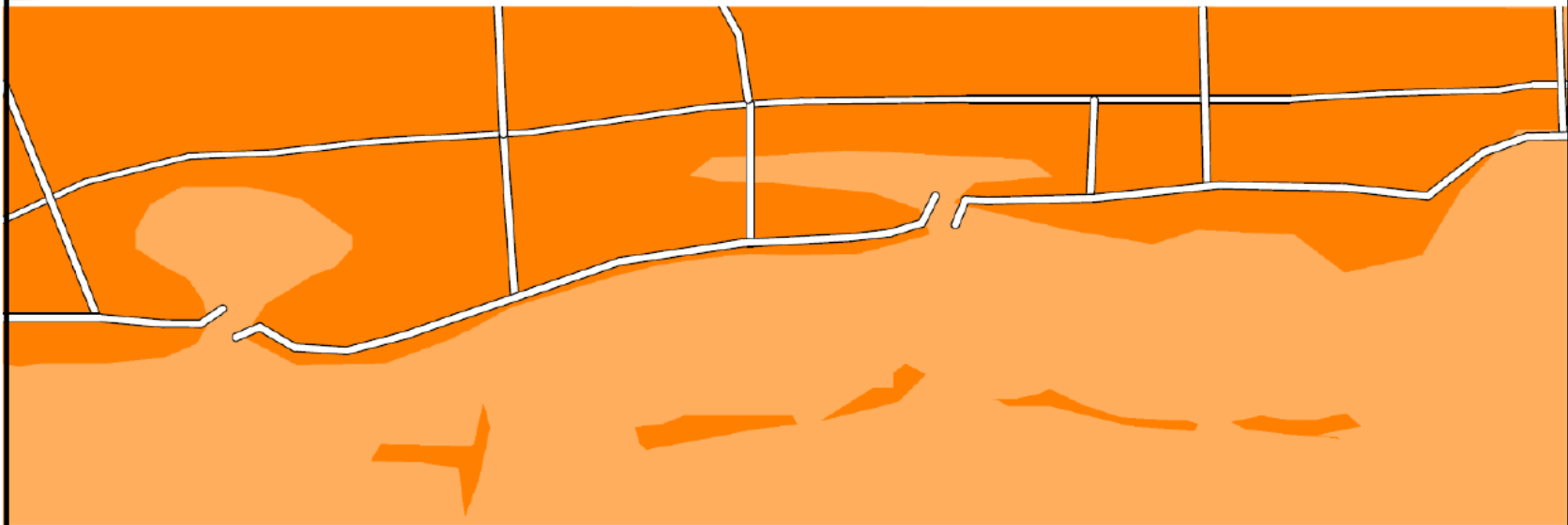


Mississippi Gulf Coast



*Average Annual
Daily Traffic*



Gulf Regional
Planning Commission

2006

2006 TRAFFIC VOLUME REPORT

for
Hancock, Harrison and Jackson Counties

Prepared by:
GULF REGIONAL PLANNING COMMISSION



In cooperation with the
Mississippi Department of Transportation (MDOT)
and the
Federal Highway Administration (FHWA)

August 2007

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OVERVIEW

The Gulf Regional Planning Commission, in its role as the Metropolitan Planning Organization for the area, is working with local governments, the Mississippi Department of Transportation and the Federal Highway Administration to plan and implement roadway improvement projects throughout the area to more effectively move the traffic. Traffic counts are very valuable data that are used to assist decision makers in planning roadway improvements. Numerous transportation improvement projects have already been developed and are in various stages of implementation. Numerous other roadway improvement projects are in various stages of implementation as local governments, with the help of the Mississippi Department of Transportation and the Federal Highway Administration, attempt to better accommodate existing and projected traffic. The Statewide Transportation Improvement Program (STIP), which lists planned projects for a three year period, can be found on GRPC's website at www.grpc.com.

On the vast majority of the region's streets and highways, the peak travel hours are on weekdays between 6:30 and 8:00 a.m. and between 4:00 and 6:00 p.m. The afternoon peak hours almost invariably have significantly higher traffic volumes than those of the mornings. These peak hours reflect the impact of the morning journey-to-work and the afternoon journey-from-work traffic. On most streets, the afternoon return-from-work traffic couples with increased recreational traffic on Friday afternoons to create the highest traffic volumes of the week. However, the impact of casino-destined traffic, particularly from Friday afternoon through Saturday night, sometimes creates higher traffic volume on casino access routes on the weekends. The distribution of casino traffic by time of day is also markedly different from the normal traffic pattern. Generally, traffic volumes rise sharply during the morning journey-to-work peak period, build through the day, decline significantly following the afternoon peak travel period, and drop off drastically after midnight. Casino traffic tends to be much more evenly distributed throughout the 24-hour period, with the highest levels experienced at night and significant volume shares persisting after midnight.

METHODOLOGY

GRPC's Transportation Planning Division has developed and implemented a traffic volume data collection program for Hancock, Harrison and Jackson counties. This program was developed in close cooperation with the Mississippi Department of Transportation (MDOT) Planning Division (MDOT). In early 1998, GRPC entered into an agreement with MDOT whereby GRPC would begin taking all of MDOT's scheduled volume counts within the three counties.

The program consists of taking scheduled traffic volume counts at approximately 918 sites, nearly 90% of which are at MDOT designated count locations. The remaining sites represent additional locations identified by GRPC where traffic data collection is warranted. In accordance with MDOT guidelines, volume counts are conducted at all of the sites at a minimum of once every three years. Additionally, approximately 50 of the higher volume or anticipated growth area sites are scheduled for annual counts, while another 140 are to be counted biennially. All of the MDOT count sites are scheduled in accordance with MDOT's triennial schedule. The annual and biennial counts are taken to more accurately portray current conditions along roadway segments which carry high traffic volumes or are likely to experience significant growth due to the changing dynamics of the community. Approximately 1,160 counts are scheduled to be taken over a three-year period. In addition to these counts, numerous other special counts will be taken either to support specific transportation planning projects, or at the request of local governments for various reasons.

All traffic counts conducted by GRPC meet MDOT and Federal Highway Administration criteria for such traffic data collection activities. They are taken using automated traffic counters for a period of not less than 48 hours at each count location. The vast majority of counts are taken using ITC Ace counters from which the data can be downloaded to computers, and then processed using specially designed software.

Factors developed and provided by MDOT (axle factors, monthly factors and annual increase factors) are applied to the raw data to derive the Annualized Average Daily Traffic (AADT) for each location.

The traffic counts are rounded using the following convention:

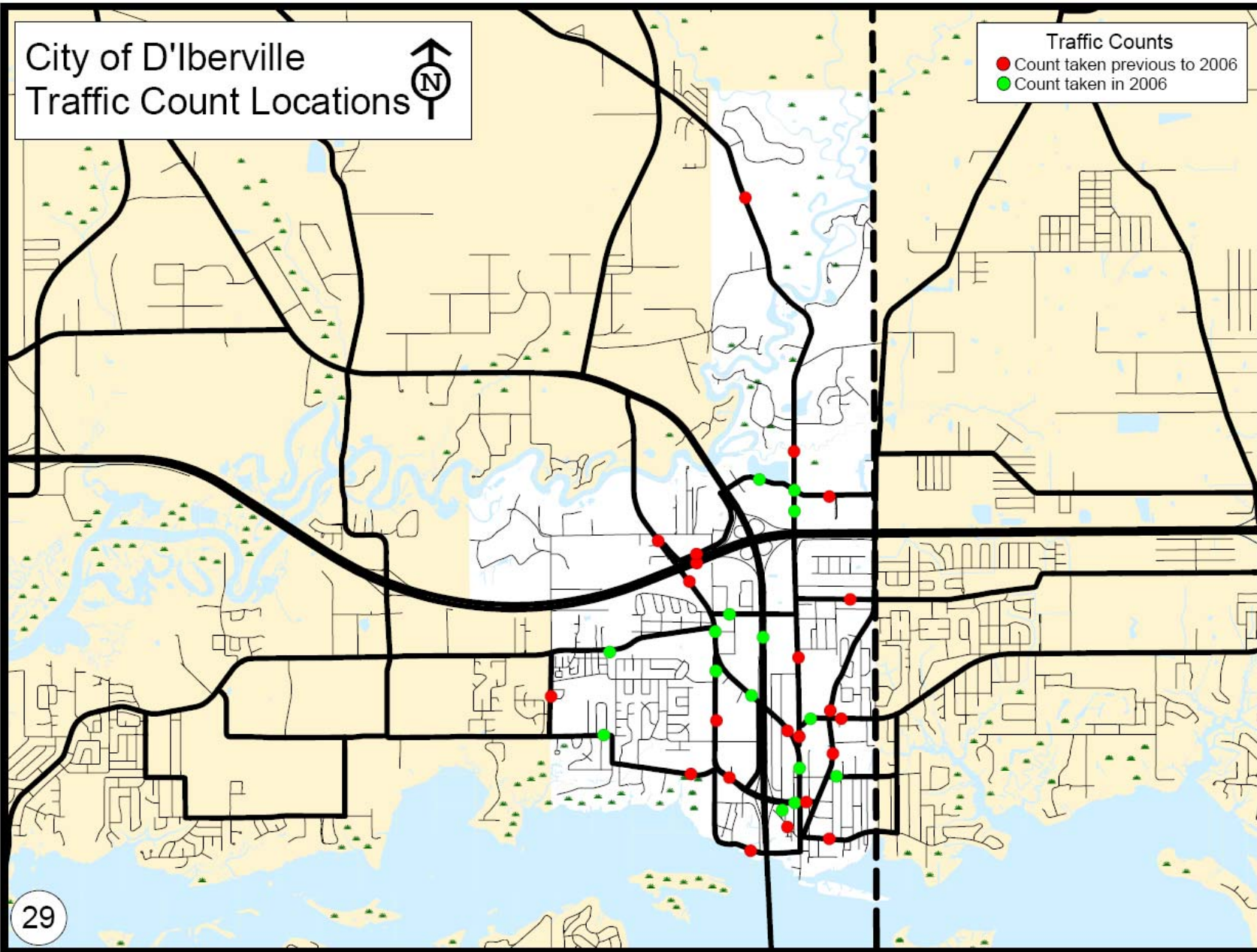
Volume	Rounded to Nearest
0-999.1.1.1.1	10
1000-9999.1.1.1.1	100
10000 and above	1000

City of D'Iberville Traffic Count Locations



Traffic Counts

- Count taken previous to 2006
- Count taken in 2006



ID	Seq	Co	Co1	Route	Location	FC	Grp	F	2006 AADT
2186	5615	24	Blx	Main St.	N. of Division St.	17	4	C	1800
2187	5237	24	Blx	Esters Blvd.	W. of Caillavet St.	16	4		1400
2188	5350	24	Blx	Caillavet St.	N. of Howard Ave.	16	4	B	6700
2189	5136	24	Blx	Esters Blvd.	E. of Bellman St.	18	4		X
2190	5175	24	Blx	Lee St.	N. of Division St.	17	4	C	5800
2191	5145	24	Blx	Bayview Ave.	E. of Holley St.	17	5	C	4000
2192	5165	24	Blx	Lee St.	N. of US 90	17	4	C	910
2193	5160	24	Blx	Oak St.	N. of Division St.	17	5	C	4200
2194	7078	24	Blx	Fifth St.	E. of Oak St.	18	4	C	2000
2195	5340	24	Blx	Jackson St.	W. of Main St.	18	4		X
2196	5190	24	Blx	Howard Ave.	E. of Lameuse St.	17	4	C	1100
2197	5436	24	Blx	Robertson St.	W. of Porter Ave.	17	4		X
2198	5156	24	Blx	Railroad St.	W. of Oak St.	18	4	C	210
2199	x	24	Blx	Cedar Lake Rd.	N. of I-10	17	4	C	5100
2201	x	24	D'I	D'Iberville Blvd.	N. of Big Ridge Rd.	17	4	C	3900
2202	5415	24	D'I	D'Iberville Blvd.	W. of Boney Ave.	16	4	C	16000
2203	1720	24	D'I	I-110	S. of I-10	11	5	A	53000
2204	1525	24	D'I	Automall Pkwy.	S. of Ginger Dr.	16	4	B	11000
2205	x	24	D'I	Lamey Bridge Rd.	N. of I-10	17	4	B	13000
2206	540	24	D'I	Old Hwy 15	S. of Gay Rd.	17	4	C	2400
2207	x	24	D'I	Rodriguez St.	E. of 1st Ave.	16	4	B	20000
2208	x	24	D'I	Lemoyne Blvd.	E. of Gorenflo Ave.	16	4	C	12000
2209	238	24	D'I	I-10	W. of I-110	11	2	A	66000
2210	1290	24	D'I	Popps Ferry Rd.	E. of Gay Rd.	16	4	B	13000
2211	5420	24	D'I	Gorenflo Rd.	N. of Quave Rd.	16	4	C	5800
2212	930	24	D'I	Big Ridge Rd.	W. of Gorenflo Rd.	17	4	C	5300
2213	5409	24	D'I	Big Ridge Rd.	E. of Old Hwy 15	17	4	C	10000
2214	x	24	D'I	Brodie Rd.	E. of Forrest Dr.	17	4	C	6200
2215	1192	24	D'I	Lamey Bridge Rd.	N. of Warrior Dr.	17	4	C	4400
2216	x	24	D'I	D'Iberville Blvd.	S. of Popps Ferry Rd.	16	4	B	15000
2217	x	24	D'I	Automall Pkwy.	S. of D'Iberville Blvd.	16	4	B	8600
2218	x	24	D'I	Rodriguez St.	E. of Brodie Rd.	16	4	B	15000
2219	1195	24	D'I	Lamey Bridge Rd.	N. of Central Ave.	16	4	B	11000

Bold Number = Counted in 2006

ID	Seq	Co	Co1	Route	Location	FC	Grp	F	2006 AADT
2220	x	24	D'I	D'Iberville Blvd.	E. of 3rd Ave.	16	4	C	10000
2221	x	24	D'I	Brodie Rd.	W. of Automall Pkwy.	17	4	C	6300
2222	5430	24	D'I	Lemoyne Blvd.	E. of Lamey Bridge Rd.	16	4	B	13000
2223	5405	24	D'I	Bay Shore Dr.	W. of Boney Ave.	17	4	C	280
2224	239	24	D'I	I-10	E. of I-110	11	5		X
2225	5425	24	D'I	Gorenflo Rd.	N. of Lemoyne Blvd.	17	4	C	3400
2226	5435	24	D'I	Race Track Rd.	E. of Gorenflo Ave.	17	4	C	2000
2227	5411	24	D'I	Rodriguez St.	E. of Central Ave.	16	4	C	6300
2228	5655	24	D'I	Quave Rd.	E. of Gorenflo Ave.	17	4	C	2600
2229	5020	24	D'I	Central Ave.	S. of Lamey Bridge Rd.	16	4	C	11000
2230	5650	24	D'I	3rd Ave.	S. of Rodriguez St.	18	4	C	400
2231	x	24	D'I	Sangani Blvd.	E. of Hwy 15	17	4	B	24000
2232	x	24	D'I	Bobby Eleuterius Blvd.	E. of Old Hwy 15	17	4	C	2100
2233	x	24	D'I	Lamey Bridge Rd.	N. of Sangani Blvd.	17	4	C	7100
2234	5645	24	DI	West Race Track Rd	W of 1st St	18	4	C	590
2235		24	DI	Boney Rd	N of Rodriguez St	17	4	C	2700
2236		24	DI	Mallet Rd	E of Lamey Bridge Rd	17	4	C	3100
2301	4085	24	Gpt	Pass Rd.	E. of Anniston Ave.	14	4	B	30000
2302	4390	24	Gpt	Anniston Ave.	CSX RR	17	4	C	2600
2303	4385	24	Gpt	Teagarden Rd.	N. of CSX RR	17	4	C	4400
2304	820	24	Gpt	Courthouse Rd.	CSX RR	16	4	B	12000
2305	4395	24	Gpt	Texas Ave.	S. of CSX RR	17	4	C	1100
2306	4335	24	Gpt	Hewes Ave.	CSX RR	16	4	B	5600
2307	4600	24	Gpt	Pratt Ave.	N. of CSX RR	18	4	C	850
2308	4105	24	Gpt	20th Ave.	S. of CSX RR	17	4	C	1900
2309	4445	24	Gpt	22nd Ave.	CSX RR	17	4	C	1200
2310	4445	24	Gpt	23rd Ave.	CSX RR	17	4	C	3300
2311	320	24	Gpt	25th Ave.	CSX RR	14	5	A	29000
2312	4000	24	Gpt	30th Ave.	CSX RR	14	4	B	5000
2313	4020	24	Gpt	33rd Ave.	CSX RR	17	4	C	1700
2314	4605	24	Gpt	38th Ave.	CSX RR	17	4	C	640
2315	4220	24	Gpt	42nd Ave.	S. of CSX RR	17	4	C	1200
2316	4205	24	Gpt	Broad Ave.	S. of CSX RR	16	4	B	4500

Bold Number = Counted in 2006