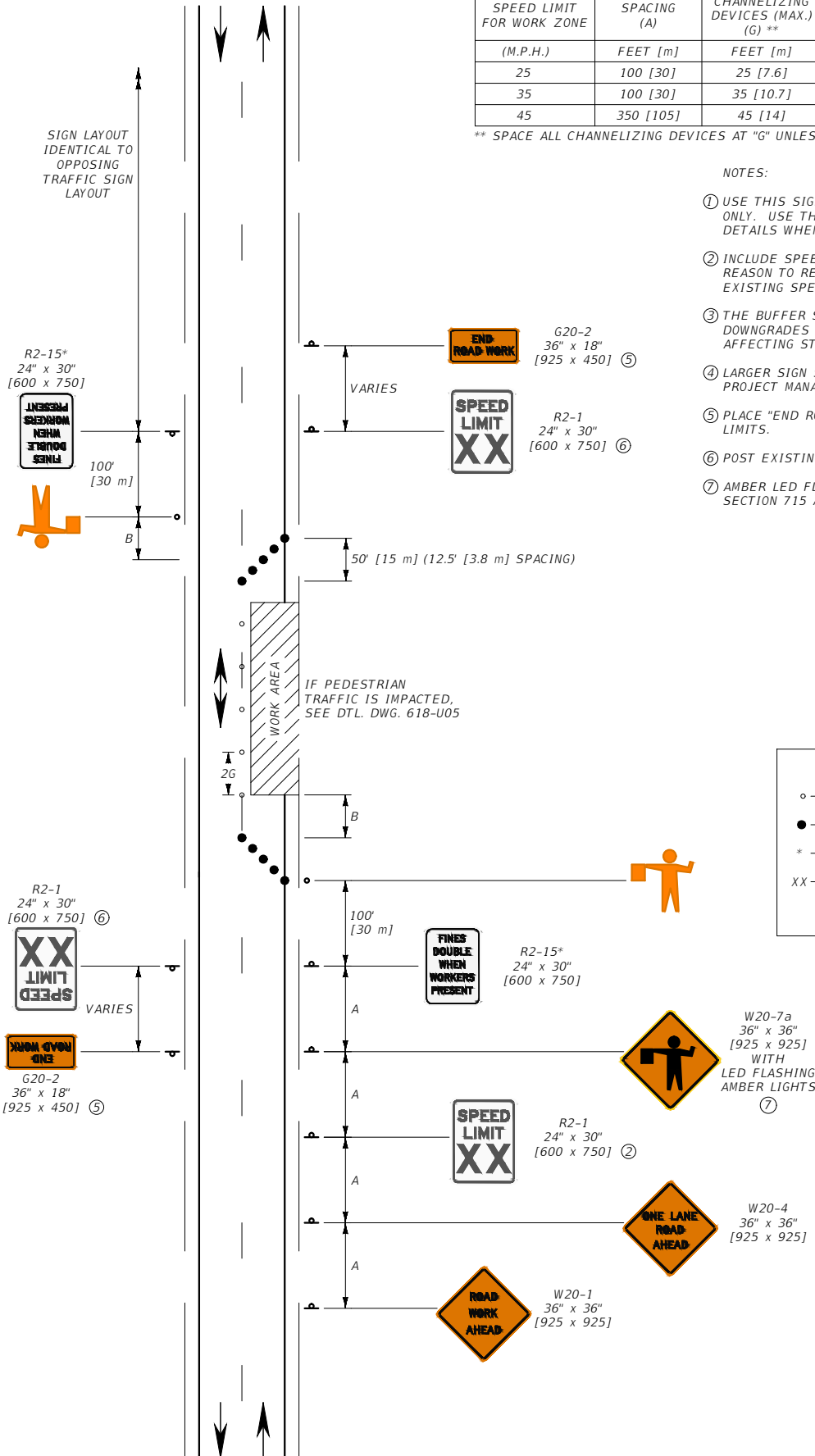


POSTED SPEED LIMIT FOR WORK ZONE	SIGN SPACING (A)	SPACING OF CHANNELIZING DEVICES (MAX.) (G) **	BUFFER SPACE ③ (B)
(M.P.H.)	FEET [m]	FEET [m]	FEET [m]
25	100 [30]	25 [7.6]	155 [45]
35	100 [30]	35 [10.7]	250 [75]
45	350 [105]	45 [14]	360 [110]

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

NOTES:

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



LEGEND

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

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

DETAILED DRAWINGS

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

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

EFFECTIVE: JAN 23, 2020

--REVISED--
JUN 27, 2024

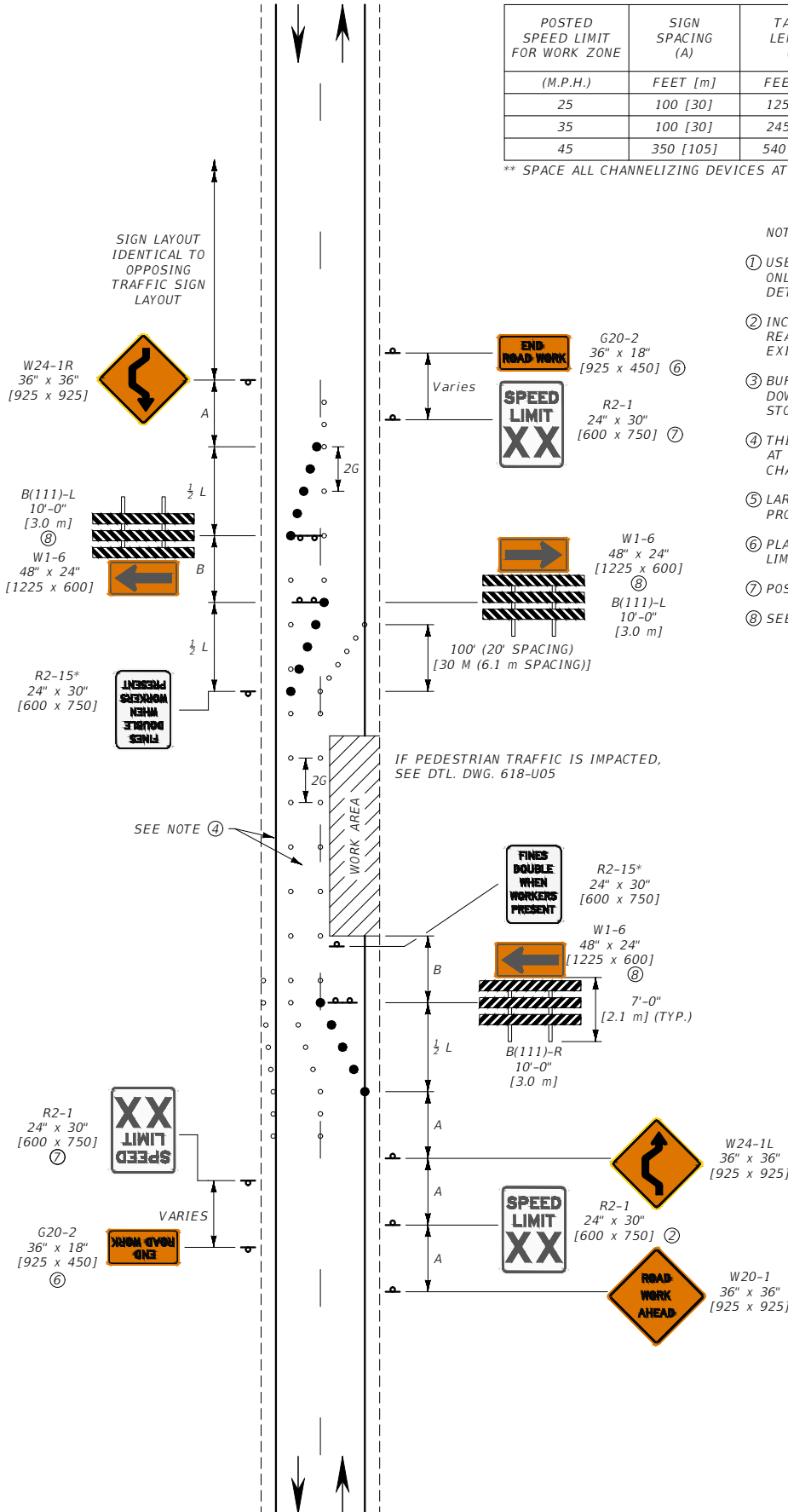


POSTED SPEED LIMIT FOR WORK ZONE (M.P.H.)	SIGN SPACING (A) FEET [m]	TAPER LENGTH (L) FEET [m]	SPACING OF CHANNELIZING DEVICES (MAX.) (G) ** FEET [m]	BUFFER SPACE (B) FEET [m]
25	100 [30]	125 [40]	25 [7.6]	155 [45]
35	100 [30]	245 [75]	35 [10.7]	250 [75]
45	350 [105]	540 [165]	45 [14]	360 [110]

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

NOTES:

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



LEGEND

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

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

DETAILED DRAWINGS	
REFERENCE STANDARD SPEC. SECTION 618	DWG. NO. 618-U02
WORK ZONE OCCUPIES ONE HALF OF ROAD (LOW SPEED URBAN TWO-LANE, TWO-WAY ROAD)	
EFFECTIVE: JAN 23, 2020	

--REVISED--
JUN 27, 2024

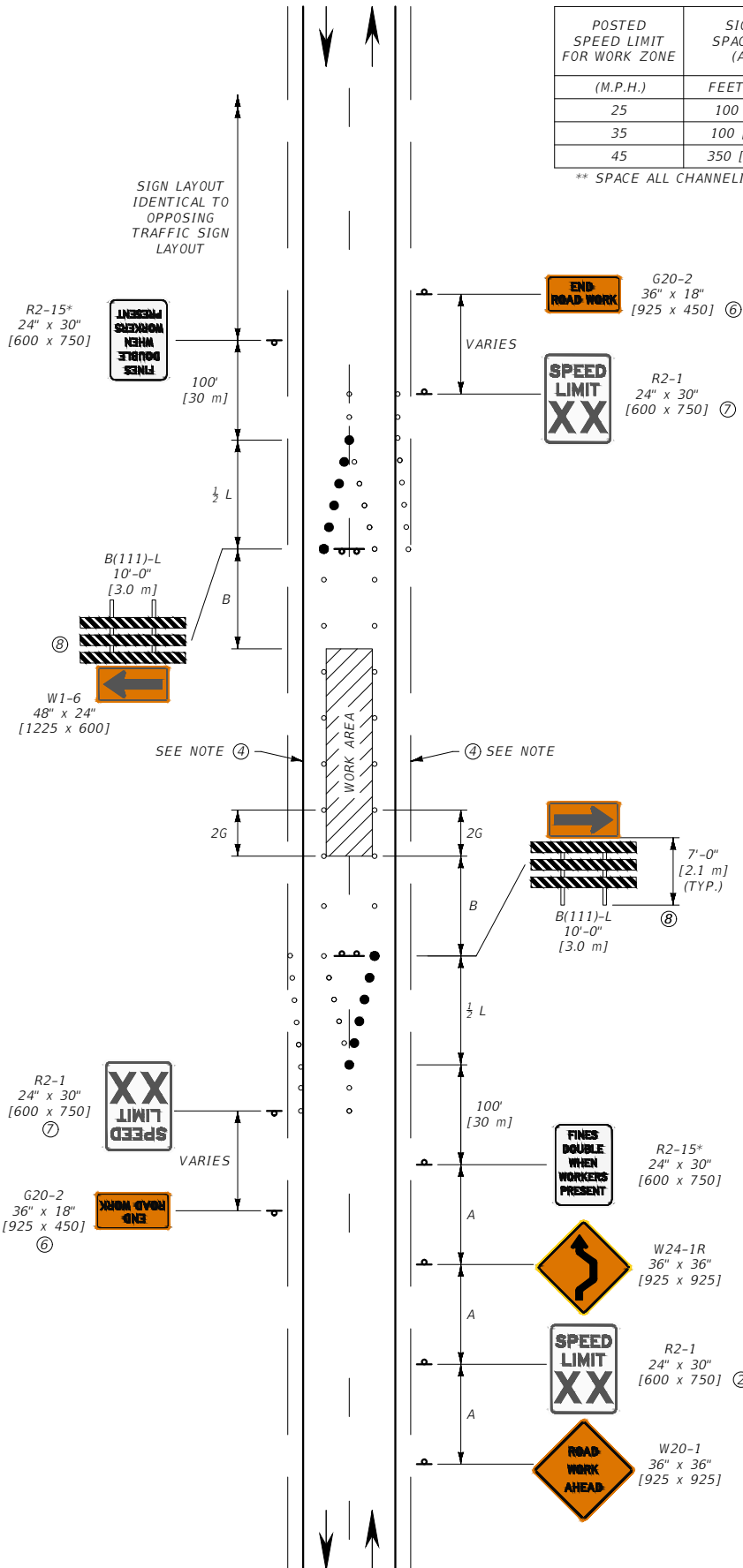


POSTED SPEED LIMIT FOR WORK ZONE (M.P.H.)	SIGN SPACING (A) FEET [m]	TAPER LENGTH (L) FEET [m]	SPACING OF CHANNELIZING DEVICES (MAX.) (G) ** FEET [m]	BUFFER SPACE (B) FEET [m]
25	100 [30]	125 [40]	25 [7.6]	155 [45]
35	100 [30]	245 [75]	35 [10.7]	250 [75]
45	350 [105]	540 [165]	45 [14]	360 [110]

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

NOTES:

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



LEGEND

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

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

DETAILED DRAWINGS	
REFERENCE STANDARD SPEC. SECTION 618	DWG. NO. 618-U03
WORK ZONE IN CENTER OF ROAD (URBAN TWO-LANE, TWO-WAY ROAD)	
EFFECTIVE: JAN 23, 2020	

--REVISED--
JUN 27, 2024

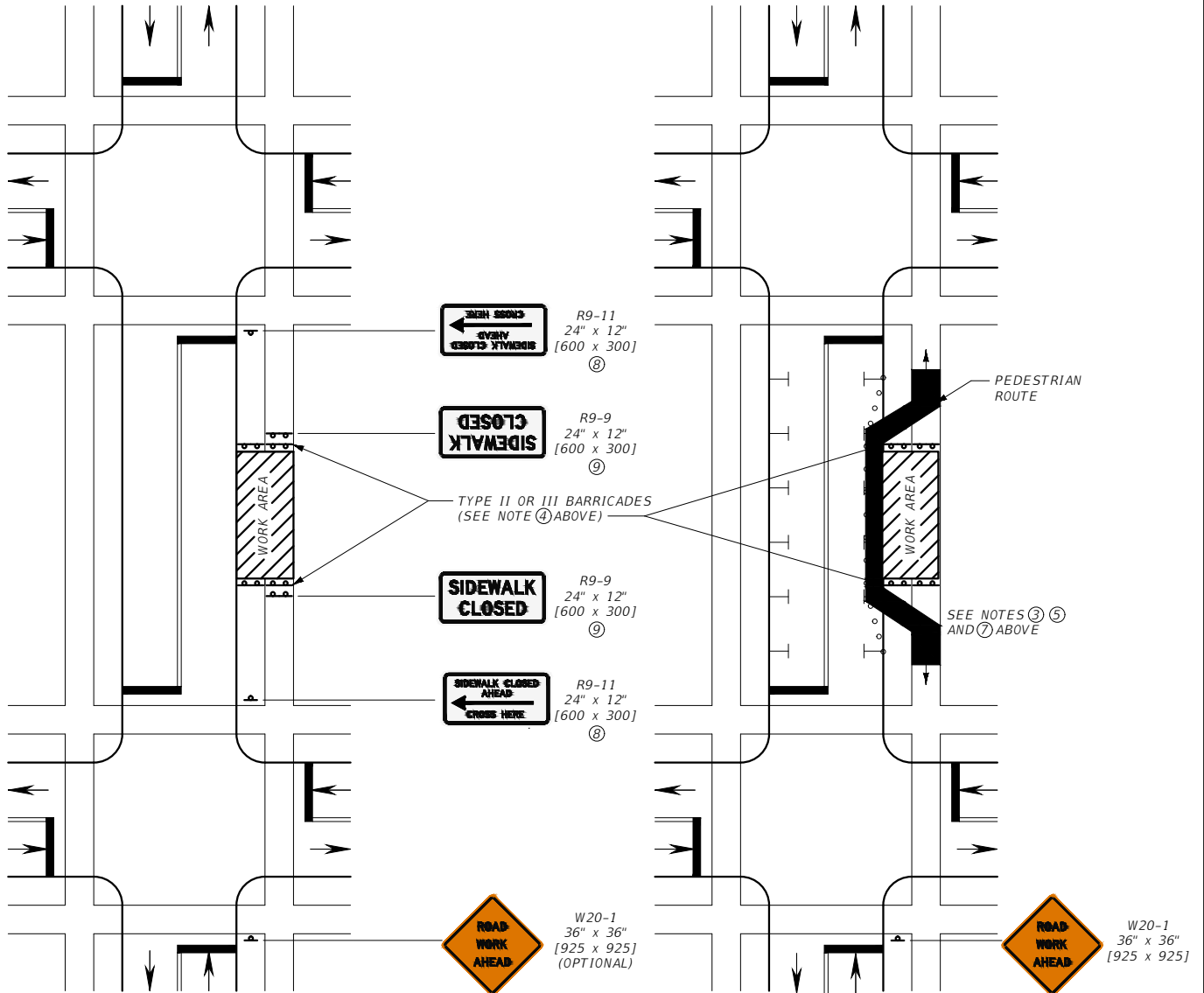


NOTES:

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


PEDESTRIAN DETOUR

BYPASS WALKWAY PROVIDED THROUGH WORK ZONE⑥



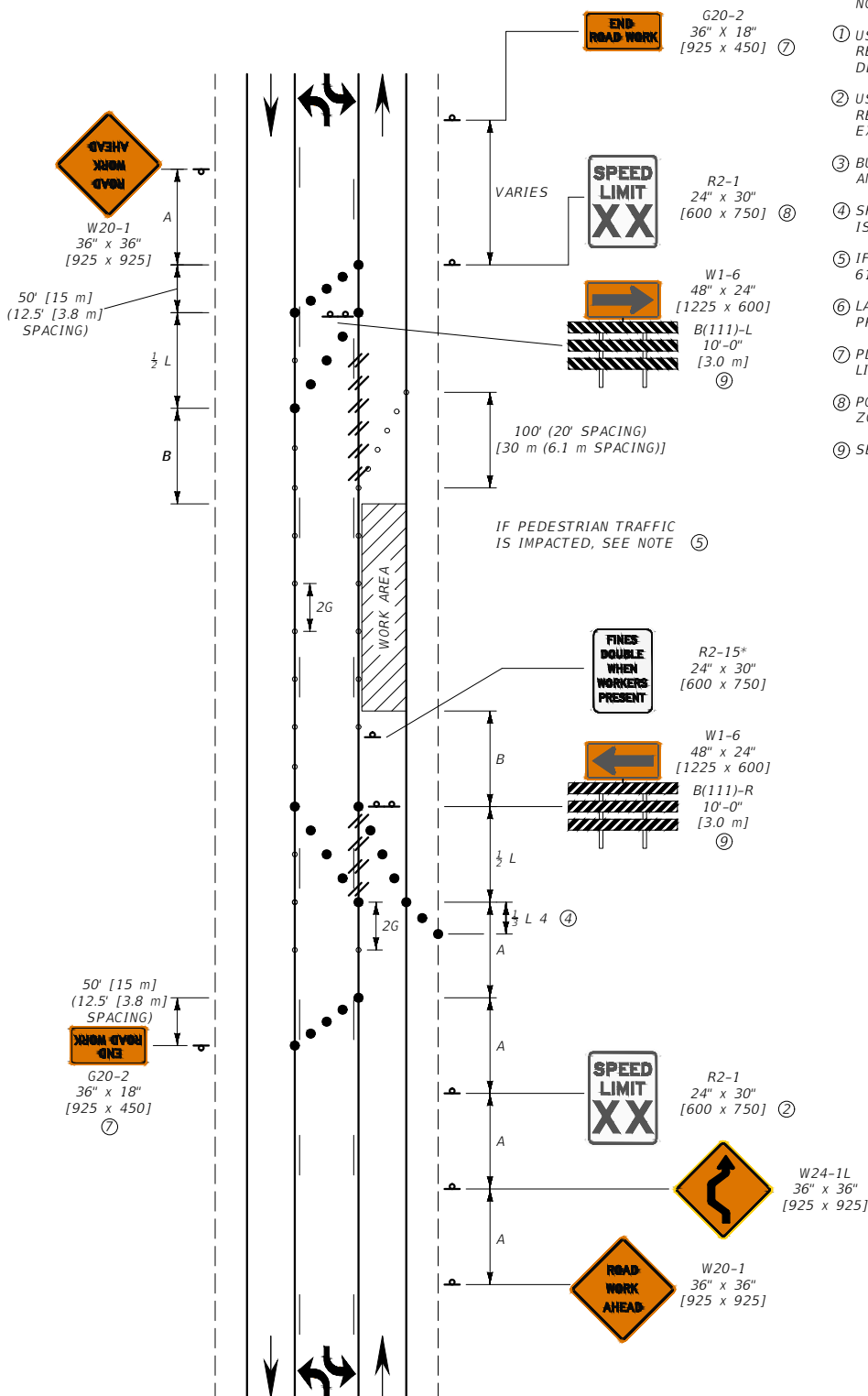
LEGEND
 ○ - FLEXIBLE GUIDE POSTS

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

DETAILED DRAWINGS	
REFERENCE STANDARD SPEC. SECTION 618	DWG. NO. 618-U05
SIDEWALK CLOSURES AND BYPASS WALKWAY	
EFFECTIVE: JAN 23, 2020	
	
--REVISED-- JUN 27, 2024	
5/15/2024 2:43 PM STDDRD618U05.DWG	

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

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



NOTES:

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

LEGEND

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

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

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

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

DETAILED DRAWINGS	
REFERENCE STANDARD SPEC. SECTION 618	DWG. NO. 618-U15
LANE CLOSURE (URBAN TWO-LANE, TWO-WAY ROAD WITH TWO-WAY LEFT TURN LANE)	
EFFECTIVE: JAN 23, 2020	

--REVISED--
JUN 27, 2024

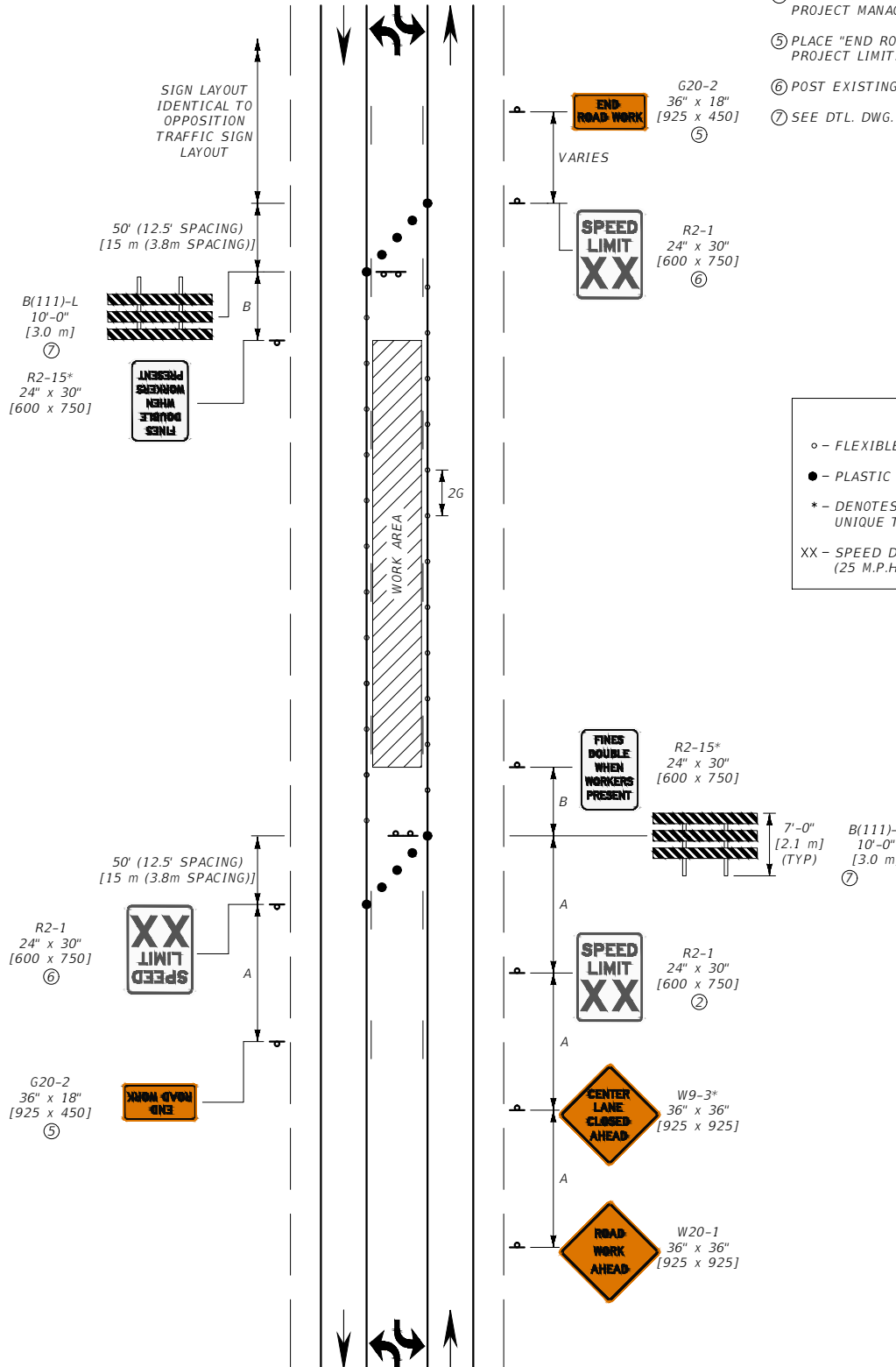


POSTED SPEED LIMIT FOR WORK ZONE	SIGN SPACING (A)	TAPER LENGTH (L)	SPACING OF CHANNELIZING DEVICES (MAX.) (G) **	BUFFER SPACE ③ (B)
(M.P.H.)	FEET [m]	FEET [m]	FEET [m]	FEET [m]
25	100 [30]	125 [40]	25 [7.6]	155 [45]
35	100 [30]	245 [75]	35 [10.7]	250 [75]
45	350 [105]	540 [165]	45 [14]	360 [110]

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

NOTES:

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



LEGEND

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

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

DETAILED DRAWINGS	
REFERENCE STANDARD SPEC. SECTION 618	DWG. NO. 618-U16
TURN LANE CLOSURE (URBAN TWO-LANE, TWO-WAY LEFT TURN LANE)	
EFFECTIVE: JAN 23, 2020	

--REVISED--
JUN 27, 2024

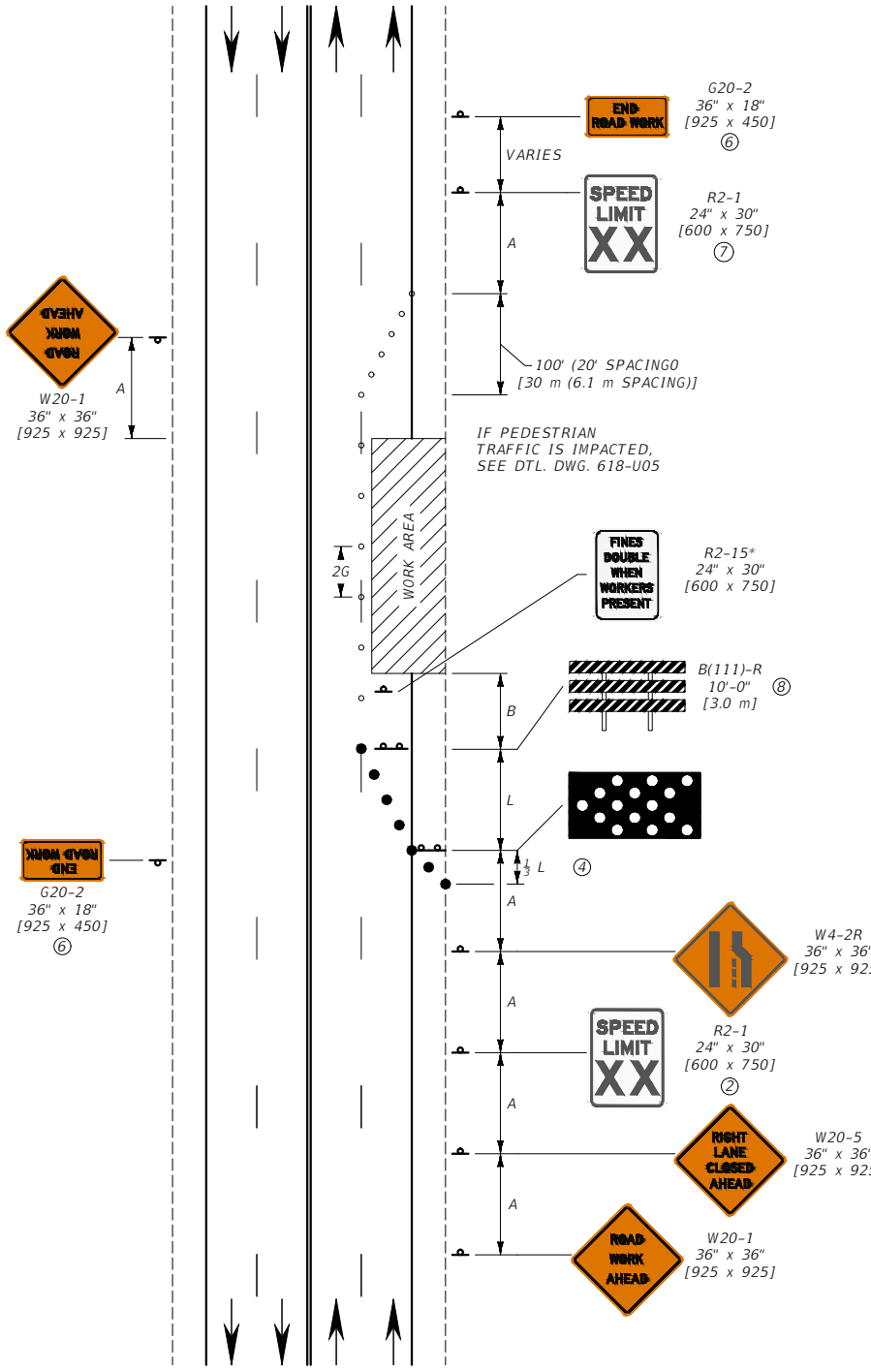


POSTED SPEED LIMIT FOR WORK ZONE (M.P.H.)	SIGN SPACING (A) FEET [m]	TAPER LENGTH (L) FEET [m]	SPACING OF CHANNELIZING DEVICES (MAX.) (G) ** FEET [m]	BUFFER SPACE (B) FEET [m]
25	100 [30]	125 [40]	25 [7.6]	155 [45]
35	100 [30]	245 [75]	35 [10.7]	250 [75]
45	350 [105]	540 [165]	45 [14]	360 [110]

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

NOTES:

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



LEGEND

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

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

DETAILED DRAWINGS

REFERENCE STANDARD SPEC. SECTION 618	DWG. NO. 618-U20
RIGHT LANE CLOSURE (URBAN MULTI-LANE, UNDIVIDED ROAD)	
EFFECTIVE: JAN 23, 2020	

--REVISED--
JUN 27, 2024

MONTANA
Department of Transportation

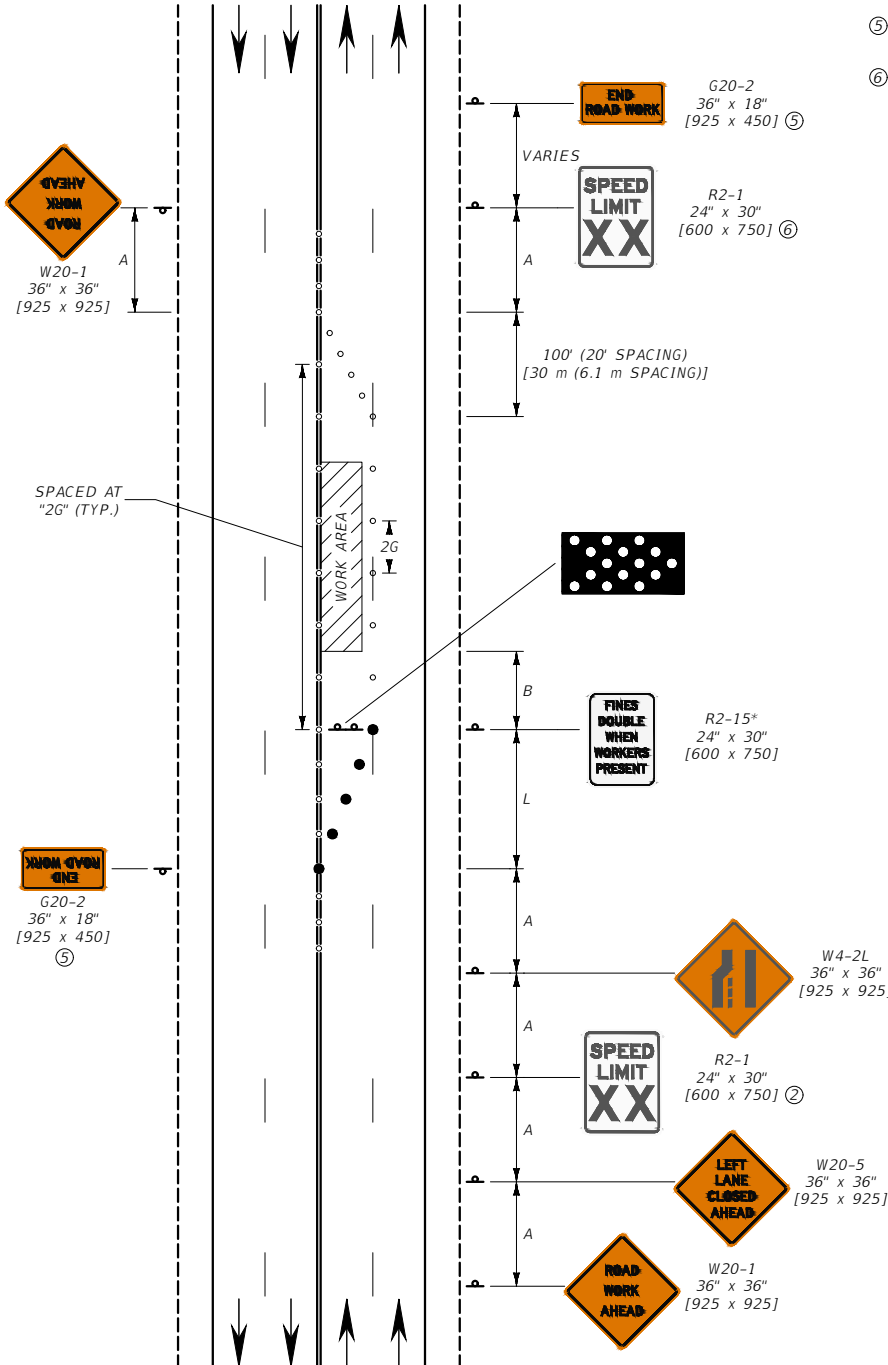
5/15/2024 2:48 PM STDDRD618U20.DWG

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

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

NOTES:

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



LEGEND

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

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

DETAILED DRAWINGS

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

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

EFFECTIVE: JAN 23, 2020

--REVISED--
JUN 27, 2024

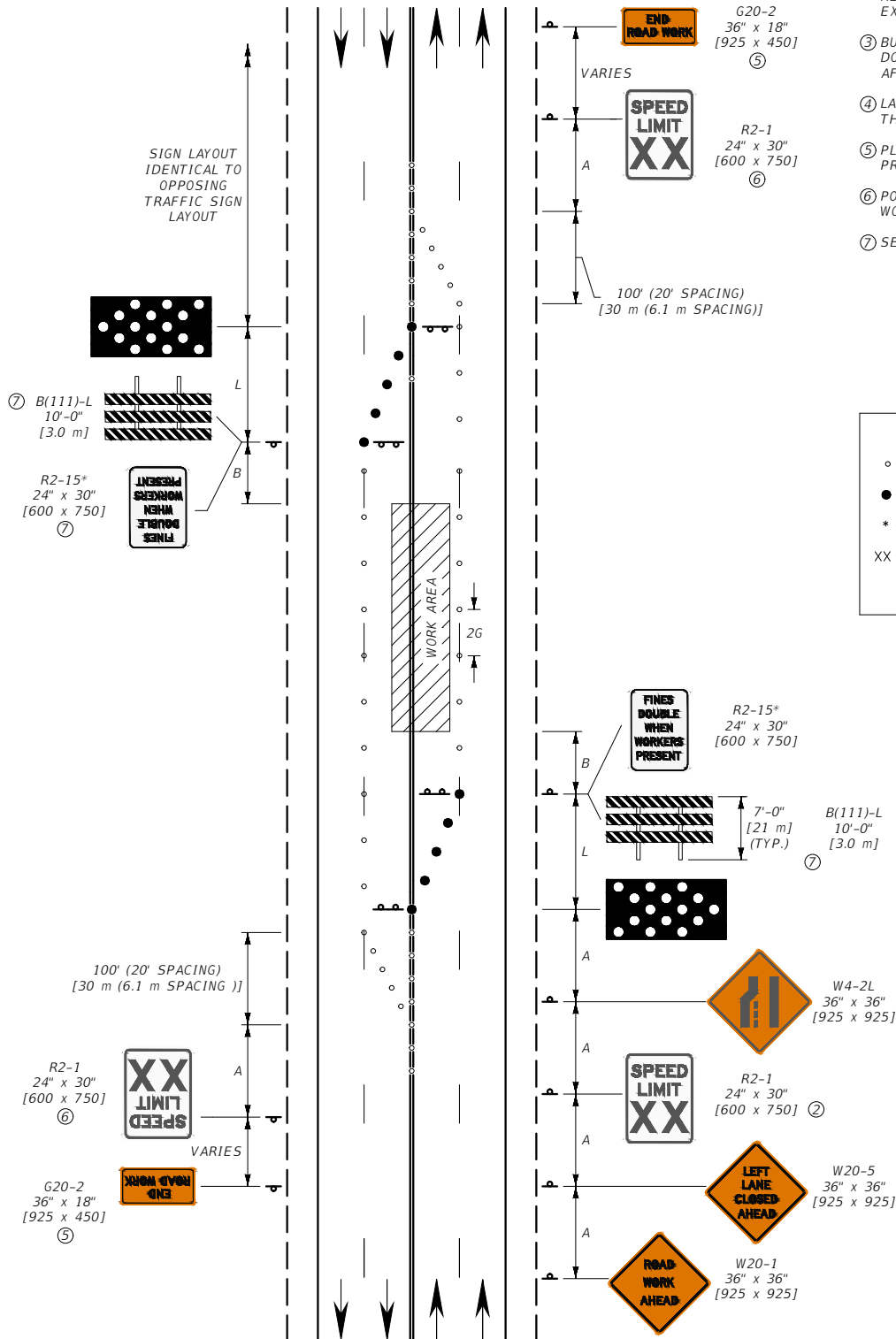


POSTED SPEED LIMIT FOR WORK ZONE	SIGN SPACING (A)	TAPER LENGTH (L)	SPACING OF CHANNELIZING DEVICES (MAX.) (G) **	BUFFER SPACE ③ (B)
(M.P.H.)	FEET [m]	FEET [m]	FEET [m]	FEET [m]
25	100 [30]	125 [40]	25 [7.6]	155 [45]
35	100 [30]	245 [75]	35 [10.7]	250 [75]
45	350 [105]	540 [165]	45 [14]	360 [110]

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

NOTES:


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



LEGEND

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

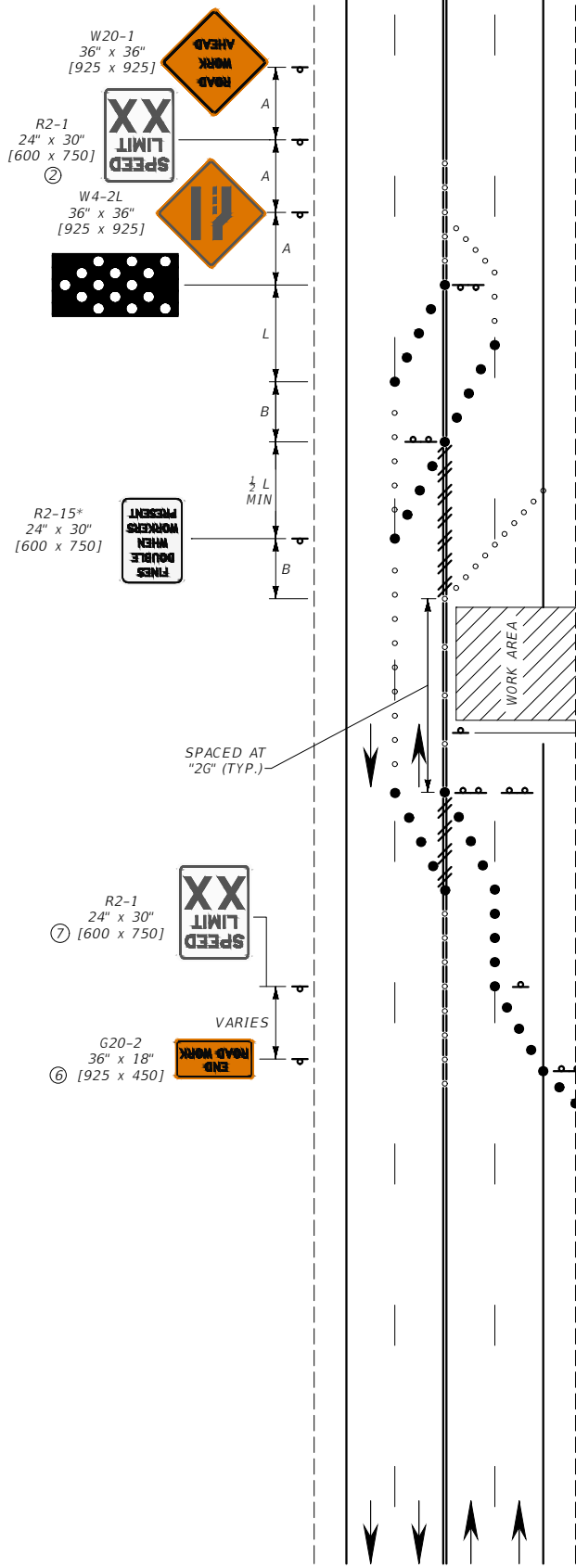
UNITS SHOWN IN BRACKETS [] ARE METRIC AND ARE IN MILLIMETERS (mm) UNLESS OTHER UNITS ARE SHOWN.

DETAILED DRAWINGS	
REFERENCE STANDARD SPEC. SECTION 618	DWG. NO. 618-U30
LEFT LANE CLOSURES (LOW SPEED URBAN MULTI-LANE, UNDIVIDED ROAD)	
EFFECTIVE: JAN 23, 2020	
	

--REVISED--
JUN 27, 2024

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

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



NOTES:

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

LEGEND

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

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

DETAILED DRAWINGS

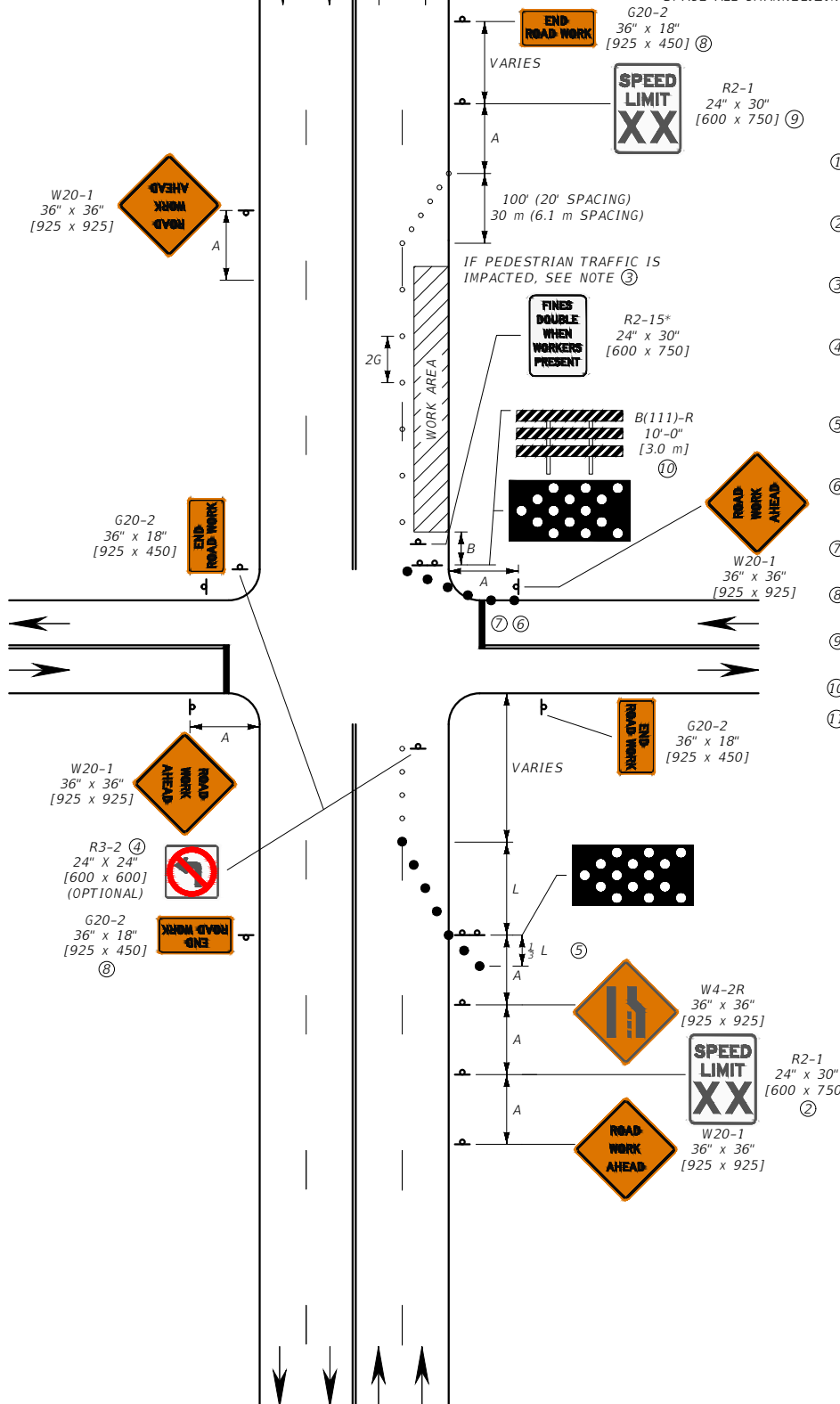
REFERENCE STANDARD SPEC. SECTION 618	DWG. NO. 618-U35
DOUBLE LANE CLOSURE (URBAN MULTI-LANE, UNDIVIDED ROAD)	
EFFECTIVE: JAN 23, 2020	

--REVISED--
JUN 27, 2024

MONTANA
Department of Transportation

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

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



NOTES:

- ① USE THIS SIGN LAYOUT IN URBAN APPLICATIONS ONLY. USE THE RURAL, OPEN ROADWAY SIGNING DETAILS WHEN HIGHER SPEED LIMITS ARE USED.
- ② USE SPEED LIMIT SIGNS ONLY IF SPEED MUST BE RESTRICTED. COVER OR REMOVE CONFLICTING EXISTING SPEED LIMIT SIGNS.
- ③ IF PEDESTRIAN TRAFFIC IS IMPACTED BY THE WORK ZONE, USE THE INFORMATION AND DEVICES SHOWN IN DTL. DWG. 618-U05.
- 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 ROADWORK" SIGNS AT END OF PROJECT LIMITS.
- ⑨ POST EXISTING SPEED LIMIT IF CHANGED BY WORK ZONE.
- ⑩ SEE DTL. DWG. 618-03.
- ⑪ BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS AFFECTING STOPPING DISTANCE.

LEGEND

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

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

DETAILED DRAWINGS	
REFERENCE STANDARD SPEC. SECTION 618	DWG. NO. 618-U40
RIGHT LANE CLOSURE-WORK AREA BEYOND INTERSECTION (URBAN MULTI-LANE, UNDIVIDED ROAD)	
EFFECTIVE: JAN 23, 2020	

--REVISED--
JUN 27, 2024



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

R2-15*
24" x 30"

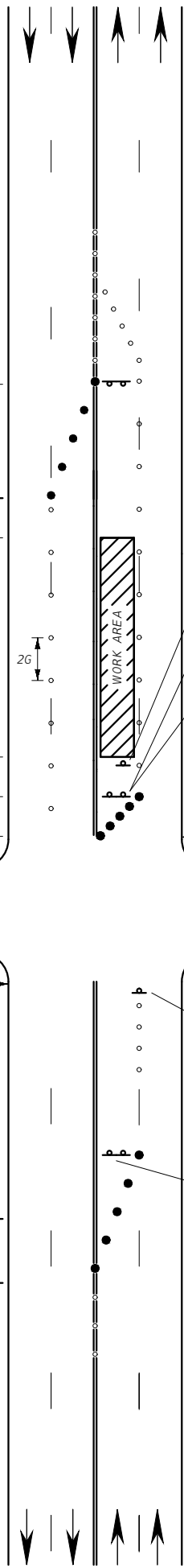
G20-2
36" x 18"
⑥

W20-1
36" x 36"

R2-1
24" x 30" ⑦

G20-2
36" x 18"
⑥

SIGN LAYOUT IDENTICAL TO OPPOSING TRAFFIC SIGN LAYOUT



G20-2
36" x 18"
⑥

R2-1
24" x 30" ⑦

R2-15*
24" x 30"

B(111)-L
10'-0" ⑧

W20-1
36" x 36"

G20-2
36" x 18"
⑥

R3-7
30" x 30" (OPTIONAL) ③

W4-2L
36" x 36"

R2-1
24" x 30" ②

W20-1
36" x 36"

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

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

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

LEGEND

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

R3-2
24" X 24" (OPTIONAL)

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

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

R2-15*
600 x 750 ⑧

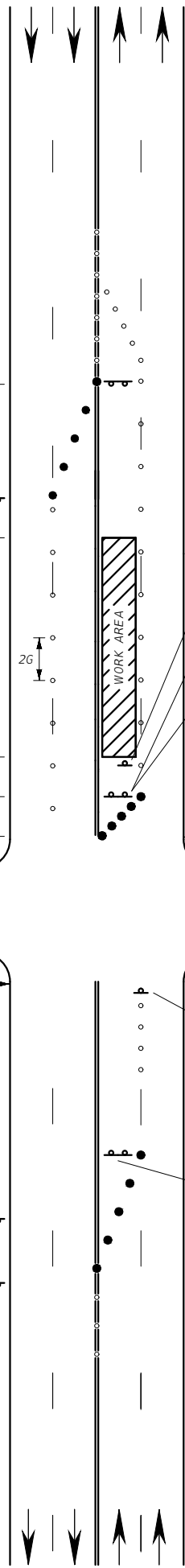
G20-2
925 x 450 ⑥

W20-1
925 x 925

R2-1
600 x 750 ⑦

G20-2
925 x 450 ⑥

SIGN LAYOUT IDENTICAL TO OPPOSING TRAFFIC SIGN LAYOUT



G20-2
925 x 450 ⑥

R2-1
600 x 750 ⑦

R2-15*
600 x 750

B(111)-L
3.0 m ⑧

W20-1
925 x 925

G20-2
925 x 450 ⑥

R3-7
750 x 750 (OPTIONAL) ③

W4-2L
925 x 925

R2-1
600 x 750 ②

W20-1
925 x 925

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

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

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

LEGEND

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

R3-2
600 x 600 (OPTIONAL)

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

ALL DIMENSIONS ARE MILLIMETERS (mm) UNLESS OTHERWISE NOTED.

DETAILED DRAWINGS

REFERENCE STANDARD SPEC. SECTION 618

DWG. NO. 618-U45

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

EFFECTIVE: JAN 23, 2020

--REVISED--
JUN 27, 2024



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

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

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

LEGEND

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

R3-2
24" X 24"
(OPTIONAL)

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

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

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

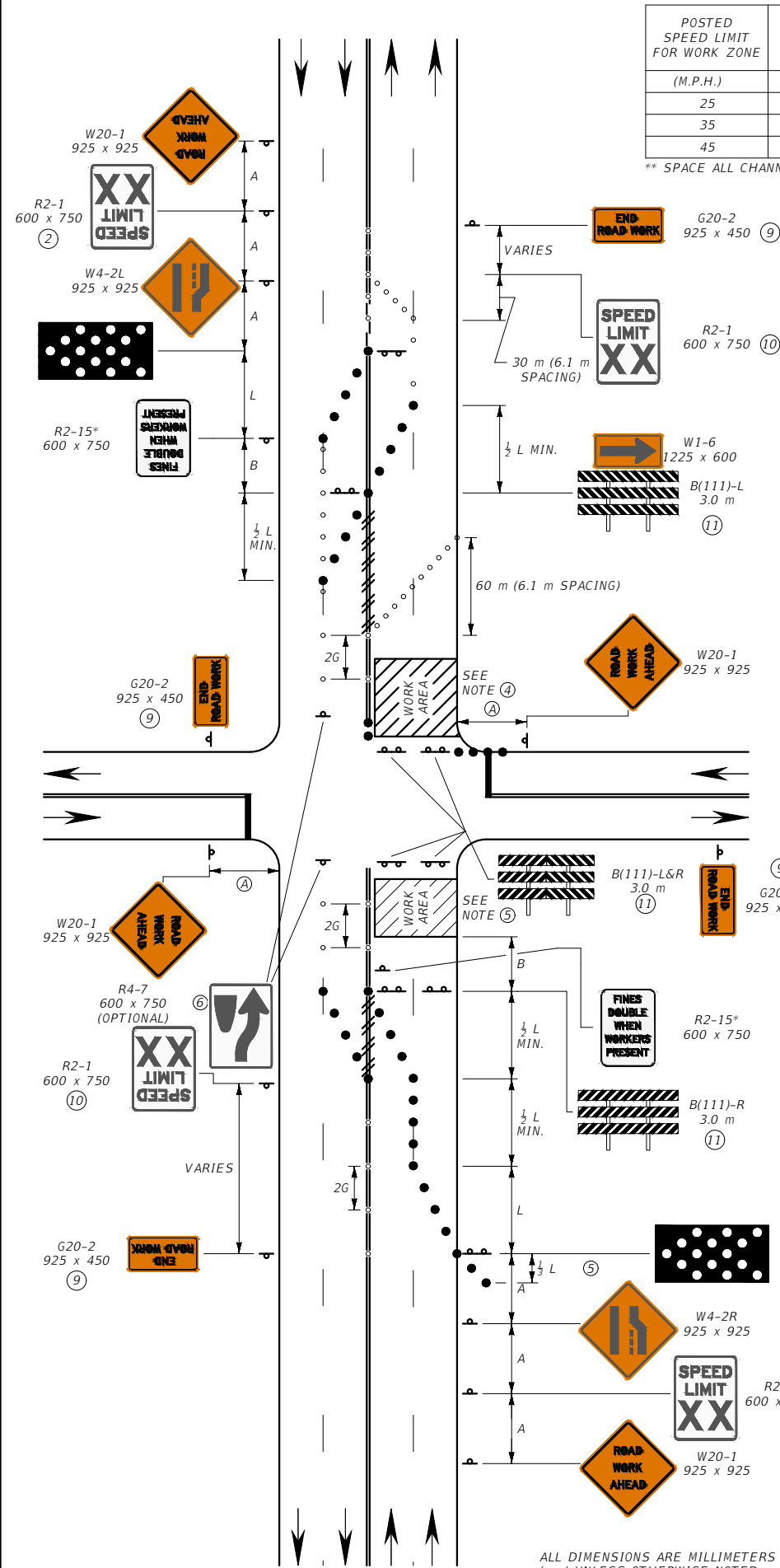
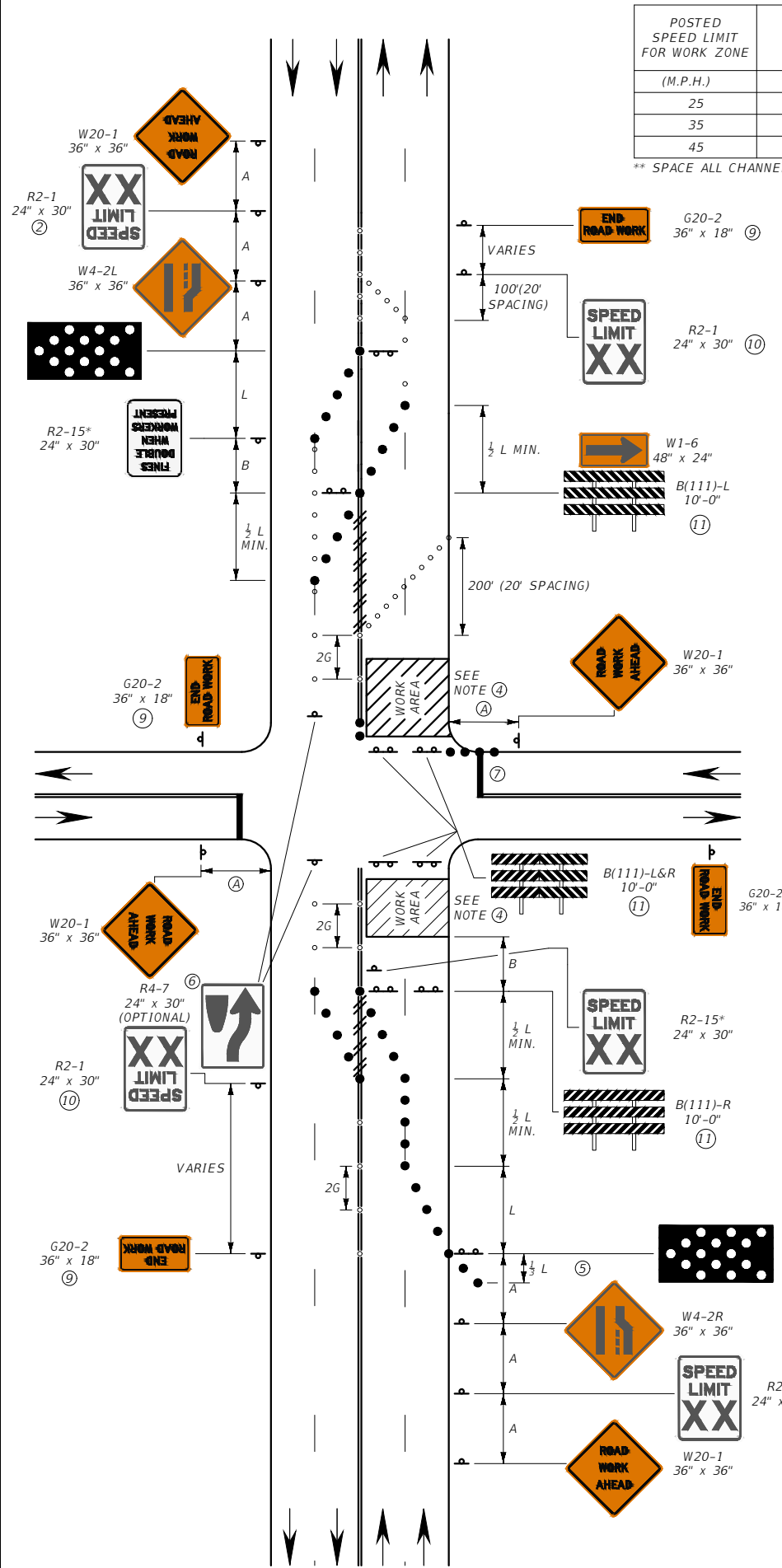
- NOTES:
- USE THIS SIGN LAYOUT IN URBAN APPLICATIONS ONLY. USE THE RURAL, OPEN ROADWAY SIGNING DETAILS WHEN HIGHER SPEED LIMITS ARE USED.
 - USE SPEED LIMIT SIGNS ONLY IF SPEED MUST BE RESTRICTED. COVER OR REMOVE CONFLICTING EXISTING SPEED LIMIT SIGNS.
 - BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES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

LEGEND

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

R3-2
600 X 600
(OPTIONAL)

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



ALL DIMENSIONS ARE MILLIMETERS (mm) UNLESS OTHERWISE NOTED.

--REVISED--
JUN 27, 2024

DETAILED DRAWINGS

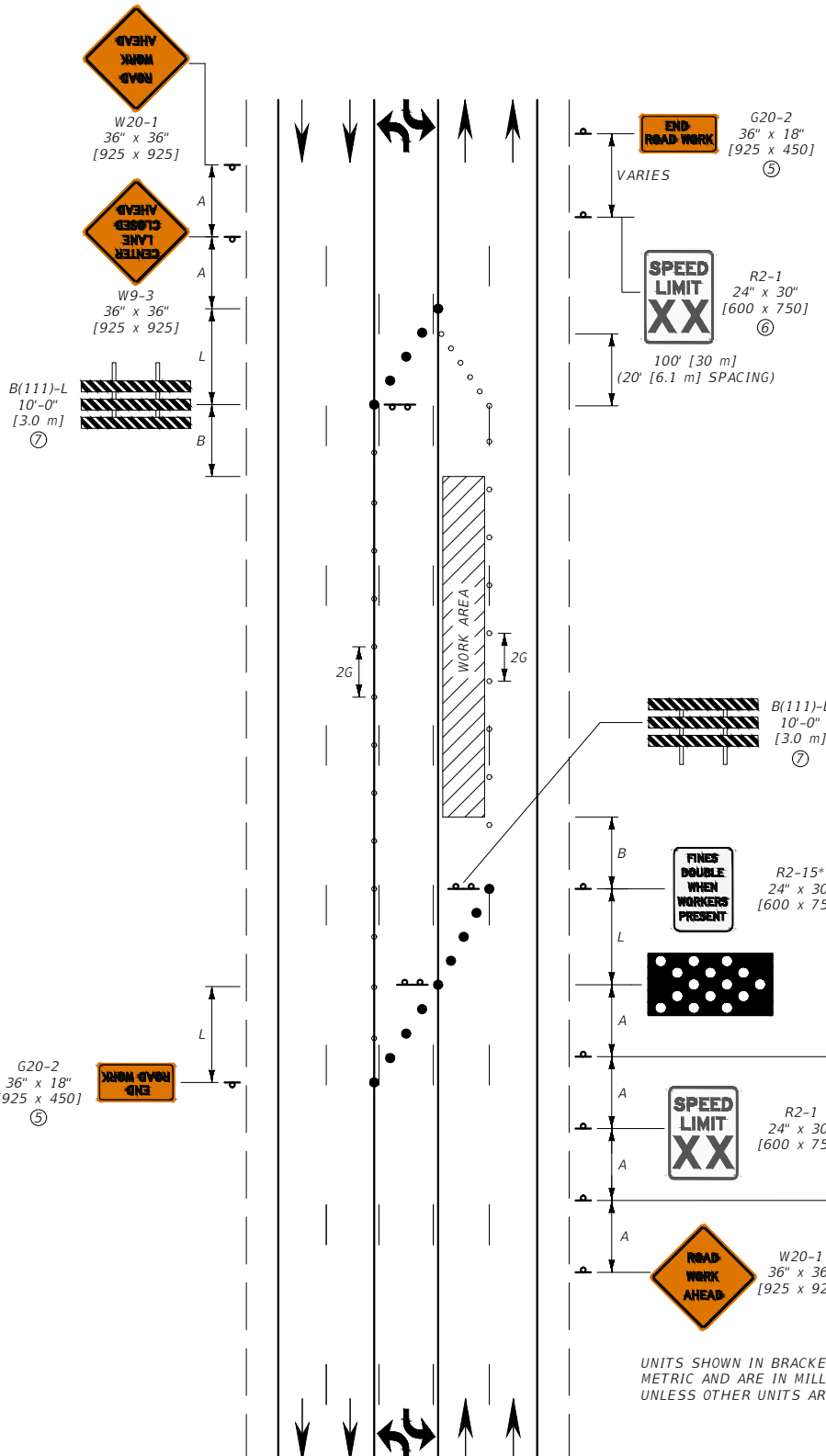
REFERENCE STANDARD SPEC. SECTION 618	DWG. NO. 618-U50
DOUBLE LANE CLOSURE AT INTERSECTION (URBAN MULTI-LANE, UNDIVIDED ROAD)	
EFFECTIVE: JAN 23, 2020	

MONTANA
Department of Transportation

5/15/2024 3:02 PM STDRDR618U50.DWG

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

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



NOTES:

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

LEGEND

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

DETAILED DRAWINGS	
REFERENCE 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: JAN 23, 2020	

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

--REVISED--
JUN 27, 2024

