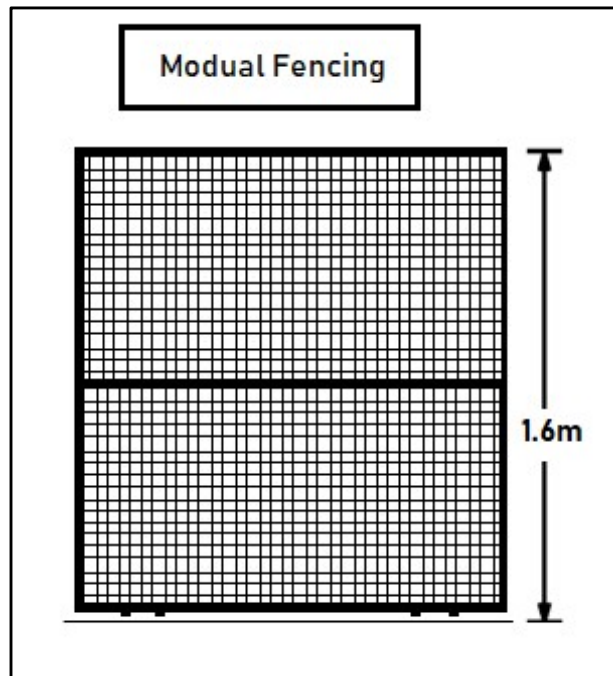


Note: All F-type concrete barriers within the street shall have reflective tape on them.

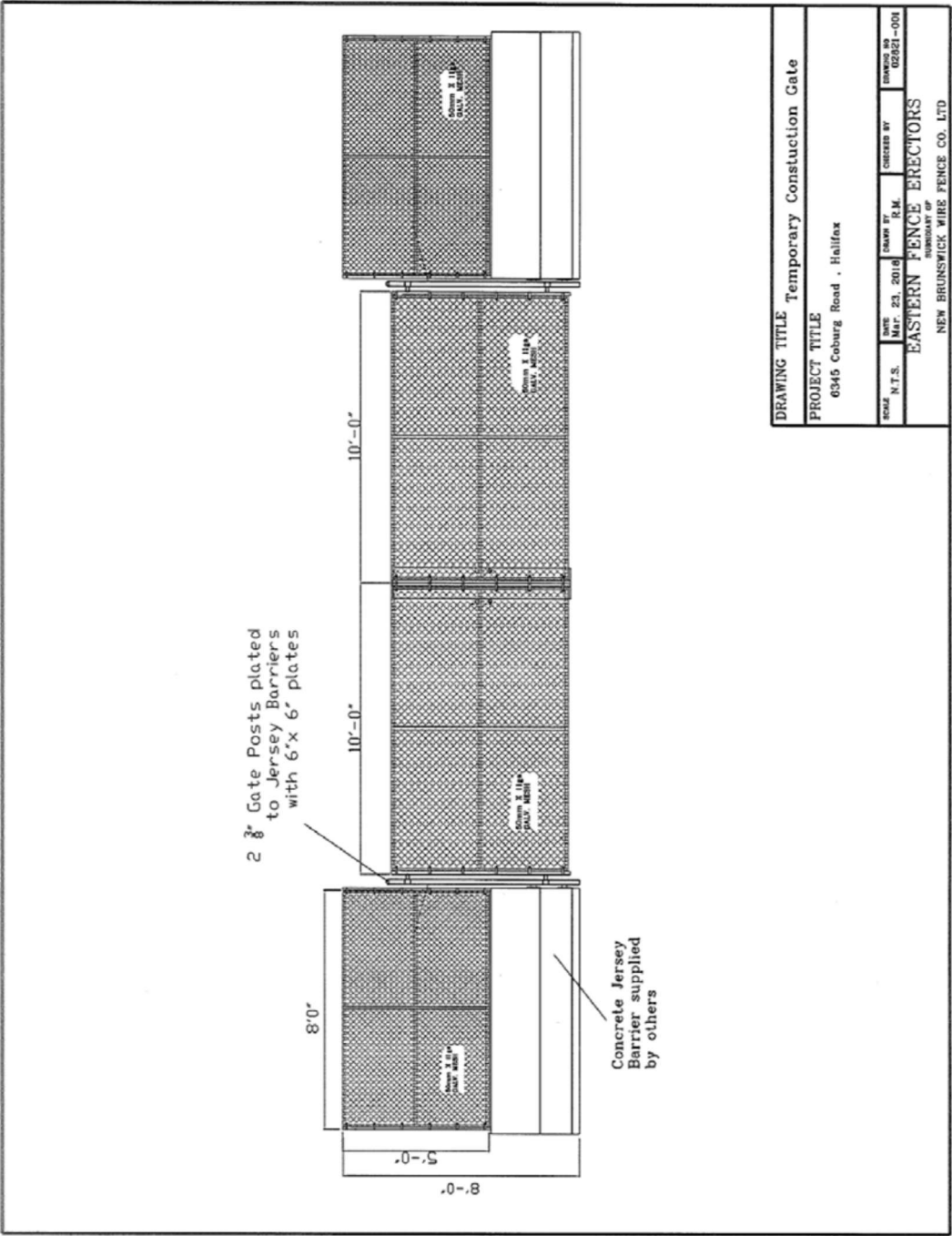


DRAWING				
SHOP DRAWING				
DRAWING TITLE				
PROJECT TITLE				
DATE	DATE	DATE	DATE	DATE
REV	REV	REV	REV	REV
EASTERN FENCE				
NEW BRUNSWICK FENCE CO. LTD.				





Sample Gate Detail



Appendix F – Hoarding Information

Opaque construction hoarding material shall covering and be adequately secured to the rigid fencing that outlines the encroachment area. This covering shall be continuous such that it prevents passersby or tourist from seeing through the fencing and gates to the active construction site.

UltraMesh® Eclipse® if a 7.96 oz. which is a polyester, black-backed mesh that is used where complete opacity is required.

UltraMesh Eclipse is UV printable for project renderings and is typically used for building and fence graphic wraps. The product is available in widths of 126" and 196".

Product example is shown below with the technical data sheet on the following page.

Tarp Option



Print Banner Option



UltraMesh Eclipse is a 7.96 oz. polyester, black-backed mesh. The material is ideal for applications where complete opacity is required. UltraMesh Eclipse is UV printable and may be used for building wraps and fence graphics. Available in widths of 126 and 196.

Material Details

CHARACTERISTICS	TEST METHOD	METRIC	ENGLISH
Base Fabric	100% PES	1000D×1000D	
Construction			12×12
Total Weight	DIN53352 BS3424 Method5A	270 +/- 20 gsm/m²	7.96 oz/yd²
Width		Up to 500cm	
Tensile Strength	DIN53352 BS3424	Warp 1250 n/5cm Weft 1100 n/5cm	142.75 x 130.19 lb/in
Tear Strength	DIN53356 BS3424	Warp 235 N Weft 225 N	52.8 x 50.5 lbf
Air Permeability	GB/T 2410-2008		2649 mm/s
Light Transmission	GB/T 5453-1997		37%
Temperature Resistance	DIN53357 BS3425 Method 10		-20°C /70°C

Applications

	Back-lit	Banner	Billboard	Block-out	Building Wrap	Fence Graphics	Truckside
Applications		■		■	■	■	

Ink Printability

Solvent	Eco Solvent	UV	Latex	Screen Printing	Dye Transfer	Dye Direct
		■				

Available Sizes

Metric (m)	English (inches)
3.20, 5.00	126 , 196

The information on physical and chemical characteristics is based upon tests believed to be reliable. The values are intended only as a source of information. A legally binding guarantee of specific properties is not to be inferred from our specifications. They are given without guaranty and do not constitute a warranty. A weight variance of +1/-2 is acceptable. The purchaser should independently determine, prior to use, the suitability of this material for his/her specific purpose. (Data represents averages and is not intended for use as a specification.)

ULTRAFLEX

Ultraflex Systems Inc.
Headquarters
203 Kasey Lane, Suite E
Tampa, FL 33619
P: (973)627-8008
Email: sales@ultraflex.com

www.ultraflex.com
updated: 12/2010

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1570 Sussex Turnpike, Bldg. 4
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F: (973)627-8006
Email: sales@ultraflex.com

Ultraflex Europe
Unit 1 Hardwick Road Industrial Park
Great Grimsden Bedfordshire
England SG19 3BJ
Phone: (44)1767-677-100
Email: sales@ultraflexeurope.com

Ultraflex Mexico
Azufra No. 112, Col. Granjas México
Del. Iztacalco, C.P. 09400, México D.F.
Tel: (55)51823632, 3162 3608
01 800 822 52 31
Email: sales.mx@ultraflex.com

Ultraflex Guadalajara
Av. Patria No. 2804
Loma Bonita Sur,
Zapopan, Jalisco CP45086
México
Tel: (52)33312-049-857

Appendix G – Project Information Board



February 2025 – February 2027

**PROPOSED MULTI-UNIT BUILDING
MU4 Residential Apartments**

7 Storey – Residential Building

133 Residential Units on 7 Levels

Level 8 Outdoor Amenity Space with
Landscaped Area

Mixture of Studio, 1 – 3 Bedroom Units

2 Levels of Underground Parking

Interior Bicycle Parking and Storage

Owner/Developer:

Northtown Properties Limited
36 Keldonan Way, Fall River, NS, B2T 0B9

Construction Manager:

Eagle Project Management Inc.
201 Freshwater Trail, Dartmouth, NS

24 Hour Contact:

Peter Smith – (902) 229-7558

Site Contractor:

Atlantic Road Construction and Paving
6 Belmont Avenue, P.O. Box 89, Eastern Passage, NS, B3G 1M7

Contact:

Greg MacDonald – (902) 830-6411

Traffic Control:

Frontline Traffic Services
6 Belmont Avenue, P.O. Box 89, Eastern Passage, NS, B3G 1M7

Contact:

Tyler Hayman - (902) 818-5548

Rodent Control Company:

Rentokil Pest Control
11 Glendale Avenue, Unit #5, Lower Sackville, NS, B4C 3P2

Contact:

Main Office – (902) 812-0375

Appendix H – Project Safety Signage

**NO
TRESPASSING**



A large warning sign with a black border. The top section has a black background with a white exclamation mark icon and the word **WARNING** in white. The middle section has a yellow background with the words **CONSTRUCTION SITE** in black. The bottom section has a white background with a list of safety requirements. On the left side of the bottom section, there are two blue circular icons: a hard hat and a safety shoe. The text in the bottom section reads: "To reduce risk of injury," followed by a bulleted list: "• Hard Hat" and "• Safety Shoes". Below the list, it says **MUST** be worn on this site.

WARNING

CONSTRUCTION SITE

To reduce risk of injury,

- Hard Hat
- Safety Shoes

MUST be worn on this site.



Appendix I – Project Signage Specifications

Signage Specifications: Project Signage shall;

- Be constructed of weatherproof material (corrugated plastic)
- Have high visibility contrasting colours (dark letters on white background)
- Incorporate appropriate font types (mix of upper and lower-case lettering)
- Incorporate appropriate font sizes (16mm – 51mm) such that the signage is readable from a distance (16-20m)
- Size of signage will be poster size (600mm x 900mm) or larger; to allow community members to see and read the information from a distance
- Signage may incorporate plastic grommets positioned every 300mm around the perimeter of the signage to ensure a secure signage installation
- Signage will be installed/anchored to project fencing using plastic zip-ties
- Signage will be positioned along the project site as per the encroachment plan
- Signage shall not impede traffic of pedestrian sight lines
- **Signage shall be placed on site 10days prior to the start of the noted construction activity to ensure the passing public has had adequate time to review, adjust their travel patterns, usage of streets and or can be considered 'informed'.**

Samples



Appendix J – Sample Traffic Notification Letter



Proposed Multi-Unit Residential Building

DRAFT NOTIFICATION LETTER

TO WHOM IT MAY CONCERN

Date

NOTIFICATION OF TRAFFIC DISRUPTION: **Street Name,** DARTMOUTH, NOVA SCOTIA

This is to inform you that the to facilitate operations in association with the Multi-Unit Residential building construction work, traffic disruptions will occur on or about **DATE** with an anticipated duration of approximately **TIME**. The street will be **reduced(?)** to one lane of vehicular traffic during this time.

Should you have any questions or concerns please feel free to contact the below:

CONTACT INFORMATION

General Contractor:

Atlantic Road Construction and Paving

6 Belmont Avenue, P.O. Box 89

Eastern Passage, NS

B3G 1M7

Phone: (902) 830-6411

Should any questions arise, please feel free to contact the undersigned.

Yours Truly,

Greg MacDonald

Atlantic Road Construction and Paving

Appendix K – Vehicular and Pedestrian Hazard Assessment

Project

Date:

Location:

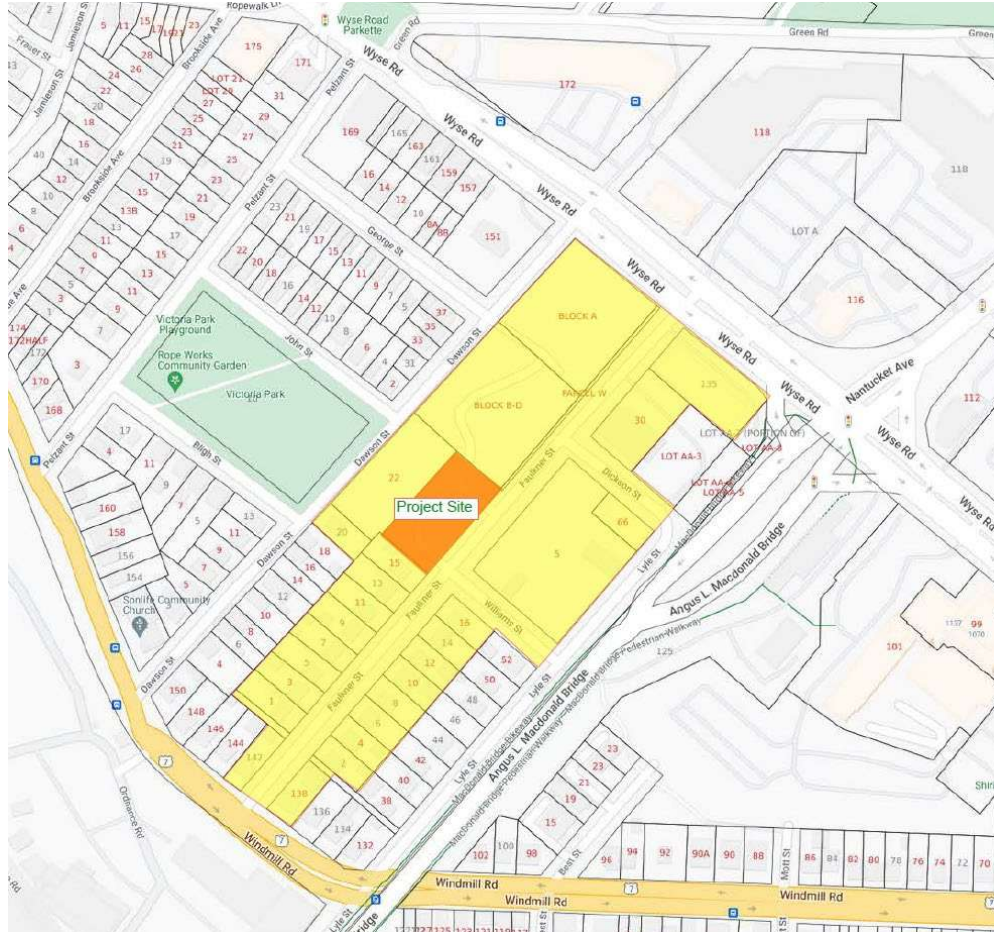
VEHICULAR & PEDESTRIAN HAZARD ASSESSMENT

No.	Hazard:	Project Phase:	Vehicular Impacts:	Mitigation Methods:	Pedestrian Impacts:	Mitigation Methods:
1	Excavation	Excavation	Vehicles may enter project site and fall down excavation. Vehicle weight may surcharge excavation, causing excavation wall failure.	Place concrete barriers along travel ways. Concrete barriers and existing curbs to prevent vehicle entry. Close sidewalks & driveways adjacent to project site, moving vehicles farther away from excavation. Close sidewalks & driveways adjacent to site, moving vehicles farther away from blasted rock.	Pedestrians may enter project site and fall down excavation. Blasted rock projectiles may strike pedestrians.	Place concrete barriers/rigid fencing around entire project site. Install solid plywood hoarding along rigid fence adjacent to blasting zone.
2	Rock Blasting	Excavation	Blasted rock projectiles may strike vehicles.			The contractor shall keep the project site and surrounding areas clean and free of construction debris.
3	Construction Waste	All Phases	Vehicles may be struck by construction waste.	The contractor shall keep the project site and surrounding areas clean and free of construction debris.	Pedestrians may be struck by construction waste.	
4	Vehicular & Pedestrian Activities	All Phases	Drivers and pedestrians may become confused or impatient with construction activities. Pedestrians may walk in unmarked crosswalks or in vehicular travel areas. Drivers may fail to obey traffic signage.	Vehicular and pedestrian signage will be posted prominently around the project site to facilitate pedestrian movement. Notification will be sent prior to all traffic interruptions.	Drivers and pedestrians may become confused or impatient with construction activities. Pedestrians may walk in unmarked crosswalks or in vehicular travel areas. Drivers may fail to obey traffic signage.	Vehicular and pedestrian signage will be posted prominently around the project site to facilitate pedestrian movement. Notification will be sent prior to all traffic interruptions.
5	Heavy Machinery Operation	All Phases	Heavy machinery or vehicles may break down or overturn, damaging other vehicles. Heavy machinery or vehicles may overturn due to uneven terrain, damaging other vehicles.	The contractor shall maintain safe distances between vehicles and heavy machinery on-site. Concrete barriers will be installed to separate construction vehicles from public traffic. The contractor shall maintain safe distances between vehicles and heavy machinery on-site and ensure travel routes are kept flat.	Heavy machinery or vehicles may break down or overturn, injuring pedestrians. Heavy machinery or vehicles may overturn due to uneven terrain, injuring pedestrians. Pedestrians may walk on uneven terrain causing them to twist their ankles or fall.	The contractor shall maintain safe distances between pedestrians, vehicles, and heavy machinery. Rigid fences will be installed to separate construction vehicles from pedestrians. The contractor shall maintain safe distances between pedestrians, vehicles, and heavy machinery and ensure travel routes are kept flat.
6	Construction Signage	All Phases	Construction signage may strike vehicular traffic.	Construction signage will be securely fixed to existing poles, temporary concrete sign bases, or rigid fences.	Pedestrians may walk into construction signage, including traffic signage, wayfinding signs, etc. may.	Signage will be angled in line with pedestrian routes and/or be placed at heights such that they do not pose a risk to pedestrians.
7	Dangerous Materials	All Phases	Flammable, explosive, & hot materials may damage vehicles if not properly maintained & stored.	The contractor will use and store dangerous materials properly as per manufacturers' specifications.	Construction signage may strike pedestrians. Flammable, explosive, & hot materials may injure pedestrians if not properly maintained & stored.	Construction signage will be securely fixed to existing poles, temporary concrete sign bases, or rigid fences. The contractor will use and store dangerous materials properly as per manufacturers' specifications.
8	Hoisting Operations	Superstructure	Precast concrete panels and other items hoisted may fall from heights and damage vehicles.	Proper hoisting and lifting techniques will be used to ensure that materials do not fall from heights. F-Type concrete barriers will be installed such that loads are never suspended above the public realm.	Precast concrete panels and other items hoisted may fall from heights and injure pedestrians.	Proper hoisting and lifting techniques will be used to ensure that materials do not fall from heights. Pedestrians will be moved to opposite sides of street from the project site or onto temporary sidewalks such that loads are never suspended above the public realm.
9	Reinstatement of Public Infrastructure & Service Installation	Superstructure	Heavy equipment and hot concrete used during public infrastructure reinstatement and service installation may cause damage to vehicles.	The contractor shall maintain safe distances between vehicles and heavy machinery on-site. Concrete barriers will be installed to separate construction vehicles from public traffic during public infrastructure reinstatement and service installation.	Heavy equipment and hot concrete used during public infrastructure reinstatement may injure pedestrians.	The contractor shall maintain safe distances between pedestrians, vehicles, and heavy machinery.
10	Fallen debris	Superstructure	Debris may fall from upper stories of the new building causing damage to vehicles.	F-Type concrete barriers will be installed such that a safe distance is maintained between the building envelope and vehicular traffic.	Debris may fall from upper stories of the new building injuring pedestrians.	Construction of upper building levels will be set back from the property line/rigid fencing, this separating pedestrians from potential fallen debris.

Appendix L – Community Consultation Records

COMMUNITY CONSULTATION MAP OVERVIEW

Project – MU4 Residential Apartments



Notification Letter

Date: *****

Northtown Properties Limited– Building Construction Information Meeting

Dear Neighbour,

As you may be aware, we are planning an apartment building construction project located on Faulkner Street in Dartmouth.

If you are interested in receiving more information about our construction plans, practices, schedule and to go over any questions you may have regarding construction of our new project please contact us to discuss. We would be happy to meet with you to discuss.

Thank you.

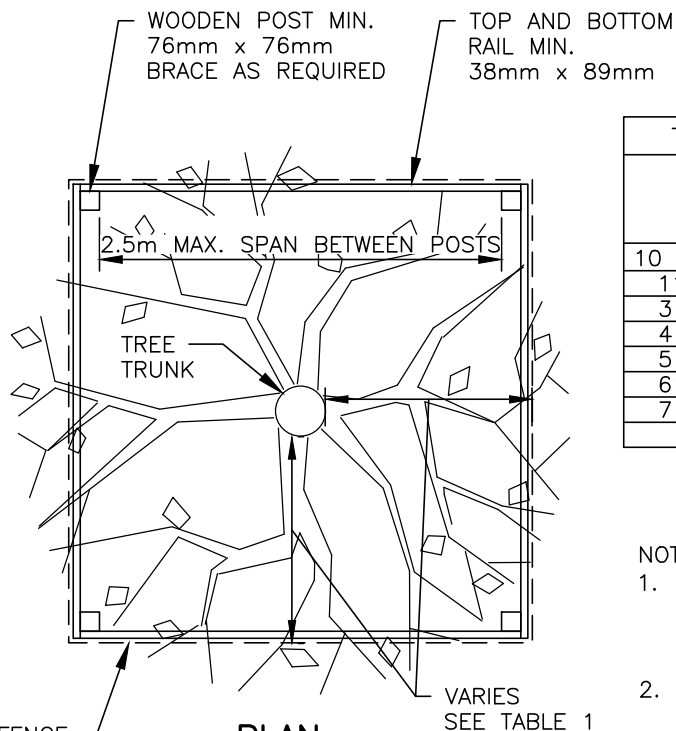
Peter Smith

Construction Manager (Eagle Project Management Inc.)

Cell: (902) 229-7558

Email: eaglepm@ns.sympatico.ca

Appendix M – HRM Tree Detail



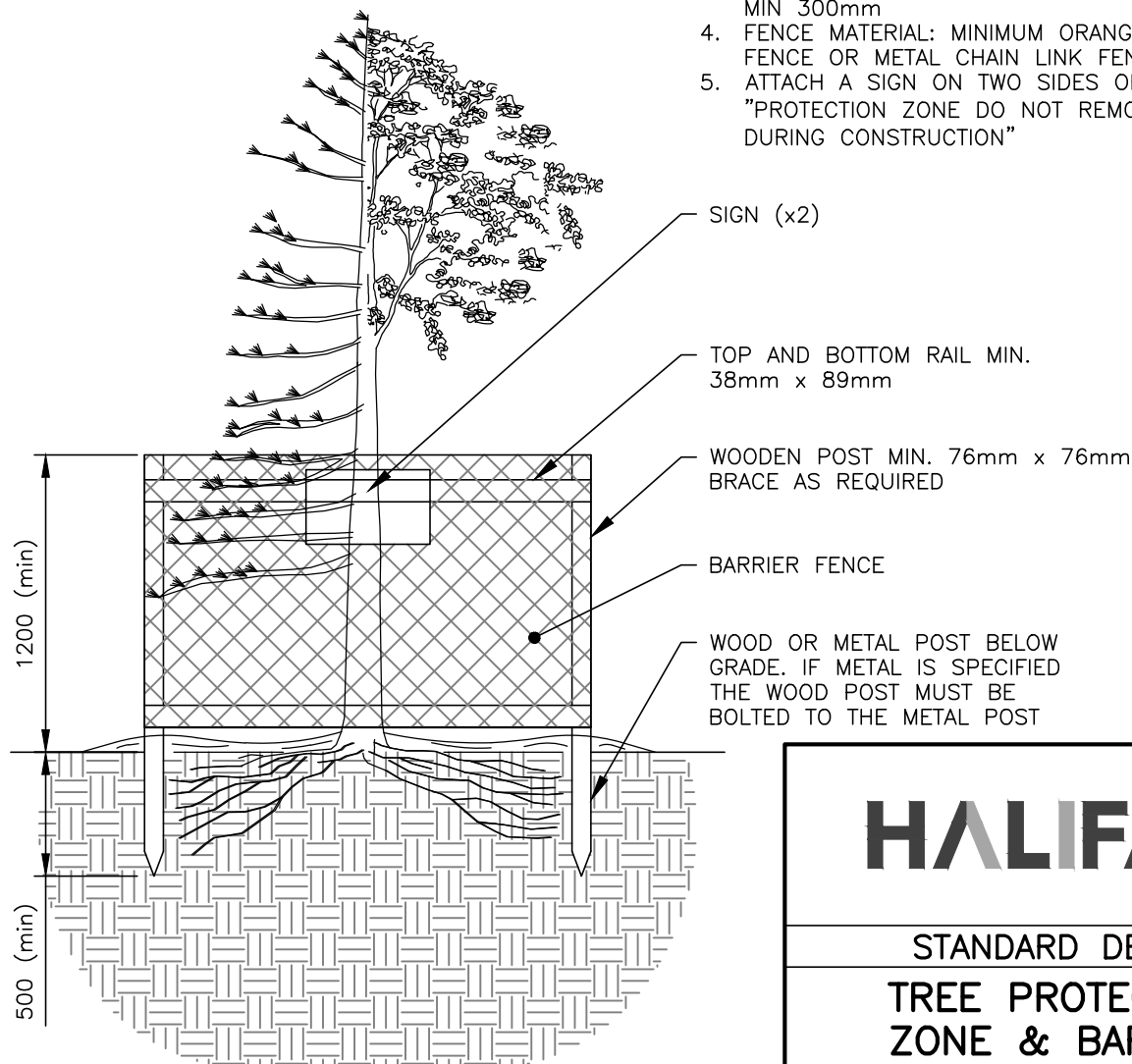
PLAN

TABLE 1

TREE PROTECTION ZONE CALCULATION TABLE	
TRUNK DIAMETER (DBH)	MINIMUM PROTECTION DISTANCE REQUIRED (MEASURE FROM THE OUTSIDE EDGE OF TREE TRUNK)
10 CM & UNDER	1.2 METERS
11 – 30 CM	2.0 METERS
31 – 40 CM	3.4 METERS
41 – 50 CM	4.6 METERS
51 – 60 CM	6.0 METERS
61 – 70 CM	7.0 METERS
71 – 80 CM	8.0 METERS
>80 CM	9.0 METERS

NOTES:

1. WOOD POST: (MIN. 76mm WIDTH) INSTALLED TO A DEPTH OF 500mm. TOP AND BOTTOM RAIL: (MIN. 38 x 89mm CONSTRUCTION, MAX. SPAN 2.5m), CROSS BRACING AS REQUIRED.
2. NO GROUND DISTURBANCE WITHIN 1.2 METER OF THE TREE TRUNK (I.E. POST INSTALLATION)
3. POSTS SET BACK FROM SIDEWALK AND CURB: MIN 300mm
4. FENCE MATERIAL: MINIMUM ORANGE BARRIER FENCE OR METAL CHAIN LINK FENCE
5. ATTACH A SIGN ON TWO SIDES OF THE TREE "PROTECTION ZONE DO NOT REMOVE FENCE DURING CONSTRUCTION"



PROFILE

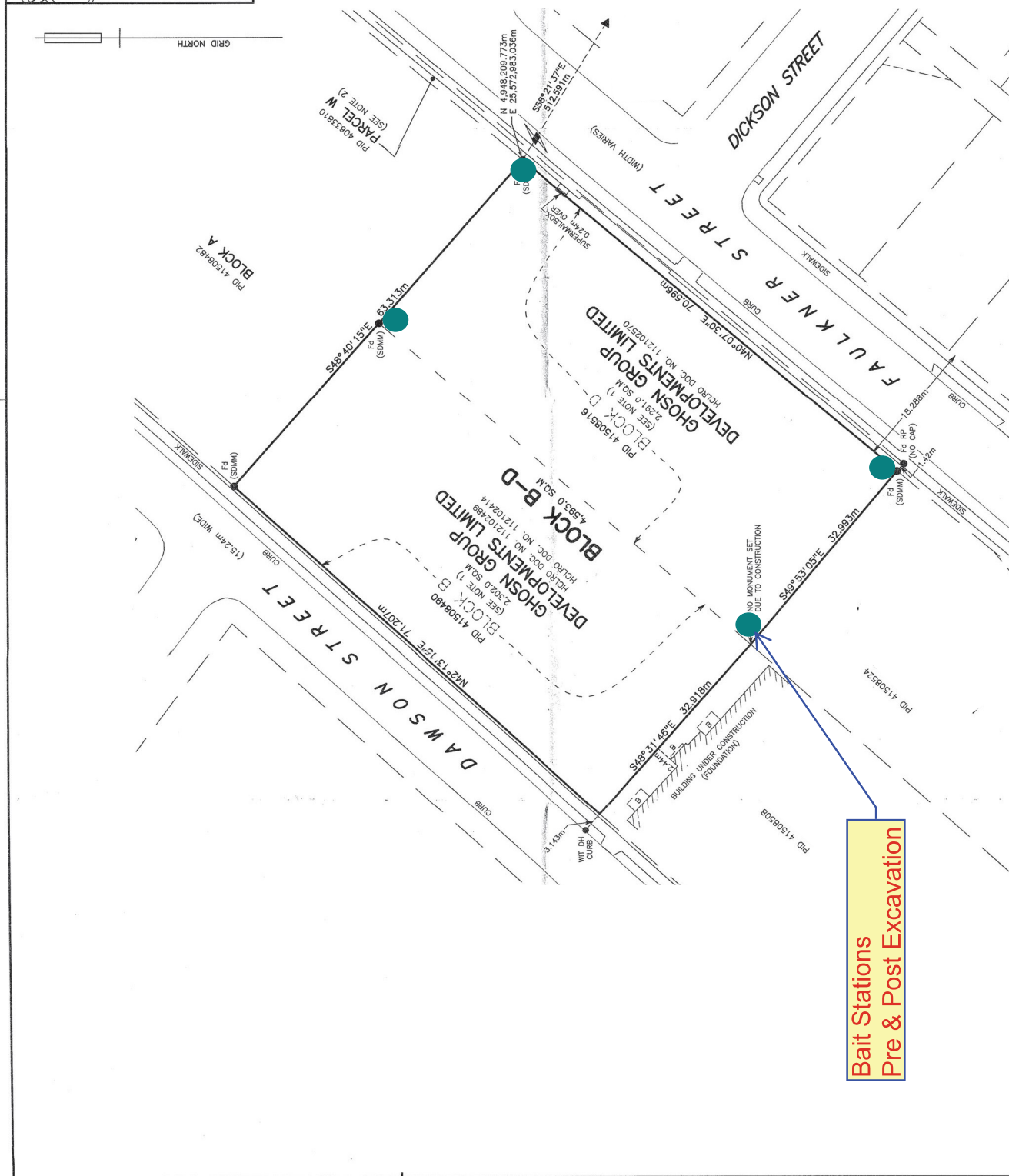
HALIFAX

STANDARD DETAIL

**TREE PROTECTION
ZONE & BARRIER**

DATE:	2021	REFERENCE	APPROVED
SCALE:	NTS		FIG No.: HRM 140

Appendix N – Rodent Control Plan



Pre & Post Excavation

Rodent Control Plan

Prepared for
Rentokil Atlantic

(902) 812-0375

11 Glendale Avenue, Unit #5
Lower Sackville, NS

Protecta®
EVO

AMBUSH™
PATENT PENDING



THE MOST ADVANCED LOW-PROFILE BAIT STATION

PRODUCT FEATURES:

- ▶ Single locking mechanism for quick servicing
- ▶ Removable tray for easy cleaning
- ▶ Locking bait rods won't fall out during cleaning
- ▶ Dog & child tamper-resistant
- ▶ Can hold:
 - 4 - 1 oz. bait BLOX on 4 vertical rods
 - or -
 - T-Rex™ rat trap or Mini-Rex™ mouse trap
- ▶ Compatible with Sidekick® Load-N-Lock™ system



PRODUCT
Protecta Evo Ambush

CODE
EA2000

DIMENSIONS (in)
8 1/2 x 10 1/4 x 4 1/4

CASE QTY
6 Stations



More Than Meets The Eye

Madison, Wisconsin 53704 USA | Ph: (608) 241-0202 | Fax: (608) 241-9631

www.bellabs.com

**ALL-WEATHER
BLOX™**



CONTRAC®
ALL-WEATHER BLOX™

KILLS RATS, MICE & MEADOW VOLES*

Kills Warfarin Resistant Norway Rats

KEEP OUT OF REACH OF CHILDREN

CAUTION

See back panels for First Aid and additional precautionary statements.

ACTIVE INGREDIENT:

Bromadiolone (CAS #28772-56-7): 0.005%

OTHER INGREDIENTS: 99.995%

[†]Contains Denatonium Benzoate TOTAL 100.000%

*Not permitted for use against the following species in California: Cotton rat, Eastern harvest mouse, Golden mouse, Polynesian rat, Meadow vole, White-throated woodrat, Southern plains woodrat, and Mexican woodrat.

**NET WT:
18 lbs (8.2kg)**



DETEX[®] BLOX with LUMITRACK

SAFETY DATA SHEET

ACCORDING TO REGULATION: OSHA
Hazard Communication Standard 29 CFR 1910.1200

DATE OF ISSUE:
January 2016

PREPARED BY:
CAR

SECTION 1. PRODUCT AND COMPANY IDENTIFICATION

Product Identifier: DETEX[®] BLOX with LUMITRACK

EPA Registration Number: NA

Relevant identified uses of the substance or mixture and uses advised against

Relevant identified uses: Activity Monitoring - Ready to use

Uses advised against: Use only for the purpose described above

MANUFACTURER/SUPPLIER:

Bell Laboratories, Inc.

3699 Kinsman Blvd.

Madison, WI 53704, USA

Email: sds@belllabs.com

Phone: 608-241-0202

Medical or Vet Emergency: 877-854-2494 or 952-852-4636

Spill or Transportation Emergency: 800-424-9300 (CHEMTREC)

SECTION 2. HAZARDS IDENTIFICATION

Classification according to Regulation OSHA 1910.1200(d): Not classified

Signal Word: None

See Section 15 for information on FIFRA applicable safety, health, and environmental classifications.

SECTION 3. COMPOSITION/INFORMATION ON INGREDIENTS

Component	CAS No.	% By weight
Inert and Non-Hazardous Ingredients (Unlisted components are non-hazardous)	Proprietary	100.00%

SECTION 4. FIRST AID MEASURES

Description of first aid measures

Ingestion: Non-Toxic

Inhalation: Not applicable.

Eye contact: Non-Toxic

Skin contact: Non-Toxic

Most important symptoms and effects, both acute and delayed

Non-Toxic

Advice to physician: Non-Toxic

Advice to Veterinarian: Non-Toxic

SECTION 5. FIRE-FIGHTING MEASURES

Extinguishing media

Suitable Extinguishing Media: water, foam or inert gas.

Unsuitable Extinguishing Media: None known.

Special hazards arising from the mixture: High temperature decomposition or burning in air can result in the formation of toxic gases, which may include carbon monoxide.

Advice for firefighters: Wear protective clothing and self-contained breathing apparatus.

SECTION 6. ACCIDENTAL RELEASE MEASURES

Personal precautions, protective equipment and emergency procedures: None. Non-Toxic

Environmental precautions: None. Non-Toxic

Methods and materials for containment and cleaning up

For Containment: None. Non-Toxic

For Cleaning Up: None. Non-Toxic

Reference to other sections: Refer to Sections 7, 8 & 13 for further details of personal precautions, personal protective equipment and disposal considerations.

SECTION 7. HANDLING AND STORAGE

Precautions for safe handling: Do not use near heat sources, open flame, or hot surfaces. Non-Toxic.

Conditions for safe storage, including any incompatibilities: None. Non-Toxic

SECTION 8. EXPOSURE CONTROLS/PERSONAL PROTECTION

Established Limits

Component	OSHA	ACGIH	Other Limits
None	Not Established	Not Established	Not Established

Appropriate Engineering Controls: None. Non-Toxic

Occupational exposure limits: None. Non-Toxic

Personal Protective Equipment:

Respiratory protection: Not required

Eye protection: Not required

Skin protection: None. Non-Toxic

Hygiene recommendations: None. Non-Toxic

SECTION 9. PHYSICAL AND CHEMICAL PROPERTIES

Information on basic physical and chemical properties

Appearance/Color:	Tan wax block
Odor:	Sweet grain-like
Odor Threshold:	Not applicable, odor not associated with a hazardous material.
pH:	Not applicable, is not dispersible with water.
Melting point:	Not applicable
Boiling point:	Not applicable
Flash point:	Not applicable, does not contain components classified as flammable.
Evaporation rate:	Not applicable, is a solid.
Flammability:	Not applicable, is a solid.
Upper/lower flammability or explosive limits:	Not applicable, does not contain components classified as flammable or explosive.
Vapor Pressure:	Not applicable
Vapor Density:	Not applicable, is a solid
Relative Density:	1.13 g/mL @ 20°C
Solubility (water):	Not water soluble
Solubility (solvents):	Not applicable
Partition coefficient: n-octanol/water:	Not applicable
Auto-ignition temperature:	Not applicable, does not contain components classified as flammable.
Decomposition temperature:	Not applicable
Viscosity:	Not applicable, is not a liquid.

SECTION 10. STABILITY AND REACTIVITY

Reactivity: Not Applicable

Chemical stability: Not Applicable

Possibility of hazardous reactions: Refer to Hazardous decomposition products

Conditions to avoid: Avoid extreme temperatures (below 0°C or above 40°C).

Incompatible materials: Not Applicable

Hazardous decomposition products: Not Applicable

SECTION 11. TOXICOLOGICAL INFORMATION

Information on toxicological effects

Acute Toxicity

LD50, oral (ingestion): Not Toxic

LD50, dermal (skin contact): Not Toxic

LC50, inhalation: Not Toxic

Skin corrosion/irritation: Not Toxic

Serious eye damage/Irritation: Not Toxic.

Respiratory or skin sensitization: Not Toxic

Germ cell mutagenicity: Not Toxic

Carcinogenicity: Not Toxic

Components	NTP	IARC	OSHA
None	NA	NA	NA

Reproductive Toxicity: Not Toxic
Aspiration Hazard: Not Toxic
Target Organ Effects: Not Toxic

SECTION 12. ECOLOGICAL INFORMATION

Ecotoxicity Effects: Not Toxic
Persistence and degradability: Not Toxic
Bioaccumulative potential: Not Toxic
Mobility in Soil: Not Toxic.
Other adverse effects: None.

SECTION 13. DISPOSAL CONSIDERATIONS

Disposal: Wastes resulting from the use of this product may be placed in trash, on-site, or at an approved waste disposal facility. Dispose of all wastes in accordance with all Federal, state and local regulations.

SECTION 14. TRANSPORT INFORMATION

UN number: Not regulated
UN proper shipping name: Not regulated
Transport hazard class(es): Not regulated
Packing group : Not regulated
Environmental Hazards
DOT Road/Rail: Not considered hazardous for transportation via road/rail.
DOT Maritime: Not considered hazardous for transportation by vessel.
DOT Air: Not considered hazardous for transportation by air.
Freight Classification: LTL Class 60
Transport in bulk according to Annex II of MARPOL 73/78 and the IBC code: Not applicable
Special precautions for user: None

SECTION 15. REGULATORY INFORMATION

Safety, health and environmental regulations/legislation specific for the substance or mixture: Not applicable
Signal Word: None
Precautionary Statements: None
Potential Health Effects:
Eye Contact: May cause irritation
Skin Contact: Non-irritating to the skin
Ingestion: Not harmful if swallowed

TSCA: All components are listed on the TSCA Inventory or are not subject to TSCA requirements
CERCLA/SARA 313: Not Toxic
CERCLA/SARA 302: Not Toxic

SECTION 16. OTHER INFORMATION

For additional information, please contact the manufacturer noted in Section 1.

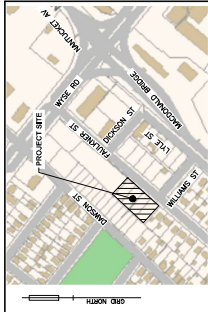
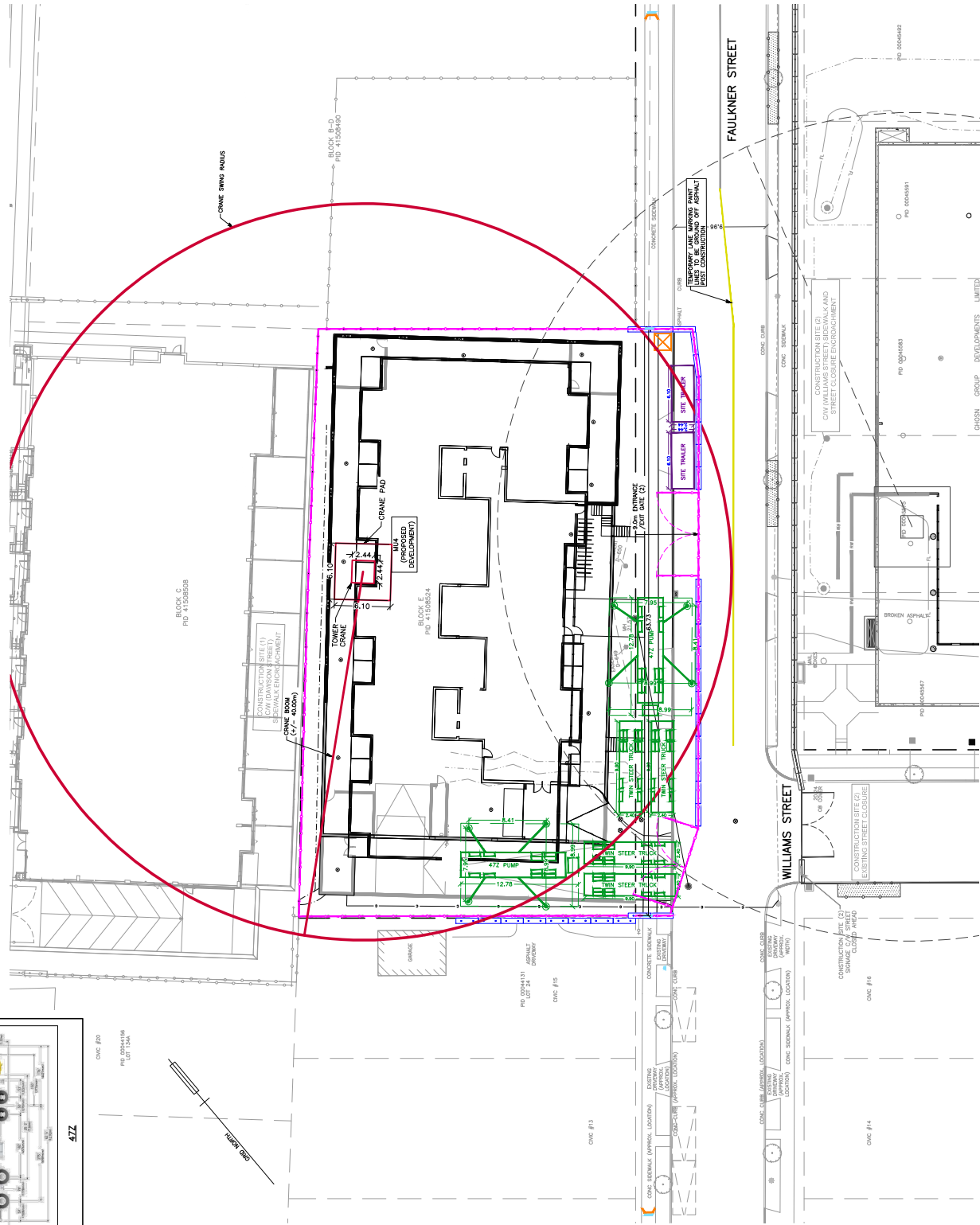
NFPA	Health: 0 (Not Toxic)	Flammability: 1 (slight)	Reactivity: 0 (stable)	Specific Hazard: None
HMIS	Health: 0 (Not Toxic)	Flammability: 1 (slight)	Reactivity: 0 (minimal)	Protective Equipment: None

Disclaimer: The information provided in this Safety Data Sheet has been obtained from sources believed to be reliable. Bell Laboratories, Inc. provides no warranties; either expressed or implied, and assumes no responsibility for the accuracy or completeness of the data contained herein. This information is offered for your consideration and investigation. The user is responsible to ensure that they have all current data, including the approved product label, relevant to their particular use.

Appendix O – CMP's TCP & PMP Inspection Records

Appendix P – Concrete Delivery Schematic

477



KEY PLAN	EXISTING		LEGEND		PROPOSED	
	25.0	25.0				
	9' / 18'	9' / 18'	CURB STOP/PAVE/INTERITY VALVE	9' / 18'	9' / 18'	9' / 18'
	10' / 20'	10' / 20'	FIRE HYDRANT	10' / 20'	10' / 20'	10' / 20'
	12' / 24'	12' / 24'	CONCRETE THROAT BLOCK	12' / 24'	12' / 24'	12' / 24'
	14' / 28'	14' / 28'	SMALLER CONNECTION	14' / 28'	14' / 28'	14' / 28'
	16' / 32'	16' / 32'	CONCRETE TYPE	16' / 32'	16' / 32'	16' / 32'
	18' / 36'	18' / 36'	CLIMATE	18' / 36'	18' / 36'	18' / 36'
	20' / 40'	20' / 40'	ROCK LINER/COM	20' / 40'	20' / 40'	20' / 40'
	22' / 44'	22' / 44'	ROCK LINER/STAINING WALL	22' / 44'	22' / 44'	22' / 44'
	24' / 48'	24' / 48'	POWER POLE & MOUNTING/STAIL SHAWD	24' / 48'	24' / 48'	24' / 48'
	26' / 52'	26' / 52'	TIME	26' / 52'	26' / 52'	26' / 52'
	28' / 56'	28' / 56'	STREET SIGN/PAVING MARKS	28' / 56'	28' / 56'	28' / 56'
	30' / 60'	30' / 60'	TEST PIT	30' / 60'	30' / 60'	30' / 60'
	32' / 64'	32' / 64'	DRAINAGE/PAVE/FLUE DIRECTION	32' / 64'	32' / 64'	32' / 64'
	34' / 68'	34' / 68'	WINTER MAIN/SERVICE	34' / 68'	34' / 68'	34' / 68'
	36' / 72'	36' / 72'	SAFARIY MANHOLE & PIPE	36' / 72'	36' / 72'	36' / 72'
	38' / 76'	38' / 76'	STEAM MANHOLE & PIPE	38' / 76'	38' / 76'	38' / 76'
	40' / 80'	40' / 80'	CONCRETE TYPE	40' / 80'	40' / 80'	40' / 80'
	42' / 84'	42' / 84'	100% FLOOD LANE	42' / 84'	42' / 84'	42' / 84'
	44' / 88'	44' / 88'	GUARD RAIL	44' / 88'	44' / 88'	44' / 88'
	46' / 92'	46' / 92'	UNDERGROUND CONDUIT	46' / 92'	46' / 92'	46' / 92'
	48' / 96'	48' / 96'	OVERHEAD WIRES	48' / 96'	48' / 96'	48' / 96'
	50' / 100'	50' / 100'	PROPERTY LINE/BOUNDARY	50' / 100'	50' / 100'	50' / 100'
	52' / 104'	52' / 104'	PAVING	52' / 104'	52' / 104'	52' / 104'
	54' / 108'	54' / 108'	TOP OF SLOPE	54' / 108'	54' / 108'	54' / 108'
	56' / 112'	56' / 112'	THRESHOLD	56' / 112'	56' / 112'	56' / 112'
	58' / 116'	58' / 116'	LIMITS OF PERFORMANCE	58' / 116'	58' / 116'	58' / 116'
	60' / 120'	60' / 120'	TRAFFIC PEDESTRIAN PLATES	60' / 120'	60' / 120'	60' / 120'
	62' / 124'	62' / 124'	PROPOSED SAFETY BARRIERS	62' / 124'	62' / 124'	62' / 124'

NOTES

1. THIS PLAN IS IN METRIC.
2. EXISTING CONDITIONS WITH APPROXIMATE LOCATIONS ARE BASED ON GOOGLE AERIAL IMAGERY AS SITE HAS NOT BEEN FIELD SURVEYED; DIMENSIONS MAY VARY AND SHALL BE CONFIRMED BY CONTRACTOR BEFORE PROCEEDING WITH CONSTRUCTION.

[illegible]

SDMW

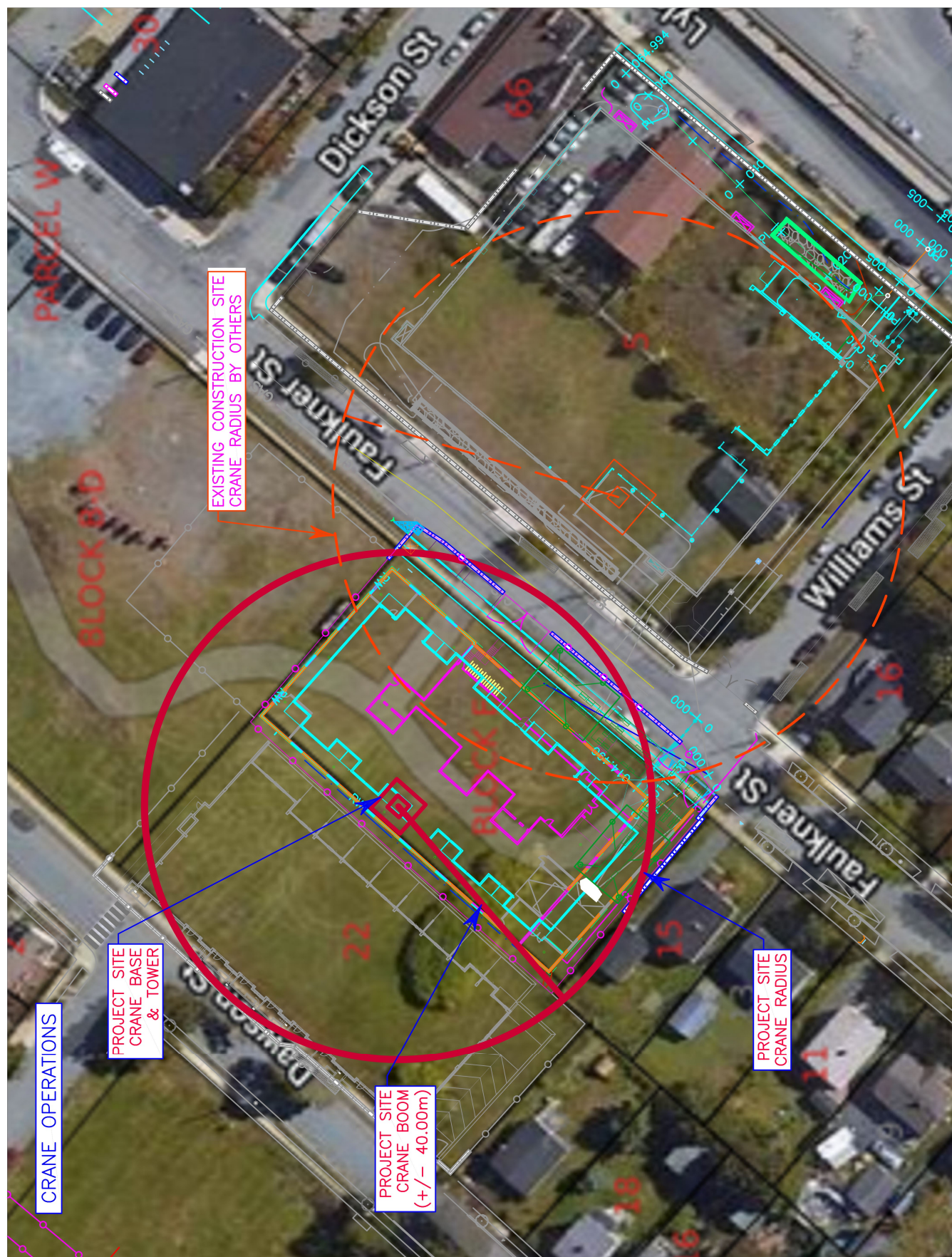
Servant, Donibach, McDonald & MacDonald
MOORE SCOTLAND SURVEYORS & CONSULTING ENGINEERS

PROPOSED RESIDENTIAL BUILDING MU4
BLOCK D, FAULKNER STREET
DARTMOUTH, NOVA SCOTIA

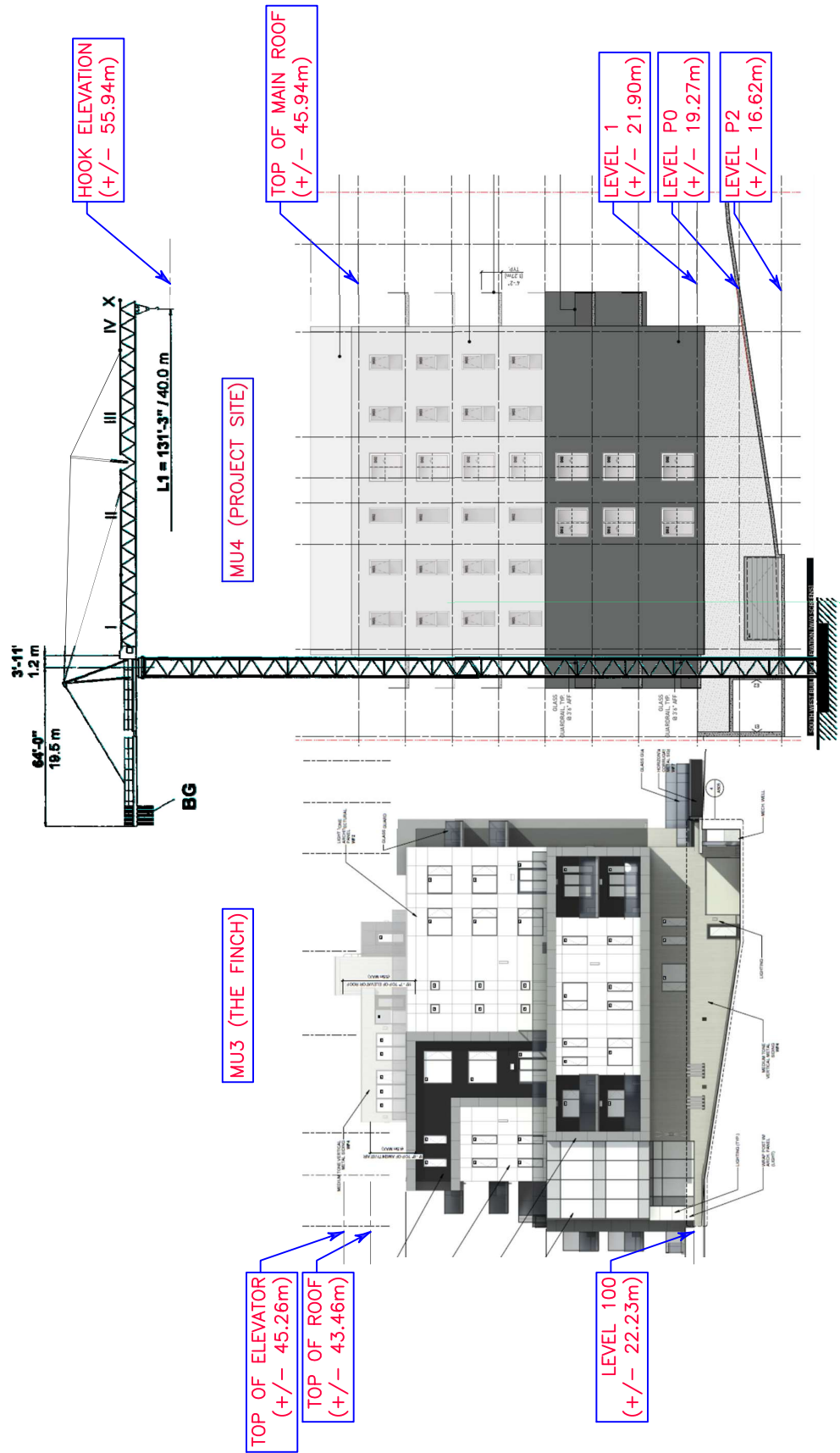
CONCRETE DELIVERY SCHEMATIC

Date	JANUARY 29, 2025	Drawn	D. ANDERSON	Project No.	FILE NO. 1—57 (26657)
Scale	1:200	Engineer	G. MACLEAN	Plan No.	
Reference	--	Approved	G. MACLEAN	Drawing Name	
Surveyed	SDAM	Sheet			R2

Appendix Q – Crane Information



CRANE OPERATIONS

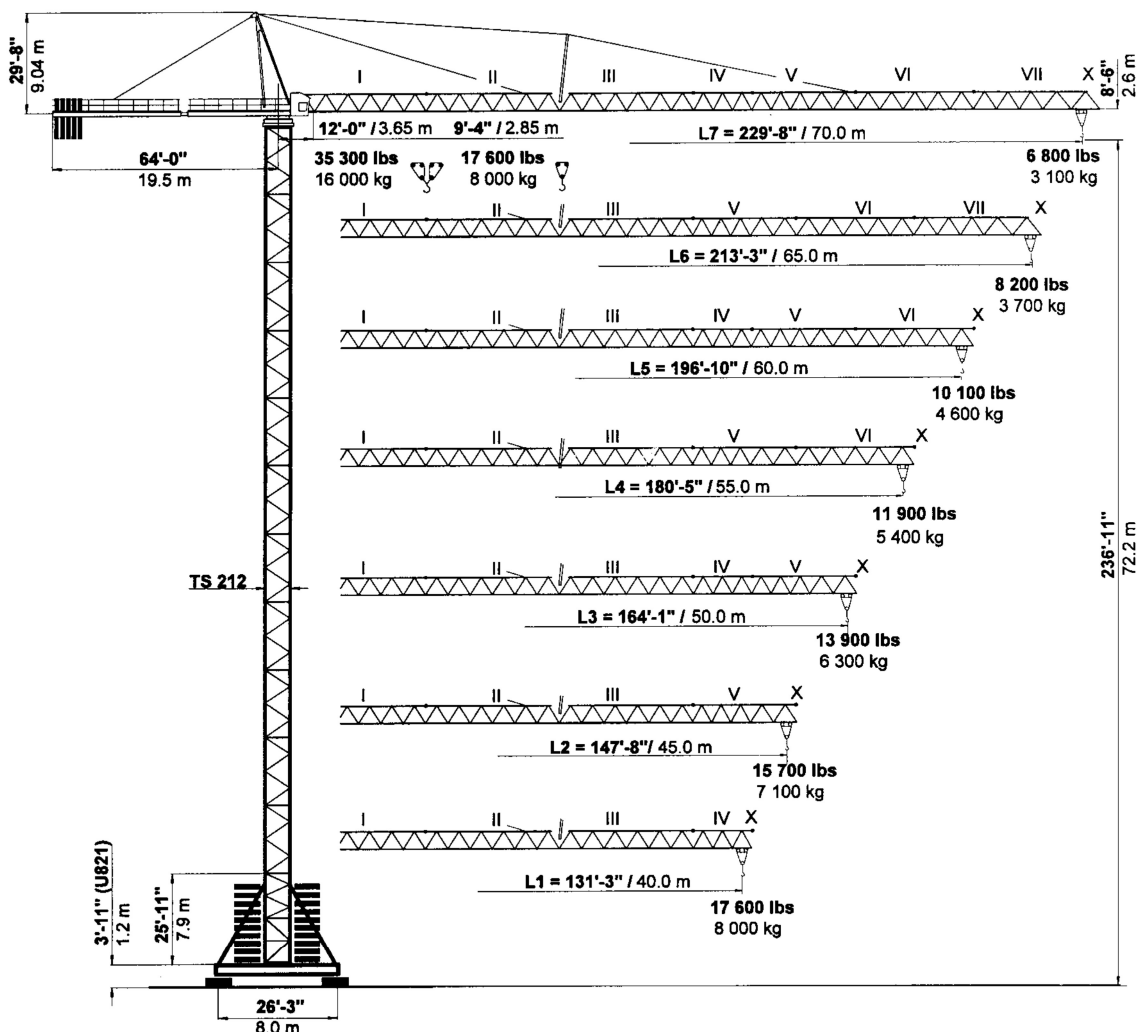




PEINER SK 315

Hammerhead Tower Crane
17,600-35,300 lbs. (8-16 mt)
Lifting Capacity

SPECIFICATIONS



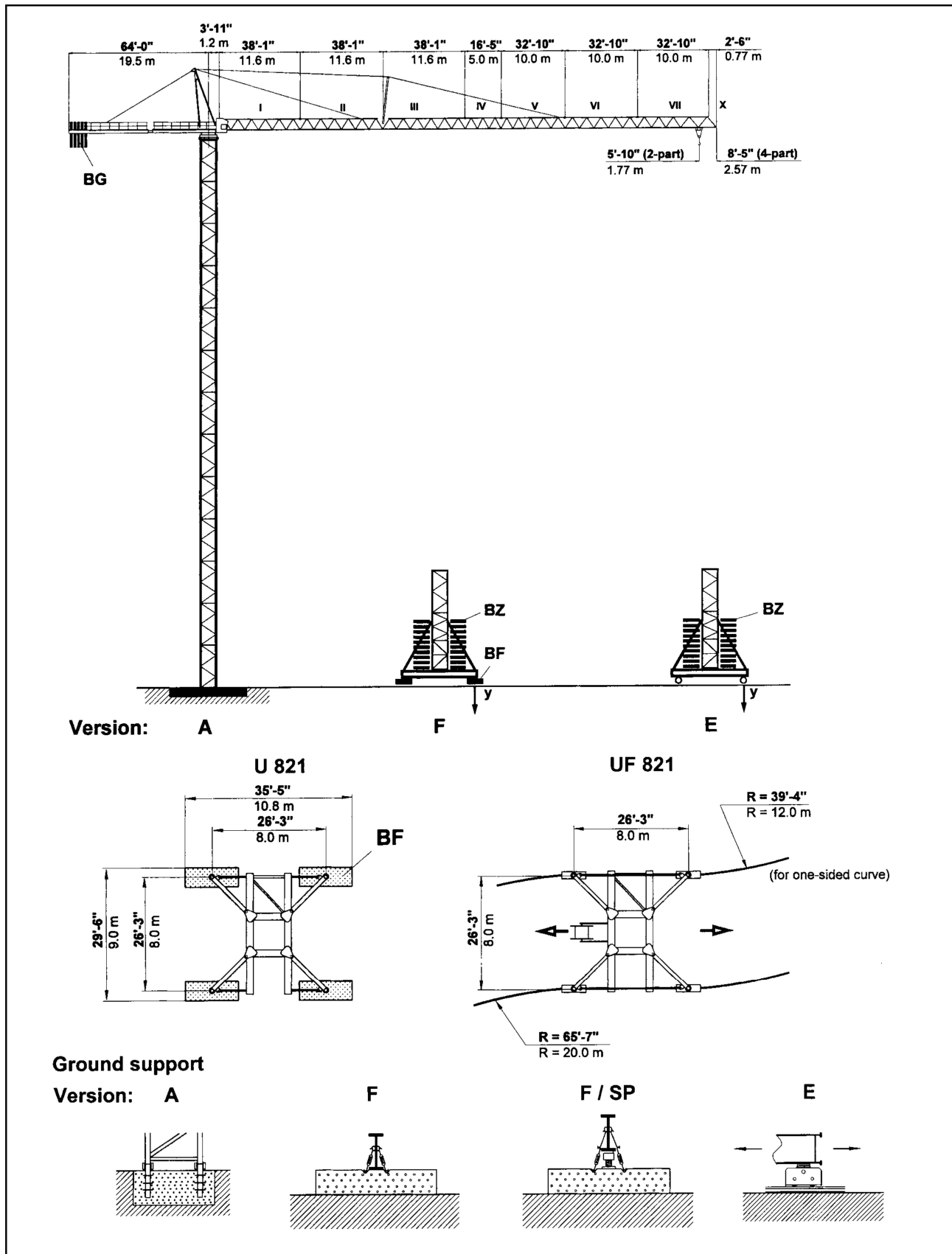
simple, available and
 cost effective™

Machines shown may have optional equipment.

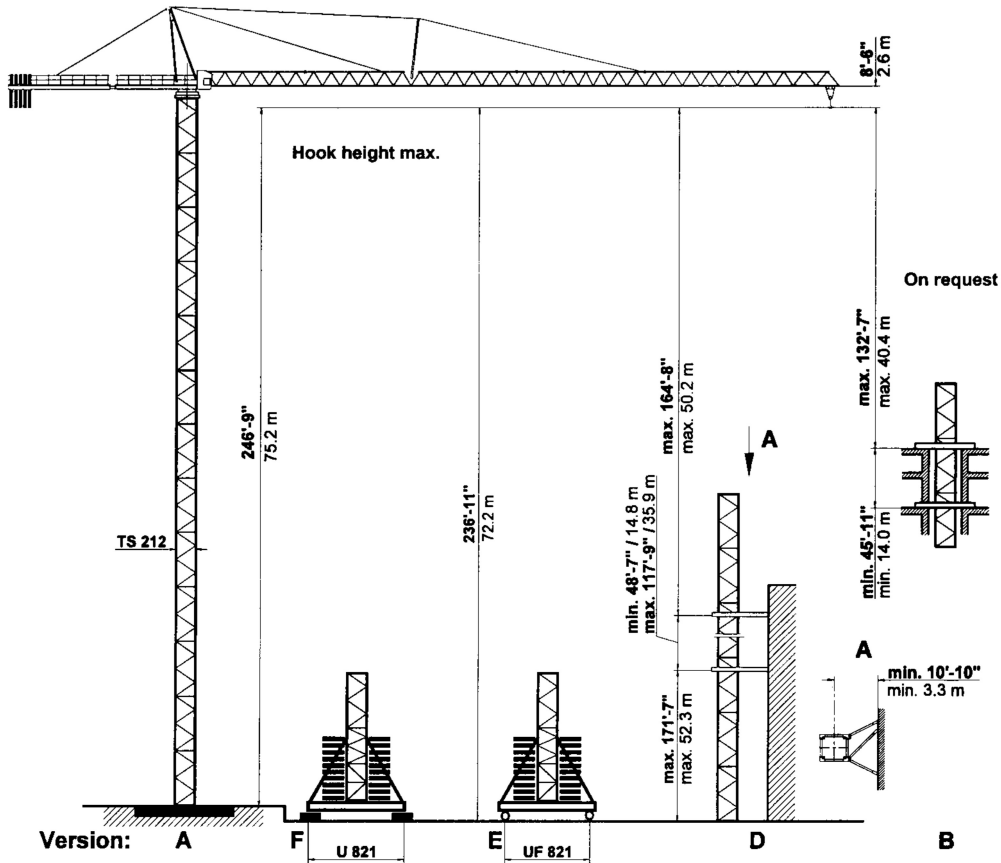


PEINER SK 315

Combinations of tower section, hook heights, forces acting per corner, base ballast



PEINER SK 315 Tower TS 211



TS 212	Version A			Version F			Version E		
Tower	HH	Tower	HH	BZ + BF	in service	out of service	BZ	in service	out of service
TS 212.1	ft m	TSV 212 TS 212.1	ft m	kips / t	kips / kN	kips / kN	kips / t	kips / kN	kips / kN
13 x TS 212.1	246'-9"*** 75.2*								
12 x TS 212.1	227'-4"*** 69.3*	1 x TSV 212 11 x TS 212.1	236'-11"*** 72.2*	212.0 96	204 909	279 1243	198.0 90	212 942	282 1253
11 x TS 212.1	208'-0"*** 63.4*	1 x TSV 212 10 x TS 212.1	217'-6"*** 66.3*	168.0 76	186 826	240 1066	154.0 70	192 856	242 1075
10 x TS 212.1	188'-8"*** 57.5*	1 x TSV 212 9 x TS 212.1	198'-2"*** 60.4	146.0 66	173 770	203 901	132.0 60	179 797	204 909
9 x TS 212.1	169'-4"*** 51.6	1 x TSV 212 8 x TS 212.1	178'-10"*** 54.5	124.0 56	161 715	169 751	88.0 40	161 715	169 754
8 x TS 212.1	149'-11"*** 45.7	1 x TSV 212 7 x TS 212.1	159'-5"*** 48.6	101.0 46	149 661	145 645	88.0 40	154 683	170 654
7 x TS 212.1	130'-7"*** 39.8	1 x TSV 212 6 x TS 212.1	140'-1"*** 42.7	101.0 46	142 633	128 569	66.0 30	141 629	124 553
6 x TS 212.1	111'-3"*** 33.9	1 x TSV 212 5 x TS 212.1	120'-9"*** 36.8	101.0 46	136 607	112 499	66.0 30	135 600	108 482
5 x TS 212.1	91'-10"*** 28.0	1 x TSV 212 4 x TS 212.1	101'-5"*** 30.9	101.0 46	131 582	98 435	66.0 30	129 573	94 418
4 x TS 212.1	72'-6"*** 22.1	1 x TSV 212 3 x TS 212.1	82'-0"*** 25.0	101.0 46	126 559	85 376	66.0 30	123 548	81 359
3 x TS 212.1	53'-2"*** 16.2	1 x TSV 212 2 x TS 212.1	62'-8"*** 19.1	101.0 46	120 536	80 356	66.0 30	118 523	75 335
2 x TS 212.1	33'-9"*** 10.3	1 x TSV 212 1 x TS 212.1	43'-4"*** 13.2	101.0 46	116 515	80 356	66.0 30	112 500	75 335
Foundation 25'-7" x 25'-7" x 5'-7" 7.8 x 7.8 x 1.7 m				Stationary base U 821			Travelling base UF 821		
Anchor stools 4 x FF 212				BF 4 x 8.82 kips 4 x 4.0 t	BZ block 11.02 kips Block 5.0 t		Bogie Curve F 500		

If TSK 212 section is used the hook height is increased by 6'-7" (2 m).

* Lower climbing section after erection.

TS 212.1 = 19'-4 1/4" / 5.9 m

TSV 212 = 25'-11" / 7.9 m

TSK 212 = 6'-7" / 2.0 m

PEINER SK 315 Radius and Capacity

Jib	ft m	Max. capacity max. 17,600 lbs 8.0 t	Radius – ft./m Capacity – lbs./mt																			
			2-Part Line  max. 17,600 lbs max. 8.0 t																			
			75'-6" 23	82'-0" 25	98'-5" 30	114'-10" 35	131'-3" 40	141'-1" 43	147'-8" 45	157'-6" 48	164'-1" 50	173'-11" 53	180'-5" 55	190'-3" 58	196'-10" 60	206'-8" 63	213'-3" 65	223'-1" 68	229'-8" 70			
L7	229'-8" 70.0	9'-4" - 96'-9" 2.85 - 29.5 m	17600	17600	17400	14800	12800	11900	11200	10600	10100	9500	9000	8600	8200	7700	7500	7100	6800			
L6	213'-3" 65.0	9'-4" - 105'-0" 2.85 - 32.0 m	17600	17600	17600	16100	13900	13000	12300	11500	11000	10400	9900	9300	8800	8600	8200					
L5	196'-10" 60.0	9'-4" - 117'-9" 2.85 - 35.9 m	17600	17600	17600	17600	15700	14600	13900	13000	12300	11700	11200	10600	10100							
L4	180'-5" 55.0	9'-4" - 124'-8" 2.85 - 38.0 m	17600	17600	17600	17600	16800	15400	14800	13900	13200	12300	11900									
L3	164'-1" 50.0	9'-4" - 130'-11" 2.85 - 39.9 m	17600	17600	17600	17600	17600	16300	15400	14600	13900											
L2	147'-8" 45.0	9'-4" - 131'-11" 2.85 - 40.2 m	17600	17600	17600	17600	17600	16500	15700													
L1	131'-3" 40.0	9'-4" - 131'-3" 2.85 - 40.0 m	17600	17600	17600	17600	17600															
	ft m	35,300 lbs 16.0 t	4-Part Line  max. 35,300 lbs max. 16.0 t																		Radius - 2'-7" (- 0.8 m)	
L7	227'-0" 69.2	12'-0" - 48'-7" 3.65 - 14.8 m	21800	19600	16100	13200	11200	10400	9700	9000	8600	7900	7500	7100	6600	6200	6000	5500	5300			
L6	210'-8" 64.2	12'-0" - 52'-2" 3.65 - 15.9 m	23800	21600	17400	14600	12600	11500	10800	9900	9500	8800	8400	7700	7500	6800	6600					
L5	194'-3" 59.2	12'-0" - 57'-9" 3.65 - 17.6 m	26900	24500	19800	16800	14300	13000	12300	11500	10800	10100	9700	9000	8600							
L4	177'-10" 54.2	12'-0" - 61'-0" 3.65 - 18.6 m	28700	26000	21200	17900	15200	14100	13200	12300	11700	10800	10400									
L3	161'-5" 49.2	12'-0" - 63'-8" 3.65 - 19.4 m	30200	27300	22300	18700	16100	14800	14100	12800	12300											
L2	145'-0" 44.2	12'-0" - 64'-0" 3.65 - 19.5 m	30400	27600	22500	19000	16300	15000	14100													
L1	128'-7" 39.2	12'-0" - 66'-3" 3.65 - 20.2 m	31700	28700	23600	19800	17000															

Speeds

FU 8-160/4		$v = 0 \longrightarrow \sim 290 \text{ fpm (88 m / min.)}$	10.2 HP 7.5 kW		
SR 10-190/3		$v = 0 \longrightarrow \sim 96 \text{ fpm (30 m / min.)}$	2 x 16.3 HP 2 x 12.0 kW		
K WB 120/4		$v = 0 \longrightarrow 0.9 \text{ rpm (min}^{-1}\text{)}$	2 x 11.4 HP 2 x 8.4 kW		
 HK max. = 705' (215 m) 6 - layers				480 V / 60 Hz / 3 ph	
Type SR WB 66- 80/4F [108 HP] [79 kW]					Total motor output ~140 without HP SR 10-190/3 ~105 kW
					
					
					
					

Counterweight

Jib		L 1	L 2	L 3	L 4	L 5	L 6	L 7
Counterweight	BG	30 000 lbs 13 600 kg	32 200 lbs 14 600 kg	36 600 lbs 16 600 kg	39 150 lbs 17 750 kg	43 550 lbs 19 750 kg	41 350 lbs 18 750 kg	45 750 lbs 20 750 kg
	[lbs]	3 x 6 950 1 x 9 150	2 x 6 950 2 x 9 150	4 x 9 150	3 x 6 950 2 x 9 150	1 x 6 950 4 x 9 150	2 x 6 950 3 x 9 150	5 x 9 150
	[t]	3 x 3.15 1 x 4.15	2 x 3.15 2 x 4.15	4 x 4.15	3 x 3.15 2 x 4.15	1 x 3.15 4 x 4.15	2 x 3.15 3 x 4.15	5 x 4.15

PEINER SK 315 Dimensions and transport weights

See operating manual for mounting weights

	Designation			Dimensions (ft / m)			Weight	Volume
				l	b	h	lbs / t	ft³ / m³
1	Jib			39.01	4.99	7.09	4 200	1 386
	Section III			11.94	1.52	2.16	1.92	39.2
2	Jib			39.01	4.99	5.84	3 790	1 137
	Section I			11.89	1.52	1.78	1.72	32.2
	Section II			38.65	4.99	6.17	4 320	1 190
				11.78	1.52	1.88	1.96	33.7
	Section IV			19.19	4.99	5.41	1 760	519
				5.85	1.52	1.65	0.80	14.7
	Section V			35.34	4.99	5.45	3 090	961
				10.77	1.52	1.66	1.40	27.2
	Section VI			36.03	4.99	5.48	2 470	985
				10.98	1.52	1.67	1.12	27.9
	Section VII			33.33	4.99	5.32	1 570	853
				10.16	1.52	1.62	0.71	25.0
	Jib tip X			3.12	5.02	1.64	310	25
				0.95	1.53	0.50	0.14	0.7
3	Turntable with slewing ring support and cabin			36.35	7.64	7.81	25 350	2 169
				11.08	2.33	2.38	11.50	61.4
	Turntable with slewing ring support			31.99	7.64	7.81	24 030	1 911
				9.75	2.33	2.38	10.90	54.1
	Cabin with support and railing			10.17	4.92	7.25	1 320	364
				3.10	1.50	2.21	0.60	10.3
4	Counter jib with hoist winch			38.13	5.91	6.00	14 550	1 353
				11.62	1.80	1.83	6.60	38.3
	Hoist winch	66 WB		7.51	5.45	3.28	5 400	134
				2.29	1.66	1.00	2.45	8.4
5	Counterweight	BG		3.94	1.64	9.32	6 950	60
				1.20	0.50	2.84	3.15	1.4
				3.94	1.64	12.11	9 150	78
				1.20	0.50	3.69	4.15	1.7
6	Tower section	TS 212.1		19.52	7.78	8.01	9 130	1 216
				5.95	2.37	2.45	4.14	34.4
		TSV 212 with struts		31.17	9.84	10.00	20 330	3 067
				9.50	3.00	3.05	9.22	86.9
		TSK 212		6.63	7.87	9.84	6 170	513
				2.02	2.40	3.00	2.80	14.5
7	Travelling base, folded	UF 821		41.01	9.74	7.05	35 050	2 816
				12.5	2.97	2.15	15.90	79.8
8	Stationary base, folded	U 821		34.55	9.06	2.79	17 130	873
				10.53	2.76	0.85	7.77	24.7
9	Central ballast block	BZ		11.48	4.92	2.20	11 020	124
				3.50	1.50	0.67	5.00	3.5
10	Foundation pad	BF		9.19	3.28	1.87	8 820	57
				2.80	1.00	0.57	4.00	1.6
11	Accessories						4 800	
							2.17	



For more information, product demonstration, or details on lease and rental plans, please contact your local Terex Towers Distributor.

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We reserve the right to amend these specifications at any time without notice. The only warranty applicable is our standard written warranty applicable to the particular product and sale. We make no other warranty, expressed or implied.

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Appendix R – Line Painting Schematic
