

Transport Route Study

Forest Wind

within

Fraser Coast Regional Council and Gympie Regional Council

for

Forest Wind Holdings Pty Limited

**Document Reference: 15-200-TRS
October 2019**

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Travis Smith
RPEQ 16400
4 October 2019

STATEMENT OF LIMITATION

Data and conclusions of this report are the findings and opinions of icubed consulting and are not an expressed or implied representation, warranty or guarantee. This report has been prepared for Forest Wind Holdings Pty Limited. icubed Consulting does not accept liability for any third party's use or reliance on this report.



1. Introduction

icubed was commissioned by Forest Wind Holdings Pty Limited to undertake an assessment of the Transport Route for Forest Wind. The assessment will be used to facilitate the development approval application for Forest Wind.

This report details the results of this assessment, including an evaluation of:

- Existing conditions of the proposed transport route from the Port of Brisbane to the site;
- Identifying the key intersections and turning movements the truck will undertake;
- Investigating the most appropriate turning path for the truck to undertake at the key locations;
- Vehicle Swept path analysis of intersections along the proposed transport route;
- Identification of any road or intersection upgrades required to enable transportation of vehicles to site.

Preliminary investigations were conducted from a desktop study using aerial imagery and physical measurements of key overpasses.

Overall, although a number of conflicts exist, it is considered that a viable route to the project site is available, subject to resolving the potential conflicts with the relevant stakeholders.

Of the multiple elements of wind farm infrastructure to be transported, turbine blades present the largest challenge logistically as they must be transported as a single piece.

For the purpose of this assessment, the worst-case intersection usage has been adopted for the Bruce Highway / Neerdie Road access. Once a contractor has been selected, we recommend this report be revised.

1.1 Limits of Report

The above tasks have been carried out based on information supplied by other members of the project team, a desktop review and information from relevant authorities. These are detailed in the report.

While icubed has taken care in the preparation of this report, it neither accepts liability nor responsibility whatsoever in respect of;

- Any use of this report by any third party; and
- Any third party whose interests may be affected by any decision made regarding the contents of this report.

2. Existing Conditions

2.1 Site Location

The subject site is located within an actively managed and operational exotic pine plantation in Queensland Government owned Toolara, Tuan and Neerdie State Forests, situated between Gympie and Maryborough in the Wide Bay Region of Queensland.

The Wind Farm, as shown in Figure 1, will be constructed over the following lots:

Lot 1004 FTY1659, Lot 1419 FTY 1697 and Lot 915 FTY1775.

The existing forestry site is accessible from multiple access points, some of which will be upgraded and used to facilitate the Wind Farm.

The proposed site layout is attached in Appendix A.

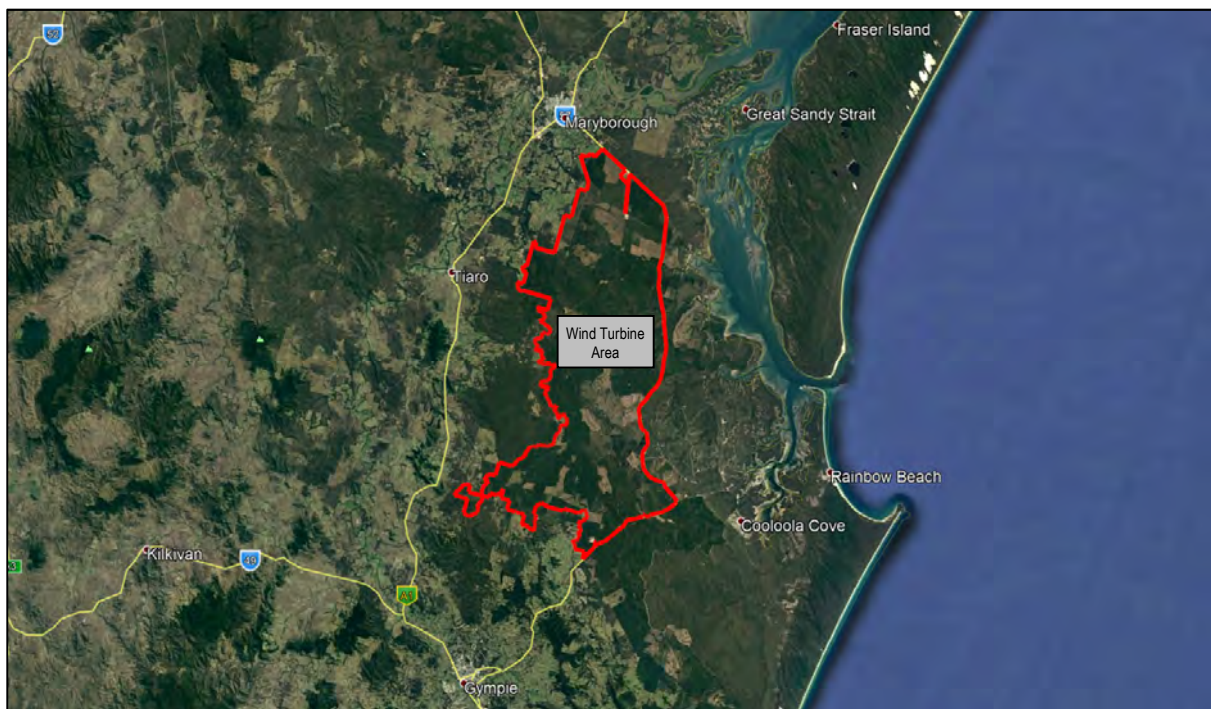


Figure 1 Site Locality Plan
Source Google Earth 2019



3. Proposed Development

3.1 Description of Proposed Development

The proposed development will comprise of a Wind Farm which has been assumed, for the purpose of this assessment, to be built in a single stage, with the project execution to be over approximately 4 years. It is anticipated that the Wind Farm will comprise of up to 226 wind turbine generators (WTG) spread across the subject site, with each having a maximum ground to tip height of up to 295m, and being approximately 6MW (+/- 3MW) which will generate a maximum of 1200MW collectively. Each WTG tower base final configuration is still to be finalised, but the WTG blade configuration may be up to 84m in length.

The proposed site layout is attached in Appendix A.

4. Oversize Transport Route

4.1 Proposed Oversize Transportation Route

The proposed transportation route is shown in Figure 2, with a detailed list of the route path in Table 1.

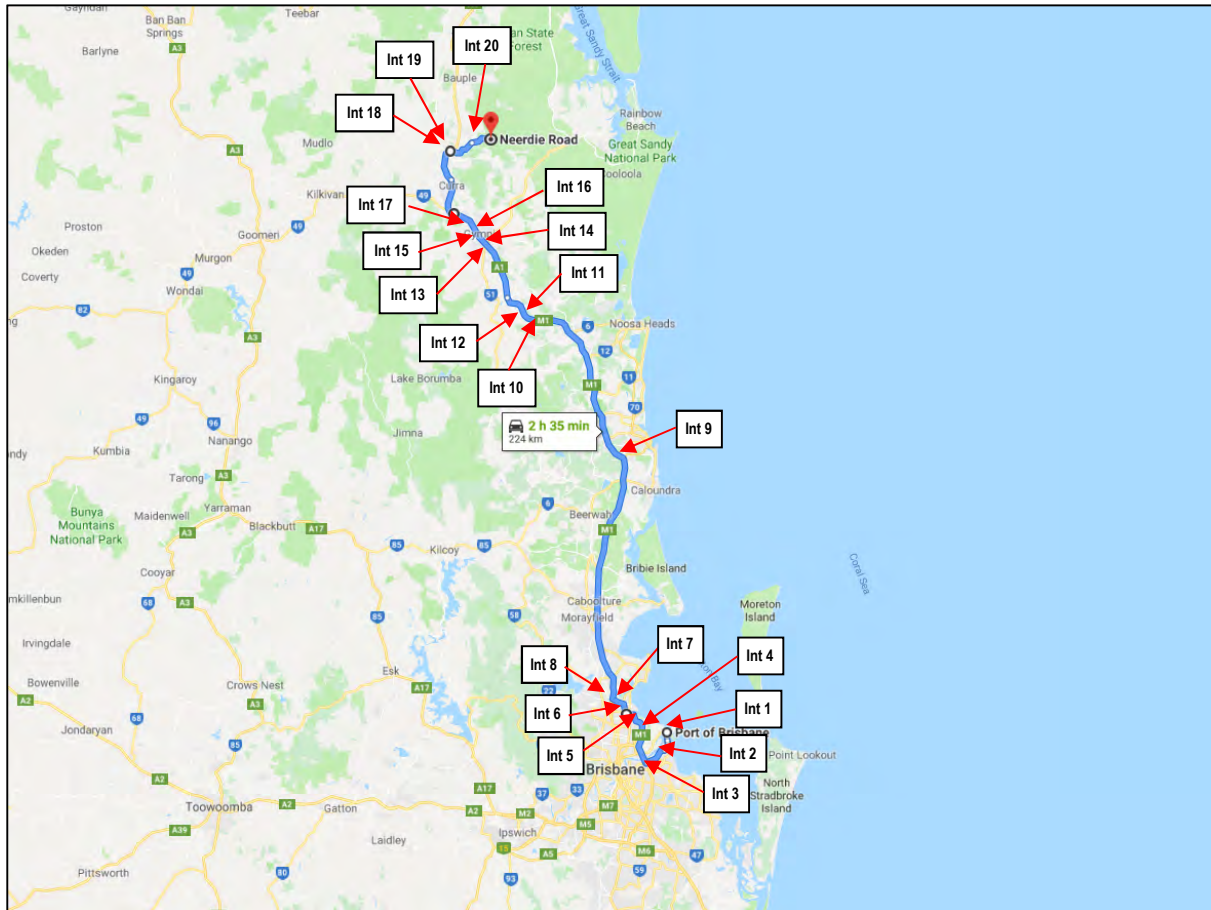


Figure 2: Proposed Oversize Transportation Route
 Source: Google Maps

Table 1: Oversize Transportation Route

Transport Route Description	Constituting Roads
Port of Brisbane to Forest Wind	Bishop Drive Lucinda Drive Port Drive Port of Brisbane Motorway Gateway Motorway Bruce Highway Neerdee Road

The impacts of the final port of entry have been excluded from this report as further information about port logistics and protocol would be required. Rather, an arbitrary access point has been chosen to form the start of the assessment route. The assessment undertaken considers a one-way (north-bound) trip only.

4.2 Design Vehicles

The delivery vehicle providing the worst-case horizontal alignment during the construction of the Wind Farm will be a Wind Turbine Generator Blade Trailer vehicle as shown in Figure 3. Given the large size of the blade trailer vehicle, it has been considered that by upgrading intersections and roads to cater for this vehicle, that it will provide for the worst-case scenario. The specific design vehicle or configuration to be used for analysis, and the wind turbines have not been detailed in terms of dimensions. The oversize vehicles will be escorted to site.

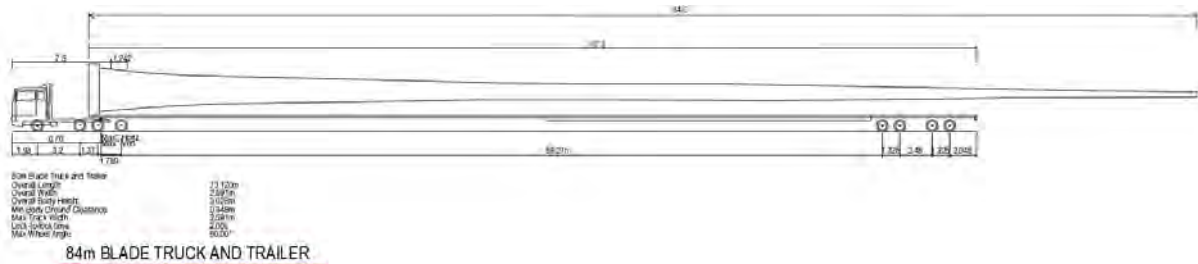


Figure 3: Dimensions of a Typical Oversize Vehicle for Wind Turbine Generator Blade Transportation

The vehicle providing the worst-case vertical alignment is the trailer delivering the turbine tower base; however, the diameter of this is has not been determined as of yet. To allow for the selection of tower base diameter, maximum overhead obstruction clearances have been investigated in Section 4.5 and results summarised in the conclusion of this report.

Other large vehicles that are likely during construction such as oversize vehicles for deliveries of power poles or B-Double vehicles for other material deliveries are considered to be much smaller in size than the blade trailer vehicle.

4.3 Transport Permits

The use of oversize vehicles in transportation of Wind Turbine Generator components and wind transmission line components will require the Contractor's appointed transportation company to apply for permits to the National Heavy Vehicle Regulator (NHVR). As part of obtaining the oversize permits, the proposed transport route will be assessed by NHVR and other referred assessors such as the Department of Transport and Main Roads.

4.4 Oversize Length Assessment

A desktop assessment was conducted to determine the viability of key intersections and road curves along the anticipated Transport Route. A swept path has been completed using Vehicle Tracking software within AutoCAD to identify if temporary upgrades are required to intersections to enable the oversize vehicles to travel to the site.

The swept path assessment was carried out with an 84m long blade and trailer configuration, as this is the expected length of the current WTG model being considered for the Wind Farm.

Table 2 summarises the road intersections and curves that were reviewed as potential areas of concern along the transport route for the blade trailer vehicle, with drawings showing the manoeuvres and required upgrades in Appendix B.

Table 2: Review of Intersections and Road Curves along Oversize Transportation Route

Location No.	Intersections	Map Reference Coordinates	Vehicle Manoeuvre	Modifications Required
1	Bishop Drive / Lucinda Drive, Port of Brisbane (Fisherman Island)	-27.371985, 153.185811	Right hand turn	Yes ₁
2	Lucinda Drive / Port Drive, Port of Brisbane (Fisherman Island)	-27.394669, 153.163221	Left hand turn	No
3	Port Drive / Gateway Motorway, Murarrie	-27.457407, 153.109137	Right hand curve	Yes ₁
4	Gateway Motorway, Nudgee	-27.378710, 153.094157	Right hand curve	No
5	Gateway Motorway, Boondall	-27.339912, 153.074865	Left hand curve	No
6	Gateway Motorway, Taigum	-27.335749, 153.052333	Right hand curve	No
7	Gateway Motorway, Bracken Ridge	-27.313237, 153.046225	Left hand curve	No
8	Gateway Motorway / Bruce Highway, Bald Hills	-27.301080, 153.016448	Right hand curve	Yes ₁
9	Bruce Highway, Sunshine Coast	-26.723341, 153.044555	Left hand curve	Yes _{1, 2}
10	Bruce Highway, Federal	-26.390978, 152.830407	Left- and right-hand curve	No
11	Bruce Highway, Coles Creek	-26.354993, 152.767041	Left hand curve	No
12	Bruce Highway, Coles Creek	-26.349071, 152.740065	Right hand curve	No
13	Bruce Highway, Monkland	-26.213996, 152.682070	Left hand curve	No
14	Bruce Highway, Monkland	-26.206718, 152.674099	Left hand curve	No
15	Bruce Highway, Gympie	-26.199636, 152.667056	Left- and right-hand curve	Yes ₁
16	Bruce Highway, Gympie	-26.194860, 152.661480	Left- and right-hand curve	No
17	Bruce Highway, Gympie	-26.179645, 152.650482	Left hand curve	Yes ₁
18	Bruce Highway / Neerdie Road, Gunalda	-25.982534, 152.576089	Right hand turn	Yes ₁
19	Neerdie Road, Gunalda	-25.984160, 152.577096	Left hand curve	Yes ₁
20	Neerdie Road, Gunalda to all intersections / site access	-25.982933, 152.585288	Right hand curve	Yes ₁
<p>₁ Refer to Section 5 for road and intersection upgrade requirements</p> <p>₂ Intersection is currently under construction and will need to be reviewed at the time of material/equipment transportation</p>				

4.5 Overhead Obstruction Assessment

To check the vertical clearance along the transport route, a review has been carried out on each of the overpasses along the route to ensure adequate clearance is available. All overhead obstructions along the anticipated Transport Route have been identified, with heights given where available. Where the overpass heights were not available or were signed as below 6.0m high, a physical site inspection was conducted to obtain the height.

Table 3 summarises the heights of the overpasses along the transport route for the blade trailer vehicle.

Table 3: Review of Points of Interest and Road Curves along Oversize Transportation Route

Location No.	Points of Interest	Map Reference Coordinates	Overpass Height (m) - Signed	Overpass Height (m) - Measured
1	Queensland Bulk Handling Overpass	-27.391378, 153.163843	9.8	-
2	Lucinda Dr Overpass	-27.393951, 153.163950	6.8	-
3	Pritchard Street Overpass	-27.424857, 153.147835	7.7	-
4	Lindum Road Overpass	-27.439863, 153.137466	6.2	-
5	Hemmant Tingalpa Road Overpass	-27.447259, 153.126496	6.1	-
6	Paringa Road Overpass	-27.451651, 153.114702	6.1	-
7	Lytton Road Overpass	-27.455893, 153.106616	Unsigned	6.75
8	Sign bridge	-27.451360, 153.104314	Not posted ₂	-
9	Sign bridge	-27.451000, 153.104129	Not posted ₂	-
10	Sign bridge	-27.447363, 153.102079	Not posted ₂	-
11	Sign bridge	-27.443499, 153.099921	Not posted ₂	-
12	Sign bridge	-27.439482, 153.097665	Not posted ₂	-
13	Sign bridge	-27.430854, 153.093378	Not posted ₂	-
14	Sign bridge	-27.422591, 153.089769	Not posted ₂	-
15	Tradecoast Drive Overpass	-27.421350, 153.089104	Unsigned	6.6
16	Sign bridge	-27.415665, 153.086748	Not posted ₂	-
17	Rail bridge	-27.415301, 153.086703	Street view unavailable	6.25
18	Sign bridge	-27.408331, 153.088710	Not posted ₂	-
19	Moreton Drive off-ramp	-27.406032, 153.090781	Unsigned	7.15
20	Moreton Drive on-ramp	-27.405235, 153.091495	Unsigned	8.25
21	Sign bridge	-27.400490, 153.093825	Not posted ₂	-



Location No.	Points of Interest	Map Reference Coordinates	Overpass Height (m) - Signed	Overpass Height (m) - Measured
22	Sign bridge	-27.393106, 153.093045	Not posted ₂	-
23	Southern Cross Way Overpass	-27.392767, 153.093043	Unsigned	6.25
24	Sign bridge	-27.372759, 153.096404	Not posted ₂	-
25	Nudgee Road overpass	-27.372576, 153.096439	6.1	-
26	Overhead power lines	-27.365716, 153.097380	Not posted ₂	-
27	Sign bridge	-27.362196, 153.095287	Not posted ₂	-
28	Sign bridge	-27.336804, 153.053874	Not posted ₂	-
29	Sign bridge	-27.331725, 153.050663	Not posted ₂	-
30	Gateway Motorway off ramp	-27.325264, 153.051202	Unsigned	6.95
31	Barrett Street pedestrian overpass	-27.320701, 153.050163	6.6	-
32	Wyampa Road Overpass	-27.304008, 153.021701	5.9	-
33	Sign bridge	-27.288779, 153.019794	Not posted ₂	-
34	Brays Road Overpass	-27.259658, 153.018571	6.2	-
35	Moreton Bay Rail Overpass and Cycleway	-27.250455, 153.018666	6.5	-
36	Anzac Avenue	-27.246739, 153.016965	6.0	-
37	Plantation Road Overpass	-27.231675, 153.003205	Unsigned	7.45
38	Boundary Road Overpass	-27.211033, 152.991646	Unsigned	6.9
39	Potassium Street Overpass	-27.200511, 152.988691	5.2	6.75
40	Deception Bay Road Overpass	-27.178674, 152.983669	5.4	6.6
41	Arthur Drewett Drive Overpass	-27.153235, 152.977586	5.3	5.55
42	Uhlmann Road Overpass	-27.139137, 152.977921	5.8	6 ₁
43	Buchanan Road Overpass	-27.108059, 152.976367	5.4	5.75 ₁
44	Sign bridge	-27.092059, 152.975494	Not posted ₂	-
45	Bribie Island Road Overpass	-27.085677, 152.975263	5.4	5.8 ₁
46	D'Aguilar Highway Overpass	-27.071539, 152.977115	6.4	-
47	Pumicestone Road Overpass	-27.039632, 152.977837	6.5	-
48	Red Road Overpass	-26.957486, 152.987380	5.4	5.6 ₅



Location No.	Points of Interest	Map Reference Coordinates	Overpass Height (m) - Signed	Overpass Height (m) - Measured
49	Johnston Road Overpass	-26.919277, 152.994679	5.4	5.6 ₅
50	Roys Road Overpass	-26.851485, 153.026773	6.4	-
51	Caloundra Road Overpass 1	-26.774076, 153.042930	Construction Area (5.3) ₆	-
52	Caloundra Road Overpass 2	-26.773629, 153.042978	Construction Area (5.3) ₆	-
53	Caloundra Road Overpass 3	-26.773217, 153.042995	Construction Area (5.3) ₆	-
54	Overhead power lines	-26.728557, 153.046269	Not posted ₂	-
55	Ilkley Road Overpass	-26.705309, 153.018928	Unsigned ₄	-
56	Maroochydore Road Overpass 1	-26.674323, 152.999052	5.5	5.75 ₁
57	Maroochydore Road Overpass 2	-26.672893, 152.998444	5.5	5.75 ₁
58	Kiel Mountain Road Overpass	-26.656590, 152.993110	Unsigned ₄	-
59	Parklands Overpass	-26.596042, 152.971454	5.6	7.75
60	Yandina Bli Bli Road Overpass	-26.564697, 152.966267	6.1	-
61	Yandina-Coolum Road Overpass	-26.559157, 152.966686	5.6	5.7 ₁
62	Ninderry Road Overpass	-26.548002, 152.960443	5.7	6.2
63	N Arm Yandina Creek Road Overpass	-26.521821, 152.954579	6.0	7.0
64	Eumundi-Noosa Road Overpass	-26.487069, 152.946753	5.5	6.4
65	Eumundi-Kenilworth Road Overpass	-26.465995, 152.935573	5.8	6.35
66	Cooroy Belli Creek Road Overpass	-26.426344, 152.904850	6.1	-
67	Bagnalls Road Overpass	-26.420093, 152.896479	Unsigned	6.85
68	Mary River Road Overpass	-26.414715, 152.891847	6.1	-
69	Black Mountain Range Road Overpass	-26.391853, 152.855723	Unsigned	7.85
70	Overhead power lines	-26.392117, 152.828494	Not posted ₂	-
71	Coles Creek Road Overpass	-26.362506, 152.772414	7.3	-
72	Mary Valley Link Road Overpass	-26.339838, 152.732139	Not posted	7.35
73	Overhead power lines	-26.208553, 152.675129	Not posted ₂	-



Location No.	Points of Interest	Map Reference Coordinates	Overpass Height (m) - Signed	Overpass Height (m) - Measured
74	Mary Valley Road Overpass (See Section 5.0 and drawing 15-200-TR021 in Appendix B)	-26.205314, 152.672035	5.0	5.1 ₁
75	27x sets of overhead power lines	Gympie	Not posted ₂	-

₁ There is an alternate route available with the on-off ramps
₂ Toll bridges, signs and powerline clearances will need to be determined
₃ No local apparent alternate route
₄ Unsigned overpasses, but has more than adequate height
₅ An alternate route is available through the off-ramp to Steve Irwin Way, right onto Moffatt Road, through to Anderson Road and Johnston Road, and left onto the Bruce Highway.
₆ These overpasses are currently within a construction zone and as such are inaccessible. Final figuration to be confirmed, but an alternate route is expected to be available with the on-off ramps.

4.6 Mass Limit Assessment

The Transport Route from the Port of Brisbane to Neerdie Road was assessed using the National Heavy Vehicle Regulator's Portal. From this assessment it was determined that the roads assessed within the Swept Path analysis were approved Higher Mass Limit roads, with the exception of Neerdie Road. Neerdie Road is not currently approved as a higher mass limit road, but an application to have it placed on the register can be arranged should it be required.

Table 4 summarises the mass limits used in the NHVR assessment.

Table 4: Heavy Vehicle Mass Limits (NHVR, 2014)

Type of Axle Group	Maximum mass (tonnes) permitted under GML	Maximum mass (tonnes) permitted under HML
Tandem axle group	16.5t	17.0t
Tri-axle group	20.0t	22.5t
Single drive axles on buses	9.0t	10.0t
Six tyred tandem axle groups	13.0t	14.0t



5. Road and Intersection Upgrades

From review of the oversize Transportation Route (Refer to Table 2 above), the following upgrade works or temporary works listed in Table 5 were identified as being required to enable oversize to negotiate the roads. Refer to Appendix B.

The required modifications will need to be confirmed prior to transportation to ensure that no further amendments to the intersections are needed.

Table 5: Summary of Upgrades to Intersections and Road Curves Road

Location No.	Location Description	Authority or Land Owner	Modifications Required
1	Bishop Drive / Lucinda Drive, Port of Brisbane	Port of Brisbane Pty Ltd (PBPL) National Heavy Vehicle Regulator (NHVR) for oversize vehicles	<ul style="list-style-type: none"> • Open Drain to be temporarily filled • 1x Street Sign to be temporarily removed • Pavement widening • Light pole to be temporarily removed • Temporary lane closure
3	Port Drive / Gateway Motorway, Murarrie	Port Drive- PBPL Gateway Motorway- State-Controlled Road – Department of Transport and Main Roads (DTMR) NHVR for oversize vehicles	<ul style="list-style-type: none"> • 10x Light poles to be temporarily removed
8	Gateway Motorway / Bruce Highway, Bald Hills	DTMR NHVR for oversize vehicles	<ul style="list-style-type: none"> • 9x Traffic Signal poles to be temporarily removed • 1x Street Sign to be temporarily removed • 1x CCTV camera to be temporarily removed
9	Bruce Highway, Sunshine Coast	DTMR NHVR for oversize vehicles	<ul style="list-style-type: none"> • Intersection is currently under construction and will need to be reviewed at the time of material/equipment transportation
13	Bruce Highway, Monkland	DTMR NHVR for oversize vehicles	<ul style="list-style-type: none"> • Temporary lane closure
14	Bruce Highway, Monkland	DTMR NHVR for oversize vehicles	<ul style="list-style-type: none"> • Temporary lane closure



Location No.	Location Description	Authority or Land Owner	Modifications Required
15	Bruce Highway, Gympie	DTMR NHVR for oversize vehicles	<ul style="list-style-type: none"> 2x Traffic Signal poles to be temporarily removed
17	Bruce Highway, Gympie	DTMR NHVR for oversize vehicles	<ul style="list-style-type: none"> 2x Street Signs to be temporarily removed Temporary lane closure
18	Bruce Highway / Neerdie Road, Gunalda	DTMR NHVR for oversize vehicles	<ul style="list-style-type: none"> 1x Light pole to be temporarily removed 2x Street Signs to be temporarily removed 3x posts to be temporarily removed Pavement widening Vegetation clearing required
19	Neerdie Road, Gunalda	Gympie Regional Council NHVR for oversize vehicles	<ul style="list-style-type: none"> 2x Street Signs to be temporarily removed 3x posts to be temporarily removed Pavement widening Vegetation clearing required
20	Neerdie Road, Gunalda to all intersections / site access	Gympie Regional Council NHVR for oversize vehicles	<ul style="list-style-type: none"> 1x Street Signs to be temporarily removed Pavement widening Vegetation clearing required
21	Mary Valley Road Overpass	DTMR NHVR for oversize vehicles	<ul style="list-style-type: none"> 2x Light poles to be temporarily removed Pavement widening 5x Street Signs to be temporarily removed Temporary lane closure

Note:

- Any clearing of vegetation is only to occur after relevant vegetation clearing approvals are granted by authorities.
- Guide posts to be temporarily removed as applicable.

5.1 Traffic Control Measures

Traffic Control Measures that will be installed to enable road upgrades works to commence will be determined at a later date by the appointed Civil Contractors Traffic Management subcontractor.

6. Conclusion and Recommendations

This report represents the assessment of the proposed Transport Route Study for the proposed Wind Farm located within an actively managed and operational exotic pine plantation in Queensland Government owned Toolara, Tuan and Neerdie State Forests, situated between Gympie and Maryborough in the Wide Bay Region of Queensland. For the purpose of this assessment the Wind Farm is intended to be built in a single stage, with the project execution to be over approximately 4 years.

This report has identified that 20 locations along the 225km transportation route from the Port of Brisbane to the site have potential to cause clashes between an oversize length blade trailer vehicle and existing infrastructure or potentially requires road widening or other works to cater for the expected transport vehicle. The 20 identified locations were checked using vehicle tracking software and it was found that 11 required some level of upgrade or minor temporary works. The upgrades expected are listed in Table 5, and typically require of minor works such as temporary removal of street signs or gravel pavement widening. By carrying out these road upgrades, the oversize wind turbine generator blade transportation vehicles are expected to negotiate the transportation route successfully. The oversize blade and trailer configuration used in this assessment was 84m in length, which is the current proposed blade length for the Project.

Through a desktop analysis and overpass measurements along the Transport Route, it was also determined that the largest vehicle able to easily travel to site has a maximum height of:

- 6.2m with available detours, as noted in Table 3 where the overpass heights were either signed or measured; or
- 4.25m without available detours, based on an 84m long vehicle spanning the overpass as detailed on drawing 15-200-TR021 in Appendix B. For shorter loads, this may be increased to 5.1m.

Based on a low-loader deck height of 1.0m, the greatest height of materials transported to site will be:

- 5.2m high based on a Transport Route with available detours;
- 3.25m based on a Transport Route without available detours.

Note that signboards and power lines clearances have not been assessed.

The Transport Route assessed on the NHVR's portal shows that the route is an approved Higher Mass Limit path, with the exception of Neerdie Road. Neerdie Road can be added to the register with an application, if required.

We do note that some further actions will be needed to allow vehicles to utilise the designated transportation route. These actions include:

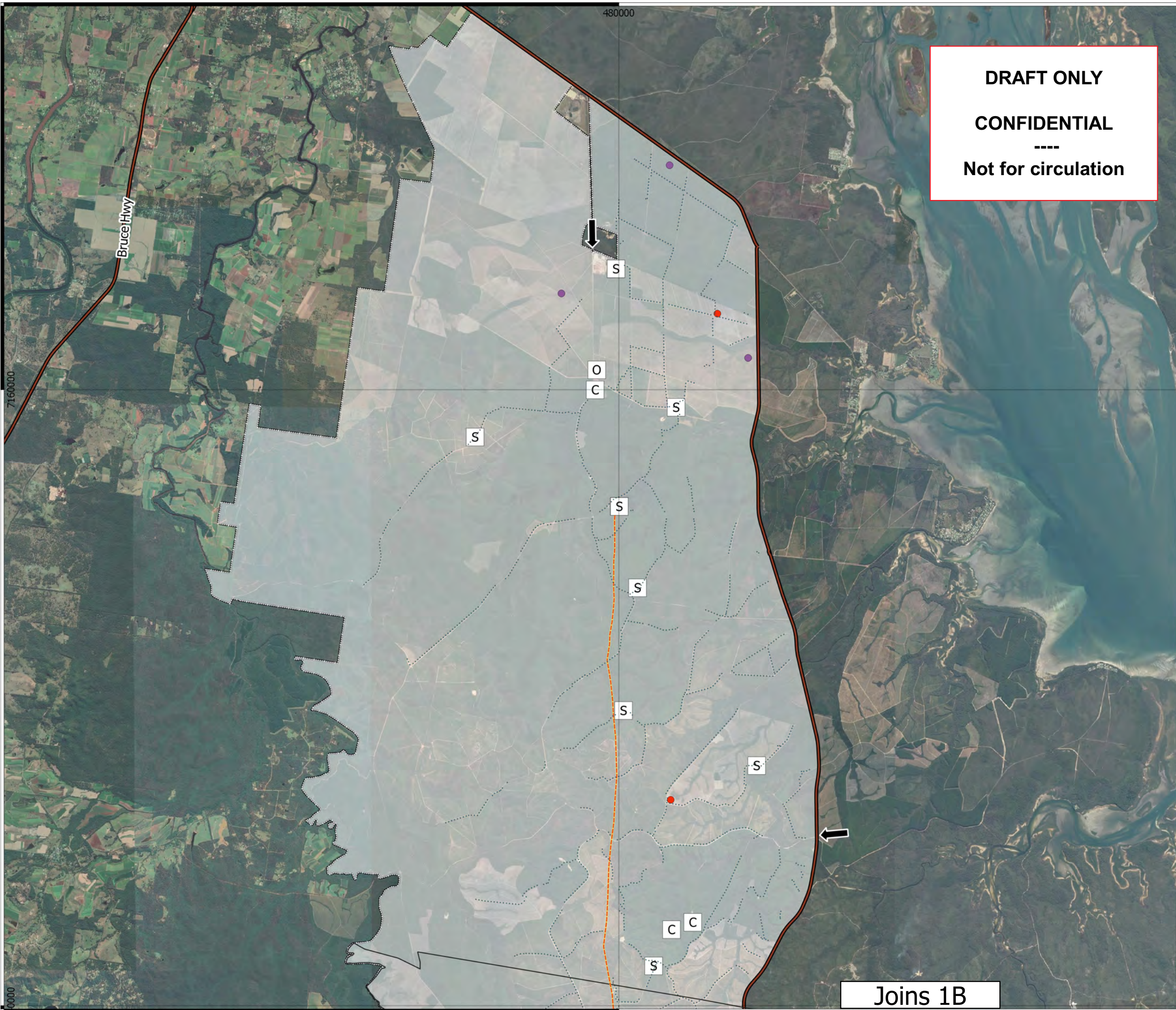
- Prior to delivery to site, the transport contractor will need to conduct a survey of vertical height clearances at confined locations such as bridges, overhead electrical or telecommunication wires or infrastructure or other infrastructure and adequate clearances be checked to be suitable.
- National Heavy Vehicle Regulator permits shall be applied for and obtained by the appointed transportation contractor prior to deliveries to site.
- The load capacities of sections identified along the transportation route (such as but not limited to culverts, bridges, unsealed or sealed pavements in poor condition) shall be checked and approved for use by the relevant authority.

Note that the assessment has been carried out based on a standardised vehicle and blade measurement. Actual vehicle and blade characteristics may differ.



Appendix A – Site Plans

Attached overleaf.

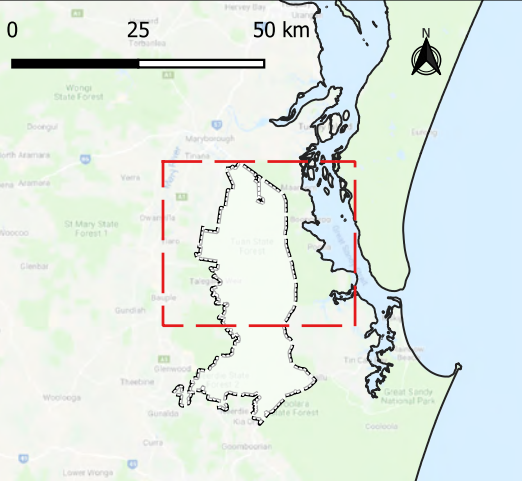


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MCU Proposal Plan
Fraser Coast Regional Council Area

- Legend**
- Wind Turbine Locations (up to 226 within Project Area)*
 - Temporary Meteorological Mast
 - Permanent Meteorological Mast
 - Forest Wind Project Area
 - Council Boundary
 - Overhead Transmission Corridor (within Project Area Boundary)
 - State-controlled Road
 - ➔ Site Entry
 - O Operations Compound Nominal
 - C Construction Compound Nominal
 - S Substation Nominal
- * Note: No more than a total of 226 Wind Turbines will be installed in the nominated Wind Turbine Locations.

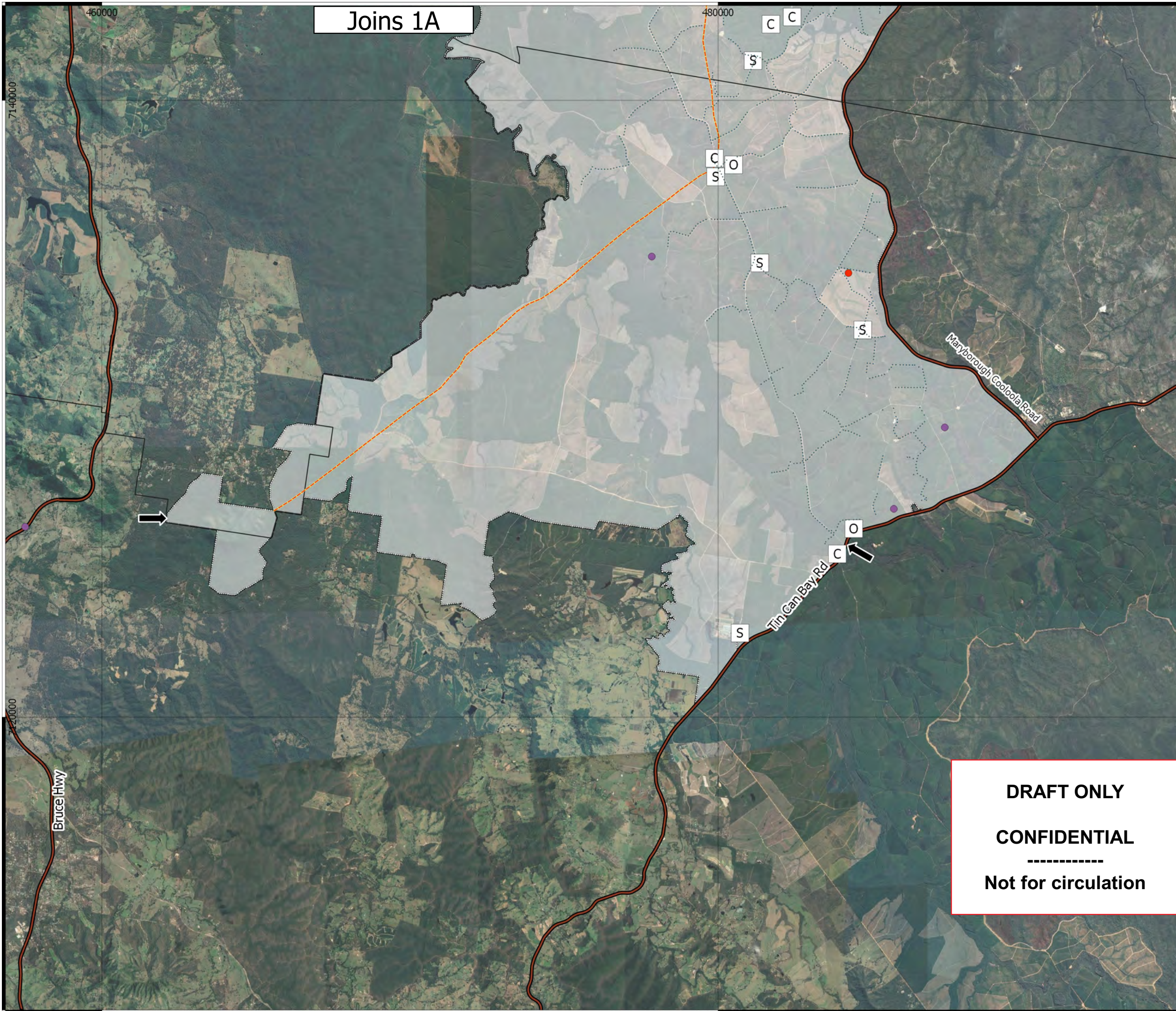


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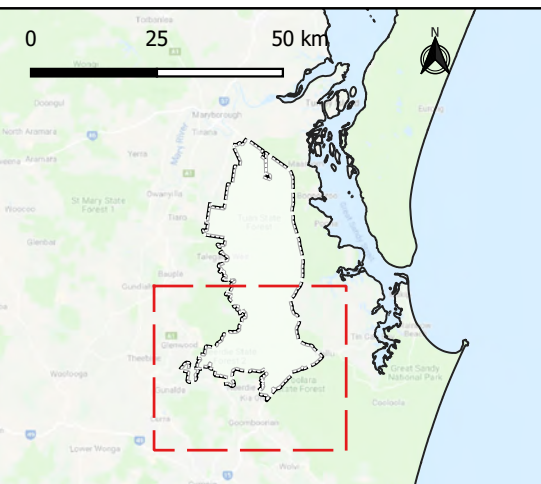
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Joins 1B



**MCU Proposal Plan
Gympie Regional Council Area**

- Legend**
- Wind Turbine Locations (up to 226 within Project Area)*
 - Temporary Meteorological Mast
 - Permanent Meteorological Mast
 - ▭ Forest Wind Project Area
 - ▭ Council Boundary
 - Overhead Transmission Corridor (within Project Area Boundary)
 - State-controlled Road
 - ➔ Site Entry
 - Operations Compound Nominal
 - Construction Compound Nominal
 - Substation Nominal
- * Note: No more than a total of 226 Wind Turbines will be installed in the nominated Wind Turbine Locations.



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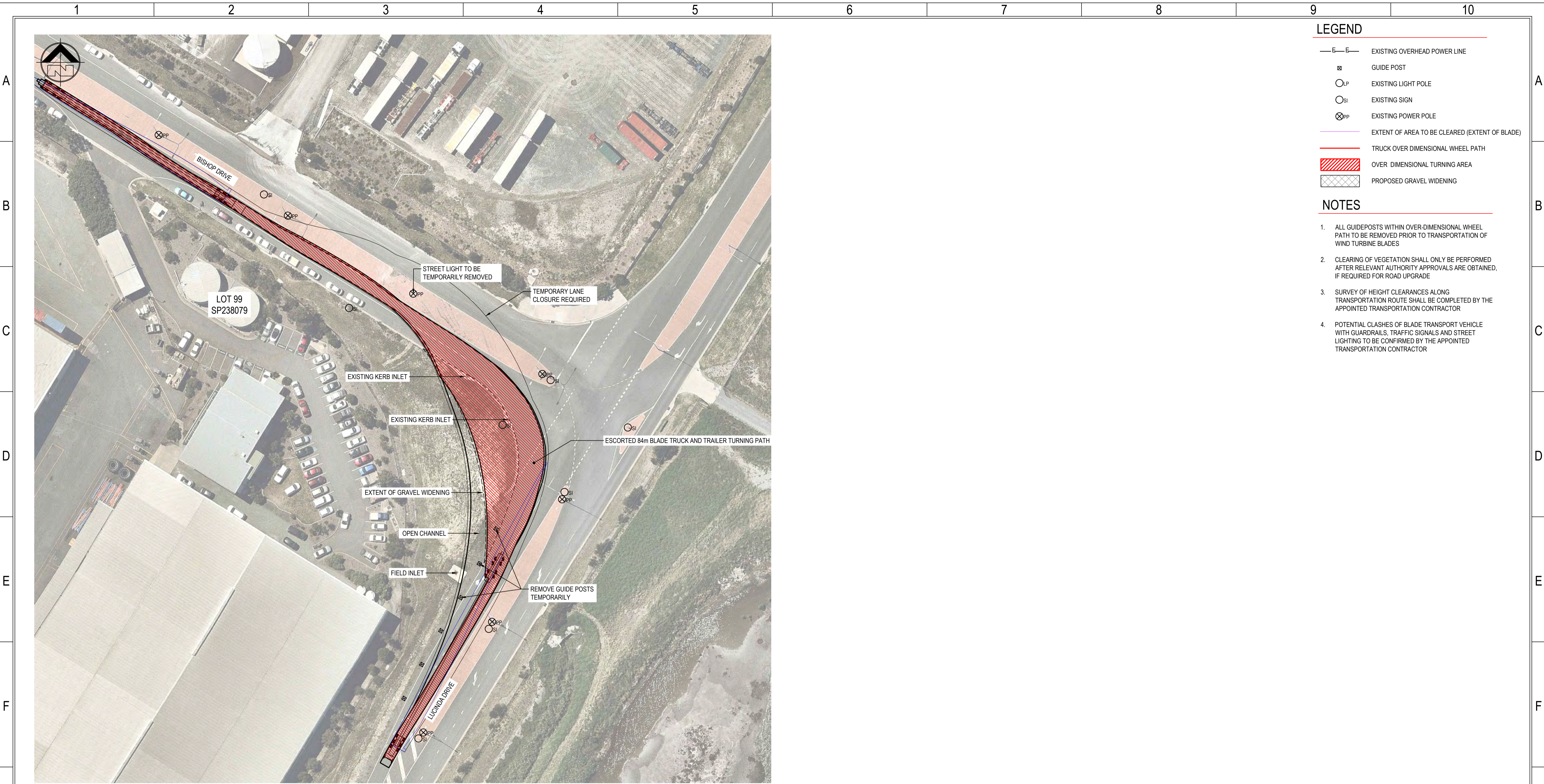
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Appendix B – Vehicle Swept Paths

Attached overleaf.

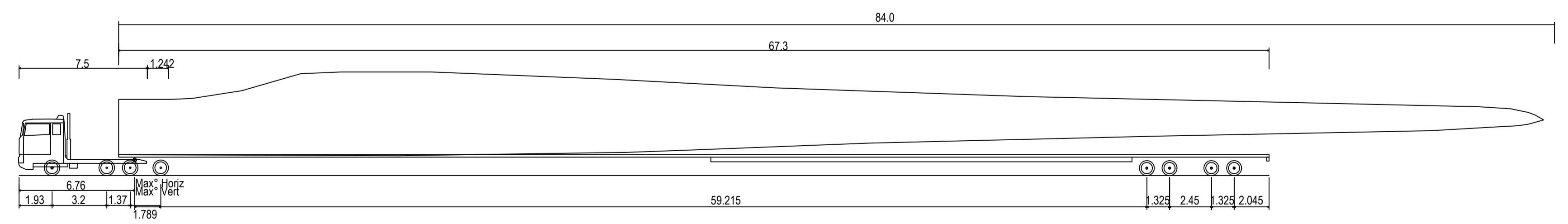


- LEGEND**
- E—E— EXISTING OVERHEAD POWER LINE
 - GUIDE POST
 - LP EXISTING LIGHT POLE
 - SI EXISTING SIGN
 - ⊗PP EXISTING POWER POLE
 - EXTENT OF AREA TO BE CLEARED (EXTENT OF BLADE)
 - TRUCK OVER DIMENSIONAL WHEEL PATH
 - ▨ OVER DIMENSIONAL TURNING AREA
 - ▤ PROPOSED GRAVEL WIDENING

- NOTES**
1. ALL GUIDEPOSTS WITHIN OVER-DIMENSIONAL WHEEL PATH TO BE REMOVED PRIOR TO TRANSPORTATION OF WIND TURBINE BLADES
 2. CLEARING OF VEGETATION SHALL ONLY BE PERFORMED AFTER RELEVANT AUTHORITY APPROVALS ARE OBTAINED, IF REQUIRED FOR ROAD UPGRADE
 3. SURVEY OF HEIGHT CLEARANCES ALONG TRANSPORTATION ROUTE SHALL BE COMPLETED BY THE APPOINTED TRANSPORTATION CONTRACTOR
 4. POTENTIAL CLASHES OF BLADE TRANSPORT VEHICLE WITH GUARDRAILS, TRAFFIC SIGNALS AND STREET LIGHTING TO BE CONFIRMED BY THE APPOINTED TRANSPORTATION CONTRACTOR

INTERSECTION 1 - BISHOP DRIVE / LUCINDA DRIVE INTERSECTION PLAN - 84m BLADE TRUCK AND TRAILER

SCALE 1:500



84m Blade Truck and Trailer	73.120m
Overall Length	2.591m
Overall Width	3.628m
Overall Body Height	0.348m
Min Body Ground Clearance	2.591m
Max Track Width	2.00s
Lock-to-lock time	60.00°
Max Wheel Angle	

84m BLADE TRUCK AND TRAILER

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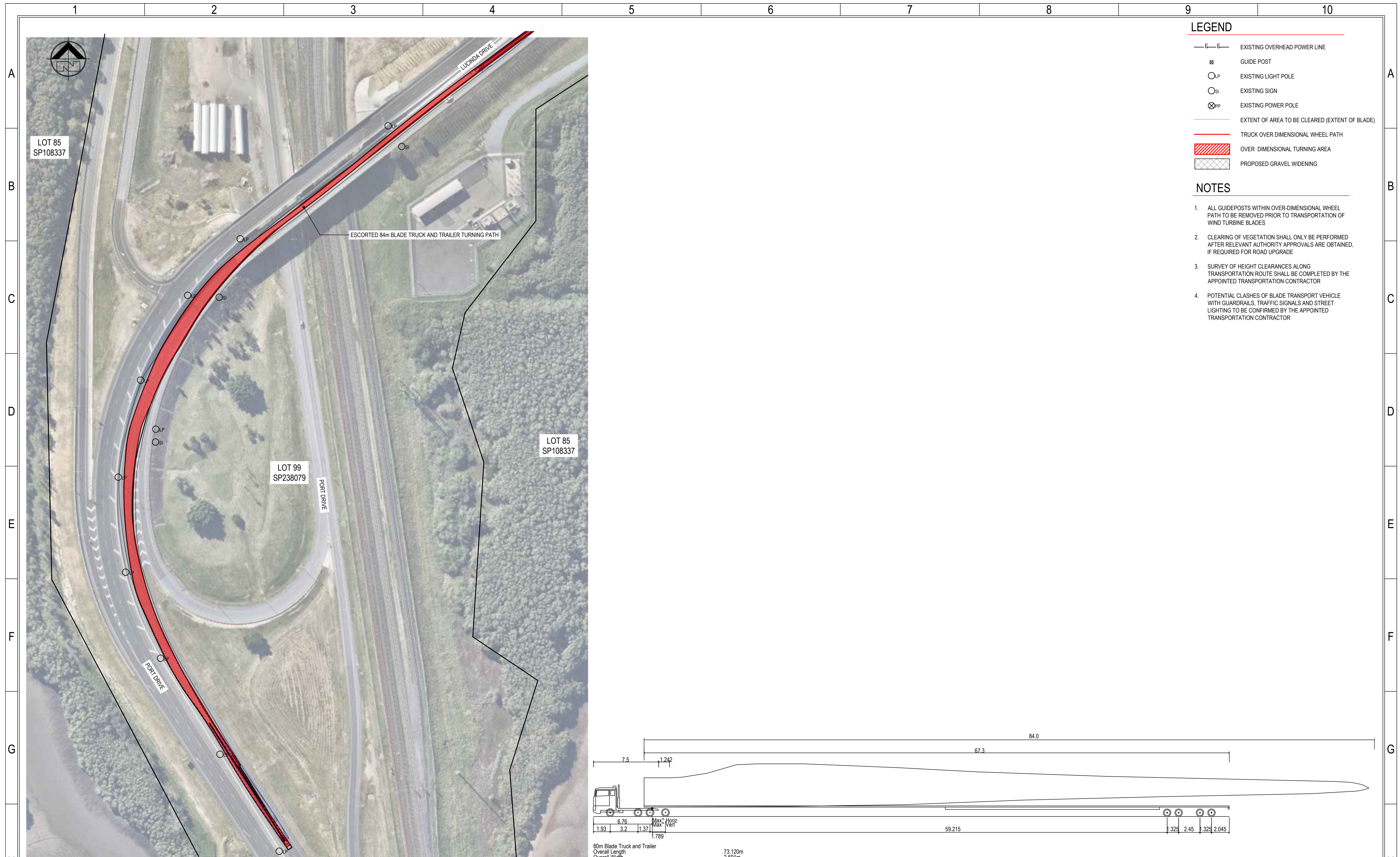
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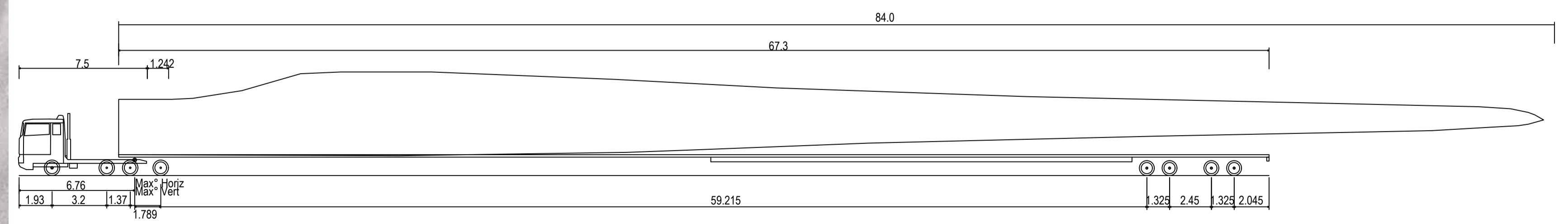
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TITLE	BISHOP DRIVE / LUCINDA DRIVE INTERSECTION PLAN	PROJECT No.	15-200
		SCALE	AS SHOWN
		SIZE	A1
		DRAWING No.	15-200-TR001
		REV.	0



LEGEND

- EXISTING OVERHEAD POWER LINE
- GUIDE POST
- EXISTING LIGHT POLE
- EXISTING SIGN
- EXISTING POWER POLE
- EXTENT OF AREA TO BE CLEARED (EXTENT OF BLADE)
- TRUCK OVER DIMENSIONAL WHEEL PATH
- OVER DIMENSIONAL TURNING AREA
- PROPOSED GRAVEL WIDENING

- ### NOTES
1. ALL GUIDEPOSTS WITHIN OVER-DIMENSIONAL WHEEL PATH TO BE REMOVED PRIOR TO TRANSPORTATION OF WIND TURBINE BLADES
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 4. POTENTIAL CLASHES OF BLADE TRANSPORT VEHICLE WITH GUARDRAILS, TRAFFIC SIGNALS AND STREET LIGHTING TO BE CONFIRMED BY THE APPOINTED TRANSPORTATION CONTRACTOR



80m Blade Truck and Trailer	73.120m
Overall Length	2.591m
Overall Width	3.628m
Overall Body Height	0.348m
Min Body Ground Clearance	2.591m
Max Track Width	2.00s
Lock-to-lock time	60.00°
Max Wheel Angle	

INTERSECTION 2 - LUCINDA DRIVE / PORT DRIVE INTERSECTION PLAN - 84m BLADE TRUCK AND TRAILER
SCALE 1:1000

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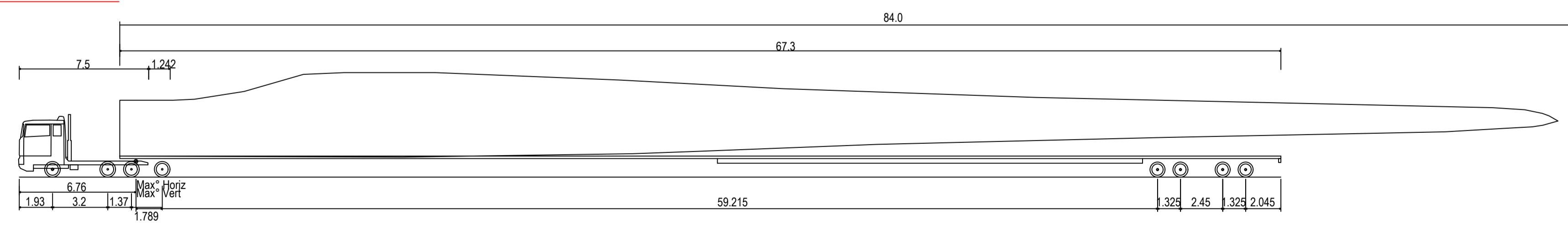


PROJECT	FOREST WIND DEVELOPMENT	DRAWING STATUS	FOR APPROVAL
TITLE	LUCINDA DRIVE / PORT DRIVE INTERSECTION PLAN	PROJECT No.	15-200
		SCALE	AS SHOWN
		SIZE	A1
DRAWING No.	15-200-TR002	REV.	0



- LEGEND**
- E—E— EXISTING OVERHEAD POWER LINE
 - ⊕ GUIDE POST
 - LP EXISTING LIGHT POLE
 - SI EXISTING SIGN
 - ⊗PP EXISTING POWER POLE
 - EXTENT OF AREA TO BE CLEARED (EXTENT OF BLADE)
 - TRUCK OVER DIMENSIONAL WHEEL PATH
 - ▨ OVER DIMENSIONAL TURNING AREA
 - ▤ PROPOSED GRAVEL WIDENING
- NOTES**
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INTERSECTION 3 - PORT DRIVE / GATEWAY MOTORWAY, MURARRIE INTERSECTION PLAN - 84m BLADE TRUCK AND TRAILER
 SCALE 1:1000



84m Blade Truck and Trailer	73.120m
Overall Length	2.591m
Overall Width	3.628m
Overall Body Height	0.348m
Min Body Ground Clearance	2.591m
Max Track Width	2.00s
Lock-to-lock time	60.00°
Max Wheel Angle	

84m BLADE TRUCK AND TRAILER

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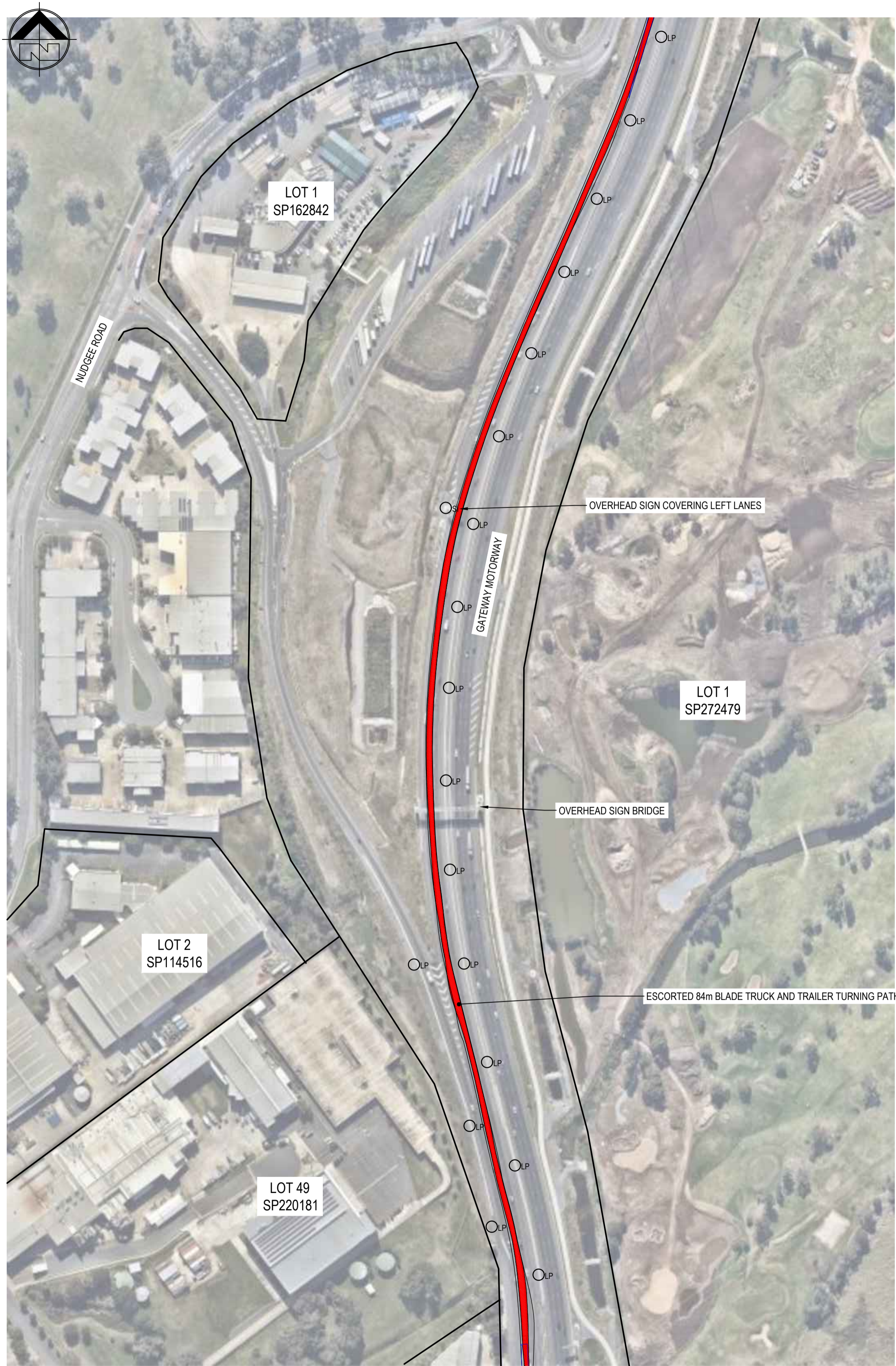
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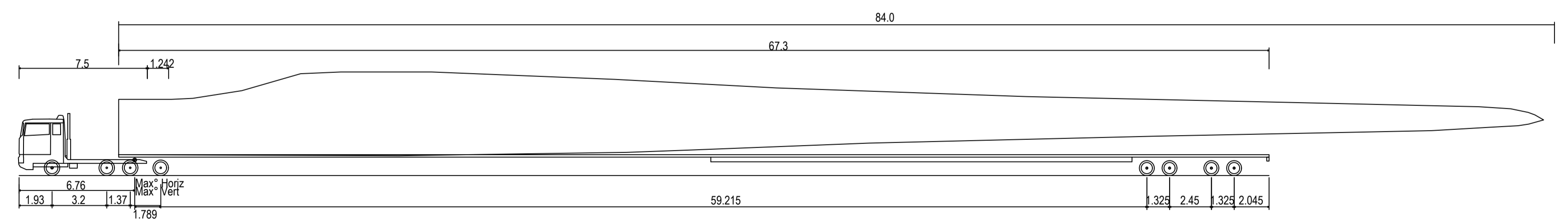


PROJECT	FOREST WIND DEVELOPMENT	DRAWING STATUS	FOR APPROVAL
TITLE	PORT DRIVE / GATEWAY MOTORWAY, MURARRIE INTERSECTION PLAN	PROJECT No.	15-200
		SCALE	AS SHOWN
		SIZE	A1
		DRAWING No.	15-200-TR003
		REV.	0



- ### LEGEND
- E—E— EXISTING OVERHEAD POWER LINE
 - GUIDE POST
 - LP EXISTING LIGHT POLE
 - SI EXISTING SIGN
 - ⊗PP EXISTING POWER POLE
 - EXTENT OF AREA TO BE CLEARED (EXTENT OF BLADE)
 - TRUCK OVER DIMENSIONAL WHEEL PATH
 - ▨ OVER DIMENSIONAL TURNING AREA
 - ▩ PROPOSED GRAVEL WIDENING

- ### NOTES
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80m Blade Truck and Trailer	73.120m
Overall Length	2.591m
Overall Width	3.628m
Overall Body Height	0.348m
Min Body Ground Clearance	2.591m
Max Track Width	2.00s
Lock-to-lock time	60.00°
Max Wheel Angle	

84m BLADE TRUCK AND TRAILER

INTERSECTION 4 - GATEWAY MOTORWAY, NUDGEE INTERSECTION PLAN - 84m BLADE TRUCK AND TRAILER
SCALE 1:2000

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TITLE	GATEWAY MOTORWAY, NUDGEE INTERSECTION PLAN	PROJECT No.	15-200
		SCALE	AS SHOWN
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		DRAWING No.	15-200-TR004
		REV.	0

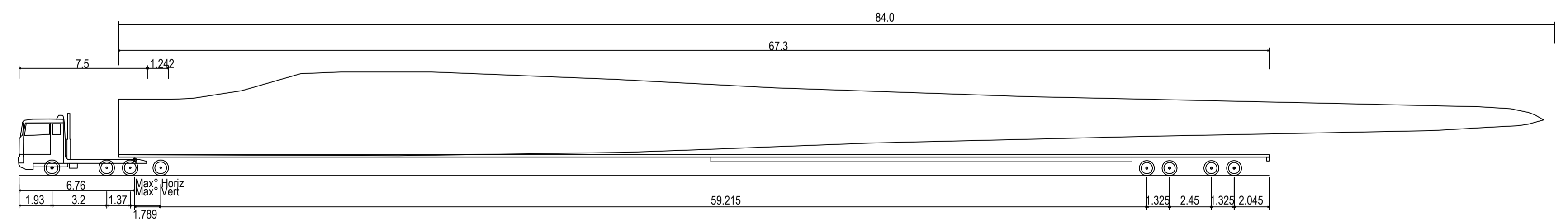


- ### LEGEND
- E—E— EXISTING OVERHEAD POWER LINE / WILDLIFE TRAIL
 - GUIDE POST
 - LP EXISTING LIGHT POLE
 - SI EXISTING SIGN
 - ⊗PP EXISTING POWER POLE
 - EXTENT OF AREA TO BE CLEARED (EXTENT OF BLADE)
 - TRUCK OVER DIMENSIONAL WHEEL PATH
 - ▨ OVER DIMENSIONAL TURNING AREA
 - ▤ PROPOSED GRAVEL WIDENING

- ### NOTES
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INTERSECTION 5 - GATEWAY MOTORWAY, BOONDALL INTERSECTION PLAN - 84m BLADE TRUCK AND TRAILER

SCALE 1:2000



80m Blade Truck and Trailer	73.120m
Overall Length	2.591m
Overall Width	3.628m
Overall Body Height	0.348m
Min Body Ground Clearance	2.591m
Max Track Width	2.00s
Lock-to-lock time	60.00°
Max Wheel Angle	

84m BLADE TRUCK AND TRAILER

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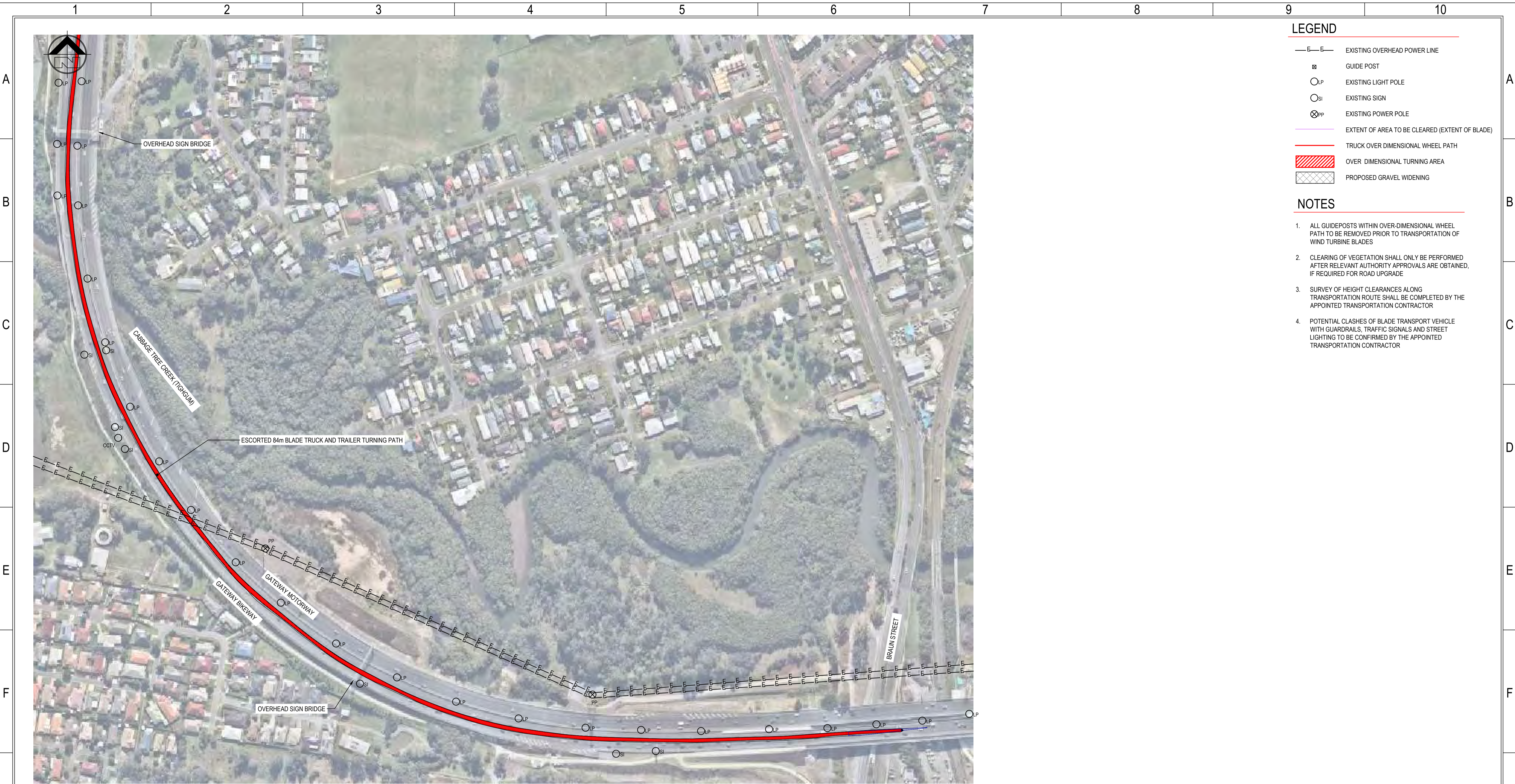
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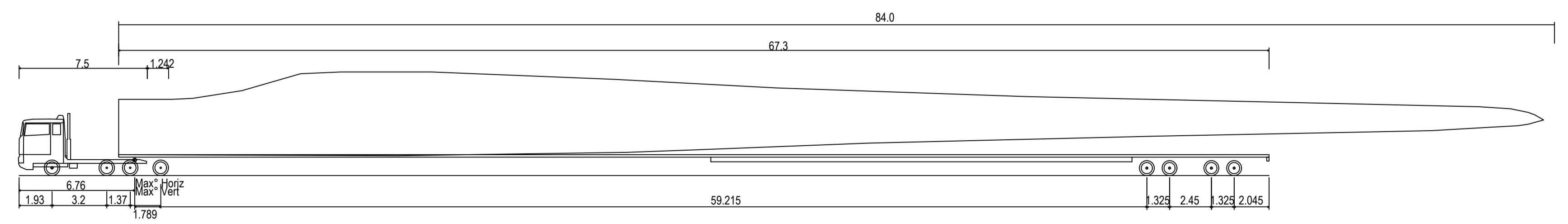


PROJECT	FOREST WIND DEVELOPMENT	DRAWING STATUS	FOR APPROVAL
TITLE	GATEWAY MOTORWAY, BOONDALL INTERSECTION PLAN	PROJECT No.	15-200
		SCALE	AS SHOWN
		SIZE	A1
		DRAWING No.	15-200-TR005
		REV.	0



- LEGEND**
- E—E— EXISTING OVERHEAD POWER LINE
 - ⊞ GUIDE POST
 - LP EXISTING LIGHT POLE
 - SI EXISTING SIGN
 - ⊗PP EXISTING POWER POLE
 - EXTENT OF AREA TO BE CLEARED (EXTENT OF BLADE)
 - TRUCK OVER DIMENSIONAL WHEEL PATH
 - ▨ OVER DIMENSIONAL TURNING AREA
 - ▤ PROPOSED GRAVEL WIDENING
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INTERSECTION 6 - GATEWAY MOTORWAY, TAIGUM INTERSECTION PLAN - 84m BLADE TRUCK AND TRAILER
 SCALE 1:2000



80m Blade Truck and Trailer	73.120m
Overall Length	2.591m
Overall Width	3.628m
Overall Body Height	0.348m
Min Body Ground Clearance	2.591m
Max Track Width	2.00s
Lock-to-lock time	60.00°
Max Wheel Angle	

84m BLADE TRUCK AND TRAILER

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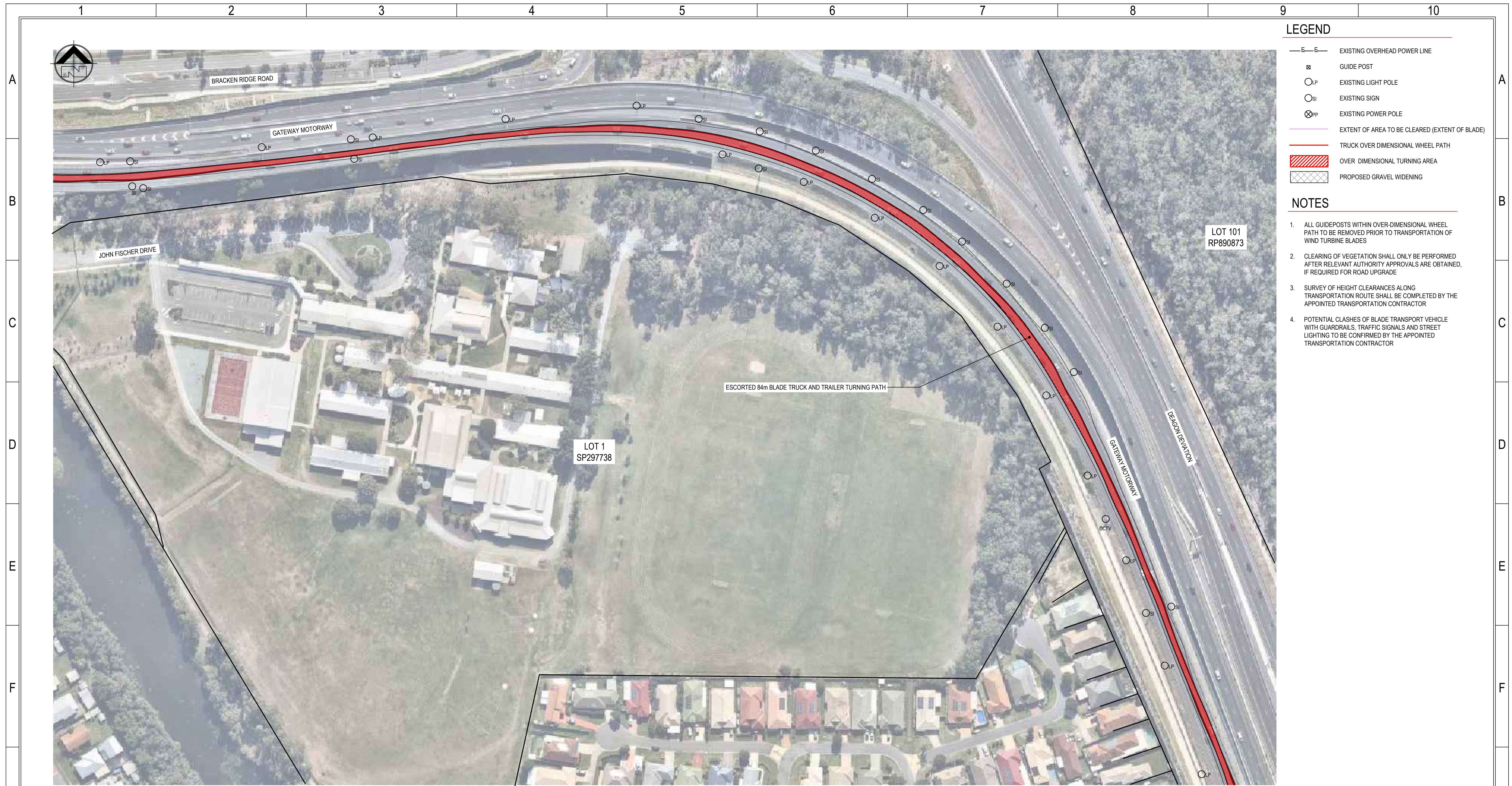
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PROJECT	FOREST WIND DEVELOPMENT	DRAWING STATUS	FOR APPROVAL
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		SCALE	AS SHOWN
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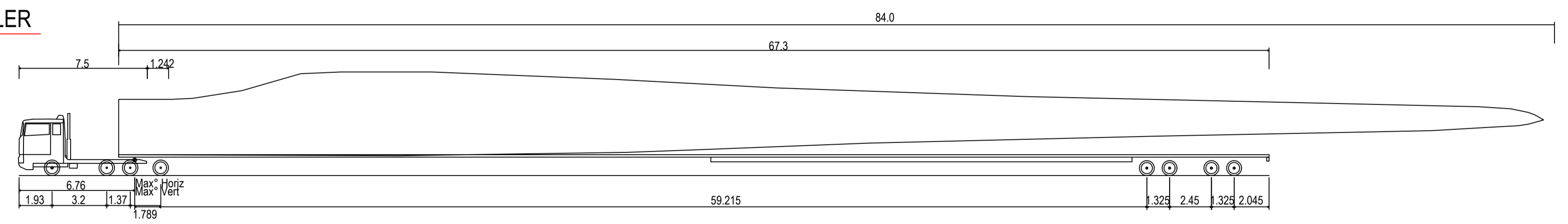


- ### LEGEND
- E—E— EXISTING OVERHEAD POWER LINE
 - GUIDE POST
 - LP EXISTING LIGHT POLE
 - SI EXISTING SIGN
 - ⊗PP EXISTING POWER POLE
 - EXTENT OF AREA TO BE CLEARED (EXTENT OF BLADE)
 - TRUCK OVER DIMENSIONAL WHEEL PATH
 - ▨ OVER DIMENSIONAL TURNING AREA
 - ▩ PROPOSED GRAVEL WIDENING

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INTERSECTION 7 - GATEWAY MOTORWAY, BRACKEN RIDGE INTERSECTION PLAN - 84m BLADE TRUCK AND TRAILER

SCALE 1:1000



84m Blade Truck and Trailer	73.120m
Overall Length	2.591m
Overall Width	3.628m
Overall Body Height	0.348m
Min Body Ground Clearance	2.591m
Max Track Width	2.00s
Lock-to-lock time	60.00°
Max Wheel Angle	

84m BLADE TRUCK AND TRAILER

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		T.J.S	16 08 2019
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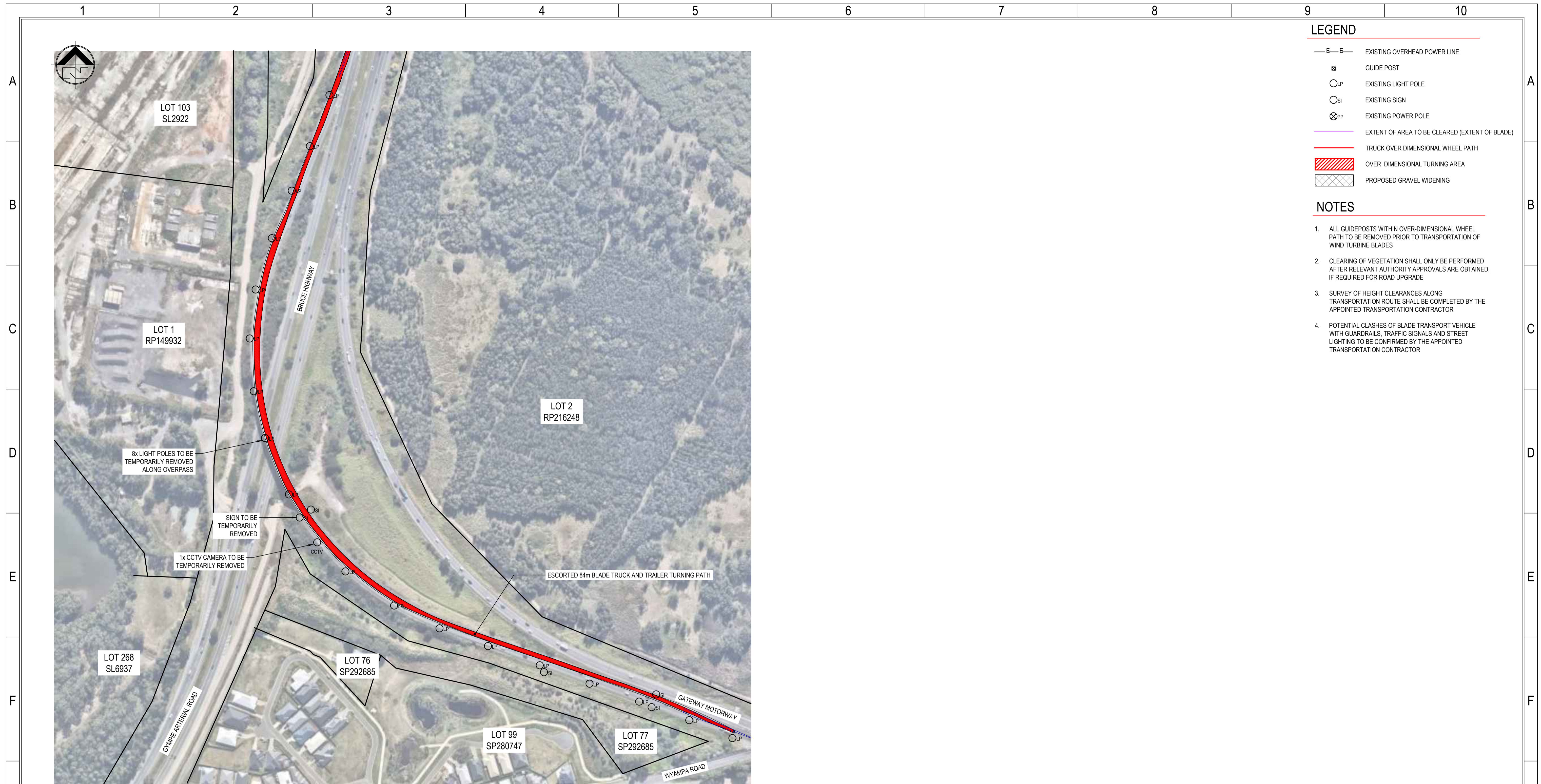
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PROJECT	FOREST WIND DEVELOPMENT	DRAWING STATUS	FOR APPROVAL
TITLE	GATEWAY MOTORWAY, BRACKEN RIDGE INTERSECTION PLAN	PROJECT No.	15-200
		SCALE	AS SHOWN
		SIZE	A1
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		REV.	0

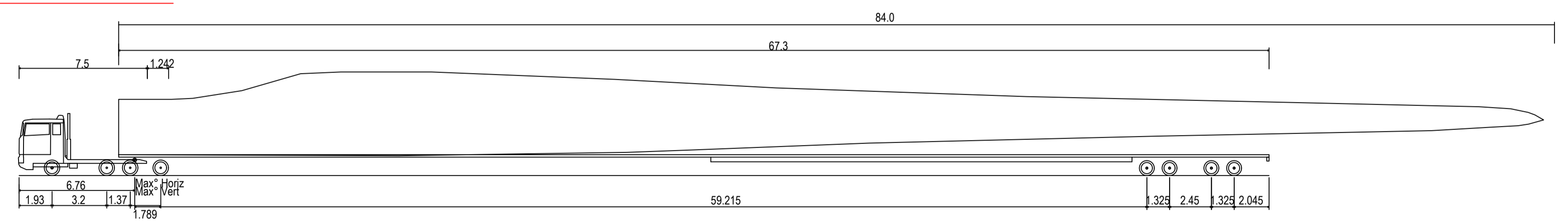


- ### LEGEND
- E—E— EXISTING OVERHEAD POWER LINE
 - GP GUIDE POST
 - LP EXISTING LIGHT POLE
 - SI EXISTING SIGN
 - ⊗PP EXISTING POWER POLE
 - EXTENT OF AREA TO BE CLEARED (EXTENT OF BLADE)
 - TRUCK OVER DIMENSIONAL WHEEL PATH
 - ▨ OVER DIMENSIONAL TURNING AREA
 - ▩ PROPOSED GRAVEL WIDENING

- ### NOTES
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INTERSECTION 8 - GATEWAY MOTORWAY / BRUCE HIGHWAY, BALD HILLS INTERSECTION PLAN - 84m BLADE TRUCK AND TRAILER

SCALE 1:2000



80m Blade Truck and Trailer	73.120m
Overall Length	2.591m
Overall Width	3.628m
Overall Body Height	0.348m
Min Body Ground Clearance	2.591m
Max Track Width	2.00s
Lock-to-lock time	60.00°
Max Wheel Angle	

84m BLADE TRUCK AND TRAILER

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		16.08.2019	
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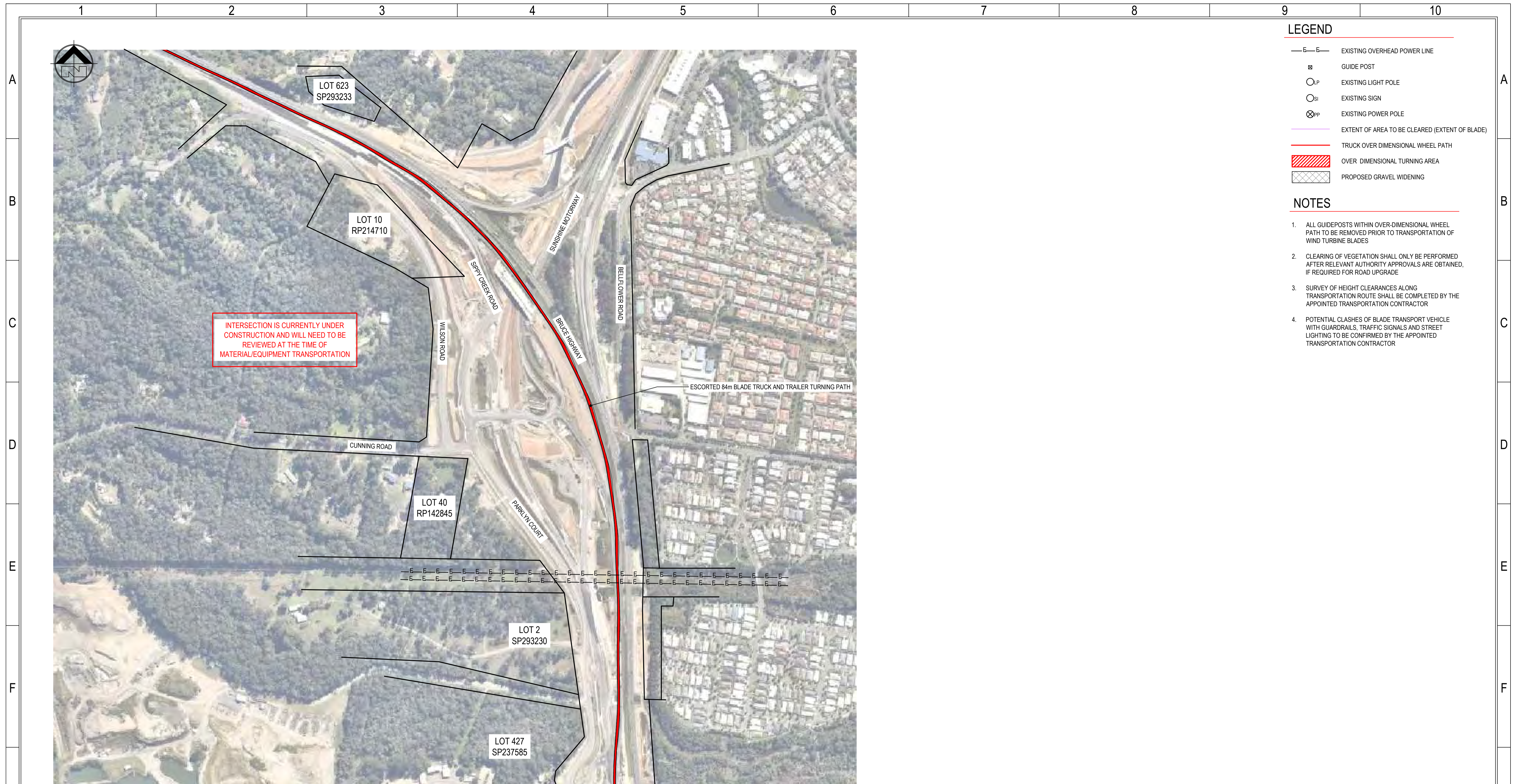
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PROJECT	FOREST WIND DEVELOPMENT	DRAWING STATUS	FOR APPROVAL
TITLE	GATEWAY MOTORWAY / BRUCE HIGHWAY, BALD HILLS INTERSECTION PLAN	PROJECT No.	15-200
		SCALE	AS SHOWN
		SIZE	A1
		DRAWING No.	15-200-TR008
		REV.	0



LEGEND

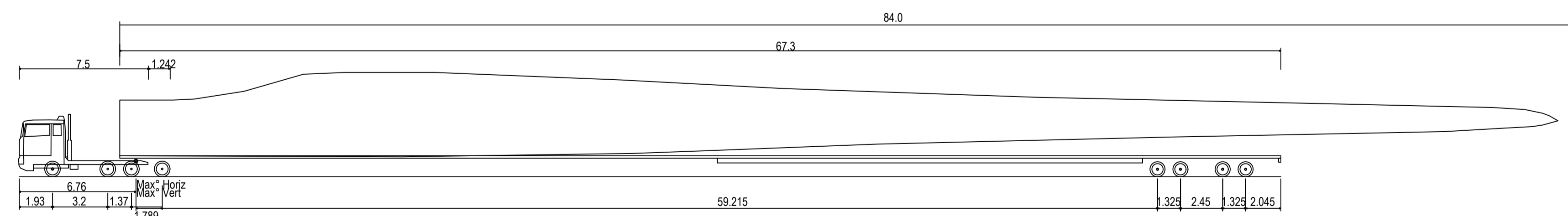
- E—E— EXISTING OVERHEAD POWER LINE
- ⊞ GUIDE POST
- LP EXISTING LIGHT POLE
- SI EXISTING SIGN
- ⊗PP EXISTING POWER POLE
- EXTENT OF AREA TO BE CLEARED (EXTENT OF BLADE)
- TRUCK OVER DIMENSIONAL WHEEL PATH
- ▨ OVER DIMENSIONAL TURNING AREA
- ▤ PROPOSED GRAVEL WIDENING

NOTES

1. ALL GUIDEPOSTS WITHIN OVER-DIMENSIONAL WHEEL PATH TO BE REMOVED PRIOR TO TRANSPORTATION OF WIND TURBINE BLADES
2. CLEARING OF VEGETATION SHALL ONLY BE PERFORMED AFTER RELEVANT AUTHORITY APPROVALS ARE OBTAINED, IF REQUIRED FOR ROAD UPGRADE
3. SURVEY OF HEIGHT CLEARANCES ALONG TRANSPORTATION ROUTE SHALL BE COMPLETED BY THE APPOINTED TRANSPORTATION CONTRACTOR
4. POTENTIAL CLASHES OF BLADE TRANSPORT VEHICLE WITH GUARDRAILS, TRAFFIC SIGNALS AND STREET LIGHTING TO BE CONFIRMED BY THE APPOINTED TRANSPORTATION CONTRACTOR

INTERSECTION 9 - BRUCE HIGHWAY, SUNSHINE COAST INTERSECTION PLAN - 84m BLADE TRUCK AND TRAILER

SCALE 1:4000



80m Blade Truck and Trailer	73.120m
Overall Length	2.591m
Overall Width	3.628m
Overall Body Height	0.348m
Min Body Ground Clearance	2.591m
Max Track Width	2.00s
Lock-to-lock time	60.00°
Max Wheel Angle	

84m BLADE TRUCK AND TRAILER

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0	FOR APPROVAL	K.J.L	T.J.S
		T.J.S	16.08.2019
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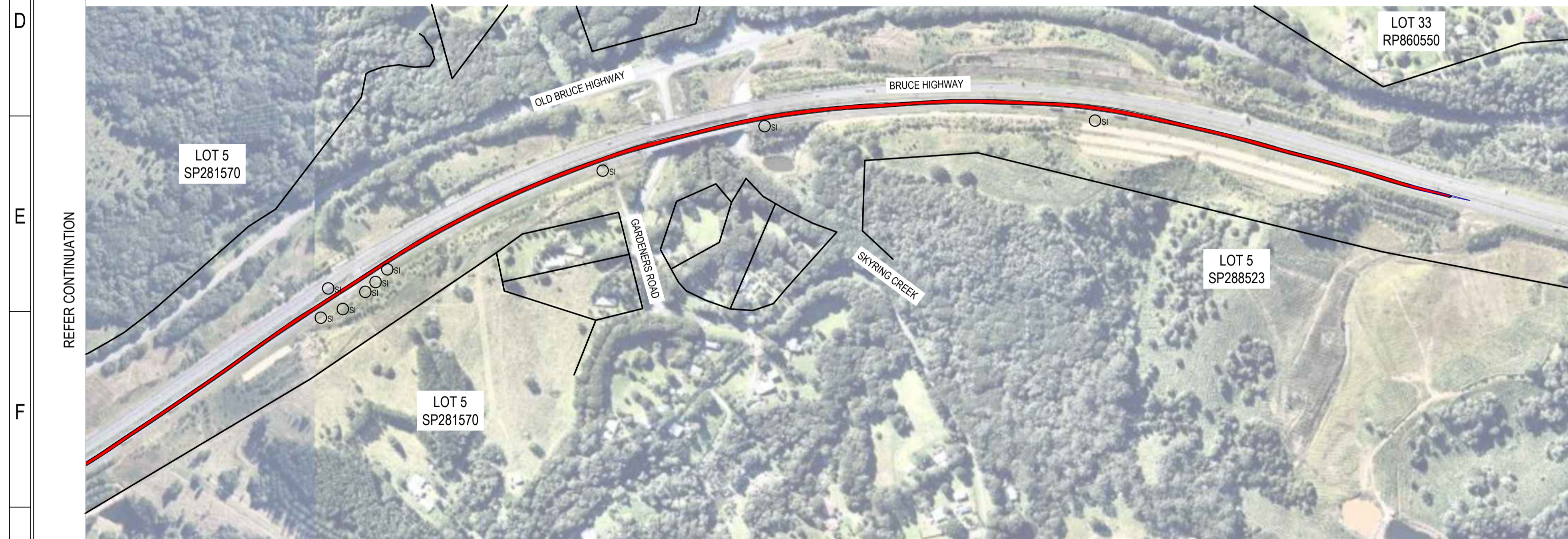
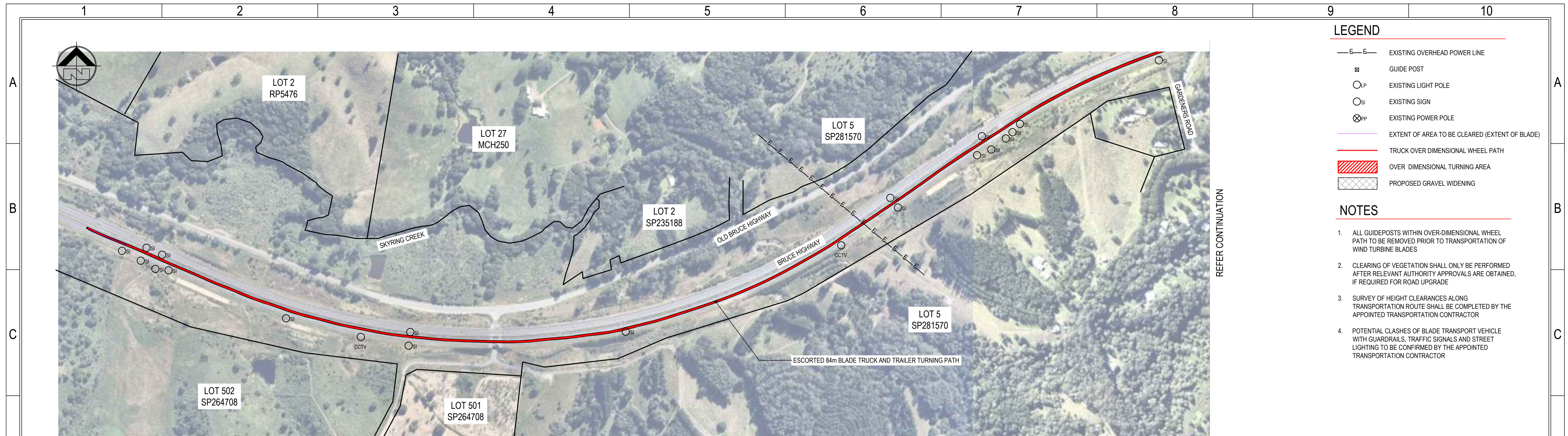
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PROJECT	FOREST WIND DEVELOPMENT	DRAWING STATUS	FOR APPROVAL
TITLE	BRUCE HIGHWAY, SUNSHINE COAST INTERSECTION PLAN	PROJECT No.	15-200
		SCALE	AS SHOWN
		SIZE	A1
		DRAWING No.	15-200-TR009
		REV.	0



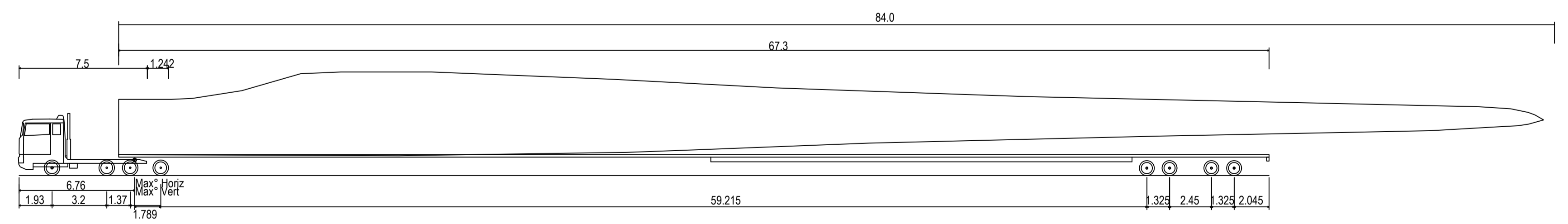
- LEGEND**
- E—E— EXISTING OVERHEAD POWER LINE
 - ⊞ GUIDE POST
 - LP EXISTING LIGHT POLE
 - SI EXISTING SIGN
 - ⊗PP EXISTING POWER POLE
 - EXTENT OF AREA TO BE CLEARED (EXTENT OF BLADE)
 - TRUCK OVER DIMENSIONAL WHEEL PATH
 - ▨ OVER DIMENSIONAL TURNING AREA
 - ▧ PROPOSED GRAVEL WIDENING

- NOTES**
1. ALL GUIDEPOSTS WITHIN OVER-DIMENSIONAL WHEEL PATH TO BE REMOVED PRIOR TO TRANSPORTATION OF WIND TURBINE BLADES
 2. CLEARING OF VEGETATION SHALL ONLY BE PERFORMED AFTER RELEVANT AUTHORITY APPROVALS ARE OBTAINED, IF REQUIRED FOR ROAD UPGRADE
 3. SURVEY OF HEIGHT CLEARANCES ALONG TRANSPORTATION ROUTE SHALL BE COMPLETED BY THE APPOINTED TRANSPORTATION CONTRACTOR
 4. POTENTIAL CLASHES OF BLADE TRANSPORT VEHICLE WITH GUARDRAILS, TRAFFIC SIGNALS AND STREET LIGHTING TO BE CONFIRMED BY THE APPOINTED TRANSPORTATION CONTRACTOR

REFER CONTINUATION

INTERSECTION 10 - BRUCE HIGHWAY, FEDERAL INTERSECTION PLAN - 84m BLADE TRUCK AND TRAILER

SCALE 1:4000



84m Blade Truck and Trailer	73.120m
Overall Length	2.591m
Overall Width	3.628m
Overall Body Height	0.348m
Min Body Ground Clearance	2.591m
Max Track Width	2.00s
Lock-to-lock time	60.00°
Max Wheel Angle	

84m BLADE TRUCK AND TRAILER

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0	FOR APPROVAL	K.J.L	T.J.S
		T.J.S	16 08 2019
REVISIONS AND APPROVALS			

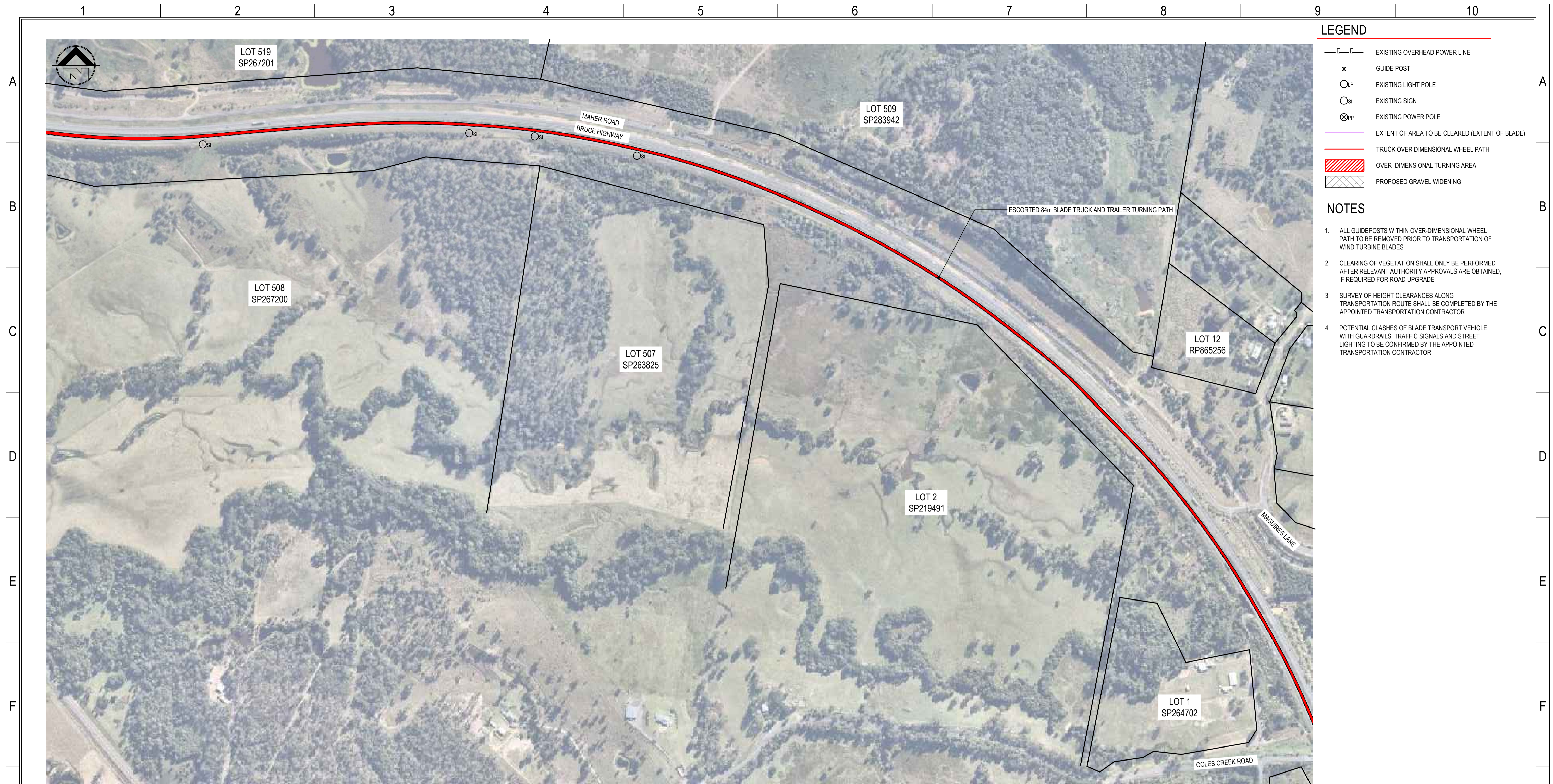
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PROJECT	FOREST WIND DEVELOPMENT	DRAWING STATUS	FOR APPROVAL
TITLE	BRUCE HIGHWAY, FEDERAL INTERSECTION PLAN	PROJECT No.	15-200
		SCALE	AS SHOWN
		SIZE	A1
		DRAWING No.	15-200-TR010
		REV.	0



LEGEND

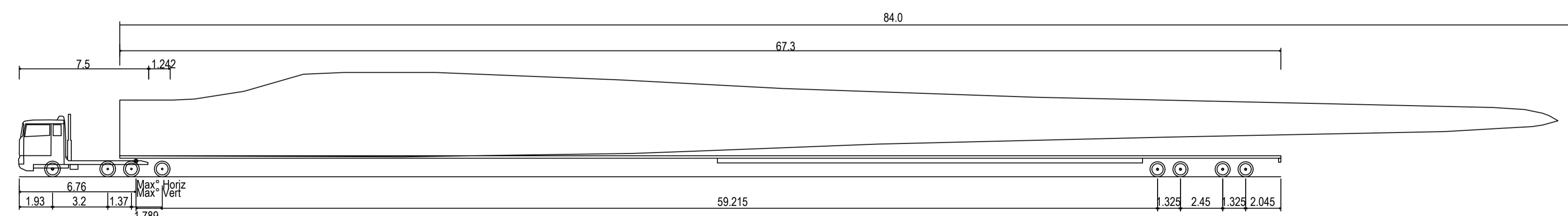
- E—E— EXISTING OVERHEAD POWER LINE
- GUIDE POST
- LP EXISTING LIGHT POLE
- SI EXISTING SIGN
- ⊗PP EXISTING POWER POLE
- EXTENT OF AREA TO BE CLEARED (EXTENT OF BLADE)
- TRUCK OVER DIMENSIONAL WHEEL PATH
- ▨ OVER DIMENSIONAL TURNING AREA
- ▩ PROPOSED GRAVEL WIDENING

NOTES

1. ALL GUIDEPOSTS WITHIN OVER-DIMENSIONAL WHEEL PATH TO BE REMOVED PRIOR TO TRANSPORTATION OF WIND TURBINE BLADES
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4. POTENTIAL CLASHES OF BLADE TRANSPORT VEHICLE WITH GUARDRAILS, TRAFFIC SIGNALS AND STREET LIGHTING TO BE CONFIRMED BY THE APPOINTED TRANSPORTATION CONTRACTOR

INTERSECTION 11 - BRUCE HIGHWAY, COLES CREEK INTERSECTION PLAN - 84m BLADE TRUCK AND TRAILER

SCALE 1:4000



80m Blade Truck and Trailer	73.120m
Overall Length	2.591m
Overall Width	3.628m
Overall Body Height	0.348m
Min Body Ground Clearance	2.591m
Max Track Width	2.00s
Lock-to-lock time	60.00°
Max Wheel Angle	

84m BLADE TRUCK AND TRAILER

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REV	DETAIL	DRN	CHK
REVISIONS AND APPROVALS		T.J.S.	16 08 2019

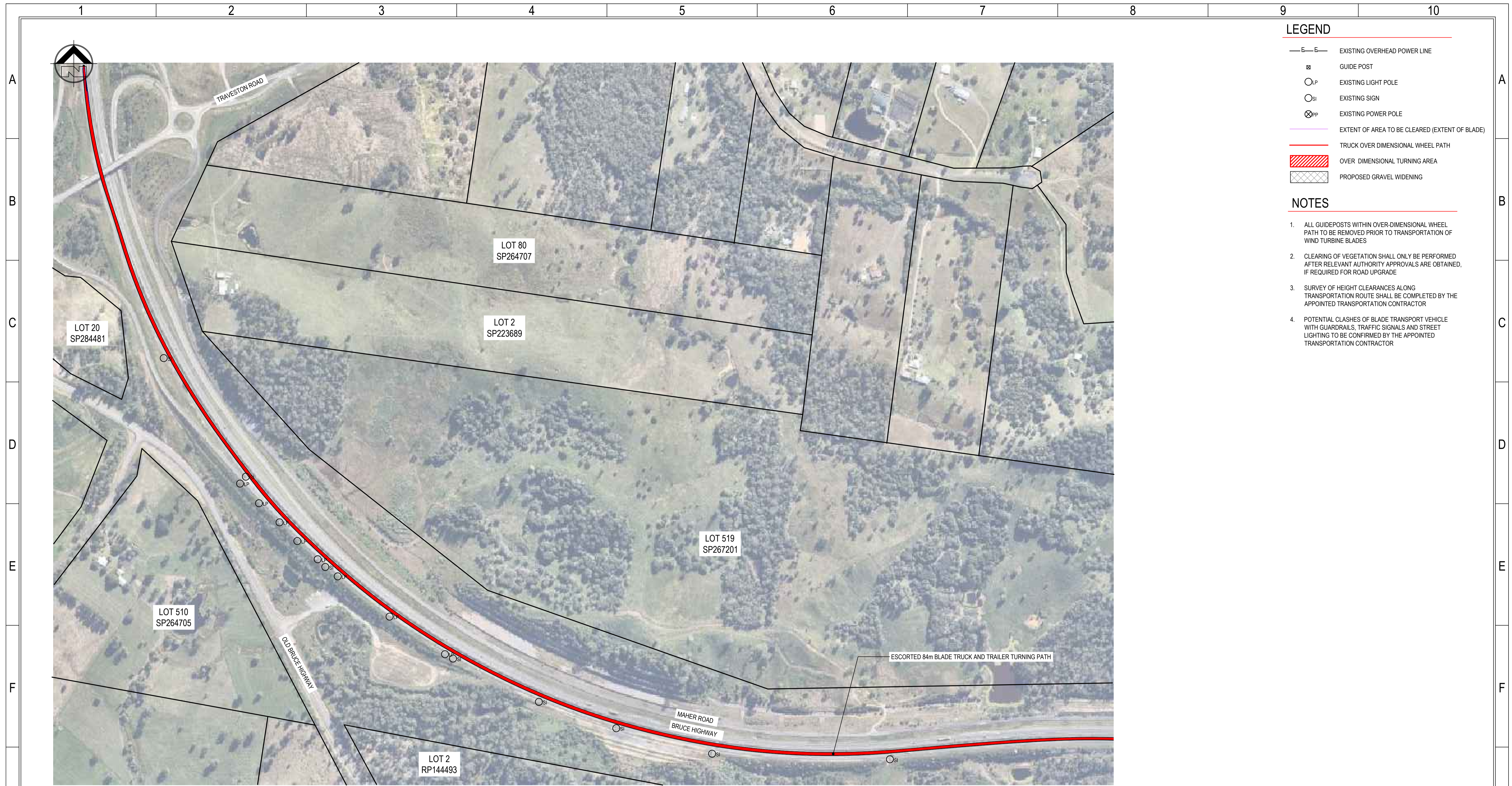
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PROJECT	FOREST WIND DEVELOPMENT	DRAWING STATUS	FOR APPROVAL
TITLE	BRUCE HIGHWAY, COLES CREEK INTERSECTION PLAN	PROJECT No.	15-200
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		SIZE	A1
		DRAWING No.	15-200-TR011
		REV.	0

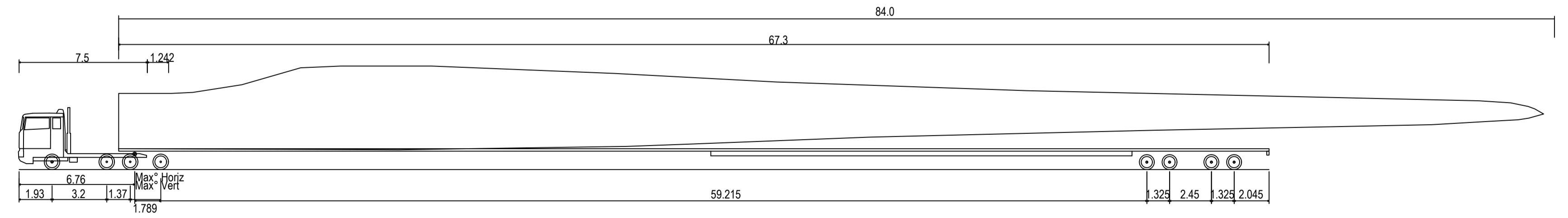


- LEGEND**
- E—E— EXISTING OVERHEAD POWER LINE
 - ⊞ GUIDE POST
 - LP EXISTING LIGHT POLE
 - SI EXISTING SIGN
 - ⊗PP EXISTING POWER POLE
 - EXTENT OF AREA TO BE CLEARED (EXTENT OF BLADE)
 - TRUCK OVER DIMENSIONAL WHEEL PATH
 - ▨ OVER DIMENSIONAL TURNING AREA
 - ▤ PROPOSED GRAVEL WIDENING

- NOTES**
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INTERSECTION 12 - BRUCE HIGHWAY, COLES CREEK INTERSECTION PLAN - 84m BLADE TRUCK AND TRAILER

SCALE 1:4000



84m Blade Truck and Trailer	
Overall Length	73.120m
Overall Width	2.591m
Overall Body Height	3.628m
Min Body Ground Clearance	0.348m
Max Track Width	2.591m
Lock-to-lock time	2.00s
Max Wheel Angle	60.00°

84m BLADE TRUCK AND TRAILER

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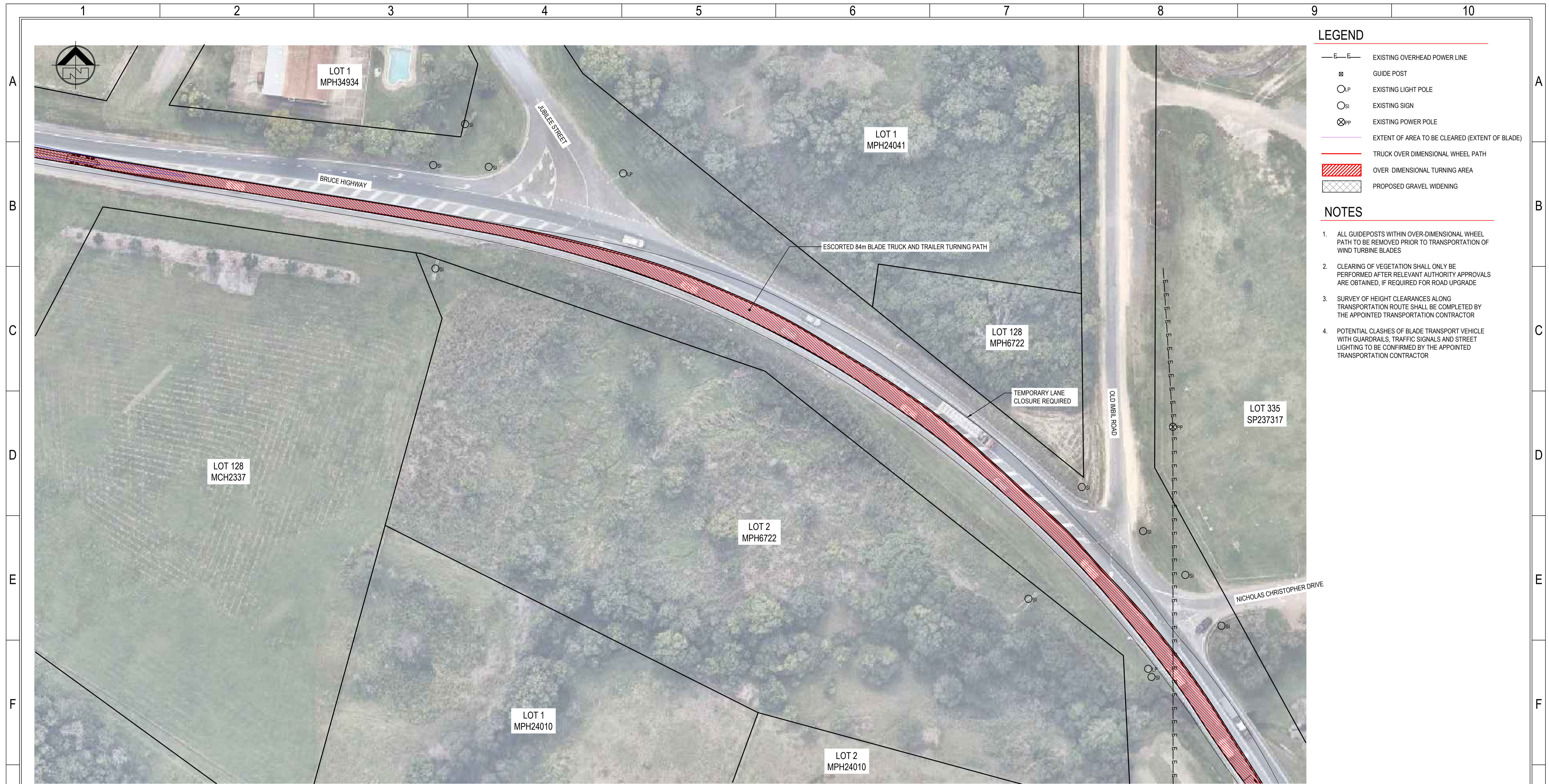
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PROJECT	FOREST WIND DEVELOPMENT	DRAWING STATUS	FOR APPROVAL
TITLE	BRUCE HIGHWAY, COLES CREEK INTERSECTION PLAN	PROJECT No.	15-200
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		SIZE	A1
		DRAWING No.	15-200-TR012
		REV.	0

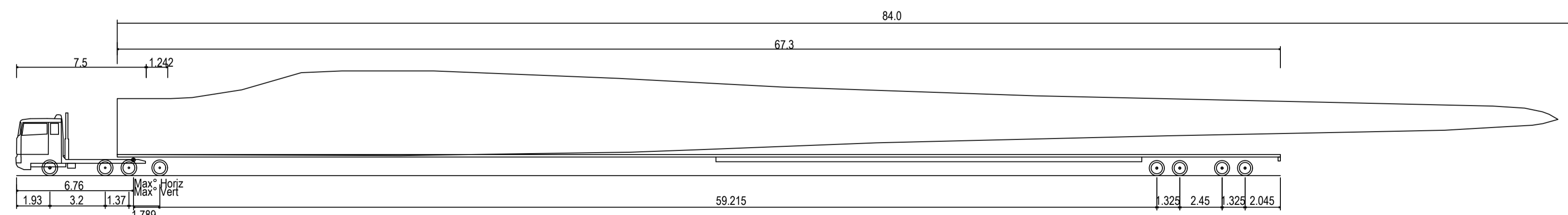


- LEGEND**
- E—E— EXISTING OVERHEAD POWER LINE
 - ⊠ GUIDE POST
 - LP EXISTING LIGHT POLE
 - SI EXISTING SIGN
 - ⊗PP EXISTING POWER POLE
 - EXTENT OF AREA TO BE CLEARED (EXTENT OF BLADE)
 - TRUCK OVER DIMENSIONAL WHEEL PATH
 - ▨ OVER DIMENSIONAL TURNING AREA
 - ▩ PROPOSED GRAVEL WIDENING

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 4. POTENTIAL CLASHES OF BLADE TRANSPORT VEHICLE WITH GUARDRAILS, TRAFFIC SIGNALS AND STREET LIGHTING TO BE CONFIRMED BY THE APPOINTED TRANSPORTATION CONTRACTOR

INTERSECTION 13 - BRUCE HIGHWAY, MONKLAND INTERSECTION PLAN - 84m BLADE TRUCK AND TRAILER

SCALE 1:500



84m Blade Truck and Trailer	73.120m
Overall Length	2.591m
Overall Width	3.628m
Overall Body Height	0.348m
Min Body Ground Clearance	2.591m
Max Track Width	2.00s
Lock-to-lock time	60.00°
Max Wheel Angle	

84m BLADE TRUCK AND TRAILER

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PROJECT	FOREST WIND DEVELOPMENT	DRAWING STATUS	FOR APPROVAL
TITLE	BRUCE HIGHWAY, MONKLAND INTERSECTION PLAN	PROJECT No.	15-200
		SCALE	AS SHOWN
		SIZE	A1
		DRAWING No.	15-200-TR013
		REV.	0

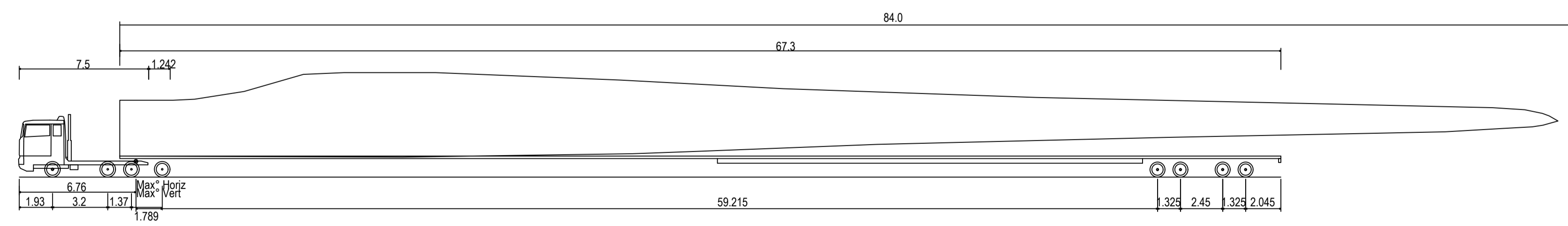


- LEGEND**
- E—E— EXISTING OVERHEAD POWER LINE
 - ⊞ GUIDE POST
 - LP EXISTING LIGHT POLE
 - SI EXISTING SIGN
 - ⊗PP EXISTING POWER POLE
 - EXTENT OF AREA TO BE CLEARED (EXTENT OF BLADE)
 - TRUCK OVER DIMENSIONAL WHEEL PATH
 - ▨ OVER DIMENSIONAL TURNING AREA
 - ▤ PROPOSED GRAVEL WIDENING

- NOTES**
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 4. POTENTIAL CLASHES OF BLADE TRANSPORT VEHICLE WITH GUARDRAILS, TRAFFIC SIGNALS AND STREET LIGHTING TO BE CONFIRMED BY THE APPOINTED TRANSPORTATION CONTRACTOR

INTERSECTION 14 - BRUCE HIGHWAY, MONKLAND INTERSECTION PLAN - 84m BLADE TRUCK AND TRAILER

SCALE 1:500



80m Blade Truck and Trailer	73.120m
Overall Length	2.591m
Overall Width	3.628m
Overall Body Height	0.348m
Min Body Ground Clearance	2.591m
Max Track Width	2.00s
Lock-to-lock time	60.00°
Max Wheel Angle	

84m BLADE TRUCK AND TRAILER

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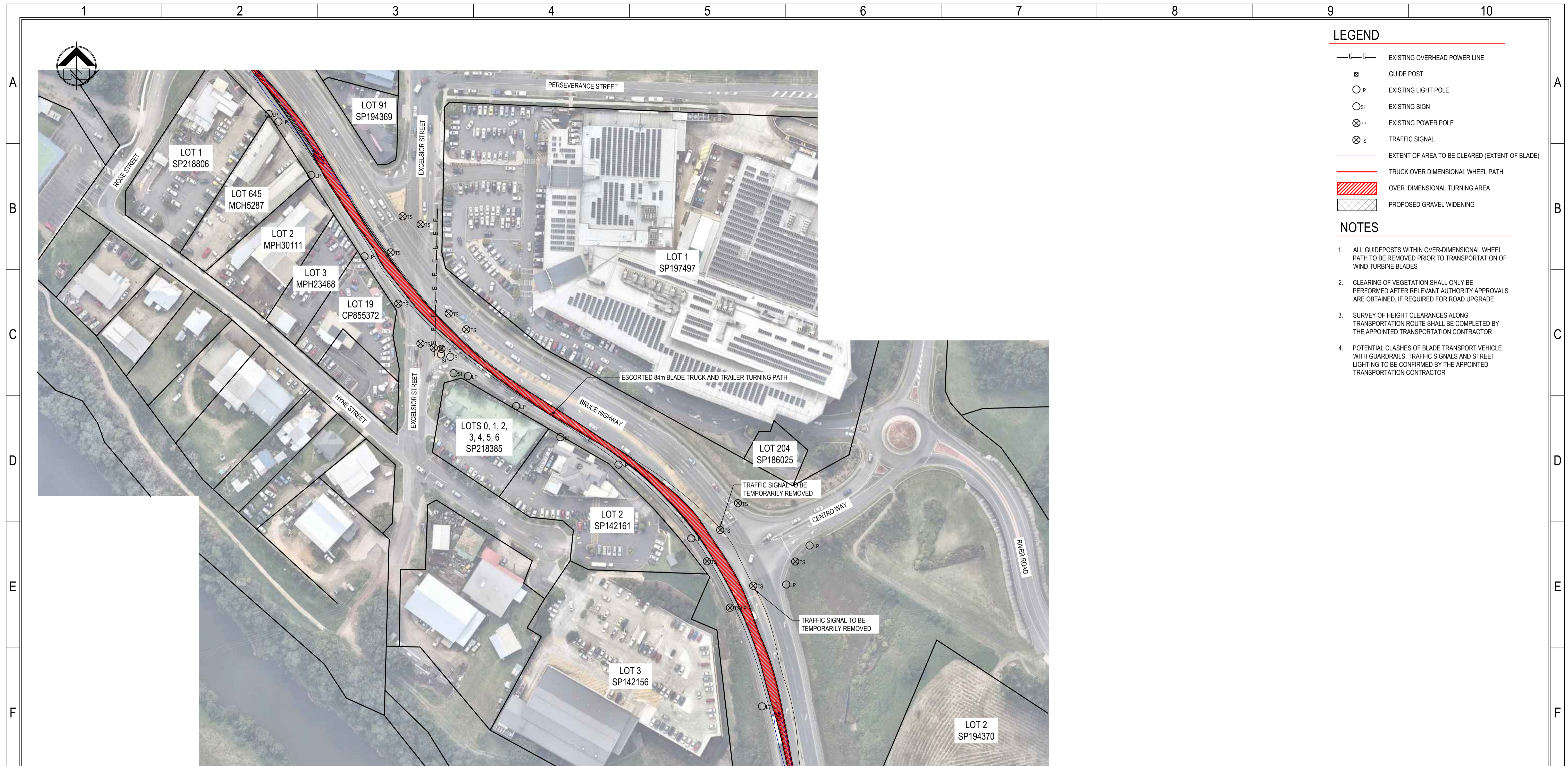
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PROJECT	FOREST WIND DEVELOPMENT	DRAWING STATUS	FOR APPROVAL
TITLE	BRUCE HIGHWAY, MONKLAND INTERSECTION PLAN	PROJECT No.	15-200
		SCALE	AS SHOWN
		SIZE	A1
		DRAWING No.	15-200-TR014
		REV.	0

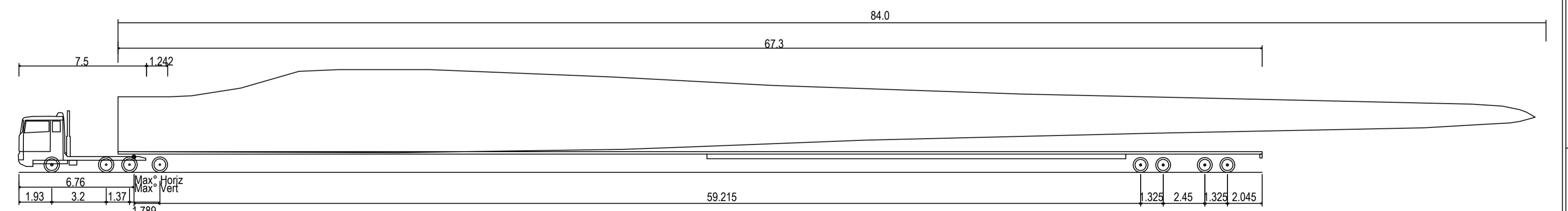


- LEGEND**
- E—E— EXISTING OVERHEAD POWER LINE
 - ⊗ GUIDE POST
 - LP EXISTING LIGHT POLE
 - SI EXISTING SIGN
 - ⊗PP EXISTING POWER POLE
 - ⊗TS TRAFFIC SIGNAL
 - EXTENT OF AREA TO BE CLEARED (EXTENT OF BLADE)
 - TRUCK OVER DIMENSIONAL WHEEL PATH
 - ▨ OVER DIMENSIONAL TURNING AREA
 - ▧ PROPOSED GRAVEL WIDENING

- NOTES**
1. ALL GUIDEPOSTS WITHIN OVER-DIMENSIONAL WHEEL PATH TO BE REMOVED PRIOR TO TRANSPORTATION OF WIND TURBINE BLADES
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 4. POTENTIAL CLASHES OF BLADE TRANSPORT VEHICLE WITH GUARDRAILS, TRAFFIC SIGNALS AND STREET LIGHTING TO BE CONFIRMED BY THE APPOINTED TRANSPORTATION CONTRACTOR

INTERSECTION 15 - BRUCE HIGHWAY, GYMPIE INTERSECTION PLAN - 84m BLADE TRUCK AND TRAILER

SCALE 1:1000



Overall Length	73.120m
Overall Width	2.591m
Overall Body Height	3.628m
Min Body Ground Clearance	0.348m
Max Track Width	2.591m
Lock-to-lock time	2.00s
Max Wheel Angle	60.00°

84m BLADE TRUCK AND TRAILER

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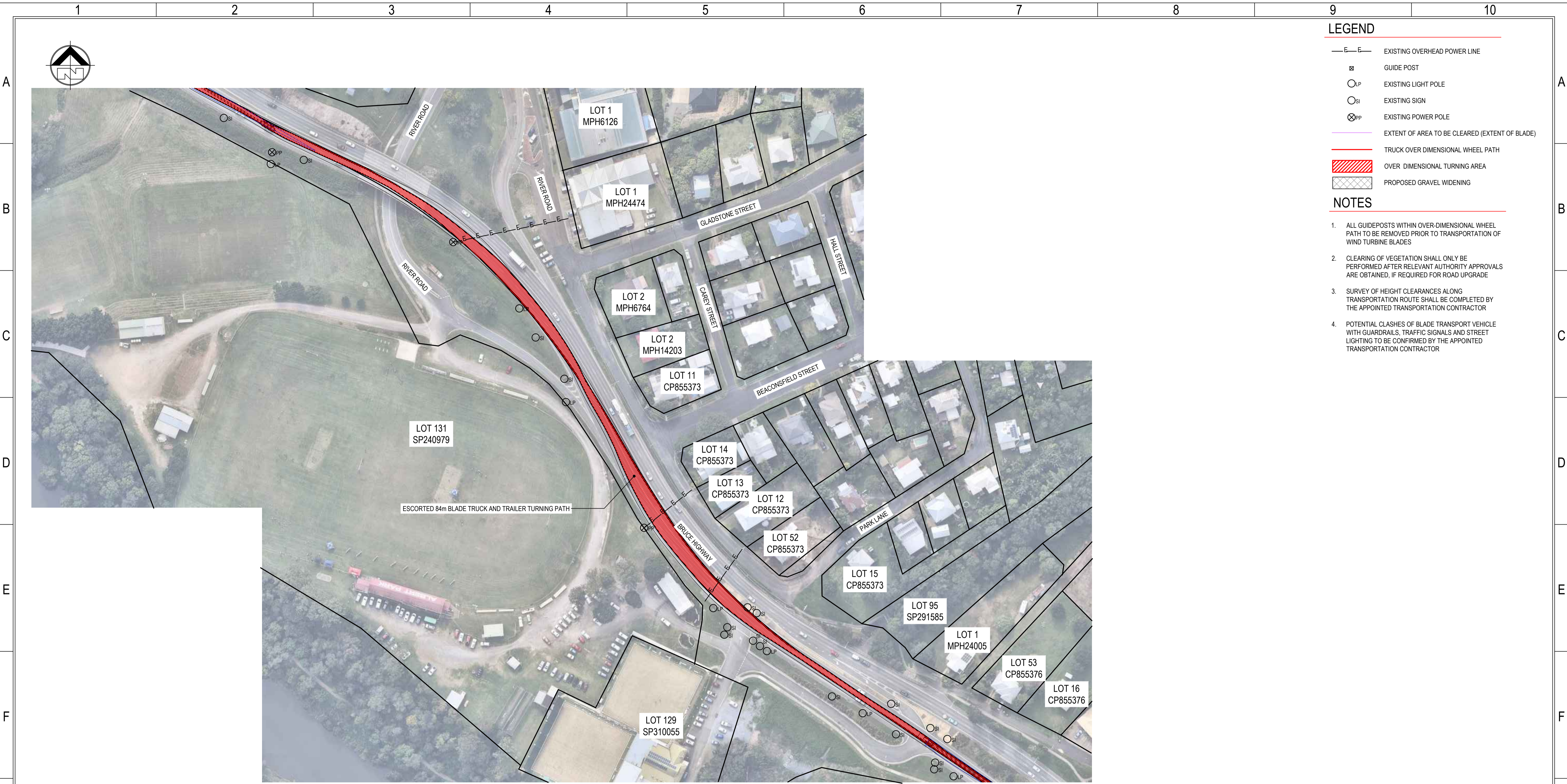
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PROJECT	FOREST WIND DEVELOPMENT
TITLE	BRUCE HIGHWAY, GYMPIE INTERSECTION PLAN

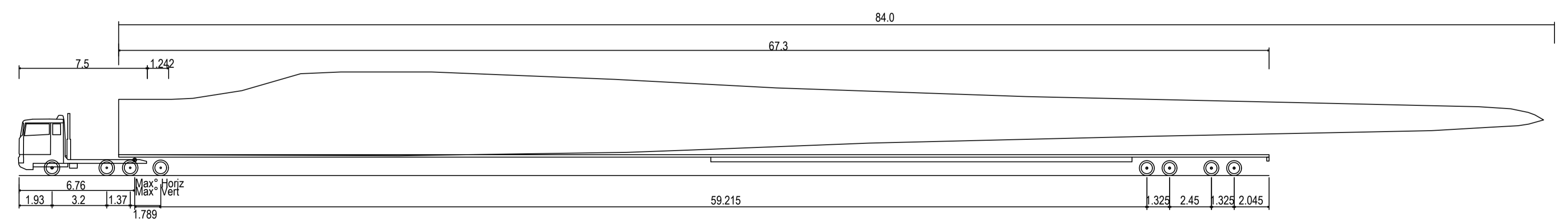
DRAWING STATUS	FOR APPROVAL
PROJECT No	15-200
SCALE	AS SHOWN
SIZE	A1
DRAWING No	15-200-TR015
REV.	0



- LEGEND**
- E—E— EXISTING OVERHEAD POWER LINE
 - GUIDE POST
 - LP EXISTING LIGHT POLE
 - SI EXISTING SIGN
 - ⊗PP EXISTING POWER POLE
 - EXTENT OF AREA TO BE CLEARED (EXTENT OF BLADE)
 - TRUCK OVER DIMENSIONAL WHEEL PATH
 - ▨ OVER DIMENSIONAL TURNING AREA
 - ▤ PROPOSED GRAVEL WIDENING
- NOTES**
- ALL GUIDEPOSTS WITHIN OVER-DIMENSIONAL WHEEL PATH TO BE REMOVED PRIOR TO TRANSPORTATION OF WIND TURBINE BLADES
 - CLEARING OF VEGETATION SHALL ONLY BE PERFORMED AFTER RELEVANT AUTHORITY APPROVALS ARE OBTAINED, IF REQUIRED FOR ROAD UPGRADE
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 - POTENTIAL CLASHES OF BLADE TRANSPORT VEHICLE WITH GUARDRAILS, TRAFFIC SIGNALS AND STREET LIGHTING TO BE CONFIRMED BY THE APPOINTED TRANSPORTATION CONTRACTOR

INTERSECTION 16 - BRUCE HIGHWAY, GYMPIE INTERSECTION PLAN - 84m BLADE TRUCK AND TRAILER

SCALE 1:1000



84m Blade Truck and Trailer	73.120m
Overall Length	2.591m
Overall Width	3.628m
Overall Body Height	0.348m
Min Body Ground Clearance	2.591m
Max Track Width	2.00s
Lock-to-lock time	60.00°
Max Wheel Angle	

84m BLADE TRUCK AND TRAILER

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PROJECT	FOREST WIND DEVELOPMENT	DRAWING STATUS	FOR APPROVAL
TITLE	BRUCE HIGHWAY, GYMPIE INTERSECTION PLAN	PROJECT No.	15-200
		SCALE	AS SHOWN
		SIZE	A1
		DRAWING No.	15-200-TR016
		REV.	0

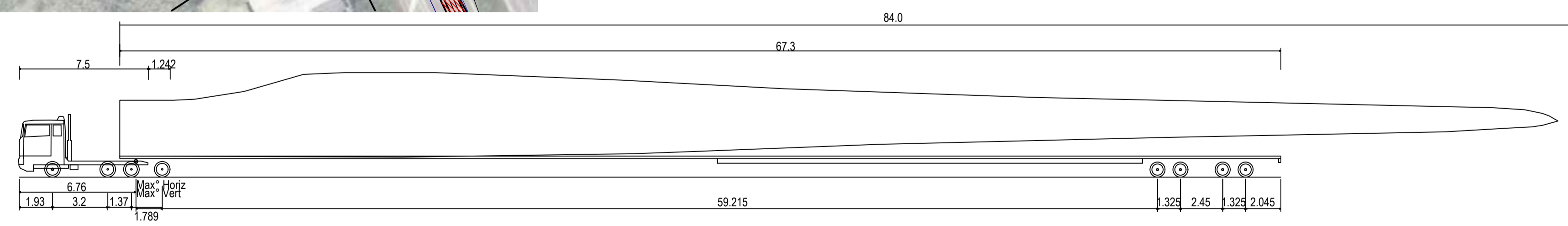


- ### LEGEND
- EXISTING OVERHEAD POWER LINE
 - GUIDE POST
 - EXISTING LIGHT POLE
 - EXISTING SIGN
 - EXISTING POWER POLE
 - EXTENT OF AREA TO BE CLEARED (EXTENT OF BLADE)
 - TRUCK OVER DIMENSIONAL WHEEL PATH
 - OVER DIMENSIONAL TURNING AREA
 - PROPOSED GRAVEL WIDENING

- ### NOTES
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INTERSECTION 17 - BRUCE HIGHWAY, GYMPIE INTERSECTION PLAN - 84m BLADE TRUCK AND TRAILER

SCALE 1:500



84m Blade Truck and Trailer	73.120m
Overall Length	2.591m
Overall Width	3.628m
Overall Body Height	0.348m
Min Body Ground Clearance	2.591m
Max Track Width	2.00s
Lock-to-lock time	60.00°
Max Wheel Angle	

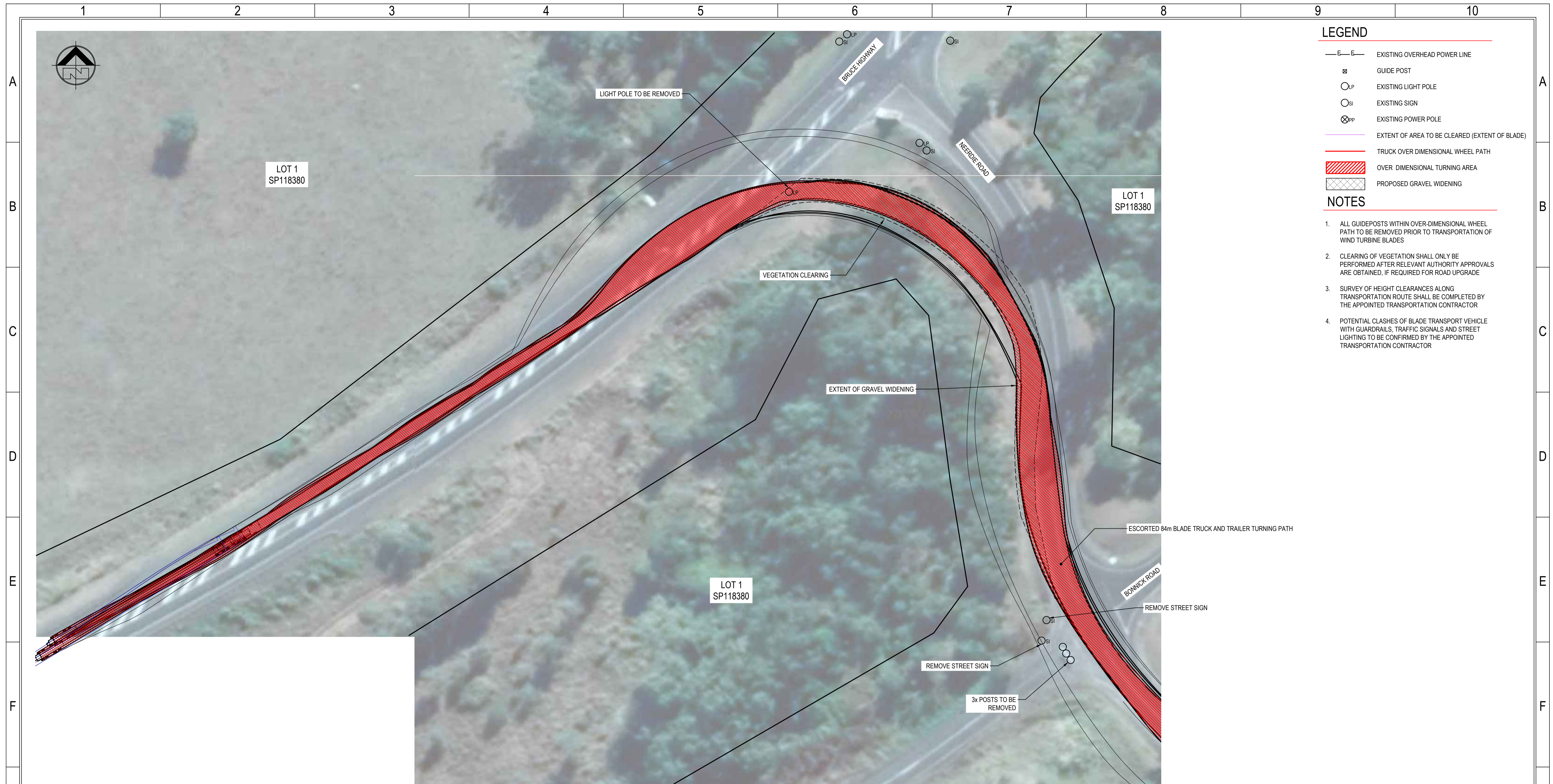
84m BLADE TRUCK AND TRAILER

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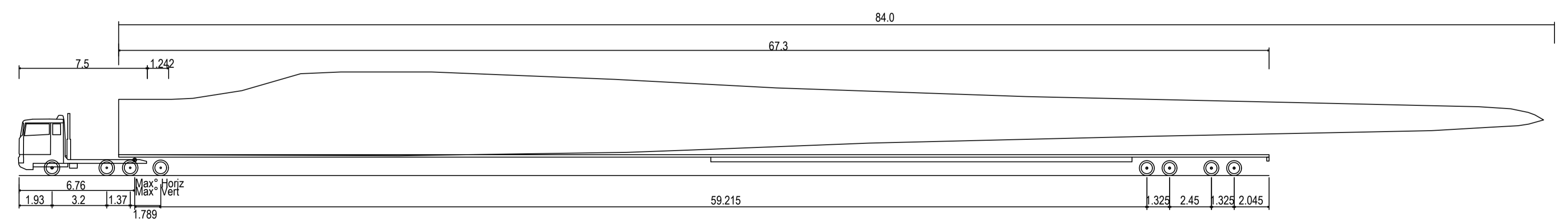
PROJECT FOREST WIND DEVELOPMENT	DRAWING STATUS FOR APPROVAL
TITLE BRUCE HIGHWAY, GYMPIE INTERSECTION PLAN	SCALE AS SHOWN
PROJECT No. 15-200	SIZE A1
DRAWING No. 15-200-TR017	REV. 0



- LEGEND**
- E—E— EXISTING OVERHEAD POWER LINE
 - ⊞ GUIDE POST
 - _{LP} EXISTING LIGHT POLE
 - _{SI} EXISTING SIGN
 - ⊗_{PP} EXISTING POWER POLE
 - EXTENT OF AREA TO BE CLEARED (EXTENT OF BLADE)
 - TRUCK OVER DIMENSIONAL WHEEL PATH
 - ▨ OVER DIMENSIONAL TURNING AREA
 - ▩ PROPOSED GRAVEL WIDENING
- NOTES**
1. ALL GUIDEPOSTS WITHIN OVER-DIMENSIONAL WHEEL PATH TO BE REMOVED PRIOR TO TRANSPORTATION OF WIND TURBINE BLADES
 2. CLEARING OF VEGETATION SHALL ONLY BE PERFORMED AFTER RELEVANT AUTHORITY APPROVALS ARE OBTAINED, IF REQUIRED FOR ROAD UPGRADE
 3. SURVEY OF HEIGHT CLEARANCES ALONG TRANSPORTATION ROUTE SHALL BE COMPLETED BY THE APPOINTED TRANSPORTATION CONTRACTOR
 4. POTENTIAL CLASHES OF BLADE TRANSPORT VEHICLE WITH GUARDRAILS, TRAFFIC SIGNALS AND STREET LIGHTING TO BE CONFIRMED BY THE APPOINTED TRANSPORTATION CONTRACTOR

INTERSECTION 18 - BRUCE HIGHWAY / NEERDIE ROAD INTERSECTION PLAN - 84 BLADE TRUCK AND TRAILER

SCALE 1:500



80m Blade Truck and Trailer	73.120m
Overall Length	2.591m
Overall Width	3.628m
Overall Body Height	0.348m
Min Body Ground Clearance	2.591m
Max Track Width	2.00s
Lock-to-lock time	60.00°
Max Wheel Angle	

84m BLADE TRUCK AND TRAILER

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PROJECT FOREST WIND DEVELOPMENT	DRAWING STATUS FOR APPROVAL
TITLE BRUCE HIGHWAY / NEERDIE ROAD INTERSECTION PLAN	PROJECT No. 15-200 SCALE AS SHOWN SIZE A1
DRAWING No. 15-200-TR018	REV. 0

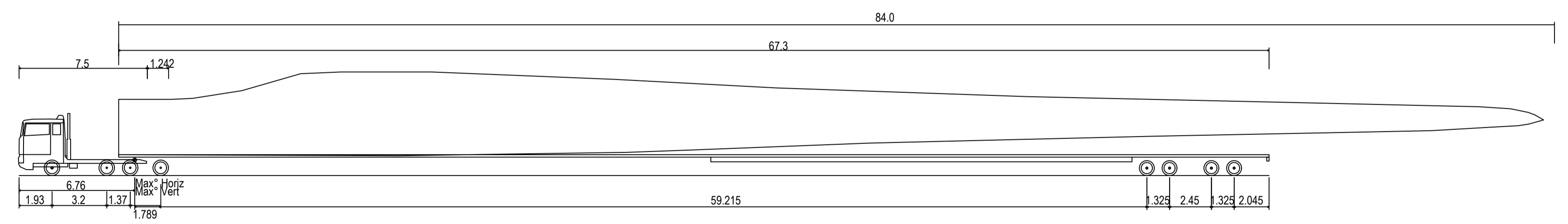


- ### LEGEND
- E—E— EXISTING OVERHEAD POWER LINE
 - ⊕ GUIDE POST
 - LP EXISTING LIGHT POLE
 - SI EXISTING SIGN
 - ⊗PP EXISTING POWER POLE
 - EXTENT OF AREA TO BE CLEARED (EXTENT OF BLADE)
 - TRUCK OVER DIMENSIONAL WHEEL PATH
 - ▨ OVER DIMENSIONAL TURNING AREA
 - ▤ PROPOSED GRAVEL WIDENING

- ### NOTES
1. ALL GUIDEPOSTS WITHIN OVER-DIMENSIONAL WHEEL PATH TO BE REMOVED PRIOR TO TRANSPORTATION OF WIND TURBINE BLADES
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 3. SURVEY OF HEIGHT CLEARANCES ALONG TRANSPORTATION ROUTE SHALL BE COMPLETED BY THE APPOINTED TRANSPORTATION CONTRACTOR
 4. POTENTIAL CLASHES OF BLADE TRANSPORT VEHICLE WITH GUARDRAILS, TRAFFIC SIGNALS AND STREET LIGHTING TO BE CONFIRMED BY THE APPOINTED TRANSPORTATION CONTRACTOR

INTERSECTION 19 - NEERDIE ROAD, GUNALDA INTERSECTION PLAN - 84m BLADE TRUCK AND TRAILER

SCALE 1:500



84m Blade Truck and Trailer	73.120m
Overall Length	2.591m
Overall Width	3.628m
Overall Body Height	0.348m
Min Body Ground Clearance	2.591m
Max Track Width	2.00s
Lock-to-lock time	60.00°
Max Wheel Angle	

84m BLADE TRUCK AND TRAILER

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PROJECT	FOREST WIND DEVELOPMENT	DRAWING STATUS	FOR APPROVAL
TITLE	NEERDIE ROAD, GUNALDA INTERSECTION PLAN	PROJECT No.	15-200
		SCALE	AS SHOWN
		SIZE	A1
		DRAWING No.	15-200-TR019
		REV.	0



INTERSECTION 20 - NEERDIE ROAD, GUNALDA INTERSECTION PLAN - 84m BLADE TRUCK AND TRAILER

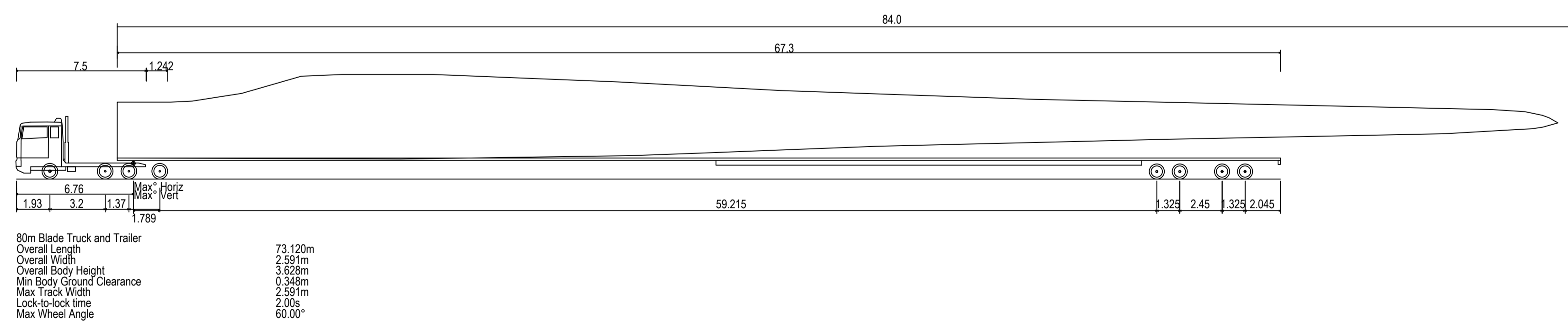
SCALE 1:500

LEGEND

- E—E— EXISTING OVERHEAD POWER LINE
- ⊗ GUIDE POST
- LP EXISTING LIGHT POLE
- SI EXISTING SIGN
- ⊗PP EXISTING POWER POLE
- EXTENT OF AREA TO BE CLEARED (EXTENT OF BLADE)
- TRUCK OVER DIMENSIONAL WHEEL PATH
- ▨ OVER DIMENSIONAL TURNING AREA
- ▨ PROPOSED GRAVEL WIDENING

NOTES

1. ALL GUIDEPOSTS WITHIN OVER-DIMENSIONAL WHEEL PATH TO BE REMOVED PRIOR TO TRANSPORTATION OF WIND TURBINE BLADES
2. CLEARING OF VEGETATION SHALL ONLY BE PERFORMED AFTER RELEVANT AUTHORITY APPROVALS ARE OBTAINED, IF REQUIRED FOR ROAD UPGRADE
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4. POTENTIAL CLASHES OF BLADE TRANSPORT VEHICLE WITH GUARDRAILS, TRAFFIC SIGNALS AND STREET LIGHTING TO BE CONFIRMED BY THE APPOINTED TRANSPORTATION CONTRACTOR



84m BLADE TRUCK AND TRAILER

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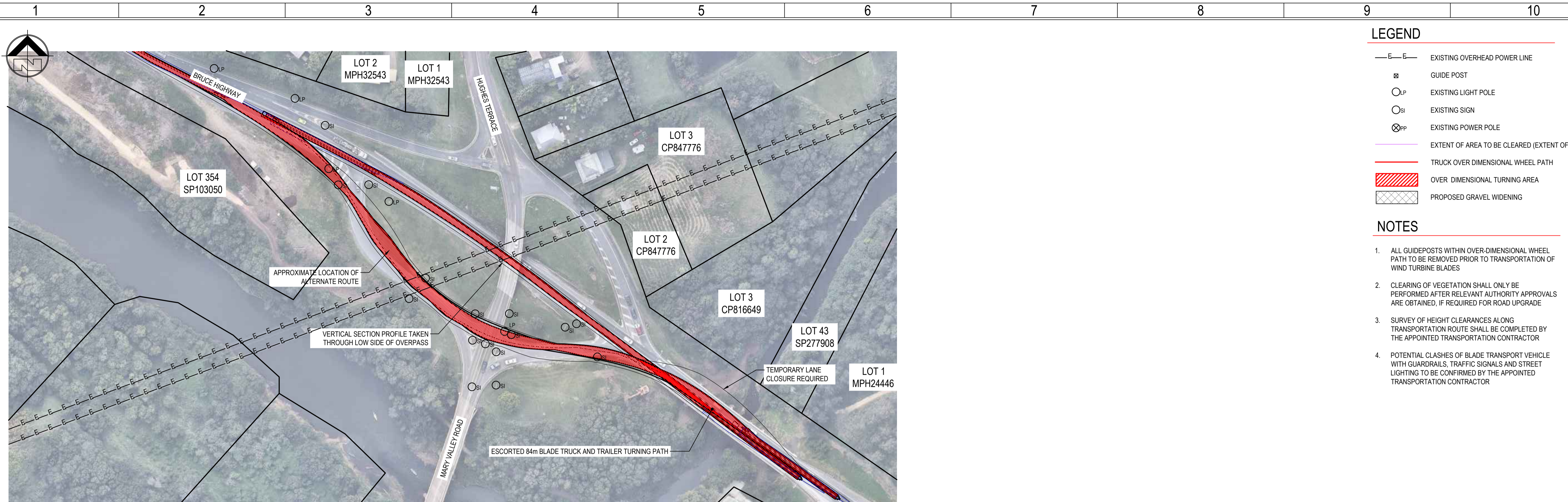
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TITLE NEERDIE ROAD, GUNALDA INTERSECTION PLAN	PROJECT No 15-200
	SCALE AS SHOWN
	SIZE A1
	DRAWING No 15-200-TR020
	REV. 0

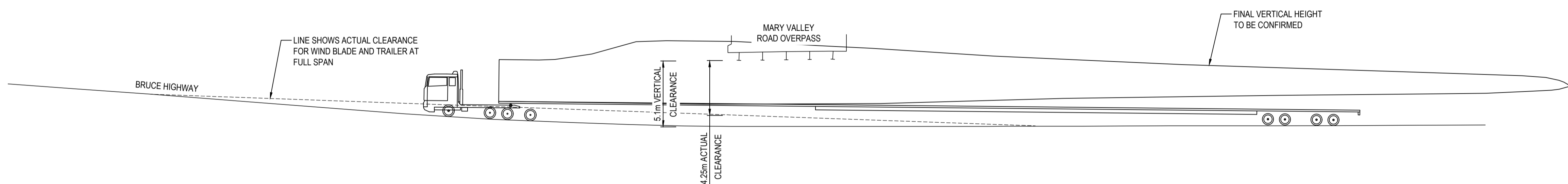


- LEGEND**
- E—E— EXISTING OVERHEAD POWER LINE
 - ⊗ GP GUIDE POST
 - LP EXISTING LIGHT POLE
 - SI EXISTING SIGN
 - ⊗ PP EXISTING POWER POLE
 - EXTENT OF AREA TO BE CLEARED (EXTENT OF BLADE)
 - TRUCK OVER DIMENSIONAL WHEEL PATH
 - ▨ OVER DIMENSIONAL TURNING AREA
 - ▤ PROPOSED GRAVEL WIDENING

- NOTES**
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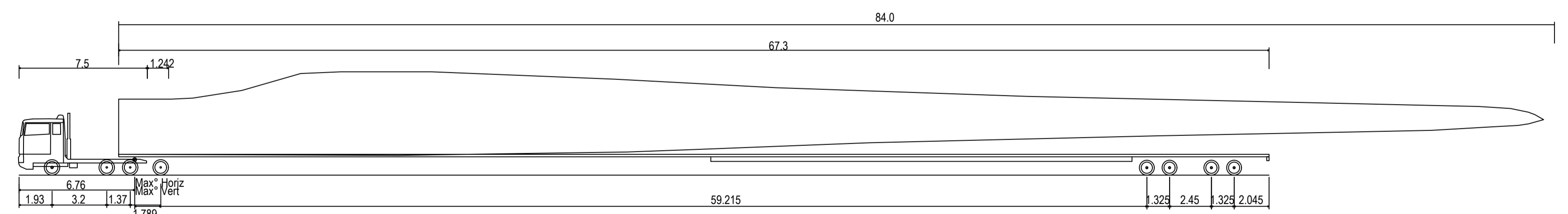
INTERSECTION 21 - MARY VALLEY ROAD, GYMPIE INTERSECTION PLAN - 84m BLADE TRUCK AND TRAILER

SCALE 1:1000



VERTICAL SECTION PROFILE - 84m BLADE TRUCK AND TRAILER

SCALE 1:200



80m Blade Truck and Trailer	73.120m
Overall Length	2.591m
Overall Width	3.628m
Overall Body Height	0.348m
Min Body Ground Clearance	2.591m
Max Track Width	2.00s
Lock-to-lock time	60.00°
Max Wheel Angle	

84m BLADE TRUCK AND TRAILER

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PROJECT	FOREST WIND DEVELOPMENT	DRAWING STATUS	FOR APPROVAL
TITLE	MARY VALLEY ROAD OVERPASS INTERSECTION PLAN	PROJECT No.	15-200
		SCALE	AS SHOWN
		SIZE	A1
		DRAWING No.	15-200-TR021
		REV.	0