



Aidu Wind Farm, Estonia

Abnormal Load Route Survey Report

August 2026

Prepared for

CF&S Estonia AS

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Document Control

Document title	Aidu Wind Farm Route Survey
Document Number	RS2603
Version	1.0
Project details	Enercon, W-13477 Aidu II
Classification	Issued for client review
Date	17.08.2026
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Table of Contents

1. Introduction.....	4
2. Explanatory Overview	4
2.1 Scale of Difficulty	4
3. Articles for Transport (Aft)	5
4. Transport Drawings.....	5
5. Transport route.....	8
5.1 Port of Discharge – Paldiski South Harbor.....	8
5.2 Site Location	9
5.3 Access Route for blades	10
5.3.1 Key route points and required modifications	11
5.4 Access Route for towers	20
5.4.1 Key route points and required modifications	21
5.4 Access Route for generator, motorhead and nacelle	28
5.4.1 Key route points and required modifications	29
6. Summary of required road modifications	35

1. Introduction

This Report provides an assessment of the suitability of the surveyed route(s) for the planned transport based on the conditions, infrastructure and information available at the time of the survey.

The assessment covers the identified route, relevant dimensional constraints, accessibility and other factors affecting the feasibility of the transport. Where applicable, additional engineering assessments, including bridge bearing capacity calculations, structural evaluations or detailed design solutions, are addressed separately.

The route is considered suitable for the planned transport subject to the conditions, modifications and requirements identified in this Report and any necessary approvals from the relevant authorities.

As road infrastructure, traffic arrangements, construction works or other site conditions may change prior to the actual transport, the route and critical locations should be verified before execution of the transport.

2. Explanatory Overview

2.1 Scale of Difficulty

The Report includes a list of actions for each Point of Interest (POI) to carry out modifications. To indicate the level of difficulty – Normal, High, Complex, Difficult – each POI is assigned a color according to a specific scale. Consistent use of colors across all POIs allows for quick visual understanding of the extent of work needed at each site.

Category		Description
1	Normal	Modifications necessary. For example: remove traffic signs, etc.
2	High	Modifications necessary e.g. strengthening traffic island, use of mobile track panels, minor vegetation trimming.
3	Complex	Major modifications are necessary (e.g. remove traffic barriers, roundabout reconstruction with drive through lanes, construction of turning areas, widening roads, remove traffic lights, long period road construction sites etc.)
4	Difficult	Transit not clarified, additional calculations necessary (e.g. Certificates, load capacity study at bridges), rights of use for private properties.

3. Articles for Transport (AfT)

The Route Survey is based on the dimensions of the key components detailed in the AfT below.

Description	Max. length m	Max. width m	Max. height m	Single gross weight ton	Collection place
WEC E-160					
Generator Unit undivided / standard setup E-160 E3 EP5-GU-03	6.18	5.93	3.02	130.00	Paldiski harbor
Machine House E-Nacelle incl. transformer - standard setup - contains dangerous goods UN3481 & UN3538 E-160 E3 EP5-MH-07 E-160 E3 EP5-MH-11	14.30	4.99	3.46	76.80	Paldiski harbor
Rotor Head on Standard Frame E-160 E3 EP5-RH-05 E-160 E3 EP5-RH-08	4.92	4.40	3.93	50.60	Paldiski harbor
Rotorblade E-160 / LM 78.3 P -LM MMT2 truck setup	78.55	4.22	3.58	27.32	Paldiski harbor
TOWER					
steel tower section 1 (net-length in m 29,95 flange 4,036 / 4,28) unpacked on saddles	29.96	4.30	4.45	63.50	Paldiski harbor
steel tower section 2 (net-length in m 29,00 flange 4,28 / 4,28) unpacked on saddles	29.00	4.33	4.48	75.00	Paldiski harbor
steel tower section 3 (net-length in m 20,95 flange 4,28 / 4,28) unpacked on saddles	20.95	4.34	4.49	73.00	Paldiski harbor
steel tower section 4 (net-length in m 14,31 flange 4,34 / 4,35) unpacked on saddles	14.31	4.35	4.50	75.00	Paldiski harbor

4. Transport Drawings

The turning radius measurements, maneuverability assessments, evaluations of overhead obstacles, analyses of inner and/or outer overhang clearance, and swept path analyses presented in this Route Survey Report have been conducted based on the transport equipment and vehicle configurations selected for the respective cargo components of this project.

The findings, required road modifications, clearance requirements, and other measures identified in this Report are therefore applicable only to the specified transport configurations. The use of different trailers, tractor units, vehicle combinations, or other transport solutions may affect vehicle maneuverability, swept paths, clearances, and the extent of required road modifications. In such cases, the conclusions of this Route Survey Report may no longer be fully applicable and the relevant sections of the route may require reassessment.

Technical drawing of the SFA 1000 crane truck, showing dimensions and load capacity. The drawing includes a side view of the truck with a crane mounted on the chassis. Key dimensions and specifications are indicated:

- Overall length: 10000 mm
- Wheelbase: 3000 mm
- Crane boom length: 10000 mm
- Crane boom height: 1000 mm
- Crane boom width: 1000 mm
- Crane boom weight: 1000 kg
- Crane boom capacity: 1000 kg
- Crane boom speed: 1000 km/h
- Crane boom acceleration: 1000 m/s²
- Crane boom deceleration: 1000 m/s²
- Crane boom vibration: 1000 mm/s
- Crane boom noise: 1000 dB
- Crane boom emissions: 1000 g/h
- Crane boom fuel consumption: 1000 l/h
- Crane boom oil consumption: 1000 l/h
- Crane boom water consumption: 1000 l/h
- Crane boom air consumption: 1000 l/h
- Crane boom power: 1000 kW
- Crane boom torque: 1000 Nm
- Crane boom speed: 1000 rpm
- Crane boom acceleration: 1000 m/s²
- Crane boom deceleration: 1000 m/s²
- Crane boom vibration: 1000 mm/s
- Crane boom noise: 1000 dB
- Crane boom emissions: 1000 g/h
- Crane boom fuel consumption: 1000 l/h
- Crane boom oil consumption: 1000 l/h
- Crane boom water consumption: 1000 l/h
- Crane boom air consumption: 1000 l/h
- Crane boom power: 1000 kW
- Crane boom torque: 1000 Nm
- Crane boom speed: 1000 rpm

Enercon E-160 Generaator
P:6,06m L:5,93m K:3,05m
Mass: 131t

1365 2580 1320 1370 3109 1500 1500 3010 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1240

10t 10t 2x13,9t 3x13,2t 8x13,2t

6570

193t

150
+400

Technical drawing of a Rotor Head truck chassis. The drawing shows the side profile of the vehicle with a white cargo box. The dimensions and axle weights are as follows:

- Dimensions:**
 - Front overhang: 14,40
 - Front wheelbase: 3350
 - Distance between front and first rear axle: 1350
 - Distance between first and second rear axle: 4,206
 - Distance between second and third rear axle: 1360
 - Distance between third and fourth rear axle: 1360
 - Distance between fourth and fifth rear axle: 1360
 - Distance between fifth and sixth rear axle: 1360
 - Rear overhang: 1240
 - Total length: 17027
 - Height to top of cargo box: 900
 - Height to top of cargo box (including 55mm): 955
 - Height to top of cargo box (including 145mm): 1045
 - Height to top of cargo box (including 4840mm): 4840
- Weights:**
 - Front axle: 8t
 - First two rear axles: 2x11,9t
 - Last three rear axles: 5x9t
 - Total weight: 77t
- Specifications:**
 - Rotor Head
 - P:4,92m L:4,40m K:3,93m
 - Mass: 50,6t

Technical drawing of a truck chassis with a crane and a trailer. The drawing shows the truck's dimensions and axle weights. The truck has a cab, a crane, and a trailer. The crane is mounted on the truck's chassis. The trailer is a flatbed trailer. The drawing includes dimensions for the truck's length, wheelbase, and axle weights. The crane's dimensions are also shown. The trailer's dimensions are shown as well. The drawing is a side view of the truck and trailer.

Dimensions and weights shown in the drawing:

- Truck dimensions: 1365, 2580, 1320, 1370, 2000, 8074, 23769, 121t
- Truck axle weights: 6,5t, 7,4t, 2x11,9t
- Trailer dimensions: 1360, 1360, 1360, 1360, 1360, 1360, 1360, 900, 900
- Trailer axle weights: 7x11,9t
- Crane dimensions: 115, 4360
- Trailer height: 115, 4360



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W-13477 Aidu II Route Survey Report: Paldiski South port – Aidu

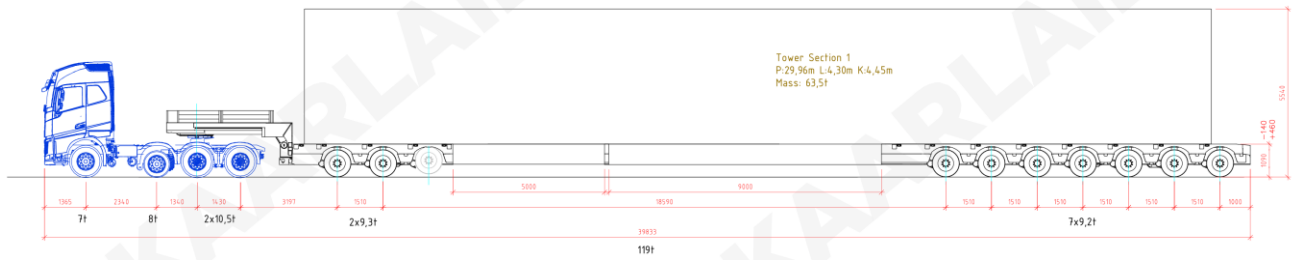


Figure 5. Steel tower section 1 loading diagram – total dimensions (L x W x H - Weight): 39,83m x 4,30m x 5,54m – 119t

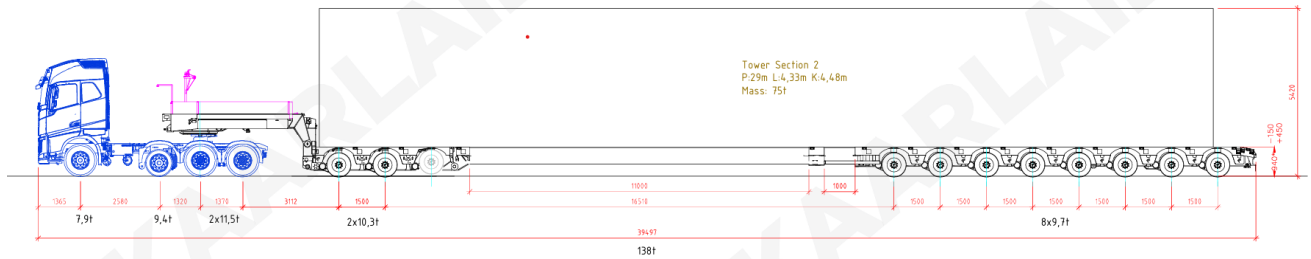


Figure 6. Steel tower section 2 loading diagram – total dimensions (L x W x H - Weight): 39,5m x 4,33m x 5,42m – 138t

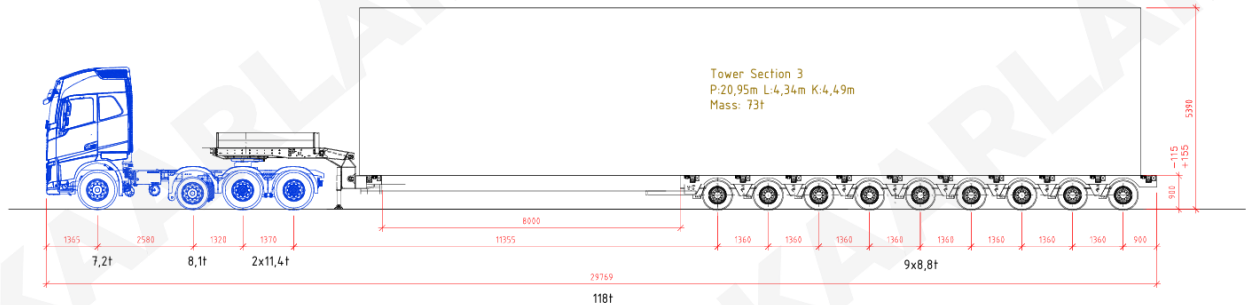


Figure 7. Steel tower section 3 loading diagram – total dimensions (L x W x H - Weight): 29,77 x 4,35m x 5,39m – 118t

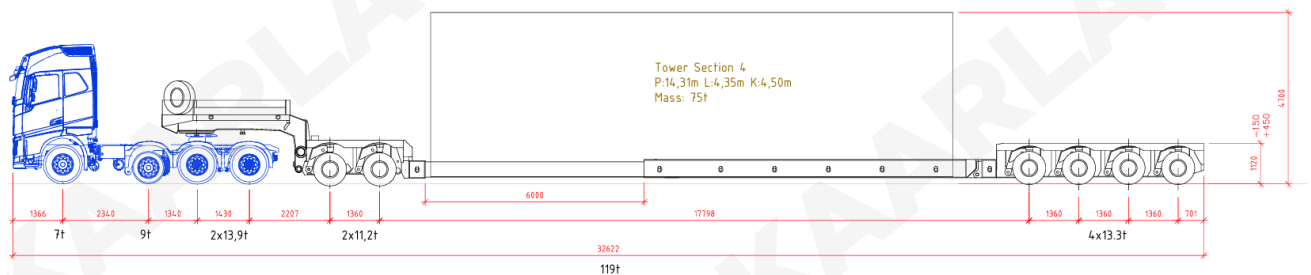


Figure 8. Steel tower section 4 loading diagram – total dimensions (L x W x H - Weight): 32,62 x 4,35m x 4,7m – 119t

The final vehicle configuration depends on transport approvals and transportation terms at project date.

5. Transport route

5.1 Port of Discharge – Paldiski South Harbor

Paldiski South Harbour is a regionally vital commercial port located on the Pakri Peninsula in Northwestern Estonia, operating as part of the Port of Tallinn. The port specializes primarily in Ro-Ro cargo, vehicle logistics, dry bulk, general cargo, and complex project shipments. Recently, the port has been strategically developed into a key logistics and service hub for the construction of offshore wind farms in the Baltic Sea region and therefore is the best suited port for the project.

Google Maps link	Paldiski South Harbor
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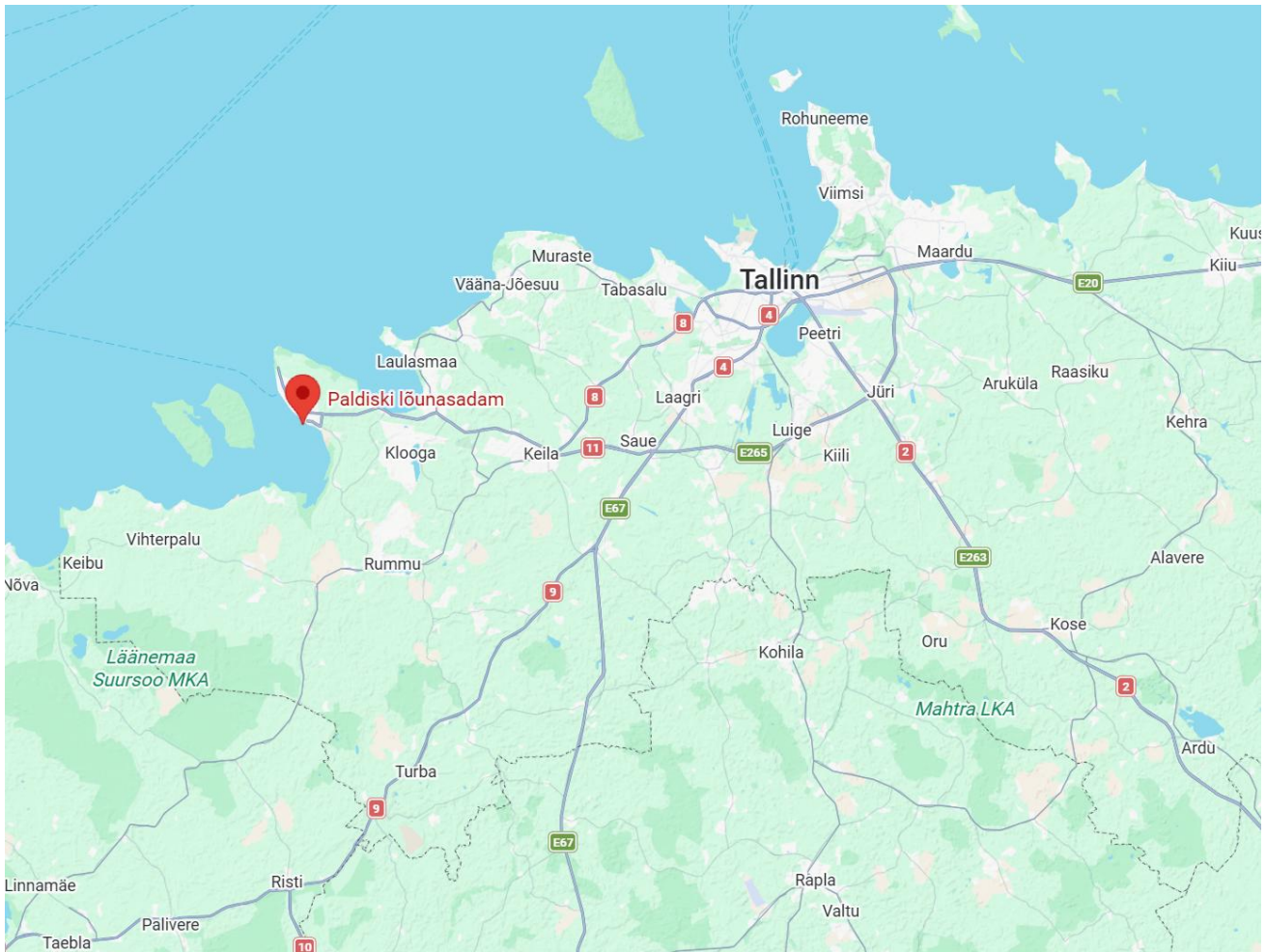


Figure 2. Paldiski South Harbor (Google Maps)

5.2 Site Location

The wind park is located in the Aidu-Nõmme village, Estonia

Google Maps link	Aidu wind park entrance
Coordinates of site entrance	59°20'09.2"N 27°05'48.8"E
Coordinates of PAD's	59°19'41.8"N 27°07'49.9"E (Turbine 11); 59°19'21.9"N 27°07'49.2"E (Turbine 17)

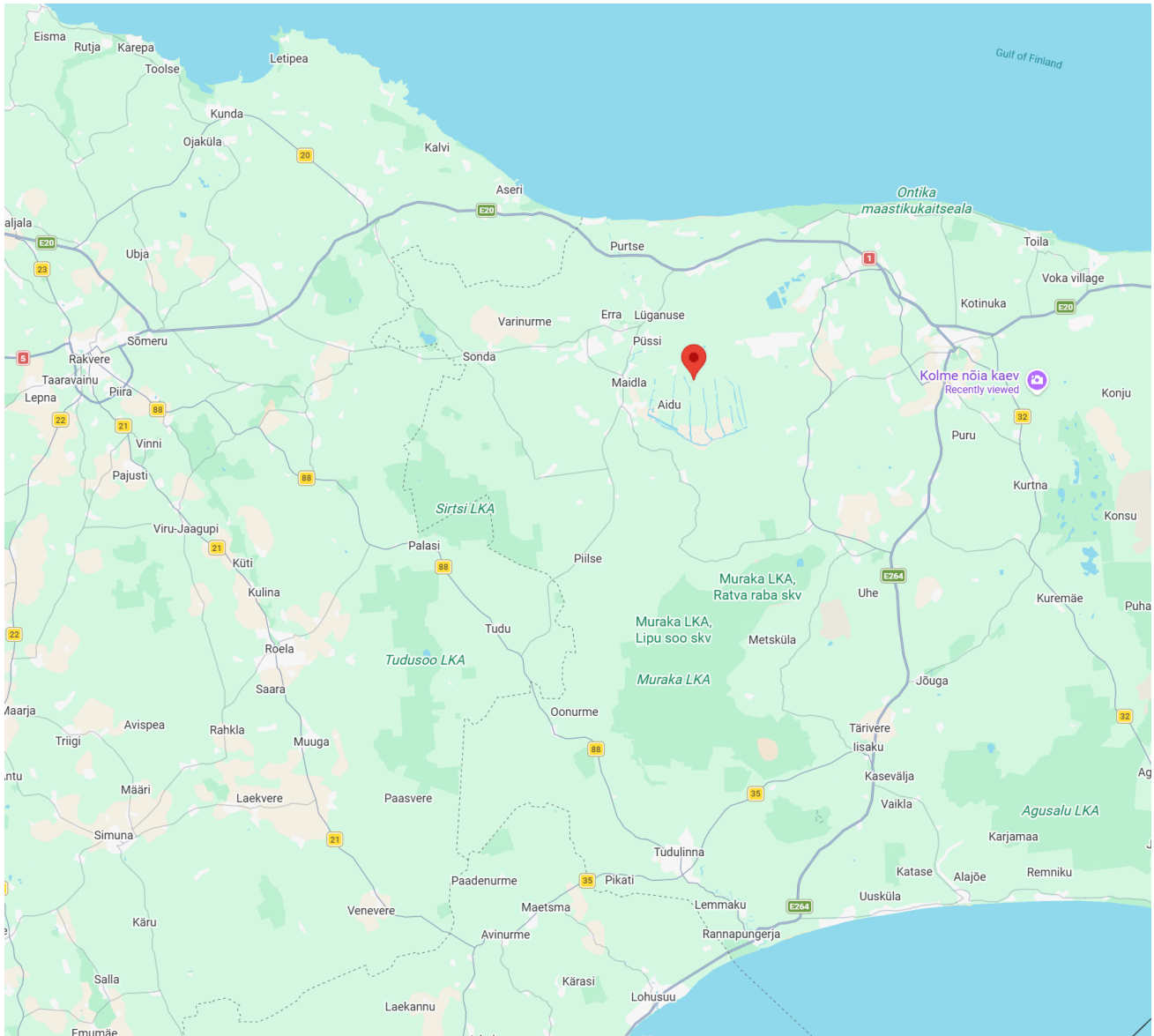


Figure 3. Site location (Google Maps)

5.3 Access Route for blades

Route description	Paldiski South Harbor > Lõunasadama road(E265)> Paldiski-Padise road (E265)> Tallinna mnt (E265) > Tallinna ringtee (E265)> (U-turn)Tallinna-Tartu-Võru-Luhamaa (E263)> Tallinna ringtee (E265)> Tallinn-Narva (E20) > Kiviõli-Varja (34) > Vabaduse pst > Maidla road (124) > Lügánuse-Oandu-Tudu (103) > (Backwards) Nõmme road > site entrance
Google Maps link	Blades and tower sections
Route length	Approximately 235 km

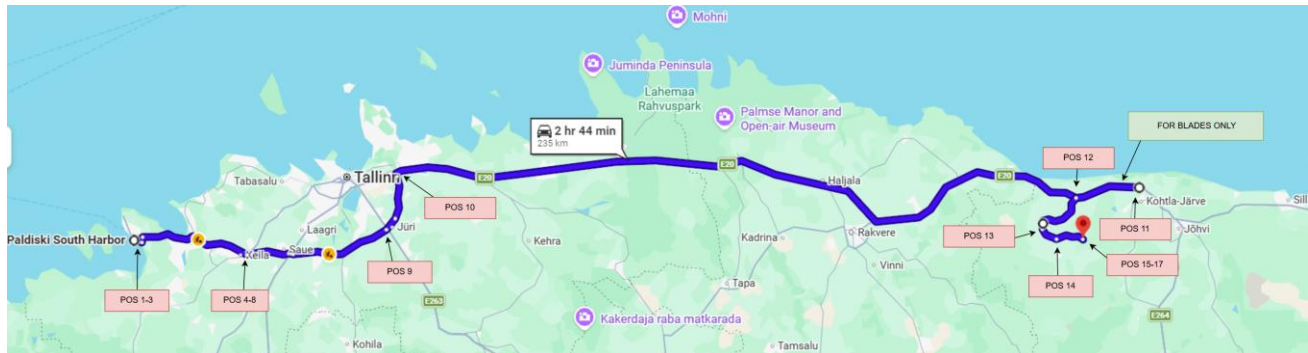


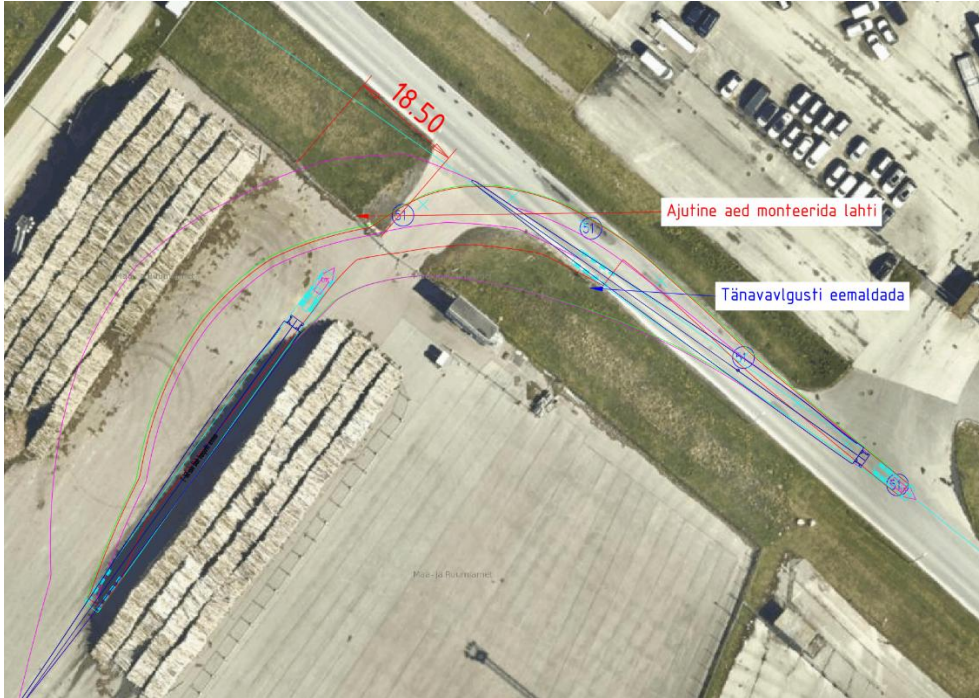
Figure 4. Route for blades (Google Maps)

The use of the above-mentioned route was confirmed by the Estonian Road Authority on 21 August 2026. However, it should be noted that the final permitted route may be subject to change due to circumstances arising before or during the execution of the transport. Such circumstances may include, but are not limited to, newly imposed bridge weight restrictions, road closures, roadworks, temporary traffic arrangements, or diversions.

The permitted route may also be affected by prevailing or adverse weather conditions, such as heavy rainfall, snow, flooding, or other conditions that may affect road accessibility or bearing capacity.

Therefore, the route described in this report should be considered valid based on the conditions and information available at the time of preparation and remains subject to final approval and any requirements imposed by the relevant authorities.

5.3.1 Key route points and required modifications

Pos 1 – Exit from the port		
 Google Maps Coordinates: 59°20'02.4"N 24°05'29.6"E		Actions: Temporary fence to be dismantled and streetlight to be removed.
Pos 2 – Left turn onto Paldiski-Padise road		
 Google Maps Coordinates: 59°19'52.0"N 24°06'07.4"E		Actions: Need to remove 1 road sign.

Pos 3 – Right turn onto Tallinna mnt (E265)



Actions:

Need to remove 2 road signs.

Google Maps Coordinates: 59°20'24.7"N 24°06'15.7"E

Pos 4 – Roundabout in Keila



Actions:

Need to remove three road signs.

Google Maps Coordinates: 59°19'02.7"N 24°24'38.5"E

Pos 5 - roundabout in Keila

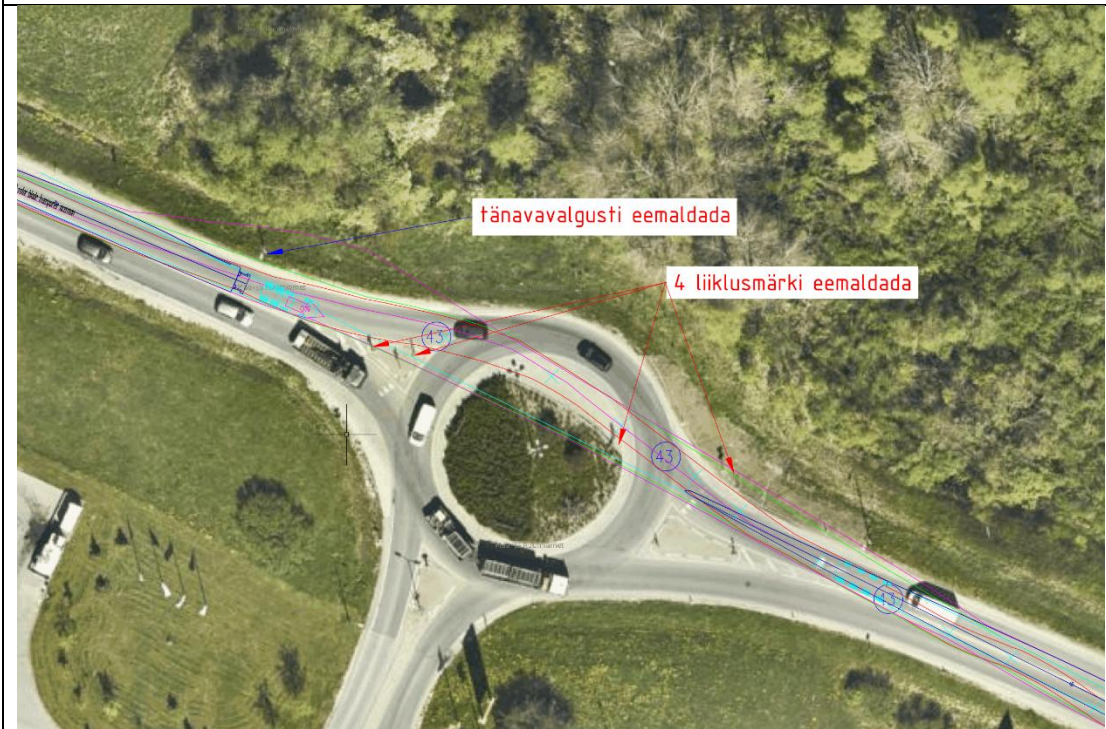


Google Maps Coordinates: 59°18'52.1"N 24°25'21.3"E

Actions:

Need to remove two road signs

Pos 6 - roundabout in Keila

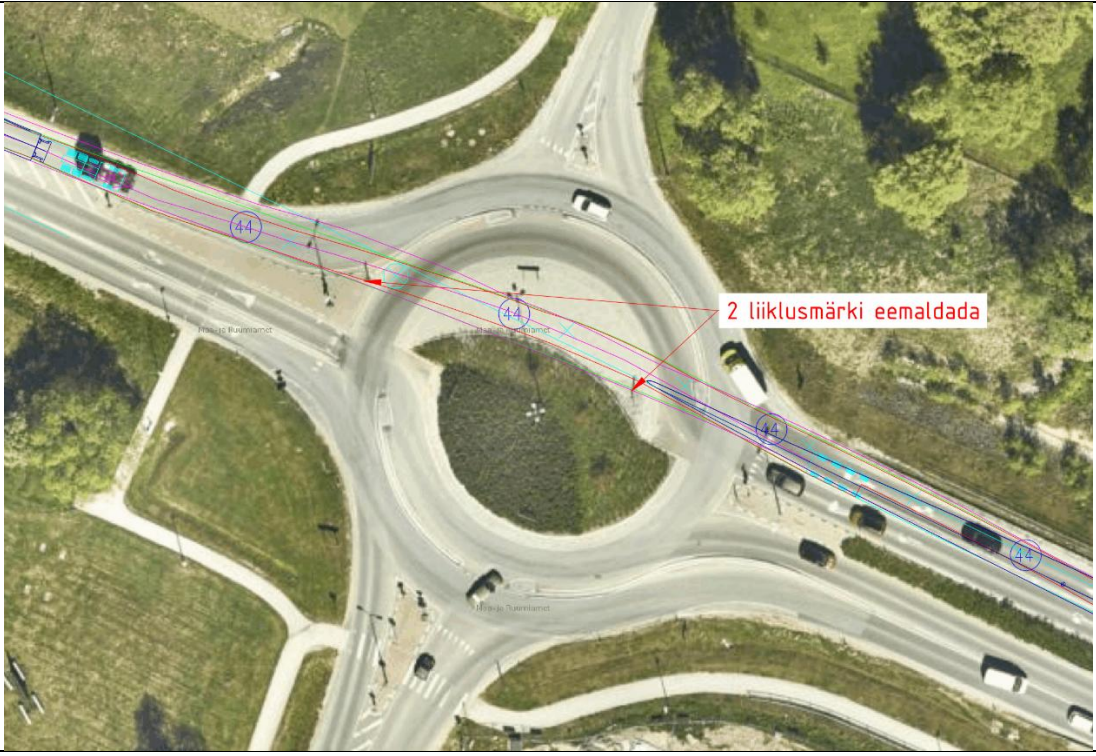


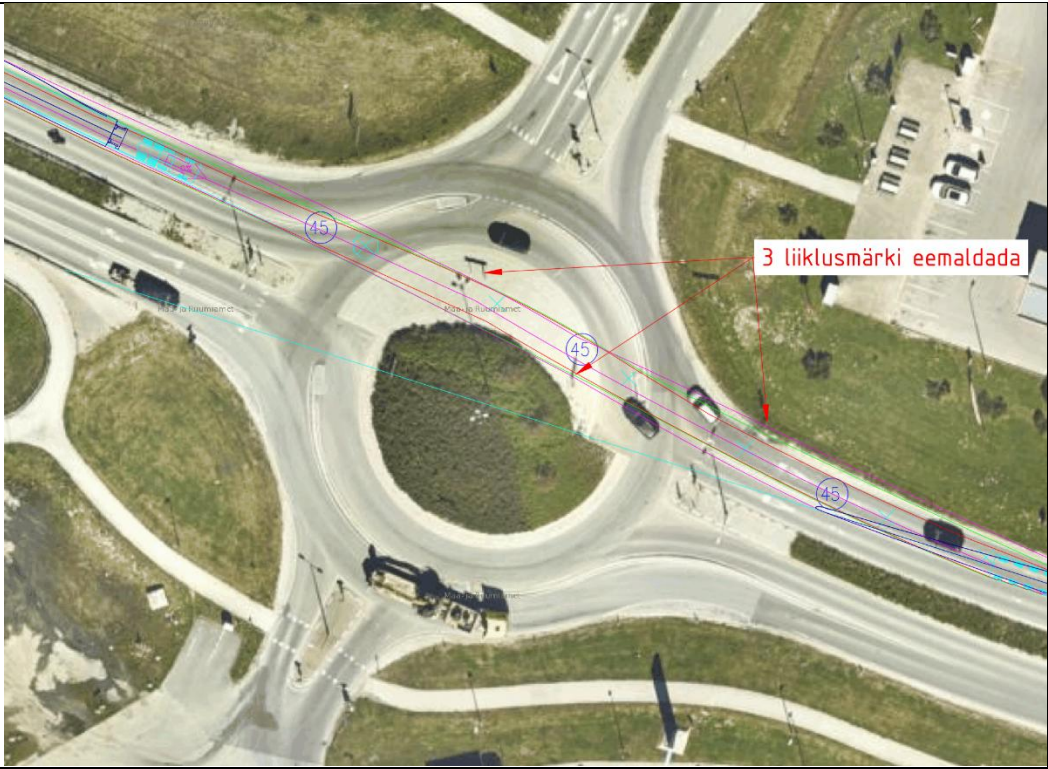
Google Maps Coordinates: 59°18'46.9"N 24°25'42.1"E

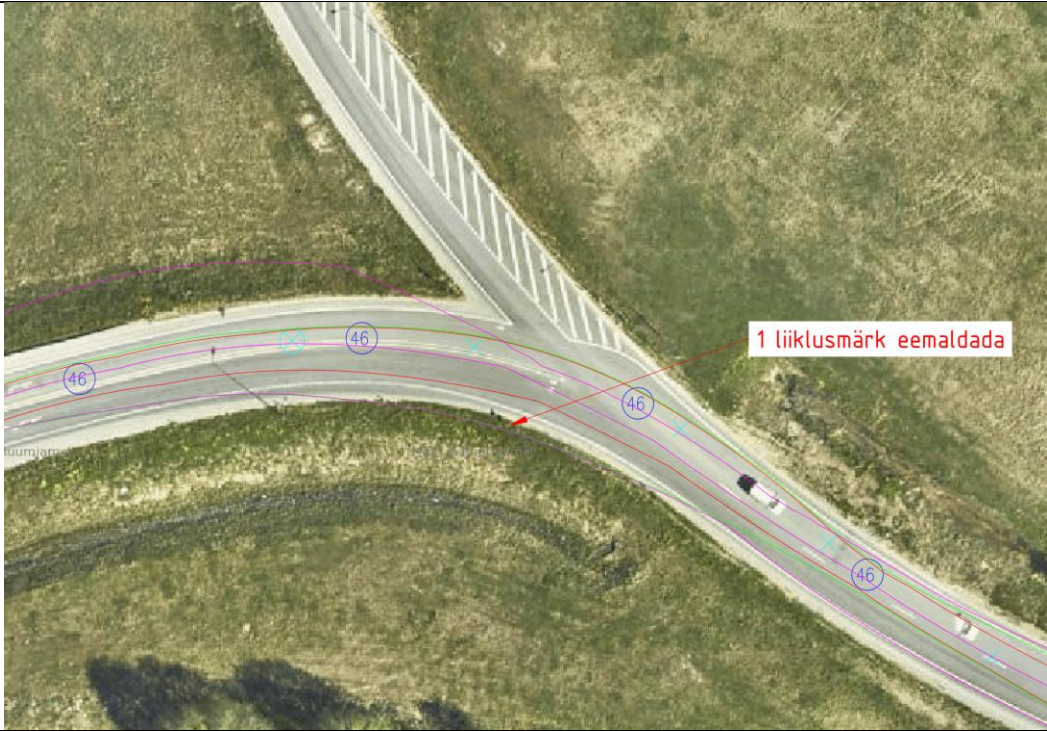
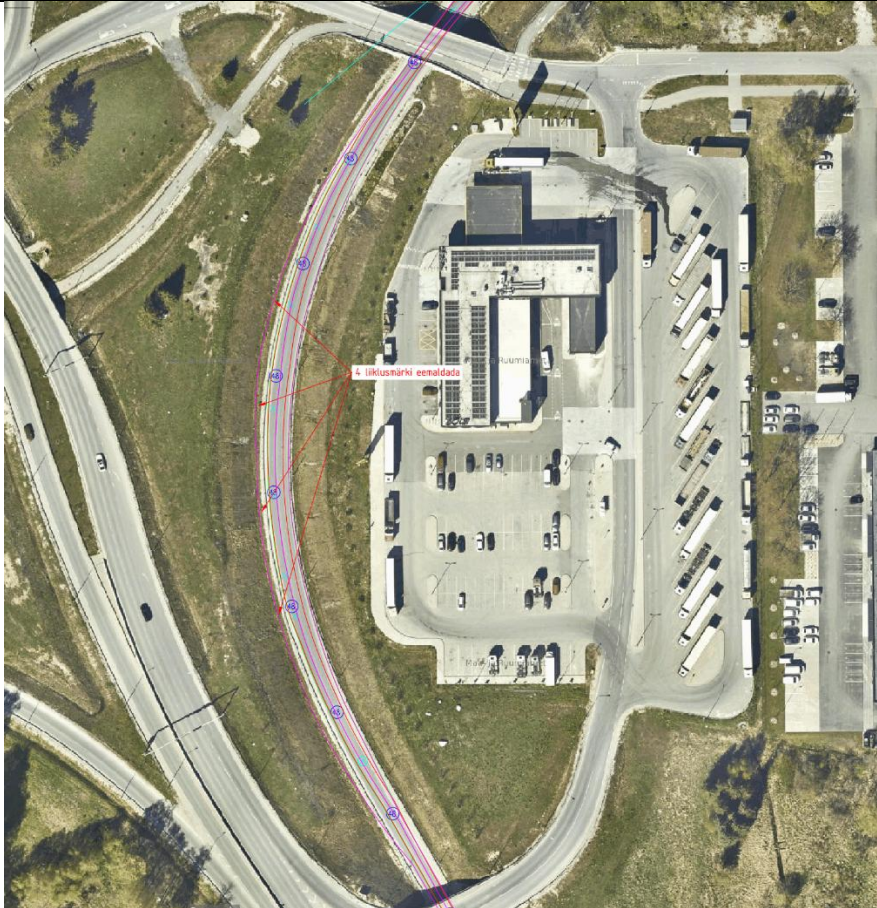
Actions:

Enter the roundabout from opposite direction.

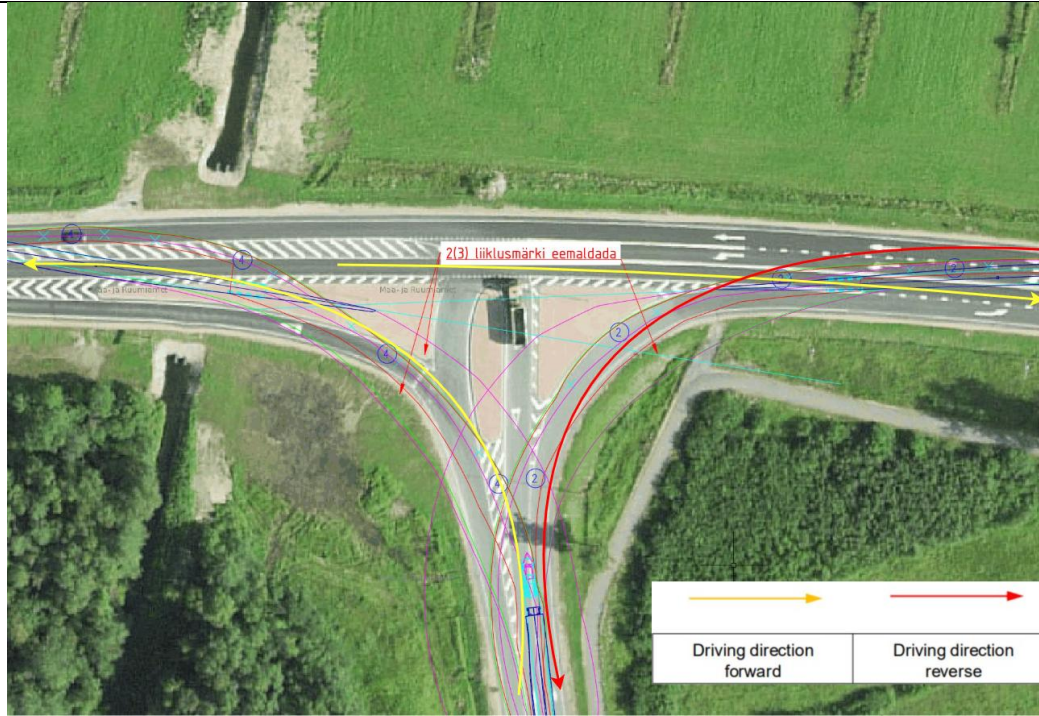
Need to remove four road signs and one streetlight.

Pos 7 - roundabout in Keila	
	Actions: Enter the roundabout from opposite direction. Need to remove two road signs
Google Maps Coordinates: 59°18'43.3"N 24°25'58.4"E	

Pos 8 - roundabout in Keila	
	Actions: Enter the roundabout from opposite direction. Need to remove three road signs
Google Maps Coordinates: 59°18'39.9"N 24°26'11.7"E	

Pos 9 – Jüri road interchange		
		Actions: Need to remove one road sign.
Google Maps Coordinates: 59°21'06.8"N 24°52'47.7"E		
Pos 10 – Vão road interchange		
		Actions: Need to remove four road signs.
Google Maps Coordinates: 59°26'30.9"N 24°54'35.4"E		

Pos 11 – Turnaround using Kalevi street



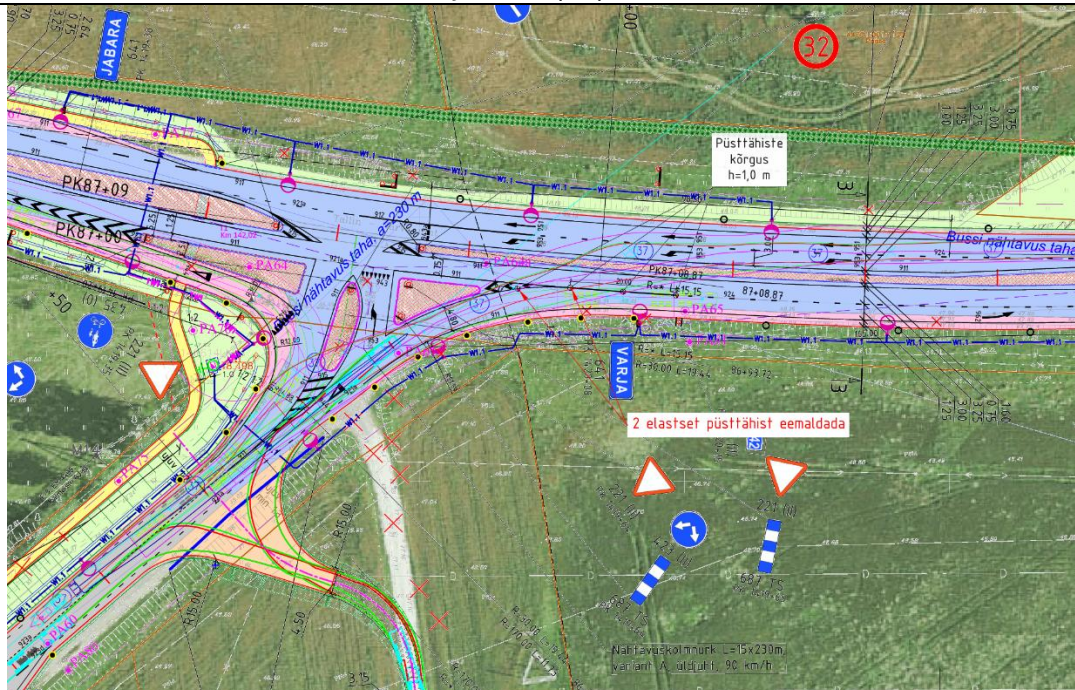
Google Maps Coordinates: 59°25'13.0"N 27°16'28.3"E

Actions:

Proceed forward along the main road, reverse into the side road as indicated, then proceed forward across the traffic island to re-enter the main road in the required direction. The traffic island must be made overrunnable for the maneuver.

Need to remove up to 3 road signs.

Pos 12 – Left turn onto Kiviõli-Varja road (34)



Google Maps Coordinates: 59°24'11.6"N 27°04'26.7"E

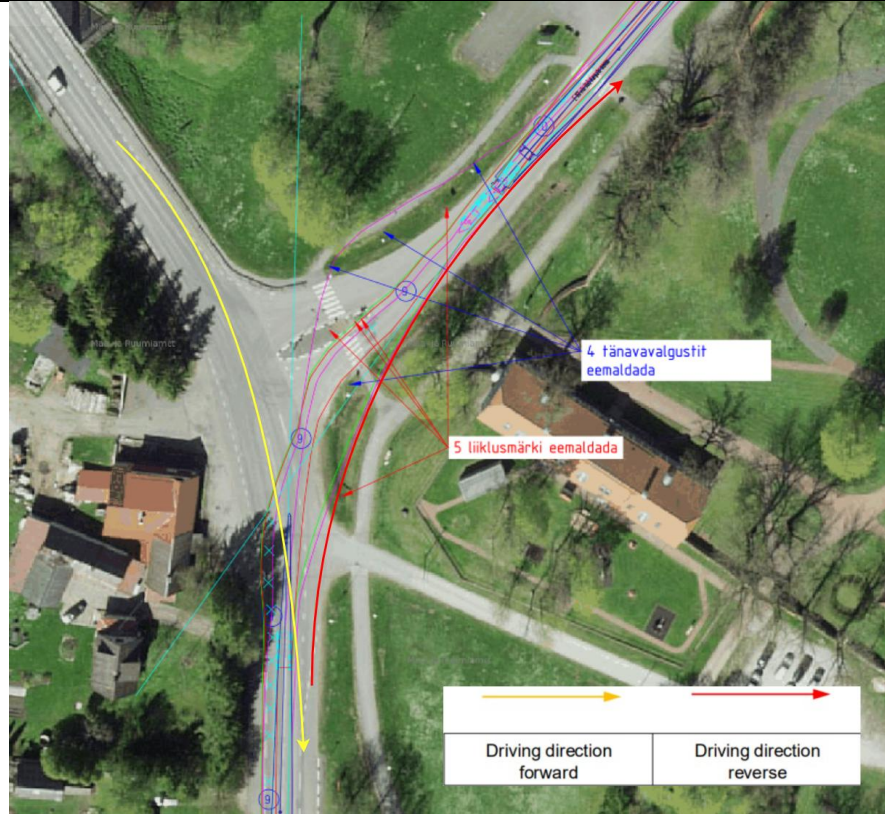
Actions:

Turn left onto Kiviõli-Varja road no. 34.

Two flexible bollards to be removed

Pos 13 – Roundabout on Kiviõli-Varja road	
	
	
Google Maps Coordinates: 59°21'56.9"N 26°58'09.1"E	
Actions: Remove four traffic signs and one streetlight. Construct a temporary road widening of approximately 145 m² in the indicated area to ensure sufficient clearance and maneuverability for the transport combination. Continue on Vabaduse pst – Need to cut/trim some tree branches on the road (lowest branch 3,99m)	

Pos 14 – Maidla intersection



Actions:

Proceed forward along the main road, reverse into the side road as indicated and continue driving backwards on Nõmme road.

Google Maps Coordinates: 59°20'10.6"N 27°00'39.9"E

Pos 15

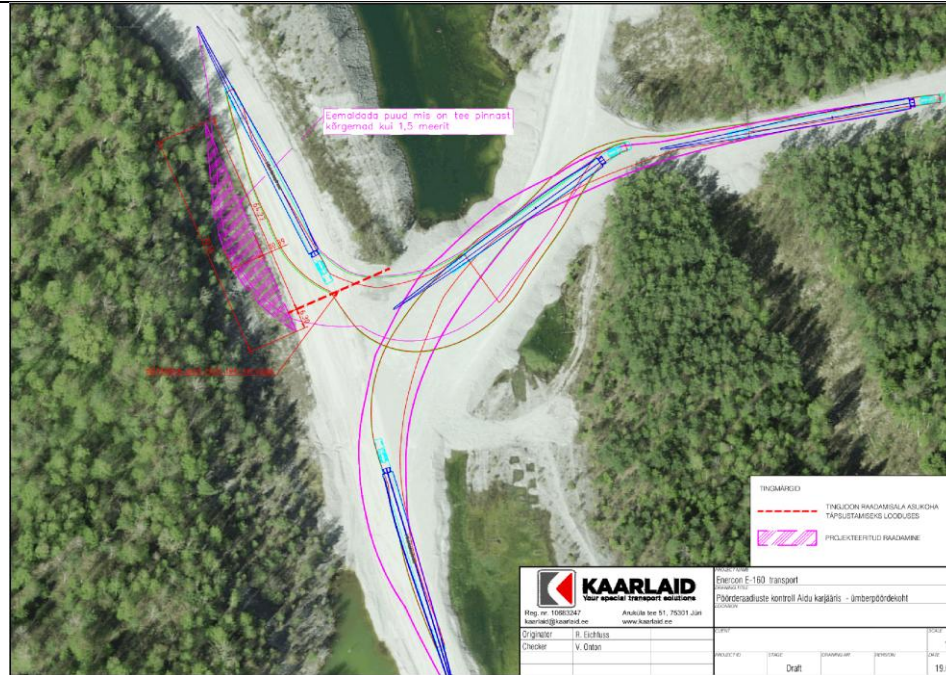


Actions:

For duration of the transport, the roadside equipment shown in the photo – guardrails and traffic signs must be removed.

Google Maps Coordinates: 59°20'10.5"N 27°05'45.1"E

Pos 16 * - Turning manoeuvre before site entry



Actions:

Approaching the location in reverse, therefore a turnaround is required to enter the PAD(s) in the correct direction.

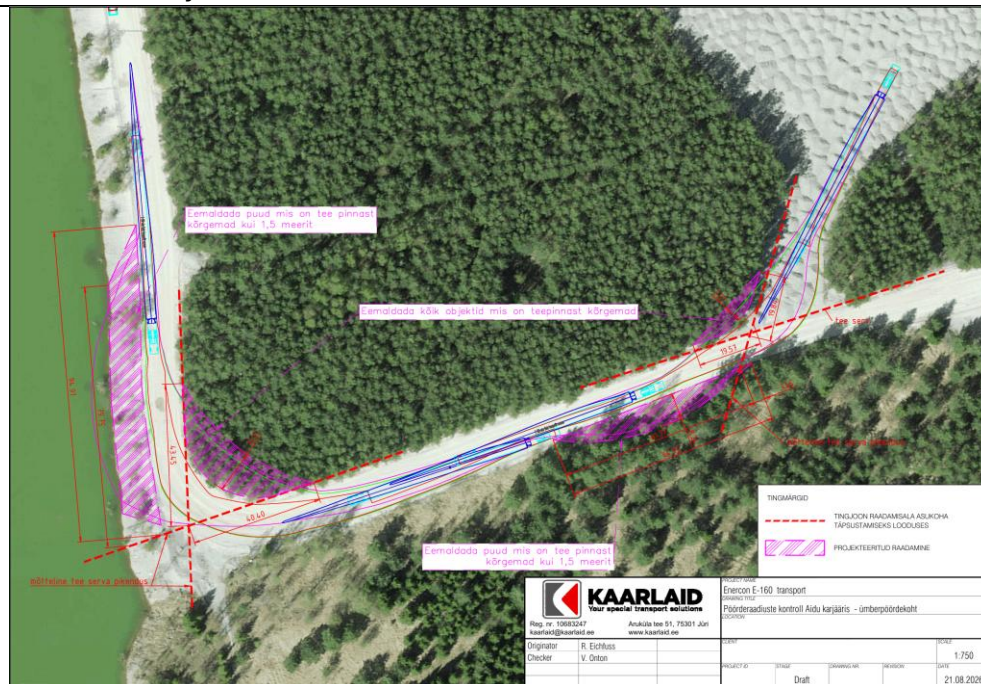
Remove the trees/bushes within the area marked on the drawing that are more than 1.5 m above the road surface.

All works done by customer/Consignee

Google Maps Coordinates: 59°19'37.7"N 27°07'28.5"E

* In our assessment, this is the most suitable location for the required turning maneuver. Alternative locations, including wider sections of the access roads before reaching this point, have also been reviewed. However, these options are not considered reasonable due to the extensive tree and vegetation clearance that would be required to provide sufficient maneuvering space.

Pos 17 – Entry to PAD no. 17



Actions:

Remove all objects within the area marked on the drawing on the inside of the curve that are above road surface level. On the outside of the curve, remove all trees and bushes that are more than 1.5 m above the road surface.

All works done by customer/Consignee

Google Maps Coordinates: 59°19'16.3"N 27°07'35.9"E

5.4 Access Route for towers

Route description	Paldiski South Harbor > Lõunasadama road(E265)> Paldiski-Padise road (E265)> Tallinna mnt (E265) > Tallinna ringtee (E265)> (U-turn)Tallinna-Tartu-Võru-Luhamaa (E263)> Tallinna ringtee (E265)> Tallinn-Narva (E20) > Loobu-Rõmeda road (17211) > Liiguste-Põdruse road (174) > Põdruse-Kunda-Pada road(20) > Tallinn-Narva (E20) Kiviõli-Varja (34) > Lügánuse-Oandu-Tudu (103) > Nõmme road > site entrance
Google Maps link	Towers
Route length	Approximately 207 km

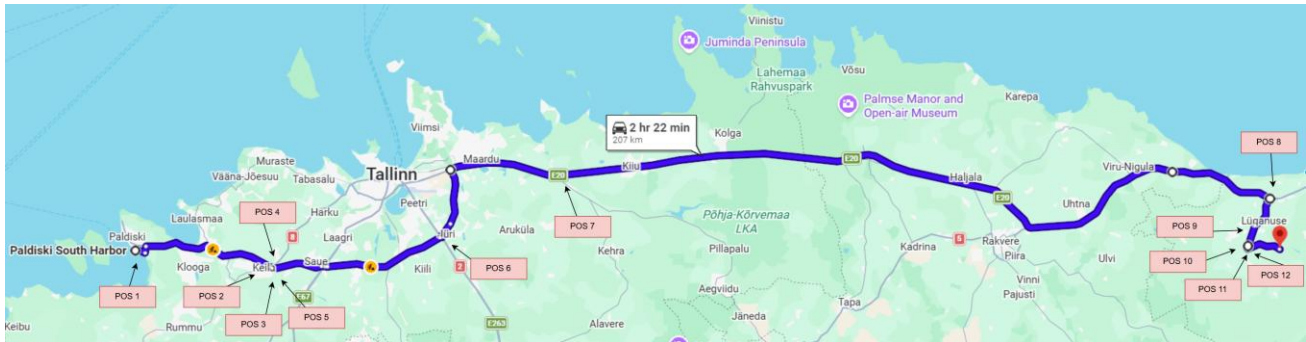


Figure 5. Route for towers (Google Maps)

The use of the above-mentioned route was confirmed by the Estonian Road Authority on 21 August 2026. However, it should be noted that the final permitted route may be subject to change due to circumstances arising before or during the execution of the transport. Such circumstances may include, but are not limited to, newly imposed bridge weight restrictions, road closures, roadworks, temporary traffic arrangements, or diversions. The majority of the route coincides with the blade transport route; however, the final section follows a different route.

The permitted route may also be affected by prevailing or adverse weather conditions, such as heavy rainfall, snow, flooding, or other conditions that may affect road accessibility or bearing capacity.

Therefore, the route described in this report should be considered valid based on the conditions and information available at the time of preparation and remains subject to final approval and any requirements imposed by the relevant authorities.

5.4.1 Key route points and required modifications

Pos 1 – Exit from port	
	Actions: Temporary fence to be dismantled.
Google Maps Coordinates: 59°20'02.4"N 24°05'29.6"E	

Pos 2 – Keila roundabout no. 5	
	Actions: Need to remove one road sign.
Google Maps Coordinates: 59°19'02.6"N 24°24'38.7"E	

Pos 3 - Keila roundabout no. 3



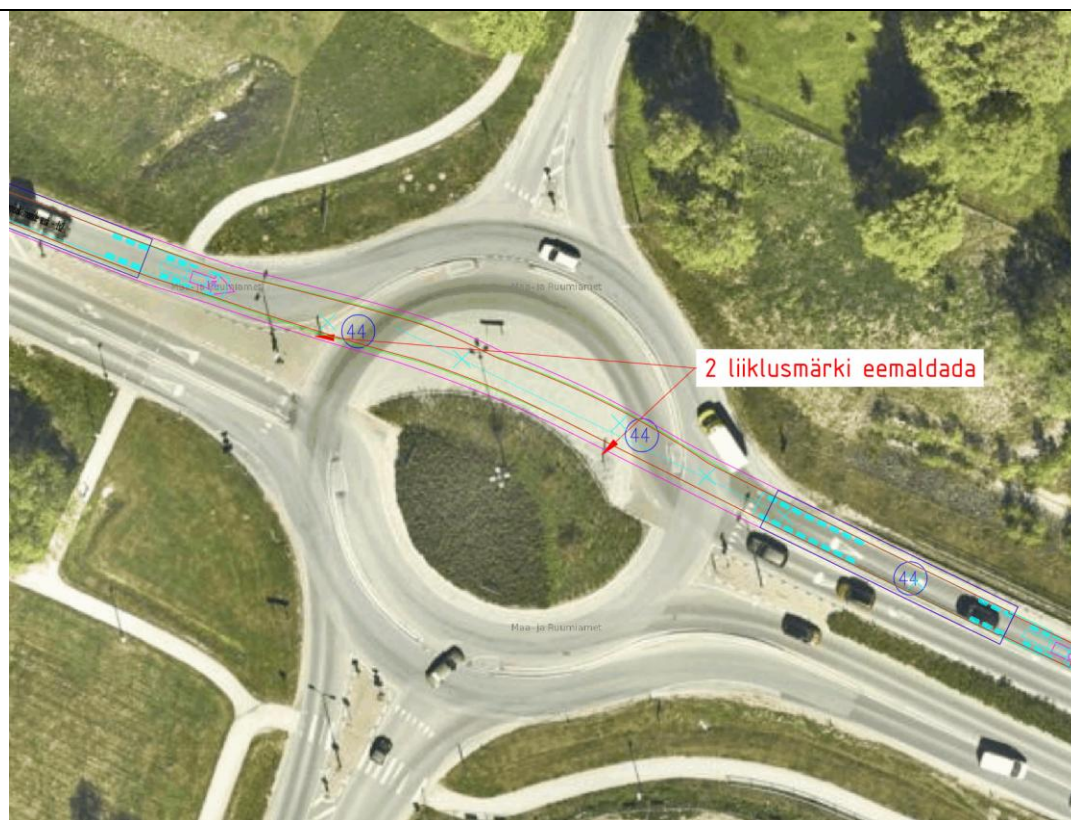
Actions:

Enter the roundabout from opposite direction.

Need to remove one road sign.

Google Maps Coordinates: 59°18'46.8"N 24°25'42.3"E

Pos 4 - Keila roundabout no. 2



Actions:

Enter the roundabout from opposite direction.

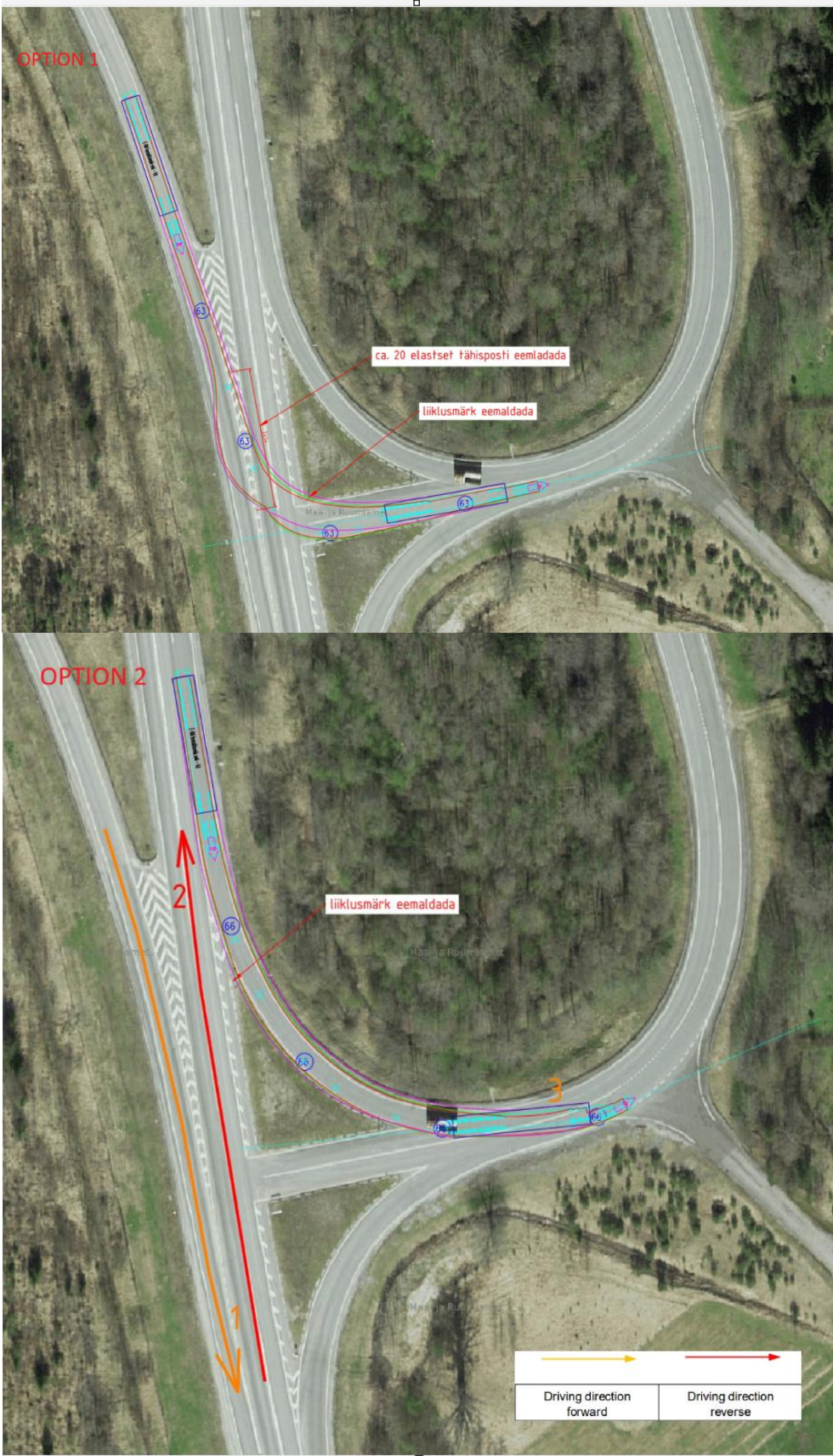
Need to remove two road signs.

Google Maps Coordinates: 59°18'43.1"N 24°25'58.4"E

Pos 5 - Keila roundabout no. 1	
	Actions: Enter the roundabout from opposite direction. Need to remove two road signs.
Google Maps Coordinates: 59°18'39.9"N 24°26'11.6"E	

Pos 6 – Jüri interchange	
	Actions: Open the barrier gate between the carriageways for transport passage.
Google Maps Coordinates: 59°21'01.1"N 24°53'12.9"E	

POS 7 - Detour around Jägala Viaduct

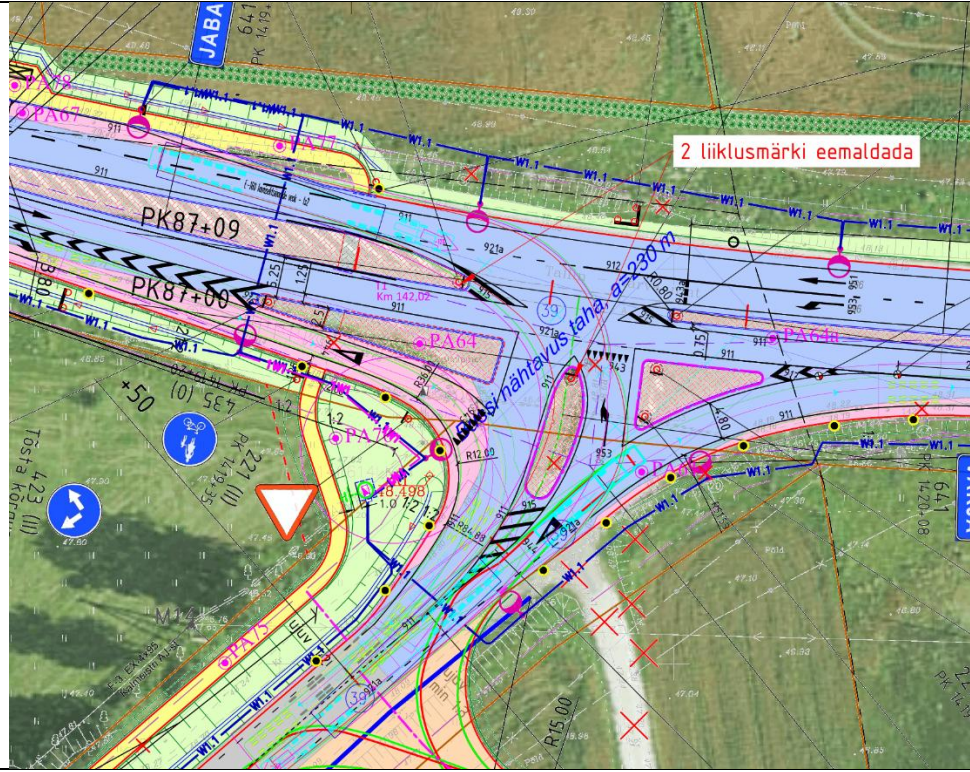


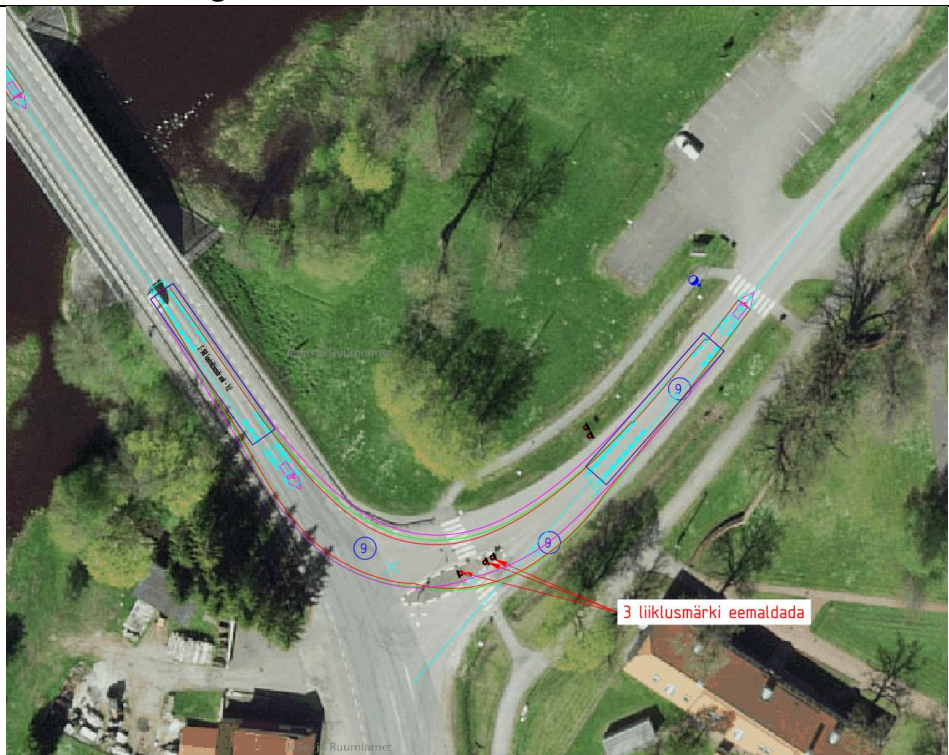
Actions:

Option 1 :
Approximately 20 flexible lane separator posts and one traffic sign must be temporarily removed

Option 2:
Drive forward past the junction, then reverse back towards the junction and continue forward onto the required route as indicated in the drawing. One traffic sign must be temporarily removed to provide sufficient clearance for the manoeuvre.

Google Maps Coordinates: 59°25'53.1"N 25°11'30.3"E

Pos 8 – Varja intersection		
 Google Maps Coordinates: 59°24'11.6"N 27°04'25.9"E		Actions: Need to remove two road signs.
Pos 9 – Lügause-Oandu-Tudu road / Graniidi street (103)		
 Google Maps Coordinates: 59°20'46.1"N 27°00'56.1"E		Actions: Low overhead line – must be raised to provide sufficient clearance for the transport. Lowest line height 5,14m.

Pos 10 – Nõmme road		
		Actions: Need to remove one road sign and the traffic island must be made overrunnable for the maneuver.
Google Maps Coordinates: 59°20'15.5"N 27°00'34.7"E		
Pos 11 – Turning left from road no. 103 onto Nõmme Road		
		Actions: Need to remove three road signs and the traffic island must be made overrunnable for the maneuver.
Google Maps Coordinates: 59°20'10.8"N 27°00'39.9"E		

Pos 12 - Nõmme Road		
		Actions: Low overhead line – must be raised to provide sufficient clearance for the transport. Lowest line height 5,53m.
Google Maps Coordinates: 59°20'11.5"N 27°00'42.2"E		

5.4 Access Route for generator, motorhead and nacelle

Route description	Paldiski South Harbor > Paldiski lõunasadama tee > Paldiski-Padise tee > Tallinna-Paldiski tee > Tallinna ringtee > Assaku-Jüri road (113) > Aruküla tee (303) > Lagedi-Aruküla-Peningi road (300) > Aruvalla-Jägala road (310) > Jägala-Käravete road (13) > Pärnu-Rakvere-Sõmeru road (5) > Assamalla-Kadrina road (141) > Rakvere-Väike-Maarja-Vägeva road (22) > Pärnu-Rakvere-Sõmeru road (5) > Rakvere-Rannapungerja road (88) > Rägavere-Mõedaka road (114) > Sõmeru-Kabala road (119) > Tallinn-Narva highway (1) > Kiviõli-Varja road (34) > Püssi road/Pargi street (178) > Raudtee street (179) > Püssi-Maidla road – Nõmme road – Site entrance
Google Maps link	Mains
Route length	Approximately 257 km

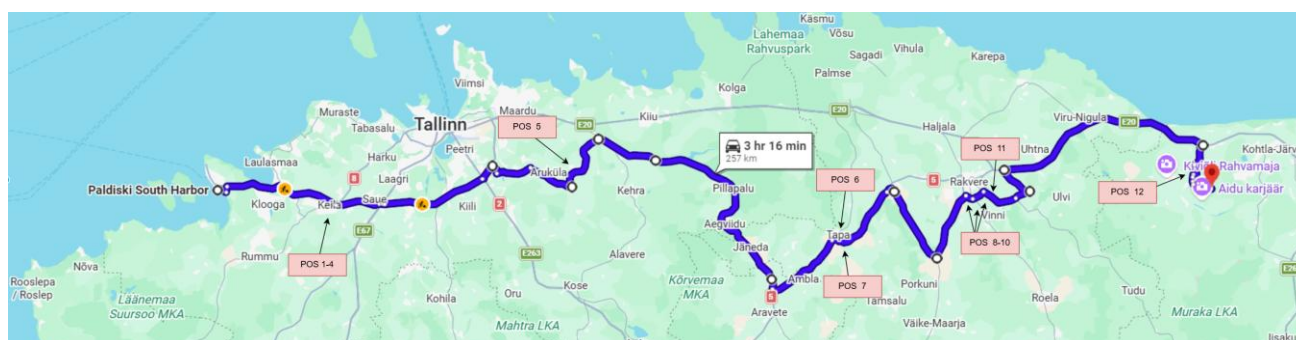


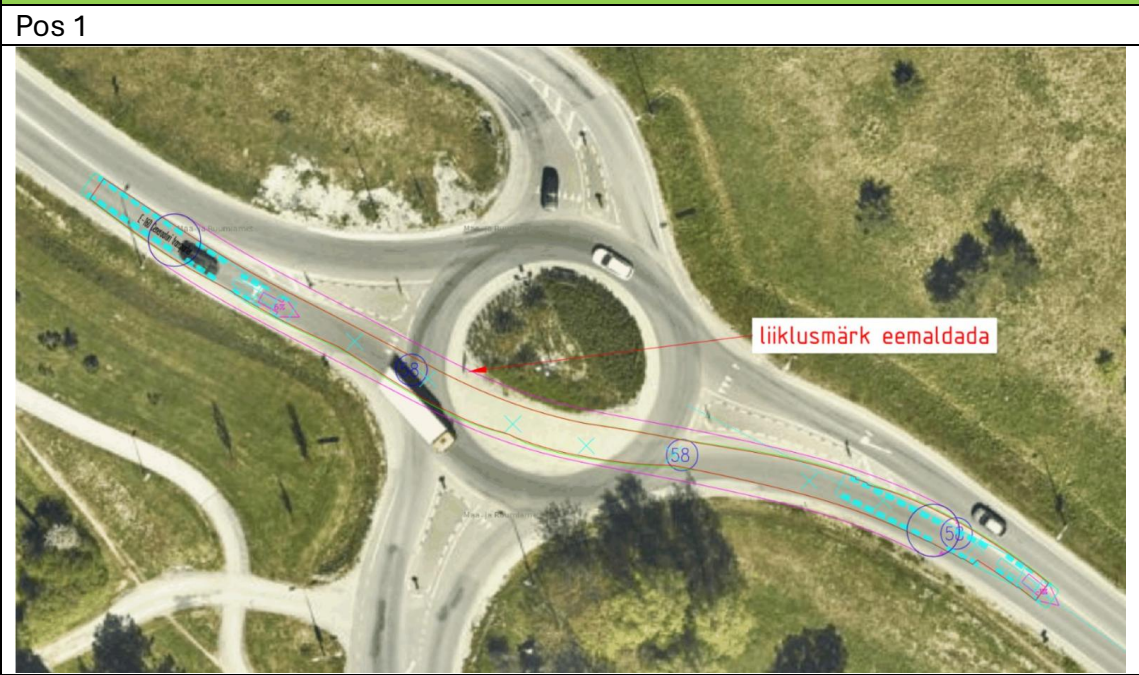
Figure 6. Route for mains (Google Maps)

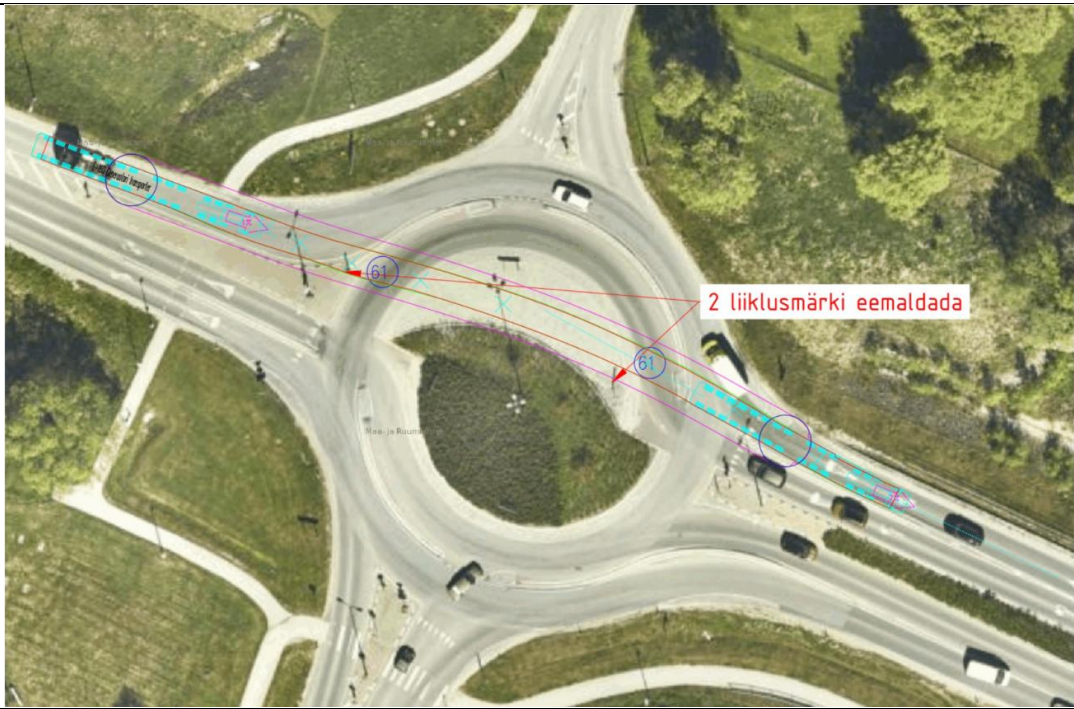
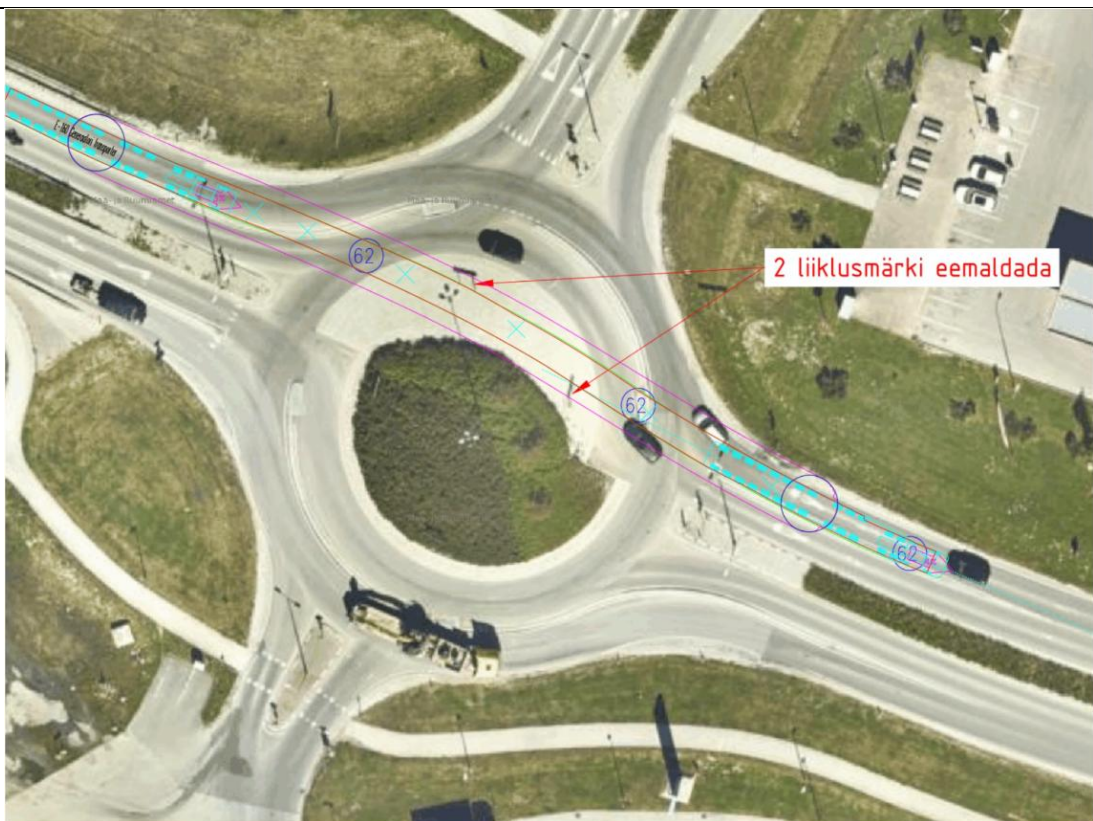
The use of the above-mentioned route was confirmed by the Estonian Road Authority on 21 August 2026. However, it should be noted that the final permitted route may be subject to change due to circumstances arising before or during the execution of the transport. Such circumstances may include, but are not limited to, newly imposed bridge weight restrictions, road closures, roadworks, temporary traffic arrangements, or diversions. For the route section up to and including Keila roundabouts, the required route modifications are the same as those identified for the tower section transports.

The permitted route may also be affected by prevailing or adverse weather conditions, such as heavy rainfall, snow, flooding, or other conditions that may affect road accessibility or bearing capacity.

Therefore, the route described in this report should be considered valid based on the conditions and information available at the time of preparation and remains subject to final approval and any requirements imposed by the relevant authorities.

5.4.1 Key route points and required modifications

Pos 1 An aerial photograph of a roundabout with a central green island. A road approaches from the top left, curves around the island, and exits to the right. Road signs are visible: a blue circular sign with the number 58 on the approach road, and a blue circular sign with the number 59 on the exit road. A red arrow points to a sign on the approach road with the text 'liiklusmärk eemaldada' (remove traffic sign). A blue dashed line indicates a route through the roundabout. A blue dashed line with a red arrow points to a sign on the approach road with the text 'liiklusmärk eemaldada' (remove traffic sign). A blue dashed line with a red arrow points to a sign on the approach road with the text 'liiklusmärk eemaldada' (remove traffic sign). Google Maps Coordinates: 59°19'02.6"N 24°24'38.7"E	Actions: Need to remove one road sign.
Pos 2 An aerial photograph of a roundabout with a central green island. A road approaches from the top left, curves around the island, and exits to the right. Road signs are visible: a blue circular sign with the number 60 on the approach road, and a blue circular sign with the number 60 on the exit road. A red arrow points to a sign on the approach road with the text 'liiklusmärk eemaldada' (remove traffic sign). A blue dashed line indicates a route through the roundabout. A blue dashed line with a red arrow points to a sign on the approach road with the text 'liiklusmärk eemaldada' (remove traffic sign). A blue dashed line with a red arrow points to a sign on the approach road with the text 'liiklusmärk eemaldada' (remove traffic sign). Google Maps Coordinates: 59°18'46.8"N 24°25'42.2"E	Actions: Enter the roundabout from opposite direction. Need to remove one road sign.

Pos 3  Google Maps Coordinates: 59°18'43.3"N 24°25'58.4"E	Actions: Enter the roundabout from opposite direction. Need to remove two road signs.
Pos 4  Google Maps Coordinates: 59°21'34.6"N 25°09'05.2"E	Actions: Enter the roundabout from opposite direction. Need to remove two road signs.

Pos 5 – Aruvalla-Jägala Road (310)		
		Actions: Overhead line height is approximately 4.72 m on the left and 5.54 m on the right. Sufficient clearance is available for the transport; no modifications are required.
Google Maps Coordinates: 59°21'34.6"N 25°09'05.2"E		
Pos 6 – Railway crossing on road no. 5		
		Actions: The plastic lane separator posts must be temporarily removed to allow the transport to pass.
Google Maps Coordinates: 59°15'14.4"N 25°59'12.7"E		

Pos 7 – Road no.5 (Tapa)

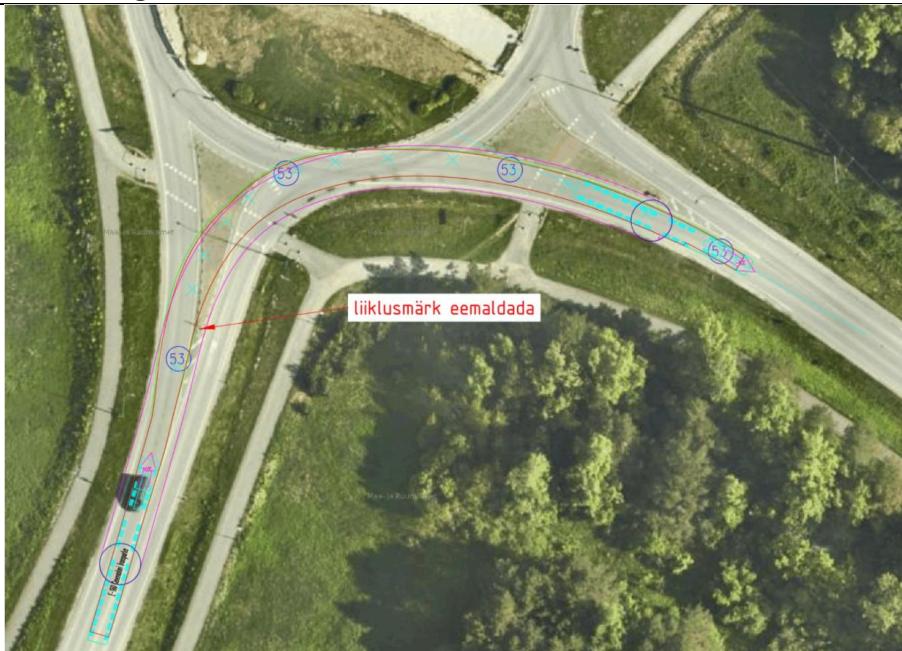


Google Maps Coordinates: 59°15'26.7"N 25°56'55.3"E

Actions:

Branches extend over the road centerline at approximately 4.32 m height. Sufficient clearance is available for the transport; no trimming is required.

Pos 8 – Right turn from road no. 22 onto Road no. 5



Google Maps Coordinates: 59°19'33.0"N 26°20'57.8"E

Actions:

One road sign must be removed.

Pos 9 – Roundabout on road no. 5



Google Maps Coordinates: 59°19'14.4"N 26°22'14.7"E

Actions:

Two temporary traffic signs located in the centre of the traffic island must be removed to allow the transport to use the designated overrun area for abnormal transports.

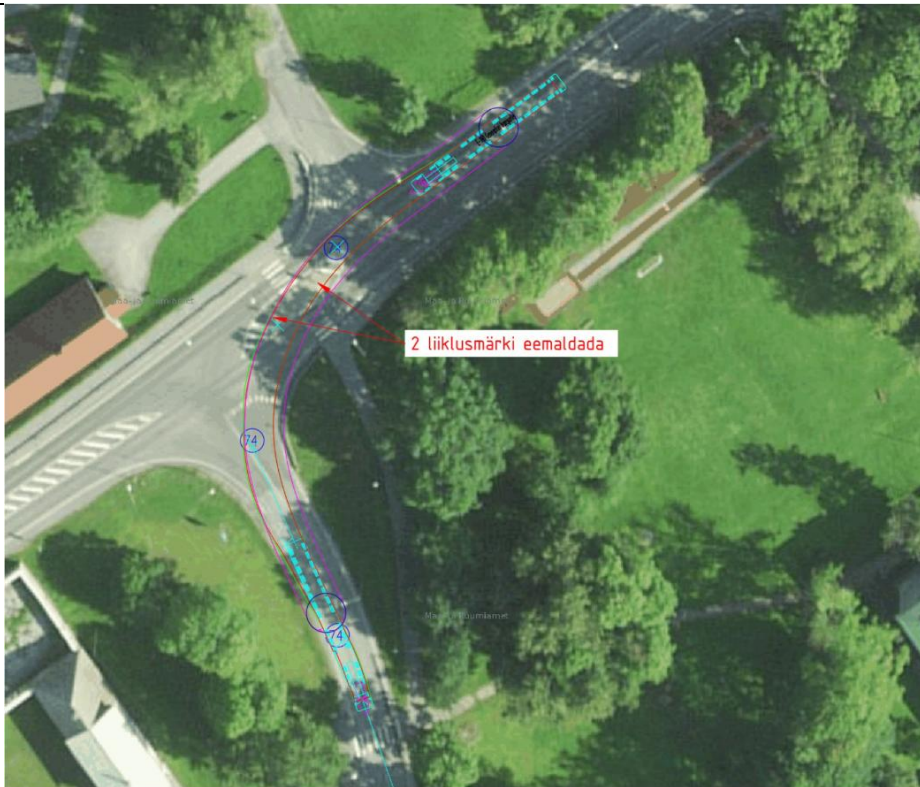
Pos 10 – Right turn from Road no. 5 onto Rakvere-Rannapungerja road (88)



Google Maps Coordinates: 59°19'54.9"N 26°24'13.0"E

Actions:

One road sign at the beginning of the traffic island must be removed.

Pos 11 – Rakvere-Rannapungerja road (88)		
		Actions: The lowest branches are at approximately 4.82 m. Minor trimming is recommended to ensure sufficient clearance for the transport.
Google Maps Coordinates: 59°18'53.0"N 26°27'24.7"E		
Pos 12 – Kiviõli-Varja / Püssi intersection		
		Actions: Need to remove two road signs and the traffic island must be made overrunnable for the maneuver.
Google Maps Coordinates: 59°22'23.3"N 27°02'36.1"E		

6. Summary of required road modifications

Based on the completed Route Survey, the proposed transport route is considered feasible for the planned cargo and selected transport configurations, subject to the temporary modifications and preparatory works identified in this Report.

The required works mainly consist of temporary removal and reinstatement of road furniture, including traffic signs, delineators, guardrails and other roadside equipment where required for sufficient vehicle clearance. At certain locations, barrier gates or other traffic control installations must be opened or temporarily removed to allow the transport to pass.

Vegetation clearance, including trimming or removal of trees, branches and bushes, will be required at several locations where the cargo or vehicle overhang extends beyond the normal road envelope. Low overhead lines and other overhead obstacles identified in the Report must be temporarily raised, removed or otherwise adjusted to provide the required vertical clearance.

At selected junctions, roundabouts and other critical manoeuvring locations, temporary civil works may be required. These may include preparation of overrun areas, temporary removal or modification of traffic islands, installation of temporary ramps, ground reinforcement, levelling and other measures necessary to provide sufficient swept-path clearance and bearing capacity for the selected transport configuration.

All temporary modifications are expected to be reinstated after completion of the transports unless otherwise agreed with the relevant road owner or authority.

Unless otherwise stated in this Report, the required road modification and preparation works will be arranged and coordinated by Kaarlaid. A separate quotation for these works will follow.