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6.1 Highway Traffic Control Plans

6.1.1 Clear Traffic Plan (1 lane open)
Notes:
1. For details on Traffic Clearance Procedure, refer to Sheet 6.1.7 in this section.
2. Each Flagger will be certified by the American Traffic Safety Services Association (ATSSA) or equal.
3. Nighttime flag stations will be illuminated by lighting according to MDT standards.
4. Advanced warning signing will be placed so that the traffic queue does not extend beyond the flagger sign.
5. Flag station signing will be mounted in sign brackets on post mounted signs.
6. Crew traveling with module will consist of a minimum of one Certified Traffic Supervisor, three certified Traffic Control Technicians and three Certified Flaggers. All members of crew will have Flagger Certifications.
7. All members of crew will be equipped with business band radios on a common frequency to maintain communications between traffic crew and transport crew.
6.1.2 Clear on Shoulder Traffic Plan (1 lane open)
Proposed Traffic Control - 2 Lane Rural Roadways
CLEAR on Shoulder Traffic Plan: (one lane for clearing traffic)

Parking Spot on Opposite Side of Road:

Parking Spot on Same Side of Road:

Notes:
1. For details on Traffic Clearance Procedure, refer to Sheet 6.1.7 in this section.
2. Each Flagger will be certified by the American Traffic Safety Services Association (ATSSA) or equal.
3. Nighttime flag stations will be illuminated by lighting according to MDT standards.
4. Advanced warning signing will be placed so that the traffic queue does not extend beyond the flagger sign.
5. Flag station signing will be mounted in sign brackets on post mounted signs.
6. Crew traveling with module will consist of a minimum of one Certified Traffic Supervisor, three certified Traffic Control Technicians and three Certified Flaggers. All members of crew will have Flagger Certifications.
7. All members of crew will be equipped with business band radios on a common frequency to maintain communications between traffic crew and transport crew.

Key:
- Module
- Escort Vehicle
- Flagger
6.1.3 Park Traffic Plan (2 lanes open)
PARK Traffic Plan: (two lanes for clearing traffic)

Notes:
1. For details on Traffic Clearance Procedure, refer to Sheet 6.1.7 in this section.
2. Each Flagger will be certified by the American Traffic Safety Services Association (ATSSA) or equal.
3. Nighttime flag stations will be illuminated by lighting according to MDT standards.
4. Advanced warning signing will be placed so that the traffic queue does not extend beyond the flagger sign.
5. Flag station signing will be mounted in sign brackets on post mounted signs.
6. Crew traveling with module will consist of a minimum of one Certified Traffic Supervisor, three certified Traffic Control Technicians and three Certified Flaggers. All members of crew will have Flagger Certifications.
7. All members of crew will be equipped with business band radios on a common frequency to maintain communications between traffic crew and transport crew.

Key:
- Module
- Escort Vehicle
- Flagger
6.1.4 3 Lane Clear (1 lane open)
Proposed Traffic Control - 3 Lane CLEAR
(one lane for clearing traffic)

Parking Spot with two lanes in opposite direction:

Parking Spot with two lanes in same direction:

Notes:
1. For details on Traffic Clearance Procedure, refer to Sheet 6.1.7 in this section.
2. Each Flagger will be certified by the American Traffic Safety Services Association (ATSSA) or equal.
3. Nighttime flag stations will be illuminated by lighting according to MDT standards.
4. Advanced warning signing will be placed so that the traffic queue does not extend beyond the flagger sign.
5. Flag station signing will be mounted in sign brackets on post mounted signs.
6. Crew traveling with module will consist of a minimum of one Certified Traffic Supervisor, three certified Traffic Control Technicians and three Certified Flaggers. All members of crew will have Flagger Certifications.
7. All members of crew will be equipped with business band radios on a common frequency to maintain communications between traffic crew and transport crew.
6.1.5 4 Lane Clear (2 lanes open)
Notes:
- In these sections, the module will occupy two lanes and the other two lanes will be used to clear traffic.
- Advanced signing will be according to MDT Detailed Drawing #618-24
6.1.6 Typical Advanced Signing Detail
Typical Advanced Signing Detail:

2 Lane Roadways

Lane closures will be long enough to prevent traffic from queuing up in the merging taper.

Normal speed limits to be posted after each flag station.

Same Signing both directions.

Use this sign only when speed reduction is in excess of 30 MPH.

Project Name: Western Traffic Control

Date: 2/12/10

Prepared By: Jeff Hollenback

Owner: Mammoeet

Prime Contractor: Kearl Oil Sand Project

Traffic Control Contractor: Western Traffic Control

4 Lane Roadways

Lane closures will be long enough to prevent traffic from queuing up in the merging taper.

Normal speed limits to be posted after each flag station.

Same Signing both directions.

Use this sign only when speed reduction is in excess of 30 MPH.

Channelization devices spaced at 2 times the posted speed limit.
6.1.7 Traffic Control Procedure
Traffic Control Plan Between 2 Clear Turnouts

Scenario: (Travel time for module trailer between TO2 and TO3 + travel time for public vehicle between TO3 and TO2 at posted highway speed - the time between successive vehicles at TO3) is < 10 mins

**STEP 1**
1. Module trailer is between TO1 & TO2 on highway
2. Flag crew at TO2 have stopped oncoming traffic at TO2
3. Following traffic follows module trailer from TO1 to TO2

**STEP 2**
1. Module trailer parks at TO2
2. Transport crew notifies flag crew at TO2 (oncoming and following traffic)
3. Flag crew at TO2 stops following traffic at TO2

**STEP 3**
1. Module trailer is parked at TO2
2. Flag crew at TO2 releases oncoming traffic and clears traffic buildup
3. Following traffic at TO2 remains stopped

**STEP 4**
1. Module trailer is parked at TO2
2. Once oncoming traffic buildup is cleared, flag crew at TO2 stop any further oncoming traffic
3. Flag crew at TO2 releases following traffic and clears buildup at the rear

**STEP 5**
1. Module trailer is parked at TO2
2. Flag crew at TO2 notifies flag crew at TO3 to stop oncoming traffic
3. Flag crew at TO3 stops oncoming traffic
4. Flag crew at TO2 stops following traffic
5. All oncoming traffic between TO3 & TO2 is cleared by flag crew

**STEP 6**
1. Module trailer starts from TO2 towards TO3

---

Module Trailer
Flag Crew
6.1.8 a) Dupuyer Rest Area
Proposed Traffic Control for MAMMOET Module move
Clearing traffic through the Dupuyer Rest Area

Flagger will be placed in Rest Area Parking Lot one hour before Module arrives to make sure detour route is clear of vehicles. Flagger will be used while detour is in place to facilitate the movements between mainline detour traffic and Rest Area traffic.

Advanced signing according to Sh. 1-WMR Rev 3

Normal speed limits to be posted after each flag station

Alternating Single Lane Traffic will be detoured through the Rest Area while Module remains stationary on US 89.

Module

Dupuyer Rest Area

Module

Flagger will be placed in Rest Area Parking Lot one hour before Module arrives to make sure detour route is clear of vehicles. Flagger will be used while detour is in place to facilitate the movements between mainline detour traffic and Rest Area traffic.

Advanced signing according to Sh. 1-WMR Rev 3

Normal speed limits to be posted after each flag station

Alternating Single Lane Traffic will be detoured through the Rest Area while Module remains stationary on US 89.

Module

Dupuyer Rest Area

Flagger will be placed in Rest Area Parking Lot one hour before Module arrives to make sure detour route is clear of vehicles. Flagger will be used while detour is in place to facilitate the movements between mainline detour traffic and Rest Area traffic.

Advanced signing according to Sh. 1-WMR Rev 3

Normal speed limits to be posted after each flag station

Alternating Single Lane Traffic will be detoured through the Rest Area while Module remains stationary on US 89.

Module

Dupuyer Rest Area

Flagger will be placed in Rest Area Parking Lot one hour before Module arrives to make sure detour route is clear of vehicles. Flagger will be used while detour is in place to facilitate the movements between mainline detour traffic and Rest Area traffic.

Advanced signing according to Sh. 1-WMR Rev 3

Normal speed limits to be posted after each flag station

Alternating Single Lane Traffic will be detoured through the Rest Area while Module remains stationary on US 89.

Module

Dupuyer Rest Area

Flagger will be placed in Rest Area Parking Lot one hour before Module arrives to make sure detour route is clear of vehicles. Flagger will be used while detour is in place to facilitate the movements between mainline detour traffic and Rest Area traffic.

Advanced signing according to Sh. 1-WMR Rev 3

Normal speed limits to be posted after each flag station

Alternating Single Lane Traffic will be detoured through the Rest Area while Module remains stationary on US 89.

Module

Dupuyer Rest Area

Flagger will be placed in Rest Area Parking Lot one hour before Module arrives to make sure detour route is clear of vehicles. Flagger will be used while detour is in place to facilitate the movements between mainline detour traffic and Rest Area traffic.

Advanced signing according to Sh. 1-WMR Rev 3

Normal speed limits to be posted after each flag station

Alternating Single Lane Traffic will be detoured through the Rest Area while Module remains stationary on US 89.

Module

Dupuyer Rest Area

Flagger will be placed in Rest Area Parking Lot one hour before Module arrives to make sure detour route is clear of vehicles. Flagger will be used while detour is in place to facilitate the movements between mainline detour traffic and Rest Area traffic.

Advanced signing according to Sh. 1-WMR Rev 3

Normal speed limits to be posted after each flag station

Alternating Single Lane Traffic will be detoured through the Rest Area while Module remains stationary on US 89.

Module

Dupuyer Rest Area

Flagger will be placed in Rest Area Parking Lot one hour before Module arrives to make sure detour route is clear of vehicles. Flagger will be used while detour is in place to facilitate the movements between mainline detour traffic and Rest Area traffic.

Advanced signing according to Sh. 1-WMR Rev 3

Normal speed limits to be posted after each flag station

Alternating Single Lane Traffic will be detoured through the Rest Area while Module remains stationary on US 89.

Module

Dupuyer Rest Area

Flagger will be placed in Rest Area Parking Lot one hour before Module arrives to make sure detour route is clear of vehicles. Flagger will be used while detour is in place to facilitate the movements between mainline detour traffic and Rest Area traffic.

Advanced signing according to Sh. 1-WMR Rev 3

Normal speed limits to be posted after each flag station

Alternating Single Lane Traffic will be detoured through the Rest Area while Module remains stationary on US 89.

Module

Dupuyer Rest Area

Flagger will be placed in Rest Area Parking Lot one hour before Module arrives to make sure detour route is clear of vehicles. Flagger will be used while detour is in place to facilitate the movements between mainline detour traffic and Rest Area traffic.

Advanced signing according to Sh. 1-WMR Rev 3

Normal speed limits to be posted after each flag station

Alternating Single Lane Traffic will be detoured through the Rest Area while Module remains stationary on US 89.

Module

Dupuyer Rest Area

Flagger will be placed in Rest Area Parking Lot one hour before Module arrives to make sure detour route is clear of vehicles. Flagger will be used while detour is in place to facilitate the movements between mainline detour traffic and Rest Area traffic.

Advanced signing according to Sh. 1-WMR Rev 3

Normal speed limits to be posted after each flag station

Alternating Single Lane Traffic will be detoured through the Rest Area while Module remains stationary on US 89.

Module

Dupuyer Rest Area

Flagger will be placed in Rest Area Parking Lot one hour before Module arrives to make sure detour route is clear of vehicles. Flagger will be used while detour is in place to facilitate the movements between mainline detour traffic and Rest Area traffic.

Advanced signing according to Sh. 1-WMR Rev 3

Normal speed limits to be posted after each flag station

Alternating Single Lane Traffic will be detoured through the Rest Area while Module remains stationary on US 89.

Module

Dupuyer Rest Area

Flagger will be placed in Rest Area Parking Lot one hour before Module arrives to make sure detour route is clear of vehicles. Flagger will be used while detour is in place to facilitate the movements between mainline detour traffic and Rest Area traffic.

Advanced signing according to Sh. 1-WMR Rev 3

Normal speed limits to be posted after each flag station

Alternating Single Lane Traffic will be detoured through the Rest Area while Module remains stationary on US 89.

Module

Dupuyer Rest Area

Flagger will be placed in Rest Area Parking Lot one hour before Module arrives to make sure detour route is clear of vehicles. Flagger will be used while detour is in place to facilitate the movements between mainline detour traffic and Rest Area traffic.

Advanced signing according to Sh. 1-WMR Rev 3

Normal speed limits to be posted after each flag station

Alternating Single Lane Traffic will be detoured through the Rest Area while Module remains stationary on US 89.

Module

Dupuyer Rest Area

Flagger will be placed in Rest Area Parking Lot one hour before Module arrives to make sure detour route is clear of vehicles. Flagger will be used while detour is in place to facilitate the movements between mainline detour traffic and Rest Area traffic.

Advanced signing according to Sh. 1-WMR Rev 3

Normal speed limits to be posted after each flag station

Alternating Single Lane Traffic will be detoured through the Rest Area while Module remains stationary on US 89.

Module

Dupuyer Rest Area

Flagger will be placed in Rest Area Parking Lot one hour before Module arrives to make sure detour route is clear of vehicles. Flagger will be used while detour is in place to facilitate the movements between mainline detour traffic and Rest Area traffic.

Advanced signing according to Sh. 1-WMR Rev 3

Normal speed limits to be posted after each flag station

Alternating Single Lane Traffic will be detoured through the Rest Area while Module remains stationary on US 89.

Module

Dupuyer Rest Area

Flagger will be placed in Rest Area Parking Lot one hour before Module arrives to make sure detour route is clear of vehicles. Flagger will be used while detour is in place to facilitate the movements between mainline detour traffic and Rest Area traffic.

Advanced signing according to Sh. 1-WMR Rev 3

Normal speed limits to be posted after each flag station

Alternating Single Lane Traffic will be detoured through the Rest Area while Module remains stationary on US 89.

Module

Dupuyer Rest Area

Flagger will be placed in Rest Area Parking Lot one hour before Module arrives to make sure detour route is clear of vehicles. Flagger will be used while detour is in place to facilitate the movements between mainline detour traffic and Rest Area traffic.

Advanced signing according to Sh. 1-WMR Rev 3

Normal speed limits to be posted after each flag station

Alternating Single Lane Traffic will be detoured through the Rest Area while Module remains stationary on US 89.

Module

Dupuyer Rest Area

Flagger will be placed in Rest Area Parking Lot one hour before Module arrives to make sure detour route is clear of vehicles. Flagger will be used while detour is in place to facilitate the movements between mainline detour traffic and Rest Area traffic.

Advanced signing according to Sh. 1-WMR Rev 3

Normal speed limits to be posted after each flag station

Alternating Single Lane Traffic will be detoured through the Rest Area while Module remains stationary on US 89.

Module

Dupuyer Rest Area

Flagger will be placed in Rest Area Parking Lot one hour before Module arrives to make sure detour route is clear of vehicles. Flagger will be used while detour is in place to facilitate the movements between mainline detour traffic and Rest Area traffic.

Advanced signing according to Sh. 1-WMR Rev 3

Normal speed limits to be posted after each flag station

Alternating Single Lane Traffic will be detoured through the Rest Area while Module remains stationary on US 89.

Module

Dupuyer Rest Area

Flagger will be placed in Rest Area Parking Lot one hour before Module arrives to make sure detour route is clear of vehicles. Flagger will be used while detour is in place to facilitate the movements between mainline detour traffic and Rest Area traffic.

Advanced signing according to Sh. 1-WMR Rev 3

Normal speed limits to be posted after each flag station

Alternating Single Lane Traffic will be detoured through the Rest Area while Module remains stationary on US 89.

Module

Dupuyer Rest Area

Flagger will be placed in Rest Area Parking Lot one hour before Module arrives to make sure detour route is clear of vehicles. Flagger will be used while detour is in place to facilitate the movements between mainline detour traffic and Rest Area traffic.

Advanced signing according to Sh. 1-WMR Rev 3

Normal speed limits to be posted after each flag station

Alternating Single Lane Traffic will be detoured through the Rest Area while Module remains stationary on US 89.
6.1.8  b) Hwy 358 – MP 3.0 Detour
6.1.8  c) Hwy 214 – MP 16.8, Typical Clear on a Curve
6.1.9 Junction of Hwy 200 & 287
Proposed Traffic Control
Kearl Oil Sands Project for MAMMOET
Jct. MT 200 & 287 (Bowman’s Corner)

Normal speed limits to be posted after each flag station

Normal speed limits to be posted after each flag station

Module Route

Advanced warning signage will be the recording data MDT.
Detailed Drawing...
6.1.10 Junction of Hwy 287 & 408
Proposed Traffic Control
for MAMMOET Module move
Jct 287 and Hwy 408

Module

Traffic Control

Module

Alternating Single Lane Traffic.

Normal speed limits to be posted after
each flag station.

Advanced signing according to
Sht. 1-WMR, Rev. 4

Normal speed limits
to be posted after
each flag station.
6.1.11 Junction of Hwy 89 & 44
Proposed Traffic Control for MAMMOET Module move Jct. MT 89 and MT 44

Advanced signing according to Sh. 1-WMR, Rev. 3

Opposing Traffic will be stopped at designated location according to Plan Sheets 1 & 2

Normal speed limits to be posted after each flag station

Project Number: 20-WMR, Rev. 5

Date: 2/12/10

Prepared By: Jeff Hollenback

406-541-7610

Western Traffic Control
6.1.12 Junction of Hwy 2 & 358
Proposed Traffic Control for MAMMOET Module move Jct. US 2 & MT 358

Lane closures will be long enough to prevent traffic from queuing up into the merging taper.

Advanced signing according to Sht. 22-WMR, Rev. 5

Normal speed limits to be posted after each flag station.

Lane closures per MDT Detailed Drawings

Project Number: 22-WMR, Rev. 5
Date: 2/12/15
Prepared By: Jeff Hollenback

Module

MAMMOET
Kearl Oil Sand Project
Western Traffic Control
406-541-7610 22-WMR-Rev.5 2/12/15
Prepared by: Jeff Hollenback
6.1.13  Junction of Hwy 214 & Sweetgrass Rd.
Proposed Traffic Control for MAMMOET Module Move

Jct. 244 and Sweetgrass Road

Traffic will be directed around module by flaggers.

Advanced signage according to Sheet 1-WMR, Rev 3

Each direction

Project Number
Sheet Number
Owner
Prime Contractor
Traffic Control Contractor
Date
Prepared By
Phone

MAMMOET
Kearl Oil Sands Project
Western Traffic Control
26-WMR, Rev 5
2/12/10
Jeff Hollenback
406-541-7610
6.1.14 Emergency Vehicle Clearing Procedure
Plan for Clearing Emergency Vehicles on Two Lane Roadways:

Emergency Vehicle traveling opposite direction of load:

- Module is parked at the Current Turnout (TO1).
- Oncoming traffic has been stopped immediately after the Next Planned Turnout (TO2) and all vehicles between (TO1) and (TO2) have been cleared.
- Module travels from the Current Turnout (TO1) and is parked at the Next Planned Turnout (TO2).
- Transport Crew notifies flag crew at (TO2) when the module has been parked at (TO2).
- Oncoming traffic currently waiting at (TO2) will be allowed to pass the parked module.
- Once all waiting oncoming vehicles at (TO2) are cleared, the flag crew at rear of (TO2) is notified.
- Traffic from the rear will be allowed to pass the module until (TO2) is cleared.
- Flag Crew at the Next Planned Turnout (TO3), only stops traffic once all vehicles allowed to cross (TO3) have passed and there are no further vehicles waiting at (TO3).
- Any further traffic from rear of (TO2) will be stopped.
- Transport crew pulls out and proceeds to (To3).
- Applicable for overnight parking.

Distance Varies

Traffic Flow Sequence Narrative:

Emergency Response Narrative:
The Highway Patrol and other Emergency Response entities will be given the radio frequency of our onsite Traffic Safety Supervisor (TSS). In the event that emergency vehicles approach the Module move, they can contact our TSS with their location, direction of travel and estimated time of arrival at the Module. When the TSS receives an emergency call, he will communicate the need for the module and escort vehicles to pull over on the shoulder of the road and stop. The TSS will direct the flagger in the opposite direction of the emergency vehicle to stop their traffic until the emergency vehicles pass. Vehicles traveling in the same direction as the emergency vehicle will be directed to proceed past the Module to allow a clear path for the emergency vehicles. Prior to the start of this project, there will be a meeting between Mammoet, Western Traffic Control and the MHP to discuss and establish the best possible practice for handling emergency vehicle traffic.

Key:
- Module
- Escort Vehicle
- Flagger

Opposing Traffic Crew

Rear Crew

Pilot Cars

Emergency Vehicle

Module

Traffic traveling in the opposite direction of the emergency vehicles may need to be held longer than the 10 minute maximum.

Opposing Traffic Crew

Rear Crew

Pilot Cars

Emergency Vehicle

Module

Traffic traveling in the same direction as load:
6.1.15 Clear of Oncoming Over-Dimensional Load
Traffic Flow Sequence Narrative:

Step 1:
- Module is parked at the "PARK" turnout #1.
- Oncoming traffic has been stopped immediately after the first unplanned turnout ("CLEAR" turnout #1).
- All vehicles between "PARK" #1 and "CLEAR" #1 have been cleared.

Step 2:
- Module travels from the current "PARK" turnout #1 and continues as per normal "CLEAR" procedure until "PARK" turnout #2.
- Module is parked at "PARK" turnout #2.
- Oncoming and rearward light vehicle traffic is released as per "PARK" traffic control plan.
- Rearward light vehicle traffic is stopped and oncoming overcrowd dimension load is released.
- Module continues as per established traffic control plan.

Step 3:
- Module stopped - Oncoming overcrowd dimension load moves forward.

Plan View - Clearing of Overdimensional Load
Pullout Condition

General Notes:
1. Ensure load is securely fastened to trailer during transportation.
2. Ensure transport road is clear of obstacles.
3. Trailer shall be maintained and operated in accordance with manufacturer's procedures and all other applicable codes.
4. All tonnage are metric (t = 2200 lbf).

Reference Drawing Title: Clear of Oncoming Over-Dimensional Load

Preliminary - Not Intended for Use

The information contained in this drawing shall be considered preliminary and is subject to change prior to final IFD issue.
6.2 City / Town Traffic Control Plans

6.2.1 4 Lane Rotating Signal Head – Mainline Flash Yellow
Proposed Traffic Control - 4 Lane Rotating Signal Head
When Mainline is Flash Yellow and side road is Flash Red

Under this Plan, the mainline signals are in “Flash Yellow” mode and the side road signals are in “Flash Red” mode. With the Module traveling on mainline and having the right of way over side road traffic, the mainline signal head in the northbound lane will be rotated just prior to the Module reaching the intersection and then rotated back as soon as the Module has passed the signal head.

Key:
- Signal - Flash Yellow
- Signal - Flash Red
- Escort Vehicle
- Module

Intersections this Plan pertains to:
- Ridgeway / US 93 - Lolo, MT
- Tyler Way / US 93 - Lolo, MT
- Blue Mountain Rd / US 93
- Miller Creek Rd / US 93
- Paxon School Crossing / US 93 (Reserve St.)
- Mount Ave. / US 93 (Reserve St.)
- 3rd Street / US 93 (Reserve St.)
- Union Pacific / US 93 (Reserve St.)
- Expressway / US 93 (Reserve St.)
6.2.2 4 Lane Rotating Signal Head – Signals Operational
Under this plan, the signals are operational so it will be necessary to control the intersection while the NB signal head is rotated. Just prior to the Module reaching the intersection, flaggers will be used to stop the side road and Opposing Traffic at which time the signal head will be rotated and the Module will pass through the intersection. As soon as the Module has passed the rotating signal head, the signal will be rotated back to its normal position. Once the signal is back in its original position, the flaggers will release their traffic and move to the next intersection requiring flagger control. Advance signing for the flaggers will be according to MDT Detailed Drawings.

Intersections this Plan pertains to:
- Brooks St. / Reserve St.
- South Ave. / US 93 (Reserve St.)
- Mullan Rd. / US 93 (Reserve St.)
- England Blvd. / US 93 (Reserve St.)
6.2.3 a) Lolo – Entering Scale
Proposed Traffic Control
Kearl Oil Sand Project for MAMMOET
Entering Scale off of Hwy 12 at Lolo

Prior to opening the last opposing traffic checkpoint west of Jct. 93, westbound 12 traffic will be stopped and held until the closed lanes are clear of the module. Mainline traffic will be allowed to flow until the module crosses 93 and into the scale. Normal speed limits to be posted after each flag station.

Traffic Flow
Flagger
Module Flow
Flagger

Lolo Scale

Advanced signing to be according to MDT Detailed Drawings #8-05 & 66-1344

Image © 2009 DigitalGlobe

KEY

- Overhead being rotated
- Overhead remaining in place
- Traffic Flow
- Module Flow
- Flagger

MAMMOET
Kearl Oil Sand Project
Western Traffic Control

Project Number
Sheet Number
Owner
Prime Contractor
Traffic Control Contractor
Project Name
Date
Prepared By
Phone

MAMMOET
Kearl Oil Sand Project
Western Traffic Control

8-WMR, Rev.5
2/12/10
Jeff Hollenbach
406-541-7610
6.2.3 b) Lolo – Exiting Scale
The proposed traffic control for the Kearl Oil Sand Project by MAMMOET at Lolo onto Hwy 93 involves lane closures to prevent traffic from queuing up to the merging taper. Normal speed limits to be posted after each flag station.

Advanced signing to be according to MDT Detailed Drawings #98-05 & #61-244.

Image ©2009 DigitalGlobe
6.2.4 a) Missoula – Reserve & Brooks
Overhead being raised

KEY

Overhead remaining in place
Traffic Flow
Flagger
Oversize Load Flow

Lane closures will be long enough to prevent traffic from queuing up to the merging taper.

Normal speed limits to be posted after each flag station.

Proposed Traffic Control
Kearl Oil Sand Project for MAMMOET

Advanced signage to be according to MDT Detailed Design Drawings #618-8 & 618-24

Lane closures will be long enough to prevent traffic from queuing up to the merging taper.

Normal speed limits to be posted after each flag station.
6.2.4  b) Missoula – Reserve @ Overhead Sign (Joker’s Wild)
6.2.4  c) Missoula – Reserve & I-90
Lane closures will be long enough to prevent traffic from queuing up to the merging taper.

Normal speed limits to be posted after each flag station.
6.2.4 d) Missoula – I-90 & Hwy 200
Proposed Traffic Control
Kearl Oil Sand Project for MAMMOET

Module Route

Traffic will be cleared around module according to Sht 1-WMR, Rev. 3

Normal speed limits to be posted after each flag station

Owner
Prime Contractor
Traffic Control Contractor
Project Name
Date
Prepared By
Phone
MAMMOET
Kearl Oil Sand Project
Western Traffic Control
406-541-7610
13-WMR, File 65
2/12/10
Jeff Hollenbeck

Normal speed limits to be posted after each flag station
6.2.5 Lincoln
Signal will be rotated out of the travel lane just prior to the Module reaching the signal. Prior to the signal being rotated, flaggers will stop the side road traffic until the module has passed the signal and the signal has been rotated back to its normal position. Signing for flaggers will be according to MDT Detailed Drawings.
6.2.6 Augusta
Proposed Traffic Control for MAMMOET Module move
Augusta Montana Section

Southbound US 287 Traffic will be detoured onto side streets while Modules pass through town utilizing route markers and flagmen. Truck traffic too large for side road detours will be held till modules pass.

Side road traffic will be controlled by a combination of flaggers and barricades. We will meet with city officials prior to the module move to finalize plan for side road control.

Prior to the start of the project, WTC will meet with the City of Augusta to review the proposed plan. It will be verified that the proposed detour route will accommodate truck traffic. Any truck traffic that can't safely navigate the proposed detour route will be stopped and parked in a position where the modules can safely pass the parked truck traffic.
6.2.7 a) Choteau (South)
Proposed Traffic Control for MAMMOET Module move Choteau Montana - South Section

Southbound US 89 car traffic will be detoured with side streets as shown during Module movement. Highway Northbound traffic will be either detoured or held at a designated truck stop. (See Choteau Truck Traffic Control Plan)

Prior to the start of the project, WTC will meet with the City of Choteau to review the proposed plan. It will be verified that the proposed detour route can accommodate truck traffic. Any truck traffic that can't safely navigate the proposed detour route will be stopped and parked in a position where the module can safely pass the parked truck traffic.
6.2.7  b) Choteau (North)
Proposed Traffic Control for MAMMOET Module move 
Choteau Montana - North Sec

Southbound US 89 Traffic will be detoured onto side streets as shown during Module movement. Highway truck traffic will be either detoured onto Airport Rd. or held at a designated truck stop. (See Choteau Truck Traffic Control Plan)

Side road traffic will be controlled by a combination of flaggers and barricades. We will meet with city officials prior to the module move to finalize plan for side road control.

Truck Traffic will be detoured onto Airport Road according to Sheet 19-WMR, Rev.5.
6.2.7 c) Choteau (Truck Detour)
During periods when the Module is coming through town, flagger will be positioned to direct trucks onto designated truck route. Trucks too large to navigate route will be directed into the Designated Truck Stop until Module has passed this location.
Proposed Traffic Control for MAMMOET Module move Valier Montana Section

Side road traffic will be controlled by a combination of flaggers and barricades. We will meet with city officials prior to the module move to finalize plan for side road control.
6.2.9  Cut Bank
Proposed Traffic Control
for MAMMOET Module move
Cut Bank, Montana Section

Westbound US 2 Traffic will be detoured onto side streets while Modules pass through town utilizing route markers and flagmen. Truck traffic too large for side road detours will be held till modules pass.

Prior to the start of the project, WTC will meet with the City of Cut Bank to review the proposed plan. It will be verified that the proposed detour route will accommodate truck traffic. Any truck traffic that can't safely navigate the proposed detour route will be stopped and parked at a position where the module can safely pass the parked truck traffic.