

On March 1, 2016, the following comments, prepared by staff at the County of Lennox and Addington, were provided to Algonquin – Windlectric with respect to their proposed draft Traffic Management Plan:

Sean,

Thank you for providing us with a copy of the Amherst Island Wind Energy Project - Traffic Management Plan (prepared by Stantec, dated November 2015). We have reviewed this document and would like to offer the following comments on this.

It is our opinion that the report is lacking many details that would normally be included in a traffic management plan. We are assuming that this plan is at a draft stage at this time and that we will get an opportunity to review and comment on an updated version at such time that it is available. Some of the items that we feel are missing or are not very well addressed in the current report are as follows:

- 1) There does not appear to be a mapped location or information on the mainland docking facility. It is not shown on any maps, however we believe it is planned to be across from the former Invista property in the area of Jim Snow Drive. This is an important component of the traffic management plan and should be clearly identified.
- 2) There is no information provided to identify the source of aggregate and subsequent haul routes.
- 3) There is no information provided regarding the batch plant/concrete source and the subsequent haul routes.
- 4) There is no information on the source of turbine components and related materials (i.e. arriving from the east or west on Hwy 401).
- 5) There is no definitive routing identified for hauling materials and components from Hwy 401 to the docking facility. Both County Rd 4 and County Rd 6 are briefly mentioned with minimal review comments. The report indicates that only a desktop review was carried out for these routes. There is no commentary regarding traffic routing through or avoiding the Village of Odessa (County Rd 6 route).
- 6) There is limited information on traffic volumes / vehicle types for material deliveries, construction equipment deliveries, worker transportation, etc.
- 7) There does not appear to be any documentation regarding route surveys for oversize moves to ensure adequate clearances exist and that there will not be any turning movement issues at intersections.
- 8) There is no information regarding shipment of components directly via ship/barge from the St. Lawrence Seaway to the island.
- 9) There is limited commentary on oversize moves and associated permitting. Section 5.6 should indicate that oversize permits and escort requirements will be in accordance with the Highway Traffic Act. Further, oversize permits will be required from the applicable road authority (MTO/County/Township) for all oversize loads, not just from MTO. We have attached our Excess Load Permitting Guidelines for your reference.

Note that there are some specific requirements for oversize moves through the roundabout at County Rd 4 and County Rd 2.

10) There is very little commentary on mainland traffic management and/or traffic impacts.

We understand that the majority of construction activities and traffic impacts will be on Amherst Island however the traffic activity and impacts on the mainland must also be considered to ensure that there is a comprehensive traffic management plan that addresses all the traffic issues both on the Island and the mainland. We anticipate an updated version of this plan and will review/comment upon receipt.

On another related matter just wondering how you are progressing with the development of a draft Road Use Agreement. Let me know when you expect a draft to be completed and submitted to the County of Lennox & Addington for review.

Should you have any questions please contact us.

Sincerely,

Jim Klaver

Operations & Development Technologist

Roads & Bridges

County of Lennox & Addington