



DISABILITY AND COMMUNICATION ACCESS BOARD

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INTERPRETIVE OPINION

Pursuant to §103-50, Hawaii Revised Statutes (HRS), all buildings and facilities constructed by, or on behalf of the State or any county, shall conform to the Americans with Disabilities Act Accessibility Guidelines (ADAAG) and amendments. In accordance to HRS §103-50 and Chapter 11-217, Hawaii Administrative Rules, the Disability and Communication Access Board has authority to issue interpretive opinions to HRS §103-50 design standards.

Docket: **DCAB 2004-17:** Do the technical specifications for the placement of detectable warnings for curb ramps as recommended below provide equal or greater access than ADAAG Sections 4.7.7 and 4.29?

Summary: The ADAAG Section 4.7.7, Curb Ramps, and the ADAAG Section 4.29.2, Detectable Warnings, published in 1991, contained a requirement for detectable warnings on the walking surfaces of curb ramps. This requirement was temporarily suspended on April 12, 1994, due to concerns raised about the specifications, the availability of complying products, maintenance, usefulness, safety, and the need for further study. In July 1998, the U. S. Access Board published the "ADAAG Design Manual, a guide to the Americans with Disabilities Act" and on January 10, 2001 published the Public Rights-of-Way Access Advisory Committee's "Final Report, Building a True Community". Both documents addressed recommended guidelines for detectable warnings on walking surfaces. When the U.S. Dept. of Justice allowed the temporary suspension for detectable warnings to expire after July 2001, the requirement for detectable warnings on walking surfaces was again required. By using ADAAG Section 2.2 to provide substantially equivalent or greater access, the DCAB 2001-14 Interpretive Opinion: Rul. Eff. October 2001 incorporated the use of these recommendations for detectable warnings on walking surfaces in projects subject to the HRS 103-50 review process.

The U.S. Access Board has since revised the technical criteria for detectable warnings in the "Notice of Availability of Draft Public-Rights-of-Way Accessibility Guidelines, Section 1108, Detectable Warning Surfaces" published June 17, 2002. This publication was issued to facilitate compliance and to accommodate existing detectable warning products that have been deemed to provide an equivalent level of accessibility. The revised specifications are also responsive to concerns that had been raised about the impact of the truncated dome surface on wheelchair maneuvering. The U.S. Access Board believes that the revised specifications, which permit wider dome spacing, an in-line grid pattern, and a smaller surface coverage at curb ramps (24 inches instead of the full ramp length) will further minimize disruptions or hazards to wheelchair traffic.

Ruling: For buildings or facilities subject to HRS § 103-50, the technical specifications for and the placement of detectable warnings for curbs ramps as recommended below provides greater access than ADAAG Sections 4.7.7 and 4.29.2.

ADAAG Section 4.29.2, Detectable Warnings on Walking Surfaces.

General. Detectable warnings shall consist of a surface of truncated domes aligned in a square grid pattern.

Dome Size. Truncated domes in a detectable warning surface shall have a base diameter of 0.9 inches (23 mm) minimum to 1.4 inches (36 mm) maximum, a top diameter of 50 percent of the base diameter minimum to 65 percent of the base diameter maximum, and a nominal height of 0.2 inches (5.1 mm).

Dome Spacing. Truncated domes in a detectable warning surface shall have a center-to-center spacing of 1.6 inches (41mm) minimum and 2.4 inches (61mm) maximum, and a base-to-base spacing of 0.65 inches (71 mm) minimum, measured between the most adjacent domes on a square grid

Contrast. Detectable warning surfaces shall contrast visually with adjacent walking surfaces either light-on-dark or dark-on-light, or the detectable warning shall be “safety yellow”.

Size. Detectable warning surfaces shall extend 24 inches (610 mm) minimum in the direction of travel and the full width of the curb ramp, landing, or blended transition.

Location.

Curb Ramps and Blended Transitions. The detectable warning surface shall be located so that the edge nearest the curb line is 6 inches (150 mm) minimum and 8 inches (205 mm) maximum from the curb line.

[Rul: 09/16/04] (Auth and Imp: HRS §103-50)

If you have any questions or comments regarding this ruling, please call us at 586-8121.

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