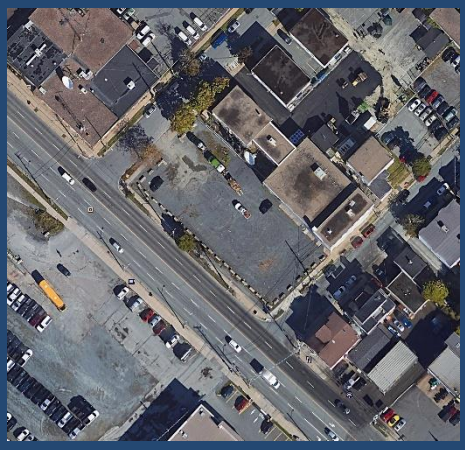
CONSTRUCTION MANAGEMENT PLAN

April 29, 2020



Bilby Suites

2859 Robie Street
Halifax, Nova Scotia

Project Number 15-011



PREPARED BY:

DesignPoint Engineering & Surveying Ltd.
222 Waterfront Drive Suite 104
Bedford, NS B4A 0H3

PREPARED FOR:

Banc Investments Ltd.
222 Waterfront Drive Suite 104
Bedford, NS B4A 0H3

TABLE OF CONTENTS

1.0 Introduction 1

1.1 Project Description and Objectives 1

1.2 Project Contact Information 1

1.3 General Notes 2

2.0 Construction Schedule and Logistics 3

2.1 Schedule 3

2.2 Work within the Public Right-of-Way 3

2.2.1 Encroachments 4

2.3 Hours 4

3.0 Relevant Regulations & Guidelines 5

3.1 Occupational Health & Safety Regulations 5

3.2 Municipal Regulations & Guidelines 5

4.0 Vehicle and Pedestrian Management 6

4.1 Vehicular Traffic Control 6

4.1.1 Payment of Applicable Fees 6

4.1.2 Vehicular Hazard Assessment 6

4.1.3 Traffic Control Plan Preparation & Monitoring 6

4.1.4 Notifications of Traffic Closures 6

4.1.5 Traffic Control Element Inspection & Maintenance 6

4.1.6 Changes to Traffic Control Plans 6

4.1.7 Emergency Vehicle Access 6

4.1.8 Traffic Control Plans & Haul Route Plan 7

4.1.9 Haul Route Plan 7

4.1.10 Parking 8

4.1.10.1 Parking Stall Removal 8

4.2 Pedestrian Management 9

4.2.1 Bus Stop Relocation 9

4.2.2 Payment of Applicable Fees 9

4.2.3 Pedestrian Hazard Assessment 9

4.2.4 Pedestrian Management Plan Preparation & Monitoring 9

4.2.5 Notifications of Pedestrian Closures 9
4.2.6 Pedestrian Management Plan Compliance 10
4.2.7 Changes to Pedestrian Management Plans 10
4.2.8 Pedestrian Management Plans 10
4.2.8.1 Demolition Phase Pedestrian Management 10
4.2.8.2 Construction Phases Pedestrian Management 10
4.2.9 Pre-Project Hazard Assessment 11
4.2.10 Visually Impaired Persons 11
4.2.11 Accessibility 11
5.0 Site Protection and Hoarding Materials 12
5.1.1 Concrete F-Type Barriers 12
5.1.2 Hoarding 12
5.1.3 Translucent Mesh 12
5.1.4 Chain Link Fencing 12
5.1.5 Covered Ways 12
5.1.6 Snow Removal 12
5.1.7 Site Lines 12
5.1.8 Emergency Access & Egress 12
5.1.9 View Ports 13
5.1.10 Reinstatement of Public Property 13
5.2 Site Protection Aesthetics 13
5.3 Signage 13
5.3.1 Pedestrian Management Plan Renderings 13
5.3.2 Pedestrian Detour Wayfinding 14
6.0 Lifting, Hoisting and Crane Operations 15
6.1 Navigation Canada & Transport Canada Regulatory Approvals 15
6.2 Operations above the Public Realm 15
6.3 Tower Crane Safety Plan 16
7.0 On-Site Conditions 17
7.1 Site Safety and Security 17
7.1.1 Access & Egress Gates 17
7.1.2 Hazard Warning Signage 17

7.1.3 Gate Locking & Monitoring 17
7.1.4 Hoarding Signage 17
7.1.5 Inspection Reports 18
7.1.6 Dangerous Activities 18
7.1.6.1 Hot Works 18
7.1.6.2 Ignition Source Controls 18
7.1.6.3 Storage of Combustible Materials 18
7.1.6.4 Waste Management Practices 18
7.1.7 Emergency Contact Information 18
7.1.8 After-hours Lighting 19
7.1.9 Smoking Area 19
7.1.10 Fire Suppression System 19
7.2 Material Handling, Loading/Unloading, Delivery, and Vehicle Staging 19
7.3 Environmental Controls 19
7.3.1 Street & Right-of-Way Cleaning 19
7.3.2 Stormwater Management and Runoff Pollution 20
7.3.3 Noise Pollution 20
7.3.4 Dust Pollution 20
7.3.5 Emissions Control 21
7.3.6 Rodent Control 21
7.3.7 Light Pollution 21
8.0 Community Engagement & Notification 22
8.1 Pre-CMP Community Engagement 22
8.2 Scheduled Community Notifications 22
8.3 Closure Notification Requirements 22
8.4 List of Community Consultations 22
9.0 Permit & Notification Requirements 23
10.0 Regulation & Enforcement 23
10.1 Inspection & Monitoring 23
11.0 Summary 24
Appendices 25
Appendix A –Campbell Comeau Letter 25

Appendix B – BarrieR Plan 29
Appendix C – Traffic Management Plan 30
I. Excavation 30
II. Substructure 31
III. Superstructure 32
Appendix D – Pedestrian Management Plan 33
I. Excavation 33
II. Substructure 34
III. Superstructure 35
Appendix E – Hazard Assessment Sheet 36
Appendix F– Inspection Sheet 37
Appendix G – Haul Route Plan 38
Appendix H – Wayfinding signage/PMPR 39
Appendix I – Community Consultation Letter 47
Appendix J – Encroachment Plan 48
Appendix K – Barrier Bracket Detail 49
Appendix L – Crane Plan 50
Appendix M – Crane Dismantle Closure 51
Appendix N – Services Installation Closure 52
Appendix O – Other Signage 53
Appendix P- Parking Signage 55
I. 55
II. 56
Appendix Q – Signage Install Hardware 57

1.0 INTRODUCTION

1.1 PROJECT DESCRIPTION AND OBJECTIVES

The Bilby Suites Project at 2859 Robie Street will be a mixed-use building in the Halifax North Peninsula district of Halifax Regional Municipality (HRM). It abuts the three Streets, Bilby, Macara, and Robie. It consists of a new 19 story, 122-unit residential building with ground-floor commercial space and two levels of underground parking with a podium amenity and landscape area on the 5th floor common terrace.

Banc Investments Limited is both the owner and General contractor of the project and, along with its architect, Lydon Lynch, and Onguard Traffic Control, have prepared this Construction Management Plan (CMP) which has been reviewed and sealed by DesignPoint Engineering & Surveying Ltd. to reduce potential negative impacts on the surrounding community. This CMP intends to outline all construction activities for the duration of the project to mitigate the effects to the surrounding neighborhood before they arise and to address any unforeseen issues.

Should any changes be required to this CMP, an email and hard- copy of the proposed amendments shall be sent to HRM for review a minimum of 10 days before the proposed implementation. Changes will only be implemented following approval from HRM.

1.2 PROJECT CONTACT INFORMATION

The project team for the proposed development consists of:

Developer/ Contractor:

Banc Investments Limited
1 Craigmore Drive, Suite 201, Halifax, NS
(902)431-4901
reception@bancgroup.ca

Alex Halef, *President*
(902) 830-6406 *(cell)*
ahalef@bedfordcommons.ca

Damon Bone, Project Coordinator
(902)233-7091
pc@bancgroup.ca

Architect:

Lydon Lynch Architects Limited
1668 Barrington Street, Unit 401
Halifax, Nova Scotia, B3J 2A2
(902)422-5454

Traffic Management: Onguard Traffic Control
Branden Leightizer, Temporary Workplace Signer (TWS)
onguard@sojourn.ca

1.3 GENERAL NOTES

This CMP has been prepared to comply with 2018-005-ADM from HRM and shall accompany the permit application, along with the applicable fee(s) as set out in bylaw F-200 and Administrative Order 15.

Any Significant departure from this CMP shall be submitted to HRM in writing at least 10 business days before implementation. In the event of an unforeseen circumstance which shall require a change to the CMP for less than 24 hours, the departure will be put in effect immediately. HRM will then be notified as soon as possible. If the project changes ownership or contracting services, the Municipality shall be notified, and the new parties shall agree to comply with an approved CMP in writing.

When applying for the permit for this project, the following shall also be submitted to HRM:

- detailed building drawings, including engineering, landscaping, and architectural plans;
- applicable fees;
- detailed Construction Management Plan (CMP);

Banc Investments Limited will submit this CMP and encroachment applications in advance of development construction. Once Submitted, This CMP shall be evaluated by HRM as part of the building permit review process. Construction shall not begin until a permit has been issued, as required by the provisions of the HRM Streets By-Law (S-300).

The approved CMP shall be kept on-site at all times.

Some of the requirements in the Administrative Order will not apply to this project. In each case, an explanation is provided; deviations are subject to HRM approval. For Example, the engineer has already exempted the Rodent Control Plan requirement.

The contractor or owner shall inspect the implementation of the CMP daily at minimum and keep a detailed inspection and maintenance log.

2.0 CONSTRUCTION SCHEDULE AND LOGISTICS

2.1 SCHEDULE

From start to completion, the project will take approximately 3 years. See below for phasing timelines.

2020									2021												2022												2023		
A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M
	Excavation (7mo)																																		
							Substructure (11mo)																														
																		Superstructure (18mo)																		

2.2 WORK WITHIN THE PUBLIC RIGHT-OF-WAY

Each project phase will require encroachments within the Halifax Regional Municipality (HRM) right-of-way (ROW) and will remain in place for the entire project. See section 2.2.1

Barrier installation will take place within the site encroachment areas, at which time wayfinding signage will be installed, as outlined in section 5.3. The installation of barriers is expected to take place on May 4th, 2020. See Appendix B for the barrier installation plan.

All Encroachments will be in place until the completion of the building's façade. When the encroachments are no longer needed, and once the site is secure, the public ROW will be reinstated, cleaned, and turned back over to the Municipality. HRM will be given 10 business days notice before reinstatement.

During the Substructure phase, Macara street will be temporarily closed to facilitate the installation of services. The excavation contractor will apply for a street closure permit and will follow all notification requirements as outlined in Section 8.3. This work is anticipated to take place in August 2021.

During the Superstructure phase, Macara street will be temporarily closed to facilitate the Crane disassembly. The formwork contractor will apply for a street closure permit and will follow all notification requirements as outlined in Section 8.3. This work is anticipated to take place in May 2022.

During the Superstructure phase, Natural Gas connection will be done in Bilby street. Heritage Gas will apply for a street closure permit and will follow all notification requirements as outlined in Section 8.3. This work is anticipated to take place in May 2022. No Closure will be required, traffic control will be used where needed.

All work to be carried out within the Public Right-of-Way will not proceed unless approved by HRM, and proper notification has been given. See Section 8.3.

2.2.1 Encroachments

A Scalable encroachment plan found in Appendix J can be provided electronically.

2.2.1.1 Macara Street

The Macara Street Encroachment will be used for site entry/exit for the duration of the project. This encroachment will take up 17' of Macara Street, including the width of the jersey barriers. This will leave 12' for public traffic. Macara will need to be turned into a one-way street to facilitate the encroachment and parking. Some parking areas along Macara Street will need to be removed.

2.2.1.2 Bilby Street

The encroachment area on Bilby Street will be used for the temporary power shack, material lay down, and job trailers. This encroachment will take up 17' of Bilby Street, including the width of the jersey barriers. This will leave 12' for public traffic. Bilby Street will need to remain a one-way street to facilitate the encroachment and parking. Some parking areas will need to be removed as well.

2.2.1.3 Robie Street

The encroachment will use 2' of Robie Street, but will not narrow the lane below the required 3m for Halifax Transit routes and truck routes.

HRM raised the issue of encroaching on Robie Street ROW in the previous CMP review, due to the upcoming transit priority project. HRM also requested that pedestrian access is maintained throughout the project. Banc Investments Limited hired Campbell Comeau Engineering Limited to assess the possibility of not encroaching on Robie. Their findings can be found in Appendix A.

Nova Scotia Power was consulted to assess the viability of moving the power poles on the Robie Street side of the project across the street. Moving these poles would allow pedestrian access on Robie to be maintained throughout the project by moving the sidewalk closer to the street (where the poles are currently located. Nova Scotia Power has determined that in order to do this, they would need to relocate all power poles, along with all communication lines attached to them from Young Street to Almon Street, not just the section adjacent to our project. The scale and complexity of this operation is untenable and the costs would be exorbitant. Because of this, BIL is requesting that HRM allow pedestrian access to be restricted on Robie Street from Macara Street to Bilby Street and instead, pedestrians will be detoured around the site to Agricola and back onto Robie Street. Appendix D for pedestrian management plans and Appendix A for more information about the encroachment on Robie Street.

2.3 HOURS

Construction activities will adhere to the HRM noise bylaw for residential areas. Work within Robie Street will have restricted hours as per the requirements of the HRM Traffic Control Manual Supplement (TCM).

3.0 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:

- 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;
- Nova Scotia Occupational Health and Safety Act, and the Nova Scotia Occupational Safety General Regulations made under that Act;
- The Transportation Association of Canada (TAC)'s Manual of Uniform Traffic Control Devices for Canada (MUTCDC); and
- 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:

- S-300 Streets;
- E-200 Encroachments;
- B-201 Building;
- N-200 Noise;
- T-600 Trees;
- S-900 Controlled Access Streets;
- T-400 Truck Routes;
- W-101 Discharge into Public Sewers;
- B-600 Blasting; and
- HRM TCM Supplement.

4.0 VEHICLE AND PEDESTRIAN MANAGEMENT

4.1 VEHICULAR TRAFFIC CONTROL

Before 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). See appendix C and D.

4.1.1 Payment of Applicable Fees

Payment of all applicable fees will be made in accordance with HRM Administrative Order 15 (AO15). Requests for lane and street closures must be submitted to HRM a minimum of 10 days prior to their planned implementation for review and approval.

4.1.2 Vehicular Hazard Assessment

See Appendix E for vehicular and pedestrian hazard assessment.

4.1.3 Traffic Control Plan Preparation & Monitoring

Separate Traffic Control Plans (TCPs) have been prepared as required for each project phase to be in accordance with the standards identified in the TAC Manual of Uniform Traffic Control Devices, the NSTIR Temporary Workplace Traffic Control Manual, and the HRM Traffic Control Manual Supplement.

TCPs have been prepared by Onguard certified temporary workplace signer (TWS), *Branden Leightizer*. The TCPs illustrate the proposed signage, which will be installed to warn vehicular traffic ahead of, and throughout the construction zone. Traffic control features and methods, as well as information related to the TCPs, are provided in Section 4.1.8.

4.1.4 Notifications of Traffic Closures

The contractor shall notify HRM and the public to proposed traffic closures as outlined in Section 8.3.

4.1.5 Traffic Control Element Inspection & Maintenance

All TCPs will be implemented by Onguard and its team of certified Traffic Control Persons (as recognized by the Nova Scotia Department of Transportation and Infrastructure Renewal). Construction warning signage will be displayed throughout the approaches to and adjacent to the project site following the Nova Scotia Temporary Workplace Traffic Control Manual. Banc Investments Limited will inspect traffic control elements at the start and end of the workday, or more frequently as required. It will maintain traffic control elements as required to ensure that the TCPs are effectively and correctly implemented. CMP element inspection sheets to be completed by Banc Investments Limited shown in See Appendix F.

4.1.6 Changes to Traffic Control Plans

Requests for modifications to TCPs will be sent to HRM for approval a minimum of 10 days before their proposed implementation.

4.1.7 Emergency Vehicle Access

Emergency vehicle access to the project site will be maintained at all times throughout the life of the project. There are no fire hydrants within the building footprint or the proposed encroachment areas. The Siamese

connection location for the new building is shown on the mechanical drawings submitted for permit and is within the allowable distance to the nearest fire hydrant.

In cases of emergencies, on-site workers will exit the project site through gates along Macara Street. These gates will remain unlocked at all times when workers are on-site to allow emergency response units access.

4.1.8 Traffic Control Plans & Haul Route Plan

Traffic Control Plans, Encroachment Plans, a Haul Route Plan, Barrier Installation & Removal Plans, Services Installation Plans, and Street Closure Plans are provided in the Appendices.

4.1.8.1 Demolition Phase Traffic Control

There will be no structure demolition completed on this project. Currently, the site is a gravel parking lot. All demolition will be of subgrade concrete pads and will take place as part of excavation activities.

4.1.8.2 Construction Phases Traffic Control

During the Excavation, Substructure, and Superstructure phases of construction; With the approval of HRM Development and Traffic Authorities, sections of Macara and Bilby Street will be hoarded and closed to traffic. The area on Macara will facilitate loading and deliveries. This area will be the only site access point throughout the construction. Entrance and exit gates will be identified by signage on the gates. These hoarded sections will necessitate turning Macara into a one-way street with 3.5m wide lanes to remain, thereby allowing two-way traffic to continue. During barrier installation, traffic along Macara Street will be reduced to one lane (a minimum of 3.5 m wide) to facilitate the installation of F-Type jersey barriers. Traffic will be closed to the northeast bound lane. This will be delineated using temporary workplace signage and traffic cones complete with a detour route for northeast bound traffic. This detour will direct northeast bound traffic northwest along Robie Street, northeast along Russel Street, and southeast along Agricola Street to return vehicular traffic to Macara Street. Temporary workplace signage and traffic cones will be used on Robie Street and Macara Street to delineate one-way traffic.

The area on Bilby Street will be used as a material lay-down, and for job trailers/ site washrooms. Bilby Street will remain as a one- way street. During Barrier installation, Bilby Street will remain a one-way street, and traffic control elements will be used as required.

These encroachments will require some free on-street parking to become no-parking areas. See Section 4.1.10 for details on parking stall removal.

4.1.9 Haul Route Plan

A Haul Route Plan (HRP) is provided in Appendix G and will be implemented throughout all phases of this construction project. This HRP includes the proposed route which construction and delivery trucks will use throughout construction and adheres to the HRM Traffic Control Manual Supplement. As shown in the HRP, haul routes will extend to their origins and destinations by streets approved in the HRM Truck Route Bylaw (T-400). The haul route consists of Robie Street, Young Street, Agricola Street, and Macara Street.

4.1.10 Parking

4.1.10.1 Parking Stall Removal

There will be 8 parking stalls (standard 6.5m long) that must be placed out of service as a result of the encroachments required for the construction of this project. They are as follows:

Location	# Stalls	Type	Reason
Bilby North	2	2h	Encroachment
Bilby South	1	Loading Zone	Road Narrows
Bilby South	2	1h	Road Narrows
Macara North	3	Anytime	Road Narrows

4.1.10.2 Contractor Parking

Due to the loss of parking stalls required by the encroachments, having construction workers park within near to site would put an additional unnecessary burden on the community. Construction workers will be encouraged to carpool into the construction site from a remote location.

During excavation and substructure phases of the project, the site shall be able to accommodate a few additional vehicles used for carpooling. The suggested carpool location is the Mumford road bus terminal, which is a 5-10-minute drive to the project site.

Construction workers shall not be permitted to park within encroachment areas throughout the construction.

4.1.10.3 Out-of-Service Parking Meter Fees

This project will not impact any parking meters.

4.1.10.4 Temporary Parking

There is currently no request for HRM to relocate temporary parking. The needs of the community shall be assessed during construction, and should there be a need for additional parking as the project progresses, HRM will be consulted for temporary parking relocation.

4.1.10.5 Net Parking Loss

During the Excavation, Substructure, and Superstructure Phases, there will be a net parking loss of 10 free spaces both within and opposite the Bilby and Macara Street encroachments. Though, the surrounding community has many temporary spaces available so the impact should be negligible.

4.1.10.6 Parking Signage

Signage showing additional parking locations around the neighbourhood is included in the Traffic Control Plans and Pedestrian Management Plan Renderings (See appendix H) These will be mounted prominently around the project site such that they will be identifiable to motorists and pedestrians.

4.1.10.7 Parking Within Encroachment Areas

Encroachment areas are intended for use as loading areas. On-site workers will not be permitted to park within them.

4.2 PEDESTRIAN MANAGEMENT

A detailed Pedestrian Management Plan (PMP) has been prepared for this CMP. A qualified TWS has developed it to meet all applicable regulatory requirements to ensure the safe passage of all pedestrian traffic that enters or exits the streets as well as all pedestrian traffic that travels the streets impacted by the construction project. The PMP is a separate document from the TCP and is concerned with pedestrian routing and pedestrian specific signage.

Onguard has prepared Pedestrian Management Plans (PMPs), Pedestrian Management Plan Renderings (PMPRs), and wayfinding signage to assist pedestrians in navigating their way around this project site. See Appendix D

The locations of pedestrian wayfinding signage can be found in Appendix H.

4.2.1 Bus Stop Relocation

No bus stops will need to be relocated for this project. The nearest Bus stops are:

- Robie St Before Almon St (approximately 115m away) and;
- Robie St Before Russell St (approximately 75m away).

Pedestrians will be able to use either stop, so the project will not disrupt pedestrian access to nearby bus routes.

4.2.2 Payment of Applicable Fees

Payment of all applicable fees will be made per HRM Administrative Order 15 (AO15). Requests for lane and street closures must be submitted to HRM for review and approval a minimum of 10 days before the planned implementation.

4.2.3 Pedestrian Hazard Assessment

See Appendix E for Pedestrian Hazard Assessment information.

4.2.4 Pedestrian Management Plan Preparation & Monitoring

Separate Pedestrian Management Plans (PMPs) have been prepared for each project phase. PMPs were developed by Onguard's certified temporary workplace signer (TWS), *Branden Leightizer*. The PMPs illustrate the proposed signage, which will be installed to warn pedestrians ahead of, and throughout the construction zone. Pedestrian management features and methods, as well as information related to the PMPs and Pedestrian Management Plan Renderings, are provided in Section 5.3 and Appendix H.

4.2.5 Notifications of Pedestrian Closures

Banc Investments Limited shall notify HRM and the public of proposed pedestrian closures as outlined in Section 8.3.

4.2.6 Pedestrian Management Plan Compliance

All PMPs will be implemented by Onguard and will be monitored by Banc Investments Limited. Construction warning signage will be displayed throughout the approaches to and adjacent to the project site. Banc Investments Limited will inspect pedestrian management elements at the start and end of the workday, or more frequently as required. It will maintain pedestrian management elements as needed to ensure the PMPs are adequately and correctly implemented. See Appendix F for a sample CMP element inspection sheet to be completed by Banc Investments Limited.

4.2.7 Changes to Pedestrian Management Plans

Requests for modifications to PMPs will be sent to HRM for approval a minimum of 10 days prior to their proposed implementation.

Notification of pedestrian route disruptions will be distributed to affected residents and businesses a minimum of 10 days in advance of implementation. Modifications to PMPs for unforeseen events will be immediately sent to the Municipality for approval.

4.2.8 Pedestrian Management Plans

4.2.8.1 Demolition Phase Pedestrian Management

There will be no structure demolition completed on this project. Currently, the site is a gravel parking lot. All demolition will be of subgrade concrete pads and will take place as part of excavation activities.

4.2.8.2 Construction Phases Pedestrian Management

The Excavation Phase will require an approximate 20’ deep excavation to construct the parking levels.
With the approval of HRM, Sections of Macara Street, Bilby Street, and Robie Street will be hoarded and closed to pedestrians During the Excavation, Substructure, and Superstructure phases of construction. The Macara Street area will be used for deliveries and loading, and this will be the only access point to the site for the remainder of the project’s construction. Emergency vehicle access to the project site will be maintained at all times throughout the life of the project.

As a result of sidewalk closures, pedestrians will be redirected by wayfinding signage from Robie Street, North West to Agricola Street, then South East Back to Robie Street. No other businesses or buildings are located along these sections of closed sidewalk, business potentially impacted by the sidewalk closures will be identified in the PMPRs to assist pedestrians in finding these businesses. See Section 5.3 for more information on pedestrian signage.

Throughout the Excavation Phase, a 1.8 m (minimum) high rigid hoarding (concrete barrier included) will be constructed around the development to prevent pedestrians from entering the site. This hoarding will be affixed to existing curbs or sidewalks or F-Type concrete barriers.

A Barrier Installation Plan for the Excavation Phase is provided in Appendix B. During barrier installation, the pedestrian routes immediately adjacent to the project site will be closed to the public. Pedestrians will be directed North West to Agricola Street, then South East Back to Robie Street.
Any Street closures as outlined in section 4.1. Will not affect pedestrian traffic more than is described above.

4.2.9 Pre-Project Hazard Assessment

See Appendix E for vehicular and pedestrian hazard assessment information.

4.2.10 Visually Impaired Persons

Construction areas can be particularly challenging to navigate for visually impaired persons. Banc Investments Limited has reviewed elements identified by the Canadian National Institute for the Blind (CNIB) to assist the visually impaired. It has incorporated these elements into the design of the CMP.

Reflective tape with contrasting colours will be provided along the sides of F-Type concrete barriers, near their tops, both on the vehicular traffic side and the pedestrian traffic side.

Sawhorse barricades painted “safety orange” will be located at all termination points along pedestrian routes to assist all pedestrians, especially visually impaired persons, in identifying the transition between pedestrian routes and traffic travel ways. These sawhorse barricades will be constructed complete with an orange-painted wooden 2” x 4” with signs indicating “No Crossing” which will be fixed along the bottom of the sawhorse barricade for cane detection. Sawhorse barricades will be set up at existing street crossings to identify that these crossings are out-of-service. Sawhorse locations are shown in Appendix D.

Braille text is provided on all Pedestrian Management Plan Renderings (PMPRs) and wayfinding signs. This braille text will assist the visually impaired in navigating the temporary sidewalks and areas adjacent to the construction site. Section 5.3 Appendix H provide additional information regarding these signs.

4.2.11 Accessibility

All pedestrian routes shall be barrier-free. All site signage not on the encroachment hoarding will be constructed of suitable material, and in such a way to stay out of the HRM ROW and impede vehicle and pedestrian traffic. Banc Investments Limited will inspect the condition of signage daily. The PMP ensures that pedestrian routes are accessible.

5.0 SITE PROTECTION AND HOARDING MATERIALS

5.1.1 Concrete F-Type Barriers

Concrete F-Type barriers will be installed as per the TCP and PMP drawings. Banc Investments Limited shall regularly inspect the condition and layout of these barriers.

Concrete F-Type barriers shall be assembled so that their "J-J Hooks" interconnect. The sides of the F-Type concrete barriers, along their tops, will have reflective tape with contrasting colours to assist in delineating traffic travel ways and pedestrian routes. This tape will be placed on both the traffic sides and the pedestrian sides of the barriers, as applicable.

5.1.2 Hoarding

Throughout all construction phases, a solid hoarding system will surround the development. This hoarding will be installed to the Concrete F-Type barriers. The hoarding structure will be sufficiently strong such that it cannot be moved, removed, or overturned. Engineering details can be found in Appendix K. BIL shall regularly inspect the rigid hoarding to ensure their continued structural integrity. Any deficiencies in the system shall be addressed immediately to prevent pedestrians from entering the project site.

5.1.3 Translucent Mesh

No mesh will be used on the hoarding of this project. Solid, engineered plywood hoarding will be used instead.

5.1.4 Chain Link Fencing

Chain link Fencing will be used on this site on top of the F-type barriers around the project site only where vehicle site lines need to be maintained. See Appendix J for specific locations.

5.1.5 Covered Ways

There will be no covered ways used on this project.

5.1.6 Snow Removal

It will be Banc Investments Limited's responsibility to keep all encroachments clean and free of snow and ice. Banc Investments Limited will not dump snow or ice onto adjacent public property and will truck snow off-site as required to prevent the dangerous build-up of snow piles.

The contractor will be responsible for removing snow and ice as required to ensure that emergency access is maintained to the project site.

5.1.7 Site Lines

Rigid fences and signage will be installed as shown in Appendix J such that vehicular site lines are maintained around the corners of street intersections. Site lines will be maintained at a minimum of 20' from any intersection.

5.1.8 Emergency Access & Egress

Along Macara Street, the site will be accessible through two separate gates. These gates are the only locations that will receive equipment/materials during construction 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 to allow emergency response units access to the site.

There are no existing fire hydrants on the project site or within the proposed encroachment areas.

5.1.9 View Ports

There will be no viewports used on this project as there will be no pedestrian walkways adjacent to the project hoarding/ fencing.

5.1.10 Reinstatement of Public Property

Banc Investments Limited will be responsible for replacing HRM infrastructure that has been damaged as a result of construction activities.

5.2 SITE PROTECTION AESTHETICS

Pedestrian Management Plan Renderings and wayfinding signage (see Section 5.3) will improve project site aesthetics and provide the public with information related to the project and nearby amenities. Banc Investments Limited shall regularly inspect the project site, its signage, and adjacent areas and keep these well maintained.

Banc Investments Limited will also beautify the site hoarding system with rigidly attached banners showing project renderings and sales and marketing information. These banners will be of high-quality and durable material. Banc Investments Limited is looking to apply for a 50% reduction in encroachments fees for site beautification, as suggested in the current CMP administrative order.

5.3 SIGNAGE

5.3.1 Pedestrian Management Plan Renderings

Pedestrian Management Plan Renderings (PMPR) will be mounted at the locations identified on the PMPs to assist pedestrians in navigating around the project site. And to keep the public informed of general project details and project contact information. PMPRs will be located at pedestrian pinch points to give pedestrians advanced warnings to possible obstructions due to construction activities. PMPRs for this project will be at:

- The intersection of Macara Street & Robie Street;
- The intersection of Macara Street & Agricola Street;
- The intersection of Bilby Street & Agricola Street;
- The intersection of Bilby Street & Robie Street;
- The intersection of Young Street & Robie Street;
- The intersection of Almon & Robie Street.

These PMPRs will be placed at the project site a minimum of 10 days before the commencement of work. PMPRs are provided in Appendix H.

Wayfinding signage on this project has been combined with the PMPRs, detouring pedestrians around the project site and to nearby businesses and places of interest. The samples provided by HRM show a 3' x 2' PMPR sign, and 11" x 17" wayfinding signs. The signs as recommended by HRM would do a good job of directing pedestrians around a site in downtown Halifax for example, however due to the simplicity of the pedestrian detour on this

project, the scale of the signage has been reduced / combined. In addition, the size of 3' wide on the PMPRs would pose a hazard in The Pedestrian right-of-way so the size was reduced.

PMPRs reflect the PMPs outlined in Section 4.2. They identify:

- Pedestrian travel routes;
- The position of the project site;
- Street names;
- Names and locations of nearby businesses and points of interest with directional arrows directing pedestrians to them;
- Bus stop locations;
- Emergency contact information, with regular and braille text;
- The pedestrian's current position;

PMPRs will be mounted to existing poles, as shown in Appendix H, pending approval by HRM.

5.3.2 Pedestrian Detour Wayfinding

Wayfinding signage will be incorporated into the PMPR sign at the locations identified on the PMPs. Wayfinding to assist pedestrians in navigating around the project site directing them to local points of interest. These signs will be aesthetically pleasing and are meant to encourage the public to continue using public spaces and visiting local businesses during construction activities. Together with PMPRs, wayfinding signs will be located at pedestrian pinch points to give pedestrians advanced warnings to possible obstructions due to construction activities.

6.0 LIFTING, HOISTING AND CRANE OPERATIONS

6.1 NAVIGATION CANADA & TRANSPORT CANADA REGULATORY APPROVALS

This project will require a tower crane near the southeast corner of the project site. The top of the crane is expected to be at an elevation of approximately 240' above the sidewalk at the southeast corner of the project site.

Banc Investments Limited has reviewed the crane location and height relative to local flight paths and has confirmed the crane will be outside of flight path boundaries. Therefore, Transport Canada approval is not required, and Nav Canada does not require notification.

Information from HRMs technical guidelines on best management practices of construction sites indicate that there are two registered aerodromes in the region; Halifax International and Shearwater airfield. Transport Canada's regulation states that it's applicable to lands that are included in airport zoning regulations. Halifax International Airport zoning regulation describes the outer limit to be a circle with a radius of 4 km centered at the airport, in addition to lands that are under approach surfaces. Shearwater zoning regulations specify areas using landmarks as reference, in addition to lands under approach surfaces. The project site does not fall within these perimeters. Canadian Aviation Regulations- CAR 601.23 deems an object a potential obstacle to air navigation greater than 90m (295') above ground level (AGL). At no time during construction will any equipment or constructed element extend above 90m AGL.

6.2 OPERATIONS ABOVE THE PUBLIC REALM

This project will require a tower crane to construct the concrete structure. The crane will be owned and operated under the direct supervision of a licensed crane operator and formwork contractor. This crane will be placed between gridlines 12/14 and J/H.

A 500-ton mobile crane will be used to erect and disassemble the tower crane in approximately July 2020. The erection of the Crane is intended to take place entirely within the site confines. Traffic Control will be used where required.

When dismantling the crane, the formwork contractor will apply to HRM for a street closure permit. Banc Investments Limited will ensure notification is delivered as per section 8.3 prior to any closure.

All materials required to construct the building will be contained within the site. No loads will cross adjacent property or HRM row at any time during construction.

At the end of the workday, when the crane is out of service, and there is no crane operator on-site, the jib of the crane will be free-swinging, allowing the crane to "weathervane."

Concrete will be poured using the crane with two 4-yard buckets. As the tower crane lifts one full bucket of concrete, the second bucket will be filled from the concrete trucks; This, along with having two trucks inside the hoarding will minimize concrete pouring time.

During the construction of the high-rise portion of the building, fly-forms (flyers) will be used; at no time will flyers be lifted over any area other than the site. When the project has progressed, fly forms will be installed and removed above the Level 5 Courtyard. Fly forms will be delivered into the Macara Street encroachment areas and lifted from within the site.

6.3 TOWER CRANE SAFETY PLAN

HRM requires that crane safety procedures be submitted with a CMP, however at the time of permit application a formwork contractor has not been chosen for this project. As recommended by HRM in review of this CMP. BIL will submit an addendum to HRM outlining the crane safety policy and procedures when a formwork contractor has been chosen for this project. This shall be approved by HRM prior to the use of the tower crane.

7.0 ON-SITE CONDITIONS

7.1 SITE SAFETY AND SECURITY

Banc Investments Limited and associated shareholders have many years of experience constructing high-rise buildings on the peninsula of Halifax and understand the need for proper security controls and a comprehensive safety program.

A third-party safety consultant is used for all Banc Investments Limited projects; They will perform all required site inspections and ensure strict compliance with all applicable safety regulations. Banc Investments Limited will conduct additional daily site safety inspections.

A copy of Banc Investments Limited's safety plan will be submitted to HRM.

All contractors on site will be required to be registered members in good standing with the Nova Scotia Construction Safety Association. Contractors will be required to comply with all applicable safety codes and regulations. Banc Investments Limited will provide a mandatory site safety orientation for all trades and site visitors.

Banc Investments Limited will have certified first-aid responders on-site during all construction activities. First aid kits will be made available at the project site, and site office and locations of first aid kits will be prominently posted and communicated to all on-site workers and visitors. In addition, fire extinguishers and burn kits will remain available on-site at all times. Banc Investments Limited will be responsible for carrying out regular inspections of first aid kits, fire extinguishers, and burn kits and to note any deficiencies and replenish kits as required for any missing or used items.

7.1.1 Access & Egress Gates

Entry/ exit gates will be locked daily after work hours. These gates will be secured to prevent public access to the site at all times. High pedestrian traffic areas will be monitored during working hours.

Signs identifying the "Entrance Gate" and "Exit Gate" will be prominently posted. These signs will be mounted directly onto the gates using steel cables.

7.1.2 Hazard Warning Signage

Hazard warning signs will be fastened to the "Entrance Gate" and "Exit Gate" warning personnel of potential hazards and personal protective equipment (PPE) required.

7.1.3 Gate Locking & Monitoring

Gates will be locked during non-work hours and will be closed at all times when not in use. During holidays and weekends, the contractor will be responsible for checking the project site gates daily to ensure they are secure.

7.1.4 Hoarding Signage

Hoarding will be marked with "No Trespassing – Construction Personnel Only" signs. All personnel on the construction site will be required to use all proper personal protective equipment (PPE) at all times. PPE

requirements will be prominently posted, and visitors will be required to sign in at the project site office before entering the site. A warning of potential fines will be included for those who violate PPE requirements.

Emergency contact information will be prominently posted.

7.1.5 Inspection Reports

Banc Investments Limited will regularly inspect hoarding and address all safety-related and other deficiencies in a prompt and timely manner. Inspection reports on maintenance activities carried out will be kept on-site at all times.

7.1.6 Dangerous Activities

Public safety and the safety of on-site workers will be of critical importance throughout all construction phases, and all works will be carried out in accordance with the Nova Scotia Occupational Health and Safety Act. For all dangerous activities, first aid kits will be readily available, as outlined in Section 7.1. See Appendix E for vehicular and pedestrian hazard assessment information.

7.1.6.1 Hot Works

Hot works will be undertaken a minimum of 3 m inside the project site property boundary. During hot works, Banc Investments Limited will ensure that a first aid kit and fire extinguisher are readily available (in addition to the first aid kits and fire extinguishers identified in Section 7.1) near the work site. Also, hot works will be undertaken away from heavy equipment and heavy equipment routes.

7.1.6.2 Ignition Source Controls

It will be Banc Investments Limited's responsibility to review potential ignition sources regularly to mitigate the potential for them to ignite. Potential ignition sources include faulty wiring, hot surfaces and motors, welding, grinding, and other sparks, convex lenses (magnifying glasses), and reactive chemicals. Material and equipment specifications and best practices will be followed during all construction activities to reduce the risk of ignition. In addition, potential ignition sources and work, which may result in ignition will be kept away from heavy equipment and heavy equipment routes.

7.1.6.3 Storage of Combustible Materials

Combustible materials, explosive, reactive, and corrosive materials, will be stored per their product specifications using storage sheds and containers on-site as required and will be kept away from heavy equipment and heavy equipment routes. These materials will be protected from environmental conditions such as snow, rain, and wind to prevent materials from causing harm to on-site workers or the general public.

7.1.6.4 Waste Management Practices

Throughout construction, Banc Investments Limited will keep a clean and tidy work environment and work to eliminate risks proactively. Banc Investments Limited will monitor the project site throughout the workday to ensure that waste is removed in a prompt and timely manner, ensuring it does not pose a risk to on-site construction activities, on-site workers, or the general public. All waste will be sorted into their appropriate categories, in the interest of cost savings as well to lessen the environmental impact.

7.1.7 Emergency Contact Information

As outlined in Section 5.3, throughout all project phases, developer and contractor emergency contact information will be prominently posted on Pedestrian Management Plan Renderings and wayfinding signs.

7.1.8 After-hours Lighting

No after-hours lighting is expected on this project.

7.1.9 Smoking Area

This project will not provide smoking areas to workers.

7.1.10 Fire Suppression System

Once the new Siamese connection for the new building has been installed and is operational, access will be provided to the Siamese connection, and signage identifying the Siamese connection "Fire Department Connection – Do Not Block" will be put in place. All Siamese connection signage will have white backgrounds, bold red lettering, and dimensions of 356 mm x 254 mm (see Appendix O). They will be constructed of weatherproof engineering grade reflective aluminum and mounted 600 mm above the top of the Siamese connection.

7.2 MATERIAL HANDLING, LOADING/UNLOADING, DELIVERY, AND VEHICLE STAGING

Banc Investments Limited will adhere to the procedures stipulated in the haul route plan and traffic control plans contained in Appendices C, G and E for delivery of materials. Delivery vehicles will use designated entry and exit gates. Timing of deliveries will be coordinated in such a way, that it would have the least impact to regular traffic.

The encroachment on Macara Street will be used for delivery trucks, offloading, and concrete operations.

This project will not be using a pumper truck for concrete. Concrete will be unloaded from buckets using the tower crane. The delivery of all materials and equipment used on the project has been assessed, and at no time will the encroachments (as shown in Appendix J) need to be widened.

On-site materials will be protected as required from environmental conditions such as snow, rain, and wind to prevent materials from causing harm to on-site workers or the public. Prior to any significant weather or wind event BIL will ensure that no material will leave the site as a result of the weather. All materials will be adequately secured to prevent wind from picking it up or will otherwise be stored so that it is kept away from the elements. Efforts will be made to avoid dust and other materials from becoming airborne during high wind events. See section 7.3.4.

See Appendix E for vehicular and pedestrian hazard assessment information.

7.3 ENVIRONMENTAL CONTROLS

7.3.1 Street & Right-of-Way Cleaning

During the excavation phase and concrete pouring activities, the street will be cleaned daily of any debris from trucks and silt, dirt, or rock that makes its way past the encroachments. A Sweeper Truck will be available and used if required.

Concrete trucks will wash out in a designated washout bin or washout pit to avoid getting cement on their tires and spreading it onto the streets.

Banc Investments Limited will be responsible for removing snow on the street side of F-Type jersey barriers and within the ROW that cannot be removed by typical Municipality plowing operations.

7.3.2 Stormwater Management and Runoff Pollution

Banc Investments Limited will prevent sediment from entering all catch basins adjacent to the project site through the use of erosion and sediment controls (see NSE Erosion & Sedimentation Control Handbook for Construction Sites). All water on-site will be treated and pumped to an adjacent catch basin per HRM Bylaw W-101. The proposed construction will not cause adverse impacts to the storm systems or affect drainage paths.

To achieve this, Banc Investments Limited will install and maintain sediment traps in all catch basins directly adjacent to the project site. Banc Investments Limited has consulted Halifax Water and, with their recommendation, will create a temporary sedimentation pond during the excavation phase of this project. For this phase, Banc Investments Limited will direct stormwater within the project site to a low point where suspended particles in the sediment-laden water will settle out. This water will be pumped out of the project site directly into a catch basin near the west corner of the site. The sediment trap in this catch basin will provide further protection against storm system sedimentation. If high sedimentation levels are detected as a result of Halifax water testing, deflocculants will be on hand.

Banc Investments Limited will apply for a construction dewatering permit with Halifax Water prior to any dewatering activities. This permit will outline any water sampling requirements to be determined by Halifax water. No dewatering activities will take place without approval from Halifax water.

The Stormwater Management Plan for this project (See Civil drawings submitted for permit) identifies surface drainage patterns, catch basin locations, material storage locations and protection measures, construction phasing, site entrance/exit locations, and runoff quantity and control measures (for construction phases and at project completion).

7.3.3 Noise Pollution

Banc Investments Limited will at all times adhere to the HRM Noise Bylaw (N-200). Refer to Section 2 of this report.

7.3.4 Dust Pollution

Dust mitigation is essential in reducing the impact on the surrounding neighbourhood during construction. Banc Investments Limited will use several strategies to reduce the amount of dust that leaves the site.

During excavation, ‘rock pads’ will be used at the site exit. The rough surface of the rock pads will help to remove mud and dirt from tires and treads of vehicles as they leave the site. The excavation access will regularly be topped with clean gravel to prevent tire tracing from trucks. If debris makes it off-site and onto city streets, they will be swept. In the dry months of the year, and as necessary throughout the project, calcium chloride will be spread on dusty (non-concrete) surfaces, primarily the site entry/ exits where vehicles are likely to ‘kick-

up' dust. This chemical absorbs water from the air and dissolves into the surrounding dirt, thus keeping it moist and preventing dust from getting airborne. If the weather is particularly hot and dry, water trucks will be on standby to spray down any dusty areas if required.

Floors and other surfaces will be cleaned regularly to prevent dust and garbage from blowing it off-site. All sweeping will be done with the use of Dustbane sweeping compound to prevent any dust from becoming airborne.

7.3.5 Emissions Control

Vehicles will be staged, so idling will not occur for more than 3 minutes at a time. Unless a vehicle motor is required to complete work functions, it will be turned off after no more than 3 minutes. Signs identifying idling requirements will be posted on the front of the project site office trailer and within the loading area (See Appendix O).

The arrival of sequential concrete trucks will be timed precisely, so only one vehicle is queuing at a time. To do otherwise would also be costly and unproductive to the owner, contractor, and suppliers. In the event of unforeseen circumstances, the queuing area outlined above should alleviate some pressure on the surrounding neighbourhood.

7.3.6 Rodent Control

Banc Investments Limited has been exempted from the rodent control requirements by HRM.

7.3.7 Light Pollution

Lighting of the project site (private property) will be 3 m (maximum) above the highest elevation of the building and will be directed inwards towards the property.

8.0 COMMUNITY ENGAGEMENT & NOTIFICATION

8.1 PRE-CMP COMMUNITY ENGAGEMENT

When developing a new building, there is a potential for disruption to the surrounding community. As such, Banc Investments Limited has been in discussions with surrounding businesses to determine their operational requirements. The businesses consulted include Eastlink, CTV, Silver Dragon, and Krown as they are directly adjacent to the project site.

To assess the needs of the surrounding community, a consultation letter has been hand-delivered to all civic addresses within a 200m radius of the project site. See Appendix I for a copy of the letter.

A minimum of 10 days before any public ROW disruptions, Project information boards will be posted around the site. Concurrently with work to take place in the public ROW, PMPRs, and wayfinding signage will be posted around the project site as identified in the Pedestrian Management Plans (PMPs) and Appendix H.

8.2 SCHEDULED COMMUNITY NOTIFICATIONS

As mentioned in Section 8.1, monthly project updates will be distributed to those signed up to receive project notifications. These notifications will be sent on or before the fifth day of each month. These notification letters will include:

- The date the letter is sent;
- The development name and owner and contractor contact information;
- Brief updates on project progress;
- Brief updates on expected upcoming construction activities that may affect the community;
- Specific details of any work within the ROW that is to occur outside of the approved encroachment that may result in additional traffic control measures or closures; and
- Any other relevant information.

It will be Banc Investments Limited's responsibility to provide further communication as required by the community (letters, other community consultation meetings, etc.) Copies of all public correspondence will be sent to HRM.

8.3 CLOSURE NOTIFICATION REQUIREMENTS

Notification of street closures and public service interruptions will adhere to the requirements of the HRM Traffic Control Manual Supplement. Street closure requests require 10 days (minimum) notice to HRM prior to implementation and must be approved by HRM before work begins. Notification to the affected public will be made a minimum of 10 days before the disruption. These notifications will be hand-delivered, and Banc Investments Limited will keep and maintain a list of all notified property owners to ensure all affected parties have been notified. Banc Investments Limited will send confirmation to HRM immediately upon delivery of closure notices. A list of respective civic addresses will be included.

8.4 LIST OF COMMUNITY CONSULTATIONS

Krown Rust Control

Krown was contacted first by phone, they had no issues with proposed construction and did not believe construction would impact their business. A follow-up email was sent outlining the construction management plans and again, they still saw no issues.

Silver Dragon

Silver Dragon was contacted by both phone and email, they had no concerns about the proposed Construction.

EastLink

BIL has been in conversations with Eastlink for months regarding the proposed Construction. Their only issue was relating to the effect blasting may have on their sensitive equipment housed next door and nearby to the construction project site. At the end of the discussions with EastLink, BIL has decided that no blasting will be done on this project.

CTV

CTV has been consulted by both phone and by email. Their only concern would be noise caused by construction, especially blasting activities. Since blasting is no longer being considered, that alleviates much of CTV's concern. Talks are ongoing with CTV to determine the effect General construction noise will have on their daily live programming. These effects can only be properly assessed as the site progresses, and CTV will be regularly consulted to address the concern of noise.

CNIB

CNIB was consulted to aid in the detouring of visually impaired pedestrians around the project site. They had two suggestions. The first is to have the sawhorses around site showing sidewalk closed signs be modified so that their bottoms are pole detectable (see Appendix D showing these locations). The second was to have all sidewalk closed signage on the saw horses contain Braille text, which BIL will do.

9.0 PERMIT & NOTIFICATION REQUIREMENTS

Banc Investments Limited will be responsible for coordinating a pre-construction meeting 10 days before construction begins. Attendees will include the owner, HRM, Halifax Water (HW), utility companies, and representatives from neighbouring properties. The purpose of this meeting will be to review the CMP on-site with all relevant parties.

10.0 REGULATION & ENFORCEMENT

10.1 INSPECTION & MONITORING

Banc Investments Limited will be responsible for monitoring the implementation of the CMP on a daily basis, or more frequently as necessary, to ensure its continued effectiveness. The contractor will complete a daily inspection/maintenance log of all CMP elements.

As outlined in Section 1, any changes required to this CMP must be sent to HRM for review 10 days (minimum) prior to their proposed implementation. Changes may only be implemented following HRM approval.

11.0 SUMMARY

This CMP has been prepared with the goal of minimizing negative impacts on the community, pedestrians, and traffic throughout this project. This CMP 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 as necessary as approved by HRM.

Should you have any questions or comments related to this document, please contact Banc Investments Limited. (see contact information in Section 1.2).

Regards,



Bryce McLeod, P.Eng.
Senior Project Engineer

APPENDICES

APPENDIX A –CAMPBELL COMEAU LETTER

CAMPBELL COMEAU ENGINEERING LIMITED

• STRUCTURAL • CIVIL • MARINE •

2719 Gladstone Street
Suite 110
Halifax, NS B3K 4W6

t: 902.429.5454
cce@campbellcomeau.ns.ca

March 18, 2020

Mr. Brad Whalen, CET
Halifax Regional Municipality
PO Box 1749
Halifax, NS B3J 3A5

Dear Brad:

RE: ***Bilby Suites, 2859 Robie Street, Halifax***

As requested by BANC Investments Ltd. and principal owner, Alex Halef, I have reviewed the CMP as written and submitted by BANC and your response dated March 5, 2020. I am informed there is an approved Development Agreement between BANC Investments and HRM.

I am specifically responding to your Points 1.1.3 and 1.1.4 concerning General Comments of the CMP in regards to the encroachment with Robie Street and the desire to maintain pedestrian access as noted in 1.1.4.

My understanding is that HRM staff and BANC have not reached an agreement on Section 4 of the CMP. "Encroachments".

Here is my understanding of BANC requests:

1. Bilby Street – 17' street closure/already one way traffic, no change/use to be for – site trailers and general storage.

2. Macara Street – 17' street closure/eliminate 5 free parking spots on Macara and convert to a one way street/use to be – site entry and exit/concrete delivery, etc.

3. Robie Street – 2' encroachment/no traffic restrictions/pedestrian access to be restricted and/or rerouted/construction activity to be undertaken in the ROW until the low rise section façade is complete.

My understanding of the letter is that Item #3 is an issue and I have been asked to review whether it is possible to retain the sidewalk (5'-0") along Robie Street in the Right of Way (ROW).

Wesley G. Campbell, B.E., LL.B.,LL.D (07), P.Eng., FCSCE., FEIC

Michel P. Comeau, M.Sc. (Eng.), P. Eng., FCSCE, FEIC

Daniel P. O'Halloran, M.Sc., P. Eng., FEIC

After my analysis, I have concluded that it is not feasible to maintain pedestrian access along Robie Street in the ROW. As an alternative pedestrian access can be established in Robie Street.

1. In order for the foundation wall to be constructed, within the terms of the approved Agreement, the foundation excavation will carry into the Robie Street ROW. A site excavation shoring system will be required. Likely construction of steel "H" piles and timber lagging.

    a) There is limited ROW width due to the location of three utility power poles and the location of the project concrete foundation wall. At best there may be 8'-0" in the ROW.

    b) In order to install a shoring system several feet may be required in the ROW to facilitate this work.

    c) Further, additional space will be required for the installation of Jersey Barriers and the construction of Protection Hoarding and hence reducing the available access space to less than 5'.

    d) To create more space, moving the foundation wall inwards was explored, but is not possible due to the fact that the Development Agreement stipulates that all parking spots must be 8' wide by 18' long. Currently, as drawn, the spots are just over 18' long and there is no room to move this foundation wall inwards.

    e) The installation of the steel "H" section will require socket rock drilling. The presence of the in-service, offset, overhead power lines may well create another obstacle by impacting the installation of the drilling rigs in close proximity to the power lines.

2. Assuming that the sidewalk noted in point number (1) could be maintained in the ROW, the sidewalk would have to be interrupted as the developer undertakes to complete the exterior façade. The building façade construction staging will be erected in the area of the pedestrian access and as a consequence the protective hoard will be removed and access restricted.

3. An Electrical ductbank will need to be installed crossing under this pedestrian access sidewalk, thus restricting access and the protective hoarding.

4. Concrete Soil boxes (40'-0") will be erected in this ROW and this will compromise the entire pedestrian access sidewalk from curb through to property line.

5. I have reviewed the concept of completing the work in Items 3 and 4 at the same time and this is

not feasible. The permanent power to the building will be installed prior to concrete frame completion at a stage where the protective hoarding would normally be required. This will either interrupt the construction schedule or the sidewalk must come out to enable this work. The developer will want to remove the temporary power shack as soon as possible, and the sidewalk impedes that ability.

Conclusion

I am of the opinion that in order to complete this project as approved by the HRM Development Agreement, restricting pedestrian access (Robie Street) must be adopted and incorporated in the BANC CMP in the ROW.

Yours very truly,

CAMPBELL COMEAU ENGINEERING LIMITED

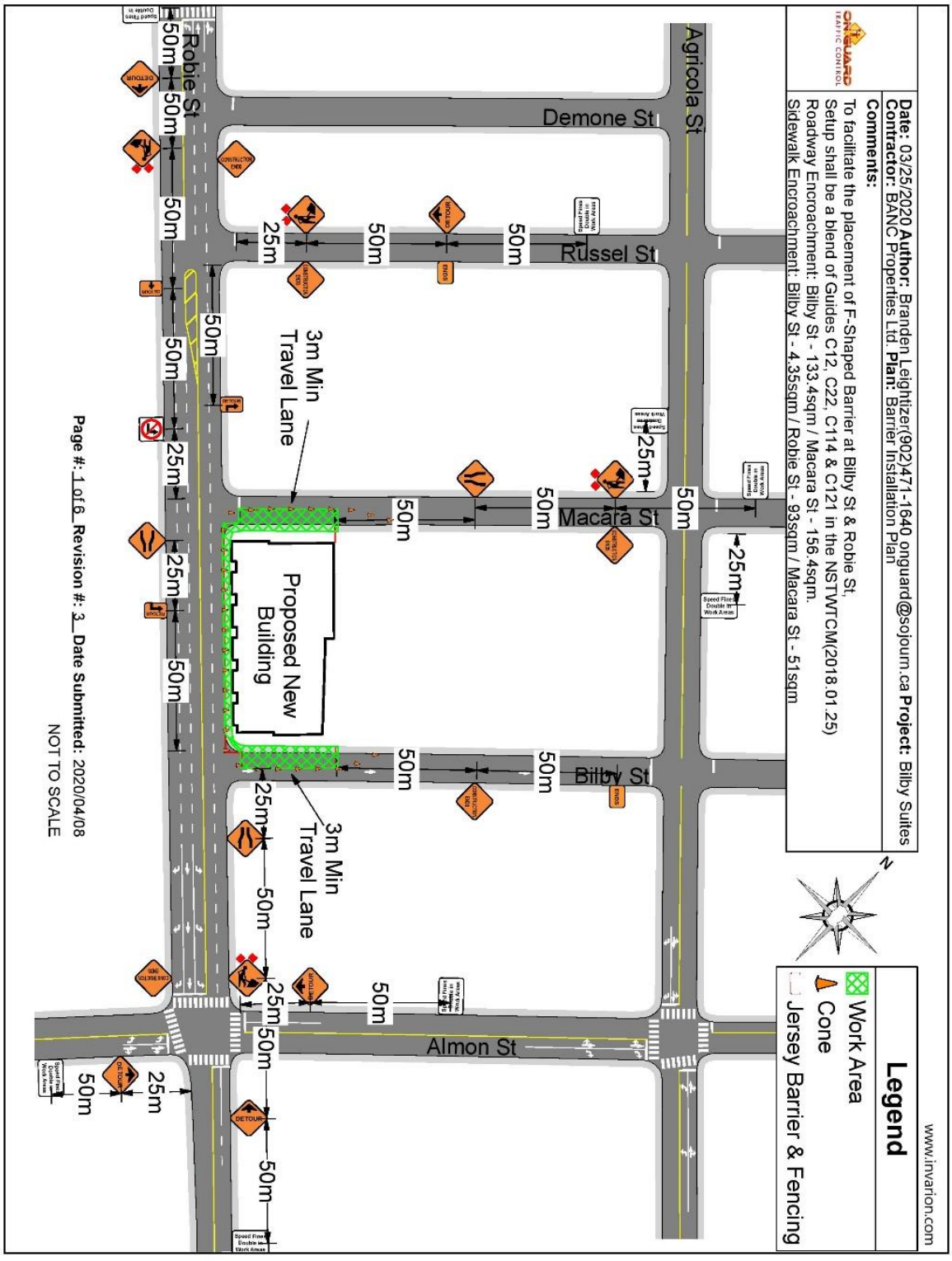
[redacted]

Wesley G. Campbell, P. Eng.

WGC/mpg
17019

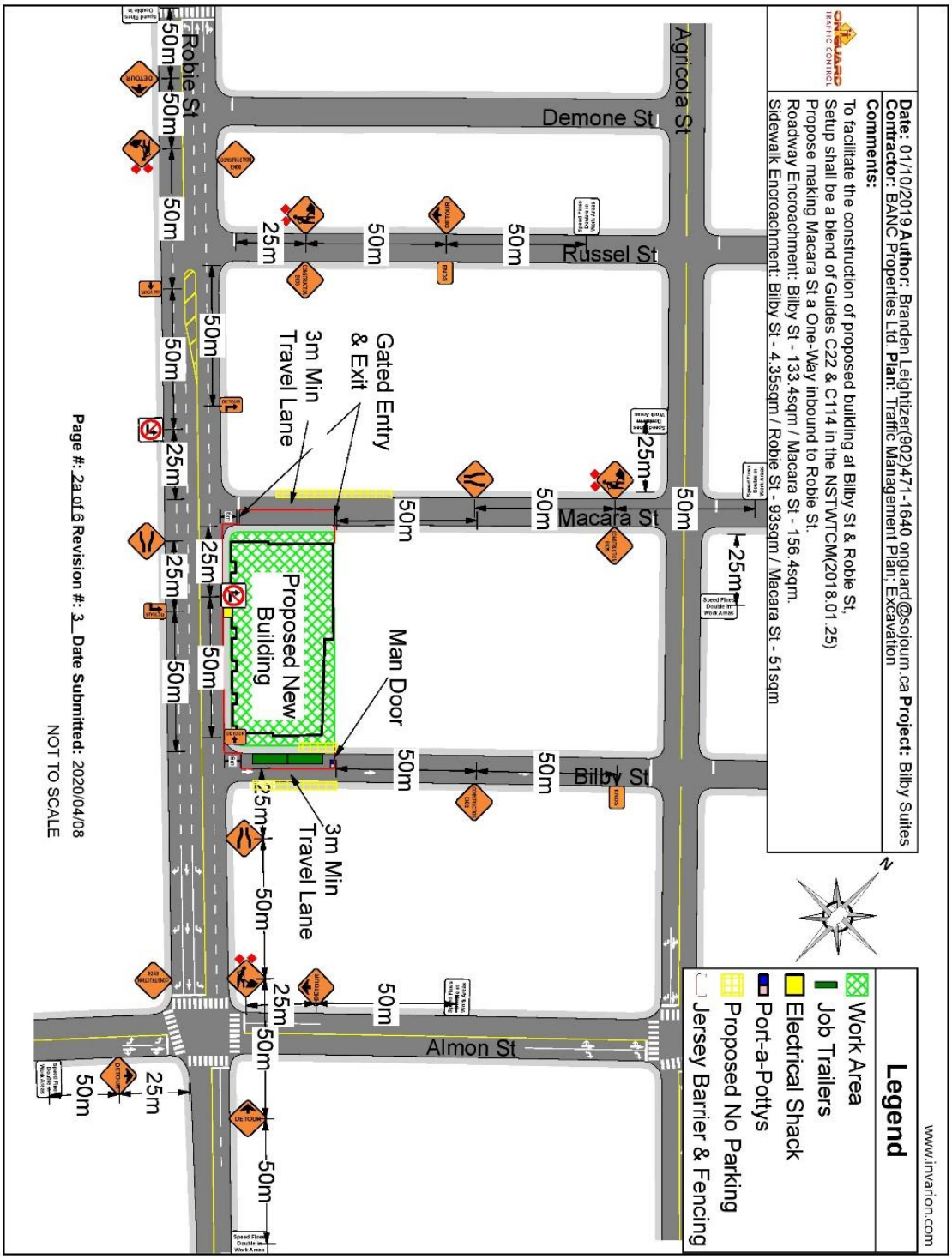


APPENDIX B – BARRIER PLAN

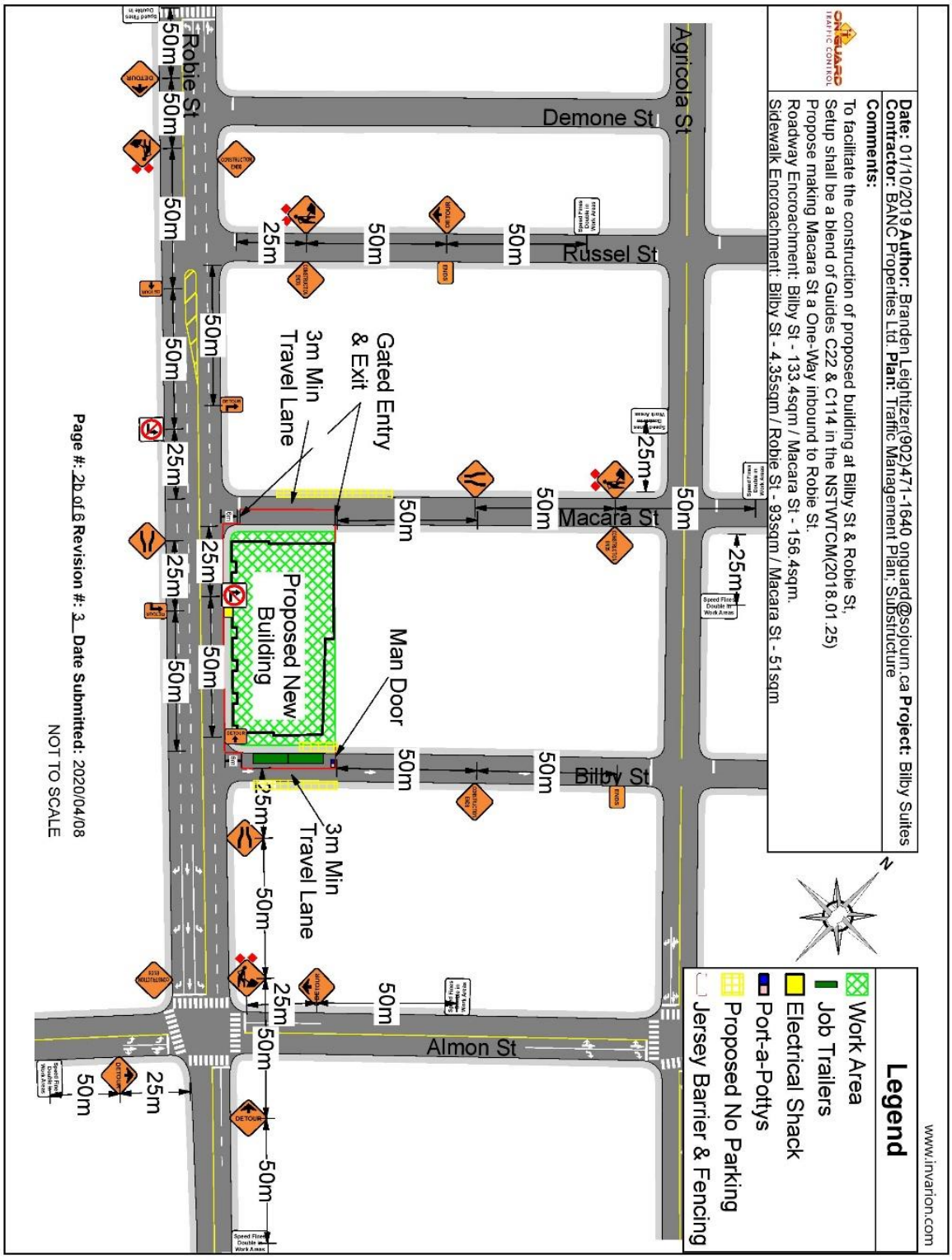


APPENDIX C – TRAFFIC MANAGEMENT PLAN

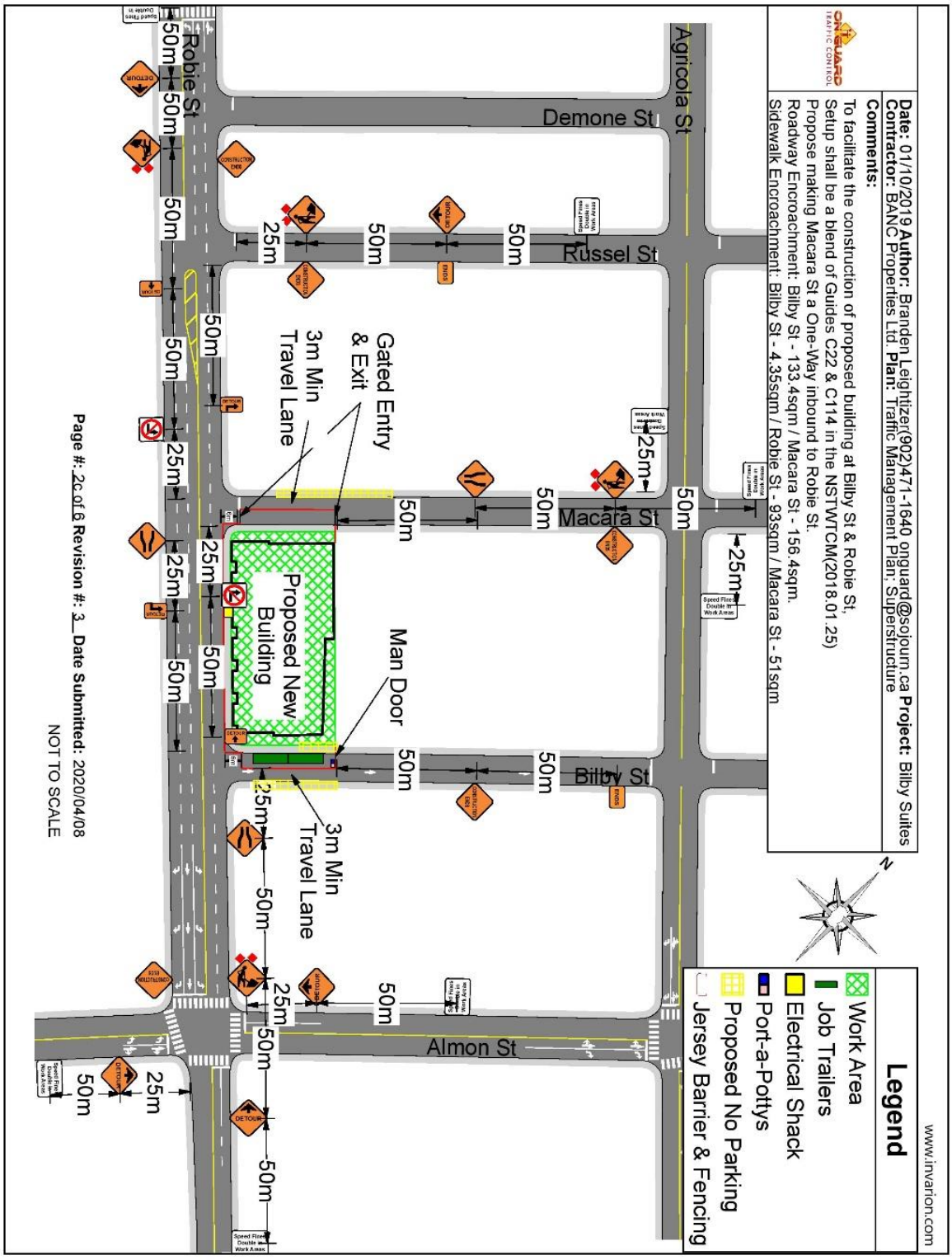
I. EXCAVATION



II. SUBSTRUCTURE

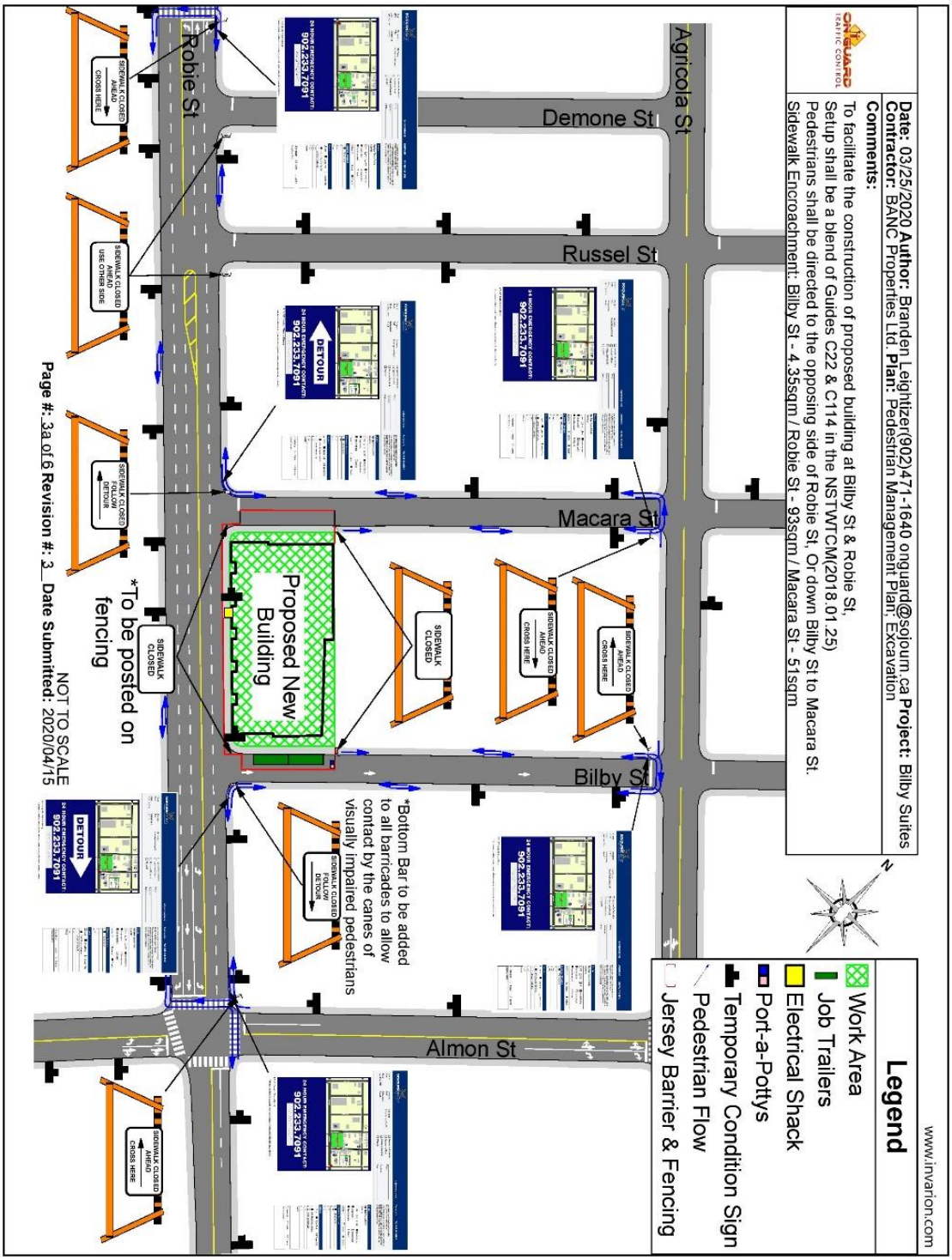


III. SUPERSTRUCTURE

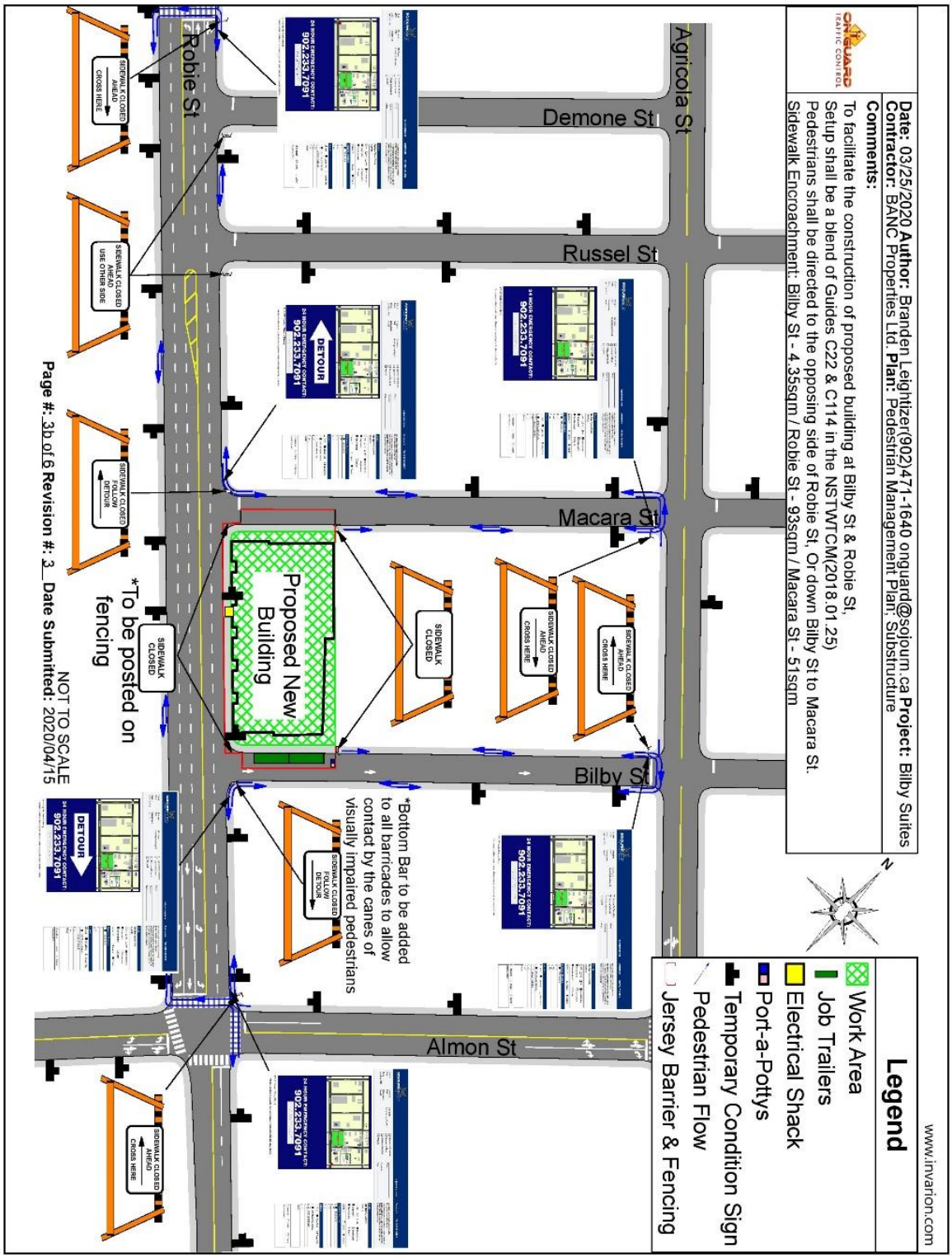


APPENDIX D – PEDESTRIAN MANAGEMENT PLAN

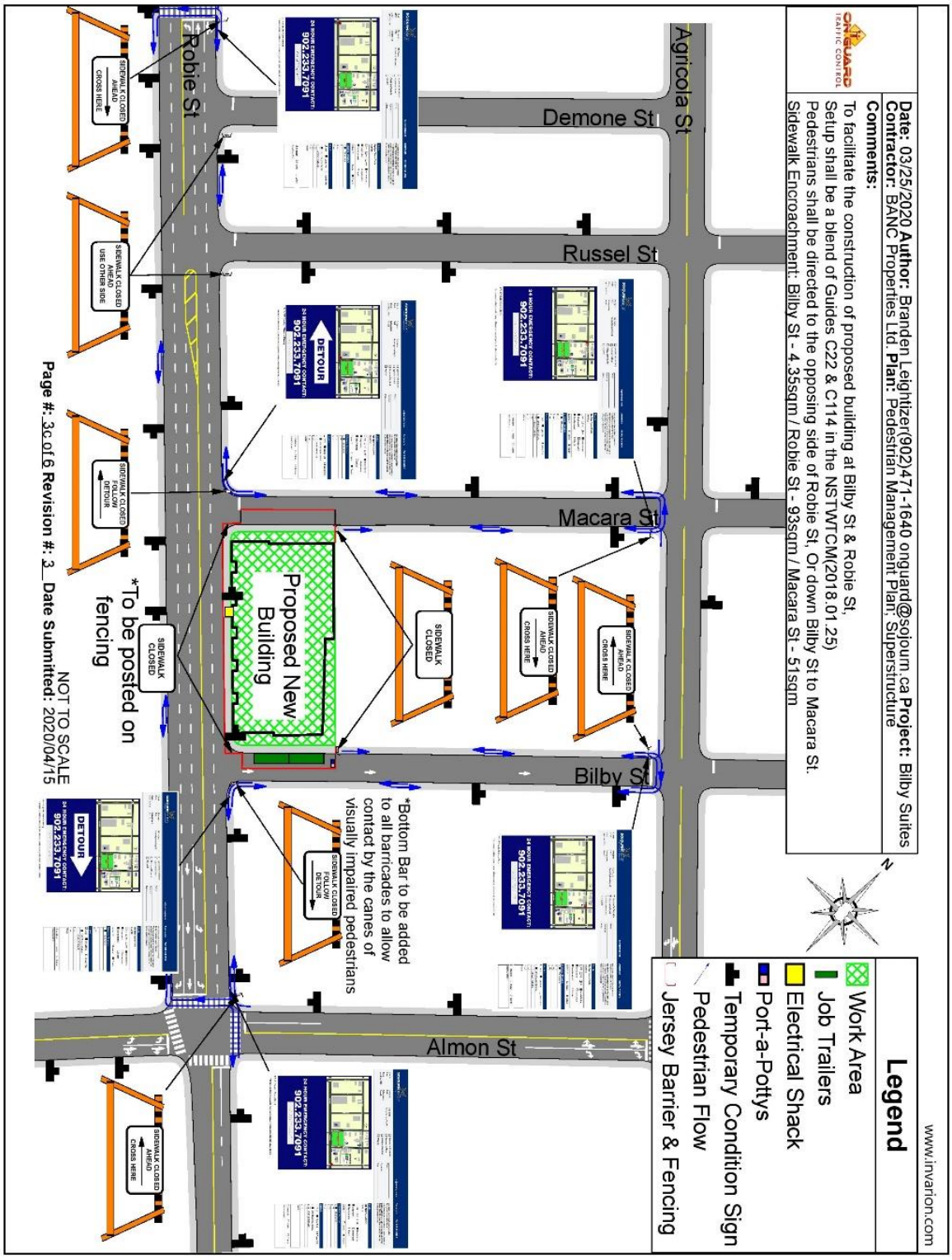
I. EXCAVATION



II. SUBSTRUCTURE



III. SUPERSTRUCTURE



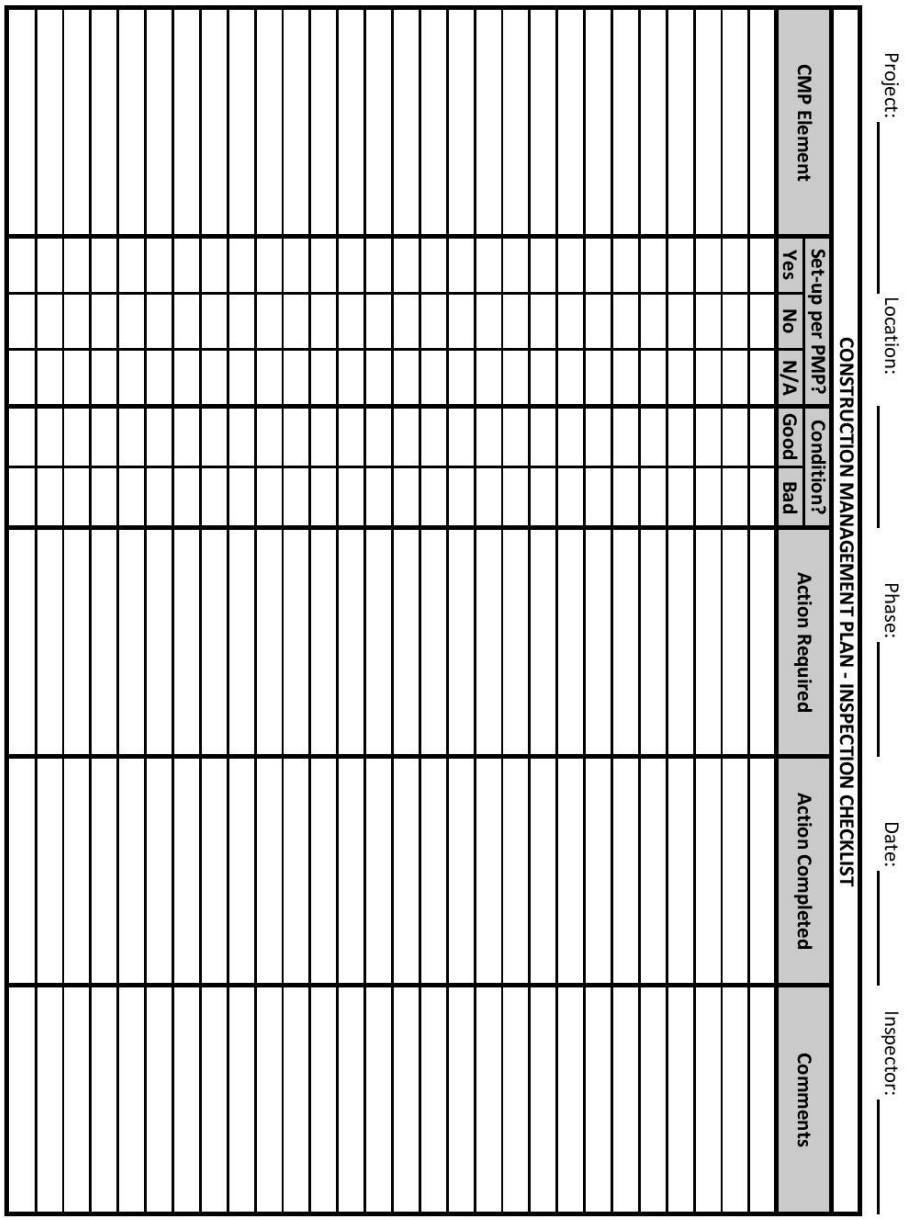
APPENDIX E – HAZARD ASSESSMENT SHEET

2859 Kobie Street Vehicle and Pedestrian Traffic Hazard Assessment

Hazard	Project Phase	Vehicular Impacts	Mitigation Methods	Pedestrian Impacts	Mitigation Methods
Hoisting operations	All phases	Windows, other exterior elements may fall on vehicles	caution/danger tape used to establish use of access below	Exterior elements falling on pedestrians	Close sidewalks, encroach on Public ROW
Heavy machine operation	All phases	Vehicle collisions at entry/exit gate	ensure site boarding has proper signage/lighting	machines operators colliding with workers	all workers to wear high visibility PPE, additionally
20' deep excavation	excavation	vehicles driving into excavation	use of F-type barriers + secure entry/exit gates	Pedestrians falling into excavation	use of F-type barriers + secure entry/exit gates
Repair of public infrastructure	superstructure	heavy equipment in public ROW	use of traffic control elements	Pedestrians walking into work zone	use of pedestrian traffic control elements
sewer and tie cleaning	All phases	Vehicles slipping/losing traction	plow and salt during ops	pedestrians and workers slipping/falling	cleaning of sewer and tie where applicable
Dangerous materials	All phases	Flammable, explosive and corrosive materials may damage vehicles	store materials properly as per manufacturers specs.	Flammable, explosive, corrosive materials may harm pedestrians/ workers	store materials properly as per manufacturers specs
Project site lines	All phases	Hoarding and signage may impact vehicle visibility	keep transparent materials 20' from all intersections	Keep site lines and all vehicles ability to see pedestrians	Keep site lines and all vehicles ability to see pedestrians
construction signage	All phases	signage may fall/ damage vehicle	ensure secure mounting of signs; regularly inspect site signage	signage may fall, injuring pedestrians	ensure secure mounting of signs; regularly inspect site signage

Owner Rep [signature] March 26, 2020

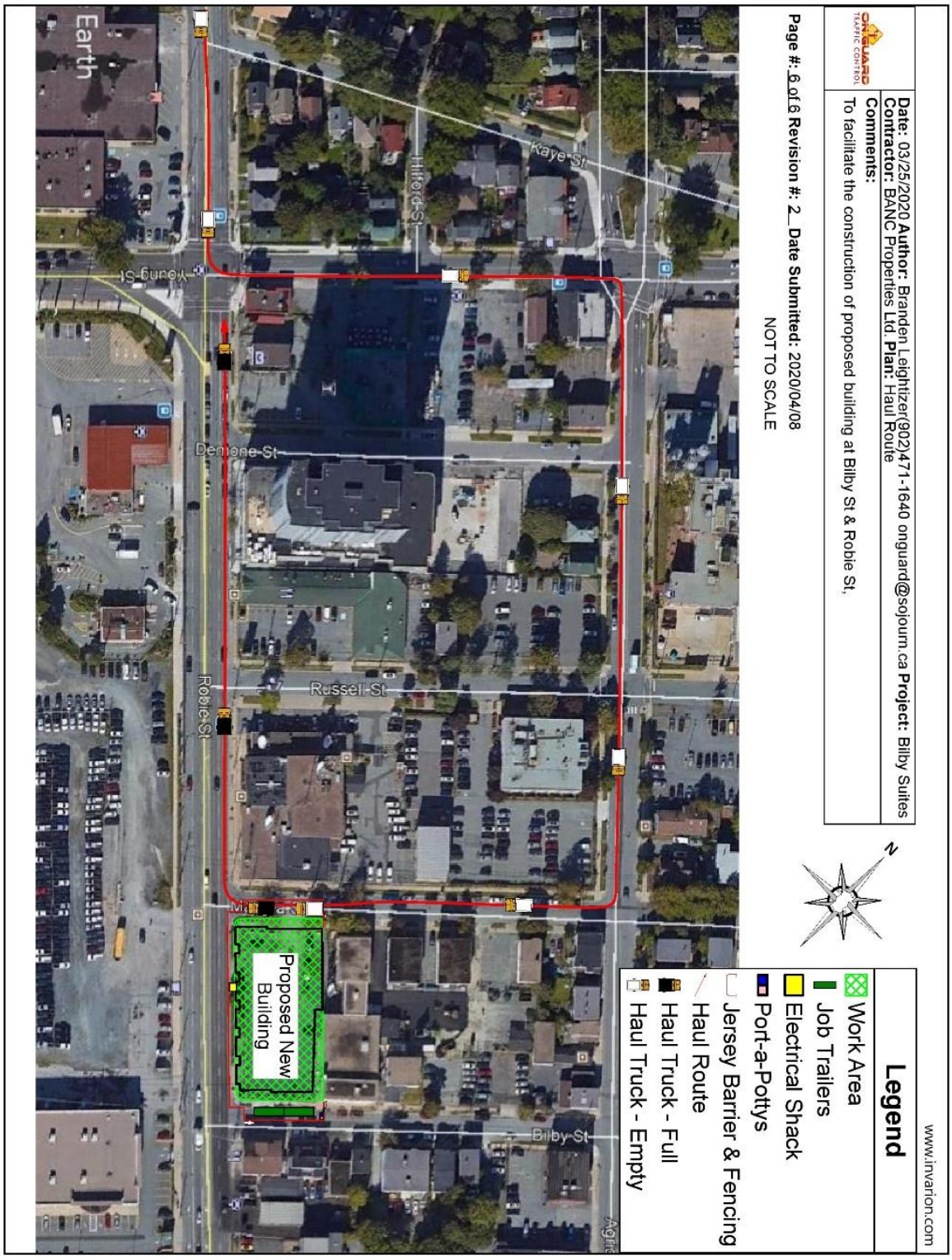
APPENDIX F– INSPECTION SHEET



Project: _____ Location: _____ Phase: _____ Date: _____ Inspector: _____

CONSTRUCTION MANAGEMENT PLAN - INSPECTION CHECKLIST								
CMP Element	Set-up per PMP?			Condition?		Action Required	Action Completed	Comments
	Yes	No	N/A	Good	Bad			

APPENDIX G – HAUL ROUTE PLAN



SOJOURNSIGNS™
Experience being recognized.

sojournsigns.ca Dartmouth Tel: 902 468 6892

Client: Banc
Designer: Paul
File Name: RobieAgricolaMapV2
Date: April 22, 2020
Salesperson Sean F.

- ☐ Approved for Fabrication
- ☐ Approved as Noted
- ☐ Revise and Resubmit
- ☐ Rejected

Name
Signature
Date:

Your signature authorizes Sojourn to complete the sign in accordance with the proof

This drawing is given in confidence and may not be used or disseminated in any way without prior written consent from Sojourn Signs. All common law and copyright laws are hereby specifically reserved



Project timeline: April 2020- March 2023

DETOUR

24 HOUR EMERGENCY CONTACT:
902.233.7091

24" x 24" (braille 176mm x 33mm)

*This document should not be used for colour matching as each monitor / printer will produce colours that differ.

Details

Sign Type: Plywood/Braille
Quantity:

☐ EG ☐ DG ☐ HIP ■ Non-Reflective
■ Single-sided ☐ Double-sided
■ Non-Illuminated ☐ Backlit

Surface: 1st ☐ Interior ■ Exterior

Substrate / Structure

A ■ .080 aluminum
B ☐
C ☐
D ☐

Graphics

☐ Vinyl ■ Digital Print ☐ Screen Print

1 ■ 3M IJ39 w gloss laminate
2 ☐ Adhesive Braille strip
3 ☐
4 ☐

Notes:

☐ Installation ☐ Interior ☐ Exterior

Install Location:

DESIGN POINT

SOJOURNSIGNS™
Experience being recognized.

sojournsigns.ca Dartmouth Tel: 902 468 6892

Client: Banc
Designer: Paul
File Name: RobieAgricolaMapV2
Date: April 22, 2020
Salesperson Sean F.

- ☐ Approved for Fabrication
- ☐ Approved as Noted
- ☐ Revise and Resubmit
- ☐ Rejected

Name
Signature
Date:

Your signature authorizes Sojourn to complete the sign in accordance with the proof

This drawing is given in confidence and may not be used or disseminated in any way without prior written consent from Sojourn Signs. All common law and copyright laws are hereby specifically reserved



Project timeline: April 2020- March 2023

DETOUR

24 HOUR EMERGENCY CONTACT:
902.233.7091

24" x 24" (braille 176mm x 33mm)

*This document should not be used for colour matching as each monitor / printer will produce colours that differ.

Details

Sign Type: Plywood/Braille
Quantity:

☐ EG ☐ DG ☐ HIP ■ Non-Reflective
■ Single-sided ☐ Double-sided
■ Non-Illuminated ☐ Backlit

Surface: 1st ☐ Interior ■ Exterior

Substrate / Structure

A ■ .080 aluminum
B ☐
C ☐
D ☐

Graphics

☐ Vinyl ■ Digital Print ☐ Screen Print

1 ■ 3M IJ39 w gloss laminate
2 ☐ Adhesive Braille strip
3 ☐
4 ☐

Notes:

☐ Installation ☐ Interior ☐ Exterior

Install Location:

DESIGN POINT

SOJOURNSIGNS™
Experience being recognized.

sojournsigns.ca Dartmouth Tel: 902 468 6892

Client: Banc
Designer: Paul
File Name: RobieAgricolaMapV2
Date: April 22, 2020
Salesperson Sean F.

- ☐ Approved for Fabrication
- ☐ Approved as Noted
- ☐ Revise and Resubmit
- ☐ Rejected

Name

Signature

Date:

Your signature authorizes Sojourn to complete the sign in accordance with the proof

This drawing is given in confidence and may not be used or disseminated in any way without prior written consent from Sojourn Signs. All common law and copyright laws are hereby specifically reserved



24" x 24" (braille 176mm x 33mm)

*This document should not be used for colour matching as each monitor / printer will produce colours that differ.

Details

Sign Type: Plywood/Braille

Quantity:

☐ EG ☐ DG ☐ HIP ■ Non-Reflective

■ Single-sided ☐ Double-sided

■ Non-Illuminated ☐ Backlit

Surface: 1st ☐ Interior ■ Exterior

Substrate / Structure

A ■ .080 aluminum

B ☐

C ☐

D ☐

Graphics

☐ Vinyl ■ Digital Print ☐ Screen Print

1 ■ 3M IJ39 w gloss laminate

2 ☐ Adhesive Braille strip

3 ☐

4 ☐

Notes:

☐ Installation ☐ Interior ☐ Exterior

Install Location:

DESIGN POINT

SOJOURNSIGNS™
Experience being recognized.

sojournsigns.ca Dartmouth Tel: 902 468 6892

Client: Banc
Designer: Paul
File Name: RobieAgricolaMapV2
Date: April 22, 2020
Salesperson Sean F.

- ☐ Approved for Fabrication
- ☐ Approved as Noted
- ☐ Revise and Resubmit
- ☐ Rejected

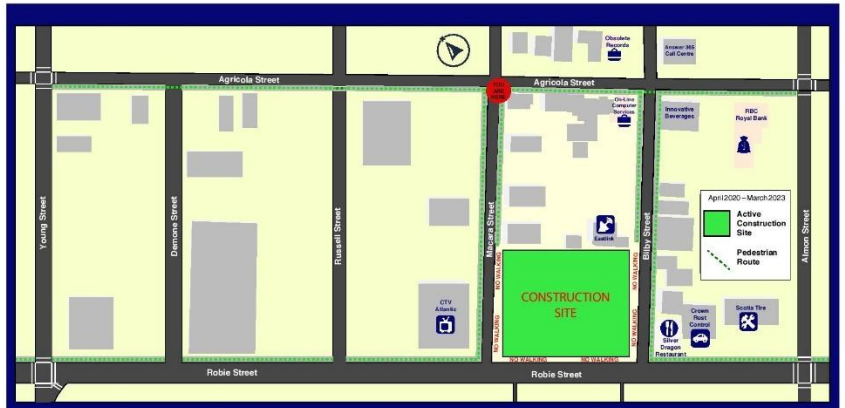
Name

Signature

Date:

Your signature authorizes Sojourn to complete the sign in accordance with the proof

This drawing is given in confidence and may not be used or disseminated in any way without prior written consent from Sojourn Signs. All common law and copyright laws are hereby specifically reserved



Project timeline: April 2020- March 2023

24 HOUR EMERGENCY CONTACT:

902.233.7091

24" x 24" (braille 176mm x 33mm)

*This document should not be used for colour matching as each monitor / printer will produce colours that differ.

Details

Sign Type: Plywood/Braille

Quantity:

☐ EG ☐ DG ☐ HIP ■ Non-Reflective

■ Single-sided ☐ Double-sided

■ Non-Illuminated ☐ Backlit

Surface: 1st ☐ Interior ■ Exterior

Substrate / Structure

A ■ .080 aluminum

B ☐

C ☐

D ☐

Graphics

☐ Vinyl ■ Digital Print ☐ Screen Print

1 ■ 3M IJ39 w gloss laminate

2 ☐ Adhesive Braille strip

3 ☐

4 ☐

Notes:

☐ Installation ☐ Interior ☐ Exterior

Install Location:

DESIGN POINT

SOJOURNSIGNS™
Experience being recognized.

sojournsigns.ca Dartmouth Tel: 902 468 6892

Client: Banc
Designer: Paul
File Name: RobieAgricolaMapV2
Date: April 22, 2020
Salesperson Sean F.

- ☐ Approved for Fabrication
- ☐ Approved as Noted
- ☐ Revise and Resubmit
- ☐ Rejected

Name

Signature

Date:

Your signature authorizes Sojourn to complete the sign in accordance with the proof

This drawing is given in confidence and may not be used or disseminated in any way without prior written consent from Sojourn Signs. All common law and copyright laws are hereby specifically reserved



Project timeline: April 2020- March 2023

24 HOUR EMERGENCY CONTACT:

902.233.7091

24" x 24" (braille 176mm x 33mm)

*This document should not be used for colour matching as each monitor / printer will produce colours that differ.

Details

Sign Type: Plywood/Braille

Quantity:

☐ EG ☐ DG ☐ HIP ■ Non-Reflective

■ Single-sided ☐ Double-sided

■ Non-Illuminated ☐ Backlit

Surface: 1st ☐ Interior ■ Exterior

Substrate / Structure

A ■ .080 aluminum

B ☐

C ☐

D ☐

Graphics

☐ Vinyl ■ Digital Print ☐ Screen Print

1 ■ 3M IJ39 w gloss laminate

2 ☐ Adhesive Braille strip

3 ☐

4 ☐

Notes:

☐ Installation ☐ Interior ☐ Exterior

Install Location:

DESIGN POINT

SOJOURNSIGNS™
Experience being recognized.

sojournsigns.ca Dartmouth Tel: 902 468 6892

Client: Banc
Designer: Paul
File Name: RobieAgricolaMapV2
Date: April 22, 2020
Salesperson Sean F.

- ☐ Approved for Fabrication
- ☐ Approved as Noted
- ☐ Revise and Resubmit
- ☐ Rejected

Name

Signature

Date:

Your signature authorizes Sojourn to complete the sign in accordance with the proof

This drawing is given in confidence and may not be used or disseminated in any way without prior written consent from Sojourn Signs. All common law and copyright laws are hereby specifically reserved



24"x24" (braille 176mmx33mm)

*This document should not be used for colour matching as each monitor / printer will produce colours that differ.

Details

Sign Type: Plywood/Braille

Quantity:

☐ EG ☐ DG ☐ HIP ■ Non-Reflective

■ Single-sided ☐ Double-sided

■ Non-Illuminated ☐ Backlit

Surface: 1st ☐ Interior ■ Exterior

Substrate / Structure

A ■ .080 aluminum

B ☐

C ☐

D ☐

Graphics

☐ Vinyl ■ Digital Print ☐ Screen Print

1 ■ 3M IJ39 w gloss laminate

2 ☐ Adhesive Braille strip

3 ☐

4 ☐

Notes:

☐ Installation ☐ Interior ☐ Exterior

Install Location:

DESIGN POINT

SOJOURNSIGNS™
Experience being recognized.

sojournsigns.ca Dartmouth Tel: 902 468 6892

Client: Banc
Designer: Paul
File Name: RobieAgricolaMapV2
Date: April 22, 2020
Salesperson Sean F.

- ☐ Approved for Fabrication
- ☐ Approved as Noted
- ☐ Revise and Resubmit
- ☐ Rejected

Name

Signature

Date:

Your signature authorizes Sojourn to complete the sign in accordance with the proof

This drawing is given in confidence and may not be used or disseminated in any way without prior written consent from Sojourn Signs. All common law and copyright laws are hereby specifically reserved

AGRICOLA / BILBY



ROBIE / MACARA



ROBIE / BILBY



AGRICOLA / MACARA



Details

Sign Type: Plywood/Braille
Quantity:

☐ EG ☐ DG ☐ HIP ■ Non-Reflective
■ Single-sided ☐ Double-sided
■ Non-Illuminated ☐ Backlit

Surface: 1st ☐ Interior ■ Exterior

Substrate / Structure

A ■ .080 aluminum
B ☐
C ☐
D ☐

Graphics

☐ Vinyl ■ Digital Print ☐ Screen Print

1 ■ 3M IJ39 w gloss laminate
2 ☐ Adhesive Braille strip
3 ☐
4 ☐

Notes:

☐ Installation ☐ Interior ☐ Exterior

Install Location:

*This document should not be used for colour matching as each monitor / printer will produce colours that differ.

DESIGN POINT

SOJOURNSIGNS™
Experience being recognized.

sojournsigns.ca Dartmouth Tel: 902 468 6892

Client: Banc
Designer: Paul
File Name: RobieAgricolaMapV2
Date: April 22, 2020
Salesperson Sean F.

- ☐ Approved for Fabrication
- ☐ Approved as Noted
- ☐ Revise and Resubmit
- ☐ Rejected

Name

Signature

Date:

Your signature authorizes Sojourn to complete the sign in accordance with the proof

This drawing is given in confidence and may not be used or disseminated in any way without prior written consent from Sojourn Signs. All common law and copyright laws are hereby specifically reserved

ROBIE / ALMON



ROBIE / YOUNG



*This document should not be used for colour matching as each monitor / printer will produce colours that differ.

Details

Sign Type: Plywood/Braille
Quantity:

☐ EG ☐ DG ☐ HIP ■ Non-Reflective
■ Single-sided ☐ Double-sided
■ Non-Illuminated ☐ Backlit

Surface: 1st ☐ Interior ■ Exterior

Substrate / Structure

A ■ .080 aluminum
B ☐
C ☐
D ☐

Graphics

☐ Vinyl ■ Digital Print ☐ Screen Print

1 ■ 3M IJ39 w gloss laminate
2 ☐ Adhesive Braille strip
3 ☐
4 ☐

Notes:

☐ Installation ☐ Interior ☐ Exterior

Install Location:

APPENDIX I – COMMUNITY CONSULTATION LETTER

1 Craigmore Drive
Halifax, Nova Scotia
B3N-0C6
Bus: (902)431-4901
Fax: (902)465-8640
Email: ahalef@bedfordcommons.ca

December March 23, 2020

Re: Bilby Suites - Notification for commencement of construction in your neighborhood
Banc Group of Companies is in the final stages of acquiring a building permit for the construction of the project that is going to be implemented in the open area parking lot which fronts three streets: Bilby, Macara and Robie.

We would like to inform you that there may be changes to traffic and pedestrian management and want you to be aware of that as we move forward with construction. Banc Group of Companies will do everything within its capacity to mitigate all impacts that are due to arise as a result of said development during construction.

There will be additional correspondences as we move forward with construction and we hope to be able to obtain your contact information and emails so we may correspond with you as quickly and efficiently as possible.

We will be doing monthly project notifications. If you would like to sign up for these notifications, please email pc@bancgroup.ca

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

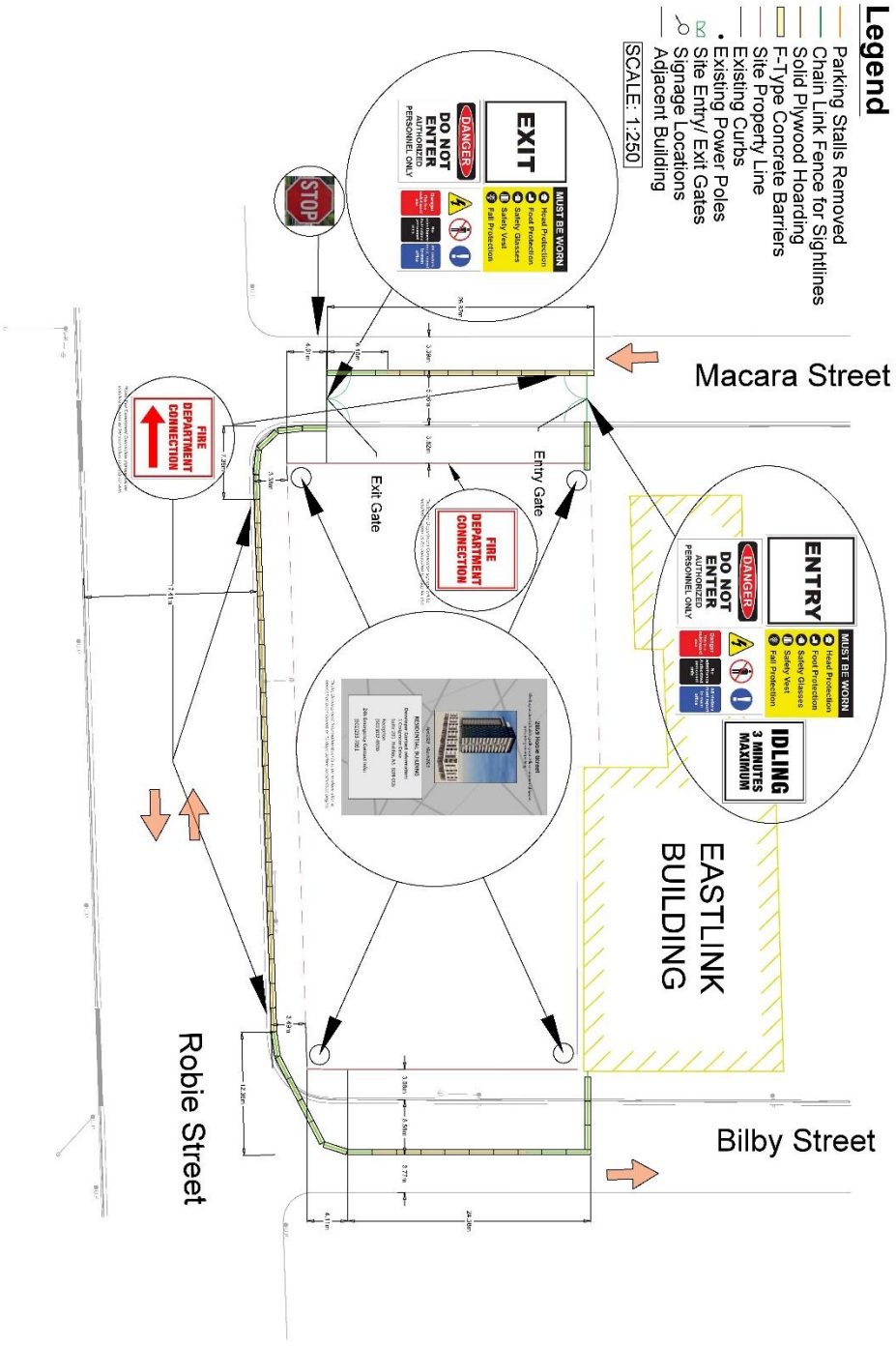
Banc Group of Companies
Phone: (902)431-4901
Email: reception@bancgroup.ca

Sincerely,

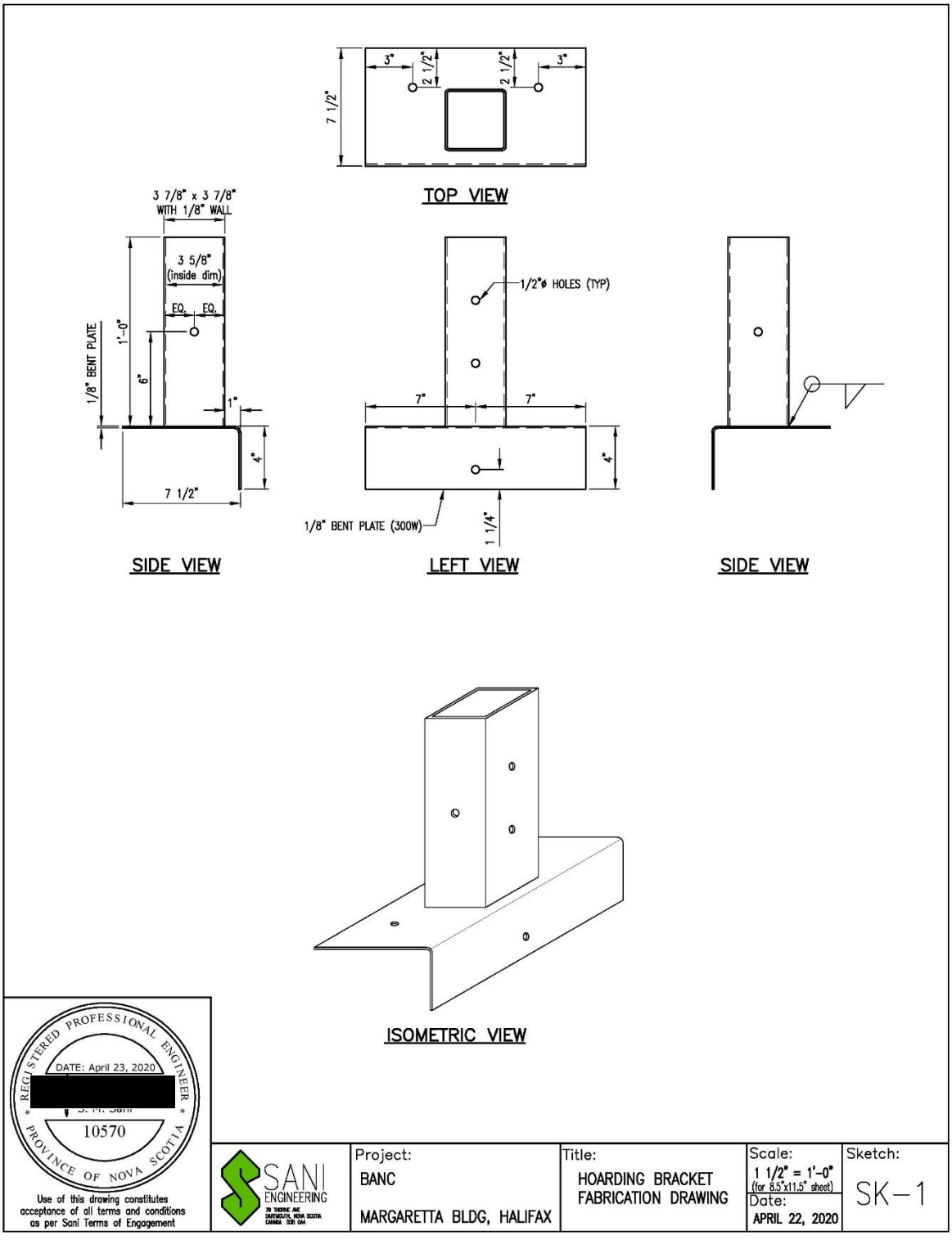
Alex Halef
President

APPENDIX J – ENCROACHMENT PLAN

Scaled plan to be provided electronically

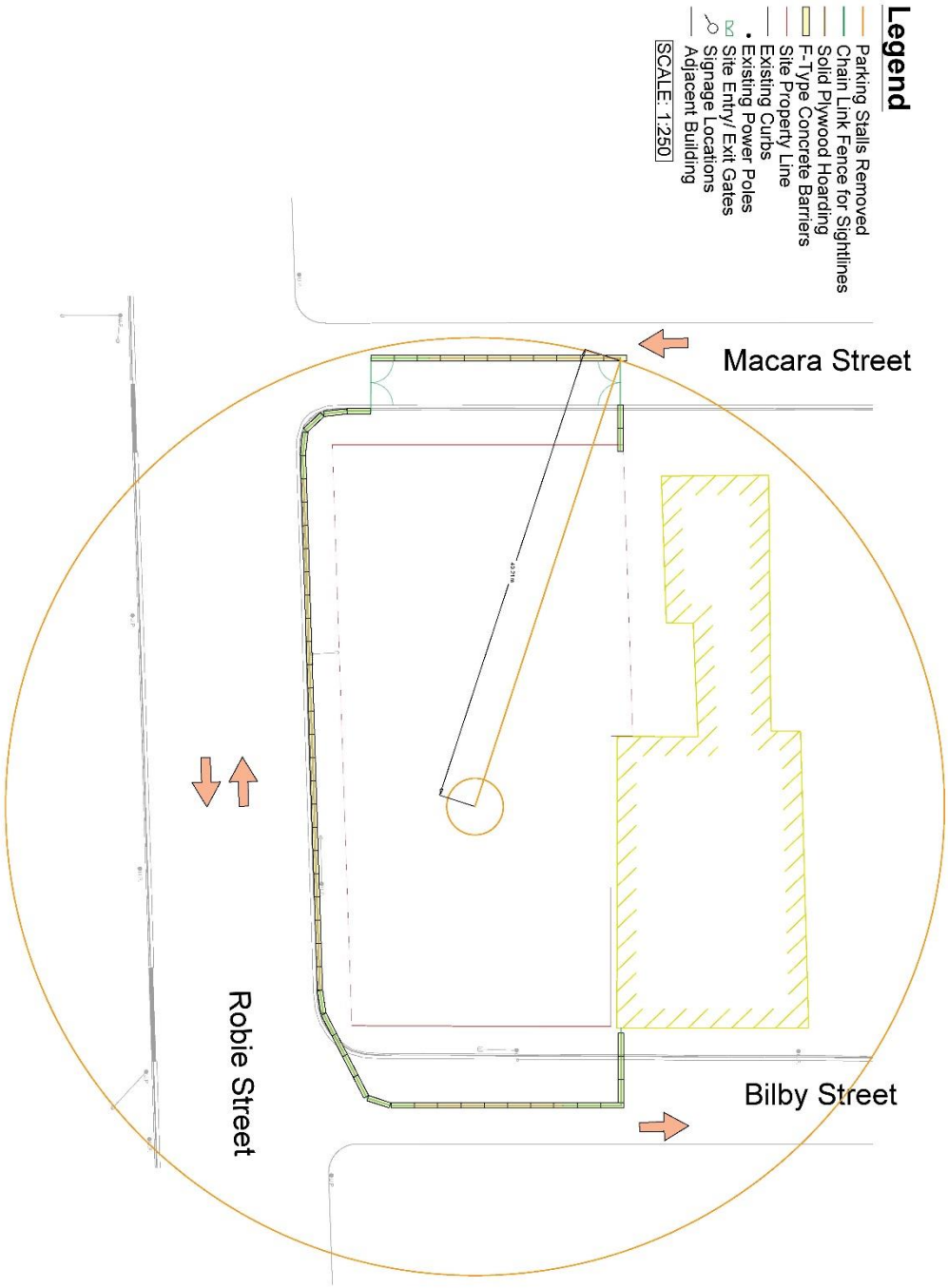


APPENDIX K – BARRIER BRACKET DETAIL

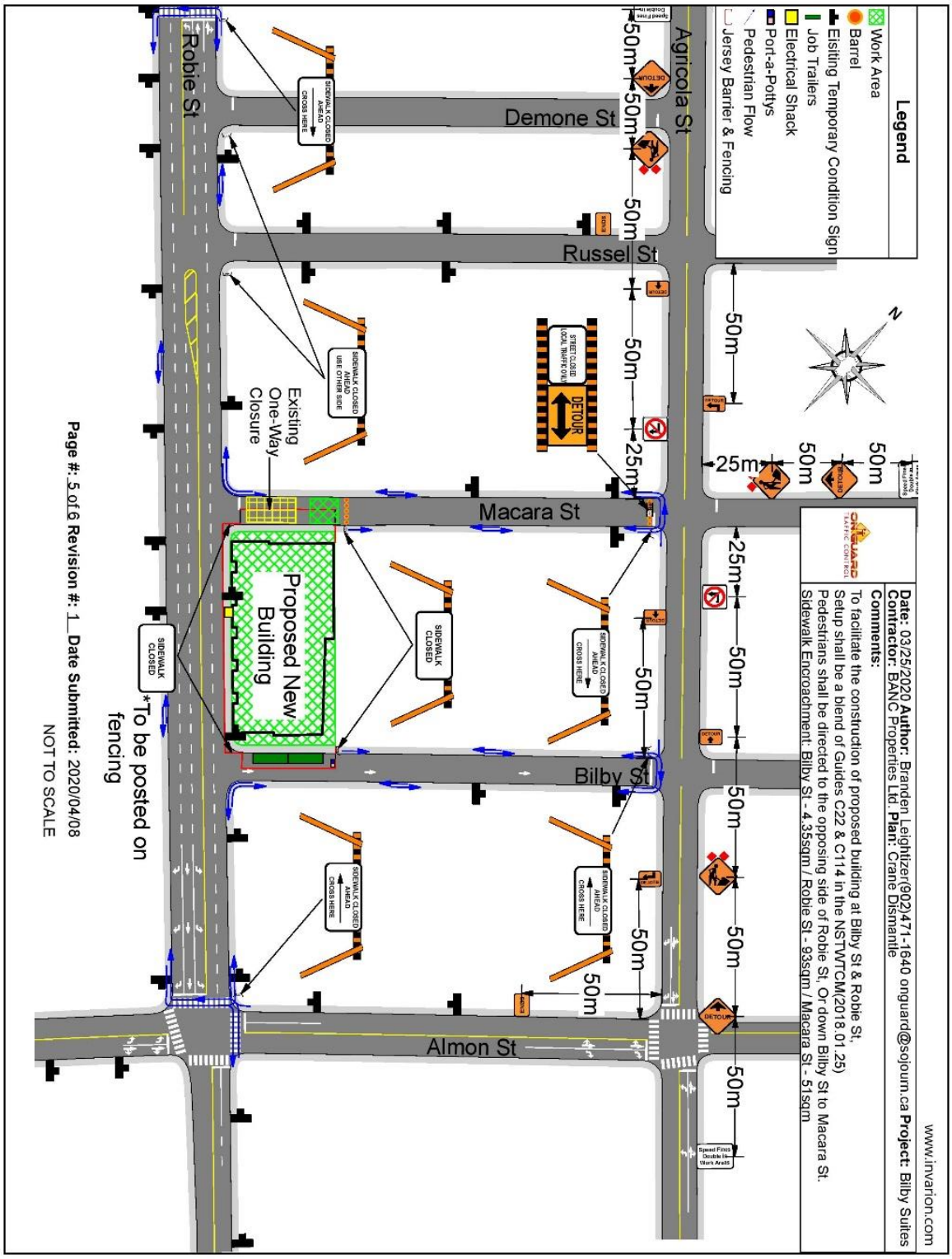


APPENDIX L – CRANE PLAN

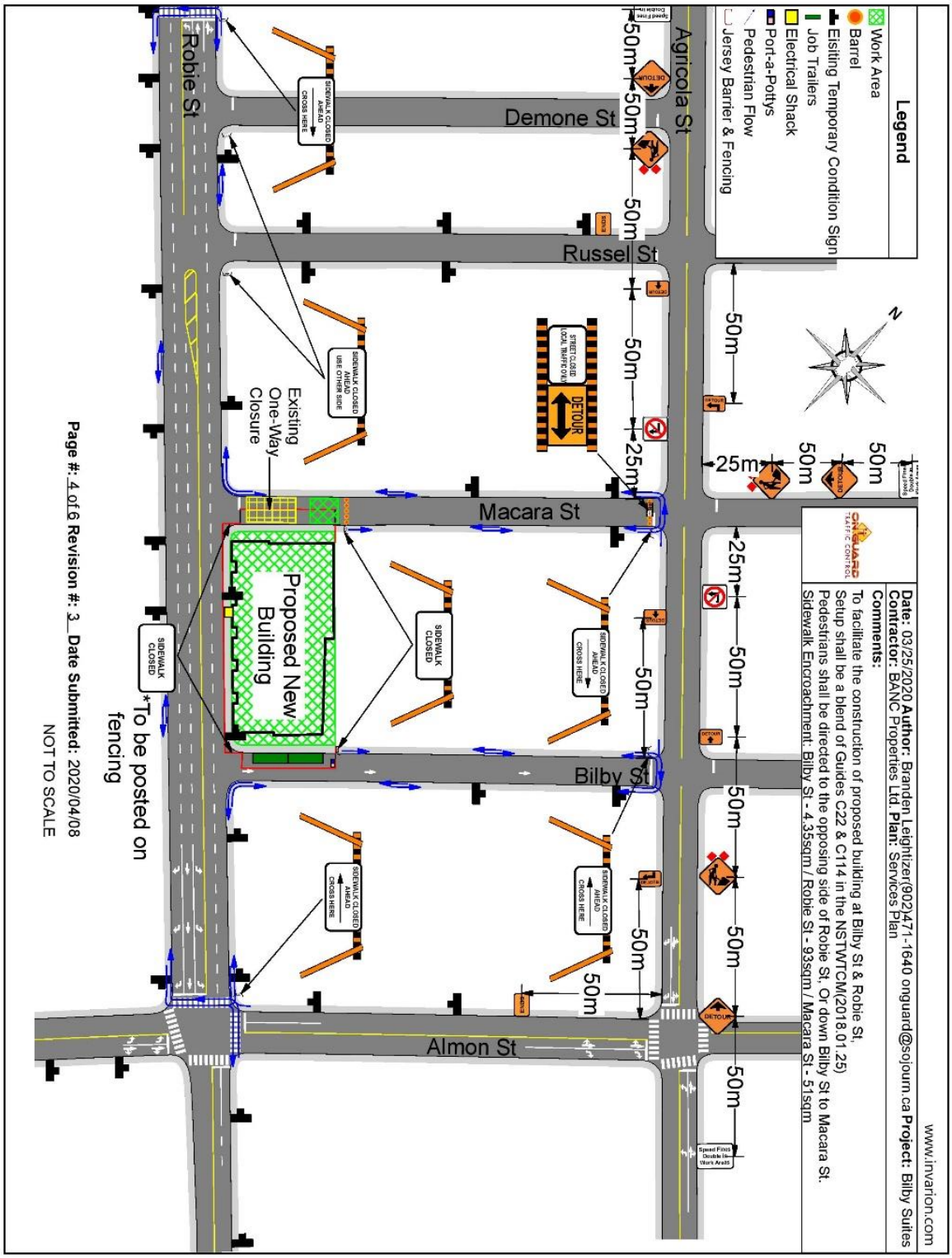
Scaled plan to be provided electronically



APPENDIX M – CRANE DISMANTLE CLOSURE



APPENDIX N – SERVICES INSTALLATION CLOSURE



SOJOURNSIGNS™
Experience being recognized.

sojournsigns.ca Dartmouth Tel: 902 468 6892

Client: Banc
Designer: Paul
File Name: BancConstSigns V2
Date: April 22, 2020
Salesperson Sean F.

- ☐ Approved for Fabrication
- ☐ Approved as Noted
- ☐ Revise and Resubmit
- ☐ Rejected

Name

Signature

Date:

Your signature authorizes Sojourn to complete the sign in accordance with the proof

This drawing is given in confidence and may not be used or disseminated in any way without prior written consent from Sojourn Signs. All common law and copyright laws are hereby specifically reserved







24" x 24"

Details

Sign Type: Coroplast
Quantity:

☐ EG ☐ DG ☐ HIP ■ Non-Reflective
■ Single-sided ☐ Double-sided
■ Non-Illuminated ☐ Backlit

Surface: 1st ☐ Interior ■ Exterior

Substrate / Structure

A ■ 4mm coroplast
B ☐
C ☐
D ☐

Graphics

☐ Vinyl ■ Digital Print ☐ Screen Print

1 ■ 3M IJ39 with 8508 gloss laminate
2 ☐
3 ☐
4 ☐

Notes:

☐ Installation ☐ Interior ☐ Exterior

Install Location:

**This document should not be used for colour matching as each monitor / printer will produce colours that differ.*

DESIGN POINT

SOJOURNSIGNS™
Experience being recognized.

sojournsigns.ca Dartmouth Tel: 902 468 6892

Client: Banc
Designer: Paul
File Name: RobieAgricolaMapV2
Date: April 23, 2020
Salesperson Sean F.

- ☐ Approved for Fabrication
- ☐ Approved as Noted
- ☐ Revise and Resubmit
- ☐ Rejected

Name

Signature

Date:

Your signature authorizes Sojourn to complete the sign in accordance with the proof

This drawing is given in confidence and may not be used or disseminated in any way without prior written consent from Sojourn Signs. All common law and copyright laws are hereby specifically reserved

2859 Robie Street

19-story residential building with ground-floor commercial space, and underground parking



April 2020 – March 2023

RESIDENTIAL BUILDING

Developer Contact Information:
1 Craigmore Drive
Suite 201 Halifax, NS B3N-0C6

Reception
(902)832-8930

24h Emergency Contact Info:
(902)233-7091

24" x 36"

Details

Sign Type: Coroplast
Quantity:

☐ EG ☐ DG ☐ HIP ■ Non-Reflective
■ Single-sided ☐ Double-sided
■ Non-Illuminated ☐ Backlit

Surface: 1st ☐ Interior ■ Exterior

Substrate / Structure

A ■ 4mm Coroplast
B ☐
C ☐
D ☐

Graphics

☐ Vinyl ■ Digital Print ☐ Screen Print

1 ■ 3M IJ39 w gloss laminate
2 ☐
3 ☐
4 ☐

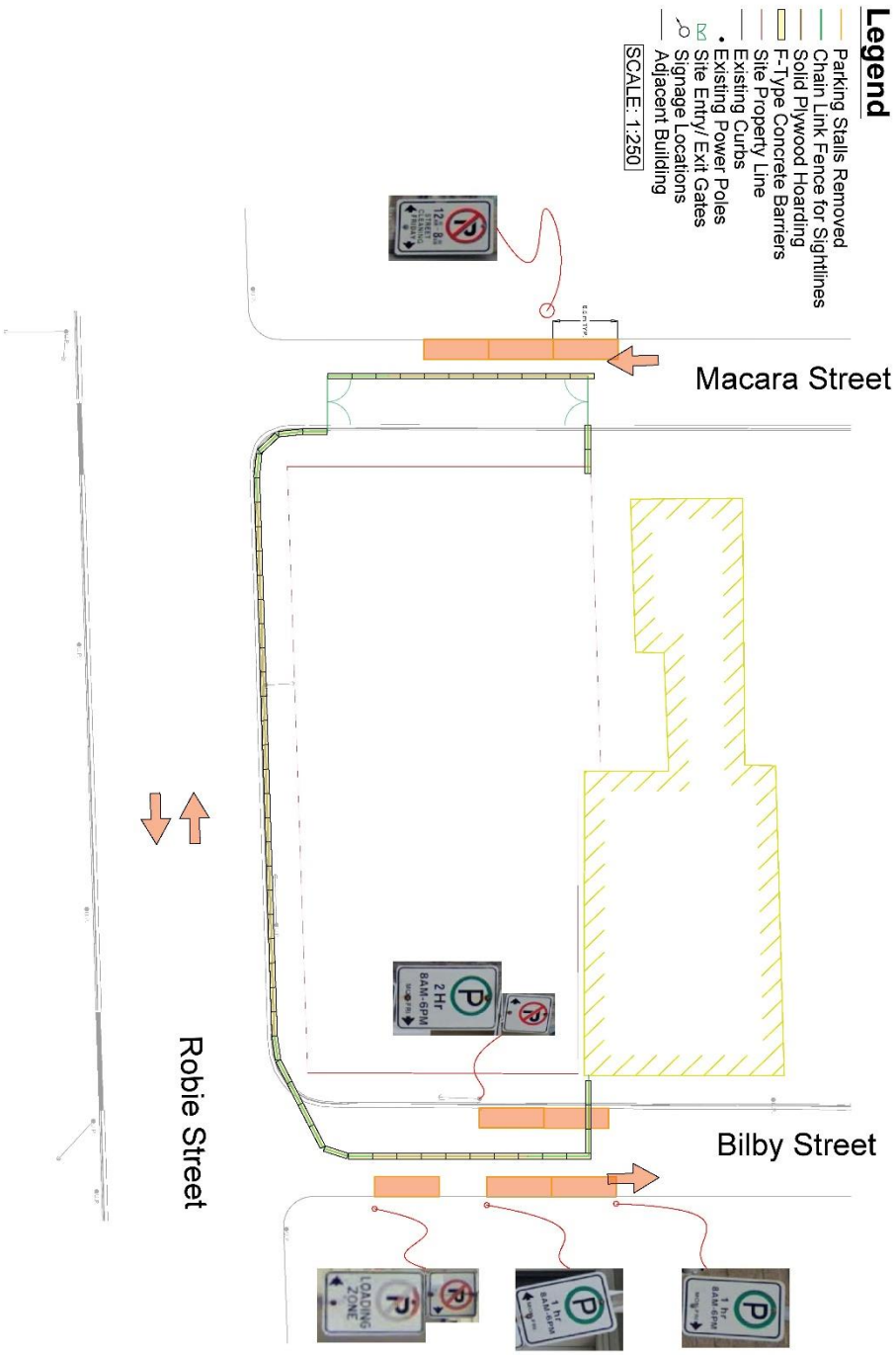
Notes:

☐ Installation ☐ Interior ☐ Exterior

Install Location:

APPENDIX P- PARKING SIGNAGE

I.



II.


Legend
Parking Stalls Removed
Chain Link Fence for Sightlines
Solid Plywood Hoarding
F-Type Concrete Barriers
Site Property Line
Existing Curbs
Existing Power Poles
Site Entry/ Exit Ga
Signage Locations
Adjacent Building
SCALE: 1:250
Macara Street
Bilby Street
Robie Street
2 Hr
8AM-6PM

APPENDIX Q – SIGNAGE INSTALL HARDWARE

Item	Description	Qty
Custom Order	TC-64 A Light Barricades	7
120x60-P21C	120 x 60 cm TC-145 Sidewalk Closed Sign - Crezon Plywood - Engineer Grade Prismatic	4
120x60-P21C	120 x 60 cm TC-145A Sign - Crezon Plywood - Engineer Grade Prismatic (2) Left (2) Right	4
120x60-P21C	120 x 60 cm Custom Sign - Crezon Plywood - Engineer Grade Prismatic - SIDEWALK CLOSED AHEAD - USE OTHER SIDE - NO ARROWS - BLACK ON WHITE	2
TC2-P22C	90x90 cm Road Work Sign - Crezon Plywood - High Intensity - WITH FLAGS	4
TS1050	12" Flag - 16" x 1" Lexan Flat Staff	8
TC4-P22C	90x90 cm Construction Ends Sign - Crezon Plywood - High Intensity - Digital Print	5
TC34-212	90x90 cm Road Narrows Sign - Crezon Plywood - High Intensity	3
45x60-P22C	60 X 45 cm TC-12S Sign - Crezon Plywood - High Intensity	2
45x60-P22C	60 X 45 cm TC-11 Sign - Crezon Plywood - High Intensity	2
45x60-P22C	60 X 45cm TC-11R Sign - Crezon Plywood - High Intensity	1
45x60-P22C	60 X 45 cm TC-11L Sign - Crezon Plywood - High Intensity	1
TC171-212	90x60 cm Speed Fines Double In Work Areas Sign - Crezon Plywood - High Intensity	7
60x60-P22C	60 x 60 cm RB-11L Sign - Crezon Plywood - High Intensity	1
60x60-P22C	60 x 60 cm RB-11R Sign - Crezon Plywood - High Intensity	1
TS1934-14	2" x 10' Square Tube Post Kit - 14 Gauge c/w Base and Corner Bolt kit	16
1037	8" x 8" Steel Base Plate Stand for Square Tube - Powdercoated	2
1933-14G	2" x 8' Square Tube Post Only - 14 Gauge 14.6 lbs	2
TS1970	Corner bolt kit - 2 1/2" Corner Bolt c/w flange nut for 2" Square Tube	2
	24" x 36" 4mm Coroplast Signs - 3M IJ-39 digitally Printed Graphics with 3M 8508 Gloss Laminate - Grommets in all 4 corners for zip tying to fences, etc - Graphics as per proof. Building Rendering - Site Contact info, etc	4
	24" x 24" 4mm Coroplast Signs - 3M IJ-39 digitally Printed Graphics with 3M 8508 Gloss Laminate - Grommets in all 4 corners for zip tying to fences, etc - Graphics as per proof. (2) DANGER - DO NOT ENTER (2) PPE SIGNS (2) HAZARDS SIGNS (1) ENTRY (1) EXIT (4) SIAMESE CONNECTION WITH ARROW LEFT (1) SIAMESE CONNECTION NO ARROWS (2) IDLING 3 MINUTES MAXIMUM	15
HAS-188	36" Adjustable Sign Mounting Strap	2
D021	Flared Bracket - Stainless Steel c/w Hex Bolt and Washer - Straps To 4"+ Round, 2-1/2"+ Square	2
Custom Order	24"" x 24" Custom 0.080 Aluminum Signs - 3M IJ-39 Digitally Printed Graphics with 3M 8508 Gloss Laminate - GRAPHICS AS PER PROOFS. Proofs to be supplied by Paul - SQUARE	6