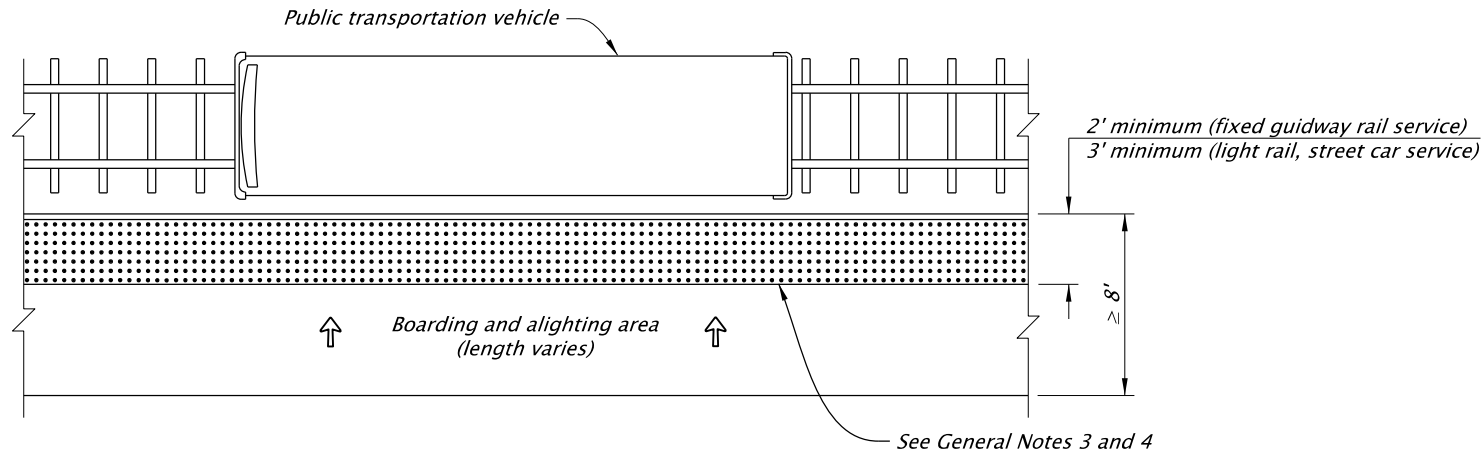
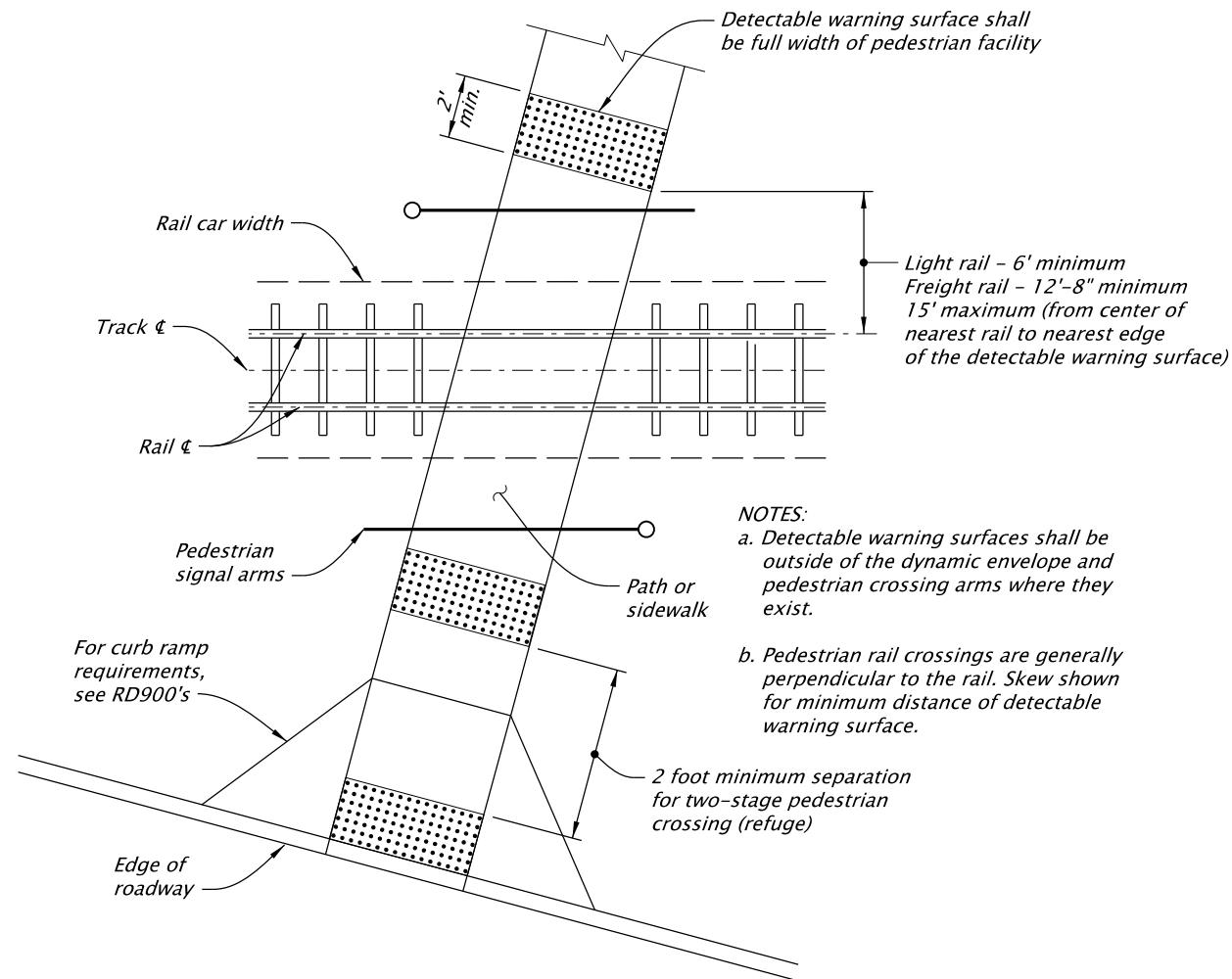




LEGEND:

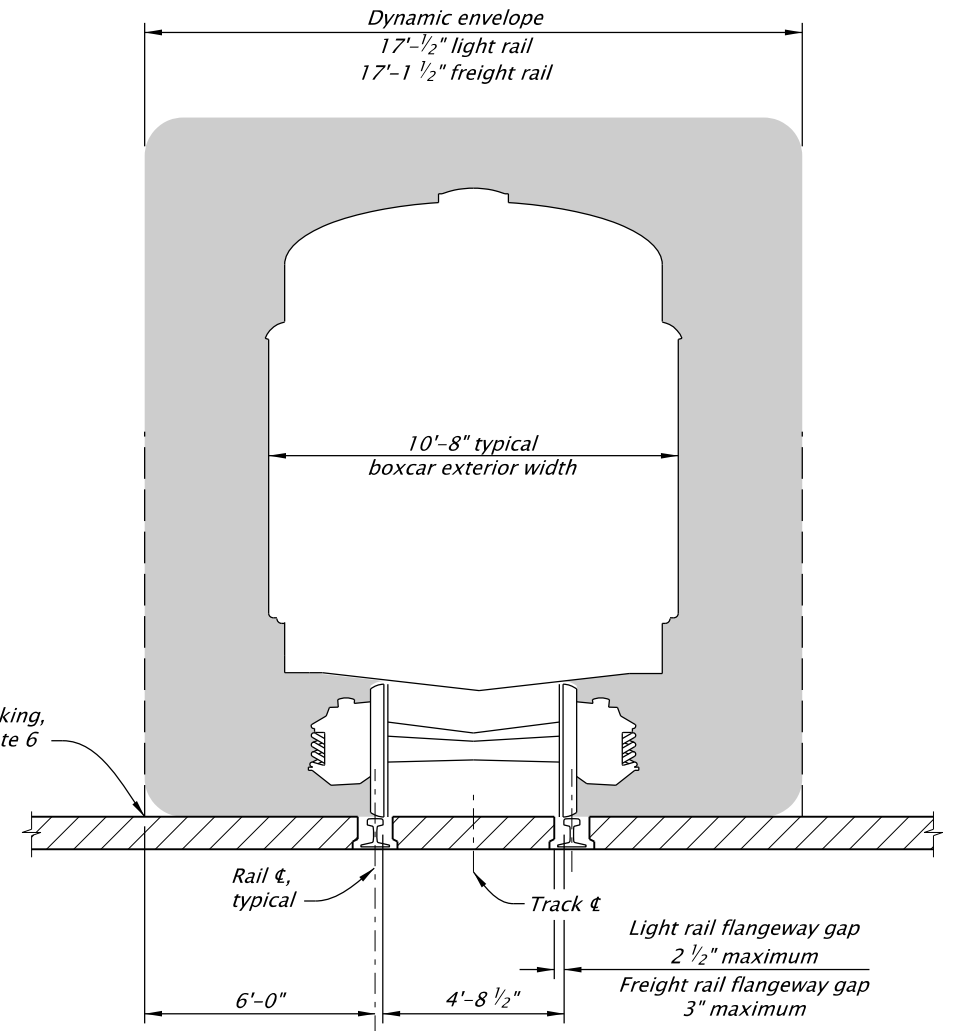
- Detectable warning surface
- Cross slope 1.5% maximum
(Maximum 2.0% finished surface slope)

PUBLIC TRANSPORTATION STATION
RAIL OR TRANSIT SERVICE



AT-GRADE RAIL CROSSING

Dynamic envelope marking, typical. See General Note 6



RAIL TRACK SECTION VIEW

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

- Detectable warning surface details and locations are based on applicable ODOT Standards.
- See project plans for details not shown. See drawing RD902 for detectable warning surface installation details.
- 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.
- 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.
- Detectable warning surfaces shall be outside of the dynamic envelope.
- Dynamic envelope shall be clear of all fixed obstructions unless otherwise shown on Rail Crossing Order.

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 RAIL

2024

DATE	REVISION	DESCRIPTION
01-2025	UPDATED CAD STANDARDS	
CALC. BOOK NO.	N/A	SDR DATE

10-JAN-2025

RD908

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