

MISSISSIPPI GULF COAST UNFUNDED PROJECTS OF REGIONAL SIGNIFICANCE

PLANNING
FOR THE NEXT
10
YEARS

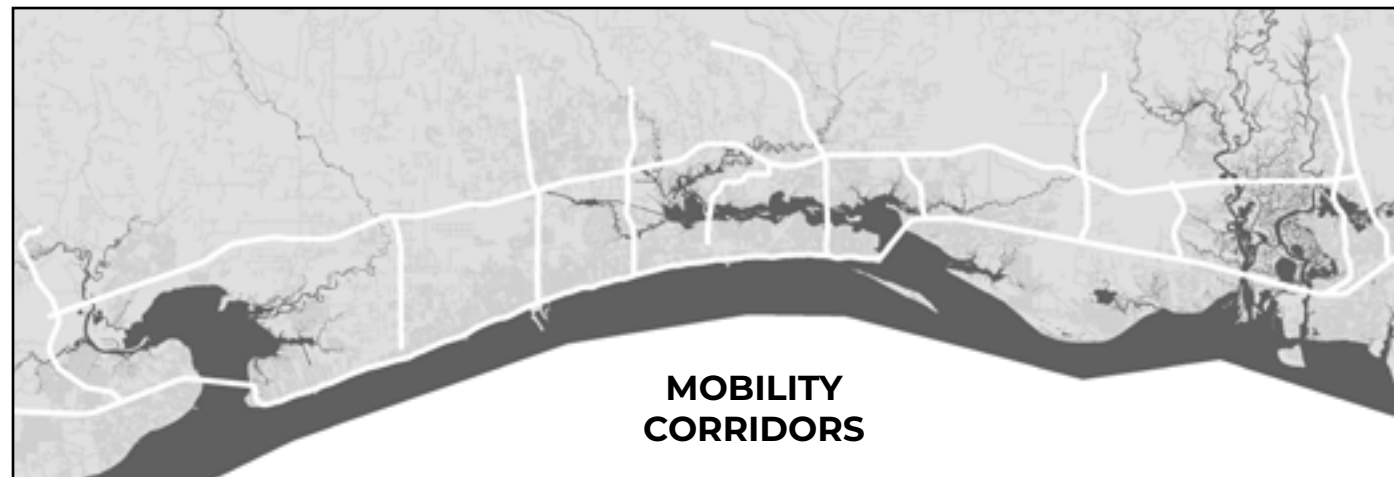


1635 Popps Ferry Road, Suite G
Biloxi, MS 39532
Phone: 228-864-1167
Web : www.grpc.com

GULF COAST REGIONAL MOBILITY

The part of the Gulf Coast road network which provides for a significant amount of mobility throughout the region are the *Gulf Coast Mobility Corridors*.

- * Most relatively long-distance trips being made within the region are a combination of major arterial and interstate movements.
- * These longer continuous routes carry a high proportion of traffic in the region providing accessibility between communities and major activity centers.
- * Due to the linearity of urban development in the Mississippi Gulf Coast region, east-west mobility is very important on the two major travel corridors—Interstate 10 and US 90 which span the three coastal counties from Alabama to Louisiana.
- * North of the interstate there does not yet appear to be a well-defined concept for enhanced east-west mobility, but as development pushes further inland in the years ahead the need for a continuous route connecting major north-south corridors north of I-10 is likely to become more apparent.
- * The north-south connectors are used by Gulf Coast residents between I-10 and US 90 as they make long commutes to major employment sites such as Keesler, casinos, hospitals, Stennis, Ingalls and Chevron.



REGIONAL MOBILITY PROJECTS

The MPO develops this report for the Gulf Coast region as a means to show the State and Federal Government and other decision makers which regionally significant projects are considered priorities but face funding challenges. The report includes projects from the 2045 Metropolitan Transportation Plan, MDOT planning, MPO planning, and local public agencies. These project concepts improve mobility and connectivity by mitigating congestion and providing linkage gaps to the Gulf Coast mobility corridors. Studies to conduct more detailed analyses of specific alternative corridor improvements, continue coordination with stakeholders, should be used to advance projects into implementation. For the purposes of this report, high-level screening is used to provide a look into the benefits of the regional project concepts to help determine if they are consistent with regional and community visions and plans for future growth. The criteria are as follows:



ECONOMIC VITALITY

Improved traffic flow or providing new connections reduce travel time and lessen miles traveled. This results in less time a person has to spend in a vehicle and reduced operating cost. Both of which have economic value measured by VHT and VMT.



SAFETY

It is assumed the transportation projects modernize roadways to current standards which results in safer roads that lower fatality and injury rates from improved high crash rate intersections.



MOBILITY

Improves mobility and reduces congestion measured using Level of Service (LOS) based on the volume to capacity ratio.



MULTIMODAL CONNECTIVITY

Safe and complete bicycle and pedestrian networks and provides connectivity between modes of transportation



RESILIENCE

Provides alternatives or improvements to infrastructure that is repeatedly damaged by extreme weather or addresses hurricane evacuation. Project is located in or directly benefits an area of persistent poverty.



ACCESSIBILITY

Accessibility refers to the ease of reaching goods, services and activities. Reductions in Vehicle Hours Traveled (VHT) and Vehicle Miles Traveled (VMT) due to new access.

BEATLINE PARKWAY

Western Harrison County desperately needs an adequate connection between I-10 and US 90. A new road linking US 90 to the existing Beatline Road and widening would provide much needed north-south mobility.

PURPOSE

Reduce congestion along Beatline Road and provide a consistent connection between I-10 and US 90 in Western Harrison County.

NEED

The roadway lacks the capacity for existing traffic and future growth. A suitable north-south connector is needed in this area between US 90 and I-10. The roadway regularly suffers from storm water inundation.

ANCILLARY BENEFITS

Optimizes opportunities for economic development by improving access to the Long Beach Industrial Park. Provides entryway into Western Harrison County and Bay Saint Louis while enhancing bike and pedestrian mobility and safety.

PROJECT

1. Widening from I-10 to Red Creek Road. Cost: \$22,800,000
2. Widening from Red Creek Road to Railroad Street. Cost: \$88,800,000
3. New road from Railroad Street to US 90. Cost: \$15,200,000



ECONOMIC VITALITY

This project will improve freight mobility from the HCDC Industrial Park. The new access to US 90 will be stimulus to economic activity providing increased retail spending resulting in long-term job creation in Harrison County.

1.33

*Project cost/benefit ratio
* Provided by TREDIS - an economic analysis system for planning major transportation investments.*

YES

Addresses freight bottlenecks on Beatline Rd



SAFETY

This project will reduce the number, rate, and consequences of crashes by improving conditions at intersections with high crash rates with roundabouts.

1.2

Beatline Rd at Pineville Rd crashes per 1,000,000 vehicles

1.27

Beatline Rd at Daugherty Rd crashes per 1,000,000 vehicles



MULTIMODAL CONNECTIVITY

The improved corridor will include a separated pathway for pedestrians and bicyclists increasing transportation choices for residents to access goods and services.

10ft

Multise pathway

5ft

Sidewalks



MOBILITY

The widening of this roadway would relieve increasing traffic congestion being experienced between I-10 and Red Creek Road.

Existing Traffic Impacts

Road	No Build	Build
Beatline Rd from I-10 to Red Creek Rd	LOS D 11,000 ADT	LOS A 15,400 ADT
Beatline Rd from Red Creek Rd to 28th St	LOS C 9,300 ADT	LOS A 16,700 ADT



ACCESSIBILITY

This project will provide reliable travel times to job opportunities by providing a critical linkage between I-10 and US 90 giving vehicles new access between the interstate and western Harrison County and Bay Saint Louis.

0

Vehicle Miles Traveled (VMT) reduced per day

207

Vehicle Hours Traveled (VHT) reduced per day



RESILIENCE & ENVIRONMENT

This improved roadway will resolve storm water problems and serve as a more efficient hurricane evacuation route.

YES

Storm water inundation or evacuation addressed

YES

Serves an area of persistent poverty



OLD FORT BAYOU INTERCHANGE

There are seven miles on I-10 between the MS 609 and MS 57 interchanges serving the fast growing western Jackson County communities. This interchange would provide significant improvement to access to destinations in this area.

PURPOSE

Provide much needed access to St. Martin and Vancleave communities.

NEED

Access to St. Martin is extremely limited. The main entrance to this community and a high school is provided by the long, narrow, two-lane, Old Fort Bayou Road. This road intersects with MS 609, therefore daily commuters must exit at the MS 609 interchange from I-10 to get to Old Fort Bayou Road.

ANCILLARY BENEFITS

A new interchange in this area would spur residential development in west Jackson County by providing new access to developed/undeveloped land making it more attractive for home buyers.

PROJECT

1. New Interchange on I-10 at Old Fort Bayou Road. Cost: \$24,000,000



ECONOMIC VITALITY

This project would decrease transportation costs through reliable and timely access for daily trips to employment centers and job opportunities

\$4,550,741

Annual value of operating cost and travel time savings

10.78

Project cost/benefit ratio
* Provided by TREDIS - an economic analysis system for planning major transportation investments.



SAFETY

Reduced Vehicle Miles Traveled (VMT) will result in fewer crashes on roadway and intersections with high crash rates. The project will provide improved emergency response operations.



MULTIMODAL CONNECTIVITY

There are no pedestrian and bicycle mobility improvements with this project.



MOBILITY

The new access provided by this project will give commuters a much improved alternative for travel reducing traffic on MS 57, Seaman Road and MS 609.

Existing Traffic Impacts

Road	No Build	Build
MS 609 from I-10 to US 90	LOS C 33,000 ADT	LOS C 32,000 ADT



ACCESSIBILITY

The new access provided by this project will substantially reduce vehicle miles travelled (VMT) in the region by providing more direct daily access to essential services from the St. Martin and Vancleave communities.

11820

Vehicle Miles Traveled (VMT) reduced per day

413

Vehicle Hours Traveled (VHT) reduced per day



RESILIENCE & ENVIRONMENT

A new interchange at this location would enable people in St. Martin and Vancleave to quickly get on I-10 for hurricane evacuation.

YES

Storm water inundation or evacuation addressed

NO

Serves an area of persistent poverty



BILOXI BEACH CONNECTOR

This project has been identified as a vital component in the long-range plans to provide a continuous north-south travel path connecting U.S. Highway 90 to I-10 via the existing Popp's Ferry Road.

PURPOSE

Improve mobility along Popp's Ferry Road. Reduce traffic congestion on MS 605 and I-110. Provide a consistent connection between I-10 and US 90 in East Harrison County and West Biloxi. Provide uninterrupted mobility from marine traffic during hurricane evacuation.

NEED

Popp's Ferry Road lacks the capacity for existing traffic and future growth. System linkage is needed to improve direct north-south mobility. Existing and future traffic on the adjacent MS 605 and I-110 will exceed capacity in the future resulting in increased congestion.

ANCILLARY BENEFITS

Provides entryway into East Harrison County/ West Biloxi. Provides direct access from MS 67 and I-10 to the Gulf Coast Coliseum and Convention Center.

PROJECT

1. Extension of Popp's Ferry Road to US 90. Cost: \$12,000,000
2. Widening of Popp's Ferry Road and new bridge. Cost: \$125,000,000
3. New connection to Woolmarket Exit. Cost: \$125,000,000
4. Widening of Shriners Boulevard to MS 67. Cost: \$16,000,000



ECONOMIC VITALITY

This new linkage would provide reliable and timely access from more direct and less congested travel.

\$12,545,514

Annual value of operating cost and travel time savings

1.86

Project cost/benefit ratio
* Provided by TREDIS - an economic analysis system for planning major transportation investments.

YES

Addresses freight bottlenecks on MS 605



SAFETY

Reduced traffic on MS 605 would result in fewer crashes at intersections with high crash rates. The project will provide improved emergency response operations.

2.58

MS 605 at Seaway Rd crashes per 1,000,000 vehicles

4.12

MS 605 at Pass Rd crashes per 1,000,000 vehicles



MULTIMODAL CONNECTIVITY

The improved corridor should include a separated pathway for pedestrians and bicyclists to increase safe transportation choices in the area.

10ft

Multise pathway

5ft

Sidewalks



MOBILITY

This corridor will reduce traffic on adjacent roadways such as MS 605 (-11%) and Cedar Lake Road (-23%).

Existing Traffic Impacts

Road	No Build	Build
Popp's Ferry Rd.	LOS E 19,000	LOS C 29,000
Riverview Dr to Pass Rd	AADT	AADT
Cedar Lake Rd. I-10 to Popp's Ferry	LOS D 26,000	LOS B 20,000
	AADT	AADT



ACCESSIBILITY

The Biloxi Beach Connector will provide more direct access between residential and commercial development north of the Bay of Biloxi and Woolmarket to the major employment centers, casinos, and tourist destinations on US 90.

14,871

Vehicle Miles Traveled (VMT) reduced per day

1563

Vehicle Hours Traveled (VHT) reduced per day



RESILIENCE & ENVIRONMENT

This project would provide a direct and immediate connection from US 90 to I-10 and MS 67 improving hurricane evacuation in eastern Harrison County.

YES

Storm water inundation or evacuation addressed

NO

Serves an area of persistent poverty



EAST-WEST CORRIDOR

A new multimodal transportation corridor running east and west between US 90 and Pass Road capable of carrying longer, faster vehicular trips providing relief to US 90 so it could serve principally as a scenic route for more leisurely sightseeing trips, beach bound travel or gaming related trip-making.

PURPOSE

Improve east-west mobility in Harrison County.

NEED

As traffic builds on US 90, it becomes increasingly apparent that there is a need for added east-west mobility parallel to the coastline in Harrison County. Sections of US 90 that are over capacity and are subject to flooding during storms.

ANCILLARY BENEFITS

The project offers significant improvements in economic strength by increasing the productivity of land with economic development districts resulting in long-term job creation.

PROJECT

1. US 49 to 20th Avenue. Cost: \$16,571,913
2. 20th Avenue to MS 605. Cost: \$89,500,000
3. MS 605 to Debuys Road. Cost: \$38,700,000
4. Debuys Road to Popps Ferry Road. Cost: \$39,200,000
5. Popps Ferry Road to Veterans Avenue. Cost: \$36,300,000
6. Veterans Avenue to Lameuse Street. Cost: \$94,600,000
7. US 90 to Howard Avenue Bridge - Cost: \$15,000,000



ECONOMIC VITALITY

This project would provide an alternate corridor to US 90 and Pass Road decreasing transportation costs with significant travel time savings and through more reliable and timely access to destinations.

\$16,791,227

Annual value of operating cost and travel time savings

1.89

Project cost/benefit ratio
* Provided by TREDIS - an economic analysis system for planning major transportation investments.



SAFETY

Reduced on traffic on US 90 would result in fewer crashes at intersections with high crash rates. The project will provide improved emergency response operations.

1.7

US 90 at MS 605 crashes per 1,000,000 vehicles

1.6

US 90 at Courthouse Rd crashes per 1,000,000 vehicles



MULTIMODAL CONNECTIVITY

This project improves transportation choices for individuals with the inclusion of an urban trail for pedestrians and bicyclists and Bus Rapid Transit (BRT) for quick alternative mode service between Gulfport and Biloxi.

10ft

Multiuse pathway



MOBILITY

This new corridor from US 49 to Point Cadet would reduce traffic congestion by taking traffic off of congested segments of Pass Road (32%) and US 90 (43%).

Existing Traffic Impacts

Road	No Build	Build
US 90 - Hopkins Blvd to White Ave	LOS E 41,000 ADT	LOS A 23,000 ADT
Pass Rd - MS 605 to Anniston Ave	LOS E 30,000 ADT	LOS B 20,000 ADT



ACCESSIBILITY

This limited access roadway would provide an improved mobility option to Pass Road and US 90 when making longer trips throughout Harrison County expanding access to essential services for communities, particularly for underserved or disadvantaged communities

0

Vehicle Miles Traveled (VMT) reduced per day

3013

Vehicle Hours Traveled (VHT) reduced per day



RESILIENCE & ENVIRONMENT

US 90 in Harrison County suffers effects of climate change. This new facility would improve resiliency by providing a redundant parallel route to US 90 which has storm water inundation problems.

YES

Storm water inundation or evacuation addressed

YES

Serves an area of persistent poverty



HIGHWAY 90 OCEAN SPRINGS - GAUTIER

This very congested roadway has been planned to be widened as funding becomes available. The current roadway configuration is over capacity from the amount of existing traffic. Traffic operations at intersections will need to be improved to relieve the peak hour congestion that occurs here on a daily basis.

PURPOSE

Reduce traffic congestion in Ocean Springs.

NEED

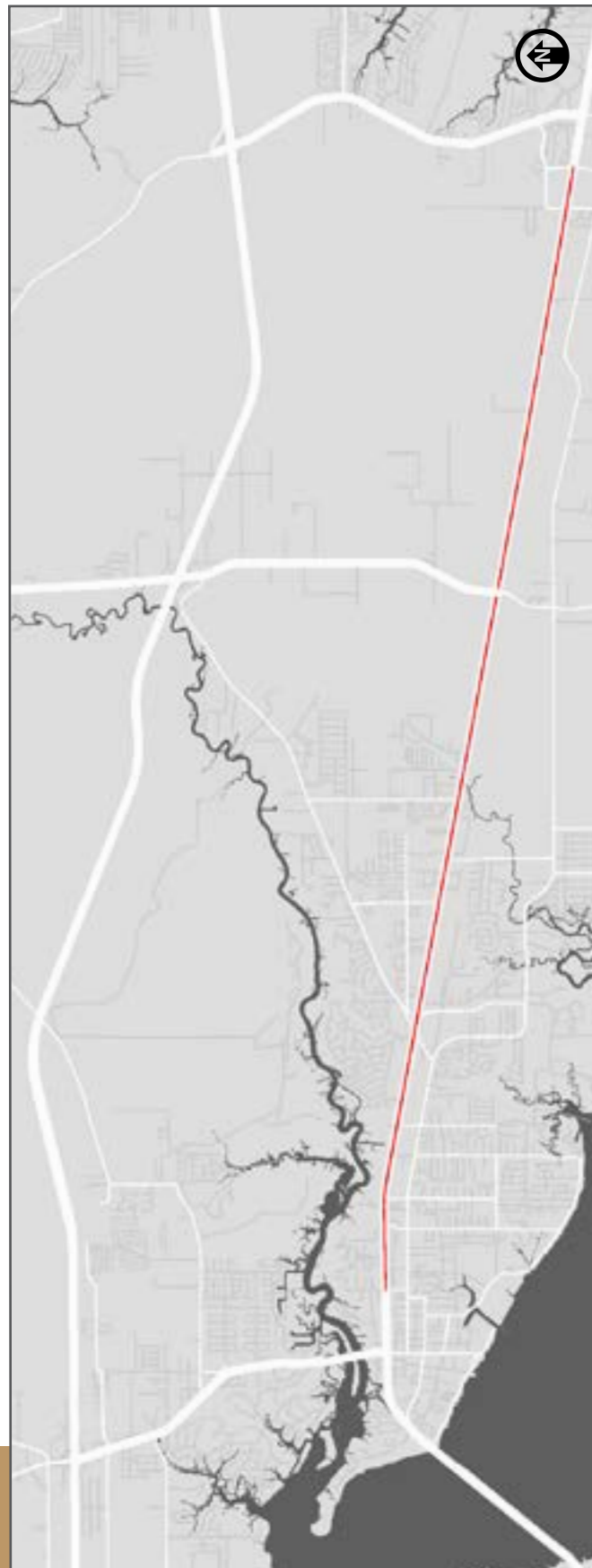
Traffic on portions of US 90 in Ocean Springs are currently over the intended capacity. As the area continues to grow this situation will only worsen.

ANCILLARY BENEFITS

This project will improve east-west mobility in Ocean Springs by providing more roadway capacity on US 90. The expansion of this roadway will attract more vehicles that are currently using I-10 and Government Street but will still be at a reasonable level. The addition of multiuse pathways will make bicycling a reasonable option for travel throughout Ocean Springs.

PROJECT

1. Widening of US 90 from four to six lanes.
Cost: \$160,000,000



ECONOMIC VITALITY

This transportation project will decrease transportation costs and by enabling more reliable and timely access. Operating costs are reduced due to decreases in vehicle hours and miles traveled.

\$10,428,819

Annual value of operating cost and travel time savings

3.17

Project cost/benefit ratio
* Provided by TREDIS - an economic analysis system for planning major transportation investments.



SAFETY

The project will modernize US 90 and will include upgrades to intersections with high crash rates

2.3

US 90 at Hanshaw Rd crashes per 1,000,000 vehicles

1.8

US 90 at Ocean Springs Rd (Rouses) crashes per 1,000,000 vehicles



MULTIMODAL CONNECTIVITY

Based on FHWA's Bikeway Selection Guide for urban areas, this project should include a 10-foot separated pathway to provide suitable bicycle mobility

10ft

Multiuse pathway

5ft

Sidewalks



MOBILITY

This project has a significant impact on vehicle delay. (The difference between the time it takes to make a trip and the time that it would take at "free-flow" speeds.)

Existing Traffic Impacts

Road	No Build	Build
US 90 - MLK Ave to Hanley Rd	LOS E 42,000 ADT	LOS D 49,000 ADT
US 90 - Hanley Rd to OS Rd	LOS D 38,000 ADT	LOS B 40,000 ADT



ACCESSIBILITY

The widening of this road will provide less congested conditions which will lower travel time on US 90 resulting in reductions in regional VHT. The improved conditions will induce more traffic to choose to travel on US 90 instead of I-10 resulting in reduced VMT in the region.

1367

Vehicle Hours Traveled (VHT) reduced per day

9562

Vehicle Miles Traveled (VMT) reduced per day



RESILIENCE & ENVIRONMENT

During hurricane evacuation events this east-west road is very important to the citizens of Gautier and Ocean Springs to enable them to access MS 609 and MS 57. Air quality would be improved from reduced emissions from extended vehicle idling.

YES

Storm water inundation or evacuation addressed

NO

Serves an area of persistent poverty



MISSISSIPPI 57 - VANCLEAVE

MS 57 is a two and three lane roadway that connects the community of Vancleave to I-10 and areas south of the interstate. This road serves as a very important hurricane evacuation route for western Jackson County.

PURPOSE

Provide improved mobility for daily commuters and hurricane evacuation events.

NEED

There are currently some segments of MS 57 that are operating above the road's intended capacity. Local traffic within the community of Vancleave conflicts with daily commuter traffic accessing employment centers in south Jackson County and Harrison County. The proposed bypass will mitigate both of these concerns.

ANCILLARY BENEFITS

This project will enhance the quality of life for the fast growing Vancleave community and encourage more residential and commercial development in the area.

PROJECT

1. Widening from two-lane to four-lane and bypass from Mariposa Lane to I-10. Cost: \$70,000,000



ECONOMIC VITALITY

This project decreases transportation costs by bridging the rural community of Vancleave (population approximately 5000) to destinations with reliable and timely access.

\$7,394,258

Annual value of operating cost and travel time savings

3.11

Project cost/benefit ratio
* Provided by TREDIS - an economic analysis system for planning major transportation investments.



SAFETY

This road has a very high crash rate of 4.5 crashes per 1,000,000 vehicles. The modernization of the road will provide improved safety to motorists.

1.4

The intersection of MS 57 and Gautier-Vancleave Road crashes per 1,000,000 vehicles



MULTIMODAL CONNECTIVITY

Based on FHWA's Bikeway Selection Guide for rural areas, this project should include a 10-foot paved shoulder to provide suitable bicycle mobility



MOBILITY

The widening of MS 57 will expand the section between Gautier-Vancleave Road to Jim Ramsey Road which is currently operating over its intended capacity.

Existing Traffic Impacts

Road	No Build	Build
MS 57	LOS E	LOS A
Gautier	12,000	3,960
Vancleave Rd to Jim Ramsey Rd	ADT	ADT



ACCESSIBILITY

Travel time will be improved on MS 57 from this project resulting in significant improvements accessing to jobs, health care, and other critical destinations across the Gulf Coast.

0

Vehicle Miles Traveled (VMT) reduced per day

1372

Vehicle Hours Traveled (VHT) reduced per day



RESILIENCE & ENVIRONMENT

MS 57 is a very important hurricane evacuation route that will be improved with this bypass and widening project. Improved mobility from the widening and bypass will enable people to get to the north in a safer and more efficient manner..

YES

Storm water inundation or evacuation addressed

NO

Serves an area of persistent poverty



MISSISSIPPI 601 - PORT CONNECTOR

This new facility would be constructed from the State Port at Gulfport to I-10 at Canal Road. It would be designated as State Route 601, the project is also referred to as the Canal Road – Port Connector.

PURPOSE

To alleviate congestion on US 49 in Gulfport. To remove truck traffic from local roads and increase the efficiency of freight travel.

NEED

Many segments of US 49 are above capacity resulting in reduced mobility and congestion and it is undesirable to widen it any further. Truck travel time from the Port is hindered by congestion on US 49.

ANCILLARY BENEFITS

This new route would provide an alternative route for tourists destined for beach front attractions, workers of the Gulfport CBD, including the Naval Construction Battalion Center, and for trucks traveling between the Port and I-10 and points farther north.

PROJECT

1. Interchange on I-10. Cost: 24,000,000
2. New roadway connecting I-10 and 30th Ave. Cost: \$70,000,000
3. 30th Ave improvements. Cost: \$7,000,000



ECONOMIC VITALITY

This limited access facility will provide reliability and reduced costs for workers and goods.

\$10,267,708

Annual value of operating cost and travel time savings

4.13

*Project cost/benefit ratio
* Provided by TREDIS - an economic analysis system for planning major transportation investments.*

YES

Addresses freight bottlenecks on US 49



SAFETY

Reduced on traffic on US 49 would result in fewer crashes. US 49 has the highest crash rates in the region among the other major north-south corridors at around 5.5 crashes per 1,000,000 vehicles.

2.58

US 49 at Creosote Rd crashes per 1,000,000 vehicles

2.12

US 49 at Pass Rd crashes per 1,000,000 vehicles



MULTIMODAL CONNECTIVITY

Based on FHWA's Bikeway Selection Guide for urban areas, this project should include a 10-foot separated pathway to provide suitable bicycle mobility.



MOBILITY

The MS 601 port connector project would take 13% of the traffic off of US 49 and 22% off of the US 49 interchange.

Existing Traffic Impacts

Road	No Build	Build
US 49 - I-10 to Creosote Rd	LOS C 53,000 ADT	LOS B 46,000 ADT
I-10 interchange at US 49	37,000 ADT	29,000 ADT



ACCESSIBILITY

Daily commuter and freight traffic would be provided an option to the unreliable US 49 improving the ability access jobs and services in a more efficient manner resulting in a reduction in Vehicle Hours Traveled (VHT) in the region.

0

Vehicle Miles Traveled (VMT) reduced per day

1576

Vehicle Hours Traveled (VHT) reduced per day



RESILIENCE & ENVIRONMENT

This new facility would provide a redundant parallel route to US 49 for hurricane evacuation.

Air quality would be improved from reduced emissions from vehicle idling on US 49.

YES

Storm water inundation or evacuation addressed

YES

Serves an area of persistent poverty



MISSISSIPPI 609

MS 609 is a corridor that connects the I-10 to the west end of the City of Ocean Springs. This roadway also serves as the primary entrance to east Biloxi for tourists coming from the east to Biloxi casinos. This roadway is experiencing significant traffic growth and commercial development. This roadway needs operational and safety improvements to accommodate the growth in traffic. Measures such as medians, intersection improvements and roadway lighting should be considered.

PURPOSE

Provide improved traffic flow and mitigate safety concerns.

NEED

Safety is a concern on MS 609. This road has a very high crash rate. Compared to the other major north-south mobility corridors in the region, only US 49 has a higher crash rate.

ANCILLARY BENEFITS

Improvements to this gateway corridor will provide good access for visitors to Biloxi casinos and Ocean Springs.

PROJECT

1. Reconstruction, add medians, and install roadway lighting from I-10 to US 90. Cost: \$12,600,000



ECONOMIC VITALITY

The project improves traffic flow thereby reducing costs of daily travel. Improved safety and aesthetics will ensure that new and existing businesses thrive.

\$10,267,708

Annual value of operating cost and travel time savings

5.60

Project cost/benefit ratio

** Provided by TREDIS - an economic analysis system for planning major transportation investments.*

YES

Addresses freight bottlenecks



SAFETY

This road has a very high crash rate. Compared to the other major north-south mobility corridors in the region, only US 49 has a higher crash rate. This project will improve safety by reducing the number of conflict points.

2.11

MS 609 at Big Ridge Rd crashes per 1,000,000 vehicles

1.80

MS 609 at Lemoyne Blvd crashes per 1,000,000 vehicles



MULTIMODAL CONNECTIVITY

There were over ten bicycle and pedestrian crashes on this roadway from 2017 to 2019. This project should provide a separated pathway and safe crossings to improve conditions for non-motorized travel.



MOBILITY

This corridor is experiencing significant growth in traffic. The average daily traffic on this north-south roadway is second only to US 49 on the Mississippi Gulf Coast. Intersection improvements and access management will improve average travel time on this road.

33,000

Average Daily Traffic (ADT)



ACCESSIBILITY

The number of conflict points that will be reduced by this project will substantially improve traffic flow and time spent traveling through this corridor. Driveway ingress and egress to businesses will be improved making it easier for customers to access businesses.



RESILIENCE & ENVIRONMENT

MS 609 is a very important hurricane evacuation route for Ocean Springs and East Biloxi. Traffic improvements will enable more efficient travel on this roadway. Air quality would be improved from reduced emissions from extended vehicle idling..

YES

Storm water inundation or evacuation addressed

NO

Serves an area of persistent poverty



OTHER MOBILITY CORRIDOR IMPROVEMENTS

MS 603 Stennis Airport Drive to Kiln Delisle Road		
Jurisdiction	AADT	Length
Hancock County	15,000	6.45 miles
Crash Rate	Volume/Capacity Ratio	Cost
3.5 per million VMT	1.0 - 1.36	\$22,600,000

There were eleven vehicle accidents with injury and one pedestrian crash between 2017 and 2019.



US 49 Oneal Road to Duckworth Road		
Jurisdiction	AADT	Length
Gulfport	47,000	.8 miles
Crash Rate	Volume/Capacity Ratio	Cost
1.12 per million VMT	1.18	\$2,800,000

There were three vehicle accidents with injury and one pedestrian crash between 2017 and 2019.



MOBILITY AND ACCESS IMPACT SUMMARY

Project	Vehicle Miles Traveled	Vehicle Hours Traveled	Vehicle Hours of Delay	Benefit-Cost Ratio
Beatline Road Parkway	+6090	-207	-211	1.33
Biloxi Beach Connector	-14871	-1563	-1410	1.86
East-West Corridor	+18,453	-3013	-2356	1.89
MS 57 Vancleave	+10,022	-1372	-883	4.66
MS 601 Port Connector	+195	-1576	-873	4.13
MS 609 Jackson County	-1481	0	0	5.60
Old Fort Bayou Interchange	-11,820	-413	-312	10.78
US 90 Ocean Springs	-9562	-1367	-1585	3.17