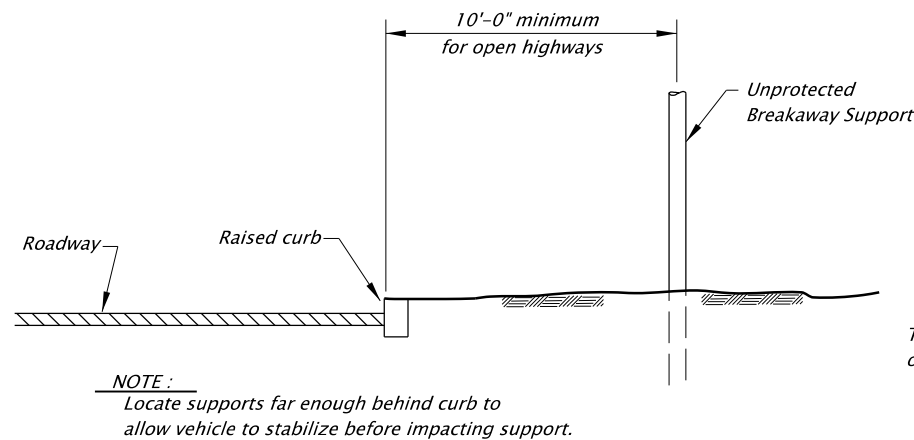
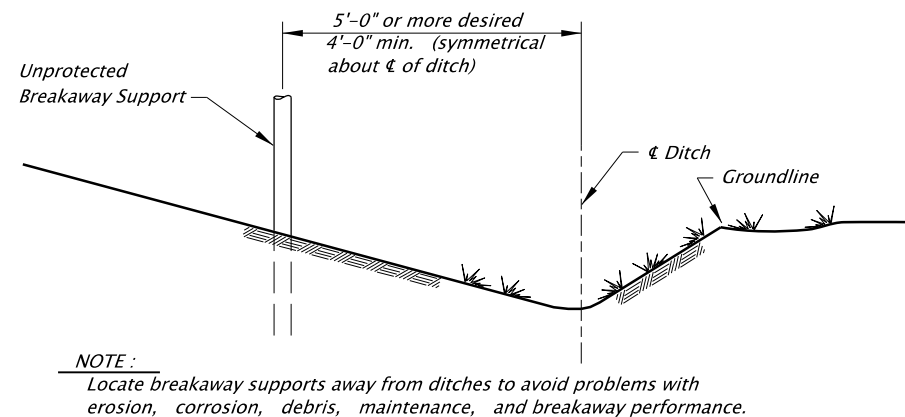
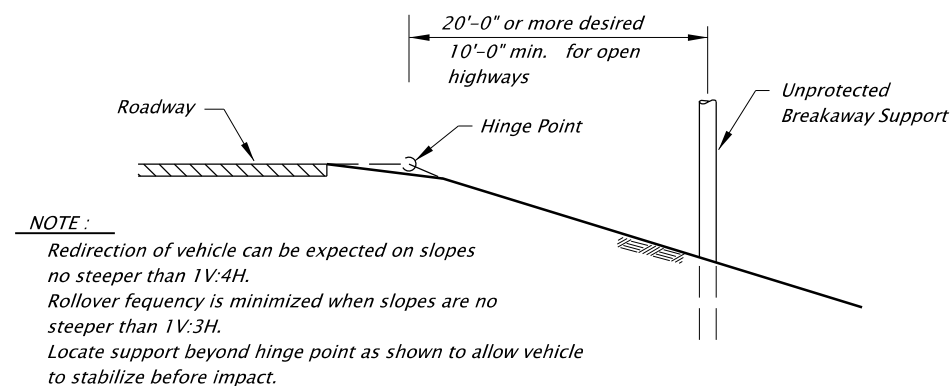




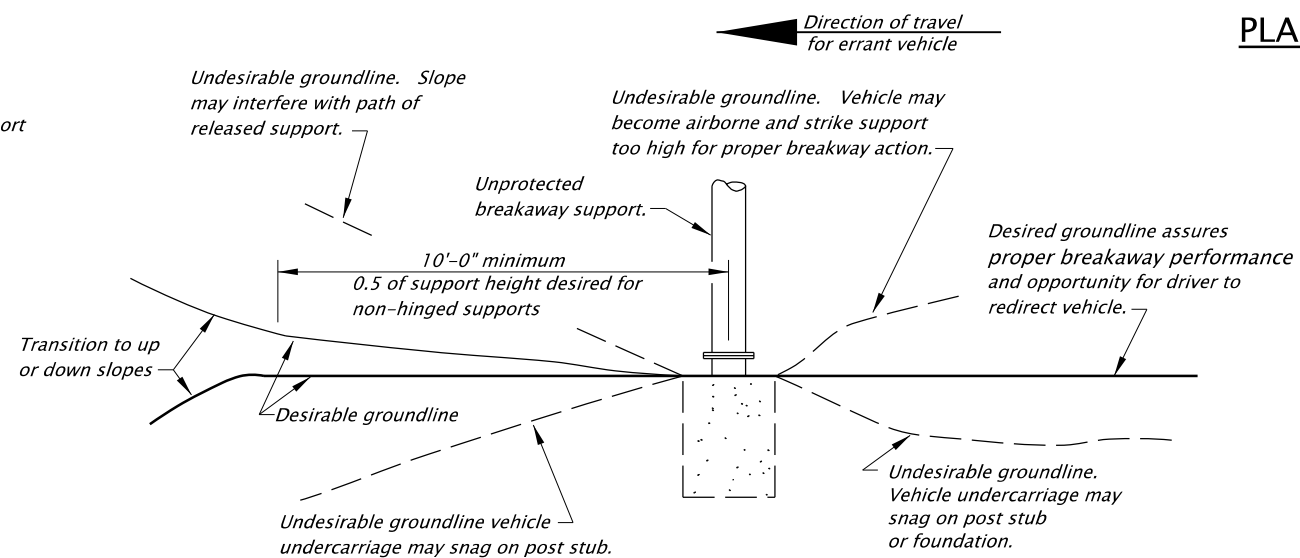
BREAKAWAY SUPPORTS BEHIND RAISED CURBS



BREAKAWAY SUPPORTS NEAR DITCHES

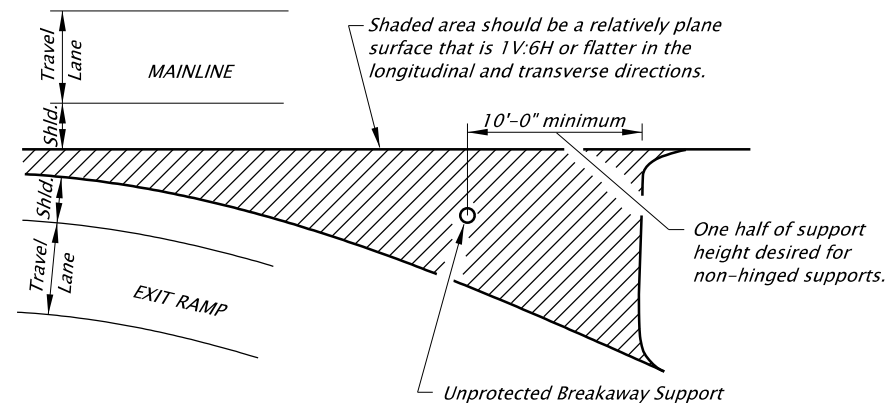


BREAKAWAY SUPPORT ON FILL SLOPE

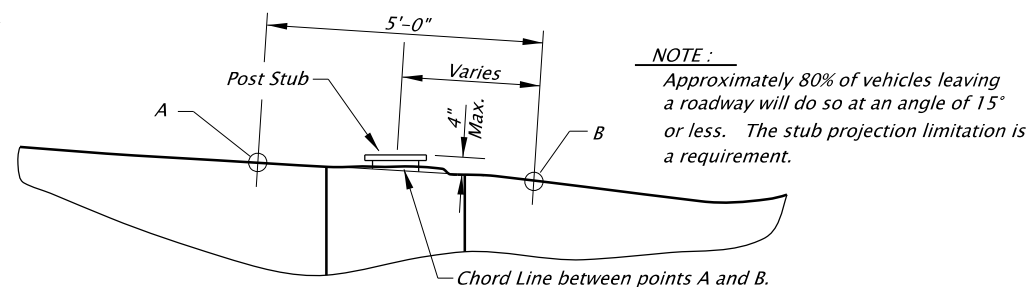


BREAKAWAY SUPPORT - PARTIAL ELEVATION

(Along possible paths of errant vehicles)



GORE AREA BREAKAWAY SUPPORT LOCATION



UNPROTECTED BREAKAWAY SUPPORT CLEARANCE DIAGRAM

Section perpendicular to assumed path of errant vehicle. (Most likely path is a 15° angle from adjacent traffic flow)

PLACEMENT OF UNPROTECTED BREAKAWAY SUPPORTS:

The location of unprotected breakaway supports with respect to the travel lane(s) and the roadside terrain and other geometric conditions over which the vehicle travels before impacting the support will affect the support's breakaway performance. Breakaway supports located in gore areas are particularly vulnerable to vehicle impacts. Breakaway supports located across tee intersections, at the end of lane drop or on the outside of horizontal curves are also likely to be struck. Locating breakaway supports in these areas should be avoided if possible. If the breakaway support must be located in these areas, locate them to produce an impact situation that is as forgiving as possible while assuring adequate recovery space beyond the support(s). Breakaway supports placed up on cut slopes generally result in a safer impact situation than for those placed down on fill slopes. The support placed on a cut slope will be lighter than a support placed on fill slope. The momentum of a vehicle traversing a cut slope will generally be less than that for a vehicle traversing a fill slope. A vehicle going up a cut slope is generally more stable and more easily redirected than a vehicle going down a fill slope. Placement of breakaway supports in or near ditches should be avoided. Breakaway supports should not be located near raised curbs or near the hinge point of the fill slope. Where possible, supports should be located behind established barriers. The guidelines contained herein should be used if possible. However, adjustments to the guidelines may be necessary because of right-of-way and/or other constraints. See TM200 requirements when signs are mounted on unprotected Breakaway Supports.

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

All materials shall be in accordance with the current Oregon Standard Specifications.

OREGON STANDARD DRAWINGS

BREAKAWAY SIGN & LUMINAIRE SUPPORTS - SUPPORT LOCATION GUIDELINES

2024

DATE	REVISION	DESCRIPTION
CALC. BOOK NO.	N/A	SDR DATE

06-JUL-2015

TM635

Effective Date: June 1, 2026 – November 30, 2026