



CITY OF LONG BEACH ADA TRANSITION PLAN



Prepared For

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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.

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

- 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.

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.

Figure 1: Obstruction Within Pedestrian Access Route

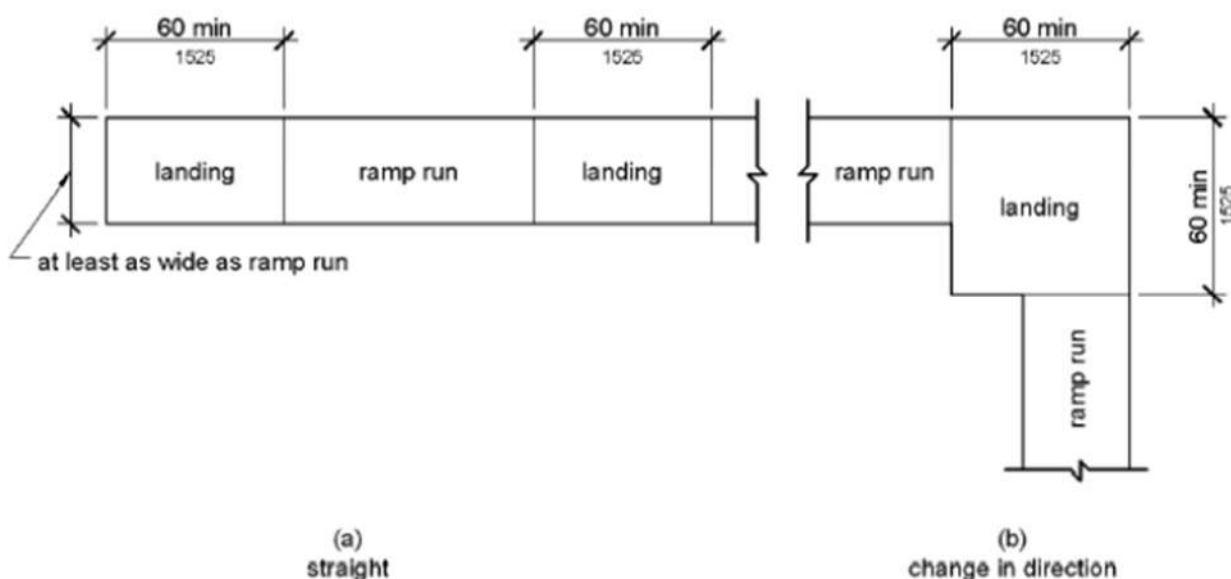


The ADA self-assessment reviewed the measured pedestrian access route widths within the City using field surveys. There were approximately 15,150 linear feet of pedestrian access routes that did not meet the PROWAG standards. Also, 73 obstructions were located within the pedestrian access route or adjacent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

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 traveling 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.

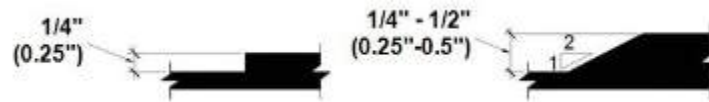
Figure 5: Damaged Pedestrian Access Route



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 $\frac{1}{4}$ " 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 $\frac{1}{4}$ ". For Change in Level between $\frac{1}{4}$ " and $\frac{1}{2}$ ", the edges must be beveled.

Figure 6: Beveled Transition



For Changes in Level between $\frac{1}{2}$ " 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.

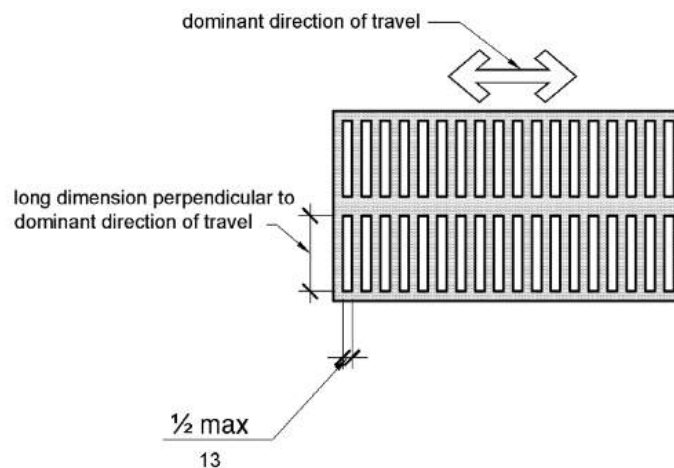
Pedestrian Access Route Surface

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 $\frac{1}{2}$ " 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.

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

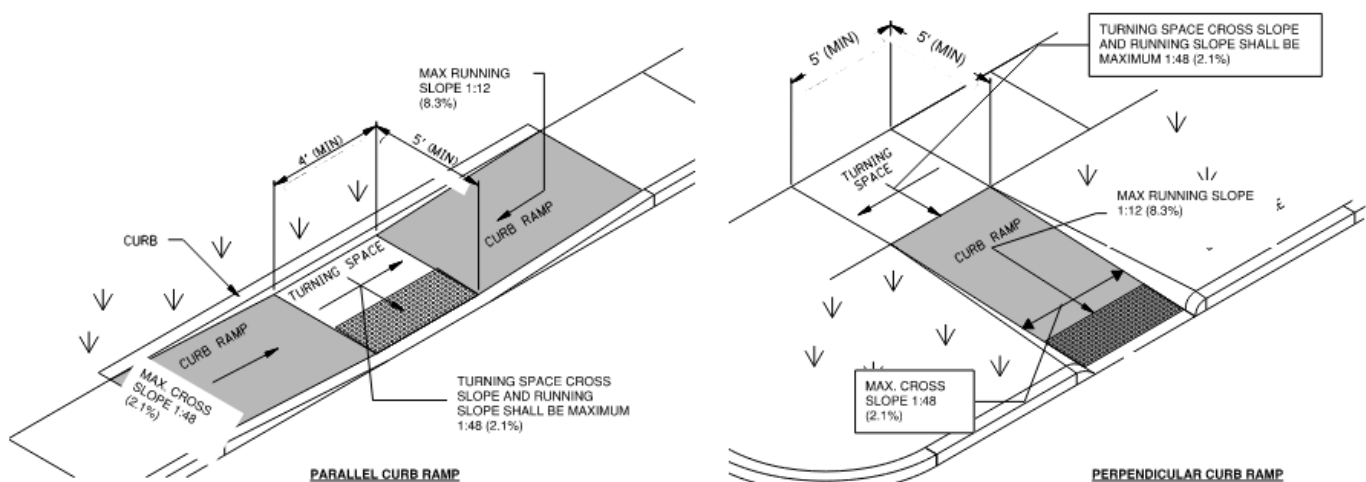
accommodation for traversing the curb into the roadway or which does not provide access to the pedestrian access route on the opposite side of the roadway, then the curb ramp is considered to be non-compliant or missing.

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.

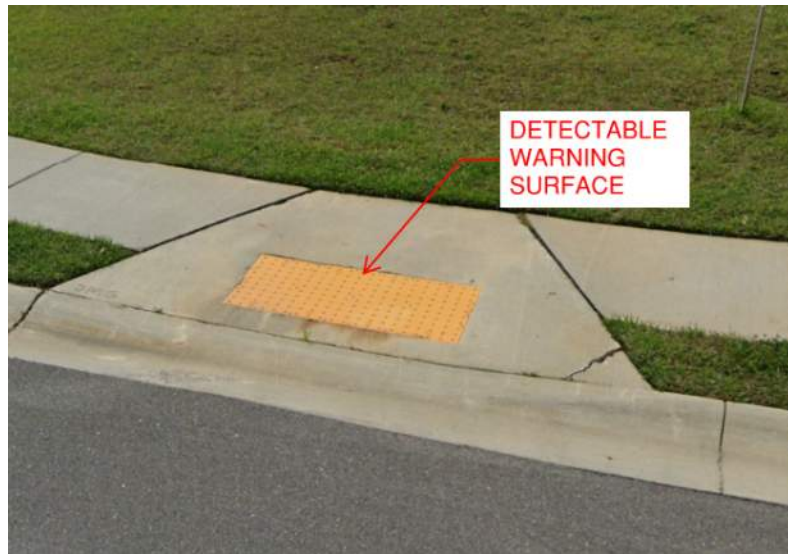
The ADA Self-Assessment identified 45 curb ramps where cross slopes exceeded the PROWAG standards, 0 deficiencies related to the grade (running slope) of the curb ramps, and 8 curb ramps that did not meet the minimum width specified. For these deficient ramps, replacement curb ramp construction would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

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

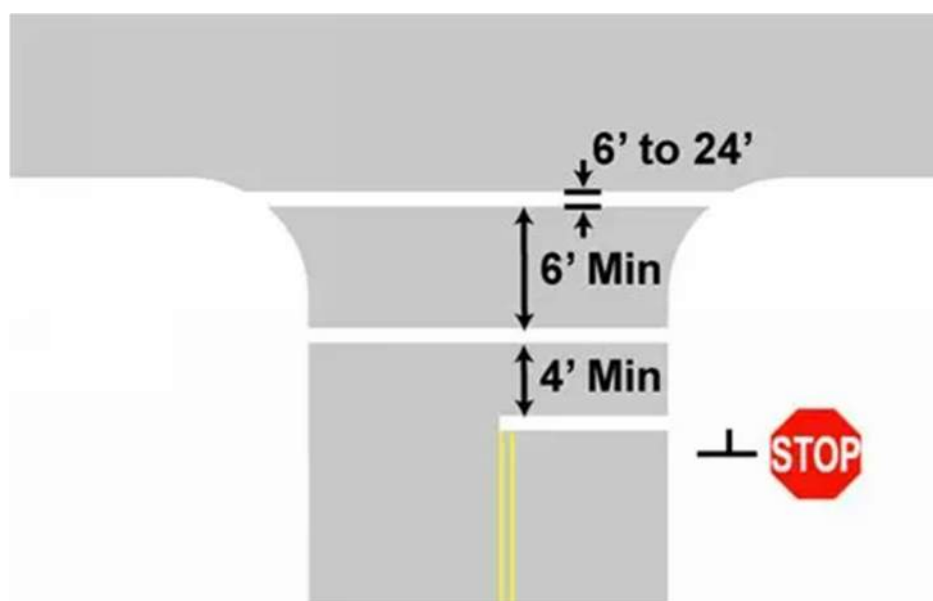


The ADA Self-Assessment found the detectable warning surfaces in place are generally in good condition, provide proper contrast with the adjacent pedestrian surface, and are properly sized. However, the self-assessment did find 37 missing detectable warning surfaces.

[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).

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.

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.

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.

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.

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

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
Cardinal Cove	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 175,935.34
	* Overgrown vegetation	* Trim vegetation	
	* Utility obstruction	* Adjust/relocate utility	
Mockingbird Boulevard	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 109,514.21
	* Overgrown vegetation	* Trim vegetation	
	* Utility obstruction	* Adjust/relocate utility	
Dynsmore Place	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 380,022.68
	* Gap(s)	* Construct sidewalk	
	* Utility obstruction	* Adjust/relocate utility	
Hickory Drive	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 275,068.50
	* Gap(s)	* Construct sidewalk	
	* Utility obstruction	* Adjust/relocate utility	
Maple Cove	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 89,045.36
	* Running Slope exceed 5%	* Remove & replace sidewalk	
	* Overgrown vegetation	* Trim vegetation	
	* Utility obstruction	* Adjust/relocate utility	
Pine Cove	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 96,992.44
	* Utility obstruction	* Adjust/relocate utility	
	* Missing ADA crossing	* Install curb ramps	
Ivy Cove	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 124,074.08
	* Utility obstruction	* Adjust/relocate utility	
	* Missing ADA crossing	* Install curb ramps	
Wisteria Lane	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 466,722.04
	* Gap(s)	* Construct sidewalk	
	* Overgrown vegetation	* Trim vegetation	
	* Utility obstruction	* Adjust/relocate utility	
	* Missing ADA crossing	* Install curb ramps	

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	
Castine 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	

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

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

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
Hawthorne Drive	* Cross slopes exceed 2.1%	* Remove & replace sidewalk	\$ 613,596.30
	* Utility obstruction	* Adjust/relocate utility	
	* 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	

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

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

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

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	
	Shopping	Segment is within 1/2 mile of Shopping	50	5	2.5	
Harris Avenue	School	Segment is within 1/2 mile of a School	60	30	18	70.5
	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	
	Shopping	Segment is within 1/2 mile of Shopping	50	5	2.5	
South Nicholson Avenue	School	Segment is within 1/8 mile of a School	100	30	30	69.75
	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	
	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	
	Shopping	Segment is within 1/2 mile of Shopping	50	5	2.5	
South Cleveland Avenue	School	Segment is within 1/2 mile of a School	60	30	18	68.25
	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	
	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	
Barbara 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	

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	
Mary Court	Shopping	Segment is within 1/8 mile of Shopping	100	5	5	62.00
	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	
	Age	Segment is older than 30 years	100	15	15	

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	
	Shopping	Segment is within 1/8 mile of Shopping	100	5	5	
West 3rd Street	School	Segment is within 1 mile of a School	20	30	6	61.00
	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	
	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	
Oakmont Place	School	Segment is within 1 mile of a School	20	30	6	59.50
	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 older than 30 years	100	15	15	
	Shopping	Segment is within 1/4 mile of Shopping	70	5	3.5	
Gulfview Avenue	School	Segment is within 1/4 mile of a School	80	30	24	59.25
	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 1/2 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	
	Shopping	Segment is within 1/4 mile of Shopping	70	5	3.5	
Mossy Oaks Lane	School	Segment is within 3/4 mile of a School	40	30	12	57.50
	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	
Harper McCaughan	School	Segment is within 1/8 mile of a School	100	30	30	57.50
	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 5 to 15 years	50	15	7.5	
Periwinkle Lane	School	Segment is within 3/4 mile of a School	40	30	12	57.50
	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	
Old Savannah Drive	School	Segment is within 1/2 mile of a School	60	30	18	56.75
	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	
	Age	Segment is older than 30 years	100	15	15	
Thrivent Lane	School	Segment is within 1/2 mile of a School	60	30	18	56.00
	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	

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	
	Shopping	Segment is within 1/8 mile of Shopping	100	5	5	
Pineville Road (Beatline to Harper McCaughan)	School	Segment is within 1/2 mile of a School	60	30	18	53.00
	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	

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	
	Age	Segment is 15 to 30 years	70	15	10.5	
Maple Cove	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	
	Age	Segment is 15 to 30 years	70	15	10.5	
Pine Cove	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	
	Age	Segment is 15 to 30 years	70	15	10.5	
Scott Station Cove	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	
	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
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	
	Shopping	Segment is within 1/4 mile of Shopping	70	5	3.5	
Ocean Wave Avenue	School	Segment is within 3/4 mile of a School	40	30	12	43.25
	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	
	Age	Segment is 5 to 15 years	50	15	7.5	
Pineville Road at Mockingbird Boulevard	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	
Seagull Drive	School	Segment is within 1 mile of a School	20	30	6	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	
	Park	Segment is within 3/4 mile of a Park/Rec/Library	40	15	6	
	Age	Segment is less than 5 years	20	15	3	
Plantation Drive	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	
Northwood Circle	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	
Maplewood Circle	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	
Mitchell Road	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	

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	
	Shopping	Segment is within 1/8 mile of Shopping	100	5	5	
Copper Court	School	Segment is within 1/2 mile of a School	60	30	18	41.75
	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	
Magnolia Street	School	Segment is within 1 mile of a School	20	30	6	41.25
	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 1/8 mile of a Park/Rec/Library	100	15	15	
	Age	Segment is less than 5 years	20	15	3	
	Shopping	Segment is within 3/4 mile of Shopping	20	5	1	
Hawthorne Drive	School	Segment is within 1 mile of a School	20	30	6	41.00
	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	
Pinecrest Circle	School	Segment is within 1 mile of a School	20	30	6	40.25
	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	
	Age	Segment is 15 to 30 years	70	15	10.5	
Pinecrest Boulevard	School	Segment is within 1 mile of a School	20	30	6	40.25
	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	
	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
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	
	Age	Segment is less than 5 years	20	15	3	
Crawford Drive	Roadway	Segment is on Urban Roadway	25	20	5	39.50
	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	
	Age	Segment is less than 5 years	20	15	3	
Rosie Drive	Roadway	Segment is on Urban Roadway	25	20	5	39.50
	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	
	Age	Segment is less than 5 years	20	15	3	
Mockingbird 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	
Partridge Place	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	
Cardinal Cove	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	
Mockingbird Boulevard	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 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	

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	

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	

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

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	
	Age	Segment is less than 5 years	20	15	3	
Diane Cove	Roadway	Segment is on Urban Roadway	25	20	5	19.25
	Length	% of deficiency by length 50% - 75%	50	15	7.5	
	Severity	Avg. Cross Slope 2.1% - 3%	25	15	3.75	
	Age	Segment is less than 5 years	20	15	3	
Boland Cove	Roadway	Segment is on Urban Roadway	25	20	5	19.25
	Length	% of deficiency by length 50% - 75%	50	15	7.5	
	Severity	Avg. Cross Slope 2.1% - 3%	25	15	3.75	
	Age	Segment is less than 5 years	20	15	3	
Bear Point Drive	Roadway	Segment is on Urban Roadway	25	20	5	15.50
	Length	% of deficiency by length < 50%	25	15	3.75	
	Severity	Avg. Cross Slope 2.1% - 3%	25	15	3.75	
	Age	Segment is less than 5 years	20	15	3	
White Harbor Road	Roadway	Segment is on Urban Roadway	25	20	5	15.50
	Length	% of deficiency by length < 50%	25	15	3.75	
	Severity	Avg. Cross Slope 2.1% - 3%	25	15	3.75	
	Age	Segment is less than 5 years	20	15	3	
Boggs Circle	Roadway	Segment is on Urban Roadway	25	20	5	15.50
	Length	% of deficiency by length < 50%	25	15	3.75	
	Severity	Avg. Cross Slope 2.1% - 3%	25	15	3.75	
	Age	Segment is less than 5 years	20	15	3	

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: _____



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: _____

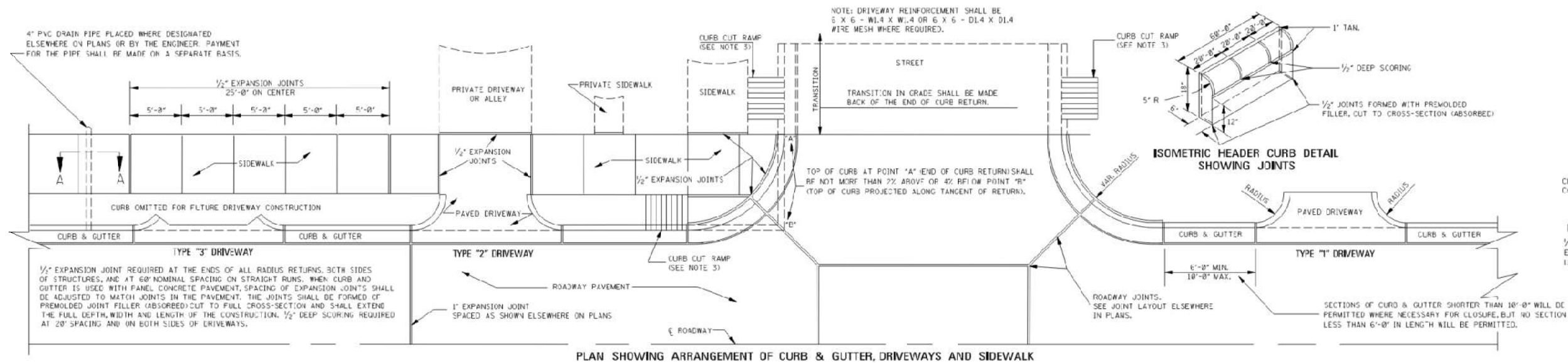
Date When Accommodation is needed: _____

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

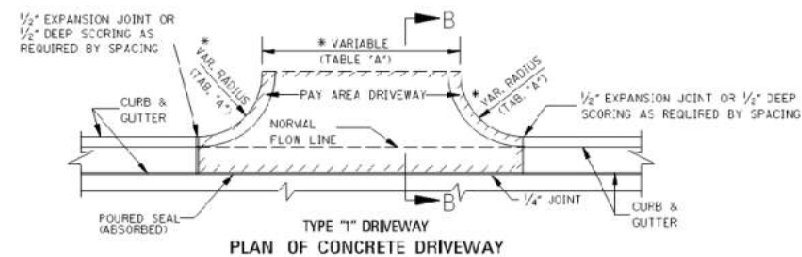
Signature: _____ Date: _____

Appendix D

Standard Engineering Details for Pedestrian Facilities

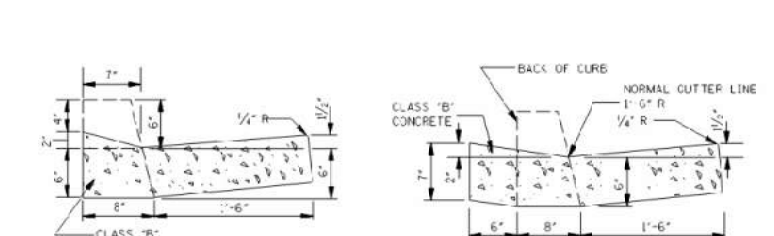
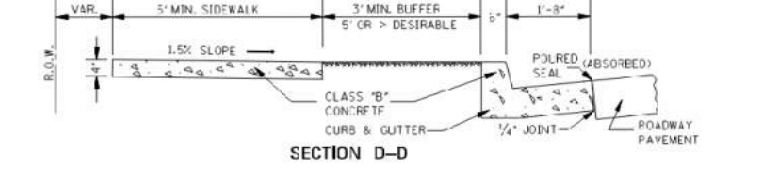
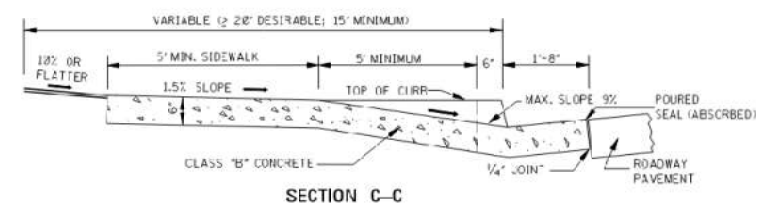
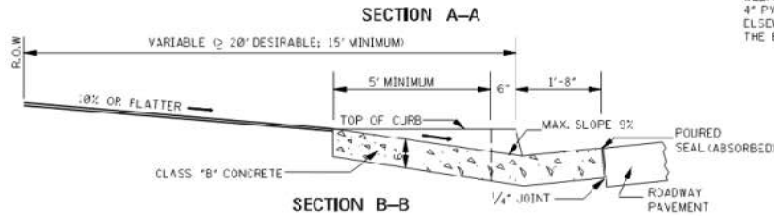
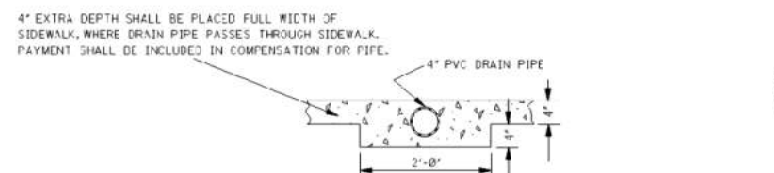
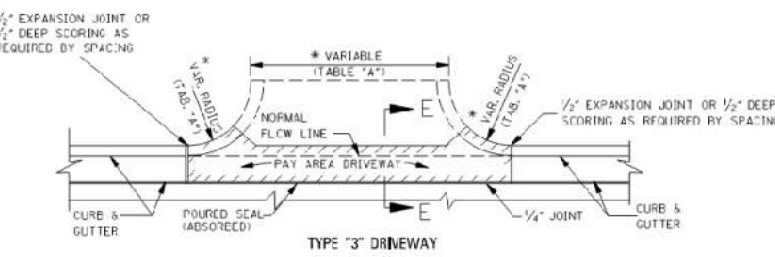
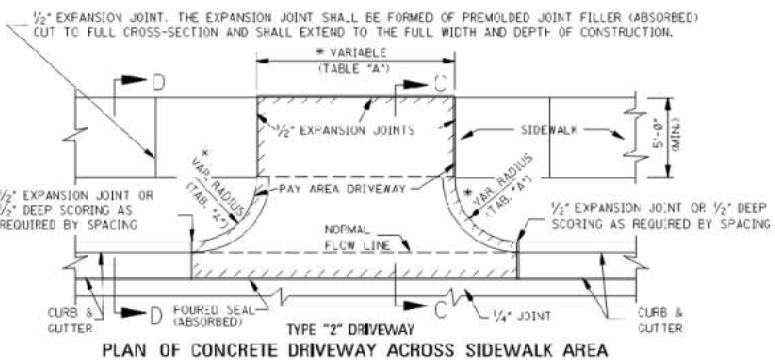


PLAN SHOWING ARRANGEMENT OF CURB & GUTTER, DRIVEWAYS AND SIDEWALK

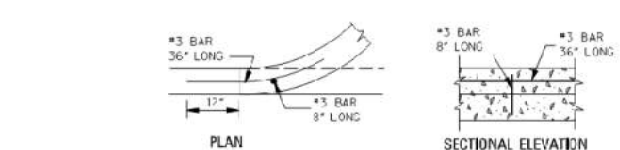
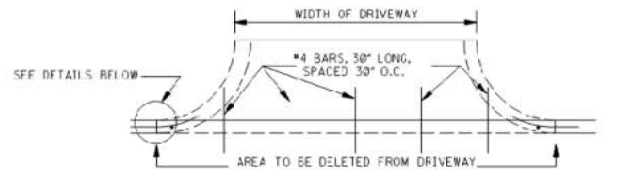
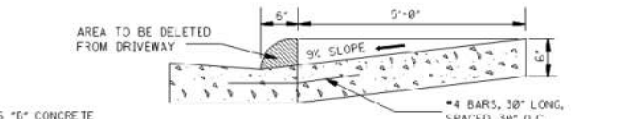
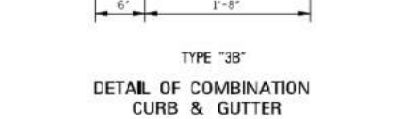
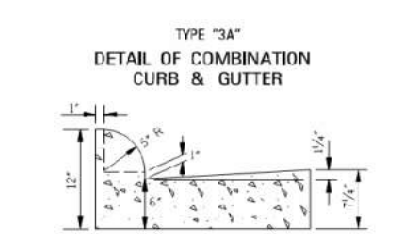
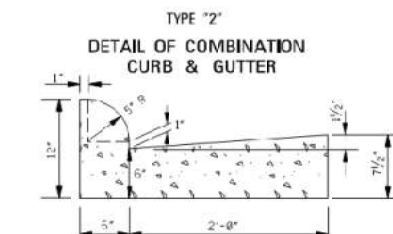
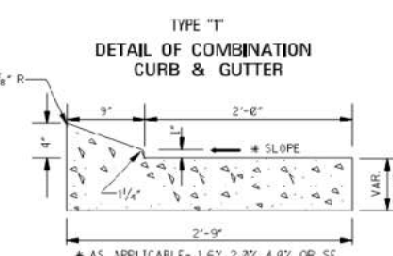
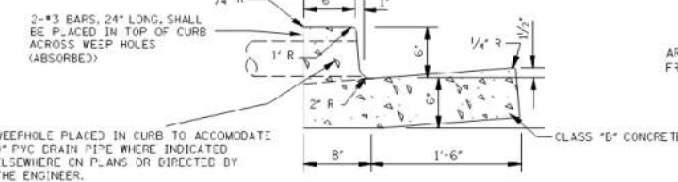


11,358 yd² FOR DRIVEWAY 16' 0" IN WIDTH, 0.574 yd² FOR EACH ADDED OR SUBTRACTED FOOT OF WIDTH. NOTE: THIS DRIVEWAY AREA EXAMPLE IS COMPUTED ON THE BASIS OF 3' 0" RADIUS. PAYMENT FOR CURB RADIUS SHALL BE INCLUDED IN COMPENSATION FOR DRIVEWAY.

*TARIF "A"		
DRIVEWAY TYPE	DRIVEWAY WIDTH	CURB RETURN RADIUS
RESIDENTIAL	16'	5' - 10'
COMMERCIAL/ INDUSTRIAL	30' - 50'	10' - 30'



DETAIL OF VALLEY GUTTER

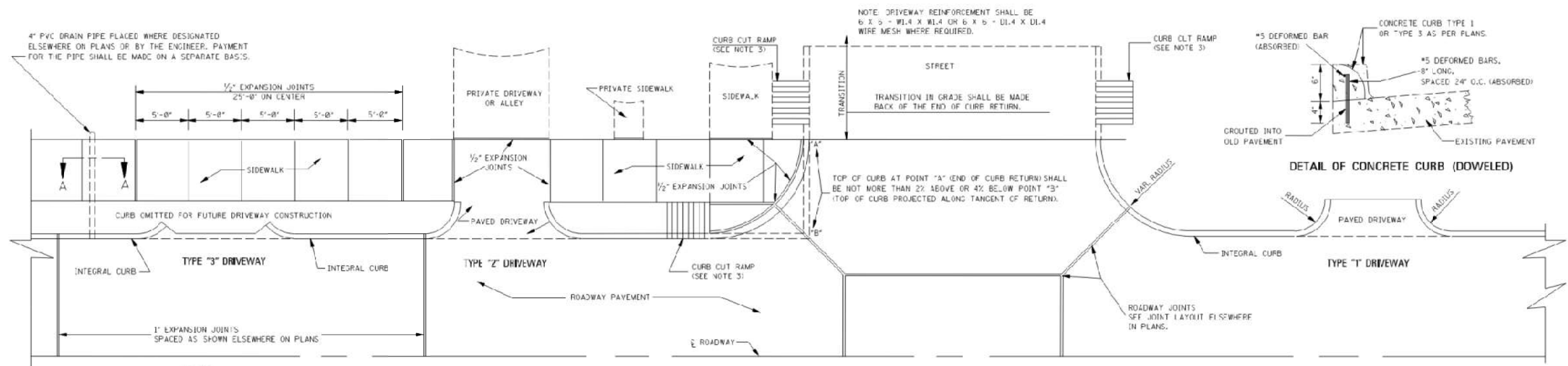


PERMISSIBLE DRIVEWAY CONSTRUCTION METHOD FOR SLIP-FORM PLACEMENT OF CURB & GUTTER

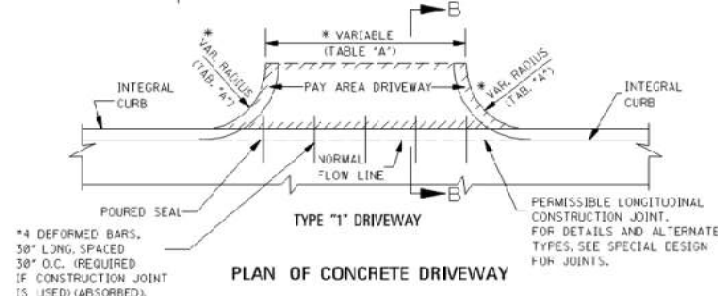
GENERAL NOTES:

1. TRAVERSE CONTRACTION JOINTS ARE REQUIRED AT 20' ON CENTER FOR ALL CONCRETE DRIVEWAYS THAT EXTEND PAST THE END OF THE CURB RETURN. A 1/2" WIDE EXPANSION JOINT IS REQUIRED AT THE END OF THE CURB RETURN AND AT 60' ON CENTER THROUGHOUT THE LENGTH OF THE DRIVEWAY. A LONGITUDINAL CONTRACTION JOINT IS REQUIRED FOR ALL DRIVEWAYS EXCEEDING 20' IN WIDTH.
2. SEE WK. NOS. CR-1, CR-2, CR-3 & CR-4 FOR DETAILS OF CURB-CUT RAMP.
3. MAXIMUM 2% CROSS-SLOPE ON SIDEWALKS.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN	
DRIVEWAYS, CURB & GUTTER, & SIDEWALK	
BY	DATE
REVISION	DATE
ISSUE DATE: AUGUST 01, 2017	
WORKING NUMBER SD-1	SHEET NUMBER 6419



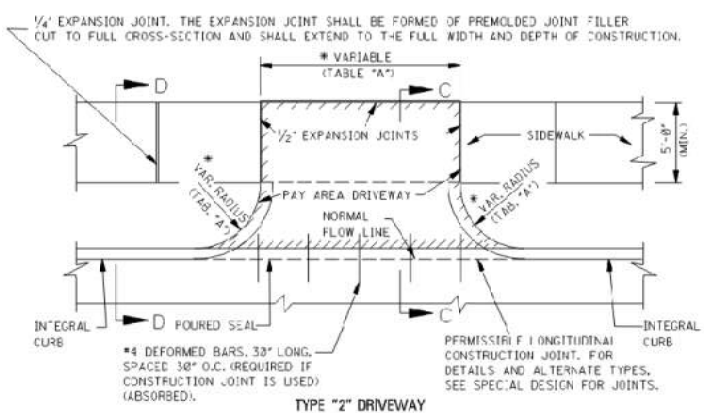
PLAN SHOWING ARRANGEMENT OF INTEGRAL CURB, DRIVEWAYS AND SIDEWALK



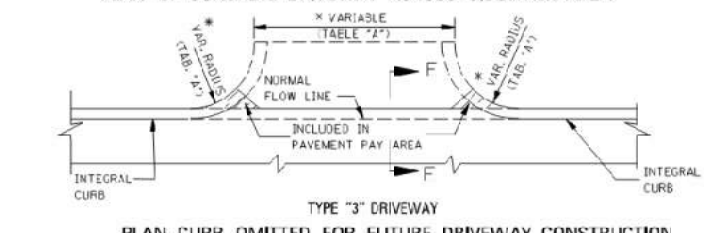
PLAN OF CONCRETE DRIVEWAY

5.761 yd² FOR DRIVEWAY 16'-0" IN WIDTH
0.333 yd² FOR EACH ADDED OR SUBTRACTED
FOOT OF WIDTH.
NOTE: THIS DRIVEWAY AREA EXAMPLE IS
COMPUTED ON THE BASIS OF 3'-0" RADIUS.
PAYMENT FOR CURB RADIUS SHALL BE
INCLUDED IN COMPENSATION FOR DRIVEWAY.

*TABLE "A"		
DRIVEWAY TYPE	DRIVEWAY WIDTH (ft)	CURB RETURN RADIUS (ft)
RESIDENTIAL	16'	5' - 10'
COMMERCIAL/ INDUSTRIAL	30' - 50'	10' - 30'

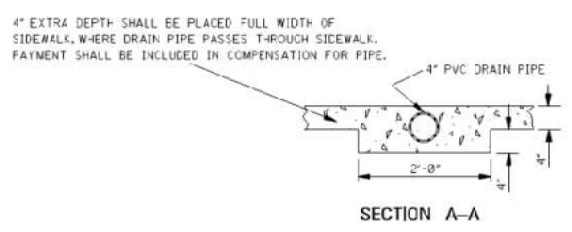


PLAN OF CONCRETE DRIVEWAY ACROSS SIDEWALK AREA

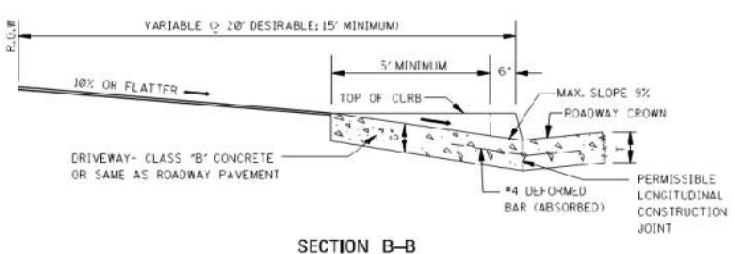


PLAN-CURB OMITTED FOR FUTURE DRIVEWAY CONSTRUCTION

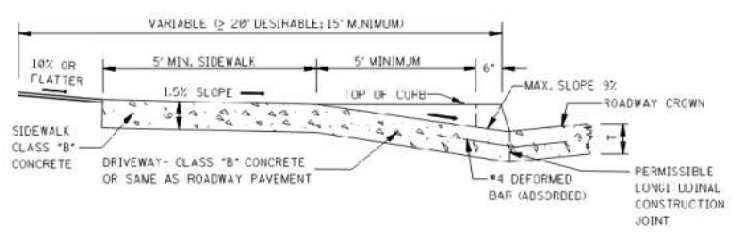
NOTE: THIS TYPE CONSTRUCTION SHALL BE USED WHERE DESIGNATED ELSEWHERE ON PLANS OR BY THE ENGINEER.



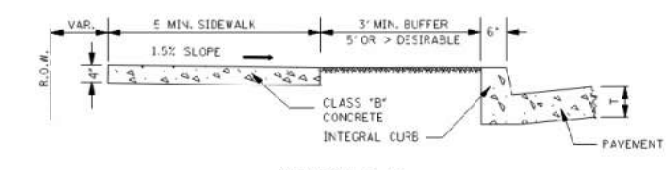
SECTION A-A



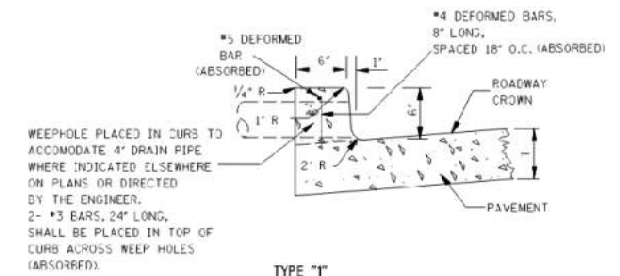
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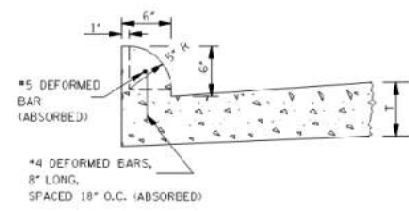
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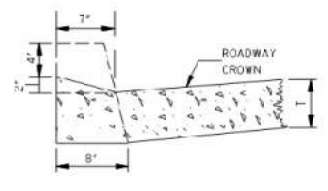
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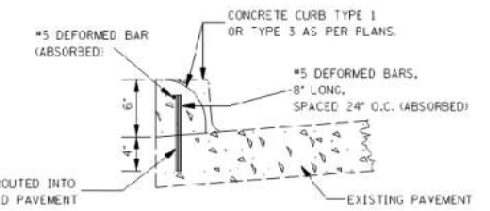
TYPE "1"
DETAIL OF
INTEGRAL CURB



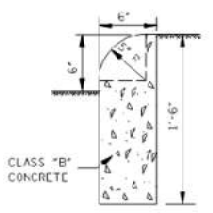
TYPE "3"
DETAIL OF
INTEGRAL CURB



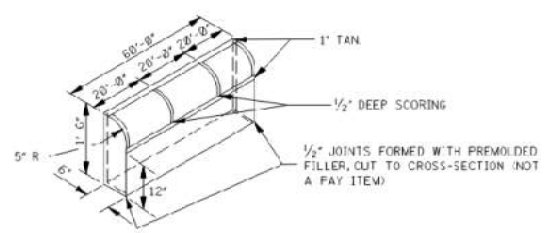
SECTION E-E



DETAIL OF CONCRETE CURB (DOWELED)



DETAIL OF HEADER CURB
CONTRACTION JOINTS REQUIRED AT 20' O.C.
EXPANSION JOINTS REQUIRED AT 60' O.C.
UNLESS OTHERWISE DIRECTED BY ENGINEER.



ISOMETRIC HEADER CURB DETAIL
SHOWING JOINTS

GENERAL NOTES:

1. TRAVERSE CONTRACTION JOINTS ARE REQUIRED AT 20' ON CENTER FOR ALL CONCRETE DRIVEWAYS THAT EXTEND PAST THE END OF THE CURB RETURN. A 1/2" WIDE EXPANSION JOINT IS REQUIRED AT THE END OF THE CURB RETURN AND AT 60' ON CENTER THROUGHOUT THE LENGTH OF THE DRIVEWAY. A LONGITUDINAL CONTRACTION JOINT IS REQUIRED FOR ALL DRIVEWAYS EXCEEDING 20' IN WIDTH.
2. SEE WK. NOS. CR-1, CR-2, CR-3 & CR-4 FOR DETAILS OF CURB-CUT RAMPS.
3. MAXIMUM 2% CROSS-SLOPE ON SIDEWALKS.

BY

REVISION

DATE

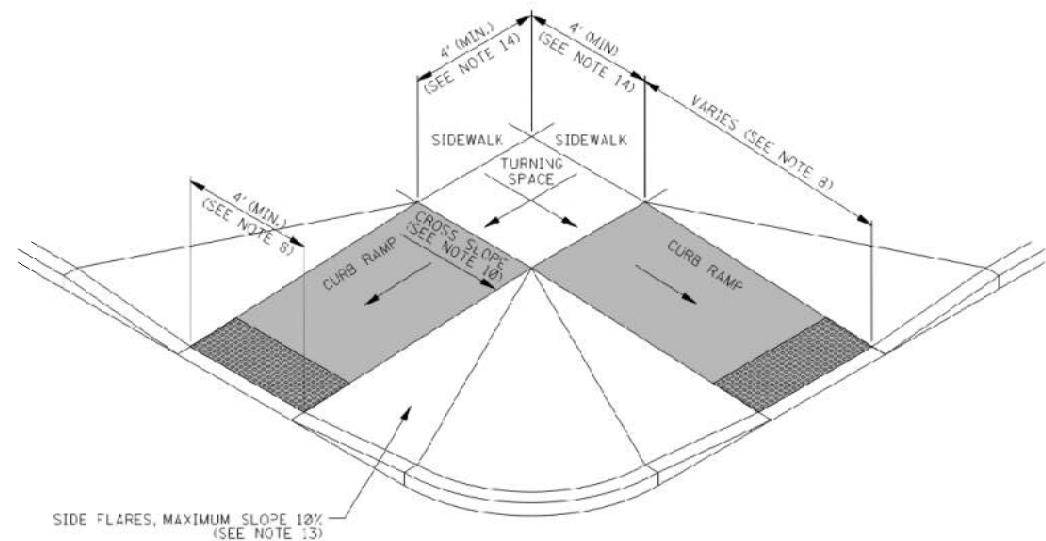
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

**DRIVEWAYS,
INTEGRAL CURB
& SIDEWALK**

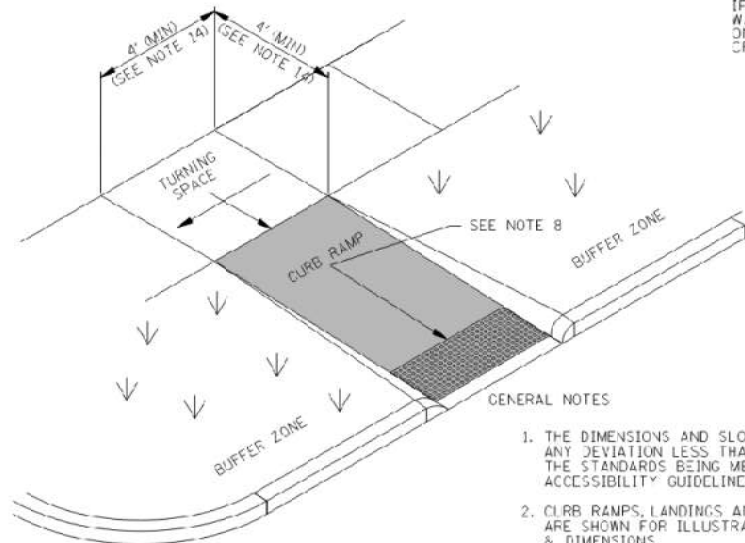
WORKING NUMBER
SD-2

SHEET NUMBER
6420

ISSUE DATE: AUGUST 01, 2017

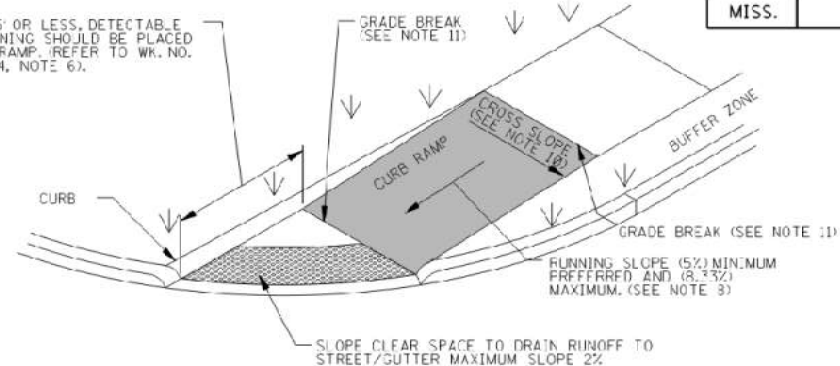


TYPE 1 – PERPENDICULAR CURB RAMP



TYPE 2 – PERPENDICULAR RETURNED CURB RAMP

SIDES OF CURB RAMPS MAY BE RETURNED, PROVIDING USEFUL DIRECTIONAL CUES, IF PROTECTED FROM CROSS TRAVEL BY LANDSCAPING, STREET FURNITURE, POLES, OR EQUIPMENT.



TYPE 3 – ALTERNATE PERPENDICULAR RETURNED CURB RAMP

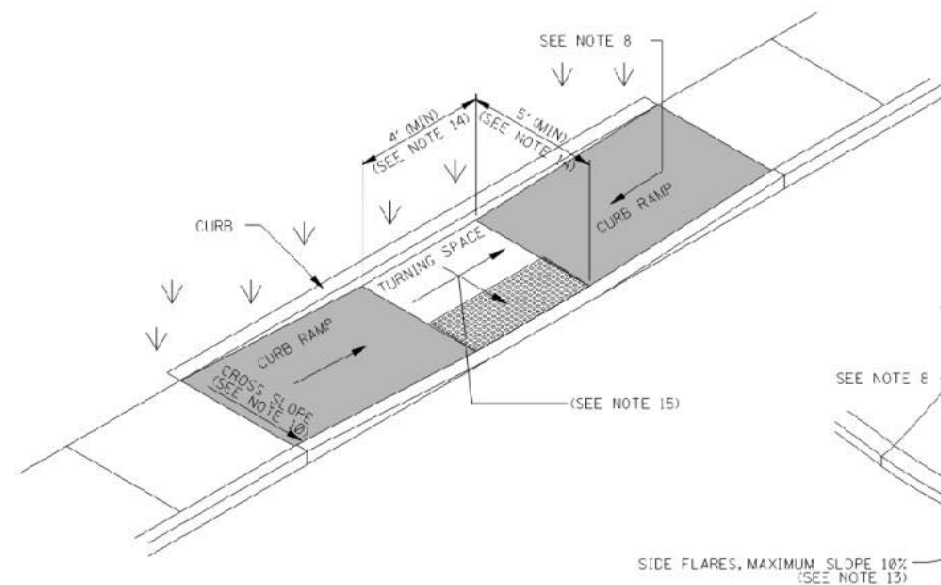
- GENERAL NOTES
1. THE DIMENSIONS AND SLOPES PRESENTED IN THE DETAILS ARE THE MINIMUM NECESSARY TO COMPLY WITH THE ADA AND MDOT STANDARDS. ANY DEVIATION LESS THAN THE MINIMUM WIDTH OR GREATER THAN THE MAXIMUM SLOPE FROM THESE STANDARDS MUST BE DOCUMENTED WITH THE STANDARDS BEING MET TO THE GREATEST EXTENT PRACTICABLE AND CONSISTENT WITH THE MOST CURRENT PUBLIC RIGHT-OF-WAY ACCESSIBILITY GUIDELINES (PROWAG).
 2. CURB RAMPS, LANDINGS AND BLENDED TRANSITIONS MAY REQUIRE THE USE OF DETECTABLE WARNINGS. DETECTABLE WARNINGS ON THIS SHEET ARE SHOWN FOR ILLUSTRATION ONLY. REFER TO THE DETECTABLE WARNING DETAILS ON WK. NO. CR-4 FOR DETAILS ON PLACEMENT, ORIENTATION & DIMENSIONS.
 3. THE LOCATION, ORIENTATION, AND TYPE OF CURB RAMPS SHOULD BE AS SHOWN IN THE PLANS.
 4. ANY COMBINATION OF PERPENDICULAR, PERPENDICULAR RETURNED, AND PARALLEL CURB RAMPS MAY BE USED TO ACHIEVE AN ACCESSIBLE DESIGN AS LONG AS THE BASIC REQUIREMENTS FOR CURB RAMPS ARE MET.
 5. CURB RAMPS SHALL BE PAID FOR AS SIDEWALK.
 6. THE THICKNESS OF THE CURB RAMP SHALL BE A MINIMUM OF 4".
 7. BEYOND THE BOTTOM GRADE BREAK, A CLEAR SPACE OF 4' MINIMUM BY 4' MINIMUM SHALL BE PROVIDED WITHIN THE WIDTH OF THE PEDESTRIAN STREET CROSSING AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE.

CURB RAMP NOTES:

8. THE CLEAR WIDTH OF CURB RAMP RUNS (EXCLUDING ANY FLARED SIDES), BLENDED TRANSITIONS, AND TURNING SPACES SHALL BE THE WIDTH OF THE SIDEWALK, OR 4' MINIMUM. THE RUNNING SLOPE OF A CURB RAMP SHALL BE 5% MINIMUM, AND 8.33% MAXIMUM (7.1% PREFERRED). THE RUNNING SLOPE OF BLENDED TRANSITIONS SHALL BE 5% MAXIMUM.
9. WHERE THE SLOPE OF THE ROADWAY EXCEEDS 8.33%, THE CURB RAMP LENGTH IS THE LENGTH NECESSARY TO MEET THE EXISTING SIDEWALK. IT IS NOT NECESSARY THAT THE RAMP EXCEED 15'.
10. THE CROSS SLOPE OF CURB RAMPS, BLENDED TRANSITIONS, AND TURNING SPACES SHALL BE 2% MAXIMUM (1.5% PREFERRED). AT PEDESTRIAN STREET CROSSINGS WITHOUT YIELD OR STOP CONTROL AND AT MIDBLOCK PEDESTRIAN STREET CROSSINGS, THE CROSS SLOPE IS PERMITTED TO EQUAL THE STREET OR HIGHWAY GRADE.
11. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMP RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACES. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
12. RAMP TRANSITIONS BETWEEN WALKS, TURNING SPACES, LANDINGS, GUTTERS, OR STREETS SHALL BE FLUSH AND FREE OF ABRUPT VERTICAL CHANGES.
13. WHERE A PEDESTRIAN CIRCULATION PATH CROSSES THE CURB RAMP, FLARED SIDES SHALL BE SLOPED 10% MAXIMUM, MEASURED PARALLEL TO THE CURB LINE.

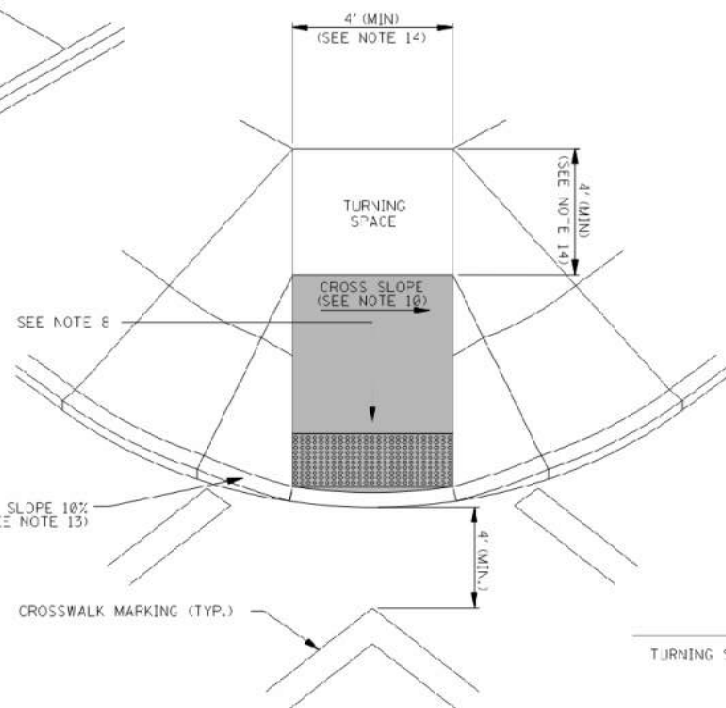
TURNING SPACE NOTES:

14. A TURNING SPACE 4' MINIMUM BY 4' MINIMUM SHALL BE PROVIDED AT THE TOP OF PERPENDICULAR RAMPS AND AT THE BOTTOM OF PARALLEL RAMPS. TURNING SPACES ARE ALLOWED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. IF THE TURNING SPACE IS CONSTRAINED BY A CURB, WALL, OR OTHER OBSTRUCTION, THE TURNING SPACE SHALL BE 4' MINIMUM BY 5' MINIMUM, WITH THE 5' DIMENSION PROVIDED IN THE DIRECTION OF TRAVEL TOWARD THE CONSTRAINT.
15. THE RUNNING SLOPE OF TURNING SPACES SHALL BE 2% MAXIMUM (1.5% PREFERRED). THE CROSS SLOPE OF TURNING SPACES SHALL BE 2% MAXIMUM (1.5% PREFERRED). AT PEDESTRIAN STREET CROSSINGS WITHOUT YIELD OR STOP CONTROL AND AT MIDBLOCK PEDESTRIAN STREET CROSSINGS, THE CROSS SLOPE SHALL BE PERMITTED TO EQUAL THE STREET OR HIGHWAY GRADE.
16. BEYOND THE BOTTOM GRADE BREAK, A CLEAR SPACE 4' MINIMUM BY 4' MINIMUM SHALL BE PROVIDED WITHIN THE WIDTH OF THE PEDESTRIAN STREET CROSSING AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE.
17. THE COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF CURB RAMP RUNS, BLENDED TRANSITIONS, AND TURNING SPACES SHALL BE 5% MAXIMUM. IT IS BEST PRACTICE TO PROVIDE A 2' LEVEL STRIP AT THE GUTTER IF THE GRADE BREAK EXCEEDS 11%.



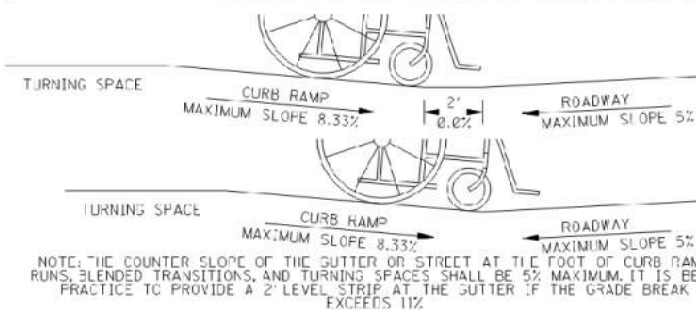
TYPE 4 – PARALLEL CURB RAMP

THE CURB BEHIND THE TURNING SPACE AND RAMPS IS NOT REQUIRED, BUT IS SUGGESTED FOR RETAINING SOIL AND PROVIDING AN EDGE FOR PEDESTRIANS WITH VISUAL IMPAIRMENTS.



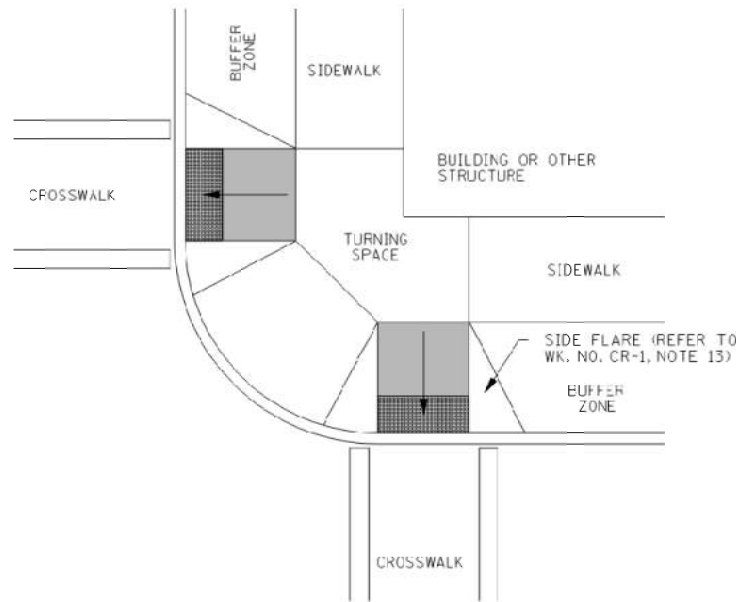
TYPE 5 – DIAGONAL CURB RAMP

DIAGONAL CURB RAMPS ARE UNACCEPTABLE IN NEW CONSTRUCTION. THEY MAY BE USED FOR ALTERATIONS ONLY IF IT IS THE ONLY OPTION THAT WILL WORK.

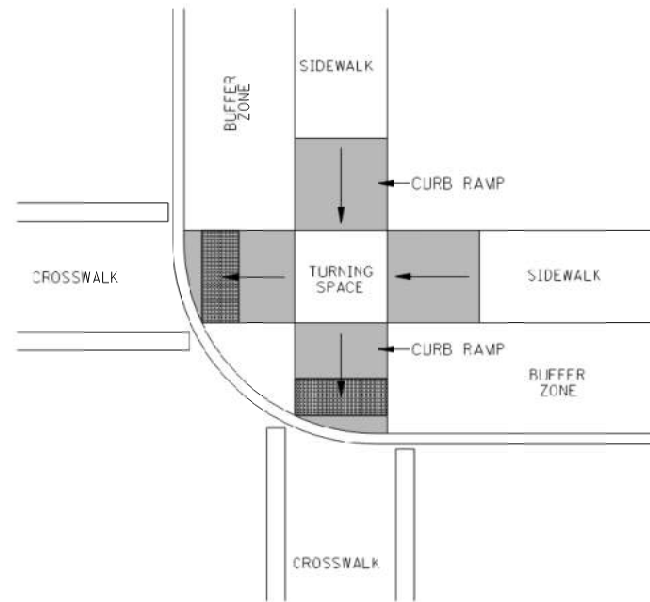


COUNTER SLOPE CONDITIONS

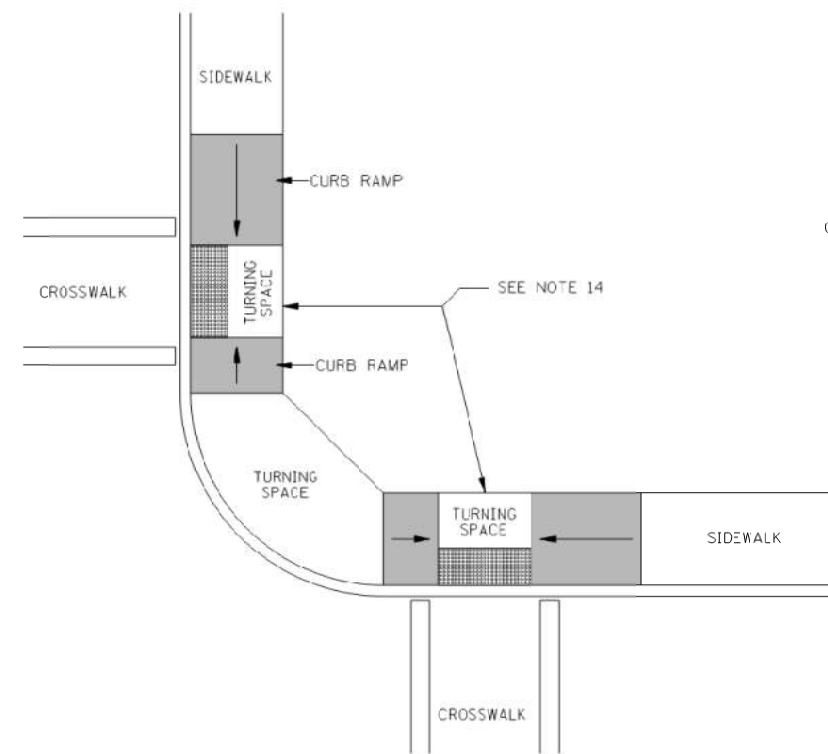
MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN			
CURB RAMPS RAMP DESIGN ELEMENTS			
MDOT			
WORKING NUMBER CR-1			
SHEET NUMBER 6421			
DATE	ISSUE DATE:	AUGUST 01, 2017	



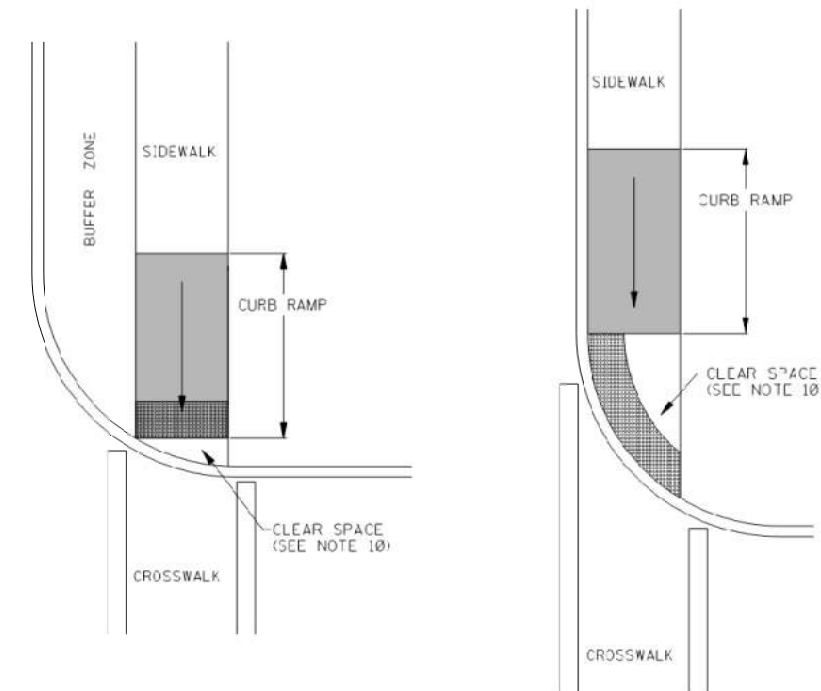
CURB RAMP CONFIGURATION: TYPE A



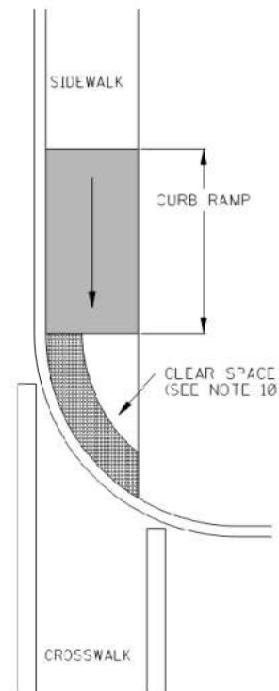
CURB RAMP CONFIGURATION: TYPE B



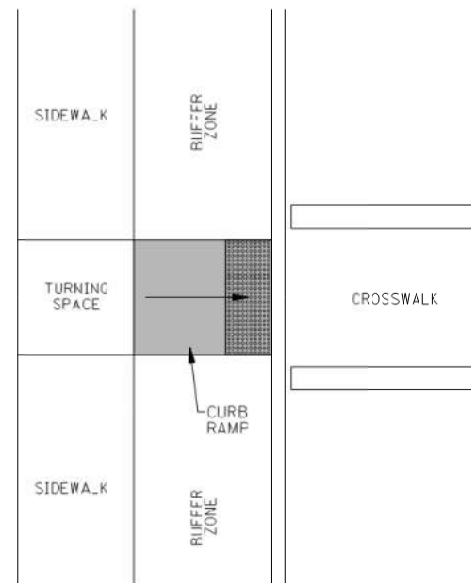
CURB RAMP CONFIGURATION: TYPE C



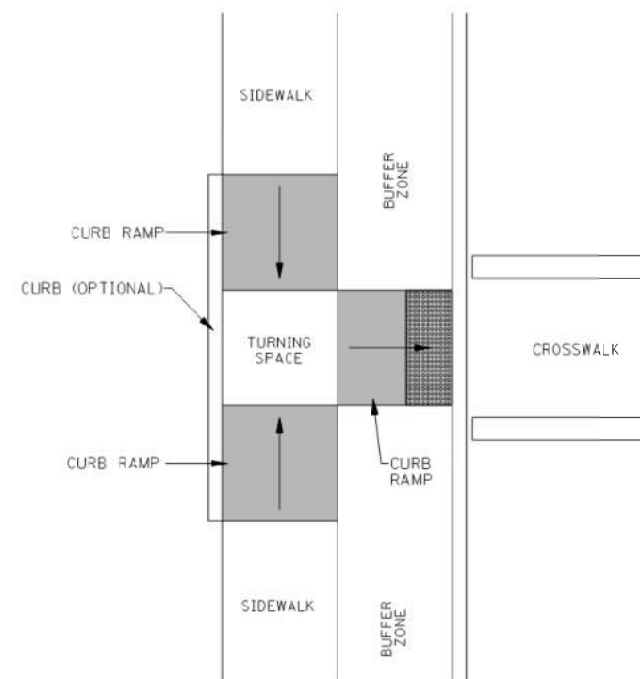
CURB RAMP CONFIGURATION: TYPE D



CURB RAMP CONFIGURATION: TYPE E



CURB RAMP CONFIGURATION: TYPE F



CURB RAMP CONFIGURATION: TYPE G
MID BLOCK CROSSING

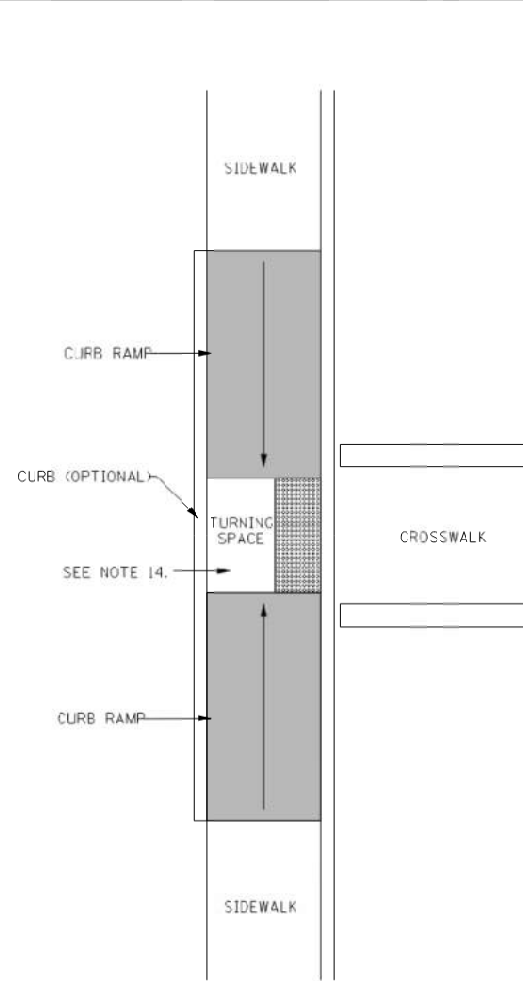
THE CURB BEHIND THE TURNING SPACE AND RAMP IS NOT REQUIRED, BUT IS SUGGESTED FOR RETAINING SOIL AND PROVIDING AN EDGE FOR PEDESTRIANS WITH VISUAL IMPAIRMENTS.

GENERAL NOTES:

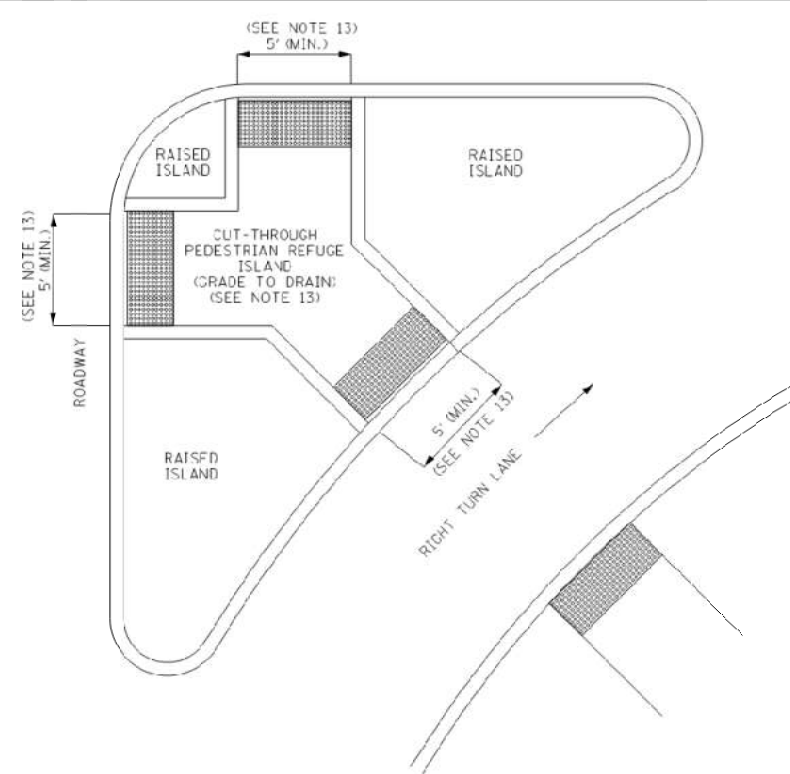
1. FOR DIMENSIONS & GEOMETRIC VALUES REFER TO WK. NO. CR-1.
2. THE CONFIGURATIONS SHOWN GENERICALLY REPRESENT THE MOST COMMON SITUATIONS ENCOUNTERED. THEY ARE INTENDED TO PRESENT CURB RAMP DESIGN CONCEPTS. SITE CONDITIONS AT INDIVIDUAL LOCATIONS REQUIRE SPECIFIC DESIGNS. CURB RAMP DESIGNS MUST BE CONSISTENT WITH THE PROVISIONS OF WK. NOS. CR-1, CR-2, CR-3 AND CR-4.
3. COORDINATE TRAFFIC CONTROL DEVICES, UTILITY LOCATIONS, SIGNS, STREET FURNITURE AND DRAINAGE TO ENSURE A CONTINUOUS PEDESTRIAN ACCESS ROUTE AT ALL CURB RAMP LOCATIONS. GUIDANCE FOR CROSSWALK MARKINGS AND TRAFFIC CONTROL DEVICES IS PROVIDED IN THE MUTCD.
4. DETECTABLE WARNINGS SHOWN ON THIS SHEET ARE FOR ILLUSTRATION ONLY. FOR SPECIFIC PLACEMENT ORIENTATIONS AND DIMENSIONS REFER TO WK. NO. CR-4.
5. THE CROSS SLOPE OF CURB RAMP, BLENDED TRANSITIONS, AND TURNING SPACES SHALL BE 2% MAXIMUM (1.5% PREFERRED). AT PEDESTRIAN STREET CROSSINGS WITHOUT YIELD OR STOP CONTROL AND AT MIDBLOCK PEDESTRIAN STREET CROSSINGS, THE CROSS SLOPE SHALL BE PERMITTED TO EQUAL THE STREET OR HIGHWAY GRADE.
6. DIAGONAL CURB RAMP ARE UNACCEPTABLE IN NEW CONSTRUCTION. THEY MAY BE USED FOR ALTERATIONS ONLY IF IT IS THE ONLY OPTION THAT WILL WORK.
7. GRATES SHALL NOT BE LOCATED ON CURB RAMP, BLENDED TRANSITIONS, TURNING SPACES, OR LANDINGS. ACCESS COVERS OF SIMILAR SURFACES SHALL COMPLY WITH APPLICABLE SURFACE REQUIREMENTS.
8. UTILITIES, SIGNS, AND OTHER FIXED OBJECTS SHALL NOT BE PLACED ON A CURB RAMP, PEDESTRIAN ACCESS ROUTE, OR IN A MANNER THAT INTERFERES WITH THE USE OF THE CURB RAMP.
9. THE SURFACE OF ALL CURB RAMP SHALL BE STABLE, FIRM, AND SLIP RESISTANT. A COARSE BROOM FINISH RUNNING PERPENDICULAR TO THE SLOPE IS RECOMMENDED ON CONCRETE RAMP SURFACES, EXCLUSIVE OF THE DETECTABLE WARNING FIELDS.
10. THERE SHALL BE A CLEAR SPACE AT THE BOTTOM OF THE ALTERNATE PERPENDICULAR RETURNED CURB RAMP. IT SHALL SLOPE TO DRAIN RUNOFF TO STREET/GUTTER AND HAVE A MAXIMUM SLOPE OF 2% (1.5% PREFERRED).
11. TURNING SPACES MAY OVERLAP WITH ADJACENT TURNING SPACES OR A SINGLE TURNING SPACE MAY SERVE MULTIPLE CURB RAMP.
12. TURNING SPACES MAY OVERLAP WITH THE CLEAR GROUND SPACE REQUIRED AT PEDESTRIAN SIGNAL PUSH BUTTONS.
13. THE CLEAR WIDTH OF PEDESTRIAN ACCESS ROUTES WITHIN MEDIANS AND PEDESTRIAN REFUGE ISLANDS SHALL BE 5' MINIMUM.
14. BEYOND THE BOTTOM GRADE BREAK, A TURNING SPACE OF 4' MINIMUM BY 4' MINIMUM SHALL BE PROVIDED WITHIN THE WIDTH OF THE PEDESTRIAN STREET CROSSING AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE.

NOTE: SEE WK. NO. CR-4 FOR
DETECTABLE WARNING DIMENSIONS
AND PLACEMENT ORIENTATION.

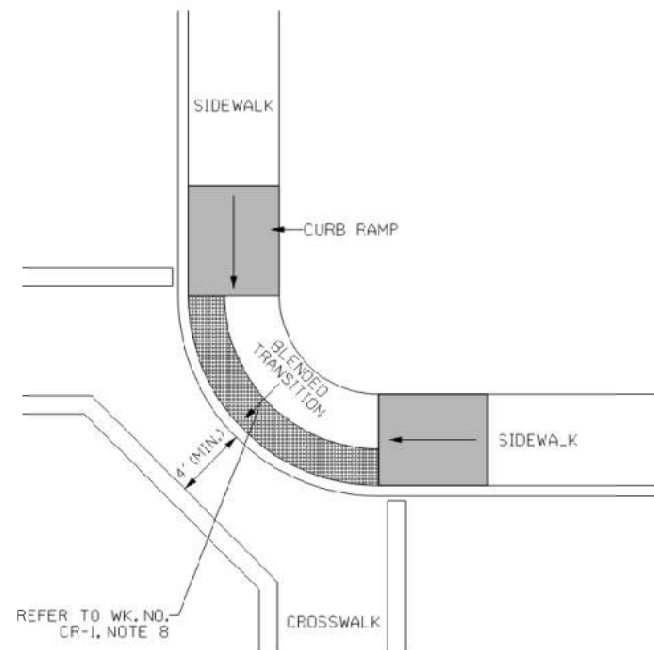
				MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN			
				CURB RAMP PLACEMENT DETAILS			
				MDOT WORKING NUMBER CR-2			
				SHEET NUMBER 6422			
				ISSUE DATE: AUGUST 01, 2017			



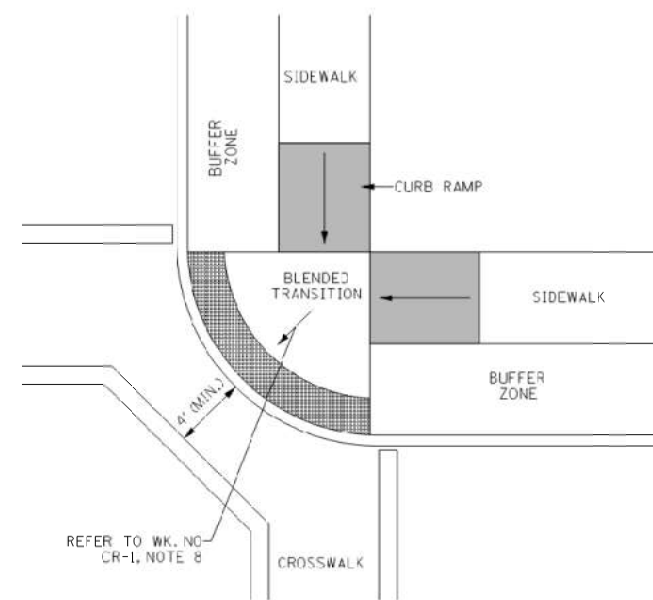
CURB RAMP CONFIGURATION: TYPE H



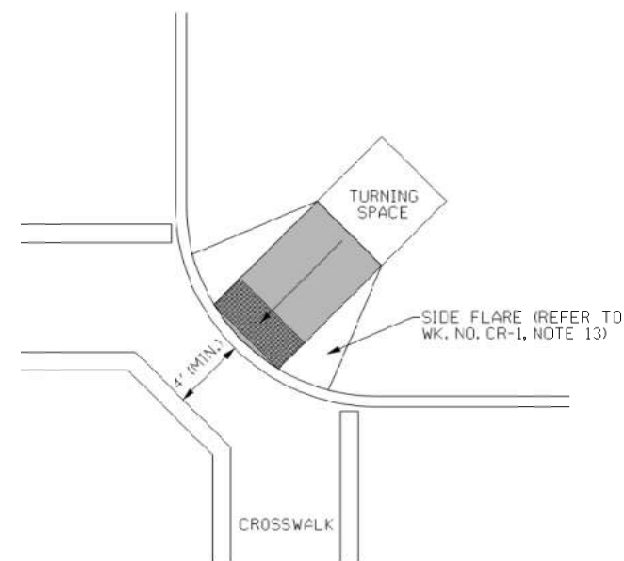
CURB RAMP CONFIGURATION: TYPE I
RIGHT TURN ISLAND CUT THROUGH



CURB RAMP CONFIGURATION: TYPE K
NOT RECOMMENDED



CURB RAMP CONFIGURATION: TYPE J
NOT RECOMMENDED



CURB RAMP CONFIGURATION: TYPE L
NOT RECOMMENDED
REFER TO NOTE 6

GENERAL NOTES:

1. FOR DIMENSIONS & GEOMETRIC VALUES REFER TO WK. NO. CR-1.
2. THE CONFIGURATIONS SHOWN GENERICALLY REPRESENT THE MOST COMMON SITUATIONS ENCOUNTERED. THEY ARE INTENDED TO PRESENT CURB RAMP DESIGN CONCEPTS. SITE CONDITIONS AT INDIVIDUAL LOCATIONS REQUIRE SPECIFIC DESIGNS. CURB RAMP DESIGNS MUST BE CONSISTENT WITH THE PROVISIONS OF WK. NOS. CR-1, CR-2, CR-3 AND CR-4.
3. COORDINATE TRAFFIC CONTROL DEVICES, UTILITY LOCATIONS, SIGNS, STREET FURNITURE AND DRAINAGE TO ENSURE A CONTINUOUS PEDESTRIAN ACCESS ROUTE AT ALL CURB RAMP LOCATIONS. GUIDANCE FOR CROSSWALK MARKINGS AND TRAFFIC CONTROL DEVICES IS PROVIDED IN THE MUTCD.
4. DETECTABLE WARNINGS SHOWN ON THIS SHEET ARE FOR ILLUSTRATION ONLY. FOR SPECIFIC PLACEMENT ORIENTATIONS AND DIMENSIONS REFER TO WK. NO. CR-4.
5. THE CROSS SLOPE OF CURB RAMPS, BLENDED TRANSITIONS, AND TURNING SPACES SHALL BE 2% MAXIMUM (1.5% PREFERRED). AT PEDESTRIAN STREET CROSSINGS WITHOUT YIELD OR STOP CONTROL AND AT MIDBLOCK PEDESTRIAN STREET CROSSINGS, THE CROSS SLOPE SHALL BE PERMITTED TO EQUAL THE STREET OR HIGHWAY GRADE.
6. DIAGONAL CURB RAMPS ARE UNACCEPTABLE IN NEW CONSTRUCTION. THEY MAY BE USED FOR ALTERATIONS ONLY IF IT IS THE ONLY OPTION THAT WILL WORK.
7. GRATES SHALL NOT BE LOCATED ON CURB RAMPS, BLENDED TRANSITIONS, TURNING SPACES, OR LANDINGS. ACCESS COVERS OF SIMILAR SURFACES SHALL COMPLY WITH APPLICABLE SURFACE REQUIREMENTS.
8. UTILITIES, SIGNS, AND OTHER FIXED OBJECTS SHALL NOT BE PLACED ON A CURB RAMP, PEDESTRIAN ACCESS ROUTE, OR IN A MANNER THAT INTERFERES WITH THE USE OF THE CURB RAMP.
9. THE SURFACE OF ALL CURB RAMPS SHALL BE STABLE, FIRM, AND SLIP RESISTANT. A COARSE BROOM FINISH RUNNING PERPENDICULAR TO THE SLOPE IS RECOMMENDED ON CONCRETE RAMP SURFACES, EXCLUSIVE OF THE DETECTABLE WARNING FIELDS.
10. THERE SHALL BE A CLEAR SPACE AT THE BOTTOM OF THE ALTERNATE PERPENDICULAR RETURNED CURB RAMP. IT SHALL SLOPE TO DRAIN RUNOFF TO STREET/GUTTER AND HAVE A MAXIMUM SLOPE OF 2% (1.5% PREFERRED).
11. TURNING SPACES MAY OVERLAP WITH ADJACENT TURNING SPACES OR A SINGLE TURNING SPACE MAY SERVE MULTIPLE CURB RAMPS.
12. TURNING SPACES MAY OVERLAP WITH THE CLEAR GROUND SPACE REQUIRED AT PEDESTRIAN SIGNAL PUSH BUTTONS.
13. THE CLEAR WIDTH OF PEDESTRIAN ACCESS ROUTES WITHIN MEDIANS AND PEDESTRIAN REFUGE ISLANDS SHALL BE 5' MINIMUM.
14. BEYOND THE BOTTOM GRADE BREAK, A TURNING SPACE OF 4' MINIMUM BY 4' MINIMUM SHALL BE PROVIDED WITHIN THE WIDTH OF THE PEDESTRIAN STREET CROSSING AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE.

NOTE: SEE WK. NO. CR-4 FOR
DETECTABLE WARNING DIMENSIONS
AND PLACEMENT ORIENTATION.

				BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN
				REVISION	
				DATE	
					CURB RAMPS PLACEMENT DETAILS
					ISSUE DATE: AUGUST 01, 2017
					WORKING NUMBER CR-3
					SHEET NUMBER 6423



STATE	PROJECT NO.
MISS.	

GENERAL NOTES:

- THE DETAILS PROVIDED ARE NOT DRAWN TO SCALE. THE QUANTITY OF DOMES, DEPICTED ON THE DETECTABLE WARNING UNIT (THE DOMES AND THE ENTIRE 2' LEVEL SURFACE) IS FOR ILLUSTRATION ONLY.
- ALL DETECTABLE WARNINGS SHOWN ON THIS SHEET SHALL BE PAID FOR - PER SQUARE FEET, UNLESS OTHERWISE NOTED IN THE PLANS.

DETECTABLE WARNING UNIT DIMENSIONS:

- DETECTABLE WARNING SURFACES SHALL EXTEND 2' MINIMUM IN THE DIRECTION OF PEDESTRIAN TRAVEL. AT CURB RAMP AND BLENDED TRANSITIONS, DETECTABLE WARNING SURFACES SHALL EXTEND THE FULL WIDTH OF THE RAMP RUN (EXCLUDING ANY FLARED SIDES), BLENDED TRANSITION, OR TURNING SPACE. AT PEDESTRIAN AT-GRADE RAIL CROSSINGS NOT LOCATED WITHIN A STREET OR HIGHWAY, DETECTABLE WARNINGS SHALL EXTEND THE FULL WIDTH OF THE CROSSING. AT BOARDING PLATFORMS FOR BUSES AND RAIL VEHICLES, DETECTABLE WARNING SURFACES SHALL EXTEND THE FULL LENGTH OF THE PUBLIC USE AREAS OF THE PLATFORM. AT BOARDING AND ALIGHTING AREAS AT SIDEWALK OR STREET LEVEL TRANSIT STOPS FOR RAIL VEHICLES, DETECTABLE WARNING SURFACES SHALL EXTEND THE FULL LENGTH OF THE TRANSIT STOP.

DOVE ALIGNMENT:

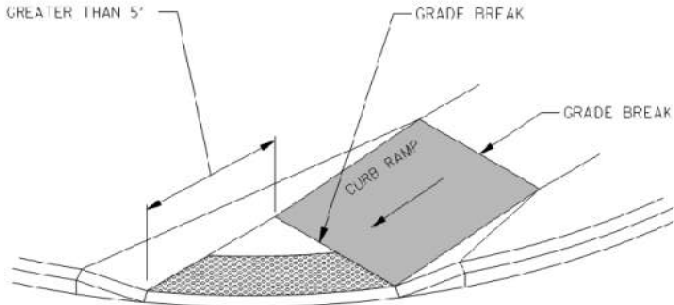
- THE ROWS OF DOMES SHALL BE ALIGNED TO BE PERPENDICULAR OR RADIAL TO THE GRADE BREAK AT THE RAMP LANDING OR BETWEEN THE CURB RAMP AND THE STREET.
- WHERE DOMES ARE ARRAYED RADially THEY MAY DIFFER IN DOVE DIAMETER AND CENTER-TO-CENTER SPACING WITHIN THE RANGES SPECIFIED ON THIS SHEET.

COLOR REQUIREMENTS:

- DETECTABLE WARNING SURFACES SHALL CONTRAST VISUALLY WITH ADJACENT GUTTER, STREET OR HIGHWAY, OR PEDESTRIAN ACCESS ROUTE SURFACE, EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT.

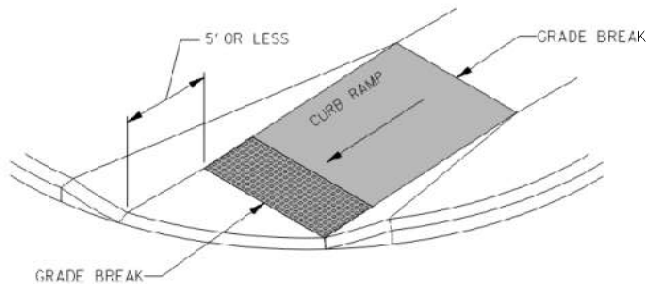
DETECTABLE WARNINGS LOCATIONS:

- ON PERPENDICULAR CURB RAMPS, WHERE THE ENDS OF THE BOTTOM GRADE BREAK ARE IN FRONT OF THE BACK OF CURB, DETECTABLE WARNING SURFACES SHALL BE PLACED AT THE BACK OF CURB. WHERE THE ENDS OF THE BOTTOM GRADE BREAK ARE BEHIND THE BACK OF CURB AND THE DISTANCE FROM EITHER END OF THE BOTTOM GRADE BREAK TO THE BACK OF CURB IS 5' OR LESS, DETECTABLE WARNING SURFACES SHALL BE PLACED ON THE RAMP RUN WITHIN ONE DOVE SPACING OF THE BOTTOM GRADE BREAK. WHERE THE ENDS OF THE BOTTOM GRADE BREAK ARE BEHIND THE BACK OF CURB AND THE DISTANCE FROM EITHER END OF THE BOTTOM GRADE BREAK TO THE BACK OF CURB IS MORE THAN 5', DETECTABLE WARNING SURFACES SHALL BE PLACED ON THE LOWER LANDING AT THE BACK OF CURB.
- ON PARALLEL CURB RAMPS, DETECTABLE WARNING SURFACES SHALL BE PLACED ON THE TURNING SPACE AT THE FLUSH TRANSITION BETWEEN THE STREET AND SIDEWALK.
- ON BLENDED TRANSITIONS, DETECTABLE WARNING SURFACES SHALL BE PLACED AT THE BACK OF CURB. WHERE RAISED PEDESTRIAN STREET CROSSINGS, DEPRESSED CORNERS, OR OTHER LEVEL PEDESTRIAN STREET CROSSINGS ARE PROVIDED, DETECTABLE WARNING SURFACES SHALL BE PLACED AT THE FLUSH TRANSITION BETWEEN THE STREET AND THE SIDEWALK.
- AT CUT-THROUGH PEDESTRIAN REFUGE ISLANDS, DETECTABLE WARNING SURFACES SHALL BE PLACED AT THE EDGES OF THE PEDESTRIAN ISLAND AND SHALL BE SEPARATED BY A 2' MINIMUM LENGTH OF SURFACE WITHOUT DETECTABLE WARNINGS.
- AT PEDESTRIAN AT-GRADE RAIL CROSSINGS NOT LOCATED WITHIN A STREET OR HIGHWAY, DETECTABLE WARNING SURFACES SHALL BE PLACED ON EACH SIDE OF THE RAIL CROSSING. THE EDGE OF THE DETECTABLE WARNING SURFACE NEAREST THE RAIL CROSSING SHALL BE 5' MINIMUM AND 15' MAXIMUM FROM THE CENTERLINE OF THE NEAREST RAIL. WHERE PEDESTRIAN GATES ARE PROVIDED, DETECTABLE WARNING SURFACES SHALL BE PLACED ON THE SIDE OF THE GATES OPPOSITE THE RAIL.
- AT BOARDING PLATFORMS FOR BUSES AND RAIL VEHICLES, DETECTABLE WARNING SURFACES SHALL BE PLACED AT THE BOARDING EDGE OF THE PLATFORM.
- AT BOARDING AND ALIGHTING AREAS AT SIDEWALK OR STREET LEVEL TRANSIT STOPS FOR RAIL VEHICLES, DETECTABLE WARNING SURFACES SHALL BE PLACED AT THE SIDE OF THE BOARDING AND ALIGHTING AREA FACING THE RAIL VEHICLES.



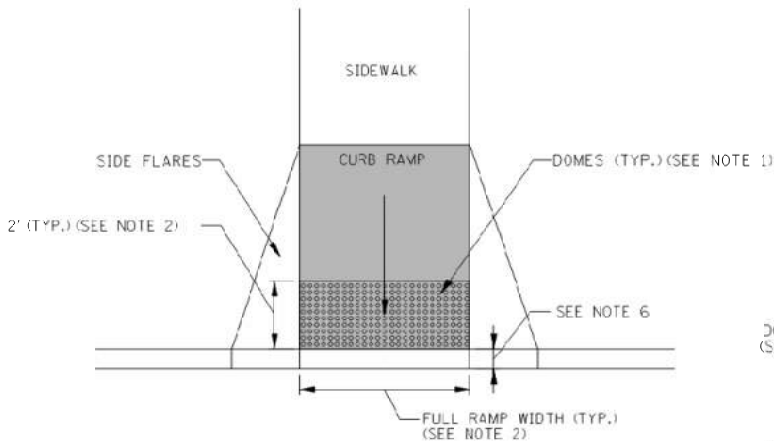
DETECTABLE WARNING PLACEMENT DETAIL 1

NOTE: IF THE DISTANCE FROM THE GRADE BREAK IS GREATER THAN OR EQUAL TO 5', DETECTABLE WARNINGS SHALL BE PLACED ALONG THE RADIUS OF THE CURVE AS SHOWN IN THE ABOVE DETAIL.

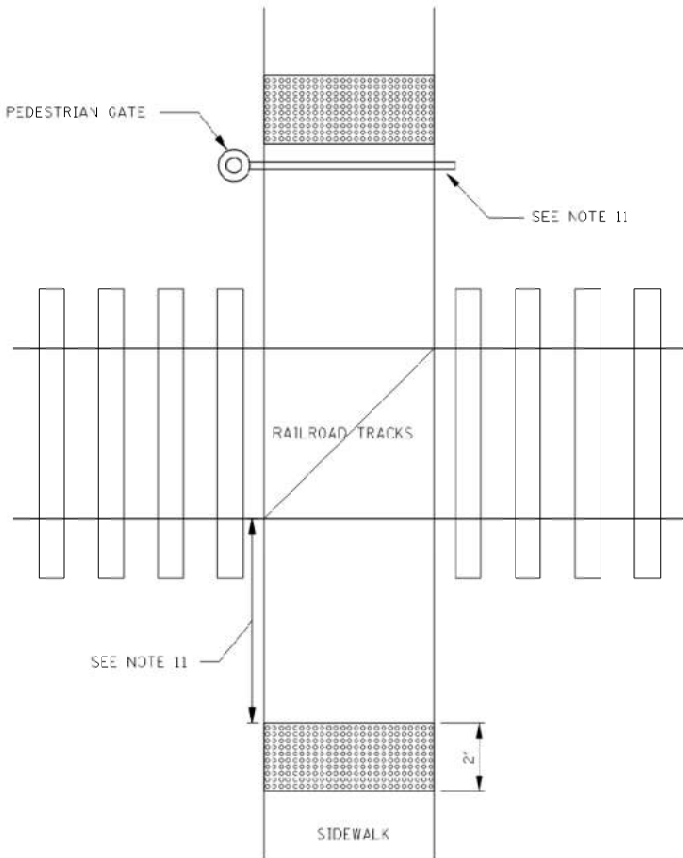


DETECTABLE WARNING PLACEMENT DETAIL 2

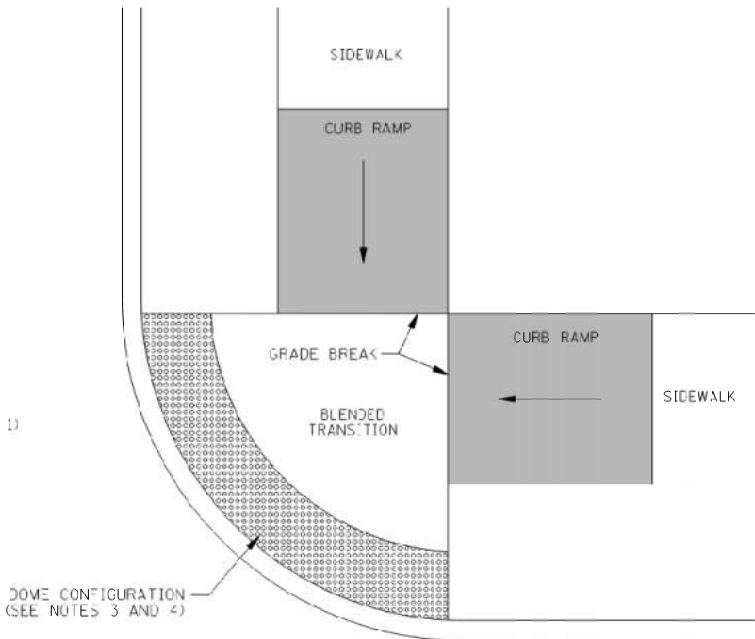
NOTE: IF THE DISTANCE FROM THE GRADE BREAK IS LESS THAN OR EQUAL TO 5', DETECTABLE WARNINGS SHALL BE PLACED ON THE CURB RAMP ALONG THE BOTTOM GRADE BREAK WITH ONE CORNER 5' TO 9' FROM THE FRONT OF THE CURB OR EDGE OF THE ROADWAY.



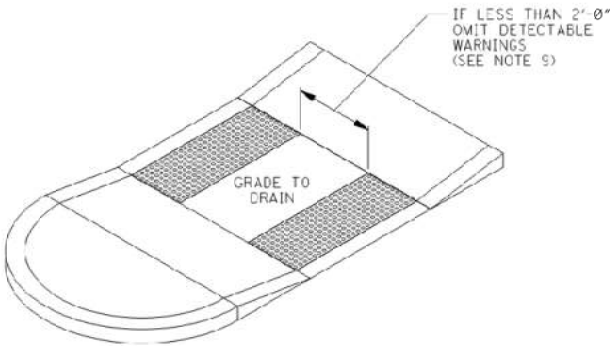
DETECTABLE WARNING AT CURB RAMP



DETECTABLE WARNINGS AT RAILROAD CROSSING

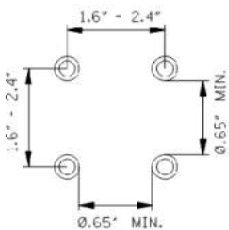


DETECTABLE WARNING AT BLENDED TRANSITION (CONFIGURATION: TYPES K AND J)

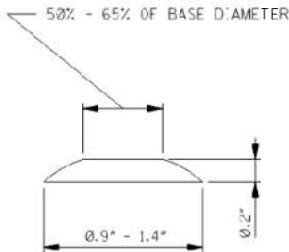


DETECTABLE WARNINGS AT MEDIAN ISLANDS

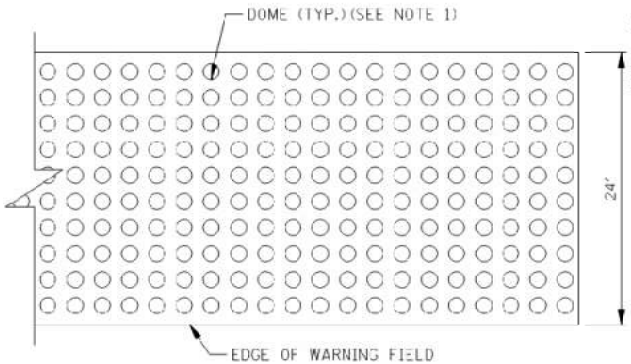
NON-ELEVATED CROSSING



DOVE SPACING



DOVE SECTION



DETECTABLE WARNING LAYOUT

REVISION	DATE	BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN
			CURB RAMPS DETECTABLE WARNING DETAILS
			WORKING NUMBER CR-4
			SHEET NUMBER 6424
			ISSUE DATE: AUGUST 01, 2017