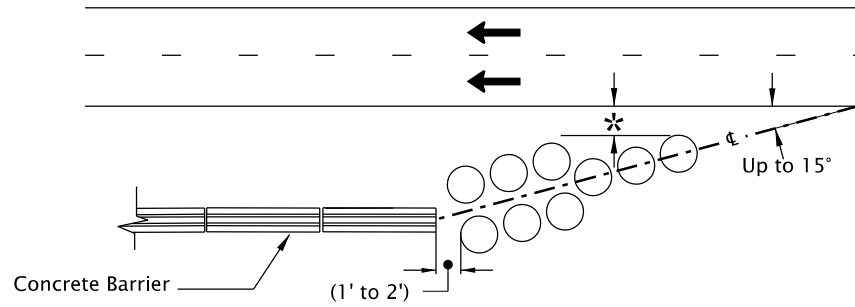
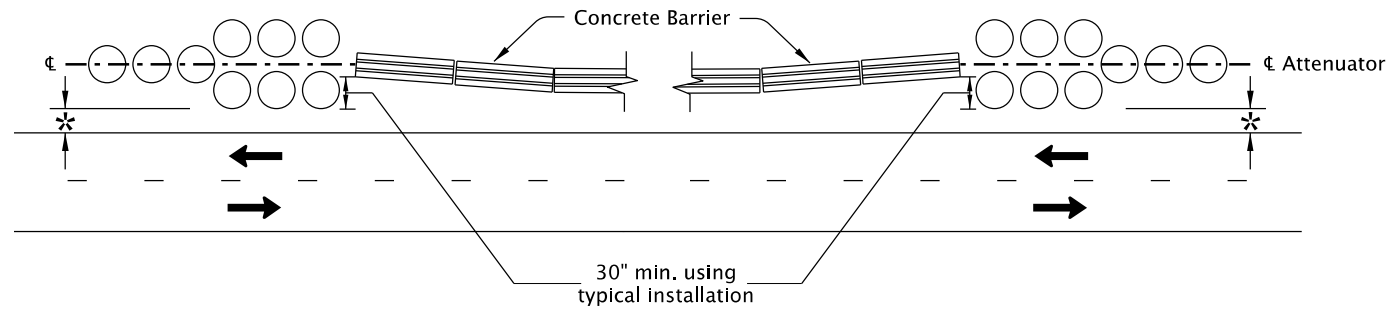
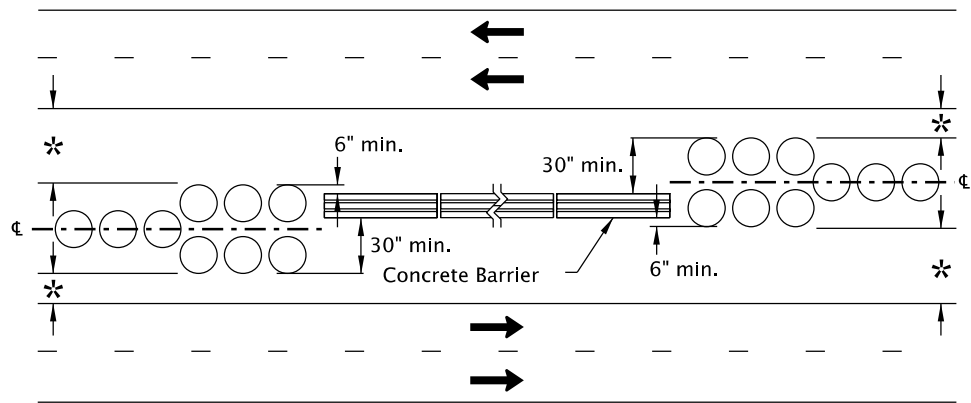




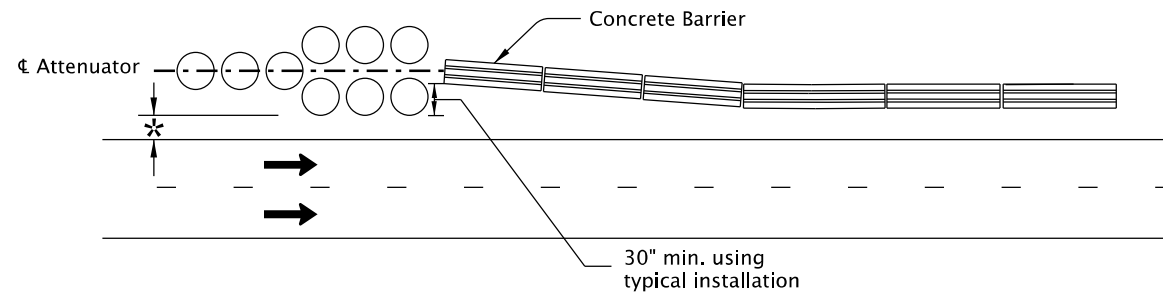
Divided Highway or One-Way Roadway
(Angled Installation)



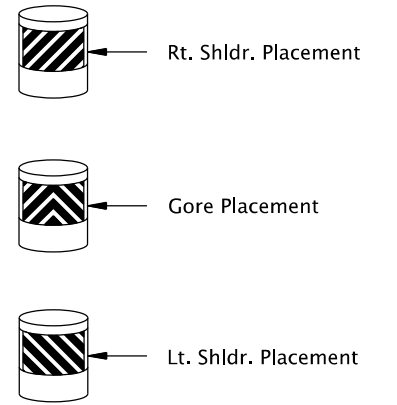
Two-Way Roadway
(Typical Installation)



Divided Highway
(Typical Installation)



One-Way Roadway
(Typical Installation)



OBJECT MARKERS

GENERAL NOTES FOR ALL DETAILS:

- Use the appropriate layout configuration based on the pre-construction posted speed, as approved by the Engineer.
- Use Temporary Impact Attenuator from the QPL. Typical outside diameter of each module is 36".
- Attenuator layout shown is a typical layout. Layouts may vary by both speed and manufacturer.
- Divided or One-Way Attenuator layouts may be oriented toward oncoming traffic at angles up to 15°.
- Final alignment of attenuator will be established in the field, as directed. At locations where vibrations and surface slopes may cause modules to shift, modules shall be anchored to prevent movement according to manufacturer's instructions and as approved by the engineer.
- In cold climates, mix sand with 5% rock salt by weight to prevent freezing.

NOTES:

- Use the One-Way Roadway Typical Installation for each barrier terminal when the available width in median does not allow for the installation of the Divided Highway Typical Installation.

✱ Minimum 2', otherwise maximize the distance from the traveled way to the temporary impact attenuator.

Typical Installations
TEMPORARY IMPACT ATTENUATOR

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

TEMPORARY IMPACT ATTENUATORS

2024

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

01-JUL-2020

TM833

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