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required on both sides of the road beyond the minimum 6m road width is approximately 3m. Where appropriate, the contractor or firm responsible will pay for any temporary or permanent road widening activities and structural upgrades within the County of Prince Edward for transport of components to the Project Location. Various options will be considered for the transportation route. Final routes will be established in consultation with the County. wpd commits to restoring roads to their pre-construction conditions to the satisfaction of local authorities, as applicable under agreements with the County. Any upgrading of roads that may be required in the field such as widening turning radii may include widening and improvement of the granular base to accommodate their intended use and such upgrades are not considered significant. Maintenance and repairs of these roads will be discussed with the County. REpower and wpd will discuss responsibility for any structural enhancements to roads within the municipality, and once the full road requirements have been finalized, detailed plans including maintenance of the roads will be developed with the County as appropriate.

The transport of construction related equipment will likely follow the same route to be used for component transportation to the site. Although there are formal requirements, the Project may provide notification of non-conventional load movements, including advertising in local newspapers; this notification will be provided in the interest of public safety, minimization disruption, and good community relations.

Delivery of Project Materials

Approximately 40 concrete truck trips are required per turbine foundation, for a total of approximately 1160 concrete truck trips. The crane supplier(s) will be responsible for the transportation of all cranes and related components to the Project Location during construction. The heavy-lift crawler crane will be shipped in individual pieces, requiring individual transport, and then assembled on-site. An estimated 1305 conventional truck and trailer units will transport civil and electrical materials for the construction of roads, substations, electrical collection system and other supporting infrastructure, and will include such items as cabling, fibre optic cabling, concrete reinforcement steel bar and foundation anchor bolts.

White Pines draft construction report:
http://canada.wpd.de/fileadmin/pdfs/WhitePines/WPWF%20%281-41-013%29_CPR_28June2012.pdf

My emails to REpower in Toronto regarding transportation routes remain unanswered so I asked the question of one of the Stantec representatives at wpd's April 29th open house, stating that I had tried unsuccessfully to get an answer from the turbine manufacturer. Her response of, "Good luck!" wasn't particularly helpful.

That said, Stantec does have knowledge of proposed and possible routes because they are included in its *Ostrander Point Wind Energy Park Construction Plan Report* (pages 15, 16) and *Preliminary Wind Turbine Transportation Plan* (pages 54 to 75) dated May 2011. Page 58 outlines the approximate dimensions and weight of wind turbine components. You can view the report and the various possible routes by going to the link below and scrolling to the appropriate pages. The report contains illustrations and photographs of intersections along the routes that may require construction to allow for the turning radii of the trucks, all of which are best viewed on-screen.

Ostrander Point Preliminary Wind Turbine Transportation Plan Report:
http://www.gileadpower.com/pdf/Dec-2011-Renewable-Energy-Approval-Reports/OPWEP_Constuction-Plan.pdf

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