

Mammoet USA South, Inc.
TRAFFIC CONTROL AND TRAVEL PLAN
November 21, 2013
Calumet Refinery CH2M Hill – Great Falls, MT.

TRANSPORTATION PLAN

Truck will enter Idaho 95 and SH128 Lewiston Idaho. Load dimensions are outlined in permit. It is anticipated that the trucks travel speed is up to 15-20 M.P.H. The truck will travel according to the approved traffic plan to US95 MP 403 with flaggers and message boards. Flaggers will not be required on 4-lane highways. Truck will then proceed through Coeur d'Alene. The following is an outline of how Mammoet USA South, Inc. plans to accomplish this move in a safe, efficient and responsible manner. Only Escort/Pilot cars will be used to control traffic inside city limits. Flaggers will not be used inside city limits, except where noted. The following staging areas will be used to clear traffic when transitioning from a 4 lane two way highway to a 2 lane two way highway:

MP 337.5 end of four lanes south of Moscow

In an effort to meet Idaho Transportation Department regulations and requirements on this project, this plan will be carried out with all required and approved traffic control plans, permits and lists of approved turnouts. All work related to traffic control performed on this project will be in accordance with the Manual on Uniform Traffic Control Devices, as adopted by the state of Idaho, published by the U.S. Department of Transportation, Federal Highway Administration and in accordance with section 107.06 (Traffic control devices) and section 626.02 (materials) of the latest revision of the Idaho Transportation Department standard specifications for highway construction. This traffic control plan includes a transporter, directly following the transporter a secondary push truck, two message boards both will read flash CAUTION WIDE LOAD: one message board will be positioned approximately 5 to 10 miles ahead of the load in an effort to let the traveling public know why they are coming up on possibly three traffic control stations with flagger. The second message board will be 500'+/- behind the rear pilot car. The rear message board will also be used as a pilot car in the event vehicles need to be piloted around the load, specifically traveling up the Lewiston hill. Three flagging teams and 2 pilot car escorts for the load

COMMUNICATION

The following provides constant communication between all parties' involved specifically but not limited to Mammoet USA South, Inc. drivers, escort vehicles and flaggers.

VHF radios as well as CB radios will be used for communication. Cellular Phones will also be available to use if necessary.

All traffic control vehicles listed above will be in direct communication with the lead escort driver who will be in direct contact with the transport driver. As traffic approaches the load it will be tracked and communicated. Traffic will not be stopped at advance flagging stations unless needed. Traffic will not be held up more than 15 minutes before being able to pass the load safely. In an Emergency situation cell phones will be used to contact emergency services 911.

Oncoming traffic control

As oncoming traffic approaches the load they will meet the signboard that will instruct them that there is a wide load ahead. They then travel through three flag stations. Each time a vehicle passes through a flag station or meets and escort vehicle the oncoming traffic's location is communicated to the lead pilot. The lead pilot will confirm a safe final passing point. The car or cars will be safely stopped close to the load at a predetermined holding point allowing the load to pass by and the cars to continue or allowing the load to pull over in a pre-approved location allowing the cars to continue.

Rear Traffic

As traffic approaches the load from the rear they will encounter the signboard instructing them of a wide load ahead. The signboard will communicate to the lead pilot of traffic approaching the load from behind. The load superintendent will determine a safe final passing point. Once the load reaches the predetermined wide spot or pull off area the load will slow or stop to allow traffic to flow around from behind while the escorts in the front control any oncoming traffic. It is possible there will be opportunity to flow oncoming traffic at the same time. The lead pilot on a case-by-case basis will determine this.

FLAGGERS

The flag teams will leap frog ahead of the load according to an approved traffic control plan and list of designated turnouts approved for safe passage between the load and the traveling public.

Three teams allow a "leap frog" of traffic control set ups above the load enabling continued safe movement of the transporter. The flag stations are set up at approved locations 5-10 miles apart. All equipment and personnel provided meet and/or exceed the requirements of Part 1- general provisions, Part 5- low-volume rural roads and Part 6- Works Zones of the MUTCD and the Idaho Standard Specifications for highway construction. All flaggers are certified and all supervisors hold approved traffic control supervisor certification. At least one certified traffic control supervisor will be traveling with the load. The following necessary equipment will be provided to carry out the approved traffic control plan:

- 3 vehicles – equipped with amber beacon warning lights (rotating mini light bars), VHF and CB radio for communication.
- Each vehicle will carry one flagpole per flagger in accordance with MUTCD and State of Idaho.
- 2 Standard Construction Signs (48"x48") and stands meeting the requirements of the MUTCD and state of Idaho.
- Each flagger will wear Class 3, Level 2 clothing/vests required for night flagging.

TRAFFIC CONTROL PLAN DRAWINGS

See attached traffic control drawings

LIST OF TURNOUTS TO USE

Oversize load transport US MP 319 to MP 429

Turnouts intended to be used to safely pull trucks off roadway. Please note that Mile markers correspond with the attached list of turnouts. Turnouts not listed below are optional if there is not room to safely get trucks off roadway.

Approx Mile Marker to set up flagger station

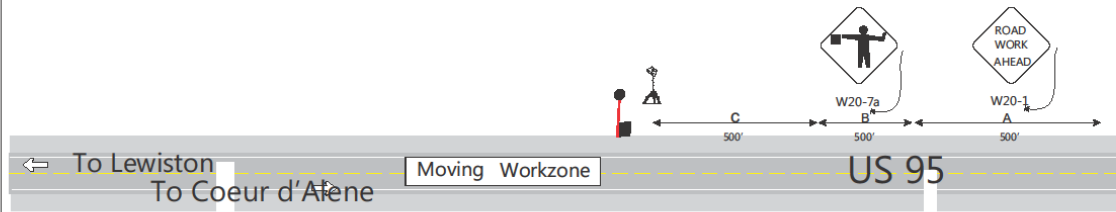
343.96	Wide Turnout	West Side of Hwy
346	Right Side of Road	East Side of Hwy
351	Turnout	Top of Hill
356	Passing lanes	Wide enough for truck and traffic to pass
361.2	Turnout	West Side
368.3	Turn Bay – Browns LN RD	West Side of Hwy
372.9	Wide Turnout	West Side of Hwy
378.8	Wide Turnout	West Side before Sheep Ck Bride
381.1	Turnout	West Side after Bridge
389	Wide Road	Wide enough for truck and traffic to pass
395	Wide Road	Wide enough for truck and traffic to pass
400	Wide Turnout	West Side of Hwy
429	Chain Up Area N	West Side of Hwy

LIST OF TURNOUTS

US 95 List of Turnouts MP 319 TO MP 404

MP	Description	Note
319.9	Turnout Top of Lewiston Hill	East Side of Hwy
339.5	Wide Turnout	West Side of Hwy
340	Wide Turnout	West Side of Hwy
342.5	Passing lanes on hill	Clear Traffic
343.2	Wide Turnout	West Side of Hwy
346	Right Side of Road	East side of Hwy
347.9	Wide Turnout	East Side of Hwy
349.5	Wide Turnout	West and East Side of Hwy
350	Turnout	Top of Hill
351	Turnout	Top of Hill
352	Passing lanes	Clear Traffic
353	Turn Lane Viola	Clear Traffic
354	Turn Lane	Clear Traffic
356	Passing lanes	Wide enough for truck and traffic to pass
356	Passing lanes to mp 357	Clear Traffic
359.8	Top of Hill	Clear Traffic
361.2	Turnout	West Side
364	Turn Lane Intersection Freeze Rd	Clear Traffic
368.3	Turn Bay – Browns LN RD	West Side of Hwy
370.5	Rest Area 3 lanes	Clear Traffic
371	Passing Lanes	Clear Traffic
372	Passing Lanes	Clear Traffic
372.9	Wide Turnout	West Side of Hwy
378.8	Wide Turnout	West Side before Sheep Ck Bride
381.1	Turnout	West Side after Bridge
386	Turn Lanes	Clear Traffic
389	Wide Road	Wide enough for truck and traffic to pass
390	Passing Lanes	Clear Traffic
393	Passing Lanes	Clear Traffic
395	Wide Road	Wide enough for truck and traffic to pass
397	Passing Lanes	Clear Traffic
400	Wide Turnout	West Side of Hwy
429	Chain Up Area N	West Side of Hwy

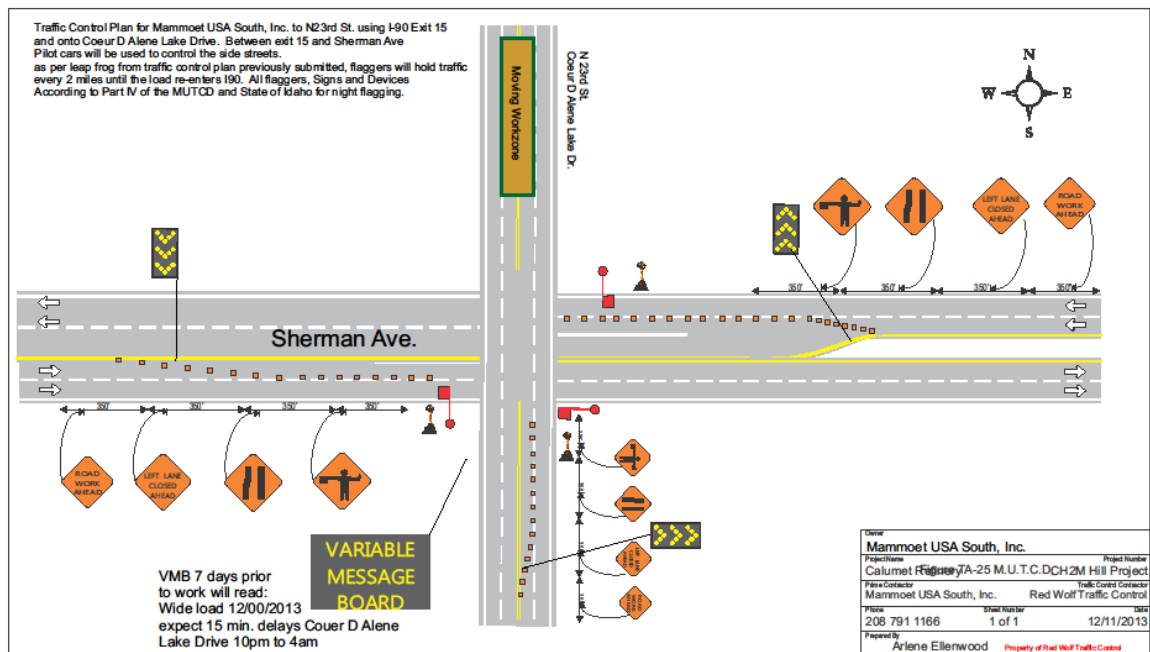
Traffic Control Plan for Mammoet USA South, Inc. to Haul Oversized Load from US 95 Lewiston Idaho to US95 Coeur d'Alene
 Note: TCS has been instructed to Leap Frog Traffic Control Every 5 Miles throughout route.
 Night flagging- flaggers will be illuminated in accordance with Part 6 section F.70 Floodlights of the MUTCD.
 Portable floodlights will be positioned above the flagger. Signs will be diamond grade reflective.

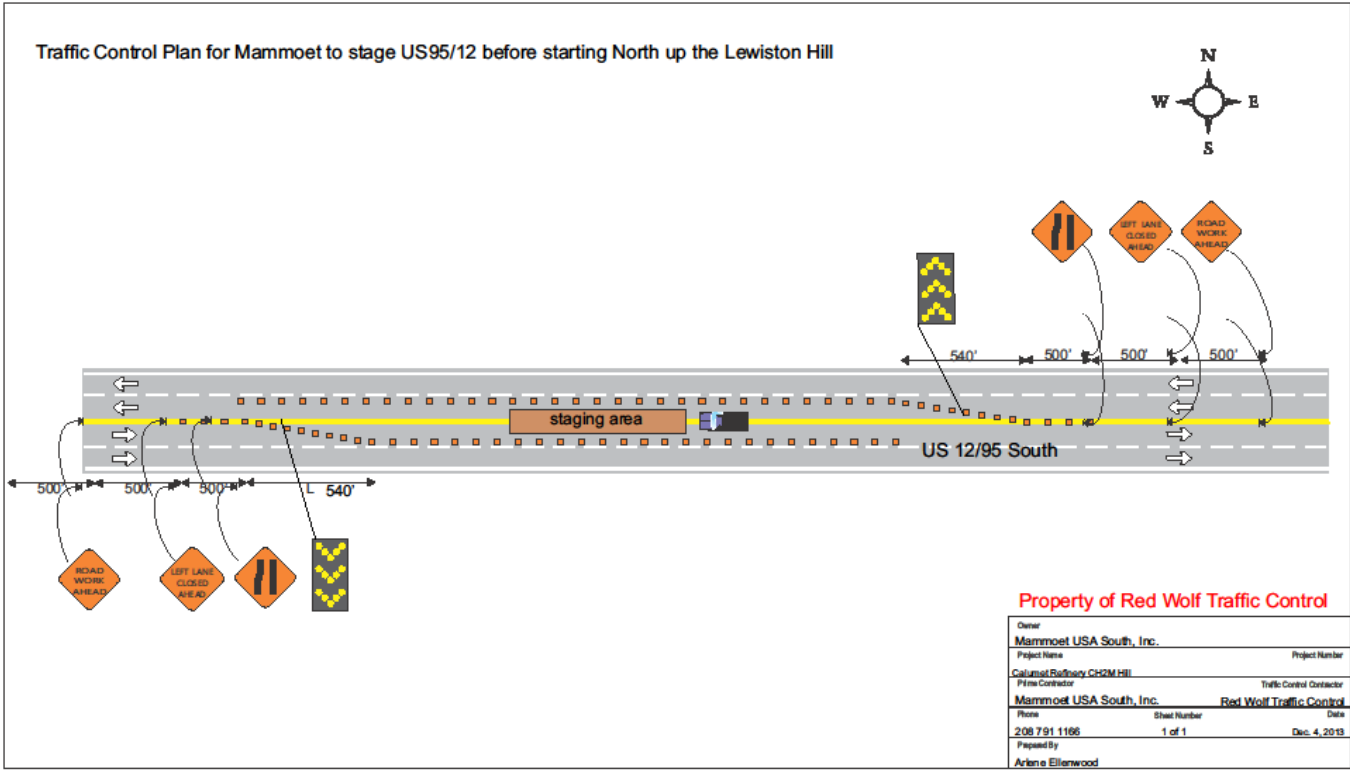


Owner Mammoet USA South, Inc.		
Project Name Calumet Refinery CH2M Hill	Project Number	
Prime Contractor Mammoet USA South, Inc.	Traffic Control Contractor Red Wolf Traffic Control	
Phone (208) 791-1166	Sheet Number 1 of 1	Date November 21, 2013
Prepared By Arlene Ellenwood		

Property of Red Wolf LLC dba Red Wolf Traffic Control

Traffic Control Drawings





Traffic Control Drawings