



**APPENDIX 2 – Table of Contents – Montana Turnout List**

For Delay Calculations, please refer to Appendix 3 of this Montana Transportation Plan Revision H

**List of All Proposed Turnouts and Clearing Areas in Montana to Meet 10 Minute Rule**

HWY	Mile Post	Distance Between Mile Post	Night Hrly Traffic Volume	Day / Night	Avg Speed Module Trailer (MPH)	Posted Speed (MPH)	Vehicle Travel Time TO3 & TO2	Module Travel Time TO2 & TO3	Time Between Vehicles @ TO3	Max Delay For Oncoming Traffic (Mins)	# of Vehicles Waiting	Time Required to Clear Vehicles (@ 4/3/2/1 rule)	Total Module Travel Time	Max Delay to Following Traffic	Proposed Type of Turnout	Mods Required (Yes/ No / New)	Driving Side or Opposite Side	Comments	
<b>STAGE ONE</b>																			
<b>SEGMENT 1</b>																			
12	0	0.0	10												PARK/NIGHT	N	Driving Side	Optional Night Parking. (Start at 2:30 am)	
12	1	1.0	10	N	8	60	1.0	7.5	12.0	7.5	1.0	0.1	8.6	6.6	PARK	Y	Opposite Side	Paved	
12	1.8	0.8	10	N	8	60	0.8	5.6	12.0	5.6	1.0	0.1	6.5	4.9	PARK/NIGHT	Y	Driving Side	Optional Night Parking.	
12	2.0	0.3	10	N	8	60	0.3	1.9	12.0	1.9	1.0	0.1	2.3	1.7	PARK	N	Driving Side		
12	3.5	1.5	10	N	10	60	1.5	9.0	12.0	9.0	1.0	0.1	10.6	7.6	PARK	N	Driving Side		
12	6.9	3.4	10	N	30	70	2.9	6.8	12.0	6.8	1.0	0.1	9.8	4.0	PARK	New	Driving Side		
12	8.4	1.5	10	N	30	70	1.3	3.0	12.0	3.0	1.0	0.1	4.4	1.8	PARK	Y	Opposite Side		
<b>SEGMENT 2</b>																			
12	12.5	4.1	10	N	30	70	3.5	8.2	12.0	8.2	1.0	0.1	11.8	4.8	PARK	N	Driving Side		
12	16.4	3.9	10	N	30	70	3.3	7.8	12.0	7.8	1.0	0.1	11.3	4.5	PARK	Y	Driving Side		
12	19.1	2.7	10	N	30	70	2.3	5.4	12.0	5.4	1.0	0.1	7.8	3.2	PARK	Y	Opposite Side		
12	20.3	1.2	10	N	30	70	1.0	2.4	12.0	2.4	1.0	0.1	3.6	1.4	PARK	Y	Driving Side		
12	21.8	1.5	10	N	30	70	1.3	3.0	12.0	3.0	1.0	0.1	4.4	1.8	CLEAR	Y	Opposite Side		
12	25.2	3.4	10	N	30	70	2.9	6.8	12.0	6.8	1.0	0.1	9.8	4.0	CLEAR	N	Driving Side		
12	27.9	2.7	10	N	30	70	2.3	5.4	12.0	5.4	1.0	0.1	7.8	3.2	PARK	N	Opposite Side		
<b>SEGMENT 3</b>																			
12	32.5	4.6	23	N	30	70	3.9	9.2	5.2	9.2	2.0	0.1	13.4	5.4	PARK/NIGHT	N	Straight Ahead	Lolo Scale at Jct. 12 & 93 (Reach at 5:00 am) - Start Again at 12:00 am midnight	
Total Sum of Time (Min)													112.3						
Estimated Additional Travel Time Through Lolo Pass (Min)													28.0						
Total Travel Time - Stage One (Min)													140.3						
Total Travel Time - Stage One (Hrs)													2.3	(2.5 Hours Scheduled)					
<b>STAGE TWO</b>																			
<b>SEGMENT4 TO 25</b>																			
93	83.4	0.0		N						0.0			0.0	0.0				Start of Route on 93. Night Travel	
93	84.4	1.0		N						0.0			0.0	0.0			Driving Side	The old scale before Missoula, the exit needs to be modified. This is going to be used as a storage area only for emergency purpose	
93	90.9	6.5		N						0.0			0.0	0.0				Junction of 93 & Reserve St. Night travel.	
93	0.0	0.0		N						0.0			0.0	0.0				Start of Reserve St	
93	5.4	5.4		N						0.0			0.0	0.0				Junction of Reserve St & I-90	
I-90	101	0.0		N						0.0			0.0	0.0				Start of Route on I-90	

**List of All Proposed Turnouts and Clearing Areas in Montana to Meet 10 Minute Rule**

HWY	Mile Post	Distance Between Mile Post	Night Hrly Traffic Volume	Day / Night	Avg Speed Module Trailer (MPH)	Posted Speed (MPH)	Vehicle Travel Time TO3 & TO2	Module Travel Time TO2 & TO3	Time Between Vehicles @ TO3	Max Delay For Oncoming Traffic (Mins)	# of Vehicles Waiting	Time Required to Clear Vehicles (@ 4/3/2/1 rule)	Total Module Travel Time	Max Delay to Following Traffic	Proposed Type of Turnout	Mods Required (Yes/ No / New)	Driving Side or Opposite Side	Comments	
I-90	102	1.0		N						0.0			0.0	0.0	PARK	Y	Driving Side	To modify the existing turnout on I-90 for a planned park to clear traffic. After this point and before we exit I-90, there will be a proposed stop using the shoulder to park	
I-90	109	7.0		N						0.0			0.0	0.0				Exit to HWY 200	
200	0	0.0	118	N						0.0			0.0	0.0				Start of Route on 200.	
200	0.3	0.3	118	N	15	35	0.5	1.2	1.0	1.2	2.0	0.1	1.9	0.8	CLEAR	N	Driving Side	Before Blackfoot RIVER Bridge, there are three lanes, once we get off the bridge coming into HWY 200, we clear traffic at this location in front of the Exxon Station	
200	1.9	1.6	33	N	15	70	1.4	6.4	3.6	6.4	2.0	0.1	8.0	5.1	PARK/NIGHT	N	Driving Side	Major Halt Parking. Reach at 4:00 am, Start at 12:00 am next day.	
Total Sum of Time (Min)													132.0						
Estimated Additional Travel Time for Flagging and Light Turning (Min)													20.0						
Estimated Additional Travel Time for Bridge Crossing on I-90 (Min - 8 Bridges @ 5 Min per Bridge)													40.0						
Total Travel Time - Stage Two (Min)													192.0						
Total Travel Time - Stage Two (Hrs)													3.2	(4 Hours Scheduled)					
<b>STAGE THREE</b>																			
<b>SEGMENT 26</b>																			
200	4.9	3.0	33	N	30	70	2.6	6.0	3.6	6.0	2.0	0.1	8.8	3.5	CLEAR	N	Driving Side	8 feet shoulder available on each side of two lane HWY. We would like to park at this location using the shoulder and clear traffic through one lane	
200	8.6	3.7	33	N	30	70	3.2	7.4	3.6	7.4	3.0	0.2	10.9	4.4	CLEAR	N	Driving Side	8 feet shoulder available on each side of two lane HWY. We would like to park at this location using the shoulder and clear traffic through one lane	
200	12.1	3.5	33	N	30	70	3.0	7.0	3.6	7.0	2.0	0.1	10.2	4.1	PARK	New	Driving Side		
200	15	2.9	33	N	30	70	2.5	5.8	3.6	5.8	2.0	0.1	8.5	3.4	CLEAR	N	Driving Side	8 feet shoulder available on each side of two lane HWY. We would like to park at this location using the shoulder and clear traffic through one lane	
200	18.5	3.5	33	N	30	70	3.0	7.0	3.6	7.0	2.0	0.1	10.2	4.1	CLEAR	N	Driving Side	8 feet shoulder available on each side of two lane HWY. We would like to park at this location using the shoulder and clear traffic through one lane	
200	22.1	3.6	33	N	30	70	3.1	7.2	3.6	7.2	2.0	0.1	10.5	4.2	PARK	New	Opposite Side		
200	26.7	4.6	33	N	30	70	3.9	9.2	3.6	9.7	3.0	0.2	13.4	5.4	CLEAR	N	Opposite Side	8 feet shoulder available on each side of two lane HWY. We would like to park at this location using the shoulder and clear traffic through one lane	
200	28.4	1.7	33	N	25	70	1.5	4.1	3.6	4.1	2.0	0.1	5.8	2.7	CLEAR	N	Driving Side	8 feet shoulder available on each side of two lane HWY. We would like to park at this location using the shoulder and clear traffic through one lane	
200	32.4	4.0	33	N	30	70	3.4	8.0	3.6	8.0	3.0	0.2	11.7	4.7	PARK	N	Driving Side		
200	35.5	3.1	31	N	25	70	2.7	7.4	3.9	7.4	2.0	0.1	10.3	4.9	CLEAR	Y	Driving Side		
200	36.8	1.3	31	N	20	70	1.1	3.9	3.9	3.9	2.0	0.1	5.2	2.9	CLEAR	New	Driving Side		
200	40.2	3.4	31	N	30	70	2.9	6.8	3.9	6.8	2.0	0.1	9.9	4.0	PARK/NIGHT	Y	Driving Side	Optional Night Parking.	
200	43	2.8	31	N	25	70	2.4	6.7	3.9	6.7	2.0	0.1	9.4	4.4	CLEAR	New	Driving Side		
200	45.2	2.2	31	N	25	70	1.9	5.3	3.9	5.3	2.0	0.1	7.4	3.5	CLEAR	N	Driving Side	3 Lanes, to clear traffic through one lane	
200	47.2	2.0	31	N	25	70	1.7	4.8	3.9	4.8	2.0	0.1	6.7	3.2	CLEAR	New	Driving Side		
200	50.3	3.1	31	N	30	70	2.7	6.2	3.9	6.2	2.0	0.1	9.1	3.7	PARK	N	Opposite Side		
200	52.3	2.0	31	N	20	70	1.7	6.0	3.9	6.0	2.0	0.1	7.9	4.4	CLEAR	New	Driving Side		

**List of All Proposed Turnouts and Clearing Areas in Montana to Meet 10 Minute Rule**

HWY	Mile Post	Distance Between Mile Post	Night Hrly Traffic Volume	Day / Night	Avg Speed Module Trailer (MPH)	Posted Speed (MPH)	Vehicle Travel Time TO3 & TO2	Module Travel Time TO2 & TO3	Time Between Vehicles @ TO3	Max Delay For Oncoming Traffic (Mins)	# of Vehicles Waiting	Time Required to Clear Vehicles (@ 4/3/2/1 rule)	Total Module Travel Time	Max Delay to Following Traffic	Proposed Type of Turnout	Mods Required (Yes/ No / New)	Driving Side or Opposite Side	Comments	
200	55.2	2.9	31	N	30	70	2.5	5.8	3.9	5.8	2.0	0.1	8.5	3.4	PARK	Y	Driving Side		
200	57.7	2.5	31	N	30	70	2.1	5.0	3.9	5.0	2.0	0.1	7.4	3.0	PARK	Y	Driving Side		
200	59.5	1.8	31	N	30	70	1.5	3.6	3.9	3.6	1.0	0.1	5.3	2.1	CLEAR	N	Opposite Side		
200	62.9	3.4	31	N	25	70	2.9	8.2	3.9	8.2	3.0	0.2	11.4	5.4	PARK/NIGHT	Y	Driving Side	Optional Night Parking.	
200	65.3	2.4	31	N	30	70	2.1	4.8	3.9	4.8	2.0	0.1	7.1	2.9	CLEAR	N	Driving Side	12 Feet shoulder available - Shoulder Clear	
200	67.5	2.2	31	N	30	70	1.9	4.4	3.9	4.4	2.0	0.1	6.5	2.6	PARK/NIGHT	Y	Driving Side	Optional Night Parking.	
<b>SEGMENT 27</b>																			
200	70.1	2.6	31	N	30	70	2.2	5.2	3.9	5.2	2.0	0.1	7.7	3.1	CLEAR	New	Driving Side		
200	71.5	1.4	31	N	30	60	1.4	2.8	3.9	2.8	1.0	0.1	4.3	1.5	CLEAR	N	Driving Side	Through Lincoln. There is shoulder available to clear traffic.	
200	75	3.5	31	N	30	60	3.5	7.0	3.9	7.0	2.0	0.1	10.7	3.6	PARK/NIGHT	Y	Opposite Side	Optional Night Parking. Snow Mobile Parking Area. Reach at 5: 00 am. Start next day at 11:00 pm	
Total Sum of Time (Min)													225.1						
Estimated Additional Travel Time Through Linclon (Min)													10.0						
Total Travel Time - Stage Three (Min)													235.1						
Total Travel Time - Stage Three (Hrs)													3.9	(5 Hours Scheduled)					
<b>STAGE FOUR</b>																			
<b>SEGMENT 28</b>																			
200	77.9	2.9	31	N	30	70	2.5	5.8	3.9	5.8	2.0	0.1	8.5	3.4	CLEAR	New	Opposite Side		
200	82.7	4.8	31	N	30	70	4.1	9.6	3.9	10.0	3.0	0.2	14.0	5.6	PARK	N	Driving Side		
200	85	2.3	31	N	25	70	2.0	5.5	3.9	5.5	2.0	0.1	7.7	3.7	PARK	Y	Driving Side		
<b>SEGMENT 29</b>																			
200	86.8	1.8	31	N	25	70	1.5	4.3	3.9	4.3	2.0	0.1	6.1	2.9	PARK	N	Driving Side	Chain Up Area up the Rogers Pass	
200	88.4	1.6	31	N	15	70	1.4	6.4	3.9	6.4	2.0	0.1	8.0	5.1	PARK	N	Opposite Side	Up the Rogers Pass	
200	89.9	1.5	31	N	10	70	1.3	9.0	3.9	9.0	3.0	0.2	10.6	7.9	PARK	N	Driving Side	Top of Rogers Pass	
200	90.7	0.8	31	N	6	70	0.7	8.0	3.9	8.0	3.0	0.2	9.0	7.5	PARK	N	Driving Side	Coming down from Rogers Pass	
200	91.3	0.6	31	N	6	70	0.5	6.0	3.9	6.0	2.0	0.1	6.7	5.6	CLEAR	N	Driving Side	Coming down from Rogers Pass	
200	92.1	0.8	31	N	6	70	0.7	8.0	3.9	8.0	3.0	0.2	9.0	7.5	PARK	Y	Driving Side	Coming down from Rogers Pass	
200	93.1	1.0	31	N	8	70	0.9	7.5	3.9	7.5	2.0	0.1	8.6	6.8	CLEAR	N	Driving Side	Coming down from Rogers Pass	
200	93.4	0.3	31	N	10	70	0.3	1.8	3.9	1.8	1.0	0.1	2.2	1.6	PARK	N	Driving Side	Unchain Area - Steep Grades	
<b>SEGMENT 30</b>																			
200	96	2.6	31	N	20	70	2.2	7.8	3.9	7.8	3.0	0.2	10.3	5.7	CLEAR	New	Driving Side	Steep Grades	

**List of All Proposed Turnouts and Clearing Areas in Montana to Meet 10 Minute Rule**

HWY	Mile Post	Distance Between Mile Post	Night Hrly Traffic Volume	Day / Night	Avg Speed Module Trailer (MPH)	Posted Speed (MPH)	Vehicle Travel Time TO3 & TO2	Module Travel Time TO2 & TO3	Time Between Vehicles @ TO3	Max Delay For Oncoming Traffic (Mins)	# of Vehicles Waiting	Time Required to Clear Vehicles (@ 4/3/2/1 rule)	Total Module Travel Time	Max Delay to Following Traffic	Proposed Type of Turnout	Mods Required (Yes/ No / New)	Driving Side or Opposite Side	Comments	
200	97.5	1.5	31	N	20	70	1.3	4.5	3.9	4.5	2.0	0.1	6.0	3.3	PARK	N	Driving Side	Steep Grades	
200	98.7	1.2	31	N	10	70	1.0	7.2	3.9	7.2	2.0	0.1	8.5	6.3	PARK	N	Driving Side	Steep Grades	
200	101.5	2.8	31	N	25	70	2.4	6.7	3.9	6.7	2.0	0.1	9.4	4.4	CLEAR	New	Driving Side	Steep Grades	
200	102.6	1.1	19	N	8	70	0.9	8.2	6.3	8.2	2.0	0.1	9.4	7.4	CLEAR	New	Opposite Side		
200	104	1.4	19	N	10	70	1.2	8.4	6.3	8.4	2.0	0.1	9.8	7.3	CLEAR	New	Driving Side	Steep Grades	
200	106.5	2.5	19	N	17	70	2.1	8.8	6.3	8.8	2.0	0.1	11.2	6.8	PARK/NIGHT	Y	Driving Side	Optional Night Parking.	
<b>SEGMENT 31</b>																			
200	109.8	3.3	19	N	25	70	2.8	7.9	6.3	7.9	2.0	0.1	11.0	5.2	PARK	Y	Opposite Side	Junction 200/287	
287	20.4	0.0	8	N	30				15.0	0.0			0.0	0.0					
287	24.1	3.7	8	N	30	70	3.2	7.4	15.0	7.4	1.0	0.1	10.7	4.3	CLEAR	New	Driving Side		
287	28.1	4.0	8	N	30	70	3.4	8.0	15.0	8.0	1.0	0.1	11.6	4.6	PARK	New	Driving Side		
287	32.4	4.3	8	N	30	70	3.7	8.6	15.0	8.6	1.0	0.1	12.4	5.0	CLEAR	New	Driving Side		
287	35.5	3.1	8	N	30	70	2.7	6.2	15.0	6.2	1.0	0.1	9.0	3.6	CLEAR	New	Driving Side		
287	38.1	2.6	8	N	30	70	2.2	5.2	15.0	5.2	1.0	0.1	7.6	3.0	PARK/NIGHT	New	Driving Side	Optional Night Parking. Before the town of Augusta	
<b>SEGMENT 32</b>																			
287	40.5	2.4	20	N	30	35	4.1	4.8	6.0	4.8	1.0	0.1	9.0	0.8	PARK	Y	Opposite Side	Develop specific traffic control plan for Augusta	
<b>SEGMENT 33</b>																			
287	44.7	4.2	11	N	30	70	3.6	8.4	10.9	8.4	1.0	0.1	12.1	4.9	CLEAR	New	Driving Side		
287	46	1.3	11	N	15	70	1.1	5.2	10.9	5.2	1.0	0.1	6.4	4.2	CLEAR	N	Driving Side	Junction of 408 / 287	
287	50.3	4.3	11	N	30	70	3.7	8.6	10.9	8.6	1.0	0.1	12.4	5.0	PARK	New	Opposite Side		
287	54.7	4.4	11	N	30	70	3.8	8.8	10.9	8.8	1.0	0.1	12.7	5.1	CLEAR	New	Driving Side		
287	57.5	2.8	11	N	30	70	2.4	5.6	10.9	5.6	1.0	0.1	8.1	3.3	CLEAR	New	Driving Side		
287	61.4	3.9	11	N	25	70	3.3	9.4	10.9	9.4	1.0	0.1	12.8	6.1	CLEAR	New	Driving Side		
287	63.6	2.2	11	N	30	70	1.9	4.4	10.9	4.4	1.0	0.1	6.4	2.6	PARK/NIGHT	New	Driving Side	Optional Night Parking. Reach at 5:30 am. Start next day at 11:00 pm.	
Total Sum of Time (Min)													297.4						
Estimated Additional Travel Time Travel Up Roger's Pass (Min)													12.0						
Estimated Additional Travel Time Down Roger's Pass (Min)													28.0						
Estimated Additional Travel Time Through Corner @ Hwy 200 & 287 (Min)													2.0						
Estimated Travel Time Through Augusta (Min)													15.0						
Total Travel Time (Min)													354.4						
Total Travel Time (Hrs)													5.9	(6.5 Hours Scheduled)					

**List of All Proposed Turnouts and Clearing Areas in Montana to Meet 10 Minute Rule**

HWY	Mile Post	Distance Between Mile Post	Night Hrly Traffic Volume	Day / Night	Avg Speed Module Trailer (MPH)	Posted Speed (MPH)	Vehicle Travel Time TO3 & TO2	Module Travel Time TO2 & TO3	Time Between Vehicles @ TO3	Max Delay For Oncoming Traffic (Mins)	# of Vehicles Waiting	Time Required to Clear Vehicles (@ 4/3/2/1 rule)	Total Module Travel Time	Max Delay to Following Traffic	Proposed Type of Turnout	Mods Required (Yes/ No / New)	Driving Side or Opposite Side	Comments	
<b>STAGE FIVE</b>																			
<b>SEGMENT 34</b>																			
287	64.8	1.2		N	20					0.0			0.0	0.0					Develop specific traffic control plan for Choteau
89	41.2	0.0		N	20					0.0			0.0	0.0					Develop specific traffic control plan for Choteau
89	43.3	3.3		N	20	35				0.0			0.0	0.0	PARK	N	Driving Side		Develop specific traffic control plan for Choteau
<b>SEGMENT 35</b>																			
89	46.5	3.2	23	N	30	70	2.7	6.4	5.2	6.4	2.0	0.1	9.4	3.8	CLEAR	N	Opposite Side		
89	50.6	4.1	23	N	30	70	3.5	8.2	5.2	8.2	2.0	0.1	11.9	4.8	CLEAR	New	Driving Side		
89	54.8	4.2	11	N	30	70	3.6	8.4	10.9	8.4	1.0	0.1	12.1	4.9	PARK	New	Driving Side / Opposite Side		
89	59.2	4.4	11	N	30	70	3.8	8.8	10.9	8.8	1.0	0.1	12.7	5.1	CLEAR	New	Driving Side		
89	62.5	3.3	11	N	30	70	2.8	6.6	10.9	6.6	1.0	0.1	9.6	3.8	PARK	Y	Driving Side		
89	64.9	2.4	11	N	20	70	2.1	7.2	10.9	7.2	1.0	0.1	9.4	5.2	CLEAR	New	Driving Side		No shoulder, ROW looks narrow
89	66.1	1.2	11	N	15	70	1.0	4.8	10.9	4.8	1.0	0.1	6.0	3.8	CLEAR	New	Driving Side		No shoulder, ROW looks narrow
89	68.3	2.2	11	N	15	70	1.9	8.8	10.9	8.8	1.0	0.1	10.8	7.0	CLEAR	New	Opposite Side		No shoulder, ROW looks narrow
89	70	1.7	11	N	15	70	1.5	6.8	10.9	6.8	1.0	0.1	8.4	5.4	CLEAR	New	Driving Side		
89	71.2	1.2	11	N	15	70	1.0	4.8	10.9	4.8	1.0	0.1	6.0	3.8	PARK/NIGHT	New	Driving Side		Optional Night Parking before town of Dupeyer
89	73.6	2.4	11	N	20	70	2.1	7.2	10.9	7.2	1.0	0.1	9.4	5.2	CLEAR	New	Driving Side		
89	76	2.4	11	N	25	45	3.2	5.8	10.9	5.8	1.0	0.1	9.1	2.6	DETOUR (CLEAR)	N	Driving side		Rest Area after the Town of Dupeyer. The Module Stays on the road, Traffic detours around the rest area.
89	79.5	3.5	11	N	30	70	3.0	7.0	10.9	7.0	1.0	0.1	10.1	4.1	PARK/NIGHT	New	Driving Side		Optional Night Parking.
89	83.1	3.6	11	N	30	70	3.1	7.2	10.9	7.2	1.0	0.1	10.4	4.2	PARK	N	Driving Side		Junction 89 / 44. Clear traffic on Hwy 89 before the Junction of 89 / 44. The width of the road is 48 wide and turning radius available
44	0	0.0	16	N	25					0.0			0.0	0.0					Junction 89 / 44
44	3.2	3.2	16	N	25	70	2.7	7.7	7.5	7.7	2.0	0.1	10.7	5.1	CLEAR	N	Driving Side		
44	6.6	3.4	16	N	25	70	2.9	8.2	7.5	8.2	2.0	0.1	11.3	5.4	PARK	New	Driving Side		
44	10.4	3.8	16	N	25	70	3.3	9.1	7.5	9.1	2.0	0.1	12.6	6.0	CLEAR	New	Driving Side		
44	13.2	2.8	16	N	30	70	2.4	5.6	7.5	5.6	1.0	0.1	8.1	3.3	PARK/NIGHT	New	Driving Side		Optional Night Parking.
<b>SEGMENT 36</b>																			
44	13.9		16	N	20					0.0			0.0	0.0					Develop specific traffic control plan for Valier
358	0	0.0	7	N	20					0.0			0.0	0.0					Develop specific traffic control plan for Valier

**List of All Proposed Turnouts and Clearing Areas in Montana to Meet 10 Minute Rule**

HWY	Mile Post	Distance Between Mile Post	Night Hrly Traffic Volume	Day / Night	Avg Speed Module Trailer (MPH)	Posted Speed (MPH)	Vehicle Travel Time TO3 & TO2	Module Travel Time TO2 & TO3	Time Between Vehicles @ TO3	Max Delay For Oncoming Traffic (Mins)	# of Vehicles Waiting	Time Required to Clear Vehicles (@ 4/3/2/1 rule)	Total Module Travel Time	Max Delay to Following Traffic	Proposed Type of Turnout	Mods Required (Yes/ No / New)	Driving Side or Opposite Side	Comments	
358	0.2	0.9	7	N	20	35	1.5	2.7	17.1	2.7	1.0	0.1	4.4	1.2	PARK	N	Driving Side	As we turn North into HWY 358, there is enough width (65 ft) of the Paved Road, where traffic can be cleared after the town.	
358	3.0	2.8	7	N	30	70	2.4	5.6	17.1	5.6	1.0	0.1	8.1	3.3	DETOUR (CLEAR)	N	Driving Side	At mile Post 3.0, on HWY 358 where the HWY turns west, We park the trailer on Rock City Road and detour traffic around the gravel road into HWY 358 - Reach at	
Total Sum of Time (Min)													190.5						
Estimated Additional Travel Time Through Choteau (Min)													60.0						
Estimated Travel Time Through Corner @ Hwy 89 & 44 (Min)													2.0						
Estimated Travel Time Through Valier (Min)													15.0						
Total Travel Time (Min)													267.5						
Total Travel Time (Hrs)													4.5	(6.5 Hours Scheduled)					
<b>STAGE SIX</b>																			
<b>SEGMENT 37</b>																			
358	6.4	3.4	49	D	30	70	2.9	6.8	2.4	7.4	4.0	0.2	10.0	4.1	CLEAR	New	Driving Side		
358	8.4	2.0	49	D	15	70	1.7	8.0	2.4	8.0	4.0	0.2	10.0	6.5	CLEAR	New	Driving Side		
358	11.8	3.4	49	D	30	70	2.9	6.8	2.4	7.4	4.0	0.2	10.0	4.1	PARK	New	Opposite Side		
358	15.2	3.4	49	D	30	70	2.9	6.8	2.4	7.4	4.0	0.2	10.0	4.1	CLEAR	New	Opposite Side		
358	17.7	2.5	49	D	20	70	2.1	7.5	2.4	7.5	4.0	0.2	10.0	5.5	PARK	Y	Opposite Side		
358	19.9	2.2	49	D	20	70	1.9	6.6	2.4	6.6	3.0	0.2	8.8	4.9	CLEAR	New	Driving Side		
358	22.5	2.6	49	D	25	70	2.2	6.2	2.4	6.2	3.0	0.2	8.8	4.2	CLEAR	New	Opposite Side		
358	25	2.5	49	D	25	70	2.1	6.0	2.4	6.0	3.0	0.2	8.4	4.0	PARK/NIGHT	New	Driving Side	Optional Night Parking.	
<b>SEGMENT 38</b>																			
358	27.8	2.8	49	D	25	70	2.4	6.7	2.4	6.8	3.0	0.2	9.4	4.5					
2	253.4	0.0			20					0.0			0.0	0.0				Start of route on Hwy 2	
2	253.5	2.9			20	70				0.0			0.0	0.0	PARK	N	Driving Side	4 lane HWY- Clear Traffic	
2	253.9	0.4			10	70				0.0			0.0	0.0	PARK	N	Driving Side	Clear traffic before Cut Bank Creek on 4 lane HWY	
2	254.4	0.5			10					0.0			0.0	0.0				Develop specific traffic control plan for Cut Bank	
213	0.0	0.0	318	D	10					0.0			0.0	0.0				Develop specific traffic control plan for Cut Bank	
213	0.1	0.6	318	D	10	35				0.0			0.0	0.0	PARK	N	Driving Side	After moving North on HWY 213, we have 4 lanes to clear traffic before we move on further on HWY 213. The width of the road is 47 feet.	
<b>SEGMENT 39</b>																			
213	2.5	2.4	318	D	25	70	2.1	5.8	0.4	8.1	22.0	0.8	9.4	4.5	CLEAR	New	Opposite Side		
213	5.0	2.5	318	D	25	70	2.1	6.0	0.4	8.5	23.0	0.8	9.7	4.7	CLEAR	New	Driving Side		
213	7.4	2.4	318	D	25	70	2.1	5.8	0.4	8.1	22.0	0.8	9.4	4.5				Junction 213 / 214	
214	0	0.0	122	D	30	70	0.0	0.0	1.0	0.0	0.0		0.0	0.0				Junction 213 / 214	

**List of All Proposed Turnouts and Clearing Areas in Montana to Meet 10 Minute Rule**

HWY	Mile Post	Distance Between Mile Post	Night Hrly Traffic Volume	Day / Night	Avg Speed Module Trailer (MPH)	Posted Speed (MPH)	Vehicle Travel Time TO3 & TO2	Module Travel Time TO2 & TO3	Time Between Vehicles @ TO3	Max Delay For Oncoming Traffic (Mins)	# of Vehicles Waiting	Time Required to Clear Vehicles (@ 4/3/2/1 rule)	Total Module Travel Time	Max Delay to Following Traffic	Proposed Type of Turnout	Mods Required (Yes/ No / New)	Driving Side or Opposite Side	Comments	
214	0.3	2.7	122	D	25	70	2.3	6.5	1.0	8.1	9.0	0.3	9.5	4.5	CLEAR	New	Driving Side		
214	2.9	2.6	38	D	20	70	2.2	7.8	3.2	7.8	3.0	0.2	10.3	5.7	CLEAR	New	Driving Side		
214	4.6	1.7	38	D	15	70	1.5	6.8	3.2	6.8	3.0	0.2	8.6	5.5	PARK	New	Opposite Side		
214	8.3	3.7	38	D	25	70	3.2	8.9	3.2	9.0	3.0	0.2	12.4	5.9	CLEAR	New	Driving Side		
214	11.9	3.6	38	D	30	70	3.1	7.2	3.2	7.3	3.0	0.2	10.6	4.3	CLEAR	New	Driving Side		
214	14.7	2.8	38	D	20	70	2.4	8.4	3.2	8.4	3.0	0.2	11.1	6.2	CLEAR	New	Opposite Side		
214	16.8	2.1	38	D	15	70	1.8	8.4	3.2	8.4	3.0	0.2	10.5	6.8	DETOUR (CLEAR)	N	Driving Side	There is a detour of traffic available at MP 16.8 at Losing Road, where trailer will be parked on the road with the traffic being detoured.	
214	19.5	2.7	38	D	25	70	2.3	6.5	3.2	6.5	3.0	0.2	9.1	4.3	PARK	N	Driving Side	Junction of HWY 214 and E Sweetgrass Road	
214	21.6	2.1	38	D	20	70	1.8	6.3	3.2	6.3	2.0	0.1	8.3	4.6	CLEAR	New	Driving Side	Probable Chain up Area	
214	24	2.4	9	D	15	70	2.1	9.6	13.3	9.6	1.0	0.1	11.8	7.6	CLEAR	N	Opposite Side	Junction of the Gravel road and HWY214 - The width of the gravel road is 35 ft wide to clear traffic	
<b>SEGMENT 40</b>																			
214	27.5	3.5	9	D	25	70	3.0	8.4	13.3	8.4	1.0	0.1	11.5	5.5	PARK	N	Driving Side	At MP 27.5, the width of the pavement is 40 ft. We can clear two lanes or any oversize load at this point.	
214	30.5	3.0	9	D	20	70	2.6	9.0	13.3	9.0	1.0	0.1	11.7	6.5	PARK	N	Driving Side	The width of the Gravel road is 43 ft. Good enough to clear oversize load.	
214	33	2.5	9	D	20	70	2.1	7.5	13.3	7.5	1.0	0.1	9.8	5.4	PARK	N	Driving Side	The width of the Gravel road is 44 ft. Good enough to clear oversize load.	
																		Reach border at 4:00 pm.	
Total Sum of Time (Min)													249.1						
Estimated Travel Time Through Cut Bank (Min)													30.0						
Estimated Travel Time at Border Crossing (Min)													30.0						
Total Travel Time (Min)													309.1						
Total Travel Time (Hrs)													5.2	(7 Hours Scheduled)					