

**Minutes of June 16, 2026
Mayor and Board of Aldermen**

**MUNICIPAL DOCKET
REGULAR MEETING OF JUNE 16, 2026
THE MAYOR AND BOARD OF ALDERMEN
THE CITY OF LONG BEACH, MISSISSIPPI
5:00 O'CLOCK P.M. LONG BEACH CITY HALL, 201 JEFF DAVIS AVE.**

- I. CALL TO ORDER**
- II. INVOCATION AND PLEDGE OF ALLEGIANCE**
- III. ROLL CALL AND ESTABLISH QUORUM**
- IV. PUBLIC HEARINGS**
- V. AMENDMENTS TO THE MUNICIPAL DOCKET**
- VI. APPROVAL OF MUNICIPAL DOCKET**
- VII. PUBLIC COMMENTS**
- VIII. ANNOUNCEMENTS; PRESENTATIONS; PROCLAMATIONS**
 - 1. Recognition – Ron Gross for 18 years of service on Civil Service Board**
 - 2. Proclamation – Vitiligo Awareness Month**
 - 3. Proclamation – Mississippi Flood Awareness Week – June 15-18, 2026**
- IX. APPROVE MINUTES:**
 - 1. MAYOR AND BOARD OF ALDERMEN**
 - a. June 2, 2026 – Regular & Executive**
 - b. June 9, 2026 – Work Session**
 - 2. PLANNING COMMISSION**
 - a. June 11, 2026 - Regular**
- X. APPROVE DOCKET OF CLAIMS NUMBER(S):**
 - 1. 061626**
- XI. UNFINISHED BUSINESS**
 - 1. Request additional headstone on single plot; Ronald Kelley**
 - 2. Quotes for overlay of Jeff Davis Avenue from David Ball**
- XII. NEW BUSINESS**
 - 1. Cruisin Show & Shine Live Music Contract - October 5th; Courtney Welch**
 - 2. Proposed Lease agreement – Bellamare Development**
 - 3. Request – Fee waiver request for use of the Rec Center for Good Shepherd's church meal; Matt Murphy**
- XIII. DEPARTMENTAL BUSINESS**
 - 1. MAYOR'S OFFICE**
 - a. Grant Ideas**
 - 2. PERSONNEL**
 - a. Water Department – Retirement (1)**
 - b. Police Department – Resignation (2);FTO Pay (1);Military Active Duty (1)**
 - c. Fire Department – Step Increase (1)**
 - 3. CITY CLERK**
 - a. Acknowledge - Revenue Expense Report May**
 - 4. FIRE DEPARTMENT**
 - 5. POLICE DEPARTMENT**
 - 6. ENGINEERING**
 - a. Long Beach Transportation Master Plan adoption**
 - b. FY2028 Tidelands Application**
 - c. Proposed contract - Northwestern Bulkhead**
 - d. MSDMR/LB MOU – LB Harbor Northwestern Bulkhead**
 - 7. 8. PUBLIC WORKS**
 - 9. RECREATION**
 - 10. BUILDING OFFICE**
 - 11. HARBOR**
 - 12. COMMUNITY AFFAIRS**
 - DERELICT PROPERTIES**
- XIV. REPORT FROM CITY ATTORNEY**
- XV. ADJOURN (OR) RECESS**

Be it remembered that a regular meeting of the Mayor and Board of Aldermen, Long Beach, Mississippi, was begun and held at 5:00 o'clock p.m., Long Beach City Hall Meeting Room, 201 Jeff Davis Avenue, in said City, it being the third Tuesday in June 2026, and the same being the time, date and place fixed by Laws of the State of Mississippi and ordinance of the City of Long Beach for holding said meeting.

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There were present and in attendance on said board and at the meeting the following named persons: Mayor Timothy I. Pierce, Aldermen Donald Frazer (via phone), Patrick Bennett, Jesse Allen, Joey Giuffria, Timothy McCaffrey, Jr., Greg Bonds, Pete L. McGoey, Minutes Clerk Courtney Welch, and City Attorney Stephen B. Simpson, Esq.

Absent: City Clerk Emma Ward

There being a quorum present sufficient to transact the business of the City, the following proceedings were had and done.

There were no public hearings to be heard at this time.

There were no amendments of the municipal docket at this time.

Alderman Giuffria made motion, seconded by Alderman Bennett, and unanimously carried to approve the municipal docket, as submitted.

The Mayor opened the floor for public comments, and no one came forward to be heard at this time.

Mayor Pierce tabled the recognition of Ron Gross for his 18 years of service on the Long Beach Civil Service Board until Mr. Gross is able to attend the meeting.

* *

Mayor Pierce proclaimed the month of June as Vitiligo Awareness Month in the City of Long Beach.

* *

Mayor Pierce proclaimed the week of June 15-18, 2026, Mississippi Flood Awareness Week in the City of Long Beach.

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Alderman McCaffrey made motion, seconded by Alderman Bonds, and unanimously carried to approve the Regular and Executive Session Minutes of the Mayor and Board of Aldermen dated June 2, 2026, as submitted.

* *

Alderman Bonds made motion, seconded by Alderman Frazer, and unanimously carried to approve the Work Session Minutes of the Mayor and Board of Aldermen dated June 9, 2026, as submitted.

There came on for approval the Planning and Development Commission minutes of June 11, 2026. Whereupon Alderman McGoey, discussed the Certificate of Subdivision mentioned in the Planning and Development Commission Minutes, noting that the City Engineer’s letter and the submitted plans contained conflicting information. Following much discussion, Alderman McCaffrey made motion, seconded by Alderman McGoey, and unanimously carried to table the approval of the Planning and Development Commission Minutes of June 11, 2026, until clear information is received from the Planning and Development Commission.

Alderman Giuffria made motion, seconded by Alderman McCaffrey, and unanimously carried to approve payment of invoices as listed on Docket of Claims number 061626, as submitted.

Alderman McGoey discussed the need to amend the current cemetery ordinance to include language regarding the placement of an additional headstone on a single plot inside the City of Long Beach Cemetery. Alderman McGoey requested that an updated version of the ordinance be brought back for consideration at the next regular meeting in two weeks. No action taken at this time.

There came on for discussion began regarding the quotes presented by City Engineer David Ball for the overlay of Jeff Davis Avenue. Alderman Frazer made motion, seconded by Alderman Bennett, and unanimously carried to include the paving of Jeff Davis Avenue in the upcoming paving season for Fiscal Year 2027. The Board will review the submitted quotes and determine which proposal to move forward with at a later date.

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**OVERSTREET
& ASSOCIATES**
CONSULTING ENGINEERS

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MEMORANDUM

Date: 6/12/2026
To: City of Long Beach
From: David Ball, P.E.
RE: Jeff Davis Ave. Asphalt Replacement

At the previous meeting, the Board requested an estimate of the cost to perform asphalt replacement and striping on Jeff Davis Ave. from the CSX railway to US Hwy. 90.

We've included a number of options of the relevant costs for these estimates for your consideration. Primarily, we've provided a cost to perform paving and striping on the entire width of Jeff Davis, and we've also provided a cost to perform such work only on the travel lanes (which would leave the parking areas untouched/unimproved). Furthermore, we've included an estimate of the portion of the costs associated with these scope options for the recently impacted segment of Jeff Davis (from 2nd St. to 4th St.).

SEGMENT	Options	EST. COST
CSX Railroad – Hwy. 90.	Entire roadway, Including Parking Areas	\$245,000
CSX Railroad – Hwy. 90.	Only Travel Lanes	\$185,000
Portion of Cost (2nd St. – 4th St.)	Entire roadway, Including Parking Areas	\$115,000
Portion of Cost (2nd St. – 4th St.)	Only Travel Lanes	\$80,000

We do note that the County Road Dept. will not be able to stripe the parking areas (due to their inability to perform blue striping) and therefore all of our striping cost estimates are based on our understanding of competitively bid pricing via commercial Contractors, which will require an RFQ process.

All costs indicated above are based on using the City's term bid paving Contractor (Warren Paving). We caution that there will be significant disruption to the City and businesses on Jeff Davis to perform this work whether using the term bid or any Contractor.

We are ready to assist in executing the scope of work as selected by the Board.

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Alderman McCaffrey made motion, seconded by Alderman Bonds, and unanimously carried to approve and authorize the mayor to execute a contract with The Network Band for live music at the Long Beach Show and Shine Car Show held on October 5, 2026.

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PERFORMANCE AGREEMENT

This Performance Agreement ("Agreement") is entered into by and between Long Beach Show & Shine ("Purchaser") and The Project Band ("Artist").

1. EVENT INFORMATION Artist agrees to perform at the following event: Event: Long Beach Show & Shine Event Location: Harper McCaughan Town Green Long Beach, Mississippi Event Date: October 5, 2026 Performance Time: 12:00 PM – 4:00 PM

2. COMPENSATION Purchaser agrees to pay Artist a total performance fee of One Thousand Five Hundred Dollars (\$1,500.00). Payment shall be made in full no later than immediately prior to the performance unless otherwise agreed to in writing by both parties.

3. WEATHER / RAIN POLICY In the event of rain, severe weather, unsafe conditions, or any circumstance that could reasonably endanger the safety of the Artist, crew, equipment, or attendees, Artist reserves the sole right to delay, pause, shorten, or cancel the performance. If the event is canceled due to weather after Artist and/or equipment has arrived onsite, Purchaser agrees that the full performance fee of \$1,500.00 remains due and non-refundable. If weather conditions prevent setup or performance before Artist arrival, both parties may mutually agree to reschedule the performance to a future date, subject to Artist availability.

4. STAGE & SAFETY REQUIREMENTS Purchaser agrees to provide: • Adequate covered stage protection from rain and weather; • Safe electrical power and operating conditions; • Reasonable access for load-in and load-out. Artist may refuse to perform if conditions are deemed unsafe for personnel or equipment.

5. CANCELLATION Any cancellation by Purchaser for reasons other than severe weather within fourteen (14) days of the event shall require payment of the full performance fee.

6. FORCE MAJEURE Neither party shall be liable for failure to perform its obligations under this Agreement when such failure is caused by acts beyond reasonable control, including but not limited to acts of God, hurricanes, floods, severe weather, fire, government restrictions, labor disputes, terrorism, pandemics, public emergencies, or other unforeseen events making performance impossible or unsafe. Notwithstanding the foregoing, if Artist has already arrived onsite or incurred substantial performance-related expenses prior to cancellation caused by a force majeure event, Purchaser agrees that the full performance fee of \$1,500.00 shall remain due unless otherwise agreed in writing by both parties.

7. INDEPENDENT CONTRACTOR Artist is acting as an independent contractor and is not an employee of Purchaser.

8. ENTIRE AGREEMENT This Agreement represents the full understanding between the parties and may only be modified in writing signed by both parties. PURCHASER Long Beach Show & Shine

Signature: 
Printed Name/Title: Timothy I. Pierce Date: 6/17/24
ARTIST: The Project
Band Signature: Peggy Andersen
Printed Name/Title: Peggy Andersen Date: 06/11/2026

Alderman Bennett made motion, seconded by Alderman McCaffrey, and unanimously approved to discuss the proposed lease agreement between the City of Long Beach and Bellemare Development underneath Report from City Attorney.

Alderman Bennett made motion, seconded by Alderman McCaffrey, and unanimously carried to waive the fee for use of the Long Beach Recreational Center for Good Shepherd's church meal.

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June 11, 2026
Attn: Board of Alderman
Re: Long Beach Activity Center, Daugherty Road

Dear Board of Alderman,

Thank you for helping us provide church fellowship that also welcomes the entire community of Long Beach, and surrounding areas.

Our church has used the Long Beach Senior Recreation Center on Daugherty multiple times in the past for various purposes. We would like to once again request permission for use of your facility on August 23rd, 2026, to gather for a church meal. We would like to setup beforehand and will cleanup quickly after the event.

The purpose of this letter is to request that you waive the rental fee for the Senior Rec Center. Our request for a waiver is based on inviting the community to share in fellowship where food and entertainment is provided by us at no charge to the community.

We await your response and thank you again not only for all your help with this function but also your consideration in this matter.

Respectfully,

Matt Murphy
Lead Pastor

KNOW CHRIST | BECOME WHOLE | MAKE DISCIPLES

 P: (228) 452-9318

 5169 Espy Ave.
Long Beach, MS 39560

Church.GS

During discussion under Departmental Business, the Mayor discussed potential Grant opportunities and project ideas. Alderman Bennett requested detailed list of potential grant projects, including supporting information for presentation to the Board at a future meeting.

There were no Departmental Reports from the following Department Heads:

- Fire Department
- Police Department
- Public Works
- Building Office
- Harbor
- Community Affairs

Based on the recommendation of Civil Service Commission and City Clerk Emma Ward, Alderman McCaffrey made motion, seconded by Alderman Bonds, and unanimously carried to approve personnel actions as follows:

M.B. 112
06.16.26 Regular

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- Retirement: Water Department Billing Office Manager Susan Bowes; CSA-6-XVI; effective 06/30/26

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Based on the recommendation of Civil Service Commission and Police Chief Seal, Alderman McCaffrey made motion, seconded by Alderman Bennett, and unanimously carried to approve personnel actions as follows:

- Resignation: Police Officer Breccan McCarthy; PS-9-II; effective 06/19/26
- Resignation: Police Officer Emillio Edmonds; PS-9-II; effective 06/19/26
- FTO Pay: Police Officer 1st Class Shea Berens; PS-9-I; effective 06/16/26.
- Military Active Duty: Sergeant David Duncan; PSA-11-V; effective 06/01/26 to 01/12/27

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Based on the recommendation of Civil Service Commission and Fire Chief Skellie, Alderman McCaffrey made motion, seconded by Alderman Bonds, and unanimously carried to approve personnel actions as follows:

- Step Increase: Battalion Chief Heath Mitchell; FS-13-IX; effective 07/01/26

The May 2026 Revenue Expense Report was presented to the Board for acknowledgement. Whereupon Alderman Giuffria asked that this be tabled because he has questions.

Based on the recommendation of City Engineer David Ball, Alderman McCaffrey made motion, seconded by Alderman Frazer, and unanimously carried to approve and adopt the Long Beach Transportation Master Plan as follows:

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June 12, 2026

City of Long Beach
P.O. Box 929
Long Beach, MS 39560

RE: Transportation Master Plan

Ladies and Gentlemen:

Per the discussion at the June 9 work session, we recommend that the City officially adopt the Long Beach Transportation Master Plan, which is primarily composed of two documents:

1. The transportation master plan, which is mostly a compilation of recently performed traffic studies throughout the City along with conclusions and recommendations useful for planning the City's continued transportation improvements.
2. The ADA transition plan, which is intended to guide the City's continued compliance with the American's with Disabilities Act of 1990.

If the plan is adopted, the following action items should be implemented by the City:

1. Officially appoint (or re-appoint) an ADA Coordinator, who should be given responsibility and authority to execute the responsibilities of the position.
2. Publish the ADA grievance form (included in the ADA Transition Plan) on the City's website, along with providing an email address for submittal of the form to the ADA coordinator.
3. Publish the ADA Transition Plan on the City's website.

We are proud to have been a part of this project with the City and we are ready to assist the City in any of the above steps. Further, we look forward to continuing to work together on transportation improvements in the City.

Sincerely,



David Ball, P.E.

DB:1252
Attachment

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CITY OF LONG BEACH
TRANSPORTATION MASTER PLAN



Prepared For

City of Long Beach
201 Jeff Davis Avenue
Long Beach, MS 39560



JANUARY 2026


Address
161 Lameuse St. Suite 203
Biloxi, MS 39530


Contact
Call: 228.067.7137
overstreetmurf.com

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City of Long Beach 2025 Transportation Plan

EXECUTIVE SUMMARY

The 2025 Long Beach Transportation Master Plan (TMP) is developed to serve as a long-term document outlining the vision, goals, and strategy for guiding transportation improvement planning & decision-making and investment for the City of Long Beach throughout the next 20-30 years. The TMP also includes the ADA Transition Plan in accordance with ADA requirements.

Vision & Goals

The vision of the TMP is to provide safe, sustainable and fiscally responsible transportation infrastructure and services to meet the mobility and access needs for all users.

The goals of the TMP are:

- Ensure effective and efficient management of the existing transportation system in a cost-effective manner
- Ensure safety for all modes of transportation
- Promote the local economy and increase resiliency to economic changes
- Ensure equitable access for all users regardless of age, income or ability

Purpose of this Report

The purpose of this report is to provide the City a document consolidating recommendations from previous traffic studies, reviewing the condition of the existing transportation infrastructure, and planning for maintenance, and future investment. The City's transportation system aims to provide transportation options that prioritize safety, comfort, accessibility, and uninterrupted availability for individuals of all ages and abilities.

The TMP aims to offer diverse transportation options, enabling individuals to choose the preferred form of transportation and reducing the dependence of a single mode of transportation. The Transportation Plan emphasizes and supports walking, cycling, movement of goods, and driving.

Section 1: INTRODUCTION

The TMP provides a long-term outlook and plan for guiding transportation decision-making and investments for the next 20-30 years. The TMP provides information regarding how people and goods travel within the City and establishes the City's vision and priorities in developing a system with multiple modes of transportation. As the City continues to experience changes in demographics, travel patterns, transportation services, and fiscal prioritization, different modes of transportation and how people travel will determine the future planning of the transportation system. Planning for the transportation system must consider ways of providing safe, reliable, convenient, and affordable travel options meeting the needs of the current and future generations.

The TMP includes the following sections.

- Section 1: Introduction
- Section 2: Planning of Transportation Improvements
- Section 3: Annual Transportation Maintenance Program
- Section 4: Funding & Investment
- Section 5: Appendices

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Section 2: PLANNING OF TRANSPORTATION IMPROVEMENTS

2.1 Current & Future Transportation Trends

The City is a member of the Gulf Regional Planning Commission (GRPC) which is a federally mandated transportation policy-making body made up of representatives from local governments and transportation agencies responsible for developing and maintaining the long-range transportation planning along the Mississippi Gulf Coast. GRPC publicizes a document titled the Long Range Transportation Plan (LRTP) every 5 years which provides a comprehensive regional assessment of the existing infrastructure for all modes of transportation, identifies potential projects for planning purposes to meet the future transportation needs, and compares the cost of the proposed projects with the federal funds anticipated over the next 25 years. The last edition of the LRTP was published in 2020, and the draft of the 2025 edition is available for review on the GRPC website.

As part of the development of the LRTP, multiple in-person and virtual presentation are held to gather public input, which is combined with current Federal regulations to establish transportation priorities. As part of the draft 2025 LRTP, GRPC collected information from the public and identified common words and/or phrases to identify challenges and possible solutions. Based on the surveys, the key terms or phrases that appeared the most were congestion, flooding, and unsafe roads. Regarding possible solutions, the most common words or phrases mentioned were expanding public transit, widening roads, adding bike/ped paths, and repairing roads. Another question solicited from the public was to rank the transportation goals. Below is the ranking of the top results:

1. Improve safety for all users
2. Reduce traffic congestion
3. Improve biking and walking
4. Improve public transportation
5. Advance community development
6. Minimize negative impacts
7. Support logistics/freight industry
8. Preserve current infrastructure
9. Support visitors and tourism

GRPC also asked the public to assign budget priorities for transportation improvements. Below is the result of the responses:

1. Provide more transit options
2. Build sidewalk and pedestrian trails
3. Improve pavement/bridge conditions
4. Implement safety improvements
5. Add/widen lanes
6. Use technology to improve traffic operations
7. Build/designate bicycle lanes
8. Add road connections
9. Improve freight infrastructure

The LRTP also provides information regarding the usage rates of different modes of transportation comparing the GRPC planning area with the nationwide usage rates. The data shows the following:

- The usage rate for people who drive alone is higher within the GRPC area than the Nationwide average
- The usage rate for public transportation is lower within the GRPC area than the Nationwide average
- The rate of people working from home is lower within the GRPC area than the Nationwide average

Anticipated & Changing Transportation Demands

There are many factors that impact trends in transportation, travel behavior, and revenue over time which include changing economic & population characteristics, energy regulations, environmental concerns, new technologies, and political transitions.

Population & Economics

The LRTP indicates the population and number of employees to increase by about three (3%) percent from 2022 to 2050. While population and employment estimates can be considered to assist in the planning of transportation needs, information regarding vehicle miles traveled (VMT) and vehicle hours traveled (VHT) are better benchmarks to evaluate future traffic trends. VMT is a benchmark that indicates the number of miles traveled on the area's roadway by all vehicles either utilizing a direct route between two points or an alternate route based on traffic congestion. An increase of VMT can be associated with population and employment growth, limited infrastructure improvements, and/or transportation policy changes. Based on the current transportation infrastructure and improvements included in the LRTP, and anticipated funding available, the VMT and VHT are estimated to increase 33% and 40%, respectively, between 2022 and 2050.

Demographics

Nationally, the population aged 65 or older will grow rapidly over the next 25 years. The suggestion is as the population gets older, there will be an increase in demand for alternatives to driving. For people with limited mobility or disabilities, this could increase the demand for public transportation.

Before the COVID pandemic, people younger than 65 were making fewer trips per day. Some of the reasons for this trend include working from home, online shopping, and less face-to-face socializing. If these changes in behaviors continue, major transportation projects requiring long-term planning may not be necessary. Instead, other traffic improvements such as intersection or additional turn lanes may meet the needs of the traveling public.

Another trend is more people are using ride-hailing services such as Uber, Lyft, etc. The long-term trend is that car ownership rates could decrease and will lead to an increase for investment in bicycle, pedestrian, public transit, and other mobility options.

Environmental Concerns

The LRTP recognizes that natural events such as flooding, high winds, and wildfires are more prevalent within this region compared to others in the State or nationally. Other impacts such as train derailments and hazardous waste incidents are also a challenge.

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Energy Regulations

Electric and alternative fuel vehicles have become more prevalent in recent years. Some current estimates indicate that electric vehicles will make up nearly one-third of all cars in the United States by 2030. Electric and alternative fuel vehicles have the potential to reduce automobile related emissions. Also, cities will need to consider the infrastructure needs for vehicle charging stations. While electric vehicles are being promoted to reduce automobile related emissions, one concern is the reduction of money generated from the gas tax. Currently, the State of Mississippi uses the gas tax to fund construction, maintenance, and repair of State roads. Over the past couple of decades, social movements to increase fuel mileage and promote alternative fuels have resulted in a decrease in gas consumption. As alternative fuel vehicles become more popular, city leaders and policy makers should consider the economic impact of reduced fuel sales and find solutions to provide sustainable funding sources for Improvements and maintenance of the transportation Infrastructure regardless of the type of fuel sources used by vehicles.

New Technologies

Currently, technology is being developed for connected and autonomous vehicles (CAV) utilizing Intelligent Transportation System (ITS). Connected vehicles use communication technologies similar to wireless signal on cell phones to operate the vehicle and communicate with traffic signals, other wireless cars, other telemetry, etc. Autonomous vehicles will use on-board technology such as sensors to navigate traffic. Most new vehicles have many of these technologies such as adaptive cruise control, blind-spot detection, lane departure warning, etc. The potential timeline suggests CAVs could make up between 20% to 50% on the roadway in the next 10 to 20 years.

The potential transportation impacts due to the change to CAV are:

- In the long term, CAV technology is anticipated to reduce human error and improve overall traffic safety
- Current technology has developed focusing on vehicular traffic, but pedestrian and bicycle interaction with CAV is a major safety concern
- CAV could have the ability to improve overall traffic flow and reduce congestion by using alternate routes which may increase vehicle miles traveled
- CAV could receive and communicate historical and real-time travel data that could be used for transportation planning
- CAV could also be used to reduce the cost associated with public transit and freight

CAV technology could make longer commutes more appealing and increase the size of urban areas

The City can transition projects on the LRTP into construction projects by applying for the project to be included on the State Transportation Improvement Program (STIP) which assigns federal and local funding for the project and allows the project to move to the design phase, followed by the construction phase.

2.2 Previous and Current Traffic Studies & Plans and Bridge Reports

LRTP

The LRTP has identified capital and maintenance projects within the Gulf Coast region, including the City of Long Beach, that best serves the needs based on anticipated funding.

Roadway Capital & Maintenance Projects

Roadway capital and maintenance projects are separated into two categories:

- Prioritized & Fiscally Constrained Projects are projects that have been prioritized based on a cost-benefit analysis and the anticipated funding available. These projects include maintenance projects and roadway projects that reduce congestion for lesser costs, support non-motorized travel, increase safety, support economic development, and/or support freight movement. This category can also be used to perform traffic studies pertaining to safety, efficiency and accessibility.
- Visionary Projects are projects that are unfunded. These projects are included in case additional funding becomes available.

Below are lists of projects in the draft 2025 LRTP:

Prioritized & Fiscally Constrained Roadway Projects		
Type	Location	Limits
Roadway	Beatline Road	U.S. 90 to Johnson Road
Roadway	Cleveland Avenue	Klondyke Road to Railroad Street
Roadway	Klondyke Road	Commission Road to 28 th Street
Intersection	Klondyke Road	at Commission Road
Intersection	28 th Street	at Klondyke Road

Roadway Visionary Project		
Type	Location	Limits
Roadway	E-W Corridor Phase VI	Beatline Road to Jeff Davis Avenue

- Regarding the Beatline Road project between U.S. Highway 90 to Johnson Road, MDOT initiated a Planning and Environmental Linkage (PEL) Study to identify the purpose and need for improvements within the Beatline Road/County Farm Road area and develop viable concepts for the long-term needs for this corridor. This corridor would provide access between I-10 and the City of Long Beach on the Mississippi Gulf Coast. Per the study, the future traffic demand and lack of connectivity are anticipated to cause mobility and safety issues to "unacceptable levels" prior to year 2040.

The study found Beatline Road is traveled by a high percentage of heavy vehicles. The roadway has narrow or no shoulders which creates a traffic safety issue for all vehicles, but especially a roadway used by heavy vehicles. The report also mentions the lack of roadway connection between Beatline Road at Railroad Street has a connectivity issue limiting access between I-10 and U.S. Highway 90.

The study also examined the capacity of roadway and found the existing roadway is adequate, but under future traffic demands, the roadway capacity will not be adequate. In addition to roadway capacity, the study also analyzed intersections along Beatline Road. Based on the analysis, the intersection at 28th Street and Beatline Road under existing conditions is not adequate. Under future traffic demand, the analysis found the intersections of Beatline Road and Daugherty Road will not be adequate based on future traffic demands. Multiple intersections along White Harbor Road from Railroad Street to U.S.

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Highway 90 also will not be adequate based on future traffic demands. The study also found crash rates along Beatline Road at 28th Street, Daugherty Road, Pineville Road, and Johnson Road and along White Harbor Road at Railroad Street and 2nd Street were higher than the average crash rate for intersections.

The study identified the additional capacity for future traffic demand, need for pedestrian and/bicycle facilities, roadway connectivity, and improved safety as the needs for future improvements along the Beatline Road corridor. The improvements along this corridor would also serve as a hurricane evacuation route between I-10 and U.S. Highway 90.

The recommendation of the study was to widen Beatline Road from a two-lane roadway to a four-lane divided roadway with raised median, ten-foot multi-use pathway on both sides of the road, and improved intersections at Johnson Road, Pineville Road, Daugherty Road and 28th Street.

Since this project includes coordination with other government entities, the City's current stance is to not pursue with this project and focus the City's resources on improvements along the Klondyke Road and Canal Road corridor.

Biking and Walking Projects

The 2025 LRTP encourages expanding the biking and walking infrastructure to promote healthy activity, reduce traffic and congestion, and add another mode of travel to the transportation system. As previously mentioned, the public comments expressed an interest in more bicycle and pedestrian infrastructure. The 2020 LRTP included sidewalks along Pineville Road which are currently under design, and bicycle and sidewalks along Beatline Road.

Public Transit

Regarding transit related projects, the LRTP references the Coast Transit Development Plan 2016-2040. This plan included extending the Beachcomber Route from Gulfport to Bay St. Louis. CTA already has a comfort station located at the Long Beach Harbor.

Previous Traffic Analysis on behalf of the City

In addition to the LRTP, the City has received traffic studies for specific areas within the city where developments were planned and could have a significant impact on the transportation system. Below are the traffic studies and a summary of their findings. Copies of these traffic studies are available at the City Engineer's Office.

Traffic Analysis of September 2021

In 2021, a traffic analysis was prepared for the City that analyzed the intersections at:

- Jeff Davis Avenue and Railroad Street
- Railroad Street and Klondyke Road
- Klondyke Road and Pineville Road

Below is a summary of the analysis, recommendations, and current solutions that have been implemented, if any, since the report:

- Jeff Davis Avenue and Railroad Street Intersection

Analysis:

Traffic volumes, crash data and other data related to railroad activity were collected and analyzed to determine the possible need for traffic signalization and widening of the westbound approach to the

August 2025 - City of Long Beach 2025 ADA Transition Plan

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Intersection. Based on the traffic volume collected, the analysis determined a traffic signal could be considered at this intersection. Data related to railroad activity also provided justification of a traffic signal.

Recommendations:

Widening the westbound approach along Railroad Street to provide a combination thru/tight turn lane and installing traffic and pedestrian signals.

Current Solutions:

In the time since this study was complete, the City has installed flashing stop signs which are starting to become more prevalent in lieu of traffic signals based on current traffic observations.

- Railroad Street and Klondyke Road Intersection

Analysis:

Based on the traffic volume data collected the existing traffic control is adequate. The crash data showed this intersection has the highest volume of crashes with rear-end crashes accounting for 62% of the total crashes which are common with traffic controlled intersections.

Recommendations:

Construct a roundabout or signalized Intersection

Current Solutions:

Similar to the Jeff Davis Avenue and Railroad Street Intersection, the City has installed flashing stop signs at the Intersection based on current traffic observations. If traffic conditions do not improve, a roundabout or signalized intersection could be considered in the future.

- Klondyke Road, Pineville Road and Russell Street Intersection

Analysis:

After analyzing the traffic volume and crash data, traffic signalization was recommended. This intersection had the highest number of angle crashes compared to the other intersections. Side crash incidents are collisions where the front of one vehicle strikes the side of another vehicle.

Recommendations:

Recommendations proposed were to install traffic and pedestrian signals and Re-align intersection to create a typical T-Intersection.

Traffic Analysis of April 2022

In 2022, a traffic analysis was prepared for the City that analyzed the traffic effects for upcoming developments throughout the City. The upcoming developments included Castine Pointe, The Grove, Magnolia Run, Mitchell Road Subdivision/The Enclave, Summer Grove & Bear Point. The study area included the following intersections:

- Commission Road/Daugherty Road
- Pineville Road/Beatline Road
- Pineville Road/Mitchell Road
- Pineville Road/Daugherty Road
- Klondyke Road/Cleveland Avenue/Todd Terrace Road
- Highway 90/Cleveland Avenue

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Roadway segments evaluated included:

Roadway	From:	To:
Pineville Road	Espy Avenue	Beatline Road
Commission Road	Daugherty Road	E. City Limits
28 th Street	Beatline Road	E. City Limits
Klondyke Road	28 th Street	Cleveland Avenue
Cleveland Avenue	Klondyke Road	US Hwy 90

In general, the analysis recommended construction of a multi-use path or sidewalks along 28th Street, Commission Road, Pineville Road, Cleveland Avenue and Klondyke Road. In addition to pedestrian improvements, the analysis found many of the vehicular incidents along 28th Street, Commission Road, Pineville Road, Cleveland Avenue and Klondyke Road involved running off the road or sideswipe type incidents. These crashes are attributed to narrow travel lanes, lack of shoulders, and distracted driving trends. Typical improvements such as providing center turn lane, curb/gutter or paved shoulders would help reduce the frequency of run off and sideswipe incidents.

Below are recommendations for each roadway segment included in the study.

Pineville Road

As mentioned above, construction of a multi-use path or sidewalks from A Avenue east to Beatline Road is recommended to provide safe access for pedestrians.

The other recommendation is construction of a signalized intersection or roundabout at the intersection of Pineville Road and Beatline Road. If a signalized intersection is planned, a left turn lanes will be needed on each approach to the intersection. If a roundabout is planned, the left turn lanes would not be needed.

Other recommendations include westbound left turn lanes at the entrance to the Bear Point subdivision, Beatline Road intersection, and Mitchell Road intersection. For the Pineville Road/Daugherty Road intersection, eastbound left turn and westbound right turn lanes are recommended.

Commission Road

The traffic study recommends installing curb & gutter or paved shoulders to reduce the cars running off the side of the road and sideswipe incidents. The construction of curb & gutter or paved shoulders is also essential to protect pedestrians since a multi-use path or sidewalk is also recommended. The analysis also recommends adding a left turn lane at Castline Point Boulevard intersection and adding pedestrian signalization at the intersection of Commission Road and Klondyke Road.

28th Street

In addition to the construction of a multi-use path or sidewalks mentioned above, the roadway should be widened to a 3-lane roadway with a center turn lane from Beatline Road east to Klondyke Road.

Klondyke Road

A multi-use path or sidewalks is proposed to connect to other proposed pedestrian facilities along 28th Street and Cleveland Avenue. Klondyke Road from Cleveland Avenue north to Addison Boulevard is recommended to be widened to a 3-lane roadway section with a center turn lane. Another recommendation is to widen the two driveways at the Long Beach Ball Fields to provide left turn lanes onto Klondyke Road.

Cleveland Avenue

Cleveland Avenue provides access to Long Beach Middle School & High School and the EMERGE Center. The EMERGE Center is a training center to prepare blind people to live independently, which includes how to travel along public pedestrian access routes such as multi-use paths and sidewalks. Cleveland Avenue is recommended to be widened to a 3-lane roadway from Allen Road south to Railroad Street. In addition to the widening, left turn lanes at the High School and Middle School entrances and a right turn lane at the High School entrance are recommended. A multi-use path is recommended due to the pedestrian and bicycle traffic traveling to the schools and the EMERGE Center. The analysis also recommended the construction of a roundabout at the intersection of Cleveland Avenue and Klondyke Road and signalized intersection or roundabout intersection at Cleveland Avenue and Railroad Street.

Bridge Report Findings

The Mississippi Office of State Aid Road Construction conducts routine bridge inspections every 2 years for every bridge within the City of Long Beach. The last bridge inspection reports were completed in April of 2024. Below is a summary of the findings:

Daugherty Road Bridge over West Creek

There were no major deficiencies noted. The inspection recommended routine maintenance which includes cleaning the bridge deck joints and remove overgrown vegetation.

Daugherty Road Bridge over Canal No. 2

The report recommended replacing damaged bridge rail post. Routine maintenance includes cleaning the bridge span joints on the bridge deck, clean and seal all spalls & exposed rebar related to the superstructure, place fill material in eroded areas, refill gabion rock baskets and seal the baskets around the substructure, fill a minor sinkhole behind the northwest wingwall, remove overgrown vegetation at the bridge ends and remove drift and debris from the channel.

Beatline Road Bridge over Canal No. 2

There were no major deficiencies noted. Routine maintenance includes cleaning the joints of the deck, clean and seal all spalls and exposed rebar related to the superstructure, grade the approach shoulder and repair damaged guardrail at the bridge ends, and remove beaver dams and grassy obstructions within the channel.

Klondyke Road Bridge over Canal No. 1

There were no major deficiencies noted. Routine maintenance includes cleaning the bridge deck, place erosion control to reduce scouring around the substructure, place asphalt in areas where settlement is occurring and place fill in a sink hole at the northeast guard rail at the bridge ends, and place erosion control measures around two drain culverts within the channel to reduce erosion and scouring.

Beatline Road Bridge over Canal No. 1

There were no major deficiencies noted. Routine maintenance includes clean, fill, and seal all spalls and areas of section loss on the bridge deck and superstructure, and place asphalt on the north approach where settlement has occurred.

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2.3 Proposed Improvements

Based on the Information from the previous traffic studies, below are projects which are currently under design and have funding allocated:

- Pineville Road Sidewalk Improvements Phase II from Clower Avenue to Five Points Intersection
This purpose of this project is to provide a pedestrian link from residential areas to the commercial developments and City's downtown area. The City has decided to place the project on hold.
- Pineville Road Sidewalk Improvements Phase III from Five Points intersection to Railroad Street
This project is a continuation of Phase II to provide a pedestrian link from residential areas to the commercial developments and City's downtown area. The City has also decided to place this project on hold.
- Intersection Improvements at Klondyke Road and 28th Street
The purpose of the project is to increase capacity (allow more traffic to pass through the intersection) and reduce travel time at the intersection. The City has decided to place this project on hold while the City seeks additional improvements along the Klondyke Road and 28th Street corridors.
- Intersection improvements at Klondyke Road and Commission Road
Similar to the intersection improvements at Klondyke Road and 28th Street, the purpose of the project is to increase capacity and reduce travel time at the intersection. This project is also on hold until proposed improvements along Klondyke Road have been determined.
- Intersection improvements at Railroad Street and Jeff Davis Avenue
The purpose of the project is to increase capacity, reduce travel time, and improve safety at the intersection.

Based on the information from the previous traffic studies, below are recommended projects from the traffic studies and consultation with City for consideration by the City to address safety, roadway capacity improvements, and bicycle/pedestrian access.

Proposed Projects					
Project	Roadway/ Intersection	Limits	Project Description	Length (mi.)	Estimated Project Cost
Klondyke Road/Pineville Road Intersection Improvements	Klondyke Road/Pineville Road	Intersection	Realign the intersection approaches and install traffic/pedestrian signals	-	\$1,402,443.40
28th Street Widening	28th Street	Beatline Road to Eastern City Limits	Widen to 3-Lane Roadway w/ Bicycle/Pedestrian Pathway	2.5	\$ 21,490,361.24
Cleveland Avenue Widening & Intersection Improvements	Cleveland Avenue	Klondyke Road to Railroad Street	Widen to 3-Lane Roadway w/ Center Turn Lane and right-turn lanes at school entrances & Bicycle/Pedestrian Pathway	0.86	\$5,317,782.00
Commission Road/Klondyke Road Intersection Improvements	Commission Road	Klondyke Road	Intersection Improvements w/Pedestrian Pathway Improvements	-	\$ 1,622,871.00
Commission Road Bicycle/Pedestrian Pathway	Commission Road	Daugherty Road to Eastern City Limits	Install curbing or paved shoulder w/ Bicycle/Pedestrian Pathway	1.00	\$ 3,350,925.38
Klondyke Road Widening	Klondyke Road	Cleveland Avenue to 28th Street	Widen to 3-Lane Roadway, add turn lanes at the driveways for the ball field, and install Bicycle/Pedestrian Pathway	1.01	\$ 12,516,714.25
Pineville Road/Beatline Road Intersection Improvements	Pineville Road	Beatline Road	Construct a Roundabout Intersection	-	\$ 3,300,000.00

Due to construction cost, utility coordination, widening of roadways and funding available, the roadway projects can be phased over years to allow the City to implement these projects over time.

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2.4 Planning for Future Projects

As the City considers the projects listed above and begins planning for their implementation, there are some issues to be considered based on recent experience with projects of similar scope.

For functionally classified roadways funded by the Federal Highway Administration (FHWA) via MDOT, the width of the roadway and right-of-way is based on the dimensions established by MDOT in the MDOT Roadway Design Manual. Appendix A includes typical roadway sections based on the types of functional classified roads within the City limits. If funding from another source is used, the City has more flexibility over roadway and right-of-way widths. In addition to the minimum roadway dimensions required by MDOT, the City should also consult with utility companies to determine if additional right-of-way is needed.

Over the past 20 years, it has become common practice for utility companies, specifically communication companies, to install new infrastructure underground. When this practice started, there were no standards in place to inventory and locate these lines. In the last several years, despite best efforts to locate these lines prior to construction, cities and counties in the area have experienced additional construction costs and construction delays to resolve unforeseen utility conflicts during construction. The City should review franchise agreements with these utility companies to determine if the remedies specified in the agreements are sufficient, require utility companies to submit permits to the City showing the proposed utility improvements and allow the City to have a chance to review prior to the installation, and require utility companies to provide accurate as-built information showing location and depth of utility lines.

Section 3: ANNUAL TRANSPORTATION MAINTENANCE PLAN & FUNDING

The City's maintenance of its transportation systems has historically involved the use of City funds (either budgeted directly by the Board of Aldermen or in special funds such as the Internet Sales Tax/Road & Bridge fund). Such projects have occasionally been supplemented with goods and services performed under direction of the Harrison County Supervisor over the Long Beach area. The overwhelming majority of such maintenance projects has occurred via asphalt overlays and repairs. There is also significant overlap in "maintenance" via improvement-styled projects when the City receives funding for transportation improvements, often funded through MDOT's LPA project process as detailed elsewhere herein. These improvement projects include intersection improvements, overlays and other roadway improvements, bridge replacements, sidewalk construction, and even the construction of recreational trails.

The City bids an annual term bid for asphalt installation, allowing flexibility in issuance of work orders for time-efficient paving maintenance. The term bid includes three tiers for pricing: patching, small, and large. Generally, the smaller the scope of work, the more costly the pricing tiers.

In 2018, the City funded a "Road Maintenance and Improvements Plan" performed by Southern Mississippi Planning & Development District (SMPDD). The City's portion of the study was part of a larger County-wide study performed by SMPDD for the Harrison County Board of Supervisors. That study was designed to provide a then-current estimate of the "asphalt age" of the City's roads, which are majority asphalt. The study's deliverable is a web portal showing a map with "street view" styled videos and pictures, along with an "asphalt age" rating of incremental segments of each street and includes an approximation of SMPDD's estimate to repair the road per their recommendations. SMPDD recommends two methods of road improvement and maintenance: traditional repair or rehabilitation. Repair is the typical "mill and fill" or asphalt overlay methodology. Rehabilitation proposes to use more modern materials to perform roadway maintenance, such as crack sealing, fog sealing, microsurfacing, etc. Rehabilitation projects can be very effective per mile, assuming the project size is appropriate. After several attempts over the course of the last 7 years, the City has been unable to successfully procure an economically viable rehabilitation contractor for its somewhat small scale projects. Therefore, maintenance of City streets has exclusively been performed using traditional repair methods. Since 2018, the City has spent approximately \$3 million using its asphalt term bid contractor to perform maintenance of City streets and has repaired many of its oldest and worst conditioned asphalt roads.

In or around August 2025, the City performed a "ride analysis" of all roads which hadn't been recently repaired or which weren't currently designated. That analysis combined four factors to determine a priority for road overlays: the "asphalt age" rating from the SMPDD study, a "rideability" analysis approximating the International Roughness Index (IRI), a traffic volume/road function rating, and a cost estimate, all of which were combined to create a cost-benefit factor/priority ranking. This ranking information was offered in summary form at the City meeting of September 2, 2025. For the near future, the SMPDD study and the priority ranking should be sufficient to guide City decisions regarding continued City maintenance of its roads subject to funding availability.

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Section 4: CAPTIAL IMPROVEMENT FUNDING & INVESTMENT

4.1 Federal Highway Administration Funding

Surface Transportation Program (STP) and Transportation Alternatives (TA) Projects

The City has primarily used funding from the FHWA through MDOT for transportation improvements. The funding for these projects is a Federal-aid reimbursement program which is usually an 80/20 split with the Federal share being 80% and the Local Public Agency (LPA) share being 20%. The funds can be used for design, right-of-way acquisition, and construction. Using this source of funding does require the project design to conform to MDOT requirements. This funding is typically used for the following types of projects:

- Intersection improvements
- Roadway widening
- Roadway resurfacing or rehabilitation
- Pedestrian and bicycle access routes

Earmarks

Earmark funds is funding associated with a specific project through legislation. The federal funding may vary for projects using this type of funding.

Recreational Trails Program (RTP)

RTP funding is available through FHWA and is administered by the Mississippi Department of Wildlife, Fisheries, and Parks (MDWFP). Funding is distributed as follows:

- Motorized Trails – 30% (there is no cap on the grant award for these projects)
- Non-motorized – 30% (minimum grant award is \$8,000.00 and the maximum is \$120,000.00)
- Diversified (combination of motorized & non-motorized trails) – 40%

The funding available varies from year to year. The types of activities eligible for this funding include:

- Maintenance & restoration of existing trails,
- Development and rehabilitation of trailside and trailhead facilities and trail linkages,
- Construction of new trails by persons with disabilities,

The funding cannot be used for:

- Property condemnation (eminent domain),
- Facilitating motorized access on otherwise non-motorized trails.
- Roadside improvements such as pedestrian/bicycle access routes

4.2 Community Development Block Grant (CDBG) Funding

CDBG funds are eligible to cities based on the percentage of low and moderate income people and vary from project to project. Unlike FHWA projects, MDOT design requirements do not need to conform to MDOT requirements. CDBG funding may be used, but is not limited to the following activities:

- Acquisition of real property,
- Construction of public facilities and improvements such as streets
- Activities relating to energy conservation and renewable energy resources

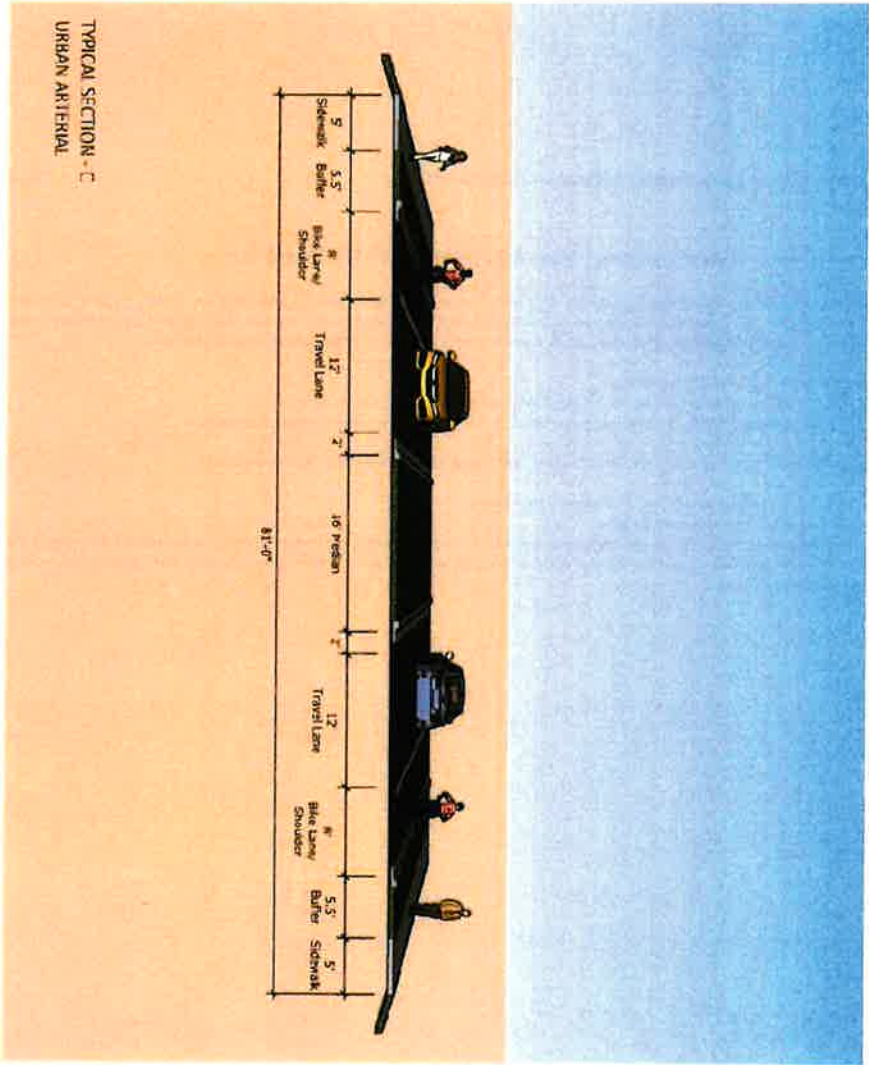
Each activity must meet one of the following national objectives for the program:

- Benefit low and moderate income persons,
- Prevention of slums or blight, or
- Address community development needs having a particular urgency because existing conditions pose a serious and immediate threat to the health or welfare of the community for which other funding is not available.

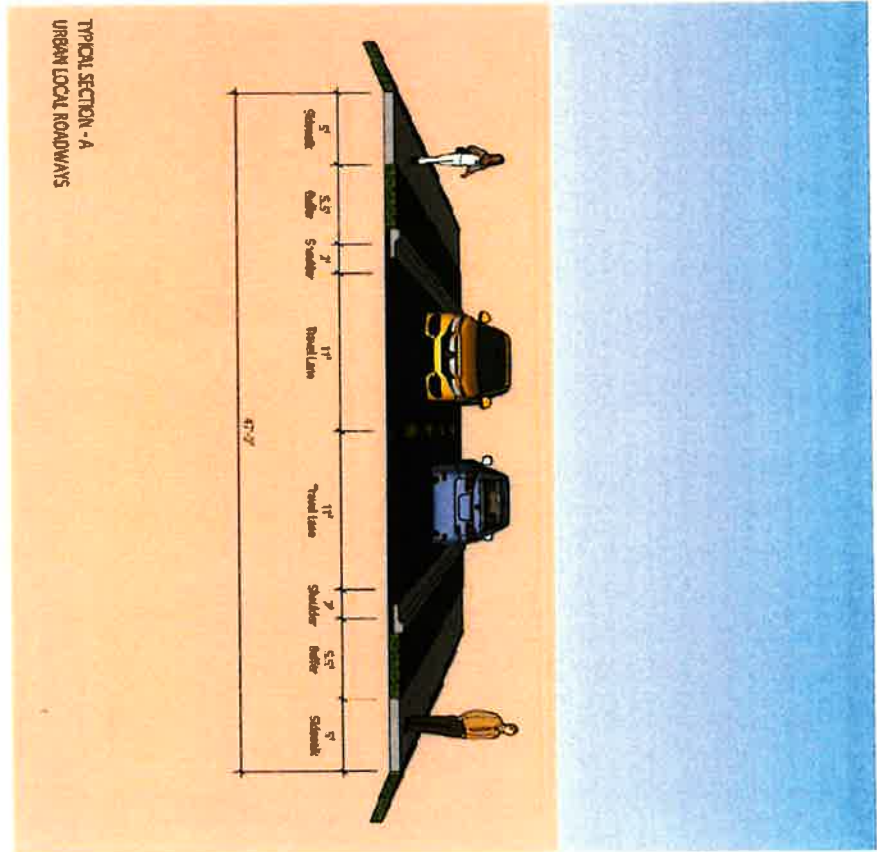
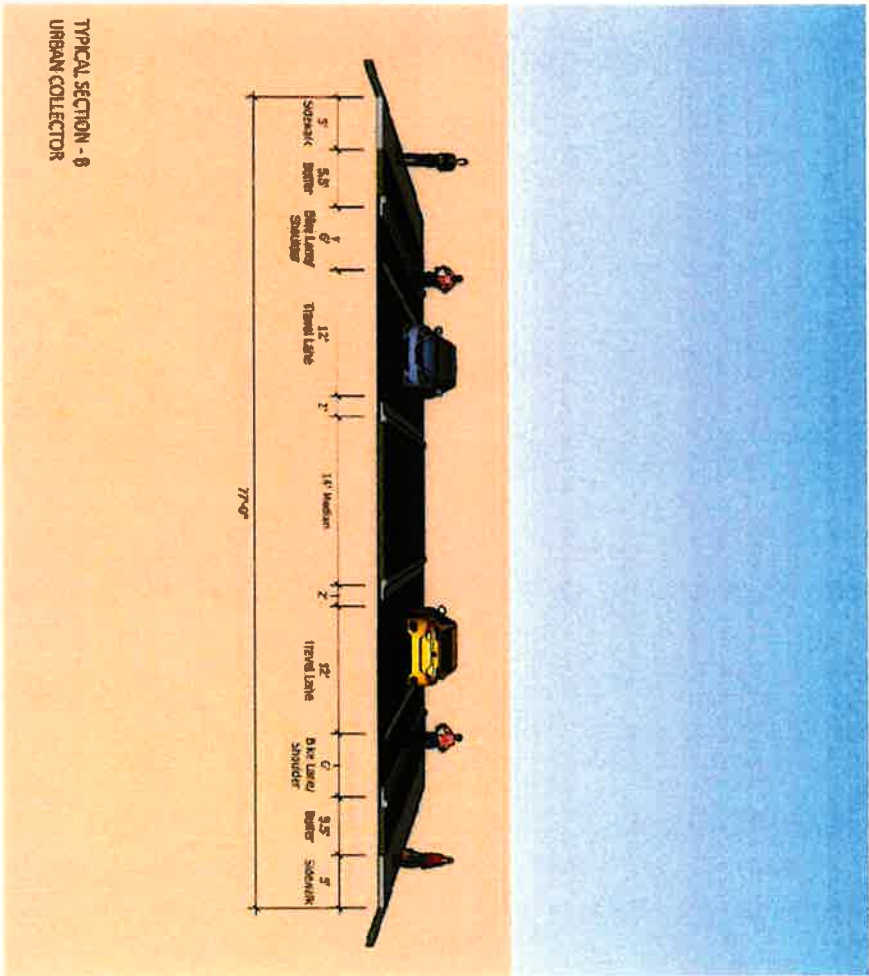
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Section 5: APPENDICES

Appendix A
Typical Sections



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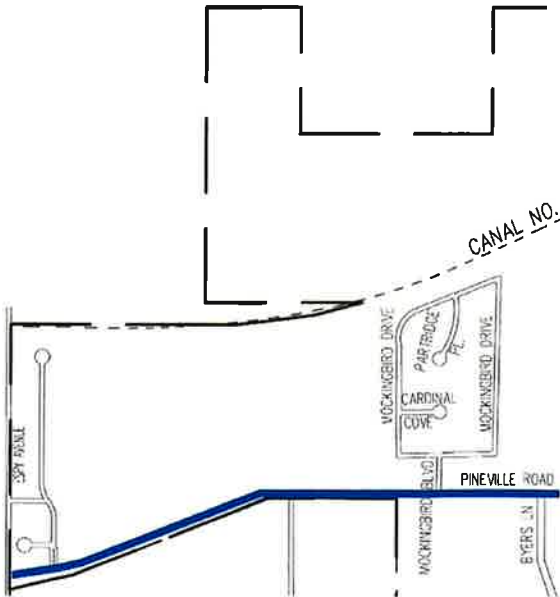


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Appendix B
Roadway Functional Classification

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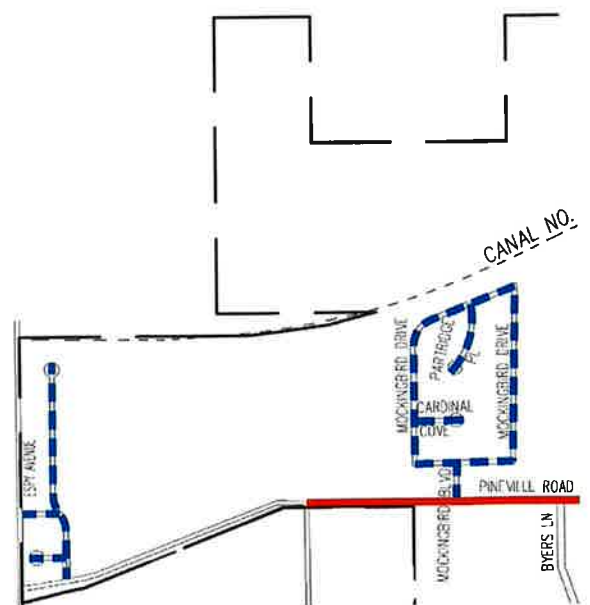


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Appendix C
Pedestrian Map

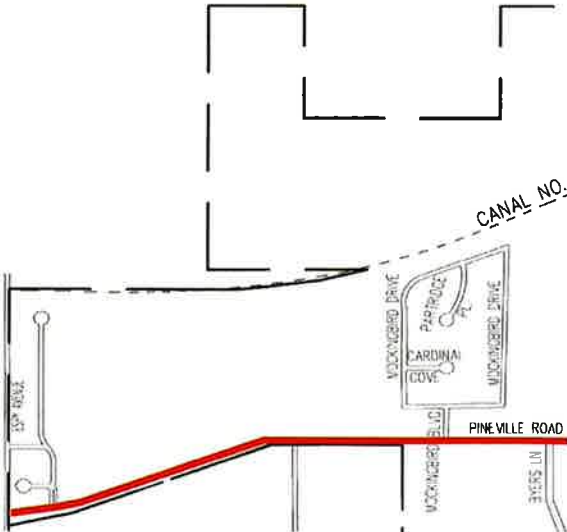
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Appendix D
Bicycle Map



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CITY OF LONG BEACH
ADA TRANSITION PLAN



Prepared For

City of Long Beach
201 Jeff Davis Avenue
Long Beach, MS 39560



JANUARY 2026


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City of Long Beach 2025 ADA Transition Plan

Section 1: EXECUTIVE SUMMARY

The City of Long Beach (the City) 2025 ADA Transition Plan documents the existing conditions of pedestrian access within public rights-of-way and provides a guide for the continuous review of the City's programs, policies, and facilities for people with disabilities. The Transition Plan is intended to be a living document that is regularly updated as programs, policies, and services change as deficiencies are corrected and new facilities are added.

This Transition Plan is prepared in accordance with the Americans with Disabilities Act (ADA), which requires that all public agencies perform a self-evaluation and develop a transition plan to improve all public rights-of-way for pedestrian access. The Plan is intended to achieve the following:

- Identify physical obstacles in the public entity's facilities that limit the accessibility of its programs or facilities to individuals with disabilities,
- Describe in detail the methods that will be used to make the facilities accessible,
- Provide a schedule for making the access modifications, and
- Identify the public official responsible for implementation of the Transition Plan.

1.1 Purpose of this Report

The purpose of this report is to comply with Title II Requirements regarding accessibility on and within public rights-of-way owned and/or maintained by the City of Long Beach. The other purpose of this report is to provide the public information on the status of ADA accessible infrastructure.

The Self-Assessment portion of the Transition Plan contains detailed summaries of the estimated number of physical barriers along the Pedestrian Access Routes within the public rights-of-way and the projected budgetary costs necessary to mitigate those barriers. The Self-Assessment does not address the existing barriers or costs for compliance of other public facilities such as buildings, parking lots, City parks, etc.

The Transition Plan has been prepared pursuant to the applicable ADA laws, which require that all public agencies develop a transition plan for installing pedestrian access within the public right-of-way. This plan includes a detailed survey of the physical barriers found in the public rights-of-way under the City's jurisdiction. It also includes a plan, schedule, and recommended procedures for removing barriers in order to achieve program access.

1.2 Self-Evaluation

A primary component of the ADA Transition Plan is the self-evaluation, which includes an inventory of the existing pedestrian facilities within the City public rights-of-way, review of the ADA Guidelines, and identifying deficiencies and barriers. Overstreet & Associates, PLLC (OA) performed a survey of the existing facilities using scanning equipment, reviewed existing documents, and field observations to develop a baseline status of barriers and deficiencies.

1.3 ADA Transition Plan

The ADA Transition Plan presents a prioritized list of specific items of work to repair or replace pedestrian access deficiencies that are not compliant with the ADA. This plan anticipates an approximate 20-year implementation period to fully achieve compliance with ADA program accessibility requirements. While this anticipated implementation period is not mandatory, the City should prioritize these repairs and improvements in order to improve access to its facilities. Because of the large number of elements identified for improvement, this approach determined that there was a need to prioritize projects to allow for phased implementation.

Some improvements will be implemented as part of other ongoing projects, including Capital Improvement Projects (CIP), resurfacing, safety improvements, and private commercial and land development projects completed along the City's roadways. As noncompliant elements are addressed, they will be removed from the list of noncompliance. In the case of public rights-of-way, improved pedestrian facilities should and shall be designed to meet the latest Public Right-of-Way Accessibility Guidelines (PROWAG). When it is not possible to meet these guidelines, projects will, at a minimum, meet ADA Accessibility Guidelines (ADAAG).

1.4 Monitoring and Status Reporting

The City of Long Beach is engaged in an ongoing effort to construct and repair sidewalks, curb ramps, and other facilities at numerous locations throughout the city. This construction activity involves several types of projects, including street overlay projects, streetscape projects, utility construction projects, and other CIP within the Public rights-of-way.

While it is important to ensure that standards used to design sidewalks, curb ramps, and related improvements are current, it is equally important to monitor construction to ensure that construction is performed according to the approved specifications. The monitoring of construction activities and reporting of the status of improvements is vital to ensure an effective overall ADA compliance program.

1.5 Self-Evaluation Summary

A self-evaluation summary was developed using information from the self-evaluation inventory and PROWAG guidelines. The following Key Performance Indicators (KPIs) were used to evaluate the City's progress in complying with ADA requirements for pedestrian access routes:

- **Total City Maintained Miles of Pedestrian Access Facilities** – Total length of existing pedestrian access facilities within the City's rights-of-way.
- **Total Miles of Non-Compliant Pedestrian Access Facilities** – Total length of existing pedestrian access facilities not PROWAG compliant (i.e. exceeds maximum cross slope and does not maintain minimum width).
- **Number of Gaps** – Count of missing sections of sidewalk between two existing sidewalk sections
- **Number of Barriers** – Count of obstructions where the minimum width or height is not sufficient.
- **Total Number of Non-Compliant or Missing Curb Ramps** – Count of locations where an existing sidewalk meets the roadway and the curb forms a barrier or is missing.

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Sidewalk Key Performance Indicators (KPIs)	KPI Value
Total City Maintained Miles of Pedestrian Access Facilities	41
Total Miles of Non-Compliant Pedestrian Access Facilities	24.4
Number of Sidewalk Gaps	100
Number of Barriers	87
Total Number of Non-Compliant or Missing Curb Ramps	123

This ADA Transition Plan presents a summary of the estimated number of ADA barriers Citywide. The mitigation schedule to implement this ADA Transition Plan throughout the City of Long Beach will span multiple fiscal years and shall include the installation, repair, and replacement of identified ADA barriers on an annual basis. An anticipated schedule has been developed for a 20-year implementation to strategically mitigate the identified existing ADA barriers.

Section 2: INTRODUCTION & ADMINISTRATIVE INFORMATION

The Americans with Disabilities Act of 1990 (ADA) is a federal civil rights law that prohibits discrimination against people with disabilities in everyday activities. The ADA guarantees that people with disabilities have the same opportunities as other people to enjoy employment opportunities, purchase goods and services, and participate in state and local government programs. The Department of Justice (DOJ), Civil Rights Division implements the rules and regulations associated with the ADA. The ADA defines an individual with a disability as a person who:

- Has a physical or mental impairment that substantially limits one or more major life activities,
- Has a record of such impairment, or
- Is regarded by others as having such an impairment

The ADA has five titles or sections that are briefly described below:

- ADA Title I: Employment
Title I requires employers with 15 or more employees, including state/local governments, employment agencies, and labor unions, to provide people with disabilities an equal opportunity to benefit from the employment-related opportunities available to others, including but not limited to recruitment, hiring, promotions, training, pay, social activities, etc. The ADA includes specific requirements for employers to ensure people with disabilities have equal access to employment within the Equal Employment Opportunity Commission's Guidance for Employers.
- ADA Title II: State and Local Government Services
Title II has two parts, Subtitle A & B
 - Subtitle A applies to all services, programs, and activities of state and local governments which include, but not limited to, public education, transportation, recreation, health care, social services, courts, voting, emergency services, town meetings, etc. This title applies to state and local governments which, regardless of size, receive federal funds. State and local governments must provide people with disabilities an equal opportunity to benefit from all programs, services, and activities provided.
 - Subtitle B applies to public transit systems and requires state and local governments to provide people with disabilities an equal opportunity to benefit from their services.
- ADA Title III: Businesses That Are Open to the Public
Title III applies to Businesses and nonprofits serving the public which includes, but is not limited to, restaurants, lodging, retail facilities, entertainment facilities, private schools (including housing), medical offices & hospitals, day care facilities, gyms, etc. This section also applies to privately operated transit services such as taxis, Intercity & charter buses, hotel shuttles, airport shuttles, etc. Commercial facilities such as office buildings, warehouses, and factories shall comply with requirements of the ADA Standards for Accessible Design. Under this Title, businesses must provide people with disabilities an equal opportunity to access the goods and services offered.
- ADA Title IV: Telecommunications
Title IV applies to telecommunication companies which must provide services allowing people with hearing or speech disabilities to communicate

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- **ADA Title V: Other Important Requirements**
Title V includes other requirements for implementing the ADA. Some examples include
 - Prohibiting coercion, threatening, or retaliating against a person who has asserted their rights under the ADA,
 - Authorizing courts to award attorney’s fees to the winning party in a lawsuit under the ADA, and
 - Directing certain Federal agencies to issue guidance explaining the law

This Transition Plan has been prepared to fulfill the requirements set forth in Title II of the ADA. The other Titles of the ADA do not apply to this Transition Plan. The ADA states that a public entity must reasonably modify its policies, practices or facilities to avoid discrimination against people with disabilities.

Under Title II, the City of Long Beach does not have to take any action that it can demonstrate would result in a fundamental alteration in the nature of its program or activity, would create a hazardous condition resulting in a direct threat to the participant or others, or impose an undue financial or administrative burden on City operations. Any such determination must be made by the City’s Executive Staff, based on financial and operations assessments. This determination must be documented in writing, including supporting justification from the relevant departments and outlining the specific reasons for reaching that conclusion.

Title II Subtitle A requires a city with 50 or more employees, which receives Federal funds, to prepare a Transition Plan. A copy of the Self Evaluation and Transition Plan must be made available for public inspection. Title II Subtitle B establishes the requirements of a Transition Plan for State and local governments. These requirements are:

- Designation of a person who is responsible for overseeing Title II compliance,
- Completion of a self-evaluation which includes a survey and assessment of the existing pedestrian access routes within the City’s rights-of-way and identifying noncompliant facilities and barriers that limit the accessibility of its programs, activities or services to persons with disabilities,
- Development of a transition plan based on findings from the self-evaluation identifying any programmatic or structural modifications necessary for compliance, mitigations strategies, cost estimates, and schedule to remove barriers and make the facilities accessible. The transition plan must be retained for three years,
- Development of an ADA grievance procedure to respond to complaints regarding accessibility, and
- Provide an opportunity for interested persons, including individuals with disabilities, or organizations representing individuals with disabilities, to participate in the development of the Transition Plan by submitting comments and making specific recommendations.

This report describes the process developed to complete the evaluation of the City’s accessibility, provides program and procedure recommendations, and presents a transition plan focusing on the modification within public rights-of-way to ensure programmatic accessibility. This document will guide the planning and implementation of necessary program and facility modifications over the next 20 years.

Section 3: TRANSITION PLAN

3.1 ADA Coordinator

The City of Long Beach’s ADA Coordinator has been designated by the City. The appointment of an ADA Coordinator serves the following purposes:

- Coordinate the City’s efforts to comply with ADA requirements and investigate complaints,
- Serves as the point of contact for individuals to address requests for aids and services, policy modifications and other accommodations or grievances,
- Provides an individual who can focus on and oversee the compliance of the Transition Plan

The City’s ADA Coordinator is:

Mike Gundlach
201 Jeff Davis Avenue
Long Beach, MS 39560
(228) 863-1554
mgundlach@longbeachms.gov

The City of Long Beach is committed to ensuring that its program, services and activities are accessible to all individuals, including those with disabilities, in compliance with the ADA.

3.2 Self-Evaluation

Self-Evaluation Survey

The City owns & maintains approximately 40 miles of pedestrian access routes within the City’s rights-of-way.

The self-evaluation consists of an inventory of the existing pedestrian access routes within the city rights-of-way. OA assessed the City’s pedestrian facilities within the rights-of-way using scanning equipment, aerial photography, and field observations to develop a baseline assessment of the deficiencies and barriers. In addition to the sidewalks and multi-use pathways, curb ramps were also evaluated. Curb ramps are where sidewalks and multi-use pathways connect to the roadway and are a critical component of pedestrian access routes. The following Key Performance Indicators (KPIs) were used to evaluate the City’s compliance with ADA requirements for pedestrian access routes:

- **Total City Maintained Miles of Pedestrian Access Facilities** – Total length of existing pedestrian access facilities within the City’s rights-of-way.
- **Total Miles of Non-Compliant Pedestrian Access Facilities** – Total length of existing pedestrian access facilities not PROWAG compliant (i.e. exceeds maximum cross slope and does not maintain minimum width).
- **Number of Gaps** – Count of missing sections of sidewalk between two existing sidewalk sections
- **Number of Barriers** – Count of obstructions where the minimum width or height is not sufficient.
- **Total Number of Non-Compliant or Missing Curb Ramps** – Count of locations where an existing sidewalk meets the roadway and the curb forms a barrier or is missing.

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Sidewalk Key Performance Indicators (KPIs)	KPI Value
Total City Maintained Miles of Pedestrian Access Facilities	40
Total Miles of Non-Compliant Pedestrian Access Facilities	24.4
Number of Sidewalk Gaps	100
Number of Barriers	87
Total Number of Non-Compliant or Missing Curb Ramps	123

Self-Evaluation Assessment
The inventory of the pedestrian access facilities was evaluated based on the 2024 Pedestrian Right-Of-Way Accessibility Guidelines (PROWAG) standard guidelines. Based on this evaluation, facility reports were produced with the following information:

- Identified Barrier or Deficiency
- Corrective Action or Solution
- Corrective Action Project Cost Estimate

Federal Guidelines and Standards
The Americans with Disabilities Act (ADA, Public Law 101-336) was enacted in July 1990 and became effective in January 1992. As part of the ADA, the Architectural and Transportation Barriers Compliance Board (Access Board) developed the minimum guidelines for the accessibility of pedestrian facilities in the public rights-of-way and were published in July 1991. New construction and alteration projects permitted after January 26, 1992, were required to follow the 1991 ADA standards.

In 2004, the Access Board issued revised guidelines known as the 2004 Americans with Disabilities Act and Architectural Barriers Act Accessibility Guidelines (ADAAG/ABAAG). These guidelines were developed primarily for buildings and facilities on sites. While some of the requirements could apply to pedestrian facilities with public rights-of-way, others needed to be modified to address specific issues to public rights-of-way.

In 2011, the Access Board began the process of developing accessibility guidelines for public rights-of-way which became known as the "Public Rights-Of-Way Accessibility Guideline" (PROWAG). From 2011 to 2022, the Access Board received comments from state and local governments regarding proposed rules and guidelines. These guidelines became law on July 3, 2024, with the adoption by the GSA OGP Federal Management Regulation. The PROWAG focuses on pedestrian access routes, alternate pedestrian access routes for construction projects and accessible pedestrian signals, crosswalks, transit stops, and on-street parking within public rights-of-way.

Title II of the ADA prohibits local governments from discriminating against people with disabilities by excluding participation in or denying benefits of programs, services, or activities to people with disabilities. The public rights-of-way may be considered a public service in two ways:

- 1 Streets, sidewalks, multi-use pathways, and curb ramps may be part of a continuous path of travel between programs at various public and private facilities located on adjacent properties, such as public offices, schools, parks and recreational facilities, public service agencies, hospitals and health clinics, police facilities, and public housing.
- 2 Streets, sidewalks, multi-use pathways, and curb ramps may be considered public infrastructure that are essential to the usage of the City's built environment.

Public agencies with authority over roadways and pedestrian access routes must include in their transition plan the methods and strategies for installing curb ramps or other sloped areas where pedestrian access routes cross curbs as well as other improvements necessary to achieve programmatic accessibility for people with disabilities.

This Transition Plan has been developed to address the City's efforts and methods to reconstruct or remediate noncompliant pedestrian access routes and curb ramps to meet the current ADA standards in accordance with PROWAG guidelines and document the City's approach to providing a prioritized plan for pedestrian access within public rights-of-way. Each of the following sections describes a different facet of the self-assessment to identify physical obstacles limiting accessibility along public rights-of-way.

The Self-Evaluation Assessment performed for this Transition Plan utilized a variety of sampling techniques, compilation methodologies, and tools to assess the estimated total number of ADA barriers that currently exist along the pedestrian access routes within the City's right-of-way. In all instances regarding curb ramps, pedestrian access routes and gaps, hazards and obstacles, a city-wide review was undertaken of all City-maintained pedestrian access routes within the City's right-of-way. The same methodology was applied to pedestrian access widths and painted pedestrian crosswalks.

3.2.1 Self-Evaluation Assessment to Identify Pedestrian Access Route Gaps and Deficiencies
While the installation of pedestrian access routes (sidewalks & multi-use paths) is not required under the ADA, what is required are "accessible routes" connecting accessible entrances to buildings and facilities. An accessible route may be any surface that meets the criteria of the ADA Standards. If pedestrian access routes are provided, they must meet the criteria of the ADA Standards. The PROWAG requires a continuous network of pedestrian access routes that connect all accessible elements, spaces, and pedestrian facilities for new construction. For areas where gaps are present, a continuous network of the pedestrian access routes will be established over time.

Pedestrian access route gaps are discontinuities where the existing pedestrian access route ends abruptly or does not permit pedestrian access to the roadway as part of a pedestrian street crossing. These gaps are typically short sections of pedestrian access route that, if constructed, would provide pedestrian access to cross a roadway at a crossing or connect to another section of a pedestrian access facility.

The Self-Assessment reviewed the pedestrian access routes within the City's rights-of-way and identified 100 gaps totaling approximately 19,600 linear feet of pedestrian access routes to be constructed in order to provide a continuous pedestrian access route.

Continuous Clear Width
PROWAG Guidelines Section R302.2 requires a continuous clear width of four (4') feet with two exceptions:

- Places where pedestrian access route crosses medians and pedestrian refuge islands, which require 5' clear width, or the width of the crosswalk (whichever is greater),
- Shared-use paths where clear width of must extend the entire width of the path.

-PROWAG refers to "clear width" as the width of pedestrian access route walking surface that is required to be completely clear of any objects. This means within the width of the pedestrian access route, there can be no street furniture, utility poles, mailboxes, vegetation or other objects of any kind directly on the walking surface.

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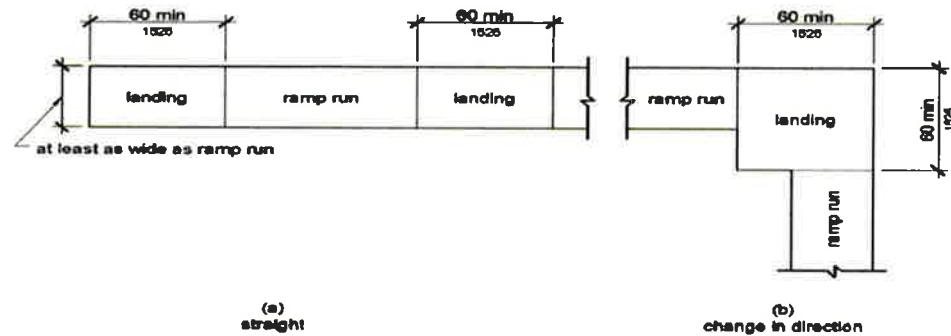
Figure 1: Obstruction Within Pedestrian Access Route



The ADA self-assessment reviewed the measured pedestrian access route widths within the City using field surveys. There were approximately 15,150 linear feet of pedestrian access routes that did not meet the PROWAG standards. Also, 73 obstructions were located within the pedestrian access route or adjacent to the pedestrian access route.

Passing Spaces
While the minimum clear width is four (4') feet, passing spaces must be provided at intervals of 200' where the clear width of the pedestrian access route is less than five (5') feet. The passing spaces shall have a minimum dimension of five (5') feet by five (5') feet. The purpose for passing spaces is to allow sufficient space for two persons in wheelchairs to pass each other. Driveway crossings and curb ramps with level landings can also serve as passing spaces. If a pedestrian access route is less than 5 feet wide, then accommodations must be made for passing areas to be provided. In areas with frequent driveway crossings, the driveway surface can serve to accommodate passing space at the point where the driveway intersects the sidewalk.

Figure 2: Minimum Turning Space

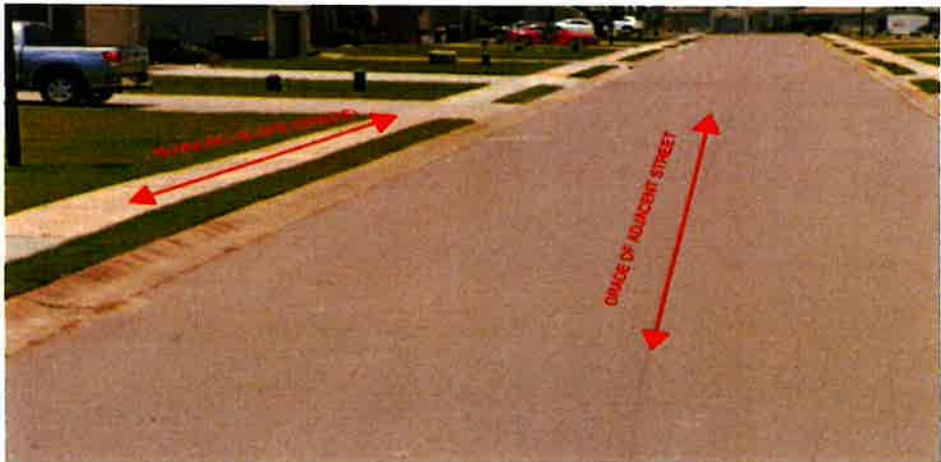


Most of the sidewalks within the City's rights-of-way are in residential areas where driveways are spaced 200' apart or less, in commercial areas where curb ramps are provided, or the adjacent pedestrian access route is five (5') feet wide to satisfy this requirement.

Grade (Running Slope)
The grade of a pedestrian access route is the running slope of the route in the direction of pedestrian travel. Grade is the vertical change in elevation over the horizontal distance covered and is expressed as either a ratio or, when dividing these two numbers, as a percent. The grade for pedestrian access route does not apply to curb ramps and blended transitions which have their respective requirements. Where pedestrian access routes are contained within the right-of-way, the grade of the pedestrian access route shall not exceed 1:20 (5.0%). An exception permits the grade of the pedestrian access route to not exceed the grade established for the adjacent street, where the grade established for the adjacent street exceeds 1:20 (5.0%). However, where pedestrian access routes are contained within crosswalks, a maximum grade of 1:20 (5.0%) is required.

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Figure 3: Grade (Running Slope)



Due to the local topography, there were only a couple of places where the grade exceeded 1:20 (5.0%) and they were located at pedestrian crossings at the railroad tracks. These areas would fall into the exception mentioned above as the pedestrian access route is following the grade of the adjacent roadway.

Cross Slope
Cross slope is the slope perpendicular to the direction of pedestrian travel. The cross slope is measured perpendicular to the curb line or edge of roadway. Excessive cross slopes hinder pedestrians with mobility issues and require assistance travelling such as wheelchairs, leg braces, prostheses, crutches, walkers. This also hinders pedestrians with gait, balance or stamina impairments. A maximum cross slope of 1:48 (2.1%) is specified for pedestrian access routes, except for pedestrian access routes contained within certain crosswalks or the portion of a pedestrian access route within a street that connects an accessible parallel parking space to the nearest crosswalk.

Figure 4: Cross Slope



The self-assessment determined approximately 24.4 miles of pedestrian access routes, including driveway crossings, exceeded the maximum cross slope of 1:48 (2.1%).

Sidewalk Damage
Pedestrian access routes are prone to "Damage" caused by manmade or environmental conditions. Maintaining pedestrian access routes in good condition is an essential part of providing access to public rights-of-way. Pedestrian access routes in poor repair can limit access and threaten the health and safety of pedestrians. If pedestrian access routes are in poor condition or nonexistent, pedestrians are forced to travel in the roadway.

Figure 5: Damaged Pedestrian Access Route

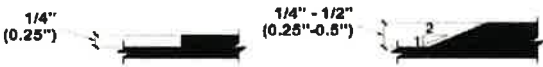


Examples of pedestrian access route damage may include trip edges, heaving and settlement due to vegetation uplift such as roots and shattering due to excessive loading. Damage is typically considered to be a vertical discontinuity of ¼" or greater. Also, pedestrian access routes that use two different building components such as concrete and brick that are not connected to each other can settle at different rates. An alternative to pedestrian access routes constructed with concrete and bricks is stamped concrete.

PROWAG refers to the change in elevation of pedestrian access routes due to the conditions described above as "Change in Level". The definition is an abrupt increase or decrease in the level of the walking surface of a pedestrian access route, such as occurs when one panel is slightly higher than an adjacent panel. PROWAG has provided ranges for Changes in Level and corrective actions required. PROWAG allows for a vertical change up to ¼". For Change in Level between ¼" and ½", the edges must be beveled.

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Figure 6: Beveled Transition



For Changes in Level between 1/4" and 6", a replacement panel with a maximum slope of 1:12 (8.3%) must be installed. Finally, Changes in Level greater than 6" must comply with the requirements for curb ramps which include handrails, edge protection, or landings.

Based on the survey performed, there were areas where Changes in Level was observed and caused the cross slope of the sidewalk to exceed the 1:48 (2.1%) standard. Therefore, the length of pedestrian access routes to be replaced was included in the cross slope section.

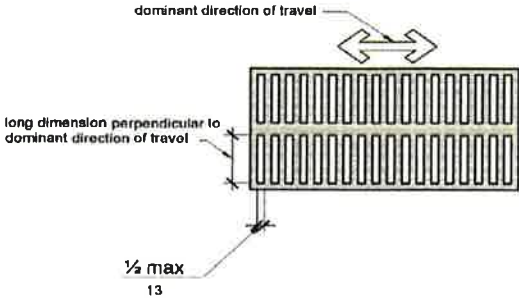
Pedestrian Access Route Surface

The PROWAG guidelines require walking surfaces to be stable, firm and slip resistant. As mentioned previously, the use of bricks and concrete to create a walking surface can create a deficiency due to settling difference of two different building components. An option to this type of construction is stamped concrete which is concrete that is stamped to create a brick appearance. While stamped concrete is an alternative, it also has some shortcomings. Surfaces that are heavily textured and rough will greatly increase rolling resistance for pedestrians that rely on wheeled-assisted devices and could create vibrations that could be painful for those pedestrians. Currently, the pedestrian access route along Jeff Davis Avenue, including intersecting streets, is the only route with concrete/brick surface.

Horizontal Openings

Horizontal openings in the ground surface, such as gratings for drain structures or cracks in pavement, must not be so large that a sphere larger than 1/2" in diameter may pass through. For people who use canes, crutches, etc., this guideline is necessary to prevent these walking aids from getting trapped.

Figure 7: Horizontal Openings



In addition to the horizontal opening requirement, drainage structures with grates must be aligned such that the elongated openings are perpendicular to the direction of pedestrian traffic.

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The field assessment found approximately 12 drainage structure grates in pedestrian routes that have openings larger than the ½" gap allowed.

Vertical Clearance

The vertical clearance for pedestrian access routes is a minimum of 80 inches. Vertical clearance includes tree limbs, guy wires for utility poles or any other obstruction encroaching over the pedestrian access route.

Since many of the pedestrian access routes are adjacent to trees, there were approximately 2 places identified where tree limbs will need to be trimmed.

3.2.2 Self-Evaluation Assessment to Identify Curb Ramp Barriers and Deficiencies

Figure 8: Curb Ramp



A curb ramp is a short incline that cuts through a curb or is built up to it. If designed and constructed to be accessible, a curb ramp provides an accessible route that pedestrians utilize to safely transition from a pedestrian access route to a roadway and vice versa. They are most commonly found at intersections, but they may also be used at other locations such as on-street parking, loading zones, bus stops, and midblock pedestrian crossings. Curb ramps allow people with wheeled equipment such as bicycles, strollers, wheelchairs, walkers, and scooters to transition from pedestrian access routes to the adjacent roadway and vice versa. There are two types of curb ramps: perpendicular and parallel. Title II of the ADA specifically identifies curb ramps as requirements for existing facilities, as well as all new construction. Ramps for existing facilities must be included in Transition Plans.

As part of the City's ADA Self-Assessment, a citywide review of the curb ramps in the city maintained rights-of-way has been performed. All interface points where a pedestrian access route connects to a public maintained roadway were investigated.

Missing Curb Ramps

A curb ramp or blended transition must be provided for each pedestrian crossing where a pedestrian access route connects to a roadway. If a pedestrian access route leads a pedestrian to a curb transition with no

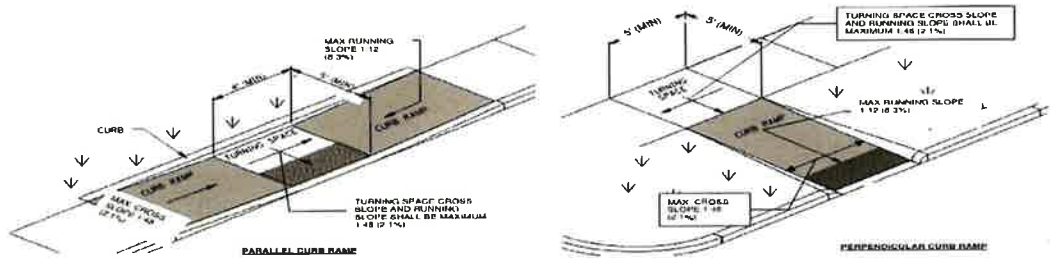
accommodation for traversing the curb into the roadway or which does not provide access to the pedestrian access route on the opposite side of the roadway, then the curb ramp is considered to be non-compliant or missing.

The ADA Self-Assessment identified 60 missing or non-compliant curb ramps where curb ramp construction or reconstruction would be necessary to provide a compliant connection between the pedestrian access route and the roadway crossing.

Non-Compliant Curb Ramps

Similar to pedestrian access routes, curb ramps have standards related to grade (running slopes), cross slope and width. The curb ramp cross slope is measured perpendicular to pedestrian traffic while the grade is measured in the direction of pedestrian travel. Below are examples of these dimensions based on the type of curb ramp.

Figure 9: Curb Ramp Cross Slopes & Grades



For curb ramps, PROWAG specifies a maximum grade of 1:12 (8.3%) and a minimum grade of 1:20 (5.0%) and a maximum cross slope of 1:48 (2.1%). For cross slope, there is an exception to allow the maximum cross slope to be equal to or less than the cross slope permitted at the crosswalk (adjacent roadway). The minimum width specified for curb ramps is four (4') feet.

The ADA Self-Assessment identified 45 curb ramps where cross slopes exceeded the PROWAG standards, 0 deficiencies related to the grade (running slope) of the curb ramps, and 8 curb ramps that did not meet the minimum width specified. For these deficient ramps, replacement curb ramp construction would be necessary to provide compliant connection between the pedestrian access route and the roadway crossing.

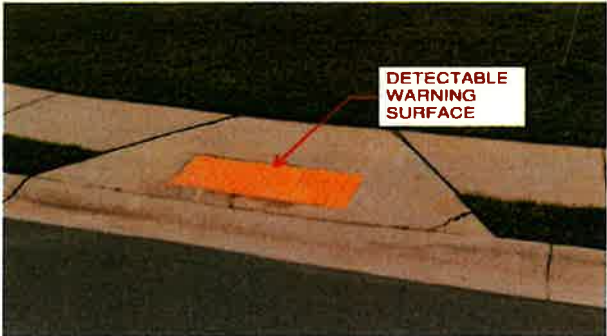
Detectable Warning Surfaces

Detectable warning surfaces are cane detectable surfaces consisting of truncated domes aligned in a square or radial grid pattern to warn pedestrians who are blind or have low vision of a hazard. Detectable warning

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surfaces are required at curb ramps and driveways with stop or yield control (signs and signals) to alert pedestrians who are blind or have low vision that they are walking into an active vehicular way. Detectable warning surfaces must contrast visually with adjacent walking surfaces, either light-on-dark or dark-on-light. Detectable warning surfaces must extend 24 inches minimum in the direction of pedestrian travel and the full width of the pedestrian access route.

Figure 10: Detectable Warning Surface

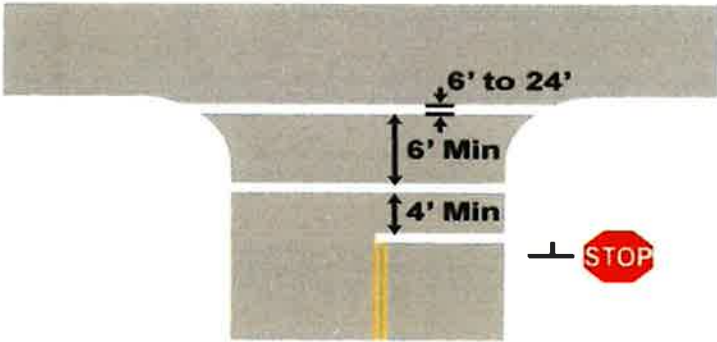


The ADA Self-Assessment found the detectable warning surfaces in place are generally in good condition, provide proper contrast with the adjacent pedestrian surface, and are properly sized. However, the self-assessment did find 37 missing detectable warning surfaces.

3.2.3 Self-Assessment to Identify Crosswalk Barriers and Deficiencies

Crosswalks are locations where the pedestrian access route intersects the roadway or other surface where vehicular traffic is expected. Crosswalks may be either marked or unmarked and are located at intersections that are controlled by traffic signals or signage or at intersections that are uncontrolled. Crosswalks constitute distinct elements of the right-of-way intended to facilitate pedestrian access across the roadway. A marked crosswalk can benefit pedestrians by directing them to cross at locations where appropriate traffic control, including traffic signals either currently exist or can be provided. Guidelines for crosswalks are specified in Part 3 Chapter 3C of the Manual on Uniform Traffic Control Devices (MUTCD). For crosswalks at stop or yield controlled intersections, the crosswalk must be located four (4') feet beyond the stop or yield control sign and line.

Figure 11: Crosswalk Layout



The ADA Self-Assessment identified 12 places where the crosswalk was located in advance of the stop control sign or line. For these deficiencies, adjustments will need to be made to the curb ramp or stop control (sign and stop bar).

3.3 Transition Plan

As part of the ADA Transition Plan, each identified ADA feature (pedestrian access route, curb ramps, and pedestrian crossings) is evaluated to determine compliance with current ADA standards. If a feature is determined to be non-compliant with current ADA standards, it is identified as an ADA barrier. Typical ADA barrier classification and mitigation strategies identify the types of solutions necessary to remove the identified barrier. For example, an existing sidewalk three (3') feet wide would be mitigated by removing the sidewalk and replacing it with a four (4') foot sidewalk to provide the minimum continuous clear width of four (4') feet per PROWAG guidelines. Mitigation strategies are developed for each of the barrier types identified from the self-assessment.

3.3.1 Requirements for Mitigation

Whenever a project impacts pedestrian facilities (i.e., sidewalks, curb ramps, crosswalks, etc.), the basic requirements of the ADA regulations mandate that each facility or part of a facility constructed by, on behalf of, or for the use of a public entity shall be designed and constructed so the facility is "readily accessible to and usable by" individuals with disabilities if the construction was commenced after January 26, 1992. Every new construction or alteration project must include accessible elements and features to ensure pedestrian facilities are "accessible to and useable by" people with disabilities.

The term 'new construction' is used to define a project involving the installation of vehicular and pedestrian facilities which did not exist previously, while the term 'alteration' refers to a project where there is a change, any change, that affects or could affect the usability of all or part of a facility such as a road or sidewalk. Altered streets, roads and highways must contain curb ramps where there are curbs or other barriers to a pedestrian walkway (i.e., sidewalk).

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The Department of Justice and the Department of Transportation through the Federal Highway Administration met from 2012 – 2013 with a desire to provide clarity and consistency in their requirements based on feedback in the form of comments and questions from States, local governments, disability rights advocates and citizens. The Joint Technical Assistance report from these agencies distinguished alterations from maintenance based upon the type of road treatment applied to the roadway surface. Roadway treatments considered maintenance include chip seals, crack filling and sealing, diamond grinding, dowel bar retrofit, fog seals, joint crack seals, joint repairs, pavement patching, scrub sealing, slurry seals, spot high-friction treatments and surface sealing. These treatments classified as maintenance do not trigger any requirements for ADA upgrades within a public right-of-way.

Roadway activities considered an alteration include addition of new asphalt layer, cape seals, hot in-place recycling, micro-surfacing/thin lift overlay, mill & overlay, new construction, open-graded surface course, and rehabilitation & reconstruction. These treatments are classified as alterations and require ADA upgrades within the affected public right-of-way.

3.3.2 Specific Mitigation Strategies based upon ADA Barrier Type

The Self-Assessment Inventory identified a variety of barriers and deficiencies. Each Barrier type is listed below along with a recommended typical mitigation strategy.

ADA Barrier	Typical Mitigation Strategy
Pedestrian Access Route Barriers	
Pedestrian Access Route Gap	Construct ADA-Compliant pedestrian access section in accordance with PROWAG.
Insufficient Passing Space	Remove pedestrian access route panel and replace with concrete panel meeting in accordance with PROWAG.
Excessive Cross Slope	Remove & replace non-compliant sections of pedestrian access panels
Excessive Cross Slope for driveways within the pedestrian access route	Reconstruct driveways between the roadway and right-of-way
Excessive Grade (running slope)	Remove & replace non-compliant sections of pedestrian access panels
Damaged Pedestrian Access Route	Remove & replace damaged sections of pedestrian access route
Horizontal Openings (Grates)	Replace non-compliant grate with ADA-compliant grates
Vertical Discontinuities	If the discontinuity is between ¼" to ½", the edge of the panel can be beveled
	If the discontinuity is greater than ½", the pedestrian access panel will need to be removed & replaced
Obstacles	
Utility obstacles (i.e., utility poles, pylons, transformer pads, light poles, fire hydrants, signs, etc.)	Relocate utility obstacles & replace pedestrian access panel, or adjust pedestrian access route to provide minimum clearance width

Subsurface utility obstacles (i.e., water meters, sewer cleanouts, communication boxes, etc.)	Remove pedestrian access panel, adjust utility obstacle to be flush with pedestrian access route and replace panel
Trees within pedestrian access route	For trees, assess and determine the type of tree and its condition. If the tree is protected and in good condition, realign pedestrian access around the tree.
	If the tree is not protected or is in poor condition, remove tree and replace pedestrian access panel.
	If an adjacent tree has limbs that do not allow for the minimum vertical clearance, then the limbs should be trimmed
Landscape Planters within the pedestrian access route	Landscape planters, including bushes, encroaching on the pedestrian access route should be trimmed.

ADA Barrier	Typical Mitigation Strategy
Curb Ramp Barriers	
Missing Curb Ramps	Construct a new curb ramp
Non-Compliant Curb Ramps	Remove and replace new curb ramp
Existing Curb Ramp Lacking Detectable Warning Surface	Add truncated dome detectable warning surface
Existing Curb Ramps Where Detectable Warning Surface is not Compliant	Remove and replace truncated dome warning panel
Crosswalk Barriers	
Non-Compliant Crosswalks	Relocate curb ramps and/or stop signs and striping

These typical mitigation strategies are recommended for budgetary estimation only. The City must be aware that the actual methodology for addressing each barrier and deficiency will need to be evaluated and designed on a case by case basis considering the specific site constraints and availability of public right-of-way.

3.3.3 Summary of Cost to Mitigate ADA Barriers

Cost estimates to mitigate all of the ADA barriers identified in the self-assessment were developed per street and are included in Appendix A. A total estimated cost of \$29.5 million is based on recent projects with similar scope and bid documents at the time of this report (2024-2025). The cost estimates include the mitigation cost related to pedestrian access routes and ancillary cost such as clearing & grubbing, earthwork, erosion control, traffic control, plant establishment, restoration, etc. The cost estimate also assumes that the repair/improvement work will be performed by private contractors.

The estimated costs do not include the acquisition of additional right-of-way or costs related to private utilities within the public rights-of-way. The costs associated with mitigating these barriers were not included in the estimates, due to the uncertainty of such requirements without benefit of a topographical or property survey at each deficiency. Regarding private utilities, the City will need to coordinate with respective utility companies for cost related to the mitigation of these barriers.

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3.3.4 Funding Sources

The most immediate funding available to address ADA Transition Plan Items is to incorporate the ADA improvements into planned maintenance and remediation projects, such as roadway resurfacing projects. However, this would result in the ability to complete fewer resurfacing projects. The positive aspect would be the resurfacing projects completed would address ADA features.

Additional language in CIP project descriptions related to mitigating ADA barriers, if present, could also be incorporated into future projects, ensuring that ADA compliance is considered as the project is completed. Below are sources of funding the City of Long Beach may consider:

- Surface Transportation Program (STP) Street Projects
- Transportation Alternatives (TA) Projects
- City Self-Funded Capital Improvement Projects (CIP)

Surface Transportation Program (STP) and Transportation Alternative (TA) projects are funded by the Federal Highway Administration (FHWA) and administered by the Mississippi Department of Transportation (MDOT). These projects typically are funded using an 80/20 split where the Federal funding is 80% and the Local government funding is 20%. Also, since these projects are administered by MDOT, the requirements for pedestrian access routes may exceed the PROWAG. There are some differences between STP and TA projects.

- STP funding can only be used on streets on the Federal-aid System. For the City of Long Beach, the streets on the Federal-aid System are Railroad Street, Klondyke Road, Cleveland Avenue, West and East Old Pass Road, South Lang Avenue, Pineville Road, Commission Road, 28th Street, Beatline Road and Daugherty Road.
- For TA funded projects, there is no requirement for projects to be located in the Federal-aid System. In the past, MDOT funded projects under the Safe Routes to School (SRTS) program, but that program has since been incorporated in the TA funding.

The receipt of any of the additional funding sources mentioned above would increase the City of Long Beach's fiscal strength and allow the city to allocate more funding to ADA rehabilitation projects.

3.3.5 Implementation Schedule & Budget

The schedule to implement this ADA Transition Plan throughout the City of Long Beach is proposed to span 20 years and shall include the installation, repair and replacement of identified ADA barriers on an annual basis. The anticipated mitigation costs will primarily come from the City's operating budget or capital improvement project budget. Assuming the City is able to secure annual STP or TA funding where the City is responsible for 20% of project costs, the annual budget needed to rehabilitate existing pedestrian access routes over the next 20 years is approximately \$295,800 dollars. As previously mentioned, the annual budget is for planning purposes. The actual annual budget will be determined such that the repairs will not create an undue financial burden on the City.

The Transition Plan is based on conditions observed during the 2024 Inventory and does not account for future needs that may arise, such as wear-related issues or new construction. Those emerging concerns will be addressed as part of regular maintenance and operational planning. The city will continue to evaluate funding options and implementation strategies as part of its ongoing capital improvement planning process.

As the City develops projects for the Capital Improvement Projects (CIP), such as resurfacing, pedestrian access, roadway, and utility projects, the ADA infrastructure needs for the individual projects should be assessed following ADA guidelines developed as part of this plan and incorporated in applicable projects. As part of the assessment, improvements that are deemed technically infeasible or lacking the required right-of-way will be documented and tracked.

The City will be completing ADA improvements through the completion of projects that can be categorized into four project types described below.

1. Resurfacing Program – Corridors that are candidates for resurfacing projects in the CIP will be reviewed with an ADA assessment completed for the existing pedestrian access routes. The result of the assessment will include a documented list of ADA barriers and deficiencies along resurfacing projects. The barriers and deficiencies will be addressed as part of the resurfacing project that will complete or implement the identified improvements and document those improvements for the subsequent ADA Transition Plan.
2. New Sidewalk Program and Development Projects – As new sidewalk locations are identified and specific pedestrian access routes are developed, existing sidewalks and ramps immediately adjacent to the new sidewalk locations should be assessed by the staff managing the completion of the new sidewalks, and the staff should identify ADA barriers and deficiencies at these locations. Improvements to address the ADA barriers and deficiencies should be included as a part of the new sidewalk projects. The barriers and deficiencies addressed should be documented as completed ADA improvements.
3. Corridor Improvement Projects – A primary purpose of the corridor improvement project process is to assist in the coordination of corridor construction or reconstruction or widening projects with maintenance improvement projects to avoid duplicate work and ensure efficient use of resources. ADA improvements should be planned or implemented on any corridor CIP that is scheduled.
4. ADA Rehabilitation Projects – A prioritization process will result in identified areas where ADA improvements will be most beneficial based on land use and other roadway characteristics. Since ADA improvements will make the greatest impact in these areas, specific ADA rehabilitation projects should be developed in areas with the highest prioritization rather than waiting for other improvement programs to occur in these areas.

Distributing the ADA improvements as described above allows for individual ADA barriers to be mitigated in a timely and fiscally responsible manner, while still providing flexibility to the City to address high priority areas and specific rehabilitation as needed. Once each ADA rehabilitation project has been assigned to a program or project, each individual program or project is then responsible for identifying the project timeframe to completion and developing a self-assessment process and schedule to ensure that the rehabilitation project will comply with current ADA standards.

3.3.6 Prioritization Methodology

The prioritization of all improvements is based upon the concept of need, location and deficiencies. Such prioritization should consider the pedestrian access route's proximity to pedestrian generators including schools, parks, recreation facilities, libraries, shopping facilities, and functionally classified roadways. A weighted scoring system was developed to account for these factors.

Each pedestrian access route segment was examined with thought given to the usage, area of town, age of the existing infrastructure and severity & frequency of the deficiency to calculate a rating. The scoring parameters and prioritization list is included in Appendix B.

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3.4 Grievance Procedure

The City of Long Beach has developed a process for individuals who have ADA issues with regard to program or facility access.

3.4.1 Requesting Accommodations or Alternate Formats

Individuals who require a reasonable accommodation to participate in a city program, service or activity are encouraged to submit their request as soon as possible, preferably at least ten (10) business days before the scheduled event or service. However, the city will make reasonable efforts to accommodate requests received with less notice. The city has prepared an ADA Accommodation Request Form that can be submitted to the ADA Coordinator. If assistance is needed in making a request, individuals may contact the ADA Coordinator's office, and staff will provide aid in documenting and submitting the request.

3.4.2 Grievance Procedure

In accordance with the requirements of Title II of the American with Disabilities Act (ADA), the City of Long Beach has established the following procedure for resolving complaints alleging disability discrimination in the provision of services, activities, programs or benefits by the City.

Filing a Grievance

Any individual who believes they have been subjected to discrimination on the basis of disability by the City of Long Beach may file a formal grievance. The City of Long Beach has prepared a Grievance Form that can be downloaded from the city website or picked up at the Office of the ADA Coordinator. The Grievance Form can be submitted via email, mail or in-person to the ADA Coordinator.

Grievances should be filed as soon as possible but no later than 60 calendar days after the alleged violation.

Investigation and Response

Upon receipt, the grievance will be reviewed by the ADA Coordinator. Within 30 calendar days, the complainant will receive a written response that includes a summary of the findings and explanation of any actions taken or proposed to resolve the issue.

Appeal Process

If the response does not satisfactorily resolve the complaint, the complainant may appeal the decision in writing within 15 calendar days to the ADA Coordinator, who will issue a final determination within 30 calendar days of receiving the appeal.

Record Retention

All documentation related to the grievance, including complaints, investigations, and responses, will be retained by the City for a minimum of three (3) years from the date of resolution.

A copy of the ADA Accommodation Request and Grievance Forms are included in Appendix C.

3.5 Public Participation

There are multiple ways the Public can contact the city regarding suggestions for improvements related to pedestrian access routes throughout the city. In addition to contacting the ADA Coordinator at (228) 863-1554, the City of Long Beach also the online accommodation and grievance forms on the City that can be filled out by members of the general public to report non-compliant ADA barrier.

[\[Link\]](#)

Upon review and acceptance by the City, the contents of this Transition Plan and associated documents will be posted for general public inspection on the City website. This will provide the general public with an opportunity to review the Transition Plan including the City's proposed prioritized barrier remediation efforts, and implementation timeline.

Section 504 of the Rehabilitation Act of 1973 (Section 504), the ADA and related federal and state laws and regulations forbid discrimination against those who have disabilities. The City of Long Beach is committed to compliance with ADA and these laws. Reasonable accommodations, including equal access to communications, will be provided upon request. Requests for reasonable accommodations should be directed to the City of Long Beach ADA Coordinator whose contact information is provided in Section 3.4.

Outreach to Local Public Organizations

The Mississippi Department of Rehabilitation Services has a facility called the EMERGE Center for the Blind in the City. The Center provides services to the blind and visually impaired individuals related to all aspects of life such as reading, communication, household activities such as cooking, and traveling. Traveling includes training individuals how to use walking sticks to assist them to navigate through different environments such as buildings, pedestrian access routes, etc. OA met with representatives from the EMERGE Center on November 18, 2025. During the meeting, OA described the requirements of the ADA Transition Plan and had a conversation discussing their experiences of traveling within the City and to provide feedback on improvements or ideas to improve their experience. During the meeting, EMERGE representatives mentioned how pedestrian routes are important to the blind and visually impaired community, especially regarding safety. The Center is located on North Cleveland Avenue, and they mentioned traveling along North Cleveland Avenue can be challenging. EMERGE representatives have started a petition suggesting sidewalks to be installed along specific streets within the City.

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Section 4: REVIEW OF CITY'S DESIGN STANDARDS & IMPLEMENTATION

As part of the ADA Transition Plan, a review of the City's ordinances, design standards and implementation practices was performed to verify published standards and guidelines are aligned with current ADA and PROWAG requirements.

- Below are documents reviewed:
- Overall Code of Ordinances (Municode)
 - City of Long Beach Adopted Ordinances

These documents serve as a resource for the City of Long Beach to communicate project expectations and descriptions to consultants, developers and contractors during the planning, design, and construction of roadways and associated infrastructure. The recommended changes are summarized below:

4.1 Overall Code of Ordinances (Municode)

The provisions of the Overall Code of Ordinances (Municode) establish the City of Long Beach codes, policies and standards in the interest of public health, safety and welfare of the citizens of Long Beach. The following items were identified as potential modifications to the above referenced ordinances to more closely align with PROWAG Guidelines.

Document Location:
Sec. 30-111. – Purpose and intent. (a)(2)
Original Text:
“Ensuring that ADA guidelines are met for all pedestrian sidewalk or pathway installations;”
Discussion:
ADA guidelines pertain to building sites requirements while PROWAG guidelines pertain to pedestrian access routes within City right-of-way. Consider adding PROWAG to the text.
Revised Text:
“Ensuring that ADA and PROWAG guidelines are met for all pedestrian access routes;”

Document Location:
Sec. 30-113. – Sidewalk standards and requirements. (c)
Original Text:
“Sidewalks shall be at least four feet in width, with at least eight feet of vertical clearance in the sidewalk path. Wider walks, to a maximum of eight feet, may be required by the city along thoroughfares in commercial, industrial or municipality areas due to anticipated traffic and the development area.”
Discussion:
Include 5’ x 5’ turning area spaced every 200’ in order to comply with PROWAG. Another option would be to require 5’ wide sidewalks.
Revised Text:
“Sidewalks shall be at least four feet in width with 5 foot by 5 foot turning area spaced every 200’, with at least 8 feet of vertical clearance in the sidewalk path. Wider walks, to a maximum of 8 feet, may be required by the city along thoroughfares in commercial, industrial or municipality areas due to anticipated traffic and the development area.”

Document Location:
Sec. 30-113. – Sidewalk standard and requirements. (d)
Original Text:
“The construction of all sidewalks and the materials and component parts thereof shall be subject to the acceptance of the city building department and shall meet all standards and requirements set forth in the American with Disabilities Act of 1990 and the city's sidewalk specifications and details in effect at the time of construction. Asphalt and slick-surfaced sidewalks are prohibited.”
Discussion:
Change “American with Disabilities Act of 1990” to “Americans with Disabilities Act, current edition of the Public Right-Of-Way Access Guidelines (PROWAG)” to reflect the most current guidelines.
Revised Text:
“The construction of all sidewalks and the materials and component parts thereof shall be subject to the acceptance of the city building department and shall meet all standards and requirements set forth in the American with Disabilities, current edition of the Public Right-Of-Way Access Guidelines (PROWAG), and the city's sidewalk specifications and details in effect at the time of construction. Asphalt and slick-surfaced sidewalks are prohibited.”

4.2 Standard Engineering Details

OA recommends the City adopt standard engineering details for pedestrian routes. As a State agency that also has to adhere to the same standards, the Mississippi Department of Transportation (MDOT) has standard engineering details which are routinely used during the design and construction of pedestrian related projects. Appendix D Includes MDOT standard details related to pedestrian construction.

4.3 Establish Procedure for Construction Compliance

Per the City's ordinance, all construction projects within the right-of-way require a final inspection prior to acceptance by the City. The purpose of these inspections is to verify construction are completed in accordance with project requirements. If parts of the project are not constructed in accordance with project requirements, the Contractor is obligated to correct deficiencies prior to final acceptance by the City. Generally, there are two types of projects within the City right-of-way which are municipal and private development projects.

For most municipal projects, the City obtains the services of an engineering consultant to provide construction services on projects. Ultimately, it is the Contractor's responsibility to build the project per the project requirements; however, during construction, an engineering consultant will perform periodic review of the construction project and notify the Contractor regarding possible construction issues. For pedestrian related projects, slope requirements are the hardest standard to monitor. During construction, an engineering consultant can request the contractor to perform spot checks to determine compliance. If deficiencies are identified, the Contractor can be notified and corrective action can be initiated.

The other type of project is private development projects such as residential subdivisions. Unlike municipal projects, there is no one on behalf of the City providing regular site reviews during construction. Typically, the Contractor will request a final inspection where the City will perform a site walkthrough, identify issues, and provide the Contractor a list of deficiencies to be corrected before the City issues final acceptance.

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Based on the self-evaluation assessment performed, it appears municipal projects have fewer pedestrian deficiencies when compared to development projects. Below are possible reasons for the differences between the two types of projects:

- For municipal projects, there is someone (engineering consultant) on behalf of the City providing regular visits to the site during construction. For development projects, there is not as much review of the project during construction.
- For municipal projects, the Contractor does not request final inspection until construction activities are complete. Unlike municipal projects, private development projects, especially phased developments, will request final inspection without all of the pedestrian facilities in place. This is because not all of the lots will be developed when the Developer has completed construction of the infrastructure needed to access each lot. This is also a reason OA has suggested the City revise the Ordinance to require the Developer be responsible for complete installation of pedestrian facilities prior to final acceptance.

OA recommends creating a procedure for reviewing compliance of pedestrian facilities after construction but prior to final acceptance. There are multiple methods of verifying compliance.

4.4.1 Visual Observation

Visual Inspections can determine compliance related to the proper installation of curb ramps, width of pedestrian routes, identification of trip hazards, vertical and horizontal obstructions, proper placement of warning signs and striping, etc.

4.4.2 Cross Slope & Running Slope Inspection

While visual inspections can identify most compliance issues, determining if cross slopes and running slopes are compliant requires specific measuring devices and procedures. Previously, most cities did not establish standards for determining cross slope or running slope compliance. Below are different options to check for compliance with slope guidelines

Digital Levels

During final inspection of a project, a digital level can be used to spot check compliance for cross slopes and running slopes. As part of the as-builts, the Contractor can include the approximate location of the measurements and record the slopes at each location.

Scanning Devices

Recently, there are companies that rent scanning devices to measure slopes. In fact, a scanning device was used for this project to measure the slope of the pedestrian facilities. The results of the scan can be exported and reviewed to identify deficiencies.

Appendix A

Self-Assessment & Estimate by Street

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SELF-ASSESSMENT & ESTIMATE			
STREET	DEFICIENCIES	MITIGATION	PROJECT COST
Belle Terre Court	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 541,500.79
	* Gap(s)	* Construct sidewalk	
	* Utility obstruction	* Adjust/relocate utility	
	* Missing ADA crossing	* Install curb ramps	
Rue Orleans Court	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 116,039.03
	* Gap(s)	* Construct sidewalk	
	* Utility obstruction	* Adjust/relocate utility	
Rue Domains	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 89,793.15
	* Utility obstruction	* Adjust/relocate utility	
Mockingbird Drive	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 1,240,990.01
	* Overgrown vegetation	* Trim vegetation	
Partridge Place	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 189,366.19
	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	
Cardinal Cove	* Overgrown vegetation	* Trim vegetation	\$ 175,935.34
	* Utility obstruction	* Adjust/relocate utility	
	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	
Mockingbird Boulevard	* Overgrown vegetation	* Trim vegetation	\$ 109,514.21
	* Utility obstruction	* Adjust/relocate utility	
	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	
Dynsmore Place	* Gap(s)	* Construct sidewalk	\$ 380,022.68
	* Utility obstruction	* Adjust/relocate utility	
	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	
Hickory Drive	* Gap(s)	* Construct sidewalk	\$ 275,068.50
	* Utility obstruction	* Adjust/relocate utility	
	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	
Maple Cove	* Running Slope exceed 5%	* Remove & replace sidewalk	\$ 89,045.36
	* Overgrown vegetation	* Trim vegetation	
	* Utility obstruction	* Adjust/relocate utility	
	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	
Pine Cove	* Utility obstruction	* Adjust/relocate utility	\$ 96,992.44
	* Missing ADA crossing	* Install curb ramps	
	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	
Ivy Cove	* Utility obstruction	* Adjust/relocate utility	\$ 124,074.08
	* Missing ADA crossing	* Install curb ramps	
	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	
Wisteria Lane	* Gap(s)	* Construct sidewalk	\$ 466,722.04
	* Overgrown vegetation	* Trim vegetation	
	* Utility obstruction	* Adjust/relocate utility	
	* Missing ADA crossing	* Install curb ramps	
	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	

SELF-ASSESSMENT & ESTIMATE (CONT'D)			
STREET	DEFICIENCIES	MITIGATION	PROJECT COST
Mossy Oaks Lane	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 211,770.49
	* Overgrown vegetation	* Trim vegetation	
	* Utility obstruction	* Adjust/relocate utility	
	* Missing ADA crossing	* Install curb ramps	
Harper McCaughan	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 333,894.45
	* Missing detectable warning surfaces	* Replace ADA Ramp	
Le Petit Circle	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 378,439.13
	* Utility obstruction	* Adjust/relocate utility	
Commission Road	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 110,262.00
	* Utility obstruction	* Adjust/relocate utility	
	* Missing ADA crossing	* Install curb ramps	
Red Gate Drive	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 483,114.71
	* Utility obstruction	* Adjust/relocate utility	
Estate Drive	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 223,207.24
	* Overgrown vegetation	* Trim vegetation	
	* Utility obstruction	* Adjust/relocate utility	
Pelican Circle	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 281,006.81
	* Utility obstruction	* Adjust/relocate utility	
Sea Oaks Drive	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 873,415.80
	* Utility obstruction	* Adjust/relocate utility	
Castline Pointe Boulevard	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 445,813.31
	* Utility obstruction	* Adjust/relocate utility	
	* Missing ADA crossing	* Install curb ramps	
Sand Dollar Drive	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 589,212.56
	* Utility obstruction	* Adjust/relocate utility	
Lighthouse Drive	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 396,679.28
	* Utility obstruction	* Adjust/relocate utility	
Seagull Drive	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 601,880.96
	* Utility obstruction	* Adjust/relocate utility	
Crawford Drive	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 724,606.09
	* Utility obstruction	* Adjust/relocate utility	
Rosie Drive	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 798,988.95
	* Utility obstruction	* Adjust/relocate utility	
	* Missing ADA crossing	* Install curb ramps	
Thrivent Lane	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 454,361.55
	* Utility obstruction	* Adjust/relocate utility	
	* Missing ADA crossing	* Install curb ramps	
Bear Point Drive	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 133,736.66
	* Utility obstruction	* Adjust/relocate utility	

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SELF-ASSESSMENT & ESTIMATE (CONT'D)			
STREET	DEFICIENCIES	MITIGATION	PROJECT COST
Diane Cove	* Cross slopes exceed 2.1% * Gap(s)	* Remove & replace sidewalk * Construct sidewalk	\$ 138,721.91
Boland Cove	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 146,566.35
Red Oak Drive	* Cross slopes exceed 2.1% * Utility obstruction	* Remove & replace sidewalk * Adjust/relocate utility	\$ 144,938.81
Live Oak Drive	* Cross slopes exceed 2.1% * Overgrown vegetation * Missing ADA crossing	* Remove & replace sidewalk * Trim vegetation * Install curb ramps	\$ 485,328.75
Oak Court	* Cross slopes exceed 2.1% * Utility obstruction	* Remove & replace sidewalk * Adjust/relocate utility	\$ 106,097.85
Plantation Drive	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 205,626.90
Beau Braun Drive	* Cross slopes exceed 2.1% * Utility obstruction * Missing ADA crossing	* Remove & replace sidewalk * Adjust/relocate utility * Install curb ramps	\$ 133,018.20
Southern Oaks Lane	* Cross slopes exceed 2.1% * Sidewalk is less than 4' * Missing ADA crossing	* Remove & replace sidewalk * Remove & replace sidewalk * Install curb ramps	\$ 236,388.83
Northwood Circle	* Cross slopes exceed 2.1% * Utility obstruction	* Remove & replace sidewalk * Adjust/relocate utility	\$ 200,758.95
Parkwood Drive	* Cross slopes exceed 2.1% * Utility obstruction	* Remove & replace sidewalk * Adjust/relocate utility	\$ 1,129,320.41
Briarwood Drive	* Cross slopes exceed 2.1% * Overgrown vegetation * Utility obstruction	* Remove & replace sidewalk * Trim vegetation * Adjust/relocate utility	\$ 917,476.61
Dogwood Drive	* Cross slopes exceed 2.1% * Utility obstruction	* Remove & replace sidewalk * Adjust/relocate utility	\$ 513,436.76
Northwood Drive	* Cross slopes exceed 2.1% * Utility obstruction	* Remove & replace sidewalk * Adjust/relocate utility	\$ 279,540.56
Maplewood Circle	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 121,977.34
Parkwood Circle	* Cross slopes exceed 2.1% * Utility obstruction	* Remove & replace sidewalk * Adjust/relocate utility	\$ 124,352.66
Oakwood Drive	* Cross slopes exceed 2.1% * Utility obstruction	* Remove & replace sidewalk * Adjust/relocate utility	\$ 115,335.23
Briarwood Circle	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 254,054.36
Mitchell Road	* Cross slopes exceed 2.1% * Utility obstruction	* Remove & replace sidewalk * Adjust/relocate utility	\$ 122,578.50

SELF-ASSESSMENT & ESTIMATE (CONT'D)			
STREET	DEFICIENCIES	MITIGATION	PROJECT COST
Enclave Circle	* Cross slopes exceed 2.1% * Utility obstruction * Missing ADA crossing	* Remove & replace sidewalk * Adjust/relocate utility * Install curb ramps	\$ 1,171,753.69
Pettis Lane	* Cross slopes exceed 2.1% * Utility obstruction	* Remove & replace sidewalk * Adjust/relocate utility	\$ 299,686.84
Old Savannah Drive	* Cross slopes exceed 2.1% * Gap(s) * Utility obstruction * Missing ADA crossing	* Remove & replace sidewalk * Construct sidewalk * Adjust/relocate utility * Install curb ramps	\$ 316,006.20
Charleston Lane	* Cross slopes exceed 2.1% * Overgrown vegetation * Utility obstruction	* Remove & replace sidewalk * Trim vegetation * Adjust/relocate utility	\$ 531,720.90
Copper Court	* Cross slopes exceed 2.1% * Gap(s) * Missing ADA crossing	* Remove & replace sidewalk * Construct sidewalk * Install curb ramps	\$ 579,388.69
Pineville Road	* Cross slopes exceed 2.1% * Utility obstruction	* Remove & replace sidewalk * Adjust/relocate utility	\$ 1,184,026.20
Oakmont Place	* Cross slopes exceed 2.1% * Sidewalk is less than 4' * Gap(s) * Utility obstruction * Missing ADA crossing	* Remove & replace sidewalk * Remove & replace sidewalk * Construct sidewalk * Adjust/relocate utility * Install curb ramps	\$ 275,669.66
Sumner Cove	* Cross slopes exceed 2.1% * Utility obstruction	* Remove & replace sidewalk * Adjust/relocate utility	\$ 217,034.33
Pecan Lane	* Cross slopes exceed 2.1% * Overgrown vegetation * Utility obstruction	* Remove & replace sidewalk * Trim vegetation * Adjust/relocate utility	\$ 219,966.83
Rosalie Drive	* Cross slopes exceed 2.1% * Gap(s)	* Remove & replace sidewalk * Construct sidewalk	\$ 185,524.96
Scott Station Cove	* Cross slopes exceed 2.1% * Gap(s) * Utility obstruction	* Remove & replace sidewalk * Construct sidewalk * Adjust/relocate utility	\$ 264,775.43
Pinecrest Circle	* Cross slopes exceed 2.1% * Gap(s) * Utility obstruction * Missing ADA crossing	* Remove & replace sidewalk * Construct sidewalk * Adjust/relocate utility * Install curb ramps	\$ 976,581.15
Pinecrest Boulevard	* Cross slopes exceed 2.1% * Utility obstruction	* Remove & replace sidewalk * Adjust/relocate utility	\$ 271,666.80

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SELF-ASSESSMENT & ESTIMATE (CONT'D)			
STREET	DEFICIENCIES	MITIGATION	PROJECT COST
Woodcrest Drive	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 472,425.75
	* Gap(s)	* Construct sidewalk	
	* Utility obstruction	* Adjust/relocate utility	
	* Missing ADA crossing	* Install curb ramps	
Iris Street	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 69,764.18
	* Utility obstruction	* Adjust/relocate utility	
James Street	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 181,199.18
North Cleveland Avenue	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 158,912.18
	* Missing ADA crossing	* Install curb ramps	
Gardendale Avenue	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 271,828.09
North Nicholson Avenue	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 297,590.10
	* Gap(s)	* Construct sidewalk	
	* Missing ADA crossing	* Install curb ramps	
Harris Avenue	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 168,926.66
	* Sidewalk is less than 4'	* Remove & replace sidewalk	
	* Gap(s)	* Construct sidewalk	
Railroad Street	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 240,552.98
	* Sidewalk is less than 4'	* Remove & replace sidewalk	
	* Gap(s)	* Construct sidewalk	
	* Utility obstruction	* Adjust/relocate utility	
	* Missing ADA crossing	* Install curb ramps	
Joyce Place	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 32,624.06
Deborah Court	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 129,660.49
	* Sidewalk is less than 4'	* Remove & replace sidewalk	
	* Gap(s)	* Construct sidewalk	
St. Augustine Drive	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 466,516.76
	* Sidewalk is less than 4'	* Remove & replace sidewalk	
	* Gap(s)	* Construct sidewalk	
	* Utility obstruction	* Adjust/relocate utility	
Barbara Court	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 204,673.84
	* Sidewalk is less than 4'	* Remove & replace sidewalk	
	* Gap(s)	* Construct sidewalk	
	* Utility obstruction	* Adjust/relocate utility	
Earline Court	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 90,115.73
	* Sidewalk is less than 4'	* Remove & replace sidewalk	
Suzanne Avenue	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 167,944.28
	* Sidewalk is less than 4'	* Remove & replace sidewalk	
	* Missing ADA crossing	* Install curb ramps	

SELF-ASSESSMENT & ESTIMATE (CONT'D)			
STREET	DEFICIENCIES	MITIGATION	PROJECT COST
Lisa Court	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 168,222.86
	* Sidewalk is less than 4'	* Remove & replace sidewalk	
	* Missing ADA crossing	* Install curb ramps	
Nan Court	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 83,107.05
	* Sidewalk is less than 4'	* Remove & replace sidewalk	
Mary Court	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 128,472.83
	* Sidewalk is less than 4'	* Remove & replace sidewalk	
	* Gap(s)	* Construct sidewalk	
Chloe Court	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 97,945.50
	* Sidewalk is less than 4'	* Remove & replace sidewalk	
Marjorie Street	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 585,004.43
	* Sidewalk is less than 4'	* Remove & replace sidewalk	
	* Utility obstruction	* Adjust/relocate utility	
Periwinkle Lane	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 161,654.06
	* Gap(s)	* Construct sidewalk	
	* Utility obstruction	* Adjust/relocate utility	
Twin Lakes Boulevard	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 419,963.33
	* Utility obstruction	* Adjust/relocate utility	
North Seashore Avenue	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 269,086.20
	* Utility obstruction	* Adjust/relocate utility	
West Petunia Drive	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 182,196.23
	* Utility obstruction	* Adjust/relocate utility	
East Petunia Drive	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 222,342.15
	* Utility obstruction	* Adjust/relocate utility	
West Marigold Drive	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 207,694.31
East Marigold Drive	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 245,816.81
	* Utility obstruction	* Adjust/relocate utility	
Verbena Drive	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 251,755.13
	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	
Hawthorne Drive	* Utility obstruction	* Adjust/relocate utility	\$ 613,596.30
	* Non-compliant ramps	* Replace ADA Ramp	
Latana Boulevard	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 556,031.33
	* Utility obstruction	* Adjust/relocate utility	
	* Non-compliant ramps	* Replace ADA Ramp	
Merinda Lane	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 466,164.86
North Island View Avenue	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 218,295.30
	* Sidewalk is less than 4'	* Remove & replace sidewalk	
White Harbor Road	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 80,130.56
	* Utility obstruction	* Adjust/relocate utility	

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SELF-ASSESSMENT & ESTIMATE (CONT'D)			
STREET	DEFICIENCIES	MITIGATION	PROJECT COST
Pitcher Point	* Cross slopes exceed 2.1% * Utility obstruction	* Remove & replace sidewalk * Adjust/relocate utility	\$ 121,742.74
Treasure Street	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 23,841.23
Pirate Avenue	* Cross slopes exceed 2.1% * Sidewalk is less than 4'	* Remove & replace sidewalk * Remove & replace sidewalk	\$ 99,250.46
Destiny Oaks Drive	* Cross slopes exceed 2.1% * Gap(s) * Utility obstruction * Missing ADA crossing	* Remove & replace sidewalk * Construct sidewalk * Adjust/relocate utility * Install curb ramps	\$ 491,149.76
Markham Drive	* Cross slopes exceed 2.1% * Missing ADA crossing	* Remove & replace sidewalk * Install curb ramps	\$ 681,175.76
Buena Vista Drive	* Cross slopes exceed 2.1% * Utility obstruction	* Remove & replace sidewalk * Adjust/relocate utility	\$ 322,648.31
Sea Oaks Boulevard	* Cross slopes exceed 2.1% * Utility obstruction	* Remove & replace sidewalk * Adjust/relocate utility	\$ 663,448.80
South Lang Avenue	* Cross slopes exceed 2.1% * Utility obstruction	* Remove & replace sidewalk * Adjust/relocate utility	\$ 226,183.73
Runnels Avenue	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 37,301.40
Oak Garden Avenue	* Cross slopes exceed 2.1% * Sidewalk is less than 4'	* Remove & replace sidewalk * Remove & replace sidewalk	\$ 71,860.91
West Avenue	* Cross slopes exceed 2.1% * Utility obstruction	* Remove & replace sidewalk * Adjust/relocate utility	\$ 34,207.61
Trautman Avenue	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 274,438.01
Dearman Avenue	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 16,803.23
Magnolia Street	* Cross slopes exceed 2.1% * Sidewalk is less than 4' * Utility obstruction	* Remove & replace sidewalk * Remove & replace sidewalk * Adjust/relocate utility	\$ 138,164.74
Shelter Rock Drive	* Cross slopes exceed 2.1% * Sidewalk is less than 4'	* Remove & replace sidewalk * Remove & replace sidewalk	\$ 77,403.34
Boggs Circle	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 55,160.33
Oak Street	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 38,489.06
Mason Avenue	* Cross slopes exceed 2.1% * Utility obstruction	* Remove & replace sidewalk * Adjust/relocate utility	\$ 75,189.30
Jeff Davis Avenue	* Cross slopes exceed 2.1% * Utility obstruction * Non-compliant ramps	* Remove & replace sidewalk * Adjust/relocate utility * Replace ADA Ramp	\$ 341,386.99
South Burke Avenue	* Cross slopes exceed 2.1% * Utility obstruction	* Remove & replace sidewalk * Adjust/relocate utility	\$ 142,446.19
West 3rd Street	* Cross slopes exceed 2.1% * Utility obstruction	* Remove & replace sidewalk * Adjust/relocate utility	\$ 291,065.29

SELF-ASSESSMENT & ESTIMATE (CONT'D)			
STREET	DEFICIENCIES	MITIGATION	PROJECT COST
East 3rd Street	* Cross slopes exceed 2.1% * Missing ADA crossing	* Remove & replace sidewalk * Install curb ramps	\$ 132,871.58
West 4th Street	* Cross slopes exceed 2.1% * Utility obstruction	* Remove & replace sidewalk * Adjust/relocate utility	\$ 169,410.53
East 4th Street	* Cross slopes exceed 2.1% * Gap(s) * Utility obstruction	* Remove & replace sidewalk * Construct sidewalk * Adjust/relocate utility	\$ 394,787.81
East 5th Street	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 220,084.13
South Cleveland Avenue	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 82,388.59
Gulfview Avenue	* Cross slopes exceed 2.1% * Utility obstruction	* Remove & replace sidewalk * Adjust/relocate utility	\$ 29,427.64
South Nicholson Avenue	* Cross slopes exceed 2.1% * Utility obstruction	* Remove & replace sidewalk * Adjust/relocate utility	\$ 29,544.94
East 2nd Street	* Cross slopes exceed 2.1% * Utility obstruction	* Remove & replace sidewalk * Adjust/relocate utility	\$ 248,895.94
Beach Park Place	* Cross slopes exceed 2.1% * Gap(s) * Utility obstruction * Non-compliant ramps	* Remove & replace sidewalk * Construct sidewalk * Adjust/relocate utility * Replace ADA Ramp	\$ 381,796.84
Shannon Drive	* Cross slopes exceed 2.1% * Overgrown vegetation	* Remove & replace sidewalk * Trim vegetation	\$ 121,068.26
Richards Avenue	* Cross slopes exceed 2.1% * Gap(s) * Utility obstruction	* Remove & replace sidewalk * Construct sidewalk * Adjust/relocate utility	\$ 454,405.54
Ocean Wave Avenue	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 94,030.61
Central Avenue	* Cross slopes exceed 2.1% * Gap(s) * Utility obstruction	* Remove & replace sidewalk * Construct sidewalk * Adjust/relocate utility	\$ 441,062.66

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Appendix B
Prioritization Scoring Parameters & Prioritization List

SCORING PARAMETERS			
Scoring Category	Scoring Criteria	Points Allocated	Weighted % of Total
Schools	Segment is within 1/8 mile of a School	100	30
	Segment is within 1/4 mile of a School	80	30
	Segment is within 1/2 mile of a School	60	30
	Segment is within 3/4 mile of a School	40	30
	Segment is within 1 mile of a School	20	30
Roadway Classification	Segment is on an Arterial Roadway	100	20
	Segment is on a Collector Roadway	50	20
	Segment is on Urban Roadway	25	20
Total Length of Deficiencies per street length	% of deficiency by length >75%	100	15
	% of deficiency by length 50% - 75%	50	15
	% of deficiency by length < 50%	25	15
Severity of Deficiencies	Avg. Cross Slope > 5% &/or Width < 4'	100	15
	Avg. Cross Slope > 3% - 5%	50	15
	Avg. Cross Slope 2.1% - 3%	25	15
Parks/Recreation/Libraries	Segment is within 1/8 mile of a Park/Rec/Library	100	15
	Segment is within 1/4 mile of a Park/Rec/Library	80	15
	Segment is within 1/2 mile of a Park/Rec/Library	60	15
	Segment is within 3/4 mile of a Park/Rec/Library	40	15
	Segment is within 1 mile of a Park/Rec/Library	20	15
Age	Segment is older than 30 years	100	15
	Segment is 15 to 30 years	70	15
	Segment is 5 to 15 years	50	15
	Segment is less than 5 years	20	15
Shopping	Segment is within 1/8 mile of Shopping	100	5
	Segment is within 1/4 mile of Shopping	70	5
	Segment is within 1/2 mile of Shopping	50	5
	Segment is within 3/4 mile of Shopping	20	5

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PRIORITIZATION LIST						
Street	Scoring Category	Scoring Criteria	Allocated Points	Weighted %	Points	Total
North Cleveland Avenue	School	Segment is within 1/8 mile of a School	100	30	30	81.25
	Roadway	Segment is on an Arterial Roadway	100	20	20	
	Length	% of deficiency by length < 50%	25	15	3.75	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Age	Segment is older than 30 years	100	15	15	
	Shopping	Segment is within 1/8 mile of Shopping	100	5	5	
St. Augustine Drive	School	Segment is within 1/8 mile of a School	100	30	30	80.00
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope > 5% &/or Width < 4'	100	15	15	
	Age	Segment is older than 30 years	100	15	15	
Deborah Court	School	Segment is within 1/4 mile of a School	80	30	24	74.00
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope > 5% &/or Width < 4'	100	15	15	
	Age	Segment is older than 30 years	100	15	15	
Railroad Street	School	Segment is within 1/4 mile of a School	80	30	24	73.75
	Roadway	Segment is on an Arterial Roadway	100	20	20	
	Length	% of deficiency by length < 50%	25	15	3.75	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Age	Segment is older than 30 years	100	15	15	
	Shopping	Segment is within 1/4 mile of Shopping	70	5	3.5	
Railroad Street	School	Segment is within 1/4 mile of a School	80	30	24	73.75
	Roadway	Segment is on an Arterial Roadway	100	20	20	
	Length	% of deficiency by length < 50%	25	15	3.75	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Age	Segment is older than 30 years	100	15	15	
	Shopping	Segment is within 1/4 mile of Shopping	70	5	3.5	
Joyce Place	School	Segment is within 1/8 mile of a School	100	30	30	72.50
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length 50% - 75%	50	15	7.5	
	Severity	Avg. Cross Slope > 5% &/or Width < 4'	100	15	15	
	Age	Segment is older than 30 years	100	15	15	

PRIORITIZATION LIST (CONT'D)						
Street	Scoring Category	Scoring Criteria	Allocated Points	Weighted %	Points	Total
East 4th Street	School	Segment is within 1/8 mile of a School	100	30	30	71.25
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length < 50%	25	15	3.75	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Library	Segment is within 1/8 mile of a Park/Rec/Library	100	15	15	
	Age	Segment is 5 to 15 years	50	15	7.5	
	Shopping	Segment is within 1/2 mile of Shopping	50	5	2.5	
East 5th Street	School	Segment is within 1/8 mile of a School	100	30	30	71.25
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length < 50%	25	15	3.75	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Library	Segment is within 1/8 mile of a Park/Rec/Library	100	15	15	
	Age	Segment is 5 to 15 years	50	15	7.5	
Harris Avenue	Shopping	Segment is within 1/2 mile of Shopping	50	5	2.5	70.5
	School	Segment is within 1/2 mile of a School	60	30	18	
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope > 5% &/or Width < 4'	100	15	15	
	Age	Segment is older than 30 years	100	15	15	
South Nicholson Avenue	Shopping	Segment is within 1/2 mile of Shopping	50	5	2.5	69.75
	School	Segment is within 1/8 mile of a School	100	30	30	
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length < 50%	25	15	3.75	
	Severity	Avg. Cross Slope > 5% &/or Width < 4'	100	15	15	
	Library	Segment is within 3/4 mile of a Park/Rec/Library	40	15	6	
	Age	Segment is 5 to 15 years	50	15	7.5	
South Cleveland Avenue	Shopping	Segment is within 1/2 mile of Shopping	50	5	2.5	68.25
	School	Segment is within 1/2 mile of a School	60	30	18	
	Roadway	Segment is on an Arterial Roadway	100	20	20	
	Length	% of deficiency by length < 50%	25	15	3.75	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Library	Segment is within 1/2 mile of a Park/Rec/Library	60	15	9	
	Age	Segment is 5 to 15 years	50	15	7.5	
Barbara Court	Shopping	Segment is within 1/2 mile of Shopping	50	5	2.5	68.00
	School	Segment is within 1/2 mile of a School	60	30	18	
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope > 5% &/or Width < 4'	100	15	15	
	Age	Segment is older than 30 years	100	15	15	

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PRIORITIZATION LIST (CONT'D)						
Street	Scoring Category	Scoring Criteria	Allocated Points	Weighted %	Points	Total
Earline Court	School	Segment is within 1/2 mile of a School	60	30	18	68.00
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope > 5% &/or Width < 4'	100	15	15	
	Age	Segment is older than 30 years	100	15	15	
Suzanne Avenue	School	Segment is within 1/2 mile of a School	60	30	18	68.00
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope > 5% &/or Width < 4'	100	15	15	
	Age	Segment is older than 30 years	100	15	15	
Lisa Court	School	Segment is within 1/2 mile of a School	60	30	18	68.00
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope > 5% &/or Width < 4'	100	15	15	
	Age	Segment is older than 30 years	100	15	15	
Nan Court	School	Segment is within 1/2 mile of a School	60	30	18	68.00
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope > 5% &/or Width < 4'	100	15	15	
	Age	Segment is older than 30 years	100	15	15	
East 3rd Street	School	Segment is within 1/8 mile of a School	100	30	30	67.50
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length < 50%	25	15	3.75	
	Severity	Avg. Cross Slope 2.1% - 3%	25	15	3.75	
	Library	Segment is within 1/8 mile of a Park/Rec/Library	100	15	15	
	Age	Segment is 5 to 15 years	50	15	7.5	
	Shopping	Segment is within 1/2 mile of Shopping	50	5	2.5	
East 2nd Street	School	Segment is within 1/8 mile of a School	100	30	30	67.50
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length < 50%	25	15	3.75	
	Severity	Avg. Cross Slope 2.1% - 3%	25	15	3.75	
	Library	Segment is within 1/8 mile of a Park/Rec/Library	100	15	15	
	Age	Segment is 5 to 15 years	50	15	7.5	
	Shopping	Segment is within 1/2 mile of Shopping	50	5	2.5	

PRIORITIZATION LIST (CONT'D)						
Street	Scoring Category	Scoring Criteria	Allocated Points	Weighted %	Points	Total
Le Petit Cove	School	Segment is within 1/4 mile of a School	80	30	24	66.50
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope > 5% &/or Width < 4'	100	15	15	
	Age	Segment is 5 to 15 years	50	15	7.5	
Beach Park Place	School	Segment is within 1/8 mile of a School	100	30	30	65.00
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Age	Segment is 5 to 15 years	50	15	7.5	
Charleston Lane	School	Segment is within 1/2 mile of a School	60	30	18	63.50
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope > 5% &/or Width < 4'	100	15	15	
	Age	Segment is 15 to 30 years	70	15	10.5	
Jeff Davis Avenue	School	Segment is within 3/4 mile of a School	40	30	12	63.25
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope 2.1% - 3%	25	15	3.75	
	Library	Segment is within 1/8 mile of a Park/Rec/Library	100	15	15	
	Age	Segment is 5 to 15 years	50	15	7.5	
	Shopping	Segment is within 1/8 mile of Shopping	100	5	5	
Gardendale Avenue	School	Segment is within 1/8 mile of a School	100	30	30	62.50
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length < 50%	25	15	3.75	
	Severity	Avg. Cross Slope 2.1% - 3%	25	15	3.75	
	Age	Segment is older than 30 years	100	15	15	
	Shopping	Segment is within 1/8 mile of Shopping	100	5	5	
Mary Court	School	Segment is within 3/4 mile of a School	40	30	12	62.00
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope > 5% &/or Width < 4'	100	15	15	
	Age	Segment is older than 30 years	100	15	15	

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PRIORITIZATION LIST (CONT'D)						
Street	Scoring Category	Scoring Criteria	Allocated Points	Weighted %	Points	Total
Chloe Court	School	Segment is within 3/4 mile of a School	40	30	12	62.00
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope > 5% &/or Width < 4'	100	15	15	
	Age	Segment is older than 30 years	100	15	15	
Marjorie Street	School	Segment is within 3/4 mile of a School	40	30	12	62.00
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope > 5% &/or Width < 4'	100	15	15	
	Age	Segment is older than 30 years	100	15	15	
South Burke Avenue	School	Segment is within 1/2 mile of a School	60	30	18	61.75
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length < 50%	25	15	3.75	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Library	Segment is within 1/8 mile of a Park/Rec/Library	100	15	15	
	Age	Segment is 5 to 15 years	50	15	7.5	
West 3rd Street	Shopping	Segment is within 1/8 mile of Shopping	100	5	5	61.00
	School	Segment is within 1 mile of a School	20	30	6	
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Library	Segment is within 1/8 mile of a Park/Rec/Library	100	15	15	
Oakmont Place	Age	Segment is 5 to 15 years	50	15	7.5	59.50
	Shopping	Segment is within 1/8 mile of Shopping	100	5	5	
	School	Segment is within 1 mile of a School	20	30	6	
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope > 5% &/or Width < 4'	100	15	15	
Gulfview Avenue	Age	Segment is older than 30 years	100	15	15	59.25
	Shopping	Segment is within 1/4 mile of Shopping	70	5	3.5	
	School	Segment is within 1/4 mile of a School	80	30	24	
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length < 50%	25	15	3.75	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Library	Segment is within 1/2 mile of a Park/Rec/Library	60	15	9	
	Age	Segment is 5 to 15 years	50	15	7.5	
	Shopping	Segment is within 1/2 mile of Shopping	50	5	2.5	

PRIORITIZATION LIST (CONT'D)						
Street	Scoring Category	Scoring Criteria	Allocated Points	Weighted %	Points	Total
Red Gate Drive	School	Segment is within 1/4 mile of a School	80	30	24	59.00
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Age	Segment is 5 to 15 years	50	15	7.5	
North Nicholson Avenue	School	Segment is within 1/4 mile of a School	80	30	24	58.75
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length < 50%	25	15	3.75	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Age	Segment is older than 30 years	100	15	15	
Mossy Oaks Lane	Shopping	Segment is within 1/4 mile of Shopping	70	5	3.5	57.50
	School	Segment is within 3/4 mile of a School	40	30	12	
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope > 5% &/or Width < 4'	100	15	15	
Harper McCaughan	Age	Segment is 15 to 30 years	70	15	10.5	57.50
	School	Segment is within 1/8 mile of a School	100	30	30	
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length 50% - 75%	50	15	7.5	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
Periwinkle Lane	Age	Segment is 5 to 15 years	50	15	7.5	57.50
	School	Segment is within 3/4 mile of a School	40	30	12	
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope > 5% &/or Width < 4'	100	15	15	
Old Savannah Drive	Age	Segment is 15 to 30 years	70	15	10.5	56.75
	School	Segment is within 1/2 mile of a School	60	30	18	
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length < 50%	25	15	3.75	
	Severity	Avg. Cross Slope > 5% &/or Width < 4'	100	15	15	
Thrlvent Lane	Age	Segment is older than 30 years	100	15	15	56.00
	School	Segment is within 1/2 mile of a School	60	30	18	
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Age	Segment is 15 to 30 years	70	15	10.5	

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PRIORITIZATION LIST (CONT'D)						
Street	Scoring Category	Scoring Criteria	Allocated Points	Weighted %	Points	Total
West 4th Street	School	Segment is within 1 mile of a School	20	30	6	53.50
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length 50% - 75%	50	15	7.5	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Library	Segment is within 1/8 mile of a Park/Rec/Library	100	15	15	
	Age	Segment is 5 to 15 years	50	15	7.5	
Pineville Road (Beatline to Harper McCaughan)	Shopping	Segment is within 1/8 mile of Shopping	100	5	5	53.00
	School	Segment is within 1/2 mile of a School	60	30	18	
	Roadway	Segment is on an Arterial Roadway	100	20	20	
	Length	% of deficiency by length < 50%	25	15	3.75	
	Severity	Avg. Cross Slope 2.1% - 3%	25	15	3.75	
	Age	Segment is 5 to 15 years	50	15	7.5	
Wisteria Lane	Roadway	Segment is on Urban Roadway	25	20	5	53.00
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope > 5% &/or Width < 4'	100	15	15	
	Park	Segment is within 1 mile of a Park/Rec/Library	20	15	3	
	Age	Segment is older than 30 years	100	15	15	
Estate Drive	School	Segment is within 1/2 mile of a School	60	30	18	53.00
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Age	Segment is 5 to 15 years	50	15	7.5	
Richards Avenue	School	Segment is within 1/2 mile of a School	60	30	18	53.00
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Age	Segment is 5 to 15 years	50	15	7.5	
Commission Road	School	Segment is within 1/4 mile of a School	80	30	24	51.25
	Roadway	Segment is on a Collector Roadway	80	20	16	
	Length	% of deficiency by length 50% - 75%	50	15	7.5	
	Severity	Avg. Cross Slope 2.1% - 3%	25	15	3.75	
Southern Oaks Lane	Roadway	Segment is on Urban Roadway	25	20	5	50.00
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope > 5% &/or Width < 4'	100	15	15	
	Age	Segment is older than 30 years	100	15	15	

PRIORITIZATION LIST (CONT'D)						
Street	Scoring Category	Scoring Criteria	Allocated Points	Weighted %	Points	Total
Twin Lakes Boulevard	School	Segment is within 3/4 mile of a School	40	30	12	50.00
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Age	Segment is 15 to 30 years	70	15	10.5	
East Marigold Drive	School	Segment is within 1 mile of a School	20	30	6	50.00
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope > 5% &/or Width < 4'	100	15	15	
	Age	Segment is 5 to 15 years	60	15	9	
James Street	School	Segment is within 1 mile of a School	20	30	6	48.50
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length 50% - 75%	50	15	7.5	
	Severity	Avg. Cross Slope > 5% &/or Width < 4'	100	15	15	
	Age	Segment is older than 30 years	100	15	15	
West Marigold Drive	School	Segment is within 1 mile of a School	20	30	6	48.50
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope > 5% &/or Width < 4'	100	15	15	
	Age	Segment is 5 to 15 years	50	15	7.5	
Verbena Drive	School	Segment is within 1 mile of a School	20	30	6	48.50
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope > 5% &/or Width < 4'	100	15	15	
	Age	Segment is 5 to 15 years	50	15	7.5	
Lantana Boulevard	School	Segment is within 1 mile of a School	20	30	6	48.50
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope > 5% &/or Width < 4'	100	15	15	
	Age	Segment is 5 to 15 years	50	15	7.5	
Rosalie Drive	School	Segment is within 1 mile of a School	20	30	6	48.50
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Age	Segment is older than 30 years	100	15	15	

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PRIORITIZATION LIST (CONT'D)						
Street	Scoring Category	Scoring Criteria	Allocated Points	Weighted %	Points	Total
Pelican Circle	School	Segment is within 3/4 mile of a School	40	30	12	47.00
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Age	Segment is 5 to 15 years	50	15	7.5	
Sea Oaks Drive	School	Segment is within 3/4 mile of a School	40	30	12	47.00
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Age	Segment is 5 to 15 years	50	15	7.5	
North Seashore Avenue	School	Segment is within 3/4 mile of a School	40	30	12	47.00
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Age	Segment is 5 to 15 years	50	15	7.5	
West Petunia Drive	School	Segment is within 3/4 mile of a School	40	30	12	47.00
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Age	Segment is 5 to 15 years	50	15	7.5	
East Petunia Drive	School	Segment is within 3/4 mile of a School	40	30	12	47.00
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Age	Segment is 5 to 15 years	50	15	7.5	
Central Avenue	School	Segment is within 3/4 mile of a School	40	30	12	47.00
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Age	Segment is 5 to 15 years	50	15	7.5	
Rue Orleans Court	Roadway	Segment is on Urban Roadway	25	20	5	45.50
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope > 5% &/or Width < 4'	100	15	15	
	Age	Segment is 15 to 30 years	70	15	10.5	

PRIORITIZATION LIST (CONT'D)						
Street	Scoring Category	Scoring Criteria	Allocated Points	Weighted %	Points	Total
Ivy Cove	School	Segment is within 1 mile of a School	20	30	6	45.50
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Age	Segment is 15 to 30 years	80	15	12	
Live Oak Drive	Roadway	Segment is on Urban Roadway	25	20	5	45.50
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope > 5% &/or Width < 4'	100	15	15	
	Age	Segment is 15 to 30 years	70	15	10.5	
Parkwood Drive	School	Segment is within 1 mile of a School	20	30	6	44.75
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope 2.1% - 3%	25	15	3.75	
	Age	Segment is older than 30 years	100	15	15	
Hickory Drive	School	Segment is within 1 mile of a School	20	30	6	44.00
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
Maple Cove	Age	Segment is 15 to 30 years	70	15	10.5	44.00
	School	Segment is within 1 mile of a School	20	30	6	
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
Pine Cove	Age	Segment is 15 to 30 years	70	15	10.5	44.00
	School	Segment is within 1 mile of a School	20	30	6	
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
Scott Station Cove	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	44.00
	Age	Segment is 15 to 30 years	70	15	10.5	
	School	Segment is within 1 mile of a School	20	30	6	
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	

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PRIORITIZATION LIST (CONT'D)						
Street	Scoring Category	Scoring Criteria	Allocated Points	Weighted %	Points	Total
Oak Street	School	Segment is within 1 mile of a School	20	30	6	43.75
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length < 50%	25	15	3.75	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Park	Segment is within 1/8 mile of a Park/Rec/Library	100	15	15	
	Age	Segment is less than 5 years	20	15	3	
Ocean Wave Avenue	Shopping	Segment is within 1/4 mile of Shopping	70	5	3.5	43.25
	School	Segment is within 3/4 mile of a School	40	30	12	
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length < 50%	25	15	3.75	
	Severity	Avg. Cross Slope > 5% &/or Width < 4'	100	15	15	
Pineville Road at Mockingbird Boulevard	Age	Segment is 5 to 15 years	50	15	7.5	42.50
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
Seagull Drive	Age	Segment is older than 30 years	100	15	15	42.50
	School	Segment is within 1 mile of a School	20	30	6	
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
Plantation Drive	Park	Segment is within 3/4 mile of a Park/Rec/Library	40	15	6	42.50
	Age	Segment is less than 5 years	20	15	3	
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
Northwood Circle	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	42.50
	Age	Segment is older than 30 years	100	15	15	
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
Maplewood Circle	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	42.50
	Age	Segment is older than 30 years	100	15	15	
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
Mitchell Road	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	42.50
	Age	Segment is older than 30 years	100	15	15	
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	

PRIORITIZATION LIST (CONT'D)						
Street	Scoring Category	Scoring Criteria	Allocated Points	Weighted %	Points	Total
Merinda Lane	Roadway	Segment is on Urban Roadway	25	20	5	42.50
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Age	Segment is older than 30 years	100	15	15	
Mason Avenue	School	Segment is within 1 mile of a School	20	30	6	42.25
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length < 50%	25	15	3.75	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Park	Segment is within 1/4 mile of a Park/Rec/Library	80	15	12	
	Age	Segment is less than 5 years	20	15	3	
Copper Court	Shopping	Segment is within 1/8 mile of Shopping	100	5	5	41.75
	School	Segment is within 1/2 mile of a School	60	30	18	
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length < 50%	25	15	3.75	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
Magnolia Street	Age	Segment is 5 to 15 years	50	15	7.5	41.25
	School	Segment is within 1 mile of a School	20	30	6	
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length < 50%	25	15	3.75	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Park	Segment is within 1/8 mile of a Park/Rec/Library	100	15	15	
Hawthorne Drive	Age	Segment is less than 5 years	20	15	3	41.00
	Shopping	Segment is within 3/4 mile of Shopping	20	5	1	
	School	Segment is within 1 mile of a School	20	30	6	
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
Pinecrest Circle	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	40.25
	Age	Segment is 5 to 15 years	50	15	7.5	
	School	Segment is within 1 mile of a School	20	30	6	
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
Pinecrest Boulevard	Severity	Avg. Cross Slope 2.1% - 3%	25	15	3.75	40.25
	Age	Segment is 15 to 30 years	70	15	10.5	
	School	Segment is within 1 mile of a School	20	30	6	
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	

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PRIORITIZATION LIST (CONT'D)						
Street	Scoring Category	Scoring Criteria	Allocated Points	Weighted %	Points	Total
Lighthouse Drive	School	Segment is within 1 mile of a School	20	30	6	39.50
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Park	Segment is within 1 mile of a Park/Rec/Library	20	15	3	
Crawford Drive	Age	Segment is less than 5 years	20	15	3	39.50
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Park	Segment is within 1/2 mile of a Park/Rec/Library	60	15	9	
Rosie Drive	Age	Segment is less than 5 years	20	15	3	39.50
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Park	Segment is within 1/2 mile of a Park/Rec/Library	60	15	9	
Mockingbird Drive	Age	Segment is less than 5 years	20	15	3	38.75
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope 2.1% - 3%	25	15	3.75	
Partridge Place	Age	Segment is older than 30 years	100	15	15	38.75
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope 2.1% - 3%	25	15	3.75	
Cardinal Cove	Age	Segment is older than 30 years	100	15	15	38.75
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope 2.1% - 3%	25	15	3.75	
Mockingbird Boulevard	Age	Segment is older than 30 years	100	15	15	38.75
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope 2.1% - 3%	25	15	3.75	
Brianwood Drive	Age	Segment is older than 30 years	100	15	15	38.75
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope 2.1% - 3%	25	15	3.75	

PRIORITIZATION LIST (CONT'D)						
Street	Scoring Category	Scoring Criteria	Allocated Points	Weighted %	Points	Total
Dogwood Drive	Roadway	Segment is on Urban Roadway	25	20	5	38.75
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope 2.1% - 3%	25	15	3.75	
	Age	Segment is older than 30 years	100	15	15	
Northwood Drive	Roadway	Segment is on Urban Roadway	25	20	5	38.75
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope 2.1% - 3%	25	15	3.75	
	Age	Segment is older than 30 years	100	15	15	
Parkwood Circle	Roadway	Segment is on Urban Roadway	25	20	5	38.75
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope 2.1% - 3%	25	15	3.75	
	Age	Segment is older than 30 years	100	15	15	
Oakwood Drive	Roadway	Segment is on Urban Roadway	25	20	5	38.75
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope 2.1% - 3%	25	15	3.75	
	Age	Segment is older than 30 years	100	15	15	
Briarwood Circle	Roadway	Segment is on Urban Roadway	25	20	5	38.75
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope 2.1% - 3%	25	15	3.75	
	Age	Segment is older than 30 years	100	15	15	
North Island View Avenue	Roadway	Segment is on Urban Roadway	25	20	5	38.75
	Length	% of deficiency by length < 50%	25	15	3.75	
	Severity	Avg. Cross Slope > 5% &/or Width < 4'	100	15	15	
	Age	Segment is older than 30 years	100	15	15	
Shelter Rock Drive	Roadway	Segment is on Urban Roadway	25	20	5	38.25
	Length	% of deficiency by length < 50%	25	15	3.75	
	Severity	Avg. Cross Slope > 5% &/or Width < 4'	100	15	15	
	Park	Segment is within 1/2 mile of a Park/Rec/Library	60	15	9	
	Age	Segment is less than 5 years	20	15	3	
	Shopping	Segment is within 1/2 mile of Shopping	50	5	2.5	
Belle Terre Court	Roadway	Segment is on Urban Roadway	25	20	5	38.00
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Age	Segment is 15 to 30 years	70	15	10.5	
Rue Domains	Roadway	Segment is on Urban Roadway	25	20	5	38.00
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Age	Segment is 15 to 30 years	70	15	10.5	

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PRIORITIZATION LIST (CONT'D)						
Street	Scoring Category	Scoring Criteria	Allocated Points	Weighted %	Points	Total
Beau Braun Drive	Roadway	Segment is on Urban Roadway	25	20	5	38.00
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Age	Segment is 15 to 30 years	70	15	10.5	
Enclave Circle	Roadway	Segment is on Urban Roadway	25	20	5	38.00
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope > 5% &/or Width < 4'	100	15	15	
	Age	Segment is less than 5 years	20	15	3	
Pecan Lane	Roadway	Segment is on Urban Roadway	25	20	5	38.00
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Age	Segment is 15 to 30 years	70	15	10.5	
Castine Pointe Boulevard	School	Segment is within 1 mile of a School	20	30	6	36.50
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Age	Segment is less than 5 years	20	15	3	
Woodcrest Drive	School	Segment is within 1 mile of a School	20	30	6	36.50
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length 50% - 75%	50	15	7.5	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Age	Segment is 15 to 30 years	70	15	10.5	
Shannon Drive	School	Segment is within 3/4 mile of a School	40	30	12	35.75
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length < 50%	25	15	3.75	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Age	Segment is 5 to 15 years	50	15	7.5	
Destiny Oaks Drive	Roadway	Segment is on Urban Roadway	25	20	5	35.00
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Age	Segment is 5 to 15 years	50	15	7.5	
Markham Drive	Roadway	Segment is on Urban Roadway	25	20	5	35.00
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Age	Segment is 5 to 15 years	50	15	7.5	

PRIORITIZATION LIST (CONT'D)						
Street	Scoring Category	Scoring Criteria	Allocated Points	Weighted %	Points	Total
Oak Garden Avenue	Roadway	Segment is on Urban Roadway	25	20	5	34.25
	Length	% of deficiency by length < 50%	25	15	3.75	
	Severity	Avg. Cross Slope > 5% &/or Width < 4'	100	15	15	
	Park	Segment is within 1 mile of a Park/Rec/Library	20	15	3	
	Age	Segment is 5 to 15 years	50	15	7.5	
Sand Dollar Drive	School	Segment is within 1 mile of a School	20	30	6	33.50
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
Dynsmore Place	Roadway	Segment is on Urban Roadway	25	20	5	31.25
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope 2.1% - 3%	25	15	3.75	
	Age	Segment is 5 to 15 years	50	15	7.5	
Oak Court	Roadway	Segment is on Urban Roadway	25	20	5	30.50
	Length	% of deficiency by length 50% - 75%	50	15	7.5	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Age	Segment is 15 to 30 years	70	15	10.5	
Pettis Lane	Roadway	Segment is on Urban Roadway	25	20	5	30.50
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Age	Segment is less than 5 years	20	15	3	
Sumner Cove	Roadway	Segment is on Urban Roadway	25	20	5	30.50
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Age	Segment is less than 5 years	20	15	3	
Sea Oaks Boulevard	Roadway	Segment is on Urban Roadway	25	20	5	30.50
	Length	% of deficiency by length >75%	100	15	15	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Age	Segment is less than 5 years	20	15	3	
South Lang Avenue	Roadway	Segment is on a Collector Roadway	80	20	16	30.25
	Length	% of deficiency by length < 50%	25	15	3.75	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Age	Segment is less than 5 years	20	15	3	

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PRIORITIZATION LIST (CONT'D)						
Street	Scoring Category	Scoring Criteria	Allocated Points	Weighted %	Points	Total
Dearman Avenue	Roadway	Segment is on Urban Roadway	25	20	5	29.25
	Length	% of deficiency by length < 50%	25	15	3.75	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Park	Segment is within 1/2 mlie of a Park/Rec/Library	60	15	9	
	Age	Segment is less than 5 years	20	15	3	
Trautman Avenue	Shopping	Segment is within 3/4 mile of Shopping	20	5	1	27.00
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length < 50%	25	15	3.75	
	Severity	Avg. Cross Slope 2.1% - 3%	25	15	3.75	
	Park	Segment is within 3/4 mile of a Park/Rec/Library	40	15	6	
Red Oak Drive	Age	Segment is 5 to 15 years	50	15	7.5	26.75
	Shopping	Segment is within 3/4 mile of Shopping	20	5	1	
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length > 75%	100	15	15	
	Severity	Avg. Cross Slope 2.1% - 3%	25	15	3.75	
Iris Street	Age	Segment is less than 5 years	20	15	3	26.75
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length < 50%	25	15	3.75	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
Pitcher Point	Age	Segment is 15 to 30 years	70	15	10.5	26.75
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length < 50%	25	15	3.75	
	Severity	Avg. Cross Slope > 5% &/or Width < 4'	100	15	15	
Treasure Street	Age	Segment is less than 5 years	20	15	3	26.75
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length < 50%	25	15	3.75	
	Severity	Avg. Cross Slope > 5% &/or Width < 4'	100	15	15	
Pirate Avenue	Age	Segment is less than 5 years	20	15	3	26.75
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length < 50%	25	15	3.75	
	Severity	Avg. Cross Slope > 5% &/or Width < 4'	100	15	15	
West Avenue	Age	Segment is less than 5 years	20	15	3	25.25
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length < 50%	25	15	3.75	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Park	Segment is within 3/4 mile of a Park/Rec/Library	40	15	6	

PRIORITIZATION LIST (CONT'D)						
Street	Scoring Category	Scoring Criteria	Allocated Points	Weighted %	Points	Total
Buena Vista Drive	Roadway	Segment is on Urban Roadway	25	20	5	23.75
	Length	% of deficiency by length < 50%	25	15	3.75	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Age	Segment is 5 to 15 years	50	15	7.5	
Runnels Avenue	Roadway	Segment is on Urban Roadway	25	20	5	22.25
	Length	% of deficiency by length < 50%	25	15	3.75	
	Severity	Avg. Cross Slope 3% - 5%	50	15	7.5	
	Park	Segment is within 1 mile of a Park/Rec/Library	20	15	3	
Diane Cove	Age	Segment is less than 5 years	20	15	3	19.25
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length 50% - 75%	50	15	7.5	
	Severity	Avg. Cross Slope 2.1% - 3%	25	15	3.75	
Boland Cove	Age	Segment is less than 5 years	20	15	3	19.25
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length 50% - 75%	50	15	7.5	
	Severity	Avg. Cross Slope 2.1% - 3%	25	15	3.75	
Bear Point Drive	Age	Segment is less than 5 years	20	15	3	15.50
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length < 50%	25	15	3.75	
	Severity	Avg. Cross Slope 2.1% - 3%	25	15	3.75	
White Harbor Road	Age	Segment is less than 5 years	20	15	3	15.50
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length < 50%	25	15	3.75	
	Severity	Avg. Cross Slope 2.1% - 3%	25	15	3.75	
Boggs Circle	Age	Segment is less than 5 years	20	15	3	15.50
	Roadway	Segment is on Urban Roadway	25	20	5	
	Length	% of deficiency by length < 50%	25	15	3.75	
	Severity	Avg. Cross Slope 2.1% - 3%	25	15	3.75	

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Appendix C

ADA Accommodation Request & Grievance Forms



City of Long Beach ADA Complaint/Grievance Form

Please complete and return to: City of Long Beach, ADA Coordinator, 201 Jeff Davis Avenue Long Beach, MS 39560. By request, reasonable accommodation will be provided in completing this form, or copies of the form will be provided in alternative formats. Contact the ADA Coordinator at the address listed above, via telephone (228) 863-1556, fax (228) 863-1558, e-mail: mgundlach@longbeachms.gov

- Name of Complainant: _____
(If someone other than complainant is filling out form, please state relationship above)
- Street Address of Complainant: _____
- City: _____ State: _____ Zip: _____
- Phone: _____ Email: _____
- Street Address/Location of Complaint – Please be as specific as possible as to the location:

- Please describe complaint (attach additional pages, if necessary):

- Please describe below what you think may be done to resolve the complaint:

Signature: _____ Date: _____

Minutes of June 16, 2026
Mayor and Board of Aldermen



City of Long Beach ADA Accommodation Form

Please complete and return to: City of Long Beach, ADA Coordinator, 201 Jeff Davis Avenue Long Beach, MS 39560. By request, reasonable accommodation will be provided in completing this form, or copies of the form will be provided in alternative formats. Contact the ADA Coordinator at the address listed above, via telephone (228) 863-1556, fax (228) 863-1558, e-mail: mgundlach@longbeachms.gov

• Name of Requesting Person: _____

(If someone other than the person requesting accommodation is filling out form, please state relationship above)

• Street Address: _____

• City: _____ State: _____ Zip: _____

• Phone: _____ Email: _____

• Service, Program, of Facility Requiring Accommodation

Name of Program, Service or Facility: _____

Date When Accommodation is needed: _____

Please describe complaint (attach additional pages, if necessary):

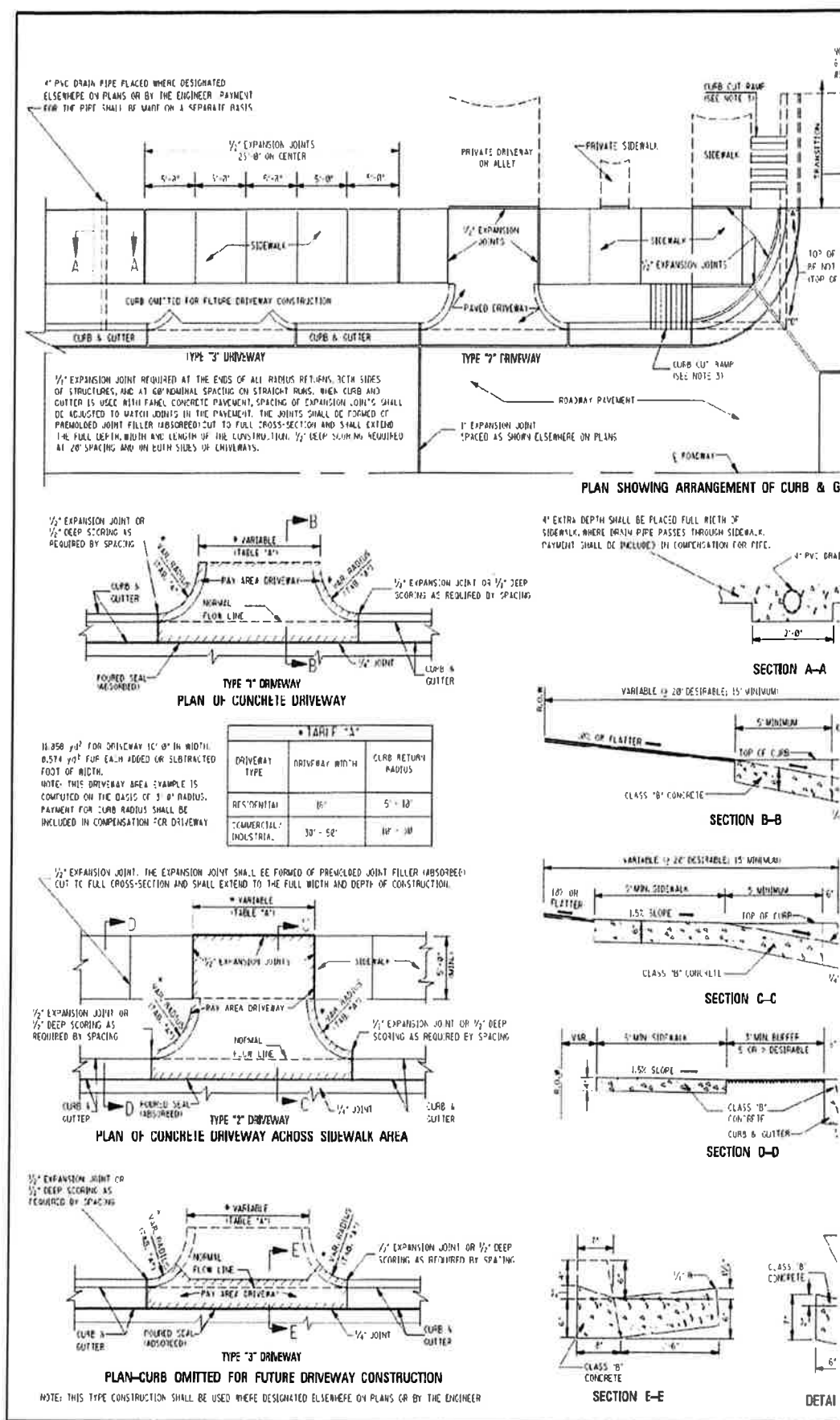
Signature: _____ Date: _____

City of Long Beach, Mississippi - ADA Transition Plan
Appendix C

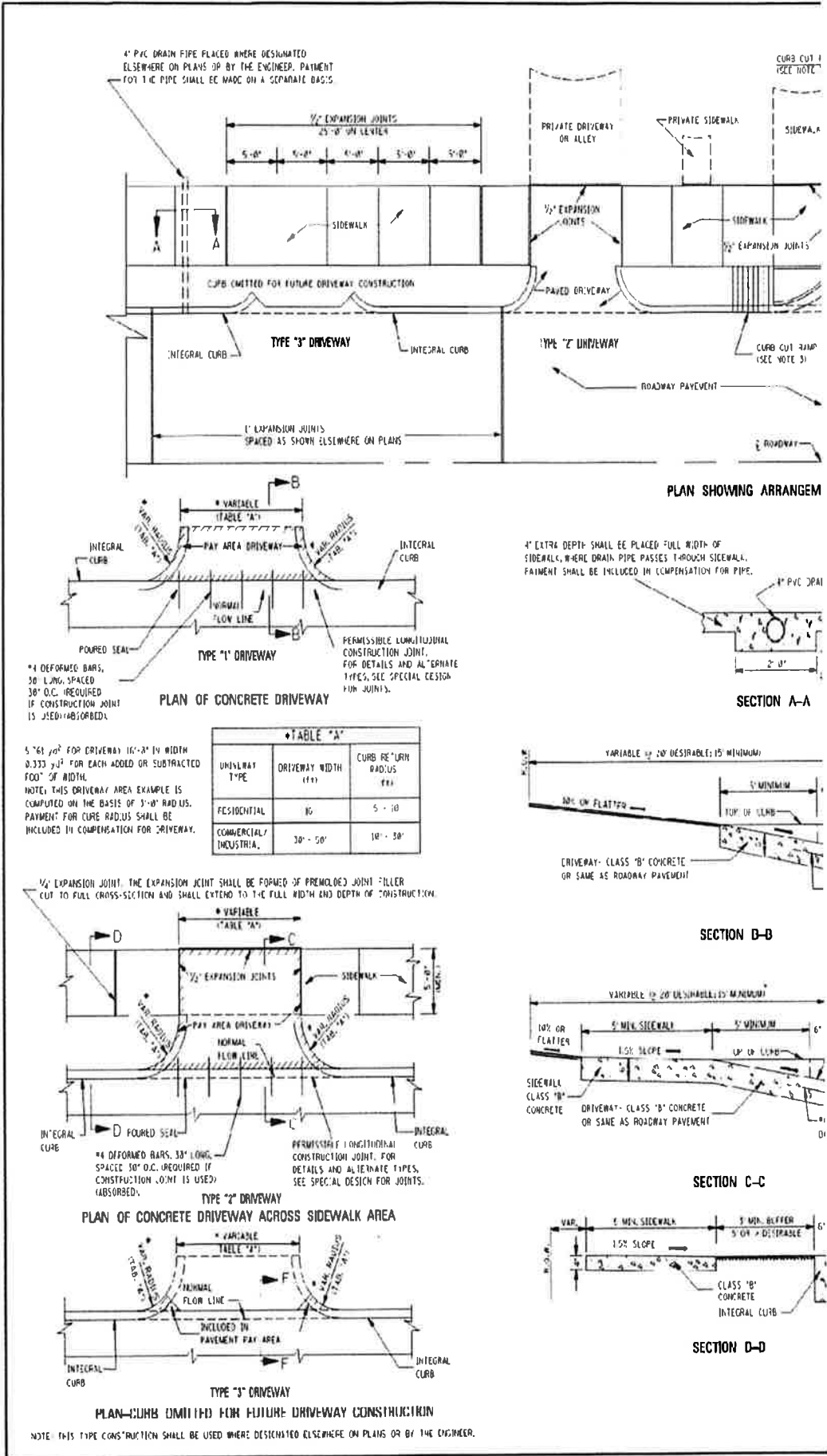
Appendix D

Standard Engineering Details for Pedestrian Facilities

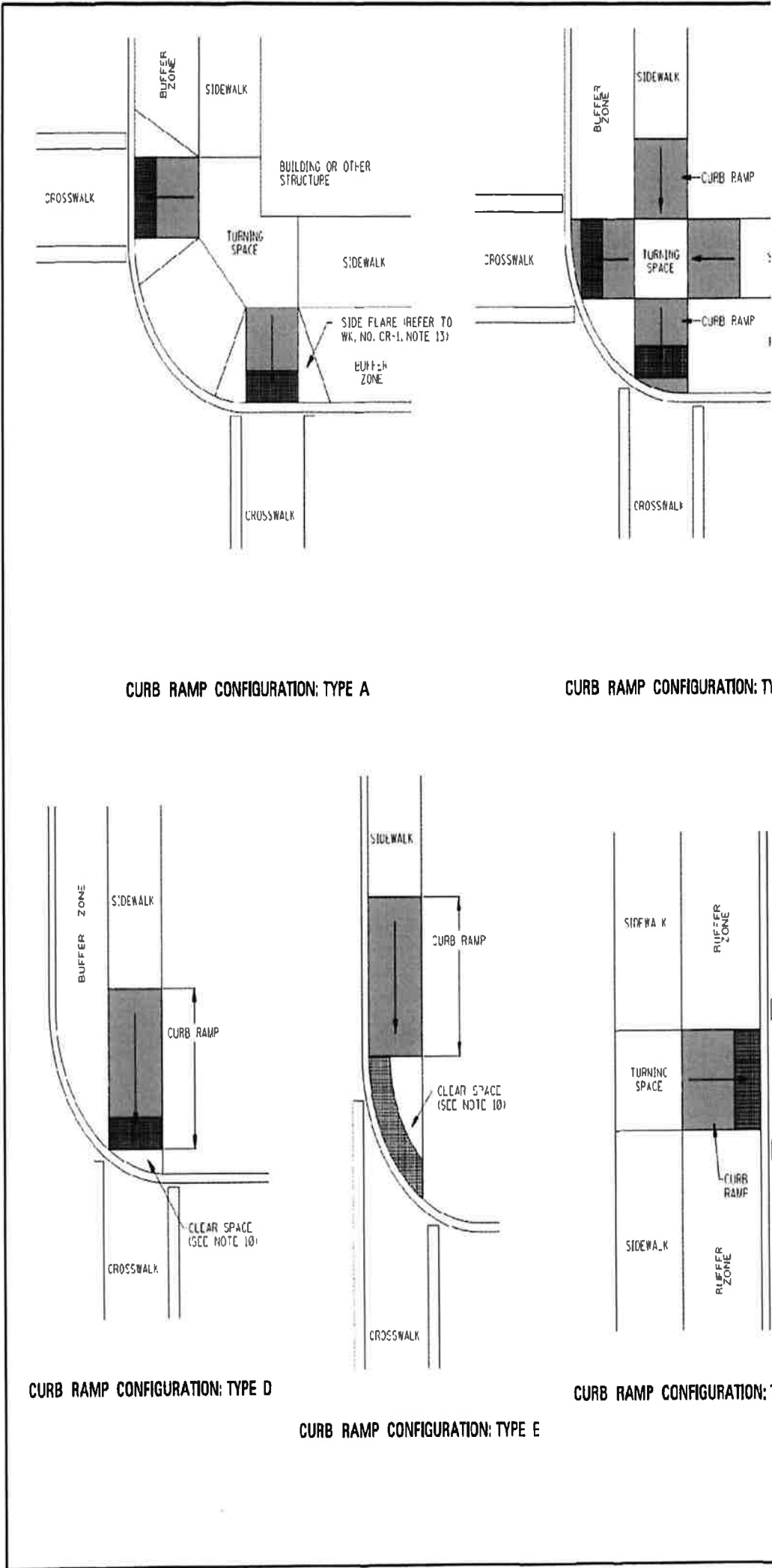
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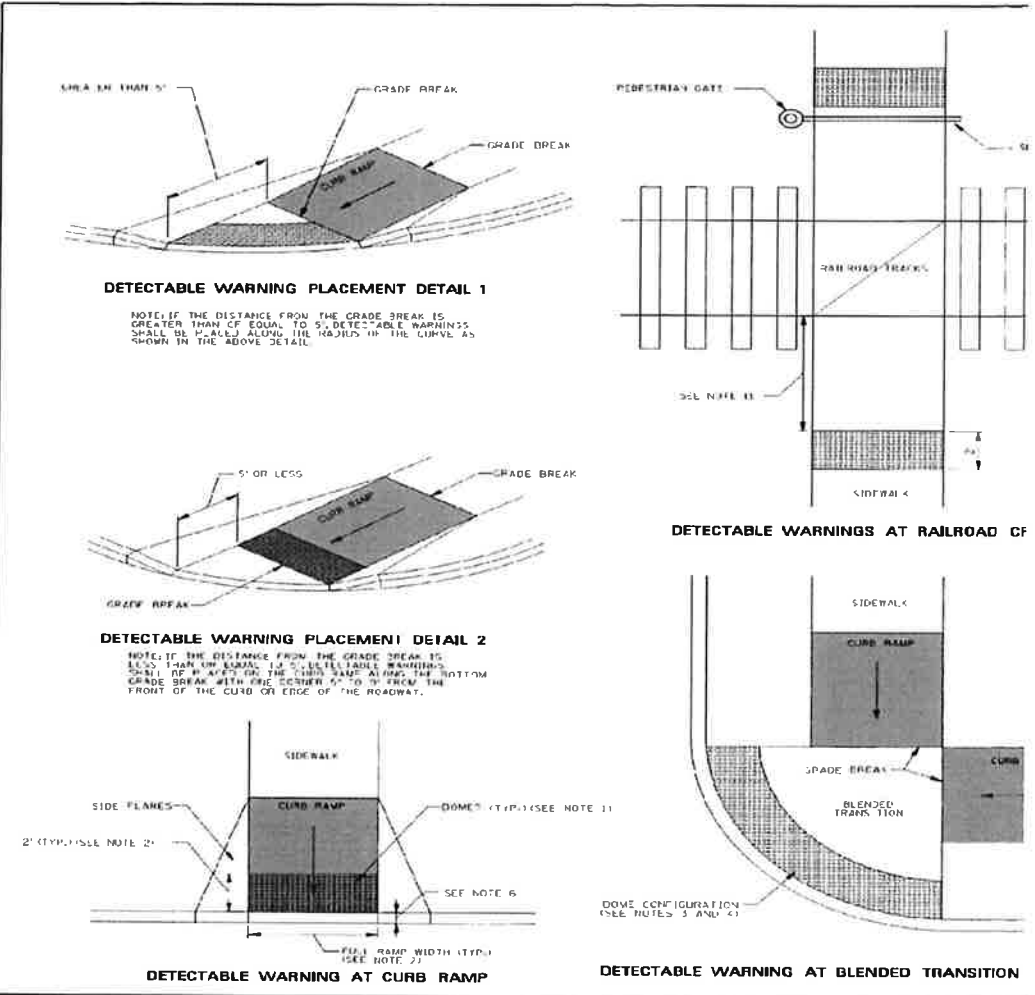
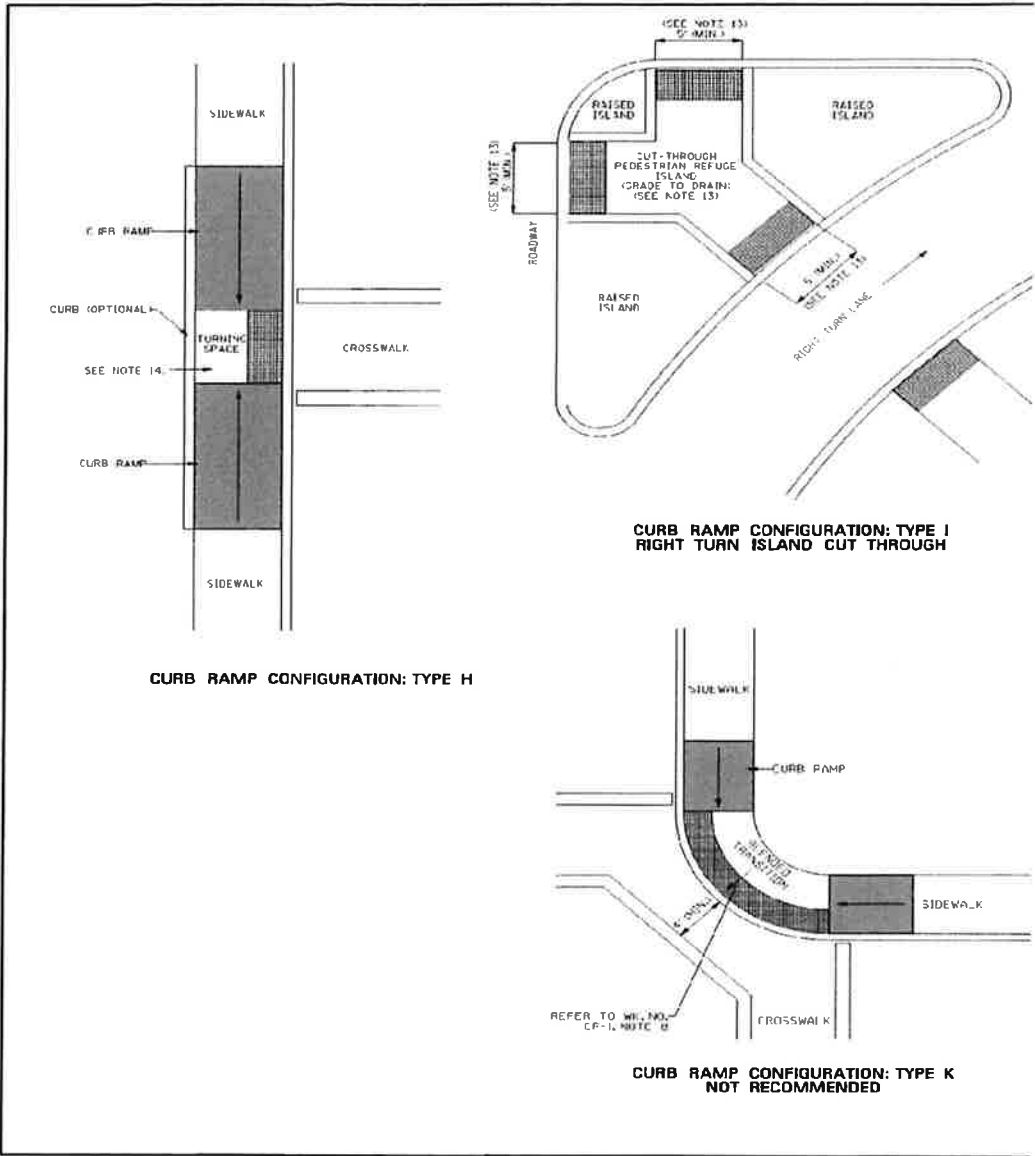
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Minutes of June 16, 2026
Mayor and Board of Aldermen

*

*

Discussion continued whereupon, Alderman McCaffrey made motion, seconded by Alderman McGoey, and unanimously carried to appoint Building Official Mike Gundlach as ADA Compliance Officer for the City of Long Beach.

There came on for discussion Fiscal Year 2028 Tidelands Application. Based on the suggestions of City Engineer David Ball, Alderman McCaffrey made motion, seconded by Alderman Bonds, and unanimously carried to authorize Overstreet and Associates to prepare the application for the Mayor’s execution as per normal procedures:



**OVERSTREET
& ASSOCIATES**
CONSULTING ENGINEERS

overstreeteng.com
161 Lameuse St. Suite 203
Biloxi, MS 39530
228.967.7137

June 11, 2026

City of Long Beach
P.O. Box 929
Long Beach, MS 39560

RE: FY2028 Tidelands Funding Application

Ladies and Gentlemen:

Applications for Tidelands funding is due by July 1, 2026. To that end and based on conversations with the Mayor, we suggest that an application for the following requests be submitted, along with all supporting documentation for the application:

Tidelands (\$750,000 total):

- 1. Funding to construct the beach pavilions originally intended as part of the Jeff Davis Gateway project, along with other remaining amenities needed in the Gateway area.
- 2. Funding to cover the local share of any expenses relative to ongoing Harbor improvement and repairs projects, including the FEMA repair project.
- 3. Funding to construct and outfit charter boat slips along the Northwestern Bulkhead, which will include a concrete pier. These slips will be outfitted per City direction (with possible stakeholder input), but could include: fish cleaning stations, signage/banner mounting locations, slip roofing, etc.

If the above suggestions are acceptable, we will prepare the applications for the Mayor's execution and will submit them in the City's name per our normal procedures.

Sincerely,

A handwritten signature in blue ink, appearing to read 'David Ball'.

David Ball, P.E.

DB:1421
Attachment

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There came on for discussion, the proposed contract submitted by Overstreet and Associates for the Northwestern Bulkhead. Discussion began with Alderman Giuffra requested Overstreet to reevaluate and revise the proposed contract and present to the at a later date. Furthermore, Alderman McCaffrey made motion, seconded by Alderman Frazer, and unanimously carried to table the contract until the next regularly scheduled meeting.



overstreeteng.com
161 Lameuse St. Suite 203
Biloxi, MS 39530
228.967.7137

June 12, 2026

City of Long Beach
P.O. Box 929
Long Beach, MS 39560

RE: LB Harbor – Northwestern Bulkhead

Ladies and Gentlemen:

Congratulations on the selection for funding of the City's FY2026 GOMESA application for the LB Harbor – Northwestern Bulkhead project. This project proposes the utilization of approximately \$2.5M for construction of a bulkhead between Pier 5 and the western jetty parking area.

We are ready to work with the City on this project and offer the attached contract for all related professional services, including design, permitting, bidding, construction administration, and inspection services. As per our normal process, we will support the City as needed for any grant administration or reimbursement processes. If the contract is acceptable to the City, please authorize its execution. We will not begin any work until we are provided a Notice to Proceed by the City.

Sincerely,



David Ball, P.E.

Minutes of June 16, 2026

Mayor and Board of Aldermen

SHORT FORM OF AGREEMENT BETWEEN OWNER AND ENGINEER FOR PROFESSIONAL SERVICES

THIS IS AN AGREEMENT, effective as of June 16, 2026 ("Effective Date") between City of Long Beach ("Owner") and Overstreet & Associates PLLC ("Engineer").

Engineer agrees to provide the services described below to Owner for design, permitting, bidding, construction administration, and inspection of the Northwestern Bulkhead in the City's Small Craft Harbor (along the northern shore, between Pier 5 and the western jetty parking area), including site work and all other needed improvements at the site, ("Project")

Description of Engineer's Services: Provide basic services for the Project, including the full design, creation of Bid Documents, coordination with the City during the Bid process, acquisition of any needed permits, and other miscellaneous professional services, including topographical survey, construction administration services, and construction inspection services needed to complete the work.

Owner and Engineer further agree as follows:

1.01 Basic Agreement

- A. Engineer shall provide, or cause to be provided, the services set forth in this Agreement, and Owner shall pay Engineer for such Services as set forth in Paragraph 9.01.

2.01 Payment Procedures

- A. *Preparation of Invoices.* Engineer will prepare a monthly invoice in accordance with Engineer's standard invoicing practices and submit the invoice to Owner.
- B. *Payment of Invoices.* Invoices are due and payable within 45 days of receipt. If Owner fails to make any payment due Engineer for services and expenses within 45 days after receipt of Engineer's invoice, the amounts due Engineer will be increased at the rate of 1.0% per month (or the maximum rate of interest permitted by law) from said forty-fifth day. In addition, Engineer may, without liability, after giving seven days written notice to Owner, suspend services under this Agreement until Engineer has been paid in full all amounts due for services, expenses, and other related charges. Payments will be credited first to interest and then to principal.

3.01 Additional Services

- A. If authorized by Owner, or if required because of changes in the Project, Engineer shall furnish services in addition to those set forth above.
- B. Owner shall pay Engineer for such additional services as follows: For additional services of Engineer's employees engaged directly on the Project an amount equal to the cumulative hours charged to the Project by each class of Engineer's employees times standard hourly rates for each applicable billing class; plus reimbursable expenses and Engineer's consultants' charges, if any.

4.01 Termination

- A. The obligation to provide further services under this Agreement may be terminated:

1 of 8

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Minutes of June 16, 2026
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1. For cause,

a. By either party upon 30 days written notice in the event of substantial failure by the other party to perform in accordance with the Agreement’s terms through no fault of the terminating party.

b. By Engineer:

1) upon seven days written notice if Engineer believes that Engineer is being requested by Owner to furnish or perform services contrary to Engineer’s responsibilities as a licensed professional; or

2) upon seven days written notice if the Engineer’s services for the Project are delayed or suspended for more than 90 days for reasons beyond Engineer’s control.

3) Engineer shall have no liability to Owner on account of such termination.

c. Notwithstanding the foregoing, this Agreement will not terminate as a result of a substantial failure under paragraph 4.01.A.1.a if the party receiving such notice begins, within seven days of receipt of such notice, to correct its failure and proceeds diligently to cure such failure within no more than 30 days of receipt of notice; provided, however, that if and to the extent such substantial failure cannot be reasonably cured within such 30 day period, and if such party has diligently attempted to cure the same and thereafter continues diligently to cure the same, then the cure period provided for herein shall extend up to, but in no case more than, 60 days after the date of receipt of the notice.
2. For convenience, by Owner effective upon the receipt of notice by Engineer.
- B. The terminating party under paragraphs 4.01.A.1 or 4.01.A.2 may set the effective date of termination at a time up to 30 days later than otherwise provided to allow Engineer to demobilize personnel and equipment from the Project site, to complete tasks whose value would otherwise be lost, to prepare notes as to the status of completed and uncompleted tasks, and to assemble Project materials in orderly files.

5.01 Controlling Law

- A. This Agreement is to be governed by the law of the state in which the Project is located.

6.01 Successors, Assigns, and Beneficiaries

- A. Owner and Engineer each is hereby bound and the partners, successors, executors, administrators, and legal representatives of Owner and Engineer (and to the extent permitted by paragraph 6.01.B the assigns of Owner and Engineer) are hereby bound to the other party to this Agreement and to the partners, successors, executors, administrators, and legal representatives (and said assigns) of such other party, in respect of all covenants, agreements, and obligations of this Agreement.
- B. Neither Owner nor Engineer may assign, sublet, or transfer any rights under or interest (including, but without limitation, moneys that are due or may become due) in this Agreement without the written consent of the other, except to the extent that any assignment, subletting, or transfer is mandated or restricted by law. Unless specifically stated to the contrary in any written consent to an assignment, no assignment will release or discharge the assignor from any duty or responsibility under this Agreement.

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EJCDC E-520 Short Form of Agreement Between Owner and Engineer for Professional Services
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7.01 General Considerations

- A. The standard of care for all professional engineering and related services performed or furnished by Engineer under this Agreement will be the care and skill ordinarily used by members of the subject profession practicing under similar circumstances at the same time and in the same locality. Engineer makes no warranties, express or implied, under this Agreement or otherwise, in connection with Engineer’s services. Engineer and its consultants may use or rely upon the design services of others, including, but not limited to, contractors, manufacturers, and suppliers.
- B. Engineer shall not at any time supervise, direct, or have control over any contractor’s work, nor shall Engineer have authority over or responsibility for the means, methods, techniques, sequences, or procedures of construction selected or used by any contractor, for safety precautions and programs incident to a contractor’s work progress, nor for any failure of any contractor to comply with laws and regulations applicable to contractor’s work.
- C. Engineer neither guarantees the performance of any contractor nor assumes responsibility for any contractor’s failure to furnish and perform its work in accordance with the contract between Owner and such contractor.
- D. Engineer shall not be responsible for the acts or omissions of any contractor, subcontractor, or supplier, or of any contractor’s agents or employees or any other persons (except Engineer’s own employees) at the Project site or otherwise furnishing or performing any of construction work; or for any decision made on interpretations or clarifications of the construction contract given by Owner without consultation and advice of Engineer.
- E. The general conditions for any standard design/bid construction contract documents prepared hereunder are to be the “Standard General Conditions of the Construction Contract” as prepared by the Engineers Joint Contract Documents Committee (No. C-700, 2002 Edition).
- F. All design documents prepared or furnished by Engineer are instruments of service, and Engineer retains an ownership and property interest (including the copyright and the right of reuse) in such documents, whether or not the Project is completed.
- G. To the fullest extent permitted by law, Owner and Engineer (1) waive against each other, and the other’s employees, officers, directors, agents, insurers, partners, and consultants, any and all claims for or entitlement to special, incidental, indirect, or consequential damages arising out of, resulting from, or in any way related to the Project, and (2) agree that Engineer’s total liability to Owner under this Agreement shall be limited to \$50,000 or the total amount of compensation received by Engineer, whichever is greater.
- H. The parties acknowledge that Engineer’s scope of services does not include any services related to a Hazardous Environmental Condition (the presence of asbestos, PCBs, petroleum, hazardous substances or waste, and radioactive materials). If Engineer or any other party encounters a Hazardous Environmental Condition, Engineer may, at its option and without liability for consequential or any other damages, suspend performance of services on the portion of the Project affected thereby until Owner: (i) retains appropriate specialist consultants or contractors to identify and, as appropriate, abate, remediate, or remove the Hazardous Environmental Condition; and (ii) warrants that the Site is in full compliance with applicable Laws and Regulations.

8.01 Total Agreement

- A. This Agreement (consisting of pages 1 to 8 inclusive together with any expressly incorporated appendix), constitutes the entire agreement between Owner and Engineer and supersedes all prior written or oral understandings. This Agreement may only be amended, supplemented, modified, or canceled by a duly executed written instrument.

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- 9.01 **Payment**
- A. Based on the described scope of work, and following the procedures set forth in paragraph 2.01, Owner shall pay Engineer as follows:
1. **Basic Services.**
- a. Basic Services will be compensated on a lump sum amount of \$186,000, based on the following assumed distribution of compensation:
- | | |
|-------------------------------|------|
| Design Phase | 60% |
| Bidding and Negotiating Phase | 5% |
| Construction Phase | 35% |
| Total | 100% |
2. **Permitting**
- a. For acquisition and preparation of required environmental permits by ENGINEER's personnel or subconsultants, an amount equal to the cumulative hours charged to the Project by each class of ENGINEER's employees times Standard Hourly Rates for each applicable billing class for all permitting services performed on the Project, plus Reimbursable Expenses and ENGINEER's Consultant's charges, if any.
- b. Total charges for these services shall not exceed \$5,000 without further authorization.
3. **Topographical Surveys.**
- a. For acquisition and preparation of topographical survey data by ENGINEER's personnel or subconsultants, an amount equal to the cumulative hours charged to the Project by each class of ENGINEER's employees times Standard Hourly Rates for each applicable billing class for all topographical survey services performed on the Project, plus Reimbursable Expenses and ENGINEER's Consultant's charges, if any.
- b. Total charges for these services shall not exceed \$7,500 without further authorization.
4. **Construction Inspection Services.**
- a. Resident Project Representative Services and Post Construction Services. For services of ENGINEER's Resident Project Representative, an amount equal to the cumulative hours charged to the Project by each class of ENGINEER's employees times Standard Hourly Rates for each applicable billing class for all Resident Project Representative services performed on the Project, plus Reimbursable Expenses and ENGINEER's Consultant's charges, if any.
- b. It is expected that the construction of this project will take approximately 16 weeks. Total fees for construction inspection services are currently estimated at \$260,000. This total fee will not be exceeded without prior written authorization.
- B. **Hourly Rates for services billed on the basis of time.**
1. The Engineer's Standard Hourly Rates are attached as Exhibit "A".
2. Overtime pay (i.e., hours spent on the project in excess of 40 hours per calendar week), if any, for non-exempt employees shall be paid at an amount equal to the cumulative overtime hours charged times 1.5 multiplied by the standard hourly rates for each applicable billing class for all services performed during overtime hours.
3. The Standard Hourly Rates may be adjusted annually (as of January 2027) to reflect equitable changes in the compensation payable to the ENGINEER.
- C. Engineer shall prepare and submit invoices to the Owner in accordance with Engineer's standard accounting and invoicing practices.
- D. Engineer may adjust compensation percentages for the various phases of Basic Services for payment, but will not exceed the total Basic Services fee without authorization.

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OVERSTREET & ASSOCIATES
STANDARD HOURLY RATES SCHEDULE
EFFECTIVE JANUARY 1, 2026

Position	Billing Rate
Principal.....	\$240.00
Professional Engineer V.....	\$195.00
Professional Engineer IV.....	\$180.00
Professional Engineer III.....	\$162.50
Professional Engineer II.....	\$149.00
Professional Engineer I.....	\$138.00
Engineer Intern III.....	\$132.25
Engineer Intern II.....	\$120.00
Engineer Intern I.....	\$107.50
Professional Land Surveyor.....	\$132.50
Project Manager V.....	\$138.00
Project Manager IV.....	\$132.25
Project Manager III.....	\$120.00
Project Manager II.....	\$105.00
Project Manager I.....	\$95.00
Construction Project Manager II.....	\$125.00
Construction Project Manager I.....	\$105.00
Sr. Survey Crew Chief.....	\$100.00
Resident Project Representative III.....	\$100.00
Resident Project Representative II.....	\$92.50
Resident Project Representative I.....	\$85.00
Civil Designer.....	\$141.50
CADD Technician III.....	\$120.00
CADD Technician II.....	\$100.00
CADD Technician I.....	\$85.00
GIS Intern.....	\$61.00
Project Technician II.....	\$110.00
Project Technician I.....	\$75.00
Administrative/Clerical.....	\$75.00
Surveys with RTK GPS Equipment.....	\$65.00
Survey Project Manager/Land Surveyor Intern.....	\$110.25
Survey Technician II.....	\$95.00
Survey Technician I.....	\$70.00
Survey Crew III.....	\$205.00
Survey Crew II.....	\$175.00
Survey Crew I.....	\$150.00
Travel Time shall be billed at designated personnel's standard hourly rates.	

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Mayor and Board of Aldermen

IN WITNESS WHEREOF, the parties hereto have executed this Agreement, the Effective Date of which is indicated on page 1.

OWNER: City of Long Beach

ENGINEER: Overstreet & Associates, PLLC.

By: _____
Timothy I. Pierce
Mayor

By: F. Jason Overstreet
F. Jason Overstreet, P.E.
President

Date Signed: _____

Date Signed: 06/12/2026
License No./State: 18601/MS

Address for giving notice:
P.O. Box 929
Long Beach, MS 39560

Address for giving notice:
161 Lameuse St., Suite 203
Biloxi, MS 39530

Exhibit "A"

ENGINEER'S CONSULTANTS AND
REIMBURSABLE EXPENSE SCHEDULE

Engineer's Consultants: Whenever Engineer is entitled to compensation for the charges of Engineer's Consultants, those charges will be the amounts billed by Engineer's Consultants to Engineer times a factor of 1.20.

Reimbursable Expense Schedule:

Mileage (Outside Harrison County area)	Current IRS rate
Meals and Lodging (Outside Harrison County area)	At Cost
Overnight Postage	At Cost
Copies	
Letter, Legal or Tabloid Size – Black and White	\$0.20/page
Letter, Legal or Tabloid Size – Color	\$0.50/page
22" x 34" & 24" x 36"	\$2.25/sheet
30" x 42"	\$4.50/sheet

Based on the recommendation of City Engineer David Ball, Alderman McCaffrey made motion, seconded by Alderman McGoey, and unanimously carried to authorize Mayor to execute MSDMR/LB MOU for Long Beach Harbor – Northwestern Bulkhead as follows:



**OVERSTREET
& ASSOCIATES**
CONSULTING ENGINEERS

overstreeteng.com
161 Lameuse St. Suite 203
Biloxi, MS 39530
228.967.7137

June 12, 2026

City of Long Beach
P.O. Box 929
Long Beach, MS 39560

RE: **MSDMR/LB MOU**
LB Harbor – Northwestern Bulkhead

Ladies and Gentlemen:

Please see the attached proposed MOU for the Long Beach Harbor – Northwestern Bulkhead project. This MOU will be between MS Dept. of Marine Resources and the City of Long Beach. We do note that the original application for this funding was made under George Bass's administration as evidenced by reference to his name in the attachments to the MOU. Nevertheless, the actual MOU references Mayor Pierce's name and was affirmed by MSDMR today as the correct document. We recommend acceptance by the City and execution by the Mayor so that this project may proceed.

Sincerely,
David Ball
David Ball, P.E.

DB:1423
Attachments

Minutes of June 16, 2026
Mayor and Board of Aldermen



STATE OF MISSISSIPPI
Tate Reeves
Governor

MISSISSIPPI DEPARTMENT OF MARINE RESOURCES
Joe Spraggins, Executive Director

MEMORANDUM OF UNDERSTANDING
BETWEEN
THE MISSISSIPPI DEPARTMENT OF MARINE RESOURCES
AND
CITY OF LONG BEACH

This Memorandum of Understanding (the "MOU") is entered into between the Mississippi Department of Marine Resources (hereinafter "MDMR") and the City of Long Beach (hereinafter "CLB") for the purpose of establishing the agreed upon conditions under which MDMR may allocate funds to CLB for the Long Beach Smallcraft Harbor Northwestern Bulkhead ("the Project") pursuant to the Gulf of Mexico Energy Security Act of 2006, Public Law 109-432 (hereinafter "GOMESA"). This MOU is entered into pursuant to and subject to the terms of GOMESA and relates to MDMR funds obtained through GOMESA, in the amount of Two Million Five Hundred Thousand Dollars and No Cents (\$2,500,000.00). The CLB will use some or all of the funds, which will be provided on a reimbursement basis, to advance the Project.

RECITALS

WHEREAS, GOMESA authorizes the disbursement of funds for projects and activities for the purposes of coastal protection, including conservation, coastal restoration, hurricane protection, infrastructure directly affected by coastal wetland losses, as well as mitigation of damage to fish, wildlife, or natural resources; and,

WHEREAS, funding for GOMESA is directed to the State of Mississippi through the Bureau of Ocean Energy Management within the Department of Interior; and,

WHEREAS, the Governor of the State of Mississippi has directed that MDMR will administer GOMESA funding for the State; and,

WHEREAS, MDMR is authorized to allocate and disburse GOMESA funds in

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Page 1 of 5

accordance with GOMESA in a manner as determined by the MDMR; and,

WHEREAS, GOMESA funds are federal funds and cannot be used to match any other federal funds unless those programs specifically state that such funds can be used for matching; and,

WHEREAS, CLB will construct 250 linear feet of engineered bulkhead along the northwestern shoreline of Long Beach Harbor to halt erosion, protect public infrastructure, and reduce sedimentation and shoreline loss from tidal and storm-driven forces; and,

WHEREAS, the goal of the project is to address ongoing shoreline erosion and coastal infrastructure vulnerability along the northwestern perimeter of Long Beach Harbor. The bulkhead will stabilize the shoreline, protect adjacent upland infrastructure, and reduce sedimentation and storm surge impacts.; and,

WHEREAS, the MDMR requests CLB maintain on file all documentation related to the receipt, investment and expenditure of the funds provided for the Project, and furnish any such documentation to the MDMR upon request; and,

WHEREAS, CLB agrees to expend the funds in accordance with the purposes as outlined in GOMESA; and,

WHEREAS, CLB agrees to provide quarterly and final reports to MDMR that summarize the expenditure of the funds reimbursed by MDMR and the status of the Project until such time as the final expenditure of these funds has been made; and,

WHEREAS, MDMR finds, consistent with GOMESA, that it is in the best interest of the State of Mississippi that funds made available from GOMESA should be allocated to CLB, on a reimbursement basis, for the Project.

NOW THEREFORE, IT IS MUTUALLY AGREED BY THE MISSISSIPPI DEPARTMENT OF MARINE RESOURCES AND THE CITY OF LONG BEACH, AS FOLLOWS:

SECTION 1. Each and all of the facts and findings set forth in the preamble clauses of this memorandum are hereby found and determined to be true and accurate and are incorporated herein by this reference thereto as though set forth again in words and figures.

SECTION 2. This MOU shall be effective from July 1, 2026 to June 30, 2031 for a total of five (5) years, unless terminated earlier. The term may be extended prior to expiration upon the written agreement of both parties.

SECTION 3. MDMR, pursuant to GOMESA, shall provide funds received from Mississippi's allocation of GOMESA funding in an amount up to Two Million Five Hundred Thousand Dollars and No Cents (\$2,500,000.00) to CLB, on a reimbursement basis, for the purpose of providing funds to accomplish the Project as described herein.

SECTION 4. CLB shall request payment of funds hereunder for Project costs on a reimbursement basis (such requests, "Reimbursement Requests"), unless otherwise directed by

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MDMR. CLB shall submit written Reimbursement Requests no more frequently than monthly and no less frequently than quarterly. Each Reimbursement Request must be accompanied by detailed supporting documentation of costs incurred as required by MDMR. All Reimbursement Requests for time periods ending June 30 of any year during the term of this MOU shall be submitted no later than July 31 of that same year. MDMR will pay all properly documented Reimbursement Requests within forty-five (45) days after MDMR's receipt of same, except for any amounts disputed by MDMR in good faith. Reimbursement Requests shall be sent to Russell Weatherly, GOMESA Project Manager, Mississippi Department of Marine Resources, 1141 Bayview Avenue, Biloxi, MS 39530, russell.weatherly@dmr.ms.gov.

SECTION 5. CLB agrees to use all funds received from MDMR as allocated from GOMESA funding solely for the purposes set forth herein and authorized by GOMESA and upon the terms and provisions of this MOU; and further, by execution of this MOU, CLB does hereby certify that all GOMESA funds it receives from the MDMR shall be used exclusively for the Project. CLB understands that failure on its part to adhere to any provision within this MOU may result in termination of this MOU by the MDMR and in immediate action by the State to recover any improperly expended funds.

SECTION 6. CLB agrees to comply with all applicable provisions of 2 C.F.R. § 200, *et seq.*, including § 200.501 which states that a non-Federal entity that expends One Million Dollars and No/100 (\$1,000,000.00) or more during the non-Federal entity's fiscal year in Federal awards must have a single or program-specific audit conducted for that year.

SECTION 7. CLB agrees to comply with all applicable provisions of Section 70914 of the Infrastructure Investment and Jobs Act (Pub. L. 117-58), also known as the Build America, Buy America Act.

SECTION 8. CLB agrees to maintain on file all documentation in accordance with the recitals of this MOU and to submit such documentation to MDMR upon request.

SECTION 9. CLB agrees to provide MDMR quarterly reports summarizing expenditure of GOMESA funds received from MDMR for the Project and the status of the Project until such time as the final expenditure or final investment of the funds has been made. The first quarterly report shall be provided within ninety (90) days of the effective date of this MOU, and thereafter within thirty (30) days of each calendar quarter end. CLB shall also provide MDMR with a final report summarizing the expenditures and use of the funds upon completion of the Project and final expenditure. Failure to timely submit reports may result in delay of payment of Reimbursement Requests. Reports shall be sent to Russell Weatherly, GOMESA Project Manager, Mississippi Department of Marine Resources, 1141 Bayview Avenue, Biloxi, MS 39530, russell.weatherly@dmr.ms.gov.

SECTION 10. CLB agrees to maintain copies of all invoices and documentation related to the funds allocated by MDMR for the Project sufficient to satisfy and confirm, to MDMR's satisfaction, that such funds have been expended solely for the purposes provided in GOMESA.

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SECTION 11. CLB shall comply with and all activities under this MOU shall be subject to all applicable Federal, State, and local laws and regulations, as now existing and as may be amended or modified.

SECTION 12. CLB understands and acknowledges that if the Mississippi State Legislature fails to pass an appropriation bill for the MDMR and the prior year's appropriation bill expires, or if the Legislature fails to give MDMR the authority to expend funds, or if funds are otherwise unavailable, then the MDMR may, in its sole discretion, terminate this agreement or issue a Stop Work Order to CLB in lieu of termination. If a Stop Work Order is issued, CLB agrees to adhere to its terms.

SECTION 13. This MOU shall be governed by and construed in accordance with the laws of the State of Mississippi, excluding its conflict of laws provisions, and any litigation with respect thereto shall be brought in the state courts of Harrison County, Mississippi.

SECTION 14. Attached hereto as Attachment A and incorporated herein by reference is the document supporting the request for GOMESA funding submitted by CLB. This document outlines the scope of work to be completed for the Project. Any change in the scope of work is subject to approval by the MDMR in writing and may require an amendment to this MOU and written approval of the GOMESA Committee and others.

SECTION 15. Attached hereto as Attachment B and incorporated herein by reference is the budget for the Project submitted by CLB.

SECTION 16. Attached hereto as Attachment C and incorporated herein by reference is the Project Selection Form approved and executed by the GOMESA Committee. In the event of a discrepancy between Attachment A and Attachment C, Attachment C will govern.

SECTION 17. All notices or information required or permitted to be given pursuant to this MOU shall be in writing and personally delivered or sent by Certified United States mail, postage prepaid, return receipt requested, to the party to whom the notice should be given at the address set forth below. Notice shall be deemed given when actually received or when refused. The parties agree to promptly notify each other in writing of any change of address.

For CLB:
City of Long Beach
Attention: Tim Pierce, Mayor
P.O. Box 929
Long Beach, MS 39560
mayor@cityoflongbeach.com

1141 Bayview Avenue · Biloxi, MS 39530-1613 · Tel: (228) 374-5000 · dmr.ms.gov

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For MDMR:
Mississippi Department of Marine Resources
Attention: Joe Spraggins, Executive Director
1141 Bayview Ave.
Biloxi, Mississippi 39530
Email: crystal.matta@dmr.ms.gov

IN WITNESS WHEREOF, the parties have affixed their signatures on the dates indicated below.

MISSISSIPPI DEPARTMENT OF MARINE RESOURCES

By: _____
Joe Spraggins, Executive Director

Date: _____

CITY OF LONG BEACH

By: _____
Tim Pierce, Mayor

Date: 6/17/24

Attachment A



GOMESA PHASE II PROJECT FUNDING
Request for Funding FY2026

Submission ID: #202506301333

PROJECT SUMMARY

1. Title of Project	
Long Beach Smallcraft Harbor - Northwestern Bulkhead	
2. Location of Project	
Long Beach Small Craft Harbor	
3. Requesting Organization:	
City of Long Beach	
4. Requesting Agency Representative	
a. Name:	George Bass
b. Phone:	228-863-1556
d. Email:	mayor@cityoflongbeachms.com
c. Address:	PO Box 929
	Long Beach Mississippi
5. Funding Requested:	
\$2500000	
6. Have any other State or Federal funding sources been identified for the project?	
Yes	
7. If yes, enter amount and source of additional funds:	
\$500000	
Source of Additional Funds:	
Tidelands	
8. Total Project Funds	
\$3000000	

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GOMESA PHASE II PROJECT FUNDING
Request for Funding FY2026

Submission ID: #202506301333

9. Provide Brief Project Description/Overview:

The City of Long Beach proposes the construction of approximately 250 linear feet of engineered bulkhead along the northwestern shoreline of Long Beach Harbor. This work represents the first phase of implementation under the City's Harbor Master Plan and is estimated to cost \$2.5 million. The project is intended to address ongoing shoreline erosion, protect upland infrastructure, and support long-term coastal resilience.

The bulkhead will be designed as a multi-functional structure that also serves as a walkable pier, with capacity for future use as a mooring pier for small vessels. This dual-purpose design enhances both the protective and public access value of the harbor's edge, providing structural defense against storm surge and tidal action while improving access to the water for recreational and operational purposes.

The project area lies within the tidally influenced zone and aligns with key priorities of the Gulf of Mexico Energy Security Act (GOMESA), including coastal protection, infrastructure preservation, and mitigation of impacts associated with coastal wetland loss. The work will be coordinated with future phases of harbor development and is consistent with local and regional coastal resilience goals.

10. LIST Project Goals/Objectives:

- Goal 1: Stabilize and protect the northwestern shoreline of Long Beach Harbor
Objective 1.1: Construct 250 linear feet of engineered bulkhead to halt erosion and protect public infrastructure.
Objective 1.2: Reduce sedimentation and shoreline loss from tidal and storm-driven forces.
- Goal 2: Enhance coastal resilience and infrastructure durability
Objective 2.1: Design for long-term performance under sea-level rise and storm surge conditions.
Objective 2.2: Use resilient materials and structural systems to extend asset life.
- Goal 3: Improve public access and functional harbor use
Objective 3.1: Incorporate walkable decking for public shoreline access.
Objective 3.2: Enable future use as a mooring pier for small vessels.
- Goal 4: Advance GOMESA-aligned coastal infrastructure investment
Objective 4.1: Mitigate impacts of wetland loss by protecting harbor-side infrastructure.

11. Which of the following authorized uses set forth in the GOMESA Act does this project fall under? Explain SPECIFICALLY and in detail how the project meets the required criteria. Check all that apply - At least one must be checked.

- ☒ (A) Projects and activities for the purposes of coastal protection, including conservation, coastal restoration, hurricane protection, and infrastructure directly affected by coastal wetland losses
- This project addresses ongoing shoreline erosion and coastal infrastructure vulnerability along the northwestern perimeter of Long Beach Harbor. The bulkhead will stabilize the shoreline, protect adjacent upland infrastructure, and reduce sedimentation and storm surge impacts. These impacts have worsened over time due to regional coastal wetland loss and shoreline retreat. By restoring a stable, engineered edge to the harbor, the project contributes directly to coastal protection



GOMESA PHASE II PROJECT FUNDING
Request for Funding FY2026

Submission ID: #202506301333

and infrastructure resiliency.

☐ (B) Mitigation of damage to fish, wildlife, or natural resources.

☐ (C) Implementation of a federally-approved marine, coastal, or conservation management plan

☒ (D) Mitigation of the impact of Outer Continental Shelf activities through funding of onshore infrastructure projects.

The harbor is part of a working waterfront system that has experienced environmental and economic effects linked to offshore oil and gas activity. This project mitigates those impacts by enhancing the structural integrity of onshore infrastructure that supports public access, recreational boating, and storm response. The walkable pier and mooring functionality will extend service life and usability of harbor assets while offsetting risks intensified by coastal use patterns

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linked to OCS activity.

12. Project Timetable/Milestones:

- Q1 FY2026 - Secure GOMESA funding; initiate procurement for engineering and design.
- Q2-Q3 FY2026 - Complete engineering, survey, and permitting tasks (including CZM, USACE, and local reviews).
- Q4 FY2026 - Q1 FY2027 - Bid and award construction contract.
- Q2-Q4 FY2027 - Construction phase for bulkhead and walkable pier.
- Q1 FY2028 - Final inspection, closeout documentation, and reporting.

13. Project Timing

Short-term (3 year or less)



GOMESA PHASE II PROJECT FUNDING
Request for Funding FY2026

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APPLICATION SUMMARY QUESTIONNAIRE

14. Current status of architectural/engineering plans & specifications for this project (if applicable):

Group 1:

Pre Design phase

Group 2:

Funds not budgeted

15. In what way does this project meet the goals and objectives of the Department of Marine Resources, which includes enhancing, protecting and conserving the marine interest of Mississippi for present and future generations.?

This project supports the DMR’s mission to enhance, protect, and conserve Mississippi’s marine resources by stabilizing a deteriorating shoreline within a public harbor, preventing further habitat loss, and protecting marine-related infrastructure. The bulkhead will mitigate erosion, reduce sedimentation, and ensure continued safe use of Long Beach Harbor for recreational and operational purposes. The walkable pier component also supports public access and long-term stewardship of coastal resources for future generations.

16. Estimated number of years to completion:

3

17. Estimated Completion Date:

031/2028

18. Prioritize if your agency has submitted multiple projects:

1

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Attachment B



GOMESA PHASE II PROJECT FUNDING
Request for Funding FY2026

Submission ID: #202506301333

BUDGET

Category	Total
Salaries	
Travel	
Architecture & Engineering	455000
Legal	
Consulting	
Construction	2545000
Site Work	
Equipment	
Indirects	
Other	
Total	3000000

Attachments

1. fy1379-gomesedrawing-exhibit-(1.pdf)

☒ I hereby certify under penalty of perjury that all information contained in this application packet is true and correct. I have not knowingly or intentionally provided any false information. I understand that a false statement on this application may be grounds for rejection of my application or termination of the award. In addition, a false statement may be punishable under applicable state or federal laws, which may also result in a fine and/or imprisonment.

☒ I certify that the above referenced agency / entity has given me the authority to submit this application.

Name	Phone	Date
David Ball	228-967-7137	06/30/2025



Attachment C

GOMESA Phase II Funding
Project Selection Form

Applicant: George Bass - Mayor
Business/Agency: City of Long Beach
Address: PO Box 929 - Long Beach, MS
Phone: 228-863-1556 Email: mayor@cityoflongbeachms.com
Project Name: Long Beach Smallcraft Harbor – Northwestern Bulkhead
Anticipated Budget: 2500000.00 Anticipated Timeline: 7/1/2026 to 6/30/2029

Projects must meet at least one of the GOMESA criteria listed below. Please check all that apply.
Additional justification may be requested.

Column A

- ☒ Coastal protection of natural resources
☒ Mitigation of natural or marine resources
☐ Conservation management
☐ Onshore infrastructure projects resulting from coastal damage

Column B

- ☐ Coastal restoration and resiliency efforts
☐ Ecological restoration

PROPOSED PROJECT NARRATIVE

The City of Long Beach proposes the construction of approximately 250 linear feet of engineered bulkhead along the northwestern shoreline of Long Beach Harbor. This work represents the first phase of implementation under the City's Harbor Master Plan and is estimated to cost \$2.5 million. The project is intended to address ongoing shoreline erosion, protect upland infrastructure, and support long-term coastal resilience. The bulkhead will be designed as a multi-functional structure that also serves as a walkable pier, with capacity for future use as a mooring pier for small vessels. This dual-purpose design enhances both the protective and public access value of the harbor's edge, providing structural defense against storm surge and tidal action while improving access to the water for recreational and operational purposes.

REQUIRED SIGNATURES

GOMESA Committee:

MDMR Committee Representative		Executive Director	April 13, 2026
MDA Committee Representative		Executive Director	April 14, 2026
MDEQ Committee Representative		Executive Director	April 14, 2026

Signature: 
Bill Cork (Apr 13, 2026 17:10:05 CDT)
Email: bcork@mississippi.org

Signature: 
Chris Wells (Apr 14, 2026 08:33:55 CDT)
Email: cwells@mdeq.ms.gov

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No Derelict Properties at this time.

City Attorney Steve Simpson requested the Board enter into executive session to discuss the proposed lease agreement with Bellamare Development LLC, litigation regarding annexation of the Long Beach Industrial Park. Alderman McGoey made motion, seconded by Alderman Bonds, and unanimously carried to enter into executive session.

* * *

Alderman Frazer present via phone , joined in person during Executive Session.

* * *

Alderman Bennett made motion, seconded by Alderman Bonds, and unanimously carried to adjourn executive session and resume open meeting with no action taken.

Based upon information obtained in executive session, Alderman Bennett made motion, seconded by Alderman Giuffria, and unanimously carried to direct City Attorney Steve Simpson to revise the proposed lease with Bellamare Development, LLC and bring proposal back to the board.

Mayor Tim Pierce requested a legal opinion from City Attorney Steve Simpson regarding whether the City, with approval of the Board, could sponsor lunch for the Mississippi Fishing Rodeo Princess organization during their visit to Long Beach. City Attorney Simpson advised that because the event promotes the City of Long Beach, the Board may authorize the expenditure. Alderman Bennett made motion, seconded by Alderman McGoey and unanimously carried to sponsor the lunch at Bull’s Restaurant for the Mississippi Fishing Rodeo Princess Organization.

There being no further business to come before the Mayor and Board of Aldermen at this time, Alderman Frazer made motion, seconded by Alderman McCaffrey, and unanimously carried to close the meeting in honor of Phil Kies and adjourn until the next regular meeting in due course.

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APPROVED:


Alderman Donald Frazer, At-Large

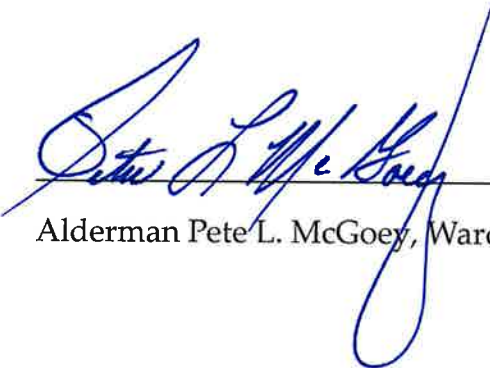

Alderman Patrick Bennett, Ward 1


Alderman Jesse Allen, Ward 2


Alderman Joey Giuffria, Ward 3


Alderman Timothy McCaffrey, Jr., Ward 4


Alderman Greg Bonds, Ward 5


Alderman Pete L. McGoey, Ward 6


Date

ATTEST:


Emma Ward, City Clerk