Oxford & Young Apartments
Oxford Street
Demolition, Excavation and Building Construction
Prepared by Geoff MacLean, P.Eng.

CONSTRUCTION MANAGEMENT PLAN

<table>
<thead>
<tr>
<th>REVISION #</th>
<th>DATE</th>
<th>DESCRIPTION</th>
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<tr>
<td>2</td>
<td>AUGUST 2023</td>
<td>REVISED AS PER HRM COMMENTS</td>
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<tr>
<td>1</td>
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<tr>
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<td>ISSUED FOR REVIEW</td>
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Revisions Summary

Revision 2 – Sections; 1.1, 2.2, 2.3, 4.1, 4.3, 4.6 & 9.1, Appendices A, B, P & R
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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 an apartment building development on the corner of Oxford at Young Street, Halifax. In preparation for this development, the existing buildings at 6416 Young Street, civic 3020-3028 and civic 3032-3040 Oxford Street will be demolished, and the existing lots will be consolidated to form one land parcel. The planned development will include 68 residential units within 6-storey building and 1 level of underground parking accessed from Young Street. This CMP has been prepared to address demolition, excavation, services and building construction.

Where the building is planned to be within 2m of HRM’s Right-of-Way (ROW) while only having one level of underground parking, deep excavations (+10ft) incorporating the ROW are required for the project. The building is set back 1.8m (6ft) along Oxford and 3.5m (+11ft) along Young from the ROW, for public safety during excavation and construction activities the project is planned to incorporate portions of the HRM ROW along Oxford and Young streets. The project is planned in phased encroachments to minimize impacts to the surrounding community. During the demolition stage (phase 1), no ROW encroachments are anticipated leaving the sidewalks on Oxford and Young streets in front of the project open to the public; the exception being during a brief temporary sidewalk closure while the building’s street wall demolition is completed. During site excavation (phase 2) the sidewalk fronting the project on Oxford Street will be closed to the public. However, to maintain pedestrian traffic around the project, a temporary marked crosswalk will be installed prior to the phase 2 encroachment setup on the north corner of the Oxford and Young intersection fronting civic 3058 and relocate the existing bus stop 10m setback from the crosswalk. During building construction (phase 3) the encroachment along Oxford Street will be modified to include a portion of the street lane for a truck layby, this will alter the street centerline while maintaining the crosswalk painted within phase 2. The sidewalk along Young Street fronting the project will be closed to the public in phase 3 as the north sidewalk is currently closed by an adjacent development however, we understand will be opened prior to phase 3.

These encroachments will close the public sidewalk directly in front of the project to pedestrians redirecting them to the opposite side of the streets via crosswalks. As well an altered yellow centerline on Oxford Street, while maintaining two-way vehicle on both streets, including bus traffic along Oxford. Only during service work do we anticipate short term temporary lane drops on both streets. It is anticipated that the crane assembly will reside within the encroachment and private property, while disassembly may require a temporary street closure on Young Street.

The project borders commercial properties that house “Hindu Temple Vedanta Ashram Society” and the “Maple Tree Montessori” along its western and southern property lines, vacant land with an existing building used as a construction office to the north across Young Street and residential properties to the east across Oxford 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:

<table>
<thead>
<tr>
<th>Role</th>
<th>Name</th>
<th>Contact</th>
<th>Address</th>
<th>Phone</th>
</tr>
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<tbody>
<tr>
<td>Developer</td>
<td>AG Property Holdings Limited</td>
<td>Gus Ghosn</td>
<td>50 Bedford Highway, Suite 300, Halifax, NS, B3M 0J9</td>
<td>(902) 830-2325</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>24 Hour Emergency Contact</td>
</tr>
<tr>
<td>Site Contractor</td>
<td>Atlantic Road Construction and Paving</td>
<td>Greg MacDonald</td>
<td>6 Belmont Avenue, P.O. Box 89 Eastern Passage, NS B3G 1M7</td>
<td>(902) 830-6411</td>
</tr>
<tr>
<td>Traffic Control</td>
<td>Frontline Traffic Services</td>
<td>Phil Pruneau</td>
<td>6 Belmont Avenue, P.O. Box 89 Eastern Passage, NS B3G 1M7</td>
<td>(902) 818-5548</td>
</tr>
<tr>
<td>Company</td>
<td>Boyd’s Pest Control</td>
<td>Danny Boyd</td>
<td>44 Shalimar Crescent, Dartmouth, NS B2W 4L8</td>
<td>(902) 222-6117</td>
</tr>
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Section 2: Project Schedule and Logistics
The following is a brief summary of anticipated major project milestones broken down by phase:

2.1: Schedule

<table>
<thead>
<tr>
<th>Project Phase</th>
<th>Start Date</th>
<th>End Date</th>
<th>Time Period</th>
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<td>Rodent Control Program</td>
<td>Jun 15, 2023</td>
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<tr>
<td>Building Demolition</td>
<td>July 1, 2023</td>
<td>Aug 31, 2023</td>
<td>2 Months</td>
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<tr>
<td>Site Excavation</td>
<td>Sep 1, 2023</td>
<td>Dec 31, 2023</td>
<td>4 months</td>
</tr>
<tr>
<td>Substructure</td>
<td>Jan 1, 2024</td>
<td>April 30, 2024</td>
<td>4 Months</td>
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<td>Superstructure</td>
<td>May 1, 2024</td>
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<td>Service Abandonments</td>
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<td>2 weekends</td>
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<tr>
<td>Site Flat Works</td>
<td>Jun 15, 2025</td>
<td>Aug 15, 2025</td>
<td>1 months</td>
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2.2: Key Dates
- Setup up Phase 1 fencing along property lines
  - Sidewalk closure (Oxford & Young Streets – building street wall demolition only)
- Install Phase 2 encroachment
  - Sidewalk closure (Oxford Street)
- Install Phase 3 encroachment
  - Sidewalk closure (Oxford & Young Streets)
  - Street lane encroachment (Oxford Street)
- Finish encroachment
- Duration of encroachment 24 months
- Temporary lane/road closures:
  - Oxford Street service abandonments August 5-6, 2023
  - Young Street service abandonments August 12-13, 19-20, 2023
  - Young Street water service install August 12-13, 2023
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. – 9:30 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.

It is noted that Oxford Street is peak hour restricted. On-street work on Oxford is not permitted between 7-9am and 4-6pm. Additionally for all street closures (crane and service work), request for street closure approval must be provided to the HRM at least 10 business days in advance for review.

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;
c) The Transportation Association of Canada (TAC)’s Manual of Uniform Traffic Control Devices for Canada (MUTCDC);

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;
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 Oxford Street, to accommodate the phase 3 layby encroachment, two-way vehicle traffic will be maintained with two 3.5m wide travel lanes to accommodate local traffic. Only during service work do we anticipate short term temporary lane closures on Oxford or Young Street. It is anticipated that tower crane assembly will be stationed within the encroachment area and on private property while disassembly may require a temporary street closure on Young Street. 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 the encroachment. We anticipate these deliveries entering the north gate and exiting the south gate on Oxford Street with traffic flow. 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. It is noted that, requests for temporary street closure approval (crane and service installs) must be provided to HRM at least 10 business days in advance for review.

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
Un-metered parking directly in front of the project will be occupied by the phase 3 Oxford Street encroachment and the altered street centerline will close parking on the opposite side of Oxford Street fronting the project. 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 travels along Oxford Street with a bus stop northwest corner of Oxford at Young Street directly adjacent to the project. This bus stop will be relocated and setback 10m from the proposed temporary crosswalk as per HRM requirements. 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.

During building demolition (phase 1) the project will temporarily close the sidewalk directly in front of the project on both streets during building street wall demolition. Throughout excavation (phase 2) the project will close the sidewalk in front of the development on Oxford Street. While during building construction (phase 3) the project will close the sidewalk in front of the development on both streets. This is to ensure construction and deliveries are kept a safe distance from pedestrians. Pedestrian traffic will be maintained with use of a temporary marked crosswalk fronting civic 3058 Oxford Street, existing sidewalk on the opposite side of the street and existing adjacent crosswalks.

5.1: Pedestrian Protection
Pedestrians will be protected by physically distancing them from the project. A combination of rigid construction 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 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 for this project.

5.8: Pedestrian Detour Wayfinding Signage
The need for pedestrian wayfinding signage directing pedestrians to adjacent businesses is not anticipated for this project.

Section 6: Encroachments & Disruptions
Throughout construction this project is proposing phased encroachments. During excavation (phase 2) the project will incorporate the sidewalk on Oxford Street directly in front of the project due to the depth and proximity of the required excavation to the ROW. Throughout building construction (phase 3) the project will incorporate the public sidewalk on both streets and portion of the street lane on Oxford Street. This will provide trucks with a dedicated layby to station deliveries and boom trucks as well physically distance the public from potential overhead hazards. Moving pedestrians to the opposite side of both streets with use of the existing and new proposed crosswalks. The layby requires an altered street centerline and the un-metered on street parking to be closed on either side of Oxford Street fronting the project site. 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 by a combination of chain link fencing and interlocking F-type concrete barriers complete and chain link fencing with opaque coverings.

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
The existing buildings at civic 6416 Young Street, civic 3020-3028 and civic 3032-3040 Oxford Street will be demolished prior to site excavation and new building construction. A short duration temporary sidewalk closure will be required on both streets while the building street walls are lowered to keep public away from the hazards.

6.2: Site Excavation
This includes deep excavation and removal of common site material. The development is planned to have 1 level 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 one (1) HRM street tree directly in front of the project within the public right-of-way of Oxford Street, and two (2) HRM street trees directly in front of the project within the public right-of-way of Young Street. 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.

Due to the tree locations, we are proposing to remove the two (2) HRM street trees within the public right-of-way directly in front of the project on Young Street.

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 and temporary crosswalk are 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 street as a part of their encroachment the developer is responsible to clear snow from the street side of these jersey barriers, gates, along edge of sidewalk fencing, street curb side of fencing, and around the Young Street stop sign.

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 filter fabric to prevent debris from entering the storm system. 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 sewer systems in accordance with HW regulations and HRM By-law W-101 complete with appropriate fees to Halifax Water (HW). 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 demolition, 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 demolition 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
The encroachment will be delineated with a mix depending on the street and proximity to street trees. A combination of 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. In addition, the adjacent HRM street tree on Young Street fronting the rear parking lot of civic 6421 Cork Street will be protected as per HRM’s tree protection details with orange snow fencing delineating the existing tree lawn between the sidewalk and street curb.
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 chain link fencing mounted on top and rigid fencing being 1.8m or 6ft as per the noted administrative order and weighted modular 1.5m (5ft) high fencing or existing fencing where it is at least 1.5m 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 landowner, 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 on Oxford Street and gates and fencing along Young Street.

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.

A construction access gate is planned to be stationed off Young Street at the driveway along the street line (phase 1 and 2), at each end of the Oxford Street truck layby and behind the curb line off Young Street at the proposed driveway (phase 3) to facilitate deliveries. Gates are to swing into site, remain closed when not in use and locked after hours. Phase 1 and 2 encroachments are planned to have one (1) gate while phase 3 will have three (3) gates.

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.

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 will be stationed from private property or and within the encroachment area, while disassembly may require a temporary street closure on Young Street.

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, delivery & concrete pump trucks will be stationed within the encroachment area or on 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;
b) Personal protective equipment (PPE) will be required for all personnel on site;
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 Young 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 existing fire hydrants on Young Street, one on the opposite side of street fronting civic 6450 “Young Street Storage “and one across the street on the opposite corner of Oxford and Young Street fronting civic 6390, 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 landowner, 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 wise 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 landowner, contractor, or traffic control service provider.

Regards,

Servant, Dunbrack, McKenzie & MacDonald Ltd.

Geoff MacLean, P.Eng.
Project Engineer
APPENDIX
Appendix A – Encroachment Plan
Appendix B – Traffic Control Plans TCP
Encroachment Signage Plan Phase 2

Date: 2023-05-24 Author: Norman Bussmann, TWS, Frontline Traffic Services, 902-817-3364 Project: 3020-3040 Oxford St
Contractor: SDMM Contact: Geoff MacLean, 902-789-6374

Comments:
Not to Scale
Off Shoulder Work Area
TC-54 added for safety
Sidewalk on Oxford St closed. See Phase 2 PMP for sidewalk closure details

Legend
- Gate
- Perimeter Fencing
- Sewer Lateral
- Storm Lateral
- Water Lateral

Manifest
2 x TC-54L TC-54L
2 x TC-54R TC-54R
Encroachment Signage Plan Phase 3

Manifest
20 x Jersey
10 x TC-171 TC-171(NS) Speed Fines Double in Work Areas
10 x TC-2 TC-2
10 x TC-4 TC-4
4 x TC-103 (NS) TC-103
1 x TC-13L
1 x TC-13R

Comments:
Not to Scale
Application Guide C22 Modified. Replaced TC-34 with TC-13
Sidewalk on both Oxford St and Young St closed
See Phase 3 PMP for sidewalk closure details
Phase 1 Barrier Installation and Removal Plan

Date: 2023-05-24  Author: Norman Bussmann, TWS, Frontline Traffic Services, 902-817-3364 Project: 3020-3040 Oxford St
Contractor: RDMM Contact: Geoff MacLean, 902-789-4374

Comments:
Not to Scale
Application Guide C112
See Phase 1 PMPs for sidewalk closure details

Legend
• Barrel
△ Cone
= Gate
– Perimeter Fencing
□ Work Area

Manifest
27 x Cone
13 x TC-171 TC-171(NS) Speed Fines Double in Work Areas
10 x TC-2 TC-2
10 x TC-4 TC-4
9 x Barrel
6 x TC-21 TC-21
4 x TC-21A (NS) TC-21A
Crosswalk Installation and Removal Plan

Date: 2023-05-24 Author: Norman Bussmann, TWS, Frontline Traffic Services, 902-817-3364 Project: 3020-3040 Oxford St
Contractor: SDMM Contact: Geoff MacLean, 902-789-6374

Comments:
- Not to Scale
- Application Guide C23
- Crosswalk Installation and Removal Plan
- 3m Travel lanes must be maintained
- No pedestrian impact

Legend
- Cone
- Gate
- Perimeter Fencing
- Work Area
- 3m Travel Lane

Manifest
- 88 x Cone
- 11 x TC-171 TC-171(NS) Speed Fines Double in Work Areas
- 8 x TC-2 TC-2
- 8 x TC-34 TC-34
- 8 x TC-4 TC-4

Setup 1

Setup 2

Setup 3
Phase 2 Barrier Realignment

Date: 2023-05-24  Author: Norman Bussmann, TWS, Frontline Traffic Services, 902-617-3364  Project: 3020-3040 Oxford St
Contractor: SDMM  Contact: Geoff MacLean, 902-789-6374

Comments:
Not to Scale
Application Guide C23 with TC-34A added
Phase 2 Barrier Realignment Plan
See Phase 2 PMP for sidewalk closure details

Legend

- Cone
- Gate
- Perimeter Fencing
- Sewer Lateral
- Storm Lateral
- Water Lateral
- Work Area

Manifest

30 x Cone
13 x TC-171 TC-171(NS) Speed Fines Double in Work Areas
10 x TC-2 TC-2
10 x TC-4 TC-4
6 x TC-34 TC-34
4 x TC-34A (NS) TC-34A
2 x RB-25
Line Painting Plan

Date: 2023-05-24  Author: Norman Bussmann, TWS, Frontline Traffic Services, 902-617-3364  Project: 3020-3040 Oxford St
Contractor: SO&M Contact: Geoff MacLean, 902-789-8374

Comments:
Not to Scale
Application Guide C112 blended with B35
Line Painting Plan
No pedestrian impact anticipated

Manifest
27 x Cone
15 x TC-171 TC-171(NS) Speed Fines Double in Work Areas
10 x TC-2 TC-2
10 x TC-4 TC-4
8 x TC-21 TC-21
4 x TC-21A (NS) TC-21A

Legend
Cone
Work Area
Phase 3 Barrier Relocation and Removal Plan

Date: 2023-05-24 Author: Norman Bussmann, TWS, Frontline Traffic Services, 902-817-3364 Project: 3020-3040 Oxford St
Contrator: SDMM Contact: Geoff MacLean, 902-789-6374
Comments:
Not to Scale
Application Guides B35 and C112
Phase 3 Barrier Relocation Plan
See Phase 3 PMP for sidewalk closure details

Legend
- Barrel
- Cone
- Gate
- Jersey
- Work Area

Manifest
27 x Cone
20 x Jersey
13 x TC-171 TC-171(NS) Speed Fines Double in Work Areas
10 x TC-2 TC-2
10 x TC-4 TC-4
8 x Barrel
6 x TC-21 TC-21
4 x TC-21A (NS) TC-21A
Service Laterals Installation Plan

Date: 2023-05-24  Author: Norman Bussmann, TWS, Frontline Traffic Services, 902-817-3364  Project: 3020-3040 Oxford St
Contractor: SDMM  Contact: Geoff MacLean, 902-789-6374

Comments:
Not to Scale
Water, Storm, and Sanitary Installation
Application Guide C114
See Phase 3 PMP for sidewalk closure details

Manifest
16 x TC-171 TC-171(NS) Speed Fines Double in Work Areas
14 x TC-10 TC-10
11 x Barrel
6 x TC-2 TC-2
6 x TC-4 TC-4
2 x Sign
1 x RB-11 RB-11
1 x RB-12 RB-12
1 x TC-113 (NS) TC-113
1 x TC-169 (NS) TC-169
1 x TC-64D TC-64D
Water and Sewer Laterals Abandonment plan

Date: 2023-05-24 Author: Norman Bussmann, TWS, Frontline Traffic Services, 902-817-3364 Project: 3020-3040 Oxford St
Contractor: SDMM Contact: Geoff MacLean, 902-789-6374
Comments:
Not to Scale
Application Guides B35 and C112
Water and Sewer Lateral Abandonment Plan
See Phase 2 PMP for sidewalk closure details

Legend
- Barrel
- Work Area

Manifest
20 x Barrel
13 x TC-171 TC-171(NS) Speed Fines Double in Work Areas
10 x TC-2 TC-2
10 x TC-4 TC-4
6 x TC-21 TC-21
4 x TC-21A (NS) TC-21A
Appendix C – Haul Route Plan
Phases 1 and 2 Haul Route Plan

Date: 2023-05-24  Author: Norman Bussmann, TWS, Frontline Traffic Services, 902-817-3364  Project: 3020-3040 Oxford St  Contractor: SDMN Contact: Geoff MacLean, 902-789-6374

Comments:
Not to Scale
Haul Route Plan
Inbound Via Hwy 102 to Bayers Rd to Oxford St to Young St or via Bedford Hwy to Windsor St to Bayers Rd to Oxford St to Young St.
Outbound via Young St to Connaught Ave to Bayers Rd to Hwy 102 or via Connaught Ave to Windsor St to Bedford Hwy
Haul Route Phase 3

Date: 2023-05-24  Author: Norman Bussmann, TWS, Frontline Traffic Services, 902-817-3364  Project: 3020-3040 Oxford St
Contractor: SDMM  Contact: Geoff MacLean, 902-789-6374

Comments:
Not to Scale
Haul Route Plan
Inbound Via Hwy 102 to Bayers Rd to Oxford St to Young St or via Bedford Hwy to Windsor St to Bayers Rd to Oxford St to site
Outbound via Oxford St to Cork St to Connaught Ave to Bayers Rd to Hwy 102 or via Connaught Ave to Windsor St to Bedford Hwy
Appendix D – Pedestrian Management Plan (PMP)
Phase 1 Pedestrian Management Plan

Date: 2023-05-24 Author: Norman Bussmann, TWS, Frontline Traffic Services, 902-817-3364 Project: 3020-3040 Oxford St 
Contractor: SDMM Contact: Geoff MacLean, 902-789-6374

Comments:
Not to Scale
Phase 1 PMP
Short duration Closure of Sidewalk on Oxford and Young Streets.

Legend
- Gate
- Pedestrian Route
- Perimeter Fencing
Phase 2 Pedestrian Management Plan

Date: 2023-05-24 Author: Norman Bussmann, TWS, Frontline Traffic Services, 902-817-3364 Project: 3020-3040 Oxford St
Contractor: SDMM Contact: Geoff MacLean, 902-789-6374

Comments:
Not to Scale
Phase 2 PMP
For Long Duration Closure of Oxford St Sidewalk.
Phase 3 Pedestrian Management Plan

Date: 2023-05-24 Author: Norman Bussmann, TWS, Frontline Traffic Services, 902-817-3364 Project: 3020-3040 Oxford St
Contractor: SDMM Contact: Geoff MacLean, 902-789-6374

Comments:
Not to Scale
Phase 3 PMP
For Long Duration closure of sidewalks on Oxford and Young Streets

Legend
Gate
Jersey
Pedestrian Route

SIDEWALK CLOSED

Central Closed
Temporary
Central Closed
Temporary

www.invarion.com
Appendix E – Barrier, Fence & Gates Information
Sample Barrier & Fence Details

F-shape Barrier

Approved Barrier Designs
The only pre-approved portable anti-intrusion barrier in Nova Scotia is the Portland Cement Concrete F-shape Barrier. F-shape Barriers with designs approved before 2011.01.01 must be constructed and installed copying a design certified as meeting Test Level 3 of the NCHRP Report 356 (NCHRP 356), or if the design was approved after 2011.01.01, Test Level 3 standards of the American Association of State Highway and Transportation Officials (AASHTO) Manual for Assessing Safety Hardware (MASS).

Dimensions are in mm

---

Chain link fence mounted on top of F-type interlocking concrete jersey barrier

Note: All F-type concrete barriers within the street shall have reflective tape on them.
2 8' Gate Posts, plated to Jersey Barriers with 6" x 6" plates.

Concrete Jersey Barrier supplied by others.
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® is 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
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

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<th>TEST METHOD</th>
<th>METRIC</th>
<th>ENGLISH</th>
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<tr>
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<td>Construction</td>
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<tr>
<td>Total Weight</td>
<td>DIN53352 BS3424 MethodSA</td>
<td>270 +/- 20 gsm/m²</td>
<td>7.96 oz/yd²</td>
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<tr>
<td>Width</td>
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<tr>
<td>Tensile Strength</td>
<td>DIN53352 BS3424</td>
<td>Warp 1250 n/5cm</td>
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<tr>
<td>Tear Strength</td>
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<td>Air Permeability</td>
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<td>Light Transmission</td>
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<td>37%</td>
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<tr>
<td>Temperature Resistance</td>
<td>DIN53357 BS3425 Method 10</td>
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### Applications

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<th>Back-lit</th>
<th>Banner</th>
<th>Billboard</th>
<th>Block-out</th>
<th>Building Wrap</th>
<th>Fence Graphics</th>
<th>Truckside</th>
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### Ink Printability

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<th>Eco Solvent</th>
<th>UV</th>
<th>Latex</th>
<th>Screen Printing</th>
<th>Dye Transfer</th>
<th>Dye Direct</th>
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### Available Sizes

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<td>3.20, 5.00</td>
<td>126, 196</td>
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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 +/-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.)
OXFORD & YOUNG APARTMENTS
OXFORD STREET
6 Storey Building
68 Residential Units on 6 levels including Townhouse Units
Mixture of 1 Bedroom, 1 Bedroom + Den & 2 Bedroom Apartment Units
1 Level - Underground Parking
Underground Bicycle Parking/Storage
Level 7 Landscape Green Rooftop

July 2023 – August 2025

Developer:
AG Property Holdings Limited
50 Bedford Highway, Suite 300, Halifax, NS, B3M 0J9

24 Hour Emergency Contact:
Gus Ghosn – (902) 830-2325

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:
Phil Pruneau - (902) 818-5548

Rodent Control Company:
Boyd’s Pest Control
44 Shalimar Crescent, Dartmouth, NS
Contact:
Danny Boyd - (902) 222-6117
Appendix H – Project Safety Signage
Sample Safety Signage

**NO TRESPASSING**

**WARNING**

CONSTRUCTION SITE

To reduce risk of injury,
- Hard Hat
- Safety Shoes

**MUST** be worn on this site.
RESTRICTED AREA
CONSTRUCTION WORK IN PROGRESS
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 10 days 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

![Sample Signage Images](image-url)
NOTIFICATION OF TRAFFIC DISRUPTION: Street Name, HALIFAX, NOVA SCOTIA

This is to inform you that 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
<table>
<thead>
<tr>
<th>Project Phase</th>
<th>Vehicular Impacts</th>
<th>Mitigation Methods</th>
<th>Pedestrian Impacts</th>
<th>Mitigation Methods</th>
</tr>
</thead>
<tbody>
<tr>
<td>Demolition</td>
<td>Debris may fall off building, damaging vehicles.</td>
<td>Sprakers to prevent injury to people temporarily do not park adjacent to site during front wall tear down.</td>
<td>Debris may fall off building, injuring pedestrians.</td>
<td>Temporarily close sidewalks adjacent to site, moving pedestrians to opposite side of street.</td>
</tr>
<tr>
<td>Excavation</td>
<td>Vehicles may enter project site and fall down excavation.</td>
<td>Place concrete barriers along travel lanes. Concrete barriers and vehicle traffic to prevent vehicle entry.</td>
<td>Pedestrians may enter project site and fall down excavation.</td>
<td>Place concrete barriers/ rigid fencing around entire project site.</td>
</tr>
<tr>
<td>Rock Blasting</td>
<td>Busted rock projectiles may strike vehicles.</td>
<td>Close sidewalks &amp; driveways adjacent to project site, moving vehicles farther away from excavation.</td>
<td>Busted rock projectiles may strike pedestrians.</td>
<td>Install solid plywood hoarding along rigid fence adjacent to blasting zone.</td>
</tr>
<tr>
<td>Construction Waste</td>
<td>Vehicles may be struck by construction waste.</td>
<td>The contractor shall keep the project site and surrounding areas clean and free of construction debris.</td>
<td>Pedestrians may be struck by construction waste.</td>
<td>The contractor shall keep the project site and surrounding areas clean and free of construction debris.</td>
</tr>
<tr>
<td>Vehicular &amp; Pedestrian Activities</td>
<td>Drivers and pedestrians may become confused or impatient with construction activities. Pedestrians may walk in unmarked areas or in vehicular travel areas. Drivers may fail to obey traffic signs.</td>
<td>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.</td>
<td>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.</td>
<td></td>
</tr>
<tr>
<td>Heavy Machinery/Operation</td>
<td>Heavy machinery or vehicles may break down or overturn, damaging other vehicles.</td>
<td>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.</td>
<td>Heavy machinery or vehicles may break down or overturn, injuring pedestrians.</td>
<td>The contractor shall maintain safe distances between pedestrians, vehicles, and heavy machinery. Rigid fences will be installed to separate construction vehicles from pedestrians.</td>
</tr>
<tr>
<td>Construction Signage</td>
<td>Construction signage may strike vehicular traffic.</td>
<td>Construction signage will be securely fixed to existing poles, temporary concrete sign bases, or rigid fences.</td>
<td>Pedestrians may walk into construction signage, including traffic signage, wayfinding signs, etc. may.</td>
<td>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.</td>
</tr>
<tr>
<td>Dangerous Materials</td>
<td>Flammable, explosive, &amp; hot materials may damage vehicles if not properly maintained &amp; stored.</td>
<td>The contractor will use and store dangerous materials properly in accordance with manufacturing specifications.</td>
<td>Flammable, explosive, &amp; hot materials may injure pedestrians if not properly maintained &amp; stored.</td>
<td>The contractor will use and store dangerous materials properly in accordance with manufacturers’ specifications.</td>
</tr>
<tr>
<td>Hoisting Operations</td>
<td>Precast concrete panels and other items hoisted may fall from heights and damage vehicles.</td>
<td>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.</td>
<td>Precast concrete panels and other items hoisted may fall from heights and injure pedestrians.</td>
<td>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.</td>
</tr>
<tr>
<td>Reinforcement of Public Infrastructure &amp; Service Installation</td>
<td>Heavy equipment and hot concrete used during public infrastructure reinstatement and service installation may cause damage to vehicles.</td>
<td>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.</td>
<td>Heavy equipment and hot concrete used during public infrastructure reinstatement may injure pedestrians.</td>
<td>The contractor shall maintain safe distances between pedestrians, vehicles, and heavy machinery.</td>
</tr>
<tr>
<td>Fallen-Debris</td>
<td>Debris may fall from upper stories of the new building causing damage to vehicles.</td>
<td>F-Type concrete barriers will be installed such that a safe distance is maintained between the building envelope and vehicular traffic.</td>
<td>Debris may fall from upper stories of the new building injuring pedestrians.</td>
<td>Construction of upper building levels will be set back from the property line, rigid fencing, this separating pedestrians from potential fallen debris.</td>
</tr>
</tbody>
</table>
Appendix L – Community Consultation Records
COMMUNITY CONSULTATION MAP OVERVIEW

Project – Oxford & Young Apartments
Notification Letter

Date: *******

AG Property Holdings Limited – Building Construction Information Meeting

Dear Neighbour,

As you may be aware, we are planning an apartment building construction project located at 3020-3040 Oxford Street, Halifax on the corner of Oxford and Young streets.

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.

Gus Ghosn

Email: gus.ghosn@ccpmgroup.ca

Cell: (902) 830-2325
Appendix M – HRM Tree Detail
TABLE 1

<table>
<thead>
<tr>
<th>TRUNK DIAMETER (DBH)</th>
<th>MINIMUM PROTECTION DISTANCE REQUIRED (MEASURE FROM THE OUTSIDE EDGE OF TREE TRUNK)</th>
</tr>
</thead>
<tbody>
<tr>
<td>10 CM &amp; UNDER</td>
<td>1.2 METERS</td>
</tr>
<tr>
<td>11 - 30 CM</td>
<td>2.0 METERS</td>
</tr>
<tr>
<td>31 - 40 CM</td>
<td>3.4 METERS</td>
</tr>
<tr>
<td>41 - 50 CM</td>
<td>4.6 METERS</td>
</tr>
<tr>
<td>51 - 60 CM</td>
<td>6.0 METERS</td>
</tr>
<tr>
<td>61 - 70 CM</td>
<td>7.0 METERS</td>
</tr>
<tr>
<td>71 - 80 CM</td>
<td>8.0 METERS</td>
</tr>
<tr>
<td>&gt;80 CM</td>
<td>9.0 METERS</td>
</tr>
</tbody>
</table>

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”
Bait Station Legend

Pre - Demolition
Post - Demolition

Rodent Control Plan
Prepared for Boyd's Pest Control
902-222-6117
44 Shalimar Crescent, Dartmouth, NS
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
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:
†Contains Denatonium Benzoate 99.995%
†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.
**FIRST AID**

**HAVE LABEL WITH YOU WHEN OBTAINING TREATMENT ADVICE**

**IF SWALLOWED:**
- Call a poison control center, doctor, or 1-877-854-2494, or 1-800-695-7379™ immediately for treatment advice.
- Have person sip a glass of water if able to swallow.
- Do not induce vomiting unless told to do so by the poison control center or doctor.

**IF ON SKIN OR CLOTHING:**
- Take off contaminated clothing. Rinse skin immediately with plenty of water for 15-20 minutes.
- Call a poison control center or doctor for treatment advice.

**IF IN EYES:**
- Hold eye open and rinse slowly and gently with water for 15-20 minutes.
- Remove contact lenses, if present, after the first 5 minutes, then continue rinsing eye.
- Call a poison control center or doctor; or 1-877-854-2494 immediately for treatment advice.

*Also call this number for information on health concerns and pesticide incidents.

**NOTE TO PHYSICIAN**

If swallowed or absorbed through the skin, this material may reduce the clotting ability of the blood and cause bleeding. If ingested, administer Vitamin K₁ intramuscularly or orally. Repeat as necessary based on monitoring of prothrombin times.

**TREATMENT FOR PET POISONING**

If an animal eats the bait, call veterinarian at once.

**NOTE TO VETERINARIAN**

Anticoagulant Bromadiolone: For animals ingesting bait and showing poisoning signs (bleeding or elevated prothrombin times), give Vitamin K₁ if needed, because prothrombin times may be normal (up to 30 days). In severe cases, blood transfusions may be needed.

**DIRECTIONS FOR USE**

It is a violation of Federal law to use this product in a manner inconsistent with its label.

**READ THIS LABEL.** Read this entire label and follow all use directions and use precautions. Use only for sites, pests, and application methods described on this label.

**IMPORTANT:** Do not expose children, pets, or non-target animals to rodenticides. To help prevent exposure:

1. Store unused product out of reach of children and pets.
2. Apply bait in locations out of reach of children, pets, domestic animals and non-target wildlife, or in tamper-resistant bait stations. These stations must be resistant to destruction by dogs and children under six, and must be placed in a manner that prevents such children from reaching into bait compartments and destroying it. In areas prone to vandalism.
3. Dispose of product container and unused, spoiled, or ununcontaminated bait as specified on this label.

**Bait stations are mandatory for outdoor, above-ground use. Tamper-resistant bait stations must be used wherever children, pets, non-target mammalian, or birds may have access to the bait placement location.

**USE RESTRICTIONS:** This product may only be used to control the following pest insects and arthropod notes and arthropod notes:

- House mouse (Mus musculus), Norway rat (Rattus norvegicus), Roof rat (Rattus rattus), Cotton mouse (Peromyscus gossypinus), Cotton mouse (Peromyscus gossypinus), Deer mouse (Peromyscus maniculatus), Eastern harvest mouse* (Reithrodontomys harrisi), Golden mouse* (Simpsonia nuttali), Polynesian rat* (Peromyscus maniculatus), White-footed mouse* (Peromyscus leucopus), White-footed woodrat* (Neotoma albigula), Southern plains woodrat* (Neotoma micropus), and Mexican woodrat* (Neotoma mexicana). The product must be used in and within 100 feet of multilane structures in a manner so as to be visible to commercial rodent infestations in and around buildings. Examples of such structures include homes and other permanent or temporary residences, food processing facilities, industrial and commercial buildings, trash receptacles, agricultural and public buildings, transportation vehicles (ships, trains, aircraft), docks and port of terminal buildings and related structures around and associated with these sites. Fence and perimeter baiting, beyond 100 feet from a structure as defined above, is prohibited. This product must not be applied directly to food or feed crops.

**STORAGE AND DISPOSAL**

Do not contaminate water, food or feed by storage or disposal.

**Pestcide Storage:** Store only in original container in a cool, dry place inaccessible to children and pets. Keep containers closed and away from other chemicals.

**Pesticide Disposal:** Storm washing (directed waste disposal testing) Container Handling: Nonrefillable container. Do not reuse or refill this container. Plastics. Offer for recycling or reconditioning or puncture and dispose in a sanitary landfill, or by incineration. In most states, burning is not allowed.

**TREATMENT FOR REACH OF CHILDREN CAUTION**

**KEEP OUT OF REACH OF CHILDREN CAUTION**

See side panels for First Aid and additional precautionary statements.

**ENVIRONMENTAL HAZARDS**

This product is extremely toxic to fish, birds and other wildlife. Dogs and predatory scavenging mammals and birds might be poisoned if they feed upon animals that have eaten this bait. Do not apply this product directly to water or to areas where surface water is present or to intertidal areas below the mean high water mark. Runoff also may be hazardous to aquatic organisms in water adjacent to treated areas. Do not contaminate water when disposing of equipment wash water or waste.

**NOT FOR USE AGAINST THE FOLLOWING SPECIES IN CALIFORNIA:** Cotton rat (Peromyscus leucopus), Eastern harvest mouse, Golden mouse (Peromyscus leucopus), White-footed woodrat (Neotoma albigula), Southern plains woodrat (Neotoma micropus), and Mexican woodrat (Neotoma mexicana).

**NOTE TO DISTRIBUTOR**

This product is not for sale to children, domestic animals and pets. Do not get in eyes, on skin or on clothing.

**User Safety Requirements**

Follow manufacturer’s instructions for cleaning/maintaining applications. If no such instructions for washable, use detergent and hot water. Keep and wash PPE separately from other laundry. Remove PPE immediately after handling the product. Wash the outside of gloves before removing. As soon as possible, wash hands thoroughly after applying and before eating, drinking, chewing gum, using tobacco or using the toilet and change into clean clothing.

**WARRANTY:** To the extent consistent with applicable law, seller makes no warranty, expressed or implied, concerning the use of this product other than indicated on the label. Buyer assumes all risk of use and/or handling of this material when such use and/or handling is contrary to label instructions.

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

**PRODUCT CODE:** CB4051 090415/09-15

**MADE IN USA**

**MANUFACTURED BY:**

**ERMA REG NO. 12455-79**

**HEREST NO. 12455-WX-1**

**MANUFACTURED BY:**

**FARRET Rattus norvegicus**
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

<table>
<thead>
<tr>
<th>Component</th>
<th>CAS No.</th>
<th>% By weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inert and Non-Hazardous Ingredients</td>
<td>Proprietary</td>
<td>100.00%</td>
</tr>
</tbody>
</table>

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/PERSOANL PROTECTION

Established Limits

<table>
<thead>
<tr>
<th>Component</th>
<th>OSHA</th>
<th>ACGIH</th>
<th>Other Limits</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td>Not Established</td>
<td>Not Established</td>
<td>Not Established</td>
</tr>
</tbody>
</table>

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
<table>
<thead>
<tr>
<th>Components</th>
<th>NTP</th>
<th>IARC</th>
<th>OSHA</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

**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  
- **TSCL:** 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.

<table>
<thead>
<tr>
<th>NFPA</th>
<th>Health: 0 (Not Toxic)</th>
<th>Flammability: 1 (slight)</th>
<th>Reactivity: 0 (stable)</th>
<th>Specific Hazard: None</th>
</tr>
</thead>
<tbody>
<tr>
<td>HMIS</td>
<td>Health: 0 (Not Toxic)</td>
<td>Flammability: 1 (slight)</td>
<td>Reactivity: 0 (minimal)</td>
<td>Protective Equipment: None</td>
</tr>
</tbody>
</table>

**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.
<table>
<thead>
<tr>
<th>CMP Element</th>
<th>Set-up per PMP?</th>
<th>Condition?</th>
<th>Action Required</th>
<th>Action Completed</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Yes</td>
<td>Good</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>No</td>
<td>Good</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>N/A</td>
<td>Good</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Yes</td>
<td>Bad</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>No</td>
<td>Bad</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>N/A</td>
<td>Bad</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Appendix P – Concrete Delivery Schematic
**Crane Operations**

**Crane Base & Tower**

**Crane Boom**
(+/- 45m)

**Crane Radius**
Crane Operations

Hook Elevation (+/- 87.22m)

Top of Mechanical Penthouse (+/- 77.22m)

Top of Level 7 (+/- 74.17m)

Level 1 (+/- 54.66m)

Level P1 (+/- 51.07m)
PEINER
SK 315
Hammerhead Tower Crane
17,600-35,300 lbs. (8-16 mt)
Lifting Capacity

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

<table>
<thead>
<tr>
<th>Tower Section</th>
<th>Hook Height</th>
<th>Forces Acting</th>
<th>Base Ballast</th>
</tr>
</thead>
<tbody>
<tr>
<td>3'-11&quot;</td>
<td>1.2 m</td>
<td></td>
<td></td>
</tr>
<tr>
<td>38'-1&quot;</td>
<td>11.6 m</td>
<td></td>
<td></td>
</tr>
<tr>
<td>38'-1&quot;</td>
<td>11.6 m</td>
<td></td>
<td></td>
</tr>
<tr>
<td>38'-1&quot;</td>
<td>11.6 m</td>
<td></td>
<td></td>
</tr>
<tr>
<td>16'-6&quot;</td>
<td>5.0 m</td>
<td></td>
<td></td>
</tr>
<tr>
<td>32'-10&quot;</td>
<td>10.0 m</td>
<td></td>
<td></td>
</tr>
<tr>
<td>32'-10&quot;</td>
<td>10.0 m</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2'-5&quot;</td>
<td>0.77 m</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Version: A

**U 821**
- 35'-5"
- 10.8 m
- 28'-3"
- 8.0 m

**UF 821**
- 26'-3"
- 8.0 m

**Ground support**

Version: A
### PEINER SK 315 Tower TS 211

#### Version: A

<table>
<thead>
<tr>
<th>Tower</th>
<th>HH</th>
<th>Tower</th>
<th>HH</th>
<th>BZ + BF</th>
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<th>y</th>
<th>y</th>
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</thead>
<tbody>
<tr>
<td>TS 212.1</td>
<td>FT</td>
<td>TSV 212</td>
<td>FT</td>
<td>in service</td>
<td>kips / t</td>
<td>kips / kN</td>
<td>out of service</td>
<td>kips / t</td>
</tr>
<tr>
<td>13 x TS 212.1</td>
<td>246'-6&quot;</td>
<td>11 x TS 212.1</td>
<td>236'-11&quot;</td>
<td>212.0</td>
<td>204</td>
<td>279</td>
<td>198.0</td>
<td>212</td>
</tr>
<tr>
<td>12 x TS 212.1</td>
<td>237'-4&quot;</td>
<td>10 x TS 212.1</td>
<td>217'-6&quot;</td>
<td>188.0</td>
<td>186</td>
<td>240</td>
<td>154.0</td>
<td>192</td>
</tr>
<tr>
<td>11 x TS 212.1</td>
<td>228'-0&quot;</td>
<td>9 x TS 212.1</td>
<td>198'-2&quot;</td>
<td>146.0</td>
<td>173</td>
<td>263</td>
<td>132.0</td>
<td>179</td>
</tr>
<tr>
<td>10 x TS 212.1</td>
<td>219'-8&quot;</td>
<td>8 x TS 212.1</td>
<td>178'-10&quot;</td>
<td>124.0</td>
<td>161</td>
<td>169</td>
<td>88.0</td>
<td>161</td>
</tr>
<tr>
<td>9 x TS 212.1</td>
<td>211'-4&quot;</td>
<td>7 x TS 212.1</td>
<td>159'-5&quot;</td>
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<td>8 x TS 212.1</td>
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<td>196'-2&quot;</td>
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<td>176'-6&quot;</td>
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<td>515</td>
<td>356</td>
<td>30</td>
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</tr>
</tbody>
</table>

### Foundation

- 25'-7" x 29'-7" x 6'-7"
- 7.8 x 7.8 x 1.7 m

### Anchor stools

4 x FF 212

---

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

*Lower climbing section after erection.

### Stationary base

- U 821

### Travelling base

- Curve
  - BF
    - 4 x 8.82 kips
  - BZ
    - 4 x 4.0 t

- Block 11.02 kips
  - Block 5.0 t

- F 500

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# PEINER SK 315

## Radius and Capacity

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<th>Jib</th>
<th>Max. capacity max. 17,600 lbs</th>
<th>2-Part Line max. 17,600 lbs</th>
<th>Capacity lbs./ft.</th>
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<td>17,600 lbs</td>
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<td>8.0 t</td>
<td>8.0 t</td>
<td>8.0 t</td>
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<td>6”-0”</td>
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</table>

## Speeds

- **FU 8-160/4**: \( v = 0 \rightarrow -290 \text{ fpm (88 m/min.)} \)
- **SR 10-190/3**: \( v = 0 \rightarrow -96 \text{ fpm (30 m/min.)} \)
- **K WB 120/4**: \( v = 0 \rightarrow 0.9 \text{ rpm (min}^{-1} \)\)

HK max. = 705’ (215 m)  - 6 layers

Total motor output without SR 10-190/3 = 140 HP

## Counterweight

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<thead>
<tr>
<th>Jib</th>
<th>L1</th>
<th>L2</th>
<th>L3</th>
<th>L4</th>
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<tr>
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<td>36000 lbs</td>
<td>32000 lbs</td>
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<td>39150 lbs</td>
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<td>41350 lbs</td>
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# PEINER SK 315 Dimensions and transport weights

<table>
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<tr>
<th>Designation</th>
<th>Dimensions (ft / m)</th>
<th>Weight</th>
<th>Volume</th>
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<td>b</td>
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See operating manual for mounting weights.
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.

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

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Web site: www.biggetowercrane.com