



BIENNIAL REPORT 112th CONGRESS

AMERICANS WITH DISABILITIES ACT INSPECTIONS RELATING TO PUBLIC SERVICES AND ACCOMMODATIONS



Office of Compliance

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Accessibility in the Legislative Branch – Report on Americans with Disabilities Act Inspections Relating to Public Services and Accommodations during the 112th Congress

Executive Summary

The OOC ADA inspections during the 112th Congress focused on the exterior areas of the Library of Congress and Senate Office Buildings. Our inspections found a total of 398 barriers to access for people with disabilities to these buildings, and to the programs, services and activities provided within them. Of these 398 barriers, 201 barriers or approximately 50% raised safety concerns because of substantial deviations from the ADA Standards. These findings are slightly better than what was found during the 111th Congress when the OOC ADA inspections focused on the exterior areas of the primary House Office Buildings and found that 55% (84 out of 154) of the barriers raised safety concerns.

Similar to what we found during the 111th Congress ADA inspections, most of the barriers to access are created by curb ramps that do not comply with the ADA Standards (38% of the barriers) and by abrupt vertical changes along the sidewalk routes caused by cracks, holes, raised or depressed slabs, and gaps in expansion joints (36% of the barriers). The existence of so many noncompliant curb ramps suggests the need for more vigilance in the design and construction of curb ramps that comply with the standards. Similarly, the existence of a large number of abrupt vertical changes in the sidewalk surfaces suggests that need for better inspection and maintenance of the sidewalks themselves.

ADA Access under the Congressional Accountability Act

The Congressional Accountability Act of 1995 (CAA), 2 U.S.C. § 1301, *et seq.*, applies the Americans with Disabilities Act (ADA) to the legislative branch. Under the CAA, the Office of Compliance (OOC), an independent legislative branch office, enforces the ADA. 2 U.S.C. §§ 1311 & 1331. The OOC's General Counsel enforces Titles II and III of the ADA, providing for access to public services and accommodations by individuals with disabilities. See CAA, 2 U.S.C. § 1331. This right to access includes access to the buildings and facilities where these services and accommodations are provided and access to the representatives, committees, agencies, and staff who provide these services and accommodations. The General Counsel conducts biennial inspections of the legislative branch to ascertain compliance with the ADA and reports these findings to Congress. 2 U.S.C. § 1331(f)(1). This Report to Congress, and to the entities responsible for correcting violations, presents the findings of the inspections conducted during the 112th Congress.

The OOC ADA Inspection Program during the 112th Congress

Beginning with the 111th Congress, the OOC implemented an approach to ADA compliance used by most public and private organizations covered by the ADA. This approach involves surveying all facilities to: (1) identify the barriers to access; (2) assess the severity of each barrier to quantify the need for removal; and (3) evaluate potential solutions to the barriers based upon cost and need. During the 112th Congress, the OOC continued its contractual relationship with Evan Terry Associates, P.C. (“ETA”) to further implement a barrier-removal survey approach on the Capitol Hill campus.

In an effort to make the most of the limited OOC inspection resources, during the 112th Congress, the OOC continued with its overall inspection plan to evaluate accessible paths and entrances to buildings. When evaluating accessibility, the first question that is usually asked is whether people with disabilities can get to and into the facilities where programs, services and activities are being provided. This involves assessing the pathways between public transportation drop-off points and entrances.

During the 111th Congress, the OOC focused on the pathways surrounding the House Office Buildings. During the 112th Congress, the OOC inspected the pathways surrounding the Library of Congress Buildings and the Senate Office Buildings. The findings from each of these inspections were provided to covered offices in a detailed report, with photos, describing each barrier. Each barrier was assessed by severity and potential solutions to the barrier were evaluated and presented. Findings from these surveys are included in this report to Congress together with any responses the OOC has received from the employing offices.

The AOC’s Response to Our ADA Findings from the 111th Congress

In response to our ADA inspection findings from the 111th Congress, the AOC has developed a strategy to remove the barriers to access that have been identified. This strategy has been described to us as follows:

Once identified, each barrier is assessed:

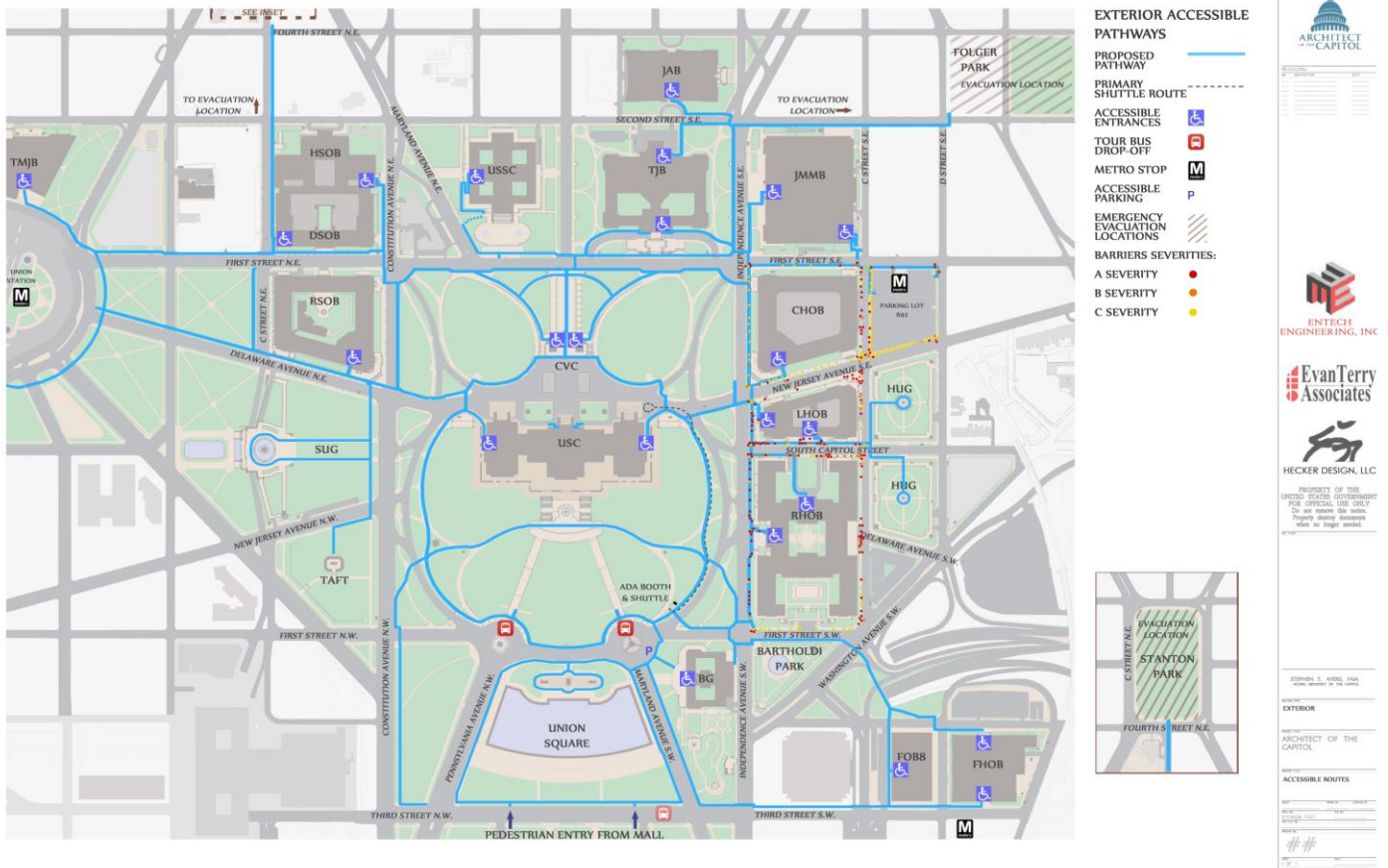
1. If the barrier can be quickly and inexpensively removed, action is taken (e.g. trimming tree branches).
2. If the barrier can be addressed as part of funded maintenance activity (e.g. a planned sidewalk replacement), action is taken as part of the activity.
3. If the barrier requires funding to resolve, the AOC looks at the criticality (e.g. is it a safety hazard?) and the most efficient and cost effective mechanism to address the barrier. For example, the AOC considers:
 - a. if the barrier remediation can be added to an existing line item capital improvements program (LICP) construction project via scope expansion (requires available funding) or

- b. whether multiple barriers should be combined into a new LICP project and funding requested in our next annual budget submission. In this case, the ADA project would compete against all other AOC projects and would be unlikely to be funded due to limited resources and higher priorities (e.g. safety, security, failing infrastructure, etc.)

Using steps 1 and 2 above, the AOC reports that it has been able to remove approximately 35% of the barriers identified by the OOC during the 111th Congress.

In addition, the AOC has reported that, within the last year and with the help of consultants, it has defined an accessible pathway from each of the public transportation drop off points to each of the buildings on the Capitol Hill campus. Barriers that pose safety hazards and that are on the accessible pathway will be prioritized for abatement. The AOC is currently in the process of correlating each ADA barrier as to whether it falls on or off the defined accessible pathway, developing a proposed approach (following 1, 2 or 3a above), and then an estimated cost and schedule for removal (based on the approach chosen). This is a time consuming process that requires careful planning, evaluation of alternatives, and may, in some instances, include obtaining buy-in from Congressional oversight. The AOC expects this process to be complete for the 111th Congress findings in 2014, and is seeking funding for a similar 112th Congress findings effort.

The accessible pathway map developed by the AOC is reproduced below:



In response to the draft version of this report, the AOC has also identified other significant ADA access improvements made during the 111th and 112th Congresses. These improvements are described in the letter and tables reproduced in Appendix A to this Report.¹ The letter provided in response to the draft report also suggests some improvements to the ADA inspection process. In response to these suggestions, we have worked with the AOC to improve the process during the 113th Congress by: (1) inviting more AOC involvement in the ADA inspections by providing better notification of inspections; (2) adding GPS data to our photos so that the AOC can more easily locate the area depicted in outside photographs; and (3) including more data in the spreadsheets and reports that are provided to the AOC.

In a further response to our draft report, the AOC provided spreadsheets (included as Appendix B to the Report) that report on the status (as of April 7, 2014) of each of the barriers identified by the AOC during the 111th and 112th Congresses. In the spreadsheet for the 111th Congress, the AOC identified seven barrier findings as “contested.” Similarly, in the spreadsheets for the 112th Congress, the AOC identified five barrier findings as “contested.” We are working with the AOC to resolve them.

Sidewalk and Curb Ramp Barriers

Most employees, constituents and visitors to the Library of Congress Buildings and the Senate Office Buildings cannot access the services, programs and activities provided at these locations without using the sidewalks surrounding the buildings. The existing sidewalks are difficult for people with disabilities to navigate because most of the curb ramps have one or more of the following deficiencies (which we refer to as “barriers” or “barriers to access” in the report):

- the ramp is too steep or pitches people sideways;
- there are cracks and gaps on the ramp that are too deep and or too wide;
- the ramp contains abrupt changes in level;
- the landings are too small, improperly located or accumulate water; and
- the bumps on the bottom of the ramp used for cane detection are worn or missing.

Each of these barriers poses different challenges for people with disabilities:

- When the ramp is too steep, a wheelchair going down the ramp can flip forward at the bottom of the ramp when the foot rest catches on the ground where the ramp meets the street. Conversely, when going up a ramp that is too steep, a wheelchair can flip backwards due to the abrupt changes in grade.
- When the curb ramp slopes steeply sideways (the cross slope), wheelchairs can fall over sideways or be pushed out of the crosswalk and into traffic.

¹ While the letter indicates that a separate letter will be provided with the final report, the AOC has decided not to submit a separate letter.

- Deep or wide cracks and gaps can trap the small steering wheels on wheelchairs or the even smaller anti-tip wheels on motorized wheelchairs and thereby cause stability and control problems.
- The stability of wheelchairs can also be affected by abrupt changes in level which can occur, for example, when the edges of concrete slabs are raised or lowered by the heaving or settling caused by tree roots or frost.
- Inadequate landings can affect the stability of the wheelchair or make it difficult to enter or exit the curb ramp.
- Finally, people who use canes because of vision impairments use the truncated domes on curb ramps to detect the presence of the ramp. When the domes wear down or are missing, they need to be replaced or installed so that they can be detected by those using canes.

Out of the 50 curb ramps surveyed by the OOC:

- 31 have running slopes that are too steep on the ramp or on the landings,
- 9 have sideway (cross) slopes that are too steep on the ramp or on the landings,
- 24 have joints and cracks that are too wide or too deep or transitions that are too high,
- 13 have landings that are too small or not designed to prevent water accumulation,
- 5 are not properly located wholly within the marked cross walk, and
- 11 have cane-detectable bumps (truncated domes) that are worn, missing or inadequate.²

The OOC ADA inspections found additional barriers to access on the sidewalks themselves. The sidewalk barriers include the following:

- Abrupt changes in level of sidewalk surfaces;
- Sidewalk portions with steep sideway (cross) slopes; and
- Protruding objects.

These sidewalk barriers limit access for the following reasons:

- When the vertical height of the surface material changes abruptly, such as at the uneven joints between concrete slabs or at grooves, cracks or holes in the surface, ambulatory pedestrians can trip, wheelchair casters can catch (causing the chair to abruptly stop) and people who are blind or have impaired vision can fail to anticipate the change and fall.
- Steep sideway (cross) slopes make it difficult for people using wheelchairs and some pedestrians to keep their lateral balance because they must work against the force of gravity. Severe cross slopes can also cause wheelchairs to veer to the side, which increases the risk of rolling into the street; and

² The total exceeds 28 because some ramps have multiple deficiencies.

- Objects such as tree limbs, ledges, and signs that protrude into the sidewalk corridor between 27 inches and 80 inches above the ground are difficult for cane users to detect thereby creating barriers for people who are blind or have vision impairments.

The sidewalk inspections found:

- 144 sidewalk areas with abrupt level changes;
- 39 sidewalk areas with steep cross slopes;
- 20 areas with protruding objects; and
- 9 barriers on exterior ramps providing building access.

Severity Codes

When conducting an ADA survey, the OOC classifies each barrier to access that is discovered using a “severity code” that is determined by how severely the barrier deviates from the ADA Standards and the effect of this deviation.

ADA Barrier Severity Codes	
A	Safety Consideration
B	Blocks Access
C	Major Inconvenience
D	Minor Inconvenience

Consistent with how ADA surveys are usually conducted for private corporations and public units of government, the OOC does not record “D” severities because the deviation from the ADA standards has little impact upon accessibility and therefore the cost to correct the deviation usually far exceeds any benefit that would be achieved from correcting the deviation.

Overview of Barriers Found during the 112th Congress ADA Inspections

Tables 1 and 2 provide a breakdown of the number of barriers found during the 112th Congress by type and severity code. Table 1 shows the barriers for the sidewalks surrounding the Library of Congress Buildings and Table 2 shows the barriers for sidewalks surrounding the Senate Office Buildings.

Table 1. Number of ADA Barriers on Sidewalks Surrounding Library of Congress Buildings.

	Adams	Jefferson	Madison	Total Barriers
Total Exterior Pathway Barriers	55	93	85	233
Code A = Safety Consideration	25	47	47	119

	Adams	Jefferson	Madison	Total Barriers
Code B = Blocks Access	14	18	12	44
Code C = Major Inconvenience	16	29	26	70
Curb Ramp Barriers	18	36	42	96
Code A = Safety Consideration	8	18	33	59
Code B = Blocks Access	3	5	5	13
Code C = Major Inconvenience	7	13	4	24
Vertical Change/Surface Barriers	27	23	20	70
Code A = Safety Consideration	14	16	7	37
Code B = Blocks Access	4	0	0	4
Code C = Major Inconvenience	9	7	13	29
Exterior Ramp Barriers	9	4	3	16
Code A = Safety Consideration	3	2	2	7
Code B = Blocks Access	6	1	1	8
Code C = Major Inconvenience	0	1	0	1
Protruding Objects & Other Obstructions	0	1	9	10
Code A = Safety Consideration	0	1	3	4
Code B = Blocks Access	0	0	2	2
Code C = Major Inconvenience	0	0	4	4
Cross Slope & Slope Barriers	0	24	7	31
Code A = Safety Consideration	0	9	2	11
Code B = Blocks Access	0	10	2	12
Code C = Major Inconvenience	0	5	3	8
Parking , Bus Loading & Dining Space Barriers	1	4	4	9

	Adams	Jefferson	Madison	Total Barriers
Code A = Safety Consideration	0	1	0	1
Code B = Blocks Access	1	2	2	5
Code C = Major Inconvenience	0	1	2	3

Table 2. Number of ADA Barriers on Sidewalks Surrounding Senate Office Buildings.

	Dirksen	Hart	Russell	Total Barriers
Total Exterior Pathway Barriers	57	44	65	165
Code A = Safety Consideration	29	21	32	82
Code B = Blocks Access	2	6	5	13
Code C = Major Inconvenience	26	17	27	70
Curb Ramp Barriers	15	16	24	55
Code A = Safety Consideration	8	8	12	28
Code B = Blocks Access	1	5	0	6
Code C = Major Inconvenience	6	3	12	21
Vertical Change/Surface Barriers	33	13	28	74
Code A = Safety Consideration	16	1	17	34
Code B = Blocks Access	0	0	0	0
Code C = Major Inconvenience	17	12	11	40
Exterior Ramp Barriers	0	6	2	8
Code A = Safety Consideration	0	5	1	6
Code B = Blocks Access	0	1	1	2
Code C = Major Inconvenience	0	0	0	0
Protruding Objects & Other Obstructions	4	3	3	10
Code A = Safety Consideration	3	2	0	5

	Dirksen	Hart	Russell	Total Barriers
Code B = Blocks Access	0	0	0	0
Code C = Major Inconvenience	1	1	3	5
Cross Slope & Slope Barriers	5	6	7	18
Code A = Safety Consideration	2	5	2	9
Code B = Blocks Access	1	0	4	5
Code C = Major Inconvenience	2	1	1	4

Curb Ramp Barriers Identified by the OOC

The OOC’s biennial ADA inspections found that none of the curb ramps on the sidewalks surrounding the Library of Congress and Senate Office Buildings comply with either the 1991 and 2010 standards. In approximately 41% of the cases, the deviation from the standard is severe enough to be classified as an “A” severity – which means that the condition of these ramps raises safety concerns.

Tables 3 and 4 summarize the findings and solutions for the curb ramps on the sidewalks surrounding the Library of Congress and Senate Office Buildings.

Table 3. Curb Ramp Barriers and Solutions – ADA Inspections of Sidewalks Surrounding Library of Congress Buildings.

Building Name	Curb Ramp No.	Existing Condition	Barrier	Possible Solution	Estimated Removal Cost	SEV Code
ADAMS	1	CURB RAMP SLOPES 10.2%	Slope of existing curb ramp in the direction of travel exceeds 1:12 (8.3%);	Remove existing noncompliant curb ramp and replace with a compliant curb ramp.	\$14,825.00	B
ADAMS	1	SLAB JOINT 3/4" WIDE AND 1/2" DEEP	Existing curb ramp and/or expansion joint has openings greater than 1/2" in direction of travel;	Repair and/or fill curb ramp cracks and/or expansion joints.	\$948.80	C
ADAMS	1	NO DETECTABLE WARNINGS AT CURB RAMP IN PROW	Curb ramp does not have detectable warnings;	Install compliant detectable warning extending the full width of curb ramp (excluding flared sides), 24" deep, and 6" back from the curb line. Coordinate with requirements for contrasting finish and level changes at walking surfaces.	\$3,558.00	A
ADAMS	1	BOTTOM LANDING SLOPES 7.7%	Counter slopes of adjoining gutters or road surfaces immediately adjacent to curb ramp or accessible route exceed 5% (1:20) slope;	Alter existing sidewalk, gutter and/or street to reduce slope to 1:20 (5%) or less.	\$853.92	A
ADAMS	2	CURB RAMP SLOPES 9.6%	Slope of existing curb ramp in the direction of travel exceeds 1:12 (8.3%);	Remove existing noncompliant curb ramp and replace with a compliant curb ramp.	\$14,825.00	C
ADAMS	2	TRANSITION 1/2" HIGH	Existing vertical transition is higher than 1/2", or is between 1/4" and 1/2" but not beveled, or slope at existing beveling is greater than 1:2;	Alter existing curb ramp, sidewalk, gutter and/or street to provide a compliant transition.	\$1,304.60	C

Building Name	Curb Ramp No.	Existing Condition	Barrier	Possible Solution	Estimated Removal Cost	SEV Code
ADAMS	2	SLAB JOINT 3/4" WIDE AND 1/2" DEEP	Existing curb ramp and/or expansion joint has openings greater than 1/2" in direction of travel:	Repair and/or fill curb ramp cracks and/or expansion joints.	\$593.00	C
ADAMS	2	LANDING NOT DESIGNED TO PREVENT ACCUMULATION OF WATER	Curb ramp landing are not designed to prevent accumulation of water:	Modify existing curb ramp and adjacent surfaces as necessary to provide a compliant landing.	\$4,447.50	B
ADAMS	2	NO DETECTABLE WARNINGS AT CURB RAMP IN PROW	Curb ramp does not have detectable warnings:	Install compliant detectable warning extending the full width of curb ramp (excluding flared sides), 24" deep, and 6" back from the curb line. Coordinate with requirements for contrasting finish and level changes at walking surfaces.	\$3,558.00	A
ADAMS	2	BOTTOM LANDING SLOPES 7.2%	Counter slopes of adjoining gutters or road surfaces immediately adjacent to curb ramp or accessible route exceed 5% (1:20) slope:	Alter existing sidewalk, gutter and/or street to reduce slope to 1:20 (5%) or less.	\$853.92	A
ADAMS	3	LANDINGS NOT DESIGNED TO PREVENT ACCUMULATION OF WATER	Curb ramp landing are not designed to prevent accumulation of water:	Modify existing curb ramp and adjacent surfaces as necessary to provide a compliant landings.	\$4,447.50	B
ADAMS	3	DETERIORATED DETECTABLE WARNINGS	Detectable warnings at curb ramp are noncompliant (required: raised truncated domes with a 0.9" to 1.4" base diameter, top diameter 50% of base diameter minimum to 65% of base diameter maximum, 0.2" high, a center-to-center spacing of 1.6" to 61", base-to-base spacing .65" minimum measured between most adjacent domes):	Remove or cover existing detectable warning. Install compliant detectable warning extending the full width of curb ramp (excluding flared sides), 24" deep, and 6" back from the curb line. Coordinate with requirements for contrasting finish and level changes at walking surfaces.	\$3,558.00	C
ADAMS	4	SIDE FLARES SLOPE 33.4% AND 37.7%	Slope of existing curb ramp side flares exceeds 10% (1:10) and/or flared sides are part of the accessible route:	Modify existing curb ramp and adjacent surfaces as necessary to provide compliant side flares.	\$4,447.50	A
ADAMS	4	DETECTABLE WARNINGS 0" FROM CURB LINE	Detectable warning at curb ramp is not 6" back from the curb line, is not 24" deep in the direction of travel, and/or does not cover the full width of curb ramp (excluding flared sides, landing, or blended transition:	Install additional detectable warning extending the full width of the curb ramp (excluding flared sides), 24" deep, and 6" back from the curb line. Coordinate with requirements for contrasting finish and level changes at walking surfaces.	\$3,558.00	C
ADAMS	5	SLAB JOINT 5/8" WIDE AND 3/4" DEEP	Existing curb ramp and/or expansion joint has openings greater than 1/2" in direction of travel:	Repair and/or fill curb ramp cracks and/or expansion joints.	\$177.90	A
ADAMS	5	SIDE FLARES SLOPE 47.3%	Slope of existing curb ramp side flares exceeds 10% (1:10) and/or flared sides are part of the accessible route:	Modify existing curb ramp and adjacent surfaces as necessary to provide compliant side flares.	\$4,447.50	A
ADAMS	5	DETECTABLE WARNINGS 0" FROM CURB LINE	Detectable warning at curb ramp is not 6" back from the curb line, is not 24" deep in the direction of travel, and/or does not cover the full width of curb ramp (excluding flared sides, landing, or blended transition:	Install additional detectable warning extending the full width of the curb ramp (excluding flared sides), 24" deep, and 6" back from the curb line. Coordinate with requirements for contrasting finish and level changes at walking surfaces.	\$3,558.00	C
MADISON	41	CURB RAMP SLOPES 13.7%	Slope of existing curb ramp in the direction of travel exceeds 1:12 (8.3%):	Remove existing noncompliant curb ramp and replace with a compliant curb ramp.	\$14,825.00	A
MADISON	41	BOTTOM LANDING SLOPES 13.4%	Counter slopes of adjoining gutters or road surfaces immediately adjacent to curb ramp or accessible route exceed 5% (1:20) slope:	Alter existing sidewalk, gutter and/or street to reduce slope to 1:20 (5%) or less.	\$853.92	A
MADISON	42	CURB RAMP SLOPES 16.8%	Slope of existing curb ramp in the direction of travel exceeds 1:12 (8.3%):	Remove existing noncompliant curb ramp and replace with a compliant curb ramp.	\$14,825.00	A
MADISON	42	BOTTOM LANDING SLOPES 8.3%	Counter slopes of adjoining gutters or road surfaces immediately adjacent to curb ramp or accessible route exceed 5% (1:20) slope:	Alter existing sidewalk, gutter and/or street to reduce slope to 1:20 (5%) or less.	\$853.92	A
MADISON	43	CURB RAMP CROSS SLOPE 5.6%	Cross slope of existing curb ramp (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Remove existing noncompliant curb ramp and replace with a compliant ramp.	\$14,825.00	A
MADISON	43	TOP LANDING 12" DEEP	No top landing provided or existing landing is less than 36" deep and/or less than the width of the curb ramp leading to the landing (excluding flared sides):	Landing space is limited. Remove existing curb ramp and install a double-sided (parallel) curb ramp with slope no greater than 1:12 (8.33%).	\$22,237.50	B
MADISON	43	15" CLEAR AT BOTTOM OF CURB RAMP	Bottom of diagonal, or corner-type, curb ramp does not have a 48" minimum clear space at the bottom of the ramp outside active traffic lanes of roadway:	Alter diagonal curb ramp and/or adjacent areas to provide a 48" minimum clear space at the bottom of the ramp outside active traffic lanes of roadway.	\$4,300.00	A
MADISON	44	CURB RAMP SLOPES 14.4%	Slope of existing curb ramp in the direction of travel exceeds 1:12 (8.3%):	Remove existing noncompliant curb ramp and replace with a compliant curb ramp.	\$14,825.00	A

Building Name	Curb Ramp No.	Existing Condition	Barrier	Possible Solution	Estimated Removal Cost	SEV Code
MADISON	44	TOP LANDING 33" DEEP	No top landing provided or existing landing is less than 36" deep and/or less than the width of the curb ramp leading to the landing (excluding flared sides):	Landing space is limited. Remove existing curb ramp and install a double-sided (parallel) curb ramp with slope no greater than 1:12 (8.33%).	\$22,237.50	B
MADISON	44	12" CLEAR AT BOTTOM OF CURB RAMP	Bottom of diagonal, or corner-type, curb ramp does not have a 48" minimum clear space at the bottom of the ramp outside active traffic lanes of roadway:	Alter diagonal curb ramp and/or adjacent areas to provide a 48" minimum clear space at the bottom of the ramp outside active traffic lanes of roadway.	\$4,328.90	A
MADISON	45	CURB RAMP CROSS SLOPE 6.4%	Cross slope of existing curb ramp (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Remove existing noncompliant curb ramp and replace with a compliant ramp.	\$14,825.00	A
MADISON	45	TOP LANDING 19" DEEP	No top landing provided or existing landing is less than 36" deep and/or less than the width of the curb ramp leading to the landing (excluding flared sides):	Landing space is limited. Remove existing curb ramp and install a double-sided (parallel) curb ramp with slope no greater than 1:12 (8.33%).	\$22,237.50	B
MADISON	45	17" CLEAR AT BOTTOM OF CURB RAMP	Bottom of diagonal, or corner-type, curb ramp does not have a 48" minimum clear space at the bottom of the ramp outside active traffic lanes of roadway:	Alter diagonal curb ramp and/or adjacent areas to provide a 48" minimum clear space at the bottom of the ramp outside active traffic lanes of roadway.	\$4,328.90	A
MADISON	45	BOTTOM LANDING CROSS SLOPE 6.3%	Slope of existing exterior route at landing of curb ramp in sidewalk is greater than 1:20 (5%):	Alter existing exterior route to reduce slope to 1:20 (5%) or less.	\$1,423.20	A
MADISON	46	CURB RAMP CROSS SLOPE 7.1%	Cross slope of existing curb ramp (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Remove existing noncompliant curb ramp and replace with a compliant ramp.	\$14,825.00	A
MADISON	46	TOP LANDING 21" DEEP	No top landing provided or existing landing is less than 36" deep and/or less than the width of the curb ramp leading to the landing (excluding flared sides):	Landing space is limited. Remove existing curb ramp and install a double-sided (parallel) curb ramp with slope no greater than 1:12 (8.33%).	\$22,237.50	B
MADISON	46	17" CLEAR AT BOTTOM OF CURB RAMP	Bottom of diagonal, or corner-type, curb ramp does not have a 48" minimum clear space at the bottom of the ramp outside active traffic lanes of roadway:	Alter diagonal curb ramp and/or adjacent areas to provide a 48" minimum clear space at the bottom of the ramp outside active traffic lanes of roadway.	\$4,328.90	A
MADISON	46	BOTTOM LANDING CROSS SLOPE 6.9%	Slope of existing exterior route at landing of curb ramp in sidewalk is greater than 1:20 (5%):	Alter existing exterior route to reduce slope to 1:20 (5%) or less.	\$1,423.20	A
MADISON	47	TRANSITION 1/2" HIGH	Existing vertical transition is higher than 1/2", or is between 1/2" and 1/2" but not beveled, or slope at existing beveling is greater than 1:2:	Alter existing curb ramp, sidewalk, gutter and/or street to provide a compliant transition.	\$1,304.60	A
MADISON	47	BOTTOM LANDING SLOPES 6.8%	Counter slopes of adjoining gutters or road surfaces immediately adjacent to curb ramp or accessible route exceed 5% (1:20) slope:	Alter existing sidewalk, gutter and/or street to reduce slope to 1:20 (5%) or less.	\$853.92	A
MADISON	48	CURB RAMP SLOPES 15.2%	Slope of existing curb ramp in the direction of travel exceeds 1:12 (8.3%):	Remove existing noncompliant curb ramp and replace with a compliant curb ramp.	\$14,825.00	A
MADISON	49	CURB RAMP CROSS SLOPE 6.6%	Cross slope of existing curb ramp (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Remove existing noncompliant curb ramp and replace with a compliant ramp.	\$14,825.00	A
MADISON	49	TOP LANDING 27" DEEP	No top landing provided or existing landing is less than 36" deep and/or less than the width of the curb ramp leading to the landing (excluding flared sides):	Landing space is limited. Remove existing curb ramp and install a double-sided (parallel) curb ramp with slope no greater than 1:12 (8.33%).	\$22,237.50	B
MADISON	49	18" CLEAR AT BOTTOM OF CURB RAMP	Bottom of diagonal, or corner-type, curb ramp does not have a 48" minimum clear space at the bottom of the ramp outside active traffic lanes of roadway:	Alter diagonal curb ramp and/or adjacent areas to provide a 48" minimum clear space at the bottom of the ramp outside active traffic lanes of roadway.	\$4,328.90	A
MADISON	50	CURB RAMP SLOPES 12.5%	Slope of existing curb ramp in the direction of travel exceeds 1:12 (8.3%):	Remove existing noncompliant curb ramp and replace with a compliant curb ramp.	\$14,825.00	A
MADISON	50	15" CLEAR AT BOTTOM OF CURB RAMP	Bottom of diagonal, or corner-type, curb ramp does not have a 48" minimum clear space at the bottom of the ramp outside active traffic lanes of roadway:	Alter diagonal curb ramp and/or adjacent areas to provide a 48" minimum clear space at the bottom of the ramp outside active traffic lanes of roadway.	\$4,328.90	A
MADISON	51	CURB RAMP SLOPES 10.8%	Slope of existing curb ramp in the direction of travel exceeds 1:12 (8.3%):	Remove existing noncompliant curb ramp and replace with a compliant curb ramp.	\$14,825.00	C
MADISON	51	TRANSITION 1/2" HIGH	Existing vertical transition is higher than 1/2", or is between 1/2" and 1/2" but not beveled, or slope at existing beveling is greater than 1:2:	Alter existing curb ramp, sidewalk, gutter and/or street to provide a compliant transition.	\$1,304.60	A

Building Name	Curb Ramp No.	Existing Condition	Barrier	Possible Solution	Estimated Removal Cost	SEV Code
MADISON BUILDING	51	TRANSITION 1/2" HIGH	Existing vertical transition is higher than 1/2", or is between 1/4" and 1/2" but not beveled, or slope at existing beveling is greater than 1:2:	Alter existing curb ramp, sidewalk, gutter and/or street to provide a compliant transition.	\$1,304.60	A
MADISON	51	CURB RAMP AT MARKED CROSSING IS NOT WITHIN MARKINGS	Existing curb ramp (excluding side flares) is not located wholly within marked crossing:	Alter/enlarge crosswalk such that curb ramp is located wholly within marked crossing.	\$4,328.9	C
MADISON	52	CURB RAMP SLOPES 12.0%	Slope of existing curb ramp in the direction of travel exceeds 1:12 (8.3%):	Remove existing noncompliant curb ramp and replace with a compliant curb ramp.	\$14,825.00	C
MADISON	52	TRANSITION 1/2" HIGH	Existing vertical transition is higher than 1/2", or is between 1/4" and 1/2" but not beveled, or slope at existing beveling is greater than 1:2:	Alter existing curb ramp, sidewalk, gutter and/or street to provide a compliant transition.	\$1,304.60	A
MADISON	52	SLAB JOINT >1/2" WIDE AND >1/4" DEEP	Existing curb ramp and/or expansion joint has openings greater than 1/2" in direction of travel:	Repair and/or fill curb ramp cracks and/or expansion joints.	\$593.00	A
MADISON	52	BOTTOM LANDING SLOPES 7.9%	Counter slopes of adjoining gutters or road surfaces immediately adjacent to curb ramp or accessible route exceed 5% (1:20) slope:	Alter existing sidewalk, gutter and/or street to reduce slope to 1:20 (5%) or less.	\$853.92	C
MADISON	53	SLAB JOINTS >1/2" WIDE AND >1/4" DEEP	Existing curb ramp and/or expansion joint has openings greater than 1/2" in direction of travel:	Repair and/or fill curb ramp cracks and/or expansion joints.	\$889.50	A
MADISON	54	CURB RAMP CROSS SLOPE 6.9%	Cross slope of existing curb ramp (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Remove existing noncompliant curb ramp and replace with a compliant ramp.	\$14,825.00	A
MADISON	54	BOTTOM LANDING SLOPES 12.8%	Counter slopes of adjoining gutters or road surfaces immediately adjacent to curb ramp or accessible route exceed 5% (1:20) slope:	Alter existing sidewalk, gutter and/or street to reduce slope to 1:20 (5%) or less.	\$853.92	A
MADISON	55	CURB RAMP SLOPES 16.6%	Slope of existing curb ramp in the direction of travel exceeds 1:12 (8.3%):	Remove existing noncompliant curb ramp and replace with a compliant curb ramp.	\$14,825.00	A
MADISON	55	1"+ TRANSITION AT BOTTOM LANDING OF CURB RAMP	Adjacent surfaces at transitions from curb ramp to walks, gutters, and streets are not at same level:	Alter existing transition from curb to sidewalk, gutter and/or street to be at same level.	\$853.92	A
MADISON	56	CURB RAMP CROSS SLOPE 5.3%	Cross slope of existing curb ramp (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Remove existing noncompliant curb ramp and replace with a compliant ramp.	\$14,825.00	A
MADISON	56	BOTTOM LANDING CROSS SLOPE 5.2%	Cross slope of accessible exterior route (perpendicular to the direction of travel) at landing of curb ramp in sidewalk exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$1,423.20	A
MADISON	56	1" TRANSITION AT BOTTOM LANDING OF CURB RAMP	Adjacent surfaces at transitions from curb ramp to walks, gutters, and streets are not at same level:	Alter existing transition from curb to sidewalk, gutter and/or street to be at same level.	\$853.92	A
JEFFERSON	57	CURB RAMP SLOPES 9.9%	Slope of existing curb ramp in the direction of travel exceeds 1:12 (8.3%):	Remove existing noncompliant curb ramp and replace with a compliant curb ramp.	\$14,825.00	C
JEFFERSON	57	TOP LANDING SLOPES 7.6%	Cross slope of accessible exterior route (perpendicular to the direction of travel) at landing of curb ramp in sidewalk exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$1,423.20	A
JEFFERSON	58	BOTTOM GUTTER RETAINS WATER	Curb ramp landing are not designed to prevent accumulation of water:	Modify existing curb ramp and adjacent surfaces as necessary to provide a compliant landing.	\$4,447.50	B
JEFFERSON	58	SIDE FLARES 15.6% AND 14.5%	Slope of existing curb ramp side flares exceeds 10% (1:10) and/or flared sides are part of the accessible route:	Modify existing curb ramp and adjacent surfaces as necessary to provide compliant side flares.	\$8,895.00	C
JEFFERSON	58	BOTTOM LANDING SLOPES 10.7%	Counter slopes of adjoining gutters or road surfaces immediately adjacent to curb ramp or accessible route exceed 5% (1:20) slope:	Alter existing sidewalk, gutter and/or street to reduce slope to 1:20 (5%) or less.	\$853.92	A
JEFFERSON	58	TOP LANDING SLOPES 6.6%	Cross slope of accessible exterior route (perpendicular to the direction of travel) at landing of curb ramp in sidewalk exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$1,779.00	A
JEFFERSON	59	CURB RAMP SLOPES 18.3%	Slope of existing curb ramp in the direction of travel exceeds 1:12 (8.3%):	Remove existing noncompliant curb ramp and replace with a compliant curb ramp.	\$14,825.00	A

Building Name	Curb Ramp No.	Existing Condition	Barrier	Possible Solution	Estimated Removal Cost	SEY Code
JEFFERSON	59	SLAB JOINT 1/2" WIDE AND 3/8" DEEP	Existing curb ramp and/or expansion joint has openings greater than 1/2" in direction of travel:	Repair and/or fill curb ramp cracks and/or expansion joints.	\$177.90	C
JEFFERSON	59	BOTTOM LANDING SLOPES 11.1%	Counter slopes of adjoining gutters or road surfaces immediately adjacent to curb ramp or accessible route exceed 5% (1:20) slope:	Alter existing sidewalk, gutter and/or street to reduce slope to 1:20 (5%) or less.	\$1,423.20	A
JEFFERSON	60	CURB RAMP SLOPES 11.1%	Slope of existing curb ramp in the direction of travel exceeds 1:12 (8.3%):	Remove existing noncompliant curb ramp and replace with a compliant curb ramp.	\$14,825.00	C
JEFFERSON	60	SLAB JOINT 1" WIDE AND 1/2" DEEP	Existing curb ramp and/or expansion joint has openings greater than 1/2" in direction of travel:	Repair and/or fill curb ramp cracks and/or expansion joints.	\$770.90	A
JEFFERSON	60	BOTTOM LANDING SLOPES 12.4%	Counter slopes of adjoining gutters or road surfaces immediately adjacent to curb ramp or accessible route exceed 5% (1:20) slope:	Alter existing sidewalk, gutter and/or street to reduce slope to 1:20 (5%) or less.	\$1,423.20	A
JEFFERSON	61	CURB RAMP CROSS SLOPE 3.5%	Cross slope of existing curb ramp (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Remove existing noncompliant curb ramp and replace with a compliant ramp.	\$14,825.00	C
JEFFERSON	61	SIDE FLARES SLOPE 11.2% AND 20.4%	Slope of existing curb ramp side flares exceeds 10% (1:10) and/or flared sides are part of the accessible route:	Modify existing curb ramp and adjacent surfaces as necessary to provide compliant side flares.	\$4,447.50	A
JEFFERSON	61	TOP LANDING CROSS SLOPE 4.6%	Cross slope of accessible exterior route (perpendicular to the direction of travel) at landing of curb ramp in sidewalk exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$2,372.00	A
JEFFERSON	61	BOTTOM LANDING CROSS SLOPE 4.7%	Cross slope of accessible exterior route (perpendicular to the direction of travel) at landing of curb ramp in sidewalk exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$1,423.20	A
JEFFERSON	62	TRANSITION AT STREET 3/8" HIGH	Existing vertical transition is higher than 1/2", or is between 1/4" and 1/2" but not beveled, or slope at existing beveling is greater than 1:2:	Alter existing curb ramp, sidewalk, gutter and/or street to provide a compliant transition.	\$1,304.60	C
JEFFERSON	62	SLAB JOINTS 3/4" WIDE AND 1/2" DEEP	Existing curb ramp and/or expansion joint has openings greater than 1/2" in direction of travel:	Repair and/or fill curb ramp cracks and/or expansion joints.	\$1,304.60	A
JEFFERSON	62	DETECTABLE WARNINGS DETERIORATED	Detectable warnings at curb ramp are noncompliant (required: raised truncated domes with a 0.9" to 1.4" base diameter, top diameter 50% of base diameter minimum to 65% of base diameter maximum, 0.2" high, a center-to-center spacing of 1.6" to 61", base-to-base spacing .65" minimum measured between most adjacent domes):	Remove or cover existing detectable warning. Install compliant detectable warning extending the full width of curb ramp (excluding flared sides), 24" deep, and 6" back from the curb line. Coordinate with requirements for contrasting finish and level changes at walking surfaces.	\$3,558.00	C
JEFFERSON	62	BOTTOM LANDING CROSS SLOPE 3.1%	Cross slope of accessible exterior route (perpendicular to the direction of travel) at landing of curb ramp in sidewalk exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$1,423.20	C
JEFFERSON	62	TOP LANDING CROSS SLOPE 3.4%	Cross slope of accessible exterior route (perpendicular to the direction of travel) at landing of curb ramp in sidewalk exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$1,423.20	C
JEFFERSON	63	CURB RAMP CROSS SLOPE 3.5%	Cross slope of existing curb ramp (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing curb ramp to reduce cross slope to 1:48 (2.08%) or less.	\$4,328.90	C
JEFFERSON	63	SLAB JOINT 1.5" WIDE AND 1/2" DEEP	Existing curb ramp and/or expansion joint has openings greater than 1/2" in direction of travel:	Repair and/or fill curb ramp cracks and/or expansion joints.	\$177.90	A
JEFFERSON	63	NO DETECTABLE WARNINGS AT CURB RAMP IN PROW	Curb ramp does not have detectable warnings:	Install compliant detectable warning extending the full width of curb ramp (excluding flared sides), 24" deep, and 6" back from the curb line. Coordinate with requirements for contrasting finish and level changes at walking surfaces.	\$3,558	A
JEFFERSON	63	BOTTOM LANDING SLOPES 8.7%	Counter slopes of adjoining gutters or road surfaces immediately adjacent to curb ramp or accessible route exceed 5% (1:20) slope:	Alter existing sidewalk, gutter and/or street to reduce slope to 1:20 (5%) or less.	\$1,423.20	A
JEFFERSON	63	TOP LANDING CROSS SLOPE 3.3%	Cross slope of accessible exterior route (perpendicular to the direction of travel) at landing of curb ramp in sidewalk exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$1,423.20	C
JEFFERSON	64	TEMPORARY BUILT UP CURB RAMP CURB RAMP IS NOT COMPLIANT	Accessible route crosses a curb and no curb ramp is provided:	Install a compliant curb ramp at this location.	\$1,4825.00	A

Building Name	Curb Ramp No.	Existing Condition	Barrier	Possible Solution	Estimated Removal Cost	SEV Code
JEFFERSON	64	CURB RAMP SLOPES 12.6%	Slope of existing curb ramp in the direction of travel exceeds 1:12 (8.3%):	Remove existing noncompliant curb ramp and replace with a compliant curb ramp.	\$1,4825.00	B
JEFFERSON	64	SLAB JOINT 3/4" WIDE AND 1/2" DEEP	Existing curb ramp and/or expansion joint has openings greater than 1/2" in direction of travel:	Repair and/or fill curb ramp cracks and/or expansion joints.	\$948.80	B
JEFFERSON	64	CRACK >1/2" WIDE AND >1/4" DEEP	Existing curb ramp and/or expansion joint has openings greater than 1/2" in direction of travel:	Repair and/or fill curb ramp cracks and/or expansion joints.	\$237.20	C
JEFFERSON	64	TOP LANDING 13" DEEP, 48" WIDE	No top landing provided or existing landing is less than 36" deep and/or less than the width of the curb ramp leading to the landing (excluding flared sides):	Remove/relocate nonpermanent obstruction.	\$237.20	B
JEFFERSON	65	CURB RAMP SLOPES 15.4%	Slope of existing curb ramp in the direction of travel exceeds 1:12 (8.3%):	Remove existing noncompliant curb ramp and replace with a compliant curb ramp.	\$14,825.00	A
JEFFERSON	65	16" CLEAR WITHIN MARKED CROSSING OF DIAGONAL CURB RAMP	Existing diagonal, or corner-type, curb ramp does not have the required 48" minimum clearance at bottom located within marked crossing:	Alter existing diagonal curb ramp such that the 48" minimum clear space at bottom of curb ramp is wholly within the marked crossing. Coordinate requirements for slope, flared sides, etc.	\$4,328.90	A
JEFFERSON	66	TOP LANDING SLOPES 3.3%	Cross slope of accessible exterior route (perpendicular to the direction of travel) at landing of curb ramp in sidewalk exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$2,490.60	C
JEFFERSON	67	SLAB JOINT 1/2" WIDE AND 3" DEEP	Existing curb ramp and/or expansion joint has openings greater than 1/2" in direction of travel:	Repair and/or fill curb ramp cracks and/or expansion joints.	\$59.30	A

Table 4. Curb Ramp Barriers and Solutions – ADA Inspections of Sidewalks Surrounding Senate Office Buildings.

Building Name	Curb Ramp No.	Existing condition	Barrier	Possible Solution	Estimated Removal Cost	SEV Code
HART	66A	Slab joint/crack 3/4" wide and 1/2" deep	Existing curb ramp and/or expansion joint has openings greater than 1/2" in direction of travel:	Repair and/or fill curb ramp cracks and/or expansion joints.	\$1,067.40	C
HART	66A	Slab joint/crack 1.5" wide and 0.5" deep	Existing curb ramp and/or expansion joint has openings greater than 1/2" in direction of travel:	Repair and/or fill curb ramp cracks and/or expansion joints.	\$355.80	A
HART	66A	Top landing 24" deep, 72" wide	No top landing provided or existing landing is less than 36" deep and/or less than the width of the curb ramp leading to the landing (excluding flared sides):	Modify existing curb ramp and adjacent surfaces as necessary to provide a compliant top landing.	\$4,447.50	B
HART	66A	22" clear within marked crossing of diagonal curb ramp	Existing diagonal, or corner-type, curb ramp does not have the required 48" minimum clearance at bottom located within marked crossing:	Alter existing diagonal curb ramp such that the 48" minimum clear space at bottom of curb ramp is wholly within the marked crossing. Coordinate requirements for slope, flared sides, etc.	\$4,328.90	A
HART	66A	Flared sides are not within marked crossing	Existing diagonal, or corner-type, curb ramp has flared sides but does not have at least 24" length of straight curb also within marked crossing:	Alter existing diagonal curb ramp and/or marked crossings such that at least a 24" length of straight curb is also within each marked crossing. Coordinate requirements for slope, flared sides, etc.	\$4,328.90	C
HART	66A	Raised island in crosswalk does not have curb ramps or cuts	Existing raised island in crossing is not level with the street at crossing, or does not have curb ramps at each side with a 48" minimum long and 36" minimum wide level area at the top of the curb ramp in the part of the island intersected by the crossings (each 48" x 36" minimum area must be oriented so that the 48" minimum length is in the direction of the running slope of the curb ramp it serves):	Remove existing curbs and/or curb ramps within marked crossing at island. Grade island down within marked crossing and pave walkway same width as marked crossing level with street (5% Maximum slope).	\$8,895.00	B
HART	66A	No detectable warnings at curb ramp in prow	Curb ramp does not have detectable warnings:	Install compliant detectable warning extending the full width of curb ramp (excluding flared sides), 24" deep, and 6" back from the curb line. Coordinate with requirements for contrasting finish and level changes at walking surfaces.	\$3,558.00	A
HART	67A	Slab joint/crack 3" wide and 1" deep	Existing curb ramp and/or expansion joint has openings greater than 1/2" in direction of travel:	Repair and/or fill curb ramp cracks and/or expansion joints.	\$237.20	A
HART	67A	Landing accumulates water	Curb ramp landing are not designed to prevent accumulation of water:	Modify existing curb ramp and adjacent surfaces as necessary to provide a compliant landings.	\$4,447.50	B
HART	67A	Bottom landing slopes 9.8%	Counter slopes of adjoining gutters or road surfaces immediately adjacent to curb ramp or accessible route exceed 5% (1:20) slope:	Alter existing sidewalk, gutter and/or street to reduce slope to 1:20 (5%) or less.	\$853.92	A
HART	68	Curb ramp slopes 12.9%	Slope of existing curb ramp in the direction of travel exceeds 1:12 (8.3%):	Remove existing noncompliant curb ramp and replace with a compliant curb ramp.	\$14,825.00	B
HART	68	Landing accumulates water	Curb ramp landing are not designed to prevent accumulation of water:	Modify existing curb ramp and adjacent surfaces as necessary to provide a compliant	\$4,447.50	B

Building Name	Curb Ramp No.	Existing condition	Barrier	Possible Solution	Estimated Removal Cost	SEV Code
				landings.		
HART	68	No side flares nor returned curbs provided	Slope of existing curb ramp side flares exceeds 10% (1:10) and/or flared sides are part of the accessible route:	Modify existing curb ramp and adjacent surfaces as necessary to provide compliant side flares.	\$4,447.50	A
HART	68	No detectable warnings at curb ramp in prow	Curb ramp does not have detectable warnings:	Install compliant detectable warning extending the full width of curb ramp (excluding flared sides), 24" deep, and 6" back from the curb line. Coordinate with requirements for contrasting finish and level changes at walking surfaces.	\$3,558.00	A
HART	68	Bottom landing slopes 8.4%	Counter slopes of adjoining gutters or road surfaces immediately adjacent to curb ramp or accessible route exceed 5% (1:20) slope:	Alter existing sidewalk, gutter and/or street to reduce slope to 1:20 (5%) or less.	\$853.92	A
HART	68	Transition at bottom landing >1/2" high	Adjacent surfaces at transitions from curb ramp to walks, gutters, and streets are not at same level:	Alter existing transition from curb to sidewalk, gutter and/or street to be at same level.	\$569.28	C
DIRKSEN	69	Curb ramp slopes 15.6%	Slope of existing curb ramp in the direction of travel exceeds 1:12 (8.3%):	Remove existing noncompliant curb ramp and replace with a compliant curb ramp.	\$14,825.00	A
DIRKSEN	69	Slab joint 1.5" wide and 1/2" deep	Curb ramp surface contains cracks, expansion joints and/or vertical transition:	Repair and/or fill curb ramp cracks and/or expansion joints.	\$889.50	C
DIRKSEN	69	Crack 3" wide and 1.5" deep	Existing curb ramp and/or expansion joint has openings greater than 1/8" in direction of travel:	Repair and/or fill curb ramp cracks and/or expansion joints.	\$177.90	A
DIRKSEN	70	Curb ramp slopes 12.5%	Slope of existing curb ramp in the direction of travel exceeds 1:12 (8.3%):	Remove existing noncompliant curb ramp and replace with a compliant curb ramp.	\$14,825.00	B
DIRKSEN	70	Transition 1.5" high	Existing vertical transition is higher than 1/4", or is between 1/4" and 1/2" but not beveled, or slope at existing beveling is greater than 1:2:	Alter existing curb ramp, sidewalk, gutter and/or street to provide a compliant transition.	\$1,304.60	A
DIRKSEN	70	Slab joint 1" wide, 3/8" deep	Existing curb ramp and/or expansion joint has openings greater than 1/8" in direction of travel:	Repair and/or fill curb ramp cracks and/or expansion joints.	\$1,067.40	C
DIRKSEN	70	43" clear space at bottom of ramp within markings	Existing curb ramp (excluding side flares) is not located wholly within marked crossing:	Alter/enlarge crosswalk such that curb ramp is located wholly within marked crossing.	\$4,328.90	C
DIRKSEN	71	Curb ramp slopes 18.9%	Slope of existing curb ramp in the direction of travel exceeds 1:12 (8.3%):	Remove existing noncompliant curb ramp and replace with a compliant curb ramp.	\$14,825.00	A
DIRKSEN	71	Cracks >1/2" wide and >1/4" deep	Existing curb ramp and/or expansion joint has openings greater than 1/8" in direction of travel:	Repair and/or fill curb ramp cracks and/or expansion joints.	\$355.80	A
DIRKSEN	71	Slab joint 1" wide and 1/2" deep	Curb ramp surface contains cracks, expansion joints and/or vertical transition:	Repair and/or fill curb ramp cracks and/or expansion joints.	\$237.20	C
DIRKSEN	71	Bottom landing slopes 8.5%	Counter slopes of adjoining gutters or road surfaces immediately adjacent to curb ramp or accessible route exceed 5% (1:20) slope:	Alter existing sidewalk, gutter and/or street to reduce slope to 1:20 (5%) or less.	\$1,423.20	A
DIRKSEN	72	Slab joints >1/2" wide and 1/2" deep	Curb ramp surface contains cracks, expansion joints and/or vertical transition:	Repair and/or fill curb ramp cracks and/or expansion joints.	\$296.50	C
DIRKSEN	72	Side flares slope 33.1% and 32.5%	Slope of existing curb ramp side flares exceeds 10% (1:10) and/or flared sides are part of the accessible route:	Remove existing ramp and install new ramp with compliant side flares.	\$14,825.00	A
DIRKSEN	73	Cracks and joints >1/2" wide and >1/4" deep	Existing curb ramp and/or expansion joint has openings greater than 1/8" in direction of travel:	Repair and/or fill curb ramp cracks and/or expansion joints.	\$1,067.40	A
DIRKSEN	73	41" clear at bottom of diagonal curb ramp	Bottom of diagonal, or corner-type, curb ramp does not have a 48" minimum clear space at the bottom of the ramp outside active traffic lanes of roadway:	Alter diagonal curb ramp and/or adjacent areas to provide a 48" minimum clear space at the bottom of the ramp outside active traffic lanes of roadway.	\$4,328.90	C
RUSSELL	74	Top landing slopes 4.1%	Slope of upper landing at curb ramp exceeds 2.08% (1:48) in any direction:	Alter existing exterior route at top landing of curb ramp to reduce slope to 1:48 (2.08%) or less.	\$1,423.20	A
RUSSELL	75	Curb ramp cross slope 4.7%	Cross slope of existing curb ramp (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Remove existing noncompliant curb ramp and replace with a compliant ramp.	\$14,825.00	A
RUSSELL	75	Joint 1.25" wide and 1" deep	Curb ramp surface contains cracks, expansion joints and/or vertical transition:	Repair and/or fill curb ramp cracks and/or expansion joints.	\$474.40	A
RUSSELL	75	Slab joint 3/4" wide and 3/8" deep	Curb ramp surface contains cracks, expansion joints and/or vertical transition:	Repair and/or fill curb ramp cracks and/or expansion joints.	\$830.20	C
RUSSELL	75	Accessible route at bottom of curb ramp slopes 2.1%, 4.1% cross slope	Accessible route continues in direction of curb ramp, running slope 5% (1:20) Maximum and cross slope 2.08% (1:48) Maximum (per accessible route):	Alter existing sidewalk/accessible route to reduce cross slope to 2.08% (1:48) or less.	\$853.92	A
RUSSELL	75	Detectable warning deteriorated	Detectable warning in public right-of-way is not 24" deep in the direction of travel and/or does not cover the full width of required surface (excluding flared sides):	Install additional detectable warning extending the full width of the required surface (excluding flared sides) and 24" deep, coordinate with requirements for contrasting finish and level changes at walking surfaces.	\$1,091.12	C
RUSSELL	76	Curb transition 1/2" high	Existing curb ramp is not at the same level with sidewalk, gutter and/or street:	Alter existing curb ramp, sidewalk, gutter and/or street to provide a compliant transition.	\$1,304.60	C
RUSSELL	76	Slab joint 1.25" wide and 0.5" deep	Curb ramp surface contains cracks, expansion joints and/or vertical transition:	Repair and/or fill curb ramp cracks and/or expansion joints.	\$830.20	C

Building Name	Curb Ramp No.	Existing condition	Barrier	Possible Solution	Estimated Removal Cost	SEV Code
RUSSELL	76	Crack >1" wide and >0.5" deep	Curb ramp surface contains cracks, expansion joints and/or vertical transition:	Repair and/or fill curb ramp cracks and/or expansion joints.	\$355.80	A
RUSSELL	76	Bottom slope of adjoining gutters or road surface 6.5%	Counter slopes of adjoining gutters or road surfaces immediately adjacent to curb ramp or accessible route exceed 5% (1:20) slope:	Alter existing sidewalk, gutter and/or street to reduce slope to 1:20 (5%) or less.	\$853.92	C
RUSSELL	76	Detectable warning deteriorated	Detectable warning in public right-of-way is not 24" deep in the direction of travel and/or does not cover the full width of required surface (excluding flared sides):	Install additional detectable warning extending the full width of the required surface (excluding flared sides) and 24" deep, Coordinate with requirements for contrasting finish and level changes at walking surfaces.	\$1,091.12	C
RUSSELL	77	Curb ramp slopes 14.5%	Slope of existing curb ramp in the direction of travel exceeds 1:12 (8.3%):	Remove existing noncompliant curb ramp and replace with a compliant curb ramp.	\$14,825.00	A
RUSSELL	77	Top transition 3/4" high	Existing curb ramp is not at the same level with sidewalk, gutter and/or street:	Alter existing curb ramp, sidewalk, gutter and/or street to provide a compliant transition.	\$1,304.60	A
RUSSELL	77	Transition >1" high	Existing curb ramp is not at the same level with sidewalk, gutter and/or street:	Alter existing curb ramp, sidewalk, gutter and/or street to provide a compliant transition.	\$1,304.60	A
RUSSELL	77	Slab joint 1.5" wide and 0.5" deep	Curb ramp surface contains cracks, expansion joints and/or vertical transition:	Repair and/or fill curb ramp cracks and/or expansion joints.	\$889.50	C
RUSSELL	77	Bottom slope of adjoining gutters or road surface 11.8%	Counter slopes of adjoining gutters or road surfaces immediately adjacent to curb ramp or accessible route exceed 5% (1:20) slope:	Alter existing sidewalk, gutter and/or street to reduce slope to 1:20 (5%) or less.	\$853.92	A
RUSSELL	77	Top landing slopes 4.8%	Slope of upper landing at curb ramp exceeds 2.08% (1:48) in any direction:	Alter existing exterior route at top landing of curb ramp to reduce slope to 1:48 (2.08%) or less.	\$1,423.20	A
RUSSELL	77	No detectable warnings at curb ramp in prow	Curb ramp or blended transition or pedestrian refuge island in public right-of-way does not have detectable warnings:	Install compliant detectable warning extending the full width of the surface (excluding flared sides) and 24" deep, Coordinate with requirements for contrasting finish and level changes at walking surfaces.	\$818.34	C
RUSSELL	78	Slab joints 1" wide and 1/2" deep	Curb ramp surface contains cracks, expansion joints and/or vertical transition:	Repair and/or fill curb ramp cracks and/or expansion joints.	\$1,186.00	C
RUSSELL	78	Adjacent surfaces at transitions at curb ramps to walks, gutters, and streets are not at the same level	Adjacent surfaces at transitions from curb ramp to walks, gutters, and streets are not at same level:	Alter existing transition from curb to sidewalk, gutter and/or street to be at same level.	\$142.32	A
RUSSELL	79	Slab joint 3/4" wide and 1/2" deep	Curb ramp surface contains cracks, expansion joints and/or vertical transition:	Repair and/or fill curb ramp cracks and/or expansion joints.	\$1,126.70	C
RUSSELL	80	Detectable warning deteriorated	Detectable warning in public right-of-way is not 24" deep in the direction of travel and/or does not cover the full width of required surface (excluding flared sides):	Install additional detectable warning extending the full width of the required surface (excluding flared sides) and 24" deep, Coordinate with requirements for contrasting finish and level changes at walking surfaces.	\$818.34	C
RUSSELL	81	Segment of curb beyond the flare 0" and is not within the marked crossing	Existing diagonal, or corner-type, curb ramp has flared sides but does not have at least 24" segment of curb located on each side of the curb ramp and within the marked crossing:	Alter existing diagonal curb ramp and/or marked crossings such that at least a 24" segment of curb is also within each marked crossing. Coordinate requirements for slope, flared sides, etc.	\$4,328.9	A
RUSSELL	81	Detectable warning deteriorated	Detectable warning in public right-of-way is not 24" deep in the direction of travel and/or does not cover the full width of required surface (excluding flared sides):	Install additional detectable warning extending the full width of the required surface (excluding flared sides) and 24" deep, Coordinate with requirements for contrasting finish and level changes at walking surfaces.	\$818.34	C

Other Exterior Ramp Barriers Identified by the OOC

Tables 5 and 6 summarize the findings and solutions for the curb ramps on the sidewalks surrounding the Library of Congress and Senate Office Buildings.

Table 5. Exterior Ramp Barriers and Solutions – ADA Inspections of Sidewalks Surrounding Library of Congress Buildings.

Building Name	Ext. Ramp No.	Existing condition	Barrier	Possible Solution	Estimated Removal Cost	SEV Code
ADAMS	1	Ramp slopes 10.8%	Ramp slope is greater than 1:12 (8.33%):	Remove existing ramp and install compliant ramp with slope no greater than 1:12 (8.33%). Coordinate with requirements for cross slope, landings, handrails, and edge protection except if slope becomes ≤ 5%, ramp requirements do not apply.	\$27,273.26	B
ADAMS	2	Handrails are not continuous full length of ramp run	Handrail is not continuous within the full length of each ramp run:	Add compliant handrail segment to connect handrails. Coordinate with other handrail requirements.	\$474.40	B
ADAMS	2	Bottom handrail extension 0" long	Handrail does not extend at least 12" horizontally above landing beyond bottom of ramp run and top of ramp run:	Extend existing compliant handrail 12" minimum past top and/or bottom of ramp run. Coordinate with other handrail and protruding object requirements.	\$444.75	A
ADAMS	2	Top landing 44" long, 41" wide	Top ramp landing is less than 60" long and/or less than the width of the run leading to the landing:	Alter ramp and landing as required to provide landing(s) of compliant size.	\$9,191.50	B
ADAMS	2	Bottom landing 43" long, 41" wide	Bottom landing length is less than 60" or width is less than the run leading to the landing:	Alter ramp, handrails, etc. to provide level landing(s) of required size. Coordinate requirements for handrails and edge protection.	\$5,930.00	B
ADAMS	3	Cracks >1/2" wide and >1/4" deep	Existing sidewalk and/or expansion joint has openings greater than 1/4" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$296.50	A
ADAMS	3	Handrails are not continuous full length of ramp run	Handrail is not continuous within the full length of each ramp run:	Add compliant handrail segment to connect handrails. Coordinate with other handrail requirements.	\$474.40	B
ADAMS	3	Bottom handrail extension 0" long	Handrail does not extend at least 12" horizontally above landing beyond bottom of ramp run and top of ramp run:	Extend existing compliant handrail 12" minimum past top and/or bottom of ramp run. Coordinate with other handrail and protruding object requirements.	\$444.75	A
ADAMS	3	Top landing 44" long, 41" wide	Top ramp landing is less than 60" long and/or less than the width of the run leading to the landing:	Alter ramp and landing as required to provide landing(s) of compliant size.	\$9,191.5	B
ADAMS	3	Bottom landing 41" long, 41" wide	Bottom landing length is less than 60" or width is less than the run leading to the landing:	Alter ramp, handrails, etc. to provide level landing(s) of required size. Coordinate requirements for handrails and edge protection.	\$5,930.00	B
MADISON	9	Wall adjacent to handrail abrasive	Handrail gripping surface and any wall surface adjacent to handrail is not free of sharp or abrasive element and/or element does not provide rounded edges:	Remove or relocate the sharp or abrasive from adjacent surfaces.	\$2,000.00	A
JEFFERSON	12	Transition at bottom landing 3/4"	Level change is less than 1/2" or slope is less than 1:20 (5%):	Modify/repair surfaces as needed to remove vertical offset.	\$400.00	A
JEFFERSON	12	Bottom landing cross slope 3.3%	Landing slope is greater than 1:48 (2.08%) in any direction:	Alter landing(s), ramp, etc., as applicable, to reduce landing slope to less than 1:48 (2.08%). Coordinate with requirements for handrails, edge protection, etc.	\$5,514.90	C
JEFFERSON	12	Top landing 46.5" long	Top ramp landing is less than 60" long and/or less than the width of the run leading to the landing:	Alter ramp and landing as required to provide landing(s) of compliant size.	\$3,676.60	B
JEFFERSON	14	Entrance mat loose	Existing entrance mat has pile greater than 1/2" high:	Remove mat and install new compliant entrance mat or other compliant flooring. Install compliant edge transitions as needed.	\$1,186.00	A

Table 6. Exterior Ramp Barriers and Solutions – ADA Inspections of Sidewalks Surrounding Senate Office Buildings.

Building Name	Ext. Ramp No.	Existing condition	Barrier	Possible Solution	Estimated Removal Cost	SEV Code
HART	17	Handrails required but are provided on one side only	Handrails are not provided on both sides of ramp:	Existing compliant handrail to remain. Install compliant handrail on opposite side of ramp. Coordinate with edge protection and protruding object requirements.	\$4,151.00	A
HART	17	Adjacent surfaces abrasive	Handrail gripping surface and any wall surface adjacent to handrail is not free of sharp or abrasive element and/or element does not provide rounded edges:	No modifications recommended at this time.	0	A
HART	17	Intermediate landing blocked by cigarette disposal	Intermediate landing at direction change is less than 60" long x 60" wide:	Remove nonpermanent obstruction.	\$100.00	B
HART	18	Handrails required but are provided on one side only	Handrails are not provided on both sides of ramp:	Existing compliant handrail to remain. Install compliant handrail on opposite side of ramp. Coordinate with edge protection and protruding object requirements.	\$4,151.00	A
HART	18	Adjacent surfaces abrasive	Handrail gripping surface and any wall surface adjacent to handrail is not free of sharp or abrasive element and/or element does not provide rounded edges:	No modifications recommended at this time.	0	A
RUSSELL	19	Cracks at bottom landing transition	Ramp surface contains cracks, expansion joints, gaps, and/or vertical transition:	Modify/repair surfaces as needed to remove vertical offset.	\$500.00	C

Location of Curb Ramp and other Exterior Ramp Barriers

Figures 1, 2 and 3 show the location of the curb ramp and other exterior ramp barriers surrounding each of the LOC Buildings and briefly describe the barriers that were found.

Figures 4 and 5 show the location of the curb ramp and other exterior ramp barriers surrounding each of the Senate Office Buildings and briefly describe the barriers that were found.

Figure 1. Curb Ramp and Exterior Ramp Barriers Surrounding Adams LOC Building.

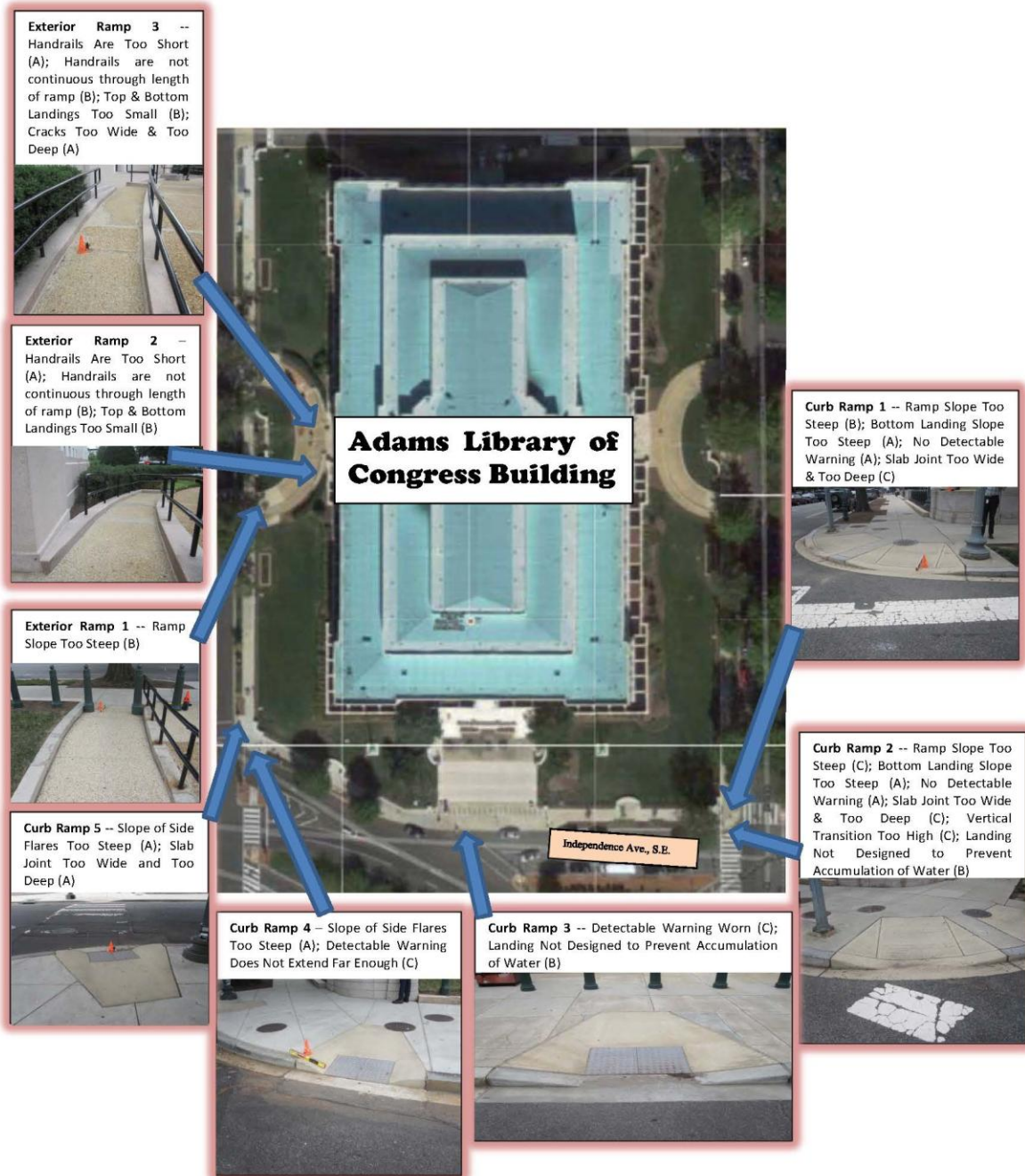


Figure 2. Curb Ramp and Exterior Ramp Barriers Surrounding Madison LOC Building.

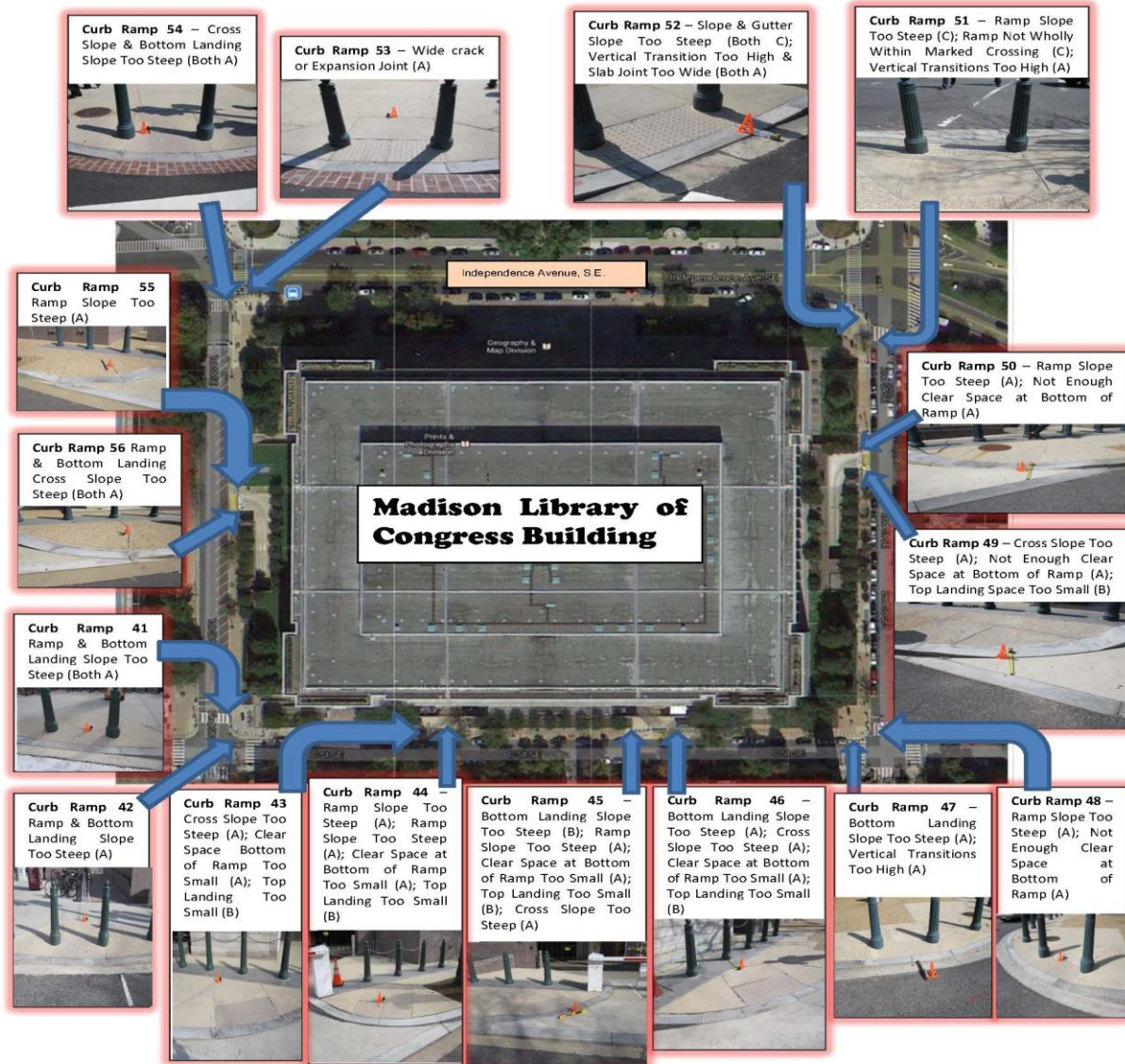


Figure 3. Curb Ramp and Exterior Ramp Barriers Surrounding Jefferson LOC Building.

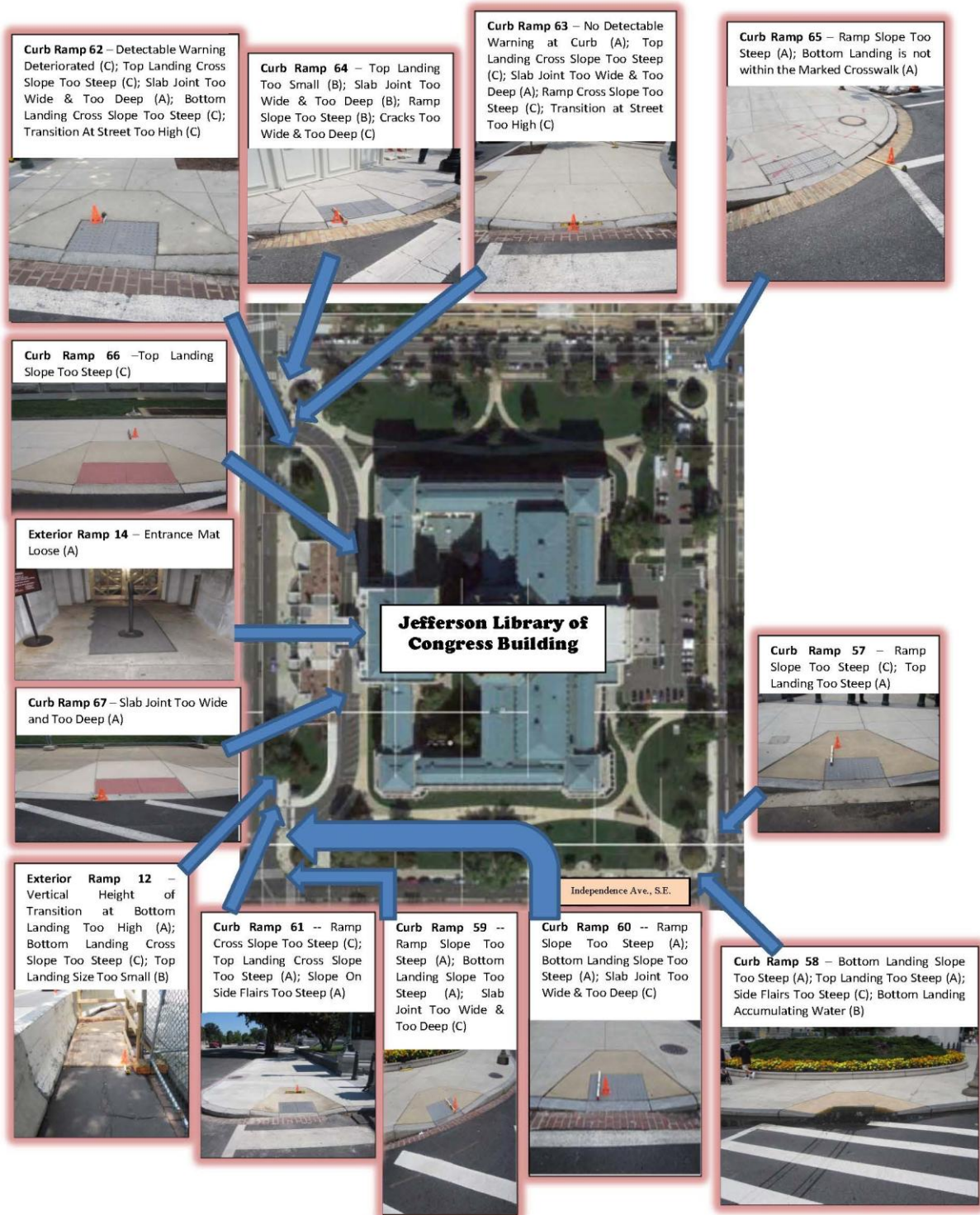


Figure 4. Curb Ramp & Exterior Ramp Barriers Surrounding Dirksen & Hart Senate Office Buildings.

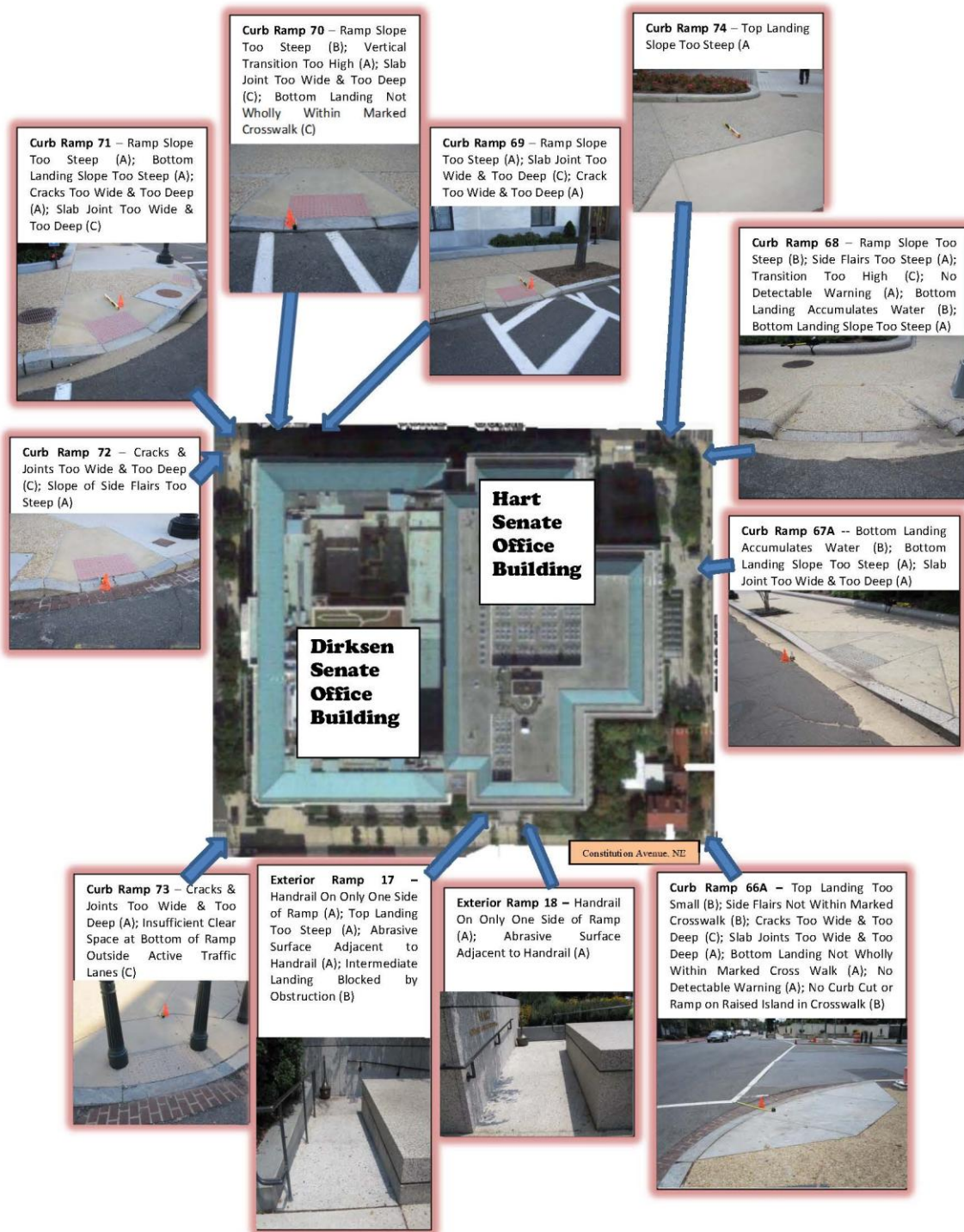
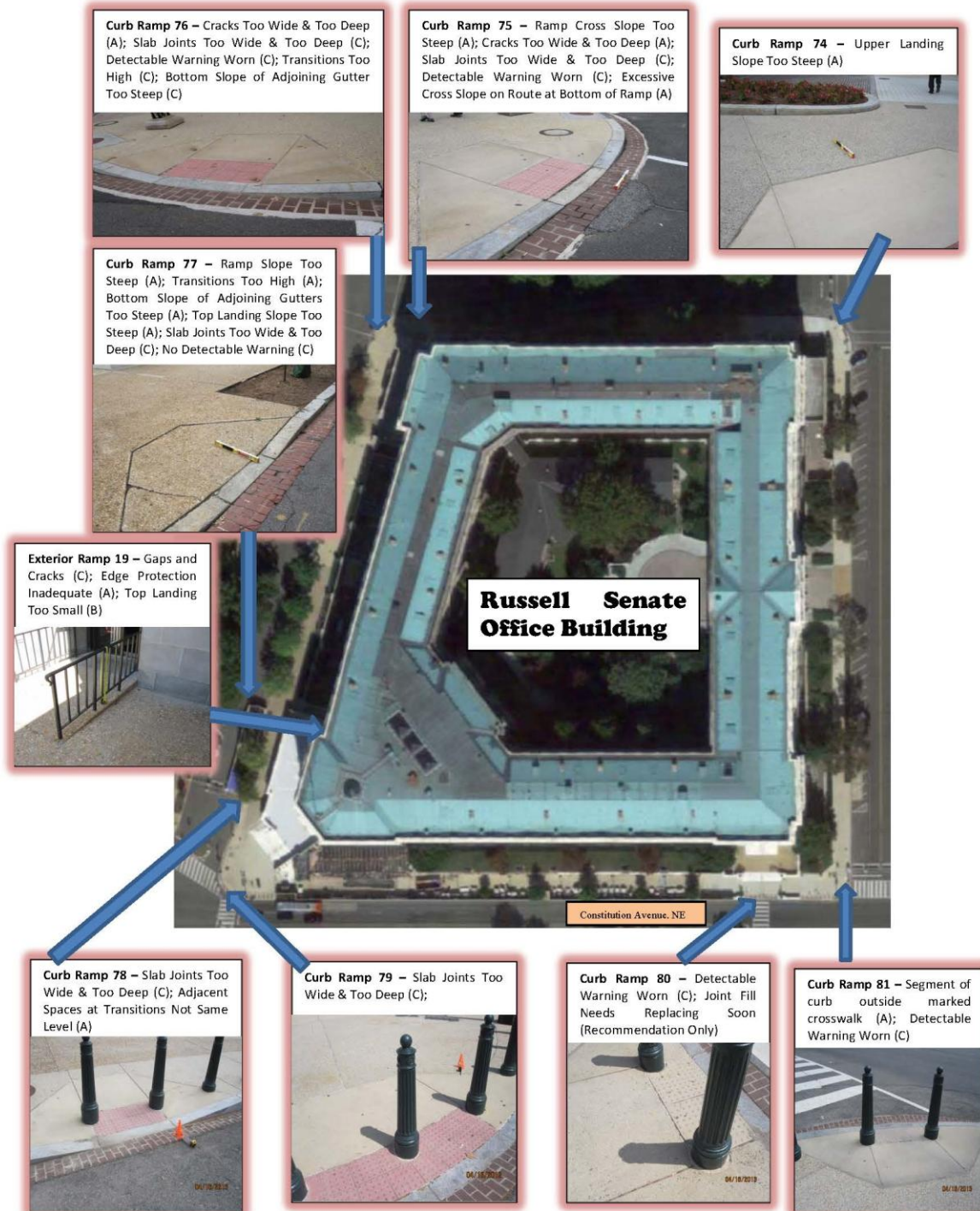


Figure 5. Curb Ramp & Exterior Ramp Barriers Surrounding Russell Senate Office Building.



Other Sidewalk Barriers found during the OOC Inspections.

Table 7 summarizes the findings and solutions for the other barriers found on the sidewalks surrounding the Library of Congress Buildings and Table 8 summarizes the findings and solutions for the other barriers found on the sidewalks surrounding the Senate Office Buildings.

Table 7. Other Barriers and Solutions – ADA Inspections of Sidewalks Surrounding Library of Congress Buildings.

Building Name	Short Barrier No.	Location	Existing Condition	Barrier	Possible Solution	Estimated Removal Cost	SEV Code
ADAMS	330	EXTERIOR ROUTE-ADAMS EAST	VERTICAL TRANSITION 1/2" HIGH	Existing vertical transition is higher than ½", or is between ¼" and ½" but not beveled, or slope at existing beveling is greater than 1:2:	Grind existing surface at change in level to 1:2 slope or less.	\$237.20	C
ADAMS	331	EXTERIOR ROUTE-ADAMS EAST	VERTICAL TRANSITION >3/8" HIGH	Existing vertical transition is higher than ½", or is between ¼" and ½" but not beveled, or slope at existing beveling is greater than 1:2:	Grind existing surface at change in level to 1:2 slope or less.	\$355.80	C
ADAMS	332	EXTERIOR ROUTE-ADAMS EAST	VERTICAL TRANSITION 1/2" HIGH	Existing vertical transition is higher than ½", or is between ¼" and ½" but not beveled, or slope at existing beveling is greater than 1:2:	Grind existing surface at change in level to 1:2 slope or less.	\$474.40	C
ADAMS	333	EXTERIOR ROUTE-ADAMS WEST	VERTICAL TRANSITION >1" HIGH	Existing vertical transition is higher than ½", or is between ¼" and ½" but not beveled, or slope at existing beveling is greater than 1:2:	Modify/repair surfaces as needed to remove vertical offset.	\$800.00	A
ADAMS	334	EXTERIOR ROUTE-ADAMS SOUTH	VERTICAL TRANSITION 3/4"	Existing vertical transition is higher than ½", or is between ¼" and ½" but not beveled, or slope at existing beveling is greater than 1:2:	Adjust/modify existing manhole or sewer cover to provide a flush transition.	\$711.60	A
ADAMS	335	EXTERIOR ROUTE-ADAMS EAST	GRATINGS 1" WIDE AND LONG DIMENSION IS PARALLEL TO DOMINANT DIRECTION OF TRAVEL	Existing grating has openings that allow passage of a sphere ½" in diameter or the long dimension of elongated openings are not perpendicular to dominant direction of travel:	Remove existing noncompliant grating and install new compliant grating.	\$379.52	A
ADAMS	336	EXTERIOR ROUTE-ADAMS WEST	SLAB JOINT/CRACK 1" WIDE AND 1/2" DEEP	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$474.40	A
ADAMS	337	EXTERIOR ROUTE-ADAMS SOUTH	SLAB JOINT 3/4" WIDE AND 3/4" DEEP	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$474.40	A
ADAMS	338	EXTERIOR ROUTE-ADAMS WEST	SLAB JOINT/CRACK 1" WIDE AND 1/2" DEEP	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$474.40	A
ADAMS	339	EXTERIOR ROUTE-ADAMS SOUTH	SLAB JOINT 5/8" WIDE AND 1/2" DEEP	Existing sidewalk &/or expansion joint has openings > than ½" wide &/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$355.80	B
ADAMS	340	EXTERIOR ROUTE-ADAMS SOUTH	SLAB JOINT/CRACK 1" WIDE AND 3/4" DEEP	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$355.80	A
ADAMS	341	EXTERIOR ROUTE-ADAMS SOUTH	SLAB JOINT 3/4" WIDE AND 1/2" DEEP	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$355.80	C
ADAMS	342	EXTERIOR ROUTE-ADAMS WEST	SLAB JOINTS 5/8" WIDE AND 3/8" DEEP	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$711.60	C
ADAMS	343	EXTERIOR ROUTE-ADAMS SOUTH	CRACK 1.5" WIDE AND 1/2" DEEP	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$177.90	A
ADAMS	344	EXTERIOR ROUTE-ADAMS EAST	CRACK 1.5" WIDE AND 1/2" DEEP	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$474.40	A
ADAMS	345	EXTERIOR ROUTE-ADAMS EAST	SLAB JOINT 1" WIDE AND 1/2" DEEP	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$474.40	B
ADAMS	346	EXTERIOR ROUTE-ADAMS EAST	CRACK 1.5" WIDE AND 1/2" DEEP	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$118.60	A
ADAMS	347	EXTERIOR ROUTE-ADAMS EAST	SLAB JOINT/CRACK 3/4" WIDE AND 1/2" DEEP	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$237.20	B
ADAMS	348	EXTERIOR ROUTE-ADAMS EAST	SLAB JOINT 3/4" WIDE AND 1/2" DEEP	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$474.40	C

Building Name	Short Barrier No.	Location	Existing Condition	Barrier	Possible Solution	Estimated Removal Cost	SEV Code
ADAMS	349	EXTERIOR ROUTE-ADAMS EAST	SLAB JOINT/CRACK 1" WIDE AND 3/4" DEEP	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$474.40	A
ADAMS	350	EXTERIOR ROUTE-ADAMS WEST	SLAB JOINT/CRACK 1" WIDE AND 1/2" DEEP	Existing sidewalk &/or expansion joint has openings > than 1/2" wide &/or 1/4" deep in direction of travel:	Repair &/or fill sidewalk cracks and/or expansion joints.	\$474.40	A
ADAMS	351	EXTERIOR ROUTE-ADAMS SOUTH	SLAB JOINT/CRACK 3/4" WIDE AND 3/4" DEEP	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$474.40	A
ADAMS	352	EXTERIOR ROUTE-ADAMS WEST	SLAB JOINT/CRACK 3/4" WIDE AND 1/2" DEEP	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$474.40	C
ADAMS	353	EXTERIOR ROUTE-ADAMS EAST	SLAB JOINT 3/4" WIDE AND 1/2" DEEP	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$474.40	C
ADAMS	354	EXTERIOR ROUTE-ADAMS EAST	SLAB JOINT 3/4" WIDE AND 1/2" DEEP	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$474.40	B
ADAMS	355	EXTERIOR ROUTE-ADAMS WEST	SLAB JOINT/CRACK 3/4" WIDE AND 3/4" DEEP	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$474.40	A
ADAMS	356	EXTERIOR ROUTE-ADAMS EAST	SLAB JOINT 3/4" WIDE AND 1/2" DEEP	Existing sidewalk &/or expansion joint has openings > than 1/2" wide &/or 1/4" deep in direction of travel:	Repair &/or fill sidewalk cracks &/or expansion joints.	\$948.80	C
ADAMS	725	EXTERIOR ROUTE-ADAMS SOUTH	24 TOTAL WORK SURFACES, 2 ACCESSIBLE REQUIRED, 0 ACCESSIBLE PROVIDED	Less than 5% of work surfaces are accessible:	Install new table(s) or counter(s) on an accessible route to provide 5% minimum accessible work surfaces with required knee and toe space and height. Disperse throughout the space or facility containing work surfaces.	\$8,302.00	B
JEFFERSON	497	EXTERIOR-PARKING-JEFFERSON LOC	SLOPE IN SPACES C AND D AND ACCESS AISLE RANGE FROM 4.1% TO 5.7%	Slope of accessible parking space and/or access aisle in any direction exceeds 2.08%:	Alter slope at existing accessible parking space(s) for compliance.	\$4,981.20	A
JEFFERSON	498	EXTERIOR-PARKING-JEFFERSON LOC	VERTICAL ISA SIGN IS NOT PROVIDED AT SPACES C AND D	No International Symbol of Accessibility identifying accessible parking space:	Install compliant vertical sign showing the International Symbol of Accessibility. Include sign showing fine for illegal parking if required by state or local codes. Locate sign at required height.	\$948.80	C
JEFFERSON	499	EXTERIOR ROUTE-JEFFERSON NORTH	VERTICAL TRANSITION 1/2" HIGH	Existing vertical transition is higher than 1/2", or is between 1/2" and 3/4" but not beveled, or slope at existing beveling is greater than 1:2:	Grind existing surface at change in level to 1:2 slope or less.	\$593.00	C
JEFFERSON	500	EXTERIOR ROUTE-JEFFERSON NORTH	VERTICAL TRANSITION >3/8" HIGH	Existing vertical transition is higher than 1/2", or is between 1/2" and 3/4" but not beveled, or slope at existing beveling is greater than 1:2:	Grind existing surface at change in level to 1:2 slope or less.	\$474.40	C
JEFFERSON	501	EXTERIOR ROUTE-JEFFERSON WEST	VERTICAL TRANSITION 1/2"	Existing vertical transition is higher than 1/2", or is between 1/2" and 3/4" but not beveled, or slope at existing beveling is greater than 1:2:	Grind existing surface at change in level to 1:2 slope or less.	\$355.80	C
JEFFERSON	502	EXTERIOR ROUTE-JEFFERSON WEST	SLAB JOINT 3/4" WIDE AND 1" DEEP	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$474.40	A
JEFFERSON	503	EXTERIOR ROUTE-JEFFERSON NORTH	SLAB JOINT 3/4" WIDE AND 3/4" DEEP	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$889.50	A
JEFFERSON	504	EXTERIOR ROUTE-JEFFERSON WEST	MULTIPLE SLAB JOINTS >1/2" WIDE AND >1/4" DEEP	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$7,353.2	A
JEFFERSON	505	EXTERIOR ROUTE-JEFFERSON WEST	SLAB JOINTS 1" WIDE AND 3/4" DEEP	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$1,423.20	A
JEFFERSON	506	EXTERIOR ROUTE-JEFFERSON NORTH	SLAB JOINT 3/4" WIDE AND 1/2" DEEP	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$593.00	A
JEFFERSON	507	EXTERIOR ROUTE-JEFFERSON WEST	SLAB JOINT 1" AND 1/2" DEEP	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$474.40	A
JEFFERSON	508	EXTERIOR ROUTE-JEFFERSON EAST	SLAB JOINT >1/2" WIDE AND >1/4" DEEP	Existing sidewalk and/or expansion joint has openings > than 1/2" wide and/or 1/4" deep in direction of travel:	Repair &/or fill sidewalk cracks and/or expansion joints.	\$474.40	A
JEFFERSON	509	EXTERIOR ROUTE-JEFFERSON SOUTH	SLAB JOINT 3/4" WIDE AND 3/8" DEEP	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$177.90	C

Building Name	Short Barrier No.	Location	Existing Condition	Barrier	Possible Solution	Estimated Removal Cost	SEV Code
JEFFERSON	510	EXTERIOR ROUTE-JEFFERSON SOUTH	SLAB JOINT 5/8" WIDE AND 3/8" DEEP	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$237.20	C
JEFFERSON	511	EXTERIOR ROUTE-JEFFERSON EAST	SLAB JOINT 1" WIDE AND 1/2" DEEP	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$948.80	A
JEFFERSON	512	EXTERIOR ROUTE-JEFFERSON EAST	SLAB JOINT 1" WIDE AND 3/8" DEEP	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$711.60	C
JEFFERSON	513	EXTERIOR ROUTE-JEFFERSON WEST	MULTIPLE SLAB JOINTS 3/4" WIDE AND 1" DEEP	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$7,827.6	A
JEFFERSON	514	EXTERIOR ROUTE-JEFFERSON NORTH	CRACK 1.5" WIDE AND 1" DEEP	Existing sidewalk and/or expansion joint has openings > than 1/2" wide and/or 1/4" deep in direction of travel:	Repair &/or fill sidewalk cracks and/or expansion joints.	\$593.00	A
JEFFERSON	515	EXTERIOR ROUTE-JEFFERSON WEST	SLAB JOINT 1.5" WIDE AND 1/2" DEEP	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$474.40	A
JEFFERSON	516	EXTERIOR ROUTE-JEFFERSON SOUTH	MULTIPLE SLAB JOINTS >1/2" WIDE AND >1/4" DEEP	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$948.80	C
JEFFERSON	517	EXTERIOR ROUTE-JEFFERSON NORTH	CRACK 1.5" WIDE AND 1/2" DEEP	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$593.00	A
JEFFERSON	518	EXTERIOR ROUTE-JEFFERSON WEST	SLAB JOINTS 1" WIDE AND 3/4" DEEP	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$2,609.20	A
JEFFERSON	519	EXTERIOR ROUTE-JEFFERSON EAST	SLAB JOINTS 3/4" WIDE AND 1/2" DEEP	Existing sidewalk &/or expansion joint has openings > than 1/2" wide &/or 1/4" deep in direction of travel:	Repair &/or fill sidewalk cracks &/or expansion joints.	\$948.80	A
JEFFERSON	520	EXTERIOR ROUTE-JEFFERSON WEST	SLAB JOINT 3/4" WIDE AND 3/4" DEEP	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$711.60	A
JEFFERSON	521	EXTERIOR ROUTE-JEFFERSON SOUTH	SLAB JOINT 3/4" WIDE AND 1/2" DEEP	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$237.20	A
JEFFERSON	522	EXTERIOR ROUTE-JEFFERSON SOUTH	CROSS SLOPE 3.3-4.0%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$11,385.60	B
JEFFERSON	523	EXTERIOR ROUTE-JEFFERSON WEST	CROSS SLOPE 4.2-5.1%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$37,952.00	A
JEFFERSON	524	EXTERIOR ROUTE-JEFFERSON WEST	CROSS SLOPE 3.3-4.2%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$15,180.80	B
JEFFERSON	525	EXTERIOR ROUTE-JEFFERSON WEST	CROSS SLOPE 4.0-4.1%	Cross slope of accessible route (perpendicular to the direction of travel) > 1:48 (2.08%):	Alter existing route to reduce cross slope to 1:48 or less.	\$32,022.00	B
JEFFERSON	526	EXTERIOR ROUTE-JEFFERSON EAST	CROSS SLOPE 3.6-8.9%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$47,440.00	A
JEFFERSON	527	EXTERIOR ROUTE-JEFFERSON WEST	CROSS SLOPE 4.8-7.5%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$64,637.00	A
JEFFERSON	528	EXTERIOR ROUTE-JEFFERSON WEST	CROSS SLOPE 3.3-4.6%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$19,450.40	B
JEFFERSON	529	EXTERIOR ROUTE-JEFFERSON WEST	CROSS SLOPE 3.4-3.6%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$131,883.20	C
JEFFERSON	530	EXTERIOR ROUTE-JEFFERSON WEST	CROSS SLOPE 3.6-6.0%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$30,361.60	A
JEFFERSON	531	EXTERIOR ROUTE-JEFFERSON EAST	CROSS SLOPE 3.3-5.8%	Cross slope of accessible route (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing route to reduce cross slope to 1:48 or less.	\$16,011.00	A
JEFFERSON	532	EXTERIOR ROUTE-JEFFERSON EAST	CROSS SLOPE 5.1%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$32,022.00	A
JEFFERSON	533	EXTERIOR ROUTE-JEFFERSON EAST	CROSS SLOPE 3.3-4.6%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$7,590.40	B
JEFFERSON	534	EXTERIOR ROUTE-JEFFERSON WEST	CROSS SLOPE 3.4-5.0%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$24,668.80	A
JEFFERSON	535	EXTERIOR ROUTE-JEFFERSON WEST	CROSS SLOPE 4.2-6.1%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$15,180.80	A

Building Name	Short Barrier No.	Location	Existing Condition	Barrier	Possible Solution	Estimated Removal Cost	SEV Code
JEFFERSON	536	EXTERIOR ROUTE-JEFFERSON EAST	CROSS SLOPE 3.4-3.8%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$7,590.40	C
JEFFERSON	537	EXTERIOR ROUTE-JEFFERSON WEST	CROSS SLOPE 3.9%	Cross slope of accessible route (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing route to reduce cross slope to 1:48 or less.	\$5,692.80	C
JEFFERSON	538	EXTERIOR ROUTE-JEFFERSON SOUTH	CROSS SLOPE 3.3-4.2%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$9,488.00	B
JEFFERSON	539	EXTERIOR ROUTE-JEFFERSON WEST	CROSS SLOPE 3.3-3.6%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$7,590.40	C
JEFFERSON	540	EXTERIOR ROUTE-JEFFERSON WEST	CROSS SLOPE 3.2-4.5%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$100,572.80	B
JEFFERSON	541	EXTERIOR ROUTE-JEFFERSON SOUTH	CROSS SLOPE 3.3-5.5%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$94,880.00	A
JEFFERSON	542	EXTERIOR ROUTE-JEFFERSON WEST	CROSS SLOPE 3.1-3.6%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$5,692.80	C
JEFFERSON	543	EXTERIOR ROUTE-JEFFERSON WEST	CROSS SLOPE 3.4-4.9%	Cross slope of accessible (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing route to reduce cross slope to 1:48 or less.	\$30,836.00	B
JEFFERSON	544	EXTERIOR ROUTE-JEFFERSON SOUTH	CROSS SLOPE 3.3-4.1%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$24,668.80	B
JEFFERSON	545	EXTERIOR ROUTE-JEFFERSON EAST	TREE BRANCHES PROJECT AT 67" AND 72" AFG	Protruding object with leading edge between 27" and 80" AFF projects more than 4" from wall or 12" from post, or where a sign or other obstruction is mounted between posts or pylons and the clear distance between the posts or pylons is greater than 12", the lowest edge of the sign or obstruction is between 27" and 80" AFF:	In the case of plants, trees, or shrubbery, trim planting to protrude no more than 4" or remove/relocate outside circulation path.	\$474.40	A
JEFFERSON	546	EXTERIOR ROUTE-JEFFERSON WEST	TOTAL WORK/DINING SURFACES 14, TOTAL ACCESSIBLE 0	Less than 5% (not less than one) of seating and standing spaces at dining surfaces or less than 5% of work surfaces is accessible:	Install new table or counter on an accessible route to provide 5% minimum wheelchair spaces with required knee space and height.	\$3,706.25	B
JEFFERSON	547	EXTERIOR ROUTE-JEFFERSON SOUTH	CURB RAMPS ARE NOT PROVIDED BETWEEN BUILDING ENTRANCE AND SEATING AREA	Accessible route crosses a curb and no curb ramp is provided:	Install a compliant curb ramp at this location.	\$29,650.00	B
JEFFERSON	548	EXTERIOR ROUTE-JEFFERSON NORTH	BUS BOARDING AREA NOT PAVED	Existing ground surface of bus boarding and alighting area is not firm and/or stable:	Install new compliant surface material over existing surface material.	\$474.40	B
JEFFERSON	549	EXTERIOR ROUTE-JEFFERSON SOUTH	SLOPE AT BUS STOP PAD 4.4% PERPENDICULAR TO ROADWAY	Slope of the boarding and alighting area perpendicular to the roadway is greater than 1:48 (2.08%):	Alter existing boarding and alighting area to reduce slope to 1:48 (2.08%) or less.	\$4,744.00	B
MADISON	392	EXTERIOR-PARKING-CANNON EAST	NO ACCESS AISLE	Access aisle does not adjoin an accessible route:	Provide compliant access aisle that connects to an accessible route.	1	B
MADISON	393	EXTERIOR-PARKING-MADISON NORTH	PLZ SLOPES 3.6%	Slope in any direction exceeds 2.08% at passenger loading zone:	Alter slope at existing passenger loading zone for compliance.	\$1,660.40	C
MADISON	394	EXTERIOR-PARKING-MADISON NORTH	PLZ VEHICULAR PULL-UP SPACE 20' LONG, 86" WIDE	Passenger loading zone vehicular pull-up space is less than 96" wide and 20' long:	Alter curbs, sidewalks, landscaping, etc., and install new paving as needed to provide compliant passenger loading zone.	\$2,965.00	C
MADISON	395	EXTERIOR ROUTE-MADISON WEST	VERTICAL TRANSITION AT MANHOLE COVER >1/4" AND IS NOT BEVELED 1:2	Existing vertical transition is higher than 1/2", or is between 1/4" and 1/2" but not beveled, or slope at existing beveling is greater than 1:2:	Modify/repair surfaces as needed to remove vertical offset.	\$400.00	A
MADISON	396	EXTERIOR ROUTE-MADISON EAST	SLAB JOINTS >1/2" WIDE AND >1/4" DEEP	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$4,151.00	C
MADISON	397	EXTERIOR ROUTE-MADISON NORTH	SLAB JOINTS 3/4" WIDE AND 1/2" DEEP	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$593.00	A
MADISON	398	EXTERIOR ROUTE-MADISON EAST	CRACK 1.5" WIDE AND 1/2" DEEP	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$415.10	A
MADISON	399	EXTERIOR ROUTE-MADISON SOUTH	MULTIPLE SLAB JOINTS >1/2" WIDE AND >1/4" DEEP	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$6,641.60	C
MADISON	400	EXTERIOR ROUTE-MADISON EAST	MULTIPLE SLAB JOINTS >1/2" WIDE AND >1/4" DEEP	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$2,490.60	A

Building Name	Short Barrier No.	Location	Existing Condition	Barrier	Possible Solution	Estimated Removal Cost	SEV Code
MADISON	401	EXTERIOR ROUTE-MADISON WEST	MULTIPLE SLAB JOINTS >1/2" WIDE AND >1/4" DEEP	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$2,372.00	C
MADISON	402	EXTERIOR ROUTE-MADISON NORTH	MULTIPLE SLAB JOINTS >1/2" WIDE AND >1/4" DEEP	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$1,186.00	C
MADISON	403	EXTERIOR ROUTE-MADISON NORTH	MULTIPLE SLAB JOINTS >1/2" WIDE AND >1/4" DEEP	Existing sidewalk and/or expansion joint has openings > than 1/2" wide and/or 1/4" deep in direction of travel:	Repair &/or fill sidewalk cracks and/or expansion joints.	\$4,151.00	A
MADISON	404	EXTERIOR ROUTE-MADISON WEST	CRACK 2" WIDE AND >1/4" DEEP	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$355.80	A
MADISON	405	EXTERIOR ROUTE-MADISON SOUTH	SLAB JOINTS >1/2" WIDE AND >1/4" DEEP	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$830.20	C
MADISON	406	EXTERIOR ROUTE-MADISON WEST	MULTIPLE SLAB JOINTS >1/2" WIDE AND >1/4" DEEP	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$6,523.00	C
MADISON	407	EXTERIOR ROUTE-MADISON NORTH	MULTIPLE SLAB JOINTS >1/2" WIDE AND >1/4" DEEP	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$3,320.80	A
MADISON	408	EXTERIOR ROUTE-MADISON WEST	SLAB JOINTS >1/2" WIDE AND >1/4" DEEP	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$2,372.00	C
MADISON	409	EXTERIOR ROUTE-MADISON EAST	SLAB JOINTS >1/2" WIDE AND >1/4" DEEP	Existing sidewalk and/or expansion joint has openings > than 1/2" wide and/or 1/4" deep in direction of travel:	Repair &/or fill sidewalk cracks and/or expansion joints.	\$1,363.90	C
MADISON	410	EXTERIOR ROUTE-MADISON EAST	SLAB JOINTS >1/2" AND >1/4" DEEP	Existing sidewalk and/or expansion joint has openings > than 1/2" wide and/or 1/4" deep in direction of travel:	Repair &/or fill sidewalk cracks and/or expansion joints.	\$2,965.00	C
MADISON	411	EXTERIOR ROUTE-MADISON NORTH	MULTIPLE SLAB JOINTS >1/2" WIDE AND >1/4" DEEP	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$4,744.00	C
MADISON	412	EXTERIOR ROUTE-MADISON WEST	SLAB JOINT >1/2" WIDE AND >1/4" DEEP	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$1,186.00	C
MADISON	413	EXTERIOR ROUTE-MADISON SOUTH	MULTIPLE SLAB JOINTS >1/2" WIDE AND >1/4" DEEP	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$2,490.60	C
MADISON	414	EXTERIOR ROUTE-MADISON SOUTH	MULTIPLE SLAB JOINTS >1/2" WIDE AND >1/4" DEEP	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$4,328.90	C
MADISON	415	EXTERIOR ROUTE-MADISON SOUTH	CLEAR WIDTH 31", OBSTRUCTED BY TRASH CAN	Clear width of existing exterior route is less than 36" (except 32" minimum at a point for no longer than 24" if reduced width segments are separated by segments 48" minimum long and 36" minimum wide):	Remove /relocate nonpermanent obstruction.	\$237.20	B
MADISON	416	EXTERIOR ROUTE-MADISON EAST	CLEAR WIDTH 17", OBSTRUCTED BY LANDSCAPING VEHICLE	Clear width of existing exterior route is less than 36" (except 32" minimum at a point for no longer than 24" if reduced width segments are separated by segments 48" minimum long and 36" minimum wide):	Notify the owner of sidewalk(s) of noncompliance and request correction.	0	B
MADISON	417	EXTERIOR ROUTE-MADISON EAST	CROSS SLOPE 3.3-4.5%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$11,860.00	B
MADISON	418	EXTERIOR ROUTE-MADISON WEST	CROSS SLOPE 4.7%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$10,674.00	A
MADISON	419	EXTERIOR-EXTERIOR ROUTE-MADISON EAST	CROSS SLOPE 3.9%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$3,558.00	C
MADISON	420	EXTERIOR ROUTE-MADISON NORTH	CROSS SLOPE 3.5%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$5,930.00	C
MADISON	421	EXTERIOR ROUTE-MADISON WEST	CROSS SLOPE 3.7%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	5930	C
MADISON	422	EXTERIOR ROUTE-MADISON SOUTH	CROSS SLOPE 4.5%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$7,116.00	B
MADISON	423	EXTERIOR ROUTE-MADISON SOUTH	CROSS SLOPE 4.2-8.2%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$17,790.00	A

Building Name	Short Barrier No.	Location	Existing Condition	Barrier	Possible Solution	Estimated Removal Cost	SEV Code
MADISON	424	EXTERIOR ROUTE-MADISON SOUTH	TREE LIMB PROJECTS AT 57" AFG	Protruding object with leading edge between 27" and 80" AFF projects more than 4" from wall or 12" from post, or where a sign or other obstruction is mounted between posts or pylons and the clear distance between the posts or pylons is greater than 12", the lowest edge of the sign or obstruction is between 27" and 80" AFF:	In the case of plants, trees, or shrubbery, trim planting to protrude no more than 4" or remove/relocate outside circulation path.	\$237.20	C
MADISON	425	EXTERIOR ROUTE-MADISON EAST	TREE LIMB PROJECTS AT 53"	Protruding object with leading edge between 27" and 80" AFF projects more than 4" from wall or 12" from post, or where a sign or other obstruction is mounted between posts or pylons and the clear distance between the posts or pylons is greater than 12", the lowest edge of the sign or obstruction is between 27" and 80" AFF:	In the case of plants, trees, or shrubbery, trim planting to protrude no more than 4" or remove/relocate outside circulation path.	\$237.20	C
MADISON	426	EXTERIOR ROUTE-MADISON EAST	TREE LIMB PROJECTS AT 69"	Protruding object with leading edge between 27" and 80" AFF projects more than 4" from wall or 12" from post, or where a sign or other obstruction is mounted between posts or pylons and the clear distance between the posts or pylons is greater than 12", the lowest edge of the sign or obstruction is between 27" and 80" AFF:	In the case of plants, trees, or shrubbery, trim planting to protrude no more than 4" or remove/relocate outside circulation path.	\$237.20	C
MADISON	427	EXTERIOR ROUTE-MADISON NORTH	TREE LIMBS PROJECT AT 70" AND 77" AFG	Protruding object with leading edge between 27" and 80" AFF projects more than 4" from wall or 12" from post, or where a sign or other obstruction is mounted between posts or pylons and the clear distance between the posts or pylons is greater than 12", the lowest edge of the sign or obstruction is between 27" and 80" AFF:	In the case of plants, trees, or shrubbery, trim planting to protrude no more than 4" or remove/relocate outside circulation path.	\$474.40	C
MADISON	428	EXTERIOR ROUTE-MADISON SOUTH	BARRICADE ARM PROJECTS 122.5" AT 34.5" AFG	Protruding object with leading edge between 27" and 80" AFF projects more than 4" from wall or 12" from post, or where a sign or other obstruction is mounted between posts or pylons and the clear distance between the posts or pylons is greater than 12", the lowest edge of the sign or obstruction is between 27" and 80" AFF:	Notify the owner of protruding object of noncompliance and request correction.	0	A
MADISON	429	EXTERIOR ROUTE-MADISON EAST	BARRICADE ARM PROJECTS 144" AT 38" AFG	Protruding object with leading edge between 27" and 80" AFF projects more than 4" from wall or 12" from post, or where a sign or other obstruction is mounted between posts or pylons and the clear distance between the posts or pylons is greater than 12", the lowest edge of the sign or obstruction is between 27" and 80" AFF:	Notify the owner of protruding object of noncompliance and request correction.	0	A
MADISON	430	EXTERIOR ROUTE-MADISON SOUTH	BARRICADE ARM PROJECTS 127" AT 37.75" AFG	Protruding object with leading edge between 27" and 80" AFF projects more than 4" from wall or 12" from post, or where a sign or other obstruction is mounted between posts or pylons and the clear distance between the posts or pylons is greater than 12", the lowest edge of the sign or obstruction is between 27" and 80" AFF:	Notify the owner of protruding object of noncompliance and request correction.	0	A
MADISON	726	EXTERIOR ROUTE-MADISON NORTH	148 TOTAL WORK SURFACES, 8 ACCESSIBLE REQUIRED, 3 ACCESSIBLE PROVIDED	Less than 5% of work surfaces are accessible:	Install new table(s) or counter(s) on an accessible route to provide 5% minimum accessible work surfaces with required knee and toe space and height. Disperse throughout the space or facility containing work surfaces.	\$20,755.00	B

Table 8. Other Barriers and Solutions – ADA Inspections of Sidewalks Surrounding Senate Office Buildings.

Building Name	Short Barrier No.	Location Description	Existing condition	Barrier	Possible Solution	Est. Removal Cost	SEV Code
DIRKSEN	635	EXTERIOR ROUTE-DIRKSEN WEST	Vertical transition 1" high	Existing vertical transition is higher than ½", or is between ¼" and ½" but not beveled, or slope at existing beveling is greater than 1:2:	Remove existing level transition and install compliant transition (¼" Maximum height square or ½" Maximum height at 1:2 slope).	\$284.64	A
DIRKSEN	636	EXTERIOR ROUTE-DIRKSEN WEST	Vertical transition 5/8" high	Existing vertical transition is higher than ½", or is between ¼" and ½" but not beveled, or slope at existing beveling is greater than 1:2:	Remove existing level transition and install compliant transition (¼" Maximum height square or ½" Maximum height at 1:2 slope).	\$284.64	A
DIRKSEN	637	EXTERIOR ROUTE-DIRKSEN WEST	Vertical transition 3/4"	Existing vertical transition is higher than ½", or is between ¼" and ½" but not beveled, or slope at existing beveling is greater than 1:2:	Remove existing level transition and install compliant transition (¼" Maximum height square or ½" Maximum height at 1:2 slope).	\$284.64	A
DIRKSEN	638	EXTERIOR ROUTE-DIRKSEN WEST	Slab joint 3/4" wide and 3/8" deep	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$474.40	C
DIRKSEN	639	EXTERIOR ROUTE-DIRKSEN NORTH	Slab joint 5/8" wide and 3/8" deep	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$474.40	C
DIRKSEN	640	EXTERIOR ROUTE-DIRKSEN WEST	Slab joints 7/8" and 1" wide and 3/8" deep	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$889.50	C
DIRKSEN	641	EXTERIOR ROUTE-DIRKSEN WEST	Crack 3/4" wide and 3/4" deep	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$296.50	A
DIRKSEN	642	EXTERIOR ROUTE-DIRKSEN WEST	Slab joint 3/4" wide and 1/2" deep	Existing sidewalk &/or expansion joint has openings > ½" wide &/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$474.40	A
DIRKSEN	643	EXTERIOR ROUTE-DIRKSEN WEST	Slab joints 5/8" wide and 3/8" deep	Existing sidewalk &/or expansion joint has openings > ½" wide &/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$948.80	C
DIRKSEN	644	EXTERIOR ROUTE-DIRKSEN WEST	Slab joint 1" wide and 1" deep	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$474.40	A
DIRKSEN	645	EXTERIOR ROUTE-DIRKSEN WEST	Slab joint 3/4" wide and 1/2" deep	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$474.40	A
DIRKSEN	646	EXTERIOR ROUTE-DIRKSEN WEST	Slab joints 3/4" wide and 1/2" deep	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$474.40	A
DIRKSEN	647	EXTERIOR ROUTE-DIRKSEN NORTH	Slab joint 3/4" wide and 1/2" deep	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$474.40	A
DIRKSEN	648	EXTERIOR ROUTE-DIRKSEN NORTH	Slab joints 5/8" wide and 3/8" deep	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$889.50	C
DIRKSEN	649	EXTERIOR ROUTE-DIRKSEN NORTH	Slab joints 5/8" wide and 3/8" deep	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$2,372.00	C
DIRKSEN	650	EXTERIOR ROUTE-DIRKSEN WEST	Slab joint 1.25" wide and 1/2" deep	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$1,067.40	A
DIRKSEN	651	EXTERIOR ROUTE-DIRKSEN WEST	Crack 2" wide and 1/2" deep	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$177.90	A
DIRKSEN	652	EXTERIOR ROUTE-DIRKSEN NORTH	Slab joint 1" wide and 1/2" deep	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$474.40	A
DIRKSEN	653	EXTERIOR ROUTE-DIRKSEN WEST	Slab joint 1" wide and 3/8" deep	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$474.40	C
DIRKSEN	654	EXTERIOR ROUTE-DIRKSEN WEST	Slab joint 3/4" wide and 1/2" deep	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$474.40	A
DIRKSEN	655	EXTERIOR ROUTE-DIRKSEN WEST	Slab joint 5/8" wide and 1/2" deep	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$474.40	C
DIRKSEN	656	EXTERIOR ROUTE-DIRKSEN WEST	Slab joint 1" wide and 3/8" deep	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$474.40	C
DIRKSEN	657	EXTERIOR ROUTE-DIRKSEN WEST	Slab joints 5/8" wide and 3/8" deep	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$948.80	C

Building Name	Short Barrier No.	Location Description	Existing condition	Barrier	Possible Solution	Est. Removal Cost	SEV Code
DIRKSEN	658	EXTERIOR ROUTE-DIRKSEN NORTH	Slab joints 3/4" wide and 1/2" deep	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$1,363.9	A
DIRKSEN	659	EXTERIOR ROUTE-DIRKSEN NORTH	Slab joint 1" wide and 3/8" deep	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$474.40	C
DIRKSEN	660	EXTERIOR ROUTE-DIRKSEN NORTH	Slab joint 5/8" wide and 3/8" deep	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$474.40	C
DIRKSEN	661	EXTERIOR ROUTE-DIRKSEN NORTH	Slab joints 5/8" wide and 3/8" deep	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$1,897.60	C
DIRKSEN	662	EXTERIOR ROUTE-DIRKSEN WEST	Slab joint 3/4" wide and 1/2" deep	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$474.40	A
DIRKSEN	663	EXTERIOR ROUTE-DIRKSEN WEST	Slab joint 5/8" wide and 3/8" deep	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$474.40	C
DIRKSEN	664	EXTERIOR ROUTE-DIRKSEN WEST	Slab joint 7/8" wide and 3/8" deep	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$889.50	C
DIRKSEN	665	EXTERIOR ROUTE-DIRKSEN NORTH	Slab joint 1.125" wide and 3/8" deep	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$474.40	C
DIRKSEN	666	EXTERIOR ROUTE-DIRKSEN NORTH	Slab joint 1" wide and 3/8" deep	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$474.40	C
DIRKSEN	667	EXTERIOR ROUTE-DIRKSEN NORTH	Cross slope 3.2-3.8%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$15,418.00	C
DIRKSEN	668	EXTERIOR ROUTE-DIRKSEN SOUTH	Cross slope 3.4-5.0%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$106,740.00	A
DIRKSEN	669	EXTERIOR ROUTE-DIRKSEN WEST	Cross slope 3.1-4.2%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$15,418.00	B
DIRKSEN	670	EXTERIOR ROUTE-DIRKSEN WEST	Cross slope 3.3-5.7%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$94,880.00	A
DIRKSEN	671	EXTERIOR ROUTE-DIRKSEN NORTH	Cross slope 3.1-3.5%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$20,162.00	C
HART	699	EXTERIOR ROUTE-HART NORTH	Grating plug is missing	Existing grating has horizontal openings that allow passage of a sphere 1/2" in diameter or the long dimension of elongated openings are not perpendicular to dominant direction of travel:	Notify the owner of grating of noncompliance and request correction.	0	A
HART	700	EXTERIOR ROUTE-HART SOUTH	Slab joints >1/2" wide and >1/4" deep	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$1,779.00	C
HART	701	EXTERIOR ROUTE-HART SOUTH	Slab joints >1/2" wide and >1/4" deep	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$2,134.80	C
HART	702	EXTERIOR ROUTE-HART NORTH	Slab joint 5/8" wide and 3/8" deep	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$237.20	C
HART	703	EXTERIOR ROUTE-HART NORTH	Slab joint 1" wide and 3/8" deep	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$474.40	C
HART	704	EXTERIOR ROUTE-HART NORTH	Slab joint 1" wide and 3/8" deep	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$533.70	C
HART	705	EXTERIOR ROUTE-HART NORTH	Slab joint 1/2" wide and 3/8" deep	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$474.40	C
HART	706	EXTERIOR ROUTE-HART NORTH	Slab joint 5/8" wide and 1/2" deep	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$533.70	C
HART	707	EXTERIOR ROUTE-HART SOUTH	Slab joints >1/2" wide and >1/4" deep	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$3,558.00	C
HART	708	EXTERIOR ROUTE-HART NORTH	Slab joint 5/8" wide and 1/2" deep	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$889.50	A
HART	709	EXTERIOR ROUTE-HART NORTH	Slab joint 1" wide and 1/2" deep	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$474.40	A
HART	710	EXTERIOR ROUTE-HART SOUTH	Slab joints 0.625" wide and 0.375" deep	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$1,779.00	C
HART	711	EXTERIOR ROUTE-HART	Slab joints 5/8" wide and 3/8" deep	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$1,423.20	C

Building Name	Short Barrier No.	Location Description	Existing condition	Barrier	Possible Solution	Est. Removal Cost	SEV Code
		EAST	deep	travel:			
HART	712	EXTERIOR ROUTE-HART EAST	Slab joint 1/2" wide and 3/8" deep	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$593.00	C
HART	713	EXTERIOR ROUTE-HART SOUTH	Slab joints >1/2" wide and >1/4" deep	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$3,024.30	C
HART	714	EXTERIOR ROUTE-HART NORTH	Cross slope 3.1-8.8%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$56,928.00	A
HART	715	EXTERIOR ROUTE-HART NORTH	Cross slope 3.1-5.3%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$7,709.00	A
HART	716	EXTERIOR ROUTE-HART SOUTH	Cross slope 5.4-7.6%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$94,880.00	A
HART	717	EXTERIOR ROUTE-HART EAST	Cross slope 3.9%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$4,744.00	C
HART	718	EXTERIOR ROUTE-HART EAST	Cross slope 3.3-4.2%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$21,348.00	B
HART	719	EXTERIOR ROUTE-HART NORTH	Cross slope 5.2-5.5%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$8,539.20	A
HART	720	EXTERIOR ROUTE-HART NORTH	Cross slope 6.2%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$14,232.00	A
HART	721	EXTERIOR ROUTE-HART EAST	Tree branch projects at 71" afg	Protruding object with leading edge between 27" and 80" AFF projects more than 4" from wall or 12" from post, or where a sign or other obstruction is mounted between posts or pylons and the clear distance between the posts or pylons is greater than 12", the lowest edge of the sign or obstruction is between 27" and 80" AFF:	In the case of plants, trees, or shrubbery, trim planting to protrude no more than 4" or remove/relocate outside circulation path.	\$237.20	A
HART	722	EXTERIOR ROUTE-HART EAST	Tree branch projects 13" at 68.5" afg	Protruding object with leading edge between 27" and 80" AFF projects more than 4" from wall or 12" from post, or where a sign or other obstruction is mounted between posts or pylons and the clear distance between the posts or pylons is greater than 12", the lowest edge of the sign or obstruction is between 27" and 80" AFF:	In the case of plants, trees, or shrubbery, trim planting to protrude no more than 4" or remove/relocate outside circulation path.	\$237.20	A
HART	723	EXTERIOR ROUTE-HART EAST	Tree branch projects at 63" afg	Protruding object with leading edge between 27" and 80" AFF projects more than 4" from wall or 12" from post, or where a sign or other obstruction is mounted between posts or pylons and the clear distance between the posts or pylons is greater than 12", the lowest edge of the sign or obstruction is between 27" and 80" AFF:	In the case of plants, trees, or shrubbery, trim planting to protrude no more than 4" or remove/relocate outside circulation path.	\$237.20	A
HART	724	EXTERIOR ROUTE-HART SOUTH	Tree branches project at 67" and 61" afg	Protruding object with leading edge between 27" and 80" AFF projects more than 4" from wall or 12" from post, or where a sign or other obstruction is mounted between posts or pylons and the clear distance between the posts or pylons is greater than 12", the lowest edge of the sign or obstruction is between 27" and 80" AFF:	In the case of plants, trees, or shrubbery, trim planting to protrude no more than 4" or remove/relocate outside circulation path.	\$474.40	C
RUSSELL	728	EXTERIOR ROUTE-RUSSELL WEST	Vertical transition 5/8" high and/or is not beveled 1:2	Existing vertical transition is higher than 1/2", or is between 1/4" and 1/2" but not beveled, or slope at existing beveling is greater than 1:2:	Remove existing level transition and install compliant transition (1/4" Maximum height square or 1/2" Maximum height at 1:2 slope).	\$1,138.56	A
RUSSELL	729	EXTERIOR ROUTE-RUSSELL NORTH	Vertical transition 0.75" high and/or is not beveled 1:2	Existing vertical transition is higher than 1/2", or is between 1/4" and 1/2" but not beveled, or slope at existing beveling is greater than 1:2:	Modify/repair surfaces as needed to remove vertical offset.	\$400.00	A
RUSSELL	730	EXTERIOR ROUTE-RUSSELL WEST	Vertical transition 5/8" high and/or is not beveled 1:2	Existing vertical transition is higher than 1/2", or is between 1/4" and 1/2" but not beveled, or slope at existing beveling is greater than 1:2:	Modify/repair surfaces as needed to remove vertical offset.	\$400.00	A
RUSSELL	731	EXTERIOR ROUTE-RUSSELL WEST	6.5" deep hole in the sidewalk >1" x >1"	Existing grating has horizontal openings that allow passage of a sphere 1/2" in diameter or the long dimension of elongated openings are not perpendicular to dominant direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$118.60	A
RUSSELL	732	EXTERIOR-EXTERIOR ROUTE-RUSSELL NORTH	Slab joint/crack 1" wide and 0.375" deep	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$1,660.40	C
RUSSELL	733	EXTERIOR-EXTERIOR ROUTE-RUSSELL WEST	Slab joint/crack 3" wide and 0.75" deep	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$948.80	A
RUSSELL	734	EXTERIOR-EXTERIOR ROUTE-RUSSELL SOUTH	Slab joint/crack 3" wide and 1" deep	Existing sidewalk and/or expansion joint has openings greater than 1/2" wide and/or 1/4" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$118.60	A

Building Name	Short Barrier No.	Location Description	Existing condition	Barrier	Possible Solution	Est. Removal Cost	SEV Code
RUSSELL	735	EXTERIOR-EXTERIOR ROUTE-RUSSELL WEST	Slab joint/crack 0.75" wide and 0.5" deep	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$1,245.30	C
RUSSELL	736	EXTERIOR-EXTERIOR ROUTE-RUSSELL SOUTH	Slab joint/crack 1" wide and 0.375" deep	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$3,439.40	C
RUSSELL	737	EXTERIOR-EXTERIOR ROUTE-RUSSELL WEST	Slab joint/crack 0.75" wide and 0.375" deep	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$2,787.10	C
RUSSELL	738	EXTERIOR-EXTERIOR ROUTE-RUSSELL SOUTH	Slab joint/crack 0.625" wide and 0.375" deep	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$1,482.50	C
RUSSELL	739	EXTERIOR-EXTERIOR ROUTE-RUSSELL SOUTH	Slab joint/crack 2" wide and 0.5" deep	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$533.70	A
RUSSELL	740	EXTERIOR-EXTERIOR ROUTE-RUSSELL NORTH	Slab joint/crack 1" wide and 0.5" deep	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$1,897.60	A
RUSSELL	741	EXTERIOR-EXTERIOR ROUTE-RUSSELL SOUTH	Slab joint/crack 0.75" wide and 0.5" deep	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$4,566.10	C
RUSSELL	742	EXTERIOR-EXTERIOR ROUTE-RUSSELL EAST	Slab joint/crack 2.5" wide and 0.75" deep	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$593.00	A
RUSSELL	743	EXTERIOR-EXTERIOR ROUTE-RUSSELL EAST	Slab joint/crack 0.75" wide and 0.375" deep	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$593.00	C
RUSSELL	744	EXTERIOR-EXTERIOR ROUTE-RUSSELL WEST	Slab joint/crack 0.75" wide and 0.5" deep	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$948.80	A
RUSSELL	745	EXTERIOR-EXTERIOR ROUTE-RUSSELL NORTH	Slab joint/crack 1" wide and 0.5" deep	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$593.00	C
RUSSELL	746	EXTERIOR-EXTERIOR ROUTE-RUSSELL NORTH	Slab joint/crack 0.75" wide and 0.5" deep	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$6,404.40	C
RUSSELL	747	EXTERIOR-EXTERIOR ROUTE-RUSSELL WEST	Slab joint/crack 1" wide and 1" deep	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$830.20	A
RUSSELL	748	EXTERIOR-EXTERIOR ROUTE-RUSSELL WEST	Slab joint/crack 1.75" wide and 0.5" deep	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$948.80	A
RUSSELL	749	EXTERIOR-EXTERIOR ROUTE-RUSSELL WEST	Slab joint/crack 4" wide and 0.5" deep	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$1,245.30	A
RUSSELL	750	EXTERIOR-EXTERIOR ROUTE-RUSSELL WEST	Slab joint/crack 0.75" wide and 0.5" deep	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$948.80	C
RUSSELL	751	EXTERIOR-EXTERIOR ROUTE-RUSSELL WEST	Slab joint/crack 1" wide and 0.5" deep	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$1,245.30	C
RUSSELL	752	EXTERIOR-EXTERIOR ROUTE-RUSSELL SOUTH	Slab joint/crack 4" wide and 0.5" deep	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$830.20	A
RUSSELL	753	EXTERIOR-EXTERIOR ROUTE-RUSSELL WEST	Slab joint/crack 1" wide and 0.5" deep	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$1,245.30	A
RUSSELL	754	EXTERIOR-EXTERIOR ROUTE-RUSSELL WEST	Slab joint/crack 1.25" wide and 0.75" deep	Existing sidewalk and/or expansion joint has openings greater than ½" wide and/or ¼" deep in direction of travel:	Repair and/or fill sidewalk cracks and/or expansion joints.	\$1,245.30	A
RUSSELL	755	EXTERIOR-EXTERIOR	Cross slope 4.2%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or	\$3,558.00	B

Building Name	Short Barrier No.	Location Description	Existing condition	Barrier	Possible Solution	Est. Removal Cost	SEV Code
		ROUTE-RUSSELL NORTH			less.		
RUSSELL	756	EXTERIOR-EXTERIOR ROUTE-RUSSELL NORTH	Cross slope 4.9%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$106,740.00	B
RUSSELL	757	EXTERIOR-EXTERIOR ROUTE-RUSSELL WEST	Cross slope 4.2%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$5,930.00	B
RUSSELL	758	EXTERIOR-EXTERIOR ROUTE-RUSSELL WEST	Cross slope 6.7%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$35,580.00	A
RUSSELL	759	EXTERIOR-EXTERIOR ROUTE-RUSSELL EAST	Cross slope 3.8%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$1,186.00	B
RUSSELL	760	EXTERIOR-EXTERIOR ROUTE-RUSSELL WEST	Cross slope 6.0%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$71,160.00	A
RUSSELL	761	EXTERIOR-EXTERIOR ROUTE-RUSSELL EAST	Cross slope 3.5%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$9,488.00	C
RUSSELL	762	EXTERIOR-EXTERIOR ROUTE-RUSSELL EAST	Cross slope 4.2%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%):	Alter existing exterior route to reduce cross slope to 1:48 or less.	\$14,232.00	B
RUSSELL	763	EXTERIOR-EXTERIOR ROUTE-RUSSELL SOUTH	Tree branch projects >4" at 75" aff	Protruding object with leading edge between 27" and 80" AFF projects more than 4" from wall or 12" from post, or where a sign or other obstruction is mounted between posts or pylons and the clear distance between the posts or pylons is greater than 12", the lowest edge of the sign or obstruction is between 27" and 80" AFF:	In the case of plants, trees, or shrubbery, trim planting to protrude no more than 4" or remove/relocate outside circulation path.	\$237.20	C
RUSSELL	764	EXTERIOR-EXTERIOR ROUTE-RUSSELL EAST	Bushes project >4" at 67" aff	Protruding object with leading edge between 27" & 80" AFF projects more than 4" from wall or 12" from post, or where a sign or other obstruction is mounted between posts or pylons and the clear distance between the posts or pylons is greater than 12", the lowest edge of the sign or obstruction is between 27" & 80" AFF:	In the case of plants, trees, or shrubbery, trim planting to protrude no more than 4" or remove/relocate outside circulation path.	\$474.40	C
RUSSELL	765	EXTERIOR-EXTERIOR ROUTE-RUSSELL NORTH	Tree projects >4" at 77" aff	Protruding object with leading edge between 27" and 80" AFF projects more than 4" from wall or 12" from post, or where a sign or other obstruction is mounted between posts or pylons and the clear distance between the posts or pylons is greater than 12", the lowest edge of the sign or obstruction is between 27" and 80" AFF:	In the case of plants, trees, or shrubbery, trim planting to protrude no more than 4" or remove/relocate outside circulation path.	\$237.20	C

Estimating Costs for Removing ADA Barriers

While we have not received any cost estimates from the AOC, the software we used for conducting the inspections and developing solutions has provided rough estimates of the costs associated with each solution after adjusting for construction costs in the D.C. area and the higher costs generally associated with government construction work.

The software has estimated the total cost for correcting all of the barriers found in and around the Library of Congress Buildings at approximately \$1.7 million and for the Senate Office Buildings at approximately \$1.006 million.

Limited Resources Reduced the Scope of Inspections and OOC Ability to Provide Technical Assistance to Employing Offices

The OOC's ADA inspections during the 112th Congress was limited due to lack of OOC resources. The approximately 18 million square feet of interior space on the Capitol Hill campus and over 500 acres of grounds needed more than the 1/4 FTE dedicated to ADA issues to cover

even a small portion of the campus. Although the ADA access provisions of the CAA also apply to Members' District and State offices, these offices are largely left to inspect themselves.

Transition Plans

The regulations implementing the ADA require that government offices survey their public facilities to identify existing barriers and then, after consulting with members of the disability community, develop transition plans that will determine how and when the barriers will be removed and will otherwise make their facilities readily accessible for people with disabilities. See 28 C.F.R. § 35.150(d). We are hopeful that our approach to ADA inspections will encourage consultation with the disability community and the development of thorough and effective transition planning. We also believe that transition planning will benefit from the information regarding the severity of each barrier and the estimated costs associated with various solutions that our reports provide. This should assist in prioritizing barrier removal projects based upon severity and cost.

Investigation of Charges of Discrimination

During the 112th Congress, the OOC investigated charges of discrimination filed by constituents alleging access problems to the Brain Injury Awareness Fair held in the Rayburn House Office Building, alleging access problems to restrooms in the Adams Library of Congress Building, and alleging that the United States Capitol Police failed to provide a sign language interpreter to a person who is deaf after that person had been arrested during a protest in the House Office Buildings. The employing offices involved in each of these cases cooperated with the Office of Compliance in the investigation and resolution of the ADA access and accommodation issues that had been raised. None of these cases resulted in a complaint being filed by the General Counsel.

Substantive ADA Regulations

During 2014, as provided by Sections 210(e) and 304 of the CAA, the OOC Board of Directors will be proposing substantive ADA regulations to implement and help clarify the ADA access provisions made applicable to Legislative Branch offices by the CAA. While the OOC Board of Directors previously proposed regulations in 1997, Congress did not act on these regulations, as required by Section 304(c) of the CAA. The OOC believes these new regulations are needed to help clarify and define the rights and responsibilities of all interested parties.

Acknowledgments

The OOC ADA inspections of Capitol Hill facilities during the 112th Congress were conducted between January 2011 and December 2012. The ADA inspection team was composed of Robert Judd, Accessibility Specialist, who was specially trained by Evan Terry Associates (ETA) to conduct surveys using the ETA software, and John Baugher, Occupational Safety and Health

Specialist. Additional inspection assistance was provided by Thomas Seymour, Fire Protection Engineer.

The OOC also acknowledges the invaluable assistance provided by ETA. The OOC would not have been able to implement the barrier removal survey approach to ADA inspections without ETA's assistance and software. ETA has developed its own proprietary software to conduct and maintain the results of these surveys. Although ETA does not normally license this software to outside users because of the specialized training needed to perform these surveys in a standardized manner, the OOC was able to reach a licensing agreement with ETA.

John D. Uelmen, Supervising Attorney for the OOC Office of General Counsel, is the primary author of the Report. Production assistance was provided by Kathy Schluter, Administrative Assistant to the General Counsel.

The inspection and writing teams appreciate the cooperation of all legislative branch offices during the inspection process. They particularly appreciate the assistance and time given by the employees of the AOC.

Amy Dunning
General Counsel
Office of Compliance

Dated: July 2014

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112th Congress Report on Americans with Disabilities Act
Appendix A



Safety, Fire, and Environmental Programs Office
Ford House Office Building, Room H2-571
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March 31, 2014

Amy Dunning
General Counsel
Office of Compliance
110 Second Street, SE
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Subject: Response to Mr. John Uelmen's letter of February 11, 2014, transmitting the "DRAFT Accessibility in the Legislative Branch – Report on Americans with Disabilities Act Inspections Relating to Public Services and Accommodations during the 112th Congress"

Dear Ms. Dunning:

This letter is written to provide comments on the Office of Compliance's (OOC's) *DRAFT Accessibility in the Legislative Branch – Report on Americans with Disabilities Act Inspections Relating to Public Services and Accommodations during the 112th Congress* ("Draft Report") as requested in Mr. John Uelmen's letter of February 11, 2014.

We are pleased to submit a summary of the Architect of the Capitol's (AOC's) accessibility accomplishments over the past several years and specifically during the 112th Congress (see Enclosure 1). Throughout 2012 and 2013, AOC has worked toward making the Capitol campus more accessible and has made progress in addressing accessibility through our three part approach as follows:

- 1) ADA Accessibility Program
On December 2, 2013, the Architect of the Capitol signed Order 28-6, placing into effect the Universal Accessibility Policy and Standards. It is the AOC's desire to provide the highest level of public access to buildings and grounds while preserving our treasured heritage assets. The policy clarifies AOC's objectives and defines applicable Americans with Disabilities Act regulatory compliance standards.
- 2) Exterior Accessible Pathway Project
As indicated in the Draft Report, the AOC has defined an accessible pathway that was developed with comprehensive AOC stakeholder input. This ensures that the most compliant, feasible, and historically sensitive route from each of the public transportation drop-off points to the buildings on the Capitol campus is developed. The pathway will be used to prioritize barriers. For instance, barriers that pose safety hazards and are on the accessible pathway will be prioritized for abatement. Barriers that fall outside the

pathway, but are listed as an “A” severity will also be addressed as priorities for planning and implementation. Other barrier severities will be addressed as maintenance, deferred maintenance, capital renewal, or other capital investment projects that occur within the identified barrier area. Specific comments related to the Draft Report include:

- a) AOC has characterized the OOC’s 111th Congress report barrier findings as to whether they fall on or off the accessible pathway. Subsequently, AOC has found that while approximately 31 percent of overall barriers (both interior and exterior) have been removed, roughly 47 percent of exterior barriers fall on the accessible pathway and 16% of those have been removed. While we are still evaluating the 112th Congress barrier findings, initial review indicates approximately 66 percent of barrier findings fall on the accessible path. AOC is confident the accessible pathway will become a useful tool for its accessibility program and is pleased the OOC has begun using it to guide its inspections.
 - b) One of the challenges indicated in the Draft Report involves curb ramps. It is important to note that often the adjoining material to curb ramps falls under jurisdiction of another entity, for instance, the District of Columbia government. Alternatively, the adjoining material to a curb ramp falling under AOC jurisdiction can be a street or historic structure/building that requires extensive design and cost prior to implementation and successful barrier remediation. These barriers have to be carefully prioritized and planned accordingly.
 - c) The total number of ADA barriers indicated in the Draft Report does not agree for the Library of Congress and Senate Office Buildings.
 - d) The Draft Report provides a good description of the challenges faced by the Legislative Branch. Accessibility is a priority for the AOC; however, similar to the OOC, AOC has many priorities competing for limited resources. AOC continues to prioritize as indicated in the Draft Report.
 - e) AOC manages approximately 14.3 million gross square feet and nearly 290 acres on the Capitol Hill campus.
- 3) Training, Awareness and Communication
The AOC has identified an Accessibility Team that includes representatives from each jurisdiction who meet on a quarterly basis to discuss accessibility issues faced, learn from successes, and identify common solutions and best practices. The AOC has also begun identifying target audiences to receive specific accessibility training and has developed appropriate curriculum and courses commensurate with the needs of the trainees. General accessibility awareness training has already occurred for AOC’s Construction Division and some jurisdictions.

As mentioned above, progress has been made in accessibility across the campus; however, in order to better facilitate communication of OOC barrier findings, we would like to suggest the following OOC inspection process improvement recommendations:

- 1) We continue to request that the AOC and OOC meet on site prior to commencing inspections so that we have a common understanding and agreement with the inspection methodologies.
- 2) The photographs and text describing each barrier are helpful; however, the 112th Congress inspection barriers report was formatted with key information not visible. Also, the barriers were not consecutively ordered which can make data review and barrier location difficult and time consuming.
- 3) AOC plans to identify barriers in its Geographic Information System (GIS), which is a geographical interface that provides a visualization of barriers across the campus. We believe this will help us address and abate each barrier in a more efficient manner and suggest that either GIS or simple computer aided drawing (CAD) maps be utilized by OOC to aid in barrier location.

Thank you for providing the AOC with the opportunity to review and comment on the draft. In keeping with previous responses, the Architect will provide a separate letter for inclusion in the final report.

Please contact me at 202.226.0630 should you have questions or require further information.

Sincerely,



Susan P. Adams
Director of Safety, Fire and Environmental Programs

Enclosure:

- 1) Significant AOC American with Disability Act (ADA) Accomplishments During the 112th Congress

**Significant AOC American with Disability Act (ADA) Achievements
During the 112th Congress**

United States Botanic Garden Buildings	Timeframe	Brief Description of Accomplishments
Botanic Garden	FY 2013	Created braille versions of the US Botanic Garden visitor guide and close captioned all video displays.
Botanic Garden	FY 2013	Created sensory tours that focus on smell and touch.
Botanic Garden	FY 2013	Created signs indicating plants that are meant to be touched or smelled.
Botanic Garden Conservatory	FY 2013	Repaired or replaced spalling flagstone to address tripping hazards on the Conservatory Terrace.
National Garden	FY 2014	Constructed an accessible path, appropriate for wheelchair use, to the new arbor in the National Garden.

Capitol Visitor Center	Timeframe	Brief Description of Accomplishments
Capitol Visitor Center	FY 2014	Completed the first of four door operators on internal bronze doors leading from the CVC to the Congressional Auditorium and the House Senate Atria.

US Capitol Building	Timeframe	Brief Description of Accomplishments
Capitol Building	FY 2011	Completed the installation of a new railing on the British stair which had no previous railing.

House Office Buildings	Timeframe	Brief Description of Accomplishments
Longworth House Office Building	FY 2009 FY 2010	Installed ADA handrails in all 4 main stairwells.
Longworth House Office Building	FY 2009 FY 2010	Installed ADA handrails in North tunnel to Cannon and North Tunnel to Rayburn.
Cannon House Office Building	FY 2012 FY 2013	Installed ADA accessible restroom in Cannon 104.
Rayburn House Office Building	FY 2012 FY 2013	Completed installation of ADA accessible unisex locker room and shower facility for the House Members' gym.

**Significant AOC American with Disability Act (ADA) Achievements
During the 112th Congress**

Capitol Grounds	Timeframe	Brief Description of Accomplishments
Union Square	FY 2012 FY 2013	Repaired or replaced spalling stone and other significant trip hazards on the walkway surrounding the Union Square Reflecting Pool.
Capitol Grounds	FY 2012 FY 2013	Continued the sidewalk replacement program which continually seeks to address deteriorated sidewalks and walkways.
Senate Parks	FY 2013	Completed an accessible ramp on the west side of Delaware Avenue leading to the Senate Park and Fountain.

Library of Congress Buildings	Timeframe	Brief Description of Accomplishments
John Adams Building	FY 2012	Installed ADA compliant water fountain on the second floor staff area.
John Adams Building	FY 2013	Completed installation of new exterior bronze and glass monumental doors on east and west entrances, with ADA operators on one pair at each entrance. Replaced revolving doors at east and west entrances with balanced doors.
John Adams Buildings	FY 2013	Completed the North Egress corridor installation which provides additional ADA compliant at-grade exits from the north side of the building.
James Madison Memorial Building	FY 2013	Replaced elevator controllers in Blue, Yellow, and Green Cores with ADA compliant control panels and hoistway entrances.
James Adams Building	FY 2014	Installed ADA operator on the parking garage door at the subbasement level.
Thomas Jefferson Building	FY 2014	Completed ADA modifications to the Coolidge Auditorium Greenroom restrooms.
John Adams Building	FY 2014	Completed construction of lactation rooms, including an ADA accessible facility.

Senate Office Buildings	Timeframe	Brief Description of Accomplishments
Russell Senate Office Building	FY 2013	Added a second accessible egress to the building.
Russell Senate Office Building	FY 2013	Installed upgraded emergency generators that support elevator loads, enhancing building egress for people with disabilities.

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