KINGDOM COMMUNITY WIND
TRANSPORTATION PLAN

May 2012

1. Public Service Board Requirements

In its May 31, 2011 Order, the Public Service Board ("Board") imposed the following transportation requirements:

(6) The Petitioners shall file a complete transportation plan for Board review and approval prior to the commencement of construction activities. Parties with standing on this issue will have two weeks to file comments on the plan once it is filed.
(7) The Petitioners shall take measures to ensure that disruptions to traffic flows are minimized and will implement appropriate safety measures, as described in this Order.
(8) The Petitioners must receive the necessary state and local permits for any public road or public facility improvements required by the project, as well as receive the necessary permits from the Vermont Agency of Transportation ("VTrans") for oversized vehicles.
(9) The Petitioners shall pay for any costs associated with road improvements or modifications necessary to transport the project components to the site.
(10) The Petitioners shall pay to repair any damage to roads caused by construction or other oversized vehicles.
(11) The Petitioners shall conduct a survey to document existing road conditions with VTrans and officials of each affected town prior to transport of project components. Any damage caused by the transport activities shall be measured against the pre-transport survey, and GMP will be responsible for paying to repair any damage identified.

This Transportation Plan is intended to meet the Board requirements. It has been prepared in concert with the Project's turbine manufacturer, Vestas Wind Systems A/S ("Vestas").

2. General Information

a. Green Mountain Power Corporation ("GMP") will make arrangements for the transport of 21 turbines to the project site located off Vermont State Route 100 approximately 2.5 miles south of the Lowell Village.
b. Each turbine consists of 8 oversized truckloads of materials for a total of 168 oversized loads.
c. Additionally, approximately 42 regular over the road trucks will deliver the hubs (one over the road truck per turbine) plus miscellaneous tools and small parts (one additional over the road truck per turbine) to assist with the turbine assembly and operation.

d. All oversized loads will be escorted in accordance with all applicable regulations, including Vermont Department of Motor Vehicles ("VT-DMV") requirements.
e. All oversized loads will be traveling Monday through Friday, exclusive of State observed holidays, during the daylight hours and only when the weather conditions allow for compliance with VT-DMV and any other applicable permit requirements.
f. It is anticipated that the delivery of the turbine components will occur during the months of July, August and early September 2012.
g. It is anticipated that approximately 2.5 turbines per week will be delivered to the project site and that the individual loads will be scheduled approximately 30 to 60 minutes apart to minimize disruption to local traffic patterns.

3. Coordination

a. GMP will conduct a survey to document existing road conditions with VTrans and officials of each affected town at least 30 days prior to the initial transport of project components.
b. Sixty days prior to the planned start of the transportation of the turbine components, GMP will meet with town officials and local first responders in each of the towns along the route to answer questions and coordinate the transportation to address any issues or concerns that they may have, including the possible staging of emergency vehicles to avoid conflicts with the transport plan (similar to what is done during parades).
c. GMP will coordinate with the local towns to minimize disruptions to planned town activities occurring within the time frame of the turbine deliveries (school graduation, etc.)
d. GMP will provide coordination with all necessary Vermont State agencies (VT-DMV, VTrans, State Police), local first responders, and local town officials on a daily basis for the planned delivery schedule and update them with any changes or modifications to the planned transport activities for the day.
e. GMP will provide a single point of contact for all issues regarding the transport of the turbines.

4. Traffic Control Measures

a. GMP will comply with the VT-DMV's "Rules and Instructions Governing Overweight and Overdimension Vehicle Permits." These rules set out requirements related to escort vehicles, flaggers, holidays, hours of operation activities on posted roads, etc. A copy of the permit requirements are available at this location: http://dmv.vermont.gov/sites/dmv/files/pdf/DMV-VX012-oversize_Permit_Rules.pdf
b. GMP will be conducting other construction activities along Route 100 (Transmission upgrades) and will schedule this work around the delivery schedule of the turbines to ensure that this work does not cause additional burdens on the traffic near the project site.

5. Turbine Delivery

The routes for oversized trucks are as follows. Tower sections and blades will be transported via Route # 1 by truck from Island Pond, Vermont (where they will be delivered by rail from the manufacturing facility in Colorado), whereas the nacelle, hub and gear box will be – transported via Route # 2 by truck from Albany, New York (where they will be delivered by boat from the manufacturing facility in Denmark).

Route #1:

a. Turbine delivery Route #1 will be utilized for the delivery of tower sections (3 oversized trucks each with 1 section of tower), blades (3 oversized trucks with 1 blade per truck).
b. Delivery Route #1 shall be as follows:

   i. West on VT State Route 105 from Island Pond, through Charleston, continuing on to Derby Center.
   ii. West on VT State Route 5 from Derby Center to Exit 28 and onto I-91 South.
   iii. I-91 South to Exit 26.
   iv. West on Vermont State Route 14/58 through the village of Irasburg to the intersection of Route 14/58. West on Route 58 to the intersection of Vermont State Route 100 immediately south of the village of Lowell.
   v. South on Route 100 to the project site.

Route #2:

a. Turbine delivery Route #2 will be utilized for the delivery of the nacelle (1 oversized truck), and the gear box (1 oversized truck).
b. Delivery Route #2 shall be as follows:

   i. US Route 4 East from New York State to the intersection of US Route 7.
   ii. US Route 7 South to the intersection of VT State Route 103.
   iii. VT State Route 103 South to I-91.
   iv. I-91 South to Exit 4, turn around at Exit and head north on I-91.
   v. I-91 North to Exit 26.
   vi. West on VT State Route 5 to 14/58.
   vii. West on Vermont State Route 14/58 through the village of Irasburg to the intersection of Route 14/58. West on Route 58 to the intersection of Vermont State Route 100 immediately south of the village of Lowell.
   viii. South on Route 100 to the project site.

Based on these revised routes and permitting by Vestas and its transport company, the components can be transported over all highways in Vermont and New York over the routes described above. In particular, the turning radii at all intersections can accommodate the loads, all clearances that cannot be adjusted are sufficient and all adjacent and overhead moveable obstructions (signs, etc.) can be

temporarily relocated during transport activities, as will be identified in the survey identified above.

6. Other Requirements

GMP will pay for any costs associated with road improvements or modifications necessary to transport the project components to the site, and will pay to repair any damage to roads caused by construction or other oversized vehicles. Any damage caused by the transport activities shall be measured against the pre-transport survey, and GMP will be responsible for paying to repair any damage identified.