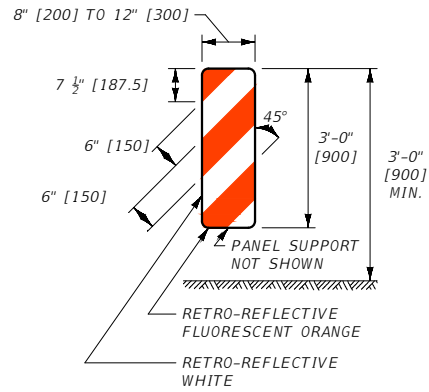


TYPE 2 OBJECT MARKER

TYPE 2 OBJECT MARKER NOTES:

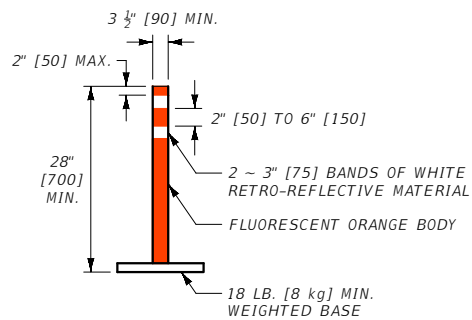
- ① USE TYPE 2 OBJECT MARKERS TO DELINEATE ROADSIDE CONSTRUCTIONS OF THE CLEAR ZONE (i.e. DROP OFFS, OBSTACLES, ABRUPT CHANGES IN ROADWAY ALIGNMENT, ETC.)
  - ② DO NOT USE TYPE 2 OBJECT MARKERS AS CHANNELIZING DEVICES.
  - ③ ATTACH PANELS TO POSTS AT BOTH TOP AND BOTTOM HOLE LOCATIONS.
  - ④ USE RETRO-REFLECTIVE SHEETING AS PER THE CONTRACT.
- \* REDUCE OR ELIMINATE THE 2'-0" [0.6 m] DISTANCE WHEN OBSTACLE OR HAZARD IS LESS THAN 2'-0" [0.6 m] FROM THE EDGE OF THE DRIVING LANE.



PORTABLE VERTICAL PANEL  
(VP-1R SHOWN. REVERSE FOR VP-1L.)

PORTABLE VERTICAL PANEL NOTES:

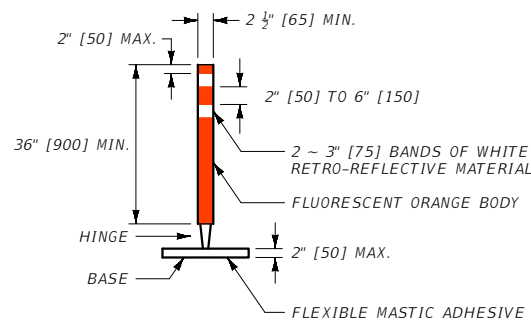
- ① USE PORTABLE VERTICAL PANELS AS CHANNELIZING DEVICES ONLY. DO NOT USE PORTABLE VERTICAL PANELS TO DELINEATE ROADSIDE CONSTRUCTIONS OF THE CLEAR ZONE.
- ② VERTICAL PANELS DESIGNATED "R" ARE PLACED TO THE RIGHT SIDE OF APPROACHING TRAFFIC. THOSE DESIGNATED "L" ARE PLACED TO THE LEFT SIDE.
- ③ USE RETRO-REFLECTIVE SHEETING AS PER THE CONTRACT.



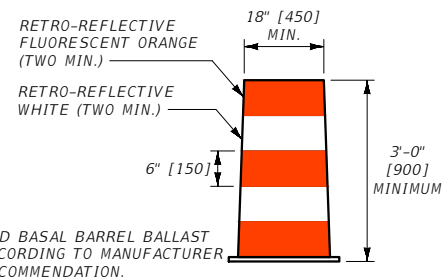
FLEXIBLE GUIDE POST  
(TUBULAR MARKER)

FLEXIBLE GUIDE POST AND PLASTIC DRUM NOTES:

- ① USE FLEXIBLE GUIDE POSTS AND PLASTIC DRUMS AS CHANNELIZING DEVICES.
- ② USE ASTM TYPE III RETRO-REFLECTIVE SHEETING ON ALL PLASTIC DRUMS AND FLEXIBLE GUIDE POSTS.
- ③ USE ONE SIZE GUIDE POST FOR CONTINUOUS RUNS.



HINGED FLEXIBLE GUIDE POST  
(TUBULAR MARKER)  
(SELF RIGHTING AFTER IMPACT)



PLASTIC DRUM

GENERAL NOTES:

- ① SEE THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PART 6 FOR ADDITIONAL INFORMATION.

UNITS SHOWN IN BRACKETS [ ] ARE METRIC AND ARE IN MILLIMETERS (mm) UNLESS OTHER UNITS ARE SHOWN.

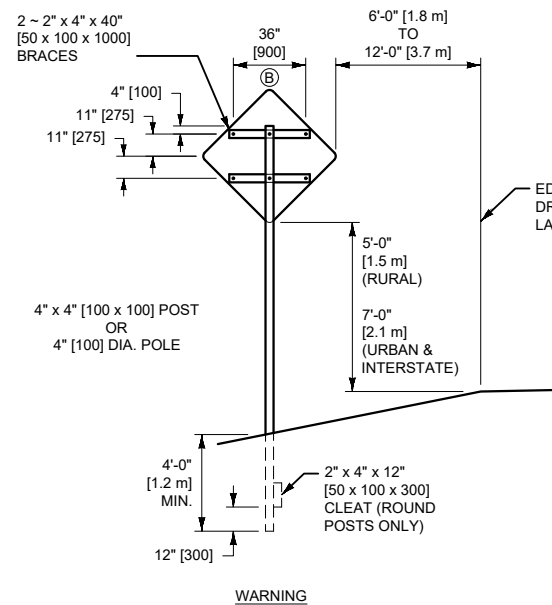
DETAILED DRAWINGS	
REFERENCE	DWG. NO.
STANDARD SPEC.	618-00
SECTION	618

CHANNELIZING DEVICES  
AND OBJECT MARKERS

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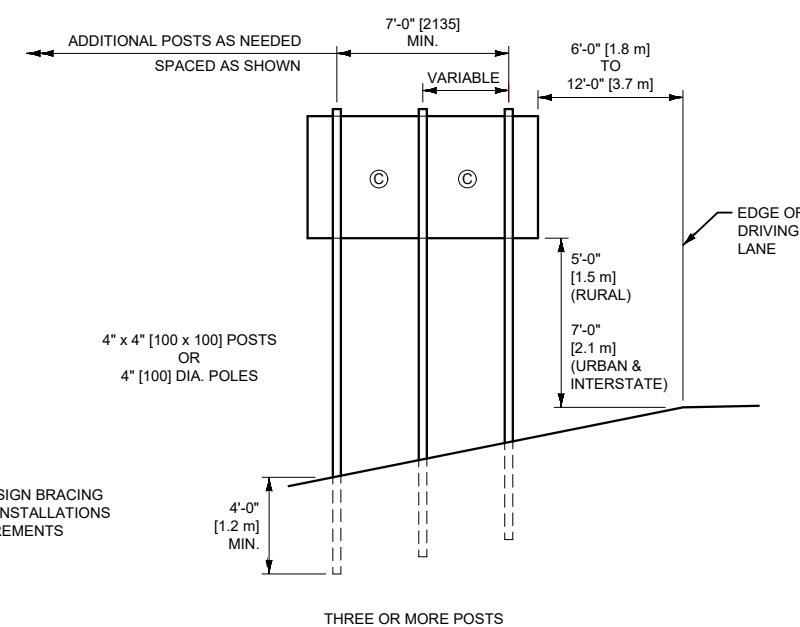
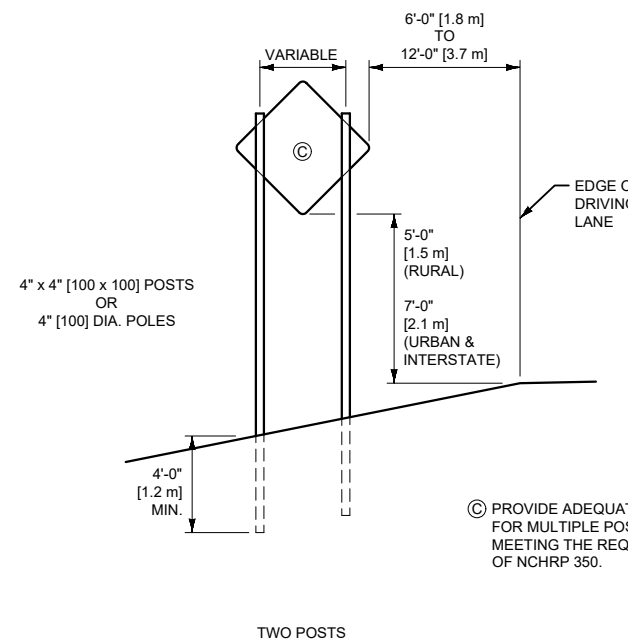
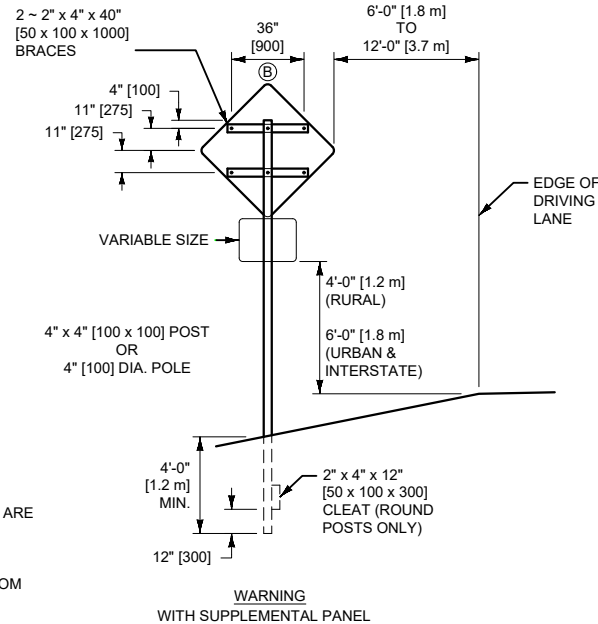


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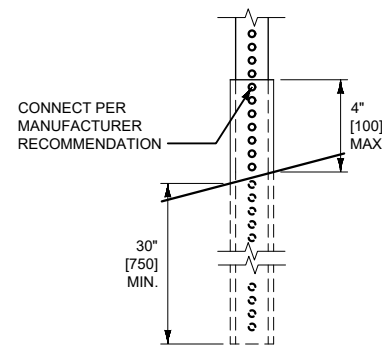
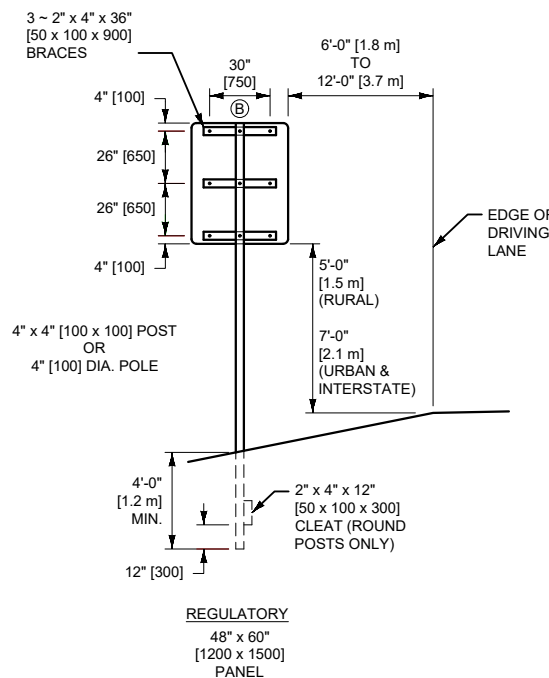


Ⓐ ALL WARNING SIGNS ARE 48" x 48" [1200 x 1200] IN SIZE.

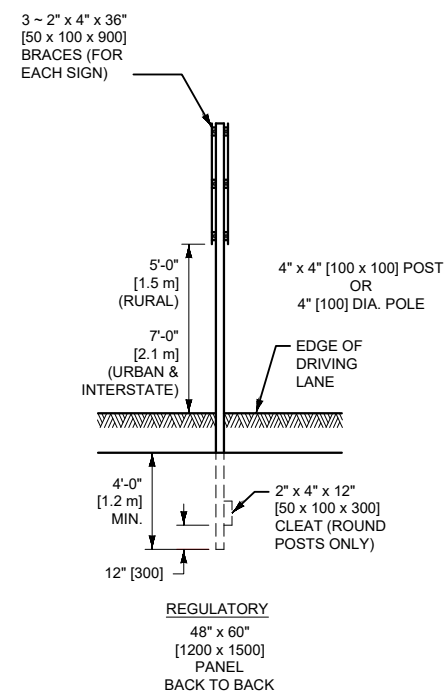
Ⓑ DIMENSIONS ARE FROM | BOLT TO | BOLT.



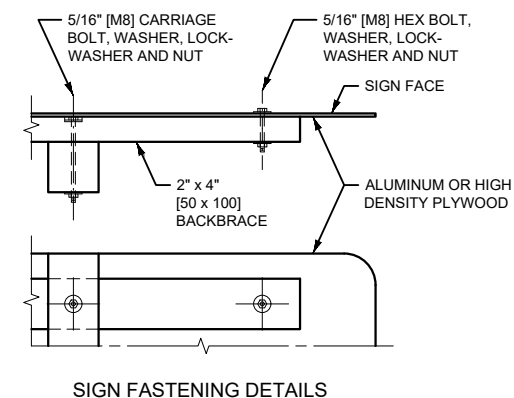
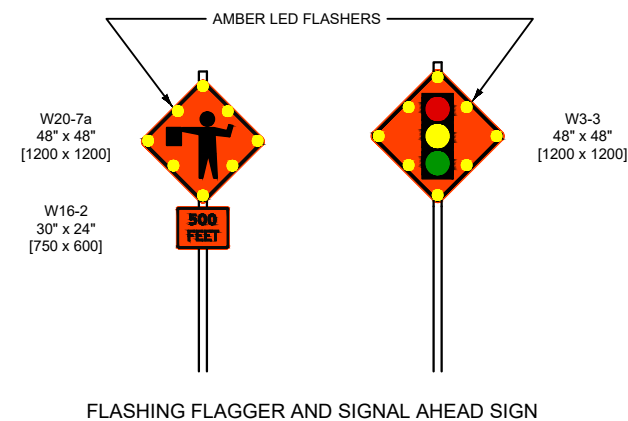
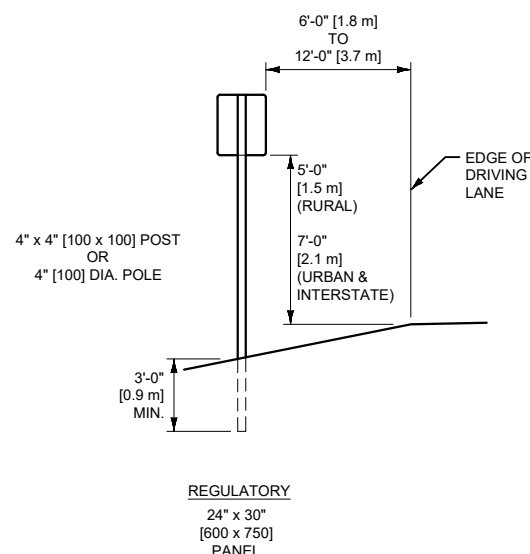
TYPICAL MULTIPLE POST INSTALLATIONS  
(FOR CONSTRUCTION SIGNING ONLY)



OPTIONAL TELES PAR MOUNTING  
(FOR CONSTRUCTION SIGNING ONLY)



TYPICAL SIGN MOUNTINGS  
(FOR CONSTRUCTION SIGNING ONLY)



- NOTES:
- FURNISH POST INSTALLATIONS MEETING NCHRP 350 OR MASH CRASH TEST REQUIREMENTS.
  - FURNISH POST OR POLE LENGTHS TO ACCOMMODATE FOUNDATION DEPTH, MOUNTING HEIGHT AND MOUNTINGS.
  - BACKFILL FOUNDATION HOLES USING THOROUGHLY COMPACTED 8" LIFTS.
  - IN HIGH WIND AREAS INSTALL LARGER POSTS OR POLES COMPLYING WITH THE FOUNDATION AND BREAKAWAY REQUIREMENTS OF DTL DWG. NO. 619-20. THE MINIMUM POST SPACING FOR MULTIPLE POSTS LARGER THAN 4" [100] IS 7'-0" [2135].
  - SIGN VERTICAL ALIGNMENT MUST BE WITHIN 5° OF PLUMB.
  - USE THE URBAN MOUNTING HEIGHTS IN BUSINESS, COMMERCIAL, AND RESIDENTIAL DISTRICTS WHERE PARKING AND/OR PEDESTRIAN MOVEMENT IS LIKELY TO OCCUR, OR VIEW IS OBSTRUCTED. URBAN MOUNTING HEIGHTS MAY ALSO BE USED IN RURAL AREAS FOR INCREASED VISIBILITY.
  - AMBER LED FLASHERS MUST MEET STANDARD SPECIFICATION SECTION 715 REQUIREMENTS.

UNITS SHOWN IN BRACKETS [ ] ARE METRIC AND ARE IN MILLIMETERS (mm) UNLESS OTHER UNITS ARE SHOWN.

**DETAILED DRAWINGS**

REFERENCE STANDARD SPEC. SECTION 618, 715

DWG. NO. 618-01

**CONSTRUCTION SIGN DETAILS**

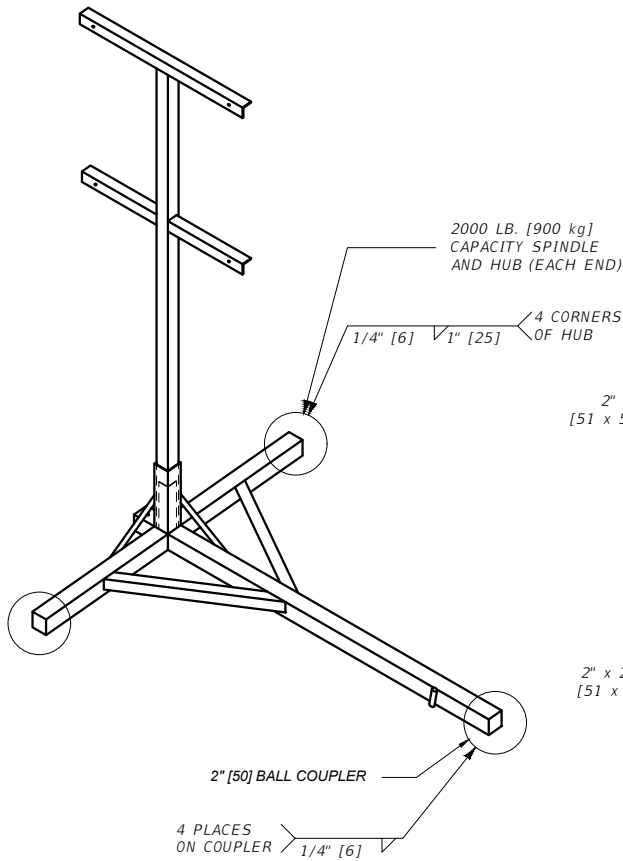
EFFECTIVE: JAN 23, 2020



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JUN 27, 2024

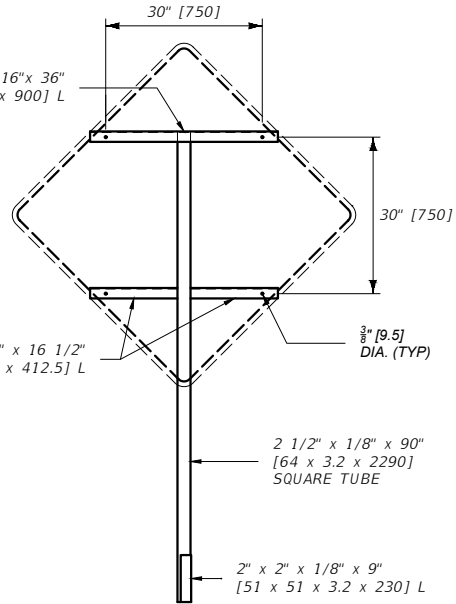
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2" x 2" x 3/16" x 36"  
[51 x 51 x 4.8 x 900] L

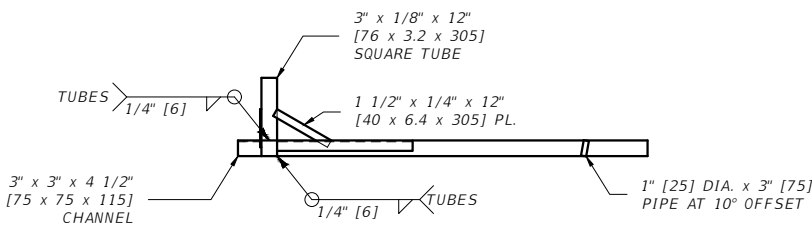
2" x 2" x 3/16" x 16 1/2"  
[51 x 51 x 4.8 x 412.5] L



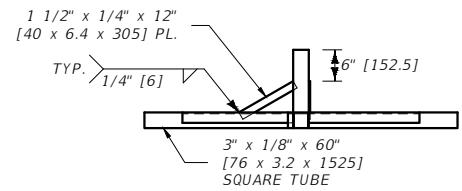
FRONT

RIGHT

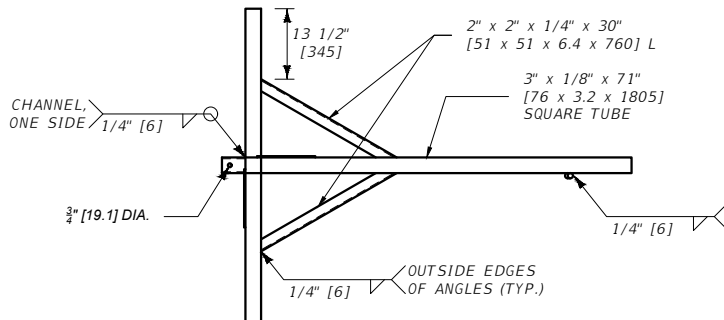
### SIGN SUPPORT



FRONT



RIGHT



TOP

TRAILER

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UNITS SHOWN IN BRACKETS [ ] ARE  
METRIC AND ARE IN MILLIMETERS (mm)  
UNLESS OTHER UNITS ARE SHOWN.

### DETAILED DRAWINGS

REFERENCE DWG. NO.  
STANDARD SPEC. 618-02  
SECTION 618, 715

### PORTABLE SIGN SUPPORT ASSEMBLY

EFFECTIVE: JAN 23, 2020

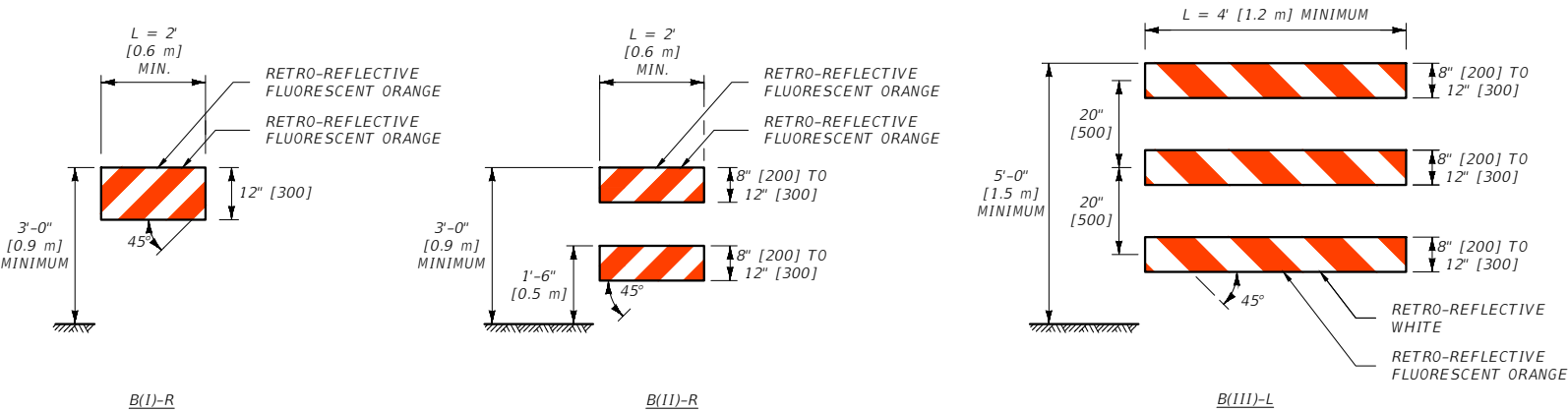


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PORTABLE BARRICADES



PORTABLE BARRICADE NOTES:

- ① RAIL STRIPES ARE 6" [150] IN WIDTH FOR BARRICADES 3' [0.9 m] OR GREATER IN LENGTH. FOR BARRICADES LESS THAN 3' [0.9 m] IN LENGTH, 4" [100] STRIPES MAY BE USED.
- ② THE PREDOMINANT COLOR FOR OTHER BARRICADE COMPONENTS IS WHITE, BUT UNPAINTED GALVANIZED METAL OR ALUMINUM COMPONENTS MAY BE USED.
- ③ B(III) BARRICADES FACING TRAFFIC FROM BOTH DIRECTIONS MUST BE STRIPED ON BOTH SIDES.
- ④ USE MATERIALS FOR BARRICADE FRAMEWORK, ASSEMBLY, ATTACHED SIGNS, AND MEANS OF SIGN ATTACHMENT MEETING NCHRP 350 AND/OR MASH REQUIREMENTS FOR WORK ZONE DEVICES. OPTIONS FOR SIGN ATTACHMENT ARE:
- SIGNS UP TO 10 SQ FT [1.0 SQ m] BOLTED TO TOP RAIL.
  - SIGNS OVER 16 SQ FT [1.5 SQ m] BOLTED TO RAILS AND BOTH UPRIGHT SUPPORTS.
  - SIGNS MAY BE MOUNTED BEHIND BARRICADES ON SEPARATE NCHRP 350 AND/OR MASH APPROVED SIGN SUPPORTS.
- ⑤ SUFFICIENTLY WEIGHT SANDBAGS TO ANCHOR BARRICADES. WATERPROOF SANDBAGS DURING FREEZING WEATHER.
- ⑥ USE RETRO-REFLECTIVE SHEETING IN ACCORDANCE WITH THE CONTRACT.

RAIL STRIPES



WHERE BARRICADES EXTEND ACROSS THE ENTIRE ROADWAY, POSITION BARRICADES WITH STRIPES SLOPING DOWNWARD IN THE DIRECTION VEHICLES MUST TURN.



WHERE BOTH LEFT AND RIGHT TURNS ARE PERMITTED, POSITION BARRICADES WITH STRIPES SLOPING DOWNWARD LEFT AND RIGHT AWAY FROM BARRICADE CENTER.



WHERE TURNING IS NOT PERMITTED, POSITION BARRICADES WITH STRIPES SLOPING DOWNWARD TOWARD BARRICADE CENTER.



GENERAL NOTES:

- ① SEE THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PART 6 FOR ADDITIONAL INFORMATION.

UNITS SHOWN IN BRACKETS [ ] ARE METRIC AND ARE IN MILLIMETERS (mm) UNLESS OTHER UNITS ARE SHOWN.

DETAILED DRAWINGS

REFERENCE DWG. NO.  
STANDARD SPEC. 618-03  
SECTION 618

BARRICADES

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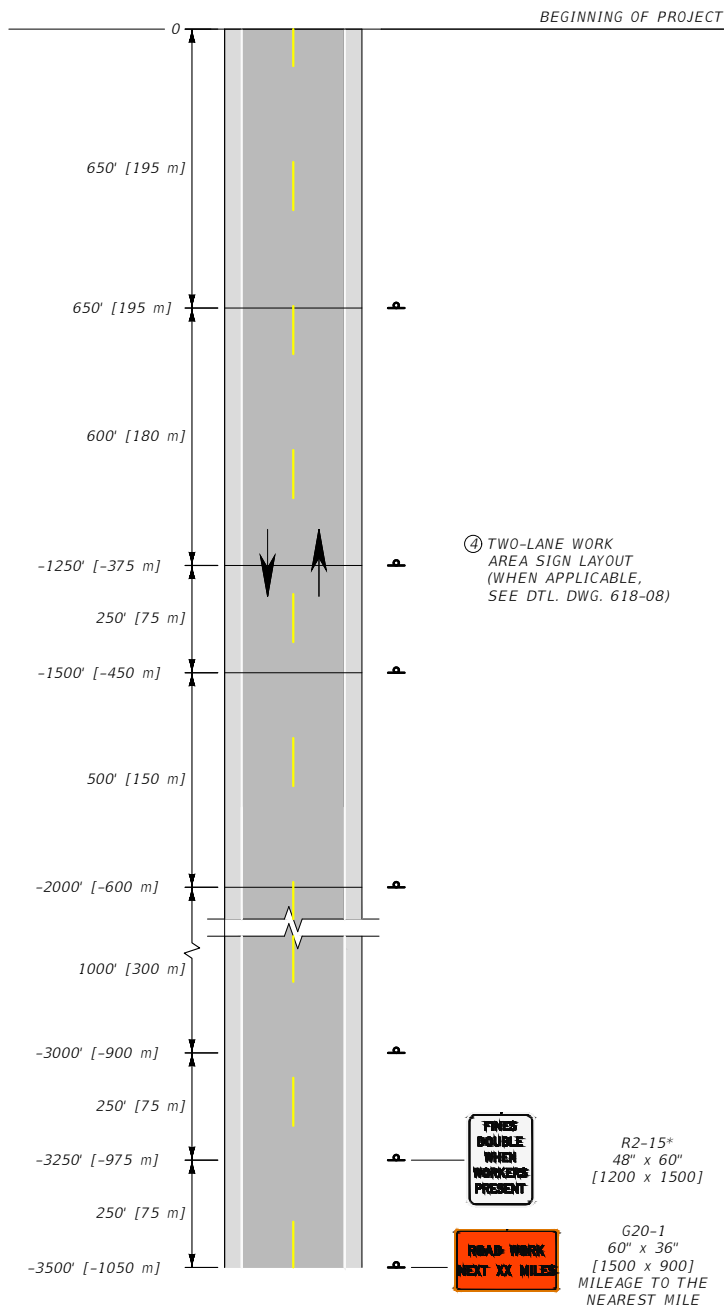
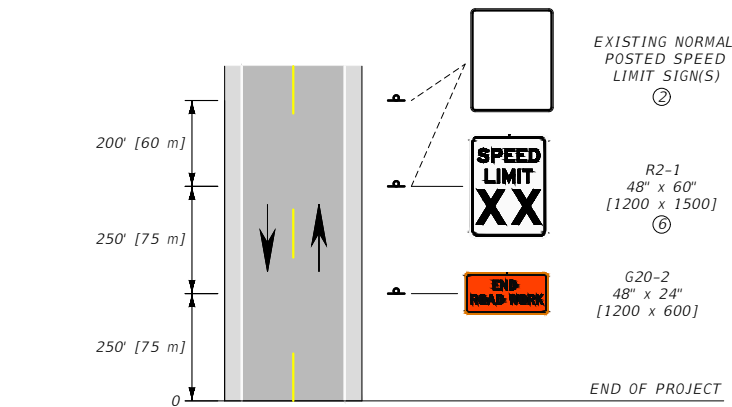
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JUN 27, 2024

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#### NOTES:

- ① THIS SIGN LAYOUT IS INTENDED TO BE A PERMANENT INSTALLATION FOR THE DURATION OF THE CONSTRUCTION PROJECT, AS APPROVED BY THE PROJECT MANAGER. COVER OR REMOVE ANY SIGNS WHEN NOT IN USE, INCLUDING UNWARRANTED SPEED LIMIT SIGNS. REMOVE ANY SIGN SUPPORTS IF THEY WILL NOT BE NEEDED WITHIN 90 DAYS.
- ② POST THE END OF WORK ZONE SPEED LIMIT USING ONE SIGN WHEN THE NORMAL POSTED SPEED LIMIT FOR ALL VEHICLES IS THE SAME. USE TWO SIGNS WHEN CAR, TRUCK AND NIGHTTIME SPEED LIMITS ARE DIFFERENT.
- ③ INCLUDE REGULATORY SIGNING ONLY IF A WORK ZONE OR ROADWAY HAS CONDITIONS THAT WARRANT SPEED RESTRICTIONS. MODIFY REGULATORY SIGNS TO MATCH ADJACENT REGULATIONS.
- ④ IN ADDITION TO THE SIGNS SHOWN, INCLUDE THE APPROPRIATE TWO-LANE WORK AREA SIGNS (DTL. DWG. 618-08) WHEN A WORK AREA IS LOCATED AT THE BEGINNING OR END OF THE WORK ZONE.
- ⑤ SET UP THIS SIGN LAYOUT IN EACH TRAFFIC DIRECTION.
- ⑥ POST THE SPEED LIMIT APPROPRIATE FOR ALL VEHICLES FOR THE REMAINDER OF THE WORK ZONE BEFORE RESUMING TO NORMAL POSTED SPEED LIMITS AT THE END OF THE WORK ZONE.

\* DENOTES SIGNS UNIQUE TO MONTANA.

UNITS SHOWN IN BRACKETS [ ] ARE METRIC AND ARE IN MILLIMETERS (mm) UNLESS OTHER UNITS ARE SHOWN.

#### DETAILED DRAWINGS

REFERENCE DWG. NO.  
STANDARD SPEC. 618-04  
SECTION 618

#### TWO-LANE WORK ZONE

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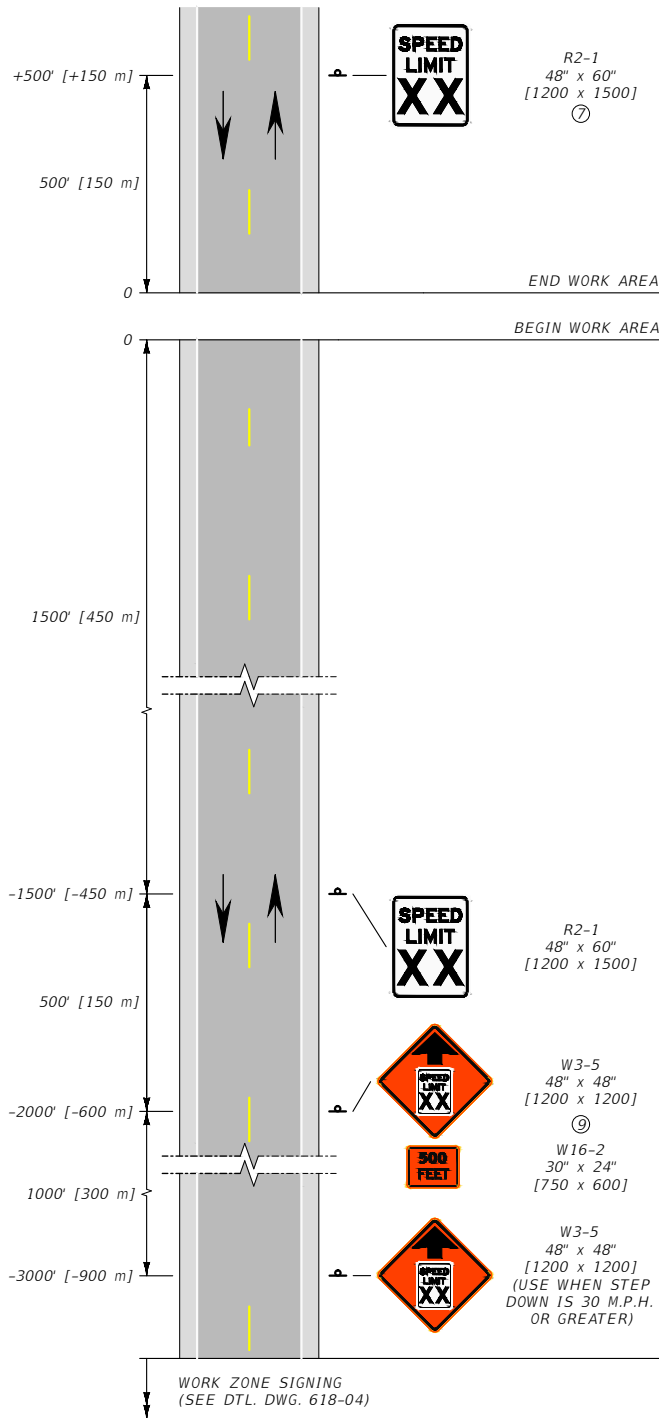


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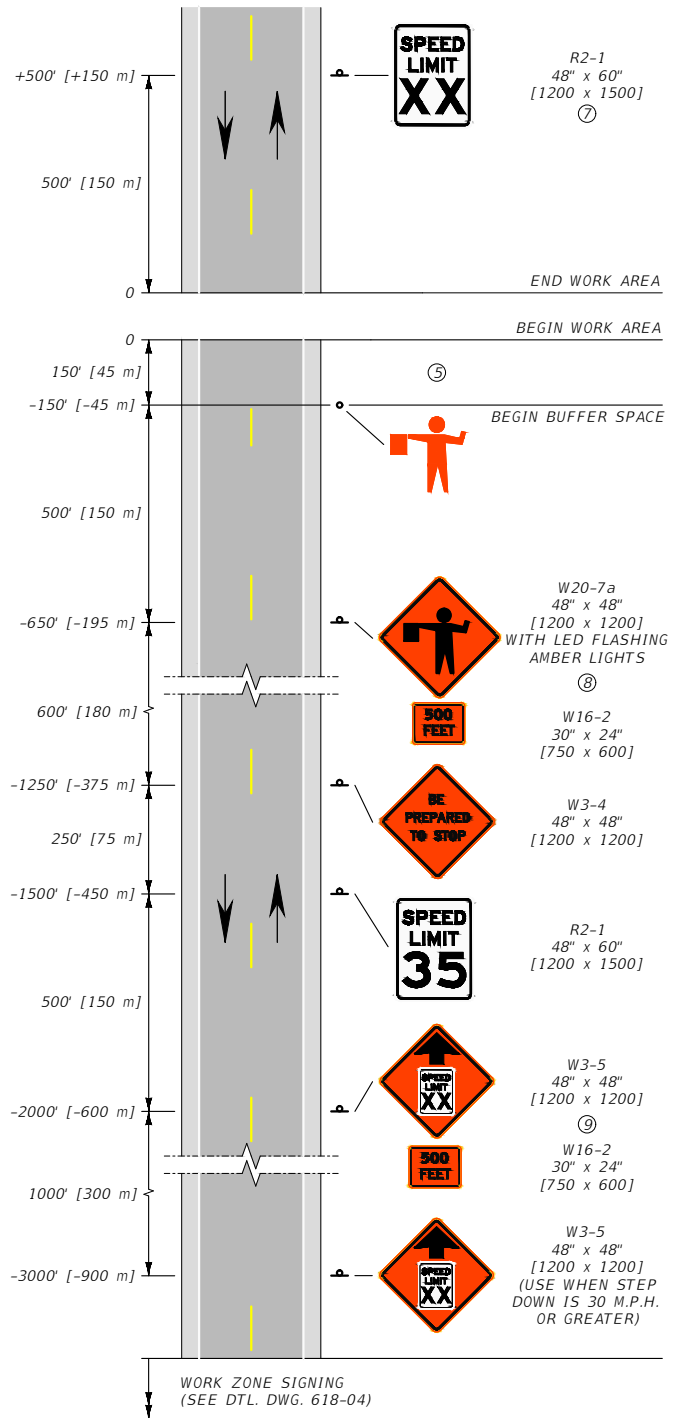
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WORK AREA WITH NO FLAGGER



WORK AREA WITH FLAGGER

NOTES:

- ① THESE SIGN LAYOUTS ALSO USED IN CONJUNCTION WITH THE PERMANENT LAYOUT ILLUSTRATED ON DTL. DWG. 618-04 FOR WORK AREAS LOCATED AT THE BEGIN AND END OF THE WORK ZONES.
- ② XX = SPEED DETERMINED BY THE PROJECT MANAGER.
- ③ INCLUDE REGULATORY SIGNING ONLY IF THERE IS REASON TO RESTRICT SPEED WITHIN THE WORK ZONE. REMOVE OR COVER EXISTING REGULATORY SIGNS TO MATCH ADJACENT REGULATIONS.
- ④ SET UP THIS SIGN LAYOUT IN EACH TRAFFIC DIRECTION. COMBINE SUCCESSIVE WORK AREAS WHEN LESS THAN 1.0 MILE [1.6 km] APART.
- ⑤ BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS AFFECTING STOPPING DISTANCE.

- ⑥ PROVIDE A SECOND FLAGGER WHEN REQUIRED PER SECTION 618.
- ⑦ POST THE SPEED LIMIT APPROPRIATE FOR ALL VEHICLES FOR THE REMAINDER OF THE WORK ZONE BEFORE RESUMING TO NORMAL POSTED SPEED LIMITS AT THE END OF THE WORK ZONE.
- ⑧ AMBER LED FLASHERS MUST MEET STANDARD SPECIFICATION SECTION 715 AND DTL. DWG. 618-01 REQUIREMENTS.
- ⑨ INCLUDE THESE SIGNS WITH ALL FLAGGERS. INCLUDE THESE SIGNS WITHIN WORK ZONES WHEN STEP DOWN IS 20 M.P.H. OR GREATER.

\* DENOTES SIGNS UNIQUE TO MONTANA.

UNITS SHOWN IN BRACKETS [ ] ARE METRIC AND ARE IN MILLIMETERS (mm) UNLESS OTHER UNITS ARE SHOWN.

DETAILED DRAWINGS

REFERENCE	DWG. NO.
STANDARD SPEC.	618-08
SECTION 618, 715	

TWO-LANE WORK AREAS

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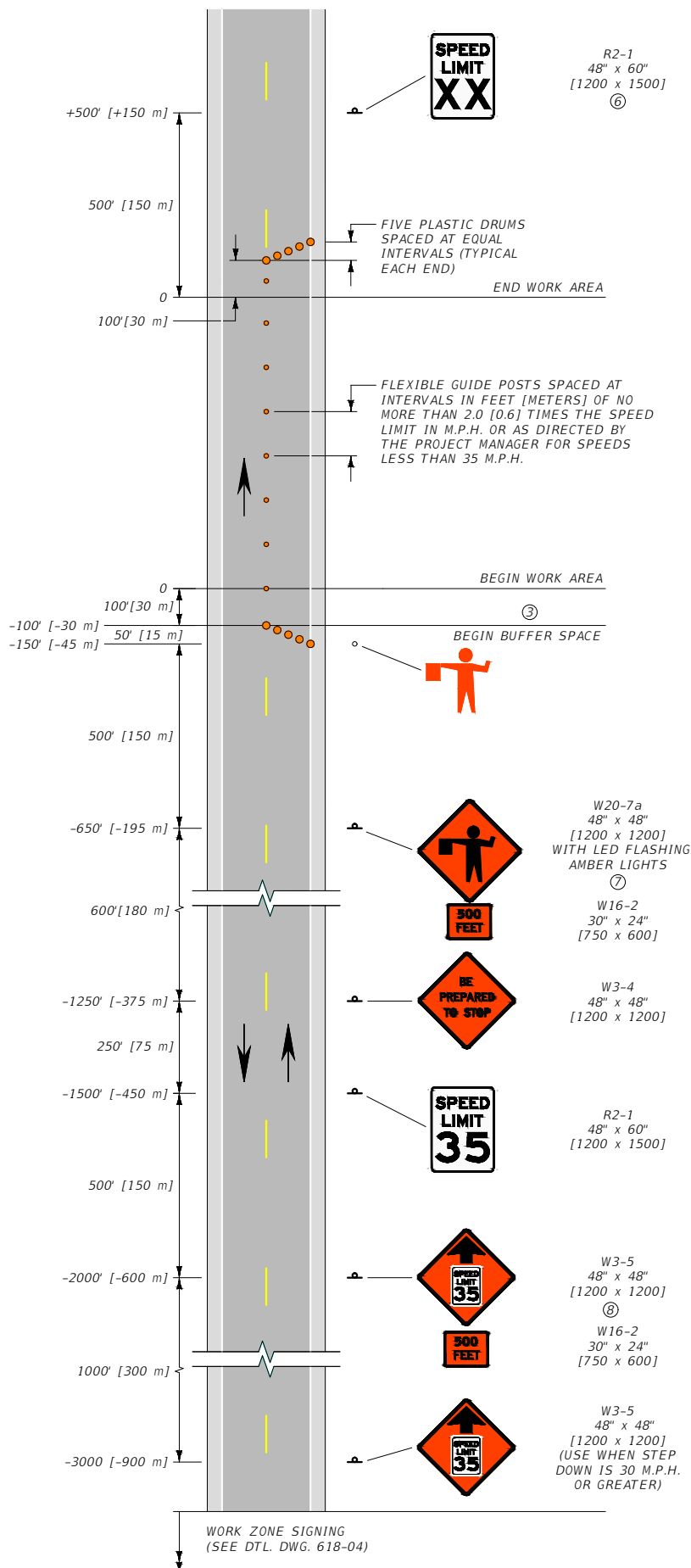
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#### NOTES:

- ① MODIFY REGULATORY SIGNS TO MATCH ADJACENT REGULATIONS.
- ② SET UP THIS SIGN LAYOUT IN EACH TRAFFIC DIRECTION.
- ③ THE BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS AFFECTING STOPPING DISTANCE.
- ④ PROVIDE A SECOND FLAGGER WHEN REQUIRED BY SECTION 618.03.14.
- ⑤ XX = SPEED DETERMINED BY PROJECT MANAGER.
- ⑥ POST THE SPEED LIMIT APPROPRIATE FOR ALL VEHICLES FOR THE REMAINDER OF THE WORK ZONE BEFORE RESUMING TO NORMAL POSTED SPEED LIMITS AT THE END OF THE WORK ZONE.
- ⑦ AMBER LED FLASHERS MUST MEET STANDARD SPECIFICATION SECTION 715 AND DTL. DWG. 618-01 REQUIREMENTS.
- ⑧ INCLUDE THESE SIGNS WITH ALL FLAGGERS. INCLUDE THESE SIGNS WITHIN WORK ZONES WHEN STEP DOWN IS 20 M.P.H. OR GREATER.

\* DENOTES SIGNS UNIQUE TO MONTANA.

UNITS SHOWN IN BRACKETS [ ] ARE  
METRIC AND ARE IN MILLIMETERS (mm)  
UNLESS OTHER UNITS ARE SHOWN.

#### DETAILED DRAWINGS

REFERENCE	DWG. NO.
STANDARD SPEC.	618-12
SECTION 618, 715	

#### TWO-LANE WORK AREA LANE CLOSURE - FLAGGER CONTROLLED

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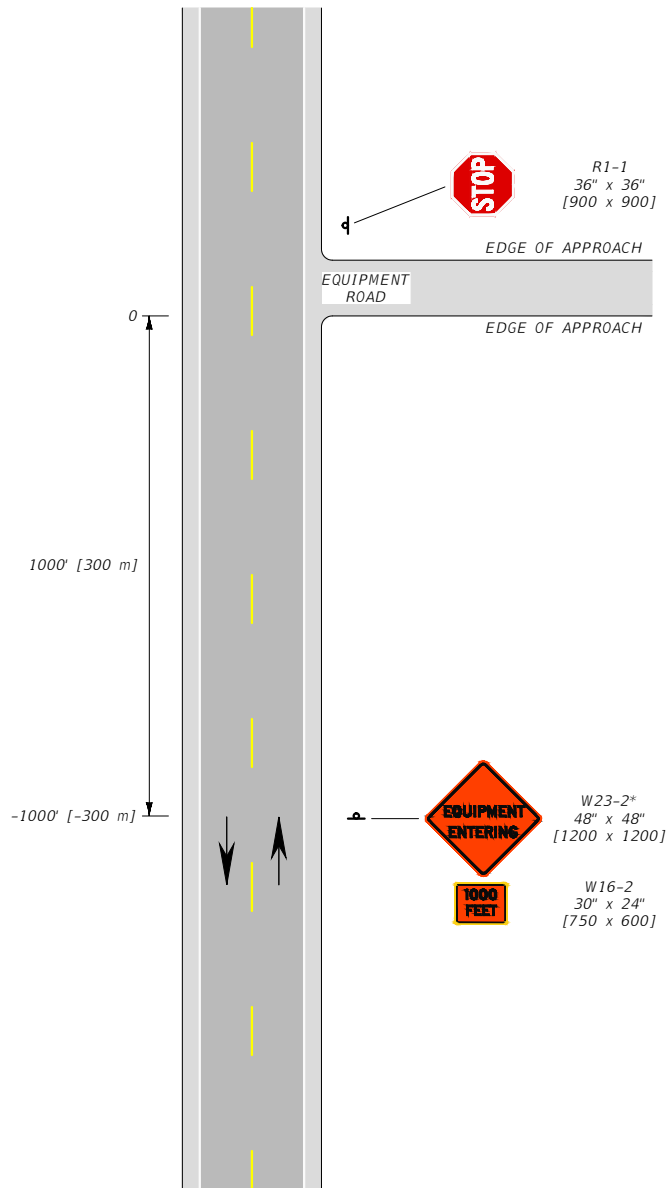
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NOTES:

- ① REFER TO DTL. DWG. 618-16 IF FLAGGER IS NEEDED.
  - ② SET UP THIS SIGN LAYOUT IN EACH TRAFFIC DIRECTION, AS NEEDED.
- \* DENOTES SIGNS UNIQUE TO MONTANA.

UNITS SHOWN IN BRACKETS [ ] ARE METRIC AND ARE IN MILLIMETERS (mm) UNLESS OTHER UNITS ARE SHOWN.

**DETAILED DRAWINGS**

REFERENCE	DWG. NO.
STANDARD SPEC.	618-14
SECTION 618	

**TWO-LANE EQUIPMENT ENTRANCES**

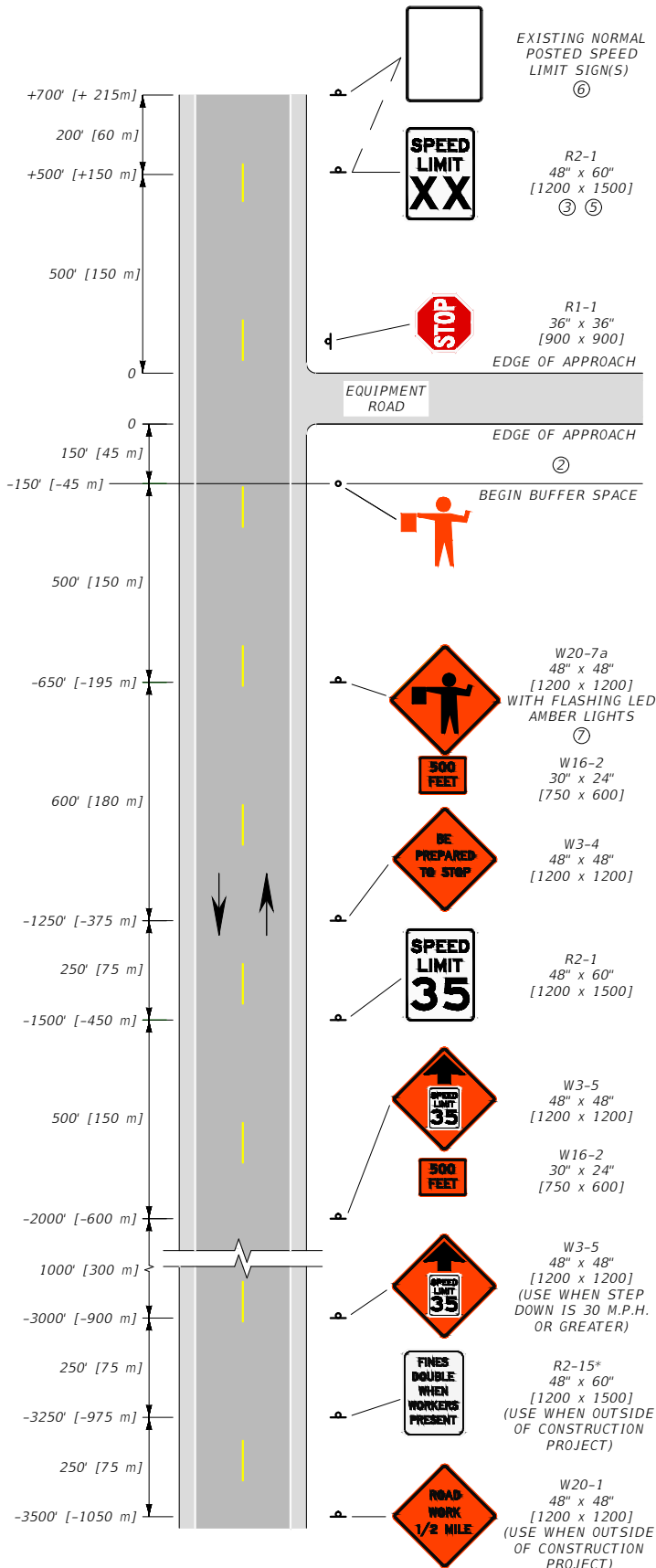
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EQUIPMENT ENTRANCE WITH FLAGGER

NOTES:

- SET UP THIS SIGN LAYOUT IN EACH TRAFFIC DIRECTION, AS NEEDED.
- BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS AFFECTING STOPPING DISTANCE.
- XX = SPEED DETERMINED BY THE PROJECT MANAGER.
- WHEN THIS SIGN LAYOUT OCCURS OUTSIDE A CONSTRUCTION PROJECT, INCLUDE THE W20-1 AND R2-15\* SIGNS.
- POST THE SPEED LIMIT APPROPRIATE FOR ALL VEHICLES FOR THE REMAINDER OF THE WORK ZONE BEFORE RESUMING TO NORMAL POSTED SPEED LIMITS AT THE END OF THE WORK ZONE.
- OUTSIDE THE PROJECT, USE A SINGLE SIGN TO POST THE SPEED LIMIT WHEN THE NORMALLY POSTED SPEED LIMIT IS THE SAME FOR ALL VEHICLES. USE TWO SEPARATE SPEED LIMIT SIGNS TO DENOTE TRUCK SPEED LIMIT, AND CAR DAYTIME/NIGHTTIME SPEED LIMITS.
- ENSURE AMBER LED FLASHERS MEET STANDARD SPECIFICATION SECTION 715 AND DTL. DWG. 618-01 REQUIREMENTS.

\* DENOTES SIGNS UNIQUE TO MONTANA.

UNITS SHOWN IN BRACKETS [ ] ARE METRIC AND ARE IN MILLIMETERS (mm) UNLESS OTHER UNITS ARE SHOWN.

DETAILED DRAWINGS

REFERENCE DWG. NO.  
STANDARD SPEC. 618-16  
SECTION 618, 715

TWO-LANE EQUIPMENT ENTRANCES

EFFECTIVE: JAN 23, 2020



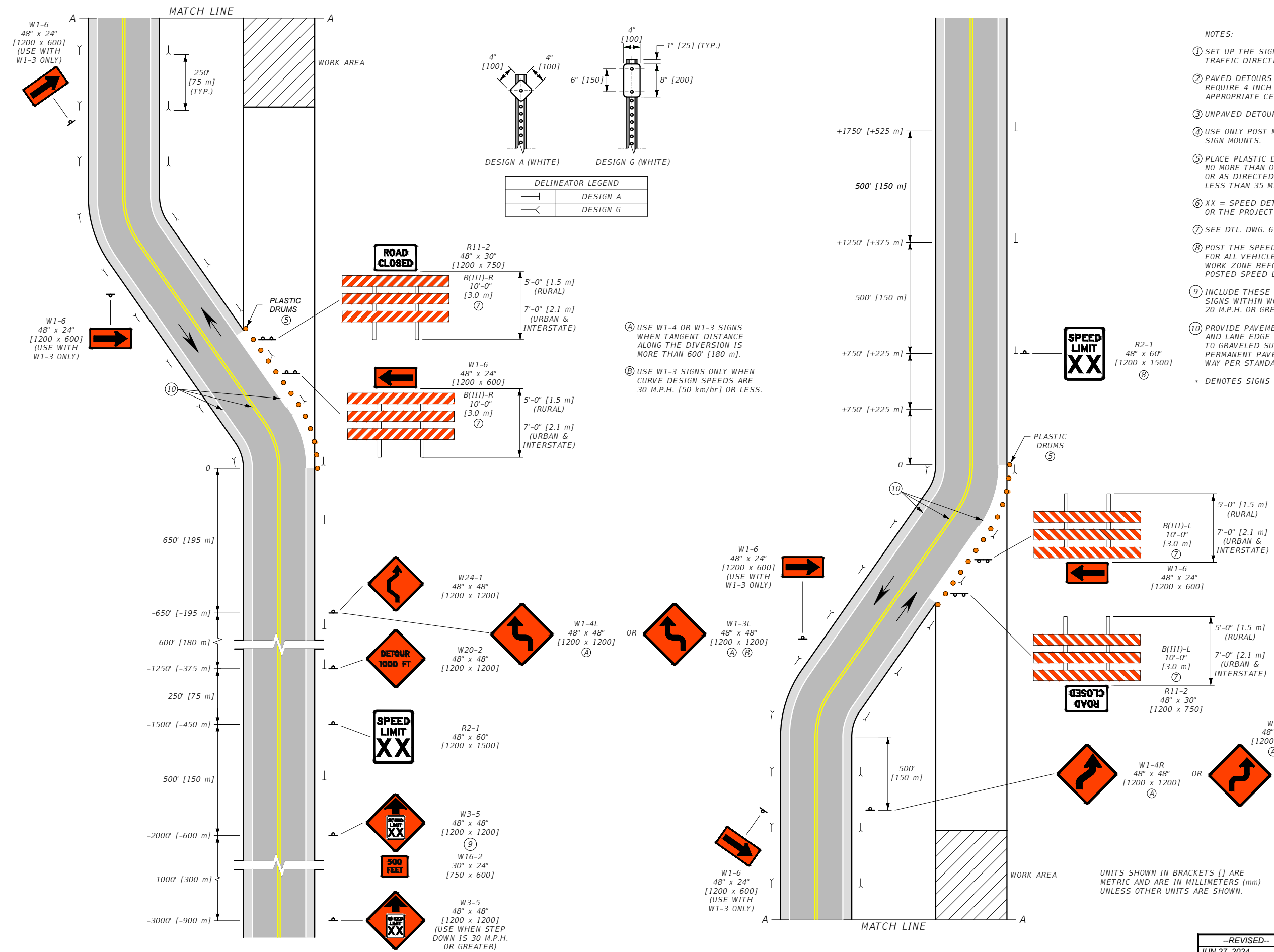
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- NOTES:
- 1 SET UP THE SIGN LAYOUT IN THIS DRAWING FOR BOTH TRAFFIC DIRECTIONS.
  - 2 PAVED DETOURS 24 FEET [7.2 m] WIDE OR GREATER REQUIRE 4 INCH [100] WHITE SHOULDER STRIPES AND APPROPRIATE CENTERLINE STRIPES.
  - 3 UNPAVED DETOURS MAY REQUIRE ADDITIONAL DELINEATION.
  - 4 USE ONLY POST MOUNTED SIGNS. DO NOT USE PORTABLE SIGN MOUNTS.
  - 5 PLACE PLASTIC DRUMS AT INTERVALS IN FEET [METERS] OF NO MORE THAN ONE [0.3] TIMES THE SPEED LIMIT IN M.P.H. OR AS DIRECTED BY THE PROJECT MANAGER FOR SPEEDS LESS THAN 35 M.P.H.
  - 6 XX = SPEED DETERMINED BY THE DETOUR DESIGN SPEED OR THE PROJECT MANAGER.
  - 7 SEE DTL. DWG. 618-03.
  - 8 POST THE SPEED LIMIT APPROPRIATE FOR ALL VEHICLES FOR THE REMAINDER OF THE WORK ZONE BEFORE RESUMING TO NORMAL POSTED SPEED LIMITS AT THE END OF THE WORK ZONE.
  - 9 INCLUDE THESE SIGNS WITH ALL FLAGGERS. INCLUDE THESE SIGNS WITHIN WORK ZONES WHEN STEP DOWN IS 20 M.P.H. OR GREATER.
  - 10 PROVIDE PAVEMENT MARKINGS TO DELINEATE CENTERLINE AND LANE EDGE LINE THROUGHOUT TRANSITION FROM PAVED TO GRAVELED SURFACE. REMOVE NO LONGER APPLICABLE PERMANENT PAVEMENT MARKINGS WITHIN THE TRAVELED WAY PER STANDARD SPECIFICATION 618.03.5.
- \* DENOTES SIGNS UNIQUE TO MONTANA.



**DETAILED DRAWINGS**

REFERENCE DWG. NO.  
STANDARD SPEC. 618-18  
SECTION 618

**TWO-LANE WORK ZONE DIVERSION**

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R2-1  
48" x 60"  
[1200 x 1500]  
②



G20-2  
48" x 24"  
[1200 x 600]



END OF PROJECT

BEGINNING OF PROJECT

+500' [+150 m]  
250' [75 m]  
+250' [+75 m]  
250' [75 m]  
0

1250' [375 m]

-1250' [-375 m]  
500' [150 m]  
-1750' [-525 m]  
250' [75 m]  
-2000' [-600 m]

2150' [645 m]

-4150' [-1245 m]  
500' [150 m]  
-4650' [-1395 m]

1000' [300 m]

-5650' [-1695 m]

1880' [565 m]

-7530' [-2260 m]

500' [150 m]  
-8030' [-2410 m]

500' [150 m]

-8530' [-2560 m]

NOTES:

- ① THIS SIGN LAYOUT IS INTENDED TO BE A PERMANENT INSTALLATION FOR THE DURATION OF THE CONSTRUCTION PROJECT, AS APPROVED BY THE PROJECT MANAGER. COVER OR REMOVE SIGNS WHEN NOT IN USE, INCLUDING UNWARRANTED SPEED LIMIT SIGNS. REMOVE ANY SIGN SUPPORTS IF THEY WILL NOT BE NEEDED WITHIN 90 DAYS.
- ② POST THE END OF WORK ZONE SPEED LIMIT CONSISTING OF ONE LIMIT WHEN THE NORMAL POSTED SPEED LIMIT FOR ALL VEHICLES IS THE SAME. WHEN CAR AND TRUCK SPEED LIMITS DIFFER, POST BOTH LIMITS ON A SINGLE SIGN.
- ③ INCLUDE REGULATORY SIGNING ONLY IF A WORK ZONE OR ROADWAY HAS CONDITIONS THAT WARRANT SPEED RESTRICTIONS. MODIFY REGULATORY SIGNS TO MATCH ADJACENT REGULATIONS.
- ④ SET UP THIS SIGN LAYOUT IN EACH TRAFFIC DIRECTION.
- ⑤ IN ADDITION TO THE SIGNS SHOWN, INCLUDE THE APPROPRIATE FOUR-LANE WORK ZONE SIGNS (DTL. DWG. 618-24) WHEN A WORK AREA FALLS AT THE BEGIN OR END OF THE WORK ZONE.
- ⑥ DIVIDED FOUR-LANE IS SHOWN. FOR UN-DIVIDED FOUR-LANE, PLACE SIGNS ON RIGHT SIDE ONLY.

\* DENOTES SIGNS UNIQUE TO MONTANA.

FOUR-LANE WORK  
AREA SIGN LAYOUT  
(WHEN APPLICABLE,  
SEE DTL. DWG. 618-24)

⑥

(2) R2-15\*  
48" x 60"  
[1200 x 1500]



(2) G20-1  
60" x 36"  
[1500 x 900]



MILEAGE TO THE  
NEAREST MILE  
OR

(2) W20-1  
48" x 48"  
[1200 x 1200]  
(USE WHEN  
LESS THAN  
2 MILES [3.2 km])



UNITS SHOWN IN BRACKETS [ ] ARE  
METRIC AND ARE IN MILLIMETERS (mm)  
UNLESS OTHER UNITS ARE SHOWN.

## DETAILED DRAWINGS

REFERENCE DWG. NO.  
STANDARD SPEC. 618-20  
SECTION 618

## DIVIDED FOUR-LANE WORK ZONE

EFFECTIVE: JAN 23, 2020

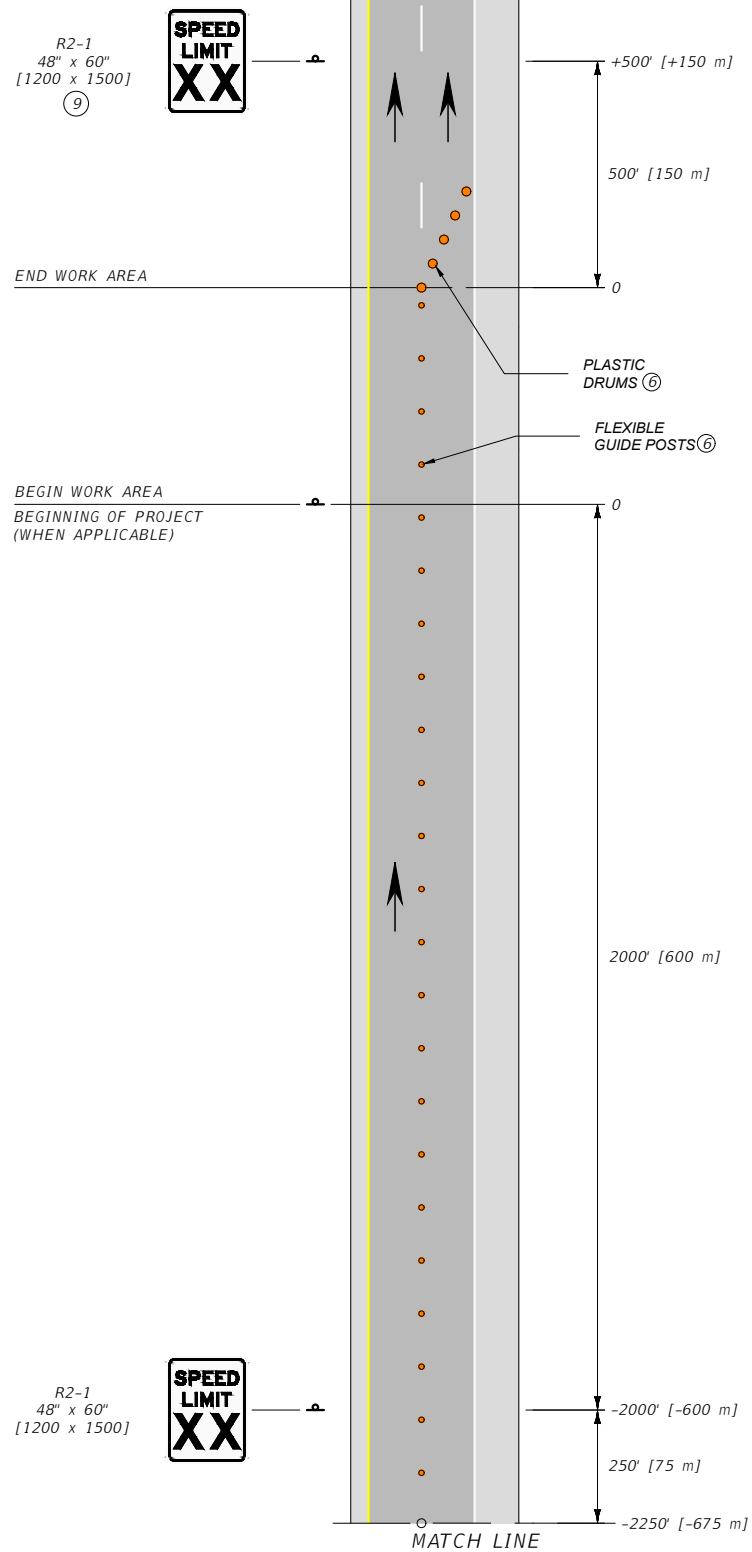
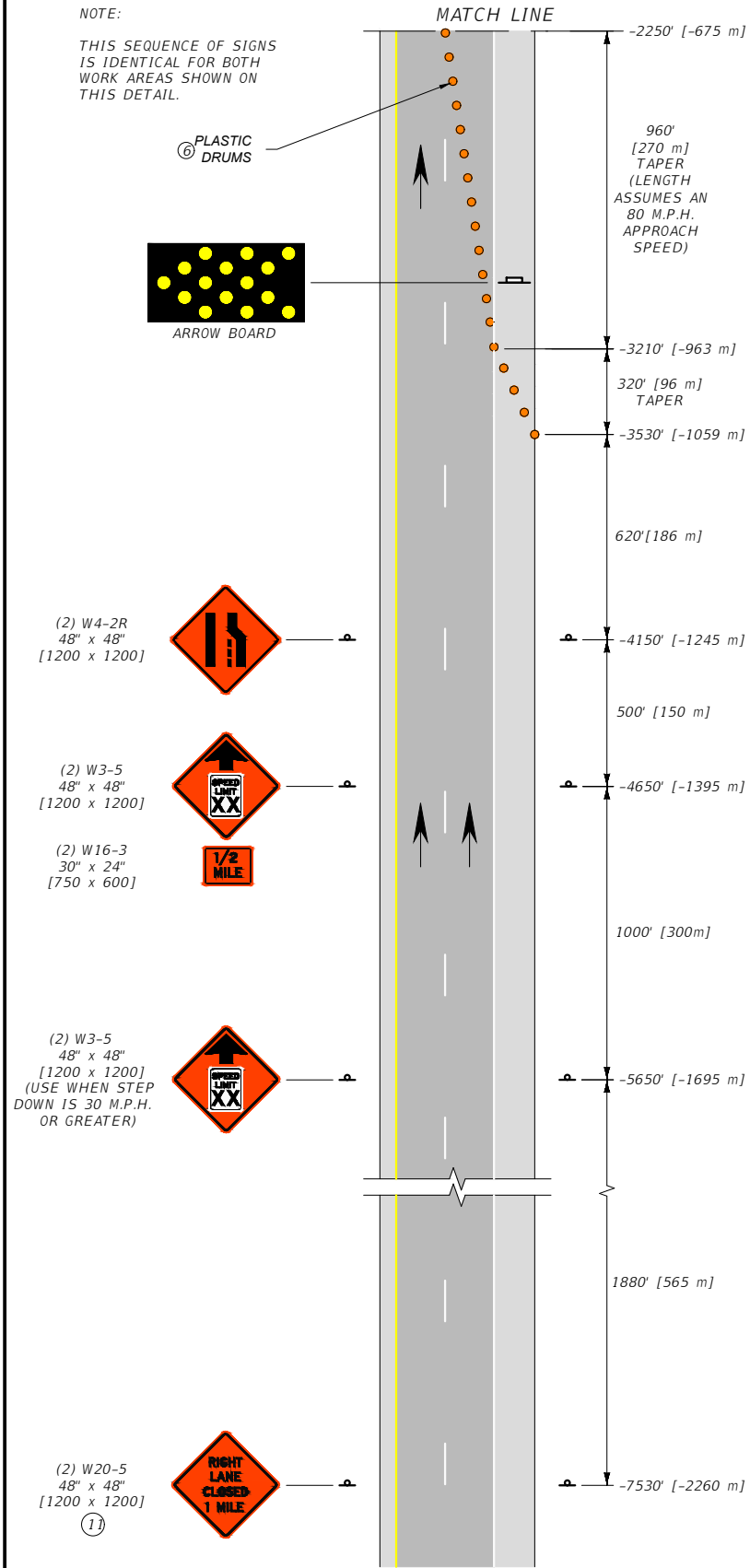


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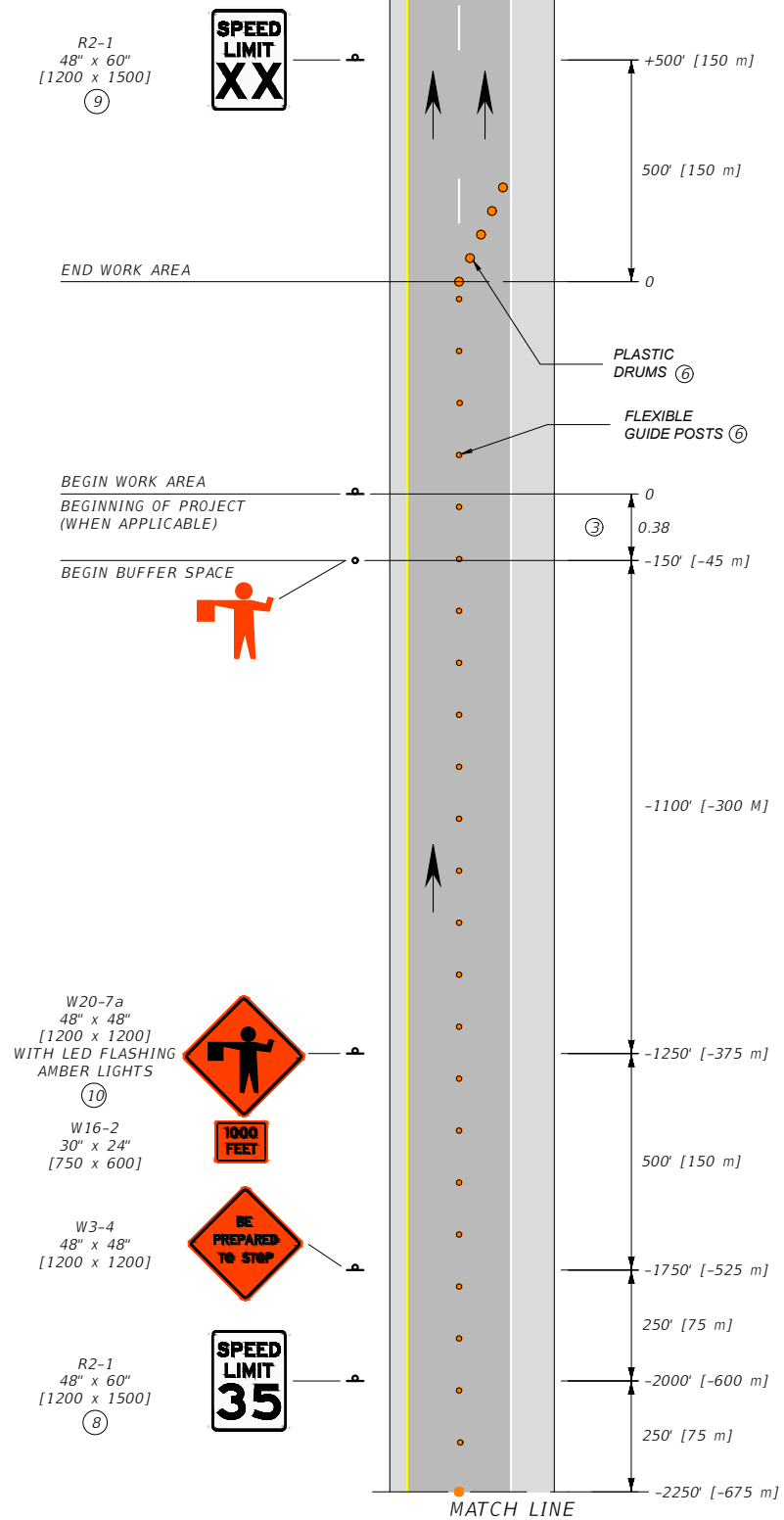
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WORK AREA WITH NO FLAGGER



WORK AREA WITH FLAGGER

- NOTES:
- ① THESE SIGN LAYOUTS MAY BE USED WITH THE PERMANENT LAYOUT ILLUSTRATED ON DTL. DWG. 618-20 FOR WORK AREAS LOCATED AT THE BEGIN AND END OF THE WORK ZONES.
  - ② INCLUDE REGULATORY SIGNING ONLY IF THERE IS REASON TO RESTRICT SPEED WITHIN THE WORK ZONE. MODIFY REGULATORY SIGNS TO MATCH ADJACENT REGULATIONS.
  - ③ THE BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS THAT AFFECT STOPPING DISTANCE.
  - ④ XX = SPEED DETERMINED BY THE PROJECT MANAGER.
  - ⑤ PROVIDE A SECOND FLAGGER WHEN REQUIRED BY STANDARD SPECIFICATIONS, SECTION 618.
  - ⑥ SPACE FLEXIBLE GUIDE POSTS ON TANGENTS AT INTERVALS IN FEET [METERS] OF NO MORE THAN TWO [0.6] TIMES THE SPEED LIMIT IN M.P.H. SPACE PLASTIC DRUMS IN ALL TAPER SECTIONS AT INTERVALS IN FEET [METERS] OF NO MORE THAN ONE [0.3] TIMES THE SPEED LIMIT IN M.P.H. FOR SPEED LIMITS LESS THAN 35 M.P.H., SPACE CHANNELIZING DEVICES AS DIRECTED BY THE PROJECT MANAGER.
  - ⑦ WHEN PORTABLE SIGNS ARE USED, PLACE AS DIRECTED BY THE PROJECT MANAGER.
  - ⑧ IF FLAGGER IS MORE THAN ONE MILE [1.6 km] FROM THE LANE CLOSURE, INCLUDE W3-5 SIGNS, AS REQUIRED.
  - ⑨ POST THE SPEED LIMIT APPROPRIATE FOR ALL VEHICLES FOR THE REMAINDER OF THE WORK ZONE BEFORE RESUMING TO NORMAL POSTED SPEED LIMITS AT THE END OF THE WORK ZONE.
  - ⑩ AMBER LED FLASHERS MUST MEET STANDARD SPECIFICATION 715 AND DTL. DWG. 618-01 REQUIREMENTS.
  - ⑪ POST THE W20-5 AFTER THE W20-1 OR G20-1 AND THE R2-15 IF THE MERGING TAPER OCCURS AT PROJECT BEGINNING.
- \* DENOTES SIGNS UNIQUE TO MONTANA.

UNITS SHOWN IN BRACKETS [ ] ARE METRIC AND ARE IN MILLIMETERS (mm) UNLESS OTHER UNITS ARE SHOWN.

**DETAILED DRAWINGS**

REFERENCE	DWG. NO.
STANDARD SPEC.	618-21
SECTION 618, 715	

**DIVIDED FOUR-LANE WORK AREAS**

EFFECTIVE: JAN 23, 2020



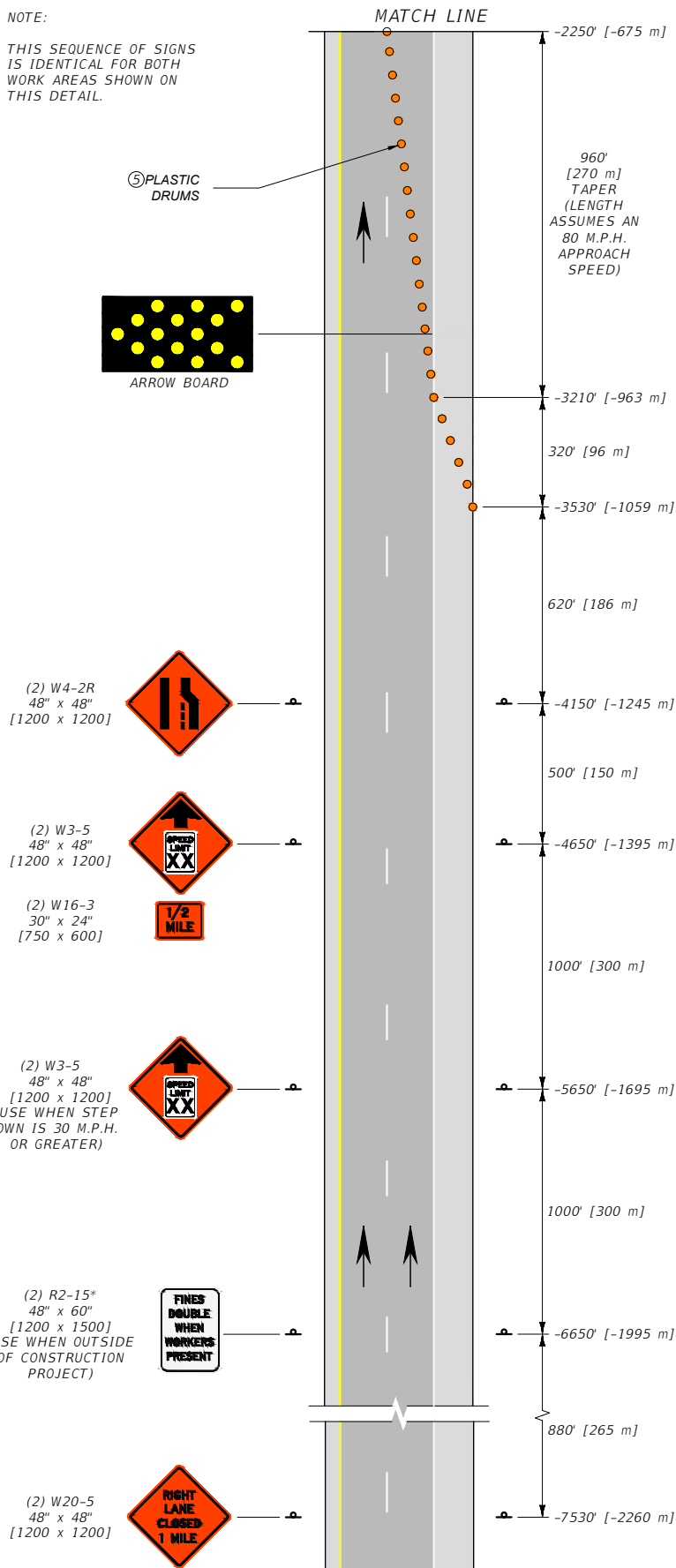
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NOTE:

THIS SEQUENCE OF SIGNS  
IS IDENTICAL FOR BOTH  
WORK AREAS SHOWN ON  
THIS DETAIL.



EXISTING NORMAL  
POSTED SPEED  
LIMIT(S)

⑧

OR

R2-1  
48" x 60"  
[1200 x 1500]

⑦



⑤ FLEXIBLE GUIDE  
POSTS SPACED  
AT HALF NORMAL  
SPACING

3 PLASTIC DRUMS

⑤ FLEXIBLE  
GUIDE POSTS

W23-2\*  
48" x 48"  
[1200 x 1200]



W16-2  
30" x 24"  
[750 x 600]



R2-1  
48" x 60"  
[1200 x 1500]



EQUIPMENT ENTRANCE WITH NO FLAGGER

NOTES:

① INCLUDE SPEED LIMIT SIGNING  
ONLY IF SPEED MUST BE RESTRICTED  
WITHIN THE WORK ZONE. REMOVE OR  
COVER REGULATORY SIGNS TO MATCH  
ADJACENT REGULATIONS.

② THE BUFFER SPACE MAY BE  
INCREASED FOR DOWNGRADES  
AND OTHER CONDITIONS AFFECTING  
STOPPING DISTANCE.

③ XX = SPEED DETERMINED BY  
THE PROJECT MANAGER.

④ WHEN THIS OCCURS OUTSIDE  
A CONSTRUCTION PROJECT,  
INCLUDE THE W20-1 AND  
R2-15\* SIGNS.

⑤ SPACE FLEXIBLE GUIDE POSTS ON  
TANGENTS AT INTERVALS IN  
FEET [METERS] OF NO MORE THAN  
TWO [0.6] TIMES THE SPEED LIMIT IN  
M.P.H. SPACE PLASTIC DRUMS IN  
ALL TAPER SECTIONS AT INTERVALS  
IN FEET [METERS] OF NO MORE THAN  
ONE [0.3] TIMES THE SPEED LIMIT IN  
M.P.H. FOR SPEED LIMITS LESS THAN  
35 M.P.H., SPACE CHANNELIZING  
DEVICES AS DIRECTED BY THE  
PROJECT MANAGER.

⑥ IF FLAGGER IS MORE THAN ONE  
MILE [1.6 km] FROM THE LANE  
CLOSURE, INCLUDE W3-5  
SIGNS, AS REQUIRED.

⑦ POST THE SPEED LIMIT APPROPRIATE  
FOR ALL VEHICLES FOR THE  
REMAINDER OF THE WORK ZONE  
BEFORE RESUMING TO NORMAL  
POSTED SPEED LIMITS AT THE END  
OF THE WORK ZONE.

⑧ WHEN OUTSIDE OF A CONSTRUCTION  
PROJECT, POST THE SPEED LIMIT  
CONSISTING OF ONE LIMIT WHEN  
THE NORMAL POSTED SPEED LIMIT  
FOR ALL VEHICLES IS THE SAME.  
WHEN CAR AND TRUCK SPEED LIMITS  
DIFFER, POST BOTH LIMITS ON A  
SINGLE SIGN.

⑨ AMBER LED FLASHERS MUST MEET  
STANDARD SPECIFICATION SECTION 715  
AND DTL. DWG. 618-01.

⑩ POST THE W20-5 AFTER THE W20-1  
OR THE G20-1 AND THE R2-15  
IF THE MERGING TAPER OCCURS AT  
PROJECT BEGINNING.

\* DENOTES SIGNS UNIQUE TO MONTANA.

UNITS SHOWN IN BRACKETS [ ] ARE  
METRIC AND ARE IN MILLIMETERS (mm)  
UNLESS OTHER UNITS ARE SHOWN.

## DETAILED DRAWINGS

REFERENCE DWG. NO.  
STANDARD SPEC. 618-22  
SECTION 618, 715

## DIVIDED FOUR-LANE EQUIPMENT ENTRANCE

EFFECTIVE: JAN 23, 2020

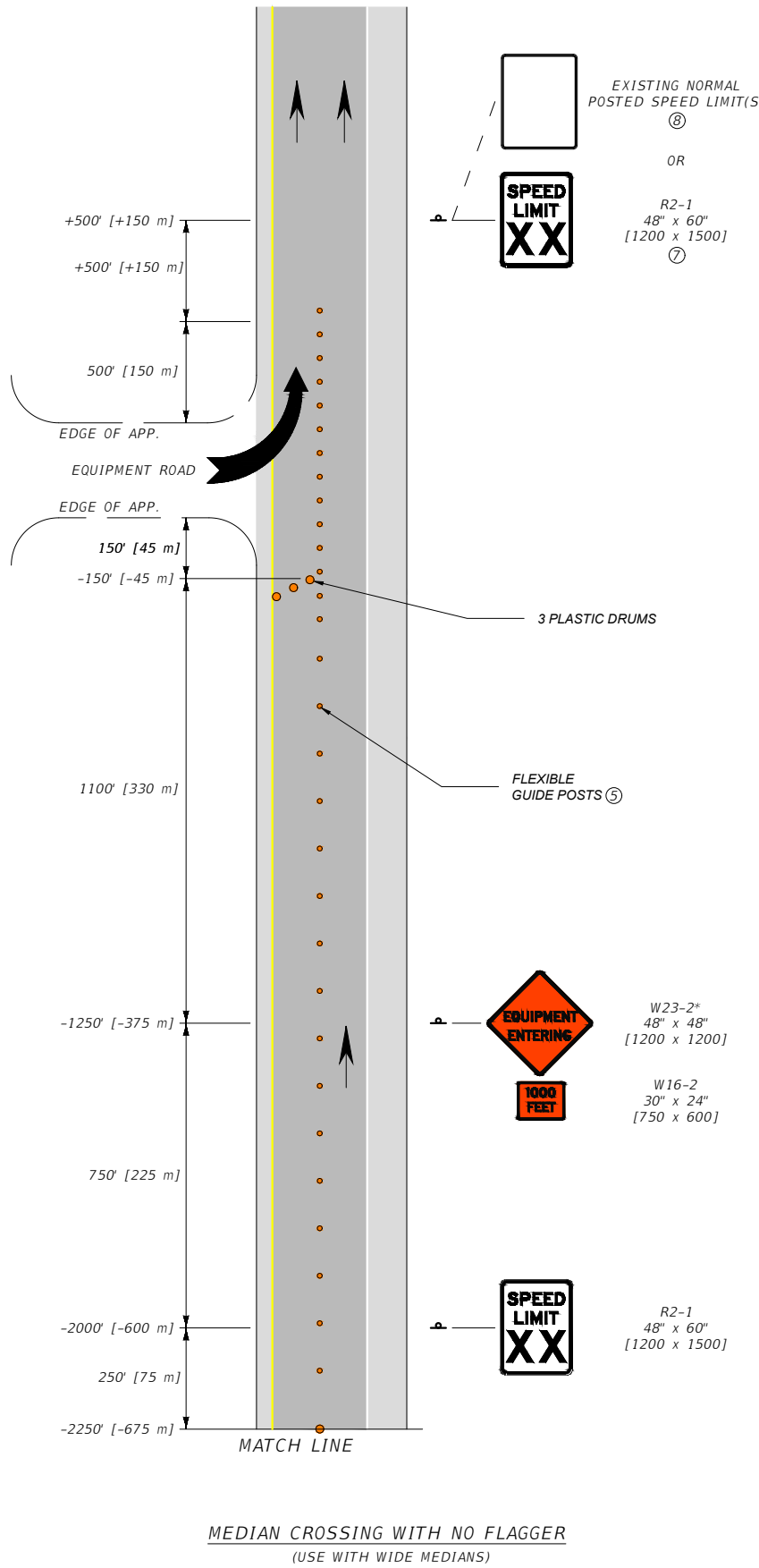
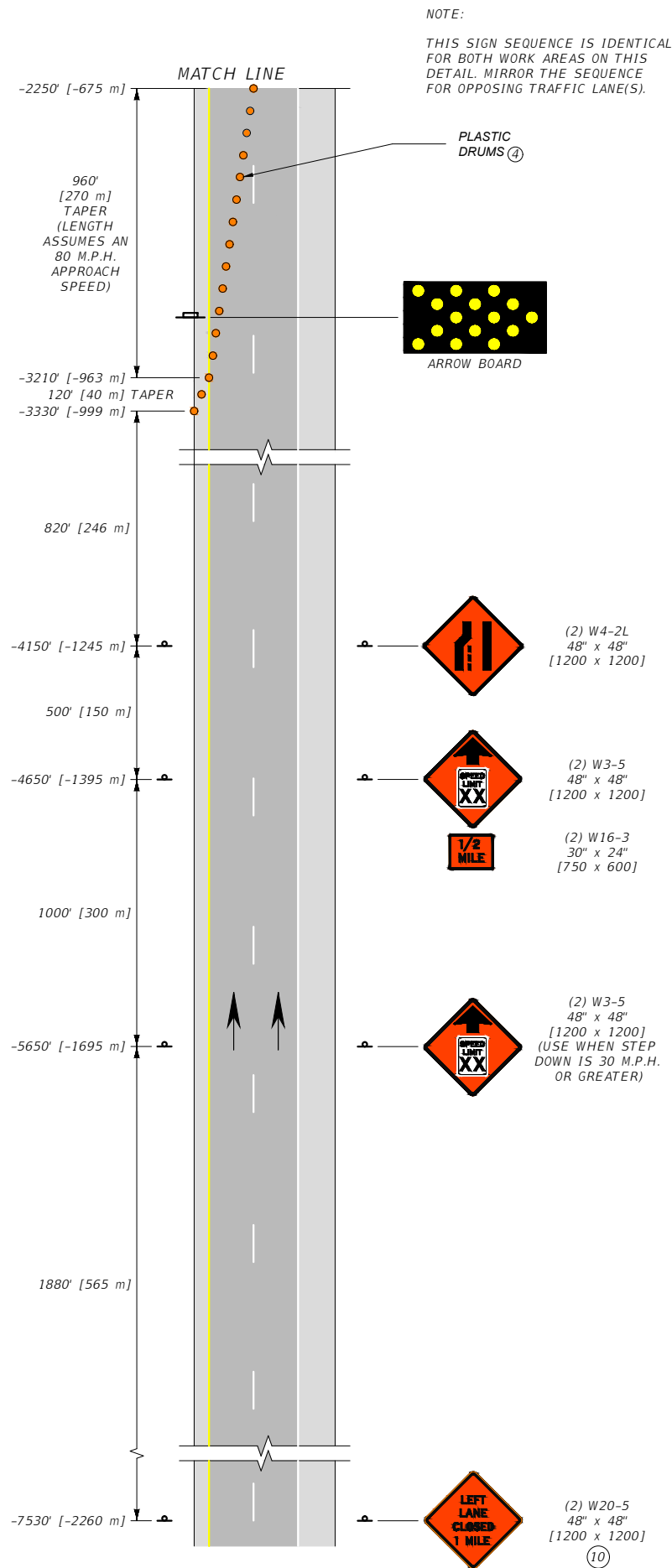


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JUN 26, 2025

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- NOTES:
- ① INCLUDE SPEED LIMIT SIGNING ONLY IF SPEED MUST BE RESTRICTED WITHIN THE WORK ZONE. REMOVE OR COVER REGULATORY SIGNS TO MATCH ADJACENT REGULATIONS.
  - ② THE BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS AFFECTING STOPPING DISTANCE.
  - ③ XX = SPEED DETERMINED BY PROJECT MANAGER.
  - ④ WHEN TAPER SECTIONS OCCUR OUTSIDE A CONSTRUCTION PROJECT, INCLUDE THE W20-1 AND R2-15\* SIGNS.
  - ⑤ SPACE FLEXIBLE GUIDE POSTS ON TANGENTS AT INTERVALS IN FEET [METERS] OF NO MORE THAN TWO [0.6] TIMES THE SPEED LIMIT IN M.P.H. SPACE PLASTIC DRUMS IN ALL TAPER SECTIONS AT INTERVALS IN FEET [METERS] OF NO MORE THAN ONE [0.3] TIMES THE SPEED LIMIT IN M.P.H. FOR SPEED LIMITS LESS THAN 35 M.P.H., SPACE CHANNELIZING DEVICES AS DIRECTED BY THE PROJECT MANAGER.
  - ⑥ IF FLAGGER IS MORE THAN ONE MILE [1.6 km] FROM THE LANE CLOSURE, INCLUDE W3-5 SIGNS AS REQUIRED.
  - ⑦ POST THE SPEED LIMIT APPROPRIATE FOR ALL VEHICLES FOR THE REMAINDER OF THE WORK ZONE BEFORE RESUMING TO NORMAL POSTED SPEED LIMITS AT THE END OF WORK ZONE.
  - ⑧ WHEN OUTSIDE A CONSTRUCTION PROJECT, POST THE SPEED LIMIT AS ONE LIMIT WHEN THE NORMAL POSTED SPEED LIMIT FOR ALL VEHICLES IS THE SAME. WHEN CAR AND TRUCK SPEED LIMITS DIFFER, POST BOTH LIMITS ON A SINGLE SIGN.
  - ⑨ AMBER LED FLASHERS MUST MEET STANDARD SPECIFICATION SECTION 715 AND DTL DWG. 618-01 REQUIREMENTS.
  - ⑩ POST THE W20-5 AFTER THE W20-1 OR G20-1 AND THE R2-15 IF THE MERGING TAPER OCCURS AT PROJECT BEGINNING.
- \* DENOTES SIGNS UNIQUE TO MONTANA.

UNITS SHOWN IN BRACKETS [ ] ARE METRIC AND ARE IN MILLIMETERS (mm) UNLESS OTHER UNITS ARE SHOWN.

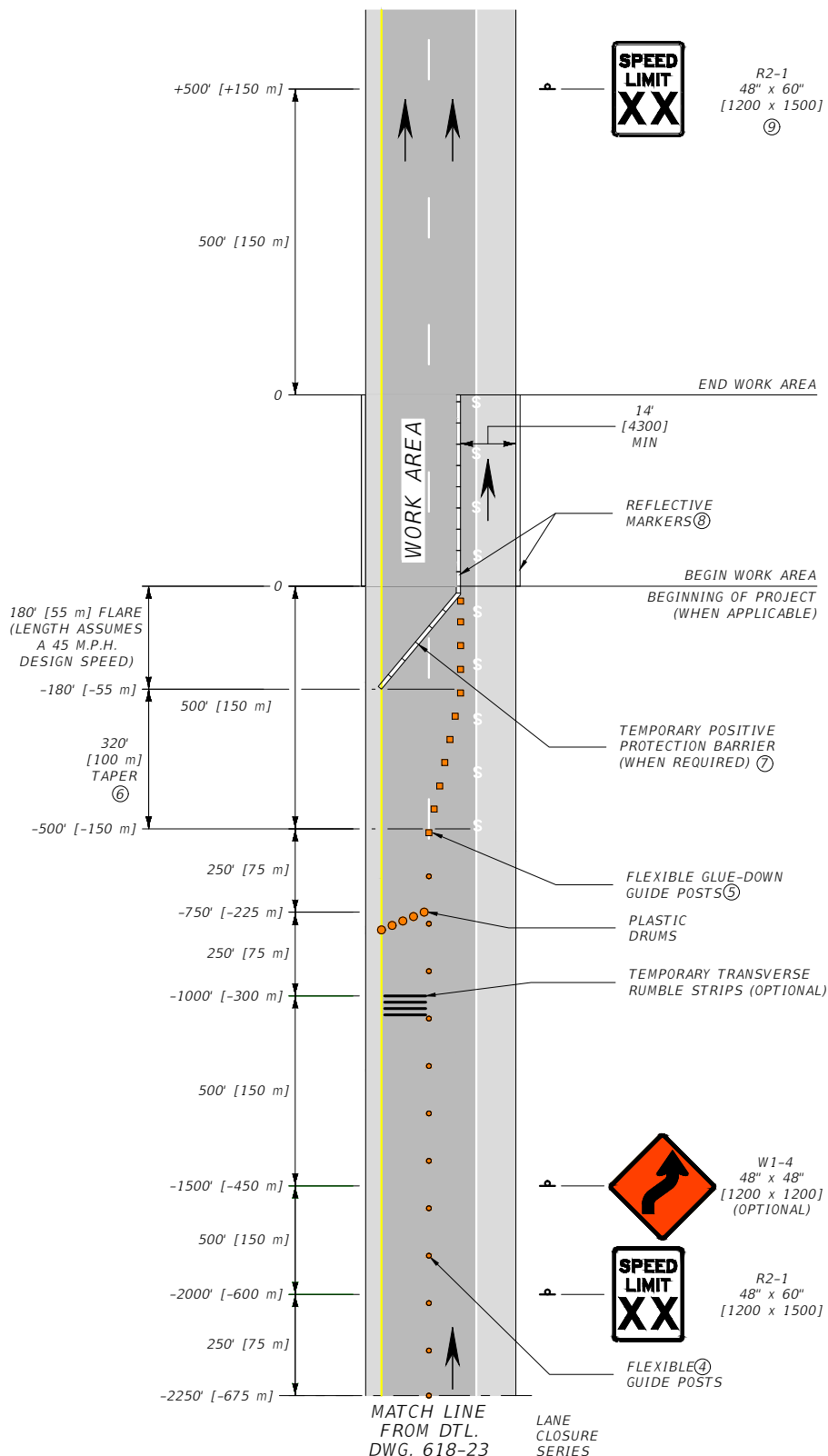
DETAILED DRAWINGS	
REFERENCE	DWG. NO.
STANDARD SPEC.	618-23
SECTION 618, 715	

**DIVIDED FOUR-LANE MEDIAN CROSSING**

EFFECTIVE: JAN 23, 2020

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# NOTES:

- USE THESE SIGN LAYOUTS WITH THE LAYOUT ILLUSTRATED ON DTL. DWG. 618-23.
- INCLUDE REGULATORY SIGNING ONLY AS REQUIRED. REMOVE OR COVER REGULATORY SIGNS TO MATCH ADJACENT REGULATIONS.
- XX = SPEED DETERMINED BY THE PROJECT MANAGER.
- SPACE CHANNELIZING DEVICES ON TANGENTS AT INTERVALS IN FEET [METERS] OF NO MORE THAN TWO [0.6] TIMES THE SPEED LIMIT IN M.P.H. AND ON ALL TAPER SECTIONS AT INTERVALS IN FEET [METERS] OF NO MORE THAN ONE [0.3] TIMES THE SPEED LIMIT IN M.P.H. FOR SPEED LIMITS LESS THAN 35 M.P.H., SPACE CHANNELIZING DEVICES AS DIRECTED BY THE PROJECT MANAGER.
- SPACE FLEXIBLE GLUE-DOWN GUIDE POSTS USED FOR LANE SHIFT TAPER AT INTERVALS IN FEET [METERS] OF M.P.H.
- THE LANE SHIFT TAPER LENGTH ASSUMES AN 8' [2400] LANE SHIFT OFFSET AND AN 80 M.P.H. APPROACH SPEED. CONTACT THE PROJECT MANAGER IF CONDITIONS VARY.
- TEMPORARY POSITIVE PROTECTION BARRIER CAN TERMINATE AT THE CENTER OF THE CLOSED LANE FOR ACCESS PURPOSES IF AN APPROVED TEMPORARY IMPACT ATTENUATOR IS USED.
- PLACE REFLECTIVE MARKERS ALONG THE TOP OF TEMPORARY BARRIER AND ENSURE EXISTING BARRIER REFLECTORS ARE INTACT.
- POST THE SPEED LIMIT APPROPRIATE FOR ALL VEHICLES FOR THE REMAINDER OF THE WORK ZONE BEFORE RESUMING TO NORMAL POSTED SPEED LIMITS AT THE END OF THE WORK ZONE.
- OBLITERATE CONFLICTING PAVEMENT MARKINGS IN ACCORDANCE WITH SECTION 620 BEGINNING AT THE SHIFTING TAPER AND THROUGH THE WORK AREA.

\* DENOTES SIGNS UNIQUE TO MONTANA.

UNITS SHOWN IN BRACKETS [ ] ARE METRIC AND ARE IN MILLIMETERS (mm) UNLESS OTHER UNITS ARE SHOWN.

## DETAILED DRAWINGS

REFERENCE	DWG. NO.
STANDARD SPEC.	618-24
SECTION 618	

## DIVIDED FOUR-LANE SINGLE LANE CLOSURE LANE SHIFT

EFFECTIVE: JAN 23, 2020



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JUN 26, 2025

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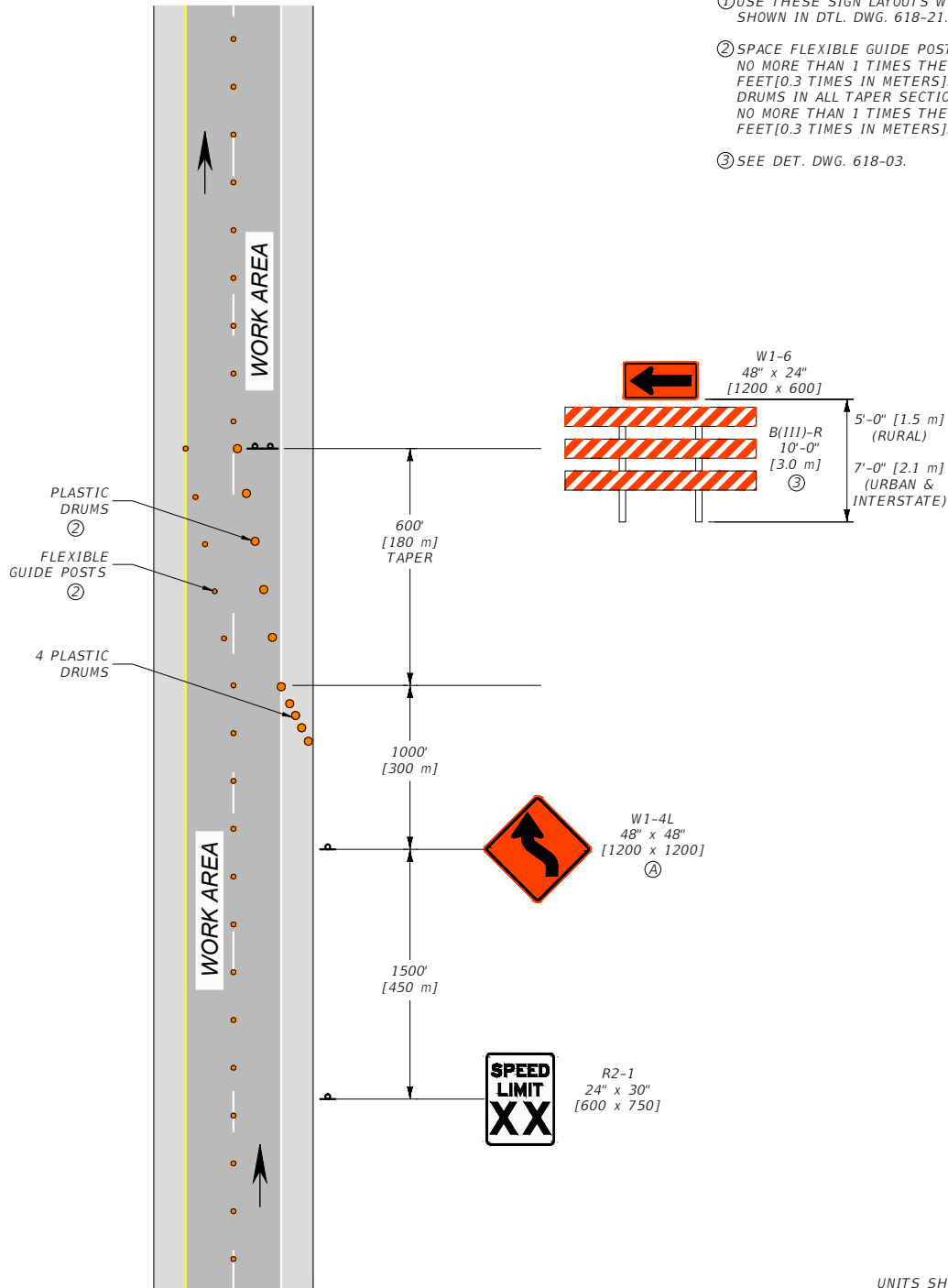
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### LEGEND

- OBLITERATE CONFLICTING PAVEMENT MARKINGS ⑩
- PLASTIC DRUMS (SEE NOTES FOR SPACING)
- FLEXIBLE GLUE-DOWN GUIDE POSTS (SEE NOTES FOR SPACING)
- FLEXIBLE GUIDE POSTS

NOTES:

- ① USE THESE SIGN LAYOUTS WITH THE LAYOUT SHOWN IN DTL. DWG. 618-21.
- ② SPACE FLEXIBLE GUIDE POSTS AT INTERVALS NO MORE THAN 1 TIMES THE SPEED LIMIT IN FEET [0.3 TIMES IN METERS]. SPACE PLASTIC DRUMS IN ALL TAPER SECTIONS AT INTERVALS NO MORE THAN 1 TIMES THE SPEED LIMIT IN FEET [0.3 TIMES IN METERS].
- ③ SEE DET. DWG. 618-03.



UNITS SHOWN IN BRACKETS [ ] ARE METRIC AND ARE IN MILLIMETERS (mm) UNLESS OTHER UNITS ARE SHOWN.

LEGEND

- - FLEXIBLE GUIDE POSTS
- - PLASTIC DRUMS

XX - SPEED DETERMINED BY THE PROJECT MANAGER.

**DETAILED DRAWINGS**

REFERENCE	DWG. NO.
STANDARD SPEC.	618-25
SECTION 618	

**DIVIDED FOUR-LANE  
LANE SHIFT**

EFFECTIVE: JUN 26, 2025



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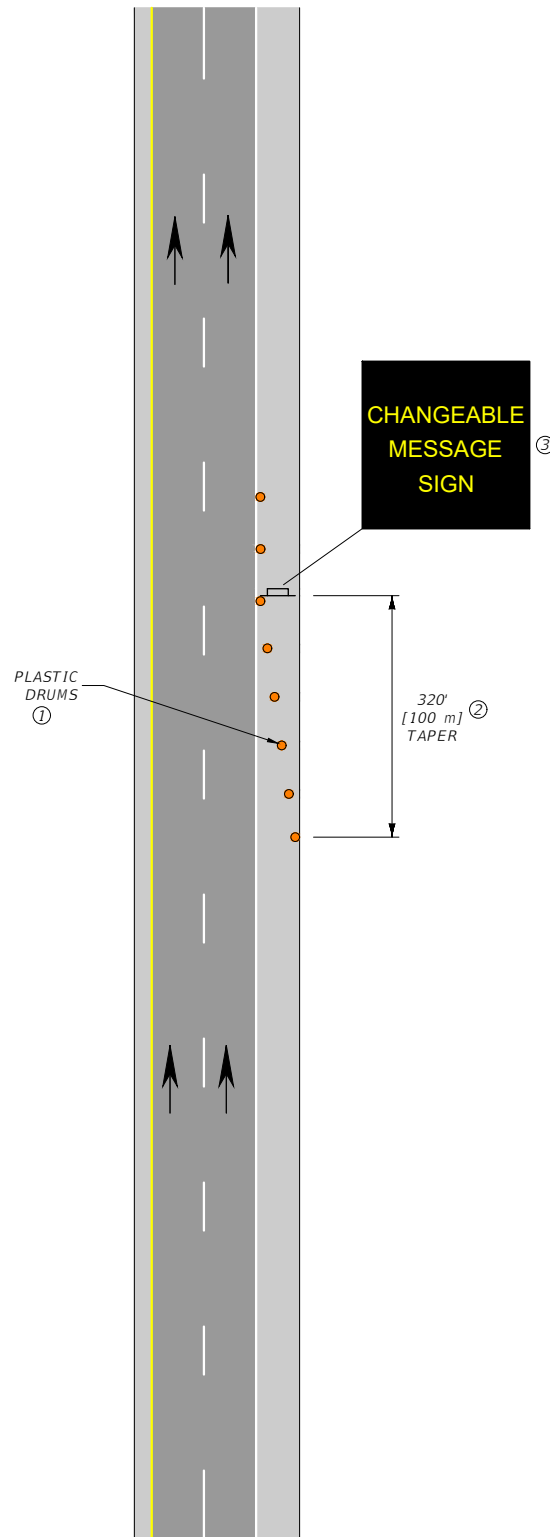
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NOTES:

- ① SPACE PLASTIC DRUMS AT INTERVALS NO MORE THAN 1 TIMES THE SPEED LIMIT IN FEET [0.3 TIMES IN METERS].
- ② DEVICE SPACINGS ARE MAXIMUMS AND CAN BE REDUCED BUT THE TAPER DISTANCE IS A MINIMUM AND CAN BE INCREASED IF CONDITIONS WARRANT.
- ③ CHANGEABLE MESSAGE SIGN MUST BE CAPABLE OF PROVIDING 2 PHASES WITH 3 LINES AND 8 CHARACTERS PER LINE. CHARACTERS MUST BE AT LEAST 18 INCH [450] HIGH. TWO LANE ROADS WITH SPEEDS LESS THAN 50 M.P.H. REQUIRE A MINIMUM 10 INCH [250] CHARACTER HEIGHT.



UNITS SHOWN IN BRACKETS [ ] ARE METRIC AND ARE IN MILLIMETERS (mm) UNLESS OTHER UNITS ARE SHOWN.

**DETAILED DRAWINGS**

REFERENCE	DWG. NO.
STANDARD SPEC.	618-26
SECTION 618	

**DIVIDED FOUR-LANE SHOULDER MESSAGE SIGN**

EFFECTIVE: JUN 26, 2024



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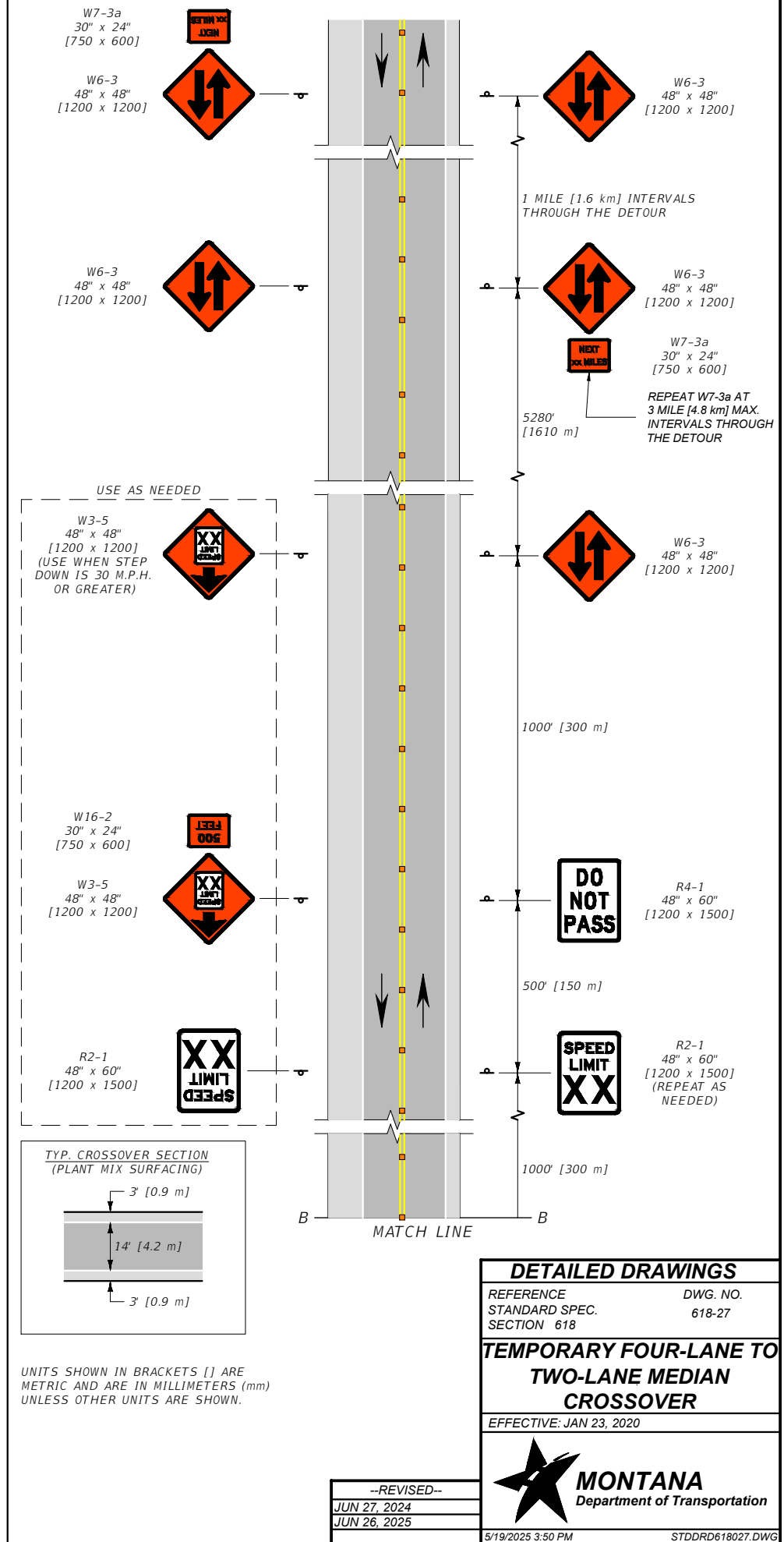
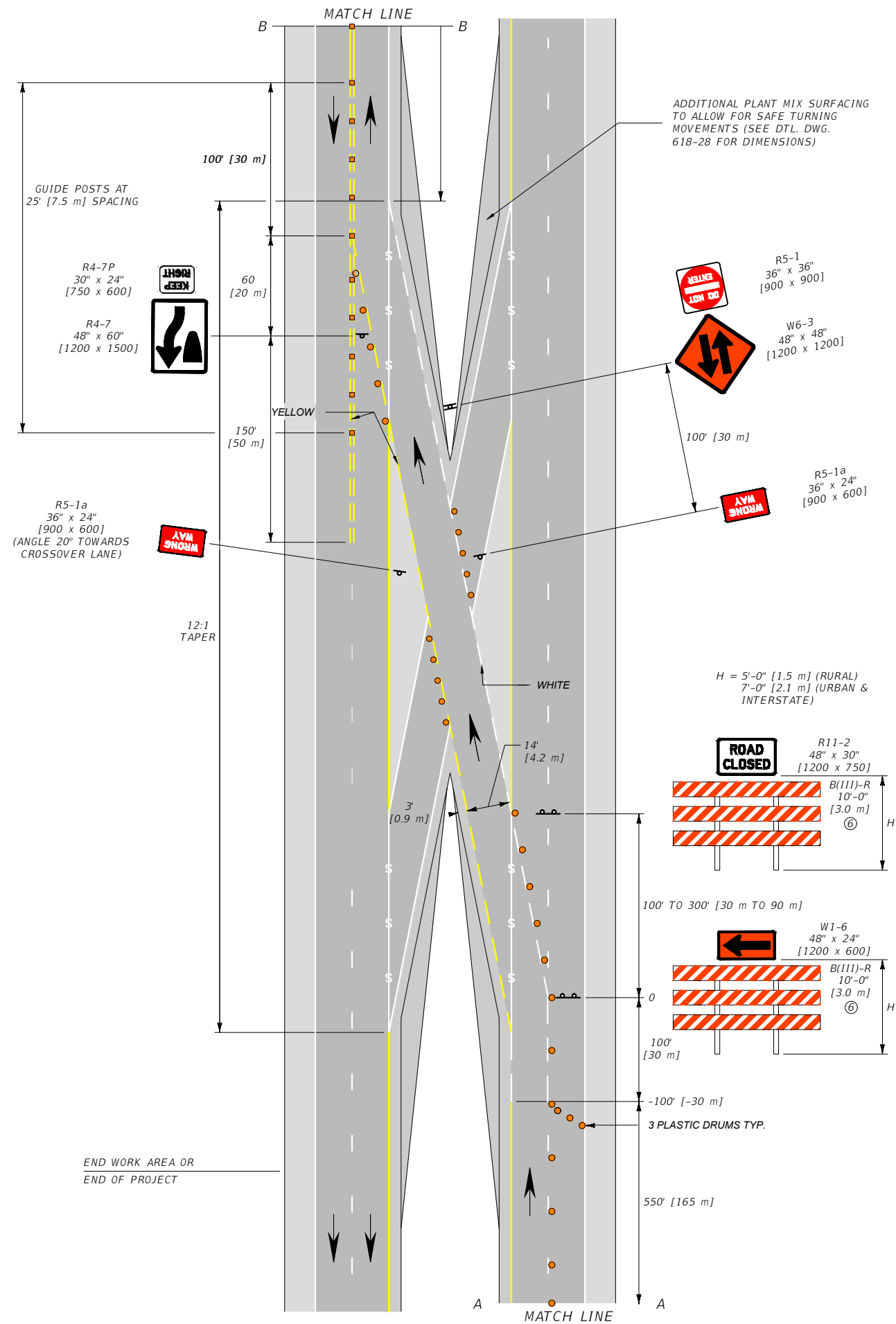
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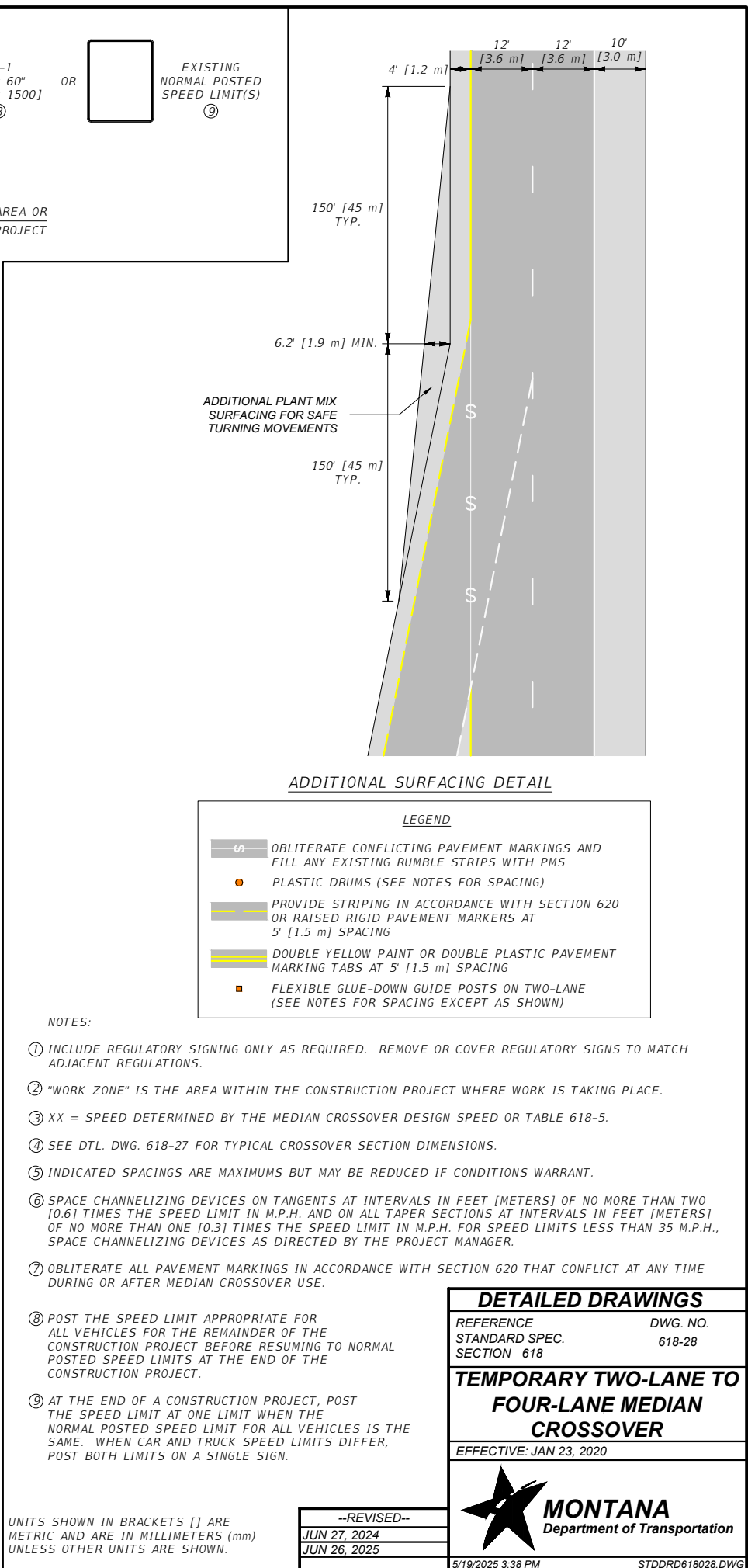
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- ① INCLUDE REGULATORY SIGNING ONLY AS REQUIRED. REMOVE OR COVER REGULATORY SIGNS TO MATCH ADJACENT REGULATIONS.
- ② INDICATED SPACINGS ARE MAXIMUMS AND MAY BE REDUCED IF CONDITIONS WARRANT.
- ③ XX = SPEED DETERMINED BY THE MEDIAN CROSSOVER DESIGN SPEED OR TABLE 618-5.
- ④ SPACE CHANNELIZING DEVICES ON TANGENTS AT INTERVALS IN FEET [METERS] OF NO MORE THAN TWO [0.6] TIMES THE SPEED LIMIT IN M.P.H. AND ON ALL TAPER SECTIONS AT INTERVALS IN FEET [METERS] OF NO MORE THAN ONE [0.3] TIMES THE SPEED LIMIT IN M.P.H. FOR SPEED LIMITS LESS THAN 35 M.P.H., SPACE CHANNELIZING DEVICES AS DIRECTED BY THE PROJECT MANAGER.
- ⑤ OBLITERATE ALL PAVEMENT MARKINGS IN ACCORDANCE WITH SECTION 620 THAT CONFLICT AT ANY TIME DURING OR AFTER MEDIAN CROSSOVER USE.
- ⑥ SEE DTL. DWG. 618-03.







MATCH LINE FROM  
DTL. DWG. 618-27

NOTES:

- ① SPACE CHANNELIZING DEVICES ON TANGENTS AT INTERVALS IN FEET [METERS] OF NO MORE THAN 2 [0.6] TIMES THE SPEED LIMIT IN M.P.H. AND ON ALL TAPER SECTIONS AT INTERVALS IN FEET [METERS] OF NO MORE THAN 1 [0.3] TIMES THE SPEED LIMIT IN M.P.H. FOR SPEED LIMITS LESS THAN 35 M.P.H., SPACE CHANNELIZING DEVICES AS DIRECTED BY THE PROJECT MANAGER.
- ② OBLITERATE PAVEMENT MARKINGS IN ACCORDANCE WITH SECTION 620 THAT CONFLICT AT ANY TIME DURING OR AFTER MEDIAN CROSSOVER USE.
- ③ INDICATED SPACINGS ARE MAXIMUMS, BUT MAY BE REDUCED IF CONDITIONS WARRANT.
- ④ SEE DET. DWG. 618-03.

FLEXIBLE GLUE  
DOWN GUIDE  
POSTS SPACED  
AT 20' [6 m] MAX.

R3-2  
36" x 36"  
[900 x 900]



W4-1  
48" x 48"  
[1200 x 1200]



12:1  
TAPER

R3-2  
36" x 36"  
[900 x 900]



LEGEND

- OBLITERATE CONFLICTING PAVEMENT MARKINGS AND FILL ANY EXISTING RUMBLE STRIPS WITH PMS
- PLASTIC DRUMS (SEE NOTES FOR SPACING)
- PROVIDE STRIPING IN ACCORDANCE WITH SECTION 620 OR RAISED RIGID PAVEMENT MARKERS AT 5' [1.5 m] SPACING
- DOUBLE YELLOW PAINT OR DOUBLE PLASTIC PAVEMENT MARKING TABS AT 5' [1.5 m] SPACING
- FLEXIBLE GLUE-DOWN GUIDE POSTS ON TWO-LANE (SEE NOTES FOR SPACING EXCEPT AS SHOWN)

UNITS SHOWN IN BRACKETS [ ] ARE  
METRIC AND ARE IN MILLIMETERS (mm)  
UNLESS OTHER UNITS ARE SHOWN.

--REVISED--

JUN 27, 2024  
JUN 26, 2025

DETAILED DRAWINGS

REFERENCE DWG. NO.  
STANDARD SPEC. 618-29  
SECTION 618

TEMPORARY ENTRANCE  
RAMP MEDIAN CROSSOVER

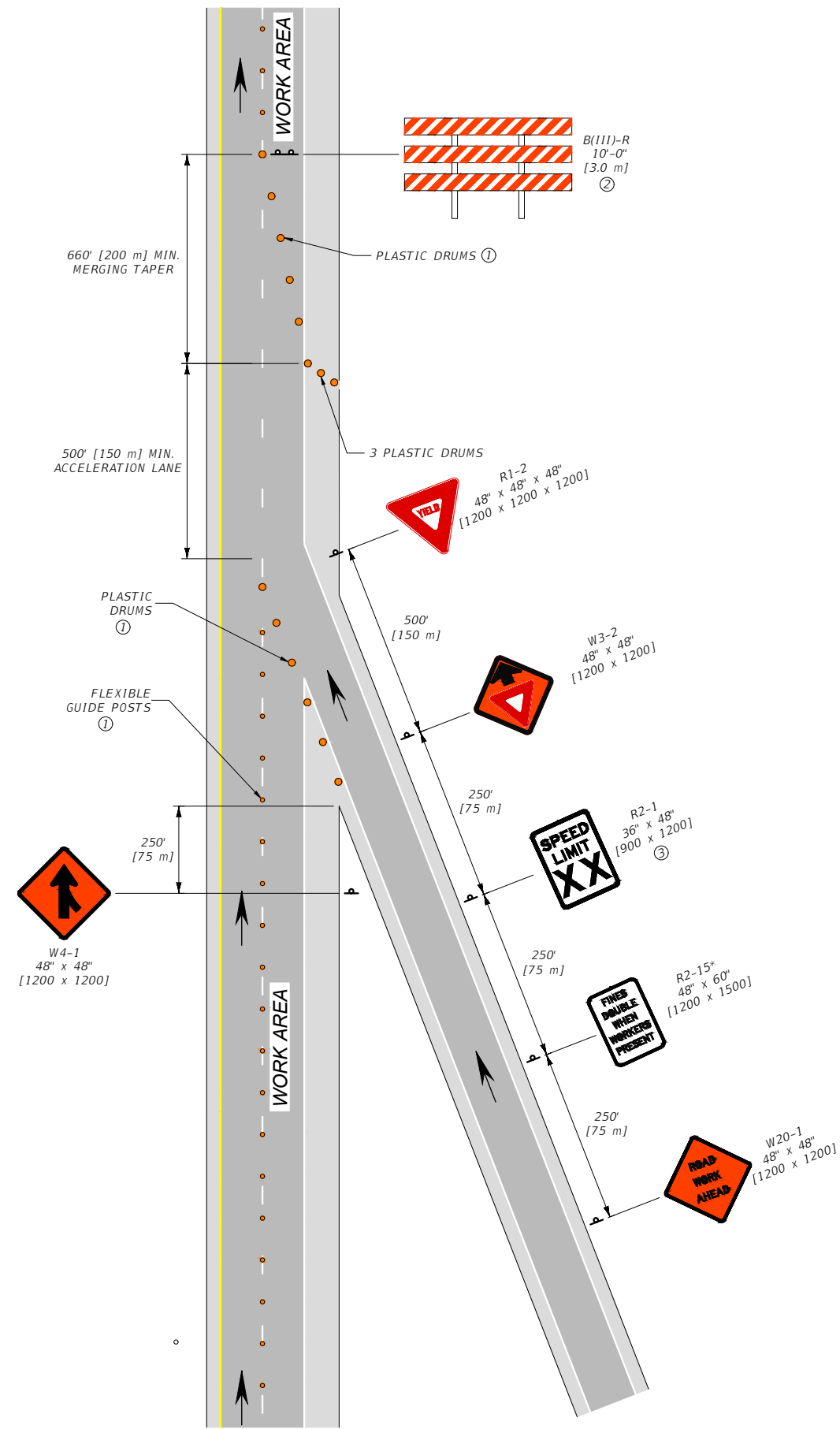
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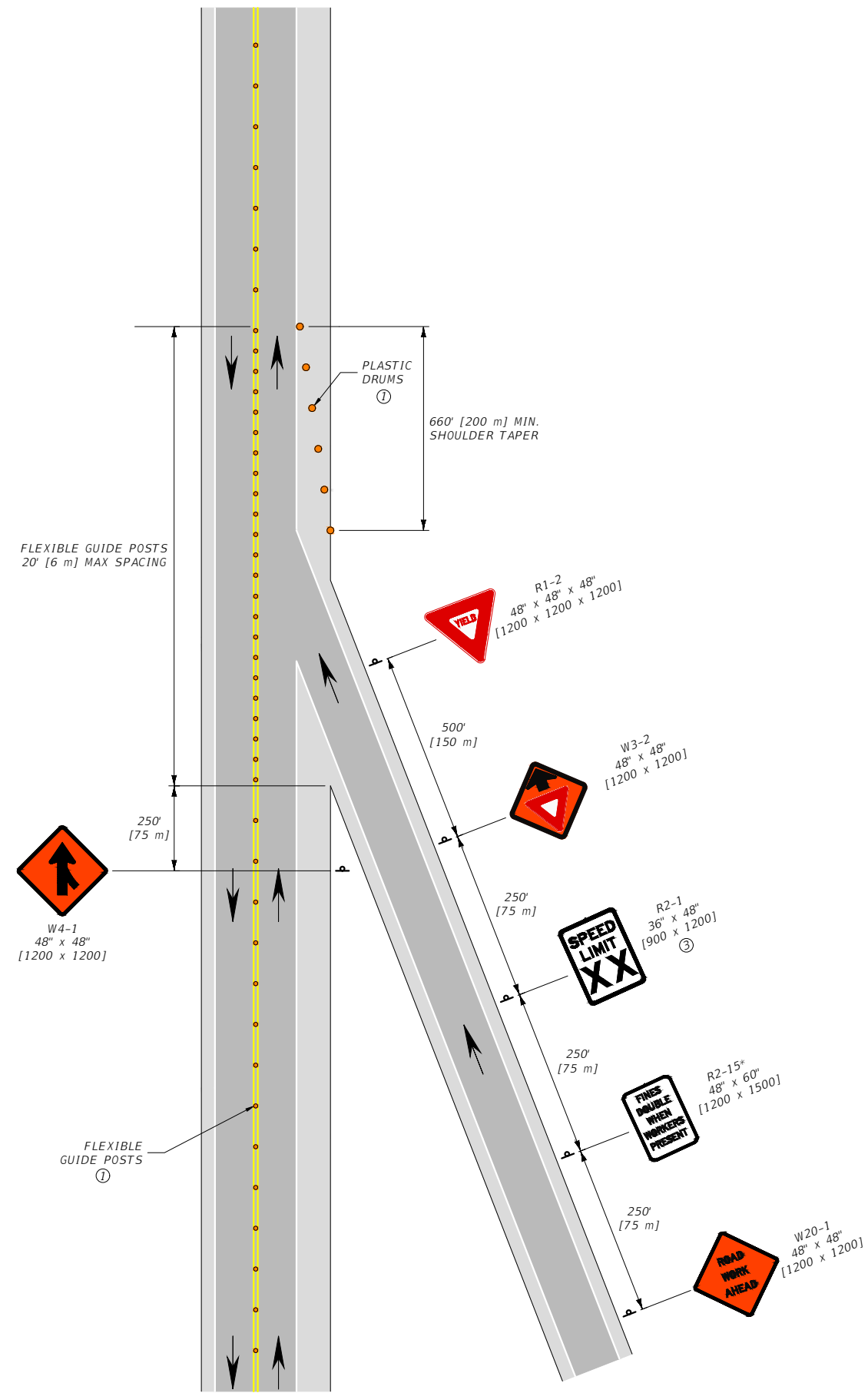
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RAMP MERGE WARNING - RIGHT LANE CLOSED



RAMP MERGE WARNING - LEFT LANE CLOSED

NOTES:

- ① SPACE FLEXIBLE GUIDE POSTS ON TANGENTS AT INTERVALS IN FEET [METERS] OF NO MORE THAN 2 [0.6] TIMES THE SPEED LIMIT IN M.P.H. SPACE PLASTIC DRUMS IN ALL TAPER SECTIONS AT INTERVALS IN FEET [METERS] OF NO MORE THAN 1 [0.3] TIMES THE SPEED LIMIT IN M.P.H. FOR SPEED LIMITS LESS THAN 35 M.P.H. SPACE CHANNELIZING DEVICES AS DIRECTED BY THE PROJECT MANAGER.
- ② SEE DET. DWG. 618-03.
- ③ XX = MAINLINE SPEED LIMIT.
- ④ FIELD ADJUST SIGN SPACING BASED ON RAMP LENGTH.

UNITS SHOWN IN BRACKETS [ ] ARE METRIC AND ARE IN MILLIMETERS (mm) UNLESS OTHER UNITS ARE SHOWN.

DETAILED DRAWINGS

REFERENCE	DWG. NO.
STANDARD SPEC.	618-31
SECTION 618, 715	

DIVIDED FOUR-LANE RAMP MERGE

EFFECTIVE: JUN 26, 2025

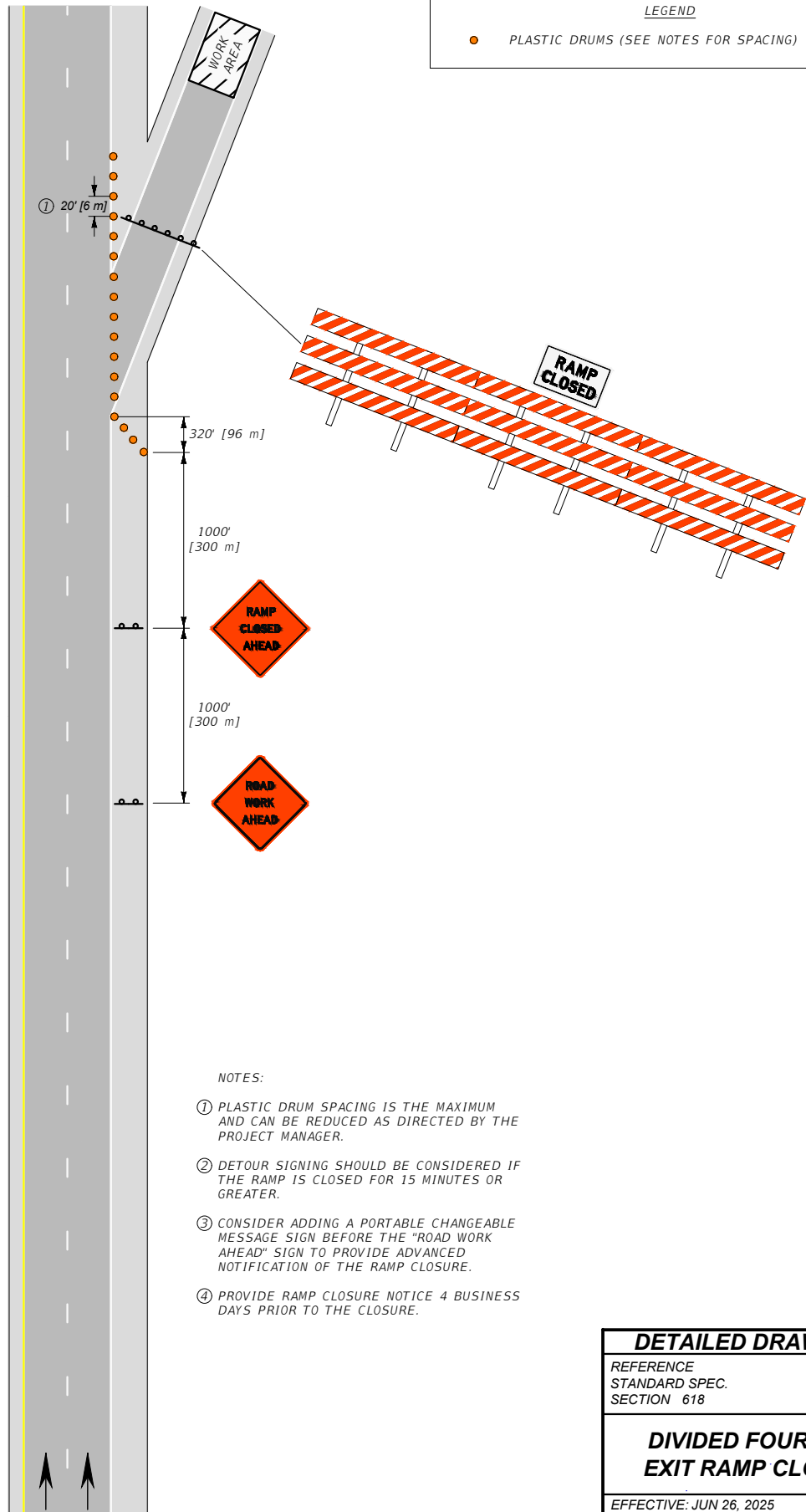


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**NOTES:**

- ① PLASTIC DRUM SPACING IS THE MAXIMUM AND CAN BE REDUCED AS DIRECTED BY THE PROJECT MANAGER.
- ② DETOUR SIGNING SHOULD BE CONSIDERED IF THE RAMP IS CLOSED FOR 15 MINUTES OR GREATER.
- ③ CONSIDER ADDING A PORTABLE CHANGEABLE MESSAGE SIGN BEFORE THE "ROAD WORK AHEAD" SIGN TO PROVIDE ADVANCED NOTIFICATION OF THE RAMP CLOSURE.
- ④ PROVIDE RAMP CLOSURE NOTICE 4 BUSINESS DAYS PRIOR TO THE CLOSURE.

UNITS SHOWN IN BRACKETS [ ] ARE METRIC AND ARE IN MILLIMETERS (mm) UNLESS OTHER UNITS ARE SHOWN.

**DETAILED DRAWINGS**

REFERENCE	DWG. NO.
STANDARD SPEC.	618-32
SECTION 618	

**DIVIDED FOUR-LANE  
EXIT RAMP CLOSURE**

EFFECTIVE: JUN 26, 2025

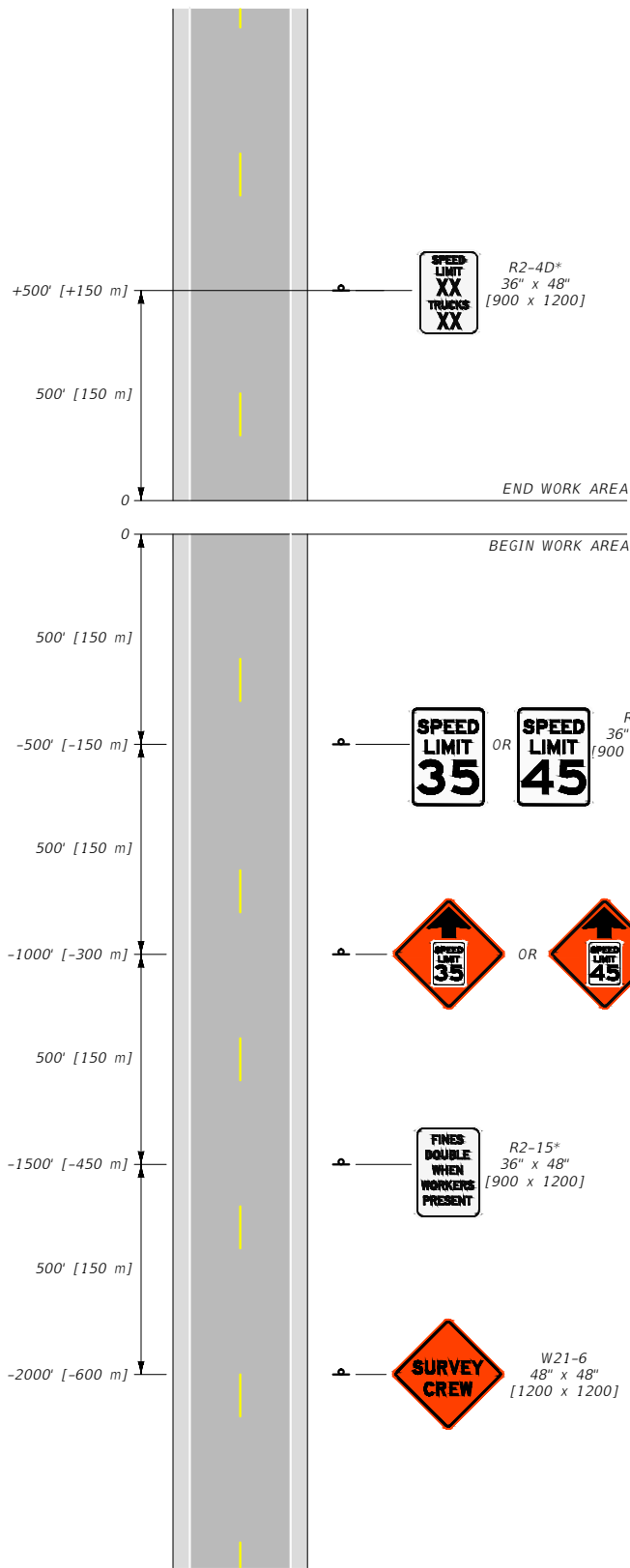


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NOTES:

- ① "SHORT DURATION ACTIVITIES" ARE THOSE LASTING LESS THAN AN HOUR.  
SHORT-TERM ACTIVITIES ARE THOSE LASTING LONGER THAN ONE HOUR BUT ENDING WITHIN A FULL SHIFT.
- ② REGULATORY SPEED SIGNS MUST MOVE AS NEEDED TO REMAIN WITHIN 500 FEET [150 m] OF THE WORK AREA.
- ③ SIGN BOTH TRAVEL DIRECTIONS ON TWO-LANE, TWO-WAY ROADWAYS OR BOTH SHOULDERS ON TWO-LANE, ONE-WAY ROADWAYS.
- ④ PROVIDE AT LEAST THE DISTANCE SHOWN FOR DELINEATOR MOUNTED SIGNS.
- ⑤ USE REFLECTIVE DEVICES.
- ⑥ XX = NORMAL POSTED SPEED LIMIT(S).

\* DENOTES SIGNS UNIQUE TO MONTANA.

UNITS SHOWN IN BRACKETS [ ] ARE METRIC AND ARE IN MILLIMETERS (mm) UNLESS OTHER UNITS ARE SHOWN.

**DETAILED DRAWINGS**

REFERENCE	DWG. NO.
STANDARD SPEC.	618-40
SECTION 618	

**SHORT DURATION OR  
SHORT-TERM STATIONARY  
CREW SIGNING**

EFFECTIVE: JAN 23, 2020

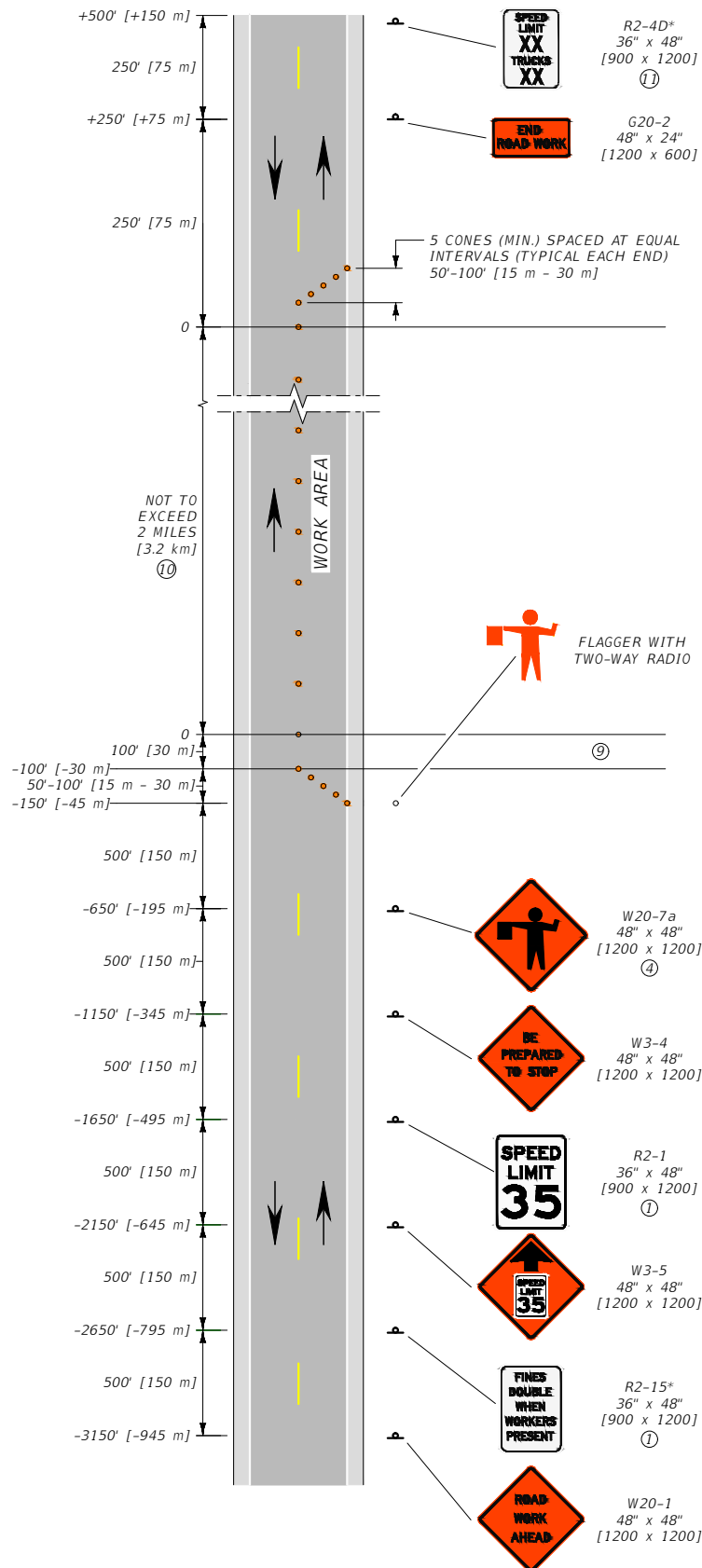


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#### NOTES:

- ① MINIMUM REGULATORY SIGN SIZE IS 24" X 30" [600 X 750] ON TWO-LANE ROADS.
- ② ON ROADWAYS WITH HIGH TRAFFIC VOLUMES OR VISIBILITY RESTRICTIONS, A 500' [150 m] SPACING FOR ALL SIGNS IS RECOMMENDED.
- ③ SPACE CHANNELIZING DEVICES AT INTERVALS IN FEET [METERS] EQUAL TO TWICE [0.6 TIMES] THE SPEED LIMIT IN M.P.H. THROUGH THE BUFFER AND WORK AREA.
- ④ IF INCREASED VEHICLE STORAGE IS NEEDED, ADD AN ADDITIONAL W20-7a "FLAGGER AHEAD" SIGN BETWEEN THE R2-1 AND W3-4 SIGNS AND/OR CONSIDER AN ADDITIONAL ADVANCE FLAGGER.
- ⑤ REPLICATE THIS SIGN SEQUENCE FOR OPPOSING TRAFFIC.
- ⑥ CONTACT THE DISTRICT TRAFFIC ENGINEER FOR CLARIFYING INFORMATION REGARDING THIS LAYOUT OR OTHER SPECIAL SITUATIONS INCLUDING WORK ZONES INVOLVING CURVATURES, BRIDGES, INTERCHANGE OR DECREASED SIGHT DISTANCE.
- ⑦ COVER ANY CONFLICTING SIGNS IN THE WORK ZONE.
- ⑧ SHORT-TERM WORK ZONE SIGNING IS NOT REQUIRED TO BE POST MOUNTED.
- ⑨ THE BUFFER SPACE CAN BE LATERAL AND LONGITUDINAL AND MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS AFFECTING STOPPING DISTANCE.
- ⑩ TYPICALLY 2 MILES [3.2 km] IS THE MAX. WORK AREA. HOWEVER, WHEN SIGHT DISTANCE, BUFFER ZONES OR ACCOMPLISHMENT RATES FOR EQUIPMENT ARE CONSIDERED, SOME MINOR ADJUSTMENTS TO THIS MAX. MAY BE CONSIDERED.
- ⑪ XX = NORMAL POSTED SPEED LIMIT(S).

\* DENOTES SIGNS UNIQUE TO MONTANA.

UNITS SHOWN IN BRACKETS [ ] ARE METRIC AND ARE IN MILLIMETERS (mm) UNLESS OTHER UNITS ARE SHOWN.

FOR USE BY MDT FORCES

#### DETAILED DRAWINGS

REFERENCE	DWG. NO.
STANDARD SPEC.	618-M1
SECTION 618	

MAINTENANCE GUIDELINE  
FOR SHORT-TERM  
TWO-LANE CRACK SEALING  
WORK ZONE

EFFECTIVE: JAN 23, 2020

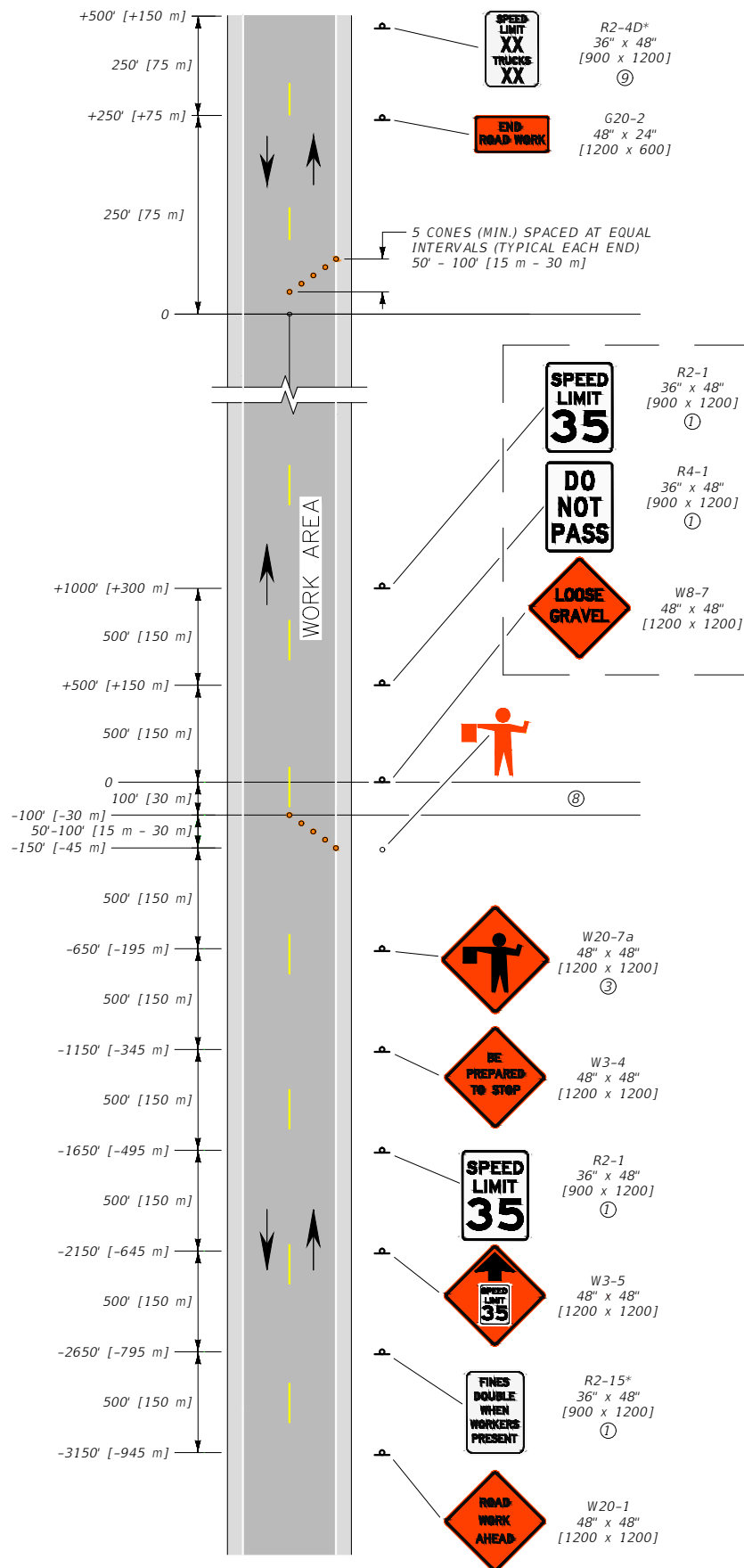


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Department of Transportation

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APR 28, 2022  
JUN 27, 2024

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**NOTE:**  
TO BE POSTED AT THE START OF THE WORK AREA AND REPEATED AT TWO-MILE [3.2 km] INTERVALS UNTIL THE SURFACE IS SWEEPED AND STRIPED.

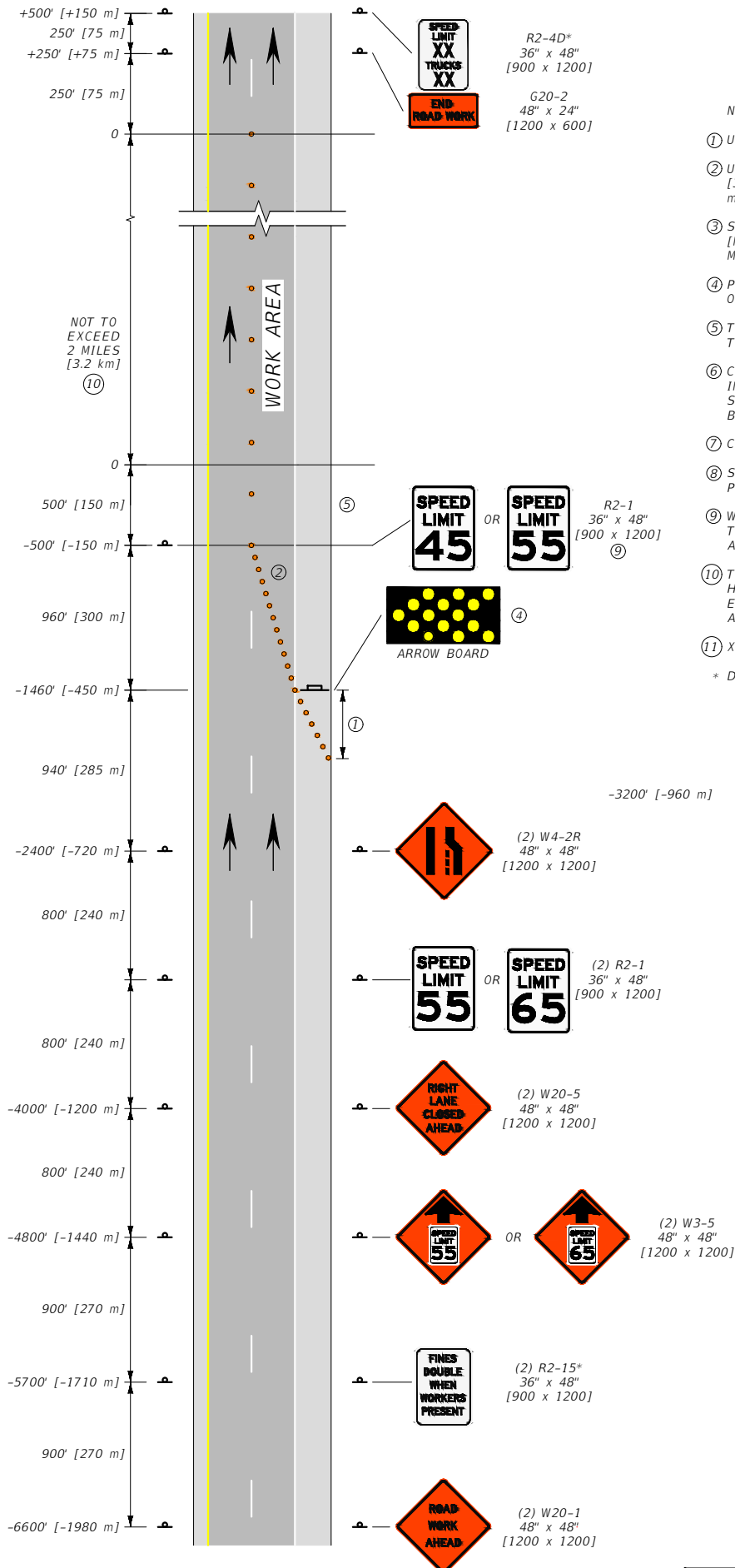
- NOTES:**
- ① MINIMUM REGULATORY SIGN SIZE IS 24" x 30" [600 x 750] ON TWO-LANE ROADS.
  - ② ON ROADWAYS WITH HIGH TRAFFIC VOLUMES OR VISIBILITY RESTRICTIONS, A 500' [150 m] SPACING FOR ALL SIGNS IS RECOMMENDED.
  - ③ IF INCREASED VEHICLE STORAGE IS NEEDED, ADD AN ADDITIONAL W20-7a "FLAGGER AHEAD" SIGN BETWEEN THE R2-1 AND W3-4 SIGNS AND/OR CONSIDER AN ADDITIONAL ADVANCE FLAGGER.
  - ④ REPLICATE THIS SIGN SEQUENCE FOR OPPOSING TRAFFIC.
  - ⑤ CONTACT THE DISTRICT TRAFFIC ENGINEER FOR CLARIFYING INFORMATION REGARDING THIS LAYOUT OR OTHER SPECIAL SITUATIONS INCLUDING WORK ZONES INVOLVING CURVATURES, BRIDGES, INTERCHANGES OR DECREASED SIGHT DISTANCE.
  - ⑥ COVER CONFLICTING SIGNS IN THE WORK ZONE.
  - ⑦ SHORT-TERM WORK ZONE SIGNING IS NOT REQUIRED TO BE POST MOUNTED.
  - ⑧ THE BUFFER SPACE CAN BE LATERAL AND LONGITUDINAL AND MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS THAT AFFECT STOPPING DISTANCE.
  - ⑨ XX = NORMAL POSTED SPEED LIMIT(S).
- \* DENOTES SIGNS UNIQUE TO MONTANA.

UNITS SHOWN IN BRACKETS [ ] ARE METRIC AND ARE IN MILLIMETERS (mm) UNLESS OTHER UNITS ARE SHOWN.  
FOR USE BY MDT FORCES

DETAILED DRAWINGS	
REFERENCE STANDARD SPEC. SECTION 618	DWG. NO. 618-M2
MAINT. GUIDELINE FOR SHORT-TERM TWO-LANE CHIP SEAL & OVERLAY (PILOTED TRAFFIC)	
EFFECTIVE: JAN 23, 2020	
 <b>MONTANA</b> Department of Transportation	

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#### NOTES:

- ① USE A MINIMUM 320' [100 m] SHOULDER TAPER.
- ② USE THIRTEEN APPROVED CHANNELIZING DEVICES FOR A 12' [3.6 m] LANE CLOSURE TAPER (80 M.P.H. SPACED AT 80' [25 m].) ENSURE TAPER IS AT LEAST 960' [300 m].
- ③ SPACE CHANNELIZING DEVICES AT INTERVALS IN FEET [METERS] EQUAL TO TWICE [0.6 TIMES] THE SPEED LIMIT IN M.P.H. THROUGH THE BUFFER AND WORK AREA.
- ④ PLACE THE ARROW BOARD ON THE SHOULDER AT THE START OF THE TRAVEL LANE CLOSURE TAPER.
- ⑤ THE BUFFER SPACE CAN BE LATERAL AND LONGITUDINAL. KEEP THE BUFFER SPACE CLEAR OF EQUIPMENT AND PERSONNEL.
- ⑥ CONTACT THE DISTRICT TRAFFIC ENGINEER FOR CLARIFYING INFORMATION REGARDING THIS LAYOUT OR OTHER SPECIAL SITUATIONS INCLUDING WORK ZONES INVOLVING CURVATURES, BRIDGES, INTERCHANGES OR DECREASED SIGHT DISTANCE.
- ⑦ COVER CONFLICTING SIGNS IN THE WORK AREA.
- ⑧ SHORT-TERM WORK ZONE SIGNING IS NOT REQUIRED TO BE POST MOUNTED.
- ⑨ WHEN THE WORK AREA CHANGES WITHIN THE WORK ZONE, THESE SIGNS SHOULD BE MOVED TO REFLECT THE NEW WORK AREA.
- ⑩ TYPICALLY 2 MILES [3.2 km] IS THE MAX. WORK AREA. HOWEVER, WHEN SIGHT DISTANCE, BUFFER ZONES OR EQUIPMENT WORK RATES ARE CONSIDERED, MINOR ADJUSTMENTS TO THIS MAX. MAY BE CONSIDERED.
- ⑪ XX = NORMAL POSTED SPEED LIMIT(S).

\* DENOTES SIGNS UNIQUE TO MONTANA.

UNITS SHOWN IN BRACKETS [ ] ARE METRIC AND ARE IN MILLIMETERS (mm) UNLESS OTHER UNITS ARE SHOWN.  
FOR USE BY MDT FORCES

#### DETAILED DRAWINGS

REFERENCE	DWG. NO.
STANDARD SPEC.	618-M3
SECTION 618	

#### MAINTENANCE GUIDELINE FOR SHORT-TERM LANE CLOSURE ON INTERSTATE

EFFECTIVE: JAN 23, 2020



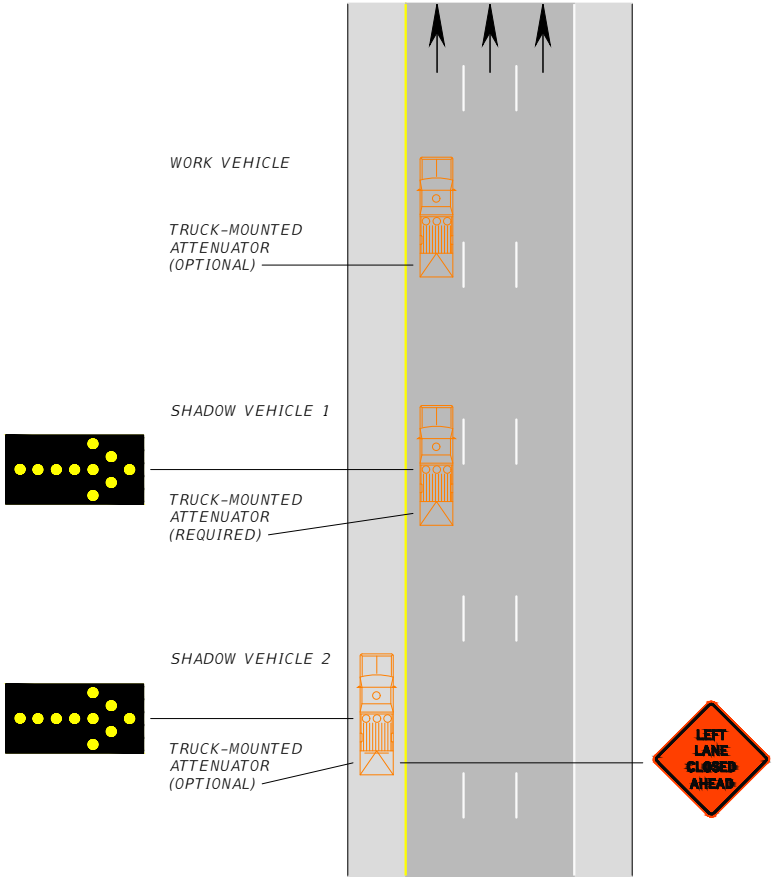
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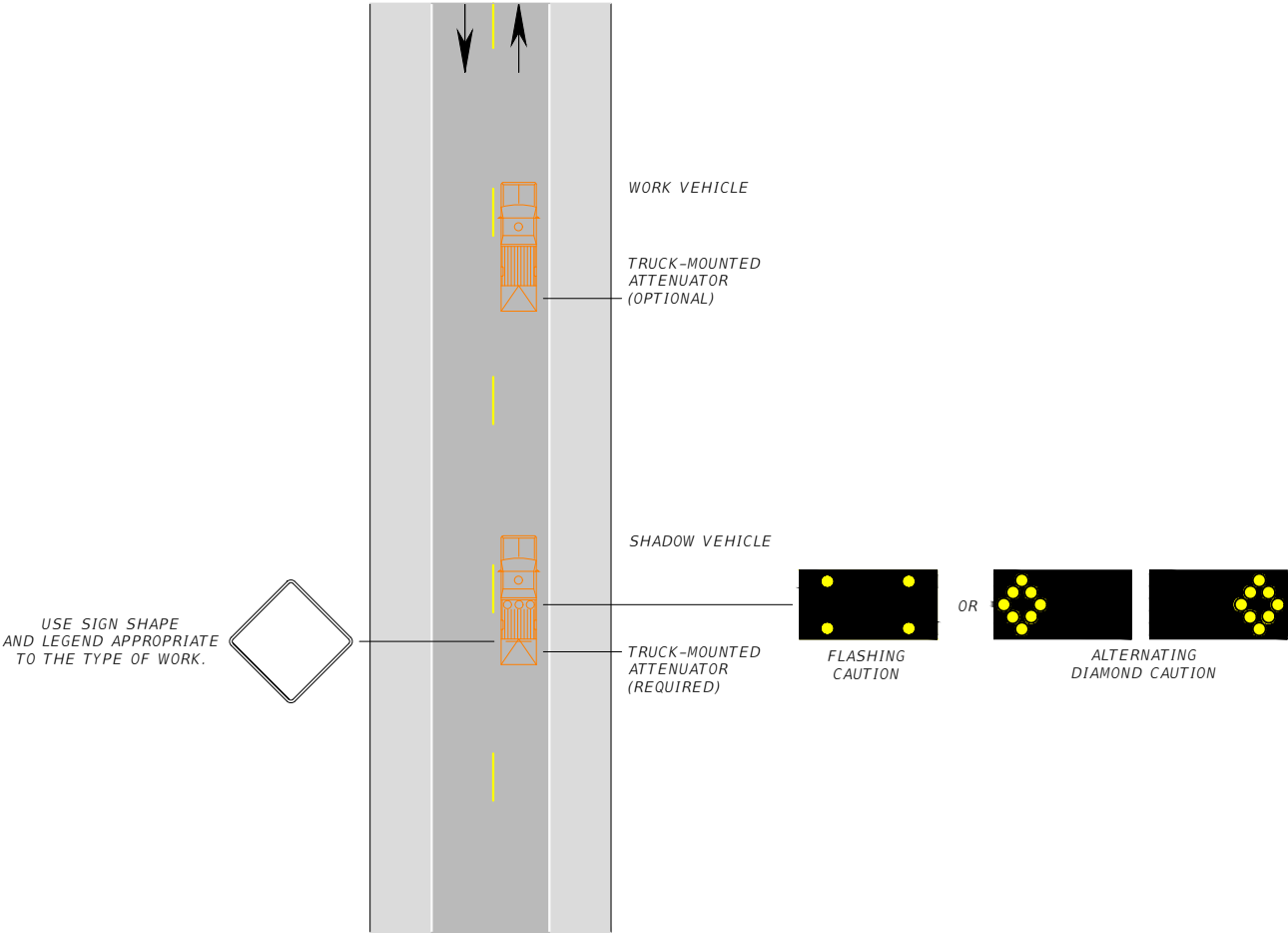
MOBILE OPERATIONS ON MULTILANE ROAD



NOTES:

- ① PLACE APPROPRIATE LANE CLOSURE SIGN ON SHADOW VEHICLE 2 SO AS NOT TO OBSCURE THE ARROW BOARD.
- ② FOLLOW THE WORK OPERATION WITH SHADOW VEHICLE 2 SO AS TO PROVIDE ADEQUATE SIGHT DISTANCE FOR VEHICULAR TRAFFIC APPROACHING FROM THE REAR.
- ③ COVER OR TURN THE SIGN LEGENDS ON VEHICLE-MOUNTED SIGNS FROM VIEW WHEN WORK IS NOT IN PROGRESS.
- ④ WHEN THE WORK VEHICLE OCCUPIES AN INTERIOR LANE OF A DIRECTIONAL ROADWAY HAVING A RIGHT SHOULDER 10 FEET [3 m] OR MORE IN WIDTH, DRIVE SHADOW VEHICLE 2 ALONG THE RIGHT-HAND SHOULDER WITH A SIGN INDICATING WORK IS TAKING PLACE IN THE INTERIOR LANE.
- ⑤ ON HIGH-SPEED ROADWAYS, A THIRD SHADOW VEHICLE MAY BE USED WITH SHADOW VEHICLE 1 IN THE CLOSED LANE, SHADOW VEHICLE 2 STRADDLING THE EDGE LINE, AND SHADOW VEHICLE 3 ON THE SHOULDER. WHERE ADEQUATE SHOULDER WIDTH IS NOT AVAILABLE, SHADOW VEHICLE 3 MAY ALSO STRADDLE THE EDGE LINE.
- ⑥ THE MINIMUM ARROW BOARD SIZE IS TYPE B, 60 INCHES X 30 INCHES [1500 X 750].
- ⑦ VARY THE DISTANCE BETWEEN THE WORK LOCATION AND SHADOW VEHICLE 2 TO PROVIDE ADEQUATE SIGHT DISTANCE FOR VEHICULAR TRAFFIC APPROACHING FROM THE REAR.
- ⑧ MAINTAIN A MINIMUM SPACING BETWEEN THE WORK VEHICLE AND SHADOW VEHICLES, AND BETWEEN EACH SHADOW VEHICLE TO DETER ROAD USERS FROM DRIVING IN BETWEEN.

MOBILE OPERATIONS ON TWO-LANE ROAD



NOTES:

- ① TRUCK-MOUNTED ATTENUATOR IS REQUIRED FOR SHADOW VEHICLE.
- ② EQUIP SHADOW VEHICLE WITH VEHICLE-MOUNTED SIGN. USE SIGN SHAPE AND LEGEND APPROPRIATE TO THE TYPE OF WORK.
- ③ MOUNT VEHICLE-MOUNTED SIGN SO EQUIPMENT OR SUPPLIES DO NOT OBSCURE THE SIGN.
- ④ COVER OR TURN THE SIGN LEGENDS ON VEHICLE-MOUNTED SIGNS FROM VIEW WHEN WORK IS NOT IN PROGRESS.
- ⑤ WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, MAINTAIN A MINIMUM DISTANCE FROM THE WORK VEHICLE WITH THE SHADOW VEHICLE AND PROCEED AT THE SAME SPEED.
- ⑥ SLOW THE SHADOW VEHICLE BEFORE ROADWAY CURVATURES OR SITUATIONS RESTRICTING SIGHT DISTANCE.

UNITS SHOWN IN BRACKETS [ ] ARE METRIC AND ARE IN MILLIMETERS (mm) UNLESS OTHER UNITS ARE SHOWN.

DETAILED DRAWINGS

REFERENCE DWG. NO.  
STANDARD SPEC. 618-M4  
SECTION 618

MOBILE OPERATIONS

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Department of Transportation

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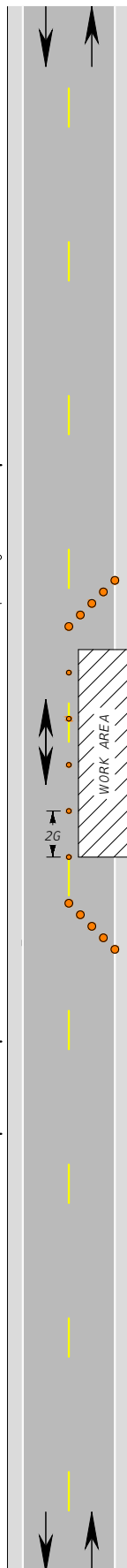
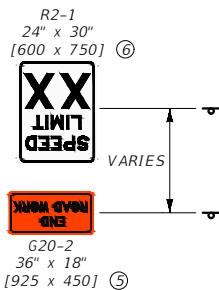
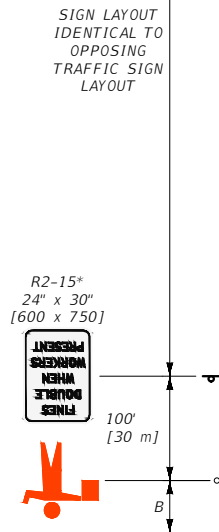
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POSTED SPEED LIMIT FOR WORK ZONE	SIGN SPACING (A)	SPACING OF CHANNELIZING DEVICES (MAX.) (G) **	BUFFER SPACE ③ (B)
(M.P.H.)	FEET [m]	FEET [m]	FEET [m]
25	100 [30]	25 [7.6]	155 [45]
35	100 [30]	35 [10.7]	250 [75]
45	350 [105]	45 [14]	360 [110]

\*\* SPACE ALL CHANNELIZING DEVICES AT "G" UNLESS OTHERWISE NOTED.

#### NOTES:

- ① USE THIS SIGN LAYOUT IN URBAN APPLICATIONS ONLY. USE THE RURAL, OPEN ROADWAY SIGNING DETAILS WHEN HIGHER SPEED LIMITS ARE USED.
- ② INCLUDE SPEED LIMIT SIGNS ONLY IF THERE IS A REASON TO RESTRICT SPEED. COVER CONFLICTING EXISTING SPEED LIMIT SIGNS.
- ③ THE BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS AFFECTING STOPPING DISTANCE.
- ④ LARGER SIGN SIZES MAY BE APPROVED BY THE PROJECT MANAGER.
- ⑤ PLACE "END ROADWORK" SIGN AT END OF PROJECT LIMITS.
- ⑥ POST EXISTING SPEED LIMIT IF CHANGED BY WORK ZONE.
- ⑦ AMBER LED FLASHERS MUST MEET STANDARD SPECIFICATION SECTION 715 AND DTL. DWG. 618-01 REQUIREMENTS.



IF PEDESTRIAN TRAFFIC IS IMPACTED, SEE DTL. DWG. 618-U05

#### LEGEND

- - FLEXIBLE GUIDE POSTS
- - PLASTIC DRUMS
- \* - DENOTES SIGNS UNIQUE TO MONTANA.
- XX - SPEED DETERMINED BY THE PROJECT MANAGER. (25 M.P.H. OR 35 M.P.H. OR 45 M.P.H.)

UNITS SHOWN IN BRACKETS [ ] ARE METRIC AND ARE IN MILLIMETERS (mm) UNLESS OTHER UNITS ARE SHOWN.

#### DETAILED DRAWINGS

REFERENCE DWG. NO.  
STANDARD SPEC. 618-U01  
SECTION 618

**LANE CLOSURE-FLAGGER  
CONTROLLED (URBAN TWO-  
LANE, TWO-WAY ROAD)**

EFFECTIVE: JAN 23, 2020



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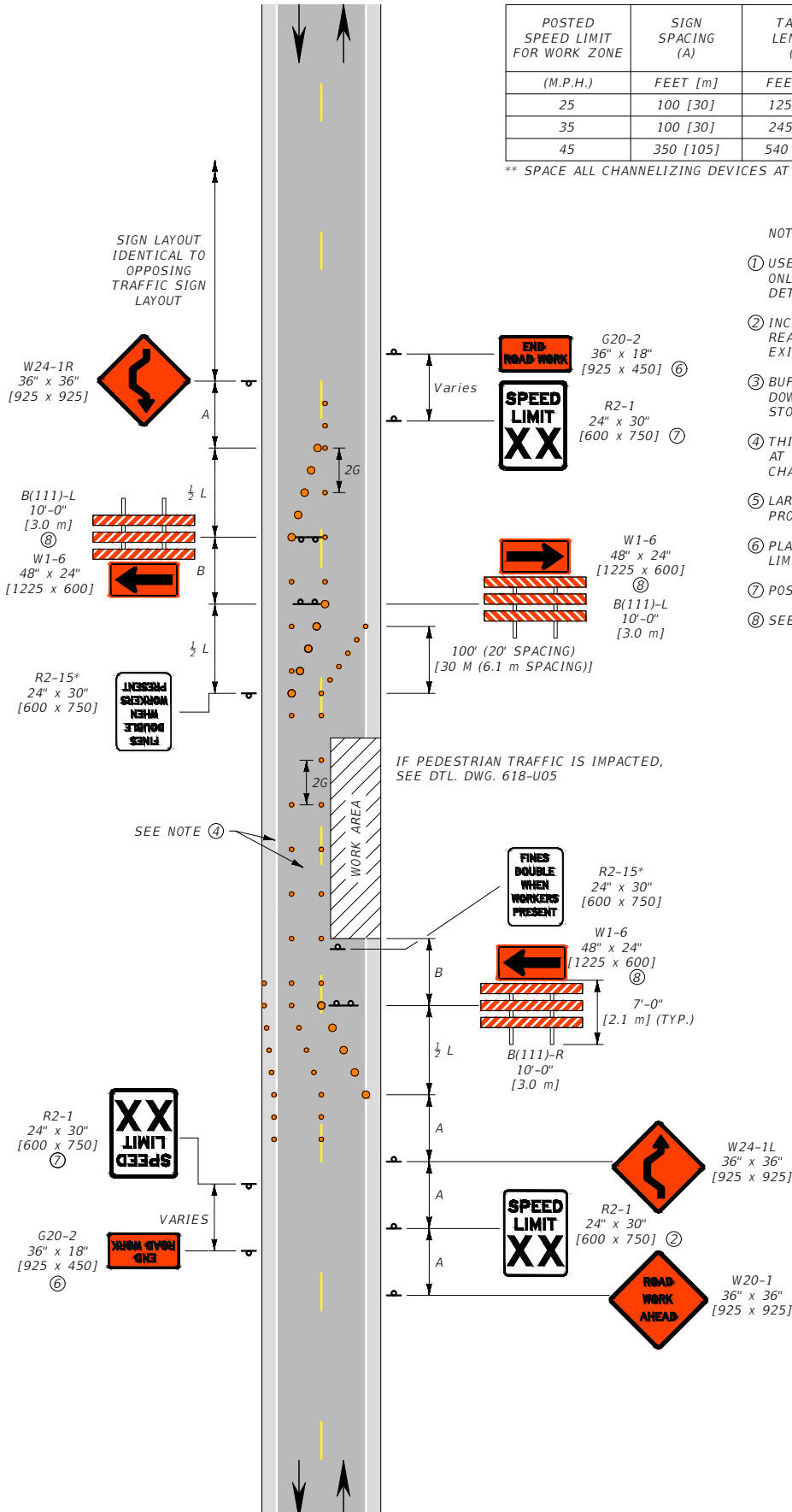
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POSTED SPEED LIMIT FOR WORK ZONE	SIGN SPACING (A)	TAPER LENGTH (L)	SPACING OF CHANNELIZING DEVICES (MAX.) (G) **	BUFFER SPACE ③ (B)
(M.P.H.)	FEET [m]	FEET [m]	FEET [m]	FEET [m]
25	100 [30]	125 [40]	25 [7.6]	155 [45]
35	100 [30]	245 [75]	35 [10.7]	250 [75]
45	350 [105]	540 [165]	45 [14]	360 [110]

\*\* SPACE ALL CHANNELIZING DEVICES AT "G" UNLESS OTHERWISE NOTED.

#### NOTES:

- ① USE THIS SIGN LAYOUT IN URBAN APPLICATIONS ONLY. USE THE RURAL, OPEN ROADWAY SIGNING DETAILS WHEN HIGHER SPEED LIMITS ARE USED.
- ② INCLUDE SPEED LIMIT SIGNS ONLY IF THERE IS A REASON TO RESTRICT SPEED. COVER CONFLICTING EXISTING SPEED LIMIT SIGNS.
- ③ BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS AFFECTING STOPPING DISTANCE.
- ④ THIS LAYOUT SHOULD ONLY BE USED WHEN THERE IS AT LEAST 10' [3.0 m] IN WIDTH BETWEEN THE CHANNELIZING DEVICES AND THE EDGE OF PAVEMENT.
- ⑤ LARGER SIGN SIZES MAY BE APPROVED BY THE PROJECT MANAGER.
- ⑥ PLACE "END ROAD WORK" SIGNS AT END OF PROJECT LIMITS.
- ⑦ POST EXISTING SPEED LIMIT IF CHANGED BY WORK ZONE.
- ⑧ SEE DTL. DWG. 618-03.



LEGEND

- - FLEXIBLE GUIDE POSTS
- - PLASTIC DRUMS
- \* - DENOTES SIGNS UNIQUE TO MONTANA.
- XX - SPEED DETERMINED BY THE PROJECT MANAGER.  
(25 M.P.H. OR 35 M.P.H. OR 45 M.P.H.)

UNITS SHOWN IN BRACKETS [ ] ARE METRIC AND ARE IN MILLIMETERS (mm) UNLESS OTHER UNITS ARE SHOWN.

#### DETAILED DRAWINGS

REFERENCE	DWG. NO.
STANDARD SPEC.	618-U02
SECTION 618	

WORK ZONE OCCUPIES ONE HALF OF ROAD (LOW SPEED URBAN TWO-LANE, TWO-WAY ROAD)

EFFECTIVE: JAN 23, 2020



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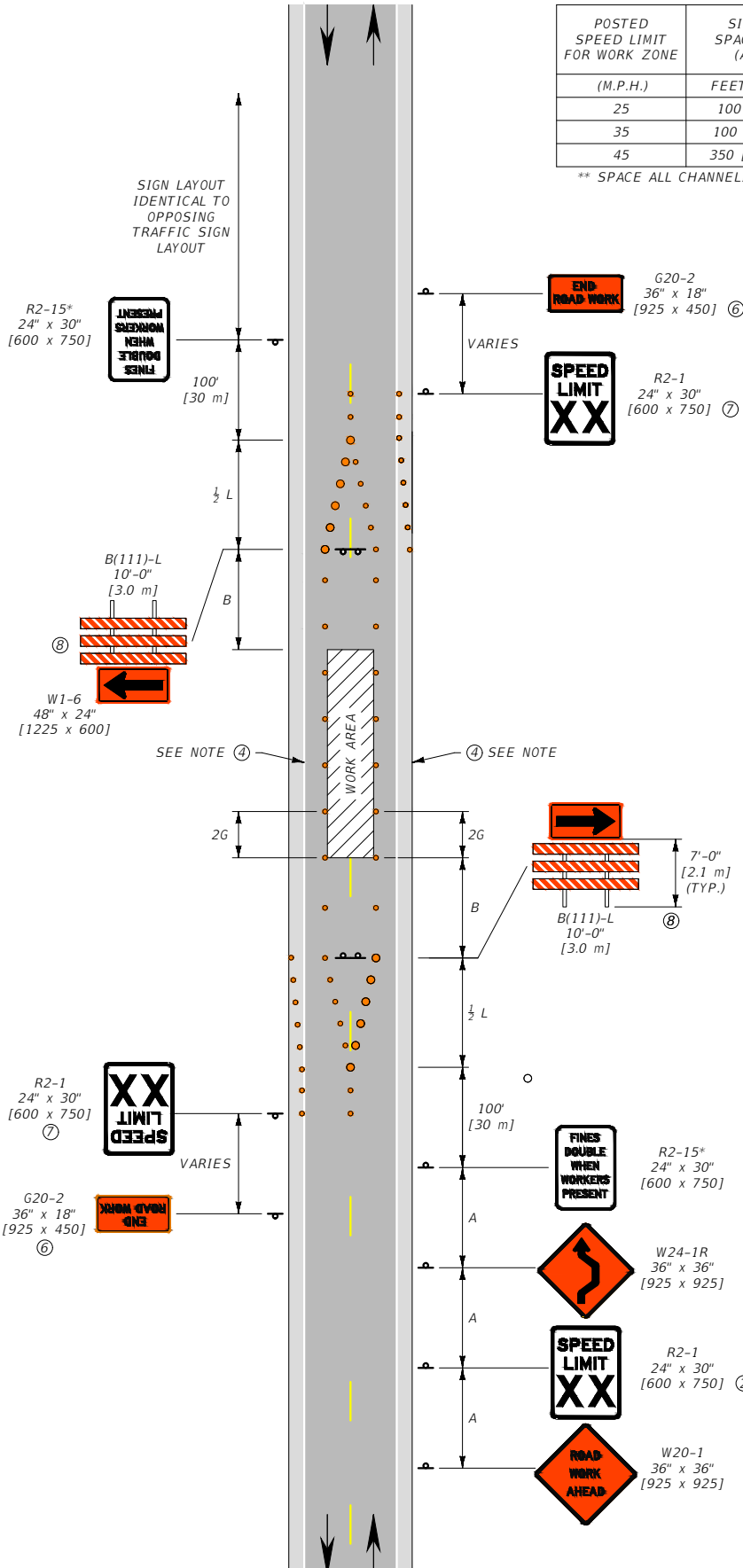
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POSTED SPEED LIMIT FOR WORK ZONE	SIGN SPACING (A)	TAPER LENGTH (L)	SPACING OF CHANNELIZING DEVICES (MAX.) (G) **	BUFFER SPACE ③ (B)
(M.P.H.)	FEET [m]	FEET [m]	FEET [m]	FEET [m]
25	100 [3]	125 [40]	25 [7.6]	155 [45]
35	100 [30]	245 [75]	35 [10.7]	250 [75]
45	350 [105]	540 [165]	45 [14]	360 [110]

\*\* SPACE ALL CHANNELIZING DEVICES AT "G" UNLESS OTHERWISE NOTED.

#### NOTES:

- ① USE THIS SIGN LAYOUT IN URBAN APPLICATIONS ONLY. USE THE RURAL, OPEN ROADWAY SIGNING DETAILS WHEN HIGHER SPEED LIMITS ARE USED.
- ② INCLUDE SPEED LIMIT SIGNS ONLY IF THERE IS A REASON TO RESTRICT SPEED. COVER CONFLICTING EXISTING SPEED LIMIT SIGNS.
- ③ BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS AFFECTING STOPPING DISTANCE.
- ④ USE THIS SIGN LAYOUT ONLY WHEN AT LEAST 10' [3 m] SEPARATION EXISTS BETWEEN THE CHANNELIZING DEVICES AND THE EDGE OF PAVEMENT. PROVIDE NO PARKING SIGNS WHEN APPROPRIATE.
- ⑤ LARGER SIGNS MAY BE APPROVED BY THE PROJECT MANAGER.
- ⑥ PLACE "END ROAD WORK" SIGNS AT END OF PROJECT LIMITS.
- ⑦ POST EXISTING SPEED LIMIT IF CHANGED BY WORK ZONE.
- ⑧ SEE DTL. DWG. 608-03.



#### LEGEND

- - FLEXIBLE GUIDE POSTS
- - PLASTIC DRUMS
- \* - DENOTES SIGNS UNIQUE TO MONTANA.
- XX - SPEED DETERMINED BY THE PROJECT MANAGER.  
(25 M.P.H. OR 35 M.P.H. OR 45 M.P.H.)

UNITS SHOWN IN BRACKETS [ ] ARE METRIC AND ARE IN MILLIMETERS (mm) UNLESS OTHER UNITS ARE SHOWN.

#### DETAILED DRAWINGS

REFERENCE DWG. NO.  
STANDARD SPEC. 618-U03  
SECTION 618

**WORK ZONE IN CENTER OF ROAD (URBAN TWO-LANE, TWO-WAY ROAD)**

EFFECTIVE: JAN 23, 2020



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JUN 27, 2024

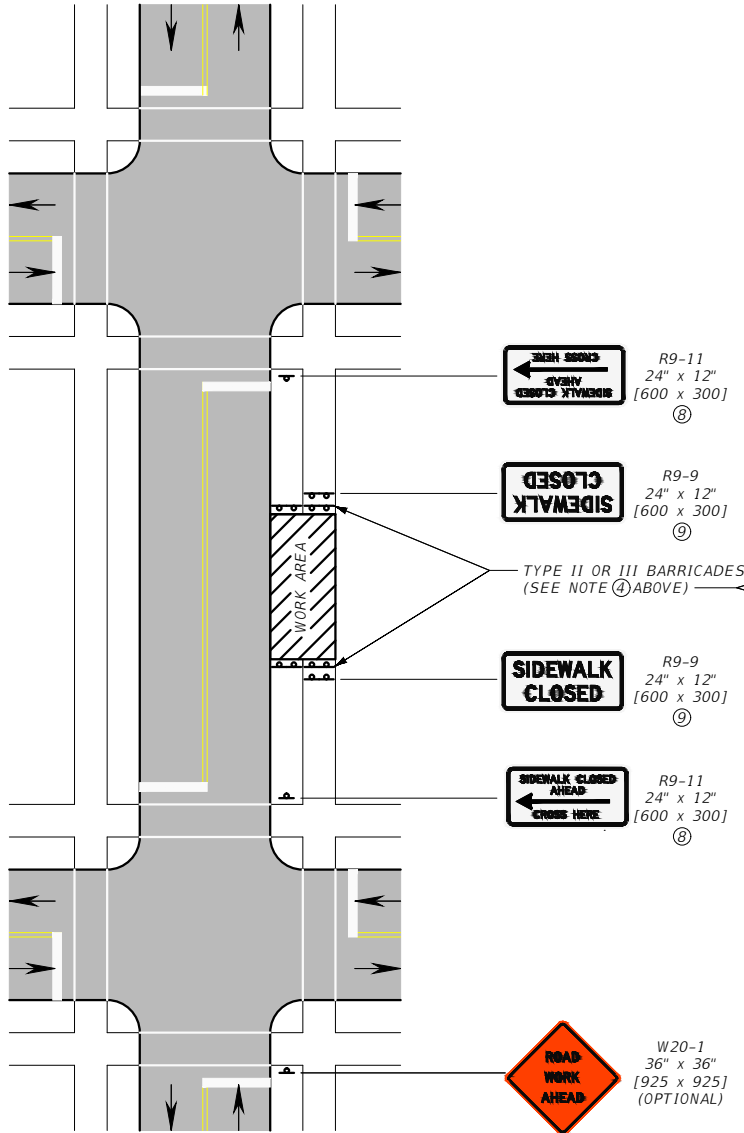
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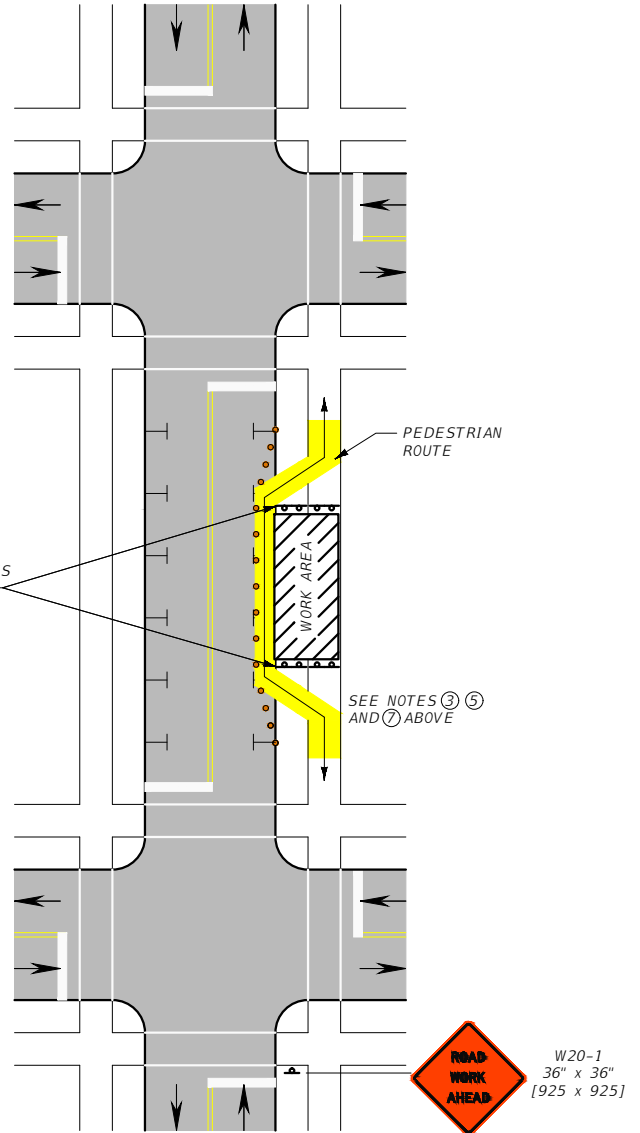
NOTES:

- ① MINIMAL TRAFFIC CONTROL DEVICES CONTROLLING PEDESTRIAN FLOWS ARE SHOWN. OTHER DEVICES MAY BE NEEDED TO CONTROL TRAFFIC ON THE STREETS. USE THE APPROPRIATE PARKING LANE CLOSURE WHEN NEEDED.
- ② DO NOT DIRECT PEDESTRIANS INTO A LANE OF MOVING TRAFFIC.
- ③ WHERE SPEEDS EXCEED 25 M.P.H., PHYSICAL BARRIERS SHOULD BE USED TO SEPARATE THE TEMPORARY WALKWAY FROM VEHICULAR TRAFFIC. FLEXIBLE GUIDE POSTS WITH DETECTABLE EDGING IS THE MINIMUM REQUIREMENT FOR SEPARATION. PROVIDE LARGER PHYSICAL BARRIERS, AS DETERMINED BY THE PROJECT MANAGER, ON A CASE BY CASE BASIS.
- ④ SEE DTL. DWG. 618-03.
- ⑤ PROVIDE A PHYSICAL BARRIER, WITH A MINIMUM 6 INCH [150 mm] HEIGHT DETECTABLE EDGING, BETWEEN THE PEDESTRIAN DETOUR WALKWAY AND THE WORK AREA. PROVIDE LARGER PHYSICAL BARRIERS TO PROTECT PEDESTRIANS FROM HAZARDS IN THE WORK AREA, AS DETERMINED BY THE PROJECT MANAGER.
- ⑥ ENSURE WALKWAY IS ADA COMPLIANT THROUGHOUT. PROVIDE A MINIMUM WALKWAY WIDTH OF 5 FEET [1525 mm] AND A FIRM, STABLE, SLIP RESISTANT WALKING SURFACE ALONG ENTIRE WALKWAY.
- ⑦ PROVIDE TEMPORARY RAMPS AND DETECTABLE EDGING (MINIMUM 6 INCH HEIGHT [150 mm] ON BOTH SIDES OF WALKWAY) ALONG TEMPORARY PEDESTRIAN DETOUR ROUTE. SEE MUTCD FOR ADDITIONAL GUIDANCE.
- ⑧ PLACE R9-11 ON SIGN POSTS (AS SHOWN BELOW) IF BUSINESS ACCESS IS REQUIRED. PLACE TYPE I BARRICADE ON SIDEWALK WITH R9-11 SIGN IF BUSINESS ACCESS IS NOT REQUIRED.
- ⑨ PLACE TYPE I BARRICADE ON SIDEWALK WITH R9-9 SIGN.

PEDESTRIAN DETOUR



BYPASS WALKWAY PROVIDED THROUGH WORK ZONE⑥



**DETAILED DRAWINGS**

REFERENCE DWG. NO.  
STANDARD SPEC. 618-U05  
SECTION 618

**SIDEWALK CLOSURES AND BYPASS WALKWAY**

EFFECTIVE: JAN 23, 2020



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JUN 27, 2024

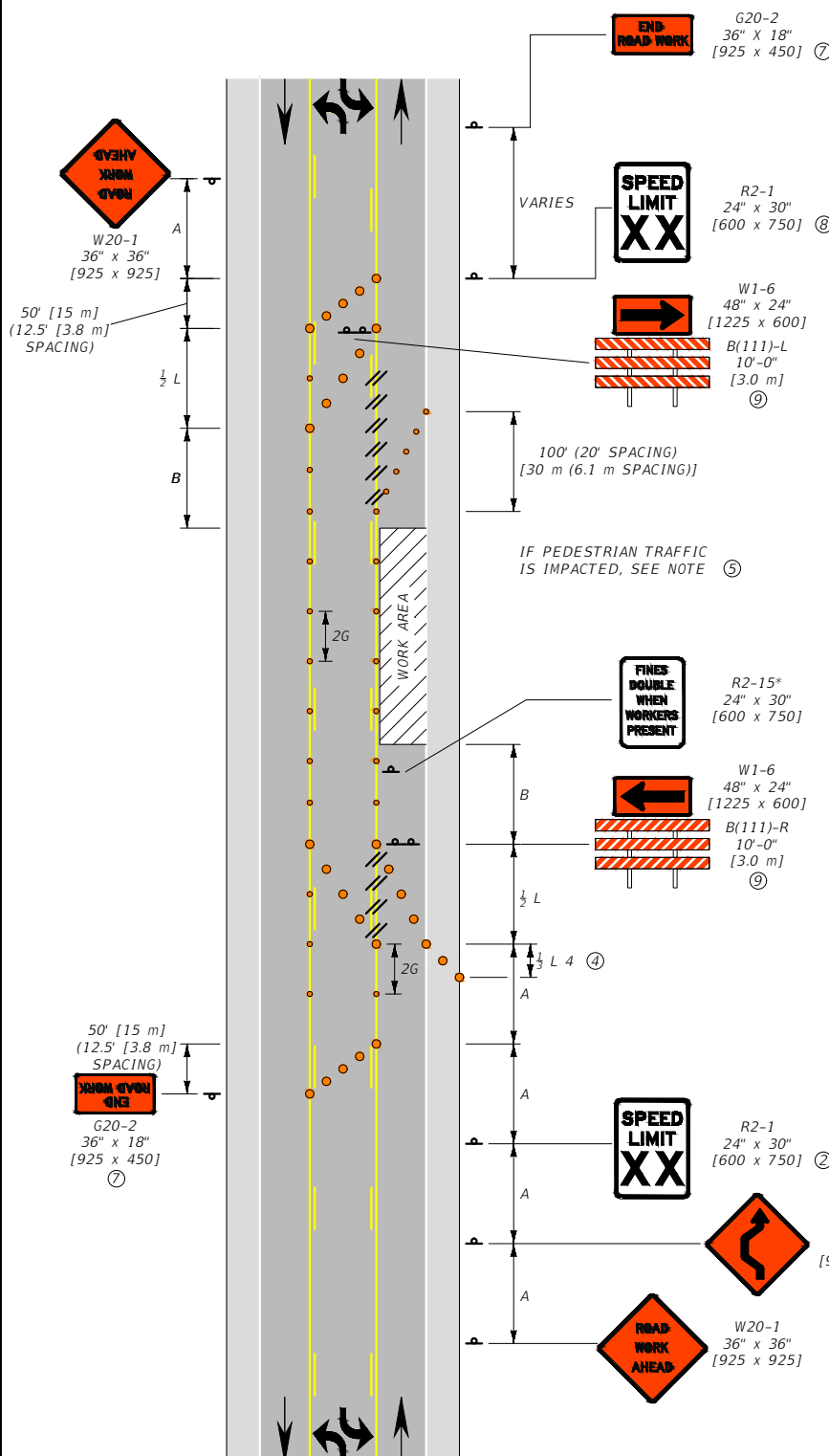
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UNITS SHOWN IN BRACKETS [ ] ARE METRIC AND ARE IN MILLIMETERS (mm) UNLESS OTHER UNITS ARE SHOWN.

POSTED SPEED LIMIT FOR WORK ZONE	SIGN SPACING (A)	TAPER LENGTH (L)	SPACING OF CHANNELIZING DEVICES (MAX.) (G) **	BUFFER SPACE ③ (B)
(M.P.H.)	FEET [m]	FEET [m]	FEET [m]	FEET [m]
25	100 [30]	125 [40]	25 [7.6]	155 [45]
35	100 [30]	245 [75]	35 [10.7]	250 [75]
45	350 [105]	540 [165]	45 [14]	360 [110]

\*\* SPACE ALL CHANNELIZING DEVICES AT "G" UNLESS OTHERWISE NOTED.



#### NOTES:

- ① USE SPEED LIMIT SIGNS ONLY IF SPEED MUST BE RESTRICTED. USE THE RURAL, OPEN ROADWAY SIGNING DETAILS WHEN HIGHER SPEED LIMITS ARE USED.
- ② USE SPEED LIMIT SIGNS ONLY IF SPEED MUST BE RESTRICTED. COVER OR REMOVE CONFLICTING EXISTING SPEED LIMIT SIGNS.
- ③ BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS AFFECTING STOPPING DISTANCE.
- ④ SHOULDER TAPER MAY BE OMITTED IF PAVED SHOULDER IS LESS THAN 8' [2.4 m] WIDE.
- ⑤ IF PEDESTRIAN TRAFFIC IS IMPACTED SEE DTL. DWG. 618-U05.
- ⑥ LARGER SIGN SIZES MAY BE APPROVED BY THE PROJECT MANAGER.
- ⑦ PLACE "END ROADWORK" SIGNS AT END OF PROJECT LIMITS.
- ⑧ POST EXISTING SPEED LIMIT IF CHANGED BY WORK ZONE.
- ⑨ SEE DTL. DWG. 618-03.

IF PEDESTRIAN TRAFFIC IS IMPACTED, SEE NOTE ⑤

#### LEGEND

- - FLEXIBLE GUIDE POSTS
  - - PLASTIC DRUMS
  - \* - DENOTES SIGNS UNIQUE TO MONTANA.
- SPEED DETERMINED BY THE PROJECT  
XX - MANAGER.  
(25 M.P.H. OR 35 M.P.H. OR 45 M.P.H.)
- // - OBLITERATE CONFLICTING PAVEMENT MARKINGS WHEN WORK OPERATION IS LONGER THAN 3 DAYS.  
(DO NOT REMOVE THERMOPLASTIC)

UNITS SHOWN IN BRACKETS [ ] ARE METRIC AND ARE IN MILLIMETERS (mm) UNLESS OTHER UNITS ARE SHOWN.

#### DETAILED DRAWINGS

REFERENCE DWG. NO.  
STANDARD SPEC. 618-U15  
SECTION 618

LANE CLOSURE (URBAN  
TWO-LANE, TWO-WAY ROAD  
WITH TWO-WAY LEFT TURN  
LANE)

EFFECTIVE: JAN 23, 2020



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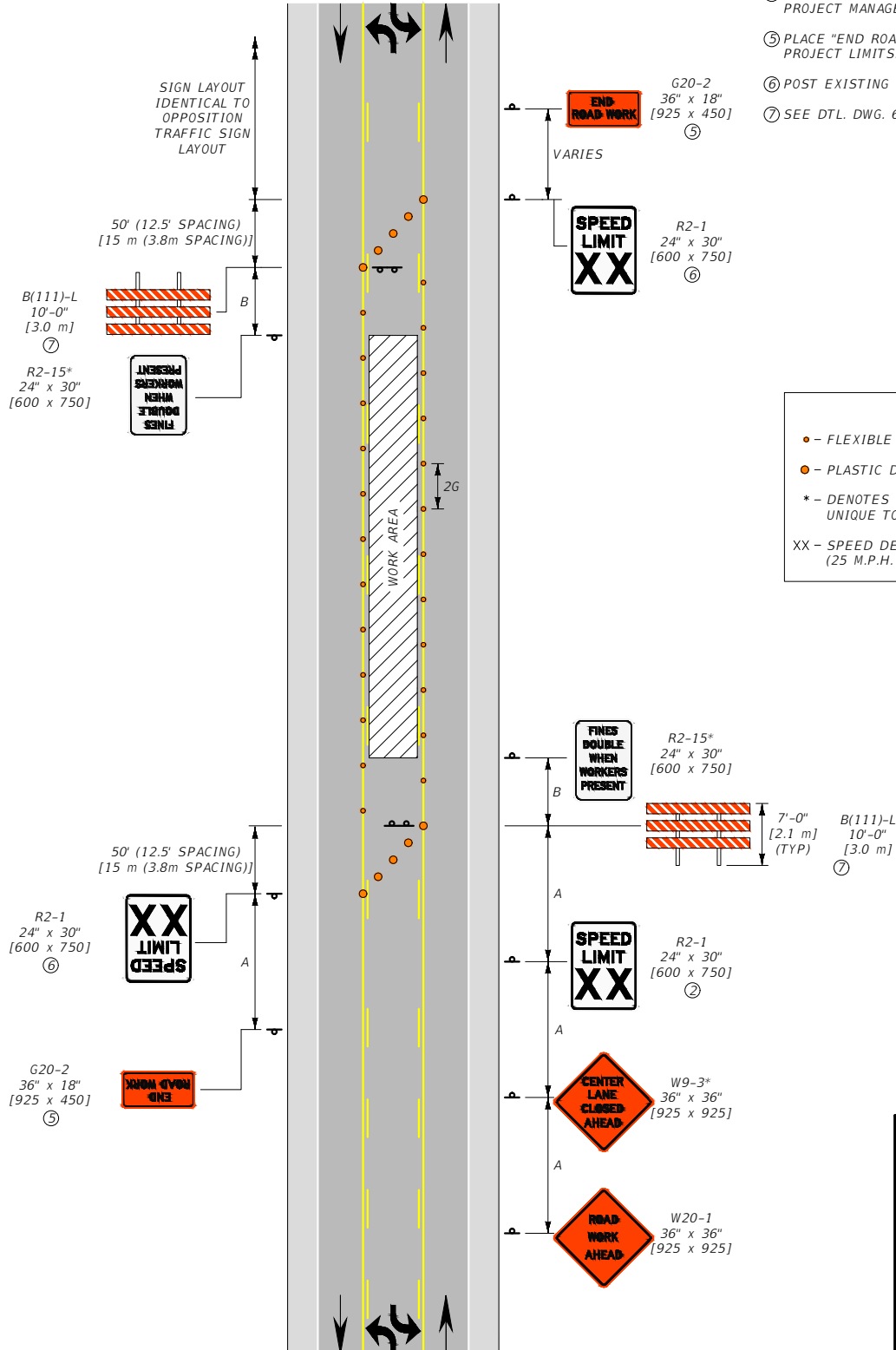
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POSTED SPEED LIMIT FOR WORK ZONE	SIGN SPACING (A)	TAPER LENGTH (L)	SPACING OF CHANNELIZING DEVICES (MAX.) (G) **	BUFFER SPACE ③ (B)
(M.P.H.)	FEET [m]	FEET [m]	FEET [m]	FEET [m]
25	100 [30]	125 [40]	25 [7.6]	155 [45]
35	100 [30]	245 [75]	35 [10.7]	250 [75]
45	350 [105]	540 [165]	45 [14]	360 [110]

\*\* SPACE ALL CHANNELIZING DEVICES AT "G" UNLESS OTHERWISE NOTED.

#### NOTES:

- ① USE THIS SIGN LAYOUT IN URBAN APPLICATIONS ONLY. USE THE RURAL, OPEN ROADWAY SIGNING DETAILS WHEN HIGHER SPEED LIMITS ARE USED.
- ② USE SPEED LIMIT SIGNS ONLY IF SPEED MUST BE RESTRICTED. COVER OR REMOVE CONFLICTING EXISTING SPEED LIMIT SIGNS.
- ③ BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS AFFECTING STOPPING DISTANCE.
- ④ LARGER SIGN SIZES MAY BE APPROVED BY THE PROJECT MANAGER.
- ⑤ PLACE "END ROADWORK" SIGNS AT END OF PROJECT LIMITS.
- ⑥ POST EXISTING SPEED LIMIT IF CHANGED BY WORK ZONE.
- ⑦ SEE DTL. DWG. 618-03.



UNITS SHOWN IN BRACKETS [ ] ARE METRIC AND ARE IN MILLIMETERS (mm) UNLESS OTHER UNITS ARE SHOWN.

#### DETAILED DRAWINGS

REFERENCE DWG. NO.  
STANDARD SPEC. 618-U16  
SECTION 618

#### TURN LANE CLOSURE (URBAN TWO-LANE, TWO-WAY LEFT TURN LANE)

EFFECTIVE: JAN 23, 2020



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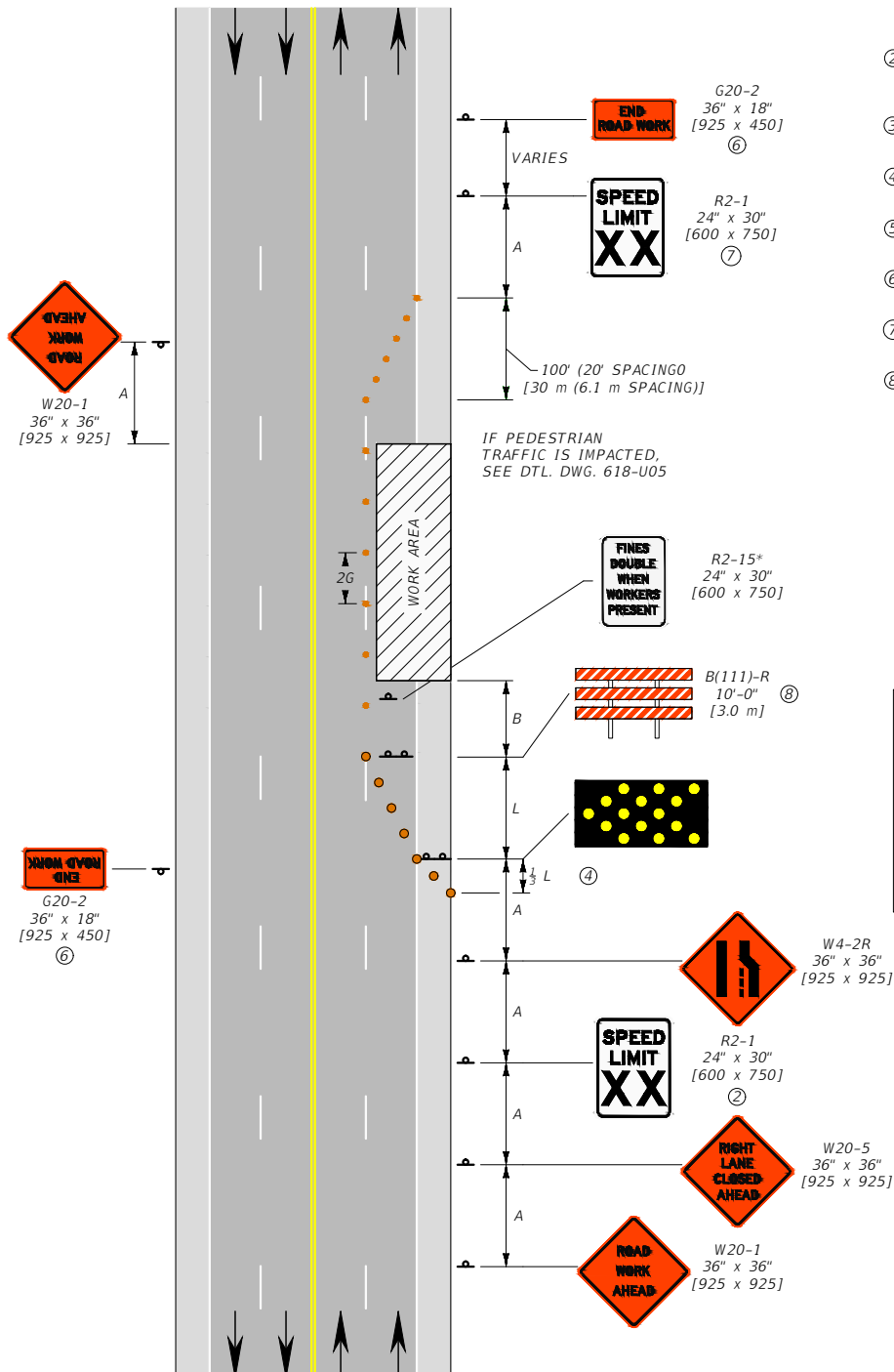


POSTED SPEED LIMIT FOR WORK ZONE	SIGN SPACING (A)	TAPER LENGTH (L)	SPACING OF CHANNELIZING DEVICES (MAX.) (G) **	BUFFER SPACE ③ (B)
(M.P.H.)	FEET [m]	FEET [m]	FEET [m]	FEET [m]
25	100 [30]	125 [40]	25 [7.6]	155 [45]
35	100 [30]	245 [75]	35 [10.7]	250 [75]
45	350 [105]	540 [165]	45 [14]	360 [110]

\*\* SPACE ALL CHANNELIZING DEVICES AT "G" UNLESS OTHERWISE NOTED.

#### NOTES:

- ① USE THIS SIGN LAYOUT IN URBAN APPLICATIONS ONLY. USE THE RURAL, OPEN ROADWAY SIGNING DETAILS WHEN HIGHER SPEED LIMITS ARE USED.
- ② USE SPEED LIMIT SIGNS ONLY IF SPEED MUST BE RESTRICTED. COVER OR REMOVE CONFLICTING EXISTING SPEED LIMIT SIGNS.
- ③ BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS AFFECTING STOPPING DISTANCE.
- ④ SHOULDER TAPER MAY BE OMITTED IF PAVED SHOULDER IS LESS THAN 8' [2.4 m] WIDE.
- ⑤ LARGER SIGN SIZES MAY BE APPROVED BY THE PROJECT MANAGER.
- ⑥ PLACE "END ROADWORK" SIGNS AT END OF PROJECT LIMITS.
- ⑦ POST EXISTING SPEED LIMIT IF CHANGED BY WORK ZONE.
- ⑧ SEE DTL. DWG. 618-03.



**LEGEND**

- - FLEXIBLE GUIDE POSTS
- - PLASTIC DRUMS
- \* - DENOTES SIGNS UNIQUE TO MONTANA.

XX - SPEED DETERMINED BY THE PROJECT MANAGER.  
(25 M.P.H. OR 35 M.P.H. OR 45 M.P.H.)

UNITS SHOWN IN BRACKETS [ ] ARE METRIC AND ARE IN MILLIMETERS (mm) UNLESS OTHER UNITS ARE SHOWN.

#### DETAILED DRAWINGS

REFERENCE DWG. NO.  
STANDARD SPEC. 618-U20  
SECTION 618

#### RIGHT LANE CLOSURE (URBAN MULTI-LANE, UNDIVIDED ROAD)

EFFECTIVE: JAN 23, 2020



**MONTANA**  
Department of Transportation

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JUN 27, 2024

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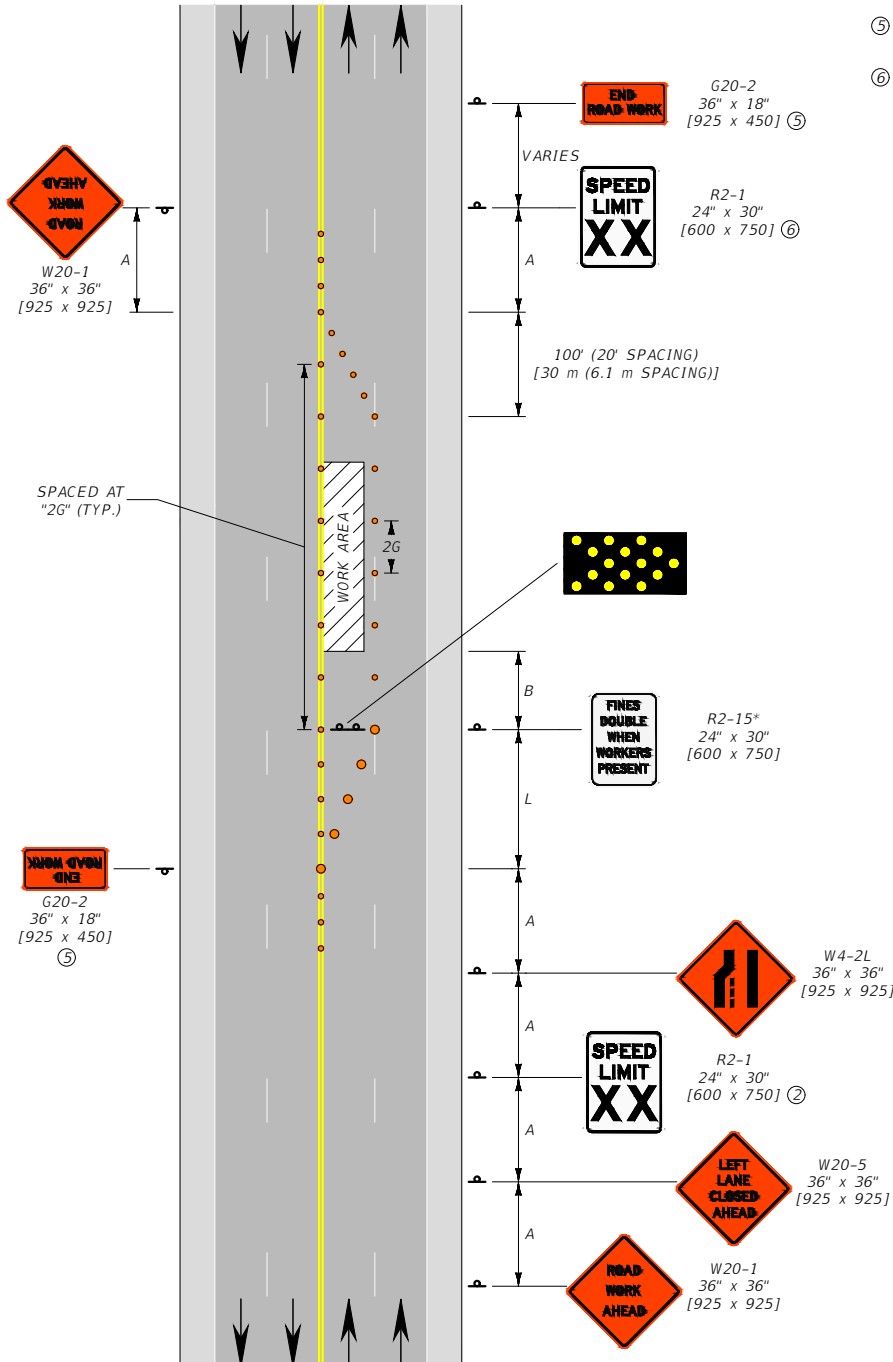
STDDR618U20.DWG

POSTED SPEED LIMIT FOR WORK ZONE	SIGN SPACING (A)	TAPER LENGTH (L)	SPACING OF CHANNELIZING DEVICES (MAX.) (G) **	BUFFER SPACE ③ (B)
(M.P.H.)	FEET [m]	FEET [m]	FEET [m]	FEET [m]
25	100 [30]	125 [40]	25 [7.6]	155 [45]
35	100 [30]	245 [75]	35 [10.7]	250 [75]
45	350 [105]	540 [165]	45 [14]	360 [110]

\*\* SPACE ALL CHANNELIZING DEVICES AT "G" UNLESS OTHERWISE NOTED.

#### NOTES:

- ① USE THIS SIGN LAYOUT IN URBAN APPLICATIONS ONLY. USE THE RURAL, OPEN ROADWAY SIGNING DETAILS WHEN HIGHER SPEED LIMITS ARE USED.
- ② USE SPEED LIMIT SIGNS ONLY IF SPEED MUST BE RESTRICTED. COVER OR REMOVE CONFLICTING EXISTING SPEED LIMIT SIGNS.
- ③ BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS AFFECTING STOPPING DISTANCE.
- ④ LARGER SIGN SIZES MAY BE APPROVED BY THE PROJECT MANAGER.
- ⑤ PLACE "END ROADWORK" SIGN AT END OF PROJECT LIMITS.
- ⑥ POST EXISTING SPEED LIMIT IF CHANGED BY WORK ZONE.



LEGEND	
●	- FLEXIBLE GUIDE POSTS
●	- PLASTIC DRUMS
*	- DENOTES SIGNS UNIQUE TO MONTANA.
XX	- SPEED DETERMINED BY THE PROJECT MANAGER. (25 M.P.H. OR 35 M.P.H. OR 45 M.P.H.)

UNITS SHOWN IN BRACKETS [ ] ARE METRIC AND ARE IN MILLIMETERS (mm) UNLESS OTHER UNITS ARE SHOWN.

#### DETAILED DRAWINGS

REFERENCE	DWG. NO.
STANDARD SPEC.	618-U25
SECTION 618	

#### LEFT TURN CLOSURE (LOW SPEED URBAN MULTI-LANE, UNDIVIDED ROAD)

EFFECTIVE: JAN 23, 2020



**MONTANA**  
Department of Transportation

--REVISED--  
JUN 27, 2024

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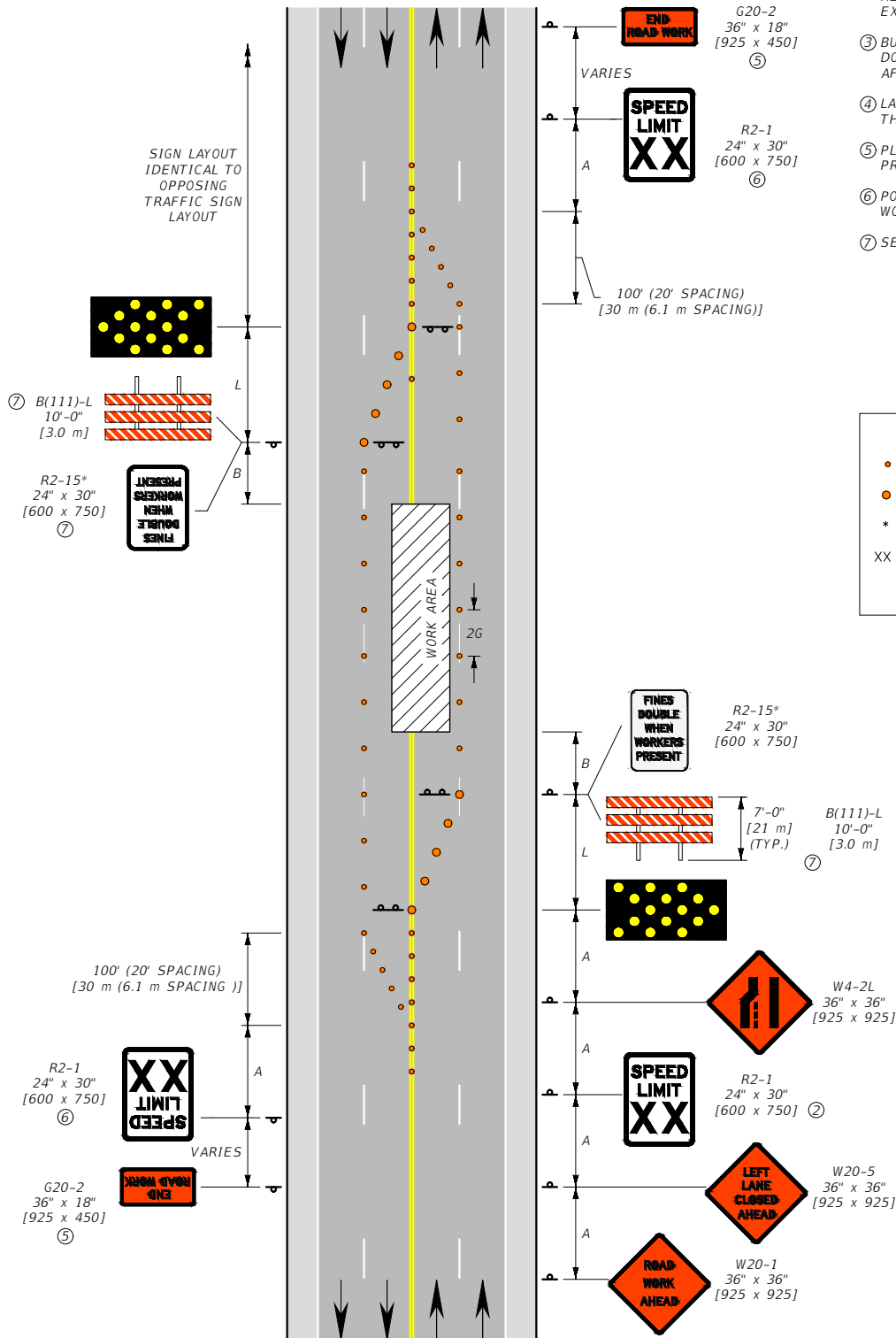
STDDR618U25.DWG

POSTED SPEED LIMIT FOR WORK ZONE	SIGN SPACING (A)	TAPER LENGTH (L)	SPACING OF CHANNELIZING DEVICES (MAX.) (G) **	BUFFER SPACE ③ (B)
(M.P.H.)	FEET [m]	FEET [m]	FEET [m]	FEET [m]
25	100 [30]	125 [40]	25 [7.6]	155 [45]
35	100 [30]	245 [75]	35 [10.7]	250 [75]
45	350 [105]	540 [165]	45 [14]	360 [110]

\*\* SPACE ALL CHANNELIZING DEVICES AT "G" UNLESS OTHERWISE NOTED.

#### NOTES:

- ① USE THIS SIGN LAYOUT IN URBAN APPLICATIONS ONLY. USE THE RURAL, OPEN ROADWAY SIGNING DETAILS WHEN HIGHER SPEED LIMITS ARE USED.
- ② USE SPEED LIMIT SIGNS ONLY IF SPEED MUST BE RESTRICTED. COVER OR REMOVE CONFLICTING EXISTING SPEED LIMIT SIGNS.
- ③ BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS AFFECTING STOPPING DISTANCE.
- ④ LARGER SIGN SIZES MAY BE APPROVED BY THE PROJECT MANAGER.
- ⑤ PLACE "END ROADWORK" SIGNS AT END OF PROJECT LIMITS.
- ⑥ POST EXISTING SPEED LIMIT IF CHANGED BY WORK ZONE.
- ⑦ SEE DTL. DWG. 618-03.



#### DETAILED DRAWINGS

REFERENCE DWG. NO.  
STANDARD SPEC. 618-U30  
SECTION 618

LEFT LANE CLOSURES (LOW  
SPEED URBAN MULTI-LANE,  
UNDIVIDED ROAD)

EFFECTIVE: JAN 23, 2020



**MONTANA**  
Department of Transportation

--REVISED--  
JUN 27, 2024

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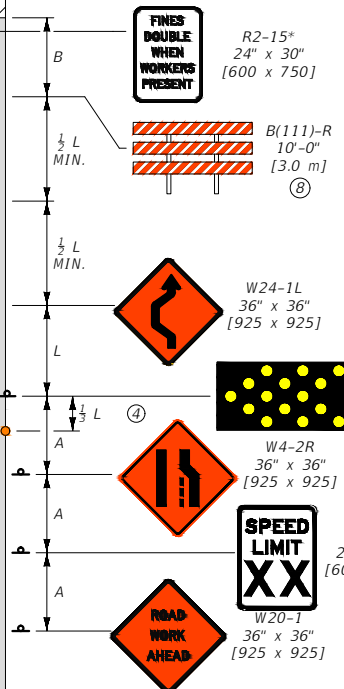
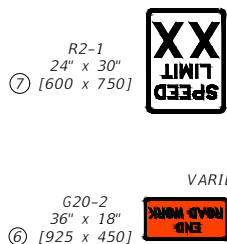
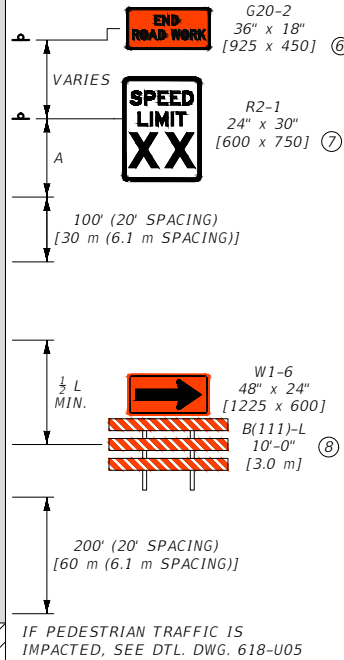
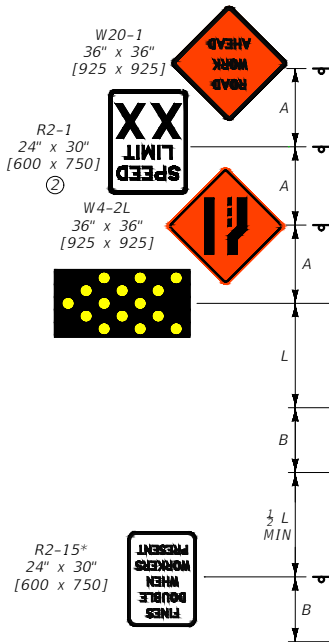
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POSTED SPEED LIMIT FOR WORK ZONE	SIGN SPACING (A)	TAPER LENGTH (L)	SPACING OF CHANNELIZING DEVICES (MAX.) (G) **	BUFFER SPACE ③ (B)
(M.P.H.)	FEET [m]	FEET [m]	FEET [m]	FEET [m]
25	100 [30]	125 [40]	25 [7.6]	155 [45]
35	100 [30]	245 [75]	35 [10.7]	250 [75]
45	350 [105]	540 [165]	45 [14]	360 [110]

\*\* SPACE ALL CHANNELIZING DEVICES AT "G" UNLESS OTHERWISE NOTED.

#### NOTES:

- ① USE THIS SIGN LAYOUT IN URBAN APPLICATIONS ONLY. USE THE RURAL, OPEN ROADWAY SIGNING DETAILS WHEN HIGHER SPEED LIMITS ARE USED.
- ② USE SPEED LIMIT SIGNS ONLY IF SPEED MUST BE RESTRICTED. COVER OR REMOVE CONFLICTING EXISTING SPEED LIMIT SIGNS.
- ③ BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS AFFECTING STOPPING DISTANCE.
- ④ SHOULDER TAPER MAY BE OMITTED IF PAVED SHOULDER IS LESS THAN 8' [2.4 m] WIDE.
- ⑤ LARGER SIGN SIZES MAY BE APPROVED BY THE PROJECT MANAGER.
- ⑥ PLACE "END ROADWORK" SIGNS AT END OF PROJECT LIMITS.
- ⑦ POST EXISTING SPEED LIMIT IF CHANGED BY WORK ZONE.
- ⑧ SEE DTL. DWG. 618-03.



#### LEGEND

• - FLEXIBLE GUIDE POSTS

• - PLASTIC DRUMS

\* - DENOTES SIGNS UNIQUE TO MONTANA.

XX - SPEED DETERMINED BY THE PROJECT MANAGER.  
(25 M.P.H. OR 35 M.P.H. OR 45 M.P.H.)

# - OBLITERATE CONFLICTING PAVEMENT MARKINGS WHEN WORK OPERATION IS LONGER THAN 3 DAYS. (DO NOT REMOVE THERMOPLASTIC)

UNITS SHOWN IN BRACKETS [ ] ARE METRIC AND ARE IN MILLIMETERS (mm) UNLESS OTHER UNITS ARE SHOWN.

#### DETAILED DRAWINGS

REFERENCE DWG. NO.  
STANDARD SPEC. 618-U35  
SECTION 618

#### DOUBLE LANE CLOSURE (URBAN MULTI-LANE, UNDIVIDED ROAD)

EFFECTIVE: JAN 23, 2020



**MONTANA**  
Department of Transportation

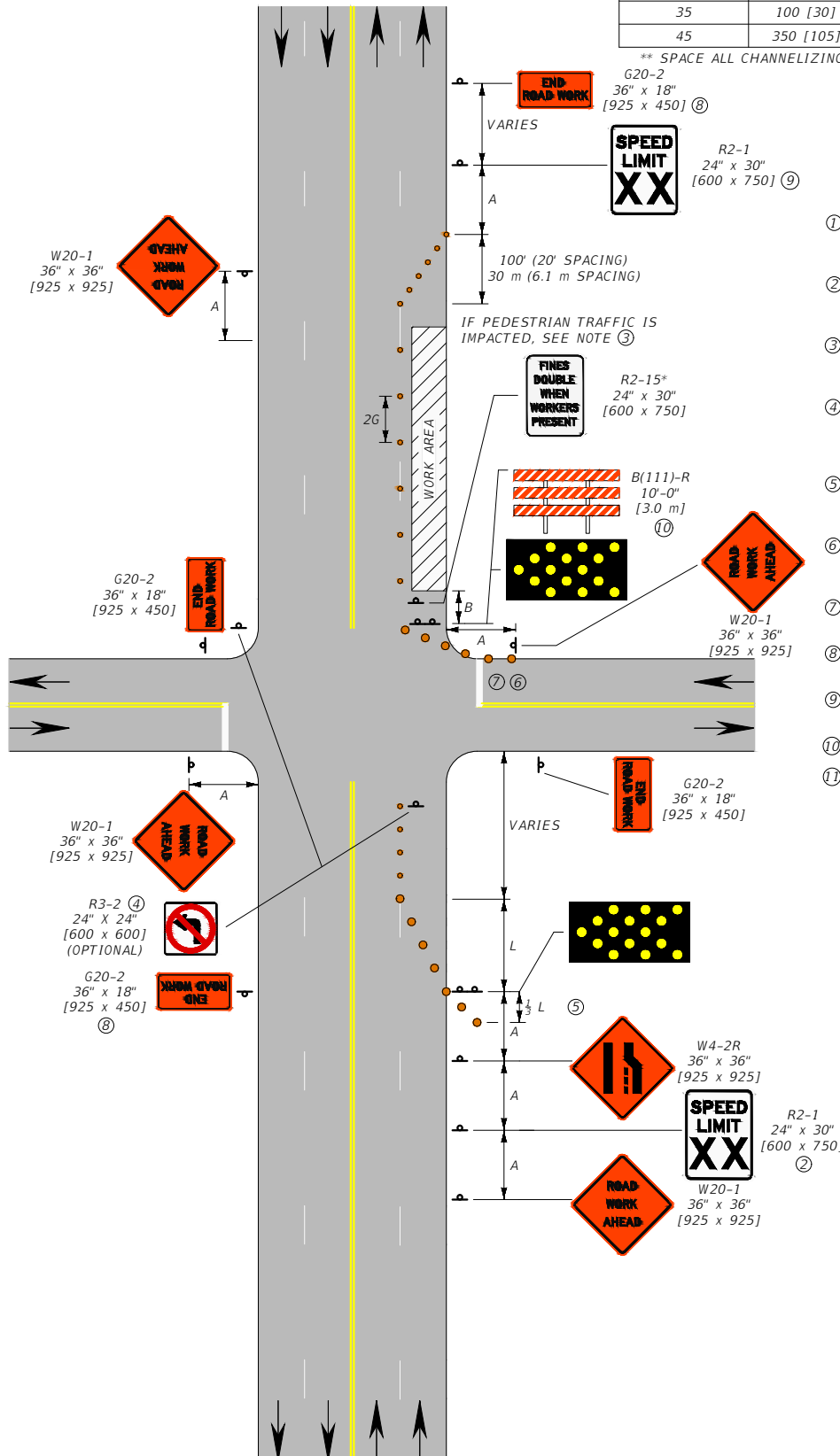
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POSTED SPEED LIMIT FOR WORK ZONE	SIGN SPACING (A)	TAPER LENGTH (L)	SPACING OF CHANNELIZING DEVICES (MAX.) (G) **	BUFFER SPACE ① (B)
(M.P.H.)	FEET [m]	FEET [m]	FEET [m]	FEET [m]
25	100 [30]	125 [40]	25 [7.6]	155 [45]
35	100 [30]	245 [75]	35 [10.7]	250 [75]
45	350 [105]	540 [165]	45 [14]	360 [110]

\*\* SPACE ALL CHANNELIZING DEVICES AT "G" UNLESS OTHERWISE NOTED.



#### NOTES:

- USE THIS SIGN LAYOUT IN URBAN APPLICATIONS ONLY. USE THE RURAL, OPEN ROADWAY SIGNING DETAILS WHEN HIGHER SPEED LIMITS ARE USED.
- USE SPEED LIMIT SIGNS ONLY IF SPEED MUST BE RESTRICTED. COVER OR REMOVE CONFLICTING EXISTING SPEED LIMIT SIGNS.
- IF PEDESTRIAN TRAFFIC IS IMPACTED BY THE WORK ZONE, USE THE INFORMATION AND DEVICES SHOWN IN DTL. DWG. 618-U05.
- LEFT TURNING MOVEMENTS MAY BE PROHIBITED TO MAINTAIN CAPACITY FOR THROUGH VEHICULAR TRAFFIC (UNLESS CONTROLLED BY TRAFFIC SIGNAL).
- INCLUDE A SHOULDER TAPER WHEN PAVED SHOULDER IS 8' [2.4 m] OR GREATER IN WIDTH OR WHEN A PARKING LANE IS PRESENT.
- IF LIMITED SIGHT DISTANCE FROM THIS APPROACH, CONSIDER RIGHT TURN ONLY OR CLOSING THE APPROACH.
- LARGER SIGN SIZES MAY BE APPROVED BY THE PROJECT MANAGER.
- PLACE "END ROADWORK" SIGNS AT END OF PROJECT LIMITS.
- POST EXISTING SPEED LIMIT IF CHANGED BY WORK ZONE.
- SEE DTL. DWG. 618-03.
- BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS AFFECTING STOPPING DISTANCE.

#### LEGEND

- - FLEXIBLE GUIDE POSTS
  - - PLASTIC DRUMS
  - \* - DENOTES SIGNS UNIQUE TO MONTANA.
- XX - SPEED DETERMINED BY THE PROJECT MANAGER.  
(25 M.P.H. OR 35 M.P.H. OR 45 M.P.H.)

UNITS SHOWN IN BRACKETS [ ] ARE METRIC AND ARE IN MILLIMETERS (mm) UNLESS OTHER UNITS ARE SHOWN.

#### DETAILED DRAWINGS

REFERENCE DWG. NO.  
STANDARD SPEC. 618-U40  
SECTION 618

RIGHT LANE  
CLOSURE-WORK AREA  
BEYOND INTERSECTION  
(URBAN MULTI-LANE,  
UNDIVIDED ROAD)

EFFECTIVE: JAN 23, 2020



**MONTANA**  
Department of Transportation

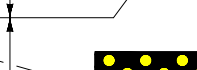
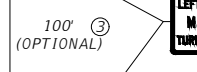
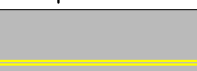
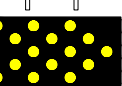
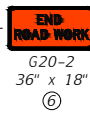
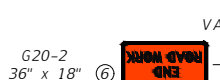
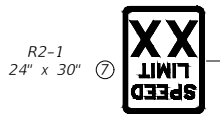
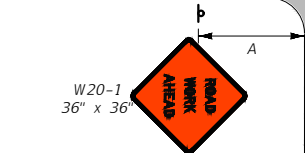
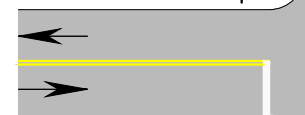
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JUN 27, 2024

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LANE CLOSURE IS OPTIONAL WHEN THE CREW IS NOT AT THE WORK SITE.

SIGN LAYOUT IDENTICAL TO OPPOSING TRAFFIC SIGN LAYOUT



POSTED SPEED LIMIT FOR WORK ZONE (M.P.H.)	SIGN SPACING (A) FEET	TAPER LENGTH (L) FEET	SPACING OF CHANNELIZING DEVICES (MAX.) (G) ** FEET	BUFFER SPACE ⑨ (B) FEET
25	100	125	25	155
35	100	245	35	250
45	350	540	45	360

\*\* SPACE ALL CHANNELIZING DEVICES AT "G" UNLESS OTHERWISE NOTED.

#### NOTES:

- USE THIS SIGN LAYOUT IN URBAN APPLICATIONS ONLY. USE THE RURAL, OPEN ROADWAY SIGNING DETAILS WHEN HIGHER SPEED LIMITS ARE USED.
- INCLUDE SPEED LIMIT SIGNS ONLY IF THERE IS A REASON TO RESTRICT SPEED. COVER OR REMOVE CONFLICTING EXISTING SPEED LIMIT SIGNS.
- NORMAL PROCEDURE IS TO COMPLETELY CLOSE THE LEFT LANE, BUT IF THE LEFT LANE HAS SIGNIFICANT LEFT-TURNING TRAFFIC, THE OPTION SHOWN MAY BE USED. ADJUST FLEXIBLE GUIDE POSTS TO ALLOW THE TURNING MOVEMENTS.
- LARGER SIGN SIZES MAY BE APPROVED BY THE PROJECT MANAGER.
- IF LIMITED SIGHT DISTANCE FROM EITHER APPROACH, CONSIDER RIGHT TURNS ONLY OR CLOSING EACH APPROACH WHEN CONDITIONS WARRANT.
- PLACE END ROAD WORK SIGNS AT END OF PROJECT LIMITS.
- POST EXISTING SPEED LIMIT IF CHANGED BY WORK ZONE.
- SEE DTL. DWG. 618-03.
- THE BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS THAT AFFECT STOPPING DISTANCE.

#### LEGEND

- FLEXIBLE GUIDE POSTS
- PLASTIC DRUMS

\* - DENOTES SIGNS UNIQUE TO MONTANA.

XX - SPEED DETERMINED BY THE PROJECT MANAGER.  
(25 M.P.H. OR 35 M.P.H. OR 45 M.P.H.)

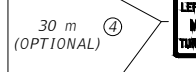
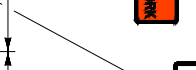
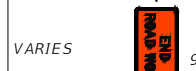
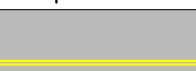
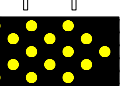
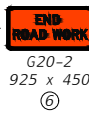
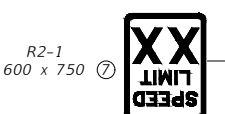
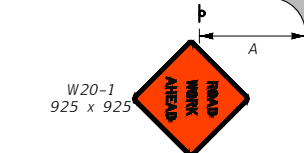
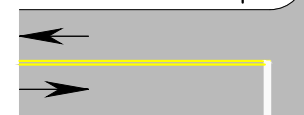
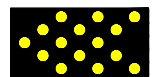


R3-2  
24" X 24"  
(OPTIONAL)

FOR INTERSECTION APPROACHES REDUCED TO A SINGLE LANE, LEFT TURNS MAY BE PROHIBITED TO MAINTAIN CAPACITY FOR THROUGH TRAFFIC. WHEN PROHIBITING A TURN, TWO TURN PROHIBITION SIGNS SHOULD BE USED, ONE ON THE NEAR SIDE AND, SPACE PERMITTING, ONE ON THE FAR SIDE OF THE INTERSECTION.

LANE CLOSURE IS OPTIONAL WHEN THE CREW IS NOT AT THE WORK SITE.

SIGN LAYOUT IDENTICAL TO OPPOSING TRAFFIC SIGN LAYOUT



POSTED SPEED LIMIT FOR WORK ZONE (M.P.H.)	SIGN SPACING (A) m	TAPER LENGTH (L) m	SPACING OF CHANNELIZING DEVICES (MAX.) (G) ** m	BUFFER SPACE ⑨ (B) m
25	30	40	7.6	45
35	30	75	10.7	75
45	105	165	14	110

\*\* SPACE ALL CHANNELIZING DEVICES AT "G" UNLESS OTHERWISE NOTED.

#### NOTES:

- USE THIS SIGN LAYOUT IN URBAN APPLICATIONS ONLY. USE THE RURAL, OPEN ROADWAY SIGNING DETAILS WHEN HIGHER SPEED LIMITS ARE USED.
- INCLUDE SPEED LIMIT SIGNS ONLY IF THERE IS A REASON TO RESTRICT SPEED. COVER OR REMOVE CONFLICTING EXISTING SPEED LIMIT SIGNS.
- NORMAL PROCEDURE IS TO COMPLETELY CLOSE THE LEFT LANE, BUT IF THE LEFT LANE HAS SIGNIFICANT LEFT-TURNING TRAFFIC, THE OPTION SHOWN MAY BE USED. ADJUST FLEXIBLE GUIDE POSTS TO ALLOW THE TURNING MOVEMENTS.
- LARGER SIGN SIZES MAY BE APPROVED BY THE PROJECT MANAGER.
- IF LIMITED SIGHT DISTANCE FROM EITHER APPROACH, CONSIDER RIGHT TURNS ONLY OR CLOSING EACH APPROACH WHEN CONDITIONS WARRANT.
- PLACE END ROAD WORK SIGNS AT END OF PROJECT LIMITS.
- POST EXISTING SPEED LIMIT IF CHANGED BY WORK ZONE.
- SEE DTL. DWG. 618-03.
- THE BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS THAT AFFECT STOPPING DISTANCE.

#### LEGEND

- FLEXIBLE GUIDE POSTS
- PLASTIC DRUMS

\* - DENOTES SIGNS UNIQUE TO MONTANA.

XX - SPEED DETERMINED BY THE PROJECT MANAGER.  
(25 M.P.H. OR 35 M.P.H. OR 45 M.P.H.)



R3-2  
600 x 600  
(OPTIONAL)

FOR INTERSECTION APPROACHES REDUCED TO A SINGLE LANE, LEFT TURNS MAY BE PROHIBITED TO MAINTAIN CAPACITY FOR THROUGH TRAFFIC. WHEN PROHIBITING A TURN, TWO TURN PROHIBITION SIGNS SHOULD BE USED, ONE ON THE NEAR SIDE AND, SPACE PERMITTING, ONE ON THE FAR SIDE OF THE INTERSECTION.

ALL DIMENSIONS ARE MILLIMETERS (mm) UNLESS OTHERWISE NOTED.

#### DETAILED DRAWINGS

REFERENCE DWG. NO.  
STANDARD SPEC. 618-U45  
SECTION 618

LEFT LANE CLOSURE-WORK  
AREA BEYOND  
INTERSECTION (URBAN  
MULTI-LANE, UNDIVIDED  
ROAD)

EFFECTIVE: JAN 23, 2020



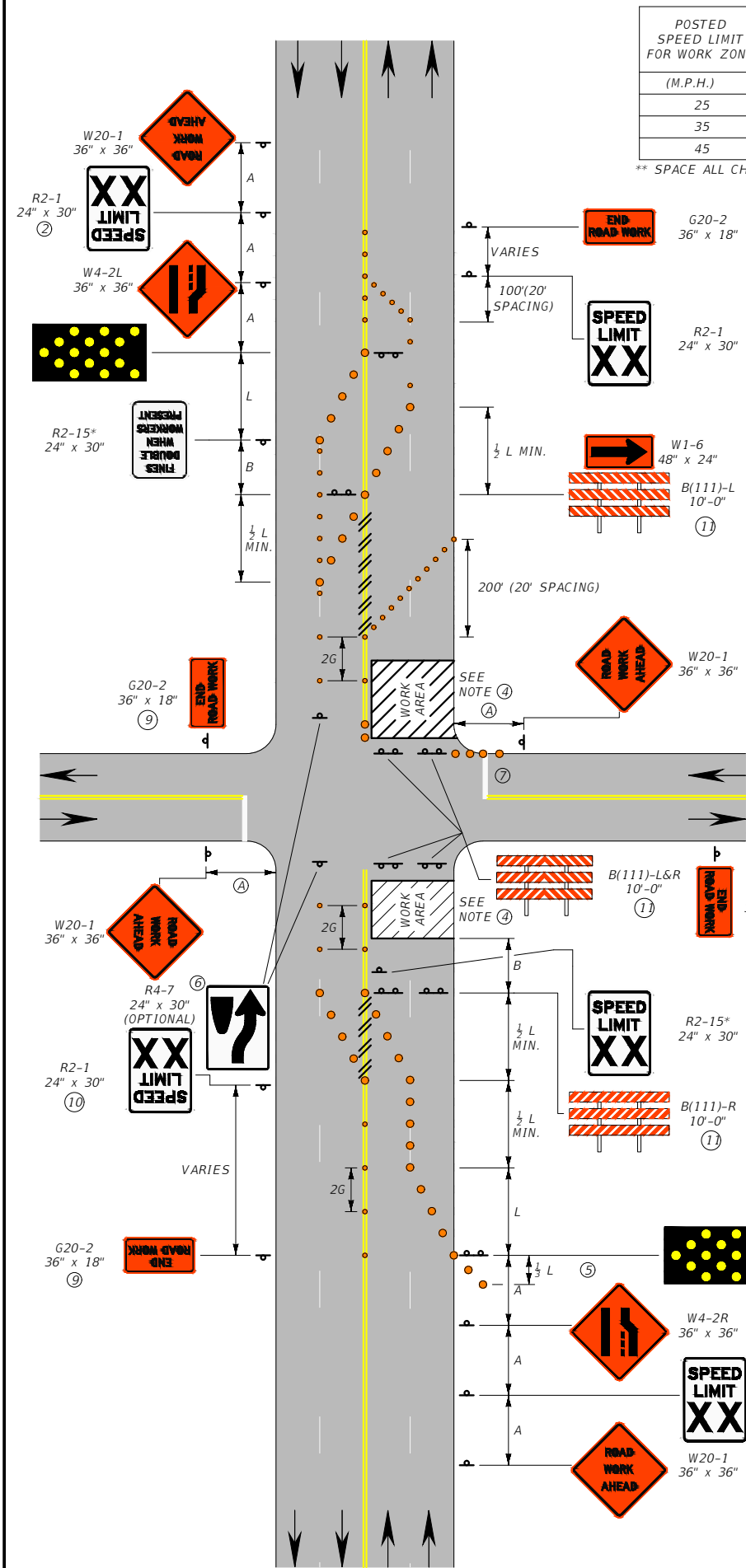
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Department of Transportation

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JUN 27, 2024

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POSTED SPEED LIMIT FOR WORK ZONE	SIGN SPACING (A)	TAPER LENGTH (L)	SPACING OF CHANNELIZING DEVICES (MAX.) (G) **	BUFFER SPACE ③ (B)
(M.P.H.)	FEET	FEET	FEET	FEET
25	100	125	25	155
35	100	245	35	250
45	350	540	45	360

\*\* SPACE ALL CHANNELIZING DEVICES AT "G" UNLESS OTHERWISE NOTED.

NOTES:

- USE THIS SIGN LAYOUT IN URBAN APPLICATIONS ONLY. USE THE RURAL, OPEN ROADWAY SIGNING DETAILS WHEN HIGHER SPEED LIMITS ARE USED.
- USE SPEED LIMIT SIGNS ONLY IF SPEED MUST BE RESTRICTED. COVER OR REMOVE CONFLICTING EXISTING SPEED LIMIT SIGNS.
- BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS AFFECTING STOPPING DISTANCE.
- IF PEDESTRIAN TRAFFIC IS IMPACTED BY THE WORK ZONE, USE THE INFORMATION AND DEVICES SHOWN IN DTL. DWG. 618-U5.
- INCLUDE A SHOULDER TAPER WHEN PAVED SHOULDER IS 8' OR GREATER IN WIDTH OR WHEN A PARKING LANE IS PRESENT.
- KEEP RIGHT SIGNS MAY BE OMITTED IF THERE IS INSUFFICIENT SPACE TO PLACE THE BACK-TO-BACK KEEP RIGHT SIGN AND NO LEFT TURN SYMBOL SIGNS.
- IF LIMITED SIGHT DISTANCE FROM THIS APPROACH, CONSIDER RIGHT TURN ONLY OR CLOSING THE APPROACH.
- LARGER SIGN SIZES MAY BE APPROVED BY THE PROJECT MANAGER.
- PLACE "END ROADWORK" SIGNS AT END OF PROJECT LIMITS.
- POST EXISTING SPEED LIMIT IF CHANGED BY WORK ZONE.
- SEE DTL. DWG. 618-03.

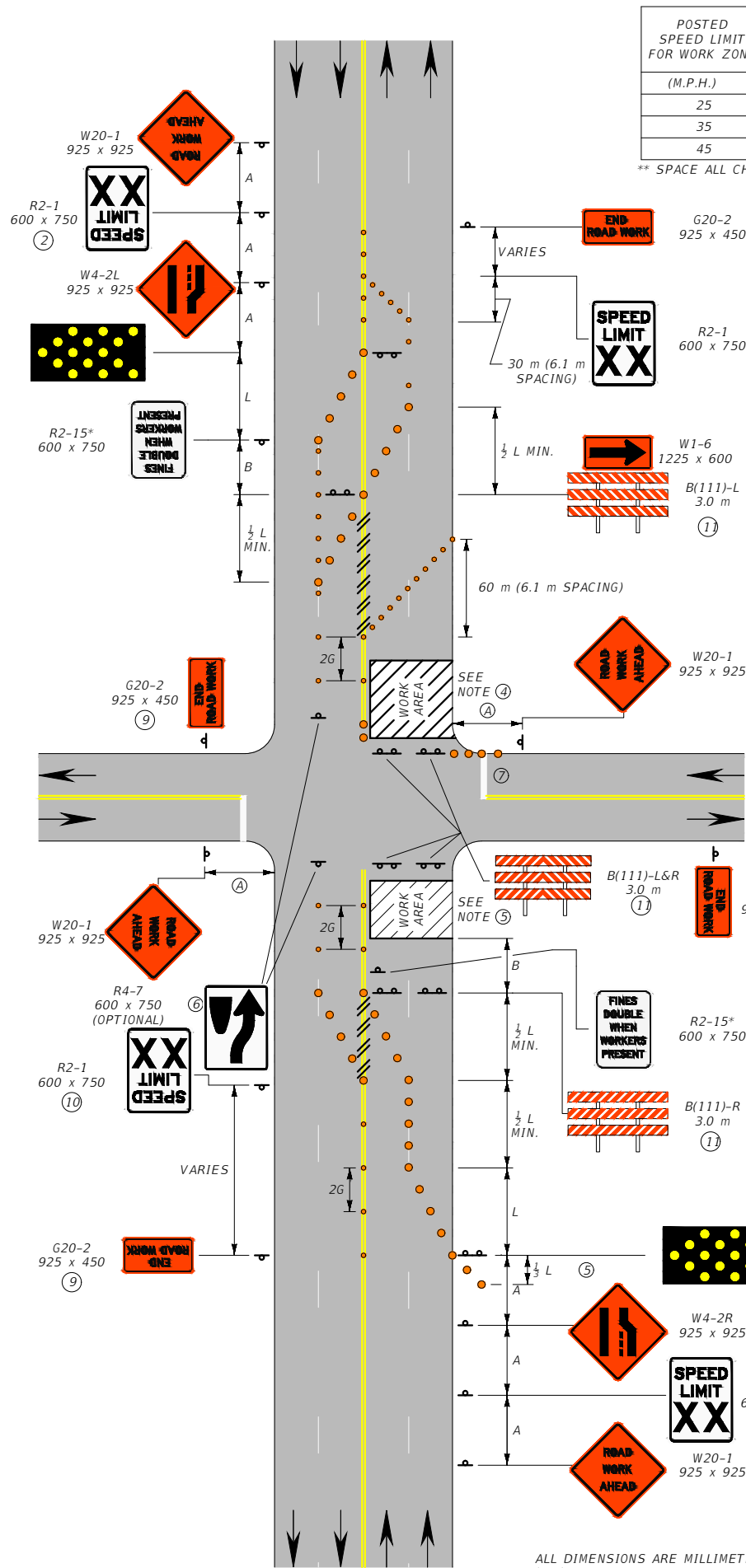
LEGEND

- FLEXIBLE GUIDE POSTS
- PLASTIC DRUMS
- \* — DENOTES SIGNS UNIQUE TO MONTANA.
- XX— SPEED DETERMINED BY THE PROJECT MANAGER. (25 M.P.H. OR 35 M.P.H. OR 45 M.P.H.)
- OBLITERATE CONFLICTING PAVEMENT MARKINGS WHEN WORK OPERATION IS LONGER THAN 3 DAYS. (DO NOT REMOVE THERMOPLASTIC).



R3-2  
24" X 24"  
(OPTIONAL)

FOR INTERSECTION APPROACHES REDUCED TO A SINGLE LANE, LEFT TURNS MAY BE PROHIBITED TO MAINTAIN CAPACITY FOR THROUGH TRAFFIC. WHEN PROHIBITING A TURN, TWO TURN PROHIBITION SIGNS SHOULD BE USED, ONE ON THE NEAR SIDE AND, SPACE PERMITTING, ONE ON THE FAR SIDE OF THE INTERSECTION.



POSTED SPEED LIMIT FOR WORK ZONE	SIGN SPACING (A)	TAPER LENGTH (L)	SPACING OF CHANNELIZING DEVICES (MAX.) (G) **	BUFFER SPACE ③ (B)
(M.P.H.)	m	m	m	m
25	30	40	7.6	45
35	30	75	10.7	75
45	105	165	14	110

\*\* SPACE ALL CHANNELIZING DEVICES AT "G" UNLESS OTHERWISE NOTED.

NOTES:

- USE THIS SIGN LAYOUT IN URBAN APPLICATIONS ONLY. USE THE RURAL, OPEN ROADWAY SIGNING DETAILS WHEN HIGHER SPEED LIMITS ARE USED.
- USE SPEED LIMIT SIGNS ONLY IF SPEED MUST BE RESTRICTED. COVER OR REMOVE CONFLICTING EXISTING SPEED LIMIT SIGNS.
- BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS AFFECTING STOPPING DISTANCE.
- IF PEDESTRIAN TRAFFIC IS IMPACTED BY THE WORK ZONE, USE THE INFORMATION AND DEVICES SHOWN IN DTL. DWG. 618-U5.
- INCLUDE A SHOULDER TAPER WHEN PAVED SHOULDER IS 2.4 m OR GREATER IN WIDTH OR WHEN A PARKING LANE IS PRESENT.
- KEEP RIGHT SIGNS MAY BE OMITTED IF THERE IS INSUFFICIENT SPACE TO PLACE THE BACK-TO-BACK KEEP RIGHT SIGN AND NO LEFT TURN SYMBOL SIGNS.
- IF LIMITED SIGHT DISTANCE FROM THIS APPROACH, CONSIDER RIGHT TURN ONLY OR CLOSING THE APPROACH.
- LARGER SIGN SIZES MAY BE APPROVED BY THE PROJECT MANAGER.
- PLACE "END ROADWORK" SIGNS AT END OF PROJECT LIMITS.
- POST EXISTING SPEED LIMIT IF CHANGED BY WORK ZONE.
- SEE DTL. DWG. 618-03.

LEGEND

- FLEXIBLE GUIDE POSTS
- PLASTIC DRUMS
- \* — DENOTES SIGNS UNIQUE TO MONTANA.
- XX— SPEED DETERMINED BY THE PROJECT MANAGER. (25 M.P.H. OR 35 M.P.H. OR 45 M.P.H.)
- OBLITERATE CONFLICTING PAVEMENT MARKINGS WHEN WORK OPERATION IS LONGER THAN 3 DAYS. (DO NOT REMOVE THERMOPLASTIC).



R3-2  
600 X 600  
(OPTIONAL)

FOR INTERSECTION APPROACHES REDUCED TO A SINGLE LANE, LEFT TURNS MAY BE PROHIBITED TO MAINTAIN CAPACITY FOR THROUGH TRAFFIC. WHEN PROHIBITING A TURN, TWO TURN PROHIBITION SIGNS SHOULD BE USED, ONE ON THE NEAR SIDE AND, SPACE PERMITTING, ONE ON THE FAR SIDE OF THE INTERSECTION.

DETAILED DRAWINGS

REFERENCE DWG. NO.  
STANDARD SPEC. 618-U50  
SECTION 618

DOUBLE LANE CLOSURE AT  
INTERSECTION (URBAN  
MULTI-LANE, UNDIVIDED  
ROAD)

EFFECTIVE: JAN 23, 2020



MONTANA  
Department of Transportation

5/20/2025 11:55 AM

STDRD618U50.DWG

ALL DIMENSIONS ARE MILLIMETERS  
(mm) UNLESS OTHERWISE NOTED.

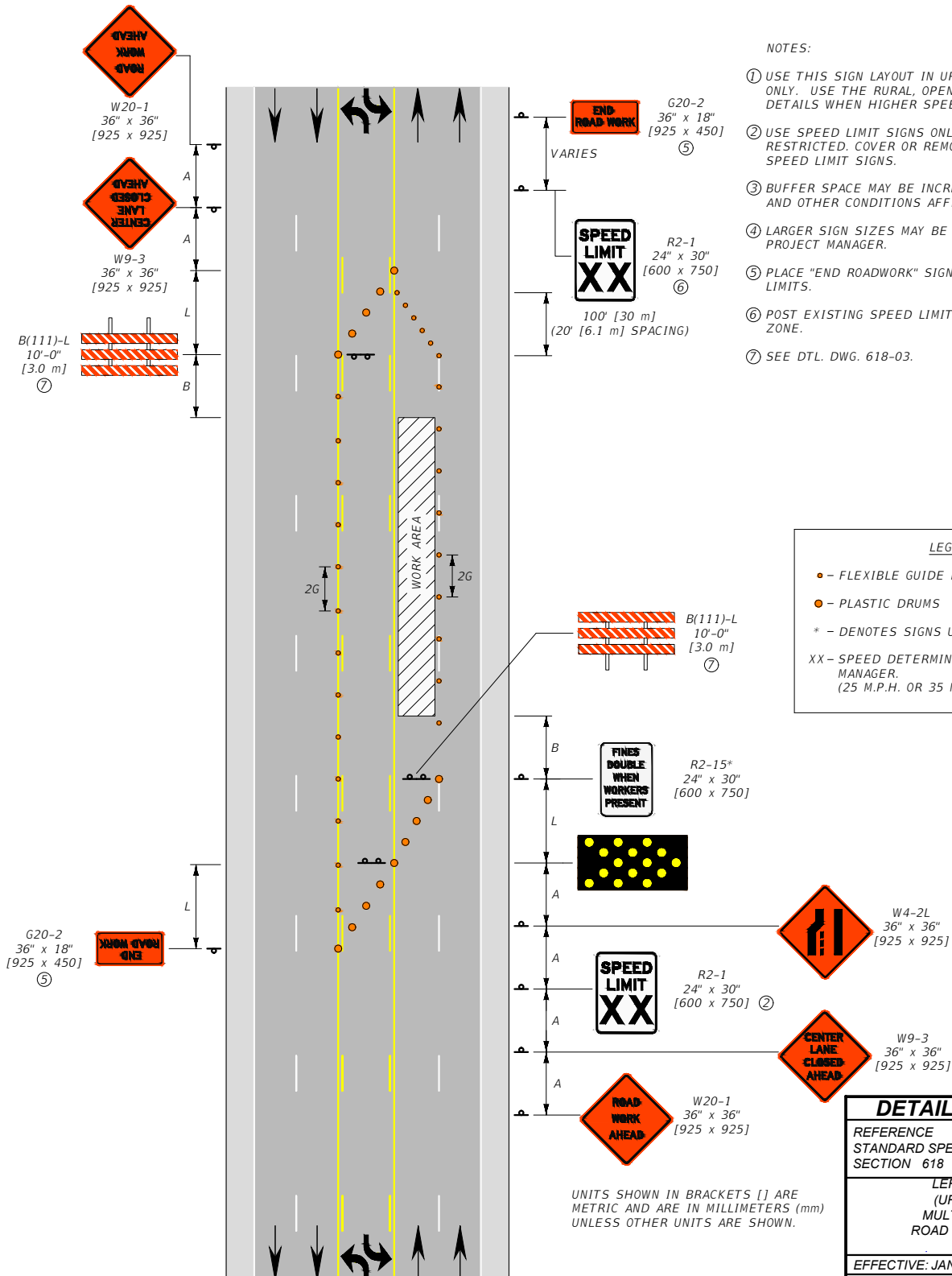
--REVISED--  
JUN 27, 2024

POSTED SPEED LIMIT FOR WORK ZONE	SIGN SPACING (A)	TAPER LENGTH (L)	SPACING OF CHANNELIZING DEVICES (MAX.) (G) **	BUFFER SPACE ③ (B)
(M.P.H.)	FEET [m]	FEET [m]	FEET [m]	FEET [m]
25	100 [30]	125 [40]	25 [7.6]	155 [45]
35	100 [30]	245 [75]	35 [10.7]	250 [75]
45	350 [105]	540 [165]	45 [14]	360 [110]

\*\* SPACE ALL CHANNELIZING DEVICES AT "G" UNLESS OTHERWISE NOTED.

#### NOTES:

- ① USE THIS SIGN LAYOUT IN URBAN APPLICATIONS ONLY. USE THE RURAL, OPEN ROADWAY SIGNING DETAILS WHEN HIGHER SPEED LIMITS ARE USED.
- ② USE SPEED LIMIT SIGNS ONLY IF SPEED MUST BE RESTRICTED. COVER OR REMOVE CONFLICTING EXISTING SPEED LIMIT SIGNS.
- ③ BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS AFFECTING STOPPING DISTANCE.
- ④ LARGER SIGN SIZES MAY BE APPROVED BY THE PROJECT MANAGER.
- ⑤ PLACE "END ROADWORK" SIGNS AT END OF PROJECT LIMITS.
- ⑥ POST EXISTING SPEED LIMIT IF CHANGED BY WORK ZONE.
- ⑦ SEE DTL. DWG. 618-03.



#### LEGEND

- - FLEXIBLE GUIDE POSTS
- - PLASTIC DRUMS
- \* - DENOTES SIGNS UNIQUE TO MONTANA.
- XX - SPEED DETERMINED BY THE PROJECT MANAGER.  
(25 M.P.H. OR 35 M.P.H. OR 45 M.P.H.)

#### DETAILED DRAWINGS

REFERENCE DWG. NO.  
STANDARD SPEC. 618-U60  
SECTION 618

LEFT LANE CLOSURE  
(URBAN LOW SPEED,  
MULTI-LANE, UNDIVIDED  
ROAD WITH TWO-WAY LEFT  
TURN LANE)

EFFECTIVE: JAN 23, 2020



**MONTANA**  
Department of Transportation

--REVISED--  
JUN 27, 2024

5/20/2025 1:02 PM

STDDR618U60.DWG