

Garden Plain Wind Project 2022 Draft Road Use and Traffic Plan

Overall goal is to minimize damage to County infrastructure from heavy truck traffic and to minimize inconveniences and impacts to residents in the area. The following are best practices that worked well during the construction of Halkirk 1 Wind Farm in 2012, and may be monitored and adjusted throughout the Garden Plain construction process of 2022.

Residential Dustproofing – the County can apply dustproofing product on the County roads passing in front of residents for a length of 300 m and bill TransAlta for the cost of the product (calcium) only. Alternatively TA may do same at their cost. There are only 2 residences identified that will require this treatment:

- Robert Gustavson on RR134 in the SE20-35-13
- Lee Gustafson on TR350 in the NE32-34-13

Road Use and Traffic Management – is designed to direct traffic away from TR352 (Lake Thelma Road – LTR) as it's a paved surface and would be prohibitively expensive for TransAlta to repair or replace the 2 miles which would be used in the construction period. The direction of “one way routing” is also utilized so that concrete trucks will meet as little as possible so that the loaded truck may remain in the middle of the County road to sustain the weights and avoid use of shoulders where damage is most likely to occur. Preparing high traffic areas prior to use with additional 1.5-2” gravel is highly recommended to prevent pounding out and repairing after damage has occurred.

Lake Thelma Road – LTR – is not to be used by any HEAVY traffic however is free to be used for light traffic, and may be crossed by heavy traffic as noted below. Empty turbine component delivery trucks may use to return to Hwy 36 as noted below.

Road Upgrades:

- TR350 west of Hwy 36 for approx. .5 mile to turbine site A6
- TR354 east for 2 miles from Hwy 36 to RR134.
- RR135 south of TR354 for approx. 1.7 mile to turbine site B1
- RR134 south of TR354 for approx. 2.8 mile to turbine site C3

Intersection Widenings – required for wide radius turning off TR354 onto RR135 and RR134 southbound. TA to perform and remove upon completion.

Speed management – all construction traffic (light and heavy) in the Garden Plain project are to monitor a MAX 60 km/h rate.

Deliveries of Turbine components

A6 – access off of Hwy 36 west to and from site on TR350 which will need improvements prior to use – TA to perform and leave as improved.

B1 – access from RR135 coming in from north off TR354 east from Hwy 36 to deliver components, and will return empty via same route to Hwy 36.

B2-B5 – access to and from Hwy 36 – no county roads used

C1-C3 – access from RR134 coming in from north off TR354 east from Hwy 36 to deliver components, and will return empty via same route to Hwy 36

C4-C5 – access to and from site on TR350 to Hwy 36 – any trucks that meet are to have the empty truck pull over and stop to allow loaded truck to pass in middle

D4-D5 - access to site on TR350 east from Hwy 36 and return via same route – any trucks that meet are to have the empty truck pull over and stop to allow loaded truck to pass in middle

D1-D3 – access to new RR133 (in SA as built by TA) on TR350 east from Hwy 36 and return via same route – any trucks that meet are to have the empty truck pull over and stop to allow loaded truck to pass in middle

E5 - access to RR140 in SA on TR350 east from Hwy 36 – any trucks that meet are to have the empty truck pull over – concern of not stacking/staging trucks on TR350 will require coordination and communication

Concrete Foundation pour traffic

A6 – access off of Hwy 36 to and from site on TR350 which will need improvements prior to use – TA to perform/ maintain and leave as improved

B1 – loads from plant to use TR350 to Hwy 36 north to TR354 and then down RR135 coming in from north to deliver concrete, return to plant via same route

B2-B5 – access to Hwy 36 from plant on TR350 and return on same. Trucks that meet are to have the empty truck pull over and stop to allow loaded truck to pass in middle.

C1 - loads from plant to use TR350 to Hwy 36 north to TR354 and then down RR134 coming in from north to deliver concrete, return to plant via same route

C2-C3 – trucks leave plant and head east on TR350 and north on RR134 to sites and unload. Empty trucks to return via same route. Any trucks that meet are to have the empty truck pull over and stop to allow loaded truck to pass in middle.

C4-C5 – internal traffic from plant site – no County roads used.

D1-D5 - from plant to sites on TR350 going east and to RR133 then south to sites for all D Turbines, return to plant via same route on TR350. Any trucks that meet are to have the empty truck pull over and stop to allow loaded truck to pass in middle.

E5 – to and from plant to site on TR350 - Trucks that meet are to have the empty truck pull over and stop to allow loaded truck to pass in middle.

All other Series A and Series E turbine sites in SA – may leave plant loaded on TR350 to Hwy 36 and return via same route.

Communications:

Heavy traffic meeting on routes – as noted by TA that all concrete and turbine delivery trucks will be in radio contact, and with regular and constant radio communications any potential meetings between heavy trucks may be reduced and/or avoided by vehicles waiting in plant site or at turbine site to coordinate entrance and exit traffic.

TA will keep the County informed of scheduled works on various roads so that the info may be published on County web, bulletin and social media for the public awareness.

TA rep will keep the landowners informed of scheduled works so that impacts to moving of agricultural equipment will be minimized and flow with ease.