


**GCATS ROADWAY PROJECT STAGED IMPROVEMENT PROGRAM**

ID	Area	Project	Limits	Potential Improvements <i>Suggested Improvements</i>	Standards	MPO Staff Comment	Evaluation	Potential Env. Concern	Length	Cost	Stage
6	Ocean Springs	Ocean Springs Road	I-10 to US 90	<u>Improvements</u> <i>Super 2-Lane</i> <i>Or</i> <i>3-Lane/2-Lane Divided Avenue</i>	Minor Arterial	Minor Capacity Concerns. The travel demand-forecasting model shows traffic at about 10,000 per day. When Hwy 609 and US 90 are widened the model shows that this roadway's traffic is about 1/3 of 10,000. If you improve this roadway to hold a little more traffic it could help with the traffic loads on US 90.	<ul style="list-style-type: none"> <li>Provides congestion relief to adjacent corridors</li> <li>Improves access to Ocean Springs Hospital</li> <li>Mentioned in public opinion survey</li> </ul>		4.54	\$11,440,800	1
8	Jackson County	CCC Camp Road extension	Hwy 57 to Peacock St	<u>New</u> <i>Super 2-Lane</i> <i>Or</i> 4-lane Boulevard	Collector	This new roadway would take traffic off of Hwy 90 and keep it from being too congested in the future. Further study will need to take place to come up with solutions for this segment of roadway.	<ul style="list-style-type: none"> <li>Would take traffic from US 90</li> <li>Provides alternate east west mobility</li> <li>Access to Sunplex intermodal district</li> <li>Would work with other planned projects to connect Gautier-Vancleave Rd to Hwy 57</li> </ul>		1.44	\$3,420,000	3
10	Jackson County	CCC Camp Road	Peacock St to Ocean Springs Rd	<u>Improvements</u> <i>Super 2-Lane</i> <i>Or</i> 4-lane Boulevard	Collector	Improvements to this roadway and other new roads would provide a good east/west connection take would traffic off of Hwy 90 and keep it from being too congested in the future. Further study will need to take place to come up with solutions for this segment of roadway.	<ul style="list-style-type: none"> <li>Would take traffic from US 90</li> <li>Provides alternate east west mobility</li> <li>Access to Sunplex intermodal district</li> <li>Would work with other planned projects to connect Gautier-Vancleave Rd to Hwy 57</li> </ul>		1.47	\$3,704,400	3
13	Ocean Springs	Old Spanish Trl	Hanshaw Rd to Hwy 57	<u>Improvements</u> <i>Super 2-Lane</i> <i>Or</i> <i>3-Lane/2-Lane Divided Avenue</i> <i>Or</i> 4-lane Boulevard	Re-classed to Arterial	No Capacity Concerns. An improved Super 2-Lane would meet currently forecasted traffic capacity. However a 4-lane boulevard that would take traffic off of Hwy 90 may be desirable. Further study will need to take place to come up with solutions for this segment of roadway.	<ul style="list-style-type: none"> <li>Would provide adjacent corridor congestion relief (US 90)</li> <li>Access to Ocean Springs Middle School</li> <li>Has minor impact on regional connectivity</li> <li>Mentioned in public opinion survey</li> </ul>		1.89	\$4,762,800	1
14	Jackson County	Gautier-Vancleave Road	Hwy 57 to I-10	<u>Capacity Improvements</u> 4-lane Boulevard <i>Or</i> <i>Super 2-lane</i>	Arterial	Significant capacity improvements are warranted here. If a Super 2-lane were constructed here it would just contain the expected traffic on this roadway. A 4-Lane Boulevard would be more than enough capacity and would probably not benefit any other roadways.	<ul style="list-style-type: none"> <li>Would provide relief to 2030 congestion deficiency</li> <li>Provides minimal regional impact</li> <li>Hurricane evacuation route</li> <li>Would address roadway safety concern</li> <li>Mentioned in public opinion survey</li> </ul>		4.57	\$9,597,000	2
17	Jackson County	Hwy 63	Hwy 63 and Wildwood Road	<u>Improvements</u> <i>Access Management or Frontage Roads</i> <i>Or</i> <i>Improved 4-lane Parkway</i>	Arterial	No capacity concerns. This roadway may require frontage roads for future development.	<ul style="list-style-type: none"> <li>Has significant regional impact</li> <li>Improvement to hurricane evacuation route</li> </ul>		0.86	\$2,042,500	2
18	Jackson County	Trent Lott Airport Access	Saracennia Dr & Hwy 63	<u>Capacity Improvements</u> <i>6-lane Parkway</i> <i>And/Or</i> <i>Access Management or Frontage roads</i>	Arterial	Significant capacity improvements are warranted. Needs to be widened to a 6-Lane Parkway. It may be desirable to maintain above average mobility on Hwy 63 to encourage traffic to use this route instead of Hwy 613 for through trips.	<ul style="list-style-type: none"> <li>Would improve 2030 congestion concern</li> <li>Provides improvement to access to Trent Lott Airport</li> <li>Has significant regional impact</li> <li>Hurricane evacuation route</li> </ul>		1	\$4,275,000	3
19	Jackson County	Walker Rd Service Dr	Hwy 609 to I-10	<u>New</u> <i>3-Lane/2-Lane Divided Avenue</i> <i>Or</i> <i>Super 2-Lane</i> <i>Or</i> 4-lane Boulevard	Arterial	New roadway in desired commercial area that should be developed into a 3-Lane Avenue to allow necessary access. A 4-Lane Boulevard may be considered depending on intensity of future commercial activity.	<ul style="list-style-type: none"> <li>New roadway would take traffic from Old Fort Bayou Rd.</li> <li>Would provide improved access to St. Martin East School.</li> <li>Provides highest degree of regional connectivity by connecting new I-10 interchange and Hwy 609</li> </ul>		2.57	\$6,103,750	3
20	Jackson County	Wade-Vancleave Road	Hwy 63 to Old River Rd	<u>Capacity Improvements</u> <i>Super 2-Lane</i> <i>Or</i> 4-lane Boulevard	Arterial	Significant Capacity Concern. Super 2-Lane with intersection improvement both ends of the roadway.	<ul style="list-style-type: none"> <li>Would address significant 2030 capacity concern</li> <li>Minor regional impact</li> <li>Hurricane evacuation route.</li> </ul>		6	\$12,600,000	3
24	Jackson County	Beachview Dr	Old Spanish Trl to Spring Ave	<u>Capacity Improvements</u> <i>Local Street Grid Improvements</i> <i>And</i> <i>3-Lane/2-Lane Divided Avenue</i>	Collector	Significant Capacity Improvements are warranted. Improve the grid system in area to get traffic off of the main corridor and design as a Super 2-Lane or 3-Lane Avenue for this roadway going through dense neighborhood development. Further study will need to take place to come up with solutions for this segment of	<ul style="list-style-type: none"> <li>Minor existing congestion concern</li> <li>Significant 2030 congestion concern</li> <li>This project would impact access to Ocean Springs Middle School</li> <li>Project has significant regional impact</li> </ul>		1	\$2,520,000	1


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				Or <i>Super 2-Lane</i> Or 4-Lane Boulevard		roadway.					
25	Jackson County	Seaman Rd	Jordan Rd to Tucker Rd	<u>Capacity Improvements</u> <i>3-Lane/2-Lane Divided Avenue</i> Or <i>Super 2-Lane</i> Or 4-Lane Boulevard	Arterial	Significant capacity improvements are warranted. 4-Lane Boulevard (Collector) would be needed to meet the capacity forecast. 3-Lane Avenue or Super 2-Lane probably wouldn't be enough to meet the traffic forecast.	<ul style="list-style-type: none"> <li>Significant 2030 congestion concern</li> <li>Minor regional impact</li> <li>Hurricane evacuation route</li> </ul>		2.11	\$5,317,200	2
28	Jackson County	Forts Lake, Franklin Creek	Franklin Creek to I-10	<u>Capacity Improvements</u> <i>Local Street Grid Improvements</i> And 3-Lane/2-Lane Divided Avenue Or Super 2-Lane Or <i>4-Lane Boulevard</i>	Collector	Significant Capacity Improvements are warranted. Improve the grid system in area to get traffic off of the main corridor and design as a Super 2-Lane or 3-Lane Avenue for this roadway.	<ul style="list-style-type: none"> <li>Major 2030 congestion concern</li> <li>Minor regional significance</li> <li>Minimal regional significance</li> </ul>		0.97	\$3,695,700	2
34	Jackson County	Hwy 609	I-10 to Lemoyne	<u>Capacity Improvements</u> <i>IIS, TSM, and TDM</i> And/Or <i>4-Lane Boulevard</i> Or 6-Lane Boulevard And <i>Access Management or Frontage Roads</i>	Arterial	Major Capacity improvements are warranted. If the Central Ocean Springs connector is built and Hwy 609 is made efficient as possible by traffic operational improvement and access management and even travel demand management such as vanpool programs or rapid bus transit this facility could be work as a 4-Lane Boulevard. A 4-Lane Boulevard would be near capacity but if it were decided that a little congestion is livable this corridor would be friendlier to pedestrians, bicyclists and even commercial development. Without the Central Ocean Springs Connector this roadway is forecasted to host about 40,000 cars per day in the year 2030. This amount of traffic would warrant a 6-Lane facility even if successful traffic operations and TDM measures were in place. If the Connector is built, Hwy 609 traffic is forecasted at about 33,000 per day. With this amount of traffic, successful traffic operational improvements, TDM measures, and signal spacing kept to no more than 2 per mile, a 4-Lane facility could operate reasonably well.	<ul style="list-style-type: none"> <li>Project would help relieve existing and future congestion problems</li> <li>Improvements would help support existing and future Travel Demand Management (TDM) programs utilizing the existing park n ride lot</li> <li>Addresses major regional connectivity by improving a heavily travel arterial</li> <li>This roadway serves as a hurricane evacuation route.</li> <li>Stakeholder support is high. Study is currently being done to find proper solutions</li> <li>Safety problems exist on the roadway</li> </ul>		0.51	\$2,180,250	1
35	Jackson County	Hwy 609	Lemoyne to Old Fort Bayou Rd	<u>Capacity Improvements</u> <i>IIS, TSM, and TDM</i> And/Or <i>4-Lane Boulevard</i> Or 6-Lane Boulevard And <i>Access Management or Frontage Roads</i>	Arterial	Major Capacity improvements are warranted. If the Central Ocean Springs connector is built and Hwy 609 is made efficient as possible by traffic operational improvement and access management and even travel demand management such as vanpool programs or rapid bus transit this facility could be work as a 4-Lane Boulevard. A 4-Lane Boulevard would be near capacity but if it were decided that a little congestion is livable this corridor would be friendlier to pedestrians, bicyclists and even commercial development. Without the Central Ocean Springs Connector this roadway is forecasted to host about 40,000 cars per day in the year 2030. This amount of traffic would warrant a 6-Lane facility even if successful traffic operations and TDM measures were in place. If the Connector is built, Hwy 609 traffic is forecasted at about 33,000 per day. With this amount of traffic, successful traffic operational improvements, TDM measures, and signal spacing kept to no more than 2 per mile, a 4-Lane facility could operate reasonably well.	<ul style="list-style-type: none"> <li>Project would help relieve existing and future congestion problems</li> <li>Improvements would help support existing and future Travel Demand Management (TDM) programs utilizing the existing park n ride lot</li> <li>Addresses major regional connectivity by improving a heavily travel arterial</li> <li>This roadway serves as a hurricane evacuation route.</li> <li>Stakeholder support is high. Study is currently being done to find proper solutions</li> <li>Safety problems exist on the roadway</li> </ul>		0.54	\$2,308,500	1
36	Jackson County	Hwy 609	Old Fort Bayou Rd to Bridge	<u>Capacity Improvements</u> <i>IIS, TSM, and TDM</i>	Arterial	Major Capacity improvements are warranted. If the Central Ocean Springs connector is built and Hwy 609 is	<ul style="list-style-type: none"> <li>Project would help relieve existing and future congestion problems</li> </ul>		1.25	\$5,343,750	1



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				<p>And/Or 4-Lane Boulevard Or 6-Lane Boulevard And Access Management or Frontage Roads</p>		<p>made efficient as possible by traffic operational improvement and access management and even travel demand management such as vanpool programs or rapid bus transit this facility could be work as a 4-Lane Boulevard. A 4-Lane Boulevard would be near capacity but if it were decided that a little congestion is livable this corridor would be friendlier to pedestrians, bicyclists and even commercial development. Without the Central Ocean Springs Connector this roadway is forecasted to host about 40,000 cars per day in the year 2030. This amount of traffic would warrant a 6-Lane facility even if successful traffic operations and TDM measures were in place. If the Connector is built, Hwy 609 traffic is forecasted at about 33,000 per day. With this amount of traffic, successful traffic operational improvements, TDM measures, and signal spacing kept to no more than 2 per mile, a 4-Lane facility could operate reasonably well.</p>	<ul style="list-style-type: none"> <li>Improvements would help support existing and future Travel Demand Management (TDM) programs utilizing the existing park n ride lot</li> <li>Addresses major regional connectivity by improving a heavily travel arterial</li> <li>This roadway serves as a hurricane evacuation route.</li> <li>Stakeholder support is high. Study is currently being done to find proper solutions</li> <li>Safety problems exist on the roadway</li> </ul>				
37	Jackson County	Old Fort Bayou Road	Hwy 609 to Yellow Jacket Road	<p>Improvements 2-lane Avenue Or Super 2-Lane</p>	Arterial	<p>No capacity improvements needed. Though many intersections need work to improve the operation and safety for vehicles.</p>	<ul style="list-style-type: none"> <li>This roadway provides minimal regional connectivity</li> <li>Safety problems exist on the roadway</li> </ul>		1.86	\$4,687,200	1
39	Pascagoula	Hwy 611	US 90 to End	<p>Improvements 4-Lane Boulevard</p>	Arterial	<p>Capacity not a concern for current 4-Lane. Reconstruction needed.</p>	<ul style="list-style-type: none"> <li>Minor 2030 congestion concern</li> <li>Access to industrial area</li> <li>Intermodal facility</li> <li>Minor regional significance</li> <li>This project has stakeholder support</li> </ul>		2.5	\$7,675,000	1
40	Jackson County	Old Fort Bayou Rd/I-10 Interchange		<p>New Interchange</p>	Interstate		<ul style="list-style-type: none"> <li>Would provide congestion relief to adjacent corridor (Hwy 609)</li> <li>Would provide alternate access to St. Martin Schools</li> <li>Very high regional impact</li> <li>Would be a good hurricane evacuation route to an area in need of another route.</li> <li>Has Stakeholder support (Jackson County)</li> </ul>		--	\$20,000,000	3
41a	D'lberville	I-110/Lemoyne connector	Lamey Brdge Road to Lemoyne	<p>New 4-Lane Boulevard</p>	Arterial	<p>This proposed roadway would connect Lemoyne Boulevard to a new interchange on I-110 on to Popps Ferry Road for a n extended east/west connector.</p>	<ul style="list-style-type: none"> <li>Would help take traffic from Hwy 90</li> <li>Very high regional impact</li> </ul>		1.26	\$7,849,800	2
42	Jackson County	I-10	Hwy 609 to Exit 57	<p>Capacity Improvements 6-Lane</p>	Interstate	<p>MDOT planned</p>	<ul style="list-style-type: none"> <li>Minor 2030 congestion concern</li> <li>Very high regional impact</li> <li>Stakeholder support (MDOT STIP)</li> <li>Roadway safety concern</li> </ul>		7.76	\$25,196,720	2
44	Jackson County	Central OS North-South Connector	Halstead to Yellow Jacket Rd	<p>New Super 2-Lane Or 4-Lane Boulevard</p>	Arterial	<p>New connection to I-10 in central Ocean Springs. This roadway would reduce traffic on Hwy 609 by more than 15%. It would also take about many cars per day off of US 90.</p>	<ul style="list-style-type: none"> <li>Would provide congestion relief to adjacent corridor (Hwy 609)</li> <li>Would provide alternate access to St. Martin Schools</li> <li>Very high regional impact</li> <li>Would be a good hurricane evacuation route to an area in need of another route.</li> <li>Has Stakeholder support (Jackson County)</li> </ul>		3.44	\$10,889,750	3
46	Jackson County	Old Spanish Trl	Beachview to FountainBleau	<p>Capacity Improvements Local Street Grid Improvements And ITS, TSM, and TDM And 3-Lane/2-Lane Divided Avenue Or Super 2-Lane Or 4-Lane Boulevard</p>	Re-Classed to Arterial	<p>Significant Capacity concerns here. Many problems may stem from the operation of the intersections in this area. A 4-Lane Boulevard would be needed to simply meet the capacity, however, realignments and improvements to the local street grid system may be all that is needed.</p>	<ul style="list-style-type: none"> <li>Minor 2030 congestion concern</li> <li>Improves access to Ocean Springs Middle School</li> <li>Minor regional significance</li> <li>Stakeholder support (Jackson County)</li> <li>Public support (public opinion survey)</li> </ul>		0.37	\$932,400	1





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48	Jackson County	Hwy 57	US 90 to Old Spanish Trl	Capacity Improvements <i>4-Lane Boulevard</i> Or Super 2-Lane Or 3-Lane Avenue	Re-Classed to Arterial	Minor capacity improvements needed. 4-Lane may be desirable as extension to Hwy 57 arterial and to serve as a good evacuation route. Traffic forecasts indicate that a 3-Lane or Super 2-Lane would work.	<ul style="list-style-type: none"> <li>Addresses minimal 2030 congestion concern</li> <li>This roadway provides minimal regional connectivity</li> <li>Receives some stakeholder support.</li> </ul>		0.42	\$2,667,000	1
52	D'Iberville	Gorenflo Road	Lemoyne to Race Track	Improvements <i>2-Lane Avenue</i> Or <i>Super 2-Lane</i> Or <i>3-Lane/2-Lane Divided Avenue</i>	Re-Classed from Arterial to Collector	Not a capacity concerns so a 2-Lane option would work. If future landuse calls for more commercial activity a 3-Lane may be desirable	<ul style="list-style-type: none"> <li>Minor 2030 congestion concern</li> <li>Minor regional significance</li> <li>Stakeholder support (City Of D'Iberville)</li> </ul>		0.79	\$1,998,360	1
55	D'Iberville	Gorenflo Road	Lemoyne to Big Ridge	Improvements <i>2-Lane Avenue</i> Or <i>Super 2-Lane</i> Or <i>3-Lane/2-Lane Divided Avenue</i>	Collector	Not a capacity concerns so a 2-Lane option would work. If future landuse calls for more commercial activity a 3-Lane may be desirable	<ul style="list-style-type: none"> <li>Significant 2030 capacity concern</li> <li>Minor regional impact</li> <li>Stakeholder support (City Of D'Iberville)</li> </ul>		0.81	\$2,033,640	3
56	D'Iberville	Popps Ferry Interchange	Popps Ferry to I-110 to Lamey Bridge	<i>New Interchange</i>	Interstate	Desired Interchange that has already had some preliminary engineering. This project would serve the region well if it was connected to Lemoyne providing needed east/west mobility.	<ul style="list-style-type: none"> <li>Would help take traffic from Hwy 90</li> <li>Very high regional impact</li> </ul>		0.51	\$23,189,760	3
58	D'Iberville	Lamey Bridge Rd	Lemoyne Blvd to D'Iberville Blvd	Capacity Improvement <i>4-Lane Boulevard</i>	Arterial	Minor congestion concern. Existing 4-Lane is not divided. A 4-Lane Boulevard would add needed capacity.	<ul style="list-style-type: none"> <li>Minor 2030 congestion concern</li> <li>Access to D'Iberville schools</li> <li>Minor regional significance</li> </ul>		0.13	\$555,750	1
59	D'Iberville	I-110	Rodriguez Flyover	<i>New Interstate Ramp</i>	Interstate		<ul style="list-style-type: none"> <li>High stakeholder support</li> <li>Major regional significance</li> <li>Provides access to future tourism district</li> </ul>		0.48	\$7,500,000	1
60	Ocean Springs	US 90	Ocean Springs Rd to Hanshaw Rd	Capacity Improvements Improved 4-Lane Boulevard Or <i>6-Lane Boulevard</i> And/Or <i>Access Management or Frontage Roads</i> And/Or <i>IIS, TSM, and TDM</i>	Arterial	Significant Capacity improvements are warranted. The future capacity demands and 8-Lane. If the Central Ocean Springs connector is built and US 90 is made efficient as possible by traffic operational improvement and access management and even travel demand management such as vanpool programs or rapid bus transit this facility could be work as a 6-Lane Boulevard. A 4-Lane Boulevard would probably not provide enough capacity even with all the other planned improvements. This roadway is forecasted to host about 38,000 cars per day in the year 2030 with or without the Central Ocean Springs Connector. This amount of traffic would warrant a 6-Lane facility even if successful traffic operations and TDM measures were in place. Even if Government Street were developed to host more traffic a 6-Lane would still be needed but it would improve the level of service. Further study will need to take place to come up with solutions for this segment of roadway.	<ul style="list-style-type: none"> <li>Significant existing congestion</li> <li>Significant 2030 congestion concern</li> <li>Access to medical district</li> <li>Major regional significance</li> <li>High stakeholder support (In MDOT's STIP)</li> <li>Roadway safety concern</li> <li>Public support (public opinion survey)</li> </ul>		1.48	\$9,398,000	2
61	Ocean Springs	US 90	Hanshaw Rd to Hwy 57	Capacity Improvements Improved 4-Lane Boulevard Or <i>6-Lane Boulevard</i> And/Or <i>Access Management or Frontage Roads</i> And/Or <i>IIS, TSM, and TDM</i>	Arterial	Minor Capacity improvements are warranted. The future capacity demands more than 4-Lane. This roadway is forecasted to host about 32,000 - 34,000 cars per day in the year 2030 with or without the Central Ocean Springs Connector. This amount of traffic would warrant a 6-Lane facility unless TDM measures or a higher capacity Government Street/Old Spanish Trail corridor or projects #8 and #138 could take around 5,000 - 7000 cars per day off of this road and some congestion is tolerated. Further study will need to take place to come up with solutions for this segment of roadway.	<ul style="list-style-type: none"> <li>Minimal 2030 congestion concern</li> <li>Provides significant regional connectivity</li> <li>High stakeholder support (In MDOT's STIP)</li> <li>Roadway safety concern</li> </ul>		2.29	\$14,541,500	3
62	Ocean Springs	Park Road Access	Government St & Park Rd	New <i>2-Lane (ramp)</i>	Arterial	Ramp connector from Government Street to Park Rd	<ul style="list-style-type: none"> <li>Would help get traffic off of Government Street</li> <li>Would provide alternate access to Magnolia Park Elementary</li> <li>Minor regional significance</li> </ul>		--	\$3,750,000	3

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75	Gulfport	Landon Road	Canal Rd to Hwy 49	Capacity Improvements <i>Super 2-Lane</i> <i>Or</i> <i>3-Lane/2-Lane Divided Avenue</i>	Collector	Minor Capacity Concerns. At least a Super 2-Lane or a 3-Lane Avenue would be needed to address the future capacity concerns. If this area grew commercially and more signals were added then the forecasted traffic would be right at the capacity of Super 2-Lane or a 3-Lane/2-Lane divided avenue.	<ul style="list-style-type: none"> <li>Minor 2030 congestion concern</li> <li>Minor regional impact</li> </ul>		2.37	\$5,972,400	1	
77	Gulfport	Frontage Rd	Outlet Mall and Airport Rd to Canal Rd	New <i>3-Lane/2-Lane Divided Avenue</i> <i>Or</i> 4-Lane Boulevard	Collector	New road. Should be 3-Lane Avenue or 4-Lane Boulevard depending on the intensity of the development that would be planned for this area.	<ul style="list-style-type: none"> <li>Access to commercial area and major employer (Wal-Mart)</li> <li>Significant regional impact</li> </ul>		1.42	\$4,372,500	1	
78	Gulfport	Oneal Rd Extension	John Ross Rd to Woolmarket Rd	New <i>2-Lane Avenue</i> <i>Or</i> <i>Super 2-Lane</i>	Collector	New road would connect others to provide for good east-west mobility.	<ul style="list-style-type: none"> <li>Access to Woolmarket Elementary</li> <li>Minimal regional impact</li> </ul>		2.58	\$7,127,580	3	
79	Gulfport	Three Rivers	Seaway Rd to Dedeaux Rd	Capacity Improvements <i>Super 2-Lane</i> <i>Or</i> <i>3-Lane/2-Lane Divided Avenue</i> <i>Or</i> 4-Lane Boulevard	Arterial	Minimal capacity concern warrants a 3-Lane or Super 2-Lane but would a 4-lane Boulevard may be desirable to continue the north/south connection from the south. This roadway is forecasted for about 13000 AADT.	<ul style="list-style-type: none"> <li>Significant existing congestion</li> <li>Minor 2030 congestion</li> <li>Access to Three Rivers Road Elementary</li> <li>Access to Seaway Road industrial park</li> <li>Significant regional impact</li> <li>Stakeholder support (City of Gulfport)</li> </ul>		1.24	\$7,874,000	1	
83	Biloxi	Woolmarket Rd	Hwy 67 to old Hwy 67	Improvements <i>2-Lane Avenue</i> <i>Or</i> <i>Super 2-Lane</i>	Collector	No capacity concerns here. This road would be a piece to a future east-west connector.	<ul style="list-style-type: none"> <li>Access to Woolmarket Elementary</li> <li>Minor regional significance</li> <li>Roadway safety concern</li> </ul>		3.2	\$6,720,000	2	
110	Biloxi	Debuys Rd.	Pass Rd. to Runnymede St.	Improvements <i>Super 2-Lane</i> <i>Or</i> <i>3-Lane/2-Lane Divided Avenue</i>	Collector	No Capacity Concerns.	<ul style="list-style-type: none"> <li>Access to MGCCC</li> <li>Minor 2030 congestion concern</li> <li>Minor regional significance</li> <li>Stakeholder support (Gulfport/Biloxi)</li> </ul>		0.62	\$1,562,400	1	
111	Gulfport	Hwy 601	28th to US 90	New <i>4-Lane Parkway</i>	Arterial	MDOT Planned.	<ul style="list-style-type: none"> <li>Relieves congestion on adjacent corridor (US 49)</li> <li>Would provide alternate access to 28<sup>th</sup> St Elementary</li> <li>Intermodal facility provides access to Port at Gulfport and airport</li> <li>Hurricane Evacuation</li> </ul>		1.62	\$31,356,200	2	
113	Harrison County	Hwy 601 North	I-10 to Saucier	New <i>4-Lane Parkway</i>	Arterial	MDOT Planned.	<ul style="list-style-type: none"> <li>Would take traffic from US 49 to help with congestion concern</li> <li>Provides access to Port at Gulfport and Gpt/Blx Int'l Airport</li> <li>Very high regional impact</li> <li>Stakeholder support (MDOT Planned)</li> <li>Hurricane evacuation route</li> </ul>		12.88	\$107,280,000	3	
114	Gulfport	Dedeaux Rd	Three Rivers Rd to Lorraine Rd	Capacity Improvements 3-Lane/2-Lane Divided Avenue <i>Or</i> Super 2-Lane <i>Or</i> <i>4-Lane Boulevard</i>	Arterial	Significant Capacity Concerns. This roadway has about 17000 cars per day forecasted in 2030. This would warrant 4-Lane Boulevard.	<ul style="list-style-type: none"> <li>Minimal existing congestion</li> <li>Significant 2030 congestion</li> <li>Significant regional project</li> <li>High stakeholder support (federal earmark project)</li> <li>Roadway safety concern</li> <li>Public support (public opinion survey)</li> </ul>		2.64	\$16,764,000	1	
115	Gulfport	Oneal Rd	Sullivan to John Ross	Improvements <i>Super 2-Lane</i> <i>Or</i> <i>3-Lane/2-Lane Divided Avenue</i>	Collector	No Capacity Concerns. Segment with highest traffic is forecasted at about 10,000. Super 2-Lane or 3-Lane Avenue will be sufficient.	<ul style="list-style-type: none"> <li>Minor regional significance</li> <li>Roadway safety concern</li> <li>Public support (public opinion survey)</li> </ul>		2.65	\$6,678,000	2	

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116	Gulfport	28th St	Hwy 49 to Pass Road	Improvements <i>Super 2-Lane</i> <i>Or</i> <i>3-Lane/2-Lane Divided Avenue</i>	Arterial	No Capacity Concern. Roadway needs to be reconstructed.	<ul style="list-style-type: none"> <li>Minimal 2030 congestion</li> <li>Minor regional significance</li> <li>Some stakeholder support</li> <li>Public support (public opinion survey)</li> </ul>		0.96	\$2,426,760	2
117	Gulfport	Hewes Ave/ Jody Nelson	Pass Rd to Existing Hewes 4-Lane	Improvements 3-Lane/2-Lane Divided Avenue <i>Or</i> <i>4-Lane Boulevard</i>	Arterial	No Capacity Concern. There is a 4-Lane boulevard just north of here is the reason one may be considered here. This project would be one piece to another north-south connector.	<ul style="list-style-type: none"> <li>Minor 2030 congestion concern</li> <li>Minor regional impact</li> <li>Stakeholder support (City of Gulfport)</li> </ul>		1.03	\$6,540,500	3
118	Gulfport	Three Rivers Road	Deadeaux Road to Oneal Road	Improvements <i>Super 2-Lane</i> <i>Or</i> <i>3-Lane/2-Lane Divided Avenue</i>	Collector	No capacity concerns	<ul style="list-style-type: none"> <li>Access to Three Rivers Elementary</li> <li>Minor regional significance</li> <li>City of Gulfport priority</li> </ul>		1.59	\$4,006,800	2
119	Gulfport	Pass Road	28th St to Hewes	Improvements <i>4-Lane Boulevard</i> <i>And</i> <i>Local street grid improvements</i>	Arterial	No capacity concerns. The addition of the east-west corridor into the transportation network takes traffic from Pass Road.	<ul style="list-style-type: none"> <li>Minimal existing congestion</li> <li>Provides access to Pass Road Elementary</li> <li>Significant regional project</li> <li>High stakeholder support (study being performed)</li> <li>Public support (public opinion survey)</li> </ul>		0.89	\$3,804,750	1
119a	Gulfport	Pass Road	Hewes Ave to Courthouse Road	Improvements <i>4-Lane Boulevard</i> <i>And</i> <i>Local street grid improvements</i>	Arterial	No 2030 capacity concerns. Reconstruct roadway to 4-Lane boulevard. The addition of the east-west corridor into the transportation network takes traffic from Pass Road.	<ul style="list-style-type: none"> <li>Minimal existing congestion</li> <li>Minor 2030 capacity concerns</li> <li>Access improvement to Pass Road Elementary</li> <li>Significant regional project</li> <li>Public support (public opinion survey)</li> </ul>		1.03	\$4,403,250	1
119b	Gulfport	Pass Road	Courthouse Road to Teagarden Road	Improvements <i>4-Lane Boulevard</i> <i>And</i> <i>Local street grid improvements</i>	Arterial	Minor 2030 capacity concerns. Reconstruct roadway to 4-Lane boulevard. The addition of the east-west corridor into the transportation network takes traffic from Pass Road.	<ul style="list-style-type: none"> <li>Minor 2030 capacity concerns</li> <li>Significant regional project</li> <li>Public support (public opinion survey)</li> </ul>		0.54	\$2,325,600	1
119c	Gulfport	Pass Road	Teagarden Road to Cowan Road	Improvements <i>4-Lane Boulevard</i> <i>And</i> <i>Local street grid improvements</i>	Arterial	Minor 2030 capacity concerns. Reconstruct roadway to 4-Lane boulevard. The addition of the east-west corridor into the transportation network takes traffic from Pass Road.	<ul style="list-style-type: none"> <li>Minor 2030 capacity concerns</li> <li>Significant regional project</li> <li>Public support (public opinion survey)</li> </ul>		0.54	\$2,325,600	1
119d	Gulfport	Pass Road	Cowan Road to Anniston	Improvements <i>4-Lane Boulevard</i> <i>And</i> <i>Local street grid improvements</i>	Arterial	Minor 2030 capacity concerns. Reconstruct roadway to 4-Lane boulevard. The addition of the east-west corridor into the transportation network takes traffic from Pass Road.	<ul style="list-style-type: none"> <li>Minimal existing congestion</li> <li>Minor 2030 capacity concerns</li> <li>Significant regional project</li> <li>Public support (public opinion survey)</li> </ul>		0.53	\$2,252,925	1
119e	Gulfport	Pass Road	Anniston to Debuys Road	Improvements <i>4-Lane Boulevard</i> <i>And</i> <i>Local street grid improvements</i>	Arterial	Reconstruct roadway to 4-Lane boulevard	<ul style="list-style-type: none"> <li>Minimal existing congestion</li> <li>Minor 2030 congestion</li> </ul>		1.03	\$4,403,250	1
120	Harrison County	Landon Road	Canal Rd to County Farm Rd	Improvements <i>Super 2-Lane</i> <i>Or</i> <i>3-Lane/2-Lane Divided Avenue</i>	Collector	No capacity concerns. Depending on future development, a Super 2-Lane would probably be the best choice for this road.	<ul style="list-style-type: none"> <li>Minimal existing congestion</li> <li>Minor 2030 capacity concerns</li> <li>Public support (public opinion survey)</li> </ul>		3.37	\$8,492,400	2
135	Gautier	Martin Bluff PHII	Hampstead Rd to	Capacity Improvements	Re-Classified	Minimal capacity concerns.	<ul style="list-style-type: none"> <li>Minimal 2030 capacity concerns</li> </ul>		1.47	\$3,704,400	2







**GCATS ROADWAY PROJECT STAGED IMPROVEMENT PROGRAM**

			Frontage Rd	<i>Super 2-Lane Or 3-Lane/2-Lane Divided Avenue</i>	Arterial		<ul style="list-style-type: none"> <li>Impacts elementary school</li> <li>Minor regional project</li> <li>Some stakeholder support</li> <li>Roadway safety concern</li> <li>Public support (public opinion survey)</li> </ul>				
136	Gautier	Martin Bluff Alternate	Broadmoor to Frontage Road	<i>New 3-Lane/2-Lane Divided Avenue Or Super 2-Lane</i>	Collector	This project will significantly reduce traffic on Martin Bluff road north of the frontage road.	<ul style="list-style-type: none"> <li>Stakeholder support (City of Gautier)</li> <li>Provides relief to traffic on Martin Bluff</li> </ul>		1.41	\$3,348,750	3
137	Gautier	US 90	Dolphin Dr to West Pascagoula River	<i>Capacity Improvements 6-Lane Boulevard And/Or Access Management or Frontage Roads And/Or ITS, TSM, and TDM</i>	Arterial	Significant to major capacity concerns. Forecasted traffic calls for an 8-Lane. TDM measures should be used on this roadway for traffic traveling to Northrop Grumman.	<ul style="list-style-type: none"> <li>Minimal existing congestion</li> <li>Major 2030 congestion</li> <li>Major regional significance</li> <li>Public support (public opinion survey)</li> </ul>		2.9	\$9,207,500	3
138	Gautier	Ritcher Road Extension	Ritcher Road to East	<i>New Super 2-Lane Or 4-lane Boulevard</i>	Collector	This new roadway would take traffic off of Hwy 90 and keep it from being too congested in the future.	<ul style="list-style-type: none"> <li>Adjacent corridor congestion relief (US 90)</li> <li>Would provide alternative access to Gautier Schools</li> <li>Significant regional project</li> </ul>		3.64	\$5,805,800	3
142	Gautier	Frontage Road	Gautier-Vancleave to Martin Bluff Rd	<i>Improvements 3-Lane/2-Lane Divided Avenue Or Super 2-Lane</i>	Collector	Capacity is not a concern.	<ul style="list-style-type: none"> <li>Minor regional project</li> <li>Roadway safety concern</li> </ul>		1.05	\$2,646,000	3
150	Hancock County	Longfellow Rd	US 90 to MS 603	<i>Capacity Improvements Super 2-Lane Or 3-Lane/2-Lane Divided Avenue</i>	Re-classified Arterial	Minimal capacity concern. A 3-Lane Avenue is probably the best option for this roadway.	<ul style="list-style-type: none"> <li>Provides relief to congestion concern on part of US 90</li> <li>Minimal 2030 congestion concern</li> <li>Minimal regional significance</li> <li>Public support (public opinion survey)</li> <li>Some stakeholder support (Hancock Co. priority)</li> </ul>		1.33	\$3,351,600	1
151	Hancock County	Hwy 43	Kiln Bypass	<i>New 4-Lane Parkway</i>	Arterial	MDOT Planned	<ul style="list-style-type: none"> <li>Helps with congestion in Kiln</li> <li>Improves access to Stennis</li> <li>Significant regional impact</li> <li>Stakeholder support (MDOT planned)</li> <li>Improves existing hurricane evacuation route</li> <li>Improves area with 4-Lane evacuation concern</li> <li>Public support</li> </ul>		2.32	\$21,000,000	3
153	Hancock County	Hwy 603	Hwy 43 to Stennis Airport	<i>Capacity Improvements 4-Lane Boulevard Or 4-Lane Parkway</i>	Arterial	Major Capacity Concerns. One piece to a very important north/south corridor.	<ul style="list-style-type: none"> <li>Major 2030 capacity concerns</li> <li>Significant regional project</li> <li>Hurricane evacuation</li> <li>Some stakeholder support</li> </ul>		1.87	\$7,124,700	1
154	Hancock County	Port Access Road	Lower Bay to Hwy 90	<i>New Super 2-Lane Or 4-Lane Boulevard</i>	Collector	More direct port access to US 90 and I-10	<ul style="list-style-type: none"> <li>Improved access to Port Bienville</li> <li>Significant regional project</li> <li>Stakeholder support (Port Bienville)</li> <li>Would enhance evacuation in South Hancock County</li> </ul>		2.85	\$4,545,750	2
155	Hancock County	Lakeshore Rd	US 90 to Lower Bay	<i>Improvements Super 2-Lane Or 3-Lane/2-Lane Divided Avenue</i>	Collector	Lakeshore should be the preferred route to Silver Slipper casino. The shortest route would be to go down Waveland Avenue, which would put casino traffic on Beach Boulevard, which would not be desirable to many residents.	<ul style="list-style-type: none"> <li>Access to the Silver Slipper casino</li> <li>Minor regional significance</li> <li>Has some stakeholder support</li> <li>Improvements here would help this route to be desired access to casino, etc. instead of Waveland Ave and Beach Blvd.</li> </ul>		2.45	\$5,145,000	3
159	Hancock County	Hwy 607	North of I-10	<i>Safety Improvements</i>	Collector	Safety improvements	<ul style="list-style-type: none"> <li>Access to Stennis</li> <li>Hurricane evacuation route</li> <li>Minor regional project</li> <li>Some stakeholder support (Stennis)</li> </ul>		0.5	\$500,000	1
160	Hancock County	Hwy 607	Stennis to County limits	<i>Improvements Super 2-Lane Or 4-Lane Boulevard</i>	Collector	Future hurricane evacuation route.	<ul style="list-style-type: none"> <li>Access to Stennis</li> <li>Hurricane evacuation route</li> <li>Minimal regional project</li> <li>Some stakeholder support (Stennis)</li> </ul>		2.67	\$10,172,700	1





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161	Hancock County	Lakeshore Rd	Lower Bay Beach Blvd to	Improvements <i>Super 2-Lane Or 3-Lane/2-Lane Divided Avenue</i>	Collector	Lakeshore should be the preferred route to Silver Slipper casino. The shortest route would be to go down Waveland Avenue, which would put casino traffic on Beach Boulevard, which would not be desirable to many residents.	<ul style="list-style-type: none"> <li>• Access to the Silver Slipper casino</li> <li>• Minor regional significance</li> <li>• Has some stakeholder support</li> <li>• Improvements here would help this route to be desired access to casino, etc. instead of Waveland Ave and Beach Blvd.</li> </ul>		2.2	\$4,620,000	3
162	Hancock County	Lower Bay Road	US 90 to Lakeshore	Capacity Improvements <i>Super 2-Lane Or 3-Lane/2-Lane Divided Avenue Or 4-Lane Boulevard</i>	Collector	Minimal capacity concern. Future Traffic demand all the capacity a Super 2-Lane or 3 Lane Avenue would provide. A 4-Lane boulevard could be considered because of other factors such as traffic demand just west of this project area (#336).	<ul style="list-style-type: none"> <li>• Minimal 2030 congestion concern</li> <li>• Minor regional significance</li> </ul>		4.03	\$8,463,000	3
163	Hancock County	Hwy 603	Firetower Road to Wilderness	Capacity Improvements <i>4-Lane Boulevard</i>	Arterial	Forecasted traffic calls for a Super 2-Lane or 3-Lane Avenue, but a 4-Lane may make more sense if this road remains a state roadway. Though this project goes right through the middle of Kiln. Improvements need to be made for safety.	<ul style="list-style-type: none"> <li>• Minor regional project</li> <li>• Hurricane evacuation route</li> <li>• Area with evacuation concerns</li> </ul>		2.39	\$9,105,900	1
173	Long Beach	Beatline Road Extension	Railroad St to US 90	New <i>4-Lane Boulevard</i>	Arterial	One piece to a needed 4-Lane north/south facility in West Harrison County.	<ul style="list-style-type: none"> <li>• Relieves congestion on adjacent corridors</li> <li>• Access to economic district (Oreck and South MS Regional)</li> <li>• Intermodal facility access to Long Beach</li> <li>• Significant regional impact</li> <li>• Helps area with evacuation concerns</li> <li>• Received favorable comments at Gov. Recovery Expo</li> </ul>		0.5	\$3,115,000	2
175	Harrison County	Beatline Road	County Farm to Railroad St	Capacity Improvements <i>4-Lane Boulevard</i>	Arterial	Major and significant capacity concerns. One piece to a needed 4-Lane north/south facility in West Harrison County.	<ul style="list-style-type: none"> <li>• Significant 2030 congestion concern</li> <li>• Provides congestion relief on adjacent corridors</li> <li>• Access to economic district (Oreck and South MS Regional)</li> <li>• Intermodal facility access to Long Beach Industrial Park</li> <li>• Minimal regional significance</li> <li>• Helps area with evacuation concerns</li> <li>• Roadway safety concern</li> </ul>		4.28	\$27,178,000	2
190	Moss Point	Second Street	Jefferson Grierson to	Improvements <i>2-Lane Avenue Or 3-Lane/2-Lane Divided Avenue</i>	Collector	No capacity concerns. Future traffic warrants only 2 lanes	<ul style="list-style-type: none"> <li>• Minor regional significance</li> <li>• Some stakeholder support</li> </ul>		1.27	\$3,200,400	3
200	Hancock County	Kiln-Waveland Rd	US 90 to 603	Capacity Improvements <i>Super 2-Lane Or 3-Lane/2-Lane Divided Avenue Or 4-Lane Boulevard</i>	Re-Classified Arterial	Minor and significant capacity concerns. A Super 2-Lane or 3-Lane/2-Lane Divided Avenue built to arterial standards would operate at capacity according to the future traffic demands. Therefore, a 4-Lane Boulevard may be considered.	<ul style="list-style-type: none"> <li>• Significant congestion concerns in 2030</li> <li>• Minor regional impact</li> <li>• Support for project in public opinion survey</li> </ul>		1.43	\$3,603,600	1
201	Hancock County	Kiln-Delisle Rd	I-10 to Hwy 43	Capacity Improvements <i>Super 2-Lane</i>	Collector		<ul style="list-style-type: none"> <li>• Future minor congestion deficiency</li> <li>• Minor regional significance</li> </ul>		8.57	\$17,997,000	3
211	Pascagoula	Orchard Rd	Louise to Hospital Road	Improvements <i>Super 2-Lane Or 3-Lane/2-Lane Divided Avenue Or 4-Lane Boulevard</i>	Arterial	Minor capacity concerns. Future traffic calls for a 4-Lane from Hospital Road to Old Mobile Hwy.	<ul style="list-style-type: none"> <li>• Improves access to Arlington Heights school</li> <li>• Minimal regional significance</li> <li>• Public support (opinion survey)</li> </ul>		1.19	\$7,556,500	2
212	Pascagoula	Ingalls Ave	Market St to Belair St.	Improvements <i>Super 2-Lane Or 3-Lane/2-Lane Divided Avenue Or 4-Lane Boulevard</i>	Arterial	No capacity concerns. Future Traffic only demands a 2 or 3 Lane.	<ul style="list-style-type: none"> <li>• Significant regional project</li> <li>• Stakeholder support (City of Pascagoula)</li> <li>• Public support (opinion survey)</li> </ul>		0.54	\$3,429,000	2



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251	Biloxi	Back Bay Blvd	Existing East End to US 90	New <i>4-Lane Boulevard</i> Or 6-Lane Boulevard	Arterial	Biloxi Planned project.	<ul style="list-style-type: none"> <li>• Would provide significant connectivity</li> <li>• High stakeholder support (Biloxi)</li> <li>• Access to tourism district</li> </ul>		1.06	\$6,603,800	1
252	Biloxi	Popps Ferry Bridge		Capacity Improvements <i>4-Lane Boulevard</i> Or 6-Lane Boulevard	Arterial	Major Capacity Concerns. This roadway would serve as the major north/south connector in this area.	<ul style="list-style-type: none"> <li>• Major existing congestion concern</li> <li>• Major 2030 congestion concern</li> <li>• Would provide congestion relief to other north/south connectors</li> <li>• Significant regional project</li> <li>• High stakeholder support</li> <li>• Roadway with safety concerns</li> <li>• Provides improved hurricane evacuation to area in need</li> </ul>		1.02	\$31,839,667	2
253	Biloxi	Popps Ferry Rd Extension	Pass Road to US 90	New <i>4-Lane Boulevard</i> Or 6-Lane Boulevard	Arterial	Connection to US 90 for north/south corridor.	<ul style="list-style-type: none"> <li>• Helps adjacent corridor congestion concern</li> <li>• Provides access to Broadwater area development</li> <li>• Provides significant regional connectivity</li> <li>• High stakeholder support</li> <li>• Helps area with evacuation concerns</li> <li>• Project receives positive public comment at Gov. Recovery Expo</li> </ul>		0.75	\$4,678,730	1
254	Biloxi	Popps Ferry Rd	Popps Ferry Bridge to Pass Road	Improvements <i>4-Lane Boulevard</i> Or 6-Lane Boulevard	Arterial	Capacity not a concern. Reconstruction into a boulevard is needed. This roadway would serve as the major north/south connector in this area.	<ul style="list-style-type: none"> <li>• Significant existing congestion</li> <li>• Helps adjacent corridor congestion concern</li> <li>• Significant regional project</li> <li>• Provides improved hurricane evacuation to area in need</li> </ul>		0.72	\$2,210,400	2
256a	Biloxi	Woolmarket Connector	Woolmarket Exit to Popps Ferry Rd	New <i>4-Lane</i> Or 6-Lane	Arterial	New Connector from Woolmarket Exit to Popps Ferry Road. In lieu of MDOT's East Harrison County Connector	<ul style="list-style-type: none"> <li>• Provides significant traffic reduction on adjacent north/south corridors</li> <li>• Improves access to Biloxi Walmart, Treasure Bay, and Gulf Coast Medical</li> <li>• Very high regional impact</li> <li>• Access to tourism district</li> <li>• City of Biloxi supports</li> <li>• Public spoke favorably for this a Gov. Recovery Expo</li> </ul>		1.48	\$66,198,733	3
257	Biloxi	Atkinson Road	Popps Ferry to Jim Money	Improvements <i>Super 2-Lane</i> Or <i>3-Lane/2-Lane Divided Avenue</i>	Collector	No capacity concerns	<ul style="list-style-type: none"> <li>• Minor 2030 congestion concern</li> <li>• Minimal regional significance</li> </ul>		0.83	\$2,091,600	2
258	Biloxi	Eisenhower	Switzer to US 90	Improvements <i>Super 2-Lane</i> Or <i>3-Lane/2-Lane Divided Avenue</i> Or 4-Lane Boulevard	Arterial	No Capacity Concerns.	<ul style="list-style-type: none"> <li>• Support to Edgewater Mall transit hub operations</li> <li>• Minor regional significance</li> <li>• Roadway safety concern</li> </ul>		0.42	\$1,058,400	3
259	Biloxi	Blx to DI bridge	Caillavet to Central Bridge	New <i>4-Lane</i>	Arterial	Will help with demand on I-110	<ul style="list-style-type: none"> <li>• Adjacent corridor I-110 congestion relief</li> <li>• Minor regional significance</li> <li>• Access to Di'berville and Biloxi casinos</li> <li>• Alternate evacuation</li> </ul>		0.93	\$26,998,165	3
261	Gulfport	John Hill intermodal connector		New <i>Super 2-Lane</i>	Collector	Airport freight movement	<ul style="list-style-type: none"> <li>• Gpt/Blx cargo access to Hwy601</li> </ul>		2.64	\$6,270,000	1
262	Gulfport	Three Rivers Road Extension	Three Rivers to 28th	New 3-Lane/2-Lane Divided Avenue Or <i>4-Lane Boulevard</i>	Arterial	Will help with demand on US 49. Will help improve the "regional grid". The model shows about 7000 cars per day would use this roadway.	<ul style="list-style-type: none"> <li>• Would take some traffic from US 49 deficiency</li> <li>• Access to Wal-Mart Gulfport</li> <li>• Significant regional project</li> <li>• Gpt-Biloxi Airport access</li> </ul>		2.7	\$6,412,500	3
263	Gulfport	"D" Ave Extension	Jody Nelson to US 90	New 3-Lane/2-Lane Divided Avenue Or <i>4-Lane Boulevard</i>	Arterial	A piece of a north/south connection to I-10. Will help relieve problems on US 49.	<ul style="list-style-type: none"> <li>• This project would work with other for a new north-south connector to take traffic from US 49</li> <li>• Improves access from airport to beach and Casinos</li> <li>• Significant regional project</li> </ul>		1.06	\$6,603,800	3
265	Gulfport	Airport Rd	Airport Rd to new	New	Collector	This new roadway would serve the airport as an alternate	<ul style="list-style-type: none"> <li>• Access to Wal-Mart area</li> </ul>		2.7	\$16,821,000	2

**GCATS ROADWAY PROJECT STAGED IMPROVEMENT PROGRAM**

		Extension	Frontage Road	3-Lane/2-Lane Divided Avenue Or 4-Lane Boulevard		route for passengers to get to the facility. It would also provide some needed relief to segments of US 49 between Airport Rd and I-10	<ul style="list-style-type: none"> <li>• Access to Gpt/Blx Airport</li> <li>• Significant regional project</li> </ul>				
280	Pass Christian	Baview/EastWest	US 90 to Henderson Ave	New Super 2-Lane Or 3-Lane/2-Lane Divided Avenue Or 4-Lane Boulevard	Arterial	Piece of east/west corridor	<ul style="list-style-type: none"> <li>• Provides congestion relief on US 90 and Pass Road</li> <li>• Would provide significant regional connectivity</li> </ul>		1.78	\$4,485,600	3
281	Pass Christian	EastWest	Henderson to Menge	New Super 2-Lane Or 3-Lane/2-Lane Divided Avenue Or 4-Lane Boulevard	Arterial	Piece of east/west corridor	<ul style="list-style-type: none"> <li>• Provides congestion relief on US 90 and Pass Road</li> <li>• Provides alternate access to Pass Christian Schools</li> <li>• Would provide significant regional connectivity</li> </ul>		2.54	\$6,032,500	3
282	Pass Christian	EastWest	Menge to Beatline	New Super 2-Lane Or 3-Lane/2-Lane Divided Avenue Or 4-Lane Boulevard	Arterial	Piece of east/west corridor	<ul style="list-style-type: none"> <li>• Provides congestion relief on US 90 and Pass Road</li> <li>• Access to South MS Regional in Long Beach</li> <li>• Would provide significant regional connectivity</li> </ul>		1.99	\$4,726,250	2
283	Long Beach	Railroad St - EastWest	Beatline to Jeff Davis	Improvements 4-Lane Boulevard	Arterial	Piece of east/west corridor	<ul style="list-style-type: none"> <li>• Provides congestion relief on US 90 and Pass Road</li> <li>• Would provide significant regional connectivity</li> </ul>		2.58	\$16,383,000	2
284	Long Beach	Railroad St - EastWest	Jeff Davis to Lewis	Improvements 4-Lane Boulevard	Arterial	Piece of east/west corridor	<ul style="list-style-type: none"> <li>• Provides congestion relief on US 90 and Pass Road</li> <li>• Access to Triton</li> <li>• Would provide significant regional connectivity</li> </ul>		1.66	\$10,541,000	2
285	Long Beach	Railroad St - EastWest	Lewis to 33rd	Improvements 4-Lane Boulevard	Arterial	Piece of east/west corridor	<ul style="list-style-type: none"> <li>• Provides congestion relief on US 90 and Pass Road</li> <li>• Access to Memorial Hospital</li> <li>• Would provide significant regional connectivity</li> </ul>		1.64	\$10,414,000	2
286	Gulfport	EastWest	33rd to 20th	New 4-Lane Boulevard	Arterial	Piece of east/west corridor	<ul style="list-style-type: none"> <li>• Provides congestion relief on US 90 and Pass Road</li> <li>• Provides alternate access to St. Johns</li> <li>• Would provide significant regional connectivity</li> </ul>		0.97	\$6,011,950	2
287	Gulfport	Railroad St - EastWest	20th to Pratt	Improvements 4-Lane Boulevard	Arterial	Piece of east/west corridor	<ul style="list-style-type: none"> <li>• Provides congestion relief on US 90 and Pass Road</li> <li>• Would provide significant regional connectivity</li> </ul>		0.38	\$2,413,000	2
288	Gulfport	Railroad St - EastWest	Pratt to Hewes	Improvements 4-Lane Boulevard	Arterial	Piece of east/west corridor	<ul style="list-style-type: none"> <li>• Provides congestion relief on US 90 and Pass Road</li> <li>• Would provide significant regional connectivity</li> </ul>		1.22	\$7,747,000	2
289	Gulfport	Railroad St - EastWest	Hewes to Courthouse	Improvements 4-Lane Boulevard	Arterial	Piece of east/west corridor	<ul style="list-style-type: none"> <li>• Provides congestion relief on US 90 and Pass Road</li> <li>• Would provide significant regional connectivity</li> </ul>		0.87	\$5,518,150	2
290	Gulfport	EastWest	Courthouse to Cowan	New 4-Lane Boulevard	Arterial	Piece of east/west corridor	<ul style="list-style-type: none"> <li>• Provides congestion relief on US 90 and Pass Road</li> <li>• Alternate access to Gulfport High</li> <li>• Would provide significant regional connectivity</li> </ul>		1.22	\$7,600,600	2
291	Gulfport	EastWest	Cowan to Debuys	New 4-Lane Boulevard	Arterial	Piece of east/west corridor	<ul style="list-style-type: none"> <li>• Provides congestion relief on US 90 and Pass Road</li> <li>• Alternative access to Anniston Elementary and St James</li> <li>• Would provide significant regional connectivity</li> </ul>		1.59	\$14,905,700	1
292	Biloxi	EastWest	Debuys Road to Beauvoir	New 4-Lane Boulevard	Arterial	Piece of east/west corridor	<ul style="list-style-type: none"> <li>• Provides congestion relief on US 90 and Pass Road</li> <li>• Would provide significant regional connectivity</li> </ul>		1.73	\$10,777,900	1
293	Biloxi	EastWest	Beauvoir to Veterans	New 4-Lane Boulevard	Arterial	Piece of east/west corridor	<ul style="list-style-type: none"> <li>• Provides congestion relief on US 90 and Pass Road</li> <li>• Would provide alternate access to Beauvoir Elementary</li> <li>• Would provide significant regional connectivity</li> </ul>		1.54	\$9,594,200	2
294	Biloxi	Irish Hill - EastWest	Veterans to Porter	Improvements 4-Lane Boulevard	Arterial	Piece of east/west corridor	<ul style="list-style-type: none"> <li>• Provides congestion relief on US 90 and Pass Road</li> <li>• Would provide alternate access to Biloxi Junior High</li> <li>• Would provide significant regional connectivity</li> </ul>		2.7	\$17,145,000	2
295	Biloxi	EastWest	Porter to Caillavet	New 4-Lane Boulevard	Arterial	Piece of east/west corridor	<ul style="list-style-type: none"> <li>• Provides congestion relief on US 90 and Pass Road</li> <li>• Would provide alternate access to Nativity of BVM</li> </ul>		0.59	\$3,644,550	2

**GCATS ROADWAY PROJECT STAGED IMPROVEMENT PROGRAM**

							Elementary				
296	Biloxi	EastWest	Caillavet to Main St	New 4-Lane Boulevard	Arterial	Piece of east/west corridor	<ul style="list-style-type: none"> <li>Would provide significant regional connectivity</li> <li>Provides congestion relief on US 90 and Pass Road</li> <li>Would provide alternate access to St. Alphonsus</li> <li>Would provide significant regional connectivity</li> </ul>		0.4	\$1,710,000	2
296a	Biloxi	EastWest	Main St to Lee	Capacity Improvements 4-Lane Boulevard	Arterial	Piece of east/west corridor			0.35	\$2,222,500	2
297	Biloxi	EastWest	Lee to Back Bay Blvd	New 4-Lane Boulevard	Arterial	Piece of east/west corridor	<ul style="list-style-type: none"> <li>Provides congestion relief on US 90 and Pass Road</li> <li>Would provide alternate access to Dukate Elementary</li> <li>Would provide significant regional connectivity</li> </ul>		0.92	\$5,750,290	2
300	Bay St Louis	Blue Meadow Rd	Casino Magic Blvd to Hwy 90	Capacity Improvements Super 2-Lane Or 3-Lane/2-Lane Divided Avenue Or 4-Lane Boulevard	Arterial	Minimal capacity concerns.	<ul style="list-style-type: none"> <li>Minimal existing congestion</li> <li>Minimal 2030 congestion</li> <li>Minor regional impact</li> </ul>		0.59	\$1,486,800	2
301	Bay St Louis	US 90	Dunbar Ave to Washington	Capacity Improvements 4-Lane Boulevard Or 6-Lane Boulevard And/Or Access Management or Frontage Roads And/Or ITS, TSM, and TDM	Arterial	Significant and Major capacity concerns. Future traffic warrants a 6-Lane boulevard. There were no projects considered in the GCATS that would take traffic from this segment of roadway. The traffic is forecasted to be at about 36000 AADT. This amount of traffic would exceed the estimated capacity of a 4-Lane Boulevard (27,000 AADT). Access Management, TSM and TDM should be implemented here but probably would not help enough to reduce the traffic here enough to keep it 4-Lane. Further study will need to take place to come up with solutions for this segment of roadway. Further study will need to take place to come up with solutions for this segment of roadway.	<ul style="list-style-type: none"> <li>Major existing congestion</li> <li>Significant 2030 congestion</li> <li>Access to Hancock Medical Center</li> <li>Significant regional impact</li> <li>Public concern (opinion survey)</li> </ul>		1.4	\$8,890,000	2
302	Waveland	US 90	Nicholson to Washington	Capacity Improvements 4-Lane Boulevard Or 6-Lane Boulevard And/Or Access Management or Frontage Roads And/Or ITS, TSM, and TDM	Arterial	Significant capacity concerns. Future traffic warrants a 6-Lane boulevard. The improvements of Longfellow Road (#150) would take some traffic from this roadway, but would not reduce the traffic enough to make a 4-Lane be sufficient. Access Management, TSM and TDM should be implemented here but probably would not help enough to reduce the traffic here enough to keep it 4-Lane.	<ul style="list-style-type: none"> <li>Significant existing congestion concern</li> <li>Minimal 2030 congestion deficiency</li> <li>Major regional significance</li> <li>Public support (public opinion survey)</li> </ul>		1.23	\$7,810,500	2
303	Harrison County	County Farm	I-10 to Beatline Rd	Capacity Improvements 4-Lane Boulevard	Arterial	Major capacity concerns. One piece to a needed 4-Lane north/south facility in West Harrison County.	<ul style="list-style-type: none"> <li>Minor existing congestion</li> <li>Significant 2030 congestion</li> <li>Relieves congestion on adjacent corridors</li> <li>Access to economic district (Oreck and South MS Regional)</li> <li>Intermodal facility access to Long Beach</li> </ul>		1.02	\$6,477,000	2
304	Long Beach	Jeff Davis	Railroad to US 90	Improvements 3-Lane/2-Lane Divided Avenue Or 2-Lane Avenue	Arterial	The Beatline project would some cars from this roadway. This street warrants a design that would include turn lanes such as 3-Lane Avenue or 2-Lane Avenue. Careful consideration would need to be taken to design this street to operate like a "Main Street".	<ul style="list-style-type: none"> <li>Significant existing congestion</li> <li>Access to school</li> <li>Significant regional impact</li> <li>High stakeholder support</li> </ul>		0.67	\$1,688,400	1
305	Gulfport	Washington	Airport Rd to 48th St	Capacity Improvements 3-Lane/2-Lane Divided Avenue Or Super 2-Lane Or 4-Lane Boulevard	Arterial	Minor capacity concerns. The forecasted traffic warrants a 2-Lane facility. This segment of roadway is part of a north/south connector vision that includes the 4-Lane boulevard already in place on Hewes Ave.	<ul style="list-style-type: none"> <li>Minimal existing congestion</li> <li>Significant 2030 congestion</li> <li>Access to Bayou View School</li> <li>Significant regional impact</li> </ul>		0.5	\$3,175,000	2
307	Gulfport	Creosote Rd	Three Rivers Rd to Rippy Rd	Improvements 3-Lane/2-Lane Divided Avenue Or	Collector	No capacity concerns	<ul style="list-style-type: none"> <li>Minor existing congestion</li> <li>Significant regional impact</li> </ul>		0.6	\$1,512,000	3

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				<i>Super 2-Lane</i>							
308	Biloxi	Eisenhower Rd	RR to Pass Road	Improvements <i>3-Lane/2-Lane Divided Avenue</i> Or <i>Super 2-Lane</i>	Arterial	No capacity concerns	<ul style="list-style-type: none"> <li>Minimal existing congestion</li> <li>Minor 2030 congestion</li> <li>Provides support to CTA transit hub (Edgewater Mall)</li> <li>Significant regional impact</li> </ul>		0.37	\$932,400	2
309	Biloxi	Popps Ferry Rd	Bridge to Riverview	Capacity Improvements <i>4-Lane Boulevard</i> And <i>ITS, TSM, and TDM</i>	Arterial	Major capacity concerns. This roadway would serve as the major north/south connector in this area.	<ul style="list-style-type: none"> <li>Minimal existing congestion</li> <li>Major 2030 congestion</li> <li>Would provide significant relief to congestion on adjacent corridors</li> </ul>		0.99	\$6,286,500	2
310	Jackson County	Hwy 613	Saracennia to I-10	Capacity Improvements <i>Super 2-Lane</i> Or <i>3-Lane/2-Lane Divided Avenue</i> Or 4-Lane Boulevard And <i>ITS, TSM, and TDM</i>	Arterial	Significant capacity concerns. The forecasted traffic for this roadway will exceed the current capacity. A 4-Lane Boulevard will be warranted.	<ul style="list-style-type: none"> <li>Minor existing congestion</li> <li>Significant 2030 congestion concern</li> <li>Significant regional impact</li> <li>Improves existing hurricane evacuation route</li> </ul>		1.02	\$2,570,400	2
311	Pascagoula	US 90	Chicot Road to Hwy 63	Capacity Improvements 4-Lane Boulevard Or <i>6-Lane Boulevard</i> And <i>ITS, TSM, and TDM</i> And <i>Access Management or Frontage Roads</i>	Arterial	Significant capacity concerns. The forecasted traffic for this roadway will exceed the current capacity. A 6-Lane Boulevard will be warranted. Further study will need to take place to come up with solutions for this segment of roadway.	<ul style="list-style-type: none"> <li>Minor existing congestion</li> <li>Significant 2030 congestion concern</li> <li>Accesses Wal-Mart in Pascagoula</li> <li>Significant regional impact</li> <li>Roadway safety concern</li> <li>Public support for project (opinion survey)</li> </ul>		1.29	\$8,191,500	3
312	Ocean Springs	US 90	Holcomb to MLK	Capacity Improvements 4-Lane Boulevard Or <i>6-Lane Boulevard</i> And <i>ITS, TSM, and TDM</i> And <i>Access Management or Frontage Roads</i>	Arterial	Without the OS north/south connector traffic is forecasted to be about 47,000 AADT. With the OS connector the traffic on this segment would be about 42,000 AADT. This roadway would probably need to be widened to 6-Lanes unless it was decided that congestion is acceptable. A 4-Lane boulevard reaches its intended capacity around 27,000 AADT. Even if the OS north/south connector were built, successful TDM programs were in place, and TSM allowed the roadway to operate at maximum efficiency, the roadway would still be over capacity. Further study will need to take place to come up with solutions for this segment of roadway.	<ul style="list-style-type: none"> <li>Significant existing congestion</li> <li>Major 2030 congestion</li> <li>Would relive deficiencies on Government Street</li> <li>Major regional impact</li> <li>Public support for project (opinion survey)</li> </ul>		0.52	\$3,289,300	2
314	D'Iberville	D'Iberville Blvd	Popps Ferry to Automall Pkwy	Capacity Improvements <i>3-Lane/2-Lane Divided Avenue</i> Or <i>Super 2-Lane</i> Or 4-Lane Boulevard	Arterial	Minimal capacity concerns. If development occurs in the northwestern quadrant of I-110 as planned.	<ul style="list-style-type: none"> <li>Minor existing congestion concern</li> <li>Minor 2030 congestion concern</li> <li>Significant regional impact</li> </ul>		0.17	\$428,400	2
315	Biloxi	Bayview	I-110 to Forrest	Capacity Improvements 3-Lane/2-Lane Divided Avenue Or Super 2-Lane Or <i>4-Lane Boulevard</i>	Arterial	Major Capacity Concerns. Future traffic warrants more than a 2-Lane or 3-Lane roadway. Though Keesler's plans for Division Street entrance would make the needs shown here obsolete.	<ul style="list-style-type: none"> <li>Minor existing congestion concern</li> <li>Major 2030 congestion concern</li> <li>Significant regional impact</li> </ul>		0.52	\$3,314,700	2
316	Biloxi	Forest	Bayview to Division	Capacity Improvements 3-Lane/2-Lane Divided Avenue Or Super 2-Lane	Arterial	Major Capacity Concerns. Future traffic warrants more than a 2-Lane or 3-Lane roadway. This improvement may need to be on Benachi Ave instead of Forest. Whichever one would be the route into Keesler. Though Keesler's plans for Division Street entrance would make the needs	<ul style="list-style-type: none"> <li>Minor existing congestion concern</li> <li>Major 2030 congestion concern</li> <li>Significant regional impact</li> </ul>		0.54	\$3,448,050	2

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				Or <i>4-Lane Boulevard</i>		shown here obsolete.					
318	Gulfport	US 49	Pass Road to 28th	<u>Capacity Improvements</u> <i>IIS, TSM, and TDM</i> And <i>6-Lane Boulevard</i> And <i>Access Management or</i> <i>Frontage Roads</i>	Arterial	Future traffic is estimated at about 40,000 AADT with improvements described in Alternative 3.2. US49 is arguably the most congested corridor in the region. The addition of Hwy 601(Canal Road project) and eventually I-310 (#113) and other projects in this plan seek to keep the traffic on this corridor around its current levels in the year 2030. These other projects seek to provide parallel alternatives to US 49. 6-Lanes currently exist on most segments of this roadway. It is a goal of this plan to not recommend any 8-Lane arterials in the urban area. Therefore some levels of congestion will be experienced on this roadway. Access management, frontage roads, TSM, and TDM should be heavily pursued for implementation on this corridor to keep traffic down to manageable levels.  <i>4-Lanes exist on this segment.</i>	<ul style="list-style-type: none"> <li>Minor existing congestion concern</li> <li>Significant 2030 congestion concern</li> <li>Intermdal facility</li> <li>Major regional impact</li> <li>Mentioned in public opinion survey</li> </ul>		0.26	\$1,625,600	2
319	Gulfport	US 49	28th to MLK	<u>Capacity Improvements</u> <i>IIS, TSM, and TDM</i> And <i>Access Management or</i> <i>Frontage Roads</i>	Arterial	Future traffic is estimated at about 45,000 AADT with improvements described in Alternative 3.2. US49 is arguably the most congested corridor in the region. The addition of Hwy 601(Canal Road project) and eventually I-310 (#113) and other projects in this plan seek to keep the traffic on this corridor around its current levels in the year 2030. These other projects seek to provide parallel alternatives to US 49. 6-Lanes currently exist on most segments of this roadway. It is a goal of this plan to not recommend any 8-Lane arterials in the urban area. Therefore some levels of congestion will be experienced on this roadway. Access management, frontage roads, TSM, and TDM should be heavily pursued for implementation on this corridor to keep traffic down to manageable levels.	<ul style="list-style-type: none"> <li>Minimal existing congestion concern</li> <li>Significant 2030 congestion concern</li> <li>Intermdal facility</li> <li>Major regional impact</li> <li>Mentioned in public opinion survey</li> </ul>		1.38	\$1,380,000	1
320	Gulfport	US 49	MLK to Airport Road	<u>Capacity Improvements</u> <i>IIS, TSM, and TDM</i> And <i>Access Management or</i> <i>Frontage Roads</i>	Arterial	Future traffic is estimated at about 55,000 AADT with improvements described in Alternative 3.2. US49 is arguably the most congested corridor in the region. The addition of Hwy 601(Canal Road project) and eventually I-310 (#113) and other projects in this plan seek to keep the traffic on this corridor around its current levels in the year 2030. These other projects seek to provide parallel alternatives to US 49. 6-Lanes currently exist on most segments of this roadway. It is a goal of this plan to not recommend any 8-Lane arterials in the urban area. Therefore some levels of congestion will be experienced on this roadway. Access management, frontage roads, TSM, and TDM should be heavily pursued for implementation on this corridor to keep traffic down to manageable levels.	<ul style="list-style-type: none"> <li>Minor existing congestion concern</li> <li>Significant 2030 congestion concern</li> <li>Access to Wal-Mart area in Gulfport</li> <li>Intermodal facility</li> <li>High regional impact</li> <li>Roadway safety concern</li> <li>Public opinion survey project</li> </ul>		1.11	\$1,110,000	1
321	Gulfport	US 49	Airport Rd to Creosote Road	<u>Capacity Improvements</u> <i>IIS, TSM, and TDM</i> And <i>Access Management or</i> <i>Frontage Roads</i>	Arterial	Future traffic is estimated at about 51,000 AADT with improvements described in Alternative 3.2. US49 is arguably the most congested corridor in the region. The addition of Hwy 601(Canal Road project) and eventually I-310 (#113) and other projects in this plan seek to keep the traffic on this corridor around its current levels in the year 2030. These other projects seek to provide parallel alternatives to US 49. 6-Lanes currently exist on most	<ul style="list-style-type: none"> <li>Minor existing congestion concern</li> <li>Significant 2030 congestion concern</li> <li>Access to Wal-Mart area in Gulfport</li> <li>Intermodal facility</li> <li>High regional impact</li> <li>Roadway safety concern</li> <li>Public opinion survey project</li> </ul>		0.51	\$513,000	1

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						segments of this roadway. It is a goal of this plan to not recommend any 8-Lane arterials in the urban area. Therefore some levels of congestion will be experienced on this roadway. Access management, frontage roads, TSM, and TDM should be heavily pursued for implementation on this corridor to keep traffic down to manageable levels.					
322	Gulfport	US 49	Creosote Road to Landon Road	Capacity Improvements <i>ITS, TSM, and TDM</i> And <i>Access Management or Frontage Roads</i>	Arterial	Future traffic is estimated at about 53,000 AADT with improvements described in Alternative 3.2. US49 is arguably the most congested corridor in the region. The addition of Hwy 601(Canal Road project) and eventually I-310 (#113) and other projects in this plan seek to keep the traffic on this corridor around its current levels in the year 2030. These other projects seek to provide parallel alternatives to US 49. 6-Lanes currently exist on most segments of this roadway. It is a goal of this plan to not recommend any 8-Lane arterials in the urban area. Therefore some levels of congestion will be experienced on this roadway. Access management, frontage roads, TSM, and TDM should be heavily pursued for implementation on this corridor to keep traffic down to manageable levels.	<ul style="list-style-type: none"> <li>Major existing congestion</li> <li>Major Future congestion</li> <li>High regional impact</li> <li>Roadway safety concern</li> <li>Public opinion survey project</li> </ul>		0.76	\$756,000	1
323	Gulfport	US 49	Landon Road to Community Road	Capacity Improvements <i>ITS, TSM, and TDM</i> And <i>Access Management or Frontage Roads</i>	Arterial	Future traffic is estimated at about 57,000 AADT with improvements described in Alternative 3.2. US49 is arguably the most congested corridor in the region. The addition of Hwy 601(Canal Road project) and eventually I-310 (#113) and other projects in this plan seek to keep the traffic on this corridor around its current levels in the year 2030. These other projects seek to provide parallel alternatives to US 49. 6-Lanes currently exist on most segments of this roadway. It is a goal of this plan to not recommend any 8-Lane arterials in the urban area. Therefore some levels of congestion will be experienced on this roadway. Access management, frontage roads, TSM, and TDM should be heavily pursued for implementation on this corridor to keep traffic down to manageable levels.	<ul style="list-style-type: none"> <li>Major existing congestion</li> <li>Significant future congestion</li> <li>Improves access to Garden Park Hospital</li> <li>High regional impact</li> <li>Public opinion survey project</li> </ul>		0.32	\$315,000	1
324	Gulfport	US 49	Community to Deadeux Road	Capacity Improvements <i>ITS, TSM, and TDM</i> And <i>Access Management or Frontage Roads</i>	Arterial	Future traffic is estimated at about 50,000 AADT with improvements described in Alternative 3.2. US49 is arguably the most congested corridor in the region. The addition of Hwy 601(Canal Road project) and eventually I-310 (#113) and other projects in this plan seek to keep the traffic on this corridor around its current levels in the year 2030. These other projects seek to provide parallel alternatives to US 49. 6-Lanes currently exist on most segments of this roadway. It is a goal of this plan to not recommend any 8-Lane arterials in the urban area. Therefore some levels of congestion will be experienced on this roadway. Access management, frontage roads, TSM, and TDM should be heavily pursued for implementation on this corridor to keep traffic down to manageable levels.	<ul style="list-style-type: none"> <li>Minor existing congestion</li> <li>Major 2030 congestion</li> <li>Improves access to Garden Park Hospital</li> <li>High regional impact</li> <li>Roadway safety concern</li> <li>Public opinion survey project</li> </ul>		0.53	\$530,000	1
325	Gulfport	US 49	Deadeux Road to Oneal Road	Capacity Improvements <i>ITS, TSM, and TDM</i> And <i>Access Management or Frontage Roads</i>	Arterial	Future traffic is estimated at about 51,000 AADT with improvements described in Alternative 3.2. US49 is arguably the most congested corridor in the region. The addition of Hwy 601(Canal Road project) and eventually I-310 (#113) and other projects in this plan seek to keep the traffic on this corridor around its current levels in the year 2030. These other projects seek to provide parallel alternatives to US 49. 6-Lanes currently exist on most segments of this roadway. It is a goal of this plan to not	<ul style="list-style-type: none"> <li>Minor existing congestion</li> <li>Significant 2030 congestion</li> <li>High regional impact</li> <li>Roadway safety concern</li> <li>Public opinion survey project</li> </ul>		1.46	\$1,460,000	1




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						recommend any 8-Lane arterials in the urban area. Therefore some levels of congestion will be experienced on this roadway. Access management, frontage roads, TSM, and TDM should be heavily pursued for implementation on this corridor to keep traffic down to manageable levels.					
327	Gautier	US 90	Dolphin Road to Hwy 57	Capacity Improvements Improved 4-Lane Boulevard <i>Or</i> <i>6-Lane Boulevard</i> <i>And/Or</i> <i>Access Management or Frontage Roads</i> <i>And/Or</i> <i>ITS, TSM, and TDM</i>	Arterial	Significant Capacity improvements are warranted. The future capacity demands more than 4-Lane. This roadway is forecasted to host 35,000 cars per day in the year 2030 with or without the Central Ocean Springs Connector. This amount of traffic would warrant a 6-Lane facility unless TDM measures or a higher capacity Government Street/Old Spanish Trail corridor or projects #8 and #138 could take around 5,000 - 7000 cars per day off of this road and some congestion is tolerated. Further study will need to take place to come up with solutions for this segment of roadway.	<ul style="list-style-type: none"> <li>Significant future congestion</li> <li>Significant regional impact</li> <li>Roadway safety concern</li> <li>Public opinion survey project</li> </ul>		3.66	\$23,241,000	3
328	Gautier	Old Spanish Trl	Dolphin Road to Hwy 57	Capacity Improvements <i>Super 2-Lane</i> <i>Or</i> <i>3-Lane/2-Lane Divided Avenue</i> <i>Or</i> 4-lane Boulevard	Re-classified Arterial	Significant Capacity Concerns. An improved Super 2-Lane built to arterial standards would meet the forecasted traffic capacity. However a 4-lane boulevard that would take traffic off of Hwy 90 may be desirable. Further study will need to take place to come up with solutions for this segment of roadway and adjacent corridors.	<ul style="list-style-type: none"> <li>Significant future congestion</li> <li>Would relieve some congestion on US 90</li> <li>Minor regional impact</li> <li>Roadway safety concerns</li> </ul>		3.81	\$9,601,200	2
329	Ocean Springs	US 90	Ocean Springs Road to Holcomb	Capacity Improvements Improved 4-Lane Boulevard <i>Or</i> <i>6-Lane Boulevard</i> <i>And/Or</i> <i>Access Management or Frontage Roads</i> <i>And/Or</i> <i>ITS, TSM, and TDM</i>	Arterial	Major Capacity Concerns. The traffic forecasted for this segment of roadway is estimated at 47,000 AADT without the Central OS Connector (#44). With the Central OS Connector in place the segment would be at about 40,000 AADT. Both amounts of traffic would usually require more than a 6-Lane facility. However, for the purposes of this plan, more than 6-Lanes will not be recommended. Further study will be needed to develop acceptable solutions.	<ul style="list-style-type: none"> <li>Major 2030 congestion concern</li> <li>Major regional impact</li> <li>Improves access to Ocean Springs Hospital</li> </ul>		1.67	\$10,604,500	2
330	Biloxi	Bayview Ave	Parker to Braun	Capacity Improvements <i>4-lane Boulevard</i> <i>And/Or</i> <i>ITS, TSM, and TDM</i>	Arterial	Major Capacity concerns. This segment of roadway would need to be expanded to 4-Lane. This is part of a desired "loop" boulevard on the Point of Biloxi.	<ul style="list-style-type: none"> <li>Major 2030 congestion concern</li> <li>Improves access to Imperial Palace and Boomtown Casinos</li> <li>Significant regional impact</li> </ul>		0.34	\$2,133,600	1
331	D'Iberville	Sangani Blvd	All	Capacity Improvements <i>4-lane Boulevard</i> <i>And/Or</i> <i>ITS, TSM, and TDM</i>	Arterial	Major Capacity concerns. This segment of roadway goes through a dense commercial area. TSM should also be implemented here.	<ul style="list-style-type: none"> <li>Major 2030 congestion concern</li> <li>Significant regional impact</li> </ul>		0.9	\$5,715,000	1
332	Harrison County	Canal Road	I-10 to 56 <sup>th</sup>	Capacity Improvements <i>Super 2-Lane</i> <i>Or</i> <i>4-lane Boulevard</i>	Arterial	Major Capacity Concerns.	<ul style="list-style-type: none"> <li>Major 2030 capacity concern</li> <li>Significant regional impact</li> </ul>		1.29	\$8,191,500	2
332a	Harrison County	Canal Road	56 <sup>th</sup> to 28 <sup>th</sup>	Capacity Improvements <i>Super 2-Lane</i> <i>Or</i> <i>3-Lane/2-Lane Divided Avenue</i> <i>Or</i> 4-lane Boulevard	Arterial	Major Capacity Concerns.	<ul style="list-style-type: none"> <li>Major 2030 capacity concern</li> <li>Significant regional impact</li> </ul>		1.7	\$4,284,000	2
334	Hancock County	Hwy 603	Kiln Cut-Off to I-10	Capacity Improvements <i>Improved 4-Lane Boulevard</i> <i>And</i> <i>Access Management or Frontage Roads</i> <i>And/Or</i> <i>ITS, TSM, and TDM</i>	Arterial	Significant capacity concerns. 2030 traffic demands a 6-Lane facility. Further study needs to take place regarding the final determination.	<ul style="list-style-type: none"> <li>Significant 2030 capacity concerns</li> <li>Significant regional impact</li> <li>Roadway safety concerns</li> </ul>		3.5	\$3,500,000	2

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				Or 6-Lane Boulevard								
337	D'Iberville	D'Iberville Blvd	Popps Ferry to Bobby Eleuterius Dr	Capacity Improvements <i>3-Lane/2-Lane Divided Ave</i> Or <i>Super 2-Lane</i> Or 4-Lane Boulevard	Collector	Significant capacity concerns. If development occurs in the northwestern quadrant of I-110 as planned.	<ul style="list-style-type: none"> <li>Significant 2030 capacity concern</li> <li>Minimal regional impact</li> </ul>		0.62	\$1,554,840	2	
338	D'Iberville	I-110	I-10 to Bayview	Capacity Improvements <i>6-Lane</i>	Interstate	Significant Capacity concerns. This roadway will need to be widened to help with needed north/south concerns.	<ul style="list-style-type: none"> <li>Significant 2030 congestion concern</li> <li>Improves access to Casinos, Hospital, and Keesler AFB</li> <li>High Regional Impact</li> </ul>		2.89	\$43,351,500	2	
340	Gulfport	28 <sup>th</sup> Street	34 <sup>th</sup> to Canal Road	Capacity Improvements 3-Lane/2-Lane Divided Ave Or Super 2-Lane Or <i>4-Lane Boulevard</i>	Arterial	Significant Capacity concerns. The estimated traffic on this roadway will exceed the capacity of a 3-Lane Avenue or Super 2-Lane. A 4-Lane Boulevard would be needed on some of this segment in not all.	<ul style="list-style-type: none"> <li>Minimal existing congestion</li> <li>Significant 2030 congestion concern</li> <li>Access to 28<sup>th</sup> Street Elementary</li> <li>Significant regional impact</li> </ul>		2.01	\$6,170,700	2	
341	Gulfport	28 <sup>th</sup> Street	Canal Road to Beatline	Capacity Improvements <i>3-Lane/2-Lane Divided Ave</i> Or <i>Super 2-Lane</i> Or 4-Lane Boulevard	Arterial	Minimal capacity concerns. The estimated traffic on this segment would be right at the capacity of a super 2-Lane or 3-Lane Avenue. The 2 or 3 lane may work if some congestion is acceptable, otherwise a 4-Lane boulevard might be desirable to improve east/west mobility.	<ul style="list-style-type: none"> <li>Minor 2030 congestion concern</li> <li>Minor regional significance</li> <li>Roadway safety concern</li> </ul>		2	\$5,040,000	2	
343	Gautier	Gautier-Vancleave Road	Martin Bluff Rd to US 90	Capacity Improvements Improved 4-Lane Boulevard Or <i>6-Lane Boulevard</i> And/Or <i>Access Management or Frontage Roads</i> And/Or <i>ITS, TSM, and TDM</i>	Arterial	Minimal capacity concerns. Access management or frontage roads may be considered here. TSM and TDM would also help to keep this roadway operating sufficiently in the future.	<ul style="list-style-type: none"> <li>Minor 2030 congestion</li> <li>Provides significant regional connectivity</li> </ul>		2.16	\$13,716,000	3	
344	Ocean Springs	Hanshaw Road	US 90 to Old Spanish Trl	Capacity Improvements <i>3-Lane/2-Lane Divided Avenue</i> Or <i>Super 2-Lane</i> And/Or <i>ITS, TSM, and TDM</i>	Collector	Minimal capacity concerns. This would be a nice 3-Lane/2-Lane divided. Most of the concerns for this roadway are at the intersections. Therefore TSM would be the most practical improvements here.	<ul style="list-style-type: none"> <li>Minor 2030 congestion</li> <li>Access to Ocean Springs Middle School</li> <li>Provides significant regional impact</li> </ul>		0.88	\$2,217,600	2	
345	Pass Christian	Henerson Ave	Hackberry Ln to US 90	Capacity Improvements <i>3-Lane/2-Lane Divided Avenue</i> Or <i>Super 2-Lane</i> And/Or <i>ITS, TSM, and TDM</i>	Collector	Minimal capacity concerns. TSM improvements are definitely warranted for intersections on this roadway segment.	<ul style="list-style-type: none"> <li>Minor 2030 congestion concern</li> <li>Would provide some relief to traffic on Menge Ave</li> <li>Provides access to Pass Christian schools</li> <li>Intermodal facility and access</li> <li>Significant regional impact</li> </ul>		1.22	\$3,074,400	3	
346	D'Iberville	Race Track Road Extension	Race Track to Boney Rd	New <i>3-Lane/2-Lane Divided Avenue</i> Or <i>Super 2-Lane</i>	Collector	New roadway to help with future traffic flow in tourism district.	<ul style="list-style-type: none"> <li>Access to planned casinos</li> <li>City of D'Iberville support</li> <li>Minor regional connectivity</li> </ul>		0.25	\$1,587,500	1	
347		Hwy 43	Kiln Bypass to County Line	Capacity Improvements <i>4-Lane parkway</i>	Arterial	Should be 4-Laned as part of MDOT Vision 21 plans.	<ul style="list-style-type: none"> <li>Minor 2030 congestion concern</li> <li>Regional connectivity</li> <li>Public support as expressed in the opinion survey</li> </ul>		9.5	\$36,195,000	3	
349		Hwy 613	Bridge to Welch	Improvements <i>4-Lane Boulevard</i>	Arterial	Should be reconstructed to fit the context of a viable downtown. Main Street context.	<ul style="list-style-type: none"> <li>Stakeholder support</li> <li>Significant regional project</li> </ul>		0.33	\$940,500	1	
350	Ocean Springs	Government Street	Ocean Springs Road to Beachview	Capacity Improvements <i>3-Lane/2-Lane Divided Avenue</i>	New Arterial	Minimal capacity concerns. Should be made as efficient as possible while considering the desired context of the area. Enhances the "regional grid" to provide some relief	<ul style="list-style-type: none"> <li>Minor 2030 congestion concern</li> <li>Would provide some relief to US 90 congestion concerns</li> </ul>		2.29	\$5,770,800	3	

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				Or Super 2-Lane		to the congestion concerns on the parallel corridor US 90.					
352		Lamey Bridge Rd	Johnson Still Road to Bridge (including Bridge)	Capacity Improvements 4-Lane Boulevard	Arterial	Major Capacity concerns. Some of this roadway is already 4-Lane. The remainder needs to be widened to a 4-Lane Boulevard.	<ul style="list-style-type: none"> <li>Major 2030 congestion problems</li> <li>Provides access to Wal-Mart and other development</li> <li>Significant regional project</li> </ul>		0.75	\$2,857,500	2
353		Creosote Rd East Extension	Creosote to Washington Ave	New 3-Lane/2-Lane Divided Avenue Or Super 2-Lane	Collector	This project would send traffic the Turkey Creek community an get traffic off of Rippy Road. It would also provide better connectivity to Creosote Road making.	<ul style="list-style-type: none"> <li>Would help with US 49 congestion</li> <li>Access to airport</li> <li>Significant regional connectivity</li> </ul>	 	0.42	\$997,500	2
355		Klondyke Rd Extension	Klondyke Road to Canal Rd	New 3-Lane/2-Lane Divided Avenue Or Super 2-Lane Or 4-Lane Boulevard	Arterial	More direct interstate entrance into Long Beach.	<ul style="list-style-type: none"> <li>Provides relief to Canal road congestion</li> <li>Significant regional connectivity</li> <li>Stakeholder support (Long each Master Plan August 2006)</li> </ul>		2.16	\$5,130,000	3
357		I-10	Gautier-Vancleave to Hwy 613	Capacity Improvements 6-Lane	Interstate	Better mobility on I-10 provides reduced traffic on the east-west urban arterials through the Gulf Coast	<ul style="list-style-type: none"> <li>Highest regional significance</li> </ul>		6.72	\$21,819,840	3
360	Biloxi	I-10 Shorecrest Interchange	Shorecrest Road	New Interchange	--	Project provides access to I-10 from Eagle point and future development the north.	<ul style="list-style-type: none"> <li>Significant regional connectivity</li> <li>Would provide access to Woolmarket Elementary</li> <li>Stakeholder support (City of Biloxi)</li> </ul>		--	\$20,000,000	2
361	Biloxi	Shorecrest Road	I-10 to Lorraine Rd	Improvements 3-Lane/2-Lane Divided Avenue Or Super 2-Lane	Collector	Project provides access to I-10 from Eagle point and future development the north	<ul style="list-style-type: none"> <li>Significant regional connectivity</li> <li>Would provide access to Woolmarket Elementary</li> <li>Stakeholder support (City of Biloxi)</li> </ul>		0.98	\$2,469,600	2
362	Gulfport	I-10 Seaway Interchange	I-10 to Seaway	New Interchange		This project provides significant impact to traffic on US 49 and Lorraine Rd. The travel demand model shows the corridor (#362, #363, #364, #305, #117, #263) attracting 12,000 to 18,000 cars per day. This s a very good north-south connector that provides a needed alternative to US 49 as well as provides access to the airport form the interstate and assess for tourists flying in to the airport to the Gulf Coast tourism districts.	<ul style="list-style-type: none"> <li>This project provides congestion relief to US 49</li> <li>Provides Interstate access to the airport</li> <li>High regional impact</li> <li>Stakeholder support (airport)</li> <li>New road provides added hurricane evacuation</li> <li>Public support as expressed in GCAT public meetings</li> </ul>		--	\$20,000,000	3
363	Gulfport	Stewart Street	I-10 to Deadeux Rd	Improvements 3-Lane/2-Lane Divided Avenue Or Super 2-Lane Or 4-Lane Boulevard	Collector	This project provides significant impact to traffic on US 49 and Lorraine Rd. The travel demand model shows the corridor (#362, #363, #364, #305, #117, #263) attracting 12,000 to 18,000 cars per day. This s a very good north-south connector that provides a needed alternative to US 49 as well as provides access to the airport form the interstate and assess for tourists flying in to the airport to the Gulf Coast tourism districts	<ul style="list-style-type: none"> <li>This project provides congestion relief to US 49</li> <li>High regional impact</li> <li>New road provides added hurricane evacuation</li> <li>Public support as expressed in GCAT public meetings</li> </ul>		0.67	\$4,174,100	3
364	Gulfport	Airport Rd Connector	Airport Rd to Seaway Rd	New 3-Lane/2-Lane Divided Avenue Or Super 2-Lane Or 4-Lane Boulevard	Collector	This project provides significant impact to traffic on US 49 and Lorraine Rd. The travel demand model shows the corridor (#362, #363, #364, #305, #117, #263) attracting 12,000 to 18,000 cars per day. This s a very good north-south connector that provides a needed alternative to US 49 as well as provides access to the airport form the interstate and assess for tourists flying in to the airport to the Gulf Coast tourism districts	<ul style="list-style-type: none"> <li>This project provides congestion relief to US 49</li> <li>Provides Interstate access to the airport</li> <li>High regional impact</li> <li>Stakeholder support (airport)</li> <li>New road provides added hurricane evacuation</li> <li>Public support as expressed in GCAT public meetings</li> </ul>		0.94	\$5,856,200	3
365	Long Beach	Klondyke Rd		Capacity Improvements 3-Lane/2-Lane Divided Avenue Or Super 2-Lane Or 4-Lane Boulevard	Arterial	Significant Capacity concerns.	<ul style="list-style-type: none"> <li>School access</li> <li>Future capacity concerns</li> </ul>		1.4	\$8,890,000	2

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