



**Monday, April 15, 2024
4:00 PM**

**City Council
Monday Meeting Agenda**

**Council Chambers
200 Forrest Street**

Call to Order

Appeal Public Hearing

1. **2024-101** Hold a public hearing for an appeal filed by the Homeowners Association for the Cottages of Turtle Creek, and George Pace, president of said homeowners association, on the decision to approve a preliminary plat approval with conditions made by the Planning Commission on March 6th, 2024. The preliminary plat approval is requested by Dennis Pierce, owner, and is an extension of the Cottages of Turtle Creek on Methodist Boulevard in Lamar County, Ward 3.

Agenda Review

Citizens' Forum

Meeting Recess



Memorandum

To: Mayor Toby Barker and Members of City Council

From:

cc: Ann Jones, Chief Administrative Officer

Date: Monday, April 15, 2024

Re: Hold a public hearing for an appeal filed by the Homeowners Association for the Cottages of Turtle Creek, and George Pace, president of said homeowners association, on the decision to approve a preliminary plat approval with conditions made by the Planning Commission on March 6th, 2024. The preliminary plat approval is requested by Dennis Pierce, owner, and is an extension of the Cottages of Turtle Creek on Methodist Boulevard in Lamar County, Ward 3.
File Number: 2024-101
Minute Book #

Summary

Hold a public hearing for an appeal filed by the Homeowners Association for the Cottages of Turtle Creek, and George Pace, president of said homeowners association, who are aggrieved by the decision to approve a preliminary plat approval with conditions made by the Planning Commission on March 6th, 2024. The preliminary plat approval is requested by Dennis Pierce, owner, and is an extension of the Cottages of Turtle Creek on Methodist Boulevard in Lamar County, Ward 3. (PPIN 7898, 7899, and 13368; Parcel No.: 051L-11-001.000, 051K-12-006.000, and 051L-11-040.000).

The Planning Commission recommended approving the following conditions on March 6th, 2024:

1. Construction entrance for phase 4 to be off of Weathersby Road.
2. Require covenants for phase 4 that prohibit construction traffic on Hamlet Drive.
3. Plat Conditions, & Restrictions – add to the plat the following notes:
 - a) The common area(s) parcel's ad valorem tax value shall be assessed to each lot owner on a prorated basis as part of each lot owner's total assessment.
 - b) The common area(s) of this subdivision shall be owned and maintained by the owner's, commercial owner's association, and/or by the property owner(s) of the lots. In the event any lot becomes subdivided into additional lots or individual site plans, said site plans conforming to the city's Land Development Code, each property owner shall own their pro rata share, by area percentage of their lot, of the common areas. Such maintenance shall be performed so as to ensure that the common area operates in accordance the City's Land Development Code and Property Maintenance Code. Such maintenance shall include, but not be limited to repair of structures, and maintenance of sign tenants, and maintenance of the property. The city shall have a "right of access" to use the drives, parking areas, and yards of this property to make inspections of the common areas to ensure that said maintenance has been properly performed. In the event that the property owner(s) have not properly performed maintenance on the facilities, to the extent that the facility(s)

poses a threat to public health, safety, or welfare, the city shall retain the right to perform emergency repairs to the facility. The cost of any such repairs will remain the responsibility of the property owner(s) and may be added as a lien on the next year's tax bill.

4. Streets - Street identifications and traffic control signs/markings shall be installed by the developer to City specifications.

5. Utilities - Unless otherwise specified, all utilities and services (electric, telephone, cable, etc.) are to be installed underground.

6. Bonds – Bonds, in a form satisfactory to the City Engineer and the City Attorney, will be required as follows:

a) Performance bond – Acceptance of the plat before the street and infrastructure are completed will require a bond based on the developer's engineer's estimated cost of unfinished work, verified by the staff engineer, plus 10% until complete. Renewed annually and adjusted for inflation.

b) Maintenance – Upon acceptance of the plat and the completion of streets and infrastructure a bond in the amount of 5% of the total cost of all work must be remitted to the city for the duration of 1 year.

Recommendation Statement

Please hold an appeal hearing on April 15th as requested by the Homeowner's Association for the Cottages of Turtle Creek.

Please place this on the April 15, 2024 City Council meeting for consideration.



Send to:

Dept. of Urban Development
P.O. Box 1898
Hattiesburg, MS 39403
601.545.4599 or fax 601.545.1962

RECEIVED
MAR 11 2024

BY: *[Signature]*

REQUEST TO APPEAL PLANNING COMMISSION OR BOARD OF ADJUSTMENTS
RECOMMENDATION

Today's Date:	MARCH 11, 2024
Planning Commission or Board of Adjustment Date:	MARCH 6, 2024
(Appeals must be made within ten consecutive days of the recommendation)	
Name of Property Owner/Petitioner:	HOME OWNERS ASSOCIATION Cottages of Turtle Creek
Name of Person Requesting Appeal Hearing:	George W Pace - President
Mailing Address of Person Requesting Appeal Hearing:	140 Cottage Drive
Address of Petitioned Property:	101 Cottage Drive
Petitioner's Request of the Planning Commission or Board of Adjustments:	APPROVE OR X ORIGINAL PLAT OF THE Cottages of Turtle Creek Phase IV
Planning Commission or Board of Adjustment's Recommendation:	Approve ☒ or Deny ☐

I/We hereby APPEAL the Planning Commission or Board of Adjustment's Recommendation for the above reference petition and request to hold a Public Hearing before the Hattiesburg City Council.

George W Pace
Appellant (print)

George W Pace
Appellant (signature)



**Planning Commission
Case Fact Sheet**

Names of Petitioner: Dennis Pierce, petitioner

Address of Property:	Tax Parcels/Ward:	PPIN:	Ward:
Methodist Blvd	051L-11-001.000	7898	3
	051K-12-006.000	7899	3
	051L-11-040.000	13368	3

Request: **Preliminary Plat Approval for Major Subdivision**

Purpose of Request: To request a **preliminary plat for a Major Subdivision** as an extension of The Cottages of Turtle Creek, located on Methodist Boulevard in Lamar County. The extension will be known as "Cottages at Turtle Creek: Phase IV", located in Lamar County, Ward 3. (PPIN 7898, 7899, and 13368; Parcel No.: 051L-11-001.000, 051K-12-006.000, and 051L-11-040.000).

Applicant Summary: * See Attached *

Applicable Regulations:

SECTION 4

Zoning Districts Established

R-3 Multi-Family Residential District: The purpose of the R-3 District is to permit medium and high density residential uses including multi-family, two-family, and single-family structures with related recreational, religious and educational facilities. This district is consistent with the Neighborhood Conservation 1 and 2 districts in the Comprehensive Plan. This zoning district encourages protected residential neighborhoods with only compatible supporting institutional uses and open space.

B-2 Neighborhood Business District: The purpose of the B-2 District is to provide for retail and personal service uses in locations convenient to residential neighborhoods consistent with comprehensive planning policies. This district is consistent with the Neighborhood Business District in the Comprehensive Plan.

SECTION 6**Dimensional Standards and Measurements****Table 6.1 Dimensional Standards**

Table 6.1 Dimensional Standards										
District	Minimum Lot Size in SF/ Width at Setback	Max. Dwelling Units	Max. Floor Area Ratio	Setbacks in feet				Max. Height*	Max. Impervious Surface Lot Coverage	Buffer in Feet
				Min. Front	Max. Front	Min. Side	Min. Rear			
R-3	7,500/ 40	17 per acre	-	20	-	5	20	35 feet or 3 stories	50%	-
B-2	4,000/ 100	-	0.75	0	10	0 or 10	0	35 feet or 3 stories	80%	20

SECTION 11**Administration and Enforcement**

11.10.1.8 Subdivision Violations. The owner of a subdivision shall not transfer title to any lot in such subdivision until such time as the final plat has been approved by the appropriate authority as outlined in this Code and duly recorded in the office of the Chancery Clerk of Forrest County or Lamar County, Mississippi. Transfers prior to such approval and recording shall be deemed a violation of this Code and shall be subject to any and all remedies available to the City.

11.10.1.9 Recording Violations.

The Chancery Clerks of Forrest County and Lamar County, Mississippi shall not receive, file or record a plat of a subdivision within the jurisdiction of this Land Development Code without prior approval of the appropriate authority as outlined in this Code. Plats recorded prior to such approval shall be deemed unlawful and invalid

SECTION 12**Process and Procedures****Categories of Development Approvals****12.3.2 Preliminary Plat Approval for Major Subdivisions****12.3.2.1 Approval Criteria.**

- Conformance with the Hattiesburg Comprehensive Plan.
- Conformance with the standards of the zoning district.
- Conformance with other standards and requirements of this Code and other City policies and regulations.
- Determination that adequate public facilities and services will be available concurrent with the impacts of the subdivision.
- Determination that the project will have little or no adverse or negative impacts upon the natural environment.

12.3.2.4 Final Plat.

Request for: **Preliminary Plat Approval for Major Subdivision**

i. No Significant Change. Final plats of major subdivisions that are substantially the same as the approved preliminary plat, as determined by the Site and Design Review Committee, shall be approved administratively.

ii. Significant Change. Final plats that exhibit any significant deviation from the approved preliminary plat, as determined by the Site Plan Review Committee, shall require approval by the Planning Commission.

12.3.2.5 Recording.

In order to be an official and legal plat, the final approved plat must be recorded along with all applicable covenants, deed restrictions and property owners' association documents with the Chancery Clerk of Forrest or Lamar County, as appropriate. The City Engineer shall ensure that the City records this information in a timely fashion.

Present Zoning: The undeveloped parcels are currently zoned R-3 Multi-Family Residential District and B-2 Neighborhood Business District.

Present Use: Vacant / Undeveloped

Future Land Use: Neighborhood Center Mixed-Use District

Surrounding Zoning and Land Use:
North: B-2 Neighborhood Business District (City Limits)
South: B-5 Regional Business District
East: R-3 Multi-Family Residential District
West: B-5 Regional Business District / B-2 Neighborhood Business District

Letters or Concerns stated: The Planning Division Office has received multiple phone calls and office visits from surrounding property owners with questions regarding the subdivision request.

History / Background: The petitioner met with staff in Pre-Application to discuss the expansion of the existing subdivision known as "The Cottages at Turtle Creek" for phase IV. The petitioner has proposed 52 new lots on the existing R-3 zoned parcel and has indicated that the proposed lots would be developed as single-family residential but at the lot dimensions allowed by the R-3 zoned parcel. R-3 Zoned parcels require a minimum lot size of 7500 ft² with a 40-ft width at the required setback. The petitioner has discussed the new 52 lots as an expansion of the existing subdivision and would connect directly into the existing dead-end roads of the subdivision, which were stubbed out with the intention of a future expansion of the subdivision. The previously approved subdivision was approved in the previous Land Development Code, where sidewalks were not required. The current code will require sidewalks be installed as part

Originally presented in September 2023

Dennis Pierce

Request for: **Preliminary Plat Approval for Major Subdivision**

of the development and staff suggest including conditions of approval that includes the guarantee of their installation or that they be bonded. Staff also suggest the same requirements for all infrastructure in the subdivision, in order to guarantee their completion upon dedication to the City of Hattiesburg.

The development of the subdivision on this site will require the mitigation of wetlands through the US Army Corps of Engineers. The petitioner will be responsible for providing the proper documentation that they have been mitigated or any other alternative that the USACE approves before the Site Design and Review Committee can approve the final site plan for the subdivision. The petitioner is also exploring an alternative entrance to the subdivision, where a secondary entrance is required based on the length of the existing streets in the current development. As shown in this request, the petitioner is showing an entrance off of Weathersby Road, but may explore an alternative entrance off of Methodist Boulevard. Staff suggest the requirement of including the roadway entrance from Weathersby Boulevard as part of the road to be dedicated to the City of Hattiesburg as a public street in this request. Any alternative entrances to the subdivision will require an additional review by the Hattiesburg Planning Commission and City Council before they can be approved by the Site and Design Review Committee, as relocation to the entrance of the subdivision would be considered a significant change in the proposed plat.

Any structure built in the subdivision will need to adhere to all applicable building codes as adopted by the City of Hattiesburg at the time of their construction and adhere to all applicable elements of the Land Development Code. Any additional higher standards beyond what is addressed by the City of Hattiesburg would need to be addressed and enforced by private covenants.

The City of Hattiesburg has not received any information regarding the proposed infrastructure for the subdivision at this time. If the preliminary plat is approved by City Council, the petitioner will then be required to provide all plans for the infrastructure, including sidewalks, drainage and stormwater calculations, and, if required by the City Council, guarantees that all required infrastructure will be approved before the final plat is signed and filed with the county.

November 27th, 2023 Update

The request was recommended for approval by the Planning Commission on September 6th, 2023. However, City Council remanded the item back to the Planning Commission on October 3rd, 2023 for the road access issue on Hamlett Drive. The applicant has not requested the item to be heard at the January hearing in order to prepare additional information for their request related to the access

Request for: **Preliminary Plat Approval for Major Subdivision**

at Hamlett Drive. Staff will provide updated information as it becomes available on the public hearing portal.

Option: **Approve or deny** a preliminary plat for a major subdivision in the City of Hattiesburg.

Planning Commission must deem that all of the following approval criteria must be met before granting approval for the Preliminary Plat for a Major Subdivision:

12.3.2 Preliminary Plat Approval for Major Subdivisions

12.3.2.1 Approval Criteria.

- i. Conformance with the Hattiesburg Comprehensive Plan.
- ii. Conformance with the standards of the zoning district.
- iii. Conformance with other standards and requirements of this Code and other City policies and regulations.
- iv. Determination that adequate public facilities and services will be available concurrent with the impacts of the subdivision.
- v. Determination that the project will have little or no adverse or negative impacts upon the natural environment.

Conditions to consider with an approval:

1. Plat Conditions, & Restrictions – add to the plat the following notes:

- a) The common area(s) parcel's ad valorem tax value shall be assessed to each lot owner on a prorated basis as part of each lot owner's total assessment.
 - b) The common area(s) of this subdivision shall be owned and maintained by the owner's, commercial owner's association, and/or by the property owner(s) of the lots. In the event any lot becomes subdivided into additional lots or individual site plans, said site plans conforming to the city's Land Development Code, each property owner shall own their pro rata share, by area percentage of their lot, of the common areas. Such maintenance shall be performed so as to ensure that the common area operates in accordance the City's Land Development Code and Property Maintenance Code. Such maintenance shall include, but not be limited to repair of structures, and maintenance of sign tenants, and maintenance of the property. The city shall have a "right of access" to use the drives, parking areas, and yards of this property to make inspections of the common areas to ensure that said maintenance has been properly performed. In the event that the property owner(s) have not properly performed maintenance on the facilities, to the extent that the facility(s) poses a threat to public health, safety, or welfare, the city shall retain the right to perform emergency repairs to the facility. The cost of any such repairs will remain the responsibility of the property owner(s) and may be added as a lien on the next year's tax bill.
- 2. Streets** - Street identifications and traffic control signs/markings shall be installed by the developer to City specifications.
- 3. Utilities** - Unless otherwise specified, all utilities and services (electric, telephone, cable, etc.) are to be installed underground.
- 4. Bonds** – Bonds, in a form satisfactory to the City Engineer and the City Attorney, will be required as follows:
- a) Performance bond – Acceptance of the plat before the street and infrastructure are

Originally presented in September 2023

Dennis Pierce

Request for: **Preliminary Plat Approval for Major Subdivision**

completed will require a bond based on the developer's engineer's estimated cost of unfinished work, verified by the staff engineer, plus 10% until complete. Renewed annually and adjusted for inflation.

- b) Maintenance – Upon acceptance of the plat and the completion of streets and infrastructure a bond in the amount of 5% of the total cost of all work must be remitted to the city for the duration of 1 year.

SUBJECT PARCEL

The Cottages of Turtle Creek — Major Subdivision

Dennis Pierce, Owner

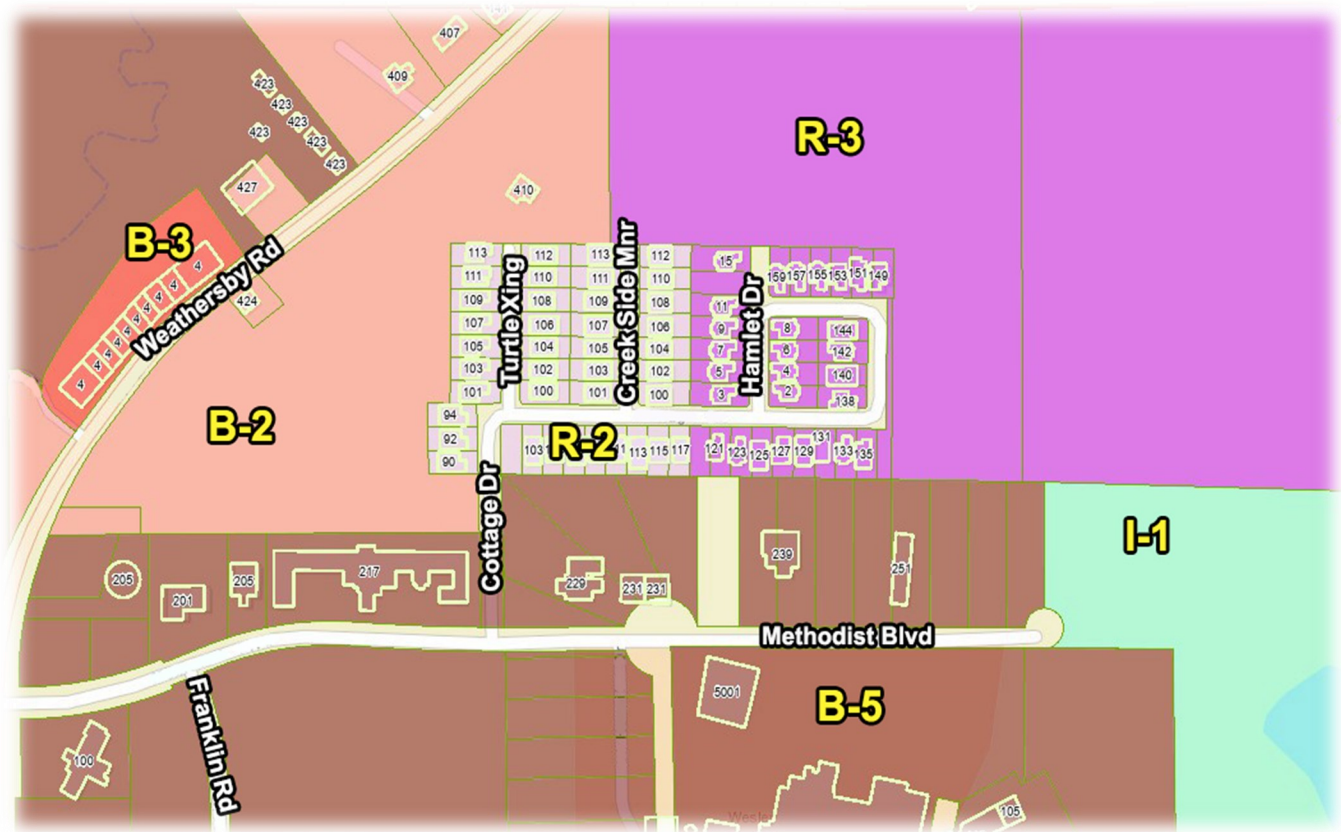
The petitioner requests approval for approval for a preliminary plat for a major subdivision as an extension of The Cottages of Turtle Creek, located on Methodist Boulevard in Lamar County. The extension will be known as “Cottages at Turtle Creek: Phase IV”, located in Lamar County, Ward 3. (PPIN 7898, 7899, and 13368; Parcel No.: 051L-11-001.000, 051K-12-006.000, and 051L-11-040.000).



Vicinity Map: Ward 3



Zoning: R-3 and B-2



Site Aerial



Site Aerial

Northern Direction: City Limits



Pictures of The Cottages of Turtle Creek neighborhood

Southern Direction: B-5 Regional Business



Site Aerial

East and Western Directions: B-5 Regional Business



PUBLIC HEARING APPLICATION
P O BOX 1898 (200 Forrest Street/39401)
HATTIESBURG, MS 39403-1898
 Department of Urban Development
 545-4599 or FAX (601) 545-1962

**PUBLIC HEARING TYPE REQUESTED:****Application for (check all appropriate types):**

- ☐ Variance (details below) ☐ Conditional Use (details below) ☐ Re-Zoning (details below)
☒ Subdividing of Lot, Parcel or Tract ☐ Overlay District
☐ Street or Alley Renaming ☐ Vacating Street or Alley
☐ Planned Mixed-Use District ☒ Planned Residential Development

FOR VARIANCE ONLY:

Check all appropriate variance types:

- ☐ Sign ☐ Setback (front, side or rear _____) ☐ Off-site Parking
☐ Lot Width ☐ Lot Coverage Area ☐ Buffer ☐ Open Space
☐ Other _____

Land Development Code Section No. _____

Section No. _____

Section No. _____

**Staff
Information –
do not complete**

FOR CONDITIONAL USE PERMIT ONLY:

Check Applicable Type:

- ☐ Automotive filling station ☐ Group facility or home ☐ Care Center (type _____)
☐ Digital Billboard, New ☐ Digital Billboard, Replacement ☐ Solar Farm
☐ Restaurant ☐ Telecommunications ☐ Other _____

Land Development Code Section No. _____

Staff Information

FOR RE-ZONING ONLY:

Existing Zoning: _____

Proposed Zoning: _____

Public Hearing Contact Information Form

City of Hattiesburg - Planning Division

Note: A Pre-Application submittal must contain a completed application form and a concept plan drawn to scale.

Pre-Application Date: Click here to enter a date.

Planner:

Today's Date: Click here to enter a date. June 29, 2023

Project Name:

Proposed Use(s): Residential Subdivision

Project Street Address: Methodist Blvd

PPIN Number(s) (If unknown, can be found on tax receipt):

Parcel Number(s): 051K-12-006.000

Flood Zone(s):

Historic District(s): N/A

Zoning District(s): R-2

Proposed Cost of the Project: \$ 215,000

Project Representative Information

Name: Dennis Pierce

☐ Applicant ☒ Property Owner ☐ Representative ☐ Agent ☐ Contractor ☐ Architect ☐ Engineer

☐ Other (Specify):

Phone:

601-264-6800

Fax:

Email:

Dennis@DennisPierce.com

Mailing Address:

23 Liberty Place, Hattiesburg, MS 39402

Name:

☐ Applicant ☐ Property Owner ☐ Representative ☐ Agent ☐ Contractor ☐ Architect ☐ Engineer

☐ Other (Specify):

Phone:

Fax:

Email:

Mailing Address:

Name:

☐ Applicant ☐ Property Owner ☐ Representative ☐ Agent ☐ Contractor ☐ Architect ☐ Engineer

☐ Other (Specify):

Phone:

Fax:

Email:

Mailing Address:

OWNER AFFIDAVIT PAGE

THIS PAGE MUST BE SIGNED IN FRONT OF A NOTARY, BY THE **OWNER(S)** OF THE SUBJECT PROPERTY

WITNESS THE SIGNATURES of the **OWNER(s)** of the subject property located at

0 Park Hattiesburg, MS
Street Address City State

on this the 13th day of July, 2023.

In the matter of this request, the property owner further authorizes the following named person(s) to represent them at the public hearing on this petition.

Dennis Pierce

on this the 13th day of July, 2023.

Dennis Pierce, Inc
Property Owner (print)

Dennis L. Pierce, Pres
Property Owner (signature)

STATE OF

Mississippi
Lamar

COUNTY OF

Personally came and appeared before me, the within named

Dennis L Pierce

who signed and delivered the above and foregoing instrument as and for their free act and deed on the day and year therein mentioned, and who acknowledge to me that they are the owner(s) of the subject property as described in this Public Hearing Application.

GIVEN UNDER MY HAND AND OFFICIAL SEAL OF OFFICE, this the 19th day of July, 2023.

Tabatha A. Johnson
NOTARY PUBLIC



My Commission Expires:

PLANNING COMMISSION & BOARD OF ADJUSTMENT - PETITIONER REQUIRED SUBMITTAL INFORMATION

Deadline for applicant to file petition: July 24, 2023 5:00 p.m. (End of business day)

Hattiesburg Planning Commission & Board of Adjustment Meeting Date: September 6, 2023 Time: 1:00 p.m.
(Always the first Wednesday of each month - you or your representative MUST attend)

There is a 10 day appeal period, required by State Law, between the Planning Commission Meeting and/or Board of Adjustment Meeting and the City Council Meeting – appeals must be filed within this 10-day period.

City Council Agenda Review Meeting Date- (you or your representative should attend): _____ Time: 4:00 p.m.

City Council Meeting (Vote) Date - (you or your representative may attend): _____ Time: 5:00 p.m.

There is an additional 10 day appeal period, required by State Law, after City Council Meeting, for all Variances and Conditional Use Permit which ends _____ and a 30 day appeal period for Zoning or Street closing/ re-naming, PMUs, PRDs, PUDs which ends _____. So, if approved by City no final site plan review approvals or building permits could be issued prior to these dates.

If an appeal is filed or the petition is tabled for any reason at any stage, the above listed dates would need to be revised.

The following paperwork MUST be attached to this application:

☒ Site Diagram (11"x 17" preferred size): Drawing to scale prepared by professional engineer/surveyor showing lot dimensions, existing/proposed buildings, signs, parking areas, etc. (Different standard may be accepted only per approval from Staff)

☐ Site & Design Review Committee, if needed.

☒ Copy of entire Warranty Deed (filed and recorded at courthouse) with legal description granting title to current owner. (If the Warranty Deed covers a larger piece of property than the current project, a legal description for this project site only may also be required.)

☒ Electronic/Digital copy of legal description REQUIRED for all public notices, saved as Word or text document OR emailed to glowrey@hattiesburgms.com or planning@hattiesburgms.com.

☒ An affidavit (page 3 & 4) attesting that the applicant or representing party (if other than owner) is acting on behalf of the owner(s) of record. The affidavit must be sworn to before a notary public or other appropriate official. (Included in owners signature page, or may be separate document)

☐ A letter of approval/denial from all adjoining property owners must be obtained and submitted with application (Variance application only).

☐ Other documents needed (per Planning Division).

☐ Maps of Digital Billboard Removal Sites

☐ Maps of Digital Billboard Replacement sites

☐ Documentation on measurements

☐ Other _____

☐ Payment to the City of Hattiesburg for filing application in the amount of \$ 775.00

***You may be responsible for posting a sign (prepared by Planning Division staff)
a minimum of fifteen (15) days prior to the hearing date.***

You will be responsible for maintaining the sign for the duration of the public hearing process.

Required Fees

All fees adopted by Ordinance Number 2977, adopted January 22, 2008, as amended. This is an excerpt from that ordinance:

Public Hearing Fees:

Variance (includes Concept Site Plan Review) -----	\$ 175.00 per application and one Variance request; plus \$50.00 for each additional variance request within same application	
Street/Alley Naming or Re-Naming -----	\$300.00 per application, plus \$100.00 per required street name sign if approved*	
* Fees for replacement street signs shall be paid after City Council approval, but prior to effective date.		
Street/Alley Closing -----	\$300.00 per application	
[Conditional] Use Permit -----	\$200.00 per application	
Zoning Change -----	\$400.00 per application* (*see PUD or PRD & zoning package rate)	
Planned Unit Development (PUD) or Planned Residential Development (PRD), & [Planned Mixed-Use District PMU] -----	\$400.00 per application	52 lots
(*see PUD or PRD & zoning \package rate) Or (**see PUD or PRD & Subdivision of Land package)		
Planned Unit Development (PUD) or Planned Residential Development (PRD) with Zoning Change package* -----	\$600.00 per package application	225 + 520
Subdivision of Land (Preliminary Plats) -----	\$225.00 per application, plus \$10.00 for each created lot (**see PUD or PRD & Subdivision of Land package rate)	\$775
Note: Final Plats should be submitted to the governing body for approval within 12 months of approval of preliminary plats.		
Planned Unit Development (PUD) or Planned Residential Development (PRD) with Subdivision of Land package ** -----	\$500.00 per application, plus \$10.00 for each created lot (**see PUD or PRD & Subdivision of Land package rate)	
Change in Land Development Code Text -----	\$200.00 per application	
Appeal Fees for Proponent or Opponent appeals to City Council ---	\$50.00 per appeal	
Exempt from fees – Established Neighborhood Associations		
Cancellation / Re-notification fee on any public hearing process (Planning Commission or City Council) that is tabled or cancelled at the owner/developer's request -----	\$50.00 (per each 100 mailing labels)	

Subdividing of Lot, Parcel or Tract Information (1_page)

1. Property data:

Parent Parcel / Existing lot/parcel/tract contains 11,74 Square Footage/Acres

Lot Area Requirement: 7500

Lot Frontage Requirement: 20' Minimum

Existing use of lot/parcel/tract Undeveloped

To be subdivided into 53 lots/parcels (including parent parcel) – outlined below.

Newly subdivided Parcels	New lot size in square footage (sf) or acres (A)	New lot has public road frontage (yes / no)	New lot has private road frontage (yes / no)	Indicate name of public or private road(s)	Staff - Lot area & frontage requirements comply?	
					Yes	No
1.	<i>See preliminary plat in application</i>					
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
Be sure to include information on the remainder of "existing" lot after splits made – identified as "Parent Parcel"						
Parent Parcel						
		Total square footage of new lots (verify total matches existing parcel prior to splits)				

Use extra copies of this form if needed for additional lots.

2. Infrastructure required:

Water/Sewer ☒ Gas ☐ Electric ☒ Telephone ☐ Cable ☒ Streets ☒

*Description
of Phase IV*

Legal Description

The undersigned Owner and Registered Land Surveyor do hereby declare and certify that this said plat, designated as The Cottages at Turtle Creek Phase IV, embraces and covers the following described land by metes and bounds.

A parcel of land being located in the Northeast $\frac{1}{4}$ of the Northeast $\frac{1}{4}$ of Section 11 and the Northwest $\frac{1}{4}$ of the Northwest $\frac{1}{4}$ Section 12, Township 4 North, Range 14 West, Lamar County, Mississippi, and being more particularly described as follows:

Commence and Begin at the Northeast corner of the Northeast $\frac{1}{4}$ of said Section 11 and run East for 157.78 feet along the north line of said Section 12 to and iron pin; thence leaving the north line of Section 12 run South 00 degrees 50 minutes 21 seconds West for 185.01 feet to a iron pin; thence run South 89 degrees 09 minutes 39 seconds East for 20.06 feet to an iron pin; thence run South 00 degrees 50 minutes 21 seconds West for 403.37 feet to an iron pin; thence run North 89 degrees 09 minutes 39 seconds West for 175.00 feet to and iron pin; thence run South 01 degrees 29 minutes 06 seconds West for 21.63 feet to an iron pin; thence run North 89 degrees 09 minutes 39 seconds West for 860.19 feet to an iron pin found at the Northwest corner of The Cottages of Turtle Creek Phase II Subdivision, as platted in the Lamar County Chancery's Clerk Office; thence leaving said Northwest corner of The Cottages of Turtle Creek Phase II run North 24 degrees 56 minutes 33 seconds East for 303.23 feet to an iron pin; thence run North 41 degrees 41 minutes 24 seconds East for 218.12 feet to an iron pin; thence run North 49 degrees 28 minutes 13 seconds East for 241.97 feet to an iron pin on the north line of Section 11; run East for 409.56 feet along the north line of said Section 11 back to the POINT OF BEGINNING. Said parcel contains 11.74 acres, more or less.

Deed

301

STATE OF MISSISSIPPI
COUNTY OF LAMAR

FILED

2004 SEP 27 PM 12 08

WARRANTY DEED

WAYNE SMITH
CHANCERY CLERK

FOR AND IN CONSIDERATION of the sum of Ten and No/100 Dollars (\$10.00), and other good and valuable considerations, not herein mentioned, the receipt and sufficiency of all of which are hereby acknowledged, **ASBURY FOUNDATION OF HATTIESBURG, INC.**, a Mississippi not-for-profit corporation, the Grantor herein, does hereby grant, bargain, sell, convey and warrant unto, **DENNIS L. PIERCE**, the Grantee herein, the following described lands, said lands in Lamar County, Mississippi, being more particularly described as follows, to-wit:

A part of the North $\frac{1}{2}$ of the Northeast $\frac{1}{4}$ of Section 11 and part of the North $\frac{1}{2}$ of the Northwest $\frac{1}{4}$ of Section 12, all in Township 4 North, Range 14 West, in the City of Hattiesburg, County of Lamar, State of Mississippi and being more particularly described as Beginning at the Northeast Corner of the Northwest $\frac{1}{4}$ of said Northwest $\frac{1}{4}$ of Section 12, thence run N88°54'58"E along the North line of the said Northwest $\frac{1}{4}$ of Section 12 for 81.97 feet; thence run S00°10'35"E for 453.57 feet to a Point on the Centerline of Mixon's Creek, thence run S22°26'15"W along the said Centerline of Mixon's Creek for 56.39 feet; thence run N65°54'52"W along the said Centerline of Mixon's Creek for 19.99 feet, thence run N18°20'18"W along the said Centerline of Mixon's Creek for 38.30 feet, thence run N63°34'40"W along the said Centerline of Mixon's Creek for 37.95 feet, thence run N88°48'52"W along the said Centerline of Mixon's creek for 82.00 feet, thence run N02°49'09"E along the said Centerline of Mixon's Creek for 55.15 feet, thence run N08°47'42"W along the said Centerline of Mixon's Creek for 88.07 feet, thence run N85°35'23"W along the said Centerline of Mixon's Creek for 32.20 feet, thence run S34°06'23"W along the said Centerline of Mixon's Creek for 40.04 feet, thence run S65°18'20"W along the said Centerline of Mixon's Creek for 99.85 feet, thence run S47°49'31"W along the said Centerline of Mixon's Creek for 34.08 feet, thence run N58°59'19"W along the said Centerline of Mixon's Creek for 31.10 feet, thence run N11°27'45"E along the said Centerline of Mixon's Creek for 32.46 feet, thence run N06°47'33"W along the said Centerline of Mixon's Creek for 63.88 feet, thence run N43°26'54"W along the said Centerline of Mixon's Creek for 54.14 feet, thence run N89°21'23"W along the said Centerline of Mixon's Creek for 31.46 feet, thence run S61°05'40"W along the said Centerline of Mixon's Creek for 37.37 feet, thence run N87°17'33"W along the said Centerline of Mixon's Creek for 34.40 feet, thence run S02°37'97"W along the said Centerline of Mixon's Creek for 31.65 feet, thence run S50°21'53"W along the said Centerline of Mixon's Creek for 50.08 feet, thence run

S38°16'03"E along the said Centerline of Mixon's Creek for 45.37 feet, thence run S00°12'15"W for 860.78 feet to a Point on the Northern Line of a Mississippi Power Company Easement, thence run N89°06'37"W along the said Northern Line of the said Mississippi Power Company Easement for 1733.33 feet to the Southeast Corner of the Cottages of Turtle Creek Subdivision, thence run N00°46'34"E along the East Line of the said Cottages of Turtle Creek Subdivision for 574.91 feet, thence run N89°13'40"W along the North Line of the said Cottages of Turtle Creek Subdivision for 495.76 feet, thence run S00°46'46"W along the West Line of the said Cottages of Turtle Creek Subdivision for 399.97 feet to a Point on the West Line of the Northeast ¼ of the said Northeast ¼ of Section 11, thence run N89°13'25"W along the said West Line of the Cottages of Turtle Creek Subdivision for 60.02 feet, thence run S01°07'00"E along the said West line of the Cottages of Turtle Creek Subdivision for 329.26 feet to a Point on the South line of the Northwest ¼ of the said Northeast ¼ of Section 11, thence run N89°37'28"W along the said South Line of the Northwest ¼ of the Northeast ¼ for 912.99 feet, thence run N00°38'53"E for 59.69 feet to a Point on the Southern Line of the said Mississippi Power Company Easement, thence run N89°13'51"W along the said Southern Line of the Mississippi Power Company Easement for 196.14 feet to a Point on the Eastern Right of Way Line of Weathersby Road, thence run N28°57'35"E along the said Eastern Right of Way line of Weathersby Road for 104.83 feet to a Found Concrete Monument on the Northern Line of the said Mississippi Power Company Easement, thence run N27°07'37"E along the said Eastern Right of Way Line of Weathersby Road for 26.78 feet to a Found Concrete Monument, thence run N27°06'33"E along the said Eastern Right of Way Line of Weathersby Road for 19.99 feet to a Found Concrete Monument, thence run N37°18'55"E along the said Eastern Right of Way Line of Weathersby Road for 100.02 feet to a Found Concrete Monument, thence run N42°55'50"E along the said Eastern Right of Way Line of Weathersby Road for 331.74 feet, thence run N53°01'31"E along the said Eastern Right of Way Line of Weathersby Road for 691.81 feet, thence run N48°41'18"E along the said Eastern Right of Way Line of Weathersby Road for 566.54 feet to a Point on the North Line of the said Northeast ¼ of Section 11, thence run N89°41'55"E along the said North Line of the Northeast ¼ of Section 11 for 1193.36 feet to the Northeast Corner of said Section 11, thence run N89°23'21"E along the said North line of the Northwest ¼ of the Section 12 for 644.41 feet, thence run N88°56'17"E along the said North Line of the Northwest ¼ of Section 12 for 658.23 feet to the Point of Beginning, Comprising 75.06 Acres, more or less.

Subject to those certain Subdivision Regulations from the Lamar County Board of Supervisors.

Subject to that certain Assignment of Option Agreement between MDV, LLC as grantor and Flanagan Construction Company and Leslie McInnis Granberry, as Grantees, dated September 4, 2003 and recorded August 13, 2004 in Book 17D at page 197, whereby Grantors assigned an option described in a letter dated July 23, 2003 from Asbury Foundation of Hattiesburg, Inc.

Subject to that certain Temporary Sewer Construction Easement from Asbury Foundation, Inc. to the City of Hattiesburg, dated January 20, 2004 and recorded March 30, 2004 in Book 16W at page 495, Book 16W at page 497, and Book 16W at page 499.

Subject to that certain Right-of-Way Easement from Asbury Foundation of Hattiesburg, Inc. to Pearl River Valley Electric Power Association, dated September 18, 2003 and recorded December 12, 2003 in Book 16R at page 280.

Subject to that certain Access Easement and Right of First Refusal granted by Wesley Health System, Inc. to Wesley Health System, LLC, dated September 1, 1997 and recorded August 29, 1997 in Book 12Y at page 366.

Subject to that certain Sanitary and Sewer Easement from Hercules, Incorporated to The City of Hattiesburg, dated May 2, 1980 and filed of record on May 14, 1980 in Book 6-L at Page 363 in the Office of the Chancery Clerk of Lamar County, Mississippi.

Subject to that certain Construction Easement from Hercules, Incorporated to The City of Hattiesburg, dated May 2, 1980 and filed of record on May 14, 1980 in Book 6-L at Page 365 in the Office of the Chancery Clerk of Lamar County, Mississippi.

Subject to that certain Easement from C. B. McIntosh to Mississippi Power Company, date May 11, 1930 and filed of record on May 20, 1930 in Book AA at Page 469 in the Office of the Chancery Clerk of Lamar County, Mississippi.

Subject to that certain Easement from C. B. McIntosh to Mississippi Power Company, date May 11, 1930 and filed of record on May 20, 1930 in Book AA at Page 480 in the Office of the Chancery Clerk of Lamar County, Mississippi.

Subject to that certain Right of Way Deed and Construction Easement from Thomas L. Price and wife, Jeanette W. Price to the City of Hattiesburg, Forrest and Lamar Counties, Mississippi, dated August 10, 1994 and filed for record on September 22, 1994 in Book 11-H at Page 658-E in the Office of the Chancery Clerk of Lamar County, Mississippi; said Right of Way Deed and Construction Easement has been re-recorded in Book 11-H at Page 658-J in the above mentioned office.

Subject to that certain Easement from Thomas L. Price and wife, Jeanette W. Price to Bellsouth Telecommunications, dated August 9, 1994 and filed for record on August 22, 1994 in Book 11-G at Page 394 in the Office of the Chancery Clerk of Lamar County, Mississippi.

Subject to that certain Easement Agreement from Thomas L. Price and wife, Jeanette W. Price to CAT Partnership, dated August 23, 1991 and filed for record on August 29, 1991 in Book 9-U at Page 293 in the Office of the Chancery Clerk of Lamar County, Mississippi.

Subject to that certain Right of Way from Mrs. W. H. Weathersby, by R. E. Weathersby by and through Power of Attorney to Pearl River Valley Electric Power Association, dated July 20, 1988 and filed for record on July 27, 1988 in Book 8-Q at Page 561 in the Office of the Chancery Clerk of Lamar County, Mississippi. This Easement is limited to retiring one pole and guy and installing one pole with guys in two different directions.

304

Subject to that certain Right of Way Easement from Mrs. W. H. Weathersby to Pearl River Valley Electric Power Association, dated January 7, 1983 and filed for record on January 24, 1983 in Book 7-A at Page 240 in the Office of the Chancery Clerk of Lamar County, Mississippi.

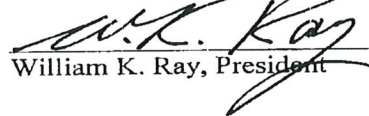
Subject to that certain Right of Way from Mrs. W. E. Weathersby to Arnold Line Water Association, dated June 7, 1967 and filed for record on June 9, 1967 in Book 4-J at Page 348 in the Office of the Chancery Clerk of Lamar County, Mississippi.

For the same consideration ASBURY FOUNDATION OF HATTIESBURG, INC., successor by change of name to Wesley Health Services, LLC does hereby quitclaim and relinquish its right of first refusal to purchase all or any portion of the above-described property or any portion thereof or interest therein, sold or otherwise transferred by this Warranty Deed. Said right of first refusal originating in that certain Access Easement and Right of First Refusal between Wesley Health Systems, LLC and Wesley Health Systems, Inc. dated August 28, 1997 and recorded August 29, 1997 in Book 12Y at page 366 of the records in the office of the Chancery Clerk of Lamar County, Mississippi.

WITNESS OUR SIGNATURE on this the 24th day of September, A.D., 2004.

ASBURY FOUNDATION OF HATTIESBURG, INC.

BY:


William K. Ray, President

STATE OF MISSISSIPPI
COUNTY OF LAMAR

PERSONALLY came and appeared before me, the undersigned authority in and for said County and State, on this 24th day of September, 2004, within my jurisdiction, the within named WILLIAM K. RAY, who acknowledged that he is President of Asbury Foundation of Hattiesburg, Inc., a Mississippi not-for-profit corporation, and that for and on behalf of said corporation, and as its act and deed, he executed the above and foregoing instrument on the day and year therein mentioned, after first having been duly authorized by said corporation so to do.

William Scott Phillips
NOTARY PUBLIC

MY COMMISSION EXPIRES: _____



GRANTOR'S ADDRESS:
Post Office Box 17797
Hattiesburg, MS 39404-7797
(601) 296-3555

GRANTEE'S ADDRESS:
23 Liberty Place
Hattiesburg, MS 39402
(601) 264-6800

Please Index:

Northeast Quarter of the Northeast Quarter and Northwest Quarter of the Northeast Quarter of Section 11, Township 4 North, Range 14 West Lamar County, Mississippi.
And

Northeast Quarter of the Northwest Quarter and Northwest Quarter of the Northwest Quarter of Section 12, Township 4 North, Range 14 West Lamar County, Mississippi.

This Deed Prepared by:
PHILLIPS LAW FIRM, P.A.
326A Second Street
Post Office Box 3
Columbia, Mississippi 39429
(601) 736-9301
C:\mydocuments\deeds\pierce,dennis 1 04092578



CERTIFICATE OF FILING AND RECORDING
STATE OF MISSISSIPPI • LAMAR COUNTY
WAYNE SMITH, CHANCERY CLERK
BOOK 17-E PAGE 301
INDEXED ✓ RECORDED ✓ ABSTRACTED ✓
Shirley Bloome D.C.

Hattiesburg Planning Commission Meeting

Jackie Dole Sherrill Community Center

September 6, 2023

Response to Petition for approval of plat for Phase IV Cottages of Turtle Creek

Good Afternoon, my name is John Hurt and I am a homeowner in the Cottages of Turtle Creek. I want to thank the Commission for the opportunity to present concerns related to the Phase IV expansion.

The Cottages is an age restricted retirement community of 67 architecturally similar homes occupied by approximately 100 Hattiesburg citizens and voters. The average age is approximately 80 and around 2/3 are women. Many of us have physical limitations but still enjoy getting out and moving about and visiting with our neighbors. Since there are no sidewalks we use the streets. We enjoy a wonderful quality of life that we want to maintain.

For each of the three previous expansions the developers filed a Declaration of Covenants, Conditions and Restrictions which govern developer and homeowner rights and responsibilities.

These three documents include the following declaration, "the primary purpose of these covenants and the foremost consideration in the origin of same has been the creation of a residential community which is **aesthetically pleasing and functionally convenient**". To paraphrase, that is to say the purpose is to create a quiet and peaceful community with architectural uniformity and easy access to services needed by seniors.

These words were written by the Developers of The Cottages. The Developer of Phase III now wants to expand with a Phase IV. We, the homeowners of the Cottages, many of whom are here today, bought the dream. We bought the dream of a quiet, peaceful community in which to live out our senior years. Now we just want the Developer to honor the commitment made in the Covenants as to the creation and maintenance of a quiet, peaceful and safe community.

Concerns with Phase IV

We are concerned about construction and residential traffic.

Our position is that construction traffic must not be permitted to use the existing Cottages streets. Not only would it be noisy and dangerous for our elderly homeowners it will damage the recently paved streets, in addition to impeding normal traffic flow on our

.We are here as residents of Cottages Of Turtle Creek to voice our opposition and concerns about the building of additional houses adjacent to our current neighborhood. We are a neighborhood composed of 64 Single family homes with a fence surrounding our neighborhood.

Each of our residents chose to purchase our homes in this neighborhood for the following reasons. This is an over 55, quiet, separate, and tranquil and one entry/exit neighborhood. All of our residents are elderly and some are disabled. We desire to keep our neighborhood identity as it is now, fully surrounded by fencing. The current speed limit in our neighborhood is 20 mph. We are limited to a single entrance/ exit. Should an emergency ever arise we would be limited to no more than 64 cars exiting the neighborhood.

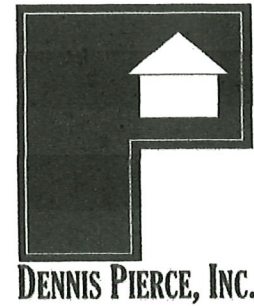
We have the following objections:

1. We strongly oppose the developer using any of our current streets for entry & exit of construction vehicles, machinery and workers' vehicles. In the past the developer used our streets causing them to deteriorate and be dangerous. The developer has access to the proposed development via Weathersby Road, bypassing our neighborhood.
2. Hamlett Drive, Turtle Crossing and Creekside Manor should NOT be opened to through traffic. There is currently one entrance/exit to serve 64 residences, visitors and delivery and service vehicles to/from Cottages of Turtle Street. To open one or all of said streets will cause traffic congestion and impede traffic flow. Should there ever be an emergency necessitating the evacuation of our neighborhood, it would be impossible for all residents of the current neighborhood and additional residents of the proposed neighborhood to safely leave the general area.
3. Our neighborhood does not have sidewalks. Residents often walk on the street for exercise. Some use walkers. It would be dangerous for motor vehicles use the streets while elder are walking on those streets.

4. The developer should be required to take the necessary steps to cause the new development to be designated as a retirement community comprised of only ownership by persons 55 years or older.
5. We request that the developer's current property to the north and east of the presently built subdivision be rezoned from its present designation to a zoning designated to allow only single family residences as multi-family dwellings such as apartments because the overwhelming number of current residents do not want multi-family dwellings to be constructed on adjoining property. Multi-family buildings would create an area congested, dirty and noisy.
6. The Cottages Homeowners Association owns the green spaces in the neighborhood as shown on the recorded plats. The residents and Homeowners Association specifically deny the developer permission to cross our green spaces.
7. We specifically reserve and retain our right to keep all fencing around our neighborhood and should any fencing be damaged or destroyed, the developer should be required to restore said fencing with the same fencing material in the same manner as it now exists.
8. Because we only have one entrance/exit we request that no streets be opened into our neighborhood. To do otherwise would cause many hazards to our residents and their vehicles. Residents of the new development should have no right to clog our neighborhood streets, particularly because we only have one entrance/exit.
9. Should the Planning Commission choose to ignore the concerns of the current residents and allow the opening of Hamlett Drive., Cottage Drive and/or Turtle Crossing, we request that such street(s) be opened only after the completion and cleanup of the new streets and houses.
10. Because our neighborhood is composed of all current phases of Cottages of Turtle Creek and has signs indicating thus, we respectfully request the the developer not be allowed to use the said name for its new development.

August 28, 2023

Cottages at Turtle Creek HOA Board
and Current Residents



To whom it may concern:

I recently learned of some arising concerns regarding the new phase of the Cottages at Turtle Creek. In summary, there are some fears revolving around home values and loss of the intimacy, exclusivity, and safety of the Cottages as it currently exists. I would like to address these issues.

An issue arising now and during the last effort to develop the next phase was the lack of a construction entrance as well as increased construction traffic. During this next phase, we will be using a construction entrance located off Methodist Boulevard for development and construction traffic. This will hopefully minimize or eliminate unnecessary traffic throughout the subdivision. We are also working with the city to add an additional permanent entrance after the next phase is completed.

Regarding property values in the neighborhood, we do not foresee this being an issue. As you know, there is an extremely high demand to live in your neighborhood. The reasons for this desirability have very little to do with the inventory of homes. During the time we were constructing homes in Phase III, the turnover throughout the subdivision remained virtually the same. Existing homes were selling more often and faster than the new ones. There is a large majority of buyers that cannot afford to purchase a newly built home. This may be attributed to a number of reasons including fixed incomes, high building costs, or high interest rates.

There are also some negative consequences of doing nothing with the land surrounding the subdivision. Hattiesburg's growth remains very rapid. The land surrounding the Cottages is currently zoned R-3, which is multifamily residential. The definition of R-3 reads:

"The purpose of the R-3 District is to permit medium and high density residential uses including multi-family, two-family, and single-family structures with related recreational, religious and educational facilities. This district is consistent with the Neighborhood Conservation 1 and 2 districts in the Comprehensive Plan. This zoning district encourages protected residential neighborhoods with only compatible supporting institutional uses and open space."

Not continuing the development of the Cottages leaves the possibility open for less desirable developments. Along these same lines, we owe close to \$993,000 on the surrounding land as well as interest and property tax payments. While an indefinite 65.8 acre buffer does sound appealing, sitting on the property is not a sustainable business decision. The only alternative to developing the land is to sell to the HOA, or sell to a buyer who would possibly have any number of unpredictable plans that could certainly adversely affect your property values.

While we understand change and growth can be uncomfortable, we also understand the drawbacks to avoiding it. In real estate, we are taught to sort out the "highest and best use" of a property. Some could argue the acreage surrounding you would be most profitable filled with apartments, which is probably true. However, our vision of the "highest and best use" of the acreage surrounding the Cottages is to expand on what you already know to be true: the high demand and desire to be a part of the wonderful community of the Cottages at Turtle Creek.

Thank you for your time,

Dennis L. Pierce
President

September 5, 2023

RE: The Cottages of Turtle Creek, Potential Expansion

To Whom It May Concern:

I had my home built in The Cottages in the summer of 2009. When choosing a lot, I was interested in a safe and quiet community of older adults. The Cottages was a perfect fit as I work at Merit Health Wesley. I was concerned about the surrounding land development prior to committing to the purchase, but was assured when I picked my lot that "There will not be a Phase III". I was also assured there would not be multi-family housing, a fast food restaurant, a gas station, or other business in the neighborhood or in the surrounding land. I was told that the one exit in and out would remain in place and that further expansion would not occur.

We have a pedestrian community at The Cottages. Construction vehicles and personnel may jeopardize their safety. The ingress and egress would change and open us up to more community traffic. Additional homes in The Cottages changes the character of our community and will be detrimental to those of us who have purchased there in good faith that it would remain as is.

The integrity of our community is in jeopardy if this proposal passes. The concerns expressed when Mr. Pierce wanted to expand The Cottages 10 years ago are still in play. The community does not want this expansion to go through as planned.

Sincerely,

A handwritten signature in black ink, appearing to read "Kathleen A. Messenger, M.D.", with a horizontal line at the end.

Kathleen A. Messenger, M.D.

144 Cottage Drive
Hattiesburg

Hattiesburg Planning Commission

Jackie Dole Sherrill Community Center

September 6, 2023

The Cottages is an age restricted retirement community of 67 homes occupied by over 90 Hattiesburg citizens and voters. We are interested in maintaining the quality of life we currently enjoy.

For each of the three previous expansions, the developers have filed Declaration of Covenants, Conditions and Restrictions which govern developer and homeowner rights and responsibilities.

Each of these three documents contain the following declaration, "the primary purpose of these covenants and the foremost consideration in the origin of same has been the creation of a residential community which is **aesthetically pleasing and functionally convenient**". To paraphrase, to create a quiet and peaceful community with architectural uniformity and easy access to services needed by seniors.

These words were written by the Developer of The Cottages. These same Developer is now wanting to expand and open Phase IV. The homeowners of the Cottages, many of whom are here today just want the Developer to honor the commitment made in the Covenants as to the creation and maintenance of a quiet, peaceful and safe community. This quality of life is important as over half of our residents are over 80. Most are retired and spend the day at home and visiting with their neighbors in The Cottages.

Our concerns are zoning, access and proposed covenants.

Zoning

Cottages is currently zoned as R2, for single family residential construction. The Phase IV expansion is zoned R3, allowing multi-plex family dwellings. Since Phase IV is adjacent to and is someday to be connected to the current Cottages streets the zoning should be R2. Any higher density zoning would create significant traffic problems.

Access

We are concerned about access both for construction and normal residential traffic.

Construction traffic must not be permitted to use the existing Cottages streets. Not only would it be noisy and dangerous for our elderly homeowners it also will damage the recently paved streets, in addition to impeding normal traffic flow. Construction traffic must use the Weathersby Road entrance or the planned alternate entrance off of Methodist Blvd.

We are sure the new Phase IV will be marketed as an aesthetically pleasing functionally convenient community. That is fine, we the homeowners of the earlier Phases just do not want to lose our safe, peaceful community in the process.

Existing Cottages of Turtle Creek covenants define the subdivision as a Retirement Community restricted to age 55 or older. If the expansion uses the same name “Cottages of Turtle Creek” it should have the same age restrictions and architectural guidelines.

Cottages of Turtle Creek Homeowners unable to attend,

[illegible]

[illegible]

Hattiesburg Planning Commission

Jackie Dole Sherrill Community Center

September 6, 2023

The Cottages is an age restricted retirement community of 67 homes occupied by over 90 Hattiesburg citizens and voters. We are interested in maintaining the quality of life we currently enjoy.

For each of the three previous expansions, the developers have filed Declaration of Covenants, Conditions and Restrictions which govern developer and homeowner rights and responsibilities.

Each of these three documents contain the following declaration, “the primary purpose of these covenants and the foremost consideration in the origin of same has been the creation of a residential community which is **aesthetically pleasing and functionally convenient**”. To paraphrase, to create a quiet and peaceful community with architectural uniformity and easy access to services needed by seniors.

These words were written by the Developer of The Cottages. These same Developer is now wanting to expand and open Phase IV. The homeowners of the Cottages, many of whom are here today just want the Developer to honor the commitment made in the Covenants as to the creation and maintenance of a quiet, peaceful and safe community. This quality of life is important as over half of our residents are over 80. Most are retired and spend the day at home and visiting with their neighbors in The Cottages.

Our concerns are zoning, access and proposed covenants.

Zoning

Cottages is currently zoned as R2, for single family residential construction. The Phase IV expansion is zoned R3, allowing multi-plex family dwellings. Since Phase IV is adjacent to and is someday to be connected to the current Cottages streets the zoning should be R2. Any higher density zoning would create significant traffic problems.

Access

We are concerned about access both for construction and normal residential traffic.

Construction traffic must not be permitted to use the existing Cottages streets. Not only would it be noisy and dangerous for our elderly homeowners it also will damage the recently paved streets, in addition to impeding normal traffic flow. Construction traffic must use the Weathersby Road entrance or the planned alternate entrance off of Methodist Blvd.

Normal traffic flow to the Phase IV should also use the Weathersby Road entrance. It will likely be more convenient and faster than winding through the existing Cottages streets. This can be accomplished by continuing the blocked off access to the Cottages streets until the Phase IV is substantially completed.

We are sure the new Phase IV will be marketed as an aesthetically pleasing functionally convenient community. That is fine, we the homeowners of the earlier Phases just do not want to lose our safe, peaceful community in the process.

Proposed Covenants

Existing Cottages of Turtle Creek covenants define the subdivision as a Retirement Community restricted to age 55 or older. If the expansion uses the same name "Cottages of Turtle Creek" it should have the same age restrictions and architectural guidelines.

Thank you for your attention to our concerns.

Cottages of Turtle Creek Homeowners unable to attend,

<i>Myra Hester</i>	110 Turtle Crossing
<i>Mary Elizabeth Blair</i>	107 Turtle Crossing
<i>Jerry Buckley</i>	103 Cottage Drive
<i>Louise Whitman</i>	111 Cottage Drive
<i>Adela Phillips</i>	110 Creek Side Manor
<i>Ann Phelan</i>	110 Creek Side
<i>Beth Hall</i>	112 Creek Side Manor
<i>Valerie S. Smirney</i>	133 Cottage Drive
<i>Carrene B. Curry</i>	113 Cottage Drive
<i>Jerry C. Jones</i>	155 Cottage Drive
<i>Betty Thomas</i>	113 Cottage Dr.

Alan L. Jensen	4 Hamlett	Autos To	2 Hamlett
Fay E. Jensen	4 Hamlett	Janie & Jan - Sue	12
Gardner Williams	15 Hamlett		
Roger L. Smith	9 Hamlett		

Hattiesburg Planning Commission Meeting

Jackie Dole Sherrell Community Center

March 6, 2024

Response to Petition for approval of plat for Phase IV Cottages of Turtle Creek

Good Afternoon, my name is John Hurt and I am a homeowner in the Cottages of Turtle Creek. I want to thank the Commission for the opportunity to present concerns related to the Phase IV expansion.

The Cottages is a 55+ retirement community of 67 homes occupied by approximately 100 Hattiesburg citizens and voters. The average age is approximately 80 and around 2/3 are women. Many of us have physical limitations but still enjoy getting out and moving about and visiting with our neighbors. Since there are no sidewalks we use the streets. We enjoy a wonderful quality of life that we want to maintain.

The developers of The Cottages stated they wanted to create a community that is **"aesthetically pleasing and functionally convenient"** in other words, a quiet peaceful community with architectural uniformity and access to services needed by seniors.

We have concerns with the Phase IV expansion.

Our position is that construction traffic not be permitted to use the existing Cottages streets. Hamlett Drive is narrow and never built for use as a main street. If opened for access to the new subdivision, on street parking will cause safety problems. Since there are no sidewalks our homeowners must walk the street for leisure and exercise. Negotiating around parked cars with oncoming traffic would be dangerous for our elderly members. Increased movement of heavy vehicles will damage the recently paved streets and impede normal traffic flow. Construction traffic must use the proposed Weathersby Road entrance or the planned construction entrance off Methodist Blvd.

As to residential traffic, our experience is that people who do not live in The Cottages tend to ignore the 20 mph speed limit. Added traffic would only aggravate the situation.

Another unfortunate result of increased traffic is increased crime. Because of our small neighborhood with no through traffic and a low public profile we enjoy enhanced security. Added traffic would increase the exposure of The Cottages to the larger community and with that a likely increase in crime.

Residential traffic should also use the Weathersby Road access. There should be no access thru Hamlett Drive or any of the other Cottages streets now or in the future.

The added traffic is not only dangerous and noisy but also results in lower real estate values. A comprehensive study (Exhibit A) documents the impact high traffic volume

has on single family home prices. The study finds that home prices can be significantly impacted by increased traffic flow and on average the discount in price is over 8% for a home fronting or adjacent to a high traffic street versus a home on a low traffic street. The study also concludes there is a 2% discount for each doubling of traffic flow.

Assuming the average home in the Cottages is worth \$275,000 the loss in value at 8% is \$22,000, or for the entire subdivision of 67 homes the loss would be almost \$1.5 million. Using reasonable estimated increased traffic and the 2% for each doubling of traffic yields a 10% decrease in home values, a total of loss in value of over \$1.8 million.

Regardless of how the calculation is made this would be a significant loss for the homeowners. Cottages homeowners could incur over \$1.5 million in lost value and the developer could save a few thousand \$ in construction costs. This is a good deal for the developer and a really bad one for the homeowners.

In addition, we feel the opening of Hamlett Drive violates boundaries of The Cottages as defined in the Declaration of Covenants, Restrictions and Conditions filed by the developers and recorded by the Chancery Clerk. The Covenants state the boundaries are not to be changed or compromised in any way by future development without consent of a majority of the homeowners within the subdivision. This consent has not been given.

In closing, the planned development must not use the name "Cottages of Turtle Creek" as that would imply some connection with the existing development.

The new Phase IV development will likely be marketed as an aesthetically pleasing functionally convenient community. That is fine; we the homeowners of the earlier Phases just do not want to lose our quiet, safe and peaceful community in the process.

Thank you for your time and attention.



Notes and comments

Surface street traffic volume and single-family house price

James E. Larsen

Show more

Share Cite

<https://doi.org/10.1016/j.trd.2012.01.004> [Get rights and content](#)

Abstract

This study investigates the relationship between surface street traffic volume and single-family house prices in a relatively small city in the US. Hedonic price models are estimated using data from 9670 transactions that occurred between January 1998 and March 2011. It is discovered that parcels fronting or adjacent to a high-traffic street sell, on average, at an 8.1% discount compared to similar parcels that are not so situated. Restricting the analysis to parcels on or adjacent to a high-traffic street, house price and traffic volume are found to be negatively related; a doubling of volume from any particular traffic count, *ceteris paribus*, reduces selling price by an average of 2.1%.

Highlights

► We analyze data from 9670 transactions that occurred between 1998 and 2011 in Kettering, Ohio. ► We find the traffic volume is capitalized into single-family house prices. ► Houses on high-traffic streets found to sell for 8.1% less on average than houses on low-traffic streets. ► House prices on high-traffic streets falls by 2.1% each time traffic count doubles.

Introduction

There is a general acceptance among researchers using empirical data that noise from vehicular traffic negatively impacts the value of nearby residential properties. Many of the studies included in the extant literature employed hedonic regression and focused on the value effect associated with close proximity to a



limited access highway. Recent examples include a study by Wilhelmsson (2000) of single-family houses in Sweden, a study by Theebe (2004) of properties in the Netherlands, a study of residential units in Korea done by Kim et al. (2007), and most recently, a study focusing on condominiums in Germany conducted by Brandt and Maennig (2011).¹ These (and similar) studies are important, in part, because they inform planners and other place managers about an important hidden cost associated with urban development.

Noise, however, is not the only negative externality that vehicular traffic may impose on nearby residential properties. Other undesirable elements associated with increased traffic volume, most of which would be extremely localized in nature, include increased litter, air pollution, unwanted light at night, and collision with property, people and animals. In addition, these negative externalities are not limited to highways designed to accommodate high-speed traffic. The present study will demonstrate that traffic volume on local surface streets may impose costs, in the form of reduced selling price, on the owners of single-family houses situated on or adjacent to those streets.

Section snippets

Data

The study area is the city of Kettering, a suburb of Dayton, located in southwestern Ohio. There are 250 miles of surface streets within the 18.7 square miles that comprise Kettering. The population of Kettering declined slightly over the study period. In 2010, the population was 56,163 (down 2.3% from 57,502 in 2000) and it contained 27,602 housing units (92.1% of which were occupied). Kettering differs from the study areas mentioned in the opening paragraph of this paper in several important...

Methodology

To determine whether the houses on or adjacent to a high-traffic street sold for significantly different prices than similar houses which were not so situated, Eq. (1) which is comprised of variables typically included in a hedonic regression, was estimated using the program PROC REG, available on SAS (2004).

$PRICE = \alpha + \beta_1 HIGH + \beta_2 AGE$ where PRICE is the transaction price, α is the...

$+ \beta_3 BATH + \beta_4 BED + \beta_5 COND$
 $+ \beta_6 FIRE + \beta_7 LOT + \beta_8 SQFT$
 $+ \beta_9 AIR + \beta_{10} BRICK + \beta_{11} FULL$
 $+ \beta_{12} NONE + \beta_{13} OWN + \beta_{14} FALL$
 $+ \beta_{15} WINTER + \beta_{16} SPRING +$

$\sum_{i=17}^{29} \beta_i YR + \epsilon$

Results

Examination of the first numerical column in Table 2, where the regression results for Eq. (1) are summarized, will reveal that the data fits the model well. The F statistic is highly significant, the adjusted R^2 indicates that the model explains 82.9% of the variation in the response variable, and all but two of the 29

Traffic Increase Impact calculations for The Cottages at Turtle Creek
 Note: Yellow highlighted fields are manual entries. All other numbers are automatically calculated.

	Zoning	# of Homes	Vehicles per Home	Total Vehicles	% of Residents that Depart each Day	Resident Departures per Day	Resident Returns per Day	Resident Daily Traffic estimates	Weekly total (daily x 7)
The Cottages at Turtle Creek	R2	67	1.5	101	55%	55	55	111	774
Phase IV	R3	56	2.5	140	80%	112	112	224	1568
Combined Traffic Estimates		123		241		167	167	335	2342

Current # of homes impacted by opening Hamlet and Traffic Estimates									
Phase IV	R3	28	1.5	42	55%	23	23	46	323
The Cottages entrance homes (Cottage Dr and Hamlet) residents plus Phase IV		56	2.5	140	80%	112	112	224	1568
								270	1891

B / A represents the increase of traffic for those homeowners on Cottage Drive at the entrance of The Cottages and those homeowners on Hamlet Traffic on Cottage Drive and Hamlet will increase by this many times.

B / A = 4.85 D

Calculation 1		Negative High Traffic Impact Factor (from Study)	Negative Impact	Adjusted Home Value
The Cottages average Home price	\$ 275,000	8.1%	\$ 22,275	\$ 252,725

Number of homes in The Cottages directly	Total Value impact
28	\$ 623,700

Total homes in The Cottages	Total home value impact
67	\$ 1,492,425

From the Transportation Research, house prices on high-traffic streets falls by 2.1% each time traffic count doubles.

Double Traffic Count negative Home Value impact factor (From Study)	2.10%
Phase IV impact	4.85 D
	10.2% E

(E = Phase IV traffic increase x 2.1%)

Calculation 2		Negative High Traffic Impact Factor E	Negative Impact	Adjusted Home Value
The Cottages average Home price	\$ 275,000	10.2%	\$ 28,000	\$ 247,000

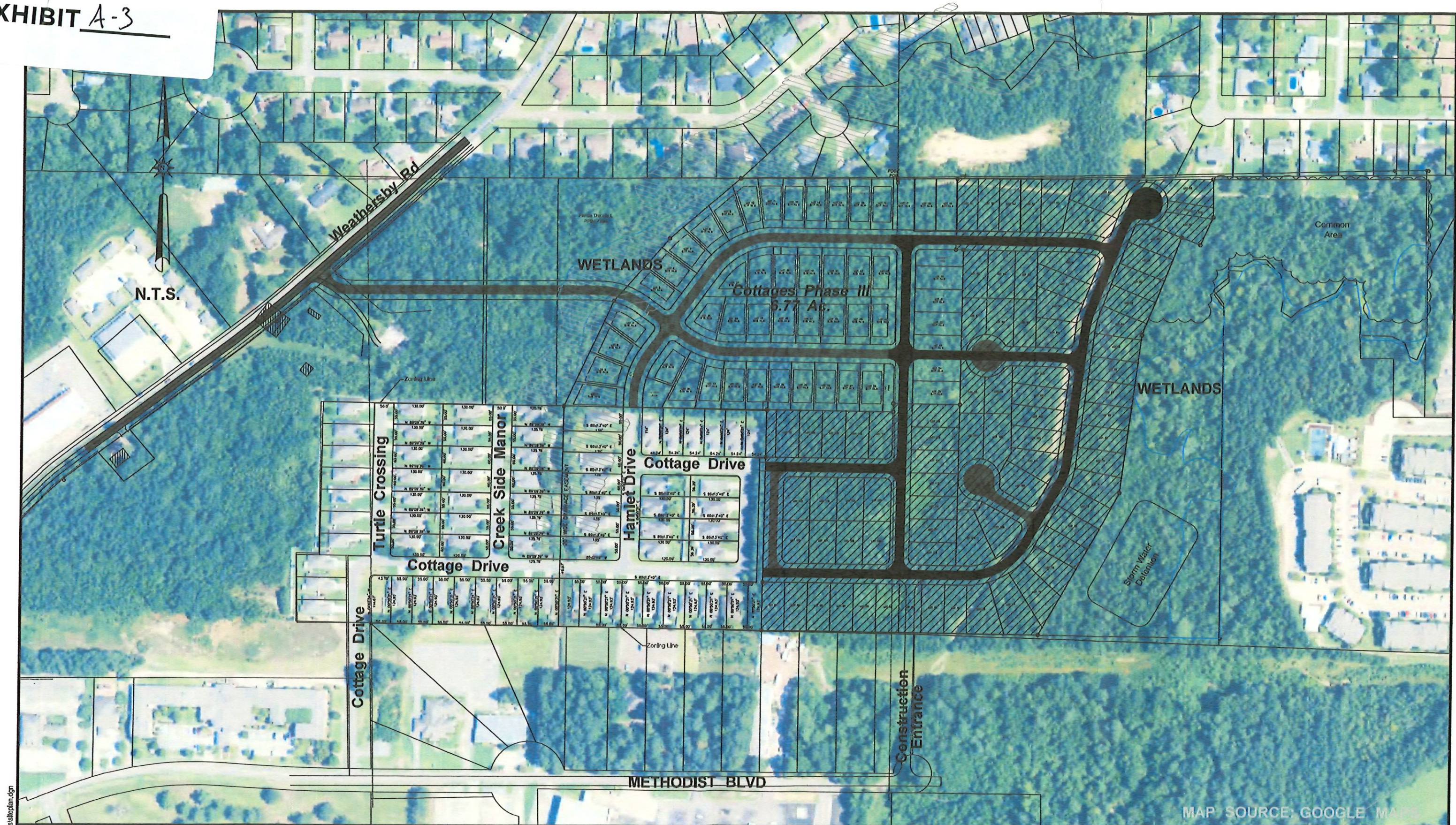
Number of homes in The Cottages	Total Value impact
28	\$ 784,000

Total homes in The Cottages	Total home value impact
67	\$ 1,876,000

Average of	\$ 703,850
------------	------------

\$ 1,684,213

Postal Service Daily	Postal Service Weekly	Trash Pick up weekly	Debris Pick up Weekly	Amazon / UPS Weekly	Guests Weekly
67	402	1	1		
56	336	1	1		
123	738	2	2	0	0



C:\Kiser\CADD\#227 Cottages\siteplan.dgn



SITE PLAN

FIGURE
2



EXHIBIT A-0

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

March 4, 2024

Mr. Dennis Pierce
Dennis Pierce, Inc.
23 Liberty Place
Hattiesburg, MS 39402

Re: Traffic Analysis for the Proposed Phase IV residential development in Hattiesburg, MS

Dear Mr. Pierce:

Per your request, Kiser Traffic and Engineering has conducted an analysis of the proposed residential development in Hattiesburg, MS, north of Methodist Blvd and east of Weathersby Road. This letter is intended to provide traffic analysis information regarding the development of Phase IV of the residential single family homes. Development of the project site is planned to include 52 single family homes. Access to the site is proposed to include one new access roadway extending west to intersect Weathersby Road $\pm 2,000$ ft north of Methodist Blvd, and internal connections to Cottage Drive and Hamlet Drive to access Methodist Blvd. The location of the project site is shown in **Figure 1-Vicinity Map**. The project site plan is provided in **Figure 2-Site Plan**. The graphics referenced in this letter are provided as attachments.

Existing Conditions

A field inventory of the project site was conducted to document the existing conditions of the site and traffic control within the project limits. All of the roadways within the study area are classified as local roads within the FHWA Functional Classification System.

The cross section of Methodist Blvd is 2 lanes with 26 ft of asphalt and 2 ft curb/gutter on the north and south sides of the roadway and street lighting. A 4 ft sidewalk extends west of Cottage Drive, along the north side of Methodist Blvd, offset by ± 6 ft behind the curb. The posted speed limit is 20 mph on Methodist Blvd. There is a sidewalk ramp in the northwest quadrant of the intersection of Methodist Blvd with Cottage Drive. The sidewalk ramp has been damaged and is broken and has no truncated domes. The intersection is an All-Way Stop controlled intersection, however, the "All-Way" plaques are not provided below the Stop signs. The Stop line for southbound traffic at the Cottage Drive intersection with Methodist Blvd appears to have faded and is recommended to be restriped. Per the MUTCD, Stop lines should be 12"-24" in width. Cottage Drive extends north of Methodist Blvd with 23 ft of asphalt and 2 ft roll curb on each side. Cottage Drive provides access to *The Cottages of Turtle Creek* subdivision.

Right: Looking east on Methodist Blvd at Cottage Drive.





Above: Cottage Drive – Looking north from Methodist Blvd. Broken sidewalk ramp on left, and 3” Stop line.
Below: Methodist Blvd – Looking west at Cottage Drive intersection.



Weathersby Road is a 5-lane roadway extending north of US Hwy 98. The cross section includes 60 ft of asphalt with 2.5 ft curb/gutter on each side. The cross section narrows from 5 lanes to 2 lanes north of Methodist Blvd. The intersection of Weathersby Road with Methodist Blvd is a signalized intersection that also includes the north/south approaches of the Turtle Creek Mall Road. The posted speed limit on Weathersby Road is 35 mph in the vicinity of the project site.



Above: Looking north on Weathersby Road at N. Mall Entrance/transition to 2-lanes.
Below: Looking south on Weathersby Road at Methodist Blvd signalized intersection.





Above: Looking north on Weathersby Road toward Methodist Blvd signal.

Below: Looking west on Methodist Blvd at Weathersby Road/Turtle Creek Mall signal.



The traffic signal has 5 approaches. The signal phases include: Westbound Methodist Blvd, North/South protected left turns from Weathersby, North/South thrus w/ permissive left turns from Weathersby, southbound Turtle Creek Mall road lefts and thrus, northbound Turtle Creek Mall road thrus and rights.



Above: Looking north on Turtle Creek Mall Road at Weathersby/Methodist Blvd intersection (on right).
Below: Looking south on Turtle Creek Mall Road at Weathersby/Methodist Blvd intersection (on left).



A 12 hour turning movement traffic count was conducted at the Cottage Drive/Methodist Blvd intersection and at Weathersby/N. Mall Drive on 1/30/24. A peak hour count was conducted at Weathersby/Methodist Blvd/Turtle Creek Mall Drive from 7-9 AM and 4-6 PM. The 2024 existing peak hour traffic volumes adjacent to the site are shown in **Figure 3**. The Weathersby signalized intersection has 5 approaches, thus making the movements/signal phasing more complex.



March 4, 2024

Trip Generation/Assignment

The trip generation characteristics of the proposed single family homes were calculated using the Institute of Transportation Engineers (ITE), Trip Generation, 11th Edition. The results of the trip generation calculations are shown in **Table 1**.

Table 1 - Trip Generation

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Single Family Homes	52 D.U.	553	41	11	30	54	34	20
Daily Traffic Generation								
Single Family Homes		[ITE 210]	=	Ln(T) = 0.92*Ln(# D.U.)+2.68				
AM Peak Hour Traffic Generation								
Single Family Homes		[ITE 210]	=	Ln(T) = 0.91*Ln(#D.U.)+0.12; (26%in/74%out)				
PM Peak Hour Traffic Generation								
Single Family Homes		[ITE 210]	=	Ln(T) = 0.94*Ln(#D.U.)+0.27 ; (63%in/37%out)				

Source: Kiser Traffic and Engineering, LLC. ITE Trip Generation, 11th Edition.

The MDOT Access Management Manual lists 100 peak hour trips as the threshold for requiring a traffic study. The site traffic was assigned to the adjacent roadway network based on the demographic distribution of surrounding area and the existing and future roadway network. The site generated traffic volumes are shown in **Figure 4**.

The buildout of the project site is planned to be completed in 2025. To forecast traffic to the opening year (2025), the census data for City of Hattiesburg and Lamar County were researched to compare the population changes since 1990. The historical population changes are listed in **Table 2**.

Table 2 - Historical Population Changes

Location	Population by Year				1990-2020 Percent Change	2010-2020 Compound Annual Growth
	1990	2000	2010	2020		
Lamar County	30,424	40,211	56,109	64,165	111%	1.4%
Hattiesburg	45,221	45,246	45,782	47,275	5%	0.3%

Source: US Census.gov, Kiser Traffic and Engineering, 2024.

Lamar County shows significant growth from 1990 to 2020, but a lower population growth (1.4% annually) in the last 10 years. Traffic volume trends were researched on US Highway 98 through MDOT daily traffic volume records. The MDOT historical count information east and west of the project site was obtained. The daily volume information from the count sites is summarized in **Table 3**.

Table 3 – Historical Daily Traffic Volumes by Year

Roadway	Count Year				
	2017	2018	2019	2021	2022
Hardy St – E of Weathersby	51,000	52,000	52,000	53,000	52,000
Hardy St – W of Weathersby	39,000	38,000	38,000	36,000	36,000

Source: MDOT 2024. Count location #370133 & #370130. Kiser Traffic and Engineering, 2024.



March 4, 2024

Based on MDOT's traffic records, the daily traffic volumes on US Highway 98 east and west of the site have either decreased or remained unchanged between 2021 and 2022. Existing traffic (2024 non-site) was increased by 2% annually to account for background growth in the area. The projected 2025 Total Traffic is shown in **Figure 5**. The intersection volume calculations are provided as an attachment to this letter/report.

Traffic Impacts

The intersection delays were evaluated using the information provided in the Highway Capacity Manual to evaluate the levels-of-service (LOS) for the study intersections. The LOS analysis included the existing (Year 2024) and future traffic (2025-Total traffic at buildout). The intersections identified in this analysis include the adjacent unsignalized intersections of Cottage Drive/Methodist Blvd, North Mall Drive/Weathersby Road, and the proposed site driveway on Weathersby Road – north of the North Mall driveway. The analysis also included the signalized intersection of Weathersby Road/Methodist Blvd/Turtle Creek Drive. The capacity analysis sheets are provided as an attachment to this letter/report. The capacity analysis results are summarized in **Tables 4 and 5**.

Table 4-Year 2024 Existing Traffic - Capacity Analysis Summary

Signalized Intersection	Time Period	Approach LOS				Intersection LOS							
		EB	WB	NB	SB								
Weathersby Rd/ Methodist Blvd	AM Peak	D	C	A	A	A-8.3 sec							
	PM Peak	C	C	A	A	B-16.0 sec							
All-Way Stop Intersection	Time Period	Approach LOS				Intersection LOS							
		EB	WB	NB	SB								
Cottage Drive/ Methodist Blvd	AM Peak	A	A	-	A	A-7.5 sec							
	PM Peak	A	A	-	A	A-7.6 sec							
Unsignalized Intersections	Time Period	Critical Movement Level of Service											
		Eastbound			Westbound			Northbound			Southbound		
		Lt	Th	Rt	Lt	Th	Rt	Lt	Th	Rt	Lt	Th	Rt
Weathersby Rd/ N. Mall Driveway	AM Peak	B	-	B	-	-	-	A	-	-	-	-	A
	PM Peak	B	-	B	-	-	-	A	-	-	-	-	A

Source: Kiser Traffic and Engineering, 2024, HCM 6th Edition.

Table 5- Year 2025 Total Traffic - Capacity Analysis Summary

Signalized Intersection	Time Period	Approach LOS				Intersection LOS							
		EB	WB	NB	SB								
Weathersby Rd/ Methodist Blvd	AM Peak	D	C	A	A	A-8.3 sec							
	PM Peak	C	C	A	A	B-15.7 sec							
All-Way Stop Intersection	Time Period	Approach LOS				Intersection LOS							
		EB	WB	NB	SB								
Cottage Drive/ Methodist Blvd	AM Peak	A	A	-	A	A-7.5 sec							
	PM Peak	A	A	-	A	A-7.6 sec							
Unsignalized Intersections	Time Period	Critical Movement Level of Service											
		Eastbound			Westbound			Northbound			Southbound		
		Lt	Th	Rt	Lt	Th	Rt	Lt	Th	Rt	Lt	Th	Rt
Weathersby Rd/ New Site Drive	AM Peak	-	-	-	B	-	B	-	-	A	A	-	-
	PM Peak	-	-	-	B	-	B	-	-	A	A	-	-
Weathersby Rd/ N. Mall Driveway	AM Peak	B	-	B	-	-	-	A	-	-	-	-	A
	PM Peak	B	-	B	-	-	-	A	-	-	-	-	A

Source: Kiser Traffic and Engineering, 2024.



March 4, 2024

The capacity analysis reveals that the proposed site driveway and adjacent intersections are forecast to operate at acceptable levels with the development of the project site. The existing (2024) traffic volumes and 2025 total traffic volumes are shown to operate with minimal delays in both the AM and PM peak hours. The capacity analysis sheets are provided as attachments to this letter.

Residential Street Impacts

The traffic volume impacts to Hamlet Drive were evaluated. On residential streets that have direct driveways in residential neighborhoods, these streets typically have 1,000 vehicles per day or less in neighborhood design. As volumes exceed 1,000 vehicles per day, having a direct driveway is not as easy to back in/out of, and the roadway serves more as a Collector street than a Residential street. The 12 hour total traffic volume on Cottage Drive was 279 vehicles from 6 AM to 6 PM. With 75% of daily traffic typically occurring within this 12 hour period, this would equate to 372 vehicles per day on Cottage Drive at Methodist Blvd – existing. With 20% of the project site traffic anticipated to use Cottage Drive, this is calculated to add 111 vehicles per day to this southern access, totaling 483 vehicles per day. Even if 100% of the traffic used Cottage Drive, this would total 925 vehicles per day, based on the Trip Generation formulas, and still be below the 1000 vehicles per day desired volume.

With the 90 degree intersections at Hamlet Drive/Cottage Drive and in Cottage Drive west of Turtle Crossing, and the proposed “Stop” control for north/south traffic on the extension of Hamlet Drive to the north, these curves and traffic control reduce the speed potential for vehicles in the Cottages subdivision, which contributes to the residential character of these internal residential streets.

Recommendations

No major street capacity related issues are anticipated with the development of the project site with 52 single family homes based on the traffic counts and calculated site trip generation of the proposed development. The existing intersection of Cottage Drive/Methodist Blvd is recommended to add the “All Way” plaques to the existing R1-1 “Stop” Signs at the intersection, along with restriping the Stop Line for the southbound approach to meet minimum width standards (12”-24”), and the broken sidewalk ramp repaired with the addition of truncated domes. If you have any questions or comments regarding this analysis, please call me at (601) 720-0262.

Sincerely,

Kiser Traffic and Engineering, LLC

A handwritten signature in blue ink, reading "Jonathan Kiser".

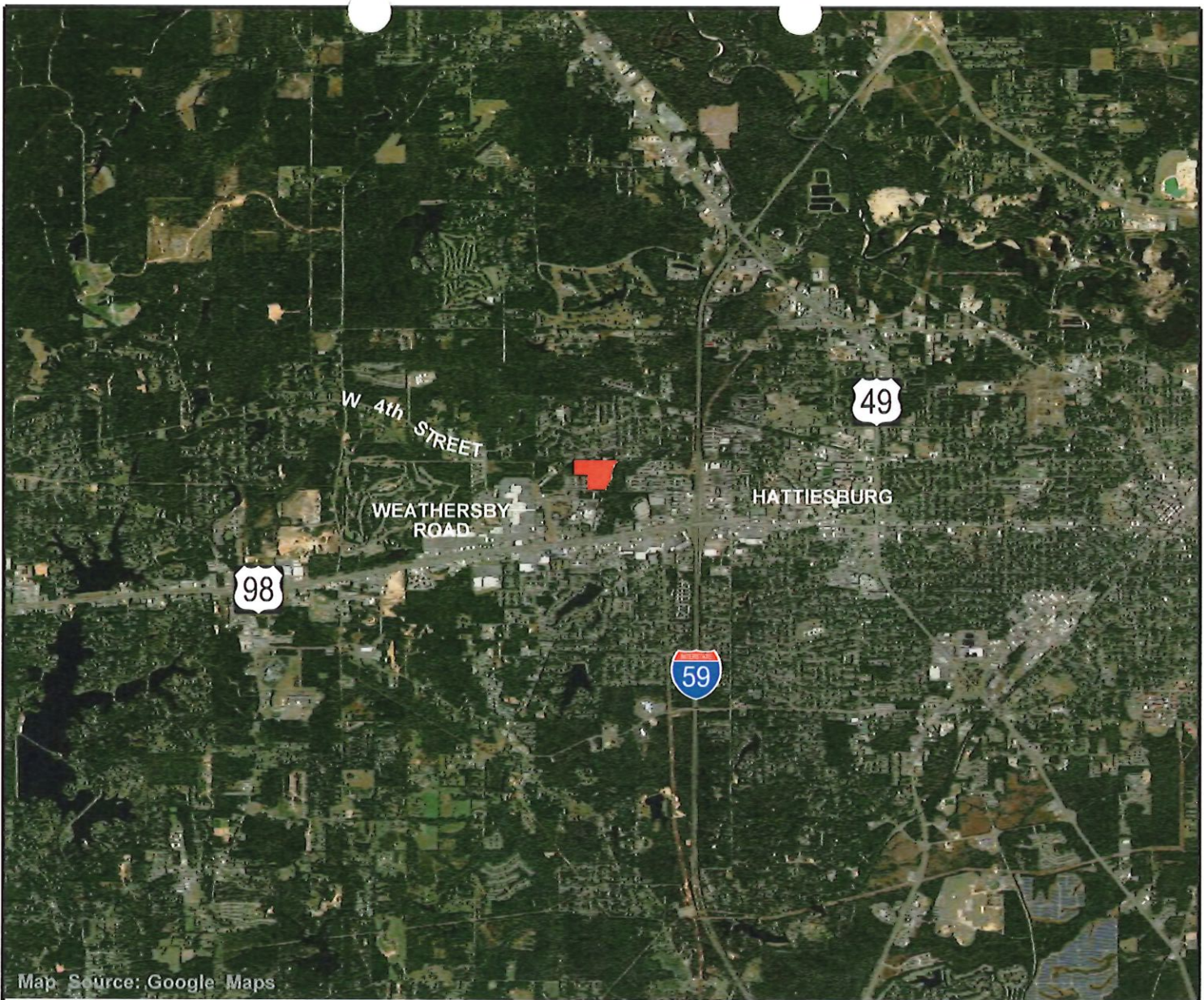
Jonathan A. Kiser, P.E., PTOE, PTP
Professional Traffic Engineer &
Transportation Planner

Attachments: Figure 1 – Vicinity Map
Figure 2 – Site Plan
Figure 3 – Year 2024 Existing Traffic
Figure 4 – Site Traffic Assignment
Figure 5 – Year 2025 Total Traffic



March 4, 2024

Volume Calculation Sheets	A1-4
Traffic count – Methodist Blvd/Cottage Drive	A5-10
Weathersby Rd/N. Mall Drive	A11-16
Methodist Blvd/Weathersby Rd/Turtle Crk Dr	A17-19
HCS Capacity Analysis Sheets	A20-33
2024 Existing AM/PM	A20-25
2025 Total Traffic AM/PM	A26-33



LAMAR COUNTY

PROJECT
SITE



N.T.S.

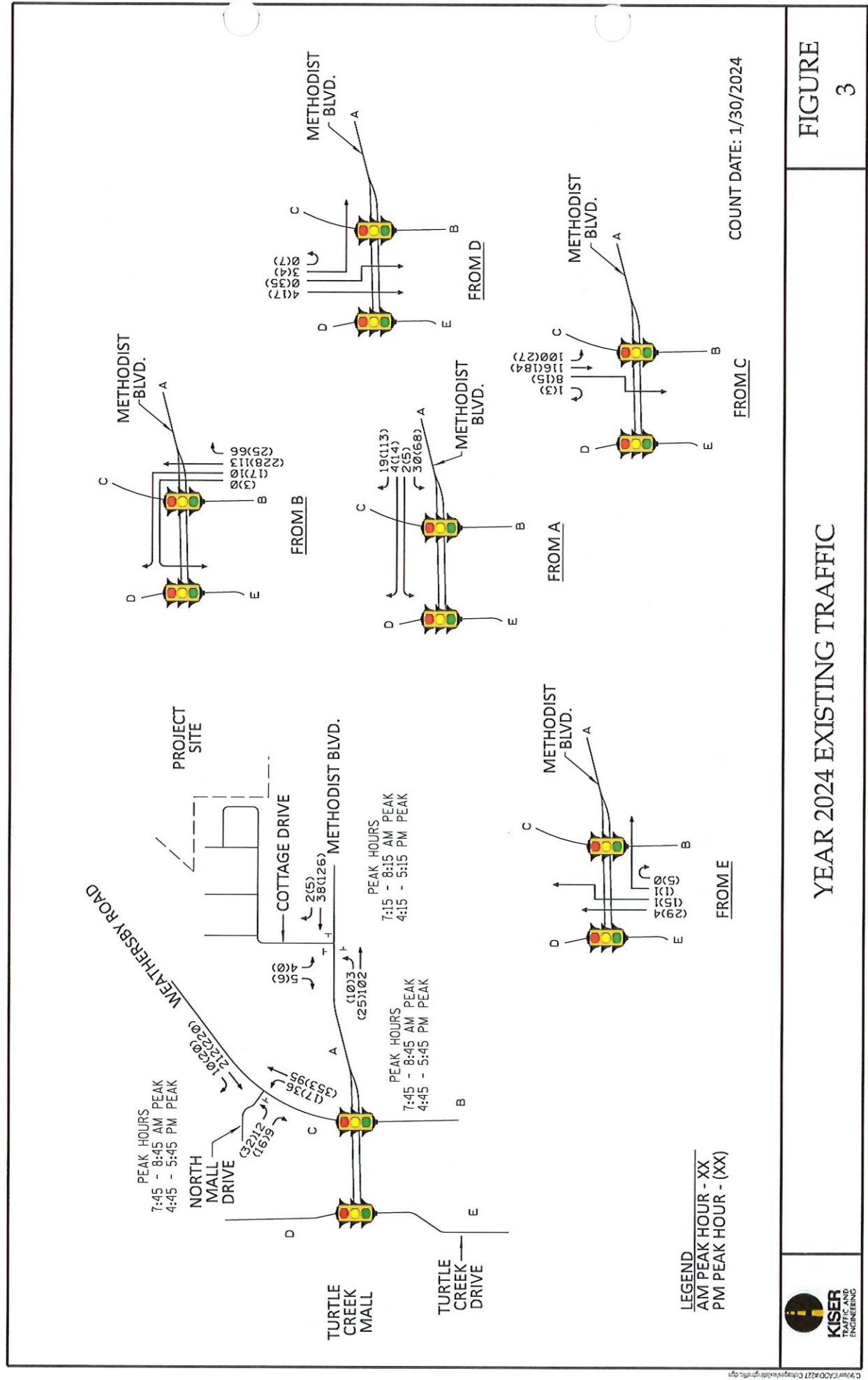


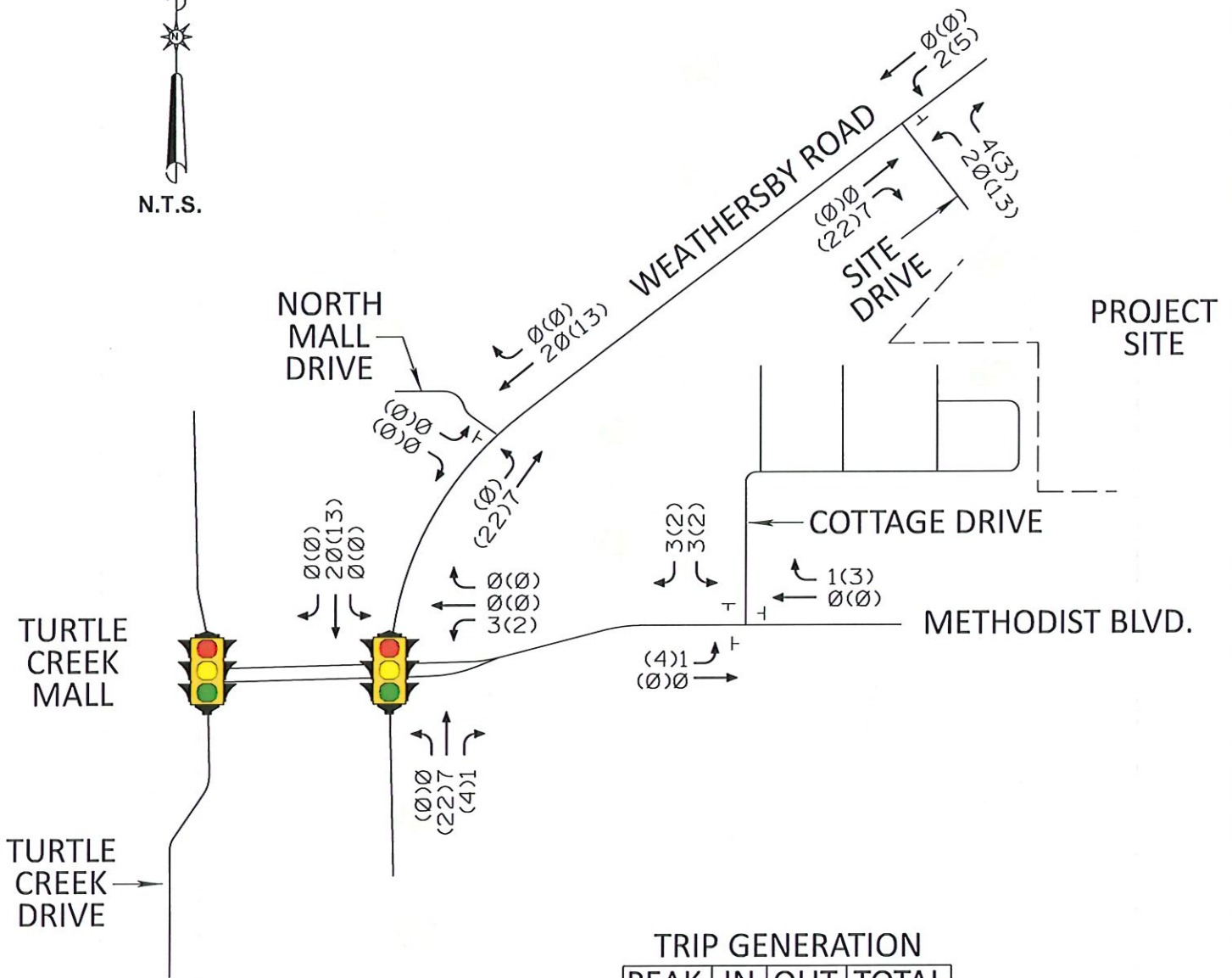
KISER
TRAFFIC AND
ENGINEERING

VICINITY MAP

FIGURE

1





SITE TRAFFIC ASSIGNMENT

FIGURE
4

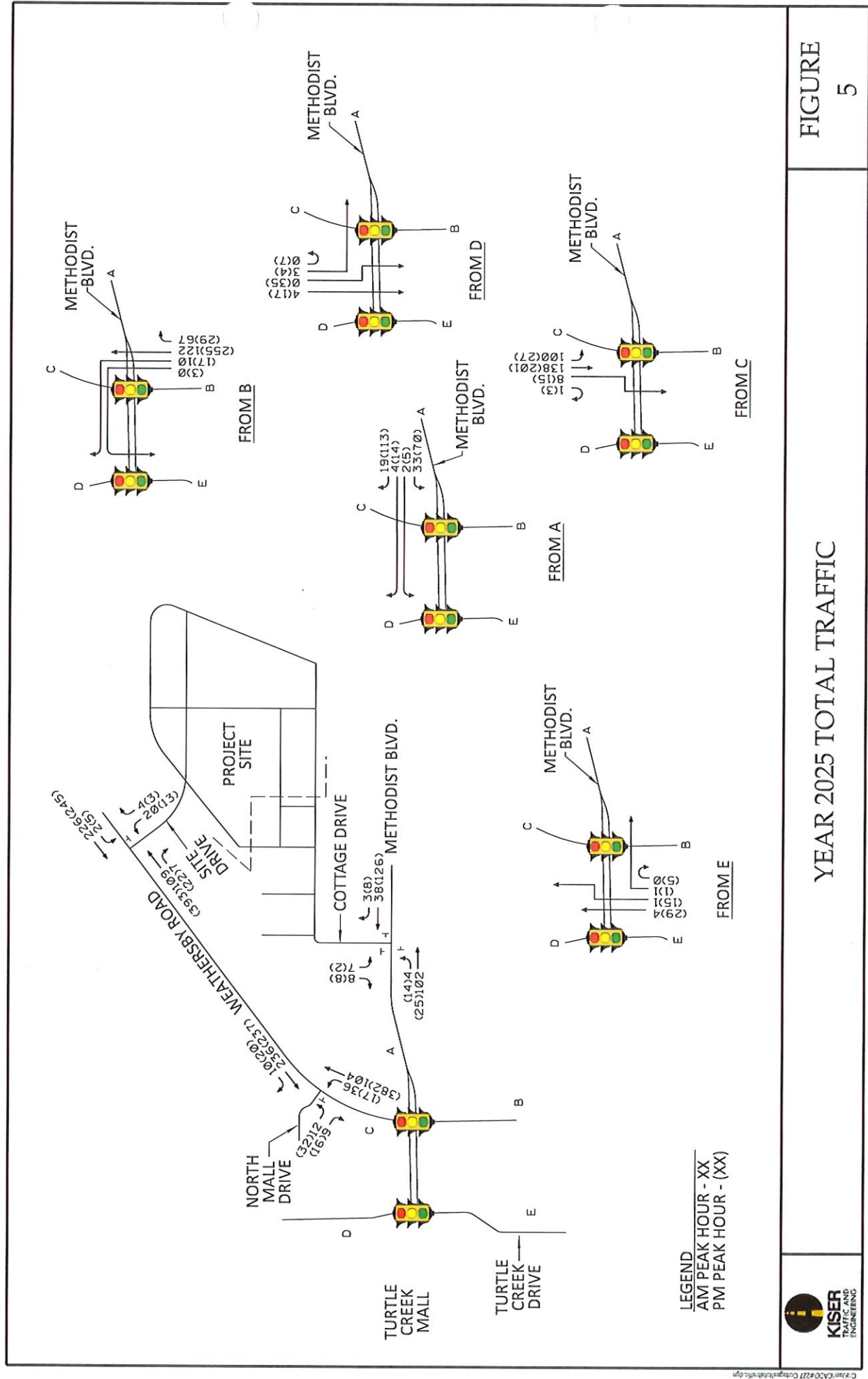


FIGURE 5

YEAR 2025 TOTAL TRAFFIC



Cottage Drive/Methodist Blvd

Seasonal Adjustment Factor 1
Annual Growth Factor 2.0%
Base Year 2024
Horizon Year 1 2025

Start Time	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
AM Peak Hour													
2024 Existing Traffic	0	0	0	4	0	5	3	102	0	0	38	2	154
2025 Non-Site Traffic	0	0	0	4	0	5	3	102	0	0	38	2	154
Site Traffic	0	0	0	3	0	3	1	0	0	0	0	1	8
2025 Total Traffic	0	0	0	7	0	8	4	102	0	0	38	3	162
PM Peak Hour													
2024 Existing Traffic	0	0	0	0	0	6	10	25	0	0	126	5	172
2025 Non-Site Traffic	0	0	0	0	0	6	10	25	0	0	126	5	172
Site Traffic	0	0	0	2	0	2	4	0	0	0	0	3	11
2025 Total Traffic	0	0	0	2	0	8	14	25	0	0	126	8	183

Source: Kiser Traffic and Engineering, 2024. Count Date 1/30/2024.

Methodist Blvd/Weathersby Rd

Seasonal Adjustment Factor
Annual Growth Factor
Base Year
Horizon Year 1

1
2.0%
2024
2025

Start Time	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
AM Peak Hour													
2024 Existing Traffic	10	113	66	100	116	9	1	4	0	30	6	19	474
2025 Non-Site Traffic	10	115	66	100	118	9	1	4	0	30	6	19	478
Site Traffic	0	7	1	0	20	0	0	0	0	3	0	0	31
2025 Total Traffic	10	122	67	100	138	9	1	4	0	33	6	19	509
PM Peak Hour													
2024 Existing Traffic	20	228	25	27	184	18	22	5	40	68	19	113	769
2025 Non-Site Traffic	20	233	25	27	188	18	22	5	40	68	19	113	778
Site Traffic	0	22	4	0	13	0	0	0	0	2	0	0	41
2025 Total Traffic	20	255	29	27	201	18	22	5	40	70	19	113	819

Source: Kiser Traffic and Engineering, 2024. Count Date 1/30/2024.

Weathersby Rd/N. Mall Access

Seasonal Adjustment Factor 1
 Annual Growth Factor 2.0%
 Base Year 2024
 Horizon Year 1 2025

Start Time	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
AM Peak Hour													
2024 Existing Traffic	36	95	0	0	212	10	12	0	9	0	0	0	374
2025 Non-Site Traffic	36	97	0	0	216	10	12	0	9	0	0	0	380
Site Traffic	0	7	0	0	20	0	0	0	0	0	0	0	27
2025 Total Traffic	36	104	0	0	236	10	12	0	9	0	0	0	407
PM Peak Hour													
2024 Existing Traffic	17	353	0	0	220	20	32	0	16	0	0	0	658
2025 Non-Site Traffic	17	360	0	0	224	20	32	0	16	0	0	0	669
Site Traffic	0	22	0	0	13	0	0	0	0	0	0	0	35
2025 Total Traffic	17	382	0	0	237	20	32	0	16	0	0	0	704

Source: Kiser Traffic and Engineering, 2024. Count Date 1/30/2024.

Weathersby Rd/New Site Drive

Seasonal Adjustment Factor 1
 Annual Growth Factor 2.0%
 Base Year 2024
 Horizon Year 1 2025

Start Time	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
AM Peak Hour													
2024 Existing Traffic	0	107	0		222								329
2025 Non-Site Traffic	0	109	0	0	226	0	0	0	0	0	0	0	335
Site Traffic	0	0	7	2	0	0	0	0	0	20	0	4	33
2025 Total Traffic	0	109	7	2	226	0	0	0	0	20	0	4	368
PM Peak Hour													
2024 Existing Traffic	0	385	0		240								625
2025 Non-Site Traffic	0	393	0	0	245	0	0	0	0	0	0	0	638
Site Traffic	0	0	22	5	0	0	0	0	0	13	0	3	43
2025 Total Traffic	0	393	22	5	245	0	0	0	0	13	0	3	681

Source: Kiser Traffic and Engineering, 2024. Count Date 1/30/2024.

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

Intersection: Cottage Dr-Methodist Blvd
Counter: Spack (Video)
County/State: Hattiesburg/MS
Weather: Clear/Dry

File Name : methodist-cottage
Site Code : 00000000
Start Date : 1/30/2024
Page No : 1

Groups Printed- Autos - Heavy Veh

Start Time	Cottage Dr Southbound					Methodist Blvd Westbound					N/A Northbound					Methodist Blvd Eastbound					Int. Total
	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	8
06:15 AM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	10	0	0	10	14
06:30 AM	1	0	1	0	2	0	5	1	0	6	0	0	0	0	0	1	20	0	0	21	29
06:45 AM	2	0	1	0	3	0	3	0	0	3	0	0	0	0	0	2	18	0	0	20	26
Total	4	0	2	0	6	0	11	1	0	12	0	0	0	0	0	3	56	0	0	59	77
07:00 AM	0	0	0	0	0	0	9	1	0	10	0	0	0	0	0	0	21	0	0	21	31
07:15 AM	0	0	1	0	1	0	12	1	0	13	0	0	0	0	0	2	24	0	0	26	40
07:30 AM	2	0	2	0	4	0	12	0	0	12	0	0	0	0	0	0	24	0	0	24	40
07:45 AM	1	0	1	0	2	0	6	0	0	6	0	0	0	0	0	0	34	0	0	34	42
Total	3	0	4	0	7	0	39	2	0	41	0	0	0	0	0	2	103	0	0	105	153
08:00 AM	1	0	1	0	2	0	8	1	0	9	0	0	0	0	0	1	20	0	0	21	32
08:15 AM	1	0	0	0	1	0	10	1	0	11	0	0	0	0	0	0	21	0	0	21	33
08:30 AM	0	0	3	0	3	0	13	0	0	13	0	0	0	0	0	1	17	0	0	18	34
08:45 AM	2	0	1	0	3	0	5	1	0	6	0	0	0	0	0	0	16	0	0	16	25
Total	4	0	5	0	9	0	36	3	0	39	0	0	0	0	0	2	74	0	0	76	124
09:00 AM	0	0	3	0	3	0	11	0	0	11	0	0	0	0	0	2	13	0	0	15	29
09:15 AM	1	0	4	0	5	0	11	2	0	13	0	0	0	0	0	1	14	0	0	15	33
09:30 AM	2	0	1	0	3	0	12	3	0	15	0	0	0	0	0	2	14	0	0	16	34
09:45 AM	0	0	4	0	4	0	11	1	0	12	0	0	0	0	0	3	9	0	0	12	28
Total	3	0	12	0	15	0	45	6	0	51	0	0	0	0	0	8	50	0	0	58	124
10:00 AM	0	0	2	0	2	0	5	0	0	5	0	0	0	0	0	1	12	0	0	13	20
10:15 AM	0	0	1	0	1	0	19	2	0	21	0	0	0	0	0	1	14	0	0	15	37
10:30 AM	0	0	3	0	3	0	12	0	0	12	0	0	0	0	0	2	17	0	0	19	34
10:45 AM	0	0	4	0	4	0	16	1	0	17	0	0	0	0	0	5	13	0	0	18	39
Total	0	0	10	0	10	0	52	3	0	55	0	0	0	0	0	9	56	0	0	65	130
11:00 AM	0	0	5	0	5	0	15	0	0	15	0	0	0	0	0	3	12	0	0	15	35
11:15 AM	0	0	4	0	4	0	18	1	0	19	0	0	0	0	0	3	5	0	0	8	31
11:30 AM	0	0	2	0	2	0	9	0	0	9	0	0	0	0	0	2	10	0	0	12	23
11:45 AM	0	0	2	0	2	0	23	1	0	24	0	0	0	0	0	2	15	0	0	17	43
Total	0	0	13	0	13	0	65	2	0	67	0	0	0	0	0	10	42	0	0	52	132
12:00 PM	1	0	2	0	3	0	22	1	0	23	0	0	0	0	0	0	11	0	0	11	37
12:15 PM	0	0	4	0	4	0	22	0	0	22	0	0	0	0	0	1	16	0	0	17	43
12:30 PM	2	0	3	0	5	0	14	1	0	15	0	0	0	0	0	4	19	0	0	23	43
12:45 PM	2	0	3	0	5	0	18	2	0	20	0	0	0	0	0	5	17	0	0	22	47
Total	5	0	12	0	17	0	76	4	0	80	0	0	0	0	0	10	63	0	0	73	170
01:00 PM	1	0	2	0	3	0	13	4	0	17	0	0	0	0	0	3	20	0	0	23	43
01:15 PM	2	0	3	0	5	0	10	2	0	12	0	0	0	0	0	1	17	0	0	18	35
01:30 PM	0	0	1	0	1	0	15	0	0	15	0	0	0	0	0	1	9	0	0	10	26
01:45 PM	2	0	2	0	4	0	15	0	0	15	0	0	0	0	0	1	8	0	0	9	28
Total	5	0	8	0	13	0	53	6	0	59	0	0	0	0	0	6	54	0	0	60	132
02:00 PM	1	0	4	0	5	0	18	1	0	19	0	0	0	0	0	5	9	0	0	14	38

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

Intersection: Cottage Dr-Methodist Blvd
Counter: Spack (Video)
County/State: Hattiesburg/MS
Weather: Clear/Dry

File Name : methodist-cottage
Site Code : 00000000
Start Date : 1/30/2024
Page No : 2

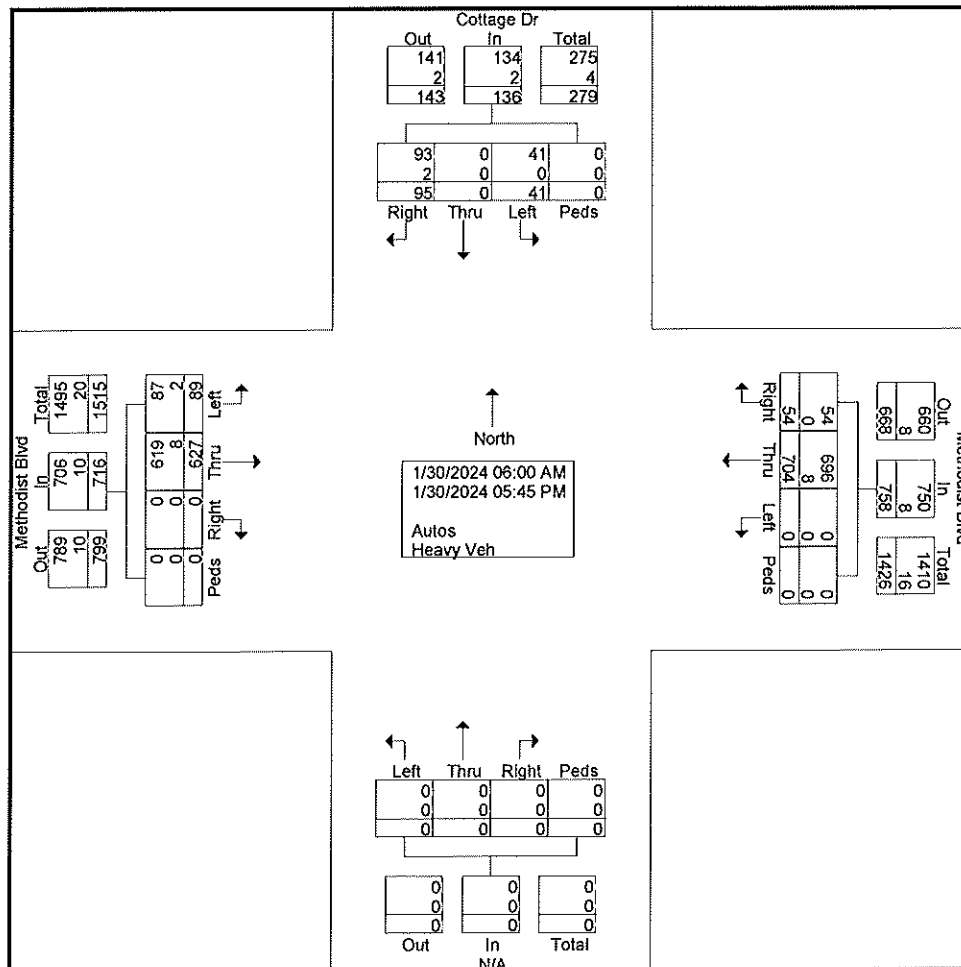
Groups Printed- Autos - Heavy Veh

Start Time	Cottage Dr Southbound					Methodist Blvd Westbound					N/A Northbound					Methodist Blvd Eastbound					Int. Total
	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	
02:15 PM	1	0	1	0	2	0	12	0	0	12	0	0	0	0	0	3	11	0	0	14	28
02:30 PM	0	0	0	0	0	0	23	2	0	25	0	0	0	0	0	0	5	0	0	5	30
02:45 PM	0	0	2	0	2	0	26	2	0	28	0	0	0	0	0	1	12	0	0	13	43
Total	2	0	7	0	9	0	79	5	0	84	0	0	0	0	0	9	37	0	0	46	139
03:00 PM	2	0	2	0	4	0	12	2	0	14	0	0	0	0	0	2	11	0	0	13	31
03:15 PM	4	0	4	0	8	0	19	1	0	20	0	0	0	0	0	2	9	0	0	11	39
03:30 PM	1	0	4	0	5	0	16	1	0	17	0	0	0	0	0	3	13	0	0	16	38
03:45 PM	4	0	1	0	5	0	15	0	0	15	0	0	0	0	0	3	8	0	0	11	31
Total	11	0	11	0	22	0	62	4	0	66	0	0	0	0	0	10	41	0	0	51	139
04:00 PM	2	0	1	0	3	0	17	0	0	17	0	0	0	0	0	2	7	0	0	9	29
04:15 PM	0	0	3	0	3	0	19	0	0	19	0	0	0	0	0	3	6	0	0	9	31
04:30 PM	0	0	2	0	2	0	31	1	0	32	0	0	0	0	0	2	5	0	0	7	41
04:45 PM	0	0	1	0	1	0	32	0	0	32	0	0	0	0	0	2	4	0	0	6	39
Total	2	0	7	0	9	0	99	1	0	100	0	0	0	0	0	9	22	0	0	31	140
05:00 PM	0	0	0	0	0	0	44	4	0	48	0	0	0	0	0	3	10	0	0	13	61
05:15 PM	1	0	0	0	1	0	15	2	0	17	0	0	0	0	0	1	5	0	0	6	24
05:30 PM	0	0	1	0	1	0	17	4	0	21	0	0	0	0	0	2	8	0	0	10	32
05:45 PM	1	0	3	0	4	0	11	7	0	18	0	0	0	0	0	5	6	0	0	11	33
Total	2	0	4	0	6	0	87	17	0	104	0	0	0	0	0	11	29	0	0	40	150
Grand Total	41	0	95	0	136	0	704	54	0	758	0	0	0	0	0	89	627	0	0	716	1610
Apprch %	30.1	0	69.9	0		0	92.9	7.1	0		0	0	0	0		12.4	87.6	0	0		
Total %	2.5	0	5.9	0	8.4	0	43.7	3.4	0	47.1	0	0	0	0	0	5.5	38.9	0	0	44.5	
Autos	41	0	93	0	134	0	696	54	0	750	0	0	0	0	0	87	619	0	0	706	1590
% Autos	100	0	97.9	0	98.5	0	98.9	100	0	98.9	0	0	0	0	0	97.8	98.7	0	0	98.6	98.8
Heavy Veh	0	0	2	0	2	0	8	0	0	8	0	0	0	0	0	2	8	0	0	10	20
% Heavy Veh	0	0	2.1	0	1.5	0	1.1	0	0	1.1	0	0	0	0	0	2.2	1.3	0	0	1.4	1.2

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

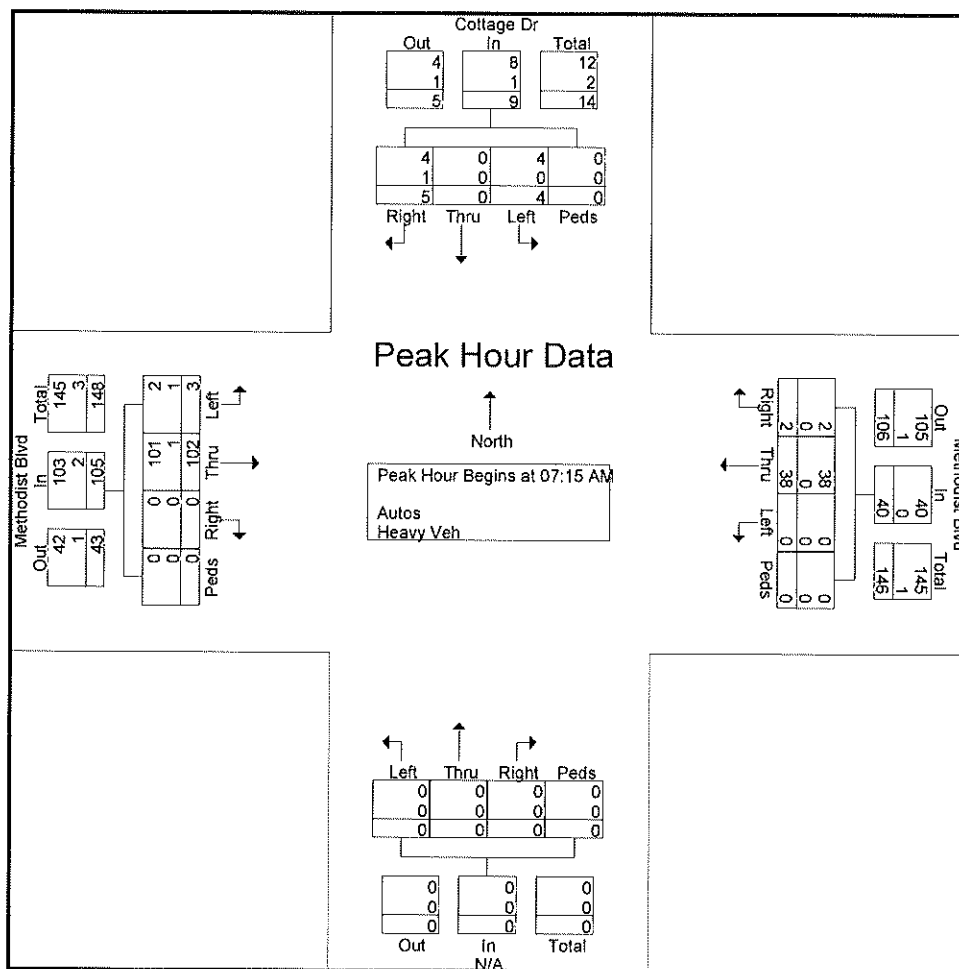
Intersection: Cottage Dr-Methodist Blvd
Counter: Spack (Video)
County/State: Hattiesburg/MS
Weather: Clear/Dry

File Name : methodist-cottage
Site Code : 00000000
Start Date : 1/30/2024
Page No : 3



File Name : methodist-cottage
Site Code : 00000000
Start Date : 1/30/2024
Page No : 4

	Cottage Dr Southbound					Methodist Blvd Westbound					N/A Northbound					Methodist Blvd Eastbound					
Start Time	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	1	0	1	0	12	1	0	13	0	0	0	0	0	2	24	0	0	26	40
07:30 AM	2	0	2	0	4	0	12	0	0	12	0	0	0	0	0	0	24	0	0	24	40
07:45 AM	1	0	1	0	2	0	6	0	0	6	0	0	0	0	0	0	34	0	0	34	42
08:00 AM	1	0	1	0	2	0	8	1	0	9	0	0	0	0	0	1	20	0	0	21	32
Total Volume	4	0	5	0	9	0	38	2	0	40	0	0	0	0	0	3	102	0	0	105	154
% App. Total	44.4	0	55.6	0		0	95	5	0		0	0	0	0		2.9	97.1	0	0		
PHF	.500	.000	.625	.000	.563	.000	.792	.500	.000	.769	.000	.000	.000	.000	.000	.375	.750	.000	.000	.772	.917
Autos	4	0	4	0	8	0	38	2	0	40	0	0	0	0	0	2	101	0	0	103	151
% Autos	100	0	80.0	0	88.9	0	100	100	0	100	0	0	0	0	0	68.7	99.0	0	0	98.1	98.1
Heavy Veh	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	3
% Heavy Veh	0	0	20.0	0	11.1	0	0	0	0	0	0	0	0	0	0	33.3	1.0	0	0	1.9	1.9

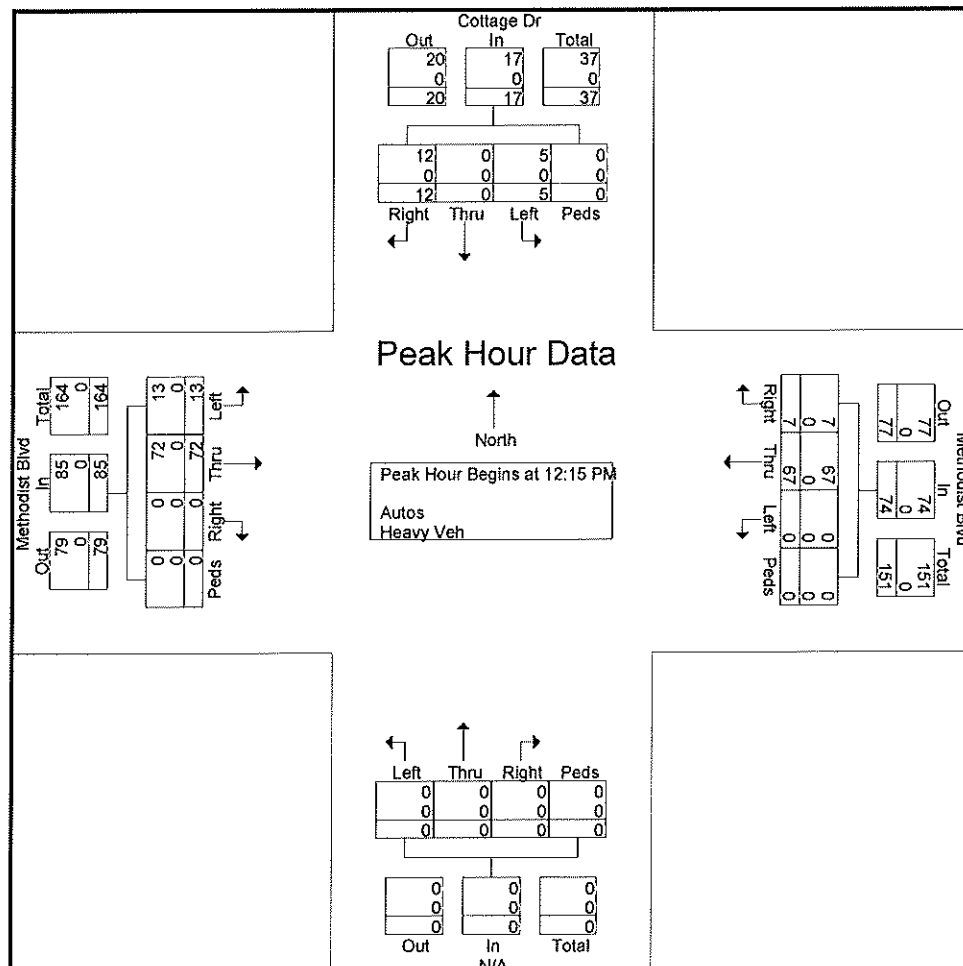


Kiser Traffic and Engineering, LLC
P.O. Box 2441, Madison, MS 39130

Intersection: Cottage Dr-Methodist Blvd
Counter: Spack (Video)
County/State: Hattiesburg/MS
Weather: Clear/Dry

File Name : methodist-cottage
Site Code : 00000000
Start Date : 1/30/2024
Page No : 5

	Cottage Dr Southbound					Methodist Blvd Westbound					N/A Northbound					Methodist Blvd Eastbound					
Start Time	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:15 PM																					
12:15 PM	0	0	4	0	4	0	22	0	0	22	0	0	0	0	0	1	16	0	0	17	43
12:30 PM	2	0	3	0	5	0	14	1	0	15	0	0	0	0	0	4	19	0	0	23	43
12:45 PM	2	0	3	0	5	0	18	2	0	20	0	0	0	0	0	5	17	0	0	22	47
01:00 PM	1	0	2	0	3	0	13	4	0	17	0	0	0	0	0	3	20	0	0	23	43
Total Volume	5	0	12	0	17	0	67	7	0	74	0	0	0	0	0	13	72	0	0	85	176
% App. Total	29.4	0	70.6	0		0	90.5	9.5	0		0	0	0	0		15.3	84.7	0	0		
PHF	.625	.000	.750	.000	.850	.000	.761	.438	.000	.841	.000	.000	.000	.000	.000	.650	.900	.000	.000	.924	.936
Autos	5	0	12	0	17	0	67	7	0	74	0	0	0	0	0	13	72	0	0	85	176
% Autos	100	0	100	0	100	0	100	100	0	100	0	0	0	0	0	100	100	0	0	100	100
Heavy Veh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Veh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

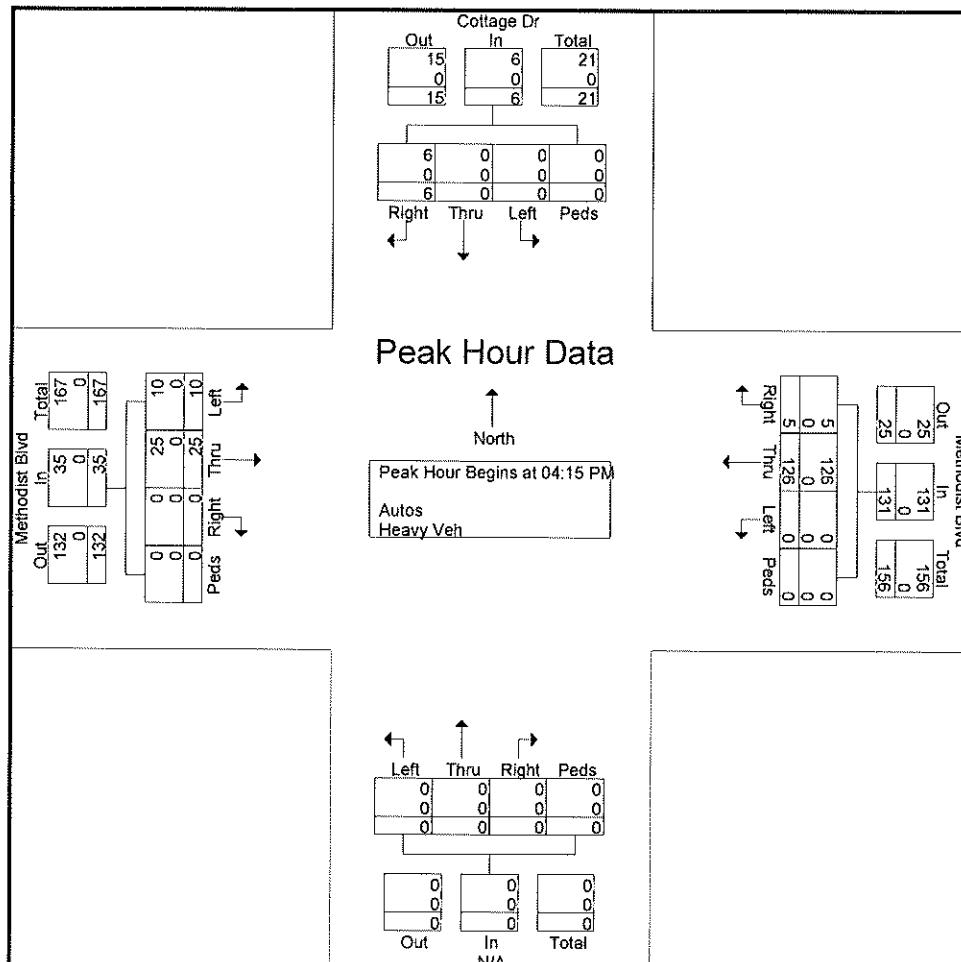


Kiser Traffic and Engineering, LLC
P.O. Box 2441, Madison, MS 39130

Intersection: Cottage Dr-Methodist Blvd
Counter: Spack (Video)
County/State: Hattiesburg/MS
Weather: Clear/Dry

File Name : methodist-cottage
Site Code : 00000000
Start Date : 1/30/2024
Page No : 6

	Cottage Dr Southbound					Methodist Blvd Westbound					N/A Northbound					Methodist Blvd Eastbound					
Start Time	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	0	3	0	3	0	19	0	0	19	0	0	0	0	0	3	6	0	0	9	31
04:30 PM	0	0	2	0	2	0	31	1	0	32	0	0	0	0	0	2	5	0	0	7	41
04:45 PM	0	0	1	0	1	0	32	0	0	32	0	0	0	0	0	2	4	0	0	6	39
05:00 PM	0	0	0	0	0	0	44	4	0	48	0	0	0	0	0	3	10	0	0	13	61
Total Volume	0	0	6	0	6	0	126	5	0	131	0	0	0	0	0	10	25	0	0	35	172
% App. Total	0	0	100	0		0	96.2	3.8	0		0	0	0	0		28.6	71.4	0	0		
PHF	.000	.000	.500	.000	.500	.000	.716	.313	.000	.682	.000	.000	.000	.000	.000	.833	.625	.000	.000	.673	.705
Autos	0	0	6	0	6	0	126	5	0	131	0	0	0	0	0	10	25	0	0	35	172
% Autos	0	0	100	0	100	0	100	100	0	100	0	0	0	0	0	100	100	0	0	100	100
Heavy Veh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Veh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



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

Intersection: Old 63/Walmart S Dr
Counter: Spack (Video)
County/State: Lucedale/MS
Weather: Clear/Dry

File Name : N-Mall-Dr-Weath
Site Code : 00000000
Start Date : 1/30/2024
Page No : 1

Groups Printed- Autos - Heavy Veh

Start Time	Weathersby Southbound					N/A Westbound					Weathersby Northbound					N Mall Drive Eastbound					Int. Total
	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	
06:00 AM	0	12	1	0	13	0	0	0	0	0	1	6	0	0	7	2	0	0	0	2	22
06:15 AM	0	15	0	0	15	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	24
06:30 AM	0	15	2	0	17	0	0	0	0	0	0	9	0	0	9	2	0	0	0	2	28
06:45 AM	0	18	1	0	19	0	0	0	0	0	1	9	0	0	10	1	0	1	0	2	31
Total	0	60	4	0	64	0	0	0	0	0	2	32	0	0	34	5	0	2	0	7	105
07:00 AM	0	38	0	0	38	0	0	0	0	0	2	21	0	0	23	1	0	0	0	1	62
07:15 AM	0	31	0	0	31	0	0	0	0	0	1	21	0	0	22	1	0	2	0	3	56
07:30 AM	0	40	2	0	42	0	0	0	0	0	3	20	0	0	23	0	0	0	0	0	65
07:45 AM	0	63	1	0	64	0	0	0	0	0	12	26	0	0	38	3	0	1	0	4	106
Total	0	172	3	0	175	0	0	0	0	0	18	88	0	0	106	5	0	3	0	8	289
08:00 AM	0	56	3	0	59	0	0	0	0	0	8	19	0	0	27	2	0	3	0	5	91
08:15 AM	0	47	3	0	50	0	0	0	0	0	12	23	0	0	35	4	0	2	0	6	91
08:30 AM	0	46	3	0	49	0	0	0	0	0	4	27	0	0	31	3	0	3	0	6	86
08:45 AM	0	35	4	0	39	0	0	0	0	0	8	28	0	0	36	0	0	3	0	3	78
Total	0	184	13	0	197	0	0	0	0	0	32	97	0	0	129	9	0	11	0	20	346
09:00 AM	0	42	5	0	47	0	0	0	0	0	6	27	0	0	33	2	0	6	0	8	88
09:15 AM	0	36	2	0	38	0	0	0	0	0	10	28	0	0	38	1	0	5	0	6	82
09:30 AM	0	42	4	0	46	0	0	0	0	0	7	41	0	0	48	6	0	4	0	10	104
09:45 AM	0	48	7	0	55	0	0	0	0	0	4	26	0	0	30	5	0	6	0	11	96
Total	0	168	18	0	186	0	0	0	0	0	27	122	0	0	149	14	0	21	0	35	370
10:00 AM	0	47	4	0	51	0	0	0	0	0	6	28	0	0	34	3	0	6	0	9	94
10:15 AM	0	52	7	0	59	0	0	0	0	0	5	28	0	0	33	3	0	3	0	6	98
10:30 AM	0	39	4	0	43	0	0	0	0	0	6	30	0	0	36	5	0	7	0	12	91
10:45 AM	0	39	7	0	46	0	0	0	0	0	7	49	0	0	56	5	0	7	0	12	114
Total	0	177	22	0	199	0	0	0	0	0	24	135	0	0	159	16	0	23	0	39	397
11:00 AM	0	54	9	0	63	0	0	0	0	0	6	43	0	0	49	8	0	4	0	12	124
11:15 AM	0	35	5	0	40	0	0	0	0	0	2	34	0	0	36	6	0	7	0	13	89
11:30 AM	0	35	5	0	40	0	0	0	0	0	4	47	0	0	51	4	0	12	0	16	107
11:45 AM	0	60	15	0	75	0	0	0	0	0	2	51	0	0	53	8	0	7	0	15	143
Total	0	184	34	0	218	0	0	0	0	0	14	175	0	0	189	26	0	30	0	56	463
12:00 PM	0	43	5	0	48	0	0	0	0	0	2	56	0	0	58	10	0	4	0	14	120
12:15 PM	0	43	3	0	46	0	0	0	0	0	6	53	0	0	59	7	0	3	0	10	115
12:30 PM	0	61	3	0	64	0	0	0	0	0	9	47	0	0	56	7	0	5	0	12	132
12:45 PM	0	54	2	0	56	0	0	0	0	0	3	40	0	0	43	8	0	4	0	12	111
Total	0	201	13	0	214	0	0	0	0	0	20	196	0	0	216	32	0	16	0	48	478
01:00 PM	0	45	1	0	46	0	0	0	0	0	7	43	0	0	50	9	0	4	0	13	109
01:15 PM	0	56	6	0	62	0	0	0	0	0	7	59	0	0	66	13	0	6	0	19	147
01:30 PM	0	35	6	0	41	0	0	0	0	0	9	59	0	0	68	4	0	5	0	9	118
01:45 PM	0	39	7	0	46	0	0	0	0	0	11	55	0	0	66	5	0	3	0	8	120
Total	0	175	20	0	195	0	0	0	0	0	34	216	0	0	250	31	0	18	0	49	494
02:00 PM	0	54	10	0	64	0	0	0	0	0	6	50	0	0	56	11	0	4	0	15	135

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

Intersection: Old 63/Walmart S Dr
Counter: Spack (Video)
County/State: Lucedale/MS
Weather: Clear/Dry

File Name : N-Mall-Dr-Weath
Site Code : 00000000
Start Date : 1/30/2024
Page No : 2

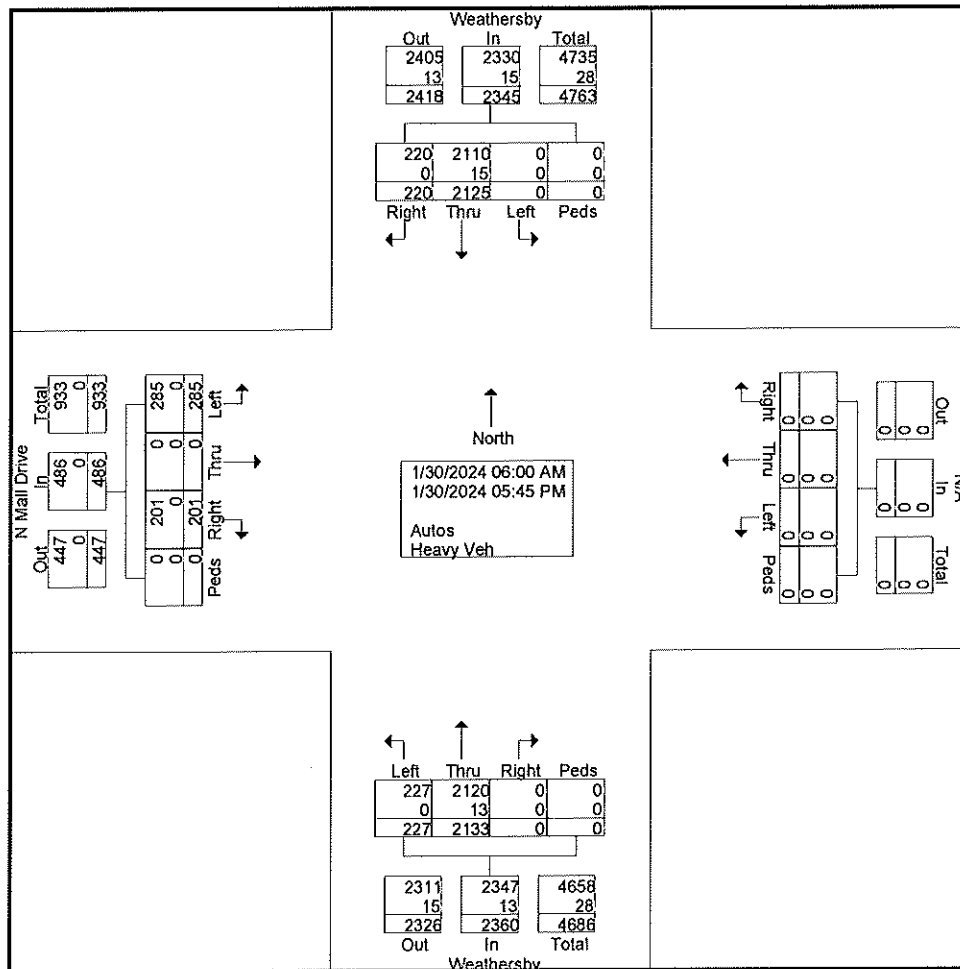
Groups Printed- Autos - Heavy Veh

Start Time	Weathersby Southbound					N/A Westbound					Weathersby Northbound					N Mall Drive Eastbound					Int. Total
	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	
02:15 PM	0	55	4	0	59	0	0	0	0	0	2	59	0	0	61	10	0	5	0	15	135
02:30 PM	0	45	13	0	58	0	0	0	0	0	4	69	0	0	73	6	0	8	0	14	145
02:45 PM	0	50	6	0	56	0	0	0	0	0	5	64	0	0	69	12	0	7	0	19	144
Total	0	204	33	0	237	0	0	0	0	0	17	242	0	0	259	39	0	24	0	63	559
03:00 PM	0	50	8	0	58	0	0	0	0	0	4	59	0	0	63	16	0	5	0	21	142
03:15 PM	0	40	7	0	47	0	0	0	0	0	5	39	0	0	44	9	0	7	0	16	107
03:30 PM	0	48	6	0	54	0	0	0	0	0	3	73	0	0	76	10	0	12	0	22	152
03:45 PM	0	50	6	0	56	0	0	0	0	0	2	55	0	0	57	7	0	6	0	13	126
Total	0	188	27	0	215	0	0	0	0	0	14	226	0	0	240	42	0	30	0	72	527
04:00 PM	0	51	5	0	56	0	0	0	0	0	1	72	0	0	73	7	0	2	0	9	138
04:15 PM	0	51	5	0	56	0	0	0	0	0	3	56	0	0	59	7	0	3	0	10	125
04:30 PM	0	45	3	0	48	0	0	0	0	0	4	51	0	0	55	15	0	2	0	17	120
04:45 PM	0	57	6	0	63	0	0	0	0	0	3	91	0	0	94	6	0	4	0	10	167
Total	0	204	19	0	223	0	0	0	0	0	11	270	0	0	281	35	0	11	0	46	550
05:00 PM	0	69	4	0	73	0	0	0	0	0	10	107	0	0	117	9	0	7	0	16	206
05:15 PM	0	45	5	0	50	0	0	0	0	0	4	76	0	0	80	3	0	2	0	5	135
05:30 PM	0	49	5	0	54	0	0	0	0	0	0	79	0	0	79	14	0	3	0	17	150
05:45 PM	0	45	0	0	45	0	0	0	0	0	0	72	0	0	72	5	0	0	0	5	122
Total	0	208	14	0	222	0	0	0	0	0	14	334	0	0	348	31	0	12	0	43	613
Grand Total	0	2125	220	0	2345	0	0	0	0	0	227	2133	0	0	2360	285	0	201	0	486	5191
Apprch %	0	90.6	9.4	0		0	0	0	0	0	9.6	90.4	0	0		58.6	0	41.4	0		
Total %	0	40.9	4.2	0	45.2	0	0	0	0	0	4.4	41.1	0	0	45.5	5.5	0	3.9	0	9.4	
Autos	0	2110	220	0	2330	0	0	0	0	0	227	2120	0	0	2347	285	0	201	0	486	5163
% Autos	0	99.3	100	0	99.4	0	0	0	0	0	100	99.4	0	0	99.4	100	0	100	0	100	99.5
Heavy Veh	0	15	0	0	15	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	28
% Heavy Veh	0	0.7	0	0	0.6	0	0	0	0	0	0	0.6	0	0	0.6	0	0	0	0	0	0.5

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

Intersection: Old 63/Walmart S Dr
Counter: Spack (Video)
County/State: Lucedale/MS
Weather: Clear/Dry

File Name : N-Mall-Dr-Weath
Site Code : 00000000
Start Date : 1/30/2024
Page No : 3

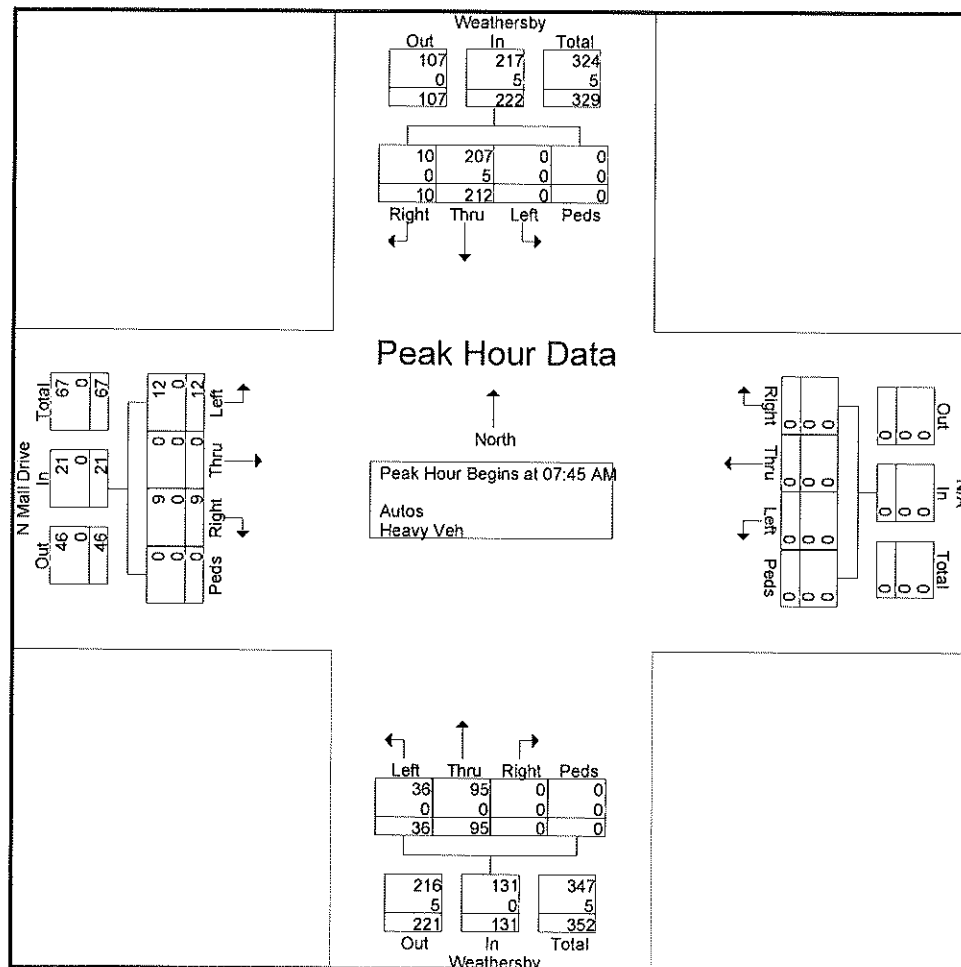


Kiser Traffic and Engineering, LLC
P.O. Box 2441, Madison, MS 39130

Intersection: Old 63/Walmart S Dr
Counter: Spack (Video)
County/State: Lucedale/MS
Weather: Clear/Dry

File Name : N-Mall-Dr-Weath
Site Code : 00000000
Start Date : 1/30/2024
Page No : 4

	Weathersby Southbound					N/A Westbound					Weathersby Northbound					N Mall Drive Eastbound					
Start Time	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	63	1	0	64	0	0	0	0	0	12	26	0	0	38	3	0	1	0	4	106
08:00 AM	0	56	3	0	59	0	0	0	0	0	8	19	0	0	27	2	0	3	0	5	91
08:15 AM	0	47	3	0	50	0	0	0	0	0	12	23	0	0	35	4	0	2	0	6	91
08:30 AM	0	46	3	0	49	0	0	0	0	0	4	27	0	0	31	3	0	3	0	6	86
Total Volume	0	212	10	0	222	0	0	0	0	0	36	95	0	0	131	12	0	9	0	21	374
% App. Total	0	95.5	4.5	0		0	0	0	0		27.5	72.5	0	0		57.1	0	42.9	0		
PHF	.000	.841	.833	.000	.867	.000	.000	.000	.000	.000	.750	.880	.000	.000	.862	.750	.000	.750	.000	.875	.882
Autos	0	207	10	0	217	0	0	0	0	0	36	95	0	0	131	12	0	9	0	21	369
% Autos	0	97.6	100	0	97.7	0	0	0	0	0	100	100	0	0	100	100	0	100	0	100	98.7
Heavy Veh	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
% Heavy Veh	0	2.4	0	0	2.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.3

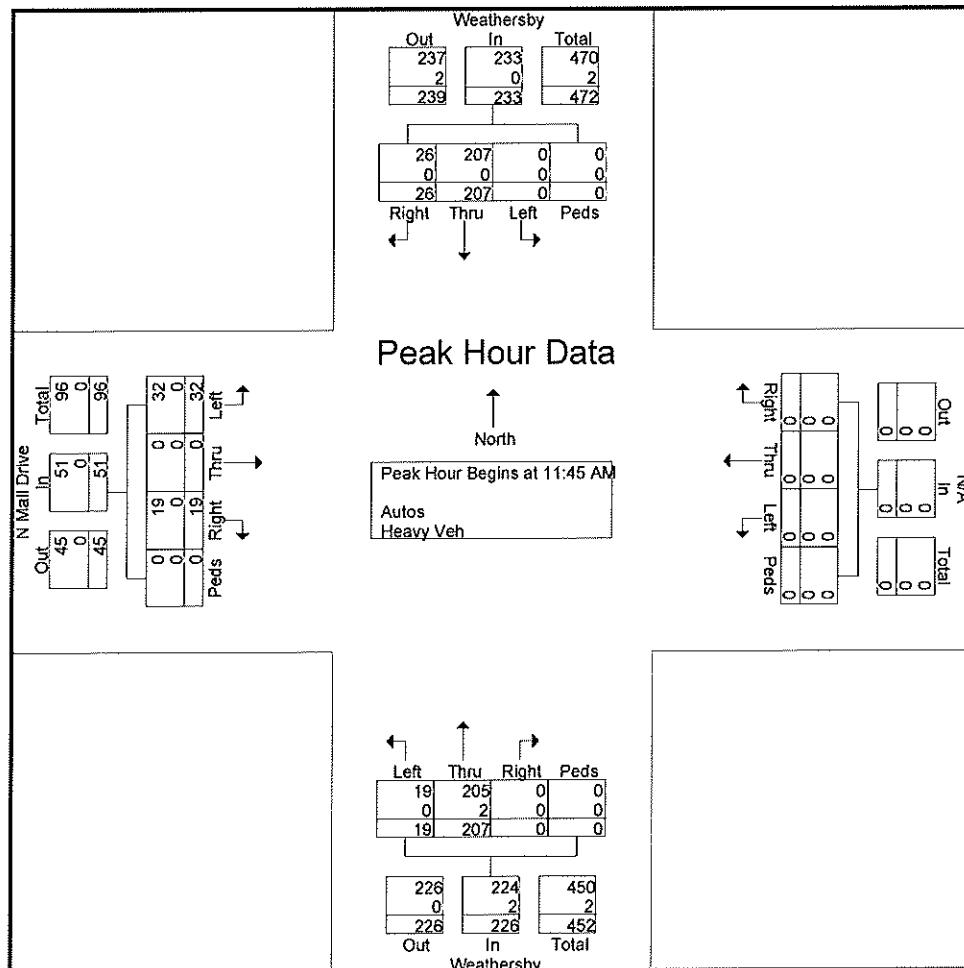


Kiser Traffic and Engineering, LLC
P.O. Box 2441, Madison, MS 39130

Intersection: Old 63/Walmart S Dr
Counter: Spack (Video)
County/State: Lucedale/MS
Weather: Clear/Dry

File Name : N-Mall-Dr-Weath
Site Code : 00000000
Start Date : 1/30/2024
Page No : 5

	Weathersby Southbound					N/A Westbound					Weathersby Northbound					N Mall Drive Eastbound					
Start Time	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	0	60	15	0	75	0	0	0	0	0	2	51	0	0	53	8	0	7	0	15	143
12:00 PM	0	43	5	0	48	0	0	0	0	0	2	56	0	0	58	10	0	4	0	14	120
12:15 PM	0	43	3	0	46	0	0	0	0	0	6	53	0	0	59	7	0	3	0	10	115
12:30 PM	0	61	3	0	64	0	0	0	0	0	9	47	0	0	56	7	0	5	0	12	132
Total Volume	0	207	26	0	233	0	0	0	0	0	19	207	0	0	226	32	0	19	0	51	510
% App. Total	0	88.8	11.2	0		0	0	0	0	0	8.4	91.6	0	0		62.7	0	37.3	0		
PHF	.000	.848	.433	.000	.777	.000	.000	.000	.000	.000	.528	.924	.000	.000	.958	.800	.000	.679	.000	.850	.892
Autos	0	207	26	0	233	0	0	0	0	0	19	205	0	0	224	32	0	19	0	51	508
% Autos	0	100	100	0	100	0	0	0	0	0	100	99.0	0	0	99.1	100	0	100	0	100	99.6
Heavy Veh	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Heavy Veh	0	0	0	0	0	0	0	0	0	0	0	1.0	0	0	0.9	0	0	0	0	0	0.4

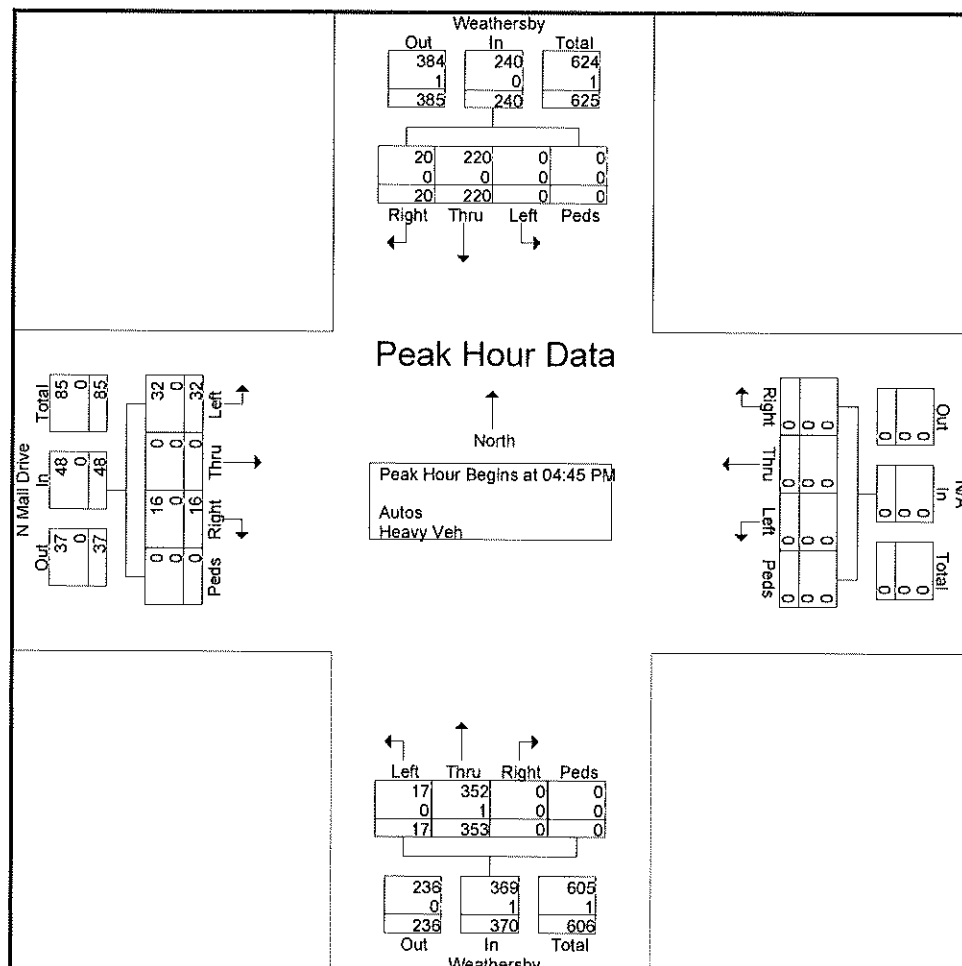


Kiser Traffic and Engineering, LLC
P.O. Box 2441, Madison, MS 39130

Intersection: Old 63/Walmart S Dr
Counter: Spack (Video)
County/State: Lucedale/MS
Weather: Clear/Dry

File Name : n-mall-dr-weath
Site Code : 00000000
Start Date : 1/30/2024
Page No : 6

	Weathersby Southbound					N/A Westbound					Weathersby Northbound					N Mall Drive Eastbound					
Start Time	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	57	6	0	63	0	0	0	0	0	3	91	0	0	94	6	0	4	0	10	167
05:00 PM	0	69	4	0	73	0	0	0	0	0	10	107	0	0	117	9	0	7	0	16	206
05:15 PM	0	45	5	0	50	0	0	0	0	0	4	76	0	0	80	3	0	2	0	5	135
05:30 PM	0	49	5	0	54	0	0	0	0	0	0	79	0	0	79	14	0	3	0	17	150
Total Volume	0	220	20	0	240	0	0	0	0	0	17	353	0	0	370	32	0	16	0	48	658
% App. Total	0	91.7	8.3	0		0	0	0	0		4.6	95.4	0	0		66.7	0	33.3	0		
PHF	.000	.797	.833	.000	.822	.000	.000	.000	.000	.000	.425	.825	.000	.000	.791	.571	.000	.571	.000	.706	.799
Autos	0	220	20	0	240	0	0	0	0	0	17	352	0	0	369	32	0	16	0	48	657
% Autos	0	100	100	0	100	0	0	0	0	0	100	99.7	0	0	99.7	100	0	100	0	100	99.8
Heavy Veh	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Heavy Veh	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0.2



Intersection Name	Methodist Blvd/Weathersby-Turtle Creek Mail		
City	Hattiesburg		
State	MS		
A	Methodist Blvd - Westbound		
B	Weathersby Road - Northbound		
C	Weathersby Road - Southbound		
D	Turtle Creek Mail Rd - Southbound		
E	Turtle Creek Mail Rd - Northbound		
F			
G			

- A
- B
- C
- D
- E
- F
- G



Date and Time of Start of Count 1	1/30/2024	7:00:00
Date and Time of End of Count 1	1/30/2024	9:00:00
Date and Time of Start of Count 2	1/30/2024	16:00:00
Date and Time of End of Count 2	1/30/2024	18:00:00
Date and Time of Start of Count 3		
Date and Time of End of Count 3		

NOTES	
-------	--

[illegible]

		Heavy Vehicles																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
		A													B													C													D													E													F													G													H													I													J													K													L													M													N													O													P													Q													R													S													T													U													V													W													X													Y													Z													AA													AB													AC													AD													AE													AF													AG													AH													AI													AJ													AK													AL													AM													AN													AO													AP													AQ													AR													AS													AT													AU													AV													AW													AX													AY													AZ													BA													BB													BC													BD													BE													BF													BG													BH													BI													BJ													BK													BL													BM													BN													BO													BP													BQ													BR													BS													BT													BU													BV													BW													BX													BY													BZ													CA													CB													CC													CD													CE													CF													CG													CH													CI													CJ													CK													CL													CM													CN	
Date	Time	NA	NC	ND	NE	SE	SW	TE	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR	TR</																																																																																																																																																																																																																																																								

Intersection

Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
----------	-----	-----	-----	-----	-----	-----

Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	3	102	38	2	4	5
Future Vol, veh/h	3	102	38	2	4	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	111	41	2	4	5
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
----------	----	----	----

Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7.6	7.2	7.1
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
------	-------	-------	-------

Vol Left, %	3%	0%	44%
Vol Thru, %	97%	95%	0%
Vol Right, %	0%	5%	56%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	105	40	9
LT Vol	3	0	4
Through Vol	102	38	0
RT Vol	0	2	5
Lane Flow Rate	114	43	10
Geometry Grp	1	1	1
Degree of Util (X)	0.126	0.048	0.011
Departure Headway (Hd)	3.99	4.006	3.96
Convergence, Y/N	Yes	Yes	Yes
Cap	902	894	895
Service Time	2.002	2.031	2.025
HCM Lane V/C Ratio	0.126	0.048	0.011
HCM Control Delay	7.6	7.2	7.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	0.2	0

HCM 6th Signalized Intersection Summary
200: Weathersby Rd & Turtle Creek Dr/Methodist Blvd

A21
Base-file.syn
02/27/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔	↔	↔		↔	↔	↔	↔	↔	
Traffic Volume (veh/h)	1	4	0	30	6	19	10	113	66	100	116	9
Future Volume (veh/h)	1	4	0	30	6	19	10	113	66	100	116	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	4	0	33	7	21	11	123	72	109	126	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	10	11	97	23	68	836	1018	863	867	2014	158
Arrive On Green	0.01	0.01	0.00	0.05	0.05	0.05	0.01	0.54	0.54	0.07	0.60	0.60
Sat Flow, veh/h	370	1481	1585	1781	412	1236	1781	1870	1585	1781	3338	262
Grp Volume(v), veh/h	5	0	0	33	0	28	11	123	72	109	66	70
Grp Sat Flow(s),veh/h/ln	1852	0	1585	1781	0	1648	1781	1870	1585	1781	1777	1823
Q Serve(g_s), s	0.2	0.0	0.0	1.0	0.0	0.9	0.2	1.8	1.2	1.3	0.9	0.9
Cycle Q Clear(g_c), s	0.2	0.0	0.0	1.0	0.0	0.9	0.2	1.8	1.2	1.3	0.9	0.9
Prop In Lane	0.20		1.00	1.00		0.75	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	12	0	11	97	0	90	836	1018	863	867	1072	1100
V/C Ratio(X)	0.40	0.00	0.00	0.34	0.00	0.31	0.01	0.12	0.08	0.13	0.06	0.06
Avail Cap(c_a), veh/h	1173	0	1004	938	0	868	1335	1018	863	1262	1072	1100
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	0.0	0.0	25.5	0.0	25.5	5.5	6.2	6.1	4.1	4.6	4.6
Incr Delay (d2), s/veh	19.8	0.0	0.0	2.0	0.0	1.9	0.0	0.2	0.2	0.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.5	0.0	0.4	0.0	0.6	0.3	0.3	0.2	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.6	0.0	0.0	27.5	0.0	27.4	5.5	6.5	6.3	4.2	4.7	4.7
LnGrp LOS	D	A	A	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h	5			61			206			245		
Approach Delay, s/veh	47.6			27.5			6.3			4.5		
Approach LOS	D			C			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	35.6	35.0		4.9	5.3	38.3		7.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	30.5	30.5		35.5	16.5	30.5		29.5				
Max Q Clear Time (g_c+I1), s	3.8	3.8		2.2	2.2	2.9		3.0				
Green Ext Time (p_c), s	0.2	0.9		0.0	0.0	0.7		0.2				

Intersection Summary

HCM 6th Ctrl Delay 8.3
HCM 6th LOS A

Intersection

Int Delay, s/veh 1.3

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations	W			↑	↑	
Traffic Vol, veh/h	12	9	36	95	212	10
Future Vol, veh/h	12	9	36	95	212	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	10	39	103	230	11

Major/Minor Minor2 Major1 Major2

Conflicting Flow All	417	236	241	0	-	0
Stage 1	236	-	-	-	-	-
Stage 2	181	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	592	803	1326	-	-	-
Stage 1	803	-	-	-	-	-
Stage 2	850	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	574	803	1326	-	-	-
Mov Cap-2 Maneuver	631	-	-	-	-	-
Stage 1	778	-	-	-	-	-
Stage 2	850	-	-	-	-	-

Approach EB NB SB

HCM Control Delay, s	10.4	2.1	0
HCM LOS	B		

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h)	1326	-	695	-	-
HCM Lane V/C Ratio	0.03	-	0.033	-	-
HCM Control Delay (s)	7.8	0	10.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection

Intersection Delay, s/veh 7.6
Intersection LOS A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	10	25	126	5	0	6
Future Vol, veh/h	10	25	126	5	0	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	27	137	5	0	7
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7.3	7.7	6.7
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	29%	0%	0%
Vol Thru, %	71%	96%	0%
Vol Right, %	0%	4%	100%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	35	131	6
LT Vol	10	0	0
Through Vol	25	126	0
RT Vol	0	5	6
Lane Flow Rate	38	142	7
Geometry Grp	1	1	1
Degree of Util (X)	0.043	0.156	0.007
Departure Headway (Hd)	4.109	3.951	3.644
Convergence, Y/N	Yes	Yes	Yes
Cap	871	911	969
Service Time	2.135	1.961	1.716
HCM Lane V/C Ratio	0.044	0.156	0.007
HCM Control Delay	7.3	7.7	6.7
HCM Lane LOS	A	A	A
HCM 95th-ile Q	0.1	0.6	0

HCM 6th Signalized Intersection Summary
200: Weathersby Rd & Turtle Creek Dr/Methodist Blvd

A24
Base-file.syn
02/27/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↩	↩	↩	↩		↩	↩	↩	↩	↩	↩
Traffic Volume (veh/h)	22	5	40	68	19	113	20	228	25	27	184	18
Future Volume (veh/h)	22	5	40	68	19	113	20	228	25	27	184	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No				No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	5	43	74	21	123	22	248	27	29	200	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	85	18	91	233	31	181	699	918	778	628	1623	161
Arrive On Green	0.06	0.06	0.06	0.13	0.13	0.13	0.03	0.49	0.49	0.03	0.50	0.50
Sat Flow, veh/h	1486	310	1585	1781	236	1385	1781	1870	1585	1781	3266	323
Grp Volume(v), veh/h	29	0	43	74	0	144	22	248	27	29	108	112
Grp Sat Flow(s), veh/h/ln	1796	0	1585	1781	0	1621	1781	1870	1585	1781	1777	1812
Q Serve(g_s), s	1.0	0.0	1.6	2.3	0.0	5.3	0.4	4.8	0.5	0.5	2.0	2.1
Cycle Q Clear(g_c), s	1.0	0.0	1.6	2.3	0.0	5.3	0.4	4.8	0.5	0.5	2.0	2.1
Prop In Lane	0.83		1.00	1.00		0.85	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	103	0	91	233	0	212	699	918	778	628	883	900
V/C Ratio(X)	0.28	0.00	0.47	0.32	0.00	0.68	0.03	0.27	0.03	0.05	0.12	0.12
Avail Cap(c_a), veh/h	1026	0	905	845	0	769	1127	918	778	1044	883	900
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.1	0.0	28.4	24.5	0.0	25.8	7.4	9.3	8.2	7.4	8.4	8.4
Incr Delay (d2), s/veh	1.5	0.0	3.8	0.8	0.0	3.8	0.0	0.7	0.1	0.0	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.7	1.0	0.0	2.2	0.1	1.8	0.2	0.2	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.6	0.0	32.2	25.3	0.0	29.5	7.4	10.0	8.3	7.4	8.7	8.7
LnGrp LOS	C	A	C	C	A	C	A	B	A	A	A	A
Approach Vol, veh/h		72			218			297			249	
Approach Delay, s/veh		31.1			28.1			9.7			8.5	
Approach LOS		C			C			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5	35.0		8.1	6.1	35.4		12.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5	30.5		35.5	16.5	30.5		29.5				
Max Q Clear Time (g_c+I), s	5	6.8		3.6	2.4	4.1		7.3				
Green Ext Time (p_c), s	0.0	1.4		0.3	0.0	1.2		1.1				

Intersection Summary

HCM 6th Ctrl Delay 16.0
HCM 6th LOS B

HCM 6th TWSC
300: Weathersby Rd & N. Mall Drive

A25
Base-file.syn
02/27/2024

Intersection

Int Delay, s/veh 1.1

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations	W			↑	↑	
Traffic Vol, veh/h	32	16	17	353	220	20
Future Vol, veh/h	32	16	17	353	220	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	17	18	384	239	22

Major/Minor Minor2 Major1 Major2

Conflicting Flow All	670	250	261	0	-	0
Stage 1	250	-	-	-	-	-
Stage 2	420	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	422	789	1303	-	-	-
Stage 1	792	-	-	-	-	-
Stage 2	663	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	414	789	1303	-	-	-
Mov Cap-2 Maneuver	513	-	-	-	-	-
Stage 1	778	-	-	-	-	-
Stage 2	663	-	-	-	-	-

Approach EB NB SB

HCM Control Delay, s	11.8	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h)	1303	-	581	-	-
HCM Lane V/C Ratio	0.014	-	0.09	-	-
HCM Control Delay (s)	7.8	0	11.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

HCM 6th AWSC
100: Methodist Blvd & Cottage Drive

02/27/2024

Intersection

Intersection Delay, s/veh 7.5
Intersection LOS A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
----------	-----	-----	-----	-----	-----	-----

Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	4	102	38	3	7	8
Future Vol, veh/h	4	102	38	3	7	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	111	41	3	8	9
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
----------	----	----	----

Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7.6	7.2	7.1
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
------	-------	-------	-------

Vol Left, %	4%	0%	47%
Vol Thru, %	96%	93%	0%
Vol Right, %	0%	7%	53%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	106	41	15
LT Vol	4	0	7
Through Vol	102	38	0
RT Vol	0	3	8
Lane Flow Rate	115	45	16
Geometry Grp	1	1	1
Degree of Util (X)	0.128	0.05	0.018
Departure Headway (Hd)	4.003	4.003	3.981
Convergence, Y/N	Yes	Yes	Yes
Cap	898	893	889
Service Time	2.019	2.033	2.05
HCM Lane V/C Ratio	0.128	0.05	0.018
HCM Control Delay	7.6	7.2	7.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	0.2	0.1

HCM 6th Signalized Intersection Summary 200: Weathersby Rd & Turtle Creek Dr/Methodist Blvd

02/27/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↗	↘	↗	↘		↗	↘	↗	↘	↗	↘
Traffic Volume (veh/h)	1	4	0	33	6	19	10	122	67	100	138	9
Future Volume (veh/h)	1	4	0	33	6	19	10	122	67	100	138	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	4	0	36	7	21	11	133	73	109	150	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	10	11	100	23	70	820	1017	861	856	2038	135
Arrive On Green	0.01	0.01	0.00	0.06	0.06	0.06	0.01	0.54	0.54	0.07	0.60	0.60
Sat Flow, veh/h	370	1481	1585	1781	412	1236	1781	1870	1585	1781	3383	224
Grp Volume(v), veh/h	5	0	0	36	0	28	11	133	73	109	78	82
Grp Sat Flow(s), veh/h/ln	1852	0	1585	1781	0	1648	1781	1870	1585	1781	1777	1830
Q Serve(g_s), s	0.2	0.0	0.0	1.1	0.0	0.9	0.2	2.0	1.2	1.4	1.0	1.0
Cycle Q Clear(g_c), s	0.2	0.0	0.0	1.1	0.0	0.9	0.2	2.0	1.2	1.4	1.0	1.0
Prop In Lane	0.20		1.00	1.00		0.75	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	12	0	11	100	0	93	820	1017	861	856	1070	1102
V/C Ratio(X)	0.40	0.00	0.00	0.36	0.00	0.30	0.01	0.13	0.08	0.13	0.07	0.07
Avail Cap(c_a), veh/h	1171	0	1003	936	0	866	1319	1017	861	1250	1070	1102
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.8	0.0	0.0	25.5	0.0	25.4	5.5	6.3	6.1	4.2	4.6	4.6
Incr Delay (d2), s/veh	19.9	0.0	0.0	2.2	0.0	1.8	0.0	0.3	0.2	0.1	0.1	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.5	0.0	0.4	0.0	0.7	0.4	0.3	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.6	0.0	0.0	27.7	0.0	27.2	5.5	6.6	6.3	4.2	4.8	4.8
LnGrp LOS	D	A	A	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h	5			64			217			269		
Approach Delay, s/veh	47.6			27.5			6.4			4.6		
Approach LOS	D			C			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	35.0			4.9	5.3	38.3		7.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	30.5			35.5	16.5	30.5		29.5				
Max Q Clear Time (g_c+I1), s	4.0			2.2	2.2	3.0		3.1				
Green Ext Time (p_c), s	0.2	0.9		0.0	0.0	0.8		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				8.3								
HCM 6th LOS				A								

HCM 6th TWSC
300: Weathersby Rd & N. Mall Drive

02/27/2024

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
----------	-----	-----	-----	-----	-----	-----

Lane Configurations						
---------------------	---	--	--	---	---	--

Traffic Vol, veh/h	12	9	36	104	236	10
--------------------	----	---	----	-----	-----	----

Future Vol, veh/h	12	9	36	104	236	10
-------------------	----	---	----	-----	-----	----

Conflicting Peds, #/hr	0	0	0	0	0	0
------------------------	---	---	---	---	---	---

Sign Control	Stop	Stop	Free	Free	Free	Free
--------------	------	------	------	------	------	------

RT Channelized	-	None	-	None	-	None
----------------	---	------	---	------	---	------

Storage Length	0	-	-	-	-	-
----------------	---	---	---	---	---	---

Veh in Median Storage, #	0	-	-	0	0	-
--------------------------	---	---	---	---	---	---

Grade, %	0	-	-	0	0	-
----------	---	---	---	---	---	---

Peak Hour Factor	92	92	92	92	92	92
------------------	----	----	----	----	----	----

Heavy Vehicles, %	2	2	2	2	2	2
-------------------	---	---	---	---	---	---

Mvmt Flow	13	10	39	113	257	11
-----------	----	----	----	-----	-----	----

Major/Minor	Minor2	Major1	Major2
-------------	--------	--------	--------

Conflicting Flow All	454	263	268
----------------------	-----	-----	-----

Stage 1	263	-	-
---------	-----	---	---

Stage 2	191	-	-
---------	-----	---	---

Critical Hdwy	6.42	6.22	4.12
---------------	------	------	------

Critical Hdwy Stg 1	5.42	-	-
---------------------	------	---	---

Critical Hdwy Stg 2	5.42	-	-
---------------------	------	---	---

Follow-up Hdwy	3.518	3.318	2.218
----------------	-------	-------	-------

Pot Cap-1 Maneuver	564	776	1296
--------------------	-----	-----	------

Stage 1	781	-	-
---------	-----	---	---

Stage 2	841	-	-
---------	-----	---	---

Platoon blocked, %			
--------------------	--	--	--

Mov Cap-1 Maneuver	546	776	1296
--------------------	-----	-----	------

Mov Cap-2 Maneuver	610	-	-
--------------------	-----	---	---

Stage 1	756	-	-
---------	-----	---	---

Stage 2	841	-	-
---------	-----	---	---

Approach	EB	NB	SB
----------	----	----	----

HCM Control Delay, s	10.5	2	0
----------------------	------	---	---

HCM LOS	B		
---------	---	--	--

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
-----------------------	-----	-----	-------	-----	-----

Capacity (veh/h)	1296	-	672	-	-
------------------	------	---	-----	---	---

HCM Lane V/C Ratio	0.03	-	0.034	-	-
--------------------	------	---	-------	---	---

HCM Control Delay (s)	7.9	0	10.5	-	-
-----------------------	-----	---	------	---	---

HCM Lane LOS	A	A	B	-	-
--------------	---	---	---	---	---

HCM 95th %tile Q(veh)	0.1	-	0.1	-	-
-----------------------	-----	---	-----	---	---

HCM 6th TWSC
400: Weathersby Rd & New Site Drive

02/27/2024

Intersection

Int Delay, s/veh 0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	20	4	109	7	2	226
Future Vol, veh/h	20	4	109	7	2	226
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	4	118	8	2	246

Major/Minor

	Minor1	Major1	Major2
Conflicting Flow All	372	122	0
Stage 1	122	-	-
Stage 2	250	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	629	929	1460
Stage 1	903	-	-
Stage 2	792	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	628	929	1460
Mov Cap-2 Maneuver	666	-	-
Stage 1	903	-	-
Stage 2	790	-	-

Approach

	WB	NB	SB
HCM Control Delay, s	10.4	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt

	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	699	1460
HCM Lane V/C Ratio	-	-	0.037	0.001
HCM Control Delay (s)	-	-	10.4	7.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th AWSC
100: Methodist Blvd & Cottage Drive

02/27/2024

Intersection

Intersection Delay, s/veh 7.6
Intersection LOS A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
----------	-----	-----	-----	-----	-----	-----

Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	14	25	126	8	2	8
Future Vol, veh/h	14	25	126	8	2	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	27	137	9	2	9
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
----------	----	----	----

Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7.4	7.7	6.9
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
------	-------	-------	-------

Vol Left, %	36%	0%	20%
Vol Thru, %	64%	94%	0%
Vol Right, %	0%	6%	80%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	39	134	10
LT Vol	14	0	2
Through Vol	25	126	0
RT Vol	0	8	8
Lane Flow Rate	42	146	11
Geometry Grp	1	1	1
Degree of Util (X)	0.049	0.16	0.012
Departure Headway (Hd)	4.134	3.95	3.816
Convergence, Y/N	Yes	Yes	Yes
Cap	865	910	924
Service Time	2.164	1.963	1.896
HCM Lane V/C Ratio	0.049	0.16	0.012
HCM Control Delay	7.4	7.7	6.9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.6	0

HCM 6th Signalized Intersection Summary

200: Weathersby Rd & Turtle Creek Dr/Methodist Blvd

02/27/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗	↖	↗	↖	↖	↗	↗	↖	↖	↖
Traffic Volume (veh/h)	22	5	40	70	19	113	20	255	29	27	201	18
Future Volume (veh/h)	22	5	40	70	19	113	20	255	29	27	201	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No				No		No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	5	43	76	21	123	22	277	32	29	218	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	85	18	91	234	31	182	687	917	777	602	1636	149
Arrive On Green	0.06	0.06	0.06	0.13	0.13	0.13	0.03	0.49	0.49	0.03	0.50	0.50
Sat Flow, veh/h	1486	310	1585	1781	236	1385	1781	1870	1585	1781	3294	300
Grp Volume(v), veh/h	29	0	43	76	0	144	22	277	32	29	117	121
Grp Sat Flow(s), veh/h/ln	1796	0	1585	1781	0	1621	1781	1870	1585	1781	1777	1816
Q Serve(g_s), s	1.0	0.0	1.6	2.4	0.0	5.3	0.4	5.5	0.7	0.5	2.2	2.2
Cycle Q Clear(g_c), s	1.0	0.0	1.6	2.4	0.0	5.3	0.4	5.5	0.7	0.5	2.2	2.2
Prop In Lane	0.83		1.00	1.00		0.85	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	103	0	91	234	0	213	687	917	777	602	883	902
V/C Ratio(X)	0.28	0.00	0.47	0.33	0.00	0.68	0.03	0.30	0.04	0.05	0.13	0.13
Avail Cap(c_a), veh/h	1025	0	905	845	0	769	1115	917	777	1019	883	902
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.1	0.0	28.4	24.5	0.0	25.8	7.4	9.5	8.2	7.5	8.4	8.4
Incr Delay (d2), s/veh	1.5	0.0	3.8	0.8	0.0	3.7	0.0	0.8	0.1	0.0	0.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.7	1.0	0.0	2.2	0.1	2.1	0.2	0.2	0.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.6	0.0	32.2	25.3	0.0	29.5	7.4	10.3	8.3	7.5	8.7	8.7
LnGrp LOS	C	A	C	C	A	C	A	B	A	A	A	A
Approach Vol, veh/h	72				220			331			267	
Approach Delay, s/veh	31.1				28.1			9.9			8.6	
Approach LOS	C				C			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	35.0			8.1	6.1	35.4		12.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	30.5			35.5	16.5	30.5		29.5				
Max Q Clear Time (g_c+I1), s	7.5			3.6	2.4	4.2		7.3				
Green Ext Time (p_c), s	0.0	1.6		0.3	0.0	1.3		1.1				
Intersection Summary												
HCM 6th Ctrl Delay			15.7									
HCM 6th LOS			B									

HCM 6th TWSC
300: Weathersby Rd & N. Mall Drive

02/27/2024

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			↑	↑	
Traffic Vol, veh/h	32	16	17	382	237	20
Future Vol, veh/h	32	16	17	382	237	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	17	18	415	258	22

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	720	269	280	0	-	0
Stage 1	269	-	-	-	-	-
Stage 2	451	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	395	770	1283	-	-	-
Stage 1	776	-	-	-	-	-
Stage 2	642	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	388	770	1283	-	-	-
Mov Cap-2 Maneuver	492	-	-	-	-	-
Stage 1	762	-	-	-	-	-
Stage 2	642	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.1	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1283	-	559	-	-
HCM Lane V/C Ratio	0.014	-	0.093	-	-
HCM Control Delay (s)	7.8	0	12.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

HCM 6th TWSC
400: Weathersby Rd & New Site Drive

02/27/2024

Intersection

Int Delay, s/veh 0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
----------	-----	-----	-----	-----	-----	-----

Lane Configurations	W	T	T	T	T	T
---------------------	---	---	---	---	---	---

Traffic Vol, veh/h	13	3	393	22	5	245
--------------------	----	---	-----	----	---	-----

Future Vol, veh/h	13	3	393	22	5	245
-------------------	----	---	-----	----	---	-----

Conflicting Peds, #/hr	0	0	0	0	0	0
------------------------	---	---	---	---	---	---

Sign Control	Stop	Stop	Free	Free	Free	Free
--------------	------	------	------	------	------	------

RT Channelized	-	None	-	None	-	None
----------------	---	------	---	------	---	------

Storage Length	0	-	-	-	-	-
----------------	---	---	---	---	---	---

Veh in Median Storage, #	0	-	0	-	-	0
--------------------------	---	---	---	---	---	---

Grade, %	0	-	0	-	-	0
----------	---	---	---	---	---	---

Peak Hour Factor	92	92	92	92	92	92
------------------	----	----	----	----	----	----

Heavy Vehicles, %	2	2	2	2	2	2
-------------------	---	---	---	---	---	---

Mvmt Flow	14	3	427	24	5	266
-----------	----	---	-----	----	---	-----

Major/Minor	Minor1	Major1	Major2
-------------	--------	--------	--------

Conflicting Flow All	715	439	0
----------------------	-----	-----	---

Stage 1	439	-	-
---------	-----	---	---

Stage 2	276	-	-
---------	-----	---	---

Critical Hdwy	6.42	6.22	-
---------------	------	------	---

Critical Hdwy Stg 1	5.42	-	-
---------------------	------	---	---

Critical Hdwy Stg 2	5.42	-	-
---------------------	------	---	---

Follow-up Hdwy	3.518	3.318	-
----------------	-------	-------	---

Pot Cap-1 Maneuver	397	618	-
--------------------	-----	-----	---

Stage 1	650	-	-
---------	-----	---	---

Stage 2	771	-	-
---------	-----	---	---

Platoon blocked, %	-	-	-
--------------------	---	---	---

Mov Cap-1 Maneuver	395	618	-
--------------------	-----	-----	---

Mov Cap-2 Maneuver	499	-	-
--------------------	-----	---	---

Stage 1	650	-	-
---------	-----	---	---

Stage 2	767	-	-
---------	-----	---	---

Approach	WB	NB	SB
----------	----	----	----

HCM Control Delay, s	12.2	0	0.2
----------------------	------	---	-----

HCM LOS	B		
---------	---	--	--

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
-----------------------	-----	----------	-----	-----

Capacity (veh/h)	-	-	518	1109
------------------	---	---	-----	------

HCM Lane V/C Ratio	-	-	0.034	0.005
--------------------	---	---	-------	-------

HCM Control Delay (s)	-	-	12.2	8.3
-----------------------	---	---	------	-----

HCM Lane LOS	-	-	B	A
--------------	---	---	---	---

HCM 95th %tile Q(veh)	-	-	0.1	0
-----------------------	---	---	-----	---

Ms. Pattie Brantley, AICP
April 12, 2017
Page 4

entitled to the non-exclusive use of any portion of the Common Area, **which comprises drives or walkways**, for the purpose of ingress and egress" (emphasis added). This section of the Declaration is noted for the purpose of showing that this right of the Declarant does not extend to other portions of the common area.

The "Declaration of Covenants, Conditions and Restrictions" for the Cottages of Turtle Creek, Lots 30-58, Phase II, are predominantly a replication of the original Declarations as discussed above. It contains the same language and sections. It is my opinion that the Declarations for Phases I and II clearly identify numerous indicia of ownership in fee in the Association.

B. An examination of the recorded plats for Phases I, II and III of The Cottages of Turtle Creek reveals the designated areas of the subdivision which are common areas and community facilities as defined and discussed in the Declarations covering those phases. Of particular note is the relationship of the three plats with respect to access to public streets. The Phase I plat shows Cottage Drive as dead-ending at the eastern boundary of this phase which demonstrates a likely intention that the subdivision could or would be extended in the future to the East. Further, this plat shows that Turtle Crossing and Creekside Manor dead-end at the northern boundary of Phase I, indicating, also, that these streets might in the future be extended to the North.

The plat of Phase II shows that Hamlett Drive dead-ends at the northern boundary of this phase. This is an indication of possible future extension of this street to the North. However, Cottage Drive loops around in a rectangular pattern which shows that on its eastern boundary there are no street dead-ends. Indeed, Cottage Drive is clearly shown as having no potential dead-end outlets for future extension to the East. Since plats are usually construed against the interest of the developer, in favor of the public and as a document which a purchaser of lot can rely upon, these two plats would strongly support the conclusions (1) that the common area on the eastern boundary of Phase II is owned by the Association and (2) that there was no intention of the Developer to extend the subdivision to the East.

C. With respect to the February 13, 2017 letter from Mr. Rick D. Norton, I am unable to find any definitive proof in the letter which supports the opinion "that DPI should be granted the building permit because it holds a contractual right to build the access road across the Common Areas and Green Space at issue." His opinion was based on (1) the plat of Phase II of the Cottages of Turtle Creek; (2) the Declaration of Covenants, Conditions and Restrictions for the Cottages of Turtle Creek for Lots 30-58, Phase II; and (3) an Assignment of Rights and Reservations filed of record in Land Deed Book 25-S, at page 469.

Please see my discussion of the appropriate plats of the subdivision in Section B of my letter as to the reasons why these plats do not support DPI's alleged ownership of the common areas and green space in Phase II. Rather the plats demonstrate rather clearly that if the developer intended to extend the subdivision to the East, then it should not have provided for a common area on the eastern boundary of Phase II, and, **instead**, provided for Cottage Drive to have dead-ended at the eastern