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Sent: Thursday, May 15, 2014 10:47 PM
To: Corelis, Dennis@DGS
Subject: 15 day express term May 12, 2014

Dennis - I was not sure who to submit this to.

On the suggested revision to the DW, it is being suggested 2 options. The problem is, in order to use the second option, it can not be at hazardous vehicle area and we are still left without a definition of what is hazardous. I think it is poor to provide an option and to not clarify the definition and this has been a bone of contention for years. Is a curb ramp leading to a crosswalk hazardous? what about in a parking lot? or leading to an access aisle? Many cities are already using different colors at cross walks. I would suggest that the yellow only be required at boarding platform edges, bus stops, and track crossings and leave the other areas as an option per 11B-705.1.1.3.2.

On another note - requiring the yellow TD at reflecting pools!?! No one will use that, in fact I am not sure anyone would even want to use TD of any sort at pool edges - why not just make reflecting pools with zero curbs illegal and be done with it - but yellow??

11B-705.1 Detectable warnings
11B-705.1.1 General. ...

11B-705.1.1.3 (begin underline) **Color and** (end underline) **Contrast.** (begin underline) **Detectable warning surfaces at transit boarding platform edges, bus stops, hazardous vehicular areas, reflecting pools, and track crossings shall comply with Section 11B-705.1.1.3.1. Detectable warnings at other locations shall comply with either Section 11B-705.1.1.3.1 or Section 11B-705.1.1.3.2. The material**

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used to provide visual contrast shall be an integral part of the surface.

11B-705.1.1.3.1 Detectable warning surfaces shall be yellow and approximate FS 33538 of Federal Standard 595C.

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