**TYPE 2 OBJECT MARKER**

**TYPE 2 OBJECT MARKER NOTES:**
1. Use Type 2 Object Markers to delineate roadside obstructions of the clear zone (e.g., 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. 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.

**FLEXIBLE GUIDE POST (TUBULAR MARKER):**

**FLEXIBLE GUIDE POST NOTES:**
1. Use flexible guide posts and plastic drums as channelizing devices.
2. Use 3/8" (9.5 mm) max. diameter holes and nuts in flexible guide posts.
3. Use one size guide post for continuous runs.

**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 obstructions of the clear zone.
2. Vertical panels designated "R" are placed to the right side of approaching traffic holes designated "L" are placed to the left side.
3. Use retro-reflective sheeting as per the contract.

**GENERAL NOTES:**
1. See the manual on uniform traffic control devices (705) part 4 for additional information.

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**UNITED STATES DEPARTMENT OF TRANSPORTATION**

**CHANNELIZING DEVICES AND OBJECT MARKERS**

**REFERENCE:** MONTANA DEPARTMENT OF TRANSPORTATION

**DRAWING NO.:** 618-00

**SECTION 4-2**
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.

UNITs SHOWN IN BRACKETS [ ] ARE METRIC AND ARE IN MILLIMETERS (mm) UNLESS OTHER UNITS ARE SHOWN.
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 work zone 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 a work zone or roadway has conditions that warrant speed restrictions. Modify regulatory signs to match adjacent regulations.

4. In addition to the signs shown, include the appropriate two-lane work area signs (详图 DWG. 618-08) when a work area is located at the beginning or end of the work zone.

5. Set up this sign layout in each traffic direction.

6. Post the speed limit appropriate for all vehicles for the remainder of the work zone before resuming to normal posted speed limits at the end of the work zone.

* Denotes signs that are unique to Montana.

UNITS SHOWN IN BRACKETS [ ] ARE METRIC AND ARE IN MILLIMETERS (mm) UNLESS OTHER UNITS ARE SHOWN.
WORK AREA WITH NO FLAGGER

1. THESE SIGN LAYOUTS ALSO USED IN CONJUNCTION WITH THE PERMANENT LAYOUT ILLUSTRATED ON DTL DWG. 618-04 FOR WORK AREAS LOCATED AT THE BEGIN AND END OF THE WORK ZONES.
2. XX = SPEED DETERMINED BY THE PROJECT MANAGER.
3. INCLUDE REGULATORY SIGNING ONLY IF THERE IS REASON TO RESTRICT SPEED WITHIN THE WORK ZONE. REMOVE OR COVER EXISTING REGULATORY SIGNS TO MATCH ADJACENT REGULATIONS.
4. BE PREPARED TO STOP.
5. PROVIDE A SECOND FLAGGER WHEN REQUIRED PER SECTION 618.

WORK AREA WITH FLAGGER

1. POST THE SPEED LIMIT APPROPRIATE FOR ALL VEHICLES FOR THE REMAINDER OF THE WORK ZONE BEFORE RESUMING TO NORMAL POSTED SPEED LIMITS AT THE END OF THE WORK ZONE.
2. ENSURE THE AMBER LED FLASHERS MEET REQUIREMENTS OF STANDARD SPECIFICATION 715 AND DTL DWG. 618-01.
3. INCLUDE THESE SIGNS WITH ALL FLAGGERS. INCLUDE THESE SIGNS WITHIN WORK ZONES WHEN STEP DOWN IS 20 M.P.H. OR GREATER.
4. AMBER LIGHTS WITH LED FLASHING.
5. SPEED LIMIT XX.

NOTES:

- XX = SPEED DETERMINED BY THE PROJECT MANAGER.
- 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.
- BE PREPARED TO STOP.
- PROVIDE A SECOND FLAGGER WHEN REQUIRED PER SECTION 618.

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

DETAILED DRAWING

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

TWO-LANE WORK AREAS

MDT* 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 BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS THAT AFFECT STOPPING DISTANCE.
4. PROVIDE A SECOND FLAGGER WHEN REQUIRED BY SECTION 618.03.14.
5. XX = SPEED DETERMINED BY THE PROJECT MANAGER.
6. POST THE SPEED LIMIT APPROPRIATE FOR ALL VEHICLES FOR THE REMAINDER OF THE WORK ZONE BEFORE RESUMING TO NORMAL POSTED SPEED LIMITS AT THE END OF THE WORK ZONE.
7. ENSURE THE AMBER LED FLASHERS MEET REQUIREMENTS OF STANDARD SPECIFICATION 715 AND DTL. DWG. 618-01.
8. INCLUDE THESE SIGNS WITH ALL FLAGGERS. INCLUDE THESE SIGNS WITHIN WORK ZONES WHEN STEP DOWN IS 20 M.P.H. OR GREATER.

* DENOTES SIGNS THAT ARE UNIQUE TO MONTANA.
TEMPORARY TRAFFIC CONTROL SIGNAL DETAIL

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MARKINGS.
NOTES:

1. USE THIS SIGN LAYOUT WHEN APPROPRIATE. OTHERWISE REFER TO DTL. DWG. 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
NOTES:

1. SET UP THIS SIGN LAYOUT IN EACH TRAFFIC DIRECTION AS NEEDED.
2. THE BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS THAT AFFECT STOPPING DISTANCE.
3. XX = SPEED DETERMINED BY THE PROJECT MANAGER.
4. WHEN THIS OCCURS OUTSIDE OF A CONSTRUCTION PROJECT INCLUDE THE W20-1 AND R2-15* SIGNS.
5. POST THE SPEED LIMIT APPROPRIATE FOR ALL VEHICLES FOR THE REMAINDER OF THE WORK ZONE BEFORE RESUMING TO NORMAL POSTED SPEED LIMITS AT THE END OF THE WORK ZONE.
6. 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.
7. ENSURE THE AMBER LED FLASHERS MEET REQUIREMENTS OF SECTION 715 AND DTL. DWG. 618-01.
8. INCLUDE THESE SIGNS WITH ALL FLAGGERS. INCLUDE THESE SIGNS WITHIN WORK ZONES WHEN STEP DOWN IS 20 M.P.H. OR GREATER.
9. * DENOTES SIGNS THAT ARE UNIQUE TO MONTANA.

UNITS SHOWN IN BRACKETS [ ] ARE METRIC AND ARE IN MILLIMETERS (mm) UNLESS OTHER UNITS ARE SHOWN.
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 WORK ZONE SPEED LIMIT CONSISTING OF ONE LIMIT WHEN THE NORMAL POSTED SPEED LIMIT FOR ALL VEHICLES IS THE SAME. WHEN CAR AND TRUCK SPEED LIMITS DIFFER, POST BOTH LIMITS ON A SINGLE SIGN.

3. INCLUDE REGULATORY SIGNING ONLY IF A WORK ZONE OR ROADWAY HAS CONDITIONS THAT WARRANT SPEED RESTRICTIONS. MODIFY REGULATORY SIGNS TO MATCH ADJACENT REGULATIONS.

4. SET UP THIS SIGN LAYOUT IN EACH TRAFFIC DIRECTION.

5. IN ADDITION TO THE SIGNS SHOWN, INCLUDE THE APPROPRIATE FOUR-LANE WORK ZONE SIGNS (DTL DWG. 618-24) WHEN A WORK AREA FALLS AT THE BEGIN OR END OF THE WORK ZONE.

6. DIVIDED FOUR-LANE IS SHOWN. FOR UN-DIVIDED FOUR-LANE, PLACE SIGNS ON RIGHT SIDE ONLY.

* DENOTES SIGNS THAT ARE UNIQUE TO MONTANA.

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

DETAIL DRAWING
REFERENCE DWG. NO. 618-20
STANDARD SPEC. SECTION 618
DIVIDED FOUR-LANE WORK ZONE

MTN DEPT. 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 3' [0.9 m] SPACING
- DOUBLE YELLOW PAINT OR DOUBLE PLASTIC PAVEMENT MARKING TABS AT 3' [1.5 m] SPACING
- FLEXIBLE GLUE-DOWN GUIDE POSTS ON TWO-LANE (SEE NOTES FOR SPACING EXCEPT AS SHOWN)

NOTES:
1. SPACE CHANNLING 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 CHANNLING 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 DET. DWG. 618-03.

UNITs SHOWN IN BRACKETS [ ] ARE METRIC AND ARE IN MILLIMETERS (mm) UNLESS OTHER UNITS ARE SHOWN.
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. 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 DET. DWG. 618-03.
NOTE:
THIS SEQUENCE OF SIGNS IS GENERAL AND APPLICABLE TO MOST WORK ZONES SHOWN ON THIS DETAIL.

ASSUMES AN 80 M.P.H. APPROACH SPEED

TAPER
960'

MATCH LINE
THIS DETAIL.

NOTE:
ARROW BOARD DOUBLE 1 MILE FINES

MEDIAN CROSSING WITH NO FLAGGER
USE WITH WIDE MEDIANS.

MATCH LINE

MEDIAN CROSSING WITH FLAGGER
USE WITH NARROW MEDIANS.

DARTED LINES

REFERENCES
DWG. NO. 618-35
SECTION 618-35

DIVIDED FOUR-LANE MEDIAN CROSSING
**WORK AREA**

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

**NOTES:**
1. THESE SIGN LAYOUTS USED IN CONJUNCTION WITH THE LAYOUT ILLUSTRATED ON DTL. DWG. 618-28.
2. INCLUDE REGULATORY SIGNING ONLY AS REQUIRED. REMOVE OR COVER REGULATORY SIGNS TO MATCH ADJACENT REGULATIONS.
3. XX = SPEED DETERMINED BY THE PROJECT MANAGER.
4. SPACE CHANNELIZING DEVICES ON TANGENTS AT INTERVALS IN FEET (METERS) OF NO MORE THAN TWO (0.6) TIMES THE SPEED LIMIT IN M.P.H AND ON ALL TAPER SECTIONS AT INTERVALS IN FEET (METERS) OF NO MORE THAN ONE (0.3) TIMES THE SPEED LIMIT IN M.P.H. FOR SPEED LIMITS LESS THAN 35 M.P.H. SPACE CHANNELIZING DEVICES AS DIRECTED BY THE PROJECT MANAGER.
5. SPACE FLEXIBLE GLUE-DOWN GUIDE POSTS USED FOR LANE SHIFT TAPER AT INTERVALS IN FEET (METERS) OF M.P.H.
6. THE LANE SHIFT TAPER LENGTH ASSUMES AN 8' (2400) LANE SHIFT OFFSET AND AN 80 M.P.H. APPROACH SPEED. CONTACT THE PROJECT MANAGER IF CONDITIONS VARY.
7. TEMPORARY POSITIVE PROTECTION BARRIER CAN TERMINATE AT THE CENTER OF THE CLOSED LANE FOR ACCESS PURPOSES IF AN APPROVED TEMPORARY IMPACT ATTENUATOR IS USED.
8. PLACE REFLECTIVE MARKERS ALONG THE TOP OF TEMPORARY BARRIER AND ENSURE REFLECTORS ON EXISTING BARRIER ARE INTACT.
9. POST THE SPEED LIMIT APPROPRIATE FOR ALL VEHICLES FOR THE REMAINDER OF THE WORK ZONE BEFORE RESUMING TO NORMAL POSTED SPEED LIMITS AT THE END OF THE WORK ZONE.
10. OBLITERATE CONFLICTING PAVEMENT MARKINGS BEGINNING AT THE SHIFTING TAPER AND CONTINUING THROUGH THE WORK AREA.
* DENOTES SIGNS THAT ARE UNIQUE TO MONTANA.

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

- 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.

- The regulatory speed signs must move as needed to remain within 500 feet (150 m) of the work area.
- Sign both travel directions on two-lane, two-way roadways or both shoulders on two-lane, one-way roadways.
- Provide at least the distance shown for delineator mounted signs.
- Use reflective devices.
- 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.
For use by MDT forces

Detailed Drawing

Reference: DWG. NO. 618-M1

Standard Spec. Section 618

Maintenance Guideline for Short-Term Two-Lane Crack Sealing Work Zone

Units shown in brackets ( ) are metric and are in millimeters (mm) unless other units are shown.

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.

XX = Normal posted speed limit(s).

* Denotes signs that are unique to Montana.
SPEED LIMIT 35

DO NOT PASS

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

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 W20-7a 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).

* DEPENDS SIGNS THAT ARE UNIQUE TO MONTANA.

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

FOR USE BY MDT FORCES
**MOBILE OPERATIONS ON MULTILANE ROAD**

- Place appropriate lane closure sign on Shadow Vehicle 2 so as not to obscure the arrow board.
- Follow the work operation with Shadow Vehicle 2 so as to provide adequate sight distance for vehicular traffic approaching from the rear.
- Cover or turn the sign legends on vehicle-mounted signs from view when work is not in progress.
- When the work vehicle occupies an inside lane of a directional roadway having a right shoulder to part [30] ft 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.
- 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 2 may also straddle the edge line.
- The minimum arrow board size is Type B, 60 inches x 30 inches [1500 x 750].
- Place a minimum spacing between the work location and Shadow Vehicle 2 to provide adequate sight distance for vehicular traffic approaching from the rear.
- Maintain a minimum spacing between the work vehicle and Shadow Vehicles, and between each Shadow Vehicle to allow road users from drawing in between.

**MOBILE OPERATIONS ON TWO-LANE ROAD**

- Truck-mounted attenuator is required for Shadow Vehicle.
- Equip Shadow Vehicle with vehicle-mounted sign. Use sign shape and legend appropriate to the type of work.
- Hydrant vehicle-mounted sign in a manner so equipment or supplies do not obscure the sign.
- Cover or turn the sign legends on vehicle-mounted signs from view when work is not in progress.
- Wherever 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.
- Slow down the Shadow vehicle in advance of vertical or horizontal curves that restrict sight distance.

**NOTES:**

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

**REFERENCES:**

- DWG. NO. 618-M4
- SECTION 6.18

**DETAILED DRAWING**

- MONTANA DEPARTMENT OF TRANSPORTATION
<table>
<thead>
<tr>
<th>PICTURED</th>
<th>SIGN SPACING</th>
<th>TAPER</th>
<th>SPACING OF CHANNELIZING DEVICES (MAX.)</th>
<th>BUFFER</th>
</tr>
</thead>
<tbody>
<tr>
<td>SPEED</td>
<td>FEET [m]</td>
<td>FEET [m]</td>
<td>FEET [m]</td>
<td>FEET [m]</td>
</tr>
<tr>
<td>XX</td>
<td>25 (100 [30])</td>
<td>120 (40)</td>
<td>25 [8]</td>
<td>25 (15)</td>
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<tr>
<td>AHEAD</td>
<td>ROAD WORK</td>
<td>END ROAD</td>
<td>WORK ZONE</td>
<td>END</td>
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<tr>
<td>WORK</td>
<td>ROAD WORK</td>
<td>WORK ZONE</td>
<td>SECTION STANDARD SPEC. OF TRANSPORTATION</td>
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</tr>
<tr>
<td>ROAD</td>
<td>WORK ZONE</td>
<td>WORK ZONE</td>
<td>MONTANA DEPARTMENT OF TRANSPORTATION</td>
<td></td>
</tr>
</tbody>
</table>

**NOTES:**
1. USE THIS SIGN LAYOUT IN URBAN APPLICATIONS ONLY. USE THE RURAL, OPEN ROADWAY SIGNING DETAILS WHEN HIGHER SPEED LIMITS ARE USED.
2. INCLUDE SPEED LIMIT SIGNS ONLY IF THERE IS A REASON TO RESTRICT SPEED. COVER CONFLICTING EXISTING SPEED LIMIT SIGNS.
3. THE BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS THAT AFFECT STOPPING DISTANCE.
4. THIS LAYOUT SHOULD ONLY BE USED WHEN THERE IS AT LEAST 10' [3.0 m] IN WIDTH BETWEEN THE CHANNELIZING DEVICES AND THE EDGE OF PAVEMENT.
5. LARGER SIGN SIZES MAY BE APPROVED BY THE PROJECT MANAGER.
6. PLACE END ROAD WORK SIGNS AT END OF PROJECT LIMITS.
7. POST EXISTING SPEED LIMIT IF CHANGED BY WORK ZONE.
8. SEE DETAIL DWG. 618-U03.

**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.

**REFERENCE DWG. NO. 618-U02**

**SECTION 618**

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

- **Speed Limit**

<table>
<thead>
<tr>
<th>Posted Speed Limit</th>
<th>Sign Spacing</th>
<th>Taper Length (A)</th>
<th>Spacing of Channelizing Devices (Max.) (G)**</th>
<th>Buffer Space (B)</th>
</tr>
</thead>
</table>

**Notes:**
1. Use this sign layout in urban applications only. Use the rural, open roadway signing details when higher speed limits are used.
2. Include speed limit signs only if there is a reason to restrict speed. Cover conflicting existing speed limit signs.
3. The buffer space may be increased for downgrades and other conditions that affect stopping distance.
4. 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.
5. Larger signs may be approved by the project manager.
6. Place end road work signs at end of project limits.
7. Post existing speed limit if changed by work zone.
8. See DTL. DWG. 608-03.

**Legend:**
- Flexible guide posts
- Plastic drums
- Denotes signs that are unique to Montana.

**XX** = Speed determined by the project manager (25 M.P.H. or 35 M.P.H.)

**Units:** Metric and are in millimeters (mm) unless otherwise noted.

---

**Detailed Drawing**

**Reference:** DWG. NO. 618-U03

**Standard Spec. Section:** 618

**Work Zone in Center of Road (Urban Two-Lane, Two-Way Road)**
NOTES:

1. Minimal traffic control devices controlling pedestrian flows are shown. Other devices may be needed to control traffic on the streets. Use the appropriate parking lane closure when needed.

2. Do not direct pedestrians into a lane of moving traffic.

3. Where speeds exceed 25 M.P.H., physical barriers should be used to separate the temporary walkway from vehicular traffic. Flexible guide posts with detectable edging is the minimum requirement for separation. Provide larger physical barriers, as determined by the project manager, on a case by case basis.

4. See DTL Dwg. 618-03.

5. Provide a physical barrier, with a minimum 6 inch [150 mm] height detectable edging, between the pedestrian detour walkway and the work area. Provide larger physical barriers to protect pedestrians from hazards in the work area, as determined by the project manager.

6. Ensure 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 not 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.

LEGEND

- Flexible guide posts

UNITS SHOWN IN BRACKETS [ ] ARE METRIC AND ARE IN MILLIMETERS (mm) UNLESS OTHER UNITS ARE SHOWN.
<table>
<thead>
<tr>
<th>SPEED LIMIT FOR WORK ZONE</th>
<th>SIGN SPACING (A)</th>
<th>TAPER LENGTH (L)</th>
<th>SPACING OF CHANNELIZING DEVICES (MAX) (G)**</th>
<th>BUFFER SPACE (B)</th>
</tr>
</thead>
<tbody>
<tr>
<td>(M.P.H.)</td>
<td>FEET [m]</td>
<td>FEET [m]</td>
<td>FEET [m]</td>
<td>FEET [m]</td>
</tr>
</tbody>
</table>

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

NOTES:

1. USE THIS SIGN LAYOUT IN URBAN APPLICATIONS ONLY. USE THE RURAL, OPEN ROADWAY SIGNING DETAILS WHEN HIGHER SPEED LIMITS ARE USED.

2. INCLUDE SPEED LIMIT SIGNS ONLY IF THERE IS A REASON TO RESTRICT SPEED. COVER OR REMOVE EXISTING CONFLICTING SIGNS.

3. THE BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS THAT AFFECT STOPPING DISTANCE.

4. THE SHOULDER TAPER MAY BE OMITTED WHEN THE PAVED SHOULDER IS LESS THAN 8' [2.4 m] IN WIDTH.

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

6. LARGER SIGN SIZES MAY BE APPROVED BY THE PROJECT MANAGER.

7. PLACE END ROAD WORK SIGNS AT END OF PROJECT LIMITS.

8. POST EXISTING ROAD SIGNS AT END OF WORK ZONE.

9. SEE DTL. DWG. 618-03.

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. 618-U15

STANDARD SPEC. 618

SECTION 618

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

MDT* MONTANA DEPARTMENT OF TRANSPORTATION
** Table: Posted Speed Limit for Work Zone **

<table>
<thead>
<tr>
<th>SPEED LIMIT (M.P.H.)</th>
<th>SIGN SPACING (A)</th>
<th>TAPER LENGTH (L)</th>
<th>SPACING OF CHANNELIZING DEVICES (MAX.) (G)**</th>
<th>BUFFER SPACE (B)</th>
</tr>
</thead>
</table>

** Space all channelizing devices at “G” unless otherwise noted.**

** Notes: **

1. Use this sign layout in urban applications only. Use the rural, open roadway signing details when higher speed limits are used.
2. Include speed limit signs only if there is a reason to restrict speed, cover or remove conflicting existing speed limit signs.
3. The buffer space may be increased for downgrades and other conditions that affect stopping distance.
4. Larger sign sizes may be approved by the project manager.
5. Place end road work signs at end of project limits.
6. Post existing speed limit if changed by work zone.
7. See DTL DWG. 618-03.

** Legend: **

- Flexible guide posts
- Plastic drums
- Denotes signs 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.**

** Table: End Road Work AHEAD **

- G20-2 26" x 18" [900 x 450]
- G20-2 36" x 18" [900 x 450]
- G20-2 24" x 18" [600 x 750]
- G20-2 24" x 30" [600 x 750]
- G20-2 36" x 30" [900 x 900]
- W20-1 24" x 18" [600 x 750]
- W20-1 36" x 18" [900 x 900]
- W20-1 36" x 36" [900 x 900]
- W20-1 24" x 30" [600 x 750]

** Turn Lane Closure (Urban Two-Lane, Two-Way Road with Two-Way Left Turn Lane) **

- MDT Montana Department of Transportation
AHEAD
WORK
ROAD
SPEED LIMIT XX AHEAD CLOSED RIGHT LANE AHEAD WORK ROAD
END ROAD WORK END SPEED LIMIT XX *
PRESENT WORKERS WHEN DOUBLE FINES OF TRANSPORTATION MONTANA DEPARTMENT
DETAILED DRAWING REFERENCE 618-U20 DWG. NO. 618 SECTION STANDARD SPEC. (URBAN MULTI-LANE,
RIGHT LANE CLOSURE UNLESS OTHER UNITS ARE SHOWN. METRIC AND ARE IN MILLIMETERS (mm) UNITS SHOWN IN BRACKETS [ ] ARE
MANAGER.(25 M.P.H. OR 35 M.P.H.) SPEED DETERMINED BY THE PROJECT
UNIQUE TO MONTANA. DENOTES SIGNS THAT ARE PLASTIC DRUMS FLEXIBLE GUIDE POSTS
DETAILS WHEN HIGHER SPEED LIMITS ARE USED. USE THIS SIGN LAYOUT IN URBAN APPLICATIONS ONLY. USE THE RURAL, OPEN ROADWAY SIGNING DETAILS WHEN HIGHER SPEED LIMITS ARE USED.
INCLUDE SPEED LIMIT SIGNS ONLY IF THERE IS A REASON TO RESTRICT SPEED, COVER OR REMOVE CONFlicting EXISTING SPEED LIMIT SIGNS.
THE BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS THAT AFFECT STOPPING DISTANCE.
THE SHOULDER TAPER MAY BE OMITTED WHEN PAVED SHOULDER IS LESS THAN # (2.4 m) IN WIDTH.
LARGER SIGN SIZES MAY BE APPROVED BY THE PROJECT MANAGER.
PLACE END ROAD WORK SIGNS AT END OF PROJECT LIMITS.
POST EXISTING SPEED LIMIT IF CHANGED BY WORK ZONE.
SEE DTL. DWG. 618-03.

LEGEND
* - FLEXIBLE GUIDE POSTS
● - PLASTIC DRUMS
* - DENOTES SIGNS 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-U20
SECTION 618

RIGHT LANE CLOSURE (URBAN MULTI-LANE, UNDIVIDED ROAD)
NOTES:

1. Use this sign layout in urban applications only. Use the rural, open roadway signing details when higher speed limits are used.
2. Include speed limit signs only if there is a reason to restrict speed. Cover or remove conflicting existing speed limit signs.
3. The buffer space may be increased for downgrades and other conditions that affect stopping distance.
4. Larger sign sizes may be approved by the project manager.
5. Place end road work sign at end of project limits.
6. 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

DWG. NO. 618-U25

STANDARD SPEC. 618

SECTION 618

LEFT LANE CLOSURE

(Low Speed Urban Multi-Lane, Undivided Road)
**NOTES:**

1. USE THIS SIGN LAYOUT IN URBAN APPLICATIONS ONLY. USE THE RURAL, OPEN ROADWAY SIGNING DETAILS WHEN HIGHER SPEED LIMITS ARE USED.

2. INCLUDE SPEED LIMIT SIGNS ONLY IF THERE IS A REASON TO RESTRICT SPEED, COVER OR REMOVE CONFLICTING EXISTING SPEED LIMIT SIGNS.

3. THE BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS THAT AFFECT STOPPING DISTANCE.

4. LARGER SIGN SIZES MAY BE APPROVED BY THE PROJECT MANAGER.

5. PLACE END ROAD WORK SIGNS AT END OF PROJECT LIMITS.

6. POST EXISTING SPEED LIMIT IF CHANGED BY WORK ZONE.

7. SEE DTL. DWG. 618-03.

---

**LEGEND**

- FLEXIBLE GUIDE POSTS
- PLASTIC DRUMS
- DENOTES SIGNS THAT ARE UNIQUE TO MONTANA.

**XX** = SPEED DETERMINED BY THE PROJECT MANAGER (25 M.P.H. OR 35 M.P.H.)
**SPACING OF CHANNELIZING DEVICES (MAX.) (G)**

<table>
<thead>
<tr>
<th>(M.P.H.)</th>
<th>FEET [m]</th>
<th>FEET [m]</th>
<th>FEET [m]</th>
<th>FEET [m]</th>
</tr>
</thead>
</table>

**SPACE ALL CHANNELIZING DEVICES AT “0” 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. INCLUDE SPEED LIMIT SIGNS ONLY IF THERE IS A REASON TO RESTRICT SPEED. COVER OR REMOVE CONFLICTING EXISTING SPEED LIMIT SIGNS.
3. THE BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS THAT AFFECT STOPPING DISTANCE.
4. THE SHOULDER TAPER MAY BE OMITTED WHEN THE PAVED SHOULDER IS LESS THAN 8' [2.4 m] IN WIDTH.
5. LARGER SIGN SIZES MAY BE APPROVED BY THE PROJECT MANAGER.
6. PLACE END ROAD WORK SIGNS AT END OF PROJECT LIMITS.
7. POST EXISTING SPEED LIMIT IF CHANGED BY WORK ZONE.
8. SEE DTG. DWG. 618-03.

**NOTES:**

- **FLEXIBLE GUIDE POSTS**
- **PLASTIC DRUMS**
- **DENOTES SIGNS THAT ARE UNIQUE TO MONTANA.**
- **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)**

MONTANA DEPARTMENT OF TRANSPORTATION

**DETAILED DRAWING**

**REFERENCE DWG. NO.**

STANDARD SPEC. 618-U35

SECTION 618

DOUBLE LANE CLOSURE

(URBAN MULTI-LANE, UNDIVIDED ROAD)
**AHEAD WORK ROAD SPEED LIMIT XX**

AHEAD WORK ROAD END

AHEAD WORK ROAD END

AHEAD WORK ROAD END

PRESENT WORKERS WHEN DOUBLE FINES

OF TRANSPORTATION MONTANA DEPARTMENT DETAILED DRAWING REFERENCE 618-U40 DWG. NO. 618-03

SECTION STANDARD SPEC. 618 MULTI-LANE, UNDIVIDED ROAD) BEYOND INTERSECTION (URBAN RIGHT LANE CLOSURE-WORK AREA UNLESS OTHER UNITS ARE SHOWN. METRIC AND ARE IN MILLIMETERS (mm) UNITS SHOWN IN BRACKETS [ ] ARE UNIQUE TO MONTANA. DENOTES SIGNS THAT ARE PLASTIC DRUMS FLEXIBLE GUIDE POSTS

**NOTES:**

1. USE THIS SIGN LAYOUT IN URBAN APPLICATIONS (UNLESS CONTROLLED BY TRAFFIC SIGNAL).

2. INCLUDE SPEED LIMIT SIGNS ONLY IF THERE IS A REASON TO RESTRICT SPEED. COVER OR REMOVE CONFlicting EXISTING SPEED LIMIT SIGNS.

3. IF PEDESTRIAN TRAFFIC IS IMPACTED BY THE WORK ZONE, USE THE INFORMATION AND DEVICES SHOWN IN DTL. DWG. 618-03.

4. LEFT TURNING MOVEMENTS MAY BE PROHIBITED TO MAINTAIN CAPACITY FOR THROUGH VEHICULAR TRAFFIC (UNLESS CONTROLLED BY TRAFFIC SIGNAL).

5. INCLUDE A SHOULDER TAPER WHEN PAVED SHOULDER IS 8 (2.4 m) OR GREATER IN WIDTH OR WHEN A PARKING LANE IS PRESENT.

6. IF LIMITED SIGHT DISTANCE FROM THIS APPROACH, CONSIDER RIGHT TURN ONLY OR CLOSING THE APPROACH.

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. SEE DETL. DWG. 618-03.

11. THE BUFFER SPACE MAY BE ENCREASED FOR DOWNGRADES AND OTHER CONDITIONS THAT AFFECT STOPPING DISTANCE.

**LEGEND**

- FLEXIBLE GUIDE POSTS
- PLASTIC DRUMS
- DENOTES SIGNS THAT ARE UNIQUE TO MONTANA.
- 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. 618-U40

STANDARD SPEC. 618

SECTION 618

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

1. Use this sign layout in urban applications only. Use the rural sign layout for rural applications when higher speed limits are used.

2. Include speed limit signs only if there is a reason to restrict vehicle speeds. Consider or remove conflicting existing speed limit signs.

3. The buffer space may be increased for lane and shoulder widening or conditions that affect stopping distance.

4. If pedestrian traffic is impacted by the work zone, use the information and devices shown in DTL DWG. 610-05.

5. Include a shoulder taper when needed. Shoulder is 2.4 m (6 ft) greater in width or when a parking lane is present.

6. Keep right signs may be omitted if there is insufficient space to place the back-to-back keep right sign and no left turn symbol signs.

7. If limited sight distance for this approach, consider right turn only or closing the approach.

8. Larger sign sizes may be approved by the project manager.

9. Place end road work signs at end of project limits.

10. Post existing speed limit if changed by work zone. Consult with the Project Manager.

11. Use this sign layout in urban applications when work operation is longer than 3 days. (DO NOT REMOVE THERMOPLASTIC).

12. Use the rural sign layout for rural applications when higher speed limits are used.

13. The buffer space may be increased for lane and shoulder widening or conditions that affect stopping distance.

14. If pedestrian traffic is impacted by the work zone, use the information and devices shown in DTL DWG. 610-05.

15. Include a shoulder taper when needed. Shoulder is 2.4 m (6 ft) greater in width or when a parking lane is present.

16. Keep right signs may be omitted if there is insufficient space to place the back-to-back keep right sign and no left turn symbol signs.

17. In limited sight distance approaches, consider right turn only or closing the approach.

18. Larger sign sizes may be approved by the project manager.

19. Place end road work signs at end of project limits.

20. Post existing speed limit if changed by work zone.

21. Consult with the Project Manager.

22. Speed determined by the project manager (25 MPH or 35 MPH)

23. Use the rural sign layout for rural applications when higher speed limits are used.

24. Keep right signs may be omitted if there is insufficient space to place the back-to-back keep right sign and no left turn symbol signs.

25. In limited sight distance approaches, consider right turn only or closing the approach.

26. Larger sign sizes may be approved by the project manager.

27. Place end road work signs at end of project limits.

28. Post existing speed limit if changed by work zone.

29. Consult with the Project Manager.

30. Use the rural sign layout for rural applications when higher speed limits are used.

31. Keep right signs may be omitted if there is insufficient space to place the back-to-back keep right sign and no left turn symbol signs.

32. In limited sight distance approaches, consider right turn only or closing the approach.

33. Larger sign sizes may be approved by the project manager.

34. Place end road work signs at end of project limits.

35. Post existing speed limit if changed by work zone.

36. Consult with the Project Manager.

37. Use the rural sign layout for rural applications when higher speed limits are used.

38. Keep right signs may be omitted if there is insufficient space to place the back-to-back keep right sign and no left turn symbol signs.

39. In limited sight distance approaches, consider right turn only or closing the approach.

40. Larger sign sizes may be approved by the project manager.

41. Place end road work signs at end of project limits.

42. Post existing speed limit if changed by work zone.

43. Consult with the Project Manager.

44. Use the rural sign layout for rural applications when higher speed limits are used.

45. Keep right signs may be omitted if there is insufficient space to place the back-to-back keep right sign and no left turn symbol signs.

46. In limited sight distance approaches, consider right turn only or closing the approach.

47. Larger sign sizes may be approved by the project manager.

48. Place end road work signs at end of project limits.

49. Post existing speed limit if changed by work zone.

50. Consult with the Project Manager.

51. Use the rural sign layout for rural applications when higher speed limits are used.

52. Keep right signs may be omitted if there is insufficient space to place the back-to-back keep right sign and no left turn symbol signs.

53. In limited sight distance approaches, consider right turn only or closing the approach.

54. Larger sign sizes may be approved by the project manager.

55. Place end road work signs at end of project limits.

56. Post existing speed limit if changed by work zone.

57. Consult with the Project Manager.

58. Use the rural sign layout for rural applications when higher speed limits are used.

59. Keep right signs may be omitted if there is insufficient space to place the back-to-back keep right sign and no left turn symbol signs.

60. In limited sight distance approaches, consider right turn only or closing the approach.

61. Larger sign sizes may be approved by the project manager.

62. Place end road work signs at end of project limits.

63. Post existing speed limit if changed by work zone.

64. Consult with the Project Manager.

65. Use the rural sign layout for rural applications when higher speed limits are used.

66. Keep right signs may be omitted if there is insufficient space to place the back-to-back keep right sign and no left turn symbol signs.

67. In limited sight distance approaches, consider right turn only or closing the approach.

68. Larger sign sizes may be approved by the project manager.

69. Place end road work signs at end of project limits.

70. Post existing speed limit if changed by work zone.

71. Consult with the Project Manager.

72. Use the rural sign layout for rural applications when higher speed limits are used.

73. Keep right signs may be omitted if there is insufficient space to place the back-to-back keep right sign and no left turn symbol signs.

74. In limited sight distance approaches, consider right turn only or closing the approach.

75. Larger sign sizes may be approved by the project manager.

76. Place end road work signs at end of project limits.

77. Post existing speed limit if changed by work zone.

78. Consult with the Project Manager.

79. Use the rural sign layout for rural applications when higher speed limits are used.

80. Keep right signs may be omitted if there is insufficient space to place the back-to-back keep right sign and no left turn symbol signs.

81. In limited sight distance approaches, consider right turn only or closing the approach.

82. Larger sign sizes may be approved by the project manager.

83. Place end road work signs at end of project limits.

84. Post existing speed limit if changed by work zone.

85. Consult with the Project Manager.

86. Use the rural sign layout for rural applications when higher speed limits are used.

87. Keep right signs may be omitted if there is insufficient space to place the back-to-back keep right sign and no left turn symbol signs.

88. In limited sight distance approaches, consider right turn only or closing the approach.

89. Larger sign sizes may be approved by the project manager.

90. Place end road work signs at end of project limits.

91. Post existing speed limit if changed by work zone.

92. Consult with the Project Manager.