BIENNIAL REPORT

113TH CONGRESS

AMERICANS WITH DISABILITIES ACT

INSPECTIONS RELATING TO PUBLIC SERVICES AND ACCOMMODATIONS

OCTOBER 2016

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STATEMENT FROM THE GENERAL COUNSEL

Good News: Exterior Access to the Buildings and Facilities on Capitol Hill Is Improving.

In 2009, shortly after I began working for the Office of Compliance (OOC), we decided to reexamine our Americans with Disabilities Act (ADA) inspection program to determine how we could focus our limited resources to most benefit the users of the facilities on Capitol Hill. As part of our program evaluation, we obtained feedback from stakeholders, including the Architect of the Capitol (AOC), members of Congress, and people with disabilities who were familiar with Capitol Hill facilities and offices. Many people with disabilities became familiar with these facilities and offices by participating in the efforts in 2008 that led to the passage of the ADA Amendments Act (ADAAA) which Congress enacted, in part, "to carry out the ADA's objectives of providing 'a clear and comprehensive national mandate for the elimination of discrimination' and 'clear, strong, consistent, enforceable standards addressing discrimination' by reinstating a broad scope of protection to be available under the ADA."

During our stakeholder discussions, we heard complaints about how difficult it was to access offices on the Hill using the exterior pathways. Part of the challenge, of course, was due to geography. Because the Capitol campus is literally on a hill, access for people with disabilities involved many uphill climbs. Wheelchair users frequently found it difficult to traverse the steep curb cuts and the sidewalks and ramps with numerous gaps and cracks.

Our efforts over the past three Congresses to improve access to the buildings and facilities on the campus are consistent with the priority guidance for barrier removal in the Department of Justice (DOJ) regulations: the first priority is to provide access to the buildings and facilities from sidewalks, parking and public transportation.

I am pleased to report good news about these efforts. By making accessibility on the campus a priority, the AOC, with much appreciated support from the oversight committees, has been able to work very collaboratively and cooperatively with the OOC to identify, prioritize, and remove most of the exterior barriers to access discovered over the past six years.

Our focus on the exterior areas of the Capitol for three consecutive congressional sessions has resulted in great improvement to the sidewalks, curb ramps, and entrances used daily by 3-5 million annual visitors, constituents and employees. We have built upon the successes of the 113th Congress highlighted in this report by completing the remaining exterior inspections and starting our full ADA inspections of interior spaces within the House and Senate office buildings during the 114th Congress. We have been working very closely with the AOC and the other employing offices, all of whom have been very supportive of our new efforts to identify, prioritize and remove interior barriers to access. It is therefore my hope that we will again report increased ADA accessibility on Capitol Hill in the 114th Congress biennial report.

JOHN D. UELMEN
General Counsel

October 2016

113TH CONGRESS BIENNIAL REPORT

ON

AMERICANS WITH DISABILITIES ACT INSPECTIONS RELATING TO PUBLIC SERVICES AND ACCOMMODATIONS

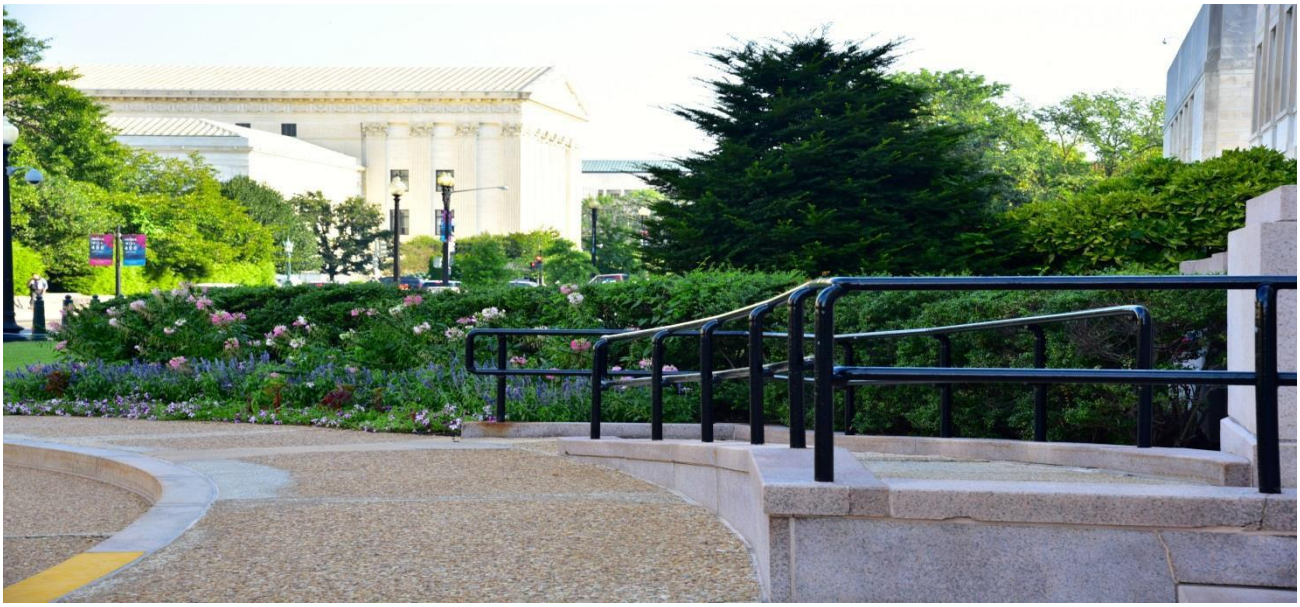
The OOC is pleased to present its Biennial Report for the 113th Congress on ADA accessibility inspections. This report highlights the achievements of the OOC in identifying barriers to access and the resulting improvement in the accessibility of Capitol Hill facilities. Under the authority of the Congressional Accountability Act, landmark legislation now in its 21st year, the OOC has made significant progress towards making Capitol Hill more accessible for persons with disabilities.

Executive Summary

During the 113th Congress, the OOC focused its ADA inspections on the exterior grounds of the Capitol Building. These inspections found a total of 168 barriers to access for people with disabilities. The majority of barriers, 115 out of 168, were created by curb ramps that did not comply with the applicable standards for accessibility. Curb ramp issues ranged from steep or unlevel design, to wide cracks and gaps, to defective detectable warning domes, to ramps that were not designed to prevent the accumulation of water. The curb ramps on the Capitol grounds have consistently presented a high number of barriers over the past two congressional sessions.

63, or 37.5%, of the total number of barriers presented safety concerns for persons with disabilities due to the extent of the deviation from the ADA standards for accessibility. This rate is nearly 18% lower than the safety concern barrier rate two Congresses ago. The 112th Congress inspections, which focused on the exterior areas of the Library of Congress and Senate Office Buildings, revealed 398 barriers, of which 201, or approximately 50%, presented safety concerns. The 111th Congress inspections, which focused on the exterior areas of the House Office Buildings, found a total of 154 barriers, of which 84, or 55%, presented safety concerns. The decreased rates evident in the 113th Congress reflect the consistently positive trend towards increased accessibility that this Agency has facilitated since its inception.

The AOC has developed a strategy to remove the barriers found during the 113th Congress inspections, and has closed approximately one quarter of the OOC barrier findings to date. The AOC has also removed most of the barriers identified during the inspections of the 111th and 112th Congresses. While the OOC will continue to work cooperatively with the AOC and the oversight committees to prioritize and eliminate the significant barriers to access that remain, we believe that the progress that has been made in response to this inspection, as well as the past two inspections that focused on exterior access barriers, is significant. It demonstrates that our inspections have both increased awareness of the ADA Standards for Accessible Design and fostered a cooperative and productive relationship with our stakeholders that has resulted in substantial improvement in ADA accessibility on Capitol Hill.



I. Overview of ADA Access under the Congressional Accountability Act

The Congressional Accountability Act of 1995 (CAA), 2 U.S.C. §§ 1301 *et seq*., applies the ADA to the legislative branch. Under the CAA, the OOC 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. 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 113th Congress.

II. Overview of the OOC ADA Inspection Program during the 113th Congress

Since the 111th Congress, the OOC has utilized a barrier-removal survey approach to conduct its ADA accessibility compliance inspections. This approach is 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.

When assessing severity, inspectors assign a code to each barrier based on the extent of the barrier's deviation from the ADA standards and the corresponding impact of this deviation. The severity codes are listed below:

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 government entities, the OOC does not record "D" level severities in its surveys because the deviation at issue in these barriers have little impact upon accessibility. Consequently, the cost to correct the deviation usually far exceeds any benefit that would result from correcting the deviation.

During the 113th Congress, the OOC continued its contractual relationship with Evan Terry Associates, P.C. (ETA) to utilize its ADA survey software to effectuate the barrier-removal survey approach on the Capitol Hill campus.

Resources available for the barrier-removal survey approach were maximized by concentrating inspection efforts on the evaluation of accessible paths and entrances to buildings. Focusing inspection efforts in this manner aids the OOC in discovering the barriers that are more likely to present a significant level of concern to persons visiting the Capitol grounds, as a fundamental component of accessibility is the extent to which people can get to and into buildings and facilities.

Inspections were specifically focused on the paths and entrances to the Capitol building during the 113th Congress. This is a shift from the past two Congresses, during which inspections focused on the Library of Congress Buildings and the Senate Office Buildings (112th), and the pathways surrounding the House Office Buildings (111th).

Following the inspections, the OOC documented its findings in a detailed report, which included a description of each barrier, photos, and an assessment of individual barrier severity and potential solutions. This report was provided to the Architect of the Capitol. As the agency with primary responsibility for the maintenance, operation, development and preservation of the Capitol grounds, the AOC effectuates the remediation process for the majority of barriers cited by the OOC during the ADA inspection process. After survey submission, the AOC prepared a response to our findings to detail its plan to abate the barriers.

The following principles guide how the AOC prioritizes remediation of identified barriers:

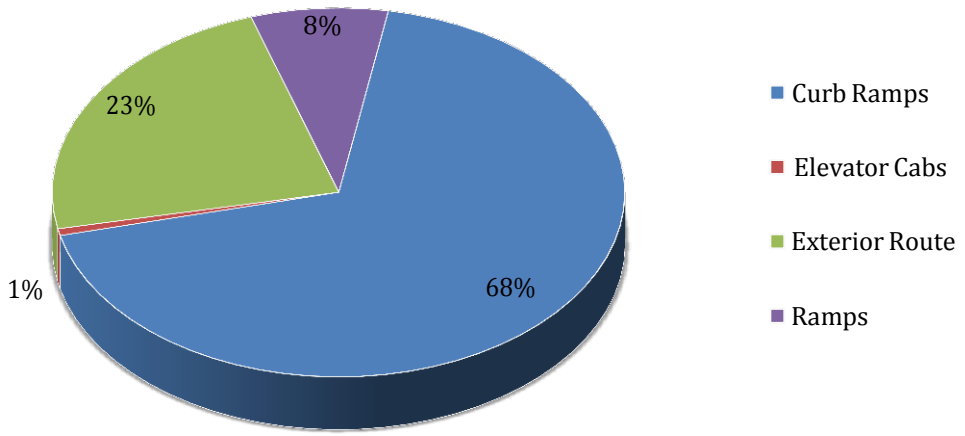
- If barriers can be quickly and inexpensively removed (e.g., trimming tree branches), action is taken immediately.
- If the barrier can be addressed as part of a currently funded maintenance activity (e.g., a planned sidewalk replacement), action is taken as part of that activity.
- If the barrier requires funding to resolve, the AOC considers the severity level (i.e., whether the barrier presents a safety concern), and determines the most efficient and cost effective option for abatement. Options may include:
  - Adding the barrier remediation to an existing line item construction project (LICP) construction project via scope expansion (which requires available funding), or
  - Combining multiple barriers into a new LP project and requesting funding in the AOC's next annual budget submission. AOC competing priorities like safety, security, aging infrastructure, and historic preservation can impact funding and the remediation of barriers under this option.

In certain circumstances, the AOC may contend that identified barriers do not conflict with ADA standards, and will contest the barrier status findings in its response. The AOC did not contest any of the barrier findings from the 113th Congress ADA inspections.

III. 113th Congress Inspection Results

The 113th Congress inspections of the exterior grounds of the Capitol Building revealed 168 barriers to access. These barriers generally fit into 4 major categories: curb ramp barriers, exterior route barriers, elevator cab barriers, and ramp barriers. The chart below shows the total percentage of barriers that were found within each category.

Figure 1. Major Barrier Categories



Barrier Severity

The majority of the barriers found during the 113th Congress inspections, 86 out of 168, were rated with the lowest severity rating of "C". However, there were also a significant number of barriers, 63 out of 168, that received the highest severity rating of "A". 19 of the 168 barriers received the mid-level severity rating of "B".

The table below provides an overview of the types and amounts of barriers that received the various severity rating codes.

TABLE 1. SEVERITY RATINGS BY BARRIER CATEGORY

Severity Rating A (Barriers that present a safety consideration) **Total: 63**	
Curb Ramps	44
Elevator Cab	1
Exterior Route	12
Ramps	6
Severity Rating B (Barriers that block access) **Total: 19**	
Curb Ramps	9
Exterior Route	6
Ramps	4
Severity Rating C (Barriers that present a major inconvenience) **Total: 86**	
Curb Ramps	62
Exterior Route	21
Ramps	3

Major Barrier Categories: Curb Ramp Barriers

Curb ramp barriers are those deficiencies in the short ramps that cut through or build up to a curb. These ramps provide an accessible route for persons using wheelchairs, scooters, walkers, and other mobility assistive devices, enabling them to safely transition from a roadway to a curbed sidewalk and vice versa.

Inspections during the 113th Congress found 115 curb ramp barriers. At 68%, this figure represents an overwhelming majority of the total number of barriers found. These types of barriers are concerning because curb ramp deficiencies can impede a mobility-challenged person's ability to use sidewalks – the virtually exclusive means of accessing the Capitol Building.

44 of the curb ramp barriers had the highest severity code designation of "A", 9 of the curb ramp barriers were ranked with the mid-level severity code "B", and 62 of the curb ramp barriers were rated with the lowest[1] recorded severity code, "C".

In comparison to the accessible pathways that were inspected during the 112th Congress, the exterior areas of the Library of Congress and the Senate Office buildings, there was a lower percentage of high severity rated curb ramp barriers noted during the 113th Congress, when inspections focused on the exterior pathways of the Capitol Building. Approximately 61% of the curb ramp barriers were ranked with the highest severity code in the 112th Congress inspections, whereas only 38% of the curb ramp barriers during the 113th Congress inspections were ranked with the highest severity code.

In addition to their respective severity rankings, the inspection data also captured the specific type of challenge presented by each barrier. Here, curb ramp barriers presented the following types of issues:

- Curb ramps were not designed to prevent water accumulation
- Curb ramps were not level with the adjacent walkway
- Curb ramps were too steep or pitched travelers sideways
- Detectable warnings for curb ramps were defective
- Curb ramps contained wide cracks and/or gaps

[1] The OOC does not record barriers rated "D", the lowest available severity code, because barriers with this code have little impact upon accessibility.

These types of issues can impact pedestrians traveling with mobility assistive devices in a number of ways. For example:

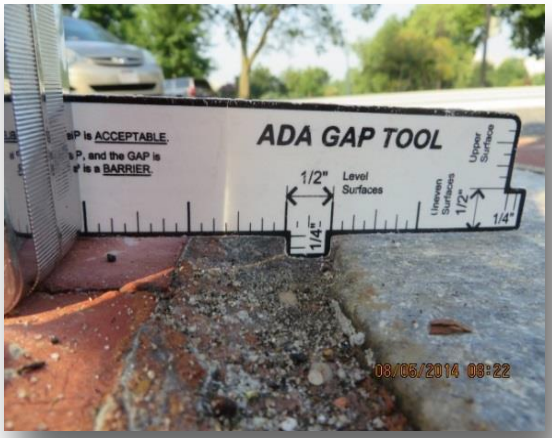
Figure 2. A Capitol grounds curb ramp with a cross slope that is too steep.

When a 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 to the side or be pushed out of the crosswalk and into traffic.

Figure 3. A curb ramp with a wide crack/gap located on the southeast side of the Capitol Building.



When there is an abrupt change in level between the curb ramp and the adjoining pathway, wheelchairs may become unstable.

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 cause stability and control problems for the user.

Figure 4. Deteriorated detectable warning domes on a curb ramp located on the southwest side of Capitol Building.

Inadequate landings can affect the stability of wheelchairs or make it difficult to enter or exit the curb.

When the detectable warning domes on curb ramps wear down or are missing, blind or low vision pedestrians may have difficulty discerning where to enter and exit a sidewalk.

The table below provides an overview of the total number of curb ramp barriers that fell within each sub-category, as well as the corresponding severity level ratings.

TABLE 2. CURB RAMP BARRIER SEVERITY RATINGS

Curb Ramp Barrier Issue	Total Amount	Percentage of total amount ranked at each severity level
Curb ramp contains wide cracks	45	A: 17.8% (8) B: 13.3% (6) C: 68.9% (31)
Defective curb ramp detectable warnings	38	A: 42.1% (16) B: 2.6% (1) C: 55.3% (21)
Curb ramp is too steep and/or pitches pedestrians sideways	21	A: 90.5% (19) B:0% (0) C: 9.5% (2)
Curb ramp is not level with walkway	6	A: 16.7% (1) B: 16.7% (1) C: 66.7% (4)
Curb ramp design does not prevent accumulation of water	5	A: 0% (0) B: 20% (1) C: 80% (4)

Curb Ramp Barrier Solutions

For all identified barriers, OOC safety specialists notate corresponding solution options and the associated estimated costs. The cost estimates and proposed solutions are generated by the proprietary software used in conducting the inspections. While the remediation plan of the employing office responsible for correction (in this case, the AOC) may vary in scope and detail, the proposed solution guidance provides a framework with which to begin the process.

The following table captures the proposed solutions associated with all identified curb ramp barriers for the 113th Congress:

TABLE 3. CURB RAMP BARRIER SOLUTIONS

Short Barrier Number	Location Description	Existing Condition	Barrier	Possible Solution
813	EXTERIOR-CURB RAMP-CAPITOL SE	JOINTS 1" 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
815	EXTERIOR-CURB RAMP-CAPITOL SE	JOINTS 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
817	EXTERIOR-CURB RAMP-CAPITOL SE	TRANSITION NOT BEVELED 1:2	Curb ramp surface contains cracks, expansion joints and/or vertical transition	Modify/repair surfaces as needed to remove vertical offset
929	EXTERIOR-CURB RAMP-CAPITOL SE	DETECTABLE WARNING DETERIORATED	Detectable warnings in public right-of-way are noncompliant (raised truncated domes with a 0.9" to 1.4" base diameter, top diameter 50% to 65% of base diameter, 0.2" high, center-to-center spacing of 1.6" to 2.4", 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), and 24" deep; Coordinate with requirements for contrasting finish and level changes at walking surfaces
930	EXTERIOR-CURB RAMP-CAPITOL SE	DETECTABLE WARNING DETERIORATED	Detectable warnings in public right-of-way are noncompliant (raised truncated domes with a 0.9" to 1.4" base diameter, top diameter 50% to 65% of base diameter, 0.2" high, center-to-center spacing of 1.6" to 2.4", 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), and 24" deep; Coordinate with requirements for contrasting finish and level changes at walking surfaces
931	EXTERIOR-CURB RAMP-CAPITOL SE	DETECTABLE WARNING DETERIORATED	Detectable warnings in public right-of-way are noncompliant (raised truncated domes with a 0.9" to 1.4" base diameter, top diameter 50% to 65% of base diameter, 0.2" high, center-to-center spacing of 1.6" to 2.4", 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), and 24" deep; Coordinate with requirements for contrasting finish and level changes at walking surfaces
819	EXTERIOR-CURB RAMP-CAPITOL SE	JOINT 1" 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
821	EXTERIOR-CURB RAMP-CAPITOL SE	JOINT 1'' 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

Short Barrier Number	Location Description	Existing Condition	Barrier	Possible Solution
822	EXTERIOR-CURB RAMP-CAPITOL SE	JOINT 1.5'' 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
823	EXTERIOR-CURB RAMP-CAPITOL SE	LANDING NOT DESIGNED TO PREVENT WATER ACCUMULATION	Curb ramp landing is not designed to prevent accumulation of water	Modify existing curb ramp and adjacent surfaces as necessary to provide compliant landings
824	EXTERIOR-CURB RAMP-CAPITOL SE	BOTTOM SLOPE OF ADJOINING GUTTERS OR ROAD SURFACE 9.3%	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
826	EXTERIOR-CURB RAMP-CAPITOL SE	JOINT 1" WIDE 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
877	EXTERIOR-CURB RAMP-CAPITOL NE	CURB RAMP MAXIMUM SLOPE 9.9%, CURB RAMP AVERAGE SLOPE 7.52%, CURB RAMP RUN 96", CURB RAMP RISE 7.216"	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
878	EXTERIOR-CURB RAMP-CAPITOL NE	JOINT/CRACK 5" WIDE X 1" DEEP	Curb ramp surface contains cracks, expansion joints and/or vertical transition	Repair and/or fill curb ramp cracks and/or expansion joints
879	EXTERIOR-CURB RAMP-CAPITOL NE	VERTICAL TRANSITION > 1/4" HIGH AND/OR IS NOT BEVELED 1:2	Curb ramp surface contains cracks, expansion joints and/or vertical transition	Detectable warnings create non-compliant vertical transition; Consider removing without replacing, or, if required by local AHJ, replace with compliant detectable warnings
881	EXTERIOR-CURB RAMP-CAPITOL NE	JOINT/CRACK 4" WIDE X 1" DEEP	Curb ramp surface contains cracks, expansion joints and/or vertical transition	Repair and/or fill curb ramp cracks and/or expansion joints
882	EXTERIOR-CURB RAMP-CAPITOL NE	JOINT/CRACK 1" WIDE X 0.75" DEEP	Curb ramp surface contains cracks, expansion joints and/or vertical transition	Repair and/or fill curb ramp cracks and/or expansion joints
884	EXTERIOR-CURB RAMP-CAPITOL SE	JOINT/CRACK 2.0" WIDE X 0.75" DEEP	Curb ramp surface contains cracks, expansion joints and/or vertical transition	Repair and/or fill curb ramp cracks and/or expansion joints
886	EXTERIOR-CURB RAMP-CAPITOL SE	JOINT/CRACK 1.5" WIDE X 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

Short Barrier Number	Location Description	Existing Condition	Barrier	Possible Solution
932	EXTERIOR-CURB RAMP-CAPITOL SE	DETECTABLE WARNING DETERIORATED	Detectable warnings in public right-of-way are noncompliant (raised truncated domes with a 0.9" to 1.4" base diameter, top diameter 50% to 65% of base diameter, 0.2" high, center-to-center spacing of 1.6" to 2.4", 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), and 24" deep; Coordinate with requirements for contrasting finish and level changes at walking surfaces
950	EXTERIOR-CURB RAMP-CAPITOL NE	WORN DETECTABLE WARNINGS AT CURB RAMP IN PROW	Detectable warning in public right-of-way is deteriorated or damaged	Remove existing detectable warning; Install compliant detectable warning extending the full width of required surface (excluding flared sides) and 24" deep; Coordinate with requirements for level changes at walking surfaces
951	EXTERIOR-CURB RAMP-CAPITOL NE	WORN DETECTABLE WARNINGS AT CURB RAMP IN PROW	Detectable warning in public right-of-way is deteriorated or damaged	Remove existing detectable warning; Install compliant detectable warning extending the full width of required surface (excluding flared sides) and 24" deep; Coordinate with requirements for level changes at walking surfaces
952	EXTERIOR-CURB RAMP-CAPITOL SE	TOP LANDING SLOPES 5.4%, CROSS SLOPE 0.9%	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 slope to 1:20 or less
953	EXTERIOR-CURB RAMP-CAPITOL SE	DETECTABLE WARNING DETERIORATED	Detectable warning in public right-of-way is deteriorated or damaged	Remove existing detectable warning; Install compliant detectable warning extending the full width of required surface (excluding flared sides) and 24" deep; Coordinate with requirements for level changes at walking surfaces
954	EXTERIOR-CURB RAMP-CAPITOL SE	TOP LANDING SLOPES 2.0%, CROSS SLOPE 3.4%	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

Short Barrier Number	Location Description	Existing Condition	Barrier	Possible Solution
955	EXTERIOR-CURB RAMP-CAPITOL SE	DETECTABLE WARNING DETERIORATED	Detectable warning in public right-of-way is deteriorated or damaged	Remove existing detectable warning; Install compliant detectable warning extending the full width of required surface (excluding flared sides) and 24" deep; Coordinate with requirements for level changes at walking surfaces
836	EXTERIOR-CURB RAMP-CAPITOL PLAZA	JOINTS GREATER THAN 5/8" WIDE AND GREATER THAN 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
838	EXTERIOR-CURB RAMP-CAPITOL PLAZA	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
839	EXTERIOR-CURB RAMP-CAPITOL PLAZA	CRACK GREATER THAN 1/2" DEEP AND 1/4" WIDE	Curb ramp surface contains cracks, expansion joints and/or vertical transition	Repair and/or fill curb ramp cracks and/or expansion joints
841	EXTERIOR-CURB RAMP-CAPITOL PLAZA	TRANSITION IS 1/2" HIGH	Existing curb ramp is not at the same level with sidewalk, gutter and/or street	Repair and/or fill curb ramp transition and/or expansion joints at sidewalk, gutter and/or street to provide a compliant transition
842	EXTERIOR-CURB RAMP-CAPITOL PLAZA	JOINT 1-1/2" 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
936	EXTERIOR-CURB RAMP-CAPITOL PLAZA	DETECTABLE WARNING DETERIORATED	Detectable warnings in public right-of-way are noncompliant (raised truncated domes with a 0.9" to 1.4" base diameter, top diameter 50% to 65% of base diameter, 0.2" high, center-to-center spacing of 1.6" to 2.4", 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), and 24" deep; Coordinate with requirements for contrasting finish and level changes at walking surfaces
937	EXTERIOR-CURB RAMP-CAPITOL PLAZA	DETECTABLE WARNING DETERIORATED	Detectable warnings in public right-of-way are noncompliant (raised truncated domes with a 0.9" to 1.4" base diameter, top diameter 50% to 65% of base diameter, 0.2" high, center-to-center spacing of 1.6" to 2.4", 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), and 24" deep; Coordinate with requirements for contrasting finish and level changes at walking surfaces

Short Barrier Number	Location Description	Existing Condition	Barrier	Possible Solution
938	EXTERIOR-CURB RAMP-CAPITOL PLAZA	DETECTABLE WARNING DETERIORATED	Detectable warnings in public right-of-way are noncompliant (raised truncated domes with a 0.9" to 1.4" base diameter, top diameter 50% to 65% of base diameter, 0.2" high, center-to-center spacing of 1.6" to 2.4", 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), and 24" deep; Coordinate with requirements for contrasting finish and level changes at walking surfaces
828	EXTERIOR-CURB RAMP-CAPITOL PLAZA	JOINT 1 1/8'' 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
830	EXTERIOR-CURB RAMP-CAPITOL PLAZA	JOINT 1.5'' 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
832	EXTERIOR-CURB RAMP-CAPITOL PLAZA	JOINTS ARE 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
833	EXTERIOR-CURB RAMP-CAPITOL PLAZA	JOINTS ARE 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
844	EXTERIOR-CURB RAMP-CAPITOL NE	CURB RAMP CROSS SLOPE 4.5%	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
845	EXTERIOR-CURB RAMP-CAPITOL NE	JOINT IS 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
846	EXTERIOR-CURB RAMP-CAPITOL NE	BOTTOM SLOPE OF ADJOINING GUTTERS OR ROAD SURFACE 6.7%	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
848	EXTERIOR-CURB RAMP-CAPITOL NE	BOTTOM LANDING NOT DESIGNED TO PREVENT ACCUMULATION OF WATER.	Curb ramp landing is not designed to prevent accumulation of water	Modify existing curb ramp and adjacent surfaces as necessary to provide a compliant landing
850	EXTERIOR-CURB RAMP-CAPITOL NE	TRANSITION FROM GUTTER IS 3/4" HIGH	Existing curb ramp is not at the same level with sidewalk, gutter and/or street	Repair and/or fill curb ramp transition and/or expansion joints at sidewalk, gutter and/or street to provide a compliant transition
851	EXTERIOR-CURB RAMP-CAPITOL NE	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
853	EXTERIOR-CURB RAMP-CAPITOL NE	CURB RAMP CROSS SLOPE 6.6%	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
854	EXTERIOR-CURB RAMP-CAPITOL NE	TOP LANDING OF CURB RAMP HAS A JOINT 1" WIDE AND 2" DEEP	Curb ramp surface contains cracks, expansion joints and/or vertical transition	Repair and/or fill curb ramp cracks and/or expansion joints

Short Barrier Number	Location Description	Existing Condition	Barrier	Possible Solution
855	EXTERIOR-CURB RAMP-CAPITOL NE	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
857	EXTERIOR-CURB RAMP-CAPITOL NE	CURB RAMP CROSS SLOPE 7.0%	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
858	EXTERIOR-CURB RAMP-CAPITOL NE	JOINT IS 1/2" 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
860	EXTERIOR-CURB RAMP-CAPITOL NW	CURB RAMP CROSS SLOPE 5.2%	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
862	EXTERIOR-CURB RAMP-CAPITOL NW	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
866	EXTERIOR-CURB RAMP-CAPITOL NE	JOINT/CRACK 0.75" WIDE AND > 0.25" DEEP	Curb ramp surface contains cracks, expansion joints and/or vertical transition	Repair and/or fill curb ramp cracks and/or expansion joints
867	EXTERIOR-CURB RAMP-CAPITOL NE	JOINT/CRACK 0.75" WIDE AND > 0.25" DEEP	Curb ramp surface contains cracks, expansion joints and/or vertical transition	Repair and/or fill curb ramp cracks and/or expansion joints
869	EXTERIOR-CURB RAMP-CAPITOL NE	JOINT/CRACK > 1/4" DEEP	Curb ramp surface contains cracks, expansion joints and/or vertical transition	Repair and/or fill curb ramp cracks and/or expansion joints
870	EXTERIOR-CURB RAMP-CAPITOL NE	BOTTOM SLOPE OF ADJOINING GUTTERS OR ROAD SURFACE 14.0%	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
872	EXTERIOR-CURB RAMP-CAPITOL NE	JOINT/CRACK 0.75" WIDE AND > 0.25" DEEP	Curb ramp surface contains cracks, expansion joints and/or vertical transition	Repair and/or fill curb ramp cracks and/or expansion joints
874	EXTERIOR-CURB RAMP-CAPITOL NE	JOINT/CRACK .5'' WIDE AND .75'' DEEP	Curb ramp surface contains cracks, expansion joints and/or vertical transition	Repair and/or fill curb ramp cracks and/or expansion joints
875	EXTERIOR-CURB RAMP-CAPITOL NE	BOTTOM SLOPE OF ADJOINING GUTTERS OR ROAD SURFACE 10.1%	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
888	EXTERIOR-CURB RAMP-CAPITOL SOUTH	JOINT/CRACK 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
890	EXTERIOR-CURB RAMP-CAPITOL SOUTH	JOINT/CRACK 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

Short Barrier Number	Location Description	Existing Condition	Barrier	Possible Solution
892	EXTERIOR-CURB RAMP-CAPITOL SW	JOINT/CRACK 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
894	EXTERIOR-CURB RAMP-CAPITOL SW	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
895	EXTERIOR-CURB RAMP-CAPITOL SW	JOINT/CRACK 3" WIDE X 1" DEEP	Curb ramp surface contains cracks, expansion joints and/or vertical transition	Repair and/or fill curb ramp cracks and/or expansion joints
897	EXTERIOR-CURB RAMP-CAPITOL SW	TRANSITION FROM GUTTER TO CURB RAMP IS 1/2'' HIGH	Existing curb ramp is not at the same level with sidewalk, gutter and/or street	Repair and/or fill curb ramp transition and/or expansion joints at sidewalk, gutter and/or street to provide a compliant transition
898	EXTERIOR-CURB RAMP-CAPITOL SW	JOINT/CRACK 3/4" WIDE X 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
899	EXTERIOR-CURB RAMP-CAPITOL SW	BOTTOM LANDING OF CURB RAMP IS NOT DESIGNED TO PREVENT THE ACCUMULATION OF WATER AND DIRT	Curb ramp landing is not designed to prevent accumulation of water	Modify existing curb ramp and adjacent surfaces as necessary to provide a compliant landing
901	EXTERIOR-CURB RAMP-CAPITOL SW	JOINT/CRACK 3/4" WIDE X 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
903	EXTERIOR-CURB RAMP-CAPITOL SW	JOINT/CRACK 1" WIDE X 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
905	EXTERIOR-CURB RAMP-CAPITOL SW	JOINT/CRACK 3/4" WIDE X 3/4" DEEP	Curb ramp surface contains cracks, expansion joints and/or vertical transition	Repair and/or fill curb ramp cracks and/or expansion joints
907	EXTERIOR-CURB RAMP-CAPITOL SW	VERTICAL TRANSITION IS 1''	Existing curb ramp is not at the same level with sidewalk, gutter and/or street	Repair and/or fill curb ramp transition and/or expansion joints at sidewalk, gutter and/or street to provide a compliant transition
908	EXTERIOR-CURB RAMP-CAPITOL SW	BOTTOM LANDING OF CURB RAMP IS NOT DESIGNED TO PREVENT WATER AND SEDIMENT ACCUMULATION	Curb ramp landing is not designed to prevent accumulation of water	Modify existing curb ramp and adjacent surfaces as necessary to provide a compliant landing
910	EXTERIOR-CURB RAMP-CAPITOL WEST	JOINT/CRACK 2" WIDE X 3/4" DEEP	Curb ramp surface contains cracks, expansion joints and/or vertical transition	Repair and/or fill curb ramp cracks and/or expansion joints

Short Barrier Number	Location Description	Existing Condition	Barrier	Possible Solution
911	EXTERIOR-CURB RAMP-CAPITOL WEST	LANDING IS NOT DESIGNED TO PREVENT WATER AND SEDIMENT ACCUMULATION	Curb ramp landing is not designed to prevent accumulation of water	Modify existing curb ramp and adjacent surfaces as necessary to provide a compliant landing
914	EXTERIOR-CURB RAMP-CAPITOL NW 1ST ST BY PEACE MONUMENT	JOINT/CRACK 1'' WIDE X 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
917	EXTERIOR-CURB RAMP-CAPITOL NW - FIRST AND CONSTITUTION	JOINT/CRACK 1.5" WIDE .5 " DEEP	Curb ramp surface contains cracks, expansion joints and/or vertical transition	Repair and/or fill curb ramp cracks and/or expansion joints
919	EXTERIOR-CURB RAMP-CAPITOL NW	JOINT/CRACK 1" WIDE X 1.5" DEEP	Curb ramp surface contains cracks, expansion joints and/or vertical transition	Repair and/or fill curb ramp cracks and/or expansion joints
921	EXTERIOR-CURB RAMP-CAPITOL EAST AT 1ST AND EAST CAPITOL STREET	BOTTOM LANDING TRANSITION IS 1/2" HIGH	Existing curb ramp is not at the same level with sidewalk, gutter and/or street	Repair and/or fill curb ramp transition and/or expansion joints at sidewalk, gutter and/or street to provide a compliant transition
922	EXTERIOR-CURB RAMP-CAPITOL EAST AT 1ST AND EAST CAPITOL STREET	JOINT/CRACK 1" WIDE X 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
933	EXTERIOR-CURB RAMP-CAPITOL PLAZA	DETECTABLE WARNING DETERIORATED	Detectable warnings in public right-of-way are noncompliant (raised truncated domes with a 0.9" to 1.4" base diameter, top diameter 50% to 65% of base diameter, 0.2" high, center-to-center spacing of 1.6" to 2.4", 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), and 24" deep; Coordinate with requirements for contrasting finish and level changes at walking surfaces
934	EXTERIOR-CURB RAMP-CAPITOL PLAZA	DETECTABLE WARNING DETERIORATED	Detectable warnings in public right-of-way are noncompliant (raised truncated domes with a 0.9" to 1.4" base diameter, top diameter 50% to 65% of base diameter, 0.2" high, center-to-center spacing of 1.6" to 2.4", 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), and 24" deep; Coordinate with requirements for contrasting finish and level changes at walking surfaces

Short Barrier Number	Location Description	Existing Condition	Barrier	Possible Solution
935	EXTERIOR-CURB RAMP-CAPITOL PLAZA	DETECTABLE WARNING DETERIORATED	Detectable warnings in public right-of-way are noncompliant (raised truncated domes with a 0.9" to 1.4" base diameter, top diameter 50% to 65% of base diameter, 0.2" high, center-to-center spacing of 1.6" to 2.4", 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), and 24" deep; Coordinate with requirements for contrasting finish and level changes at walking surfaces
939	EXTERIOR-CURB RAMP-CAPITOL NE	DETECTABLE WARNING DETERIORATED	Detectable warning in public right-of-way is deteriorated or damaged	Remove existing detectable warning; Install compliant detectable warning extending the full width of required surface (excluding flared sides) and 24" deep; Coordinate with requirements for level changes at walking surfaces
940	EXTERIOR-CURB RAMP-CAPITOL NE	DETECTABLE WARNING DETERIORATED	Detectable warning in public right-of-way is deteriorated or damaged	Remove existing detectable warning; Install compliant detectable warning extending the full width of required surface (excluding flared sides) and 24" deep; Coordinate with requirements for level changes at walking surfaces
941	EXTERIOR-CURB RAMP-CAPITOL NE	DETECTABLE WARNING DETERIORATED	Detectable warning in public right-of-way is deteriorated or damaged	Remove existing detectable warning; Install compliant detectable warning extending the full width of required surface (excluding flared sides) and 24" deep; Coordinate with requirements for level changes at walking surfaces
942	EXTERIOR-CURB RAMP-CAPITOL NE	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
943	EXTERIOR-CURB RAMP-CAPITOL NE	TRANSITION IS 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
944	EXTERIOR-CURB RAMP-CAPITOL NW	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

Short Barrier Number	Location Description	Existing Condition	Barrier	Possible Solution
945	EXTERIOR-CURB RAMP-CAPITOL NE	DETECTABLE WARNING DETERIORATED	Detectable warning in public right-of-way is deteriorated or damaged	Remove existing detectable warning; Install compliant detectable warning extending the full width of required surface (excluding flared sides) and 24" deep; Coordinate with requirements for level changes at walking surfaces
946	EXTERIOR-CURB RAMP-CAPITOL NW	DETECTABLE WARNING DETERIORATED	Detectable warning in public right-of-way does not contrast visually with adjoining surfaces	Remove existing noncompliant detectable warning; Install compliant detectable warning extending the full width of required surface (excluding flared sides) and 24" deep; Coordinate with requirements for level changes at walking surfaces
947	EXTERIOR-CURB RAMP-CAPITOL NE	BOTTOM SLOPE OF ADJOINING GUTTERS OR ROAD SURFACE 13.6%	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
948	EXTERIOR-CURB RAMP-CAPITOL NE	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
949	EXTERIOR-CURB RAMP-CAPITOL NE	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
956	EXTERIOR-CURB RAMP-CAPITOL SOUTH	DETECTABLE WARNING DETERIORATED	Detectable warning in public right-of-way is deteriorated or damaged	Remove existing detectable warning Install compliant detectable warning extending the full width of required surface (excluding flared sides) and 24" deep; Coordinate with requirements for level changes at walking surfaces
957	EXTERIOR-CURB RAMP-CAPITOL SOUTH	TOP LANDING SLOPES 1.3%, CROSS SLOPE 5.7%	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

Short Barrier Number	Location Description	Existing Condition	Barrier	Possible Solution
958	EXTERIOR-CURB RAMP-CAPITOL SOUTH	DETECTABLE WARNING DETERIORATED	Detectable warning in public right-of-way is deteriorated or damaged	Remove existing detectable warning; Install compliant detectable warning extending the full width of required surface (excluding flared sides) and 24" deep; Coordinate with requirements for level changes at walking surfaces
959	EXTERIOR-CURB RAMP-CAPITOL SW	BOTTOM SLOPE OF ADJOINING GUTTERS OR ROAD SURFACE 8.2%	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
960	EXTERIOR-CURB RAMP-CAPITOL SW	TOP LANDING SLOPES .6%, CROSS SLOPE 5.8%	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
961	EXTERIOR-CURB RAMP-CAPITOL SW	DETECTABLE WARNING DETERIORATED	Detectable warning in public right-of-way is deteriorated or damaged	Remove existing detectable warning; Install compliant detectable warning extending the full width of required surface (excluding flared sides) and 24" deep; Coordinate with requirements for level changes at walking surfaces
962	EXTERIOR-CURB RAMP-CAPITOL SW	TOP LANDING SLOPES 1.8%, CROSS SLOPE 5.8%	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
963	EXTERIOR-CURB RAMP-CAPITOL SW	NO DETECTABLE WARNINGS AT CURB RAMP	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
964	EXTERIOR-CURB RAMP-CAPITOL SW	BOTTOM SLOPE OF ADJOINING GUTTERS OR ROAD SURFACE 7.8%	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
965	EXTERIOR-CURB RAMP-CAPITOL SW	DETECTABLE WARNING DETERIORATED	Detectable warning in public right-of-way is deteriorated or damaged	Remove existing detectable warning; Install compliant detectable warning extending the full width of required surface (excluding flared sides) and 24" deep; Coordinate with requirements for level changes at walking surfaces

Short Barrier Number	Location Description	Existing Condition	Barrier	Possible Solution
966	EXTERIOR-CURB RAMP-CAPITOL SW	DETECTABLE WARNINGS DO NOT VISUALLY CONTRAST WITH ADJOINING SURFACES	Detectable warning in public right-of-way does not contrast visually with adjoining surfaces	Remove existing noncompliant detectable warning; Install compliant detectable warning extending the full width of required surface (excluding flared sides) and 24" deep; Coordinate with requirements for level changes at walking surfaces
967	EXTERIOR-CURB RAMP-CAPITOL SW	DETECTABLE WARNING DETERIORATED/DAMAGED	Detectable warning in public right-of-way is deteriorated or damaged	Remove existing detectable warning; Install compliant detectable warning extending the full width of required surface (excluding flared sides) and 24" deep; Coordinate with requirements for level changes at walking surfaces
968	EXTERIOR-CURB RAMP-CAPITOL SW	BOTTOM SLOPE OF ADJOINING GUTTERS OR ROAD SURFACE 13.5%	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
969	EXTERIOR-CURB RAMP-CAPITOL SW	NO DETECTABLE WARNINGS AT CURB RAMP	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
970	EXTERIOR-CURB RAMP-CAPITOL WEST	BOTTOM SLOPE OF ADJOINING GUTTERS OR ROAD SURFACE 9.5%	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
971	EXTERIOR-CURB RAMP-CAPITOL WEST	NO DETECTABLE WARNINGS AT CURB RAMP	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
972	EXTERIOR-CURB RAMP-CAPITOL WEST - SOUTH SIDE OF PEACE MONUMENT CROSSING FIRST ST	DETECTABLE WARNING DETERIORATED	Detectable warning in public right-of-way is deteriorated or damaged	Remove existing detectable warning; Install compliant detectable warning extending the full width of required surface (excluding flared sides) and 24" deep; Coordinate with requirements for level changes at walking surfaces

Short Barrier Number	Location Description	Existing Condition	Barrier	Possible Solution
973	EXTERIOR-CURB RAMP-CAPITOL NW 1ST ST BY PEACE MONUMENT	DETECTABLE WARNING DETERIORATED	Detectable warning in public right-of-way is deteriorated or damaged	Remove existing detectable warning; Install compliant detectable warning extending the full width of required surface (excluding flared sides) and 24" deep; Coordinate with requirements for level changes at walking surfaces
974	EXTERIOR-CURB RAMP-CAPITOL NW	DETECTABLE WARNING DETERIORATED	Detectable warning in public right-of-way is deteriorated or damaged	Remove existing detectable warning; Install compliant detectable warning extending the full width of required surface (excluding flared sides) and 24" deep; Coordinate with requirements for level changes at walking surfaces
975	EXTERIOR-CURB RAMP-CAPITOL NW - FIRST AND CONSTITUTION	DETECTABLE WARNING DETERIORATED	Detectable warning in public right-of-way is deteriorated or damaged	Remove existing detectable warning; Install compliant detectable warning extending the full width of required surface (excluding flared sides) and 24" deep; Coordinate with requirements for level changes at walking surfaces
976	EXTERIOR-CURB RAMP-CAPITOL NW	TOP LANDING SLOPES .3%, CROSS SLOPE 7.4%	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
977	EXTERIOR-CURB RAMP-CAPITOL NW	NO DETECTABLE WARNINGS AT CURB RAMP	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
978	EXTERIOR-CURB RAMP-CAPITOL EAST AT 1ST AND EAST CAPITOL STREET	DETECTABLE WARNING DETERIORATED	Detectable warning in public right-of-way is deteriorated or damaged	Remove existing detectable warning; Install compliant detectable warning extending the full width of required surface (excluding flared sides) and 24" deep; Coordinate with requirements for level changes at walking surfaces

Major Barrier Categories: Exterior Route Barriers

The second largest barrier group identified during the 113th Congress inspections was exterior route barriers. These barriers refer to the deficiencies in the actual sidewalks and other pathways surrounding the Capitol Building. As most employees and visitors cannot access the Capitol or other Capitol grounds buildings without using the sidewalks that surround the buildings, these types of barriers can present serious impediments to access. There were 39 total exterior route barriers. This represents approximately 23% of the total amount of barriers.

12 of the exterior route barriers had the highest severity code designation of "A", 6 of the exterior route barriers were ranked with the mid-level severity code "B", and 21 of the exterior route barriers were rated with the lowest[2] recorded severity code, "C".

Similar to the OOC's findings for the curb ramp barriers in the 113th Congress, there was a lower percentage of exterior route barriers rated with the highest severity code than those rated with the highest severity code in the 112th Congress. During the 112th Congress, approximately 47% of the exterior route barriers were rated 'A', and during the 113th Congress, approximately 31% of the exterior route barriers received this highest severity rating.

Figure 5. A wide gap within the expansion joint of a sidewalk on the east side of the Capitol.

Inspections revealed the following types of exterior route barriers:

- Too steep cross slopes
- Wide gaps or expansion joints within the sidewalks
- Too steep vertical transitions

These types of barriers can impact stability in a number of ways. 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 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.

[2] The OOC does not record "D" rated barriers, the lowest available severity code, because barriers with this rating have little impact upon accessibility.

The table below provides an overview of the total number of exterior route barriers that fell within each sub-category, as well as the corresponding severity level ratings.

TABLE 4. EXTERIOR ROUTE BARRIER SEVERITY RATINGS

Exterior Route Barrier Issue	Total Amount	Percentage of total amount ranked at each severity level
Exterior route cross slope is too steep	16	A: 50% (8) B: 37.5% (6) C: 12.5% (2)
Sidewalk has gaps or expansion joints that are too wide	20	A: 15% (3) B: 0% (0) C: 85 % (17)
Vertical transition is too steep or not beveled	3	A: 33.3% (1) B: 0% (0) C: 66.7% (2)

Figure 6. A Capitol grounds expansion joint gap measurement.

Exterior Route Barrier Solutions

The table below lists the corresponding possible solutions that were identified by safety specialists.

TABLE 5. EXTERIOR ROUTE BARRIER SOLUTIONS

Short Barrier Number	Location Description	Existing Condition	Barrier	Possible Solution
994	EXTERIOR-SIDEWALK-CONSTITUTION AVE., NE	SLAB JOINT/CRACK 0.5" WIDE AND > 0.25" 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
995	EXTERIOR-SIDEWALK-CONSTITUTION AVE., NE	SLAB JOINT/CRACK 1.0" WIDE AND > 0.25" 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
996	EXTERIOR-SIDEWALK-CONSTITUTION AVE., NE	CROSS SLOPE 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
997	EXTERIOR-SIDEWALK-CONSTITUTION AVE., NE	CROSS SLOPE 4.3%	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
999	EXTERIOR-SIDEWALK-INDEPENDENCE AVE., SE	SLAB JOINT/CRACK 1.0" 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
1001	EXTERIOR-EXTERIOR ROUTE-SUMMER FOUNTAIN WALKWAY NW	CROSS SLOPE 4.3%	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
1003	EXTERIOR-EXTERIOR ROUTE-CAPITOL SOUTH	SLAB JOINT/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
1007	EXTERIOR-EXTERIOR ROUTE-CAPITOL SW	CROSS SLOPE 5.2%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%)	Alter existing exterior route to reduce slope to 1:48 (2.08%) or less or install new exterior route where slope requirement can be met
1009	EXTERIOR-EXTERIOR ROUTE-CAPITOL SW	CROSS SLOPE 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 slope to 1:48 (2.08%) or less or install new exterior route where slope requirement can be met

Short Barrier Number	Location Description	Existing Condition	Barrier	Possible Solution
1011	EXTERIOR-EXTERIOR ROUTE-CAPITOL SW	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
1012	EXTERIOR-EXTERIOR ROUTE-CAPITOL SW	CROSS SLOPE 7.1%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%)	Alter existing exterior route to reduce slope to 1:48 (2.08%) or less or install new exterior route where slope requirement can be met
1015	EXTERIOR-EXTERIOR ROUTE-CAPITOL SW	SLAB JOINT/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
1016	EXTERIOR-EXTERIOR ROUTE-CAPITOL SW	SLAB JOINT/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
1017	EXTERIOR-EXTERIOR ROUTE-CAPITOL SW	CROSS SLOPE 8.3%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%)	Alter existing exterior route to reduce slope to 1:48 (2.08%) or less or install new exterior route where slope requirement can be met
1018	EXTERIOR-EXTERIOR ROUTE-CAPITOL SW	CROSS SLOPE 8.3%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%)	Alter existing exterior route to reduce slope to 1:48 (2.08%) or less or install new exterior route where slope requirement can be met
1020	EXTERIOR-EXTERIOR ROUTE-CAPITOL SW	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
1022	EXTERIOR-EXTERIOR ROUTE-CAPITOL SW	VERTICAL TRANSITION 3/8'' HIGH AND/OR IS NOT BEVELED 1:2	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	Repair and/or fill sidewalk cracks and/or expansion joints
1023	EXTERIOR-EXTERIOR ROUTE-CAPITOL SW	CROSS SLOPE 3.4%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%)	Alter existing exterior route to reduce slope to 1:48 (2.08%) or less or install new exterior route where slope requirement can be met
1024	EXTERIOR-EXTERIOR ROUTE-CAPITOL SW	CROSS SLOPE 4.4%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%)	Alter existing exterior route to reduce slope to 1:48 (2.08%) or less or install new exterior route where slope requirement can be met

Short Barrier Number	Location Description	Existing Condition	Barrier	Possible Solution
1026	EXTERIOR-EXTERIOR ROUTE-CAPITOL WEST SIDEWALK AROUND GARFIELD MONUMENT	SLAB JOINT/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
1027	EXTERIOR-EXTERIOR ROUTE-CAPITOL WEST SIDEWALK AROUND GARFIELD MONUMENT	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 slope to 1:48 (2.08%) or less or install new exterior route where slope requirement can be met
1028	EXTERIOR-EXTERIOR ROUTE-CAPITOL WEST SIDEWALK AROUND GARFIELD MONUMENT	CROSS SLOPE 4.3%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%)	Alter existing exterior route to reduce slope to 1:48 (2.08%) or less or install new exterior route where slope requirement can be met
1030	EXTERIOR-EXTERIOR ROUTE-CAPITOL WEST SIDEWALK BETWEEN GARFIELD AND PEACE MONUMENT	SLAB JOINT/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
1031	EXTERIOR-EXTERIOR ROUTE-CAPITOL WEST SIDEWALK BETWEEN GARFIELD AND PEACE MONUMENT	CROSS SLOPE 5.6%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%)	Alter existing exterior route to reduce slope to 1:48 (2.08%) or less or install new exterior route where slope requirement can be met
1033	EXTERIOR-EXTERIOR ROUTE-CAPITOL WEST SIDEWALK AROUND PEACE MONUMENT	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
1034	EXTERIOR-EXTERIOR ROUTE-CAPITOL WEST SIDEWALK AROUND PEACE MONUMENT	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 slope to 1:48 (2.08%) or less or install new exterior route where slope requirement can be met
1036	EXTERIOR-EXTERIOR ROUTE-CAPITOL NW	SLAB JOINT/CRACK 2" 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
1037	EXTERIOR-EXTERIOR ROUTE-CAPITOL NW	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 slope to 1:48 (2.08%) or less or install new exterior route where slope requirement can be met

Short Barrier Number	Location Description	Existing Condition	Barrier	Possible Solution
1039	EXTERIOR-EXTERIOR ROUTE-CAPITOL NW ALONG CONSTITUTION AVE	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
1041	EXTERIOR-EXTERIOR ROUTE-CAPITOL EAST	VERTICAL TRANSITION 3/4" 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	Adjust/modify existing manhole or sewer cover to provide a flush transition.
1042	EXTERIOR-EXTERIOR ROUTE-CAPITOL EAST	MULTIPLE SLAB JOINTS > 1/2" WIDE AND > 1/4" 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
1044	EXTERIOR-EXTERIOR ROUTE-CAPITOL 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
1045	EXTERIOR-EXTERIOR ROUTE-CAPITOL 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
1047	EXTERIOR-EXTERIOR ROUTE-CAPITOL PLAZA	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	Modify/repair surfaces as needed to remove vertical offset
1048	EXTERIOR-EXTERIOR ROUTE-CAPITOL PLAZA	SLAB JOINT 1" WIDE AND 5/16" 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
1050	EXTERIOR-EXTERIOR ROUTE-CAPITOL EAST SENATE SIDE	CROSS SLOPE 4.8%	Cross slope of accessible exterior route (perpendicular to the direction of travel) exceeds 1:48 (2.08%)	Alter existing exterior route to reduce slope to 1:48 (2.08%) or less or install new exterior route where slope requirement can be met
1052	EXTERIOR-EXTERIOR ROUTE-CAPITOL EAST HOUSE SIDE	SLAB JOINT/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
1054	EXTERIOR-EXTERIOR ROUTE-SENATE SIDE EXIT	SLAB CRACK 2-1/2" WIDE AND 1-5/8" 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

Major Barrier Categories: Ramps and Elevator Cabs[3]

The barriers on ramps and elevator cabs accounted for the smallest portion of the total number of barriers found. Ramps here refer to the gradually inclined surfaces that allow mobility devices to navigate otherwise inaccessible terrain (e.g., curbs, stairs, etc.). The elevator cab is the portion of the elevator that persons ride in to travel between floors in a building.

Figure 7. A ramp on the Capitol grounds with foliage obstructions to the handrails.

During the 113th Congress, inspections found 13 ramp barriers and 1 elevator cab barrier. The ramp barriers accounted for approximately 8% of the total number of barriers, and the elevator cab barriers accounted for less than 1% of the total number of barriers.

As with the exterior route (sidewalk) barriers, ramp barriers are concerning because they impact what is often the sole means of accessing buildings with exterior stairs for persons traveling in wheelchairs or scooters. Barriers in elevator cabs are concerning for similar reasons – elevators provide an independent means of travel between the floors of buildings with stairs.

46% of the ramp barriers and 100% of the elevator cab barriers were ranked with the highest severity code. These are the highest proportions of highest severity rated barriers out of all the major barrier categories in the 113th Congress. However, the percentage of highest severity rated ramp barriers[4] during the 113th Congress was lower than that of the 112th Congress inspections.

Inspections revealed various types of specific issues with the ramps, including:

- Ramp slopes (including landing slope and cross slope) were too steep
- Handrails did not extend for the full length of ramps
- Foliage obstructed the handrail (i.e., plants or shrubs)
- Ramp surfaces contained cracks, expansion joints, gaps, and/or vertical transitions

Regarding the elevator cab, the automatic door reopening function did not remain open for at least 20 seconds.

Ramp barriers can impact the stability of a person traveling with a mobility aid device in many of the same ways that curb ramp and exterior route barriers do. An elevator door reopening function that does not keep the elevator open for a sufficient length of time may cause injury if the doors

[3] While ramps and elevator cabs represent two separate categories, they are addressed in one section due to the relatively small number of barriers within these categories.
[4] There are no comparative data on elevator cabs from the 112th Congress.

strike a person who needs more time to enter or exit the elevator. Additionally, if a person using a mobility assistive device is not able to enter or exit the elevator at all because the doors did not remain open long enough, this barrier would impact the efficient use of the elevator.

The table below provides an overview of the total number of elevator cab and ramp barriers that fell within each sub-category[5], as well as the corresponding severity level ratings.

TABLE 6. RAMP AND ELEVATOR CAB BARRIER SEVERITY RATINGS

Ramp/Elevator Cab Barrier Issue	Total Amount	Percentage of total amount ranked at each severity level
Ramp surface contains cracks, expansion joints, gaps, and/or vertical transition	6	A: 50% (3) B: 0% (0) C: 50% (3)
Handrails did not extend for the full length of ramps	2	A: 0% (0) B: 100% (2) C: 0% (0)
Obstructions to the handrail (i.e., plants or shrubs)	1	A: 1% (1) B: 0% (0) C: 0% (0)
Ramp slope, cross slope, or landing slope was too steep	4	A: 50% (2) B: 50% (2) C: 0% (0)
The existing protective automatic door reopening device in the elevator cab does not remain effective for at least 20 seconds	1	A: 100% (1)

[5] There is no corresponding sub-category for the elevator cab barrier because there was only one barrier in this category.

Ramp and Elevator Cab Barrier Solutions

The chart below lists the corresponding possible solutions that were identified by safety specialists.

TABLE 7. RAMP AND ELEVATOR CAB BARRIER SOLUTIONS

Short Barrier Number	Location Description	Existing Condition	Barrier	Possible Solution
979	EXTERIOR-RAMP-CAPITOL WEST SENATE SIDE RAMP	JOINT IS 3/4" WIDE BY 1/2" DEEP	Ramp surface contains cracks, expansion joints, gaps, and/or vertical transition	Repair and/or fill ramp gaps, cracks, and/or expansion joints
980	EXTERIOR-RAMP-CAPITOL WEST HOUSE SIDE	1" WIDE X 0.5" DEEP	Ramp surface contains cracks, expansion joints, gaps, and/or vertical transition	Repair and/or fill ramp gaps, cracks, and/or expansion joints
981	EXTERIOR-RAMP-CAPITOL WEST HOUSE SIDE	1" WIDE X 0.5" DEEP	Ramp surface contains cracks, expansion joints, gaps, and/or vertical transition	Repair and/or fill ramp gaps, cracks, and/or expansion joints
982	EXTERIOR-RAMP-CAPITOL WEST HOUSE SIDE	HANDRAIL OBSTRUCTED BY TREE BRANCHES	Clearance between handrail gripping surface and adjacent surfaces is less than 1½"	In the case of plants, trees, or shrubbery, trim planting to protrude no more than 4" or remove/relocate outside circulation path
983	EXTERIOR-RAMP-CAPITOL SW TOUR BUS DROP OFF	RAMP SLOPES 12.1%	Ramp slope is greater than 1:12 (8.33%)	Alter walls, ramp, etc. to provide a compliant ramp
984	EXTERIOR-RAMP-CAPITOL SW TOUR BUS DROP OFF	JOINT 1-1/4" WIDE ON RAMP SURFACE	Ramp surface contains cracks, expansion joints, gaps, and/or vertical transition	Modify/repair surfaces as needed to remove vertical offset
985	EXTERIOR-RAMP-CAPITOL SW TOUR BUS DROP OFF	JOINT IN RAMP SURFACE IS 1-1/2" WIDE	Ramp surface contains cracks, expansion joints, gaps, and/or vertical transition	Modify/repair surfaces as needed to remove vertical offset
986	EXTERIOR-RAMP-CAPITOL SW TOUR BUS DROP OFF	LANDING SLOPES 4.4%	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.

Short Barrier Number	Location Description	Existing Condition	Barrier	Possible Solution
987	EXTERIOR-RAMP-CAPITOL SW TOUR BUS DROP OFF	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
988	EXTERIOR-RAMP-METAL RAMP ON EAST SIDE OF PEACE MONUMENT	RAMP CROSS SLOPE 4.1%	Ramp cross slope is greater than 1:48 (2.08%)	Alter ramp to reduce cross slope to the least possible; Coordinate requirements for slope, landings, handrails and edge protection, except if ramp slope becomes ≤ 1:20 (5%), ramp requirements do not apply
989	EXTERIOR-RAMP-METAL RAMP ON EAST SIDE OF PEACE MONUMENT	VERTICAL TRANSITION 1'' HIGH AT BOTTOM LANDING	Ramp surface contains cracks, expansion joints, gaps, and/or vertical transition	Modify/repair surfaces as needed to remove vertical offset
990	EXTERIOR-RAMP-METAL RAMP ON EAST SIDE OF PEACE MONUMENT	LANDING SLOPES 3.8%	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.
991	EXTERIOR-RAMP-METAL RAMP ON EAST SIDE OF PEACE MONUMENT	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
992	EXTERIOR-ELEVATOR CAB-CAPITOL PLAZA SOUTH	12 SECOND DELAY BEFORE REQUIRING CONTACT TO PREVENT RECLOSING	The existing protective automatic door reopening device does not remain effective for at least 20 seconds	Contact elevator company to adjust protective reopening device to comply with the ADA Standards and ASME A17.1 or equivalent

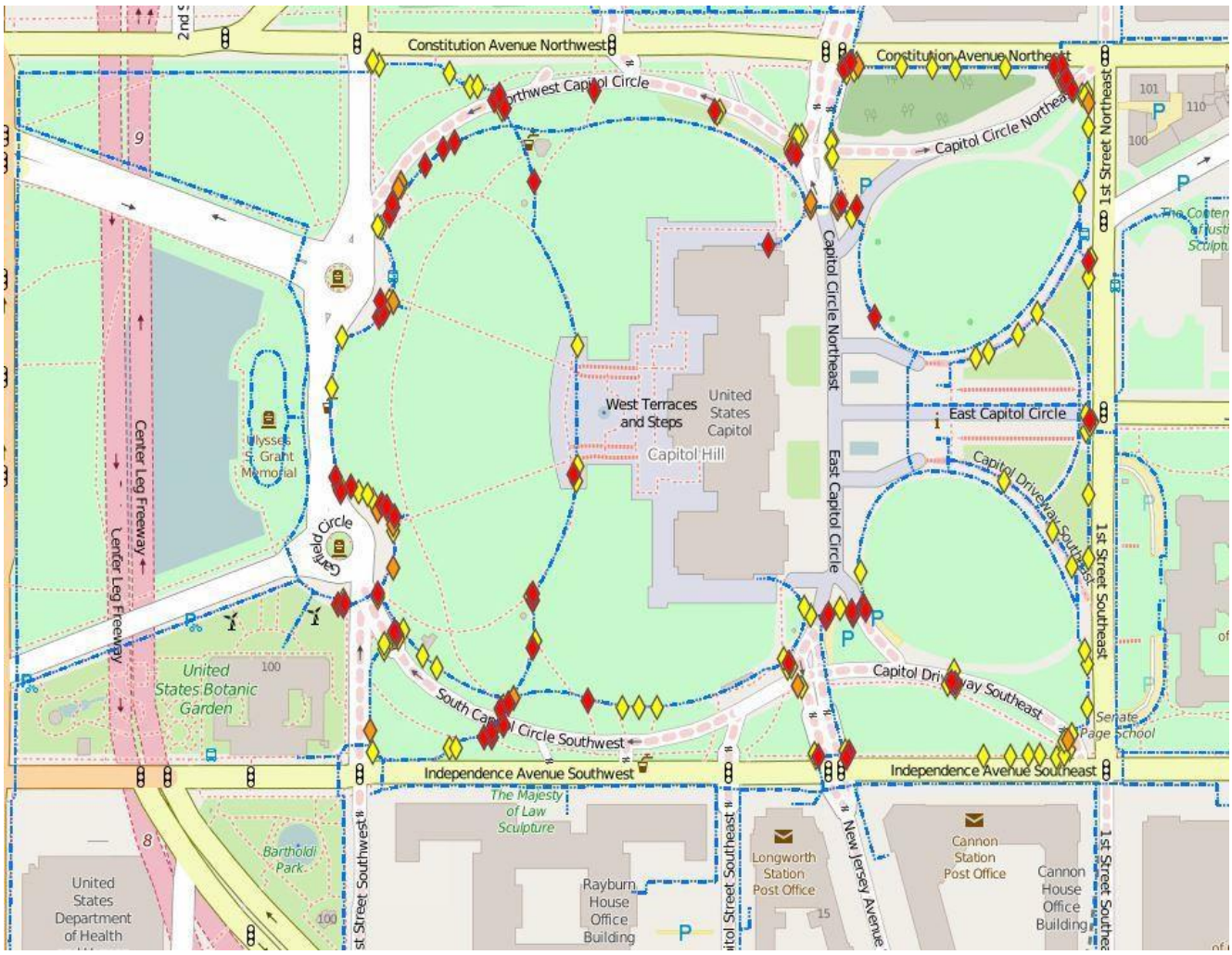
IV. AOC's Response to 113th Congress Inspection Results

The AOC reports that it has closed 24% (40 of 168) of the open barrier findings from the 113th Congress inspections. Of these 40 barriers, 7 had an "A" severity code rating; 1 had a "B" severity code rating; and 32 had a "C" severity code rating. The remaining barriers are currently being engineered and reviewed with the AOC historic preservationist. Several of the barriers are contained within the pathways of the US Capitol's West Front and are part of the historic Olmstead Landscape. The AOC will use the principles described on page 5 to prioritize abatement efforts.

Beginning in the 112th Congress, the AOC began using an accessible pathways map to further aid in prioritizing the identified barriers for abatement. This accessible pathways map highlights the accessible pathway from each of the public transportation drop-off points to each of the buildings on the Capitol Hill campus. The AOC plots the barriers that fall on this pathway on the map. Barriers on the accessible pathway are given additional priority consideration for abatement.

The AOC accessible pathways map for the 113th Congress is reproduced below:

Figure 8. AOC Accessible Pathways Map



◆ **A severity rating**

◆ **B severity rating**

◆ **C severity rating**

The AOC also worked to improve accessibility through a number of other projects during the 113th Congress, including:

- Modifying locker rooms, showers, bathrooms, and the pool area in the Rayburn House Office Building to achieve ADA compliance
- Installing an ADA-compliant operator on the parking garage door at the subbasement level of the Madison Building of the Library of Congress
- Installing four new accessible ramps at the north and south sides of the west front driveway of the Jefferson Building of the Library of Congress to provide an accessible route from the Neptune Plaza to the west front ground floor entrance
- Installing an accessible ramp on the east side of the Senate Parks

The AOC provided additional information regarding its progress and significant accessibility improvement achievements during the 111th, 112th, and 113th Congresses in its Implementation Status letter to the OOC General Counsel and Accomplishments Overview. Those documents are included in this report as Appendix A and B respectively.

V. Estimating Costs for Removing ADA Barriers

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

Based on the estimates, the total cost for correcting all of the barriers found during the 113th Congress totals approximately $4.8 million.

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

The OOC's ADA inspection during the 113th Congress was very limited due to lack of OOC resources. Under current funding, the amount of time OOC inspectors can spend on ADA issues is the equivalent of ¼ of a Full Time Equivalent. Given that there are 17.4 million square feet of interior space on the Capitol Hill campus and over 580 acres of grounds, the OOC simply does not have the resources to inspect more than a very small portion of the campus. Although the ADA access provisions of the CAA also apply to Members' District and State offices, there are currently no resources available to conduct even a cursory inspection of the access being provided in these offices.

VII. 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 how the facilities will otherwise be made readily accessible for people with disabilities. See 28 C.F.R. § 35.150(d). As is reflected in this Report, our approach to ADA inspections encourages consultation with the disability community and the development of thorough and effective transition plans. The information we provide to employing offices regarding barrier severity and estimated solution costs aids the transition planning process as employing offices can utilize this data to prioritize abatement projects.

VIII. Investigation of Charges of Discrimination

During the 113th Congress, the OOC received two requests for inspections. The first request alleged access problems for people with disabilities to the Madison and Adams Buildings of the Library of Congress due to the closing of the accessible C Street entrance to Madison after 2:00 p.m. on weekdays and all day on weekends, the malfunctioning door opener at the alternative accessible entrance to the Madison Building from Independence Avenue, and the construction blocking the accessible entrance to the Adams Building from 2nd Street. The employing office in this matter cooperated with the Office of Compliance in the investigation, and removed the barriers cited in the request.

In the second request, the requestor alleged problems accessing the Madison Building on multiple occasions when her crutch was removed as she went through security screening at the building entrance and she was not provided with adequate seating or an alternative accommodation. The employing office in this matter cooperated with the Office of Compliance in the investigation and resolved the issue at hand.

The OOC General Counsel did not file a complaint in either case.

ACKNOWLEDGMENTS

The OOC ADA inspections of Capitol Hill facilities during the 113th Congress were conducted between September 2013 and November 2014. The ADA inspection team was composed of Kaylan Dunlap, Accessibility Specialist with Evan Terry Associates (ETA), Brent Dittman, OOC Occupational Health and Safety Specialist; Sara Hoover, OOC Occupational Health and Safety Specialist; Christina Bailey, OOC Occupational Health and Safety Specialist; and Shonda Perkins, OOC Senior Occupational Safety and Health Specialist. Additional inspection assistance was provided by Thomas Seymour, OOC Fire Protection Engineer.

Simone N. Jenkins, Staff Attorney for the OOC Office of General Counsel, is the primary author of this Report. Editing assistance was provided by Hillary Benson, Senior Staff Attorney for the OOC Office of General Counsel, and Letisha Brooks, Administrative Assistant for the OOC.

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.

The inspection and writing teams for this Report from the OOC Office of General Counsel appreciate the cooperation of all Legislative Branch offices during the inspection process. We particularly appreciate the assistance and time given by the employees of the AOC.

JOHN D. UELMEN
General Counsel

October 2016

APPENDIX A

ARCHITECT OF THE CAPITOL

Safety, Fire, and Environmental Programs Office
Ford House Office Building, Room H2-571
Washington, DC 20515

www.aoc.gov

January 29, 2016

Mr. John D. Uelmen
General Counsel
Office of Compliance
110 Second Street, SE
Room LA-200, John Adams Building
Washington, D.C. 20540-1999

Subject: Americans with Disabilities Act Implementation status for the Office of Compliance Reports of Findings for the 111th, 112th and 113th Congress

Dear Mr. Uelmen:

As agreed to in our June 3, 2015 meeting, the Architect of the Capitol (AOC) is pleased to provide this annual progress report on removing the accessibility barriers identified in the reports to the 111th, 112th and 113th Congress.

Enclosure 1 provides a summary and detailed description of our progress. I am pleased to report the following barrier elimination progress:

- 76% (173 of 228) of the 111th Congress findings are closed.
- 86% (344 of 398) of the 112th Congress findings are closed.
- 24% (40 of 168) of the 113th Congress findings are closed. We are currently working to develop engineered solutions for the balance of these accessibility barriers. Our intent is to seek funding at the completion of the design effort.

The open findings for each Congressional Report is identified by the following categories:

- 111th Congress
  - Planned as part of the Cannon Rehabilitation project – 8% (18 of 228 findings)
  - Planned engineered solutions are being developed – 9% (21 of 228 findings)
  - Located off the identified Accessible Path, engineered solutions to be developed – 5% (11 of 228 findings)
  - Identified as infeasible – 2% (5 of 228 findings)
- 112th Congress
  - Planned, but not yet completed – 13.5% (53 of 398 findings)
  - Located off the identified Accessible Path, engineered solutions to be developed – 0.5% (1 of 398 findings)

Enclosure 2 is a detailed electronic spreadsheet listing each finding and our progress in eliminating 111th, 112th and 113th Congress Report of Findings. This enclosure also contains the photographs listed in the spreadsheet of the completed work as verified by our third party consultant. Please note, we continue to work with our third party consultant to obtain abatement verification photos and will continue to update the spreadsheet.

Enclosure 3 contains a complete list of ADA accomplishments completed by the Architect of the Capitol. Some accomplishment highlights include:

Physical Access

- Completed numerous projects to improve physical accessibility of the Capitol Grounds, such as installation and/or renovation of ramps, sidewalks, and curb cuts.
- Completed numerous projects to improve physical accessibility within our facilities, such as installation and/or renovation of doors, door openers, lifts, handrails, Braille signage, bathrooms, water fountains, and fire alarm strobes.
- Continued to provide a Capitol Visitor Center shuttle service and heavy capacity wheelchairs at the US Botanic Garden.

Program Access

- At the U.S. Botanic Gardens and Capitol Visitor Center designed brochures, films, videos, and programs specifically designed to increase program access and participation.

Program Management

- Designated a Universal Access Coordinator to manage and oversee AOC's ADA physical access program.
- Developing a Universal Accessibility Program and Implementation Plan.
- Held the 2015 fall quarterly Universal Accessibility Team meeting with attendance from all jurisdictions and major divisions of AOC.
- Continued improvement to our internal processes to ensure accessibility is met on all design and construction projects. Additionally, AOC hired an independent Quality Assurance/Quality Control inspector who is confirming completed work complies with ADA.

Collaboration with the Office of Compliance, Office of General Counsel

- Worked cooperatively to provide input and feedback to OOC's proposed ADA regulations.
- Reached agreement on AOC's proposal for OOC to accept closure of ADA barrier finding abatement using AOC's third party verification consultant.
- Continued to work cooperatively during OOC's on site ADA inspections.

Should you have any further questions or comments, please contact Ben Scavone at 202.226.3058 or myself at 202.226.0630.

Sincerely,

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

Enclosures:

1) AOC Accessibility Findings Office of Compliance 111th, 112th and 113th Congress Reports.
2) Compact Disc containing AOC updated and consolidated findings spreadsheet of Accessibility Findings Office of Compliance 111th, 112th and 113th Congress Reports and photographs.
3) Significant AOC ADA Achievements During the 111th, 112th, and 113th Congresses.

bcc w/o enclosures: S. Ayers, C. Merdon, J. Baltimore, D. Harris, K. Olsen, A. Freeman, C. Elias, T. Tzamaras, P. Mueller, T. Bechtol, C. Potter, M, Bittner, T. Carroll, L. Brown, W. Weidemeyer, A. Novy, T. Wolfersberger, B. Plemmons, D. Ferguson, K. Eads, N. Skinkle, B. Scavone

bcc w/ enclosures: B. Denno, P&R files

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APPENDIX B

Significant AOC American with Disability Act (ADA) Achievements
During the 111th, 112th and 113th Biennial Congress

United States Botanic Garden Buildings	Timeframe	Brief Description of Accomplishments
USBG Administration Building	FY 10	Completed installation of ADA entrance ramp.
USBG Conservatory	FY 10	Purchased 2 additional heavy capacity wheelchairs.
USBG Conservatory	FY 10	Provided a new information desk with an ADA service height.
Botanic Garden	FY 13	Created braille version of the US Botanic Garden visitor guides and close captioned all video displays.
Botanic Garden	FY 13	Created sensory tours that focus on smell and touch.
USBG Conservatory	FY 13	Repaired or replaced spalling flagstone to address tripping hazards on the Conservatory

Capitol Visitor Center	Timeframe	Brief Description of Accomplishments
Capitol Visitor Center	FY 10	Enhanced orientation films shown to all visitors prior to taking the Capitol tour, including written safety instructions on exiting the theater and other logistics shown before and after films. This improvement was added to enable individuals, who cannot hear, to obtain critical instructions that are generally given verbally to audiences by visitor assistants.
Capitol Visitor Center	FY 10	Enhanced lighting of cases in the Exhibition halls, nearly doubling visibility of exhibits.
Capitol Visitor Center	FY 10	Installed Braille on identifying numbers of the exhibits in the exhibition hall enabling blind and low-vision visitors to identify exhibits as they are mentioned in the audio tour of the exhibition hall.
Capitol Visitor Center	FY 10	Made certain all Capitol Visitor Center brochures are available for blind and low vision visitors at the information desks in alternate formats.
Capitol Visitor Center	FY 10	Collaborated with other AOC offices regarding internal and external way finding signage, including identifying availability of shuttle service to the Capitol Visitor Center for individuals who have difficulty walking.
Capitol Visitor Center	FY 11	Completed the installation of a new railing on the British stair which had no previous railing.
Capitol Visitor Center	FY15	Replaced main entrance doors for ease of operation.

US Capitol Building	Timeframe	Brief Description of Accomplishments
U.S. Capitol Building	Ongoing	Provided exit doors/exit route signs indicating accessible exit routes (Item #78 in the 109th ADA report): Installed signage on the first through fourth floors. Changes of occupants and operations required signs to be changed primarily on the basement level. The contract was awarded in June 2011. The fabrication of the replacement signs is underway.
US Capitol Building	Ongoing	Completed installation of the signs on the first through fourth floors (effective communication: Information and signage indicating accessible exit routes – Item #84 in the 109th ADA report). Changes of occupants and operation required signs to be changed primarily on the basement level.
US Capitol Building	FY 10	All open items from the 110th Congress ADA report have been closed.
US Capitol Building	FY 11	Completed the installation of a new railing on the British stair which had no previous railing.

Significant AOC American with Disability Act (ADA) Achievements
During the 111th, 112th and 113th Biennial Congress

House Office Buildings	Timeframe	Brief Description of Accomplishments
West Underground Garage	FY 09-FY 10	Completed ADA ramp at Delaware Ave entrance (exterior).
Rayburn House Office Building	FY 09-FY 10	Completed ADA ramp at the tunnel to the Rayburn (interior).
Longworth House Office Building	FY 09-FY 10	Completed modifications to the exterior Independence Avenue ramp slope to meet code.
Rayburn House Office Building	FY 09-FY 10	Completed ADA ramp at the Independence Avenue entrance.
Rayburn House Office Building	FY 09-FY 10	Completed installation of lift at the Independence Avenue entrance.
Rayburn House Office Building	FY 09-FY 10	Completed alterations in 2154 and 2247 including accessibility to each dais and the installation of ADA operators.
Cannon House Office Building	FY 09-FY 10	Installed power assisted operators in stairwells 5, 6 and 7.
Longworth House Office Building	FY 09-FY 10	Installed ADA handrails in main stairwell.
Rayburn House Office Building	FY 14	Upgrades locker rooms, showers, bathrooms, and the pool area into compliance with ADA.
Rayburn, Longworth and Cannon House Office Buildings	FY 15	Remediating findings from the 111th and 112th Congress Reports. Work of the current project will be completed in April 2016.
Rayburn House Office Building	Ongoing	Completing interior upgrades to various Committee Rooms, providing automatic door operators and accessible means of egress.
Cannon House Office Building	Ongoing	Integrating findings from the 111th and upcoming 114th Congress Reports into the building rehabilitation project.

Library of Congress Buildings	Timeframe	Brief Description of Accomplishments
Thomas Jefferson Building	FY 10	Completed Braille stair signage installations.
Thomas Jefferson Building	FY 10	Completed entrance ramp, which provided ADA ramp and automatic door operators to facilitate access.
Thomas Jefferson Building	FY 10	Added automatic operators to two additional sets of exterior doors at the Ground Floor West Main Pavilion.
James Madison Memorial Building	FY 10	Provided a Lactation Suite for nursing mothers, which has an ADA accessible lactation room and countertop with sink.
James Madison Memorial Building	FY 10	Completed the replacement of the revolving doors in the West and East entrances with ADA compliant side swing balanced bronze and glass entrance doorways.
James Madison Memorial Building	FY 10	Renovated the 6th Floor Cafeteria, which is ADA accessible with compliant counters, self-service and cashier areas.

Significant AOC American with Disability Act (ADA) Achievements
During the 111th, 112th and 113th Biennial Congress

Thomas Jefferson and James Adams Buildings	FY 10-FY 11	Improved Sidewalks, including ramp restorations in various locations.
John Adams Building	FY 11	Completed ADA Pilot survey as an Agency strategy for future efforts.
James Madison Memorial Building	FY 11	Completed installation of level trim stair door hardware to improve accessibility.
John Adams Building	FY 12	Completed the renovation of the 4 corner restroom stacks and the 5th floor reading room restrooms.
John Adams Building	FY 12	Installed ADA compliant water fountain on the second floor staff area.
John Adams Buildings	FY 13	Installed visual notification appliances throughout the building.
John Adams Buildings	FY 13	Provided new accessible exits on the north side of the building, Ground Floor.
John Adams Building	FY 13	Replaced large exterior bronze doors with ornamental cast glass door which is provided with automatic door operators to improve access into the building.
John Adams Building	FY 13	Completed installation of new exterior bronze and glass monumental doors on the east and west entrances, with ADA operators on pair at each entrance. Replaced revolving doors at east and west entrances with balanced doors.
John Adams Building	FY 13	Completed the North Egress corridor installation which provides additional ADA compliant at-grade exits from east and west entrances with balanced doors.
James Madison Memorial Building	FY 13	Installed visual notification appliances throughout the building.
James Madison Memorial Building	FY 14	Installed ADA operator on the parking garage door at the subbasement level.
Thomas Jefferson Building	FY 14	Completed ADA modification to the Coolidge Auditorium Greenroom restrooms.
Thomas Jefferson Building	FY 14	Installed four new accessible ramps at the north and south sides of the west front driveway to provide an accessible route from the Neptune Plaza to the TJB west front ground floor entrance. Restriped parking stalls to allow for four accessible parking spaces.
Thomas Jefferson Building	FY 14	Restriped east parking lot to allow for two accessible parking spaces.
John Adams Memorial Building	FY 14	Completed construction of lactation rooms, including an ADA accessible facility.

Significant AOC American with Disability Act (ADA) Achievements
During the 111th, 112th and 113th Biennial Congress

John Adams Memorial Building	FY 15	Installed upgraded emergency generators that support elevator loads, enhancing building egress for people with disabilities.
All buildings	FY 15	Remediating findings from the 111th and 112th Congress Reports. Work of the current project will be completed in April 2016.
James Madison Memorial Building	Ongoing	Installed Braille signage in elevator cabs and lobbies.

Capitol Grounds	Timeframe	Brief Description of Accomplishments
Union Square	FY 12-FY 13	Repaired or replaced spalling stone and other significant trip hazards on the walkway surrounding the Union Square Reflecting Pool
Capitol Grounds	FY 12-FY 13	Continue the sidewalk replacement program which continually seeks to address deteriorated sidewalks and walkways.
Senate Parks	FY 13	Completed an accessible ramp on the west side of Delaware Avenue leading to the Senate Park and Fountain.
Senate Parks	FY 14	Added an accessible ramp on the east side of Senate Parks.
Capitol Square – Historic Paths and Landscape	Ongoing	Engineered solutions for the OOC Accessibility Findings from the 113th Congress are currently being developed. Our intent is to seek funding at the completion of the design effort.

Senate Office Buildings	Timeframe	Brief Description of Accomplishments
Russell Senate Building	FY 13	Added a second accessible egress to the building
Russell Senate	FY 13	Installed upgraded emergency generators that support elevator loads, enhancing building egress for people with disabilities.
All Senate Buildings	FY15	Completed internal survey of existing bathrooms ahead of OOC 2016 ADA inspections.
Russell, Dirksen and Hart Senate Office Buildings	FY 15	Remediating findings from the 111th and 112th Congress Reports. Work of the current project will be completed in April 2016.