

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU

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JEREMY HARRIS
MAYOR

RANDALL K. FUJIKI, AIA
DIRECTOR

LORETTA K.C. CHEE
DEPUTY DIRECTOR

May 8, 2000

(mt)

ENGINEERING AND POLICY MEMORANDUM NO. CEB-1-00

TO: ARCHITECTS AND ENGINEERS

FROM: RANDALL K. FUJIKI, AIA, DIRECTOR
DEPARTMENT OF PLANNING AND PERMITTING

A handwritten signature in black ink, appearing to read "Randall K. Fujiki", is written over the printed name of the Director.

SUBJECT: REVISED CURB RAMP AND DRIVEWAY DETAILS

Effective immediately, the design and construction of new curb ramps and driveways for the City and County of Honolulu shall comply with the attached Standard Details R-25A and R-29A, dated April 2000. The Standard Details are being revised to comply with the latest American with Disabilities Act requirements for accessibility.

This supersedes the Standard Details, R-25, dated September 1992 and R-29, dated September 1984.

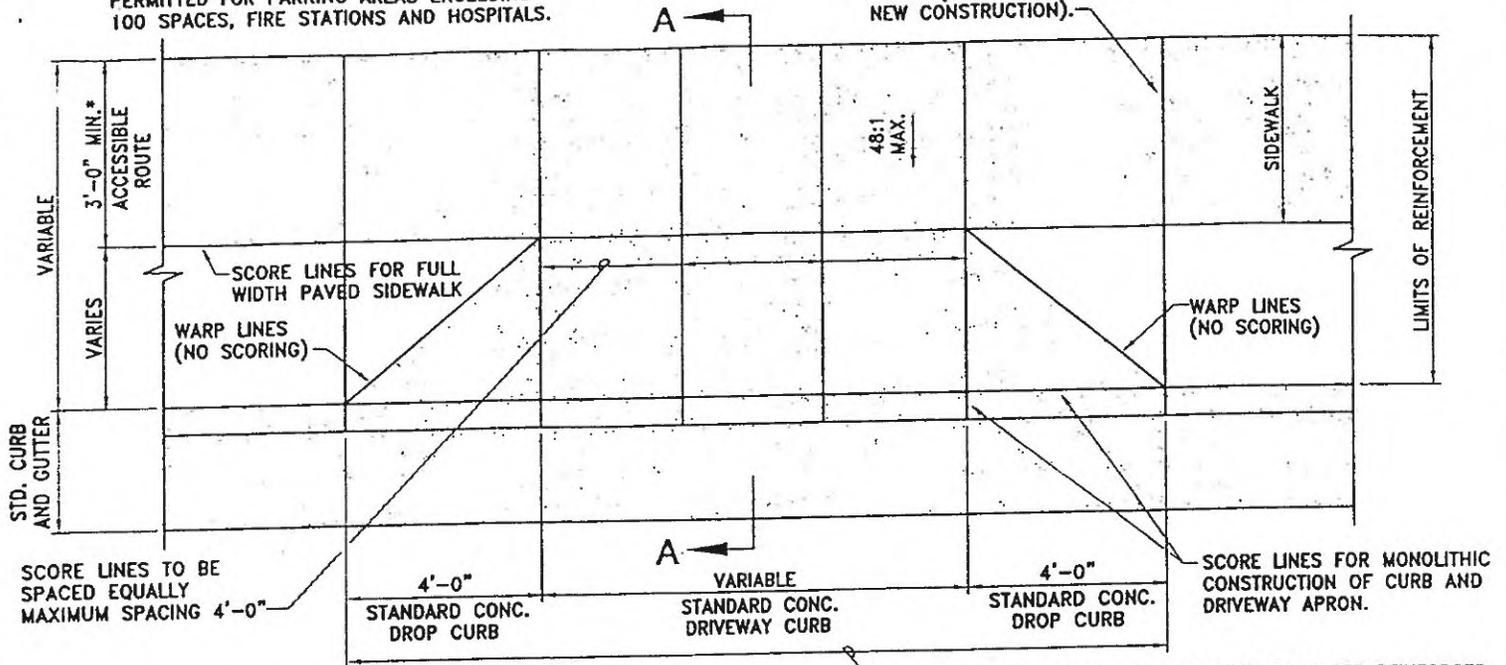
Should there be any questions, please contact our Civil Engineering Branch at 523-4731.

RKF:ky
Attachment

g: curb/dw.std

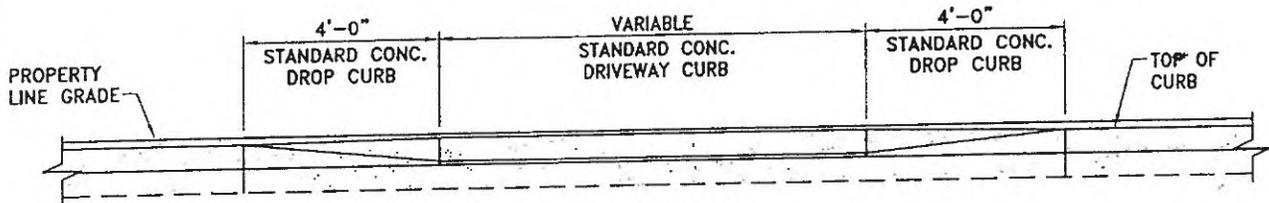
CURB RETURN TYPE DRIVEWAY MAY BE PERMITTED FOR PARKING AREAS EXCEEDING 100 SPACES, FIRE STATIONS AND HOSPITALS.

PROVIDE KEYED JOINTS BOTH SIDES. (SEE DETAIL "A" FOR NEW CONSTRUCTION).



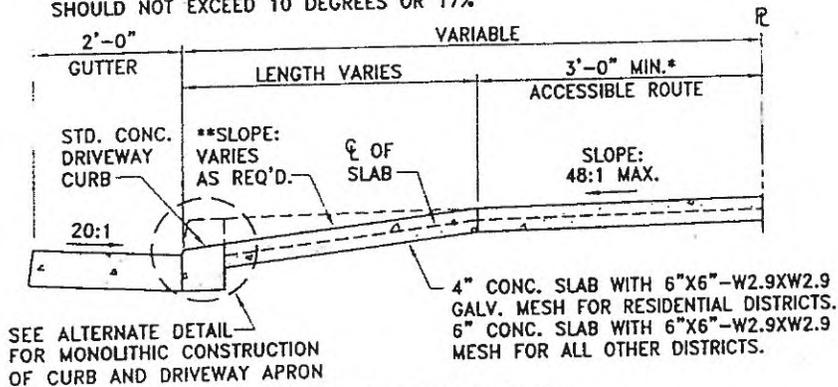
PLAN
SCALE: 1/4"=1'-0"

LIMITS OF REINFORCEMENT. 4" THICK CONCRETE REINFORCED WITH 6"x6"-W2.9XW2.9 GALV. WELDED WIRE FABRIC FOR RESIDENTIAL DISTRICTS. 6" THICK FOR ALL OTHER DISTRICTS. SURFACE SHALL BE BROOM FINISHED.

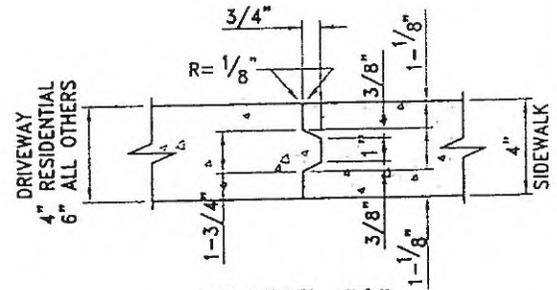


ELEVATION
SCALE: 1/4"=1'-0"

- * MATCH WIDTH OF EXISTING SIDEWALK WHENEVER POSSIBLE
- ** BREAKOVER AND DEPARTURE ANGLES SHOULD NOT EXCEED 10 DEGREES OR 17%



SECTION A-A
SCALE: 3/8"=1'-0"

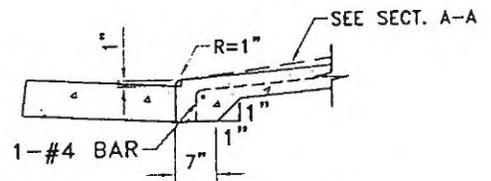


DETAIL "A"
SCALE: 1-1/2"=1'-0"
(NEW CONSTRUCTION)

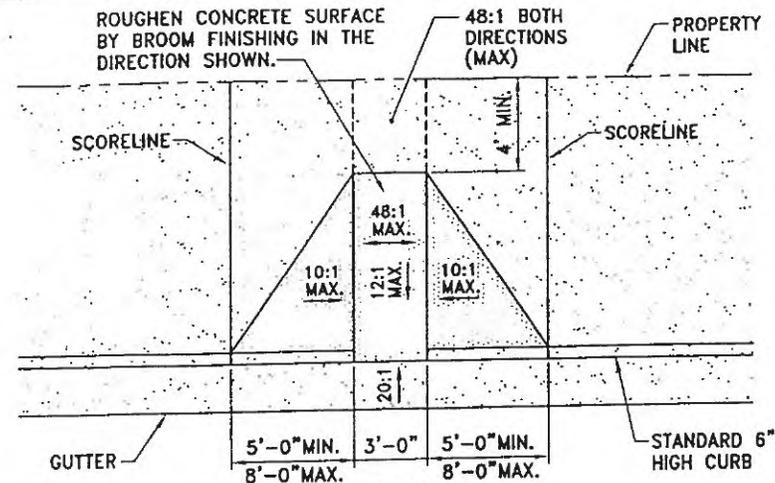
NOTES:

1. FOR EXTENSION TO EXISTING DRIVEWAY, SCORING AND FINISH SHALL MATCH EXISTING SCORING AND FINISH. FOR DRIVEWAY CONSTRUCTED IN BUILT UP AREAS, SCORING CONFORMING TO SCORING AT ADJACENT DRIVEWAYS MAY BE AUTHORIZED.
2. FOR NEW SUBDIVISIONS, PROVIDE CENTERLINE ROADWAY STATIONING TO THE CENTERLINE OF THE DRIVEWAY (APPLICABLE TO STD. DET. R-7).

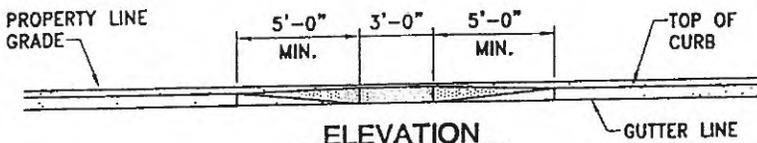
THIS DETAIL IS FOR GUIDANCE ONLY. A DESIGN DETAIL MAY BE REQUIRED FOR EACH SPECIFIC SITE. THE DETAIL MUST COMPLY WITH THE REQUIREMENTS SHOWN.



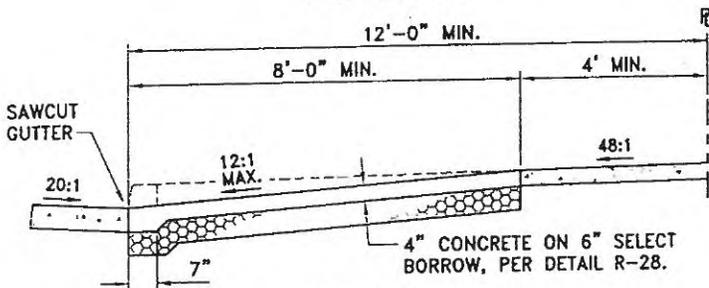
ALTERNATE DETAIL
SCALE: 3/8"=1'-0"



PLAN
SCALE: 1/8"=1'-0"



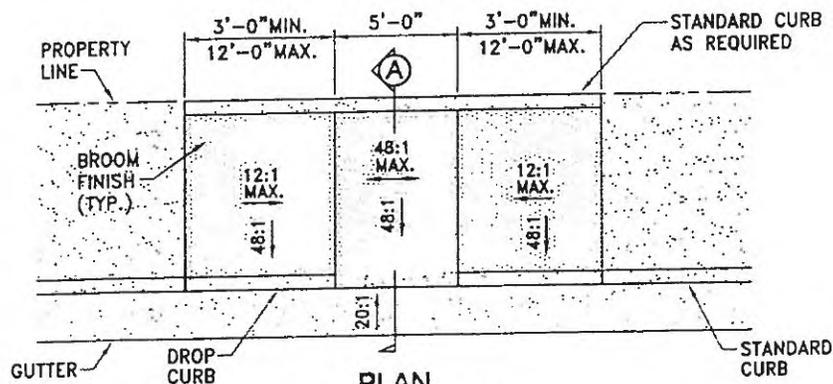
ELEVATION
SCALE: 1/8"=1'-0"



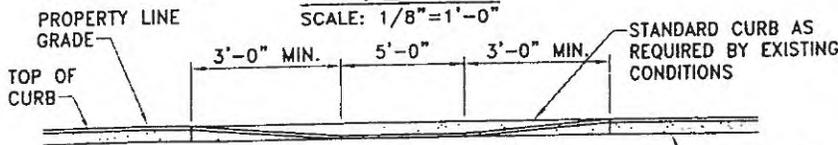
SECTION
SCALE: 1/4"=1'-0"

RAMP FOR 12' MIN. SIDEWALK (TYPE A)

SEE NOTE 5 & 6

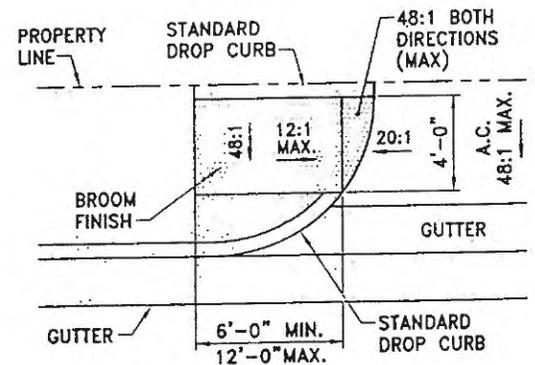


PLAN
SCALE: 1/8"=1'-0"



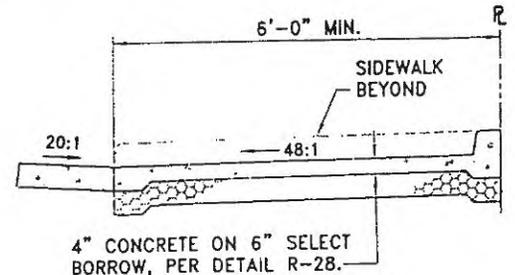
ELEVATION
SCALE: 1/8"=1'-0"

RAMP AT NARROW SIDEWALK- UNDER 12' (TYPE B)



RAMP AT CURBED DRIVEWAY

SCALE: 1/8"=1'-0"



SECTION
SCALE: 1/4"=1'-0"

NOTES

1. WHEN NECESSITATED BY EXISTING PHYSICAL CONDITIONS, CUSTOM-DESIGNED CURB RAMPS SHOULD BE USED SUBJECT TO CITY'S APPROVAL.
2. SUBJECT TO FIELD CONDITIONS, THE CITY SHALL DETERMINE THE FINAL LOCATION OF THE CURB RAMP.
3. AT INTERSECTIONS CURB RAMPS FOR EACH CROSSWALK ARE PREFERRED AND SHALL BE IN LINE AND WITHIN THE CROSSWALK. HOWEVER A SINGLE CURB RAMP FOR DIAGONAL CROSSWALKS CAN BE APPROVED IF THE DESIGN DETAIL IS ACCEPTABLE BY THE CITY.
4. FOR AN EXISTING SIDEWALK, ENTIRE SIDEWALK BETWEEN NEAREST SCORE LINES SHALL BE REMOVED.
5. FOR SIDEWALK WIDTHS LESS THAN 12', USE DETAIL FOR RAMP AT NARROW SIDEWALKS.
6. THIS DETAIL IS INTENDED AS A GUIDELINE FOR NEW CURB RAMP CONSTRUCTION. A SITE SPECIFIC DETAIL THAT MEETS THESE REQUIREMENTS SHALL BE SHOWN ON THE PLANS.
7. IN ADDITION, PASSING SPACES ALONG NEW SIDEWALKS SHALL BE PROVIDED AT MAXIMUM 200' INTERVALS AS REQUIRED BY ADA GUIDELINES. THE PASSING AREA SHALL BE A MINIMUM 5' WIDE BY 5' LONG AS FEASIBLE.
8. NO PULLBOXES, HANDHOLES, MANHOLES, ETC. SHALL BE ALLOWED IF THEY CONTAIN ANY OPENINGS > 1/2" AND ARE OF A POTENTIALLY SLIPPERY SURFACE.
9. TRANSITIONS FROM RAMPS TO GUTTERS AND STREETS SHALL BE FLUSH AND FREE OF ABRUPT CHANGES IN LEVEL. THE CHANGES IN LEVEL. THE MAXIMUM SLOPES OF ADJOINING GUTTERS, ROAD SURFACE IMMEDIATELY ADJACENT TO THE CURB RAMP, OR ACCESSIBLE ROUTE SHALL NOT EXCEED 20:1.