

Client **Calumet Refining**
Project **Calumet Refinery Expansion**
Location **Great Falls, Montana**

Page No. **1 of 29**
Revision **Rev. 4**
Project No. **14J-09199**



In 1916, more than ninety years ago, Henry W. Bigge and his father started the Bigge Drayage Company, hauling trunks and cargo to and from railroad depots in the East Bay area. The company was incorporated in California and obtained its General Engineering and Contractor's License, #9859, in 1931, one of the oldest active licenses in the state.

Over the years, the company has prospered and grown, expanding and modernizing its fleet of cranes, rigging and hauling equipment. Utilizing our engineering innovation and ingenuity, we have introduced new techniques and methods that have solidified our reputation of leadership, and our first place standing in the industry. Everyday there are new and unique challenges in the field of heavy hoisting and rigging which are continually resolved by our management and field operations teams. The experienced Bigge people make the big difference.

Recent acquisitions of Shaugnessey Co. of Auburn, WA, Solveson Crane of California and American Heavy Rigging of Richmond, VA, have solidified Bigge's position as a true nation-wide provider of rigging and transportation services.

Today, in the company's third generation of family ownership, Bigge is lead by CEO Weston Settlemier, grandson of founder Henry Bigge. Bigge is headquartered in San Leandro, CA.

Client **Calumet Refining**
Project **Calumet Refinery Expansion**
Location **Great Falls, Montana**

Page No. **2 of 29**
Revision **Rev. 4**
Project No. **14J-09199**

Table of Contents:

1. Contact Information

- a. Contacts
- b. Project Personnel

2. Overview

- a. Route Study—Including Parking Locations
- b. Execution Narrative
- c. Transporter Configuration
- d. Communication
- e. Traffic Control Plan (TCP)---Refer to attached Mountain West Traffic Control Plan
- f. Weather
- g. Travel Speeds
- h. Local Partners
- i. Traffic Management

3. Travel Stages

- a. Daily Travel Itinerary
- b. Turnouts (Traffic Relief)---- See Mountain West Traffic Control Plan
- c. Travel Hours

4. Emergency Response Plan (ERP)

- a. Overview
- b. Encountering Emergency Vehicles
- c. Mechanical Failures or Breakdown
- d. Power Lines
- e. Fire
- f. Environmental Spill
- g. Direct or Indirect accident
- h. Hazard Assessments (JHA)
- i. Emergency Response Process
- j. Mitigation and preventative measures

Client **Calumet Refining**
Project **Calumet Refinery Expansion**
Location **Great Falls, Montana**

Page No. **3 of 29**
Revision **Rev. 4**
Project No. **14J-09199**

1a. Contact Information

Bigge Crane and Rigging Contacts

(See *"Project Personnel and Experience"* for detailed information)

Bigge Crane and Rigging Co. (Headquarters)

www.bigge.com
10700 Bigge Avenue
San Leandro, CA 94577
Phone: 510.638.8100
Fax: 510.639.4053

Bigge Safety Manager

Jim Coenen
10700 Bigge Avenue
San Leandro, CA 94577
Phone: 510.639.4047
Fax: 510.877.3007

Primary

Transportation Superintendent
Chuck Beam
Cell: 206.321.4781
Email: cbeam@bigge.com
33 Years of experience (27 yrs. with Bigge)

Alternate

Transportation Superintendent
James Morgan
Cell: 510.918.6039
Email: jmorgan@bigge.com
27 years of experience (20 yrs. with Bigge)

Montana Department of Transportation Contacts

Motor Carrier Services

Brad Marten
Phone: 406.444.7205
Email: bmarten@mt.gov

Missoula District

Kam Wrigg
Phone: 406 494 9672
Email:

Great Falls District

Tony Strainer
Phone: 406 454 5889
Email: tstrainer@mt.gov

Client **Calumet Refining**
Project **Calumet Refinery Expansion**
Location **Great Falls, Montana**

Page No. **4 of 29**
Revision **Rev. 4**
Project No. **14J-09199**

Beverhead County

Road Manager

Scott Jones MDT: Orvan Jackson
Phone: 406.925.0475 406.276.3485

Emergency Services

Dial 9-1-1

Sheriff

Jay T. Hansen
Phone: 406.683.3704

Contact Information (Continued)

Silver Bow County

Roads & Bridges

Sharon Crase
Phone: 406.497.6295
Email: scraser@bsb.mt.gov

Emergency Services

Dial 9-1-1

Sheriff

Ed Lester
Phone: 406.497.1120

Emergency Management

Coordinator
Ed Dennehy
Phone: 406.497.6295
Email: ddenney@bsb.mt.gov

Lewis and Clark County

Public Works MDT406.454.5880

Director in Helena
Eric Griffin
Phone: 406.447.8036

Emergency Services

Dial 9-1-1

Sheriff

Leo Dutton
Phone: 406.447.8293

Emergency Management

Coordinator
Paul Spengler
Phone: 406.447.8285

Client **Calumet Refining**
Project **Calumet Refinery Expansion**
Location **Great Falls, Montana**

Page No. **5 of 29**
Revision **Rev. 4**
Project No. **14J-09199**

Jefferson County

Road Supervisor

Boulder

Joe Carter

Phone: 406.225.4170

Email: jcarter@jeffersoncounty-mt.gov

Emergency Services

Dial 9-1-1

Sheriff

Craig Doolittle

Phone: 406.406.225.4075

Email: cdoolittle@jeffersoncounty-mt.gov

Emergency Management

No contact

Contact Information (Continued)

Cascade County

Public Works MDT406.454.5880

Ron Schultz

Phone: 406.454.6920

Email: rschultz@casadecountymt.gov

Emergency Services

Dial 9-1-1

Sheriff

Phone: 406.552.6630

Emergency Management

Phone: 406.454.6820

City of Butte

Road Supervisor

See Silver Bow County

Emergency Services

Dial 9-1-1

Sheriff

See Silver Bow County

Emergency Management

See Silver Bow County

Client **Calumet Refining**
Project **Calumet Refinery Expansion**
Location **Great Falls, Montana**

Page No. **6 of 29**
Revision **Rev. 4**
Project No. **14J-09199**

City of Helena

Street Department

Phone: 406.447.1566

Emergency Services

Dial 9-1-1

Police

Phone: 406.447.8461

Email: helenapolicedepartment@helenamt.gov

Contact Information (Continued)

City of Great Falls

Police

Chief of Police

David Bowen

Phone: 406.455.841

Emergency Services

Dial 9-1-1

Client **Calumet Refining**
Project **Calumet Refinery Expansion**
Location **Great Falls, Montana**

Page No. **7 of 29**
Revision **Rev. 4**
Project No. **14J-09199**

Cities under County Jurisdiction

Vaughn	Cascade
Sun River	Cascade
Fort Shaw	Cascade
Simms	Cascade

1b. Project Personnel and Experience

Transportation Superintendent

Chuck Beam
Cell: 206.321.4781
Email: cbeam@bigge.com
39 Years of experience
Employed with Bigge: Since 1975
State License Issued: Washington
Class A, BEAM-CH5110F (Exp 9.16.17)

Lead Driver

Allen Smith

Project Manager

Bob Hahn
Phone: 510.918.4610
Email: bhahn@bigge.com
40 Years of experience
Employed with Bigge: Since 2003

Utility / Pusher

Not appointed yet

Client **Calumet Refining**
Project **Calumet Refinery Expansion**
Location **Great Falls, Montana**

Page No. **8 of 29**
Revision **Rev. 4**
Project No. **14J-09199**

Mechanic / Transporter Technician

Alberto Renoso

2a. Route Study

- **Left turn to Red Rock Rd. (Old Hwy 91) at M.P. 14.32, Ashbough Trail**
 - Red Rock Rd. is two lanes with no shoulders, 21' fog line to fog line
- Left turn to lot at M.P. 9.5--- Dell
 - Loads will be reloaded from rail offload combination to over the road combination

Dolly move from Exit 23 on I-15 to Calumet site in Great Falls--- will be done two times

- Right turn to I-15NB Ramp
 - Cattle guard, 24' wide
- Merge to I-15 N.B.
 - Exit 29, overpass, 77' span
 - Rest Area M.P. 33
 - Exit 37, overpass, 125' span
 - Bridge M.P.38.2, Red Rock River, 143' span
 - Exit 44, underpass, 17'-6" L & 20'-1" R
 - Bridge M.P. 44.95, Beverhead River, 171' span
 - **Long Span Bridge M.P.45.9, Beverhead River, 453' span**
 - Overpass M.P. 48.8 162' span
 - Overpass M.P. 51.5, 81' span
 - Exit 52, overpass, 125' span
 - Bridge M.P. 52.8, Beverhead River, 185' span
 - Bridge M.P. 53.1, Beverhead River, 160' span
 - Exit 56 (Barrents), overpass, 126' span

Kidd to Great Falls, Montana Transportation Plan

Client **Calumet Refining**
 Project **Calumet Refinery Expansion**
 Location **Great Falls, Montana**

Page No. **9 of 29**
 Revision **Rev. 4**
 Project No. **14J-09199**

- Start possible construction
- Exit 59, overpass, 125' span
- Bridge M.P. 60.2, Beverhead River, 145' span
- Bridge M.P. 61.8, 80' span
- Bridge M.P. 61.9, 64' span
- Exit 63, underpass, 18'-5"L & 18'-10"R
- Overpass M.P. 63.5, 195' span
- Exit 63, underpass, 18'-1"L & 16'-10"R
- Bridge M.P.64.1, Beverhead River, 183' span
- Underpass M.P. 64.4, 18'-6"L & 16'-10"R
- End possible construction
- Underpass M.P. 66.5, 17'-11"L & 17'-0"R
- Underpass M.P.69.8, 17'-11"L & 17'-6"R
- Exit 74, overpass, 150' span
- Overpass M.P. 79.0, 110' span
- Exit 85 (Glen), overpass, 180' span
- Bridge M.P. 85.6, Big Hole River & Canal, 580' span
- Bridge M.P. 86.4, RR Tracks & Frontage Rd., 615' span
- Overpass M.P. 91.4, 118' span
- Exit 93, overpass, 170' span
- Underpass M.P.95.5, 17'-9"L & 17'-6"R
- Exit 99 overpass, 115' span
- Exit 102, overpass, 160' span
- Overpass M.P.105.9, 78' span
- Parking M.P.108.8, Rest Area, good
- Overpass M.P. 109.9, 77' span
- Exit 111, underpass, 16'-10"L & 16'-7"R
- Continental Divide M.P. 112.0
- Exit 116, overpass, 130' span
- Exit 119, underpass, 16'-9"L & 18'1"R
- Sign Bridge 18'-2"
- Long span Bridge, RR Tracks, 610' span
- Sign Bridge for I-90/15 Interchange, 18'-0"
- Exit right to I-15/90EB Ramp
 - Ramp is single lane with shoulders, 24' wide
- Merge to I-15/90
 - Exit 122, overpass, weigh station, possible parking, 120' span
 - Sign Bridge M.P. 123.5, 18'-2"
 - Sign Bridge M.P. 124.0, 18'-1"

Kidd to Great Falls, Montana Transportation Plan

Client **Calumet Refining**
Project **Calumet Refinery Expansion**
Location **Great Falls, Montana**

Page No. **10 of 29**
Revision **Rev. 4**
Project No. **14J-09199**

- Bridge M.P. 124.1, 138' span
- Long span Bridge M.P. 124.5, Over RR Tracks & Hwy., 302' span
- Long span Bridge M.P. 124.9, RR Tracks, 450' span
- Long span Bridge M.P. 125.9, RR Tracks, 255' span
- Exit 126, overpass 170' span
- Underpass M.P. 126.5, 16'-9"L & 16'-8"R
- Underpass M.P. 126.8, 17'-0"L & 16'-10"R
- Sign Bridge, 18'-2"
- Exit 127, overpass, 215' span
- Sign Bridge, 18'-1"
- Sign Bridge, 18'-4"
- Underpass M.P. 128.5, 16'-9"L & 18'-1"R
- Exit right to I-15NB
 - Ramp is one lane with shoulders, 20'-0" wide to start then goes to two lanes with shoulders
 - Underpass, 17'-6"L & 18'-7"R
 - Underpass, 18'-0"L & 17'-2"R
 - Start up hill
 - Sign bridge, 18'-1"
 - Bridge M.P. 130.0, 230' span
 - Top of hill M.P. 133.6
 - Exit 134, overpass, 150' span
 - Overpass M.P. 136.8, 125' span
 - Exit 138, overpass, 127' span
 - Bridge M.P. 143.15, 80' span
 - Exit 151, overpass, 142' span
 - Bridge M.P. 151.95, 103' span
 - Parking M.P. 154.0, emergency only
 - Bridge 154.1, 125' span
 - Overhead sign M.P.154.3, 17'-10"
 - Bridge M.P. 154.5, 125' span
 - Bridge M.P. 154.6, 130' span
 - Bridge M.P. 155.1, 175' span
 - Bridge M.P. 155.7, 115' span
 - Bridge M.P. 156.0, 105' span
 - Overpass M.P. 156.3, 200' span
 - Exit 156, overpass, 135' span
 - Parking M.P.157.2, emergency only, tight
 - Overhead sign M.P. 157.4, 18'-4", cannot miss

Kidd to Great Falls, Montana Transportation Plan

Client **Calumet Refining**
 Project **Calumet Refinery Expansion**
 Location **Great Falls, Montana**

Page No. **11 of 29**
 Revision **Rev. 4**
 Project No. **14J-09199**

- Bridge M.P. 158.5, 240' span
- Exit 160, overpass, 135' span
- Bridge M.P. 160.9, 215' span
- Parking M.P. 160.95, 210' useable, will have to unhook trucks
- Bridge M.P. 161.3, 76' span
- Bridge M.P. 161.4, 180' span
- Bridge M.P. 161.8, 205' span
- Bridge M.P. 161.9, 205' span
- Bridge M.P. 163.05, 205' span
- Overpass M.P. 164.2, 125' span
- Exit 164, underpass, 19'-6"L & 16'-8"R
- Overpass M.P. 167.8, 120' span
- Start uphill M.P. 168.0
- Top of hill M.P.170.9
- Overpass M.P. 172.6, 122' span
- Bottom of hill 174.0
- Exit 176, underpass, 19'-7"L & 21'-2"R
- Parking M.P. 177.1, Rest area, curbs, can fit
- Exit 182, overpass, 78' span
- Overpass M.P. 182.8, 78' span
- Overpass M.P. 185.7, 137' span
- Bridge M.P. 187.0, 245' span
- Exit 187, underpass, 16'-11"L & 17'-1"R
- Underpass, 18'-5"L & 16'-5"R
- Exit 190, underpass, 17'5"L & 17'-6"R
- Sign Bridge, just before Exit 192, 18'-1"
- Exit 192, underpass, 16'-9"L & 16'-8"R
- Pedestrian Bridge, right after Exit 192, higher than
- **Long span Bridge M.P. 192.7, BNSF Rail Yard, 804' span**
- Exit 193, underpass, 17'-7"L & 17'-0"R
- Sign Bridge, 18'-1"
- Exit 194, underpass, 17'-1"L & 17'-1"R
- Bridge M.P. 196.1, 10 Mile Cr., 50' span
- Overpass M.P. 197.05, 120' span
- Exit 100, underpass 17'-5"L & 17'-6"R
- Start uphill M.P.202
- Parking M.P.204.9, good, top of hill
- Exit 209, overpass, 120' span
- Exit 216, overpass, 112' span

Kidd to Great Falls, Montana Transportation Plan

Client **Calumet Refining**
Project **Calumet Refinery Expansion**
Location **Great Falls, Montana**

Page No. **12 of 29**
Revision **Rev. 4**
Project No. **14J-09199**

- Overhead sign, can miss to the left
- Long span bridge M.P. 218.3, Little Prickly Pear Cr., 530' span
- Long span Bridge M.P.219.5, Little Prickly Pear Cr. And RR Tracks, 550' span
- Bridge M.P. 220.5, 140' span
- Parking M.P.221.9, Rest Area, will shut it down if we park there
- Exit 226, overpass, 120' span
- Exit right at 228 and over the top of I-15 to US287, 200' span
 - US287 is two lane with three to four foot shoulders
 - Long span Bridge M.P. 13.0, Dearborn River M.P.13.0, 303' span
- Right turn to SR200, go around intersection on matting
 - Junction SR21 M.P. 127.5
 - Simms 127.7
 - Parking M.P. 129.4, Fort Shaw Historical Marker
 - Sun River M.P.133.0
 - Bridge M.P.133.5, Sun River, 269' span
 - Parking M.P. 133.7, Sun River Crossing Hist. Marker
 - Bridge M.P. 133.9, Mill Coulee Ck., 133.7 span
 - Vaughn M.P. 1.0 on US89/SR200
 - Bridge M.P. 0.9, Muddy Ck., 175' span
 - Long span Bridge M.P 0.85, over RR Tracks, 247' span
- Right turn to I-15 Frontage Rd.
 - Construction, before I-15
 - Underpass, M.P. 7.5, 24'-6"
 - Great Falls City Limit M.P. 8.1
- Sweeping Left turn to Northwest Bypass M.P. 8.2
 - Lights 9th St. 16'-10"
 - Lights 6th St. 17'-2"
- Left turn to 3rd St. N.W.
 - Lights 14th St., 16'-7"
- Right turn to site

Client **Calumet Refining**
Project **Calumet Refinery Expansion**
Location **Great Falls, Montana**

Page No. **13 of 29**
Revision **Rev. 4**
Project No. **14J-09199**

2b. Execution Narrative

The two vessel sections will be loaded onto a conventional hydraulic trailer at the Kidd (Ashbough Trail) rail siding. They will then be moved down Red Rock Road to a lot in Dell where they will be loaded onto a larger combination for over the road transport to the Refinery. There are no structures on this section of Red Rock Road.

The larger, or Dolly combination will make two moves from the Red Rock Transfer Site to the Refinery at Great Falls. The heaviest load (section #2) will move first and then the lightest (section #1). There will be approximately nine days in between the moves for reloading.

The Dolly System Moving Crew will be made up of the appropriate number of drivers, two front tillermen and two rear tillermen. These people will all be located in and around the Hauling Configuration. In addition a qualified mechanic and the Load Supervisor will be traveling in front and back of the load. Personal from Mountain West Holding Co. will be providing Traffic Control during the move (see attached Plan for placement of their people). Mountain West will also be notifying the appropriate agencies as required of our progress on the move.

It is expected that the load will move around 20 mph on straight level roadway. Hills and turns will obviously reduce our speed accordingly. It is also anticipated that we will be required to cross bridges at a reduced speed and restrict other traffic while we are on them. When hooking up and unhooking extra trucks a minimum of one lane of traffic will be maintained with the appropriate traffic control.

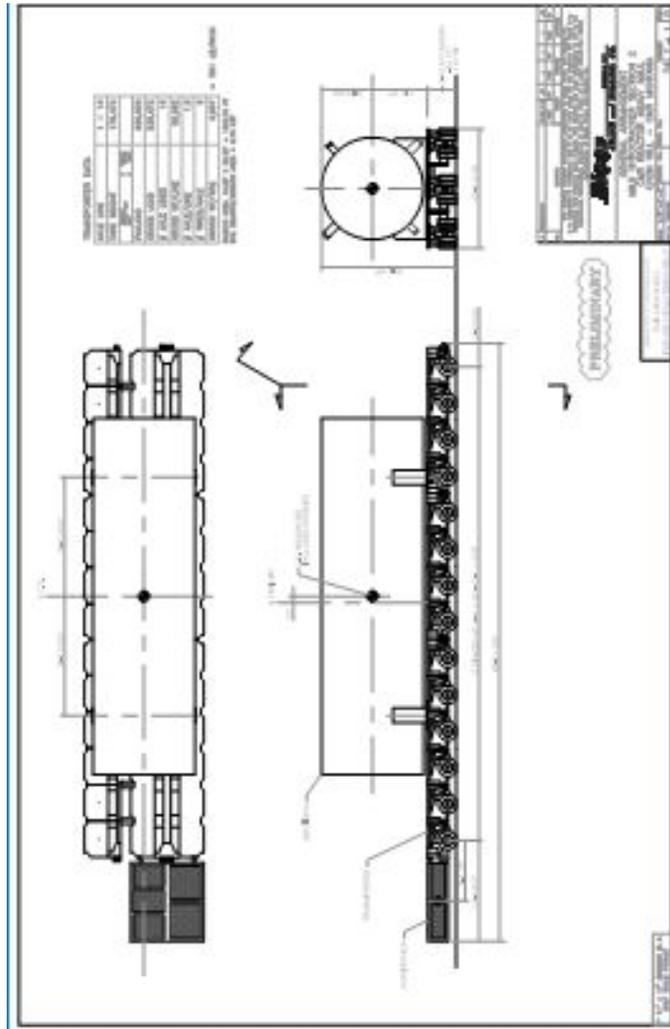
Due to the fact this is to be a night move special lighting will have to be provided to allow our crew visibility and the general public to see the load. Each truck will have flashing amber lights over the cab. Flashing amber lights will also be at the extreme edges of the main frame surrounding the vessel. The trailers under the main frame, or beam assembly, will have regular amber and red clearance lights along the sides. In addition lights will be mounted on the trailers to help the lead driver and tiller man see. Mountain West will also have warning lights and sign boards as described in their traffic plan.

When the load reaches its designated parking spot each night it will be spotted as far away from the travel lanes as possible and reflective barrels will be placed between it and any potential traffic. If any fueling is done at the parking locations a spill kit will be located on the vehicle dispensing the fuel.

2c. Transportation Configurations

Client **Calumet Refining**
Project **Calumet Refinery Expansion**
Location **Great Falls, Montana**

Page No. **15 of 29**
Revision **Rev. 4**
Project No. **14J-09199**



2d. Communication

Clear communication is a key component for the module to travel safely within the State of Montana. The transport carrier has experience in setting up communication systems for the transportation of loads of similar and larger sizes where traffic control and police escorts are required.

Primary communication is by two way radios. Bigge will designate frequencies that will be utilized during the transport. The transport carrier will use two channels. One will be for the movement of the load. The second channel will be for the traffic control. The transport supervisor will carry two radios and be the link

Client **Calumet Refining**
Project **Calumet Refinery Expansion**
Location **Great Falls, Montana**

Page No. **16 of 29**
Revision **Rev. 4**
Project No. **14J-09199**

between the two parties when required. The pilot cars in the middle will act as relay messengers between the front and rear traffic control vehicles as required. Bigge radio channel frequency will be available for pilots and police to program into their radios. Hand held spare radios and batteries will be available to all personnel. The handheld radios will be on Bigge frequencies and will be the primary means of communication. All of the vehicles will also be equipped with CB radios as a backup system.

If necessary, the police escort has access to the police radio network and will advise of any emergency vehicle callouts that the module may potentially intersect with and will advise accordingly.

Prior to moving each day, the entire crew (traffic control personnel, and transport crew) will take part in a pre-job meeting (tailgate meeting) where the communications will be reviewed and potential issues identified and resolved prior to transport. At the tailgate meeting, the previous day will be reviewed. The tailgate meeting covers the review of the plan for the day including, traffic control, any potential issues that may come up and how they are to be resolved. As part of the carrier's continuous improvement process, an established global system for communicating incidents and corrective actions (lessons learned) is in place. Any other third party operations required for the transport of modules (as per permit requirements) will be contacted and their plans reviewed.

2e. Traffic Control Plan (TCP)

The traffic control plans will be developed in conjunction with Mountain West Holding Co. They will assist Bigge in executing traffic control in the state of Idaho according to permit regulations. Traffic clearing opportunities have been identified and noted. The plan will be based upon the use of a 20' wide trailer. For details, refer to turnouts in the attached Mountain West Traffic Control Plan.

2f. Weather Conditions

Weather will be continuously monitored. Modules will not travel in adverse weather conditions, as per permit requirements and based on the expertise of the transport supervisor and the transport team. The transport supervisor will monitor the forecast and posted road conditions by checking with traveler services on the MDT official website and the National Weather Service, as well as scouting the route prior to moving each day. The transport should not leave the parking locations if traffic cannot be safely directed during any portion of the daily route due to poor weather.

Kidd to Great Falls, Montana Transportation Plan

Client **Calumet Refining**
Project **Calumet Refinery Expansion**
Location **Great Falls, Montana**

Page No. **17 of 29**
Revision **Rev. 4**
Project No. **14J-09199**

-
- Weather to be monitored by Transport Supervisor and forecast communicated at daily tailgate meeting.
 - In case of unexpected extreme weather, transport will proceed to the nearest safe parking area immediately.
 - The transport will not proceed if road conditions are deemed unsafe for travel by transportation supervisor. This includes conditions that would make a stopping situation dangerous for motorists.

2g. Travel Speeds

The loaded transporter trailer can travel at a maximum speed of 20 miles per hour (mph). For the transport plan, experienced drivers have estimated loaded trailer average travel speeds of 20 mph on straight stretches, 5 mph on bridges, and 3 mph, 5 mph, 10 mph or 15 mph depending on the grade and other road conditions.

2h. Local Partners

Bigge will make contact with regional traffic control professionals and will utilize their knowledge and expertise to assist in safely transporting the loads in Montana. These partners include Mountain West Holding Company (local pilot cars for traffic warning and control) and M.H.P. for back up traffic control and overall support.

Note: M.H.P. escorts will be in uniform and driving marked police cruisers as required by M.D.T.

Client **Calumet Refining**
Project **Calumet Refinery Expansion**
Location **Great Falls, Montana**

Page No. **18 of 29**
Revision **Rev. 4**
Project No. **14J-09199**

2i. Traffic Management

Safe and effective traffic management is a priority.

Guidelines for clearing traffic on interstate highways are:

- Ensure reasonable traffic movement around the oversized load. Wherever possible, allow for a minimum of 12 feet of width for vehicles to pass.
- If traveling at less than 20 mph, clear following traffic at a minimum of 5 mile intervals where feasible to do so. Clear traffic before and after entering a 5 mile or longer section of roadway where the opportunity to clear following traffic is not possible.
- Clear following traffic at the next available opportunity after traveling over a bridge.
- Clear following traffic at the next available opportunity after traveling through a construction zone.
- Following traffic will be signaled to clear by the rear traffic control personnel when it is safe to proceed.
- If there is no traffic behind the load, the planned traffic clearing will be skipped until the next noted clearing spot as planned.
- Bigge will coordinate with city and county for travel times through school zones to avoid conflicts with getting children to school on time. This should not be an issue with a night move.
- When encountering an oncoming oversized transporter on a 2 lane highway, Bigge will utilize its lead escort vehicles to stop the load until safe passage can be obtained. Bigge will be running 3 escort vehicles in front of our load on two lane roads. Each will be spaced approximately 1000 feet apart. Bigge's lead escort vehicle will communicate with the oncoming loads lead escort vehicle and evaluate the maneuvers necessary to safely pass. Both loads will be stopped in the interim until safe passage can be negotiated.
- During the course of transporting the vessel through Idaho, Bigge plans are to never impede traffic more than 10 minutes, and stay within the MDOT 10 minute guideline regulations. Bigge transporter will never have to cross over and travel against oncoming traffic to avoid overhead obstructions. In addition, the route was physically surveyed on several occasions by Chuck Beam and Jeff Hollenbach of Mountain West.

Client **Calumet Refining**
Project **Calumet Refinery Expansion**
Location **Great Falls, Montana**

Page No. **19 of 29**
Revision **Rev. 4**
Project No. **14J-09199**

In construction zones where traffic is reduced to two lanes (one lane in each direction), traffic control plans will be developed to minimize the delay to the travelling public.

Bigge will use pilot vehicles, flag personnel and uniformed officers in police cruisers to provide safe control of traffic, as required by permit conditions. MDOT will determine when and how many escorts are required to ensure safe travel taking into consideration such things as intelligence gathered, trailer type, travel speed, weather, etc.

Bigge will carefully monitor and remain in full compliance with the hour of service rules and regulations for all transport employees accompanying the loads. Bigge will utilize the expertise of local traffic control personnel who have escorted many over dimensional loads in the State of Montana.

Traffic control personnel will not set up in areas of limited visibility such as hills and blind curves but will proceed further down the route to a safe setup location with clear visibility for motorists. Personnel will be illuminated by means of portable lighting for maximum visibility if working at night. All signage will be high intensity prismatic and in conformance with Idaho requirements and be in excellent condition.

3a. Daily Travel Itinerary

- Move to Transfer Location
- Day 1 – With the first piece loaded on a Hydraulic platform trailer travel down Red rock Rd. to the transfer location in Dell. Set the first load down on storage beams and return the trailer to the rail head at Ashbough Trail.
- Day 2 – Move the second load down Red Rock Rd. and park the trailer in the transfer yard.

Client **Calumet Refining**
Project **Calumet Refinery Expansion**
Location **Great Falls, Montana**

Page No. **20 of 29**
Revision **Rev. 4**
Project No. **14J-09199**

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- Move from the Transfer Location to Great Falls
 - Day 1 – Start at the transfer location, enter I-15 at Exit 23 and travel to the Rest Area at M.P.108.8. Park the load for the day placing reflective barrels between it and any possible traffic. There are no safe parking places between Exit 23 and the Rest Area except a Rest Area at M.P. 33 (this would only allow 10 miles of travel). The start time for the move on this night will be 8:00 P.M. to allow for the extended mileage attempt. The nights travel would be 85.8 miles.
 - Day2 – Start at the Rest Area at M.P. 108.8 and travel to the turnout at M.P. 160.95 on I-15. The Construction and Overpasses will have to be negotiated in the Butte area. The start time for the move on this night will be 9:00 P.M. to allow for the extra time needed to move through Butte. Park in the Turnout and place reflective barrels between the hauling combination and any possible traffic. The nights travel would be 52.15 miles.
 - Day 3 – Start at the Turnout at M.P. 160.95 and park in the Turnout at M.P. 205.0 on I-15. Reflective barrels will be placed between the load and any possible traffic. The Overpasses and Bridges in the Helena area will have to be negotiated. The nights travel would be 44.05 miles.
 - Day 4 – Start at the Turnout at M.P. 205.0 on I-15 and go to the Rest Area at M.P.221.9. The Bridges in the Little Prickly Pear Canyon will have to be negotiated. The nights travel would be 16.9 miles. Although the mileage is relatively short extra time will be required to keep traffic moving in the Little Prickly Pear Canyon area.
 - Day 5 – Start at Rest Area at M.P. 221.9 and go the Intersection of U.S. 287 and S.R.200. The nights travel will be 26.9 miles
 - Day6 – Start at the Intersection of U.S. 287 and S.R. 200 and go to the start of the 4 lane on S.R. 200/ U.S.89 (M.P. 7.8). The number 2 lane and shoulder will be used to park with delineators, barrels and sign boards used to direct traffic. The nights travel will be 33.2 miles.
 - Day 7 – Start at the Parking location on S.R.200/U.S.89 and go to the site. The Intersection of U.S.200/U.S.89 and the Frontage Rd., and the Streets of Great Falls will have to be negotiated. The nights travel will be 20.2 miles.
 - Note: This scenario would be repeated one more time with approximately eleven days in between moves. This allows time to return to Red Rock and build the hauling combination around the second load. Section # 2 will be hauled first and section #1 second. Section #2 is the heaviest load.

3b. Turnouts (Traffic Relief) --- see Mountain West Traffic Plan

Client **Calumet Refining**
Project **Calumet Refinery Expansion**
Location **Great Falls, Montana**

Page No. **21 of 29**
Revision **Rev. 4**
Project No. **14J-09199**

3c. Travel Hours

- Travel hours will be determined in accordance with MDOT permit restrictions and conditions. It is anticipated we will be allowed to travel between 10:00 P.M. and 06:00A.M.
- Bigge will follow all MDOT permit guidelines, conditions and restrictions along designated route.

4a. Emergency Response Plan

The purpose of this Emergency Response Plan (ERP) is to provide the necessary guidelines for the actions to be taken by the heavy haul carrier in the event that an emergency situation should arise during the transport of a module in the State of Montana. This plan addresses the most common emergency situations that could be encountered while the module is in transit. The Emergency Response Plan will be reviewed daily with the transportation crew (including flagging / sign crews, escorts, and police) at the daily tailgate meeting and will also be attached to the Job Hazard Analysis (JHA). Bigge will rely on the expertise of the transportation supervisor and crews to follow the basic steps as outlined in this transportation plan. See the following for typical response situations.

4b. Mechanical Failures or Breakdown

Bigge will be traveling with a fully equipped service truck and qualified mechanic (see personnel list) and various replacement parts and tools In case of mechanical failure or breakdown. Such Items would include, but not be limited to spare tires, valves, hoses, and a spare power pack, and a welder.

Client **Calumet Refining**
Project **Calumet Refinery Expansion**
Location **Great Falls, Montana**

Page No. **22 of 29**
Revision **Rev. 4**
Project No. **14J-09199**

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- Pull over to the shoulder and stop and evaluate the scene and ensure the situation is stable and safe.
 - Notify transportation supervisor and inform traffic control vehicles and police of the situation so that traffic can be directed accordingly, thus minimizing impact to the public taking into account the safety of people, the environment and damage to property.
 - Mechanical assessment will be performed by transportation crew. A technical support hotline is available 24 hours per day.
 - Transport supervisor in conjunction with the transport crew (including any escorts) will assess the situation and decide on the safest course of action and mitigation of any possible public disruptions. A JHA will be developed and executed on scene describing the steps to be taken and detailing how hazards will be controlled. Possible solutions include temporarily repair (to clear roadway), repair, or call for required assistance (contact numbers for local towing companies and mobile mechanics will be attached to JHA). The Combination can be reversed or backed up if necessary to access the nearest pullout location
 - Continue to monitor repair throughout transport as per the execution plan.
 - Bigge will be running two (3) Prime Movers (PM) push and/or pull trucks. In addition we will have two “snap trucks “ that can replace any truck experiencing a mechanical problem.

4c. Emergency Vehicles

On two lane roads when emergency vehicles are encountered responding to a call we will pull to the right, stop, and let them by. If a lane of traffic cannot be opened up for them we will proceed to a spot where one can. With a lead pilot three miles out in front of the load we should have sufficient time to find a place to get out of the way. We will have less time to react to a vehicle approaching from the rear, but should be able to let it pass without delay.

For interstate and four lane travel there is sufficient road width to allow for passing of any emergency vehicles. The rear pilot in the convoy will issue an advance warning to the lead driver to ensure the emergency vehicle(s) can pass with minimal delay. Whenever possible the transporter will pull over to the nearest wide shoulder and allow the emergency vehicles(s) to pass.

Client **Calumet Refining**
Project **Calumet Refinery Expansion**
Location **Great Falls, Montana**

Page No. **23 of 29**
Revision **Rev. 4**
Project No. **14J-09199**

A MHP officer will be with the convoy at all times and can usually pick up radio traffic concerning emergency situation and issue a more timely warning. This will give us more time to react.

4d. Fire

- All equipment is ABC fire extinguisher equipped. If personnel are comfortable with attempting to extinguish the fire, the fire extinguisher will be utilized. If personnel are not able to put the fire out or not trained with using the fire extinguisher, immediate contact will be established with the local fire department, and the situation reported.
- The Mechanical Failure Plan will apply.

4e. Environmental Spill

- No dangerous goods will be shipped in/with process vessel.
- The Load Supervisor and Mechanic's vehicles are equipped with spill kits. In case of environmental spill (hydraulic oil, fuel, antifreeze etc.) the spill kit will be utilized to contain and clean spill. Spill pans will also be utilized if necessary.
- If transport crew cannot contain / clean spill, local environmental agency will be contacted for immediate clean up (contact number to be included with JHA)
- The Mechanical Failure Plan will apply

4f. Direct or Indirect accident

Direct Accident Involving Bigge -Including contact with Wildlife

Client **Calumet Refining**
Project **Calumet Refinery Expansion**
Location **Great Falls, Montana**

Page No. **24 of 29**
Revision **Rev. 4**
Project No. **14J-09199**

Given that the transport will consist of pilot vehicles, police escorts (if required) and transport vehicles equipped with flashing lights and signage, the potential for a direct accident is minimized. Selected transport personnel will be certified in First Aid and emergency contact will be established through proper channels. All emergency contact numbers will be contained in the JHA. Itemized procedural steps are as follows:

- The convoy will be stopped and evaluated and the situation stabilized and safety checked.
- Contact shall be established immediately between police and transport supervisor. The transport supervisor will then contact Bigge senior management and any other predetermined authorities as listed in the JHA providing a full description of the accident, location, damage, and contact information.
- Transport supervisor in conjunction with the transport crew (including any escorts) will assess the JHA, decide on the safest course of action and mitigate any possible public disruptions. A JHA will be developed detailing the plan and executed on scene describing the steps to be taken, the possible hazards, and how hazards will be controlled.
- After the accident has been resolved (and investigated as required) the JHA will be reviewed again and any possible changes to the plan would be added with the possible hazards assessed.

An **indirect accident** would be an accident that impedes the movement of the load but does not involve any vehicles traveling with the load (Le.: A motor vehicle accident 10 miles ahead that is blocking the highway)

- The convoy will be stopped and evaluated and the situation stabilized and safety checked (this would include moving the load to a safe parking locations, out of traffic's way).
- Contact shall be established immediately between police and transport supervisor. The transport supervisor will then contact Bigge senior management and any other predetermined authorities as listed in the JHA providing a full description of the accident, location, damage, and contact information.
- Transport supervisor in conjunction with the transport crew (including any escorts) will assess the situation, decide on the safest course of action and mitigate any possible public disruptions. A JHA will be developed detailing the plan and executed on scene describing the steps to be taken, the possible hazards, and how hazards will be controlled.

Client **Calumet Refining**
Project **Calumet Refinery Expansion**
Location **Great Falls, Montana**

Page No. **25 of 29**
Revision **Rev. 4**
Project No. **14J-09199**

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- After the accident has been resolved. the JHA will be reviewed again and any possible changes to the plan would be added with the possible hazards assessed.

4g. Hazard Assessments (JHA)

Job Hazard assessment (JHA) is the tool commonly used by industry to guide functional and effective decisions in evaluating accidents and malfunctions (See attached sample).

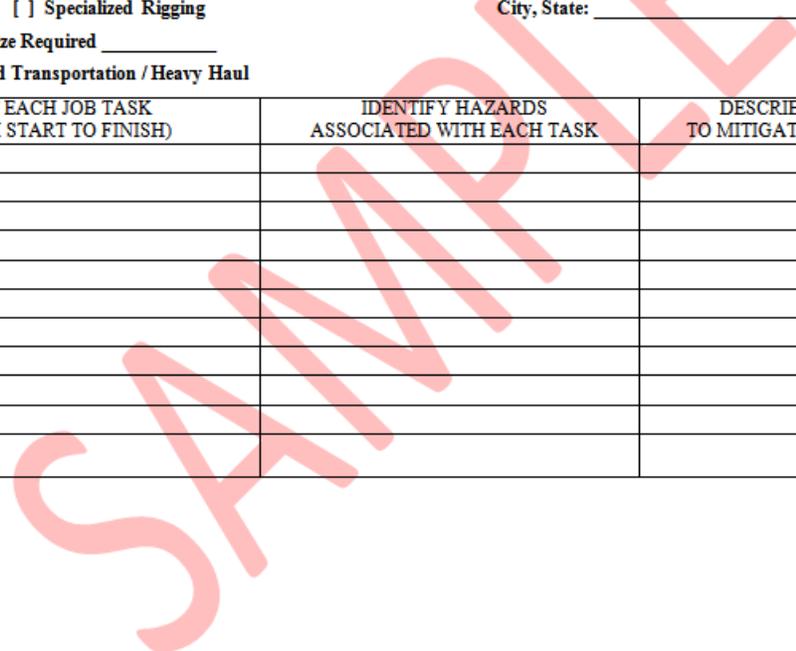
Kidd to Great Falls, Montana Transportation Plan

Client **Calumet Refining**
 Project **Calumet Refinery Expansion**
 Location **Great Falls, Montana**

Page No. **26 of 29**
 Revision **Rev. 4**
 Project No. **14J-09199**

JOB HAZARD ANALYSIS FORM

Sponsor: _____ ML_SL _____ Date: ____ / ____ / 2013 Cust: _____		
Job or Quote No. _____ Site Address: _____		
<input type="checkbox"/> Jack & Roll <input type="checkbox"/> Specialized Rigging City, State: _____ <input type="checkbox"/> Fork Lift: Size Required _____ <input type="checkbox"/> Over the road Transportation / Heavy Haul		
LIST EACH JOB TASK (FROM START TO FINISH)	IDENTIFY HAZARDS ASSOCIATED WITH EACH TASK	DESCRIBE MEASURES TO MITIGATE EACH HAZARD



Kidd to Great Falls, Montana Transportation Plan

Client **Calumet Refining**
 Project **Calumet Refinery Expansion**
 Location **Great Falls, Montana**

Page No. **27 of 29**
 Revision **Rev. 4**
 Project No. **14J-09199**



Transportation Route:

Foreseen road hazards and obstacles:

Overhead Obstructions:

Emergency Contacts:

Special Notes:

Management Review/Approval of JHA:

_____ _____
 date: ___/___/___ Date: ___/___/___

Job Start/Crew acknowledgment of JHA:

List names of rigging crew:	Signature	Date
Foreman:		
Rigger:		
Rigger:		
Operator:		

4h. Emergency Response Process

The emergency response process involves communication among response team members to enable timely and effective actions, including:

- Initiating the initial response by:

Client **Calumet Refining**
Project **Calumet Refinery Expansion**
Location **Great Falls, Montana**

Page No. **28 of 29**
Revision **Rev. 4**
Project No. **14J-09199**

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- Addressing risks to safety
 - Securing the emergency area
 - Controlling and containing the incident
 - Notifying all external agencies and appropriate companies
 - Taking subsequent actions to mitigate the effects of the incident, including:
 - Cleaning up
 - Reporting
 - Continuing with project activities
 - Conducting recovery activities to address residual impacts, including:
 - Assessing damage to project assets and local environmental and social components
 - Establishing decision criteria related to recovery activities, e.g., environmental remediation
 - Incident investigation to identify the root cause to assist in preventing a reoccurrence.
 - Roles and responsibilities for mitigation actions will be developed, agreed upon, documented and implemented.

The emergency response process outlined in this document will be reviewed and revised, as necessary, throughout the project's life.

- Verify that the road is in acceptable driving condition prior to departing the parking location.
- Verify that the lashing and securing equipment is in excellent working condition.
- Ensure that all communication devices (2-way radios) are properly functioning as to inform the driver of the trailer position along the highway.
- Ensure the load is properly lashed and secured to the transporter.
- Ensure pre-trip inspections are completed ensuring everything is in good working order.
- Comply with Federal and State guidelines, rules, and regulations, codes of practice and industry best practice standards.
- Make certain that the pilot vehicles and spotters carefully observe the load as it is travelling along the highway.
- Drive at appropriate speeds for transporting the vessel based on the experience and expertise of the driver, the transport supervisor and the transport crew.

Client **Calumet Refining**
Project **Calumet Refinery Expansion**
Location **Great Falls, Montana**

Page No. **29 of 29**
Revision **Rev. 4**
Project No. **14J-09199**

Emergency Response

- I. The scene will be stopped, stabilized and evaluated. The first priority is to ensure the safety of the public and the employees, and the protection of the environment and property.
- II. Injuries shall be treated accordingly.
- III. Immediate contact shall be established within the transport convoy.
- IV. The transport supervisor will contact the Idaho MHP, emergency service agencies, and MDOT representatives, the transport company senior management and any other pre-determined authorities as listed in the JHA, providing a full description of the incident, location, damage and contact information.
- V. The private vehicle with an emergency situation required to immediately pass the transport convoy will inform the nearest pilot vehicle operator or police officer of the emergency.
- VI. The pilot truck operator or police officer will radio the transport supervisor of the situation

4i. Mitigation and Preventative Measure

- The transport supervisor, along with the drivers, will review the upcoming segment prior to departing the turnout to identify the opportunities for clearing following private vehicles in need of repair and interferences, such as driveways, approaches and intersections.
- Make certain that all members of the transport crew and all vehicles are highly visible to following traffic.
- Ensure that there is sufficient warning (signs, lights, etc.) for following unannounced emergency vehicles advising them of the over-dimensional transport ahead.
- Ensure that all communication devices (2-way radios) are properly functioning as to inform the entire transport crew including police escorts of the load position along the highway.
- Comply with Federal and State guidelines, rules, regulations, codes of practice and industry best practice standards.
- Rely on the experience and the expertise of the transport supervisor, the transport crew and the local police officers for dealing with this type of situation.