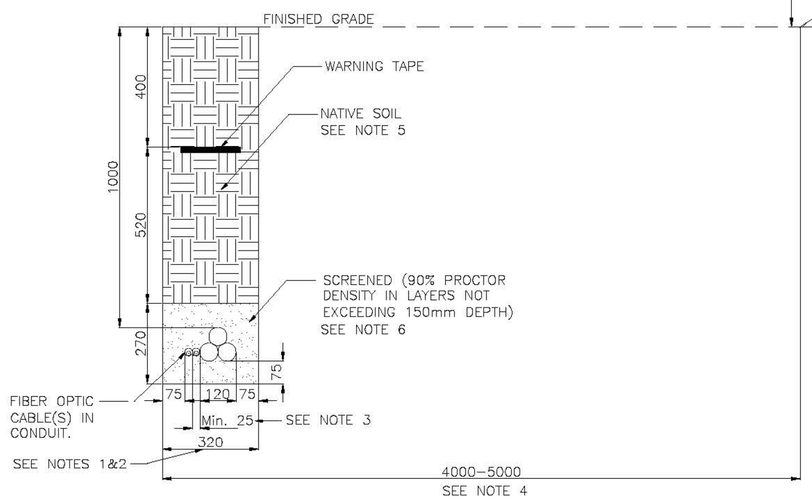
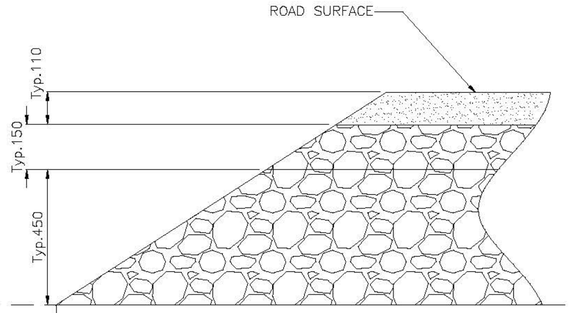
NOTES:

1. CABLE TRENCH WIDTH MIN. 320 mm FOR MAX SUPPLY. CABLE SIZE OF 1000 kcmil AND MAX. FIBRE OPTIC CABLE IN CONDUIT IS 2.5mm DIAMETER.
2. FULL MECHANICAL EXCAVATION ONLY. (NO HUMAN LABOUR IN THE TRENCH).
3. IN CASE FIBRE OPTIC CABLE IS OF ARMORED OR METALLIC SHEATHED, DISTANCE TO SUPPLY CABLE AND OVERALL TRENCH WIDTH SHOULD BE INCREASED TO 300 mm AND 600 mm RESPECTIVELY.
4. TRENCH CONSTRUCTION SHOULD NOT DISTURB THE MANUCIPAL/COUNTY ROAD, NOR ITS PAVED SHOULDERS.
5. NATIVE SOIL SHALL BE COMPACTED TO PROPER DENSITY TO AVOID THE SOIL TO SINK AFTER CONSTRUCTION.
6. PROCTOR DENSITY TO BE INCREASED IF VEHICULAR TRAFFIC IS EXPECTED.

SECTION FOR 1 CIRCUIT





TYPICAL UNDERGROUND SUPPLY AND FIBER OPTIC CABLES RUN LAYOUT FOR FLAT TRENCH

NO.	DESCRIPTION	NO.	DATE	DESCRIPTION	PREPARED	REVIEW	DESIGN	AUTHORIZE
		B	12/03/17	ISSUED FOR IFB REVIEW	DH	AF	AF	RE
		A	12/03/18	ISSUED FOR PRELIMINARY REVIEW	IO	AF	AF	RE
REFERENCE DRAWINGS		REVISIONS /ISSUE			DRAFTING		ENGINEERING	

SUB CONSULTANT(S):

PERMIT STAMP

SEAL

DESIGNED BY:	PREPARED BY:	REVIEWED BY:
A. FIRZA	D. BOWERS	R. EFTEKHARI
AUTHORIZED BY:	DATE:	SCALE:
	2013/03/11	N.T.S.

CLIENT:

NEXTera ENERGY CANADA

TETRA TECH

PROJECT NAME:
EAST DURHAM COLLECTION SYSTEM

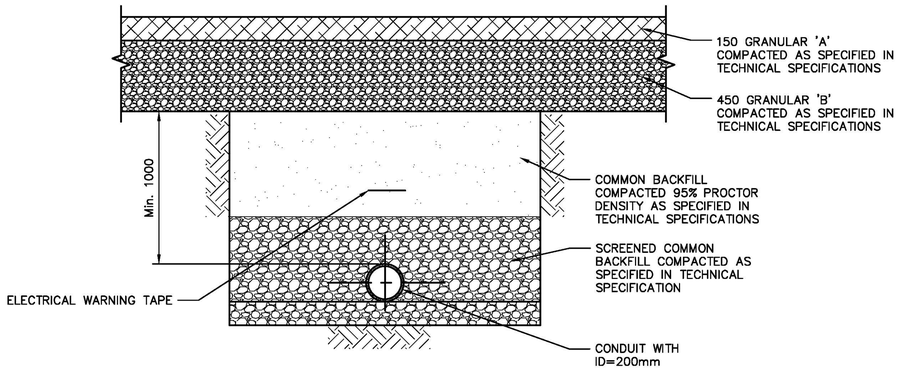
DRAWING DESCRIPTION:
TYPICAL CABLE TRENCH INSTALLATION WITHIN THE ROAD ALLOWANCE

DRAWING NO.: 1291651200-DWG-E3015

REV.: B

3D MODEL REF No:

DM (36" x 24")

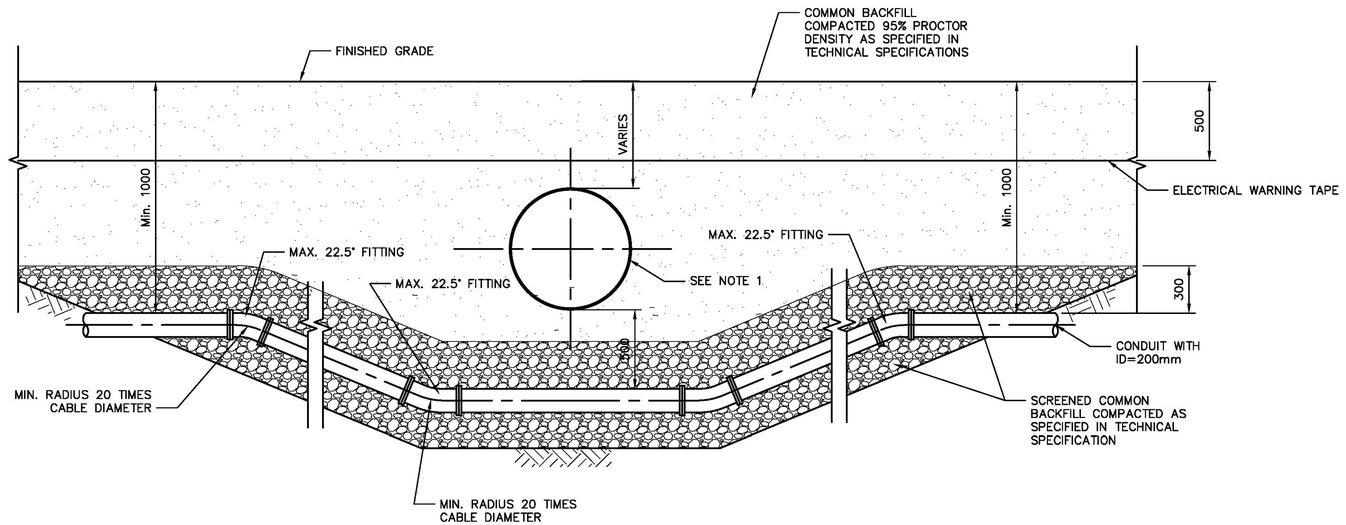


OPTION 2–TYPICAL OPEN CUT SECTION FOR ROAD CROSSING

SCALE: NTS

NOTES:

1. CONTRACTOR MUST LOCATE THE EXISTING PIPE ON SITE, PRIOR TO EXCAVATION. THE EXISTING PIPE MUST BE SUPPORTED AT THE CONTRACTORS DISCRETION..
2. ALL DIMENSIONS ARE IN MILLIMETERS.
3. CONTRACTOR MUST LOCATE AND VERIFY THE LOCATION OF BURIED SERVICES PRIOR TO EXCAVATION.
4. ANY EXCAVATION OF EXISTING AREAS SHALL BE BACKFILLED AND RESTORED TO PRE–CONSTRUCTION CONDITIONS.



OPTION 2–TYPICAL OPEN CUT SECTION FOR PIPE CROSSING IN ROAD ALLOWANCE

SCALE: NTS

NO.	DESCRIPTION	NO.	DATE	DESCRIPTION	PREPARED	REVIEW	DESIGN	AUTHORIZE
REFERENCE DRAWINGS		REVISIONS/ISSUE			DRAFTING		ENGINEERING	

SUB CONSULTANT(S):

PERMIT STAMP:

SEAL:

DESIGNED BY:	PREPARED BY:	REVIEWED BY:
G. CHAHAL	I. OLIN	I. AZIZ
AUTHORIZED BY:	DATE:	SCALE:
I. AZIZ	2013/03/13	N.T.S.

CLIENT: NEXTERA ENERGY CANADA

TETRA TECH

PROJECT NAME: EAST DURHAM COLLECTION SYSTEM

DRAWING DESCRIPTION: TYPICAL OPEN CUT SECTIONS FOR CROSSING ROADS AND PIPE SERVICES

DRAWING NO: 1291651200-SKT-C0004-A

REV: A

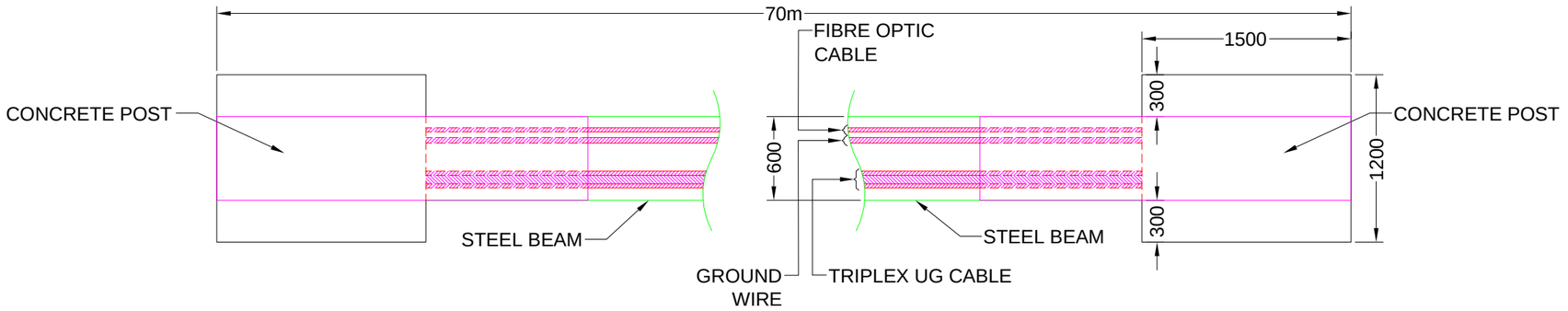
3D MODEL REF No:

DM (36" x 24")

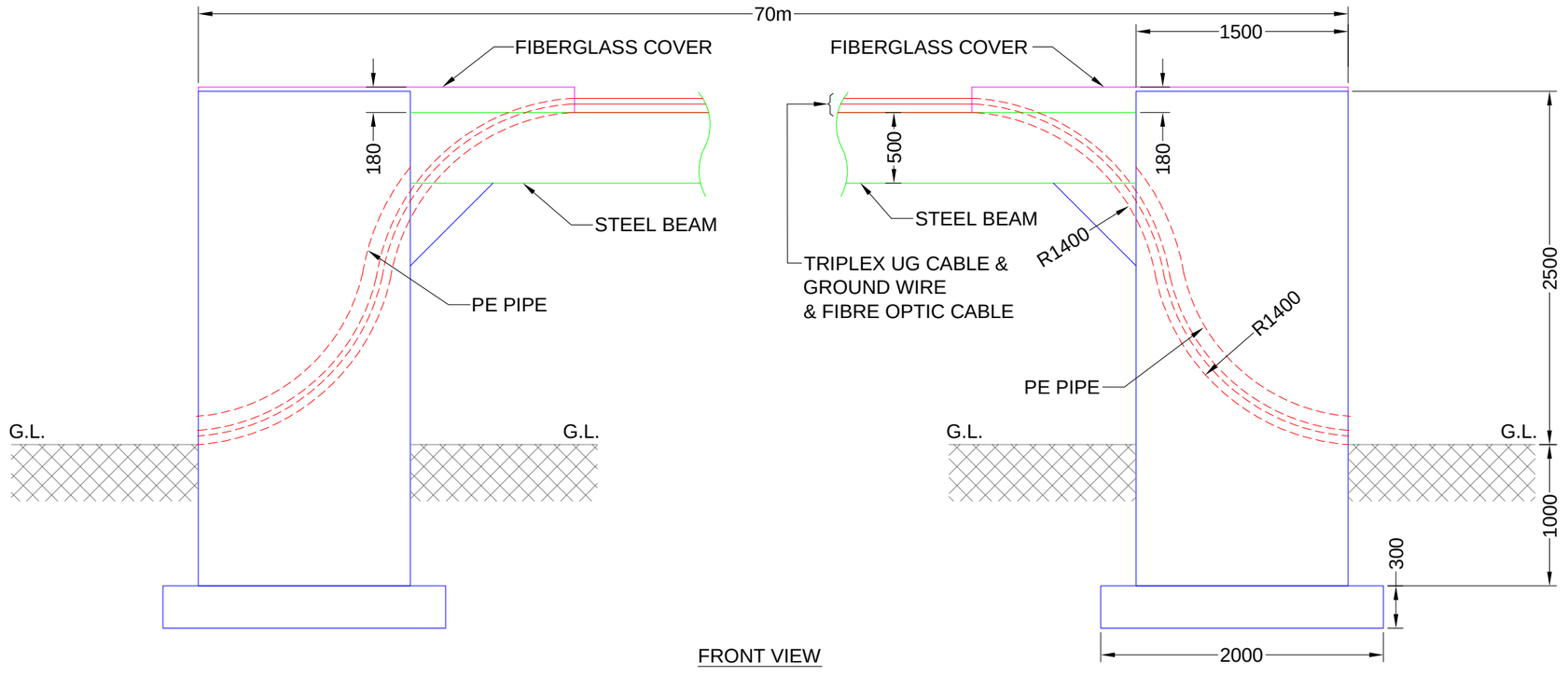
APPENDIX 'D'

DRAWINGS SHOWING ATTACHMENT OF DISTRIBUTION SYSTEMS

TO BRIDGE OVER SAUGEEN RIVER



TOP VIEW



FRONT VIEW

PRELIMINARY DRAWING

NOT TO BE USED FOR CONSTRUCTION

NO.	DATE	DESCRIPTION
REVISIONS/ISSUE		

PREPARED	REVIEW	DESIGN	AUTHORIZE
DRAFTING		ENGINEERING	

AUTHORIZED BY:

DATE: 2012/11/14

CLIENT DRAWING NO.

NO.	DESCRIPTION
REFERENCE DRAWINGS	

TETRA TECH

CLIENT: NEXTERA EAST DURHAM WINDFARM

DRAWING DESCRIPTION

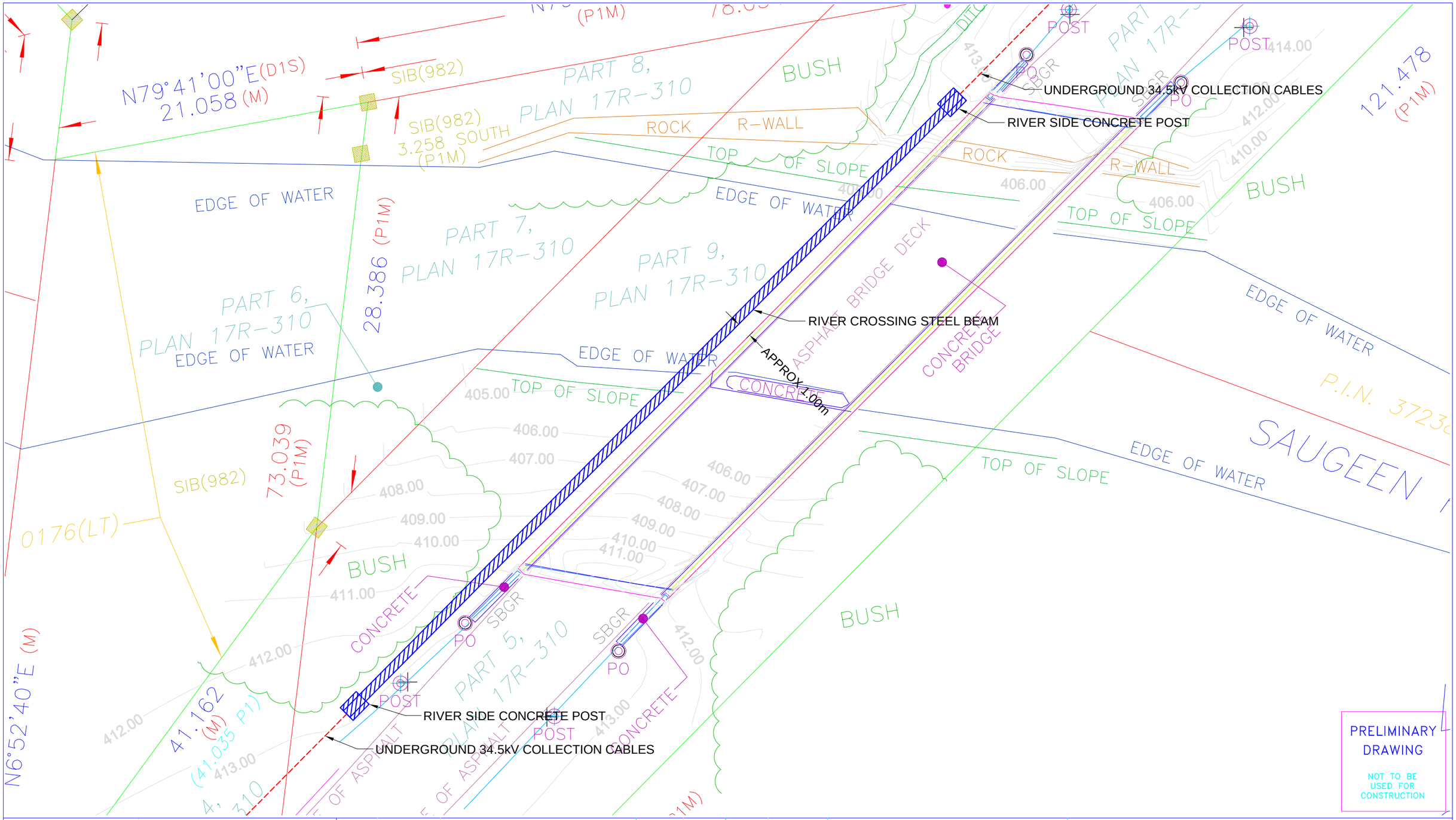
34.5kV COLLECTION SYSTEM SAUGEEN AERIAL RIVER CROSSING (UG CABLE)

DESIGNED BY:	DRAWN BY:	DRAWING NO.	REV.
AF	DB	1291651205-SKT-E0001	A

REVIEWED BY: RE

SCALE: NTS

B (17" x 11")



PRELIMINARY DRAWING

NOT TO BE USED FOR CONSTRUCTION

NO.	DATE	DESCRIPTION
REVISIONS/ISSUE		

PREPARED	REVIEW	DESIGN	AUTHORIZE
DRAFTING		ENGINEERING	

AUTHORIZED BY:

DATE: 2012/11/14

CLIENT DRAWING NO.

NO.	DESCRIPTION
REFERENCE DRAWINGS	

TETRA TECH

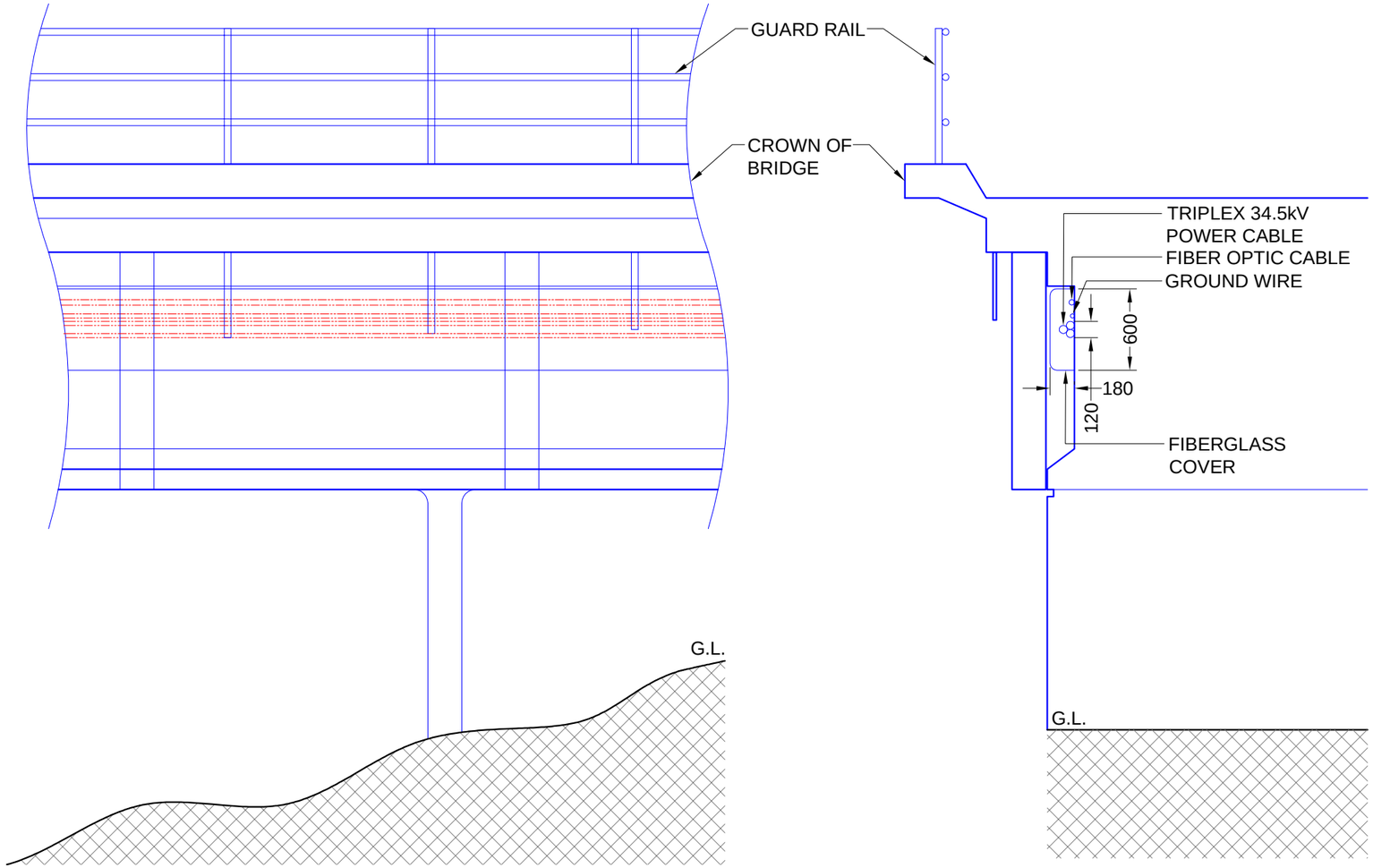
CLIENT: NEXTERA EAST DURHAM WINDFARM

DRAWING DESCRIPTION

34.5kV COLLECTION SYSTEM SAUGEEN AERIAL RIVER CROSSING PLAN VIEW (UG CABLE)

DESIGNED BY:	DRAWN BY:	DRAWING NO.	REV.
AF	DB	1291651205-SKT-E0002	A
REVIEWED BY: RE	SCALE: NTS		

B (17" x 11")



PRELIMINARY DRAWING

NOT TO BE USED FOR CONSTRUCTION

NO.	DESCRIPTION
REFERENCE DRAWINGS	

NO.	DATE	DESCRIPTION	PREPARED	REVIEW	DESIGN	AUTHORIZE
REVISIONS/ISSUE			DRAFTING		ENGINEERING	

TETRA TECH

AUTHORIZED BY:

DATE: 2012/11/14

CLIENT DRAWING NO.

CLIENT: NEXTERA EAST DURHAM WINDFARM

DRAWING DESCRIPTION:
34.5kV COLLECTION SYSTEM
SAUGEEN RIVER CROSSING
CABLE ATTACHMENT TO THE BRIDGE

DESIGNED BY:	DRAWN BY:	DRAWING NO.	REV.
AF	DB	1291651205-SKT-E0003	A
REVIEWED BY: RE	SCALE: NTS		

B (17" x 11")

Exhibit B, Tab 7, Schedule 1

Potential Impacts

POTENTIAL IMPACTS

7.0 POTENTIAL IMPACTS

In determining where in the Road Allowances it intended to locate the Distribution System, East Durham has taken the following measures to minimize any potential prejudice to the Municipality:

- East Durham and its consultants have conducted a detailed siting process for the Project, involving extensive government and public consultation through the Renewable Energy Approval process, and ultimately located the Distribution System so as to balance the relevant environmental, social, technical and economic considerations.

- The Renewable Energy Approval application identified and developed mitigation measures for all significant environmental effects of the Project.

- Prior to construction, East Durham will prepare a plan to minimize potential construction and environmental effects of the Project. The installation of the Distribution System within the Road Allowances will involve good site practices and procedures, including specifications regarding soil conservation, disposal and/or segregation of excavated material, sediment control, dust control, artificial drainage system maintenance and soil compaction control.

- Under the Proposed Agreement put forward by East Durham, as discussed in Exhibit B, Tab 4, Schedule 1, East Durham would have provided certain benefits and protections to the Municipality with respect to the construction, installation, operation, maintenance and decommissioning of the Distribution System. Under the Proposed Agreement, East Durham would have provided certain benefits and protections to the Municipality in respect of the construction, installation, operation, maintenance and decommissioning of the Distribution System (see Exhibit B, Tab 4, Schedule 1, Appendix A). For example, East Durham would have undertaken the work at its own expense in accordance with

good engineering practices, and used reasonable efforts to avoid unnecessary adverse impacts on the public use of the Road Allowances. East Durham would have also repaired the surface of any Road Allowances that was broken in the course of the work.

- As a condition of its Renewable Energy Approval, East Durham will be required, at the end of the Project's useful life, to decommission the Project in accordance with that approval and the requirements of the Ministry of the Environment.

Given these measures, the Municipality faces no significant prejudice regarding East Durham's proposed location of the Distribution System within the Road Allowances.

However, should the Municipality continue to refuse to agree to the location of the Distribution System within the Road Allowances, East Durham could be prejudiced. For example, the Municipality's constructive refusal to agree to the location of the Distribution System within the Road Allowances (which has given rise to the present Application) could result in increased equipment storage, lost revenue and other costs.