

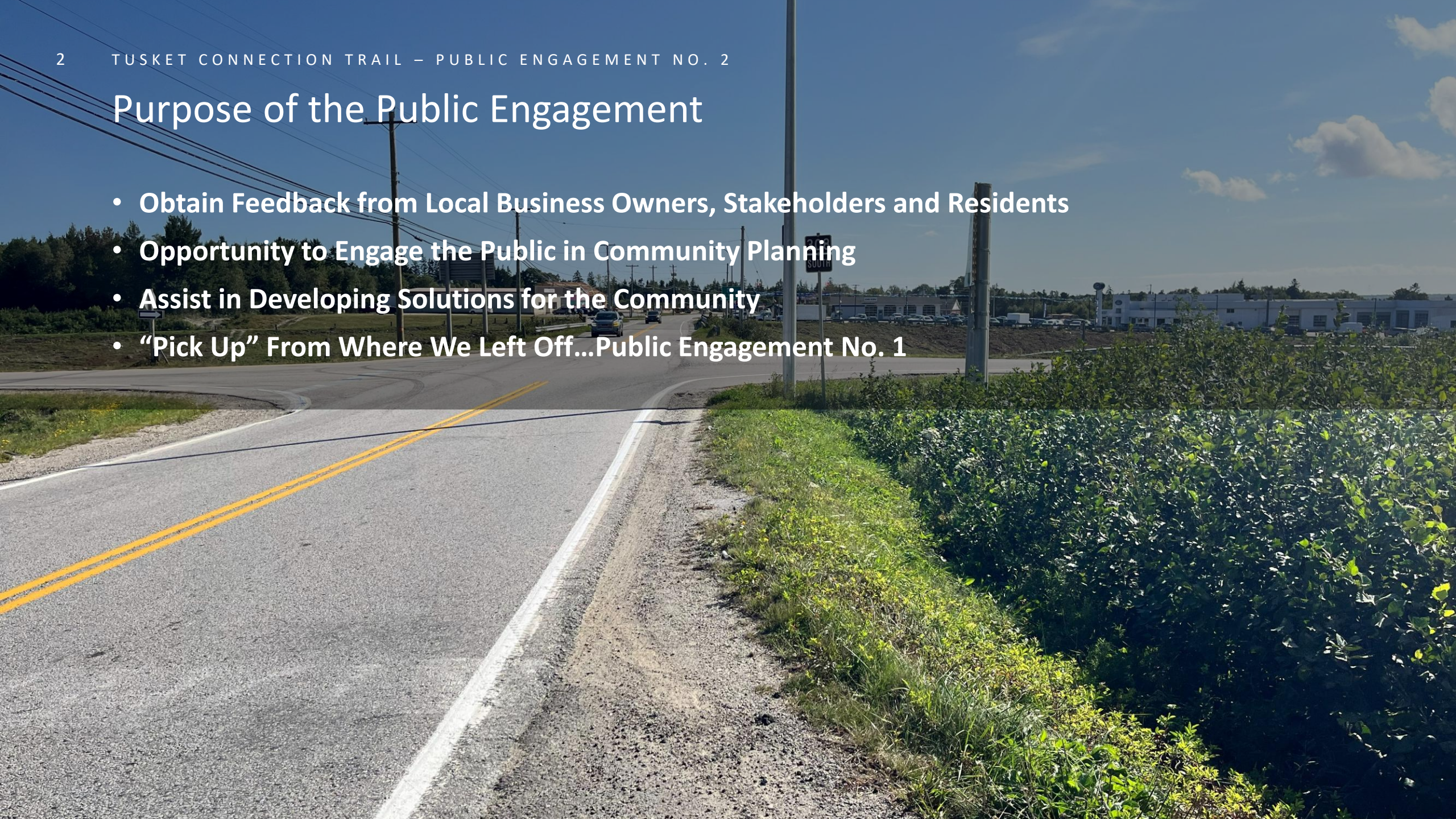
Tusket Connection Trail

FEBRUARY 25, 2026 – PUBLIC ENGAGEMENT NO. 2



Purpose of the Public Engagement

- Obtain Feedback from Local Business Owners, Stakeholders and Residents
- Opportunity to Engage the Public in Community Planning
- Assist in Developing Solutions for the Community
- “Pick Up” From Where We Left Off...Public Engagement No. 1



Background Information

- **Proposing New Active Transportation (AT) Trail in Tusket**
- **Extents of Corridor: Ecole Secondaire de Par-En-Bas (PEB) to Tusket Archives/Carl's Store**
- **Cross-section Selected to Follow Local Provincial Regulations and Standards**
- **Utilization of the Existing Highway 103 Overpass**

Behind the Scenes

Project Steps Involved:

- Topographical Survey
- Review Existing Site Conditions
- Assess Both Sides of the Road
- Preliminary Plans
- Develop Highway 103 Crossing Solutions
- Public Engagement



Preliminary Plans

- Preliminary Plans Attached
- Plans Illustrate the Route
- Starting at PEB Driveway
- Sharing Space with the Road on the Highway 103 Overpass
- Passing the Commercial District in Tusket
- Extending by the Rail Trail Near Van Norden
- Tying in With Existing Sidewalk at Nova Apartments



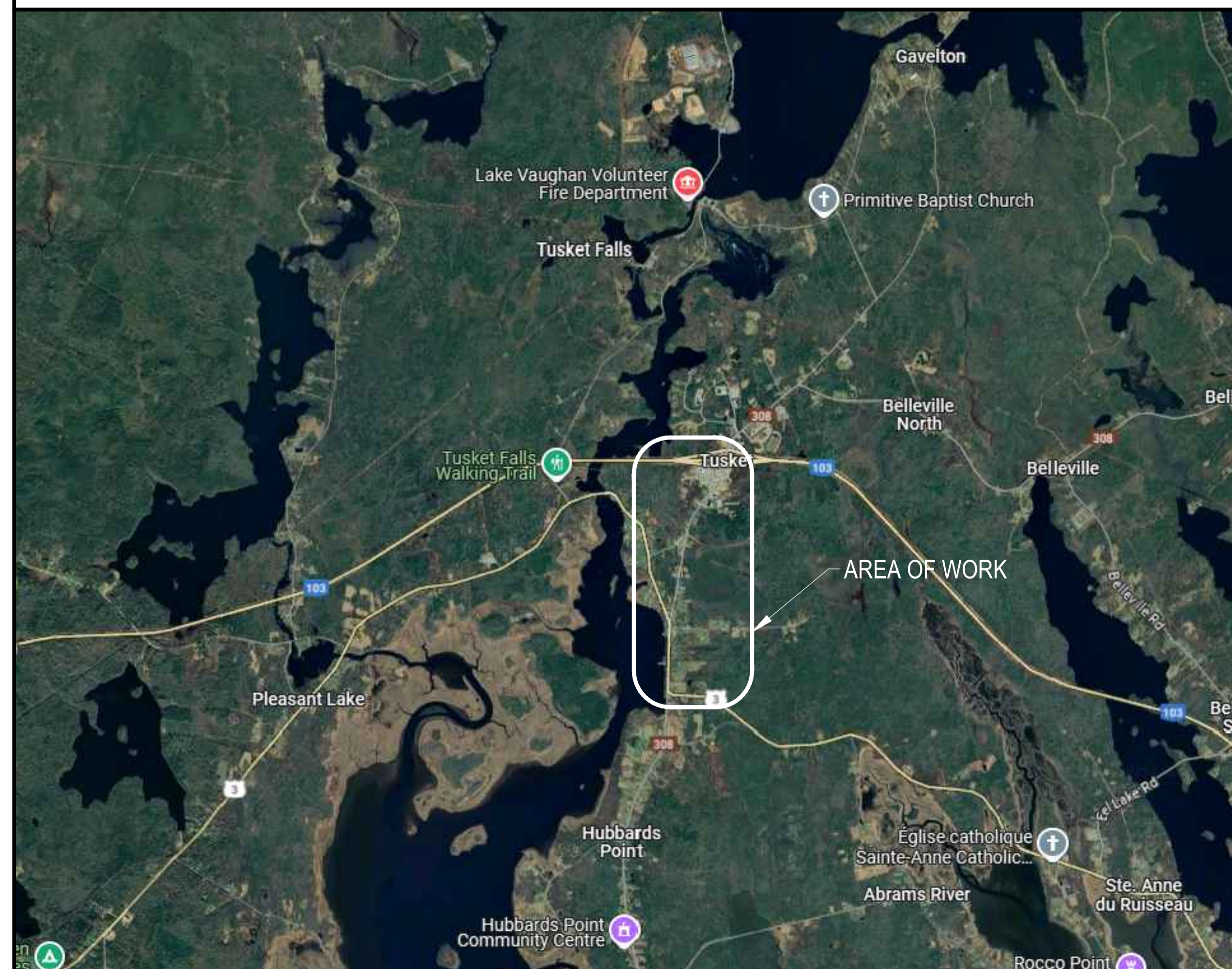
Questions + Answers

FUNCTIONAL DESIGN - AT CORRIDOR TUSKET

DRAWING INDEX

DWG. No.	DRAWING TITLE
GA-1	GENERAL ARRANGEMENT
C-1	PLAN AND PROFILE STA. 0+000 TO 0+150
C-2	PLAN AND PROFILE STA. 0+150 TO 0+300
C-3	PLAN AND PROFILE STA. 0+300 TO 0+450
C-4	PLAN AND PROFILE STA. 0+450 TO 0+600
C-5	PLAN AND PROFILE STA. 0+600 TO 0+750
C-6	PLAN AND PROFILE STA. 0+750 TO 0+900
C-7	PLAN AND PROFILE STA. 0+900 TO 1+050
C-8	PLAN AND PROFILE STA. 1+050 TO 1+200
C-9	PLAN AND PROFILE STA. 1+200 TO 1+350
C-10	PLAN AND PROFILE STA. 1+350 TO 1+500
C-11	PLAN AND PROFILE STA. 1+500 TO 1+650
C-12	PLAN AND PROFILE STA. 1+650 TO 1+800
C-13	PLAN AND PROFILE STA. 1+800 TO 1+950
C-14	HIGHWAY OVERPASS PLAN
C-15	MISCELLANEOUS DETAILS

LOCATION PLAN



GRID NORTH



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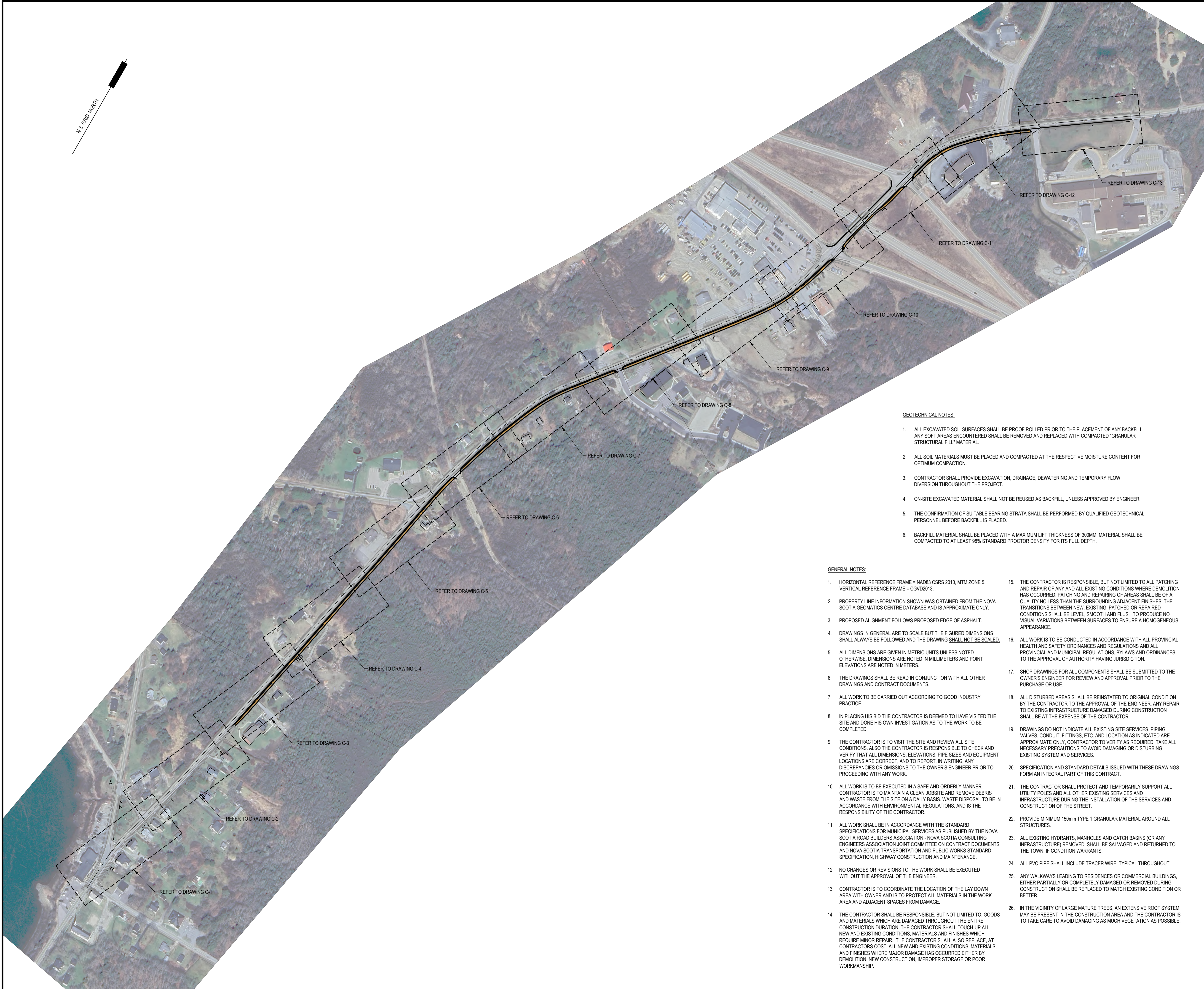


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GEOTECHNICAL NOTES:

1. ALL EXCAVATED SOIL SURFACES SHALL BE PROOF ROLLED PRIOR TO THE PLACEMENT OF ANY BACKFILL. ANY SOFT AREAS ENCOUNTERED SHALL BE REMOVED AND REPLACED WITH COMPACTED "GRANULAR STRUCTURAL FILL" MATERIAL.
2. ALL SOIL MATERIALS MUST BE PLACED AND COMPACTED AT THE RESPECTIVE MOISTURE CONTENT FOR OPTIMUM COMPACTION.
3. CONTRACTOR SHALL PROVIDE EXCAVATION, DRAINAGE, DEWATERING AND TEMPORARY FLOW DIVERSION THROUGHOUT THE PROJECT.
4. ON-SITE EXCAVATED MATERIAL SHALL NOT BE REUSED AS BACKFILL, UNLESS APPROVED BY ENGINEER.
5. THE CONFIRMATION OF SUITABLE BEARING STRATA SHALL BE PERFORMED BY QUALIFIED GEOTECHNICAL PERSONNEL BEFORE BACKFILL IS PLACED.
6. BACKFILL MATERIAL SHALL BE PLACED WITH A MAXIMUM LIFT THICKNESS OF 300MM. MATERIAL SHALL BE COMPACTED TO AT LEAST 98% STANDARD PROCTOR DENSITY FOR ITS FULL DEPTH.

GENERAL NOTES:

1. HORIZONTAL REFERENCE FRAME = NAD83 CSRS 2010, MTM ZONE 5. VERTICAL REFERENCE FRAME = CGVD2013.
2. PROPERTY LINE INFORMATION SHOWN WAS OBTAINED FROM THE NOVA SCOTIA GEOMATICS CENTRE DATABASE AND IS APPROXIMATE ONLY.
3. PROPOSED ALIGNMENT FOLLOWS PROPOSED EDGE OF ASPHALT.
4. DRAWINGS IN GENERAL ARE TO SCALE BUT THE FIGURED DIMENSIONS SHALL ALWAYS BE FOLLOWED AND THE DRAWING **SHALL NOT BE SCALED**.
5. ALL DIMENSIONS ARE GIVEN IN METRIC UNITS UNLESS NOTED OTHERWISE. DIMENSIONS ARE NOTED IN MILLIMETERS AND POINT ELEVATIONS ARE NOTED IN METERS.
6. THE DRAWINGS SHALL BE READ IN CONJUNCTION WITH ALL OTHER DRAWINGS AND CONTRACT DOCUMENTS.
7. ALL WORK TO BE CARRIED OUT ACCORDING TO GOOD INDUSTRY PRACTICE.
8. IN PLACING HIS BID THE CONTRACTOR IS DEEMED TO HAVE VISITED THE SITE AND DONE HIS OWN INVESTIGATION AS TO THE WORK TO BE COMPLETED.
9. THE CONTRACTOR IS TO VISIT THE SITE AND REVIEW ALL SITE CONDITIONS. ALSO THE CONTRACTOR IS RESPONSIBLE TO CHECK AND VERIFY THAT ALL DIMENSIONS, ELEVATIONS, PIPE SIZES AND EQUIPMENT LOCATIONS ARE CORRECT, AND TO REPORT, IN WRITING, ANY DISCREPANCIES OR OMISSIONS TO THE OWNER'S ENGINEER PRIOR TO PROCEEDING WITH ANY WORK.
10. ALL WORK IS TO BE EXECUTED IN A SAFE AND ORDERLY MANNER. CONTRACTOR IS TO MAINTAIN A CLEAN JOBSITE AND REMOVE DEBRIS AND WASTE FROM THE SITE ON A DAILY BASIS. WASTE DISPOSAL TO BE IN ACCORDANCE WITH ENVIRONMENTAL REGULATIONS, AND IS THE RESPONSIBILITY OF THE CONTRACTOR.
11. ALL WORK SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR MUNICIPAL SERVICES AS PUBLISHED BY THE NOVA SCOTIA ROAD BUILDERS ASSOCIATION - NOVA SCOTIA CONSULTING ENGINEERS ASSOCIATION JOINT COMMITTEE ON CONTRACT DOCUMENTS AND NOVA SCOTIA TRANSPORTATION AND PUBLIC WORKS STANDARD SPECIFICATION, HIGHWAY CONSTRUCTION AND MAINTENANCE.
12. NO CHANGES OR REVISIONS TO THE WORK SHALL BE EXECUTED WITHOUT THE APPROVAL OF THE ENGINEER.
13. CONTRACTOR IS TO COORDINATE THE LOCATION OF THE LAY DOWN AREA WITH OWNER AND IS TO PROTECT ALL MATERIALS IN THE WORK AREA AND ADJACENT SPACES FROM DAMAGE.
14. THE CONTRACTOR SHALL BE RESPONSIBLE, BUT NOT LIMITED TO, GOODS AND MATERIALS WHICH ARE DAMAGED THROUGHOUT THE ENTIRE CONSTRUCTION DURATION. THE CONTRACTOR SHALL TOUCH-UP ALL NEW AND EXISTING CONDITIONS, MATERIALS AND FINISHES WHICH REQUIRE MINOR REPAIR. THE CONTRACTOR SHALL ALSO REPLACE, AT CONTRACTORS COST, ALL NEW AND EXISTING CONDITIONS, MATERIALS, AND FINISHES WHERE MAJOR DAMAGE HAS OCCURRED EITHER BY DEMOLITION, NEW CONSTRUCTION, IMPROPER STORAGE OR POOR WORKMANSHIP.
15. THE CONTRACTOR IS RESPONSIBLE, BUT NOT LIMITED TO ALL PATCHING AND REPAIR OF ANY AND ALL EXISTING CONDITIONS WHERE DEMOLITION HAS OCCURRED. PATCHING AND REPAIRING OF AREAS SHALL BE OF A QUALITY NO LESS THAN THE SURROUNDING ADJACENT FINISHES. THE TRANSITIONS BETWEEN NEW, EXISTING, PATCHED OR REPAIRED CONDITIONS SHALL BE LEVEL, SMOOTH AND FLUSH TO PRODUCE NO VISUAL VARIATIONS BETWEEN SURFACES TO ENSURE A HOMOGENEOUS APPEARANCE.
16. ALL WORK IS TO BE CONDUCTED IN ACCORDANCE WITH ALL PROVINCIAL HEALTH AND SAFETY ORDINANCES AND REGULATIONS AND ALL PROVINCIAL AND MUNICIPAL REGULATIONS, BYLAWS AND ORDINANCES TO THE APPROVAL OF AUTHORITY HAVING JURISDICTION.
17. SHOP DRAWINGS FOR ALL COMPONENTS SHALL BE SUBMITTED TO THE OWNER'S ENGINEER FOR REVIEW AND APPROVAL PRIOR TO THE PURCHASE OR USE.
18. ALL DISTURBED AREAS SHALL BE REINSTATED TO ORIGINAL CONDITION BY THE CONTRACTOR TO THE APPROVAL OF THE ENGINEER. ANY REPAIR TO EXISTING INFRASTRUCTURE DAMAGED DURING CONSTRUCTION SHALL BE AT THE EXPENSE OF THE CONTRACTOR.
19. DRAWINGS DO NOT INDICATE ALL EXISTING SITE SERVICES, PIPING, VALVES, CONDUIT, FITTINGS, ETC. AND LOCATION AS INDICATED ARE APPROXIMATE ONLY. CONTRACTOR TO VERIFY AS REQUIRED. TAKE ALL NECESSARY PRECAUTIONS TO AVOID DAMAGING OR DISTURBING EXISTING SYSTEM AND SERVICES.
20. SPECIFICATION AND STANDARD DETAILS ISSUED WITH THESE DRAWINGS FORM AN INTEGRAL PART OF THIS CONTRACT.
21. THE CONTRACTOR SHALL PROTECT AND TEMPORARILY SUPPORT ALL UTILITY POLES AND ALL OTHER EXISTING SERVICES AND INFRASTRUCTURE DURING THE INSTALLATION OF THE SERVICES AND CONSTRUCTION OF THE STREET.
22. PROVIDE MINIMUM 150mm TYPE 1 GRANULAR MATERIAL AROUND ALL STRUCTURES.
23. ALL EXISTING HYDRANTS, MANHOLES AND CATCH BASINS (OR ANY INFRASTRUCTURE) REMOVED, SHALL BE SALVAGED AND RETURNED TO THE TOWN, IF CONDITION WARRANTS.
24. ALL PVC PIPE SHALL INCLUDE TRACER WIRE, TYPICAL THROUGHOUT.
25. ANY WALKWAYS LEADING TO RESIDENCES OR COMMERCIAL BUILDINGS, EITHER PARTIALLY OR COMPLETELY DAMAGED OR REMOVED DURING CONSTRUCTION SHALL BE REPLACED TO MATCH EXISTING CONDITION OR BETTER.
26. IN THE VICINITY OF LARGE MATURE TREES, AN EXTENSIVE ROOT SYSTEM MAY BE PRESENT IN THE CONSTRUCTION AREA AND THE CONTRACTOR IS TO TAKE CARE TO AVOID DAMAGING AS MUCH VEGETATION AS POSSIBLE.

B	ISSUED FOR REPORT (60% DESIGN)	2025.11.25
A	ISSUED FOR 60% REVIEW	2025.04.25
No.	Revision	Date

PRELIMINARY

Professional Seal(s)

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Dwg Standards Ckd By:

Designed By: **SDM**

Design Checked By:

Scale: **AS SHOWN**

Project Title

Dwg. Title

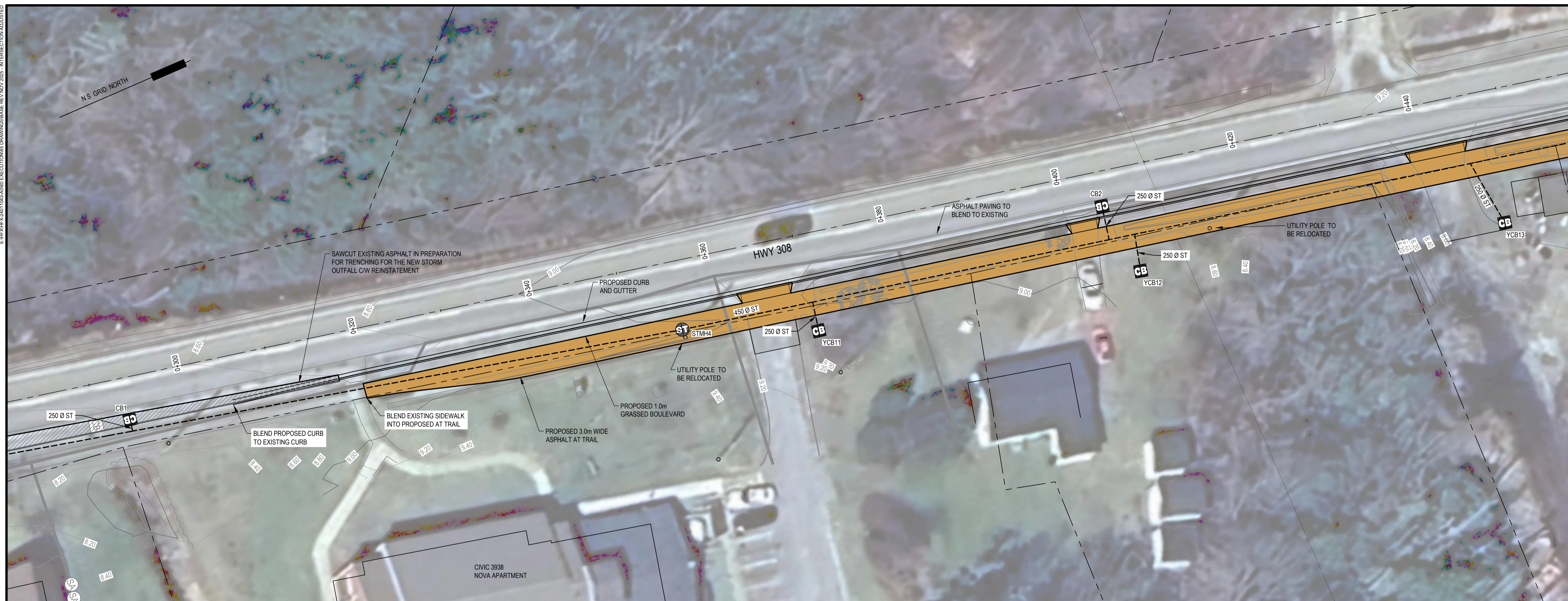
GENERAL ARRANGEMENT

Project No. -----

Dwg. No. **GA-1**

Rev. No. **B**

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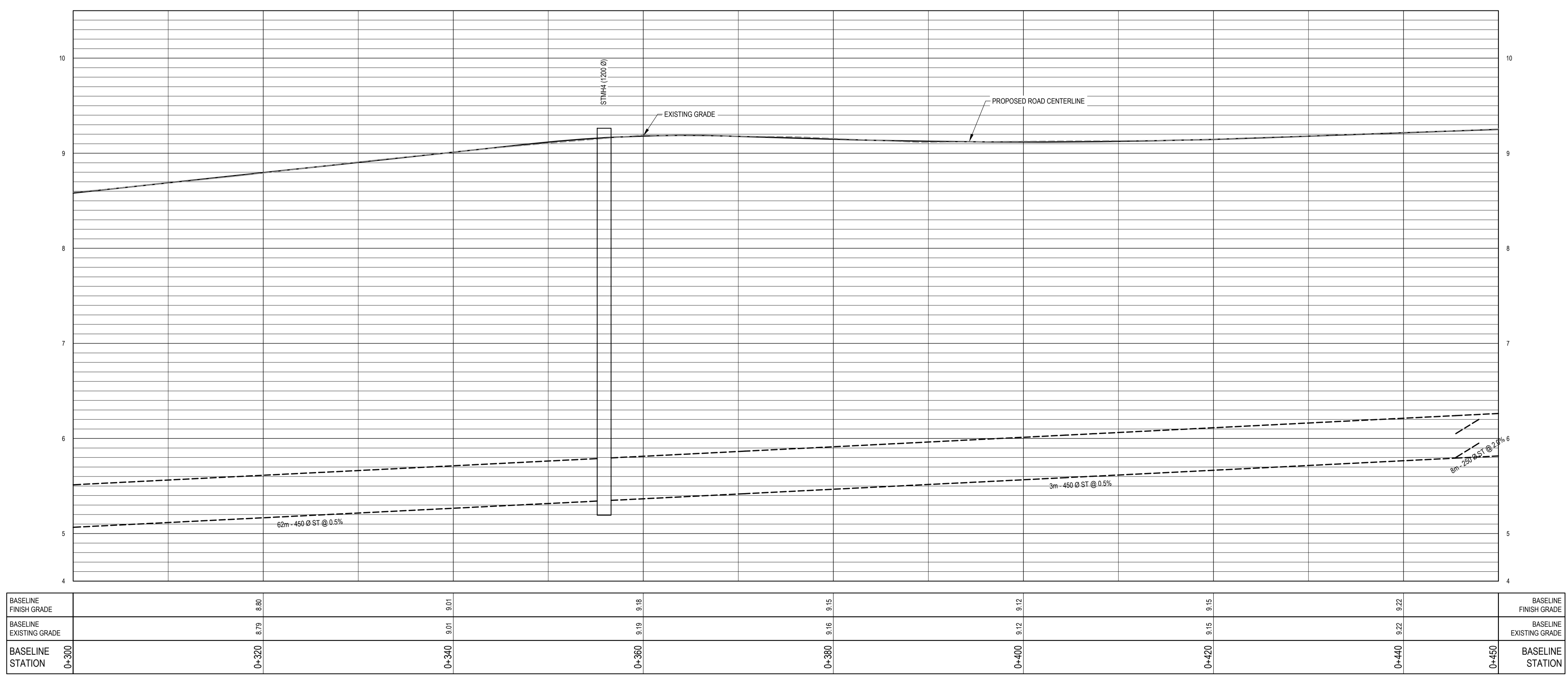
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LEGEND:

	EXISTING SANITARY MANHOLE
	EXISTING STORM MANHOLE
	PROPOSED STORM MANHOLE
	EXISTING CATCH BASIN
	PROPOSED CATCH BASIN
	EXISTING SANITARY PIPE
	EXISTING STORM PIPE
	PROPOSED STORM PIPE
	EXISTING WATERMAIN
	EXISTING FIRE HYDRANT
	EXISTING WATER VALVE
	PROPERTY LINES / R.O.W.
	EXISTING SIGN
	EXISTING UTILITY POLE / GUY WIRE
	TACTILE PLATE
	PROPOSED SPOT ELEVATION (OUTER EDGE OF SIDEWALK)
	PROPOSED AT TRAIL
	EXTENT OF REGRADE ON WEST SIDE OF ROADWAY
	EXTENT OF DRIVEWAY REGRADE

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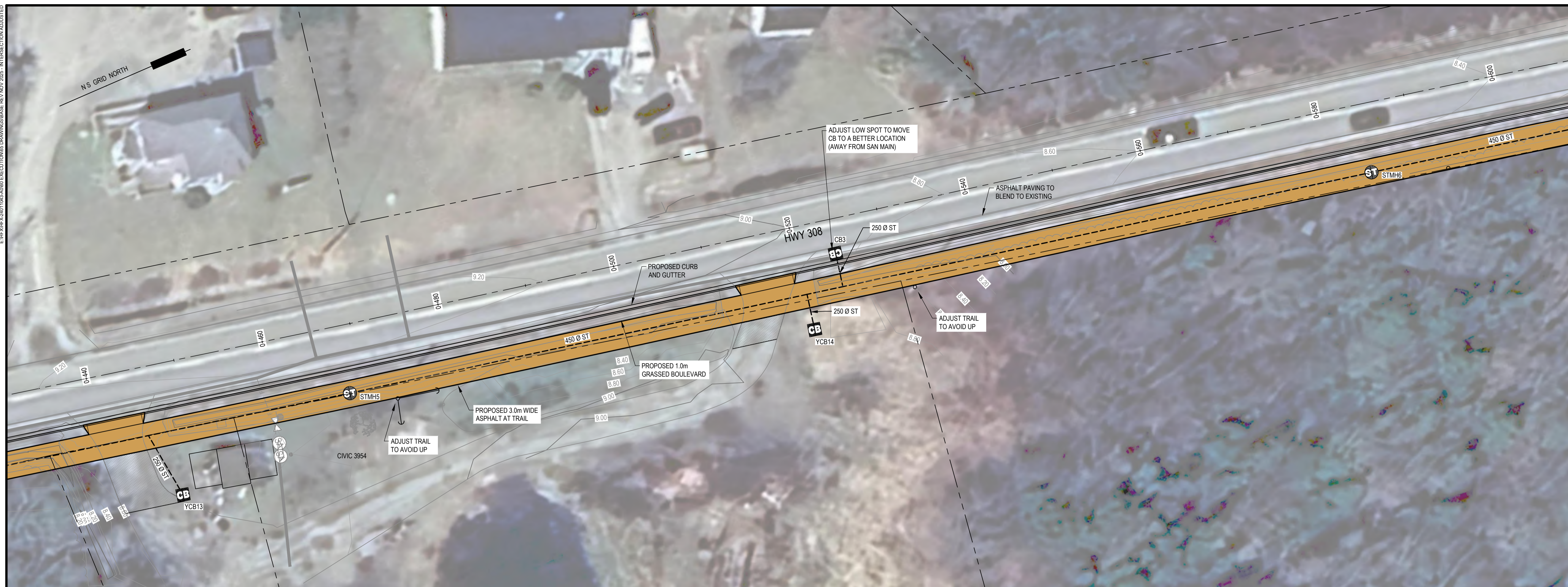
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**PLAN AND PROFILE
 STA. 0+300 TO 0+450**

Project No.	
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C-3	B

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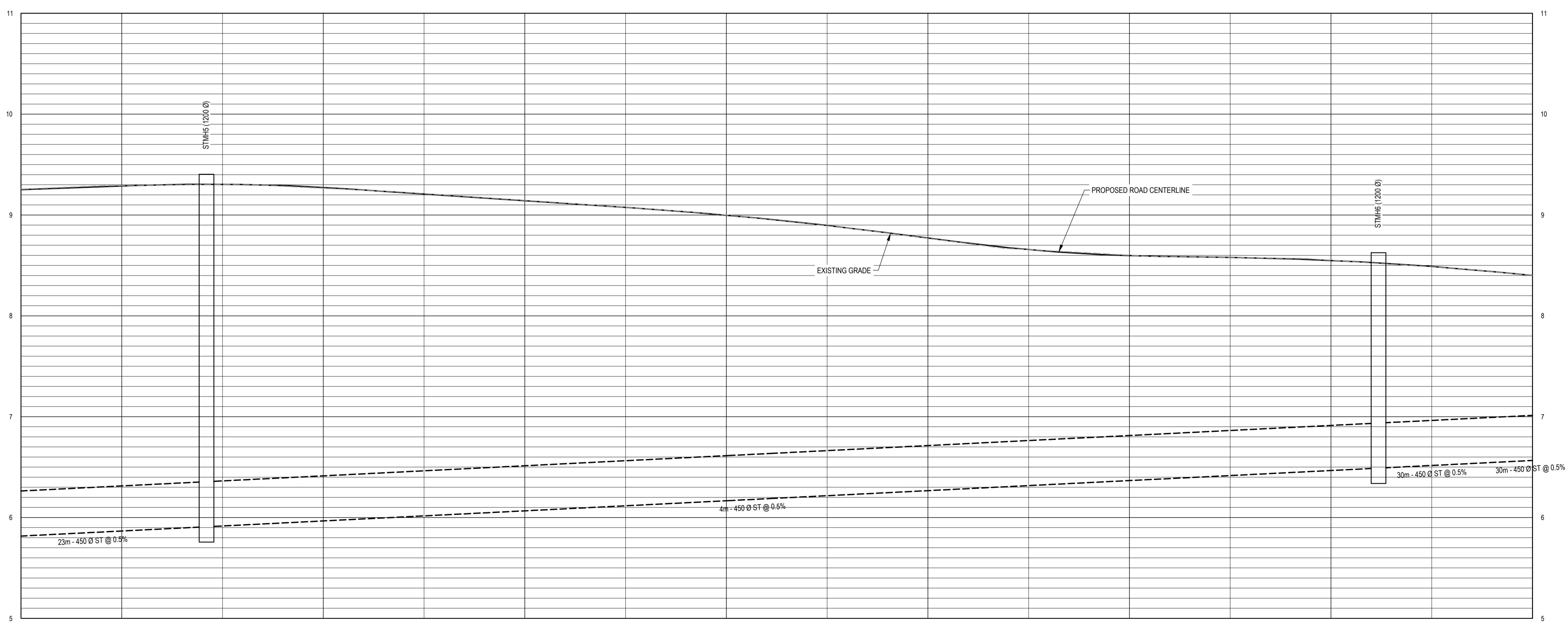
Project Title

Dwg. Title

**PLAN AND PROFILE
 STA. 0+450 TO 0+600**

Project No.

Dwg. No. **C-4** Rev. No. **B**



BASELINE FINISH GRADE	0+460	9.29	0+480	9.27	0+500	9.14	0+520	9.00	0+540	8.77	0+560	8.60	0+580	8.55	0+600	8.45
BASELINE EXISTING GRADE	0+460	9.29	0+480	9.27	0+500	9.14	0+520	9.00	0+540	8.77	0+560	8.60	0+580	8.55	0+600	8.45
BASELINE STATION	0+450	0+460	0+480	0+500	0+520	0+540	0+560	0+580	0+600							

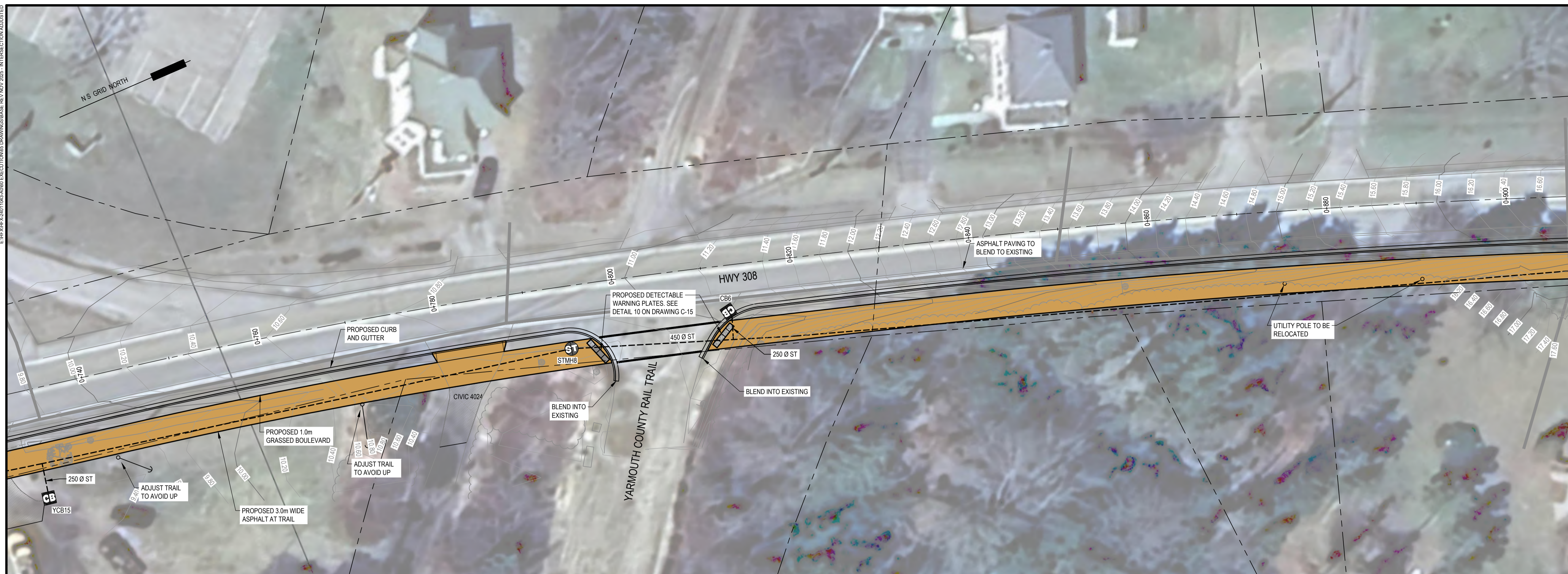
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	PROPOSED STORM MANHOLE
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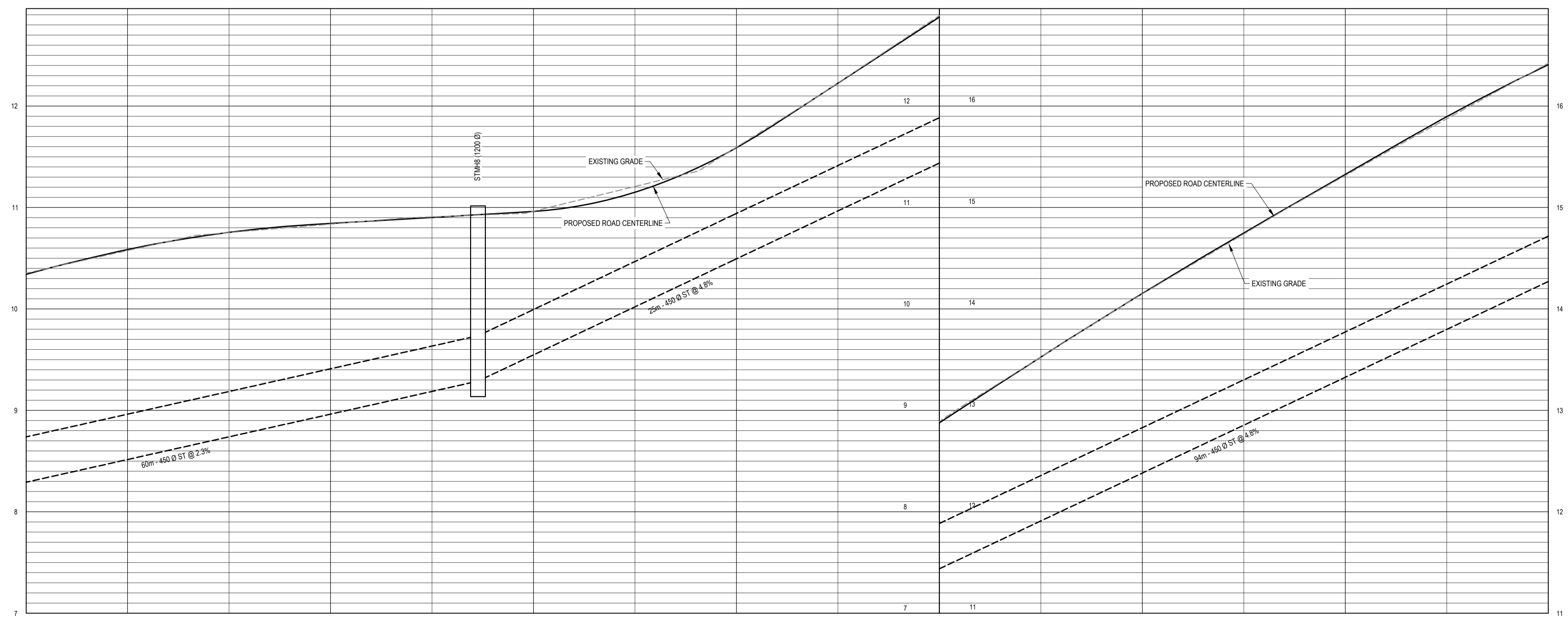
Project Title

**PLAN AND PROFILE
 STA. 0+750 TO 0+900**

Dwg. Title

Project No.

Dwg. No. **C-6** Rev. No. **B**



BASELINE FINISH GRADE	0+750	0+760	0+780	0+800	0+820	0+840	0+860	0+880	0+900	BASELINE FINISH GRADE
		10.59	10.84	10.95	11.59	12.88	14.15	15.33		
BASELINE EXISTING GRADE	0+750	0+760	0+780	0+800	0+820	0+840	0+860	0+880	0+900	BASELINE EXISTING GRADE
		10.58	10.84	10.96	11.59	12.89	14.15	15.32		
BASELINE STATION	0+750	0+760	0+780	0+800	0+820	0+840	0+860	0+880	0+900	BASELINE STATION

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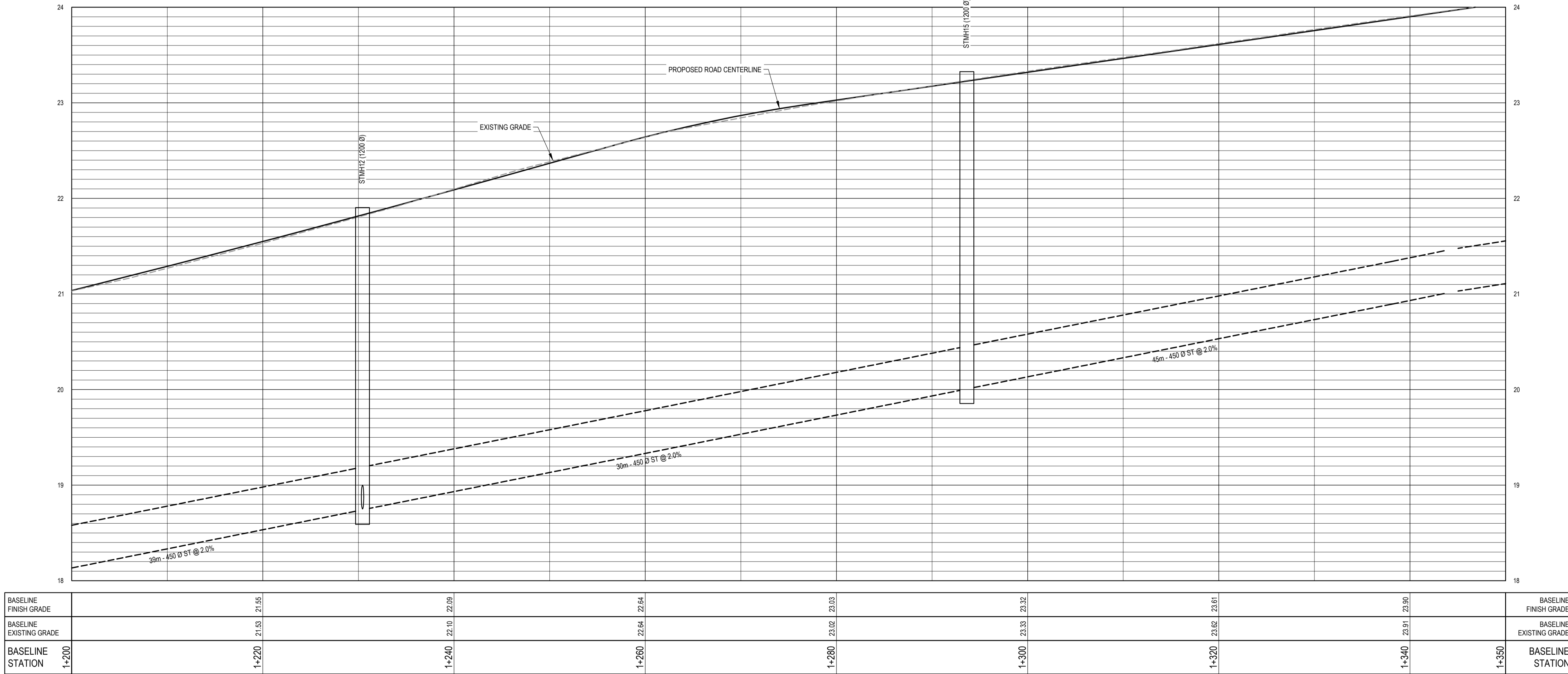
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Project Title

**PLAN AND PROFILE
 STA. 1+200 TO 1+350**

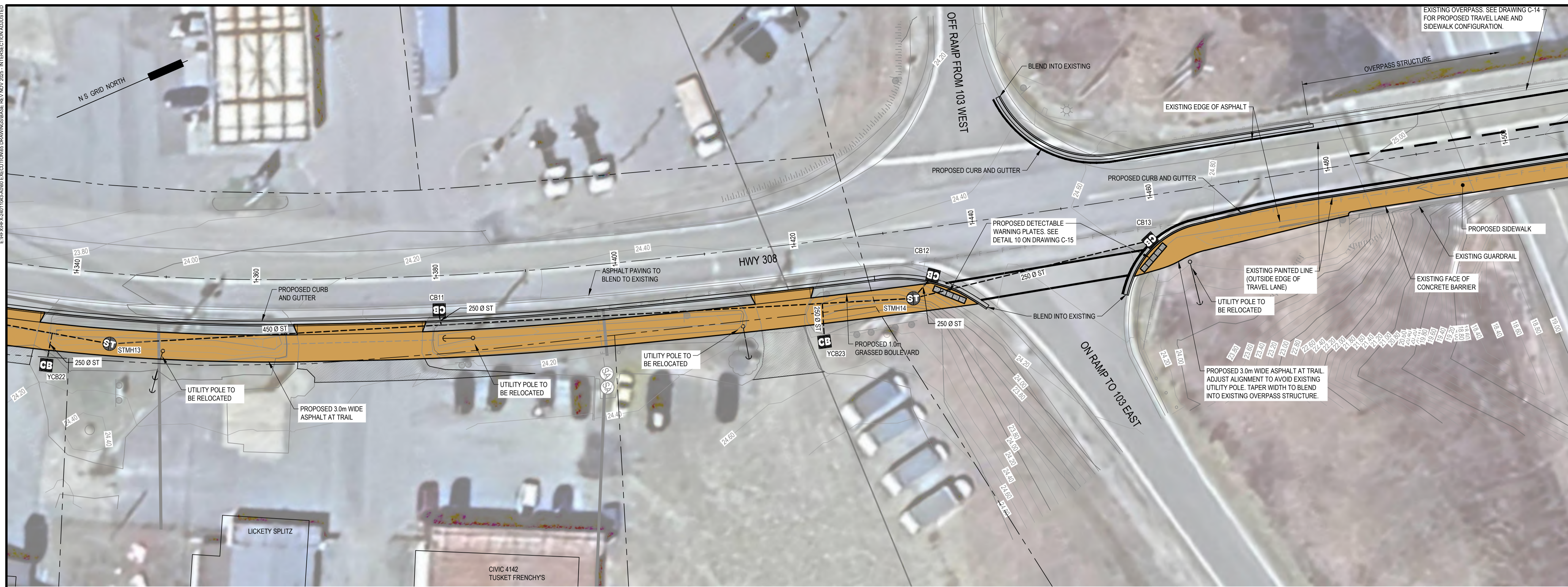
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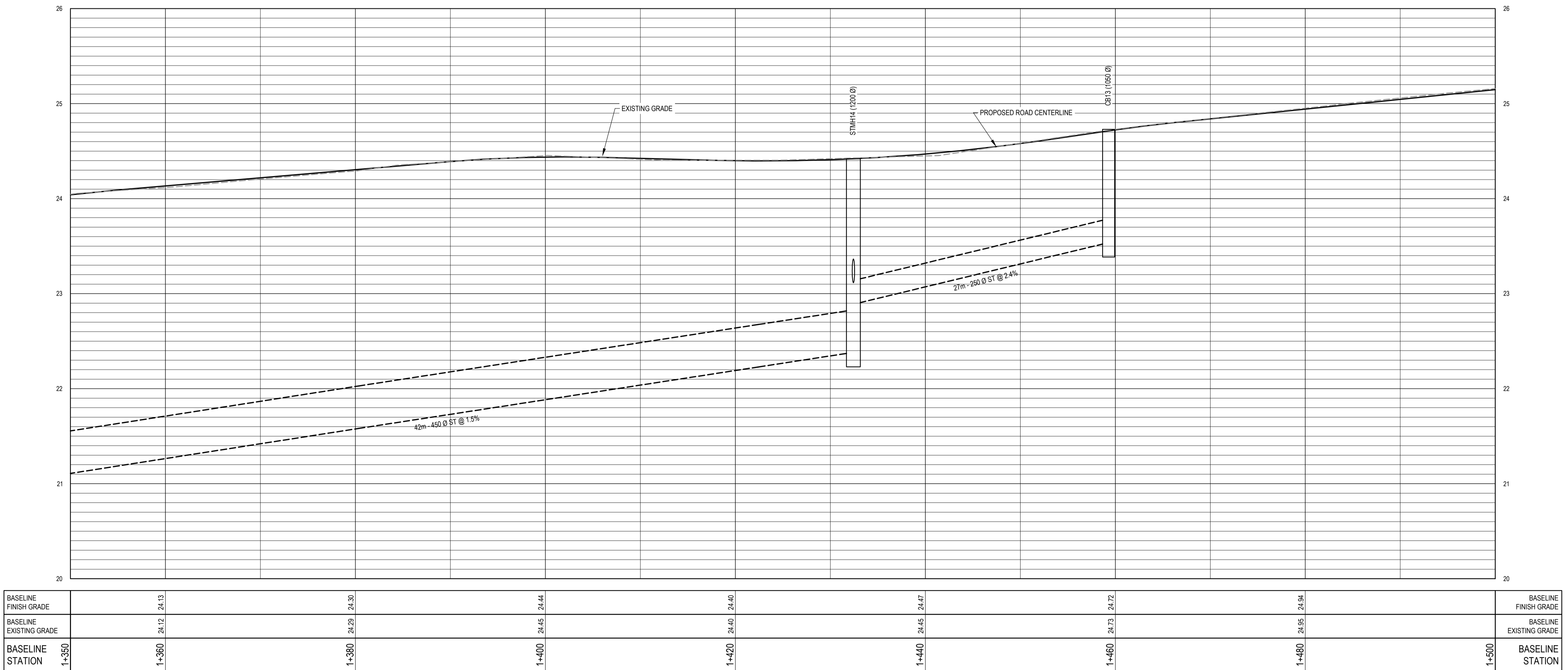
Project Title

Project Title

**PLAN AND PROFILE
 STA. 1+350 TO 1+500**

Project No. -----

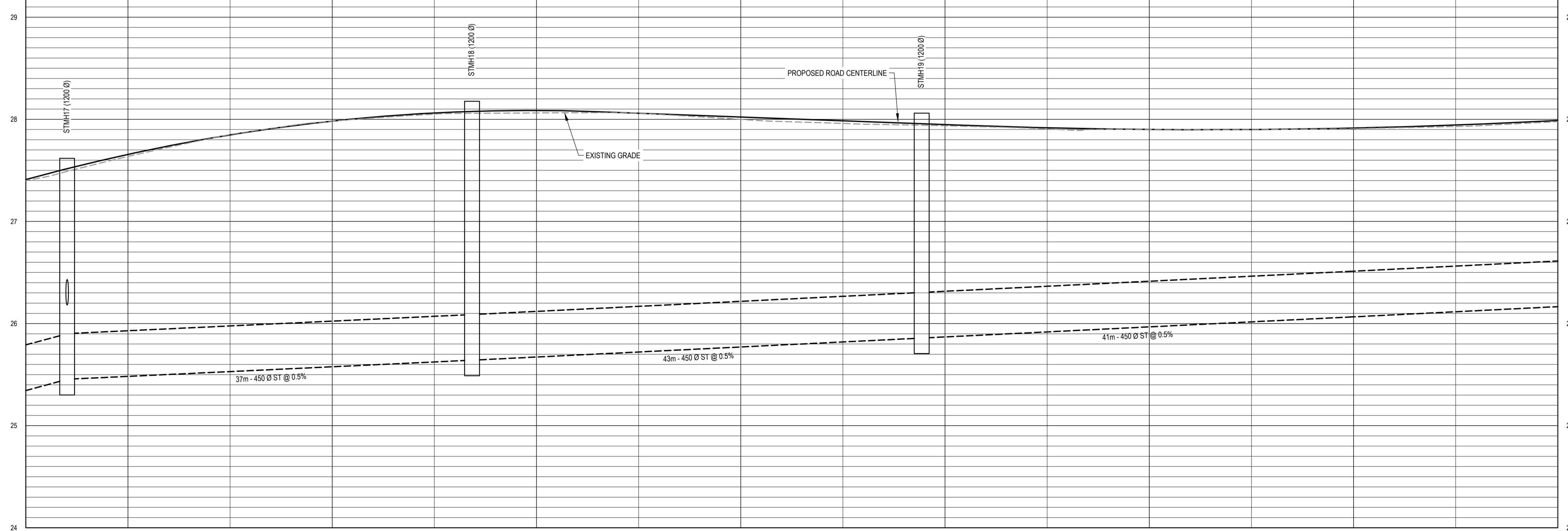
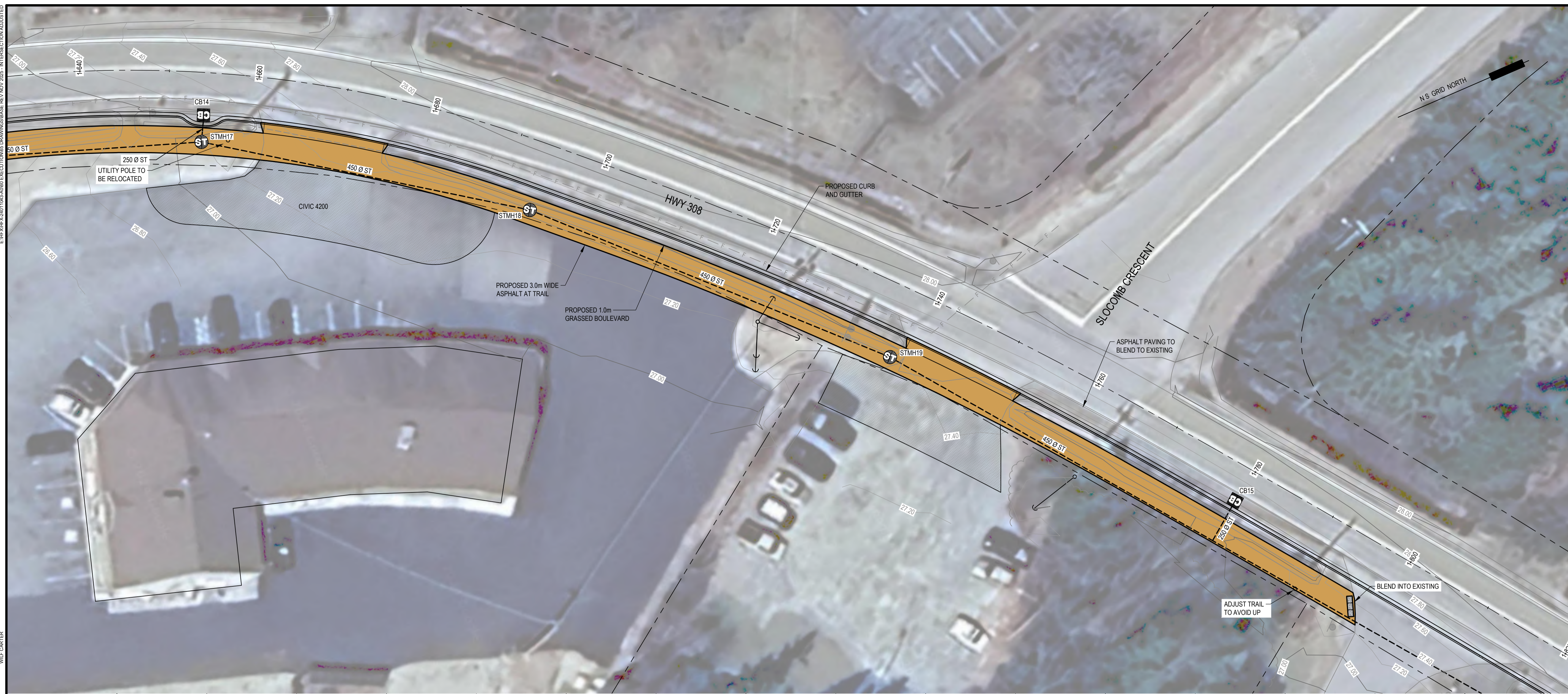
Dwg. No. **C-10** Rev. No. **B**



E:\WORK\2401\143\AWG\EXCUT\160 DRAWINGS\BASE REV NOV 2025 - INTERSECTION ADJUSTED

W.F. CARTER

18/02/2025 2:43 PM



BASELINE FINISH GRADE	1+650	1+660	1+680	1+700	1+720	1+740	1+760	1+780	1+800	BASELINE FINISH GRADE
		27.06		26.09		26.02		27.91		
BASELINE EXISTING GRADE	1+650	1+660	1+680	1+700	1+720	1+740	1+760	1+780	1+800	BASELINE EXISTING GRADE
		27.04		26.06		27.94		27.91		
BASELINE STATION	1+650	1+660	1+680	1+700	1+720	1+740	1+760	1+780	1+800	BASELINE STATION

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LEGEND:

- EXISTING SANITARY MANHOLE
- EXISTING STORM MANHOLE
- PROPOSED STORM MANHOLE
- EXISTING CATCH BASIN
- PROPOSED CATCH BASIN
- EXISTING SANITARY PIPE
- EXISTING STORM PIPE
- PROPOSED STORM PIPE
- EXISTING WATERMAIN
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- PROPERTY LINES / R.O.W.
- EXISTING SIGN
- EXISTING UTILITY POLE / GUY WIRE
- TACTILE PLATE
- PROPOSED SPOT ELEVATION (OUTER EDGE OF SIDEWALK)
- PROPOSED AT TRAIL
- EXTENT OF REGRADE ON WEST SIDE OF ROADWAY
- EXTENT OF DRIVEWAY REGRADE

B	ISSUED FOR REPORT (60% DESIGN)	2025.11.25
A	ISSUED FOR 60% REVIEW	2025.04.25
No.	Revision	Date

PRELIMINARY

Professional Seal(s)

Drawn By: **WC / JP**
 Dwg Standards Ckd By:
 Designed By: **SDM**
 Design Checked By:
 Scale: **AS SHOWN**

Project Title

**PLAN AND PROFILE
 STA. 1+650 TO 1+800**

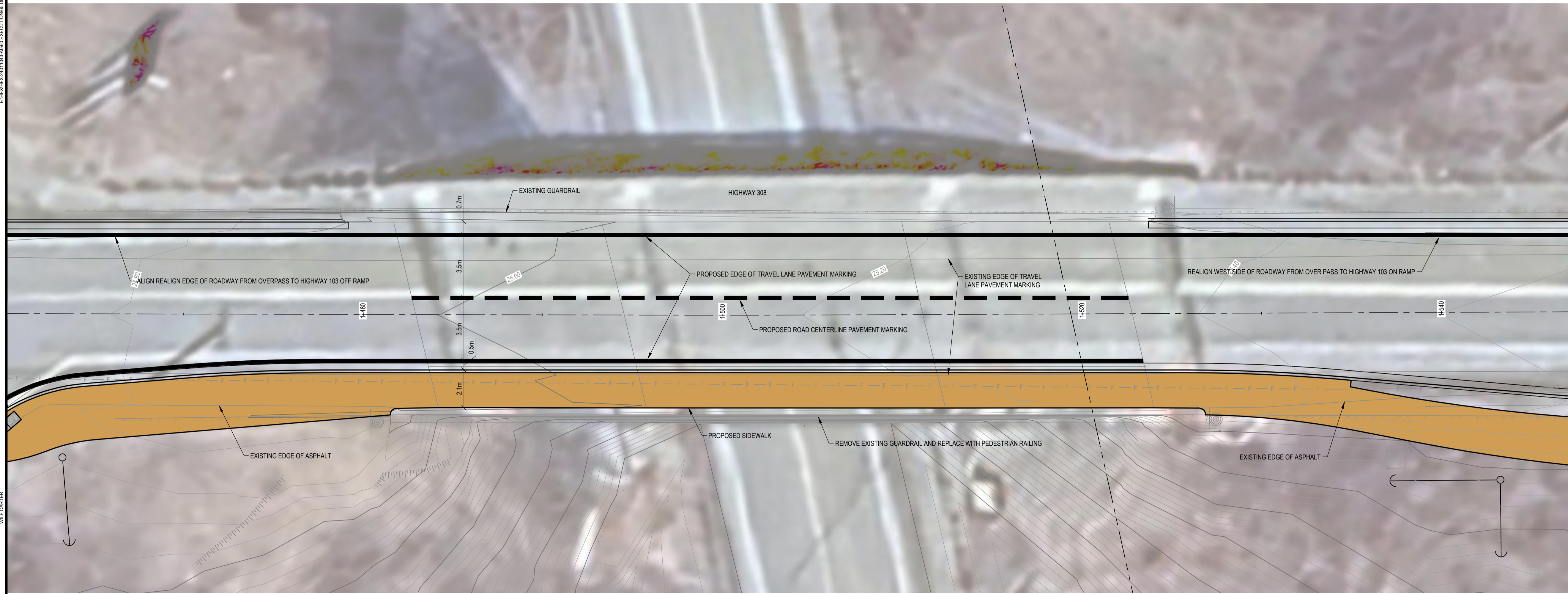
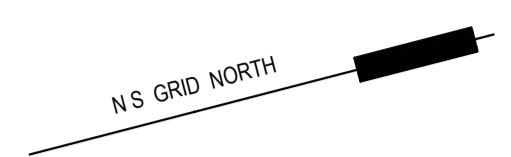
Project No.

Dwg. No. **C-12** Rev. No. **B**

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W.F. CARTER

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OVERPASS PLAN
1:125

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LEGEND:

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- PROPOSED STORM MANHOLE
- EXISTING CATCH BASIN
- PROPOSED CATCH BASIN
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B	ISSUED FOR REPORT (60% DESIGN)	2025.11.25
A	ISSUED FOR 60% REVIEW	2025.04.25
No.	Revision	Date

PRELIMINARY

Professional Seal(s)

Drawn By: WC / JP
 Dwg Standards Ckd By:
 Designed By: SDM
 Design Checked By:
 Scale: AS SHOWN

Project Title

Dwg. Title
HIGHWAY OVERPASS PLAN

Project No.
 Dwg. No. **C-14** Rev. No. **B**

