

**Omega Morgan
TRANSPORTER TRAFFIC CONTROL PLAN
PROVIDED BY RED WOLF TRAFFIC CONTROL
Dover Heat Exchange Project**

TWO LANE TWO WAY HIGHWAYS

In an effort to meet Idaho and Oregon Transportation Department regulations/ requirements on this project, in accordance with the above referenced project this plan will be carried out with all approved traffic control plans and lists of approved turnouts and outlines of travel time descriptions. 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 states of Idaho and Oregon, 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 three flagging teams positioned 5-15 miles ahead of the load three to ten miles between each flag station, two pilot car escorts, and two sign boards. 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. A signboard will lead the load reading "CAUTION WIDE LOAD" flashing amber. Next will be an escort utilizing a height pole will be positioned. 100 +/- yds behind the escort is the Omega Morgan transporter. 100 yds +/- behind the Omega Morgan Transporter will be the 2nd escort followed by a message board that will read "CAUTION WIDE LOAD" flashing amber.

FOUR LANE HIGHWAYS

Flaggers will only be used on multi-lane roads where outlined.

COMMUNICATION

Radio and phone communication are critical to carrying out this plan. The following system provides constant communication between Omega Morgan Drivers, escort vehicles, and flaggers. The lead pilot driver will have constant and immediate contact with all involved in the transport by using proprietary radio equipment.

• **RADIO COMMUNICATIONS**

- Omega Morgan and Red Wolf Traffic Control will provide a radio communication system using VHF radios for all vehicles involved in the transport. Omega Morgan and Red Wolf Traffic Control will manage the radios and ensure that they are in proper working order before each day of travel.
- CB radios will be used in conjunction with the radios system to provide an alternative channel if needed. This works very well to communicate with truck travel.
- Cellular Phones will also be available to use as needed when service is available.

STANDARD LINE OF COMMUNICATION DURING THE TRANSPORT

All traffic control vehicles listed above will be in direct communication with the lead pilot who will be in direct contact with the transport driver. As traffic approaches the load will be tracked and communicated through designated communication plan. If possible traffic will not be stopped at all however when there is a safety need to stop traffic this plan will allow traffic to get as close to the load as safely possible before being stopped. This plan coupled with transport travel limited to late night early morning hours will ensure that traffic will not be held up more than 15 minutes in the state of Idaho and 20 minutes in the state of Oregon before being able to pass the load safely.

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 as 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.

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

Three teams allow a "leap frog" of traffic control set ups above the load enabling continued safe movement of the transport. The flag stations are set up at approved locations 3-5 miles apart. There is a typical 0 to 15 mile communication span with flagging teams using VHF radios. However if this is impaired due to rocky canyon landscape the three teams allow constant contact with the load superintendent as they can relay information to the lead pilot as needed if this happens. As the load approaches the flag station closest to it the lead escort takes over the flag station and allows the flag team to move up to its next approved location keeping the flag stations flowing ahead of the load.

All equipment and personnel provided meet and/or exceed the requirements of part IV of the MUTCD and the Idaho Standard Specifications for highway construction; as well as Oregon Temporary Traffic Control Handbook (OTTCH). All flaggers are certified and all supervisors hold approved traffic control supervisor certification. At least one traffic control supervisor will be traveling with each 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 approved for nighttime flagging.

- 2 Standard Construction Signs (48"x48") and stands meeting the requirements of the MUTCD and state of Idaho for night flagging.
- Light plants as approved by the state of Idaho and Oregon
- Flaggers will be illuminated in accordance with the state of Idaho and the OTTCH Each flagger will wear class III reflective clothing/vests required for night flagging¹

GENERAL INFORMATION

¹ PROPERTY OF RED WOLF TRAFFIC CONTROL

Red Wolf Traffic Control

List of Turnouts to be used for flagger

1273 Dover Heat Exchange Route

Note: Pilot Cars and message boards will be used when flaggers are not needed

Hwy	Mile Marker	Description	
US395	4B	Right Side gravel	
US395	8.9B	Right Side gravel	
US395	18.5B	Right Side gravel	
US395	Jct US 395S & SH37	Right Side paved	
US395	31.2B	Left Side	
US395	37B	Right Side top of Hill	Large
US395	42.4B	Left Side Paved	Large
US395	45.7B	Right Side Log Springs Rd	
US395	50.4B	Right Side ODOT Gravel Pit	
US395	55.2B	Right Side gravel	Large
US395	60.8B	Left Side N of Camas Creek Bridge	
US395	64.9B	Left Side across from Dales Store	Large
US395	71.7B	Left Side top of hill	
US395	78.3B	Right Side gravel	Large
US395	81.6	Right Side gravel top of hill	Large
US395	85.1	Right Side Pass Creek	
US395	90.1B	Right Side in town paved	
US395	90.7B	Right Side Chain Up Area	
US395	97B	Right Side/Fox	
US395	102.2B	Left Side gravel by Barn	Large
US395	104B	Right Side Paved	
US395	109.7	Left Side Paved	
US395	114.9B	Right Side paved	
US395	120B	Right Side gravel Mt Vernon Entrance	
Hwy 26	156.7	Right Side	
Hwy 26	161	Right Side Scales across from Shell Station	
Hwy 26	165.9	Right Side	
Hwy 26	171.6	Left Side	
Hwy 26	175.1	Right Side in front of PWP	
Hwy 26	179.4	Right Side Chain Up Area	
Hwy 26	184.1	Right Side Chain Up Area Dixie Butte	
Hwy 26	190.4	Left Side Weigh Station	
Hwy 26	196.9	Right Side	Long
Hwy 26	205	Left Side Paved	Large
Hwy 26	207.6	Left Side Paved	
Hwy 26	212	Right Side Paved	
Hwy 26	218.7	Right Side Chain up Area	
Hwy 26	221	Left Side gravel	
Hwy 26	227	Left Side	Small
Hwy 26	233.3	Right Side	Small
Hwy 26	237.3	Right Side gravel	Large

Red Wolf Traffic Control

List of Turnouts to be used for flagger

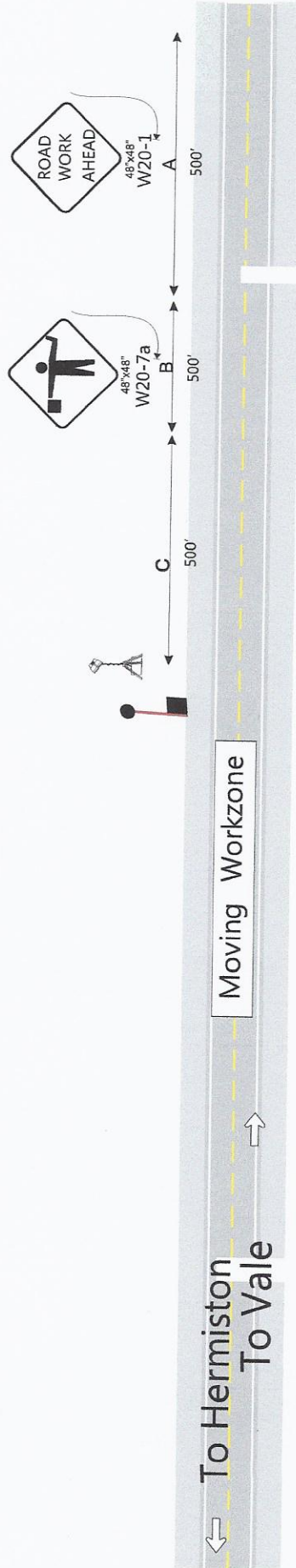
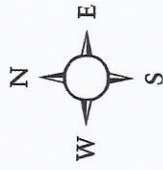
1273 Dover Heat Exchange Route

Note: Pilot Cars and message boards will be used when flaggers are not needed

Hwy 26	245.3	Right Side	Wide
Hwy 26	249.8	Right Side	
Hwy 26	255.4	Right Side gravel	
Hwy 26	260	Right Side	
Hwy 26	263.9	Right Side	
Hwy 26	266.6	Right Side	
Hwy 26	272.1	Left Side	
Hwy 26	277.5	Left Side	
Hwy 20/26E	246.9	Right Side	Flagger to hold traffic while truck enters HWY 20/26E wrong way
Hwy 20/26E	253.6	Right Side	
Clark Blvd	257.2	Clark Blvd	Hold Traffic for Truck to make right turn on Clark Blvd
Clark Blvd	Columbia Rd intersection	Flagger	
OR 201 S	1.7	201S	Hold Traffic Stringer Rd for truck to access 201S
OR 201 S	Owyee Ave	Right Side	
OR 201 S	Adrian entrance	Right Side	Adrian entrance
OR 201 S	19.1	Right Side	gravel

Two Lane Two Way Traffic Control Plan for Omega Morgan to Haul Oversized Load from US 395 S M.P. 4B to OR 201 S Oregon Idaho border.
 Note: TCS has been instructed to Leap Frog Traffic Control Every 4 to 10 Miles throughout entire route. Traffic delays 20 minutes maximum.

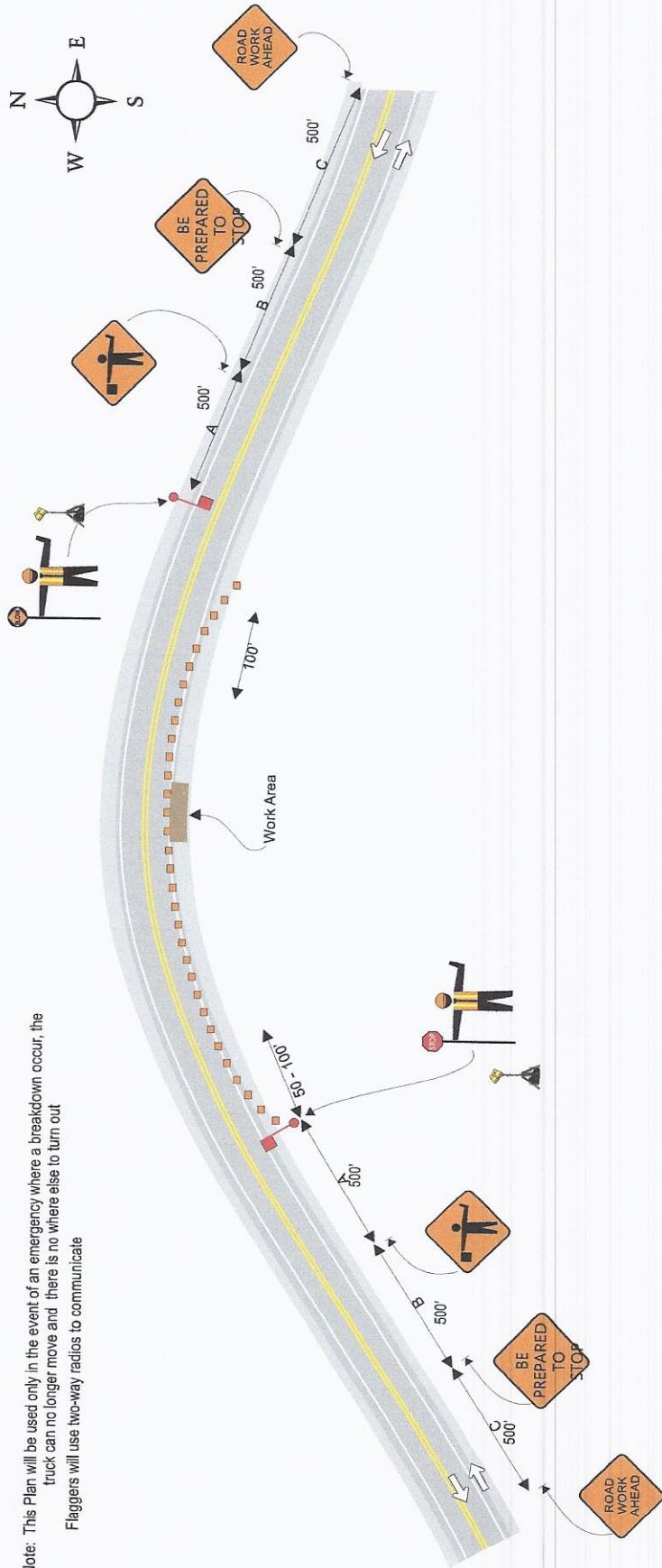
For Night flagging flaggers will be illuminated in accordance with Part 6 section F.70 Floodlights of the MUTCD.
 Portable floodlights will be positioned approximately 15' in front of the flagger at the edge of the roadway. A two light unit will be used one light will be positioned at ground level and angled up on the flagger to ensure that lights do not blind drivers.
 The second light will be shut off or directed at flagger as above. Signs will be High intensity and diamond grade reflective.



Owner	Omega Morgan
Project Name	1273 Oregon Route
Prime Contractor	Omega Morgan
Phone	(208) 791-1166
Prepared By	Arlene Ellenwood
Project Number	
Traffic Control Contractor	Red Wolf Traffic Control
Sheet Number	1 of 1
Date	November 19, 2013

EMERGENCY PLAN I

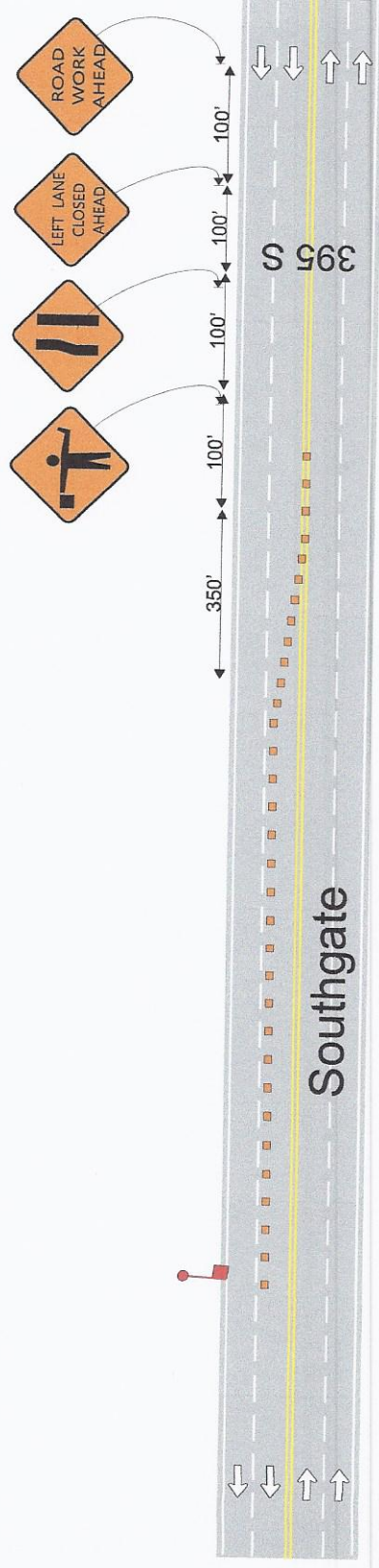
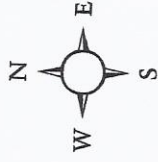
Note: This Plan will be used only in the event of an emergency where a breakdown occur, the truck can no longer move and there is no where else to turn out
 Flaggers will use two-way radios to communicate



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 two light unit will be used one light will be positioned at ground level and angled up on the flagger to ensure that lights do not blind motorists. The second light will be shut off or directed at flagger as above. Diamond grade signs will be used at night.

Owner	Omega Morgan	Project Number	
Project Name	1273 Oregon Route	Prime Contractor	Red Wolf Traffic Control
Phone	208 791 1166	Sheet Number	1 of 1
Prepared By	Arlene Ellenwood	Date	November 19, 2013
PROPERTY OF RED WOLF TRAFFIC CONTROL			

Interior Lane Closure on Multi Lane for Omega Morgan to be used when exiting I84 to 395S, SW Pendleton John Day Hwy.
 Based on road speed 35 m.p.h.
 Flaggers will be illuminated at night



Owner	Omega Morgan
Project Name	1273 Dover Heat Exchanger
Prime Contractor	Omega Morgan
Traffic Control Contractor	Red Wolf Traffic Control
Phone	208 791 1166
Sheet Number	November 19, 2013
Date	Prepared by
Property of Red Wolf Traffic Control	Arlene Ellenwood

Omega Morgan Narrative Job 1273 Umatilla to Vale

General Overview

Omega Morgan plans to transport (3) Oregon manufactured Water Purification Vessels from The Port of Umatilla to the OR/ID state line outside of Homedale, ID. The route will be as follows: 730 to 395 to I-84 to 395 to 26 to 20 to Clark RD to 201. These loads will leave Umatilla approximately 11/24 , 12/9, and 1/6. The plan will be to travel at nights to lessen our impact on the general public. The load will not travel over the Thanksgiving Holiday. We plan to complete each move through OR in approx 5 to 6 hauling days.

Safety

The safety of the general public, Omega Morgan crew, and the load is the number one priority for us. Nighttime travel will allow us to significantly reduce the risk to all parties involved, as well as lessening our impact on the general public. The loads will not travel on snow, ice, or during times of heavy fog. The weather will be tracked prior to leaving each night as well as during the haul to accommodate this. Omega Morgan understands ODOT will not be able to provide snow removal services above or beyond their normal maintenance and will plan accordingly. Nightly pre-task plans will be completed and meetings will be held prior to each night's move with all parties involved.

Physical Barriers

Omega Morgan has measured/surveyed the route to ensure the load can fit on the route without having to make any modifications to the environment (i.e. no tree trimming, excavation, removal of rocks, etc). We have also modeled the corners in CAD and overlaid our trailer in the model to confirm our field measurements.

In Hermiston, Stanfield and Pendleton we provided fixtures for a few traffic lights to allow ODOT to raise/level the lights for load clearance. We also will temporarily remove (1) stop sign / wrong way sign when we get off I-84 in Pendleton. Mt. Vernon will require us to remove and replace after each load (2) signs and (1) street lamp. And finally, in the city of John Day, we will need to turn a few traffic lights temporarily as we pass under.

Utilities along the route are very minor. We do not need to replace any posts of the main right of way. There are several communication/cable wires along the route that have been lifted or will be lifted during the haul and lowered after we pass under.

There will be no digging, construction, tree removal, or work done to any pullouts or natural habitat for these loads to travel.

All utility work has been paid for by Omega Morgan.

Traffic Control Plan

Omega Morgan has prepared a traffic control plan for the entire route. This is a proven plan that we have used on similar loads on similar routes for many years. Red Wolf Traffic Control will handle this for us in Oregon. Additionally Omega Morgan plans to have (2) VMS signs staged along the route notifying the public prior to each night's moves that delays of 20 minutes or less should be expected.

Pullouts

Omega Morgan has provided ODOT with a detailed route survey indicating all pullouts along the route. We have divided these into emergency pullouts, temporary pullouts and overnight pullouts. We have also discussed and planned what pullouts we will use for longer durations over holidays. The pullouts we selected are a reasonable distance apart to allow us to not hold up traffic for more than 20 minutes. They also do not need to be modified in any way for our use.

Emergency Plan

Omega Morgan is in contact with all EMS services along the route. We have provided each of these services with our contact information: CB's, VHF, UHF, cell phone, sat phone, and GPS tracking software. Each night the relevant services will be contacted so they know our plan for the night. Some of the legs of the trip we will be escorted with an ambulance for general public safety.

Should an incident happen, Omega Morgan will contact EMS services immediately. We will let them know the severity of the incident and advise our exact position. We will then ensure we clear the rig from the road using any means necessary to allow EMS services access around our transporter.

Omega Morgan has (3) backup trucks available should we have mechanical problems with our main truck. We also have a full service truck that travels with us and a wide range of extra parts should a breakdown occur.

Additional Information

- Omega Morgan provided a bond to the state of Oregon, as well as naming them on our insurance.
- We have reached out to the OTA and discussed delay impacts on the trucking industry.
- We will comply with all local, state, and federal regulations while moving this load.
- Omega Morgan has provided funding to ODOT to monitor these loads.
- Omega Morgan has also advised ODOT that it will stay in contact on a daily basis advising progress so the general public can be informed of potential delays.