

Ministry of Transportation

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August 10, 2011

Ortech Environmental
804 Southdown Road
Mississauga, ON
L5J 2Y4

ATTN: LEAH DEVEAUX

Dear Ms. Deveaux:

Re: Sumac Ridge Wind Farm – Revised Conceptual Plans
Highway 35 & Gray Road, Geog. Township of Manvers, City of Kawartha Lakes

MTO is in receipt of your revised conceptual package dated July 28, 2011. The package included:

- Ortech Letter to MTO dated July 28, 2011
- Plan – Figure 2 – Above Ground Electrical Line Route, dated July 28, 2011
- Plan – Figure 3 – Entrance of Access Road for Turbines 1 & 3

The package has been reviewed and the following preliminary comments are offered by the ministry.

The Switching Station:

On Figure 2 plan, a switching station is depicted in the southwest quadrant of the Highway 35 and Gray Road intersection. As you are aware from our telephone discussions and previous MTO comments on this plan, MTO has an approved plan for the four laning of Highway 35, from Highway 7 southerly to Highway 115. It appears that you have applied the plans MTO sent in regards to the improvements and future needs of MTO. The switching station will need to be at a minimum setback of 14 metres from the future MTO property limit.

In addition to the setback, the entrance for the switching station on Gray Road will conflict with the future interchange that will be constructed at this location and MTO cannot endorse the entrance at the location proposed. The proposed entrance will need to be pushed westerly to get beyond the proposed ramp area. There are homes on the north side of Gray Road to the west and the entrance for the switching station should be located across from these existing residential entrances. As a requirement for the MTO building & land use permit, MTO will require a site plan showing both the

switching station and the entrance location for review and approval. The entrance design will be determined by the City of Kawartha Lakes, who will also be the issuer of the entrance permit.

Utility Above and Below Ground Lines:

The proposal suggests running lines on the east side of Highway 35 which will cross the highway twice in addition to an underground hydro crossing. Although MTO has no concerns with this proposal in concept, MTO will require a detailed engineering drawing depicting the utility lines, both above and underground with all depths shown for review and approval. Keep in mind that MTO does not permit any open cutting of the highway, only directional boring. As we discussed, if the switching station could be located in the northeast or southeast quadrant, it would be preferred by MTO as it would avoid the utility crossings of Highway 35. An MTO encroachment permit is required for the utility work that is proposed within the MTO right of way.

Proposed Highway 7A Access:

According to Figure 3, Ortech is proposing access to turbines 1 and 3 via an existing residential entrance on Highway 7A. As you know, MTO policy states that where alternate access exists via the municipal road system, then MTO does not permit highway access. During our telephone discussion last week, you explained that there is wetland and species at risk issues should Gray Road be extended to provide access to the site. Prior to approving a Highway 7A mutual entrance, MTO will require the environmental documentation supporting the need to avoid the Gray Road access alternative.

In addition, you have noted that discussions have already occurred and the owners of the property have agreed to provide access via their existing entrance on Highway 7A. MTO has specific requirements for mutual access arrangements which must be addressed prior to the issuance of a MTO entrance permit. A new permit would be required depicting the mutual access arrangement.

To ensure continuous access to both parties served by the mutual entrance, a right of way needs to be legally established to provide legal access across the landowner's property. The easement must be shown on the reference plan approved by the approving authority and the easement rights incorporated into the deeds of all lots involved. The ministry would require drafts of both the reference plan, the draft deeds showing the right of way and documentation from the landowner agreeing to the mutual access arrangement. MTO will require that the right of way be legally established and the documents submitted to MTO for review prior to registration.

In regards to the entrance upgrade, the ministry appreciates that extremely large loads will need to enter and exit the site from the Highway 7A entrance. Typically for a utility type operation, MTO would require that the entrance be upgraded to MTO standard CSAS-30. I have attached a copy of this standard for your reference. As discussed, your engineering group has minimum standard specs that enable the ingress/egress turning movements. It appears that the entrance design provided will be inadequate to accommodate your needs. Your engineering group may need to alter the entrance design, i.e. a compound radius and a taper or other design changes, in order to accommodate the trucks. Any design that deviates from the attached CSAS standard will need to be submitted for review and approval by the MTO.

Should the entrance needs require a substantial overdesign, MTO reserves the right to require the proponent to revise/reduce the entrance back to an acceptable standard post construction. This can be discussed as the review progresses.

Traffic Information:

MTO will require a Traffic Impact Statement be submitted, outlining access arrangements, timing of construction along with number of vehicles and types, number of employees maintaining the site and how often, types of vehicles, etc. Typically, wind turbine operations do not warrant a Traffic Impact Study but MTO does reserve the right to request a study should the initial traffic information be insufficient.

These are preliminary MTO comments only. These issues will need to be addressed to the satisfaction of the MTO prior to the issuances of any MTO permits.

If you have any questions, please do not hesitate to contact me.

Sincerely,

Cheryl Tolles
Corridor Management Planner
Eastern Region

cc: Don Lawrence, MTO, Corridor Management, Port Hope Area Office
Richard Holy, Planner, City of Kawartha Lakes