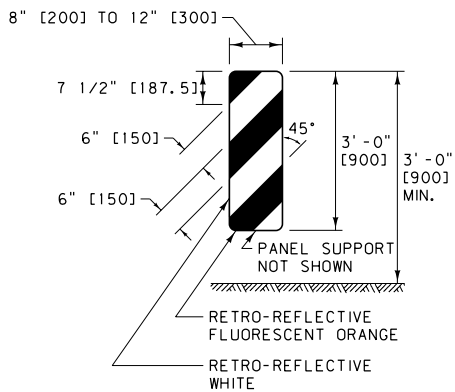


TYPE 2 OBJECT MARKER

TYPE 2 OBJECT MARKER NOTES:

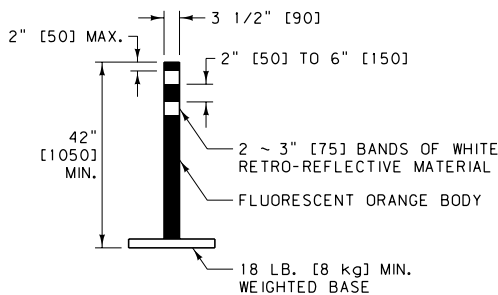
- ① USE TYPE 2 OBJECT MARKERS TO DELINEATE ROADSIDE CONSTRUCTIONS OF THE CLEAR ZONE (i.e. DROP OFFS, OBSTACLES, ABRUPT CHANGES IN ROADWAY ALIGNMENT, ETC.)
  - ② DO NOT USE TYPE 2 OBJECT MARKERS AS CHANNELIZING DEVICES.
  - ③ ATTACH PANELS TO POSTS AT BOTH TOP AND BOTTOM HOLE LOCATIONS.
  - ④ USE RETRO-REFLECTIVE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



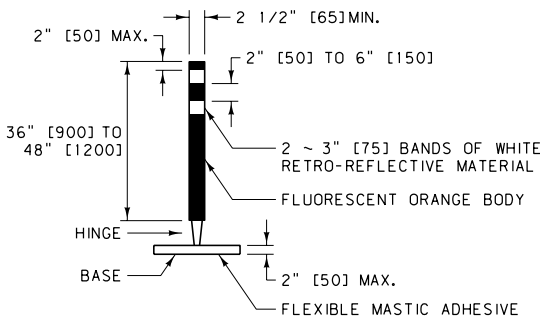
PORTABLE VERTICAL PANEL  
(VP-1R SHOWN. REVERSE FOR VP-1L.)

PORTABLE VERTICAL PANEL NOTES:

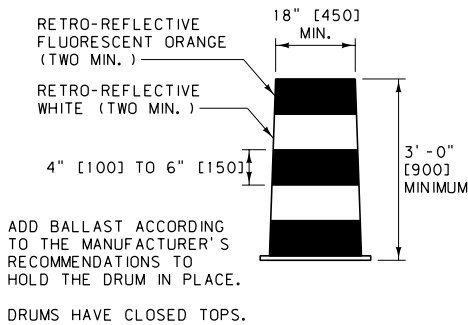
- ① USE PORTABLE VERTICAL PANELS AS CHANNELIZING DEVICES ONLY. DO NOT USE PORTABLE VERTICAL PANELS TO DELINEATE ROADSIDE CONSTRUCTIONS OF THE CLEAR ZONE.
- ② VERTICAL PANELS DESIGNATED "R" ARE PLACED TO THE RIGHT SIDE OF APPROACHING TRAFFIC. THOSE DESIGNATED "L" ARE PLACED TO THE LEFT SIDE.
- ③ USE RETRO-REFLECTIVE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

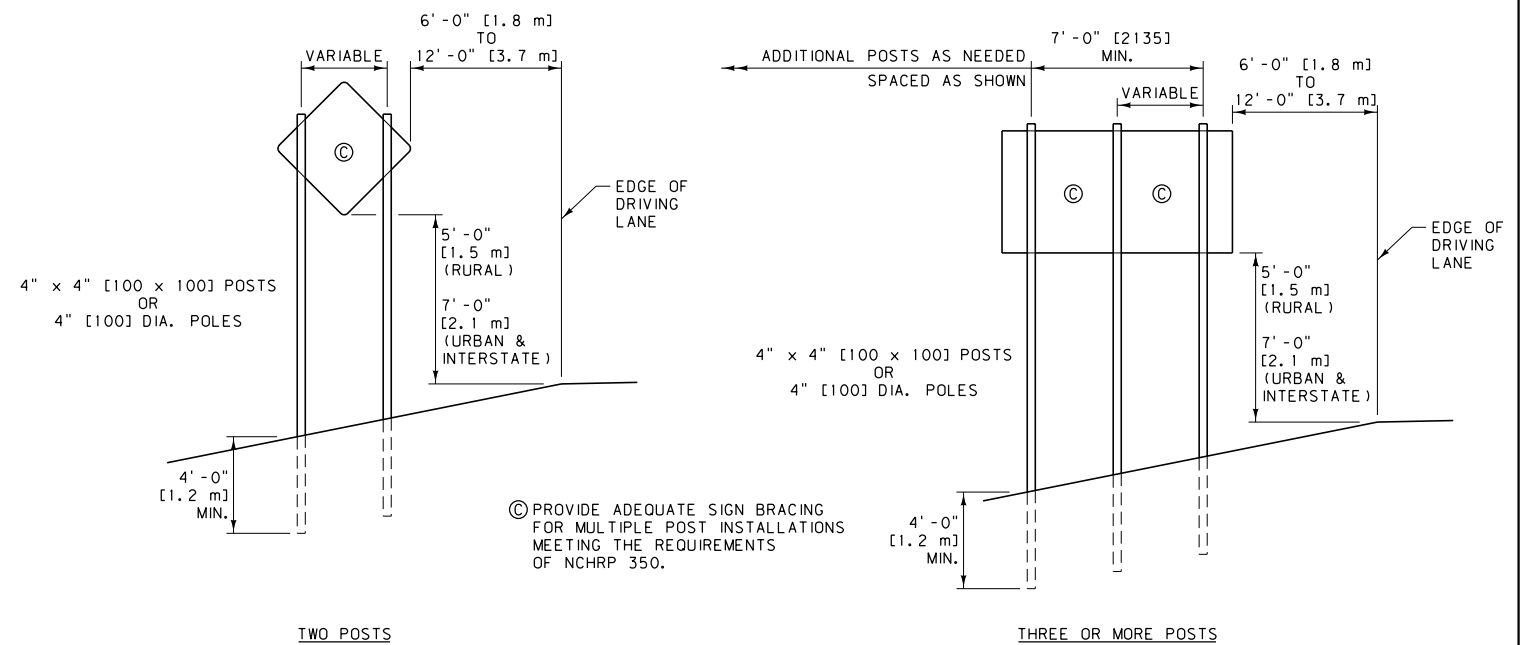
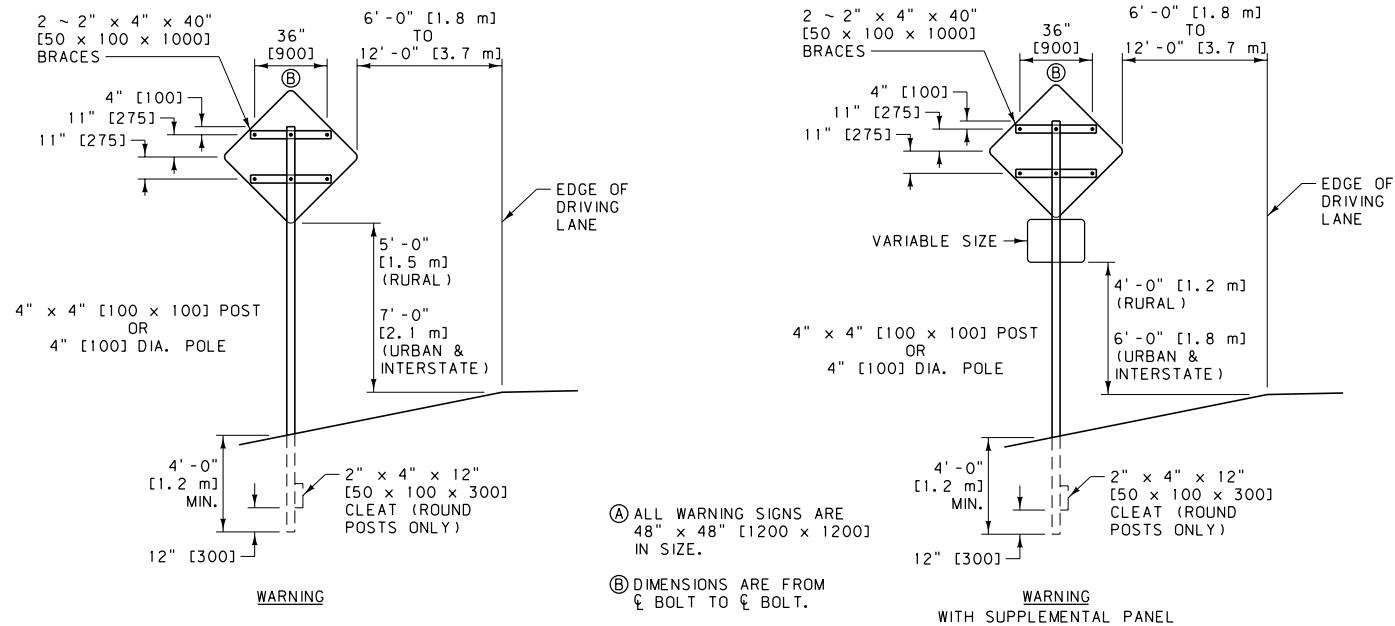
- ① USE FLEXIBLE GUIDE POSTS AND PLASTIC DRUMS AS CHANNELIZING DEVICES.
- ② USE ASTM TYPE III RETRO-REFLECTIVE SHEETING ON ALL PLASTIC DRUMS AND FLEXIBLE GUIDE POSTS.

GENERAL NOTES:

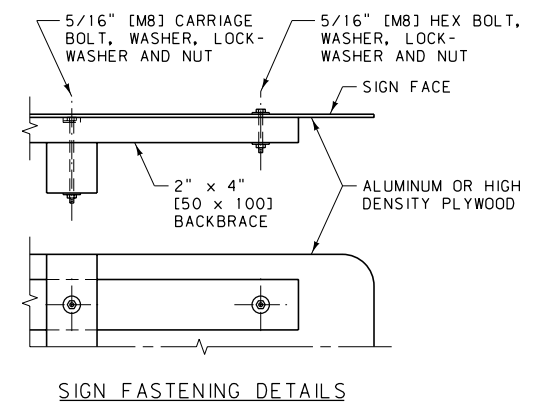
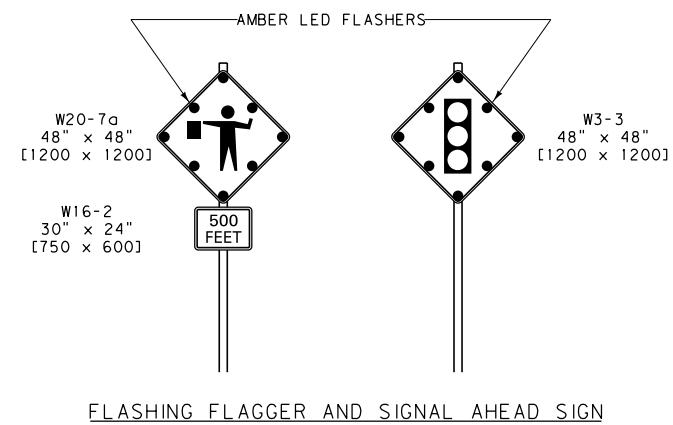
- ① SEE THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PART 6 FOR ADDITIONAL INFORMATION.

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

DETAILED DRAWING	
REFERENCE STANDARD SPEC. SECTION 618	DWG. NO. 618-00
CHANNELIZING DEVICES AND OBJECT MARKERS	
EFFECTIVE: SEPTEMBER 2014	
<b>MDT</b> MONTANA DEPARTMENT OF TRANSPORTATION	



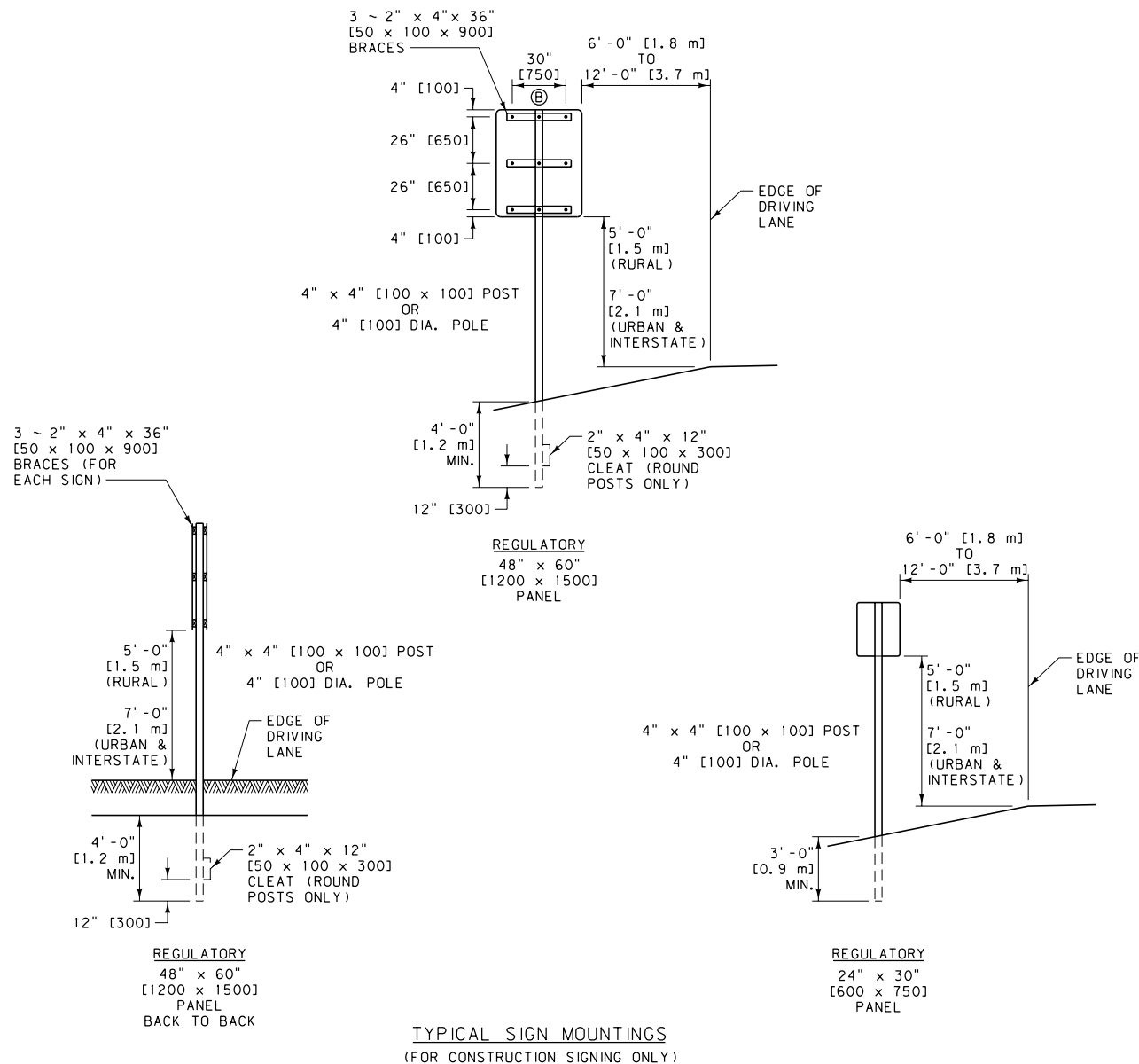
TYPICAL MULTIPLE POST INSTALLATIONS  
(FOR CONSTRUCTION SIGNING ONLY)

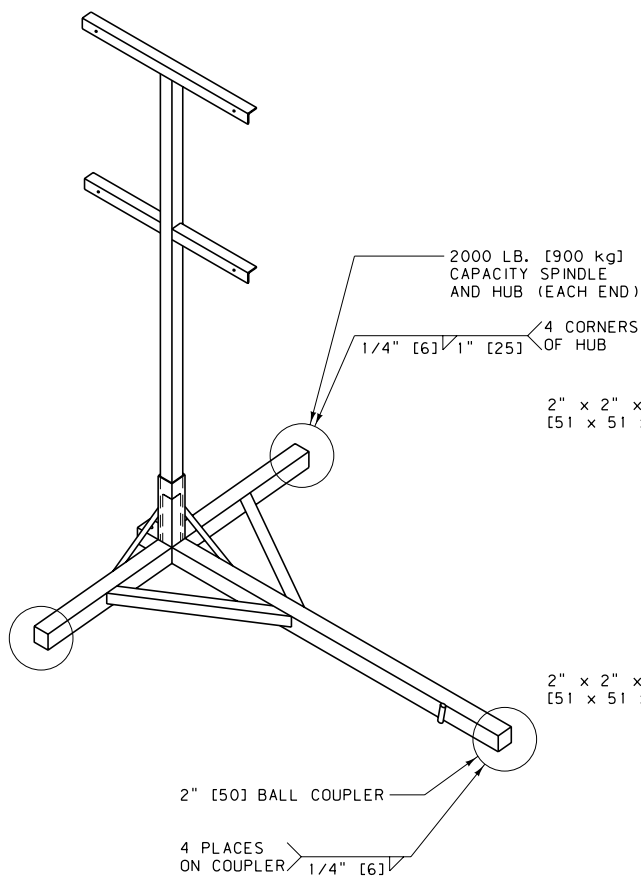


- NOTES:
- FURNISH AND INSTALL POSTS OR POLES MEETING NCHRP 350 REQUIREMENTS.
  - FURNISH POST OR POLE LENGTHS TO ACCOMMODATE THE FOUNDATION DEPTH, THE MOUNTING HEIGHT AND THE MOUNTINGS
  - BACKFILL FOUNDATION HOLES IN 8" [205] LIFTS, THOROUGHLY TAMPING EACH LIFT.
  - IN HIGH WIND AREAS INSTALL LARGER 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].
  - VERTICAL ALIGNMENT OF SIGNS IS TO BE WITHIN 5° OF PLUMB (1" IN 1' [85 IN 1000]).
  - USE THE URBAN MOUNTING HEIGHTS IN BUSINESS, COMMERCIAL, AND RESIDENTIAL DISTRICTS WHERE PARKING AND/OR PEDESTRIAN MOVEMENT IS LIKELY TO OCCUR, OR WHERE THERE ARE OTHER OBSTRUCTIONS TO VIEW. URBAN MOUNTING HEIGHTS MAY ALSO BE USED IN RURAL AREAS FOR INCREASED VISIBILITY.
  - ENSURE THE AMBER LED FLASHERS MEET REQUIREMENTS OF STANDARD SPECIFICATION 715.

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

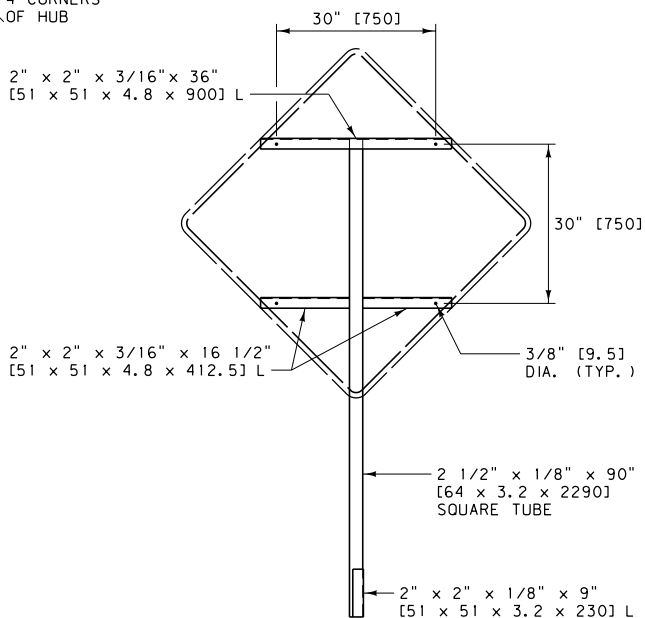
DETAILED DRAWING	
REFERENCE STANDARD SPEC. SECTION 618, 715	DWG. NO. 618-01
CONSTRUCTION SIGN DETAILS	
EFFECTIVE: SEPTEMBER 2014	
MDT MONTANA DEPARTMENT OF TRANSPORTATION	





# NOTES:

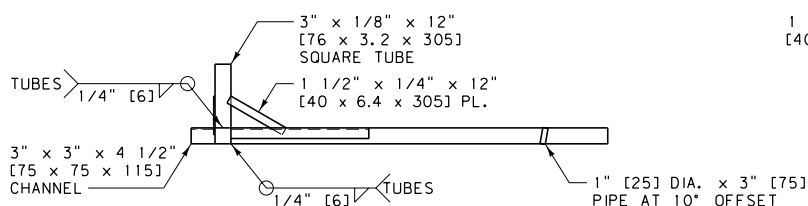
- ① THE MAXIMUM WEIGHT OF THIS ASSEMBLY IS 250 POUNDS [115 kg].
- ② USE A 14" [355] WHEEL AND TIRE.
- ③ AUTOMOTIVE AND EQUIPMENT AXLE ASSEMBLIES MAY NOT BE USED FOR TRAILER-MOUNTED SIGN SUPPORTS.
- ④ OTHER NCHRP 350 OR MASH CRASH TESTED ASSEMBLIES ARE ACCEPTABLE.



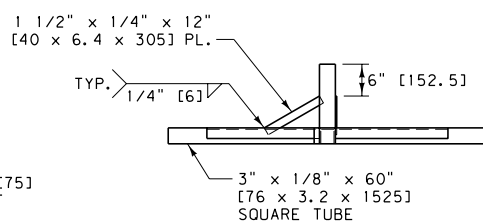
FRONT

RIGHT

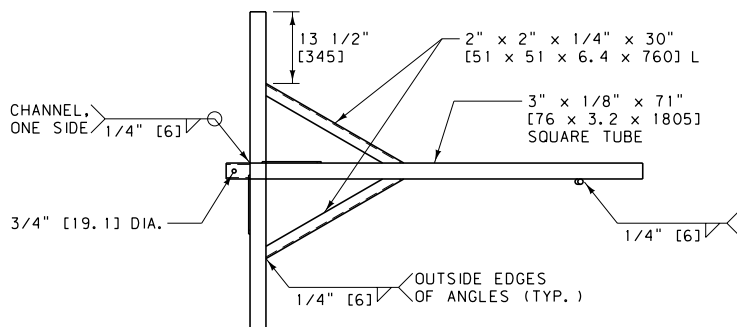
## SIGN SUPPORT



FRONT




RIGHT



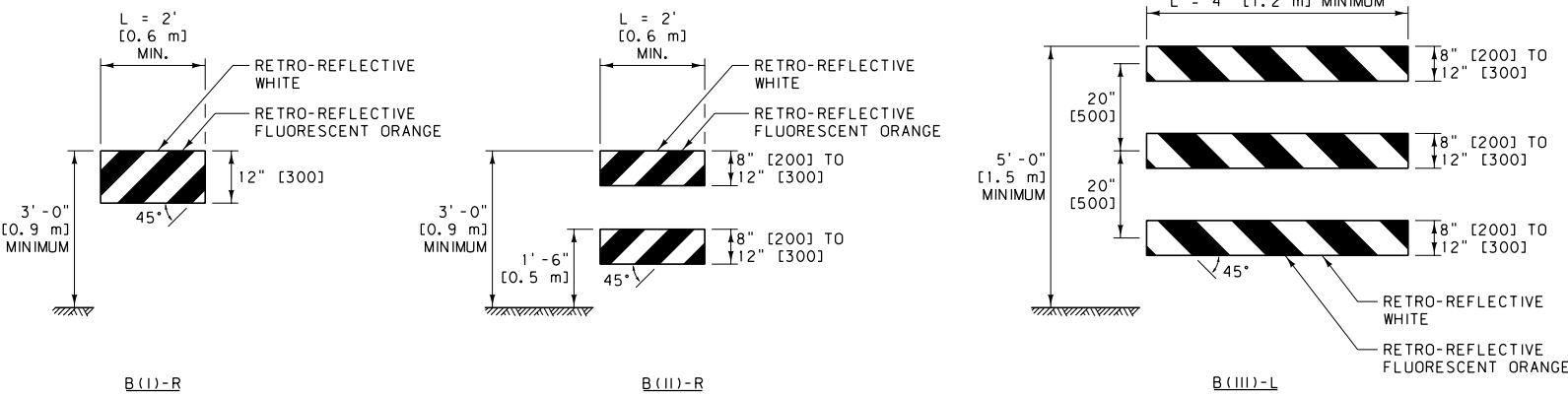
TOP

TRAILER

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

DETAILED DRAWING	
REFERENCE STANDARD SPEC. SECTION 618.715	DWG. NO. 618-02
PORTABLE SIGN SUPPORT ASSEMBLY	
EFFECTIVE: SEPTEMBER 2014	
 MONTANA DEPARTMENT OF TRANSPORTATION	

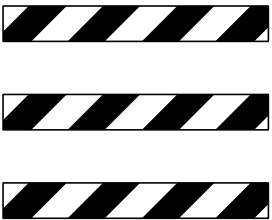
PORTABLE BARRICADES



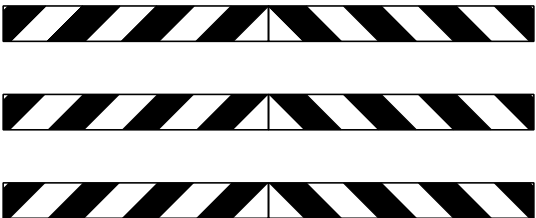
PORTABLE BARRICADE NOTES:

- 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.
- THE PREDOMINANT COLOR FOR OTHER BARRICADE COMPONENTS IS WHITE, BUT UNPAINTED GALVANIZED METAL OR ALUMINUM COMPONENTS MAY BE USED.
- WHERE B(III) BARRICADES ARE TO FACE TRAFFIC FROM TWO DIRECTIONS, STRIPING ON BOTH THE FRONT AND REAR SIDES IS REQUIRED.
- USE MATERIALS FOR BARRICADE FRAMEWORK, ASSEMBLY, ATTACHED SIGNS, AND MEANS OF SIGN ATTACHMENT THAT MEET NCHRP 350 AND/OR MASH REQUIREMENTS FOR WORK ZONE DEVICES. OPTIONS FOR SIGN ATTACHMENT ARE:
  - SIGNS UP TO 10 SQ FT [3.0 SQ m] MUST BE BOLTED TO THE TOP RAIL.
  - SIGNS OVER 16 SQ FT [4.9 SQ m] MUST BE BOLTED TO THE RAILS AND BOTH UPRIGHT SUPPORTS.
  - SIGNS MAY BE MOUNTED BEHIND THE BARRICADE ON A SEPERATE NCHRP 350 AND/OR MASH APPROVED SIGN SUPPORT.
- USE SANDBAGS OF SUFFICIENT WEIGHT TO HOLD THE BARRICADES IN PLACE. WATERPROOF SANDBAGS DURING PERIODS OF FREEZING WEATHER.
- USE RETRO-REFLECTIVE SHEETING AS PER THE CONTRACT.

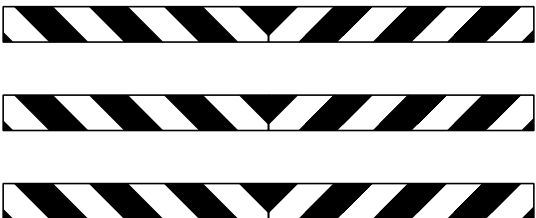
RAIL STRIPES



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.



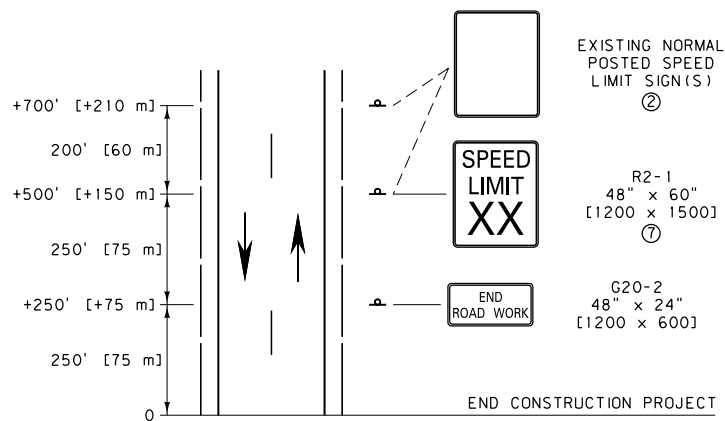
WHERE NO TURNS ARE PERMITTED, POSITION THE BARRICADES SO THE STRIPES SLOPE DOWNWARD IN BOTH DIRECTIONS TOWARDS THE CENTER OF THE BARRICADE OR BARRICADES.

GENERAL NOTES:

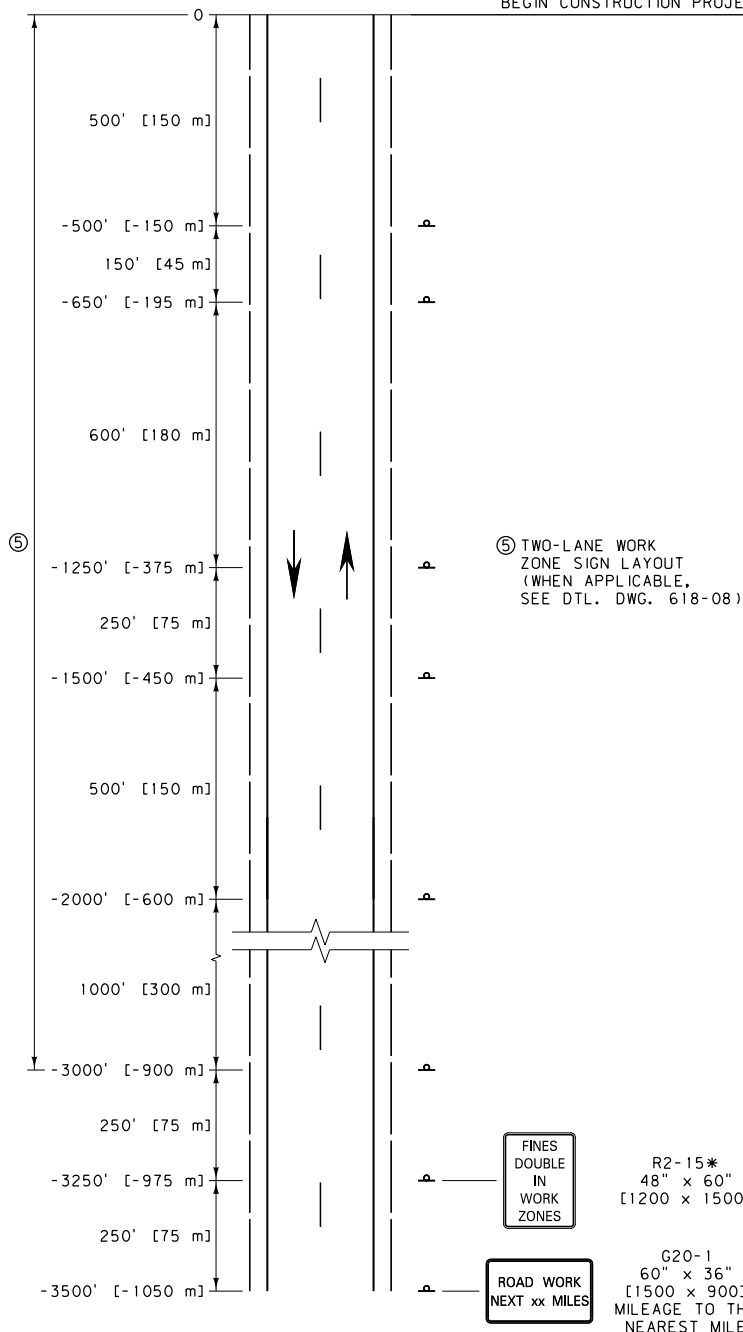
- SEE THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PART 6 FOR ADDITIONAL INFORMATION.

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

DETAILED DRAWING	
REFERENCE STANDARD SPEC. SECTION 618	DWG. NO. 618-03
BARRICADES	
EFFECTIVE: SEPTEMBER 2014	
MDT★ MONTANA DEPARTMENT OF TRANSPORTATION	



BEGIN CONSTRUCTION PROJECT




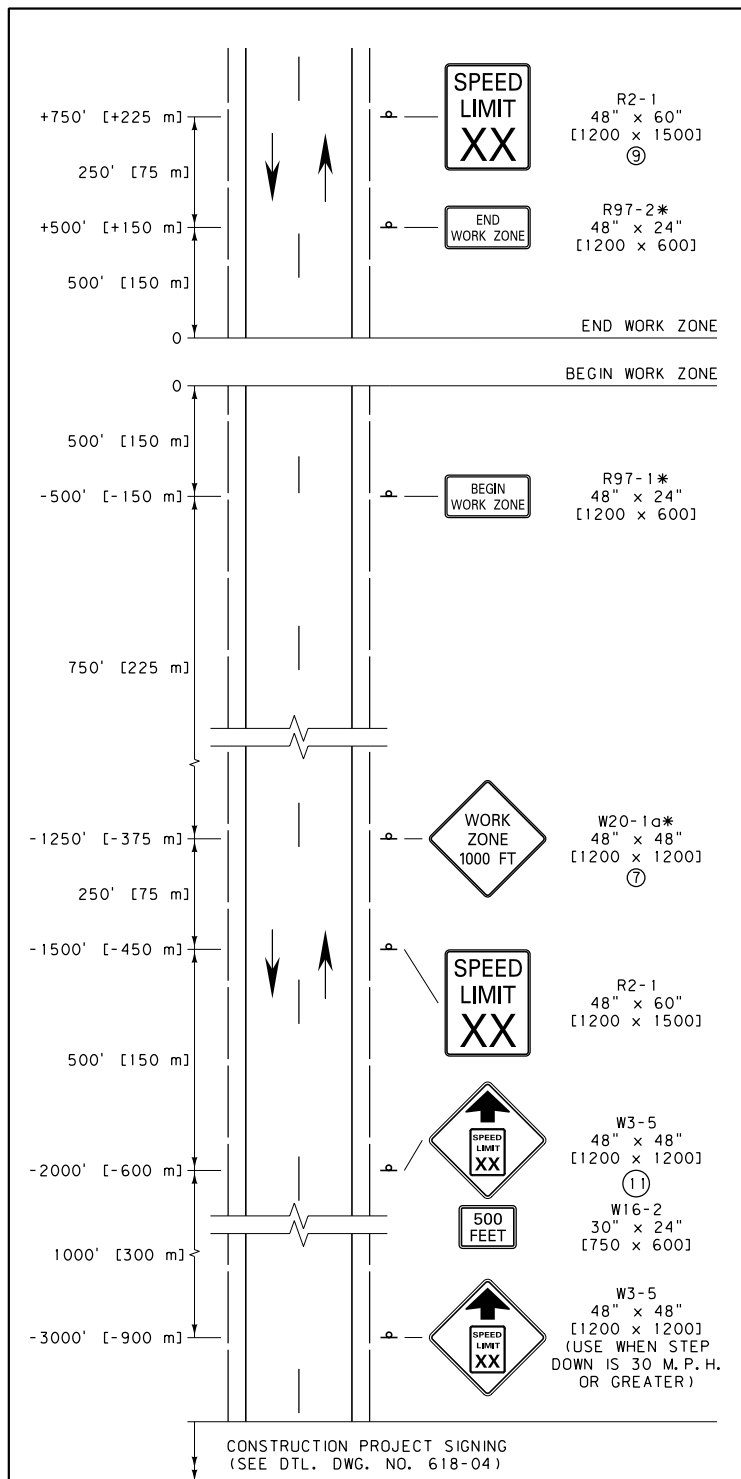
#### NOTES:

- 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 SPEED LIMIT SIGNS NOT WARRANTED. REMOVE ANY SIGN SUPPORTS IF THEY WILL NOT BE NEEDED WITHIN 90 DAYS.
- ② POST THE END OF CONSTRUCTION PROJECT SPEED LIMIT CONSISTING OF 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 THE CONSTRUCTION PROJECT CONTAINS A WORK ZONE OR HAS ROADWAY CONDITIONS THAT WARRANT SPEED RESTRICTIONS. MODIFY REGULATORY SIGNS TO MATCH ADJACENT REGULATIONS.
- ④ THE WORK ZONE REFERS TO THE AREA WITHIN THE CONSTRUCTION PROJECT WHERE WORK IS ACTUALLY TAKING PLACE.
- ⑤ IN ADDITION TO THE SIGNS SHOWN, INCLUDE THE APPROPRIATE TWO-LANE WORK ZONE SIGNS (DTL. DWG. NO. 618-08) WHEN A WORK ZONE IS LOCATED AT THE BEGINNING OR END OF THE CONSTRUCTION PROJECT.
- ⑥ SET UP THIS SIGN LAYOUT IN EACH TRAFFIC DIRECTION.
- ⑦ 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.

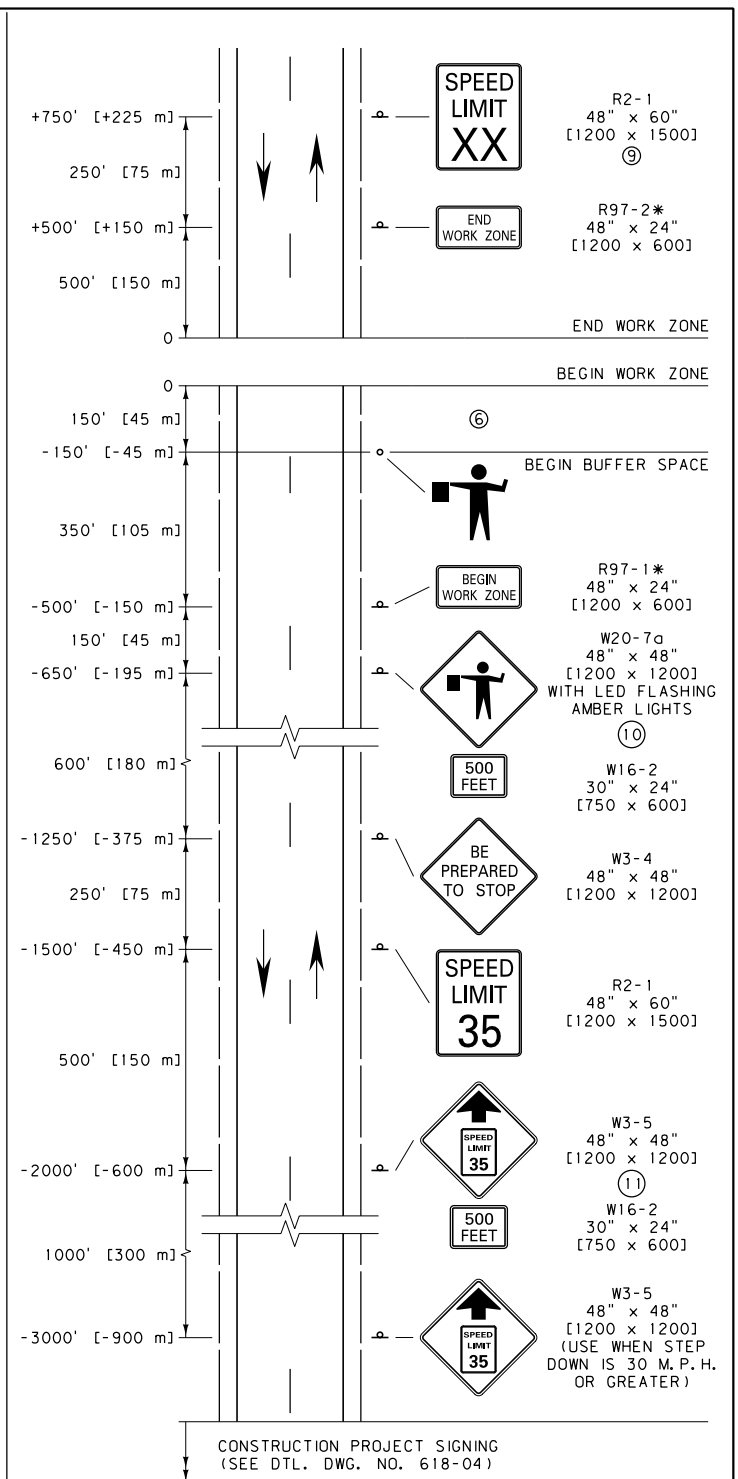
\* DENOTES SIGNS THAT ARE UNIQUE TO MONTANA.

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

DETAILED DRAWING	
REFERENCE STANDARD SPEC. SECTION 618	DWG. NO. 618-04
TWO-LANE CONSTRUCTION PROJECT	
EFFECTIVE: SEPTEMBER 2014	
 MONTANA DEPARTMENT OF TRANSPORTATION	



WORK ZONE WITH NO FLAGGER




WORK ZONE WITH FLAGGER

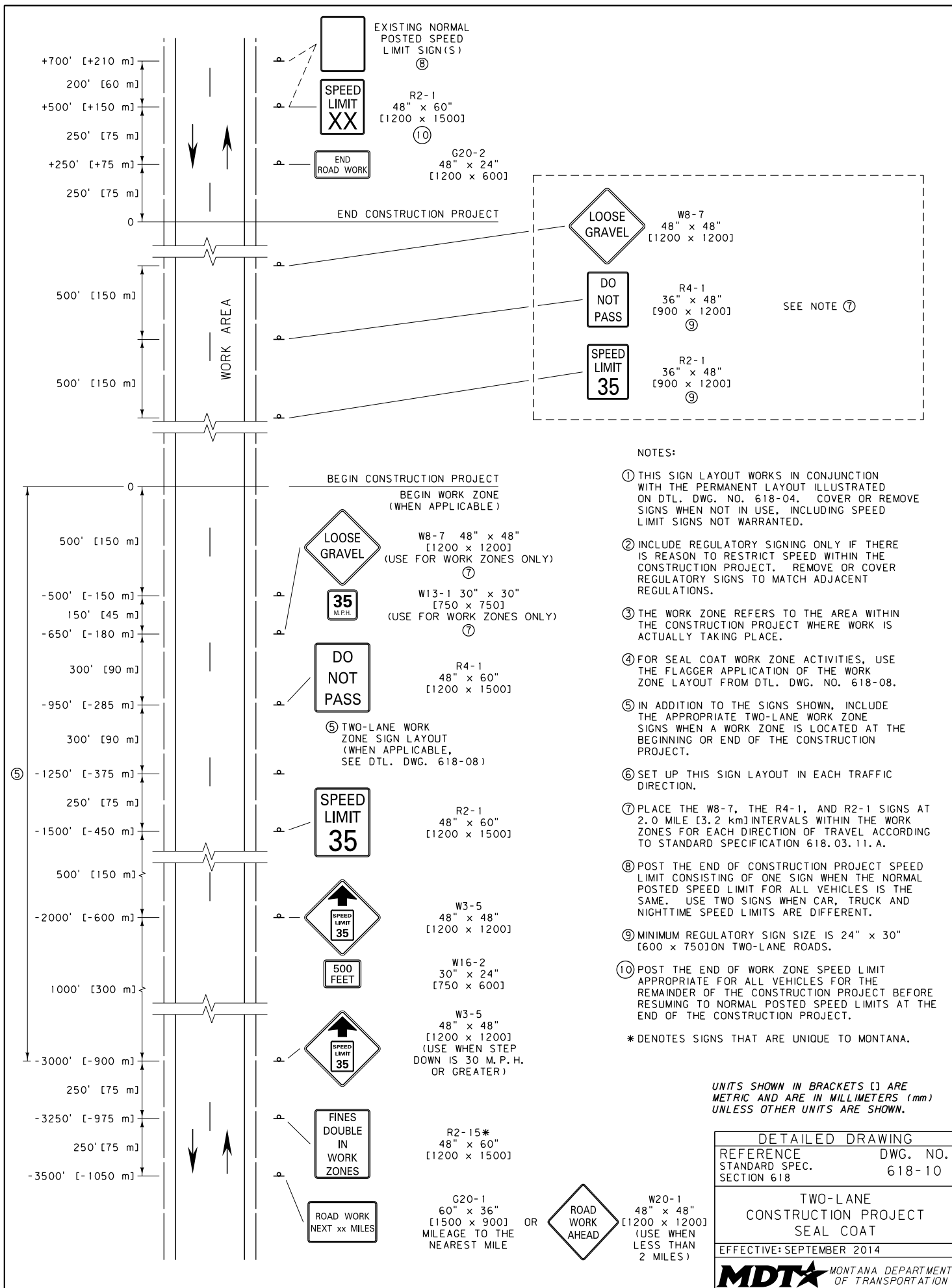
NOTES:

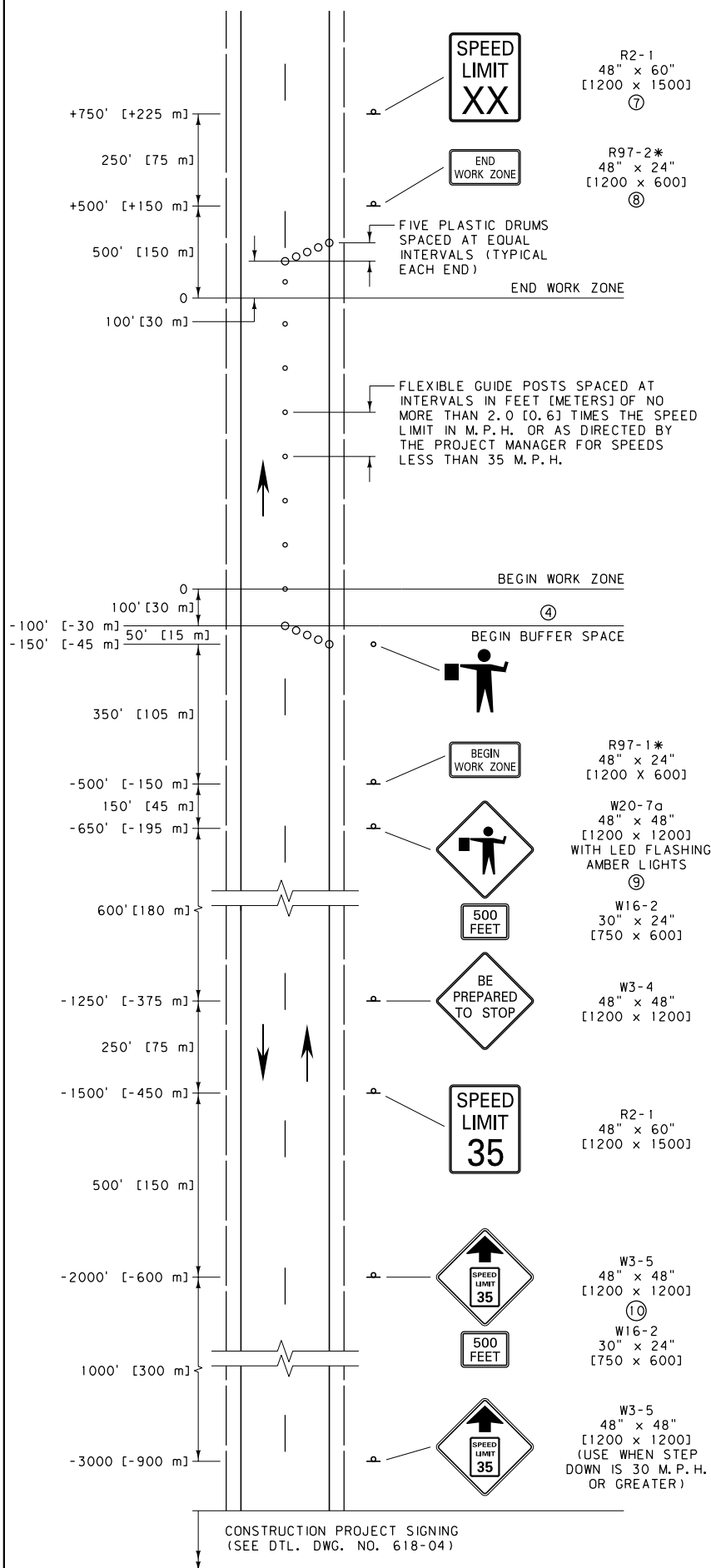
- ① THESE SIGN LAYOUTS ALSO WORK IN CONJUNCTION WITH THE PERMANENT LAYOUT ILLUSTRATED ON DTL. DWG. NO. 618-04 FOR WORK ZONES LOCATED AT THE BEGIN AND END OF THE CONSTRUCTION PROJECT.
- ② XX = SPEED DETERMINED BY THE PROJECT MANAGER
- ③ INCLUDE REGULATORY SIGNING ONLY IF THERE IS REASON TO RESTRICT SPEED 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 ZONES WHEN LESS THAN 1.0 MILE [1.6 km] APART.
- ⑤ THE WORK ZONE REFERS TO THE AREA WITHIN THE CONSTRUCTION PROJECT WHERE WORK IS ACTUALLY TAKING PLACE.
- ⑥ THE BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS THAT AFFECT STOPPING DISTANCE.

- ⑦ USE MORE SPECIFIC SIGNS, WHERE APPLICABLE, SUCH AS W8-3 "PAVEMENT ENDS."
  - ⑧ PROVIDE A SECOND FLAGGER WHEN REQUIRED PER SECTION 618.
  - ⑨ 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.
  - ⑩ ENSURE THE AMBER LED FLASHERS MEET REQUIREMENTS OF STANDARD SPECIFICATION 715 AND DTL. DWG. NO. 618-01.
  - ⑪ INCLUDE THESE SIGNS WITH ALL FLAGGERS. INCLUDE THESE SIGNS WITHIN CONSTRUCTION ZONES WHEN STEP DOWN IS 20 M.P.H. OR GREATER.
- \* 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.
STANDARD SPEC.	618-08
SECTION 618, 715	
TWO-LANE CONSTRUCTION PROJECT WORK ZONES	
EFFECTIVE: SEPTEMBER 2014	
 MONTANA DEPARTMENT OF TRANSPORTATION	






#### NOTES:

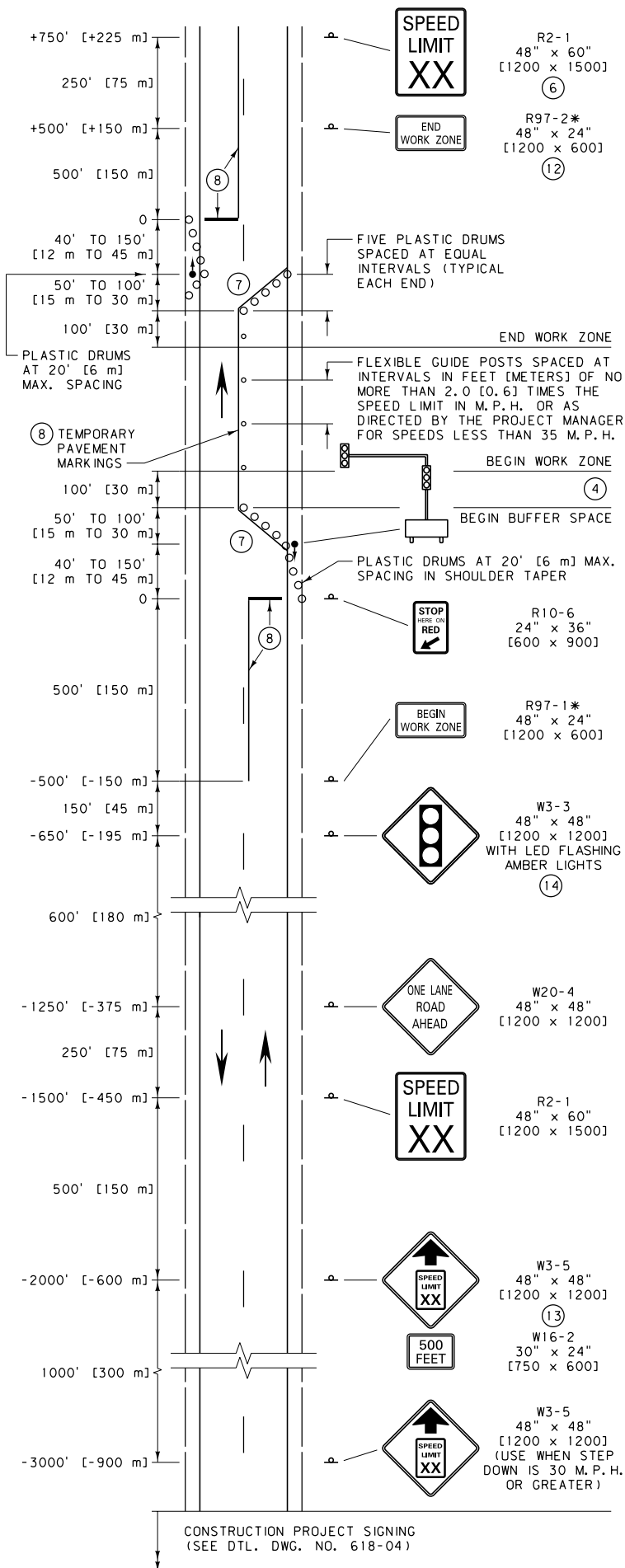
- ① MODIFY REGULATORY SIGNS TO MATCH ADJACENT REGULATIONS.
- ② SET UP THIS SIGN LAYOUT IN EACH TRAFFIC DIRECTION.
- ③ THE WORK ZONE REFERS TO THE AREA WITHIN THE CONSTRUCTION PROJECT WHERE WORK IS ACTUALLY TAKING PLACE.
- ④ THE BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS THAT AFFECT STOPPING DISTANCE.
- ⑤ PROVIDE A SECOND FLAGGER WHEN REQUIRED BY SECTION 618.03.14.
- ⑥ XX = SPEED DETERMINED BY THE PROJECT MANAGER.
- ⑦ 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.
- ⑧ PROJECT MANAGER MAY PLACE R97-2 UP TO 500' [150 m] FROM END OF WORK ZONE IF CONDITIONS WARRANT.
- ⑨ ENSURE THE AMBER LED FLASHERS MEET REQUIREMENTS OF STANDARD SPECIFICATION 715 AND DTL. DWG. NO. 618-01.
- ⑩ INCLUDE THESE SIGNS WITH ALL FLAGGERS. INCLUDE THESE SIGNS WITHIN CONSTRUCTION ZONES WHEN STEP DOWN IS 20 M.P.H. OR GREATER.

\* 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.
STANDARD SPEC.	618-12
TWO-LANE CONSTRUCTION PROJECT LANE CLOSURE- FLAGGER CONTROLLED	
EFFECTIVE: SEPTEMBER 2014	
 MONTANA DEPARTMENT OF TRANSPORTATION	

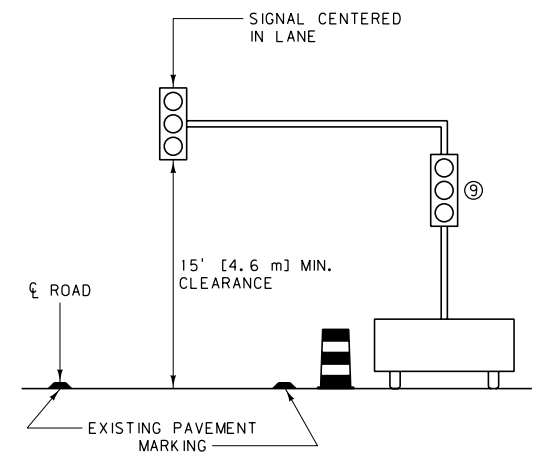





# NOTES:

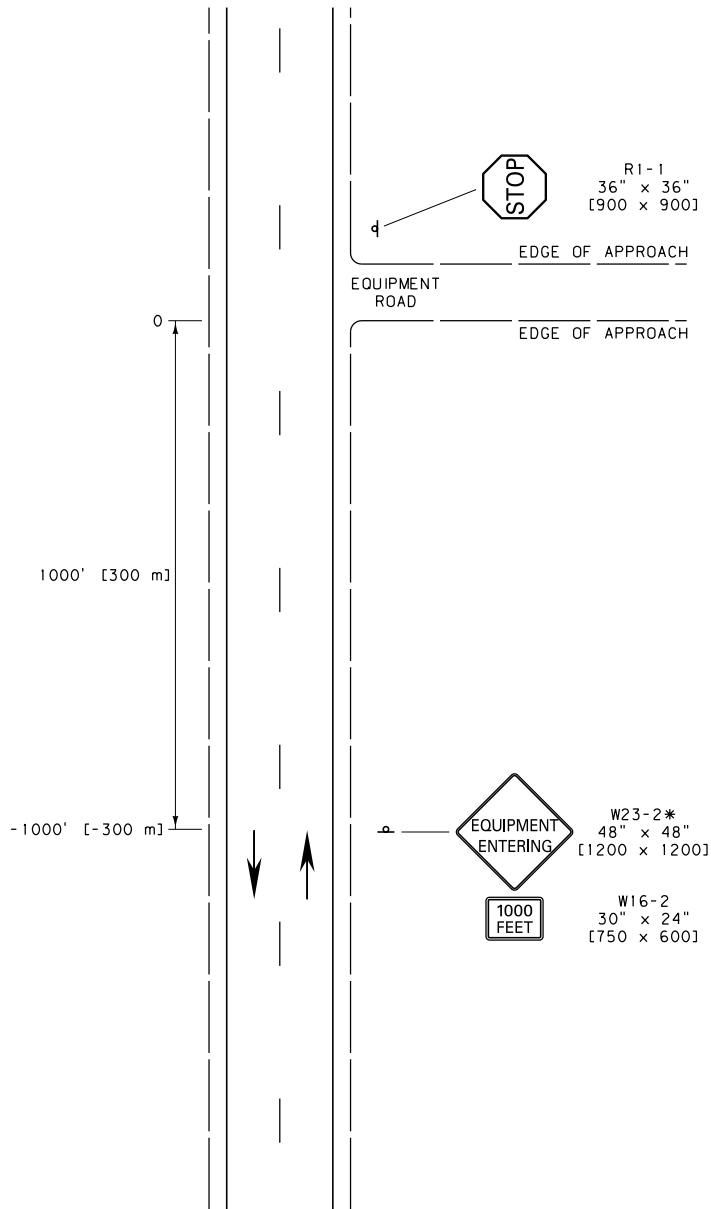
- MODIFY REGULATORY SIGNS TO MATCH ADJACENT REGULATIONS.
- SET UP THIS SIGN LAYOUT IN EACH TRAFFIC DIRECTION.
- THE WORK ZONE REFERS TO THE AREA WITHIN THE CONSTRUCTION PROJECT WHERE WORK IS ACTUALLY TAKING PLACE.
- THE BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS THAT AFFECT STOPPING DISTANCE.
- XX = SPEED DETERMINED BY THE PROJECT MANAGER.
- 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.
- REMOVE ANY CONFLICTING PAVEMENT MARKINGS BETWEEN THE STOP LINE AND WORK ZONE BOUNDARY.
- PLACE TEMPORARY PAVEMENT MARKINGS AS SHOWN WHEN ROADWAY SURFACE IS PAVED. (REMOVABLE PAVEMENT MARKINGS MAY BE USED.) UPON REMOVAL OF THE TEMPORARY TRAFFIC CONTROL SIGNALS, REMOVE ALL TEMPORARY PAVEMENT MARKINGS AND RESTORE PERMANENT OR INTERIM PAVEMENT MARKINGS.
- TEMPORARY TRAFFIC CONTROL SIGNALS ARE TO MEET THE PHYSICAL DISPLAY AND OPERATIONAL REQUIREMENTS OF PERMANENT TRAFFIC CONTROL SIGNALS.
- ESTABLISH TEMPORARY TRAFFIC CONTROL SIGNAL TIMING BY CONSULTING WITH AN AUTHORIZED TRAFFIC ENGINEER. ENSURE THAT THE DURATIONS OF RED CLEARANCE INTERVALS ARE ADEQUATE TO CLEAR THE ONE-LANE SECTION OF CONFLICTING VEHICLES. INCORPORATE SAFEGUARDS TO AVOID THE POSSIBILITY OF CONFLICTING SIGNAL INDICATIONS AT EACH END OF THE WORK ZONE.
- INCORPORATE ANY SIDE APPROACH TRAFFIC THAT OCCURS WITHIN THE WORK ZONE BOUNDARIES INTO THE MAINLINE SIGNAL CONTROLLED OPERATION VIA THE USE OF TEMPORARY TRAFFIC CONTROL SIGNS, DEVICES, ETC.
- PROJECT MANAGER MAY PLACE R97-2 UP TO 500' [500 m] FROM END OF WORK ZONE IF CONDITIONS WARRANT.
- INCLUDE THESE SIGNS WITH ALL FLAGGERS. INCLUDE THESE SIGNS WITHIN CONSTRUCTION ZONES WHEN STEP DOWN IS 20 M.P.H. OR GREATER.
- INSURE THE AMBER LED FLASHERS MEET REQUIREMENTS OF STANDARD SPECIFICATION 715 AND DTL. DWG No. 618-01

\* 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.
STANDARD SPEC.	618-13
SECTION 618	
TWO-LANE CONSTRUCTION PROJECT LANE CLOSURE-SIGNAL CONTROLLED	
EFFECTIVE: SEPTEMBER 2014	
 MONTANA DEPARTMENT OF TRANSPORTATION	

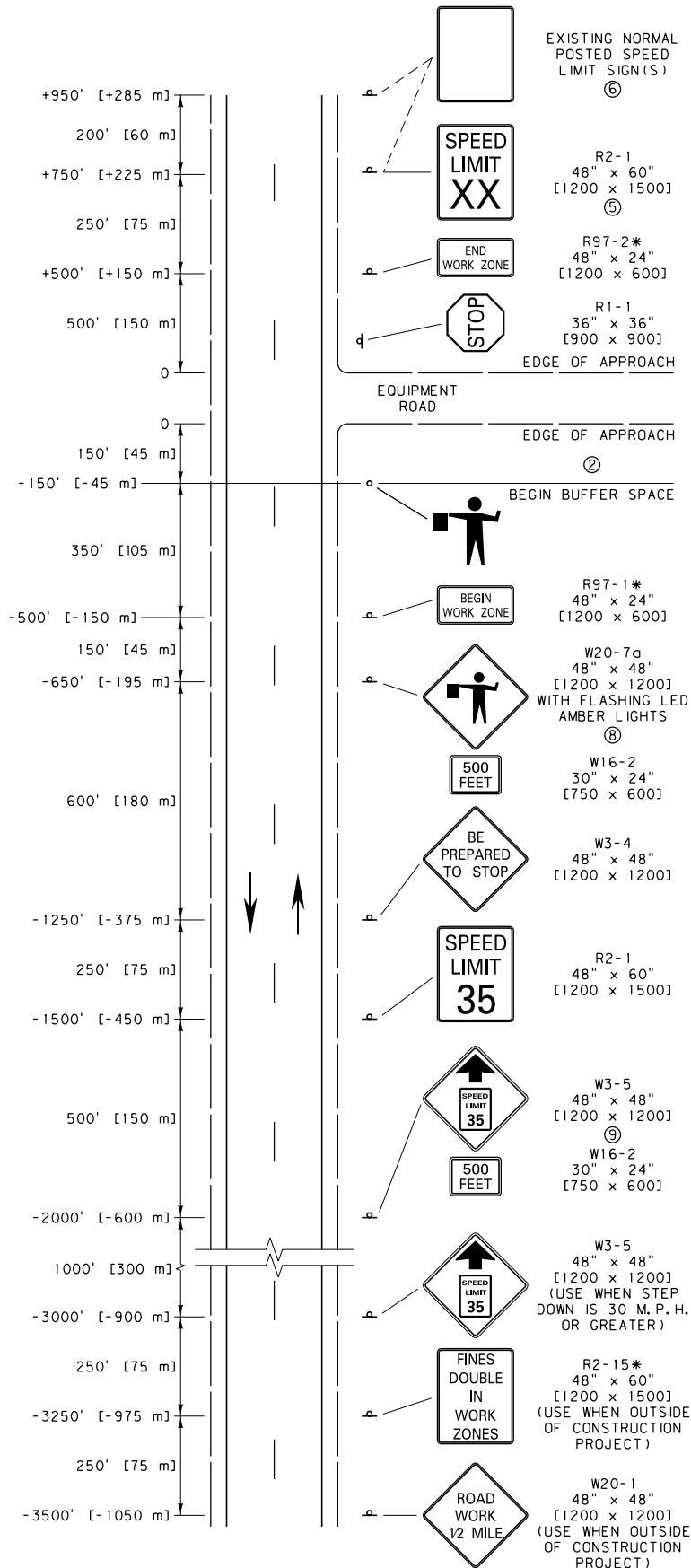


NOTES:

- ① USE THIS SIGN LAYOUT WHEN APPROPRIATE. OTHERWISE REFER TO DTL. DWG. NO. 618-16 WHEN A FLAGGER IS NEEDED.
  - ② SET UP THIS SIGN LAYOUT IN EACH TRAFFIC DIRECTION, AS NEEDED.
- \* 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.
STANDARD SPEC.	618-14
SECTION 618	
TWO-LANE EQUIPMENT ENTRANCES	
EFFECTIVE: SEPTEMBER 2014	
<b>MDT</b> MONTANA DEPARTMENT OF TRANSPORTATION	




#### NOTES:

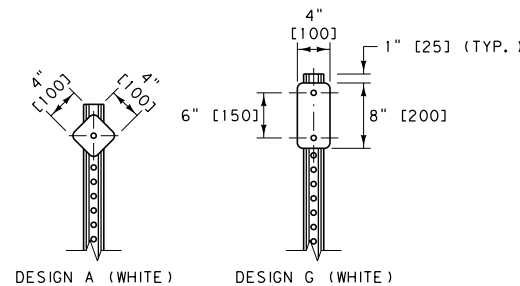
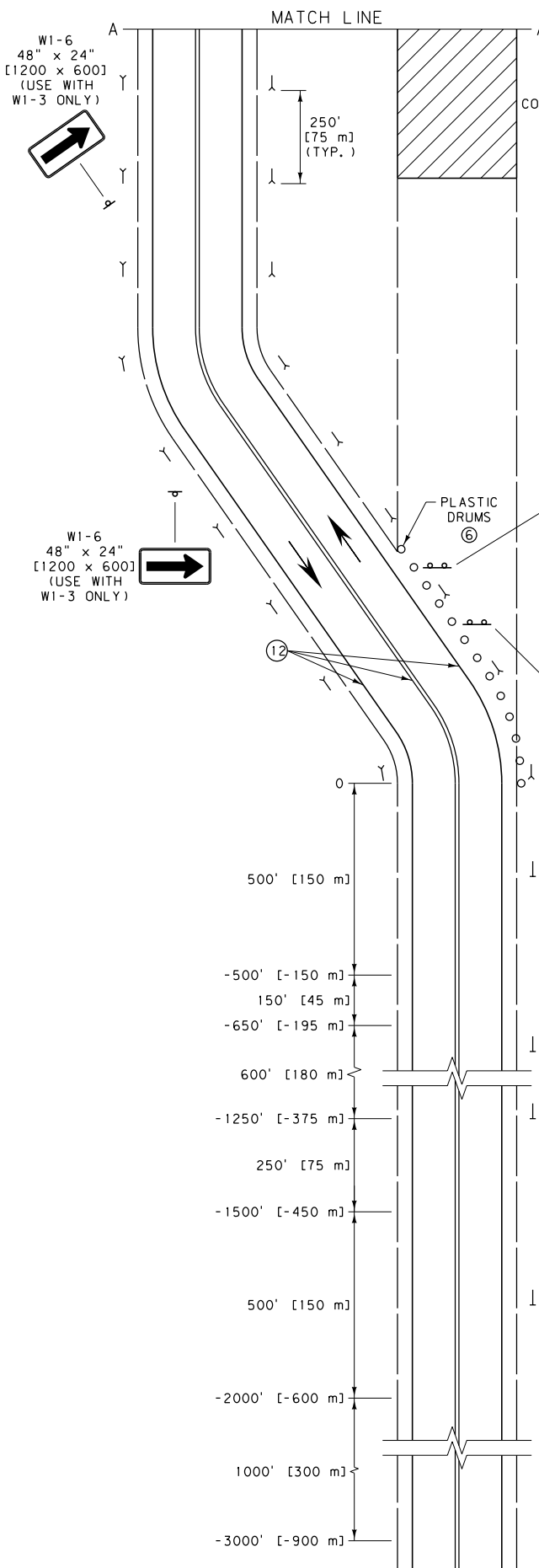
- SET UP THIS SIGN LAYOUT IN EACH TRAFFIC DIRECTION, AS NEEDED.
- THE BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS THAT AFFECT STOPPING DISTANCE.
- XX = SPEED DETERMINED BY THE PROJECT MANAGER.
- THE WORK ZONE REFERS TO THE AREA WHERE WORK IS ACTUALLY TAKING PLACE. WHEN THIS OCCURS OUTSIDE OF A CONSTRUCTION PROJECT INCLUDE THE W20-1 AND R2-15\* SIGNS.
- 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 OUTSIDE OF A CONSTRUCTION PROJECT, POST THE SPEED LIMIT CONSISTING OF 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.
- PROJECT MANAGER MAY PLACE R97-2 UP TO 500' [150 m] FROM END OF WORK ZONE IF CONDITIONS WARRANT.
- ENSURE THE AMBER LED FLASHERS MEET REQUIREMENTS OF SECTION 715 AND DTL. DWG. NO. 618-01.
- INCLUDE THESE SIGNS WITH ALL FLAGGERS. INCLUDE THESE SIGNS WITHIN CONSTRUCTION ZONES WHEN STEP DOWN IS 20 M.P.H. OR GREATER.

\* DENOTES SIGNS THAT ARE UNIQUE TO MONTANA.

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

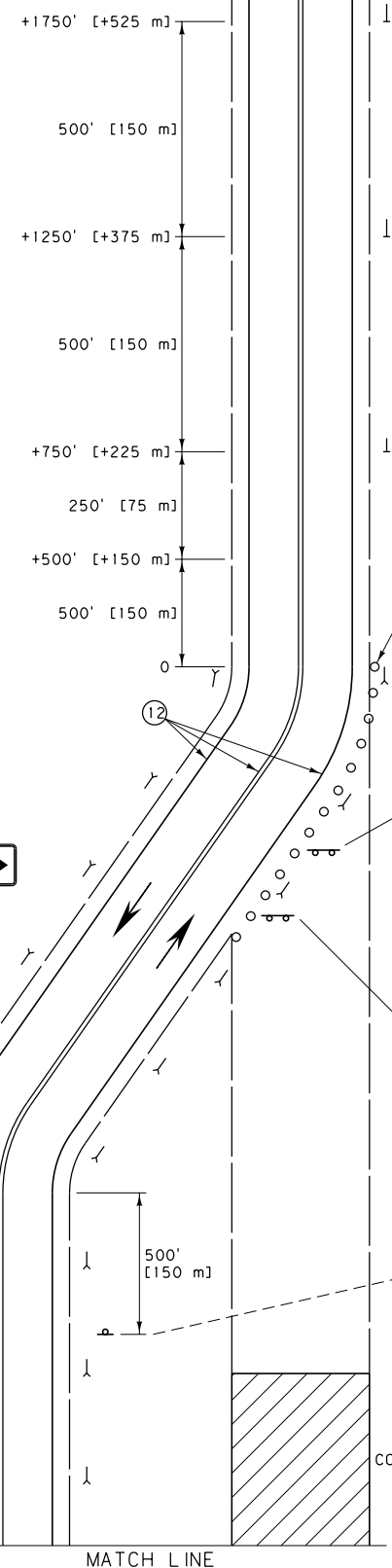
DETAILED DRAWING	
REFERENCE	DWG. NO.
STANDARD SPEC.	618-16
SECTION 618, 715	
TWO-LANE EQUIPMENT ENTRANCES	
EFFECTIVE: SEPTEMBER 2014	
 MONTANA DEPARTMENT OF TRANSPORTATION	

EQUIPMENT ENTRANCE WITH FLAGGER



DELINEATOR LEGEND	
	DESIGN A
	DESIGN G

- ④ USE THE W1-4 OR W1-3 SIGNS WHEN THE TANGENT DISTANCE ALONG THE DIVERSION IS MORE THAN 600' [180 m].
- ⑤ USE W1-3 SIGNS ONLY WHEN THE DESIGN SPEED OF THE CURVES IS 30 M.P.H. [50 km/hr] OR LESS.
- ⑥ INCLUDE THE BEGIN AND END WORK ZONE SIGNS IF A WORK ZONE OCCURS EXCLUSIVELY ON THE DIVERSION.



# NOTES:

- ① INCLUDE SPEED LIMIT SIGNING ONLY IF THERE IS REASON TO RESTRICT SPEED. MODIFY REGULATORY SIGNS TO MATCH ADJACENT REGULATIONS.
- ② SET UP THIS SIGN LAYOUT IN EACH TRAFFIC DIRECTION.
- ③ PAVED DETOURS 24 FEET [7.2 m] WIDE OR GREATER HAVE 4 INCH [100] WHITE SHOULDER STRIPES AND APPROPRIATE CENTERLINE STRIPES.
- ④ UNPAVED DETOURS MAY REQUIRE ADDITIONAL DELINEATION.
- ⑤ USE ONLY POST MOUNTED SIGNS. DO NOT USE PORTABLE SIGN MOUNTS.
- ⑥ 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.
- ⑦ XX = SPEED DETERMINED BY THE DETOUR DESIGN SPEED OR THE PROJECT MANAGER.
- ⑧ THE WORK ZONE REFERS TO THE AREA WITHIN THE CONSTRUCTION PROJECT WHERE WORK IS ACTUALLY TAKING PLACE.
- ⑨ 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.
- ⑩ 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.
- ⑪ INCLUDE THESE SIGNS WITH ALL FLAGGERS. INCLUDE THESE SIGNS WITHIN CONSTRUCTION ZONES WHEN STEP DOWN IS 20 M.P.H. OR GREATER.
- ⑫ PROVIDE PAVEMENT MARKINGS TO DELINEATE CENTERLINE AND SHOULDERS THROUGH TRANSITION FROM PAVED TO GRAVELED SURFACE. REMOVE PERMANENT PAVEMENT MARKINGS IN THE TRAVELED WAY THAT ARE NO LONGER APPLICABLE ACCORDING TO STANDARD SPECIFICATION 618.03.5.

\* DENOTES SIGNS THAT ARE UNIQUE TO MONTANA.

DETAILED DRAWING	
REFERENCE STANDARD SPEC. SECTION 618	DWG. NO. 618-18
TWO-LANE CONSTRUCTION PROJECT DIVERSION	
EFFECTIVE: SEPTEMBER 2014	
MDT MONTANA DEPARTMENT OF TRANSPORTATION	

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

R2-1  
48" x 60"  
[1200 x 1500]  
②



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



END CONSTRUCTION PROJECT

BEGIN CONSTRUCTION PROJECT

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

0  
500' [150 m]  
-500' [-150 m]  
750' [225 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 SPEED LIMIT SIGNS NOT WARRANTED. REMOVE ANY SIGN SUPPORTS IF THEY WILL NOT BE NEEDED WITHIN 90 DAYS.
- ② POST THE END OF CONSTRUCTION PROJECT 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 THE CONSTRUCTION PROJECT CONTAINS A WORK ZONE OR HAS ROADWAY CONDITIONS THAT WARRANT SPEED RESTRICTIONS. MODIFY REGULATORY SIGNS TO MATCH ADJACENT REGULATIONS.
- ④ THE WORK ZONE REFERS TO THE AREA WITHIN THE CONSTRUCTION PROJECT WHERE WORK IS ACTUALLY TAKING PLACE.
- ⑤ SET UP THIS SIGN LAYOUT IN EACH TRAFFIC DIRECTION.
- ⑥ IN ADDITION TO THE SIGNS SHOWN, INCLUDE THE APPROPRIATE FOUR-LANE WORK ZONE SIGNS (DTL. DWG. NO. 618-24) WHEN A WORK ZONE FALLS AT THE BEGIN OR END OF THE CONSTRUCTION PROJECT.
- ⑦ DIVIDED FOUR-LANE IS SHOWN. FOR UN-DIVIDED FOUR-LANE, PLACE SIGNS ON RIGHT SIDE ONLY.

\* DENOTES SIGNS THAT ARE UNIQUE TO MONTANA.

FOUR-LANE WORK  
ZONE 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 DRAWING	
REFERENCE	DWG. NO.
STANDARD SPEC.	618-20
SECTION 618	
DIVIDED FOUR-LANE CONSTRUCTION PROJECT	
EFFECTIVE: SEPTEMBER 2014	
MONTANA DEPARTMENT OF TRANSPORTATION	

MATCH LINE FROM  
DTL. DWG. NO. 618-30

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]



100'  
[30 m]

1000'  
[300 m]

500'  
[150 m]  
MERGING  
LANE

500'  
[150 m]  
ACCELERATION  
LANE

④ SEE DETAIL DRAWING 618-03.

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



250'  
[75 m]

14'  
[4.2 m]

3'  
[0.9 m]

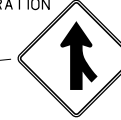
14'  
[4.2 m]

3'  
[0.9 m]

100'  
[30 m]

14'  
[4.2 m]

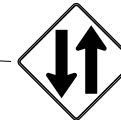
3'  
[0.9 m]



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



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



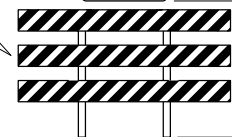
W6-3  
48" x 48"  
[1200 x 1200]



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)

12:1  
TAPER

YELLOW

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



250'  
[75 m]

14'  
[4.2 m]

3'  
[0.9 m]

14'  
[4.2 m]

3'  
[0.9 m]

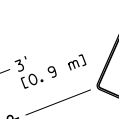
100'  
[30 m]

14'  
[4.2 m]

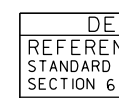
3'  
[0.9 m]



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

EFFECTIVE: SEPTEMBER 2014

MDT MONTANA DEPARTMENT  
OF TRANSPORTATION

# 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]



FLEXIBLE GLUE  
DOWN GUIDE  
POSTS SPACED  
AT HALF NORMAL  
SPACING

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



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



YELLOW

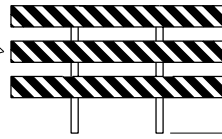
3'  
[0.9 m]

WHITE

2650'  
[800 m]

ROAD  
CLOSED

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



B (III)-L  
10'-0"  
[3.0 m]

5'-0" [1.5 m]  
(RURAL)

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

14'  
[4.2 m]

12:1  
TAPER

ADDITIONAL PLANT MIX SURFACING  
TO ALLOW FOR SAFE TURNING  
MOVEMENTS (SEE DTL. DWG.  
NO. 618-32 FOR DIMENSIONS)

## NOTES:

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

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

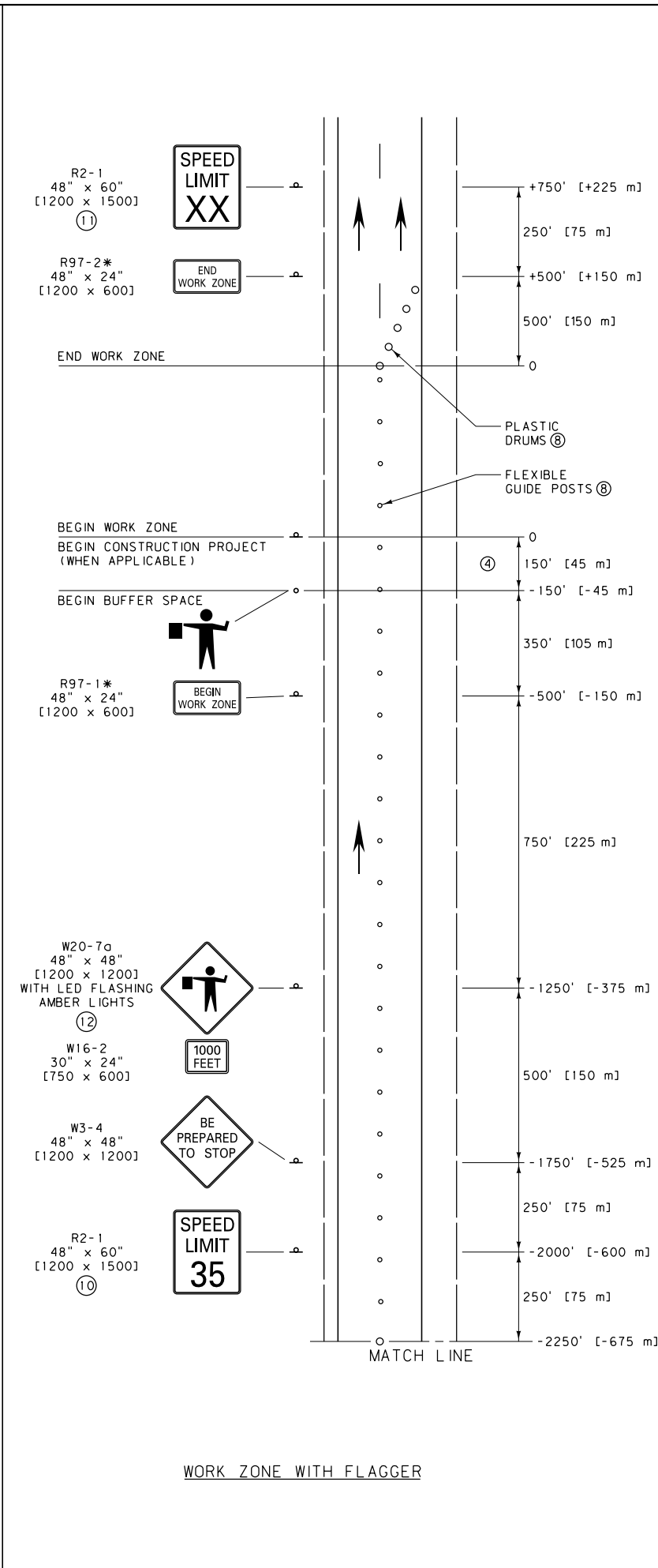
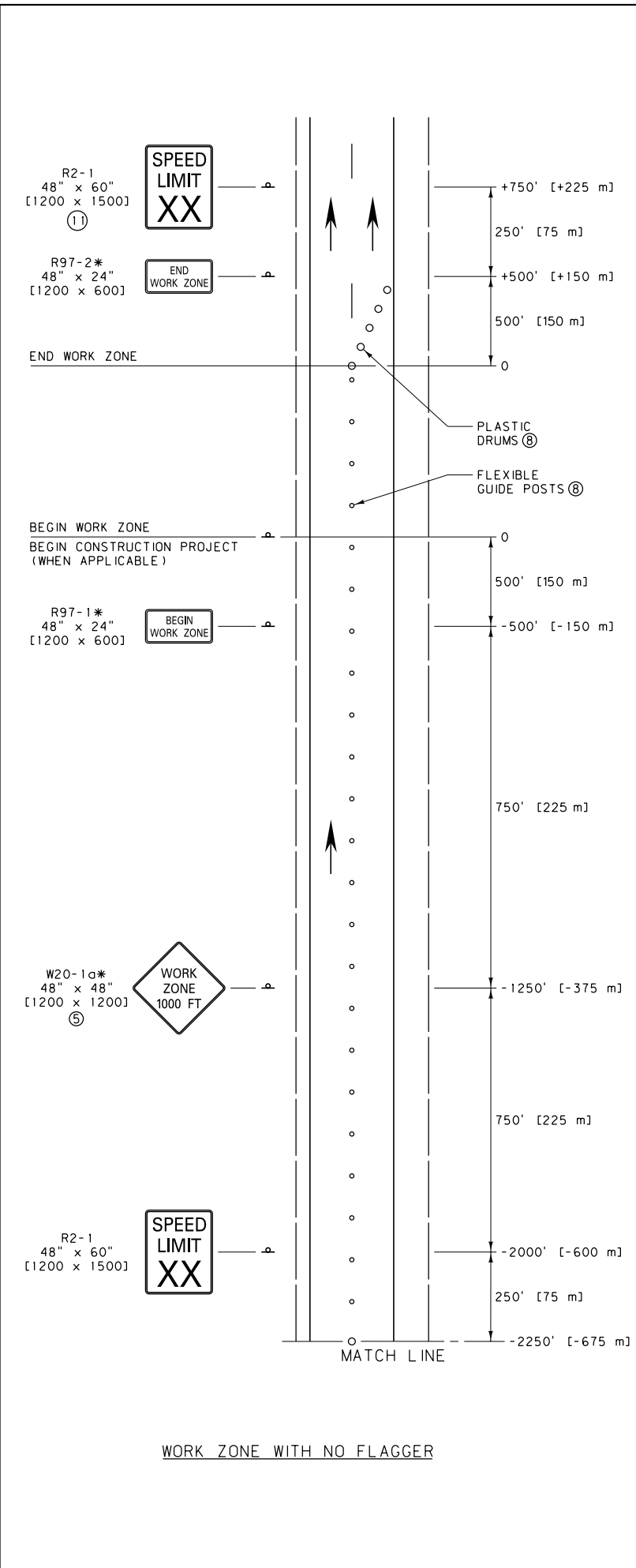
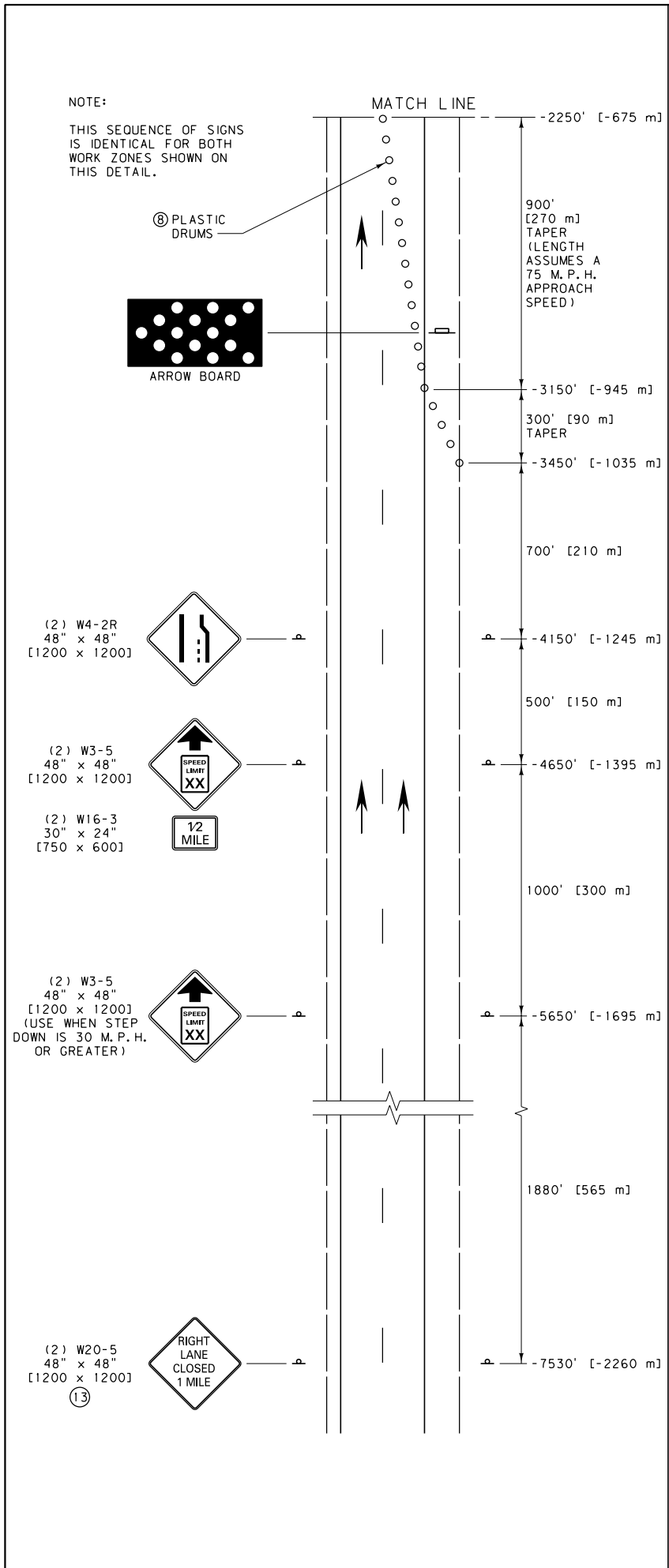
## DETAILED DRAWING

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

TEMPORARY  
EXIT RAMP  
MEDIAN CROSSOVER

EFFECTIVE: SEPTEMBER 2014

**MDT** MONTANA DEPARTMENT  
OF TRANSPORTATION



NOTES:

- ① THESE SIGN LAYOUTS WORK IN CONJUNCTION WITH THE PERMANENT LAYOUT ILLUSTRATED ON DTL. DWG. NO. 618-20 FOR WORK ZONES LOCATED AT THE BEGIN AND END OF THE CONSTRUCTION PROJECT.
- 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 WORK ZONE REFERS TO THE AREA WITHIN THE CONSTRUCTION PROJECT WHERE WORK IS ACTUALLY TAKING PLACE.
- ④ THE BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS THAT AFFECT STOPPING DISTANCE.
- ⑤ USE MORE SPECIFIC SIGNS, WHERE APPLICABLE, SUCH AS W8-3 "PAVEMENT ENDS."
- ⑥ XX = SPEED DETERMINED BY THE PROJECT MANAGER.
- ⑦ PROVIDE A SECOND FLAGGER WHEN REQUIRED BY STANDARD SPECIFICATIONS, SECTION 618.
- ⑧ 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.
- ⑨ WHEN PORTABLE SIGNS ARE USED, PLACE AS DIRECTED BY THE PROJECT MANAGER.
- ⑩ IF FLAGGER IS MORE THAN ONE MILE [1.6 km] FROM THE LANE CLOSURE, INCLUDE W3-5 SIGNS, AS REQUIRED.
- ⑪ 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.
- ⑫ ENSURE THE AMBER LED FLASHING LIGHTS MEET REQUIREMENTS OF STANDARD SPECIFICATION 715 AND DTL. DWG. NO. 618-01.
- ⑬ POST THE W20-5 AFTER THE W20-1 OR G20-1 AND THE R2-15 IF THE MERGING TAPER OCCURS AT THE BEGINNING OF THE CONSTRUCTION PROJECT.

\* DENOTES SIGNS THAT ARE UNIQUE TO MONTANA.

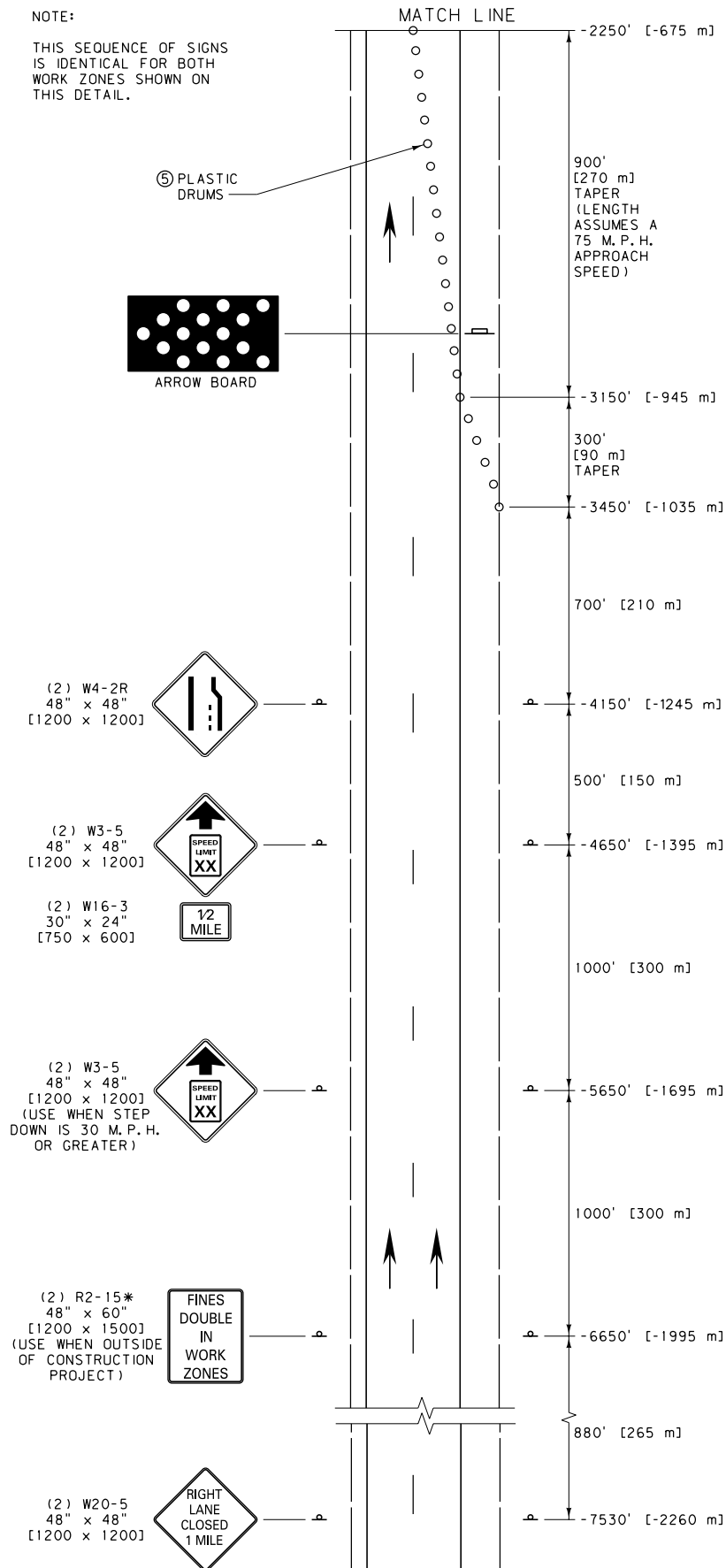
UNITS SHOWN IN BRACKETS [ ] ARE METRIC AND ARE IN MILLIMETERS (mm) UNLESS OTHER UNITS ARE SHOWN.

DETAILED DRAWING	
REFERENCE	DWG. NO.
STANDARD SPEC.	618-24
SECTION 618, 715	
DIVIDED FOUR-LANE CONSTRUCTION PROJECT WORK ZONES	
EFFECTIVE: SEPTEMBER 2014	
MDT MONTANA DEPARTMENT OF TRANSPORTATION	



NOTE:

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



EXISTING NORMAL POSTED SPEED LIMIT(S)

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

R97-2\* 48" x 24" [1200 x 600]

⑤ FLEXIBLE GUIDE POSTS SPACED AT HALF NORMAL SPACING

3 PLASTIC DRUMS

R97-1\* 48" x 24" [1200 x 600]

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

EXISTING NORMAL POSTED SPEED LIMIT(S)

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

R97-2\* 48" x 24" [1200 x 600]

⑤ FLEXIBLE GUIDE POSTS

BEGIN BUFFER SPACE

R97-1\* 48" x 24" [1200 x 600]

W20-7a 48" x 48" [1200 x 1200] WITH LED FLASHING AMBER LIGHTS

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

W3-4 48" x 48" [1200 x 1200]

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

EQUIPMENT ENTRANCE WITH FLAGGER

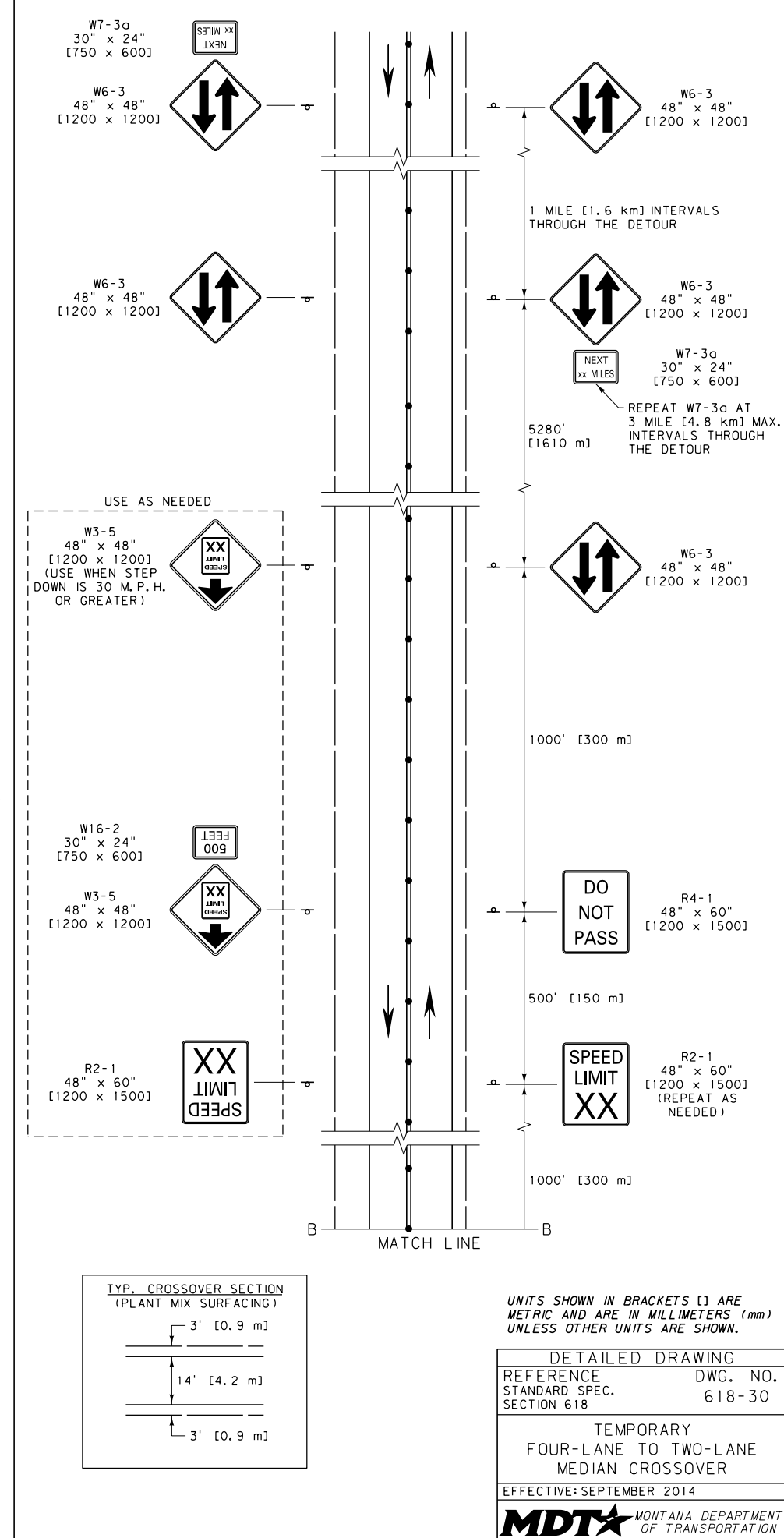
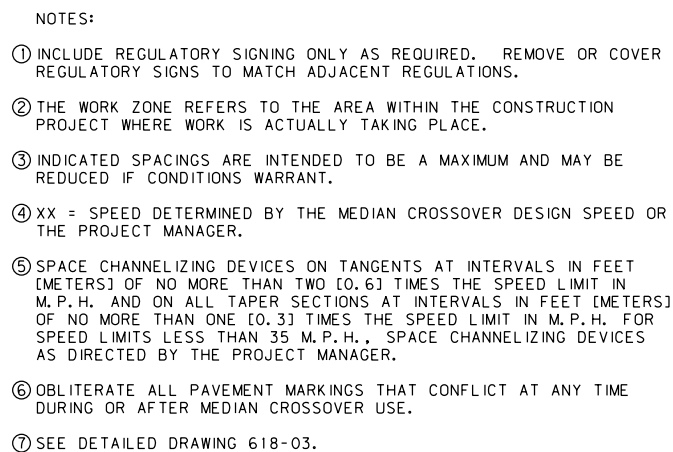
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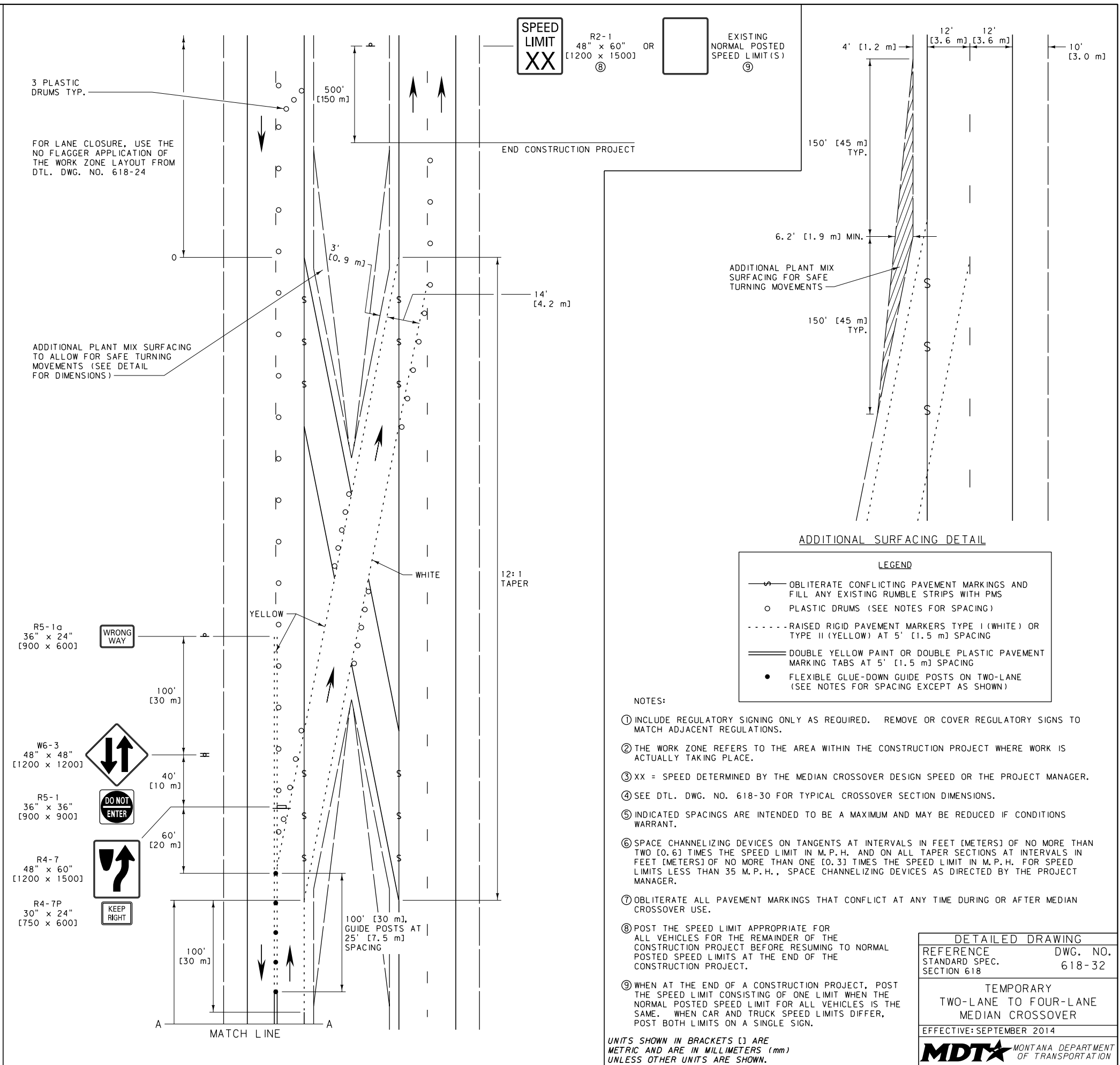
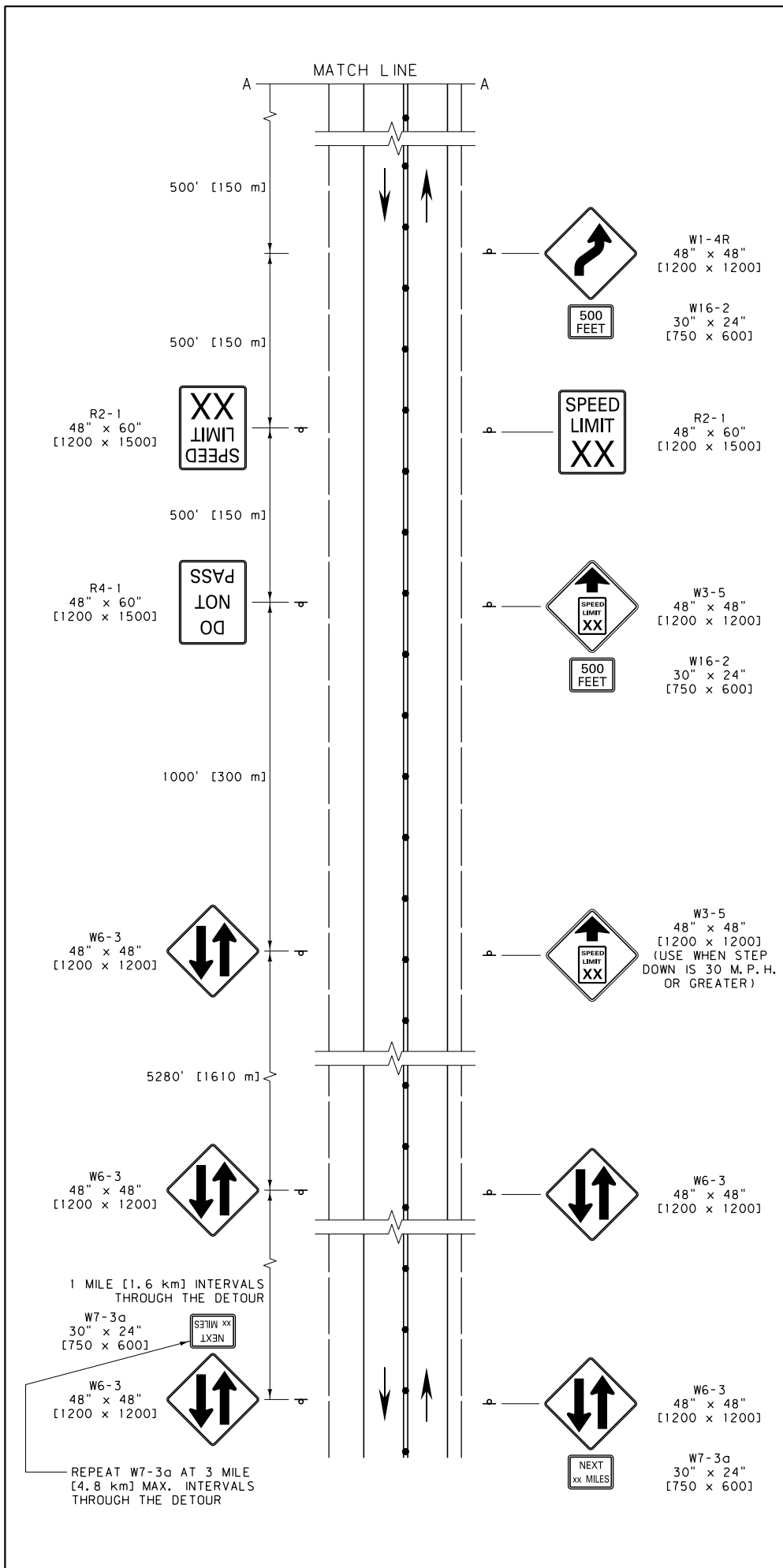
- INCLUDE SPEED LIMIT SIGNING ONLY IF THERE IS REASON TO RESTRICT SPEED WITHIN THE WORK ZONE. REMOVE OR COVER REGULATORY SIGNS TO MATCH ADJACENT REGULATIONS.
  - THE BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS THAT AFFECT STOPPING DISTANCE.
  - XX = SPEED DETERMINED BY THE PROJECT MANAGER.
  - 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.
  - 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.
  - IF FLAGGER IS MORE THAN ONE MILE [1.6 km] FROM THE LANE CLOSURE, INCLUDE W3-5 SIGNS, AS REQUIRED.
  - 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 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.
  - ENSURE THE AMBER LED FLASHERS MEET REQUIREMENTS OF SECTION 715 AND DTL. DWG. NO. 618-01.
  - POST THE W20-5 AFTER THE W20-1 OR THE G20-1 AND THE R2-15 IF THE MERGING TAPER OCCURS AT THE BEGINNING OF THE CONSTRUCTION PROJECT
- \* 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 STANDARD SPEC. SECTION 618, 715	DWG. NO. 618-27
DIVIDED FOUR-LANE EQUIPMENT ENTRANCE	
EFFECTIVE: SEPTEMBER 2014	
MDT MONTANA DEPARTMENT OF TRANSPORTATION	

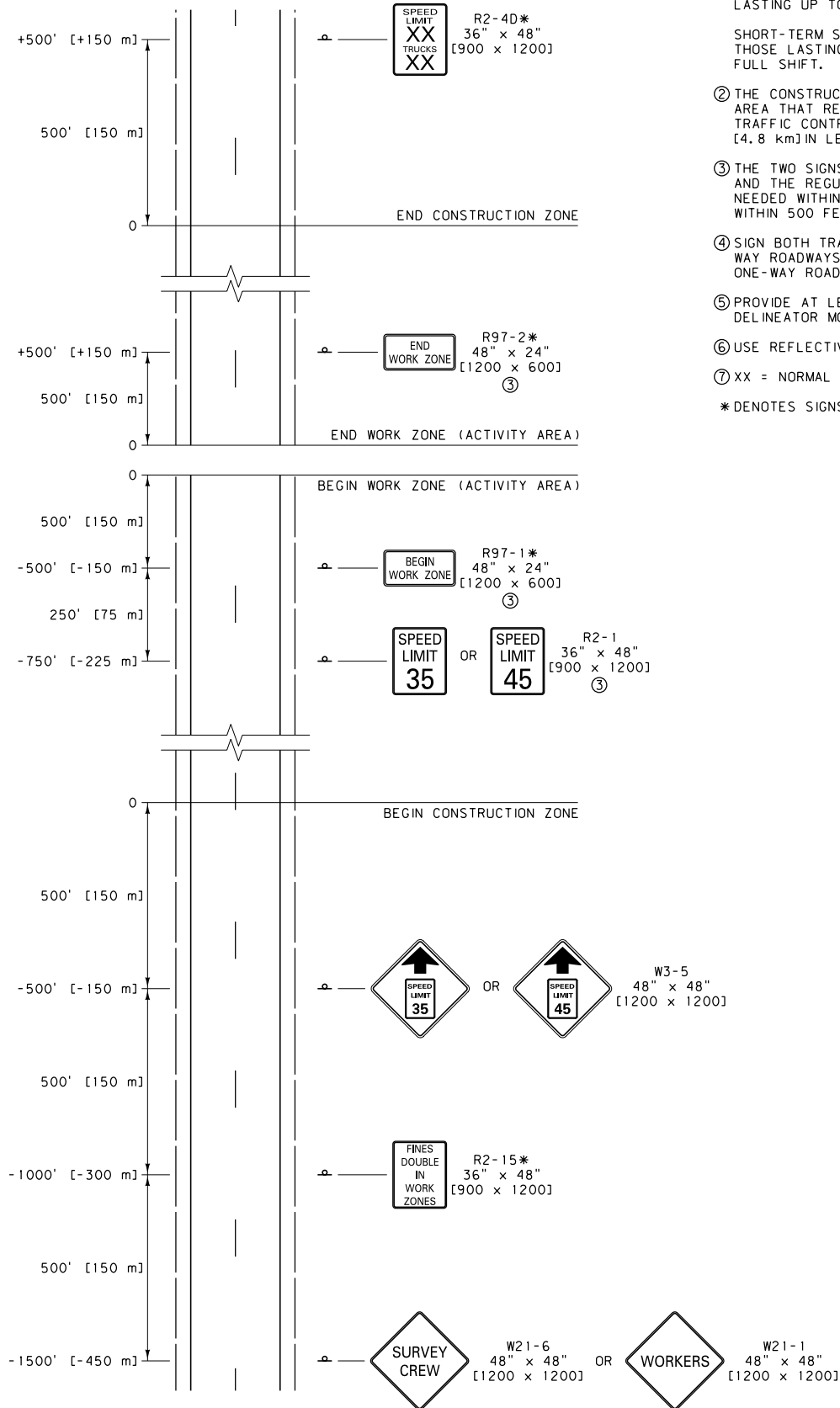







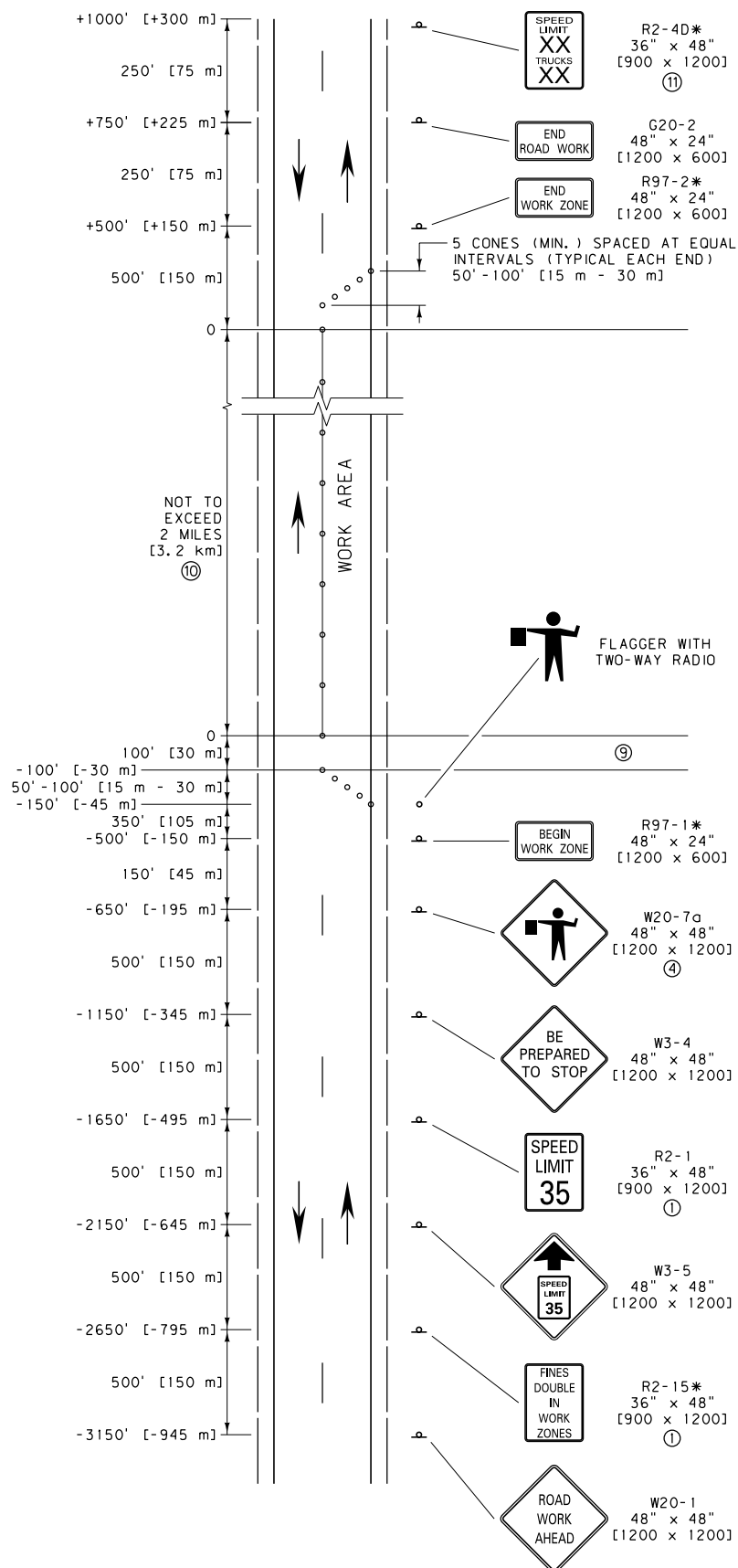
NOTES:

- ① SHORT DURATION ACTIVITIES ARE DEFINED AS THOSE LASTING UP TO ONE HOUR.  
SHORT-TERM STATIONARY ACTIVITIES ARE DEFINED AS THOSE LASTING GREATER THAN ONE HOUR, UP TO A FULL SHIFT.
  - ② THE CONSTRUCTION ZONE REFERS TO THE GENERAL AREA THAT REQUIRES TEMPORARY WORK ZONE TRAFFIC CONTROL. IT SHOULD NOT EXCEED 3 MILES [4.8 km] IN LENGTH.
  - ③ THE TWO SIGNS MARKING THE WORK ZONE BOUNDARIES AND THE REGULATORY SPEED SIGN MUST MOVE AS NEEDED WITHIN THE CONSTRUCTION ZONE TO REMAIN WITHIN 500 FEET [150 m] OF THE WORK ACTIVITY.
  - ④ SIGN BOTH TRAVEL DIRECTIONS ON TWO-LANE, TWO-WAY ROADWAYS OR BOTH SHOULDERS ON TWO-LANE, ONE-WAY ROADWAYS.
  - ⑤ PROVIDE AT LEAST THE DISTANCE SHOWN FOR DELINEATOR MOUNTED SIGNS.
  - ⑥ USE REFLECTIVE DEVICES.
  - ⑦ XX = NORMAL POSTED SPEED LIMIT(S).
- \* 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.
STANDARD SPEC.	618-34
SECTION 618	
SHORT DURATION OR SHORT-TERM STATIONARY CREW SIGNING	
EFFECTIVE: SEPTEMBER 2014	
 MONTANA DEPARTMENT OF TRANSPORTATION	




# NOTES:

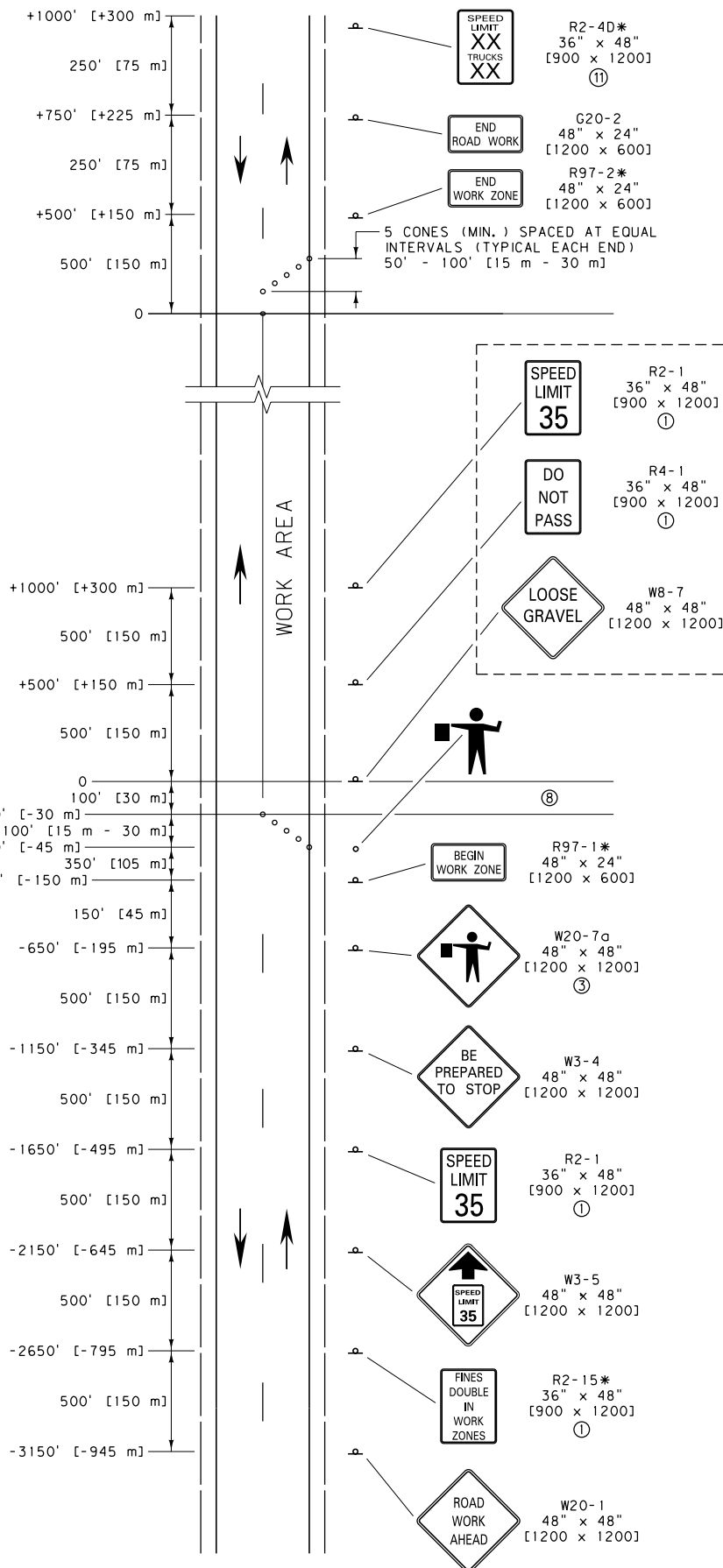
- ① MINIMUM REGULATORY SIGN SIZE IS 24" X 30" [600 X 750] ON TWO-LANE ROADS.
- ② ON ROADWAYS WITH HIGH TRAFFIC VOLUMES OR VISIBILITY RESTRICTIONS, A 500' [150 m] SPACING FOR ALL SIGNS IS RECOMMENDED.
- ③ SPACE CHANNELIZING DEVICES AT INTERVALS IN FEET [METERS] EQUAL TO TWICE [0.6 TIMES] THE SPEED LIMIT IN M.P.H. THROUGH THE BUFFER AND WORK AREA.
- ④ IF A NEED ARISES TO INCREASE VEHICLE STORAGE, ADD AN ADDITIONAL W20-7a "FLAGGER AHEAD" SIGN BETWEEN THE R2-1 AND W3-4 SIGNS AND/OR CONSIDER AN ADDITIONAL ADVANCE FLAGGER.
- ⑤ A MIRROR IMAGE OF THIS SIGN SEQUENCE IS REQUIRED FOR THE TRAFFIC FROM THE OPPOSITE DIRECTION.
- ⑥ FOR MORE INFORMATION OR CLARIFICATION CONTACT THE DISTRICT TRAFFIC ENGINEER. FOR EXAMPLE, IF WORK ZONE IS CLOSE TO A HORIZONTAL CURVE, A VERTICAL CURVE, A BRIDGE, INTERCHANGE, POOR SIGHT DISTANCE, OR OTHER SPECIAL CONDITION.
- 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 THAT AFFECT 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 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.
STANDARD SPEC.	618-M1
SECTION 618	
MAINTENANCE GUIDELINE FOR SHORT-TERM TWO-LANE CRACK SEALING WORK ZONE	
EFFECTIVE: SEPTEMBER 2014	
 MONTANA DEPARTMENT OF TRANSPORTATION	



#### NOTE:


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

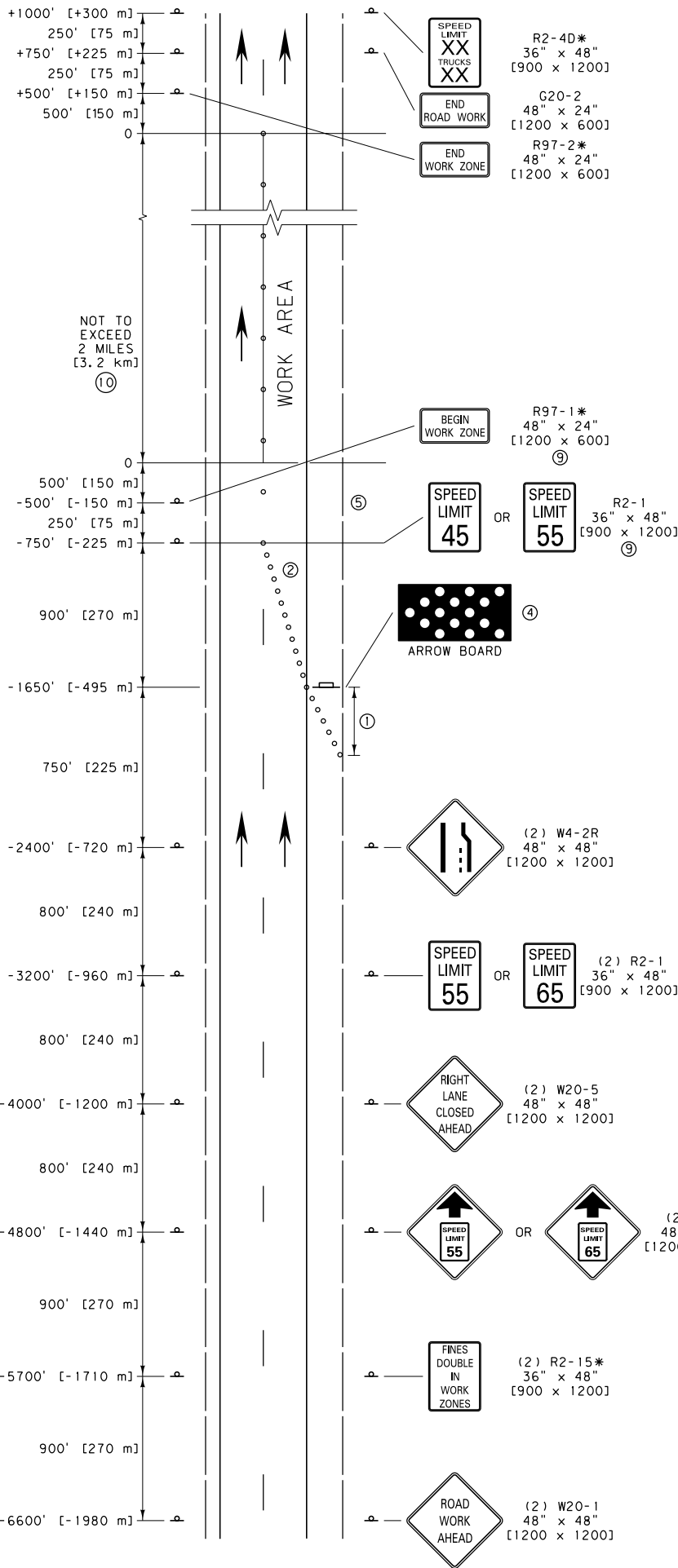
#### NOTES:

- 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 A NEED ARISES TO INCREASE VEHICLE STORAGE, ADD AN ADDITIONAL W20-7a "FLAGGER AHEAD" SIGN BETWEEN THE R2-1 AND W3-4 SIGNS AND/OR CONSIDER AN ADDITIONAL ADVANCE FLAGGER.
- ④ A MIRROR IMAGE OF THIS SIGN SEQUENCE IS REQUIRED FOR THE TRAFFIC FROM THE OPPOSITE DIRECTION.
- ⑤ FOR MORE INFORMATION OR CLARIFICATION CONTACT THE DISTRICT TRAFFIC ENGINEER. FOR EXAMPLE, IF WORK ZONE IS CLOSE TO A HORIZONTAL CURVE, A VERTICAL CURVE, A BRIDGE, INTERCHANGE, POOR SIGHT DISTANCE OR OTHER SPECIAL CONDITION.
- ⑥ COVER ANY 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 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.
STANDARD SPEC.	618-M2
SECTION	618
MAINT. GUIDELINE FOR SHORT-TERM TWO-LANE CHIP SEAL & OVERLAY (PILOTED TRAFFIC)	
EFFECTIVE: SEPTEMBER 2014	
 MONTANA DEPARTMENT OF TRANSPORTATION	



#### NOTES:

- USE A MINIMUM 300' [90 m] SHOULDER TAPER.
- USE THIRTEEN APPROVED CHANNELIZING DEVICES FOR A 12' [3.6 m] LANE CLOSURE TAPER (75 M.P.H. SPACED AT 75' [22.5 m]). ASSURE THAT THE TAPER IS A MINIMUM LENGTH OF 900' [270 m].
- 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.
- PLACE THE ARROW BOARD ON THE SHOULDER AT THE START OF THE TRAVEL LANE CLOSURE TAPER.
- THE BUFFER SPACE CAN BE LATERAL AND LONGITUDINAL. KEEP THE BUFFER SPACE CLEAR OF EQUIPMENT AND PERSONNEL.
- FOR MORE INFORMATION OR CLARIFICATION CONTACT THE DISTRICT TRAFFIC ENGINEER. FOR EXAMPLE, IF WORK AREA IS CLOSE TO A HORIZONTAL CURVE, A VERTICAL CURVE, A BRIDGE, INTERCHANGE, POOR SIGHT DISTANCE OR OTHER SPECIAL CONDITION.
- COVER ANY CONFLICTING SIGNS IN THE WORK AREA.
- SHORT-TERM WORK ZONE SIGNING IS NOT REQUIRED TO BE POST MOUNTED.
- WHEN THE WORK ZONE CHANGES WITHIN THE CONSTRUCTION ZONE, THESE SIGNS SHOULD BE MOVED TO REFLECT THE ACTUAL WORK ZONE.
- 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.
- XX = NORMAL POSTED SPEED LIMIT(S).

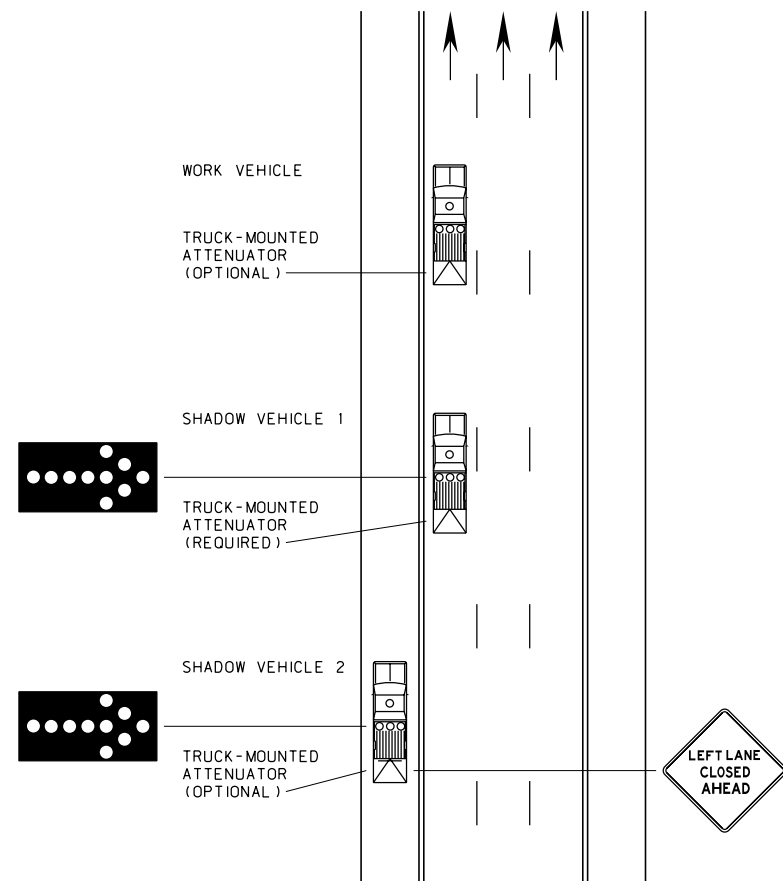
\* DENOTES SIGNS THAT ARE UNIQUE TO MONTANA.

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

DETAILED DRAWING	
REFERENCE	DWG. NO.
STANDARD SPEC.	618-M3
SECTION 618	
MAINTENANCE GUIDELINE FOR SHORT-TERM LANE CLOSURE ON INTERSTATE	
EFFECTIVE: SEPTEMBER 2014	
MONTANA DEPARTMENT OF TRANSPORTATION	



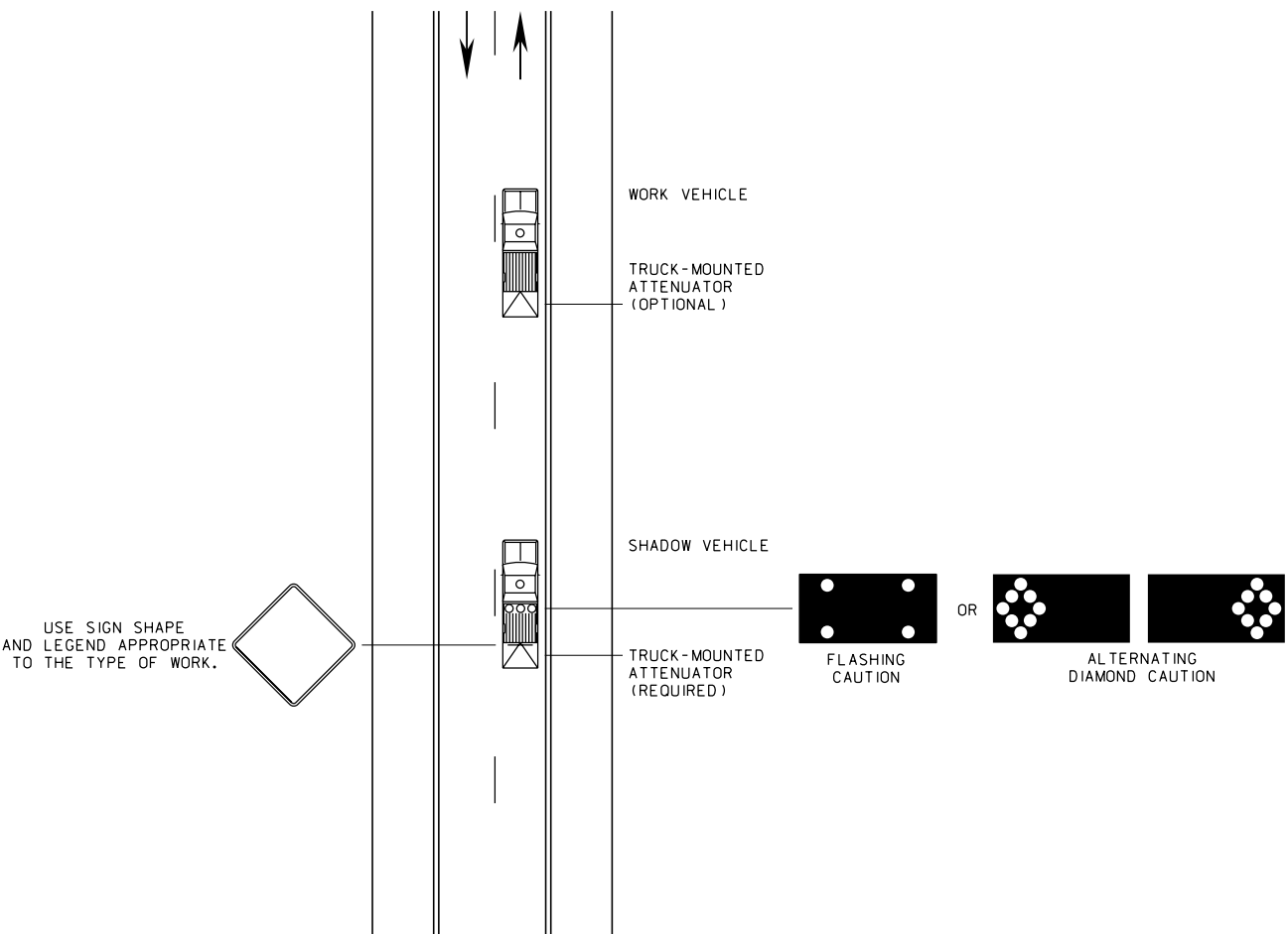
MOBILE OPERATIONS ON MULTILANE ROAD



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 IN A MANNER 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 DOWN THE SHADOW VEHICLE IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

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

DETAILED DRAWING	
REFERENCE STANDARD SPEC. SECTION 618	DWG. NO. 618-M4
MOBILE OPERATIONS	
EFFECTIVE: SEPTEMBER 2014	
<b>MDT</b> MONTANA DEPARTMENT OF TRANSPORTATION	

POSTED SPEED LIMIT FOR WORK ZONE	SIGN SPACING (A)	SPACING OF CHANNELIZING DEVICES (MAX.) (G) **	BUFFER SPACE ④ (B)
(M. P. H. )	FEET [m]	FEET [m]	FEET [m]
25	100 [30]	25 [8]	50 [15]
35	100 [30]	35 [12]	100 [30]

\*\* 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 THE WORK ZONE REFERS TO THE AREA WHERE WORK IS ACTUALLY TAKING PLACE. KEEP THE BEGIN AND END WORK ZONE SIGNS WITHIN 500' [150 m] OF THE WORK ZONE BOUNDARY. INCLUDE THE BEGIN AND END WORK ZONE SIGNS WHEN WORK IS IN PROGRESS OR WHEN CONDITIONS WARRANT.
- ③ INCLUDE SPEED LIMIT SIGNS ONLY IF THERE IS A REASON TO RESTRICT SPEED. COVER CONFLICTING EXISTING SPEED LIMIT SIGNS.
- ④ THE BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS THAT AFFECT STOPPING DISTANCE.
- ⑤ IF PEDESTRIAN TRAFFIC IS IMPACTED SEE DTL. DWG. NO. 618-U05.
- ⑥ LARGER SIGN SIZES MAY BE APPROVED BY THE PROJECT MANAGER.
- ⑦ PLACE END ROADWORK SIGN AT END OF PROJECT LIMITS.
- ⑧ IN LIEU OF TWO SIGNS, THE FINES DOUBLE AND BEGIN WORK ZONE SIGNS CAN BE COMBINED ON ONE SIGN FACE.
- ⑨ POST EXISTING SPEED LIMIT IF CHANGED BY WORK ZONE.
- ⑩ ENSURE THE AMBER LED FLASHERS MEET REQUIREMENTS OF SECTION 715 AND DTL. DWG. NO. 618-01.

#### LEGEND

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

SIGN LAYOUT  
IDENTICAL TO  
OPPOSING  
TRAFFIC SIGN  
LAYOUT

R2-15\*  
24" x 30"  
[600 x 750] ⑧

FINES  
DOUBLE  
IN  
WORK  
ZONES

R97-1\*  
36" x 18"  
[900 x 450] ②

BEGIN  
WORK ZONE

100'  
[30 m]



B

END  
ROAD WORK  
G20-2  
36" x 18"  
[900 x 450] ⑦

VARIES

END  
WORK ZONE  
R97-2\*  
36" x 18"  
[900 x 450] ②

SPEED  
LIMIT  
XX  
R2-1  
24" x 30"  
[600 x 750] ③

50' [16 m] (12.5' [4 m] SPACING)

IF PEDESTRIAN  
TRAFFIC IS IMPACTED,  
SEE NOTE ⑤

2G

50' [16 m] (12.5' [4 m] SPACING)

100'  
[30 m]

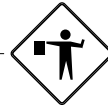
BEGIN  
WORK ZONE  
R97-1\*  
36" x 18"  
[900 x 450] ②

FINES  
DOUBLE  
IN  
WORK  
ZONES  
R2-15\*  
24" x 30"  
[600 x 750] ⑧

VARIES

END  
ROAD WORK  
G20-2  
36" x 18"  
[900 x 450] ⑦

SPEED  
LIMIT  
XX  
R2-1  
24" x 30"  
[600 x 750] ③



W20-7a  
36" x 36"  
[900 x 900]  
WITH  
LED FLASHING  
AMBER LIGHTS  
⑩



W20-4  
36" x 36"  
[900 x 900]

ROAD  
WORK  
AHEAD  
W20-1  
36" x 36"  
[900 x 900]

#### DETAILED DRAWING

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

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

EFFECTIVE: SEPTEMBER 2014

**MDT** MONTANA DEPARTMENT  
OF TRANSPORTATION

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 ④ (B)
(M. P. H. )	FEET [m]	FEET [m]	FEET [m]	FEET [m]
25	100 [30]	125 [40]	25 [8]	50 [15]
35	100 [30]	245 [84]	35 [12]	100 [30]

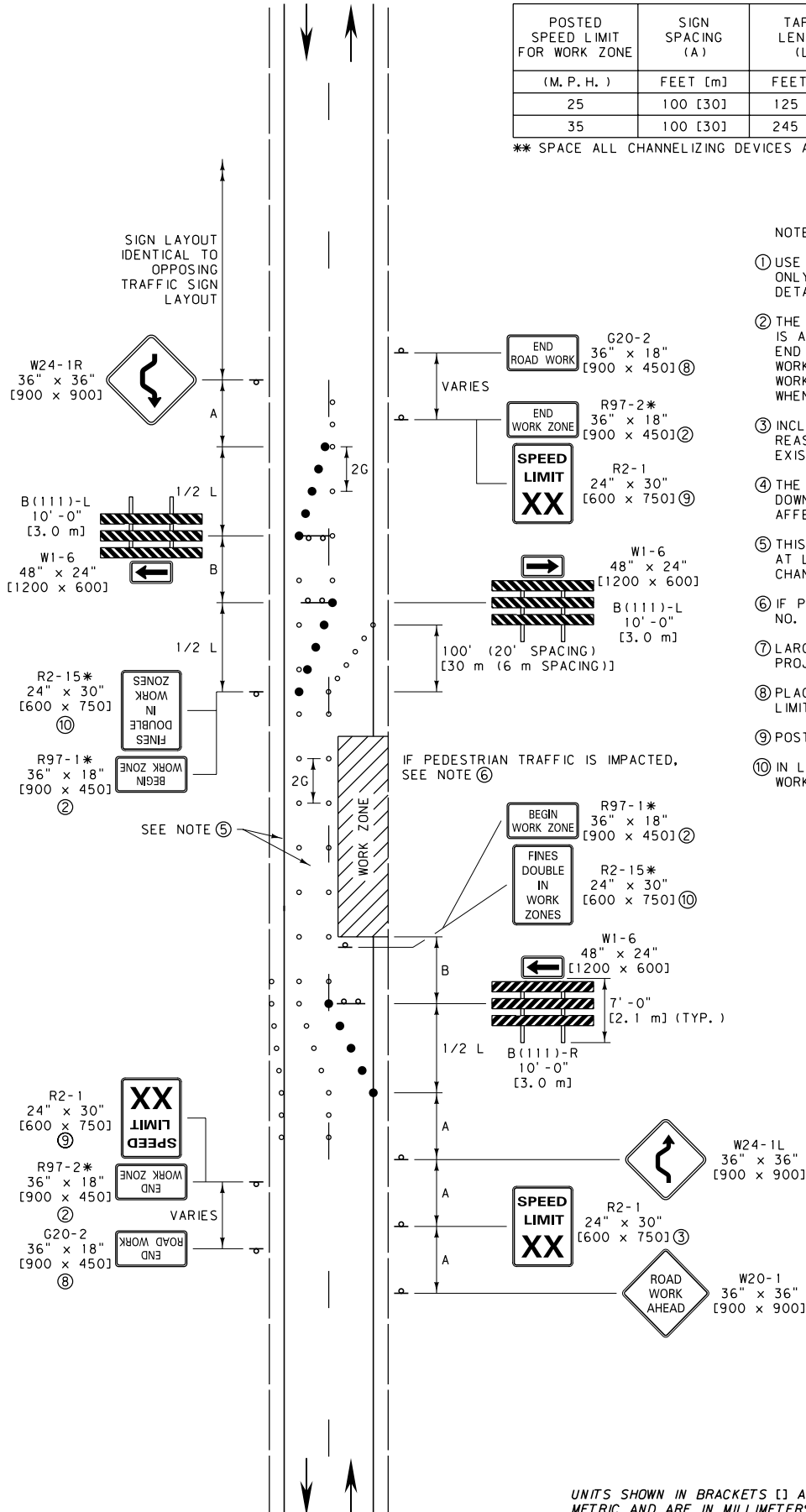
\*\* SPACE ALL CHANNELIZING DEVICES AT "G" UNLESS OTHERWISE NOTED.

#### NOTES:

- ① USE THIS SIGN LAYOUT IN URBAN APPLICATIONS ONLY. USE THE RURAL, OPEN ROADWAY SIGNING DETAILS WHEN HIGHER SPEED LIMITS ARE USED.
- ② THE WORK ZONE REFERS TO THE AREA WHERE WORK IS ACTUALLY TAKING PLACE. KEEP THE BEGIN AND END WORK ZONE SIGNS WITHIN 500' [150 m] OF THE WORK ZONE BOUNDARY. INCLUDE THE BEGIN AND END WORK ZONE SIGNS WHEN WORK IS IN PROGRESS OR WHEN CONDITIONS WARRANT.
- ③ INCLUDE SPEED LIMIT SIGNS ONLY IF THERE IS A REASON TO RESTRICT SPEED. COVER CONFLICTING EXISTING SPEED LIMIT SIGNS.
- ④ THE BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS THAT AFFECT STOPPING DISTANCE.
- ⑤ 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.
- ⑥ IF PEDESTRIAN TRAFFIC IS IMPACTED SEE DTL. DWG. NO. 618-U05.
- ⑦ LARGER SIGN SIZES MAY BE APPROVED BY THE PROJECT MANAGER.
- ⑧ PLACE END ROAD WORK SIGNS AT END OF PROJECT LIMITS.
- ⑨ POST EXISTING SPEED LIMIT IF CHANGED BY WORK ZONE.
- ⑩ IN LIEU OF TWO SIGNS, THE FINES DOUBLE AND BEGIN WORK ZONE SIGNS CAN BE COMBINED ON ONE SIGN FACE.

#### LEGEND

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



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

#### DETAILED DRAWING

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: SEPTEMBER 2014

**MDT** MONTANA DEPARTMENT OF TRANSPORTATION

POSTED SPEED LIMIT FOR WORK ZONE	SIGN SPACING (A)	TAPER LENGTH (L)	SPACING OF CHANNELIZING DEVICES (MAX.) (G) **	BUFFER SPACE ④ (B)
(M. P. H. )	FEET [m]	FEET [m]	FEET [m]	FEET [m]
25	100 [30]	125 [40]	25 [8]	50 [15]
35	100 [30]	245 [84]	35 [12]	100 [30]

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

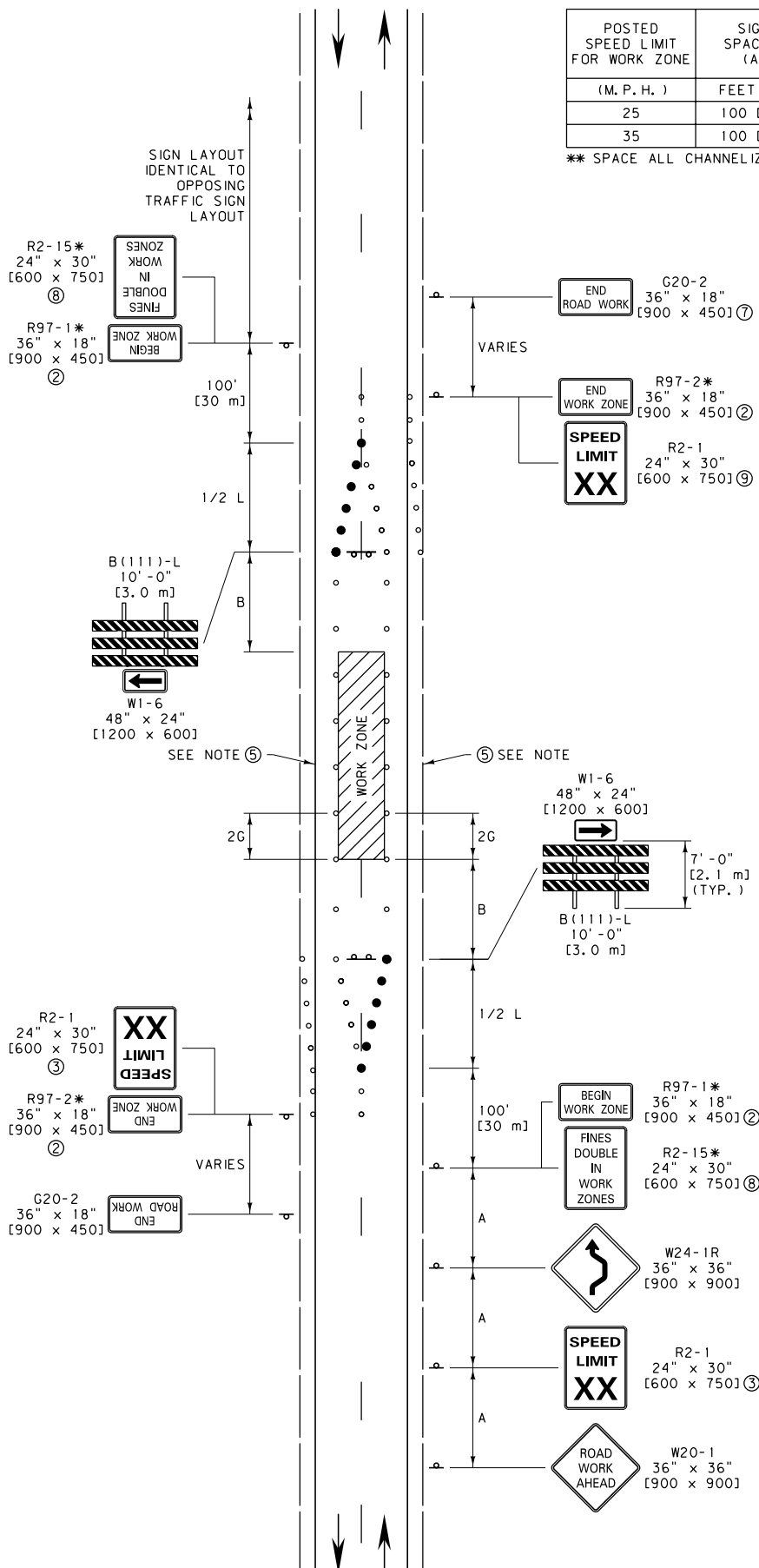
#### NOTES:


- ① USE THIS SIGN LAYOUT IN URBAN APPLICATIONS ONLY. USE THE RURAL, OPEN ROADWAY SIGNING DETAILS WHEN HIGHER SPEED LIMITS ARE USED.
- ② THE WORK ZONE REFERS TO THE AREA WHERE WORK IS ACTUALLY TAKING PLACE. KEEP THE BEGIN AND END WORK ZONE SIGNS WITHIN 500' [150 m] OF THE WORK ZONE BOUNDARY. INCLUDE THE BEGIN AND END WORK ZONE SIGNS WHEN WORK IS IN PROGRESS OR WHEN CONDITIONS WARRANT.
- ③ INCLUDE SPEED LIMIT SIGNS ONLY IF THERE IS A REASON TO RESTRICT SPEED. COVER CONFLICTING EXISTING SPEED LIMIT SIGNS.
- ④ THE BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS THAT AFFECT STOPPING DISTANCE.
- ⑤ THIS LAYOUT SHOULD ONLY BE USED WHEN THERE IS AT LEAST 10' [3 m] IN WIDTH BETWEEN THE CHANNELIZING DEVICES AND THE EDGE OF PAVEMENT. PROVIDE NO PARKING SIGNS WHEN APPROPRIATE.
- ⑥ LARGER SIGNS MAY BE APPROVED BY THE PROJECT MANAGER.
- ⑦ PLACE END ROAD WORK SIGNS AT END OF PROJECT LIMITS.
- ⑧ IN LIEU OF TWO SIGNS, THE FINES DOUBLE AND BEGIN WORK ZONE SIGNS CAN BE COMBINED ON ONE SIGN FACE.
- ⑨ POST EXISTING SPEED LIMIT IF CHANGED BY WORK ZONE.

#### LEGEND

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

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

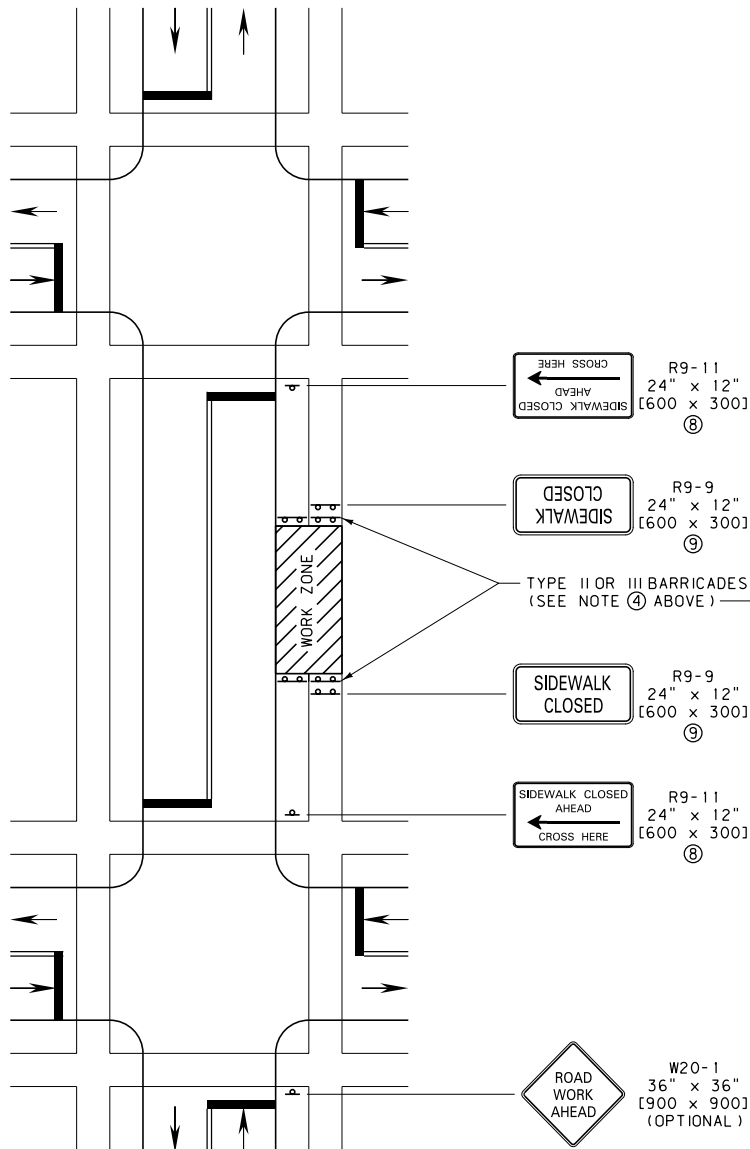


DETAILED DRAWING	
REFERENCE STANDARD SPEC. SECTION 618	DWG. NO. 618-U03
WORK ZONE IN CENTER OF ROAD (URBAN TWO-LANE, TWO-WAY ROAD)	
EFFECTIVE: SEPTEMBER 2014	
 MONTANA DEPARTMENT OF TRANSPORTATION	

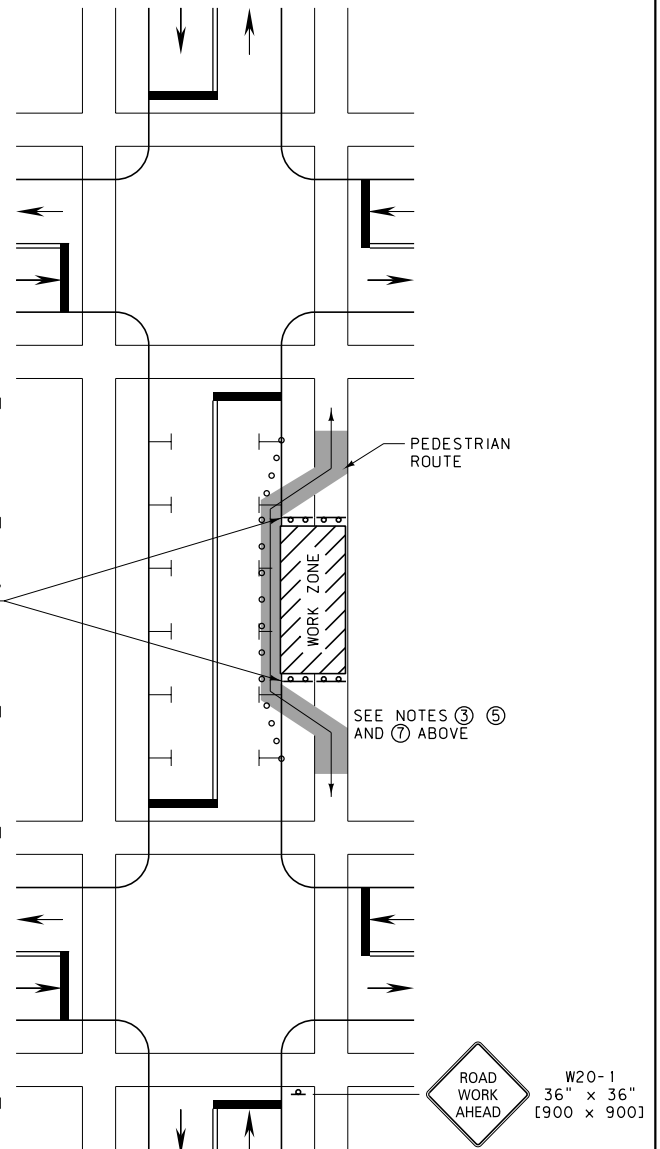
NOTES:

- 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. NO. 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 ZONE. PROVIDE LARGER PHYSICAL BARRIERS TO PROTECT PEDESTRIANS FROM HAZARDS IN THE WORK ZONE, AS DETERMINED BY THE PROJECT MANAGER.
- ⑥ ENSURE THAT ENTIRE WALKWAY MEETS ADA REQUIREMENTS. 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 ZONE ⑥



LEGEND

○ - FLEXIBLE GUIDE POSTS

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

DETAILED DRAWING

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

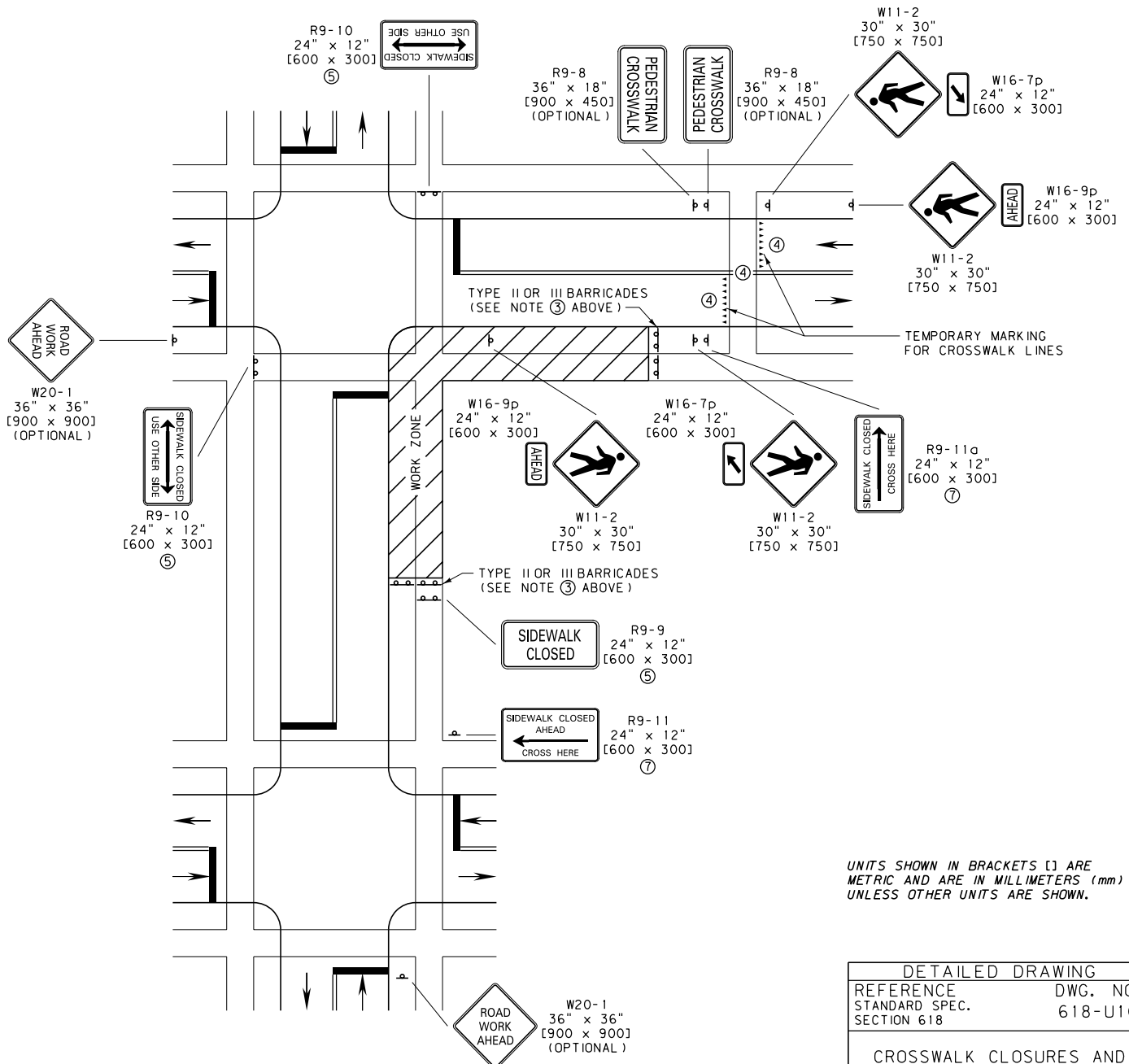
SIDEWALK CLOSURES  
AND BYPASS WALKWAY

EFFECTIVE: SEPTEMBER 2014


**MDT** MONTANA DEPARTMENT  
OF TRANSPORTATION

NOTES:

- ① COVER PEDESTRIAN TRAFFIC SIGNAL DISPLAYS CONTROLLING CLOSED CROSSWALKS.
- ② ONLY TRAFFIC CONTROL DEVICES CONTROLLING PEDESTRIAN FLOWS ARE SHOWN. OTHER DEVICES MAY BE NEEDED TO CONTROL TRAFFIC ON THE STREETS.
- ③ SEE DTL. DWG. NO. 618-03.
- ④ WHEN POSSIBLE, USE THE EXISTING INTERSECTION CROSSWALKS FOR PEDESTRIAN DETOURS. AS A LAST OPTION, USE THE MID-BLOCK TEMPORARY PEDESTRIAN CROSSING SHOWN BELOW. FOR LONG-TERM STATIONARY WORK, THE DOUBLE YELLOW CENTERLINE AND/OR LANE LINES ARE REMOVED BETWEEN CROSSWALK LINES. PROVIDE A MINIMUM WALKWAY WIDTH OF 5 FEET [1525 mm] AND A FIRM, STABLE, SLIP RESISTANT WALKING SURFACE ACROSS BOULEVARDS AND OTHER AREAS ALONG THE TEMPORARY PEDESTRIAN WALKWAY. PROVIDE YIELD PAVEMENT MARKINGS AS SHOWN BELOW.
- ⑤ PLACE R9-9 AND R9-10 SIGNS ON TYPE I BARRICADES ON SIDEWALK.
- ⑥ PROVIDE TEMPORARY RAMPs FOR PEDESTRIAN CROSSWALK WHEN REQUIRED.
- ⑦ PLACE R9-11 AND R9-11a ON SIGN POSTS (AS SHOWN BELOW) IF BUSINESS ACCESS IS REQUIRED. PLACE TYPE I BARRICADE ON SIDEWALK WITH R9-11 OR R9-11a SIGN IF BUSINESS ACCESS IS NOT REQUIRED.



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

DETAILED DRAWING	
REFERENCE STANDARD SPEC. SECTION 618	DWG. NO. 618-U10
CROSSWALK CLOSURES AND PEDESTRIAN DETOURS	
EFFECTIVE: SEPTEMBER 2014	
 MONTANA DEPARTMENT OF TRANSPORTATION	

POSTED SPEED LIMIT FOR WORK ZONE	SIGN SPACING (A)	TAPER LENGTH (L)	SPACING OF CHANNELIZING DEVICES (MAX.) (G) **	BUFFER SPACE ④ (B)
(M. P. H. )	FEET [m]	FEET [m]	FEET [m]	FEET [m]
25	100 [30]	125 [40]	25 [8]	50 [15]
35	100 [30]	245 [84]	35 [12]	100 [30]

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


#### NOTES:

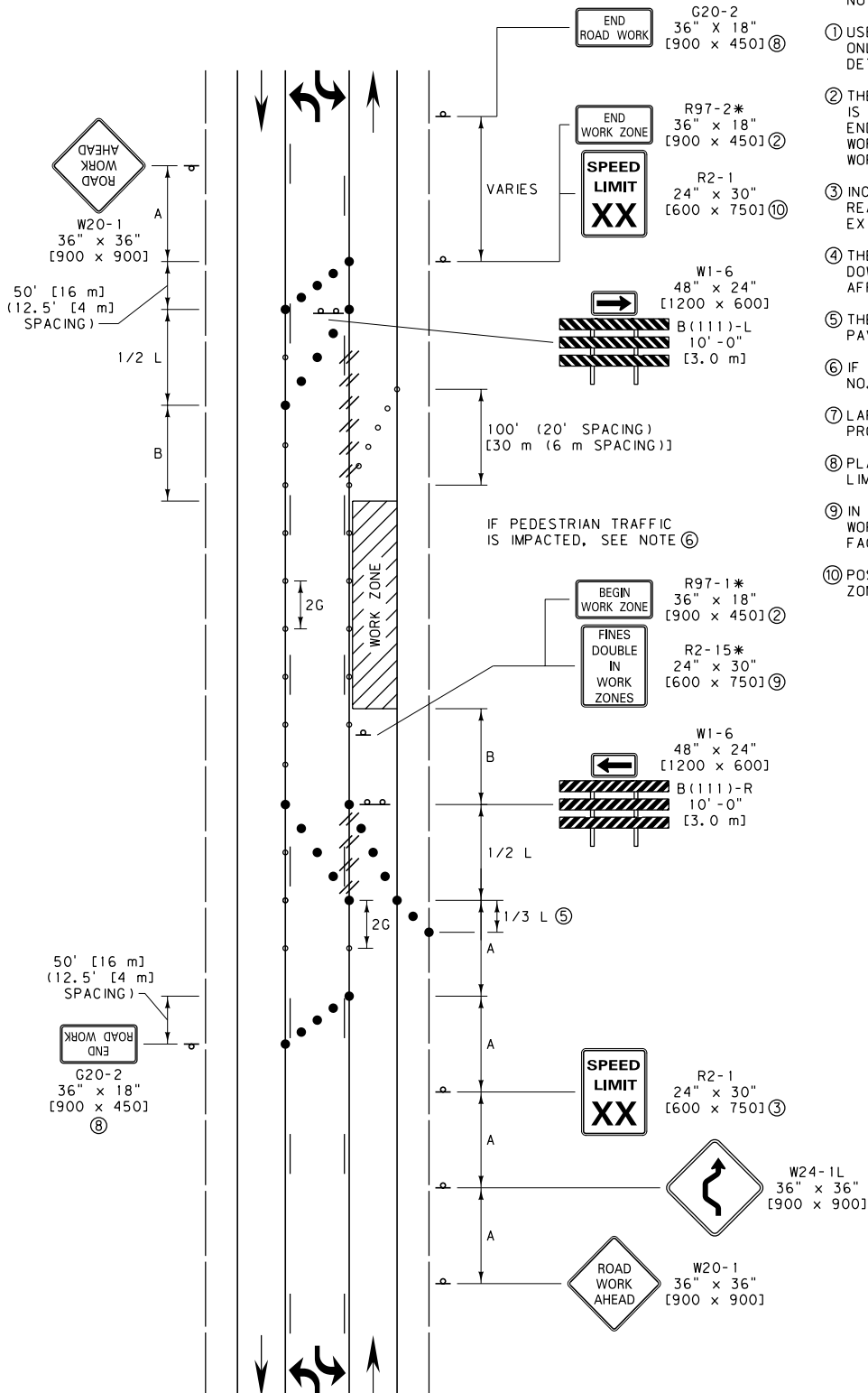
- ① USE THIS SIGN LAYOUT IN URBAN APPLICATIONS ONLY. USE THE RURAL, OPEN ROADWAY SIGNING DETAILS WHEN HIGHER SPEED LIMITS ARE USED.
- ② THE WORK ZONE REFERS TO THE AREA WHERE WORK IS ACTUALLY TAKING PLACE. KEEP THE BEGIN AND END WORK ZONE SIGNS WITHIN 500' [150 m] OF THE WORK ZONE BOUNDARY. INCLUDE THE BEGIN AND END WORK ZONE SIGNS WHEN WORK IS IN PROGRESS.
- ③ INCLUDE SPEED LIMIT SIGNS ONLY IF THERE IS A REASON TO RESTRICT SPEED. COVER OR REMOVE EXISTING CONFLICTING SIGNS.
- ④ THE BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS THAT AFFECT STOPPING DISTANCE.
- ⑤ THE SHOULDER TAPER MAY BE OMITTED WHEN THE PAVED SHOULDER IS LESS THAN 8' [2.4 m] IN WIDTH.
- ⑥ IF PEDESTRIAN TRAFFIC IS IMPACTED SEE DTL. DWG. NO. 618-U05.
- ⑦ LARGER SIGN SIZES MAY BE APPROVED BY THE PROJECT MANAGER.
- ⑧ PLACE END ROAD WORK SIGNS AT END OF PROJECT LIMITS.
- ⑨ IN LIEU OF TWO SIGNS, THE FINES DOUBLE AND BEGIN WORK ZONE SIGNS CAN BE PLACED ON ONE SIGN FACE.
- ⑩ POST EXISTING SPEED LIMIT IF CHANGED BY WORK ZONE.

#### LEGEND

- - FLEXIBLE GUIDE POSTS
- - PLASTIC DRUMS
- \* - DENOTES SIGNS THAT ARE UNIQUE TO MONTANA.
- XX - SPEED DETERMINED BY THE PROJECT MANAGER. (25 M.P.H. OR 35 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 DRAWING	
REFERENCE	DWG. NO.
STANDARD SPEC.	618-U15
SECTION 618	
LANE CLOSURE (URBAN TWO-LANE, TWO-WAY ROAD WITH TWO-WAY LEFT TURN LANE)	
EFFECTIVE: SEPTEMBER 2014	
 MONTANA DEPARTMENT OF TRANSPORTATION	







POSTED SPEED LIMIT FOR WORK ZONE	SIGN SPACING (A)	TAPER LENGTH (L)	SPACING OF CHANNELIZING DEVICES (MAX.) (G) **	BUFFER SPACE ④ (B)
(M. P. H. )	FEET [m]	FEET [m]	FEET [m]	FEET [m]
25	100 [30]	125 [40]	25 [8]	50 [15]
35	100 [30]	245 [84]	35 [12]	100 [30]

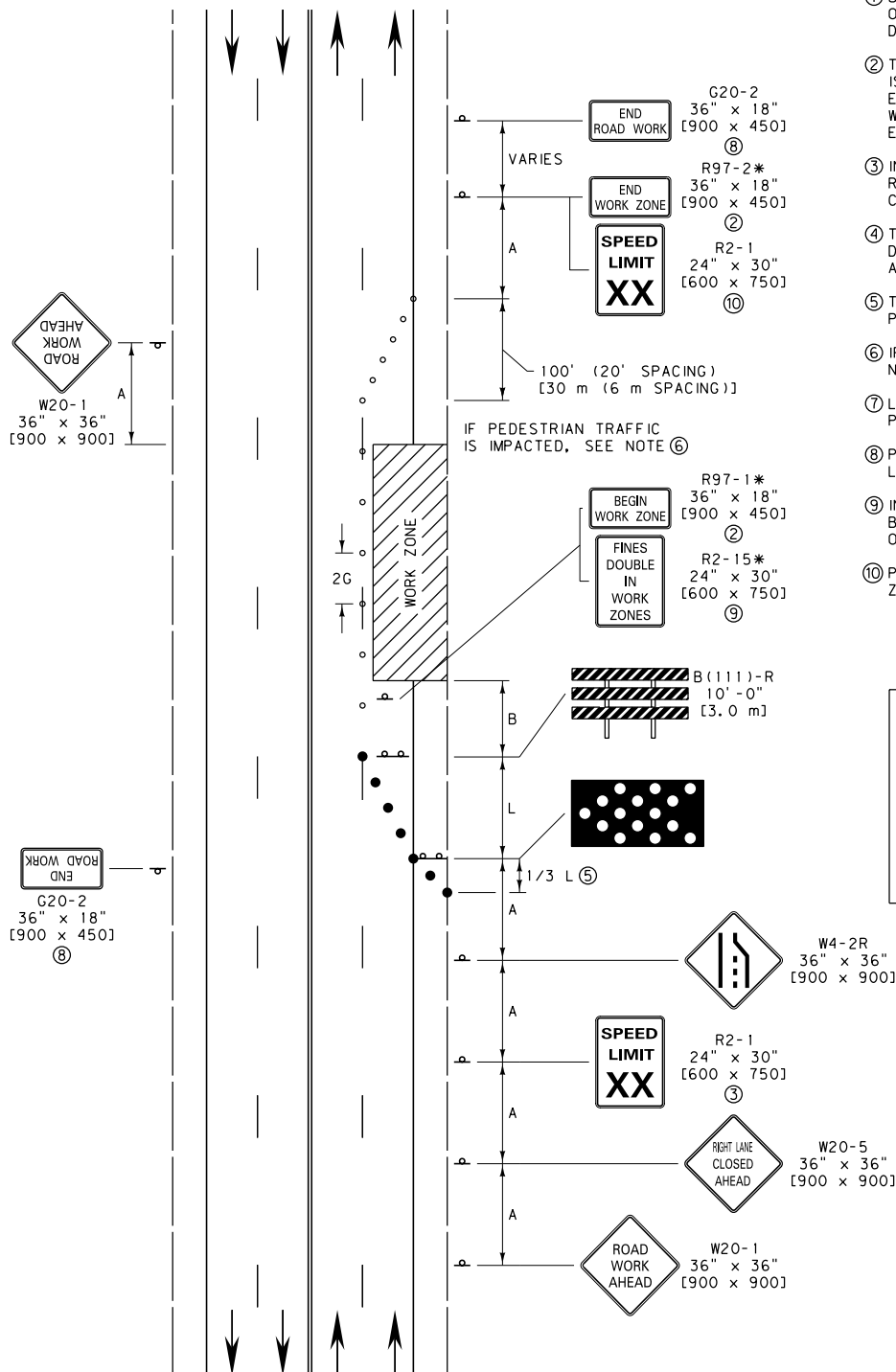
\*\* SPACE ALL CHANNELIZING DEVICES AT "G" UNLESS OTHERWISE NOTED.

#### NOTES:


- ① USE THIS SIGN LAYOUT IN URBAN APPLICATIONS ONLY. USE THE RURAL, OPEN ROADWAY SIGNING DETAILS WHEN HIGHER SPEED LIMITS ARE USED.
- ② THE WORK ZONE REFERS TO THE AREA WHERE WORK IS ACTUALLY TAKING PLACE. KEEP THE BEGIN AND END WORK ZONE SIGNS WITHIN 500' [150 m] OF THE WORK ZONE BOUNDARY. INCLUDE THE BEGIN AND END WORK ZONE SIGNS WHEN WORK IS IN PROGRESS.
- ③ INCLUDE SPEED LIMIT SIGNS ONLY IF THERE IS A REASON TO RESTRICT SPEED. COVER OR REMOVE CONFLICTING EXISTING SPEED LIMIT SIGNS.
- ④ THE BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS THAT AFFECT STOPPING DISTANCE.
- ⑤ THE SHOULDER TAPER MAY BE OMITTED WHEN PAVED SHOULDER IS LESS THAN 8' [2.4 m] IN WIDTH.
- ⑥ IF PEDESTRIAN TRAFFIC IS IMPACTED SEE DTL. DWG. NO. 618-U05.
- ⑦ LARGER SIGN SIZES MAY BE APPROVED BY THE PROJECT MANAGER.
- ⑧ PLACE END ROAD WORK SIGNS AT END OF PROJECT LIMITS.
- ⑨ IN LIEU OF TWO SIGNS, THE FINES DOUBLE AND BEGIN WORK ZONE SIGNS CAN BE COMBINED ON ONE SIGN FACE.
- ⑩ POST EXISTING SPEED LIMIT IF CHANGED BY WORK ZONE.

#### LEGEND

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



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

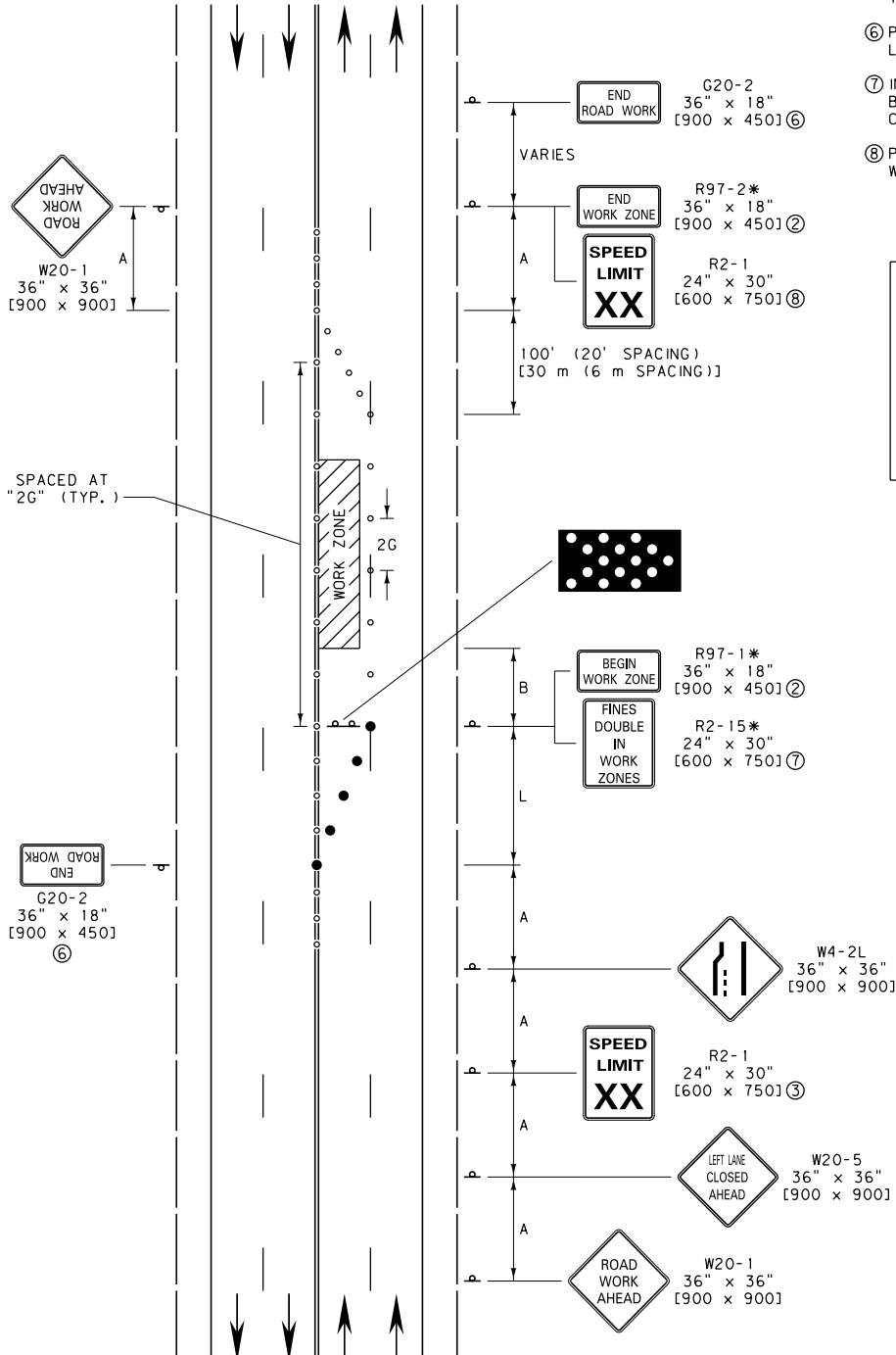
DETAILED DRAWING	
REFERENCE STANDARD SPEC. SECTION 618	DWG. NO. 618-U20
RIGHT LANE CLOSURE (URBAN MULTI-LANE, UNDIVIDED ROAD)	
EFFECTIVE: SEPTEMBER 2014	
 MONTANA DEPARTMENT OF TRANSPORTATION	

POSTED SPEED LIMIT FOR WORK ZONE	SIGN SPACING (A)	TAPER LENGTH (L)	SPACING OF CHANNELIZING DEVICES (MAX.) (G) **	BUFFER SPACE ④ (B)
(M. P. H. )	FEET [m]	FEET [m]	FEET [m]	FEET [m]
25	100 [30]	125 [40]	25 [8]	50 [15]
35	100 [30]	245 [84]	35 [12]	100 [30]

\*\* 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 THE WORK ZONE REFERS TO THE AREA WHERE WORK IS ACTUALLY TAKING PLACE. KEEP THE BEGIN AND END WORK ZONE SIGNS WITHIN 500' [150 m] OF THE WORK ZONE BOUNDARY. INCLUDE THE BEGIN AND END WORK ZONE SIGNS WHEN WORK IS IN PROGRESS.
- ③ INCLUDE SPEED LIMIT SIGNS ONLY IF THERE IS A REASON TO RESTRICT SPEED. COVER OR REMOVE CONFLICTING EXISTING SPEED LIMIT SIGNS.
- ④ THE BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS THAT AFFECT STOPPING DISTANCE.
- ⑤ LARGER SIGN SIZES MAY BE APPROVED BY THE PROJECT MANAGER.
- ⑥ PLACE END ROAD WORK SIGN AT END OF PROJECT LIMITS.
- ⑦ IN LIEU OF TWO SIGNS, THE FINES DOUBLE AND BEGIN WORK ZONE SIGNS CAN BE COMBINED ON ONE SIGN FACE.
- ⑧ POST EXISTING SPEED LIMIT IF CHANGED BY WORK ZONE.



**LEGEND**

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

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

DETAILED DRAWING	
REFERENCE STANDARD SPEC. SECTION 618	DWG. NO. 618-U25
LEFT LANE CLOSURE (LOW SPEED URBAN MULTI-LANE, UNDIVIDED ROAD)	
EFFECTIVE: SEPTEMBER 2014	
 MONTANA DEPARTMENT OF TRANSPORTATION	

POSTED SPEED LIMIT FOR WORK ZONE	SIGN SPACING (A)	TAPER LENGTH (L)	SPACING OF CHANNELIZING DEVICES (MAX.) (G) **	BUFFER SPACE ④ (B)
(M. P. H.)	FEET [m]	FEET [m]	FEET [m]	FEET [m]
25	100 [30]	125 [40]	25 [8]	50 [15]
35	100 [30]	245 [84]	35 [12]	100 [30]

\*\* 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 THE WORK ZONE REFERS TO THE AREA WHERE WORK IS ACTUALLY TAKING PLACE. KEEP THE BEGIN AND END WORK ZONE SIGNS WITHIN 500' [150 m] OF THE WORK ZONE BOUNDARY. INCLUDE THE BEGIN AND END WORK ZONE SIGNS WHEN WORK IS IN PROGRESS.
- ③ INCLUDE SPEED LIMIT SIGNS ONLY IF THERE IS A REASON TO RESTRICT SPEED. COVER OR REMOVE CONFLICTING EXISTING SPEED LIMIT SIGNS.
- ④ THE BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS THAT AFFECT STOPPING DISTANCE.
- ⑤ LARGER SIGN SIZES MAY BE APPROVED BY THE PROJECT MANAGER.
- ⑥ PLACE END ROAD WORK SIGNS AT END OF PROJECT LIMITS.
- ⑦ IN LIEU OF TWO SIGNS, THE FINES DOUBLE AND BEGIN WORK ZONE SIGNS CAN BE COMBINED ON ONE SIGN FACE.
- ⑧ POST EXISTING SPEED LIMIT IF CHANGED BY WORK ZONE.

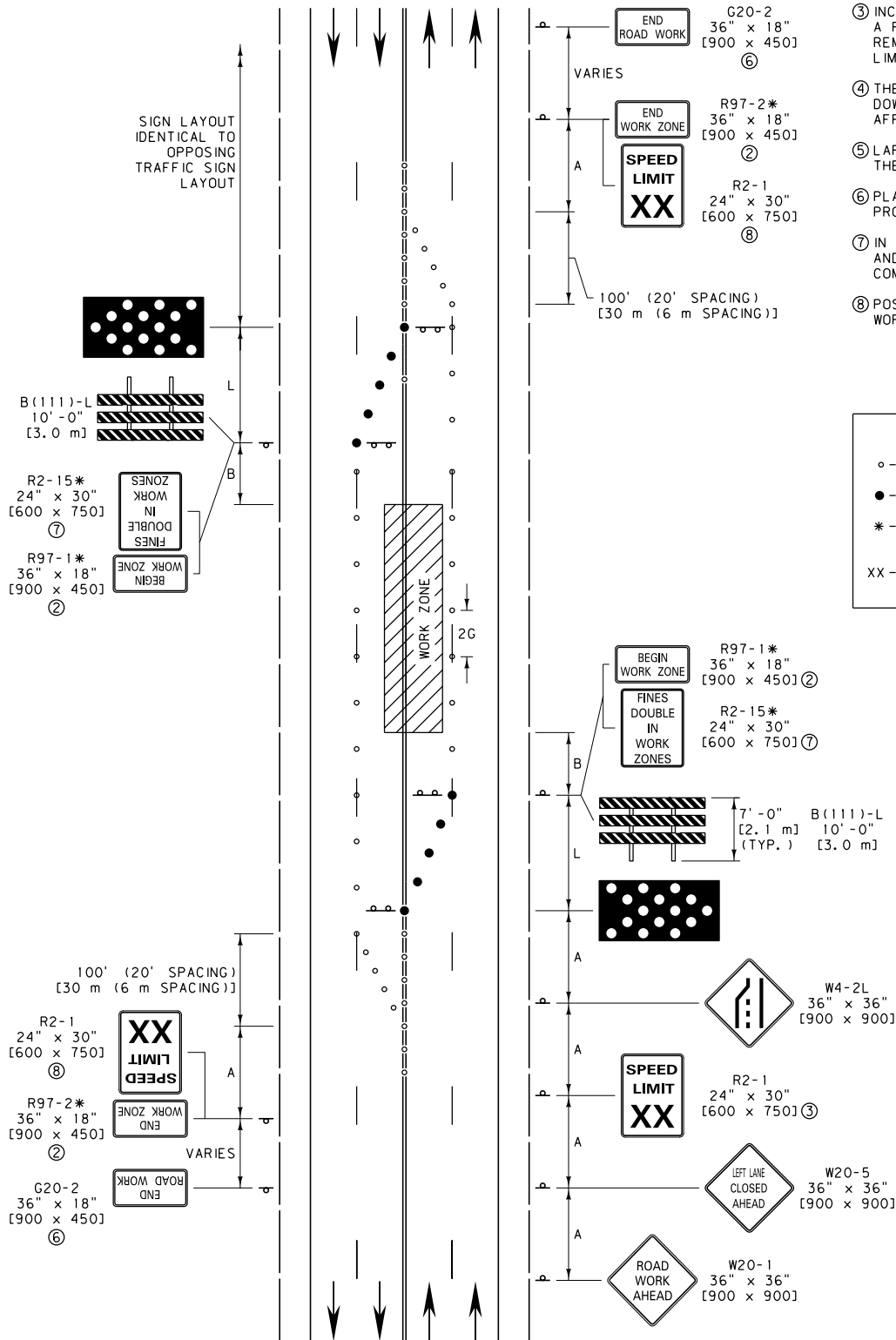
#### LEGEND

○ - FLEXIBLE GUIDE POSTS

● - PLASTIC DRUMS

\* - DENOTES SIGNS THAT ARE UNIQUE TO MONTANA.

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



#### DETAILED DRAWING

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

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

EFFECTIVE: SEPTEMBER 2014

MDT MONTANA DEPARTMENT  
OF TRANSPORTATION

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

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




- ① USE THIS SIGN LAYOUT IN URBAN APPLICATIONS ONLY. USE THE RURAL, OPEN ROADWAY SIGNING DETAILS WHEN HIGHER SPEED LIMITS ARE USED.
- ② THE WORK ZONE REFERS TO THE AREA WHERE WORK IS ACTUALLY TAKING PLACE. KEEP THE BEGIN AND END WORK ZONE SIGNS WITHIN 500' [150 m] OF THE WORK ZONE BOUNDARY. INCLUDE THE BEGIN AND END WORK ZONE SIGNS WHEN WORK IS IN PROGRESS.
- ③ INCLUDE SPEED LIMIT SIGNS ONLY IF THERE IS A REASON TO RESTRICT SPEED. COVER OR REMOVE CONFLICTING EXISTING SPEED LIMIT SIGNS.
- ④ THE BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS THAT AFFECT STOPPING DISTANCE.
- ⑤ THE SHOULDER TAPER MAY BE OMITTED WHEN THE PAVED SHOULDER IS LESS THAN 8' [2.4 m] IN WIDTH.
- ⑥ IF PEDESTRIAN TRAFFIC IS IMPACTED SEE DTL. DWG. NO. 618-U05.
- ⑦ LARGER SIGN SIZES MAY BE APPROVED BY THE PROJECT MANAGER.
- ⑧ PLACE END ROAD WORK SIGNS AT END OF PROJECT LIMITS.
- ⑨ IN LIEU OF TWO SIGNS, THE FINES DOUBLE AND BEGIN WORK ZONE SIGNS CAN BE COMBINED ON ONE SIGN FACE.
- ⑩ POST EXISTING SPEED LIMIT IF CHANGED BY WORK ZONE.

LEGEND

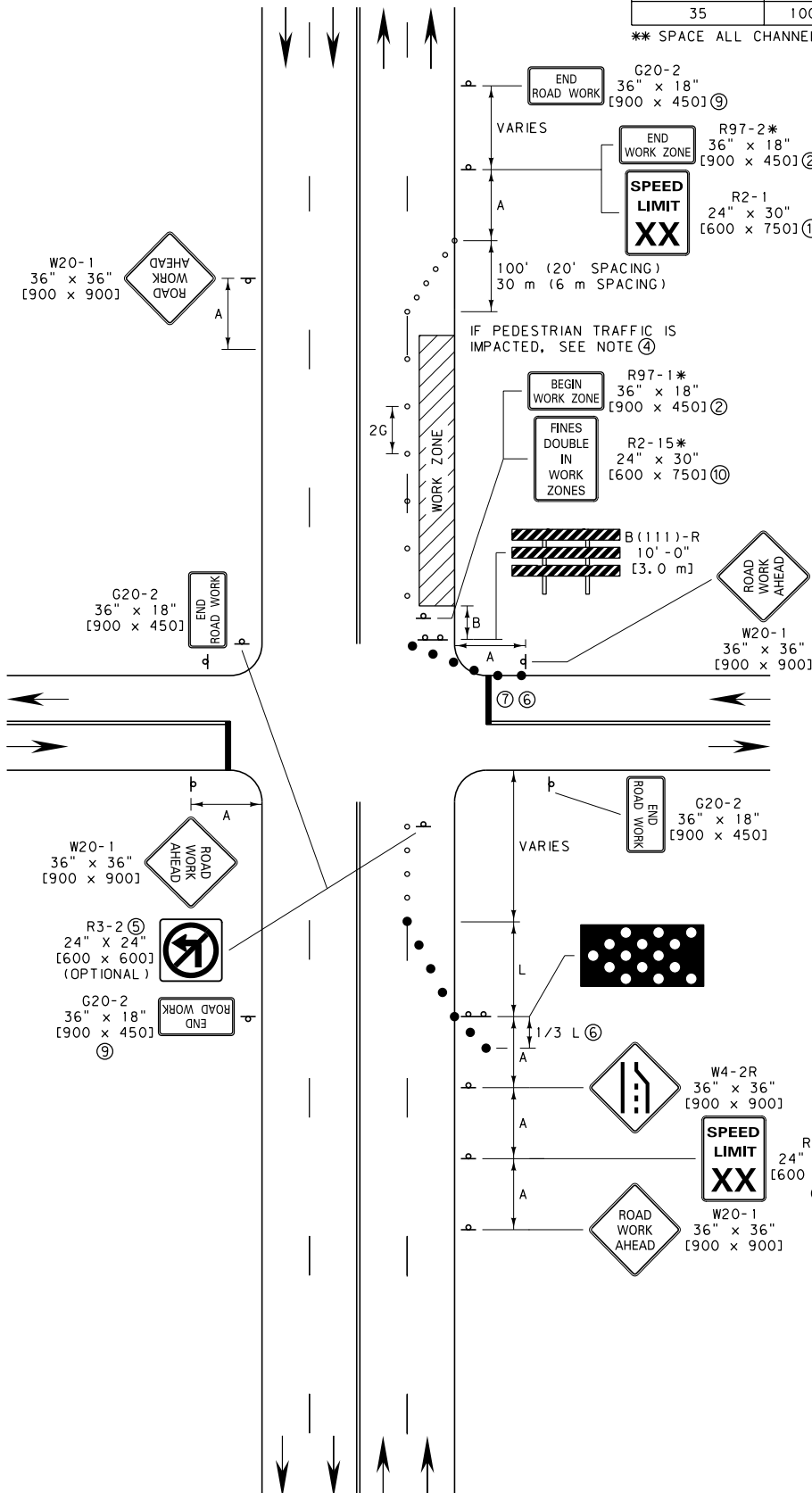
- - FLEXIBLE GUIDE POSTS
- - PLASTIC DRUMS
- \* - DENOTES SIGNS THAT ARE  
UNIQUE TO MONTANA.
- XX - SPEED DETERMINED BY THE PROJECT  
MANAGER. (25 M. P. H. OR 35 M. P. H.)
- // - OBLITERATE CONFLICTING PAVEMENT  
MARKINGS WHEN WORK OPERATION  
IS LONGER THAN 3 DAYS. (DO NOT  
REMOVE THERMOPLASTIC)

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

DETAILED DRAWING	
REFERENCE	DWG. NO.
STANDARD SPEC.	618-U35
SECTION 618	
DOUBLE LANE CLOSURE (URBAN MULTI-LANE, UNDIVIDED ROAD)	
EFFECTIVE: SEPTEMBER 2014	
 MONTANA DEPARTMENT OF TRANSPORTATION	

POSTED SPEED LIMIT FOR WORK ZONE	SIGN SPACING (A)	TAPER LENGTH (L)	SPACING OF CHANNELIZING DEVICES (MAX.) (G) **	BUFFER SPACE ④ (B)
(M. P. H.)	FEET [m]	FEET [m]	FEET [m]	FEET [m]
25	100 [30]	125 [40]	25 [8]	50 [15]
35	100 [30]	245 [84]	35 [12]	100 [30]

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




#### NOTES:

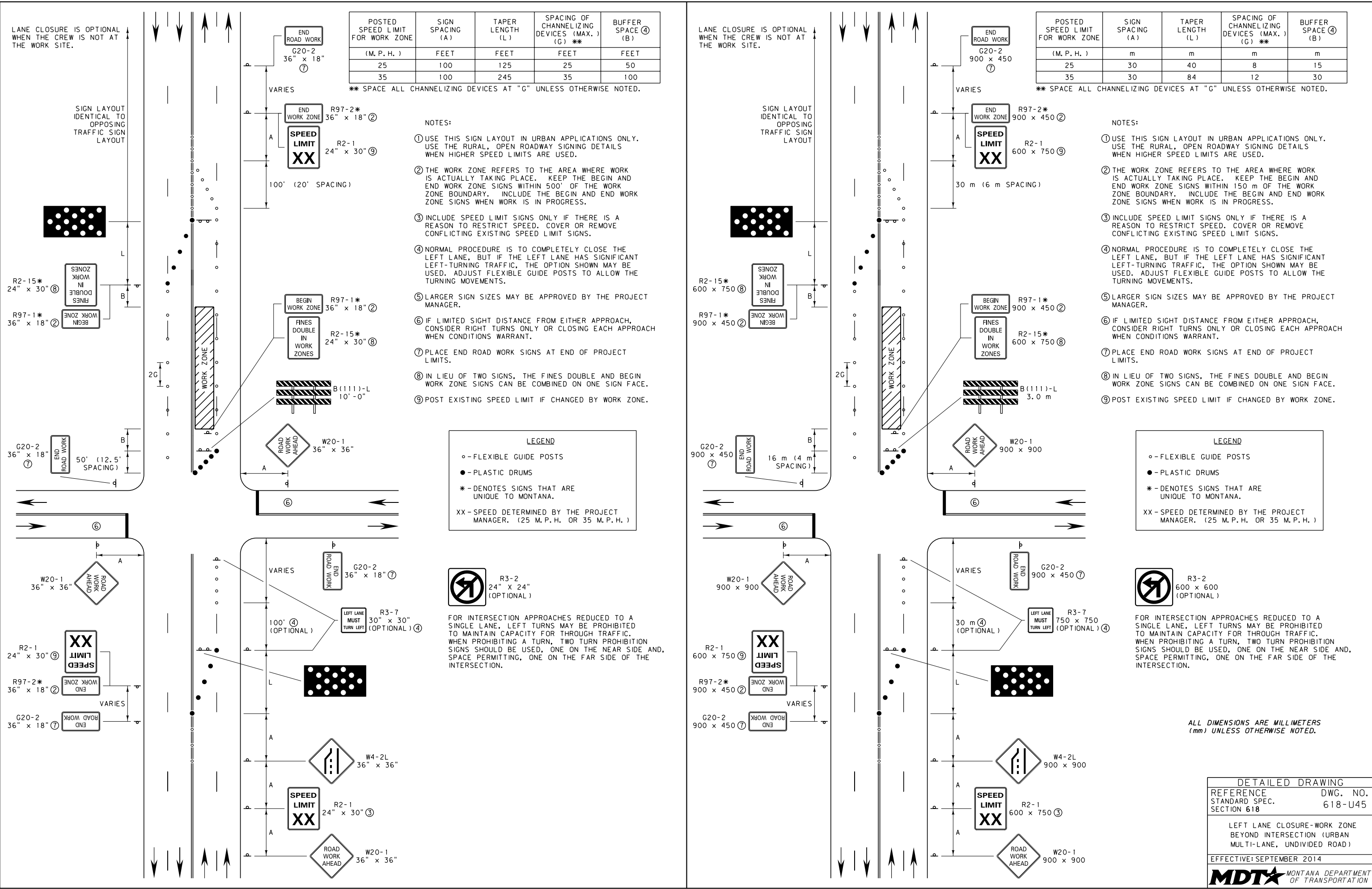
- USE THIS SIGN LAYOUT IN URBAN APPLICATIONS ONLY. USE THE RURAL, OPEN ROADWAY SIGNING DETAILS WHEN HIGHER SPEED LIMITS ARE USED.
- THE WORK ZONE REFERS TO THE AREA WHERE WORK IS ACTUALLY TAKING PLACE. KEEP THE BEGIN AND END WORK ZONE SIGNS WITHIN 500' [150 m] OF THE WORK ZONE BOUNDARY. INCLUDE THE BEGIN AND END WORK ZONE SIGNS WHEN WORK IS IN PROGRESS.
- INCLUDE SPEED LIMIT SIGNS ONLY IF THERE IS A REASON TO RESTRICT SPEED. 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. NO. 618-U05 AND 618-U10.
- 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 ROAD WORK SIGNS AT END OF PROJECT LIMITS.
- IN LIEU OF TWO SIGNS, THE FINES DOUBLE AND BEGIN WORK ZONE SIGNS CAN BE COMBINED ON ONE SIGN FACE.
- POST EXISTING SPEED LIMIT IF CHANGED BY WORK ZONE.

#### LEGEND

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

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

DETAILED DRAWING	
REFERENCE STANDARD SPEC. SECTION 618	DWG. NO. 618-U40
RIGHT LANE CLOSURE-WORK ZONE BEYOND INTERSECTION (URBAN MULTI-LANE, UNDIVIDED ROAD)	
EFFECTIVE: SEPTEMBER 2014	
 MONTANA DEPARTMENT OF TRANSPORTATION	



POSTED SPEED LIMIT FOR WORK ZONE (M. P. H. )	SIGN SPACING (A) FEET	TAPER LENGTH (L) FEET	SPACING OF CHANNELIZING DEVICES (MAX.) (G) **	BUFFER SPACE ④ (B) FEET
25	100	125	25	50
35	100	245	35	100

\*\* 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.
- THE WORK ZONE REFERS TO THE AREA WHERE WORK IS ACTUALLY TAKING PLACE. KEEP THE BEGIN AND END WORK ZONE SIGNS WITHIN 500' OF THE WORK ZONE BOUNDARY. INCLUDE THE BEGIN AND END WORK ZONE SIGNS WHEN WORK IS IN PROGRESS.
- 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.
- IN LIEU OF TWO SIGNS, THE FINES DOUBLE AND BEGIN WORK ZONE SIGNS CAN BE COMBINED ON ONE SIGN FACE.
- POST EXISTING SPEED LIMIT IF CHANGED BY WORK ZONE.

**LEGEND**

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



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 (M. P. H. )	SIGN SPACING (A) m	TAPER LENGTH (L) m	SPACING OF CHANNELIZING DEVICES (MAX.) (G) **	BUFFER SPACE ④ (B) m
25	30	40	8	15
35	30	84	12	30

\*\* 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.
- THE WORK ZONE REFERS TO THE AREA WHERE WORK IS ACTUALLY TAKING PLACE. KEEP THE BEGIN AND END WORK ZONE SIGNS WITHIN 150 m OF THE WORK ZONE BOUNDARY. INCLUDE THE BEGIN AND END WORK ZONE SIGNS WHEN WORK IS IN PROGRESS.
- 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.
- IN LIEU OF TWO SIGNS, THE FINES DOUBLE AND BEGIN WORK ZONE SIGNS CAN BE COMBINED ON ONE SIGN FACE.
- POST EXISTING SPEED LIMIT IF CHANGED BY WORK ZONE.

**LEGEND**

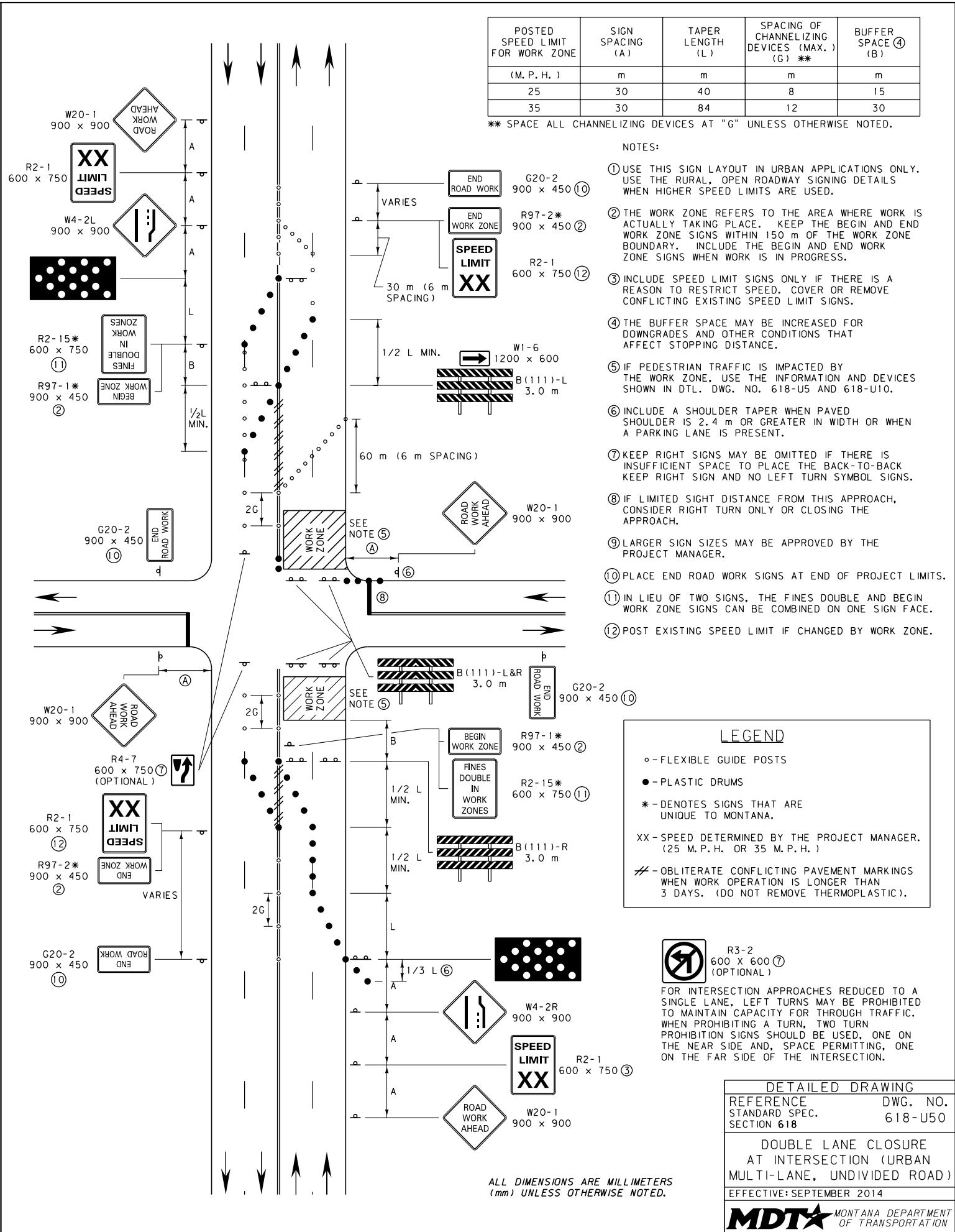
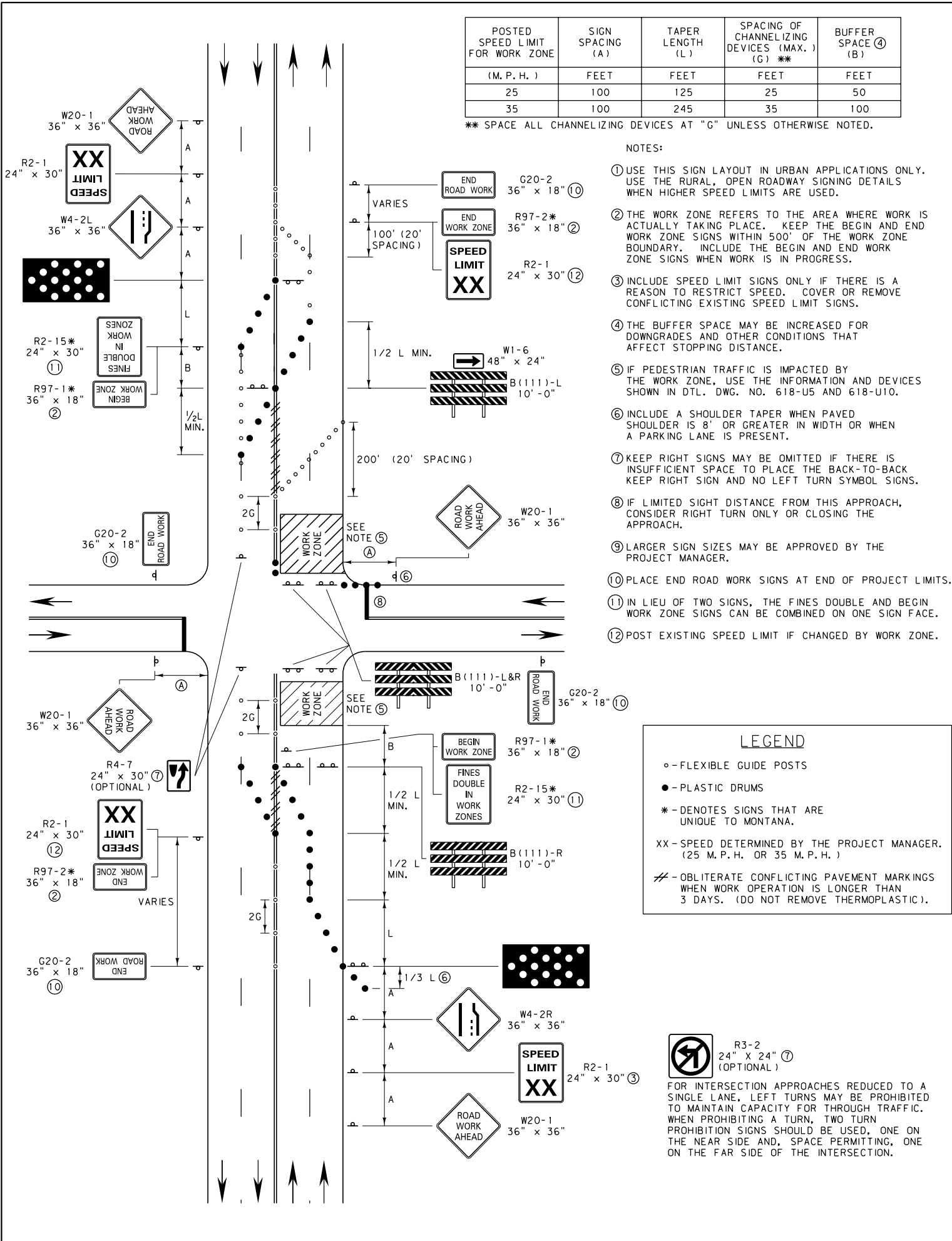
- - FLEXIBLE GUIDE POSTS
- - PLASTIC DRUMS
- \* - DENOTES SIGNS THAT ARE UNIQUE TO MONTANA.
- XX - SPEED DETERMINED BY THE PROJECT MANAGER. (25 M.P.H. OR 35 M.P.H.)



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 DRAWING	
REFERENCE STANDARD SPEC. SECTION 618	DWG. NO. 618-U45
LEFT LANE CLOSURE-WORK ZONE BEYOND INTERSECTION (URBAN MULTI-LANE, UNDIVIDED ROAD)	
EFFECTIVE: SEPTEMBER 2014	
<b>MDT</b> MONTANA DEPARTMENT OF TRANSPORTATION	



ALL DIMENSIONS ARE MILLIMETERS (mm) UNLESS OTHERWISE NOTED.

DETAILED DRAWING	
REFERENCE STANDARD SPEC. SECTION 618	DWG. NO. 618-U50
DOUBLE LANE CLOSURE AT INTERSECTION (URBAN MULTI-LANE, UNDIVIDED ROAD)	
EFFECTIVE: SEPTEMBER 2014	
MDT MONTANA DEPARTMENT OF TRANSPORTATION	

POSTED SPEED LIMIT FOR WORK ZONE	SIGN SPACING (A)	TAPER LENGTH (L)	SPACING OF CHANNELIZING DEVICES (MAX.) (G) **	BUFFER SPACE ④ (B)
(M. P. H. )	FEET [m]	FEET [m]	FEET [m]	FEET [m]
25	100 [30]	125 [40]	25 [8]	50 [15]
35	100 [30]	245 [84]	35 [12]	100 [30]

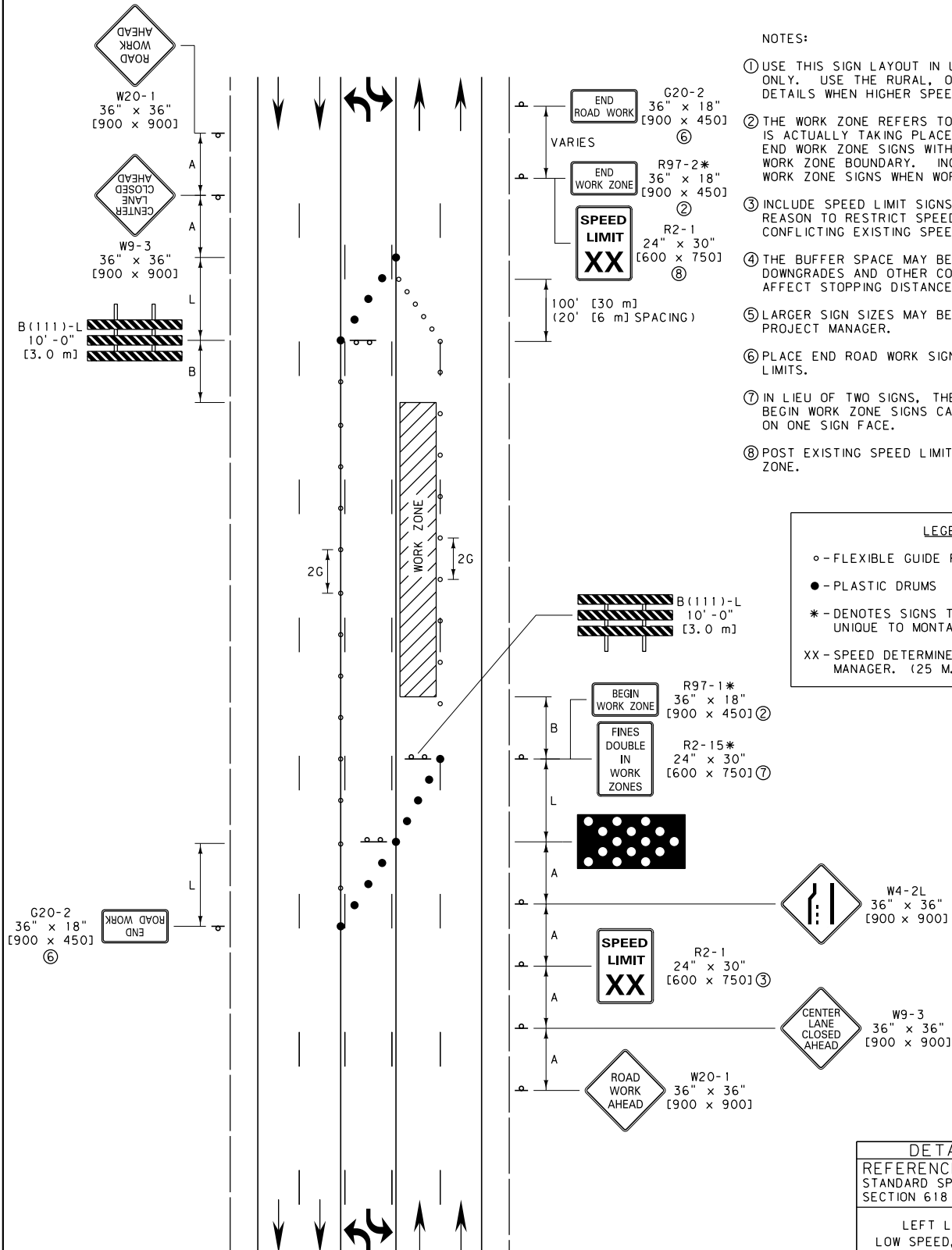
\*\* SPACE ALL CHANNELIZING DEVICES AT "G" UNLESS OTHERWISE NOTED.

#### NOTES:


- ① USE THIS SIGN LAYOUT IN URBAN APPLICATIONS ONLY. USE THE RURAL, OPEN ROADWAY SIGNING DETAILS WHEN HIGHER SPEED LIMITS ARE USED.
- ② THE WORK ZONE REFERS TO THE AREA WHERE WORK IS ACTUALLY TAKING PLACE. KEEP THE BEGIN AND END WORK ZONE SIGNS WITHIN 500' (150 m) OF THE WORK ZONE BOUNDARY. INCLUDE THE BEGIN AND END WORK ZONE SIGNS WHEN WORK IS IN PROGRESS.
- ③ INCLUDE SPEED LIMIT SIGNS ONLY IF THERE IS A REASON TO RESTRICT SPEED. COVER OR REMOVE CONFLICTING EXISTING SPEED LIMIT SIGNS.
- ④ THE BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS THAT AFFECT STOPPING DISTANCE.
- ⑤ LARGER SIGN SIZES MAY BE APPROVED BY THE PROJECT MANAGER.
- ⑥ PLACE END ROAD WORK SIGNS AT END OF PROJECT LIMITS.
- ⑦ IN LIEU OF TWO SIGNS, THE FINES DOUBLE AND BEGIN WORK ZONE SIGNS CAN BE COMBINED ON ONE SIGN FACE.
- ⑧ POST EXISTING SPEED LIMIT IF CHANGED BY WORK ZONE.

#### LEGEND

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



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

DETAILED DRAWING	
REFERENCE STANDARD SPEC. SECTION 618	DWG. NO. 618-U60
LEFT LANE CLOSURE (URBAN LOW SPEED, MULTI-LANE, UNDIVIDED ROAD WITH TWO-WAY LEFT TURN LANE)	
EFFECTIVE: SEPTEMBER 2014	
 MONTANA DEPARTMENT OF TRANSPORTATION	