

Mammoet USA South, Inc.
TRAFFIC CONTROL AND TRAVEL PLAN
Revision February 24, 2014
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 ID200 Montana state line with flaggers and message boards. Flaggers will not be required on 4-lane highways. Truck will then proceed through Coeur d'Alene continuing on US95N to Sandpoint and travel HWY 200 to the Montana border. 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 m.p 316 and 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 an 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 95 MP 319 to MP61.95 ID200

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

319.9	Top of Lewiston Hill	Overnight
343.96	Wide Turnout	West Side of Hwy
346	Right Side of Road	East Side of Hwy
349.5	Wide Turnout	West and East Side of Hwy
351	Turnout	Top of Hill
353	Turn Lane Viola	Clear Traffic
356	Passing lanes	Wide enough for truck and 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
372.9	Wide Turnout	West Side of Hwy - Overnight
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
393	Passing Lanes	Clear Traffic
395	Wide Road	Wide enough for truck and traffic
400	Wide Turnout	West Side of Hwy
401	Worley Scales	Overnight
429	Chain Up Area N	West Side of Hwy
453	US95 CDA PASSING LANE TC GOES TO 454	
457.5	US95 CDA TC ON RIGHT	
460.75	US95 CDA 2 LANES	
463.5	US95 CDA PARKING LEFT SIDE	
468	US95 4 LANES	
471.75	US95 RIGHT SIDE STAGING FOR BRIDGE	
473	US95 SAND POINT STAGING FOR BRIDGE TC	
76.27	ID200 SAND POINT DOT#662551K	
31	ID200 SAND POINT	
	ID200 KOOTENAI	

LIST OF TURNOUTS TO USE
Oversize load transport US 95 MP 319 to MP61.95 ID200

37	ID200	TC ON RIGHT
39	ID200	PARKING RIGHT SIDE 35 WIDE 350 LONG DROP TRUCKS
42.95	ID200	TC AREA
44.25	ID200	TC OR PARKING RIGHT
49.25	ID200	TC RIGHT
52.75	ID200	TC RIGHT
54.85	ID200	35W 140LONG TC EAST END
56.75	ID200	RIGHT SIDE TC
60	ID200	TC LEFT
61.95	ID200	TC RIGHT

LIST OF TURNOUTS

US 95 List of Turnouts MP 319 TO MP 61.95 ID 200

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
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
453	US95 CDA	PASSING LANE TC GOES TO 454
457.5	US95 CDA	TC ON RIGHT
458.5	US95 CDA	TC ON RIGHT
458.75	US95 CDA	4 LANES

MP	Description	Note
460.75	US95 CDA	2 LANES
463.5	US95 CDA	PARKING LEFT SIDE
468	US95	4 LANES
469.75	US95	2 LANES
471.75	US95	RIGHT SIDE STAGING FOR BRIDGE
473	US95 SAND POINT	STAGING FOR BRIDGE TC

LIST OF TURNOUTS

US 95 List of Turnouts MP 319 TO MP 61.95 ID 200

MP	Description	Note
475	US95 SAND POINT US95 ID200 RIGHT TURN	
76.14	ID200 SAND POINT DOT#662548C	
76.27	ID200 SAND POINT DOT#662551K	
31	ID200 SAND POINT ID200 KOOTENAI	
37	ID200 TC ON RIGHT	
37.25	ID200 TC ON RIGHT	
37.5	ID200 TC TURNING LANE CTR	
38	ID200 TC TURNING LANE CTR ID200 35WIDE 80 LONG TC AREA EAST OF BRIDGE RIGHT SIDE	
39	ID200 PARKING RIGHT SIDE 35 WIDE 350 LONG DROP TRUCKS	
39.25	ID200 TC RIGHT SIDE	
39.5	ID200 TC RIGHT SIDE	
40.25	ID200 TC RIGHT SIDE	
40.35	ID200 TC RIGHT SIDE	
40.5	ID200 TC RIGHT SIDE	
40.55	ID200 TC RIGHT SIDE STAGING FOR HILL	
41.25	ID200 TC RIGHT SIDE SMALL AREA	
41.5	ID200 TC RIGHT SIDE	
40.65	ID200 TC OR PARKING	
42	ID200 CENTER TURN LANE WIDE TC STAGING FOR HILL	
42.95	ID200 TC AREA	
43.25	ID200 TC LEFT	
43.35	ID200 TC RIGHT	
44	ID200 TC RIGHT LARGE AREA	
44.25	ID200 TC OR PARKING RIGHT	
34.85	BUS200 HOPE TRUN RIGHT	
34.85	BUS200 EAST HOPE DOT#091180Y	
48.25	ID200 ROADWAY WIDE SHOULDERS CAN USE TO DIRECT TRAFFIC AROUND	
49.25	ID200 TC RIGHT	
52.75	ID200 TC RIGHT	
54.25	ID200 TURN LANE RIGHT TC	
54.85	ID200 35W 140LONG TC EAST END	
55.5	ID200 35X90	
56.35	ID200 RIGHT SIDE TC SMALL	
MP	Description	Note
56.55	ID200 RIGHT SIDE TC	

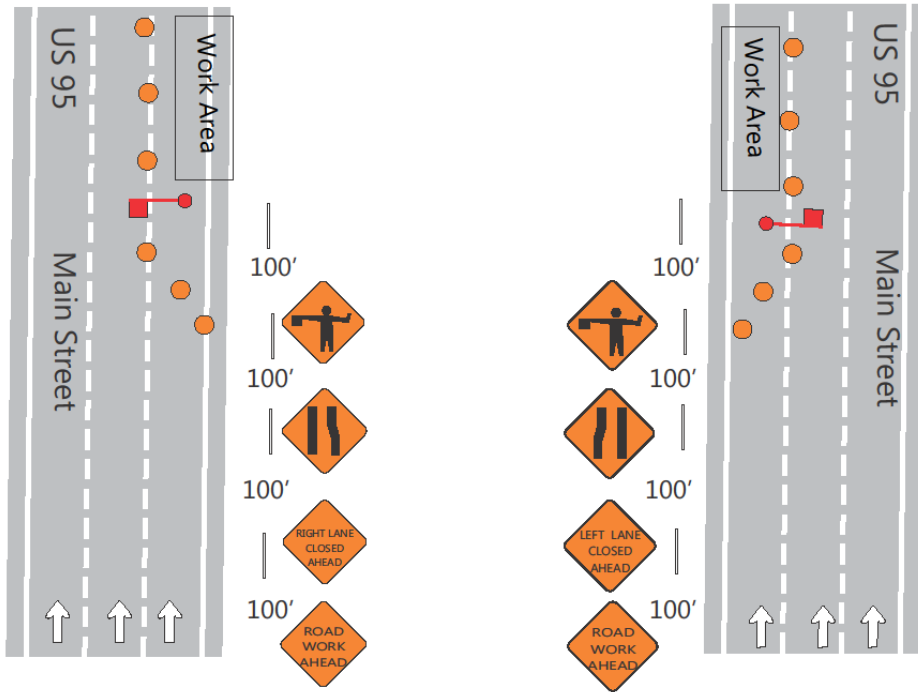
LIST OF TURNOUTS

US 95 List of Turnouts MP 319 TO MP 61.95 ID 200

MP	Description	Note
56.75	ID200	RIGHT SIDE TC
60	ID200	TC LEFT
60.25	ID200	ROAD WIDENS TC CAN DIRECT AROUND LOAD BOTH WAYS TO MP
61.25		
61.95	ID200	TC RIGHT
62.35	ID200	TC RIGHT SMALL

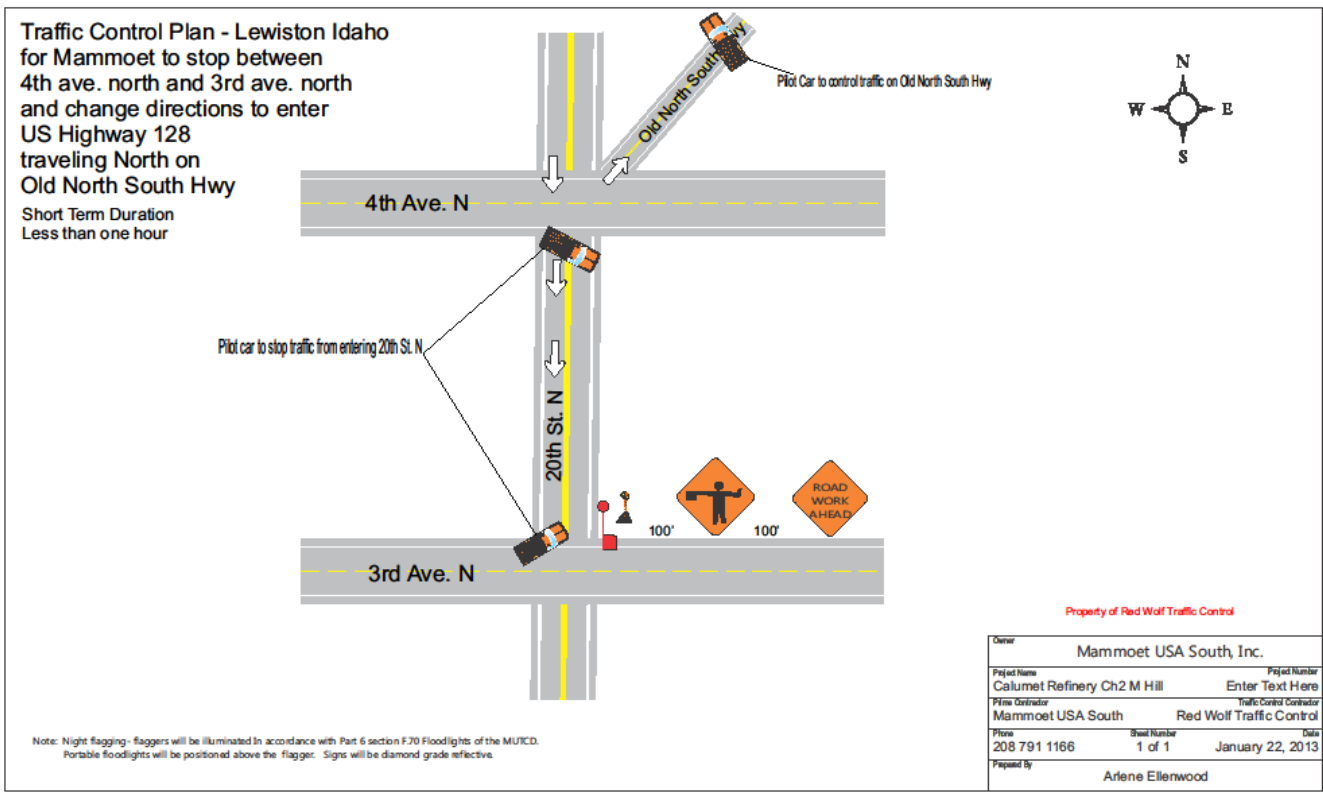
TRAFFIC CONTROL PLAN US95 TREE TRIMMING MOSCOW IDAHO

Note: Trees will be trimmed one side of the road at a time.

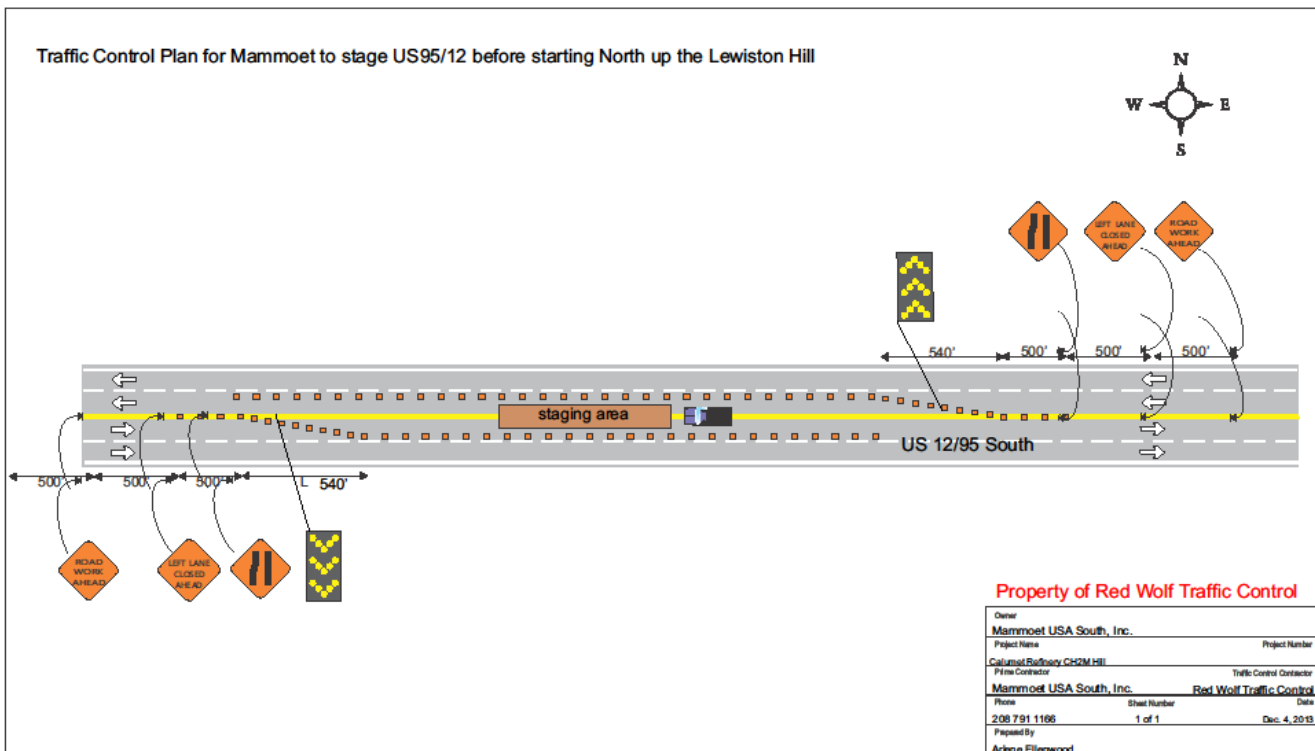


Property of Red Wolf LLC dba Red Wolf Traffic Control

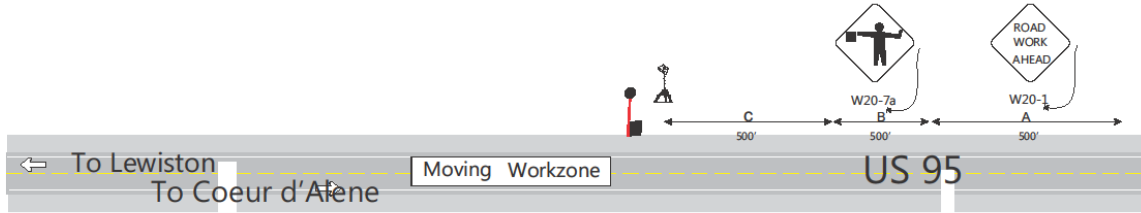
Owner Mammoet USA South, Inc.		
Project Name Calumet Refinery CH2M Hill	Project Number	
Prime Contractor Mammoet USA South, Inc.	Traffic Control Contractor Red Wolf Traffic Control	
Phone (208) 791-1166	Sheet Number 1 of 1	Date February 7, 2014
Prepared By Arlene Ellenwood		



Traffic Control Drawings

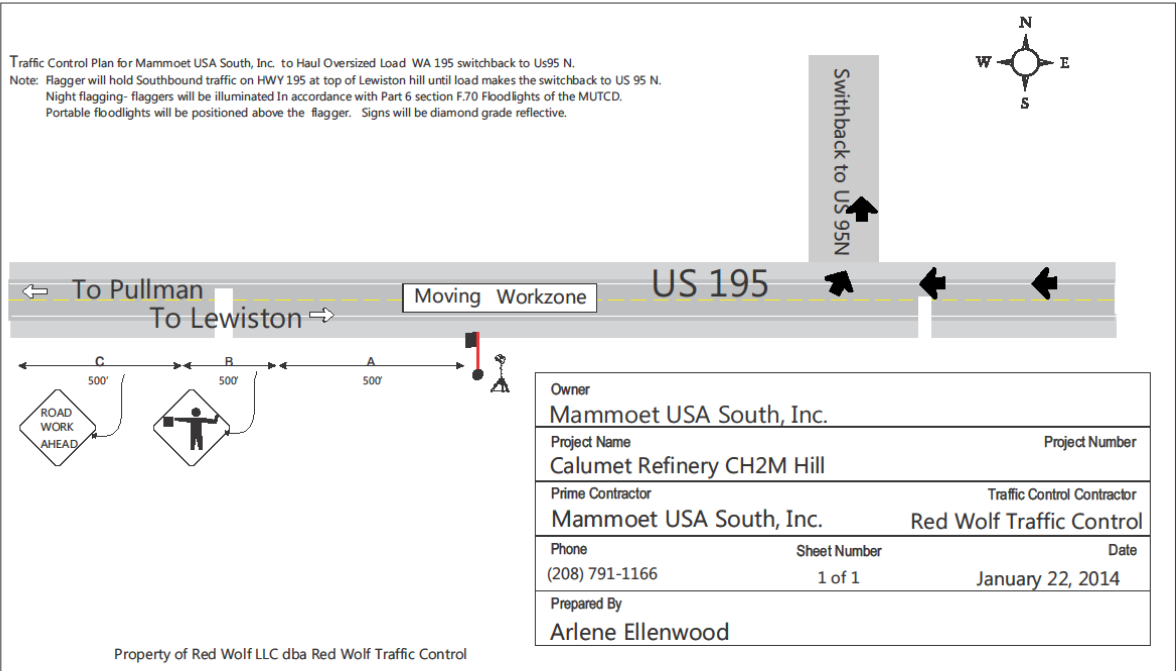


Traffic Control Plan for Mammoet USA South, Inc. to Haul Oversized Load from US 95 Lewiston Idaho to US95 Coeur d'Alene
 Note: TCS has been instructed to Leap Frog Traffic Control Every 5 Miles throughout route.
 Night flagging- flaggers will be illuminated in accordance with Part 6 section F.70 Floodlights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

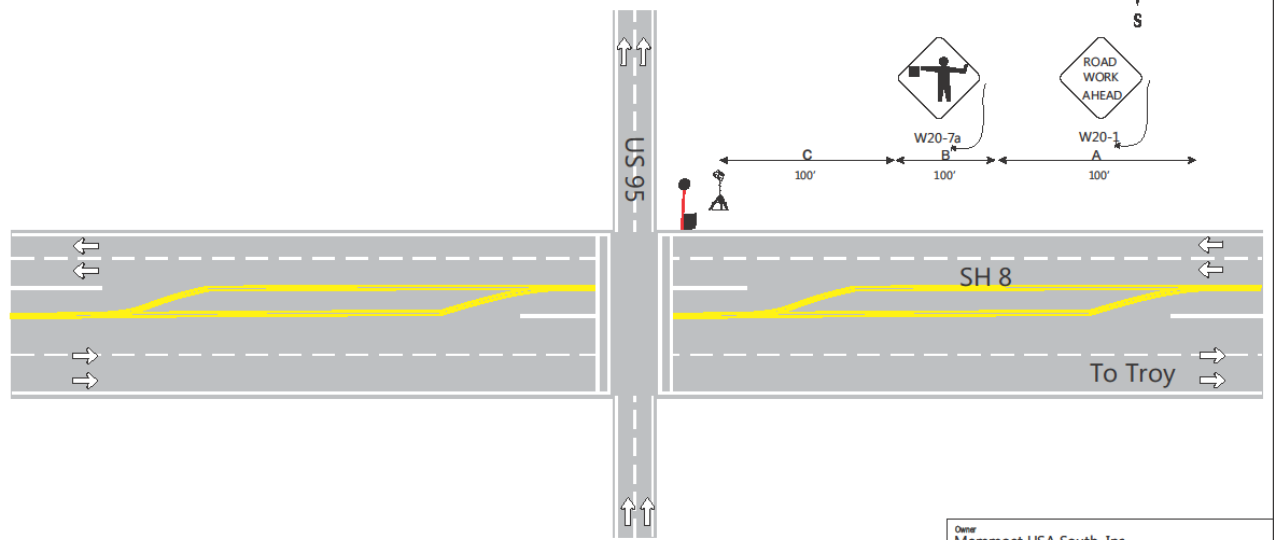


Owner		
Mammoet USA South, Inc.		
Project Name		Project Number
Calumet Refinery CH2M Hill		
Prime Contractor		Traffic Control Contractor
Mammoet USA South, Inc.		Red Wolf Traffic Control
Phone	Sheet Number	Date
(208) 791-1166	1 of 1	November 21, 2013
Prepared By		
Arlene Ellenwood		

Property of Red Wolf LLC dba Red Wolf Traffic Control



TRAFFIC CONTROL PLAN US 95- HWY 8 MOSCOW IDAHO
FLAGGER TO STOP TRAFFIC FOR FREE RIGHT TURN ONTO US 95 FROM HWY 8 ONLY 15 MIN MAXIMUM DELAY
 Traffic Control Plan for Mammoet USA South, Inc. to Haul Oversized Load from US 95 Lewiston Idaho to US95 Coeur
 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.

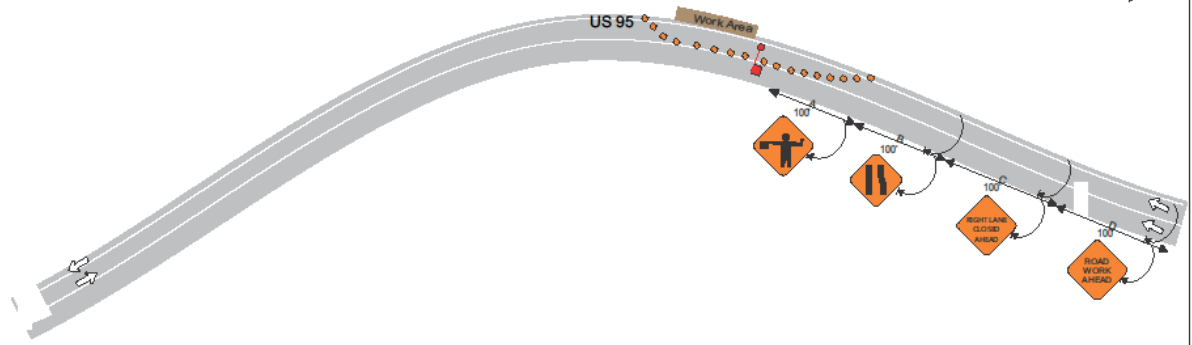


Property of Red Wolf LLC dba Red Wolf Traffic Control

Owner	
Mammoet USA South, Inc.	
Project Name	Project Number
Calumet Refinery CH2M Hill	
Prime Contractor	Traffic Control Contractor
Mammoet USA South, Inc.	Red Wolf Traffic Control
Phone	Sheet Number
(208) 791-1166	1 of 1
Prepared By	Date
Arlene Ellenwood	January 21, 2014

Light Pole Removal/Reset Traffic Control Plan

City of Moscow remove/reset light pole south of A St. on Us95 in S curve

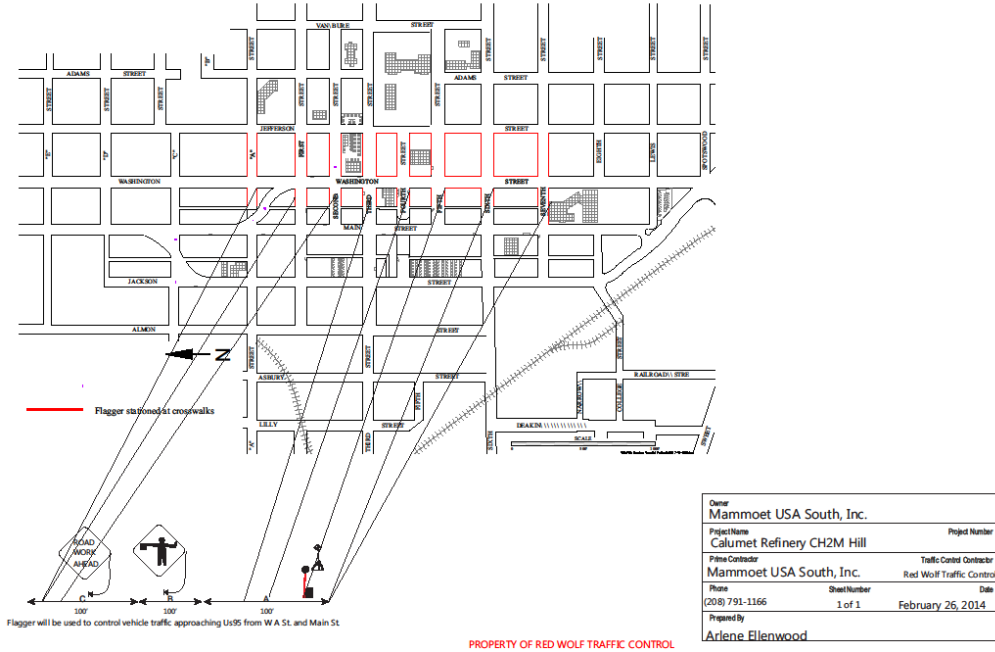


Note: For Night flagging, flaggers will be illuminated in accordance with Part 6 section F.70 Floodlights of the MUTCD.
 Portable floodlights will be positioned approximately 15' in front of the flagger at the edge of the roadway. A one light unit will be used above the flagger angled down on the flagger to ensure that lights do not blind motorists.
 Diamond grade signs will be used at night.

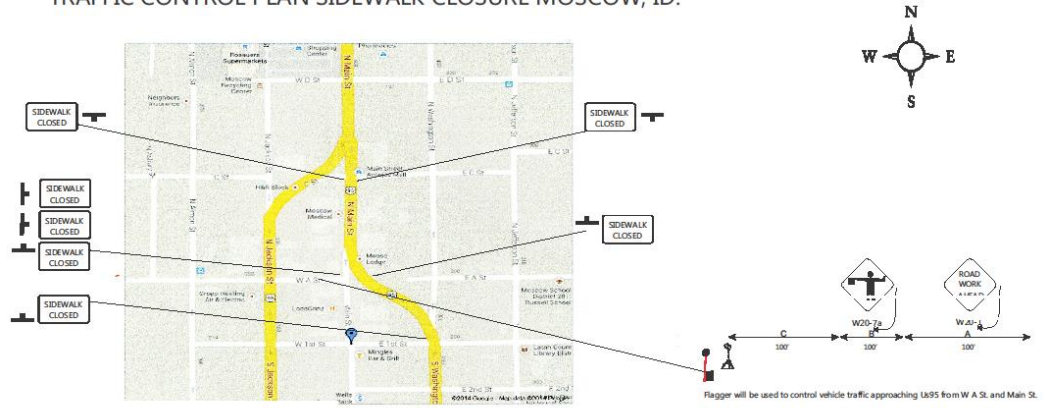
Mammoet USA South, Inc.	
Calumet Refinery Great Falls, MT.	Project Number
Mammoet USA South, Inc.	Red Wolf Traffic Control
808 791 1186	January 21, 2014
Ellenwood	

TRAFFIC CONTROL PLAN MOSCOW, ID.

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 retro reflective and diamond grade reflective.



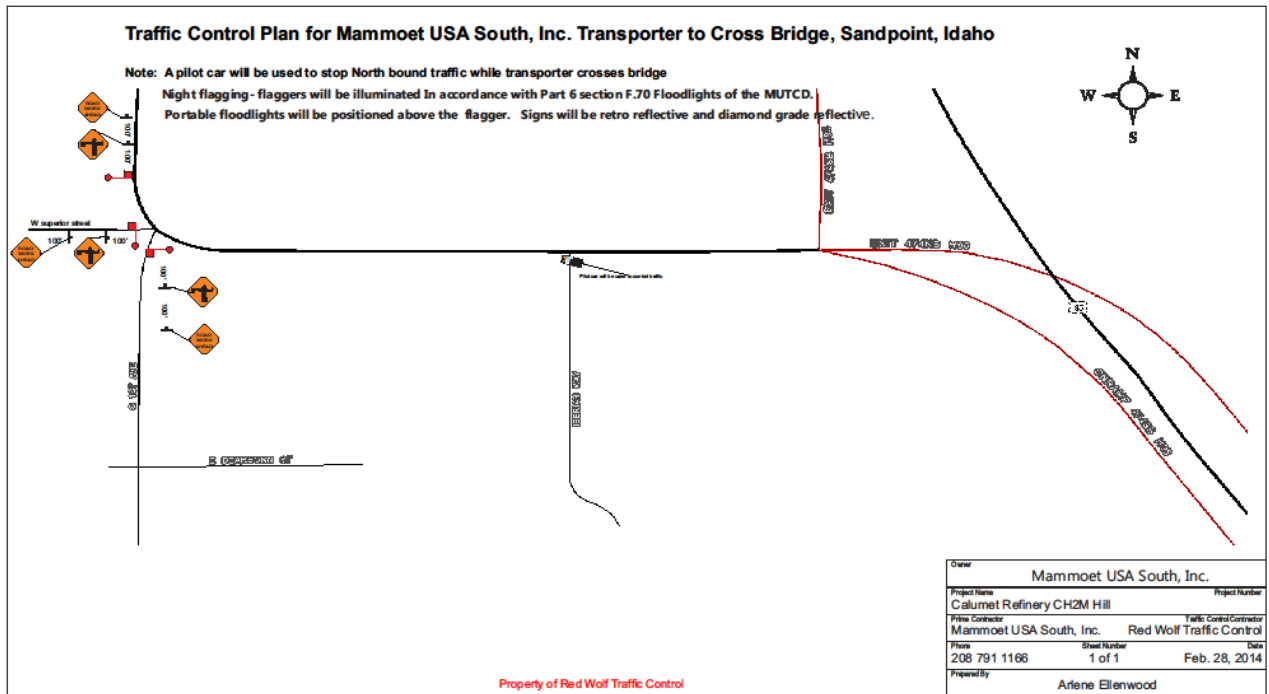
TRAFFIC CONTROL PLAN SIDEWALK CLOSURE MOSCOW, ID.



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.

PROPERTY OF RED WOLF TRAFFIC CONTROL

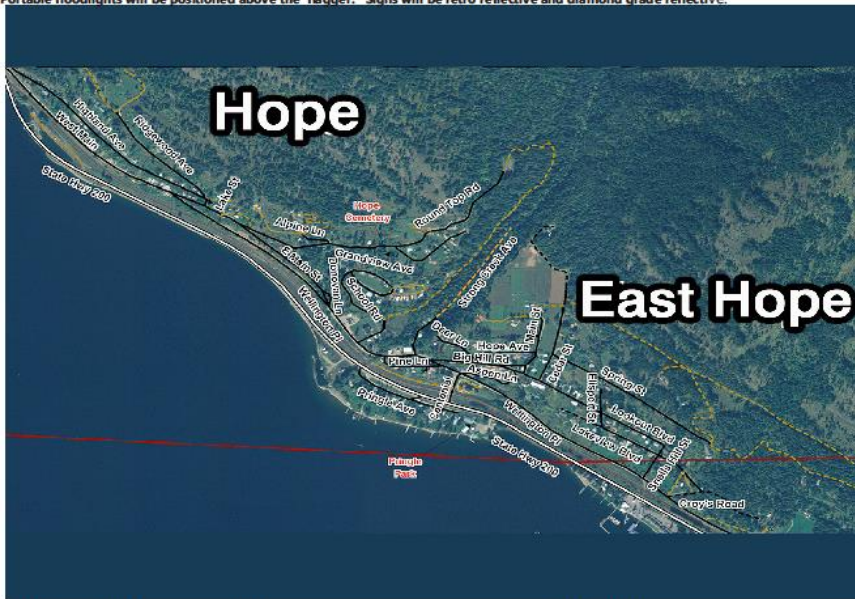
Owner		Mammoet USA South, Inc.	
Project Name		Calumet Refinery CH2M Hill	
Prime Contractor		Mammoet USA South, Inc.	
Phone		Sheet Number	Date
(208) 791-1166		1 of 1	February 7, 2014
Prepared by		Arlene Ellenwood	



SANDPOINT, IDAHO

Traffic Control Plan for Mammoet USA South, Inc. to take BUS200 in Hope Idaho

Note: Pilot cars will be used to control traffic on Hope and East Hope 200 Business.
 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 retro reflective and diamond grade reflective.



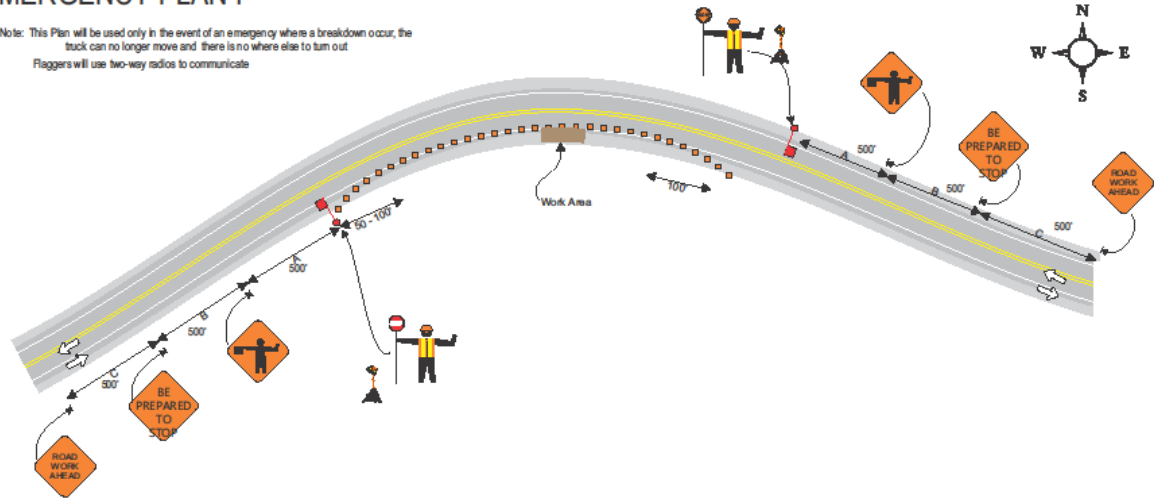
34.85	BUS200	HOPE	TRUN RIGHT
34.85	BUS200	EAST HOPE	DOT#091180Y

Owner	Enter Text Here	
Project Name	Mammoet USA South, Inc.	Project Number
Client	Calumet Refinery CH2M Hill	
Prime Contractor	Mammoet USA South, Inc.	Traffic Control Contractor
Phone	208 791 1166	Red Wolf Traffic Control
Sheet Number	1 of 1	Date
Prepared By	Arlene Ellenwood	Feb. 28, 2014

HOPE, IDAHO

EMERGENCY PLAN I

Note: This Plan will be used only in the event of an emergency where a breakdown occur, the truck can no longer move and there is no where else to turn out.
 Flaggers will use two-way radios to communicate

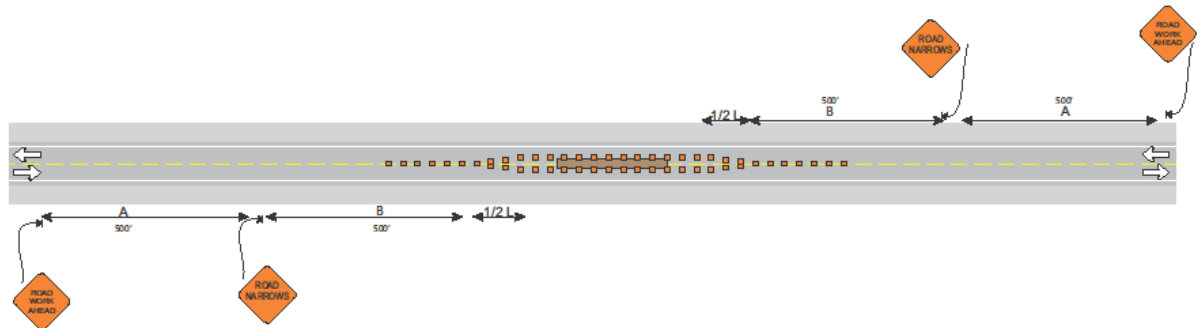


Note: For Night flagging, flaggers will be illuminated in accordance with Part 6 section F.70 Floodlights of the MUTCD.
 Portable floodlights will be positioned approximately 15' in front of the flagger at the edge of the roadway. A one light unit will be used above the flagger angled down on the flagger to ensure that lights do not blind motorists.
 Diamond grade signs will be used at night.

Owner	
Mammoet USA South, Inc.	
Project Name	Project Number
Calumet Refinery Great Falls, MT	
Plans Contractor	Traffic Control Contractor
Mammoet USA South, Inc.	Red Wolf Traffic Control
Plan	Date
208 791 1166	December 20, 2013
Sheet Number	
1 of 1	
Prepared by	PROPERTY OF RED WOLF TRAFFIC CONTROL
Ariene Ellenwood	

EMERGENCY PLAN II

Note: This plan will be used only in case of an emergency and there is 10' on either side of the workzone for traffic to pass.
At night diamond grade signs will be used



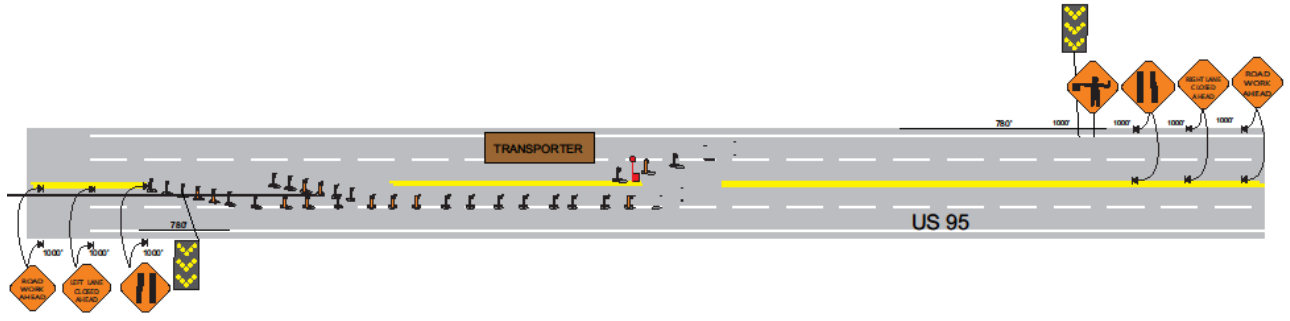
Owner		Mammoet USA South, Inc.
Project Name	Calumet Refinery Great Falls MT	Project Number
File/Contractor	Mammoet USA South, Inc. Red Wolf Traffic Control	Traffic Control Contractor
Phone	208 791 1166	Sheet Number
Prepared By	Arlene Ellenwood	Date
		1 of 1
		Dec. 20, 2013

EMERGENCY PLAN III

Note: This Plan will be used only in the event a breakdown occurs on US 95 between MP 116 and MP 117 Lewiston Hill

North bound traffic will be diverted approx. mp. 315.7 at the edge of row turn around. Traffic will travel on back to North bound lanes at top of Lewiston Hill approx. mp. 317.

For Night flagging, flaggers will be illuminated in accordance with Part 6 section F.20 Floodlights of the MUTCD. Portable floodlights will be positioned approximately 15' in front of the flagger at the edge of the roadway. A row light unit will be used above the flagger angled down on the flagger to ensure that lights do not blind motorists. All reflective and/or Diamond grade signs will be used at night.



**CAUTION
TWO WAY
TRAFFIC**

will be positioned at top of Lewiston Hill for South Bound Traffic

Mammoet USA South, Inc.
 Calumet Refinery Great Falls, MT.
 Mammoet USA South, Inc. Red Wolf Traffic Control
 208 791 1166 1 of 1 February 27, 2014
 Arlene Ellenwood PROPERTY OF RED WOLF TRAFFIC CONTROL