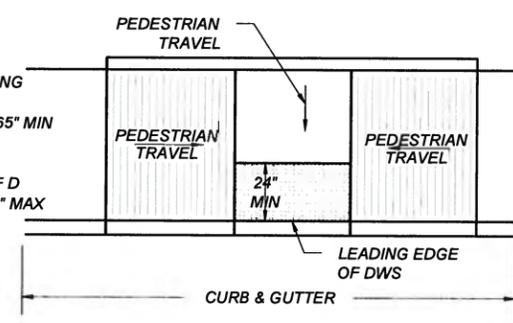
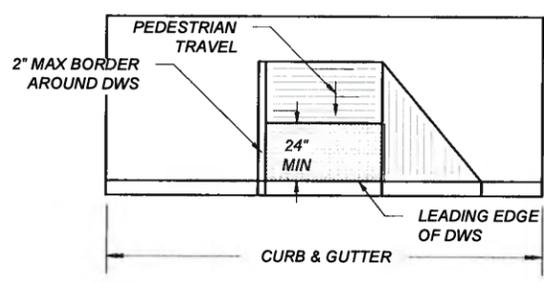


**DOME SPACING**  
 A: CENTER TO CENTER SPACING  
 1.6" MIN TO 2.4" MAX  
 B: BASE TO BASE SPACING 0.65" MIN

**DOME SECTION**  
 A: TOP DIAMETER 50%-65% OF D  
 B: BASE DIAMETER 0.9" TO 1.4" MAX



**DETECTABLE WARNING SURFACE**  
SCALE: NONE



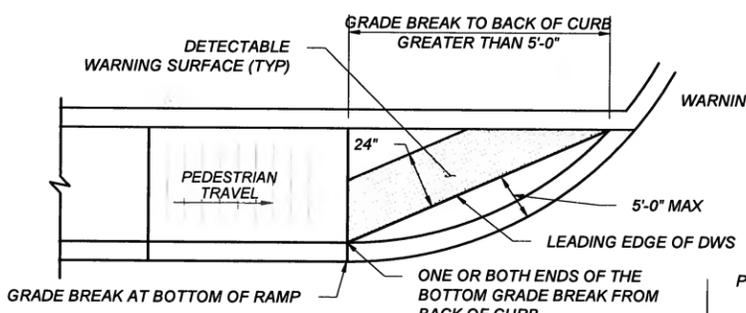
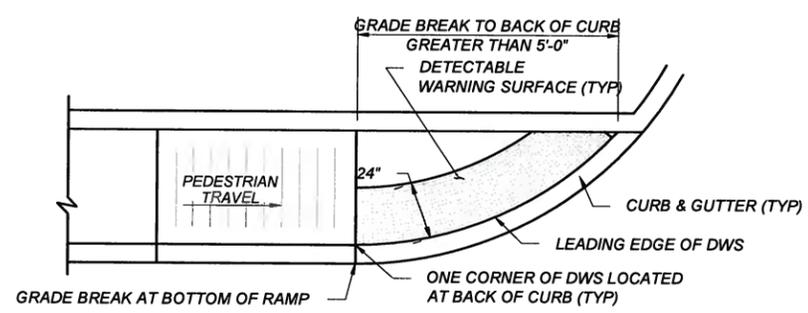
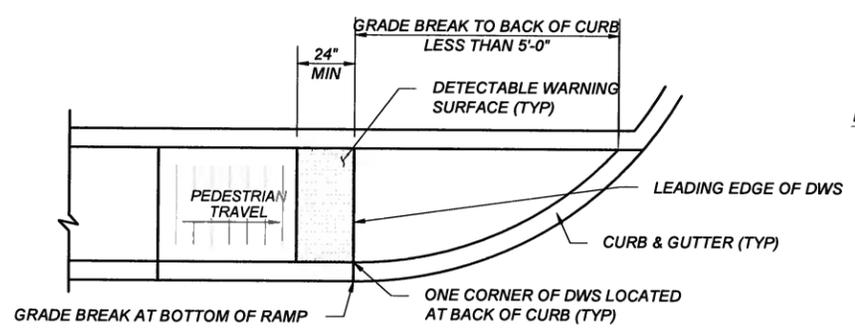
**DETECTABLE WARNING SURFACE**  
SCALE: NONE

**DETECTABLE WARNING SURFACE (DWS):**  
 A STANDARDIZED TRUNCATED DOME GRID SURFACE BUILT IN OR APPLIED TO THE PEDESTRIAN ACCESS ROUTE TO WARN VISUALLY IMPAIRED PEOPLE OF HAZARDS. THE SURFACE IS PLACED WHERE DETECTABLE WARNING SURFACE (DWS): A STANDARDIZED TRUNCATED DOME GRID SURFACE BUILT IN OR APPLIED TO THE PEDESTRIAN ACCESS ROUTE TO WARN VISUALLY IMPAIRED PEOPLE OF HAZARDS. THE SURFACE IS PLACED WHERE PEDESTRIANS WILL ENCOUNTER THE PRESENCE OF HAZARDS IN THE LINE OF TRAVEL, SUCH AS THE EDGE OF ROADWAY AND AT-GRADE RAIL CROSSINGS, INDICATING THEY SHOULD STOP AND DETERMINE THE NATURE OF THE HAZARD BEFORE PROCEEDING.

- LOCATION:**
1. THE DETECTABLE WARNING SURFACE (DWS) SHALL BE 2.0 FT MINIMUM WIDTH AND EXTENDED THE FULL WIDTH OF THE CURB RAMP RUN, TURNING SPACE, BLENDED TRANSITION, AN EXCLUDING ANY THE FLARED SIDES
  2. THE ROWS OF TRUNCATED DOMES SHALL BE ALIGNED TO BE PERPENDICULAR TO THE GRADE BREAK AT THE BACK OF THE CURB.
  3. THE ROWS OF TRUNCATED DOMES SHALL BE ALIGNED TO BE PARALLEL TO THE DIRECTION OF TRAVEL.
  4. IF CURB AND GUTTER ARE NOT PRESENT, SUCH AS A SHARED-USE PATH CONNECTION, THE DETECTABLE WARNING SURFACE SHALL BE PLACED AT THE PAVEMENT EDGE.
  5. PEDESTRIAN REFUGE ISLANDS SHALL HAVE DETECTABLE WARNINGS. DETECTABLE WARNINGS AT CUT THROUGH ISLANDS SHALL BE SEPARATED BY A 24 INCH MINIMUM LENGTH OF THE WALKWAY WITHOUT MARKINGS.

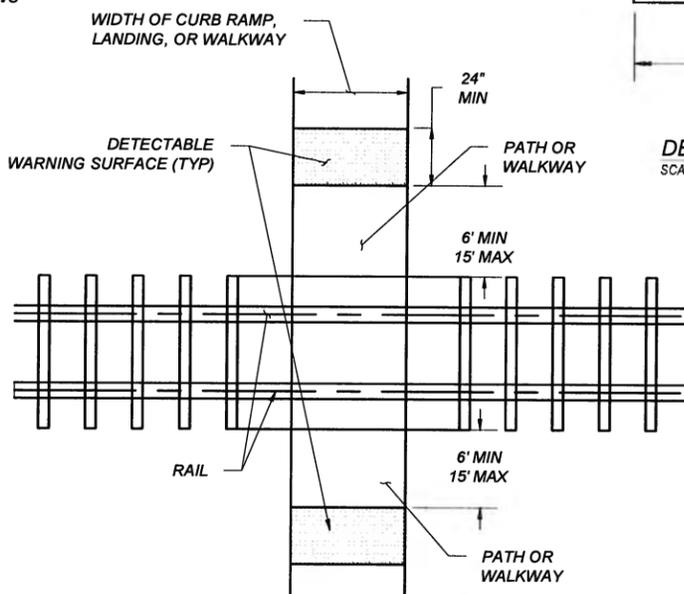
**EXCEPTION:** DETECTABLE WARNINGS SHALL NOT BE REQUIRED ON CUT THROUGH ISLANDS WHERE THE CROSSING IS LESS THAN 6 FT IN THE DIRECTION OF PEDESTRIAN TRAVEL.

- NOTES:**
1. DETAILS SPECIFIED ON THIS PLAN APPLY TO ALL CONSTRUCTION OR RECONSTRUCTION OF STREETS, CURBS, OR SIDEWALKS BY ALL PUBLIC AGENCIES AND BY ALL PRIVATE ORGANIZATIONS CONSTRUCTING FACILITIES FOR PUBLIC USE.
  2. DETECTABLE WARNING SURFACE SHALL CONTRAST VISUALLY WITH ADJACENT GUTTER, WALKWAY SURFACES, EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT FOR THE FULL WIDTH OF RAMP.
  3. ALL PRODUCTS USED FOR DETECTABLE WARNING SURFACES SHALL BE ON THE DEPARTMENT'S APPROVED PRODUCT LIST.

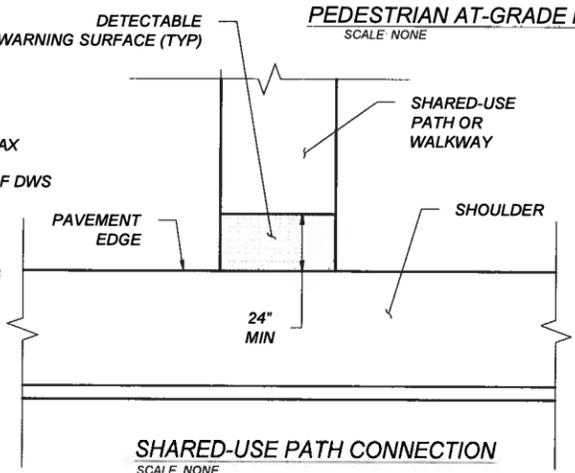


**DETECTABLE WARNING SURFACE (DWS) ON CURVED SURFACES**  
SCALE: NONE

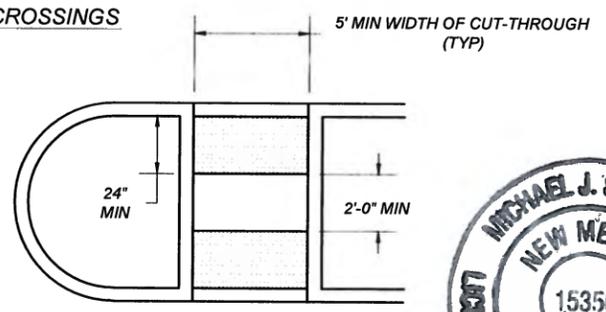
**DETECTABLE WARNING SURFACE (DWS) TRUNCATED DOME DETAILS**  
SCALE: NONE



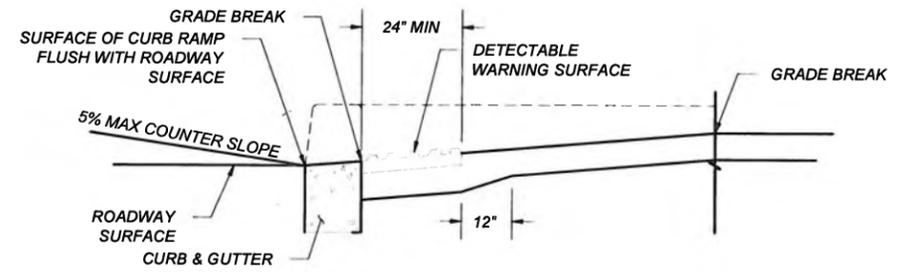
**PEDESTRIAN AT-GRADE RAIL CROSSINGS**  
SCALE: NONE



**SHARED-USE PATH CONNECTION**  
SCALE: NONE



**MEDIAN CUT-THROUGH**  
SCALE: NONE  
 EXCEPTION: IF THE LENGTH BETWEEN TWO DWS SURFACE IS LESS THAN 2' THEN DETECTABLE WARNING SURFACE WILL NOT BE INSTALLED



**DETECTABLE WARNING SURFACE**  
SCALE: NONE



NO.	DATE	REV. BY	DESCRIPTION
REVISIONS ( OR CHANGE NOTICES )			
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING			
<b>DETECTABLE WARNING SURFACE</b>			
APPROVED	[Signature]		1-13-15 DATE
			REGIONAL ENGINEER
608-001-8			608- 8 of 12