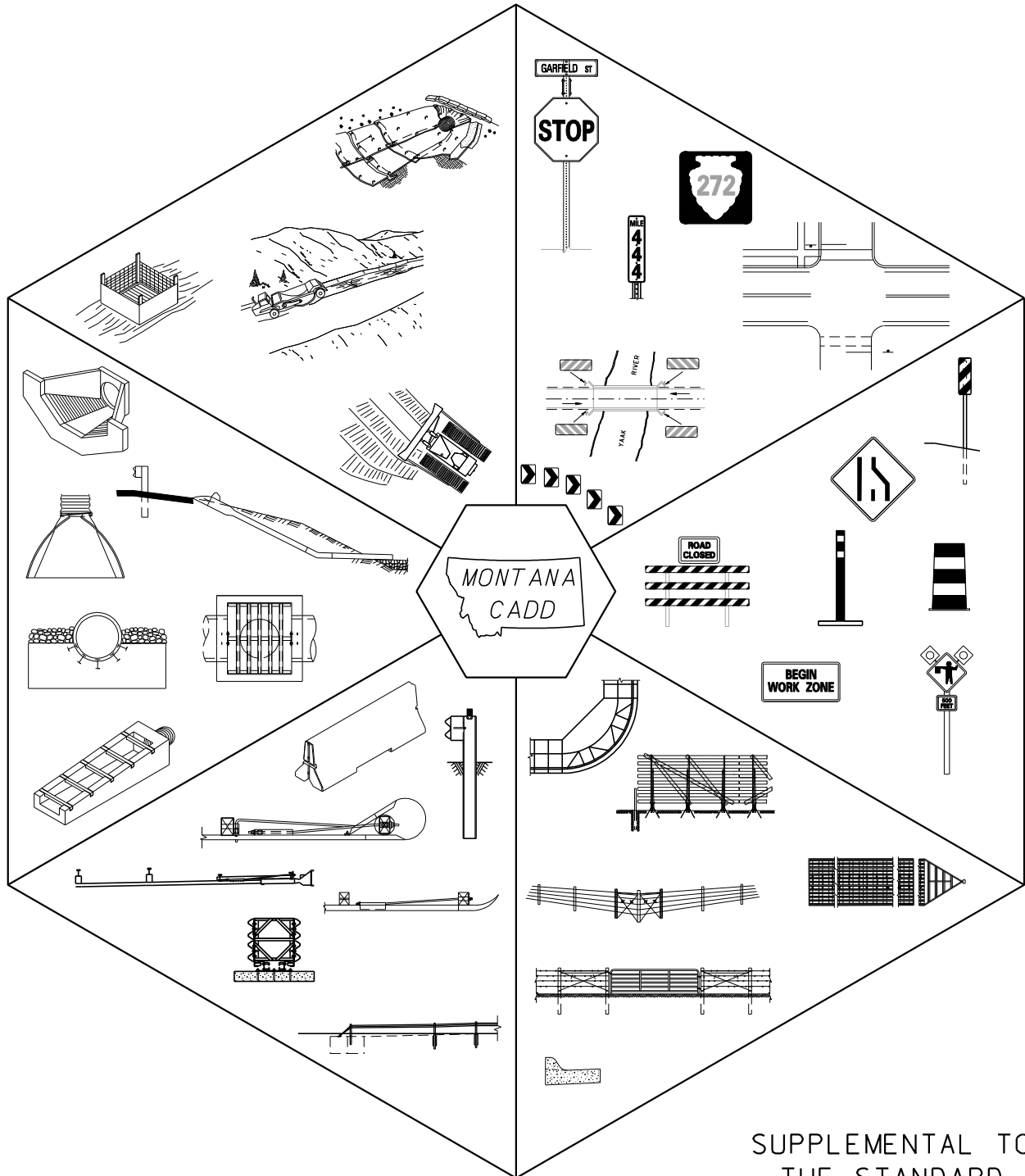


DETAILED DRAWINGS

SUPPLEMENT TO
2005 ENGLISH EDITION
EFFECTIVE: SEPTEMBER 2010



DETAILED DRAWINGS

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**SUPPLEMENT TO 2005 ENGLISH EDITION
EFFECTIVE: SEPTEMBER 2010**

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**STANDARD SPECIFICATION SECTION AND
DRAWING TITLE**

**DRAWING
NUMBER**

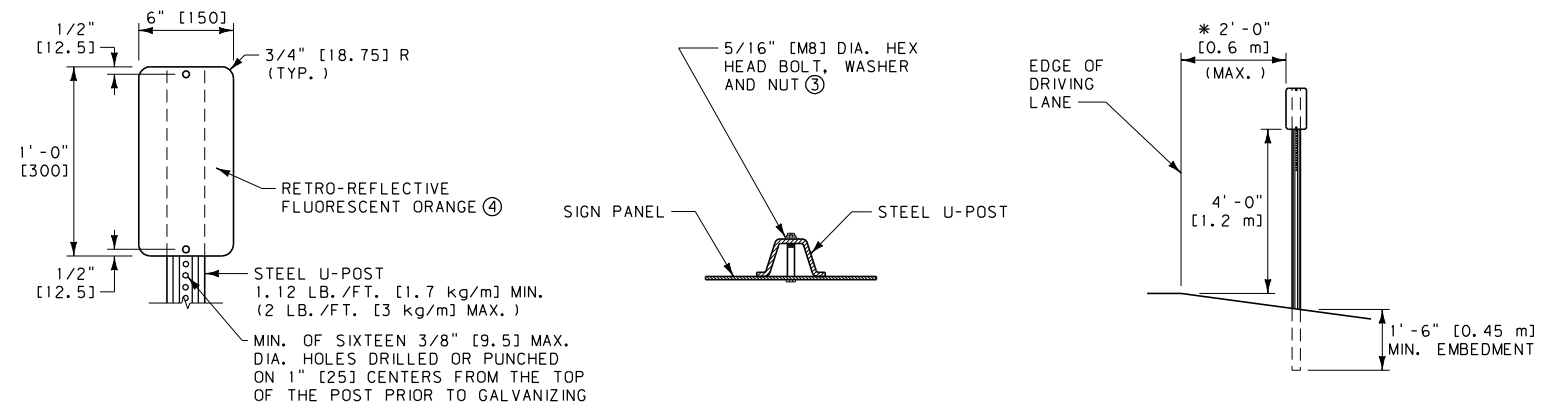
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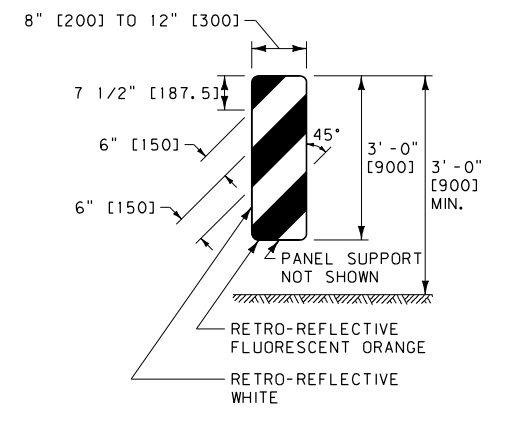
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TYPE 2 OBJECT MARKER

TYPE 2 OBJECT MARKER NOTES:

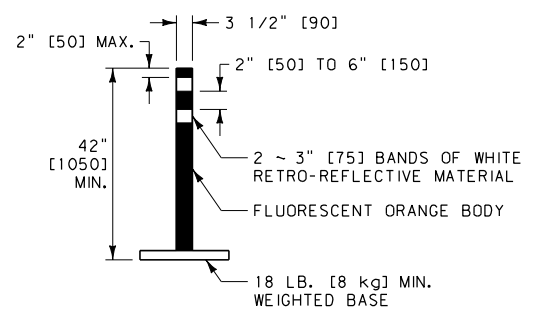
- ① USE TYPE 2 OBJECT MARKERS TO DELINEATE ROADSIDE CONSTRUCTIONS OF THE CLEAR ZONE (i.e., DROP OFFS, OBSTACLES, ABRUPT CHANGES IN ROADWAY ALIGNMENT, ETC.)
 - ② DO NOT USE TYPE 2 OBJECT MARKERS AS CHANNELIZING DEVICES.
 - ③ ATTACH PANELS TO POSTS AT BOTH TOP AND BOTTOM HOLE LOCATIONS.
 - ④ USE RETRO-REFLECTIVE 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.



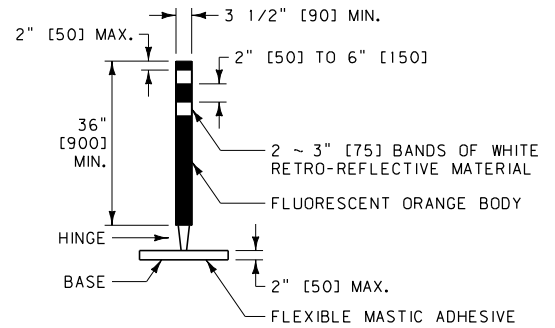
PORTABLE VERTICAL PANEL
(VP-1R SHOWN. REVERSE FOR VP-1L.)

PORTABLE VERTICAL PANEL NOTES:

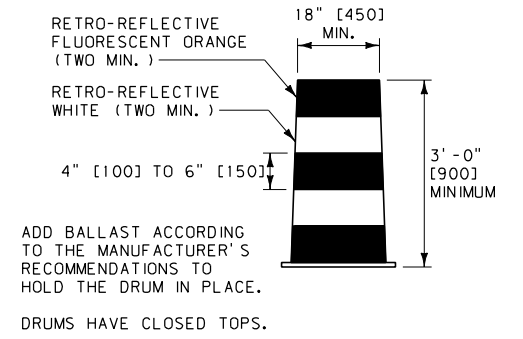
- ① USE PORTABLE VERTICAL PANELS AS CHANNELIZING DEVICES ONLY. DO NOT USE PORTABLE VERTICAL PANELS TO DELINEATE ROADSIDE CONSTRUCTIONS OF THE CLEAR ZONE.
- ② VERTICAL PANELS DESIGNATED "R" ARE PLACED TO THE RIGHT SIDE OF APPROACHING TRAFFIC. THOSE DESIGNATED "L" ARE PLACED TO THE LEFT SIDE.
- ③ USE RETRO-REFLECTIVE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



FLEXIBLE GUIDE POST
(TUBULAR MARKER)



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



PLASTIC DRUM

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.

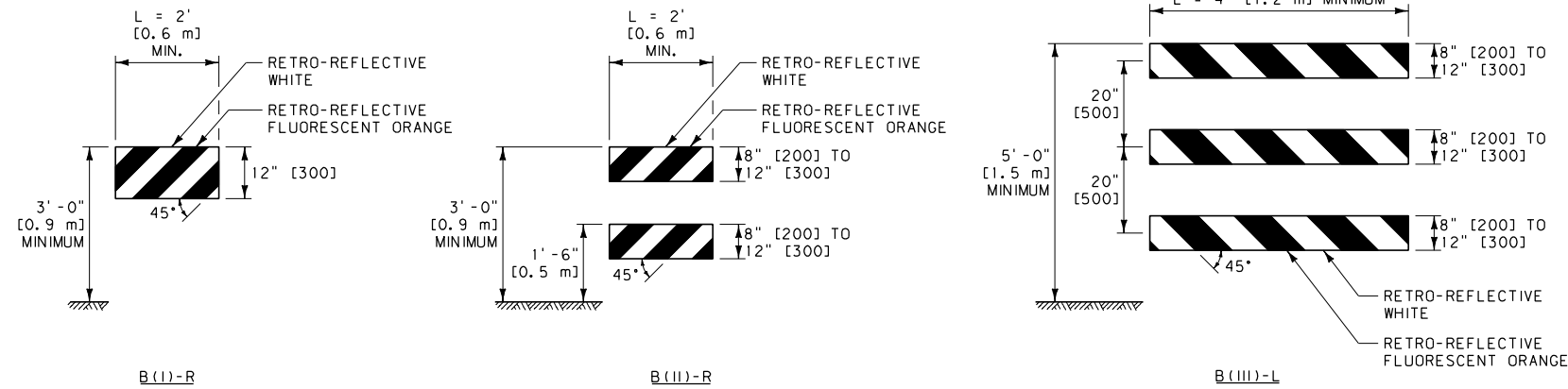
GENERAL NOTES:
① SEE THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PART 6 FOR ADDITIONAL INFORMATION.

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

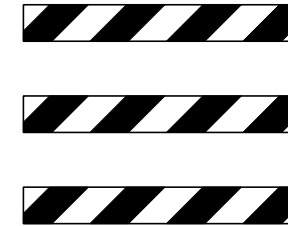
DETAILED DRAWING	
REFERENCE	DWG. NO.
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CHANNELIZING DEVICES AND OBJECT MARKERS

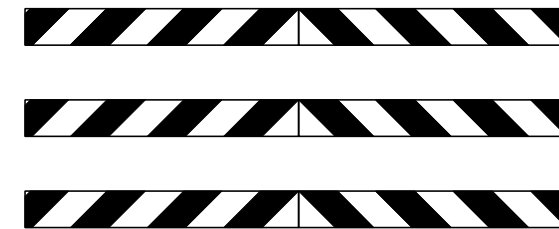
PORTABLE BARRICADES



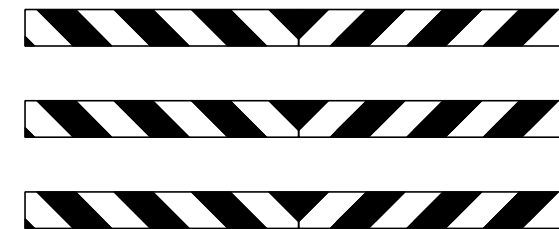
RAIL STRIPES



WHERE BARRICADES EXTEND ENTIRELY ACROSS THE ROADWAY, POSITION BARRICADES SO THE STRIPES SLOPE DOWNWARD IN THE DIRECTION TOWARD WHICH THE ROAD USERS MUST TURN.



WHERE BOTH LEFT AND RIGHT TURNS ARE PERMITTED, POSITION BARRICADES SO THE STRIPES SLOPE DOWNWARD IN BOTH DIRECTIONS AWAY FROM THE CENTER OF THE BARRICADE OR BARRICADES.



WHERE NO TURNS ARE PERMITTED, POSITION THE BARRICADES SO THE STRIPES SLOPE DOWNWARD IN BOTH DIRECTIONS TOWARDS THE CENTER OF THE BARRICADE OR 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 WHERE B(III) BARRICADES ARE TO FACE TRAFFIC FROM TWO DIRECTIONS, STRIPING ON BOTH THE FRONT AND REAR SIDES IS REQUIRED.
- ④ USE MATERIALS FOR BARRICADE FRAMEWORK AND ASSEMBLY, INCLUDING ANY SIGNS AND MEANS OF ATTACHMENT, THAT MEET THE REQUIREMENTS FOR NCHRP 350 FOR WORK ZONE DEVICES. AS AN OPTION, SIGNS MAY BE MOUNTED DIRECTLY BEHIND BARRICADES ON SEPARATE SIGN SUPPORTS MEETING NCHRP 350 CRITERIA.
- ⑤ USE SANDBAGS OF SUFFICIENT WEIGHT TO HOLD THE BARRICADES IN PLACE. WATERPROOF SANDBAGS DURING PERIODS OF FREEZING WEATHER.
- ⑥ USE RETRO-REFLECTIVE SHEETING AS PER THE CONTRACT.

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

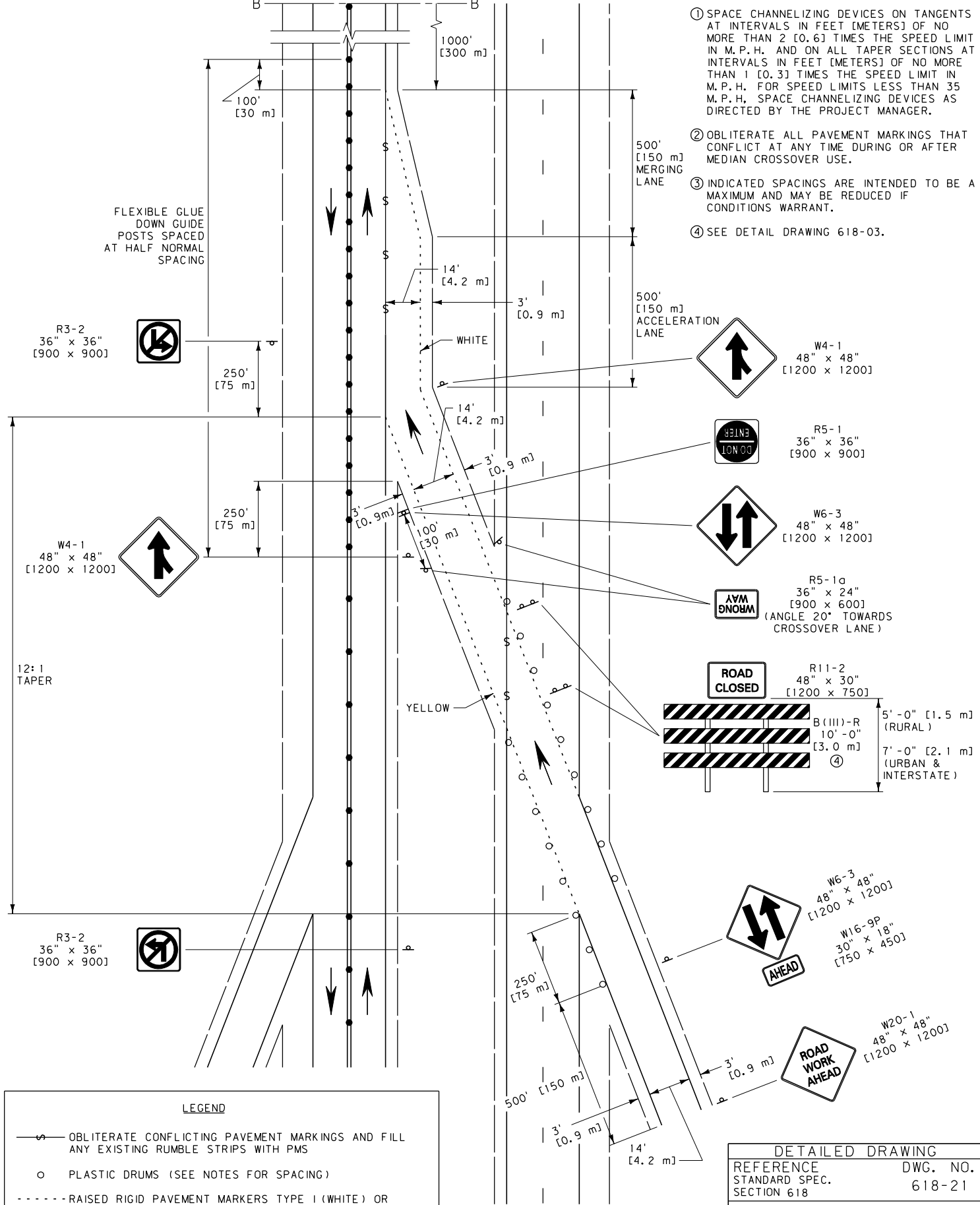
BARRICADES

EFFECTIVE: SEPTEMBER 2010

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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 ALL PAVEMENT MARKINGS THAT CONFLICT AT ANY TIME DURING OR AFTER MEDIAN CROSSOVER USE.
- ③ INDICATED SPACINGS ARE INTENDED TO BE A MAXIMUM AND MAY BE REDUCED IF CONDITIONS WARRANT.
- ④ SEE DETAIL DRAWING 618-03.



FLEXIBLE GLUE
DOWN GUIDE
POSTS SPACED
AT HALF NORMAL
SPACING

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



250'
[75 m]

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



12:1
TAPER

14'
[4.2 m]

14'
[4.2 m]

3'
[0.9 m]

3'
[0.9 m]

100'
[30 m]

3'
[0.9 m]

3'
[0.9 m]

3'
[0.9 m]

3'
[0.9 m]

3'
[0.9 m]

14'
[4.2 m]

500'
[150 m]
MERGING
LANE

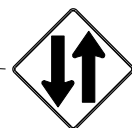
500'
[150 m]
ACCELERATION
LANE



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



R5-1
36" x 36"
[900 x 900]



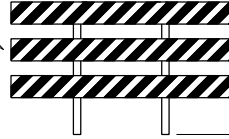
W6-3
48" x 48"
[1200 x 1200]



R5-1a
36" x 24"
[900 x 600]
(ANGLE 20° TOWARDS
CROSSOVER LANE)



R11-2
48" x 30"
[1200 x 750]



5'-0" [1.5 m]
(RURAL)
7'-0" [2.1 m]
(URBAN &
INTERSTATE)



W6-3
48" x 48"
[1200 x 1200]



W16-9P
30" x 18"
[750 x 450]



W20-1
48" x 48"
[1200 x 1200]

LEGEND

- OBLITERATE CONFLICTING PAVEMENT MARKINGS AND FILL ANY EXISTING RUMBLE STRIPS WITH PMS
- PLASTIC DRUMS (SEE NOTES FOR SPACING)
- - - - - RAISED RIGID PAVEMENT MARKERS TYPE I (WHITE) OR TYPE II (YELLOW) 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.

DETAILED DRAWING	
REFERENCE	DWG. NO.
STANDARD SPEC.	618-21
SECTION 618	

TEMPORARY
ENTRANCE RAMP
MEDIAN CROSSOVER

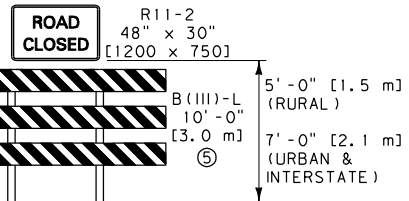
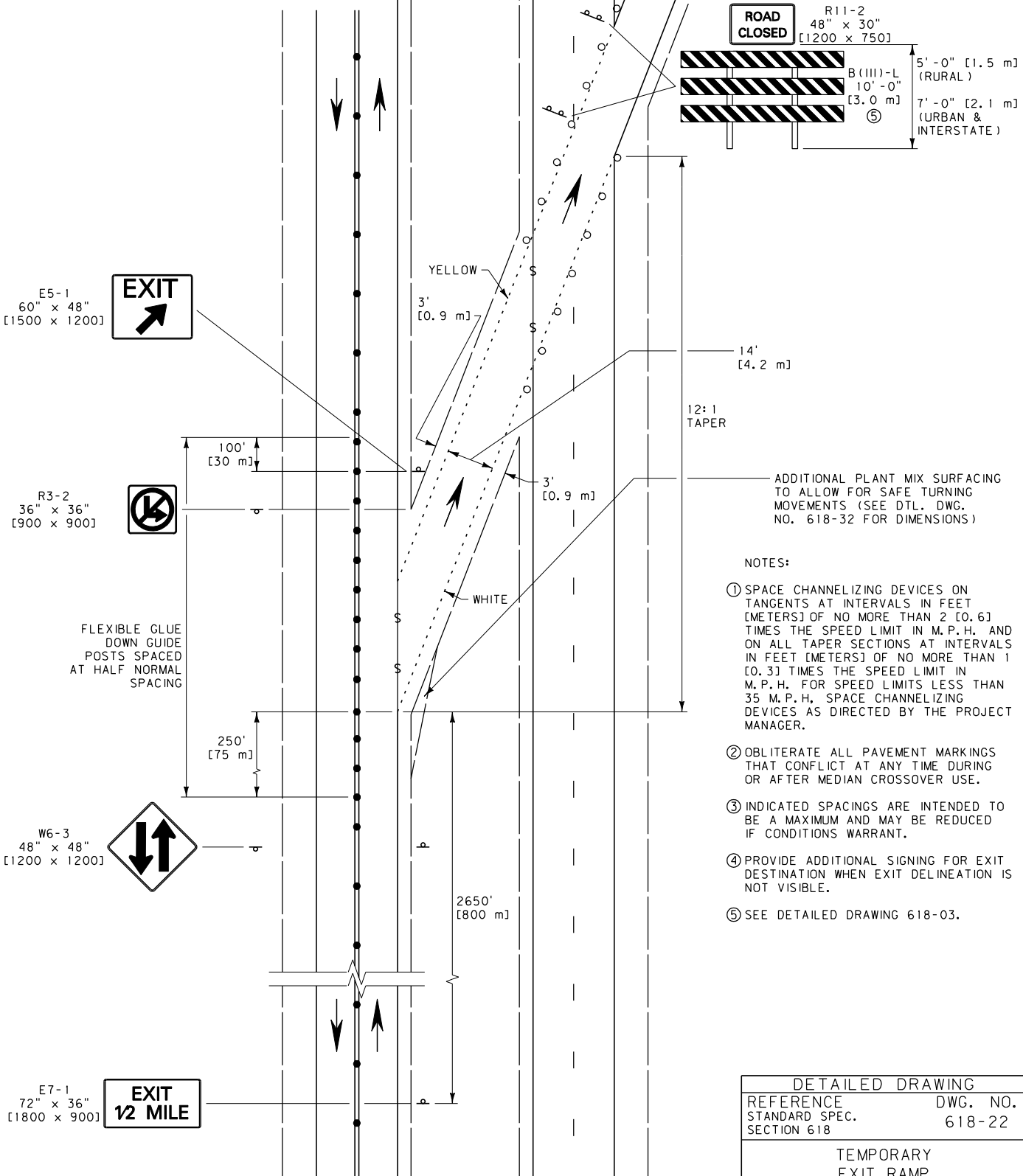
--REVISED--
September 2010

EFFECTIVE: APRIL 2006



LEGEND

- /— OBLITERATE CONFLICTING PAVEMENT MARKINGS AND FILL ANY EXISTING RUMBLE STRIPS WITH PMS
- PLASTIC DRUMS (SEE NOTES FOR SPACING)
- - - - - RAISED RIGID PAVEMENT MARKERS TYPE I (WHITE) OR TYPE II (YELLOW) 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)



E5-1
60" x 48"
[1500 x 1200]



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



W6-3
48" x 48"
[1200 x 1200]



E7-1
72" x 36"
[1800 x 900]



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 ALL PAVEMENT MARKINGS THAT CONFLICT AT ANY TIME DURING OR AFTER MEDIAN CROSSOVER USE.
- ③ INDICATED SPACINGS ARE INTENDED TO BE A MAXIMUM AND MAY BE REDUCED IF CONDITIONS WARRANT.
- ④ PROVIDE ADDITIONAL SIGNING FOR EXIT DESTINATION WHEN EXIT DELINEATION IS NOT VISIBLE.
- ⑤ SEE DETAILED DRAWING 618-03.

DETAILED DRAWING	
REFERENCE STANDARD SPEC. SECTION 618	DWG. NO. 618-22

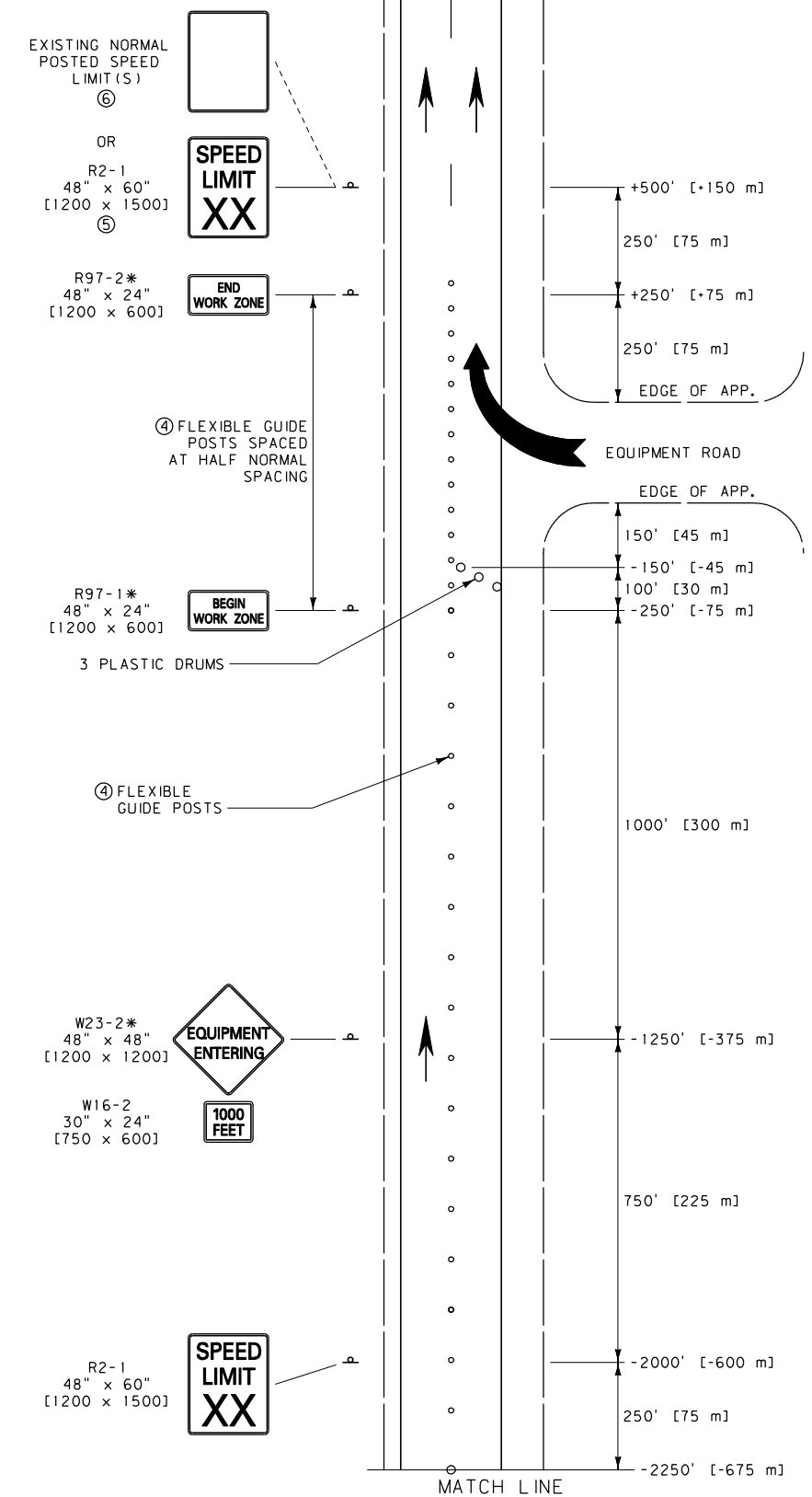
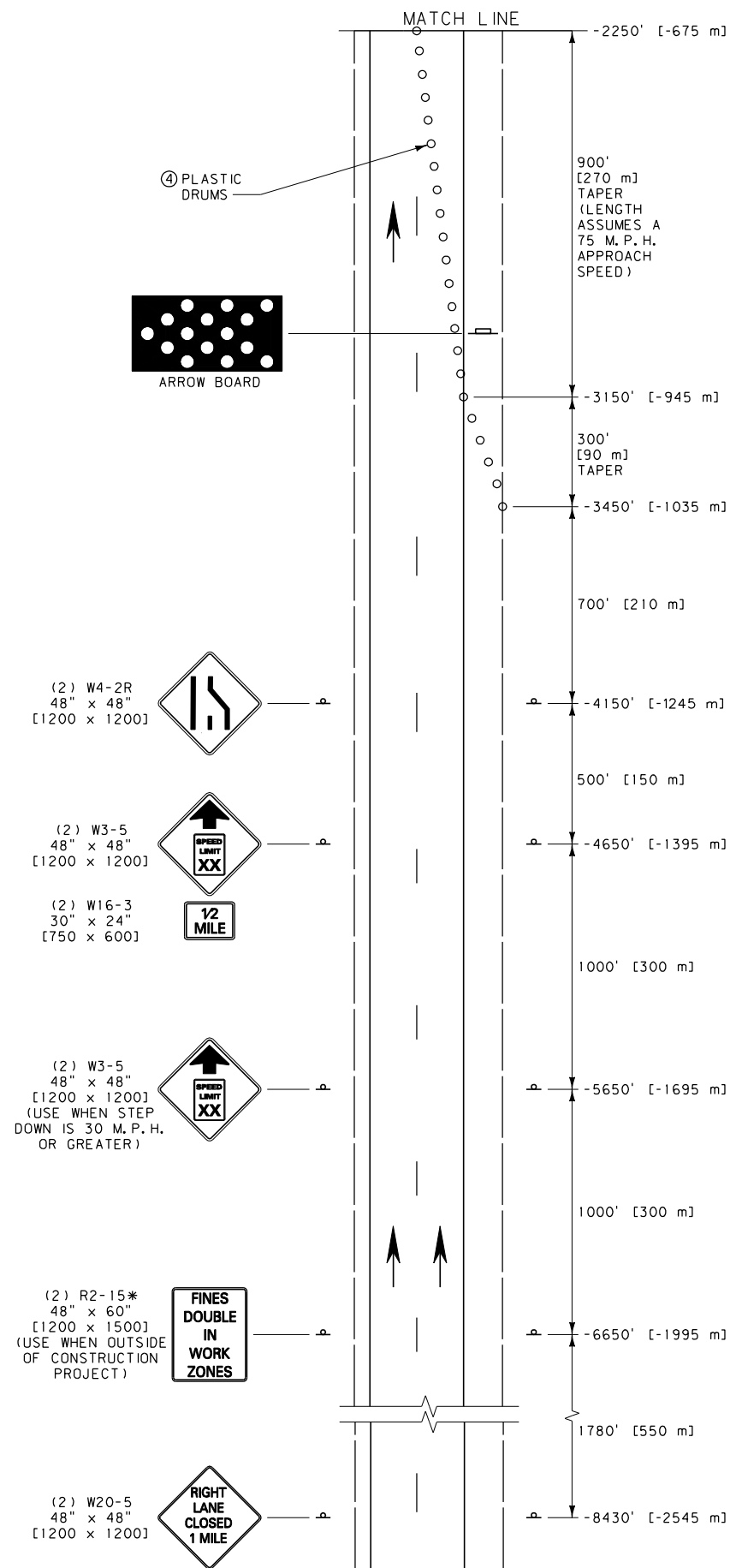
TEMPORARY
EXIT RAMP
MEDIAN CROSSOVER

EFFECTIVE: APRIL 2006

--REVISED--
September 2010



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

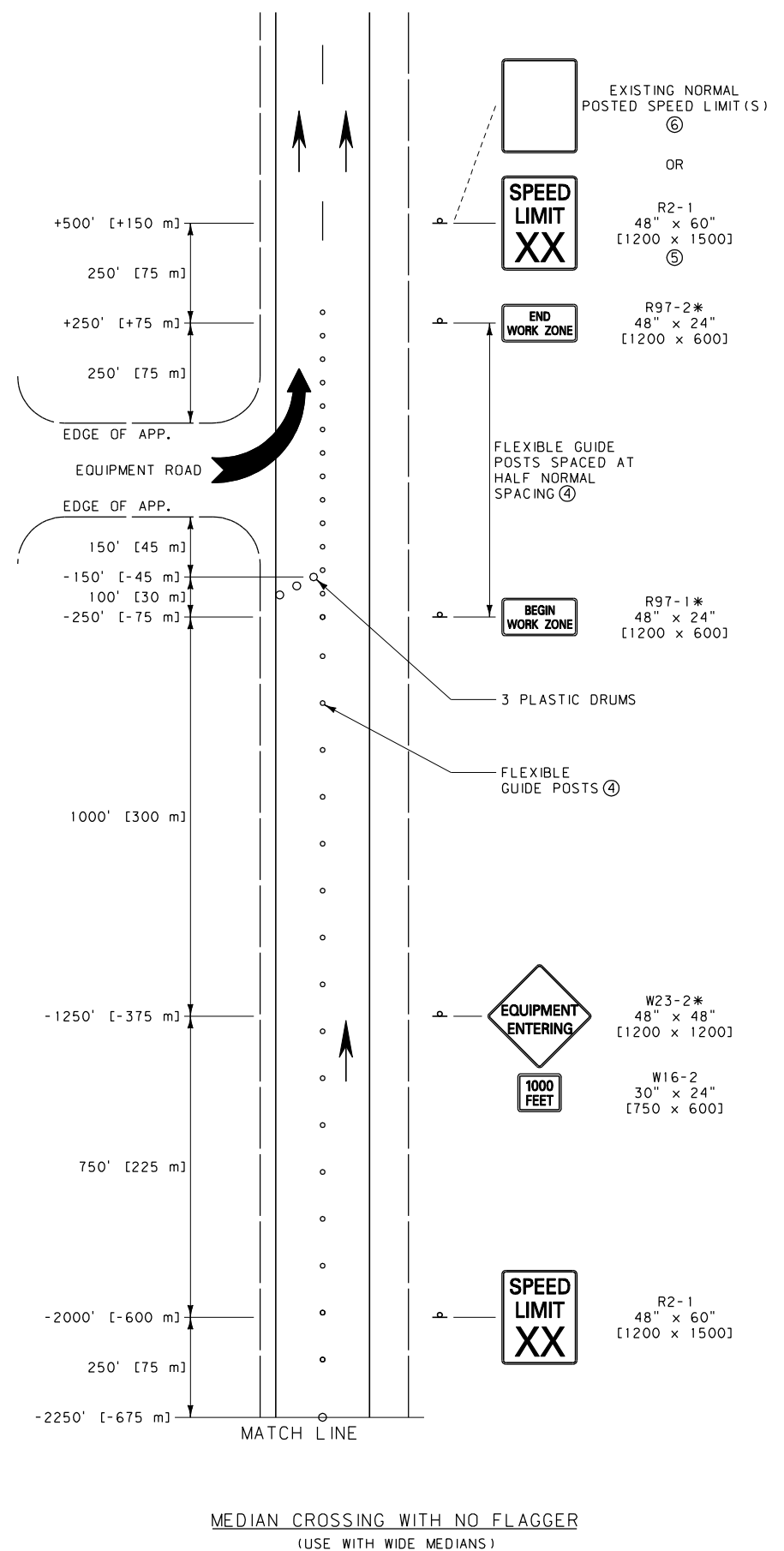
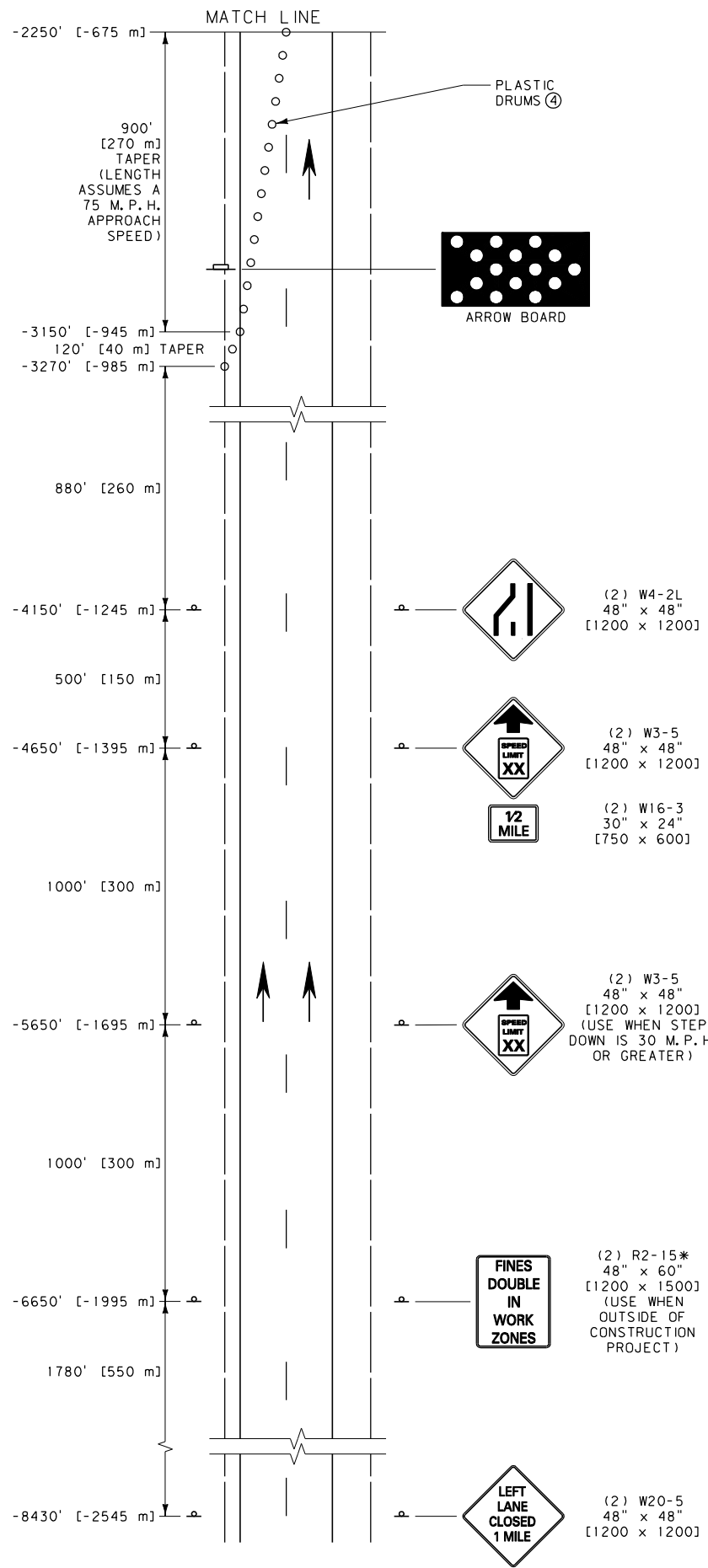


- NOTES:
- ① INCLUDE SPEED LIMIT SIGNING ONLY IF THERE IS REASON TO RESTRICT SPEED WITHIN THE WORK ZONE. REMOVE OR COVER REGULATORY SIGNS TO MATCH ADJACENT REGULATIONS.
 - ② XX = SPEED DETERMINED BY THE PROJECT MANAGER.
 - ③ THE WORK ZONE REFERS TO THE AREA WHERE WORK IS ACTUALLY TAKING PLACE. WHEN THIS OCCURS OUTSIDE OF A CONSTRUCTION PROJECT, INCLUDE THE R2-15* SIGN.
 - ④ 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.
 - ⑤ POST THE END OF WORK ZONE SPEED LIMIT APPROPRIATE FOR ALL VEHICLES FOR THE REMAINDER OF THE CONSTRUCTION PROJECT BEFORE RESUMING TO NORMAL POSTED SPEED LIMITS AT THE END OF THE CONSTRUCTION PROJECT.
 - ⑥ 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.
- * DENOTES SIGNS THAT ARE UNIQUE TO MONTANA.

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

EQUIPMENT ENTRANCE WITH NO FLAGGER

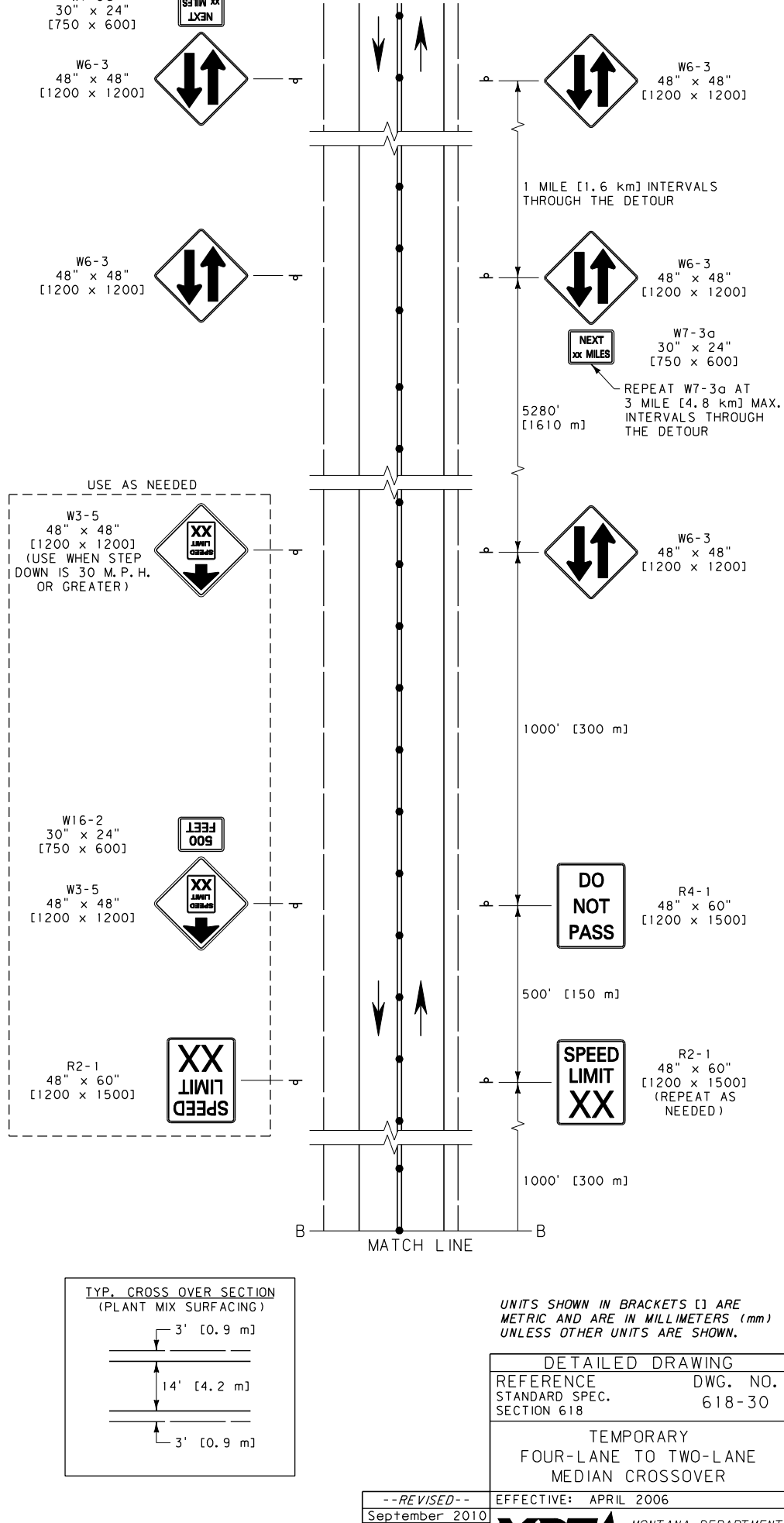
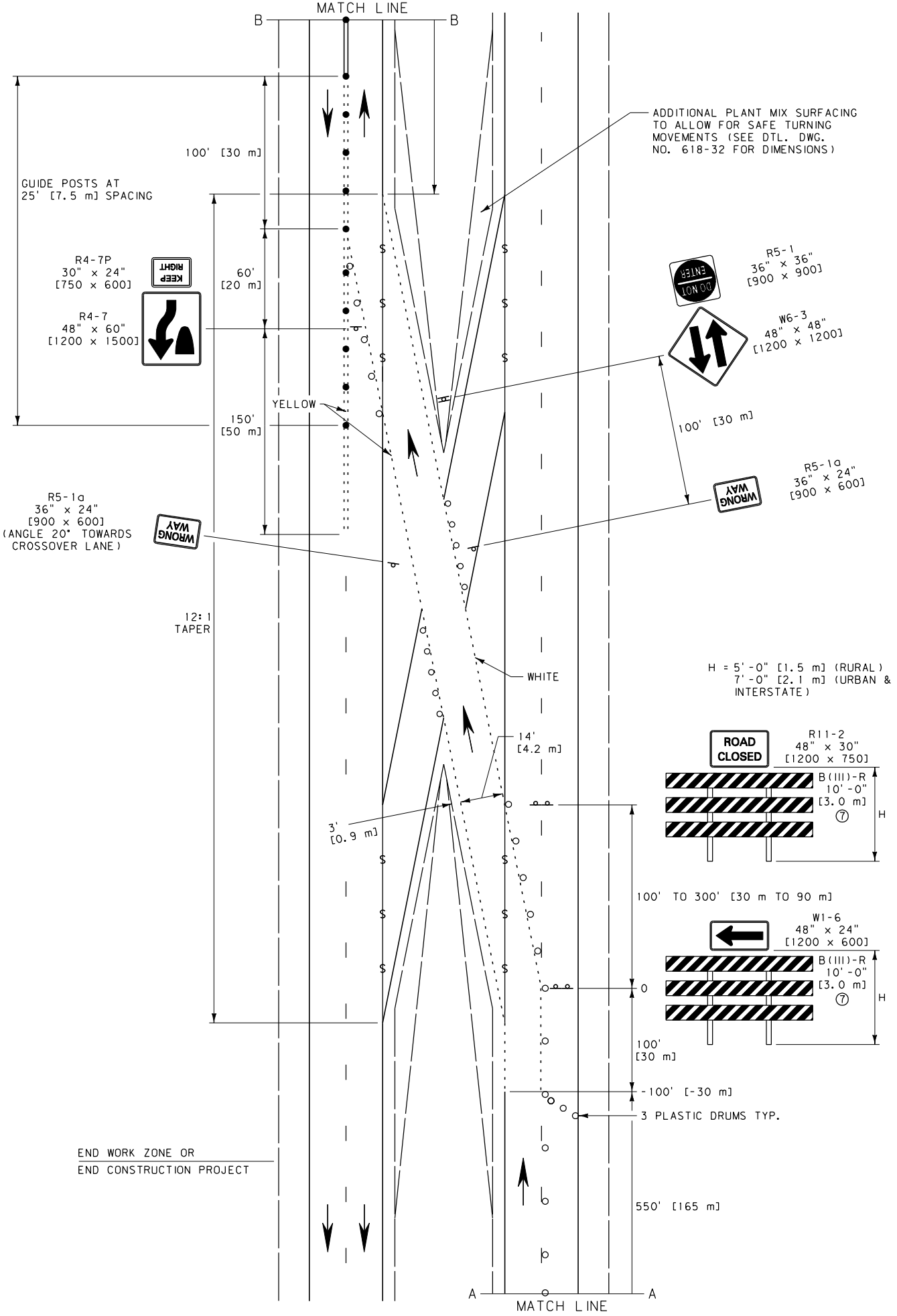
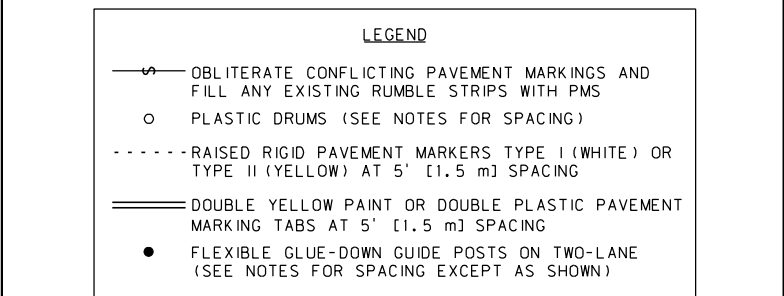
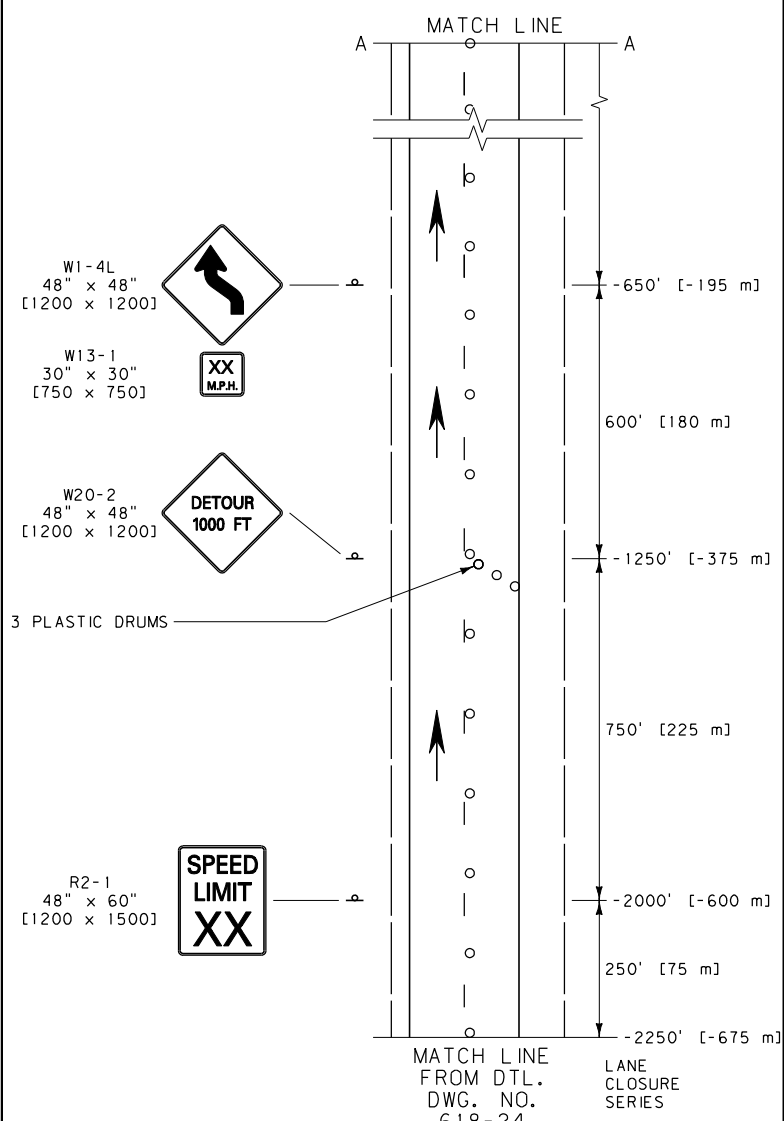
DETAILED DRAWING	
REFERENCE STANDARD SPEC. SECTION 618	DWG. NO. 618-27
DIVIDED FOUR-LANE EQUIPMENT ENTRANCE	
--REVISED-- September 2010	EFFECTIVE: APRIL 2006
MDT MONTANA DEPARTMENT OF TRANSPORTATION	



- NOTES:
- ① INCLUDE SPEED LIMIT SIGNING ONLY IF THERE IS REASON TO RESTRICT SPEED WITHIN THE WORK ZONE. REMOVE OR COVER REGULATORY SIGNS TO MATCH ADJACENT REGULATIONS.
 - ② XX = SPEED DETERMINED BY THE PROJECT MANAGER.
 - ③ THE WORK ZONE REFERS TO THE AREA WHERE WORK IS ACTUALLY TAKING PLACE. WHEN THIS OCCURS OUTSIDE OF A CONSTRUCTION PROJECT, INCLUDE THE W20-1 AND R2-15* SIGNS.
 - ④ 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.
 - ⑤ POST THE END OF WORK ZONE SPEED LIMIT APPROPRIATE FOR ALL VEHICLES FOR THE REMAINDER OF THE CONSTRUCTION PROJECT BEFORE RESUMING TO NORMAL POSTED SPEED LIMITS AT THE END OF THE CONSTRUCTION PROJECT.
 - ⑥ 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.
- * DENOTES SIGNS THAT ARE UNIQUE TO MONTANA.

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

DETAILED DRAWING	
REFERENCE DWG. NO.	618-28
STANDARD SPEC.	SECTION 618
DIVIDED FOUR-LANE MEDIAN CROSSING	
--REVISED-- September 2010	EFFECTIVE: APRIL 2006



- LEGEND**
- OBLITERATE CONFLICTING PAVEMENT MARKINGS AND FILL ANY EXISTING RUMBLE STRIPS WITH PMS
 - PLASTIC DRUMS (SEE NOTES FOR SPACING)
 - - - - - RAISED RIGID PAVEMENT MARKERS TYPE I (WHITE) OR TYPE II (YELLOW) 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)

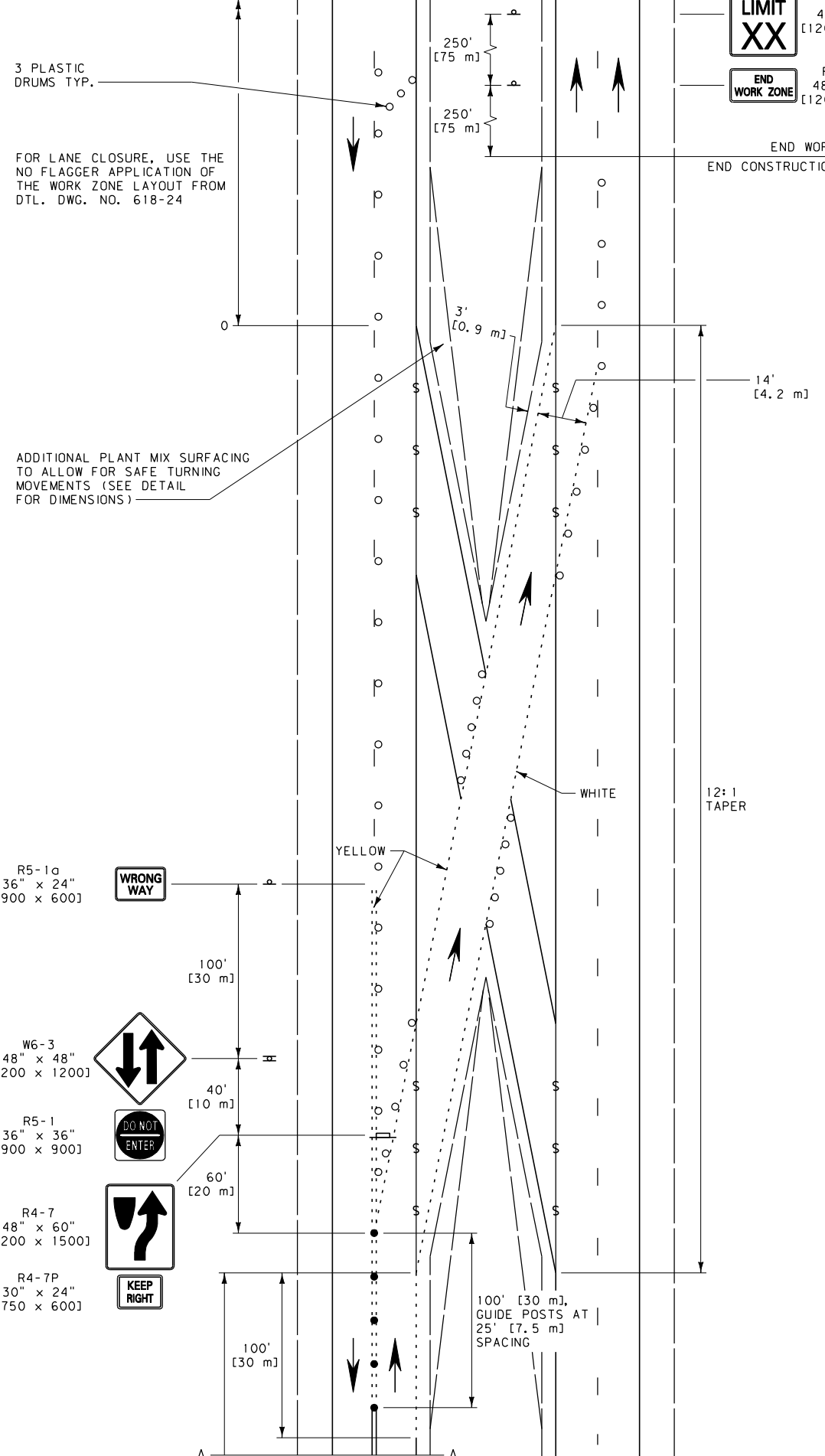
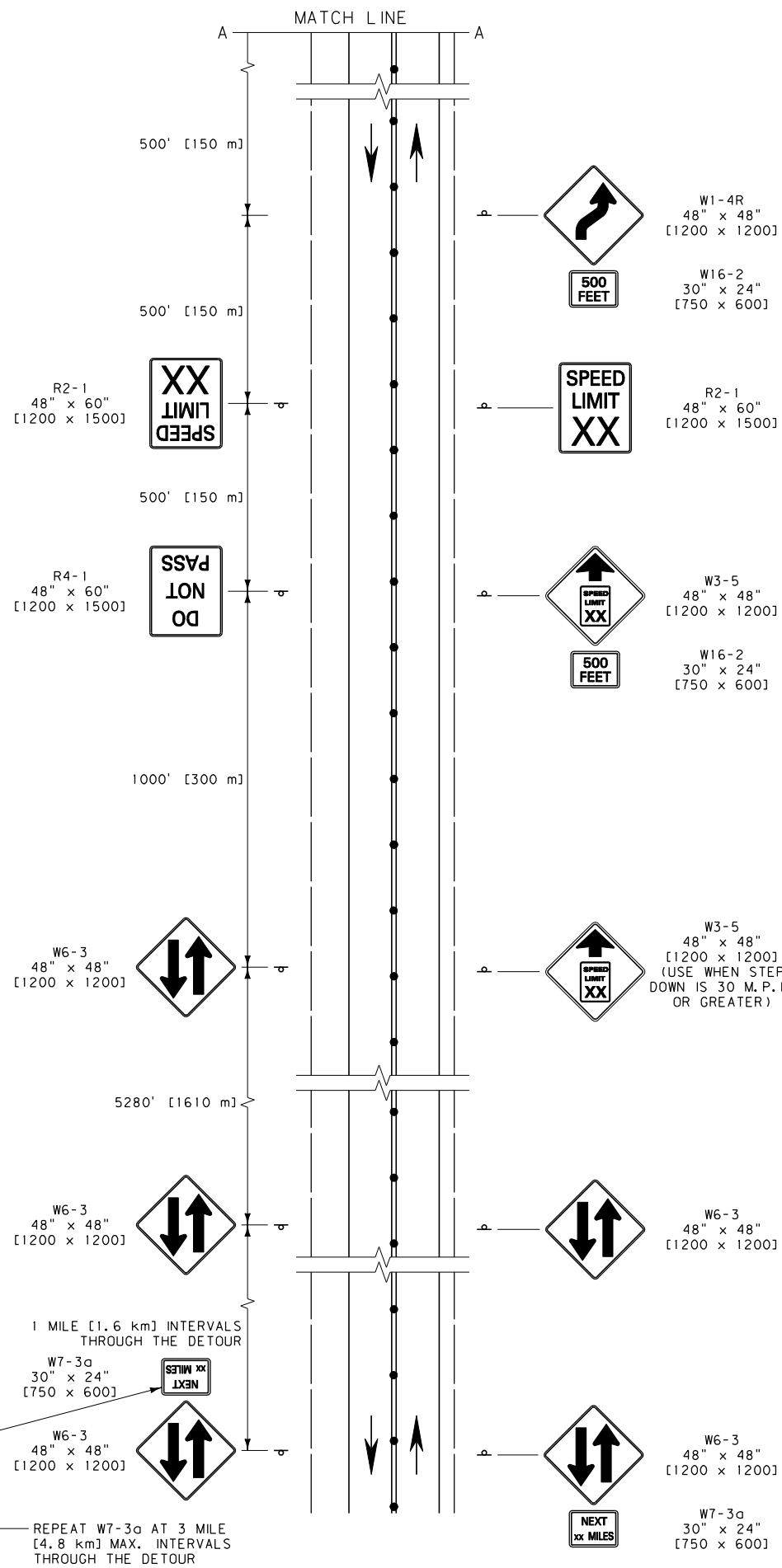
- NOTES:**
- ① INCLUDE REGULATORY SIGNING ONLY AS REQUIRED. REMOVE OR COVER REGULATORY SIGNS TO MATCH ADJACENT REGULATIONS.
 - ② THE WORK ZONE REFERS TO THE AREA WITHIN THE CONSTRUCTION PROJECT WHERE WORK IS ACTUALLY TAKING PLACE.
 - ③ INDICATED SPACINGS ARE INTENDED TO BE A MAXIMUM AND MAY BE REDUCED IF CONDITIONS WARRANT.
 - ④ XX = SPEED DETERMINED BY THE MEDIAN CROSSOVER DESIGN SPEED OR THE PROJECT MANAGER.
 - ⑤ 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.
 - ⑥ OBLITERATE ALL PAVEMENT MARKINGS THAT CONFLICT AT ANY TIME DURING OR AFTER MEDIAN CROSSOVER USE.
 - ⑦ SEE DETAILED DRAWING 618-03.

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

DETAILED DRAWING
 REFERENCE DWG. NO. 618-30
 STANDARD SPEC. SECTION 618

TEMPORARY
 FOUR-LANE TO TWO-LANE
 MEDIAN CROSSOVER

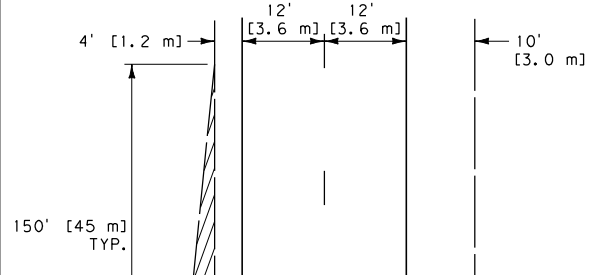
--REVISED--
 September 2010
 EFFECTIVE: APRIL 2006
MDT MONTANA DEPARTMENT OF TRANSPORTATION



SPEED LIMIT XX
R2-1 48" x 60" [1200 x 1500]

END WORK ZONE
R97-2* 48" x 24" [1200 x 600]

EXISTING NORMAL POSTED SPEED LIMIT(S)



ADDITIONAL SURFACING DETAIL

LEGEND

- OBLITERATE CONFLICTING PAVEMENT MARKINGS AND FILL ANY EXISTING RUMBLE STRIPS WITH PMS
- PLASTIC DRUMS (SEE NOTES FOR SPACING)
- RAISED RIGID PAVEMENT MARKERS TYPE I (WHITE) OR TYPE II (YELLOW) 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)

- NOTES:**
- INCLUDE REGULATORY SIGNING ONLY AS REQUIRED. REMOVE OR COVER REGULATORY SIGNS TO MATCH ADJACENT REGULATIONS.
 - THE WORK ZONE REFERS TO THE AREA WITHIN THE CONSTRUCTION PROJECT WHERE WORK IS ACTUALLY TAKING PLACE.
 - XX = SPEED DETERMINED BY THE MEDIAN CROSSOVER DESIGN SPEED OR THE PROJECT MANAGER.
 - SEE DTL. DWG. NO. 618-30 FOR TYPICAL CROSSOVER SECTION DIMENSIONS.
 - INDICATED SPACINGS ARE INTENDED TO BE A MAXIMUM AND MAY BE REDUCED IF CONDITIONS WARRANT.
 - 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.
 - OBLITERATE ALL PAVEMENT MARKINGS THAT CONFLICT AT ANY TIME DURING OR AFTER MEDIAN CROSSOVER USE.
 - POST THE END OF WORK ZONE SPEED LIMIT APPROPRIATE FOR ALL VEHICLES FOR THE REMAINDER OF THE CONSTRUCTION PROJECT BEFORE RESUMING TO NORMAL POSTED SPEED LIMITS AT THE END OF THE CONSTRUCTION PROJECT.
 - WHEN AT THE END 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.

DETAILED DRAWING
REFERENCE DWG. NO. 618-32
SECTION 618

TEMPORARY
TWO-LANE TO FOUR-LANE
MEDIAN CROSSOVER

MDT MONTANA DEPARTMENT OF TRANSPORTATION
EFFECTIVE: APRIL 2006
--REVISED--
September 2010

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