

Port of Wilma Wa. To great Falls Mt.

Transportation Plan SR-128 US-12 US-95

Mammoet USA South has been contracted to move 3 sections of a Hydrocracker from the Port of Stockton, CA to the Calumet Refinery in Great Falls, Montana.

Hydrocracking is a refinery process that converts feedstock into more usable components. It can be used to recover more value from crude oil and to meet the demand for specific products. Refineries use a variety of calculations to determine the ratio of products they should make based on demand, market conditions, and the feedstock they work with. Conversion processes like hydrocracking are an important part of adjusting refinery production activities to meet changing needs.

This process includes two stages. In the first, the feedstock is blended with a catalyst to crack the long, heavy chemical chains in the crude oil. The cracked material is allowed to cool and then cycles to a unit where hydrogen attaches to it to create new chemical compounds. Catalysts and hydrogen are needed for this process, in concentrations that depend on the base composition of the feedstock. Before converting, technicians test the oil to determine how it should be treated in order to extract as many usable components as possible.

The resulting product can be distilled in high temperature and pressure conditions. Within the distillation column, materials with different boiling points separate at unique stages. This allows technicians to recover gasoline, jet fuel, and other useful components after the hydrocracking process is complete. These materials should be free of sulfur and other impurities because of their earlier processing, and can be blended to achieve specific fuel mixtures that meet basic labeling standards.

These units will start movement mid-January 2014 and will transport from Port of Wilma Washington to Great Falls Montana on the route as follows:

1. Washington State Route 193 East
2. Washington Route 128 east to Idaho state line
3. Idaho 128 East
4. 20th street n
5. Old N&S highway byp.
6. At old N&S highway the trucks will change ends and the transporter will avoid the rock cliff on ID-128/ US12 entrance.
7. US-12 to westbound on-ramp for US-95 North.
8. At this intersection the trucks will change ends and the transport will avoid the overpass onto US-95 North.

9. MP 316 narrow area with guard rails on both sides, Traffic shall be held through this area until ample room, to allow the "follow me " pilot car to guide traffic around the load.
10. US-95/ 195 transporter will leave US-95 at 195 intersection enter 195 North to Washington then turn onto 195 make the turn onto 195 SP north back into Idaho onto US-95, (this maneuver avoids the overpass at the intersection US-95/195. Mammoet traffic control for this area will be a moving work zone traffic control plan to control traffic during this operation.
11. Moscow Idaho S-turn light pole on right will be removed to prevent possible damage to pole light pole shall be removed just before transport arrival and re-installed as soon as transporter passes this area

12. US- 95 to Coeur d'Alene, Idaho
13. US-95/ Lincoln Way
14. US-95 Sandpoint
15. US-95 south bound ramp exit
16. Re-enter US-95 wrong way ramp
17. ID-200
18. ID-200 Bus. Hope ID.
19. Re-enter ID.-200 East Hope (Centennial Ave)
20. ID.-200 to state line

Planned stay over locations

1. MP 320 / 323
2. MP 372
3. MP 405
4. MP 456
5. ID-200 MP 35
6. ID-200 MT state line

Times of travel:

The times of travel will be limited to 10:00 PM to 6:00 AM, seven days a week, no travel on major holidays. **Moscow Idaho** Times and days of travel through the city of Moscow shall be different as per city of Moscow Sunday through Thursday nights 11:00 PM to 1:00 AM Speed shall not exceed 10 MPH

Traffic control:

Traffic on four lanes shall flow as normal past the load. The load shall have variable message board's ½ mile front and back to warn traffic of the load. Two lane oncoming traffic shall be held in predetermined hold areas and not to exceed 15 minute intervals.

Traffic following on two lanes shall be held and at predetermined areas a pilot car shall lead the following traffic around the load, not to exceed 15 minutes.

Leap frog traffic control for 2 lane transport using 3 teams of flaggers will be used to limit traffic times.

Four lane divided highway and freeway , traffic will be allowed to pass with the assistance of a "Follow me" pilot car.

Communication / Coordination:

Communication between load and Pilot cars will be with C.B. radio. Communication between load and traffic Control Company will be with FM 2-way radios. Coordination of the traffic control shall be covered in the traffic control document laid out for a daily schedule.

Satellite Phones shall be used where there is no phone service for standard

There will be a Safety meeting every day of the move to coordinate the nightly move including stopping points and fall back points for parking. This meeting will include input from the night before for lessons learned or improvements.

Emergency situations:

In the case of an emergency vehicle approaching the transport from the north or south on the four lanes, the transporter shall pull to the farthest right on the pavement, stop and allow emergency traffic to pass.

In the case of an emergency, vehicle approaching from north or south on a two lane roadway with shoulders, the transport will pull over to the farthest right staying on the pavement and stop, allowing the emergency traffic to pass.

In the case of a Prime mover break down, there will be an extra prime mover with the transport and a 6X6 wrecker body prime mover. The broken prime mover shall be removed from transporter and the spare shall take its place. The wrecker body prime mover shall move the broken prime mover to a safe area or to a service area to be repaired.

In the case of a flat tire anywhere on the transporter, there will be spare tires to replace the flat tire.

If the transporter needs to back up for any reason this will be accomplished by reversing the Prime movers and going backwards to the available parking area.

Weather:

Each night at the safety meetings there will be weather go, no-go. The superintendent will check the area weather forecast and prior to move will speak to the area ITD representative. If the forecast includes hazardous weather or if there will be an accumulation of snow on the roadway, or ice that cannot be treated this will be considered a no-go. In the event of adverse weather while traveling, the transport shall get to the next safest parking area.

Illumination of transporter:

String lighting and spot lights shall illuminate the transporter. Reflective tape shall be utilized on the sides of the transport that shall equal 100% of the total length of the transport.

Roadside activities/ Daily maintenance:

Each day the transporter shall be parked in a predetermined area. The parking shall be barricaded with plastic barrels and caution tape before the transporter arrives. After the transporter is in the parking area plastic barrels shall be used to barricade the area.

Daily Fueling shall be performed at this time with spill kits available. Daily maintenance on the transport equipment shall be performed at this point. Any tires that need to be changed for the next night shall be removed and replaced. Any and all lubrication shall be accomplished at this time.