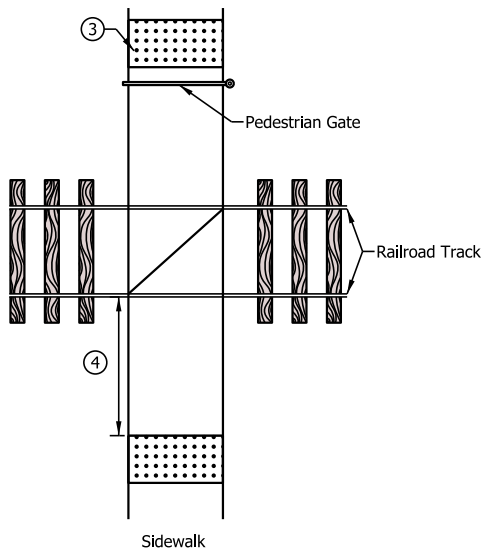
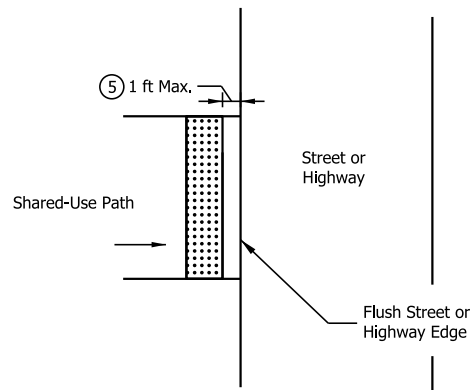


MEDIAN CUT-THROUGH



RAILROAD CROSSING



SHARED-USE PATH

NOTES:

1. The detectable warning surface shall extend a minimum of 2 ft in the direction of pedestrian travel and extend the full width as shown. The detectable warning surface shall not be placed across a grade break.
- ② The detectable warning surface on a median cut-through shall be placed a the flush transition between the street and median cut-through. Where a median is less than 6 ft, a detectable warning surface shall not be placed.
- ③ Where a pedestrian gate is provided at a railroad crossing, the detectable warning surface shall be placed on the side of the gate opposite the railroad crossing.
- ④ The edge of the detectable warning surface nearest to the railroad crossing shall be placed 6 ft minimum and 15 ft maximum from the centerline of the nearest rail.
- ⑤ Where a shared-use path intersects a street or highway, the detectable warning surface shall be placed on the shared-use path within 1 ft of the street or highway edge.
6. See Standard Drawing E 604-SWCR-14 where a concrete border is used as an edge restraint for a brick detectable warning surface.

LEGEND:

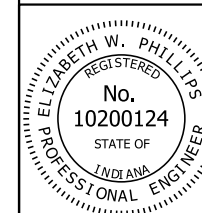
- Buffer or Other Non-Walkable Surface
- Detectable Warning Surface
- Ramp
- Grade Break

INDIANA DEPARTMENT OF TRANSPORTATION

DETECTABLE WARNING SURFACE
PLACEMENT AND CONFIGURATION

SEPTEMBER 2016

STANDARD DRAWING NO. E 604-SWCR-13



/s/ Elizabeth W. Phillips 03/15/16
DESIGN STANDARDS ENGINEER DATE

/s/ Mark A. Miller 03/18/16
CHIEF ENGINEER DATE