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Project	**Calumet Refinery Expansion**	Revision	**Rev. 1**
Location	**Great Falls, Montana**	Project No.	**10-09-09199**



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.

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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)

Idaho Department of Transportation Contacts

Motor Carrier Services
Reggie Phipps
Phone: 208.334.8418
Email:Reggie.Phipps@itd.idaho.gov

Permit Specialist

Phone:
Email:

IDT District #1

District Engineer
Jason Minzghor
Phone: 208.772.1124
208.755.9124
Email: Jason.minzghor@itd.idaho.gov

Idaho State Police
Lt. Chris Schenck
Phone: 208.209.8620
Email: chris.schenck@isp.idaho.gov

Contact Information (Continued)

IDT District #2

District Engineer
Doral Hoff
Phone: 208.799.5090
Email: doral.hoff@itd.idaho.gov

Idaho State Police
Lt. Allen Oswald
Phone: 208.799.5151
Email: allen.oswald@isp.idaho.gov

Nez Perce County

Roads and Bridges
Mark Ridinger
Phone: 208.799.3060

Emergency Services
Dial 9-1-1

Sheriff
Joe Rodriquez
Phone: 208.799.3131

Emergency Management
Coordinator
Mel Johnson
Phone: 208.799.3084

Latah County

Road Supervisor
Phone: 208.822.7490

Emergency Services
Dial 9-1-1

Sheriff
Wayne Rausch
Phone:208.822.2216
Email: sheriff@latah.id.us

Contact Information (Continued)

Kootenai County

Road and Bridge Administrator
Phone: 208.466.1000

Emergency Services
Dial 9-1-1

Sheriff
Phone: 208.466.1300

Emergency Management
Sandy VonBehren
Phone: 208.446.1775

Bonner County

Road Department
Phone: 208.255.5681
Email: road@bonner-em.org

Emergency Services
Dial 9-1-1

Sheriff
Deryl Wheeler
208.263.8417
Email: bonnersheriff@bonner.so.org

Emergency Management
Bob Howard
Phone: 208.265.8867
Email: bhoward@bonner-em.org

City of Moscow

Street Department
Tyler Palmer
Phone: 208.885.7074
Email: tpalmer@ci.moscow.id.us

Emergency Services
Dial 9-1-1

Police
Lt. Paul Kwiatkowski
Phone: 208.310.9317
208.883.7067
Email: pkiatkowski@ci.moscow.id.us

Contact Information (Continued)

Coeur d' Alene Tribe

Police Lt. Salisberry Cell 208 568 1384
Phone: 208.686.7067

City of Coeur d Alene

Street Department
Phone: 208.769.2334

Emergency Services
Dial 9-1-1

Police
Phone: 208.769.2307

City of Sandpoint

Public Works Administration
Phone: 208.263.3407
Email: Darlene@ci.sandpoint.id.us

Emergency Services
Dial 9-1-1

Police
Chief: Cory Coon
Phone:208.265.1482

Contact Information (Continued)

Cities under County Jurisdiction

Hope	Joe Dean, Mayor,208.264.5314, idhope@intermaxnetworks.com
East Hope	Christy Franch 208.267.5877 easthope.city@gmail.com
Clark Fork	

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)

Project Manager
Bob Hahn
Phone: 510.918.4610
Email: bhahn@bigge.com
40 Years of experience
Employed with Bigge: Since 1994

Lead Driver
Not appointed yet

Utility / Pusher
Not appointed yet

Mechanic / Transporter Technician
Alternate Back-up Driver
Not appointed yet

2a. Route Study

- **Enter State on SR128**
  - Two 12’ lanes with no shoulder
  - Remove extra power before turn
- Left turn to Old North South Rd.(US95feeder), remove and replace Stop Sign
  - Two lanes with no shoulder
- Left turn to US12
  - 4 lanes with Island, remove and replace Divided Hwy. and No Stopping Signs
- Exit right to Frontage Rd.
  - Follow Frontage Rd. to US95/12
- Left turn to US95 NB, remove and replace Divided Hwy. Sign
  - Pull to right and add power for Lewiston Grade
- Merge right to US 95 NB
  - Start up hill on ramp M.P. 312.0
  - Top of hill M.P. 317.6
  - Remove extra power
- Exit to 195
  - Underpass 17’-5” lowest clearance
- Right turn to US95 feeder--- in State of Washington
  - Two lane with shoulders
- Left turn to US 95
  - US 95 is four lane with turn lane
  - Parking, Weight Station right after 195 Exit
  - Parking M.P. 324.7, emergency only, tight
  - Bridge M.P. 326.1, Cow Cr.

- Goes to 2 lane at M.P. 337.0
- Enter Moscow M.P. 343.9
- Bridge M.P. 344.0
- Lights Palouse River 19'-0"
- Lights Sweet 19'-0"
- Lights 6th St., center up and miss
- Lights 3rd St., center up and miss
- Lights D St.. 19'-6"
- Parking M.P. 349.5, emergency only, tight
- Bridge M.P.357.68, must use Bridge Jumpers (see procedure)
- Bridge M.P. 359.5, Palouse River, 174' span
- Bridge M.P. 359.6, RR Tracks, 95' sapn
- Bridge M.P. 361.6, Deer Cr., 52' span
- Parking, M.P. 370.5, wrong side, slight uphill
- Parking, M.P. 372.7, good, wrong side
- Bridge, M.P. 373.95
- Bridge, M.P. 376.7
- Bridge, M.P. 378.6, Sheep Cr., 97' span
- Bridge, M.P. 381.1, Hangman Cr., 127' span
- Parking, Right after Hangman Cr., wrong side, Historical Marker
- Tensed, Parking, tight and private property
- Bridge M.P.388.8
- Long Span Bridge M.P.393.5, 193' span
- RR Tracks with X arms 18'-6"
- Plumber
- Flashing light 17'-1"
- Bridge M.P. 399.8, Rock Cr.
- Parking M.P. 400.5, good
- Worley M.P. 402.0, parking on private property
- Parking, Weigh Station, slight uphill
- Junction SR58, Underpass 18'-0L & 18'-9"R
- Long Span Bridge M.P. 407.4, N. Fork Rock Cr., 392' span
- Long Span Bridge M.P. 409.5, Bitter Rd. & RR Track, 290' span
- Long Span Bridge M.P. 411.7, Lake Cr., 829' span
- Bridge M.P. 415.6, Fighting Cr., 122' span
- Bridge M.P. 416.9, Bellgrove Cr., 143' span
- Long Span Bridge, M.P. 420.9, S. Fork Mica Cr., 346' span
- Bridge M.P. 421.2, Mica Cr., 124' span
- Overhead sign M.P. 424.2, go left to miss

- Bridge M.P. 426.7, Cougar Cr., 91' span
- Bridge M.P. 429.0, Blackwell Slough, 138' span
- Long Span Bridge M.P.429.4, Spokane River at Lake Coeur d Alene, 1,018' span
- Overhead sign 18'-2"
- Overpass, right after bridge, N.W. Blvd., 86' span

- Left turn to stay on US95--- use wrong side turn lane
  - Lights, school X right after turn 17'-6" and 23' wide
  - Lights Ironwood 18'-9"
  - Lights Eastbound I-90 Ramp 17'-3"
  - Overpass, I-90, 192' span
  - Lights Westbound I-90 Ramp 16'-7"
  - Lights Appleway 17'-3"
  - Lights Neider Way 17'-0"
  - Lights Bosanko Ave. 17'-6"
  - Lights Kathleen Ave. 16'-5"L & 17'-0"R
  - Lights Dalton Ave. 17'-0"
  - Lights Hanley 16'-10"
  - Lights Canfield 17'-6"
  - Light Prairie Ave. 17'-8"
  - Lights Honeysuckle Ave. 17'-6"
  - Lights Hayden Ave. 17'-6"
  - Lights Wyoming Ave. 18'-10"
  - Lights Lancaster Ave. 17'-2"
  - Lights Government Way 18'-6"
  - Lights Garwood Rd. 18'-11"
  - Exit 442 (Abbot Way), underpass 18'-8"
  - Bridge M.P. 444.3
  - Exit 446 (Brunner Rd.), Underpass 17'-1"
  - Parking M.P.447.8, good
  - Start 2 lane after parking spot
  - Start Construction
  - Athol M.P. 448.5
  - Lights SR54 17'-3"
  - End Construction M.P.452.8
  - Bridge 453.5
  - Carrywood M.P.455.6
  - Bridge M.P. 456.9
  - Bridge M.P. 458.3
  - Bridge 461.315, must use Bridge Jumpers (see procedure)

- Parking M.P. 463.2, wrong side
- Westmond M.P. 463.8
- Bridge M.P. 465.1, RR Tracks
- Alboma M.P.468.2
- Sagle M.P. 468.6
- Start Causeway Across Lake Pond Oreille M.P. 471.8, 5,882' span
- End Causeway and Start Fill M.P. 472.9
- Sandpoint M.P. 473.5

- Exit right to Sandpoint
  - Underpass 18'- 10"
- Right turn to Southbound Ramp from US95--- will have to remove Stop Sign & lay Plywood
  - Southbound ramp is one lane with shoulders--- 24' wide
  - Bridge, 552' span
- Merge to US95
  - Underpass M.P.475.0, RR Tracks, 18'-2"
- Exit right to SR200
  - Ramp is one lane with shoulders and left turn, 24' wide
- Right turn to SR200--- Lights 19'-2"
  - RR Tracks with X arms 17'-5"
  - RR Tracks with X arms 18'-8"
  - Lights Kootenai Cut Off 17'-11"
  - Lights McGhee Rd. 16'-7"
  - Bridge M.P. 37.8
  - Bridge M.P. 38.7, Pack River, 215' span
  - Parking M.P. 38.9, view area
  - Parking M.P. 41.8, good down hill
  - Bridge M.P. 42.6,Trestle Cr.
  - Parking M.P. 44.0
  - Parking M.P. 44.4
- Left turn to Business 200 (Main St.) M.P. 45.0
  - Road is narrow 2 lane 22 to 24' with parked cars
  - Hope
  - East Hope--- road turns to Wellington St.
  - Bridge, Strong Creek, will have to use Bridge Jumpers, road will have to be shut down and Detoured around (see procedure)
- Right turn to Centennial Ave., will have to remove light pole
  - RR Tracks
- Left turn to SR200

- Ellidport Bay
- Box Culvert M.P. 47.2, Riser Cr.
- Parking M.P. 49.1
- Long Span Bridge M.P. 50.4, RR Tracks, 280' span, critical bridge
- Long Span Bridge M.P. 54.7, Lighting Cr., 450' span
- Clark Fork M.P. 55.2
- Long Span Bridge M.P. 55.6, Mosquito Cr., 165' span
- Humps and Bumps M.P. 56.0 to 56.8
- Parking M.P. 63.5, MT. Border

- Exit State on SR200 at Montana Border

Xxxxxxx Highlighted Bridges can only be crossed with one pull truck and two push trucks
Xxxxxxx Extra Activities that must take place

2b. Execution Narrative

At the present time three large sections of a Refinery Reactor are located at the Port of Wilma, Washington. They need to be moved to the Calumet Refinery in Great Falls Montana. Two of the pieces can be moved to a location in Montana closer to the Refinery by rail and will not impact the Idaho public. One piece cannot be cleared to move by rail and must be moved over the road. The offending section cannot be cut off without damaging the integrity of the vessel. An acceptable route has been found that involves going north on US95 to SR200 at Sandpoint and into Montana. At the present time it is projected that the move will take place around the first part of August.

The Moving Crew will be made up of the appropriate number of drivers, a rear trailer tiller man and front trailer leveler. 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 their 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. The limiting factor in the speed of the combination will be the rear tiller man's ability to see where he is going. 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 running 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 morning 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 Configuration

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

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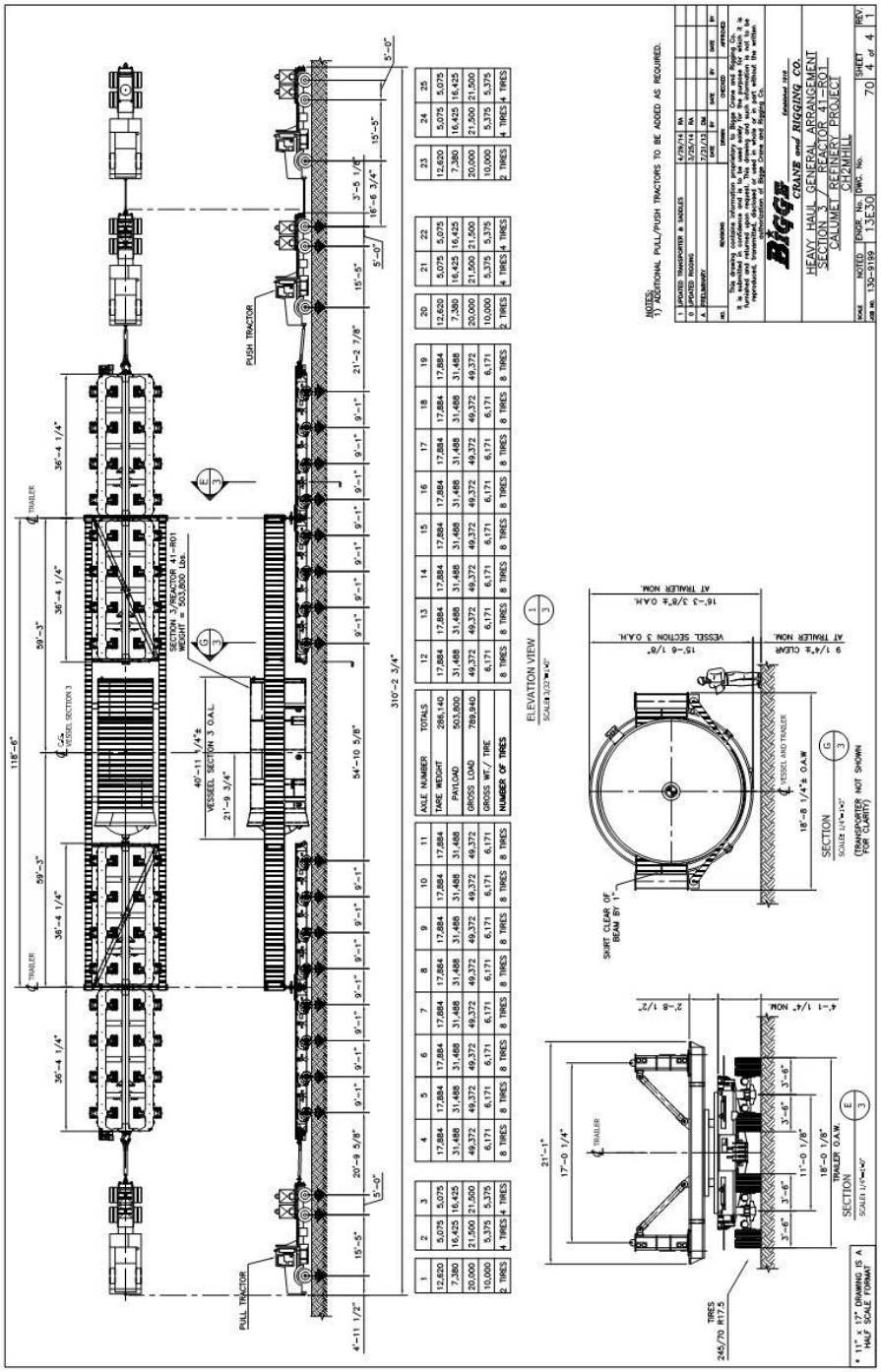

2d. Communication

Clear communication is a key component for the module to travel safely within the State of Idaho. 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. The hand held radios will be operating on a Bigge frequencies and all vehicles in the convoy will have CB radios.

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.

- 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 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 Idaho. These partners include Mountain West Holding Company and local pilot cars for traffic warning and control if necessary. Bigge will also utilize Idaho State Police and other local law enforcement agencies for assistance.
Note: Idaho State Police escorts will be in uniform and driving marked police cruisers as required by IDOT.

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 35 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; 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 15 minutes, and stay within the IDOT 15 minute guideline regulations. Bigge transporter will never have to cross over and travel against oncoming traffic to avoid overhead obstructions. It will have to utilize the oncoming turn lane to make the turn on US95 in Coeur d' Alene. The route was physically surveyed on several occasions by Chuck Beam and Jeff Hollenbach of Mountain West.

In construction zones were 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 (if available) to provide safe control of traffic, as required by permit conditions. IDOT 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 Idaho.

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. There will be a minimum of three flagging crews to allow the load to keep moving without waiting for crews to set up.

3a. Daily Travel Itinerary

- Day 1- Enter Idaho on SR128 and proceed through Lewiston via the Frontage Road along US95. Turn onto US95NB, add power, and up Lewiston Grade to the top. Exit at the US195 Exit, go under the highway and return to US95. Park the load at the Weigh Station at M.P. 320.5. A total of 14.3 miles will be traveled.
- Day 2- Move the load from the Weigh Station at M.P. 320.5 to the parking spot at M.P. 372.7 on US95. One bridge will have to be jumped at M.P. 357.68. A total of 52.2 miles will be traveled.
- Day 3 – Move the load from the parking spot at M.P. 372.7 to M.P. 400.5. If M.P. 400.5 is reached before midnight we will proceed on to the parking spot at M.P. 447.8 on US95. A total of 75.1 miles will be traveled .
- Day 4 – Start at M.P. 447.8 on US95, go through the construction area and over the Pend Oreille Causeway. One bridge will have to be jumped at M. P. 461.315. At Sandpoint the load will have to detour under the new overpass and back on to US95NB via the SB off ramp. It will then Exit US95 to SR200 and proceed east to the parking spot at M.P.44.4 and park. The nights travel will only be 36.8 miles.
- Day 5 – Start at M.P. 44.4 on SR200 and travel through Hope and East Hope on Business 200. Then get back on SR200 and proceed to the State Line. A bridge across Strong Creek will have to be jumped and the turn onto Centennial Ave. will have to be negotiated in East Hope. The nights travel will only be 19.1 mile

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

3c. Travel Hours

- Travel hours will be determined in accordance with IDOT permit restrictions and conditions. It is anticipated we will be allowed to travel between 10:00 P.M. and 05:30A.M.
- Bigge will follow all IDOT 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 Idaho. 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-where available 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.

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.

- 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. These trucks will also be added to the combination for hills etc.

4c. Emergency Vehicles

For four lane travel there is sufficient road width to allow for the passing of any emergency vehicles. The rear pilot in the convoy will issue and advance warning to the lead driver to insure the emergency vehicle can pass with minimal delay. Whenever possible the transporter will pull over to the nearest wide shoulder and allow the emergency vehicle(s) to pass. With only 18’ wide rubber and an overall width of 20’-0” shoulder should give an emergency vehicle room to pass.

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 of a vehicle approaching from the front. We will have less time to react to a vehicle approaching from the rear, but should be able to let it pass without delay.

During the Bridge Jumping operations detours will be provided. Also, “follow me” vehicles will be provided for guidance through the detours

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 the process vessel. The loads are bare Refinery Vessels with no internals.
- 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

Given that the transport will consist of pilot vehicles, police escorts (if avaliable) 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.
- 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).

BIGGE Established 1916 CRANE and RIGGING CO.

JOB HAZARD ANALYSIS FORM

Sponsor: _____ML_SL_____ **Date:** ____/____/ 2013 **Cust:** _____

Job or Quote No. _____ **Site Address:** _____

[ ] Jack & Roll [ ] Specialized Rigging **City, State:** _____

[ ] Fork Lift: Size Required _____

[ ] 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

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:
  - 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.

Emergency Response

I. The convoy 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 State Police, emergency service agencies, and IDOT 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.