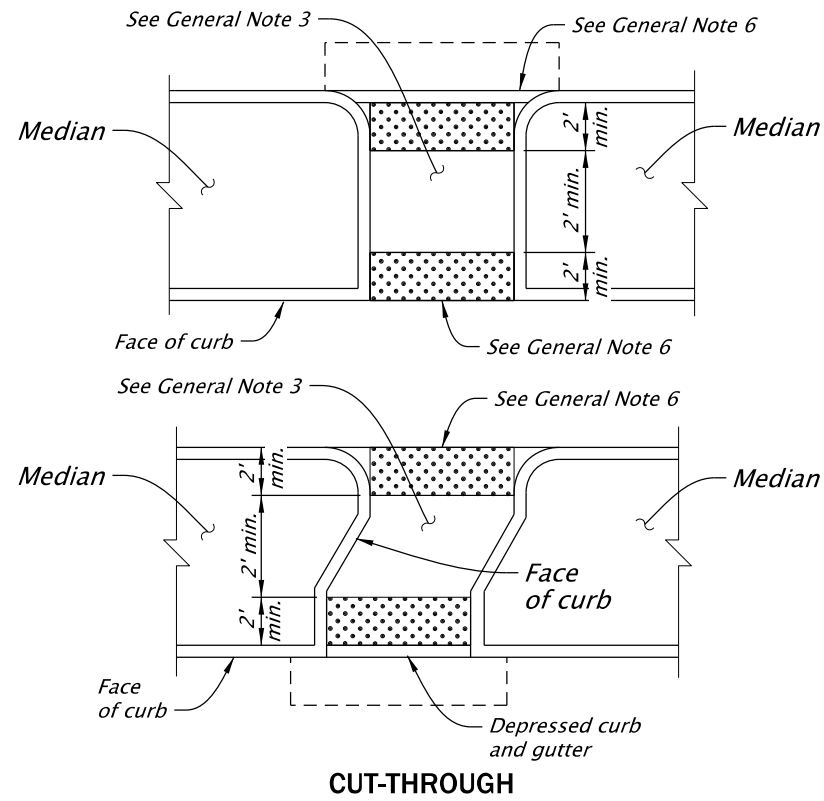
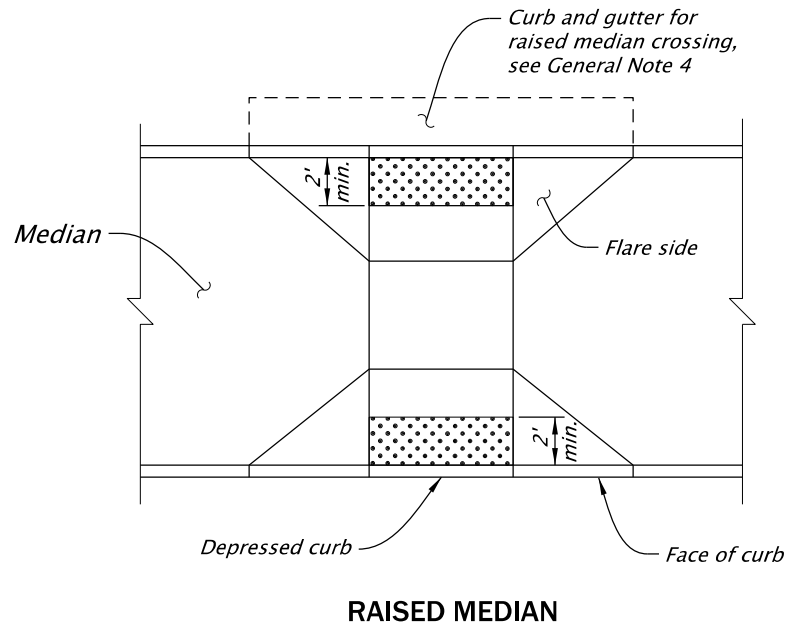




MEDIAN CROSSING

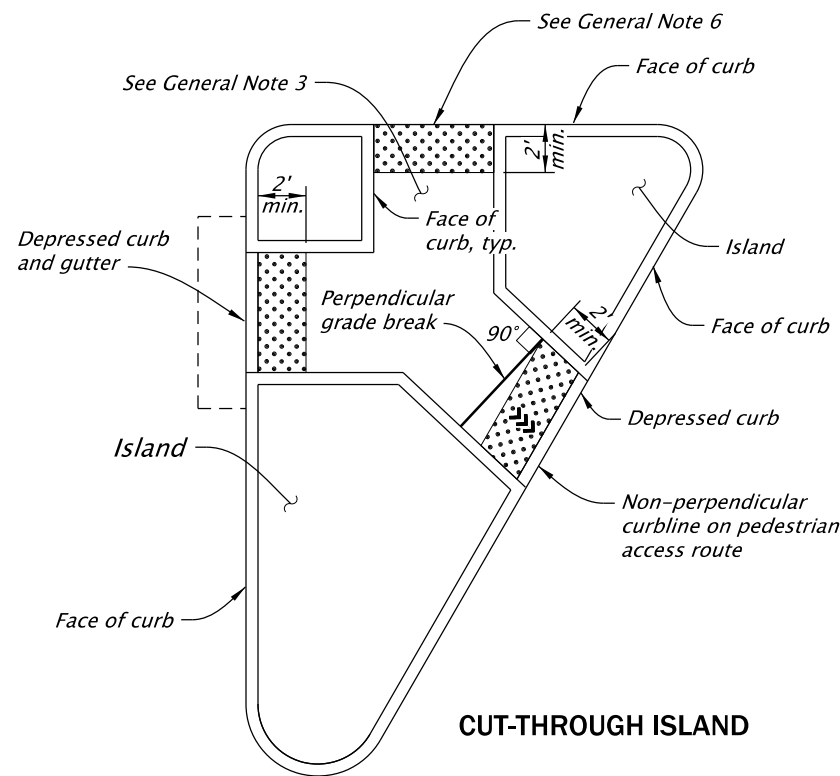


GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

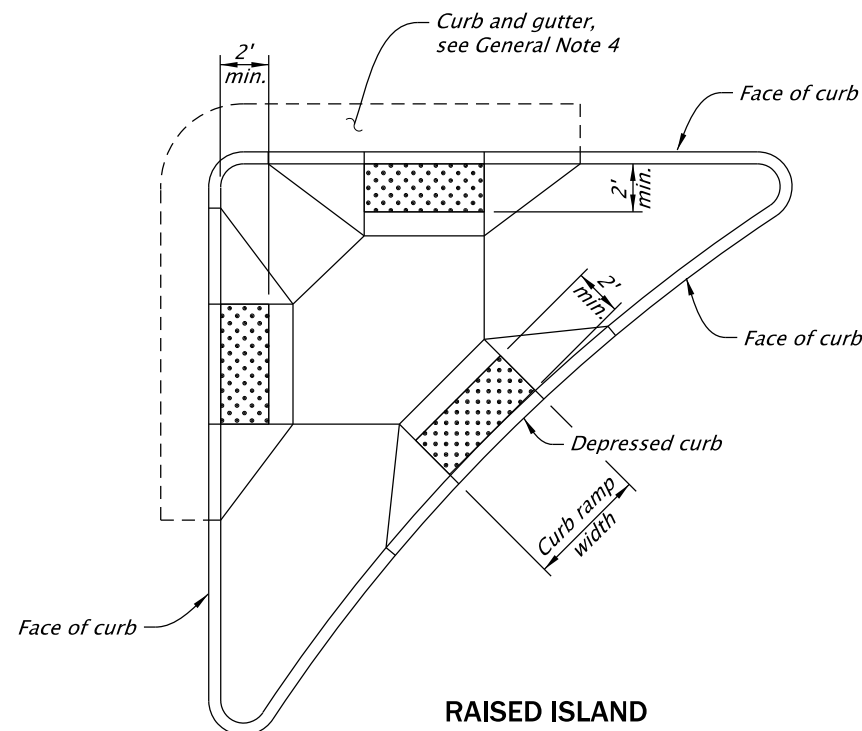
1. Detectable warning surface details and locations are based on applicable ODOT Standards.
2. See project plans for details not shown. See drawings RD700 and RD701 for curbs. See drawings RD710A, RD710B and RD711 for accessible route island. See drawing RD902 for detectable warning surface installation details.
3. Detectable warning surfaces shall be separated by a 2-foot minimum length of walkway without detectable warnings. Site conditions normally require a project specific design. See project plans for details not shown. Omit detectable warning surfaces if less than 2 feet.
4. On or along state highways, curb and gutter is required at curb ramps.
5. Details intended for pedestrian route only. For protected bike lanes on multi-use paths, see project plans for specific details.
6. Where the island has no depressed curb, the detectable warning surface shall be placed at the edge of roadway. Detectable warning surface shall be full width where radial return curbs are installed.

LEGEND:

-  Detectable warning surface
-  Running slope, 4.0% maximum
(Maximum 4.9% finished surface slope)



CHANNELIZATION ISLAND



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			
DETECTABLE WARNING SURFACE PLACEMENT FOR ACCESSIBLE ROUTE ISLAND			
2024			
DATE	REVISION	DESCRIPTION	
01-2025	UPDATED CAD STANDARDS		
12-2025	MODIFIED DETAILS		
CALC. BOOK NO. - - - N/A - - -		SDR DATE - 13-JAN-2026 -	RD906