



Kiser Traffic and Engineering, LLC  
P.O. Box 2441  
Madison, MS 39130  
601.720.0262

May 15, 2026

Mr. Kenneth Yarrow  
Gulf Regional Planning Commission  
1635 Popps Ferry Road, Suite G  
Biloxi, MS 39532

Re: Traffic review of the Crash History on Texas Flat Road in Hancock County, MS

Dear Kenneth:

Per your request, I have reviewed the historical crash data provided by you on Texas Flat Road in Hancock County. The study corridor is shown in **Figure 1**. Texas Flat Road extends +13.3 miles connecting MS Hwy 43/603 to MS Hwy 607. The posted speed limit on Texas Flat Road is 35 mph from Hwy 43/603 to Junior Road ( $\pm 2$  miles), where the speed limit increases to 50 mph for westbound traffic. Texas Flat Road is signalized at the east end at the intersection with MS Hwy 43/603 and "Stop" controlled at the west end at MS Hwy 607.

New paving on Texas Flat Road starts west of Catahoula Road, +6.5 miles west of MS Hwy 43/603 and extends west  $\pm 6.8$  miles to MS Hwy 607 with  $\pm 12$  ft thru lanes,  $\pm 2$  ft paved shoulders, with rumble strips and raised pavement markers (rpm's) along the edge lines and centerline rpm's, and gravel shoulders extending beyond the paved shoulders.



Above: Looking west on Texas Flat Road.



Above: Looking west on Texas Flat Road at Catahoula Road and change in asphalt in background.

The  $\pm 6$  mile section of Texas Flat Road east of Catahoula Road has older asphalt with  $\pm 11$  ft lanes and  $\pm 1$  ft shoulders on each side and gravel shoulders extending beyond the asphalt.

Below: Looking east on Texas Flat Road east of Catahoula Road.





Texas Flat Road is free-flow in the 13.3 miles between MS Hwy 603/43 and MS Hwy 607. Mainline Road is the only location where Texas Flat Road widens to provide a dedicated left turn lane for westbound traffic,  $\pm 9.1$  miles west of MS Hwy 603/43.



Above: Looking west on Texas Flat Road at Mainline Road intersection with westbound left turn lane.

### Crash History

Crash data was provided for a 5-year period from 1-1-2021 to 12-31-2025. The crash data is summarized in Tables 1-3, identifying *Crash Types* – **Table 1**, *Crash Year* – **Table 2**, and *Light Condition* – **Table 3**. The tables identify the following:

Most frequent crash type:

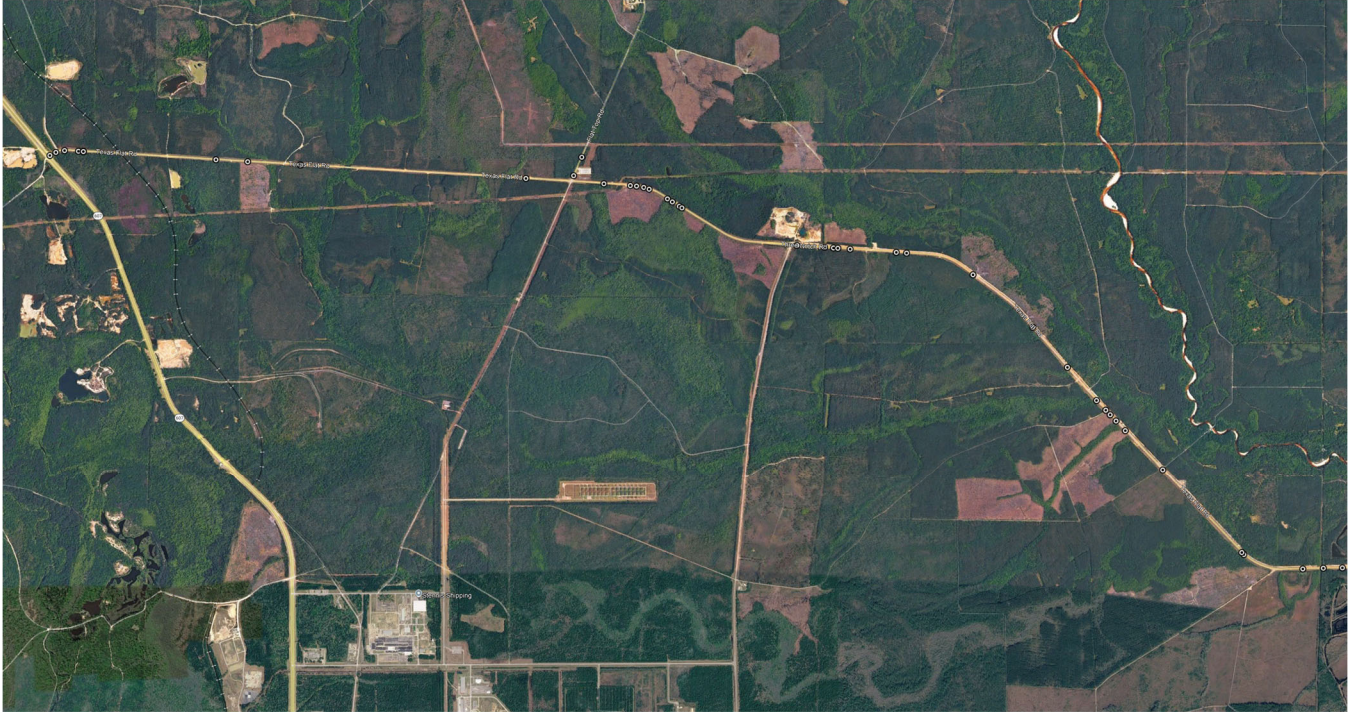
- Run off Road – right – 33%
- Run off Road – left – 17%
- Deer/Animal – 15%

The Light condition for crashes included:

- 45 crashes/49% - Dark – lighted or not lighted
- 7 crashes/8% - Dawn/Dusk
- 39 crashes/42% - Daylight
- 1 crash/1% - Unknown

Crashes by year increased from 2021 to 2023 and then decreased in 2024 and 2025. Pavement conditions are shown in Table 4, with 11 out of 92 crashes (12%) involving wet pavement.

Crash locations are shown graphically below:



Above: Crash locations on Texas Flat Road from MS Hwy 607 to Three Notch Rd.

Below: Crash locations on Texas Flat Road from Three Notch Rd to MS Hwy 603/43





### **Fatal Crashes**

The crash severity is shown in **Table #5**. The data provided shows that 6 fatal crashes have occurred within the study corridor from 10/22/23 to 12/5/25. Four of the crashes had 1 fatality each, and 2 of the crashes had 2 fatalities each, totaling 8 people killed in 6 fatal crashes.

Three of the fatal crashes involved only one vehicle and had 1 fatality per crash.

- One was a collision with a culvert just north of the Stennis Airport runway at 7:15 AM in dry conditions in daylight in 2023.
- One was a pedestrian that was struck  $\pm 1.3$  miles east of Three Notch Road at 2 AM in wet conditions in darkness in 2024.
- One involved an overturn/rollover  $\pm 0.4$  miles east of Three Notch Road at 11:05 PM in dry conditions in darkness in October 2024.

One fatal crash occurred in 2024 and involved 3 vehicles. One person was killed and 5 others were injured. The crash occurred at 4:55 PM in dry conditions in daylight, but listed that alcohol was involved in the crash.

Two fatal crashes occurred in 2025, both involving 2 vehicles and having 2 fatalities with one crash injuring 2 people and one crash injuring 1 person. The crash with 2 fatalities and 2 injuries occurred  $\pm 0.4$  miles east of Flat Top Road on 5/15/25 and occurred in dry conditions in daylight. The second crash in 2025 with 2 fatalities and 1 injured person occurred  $\pm 0.35$  miles east of Flat Top Road, very close to the other fatal crash, on 12/5/25, and occurred in dry conditions in daylight.

### **Recommendations**

A portion of the study corridor has been resurfaced recently and includes edge line rumble stripes and rpm's. The rumble stripes are proven to help alert distracted drivers that they are leaving the road (or their lane) and give them a chance to correct their path. A centerline rumble stripe would help reduce the head-on crash potential, while the edge line rumble stripe would help with the single vehicle *run off the road* crashes.

If the subgrade is an issue that prevents creating a centerline rumble stripe by removing/grooving asphalt, another option is to provide adhesive strips that stick up above the asphalt and create a similar alert to drivers that they are leaving their lane. The photo below shows these strips in Covich County.

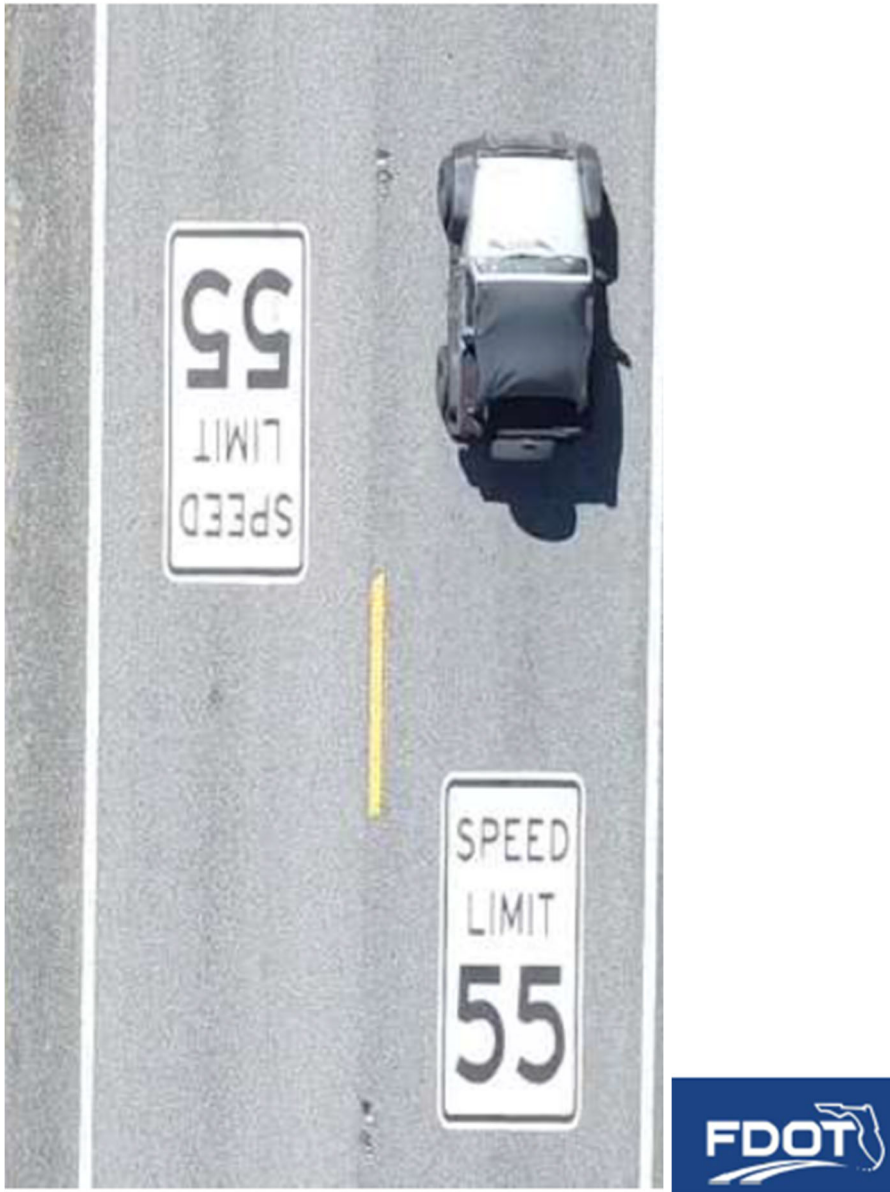


Above: MS Hwy 27 in Covich County with centerline strips.

The rumble strips on the edge lines and centerline strips are recommended for the entire corridor. The  $\pm 6$  mile section of Texas Flat Road east of Catahoula Road is recommended to have edge line and center line grooves or strips that alert drivers they are leaving their lane.

Speeds may also be an issue with this corridor, as Sheriff's cannot enforce speeds with radar in Mississippi. A highway patrolman was seen on Texas Flat Road during the site visit. Coordination with local Highway Patrol is recommended to enforce the 50 mph speed limit on Texas Flat Road and reduce the potential for high speed collisions.

Speed shields were presented at the recent ITE meeting. The speed shields include painting a speed limit sign onto the asphalt to reinforce the posted speed limit in a new way. Placing 50 mph speed shields along the corridor is recommended to help reduce travel speeds on Texas Flat Road. A sample of a painted speed shield is shown below.



If you have any questions or comments regarding this analysis, please call me at (601) 720-0262.

Sincerely,

Kiser Traffic and Engineering, LLC



Jonathan A. Kiser, P.E., PTOE, PTP  
Professional Traffic Engineer &  
Transportation Planner



- Attachments:
- Table #1 – Crash Type
  - Table #2 – Crash Year
  - Table #3 – Light Condition
  - Table #4 – Pavement Conditions
  - Table #5 – Crash Severity
  - Table #6 – Fatality Count

**Crash Tables #1-6**  
**Texas Flat Road**  
**Jan 1, 2021 to Dec 31, 2025**

Table #1 - Crash Type

Intersecting Street w/ Texas Flat Rd	Crash Type														Total
	Animal	Deer	Head on	Opposite Direction Sideswipe	Overturn	Parked vehicle	Pedestrian	Rear end slow or stop	Rear end turn	Run off Road - Left	Run off Road - Right	Run off Road - Straight	Sideswipe	Unknown	
Three Notch Rd		1				1	1	2		2	9				16
FLETCHER RD		4		1				1		1	2	1			10
RIDGE ROAD		1		1				1		3	2		1		9
FLAT TOP RD			2	1				1		3	1				8
JUNIOR ROAD		2		1		1				2	2				8
MAINLINE RD		2	1	1	1					1	2				8
MS 43		1						4			1			1	7
LAKESHORE DR	1	1									3				5
Bombing Range Rd										1	3		1		5
CRUMP ROAD				1				1			1				3
CR 419									1		1				2
HICKORY DRIVE		1									1				2
LIND RD				1									1		2
TIGER CREEK RD										1	1				2
Wolf Branch Rd										1	1				2
FRED AND AL KEY								1							1
MS 607												1			1
Catahoula Rd										1					1
<b>Total</b>	<b>1</b>	<b>13</b>	<b>3</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>11</b>	<b>1</b>	<b>16</b>	<b>30</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>92</b>
<b>Percent</b>	<b>1%</b>	<b>14%</b>	<b>3%</b>	<b>8%</b>	<b>1%</b>	<b>2%</b>	<b>1%</b>	<b>12%</b>	<b>1%</b>	<b>17%</b>	<b>33%</b>	<b>1%</b>	<b>4%</b>	<b>1%</b>	<b>100%</b>

Source: GRPC, Kiser Traffic and Engineering, LLC. 2026.

Table #2 - Crash Year

Intersecting Street w/ Texas Flat Rd	Year					Total
	2021	2022	2023	2024	2025	
Three Notch Rd	3	5	4	3	1	16
FLETCHER RD	1	5	2		2	10
RIDGE ROAD	2	1	3	1	2	9
FLAT TOP RD			3	1	4	8
JUNIOR ROAD	2	2	1	2	1	8
MAINLINE RD		2	3	3		8
MS 43	1	1	2	3		7
LAKESHORE DR	1	2		1	1	5
Bombing Range Rd		2	2		1	5
CRUMP ROAD		1	1	1		3
CR 419			1	1		2
HICKORY DRIVE		1	1			2
LIND RD			1	1		2
TIGER CREEK RD	1	1				2
Wolf Branch Rd			1		1	2
FRED AND AL KEY	1					1
MS 607				1		1
Catahoula Rd			1			1
<b>Total</b>	<b>12</b>	<b>23</b>	<b>26</b>	<b>18</b>	<b>13</b>	<b>92</b>
<b>Percent</b>	<b>13%</b>	<b>25%</b>	<b>28%</b>	<b>20%</b>	<b>14%</b>	<b>100%</b>

Source: GRPC, Kiser Traffic and Engineering, LLC. 2026.

Table #3 - Light Condition

Intersecting Street w/ Texas Flat Rd	Light Condition					Total
	Dark - lighted	Dark - not lighted	Dawn/dusk	Daylight	Unknown	
Three Notch Rd			11	1	4	16
FLETCHER RD	1	6	2	1		10
RIDGE ROAD		4		5		9
FLAT TOP RD		4		4		8
JUNIOR ROAD		3		5		8
MAINLINE RD		4	1	3		8
MS 43		2	2	3		7
LAKESHORE DR		3		2		5
Bombing Range Rd		3		2		5
CRUMP ROAD				2	1	3
CR 419				2		2
HICKORY DRIVE	1	1				2
LIND RD			1	1		2
TIGER CREEK RD				2		2
Wolf Branch Rd				2		2
FRED AND AL KEY				1		1
MS 607		1				1
Catahoula Rd		1				1
<b>Total</b>	<b>2</b>	<b>43</b>	<b>7</b>	<b>39</b>	<b>1</b>	<b>92</b>
<b>Percent</b>	<b>2%</b>	<b>47%</b>	<b>8%</b>	<b>42%</b>	<b>1%</b>	<b>100%</b>

Source: GRPC, Kiser Traffic and Engineering, LLC. 2026.

Table #4 - Pavement Conditions

Intersecting Street w/ Texas Flat Rd	Pavement Wet?		Total
	No	Yes	
CR 419	2		2
CRUMP ROAD	3		3
FLAT TOP RD	8		8
FLETCHER RD	8	2	10
FRED AND AL KEY	1		1
HICKORY DRIVE	2		2
JUNIOR ROAD	7	1	8
LAKESHORE DR	5		5
LIND RD	1	1	2
MAINLINE RD	7	1	8
MS 43	6	1	7
MS 607	1		1
RIDGE ROAD	8	1	9
TIGER CREEK RD	2		2
Three Notch Rd	12	4	16
Bombing Range Rd	5		5
Catahoula Rd	1		1
Wolf Branch Rd	2		2
<b>Total</b>	<b>81</b>	<b>11</b>	<b>92</b>

Source: GRPC, Kiser Traffic and Engineering, LLC. 2026.

Table #5 - Crash Severity

Intersecting Street w/ Texas Flat Rd	Count of Severity					Total
	(A) Suspected serious injury	(B) Suspected minor injury	(C) Possible injury	(K) Fatal injury	(O) Property damage only	
CR 419					2	2
CRUMP ROAD		1			2	3
FLAT TOP RD			1	2	5	8
FLETCHER RD		1		1	8	10
FRED AND AL KEY					1	1
HICKORY DRIVE					2	2
JUNIOR ROAD					7	8
LAKESHORE DR	2		2		1	5
LIND RD					2	2
MAINLINE RD	2	2		1	3	8
MS 43		1			6	7
MS 607					1	1
RIDGE ROAD	2	1	1		5	9
TIGER CREEK RD		1	1			2
Three Notch Rd		1	6	2	7	16
Bombing Range Rd	1	1			3	5
Catahoula Rd			1			1
Wolf Branch Rd					2	2
<b>Total</b>	<b>8</b>	<b>9</b>	<b>12</b>	<b>6</b>	<b>57</b>	<b>92</b>

Source: GRPC, Kiser Traffic and Engineering, LLC. 2026.

Table #6 - Fatality Count

Crash Type	Count of Fatality		
	0	1	2
Animal	1		
Deer	13		
Head on	0	1	2
Opposite Direction Sideswipe	7		
Overturn	1		
Parked vehicle	3		
Pedestrian	0	1	
Rear end slow or stop	11		
Rear end turn	1		
Run off Road - Left	16		
Run off Road - Right	29	2	
Run off Road - Straight	1		
Sideswipe	4		
Unknown	1		
<b>Total</b>	<b>88</b>	<b>4</b>	<b>4</b>

Source: GRPC, Kiser Traffic and Engineering, LLC. 2026.