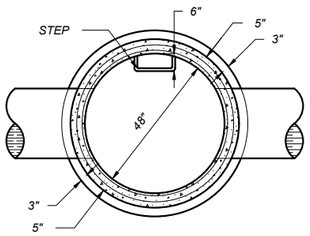
Revisions to the MDT Detailed Drawings - January 2027 Edition

Detailed Drawing No.	Detailed Drawing Title	Remarks
604-02	Concrete Manhole	Corrected Lid Station and Structure Station label locations.
604-16	Drop Inlets Type V and VI	Corrected inside structure dimension from 24” to 32”.
607-10	Fence Details	Revised Double Panel tie-off post locations.
607-20	Fencing at Right of Way Breaks	Added “Single Panel” labels to clarify pay item. Added a note to clarify steel panel application. Revised 2X6 attachment hardware from 3” to 5” exterior-grade timber screws.
610-00	Topsoil and Seeding	Corrected a typo in Note #4.
618-01	Construction Sign Details	Removed “high density plywood” sign sheeting material option.
618-U01	Lane Closure - Flagger Controlled (Urban Two-Lane, Two-Way Road)	Revised the speed/spacing table to use posted speed limits for spacing and work-zone limits only for channelizing spacing. Added new speed limits to the table. Removed the 45-mph work zone option from the legend.
618-U02	Work Zone Occupies One Half of Road (Low Speed Urban Two-Lane, Two-Way Road)	Revised the speed/spacing table to use posted speed limits for spacing and work-zone limits only for channelizing spacing. Added new speed limits to the table. Removed the 45-mph work zone option from the legend.
618-U03	Work Zone in Center of Road (Urban Two-Lane, Two-Way Road)	Revised the speed/spacing table to use posted speed limits for spacing and work-zone limits only for channelizing spacing. Added new speed limits to the table. Removed the 45-mph work zone option from the legend.
618-U05	Sidewalk Closures and Bypass Walkway	"Type II or III barricades" revised to "ADA and MUTCD compliant pedestrian device”.
618-U15	Lane Closure (Urban Two-Lane, Two-Way Road with Two-Way Left Turn Lane)	Revised the speed/spacing table to use posted speed limits for spacing and work-zone limits only for channelizing spacing. Added new speed limits to the table. Removed the 45-mph work zone option from the legend.
618-U16	Turn Lane Closure (Urban Two-Lane, Two-Way Road with Two-Way Left Turn Lane)	Revised the speed/spacing table to use posted speed limits for spacing and work-zone limits only for channelizing spacing. Added new speed limits to the table. Removed the 45-mph work zone option from the legend.
618-U20	Right Lane Closure (Urban Multi-Lane, Undivided Road)	New guidance for approach openings in lane closures. Revised the speed/spacing table to use posted speed limits for spacing and work-zone limits only for channelizing spacing. Added new speed limits to the table. Removed the 45-mph work zone option from the legend.
618-U25	Left Lane Closure (Low Speed Urban Multi-Lane, Undivided Road)	Revised the speed/spacing table to use posted speed limits for spacing and work-zone limits only for channelizing spacing. Added new speed limits to the table. Removed the 45-mph work zone option from the legend.
618-U30	Left Lane Closures (Low Speed Urban Multi-Lane, Undivided Road)	Revised the speed/spacing table to use posted speed limits for spacing and work-zone limits only for channelizing spacing. Added new speed limits to the table. Removed the 45-mph work zone option from the legend.
618-U35	Double Lane Closure (Urban Multi-Lane, Undivided Road)	Revised the speed/spacing table to use posted speed limits for spacing and work-zone limits only for channelizing spacing. Added new speed limits to the table. Removed the 45-mph work zone option from the legend.
618-U40	Right Lane Closure - Work Zone Beyond Intersection (Urban Multi-Lane, Undivided Road)	Revised the speed/spacing table to use posted speed limits for spacing and work-zone limits only for channelizing spacing. Added new speed limits to the table. Removed the 45-mph work zone option from the legend.
618-U45	Left Lane Closure - Work Zone Beyond Intersection (Urban Multi-Lane, Undivided Road)	Revised the speed/spacing table to use posted speed limits for spacing and work-zone limits only for channelizing spacing. Added new speed limits to the table. Removed the 45-mph work zone option from the legend.
618-U50	Double Lane Closure at Intersection (Urban Multi-Lane, Undivided Road)	Revised the speed/spacing table to use posted speed limits for spacing and work-zone limits only for channelizing spacing. Added new speed limits to the table. Removed the 45-mph work zone option from the legend.

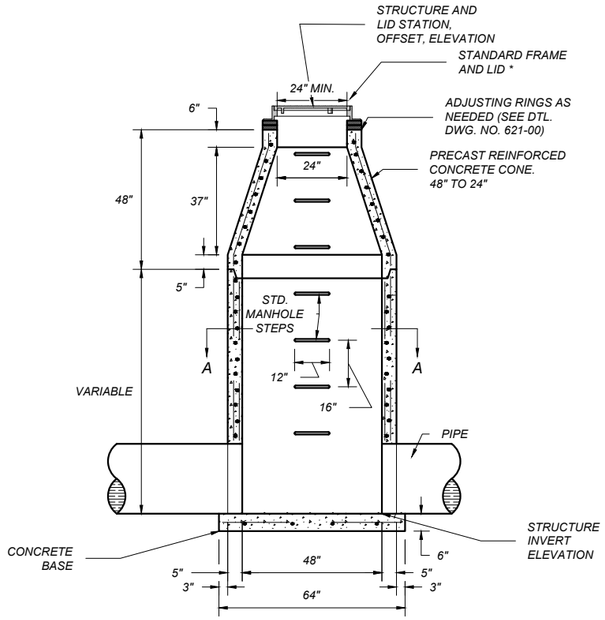
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618-U55	Turn Lane Closure (Urban Multi-Lane Undivided Road)	*NEW DETAIL:* Guidance for implementing temporary traffic control when closing a turn lane in an urban environment.
618-U60	Left Lane Closure (Urban Low Speed, Multi-Lane Undivided Road with Two-Way Left Turn Lane)	Revised the speed/spacing table to use posted speed limits for spacing and work-zone limits only for channelizing spacing. Added new speed limits to the table. Removed the 45-mph work zone option from the legend.
618-U65	Private Approach Access Through Lane Closure (Urban Multi-Lane Road)	*NEW DETAIL:* Guidance for implementing temporary traffic control to maintain private or business approach access through a lane closure in an urban environment.

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TYPE 1 SECTION A-A



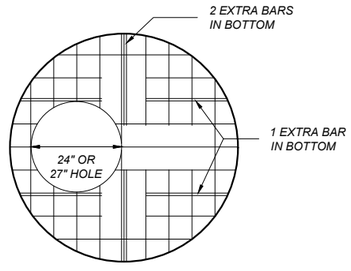
TYPE 1 ELEVATION

TYPE 1 MANHOLE

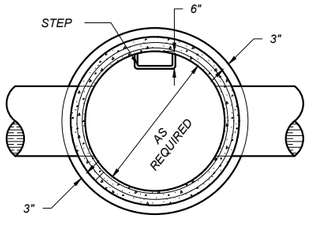
* MINIMUM WEIGHT FOR FRAME AND LID IS 400 LB. TOOL RING AND COVER TO A MACHINE FIT. A LIGHTER FRAME AND LID MAY BE USED IF APPROVED BY THE FACILITY OWNER RESPONSIBLE FOR MAINTENANCE OF THE MANHOLE. SEE QUALIFIED PRODUCTS LIST FOR APPROVED LIDS.

NOTES:

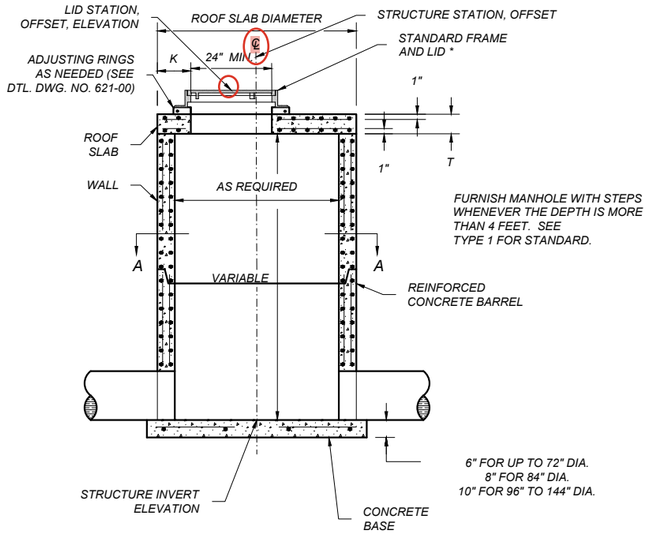
1. UPPER PART IS A CONE TO REDUCE DIAMETER FROM 48" TO 24". CUT BOTTOM OF LOWER SECTION SQUARE TO FIT BASE. GROUT JOINT BETWEEN BASE AND WALL. A GROUT CONSISTING OF ONE PART PORTLAND CEMENT AND TWO PARTS APPROVED SAND MAY BE USED; AN APPROVED PREMIXED GROUT, AVAILABLE COMMERCIALLY, MAY BE USED.
2. THE CONSTRUCTION AND REINFORCEMENT OF THE BASE FOR EACH TYPE MUST BE COMPATIBLE WITH THE CONDITIONS AND THE WEIGHT OF THE SUPER-STRUCTURE. AASHTO M 199 PROVIDES FOR 4000 PSI CONCRETE. THE MIX CALLS FOR 6 SACKS OF CEMENT PER CUBIC YARD. REINFORCEMENT SHOWN IS ILLUSTRATIVE ONLY. SEE AASHTO M 199.
3. THE ECCENTRIC CONE TRANSITION WILL BE PERMITTED WHEN ITS USE WILL BE AS GOOD OR BETTER THAN THE ONES SHOWN, OR IF IT IS MORE ADAPTABLE TO EXISTING CONDITIONS.
4. IN MANHOLES, USE STEPS THAT ARE METALLIC AND COATED WITH COPOLYMER POLYPROPYLENE, OR AN APPROVED EQUAL. THE MINIMUM DESIGN LIVE LOAD FOR A SINGLE CONCENTRATED LOAD IS 300 POUNDS.



TYPE 3 MANHOLE ROOF SLAB



TYPE 3 SECTION A-A



TYPE 3 ELEVATION

TYPE 3 MANHOLE

INLET AND TYPE 3 MANHOLE ROOF SLAB					
BARREL DIA. #	SLAB DIA.	T	K ##	BOTTOM BARS	TOP BARS
48"	58"	6"	6"	#4 AT 6"	~
60"	72"	8"	7"	#4 AT 6"	#3 AT 6"
72"	86"	8"	8"	#4 AT 6"	#3 AT 6"
84"	100"	8"	9"	#4 AT 4"	#4 AT 4"
96"	114"	8"	9"	#5 AT 4"	#4 AT 4"
108"	128"	8"	9"	#5 AT 4"	#4 AT 4"
120"	142"	8"	9"	#5 AT 4"	#4 AT 4"
144"	168"	8"	9"	#5 AT 4"	#4 AT 4"

\# AVAILABLE MANHOLE AND INLET BARREL DIAMETERS.
\## K DOES NOT APPLY TO DROP INLETS AND CURB INLETS. CENTER THE OPENING IN THE BARREL.

DETAILED DRAWINGS

REFERENCE STANDARD SPEC. SECTION 604,711

DWG. NO. 604-02

CONCRETE MANHOLE

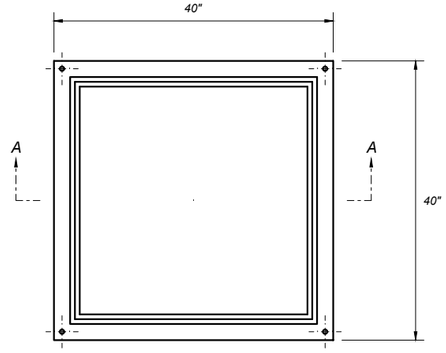
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MONTANA Department of Transportation

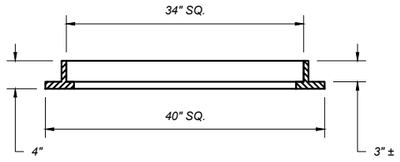
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JUN 27, 2024
JAN 15, 2026

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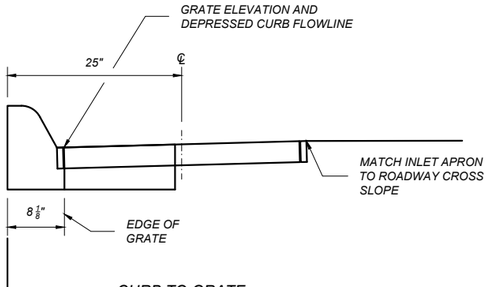
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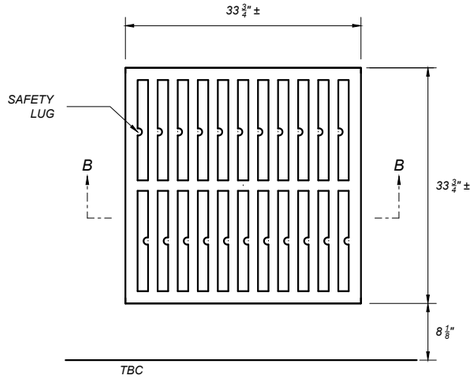
PLAN - FRAME

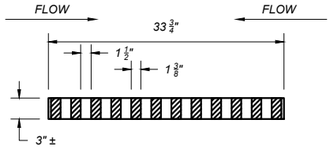


SECTION A-A



CURB TO GRATE

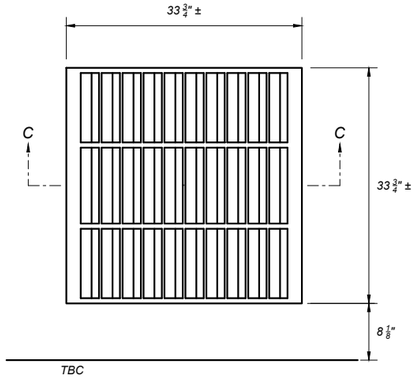


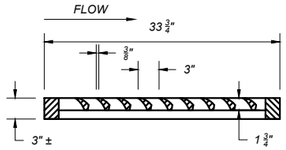


SECTION B-B

STRAIGHT BAR GRATE

TYPE III *

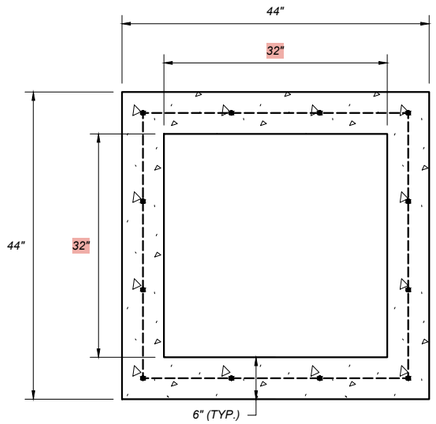




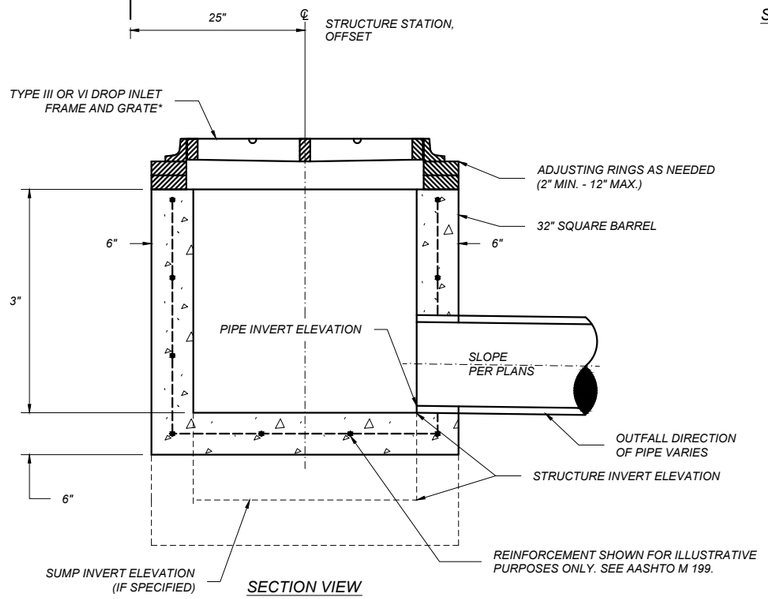
SECTION C-C

VANE STYLE GRATE

TYPE VI *



TOP VIEW



SECTION VIEW

TYPE III AND VI DROP INLET

NOTES:

SEE PLANS FOR LOCATIONS AND QUANTITIES.

SET ALL FINAL INLET GRATE ELEVATIONS TO ENSURE THAT POSITIVE DRAINAGE IS PROVIDED FROM THE FLOWLINE OF THE CURB AND GUTTER SECTION INTO THE INLET.

TYPE III AND TYPE VI GRATES ARE INTERCHANGEABLE WITH THE SAME FRAME AND HAVE THE ABILITY TO BE ROTATED 90 DEGREES IN ANY DIRECTION. INSTALL GRATE TO MATCH FLOW DIRECTION SHOWN.

PROVIDE SAFETY LUG ON STRAIGHT BAR GRATE BETWEEN EACH BAR.

* SEE QUALIFIED PRODUCTS LIST FOR APPROVED GRATES. DIMENSIONS SHOWN BASED ON D&L I-3421-01 AND D&L I-3421-02.

DETAILED DRAWINGS

REFERENCE STANDARD SPEC. SECTION 604

DWG. NO. 604-16

DROP INLETS TYPE III AND VI

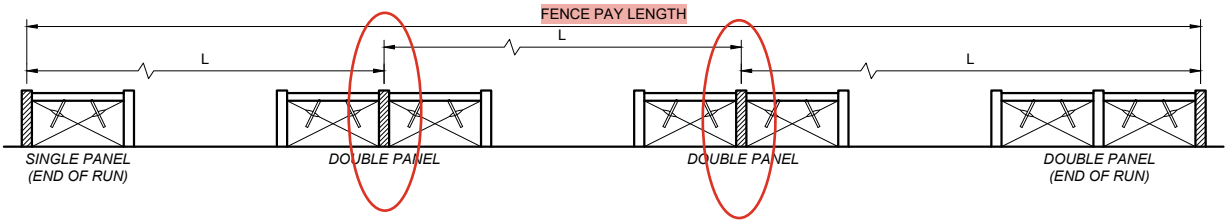
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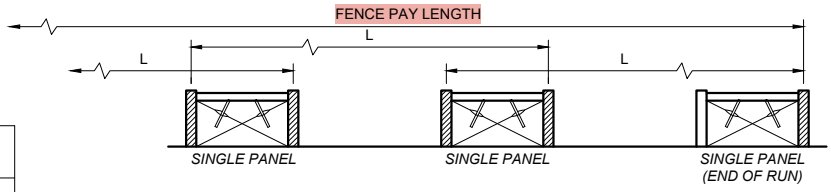
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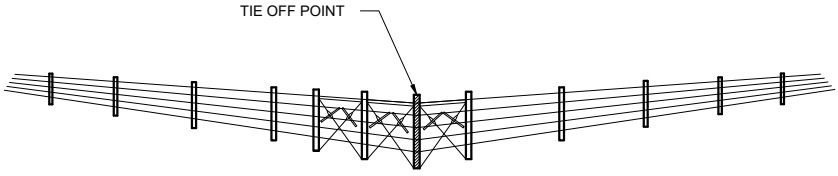
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FENCE TYPE	RUN = L	PANELS REQUIRED
COMBINATION WOVEN/BARBED	LESS THAN 33'	NONE
	33' - 330'	SINGLE
	OVER 330' TO 660' MAX.	DOUBLE
BARBED	LESS THAN 66'	NONE
	66'-660'	SINGLE
	OVER 660' TO 990' MAX.	DOUBLE



SELECT PANEL TYPE AT FENCE CORNER OR ANGLE BREAK BASED ON FENCE RUN LENGTH.

FENCE PANEL TYPES

① LIMIT RUN LENGTHS IN POOR SOIL CONDITIONS TO REDUCE RESULTING TENSION AT CORNER OR ANGLE BREAK PANELS.

② TIE OFF ON ALL CROSS HATCHED OR SHADED POSTS.

NOTES:

① ATTACH BARBED WIRE TO POSTS BY WRAPPING AROUND THE POST AT LEAST TWO TIMES,THEN WRAPPING AROUND ITSELF FIVE TIMES.

② TO ATTACH WOVEN WIRE TO AN END POST, REMOVE TWO OR THREE VERTICAL STAY WIRES FROM THE END OF THE WOVEN WIRE. PLACE THE FIRST COMPLETE VERTICAL STAY WIRE AGAINST THE POST. START AT THE MIDDLE OF THE HORIZONTAL LINE WIRES, WRAPPING AROUND THE END POST AT LEAST TWO TIMES AND THEN WRAPPING AROUND ITSELF FIVE TIMES.

③ PLACE ALL FENCE WIRE ON PASTURE SIDE OF POST, EXCEPT ON CURVES. THEN, PLACE THE WIRE ON THE OUTSIDE OF THE CURVE.

④ IN AREAS SUBJECT TO HIGH VELOCITY WINDS AND MOVING DEBRIS, WIRES MAY BE PLACED ON WINDWARD SIDE OF POSTS, EXCEPT ON CURVES.

⑤ POST SPACING IS GENERALLY MEASURED PARALLEL TO GROUND.

⑥ PLACE WIRE STAYS PER DTL. DWG. NO. 607-00 HALFWAY BETWEEN POSTS. DO NOT PLACE STAYS ON PANELS.

⑦ WOOD FENCE HAS ONE METAL POST IN PLACE OF A WOODEN LINE POST IN EACH 500' RUN FOR LIGHTNING PROTECTION.

DETAILED DRAWINGS

REFERENCE STANDARD SPEC. SECTION 607

DWG. NO. 607-10

FENCE DETAILS

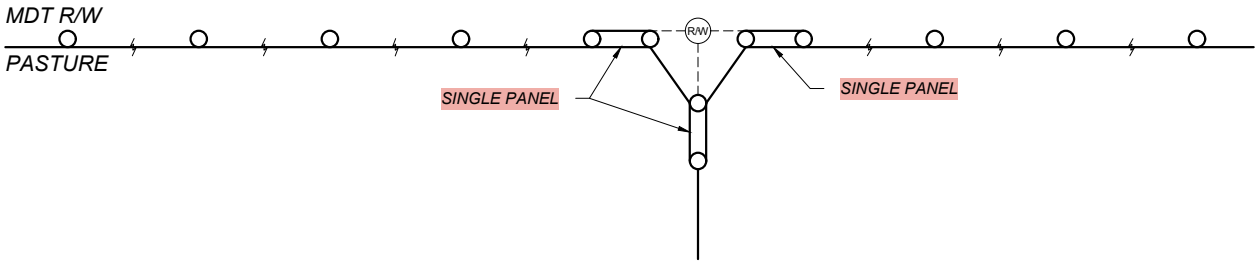
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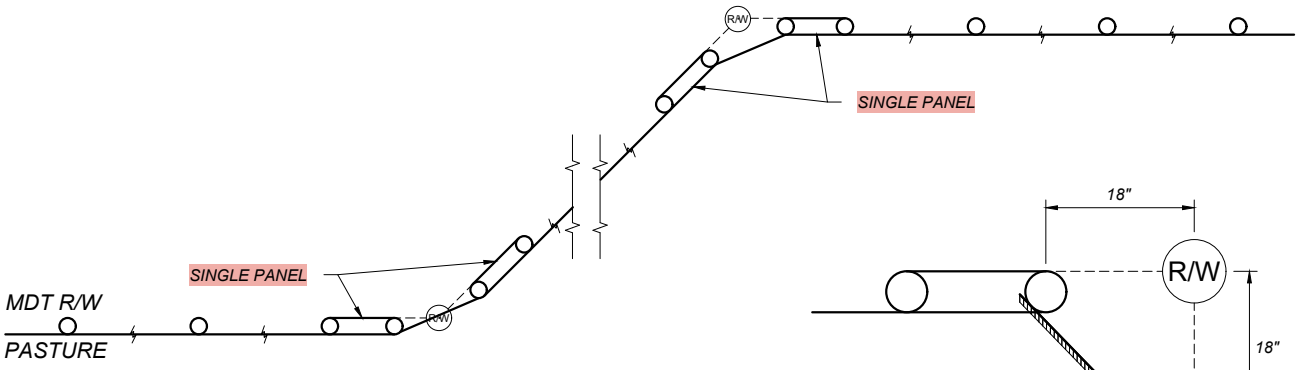
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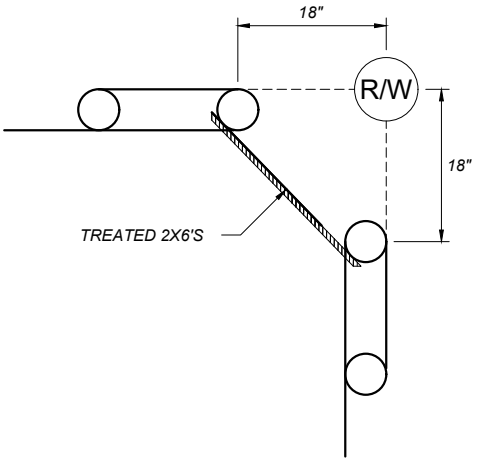
MONTANA Department of Transportation

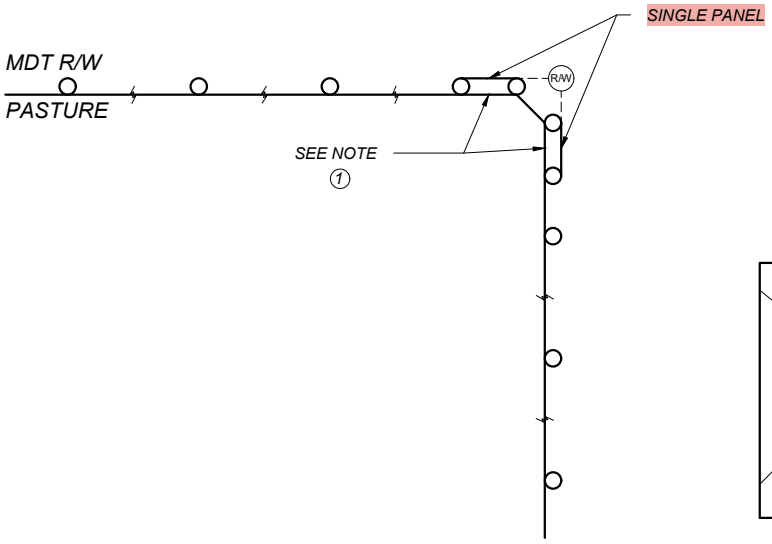
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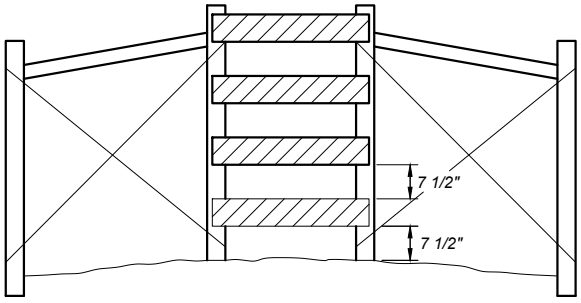
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SPAN TREATED 2X6'S ACROSS GAP ON PASTURE SIDE OF POSTS. ATTACH TO PANEL POSTS WITH TWO 5" EXTERIOR-GRADE TIMBER SCREWS ON EACH END AND TRIM EDGES AT 45 DEGREE ANGLES.

NOTES:

1. INSTALL PANELS ACCORDING TO DETAIL DRAWING 607-05.
2. INSTALL NON-INTERSTATE FENCE ON THE RIGHT-OF-WAY LINE AS SHOWN.
3. OFFSET PANEL POSTS 18" FROM STAKED R/W BREAKS AND R/W MONUMENTS AS SHOWN IN DETAIL.
4. DO NOT DISTURB SURVEY MONUMENTS.
5. INCLUDE COST OF 2 x 6 CROSS RAILS IN THE COST OF ADJACENT PANELS.
6. FOR STEEL PANELS, INSTALL DOUBLE PANELS AT R/W BREAKS AND OFFSET THE CENTER POST 1' TO THE R/W SIDE TO AVOID DISTURBING THE SURVEY MONUMENT.

DETAILED DRAWINGS

REFERENCE STANDARD SPEC. SECTION 607

DWG. NO. 607-20

FENCING AT RIGHT OF WAY BREAKS

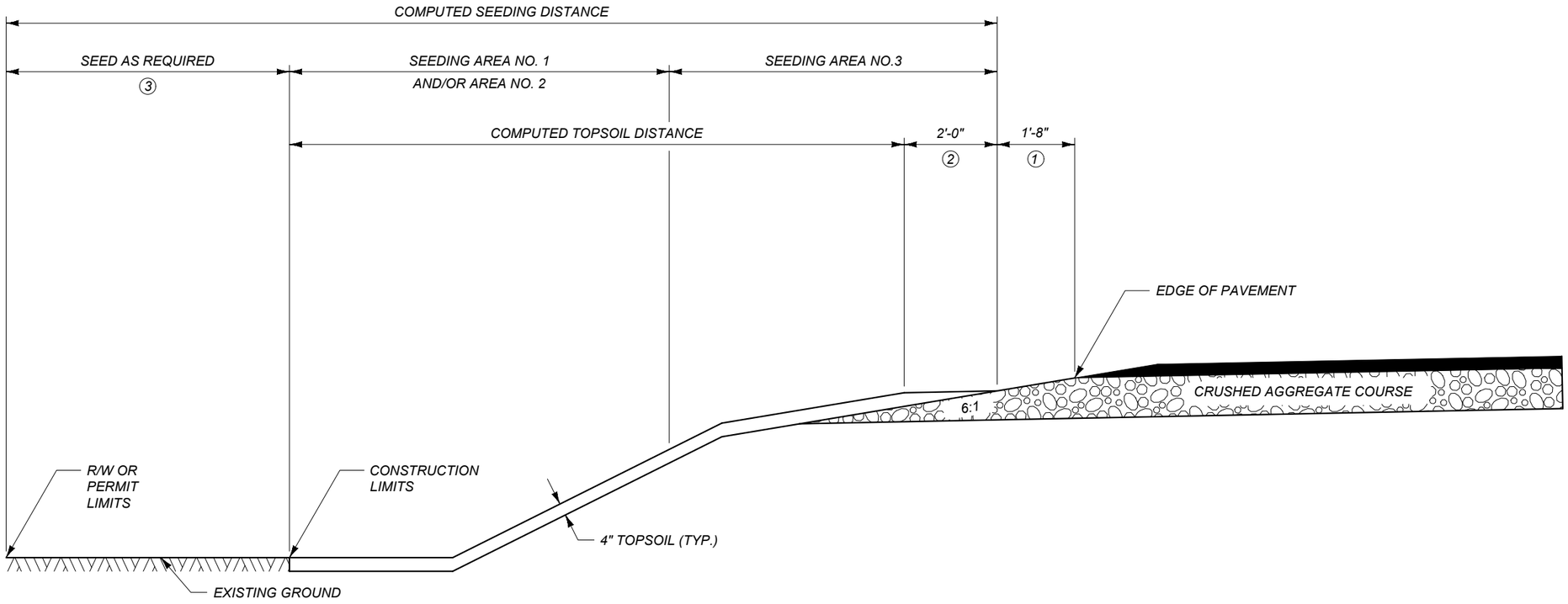
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SEEDING		
AREA NO.	DEFINITION	TREATMENT
1	3:1 OR FLATTER SLOPES	CONDITION SEEDBED, SEED & FERTILIZE
2	STEEPER THAN 3:1 SLOPES	SEED, FERTILIZE & MULCH
3	15' OR TO THE EDGE OF THE SURFACING INSLOPE, WHICHEVER IS GREATER	CONDITION SEEDBED & SEED

NOTES:

① DO NOT PLACE TOPSOIL WITHIN 1'-8" OF THE EDGE OF PAVEMENT.

② PLACE TOPSOIL ON THE SURFACING INSLOPE TO A DEPTH OF 4" (±) NOT LESS THAN 2'-0" FROM THE EDGE OF SEEDING. FEATHER TOPSOIL TO THE EDGE OF SEEDING.

③ SEED AREAS BEYOND THE CONSTRUCTION LIMITS WITHIN THE RIGHT-OF-WAY OR PERMIT BOUNDARIES THAT HAVE BEEN DISTURBED (ie. STAGING AREAS, TOPSOIL PILES, EQUIPMENT TRAILS, etc.).

④ SALVAGE SUFFICIENT AMOUNTS OF TOPSOIL TO ENSURE QUANTITIES ARE AVAILABLE TO COVER ALL CLEARED AND GRUBBED AREAS WITH 4" OF TOPSOIL. IF QUANTITIES ARE NOT AVAILABLE, RE-SPREAD TOPSOIL TO AN EVEN DEPTH ACROSS ALL DISTURBED GROUND.

DETAILED DRAWINGS

REFERENCE STANDARD SPEC. SECTION 610

DWG. NO. 610-00

TOPSOIL AND SEEDING

EFFECTIVE: JAN 23, 2020

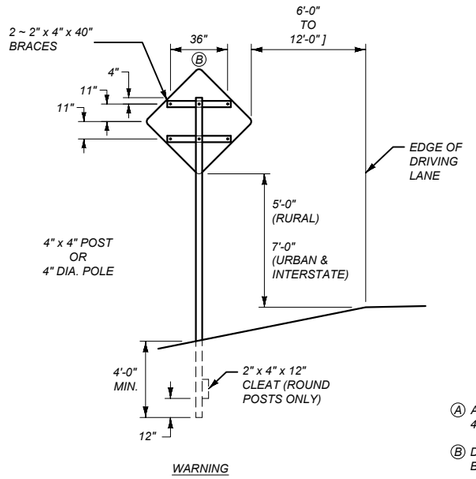
MONTANA Department of Transportation

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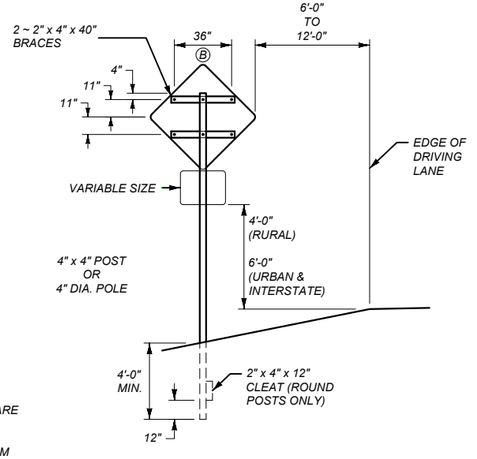
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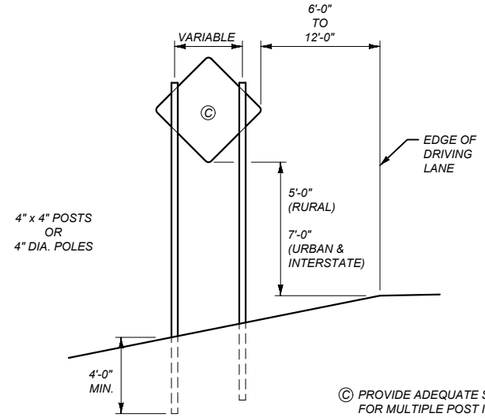
WARNING

Ⓐ ALL WARNING SIGNS ARE 48" x 48" IN SIZE.

Ⓑ DIMENSIONS ARE FROM BOLT-TO-BOLT.

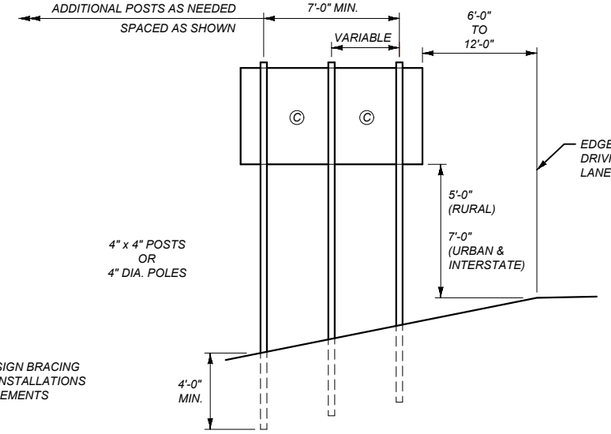


WARNING
WITH SUPPLEMENTAL PANEL



TWO POSTS

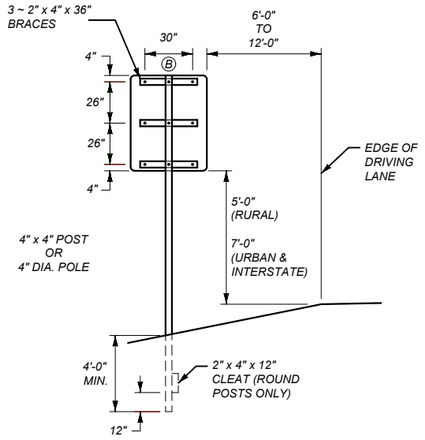
Ⓒ PROVIDE ADEQUATE SIGN BRACING FOR MULTIPLE POST INSTALLATIONS MEETING THE REQUIREMENTS OF NCHRP 350.



THREE OR MORE POSTS

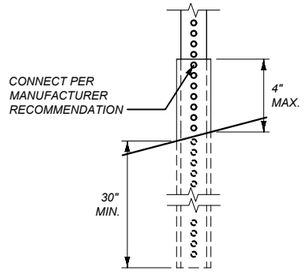
TYPICAL MULTIPLE POST INSTALLATIONS

(FOR CONSTRUCTION SIGNING ONLY)



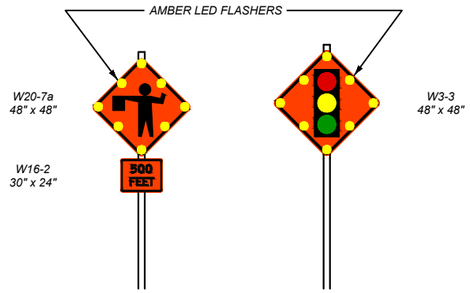
REGULATORY

48" x 60" PANEL

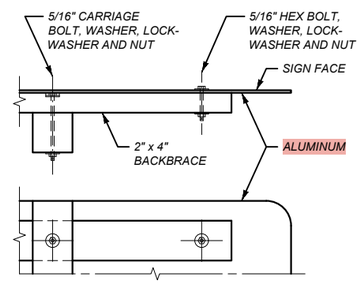


OPTIONAL TELESPAR MOUNTING

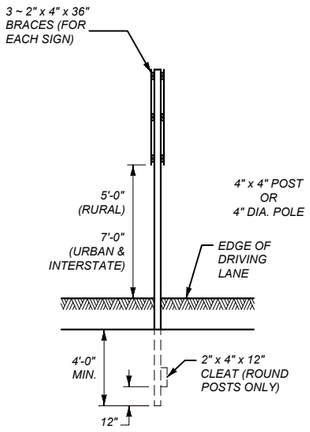
(FOR CONSTRUCTION SIGNING ONLY)



FLASHING FLAGGER AND SIGNAL AHEAD SIGN

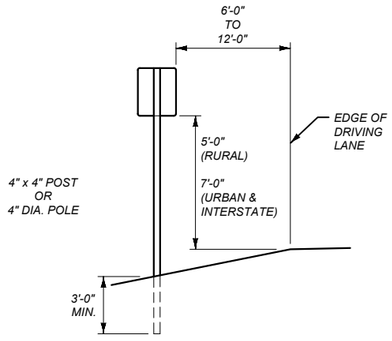


SIGN FASTENING DETAILS



REGULATORY

48" x 60" PANEL BACK TO BACK



REGULATORY

24" x 30" PANEL

TYPICAL SIGN MOUNTINGS

(FOR CONSTRUCTION SIGNING ONLY)

NOTES:

1. FURNISH POST INSTALLATIONS MEETING NCHRP 350 OR MASH CRASH TEST REQUIREMENTS.
2. FURNISH POST OR POLE LENGTHS TO ACCOMMODATE FOUNDATION DEPTH, MOUNTING HEIGHT AND MOUNTINGS.
3. BACKFILL FOUNDATION HOLES USING THOROUGHLY COMPACTED 8" LIFTS.
4. 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" IS 7'-0".
5. SIGN VERTICAL ALIGNMENT MUST BE WITHIN 5° OF PLUMB.
6. USE THE URBAN MOUNTING HEIGHTS IN BUSINESS, COMMERCIAL, AND RESIDENTIAL DISTRICTS WHERE PARKING AND/OR PEDESTRIAN MOVEMENT IS LIKELY TO OCCUR, OR VIEW IS OBSTRUCTED. URBAN MOUNTING HEIGHTS MAY ALSO BE USED IN RURAL AREAS FOR INCREASED VISIBILITY.
7. AMBER LED FLASHERS MUST MEET STANDARD SPECIFICATION SECTION 715 REQUIREMENTS.

DETAILED DRAWINGS

REFERENCE STANDARD SPEC. SECTION 618, 715

DWG. NO. 618-01

CONSTRUCTION SIGN DETAILS

EFFECTIVE: JAN 23, 2020

--REVISED--
JUN 27, 2024

MONTANA Department of Transportation

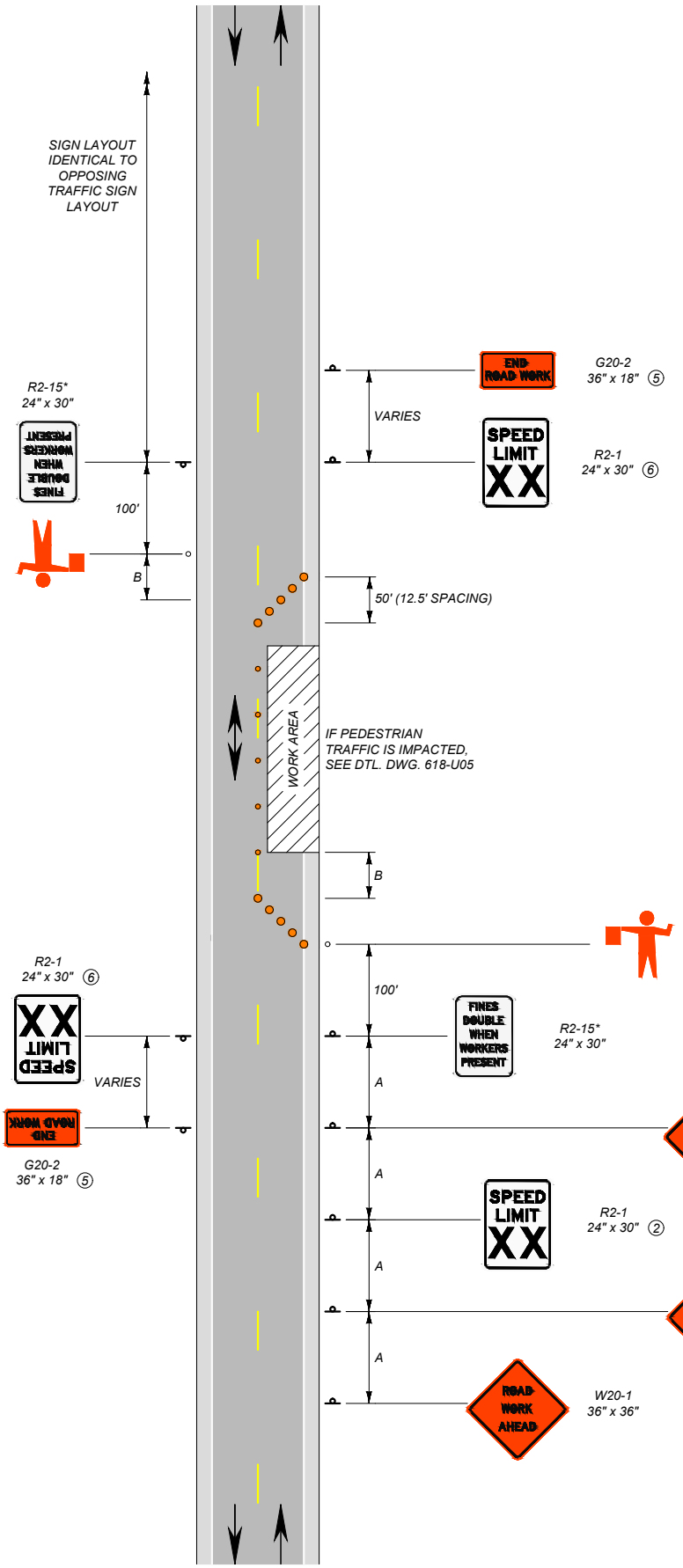
10/1/2026 10:21 AM STDDRD618001.DWG

DRAFT

NORMAL POSTED SPEED LIMIT	SIGN SPACING (A)	SPACING OF CHANNELIZING DEVICES (MAX.) (G) **	BUFFER SPACE ③ (B)
(M.P.H.)	FEET	FEET	FEET
25	100	125	155
30	100	180	200
35	100	245	250
40	100	320	305
45	350	540	360
50	350	600	425
55	350	660	495

** SPACE PLASTIC DRUMS IN ALL TAPER SECTIONS AT INTERVALS IN FEET OF NO MORE THAN ONE TIMES THE NORMAL POSTED SPEED LIMIT IN M.P.H.

SPACE FLEXIBLE GUIDE POSTS ON TANGENTS AT INTERVALS IN FEET OF NO MORE THAN TWO TIMES THE WORK ZONE SPEED LIMIT IN M.P.H.



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 ROAD WORK" 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.

⑧ FOR SPEEDS 35 AND UNDER, TAPER RATES MAY BE ADJUSTED TO REDUCE IMPACTS TO INTERSECTIONS AND BUSINESS ACCESS.

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.)

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

MONTANA Department of Transportation

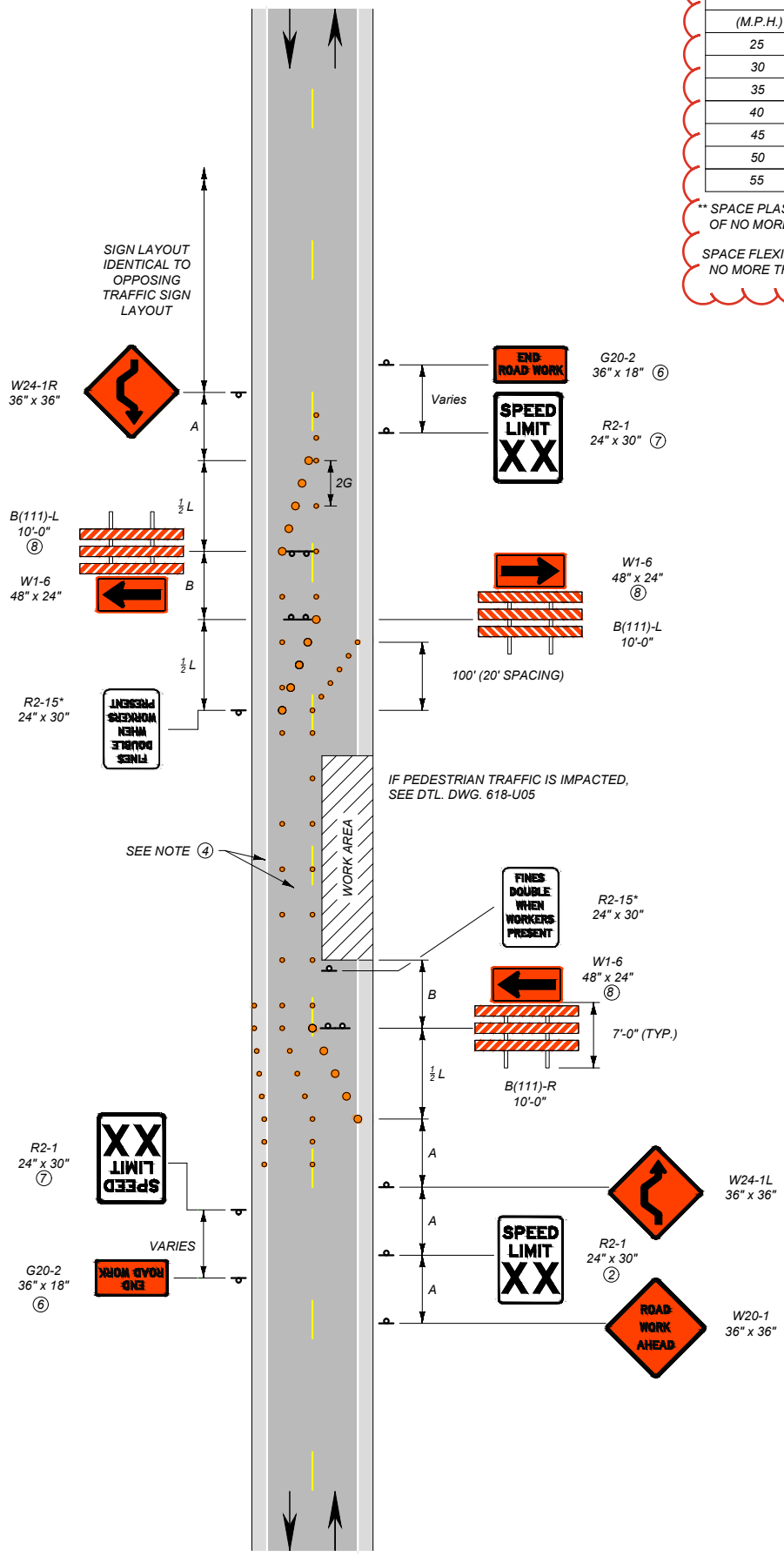
10/1/2026 10:40 AM STDDRD618U01.DWG

DRAFT

NORMAL POSTED SPEED LIMIT	SIGN SPACING (A)	SPACING OF CHANNELIZING DEVICES (MAX.) (G) **	BUFFER SPACE ③ (B)
(M.P.H.)	FEET	FEET	FEET
25	100	125	155
30	100	180	200
35	100	245	250
40	100	320	305
45	350	540	360
50	350	600	425
55	350	660	495

** SPACE PLASTIC DRUMS IN ALL TAPER SECTIONS AT INTERVALS IN FEET OF NO MORE THAN ONE TIMES THE NORMAL POSTED SPEED LIMIT IN M.P.H.

SPACE FLEXIBLE GUIDE POSTS ON TANGENTS AT INTERVALS IN FEET OF NO MORE THAN TWO TIMES THE WORK ZONE SPEED LIMIT IN M.P.H.



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' 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.

⑨ FOR SPEEDS 35 AND UNDER, TAPER RATES MAY BE ADJUSTED TO REDUCE IMPACTS TO INTERSECTIONS AND BUSINESS ACCESS.

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.)

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

MONTANA Department of Transportation

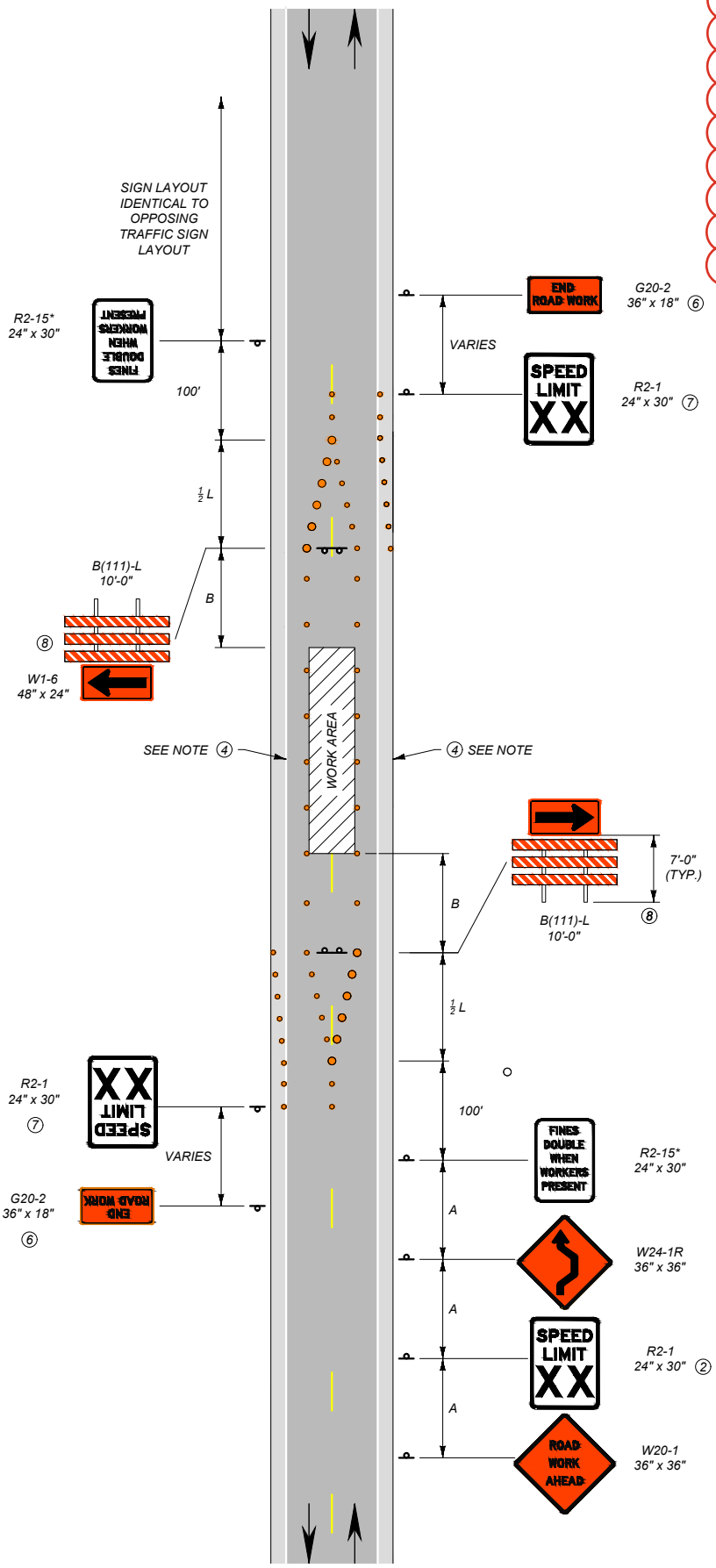
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DRAFT

NORMAL POSTED SPEED LIMIT	SIGN SPACING (A)	SPACING OF CHANNELIZING DEVICES (MAX.) (G) **	BUFFER SPACE ③ (B)
(M.P.H.)	FEET	FEET	FEET
25	100	125	155
30	100	180	200
35	100	245	250
40	100	320	305
45	350	540	360
50	350	600	425
55	350	660	495

** SPACE PLASTIC DRUMS IN ALL TAPER SECTIONS AT INTERVALS IN FEET OF NO MORE THAN ONE TIMES THE NORMAL POSTED SPEED LIMIT IN M.P.H.

SPACE FLEXIBLE GUIDE POSTS ON TANGENTS AT INTERVALS IN FEET OF NO MORE THAN TWO TIMES THE WORK ZONE SPEED LIMIT IN M.P.H.



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.

⑨ FOR SPEEDS 35 AND UNDER, TAPER RATES MAY BE ADJUSTED TO REDUCE IMPACTS TO INTERSECTIONS AND BUSINESS ACCESS.

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.)

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

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MONTANA Department of Transportation

--REVISED--
JUN 27, 2024

10/1/2026 10:46 AM STDDRD618U03.DWG

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. PLACE AN ADA AND MUTCD-COMPLIANT PEDESTRIAN CHANNELIZING DEVICE ACROSS THE FULL WIDTH OF THE CLOSED SIDEWALK.

5. PROVIDE A PHYSICAL BARRIER, WITH A MINIMUM 6 INCH 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 AND A FIRM, STABLE, SLIP RESISTANT WALKING SURFACE ALONG ENTIRE WALKWAY.

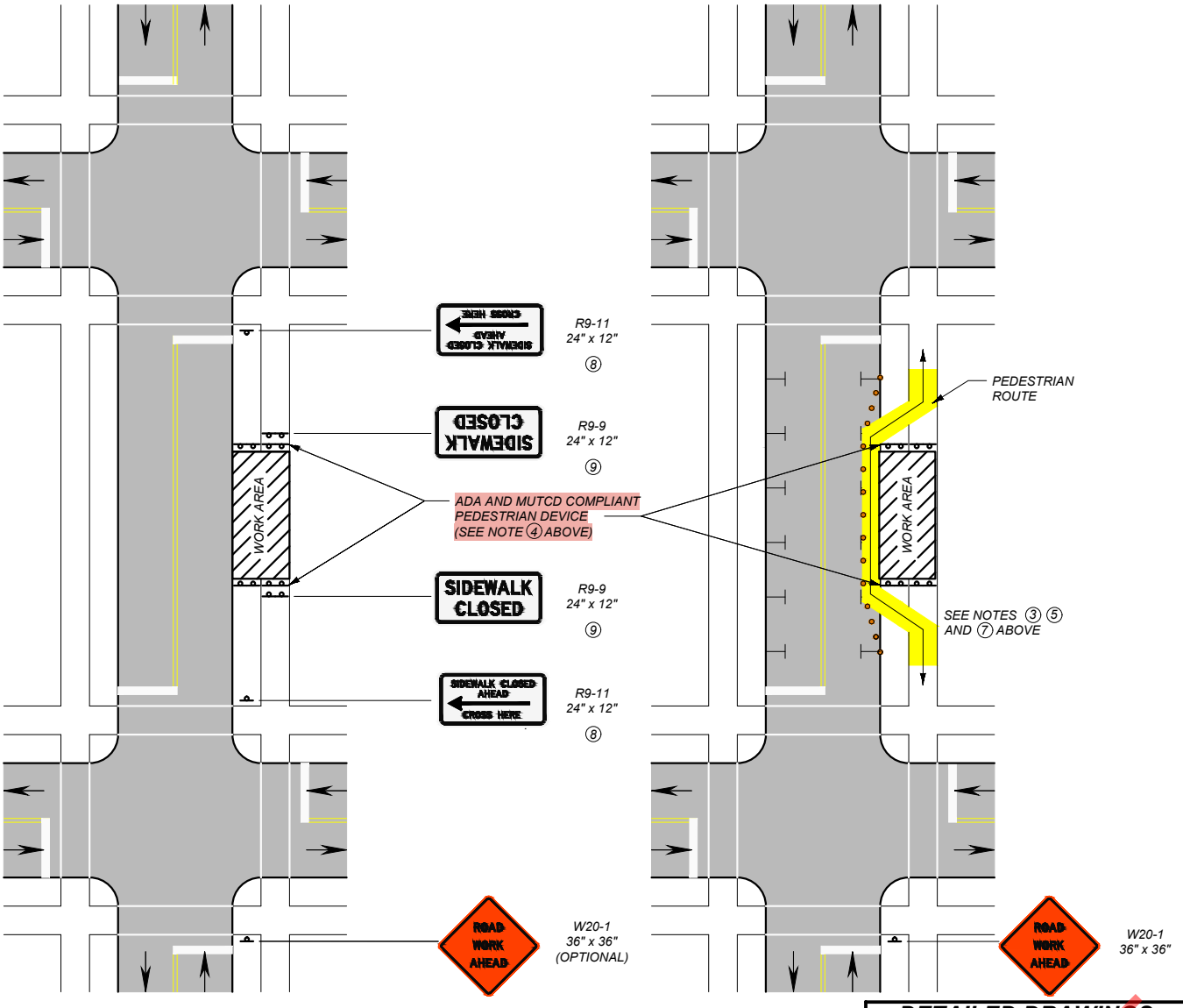
7. PROVIDE TEMPORARY RAMPS AND DETECTABLE EDGING (MINIMUM 6 INCH HEIGHT ON BOTH SIDES OF WALKWAY) ALONG TEMPORARY PEDESTRIAN DETOUR ROUTE. SEE MUTCD FOR ADDITIONAL GUIDANCE.

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

DETAILED DRAWINGS

REFERENCE STANDARD SPEC. SECTION 618

DWG. NO. 618-U05

SIDEWALK CLOSURES AND BYPASS WALKWAY

EFFECTIVE: JAN 23, 2020

--REVISED--
JUN 27, 2024

MONTANA Department of Transportation

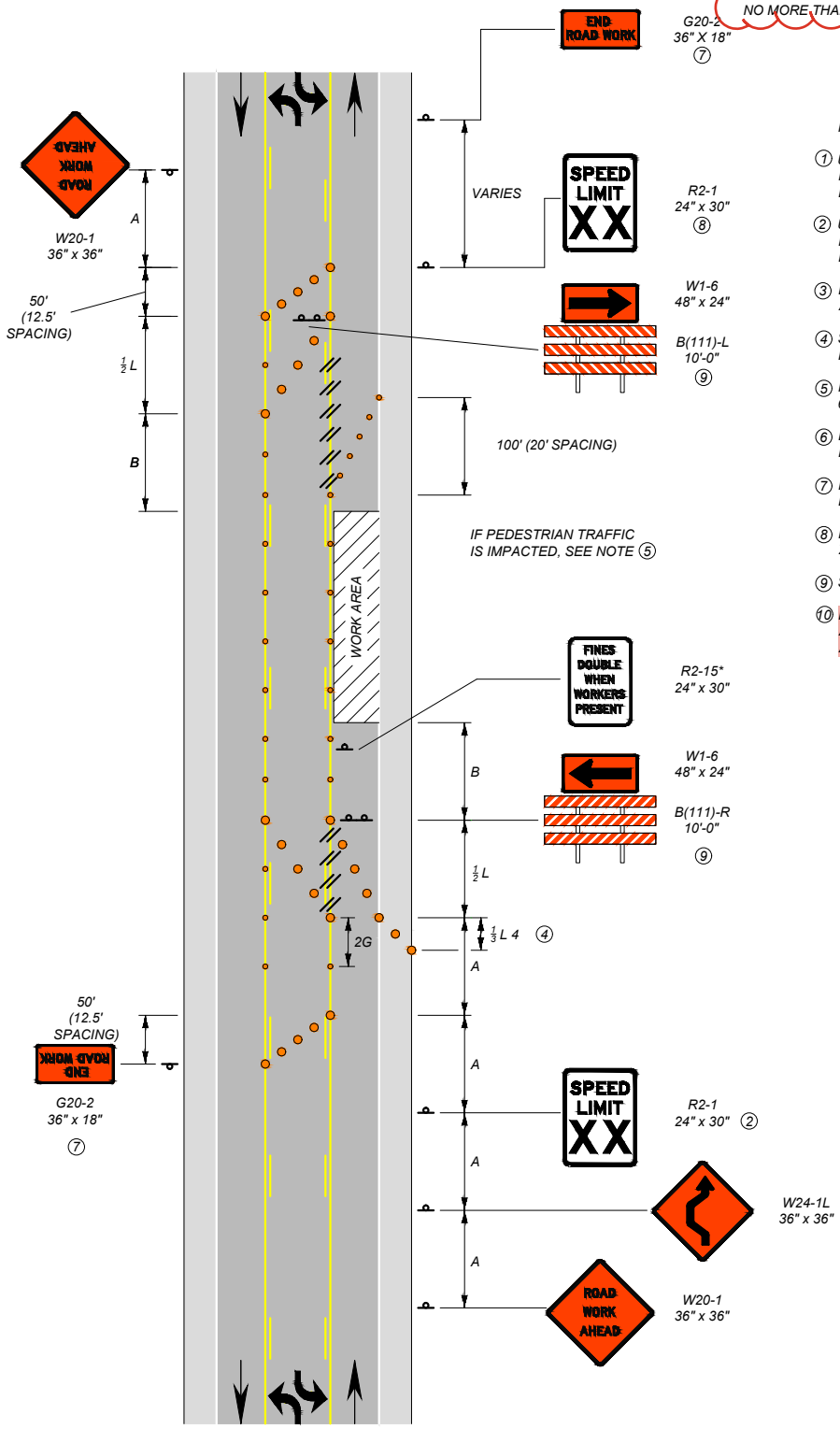
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NORMAL POSTED SPEED LIMIT	SIGN SPACING (A)	SPACING OF CHANNELIZING DEVICES (MAX.) (G) **	BUFFER SPACE ③ (B)
(M.P.H.)	FEET	FEET	FEET
25	100	125	155
30	100	180	200
35	100	245	250
40	100	320	305
45	350	540	360
50	350	600	425
55	350	660	495

** SPACE PLASTIC DRUMS IN ALL TAPER SECTIONS AT INTERVALS IN FEET OF NO MORE THAN ONE TIMES THE NORMAL POSTED SPEED LIMIT IN M.P.H.

SPACE FLEXIBLE GUIDE POSTS ON TANGENTS AT INTERVALS IN FEET OF NO MORE THAN TWO TIMES THE WORK ZONE SPEED LIMIT IN M.P.H.



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' 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 ROAD WORK" SIGNS AT END OF PROJECT LIMITS.

⑧ POST EXISTING SPEED LIMIT IF CHANGED BY WORK ZONE.

⑨ SEE DTL. DWG. 618-03.

⑩ FOR SPEEDS 35 AND UNDER, TAPER RATES MAY BE ADJUSTED TO REDUCE IMPACTS TO INTERSECTIONS AND BUSINESS ACCESS.

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

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

MONTANA Department of Transportation

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JUN 27, 2024

10/1/2026 10:52 AM STDDRD618U15.DWG

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NORMAL POSTED SPEED LIMIT	SIGN SPACING (A)	TAPER LENGTH ** (L)	BUFFER SPACE ③ (B)
(M.P.H.)	FEET	FEET	FEET
25	100	125	155
30	100	180	200
35	100	245	250
40	100	320	305
45	350	540	360
50	350	600	425
55	350	660	495

** SPACE PLASTIC DRUMS IN ALL TAPER SECTIONS AT INTERVALS IN FEET OF NO MORE THAN ONE TIMES THE NORMAL POSTED SPEED LIMIT IN M.P.H.

SPACE FLEXIBLE GUIDE POSTS ON TANGENTS AT INTERVALS IN FEET OF NO MORE THAN TWO TIMES THE WORK ZONE SPEED LIMIT IN M.P.H.

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.

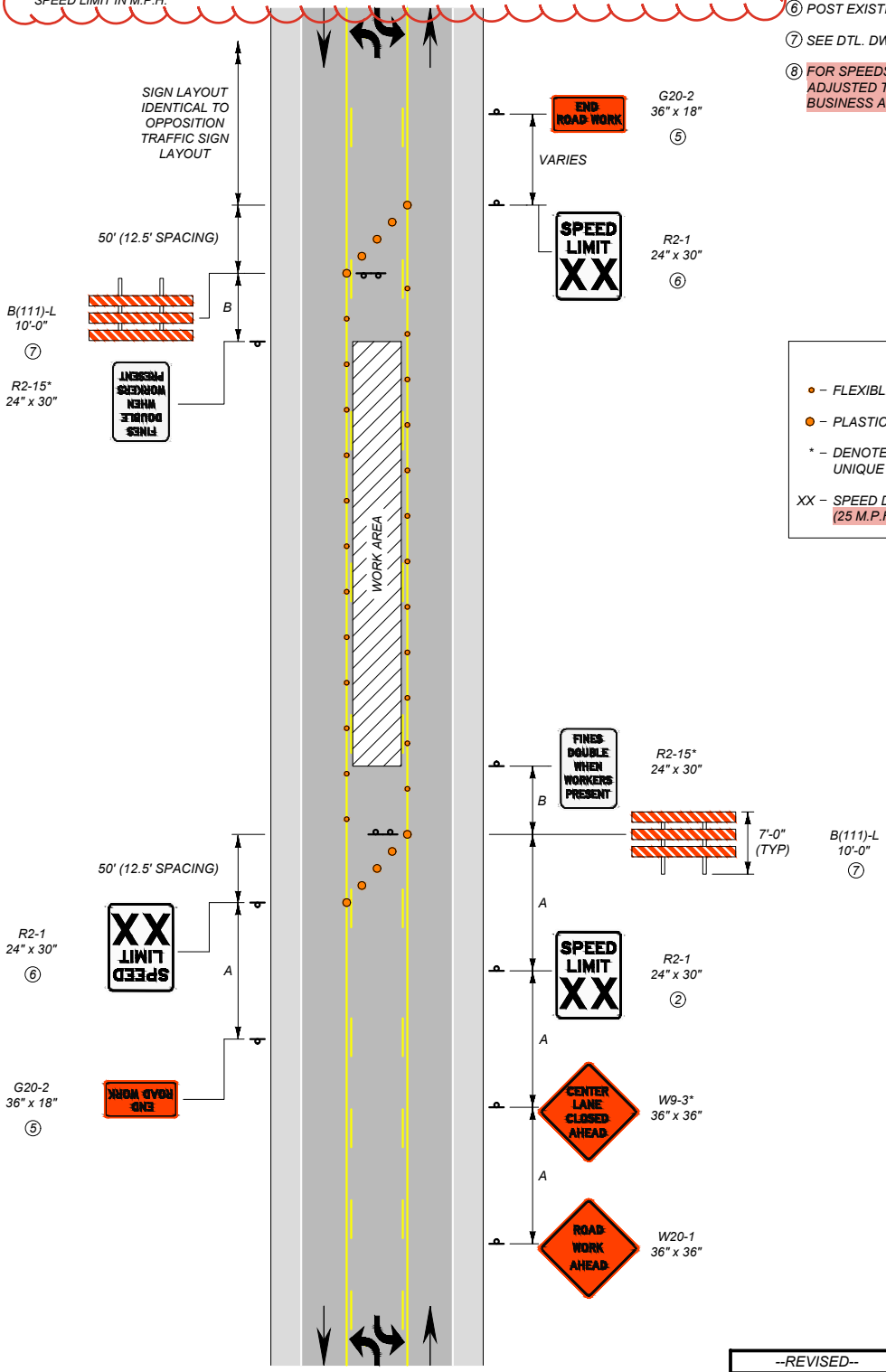
④ LARGER SIGN SIZES MAY BE APPROVED BY THE PROJECT MANAGER.

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

⑥ POST EXISTING SPEED LIMIT IF CHANGED BY WORK ZONE.

⑦ SEE DTL. DWG. 618-03.

⑧ FOR SPEEDS 35 AND UNDER, TAPER RATES MAY BE ADJUSTED TO REDUCE IMPACTS TO INTERSECTIONS AND BUSINESS ACCESS.



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.)

--REVISED--
JUN 27, 2024

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

MONTANA Department of Transportation

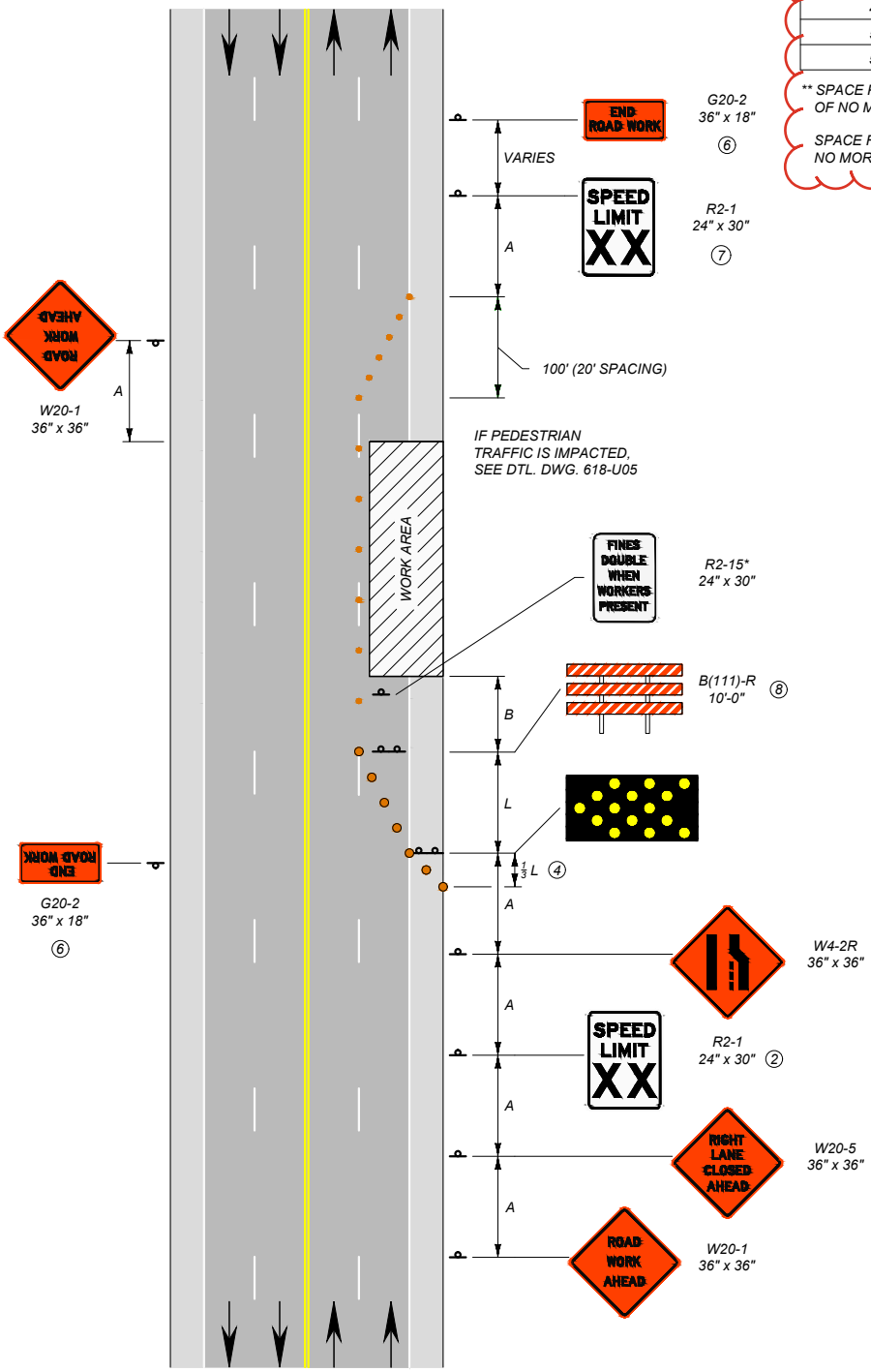
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NORMAL POSTED SPEED LIMIT	SIGN SPACING (A)	TAPER LENGTH ** (L)	BUFFER SPACE ③ (B)
(M.P.H.)	FEET	FEET	FEET
25	100	125	155
30	100	180	200
35	100	245	250
40	100	320	305
45	350	540	360
50	350	600	425
55	350	660	495

** SPACE PLASTIC DRUMS IN ALL TAPER SECTIONS AT INTERVALS IN FEET OF NO MORE THAN ONE TIMES THE NORMAL POSTED SPEED LIMIT IN M.P.H.

SPACE FLEXIBLE GUIDE POSTS ON TANGENTS AT INTERVALS IN FEET OF NO MORE THAN TWO TIMES THE WORK ZONE SPEED LIMIT IN M.P.H.



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' WIDE.

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.

⑨ FOR SPEEDS 35 AND UNDER, TAPER RATES MAY BE ADJUSTED TO REDUCE IMPACTS TO INTERSECTIONS AND BUSINESS ACCESS.

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.)

DETAILED DRAWINGS

REFERENCE STANDARD SPEC. SECTION 618

DWG. NO. 618-U20

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

EFFECTIVE: JAN 23, 2020

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MONTANA Department of Transportation

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JUN 27, 2024

10/1/2026 10:54 AM STDDRD618U20.DWG

NORMAL POSTED SPEED LIMIT	SIGN SPACING (A)	TAPER LENGTH ** (L)	BUFFER SPACE ③ (B)
(M.P.H.)	FEET	FEET	FEET
25	100	125	155
30	100	180	200
35	100	245	250
40	100	320	305
45	350	540	360
50	350	600	425
55	350	660	495

** SPACE PLASTIC DRUMS IN ALL TAPER SECTIONS AT INTERVALS IN FEET OF NO MORE THAN ONE TIMES THE NORMAL POSTED SPEED LIMIT IN M.P.H.

SPACE FLEXIBLE GUIDE POSTS ON TANGENTS AT INTERVALS IN FEET OF NO MORE THAN TWO TIMES THE WORK ZONE SPEED LIMIT IN M.P.H.

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.

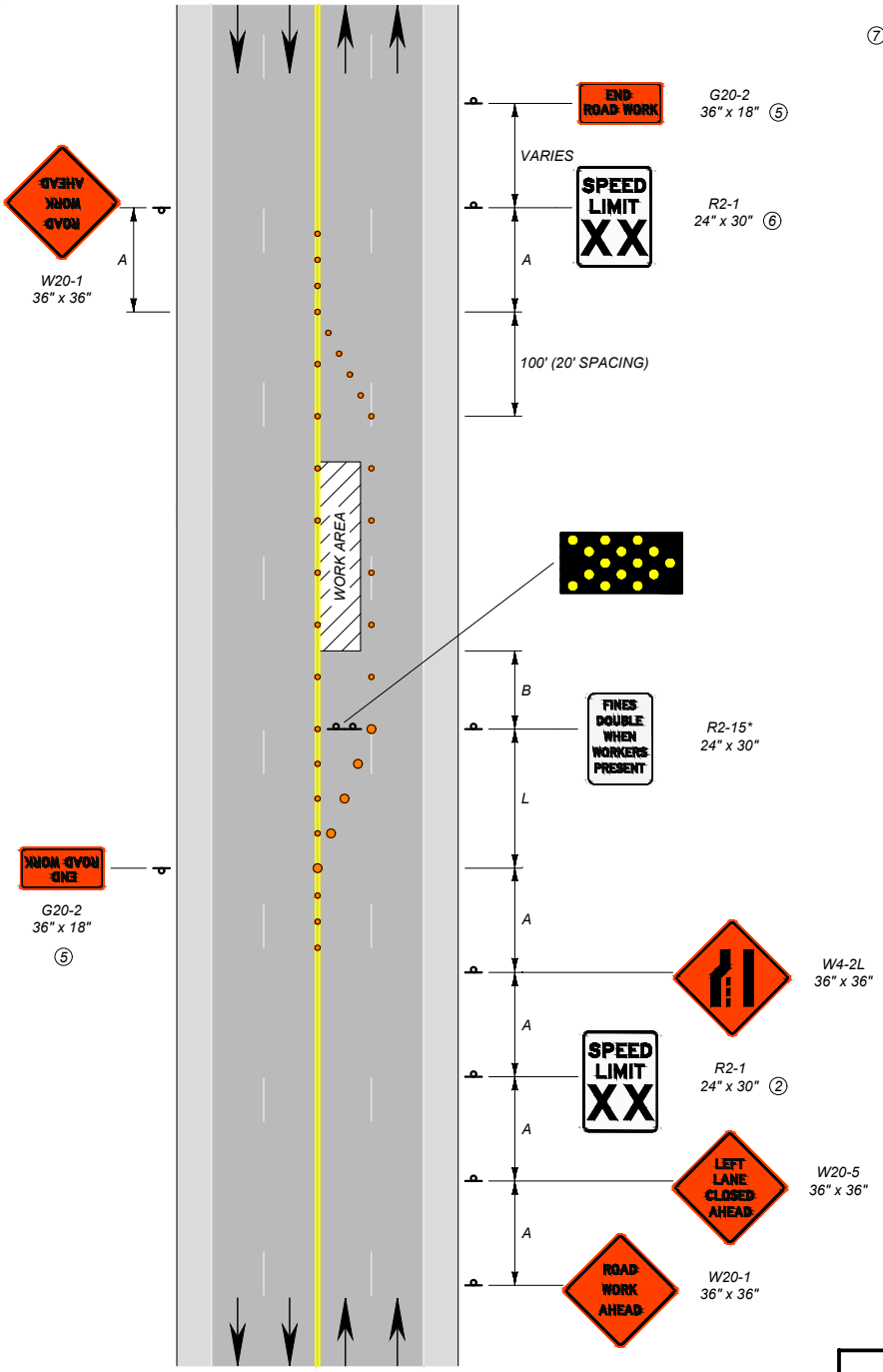
③ BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS AFFECTING STOPPING DISTANCE.

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

⑤ PLACE "END ROAD WORK" SIGN AT END OF PROJECT LIMITS.

⑥ POST EXISTING SPEED LIMIT IF CHANGED BY WORK ZONE.

⑦ FOR SPEEDS 35 AND UNDER, TAPER RATES MAY BE ADJUSTED TO REDUCE IMPACTS TO INTERSECTIONS AND BUSINESS ACCESS.



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.)

--REVISED--
JUN 27, 2024

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

MONTANA Department of Transportation

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10/1/2026 10:57 AM STDDRD618U25.DWG

NORMAL POSTED SPEED LIMIT	SIGN SPACING (A)	TAPER LENGTH ** (L)	BUFFER SPACE ③ (B)
(M.P.H.)	FEET	FEET	FEET
25	100	125	155
30	100	180	200
35	100	245	250
40	100	320	305
45	350	540	360
50	350	600	425
55	350	660	495

** SPACE PLASTIC DRUMS IN ALL TAPER SECTIONS AT INTERVALS IN FEET OF NO MORE THAN ONE TIMES THE NORMAL POSTED SPEED LIMIT IN M.P.H.

SPACE FLEXIBLE GUIDE POSTS ON TANGENTS AT INTERVALS IN FEET OF NO MORE THAN TWO TIMES THE WORK ZONE SPEED LIMIT IN M.P.H.

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.

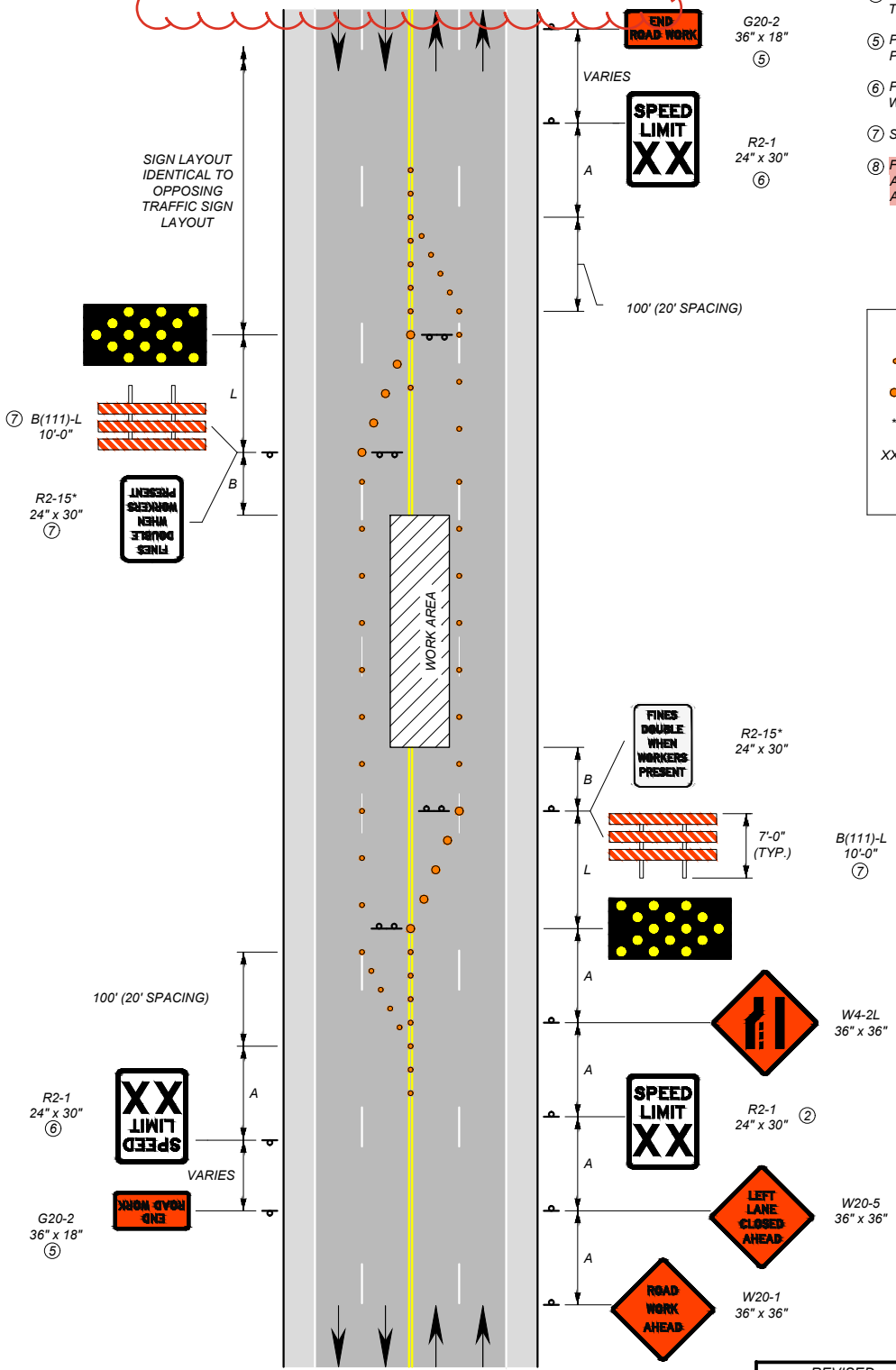
④ LARGER SIGN SIZES MAY BE APPROVED BY THE PROJECT MANAGER.

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

⑥ POST EXISTING SPEED LIMIT IF CHANGED BY WORK ZONE.

⑦ SEE DTL. DWG. 618-03.

⑧ FOR SPEEDS 35 AND UNDER, TAPER RATES MAY BE ADJUSTED TO REDUCE IMPACTS TO INTERSECTIONS AND BUSINESS ACCESS.



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.)

--REVISED--
JUN 27, 2024

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

MONTANA Department of Transportation

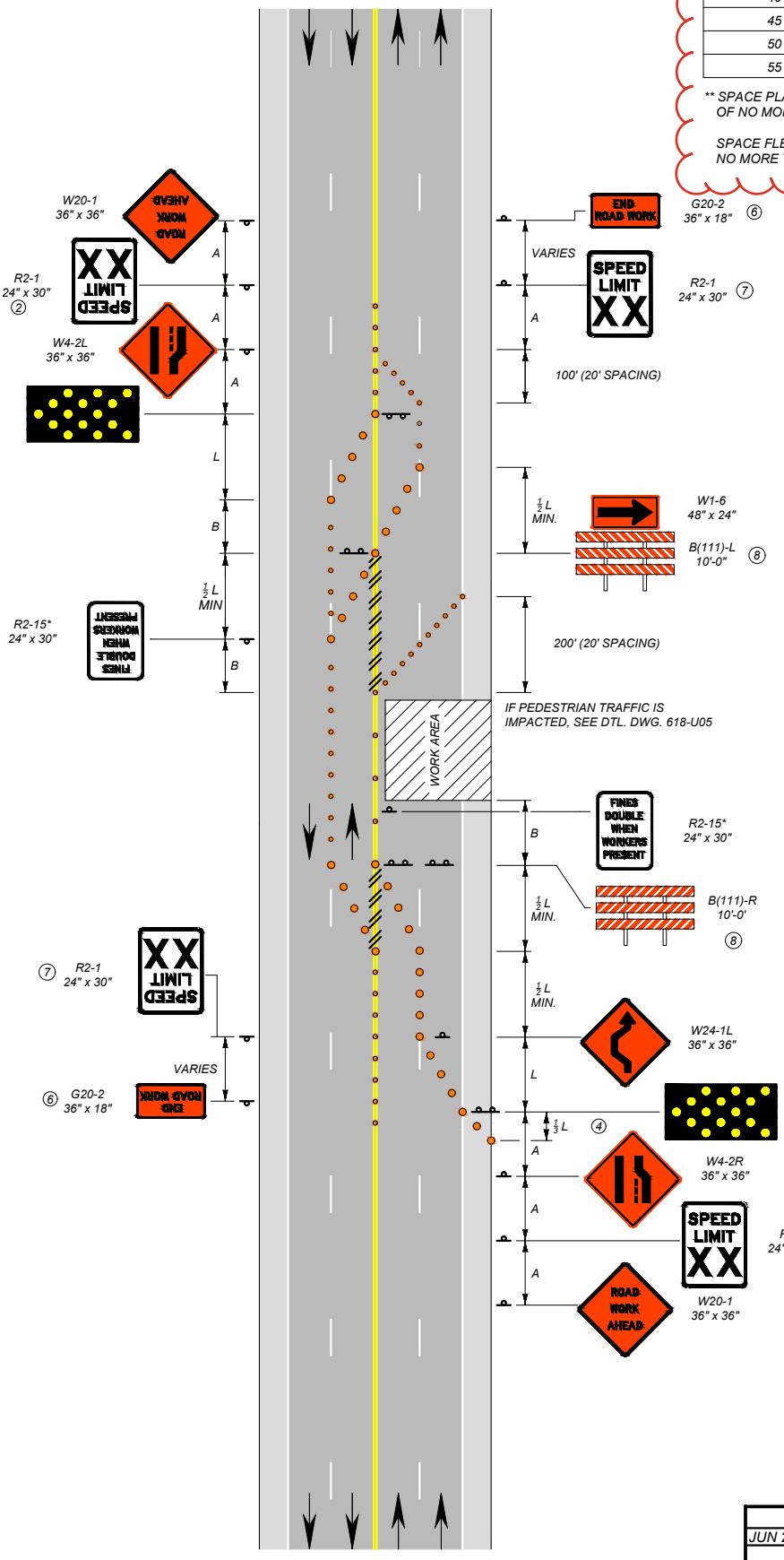
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10/1/2026 11:01 AM STDDRD618U30.DWG

NORMAL POSTED SPEED LIMIT	SIGN SPACING (A)	TAPER LENGTH ** (L)	BUFFER SPACE ③ (B)
(M.P.H.)	FEET	FEET	FEET
25	100	125	155
30	100	180	200
35	100	245	250
40	100	320	305
45	350	540	360
50	350	600	425
55	350	660	495

** SPACE PLASTIC DRUMS IN ALL TAPER SECTIONS AT INTERVALS IN FEET OF NO MORE THAN ONE TIMES THE NORMAL POSTED SPEED LIMIT IN M.P.H.

SPACE FLEXIBLE GUIDE POSTS ON TANGENTS AT INTERVALS IN FEET OF NO MORE THAN TWO TIMES THE WORK ZONE SPEED LIMIT IN M.P.H.



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' WIDE.

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.

⑨ FOR SPEEDS 35 AND UNDER, TAPER RATES MAY BE ADJUSTED TO REDUCE IMPACTS TO INTERSECTIONS AND BUSINESS ACCESS.

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

--REVISED--
JUN 27, 2024

DETAILED DRAWINGS

REFERENCE STANDARD SPEC. SECTION 618

DWG. NO. 618-U35

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

EFFECTIVE: JAN 23, 2020

MONTANA Department of Transportation

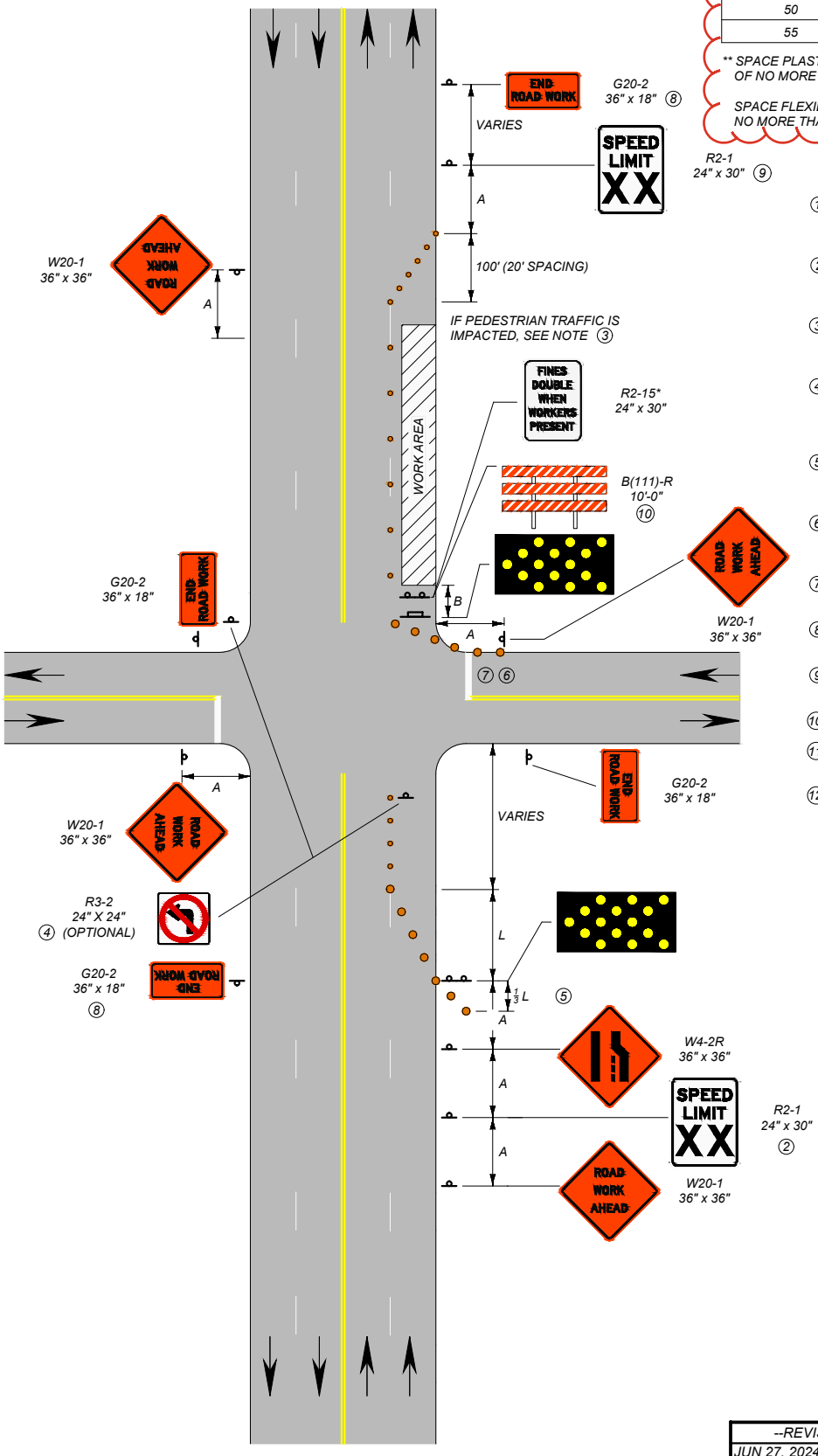
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9/24/2026 8:16 AM STDDRD618U35.DWG

NORMAL POSTED SPEED LIMIT	SIGN SPACING (A)	TAPER LENGTH ** (L)	BUFFER SPACE ③ (B)
(M.P.H.)	FEET	FEET	FEET
25	100	125	155
30	100	180	200
35	100	245	250
40	100	320	305
45	350	540	360
50	350	600	425
55	350	660	495

** SPACE PLASTIC DRUMS IN ALL TAPER SECTIONS AT INTERVALS IN FEET OF NO MORE THAN ONE TIMES THE NORMAL POSTED SPEED LIMIT IN M.P.H.

SPACE FLEXIBLE GUIDE POSTS ON TANGENTS AT INTERVALS IN FEET OF NO MORE THAN TWO TIMES THE WORK ZONE SPEED LIMIT IN M.P.H.



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' 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 DTL. DWG. 618-03.

⑪ BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS AFFECTING STOPPING DISTANCE

⑫ FOR SPEEDS 35 AND UNDER, TAPER RATES MAY BE ADJUSTED TO REDUCE IMPACTS TO INTERSECTIONS AND BUSINESS ACCESS..

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.)

DETAILED DRAWINGS

REFERENCE STANDARD SPEC. SECTION 618

DWG. NO. 618-U40

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

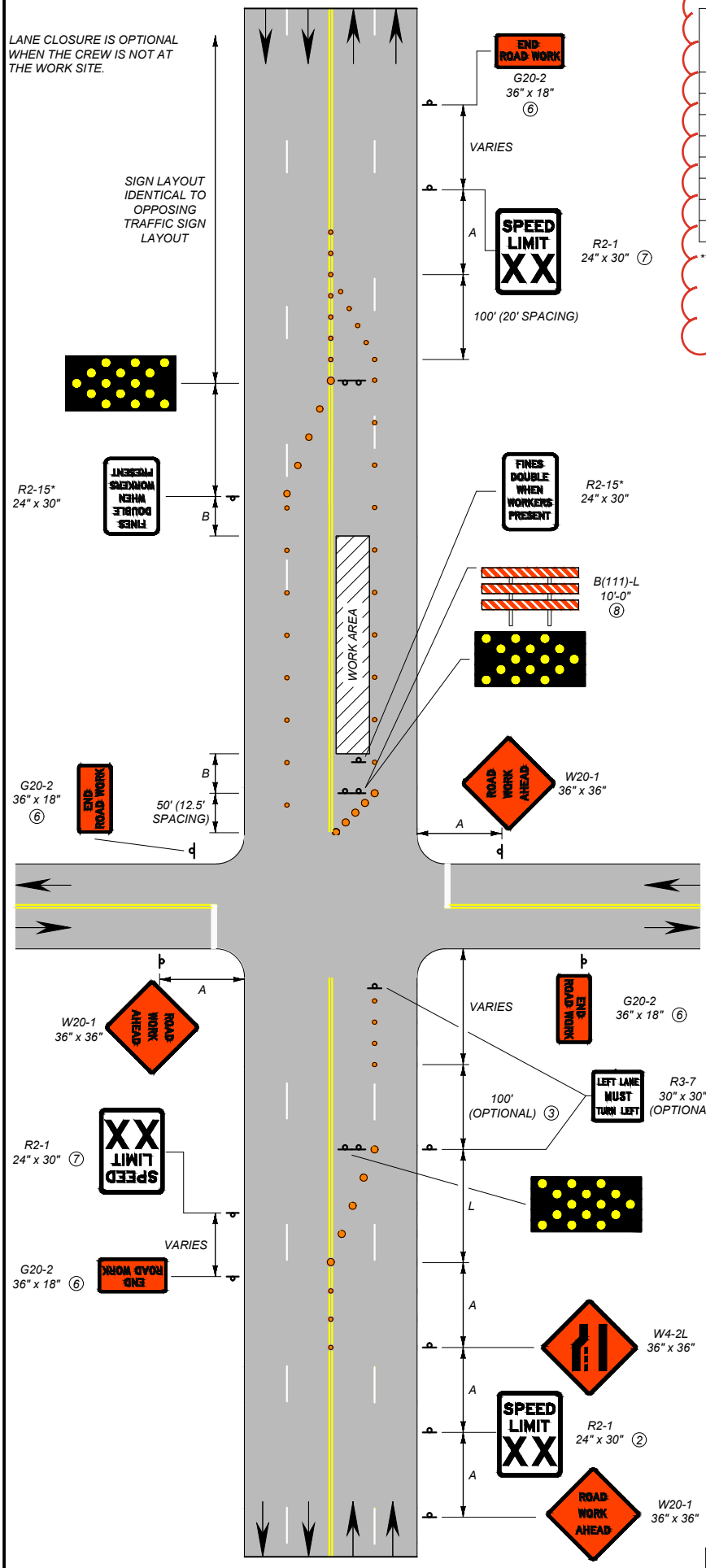
EFFECTIVE: JAN 23, 2020

--REVISED--
JUN 27, 2024

MONTANA Department of Transportation

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NORMAL POSTED SPEED LIMIT	SIGN SPACING (A)	TAPER LENGTH ** (L)	BUFFER SPACE (3) (B)
(M.P.H.)	FEET	FEET	FEET
25	100	125	155
30	100	180	200
35	100	245	250
40	100	320	305
45	350	540	360
50	350	600	425
55	350	660	495

** SPACE PLASTIC DRUMS IN ALL TAPER SECTIONS AT INTERVALS IN FEET OF NO MORE THAN ONE TIMES THE NORMAL POSTED SPEED LIMIT IN M.P.H.

SPACE FLEXIBLE GUIDE POSTS ON TANGENTS AT INTERVALS IN FEET OF NO MORE THAN TWO TIMES THE WORK ZONE SPEED LIMIT IN M.P.H.

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) 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.

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

(5) IF LIMITED SIGHT DISTANCE FROM EITHER APPROACH, CONSIDER RIGHT TURNS ONLY OR CLOSING EACH APPROACH WHEN CONDITIONS WARRANT.

(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.

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

(10) FOR SPEEDS 35 AND UNDER, TAPER RATES MAY BE ADJUSTED TO REDUCE IMPACTS TO INTERSECTIONS AND BUSINESS ACCESS.

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.)

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.

--REVISED--
JUN 27. 2024

DETAILED DRAWINGS

REFERENCE STANDARD SPEC. SECTION 618

DWG. NO. 618-U45

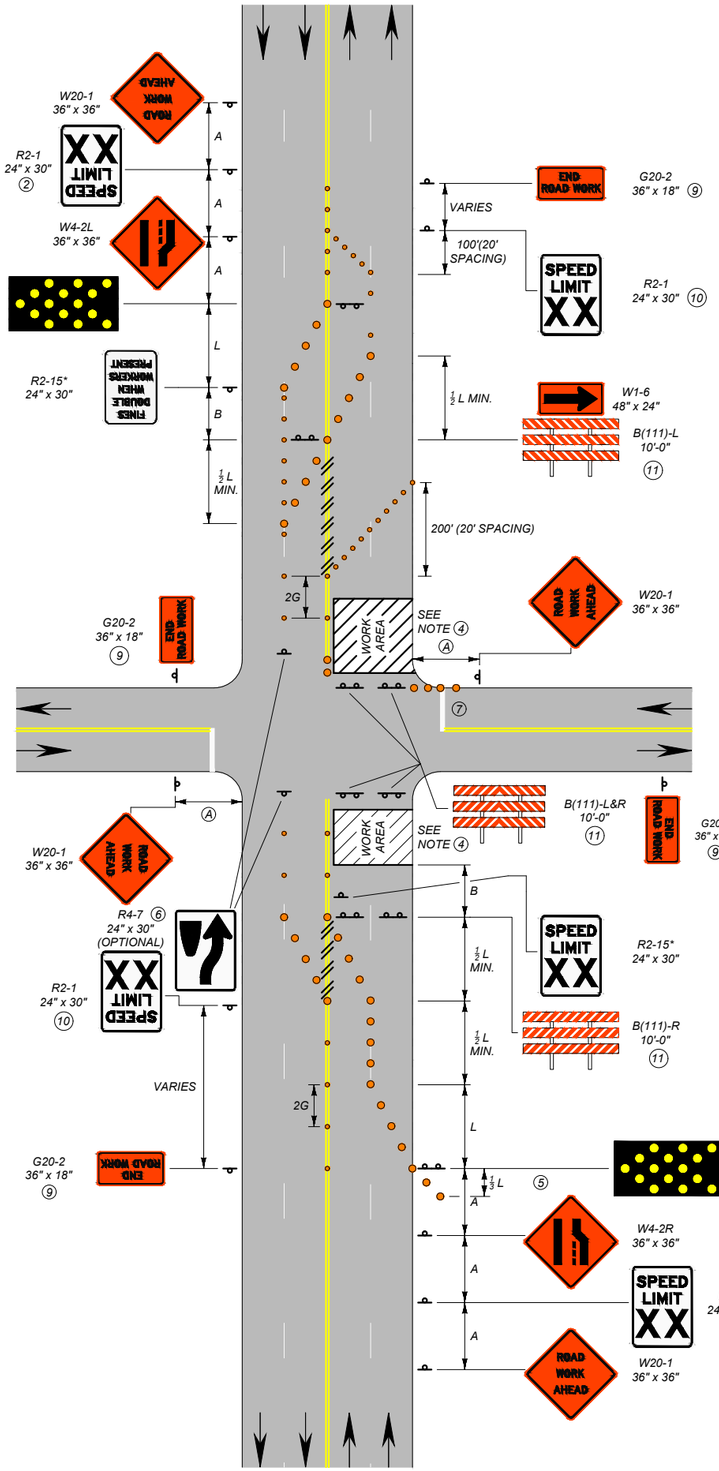
LEFT LANE CLOSURE- WORK AREA BEYOND INTERSECTION (URBAN MULTI-LANE, UNDIVIDED ROAD)

EFFECTIVE: JAN 23, 2020

MONTANA Department of Transportation

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10/1/2026 11:55 AM STDDRD618U45.DWG



NORMAL POSTED SPEED LIMIT	SIGN SPACING (A)	TAPER LENGTH ** (L)	BUFFER SPACE (3) (B)
(M.P.H.)	FEET	FEET	FEET
25	100	125	155
30	100	180	200
35	100	245	250
40	100	320	305
45	350	540	360
50	350	600	425
55	350	660	495

** SPACE PLASTIC DRUMS IN ALL TAPER SECTIONS AT INTERVALS IN FEET OF NO MORE THAN ONE TIMES THE NORMAL POSTED SPEED LIMIT IN M.P.H.

SPACE FLEXIBLE GUIDE POSTS ON TANGENTS AT INTERVALS IN FEET OF NO MORE THAN TWO TIMES THE WORK ZONE SPEED LIMIT IN M.P.H.

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) IF PEDESTRIAN TRAFFIC IS IMPACTED BY THE WORK ZONE, USE THE INFORMATION AND DEVICES SHOWN IN DTL. DWG. 618-U5.

(5) INCLUDE A SHOULDER TAPER WHEN PAVED SHOULDER IS 8' OR 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 FROM 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.

(11) SEE DTL. DWG. 618-03.

(12) FOR SPEEDS 35 AND UNDER, TAPER RATES MAY BE ADJUSTED TO REDUCE IMPACTS TO INTERSECTIONS AND BUSINESS ACCESS.

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.)
- // – 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.

DETAILED DRAWINGS

REFERENCE STANDARD SPEC. SECTION 618

DWG. NO. 618-U50

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

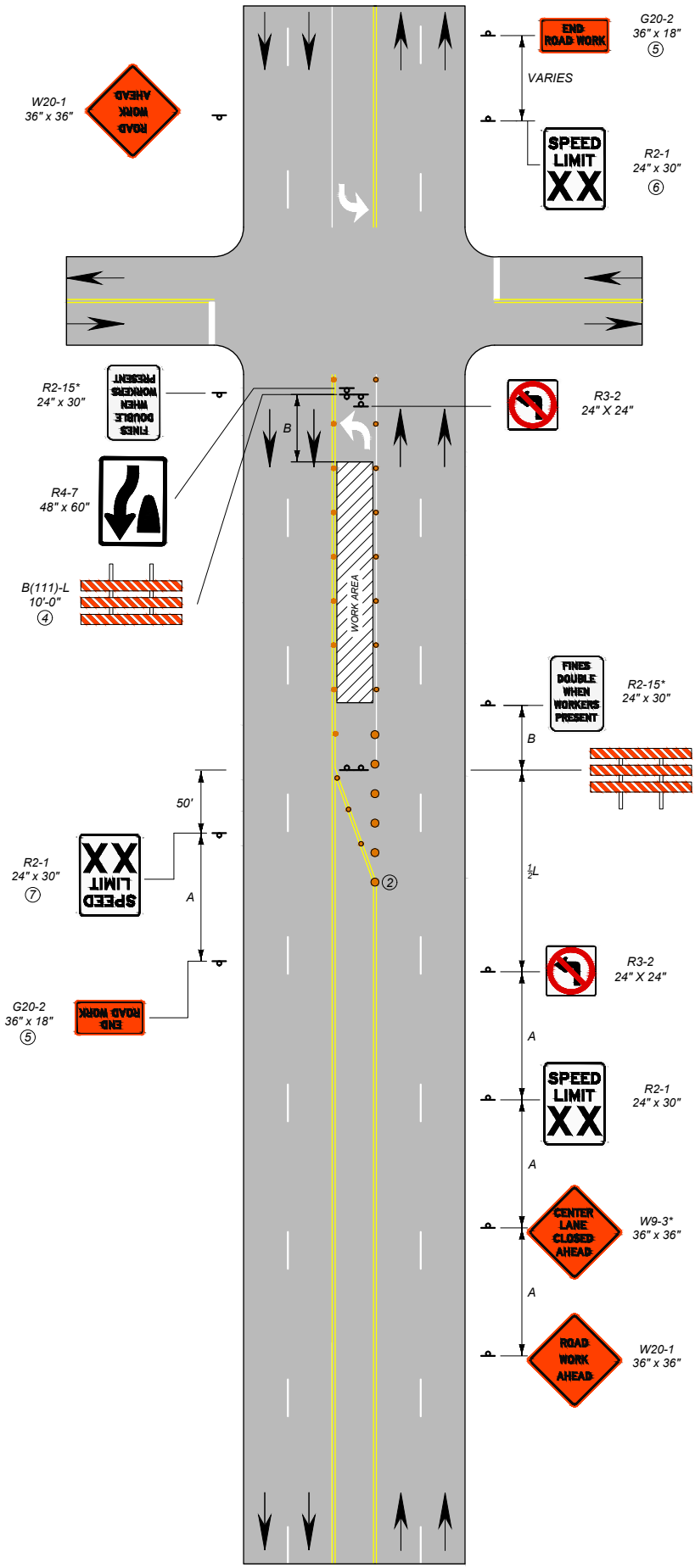
EFFECTIVE: JAN 23, 2020

--REVISED--
JUN 27, 2024

MONTANA
Department of Transportation

DRAFT

5/20/2025 11:55 AM STDDRD618U50.DWG



NORMAL POSTED SPEED LIMIT	SIGN SPACING (A)	TAPER LENGTH ** (L)	BUFFER SPACE ③ (B)
(M.P.H.)	FEET	FEET	FEET
25	100	125	155
30	100	180	200
35	100	245	250
40	100	320	305
45	350	540	360
50	350	600	425
55	350	660	495

** SPACE PLASTIC DRUMS IN ALL TAPER SECTIONS AT INTERVALS IN FEET OF NO MORE THAN ONE TIMES THE NORMAL POSTED SPEED LIMIT IN M.P.H.

SPACE FLEXIBLE GUIDE POSTS AT 20 FEET MAXIMUM.

NOTES:

① THIS SIGN LAYOUT CAN BE USED FOR LEFT OR RIGHT TURN LANES. SEE 618-U16 FOR TWO-WAY LEFT TURN LANE CLOSURES.

② CLOSE TURN LANE AT THE BEGIN TAPER POINT.

③ USE A MINIMUM OF 5 PLASTIC DRUMS.

④ SEE DET. DWG. 618-03.

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

⑥ POST EXISTING SPEED LIMIT IF CHANGED BY WORK ZONE.

LEGEND

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

NEW DETAIL

DETAILED DRAWINGS

REFERENCE STANDARD SPEC. SECTION 618

DWG. NO. 618-U55

TURN LANE CLOSURE (URBAN MULTI-LANE UNDIVIDED ROAD)

EFFECTIVE: JAN 14, 2021

MONTANA Department of Transportation

--REVISED--

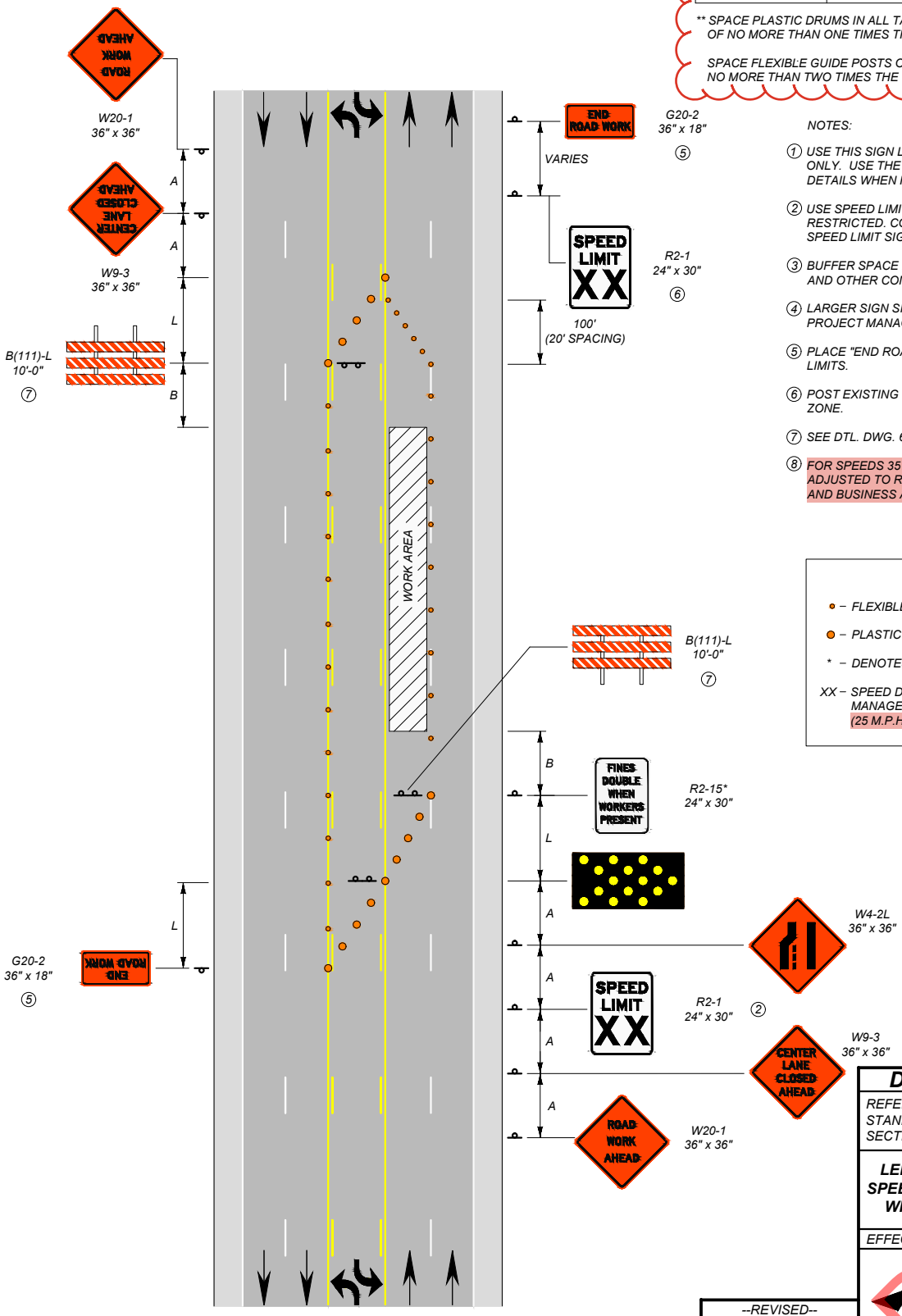
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NORMAL POSTED SPEED LIMIT	SIGN SPACING (A)	TAPER LENGTH ** (L)	BUFFER SPACE ③ (B)
(M.P.H.)	FEET	FEET	FEET
25	100	125	155
30	100	180	200
35	100	245	250
40	100	320	305
45	350	540	360
50	350	600	425
55	350	660	495

** SPACE PLASTIC DRUMS IN ALL TAPER SECTIONS AT INTERVALS IN FEET OF NO MORE THAN ONE TIMES THE NORMAL POSTED SPEED LIMIT IN M.P.H.

SPACE FLEXIBLE GUIDE POSTS ON TANGENTS AT INTERVALS IN FEET OF NO MORE THAN TWO TIMES THE WORK ZONE SPEED LIMIT IN M.P.H.



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 ROAD WORK" SIGNS AT END OF PROJECT LIMITS.

⑥ POST EXISTING SPEED LIMIT IF CHANGED BY WORK ZONE.

⑦ SEE DTL. DWG. 618-03.

⑧ FOR SPEEDS 35 AND UNDER, TAPER RATES MAY BE ADJUSTED TO REDUCE IMPACTS TO INTERSECTIONS AND BUSINESS ACCESS.

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.)

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)

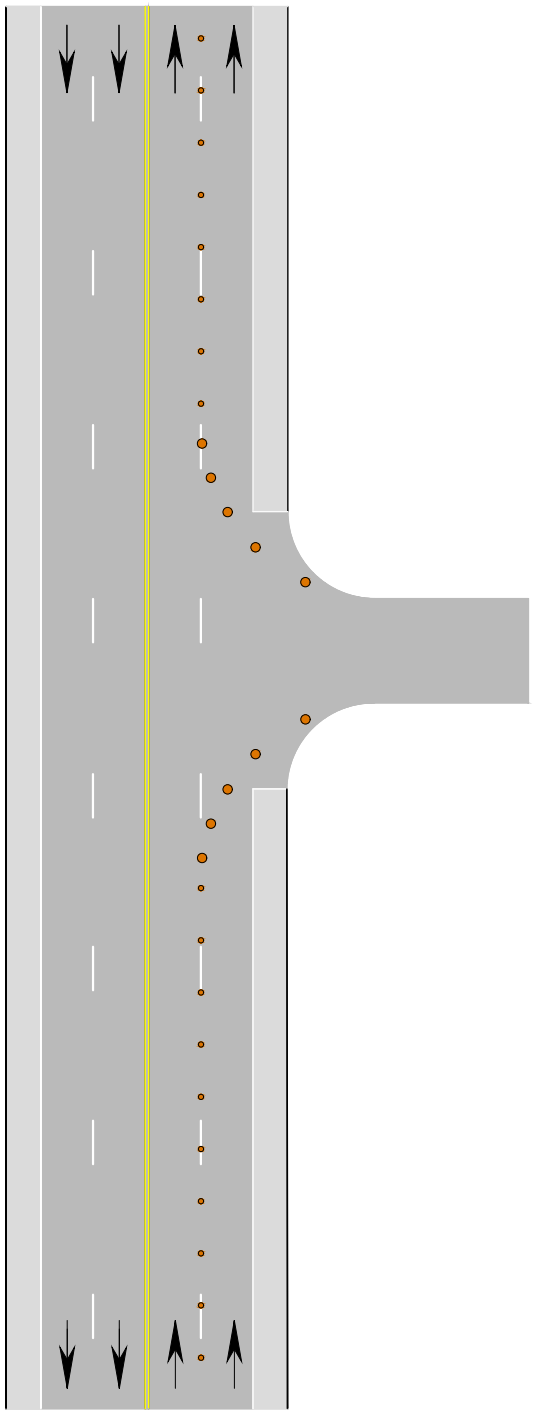
EFFECTIVE: JAN 23, 2020

--REVISED--
JUN 27, 2024

MONTANA Department of Transportation

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NOTES:

1. USE THIS LAYOUT TO MAINTAIN ACCESS TO PRIVATE OR BUSINESS APPROACHES IN URBAN LANE CLOSURE APPLICATIONS.
2. THIS LAYOUT CAN BE USED FOR THE LEFT OR RIGHT SIDE OF THE ROAD.
3. USE A MINIMUM OF 5 PLASTIC DRUMS ON EACH SIDE OF THE APPROACH.
4. SPACE FLEXIBLE GUIDE POSTS MAX 20 FT APART.

LEGEND

- – FLEXIBLE GUIDE POSTS
- – PLASTIC DRUMS

NEW DETAIL

DETAILED DRAWINGS

REFERENCE STANDARD SPEC. SECTION 618

DWG. NO. 618-U65

PRIVATE APPROACH ACCESS THROUGH LANE CLOSURE (URBAN MULTI-LANE ROAD)

EFFECTIVE: JAN 14, 2027

MONTANA Department of Transportation

--REVISED--

10/1/2026 10:21 AM STDDRD618U65.DWG

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