



PUBLIC TRANSPORTATION STATION
Rail or Transit Service

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

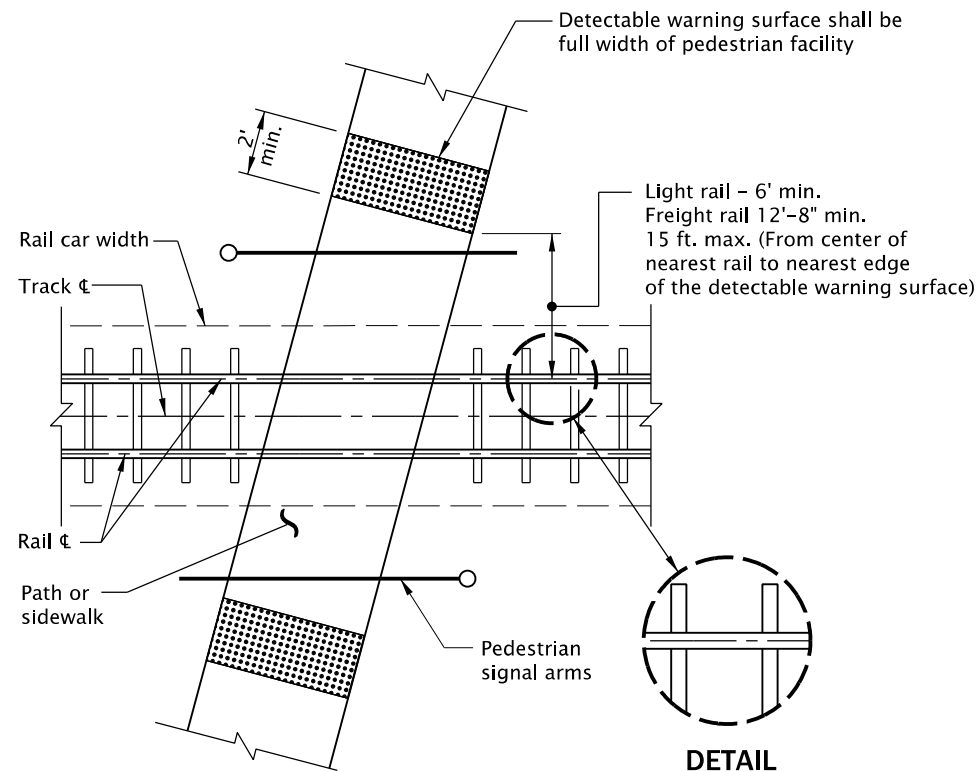
1. Detectable warning surface details & locations are based on applicable ODOT Standards.
2. See project plans for details not shown.
See Std. Dwg. RD902 for detectable warning surface installation details.
3. Place detectable warning surface along the full length of the rail station, when not protected by screens or guards on raised platforms, sidewalk, and street level boarding areas.
4. Place detectable warning surface along the full length of the transit station, when not protected by screens or guards on raised platforms and sidewalk boarding areas.

LEGEND:

-  Detectable warning surface
-  Cross slope 1.5% max.
(Max. 2.0% finished surface slope)

NOTES:

- a. Detectable warning surfaces shall be outside of crossing arms where they exist.
- b. Pedestrian rail crossings are generally perpendicular to the rail. Skew shown for minimum distance of detectable warning surface.



AT-GRADE RAIL CROSSING

CALC. BOOK NO. N/A	SDR DATE 20-JULY-2020
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NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications

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 consulting a Registered Professional Engineer.

OREGON STANDARD DRAWINGS
DETECTABLE WARNING SURFACE PLACEMENT

2021

DATE	REVISION	DESCRIPTION
07-2020	DRAWING CREATED	