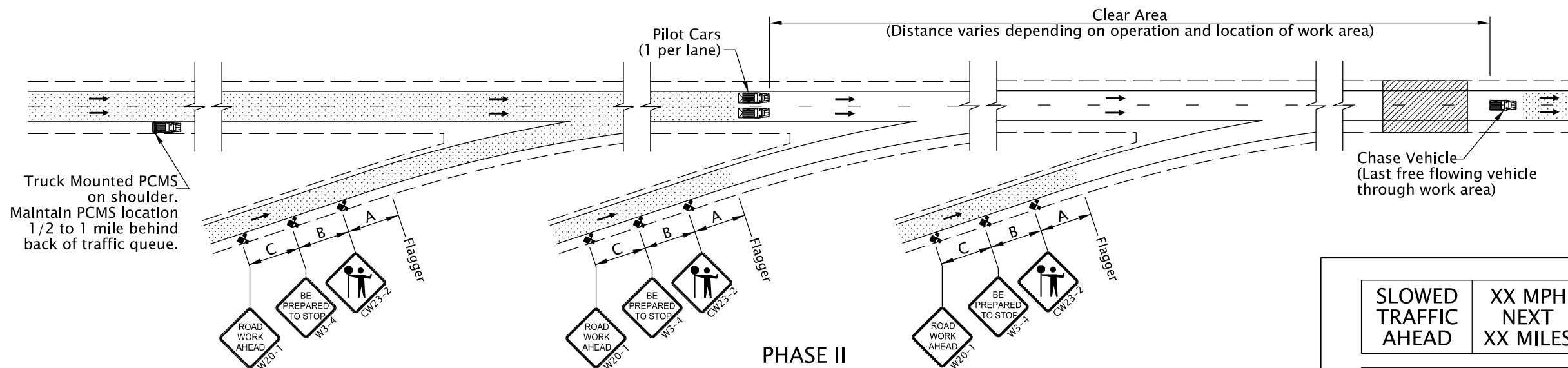
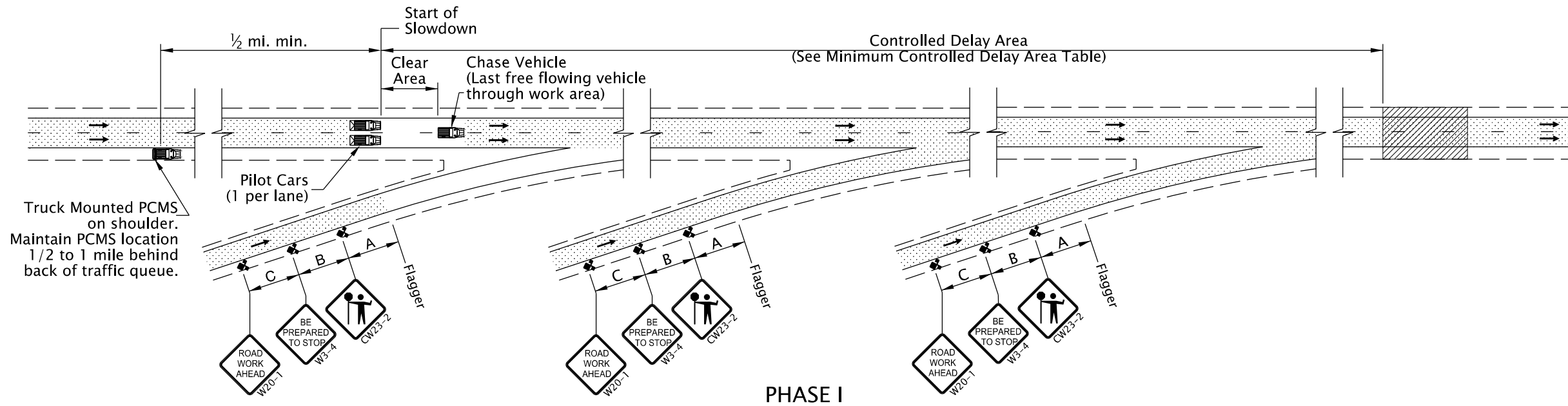




GENERAL NOTES FOR ALL DETAILS:

- Flaggers are not permitted to stop or hold freeway traffic.
- To determine sign spacing A, B, and C, use "TRAFFIC CONTROL DEVICES (TCD) SPACING TABLE" on Drg. No. TM800.
- Schedule slowdown during off-peak traffic periods.
- Inform local law enforcement and media of the scheduled slowdown.
- Use truck mounted attenuators (TMA) on pilot cars.
- Use one pilot car per lane. Each pilot car shall have an arrow panel in caution mode with "DO NOT PASS" (R4-1) sign or a truck-mounted PCMS ("DO NOT PASS/SLOW VEHICLES").

Minimum Controlled Delay Area Table						
Posted Speed* (mph)	Desired Gap (minutes)	Pilot Car Speed (mph)				
		10	20	30**	40	
55	10	2.1 miles	5.6 miles	12.5 miles	33.4 miles	
	15	3.2 miles	8.4 miles	18.8 miles	50.0 miles	
	20	4.2 miles	11.2 miles	25.0 miles	66.7 miles	
60	10	2.1 miles	5.3 miles	11.0 miles	24.5 miles	
	15	3.1 miles	7.9 miles	16.5 miles	36.7 miles	
	20	4.1 miles	10.5 miles	22.0 miles	48.9 miles	
65	10	2.0 miles	5.0 miles	10.0 miles	20.0 miles	
	15	3.0 miles	7.5 miles	15.0 miles	30.0 miles	
	20	4.0 miles	10.0 miles	20.0 miles	40.0 miles	
70	10	2.0 miles	4.8 miles	9.3 miles	17.3 miles	
	15	3.0 miles	7.2 miles	13.9 miles	26.0 miles	
	20	3.9 miles	9.6 miles	18.6 miles	34.7 miles	

*Table values assume level terrain and a free-flow speed 5 mph less than the posted speed to account for slower heavy vehicles.

**Minimum recommended pilot car speed on freeways.

- UNDER TRAFFIC
- UNDER CONSTRUCTION
- TEMP. PLASTIC DRUMS ON 10' MAX. SPACING

SLOWED TRAFFIC AHEAD

XX MPH NEXT XX MILES

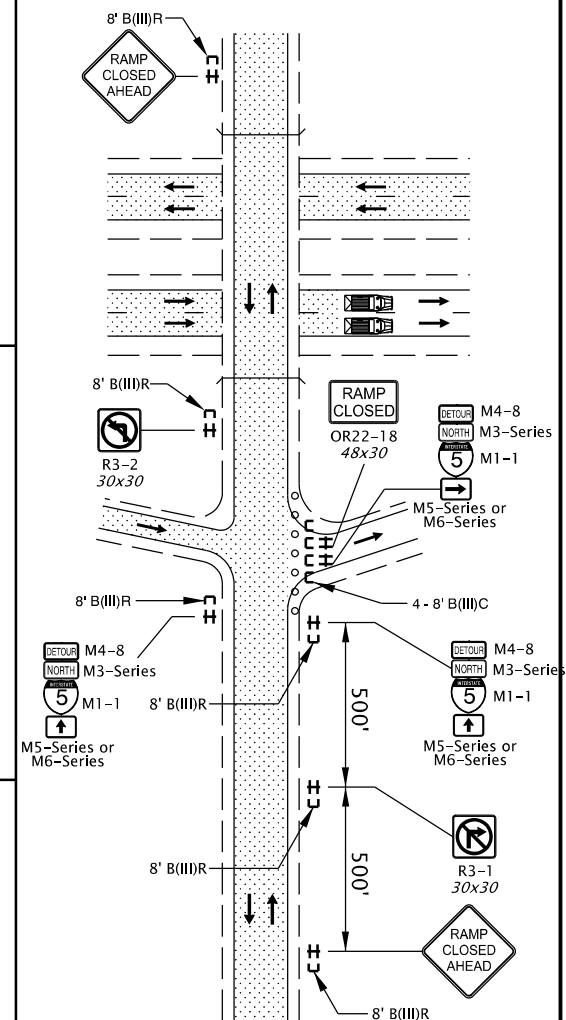
XX MPH TRAFFIC AHEAD

XX MPH NEXT XX MILES

SUGGESTED PCMS MESSAGES

NOTES:

- Consider using at on-ramps with high traffic volumes, short storage length, and when a detour is practical (additional travel time is less than 20 minutes).
- Mount all signs on TSS.
- Place additional detour signing as directed.
- See TM840 for typical Trailblazer Assembly sign sizes.



RAMP CLOSURE & DETOUR DETAIL

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

ROLLING SLOWDOWN
METHOD

DETAIL NO.

DET4740