

CWG #14 – Questions & Answers – April 30th, 2018 – DRAFT-

	Questions	Answers
1	What turbines are being used for the Amherst Island Wind Project?	<p>The Amherst Island Wind Project utilizes the Siemens model 3.2 SWT 113 DD turbine. More information on the turbine is available from Siemens’ website. Please look for at the download section for brochures from this website that will provide more detailed information on the turbine.</p> <p>Turbine website link: https://www.siemens.com/global/en/home/markets/wind/turbines-and-services/swt-3-2-113.html</p>
2	What transport company is transporting the turbines to site?	<p>From the factory, Siemens is working primarily with carrier Anderson Haulage Ltd, based out of Ontario, to transport turbines to site. Transporting turbines requires specialized trucking equipment. There are a few trucking carriers in Southern Ontario and Quebec that own such equipment. Turbine towers are transported on trucks that allow for easy offload at the turbine site. For example a double Schnabel turbine truck such as this one: http://www.infrastructures.com/0310/western2.htm has mechanisms that allow the horizontal tower component to be raised and lowered. Thus for offload at the delivery point, saddles are placed under the component and the truck simply lowers the part to the ground.</p> <p>A sample local trucking company: https://www.atsinc.com/projects/</p>
3	How were roads or ferry routes altered/implemented in the community?	<p>The blades are normally the longest component of the turbine and thus creates the most challenges for delivery to the project. The Amherst turbine blades are 55 m long. In general public roads were not altered for the delivery. The majority of turbine components were transported from western Southern Ontario, where they were manufactured, to the Amherst mainland site. The challenge in transportation is to find the existing route that allows for the delivery without alterations. Occasionally a sign close to a corner may have to be removed to allow the passage of long components as they swing through the area of the road sign. Some turbine components used the 401, while others used Hwy 7 due to low bridges along Hwy 401 for the Amherst project. A typical turbine blade delivery truck photo can be seen from this link: https://energynews.us/midwest/report-ongoing-midwest-renewable-growth-hinges-on-federal-policy/</p> <p>The project operated a barging service to transport the turbine trucks to Amherst Island. A typical barge that is propelled by a tug boat is shown in this photo: http://www.workboatsinternational.com/flat-top-deck-cargo-barge-stls1407e.html. No ferry routes had to be altered for</p>

		this project, with the exception of a temporary (hours) minor course alteration during submarine cable installation.
4	In your most recent project activity update you indicate road closures for the Stella 40 Foot Road and South Shore Road over the coming week. Am I to assume these will be alternating or will you be closing both at the same time?	The intent is to have the road closures to be as short as possible on both roads. Detour routes will be made available during these closures. The activity update maps are for visual reference and indicate where project activity is anticipated to occur. Social media information referenced in the maps, as well as temporary road signs to guide residents.
5	How are wildlife concerns being mitigated?	<p>From an Amherst Island perspective and for this particular project, as you may know, our team has demonstrated continued commitment to mitigating and minimizing impacts throughout the entire development and construction phases of this project. Considerable resources have been utilized in studying and identifying sensitive environmental areas on the island, and our team has made significant adjustments to the project's layout with the same concern you bring forth: to minimize and mitigate impacts.</p> <p>Indeed, we have taken measures that go above and beyond typical practices in order to achieve effective mitigation. For example, some of these mitigation actions have included: reducing the number of turbines from 36 to 26, adjusting the power collector routes, constructing during winter months, identifying heavy construction haul routes to minimize and contain traffic footprint, employing speed control for construction vehicles on both access roads and public roads, and creating over 100 acres of new habitat for certain bird species – just to name a few. In addition to the carefully considered and reviewed design and construction parameters, our team is continuously in communication with authorities such as MOECC, MNRF and CRCA to ensure that effective mitigation programs are in place.</p>
6	How are wildlife being protected in terms of crossing the road?	Narrowing down the focus further to the roads under discussion, on 3rd Concession we have recently deployed additional layers of mitigation, voluntarily and in consultation with MOECC and wildlife specialists and experts. These additional mitigation measures include the recently installed 3km of silt fencing along 3rd Concession to Stella 40 Foot, hiring of additional consultants to increase monitoring and speed control, wetland monitoring, and additional biological inspectors in the field. With respect to Emerald 40 Foot, we will continue to remind contractors to obey speed limits, to be extra vigilant for wildlife, and to continue to limit use of this road.
7	Is Windlectric obeying half load season?	Windlectric continues to work in compliance with by-laws, including the reduced load by-law, and in compliance with issued project permits. We have engaged in detailed conversations with Loyalist Township with respect to receiving Windlectric exemptions to the reduced load period in order to further minimize volumes of vehicles – the Township is still reviewing our thorough protocol that has been vetted by professional engineers in the field.

8	I would also like to know why Algonquin continues to work after hours despite the fact that Council was very clear that they could only disobey the noise bylaw in the event of an emergency and for a maximum of 2 hours.	Regarding the Noise By-law: our team continues to abide with the by-laws and is committed to continuing to do so.
9	Silt fencing is collapsing in several places throughout the Island just as Blanding's Turtles are about to start their nesting. You also continue to use the 3rd Concession Road outside of the construction area which is prime Turtle habitat	We have a dedicated team that inspects and repairs silt fences daily, and we provide reports to the authorities to very progress. Given the over 50km of silt fencing in the area, repairs are carried out in a prioritized manner. With respect to Emerald 40 Foot, we will continue to remind contractors to obey speed limits, to be extra vigilant for wildlife, and to continue to limit use of this road.
10	Is there a plan to repair Front Road?	Repairs to the crossing south of the project's island dock on Front Rd have been carried out. Additional repairs on Front Road will be carried out as required.
11	Why are there massive flat-bed trucks racing up and down Second Concession Road on yet another Sunday?	Project vehicles must follow posted speed limits as they relate to construction activities – speeds are monitored. The 2018 noise by-law amendment specifically allows Windlectric to proceed with certain construction activities after hours, including on Sundays, subject to certain terms and conditions. Windlectric intends to comply with the noise by-law as amended in relation to any work done on the weekend.
12	Why are workers passing the “no construction vehicles beyond this point” signage on Stella 40 Foot Road?	The by-pass road is in reference to heavy haul construction traffic. Various monitoring type activities, including traffic control for the benefit of the public, require a subset of workers to proceed within the heavy haul restricted route.
13	Why is Windlectric continually monitoring South Shore Road, this raises considerable dust with no mitigation, aggravates residents, endangers Blanding's Turtles, and damages a roadway subject to flooding.	Monitoring activities are required in order to maintain compliance with permits and commitments. These type of activities are typically carried out with lighter pick-up truck vehicles or similar, and monitors are trained professionals. Dust continues to be assessed and mitigated against – improvements have been made on that front and steps are being taken to improve even further.
14	Has the fire chief been notified and is prepared for any emergency?	Yes, Windlectric confirms that the fire chief has been notified and will continue to be notified. The fire chief has recently had correspondence with APAI confirming that the system in place is working well, pointing to a test drill carried out and actual emergency calls over the last couple of months (there were no issues).
15	Please advise if outages are planned and if residents have been notified.	All residents along the travel route have been notified and generators have been offered to those who require. To date some residents have asked and will receive generators to insure that there are no breaks in their service.