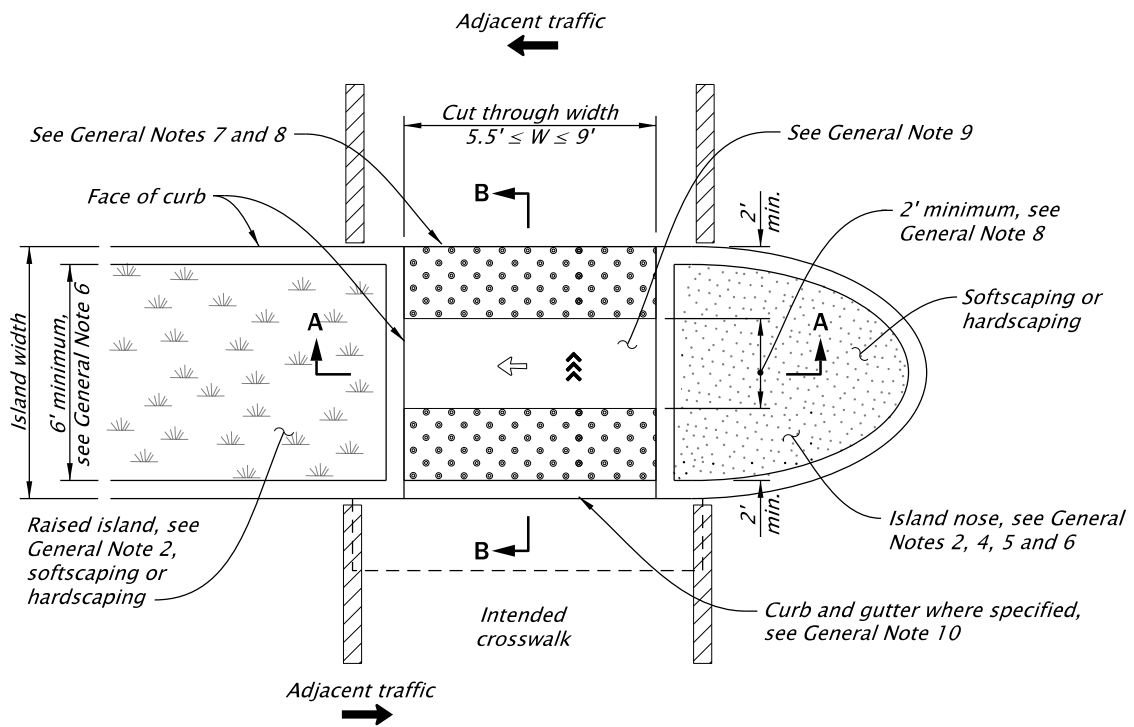
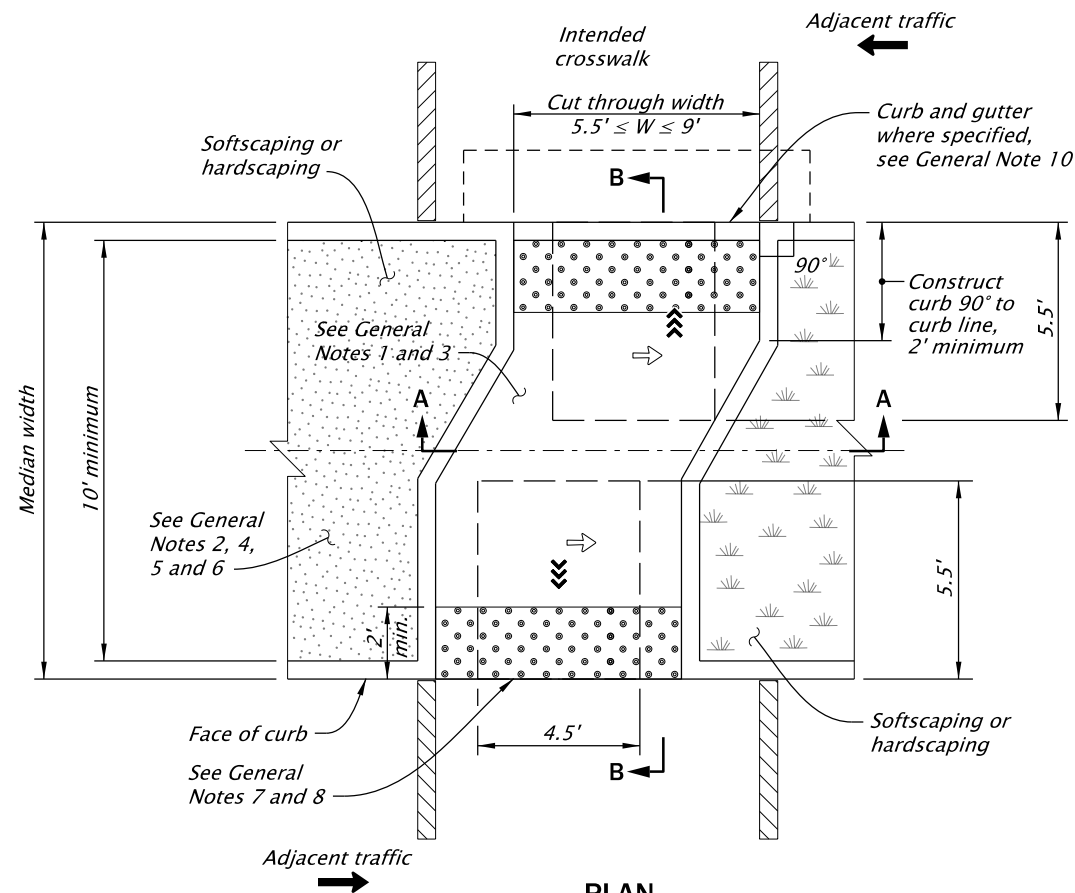
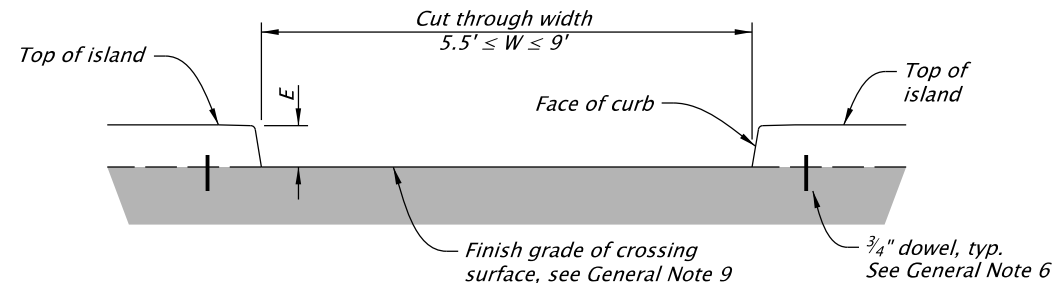




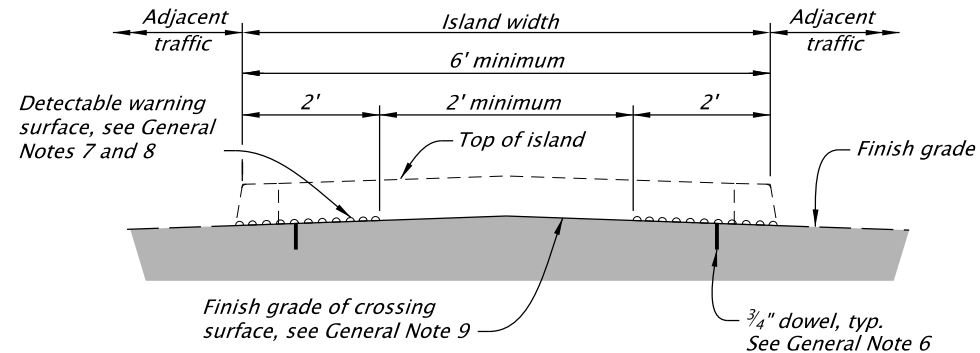
PLAN
MEDIAN CUT-THROUGH ISLAND CROSSING



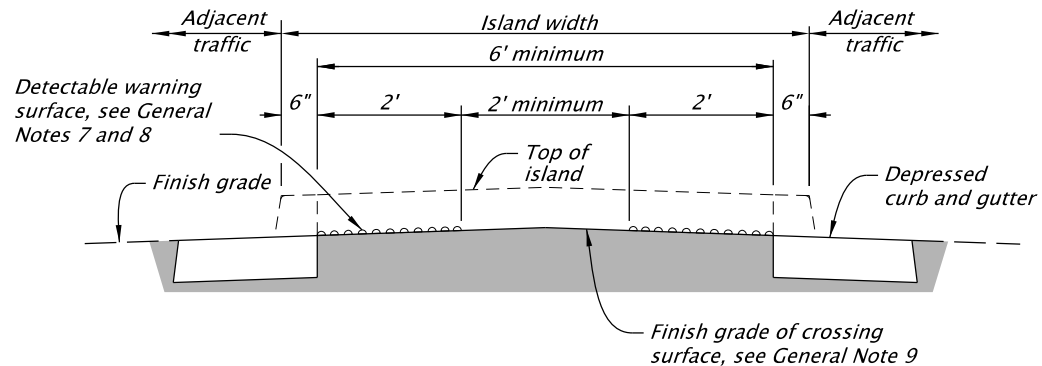
PLAN
MEDIAN CUT-THROUGH CROSSING



SECTION A-A
Type C island shown



SECTION B-B
Type C island shown



SECTION B-B
(WITH DEPRESSED CURB SHOWN)

LEGEND:

- Marked or intended crossing location
- Detectable warning surface (DWS)
- Maximum cross slope governed by intersection condition types, shown on drawing RD900
- Running slope, 4.0% maximum (Maximum 4.9% finished surface slope)
- For this drawing the clear space is 4.5' x 5.5' (longer dimension in direction of pedestrian street crossing)

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Accessible route islands are based on applicable ODOT Standards. Details intended for pedestrian route only. For multi-use path, see project plans for specific details.
2. See project plans for details not shown. See drawings RD700, RD702, RD705 and RD706 for additional details. See drawing RD707 for island nose treatment. See TM Standard Drawings for signal pole, pedestrian pedestal, crosswalk markings, and related details.
3. Raised islands in crossings shall have accessible curb ramps at all crossings or all crossings shall be cut through flush with the street. Align cut through island with the crosswalk.
4. Curb type and island width as shown on plans or as directed. Type A or Type CA islands are acceptable alternates, see drawing RD705.
5. The minimum area of islands that contain signal poles, pedestals, etc., shall be 75 square feet. Square feet to be measured to outer perimeter of entire island.
6. For cut through islands, dowel each island segment to the pavement with minimum of two 3/4-inch diameter dowels. Dowel the nose section of the raised median island with a minimum of two 3/4-inch diameter dowels. Place dowels as directed. See drawings RD705 and RD707.
7. Place detectable warning surface for a minimum depth of 2 feet that is adjacent to traffic. For details not shown, see drawings RD902 and RD906.
8. Detectable warning surfaces shall be separated by a 2-foot minimum length of walkway without detectable warnings. Where no curb, the detectable warning surface shall be placed at the edge of roadway.
9. When there is no pedestrian pushbutton serving the cut through island, a level area is not required.
10. On or along state highways, curb and gutter is required at curb ramps.

ACCOMPANIED BY DWGS.:
RD710B

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
ACCESSIBLE ROUTE ISLANDS
CUT THROUGH
SHEET 1 OF 2

2024

DATE	REVISION	DESCRIPTION
07-2025	NEW DRAWING CREATED - SPLIT FROM RD710 TO IMPROVE CLARITY.	
01-2026	MODIFIED DETAILS	
CALC. BOOK NO.	N/A	SDR DATE- 13-JAN-2026

RD710A

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