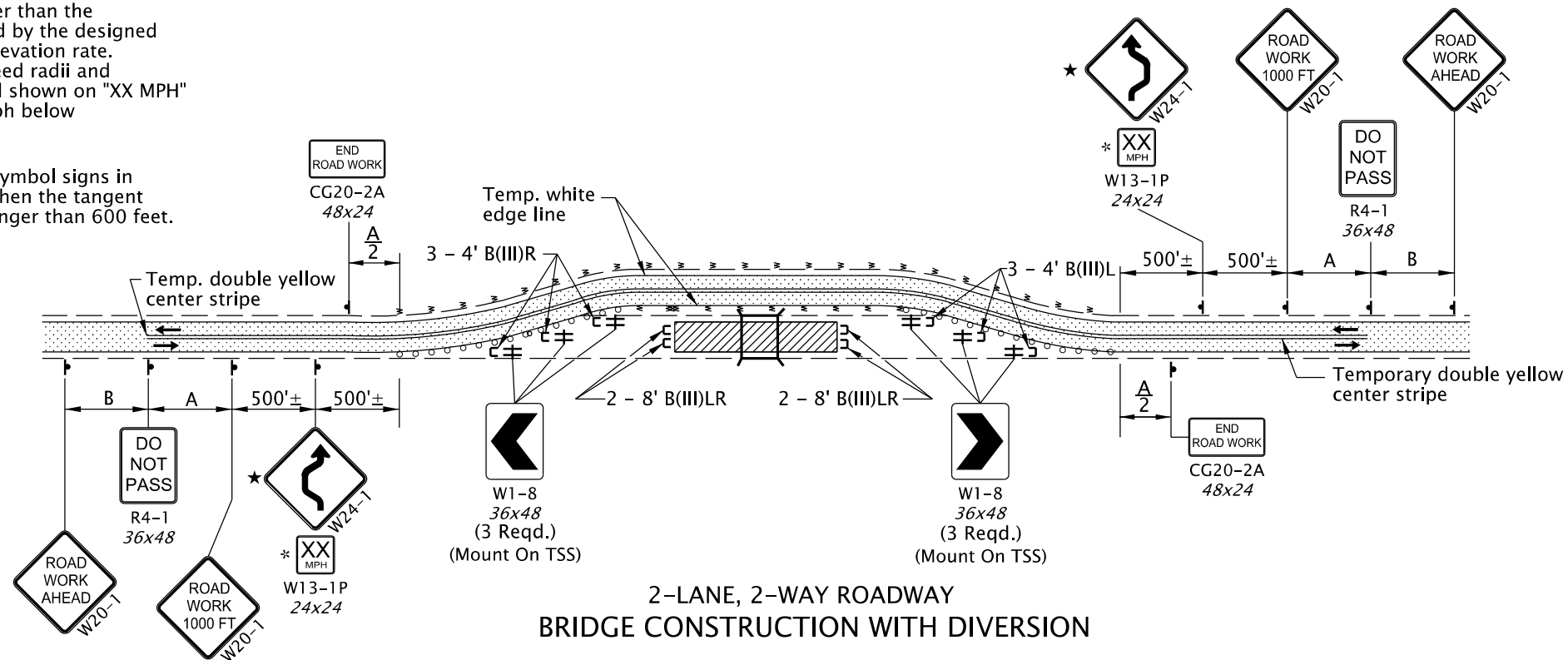


* Speed designation shall be no greater than the calculated Comfort Speed as dictated by the designed radii of reversing curves and superelevation rate. See HDM, Table 3-5 for Comfort Speed radii and superelevation data. Advisory Speed shown on "XX MPH" riders should be no more than 20mph below pre-construction posted speed.

★ Use two separate 'Reversing Curve' symbol signs in each direction (one left, one right) when the tangent section of the on-site diversion is longer than 600 feet.

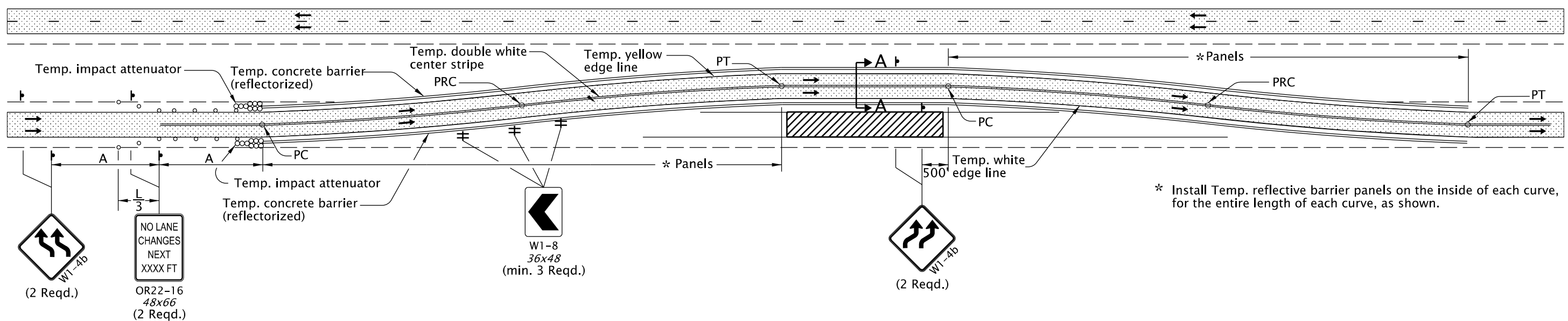


GENERAL NOTES:

- Speeds shown on signing shall be in MPH. Distances shown on signing shall be in feet.
- See "TRAFFIC CONTROL DEVICES (TCD) SPACING TABLE" on Drg. No. TM800 for TCD and sign spacing A, B and C.
- Temporary diversion requires adequate side slope of 4:1 or flatter. Slopes steeper than 4:1 require Temp. Conc. Barrier, Temp. Guardrail or other adequate temporary protection.
- See ODOT "Highway Design Manual" (HDM) for additional alignment information.

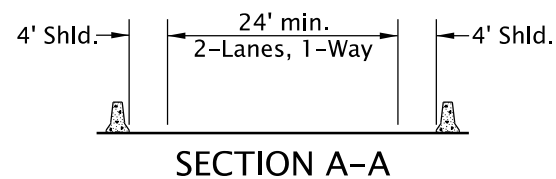
○ ○ ○ ○ ○ ○ ○ ○ ○ ○ TEMP. PLASTIC DRUMS ON 10' MAX. SPACING

≡ ≡ ≡ ≡ ≡ ≡ TEMP. DELINEATORS TYPE "W-1" OR "Y-1", AS DIRECTED ON 20' MAX. SPACING



GENERAL NOTES:

- For freeway applications with a pre-construction posted speed of 65 mph, the minimum allowable curve radius for the temporary crossover within a -2% cross-section is 3274 ft (1 degree 45 minutes). This radius provides a Comfort Speed that meets or exceeds the pre-construction posted speed (design speed) for temporary applications.
- For consistency in design and driver expectancy, use values from the Comfort Speed Table, (Table 3-5), in the Highway Design Manual to design curves for diversions and crossovers. If site conditions allow, flatter curvature with an appropriate amount of superelevation are encouraged.
- Refer to the TM800 series of ODOT Standard Drawings, Standard Specifications, and Special Provisions for additional temporary signing and devices needed for the work zone.



The selection and use of this detail, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.



OREGON DEPARTMENT OF TRANSPORTATION
TECHNICAL SERVICES
DETAILS

DIVERSIONS AND
CROSS OVERS

DETAIL NO.

DET4720