



- **Route Survey**
Highway Transportation

From: Port of Georgetown, PEI To: Elmira, PEI

Time: Summer, 2020



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1.0 INTRODUCTION

Elmira Project

The Easter Kings Wind Project is a seven -turbine wind energy project proposed near Elmira , Prince Edward Island for the summer of 2020.



YELLOW TURBINES- Existing

BLUE- Turbines – Proposed

Turbines GPS coordinates:

Running no.	Turbine label (Name)	Turbine type	Coordinate X / Longitude / E (OD)	Coordinate Y / Latitude / N (OD)	Coordinate system (OD)
1	WEC1	E-138 E2	572879	5144000	NAD83(CSRS) / UTM zone 20N
2	WEC2	E-138 E2	573388	5144059	NAD83(CSRS) / UTM zone 20N
3	WEC3	E-138 E2	573831	5144090	NAD83(CSRS) / UTM zone 20N
4	WEC4	E-138 E2	574569	5144295	NAD83(CSRS) / UTM zone 20N
5	WEC5	E-138 E2	575130	5144083	NAD83(CSRS) / UTM zone 20N
6	WEC6	E-138 E2	573451	5143056	NAD83(CSRS) / UTM zone 20N
7	WEC7	E-138 E2	574349	5143644	NAD83(CSRS) / UTM zone 20N

The components will be arriving by ocean at one of 3 locations-
 - Port of Charlottetown
 - Port of Georgetown
 - Port of Souris

This route survey is from the Port of Georgetown only.

The route survey is for the delivery of 7- E138 EP3 E2-4.2MW-111 WEC as per the packing list information below

(See -Details - 3.1.C Component Dimensions and Weights

2.0 SCOPE

The purpose of the route survey is to:

- a) Identify and review the most direct, practical and efficient route from **the Port of Georgetown** to the identified location for the wind farm on Route 16A (Elmira Road)
- b) Identify any obstacles , structures and other restrictions which require attention due to the size and weight of the pieces on the chosen route.
- c) Analyse risk and provide summary with regards to feasibility from this location..
- d) The scope does not include any information with regards to the port itself or laydown locations at this time.
- e) The scope does not include site roads (not constructed at this time)

3.0 MOVE DESCRIPTION -GENERAL

WEC – the maximum loaded dimensions / weight generator components (Nacelle Hub, Rotor, stator halves) is the hub at:

37m(121') Long x 4.99m(16.4') Wide x 4.56m(14.95') High at 80,000 kgs Gross Estimated

BLADE-blade dimensions are 225'' Long with an estimated loaded Height of 15' to 16'-1'' depending on how loaded.

80m(262') Long x 3.92m(12.9') Wide x 4.49(14.72')High at 55,000 kgs Gross Estimated

TOWERS- Towers are a 5 Piece unit with a maximum component height of 16.7' (loaded- approximately 18') and a maximum component length of 94'.Maximum gross weight of the base is estimated at 130 mt depending on transport conveyance.

BASE - 46(151') Long x 4.95m(16.23) Wide x 5.48(18.0')High at 132000 kgs Gross Estimated (Preliminary)

TOP - 61(200'') Long x 3.91m(12.82') Wide x 4.60(15.0')High at 110000 kgs Gross Estimated

SUMMARY- The WEC components have typical parameters for heavy overweights and dimensions

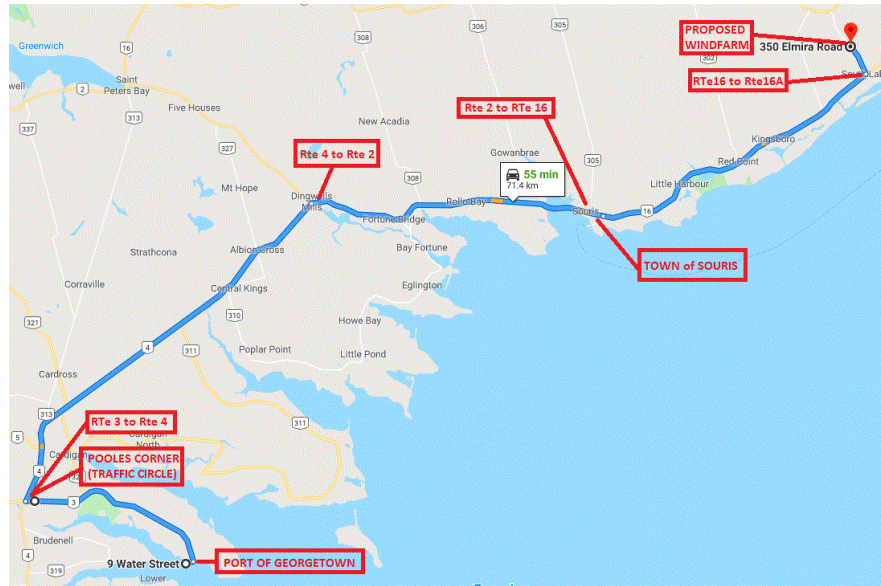
- The Blades are the longest transported in this area and will cause the most issues on turns.

- The Base is the heaviest and is beyond the" normal" overweights for 13 axle trailers at 132,000 kgs - it will also cause the most issues with height at an estimated travel height of 18'

3.1.A ROUTE

Route: PORT of GEORGETOWN to Site

1. Head North on West Road from Georgetown Wharf	0.75km
2. Turn Right onto East Royalty	0.65km
3. Turn Left onto Route 3	10.0km
4. Turn Right Through Traffic Circle to Route 4	23.9km
5. Turn Right onto Route 2	15.1km
6. Route 2 Becomes Route 16 at Souris	19.2km
7. Turn Left onto Route 16A to Site Roads **	<u>1.8km</u>
	71.4km



3.1.B TIME

The schedule for the project is considered to be summer months of 2020. Provincial and Municipal Curfews are not considered part of the route survey at this time but will be affected if transportation is outside of summer months (July-August) during school sessions and routes coincide with school bus routes.

3.1.C COMPONENT & EQUIPMENT DIMENSIONS and WEIGHT


Below is a summary table of the Component dimensions .

TURBINE COMPONENTS

Pos.		Quantity	Description	Stackable	Deck option	Truck info per WEC	Max. length m	Max. width m	Max. height m	Single gross weight ton	Storage m ²	Volume m ³	Total gross weight ton
CONVERTER													
1	1	1	Nacelle E2 on steel support	no	no		6.93	4.99	3.88	38.50	34.58	134.17	38.50
2	1	1	20' s.o. Box assembly material	yes	yes		6.93	2.44	2.60	6.00	14.88	36.70	6.00
3	1	1	20' s.o. Box or FR grid connection material	yes	yes		6.93	2.44	2.60	8.50	14.88	36.70	8.50
4	1	1	Hub on steel support	no	no		4.99	4.99	3.95	35.40	24.90	98.36	35.40
5	1	1	Generator - rotor central part on steel support incl. bearing unit	no	no		9.25	4.95	2.85	44.50	45.73	150.49	44.50
6	2	2	Generator - rotor side part on steel support	no	no	1 platform truck, 20' s.o. trailer required	7.90	2.93	1.65	9.80	29.97	65.96	19.60
7	1	1	Generator - stator hall 12 o'clock on steel support	no	no		8.90	4.99	2.96	36.00	44.41	131.46	36.00
8	1	1	Generator - stator hall 6 o'clock on steel support	no	no		8.90	4.60	2.96	35.50	40.94	121.18	35.50
9	3	3	E-138 E2 Rotor blade with flange frame and tip-support Frame position on A) 0m and B) app. 55.45m	yes, 3-high	yes	1 trailer per blade	68.62	3.32	3.35	21.00	906.97	2705.77	63.00
10	1	1	20' s.o. Box tower cable	yes	yes		6.93	2.44	2.60	8.50	14.88	36.70	8.50
13		TOTAL SHIPMENT (Machine):									1082.22	3503.49	295.50

Page 1

TOWER COMPONENTS

		ENERCON GmbH Truckimp. S										Last Change of Packing List: 11.07.2019	
Project:				Revision								0	
9/24/2019		1 E-138 E2 EP3 WEC											
Emden-													
<i>no official measurements - ESTIMATED PACKING - FINAL PACKING LIST TO FOLLOW</i>													
Pos.	Quantity	Description	Stackable	Deck option	Truck info per WEC	Max. length m	Max. width m	Max. height m	Single gross weight ton	Storage m ²	Volume m ³	Total gross weight ton	
CONVERTER													
1	1	Nacelle E2 on steel support	no	no		6.93	4.99	3.88	38.50	34.58	134.17	38.50	
2	1	20' s.o. Box assembly material	yes	yes		6.10	2.44	2.60	6.00	14.88	38.70	6.00	
3	1	20' s.o. Box or FR grid connection material	yes	yes		6.10	2.44	2.60	8.50	14.88	38.70	8.50	
4	1	Hub on steel support	no	no		4.99	4.99	3.95	35.40	24.90	98.36	35.40	
5	1	Generator - rotor central part on steel support incl. bearing unit	no	no		9.25	4.95	2.85	44.50	45.79	130.49	44.50	
6	2	Generator - rotor side part on steel support	no	no	1 platform truck, side parts raised	7.00	2.93	1.65	9.80	23.97	65.96	19.60	
7	1	Generator - stator half 12 o'clock on steel support	no	no		8.90	4.99	2.96	36.00	44.41	131.46	36.00	
8	1	Generator - stator half 6 o'clock on steel support	no	no		8.90	4.60	2.96	35.50	40.94	121.18	35.50	
9	3	E-138 E2 Rotor blade with flange frame and tip-support Frame position on A) (0m and B) app. 55,45m	yes, 3-high	yes	1 trailer per blade	68.62	3.92	3.35	21.00	806.97	2705.77	63.00	
10	1	20' s.o. Box tower cable	yes	yes		6.10	2.44	2.60	8.50	14.88	38.70	8.50	
13		TOTAL SHIPMENT (Machine):								1082.22	3503.49	295.50	

3.1.D STRUCTURES

Official approval of the loaded weights will be part of the permit approval process with the Department of Transportation of PEI . Every route has to be evaluated on its unique structures and condition.

3.1.E OVERHEAD OBSTRUCTIONS

The Base Tower (loaded height 18'-0" Approx.) is the determining load with regards to height.. The other tower loads will fall under this as well as the blade (14'-9"), Nacelle (14'-9") and Hub (15'-0").

Complete route has been checked for height to 5.49 meters (18'-0") as noted below.

A- West Road (750m)- Port of Georgetown to East Royalty - Road width 6 m with 2m gravel /grass shoulders

1-STRUCTURES (Overpasses and Signs)
NONE

2-TRAFFIC LIGHTS
NONE

3-WIRES/UTILITIES
PHONE- Richmond St- 6.0m (19.68')
PHONE – Glen St. 5.32m (17.45')
FIBRE – George St – 5.76m (18.89')
PHONE – Gordon St. -5.59m (18.33')

B- EAST ROYALTY RD. (650m) – West Rd to Rte 3 - 2 Lane - Road width 6 m with 2m gravel /grass shoulders

1- STRUCTURES (Overpasses and Signs)
NONE

2-TRAFFIC LIGHTS
NONE

3-WIRES/UTILITIES
NONE

C- ROUTE 3 (10 km)- 2 Lane Road width 6 m with 2m paved shoulders

1- STRUCTURES (Overpasses and Signs)
NONE

2-TRAFFIC LIGHTS
NONE

3-WIRES/UTILITIES
Phone/Power Drops(Small) – Observed 2 Hits

D- ROUTE 4 (23.9 km)- 2 Lane Road - width 6 m with 2m paved shoulders

1- STRUCTURES (Overpasses and Signs)
NONE

2-TRAFFIC LIGHTS
NONE

3-WIRES/UTILITIES
Phone/Power Drops(Small) – Observed 14 Hits

E- ROUTE 2 (15.1 km)- 2 Lane Road - width 6 m with 2m paved shoulders

1- STRUCTURES (Overpasses and Signs)
OVERHEAD SIGN – TRAVEL LANE- 5.22m (17.12') -5.78m (18.96') if Sign Removed
- OPPOSITE LANE – 5.31m (17.41')-5.78m (18.96') if Sign Removed)

(NOTE-May be able to avoid on Right Hand Side)

2-TRAFFIC LIGHTS
NONE

3-WIRES/UTILITIES
Phone/Power Drops(Small) – Observed 10 Hits
Phone (Large) – 3 large sags at 11.8km,15.2 km 1nd 15.3 km from Rte 4

F- ROUTE 16 (19.2 km) - A Continuation of Route 2 Through the Town of Souris to Route 16A
- 2 Lane Road - width 6 m with 2m paved shoulders to end of Town of Souris
-2 Lane Road - width 6 m with 2m gravel shoulders to Route 16A

1- STRUCTURES (Overpasses and Signs)
NONE

2-TRAFFIC LIGHTS
NONE

3-WIRES/UTILITIES
Phone/Power Drops(Small) – Observed 17 Hits
Phone Large – Intersection of Route 16 and Munns Rd (14.8 km).– Long sag and hit 2 to 3”

G- ROUTE 16A (1.8km) – Rte 16 to Site Roads - Road width 6 m with 0.5 to 1m gravel shoulders

1- STRUCTURES (Overpasses and Signs)
NONE

2-TRAFFIC LIGHTS
NONE

3-WIRES/UTILITIES
Phone/Power Drops(Small) – Observed 1 Hit
Phone Large - None

3.1.F SIGNIFICANT TURNS

A-Georgetown Wharf to West Road – S- TURN (Left /Right)

BLADE- Will require excavating about 20’ off the corner of a residential lawn (House looks vacant)
See Section 4 - DETAILED ROUTE for picture

B-West Rd to East Royalty – LEFT HAND TURN/SWEEP- 44 degrees

- BLADE- Remove Trees(Small to Medium Size) from Left Hand Side of West Road – 15’ in x 100’ Long From Existing Tree Line. Travel path of the rear of the trailer will be approximately 12’ from the edge of the pavement- possibly requiring compacted fill.

- NOTE- Some of the 15’ Distance could be lessened if not for residential trees on the inside of turn.

-See Section 4 - DETAILED ROUTE for picture

C-East Royalty to Route 3 – LEFT TURN/SWEEP- 45 Degrees

- *BLADE- Remove Trees (Small to Medium Size) on Right Hand Side of East Royalty Tree Line for About 50'*

-See Section 4 - DETAILED ROUTE for picture

E-Pooles Corner (Traffic Circle) – RIGHT HAND - 90 degrees

- *BLADE- Remove 1 Light Pole for tailswing*
 - *assuming travel path is to Opposite Lanes- Mounting Medians as required*
 - *remove Small Traffic Signs Within Traffic Circle Medians*
- TOWERS- Remove 4- Light Poles on Inside of Turn- to avoid mounting curbs*

-See Section 4 - DETAILED ROUTE for picture

F-Route 16 to Route 16A – LEFT HAND TURN

- *Remove Stop Sign*
- BLADE- Travel tractor on wide gravel area on right hand side of Route 16A as required.*

-See Section 4 - DETAILED ROUTE for picture

3.1.G OTHER RESTRICTIONS

Provincial and Municipal curfews are not considered part of the route survey at this time but may be affected if transportation is outside of summer months (July-August) during school sessions.

There may be time restrictions with regards to the travel through the traffic circle at Pooles Corner and the Town of Souris.

3.1.H SUMMARY

WHARF- The wharf details were not part of this scope. It has been used before for windmill components(2014). It has limited access around the storage structure in the center of the wharf (but more than Souris) so the longer trailers/transport may need to back up as required along the loading face. Access from the wharf requires re alignment of West Road through a residential property.

LAYDOWN- TBD-Laydown areas were no known at this time and are not part of this scope. There are open areas just past the town of Georgetown- part of which was used before for laydown with shorter components. . If multi line transporters were to be used for the offload , 4 to 6 wires may need to be raised depending on location.

ROUTE/ROADS- Route is short at 71km. It has a mixture of 2 lane roads with 1-2 m paved and gravel shoulders.- but there are places to pull off and emergency vehicles can always pass.

GRADES(Hills)- there are no significant grades

TRAFFIC – would be more significant than from Souris as the location brings the loads onto route 4 between Montague and Souris. Loads have to negotiate a traffic circle close to Montague on a main highway (Rte4) .

They also need to travel through down town Souris – lots of traffic and parked cars.

Both these would require police control and may result in curfews.

URNS- There are only 5 turns which are negotiable

- 1-Port to West Road- requires re-alignment through a residential yard*
- 2-West Road to East Royalty- requires significant tree removal(public or private?)*
- 3-East Royalty to Rte3- requires significant tree removal(public or private?)*
- 4-Traffic Circle (Pooles Corner) requires light poles and sign removal- traffic concerns and travelling across medians*
- 5-Rte 16 to Rte 16A- requires only temporary stop sign in place of existing sign*

HEIGHTS- There is only one overhead structure (Rte 4). A sign may need to be removed from the structure at the current height requirement of 18'- depending on if loads can bypass on the far right.

- Wire hits are average (50 small hits and 2 minimal sags in large communication lines) at 18' high. This can be re- confirmed once actual travel height is confirmed (depending on transport conveyance)

With regards to wire sag- this was done at approximately 12 to 16 degrees Celsius- summer months may create a lower sag in wires

STRUCTURES(Bridges) -There are structures that need to be evaluated for this route. Most loads fall within the normal overweight configurations except for the base tower which could be an issue. It may be required to be put on a heavier multi line transporter also .

INFRASTRUCTURE MODIFICATIONS SUMMARY– as note in TURNS and HEIGHTS, there are some issues which need to be addressed.

Public – A significant number of trees need to be removed/cut in the Georgetown are for the blade transport. It would have to be determined if these are totally on public land or would affect landowners.

- From one(1) to five(5)light poles and a number of street signs need to be removed at the Pooles Corner traffic circle.This also requires mounting of the islands to negotiate through it- possibly with police control.

- A stop sign needs to be set on a temporary base at Rte 16 to Rte16A

Private – Upon leaving the wharf- a section of a residential yard and stacked wall needs to be excavated for the transport of the longer loads .

OVERALL – This appears to be feasible with the major concerns being the heavy base trailer crossing structures ,the traffic circle negotiation, traffic at the circle and Souris, the exit from the port through private property , tree removal and possible overhead sign removal on Route 2.

Because of the weight of the Base Tower- it may be required to be put on a multi line transporter (travel height may increase)

(Wharf restrictions and laydown facilities , offload equipment and plan are not part of this scope at this time and are yet to be determined. If utilizing multi line transporter for the offloads (towers) – wires would need to be raised to the proposed laydown area.)

4.0 DETAILED ROUTE

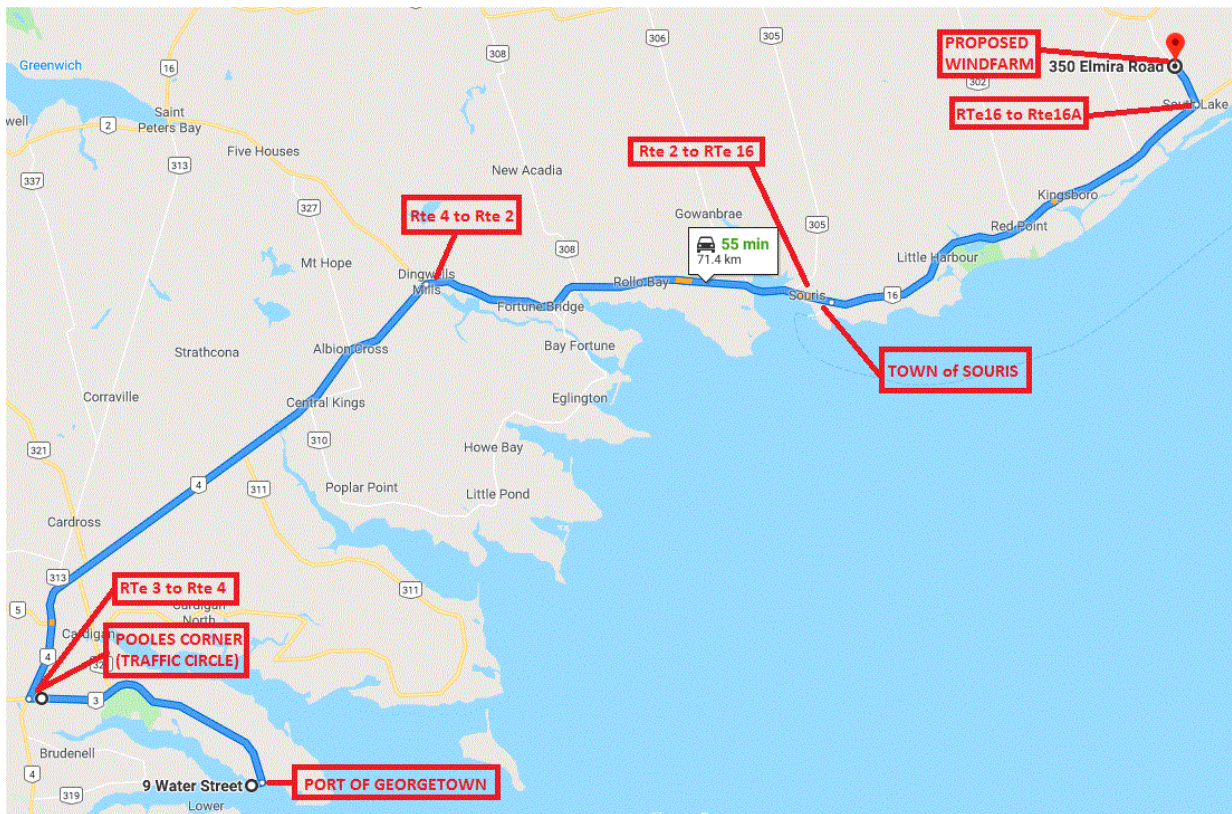
Route: PORT of GEORGETOWN to Site

- | | |
|--|--------------|
| 1. Head North on West Road from Georgetown Wharf | 0.75km |
| 2. Turn Right onto East Royalty | 0.65km |
| 3. Turn Left onto Route 3 | 10.0km |
| 4. Turn Right Through Traffic Circle to Route 4 | 23.9km |
| 5. Turn Right onto Route 2 | 15.1km |
| 6. Route 2 Becomes Route 16 at Souris | 19.2km |
| 7. Turn Left onto Route 16A to Site Roads ** | <u>1.8km</u> |
| | 71.4km |

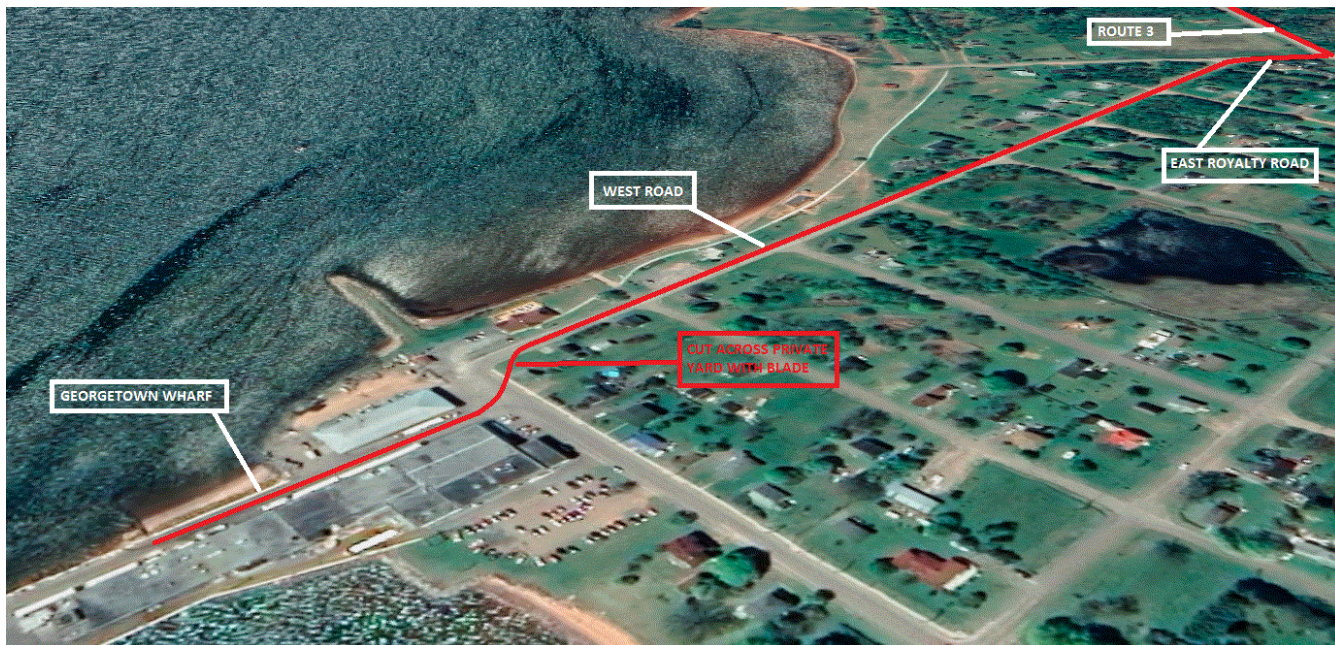
**This is the end of the Route Survey- beyond this are the gravel site roads subject to Enercons turn and gradient requirements.

PICTURES AND MAPS OF ABOVE DESCRIPTION

Complete Route



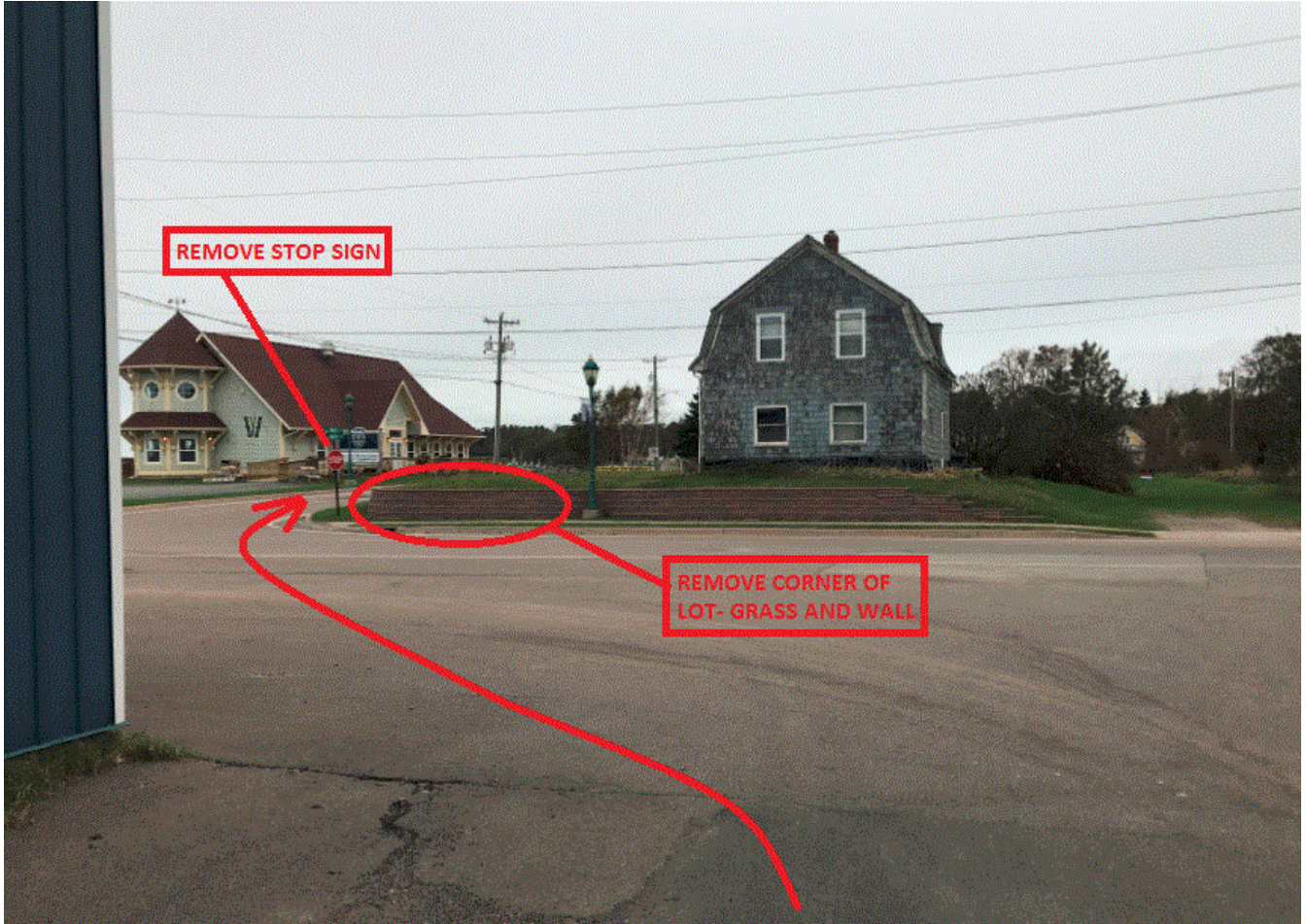
Port of Souris to Rte 16 (Aerial View)



Georgetown Wharf – Towards Entrance



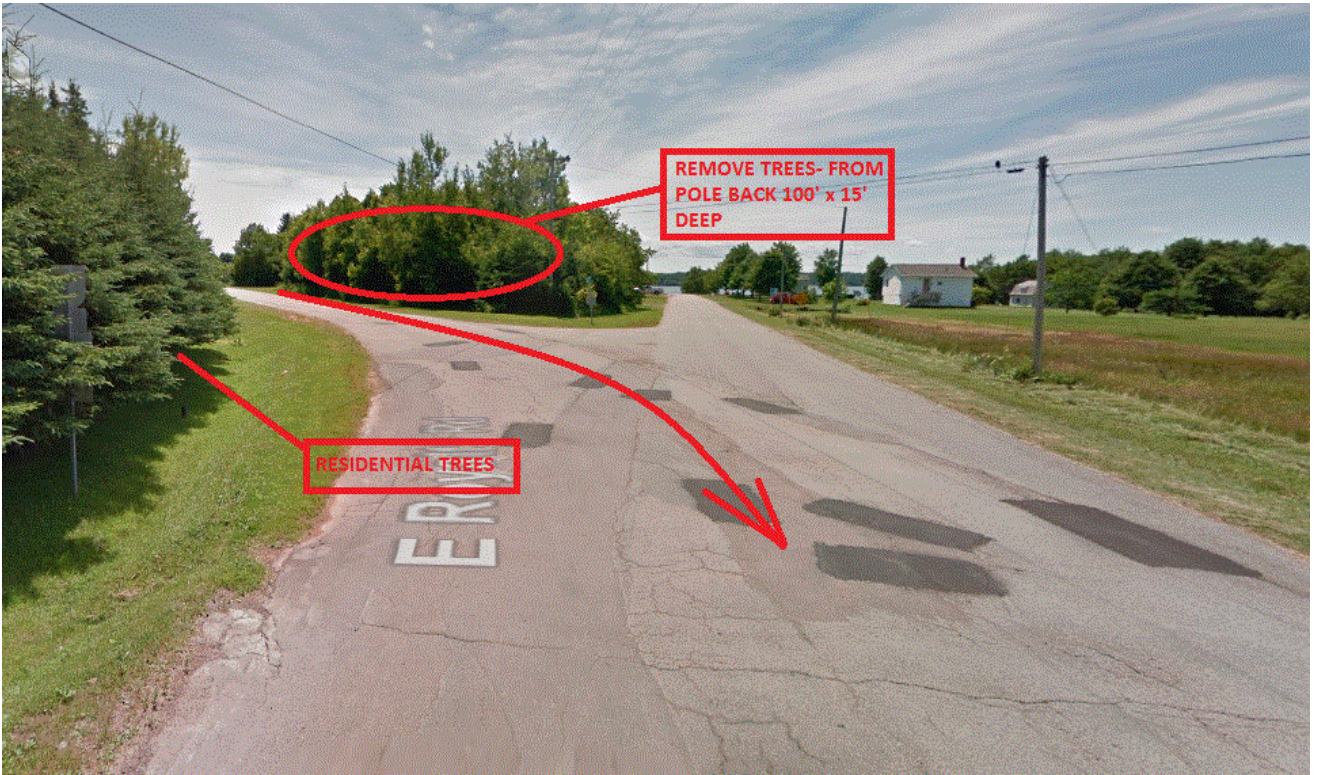
Georgetown Wharf to West Road- Removal of Corner of Yard



West Road to East Royalty Road- Tree Removal



West Road to East Royalty Road- Tree Removal (View From Upper End)



East Royalty Road to Route 3- Tree and Sign Removal



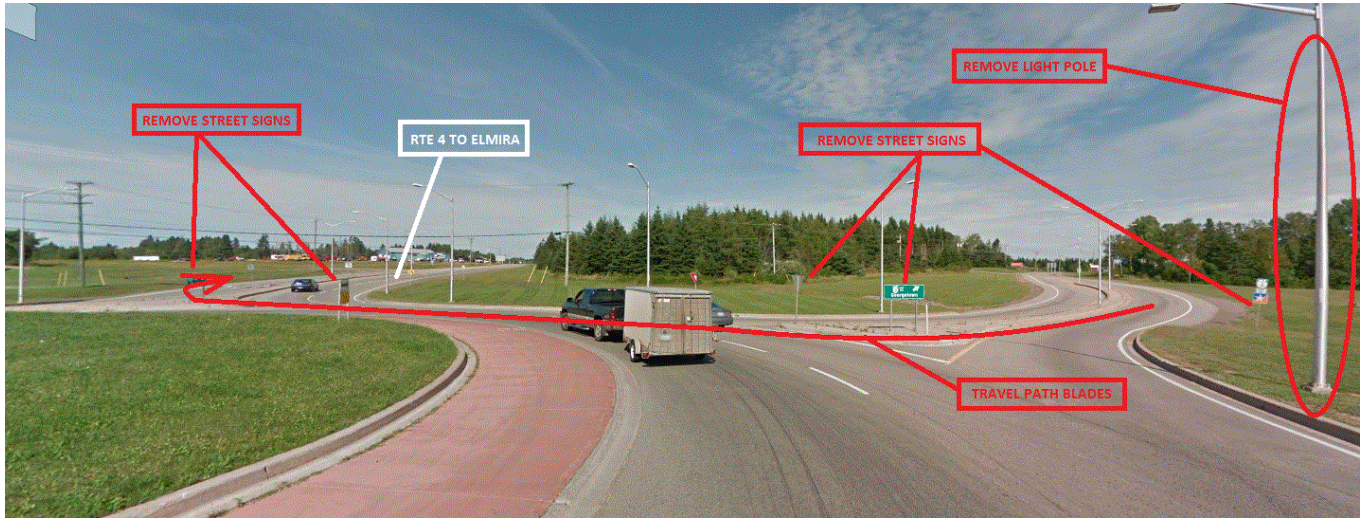
East Royalty Road to Route 3- Tree and Sign Removal- (View From Upper End)



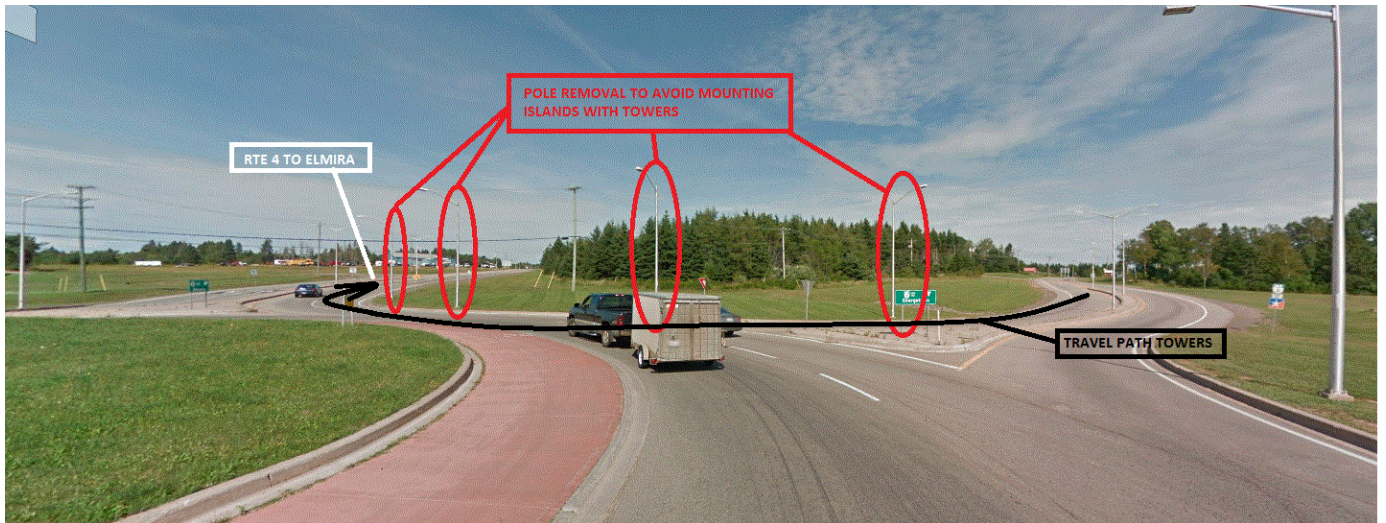
Pooles Corner Rte3 to Rte 4 – Travel Paths- Blades and Towers



Pooles Corner Rte3 to Rte 4 – Travel Paths- Blades – Signs and Pole Removal



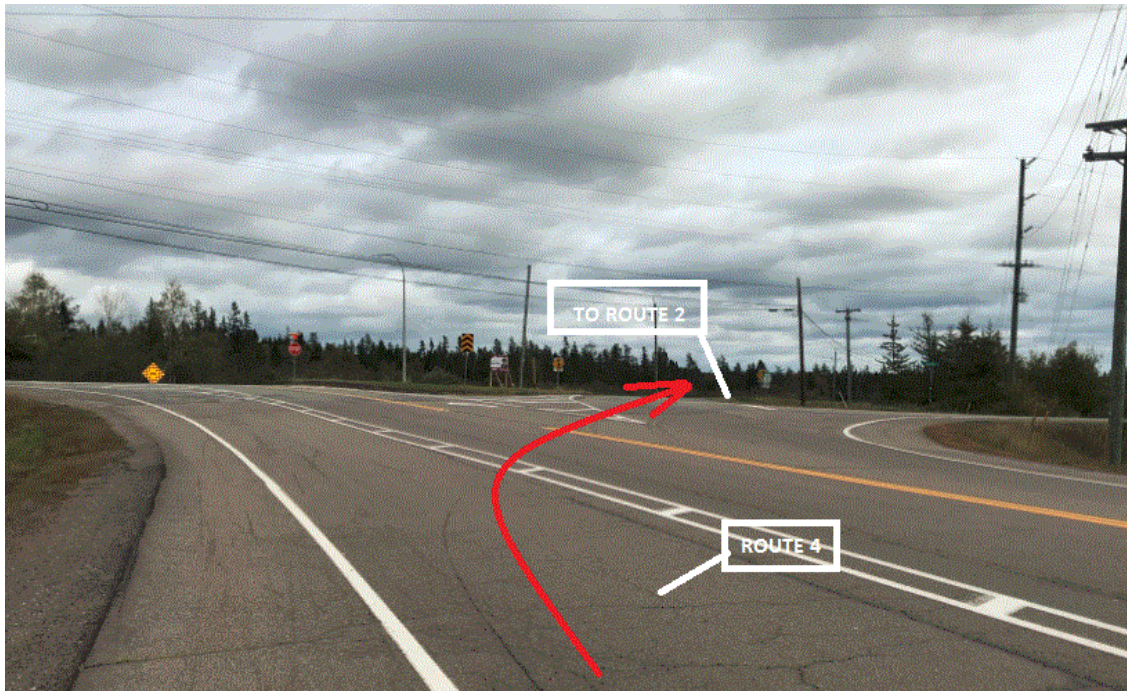
Pooles Corner Rte3 to Rte 4 – Travel Paths- Towers – Signs and Pole Removal



ROUTE 4 to ROUTE 2 - AERIAL



ROUTE 4 to ROUTE 2 - Street View



OVERHEAD SIGN (Route 2– before Souris)



LARGE PHONE LINE SAG- Before Souris (2 Locations)



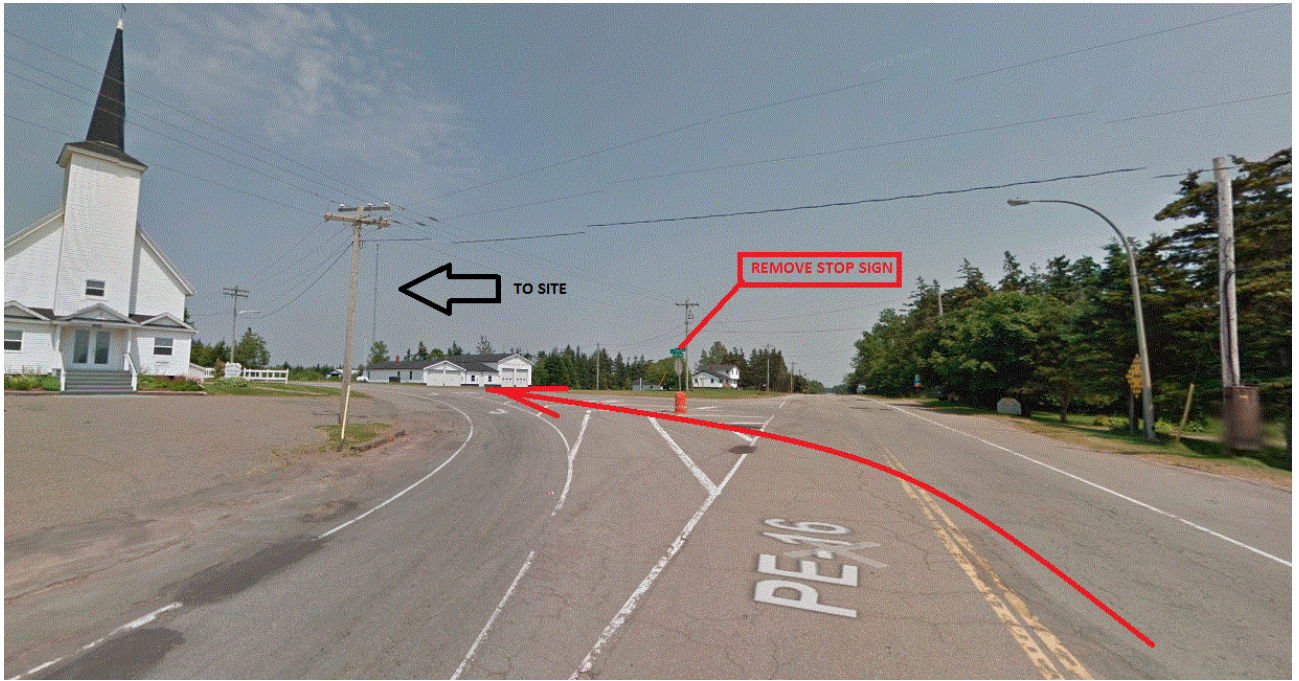
TRAFFIC THROUGH TOWN OF SOURIS



Route 16 to Route 16A(Aerial View)



ROUTE 16 to ROUTE 16A



Site Location on Route 16A



Logistec Stevedoring (Nova Scotia) Inc.
1096 Marginal Road, Suite 208
Halifax, Nova Scotia B3H 4N4

Phone (902) 422-7483
Fax (902) 423-2013
Web www.logistec.com

LOGISTEC

LOGISTEC

Location: Georgetown, PEI

Travel Period: February 22nd – 24th, 2021

Project: Eastern Kings

WEC: E-138

Activities: Port Survey

Attendees:

Anthony Steele, Jim Lambe (Logistec Stevedoring)

Dave McLaughlin (Total Transport and Rigging)

Information:

Latitude: 46°11'N Longitude: 62°32'W

Berth 1

- Length: 153.0m
- Depth: 8.0m

Berth 2

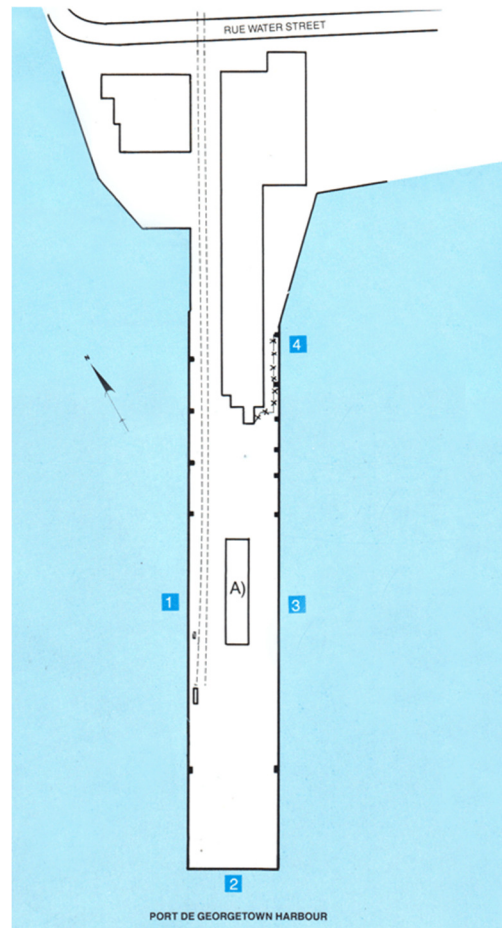
- Length: 42.0m
- Depth: 8.0m

Berth 3

- Length: 164.0m
- Depth: 8.0m

Berth 4

- Length: 70.0m
- Depth: 3.0 – 6.0m
- Harbour Maintenance fee \$0.06 per gross registered tonne
- Berthage \$1.67 per meter per day or part thereof
- Wharf usage \$5200 per day or any part thereof



Georgetown Port Inc. (GPI) advise that there is no weight restriction for their dock facility. The 83.82 mt towers (Section 5) and the 44.5 mt generators (Rotor Central Part) can be handled without any problems/restrictions. Nacelles weighing 111.8 mt were handled via Berth 1 in 2013

- Tidal Range is 0.4 - 2.1 m
- Channel width is 110 m
- Turning Basin is 800 m
- North and South ends of Berths 1 and 3 have 80 MT bollards. Between these 80 MT bollards there are 60 MT bollards spaced 30 m apart.

- Terminal has security fencing and a security gate
- A new security camera system is currently being installed and will be operational this spring
- The entire dock has Transport Canada Clearance as an “Occasional Use Marine Facility” and International Ship and Port Security (ISPS) protocols will be in effect while a foreign flagged vessel is alongside. GPI will invoice security at cost plus 25%
- Security gate has a 20 ft opening
- Flood lights operational
- Non-mandatory pilotage zone. Harbour Pilots are available upon request through the Atlantic Pilotage Association.
- No tug service required nor available.
- Linesmen will be available for arrival and departure.



View of Berth 1 with a barge alongside. This is the only berth capable of handling this cargo at Georgetown.



Landing 57.3 metre blade on trailer at Berth 1 - September 2013



Blade trailer exiting Berth 1 – September 2013



- Tight turning radius exiting the wharf
- Blades would be unable to make the turn from Water Street to West Street without some infrastructure modifications at this corner
- In 2013, the homeowner of the corner lot (Pictured above) allowed modifications/excavation of their yard to allow access for the trucks and blade trailers
- The current homeowner is a member of the GPI Board of Directors and has advised that there will be no problem making similar temporary modifications to accommodate this project
- The 2021 route from the dock to the laydown is the same as 2013 but subject to final confirmation by Total Transport and Rigging (See overview on Pg 7)

View from Berth 1 exit across Water Street to West Street.

- Red highlights the approx. area needing excavation
- Highlighted in yellow are the light pole and stop sign that would need to be removed.



View of Water Street /West Street corner from the wharf. Red highlight indicates area of homeowner's front lawn/wall that would have to be excavated and replaced to accommodate trucks and blade trailers



View of house and entrance to Berth 1 from West Street. The red highlight indicates area of homeowner's front lawn that would have to be excavated and replaced to accommodate trucks and blade trailers

Potential storage locations

Outdoor storage-

Truck Route

Potential outdoor storage area



Wharf

Potential Indoor Storage for E-Mods

- The Port has 20 acres of potential laydown approx. 1.1 km from the wharf.
- This area is NOT paved, but it will be level and have compacted recycled asphalt on the surface.
- Suitable access will be provided to ensure trucks can easily enter and/or exit the storage facility
- GPI storage for outdoor laydown - \$1,000 per acre per month or part thereof

Indoor storage



View from facility gate



View from adjacent fishing dock

- This warehouse was used to manufacture tugs but it has not been in use for many years.
- It still has limited electricity and heating.
- Overhead cranes are still installed but we do not have details on SWL capacity and they will likely require inspection and recertification before they can be used.
- Based on the height of this facility it may be possible to handle the E-mods from/to truck with a mobile crane(s)
- This facility is owned by Irving Ship Building.
- Contact details can be obtained if further information is required on this facility.
- This facility is approx. 800m from Berth 1

Other Information

- Georgetown is non-unionized.
- Working hours are flexible.
- In 2013, Logistec provided stevedoring, trucking and crane services at the Port of Georgetown in partnership with Total Transport and Rigging and A.W. Leil Cranes. We handled components for ten (10) wind turbines in Eastern PEI.

Positives

- Berth 1 draft and harbour depth should not be an issue
- Berth 1 available anytime for vessel operation
- Outdoor storage location available for extended storage
- Ample room at laydown for forklift(s) and crane to remove LIFTRA tower stacking frames and stuffing into containers.

Negatives

- Infrastructure modifications required for blades to exit Dock 1. (Front lawn/wall, light pole, and road sign(s) removal then reinstallation after blade operation is complete.
- There is a small possibility that the Isles de la Madeleine (IDM) ferry service could temporarily relocate to Berth 3 & 4 at Georgetown during infrastructure upgrades at the Port of Souris. It is anticipated that this could happen late summer-early autumn 2021. The IDM ferry will not occupy Berth 1 at Georgetown but during loading/unloading of commercial and passenger vehicles there may be restricted access for a short period of time.
- The IDM ferry typically arrives/departs PEI between 12:00-13:00 7 days a week

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