

Regione Basilicata



Provincia di Potenza



Comune di Castelgrande



Comune di Muro Lucano



Comune di Rapone



Comune di San Fele

**PROGETTO PER LA REALIZZAZIONE
DI UN PARCO EOLICO PER LA PRODUZIONE DI ENERGIA ELETTRICA,
DELLE OPERE CONNESSE E DELLE INFRASTRUTTURE INDISPENSABILI**
Comune di Castelgrande, Muro Lucano, San Fele e Rapone (PZ)

PROGETTO DEFINITIVO

A.16.a.13_1
Report viabilità di accesso al sito

Proponente



Eolica Muro Lucano Srl
Via del Seminario Maggiore, 4
85100 - Potenza (PZ)

Progettista

Ing. Gaetano Cirone

Ing. Francesco Rossi



Formato

A4

Scala

-

Scala stampa

-

Revisione	Descrizione	Data	Preparato	Controllato	Approvato
00	Prima emissione	21/01/2020	Ing. Gaetano Cirone	Ing. Gaetano Cirone	Ing. Francesco Rossi



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12 x 5.X – 158R – 121 HH
Route survey report



Rev 1

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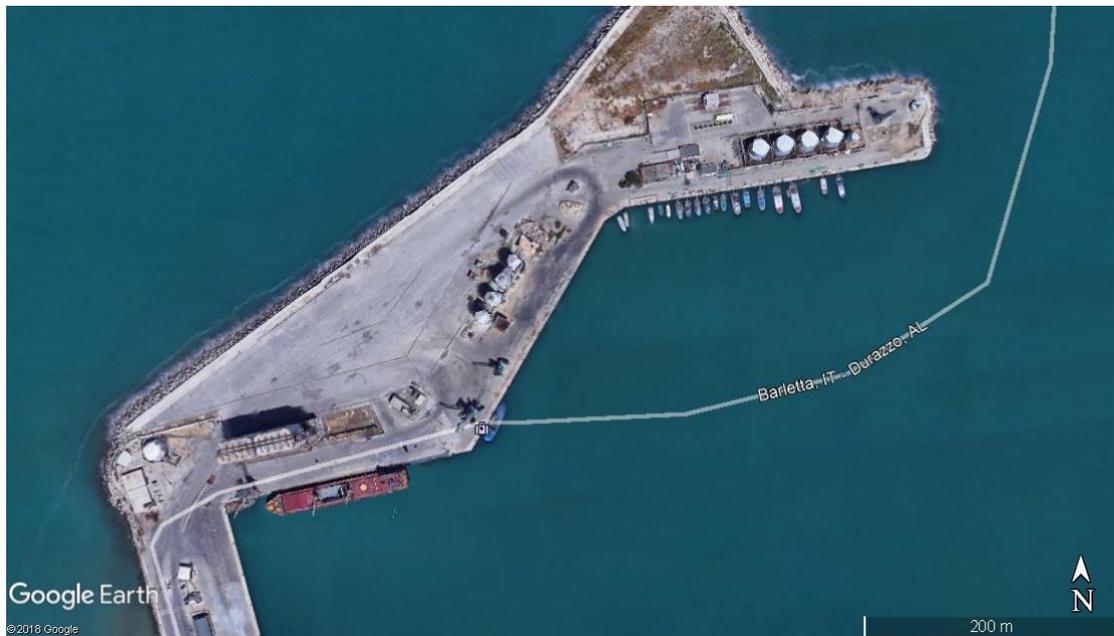
Date 21/01/2020

The scope of this route survey is to find a route that enables the component vehicles to reach the site entrance of the Castelgrande Wind Farm.

GE wishes to point out that this report is at present a route survey only!

The Buyer and all the involved parties will be required to carry out a full route and site survey at a later date.

The port can be Barletta .



Storage area around 10.000m²

41°19'43 N 16°17'07 E

The route described in this report starts from: The exit gate of the port of Barletta onto the Lungomare P. Mennea up to the road junction joining the Via Violante. Follow the Via Violante to the road junction with the Via Foggia (SS 16) to the SS 16 bis and SS 16. Follow the SS 16 to the road junction with the SS 655 Follow the SS 655. Turn right onto SP48/SS401, SP219, Follow municipal road direction Rapone, follow the municipal roads towards the site south-west of Rapone.



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Barletta Port Gate



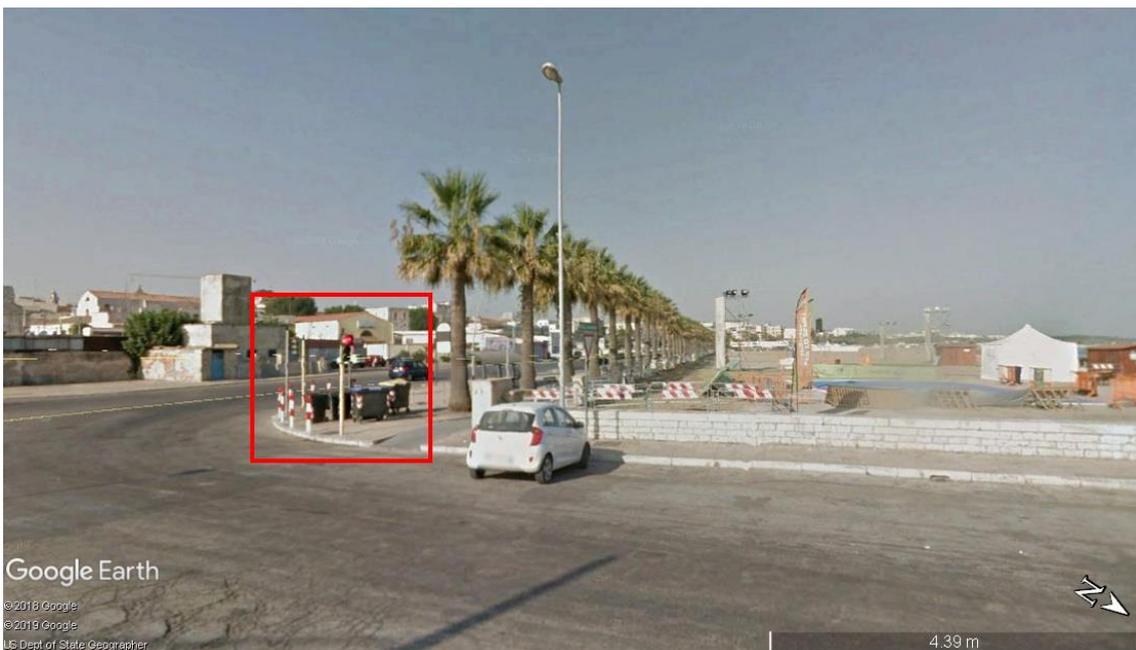
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Road Junction Barletta Port Gate & the Lungomare P. Mennea in the direction of Foggia
41°19'26 N, 16°17'00 E



Remove fences, move back traffic light, set up parking ban in the area of the port exit



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Lungomare P. Mennea, 41°19'31 N 16°16'00 E



Enlarge and compact ramp into round about on left side



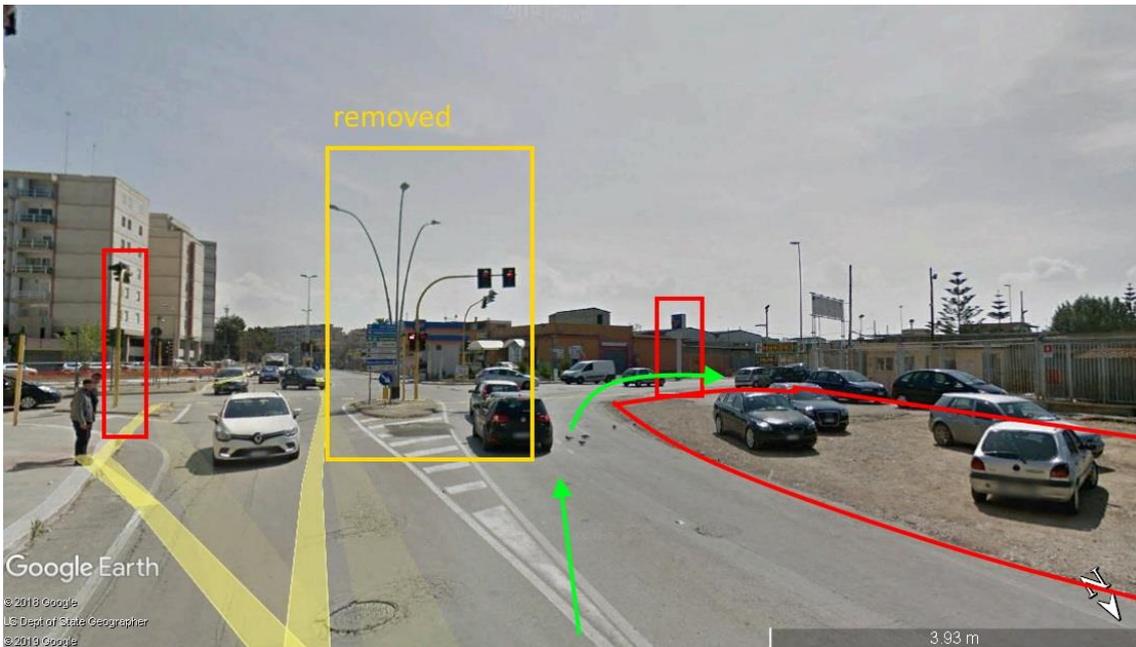
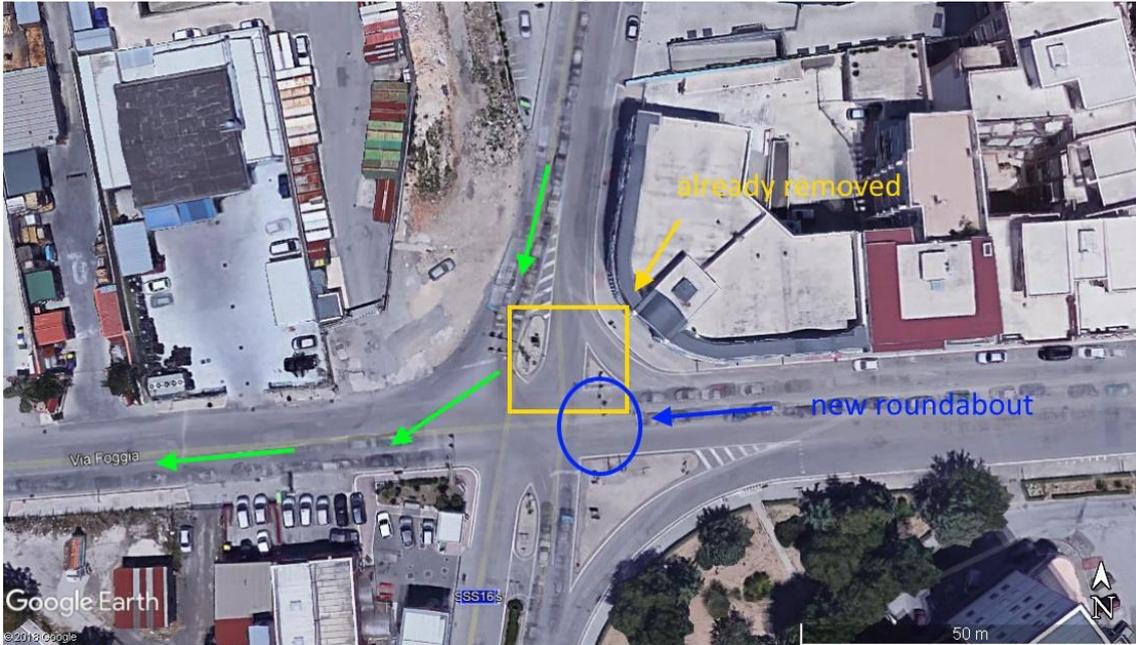
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Road Junction Via Violante / Via Foggia (SS 16), 41° 19' 11 N 16°15'40 E



Remove traffic light on left, compact area on right side, remove Chevron pole



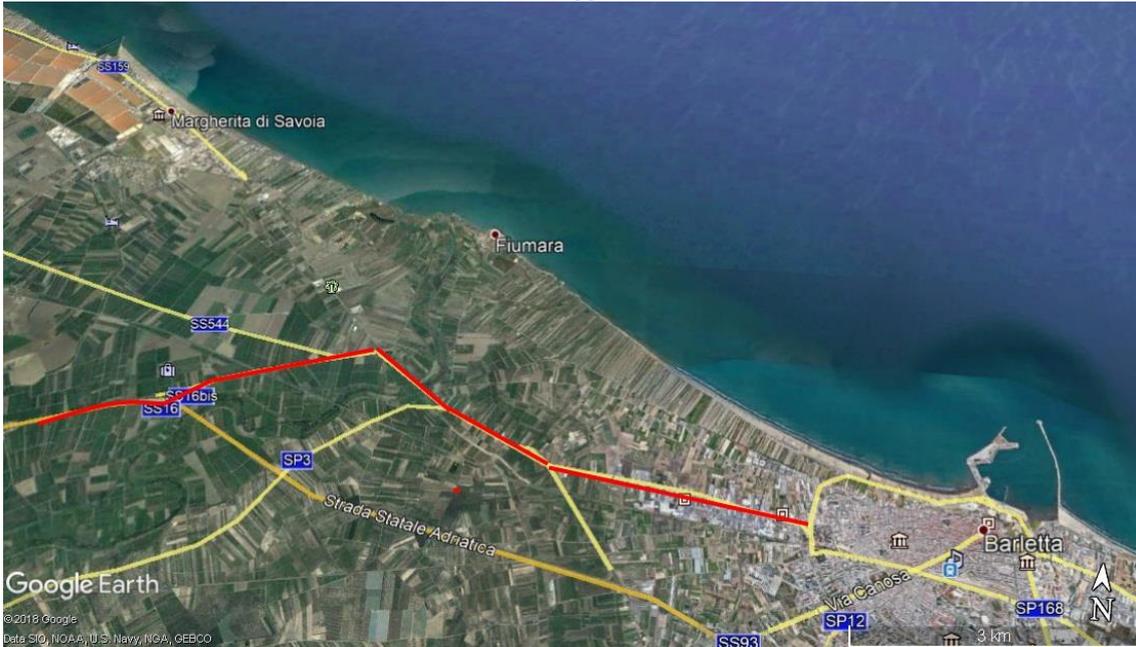
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Road Junction Via Foggia / SS16bis / SS 16



Continue on SS 16 around Cerignola and around Foggia north up to join SS 655.

Road Junction SS 16 –SS 655





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Remove the Road Signs and Black & White Chevrons from the outer radius of the curve so that the Blades can oversail the Safety Barriers.



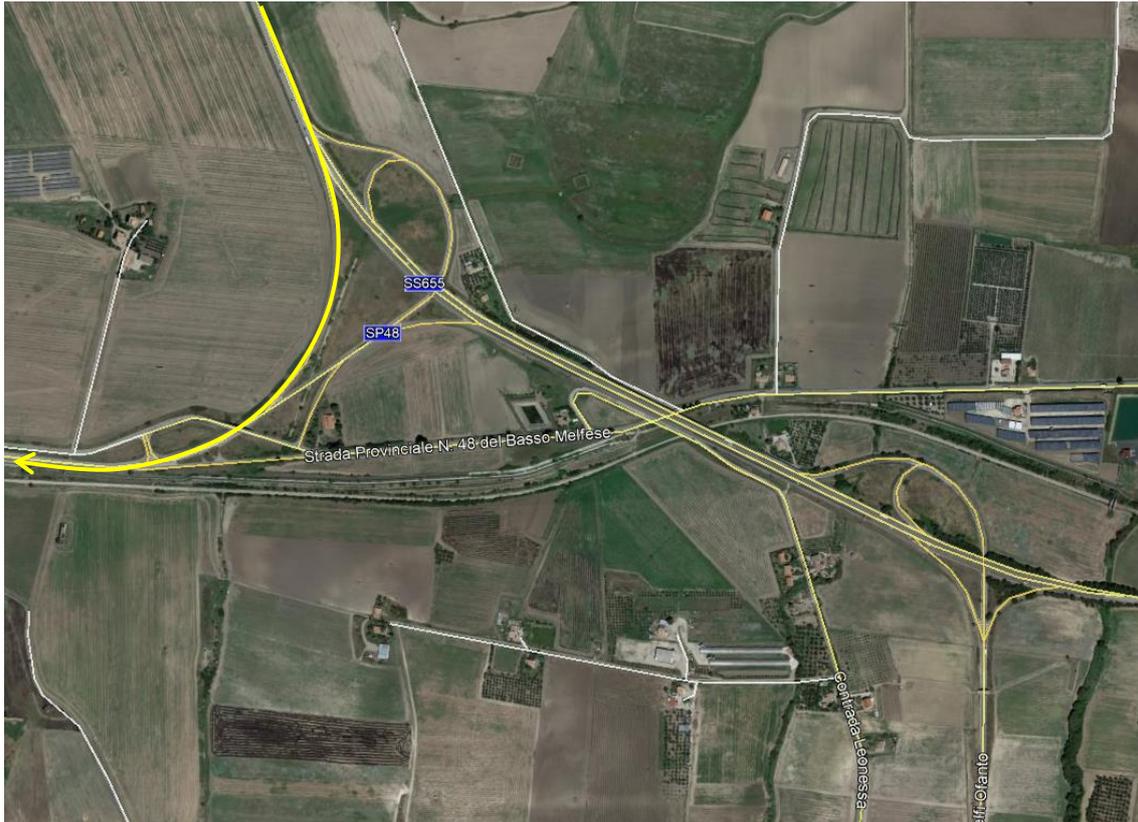
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Road Junction SS 655 –SS401
41°05'27.6"N 15°35'42.5"E



Follow SS401



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Road junction SS401/SP401
40°56'45.69"N 15°32'44.58"E Handover Point



Continue on SS401

HANDOVER POINT

The Handover Point is the point from where on the Buyer is responsible for carrying out all the required road modifications and civil works that will be necessary along the final chosen route so as to allow the transport vehicles and components to reach the Wind Farm.



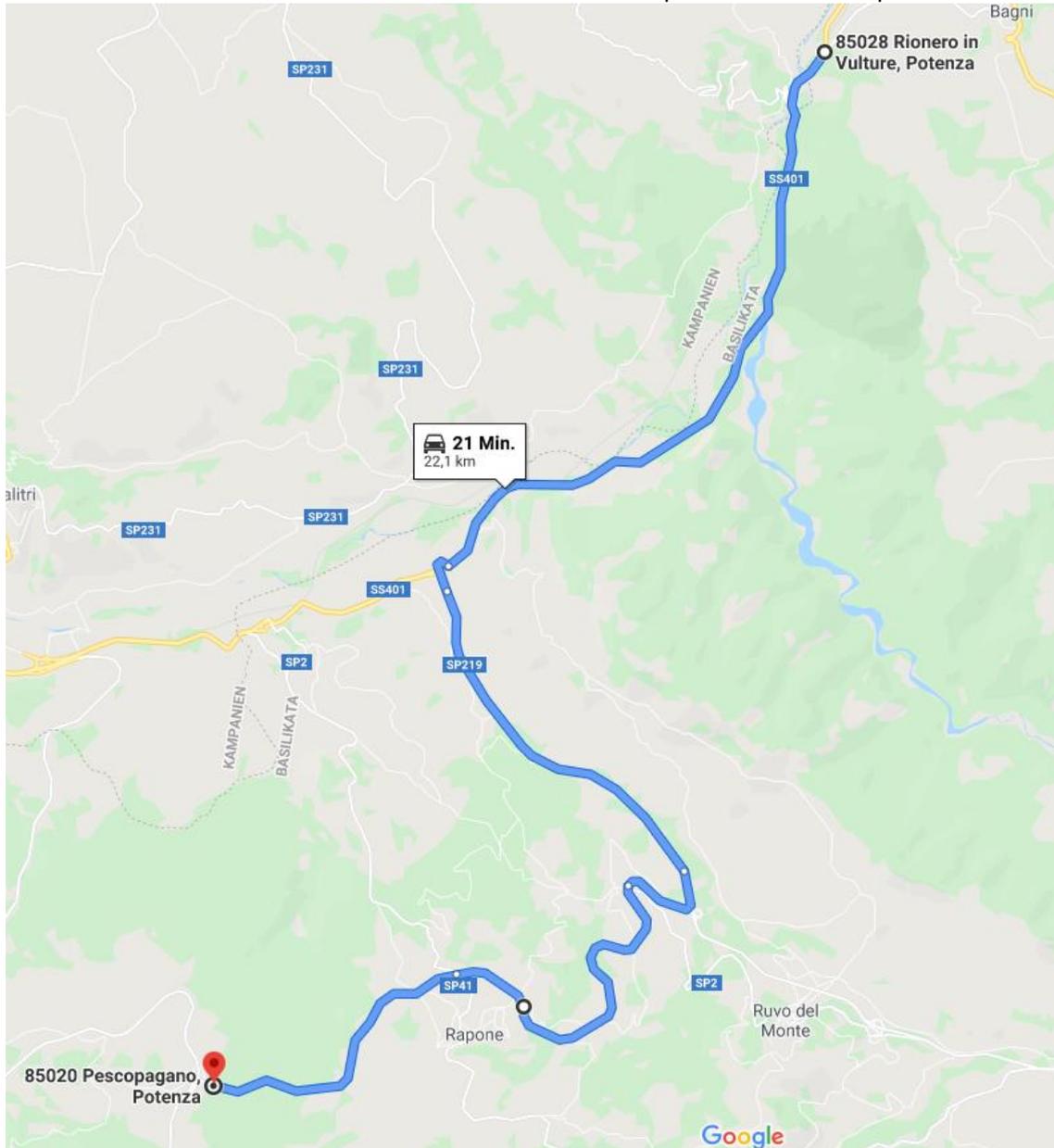
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Route Overview from Handover Point to municipal road west of Rapone



On this route, a small amount of treecutting will be necessary in some occasions. On the exit of SS401 to SP219, as well as the exit from SP219 to SP41, more treecutting is necessary to provide the oversailing area for the rotor blade transports.



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Municipal road
40°50'27.92"N 15°27'51.83"E



Widen road, clear oversailing area

The following road needs to be upgraded as per GE specification, that includes road width and oversailing areas (treecutting necessary)





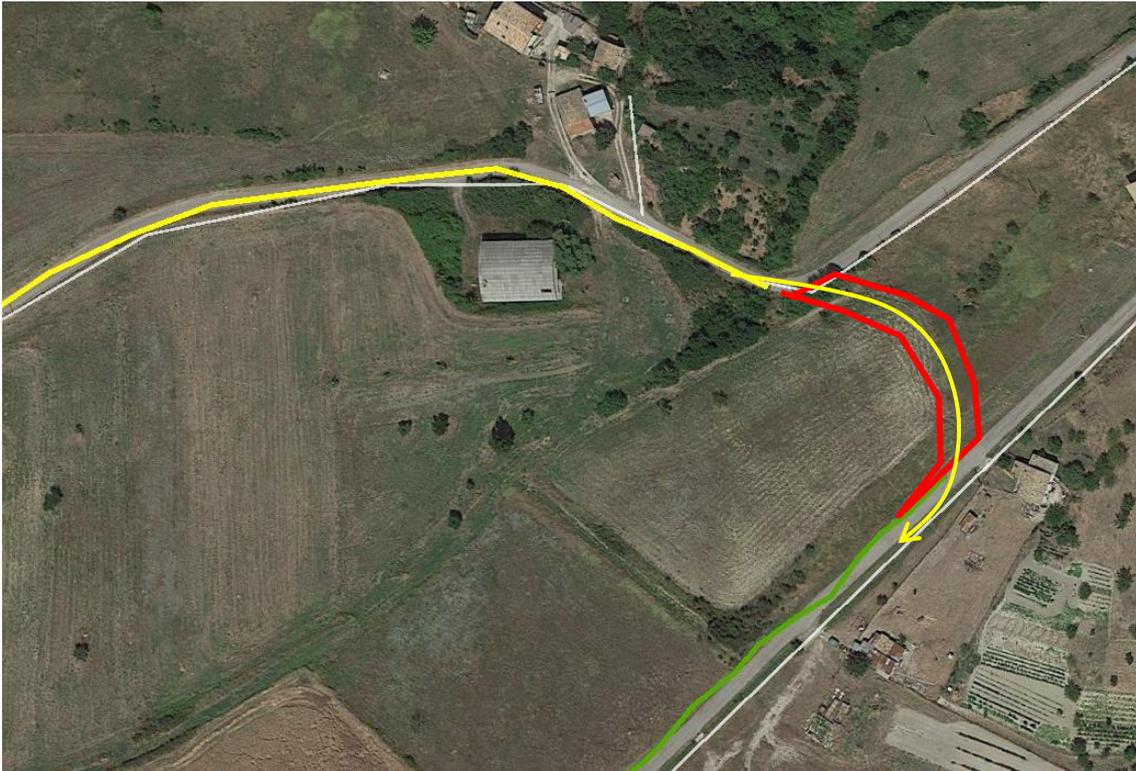
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Municipal road / Contrada Carosiello near Rapone
40°50'33.22"N 15°29'25.48"E



Build a bypass to reach Contrada Carosiello



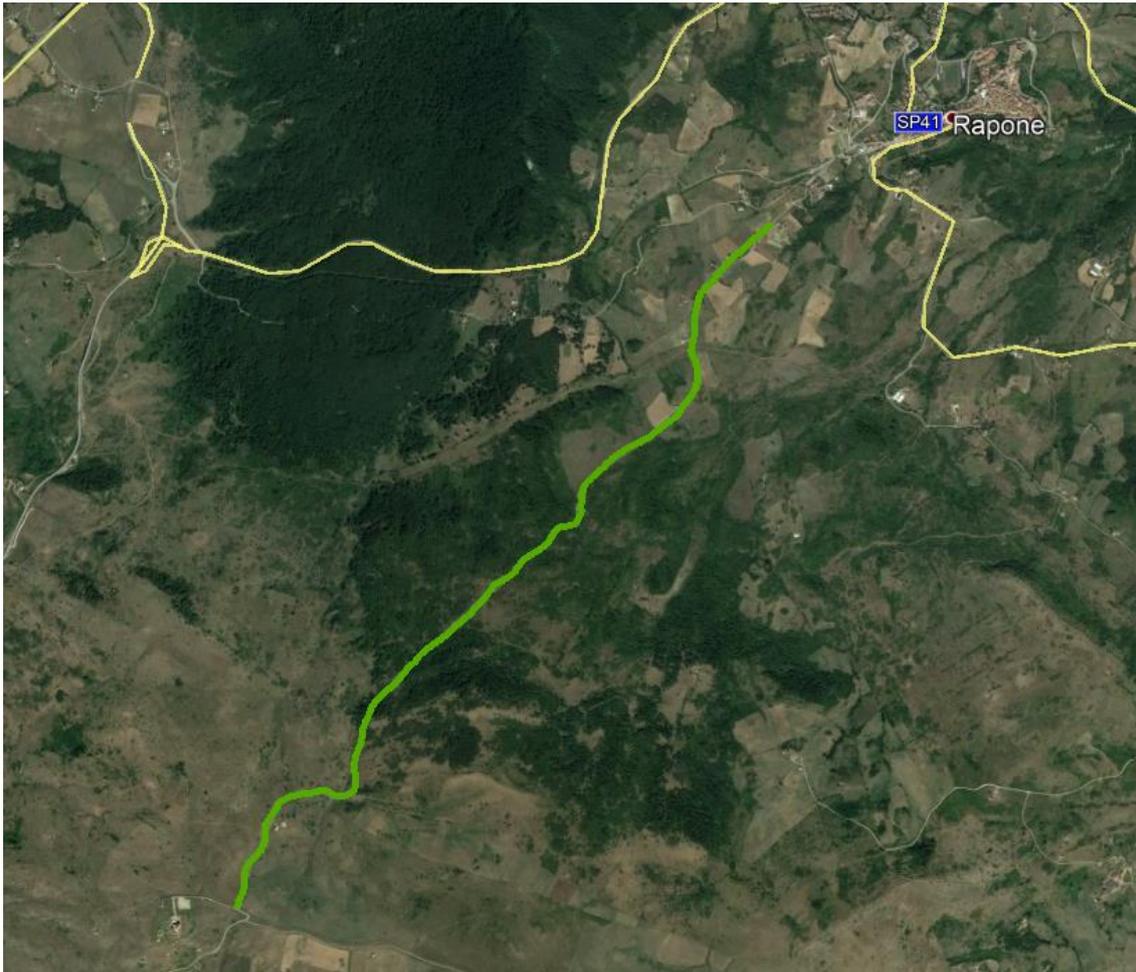
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Municipal road to site center



Upgrade existing road (marked in green) up to the turbines according to GE specification



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General Remarks:

A Towing / Pulling truck will not required for this project?

A Trial Run will need to be carried out before the start of the project.

Lifting or Removal of Low Cables (Power & Telecom) maybe required along the whole route.

Pre-delivery and Pre-installation will be required for the possible unit being presently looked at for the project. That will include extra cranes and manpower.

All required road modifications along the route and within the Wind Farm area will be discussed and planned together with the Buyer and his / her BOP Contractor at a later date.

The Buyer is responsible for all road modifications, any cable lifting or removal, land & permit issues (private & public), re-instatement at the end of the project etc along the whole route starting from the Handover Point noted in this report.

An accompanied site visit is to be carried out by all the involved parties at a later date. A site visit is to be carried out so as to check the site design and if it can be constructed as to the GE requirements shown in the GE road-crane specifications.

GE wishes to point out that it is very important to as far as possible construct the site infrastructure i.e. roads, crane pads, storage areas next to the pads etc as to the dimensions and requirements shown in the GE road-crane specifications. Constructing the infrastructure in a different manner will not allow GE to be able to construct the turbine that the Buyer is looking to possibly choose for his / her project.

The turbine type that may possibly be chosen for the project requires the space and the constructed areas so as to allow GE to pre-deliver and construct on the ground several days before the actual unit can be installed (the machine comes in various pieces that need to be constructed days before it can be lifted).

GE will of course assist the Buyer should there be turbine locations with difficult access or requiring site specific solutions (where possible). Also, it is to assist the BOP Contractor with any queries with the proposed infrastructure that they may have at that time.

A site visit is also necessary so that GE & the Buyer can determine exactly what type of equipment is to be used for the project i.e. Cranes, Transport Vehicles, Special Lifting Equipment etc.

GE is of the opinion that, the routes and options described so far in the above report, are presently the best and most cost efficient method of delivering the turbines to the Serracapriola Wind Farm.

Of course, GE cannot determine or say how much the private landtake or the road modification costs will be.

GE will of course assist the Buyer were necessary, with the site, its design and layout, access routes, road modifications (info & requirements only) and transportation methods to be used.



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Best regards



Grandi Trasporti srl
Massimo Melfa