

Exterior - Parking

Lat: 38.8971084000, Long: -104.8369343000

Finding: 1

The parking lot is not striped. There is no on-street parking available near the fire station. If accessible parking is created, an accessible route to the building entrance is required as well.

*2010 ADAS Section 502.3.3
Access aisles shall be marked so as to discourage parking in them.*

Citation:

2010 ADAS Section: 502.3.3

As Built:

The parking lot is not marked.

Recommendation:

Stripe the parking lot, including a van accessible parking space and access aisle.

Barrier Priority:

1 (High): Should be completed immediately. (Includes findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

Department:

CSFD



Finding #1 Additional Finding Photos



Finding 184773 Additional Photo

Exterior - Accessible Routes

Lat: 38.8971084000, Long: -104.8369343000

Finding: 2

The building entrance is not located on an accessible route. The route will be a non-comporting vehicular way.

When a building, or portion of a building, is required to be accessible, an accessible route of travel shall be provided to all portions of the building, to accessible building entrances and between the building and the public way.

All walks, halls, corridors, aisles, skywalks, tunnels, and other spaces that are part of an accessible route must comply. An accessible route of travel must not pass through kitchens, storage rooms, restrooms, closets or other spaces used for similar purposes. At least one accessible route within the boundary of the site must be provided from public transportation stops, accessible parking and accessible passenger loading zones and public streets or sidewalks to the accessible building entrance they serve.

The accessible route shall, to the maximum extent feasible, coincide with the route for the general public. At least one accessible route shall connect accessible buildings, facilities, elements and spaces that are on the same site. At least one accessible route shall connect accessible building or facility entrances with all accessible spaces and elements.

2010 ADAS Section 206.2.1

At least one accessible route shall be provided within the site from accessible parking spaces and accessible passenger loading zones; public streets and sidewalks; and public transportation stops to the accessible building or facility entrance they serve.

Citation:

2010 ADAS Section: 206.2.1

As Built:

There will be no accessible route to building entrance if we create accessible parking.

Recommendation:

Explore feasibility of creating an accessible route from the back to the front parking lot.

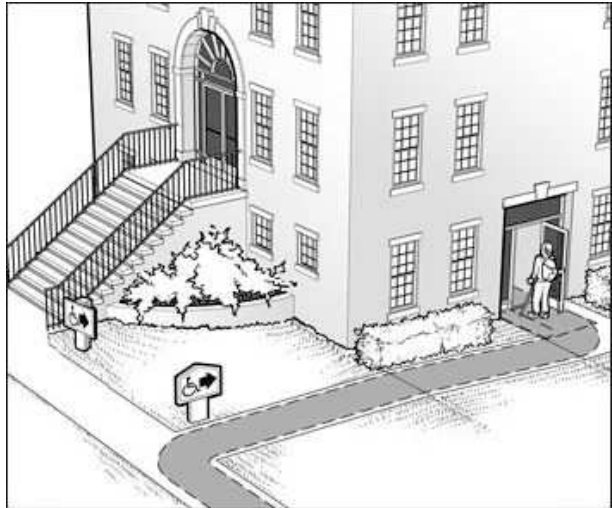
Barrier Priority:

1 (High): Should be completed immediately. (Includes findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

Department:

CSFD

Finding #2 Continued



Exterior - Accessible Routes

Lat: 38.8971084000, Long: -104.8369343000

Finding: 3

The accessible path of travel contains cross slopes greater than 2%. This sidewalk is near the driveway to the fire station parking lot.

Surface cross slopes shall not exceed one unit vertical in 48 units horizontal (2-percent slope). When the slope in the direction of travel of any walk exceeds 1 unit vertical in 20 units horizontal (5-percent slope), it must be constructed as ramp.

2010 ADAS Section 403.3

The running slope of walking surfaces shall not be steeper than 1:20. The cross slope of walking surfaces shall not be steeper than 1:48.

Citation:

2010 ADAS Section: 403.3

As Built:

There is 3% cross slope in this section of sidewalk.

Recommendation:

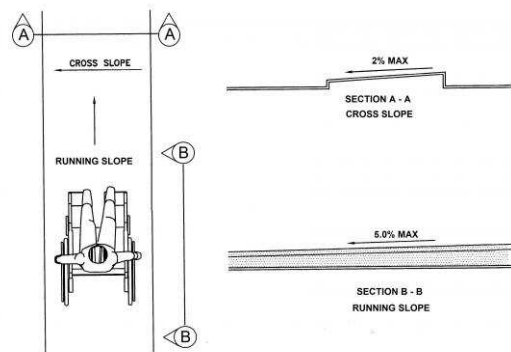
Remove and replace the sidewalk as needed.

Barrier Priority:

1 (High): Should be completed immediately. (Includes findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

Department:

CSFD



Exterior - Accessible Routes

Lat: 38.8971084000, Long: -104.8369343000

Finding: 4

The walkway contains abrupt vertical edges and/or variations over a 1/4 inch. This section of sidewalk is adjacent to the driveway entrance to the fire station parking lot.

1/4 inch is the maximum vertical rise. Changes in level between 1/4 inch and 1/2 inch must be beveled at 1:2 or less.

Changes in level greater than 1/2 inch must be by way of a ramp.

2010 ADAS Section 303.3

Changes in level between 1/4 inch (6.4 mm) high minimum and 1/2 inch (13 mm) high maximum shall be beveled with a slope not steeper than 1:2.

2010 ADAS Section 303.2

Changes in level of 1/4 inch (6.4 mm) high maximum shall be permitted to be vertical.

Citation:

2010 ADAS Section: 303.3, 303.2

As Built:

There is considerable spalling in this section of the section.

Recommendation:

Remove and replace concrete panels as needed.

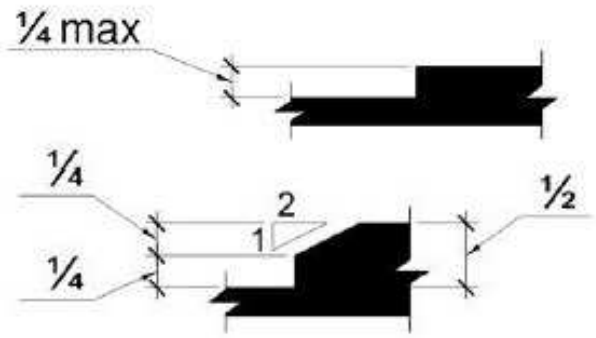
Barrier Priority:

1 (High): Should be completed immediately. (Includes findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

Department:

CSFD

Finding #4 Continued



Exterior - Accessible Routes

Lat: 38.8971084000, Long: -104.8369343000

Finding: 5

The accessible path of travel contains cross slopes greater than 2%. This sidewalk includes the driveway apron.

Surface cross slopes shall not exceed one unit vertical in 48 units horizontal (2-percent slope). When the slope in the direction of travel of any walk exceeds 1 unit vertical in 20 units horizontal (5-percent slope), it must be constructed as ramp.

2010 ADAS Section 403.3

The running slope of walking surfaces shall not be steeper than 1:20. The cross slope of walking surfaces shall not be steeper than 1:48.

Citation:

2010 ADAS Section: 403.3

As Built:

The sidewalk has cross slope up to 6%.

Recommendation:

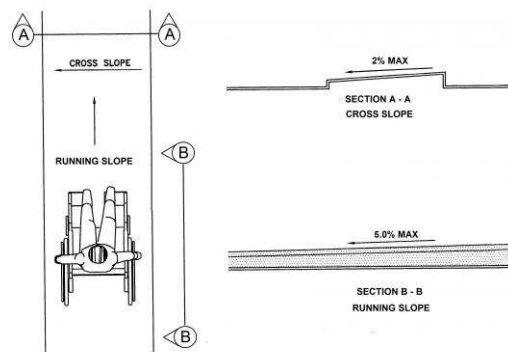
Remove and replace sidewalk as needed to achieve 2% maximum cross slope or to the maximum extent feasible.

Barrier Priority:

1 (High): Should be completed immediately. (Includes findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

Department:

CSFD



Exterior - Accessible Routes

Lat: 38.8971084000, Long: -104.8369343000

Finding: 6

The walkway contains abrupt vertical edges and/or variations over a 1/4 inch. This is a trip hazard as well as an accessibility issue.

1/4 inch is the maximum vertical rise. Changes in level between 1/4 inch and 1/2 inch must be beveled at 1:2 or less.

Changes in level greater than 1/2 inch must be by way of a ramp.

2010 ADAS Section 303.3

Changes in level between 1/4 inch (6.4 mm) high minimum and 1/2 inch (13 mm) high maximum shall be beveled with a slope not steeper than 1:2.

2010 ADAS Section 303.2

Changes in level of 1/4 inch (6.4 mm) high maximum shall be permitted to be vertical.

Citation:

2010 ADAS Section: 303.3, 303.2

As Built:

There is 3/4" to 2-1/2" vertical displacement at the storm drain.

Recommendation:

Remove and replace panels as needed.

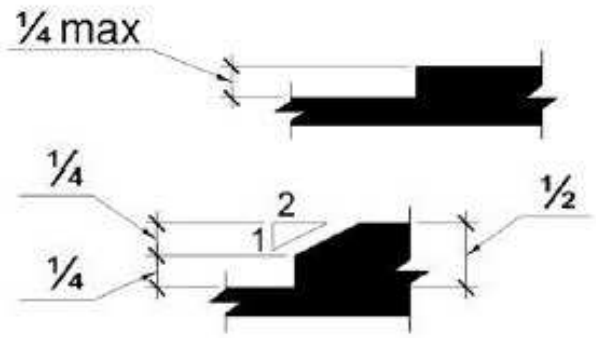
Barrier Priority:

1 (High): Should be completed immediately. (Includes findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

Department:

CSFD

Finding #6 Continued



Finding #6 Additional Finding Photos



Finding 184777 Additional Photo



Finding 184777 Additional Photo

Exterior - Accessible Routes

Lat: 38.8971084000, Long: -104.8369343000

Finding: 7

The accessible path of travel contains cross slopes greater than 2% in the driveway area.

Surface cross slopes shall not exceed one unit vertical in 48 units horizontal (2-percent slope). When the slope in the direction of travel of any walk exceeds 1 unit vertical in 20 units horizontal (5-percent slope), it must be constructed as ramp.

2010 ADAS Section 403.3

The running slope of walking surfaces shall not be steeper than 1:20. The cross slope of walking surfaces shall not be steeper than 1:48.

Citation:

2010 ADAS Section: 403.3

As Built:

The cross slope of this section of sidewalk is 5%.

Recommendation:

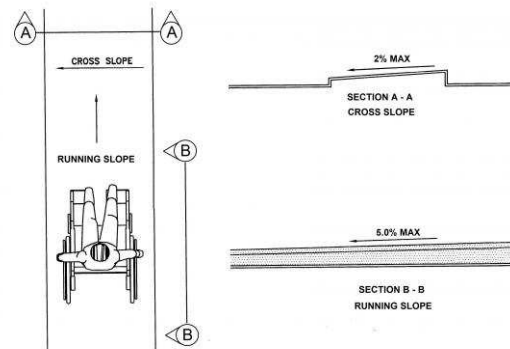
Remove and replace concrete as needed to achieve maximum 2% cross slope.

Barrier Priority:

1 (High): Should be completed immediately. (Includes findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

Department:

CSFD



Exterior - Accessible Routes

Lat: 38.8971084000, Long: -104.8369343000

Finding: 8

The walkway contains abrupt vertical edges and/or variations over a 1/4 inch. This is the approach to the fire station entrance. The largest section of spalling is 2" deep by 17" wide by 36" long.

1/4 inch is the maximum vertical rise. Changes in level between 1/4 inch and 1/2 inch must be beveled at 1:2 or less.

Changes in level greater than 1/2 inch must be by way of a ramp.

2010 ADAS Section 303.3

Changes in level between 1/4 inch (6.4 mm) high minimum and 1/2 inch (13 mm) high maximum shall be beveled with a slope not steeper than 1:2.

2010 ADAS Section 303.2

Changes in level of 1/4 inch (6.4 mm) high maximum shall be permitted to be vertical.

Citation:

2010 ADAS Section: 303.3, 303.2

As Built:

There is considerable spalling in this section of the section.

Recommendation:

Remove and replace concrete panels as needed.

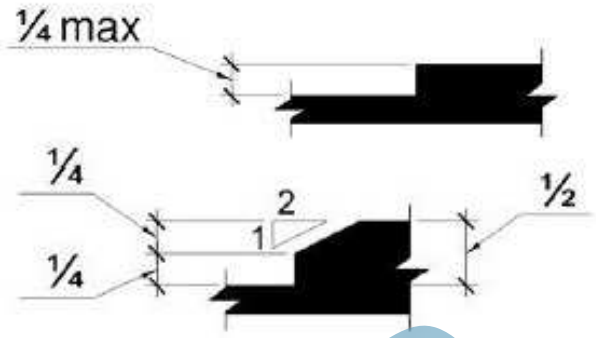
Barrier Priority:

1 (High): Should be completed immediately. (Includes findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

Department:

CSFD

Finding #8 Continued



Finding 184779 Main Photo

CORRECTED

Finding #8 Additional Finding Photos



Finding 184779 Additional Photo



Finding 184779 Additional Photo

CORRECTED

Exterior - Accessible Routes

Lat: 38.8971084000, Long: -104.8369343000

Finding: 9

The accessible route on the site contains running slopes greater than 5% and has not been constructed as a ramp (i.e. handrails, wheel guides, etc.).

When the slope in the direction of travel of any walk exceeds 1 unit vertical in 20 units horizontal (5-percent slope), it must be constructed as ramp. Surface cross slopes must not exceed one unit vertical in 48 units. Horizontal (2-percent slope).

2010 ADAS Section 403.3

The running slope of walking surfaces shall not be steeper than 1:20. The cross slope of walking surfaces shall not be steeper than 1:48.

Citation:

2010 ADAS Section: 403.3

As Built:

The running slope of the sidewalk to the entrance is 7%.

Recommendation:

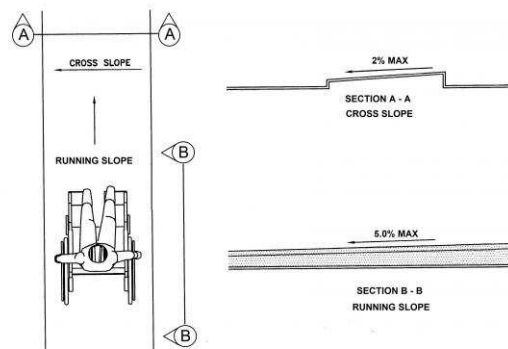
In lieu of making the front entrance accessible from Garden of the Gods, install a 3'-0" wide sidewalk from the entrance to the west driveway. This new sidewalk will be approximately 52'-0" long.

Barrier Priority:

1 (High): Should be completed immediately. (Includes findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

Department:

CSFD



Finding #9 Additional Finding Photos



Finding 184780 Additional Photo



Finding 184780 Additional Photo

Exterior - Accessible Routes

Lat: 38.8971084000, Long: -104.8369343000

Finding: 10

The walkway contains abrupt vertical edges and/or variations over a 1/4 inch.

1/4 inch is the maximum vertical rise. Changes in level between 1/4 inch and 1/2 inch must be beveled at 1:2 or less.

Changes in level greater than 1/2 inch must be by way of a ramp.

2010 ADAS Section 303.3

Changes in level between 1/4 inch (6.4 mm) high minimum and 1/2 inch (13 mm) high maximum shall be beveled with a slope not steeper than 1:2.

2010 ADAS Section 303.2

Changes in level of 1/4 inch (6.4 mm) high maximum shall be permitted to be vertical.

Citation:

2010 ADAS Section: 303.3, 303.2

As Built:

An 8" core drill hole was made in the sidewalk and not properly filled.

Recommendation:

Fill the hole or remove and replace concrete panels as needed.

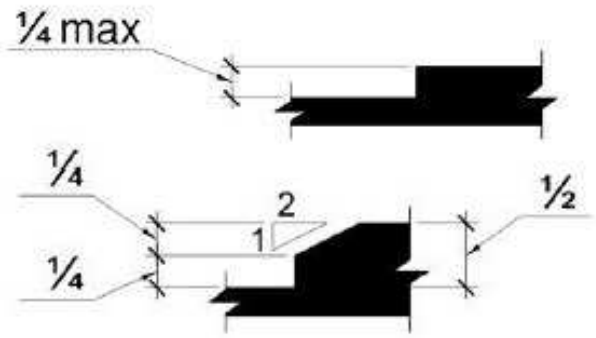
Barrier Priority:

1 (High): Should be completed immediately. (Includes findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

Department:

CSFD

Finding #10 Continued



Exterior - Accessible Routes

Lat: 38.8971084000, Long: -104.8369343000

Finding: 11

The flared sides of the curb ramp are not within the markings. The narrow entry area of this radial almost makes it a directional.

The Ramp also is missing detectable warnings.

Diagonal Curb Ramps with flared sides shall have a segment of curb 24 inches long minimum located on each side of the Curb Ramp and within the marked crossing.

2010 ADAS Section 406.6

Diagonal or corner type curb ramps with returned curbs or other well-defined edges shall have the edges parallel to the direction of pedestrian flow. The bottom of diagonal curb ramps shall have a clear space 48 inches (1220 mm) minimum outside active traffic lanes of the roadway. Diagonal curb ramps provided at marked crossings shall provide the 48 inches (1220 mm) minimum clear space within the markings. Diagonal curb ramps with flared sides shall have a segment of curb 24 inches (610 mm) long minimum located on each side of the curb ramp and within the marked crossing.

Citation:

2010 ADAS Section: 406.6

As Built:

The cross walk lines do not line up with the curb ramp.

Recommendation:

Replace this ramp if not feasible to skew the striping.

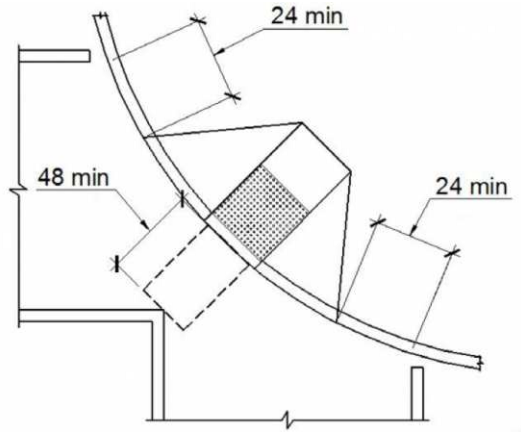
Barrier Priority:

1 (High): Should be completed immediately. (Includes findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

Department:

CSFD

Finding #11 Continued



Exterior - Entrance

Lat: 38.8971084000, Long: -104.8369343000

Finding: 12

The accessible path of travel between building entrances contains cross slopes greater than 2%.

Surface cross slopes shall not exceed one unit vertical in 48 units horizontal (2-percent slope). When the slope in the direction of travel of any walk exceeds 1 unit vertical in 20 units horizontal (5-percent slope), it must be constructed as ramp.

2010 ADAS Section 403.3

The running slope of walking surfaces shall not be steeper than 1:20. The cross slope of walking surfaces shall not be steeper than 1:48.

Citation:

2010 ADAS Section: 403.3

As Built:

The landing at the fire station entrance has 5% cross slope.

Recommendation:

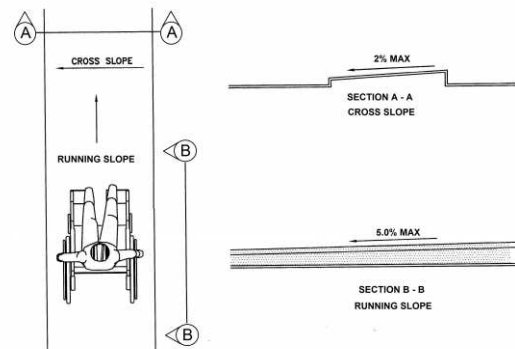
Remove and replace concrete panel as needed to achieve maximum 2% cross slope.

Barrier Priority:

1 (High): Should be completed immediately. (Includes findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

Department:

CSFD



Finding #12 Additional Finding Photos



Finding 184781 Additional Photo



Finding 184781 Additional Photo

Exterior - Entrance

Lat: 38.8971084000, Long: -104.8369343000

Finding: 13

The walkway contains abrupt vertical edges and/or variations over a 1/4 inch.

1/4 inch is the maximum vertical rise. Changes in level between 1/4 inch and 1/2 inch must be beveled at 1:2 or less.

Changes in level greater than 1/2 inch must be by way of a ramp.

2010 ADAS Section 303.3

Changes in level between 1/4 inch (6.4 mm) high minimum and 1/2 inch (13 mm) high maximum shall be beveled with a slope not steeper than 1:2.

2010 ADAS Section 303.2

Changes in level of 1/4 inch (6.4 mm) high maximum shall be permitted to be vertical.

Citation:

2010 ADAS Section: 303.3, 303.2

As Built:

There is 1" vertical displacement in the sidewalk at the entrance.

Recommendation:

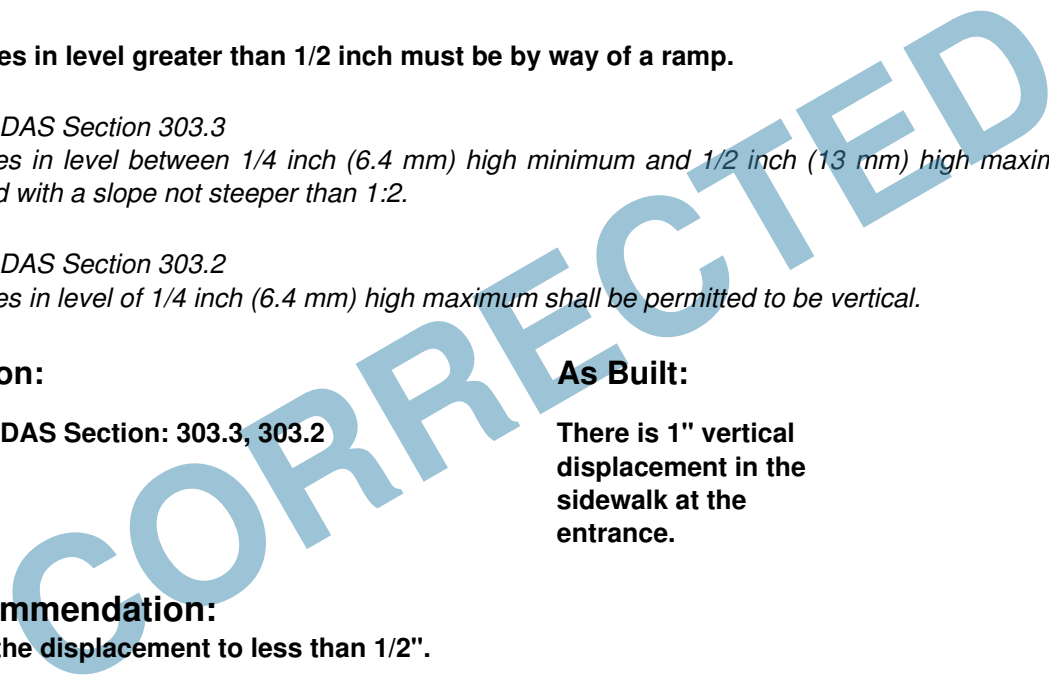
Grind the displacement to less than 1/2".

Barrier Priority:

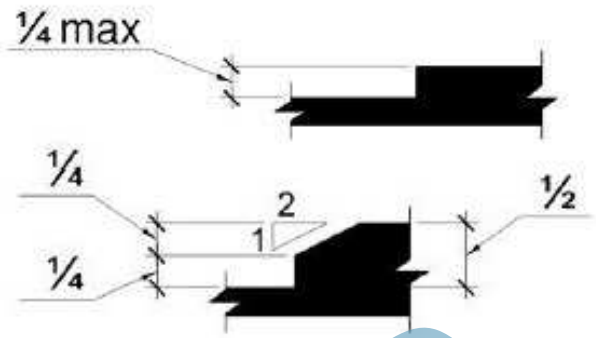
1 (High): Should be completed immediately. (Includes findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

Department:

CSFD



Finding #13 Continued



CORRECTED

Finding #13 Additional Finding Photos



Finding 184782 Additional Photo



Finding 184782 Additional Photo

CORRECTED

Exterior - Entrance

Lat: 38.8971084000, Long: -104.8369343000

Finding: 14

The door bell is positioned too high for either a side or front approach.

Where a clear floor or ground space allows a parallel approach to an element and the side reach is unobstructed, the high side reach shall be 48 inches maximum and the low side reach shall be 15 inches minimum above the finish floor or ground.

Where a forward reach is unobstructed, the high forward reach shall be 48 inches maximum and the low forward reach shall be 15 inches minimum above the finish floor or ground.

*2010 ADAS Section 308.1
Reach ranges shall comply with 308.*

Citation:

2010 ADAS Section: 308.1

As Built:

The door bell at the front entrance is mounted at 55".

Recommendation:

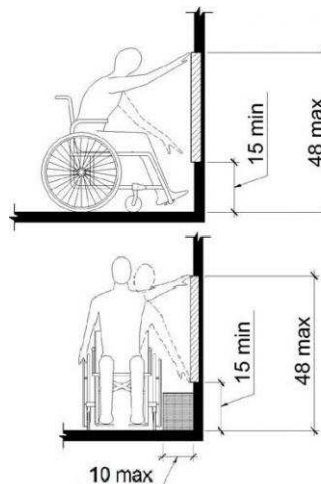
Lower the door bell to 48" maximum.

Barrier Priority:

1 (High): Should be completed immediately. (Includes findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

Department:

CSFD



Exterior - Entrance

Lat: 38.8971084000, Long: -104.8369343000

Finding: 15

The door bell is positioned too high for either a side or front approach.

Where a clear floor or ground space allows a parallel approach to an element and the side reach is unobstructed, the high side reach shall be 48 inches maximum and the low side reach shall be 15 inches minimum above the finish floor or ground.

Where a forward reach is unobstructed, the high forward reach shall be 48 inches maximum and the low forward reach shall be 15 inches minimum above the finish floor or ground.

*2010 ADAS Section 308.1
Reach ranges shall comply with 308.*

Citation:

2010 ADAS Section: 308.1

As Built:

The door bell at the rear entrance is mounted at 55-1/2".

Recommendation:

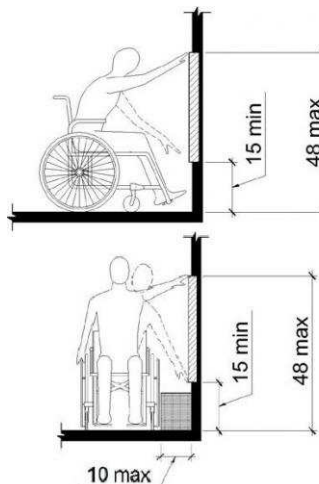
Lower the door bell if we create parking in the back and this becomes the accessible route.

Barrier Priority:

1 (High): Should be completed immediately. (Includes findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

Department:

CSFD



Exterior - Entrance

Lat: 38.8971084000, Long: -104.8369343000

Finding: 16

Gratings are spaced greater than a 1/2 inches in the direction of traffic flow.

Openings in floor or ground surfaces shall not allow passage of a sphere more than 1/2 inch diameter. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.

2010 ADAS Section 302.3

Openings in floor or ground surfaces shall not allow passage of a sphere more than 1/2 inch (13 mm) diameter except as allowed in 407.4.3, 409.4.3, 410.4, 810.5.3 and 810.10. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.

Citation:

2010 ADAS Section: 302.3

As Built:

The mat at the rear door has openings greater than 1/2".

Recommendation:

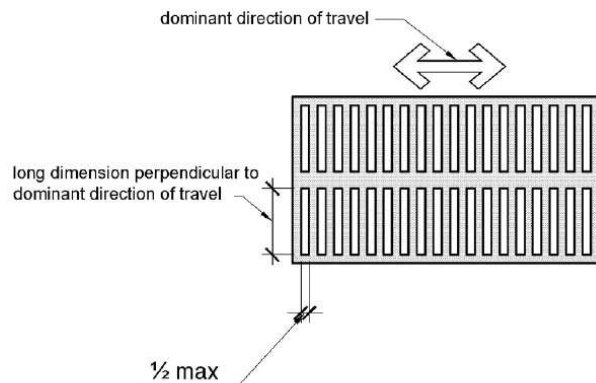
Replace with a mat having openings less than 1/2" in the direction of travel.

Barrier Priority:

1 (High): Should be completed immediately. (Includes findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

Department:

CSFD



Interior - Restrooms

Lat: 38.8971084000, Long: -104.8369343000

Finding: 17

The restroom facilities serving the facility are not on an accessible route and are not accessible. There are multiple deficiencies, but these restrooms are not intended for public use.

Bathing and toilet facilities that serve buildings, facilities or portions of buildings or facilities that are required by these standards to be accessible to persons with disabilities, shall be on an accessible route.

2010 ADAS Section 213.1

Where toilet facilities and bathing facilities are provided, they shall comply with 213. Where toilet facilities and bathing facilities are provided in facilities permitted by 206.2.3 Exceptions 1 and 2 not to connect stories by an accessible route, toilet facilities and bathing facilities shall be provided on a story connected by an accessible route to an accessible entrance.

Citation:

2010 ADAS Section: 213.1

As Built:

The restrooms are not accessible.

Recommendation:

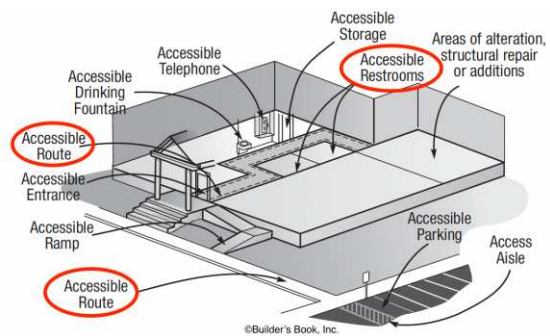
Add signage indicating there are no public restrooms.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes findings that have a high financial impact on the entity in relationship to the degree of access provided)

Department:

CSFD



Finding #17 Additional Finding Photos



Finding 184789 Additional Photo



Finding 184789 Additional Photo



Finding 184789 Additional Photo