

ID/MT State Line to Calumet Refinery, Great Falls Transportation Plan

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

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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.

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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: 510.639.4063

Bigge Safety Manager

Jim Conan
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

Project Manager
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 County

MDT406.523.5800---- Steve Felex

Public Works Director/Surveyor
Greg Robertson
Phone: 406.258.4870
Email: groberts@co.missoula.mt.us

Emergency Services

Dial 9-1-1

Sheriff

Carl C. Isben
Phone: 406.258.4810

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Contact Information (Continued)

Powell County

MDT:406.494.9600
County Road Personnel
Duane Hoxworth
Phone: 406.447.1636

Emergency Services
Dial 9-1-1

Sheriff

Scott Howard
Phone: 406.846.1650

Emergency Management
Coordinator
Bart Barton
Phone: 406.846.3680

Lewis and Clark County

MDT: 406.454.5880
Public Works
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

Sanders County

MDT: 406.751.2000
Road Supervisor
Thompson Falls
Darin Johnson
Phone: 406.466.2671
Email: tcrd@3rivers.net

Emergency Services
Dial 9-1-1

Sheriff

Tom Rummel
Phone:406.827.3584

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Email: mttcso31@montana.com

Contact Information (Continued)

Lincoln County

MDT406.751.2000
Road and Bridge Administrator
Troy Kyriss
Phone: 406.295.4420
Email: road2@libby.org

Emergency Services
Dial 9-1-1

Sheriff

Robby Bowe
Phone: 406.293.4112
Email: jvanderehoef@lcso.mt.gov

Flathead County

MDT: 406.751.2000--- Gary Engman
Road Supervisor
Troy Prunty
Phone: 406.758.5790
Email: Road.Bridge@flathead.mt.gov

Emergency Services
Dial 9-1-1

Sheriff

Phone: 406.758.5585
Email: c Curry@flathead.mt.gov

Emergency Services Management:
Cindy Mullaney
Phone: 406.758.5504
Mary.granger@flatheaddoes.mt.gov

Lake County

MDT: 406.751.2000
Road Supervisor
406.883.7206

Emergency Services
Dial 9-1-1

Sheriff

Phone: 406.883.7301
Email: lcso@lakecountymtso.com

Emergency Management
Phone: 406.883.7253

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Contact Information (Continued)

Cascade County

MDT 406.454.5889--- Tony Strainer
Road Department
Phone: 406.454.5080
Email: rschultz@cascadecountymt.gov

Emergency Services
Dial 9-1-1

Sheriff

Phone: 406.552.6630

Emergency Management
406.454.6820

City or Libby

Road Supervisor
Marc McCully
406.293.4557

Emergency Services
Dial 9-1-1

Police

Phone: 406.293.3343
Email: t.watson@libbypd.org

City of Kalispell

Road Supervisor
Darrel Tliley
Phone: 406.758.7723/7831
406.249.2671
Email: dtliley@kalispell.com

Emergency Services
Dial 9-1-1

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Police

Phone:

Email: rmassett@kal.com

City of Columbia Falls

Public Works

Grady Jenkins

Phone: 406.892.4430

Email: jenking@cityofcolumbiafalls.com

Emergency Services

Dial 9-1-1

Police

Chief: David G. Perry

Phone: 406.892.3274

Email: cfpolice@colfallsmt.gov

City of Great Falls

Police

Chief

David Bowen

Phone: 406.455.8410

Emergency Services

Dial 9-1-1

MHP Contacts

Lincoln County	Steve Latvin, 406.249.8197
Flathead County	Steve Latvin, 406.249.8197
Lake County	Steve Latvin, 406.249.8197
Missoula County	District 1, 406.329.1500
Lewis & Clark County	District 3, 406.494.3233
Powell County	District 3, 406.494.3233
Cascade County	District 2, 406.453.1121

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1b. Project Personnel and Experience

Transportation Superintendent

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

Project Manager

Bob Hahn
Cell: 510 918 4610
Email: bhahn@bigge.com
28 Years of experience
Employed with Bigge: Since 1994

Lead Driver

Not appointed at this time

Utility / Pusher

Not appointed at this time

Mechanic / Transporter Technician

Alternate Back-up Driver

Not appointed at this time

2a. Route Study

- Enter State SR 200 at Idaho Border
 - 12' lanes with 4' to 6' shoulders
 - Parking M.P.5.0
- Left turn to SR 56
 - Bridge M.P. 7.7, Bull River, 88' span
 - Bridge M.P.12.3, Bull River, 85' span
 - 7% down grade to Junction US2
- Right Turn to US2
 - Parking M.P. 20.1

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- Parking M.P. 21.0
 - Parking M.P. 21.7
 - Parking M.P. 22.2, up hill
 - Parking M.P. 22.8
 - Parking M.P. 22.8, wrong side
 - Parking M.P.23.9, good
 - Parking 27.5
 - Bridge M.P. 27.8
 - Start Libby M.P. 30.0, goes to 4 lane with turn lane
 - Lights Indian Head, clear, stay right
 - Bridge Parmenter Cr.
 - Lights 6th St., clear, stay right
 - Lights Idaho ST., clear, stay right
 - Overhead Sign, stay right, 18'-1"
 - Lights California Ave., stay right, 17'-3"
 - Lights Mineral, clear, stay right
 - Lights Louisiana, clear, stay right
 - Bridge M.P. 35.2, Granite Creek, 169' span
 - Parking, M.P. 35.2, MDOT Maint. Yard
 - Overhead Sign, Cross Walk, clear, stay right, M.P. 36.4
 - Leave Libby and back to 2 lane with 6' shoulders M.P. 37.2
 - Start Construction M.P. 45.0
 - Bridge M.P. 46.7
 - Bridge M.P. 47.0
 - End of Construction M.P. 48.5
 - Bridge M.P. 48.9, 123' span
 - Bridge M.P. 56.8, 37' span
 - Bridge M.P. 57.2, 57.2' span
 - Parking M.P. 60.7
 - Overpass M.P. 69.5
 - Parking M.P. 69.7
 - Bridge M.P. 71.2
 - Pleasant Valley M.P. 100.2
 - Parking M.P. 113.4
 - Bridge M.P. 113.9
 - Bridge M.P. 114.7, 88' span
 - Parking M.P. 115.7, Weigh Station
 - Flashing Light M.P. 118.05, clear, stay right
 - Start Turn Lane M.P. 119.2

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-
- Start Kalispell
 - Lights Alt. US 93, clear, stay right
 - Left Turn to SR 424(Meridian)
 - Three lane with turn lane
 - Lights Two Mile, clear, stay right
 - Lights Liberty, clear, stay right
 - Lights Three Mile, clear, stay right
 - Uphill to Junction US93
 - Left turn to US93
 - US 93 is four lane with turn lane to start
 - Lights Commons Way, clear, stay right
 - Lights Four Mile/Grandview Dr., clear, stay right
 - Lights Reserve Lp./Hutton Way, clear, stay right
 - End of Kalispell
 - Lights Treeline, clear, stay right
 - Lights Alt. 93/Reserve Lp., clear, stay right
 - Bridge Stillwater River M.P. 116.2, 190' span
 - Median starts M.P. 117.7
 - Overpass M.P. 118.9, 149' span
 - End Median/Start Turn lane M.P. 123.0
 - Overhead Sign, clear, stay right
 - Right turn to SR40
 - Two lane with 6' shoulders, turn lane to start
 - Bridge Whitefish River M.P. 1.7, 142' span
 - Straight Ahead to US2
 - Four lane with turn lane
 - Overhead sign, clear, stay right
 - Lights Hilltop, clear, stay right
 - Start Columbia Falls M.P. 135.0
 - Lights Meadow Lake, clear, stay right
 - RR Tracks with cross arms, clear, stay right
 - Lights 12th Ave., clear, stay right
 - Lights 6th Ave., clear, stay right
 - Lights 4th Ave., clear, stay right
 - Lights SR426, clear, stay right
 - End Columbia Falls M.P. 137.0
 - **Bridge M.P. 137.5, Flathead River, 487' span**
 - Overhead sign, clear, stay right
 - Overhead sign, clear, stay right

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-
- Right turn to SR206
 - SR206 is two lane with no shoulders
 - Left turn to SR35
 - SR35 is two lane with 6' shoulders
 - Creston M.P.41.3
 - Bridge M.P.40.7
 - Junction SR82, flashing light, clear, stay right
 - Turn lane to Junction SR83
 - Left turn to SR83
 - SR83 is two 12' lanes with little or no shoulders
 - Flashing light, Echo Lake, clear, stay right
 - Flashing light, Junction 209, clear, stay right
 - Parking, Weigh Station and Maint. Sta.,M.P.80.4
 - Parking M.P. 77.7
 - Swan Lake M.P. 71.0
 - Box Culvert M.P.71.2
 - Bridge 70.6
 - Bridge 67.4
 - Bridge M.P. 58.5, Goat Cr.
 - Bridge M.P. 54.0 Lion Cr.
 - Condon M.P. 45.4
 - Parking M.P. 31.7, wrong side
 - Parking M.P. 30.6, Summit Lake Overlook
 - Seely Lake M.P.14.5, start turn lane
 - Turn lane ends M.P.14.5
 - Bridge Morral Cr. M.P.12.2
 - Parking M.P. 10.0, good
 - Parking M.P. 0.3, good
 - Left turn to SR200
 - SR200 is two 12' lanes with 6' shoulders
 - Bridge M.P.42.3, Monture River, 127' span
 - Bridge M.P.49.6, North Fork Blackfoot River, 190' span
 - Bridge M.P.57.5, Aagrossa Cr.
 - Parking M.P. 63.0
 - Lincoln M.P. 71.0, Flashing light, clear, stay right
 - Parking M.P. 75.0, good
 - Start Construction 75.2
 - Bridge M.P. 77.9, Landers Cr., 101' span
 - End Construction M.P.82

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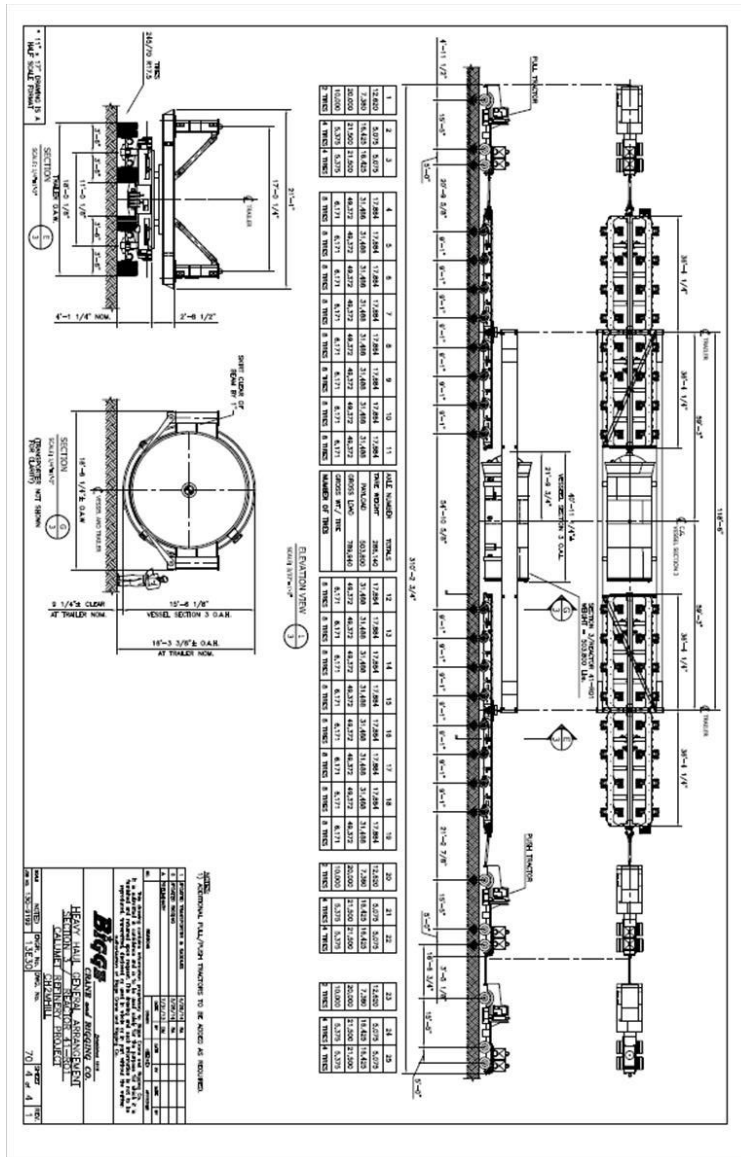
-
- Junction SR279
 - Rogers Pass M.P.90.0
 - Parking M.P. 93.2, good, Maint. Sta.
 - Bridge M.P. 98.0, North Fork Dearborn River, 115' span
 - Bridge M.P. 102.2, Dearborn River, 190' span
 - Overpass M.P. 104.5
 - Parking M.P. 106.5, good
 - Flashing light M.P.109.1, Junction US287
 - Parking M.P.129.4, wrong side, Fort Shaw Historical Marker
 - Sun River
 - Bridge M.P. 133.5, Sun River, 269' span
 - Parking M.P. 133.7, wrong side, Sun River Crossing Hist. Marker
 - Bridge M.P. 133.9, 75' span
 - Vaughn
 - Bridge, 175' span
 - Bridge, RR Tracks 247' span
 - Right turn to I-15 Frontage Rd.
 - Frontage Rd. is two lane with no shoulders
 - Construction
 - Sweeping Left turn to NW Bypass
 - NW Bypass is 4 lanes with turn lane
 - Lights 9th St., clear, stay right, 16'-10"
 - Lights 6th St., clear, stay right, 17'-2"
 - Left turn to 87 Bypass, lights, clear, 18'-2"
 - 87 Bypass is four lane with turn lane
 - Lights 14th Ave. NW, clear, stay right, 16'-7" on left light
 - Right turn to Calumet Site, curbs, plywood
 - Note: Height Pole set at 16'-9"
 - Xxxx Highlighted Bridges can only be crossed with one pull truck and two push trucks

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2C. Transporter Configuration



Note: Extra trucks will be added for hills. See attached drawing

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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 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 also be available.

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.

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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 Montana according to permit regulations. Traffic clearing opportunities have been identified and noted. The plan will be based upon the use of a 21'-1" wide trailer. For details, refer to turnouts.

See 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.

- 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.

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2g. Travel Speeds

The loaded transporter trailer can travel at a maximum speed of 35 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 if necessary, Bigge will contract MHP and other local law enforcement agencies during the haul.

Note: MHP escorts will be in uniform and driving marked police cruisers as required by MDT.

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.

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-
- 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.
 - 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; 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 Montana, Bigge plans are to never impede traffic more than 10 minutes, and stay within the MTDOT 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 Jeff Hollenback with Mountain West and Chuck Beam.

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. A MHP officer will also accompany the load. Refer to the Mountain West Traffic Plan for the placement of the escorts.

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

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illuminated by means of portable lighting for maximum visibility if working at night. All signage will be high intensity prismatic and in conformance with Montana requirements and be in excellent condition.

3a. Daily Travel Itinerary

- Day 1 – Start at ID/MT state line on SR200. The preferred stopping Point is in front of the MDOT Maintenance Station at M.P. 35.3 on US2 right after Granite Cr. Barrels will be placed around the combination on both sides since traffic will have to move around it to access the State Facility. The Power Units can be removed if it is necessary to provide access. There are several large parking areas before Libby that can be used (refer to the Route Study), but this one puts us close to the Construction Area around M.P. 45 to 48 to simplify coordination for the following night. The night’s travel will be 63.8 miles
- Day 2 – Start at M.P. 35.3 and park at the Weigh Station at M.P. 115.7 on US2. Barrels will be placed between any potential traffic and the load. The night’s travel will be 78.1 miles.
- Day 3 – Start at M.P. 113.4 on US2 and park at the turnout at M.P. 77.7 on SR83. Barrels will be placed between any potential traffic and the load. The night’s travel will be 51.4 miles.
- Day 4 – Start at M.P. 73.5 on SR83 and park at the turnout at M.P. 00.3 on SR83. The load will be parked as far away from the travel lanes as possible and barrels placed between any potential traffic. The nights travel will be 77.4 miles.
- Day 5 – Start at M.P. 00.3 on SR83 and park at the turnout at M.P. 93.5 next to the MDT Maintenance Station on SR200. Barrels will be placed between any potential traffic and the load. The night’s travel will be 63.0 miles.
- Day 6 – Start at M.P. 93.5 and travel to the Calumet Site in Great falls. The nights travel would be 66.3 miles

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3c. Travel Hours

- Travel hours will be determined in accordance with MTDOT permit restrictions and conditions. It is assumed that we will travel from 10:00 P.M. to 06:00 A.M. unless any other local restrictions are imposed.
- Bigge will follow all MTDOT 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.

For Interstate travel there is sufficient road width to allow for the passing of any emergency vehicles. The rear pilot vehicle in the convoy will issue advance warning to the lead driver to ensure the emergency vehicle can pass with minimal delay. Wherever possible the transporter will pull over to the nearest wide shoulder and allow the emergency vehicle(s) to pass, or stop and pull over as far as possible to the right to allow safe passage in the opposing lane.

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.

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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)
 - 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. Extra trucks will be added as necessary for hills.

4c. Power Lines

If load comes into contact with a power line, personnel will stay in the vehicles. The transport supervisor will contact the power company for direction (contact information with JHA)

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.

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4e. Environmental Spill

- No dangerous goods will be shipped in/with process vessel. It is a metal vessel with nothing in it.
- There will be a minimum of two spill kits with the load. They will be located in the Supervisor's pick up and the Mechanic's truck. In case of environmental spill (hydraulic oil, fuel, antifreeze etc.) the spill kits 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

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.

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- 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 load 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.
- 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.

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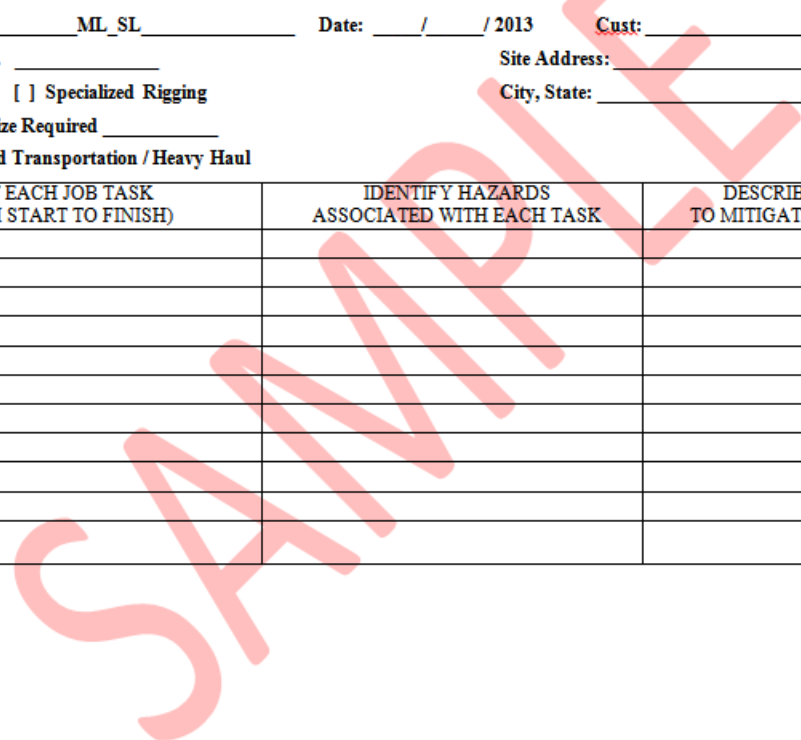
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4g. Hazard Assessments (JHA)

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).

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 <input type="checkbox"/> Fork Lift: Size Required _____ <input type="checkbox"/> Over the road Transportation / Heavy Haul City, State: _____		
LIST EACH JOB TASK (FROM START TO FINISH)	IDENTIFY HAZARDS ASSOCIATED WITH EACH TASK	DESCRIBE MEASURES TO MITIGATE EACH HAZARD



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Transportation Route:

Foreseen road hazards and obstacles:

Overhead Obstructions:

Emergency Contacts:

Special Notes:

Management Review/Approval of JHA:

_____ Date: ___/___/___

Job Start/Crew acknowledgment of JHA:

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

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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:
 - 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.

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- 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.

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 MHP, emergency service agencies, IORVL, Fluor and MDT 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 immediate medical aid, such as driveways, approaches and intersections.
- Make certain that all members of the transport crew and all vehicles are highly visible to following traffic.

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- 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.