



COLUMBUS | CLEVELAND
CINCINNATI-DAYTON
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October 26, 2015

Via Electronic Filing

Ms. Barcy McNeal
Administration/Docketing
Public Utilities Commission of Ohio
180 East Broad Street, 11th Floor
Columbus, OH 43215-3793

**Re: Oregon Clean Energy, LLC
Case No. 12-2959-EL-BGN**

Dear Ms. McNeal:

The May 1, 2013 Opinion, Order, and Certificate approving Oregon Clean Energy, LLC's ("Oregon") Certificate of Environmental Compatibility and Public Need to Construct an Electric Generation Facility ("Certificate") and the March 15, 2013 Second Supplement to Application established a set of conditions and supplemental commitments as part of the Certificate.

Specifically, in part, **Commitment No. 20**, which is included in the Second Supplement filed on March 15, 2013, requires that:

Prior to the commencement of construction activities that require permits or authorizations by federal or state laws and regulations, the Applicant will obtain and comply with such permits or authorizations. The Applicant will provide copies of permits and authorizations, including all supporting documentation, to Staff within seven days of issuance or receipt by the Applicant. The Applicant will provide a schedule of construction activities and acquisition of corresponding permits for each activity at the preconstruction conference.

Attached for filing is a copy of the heavy haul permits for HRSG Modules 3, 4 and 5 from the Cities of Oregon and Toledo.

If you have any questions please call at the number listed above.

Sincerely,

Sally W. Bloomfield

Attachments

Cc: Grant Zeto (w/Attachments)
Chris Cunningham (w/Attachments)



CITY OF OPPORTUNITY

CITY OF OREGON OHIO

5330 SEAMAN ROAD • OREGON, OH 43616-2608
www.ci.oregon.oh.us

MICHAEL J. SEFERIAN, MAYOR
Phone (419) 698-7045
Fax (419) 691-0241

MICHAEL BEAZLEY
City Administrator
Phone: (419) 698-7095
Fax: (419) 690-7305

DIRECTOR OF PUBLIC SERVICE

PAUL ROMAN, P.E.
Director of Public Service
Phone (419) 698-7047
Fax (419) 691-0241

Page 1 of 2

CITY OF OREGON SPECIAL HAUL PERMIT

Issued To: Burkhalter Rigging, Inc.

Permit No: #5533-15, #5534-15 & #5535-15

Date: October 23, 2015

Special Haul Permit Requirements:

General

1. Burkhalter Rigging, Inc. shall conduct the Superload moves in accordance to the Transport Method Statement –BRI Job No. 228 Package dated October 20, 2015, Version 1.7. The transport route for these Superloads (Gas Turbine & Generator) shall be Old Millard Avenue, Otter Creek Road, Cedar Point Road, and Lallendorf Road.
2. All limitations and special provisions on second page of Oregon Special Haul Permit (Attached) shall be followed.
3. Oregon Police Dispatch and Department of Public Service shall be notified of date and time of trip 48 hours prior to trip. Telephone numbers are as follows:

Oregon Dispatch:	1-419-698-7064
Department of Public Service:	1-419-698-7047
4. Burkhalter Rigging, Inc. shall reimburse the City of Oregon for all expenses incurred for inspection and permit review performed by the City and/or its agents.
5. Prior to move, provide certificate of liability insurance of no less than \$1,000,000 single limit bodily injury and property damage liability coverage.



Bridge Crossings

1. Burkhalter Rigging, Inc., shall provide a 56' jumper bridge, per the attached Drawing No. 620, to take all weight off of Old Millard Bridge (over Otter Creek) during the move. Current barricades for lane restrictions over Old Millard Avenue Bridge shall be temporarily relocated for the jumper bridge installation. The barricades shall be placed back to the original placement once the jumper bridge is permanently removed.
2. Burkhalter Rigging, Inc., shall provide an 80' jumper bridge, per attached Drawing No. 610, to take all weight off of Old Millard Bridge over Duck Creek (located in Toledo) during the move.
3. Burkhalter Rigging, Inc. shall provide emergency access for property owner at 653 Millard Avenue.
4. Burkhalter Rigging, Inc. shall place steel plates over Lallendorf Road Bridge Deck to further spread loads during the superload moves.
5. No other vehicles shall be permitted on City bridges while the superload vehicle is crossing. The superload vehicle shall travel along the center line of the bridge at a crawl speed (less than 5 mph). Burkhalter Rigging, Inc. shall provide all traffic control as required.



Paul Roman, P.E.
Director of Public Service

PR:klw

Cc : Mayor Seferian
Michael Beazley
Police Chief Navarre
Asst. Police Chief Magdich
Lt. Everitt
Oregon Dispatch

Fire Chief Mullen
Asst. Fire Chief Mullins
Marty Wineland
Rodney Shultz

APPLICATION FOR SPECIAL HAULING

THIS APPLICATION MUST BE TYPED

City of Oregon, Ohio
Department of Public Service

PERMIT NO. **5533-15**
MAIL
OR
DELIVER
TO:
Director of Public Service
5330 Seaman Rd.
Oregon, Ohio 43616
Telephone: (419) 698-7047
Fax (419) 691-0241

Allow 7 days for Review

Name of Person JARED BUSH				DATE 10/22/15
Name of Company BURKHALTER RIGGING, INC.				Type of Permit <input checked="" type="checkbox"/> Trip <input type="checkbox"/> Trip & Return <input type="checkbox"/> Annual <input type="checkbox"/> Quarterly <input type="checkbox"/> Other (Specify)
Address 2193 HWY 45 SOUTH				
City COLUMBUS	State MS	Zip 39701	(Area Code) Telephone 662-327-7711	
Nature of Move HEAVY TRANSPORT OF OREGON CLEAN ENERGY PROJECT				Fee \$ \$550/30 Paid By
MAKE & MODEL	LICENSE NO.	STATE	ALL WEIGHTS IN POUNDS WEIGHT EMPTY	<input type="checkbox"/> Cash <input checked="" type="checkbox"/> Check <input type="checkbox"/> Money Order Make Checks Payable To: City of Oregon
Truck or Tractor	N/A			
Semi-Trailer				
Other Trailer (Jeep, Dolly)	Goldhofer	MS	161,316 (includes beams)	
Description of Load	HRSG MODULE BOX #3		Net Load 553,360	
Including Make & Model			Total Gross Weight 714,690	
If Applicable				
Check if applicable <input type="checkbox"/> Load is towed on its own frame and undercarriage. <input type="checkbox"/> Load is under its own power <input type="checkbox"/> Variable trailers, see attached list				<input type="checkbox"/> All weight (axle & gross) are LEGAL in accordance with Section 5577.04 Ohio Revised Code. If checked, do not complete axle loads & spacing section of this application

THIS PERMIT IS VALID

BEGINNING **10/25/15**

ENDING **11/8/15**

All Dimensions Feet & Inches

DIMENSIONS

Vehicle & Load Overall

Length	Height	Width
107' 9"	23' 10"	15'
Length	Height	Width
100'	19' 9"	12' 7"

AXLE SPACING	AXIS	AXLE LOADS	TIRES	MOVEMENT TO BE MADE
Feet & Inches	No.	Gross Axle Load, Lbs.	No. on Axle	Sizes
A 4' 11"	1	39,705	8	8.5
B 4' 11"	2	39,705	8	8.5
C 4' 11"	3	39,705	8	8.5
D 4' 11"	4	39,705	8	8.5
E 4' 11"	5	39,705	8	8.5
F 4' 11"	6	39,705	8	8.5
G 4' 11"	7	39,705	8	8.5
H 4' 11"	8	39,705	8	8.5
I 4' 11"	9	39,705	8	8.5
J 4' 11"	10	39,705	8	8.5
K 4' 11"	11	39,705	8	8.5
	12	39,705	8	8.5
Total Gross Weight				
16 Total Axles		714,690	Estimated Number of Trips 4	

MOVEMENT TO BE MADE

From: **PORT OF TOLEDO - MIDWEST**

To: **OREGON CLEAN ENERGY CENT**

Designated Route:

1. Exit Port of Toledo onto Front St. SB
2. Left turn (EB) onto Millard Ave.
3. Right turn (SB) onto Old Millard Ave (EB across JUMPER BRIDGE & RR
4. Left turn (NB) onto Otter Creek Rd
5. Right turn (EB) onto Cedar Point Rd
6. Right turn (SB) on Lallendorf Rd
7. Left turn (EB) onto site

Approval Is Subject To

C. L. 10/23/15 Letter Attached

Limitations listed on back of this application form apply. Special provisions as checked on back of this form apply. Move only during daylight hours. Movement is prohibited on Saturdays, Sundays, and Holidays unless approved otherwise. Applicant is responsible for providing all above listed information and measurements. Applicant is responsible to check route for abnormal or changed or unknown conditions, which may exist during any move.

JARED BUSH

do hereby swear that I am the applicant

(Type Name)

or his/her legally authorized representative and that the statement made in the foregoing application are true and correct to the best of my knowledge. SPECIAL ATTENTION HAS BEEN GIVEN TO ENSURE THE ACCURACY OF THE MEASUREMENTS OF THE ABOVE LISTED AXLE SPACING AND SPECIFIC VEHICLE. I UNDERSTAND THAT ONLY ONE VEHICLE AT A TIME IS PERMITTED ON ALL BRIDGES ON THESE ROUTES.

SIGNATURE

TITLE **LOGISTICS COORDINATOR**

DATE **10/22/15**

PERMIT OFFICE USE ONLY
VOID IF BLANK ALTERED OR UNSIGNED

APPROVED:

Director of Public Service

DISTRIBUTION:

WHITE ORIG -
YELLOW COPY -
PINK COPY -

APPLICANT
Director of Public Service
Police

CITY OF OREGON, OHIO
DEPARTMENT OF PUBLIC SERVICE
LIMITATIONS ON THE USE OF A SPECIAL HAULING PERMIT

1. The granting of a permit does not guarantee that the load described can be moved without damage to the pavement or structures; although the permit is granted on the assumption that the load can be moved without damage based on the best information available.
2. Permittee will be held liable for any damage caused by the movement. The City assumes no responsibility for damage to the permittee's equipment or load being moved due to any such failure. The permittee agrees to compensate the City of Oregon for any damage to a roadway or road structure and also to indemnify, save harmless, and defend the City of Oregon and the Director of Public Service from and against all and any liabilities, losses, obligations, claims, damages, penalties, suits, actions, judgements, costs and expenses of whatsoever nature are incurred or brought against the City of Oregon or the Director of Public Service as the result of injury to or death of persons or damages to or loss of property caused by acts or omission to act by the Permittee, its agents, servants and employees in the performance of movements under this permit, except to the extent that the negligence of the City of Oregon or the Director of Public Service is a proximate cause of the accident.
3. The permit shall be in the possession of the driver at all times during the progress of transportation and will be shown on demand to any police officer, state highway patrolman or load limit inspector employed by the City of Oregon or the Ohio Department of Transportation.
4. The permission granted restricts the movement of the vehicle(s) or object(s) to the highways specified between the points designated and within the time allotted.
5. No vehicle(s) or object(s) in excess of the legal limits prescribed by law shall be permitted on the highway on Saturdays, Sundays or during the period beginning at 12 noon on the day preceding and continuing until sunrise on the day following national holidays or holiday weekends unless specifically approved otherwise by the Director of Public Service.
6. Movements under a special hauling permit shall be made during daylight hours only and in such a manner to impede, to the least possible extent, the normal highway traffic.
7. No vehicle(s) or object(s) being transported under such hauling permit shall be left parked on the roadway either day or night except in case of an emergency, in which case, adequate protection shall be provided for the traveling public. The vehicle(s) shall not be loaded or unloaded within the limits of the public right-of-way.
8. The operator of the vehicle must comply with all laws, rules or regulations covering the movement of traffic over highways and streets.
9. No vehicle(s) or object(s) being transported under a special hauling permit shall travel in convoy with any other oversize/overweight vehicle or vehicle and load. Every vehicle operating under a permit shall maintain a minimum spacing of 500' from all vehicles traveling in front and in the same lane as said vehicle whenever possible.
10. Every vehicle operating under a permit shall, when traveling on freeways, expressways, or multi-lane undivided highways, remain in the extreme right-hand lane of said highway except as necessary to maintain continuous through movement, to make left turns or exits or to pass other vehicles. Over width vehicles shall not pass other vehicles traveling in the same direction.
11. All flags, escort vehicles, safety lighting devices, flagpersons, etc., as required in the below listed Special Provisions, must meet the specifications as provided in Section 5501.2-1-01 through 5501.2-1-12, Ohio Administrative Code, and Transportation Directive DH-O-401 dated April 1, 1985.
12. Permits will not generally be issued for built-up loads that are divisible into legal loads, or into loads of the least over dimension or the least over weight. If, in the event of an extenuating circumstance, a permit is issued for a divisible load, such load will be adequately described.
13. A permit is void at any time road, weather or traffic conditions make travel unsafe.
14. reductions in legal weight posted on roadways or bridges must be obeyed.
15. Non-compliance with the general or special provisions of a permit, exceeding the weights or dimensions granted, or operating on dates or upon highways other than assigned shall render the permit null and void and the operation of the vehicle subject to arrest, as provided in section 5577.02 to 5577.05, inclusive, of the Revised Code of Ohio and Chapter 339 of the Oregon Municipal Code.

SPECIAL PROVISIONS

- ☒ 1. Display clean red flags not less than 16" square and fastened to staff of sufficient length so as to permit the flags to move freely of any obstructions, located as follows: One at each end of the front bumper at the 45° angle; one at each of the four corners of the vehicle or load, and if there is any part of the load wider, one at the widest point on either side.
- ☐ 2. Private escort vehicle to proceed 50' in advance of vehicle/load.
- ☐ 3. Private escort vehicle to follow 500' back of vehicle/load.
- ☒ 4. Police escort required to assist traffic control.
- ☒ 5. Oversize load signs must be attached to front and rear of vehicle/load.
- ☐ 6. Lead escort vehicle must be equipped with a height sensing device.
- ☐ 7. Movement is restricted to Tuesday-Wednesday-Thursday between the hours of 9:00 a.m. and 3:00 p.m.
- ☐ 8. Movement is to be made between 9:00 a.m. and 3:00 p.m.
- ☐ 9. Driver of the escort vehicle is to act as flagman when needed.
- ☐ 10. Note limitation #5 regarding holiday travel restrictions.
- ☐ 11. Move must be coordinated with the owners of all overhead signs, signals, utilities, etc., which may obstruct safe, clear movement.
- ☐ 12. Special provision #2 applies to bidirectional, two lane highways. Special provision #3 applies to multiple lane highways.
- ☐ 13. All movements shall be made at such speeds and in such manner as to cause a minimum of interference with other traffic and minimum impact stresses on structures and pavements. No movement is to exceed forty (40) miles per hour at any time except upon that portion of a highway where the posted minimum speed is in excess of thirty-five (35) miles per hour. In this event, the maximum allowable speed is then five (5) miles per hour greater than the posted minimum speed for that highway.
- ☒ 14. Call Oregon Dispatch at 419-698-7064 (48) hours prior to move.

*check Mark (☒) indicates special provision(s) that apply to this permit.



Transport Method Statement - BRI Job No. 228

Client: Black & Veatch

Owner: Oregon Clean Energy LLC

Project: Oregon Clean Energy Center

Location: Oregon, Ohio

Client Contract No.: 184704.78.0201

Scope: Transportation Services

Version: 1.76

Submittal Date: October 20~~September 11~~, 2015

DOCUMENT CONTROL**Version:** 1.0**Release Date:** April 21st, 2015**Distribution List:**

Name:	Role:	Company:
Paul Roman	City Engineer	City of Oregon, OH
Chris Cousineau	City Engineer	City of Toledo, OH
Jason Schottler	Project Executive	Black & Veatch

This living document Method Statement is being submitted to supplement Heavy Haul permit application. When the permit(s) are approved, this document will be used as the basis for the management, scheduling, and execution of the Heavy Haul scope associated with this project.

Version	Release Date	Comment
1.0	7/29/15	Exhibit to Heavy Haul Permit Application(s)

DOCUMENT INQUIRIES

Any inquiries regarding this document must be addressed to:

1. Howard Blanc – Project Manager
16525 FM 521
Rosharon, TX 77583

hblanc@Burkhalter.net

281.260.6626 – Office
281.797.7117 – Cell

2. Ryan Winney – Project Administrator
2193 Highway 45 South
Columbus, MS 39705
rwinney@Burkhalter.net

662.327.7711 – Office
662.242.6214 – Cell

3. Bill Kimball – Project Development Manager
1333 Burr Ridge Parkway, Suite 200
Burr Ridge, IL 60527

bkimball@Burkhalter.net

630.756.3088 – Office
630.432.9463 – Cell

TABLE OF CONTENTS

1.0 DEFINITION

- 1.1. Project Background and Overview
- 1.2. Project Objectives

2.0 SCHEDULE REQUIREMENTS / KEY MILESTONE DATES

- 2.1 Preliminary Contract Master Schedule
- 2.2 Schedule Format

3.0 EXECUTION PLAN

- 3.1 Organization Charts
- 3.2 Engineering
- 3.3 Equipment Transportation Services
 - 3.3.1 Mobilization
 - 3.3.2 Assembly
 - 3.3.3 Testing
 - 3.3.4 Roll Off Operations
 - 3.3.5 Temporary Staging
 - 3.3.6 Management of Traffic – Public Notification
 - 3.3.7 Transport to Site
 - 3.3.7.1 – 3.3.7.8 Proposed Route
 - 3.3.8 Demobilization
- 3.4 Scope Inclusions
- 3.5 Self-performed / Subcontracted Activities
- 3.6 Construction Equipment Location and Availability

4.0 SUBCONTRACT PLAN

5.0 SAFETY, SECURITY AND SUSTAINABILITY

- 5.1 Burkhalter Safety Program
- 5.2 Health, Safety and Environmental Plan – Site Specific

6.0 KEY PERSONNEL

APPENDICES

- A. PRELIMINARY MASTER SCHEDULE
- B. HOME OFFICE AND PROJECT ORGANIZATION CHART
- C. DRAWINGS
- D. MILLARD AVENUE BRIDGE ANALYSES

- E. SUBCONTRACTOR SAFETY DATA (AVAILABLE UPON REQUEST)
- F. TEMPORARY FACILITIES PLAN (AVAILABLE UPON REQUEST)
- G. EQUIPMENT PLAN (AVAILABLE UPON REQUEST)
- H. BURKHALTER SAFETY PROGRAM (AVAILABLE UPON REQUEST)
- I. HSE – PROJECT SPECIFIC (AVAILABLE UPON REQUEST)
- J. CORPORATE QUALITY MANUAL – UNCONTROLLED (AVAILABLE UPON REQUEST)
- K. SITE QUALITY PLAN (AVAILABLE UPON REQUEST)

1.0 DEFINITION

This Method Statement shall provide detailed information relative to Burkhalter's overall approach and commitment in regards to the following: health, safety and environment; the project schedule requirements and key milestone dates, execution planning, project management planning and project engineering planning.

1.1 Project Background and Overview

Burkhalter will be performing the Engineered Heavy Transport Scope by Black & Veatch for the Oregon Clean Energy Center Project located in Oregon, Ohio. This method statement encompasses the Project Equipment Transportation Services, and as such, we have provided within this document the required technical information as requested / required.

The transport scope encompasses the receiving the following equipment items at the Port of Toledo and transporting these items to the project site:

QTY	Item Description	Length	Width	Height	Weight (lbs.)
4	HRSG Module #1	100'	9'2"	20'7"	255,740
4	HRSG Module #2	100'	13'4"	20'7"	588,630
4	HRSG Module #3	100'	12'7"	19'9"	553,360
43	HRSG Module#4Generator Stator	100'38'-0"	12'2"14'-4"	19'11"13'-4"	548,950680,522
42	HRSG Module#5Combustion Turbine	100'36'-11"	12'7"16'-0"	19'9"14'-11"	643,750638,458

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1.2 Project Objectives

Burkhalter's primary objective for this project is to execute in a safe and professional manner while managing the project within time, cost and technical parameters of the awarded scope as defined.

2.0 SCHEDULE REQUIREMENTS / KEY MILESTONE DATES

2.1 Preliminary Contract Master Schedule

Burkhalter has provided a Preliminary Contract Master Schedule as Appendix A to this document. The schedule is based on dates and information supplied in the request for quotation and its addendums.

2.2 Schedule Format

Burkhalter will utilize MS Project for project scheduling.

Abnormal weather conditions	Delays in all project activities
Site congestion	Delays in delivery of items to site/lifts
Inclement Weather	Delays in roll off, transport and lifting

3.0 EXECUTION PLAN

3.1 Organization Charts

Burkhalter has provided a Home Office / Project Site Organizational Chart as Appendix B to this document respectively.

3.2 Engineering

The scope of work presented in this bid package will require Burkhalter's outstanding Engineering Group to play a large role in making the project successful. Burkhalter prides itself on the level of competency and ingenuity of our Engineering Group.

Burkhalter's primary Engineering Group is located at our corporate offices in Columbus, MS. This engineering group will be responsible for working with the client and Project Management to provide all necessary engineering in a timely and professional manner.

Burkhalter has completed preliminary engineering based on the information provided by Black & Veatch in their RFP. This preliminary engineering has allowed Burkhalter to develop equipment requirements, initial site plans and pricing for the RFQ. After award, Burkhalter will work to develop a comprehensive engineering study and plan of the entire project. This would include, at a minimum, the following:

- Staging Plans
- Transport Plans

- Transport Lashing Plans and Calculations

These plans have been submitted to Black & Veatch and Burkhalter would then begin the review and integration process with the client to finalize the entire engineered plan for the project. Please see Appendix C for preliminary drawings supplied with this document.

3.3 Equipment Transportation Services

The Equipment Transport Service portion of the Scope consists of the transport of combustion and steam turbines, turbine generators, HRSG modules and steam drums from the Port of Toledo to the project site. The components will either be rolled off barge utilizing self-propelled modular transporters or discharged from ship(s) by means of ship's gear. Once offloaded from barge / ship, items will be transported and placed in temporary storage at the roll off dock area. Various configurations of transporter will be utilized to transport the components from the Port facility location to the OCEC project site in Oregon, Ohio.

3.3.1 Mobilization

Components will begin arriving at the roll off location on or about ~~September 26~~August 30, 2015. Burkhalter will have previously mobilized its Goldhofer Transport Equipment and ancillary support equipment to the site in preparation to receive the components from barge. All assist cranes, ballast pumps, mooring equipment, barge ramps and other equipment will be at the site and prepared for roll off operations.

3.3.2 Assembly

Dictated configurations of Goldhofer Modular Transporter will be assembled at the roll off location per client supplied documentation. Roll off and transport crews will assist the Assembly Director in these operations which will follow industry standard practices to assemble the configurations as necessary. As there are multiple configurations, there will be several instances of reconfigurations that will be managed by the site crews and supervisors in line with the necessary configurations mandated by the client.

3.3.3 Testing

All transport and ancillary equipment will be function tested prior to beginning operations. This will ensure that all functions are operable and the equipment is suitable to be used in the execution of the work.

3.3.4 Roll Off Operations

As the barges are delivered to the roll off dock, they will be secured and prepped for roll off operations. Once secured with mooring equipment, gangways will be put in to place to allow safe access onto the barge. Ballast equipment will be placed on the barge and ballasting will begin, as necessary, based on ballast plans developed by engineering. Tie downs will be removed from the components and grillage removed as necessary. Suitable barge ramps will be placed from the dock onto the barge and secured. The applicable Goldhofer Modular Transporter will then be

maneuvered onto the barge and under the components, which will be staged on suitable stands. Using the hydraulic capabilities of the SPMT, the components will be lifted from their stands after being secured for transport. Ballasting will continue as necessary as the Goldhofer Modular Transporter is used to roll the components off the barge and into temporary staging.

3.3.5 Temporary Staging

In order to facilitate efficient offloading of barges and reduce applicable demurrages, components will be staged temporarily near the roll off dock prior to transport to the site. Components will be staged on suitable stands, mats and/or beams. Staging will be planned with the dimensions, weights and design capabilities of each component in mind. Crews will lower the components onto the staging materials using the hydraulic capabilities of the SPMT. Once the components are secure on staging materials, then Goldhofer Modular Transporter can then be removed from under the components and put to use for roll off operations once again. From time to time, it could be necessary to utilize multiple SPMTs for roll off/staging operations based on the quantity of components arriving via barge simultaneously.

3.3.6 Management of Traffic – Public Notification

Per the specifications for transport of extraordinary loads within the city limits of Toledo, OH and Oregon, OH, we will implement a MOT plan in order to notify and prepare the public for any pending traffic interruptions, closures and detours. It is intended that the notification(s) will be provided approximately two weeks prior to the scheduled interruption. Also, we will provide any temporary signage as specified and required.

3.3.7 Transport to Site

Based on the determined transport configurations suitable for the project equipment and confirmed through engineering, 186-line self propelled Goldhofer Modular Transporter will be assembled in various configurations, tested and prepared for use. The transport route from the port facility to the site has been determined and is being prepared by the client with regards to utility mitigation and road support structure. Burkhalter's transport crews will follow a planned execution of each transport and will be reinforced by necessary escorts and support vehicles. The route is congested and makes its way through both residential and industrial areas. As such there are certain risks that will be involved and Burkhalter will have plans in place to mitigate these risks.

Our Transport Execution Plan is based on a primary (and preferred) route. However, we have also considered several alternative routes for our contingency planning requirements. This method statement will address the primary route.

The route that we are proposing at this time is as follows:

- 3.3.7.1 Exit the Port of Toledo – Midwest Terminals on Sinclair Street, turning left onto Front Street heading southwest.

- 3.3.7.2 Cross the CSX Main line tracks that intersect Front Street. This railroad crossing is closed to public traffic. However **Burkhalter** has entered into an agreement with CSX which authorizes crossing at this location. Maintenance of this crossing and road closure will also be provided by **Burkhalter**.
- 3.3.7.3 Turn left onto Millard Avenue heading southeast. The use of this road for transport of our equipment requires crossing the Duck Creek Bridge, which is under the jurisdiction of the City of Toledo, OH and the CSX Toledo Yard Bridge, which is under the jurisdiction of the City of Oregon, Ohio. Based on the gross weights of the proposed transport loads, we have conducted separate bridge analyses for each bridge. The objective of these analyses was to determine the capacity of the deck and structure with consideration of the proposed transport loads. A copy of the report(s) of the separate analyses is included (see Appendix D).
- 3.3.7.3.1 **WEIGHT RESTRICTION:** For all gross loads weighing in excess of 750,000 lbs., we will use the Old Millard Avenue Route. Prior to transport, jumper bridges will be mobilized, assembled and placed over the Duck Creek and Otter Creek Bridges. Also, improvements will be made which will enable crossing of the CSX Yard. Lastly, notifications and provisions will be made to businesses (Al's Towing & Automotive, First Energy, CSX, etc.) impacted by the road closure requirements associated with the use of this route. Existing concrete barriers over Old Millard Avenue shall be moved as discussed and approved by the City of Oregon. For the return trips from the Oregon Clean Energy Center to the Port of Toledo, the empty Goldhofer will utilize the New Millard Avenue Bridge.
- 3.3.7.4 Turn left onto Otter Creek Road heading northeast. Along this segment of the route, there are (2) cantilevered sign structures that may interfere with passage of certain loads. If this is determined to be an interference, we will take measures to temporarily remove and / or relocate one of the obstructing structures. This will primarily effect the transport of the HRSB Modules which will occur in the November / December 2015 timeframe.
- 3.3.7.5 Turn right onto Cedar Point Road heading east. Given our maximum transport height of 18'-10", most utilities along Cedar Point Road from Otter Creek Road to Lallendorf Road have been permanently relocated to elevations greater than 18'-10" for overweight / over-dimensional loads based on BP Refinery project requirements.
- 3.3.7.6 Turn right onto Lallendorf Road heading south. At the intersection of Cedar Point Road and Lallendorf Road, there is a series of data / telecommunications / cable television wires that span Lallendorf Road

along the south easement of Cedar Point Road. We will be required to either temporarily or permanently relocate these lines as the lowest series is approximately 20'-0" above the centerline of Lallendorf Road.

3.3.7.7 Approximately ¼ miles south of Cedar Point Road, there is a bridge (box culvert) which spans Amolsch Ditch. Based on the HL-93 load rating for this culvert, the proposed axle loads for all transport scenarios are within the parameters of the load rating for this / these structures. If plating is preferred or required for additional load distribution, we can accommodate.

3.3.7.8 Turn left into the project site entrance located approximately ½ mile south of Cedar Point Road (816 N. Lallendorf Road).

3.3.8 Demobilization

Once all transports are complete, **Burkhalter** will begin the process of demobilizing its equipment. A demobilization schedule will be integrated with the overall site plan and schedule. As equipment is no longer required on site, it will be disassembled as necessary and removed from the site to reduce cost and congestion of the project site.

Burkhalter will prepare all necessary transportation equipment, permits and escorts to facilitate the removal of equipment from the site as well as the necessary labor requirements to enable this work to take place as efficiently as possible to reduce impact on the remaining schedule and other work ongoing at the project site.

3.4 Scope Inclusions

Burkhalter's scope, as stated in the supplied documentation, is to "supply all adequate and competent labor, supervision, tools, equipment, installed and consumable materials, services, testing devices and storage space and each and every item of expense necessary for the design, engineering, supply, fabrication, application, handling, hauling, unloading and receiving "Project Equipment Heavy Haul Transportation Services" hereinafter called the Work." Specific inclusions are as follows:

- Goldhofer Modular Transporter as defined in scope
- Ancillary support equipment
- Competent labor and supervision
- First class project management

3.5 Self-performed / Subcontracted Activities

Please see the following matrix of self-performed / subcontracted activities:

Activity	Direct Hire	Subcontract
Engineering	X	
Tie Downs / securement	X	

Ancillary Equipment Supply and Operation	X	
Goldhofer Modular Transporter and Operation	X	
Utility Remediation		X

3.6 Construction Equipment Location and Availability

Please see the following information regarding location and availability of all significant construction equipment:

Equipment	Location	Availability
Goldhofer PST / THP	Columbus, MS /Houston, TX	Available

4.0 SUBCONTRACT PLAN

Burkhalter intends on providing the majority of services to the client on a direct hire basis. Please see section 3.5 of this document which details activities to be conducted on a direct hire or subcontract basis.

Burkhalter will utilize U.S. Utility Contractors to perform the utility remediation service activities. Burkhalter has an outstanding relationship with U.S. Utility Contractors, and has completed multiple successful projects with them.

Burkhalter also has Toledo Edison on board to help where needed/required.

The utility remediation service provider will be managed by our Project Manager and transport superintendent. This people will ensure that performance meets the project requirements and that all services are conducted safely and efficiently.

Pertinent information for U.S. Utility Contractors has been provided below:

Work to be Subcontracted:	Utility Remediation
Subcontractor Name:	U.S. Utility Contractors
Address:	3592 Genoa Road
City:	Perrysburg
State:	OH
Zip Code:	43551
Country:	USA
Previous Experience With Burkhalter:	BP Husky – Oregon, OH
Subcontractor Safety Statistics:	Available upon request

5.0 SAFETY, SECURITY AND SUSTAINABILITY

Burkhalter safely engineers every aspect of lifting, rigging and transport projects. Every project is procedurally designed, planned, and executed by a team of engineers, superintendents and project managers in accordance with Burkhalter's ISO 9001:2008 Quality Assured Company Accreditation.

Burkhalter's crews are fully outfitted with the latest safety equipment and knowledge in its operation. Safety is fundamental to the success of any Burkhalter project and integrated into all planning, lifting, rigging, and transport.

Burkhalter will have onsite safety involved at the project level, which will coordinate with our corporate safety team to ensure that all work is executed in the safest manner possible. Each day of work will begin with a STA (Safety Task Analysis) meeting in which the schedule for the day will be discussed as well as general and specific safety hazards and mitigations that will be followed throughout the work day. Each engineered transport or lift will be preceded by a safety meeting to discuss the specific safety hazards and what Burkhalter's field personnel and management will do to reduce risk and mitigate hazards.

Weekly safety meetings will provide a platform for review of safety data, broad range topics and opportunities to educate employees on increasing their safety. This safety program has been tested and proven by Burkhalter to be successful and to promote an environment of personal responsibility and team effort towards a safe work environment.

Our safety record and methods speak for themselves, but Burkhalter has consistently been awarded and applauded in its industry for working safely as well as efficiently. This is evidenced by Burkhalter's current EMR rating of 0.70.

5.1 Burkhalter Safety Program

Burkhalter has provided an uncontrolled copy of its Corporate HSE Document as Appendix H to this document.

5.2 HSE Plan – Site Specific

Burkhalter has provided a copy of a Site Safety Plan used on a project with a similar scope as Appendix I to this document.

6.0 KEY PERSONNEL

Burkhalter can provide capsule resumes of its key personnel as an Appendix to this document. Burkhalter has preliminarily assigned these individuals to the project, and will work with client to provide assurances of their participation.

APPENDIX A

PRELIMINARY MASTER SCHEDULE



APPENDIX C DRAWINGS

APPENDIX D

MILLARD AVENUE BRIDGE ANALYSES



APPENDIX E
SUBCONTRACTOR SAFETY DATA
(AVAILABLE UPON REQUEST)

APPENDIX F
TEMPORARY FACILITIES PLAN
(AVAILABLE UPON REQUEST)

APPENDIX G
EQUIPMENT PLAN
(AVAILABLE UPON REQUEST)

APPENDIX H
BURKHALTER SAFETY PROGRAM
(AVAILABLE UPON REQUEST)

APPENDIX I
HSE – PROJECT SPECIFIC
(AVAILABLE UPON REQUEST)

APPENDIX J
CORPORATE QUALITY MANUAL – UNCONTROLLED
(AVAILABLE UPON REQUEST)

APPENDIX K

SITE QUALITY PLAN – PRELIMINARY

(AVAILABLE UPON REQUEST)





CITY OF OPPORTUNITY

CITY OF OREGON OHIO

5330 SEAMAN ROAD • OREGON, OH 43616-2608
www.ci.oregon.oh.us

DIRECTOR OF PUBLIC SERVICE

MICHAEL J. SEFERIAN, MAYOR
Phone (419) 698-7045
Fax (419) 691-0241

MICHAEL BEAZLEY
City Administrator
Phone: (419) 698-7095
Fax: (419) 690-7305

PAUL ROMAN, P.E.
Director of Public Service
Phone (419) 698-7047
Fax (419) 691-0241

Page 1 of 2

CITY OF OREGON SPECIAL HAUL PERMIT

Issued To: Burkhalter Rigging, Inc.

Permit No: #5533-15, #5534-15 & #5535-15

Date: October 23, 2015

Special Haul Permit Requirements:

General

1. Burkhalter Rigging, Inc. shall conduct the Superload moves in accordance to the Transport Method Statement –BRI Job No. 228 Package dated October 20, 2015, Version 1.7. The transport route for these Superloads (Gas Turbine & Generator) shall be Old Millard Avenue, Otter Creek Road, Cedar Point Road, and Lallendorf Road.
2. All limitations and special provisions on second page of Oregon Special Haul Permit (Attached) shall be followed.
3. Oregon Police Dispatch and Department of Public Service shall be notified of date and time of trip 48 hours prior to trip. Telephone numbers are as follows:

Oregon Dispatch:	1-419-698-7064
Department of Public Service:	1-419-698-7047
4. Burkhalter Rigging, Inc. shall reimburse the City of Oregon for all expenses incurred for inspection and permit review performed by the City and/or its agents.
5. Prior to move, provide certificate of liability insurance of no less than \$1,000,000 single limit bodily injury and property damage liability coverage.



Bridge Crossings

1. Burkhalter Rigging, Inc., shall provide a 56' jumper bridge, per the attached Drawing No. 620, to take all weight off of Old Millard Bridge (over Otter Creek) during the move. Current barricades for lane restrictions over Old Millard Avenue Bridge shall be temporarily relocated for the jumper bridge installation. The barricades shall be placed back to the original placement once the jumper bridge is permanently removed.
2. Burkhalter Rigging, Inc., shall provide an 80' jumper bridge, per attached Drawing No. 610, to take all weight off of Old Millard Bridge over Duck Creek (located in Toledo) during the move.
3. Burkhalter Rigging, Inc. shall provide emergency access for property owner at 653 Millard Avenue.
4. Burkhalter Rigging, Inc. shall place steel plates over Lallendorf Road Bridge Deck to further spread loads during the superload moves.
5. No other vehicles shall be permitted on City bridges while the superload vehicle is crossing. The superload vehicle shall travel along the center line of the bridge at a crawl speed (less than 5 mph). Burkhalter Rigging, Inc. shall provide all traffic control as required.



Paul Roman, P.E.
Director of Public Service

PR:klw

Cc : Mayor Seferian
Michael Beazley
Police Chief Navarre
Asst. Police Chief Magdich
Lt. Everitt
Oregon Dispatch

Fire Chief Mullen
Asst. Fire Chief Mullins
Marty Wineland
Rodney Shultz

APPLICATION FOR SPECIAL HAULING

THIS APPLICATION MUST BE TYPED

City of Oregon, Ohio
Department of Public Service

PERMIT NO. **5534-15**

MAIL
OR
DELIVER
TO:

Director of Public Service
5330 Seaman Rd.
Oregon, Ohio 43616
Telephone: (419) 698-7047
Fax (419) 691-0241

Allow 7 days for Review

DATE **10/22/15**

Name of Person JARED BUSH			
Name of Company BURKHALTER RIGGING, INC.			
Address 2193 HWY 45 SOUTH			
City COLUMBUS	State MS	Zip 39701	(Area Code) Telephone 662-327-7711

Type of Permit
<input checked="" type="checkbox"/> Trip
<input type="checkbox"/> Trip & Return
<input type="checkbox"/> Annual
<input type="checkbox"/> Quarterly
<input type="checkbox"/> Other (Specify)

Nature of Move **HEAVY TRANSPORT OF OREGON CLEAN ENERGY PROJECT**

Fee \$ 550 \$30	Paid By
<input type="checkbox"/> Cash	<input checked="" type="checkbox"/> Check
<input type="checkbox"/> Money Order	
Make Checks Payable To: City of Oregon	

MAKE & MODEL	LICENSE NO.	STATE	ALL WEIGHTS IN POUNDS WEIGHT EMPTY
Truck or Tractor	N/A		
Semi-Trailer			
Other Trailer (Jeep, Dolly)	Goldhofer	MS	161,316 (includes beams)
Description Of Load Including Make & Model If Applicable	HRSG MODULE BOX #4		Net Load 548,950
			Total Gross Weight 710,280

THIS PERMIT IS VALID		
BEGINNING	10/26/15	
ENDING	11/9/15	

All Dimensions Feet & Inches		
DIMENSIONS		
Vehicle & Load Overall		
Length	Height	Width
107' 9"	24'	15'
Load only		
Length	Height	Width
100'	19' 11"	12' 2"

Check if applicable

☐ Load is towed on its own frame and undercarriage.

☐ Load is under its own power

☐ Variable trailers, see attached list

☐ All weight (axle & gross) are LEGAL in accordance with Section 5677.04 Ohio Revised Code. If checked, do not complete axle loads & spacing section of this application

AXLE SPACING	AXIS		AXLE LOADS		TIRES	
	Feet & Inches	No.	Gross Axle Load, Lbs.	No. on Axle	Sizes	
A	4' 11"	1.	39,460	8	8.5	
B	4' 11"	2.	39,460	8	8.5	
C	4' 11"	3.	39,460	8	8.5	
D	4' 11"	4.	39,460	8	8.5	
E	4' 11"	5.	39,460	8	8.5	
F	4' 11"	6.	39,460	8	8.5	
G	4' 11"	7.	39,460	8	8.5	
H	4' 11"	8.	39,460	8	8.5	
I	4' 11"	9.	39,460	8	8.5	
J	4' 11"	10.	39,460	8	8.5	
K	4' 11"	11.	39,460	8	8.5	
		12.	39,460	8	8.5	
Total Gross Weight		16 Total Axes		710,280		Estimated Number of Trips 4

MOVEMENT TO BE MADE
From: PORT OF TOLEDO - MIDWEST
To: OREGON CLEAN ENERGY CENT

Designated Route: _____

- Exit Port of Toledo onto Front St. SB
- Left turn (EB) onto Millard Ave.
- Right turn (SB) onto Old Millard Ave (EB) across JUMPER BRIDGE & RR
- Left turn (NB) onto Otter Creek Rd
- Right turn (EB) onto Cedar Point Rd
- Right turn (SB) on Lallendorf Rd
- Left turn (EB) onto site

Approval Is Subject To City's 10/23/15 Letter Attached

Limitations listed on back of this application form apply. Special provisions as checked on back of this form apply. Move only during daylight hours. Movement is prohibited on Saturdays, Sundays, and Holidays unless approved otherwise. Applicant is responsible for providing all above listed information and measurements. Applicant is responsible to check route for abnormal or changed or unknown conditions, which may exist during any move.

JARED BUSH do hereby swear that I am the applicant

(Type Name)
or his/her legally authorized representative and that the statement made in the foregoing application are true and correct to the best of my knowledge: SPECIAL ATTENTION HAS BEEN GIVEN TO ENSURE THE ACCURACY OF THE MEASUREMENTS OF THE ABOVE LISTED AXLE SPACING AND SPECIFIC VEHICLE. I UNDERSTAND THAT ONLY ONE VEHICLE AT A TIME IS PERMITTED ON ALL BRIDGES ON THESE ROUTES.

SIGNATURE

TITLE **LOGISTICS COORDINATOR**

DATE **10/22/15**

PERMIT OFFICE USE ONLY
VOID IF BLANK ALTERED OR UNSIGNED

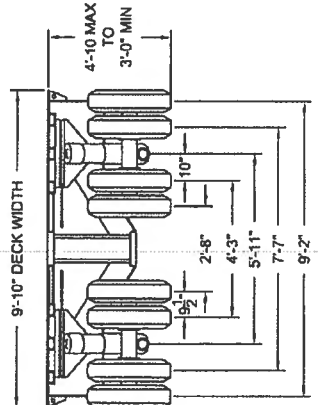
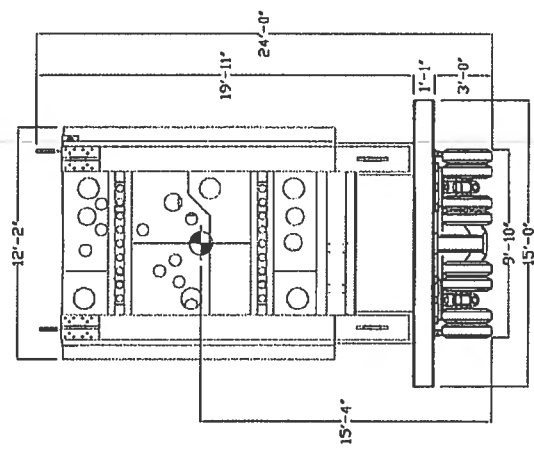
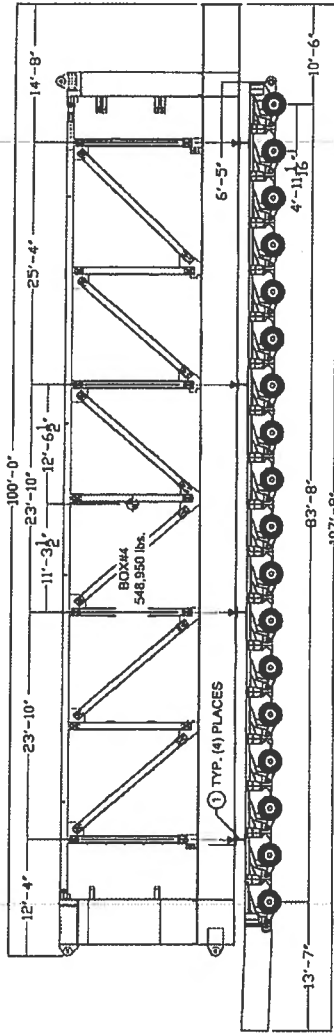
APPROVED: _____

Director of Public Service

DISTRIBUTION:

WHITE ORIG. -
YELLOW COPY -
PINK COPY -

APPLICANT
Director of Public Service
Police



ITEM NO.	QTY	DESCRIPTION	LENGTH (FT.)	WEIGHT (LBS.)	COMMENTS
1	4	4x12 X 12 SUPPORT BEAMS	15	1,800	7,220
2					
3					
4					
				TOTAL=	7,220

SECTION	SPAN (FT.)	WIDE (IN.)	DEPT (IN.)	WEIGHT (LBS.)
SECTION 1	13	13	11/16	13
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Note:
(1) Load charts round decimals to the nearest whole number.

O. PERSONAL USE		218.1 10/23 LAB	
REV. DESCRIPTION		BY DATE	
REVISIONS			
BLACK & VEATCH			
PROJECT: OREGON CLEAN ENERGY PROJECT			
TITEL: GOLDHOFER TRANSPORT			
HRSG MODULE BOX #4			
OREGON, OH			
WWW.BURKHALTER.COM			
ALL DIMENSIONS ARE APPROXIMATE AND NOT TO SCALE. INFORMATION AND ARE INTENDED FOR EXCLUSIVE USE BY BURKHALTER ONLY.			
BURKHALTER			
LIFTING, RIGGING & TRANSPORT PROFESSIONALS			
JOB	228	DWG	204
SHEET	01	REV	0

CITY OF OREGON, OHIO
DEPARTMENT OF PUBLIC SERVICE
LIMITATIONS ON THE USE OF A SPECIAL HAULING PERMIT

1. The granting of a permit does not guarantee that the load described can be moved without damage to the pavement or structures; although the permit is granted on the assumption that the load can be moved without damage based on the best information available.
2. Permittee will be held liable for any damage caused by the movement. The City assumes no responsibility for damage to the permittee's equipment or load being moved due to any such failure. The permittee agrees to compensate the City of Oregon for any damage to a roadway or road structure and also to indemnify, save harmless, and defend the City of Oregon and the Director of Public Service from and against all and any liabilities, losses, obligations, claims, damages, penalties, suits, actions, judgements, costs and expenses of whatsoever nature are incurred or brought against the City of Oregon or the Director of Public Service as the result of injury to or death of persons or damages to or loss of property caused by acts or omission to act by the Permittee, its agents, servants and employees in the performance of movements under this permit, except to the extent that the negligence of the City of Oregon or the Director of Public Service is a proximate cause of the accident.
3. The permit shall be in the possession of the driver at all times during the progress of transportation and will be shown on demand to any police officer, state highway patrolman or load limit inspector employed by the City of Oregon or the Ohio Department of Transportation.
4. The permission granted restricts the movement of the vehicle(s) or object(s) to the highways specified between the points designated and within the time allotted.
5. No vehicle(s) or object(s) in excess of the legal limits prescribed by law shall be permitted on the highway on Saturdays, Sundays or during the period beginning at 12 noon on the day preceding and continuing until sunrise on the day following national holidays or holiday weekends unless specifically approved otherwise by the Director of Public Service.
6. Movements under a special hauling permit shall be made during daylight hours only and in such a manner to impede, to the least possible extent, the normal highway traffic.
7. No vehicle(s) or object(s) being transported under such hauling permit shall be left parked on the roadway either day or night except in case of an emergency, in which case, adequate protection shall be provided for the traveling public. The vehicle(s) shall not be loaded or unloaded within the limits of the public right-of-way.
8. The operator of the vehicle must comply with all laws, rules or regulations covering the movement of traffic over highways and streets.
9. No vehicle(s) or object(s) being transported under a special hauling permit shall travel in convoy with any other oversize/overweight vehicle or vehicle and load. Every vehicle operating under a permit shall maintain a minimum spacing of 500' from all vehicles traveling in front and in the same lane as said vehicle whenever possible.
10. Every vehicle operating under a permit shall, when traveling on freeways, expressways, or multi-lane undivided highways, remain in the extreme right-hand lane of said highway except as necessary to maintain continuous through movement, to make left turns or exits or to pass other vehicles. Over width vehicles shall not pass other vehicles traveling in the same direction.
11. All flags, escort vehicles, safety lighting devices, flagpersons, etc., as required in the below listed Special Provisions, must meet the specifications as provided in Section 5501.2-1-01 through 5501.2-1-12, Ohio Administrative Code, and Transportation Directive DH-O-401 dated April 1, 1985.
12. Permits will not generally be issued for built-up loads that are divisible into legal loads, or into loads of the least over dimension or the least over weight. If, in the event of an extenuating circumstance, a permit is issued for a divisible load, such load will be adequately described.
13. A permit is void at any time road, weather or traffic conditions make travel unsafe.
14. reductions in legal weight posted on roadways or bridges must be obeyed.
15. Non-compliance with the general or special provisions of a permit, exceeding the weights or dimensions granted, or operating on dates or upon highways other than assigned shall render the permit null and void and the operation of the vehicle subject to arrest, as provided in section 5577.02 to 5577.05, inclusive, of the Revised Code of Ohio and Chapter 339 of the Oregon Municipal Code.

SPECIAL PROVISIONS

- ☒ 1. Display clean red flags not less than 16" square and fastened to staff of sufficient length so as to permit the flags to move freely of any obstructions, located as follows: One at each end of the front bumper at the 45° angle; one at each of the four corners of the vehicle or load, and if there is any part of the load wider, one at the widest point on either side.
- () 2. Private escort vehicle to proceed 50' in advance of vehicle/load.
- () 3. Private escort vehicle to follow 500' back of vehicle/load.
- ☒ 4. Police escort required to assist traffic control.
- ☒ 5. Oversize load signs must be attached to front and rear of vehicle/load.
- () 6. Lead escort vehicle must be equipped with a height sensing device.
- () 7. Movement is restricted to Tuesday-Wednesday-Thursday between the hours of 9:00 a.m. and 3:00 p.m.
- () 8. Movement is to be made between 9:00 a.m. and 3:00 p.m.
- () 9. Driver of the escort vehicle is to act as flagman when needed.
- () 10. Note limitation #5 regarding holiday travel restrictions.
- () 11. Move must be coordinated with the owners of all overhead signs, signals, utilities, etc., which may obstruct safe, clear movement.
- () 12. Special provision #2 applies to bidirectional, two lane highways. Special provision #3 applies to multiple lane highways.
- () 13. All movements shall be made at such speeds and in such manner as to cause a minimum of interference with other traffic and minimum impact stresses on structures and pavements. No movement is to exceed forty (40) miles per hour at any time except upon that portion of a highway where the posted minimum speed is in excess of thirty-five (35) miles per hour. In this event, the maximum allowable speed is then five (5) miles per hour greater than the posted minimum speed for that highway.
- ☒ 14. Call Oregon Dispatch at 419-698-7064 (48) hours prior to move.

*check Mark () indicates special provision(s) that apply to this permit.



Transport Method Statement - BRI Job No. 228

Client: Black & Veatch

Owner: Oregon Clean Energy LLC

Project: Oregon Clean Energy Center

Location: Oregon, Ohio

Client Contract No.: 184704.78.0201

Scope: Transportation Services

Version: 1.76

Submittal Date: October 20~~September 11~~, 2015

DOCUMENT CONTROL

Version: 1.0

Release Date: April 21st, 2015**Distribution List:**

Name:	Role:	Company:
Paul Roman	City Engineer	City of Oregon, OH
Chris Cousineau	City Engineer	City of Toledo, OH
Jason Schottler	Project Executive	Black & Veatch

This living document Method Statement is being submitted to supplement Heavy Haul permit application. When the permit(s) are approved, this document will be used as the basis for the management, scheduling, and execution of the Heavy Haul scope associated with this project.

Version	Release Date	Comment
1.0	7/29/15	Exhibit to Heavy Haul Permit Application(s)

DOCUMENT INQUIRIES

Any inquiries regarding this document must be addressed to:

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Rosharon, TX 77583

hblanc@Burkhalter.net

281.260.6626 – Office

281.797.7117 – Cell

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2193 Highway 45 South

Columbus, MS 39705

rwinney@Burkhalter.net

662.327.7711 – Office

662.242.6214 – Cell

3. Bill Kimball – Project Development Manager

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Burr Ridge, IL 60527

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TABLE OF CONTENTS

1.0 DEFINITION

- 1.1. Project Background and Overview
- 1.2. Project Objectives

2.0 SCHEDULE REQUIREMENTS / KEY MILESTONE DATES

- 2.1 Preliminary Contract Master Schedule
- 2.2 Schedule Format

3.0 EXECUTION PLAN

- 3.1 Organization Charts
- 3.2 Engineering
- 3.3 Equipment Transportation Services
 - 3.3.1 Mobilization
 - 3.3.2 Assembly
 - 3.3.3 Testing
 - 3.3.4 Roll Off Operations
 - 3.3.5 Temporary Staging
 - 3.3.6 Management of Traffic – Public Notification
 - 3.3.7 Transport to Site
 - 3.3.7.1 – 3.3.7.8 Proposed Route
 - 3.3.8 Demobilization
- 3.4 Scope Inclusions
- 3.5 Self-performed / Subcontracted Activities
- 3.6 Construction Equipment Location and Availability

4.0 SUBCONTRACT PLAN

5.0 SAFETY, SECURITY AND SUSTAINABILITY

- 5.1 Burkhalter Safety Program
- 5.2 Health, Safety and Environmental Plan – Site Specific

6.0 KEY PERSONNEL

APPENDICES

- A. PRELIMINARY MASTER SCHEDULE
- B. HOME OFFICE AND PROJECT ORGANIZATION CHART
- C. DRAWINGS
- D. MILLARD AVENUE BRIDGE ANALYSES

- E. SUBCONTRACTOR SAFETY DATA (AVAILABLE UPON REQUEST)
- F. TEMPORARY FACILITIES PLAN (AVAILABLE UPON REQUEST)
- G. EQUIPMENT PLAN (AVAILABLE UPON REQUEST)
- H. BURKHALTER SAFETY PROGRAM (AVAILABLE UPON REQUEST)
- I. HSE – PROJECT SPECIFIC (AVAILABLE UPON REQUEST)
- J. CORPORATE QUALITY MANUAL – UNCONTROLLED (AVAILABLE UPON REQUEST)
- K. SITE QUALITY PLAN (AVAILABLE UPON REQUEST)

1.0 DEFINITION

This Method Statement shall provide detailed information relative to Burkhalter's overall approach and commitment in regards to the following: health, safety and environment; the project schedule requirements and key milestone dates, execution planning, project management planning and project engineering planning.

1.1 Project Background and Overview

Burkhalter will be performing the Engineered Heavy Transport Scope by Black & Veatch for the Oregon Clean Energy Center Project located in Oregon, Ohio. This method statement encompasses the Project Equipment Transportation Services, and as such, we have provided within this document the required technical information as requested / required.

The transport scope encompasses the receiving the following equipment items at the Port of Toledo and transporting these items to the project site:

QTY	Item Description	Length	Width	Height	Weight (lbs.)
4	HRSB Module #1	100'	9'2"	20'7"	255,740
4	HRSB Module #2	100'	13'4"	20'7"	588,630
4	HRSB Module #3	100'	12'7"	19'9"	553,360
43	HRSB Module#4Generator Stator	100'38'-0"	12'2"14'-4"	19'11"13'-4"	548,950680,52 • 2
42	HRSB Module#5Combustion Turbine	100'36'-11"	12'7"16'-0"	19'9"14'-11"	643,750638,45 8

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1.2 Project Objectives

Burkhalter's primary objective for this project is to execute in a safe and professional manner while managing the project within time, cost and technical parameters of the awarded scope as defined.

2.0 SCHEDULE REQUIREMENTS / KEY MILESTONE DATES

2.1 Preliminary Contract Master Schedule

Burkhalter has provided a Preliminary Contract Master Schedule as Appendix A to this document. The schedule is based on dates and information supplied in the request for quotation and its addendums.

2.2 Schedule Format

Burkhalter will utilize MS Project for project scheduling.

Abnormal weather conditions	Delays in all project activities
Site congestion	Delays in delivery of items to site/lifts
Inclement Weather	Delays in roll off, transport and lifting

3.0 EXECUTION PLAN

3.1 Organization Charts

Burkhalter has provided a Home Office / Project Site Organizational Chart as Appendix B to this document respectively.

3.2 Engineering

The scope of work presented in this bid package will require Burkhalter's outstanding Engineering Group to play a large role in making the project successful. Burkhalter prides itself on the level of competency and ingenuity of our Engineering Group.

Burkhalter's primary Engineering Group is located at our corporate offices in Columbus, MS. This engineering group will be responsible for working with the client and Project Management to provide all necessary engineering in a timely and professional manner.

Burkhalter has completed preliminary engineering based on the information provided by Black & Veatch in their RFP. This preliminary engineering has allowed Burkhalter to develop equipment requirements, initial site plans and pricing for the RFQ. After award, Burkhalter will work to develop a comprehensive engineering study and plan of the entire project. This would include, at a minimum, the following:

- Staging Plans
- Transport Plans

- Transport Lashing Plans and Calculations

These plans have been submitted to Black & Veatch and Burkhalter would then begin the review and integration process with the client to finalize the entire engineered plan for the project. Please see Appendix C for preliminary drawings supplied with this document.

3.3 Equipment Transportation Services

The Equipment Transport Service portion of the Scope consists of the transport of combustion and steam turbines, turbine generators, HRSG modules and steam drums from the Port of Toledo to the project site. The components will either be rolled off barge utilizing self-propelled modular transporters or discharged from ship(s) by means of ship's gear. Once offloaded from barge / ship, items will be transported and placed in temporary storage at the roll off dock area. Various configurations of transporter will be utilized to transport the components from the Port facility location to the OCEC project site in Oregon, Ohio.

3.3.1 Mobilization

Components will begin arriving at the roll off location on or about ~~September 26~~August 30, 2015. Burkhalter will have previously mobilized its Goldhofer Transport Equipment and ancillary support equipment to the site in preparation to receive the components from barge. All assist cranes, ballast pumps, mooring equipment, barge ramps and other equipment will be at the site and prepared for roll off operations.

3.3.2 Assembly

Dictated configurations of Goldhofer Modular Transporter will be assembled at the roll off location per client supplied documentation. Roll off and transport crews will assist the Assembly Director in these operations which will follow industry standard practices to assemble the configurations as necessary. As there are multiple configurations, there will be several instances of reconfigurations that will be managed by the site crews and supervisors in line with the necessary configurations mandated by the client.

3.3.3 Testing

All transport and ancillary equipment will be function tested prior to beginning operations. This will ensure that all functions are operable and the equipment is suitable to be used in the execution of the work.

3.3.4 Roll Off Operations

As the barges are delivered to the roll off dock, they will be secured and prepped for roll off operations. Once secured with mooring equipment, gangways will be put in to place to allow safe access onto the barge. Ballast equipment will be placed on the barge and ballasting will begin, as necessary, based on ballast plans developed by engineering. Tie downs will be removed from the components and grillage removed as necessary. Suitable barge ramps will be placed from the dock onto the barge and secured. The applicable Goldhofer Modular Transporter will then be

maneuvered onto the barge and under the components, which will be staged on suitable stands. Using the hydraulic capabilities of the SPMT, the components will be lifted from their stands after being secured for transport. Ballasting will continue as necessary as the Goldhofer Modular Transporter is used to roll the components off the barge and into temporary staging.

3.3.5 Temporary Staging

In order to facilitate efficient offloading of barges and reduce applicable demurrages, components will be staged temporarily near the roll off dock prior to transport to the site. Components will be staged on suitable stands, mats and/or beams. Staging will be planned with the dimensions, weights and design capabilities of each component in mind. Crews will lower the components onto the staging materials using the hydraulic capabilities of the SPMT. Once the components are secure on staging materials, then Goldhofer Modular Transporter can then be removed from under the components and put to use for roll off operations once again. From time to time, it could be necessary to utilize multiple SPMTs for roll off/staging operations based on the quantity of components arriving via barge simultaneously.

3.3.6 Management of Traffic – Public Notification

Per the specifications for transport of extraordinary loads within the city limits of Toledo, OH and Oregon, OH, we will implement a MOT plan in order to notify and prepare the public for any pending traffic interruptions, closures and detours. It is intended that the notification(s) will be provided approximately two weeks prior to the scheduled interruption. Also, we will provide any temporary signage as specified and required.

3.3.7 Transport to Site

Based on the determined transport configurations suitable for the project equipment and confirmed through engineering, 186-line self propelled Goldhofer Modular Transporter will be assembled in various configurations, tested and prepared for use. The transport route from the port facility to the site has been determined and is being prepared by the client with regards to utility mitigation and road support structure. Burkhalter's transport crews will follow a planned execution of each transport and will be reinforced by necessary escorts and support vehicles. The route is congested and makes its way through both residential and industrial areas. As such there are certain risks that will be involved and Burkhalter will have plans in place to mitigate these risks.

Our Transport Execution Plan is based on a primary (and preferred) route. However, we have also considered several alternative routes for our contingency planning requirements. This method statement will address the primary route.

The route that we are proposing at this time is as follows:

- 3.3.7.1 Exit the Port of Toledo – Midwest Terminals on Sinclair Street, turning left onto Front Street heading southwest.

- 3.3.7.2 Cross the CSX Main line tracks that intersect Front Street. This railroad crossing is closed to public traffic. However **Burkhalter** has entered into an agreement with CSX which authorizes crossing at this location. Maintenance of this crossing and road closure will also be provided by **Burkhalter**.
- 3.3.7.3 Turn left onto Millard Avenue heading southeast. The use of this road for transport of our equipment requires crossing the Duck Creek Bridge, which is under the jurisdiction of the City of Toledo, OH and the CSX Toledo Yard Bridge, which is under the jurisdiction of the City of Oregon, Ohio. Based on the gross weights of the proposed transport loads, we have conducted separate bridge analyses for each bridge. The objective of these analyses was to determine the capacity of the deck and structure with consideration of the proposed transport loads. A copy of the report(s) of the separate analyses is included (see Appendix D).
- 3.3.7.3.1 **WEIGHT RESTRICTION:** For all gross loads weighing in excess of 750,000 lbs., we will use the Old Millard Avenue Route. Prior to transport, jumper bridges will be mobilized, assembled and placed over the Duck Creek and Otter Creek Bridges. Also, improvements will be made which will enable crossing of the CSX Yard. Lastly, notifications and provisions will be made to businesses (Al's Towing & Automotive, First Energy, CSX, etc.) impacted by the road closure requirements associated with the use of this route. Existing concrete barriers over Old Millard Avenue shall be moved as discussed and approved by the City of Oregon. For the return trips from the Oregon Clean Energy Center to the Port of Toledo, the empty Goldhofer will utilize the New Millard Avenue Bridge.
- 3.3.7.4 Turn left onto Otter Creek Road heading northeast. Along this segment of the route, there are (2) cantilevered sign structures that may interfere with passage of certain loads. If this is determined to be an interference, we will take measures to temporarily remove and / or relocate one of the obstructing structures. This will primarily effect the transport of the HRSB Modules which will occur in the November / December 2015 timeframe.
- 3.3.7.5 Turn right onto Cedar Point Road heading east. Given our maximum transport height of 18'-10", most utilities along Cedar Point Road from Otter Creek Road to Lallendorf Road have been permanently relocated to elevations greater than 18'-10" for overweight / over-dimensional loads based on BP Refinery project requirements.
- 3.3.7.6 Turn right onto Lallendorf Road heading south. At the intersection of Cedar Point Road and Lallendorf Road, there is a series of data / telecommunications / cable television wires that span Lallendorf Road

along the south easement of Cedar Point Road. We will be required to either temporarily or permanently relocate these lines as the lowest series is approximately 20'-0" above the centerline of Lallendorf Road.

3.3.7.7 Approximately ¼ miles south of Cedar Point Road, there is a bridge (box culvert) which spans Amolsch Ditch. Based on the HL-93 load rating for this culvert, the proposed axle loads for all transport scenarios are within the parameters of the load rating for this / these structures. If plating is preferred or required for additional load distribution, we can accommodate.

3.3.7.8 Turn left into the project site entrance located approximately ½ mile south of Cedar Point Road (816 N. Lallendorf Road).

3.3.8 Demobilization

Once all transports are complete, **Burkhalter** will begin the process of demobilizing its equipment. A demobilization schedule will be integrated with the overall site plan and schedule. As equipment is no longer required on site, it will be disassembled as necessary and removed from the site to reduce cost and congestion of the project site.

Burkhalter will prepare all necessary transportation equipment, permits and escorts to facilitate the removal of equipment from the site as well as the necessary labor requirements to enable this work to take place as efficiently as possible to reduce impact on the remaining schedule and other work ongoing at the project site.

3.4 Scope Inclusions

Burkhalter's scope, as stated in the supplied documentation, is to "supply all adequate and competent labor, supervision, tools, equipment, installed and consumable materials, services, testing devices and storage space and each and every item of expense necessary for the design, engineering, supply, fabrication, application, handling, hauling, unloading and receiving "Project Equipment Heavy Haul Transportation Services" hereinafter called the Work." Specific inclusions are as follows:

- Goldhofer Modular Transporter as defined in scope
- Ancillary support equipment
- Competent labor and supervision
- First class project management

3.5 Self-performed / Subcontracted Activities

Please see the following matrix of self-performed / subcontracted activities:

Activity	Direct Hire	Subcontract
Engineering	X	
Tie Downs / securement	X	

Ancillary Equipment Supply and Operation	X	
Goldhofer Modular Transporter and Operation	X	
Utility Remediation		X

3.6 Construction Equipment Location and Availability

Please see the following information regarding location and availability of all significant construction equipment:

Equipment	Location	Availability
Goldhofer PST / THP	Columbus, MS /Houston, TX	Available

4.0 SUBCONTRACT PLAN

Burkhalter intends on providing the majority of services to the client on a direct hire basis. Please see section 3.5 of this document which details activities to be conducted on a direct hire or subcontract basis.

Burkhalter will utilize U.S. Utility Contractors to perform the utility remediation service activities. Burkhalter has an outstanding relationship with U.S. Utility Contractors, and has completed multiple successful projects with them.

Burkhalter also has Toledo Edison on board to help where needed/required.

The utility remediation service provider will be managed by our Project Manager and transport superintendent. This people will ensure that performance meets the project requirements and that all services are conducted safely and efficiently.

Pertinent information for U.S. Utility Contractors has been provided below:

Work to be Subcontracted:	Utility Remediation
Subcontractor Name:	U.S. Utility Contractors
Address:	3592 Genoa Road
City:	Perrysburg
State:	OH
Zip Code:	43551
Country:	USA
Previous Experience With Burkhalter:	BP Husky – Oregon, OH
Subcontractor Safety Statistics:	Available upon request

5.0 SAFETY, SECURITY AND SUSTAINABILITY

Burkhalter safely engineers every aspect of lifting, rigging and transport projects. Every project is procedurally designed, planned, and executed by a team of engineers, superintendents and project managers in accordance with Burkhalter's ISO 9001:2008 Quality Assured Company Accreditation.

Burkhalter's crews are fully outfitted with the latest safety equipment and knowledge in its operation. Safety is fundamental to the success of any Burkhalter project and integrated into all planning, lifting, rigging, and transport.

Burkhalter will have onsite safety involved at the project level, which will coordinate with our corporate safety team to ensure that all work is executed in the safest manner possible. Each day of work will begin with a STA (Safety Task Analysis) meeting in which the schedule for the day will be discussed as well as general and specific safety hazards and mitigations that will be followed throughout the work day. Each engineered transport or lift will be preceded by a safety meeting to discuss the specific safety hazards and what Burkhalter's field personnel and management will do to reduce risk and mitigate hazards.

Weekly safety meetings will provide a platform for review of safety data, broad range topics and opportunities to educate employees on increasing their safety. This safety program has been tested and proven by Burkhalter to be successful and to promote an environment of personal responsibility and team effort towards a safe work environment.

Our safety record and methods speak for themselves, but Burkhalter has consistently been awarded and applauded in its industry for working safely as well as efficiently. This is evidenced by Burkhalter's current EMR rating of 0.70.

5.1 Burkhalter Safety Program

Burkhalter has provided an uncontrolled copy of its Corporate HSE Document as Appendix H to this document.

5.2 HSE Plan – Site Specific

Burkhalter has provided a copy of a Site Safety Plan used on a project with a similar scope as Appendix I to this document.

6.0 KEY PERSONNEL

Burkhalter can provide capsule resumes of its key personnel as an Appendix to this document. Burkhalter has preliminarily assigned these individuals to the project, and will work with client to provide assurances of their participation.

APPENDIX A
PRELIMINARY MASTER SCHEDULE

APPENDIX C

DRAWINGS

APPENDIX D

MILLARD AVENUE BRIDGE ANALYSES

APPENDIX E
SUBCONTRACTOR SAFETY DATA
(AVAILABLE UPON REQUEST)

APPENDIX F
TEMPORARY FACILITIES PLAN
(AVAILABLE UPON REQUEST)

APPENDIX G
EQUIPMENT PLAN
(AVAILABLE UPON REQUEST)

APPENDIX H
BURKHALTER SAFETY PROGRAM
(AVAILABLE UPON REQUEST)

APPENDIX I
HSE – PROJECT SPECIFIC
(AVAILABLE UPON REQUEST)

APPENDIX J
CORPORATE QUALITY MANUAL – UNCONTROLLED
(AVAILABLE UPON REQUEST)

APPENDIX K

SITE QUALITY PLAN – PRELIMINARY

(AVAILABLE UPON REQUEST)



CITY OF OPPORTUNITY

CITY OF OREGON OHIO

5330 SEAMAN ROAD • OREGON, OH 43616-2608
www.ci.oregon.oh.us

MICHAEL J. SEFERIAN, MAYOR
Phone (419) 698-7045
Fax (419) 691-0241

MICHAEL BEAZLEY
City Administrator
Phone: (419) 698-7095
Fax: (419) 690-7305

DIRECTOR OF PUBLIC SERVICE

PAUL ROMAN, P.E.
Director of Public Service
Phone (419) 698-7047
Fax (419) 691-0241

Page 1 of 2

CITY OF OREGON SPECIAL HAUL PERMIT

Issued To: Burkhalter Rigging, Inc.

Permit No: #5533-15, #5534-15 & #5535-15

Date: October 23, 2015

Special Haul Permit Requirements:

General

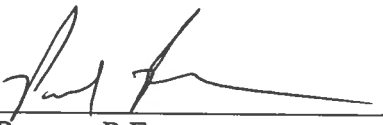
1. Burkhalter Rigging, Inc. shall conduct the Superload moves in accordance to the Transport Method Statement –BRI Job No. 228 Package dated October 20, 2015, Version 1.7. The transport route for these Superloads (Gas Turbine & Generator) shall be Old Millard Avenue, Otter Creek Road, Cedar Point Road, and Lallendorf Road.
2. All limitations and special provisions on second page of Oregon Special Haul Permit (Attached) shall be followed.
3. Oregon Police Dispatch and Department of Public Service shall be notified of date and time of trip 48 hours prior to trip. Telephone numbers are as follows:

Oregon Dispatch:	1-419-698-7064
Department of Public Service:	1-419-698-7047
4. Burkhalter Rigging, Inc. shall reimburse the City of Oregon for all expenses incurred for inspection and permit review performed by the City and/or its agents.
5. Prior to move, provide certificate of liability insurance of no less than \$1,000,000 single limit bodily injury and property damage liability coverage.



Bridge Crossings

1. Burkhalter Rigging, Inc., shall provide a 56' jumper bridge, per the attached Drawing No. 620, to take all weight off of Old Millard Bridge (over Otter Creek) during the move. Current barricades for lane restrictions over Old Millard Avenue Bridge shall be temporarily relocated for the jumper bridge installation. The barricades shall be placed back to the original placement once the jumper bridge is permanently removed.
2. Burkhalter Rigging, Inc., shall provide an 80' jumper bridge, per attached Drawing No. 610, to take all weight off of Old Millard Bridge over Duck Creek (located in Toledo) during the move.
3. Burkhalter Rigging, Inc. shall provide emergency access for property owner at 653 Millard Avenue.
4. Burkhalter Rigging, Inc. shall place steel plates over Lallendorf Road Bridge Deck to further spread loads during the superload moves.
5. No other vehicles shall be permitted on City bridges while the superload vehicle is crossing. The superload vehicle shall travel along the center line of the bridge at a crawl speed (less than 5 mph). Burkhalter Rigging, Inc. shall provide all traffic control as required.


Paul Roman, P.E.
Director of Public Service

PR:klw

Cc : Mayor Seferian
Michael Beazley
Police Chief Navarre
Asst. Police Chief Magdich
Lt. Everitt
Oregon Dispatch

Fire Chief Mullen
Asst. Fire Chief Mullins
Marty Wineland
Rodney Shultz

APPLICATION FOR SPECIAL HAULING

THIS APPLICATION MUST BE TYPED

City of Oregon, Ohio
Department of Public Service

PERMIT NO. **5535-15**

MAIL
OR
DELIVER
TO:

Director of Public Service
5330 Seaman Rd.
Oregon, Ohio 43616
Telephone: (419) 698-7047
Fax (419) 691-0241

Allow 7 days for Review

Name of Person JARED BUSH				DATE 10/22/15
Name of Company BURKHALTER RIGGING, INC.				Type of Permit
Address 2193 HWY 45 SOUTH				<input checked="" type="checkbox"/> Trip
City	State	Zip	(Area Code) Telephone	<input type="checkbox"/> Trip & Return
COLUMBUS	MS	39701	662-327-7711	<input type="checkbox"/> Annual
Nature of Move HEAVY TRANSPORT OF OREGON CLEAN ENERGY PROJECT				<input type="checkbox"/> Quarterly
MAKE & MODEL	LICENSE NO.	STATE	ALL WEIGHTS IN POUNDS WEIGHT EMPTY	<input type="checkbox"/> Other (Specify)
Truck or Tractor	N/A			Fee \$ \$50 \$30 Paid By
Semi-Trailer				<input type="checkbox"/> Cash <input checked="" type="checkbox"/> Check <input type="checkbox"/> Money Order
Other Trailer (Jeep, Dolly)	Goldhofer	MS	161,316 (includes beams)	Make Checks Payable To: City of Oregon
Description Of Load	HRSG MODULE BOX #5		Net Load 643,750	THIS PERMIT IS VALID
Including Make & Model If Applicable			Total Gross Weight 805,068	BEGINNING 10/27/15
Check if applicable	<input type="checkbox"/> Load is towed on its own frame and undercarriage. <input type="checkbox"/> Load is under its own power <input type="checkbox"/> Variable trailers, see attached list			ENDING 11/10/15
<input type="checkbox"/> All weight (axle & gross) are LEGAL in accordance with Section 5577.04 Ohio Revised Code. If checked, do not complete axle loads & spacing section of this application				All Dimensions Feet & Inches DIMENSIONS Vehicle & Load Overall
Length		Height	Width	
107' 11"		23' 10"	15'	
Length		Height	Width	
100'		19' 9"	12' 7"	

AXLE SPACING	AXIS No.	AXLE LOADS		TIRES		MOVEMENT TO BE MADE
		Gross Axle Load, Lbs.	No. on Axle	Sizes		
A. 4' 11"	1.	44,726	8	8.5		From: PORT OF TOLEDO - MIDWEST
B. 4' 11"	2.	44,726	8	8.5		To: OREGON CLEAN ENERGY CENT
C. 4' 11"	3.	44,726	8	8.5		Designated Route:
D. 4' 11"	4.	44,726	8	8.5		
E. 4' 11"	5.	44,726	8	8.5		
F. 4' 11"	6.	44,726	8	8.5		
G. 4' 11"	7.	44,726	8	8.5		
H. 4' 11"	8.	44,726	8	8.5		
I. 4' 11"	9.	44,726	8	8.5		
J. 4' 11"	10.	44,726	8	8.5		
K. 4' 11"	11.	44,726	8	8.5		
	12.	44,726	8	8.5		
Total Gross Weight			Estimated Number of Trips			
16 Total Axles		805,068	4			

Limitations listed on back of this application form apply. Special provisions as checked on back of this form apply. Move only during daylight hours. Movement is prohibited on Saturdays, Sundays, and Holidays unless approved otherwise. Applicant is responsible for providing all above listed information and measurements. Applicant is responsible to check route for abnormal or changed or unknown conditions, which may exist during any move.

JARED BUSH do hereby swear that I am the applicant or his/her legally authorized representative and that the statement made in the foregoing application are true and correct to the best of my knowledge. SPECIAL ATTENTION HAS BEEN GIVEN TO ENSURE THE ACCURACY OF THE MEASUREMENTS OF THE ABOVE LISTED AXLE SPACING AND SPECIFIC VEHICLE. I UNDERSTAND THAT ONLY ONE VEHICLE AT A TIME IS PERMITTED ON ALL BRIDGES ON THESE ROUTES.

SIGNATURE *Jared Bush*
TITLE **LOGISTICS COORDINATOR** DATE **10/22/15**

PERMIT OFFICE USE ONLY
VOID IF BLANK ALTERED OR UNSIGNED

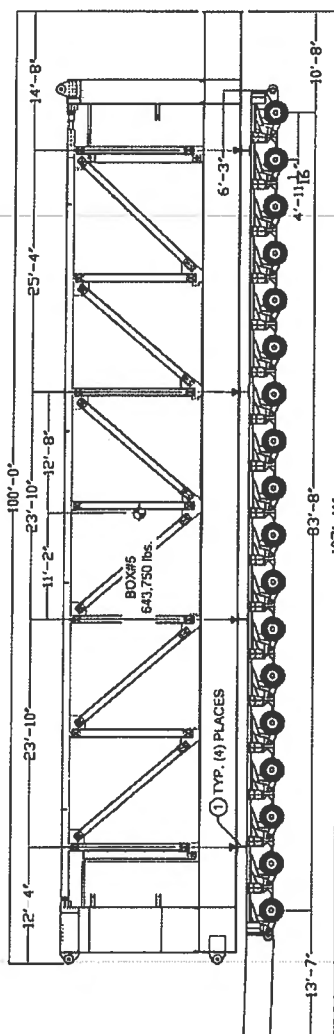
APPROVED:

[Signature]
Director of Public Service

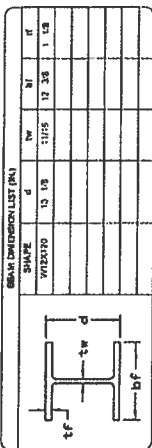
DISTRIBUTION:

WHITE ORIG. - APPLICANT
YELLOW COPY - Director of Public Service
PINK COPY - Police

Approval Is Subject To City's 10/23/15 Letter Attached



BILL OF MATERIAL					
ITEM NO.	QTY	DESCRIPTION	LENGTH (FT.)	WT. DL. (LBS.)	CONCRETE WT. (LBS.)
1	4	1W12 X 100 SUPPORT BEAMS	15	0	7,200
2					0
3					0
4					0
TOTAL*					7,200

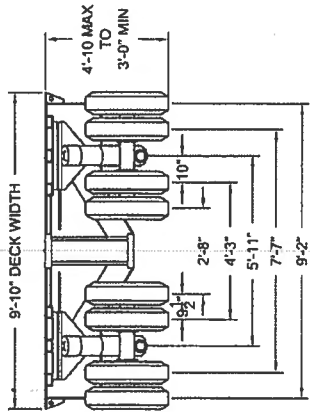
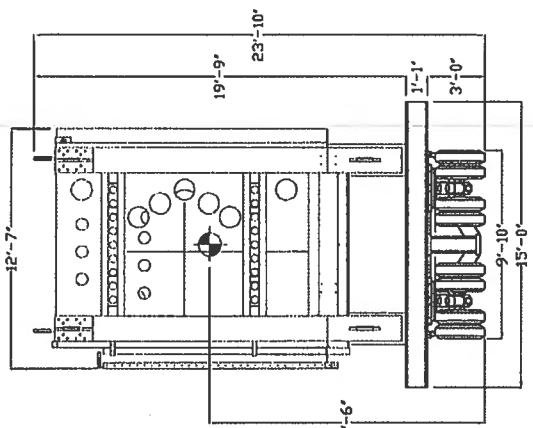



DOLOPHOS LOAD DATA - WEIGHT (LBS.)		(2) PAIRS OF LINE PFT 54	
ANALYSIS	1-18	TOTAL	
TREHMALE	#	144	
TARE WT	8.542	134.118	
ACCESSORY WT	400	7.280	
LOAD WT	133.864	543.732	
GROUPS WTC	44.776	805.066	
GROUPS WTC	44.776	805.066	

DOLOPHOS DATA - BASED ON LOADING	IMPRESS	47%
IMPRESS DATA TURNING RADIUS, 31'-4"	TL TROGLET	7'-5"
	OVERLOAD LIMIT	7.7
	MAXIMUM RAMP ANGLE, 4.5°	
	GROUND REARCH	307
	BASED ON 54-DOLOPHOS OF DOCK	

COLD CHURN LOAD DATA - WEIGHT (LBS.)	[2] PILED 36 LINE PFT-5L	
	1-2	TOTAL
AXLES	8	14
TRUCKS	8,562	134,116
TARE WT	400	7,200
ACCESSORY WT		
LOG WT	33,764	543,732
GROSS WT	44,726	603,068
WT FOR THE	5,591	
THREE	145,767.17	
LATERAL IN	8.5	
WT FOR LATERAL IN	597.7	

Note:
(1) Load charts round decimals to the nearest whole number.



O. ORIGINAL ISSUE		DATE		DATE	
REV. DESCRIPTION		REV		DATE	
INVENTORY					
CLARK		BLACK & VEATCH			
PROJECT: OREGON CLEAN ENERGY PROJECT					
TMS6					
GOLDFOOFER TRANSPORT					
HRS5 MODULE BOX #5					
OREGON, OH					
ALL DRAWING CONTENT REPRESENTS AN OPERATIONAL INFORMATION AND ARE INTENDED FOR EXCLUSIVE USE BY BURKHALTER, INC.					
www.burkhalter.net					
					
LIFTING, Hauling & TRANSPORT PROFESSIONALS					
JOB	QTY	REV	DATE	REV	
228	205	01		0	

CITY OF OREGON, OHIO
DEPARTMENT OF PUBLIC SERVICE
LIMITATIONS ON THE USE OF A SPECIAL HAULING PERMIT

1. The granting of a permit does not guarantee that the load described can be moved without damage to the pavement or structures; although the permit is granted on the assumption that the load can be moved without damage based on the best information available.
2. Permittee will be held liable for any damage caused by the movement. The City assumes no responsibility for damage to the permittee's equipment or load being moved due to any such failure. The permittee agrees to compensate the City of Oregon for any damage to a roadway or road structure and also to indemnify, save harmless, and defend the City of Oregon and the Director of Public Service from and against all and any liabilities, losses, obligations, claims, damages, penalties, suits, actions, judgements, costs and expenses of whatsoever nature are incurred or brought against the City of Oregon or the Director of Public Service as the result of injury to or death of persons or damages to or loss of property caused by acts or omission to act by the Permittee, its agents, servants and employees in the performance of movements under this permit, except to the extent that the negligence of the City of Oregon or the Director of Public Service is a proximate cause of the accident.
3. The permit shall be in the possession of the driver at all times during the progress of transportation and will be shown on demand to any police officer, state highway patrolman or load limit inspector employed by the City of Oregon or the Ohio Department of Transportation.
4. The permission granted restricts the movement of the vehicle(s) or object(s) to the highways specified between the points designated and within the time allotted.
5. No vehicle(s) or object(s) in excess of the legal limits prescribed by law shall be permitted on the highway on Saturdays, Sundays or during the period beginning at 12 noon on the day preceding and continuing until sunrise on the day following national holidays or holiday weekends unless specifically approved otherwise by the Director of Public Service.
6. Movements under a special hauling permit shall be made during daylight hours only and in such a manner to impede, to the least possible extent, the normal highway traffic.
7. No vehicle(s) or object(s) being transported under such hauling permit shall be left parked on the roadway either day or night except in case of an emergency, in which case, adequate protection shall be provided for the traveling public. The vehicle(s) shall not be loaded or unloaded within the limits of the public right-of-way.
8. The operator of the vehicle must comply with all laws, rules or regulations covering the movement of traffic over highways and streets.
9. No vehicle(s) or object(s) being transported under a special hauling permit shall travel in convoy with any other oversize/overweight vehicle or vehicle and load. Every vehicle operating under a permit shall maintain a minimum spacing of 500' from all vehicles traveling in front and in the same lane as said vehicle whenever possible.
10. Every vehicle operating under a permit shall, when traveling on freeways, expressways, or multi-lane undivided highways, remain in the extreme right-hand lane of said highway except as necessary to maintain continuous through movement, to make left turns or exits or to pass other vehicles. Over width vehicles shall not pass other vehicles traveling in the same direction.
11. All flags, escort vehicles, safety lighting devices, flagpersons, etc., as required in the below listed Special Provisions, must meet the specifications as provided in Section 5501.2-1-01 through 5501.2-1-12, Ohio Administrative Code, and Transportation Directive DH-O-401 dated April 1, 1985.
12. Permits will not generally be issued for built-up loads that are divisible into legal loads, or into loads of the least over dimension or the least over weight. If, in the event of an extenuating circumstance, a permit is issued for a divisible load, such load will be adequately described.
13. A permit is void at any time road, weather or traffic conditions make travel unsafe.
14. reductions in legal weight posted on roadways or bridges must be obeyed.
15. Non-compliance with the general or special provisions of a permit, exceeding the weights or dimensions granted, or operating on dates or upon highways other than assigned shall render the permit null and void and the operation of the vehicle subject to arrest, as provided in section 5577.02 to 5577.05, inclusive, of the Revised Code of Ohio and Chapter 339 of the Oregon Municipal Code.

SPECIAL PROVISIONS

- ☒ 1. Display clean red flags not less than 16" square and fastened to staff of sufficient length so as to permit the flags to move freely of any obstructions, located as follows: One at each end of the front bumper at the 45° angle; one at each of the four corners of the vehicle or load, and if there is any part of the load wider, one at the widest point on either side.
- ☐ 2. Private escort vehicle to proceed 50' in advance of vehicle/load.
- ☐ 3. Private escort vehicle to follow 500' back of vehicle/load.
- ☒ 4. Police escort required to assist traffic control.
- ☒ 5. Oversize load signs must be attached to front and rear of vehicle/load.
- ☐ 6. Lead escort vehicle must be equipped with a height sensing device.
- ☐ 7. Movement is restricted to Tuesday-Wednesday-Thursday between the hours of 9:00 a.m. and 3:00 p.m.
- ☐ 8. Movement is to be made between 9:00 a.m. and 3:00 p.m.
- ☐ 9. Driver of the escort vehicle is to act as flagman when needed.
- ☐ 10. Note limitation #5 regarding holiday travel restrictions.
- ☐ 11. Move must be coordinated with the owners of all overhead signs, signals, utilities, etc., which may obstruct safe, clear movement.
- ☐ 12. Special provision #2 applies to bidirectional, two lane highways. Special provision #3 applies to multiple lane highways.
- ☐ 13. All movements shall be made at such speeds and in such manner as to cause a minimum of interference with other traffic and minimum impact stresses on structures and pavements. No movement is to exceed forty (40) miles per hour at any time except upon that portion of a highway where the posted minimum speed is in excess of thirty-five (35) miles per hour. In this event, the maximum allowable speed is then five (5) miles per hour greater than the posted minimum speed for that highway.
- ☒ 14. Call Oregon Dispatch at 419-698-7064 (48) hours prior to move.

*check Mark (☐) indicates special provision(s) that apply to this permit.



Transport Method Statement - BRI Job No. 228

Client: Black & Veatch

Owner: Oregon Clean Energy LLC

Project: Oregon Clean Energy Center

Location: Oregon, Ohio

Client Contract No.: 184704.78.0201

Scope: Transportation Services

Version: 1.76

Submittal Date: October 20~~September 11~~, 2015

DOCUMENT CONTROL

Version: 1.0

Release Date: April 21st, 2015**Distribution List:**

Name:	Role:	Company:
Paul Roman	City Engineer	City of Oregon, OH
Chris Cousineau	City Engineer	City of Toledo, OH
Jason Schottler	Project Executive	Black & Veatch

This living document Method Statement is being submitted to supplement Heavy Haul permit application. When the permit(s) are approved, this document will be used as the basis for the management, scheduling, and execution of the Heavy Haul scope associated with this project.

Version	Release Date	Comment
1.0	7/29/15	Exhibit to Heavy Haul Permit Application(s)

DOCUMENT INQUIRIES

Any inquiries regarding this document must be addressed to:

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281.797.7117 – Cell
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Columbus, MS 39705
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662.327.7711 – Office
662.242.6214 – Cell
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1333 Burr Ridge Parkway, Suite 200
Burr Ridge, IL 60527
bkimball@Burkhalter.net
630.756.3088 – Office
630.432.9463 – Cell

TABLE OF CONTENTS

1.0 DEFINITION

- 1.1. Project Background and Overview
- 1.2. Project Objectives

2.0 SCHEDULE REQUIREMENTS / KEY MILESTONE DATES

- 2.1 Preliminary Contract Master Schedule
- 2.2 Schedule Format

3.0 EXECUTION PLAN

- 3.1 Organization Charts
- 3.2 Engineering
- 3.3 Equipment Transportation Services
 - 3.3.1 Mobilization
 - 3.3.2 Assembly
 - 3.3.3 Testing
 - 3.3.4 Roll Off Operations
 - 3.3.5 Temporary Staging
 - 3.3.6 Management of Traffic – Public Notification
 - 3.3.7 Transport to Site
 - 3.3.7.1 – 3.3.7.8 Proposed Route
 - 3.3.8 Demobilization
- 3.4 Scope Inclusions
- 3.5 Self-performed / Subcontracted Activities
- 3.6 Construction Equipment Location and Availability

4.0 SUBCONTRACT PLAN

5.0 SAFETY, SECURITY AND SUSTAINABILITY

- 5.1 Burkhalter Safety Program
- 5.2 Health, Safety and Environmental Plan – Site Specific

6.0 KEY PERSONNEL

APPENDICES

- A. PRELIMINARY MASTER SCHEDULE
- B. HOME OFFICE AND PROJECT ORGANIZATION CHART
- C. DRAWINGS
- D. MILLARD AVENUE BRIDGE ANALYSES

- E. SUBCONTRACTOR SAFETY DATA (AVAILABLE UPON REQUEST)
- F. TEMPORARY FACILITIES PLAN (AVAILABLE UPON REQUEST)
- G. EQUIPMENT PLAN (AVAILABLE UPON REQUEST)
- H. BURKHALTER SAFETY PROGRAM (AVAILABLE UPON REQUEST)
- I. HSE – PROJECT SPECIFIC (AVAILABLE UPON REQUEST)
- J. CORPORATE QUALITY MANUAL – UNCONTROLLED (AVAILABLE UPON REQUEST)
- K. SITE QUALITY PLAN (AVAILABLE UPON REQUEST)

1.0 DEFINITION

This Method Statement shall provide detailed information relative to Burkhalter's overall approach and commitment in regards to the following: health, safety and environment; the project schedule requirements and key milestone dates, execution planning, project management planning and project engineering planning.

1.1 Project Background and Overview

Burkhalter will be performing the Engineered Heavy Transport Scope by Black & Veatch for the Oregon Clean Energy Center Project located in Oregon, Ohio. This method statement encompasses the Project Equipment Transportation Services, and as such, we have provided within this document the required technical information as requested / required.

The transport scope encompasses the receiving the following equipment items at the Port of Toledo and transporting these items to the project site:

Qty	Item Description	Length	Width	Height	Weight (lbs.)
4	HRSG Module #1	100'	9'2"	20'7"	255,740
4	HRSG Module #2	100'	13'4"	20'7"	588,630
4	HRSG Module #3	100'	12'7"	19'9"	553,360
43	HRSG Module#4Generator Stator	100'38'-0"	12'2"14'-4"	19'11"13'-4"	548,950680,522
42	HRSG Module#5Combustion Turbine	100'36'-11"	12'7"16'-0"	19'9"14'-11"	643,750638,458

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1.2 Project Objectives

Burkhalter's primary objective for this project is to execute in a safe and professional manner while managing the project within time, cost and technical parameters of the awarded scope as defined.

2.0 SCHEDULE REQUIREMENTS / KEY MILESTONE DATES

2.1 Preliminary Contract Master Schedule

Burkhalter has provided a Preliminary Contract Master Schedule as Appendix A to this document. The schedule is based on dates and information supplied in the request for quotation and its addendums.

2.2 Schedule Format

Burkhalter will utilize MS Project for project scheduling.

Abnormal weather conditions	Delays in all project activities
Site congestion	Delays in delivery of items to site/lifts
Inclement Weather	Delays in roll off, transport and lifting

3.0 EXECUTION PLAN

3.1 Organization Charts

Burkhalter has provided a Home Office / Project Site Organizational Chart as Appendix B to this document respectively.

3.2 Engineering

The scope of work presented in this bid package will require Burkhalter's outstanding Engineering Group to play a large role in making the project successful. Burkhalter prides itself on the level of competency and ingenuity of our Engineering Group.

Burkhalter's primary Engineering Group is located at our corporate offices in Columbus, MS. This engineering group will be responsible for working with the client and Project Management to provide all necessary engineering in a timely and professional manner.

Burkhalter has completed preliminary engineering based on the information provided by Black & Veatch in their RFP. This preliminary engineering has allowed Burkhalter to develop equipment requirements, initial site plans and pricing for the RFQ. After award, Burkhalter will work to develop a comprehensive engineering study and plan of the entire project. This would include, at a minimum, the following:

- Staging Plans
- Transport Plans

- Transport Lashing Plans and Calculations

These plans have been submitted to Black & Veatch and Burkhalter would then begin the review and integration process with the client to finalize the entire engineered plan for the project. Please see Appendix C for preliminary drawings supplied with this document.

3.3 Equipment Transportation Services

The Equipment Transport Service portion of the Scope consists of the transport of combustion and steam turbines, turbine generators, HRSG modules and steam drums from the Port of Toledo to the project site. The components will either be rolled off barge utilizing self-propelled modular transporters or discharged from ship(s) by means of ship's gear. Once offloaded from barge / ship, items will be transported and placed in temporary storage at the roll off dock area. Various configurations of transporter will be utilized to transport the components from the Port facility location to the OCEC project site in Oregon, Ohio.

3.3.1 Mobilization

Components will begin arriving at the roll off location on or about ~~September 26~~ August 30, 2015. Burkhalter will have previously mobilized its Goldhofer Transport Equipment and ancillary support equipment to the site in preparation to receive the components from barge. All assist cranes, ballast pumps, mooring equipment, barge ramps and other equipment will be at the site and prepared for roll off operations.

3.3.2 Assembly

Dictated configurations of Goldhofer Modular Transporter will be assembled at the roll off location per client supplied documentation. Roll off and transport crews will assist the Assembly Director in these operations which will follow industry standard practices to assemble the configurations as necessary. As there are multiple configurations, there will be several instances of reconfigurations that will be managed by the site crews and supervisors in line with the necessary configurations mandated by the client.

3.3.3 Testing

All transport and ancillary equipment will be function tested prior to beginning operations. This will ensure that all functions are operable and the equipment is suitable to be used in the execution of the work.

3.3.4 Roll Off Operations

As the barges are delivered to the roll off dock, they will be secured and prepped for roll off operations. Once secured with mooring equipment, gangways will be put in to place to allow safe access onto the barge. Ballast equipment will be placed on the barge and ballasting will begin, as necessary, based on ballast plans developed by engineering. Tie downs will be removed from the components and grillage removed as necessary. Suitable barge ramps will be placed from the dock onto the barge and secured. The applicable Goldhofer Modular Transporter will then be

maneuvered onto the barge and under the components, which will be staged on suitable stands. Using the hydraulic capabilities of the SPMT, the components will be lifted from their stands after being secured for transport. Ballasting will continue as necessary as the Goldhofer Modular Transporter is used to roll the components off the barge and into temporary staging.

3.3.5 Temporary Staging

In order to facilitate efficient offloading of barges and reduce applicable demurrages, components will be staged temporarily near the roll off dock prior to transport to the site. Components will be staged on suitable stands, mats and/or beams. Staging will be planned with the dimensions, weights and design capabilities of each component in mind. Crews will lower the components onto the staging materials using the hydraulic capabilities of the SPMT. Once the components are secure on staging materials, then Goldhofer Modular Transporter can then be removed from under the components and put to use for roll off operations once again. From time to time, it could be necessary to utilize multiple SPMTs for roll off/staging operations based on the quantity of components arriving via barge simultaneously.

3.3.6 Management of Traffic – Public Notification

Per the specifications for transport of extraordinary loads within the city limits of Toledo, OH and Oregon, OH, we will implement a MOT plan in order to notify and prepare the public for any pending traffic interruptions, closures and detours. It is intended that the notification(s) will be provided approximately two weeks prior to the scheduled interruption. Also, we will provide any temporary signage as specified and required.

3.3.7 Transport to Site

Based on the determined transport configurations suitable for the project equipment and confirmed through engineering, 186-line self propelled Goldhofer Modular Transporter will be assembled in various configurations, tested and prepared for use. The transport route from the port facility to the site has been determined and is being prepared by the client with regards to utility mitigation and road support structure. Burkhalter's transport crews will follow a planned execution of each transport and will be reinforced by necessary escorts and support vehicles. The route is congested and makes its way through both residential and industrial areas. As such there are certain risks that will be involved and Burkhalter will have plans in place to mitigate these risks.

Our Transport Execution Plan is based on a primary (and preferred) route. However, we have also considered several alternative routes for our contingency planning requirements. This method statement will address the primary route.

The route that we are proposing at this time is as follows:

- 3.3.7.1 Exit the Port of Toledo – Midwest Terminals on Sinclair Street, turning left onto Front Street heading southwest.

- 3.3.7.2 Cross the CSX Main line tracks that intersect Front Street. This railroad crossing is closed to public traffic. However Burkhalter has entered into an agreement with CSX which authorizes crossing at this location. Maintenance of this crossing and road closure will also be provided by Burkhalter.
- 3.3.7.3 Turn left onto Millard Avenue heading southeast. The use of this road for transport of our equipment requires crossing the Duck Creek Bridge, which is under the jurisdiction of the City of Toledo, OH and the CSX Toledo Yard Bridge, which is under the jurisdiction of the City of Oregon, Ohio. Based on the gross weights of the proposed transport loads, we have conducted separate bridge analyses for each bridge. The objective of these analyses was to determine the capacity of the deck and structure with consideration of the proposed transport loads. A copy of the report(s) of the separate analyses is included (see Appendix D).
- 3.3.7.3.1 **WEIGHT RESTRICTION:** For all gross loads weighing in excess of 750,000 lbs., we will use the Old Millard Avenue Route. Prior to transport, jumper bridges will be mobilized, assembled and placed over the Duck Creek and Otter Creek Bridges. Also, improvements will be made which will enable crossing of the CSX Yard. Lastly, notifications and provisions will be made to businesses (Al's Towing & Automotive, First Energy, CSX, etc.) impacted by the road closure requirements associated with the use of this route. Existing concrete barriers over Old Millard Avenue shall be moved as discussed and approved by the City of Oregon. For the return trips from the Oregon Clean Energy Center to the Port of Toledo, the empty Goldhofer will utilize the New Millard Avenue Bridge.
- 3.3.7.4 Turn left onto Otter Creek Road heading northeast. Along this segment of the route, there are (2) cantilevered sign structures that may interfere with passage of certain loads. If this is determined to be an interference, we will take measures to temporarily remove and / or relocate one of the obstructing structures. This will primarily effect the transport of the HRSR Modules which will occur in the November / December 2015 timeframe.
- 3.3.7.5 Turn right onto Cedar Point Road heading east. Given our maximum transport height of 18'-10", most utilities along Cedar Point Road from Otter Creek Road to Lallendorf Road have been permanently relocated to elevations greater than 18'-10" for overweight / over-dimensional loads based on BP Refinery project requirements.
- 3.3.7.6 Turn right onto Lallendorf Road heading south. At the intersection of Cedar Point Road and Lallendorf Road, there is a series of data / telecommunications / cable television wires that span Lallendorf Road



along the south easement of Cedar Point Road. We will be required to either temporarily or permanently relocate these lines as the lowest series is approximately 20'-0" above the centerline of Lallendorf Road.

3.3.7.7 Approximately ¼ miles south of Cedar Point Road, there is a bridge (box culvert) which spans Amolsch Ditch. Based on the HL-93 load rating for this culvert, the proposed axle loads for all transport scenarios are within the parameters of the load rating for this / these structures. If plating is preferred or required for additional load distribution, we can accommodate.

3.3.7.8 Turn left into the project site entrance located approximately ½ mile south of Cedar Point Road (816 N. Lallendorf Road).

3.3.8 Demobilization

Once all transports are complete, Burkhalter will begin the process of demobilizing its equipment. A demobilization schedule will be integrated with the overall site plan and schedule. As equipment is no longer required on site, it will be disassembled as necessary and removed from the site to reduce cost and congestion of the project site.

Burkhalter will prepare all necessary transportation equipment, permits and escorts to facilitate the removal of equipment from the site as well as the necessary labor requirements to enable this work to take place as efficiently as possible to reduce impact on the remaining schedule and other work ongoing at the project site.

3.4 Scope Inclusions

Burkhalter's scope, as stated in the supplied documentation, is to "supply all adequate and competent labor, supervision, tools, equipment, installed and consumable materials, services, testing devices and storage space and each and every item of expense necessary for the design, engineering, supply, fabrication, application, handling, hauling, unloading and receiving "Project Equipment Heavy Haul Transportation Services" hereinafter called the Work." Specific inclusions are as follows:

- Goldhofer Modular Transporter as defined in scope
- Ancillary support equipment
- Competent labor and supervision
- First class project management

3.5 Self-performed / Subcontracted Activities

Please see the following matrix of self-performed / subcontracted activities:

Activity	Direct Hire	Subcontract
Engineering	X	
Tie Downs / securement	X	

Ancillary Equipment Supply and Operation	X	
Goldhofer Modular Transporter and Operation	X	
Utility Remediation		X

3.6 Construction Equipment Location and Availability

Please see the following information regarding location and availability of all significant construction equipment:

Equipment	Location	Availability
Goldhofer PST / THP	Columbus, MS /Houston, TX	Available

4.0 SUBCONTRACT PLAN

Burkhalter intends on providing the majority of services to the client on a direct hire basis. Please see section 3.5 of this document which details activities to be conducted on a direct hire or subcontract basis.

Burkhalter will utilize U.S. Utility Contractors to perform the utility remediation service activities. Burkhalter has an outstanding relationship with U.S. Utility Contractors, and has completed multiple successful projects with them.

Burkhalter also has Toledo Edison on board to help where needed/required.

The utility remediation service provider will be managed by our Project Manager and transport superintendent. This people will ensure that performance meets the project requirements and that all services are conducted safely and efficiently.

Pertinent information for U.S. Utility Contractors has been provided below:

Work to be Subcontracted:	Utility Remediation
Subcontractor Name:	U.S. Utility Contractors
Address:	3592 Genoa Road
City:	Perrysburg
State:	OH
Zip Code:	43551
Country:	USA
Previous Experience With Burkhalter:	BP Husky – Oregon, OH
Subcontractor Safety Statistics:	Available upon request

5.0 SAFETY, SECURITY AND SUSTAINABILITY

Burkhalter safely engineers every aspect of lifting, rigging and transport projects. Every project is procedurally designed, planned, and executed by a team of engineers, superintendents and project managers in accordance with Burkhalter's ISO 9001:2008 Quality Assured Company Accreditation.

Burkhalter's crews are fully outfitted with the latest safety equipment and knowledge in its operation. Safety is fundamental to the success of any Burkhalter project and integrated into all planning, lifting, rigging, and transport.

Burkhalter will have onsite safety involved at the project level, which will coordinate with our corporate safety team to ensure that all work is executed in the safest manner possible. Each day of work will begin with a STA (Safety Task Analysis) meeting in which the schedule for the day will be discussed as well as general and specific safety hazards and mitigations that will be followed throughout the work day. Each engineered transport or lift will be preceded by a safety meeting to discuss the specific safety hazards and what Burkhalter's field personnel and management will do to reduce risk and mitigate hazards.

Weekly safety meetings will provide a platform for review of safety data, broad range topics and opportunities to educate employees on increasing their safety. This safety program has been tested and proven by Burkhalter to be successful and to promote an environment of personal responsibility and team effort towards a safe work environment.

Our safety record and methods speak for themselves, but Burkhalter has consistently been awarded and applauded in its industry for working safely as well as efficiently. This is evidenced by Burkhalter's current EMR rating of 0.70.

5.1 Burkhalter Safety Program

Burkhalter has provided an uncontrolled copy of its Corporate HSE Document as Appendix H to this document.

5.2 HSE Plan – Site Specific

Burkhalter has provided a copy of a Site Safety Plan used on a project with a similar scope as Appendix I to this document.

6.0 KEY PERSONNEL

Burkhalter can provide capsule resumes of its key personnel as an Appendix to this document. Burkhalter has preliminarily assigned these individuals to the project, and will work with client to provide assurances of their participation.

APPENDIX A

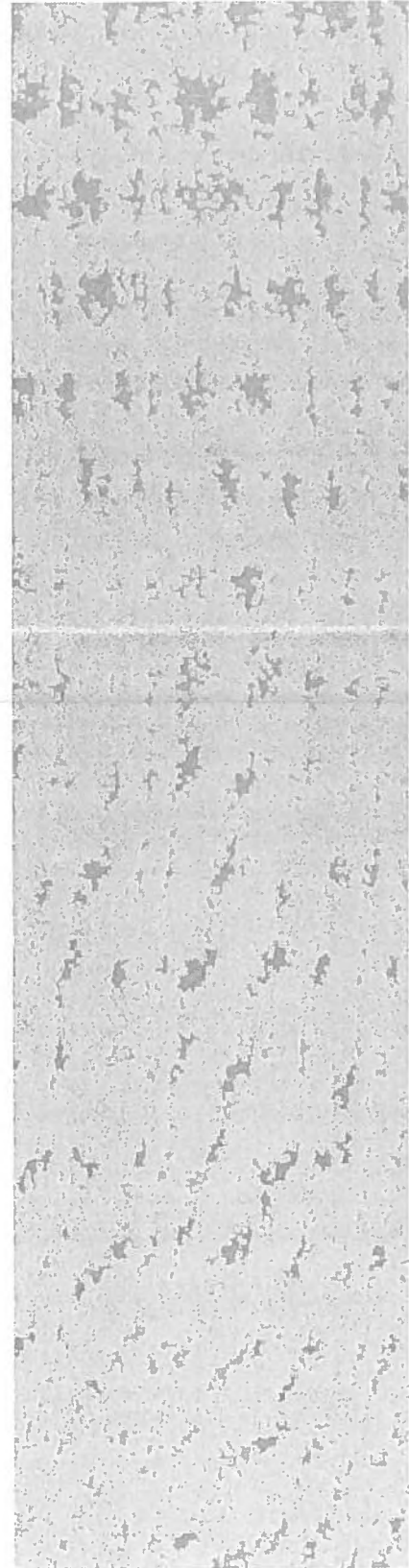
PRELIMINARY MASTER SCHEDULE



APPENDIX C DRAWINGS

APPENDIX D

MILLARD AVENUE BRIDGE ANALYSES



APPENDIX E
SUBCONTRACTOR SAFETY DATA
(AVAILABLE UPON REQUEST)

APPENDIX F
TEMPORARY FACILITIES PLAN
(AVAILABLE UPON REQUEST)

APPENDIX G
EQUIPMENT PLAN
(AVAILABLE UPON REQUEST)

APPENDIX H

BURKHALTER SAFETY PROGRAM

(AVAILABLE UPON REQUEST)

APPENDIX I

HSE – PROJECT SPECIFIC

(AVAILABLE UPON REQUEST)

APPENDIX J

CORPORATE QUALITY MANUAL – UNCONTROLLED
(AVAILABLE UPON REQUEST)

APPENDIX K

SITE QUALITY PLAN – PRELIMINARY

(AVAILABLE UPON REQUEST)





City of Toledo, Ohio
Department of Inspection

APPLICATIONS FOR SPECIAL HAULING

Please Type or Print Legibly. Illegible applications will be rejected

PERMIT NO. _____

Mail or Deliver To:
One Stop Shop
One Government Center
Suite 1600
Toledo, Ohio, 43604
Telephone: (419)-245-1210

Name of Applicant: JARED Bush				Date: 10/21/15	
Name of Company: Burkhalter Rigging, Inc.				Type of Permit: <input checked="" type="checkbox"/> Trip <input type="checkbox"/> Trip & Return <input type="checkbox"/> Quarterly <input type="checkbox"/> Annual <input type="checkbox"/> Other (Specify) _____	
Address: 2193 Hwy 45 S				Fee \$ _____ Paid By: <input type="checkbox"/> Cash <input type="checkbox"/> Check <input type="checkbox"/> Money Order <input checked="" type="checkbox"/> Credit Card	
City: Columbus State: MS		Zip/Postal Code: 37701		Make checks payable to: City of Toledo THIS PERMIT IS VALID	
Telephone: 602-327-7711 Ext. _____		Fax: 602-327-4401		BEGINNING 10/27/15	
Nature of Move: Heavy Haul Transport				ENDING 11/10/15	
MAKE & MODEL	LICENSE NO.	STATE	WEIGHT IN POUNDS: WEIGHT EMPTY	All Dimensions Feet & Inches DIMENSIONS	
Truck of Tractor:	N/A			Vehicle & Load Overall	
Semi-Trailer:	N/A		161,316	Length	Height
Other Trailer	N/A	MS	154,116	Width	
Description of Load Including Make & Model: HRSD module Box #5			Net Load: 1643,750	Load Only Height	
If Applicable:			Total Gross Wt: 805,008	107-11	23-10
CHECK IF APPLICABLE <input type="checkbox"/> Load is towed on its own frame and undercarriage. <input type="checkbox"/> Load is under its own power. <input type="checkbox"/> Variable trailers, see attached list.			<input type="checkbox"/> All weights (axle & gross) are LEGAL, in accordance with Section 5577.04 Ohio Revised Code. If check do not complete axle loads & spacing section of this application.	100-0	19-9
AXLE SPACING Feet & Inches	AXLE No.	AXLE LOADS Gross axle loads, Lbs	MOVEMENT TO BE MADE		
			From: Port of Toledo - Midwest Terminal		
			To: Oregon Clean Energy Center		
			Designated Route:		
			1. Exit Port of Toledo onto Front St. (SB)		
			2. Left turn (EB) onto Millard Ave.		
			3. Right turn (SB) onto Old Millard Ave (EB) across 2 jumper bridges & R.R.		
			4. Left turn (WB) onto Otter Creek Rd		
			5. Right turn (EB) onto Cedar Point Rd		
			6. Right turn (SB) onto Lallendorf Rd		
			7. Left turn (EB) onto site		
Total Gross Weight			Estimated Number of Trips 4		

Limitations listed on back of this application form apply. Special provisions as checked on back of this form apply. Move only during daylight hours. Movement is prohibited on Saturdays, Sundays, and holidays. Permittee is responsible for providing all above listed information and measurements. Permittee is responsible to check route for abnormal or changed or unknown conditions which may exist during move.

PERMIT OFFICE USE ONLY
VOID IF BLANK, ALTERED, OR UNSIGNED

APPROVED _____
Department of Inspection

I, **JARED Bush** do hereby swear that I am the applicant or his/her legally authorized representative and the statements made in the foregoing application are true and correct to the best of my knowledge. SPECIAL ATTENTION HAS BEEN GIVEN TO ENSURE THE ACCURACY OF THE MEASUREMENTS OF THE ABOVE LISTED AXLE SPACING AND SPECIFIC VEHICLE I UNDERSTAND THAT ONLY ONE VEHICLE AT A TIME IS PERMITTED ON ALL BRIDGES ON THESE ROUTES.

SIGNATURE **Jared Bush**
TITLE **Logistics Coordinator** DATE **10/21/15**

OK SBH
W. Mow
10-23-15

Axle Spacing Feet & inches	Axle No.	AXLE LOADS Gross axle loads, Lbs	TIRES	
			No. On Axle	Sizes
G. 4-11	12.	44,724	8	11
	13.	44,724	8	11
H. 4-11	14.	44,724	8	11
	15.	44,724	8	11
I. 4-11	16.	44,724	8	11
	17.	44,724	8	11
J. 4-11	18.	44,724	8	11
	19.		8	
K. _____	20.			
	21.			
L. _____	22.			
	23.			
Total Gross Weight		805,908	Estimated Number of Trips	



APPLICATIONS FOR SPECIAL HAULING
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Department of Inspection

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Name of Applicant: JARED Bush				Date: 10/21/15	
Name of Company: Burkhalter Rigging, Inc.				Type of Permit: <input checked="" type="checkbox"/> Trip <input type="checkbox"/> Trip & Return <input type="checkbox"/> Quarterly <input type="checkbox"/> Annual <input type="checkbox"/> Other (specify) _____	
Address: 2193 Hwy 45 S					
City: Columbus State: MS		Zip/Postal Code: 37701			
Telephone: 602-327-7711 Ext. _____		Fax: 602-327-4401			
Nature of Move: Heavy Haul Transport					
MAKE & MODEL	LICENSE NO.	STATE	WEIGHT IN POUNDS: WEIGHT EMPTY		
Truck or Tractor:	N/A				
Semi-Trailer:	N/A		161,330		
Other Trailer:	N/A	MS	154,110		
Description of Load including Make & Model: HRSA module box #3			Net Load: 553,360 Total Gross Wt: 714,690		
CHECK IF APPLICABLE: <input type="checkbox"/> Load is towed on its own frame and undercarriage. <input type="checkbox"/> Load is under its own power. <input type="checkbox"/> Variable trailers, see attached list.			<input type="checkbox"/> All weights (axle & gross) are LEGAL in accordance with Section 5577.04 Ohio Revised Code. If check do not complete axle loads & spacing section of this application.		
Axle Spacing Feet & inches	Axle No.	AXLE LOADS Gross axle loads, Lbs	TIRES No. On Axle Sizes		
A 4-11	1.	39,705	8	215/75R17.5	
	2.	39,705			
B 4-11	3.	39,705	8	11	
	4.	39,705			
C 4-11	5.	39,705	8	11	
	6.	39,705			
D 4-11	7.	39,705	8	11	
	8.	39,705			
E 4-11	9.	39,705	8	11	
	10.	39,705			
F 4-11	11.	39,705	8	11	
	12.	39,705			
Total Gross Weight			Estimated Number of Trips 4		

All Dimensions Feet & Inches DIMENSIONS		
Vehicle & Load Overall		
Length	Height	Width
107-9	23-10	15
Load Only Height		
100	19-9	12-7
MOVEMENT TO BE MADE		
From: Port of Toledo - Midwest Terminal		
To: Oregon Clean Energy Center		
Designated Route:		
1. Exit Port of Toledo onto Front St. (SB)		
2. Left turn (EB) onto Millard Ave.		
3. Right turn (SB) onto Old Millard Ave (EB) across 2 Jumper bridges & RL.		
4. Left turn (NB) onto Otter Creek Rd		
5. Right turn (EB) onto Cedar Point Rd		
6. Right turn (SB) onto Lallendorf Rd		
7. Left turn (EB) onto site		

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APPROVED _____
Department of Inspection

JARED Bush do hereby swear that I am the applicant or his/her legally authorized representative and the statements made in the foregoing application are true and correct to the best of my knowledge. SPECIAL ATTENTION HAS BEEN GIVEN TO ENSURE THE ACCURACY OF THE MEASUREMENTS OF THE ABOVE LISTED AXLE SPACING AND SPECIFIC VEHICLES. I UNDERSTAND THAT ONLY ONE VEHICLE AT A TIME IS PERMITTED ON ALL BRIDGES ON THESE ROUTES.

SIGNATURE **Jared Bush**
TITLE **Logistics Coordinator** DATE **10/21/15**

ok SBH
Karl Lewis
10-23-15

Axle Spacing Feet & inches	Axle No.	AXLE LOADS Gross axle loads, Lbs	TIRES	
			No. On Axle	Sizes
G. 4-11	12.	39,705	8	11
	13.	39,705	8	11
H. 4-11	14.	39,705	8	11
	15.	39,705	8	11
I. 4-11	16.	39,705	8	11
	17.	39,705	8	11
J. 4-11	18.	39,705	8	11
	19.			
K. _____	20.			
	21.			
L. _____	22.			
	23.			
Total Gross Weight		714,690	Estimated Number of Trips	



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Goldhofer		MS		Length Height Width																																																																															
HR 30 Module Box		161,330		107-9 24-0 15-0																																																																															
#4		154,110		Load Only Height																																																																															
Description of Load Including Make & Model		Net Load: 548,950		100-0 19-11 15-0																																																																															
If Applicable:		Total Gross Wt: 710,280		MOVEMENT TO BE MADE																																																																															
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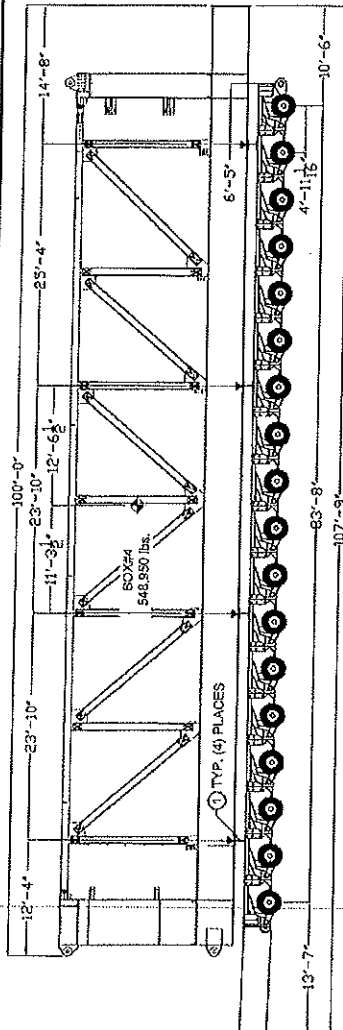
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SIGNATURE **Jared Bush**
TITLE **Logistics Coordinator** DATE **10/21/15**

Handwritten signature and date: 10-23-15

Axle Spacing Feet & inches	Axle No.	AXLE LOADS Gross axle loads, Lbs	TIRES	
			No. On Axle	Sizes
G. 4-11	12.	39,400	8	11
	13.	39,400	8	11
H. 4-11	14.	39,400	8	11
	15.	39,400	8	11
I. 4-11	16.	39,400	8	11
	17.	39,400	8	11
J. 4-11	18.	39,400	8	11
	19.			
	20.			
K. _____	21.			
	22.			
L. _____	23.			
Total Gross Weight		710,200	Estimated Number of Trips	



This foregoing document was electronically filed with the Public Utilities

Commission of Ohio Docketing Information System on

10/26/2015 9:58:41 AM

in

Case No(s). 12-2959-EL-BGN

Summary: Correspondence of Oregon Clean Energy, LLC in Compliance with Commitment No. 20 electronically filed by Teresa Orahood on behalf of Sally Bloomfield