

**CWG # 9 – Questions and Answers (Sept 23, 2017 to Oct 27, 2017)**

| # | Questions  | Answers  |
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| 1 | And is there a specific contact (now) that is aware of the state of the roads, and who has looked at the geotechnical report?  | Going forward if anyone has any specific questions on the roads or other matters they can either send their questions directly to the Windlectric Email or directly to Tim Sullivan and someone will follow up.  |
| 2 | Are dump trucks arriving on the Island by barge leaving the Island using the ferry contrary to the Operations Plan?  | Windlectric Inc. has investigated this situation and we have been informed that all dump-trucks are (and have been) arriving and departing the island on the project barge and therefore following the commitments in the Operations Plan.   |
| 3 | <p>Was the loss of power on October 4<sup>th</sup> connected to work being conducted by Windlectric Inc.?</p> <p>[About Oct 4th we lost power for over 4 hours starting in the early evening.<br/>Were parties connected to Windlectric responsible? Location seems that may well be the case especially after 7pm.<br/>Please let me know about the cause of the outage and steps implemented to improve matters for our community.<br/>Is Windlectric reimbursing Hydro One (indirectly reimbursing we ratepayers)?]</p> | Windlectric Inc. has investigated the situation and has been advised that this power outage event was not associated with (or caused by) the work that continues for the Amherst Island Wind Project.  |
| 4 | As Windlectric seems confused about speed limits on Amherst Island, the Township By-law is attached. You may wish to consult the Township to determine if there are any recent amendments. You may also wish to receive advice from the OPP concerning farm vehicles and road building and construction equipment on public roads.   | <p>Our Operations Plan (which can be found at <a href="http://www.amherstislandwindproject.com">www.amherstislandwindproject.com</a>) outlines our commitments for construction traffic speed limits. We can appreciate the complexities of these commitments, so we are happy to summarize the most relevant of these below.</p> <p>The commitments include:</p> <ul style="list-style-type: none"> <li>• a maximum speed of 15km / hour on private access roads</li> <li>• a maximum of 50km / hour or the posted speed limit (whichever is less) for vehicles carrying Heavy Loads (for example aggregate or concrete trucks) or Oversize Loads (for</li> </ul> |

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|   |   | <p>example trucks with turbine components or cranes).</p> <ul style="list-style-type: none"> <li>• a maximum vehicle speed of 20 km/hour within 50m of a cyclist or pedestrian;</li> </ul> <p>In addition to reiterating the expectations and commitments, we will ensure compliance through a monitoring program, which includes a mobile radar-based speed tracking system (Traffic Logix SafePace Cruiser or equivalent) will be deployed in varying locations around the island during Project construction to increase awareness of travel speeds (See Section 2.8 of the Operations Plan).</p> |
| 5 | <p>Can someone become a member of the CLC/CWG Committee and how is this decision made?<br/>Do I require the support of the three local resident members?<br/>Is the final decision made by Windlectric?</p> | <p>If someone would like to become a member of the CWG / CLC, we would only ask that they provide us with an email requesting to become a member. We could then discuss with other CWG / CLC members to understand whether adding members is necessary or desirable. However, Windlectric does make the ultimate decision on CLC / CWG Membership.</p>   |