

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

CURB RAMP AND SIDEWALK DESIGN GUIDELINES:

1. Alterations to pedestrian routes require such pedestrian routes to be made ADA accessible.
2. The Hawaii Department of Transportation (HDOT) typical curb ramp details are intended as curb ramp guidelines for design and construction. Applicable details shall be included on the construction plans.
3. A site specific detail that meets Americans with Disabilities Act Accessibility Guidelines (ADAAG) shall be shown on the plans.
4. To ensure constructability, spot elevations shall be used in the design. Benchmarks and horizontal ties shall be provided for construction stakeout.
5. A 2% maximum cross slope shall be maintained in the direction of pedestrian traffic.
6. Design slopes and flares shall be labeled.
7. Curb ramps shall be installed at 90° to the sidewalk or to the maximum extent feasible, in alterations.
8. At intersections for new construction, curb ramps for each crosswalk is preferred and shall be within the crosswalk and in line with the direction of pedestrian traffic. However, for existing sites, a single curb ramp (diagonal curb ramp) servicing two crosswalks can be approved if the design detail is acceptable by the State.
9. Prior to construction, if a curb ramp and/or sidewalk cannot be designed according to these guidelines, either a "Technical Infeasibility" form (for existing construction) or a "Structurally Impractical" form (for new construction) shall be filled-out and submitted to the Hawaii Department of Transportation (HDOT) for signature and then be submitted to the Disability and Communication Access Board (DCAB).
10. The maximum slopes of adjoining gutters or road surface immediately fronting the curb ramp shall not exceed 5% for Type A, D and Combination ramps and 8.33% for Type B, C, and E curb ramps.
11. All pullboxes shall be installed away from the curb ramp and within the

sidewalk/paved area to the maximum extent feasible.

12. Transitions from ramps to gutters and roadways shall be flush.
13. Curb ramps and sidewalks shall be designed to eliminate ponding.
14. The pedestrian pushbutton shall meet operational and reach requirements of the ADAAG:
 - a) Forward Reach. The maximum height for forward reach shall be 48".
 - b) Side Reach. The maximum height for side reach shall be 48".
 - c) Operation. Controls and operating mechanisms shall be operable with one hand and shall not require tight grasping, pinching, or twisting of the wrist. The force required to activate controls shall be no greater than 5 lbf.
15. There shall be a 30" x 48" level ground surface (2% max. cross slope, both directions) for a forward or side approach, as appropriate, to a pedestrian pushbutton. Location of pedestrian pushbutton shall be shown on Civil Plans in addition to Electrical Plans.
16. For new construction where two pedestrian pushbuttons will be provided, the pushbuttons should be separated by a distance of at least 10 ft enabling pedestrians with visual disabilities to distinguish and locate the appropriate pushbutton.
17. Construction joints are required to join curb ramps with sidewalks.
18. Surfaces of sidewalks and curb ramps shall be firm, stable, and slip-resistant. This includes the surfaces of pullboxes, valve covers, manhole covers, etc.
19. For existing sidewalks, provide a minimum clear width of 3'-0" (excluding curb) for pedestrian circulation. If this cannot be met, a minimum 32-inch clear width is allowed for a distance of 24-inches.
20. Passing spaces along new sidewalks with less than 5' clear width shall be provided at a maximum of 200' intervals as required by ADAAG. The passing area shall be a minimum of 5' wide by 5' long.
21. For new construction, the minimum sidewalk width shall be 5'-0" (excluding curb). The cross slope shall not exceed 2%.
22. If possible, install utility poles, fire hydrants, light poles, sign posts, pullboxes, etc. off of curb ramp and/or sidewalk but within the right-of-way.
23. Objects protruding from utility poles and walls adjacent to sidewalks (i.e. wall

mounted fire hydrants, public telephones, meters on poles, etc.) shall be mounted to meet ADAAG and will be subject to Engineer's approval.

24. Bed course material is required for curb ramps, sidewalks, and gutters.
25. Prior to construction, all plans and specifications shall be submitted (for review) to DCAB to ensure compliance with ADAAG as well as any supplemental design specifications established or adopted by DCAB.
26. Sidewalks and curb ramps shall be designed to eliminate any changes in level between adjacent surfaces or along the surface of the pedestrian route (i.e., curbs without curb ramps, cracks, dislocations in surface material, etc.). Changes in level:
 - a) Less than $\frac{1}{4}$ " high does not require edge treatment.
 - b) Between $\frac{1}{4}$ " and $\frac{1}{2}$ " shall be beveled with a maximum slope of 50%.
 - c) Greater than $\frac{1}{2}$ " shall require a curb ramp.