CITY OF OCEAN SPRINGS
PLANNING DEPARTMENT
POST OFFICE BOX 1800
OCEAN SPRINGS, MS 39566-1800
228-875-4415

PLANNING COMMISSION REPORT

PUBLIC HEARING DATE: November 12, 2025

APPLICANT(S): Mickey L. Robertson, P.E.

PROPERTY OWNERS: Southeastern Construction & Remodeling LLC/David Dale

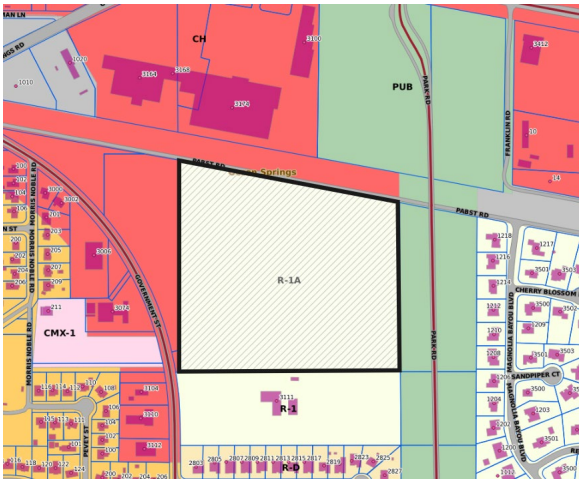
DATE OF REQUEST: August 7, 2025

REQUESTED ACTION: Sketch Plat

LOCATION: South of Pabst Road and East of Government Street

PARCEL NUMBER: 60127170.000 & 60128042.002

ADJACENT ZONING:
Subject Property: R-1A Special Apartment Use District
North: C-H Regional Commercial & PUB: Public District
South: R-1 Low Density Single-Family
East: PUB: Public District
West: C-H Regional Commercial



PUBLIC NOTICE POSTING:

PABST ROAD

GOVERNMENT STREET

DESCRIPTION OF REQUEST:

- Requesting approval for Sketch Plat of a 123-lot subdivision for townhome dwellings on proposed private streets named Holly Grove Subdivision
- Combination of 5-plex and 6-plex townhome buildings
- The Sketch Plat indicates the property size is 19.46 acres with a density of 6.32 lots per acre
- 5’ wide sidewalks are illustrated within the development and along Pabst Road
- 20’ buffer provided along the adjoining properties to the south and west and a 18’ buffer is provided along Pabst Road containing a meandering 5’ sidewalk
- 21.2% Green Space provided with the minimum requirement in R-1A being 5%
- 1.17 acre pond with at least 20’ wide walkable uplands surrounding the water
- Proposed amenities shown on Sketch Plat include: Clubhouse, Pool, and Pickleball Courts
- Proposed Pump Station to be located onsite

FINDINGS:

- Property was rezoned from R-1 to R-1A at the June 16, 1987 Board of Aldermen meeting. Motion was made by Robinson, seconded by Kaufman, to approve the recommendation of the Planning Commission and re-zone from R-1 to R-1A; unanimous approval.
- The purpose of the Sketch Plat is to ensure that improvements are well coordinated within and among individually platted parcels, sections, or phases of a development prior to the approval of a Preliminary Plat. Sketch Plat is required when an applicant is applying for a subdivision of less than the entire, contiguous land area held in common ownership.

- Approval of a Sketch Plat shall constitute approval of the type, intensity of development and project phasing plan. There are no proposed additional phases of this project.

- A Neighborhood Meeting was held on August 26, 2025, by the Developer at the Ocean Springs Community Center. Approximately 45 residents were in attendance. The project was presented with a question-and-answer session. The Meeting Notes and sign-in sheet are included in the Packet.

- The property is currently zoned R-1A Special Apartment Use District
  - This is the most restrictive apartment district to provide for luxury townhomes or apartment development in selected areas of Ocean Springs.
    - Area, Height, and Setback Regulations:
      - ✓ Front yard: Same as R-1: 25 ft.
      - ✓ Side yard: Same as R-1: 10 ft.
      - ✓ Rear yard: Same as R-1: 25 ft.
      - ✓ Height: (4) stories or 50 ft.
      - ✓ Lot area per family: In the R-1-A special apartment use district every multifamily dwelling or apartment complex hereafter erected, reconstructed, altered or enlarged shall provide the following minimum lot areas:
        - 13,500 sq. ft. for the first unit;
        - 16,000 sq. ft. for the first two (2) units;
        - 18,500 sq. ft. for the first three (3) units;
        - 21,000 sq. ft. for the first four (4) units;
        - An additional 2,000 sq. ft. per unit for all units thereafter in a single building.
          - The 5-plex townhome buildings shown on the Sketch Plat contain at least 23,000 sq. ft. and the 6-plex townhome buildings contain at least 25,000 sq. ft.
      - ✓ In addition, each apartment project shall provide a minimum of 5% open space. The Sketch Plat provides 21.2% green/open space.

PUBLIC WORKS COMMENTS:

- Water Department
  - Need full set of plans. (full set of plans would be submitted at Preliminary Plat)
  - All taps will be made by Developer
  - Must pay Supervision fees. 48-hour notice before work is done. All taps and services must be commercial regs. No water meters in driveways

- Sewer Department
  - Unable to make suggestions until sewer studies have been done (will be completed as part of the Preliminary Plat process)
  - Will need to see a full set of engineering drawings (Preliminary Plat)
  - Developer will need to see a copy of our subdivision regulations for specs

- Drainage Department
  - Need drainage study down Government Street & Pabst Road
  - Traffic Study of area (Applicant provided Traffic Impact Study)

FIRE DEPT COMMENTS:

- A cul-de-sac or turnaround to be provided – comment has been addressed and turn arounds have been provided

ENGINEERING COMMENTS:

- All comments have been addressed on the revised Sketch Plat. The proposed number of townhome lots has been reduced from 146 to 123.
- Recommend to obtain an AJD (Approved Jurisdictional Determination) from the Army Corps of Engineers

TRAFFIC IMPACT STUDY:

- A traffic impact study of Government Street and Pabst Road was recommended. The applicant provided a TIS performed by Neel-Schaffer, Inc.
    - Conclusion from Neel Schaffer: The development of the project site with 123 townhome units is not anticipated to create major capacity related deficiencies at the study intersections.
        - A left turn lane is warranted on Government Street at Holly Grove Road. The Final Report is attached as part of the Packet.

PUBLIC COMMENT (SEE ATTACHEMENTS):

- Dave & Linda Sites – Received August 28, 2025
- Bob & Vana Perry – Received September 2, 2025
- Selina Breland – Received September 3, 2025
- Norma Herrington – Received September 3, 2025
- Jack Pickering – Received September 4, 2025

- Lee Hagerty Wilson – Received September 5,2025
- T.A. Miller – Received September 5, 2025
- Derrick Charbonnet – September 5, 2025
- Ernie Pettis – Received September 10, 2025
- Bella Interiano – Received September 8, 2025
- Norma Herrington – Received September 9, 2025
- Jo Ann Pearl – Received September 9, 2025
- Lori Gilgore – Received October 30, 2025
- Tom Harmon – Received November 1, 2025
- Randy McKinney – Received November 3, 2025
- Ronald Guentzel – Received November 5, 2025
- Tom Harmon – Received November 5, 2025
- Katrina Burtt – Received November 7, 2025

POTENTIAL MOTIONS:

To recommend **approval** of the Holly Grove Sketch Plat, a 123-lot subdivision for townhome dwellings.

-OR-

To recommend **denial** of the Holly Grove Sketch Plat, a 123-lot subdivision for townhome dwellings.

City of Ocean Springs Planning Department
1018 Porter Avenue / PO Box 1800 Ocean Springs, MS 39564
(228) 875-4415

APPLICATION: SUBDIVISION DEVELOPMENT

—Specific Requirements Outlined in Chapter 2 of the Unified Development Code—

SUBDIVISION TYPE: ☐ Minor *(4 lots or less)* ☑ Major *(more than 4 lots)*

Phase of Development: ☑ Sketch Plat ☐ Preliminary Plat ☐ Final Plat

Effective June 11, 2006, the following application fees apply:

	Minor S/D	Major S/D
Sketch Plat	$ 250 + $1	$ 300 + $1
Preliminary Plat	$ 250 + $ 50/lot	$ 250 + $ 50/lot
Final Plat	$ 250 + $ 50/lot	$ 250 + $ 50/lot

$1.00 fee per Ordinance 2022-17 following requirements of Section 25-60-5 MS Code Annotated.

Standard mail fee required for notification of property owners within 500' of applicant property. Exact fee to be determined by City, based on current postage rates.

Application Date: _____ *(Applications are due by the 7th of each month.)*

Name of Subdivision: Holly Grove Townhomes
Address of Original Parcel(s): _____
Parcel ID(s): 60128042.002 & 60127170.000

1. Applicant: Mickey L. Robertson, P.E. Phone 225.490.9592
   Address 9345 Interline Ave, Baton Rouge, La 70809 Email Mickey@MRESmail.com
2. Local Agent: _____ Phone _____
   Address _____ Email _____
3. Owner of Record: Southeastern Construction / David Dale Phone _____
   Address 1200 Magnolia Bayou Blvd, Ocean Springs, MS 39564 Email _____
4. Engineer: Mickey L. Robertson, P.E. Phone 225.490.9592
   Address 9345 Interline Ave, Baton Rouge, La 70809 Email Mickey@MRESmail.com
5. Land Surveyor: Patrick M. Martino, P.L.S. Phone 228.396.2283
   Address 13010 Kayleigh Cove, Biloxi, MS 39532 Email Patrick@martinosurveying.com
6. Attorney: _____ Phone _____
   Address _____ Email _____

☐ Attach Appropriate Checklist for Requested Phase of Review

Property Information

1. Tax Map Designation: Section 27 Township: 7 South Range: 8 West
2. Proposed Subdivision Location: On the East/south side of Government Street/Pasbst Rd *(street)*
   1500/1100 *(distance in feet)* South/West *(relative direction)* of Ocean Springs/Park *(street)*
3. List all contiguous holdings in the same ownership:
   Section _____ Lot(s) _____
4. Zoning of Parcel(s): R-1-A 5. Total Acreage: 19.4 acres
6. Smallest Lot Size: 27'x100' 7. Proposed # of Lots: 146
9. Is the property located within a special district? (historic district, waterview preservation, or other designated overlay district, etc.) No
11. Does the property include any wetlands? If so, include professional wetland delineation. No
12. Has any lot included in this request been previously split or reconfigured, to your knowledge? No
13. Are there any easements or other legal restrictions on the property? If so, please explain.
    No
14. Are there any existing structures on the property? If so, will they be kept or demolished? No

Proposed Subdivision Information

15. Is the subdivision infrastructure proposed to be: ☐ PUBLIC or ☑ PRIVATE?
16. Are any commercial or multi-use activities proposed? ☐ Yes ☑ No
    If so, please describe: _____
17. Are any variances being requested for the proposed subdivision? If so, please explain.
    No
18. Have there been any variances, exceptions, appeals or special uses granted for any properties in this request?
    ☐ Yes ☑ No If yes, please explain and state the date(s) of approval: _____
19. Is any open space or common area included in this subdivision? (Include any bus stops.) ☑ Yes ☐ No
    If yes, please describe: Common Area with clubhouse, pool, pickleball courts and recreational field area
20. Is the subdivision ingress/egress onto a "major" road, as classified by the City? ☑ Yes ☐ No
21. ***Complete where applicable:***
    For Preliminary Plat: Date **SKETCH PLAT** was approved by Board of Aldermen: _____
    For Final Plat: Date **PRELIMINARY PLAT** was approved by Board of Aldermen: _____
    - Were any changes made subsequent to preliminary plat approval? ☐ Yes ☐ No
      If yes, please describe: _____
    - Does this final plat request include the entire area approved in the preliminary plat? ☐ Yes ☐ No

Notes and Next Steps for each phase are provided on the REQUIRED checklists.

Affidavit of Ownership

Attached hereto is an affidavit of ownership indicating the dates the respective holdings of land were acquired, together with the book and page of each conveyance into the present owner as recorded in the County Records of Deeds (Chancery Clerk) office. This affidavit shall indicate the legal ownership of the property, the contract owner of the property, and the date the contract of sale was executed.

I. (print name) Southeastern Construction, hereby certify that:

1. I am the owner of the property that is the subject of this application and that I have read and understand the requirements as outlined in the application.
2. There are no outstanding City of Ocean Springs property taxes or special assessments on the original parcel(s).

I further acknowledge that the information provided herein is true and correct to the best of my knowledge.

Owner(s) Name: Southeastern Constructo Parcrel ID(s): 60/27/70.000

Date Property Acquired Date: 5/7/2007 Book and Page of Each Conveyance:

Owner's Signature [signature] Date: 8/6/25

NOTE: If corporate ownership, attach a list of all directors, officers, stockholders of each corporation owning more than 5% of any class of stock.

STATE OF Mississippi

COUNTY OF Jackson

I David Dale, hereby depose and say that all the above statements and the statements contained in the papers submitted herewith are true.

Mailing Address 1200 Magnolia Byou Blvd

Ocean Springs Ms 39564

Subscribed and sworn before me this 6th day of August, 2025

My Commission expires: May 12, 2028

Notary Signature: Bailey Leigh

STATE OF MISSISSIPPI NOTARY PUBLIC ID#471791 BAILEY LEIGH Commission Expires May 12, 2028 JACKSON COUNTY

3

Return to:
David Dale
3920 Bienville Blvd
Ocean Springs, MS 39564
(228) 219-5296

Grantors:
David Dale
3920 Bienville Blvd
Ocean Springs, MS 39564
(228) 219-5296

Grantee:
Southeastern Construction & Remodelling, LLC a Mississippi Limited Liability Company
3920 Bienville Blvd
Ocean Springs, MS 39564
(228) 219-5296

INDEXING INSTRUCTIONS: A PARCEL OF LAND CONTAINING 19.41 ACRES, MORE OR LESS SITUATED IN THE SW ¼ OF THE NW ¼ OF SECTION 27, TOWNSHIP 7 SOUTH RANGE 8 WEST, CITY OF OCEAN SPRINGS, JACKSON COUNTY, MISSISSIPPI

STATE OF MISSISSIPPI
COUNTY OF JACKSON

QUITCLAIM DEED

FOR AND IN CONSIDERATION OF the price and sum of TEN AND NO/100 DOLLARS ($10.00), cash in hand paid, and other good and valuable consideration, the receipt and sufficiency of all of which is hereby acknowledged, I, **David Dale,** do hereby sell, convey and warrant unto **Southeastern Construction & Remodelling, LLC,** a Mississippi limited liability company, all of that certain tract, piece or parcel of land situated in Jackson County, Mississippi, together with all improvements, buildings, fixtures, and appurtenances thereunto belonging, and being more particularly described as follows, to-wit:

See Exhibit A attached

Grantor(s) quitclaims any and all oil, gas, and other minerals owned, if any, to Grantee(s).

This conveyance is subject to any and all covenants, rights of way, easements, restrictions and reservations of record in the office of the Chancery Clerk of Jackson County, Mississippi.

It is agreed and understood that the taxes for the current year have been pro-rated as of this date on an estimated basis, and when said taxes are actually determined, if the proration as of this date is incorrect, the Parties hereto agree to make all necessary adjustments on the basis of an actual proration.

WITNESS OUR SIGNATURES, on this the 1 day of November 2022.

David Dale

OFFICIAL RECORDS JACKSON COUNTY
Josh Eldridge
CHANCERY CLERK
RECORDING FEE: $36.00
#202224671 BK:2097 PG:515-517
11/02/2022 11:03:14 AM 3 PGS
BORGERON,DC Rept#26324

202224671 3 PGS

ACKNOWLEDGEMENT

STATE OF MISSISSIPPI
COUNTY OF JACKSON

PERSONALLY APPEARED BEFORE ME, the undersigned authority in and for the jurisdiction aforesaid, **David Dale**, who acknowledged before me that they signed, executed and delivered the above and foregoing instrument on the day and year thereof, for the use and purposes therein mentioned.

GIVEN UNDER MY HAND AND OFFICIAL SEAL, on this the 1st day of November, 2022.

(AFFIX SEAL)

NOTARY PUBLIC

My commission expires: Jan 27, 2026

STATE OF MISSISSIPPI NOTARY PUBLIC ID#294494 CHRISTINA BARRETT Commission Expires Jan 27, 2026 JACKSON COUNTY

Exhibit "A"

Legal Description: A PARCEL OF LAND CONTAINING 19.41 ACRES, MORE OR LESS, SITUATED IN THE SW 1/4 OF THE NW 1/4 OF SECTION 27, TOWNSHIP 7 SOUTH, RANGE 8 WEST, CITY OF OCEAN SPRINGS, JACKSON COUNTY, MISSISSIPPI, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT A CONCRETE MONUMENT ESTABLISHED BY THE U.S. DEPT. OF THE INTERIOR AT THE COMMON CORNER OF SECTIONS 27, 28, 33 & 34, TOWNSHIP 7 SOUTH, RANGE 8 WEST, JACKSON COUNTY, MISSISSIPPI; THENCE NORTH 00 DEGREES 11 MINUTES 27 SECONDS WEST 2976.70 FEET TO THE POINT OF BEGINNING; THENCE NORTH 00 DEGREES 11 MINUTES 26 SECONDS WEST 949.01 FEET TO AN IRON PIPE SET ON THE SOUTH MARGIN OF PABST ROAD AS NOW LOCATED; THENCE SOUTH 72 DEGREES 57 MINUTES 20 SECONDS EAST ALONG SAID SOUTH MARGIN 1010.95 FEET TO A BOUNDARY STEEL POST ESTABLISHED BY THE U.S. DEPT. OF INTERIOR; THENCE SOUTH 00 DEGREES 32 MINUTES 35 SECONDS EAST 752.15 FEET TO A 1/2 INCH IRON ROD; THENCE SOUTH 89 DEGREES 48 MINUTES 53 SECONDS WEST 996.21 FEET TO THE POINT OF BEGINNING.

GRAPHIC SCALE

(IN FEET)
1 INCH = 60 ft.

LEGEND:

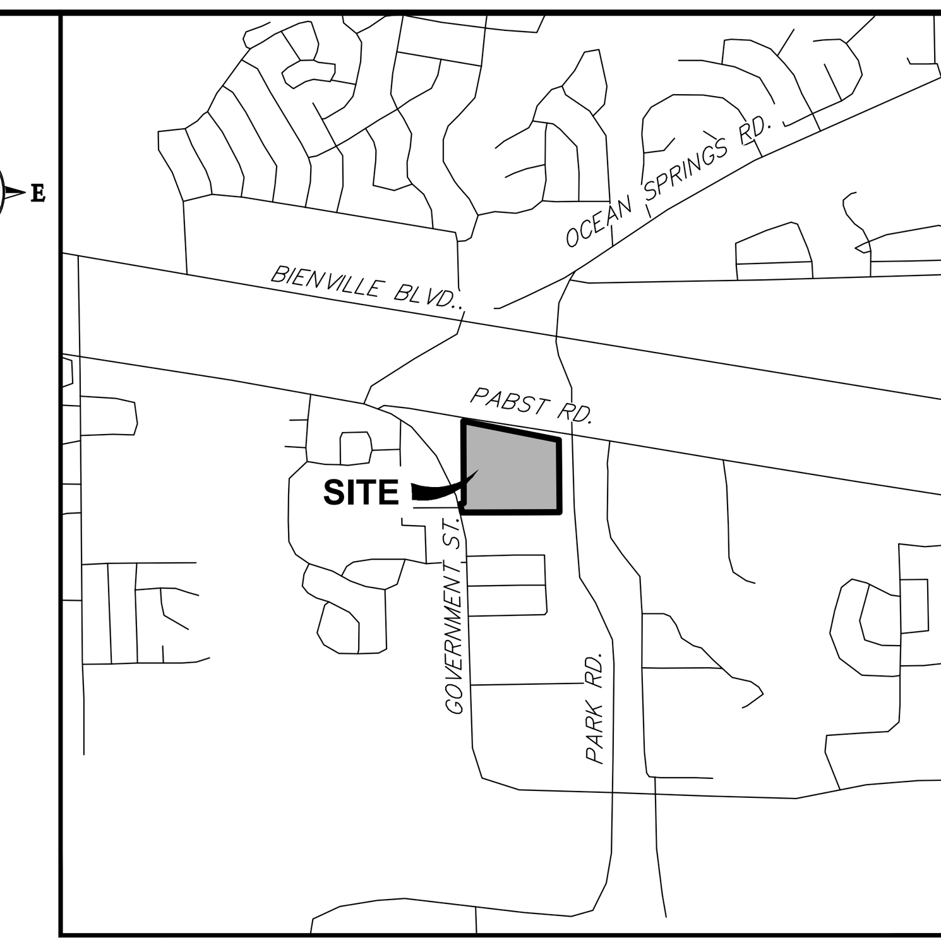
PROPERTY LINE
ADJACENT PROPERTY LINE
FENCE
ROAD CENTERLINE
BUILDING SETBACKS
UTILITY SERVTIUDE
LOT LINE
POND
CONTOUR LINE
GREEN SPACE (4.12 AC.) (ACREAGE INCLUDES POND)
PROPOSED BUILDINGS

FLOOD ZONE NOTE:

THE SUBJECT PROPERTY AS SHOWN HEREON LIES WITHIN ZONE "X" AS SAID PROPERTY PLOTS BY SCALE ON THE FLOOD INSURANCE RATE MAP (FIRM) FOR JACKSON COUNTY, STATE OF MISSISSIPPI, COMMUNITY-PANEL NUMBER 28059C0291G & 28059C0292G, DATED MARCH 16, 2009. THE CURRENT ADJACENT BASE FLOOD ELEVATION ARE SUBJECT TO CHANGE AND SHOULD BE VERIFIED WITH THE ENGINEERING DIVISION OF THE DEPARTMENT OF DEVELOPMENT PRIOR TO ISSUANCE OF BUILDING PERMITS.

ZONING NOTES:

ZONED: R-1A
MAX BUILDING HEIGHT: 50'
EXISTING LAND USE: UNDEVELOPED
NUMBER OF LOTS: 123 LOTS
TOTAL ACERAGE: 19.46 AC.
DENSITY: 123/19.46= 6.32 LOTS/AC.
PARCEL ID #: 6027170.000 & 60128042.002



VICINITY MAP
SCALE= 1":2,000'

REFERENCE MAPS:

1) BOUNDARY SURVEY OF 19.41 ACRE TRACT AND PARCEL B. BY PATRICK M. MARTINO PROFESSIONAL LAND SURVEYOR. DATED 08-25-2025.

2) LEGAL DESCRIPTION OF A PARCEL OF LAND CONTAINING 19.41 ACRES.

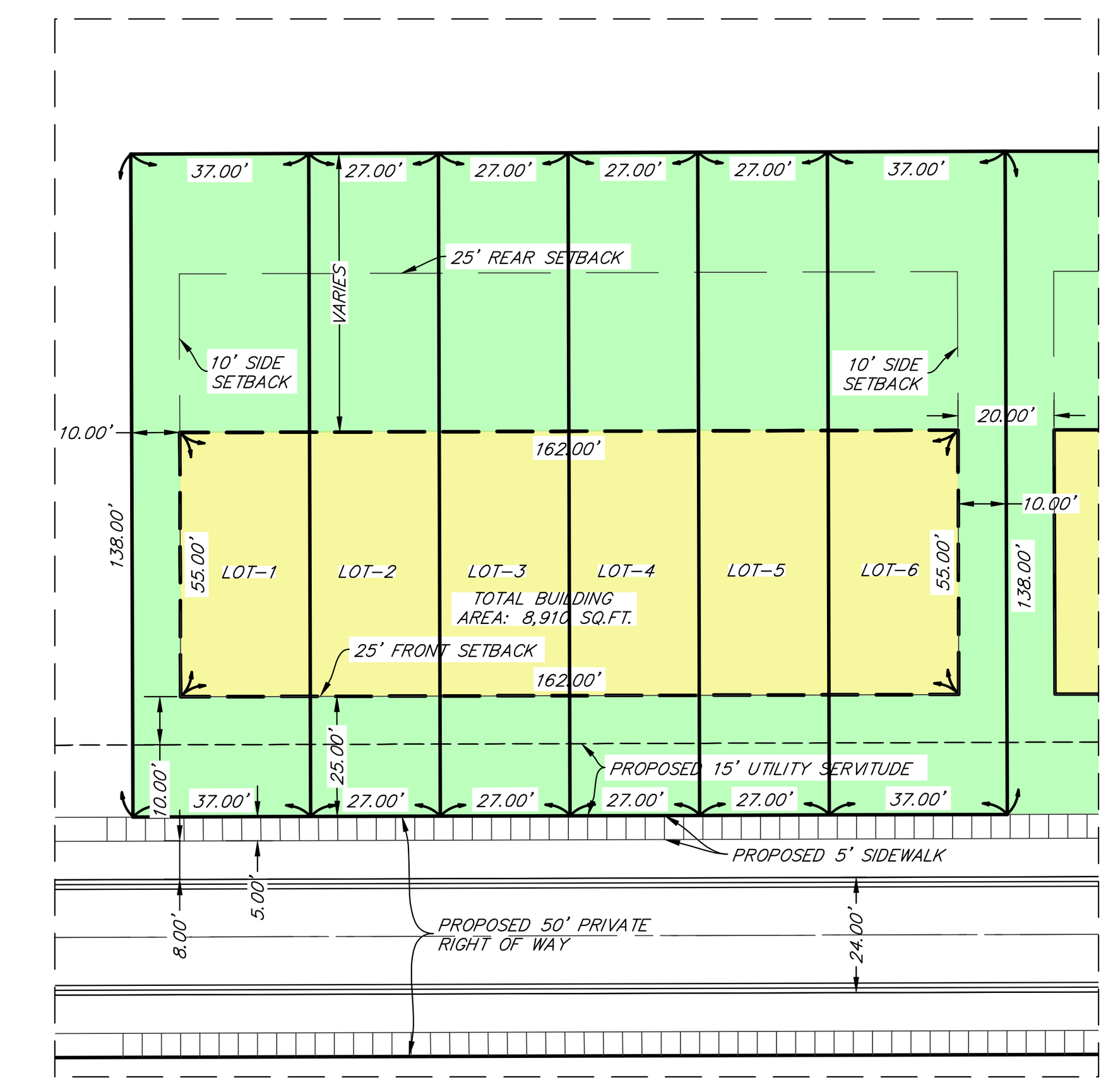
3) SURVEY OF PARCEL A & B AT GOVERNMENT ST. & PABST ROAD. FOR DAVID DALE, BY GARY A. DURBIN. DATED 04-16-2024. INSTRUMENT # 202409927.

REFERENCE BEARING: *S89°49'35"W

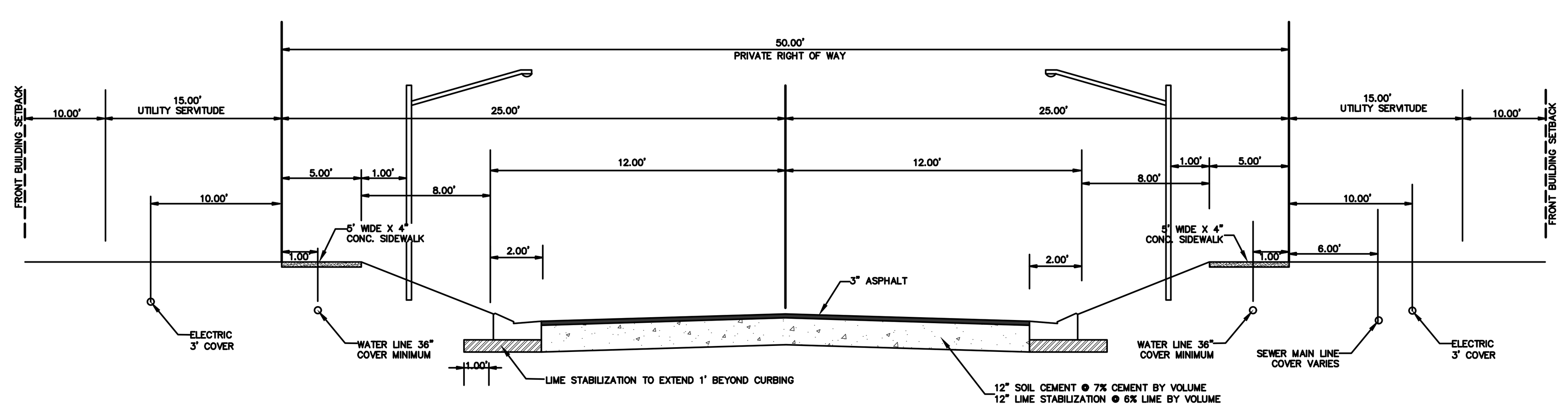
BASED UPON GPS OBSERVATIONS, REFERENCE MAPS, AND FOUND MONUMENTS "A" & "B". BEARINGS SHOWN HEREON ARE BASED ON THE STATE PLANE COORDINATE SYSTEM, MS EAST

REFERENCE BENCHMARK:

THE HORIZONTAL POSITIONS AND GRID BEARINGS SHOWN ARE REFERENCED TO NGS STATION "SJB1" (PID DG4818). THE HORIZONTAL POSITIONS AND GRID BEARINGS ARE REFERENCED TO THE NAD 83 DATUM AND ARE GIVEN IN VALUES CORRESPONDING TO THE STATE PLANE COORDINATE SYSTEM, MS EAST.



TYPICAL 6-PLEX
SCALE= 1":40'



TYPICAL SECTION - 50' PRIVATE RIGHT OF WAY

SCALE: N.T.S.
NOTE: ALL WATER AND SEWER LINES SHALL MAINTAIN 18" OF VERTICAL COVER WHEN CROSSING

GREEN SPACE
REQUIRED GREEN SPACE: 5% X 19.46 AC = 0.97 AC.
PROVIDED GREEN SPACE: 21.2% = 4.12 AC.

GENERAL NOTES:

1) WHERE FOUND, PHYSICAL ABOVE GROUND EVIDENCE OF UTILITIES HAVE BEEN SHOWN HEREON. THE LOCATION OF UNDERGROUND AND OTHER NONVISIBLE UTILITIES, HOWEVER, HAVE BEEN DETERMINED FROM DATA EITHER FURNISHED BY THE CONTROLLING AGENCIES AND / OR EXTRACTED FROM RECORDS MADE AVAILABLE BY THE CONTROLLING AGENCIES. THE ACTUAL LOCATIONS OF UNDERGROUND AND OTHER NONVISIBLE UTILITIES MAY VARY FROM THOSE SHOWN ON THIS SURVEY.

2) DELINEATION OF JURISDICTIONAL WETLANDS HAS NOT BEEN REQUESTED NOR IS A PART OF THIS SURVEY.

3) NO ATTEMPT HAS BEEN MADE BY MR ENGINEERING & SURVEYING, LLC TO VERIFY TITLE, ACTUAL LEGAL OWNERSHIP, SERVITUDES, EASEMENTS, RIGHTS OF WAY OR OTHER BURDENS ON THE PROPERTY OTHER THAN THAT FURNISHED BY THE OWNER OR THE OWNERS REPRESENTATIVE.

4) THE APPROVAL OF THIS PLAT OR MAP DOES NOT RELIEVE THE IMMEDIATE PROPERTY OWNER OR FUTURE PROPERTY OWNER FROM COMPLYING WITH ALL APPLICABLE FEDERAL, STATE, AND CITY-PARISH LAWS AND ORDINANCES GOVERNING THE SALE AND DEVELOPMENT OF THE PROPERTY. IN PARTICULAR, NO FILLING OF THE PROPERTY SHALL BE COMMENCED UNTIL ALL APPLICABLE PROVISIONS OF CHAPTER 15 OF THE UNIFIED DEVELOPMENT CODE ARE ADDRESSED.

5) BOUNDARY INFORMATION SHOWN HEREON IS FOR REFERENCE ONLY. THIS IS NOT A BOUNDARY. INFORMATION IS BASED ON SURVEY BY PATRICK MARINO, P.L.S..

MICKEY L ROBERTSON
LICENSED PROFESSIONAL ENGINEER
31248
STATE OF MISSISSIPPI
11-05-2025

SKETCH PLAT
OF

HOLLY GROVE

(SINGLE-FAMILY RESIDENTIAL TOWNHOME DEVELOPMENT)
LOTS 1 THRU 123 (INCLUSIVE)
& TRACTS CA-1 THRU CA-8 & PS
BEING A SUBDIVISION OF 19.41 ACRES
SITUATED IN THE SW. ¼ OF THE NW ¼
& PARCEL B
LOCATED IN
SECTION 27, T7S-R8W,
CITY OF OCEAN SPRINGS,
JACKSON COUNTY,
STATE OF MISSISSIPPI,
FOR
DANTIN BRUCE DEVELOPMENT, LLC

MR ENGINEERING & SURVEYING, LLC
9345 Interline Avenue, Baton Rouge, LA 70809 225.490.9592

MS ONE CALL- CALL BEFORE YOU DIG: PRIOR TO WORK COMMENCEMENT, THE CONTRACTOR SHALL CALL LOUISIANA ONE CALL (811 OR 1-800-227-6477) AND CITY COUNTY DEPARTMENT OF PUBLIC WORKS TO HAVE UTILITIES LOCATED PRIOR TO CONSTRUCTION. CONTRACTOR IS RESPONSIBLE FOR FINAL VERIFICATION OF THE LOCATION OF THE UTILITIES SHOWN ON THESE PLANS. CONTRACTOR SHALL COORDINATE WITH THE UTILITY COMPANIES FOR ALL AREAS OF CONSTRUCTION.

HOLLY GROVE
PABST ROAD,
CITY OF OCEAN SPRINGS,
JACKSON COUNTY, MS

SKETCH PLAT

DESIGNED	TRB	DETAILED	TRB
CHECKED	MLR	CHECKED	MLR
DATE	11/2025	SHEET	1 OF 1

REVISION DATE	REVISION DESCRIPTION	BY

SHEET NUMBER 1

This notice is mailed to you as an owner of property adjacent to the project described below. Copies are sent via standard mail at the cost of the applicant for this project.

City of Ocean Springs Planning Department
P. O. Box 1800
Ocean Springs, MS 39566-1800
228-875-4415

PUBLIC NOTICE

PUBLIC NOTICE is hereby given that the City of Ocean Springs *Planning Commission* will hold a public hearing in the regular meeting place of the Board of Aldermen located in City Hall at 1018 Porter Avenue Ocean Springs, MS, 39564 on

Wednesday, November 12, 2025 @ 6:00 p.m.

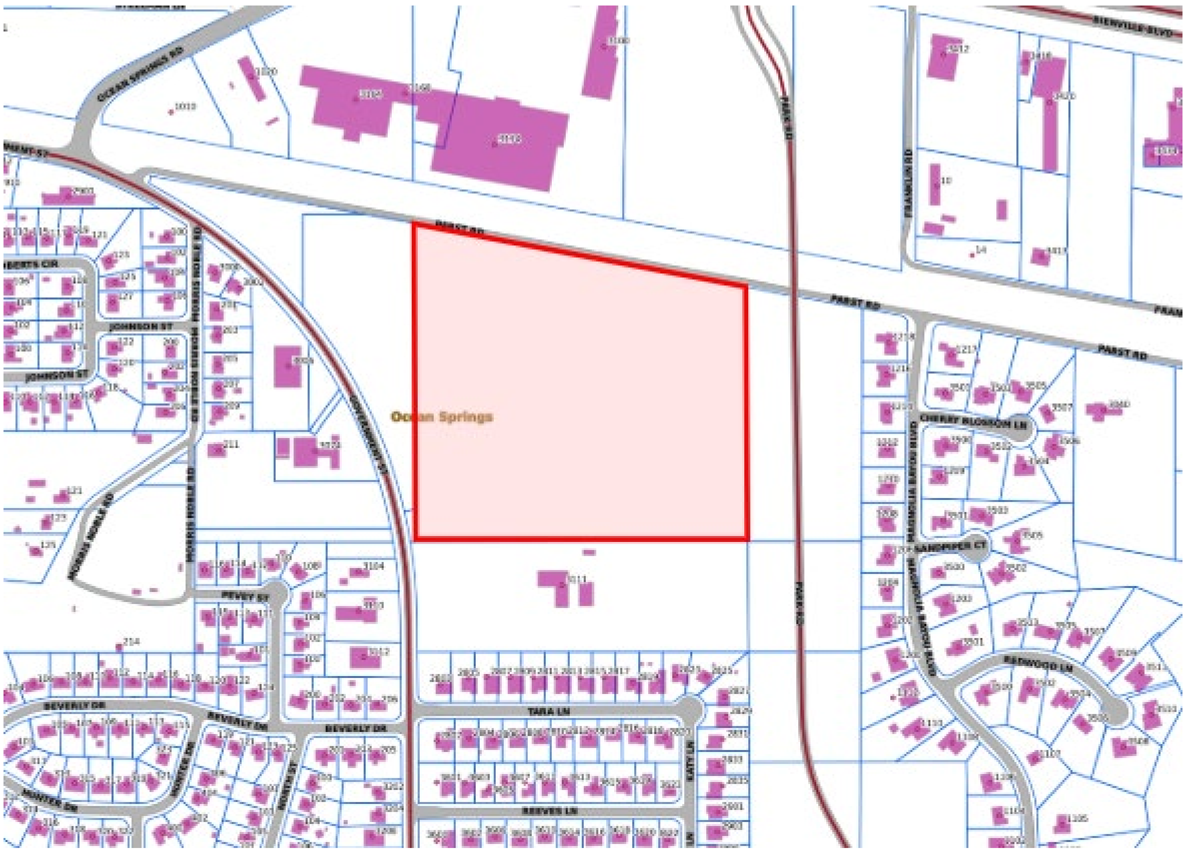
Regarding the following:

- Southeastern Construction & Remodeling, LLC – Pabst Rd – PIDN: 60127170.000 – Requesting Sketch Plat approval of a 123-lot Townhome Subdivision (Holly Grove Townhomes) – Mickey L. Robertson, P.E.

Written comments related to the above request will be accepted and may be mailed to the City of Ocean Springs Planning Department, Post Office Box 1800, Ocean Springs, MS 39566-1800 or emailed to acrose@oceansprings-ms.gov, edill@oceansprings-ms.gov, and osplanning@oceansprings-ms.gov

At the aforementioned time and place, all parties of interest shall have an opportunity to be heard.

Amanda Crose
City of Ocean Springs
Planning Director


Ocean Springs
PARST RD
TARA LN
REEVES LN
BEVERLY DR
JOHNSON ST
CHERRY BLOSSOM LN
SANDPIPER CT
REDWOOD LN
PEVEY ST

SCALE: 1"=50'-0"

HOLLY GROVE DEVELOPMENT PLAN

OCEAN SPRINGS, MISSISSIPPI AUGUST 4, 2025

DANTIN D BRUCE
DEVELOPMENT

JHA
LANDSCAPE ARCHITECTS

Neighbor Meeting Notes

Holly Grove Development — August 26, 2025
Ocean Springs, MS — 6:00pm

Meeting location: Ocean Springs Community Center (512 Washington St, Ocean Springs, MS 39564)
Attendance: Approximately 45 residents were in attendance (sign-in sheet attached. One or two residents did not sign in)
Property Zoning: R-1A – Special Apartment Use District
Property Acreage: 19.48 Acres

Ross Bruce and Brian Dantin (developers) began by introducing themselves and their team and giving their backgrounds.

Ross Bruce laid out the proposed project:

- Reviewed zoning and what is allowed in R-1A
- Proposing 146 townhomes – 2 & 3 bedroom homes with garages and private back yards
- Community amenities will include a clubhouse, resort style pool, fitness center, pickleball courts, 6.7 acres of open space
- Homes will range in size from 1,100 SF – 1,400 SF
- Community will have onsite property management and maintenance team.
- Community will be private and gated
- 5' sidewalks through out
- Homes will start out at $ 1,850/month for 2 BR and $ 2,050/month for 3 BR. We actually expect higher rental rates but these are conservative projections.
- The community will consist of individually platted lots which means that each home can be sold to separate individuals or families. Which is obviously not the case for a typical apartment community.
- By our interpretation of the code, zoning allows for 274 apartment units, we are proposing 146 townhomes.
- We handed out picture books of our last community that we developed similar to the proposed development.

Developer opened the floor to Q&A.

Q&A Summary:

1. Traffic
    a. The main points made by local residents were:
        i. Traffic is worst between 6a-8a and 3p-5p.
        ii. One neighbor opinion is that Pabst is a narrow road and already dangerous

iii. Worried that this will push traffic to Magnolia Bayou and cause additional back up there.
iv. Worried about the turnout on Government
v. Worried about impact of additional vehicles when the train tracks are shut down for various reasons
vi. City has made area to the south walkable, but it is still dangerous (had folks already run over)
vii. Please consider doing a traffic study; please include train in study (which we can't do)

b. Questions from neighbors included:
    i. Will a traffic study be done?
        1. Developer response: Just received comment recommending, so will consider.
        2. Alderman Matthew Hinton suggested:
            a. a study in conjunction with the city
            b. Likely will need to do a turn lane; is there room for a deceleration lane? Answer: unknown
    ii. Where does traffic study scope come from?
        1. A: the municipality usually sets the scope
c. Note (mentioned during meeting): Original design had property only entrance on Government. City/Planning dept requested access to Pabst as well. Historic data (not actual study) suggests traffic would be +/-160 cars per day for this development

2. Development
    a. How many units?
        i. A:146
    b. How big are the units?
        i. A: 2-3 bedroom
        ii. A: 1,100-1,450 SF
    c. What is property zoned for?
        i. A: R-1A—special use apartment district with estimated max capacity of 274 u/ac
    d. Do you own the property?
        i. A: under contract
    e. Has it been considered to do townhome sales versus rentals?
        i. A: Developer explained rent estimates at $2,100/m which brings market value of these units to $300k, which is higher than the 'for sale' average within a mile ($250k)

    f. Will this affect our home values?
        i. A: It should not as the rentals are not a "comp" to the homes for sale.

g. Have you done Environmental Impact Study?
    i. A: Yes. No jurisdictional wetlands on site
h. Will the pond be aerated?
    i. A: will consider, if needed, to not have stagnant water. Pond is an amenity
i. How will you keep cars from backing onto roads when waiting on gates?
    i. A: Will provide the required stacking distance.
j. Will this development be golf cart friendly?
    i. A: Not sure as we understand there are mixed reviews on the golf cart use
    ii. This property is within the golf cart district
k. Would you consider doing fewer units?
    i. A: if feasible, would consider. Not sure if feasible.
l. Note: Demographic Study (discussed at meeting):
    i. Median income: $81,000
    ii. Median Home value (for sale currently, w/in ½ mile): $250k
    iii. w/in 1 mile, only 3.8% of rentals are more per month than this proposed development

3. Utilities
    a. Please explain Drainage:
        i. Proposed 1.2 Ac pond; 4'-6' deep
        ii. Ditches along exterior
        iii. Drainage will meet or exceed code; city requires pre < post.
    b. Will there be a Sewer Lift Station or force main?
        i. A: unknown at this time. Still in preliminary phases

4. Construction
    a. How long will construction take?
        i. A: 2 phases (infrastructure and vertical)
        ii. 12-15 months, weather dependent
    b. Will you be working on Saturday?
        i. A: No. Work time restrictions are as follows:
            1. 7a-5p M-F
            2. Weekend work prohibited (that's our understanding any way)
    c. What about large equipment?
        i. A: Heaviest equipment will be during phase 1 (infrastructure), approximately 6-10 months
        ii. Phase 2 (vertical) has most construction contained on site
    d. Who is General Contractor?
        i. A: unknown at this time. Still in design phase
    e. When would Construction start?
        i. A: preferably in Q1 or Q2 of 2026

5. Property Management (for Rentals)
    a. How does community work?
        i. A: Onsite Management w/ 3 permanent employees and full property maintenance
        ii. Is it Pet-friendly?
            1. A: Yes, but we do have restrictions on breeds
        iii. What kind of tenants will you have?
            1. A: We have certain criteria:
                a. No non-family (so no roommate tenants)
                b. Mid-level income (650 credit score to qualify and 3x monthly rent-to-income ratio minimum)
                c. Background check required
                d. Only 12-month leases. No month-to-month (no short-term rentals)
        iv. Have you considered higher rent? Apartment complex down road is not nice, but charges $2k/m **(this information was later found to be not accurate—developer).**
            1. A: If market allows, will consider
    b. Why not sell them? What would it take to get you to sell instead of rent?
        i. A: This community will have strict restrictions (i.e. no parking in yards, no open storage or messes, etc) which have fines if not followed. Entire community is maintained by property managers and landscape is maintained all together by one company, so will look very well maintained. Sale community has no way to do that
    c. What happens to the amenities if you end up selling later?
        i. A: HOA is created and takes over
    d. Note (mentioned during meeting): Historically for us, 60-70% of renters are local relocates.

6. More about the developers. Some folks came in late and missed the introduction
    a. Do you have other developments like this?
        i. A: Yes; Cedar Grove in Baton Rouge. Pamphlets on that development were passed around meeting for residents to look through
    b. What is your experience?
        i. A: Developers went through their history in the business again
    c. Have we done projects like this with smaller unit counts?
        i. Yes; in Baton Rouge.

--Summary notes compiled by Chris Ferris, Dantin Bruce Development to the best of his ability and are believed to be an accurate summary of what was said at the meeting.

Ocean Springs, MS
8/26/2025

SIGN IN SHEET

Name	Address	Phone Number
Cindy Field	1218 Magnolia Bayou OS	
Carolyn Teal	1107 Magnolia Bayou Blvd	
Carolyn Freeman	104 W Park Dr OS	
Dennis Freeman	"	
Rhonda Fryer	3605 Magnolia Bayou Circle	
Misty McKenna	3702 Point Clear Dr.	
Karen Chewning	3705 Point Clear dr	228-3114
Stephanie Box	2103 Whitney Oaks	
Joshua Box	" "	
Carole Krolikowski	1054 Cowley Cir	678 2307902
Lona Coy	1206 Magnolia Bayou	228-238-7965
Cathy Dykes	114 Heron Park Pl	979-235-0732
STEVEN VIERLING	120 HERON PARK PL	850 291 4541
Karlyn Stephens	3605 Fernwood Dr	228 2823263
C.L. George Smith	901 Woodglen Dr	228-424-0899
PAT BURCO	3602 MAGNOLIA BAYOU	228-235-1964
Lori Kilgore	1112 Magnolia Bayou	228 623-9404
Mike LeCompte	112 Magnolia Bayou	228-623-2898
BOB ZITTLEMAN	900 MAGNOLIA BAYOU	228 324 3436
Lauren Timmons	3096 Pabst Rd. O.S.	228 257 3741
Russell & Katherine Mereo	3715 Point Clear Dr OS	228 282 0196
Earl + Nancy Carstens	902 Magnolia Bayou Blvd OS	423-618-1874
Jeanne Williams	3606 Pt. Clear Dr. OS	228-324-9380
Lois Reeves	2503 Promenade Blvd OS	228-218-6491
MIKE STENSRUD	1101 MAG BAYOU	324-1113
PASTOR Sam Johnson	3111 GOVERNMENT ST	228-990-1419
TRACY REYNOLDS	3628 PERRYMAN RD	
DANA & CAROL HILL	905 WOODGLEN DR	228-424-1227
Steven Covington	1217 Magnolia Bayou	601-754-5981
Daniel Payne	3703 Point Clear Drive	228-219-6017
Lisa Greenberg	110 Perez St, O.S	
Summer Wood	2528 Faulkner Ct.	662-614-4165
Patrick Wright	3621 11th St, GP, MS	601-480-9979
Lacey Sullivan	3505 Sandpiper	
Rhett McWhorter	" No Box "	
[illegible]	809	228 875 8123
Debra Gilley	2120 Whitney Oak Dr.	907-854-0410
James Green	3006 Government Str	228-219-2418
Jack McDaniel	100 N St.	327-5587
Shawn Gilley	2120 Whitney Oaks	228-282-9998
Matt H[illegible]	1810 Porter	N/A
Katherine Mendoza	3208 Govt St	228 369 4219

SIGN IN SHEET

Name	Address	Phone Number
Cameron Rea	103 Sonhaven	9292709922

TRAFFIC IMPACT ANALYSIS
for
Holly Grove

Revised Final Report
October 2025

SHANE MICHAEL BERGIN
LICENSED PROFESSIONAL ENGINEER
10/24/25
18457
STATE OF MISSISSIPPI

Prepared by:

NEEL-SCHAFFER

TABLE OF CONTENTS

Appendix

Year 2025 Existing Traffic Volumes

Peak Hour Volumes and Trip Distribution

Year 2025 Synchro & HCS Analysis

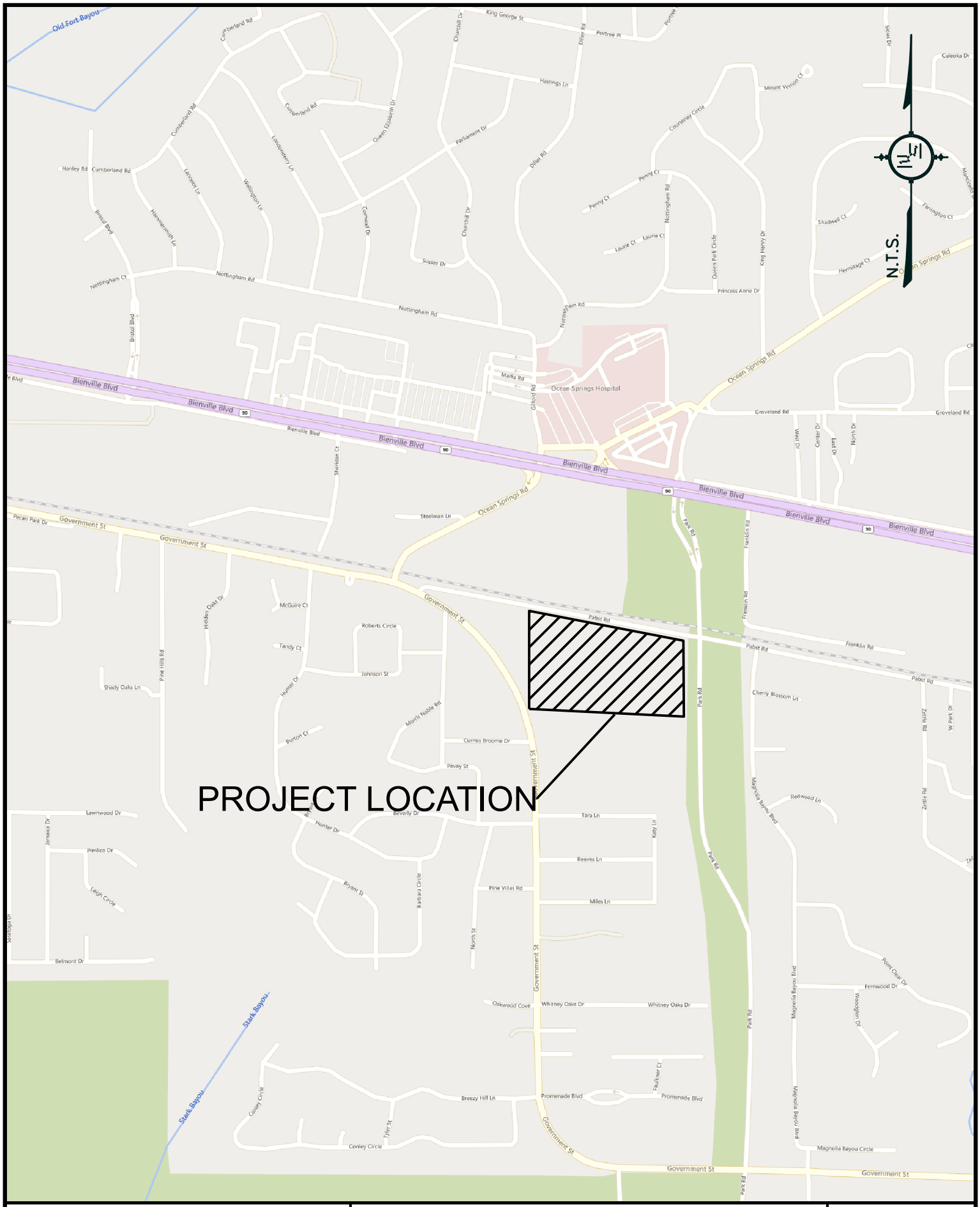
Year 2030 Synchro & HCS Analysis

Auxiliary Lane Warrant Sheets

Section 1 Introduction

This report summarizes the findings of the traffic analysis performed by Neel-Schaffer, Inc., as requested by Dantin Bruce Development for the development of townhome units. The project site is located along Government Street southeast of the intersection of Government Street with Ocean Springs Road in Ocean Springs, MS. The development is planned to include 123 townhome units.

The purpose of this analysis is to estimate the trip generation potential for the project site and evaluate the impact of the site traffic on adjacent roadways and intersections. Based on these impacts, recommended improvements were evaluated to mitigate traffic concerns as they relate to the site development, if required. To analyze the related impact to the surrounding area, existing roadway capacity and non-site traffic levels-of-service were also evaluated.



NEEL-SCHAFFER Solutions you can build upon	HOLLY GROVE TIA PROJECT LOCATION MAP	FIGURE 1.1

Section 2 Existing Conditions

The project site is located along Government Street southeast of the intersection of Government Street and Ocean Springs Road in Ocean Springs, Mississippi. Currently, the proposed site is wooded. Direct access to the property is limited to Government Street and Pabst Road.

The study area is comprised of two adjacent existing intersections: Government Street with Ocean Springs Road and Government Street with Pabst Road.

2.1 Government Street

Government Street is an undivided two-lane roadway. Government Street has a typical section that consists of 11-foot lanes, unpaved shoulders, and open drainage in the vicinity of the proposed site. In addition, there is sidewalk on the west side of Government Street. Government Street is functionally classified as a minor arterial roadway and has a posted speed limit of 35 miles per hour near the proposed project site.

2.2 Ocean Springs Road

Ocean Springs Road is an undivided four-lane roadway. Ocean Springs Road has a typical section that consists of 12-foot lanes with curb and gutter and closed drainage. Ocean Springs Road Country Club is functionally classified as a minor arterial roadway and has a posted speed limit of 25 miles per hour near the proposed project site.

2.3 Pabst Road

Pabst Road is an undivided two-lane roadway. Pabst Road has a typical section that consists of 20-feet of asphalt with unpaved shoulders and open drainage. Pabst Road is not a functionally classified roadway and has a posted speed limit of 30 miles per hour.

2.4 Intersection of Government Street and Ocean Springs Road

The intersection of Government Street and Ocean Springs Road is currently a signalized intersection. The eastbound approach widens to provide a dedicated left turn lane. The southbound approach provides a shared thru-left lane and a right turn lane. All other approaches to the intersection are single lane approaches. The signal operates with split phasing northbound and southbound along with a protected/permitted eastbound left turn. The signal also appears to have railroad pre-emption with a no left turn blank out sign eastbound.

2.4 Intersection of Government Street and Pabst Road

The intersection of Government Street and Pabst Road is currently an unsignalized “T” intersection with Pabst Road being stopped control. The eastbound approach widens to provide a short left turn lane. All other approaches to the intersection are single lane approaches.

Section 3 Evaluation of Existing Conditions

3.1 Existing Traffic Volumes

The project area for this analysis includes the signalized intersection of Government Street and Ocean Springs Road along with the unsignalized intersection of Government Street and Pabst Road. Eight-hour turning movement counts were conducted at the existing study intersections in September 2025. The AM and PM peak hour traffic volumes for the intersections are shown graphically in Figure 3.1.

3.2 Basis of Analysis

From a performance perspective, the effective operation of an intersection is evaluated based on the delay, turning movement volumes, traffic composition and roadway geometrics. The methodology utilized in this analysis is based on the Highway Capacity Manual, 7th Edition. Intersection level-of-service is based on delay per vehicle (in seconds). The level-of-service, as outlined in the Manual, is reported as a letter designation of LOS A through F (A is the least delay and F is the most delay). The delay range for signalized and unsignalized intersections (both four-way and two-way) is as follows:

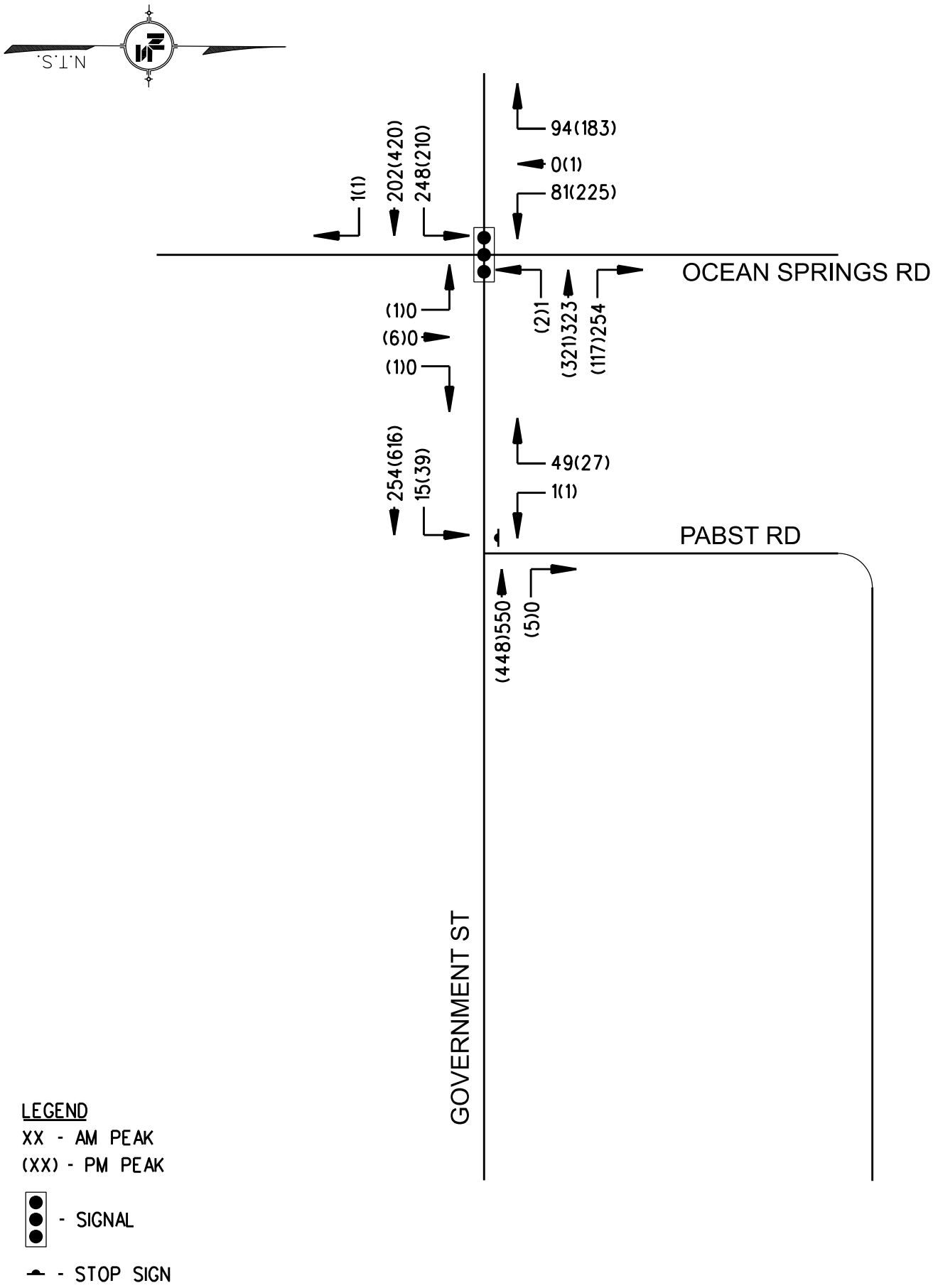
Signalized Intersections

LOS	Delay (s/veh)
A	≤ 10
B	> 10 – 20
C	> 20 – 35
D	> 35 – 55
E	> 55 – 80
F	> 80

Unsignalized Intersections

LOS	Delay (s/veh)
A	≤ 10
B	> 10 – 15
C	> 15 – 25
D	> 25 – 35
E	> 35 – 50
F	> 50

A Synchro model was usded to evaluate the existing peak hour volumes at the signalized intersection of Government Street and Ocean Springs Road while the Highway Capacity Software (HCS) was used to evaluate the existing peak hour volumes at the unsignalized intersection of Government Street with Pabst Road.



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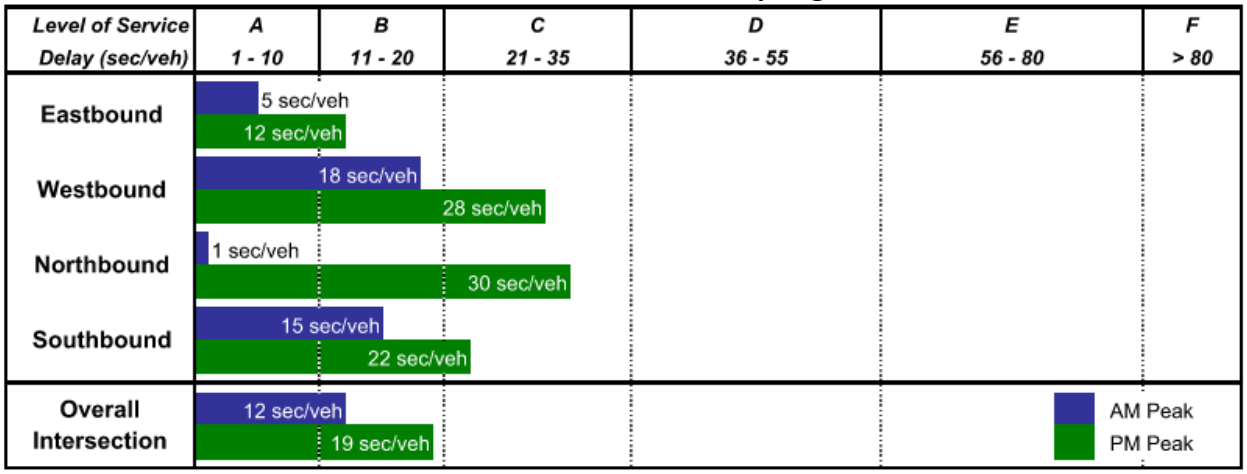
HOLLY GROVE TIA
EXISTING TRAFFIC VOLUMES

FIGURE
3.1

3.3 Government Street and Ocean Springs Road

The Government Street and Ocean Springs Road intersection levels-of-service, based on the Year 2025 traffic volumes, are illustrated in Figure 3.2. This analysis is based on a signalized intersection with observed signal phasing.

Figure 3.2 – Existing Intersection Level-of-Service
Government Street and Ocean Springs Road

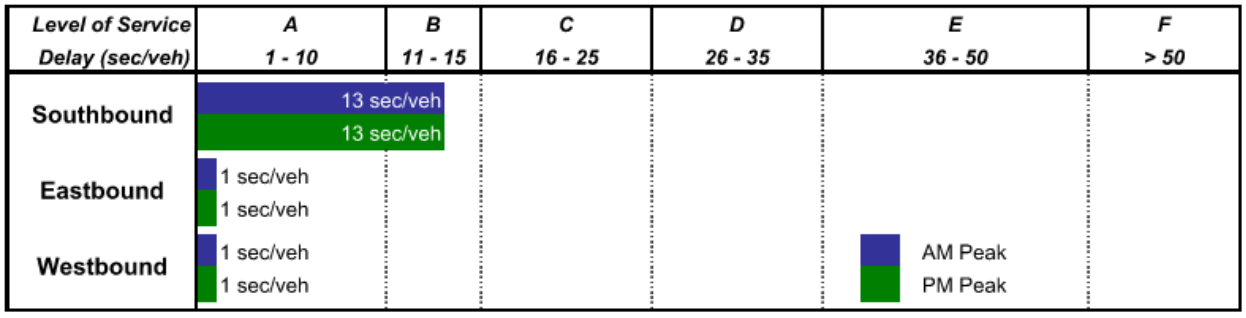


Overall, the intersection operates with acceptable levels-of-service during the AM and PM peak hour.

3.4 Government Street and Pabst Road

The Government Street and Pabst Road intersection levels-of-service, based on the Year 2025 traffic volumes, are illustrated in Figure 3.3. This analysis is based on an unsignalized intersection with Pabst Road being stopped control.

Figure 3.3 – Existing Intersection Level-of-Service
Government Street and Pabst Road



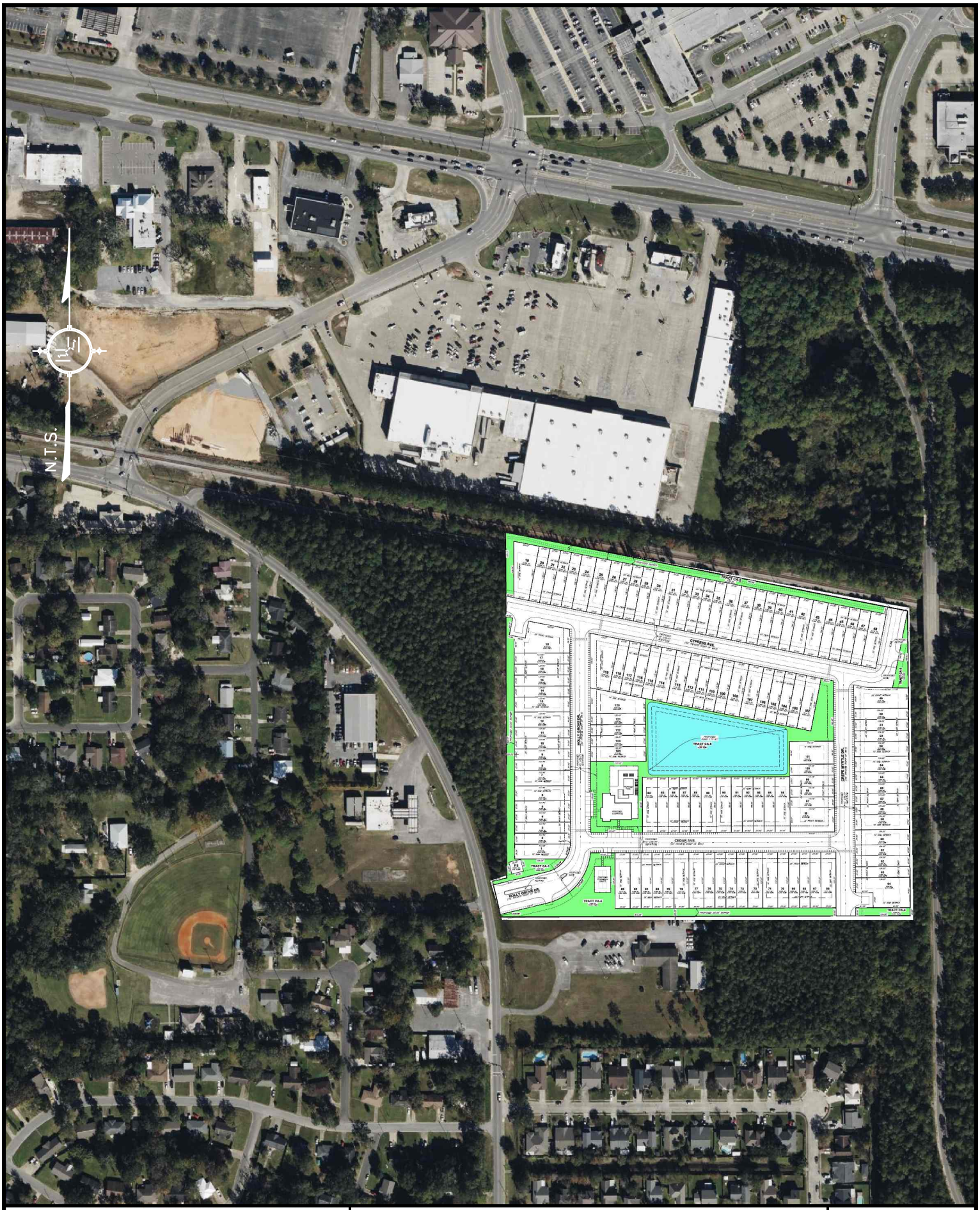
Overall, the intersection operates with acceptable levels-of-service during the AM and PM peak hour.

Section 4 Proposed Development

4.1 Proposed Site

The development is currently planned to have 123 townhome units. The proposed development plans to have access to Government Street and Pabst Road.

Figure 4.1 illustrates the proposed site plan for this development.



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HOLLY GROVE TIA
SITE PLAN

FIGURE
4.1

4.2 Trip Generation

The trip generation of the townhome units was developed using the trip rates contained in the Institute of Transportation Engineers Trip Generation, 12th Edition. The site traffic was assigned based on the demographic distribution in the study area and on the roadways that provide access to the project site. The trip generation calculations for the proposed site traffic are shown in Table 4.1.

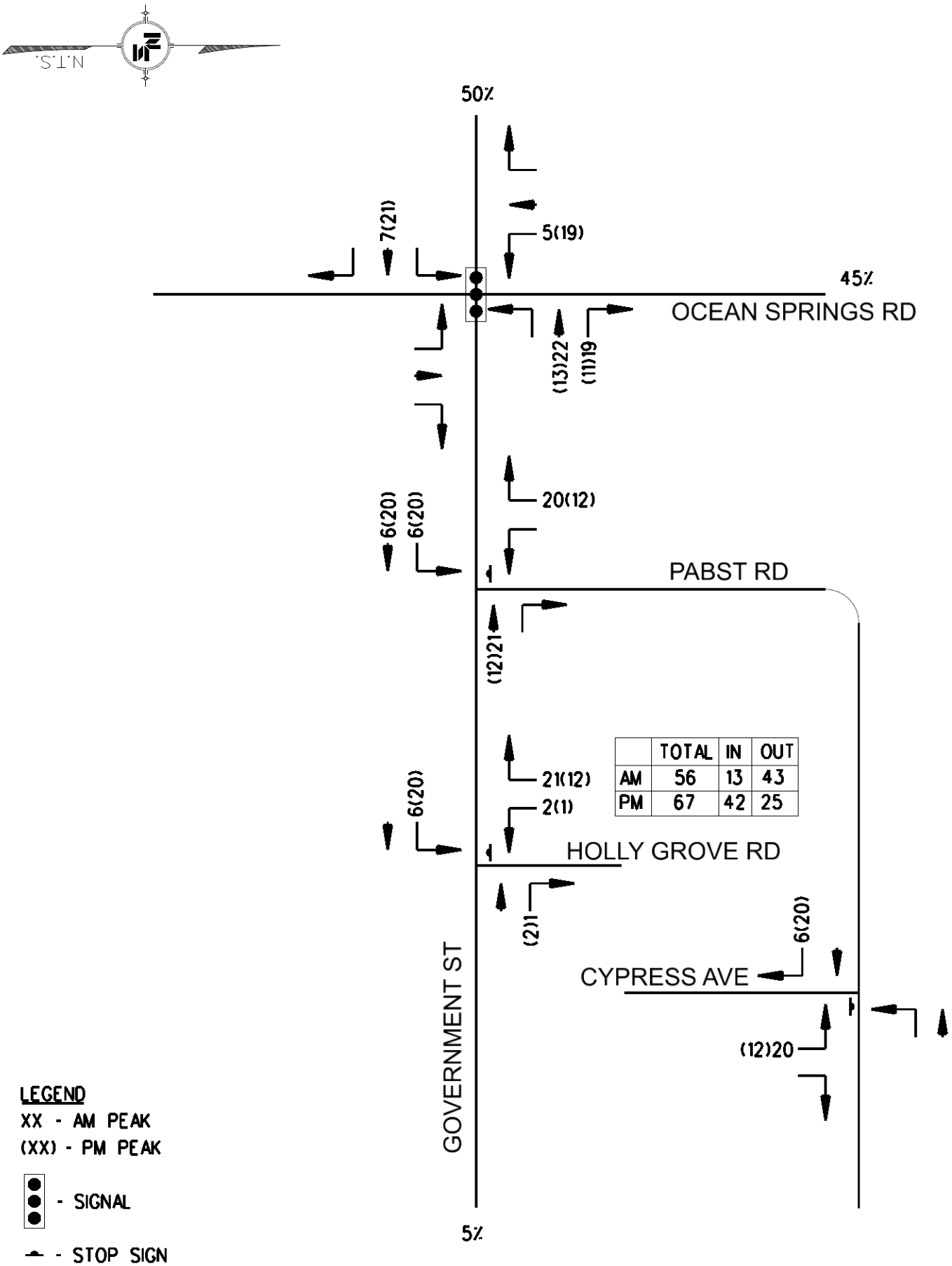
Table 4.1 – Trip Generation

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Multifamily Housing (Low-Rise)	123 Dwelling Units	813	56	13	43	66	41	25
	Total	813	56	13	43	66	41	25

Daily Traffic Generation	Multifamily Housing (Low Rise) [ITE 220]	=	T = 5.63(X) + 120.45
AM Peak Hour Traffic Generation	Multifamily Housing (Low Rise) [ITE 220]	=	T = 0.35(X) + 12.93 (24%in/76%out)
PM Peak Hour Traffic Generation	Multifamily Housing (Low Rise) [ITE 220]	=	T = 0.48(X) + 7.35 (62%in/38%out)

T - Trips
Source: ITE Trip Generation, 12th Edition

The estimated site traffic volumes are illustrated in Figure 4.2.



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HOLLY GROVE TIA
SITE TRAFFIC ASSIGNMENT

FIGURE
4.2

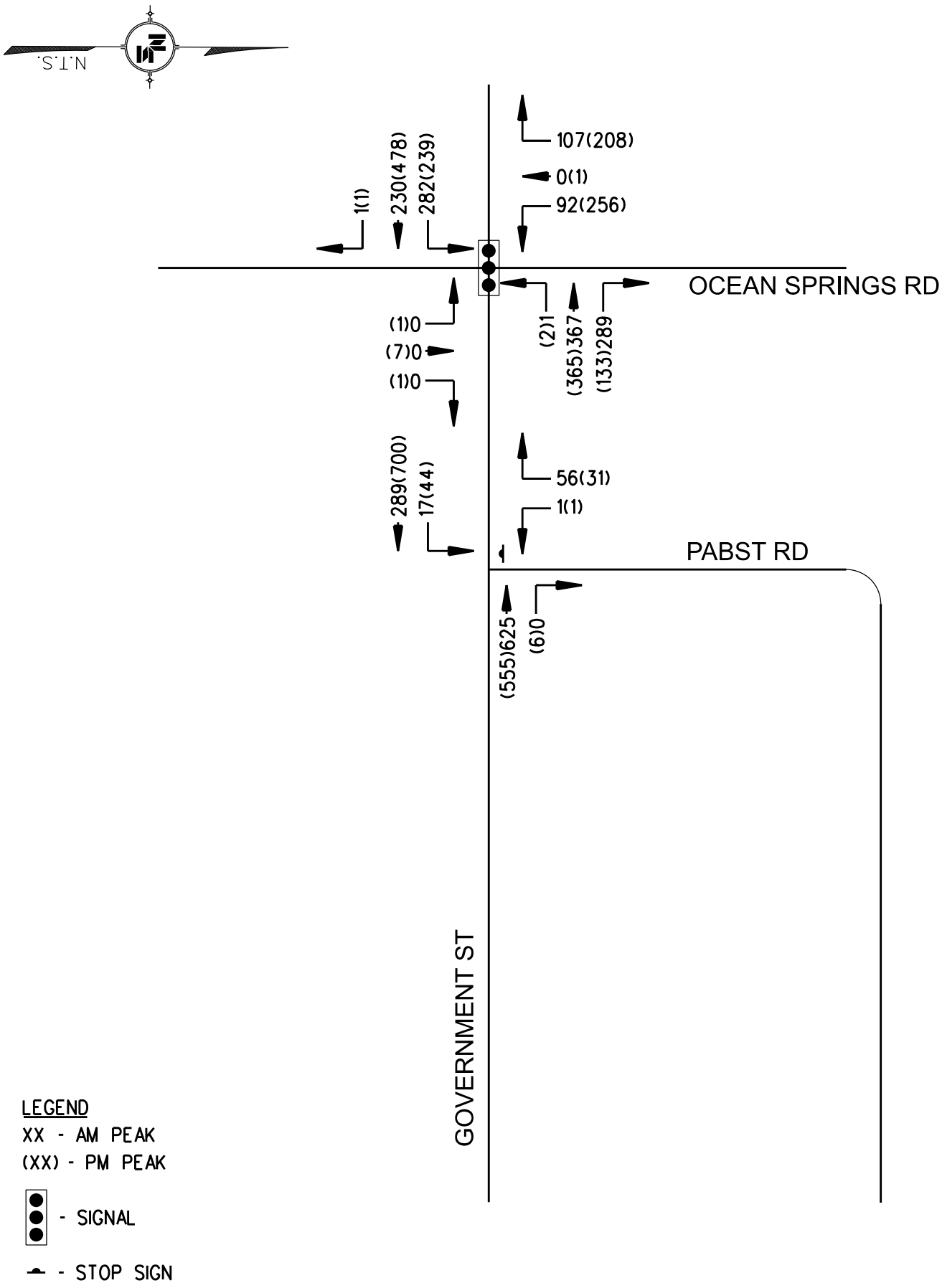
4.3 Non-Site Traffic Forecast

A review of the historical 24-hour daily traffic volumes from MDOT traffic counts was conducted to see the historical impacts of traffic growth on the roadways adjacent to the project site. The comparison of traffic volumes is provided in Table 4.2.

Table 4.2 – Historical Daily Traffic Volumes

Year	Location Government – SE of Ocean Springs
2024	10,000
2023	9,800
2022	9,300
2021	9,500
2019	8,800
5-yr Growth Rate	**2.58%**

The historic counts show an increase in volumes from 2019. The 5-Year compounded growth factor was 2.58% along Government Street near the proposed site from 2019-2024. A 2.6% compound annual growth rate was used to forecast the non-site traffic for the Year 2030. Figure 4.3 illustrates the Year 2030 Non-Site Traffic Volumes.



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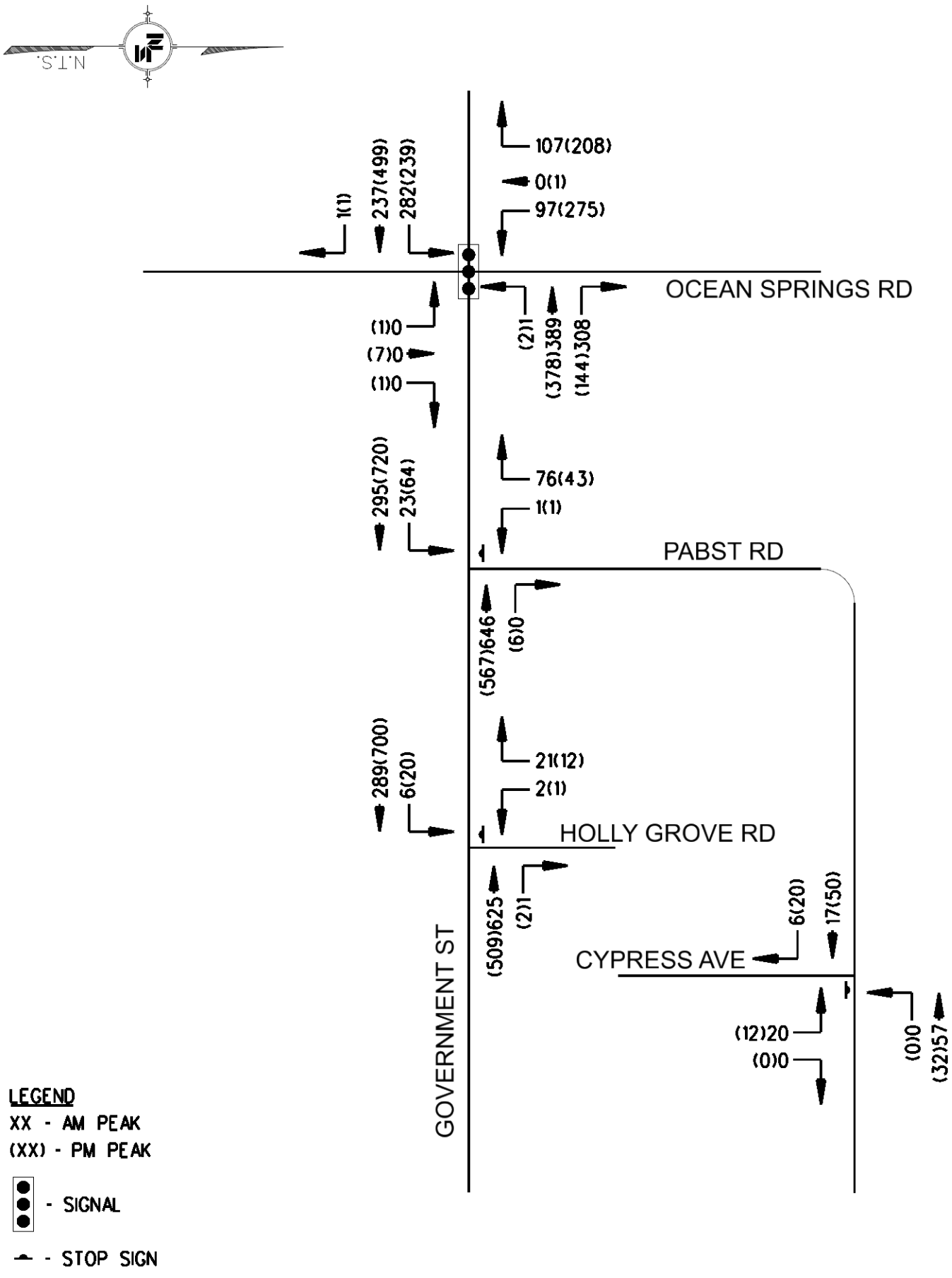
HOLLY GROVE TIA
2030 NON-SITE TRAFFIC VOLUMES

FIGURE
4.3

4.4 Year 2030 Total Traffic

Site generated traffic volumes were added to non-site traffic volumes to arrive at total (Year 2030) traffic volumes. Figure 4.4 illustrates the Year 2030 total traffic volumes.



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HOLLY GROVE TIA
2030 TOTAL TRAFFIC VOLUMES

FIGURE
4.4

4.5 Year 2030 Traffic Analysis

An analysis of the Year 2030 Non-Site and Total traffic volumes was conducted using the information provided in the Highway Capacity Manual, Seventh Edition. The lane geometry and traffic control for the total traffic analysis includes the existing roadway geometrics. The results of the analysis are shown in Table 4.3 and Table 4.4.

Table 4.3 – Year 2030 Non-Site Traffic Level-of-Service

Signalized Intersection	Peak Hour	Level-of-Service – Delay (sec/veh)				
		Northbound	Southbound	Eastbound	Westbound	Total
Government St / Ocean Springs Rd	AM	A – 1	B – 16	A – 7	C – 26	B – 17
	PM	C – 30	C – 27	B – 13	C – 28	C – 21
Unsignalized Intersection	**Peak Hour**	**Level-of-Service – Delay (sec/veh)**				
		Northbound	**Southbound**	**Eastbound**	**Westbound**	**Total**
Government St / Pabst Rd	AM	-	B – 14	A – 1	A – 1	-
	PM	-	B – 14	A – 1	A – 1	-

Table 4.4 – Year 2030 Total Traffic Level-of-Service

Signalized Intersection	Peak Hour	Level-of-Service – Delay (sec/veh)				
		Northbound	Southbound	Eastbound	Westbound	Total
Government St / Ocean Springs Rd	AM	A – 1	B – 16	A – 8	C – 32	C – 21
	PM	C – 30	C – 33	B – 13	C – 29	C – 23
Unsignalized Intersection	**Peak Hour**	**Level-of-Service – Delay (sec/veh)**				
		Northbound	**Southbound**	**Eastbound**	**Westbound**	**Total**
Government St / Pabst Rd	AM	-	C – 15	A – 1	A – 1	-
	PM	-	B – 14	A – 1	A – 1	-
Government St / Road A	AM	-	B – 14	A – 1	A – 1	-
	PM	-	B – 13	A – 1	A – 1	-
Pabst Rd / Road B	AM	A – 9	-	A – 1	A – 1	-
	PM	A – 9	-	A – 1	A – 1	-

The study intersections are anticipated to operate at acceptable levels-of-service with the proposed development.

Section 5 Recommendations and Conclusions

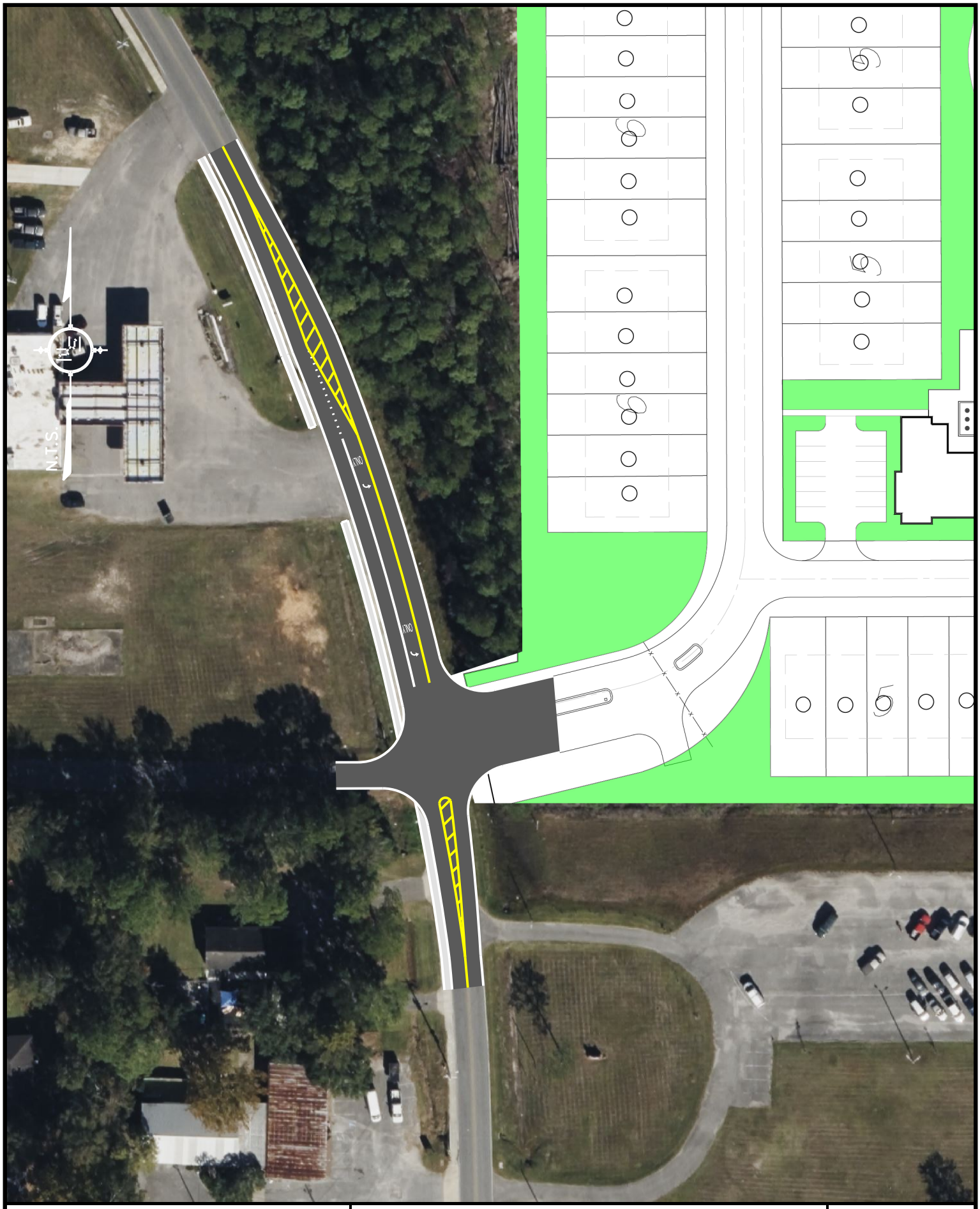
5.1 Auxiliary Lane Warrants

The traffic volumes at the intersections of Government Street with Holly Grove Road and Pabst Road with Cypress Avenue were evaluated to determine if the warrants outlined in the National Cooperative Highway Research Program (NCHRP) Report 457, Evaluating Intersection Improvements: An Engineering Study Guide are anticipated to be met for constructing auxiliary turn lanes. Report 457 contains graphical illustrations of the volume requirements for auxiliary lane warrants. The threshold volume requirements for installation of a left turn lane utilize a combination of the left turning volume, the through traffic that would be behind the left turning volume (VA), and the opposing volume of traffic (VO) that could conflict with the left turning vehicles. The right turning traffic utilizes the advancing volume and right turning volume.

The auxiliary lane warrants were evaluated using the total 2030 traffic volumes at the intersections of Government Street with Holly Grove Road and Pabst Road with Cypress Avenue. Based on the anticipated traffic volumes, an auxiliary left turn lane is warranted on Government Street at Holly Grove Road.

5.2 Conclusions

The development of the project site with 123 townhome units is not anticipated to create major capacity related deficiencies at the study intersections. A left turn lane is warranted on Government Street at Holly Grove Road. Figure 5.1 illustrates a southbound left turn lane with 200 feet of storage, 75-foot taper, and 125 feet of transition. The transition is based on symmetric widening.



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HOLLY GROVE TIA
RECOMMENDED IMPROVEMENTS

FIGURE
4.1

Appendix

Year 2025 Existing Traffic Volumes

Peak Hour Volumes and Trip Distribution

Year 2025 Synchro & HCS Analysis

Year 2030 Synchro & HCS Analysis

Auxiliary Lane Warrant Sheets

Year 2025 Existing Traffic Volumes

Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563
Traffic is Our Only Business

Government St @ Ocean Springs Rd
Ocean Springs, MS

File Name : 25087-1
Site Code : 25087-1
Start Date : 9/23/2025
Page No : 1

Groups Printed- Lights - Heavy Vehicles - Buses - Bicycles on the Road

	Ocean Springs Rd Southbound					Government St Westbound					Business Drwy Northbound					Government St Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
06:00	5	0	2	0	7	0	34	19	0	53	0	0	0	0	0	19	17	0	0	36	96
06:15	8	0	6	0	14	0	64	24	0	88	0	0	0	0	0	18	21	0	0	39	141
06:30	12	0	13	0	25	1	92	32	0	125	0	0	1	0	1	21	19	0	0	40	191
06:45	19	0	18	0	37	0	108	34	0	142	0	0	0	0	0	40	43	0	0	83	262
Total	44	0	39	0	83	1	298	109	0	408	0	0	1	0	1	98	100	0	0	198	690
07:00	15	1	24	0	40	0	91	36	0	127	0	0	0	0	0	43	56	0	0	99	266
07:15	19	0	23	0	42	0	65	58	0	123	0	0	0	0	0	57	59	0	0	116	281
07:30	19	0	32	0	51	0	84	84	0	168	0	0	0	0	0	81	33	0	0	114	333
07:45	13	0	19	0	32	1	85	62	0	148	0	0	0	0	0	68	68	1	0	137	317
Total	66	1	98	0	165	1	325	240	0	566	0	0	0	0	0	249	216	1	0	466	1197
08:00	30	0	20	0	50	0	89	50	0	139	0	0	0	0	0	42	42	0	0	84	273
08:15	27	2	15	0	44	1	93	52	0	146	0	1	0	0	1	27	39	0	0	66	257
08:30	17	1	15	0	33	0	95	38	0	133	0	0	0	0	0	22	39	0	0	61	227
08:45	14	0	9	0	23	0	71	30	0	101	0	0	0	0	0	30	55	0	0	85	209
Total	88	3	59	0	150	1	348	170	0	519	0	1	0	0	1	121	175	0	0	296	966
*** BREAK ***																					
15:00	37	2	35	0	74	0	53	32	0	85	0	1	0	0	1	59	58	0	0	117	277
15:15	25	2	35	0	62	0	65	41	0	106	1	1	0	0	2	29	68	0	0	97	267
15:30	60	1	54	0	115	0	71	51	0	122	0	1	0	0	1	71	122	0	0	193	431
15:45	58	2	42	0	102	2	85	55	0	142	0	4	0	0	4	39	104	0	0	143	391
Total	180	7	166	0	353	2	274	179	0	455	1	7	0	0	8	198	352	0	0	550	1366
16:00	62	0	43	0	105	0	76	51	0	127	1	1	1	0	3	31	109	0	0	140	375
16:15	58	2	43	0	103	0	78	42	0	120	0	0	0	0	0	38	85	0	0	123	346
16:30	54	2	42	0	98	0	100	47	0	147	0	2	0	0	2	45	104	1	0	150	397
16:45	53	1	40	0	94	1	85	37	0	123	1	0	0	0	1	42	96	1	0	139	357
Total	227	5	168	0	400	1	339	177	0	517	2	3	1	0	6	156	394	2	0	552	1475
17:00	56	0	39	0	95	0	82	54	0	136	1	3	0	0	4	54	117	0	0	171	406
17:15	49	0	47	0	96	1	88	40	0	129	0	1	0	0	1	52	107	0	0	159	385
17:30	68	0	54	0	122	1	69	36	0	106	0	1	0	0	1	57	112	0	0	169	398
17:45	52	1	43	0	96	0	82	47	0	129	0	1	1	0	2	47	84	1	0	132	359
Total	225	1	183	0	409	2	321	177	0	500	1	6	1	0	8	210	420	1	0	631	1548
18:00	56	0	25	0	81	0	44	33	0	77	0	0	1	0	1	46	74	0	0	120	279
18:15	38	1	33	0	72	0	63	30	0	93	0	2	1	0	3	29	77	0	0	106	274
18:30	43	0	26	0	69	0	46	23	0	69	0	0	0	0	0	34	82	0	0	116	254
18:45	34	0	26	0	60	0	42	31	0	73	0	0	0	0	0	25	66	0	0	91	224
Total	171	1	110	0	282	0	195	117	0	312	0	2	2	0	4	134	299	0	0	433	1031
Grand Total	1001	18	823	0	1842	8	2100	1169	0	3277	4	19	5	0	28	1166	1956	4	0	3126	8273
Apprch %	54.3	1	44.7	0		0.2	64.1	35.7	0		14.3	67.9	17.9	0		37.3	62.6	0.1	0		
Total %	12.1	0.2	9.9	0	22.3	0.1	25.4	14.1	0	39.6	0	0.2	0.1	0	0.3	14.1	23.6	0	0	37.8	
Lights	993	18	819	0	1830	8	2027	1157	0	3192	4	18	5	0	27	1144	1891	4	0	3039	8088
% Lights	99.2	100	99.5	0	99.3	100	96.5	99	0	97.4	100	94.7	100	0	96.4	98.1	96.7	100	0	97.2	97.8
Heavy Vehicles	7	0	2	0	9	0	15	8	0	23	0	1	0	0	1	10	19	0	0	29	62
% Heavy Vehicles	0.7	0	0.2	0	0.5	0	0.7	0.7	0	0.7	0	5.3	0	0	3.6	0.9	1	0	0	0.9	0.7
Buses	1	0	0	0	1	0	58	4	0	62	0	0	0	0	0	11	46	0	0	57	120
% Buses	0.1	0	0	0	0.1	0	2.8	0.3	0	1.9	0	0	0	0	0	0.9	2.4	0	0	1.8	1.5
Bicycles on the Road	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
% Bicycles on the Road	0	0	0.2	0	0.1	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0	0	0

Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563
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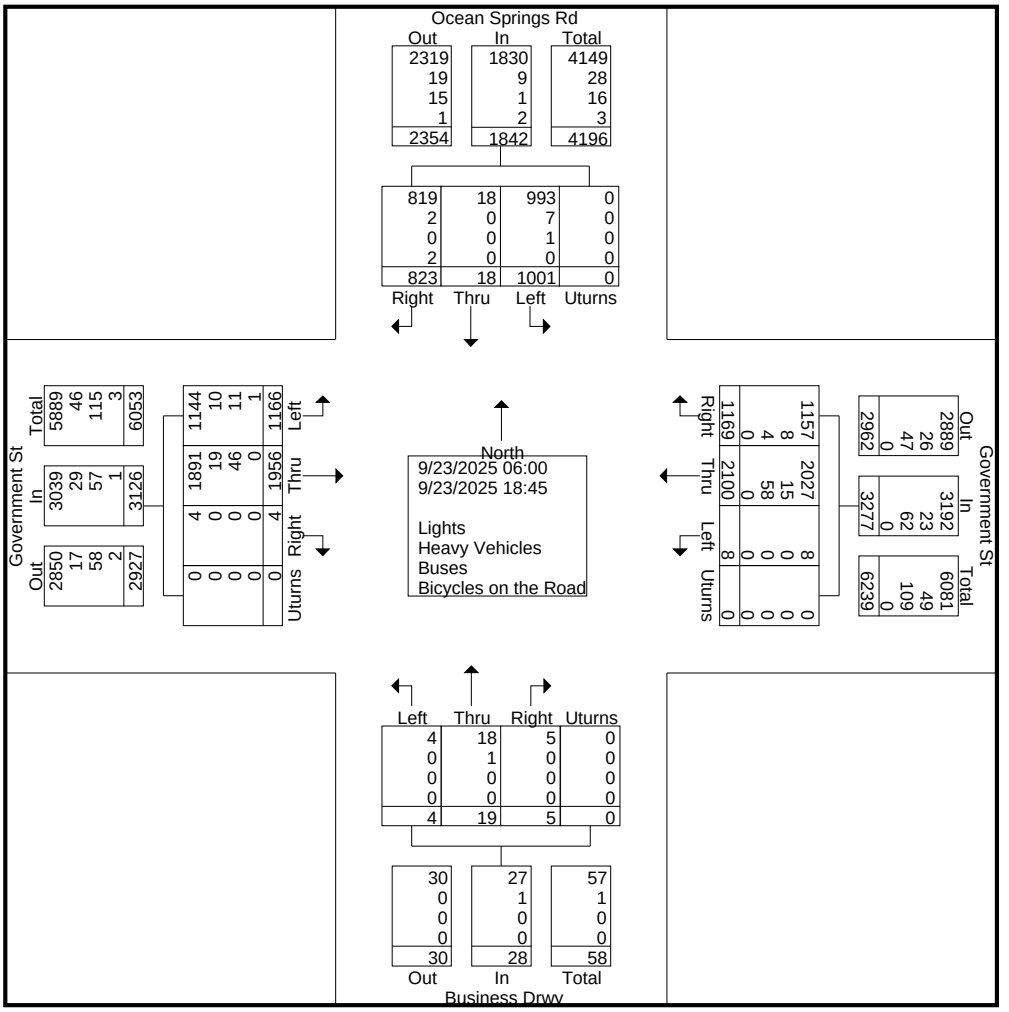
File Name : 25087-1
Site Code : 25087-1
Start Date : 9/23/2025
Page No : 2



Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563
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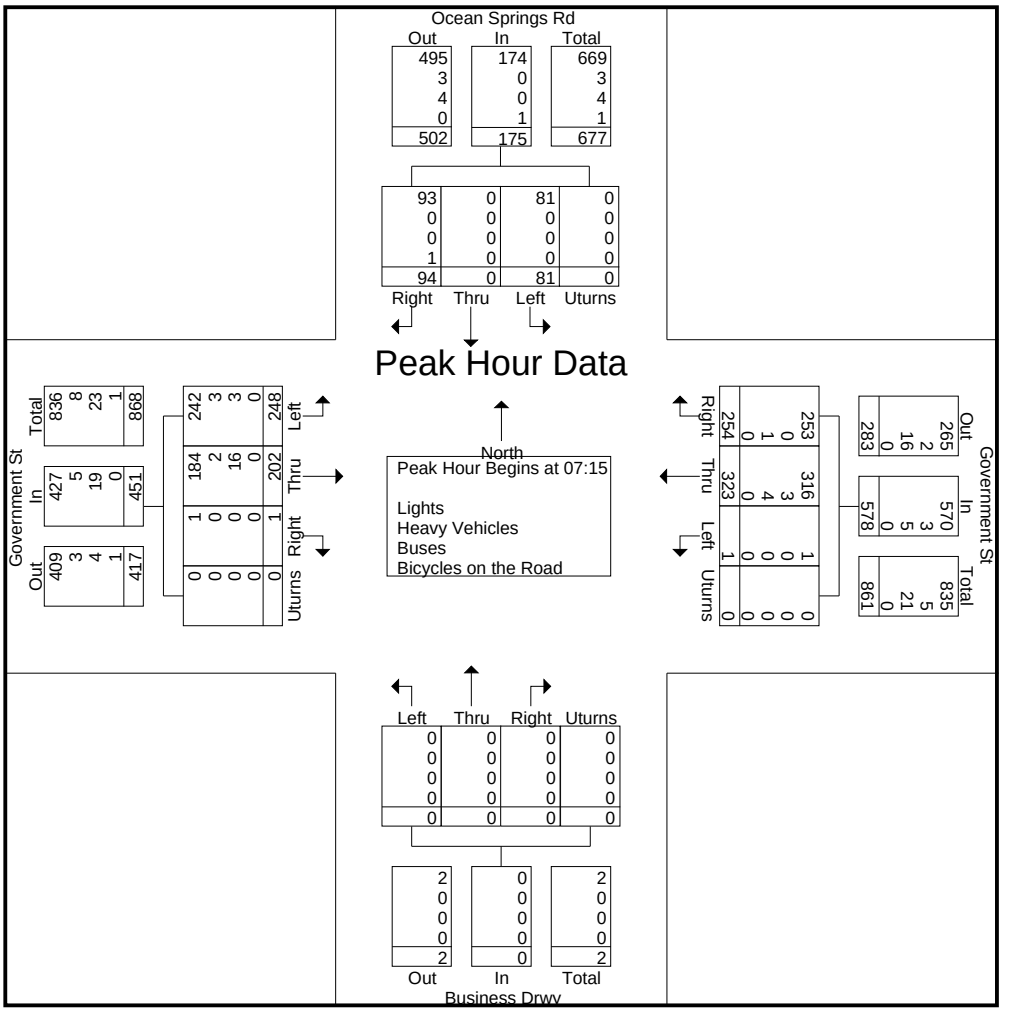
File Name : 25087-1
Site Code : 25087-1
Start Date : 9/23/2025
Page No : 3

	Ocean Springs Rd Southbound					Government St Westbound					Business Drwy Northbound					Government St Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	19	0	23	0	42	0	65	58	0	123	0	0	0	0	0	57	59	0	0	116	281
07:30	19	0	**32**	0	**51**	0	84	**84**	0	**168**	0	0	0	0	0	**81**	33	0	0	114	**333**
07:45	13	0	19	0	32	**1**	85	62	0	148	0	0	0	0	0	68	**68**	**1**	0	**137**	317
08:00	**30**	0	20	0	50	0	**89**	50	0	139	0	0	0	0	0	42	42	0	0	84	273
Total Volume	81	0	94	0	175	1	323	254	0	578	0	0	0	0	0	248	202	1	0	451	1204
% App. Total	46.3	0	53.7	0		0.2	55.9	43.9	0		0	0	0	0		55	44.8	0.2	0		
PHF	.675	.000	.734	.000	.858	.250	.907	.756	.000	.860	.000	.000	.000	.000	.000	.765	.743	.250	.000	.823	.904
Lights	81	0	93	0	174	1	316	253	0	570	0	0	0	0	0	242	184	1	0	427	1171
% Lights	100	0	98.9	0	99.4	100	97.8	99.6	0	98.6	0	0	0	0	0	97.6	91.1	100	0	94.7	97.3
Heavy Vehicles	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	2	0	0	5	8
% Heavy Vehicles	0	0	0	0	0	0	0.9	0	0	0.5	0	0	0	0	0	1.2	1.0	0	0	1.1	0.7
Buses	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	3	16	0	0	19	24
% Buses	0	0	0	0	0	0	1.2	0.4	0	0.9	0	0	0	0	0	1.2	7.9	0	0	4.2	2.0
Bicycles on the Road	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Bicycles on the Road	0	0	1.1	0	0.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1



Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563
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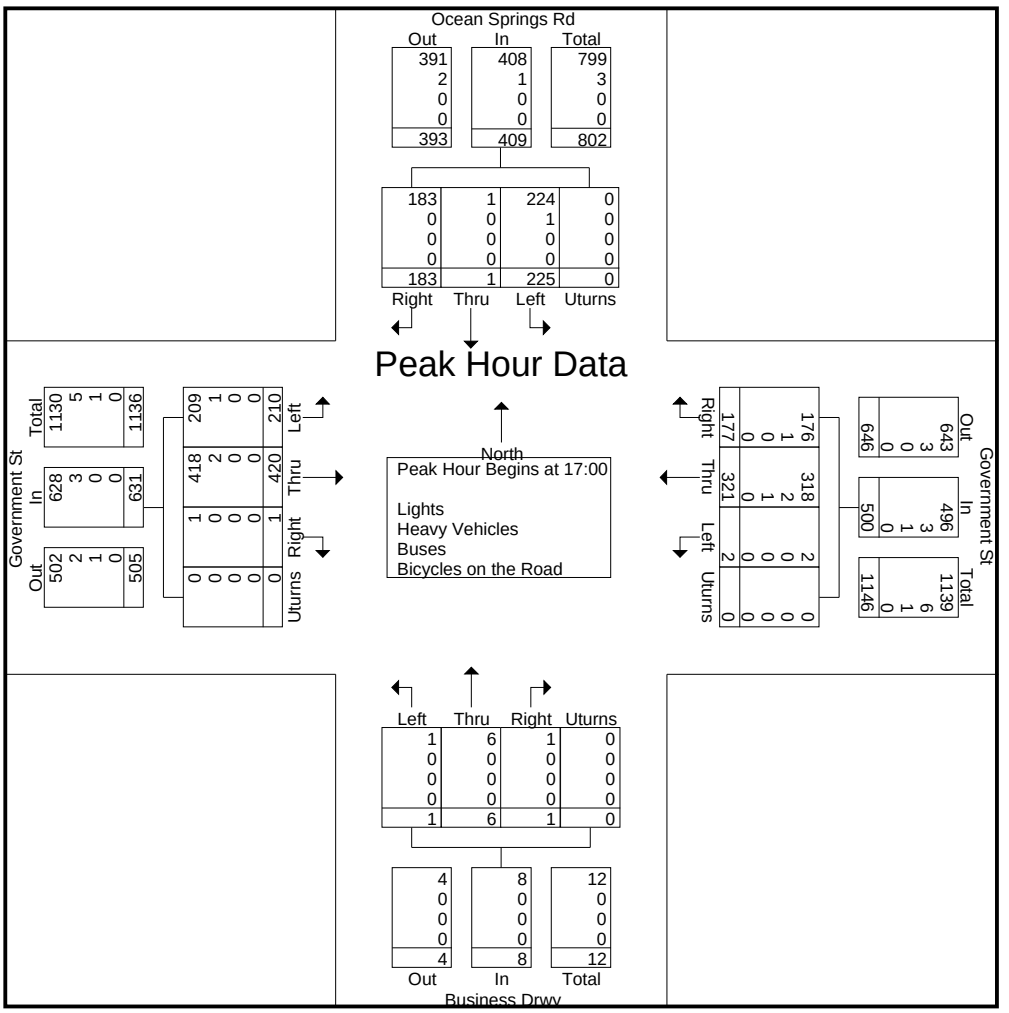
File Name : 25087-1
Site Code : 25087-1
Start Date : 9/23/2025
Page No : 4

	Ocean Springs Rd Southbound					Government St Westbound					Business Drwy Northbound					Government St Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	56	0	39	0	95	0	82	**54**	0	**136**	**1**	**3**	0	0	**4**	54	**117**	0	0	**171**	**406**
17:15	49	0	47	0	96	**1**	**88**	40	0	129	0	1	0	0	1	52	107	0	0	159	385
17:30	**68**	0	**54**	0	**122**	1	69	36	0	106	0	1	0	0	1	**57**	112	0	0	169	398
17:45	52	**1**	43	0	96	0	82	47	0	129	0	1	**1**	0	2	47	84	**1**	0	132	359
Total Volume	225	1	183	0	409	2	321	177	0	500	1	6	1	0	8	210	420	1	0	631	1548
% App. Total	55	0.2	44.7	0		0.4	64.2	35.4	0		12.5	75	12.5	0		33.3	66.6	0.2	0		
PHF	.827	.250	.847	.000	.838	.500	.912	.819	.000	.919	.250	.500	.250	.000	.500	.921	.897	.250	.000	.923	.953
Lights	224	1	183	0	408	2	318	176	0	496	1	6	1	0	8	209	418	1	0	628	1540
% Lights	99.6	100	100	0	99.8	100	99.1	99.4	0	99.2	100	100	100	0	100	99.5	99.5	100	0	99.5	99.5
Heavy Vehicles	1	0	0	0	1	0	2	1	0	3	0	0	0	0	0	1	2	0	0	3	7
% Heavy Vehicles	0.4	0	0	0	0.2	0	0.6	0.6	0	0.6	0	0	0	0	0	0.5	0.5	0	0	0.5	0.5
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0.3	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0.1
Bicycles on the Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on the Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563
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Government St @ Ocean Springs Rd
Ocean Springs, MS

File Name : 25087-1
Site Code : 25087-1
Start Date : 9/23/2025
Page No : 1

Groups Printed- Heavy Vehicles - Buses

	Ocean Springs Rd Southbound					Government St Westbound					Business Drwy Northbound					Government St Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6
06:15	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
06:30	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	10
06:45	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	9
Total	0	0	1	0	1	0	13	0	0	13	0	0	0	0	0	0	18	0	0	18	32
07:00	1	0	0	0	1	0	3	2	0	5	0	0	0	0	0	1	3	0	0	4	10
07:15	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	3	10	0	0	13	16
07:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	6	0	0	8	9
07:45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	5
Total	1	0	0	0	1	0	8	3	0	11	0	0	0	0	0	7	21	0	0	28	40
08:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
08:15	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	0	1	0	0	1	10
08:30	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
08:45	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	4	0	0	7	10
Total	0	0	0	0	0	0	17	1	0	18	0	0	0	0	0	3	8	0	0	11	29
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563
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File Name : 25087-1
Site Code : 25087-1
Start Date : 9/23/2025
Page No : 2

Groups Printed- Heavy Vehicles - Buses

	Ocean Springs Rd Southbound					Government St Westbound					Business Drwy Northbound					Government St Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
15:00	1	0	1	0	2	0	1	1	0	2	0	0	0	0	0	4	4	0	0	8	12
15:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	3	0	0	6	7
15:30	1	0	0	0	1	0	1	1	0	2	0	1	0	0	1	1	4	0	0	5	9
15:45	1	0	0	0	1	0	2	2	0	4	0	0	0	0	0	1	1	0	0	2	7
Total	3	0	1	0	4	0	5	4	0	9	0	1	0	0	1	9	12	0	0	21	35
16:00	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
16:15	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	8
16:30	0	0	0	0	0	0	15	1	0	16	0	0	0	0	0	0	0	0	0	0	16
16:45	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	1	2	0	0	3	6
Total	1	0	0	0	1	0	27	2	0	29	0	0	0	0	0	1	2	0	0	3	33
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
17:30	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	1	1	0	0	2	4
17:45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	1	0	0	0	1	0	3	1	0	4	0	0	0	0	0	1	2	0	0	3	8
18:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
18:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	2	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	5
Grand Total	8	0	2	0	10	0	73	12	0	85	0	1	0	0	1	21	65	0	0	86	182
Apprch %	80	0	20	0		0	85.9	14.1	0		0	100	0	0		24.4	75.6	0	0		
Total %	4.4	0	1.1	0	5.5	0	40.1	6.6	0	46.7	0	0.5	0	0	0.5	11.5	35.7	0	0	47.3	
Heavy Vehicles	7	0	2	0	9	0	15	8	0	23	0	1	0	0	1	10	19	0	0	29	62
% Heavy Vehicles	87.5	0	100	0	90	0	20.5	66.7	0	27.1	0	100	0	0	100	47.6	29.2	0	0	33.7	34.1
Buses	1	0	0	0	1	0	58	4	0	62	0	0	0	0	0	11	46	0	0	57	120
% Buses	12.5	0	0	0	10	0	79.5	33.3	0	72.9	0	0	0	0	0	52.4	70.8	0	0	66.3	65.9

Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563
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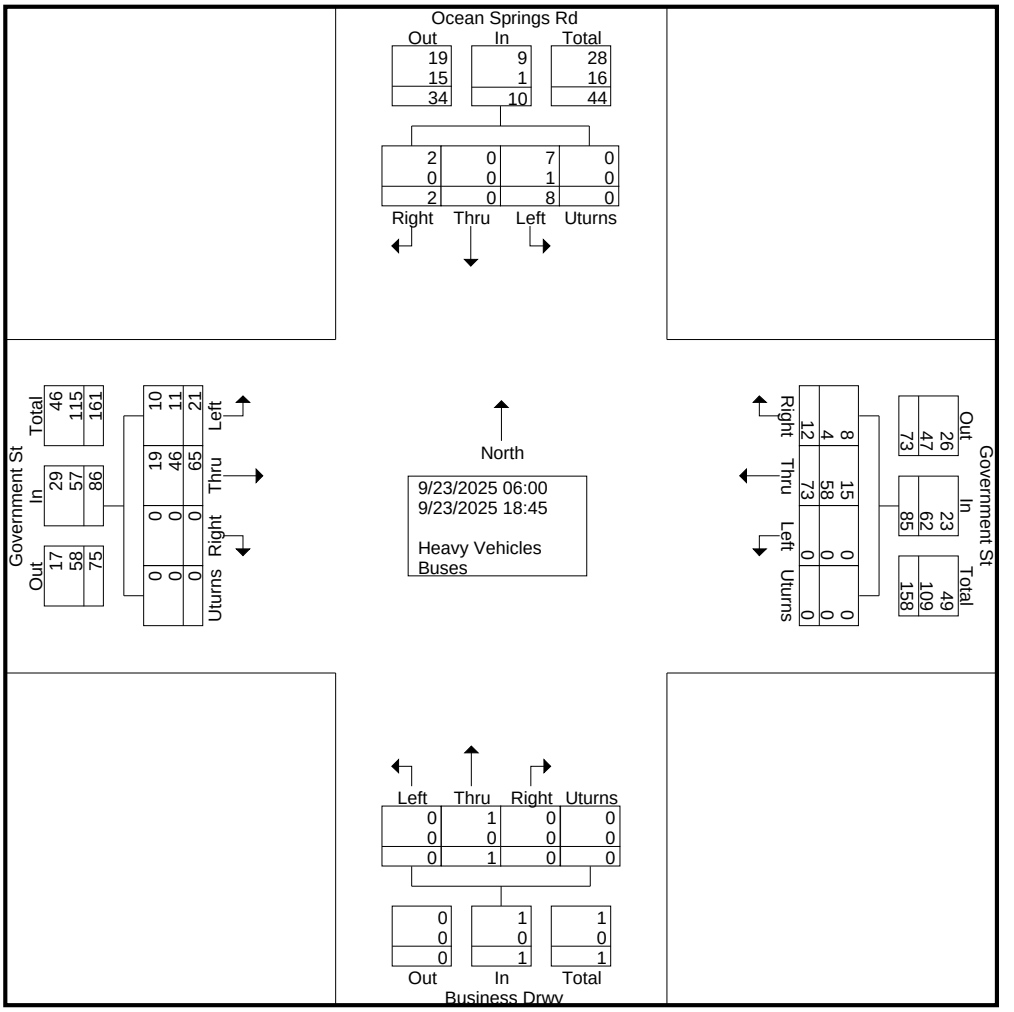
File Name : 25087-1
Site Code : 25087-1
Start Date : 9/23/2025
Page No : 3



Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563
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Government St @ Ocean Springs Rd
Ocean Springs, MS

File Name : 25087-1 Peds
Site Code : 25087-1P
Start Date : 9/23/2025
Page No : 1

Groups Printed- Pedestrians - Bicycles

	Ocean Springs Rd Southbound		Government St Westbound		Business Drwy Northbound		Government St Eastbound		
Start Time	EB	WB	NB	SB	EB	WB	NB	SB	Int. Total
06:00	0	0	0	0	0	0	0	1	1
06:15	0	0	0	0	0	1	0	0	1
06:30	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	2
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	1	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	1	0	1	0	0	2
08:30	0	0	1	0	2	0	0	0	3
08:45	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	2	1	0	0	5
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563
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File Name : 25087-1 Peds
Site Code : 25087-1P
Start Date : 9/23/2025
Page No : 2

Groups Printed- Pedestrians - Bicycles

	Ocean Springs Rd Southbound		Government St Westbound		Business Drwy Northbound		Government St Eastbound		
Start Time	EB	WB	NB	SB	EB	WB	NB	SB	Int. Total
14:00	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
15:00	0	0	0	2	0	2	0	0	4
15:15	0	0	2	1	0	0	0	0	3
15:30	0	0	0	0	0	1	0	1	2
15:45	0	0	0	0	0	0	0	1	1
Total	0	0	2	3	0	3	0	2	10
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	1	0	1
16:45	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	1	0	1	0	2
17:00	0	0	0	0	2	1	0	0	3
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	1	0	0	3
18:00	0	0	0	1	1	1	0	0	3
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	1	1	1	0	0	3
18:45	0	0	2	0	2	0	0	0	4
Total	0	0	2	2	4	2	0	0	10
Grand Total	0	0	5	6	10	8	1	3	33
Apprch %	0	0	45.5	54.5	55.6	44.4	25	75	
Total %	0	0	15.2	18.2	30.3	24.2	3	9.1	
Pedestrians	0	0	2	3	0	4	1	3	13
% Pedestrians	0	0	40	50	0	50	100	100	39.4
Bicycles	0	0	3	3	10	4	0	0	20
% Bicycles	0	0	60	50	100	50	0	0	60.6

Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563
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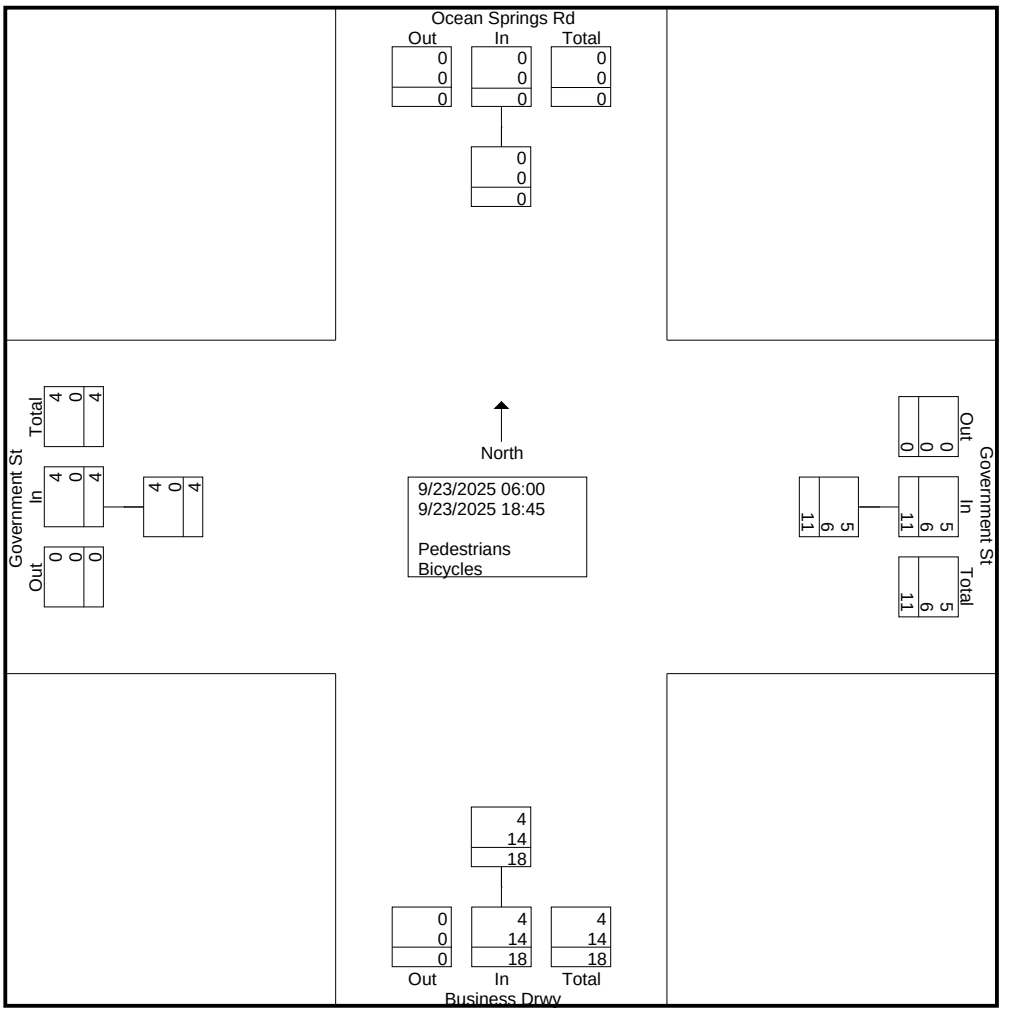
File Name : 25087-1 Peds
Site Code : 25087-1P
Start Date : 9/23/2025
Page No : 3



Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563
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Government St @ Pabst Rd
Ocean Springs, MS

File Name : 25087-2
Site Code : 25087-2
Start Date : 9/23/2025
Page No : 1

Groups Printed- Lights - Heavy Vehicles - Buses - Bicycles on the Road

	Pabst Rd Southbound				Government St Westbound				Government St Eastbound				
Start Time	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Left	Thru	Uturns	App. Total	Int. Total
06:00	0	8	0	8	48	0	0	48	4	18	0	22	78
06:15	1	8	0	9	78	0	0	78	2	28	0	30	117
06:30	0	10	0	10	114	0	0	114	2	30	0	32	156
06:45	1	13	0	14	132	0	0	132	3	59	0	62	208
Total	2	39	0	41	372	0	0	372	11	135	0	146	559
07:00	2	12	0	14	110	0	0	110	3	67	0	70	194
07:15	1	18	0	19	109	2	0	111	3	71	0	74	204
07:30	1	13	0	14	150	0	0	150	4	48	0	52	216
07:45	0	17	0	17	131	0	0	131	4	76	0	80	228
Total	4	60	0	64	500	2	0	502	14	262	0	276	842
08:00	0	8	0	8	135	0	0	135	4	67	0	71	214
08:15	0	11	0	11	134	0	0	134	3	63	0	66	211
08:30	1	10	0	11	123	0	0	123	2	56	0	58	192
08:45	0	4	0	4	98	0	0	98	6	63	0	69	171
Total	1	33	0	34	490	0	0	490	15	249	0	264	788
*** BREAK ***													
15:00	0	4	0	4	82	0	0	82	6	90	0	96	182
15:15	0	1	0	1	106	0	0	106	8	84	0	92	199
15:30	0	10	0	10	117	1	0	118	9	172	0	181	309
15:45	0	5	0	5	133	4	0	137	7	153	0	160	302
Total	0	20	0	20	438	5	0	443	30	499	0	529	992
16:00	0	7	0	7	121	0	0	121	13	159	0	172	300
16:15	1	5	0	6	117	0	0	117	10	132	0	142	265
16:30	0	8	0	8	137	0	0	137	17	143	0	160	305
16:45	0	6	0	6	116	0	0	116	13	136	0	149	271
Total	1	26	0	27	491	0	0	491	53	570	0	623	1141
17:00	0	10	0	10	129	0	0	129	13	159	0	172	311
17:15	0	12	0	12	112	1	0	113	13	144	0	157	282
17:30	1	10	0	11	99	1	0	100	15	162	0	177	288
17:45	0	9	0	9	117	2	0	119	8	130	0	138	266
Total	1	41	0	42	457	4	0	461	49	595	0	644	1147
18:00	0	10	0	10	68	0	0	68	13	120	0	133	211
18:15	0	8	0	8	84	0	0	84	11	106	0	117	209
18:30	0	5	0	5	64	0	0	64	10	114	0	124	193
18:45	0	2	0	2	72	0	0	72	9	93	0	102	176
Total	0	25	0	25	288	0	0	288	43	433	0	476	789
Grand Total	9	244	0	253	3036	11	0	3047	215	2743	0	2958	6258
Apprch %	3.6	96.4	0		99.6	0.4	0		7.3	92.7	0		
Total %	0.1	3.9	0	4	48.5	0.2	0	48.7	3.4	43.8	0	47.3	
Lights	7	242	0	249	2953	9	0	2962	211	2677	0	2888	6099
% Lights	77.8	99.2	0	98.4	97.3	81.8	0	97.2	98.1	97.6	0	97.6	97.5
Heavy Vehicles	0	1	0	1	22	1	0	23	2	25	0	27	51
% Heavy Vehicles	0	0.4	0	0.4	0.7	9.1	0	0.8	0.9	0.9	0	0.9	0.8
Buses	2	1	0	3	61	1	0	62	2	41	0	43	108
% Buses	22.2	0.4	0	1.2	2	9.1	0	2	0.9	1.5	0	1.5	1.7
Bicycles on the Road	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on the Road	0	0	0	0	0	0	0	0	0	0	0	0	0

Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563
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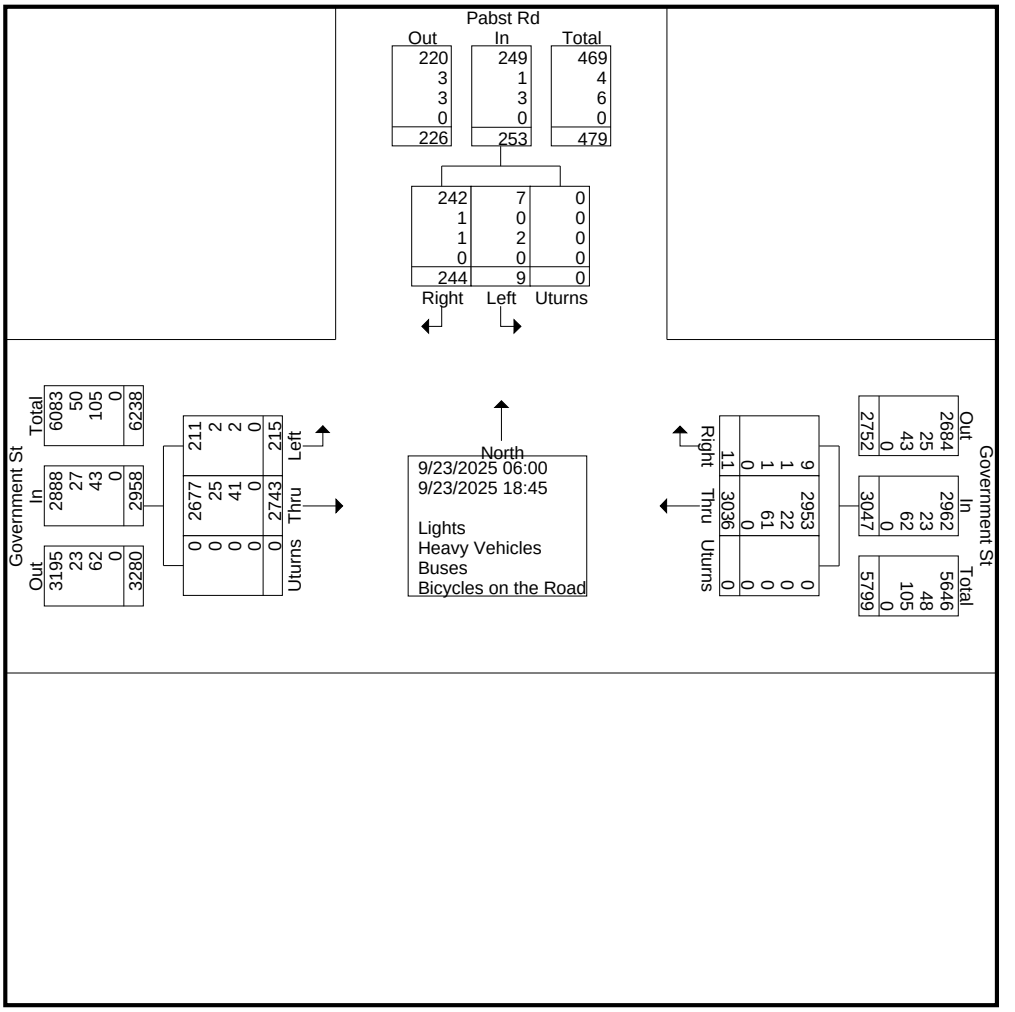
File Name : 25087-2
Site Code : 25087-2
Start Date : 9/23/2025
Page No : 2



Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563
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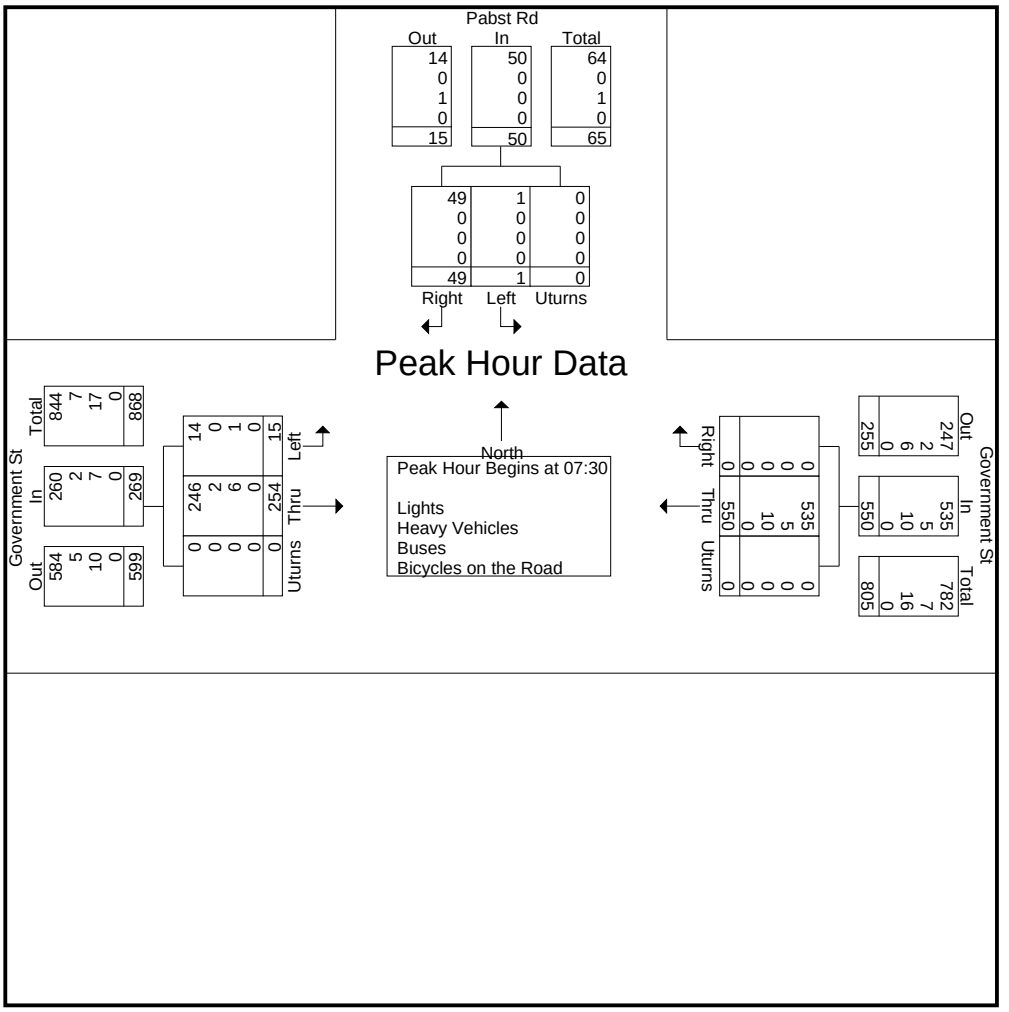
File Name : 25087-2
Site Code : 25087-2
Start Date : 9/23/2025
Page No : 3

	Pabst Rd Southbound				Government St Westbound				Government St Eastbound				
Start Time	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Left	Thru	Uturns	App. Total	Int. Total
Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30													
07:30	**1**	13	0	14	**150**	0	0	**150**	**4**	48	0	52	216
07:45	0	**17**	0	**17**	131	0	0	131	4	**76**	0	**80**	**228**
08:00	0	8	0	8	135	0	0	135	4	67	0	71	214
08:15	0	11	0	11	134	0	0	134	3	63	0	66	211
Total Volume	1	49	0	50	550	0	0	550	15	254	0	269	869
% App. Total	2	98	0		100	0	0		5.6	94.4	0		
PHF	.250	.721	.000	.735	.917	.000	.000	.917	.938	.836	.000	.841	.953
Lights	1	49	0	50	535	0	0	535	14	246	0	260	845
% Lights	100	100	0	100	97.3	0	0	97.3	93.3	96.9	0	96.7	97.2
Heavy Vehicles	0	0	0	0	5	0	0	5	0	2	0	2	7
% Heavy Vehicles	0	0	0	0	0.9	0	0	0.9	0	0.8	0	0.7	0.8
Buses	0	0	0	0	10	0	0	10	1	6	0	7	17
% Buses	0	0	0	0	1.8	0	0	1.8	6.7	2.4	0	2.6	2.0
Bicycles on the Road	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on the Road	0	0	0	0	0	0	0	0	0	0	0	0	0



Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563
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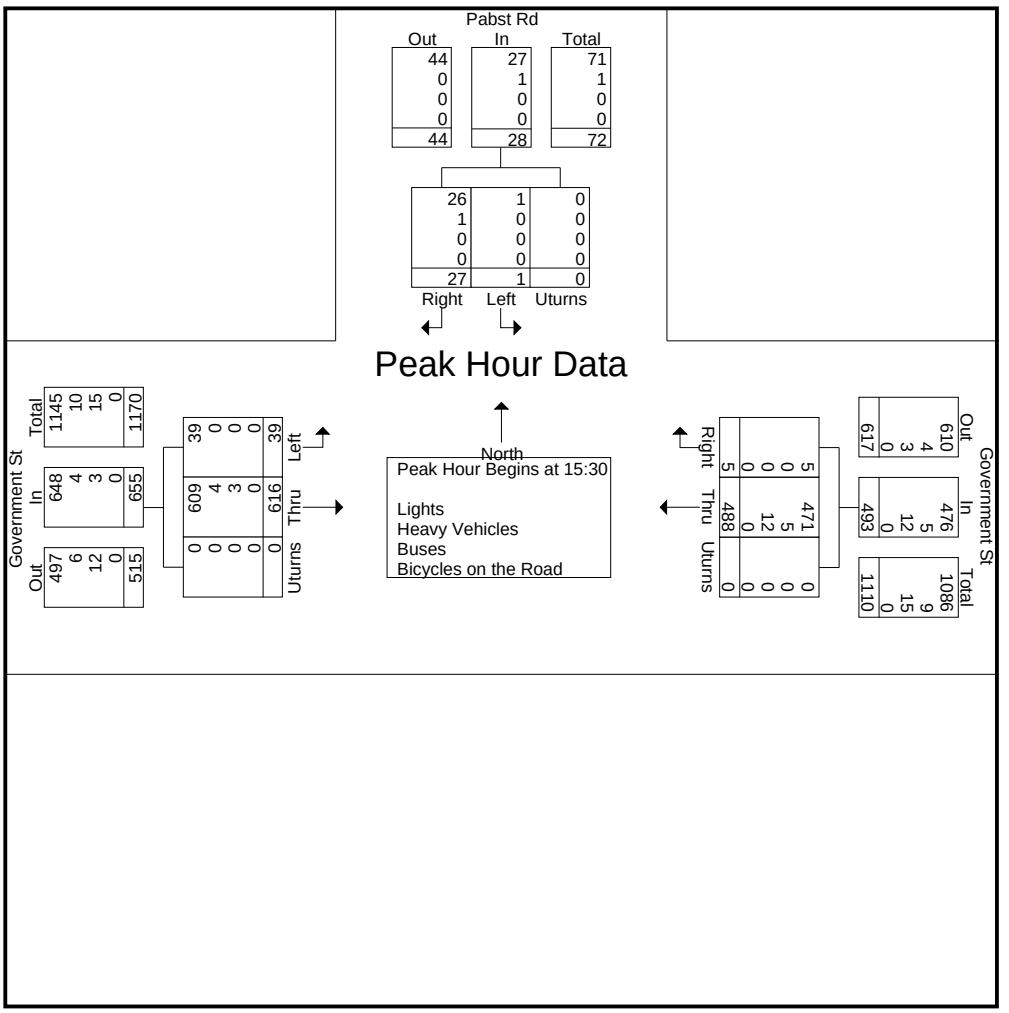
File Name : 25087-2
Site Code : 25087-2
Start Date : 9/23/2025
Page No : 4

	Pabst Rd Southbound				Government St Westbound				Government St Eastbound				
Start Time	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Left	Thru	Uturns	App. Total	Int. Total
Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 15:30													
15:30	0	**10**	0	**10**	117	1	0	118	9	**172**	0	**181**	**309**
15:45	0	5	0	5	**133**	**4**	0	**137**	7	153	0	160	302
16:00	0	7	0	7	121	0	0	121	**13**	159	0	172	300
16:15	**1**	5	0	6	117	0	0	117	10	132	0	142	265
Total Volume	1	27	0	28	488	5	0	493	39	616	0	655	1176
% App. Total	3.6	96.4	0		99	1	0		6	94	0		
PHF	.250	.675	.000	.700	.917	.313	.000	.900	.750	.895	.000	.905	.951
Lights	1	26	0	27	471	5	0	476	39	609	0	648	1151
% Lights	100	96.3	0	96.4	96.5	100	0	96.6	100	98.9	0	98.9	97.9
Heavy Vehicles	0	1	0	1	5	0	0	5	0	4	0	4	10
% Heavy Vehicles	0	3.7	0	3.6	1.0	0	0	1.0	0	0.6	0	0.6	0.9
Buses	0	0	0	0	12	0	0	12	0	3	0	3	15
% Buses	0	0	0	0	2.5	0	0	2.4	0	0.5	0	0.5	1.3
Bicycles on the Road	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on the Road	0	0	0	0	0	0	0	0	0	0	0	0	0



Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563
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Government St @ Pabst Rd
Ocean Springs, MS

File Name : 25087-2
Site Code : 25087-2
Start Date : 9/23/2025
Page No : 1

Groups Printed- Heavy Vehicles - Buses

	Pabst Rd Southbound				Government St Westbound				Government St Eastbound				
Start Time	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Left	Thru	Uturns	App. Total	Int. Total
06:00	0	0	0	0	0	0	0	0	0	5	0	5	5
06:15	1	0	0	1	3	0	0	3	0	5	0	5	9
06:30	0	0	0	0	7	0	0	7	0	2	0	2	9
06:45	0	0	0	0	3	0	0	3	0	6	0	6	9
Total	1	0	0	1	13	0	0	13	0	18	0	18	32
07:00	1	0	0	1	5	0	0	5	0	4	0	4	10
07:15	0	0	0	0	3	1	0	4	0	7	0	7	11
07:30	0	0	0	0	1	0	0	1	1	5	0	6	7
07:45	0	0	0	0	2	0	0	2	0	2	0	2	4
Total	1	0	0	1	11	1	0	12	1	18	0	19	32
08:00	0	0	0	0	2	0	0	2	0	0	0	0	2
08:15	0	0	0	0	10	0	0	10	0	1	0	1	11
08:30	0	0	0	0	3	0	0	3	0	3	0	3	6
08:45	0	0	0	0	3	0	0	3	1	3	0	4	7
Total	0	0	0	0	18	0	0	18	1	7	0	8	26
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563
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File Name : 25087-2
Site Code : 25087-2
Start Date : 9/23/2025
Page No : 2

Groups Printed- Heavy Vehicles - Buses

	Pabst Rd Southbound				Government St Westbound				Government St Eastbound				
Start Time	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Left	Thru	Uturns	App. Total	Int. Total
15:00	0	0	0	0	2	0	0	2	2	3	0	5	7
15:15	0	0	0	0	1	0	0	1	0	3	0	3	4
15:30	0	1	0	1	1	0	0	1	0	5	0	5	7
15:45	0	0	0	0	4	0	0	4	0	2	0	2	6
Total	0	1	0	1	8	0	0	8	2	13	0	15	24
16:00	0	0	0	0	3	0	0	3	0	0	0	0	3
16:15	0	0	0	0	9	0	0	9	0	0	0	0	9
16:30	0	1	0	1	14	0	0	14	0	0	0	0	15
16:45	0	0	0	0	2	0	0	2	0	3	0	3	5
Total	0	1	0	1	28	0	0	28	0	3	0	3	32
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	1	0	0	1	0	1	0	1	2
17:30	0	0	0	0	1	0	0	1	0	2	0	2	3
17:45	0	0	0	0	2	1	0	3	0	0	0	0	3
Total	0	0	0	0	4	1	0	5	0	3	0	3	8
18:00	0	0	0	0	0	0	0	0	0	1	0	1	1
18:15	0	0	0	0	1	0	0	1	0	1	0	1	2
18:30	0	0	0	0	0	0	0	0	0	2	0	2	2
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	4	0	4	5
Grand Total	2	2	0	4	83	2	0	85	4	66	0	70	159
Apprch %	50	50	0		97.6	2.4	0		5.7	94.3	0		
Total %	1.3	1.3	0	2.5	52.2	1.3	0	53.5	2.5	41.5	0	44	
Heavy Vehicles	0	1	0	1	22	1	0	23	2	25	0	27	51
% Heavy Vehicles	0	50	0	25	26.5	50	0	27.1	50	37.9	0	38.6	32.1
Buses	2	1	0	3	61	1	0	62	2	41	0	43	108
% Buses	100	50	0	75	73.5	50	0	72.9	50	62.1	0	61.4	67.9

Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563
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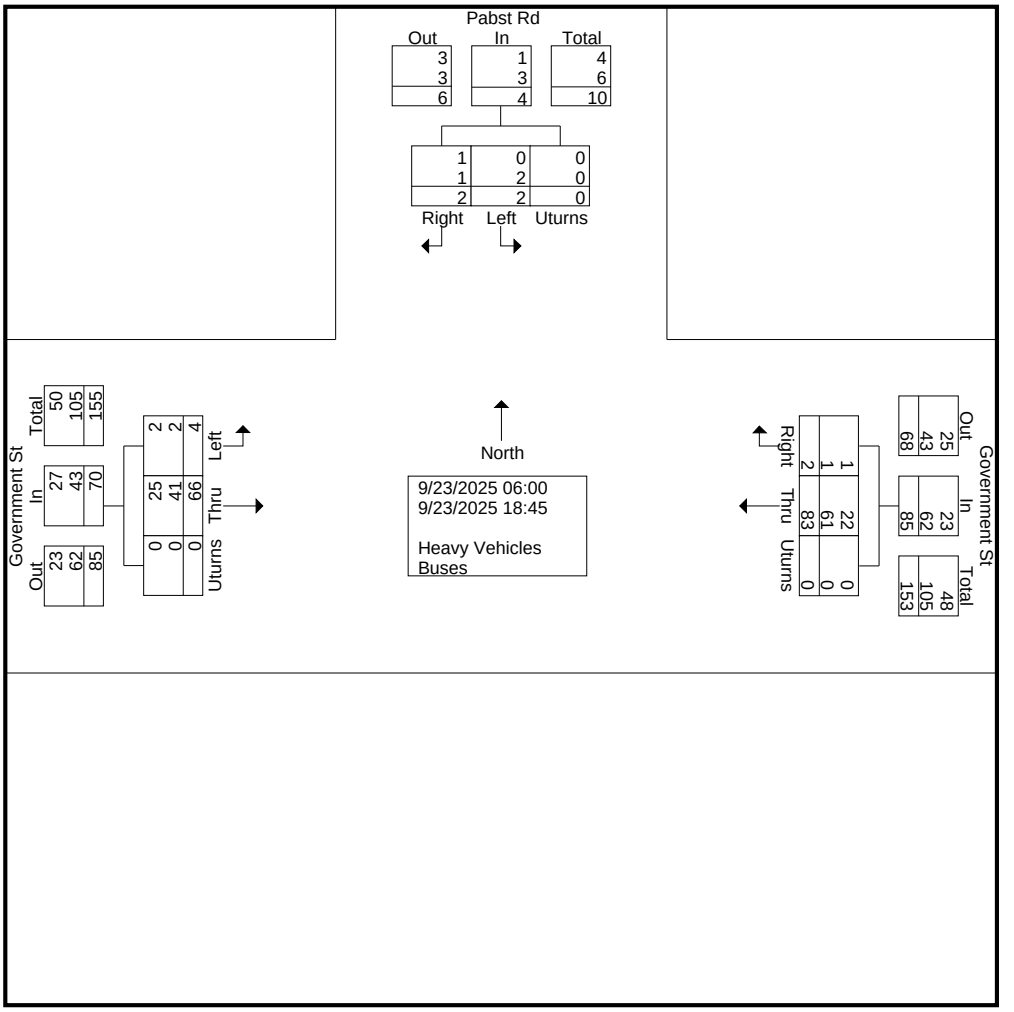
File Name : 25087-2
Site Code : 25087-2
Start Date : 9/23/2025
Page No : 3



Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563
Traffic is Our Only Business

Government St @ Pabst Rd
Ocean Springs, MS

File Name : 25087-2 Peds
Site Code : 25087-2P
Start Date : 6/23/2025
Page No : 1

Groups Printed- Pedestrians - Bicycles

	Pabst Rd Southbound		Government St Westbound		Government St Eastbound		
Start Time	EB	WB	NB	SB	NB	SB	Int. Total
06:00	0	0	1	0	0	0	1
06:15	0	1	0	0	0	1	2
06:30	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0
Total	0	1	1	0	0	1	3
07:00	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0
08:45	0	1	0	0	0	0	1
Total	0	1	0	0	0	0	1
09:00	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0

Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563
Traffic is Our Only Business

File Name : 25087-2 Peds
Site Code : 25087-2P
Start Date : 6/23/2025
Page No : 2

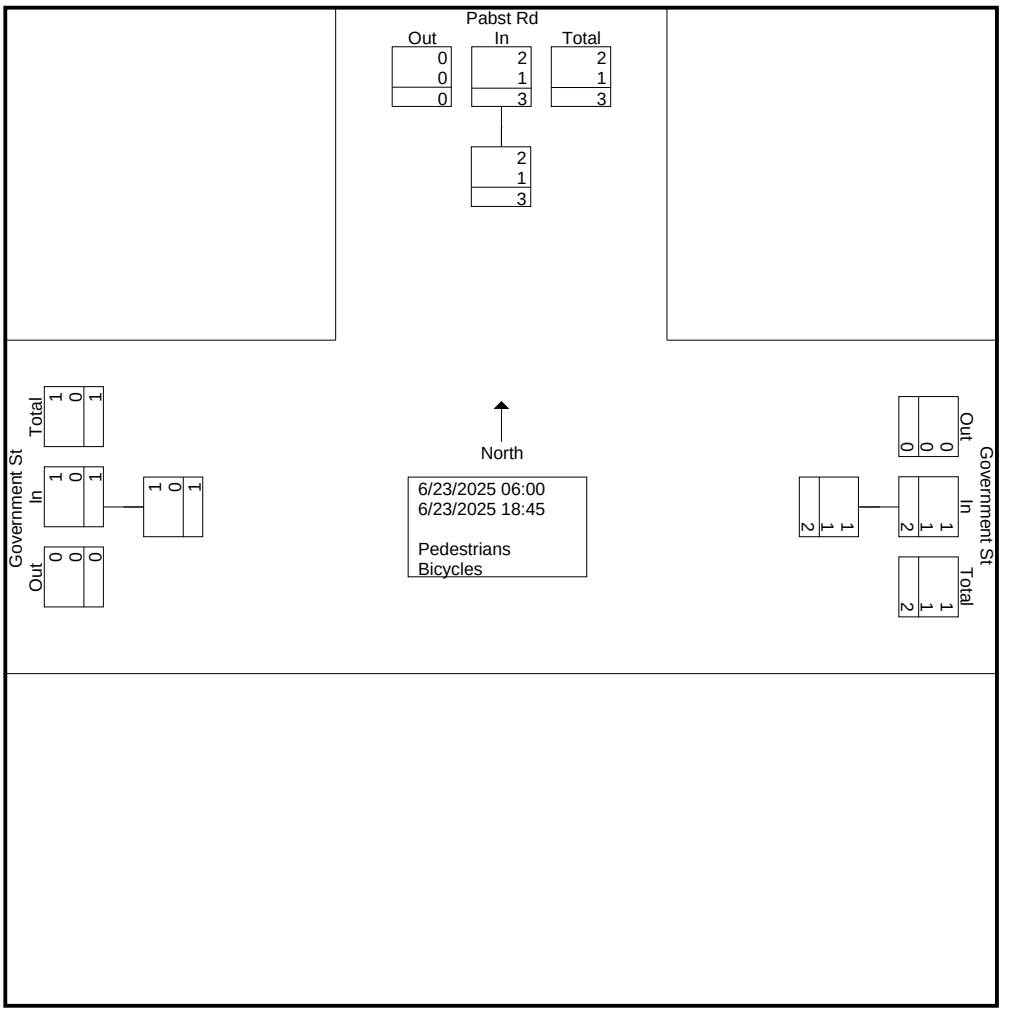
Groups Printed- Pedestrians - Bicycles

	Pabst Rd Southbound		Government St Westbound		Government St Eastbound		
Start Time	EB	WB	NB	SB	NB	SB	Int. Total
14:00	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0
18:15	0	1	1	0	0	0	2
18:30	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	2
Grand Total	0	3	2	0	0	1	6
Apprch %	0	100	100	0	0	100	
Total %	0	50	33.3	0	0	16.7	
Pedestrians	0	2	1	0	0	1	4
% Pedestrians	0	66.7	50	0	0	100	66.7
Bicycles	0	1	1	0	0	0	2
% Bicycles	0	33.3	50	0	0	0	33.3

Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563
Traffic is Our Only Business

File Name : 25087-2 Peds
Site Code : 25087-2P
Start Date : 6/23/2025
Page No : 3



Peak Hour Volumes and Trip Distribution

Government Street / Ocean Springs Road

Seasonal Adjustment Factor	1
Annual Growth Factor	2.60%
Base Year	2025
Horizon Year	2030

Start Time	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
AM Peak Hour													
2025 Existing Traffic	0	0	0	81	0	94	248	202	1	1	323	254	1204
2030 Non-Site Traffic	0	0	0	92	0	107	282	230	1	1	367	289	1369
Site Traffic Total	0	0	0	5	0	0	0	7	0	0	22	19	53
2030 Non-Site Traffic	0	0	0	92	0	107	282	230	1	1	367	289	1369
2030 Total Traffic	0	0	0	97	0	107	282	237	1	1	389	308	1422
PM Peak Hour													
2025 Existing Traffic	1	6	1	225	1	183	210	420	1	2	321	117	1488
2030 Non-Site Traffic	1	7	1	256	1	208	239	478	1	2	365	133	1692
Site Traffic Total	0	0	0	19	0	0	0	21	0	0	13	11	64
2030 Non-Site Traffic	1	7	1	256	1	208	239	478	1	2	365	133	1692
2030 Total Traffic	1	7	1	275	1	208	239	499	1	2	378	144	1756

Government Street / Pabst Road

Seasonal Adjustment Factor	1
Annual Growth Factor	2.60%
Base Year	2025
Horizon Year	2030

Start Time	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
AM Peak Hour													
2025 Existing Traffic	0	0	0	1	0	49	15	254	0	0	550	0	869
2030 Non-Site Traffic	0	0	0	1	0	56	17	289	0	0	625	0	988
Site Traffic Total	0	0	0	0	0	20	6	6	0	0	21	0	53
2030 Non-Site Traffic	0	0	0	1	0	56	17	289	0	0	625	0	988
2030 Total Traffic	0	0	0	1	0	76	23	295	0	0	646	0	1041
PM Peak Hour													
2025 Existing Traffic	0	0	0	1	0	27	39	616	0	0	488	5	1176
2030 Non-Site Traffic	0	0	0	1	0	31	44	700	0	0	555	6	1337
Site Traffic Total	0	0	0	0	0	12	20	20	0	0	12	0	64
2030 Non-Site Traffic	0	0	0	1	0	31	44	700	0	0	555	6	1337
2030 Total Traffic	0	0	0	1	0	43	64	720	0	0	567	6	1401

Government Street / Holly Grove Drive

Seasonal Adjustment Factor	1
Annual Growth Factor	2.60%
Base Year	2025
Horizon Year	2030

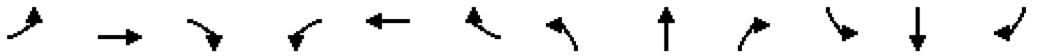
Start Time	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
AM Peak Hour													
2025 Existing Traffic	0	0	0	0	0	0	0	254	0	0	550	0	804
2030 Non-Site Traffic	0	0	0	0	0	0	0	289	0	0	625	0	914
Site Traffic Total	0	0	0	2	0	21	6	0	0	0	0	1	30
2030 Non-Site Traffic	0	0	0	0	0	0	0	289	0	0	625	0	914
2030 Total Traffic	0	0	0	2	0	21	6	289	0	0	625	1	944
PM Peak Hour													
2025 Existing Traffic	0	0	0	0	0	0	0	616	0	0	448	0	1064
2030 Non-Site Traffic	0	0	0	0	0	0	0	700	0	0	509	0	1209
Site Traffic Total	0	0	0	1	0	12	20	0	0	0	0	2	35
2030 Non-Site Traffic	0	0	0	0	0	0	0	700	0	0	509	0	1209
2030 Total Traffic	0	0	0	1	0	12	20	700	0	0	509	2	1244

Pabst Road / Cypress Avenue

Seasonal Adjustment Factor	1
Annual Growth Factor	2.60%
Base Year	2025
Horizon Year	2030

Start Time	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
AM Peak Hour													
2025 Existing Traffic	0	0	0	0	0	0	0	15	0	0	50	0	65
2030 Non-Site Traffic	0	0	0	0	0	0	0	17	0	0	57	0	74
Site Traffic Total	20	0	0	0	0	0	0	0	6	0	0	0	26
2030 Non-Site Traffic	0	0	0	0	0	0	0	17	0	0	57	0	74
2030 Total Traffic	20	0	0	0	0	0	0	17	6	0	57	0	100
PM Peak Hour													
2025 Existing Traffic	0	0	0	0	0	0	0	44	0	0	28	0	72
2030 Non-Site Traffic	0	0	0	0	0	0	0	50	0	0	32	0	82
Site Traffic Total	12	0	0	0	0	0	0	0	20	0	0	0	32
2030 Non-Site Traffic	0	0	0	0	0	0	0	50	0	0	32	0	82
2030 Total Traffic	12	0	0	0	0	0	0	50	20	0	32	0	114

Year 2025 Synchro & HCS Analysis

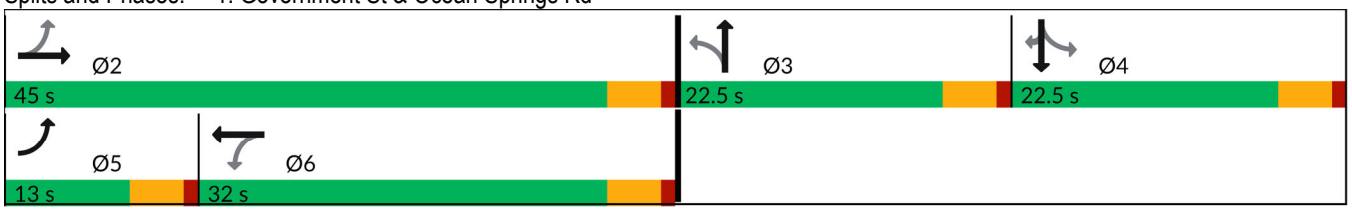


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	248	202	1	1	323	254	0	0	0	81	0	84
Future Volume (vph)	248	202	1	1	323	254	0	0	0	81	0	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.941							0.850
Flt Protected	0.950										0.950	
Satd. Flow (prot)	1770	1861	0	0	1753	0	0	1863	0	0	1770	1583
Flt Permitted	0.305										0.950	
Satd. Flow (perm)	568	1861	0	0	1753	0	0	1863	0	0	1770	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					45							127
Link Speed (mph)		35			35			30			25	
Link Distance (ft)		887			608			137			489	
Travel Time (s)		17.3			11.8			3.1			13.3	
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
Adj. Flow (vph)	270	220	1	1	351	276	0	0	0	88	0	91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	270	221	0	0	628	0	0	0	0	0	88	91
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2			2			2	1
Detector Template	Left	Thru			Thru			Thru			Thru	Right
Leading Detector (ft)	20	100			100			100			100	20
Trailing Detector (ft)	0	0			0			0			0	0
Detector 1 Position(ft)	0	0			0			0			0	0
Detector 1 Size(ft)	20	6			6			6			6	20
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0			0.0			0.0	0.0
Detector 1 Queue (s)	0.0	0.0			0.0			0.0			0.0	0.0
Detector 1 Delay (s)	0.0	0.0			0.0			0.0			0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA					Perm	NA	Perm
Protected Phases	5	2			6			3			4	
Permitted Phases	2			6			3			4		4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		6	6		3	3		4	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (s)	13.0	45.0		32.0	32.0		22.5	22.5		22.5	22.5	22.5
Total Split (%)	14.4%	50.0%		35.6%	35.6%		25.0%	25.0%		25.0%	25.0%	25.0%
Maximum Green (s)	8.5	40.5		27.5	27.5		18.0	18.0		18.0	18.0	18.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	4.5	4.5			4.5			4.5			4.5	4.5
Lead/Lag	Lead			Lag	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		Min	Min		None	None		None	None	None
Walk Time (s)		7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Don't Walk (s)		11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)		0		0	0		0	0		0	0	0
Act Effct Green (s)	41.7	42.7			28.6						8.9	8.9
Actuated g/C Ratio	0.73	0.75			0.50						0.16	0.16
v/c Ratio	0.46	0.16			0.70						0.32	0.26
Control Delay (s/veh)	6.1	3.7			17.5						25.1	4.5
Queue Delay	0.0	0.0			0.0						0.0	0.0
Total Delay (s/veh)	6.1	3.7			17.5						25.1	4.5
LOS	A	A			B						C	A
Approach Delay (s/veh)		5.1			17.5						14.6	
Approach LOS		A			B						B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 57.2			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay (s/veh): 12.4		Intersection LOS: B	
Intersection Capacity Utilization 62.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: Government St & Ocean Springs Rd



HCS Two-Way Stop-Control Report

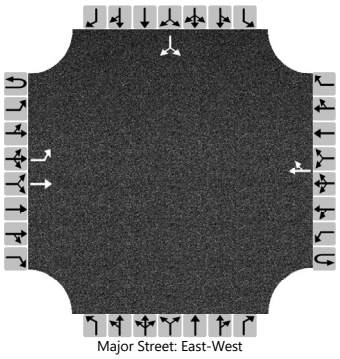
General Information

Analyst	S. Bergin
Agency/Co.	Neel-Schaffer, Inc.
Date Performed	10/9/2025
Analysis Year	2025
Time Analyzed	Existing AM Peak
Intersection Orientation	East-West
Project Description	Holly Grove

Site Information

Intersection	Government-Pabst
Jurisdiction	City of Ocean Springs
East/West Street	Government Street
North/South Street	Pabst Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

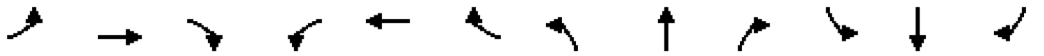
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		L	T					TR							LR	
Volume (veh/h)		15	254				550	0						1		49
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage					Undivided											

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		16													54	
Capacity, c (veh/h)		974													494	
v/c Ratio		0.02													0.11	
95% Queue Length, Q_{95} (veh)		0.1													0.4	
95% Queue Length, Q_{95} (ft)		2.6													10.2	
Control Delay (s/veh)		8.8													13.2	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)		0.5												13.2		
Approach LOS		A												B		

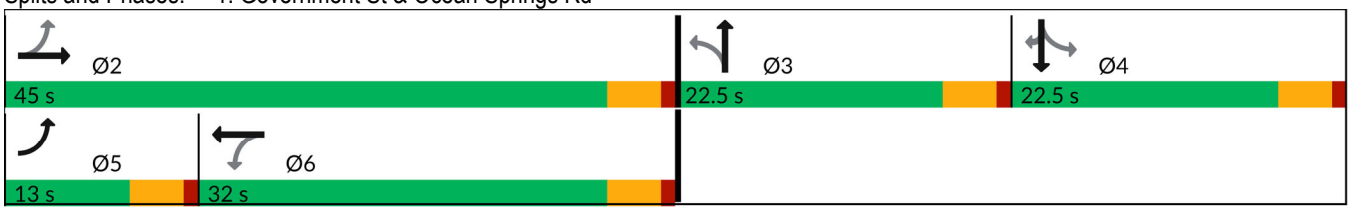


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	210	420	1	2	321	117	1	6	1	225	1	183
Future Volume (vph)	210	420	1	2	321	117	1	6	1	225	1	183
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.964			0.985				0.850
Flt Protected	0.950							0.994			0.953	
Satd. Flow (prot)	1770	1863	0	0	1796	0	0	1824	0	0	1775	1583
Flt Permitted	0.246				0.998						0.721	
Satd. Flow (perm)	458	1863	0	0	1792	0	0	1835	0	0	1343	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					21			1				199
Link Speed (mph)		35			35			30			25	
Link Distance (ft)		887			608			137			489	
Travel Time (s)		17.3			11.8			3.1			13.3	
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
Adj. Flow (vph)	228	457	1	2	349	127	1	7	1	245	1	199
Shared Lane Traffic (%)												
Lane Group Flow (vph)	228	458	0	0	478	0	0	9	0	0	246	199
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2			2			2	1
Detector Template	Left	Thru			Thru			Thru			Thru	Right
Leading Detector (ft)	20	100			100			100			100	20
Trailing Detector (ft)	0	0			0			0			0	0
Detector 1 Position(ft)	0	0			0			0			0	0
Detector 1 Size(ft)	20	6			6			6			6	20
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0			0.0			0.0	0.0
Detector 1 Queue (s)	0.0	0.0			0.0			0.0			0.0	0.0
Detector 1 Delay (s)	0.0	0.0			0.0			0.0			0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2			6			3			4	
Permitted Phases	2			6			3			4		4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		6	6		3	3		4	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (s)	13.0	45.0		32.0	32.0		22.5	22.5		22.5	22.5	22.5
Total Split (%)	14.4%	50.0%		35.6%	35.6%		25.0%	25.0%		25.0%	25.0%	25.0%
Maximum Green (s)	8.5	40.5		27.5	27.5		18.0	18.0		18.0	18.0	18.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	4.5	4.5			4.5			4.5			4.5	4.5
Lead/Lag	Lead			Lag	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		Min	Min		None	None		None	None	None
Walk Time (s)		7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Don't Walk (s)		11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)		0		0	0		0	0		0	0	0
Act Effct Green (s)	35.0	35.0			21.8			6.2			17.4	17.4
Actuated g/C Ratio	0.55	0.55			0.34			0.10			0.27	0.27
v/c Ratio	0.53	0.45			0.76			0.05			0.67	0.34
Control Delay (s/veh)	13.1	10.9			27.6			29.5			34.3	6.0
Queue Delay	0.0	0.0			0.0			0.0			0.0	0.0
Total Delay (s/veh)	13.1	10.9			27.6			29.5			34.3	6.0
LOS	B	B			C			C			C	A
Approach Delay (s/veh)		11.6			27.6			29.5			21.6	
Approach LOS		B			C			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 63.5			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 19.2		Intersection LOS: B	
Intersection Capacity Utilization 76.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: Government St & Ocean Springs Rd



HCS Two-Way Stop-Control Report

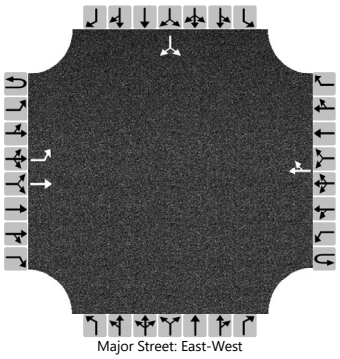
General Information

Analyst	S. Bergin
Agency/Co.	Neel-Schaffer, Inc.
Date Performed	10/9/2025
Analysis Year	2025
Time Analyzed	Existing PM Peak
Intersection Orientation	East-West
Project Description	Holly Grove

Site Information

Intersection	Government-Pabst
Jurisdiction	City of Ocean Springs
East/West Street	Government Street
North/South Street	Pabst Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		L	T					TR							LR	
Volume (veh/h)		39	616				488	5						1		27
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage	Undivided															

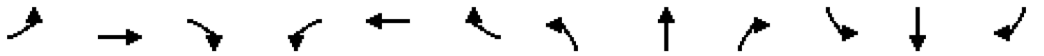
Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		42													30	
Capacity, c (veh/h)		1027													506	
v/c Ratio		0.04													0.06	
95% Queue Length, Q_{95} (veh)		0.1													0.2	
95% Queue Length, Q_{95} (ft)		2.6													5.1	
Control Delay (s/veh)		8.7													12.6	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	0.5												12.6			
Approach LOS	A												B			

Year 2030 Synchro & HCS Analysis

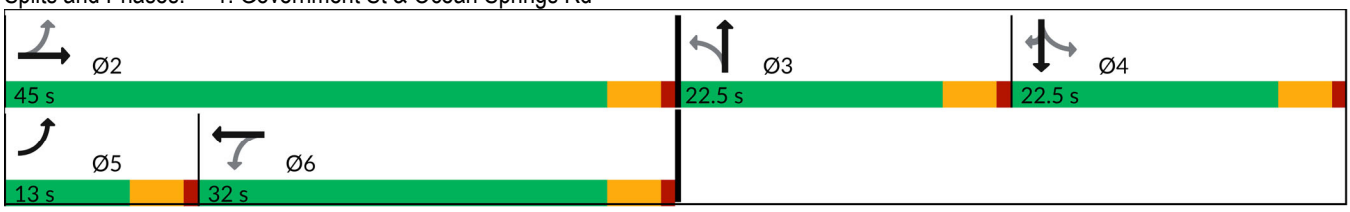


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	282	230	1	1	367	289	0	0	0	92	0	107
Future Volume (vph)	282	230	1	1	367	289	0	0	0	92	0	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.941							0.850
Flt Protected	0.950										0.950	
Satd. Flow (prot)	1770	1861	0	0	1753	0	0	1863	0	0	1770	1583
Flt Permitted	0.254										0.950	
Satd. Flow (perm)	473	1861	0	0	1753	0	0	1863	0	0	1770	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					45							127
Link Speed (mph)		35			35			30			25	
Link Distance (ft)		887			608			137			489	
Travel Time (s)		17.3			11.8			3.1			13.3	
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
Adj. Flow (vph)	307	250	1	1	399	314	0	0	0	100	0	116
Shared Lane Traffic (%)												
Lane Group Flow (vph)	307	251	0	0	714	0	0	0	0	0	100	116
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2			2			2	1
Detector Template	Left	Thru			Thru			Thru			Thru	Right
Leading Detector (ft)	20	100			100			100			100	20
Trailing Detector (ft)	0	0			0			0			0	0
Detector 1 Position(ft)	0	0			0			0			0	0
Detector 1 Size(ft)	20	6			6			6			6	20
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0			0.0			0.0	0.0
Detector 1 Queue (s)	0.0	0.0			0.0			0.0			0.0	0.0
Detector 1 Delay (s)	0.0	0.0			0.0			0.0			0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA					Perm	NA	Perm
Protected Phases	5	2			6			3			4	
Permitted Phases	2			6			3			4		4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		6	6		3	3		4	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (s)	13.0	45.0		32.0	32.0		22.5	22.5		22.5	22.5	22.5
Total Split (%)	14.4%	50.0%		35.6%	35.6%		25.0%	25.0%		25.0%	25.0%	25.0%
Maximum Green (s)	8.5	40.5		27.5	27.5		18.0	18.0		18.0	18.0	18.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	4.5	4.5			4.5			4.5			4.5	4.5
Lead/Lag	Lead			Lag	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		Min	Min		None	None		None	None	None
Walk Time (s)		7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Don't Walk (s)		11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)		0		0	0		0	0		0	0	0
Act Effct Green (s)	40.6	40.6			27.5						9.4	9.4
Actuated g/C Ratio	0.69	0.69			0.47						0.16	0.16
v/c Ratio	0.60	0.20			0.85						0.35	0.32
Control Delay (s/veh)	9.2	4.2			26.1						25.4	7.0
Queue Delay	0.0	0.0			0.0						0.0	0.0
Total Delay (s/veh)	9.2	4.2			26.1						25.4	7.0
LOS	A	A			C						C	A
Approach Delay (s/veh)		7.0			26.1						15.5	
Approach LOS		A			C						B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 59			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay (s/veh): 17.4		Intersection LOS: B	
Intersection Capacity Utilization 69.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: Government St & Ocean Springs Rd



HCS Two-Way Stop-Control Report

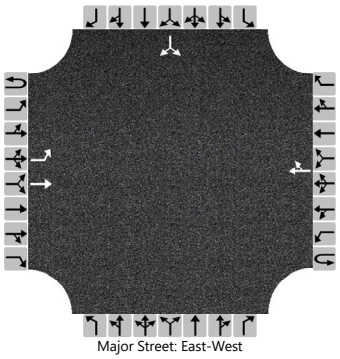
General Information

Analyst	S. Bergin
Agency/Co.	Neel-Schaffer, Inc.
Date Performed	10/9/2025
Analysis Year	2030
Time Analyzed	Non-Site AM Peak
Intersection Orientation	East-West
Project Description	Holly Grove

Site Information

Intersection	Government-Pabst
Jurisdiction	City of Ocean Springs
East/West Street	Government Street
North/South Street	Pabst Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

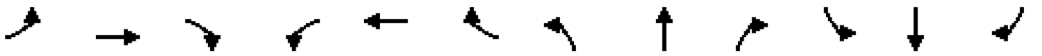
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		L	T					TR							LR	
Volume (veh/h)		17	289				625	0						1		56
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		18													62	
Capacity, c (veh/h)		908													444	
v/c Ratio		0.02													0.14	
95% Queue Length, Q_{95} (veh)		0.1													0.5	
95% Queue Length, Q_{95} (ft)		2.6													12.8	
Control Delay (s/veh)		9.0													14.4	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	0.5												14.4			
Approach LOS	A												B			

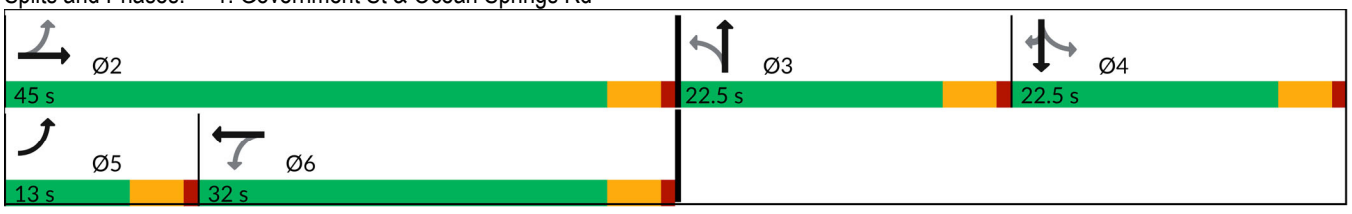


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	239	478	1	2	365	133	1	7	1	256	1	208
Future Volume (vph)	239	478	1	2	365	133	1	7	1	256	1	208
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.964			0.986				0.850
Flt Protected	0.950							0.995			0.953	
Satd. Flow (prot)	1770	1863	0	0	1796	0	0	1827	0	0	1775	1583
Flt Permitted	0.245				0.999						0.720	
Satd. Flow (perm)	456	1863	0	0	1794	0	0	1837	0	0	1341	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					21			1				226
Link Speed (mph)		35			35			30			25	
Link Distance (ft)		887			608			137			489	
Travel Time (s)		17.3			11.8			3.1			13.3	
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
Adj. Flow (vph)	260	520	1	2	397	145	1	8	1	278	1	226
Shared Lane Traffic (%)												
Lane Group Flow (vph)	260	521	0	0	544	0	0	10	0	0	279	226
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2			2			2	1
Detector Template	Left	Thru			Thru			Thru			Thru	Right
Leading Detector (ft)	20	100			100			100			100	20
Trailing Detector (ft)	0	0			0			0			0	0
Detector 1 Position(ft)	0	0			0			0			0	0
Detector 1 Size(ft)	20	6			6			6			6	20
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0			0.0			0.0	0.0
Detector 1 Queue (s)	0.0	0.0			0.0			0.0			0.0	0.0
Detector 1 Delay (s)	0.0	0.0			0.0			0.0			0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2			6			3			4	
Permitted Phases	2			6			3			4		4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		6	6		3	3		4	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (s)	13.0	45.0		32.0	32.0		22.5	22.5		22.5	22.5	22.5
Total Split (%)	14.4%	50.0%		35.6%	35.6%		25.0%	25.0%		25.0%	25.0%	25.0%
Maximum Green (s)	8.5	40.5		27.5	27.5		18.0	18.0		18.0	18.0	18.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	4.5	4.5			4.5			4.5			4.5	4.5
Lead/Lag	Lead			Lag	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		Min	Min		None	None		None	None	None
Walk Time (s)		7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Don't Walk (s)		11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)		0		0	0		0	0		0	0	0
Act Effct Green (s)	39.5	39.5			26.5			6.2			18.1	18.1
Actuated g/C Ratio	0.57	0.57			0.39			0.09			0.26	0.26
v/c Ratio	0.61	0.49			0.77			0.06			0.79	0.39
Control Delay (s/veh)	16.0	11.3			28.1			30.2			44.0	6.0
Queue Delay	0.0	0.0			0.0			0.0			0.0	0.0
Total Delay (s/veh)	16.0	11.3			28.1			30.2			44.0	6.0
LOS	B	B			C			C			D	A
Approach Delay (s/veh)		12.9			28.1			30.2			27.0	
Approach LOS		B			C			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 68.8			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay (s/veh): 21.4		Intersection LOS: C	
Intersection Capacity Utilization 84.8%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1: Government St & Ocean Springs Rd



HCS Two-Way Stop-Control Report

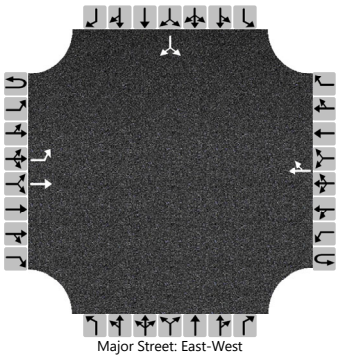
General Information

Analyst	S. Bergin
Agency/Co.	Neel-Schaffer, Inc.
Date Performed	10/9/2025
Analysis Year	2030
Time Analyzed	Non-Site PM Peak
Intersection Orientation	East-West
Project Description	Holly Grove

Site Information

Intersection	Government-Pabst
Jurisdiction	City of Ocean Springs
East/West Street	Government Street
North/South Street	Pabst Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

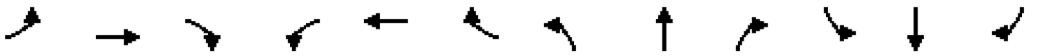
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		L	T					TR							LR	
Volume (veh/h)		44	700				555	6						1		31
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		48													35	
Capacity, c (veh/h)		964													456	
v/c Ratio		0.05													0.08	
95% Queue Length, Q_{95} (veh)		0.2													0.2	
95% Queue Length, Q_{95} (ft)		5.1													5.1	
Control Delay (s/veh)		8.9													13.5	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	0.5												13.5			
Approach LOS	A												B			

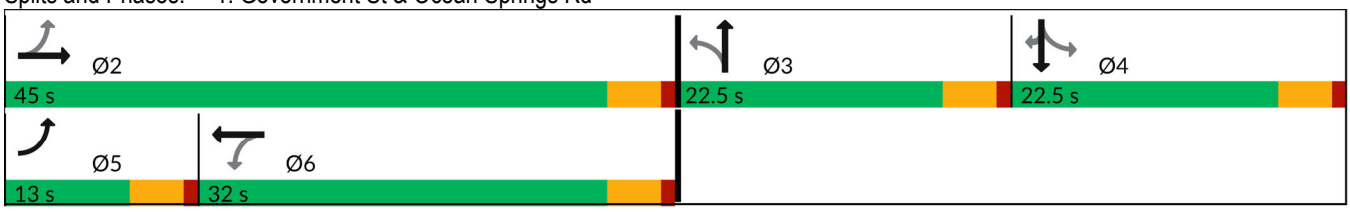


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	282	237	1	1	389	308	0	0	0	97	0	107
Future Volume (vph)	282	237	1	1	389	308	0	0	0	97	0	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.940							0.850
Flt Protected	0.950										0.950	
Satd. Flow (prot)	1770	1861	0	0	1751	0	0	1863	0	0	1770	1583
Flt Permitted	0.235										0.950	
Satd. Flow (perm)	438	1861	0	0	1751	0	0	1863	0	0	1770	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					46							127
Link Speed (mph)		35			35			30			25	
Link Distance (ft)		887			608			137			489	
Travel Time (s)		17.3			11.8			3.1			13.3	
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
Adj. Flow (vph)	307	258	1	1	423	335	0	0	0	105	0	116
Shared Lane Traffic (%)												
Lane Group Flow (vph)	307	259	0	0	759	0	0	0	0	0	105	116
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2			2			2	1
Detector Template	Left	Thru			Thru			Thru			Thru	Right
Leading Detector (ft)	20	100			100			100			100	20
Trailing Detector (ft)	0	0			0			0			0	0
Detector 1 Position(ft)	0	0			0			0			0	0
Detector 1 Size(ft)	20	6			6			6			6	20
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0			0.0			0.0	0.0
Detector 1 Queue (s)	0.0	0.0			0.0			0.0			0.0	0.0
Detector 1 Delay (s)	0.0	0.0			0.0			0.0			0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA					Perm	NA	Perm
Protected Phases	5	2			6			3			4	
Permitted Phases	2			6			3			4		4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		6	6		3	3		4	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (s)	13.0	45.0		32.0	32.0		22.5	22.5		22.5	22.5	22.5
Total Split (%)	14.4%	50.0%		35.6%	35.6%		25.0%	25.0%		25.0%	25.0%	25.0%
Maximum Green (s)	8.5	40.5		27.5	27.5		18.0	18.0		18.0	18.0	18.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	4.5	4.5			4.5			4.5			4.5	4.5
Lead/Lag	Lead			Lag	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		Min	Min		None	None		None	None	None
Walk Time (s)		7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Don't Walk (s)		11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)		0		0	0		0	0		0	0	0
Act Effct Green (s)	40.5	40.5			27.5						9.6	9.6
Actuated g/C Ratio	0.68	0.68			0.46						0.16	0.16
v/c Ratio	0.63	0.20			0.91						0.36	0.32
Control Delay (s/veh)	11.0	4.3			32.3						25.5	6.9
Queue Delay	0.0	0.0			0.0						0.0	0.0
Total Delay (s/veh)	11.0	4.3			32.3						25.5	6.9
LOS	B	A			C						C	A
Approach Delay (s/veh)		7.9			32.3						15.7	
Approach LOS		A			C						B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 59.2			
Natural Cycle: 110			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay (s/veh): 21.0		Intersection LOS: C	
Intersection Capacity Utilization 71.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: Government St & Ocean Springs Rd



HCS Two-Way Stop-Control Report

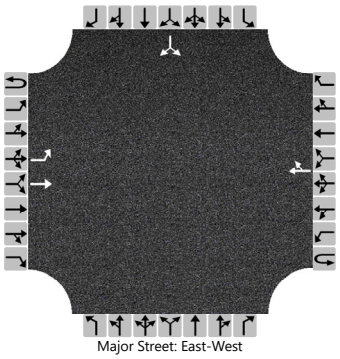
General Information

Analyst	S. Bergin
Agency/Co.	Neel-Schaffer, Inc.
Date Performed	10/9/2025
Analysis Year	2030
Time Analyzed	Total AM Peak
Intersection Orientation	East-West
Project Description	Holly Grove - Two Driveways

Site Information

Intersection	Government-Pabst
Jurisdiction	City of Ocean Springs
East/West Street	Government Street
North/South Street	Pabst Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		L	T					TR							LR	
Volume (veh/h)		23	295				646	0						1		76
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage					Undivided											

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		25													84	
Capacity, c (veh/h)		891													432	
v/c Ratio		0.03													0.19	
95% Queue Length, Q_{95} (veh)		0.1													0.7	
95% Queue Length, Q_{95} (ft)		2.6													17.9	
Control Delay (s/veh)		9.2													15.3	
Level of Service (LOS)		A													C	
Approach Delay (s/veh)		0.7												15.3		
Approach LOS		A												C		

HCS Two-Way Stop-Control Report

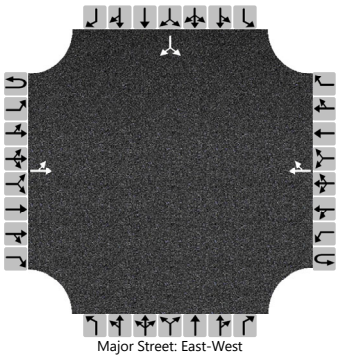
General Information

Analyst	S. Bergin
Agency/Co.	Neel-Schaffer, Inc.
Date Performed	10/9/2025
Analysis Year	2030
Time Analyzed	Total AM Peak
Intersection Orientation	East-West
Project Description	Holly Grove - Two Driveways

Site Information

Intersection	Government-Holly Grove
Jurisdiction	City of Ocean Springs
East/West Street	Government Street
North/South Street	Holly Grove Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		6	289				625	1						2		21
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage					Undivided											

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		7													25	
Capacity, c (veh/h)		907													423	
v/c Ratio		0.01													0.06	
95% Queue Length, Q_{95} (veh)		0.0													0.2	
95% Queue Length, Q_{95} (ft)		0.0													5.1	
Control Delay (s/veh)		9.0	0.1												14.0	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)		0.3												14.0		
Approach LOS		A												B		

HCS Two-Way Stop-Control Report

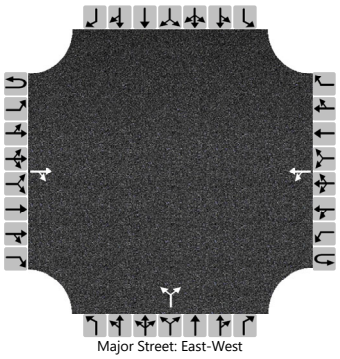
General Information

Analyst	S. Bergin
Agency/Co.	Neel-Schaffer, Inc.
Date Performed	10/9/2025
Analysis Year	2030
Time Analyzed	Total AM Peak
Intersection Orientation	East-West
Project Description	Holly Grove - Two Driveways

Site Information

Intersection	Pabst-Cypress
Jurisdiction	City of Ocean Springs
East/West Street	Pabst Road
North/South Street	Cypress Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

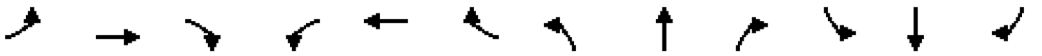
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			17	6		0	57			20		0				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0					22					
Capacity, c (veh/h)						1583					916					
v/c Ratio						0.00					0.02					
95% Queue Length, Q_{95} (veh)						0.0					0.1					
95% Queue Length, Q_{95} (ft)											2.6					
Control Delay (s/veh)						7.3	0.0				9.0					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)					0.0				9.0							
Approach LOS					A				A							

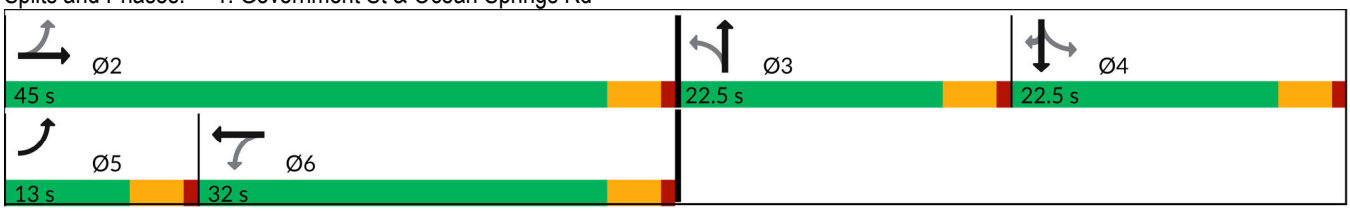


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	239	499	1	2	378	144	1	7	1	275	1	208
Future Volume (vph)	239	499	1	2	378	144	1	7	1	275	1	208
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.963			0.986				0.850
Flt Protected	0.950							0.995			0.953	
Satd. Flow (prot)	1770	1863	0	0	1794	0	0	1827	0	0	1775	1583
Flt Permitted	0.241				0.999						0.720	
Satd. Flow (perm)	449	1863	0	0	1792	0	0	1837	0	0	1341	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					22			1				226
Link Speed (mph)		35			35			30			25	
Link Distance (ft)		887			608			137			489	
Travel Time (s)		17.3			11.8			3.1			13.3	
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
Adj. Flow (vph)	260	542	1	2	411	157	1	8	1	299	1	226
Shared Lane Traffic (%)												
Lane Group Flow (vph)	260	543	0	0	570	0	0	10	0	0	300	226
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2			2			2	1
Detector Template	Left	Thru			Thru			Thru			Thru	Right
Leading Detector (ft)	20	100			100			100			100	20
Trailing Detector (ft)	0	0			0			0			0	0
Detector 1 Position(ft)	0	0			0			0			0	0
Detector 1 Size(ft)	20	6			6			6			6	20
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0			0.0			0.0	0.0
Detector 1 Queue (s)	0.0	0.0			0.0			0.0			0.0	0.0
Detector 1 Delay (s)	0.0	0.0			0.0			0.0			0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2			6			3			4	
Permitted Phases	2			6			3			4		4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		6	6		3	3		4	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (s)	13.0	45.0		32.0	32.0		22.5	22.5		22.5	22.5	22.5
Total Split (%)	14.4%	50.0%		35.6%	35.6%		25.0%	25.0%		25.0%	25.0%	25.0%
Maximum Green (s)	8.5	40.5		27.5	27.5		18.0	18.0		18.0	18.0	18.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	4.5	4.5			4.5			4.5			4.5	4.5
Lead/Lag	Lead			Lag	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		Min	Min		None	None		None	None	None
Walk Time (s)		7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Don't Walk (s)		11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)		0		0	0		0	0		0	0	0
Act Effct Green (s)	40.7	40.7			27.6			6.2			18.1	18.1
Actuated g/C Ratio	0.58	0.58			0.39			0.09			0.26	0.26
v/c Ratio	0.62	0.50			0.79			0.06			0.87	0.39
Control Delay (s/veh)	16.2	11.5			29.0			30.2			52.6	6.0
Queue Delay	0.0	0.0			0.0			0.0			0.0	0.0
Total Delay (s/veh)	16.2	11.5			29.0			30.2			52.6	6.0
LOS	B	B			C			C			D	A
Approach Delay (s/veh)		13.0			29.0			30.2			32.6	
Approach LOS		B			C			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 69.9			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay (s/veh): 23.3		Intersection LOS: C	
Intersection Capacity Utilization 88.3%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1: Government St & Ocean Springs Rd



HCS Two-Way Stop-Control Report

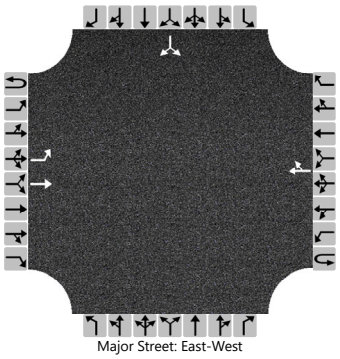
General Information

Analyst	S. Bergin
Agency/Co.	Neel-Schaffer, Inc.
Date Performed	10/9/2025
Analysis Year	2030
Time Analyzed	Total PM Peak
Intersection Orientation	East-West
Project Description	Holly Grove - Two Driveways

Site Information

Intersection	Government-Pabst
Jurisdiction	City of Ocean Springs
East/West Street	Government Street
North/South Street	Pabst Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		L	T					TR							LR	
Volume (veh/h)		64	720				567	6						1		43
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		70													48	
Capacity, c (veh/h)		953													454	
v/c Ratio		0.07													0.11	
95% Queue Length, Q_{95} (veh)		0.2													0.4	
95% Queue Length, Q_{95} (ft)		5.1													10.2	
Control Delay (s/veh)		9.1													13.9	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	0.7												13.9			
Approach LOS	A												B			

HCS Two-Way Stop-Control Report

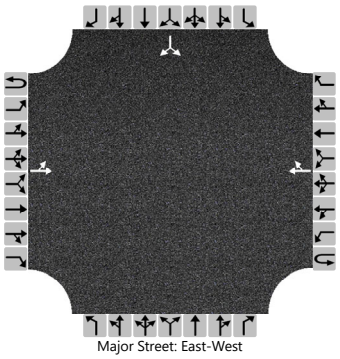
General Information

Analyst	S. Bergin
Agency/Co.	Neel-Schaffer, Inc.
Date Performed	10/9/2025
Analysis Year	2030
Time Analyzed	Total PM Peak
Intersection Orientation	East-West
Project Description	Holly Grove - Two Driveways

Site Information

Intersection	Government-Holly Grove
Jurisdiction	City of Ocean Springs
East/West Street	Government Street
North/South Street	Holly Grove Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		20	700				509	2						1		12
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		22													14	
Capacity, c (veh/h)		1010													448	
v/c Ratio		0.02													0.03	
95% Queue Length, Q_{95} (veh)		0.1													0.1	
95% Queue Length, Q_{95} (ft)		2.6													2.6	
Control Delay (s/veh)		8.6	0.3												13.3	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)	0.6												13.3			
Approach LOS	A												B			

HCS Two-Way Stop-Control Report

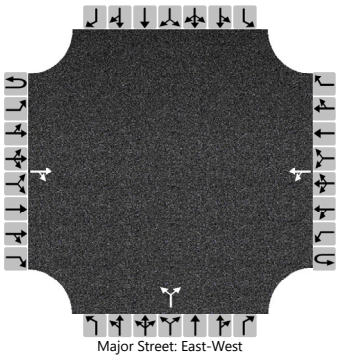
General Information

Analyst	S. Bergin
Agency/Co.	Neel-Schaffer, Inc.
Date Performed	10/9/2025
Analysis Year	2030
Time Analyzed	Total PM Peak
Intersection Orientation	East-West
Project Description	Holly Grove - Two Driveways

Site Information

Intersection	Pabst-Cypress
Jurisdiction	City of Ocean Springs
East/West Street	Pabst Road
North/South Street	Cypress Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			50	20		0	32			12		0				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0					13					
Capacity, c (veh/h)						1517					896					
v/c Ratio						0.00					0.01					
95% Queue Length, Q_{95} (veh)						0.0					0.0					
95% Queue Length, Q_{95} (ft)											0.0					
Control Delay (s/veh)						7.4	0.0				9.1					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)					0.0				9.1							
Approach LOS					A				A							

Auxiliary Lane Warrant Sheets

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

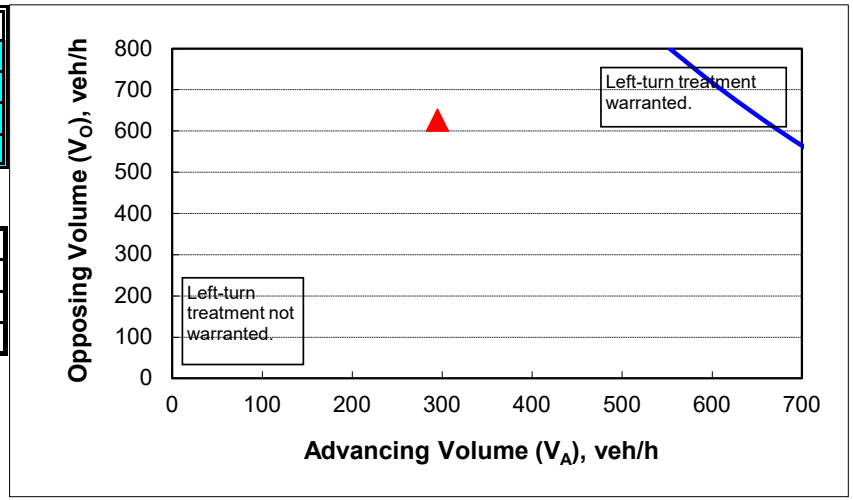
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	2%
Advancing volume (V_A), veh/h:	295
Opposing volume (V_O), veh/h:	626

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	657
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

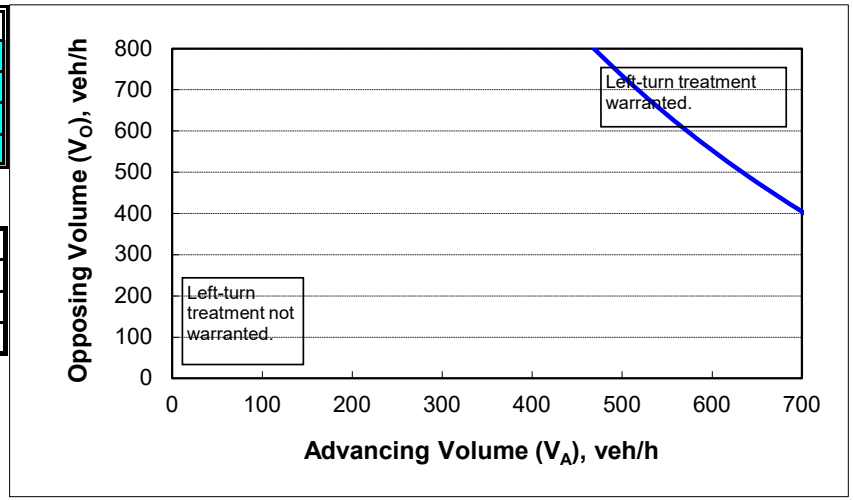
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	3%
Advancing volume (V_A), veh/h:	720
Opposing volume (V_O), veh/h:	511

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	626
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	626
Right-turn volume, veh/h:	1

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	91
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

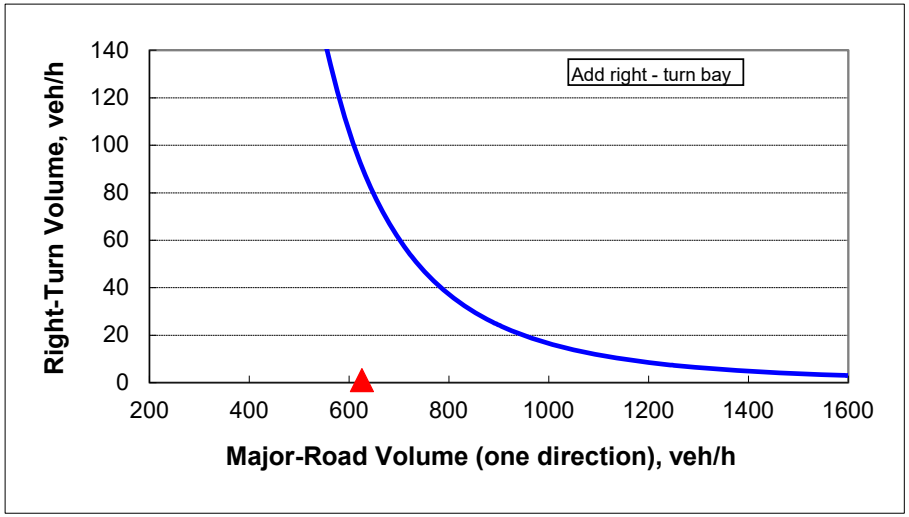


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	511
Right-turn volume, veh/h:	2

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	190
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

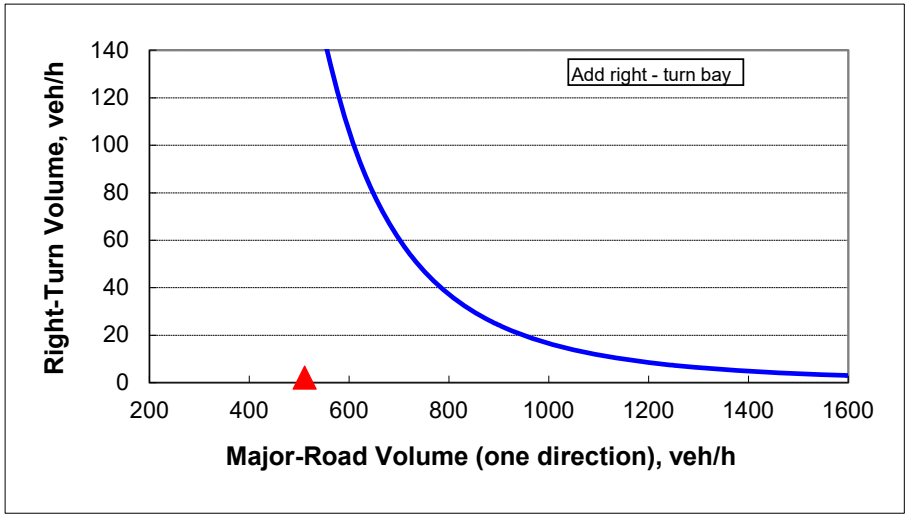


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	23
Right-turn volume, veh/h:	6

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	14976537
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

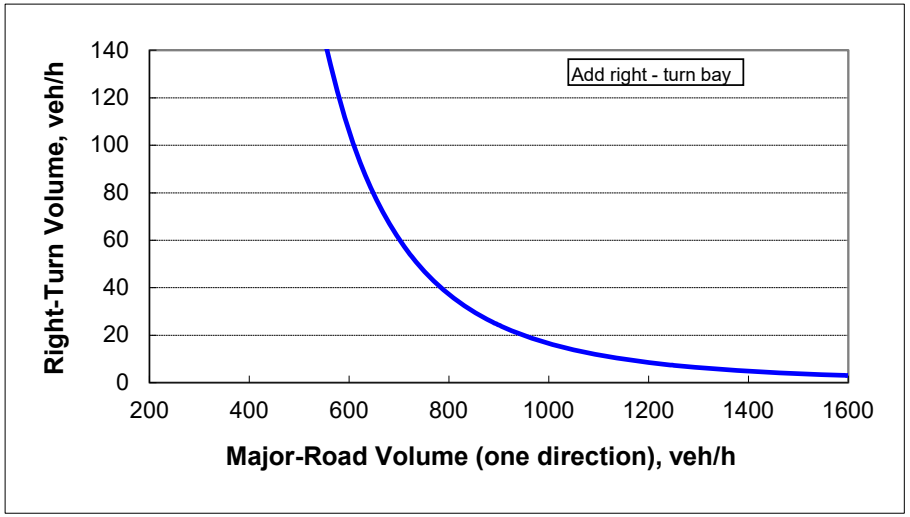


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

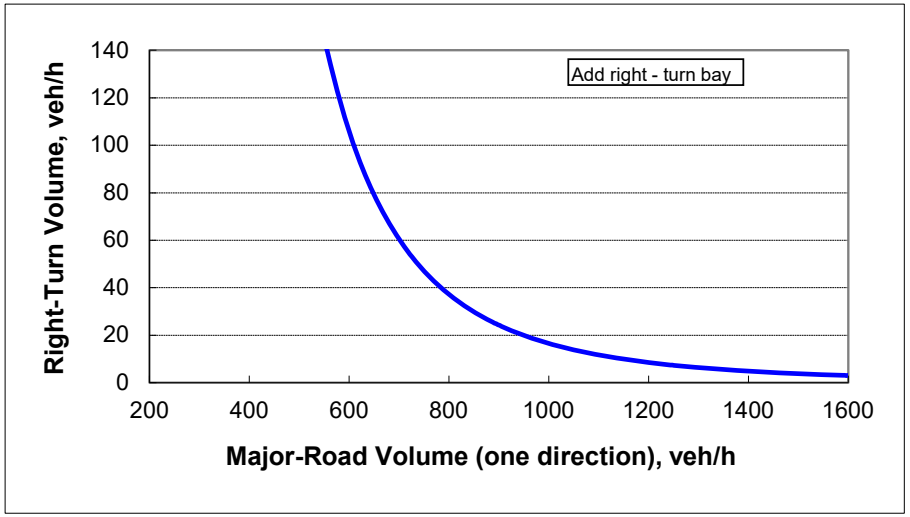
INPUT

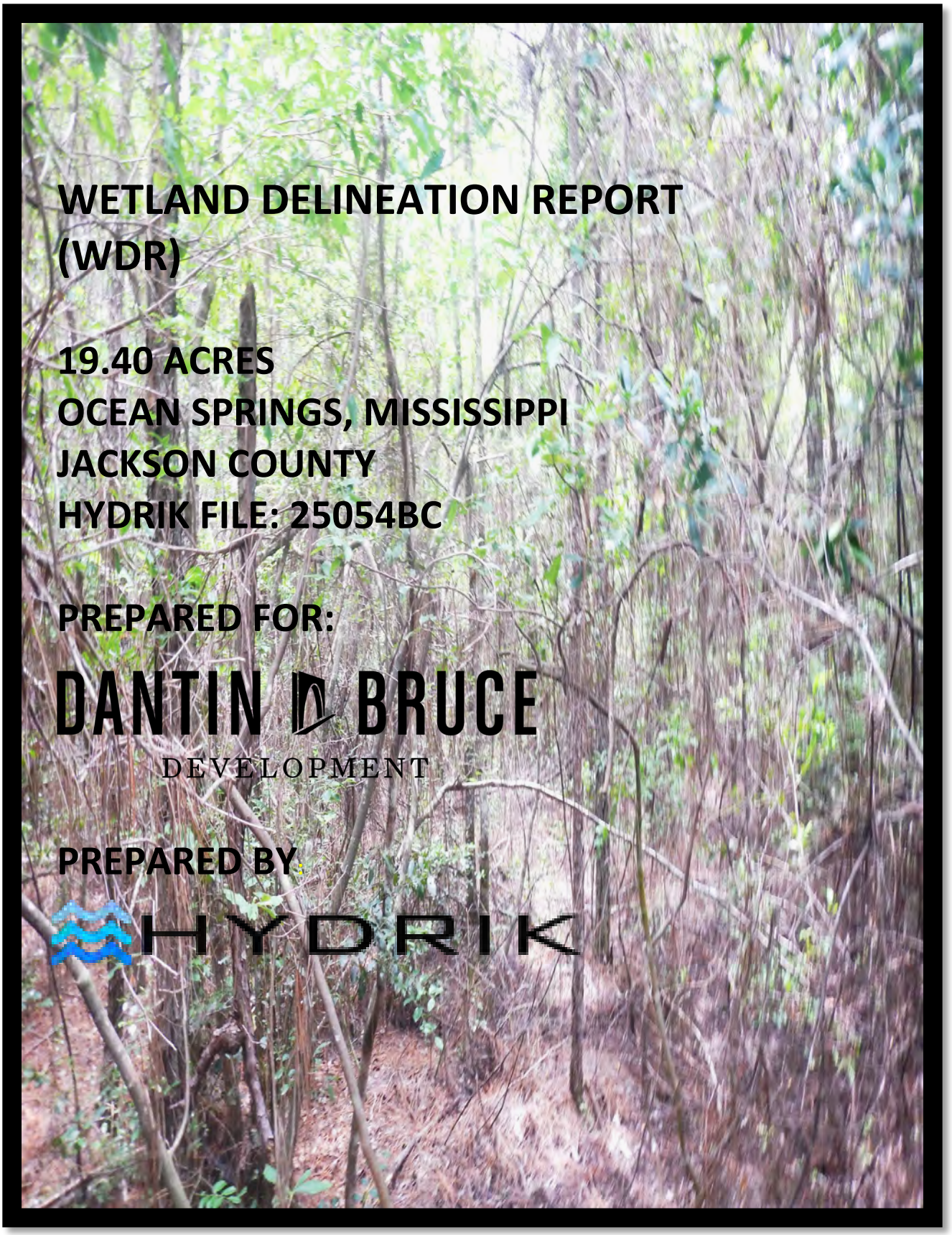
Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	70
Right-turn volume, veh/h:	20

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	261668
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	





WETLAND DELINEATION REPORT (WDR)

19.40 ACRES
OCEAN SPRINGS, MISSISSIPPI
JACKSON COUNTY
HYDRIK FILE: 25054BC

PREPARED FOR:

DANTIN BRUCE
DEVELOPMENT

PREPARED BY:

HYDRIK

HYDRIK

TABLE OF CONTENTS

FIGURES

APPENDICES

WETLAND DELINEATION REPORT

Pabst Road Tract – Ocean Springs, Jackson County, Mississippi

Prepared for: Dantin Bruce Development, LLC
Prepared by: Hydrik Wetland Consultants, LLC
Date of Fieldwork: July 15-16, 2025
Investigators: Jay Pape and Kelly Turk, Hydrik Wetland Consultants

1. Project Purpose and Scope

Hydrik Wetland Consultants, LLC (Hydrik) was retained by Dantin Bruce Development, LLC to conduct a wetland delineation and jurisdiction assessment for the approximately 19.40-acre Pabst Road tract in Ocean Springs, Jackson County, Mississippi. The investigation was performed to:

- Identify and delineate wetlands and other waters of the United States (WOTUS) as defined by the 1987 U.S. Army Corps of Engineers (USACE) Wetland Delineation Manual and the Atlantic and Gulf Coastal Plain Regional Supplement.
- Evaluate the jurisdictional status of delineated wetlands under the Clean Water Act (CWA) Section 404 regulatory framework, incorporating the March 2025 EPA memorandum on jurisdiction.

The primary focus of this report is the analysis of the pine savanna and bayhead wetlands mapped on Figures 6 and 7, which, despite meeting the technical criteria for wetlands, lack direct abutment to a Relatively Permanent Water (RPW) and are separated from potential jurisdictional waters by upland breaks.

2. Site Setting and Environmental Context

The tract is located south of Pabst Road in Ocean Springs, Mississippi within the Atlantic and Gulf Coastal Plain physiographic region (MLRA 152A, LRR T). Topography is nearly level (0–1% slopes) with localized concave depressions and shallow swales. Soils, as mapped by the USDA NRCS, consist entirely of Bayou sandy loam, a somewhat poorly drained soil typical of pine flatwoods and bayhead mosaics in the region.

2.1. Vegetation communities include:

- **Isolated pine savanna wetlands** dominated by Lachnanthes caroliniana, Eriocaulon decangulare, Sarracenia alata, Andropogon glomeratus, and Ilex glabra.
- **Isolated bayhead wetlands** dominated by Persea borbonia, Magnolia virginiana, Ilex glabra, and Pinus elliottii.
- **Mixed pine-hardwood uplands** with Pinus palustris, Magnolia grandiflora, and Ilex vomitoria, lacking wetland indicators.

No perennial streams or natural RPWs traverse the property. A perennial RPW lies off-site to the southeast approximately 1780 linear feet from the site's southeast

corner, but surface hydrologic connections from on-site wetlands to this RPW are interrupted by two distinct upland rises with no ordinary high-water mark (OHWM), effectively severing connectivity of the site's wetlands to the offsite RPW, refer to Figure 7.

3. Methodology

3.1. Regulatory Guidance

- Corps of Engineers (Corps) Wetlands Delineation Manual (1987), Technical Report Y-87-1 (Environmental Laboratory 1987)
- Regional Supplement (2010) to the Corps of Engineers Wetland Delineation Manual: Atlantic and Gulf Coastal Plain Region (Version 2.0)
- Field Indicators of Hydric Soils in the United States (USDA-NRCS, Version 8.2, 2018)
- U.S. Environmental Protection Agency and U.S. Army Corps of Engineers, Memorandum: Application of the Clean Water Act Following the Sackett v. EPA Decision (March 12, 2025).

3.2. Delineation Method

- **Field Sampling**: Four sampling points (DP1–DP4) were established to characterize vegetation, hydrology, and soils. Each point was evaluated using the Atlantic and Gulf Coastal Plain Wetland Determination Data Forms (Version 2.0).
- **Vegetation Assessment**: Dominance and prevalence index tests were applied, with species identified to the lowest practical taxonomic level.
- **Soil Evaluation**: Soil pits were excavated to a depth of 16 inches (or to refusal) and analyzed for color, texture, and hydric indicators (e.g., depleted matrices, redox concentrations).
- **Hydrology Assessment**: Primary and secondary field indicators, geomorphic position, aerial imagery, and visual evidence of saturation were documented.
- **Hydrologic Connectivity Evaluation**: Upland breaks, swales, and any drainage pathways toward the southeast RPW were physically inspected and mapped. Connectivity determinations were made per the March 2025 EPA memo, which requires continuous surface connection to an RPW for jurisdiction unless a significant nexus is evident.

4. Field Findings

DP1 – Pine Savanna Wetland (Isolated)
Dominant vegetation: Lachnanthes caroliniana, Sarracenia alata, Eriocaulon decangulare, Andropogon glomeratus (all OBL/FACW).
Soils: 0–16 inches, sandy loam, 10YR 6/1 to 4/1, depleted and gleyed matrix.
Hydrology: Saturation present, concave position, seasonal high water table confirmed.
Classification: Wetland (non-jurisdictional, isolated).

DP2 – Mixed Pine-Hardwood Upland
Vegetation: Pinus palustris, Magnolia grandiflora, Ilex vomitoria (predominantly FACU and UPL species).
Soils: Sandy loam, 10YR 5/3 to 4/2, no redox features or hydric indicators.
Hydrology: Absent.
Classification: Upland.

DP3 – Cleared Pine Savanna Wetland (Isolated)
Vegetation: Ilex glabra, Pinus elliottii, Eupatorium perfoliatum, Andropogon glomeratus (predominantly OBL/FACW).
Soils: Sandy loam, 10YR 5/1, redox depletions at 2–16 inches.
Hydrology: Saturation and geomorphic position confirmed.
Classification: Wetland (non-jurisdictional).

DP4 – Bayhead Wetland (Isolated)
Vegetation: Persea borbonia, Magnolia virginiana, Ilex glabra, Pinus elliottii (100% FACW/OBL dominance).
Soils: Sandy loam, 10YR 5/1 to 16 inches.
Hydrology: Persistent saturation, concave setting, drift lines.
Classification: Wetland (non-jurisdictional).

5. Jurisdiction Analysis

Per the March 2025 EPA memorandum and applicable USACE guidance:

- **No direct abutment to RPWs** – None of the wetlands directly abut or border a perennial or intermittent RPW.
- **Interrupted hydrologic path** – The only potential route for surface flow toward the southeast RPW is broken by **two upland ridges** with no OHWM, confirmed during field inspection. These breaks preclude a continuous surface connection.
- **Connection only via non-RPWs** – On-site wetlands only drain to ephemeral and intermittent swales (non-RPWs) that terminate in uplands before reaching the RPW.

- **Significant nexus absent** – The wetlands lack measurable downstream influence on water quality or flow to the RPW. They function as isolated depressional systems typical of Gulf Coastal Plain pine savannas and bayheads.

Based on these criteria, the pine savanna and bayhead wetlands mapped on Figures 6 and 7 **do not constitute jurisdictional waters of the United States** under the CWA. They meet wetland criteria but are isolated and severed from RPWs, and thus do not trigger Section 404 permitting for fill or discharge activities.

6. Conclusions

The delineation identified approximately 16.01 acres of isolated pine savanna and bayhead wetlands and 3.39 acres of upland forest and clearings. These wetlands, do not meet the jurisdictional threshold under current federal law due to:

- Lack of direct abutment to RPWs,
- Two upland severances preventing continuous surface connection,
- Absence of a significant nexus to downstream waters.

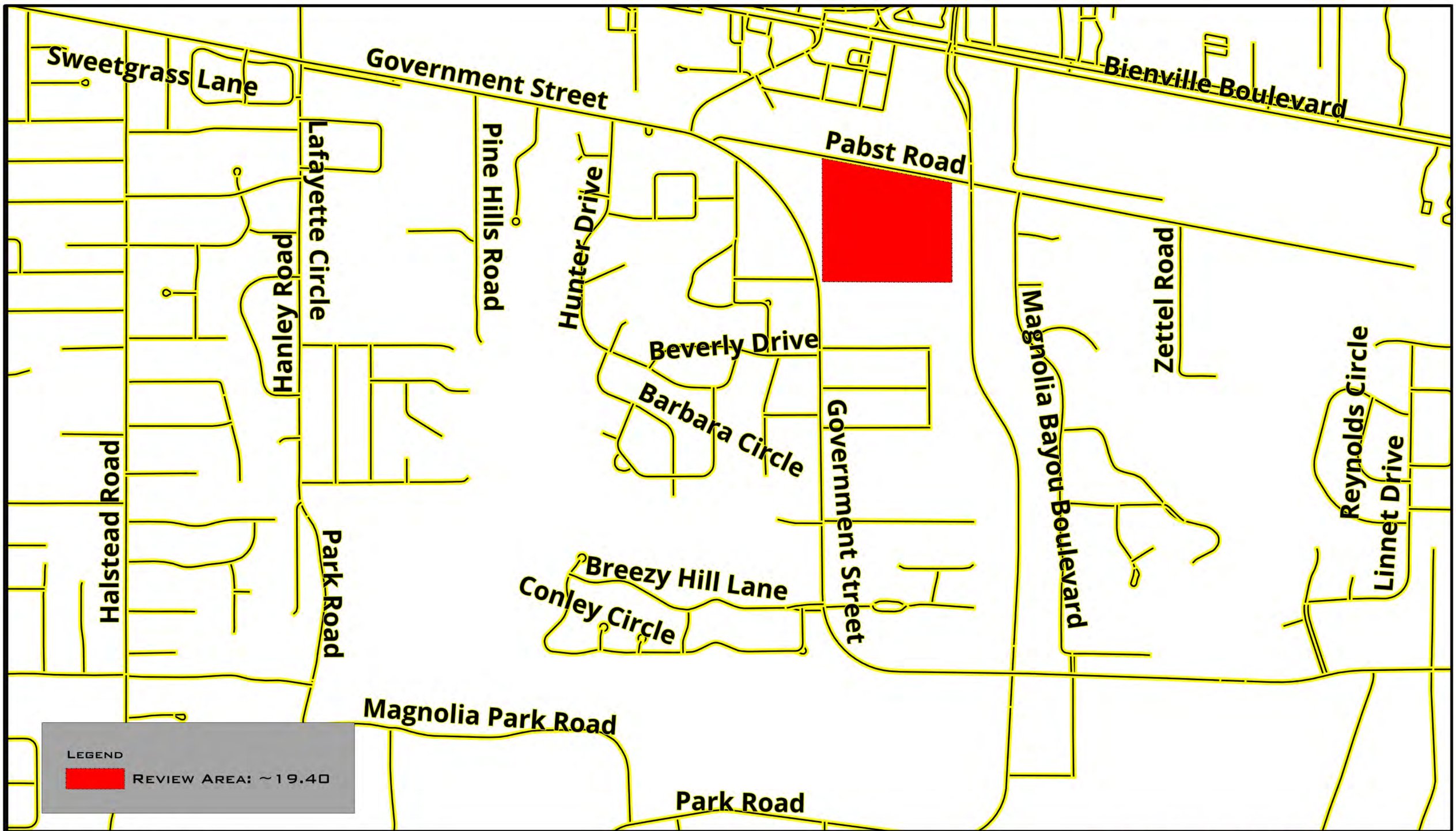
7. Disclaimer

This report represents the professional opinion of Hydrik Wetland Consultants, LLC based on current regulatory guidance, field observations, and best available data as of the date of this report. If the findings are not submitted to the U.S. Army Corps of Engineers (Corps) for official verification, it is important to note that any conclusions regarding the extent of wetlands or non-wetland waters are **professional opinions only** and do not constitute an Approved Jurisdictional Determination (AJD). The Corps is the sole authority for making final jurisdictional determinations under Section 404 of the Clean Water Act. The client assumes responsibility for any actions taken based on this report without Corps review or concurrence.

8. References

- Environmental Laboratory. 1987. *Corps of Engineers Wetlands Delineation Manual*. Technical Report Y-87-1. U.S. Army Engineer Waterways Experiment Station, Vicksburg, Mississippi.
- U.S. Army Corps of Engineers. 2010. *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic and Gulf Coastal Plain Region (Version 2.0)*. ERDC/EL TR-10-20, U.S. Army Engineer Research and Development Center, Vicksburg, Mississippi.
- U.S. Army Corps of Engineers. 2007. *Regulatory Guidance Letter (RGL) 07-01: Jurisdictional Determinations*. Issued June 5, 2007.
- U.S. Environmental Protection Agency and U.S. Army Corps of Engineers. 2025. *Memorandum: Application of the Clean Water Act Following the Sackett v. EPA Decision*. Issued March 12, 2025.

FIGURES 1-7



OCEAN SPRINGS, MS
JACKSON COUNTY
NAD 83, MS EAST (USFT) FIPS 2301
SITE CENTER: 30.4083870,-88.7811967

N

600 0 600 1,200 1,800 2,400 FT

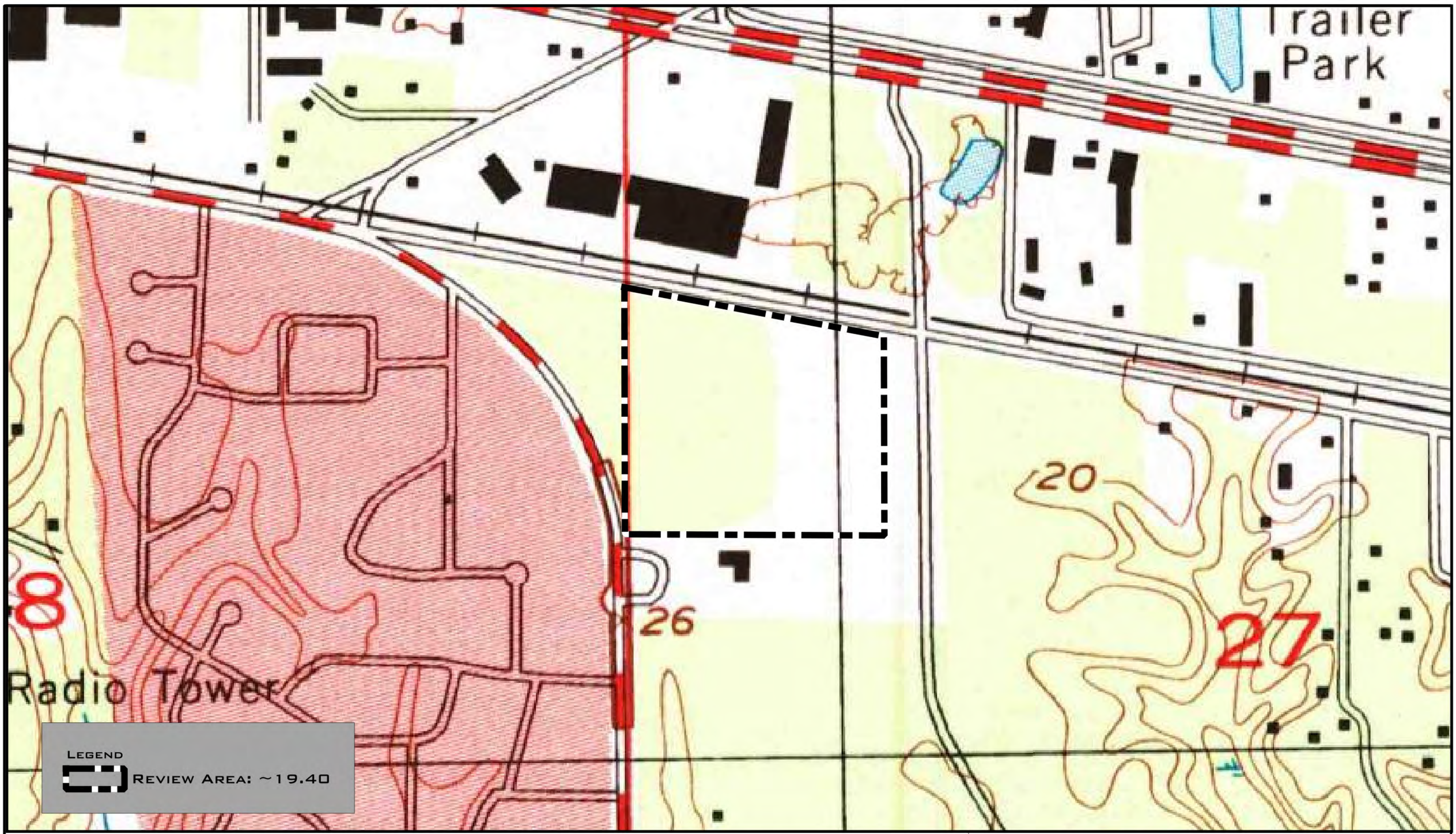
DANTIN BRUCE, LLC

SITE VICINITY

FIGURE 1
HF:25072B
DATE:072425

HYDRIK

PLEASE NOTE: MAP DATA IS FOR REFERENCE ONLY. THIS IS NOT A LEGAL BOUNDARY SURVEY AND SHOULD NOT BE USED AS SUCH.



OCEAN SPRINGS, MS
JACKSON COUNTY
NAD 83, MS EAST (USFT) FIPS 2301
SITE CENTER: 30.4083870,-88.7811967

N

300 0 300 600 900 1,200 FT

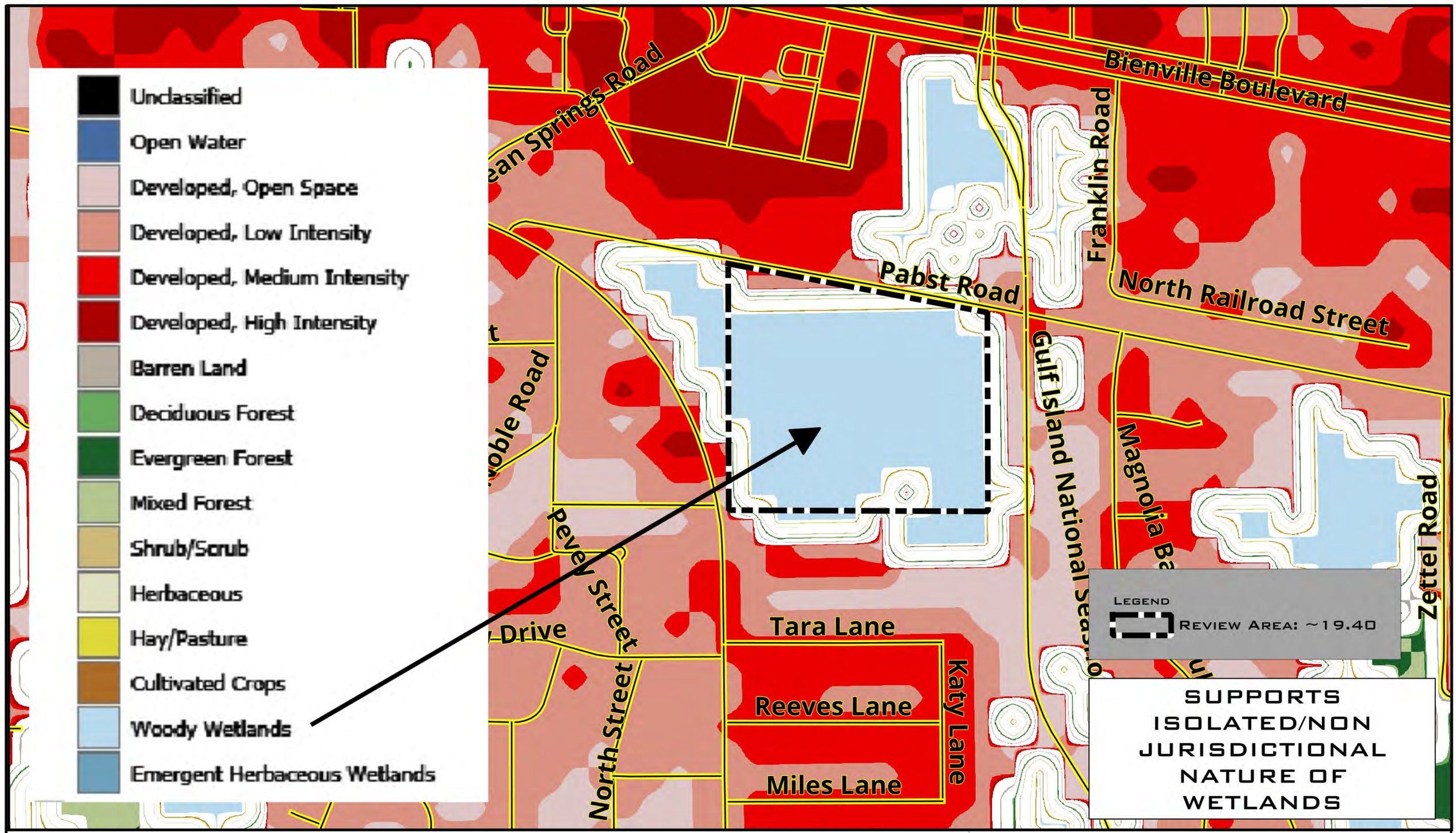
DANTIN BRUCE, LLC

1992 USGS 24K

FIGURE 2
HF:25072B
DATE:072425

HYDRIK

PLEASE NOTE: MAP DATA IS FOR REFERENCE ONLY. THIS IS NOT A LEGAL BOUNDARY SURVEY AND SHOULD NOT BE USED AS SUCH.



OCEAN SPRINGS, MS
JACKSON COUNTY
NAD 83, MS EAST (USFT) FIPS 2301
SITE CENTER: 30.4083870,-88.7811967

N

300 0 300 600 900 1,200 FT

DANTIN BRUCE, LLC

2019 MS LAND USE MAP

FIGURE 3
HF:25072B
DATE:072425

HYDRIK

PLEASE NOTE: MAP DATA IS FOR REFERENCE ONLY. THIS IS NOT A LEGAL BOUNDARY SURVEY AND SHOULD NOT BE USED AS SUCH.

OCEAN SPRINGS, MS
JACKSON COUNTY
NAD 83, MS EAST (USFT) FIPS 2301
SITE CENTER: 30.4083870,-88.7811967

N

150 0 150 300 450 600 FT

DANTIN BRUCE, LLC

2021 NAIPCIR

FIGURE 4
HF:25072B
DATE:072425

HYDRIK

PLEASE NOTE: MAP DATA IS FOR REFERENCE ONLY. THIS IS NOT A LEGAL BOUNDARY SURVEY AND SHOULD NOT BE USED AS SUCH.

LEGEND

REVIEW AREA: ~19.40

OCEAN SPRINGS, MS
JACKSON COUNTY
NAD 83, MS EAST (USFT) FIPS 2301
SITE CENTER: 30.4083870,-88.7811967

N

150 0 150 300 450 600 FT

DANTIN BRUCE, LLC

3DEP

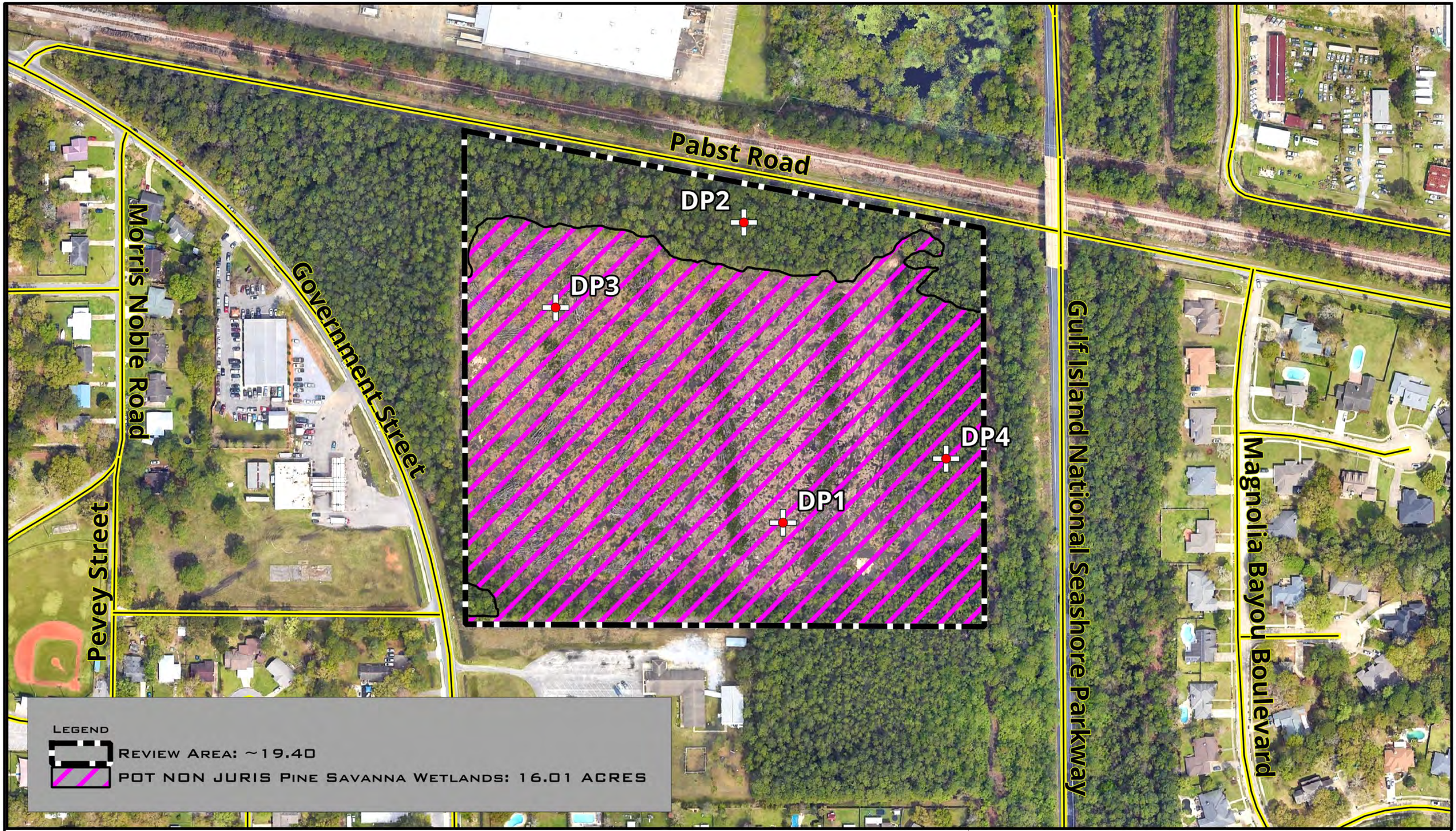
FIGURE 5

HF:25072B

DATE:072425

HYDRIK

PLEASE NOTE: MAP DATA IS FOR REFERENCE ONLY. THIS IS NOT A LEGAL BOUNDARY SURVEY AND SHOULD NOT BE USED AS SUCH.



OCEAN SPRINGS, MS
JACKSON COUNTY
NAD 83, MS EAST (USFT) FIPS 2301
SITE CENTER: 30.4083870,-88.7811967

N

150 0 150 300 450 600 FT

DANTIN BRUCE, LLC

PLEASE NOTE: MAP DATA IS FOR REFERENCE ONLY. THIS IS NOT A LEGAL BOUNDARY SURVEY AND SHOULD NOT BE USED AS SUCH.

WETLAND DELINEATION

FIGURE 6
HF:25072B
DATE:072425

HYDRIK

OCEAN SPRINGS, MS
JACKSON COUNTY
NAD 83, MS EAST (USFT) FIPS 2301
SITE CENTER: 30.4083870,-88.7811967

N

300 0 300 600 900 1,200 FT

DANTIN BRUCE, LLC

NON JURISDICTION BASIS

FIGURE 7
HF:25072B
DATE:072425

HYDRIK

PLEASE NOTE: MAP DATA IS FOR REFERENCE ONLY. THIS IS NOT A LEGAL BOUNDARY SURVEY AND SHOULD NOT BE USED AS SUCH.

APPENDIX A: DATA SHEETS AND PHOTOS


THE MUNSELL COLOR SYSTEM

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

Project/Site: Pabst Rd. Ocean Springs **City/County:** Ocean Springs **Sampling Date:** 16-Jul-25

Applicant/Owner: Dantin Bruce **State:** LA **Sampling Point:** 01

Investigator(s): Hydrik- Jay Pape **Section, Township, Range:** S 27 T 7S R 8W

Landform (hillslope, terrace, etc.): Flat **Local relief (concave, convex, none):** concave **Slope:** 0.0 % / 0.0

Subregion (LRR or MLRA): MLRA 152A LRR T **Lat.:** 30.407833 **Long.:** -88.780815 **Datum:** lsp

Soil Map Unit Name: 226: Bayou sandy loam, 0 to 1 percent slopes **NWI classification:** None

Are climatic/hydrologic conditions on the site typical for this time of year? Yes ◉ No ○ **(If no, explain in Remarks.)**

Are Vegetation ☐ **, Soil** ☐ **, or Hydrology** ☐ **significantly disturbed?** **Are "Normal Circumstances" present?** Yes ◉ No ○

Are Vegetation ☐ **, Soil** ☐ **, or Hydrology** ☐ **naturally problematic?** **(If needed, explain any answers in Remarks.)**

SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ◉ No ○	**Is the Sampled Area within a Wetland?** Yes ◉ No ○
Hydric Soil Present?	Yes ◉ No ○	
Wetland Hydrology Present?	Yes ◉ No ○	

Remarks:
Plot taken in a flat ISOLATED pine savanna.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Water-Stained Leaves (B9)
- ☐ Aquatic Fauna (B13)
- ☐ Marl Deposits (B15) (LRR U)
- ☐ Hydrogen Sulfide Odor (C1)
- ☑ Oxidized Rhizospheres along Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Thin Muck Surface (C7)
- ☐ Other (Explain in Remarks)

Secondary Indicators (minimum of 2 required)

- ☐ Surface Soil Cracks (B6)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☐ Drainage Patterns (B10)
- ☐ Moss Trim Lines (B16)
- ☐ Dry Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Geomorphic Position (D2)
- ☐ Shallow Aquitard (D3)
- ☑ FAC-Neutral Test (D5)
- ☐ Sphagnum moss (D8) (LRR T, U)

Field Observations:

Surface Water Present?	Yes ○	No ◉	Depth (inches):
Water Table Present?	Yes ○	No ◉	Depth (inches):
Saturation Present? (includes capillary fringe)	Yes ○	No ◉	Depth (inches):

Wetland Hydrology Present? Yes ◉ No ○

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

VEGETATION (Five/Four Strata) - Use scientific names of plants.

Sampling Point: 01

	Absolute % Cover	Dominant Species?	Rel.Strat.	Indicator
Tree Stratum (Plot size:)				
1.	0	☐	0.0%	
2.	0	☐	0.0%	
3.	0	☐	0.0%	
4.	0	☐	0.0%	
5.	0	☐	0.0%	
6.	0	☐	0.0%	
7.	0	☐	0.0%	
8.	0	☐	0.0%	
50% of Total Cover: 0	20% of Total Cover: 0	0	= Total Cover	
Sapling or Sapling/Shrub Stratum (Plot size:)				
1.	0	☐	0.0%	
2.	0	☐	0.0%	
3.	0	☐	0.0%	
4.	0	☐	0.0%	
5.	0	☐	0.0%	
6.	0	☐	0.0%	
7.	0	☐	0.0%	
8.	0	☐	0.0%	
50% of Total Cover: 0	20% of Total Cover: 0	0	= Total Cover	
Shrub Stratu (Plot size:)				
1.	0	☐	0.0%	
2.	0	☐	0.0%	
3.	0	☐	0.0%	
4.	0	☐	0.0%	
5.	0	☐	0.0%	
6.	0	☐	0.0%	
50% of Total Cover: 0	20% of Total Cover: 0	0	= Total Cover	
Herb Stratum (Plot size: 30)				
1. Lachnanthes caroliniana	30	☑	18.8%	OBL
2. Eriocaulon decangulare	50	☑	31.3%	OBL
3. Drosera tracyi	25	☑	15.6%	OBL
4. Sarracenia alata	15	☐	9.4%	OBL
5. Ilex glabra	15	☐	9.4%	FACW
6. Xyris drummondii	15	☐	9.4%	OBL
7. Andropogon glomeratus	10	☐	6.3%	FACW
8.	0	☐	0.0%	
9.	0	☐	0.0%	
10.	0	☐	0.0%	
.	0	☐	0.0%	
11.	0	☐	0.0%	
12.				
50% of Total Cover: 80	20% of Total Cover: 32	160	= Total Cover	
Woody Vine Stratum (Plot size: 30)				
1. Smilax laurifolia	15	☑	######	FACW
2.	0	☐	0.0%	
3.	0	☐	0.0%	
4.	0	☐	0.0%	
5.	0	☐	0.0%	
50% of Total Cover: 7.5	20% of Total Cover: 3	15	= Total Cover	

Dominance Test worksheet:

Number of Dominant Species That are OBL, FACW, or FAC: 4 (A)

Total Number of Dominant Species Across All Strata: 4 (B)

Percent of dominant Species That Are OBL, FACW, or FAC: 100.0% (A/B)

Prevalence Index worksheet:

	Total % Cover of:	Multiply by:		
OBL species	135	**x 1 =**	135	
FACW species	40	**x 2 =**	80	
FAC species	0	**x 3 =**	0	
FACU species	0	**x 4 =**	0	
UPL species	0	**x 5 =**	0	
Column Totals:	175	**(A)**	215	**(B)**

Prevalence Index = B/A = #####

Hydrophytic Vegetation Indicators:

- ☑ **1 - Rapid Test for Hydrophytic Vegetation**
- ☑ **2 - Dominance Test is > 50%**
- ☑ **3 - Prevalence Index is ≤3.0** [1]
- ☐ **Problematic Hydrophytic Vegetation** [1] **(Explain)**

[1] **Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.**

Definition of Vegetation Strata:

Tree - Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and 3 in. (7.6 cm) or larger in diameter at breast height (DBH).

Sapling - Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and less than 3 in. (7.6 cm) DBH.

Sapling/Shrub - Woody plants, excluding vines, less than 3 in. DBH and greater than 3.28 ft (1m) tall.

Shrub - Woody plants, excluding woody vines, approximately 3 to 20 ft (1 to 6 m) in height.

Herb - All herbaceous (non-woody) plants, including herbaceous vines, regardless of size, and woody plants, except woody vines, less than approximately 3 ft (1 m) in height.

Woody vine - All woody vines, regardless of height.

Hydrophytic Vegetation Present? Yes ◉ No ○

Remarks: (If observed, list morphological adaptations below).

Plot has been cleared.

*Indicator suffix = National status or professional decision assigned because Regional status not defined by FWS.

SOIL

Sampling Point: 01

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)		%	Redox Features Color (moist)	%	Type [1]	Loc [2]	Texture	Remarks
0-3	10YR	4/1	100					Sandy Loam	
3-8	10YR	5/1	100					Sandy Loam	
8-16	10YR	6/1	100					Sandy Loam	

[1] Type: C=Concentration. D=Depletion. RM=Reduced Matrix, CS=Covered or Coated Sand Grains [2]Location: PL=Pore Lining. M=Matrix

Hydric Soil Indicators:

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Stratified Layers (A5)
- ☐ Organic Bodies (A6) (LRR P, T, U)
- ☐ 5 cm Mucky Mineral (A7) (LRR P, T, U)
- ☐ Muck Presence (A8) (LRR U)
- ☐ 1 cm Muck (A9) (LRR P, T)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Coast Prairie Redox (A16) (MLRA 150A)
- ☐ Sandy Muck Mineral (S1) (LRR O, S)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Dark Surface (S7) (LRR P, S, T, U)
- ☐ Polyvalue Below Surface (S8) (LRR S, T, U)
- ☐ Thin Dark Surface (S9) (LRR S, T, U)
- ☐ Loamy Mucky Mineral (F1) (LRR O)
- ☐ Loamy Gleyed Matrix (F2)
- ☑ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)
- ☐ Marl (F10) (LRR U)
- ☐ Depleted Ochric (F11) (MLRA 151)
- ☐ Iron-Manganese Masses (F12) (LRR O, P, T)
- ☐ Umbric Surface (F13) (LRR P, T, U)
- ☐ Delta Ochric (F17) (MLRA 151)
- ☐ Reduced Vertic (F18) (MLRA 150A, 150B)
- ☐ Piedmont Floodplain Soils (F19) (MLRA 149A)
- ☐ Anomalous Bright Loamy Soils (F20) (MLRA 149A, 153C, 153D)

Indicators for Problematic Hydric Soils[3]:

- ☐ 1 cm Muck (A9) (LRR O)
- ☐ 2 cm Muck (A10) (LRR S)
- ☐ Reduced Vertic (F18) (outside MLRA 150A,B)
- ☐ Piedmont Floodplain Soils (F19) (LRR P, S, T)
- ☐ Anomalous Bright Loamy Soils (F20) (MLRA 153B)
- ☐ Red Parent Material (TF2)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes ◉ No ○

Remarks:


THE MUNSELL COLOR SYSTEM

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

Project/Site: Pabst Rd. Ocean Springs **City/County:** Ocean Springs **Sampling Date:** 16-Jul-25

Applicant/Owner: Dantin Bruce **State:** LA **Sampling Point:** 02

Investigator(s): Hydrik- Jay Pape **Section, Township, Range:** S 27 T 7S R 8W

Landform (hillslope, terrace, etc.): Flat **Local relief (concave, convex, none):** concave **Slope:** 0.0 % / 0.0

Subregion (LRR or MLRA): MLRA 152A LRR T **Lat.:** 30.409410 **Long.:** -88.781051 **Datum:** lsp

Soil Map Unit Name: 226: Bayou sandy loam, 0 to 1 percent slopes **NWI classification:** None

Are climatic/hydrologic conditions on the site typical for this time of year? Yes ◉ No ○ **(If no, explain in Remarks.)**

Are Vegetation ☐ **, Soil** ☐ **, or Hydrology** ☐ **significantly disturbed?** **Are "Normal Circumstances" present?** Yes ◉ No ○

Are Vegetation ☐ **, Soil** ☐ **, or Hydrology** ☐ **naturally problematic?** **(If needed, explain any answers in Remarks.)**

SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ◉ No ○	**Is the Sampled Area within a Wetland?** Yes ○ No ◉
Hydric Soil Present?	Yes ○ No ◉	
Wetland Hydrology Present?	Yes ○ No ◉	

Remarks:
Plot taken in a mixed pine and hardwood UPLAND habitat.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Water-Stained Leaves (B9)
- ☐ Aquatic Fauna (B13)
- ☐ Marl Deposits (B15) (LRR U)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres along Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Thin Muck Surface (C7)
- ☐ Other (Explain in Remarks)

Secondary Indicators (minimum of 2 required)

- ☐ Surface Soil Cracks (B6)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☐ Drainage Patterns (B10)
- ☐ Moss Trim Lines (B16)
- ☐ Dry Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Geomorphic Position (D2)
- ☐ Shallow Aquitard (D3)
- ☐ FAC-Neutral Test (D5)
- ☐ Sphagnum moss (D8) (LRR T, U)

Field Observations:

Surface Water Present?	Yes ○	No ◉	Depth (inches):
Water Table Present?	Yes ○	No ◉	Depth (inches):
Saturation Present? (includes capillary fringe)	Yes ○	No ◉	Depth (inches):

Wetland Hydrology Present? Yes ○ No ◉

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

VEGETATION (Five/Four Strata) - Use scientific names of plants.

Sampling Point: 02

	Absolute % Cover	Dominant Species?	Rel.Strat.	Indicator
Tree Stratum (Plot size: 30)				
1. Pinus palustris	40	☑	50.0%	FACU
2. Magnolia grandiflora	25	☑	31.3%	FAC
3. Magnolia virginiana	15	☐	18.8%	FACW
4.	0	☐	0.0%	
5.	0	☐	0.0%	
6.	0	☐	0.0%	
7.	0	☐	0.0%	
8.	0	☐	0.0%	
50% of Total Cover: 40 20% of Total Cover: 16	80	= Total Cover		
Sapling or Sapling/Shrub Stratum (Plot size: 30)				
1. Ilex glabra	50	☑	55.6%	FACW
2. Ilex opaca	20	☑	22.2%	FAC
3. Ilex vomitoria	20	☑	22.2%	FAC
4.	0	☐	0.0%	
5.	0	☐	0.0%	
6.	0	☐	0.0%	
7.	0	☐	0.0%	
8.	0	☐	0.0%	
50% of Total Cover: 45 20% of Total Cover: 18	90	= Total Cover		
Shrub Stratu (Plot size:)				
1.	0	☐	0.0%	
2.	0	☐	0.0%	
3.	0	☐	0.0%	
4.	0	☐	0.0%	
5.	0	☐	0.0%	
6.	0	☐	0.0%	
50% of Total Cover: 0 20% of Total Cover: 0	0	= Total Cover		
Herb Stratum (Plot size: 30)				
1. Smilax bona-nox	15	☑	######	FAC
2.	0	☐	0.0%	
3.	0	☐	0.0%	
4.	0	☐	0.0%	
5.	0	☐	0.0%	
6.	0	☐	0.0%	
7.	0	☐	0.0%	
8.	0	☐	0.0%	
9.	0	☐	0.0%	
10.	0	☐	0.0%	
11.	0	☐	0.0%	
12.	0	☐	0.0%	
50% of Total Cover: 7.5 20% of Total Cover: 3	15	= Total Cover		
Woody Vine Stratum (Plot size:)				
1.	0	☐	0.0%	
2.	0	☐	0.0%	
3.	0	☐	0.0%	
4.	0	☐	0.0%	
5.	0	☐	0.0%	
50% of Total Cover: 0 20% of Total Cover: 0	0	= Total Cover		

Dominance Test worksheet:

Number of Dominant Species That are OBL, FACW, or FAC: 5 (A)

Total Number of Dominant Species Across All Strata: 6 (B)

Percent of dominant Species That Are OBL, FACW, or FAC: 83.3% (A/B)

Prevalence Index worksheet:

	Total % Cover of:	Multiply by:	
OBL species	0	x 1 =	0
FACW species	65	x 2 =	130
FAC species	80	x 3 =	240
FACU species	40	x 4 =	160
UPL species	0	x 5 =	0
Column Totals:	185 (A)		530 (B)

Prevalence Index = B/A = #####

Hydrophytic Vegetation Indicators:

- ☐ **1 - Rapid Test for Hydrophytic Vegetation**
- ☑ **2 - Dominance Test is > 50%**
- ☑ **3 - Prevalence Index is ≤3.0** [1]
- ☐ **Problematic Hydrophytic Vegetation** [1] **(Explain)**

[1] **Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.**

Definition of Vegetation Strata:

Tree - Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and 3 in. (7.6 cm) or larger in diameter at breast height (DBH).

Sapling - Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and less than 3 in. (7.6 cm) DBH.

Sapling/Shrub - Woody plants, excluding vines, less than 3 in. DBH and greater than 3.28 ft (1m) tall.

Shrub - Woody plants, excluding woody vines, approximately 3 to 20 ft (1 to 6 m) in height.

Herb - All herbaceous (non-woody) plants, including herbaceous vines, regardless of size, and woody plants, except woody vines, less than approximately 3 ft (1 m) in height.

Woody vine - All woody vines, regardless of height.

Hydrophytic Vegetation Present? Yes ◉ No ○

Remarks: (If observed, list morphological adaptations below).

*Indicator suffix = National status or professional decision assigned because Regional status not defined by FWS.

SOIL

Sampling Point: 02

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)		%	Redox Features Color (moist)	%	Type [1]	Loc²	Texture	Remarks
0-2									Humis
2-8	10YR	4/2	100					Sandy Loam	
8-16	10YR	5/3	100					Sandy Loam	

[1] Type: C=Concentration. D=Depletion. RM=Reduced Matrix, CS=Covered or Coated Sand Grains ²Location: PL=Pore Lining. M=Matrix

Hydric Soil Indicators:

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Stratified Layers (A5)
- ☐ Organic Bodies (A6) (LRR P, T, U)
- ☐ 5 cm Mucky Mineral (A7) (LRR P, T, U)
- ☐ Muck Presence (A8) (LRR U)
- ☐ 1 cm Muck (A9) (LRR P, T)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Coast Prairie Redox (A16) (MLRA 150A)
- ☐ Sandy Muck Mineral (S1) (LRR O, S)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Dark Surface (S7) (LRR P, S, T, U)
- ☐ Polyvalue Below Surface (S8) (LRR S, T, U)
- ☐ Thin Dark Surface (S9) (LRR S, T, U)
- ☐ Loamy Mucky Mineral (F1) (LRR O)
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)
- ☐ Marl (F10) (LRR U)
- ☐ Depleted Ochric (F11) (MLRA 151)
- ☐ Iron-Manganese Masses (F12) (LRR O, P, T)
- ☐ Umbric Surface (F13) (LRR P, T, U)
- ☐ Delta Ochric (F17) (MLRA 151)
- ☐ Reduced Vertic (F18) (MLRA 150A, 150B)
- ☐ Piedmont Floodplain Soils (F19) (MLRA 149A)
- ☐ Anomalous Bright Loamy Soils (F20) (MLRA 149A, 153C, 153D)

Indicators for Problematic Hydric Soils[3]:

- ☐ 1 cm Muck (A9) (LRR O)
- ☐ 2 cm Muck (A10) (LRR S)
- ☐ Reduced Vertic (F18) (outside MLRA 150A,B)
- ☐ Piedmont Floodplain Soils (F19) (LRR P, S, T)
- ☐ Anomalous Bright Loamy Soils (F20) (MLRA 153B)
- ☐ Red Parent Material (TF2)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes ○ No ◉

Remarks:


THE MUNSELL COLOR SYSTEM
Munsell 10YR
Soil Color Charts

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

Project/Site: Pabst Rd. Ocean Springs **City/County:** Ocean Springs **Sampling Date:** 16-Jul-25

Applicant/Owner: Dantin Bruce **State:** LA **Sampling Point:** 03

Investigator(s): Hydrik- Jay Pape **Section, Township, Range:** S 27 T 7S R 8W

Landform (hillslope, terrace, etc.): Flat **Local relief (concave, convex, none):** concave **Slope:** 0.0 % / 0.0

Subregion (LRR or MLRA): MLRA 152A LRR T **Lat.:** 30.408964 **Long.:** -88.782192 **Datum:** lsp

Soil Map Unit Name: 226: Bayou sandy loam, 0 to 1 percent slopes **NWI classification:** None

Are climatic/hydrologic conditions on the site typical for this time of year? Yes ◉ No ○ **(If no, explain in Remarks.)**

Are Vegetation ☐ **, Soil** ☐ **, or Hydrology** ☐ **significantly disturbed?** **Are "Normal Circumstances" present?** Yes ◉ No ○

Are Vegetation ☐ **, Soil** ☐ **, or Hydrology** ☐ **naturally problematic?** **(If needed, explain any answers in Remarks.)**

SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ◉ No ○	**Is the Sampled Area within a Wetland?** Yes ◉ No ○
Hydric Soil Present?	Yes ◉ No ○	
Wetland Hydrology Present?	Yes ◉ No ○	

Remarks:
Plot taken in a flat ISOLATED pine savanna.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Water-Stained Leaves (B9)
- ☐ Aquatic Fauna (B13)
- ☐ Marl Deposits (B15) (LRR U)
- ☐ Hydrogen Sulfide Odor (C1)
- ☑ Oxidized Rhizospheres along Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Thin Muck Surface (C7)
- ☐ Other (Explain in Remarks)

Secondary Indicators (minimum of 2 required)

- ☐ Surface Soil Cracks (B6)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☐ Drainage Patterns (B10)
- ☐ Moss Trim Lines (B16)
- ☐ Dry Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Geomorphic Position (D2)
- ☐ Shallow Aquitard (D3)
- ☑ FAC-Neutral Test (D5)
- ☐ Sphagnum moss (D8) (LRR T, U)

Field Observations:

Surface Water Present?	Yes ○	No ◉	Depth (inches):
Water Table Present?	Yes ○	No ◉	Depth (inches):
Saturation Present? (includes capillary fringe)	Yes ○	No ◉	Depth (inches):

Wetland Hydrology Present? Yes ◉ No ○

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:
Plot is cleared.

VEGETATION (Five/Four Strata) - Use scientific names of plants.

Sampling Point: 03

	Absolute % Cover	Dominant Species?	Rel.Strat.	Indicator
Tree Stratum (Plot size:)				
1.	0	☐	0.0%	
2.	0	☐	0.0%	
3.	0	☐	0.0%	
4.	0	☐	0.0%	
5.	0	☐	0.0%	
6.	0	☐	0.0%	
7.	0	☐	0.0%	
8.	0	☐	0.0%	
50% of Total Cover: 0	20% of Total Cover: 0	0	= Total Cover	
Sapling or Sapling/Shrub Stratum (Plot size:)				
1.	0	☐	0.0%	
2.	0	☐	0.0%	
3.	0	☐	0.0%	
4.	0	☐	0.0%	
5.	0	☐	0.0%	
6.	0	☐	0.0%	
7.	0	☐	0.0%	
8.	0	☐	0.0%	
50% of Total Cover: 0	20% of Total Cover: 0	0	= Total Cover	
Shrub Stratu (Plot size:)				
1.	0	☐	0.0%	
2.	0	☐	0.0%	
3.	0	☐	0.0%	
4.	0	☐	0.0%	
5.	0	☐	0.0%	
6.	0	☐	0.0%	
50% of Total Cover: 0	20% of Total Cover: 0	0	= Total Cover	
Herb Stratum (Plot size: 30)				
1. Ilex glabra	20	☐	10.8%	FACW
2. Pinus elliottii	15	☐	8.1%	FACW
3. Andropogon glomeratus	40	☑	21.6%	FACW
4. Eupatorium perfoliatum	25	☐	13.5%	FACW
5. Eriocaulon decangulare	30	☑	16.2%	OBL
6. Lachnanthes caroliniana	25	☐	13.5%	OBL
7. Chasmanthium laxum	30	☑	16.2%	FACW
8.	0	☐	0.0%	
9.	0	☐	0.0%	
10.	0	☐	0.0%	
.	0	☐	0.0%	
11.	0	☐	0.0%	
12.				
50% of Total Cover: 92.5	20% of Total Cover: 37	185	= Total Cover	
Woody Vine Stratum (Plot size: 30)				
1. Smilax laurifolia	25	☑	######	FACW
2.	0	☐	0.0%	
3.	0	☐	0.0%	
4.	0	☐	0.0%	
5.	0	☐	0.0%	
50% of Total Cover: 12.5	20% of Total Cover: 5	25	= Total Cover	

Dominance Test worksheet:

Number of Dominant Species That are OBL, FACW, or FAC: 4 (A)

Total Number of Dominant Species Across All Strata: 4 (B)

Percent of dominant Species That Are OBL, FACW, or FAC: 100.0% (A/B)

Prevalence Index worksheet:

	Total % Cover of:	Multiply by:		
OBL species	55	**x 1 =**	55	
FACW species	155	**x 2 =**	310	
FAC species	0	**x 3 =**	0	
FACU species	0	**x 4 =**	0	
UPL species	0	**x 5 =**	0	
Column Totals:	210	**(A)**	365	**(B)**

Prevalence Index = B/A = #####

Hydrophytic Vegetation Indicators:

- ☑ **1 - Rapid Test for Hydrophytic Vegetation**
- ☑ **2 - Dominance Test is > 50%**
- ☑ **3 - Prevalence Index is ≤3.0** [1]
- ☐ **Problematic Hydrophytic Vegetation** [1] **(Explain)**

[1] **Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.**

Definition of Vegetation Strata:

Tree - Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and 3 in. (7.6 cm) or larger in diameter at breast height (DBH).

Sapling - Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and less than 3 in. (7.6 cm) DBH.

Sapling/Shrub - Woody plants, excluding vines, less than 3 in. DBH and greater than 3.28 ft (1m) tall.

Shrub - Woody plants, excluding woody vines, approximately 3 to 20 ft (1 to 6 m) in height.

Herb - All herbaceous (non-woody) plants, including herbaceous vines, regardless of size, and woody plants, except woody vines, less than approximately 3 ft (1 m) in height.

Woody vine - All woody vines, regardless of height.

Hydrophytic Vegetation Present? Yes ◉ No ○

Remarks: (If observed, list morphological adaptations below).

*Indicator suffix = National status or professional decision assigned because Regional status not defined by FWS.

SOIL

Sampling Point: 03

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)		%	Redox Features Color (moist)		%	Type [1]	Loc [2]	Texture	Remarks
0-2	10YR	3/1	100						Sandy Loam	
2-16	10YR	5/1	50	10YR	6/4	50			Sandy Loam	

[1] Type: C=Concentration. D=Depletion. RM=Reduced Matrix, CS=Covered or Coated Sand Grains [2]Location: PL=Pore Lining. M=Matrix

Hydric Soil Indicators:

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Stratified Layers (A5)
- ☐ Organic Bodies (A6) (LRR P, T, U)
- ☐ 5 cm Mucky Mineral (A7) (LRR P, T, U)
- ☐ Muck Presence (A8) (LRR U)
- ☐ 1 cm Muck (A9) (LRR P, T)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Coast Prairie Redox (A16) (MLRA 150A)
- ☐ Sandy Muck Mineral (S1) (LRR O, S)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Dark Surface (S7) (LRR P, S, T, U)
- ☐ Polyvalue Below Surface (S8) (LRR S, T, U)
- ☐ Thin Dark Surface (S9) (LRR S, T, U)
- ☐ Loamy Mucky Mineral (F1) (LRR O)
- ☐ Loamy Gleyed Matrix (F2)
- ☑ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)
- ☐ Marl (F10) (LRR U)
- ☐ Depleted Ochric (F11) (MLRA 151)
- ☐ Iron-Manganese Masses (F12) (LRR O, P, T)
- ☐ Umbric Surface (F13) (LRR P, T, U)
- ☐ Delta Ochric (F17) (MLRA 151)
- ☐ Reduced Vertic (F18) (MLRA 150A, 150B)
- ☐ Piedmont Floodplain Soils (F19) (MLRA 149A)
- ☐ Anomalous Bright Loamy Soils (F20) (MLRA 149A, 153C, 153D)

Indicators for Problematic Hydric Soils[3]:

- ☐ 1 cm Muck (A9) (LRR O)
- ☐ 2 cm Muck (A10) (LRR S)
- ☐ Reduced Vertic (F18) (outside MLRA 150A,B)
- ☐ Piedmont Floodplain Soils (F19) (LRR P, S, T)
- ☐ Anomalous Bright Loamy Soils (F20) (MLRA 153B)
- ☐ Red Parent Material (TF2)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes ◉ No ○

Remarks:


THE MUNSELL COLOR SYSTEM

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

Project/Site: Pabst Rd. Ocean Springs **City/County:** Ocean Springs **Sampling Date:** 16-Jul-25

Applicant/Owner: Dantin Bruce **State:** LA **Sampling Point:** 04

Investigator(s): Hydrik- Jay Pape **Section, Township, Range:** S 27 T 7S R 8W

Landform (hillslope, terrace, etc.): Flat **Local relief (concave, convex, none):** concave **Slope:** 0.0 % / 0.0

Subregion (LRR or MLRA): MLRA 152A LRR T **Lat.:** 30.408169 **Long.:** -88.779827 **Datum:** lsp

Soil Map Unit Name: 226: Bayou sandy loam, 0 to 1 percent slopes **NWI classification:** None

Are climatic/hydrologic conditions on the site typical for this time of year? Yes ◉ No ○ **(If no, explain in Remarks.)**

Are Vegetation ☐ **, Soil** ☐ **, or Hydrology** ☐ **significantly disturbed?** **Are "Normal Circumstances" present?** Yes ◉ No ○

Are Vegetation ☐ **, Soil** ☐ **, or Hydrology** ☐ **naturally problematic?** **(If needed, explain any answers in Remarks.)**

SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ◉ No ○	**Is the Sampled Area within a Wetland?** Yes ◉ No ○
Hydric Soil Present?	Yes ◉ No ○	
Wetland Hydrology Present?	Yes ◉ No ○	

Remarks:
Plot taken in a mixed ISOLATED pine and bayhead habitat.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Water-Stained Leaves (B9)
- ☐ Aquatic Fauna (B13)
- ☐ Marl Deposits (B15) (LRR U)
- ☐ Hydrogen Sulfide Odor (C1)
- ☑ Oxidized Rhizospheres along Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Thin Muck Surface (C7)
- ☐ Other (Explain in Remarks)

Secondary Indicators (minimum of 2 required)

- ☐ Surface Soil Cracks (B6)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☐ Drainage Patterns (B10)
- ☐ Moss Trim Lines (B16)
- ☐ Dry Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Geomorphic Position (D2)
- ☐ Shallow Aquitard (D3)
- ☑ FAC-Neutral Test (D5)
- ☐ Sphagnum moss (D8) (LRR T, U)

Field Observations:

Surface Water Present?	Yes ○	No ◉	Depth (inches):
Water Table Present?	Yes ○	No ◉	Depth (inches):
Saturation Present? (includes capillary fringe)	Yes ○	No ◉	Depth (inches):

Wetland Hydrology Present? Yes ◉ No ○

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

VEGETATION (Five/Four Strata) - Use scientific names of plants.

Sampling Point: 04

	Absolute % Cover	Dominant Species?	Rel.Strat.	Indicator
Tree Stratum (Plot size: 30)				
1. Persea borbonia	40	☑	42.1%	FACW
2. Magnolia virginiana	15	☐	15.8%	FACW
3. Pinus elliottii	40	☑	42.1%	FACW
4.	0	☐	0.0%	
5.	0	☐	0.0%	
6.	0	☐	0.0%	
7.	0	☐	0.0%	
8.	0	☐	0.0%	
50% of Total Cover: 47.5 20% of Total Cover: 19	95	= Total Cover		
Sapling or Sapling/Shrub Stratum (Plot size: 30)				
1. Ilex glabra	60	☑	60.0%	FACW
2. Magnolia virginiana	20	☑	20.0%	FACW
3. Persea borbonia	20	☑	20.0%	FACW
4.	0	☐	0.0%	
5.	0	☐	0.0%	
6.	0	☐	0.0%	
7.	0	☐	0.0%	
8.	0	☐	0.0%	
50% of Total Cover: 50 20% of Total Cover: 20	100	= Total Cover		
Shrub Stratu (Plot size: 30)				
1.	0	☐	0.0%	
2.	0	☐	0.0%	
3.	0	☐	0.0%	
4.	0	☐	0.0%	
5.	0	☐	0.0%	
6.	0	☐	0.0%	
50% of Total Cover: 0 20% of Total Cover: 0	0	= Total Cover		
Herb Stratum (Plot size: 30)				
1. Smilax laurifolia	15	☑	######	FACW
2.	0	☐	0.0%	
3.	0	☐	0.0%	
4.	0	☐	0.0%	
5.	0	☐	0.0%	
6.	0	☐	0.0%	
7.	0	☐	0.0%	
8.	0	☐	0.0%	
9.	0	☐	0.0%	
10.	0	☐	0.0%	
11.	0	☐	0.0%	
12.	0	☐	0.0%	
50% of Total Cover: 7.5 20% of Total Cover: 3	15	= Total Cover		
Woody Vine Stratum (Plot size:)				
1.	0	☐	0.0%	
2.	0	☐	0.0%	
3.	0	☐	0.0%	
4.	0	☐	0.0%	
5.	0	☐	0.0%	
50% of Total Cover: 0 20% of Total Cover: 0	0	= Total Cover		

Dominance Test worksheet:

Number of Dominant Species That are OBL, FACW, or FAC: 6 (A)

Total Number of Dominant Species Across All Strata: 6 (B)

Percent of dominant Species That Are OBL, FACW, or FAC: 100.0% (A/B)

Prevalence Index worksheet:

	Total % Cover of:	Multiply by:	
OBL species	0	x 1 =	0
FACW species	210	x 2 =	420
FAC species	0	x 3 =	0
FACU species	0	x 4 =	0
UPL species	0	x 5 =	0
Column Totals:	210 (A)		420 (B)

Prevalence Index = B/A = #####

Hydrophytic Vegetation Indicators:

- ☑ **1 - Rapid Test for Hydrophytic Vegetation**
- ☑ **2 - Dominance Test is > 50%**
- ☑ **3 - Prevalence Index is ≤3.0** [1]
- ☐ **Problematic Hydrophytic Vegetation** [1] **(Explain)**

[1] **Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.**

Definition of Vegetation Strata:

Tree - Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and 3 in. (7.6 cm) or larger in diameter at breast height (DBH).

Sapling - Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and less than 3 in. (7.6 cm) DBH.

Sapling/Shrub - Woody plants, excluding vines, less than 3 in. DBH and greater than 3.28 ft (1m) tall.

Shrub - Woody plants, excluding woody vines, approximately 3 to 20 ft (1 to 6 m) in height.

Herb - All herbaceous (non-woody) plants, including herbaceous vines, regardless of size, and woody plants, except woody vines, less than approximately 3 ft (1 m) in height.

Woody vine - All woody vines, regardless of height.

Hydrophytic Vegetation Present? Yes ◉ No ○

Remarks: (If observed, list morphological adaptations below).

*Indicator suffix = National status or professional decision assigned because Regional status not defined by FWS.

SOIL

Sampling Point: 04

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)		%	Redox Features Color (moist)	%	Type [1]	Loc [2]	Texture	Remarks
0-16	10YR	5/1	100					Sandy Loam	

[1] Type: C=Concentration. D=Depletion. RM=Reduced Matrix, CS=Covered or Coated Sand Grains [2]Location: PL=Pore Lining. M=Matrix

Hydric Soil Indicators:

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Stratified Layers (A5)
- ☐ Organic Bodies (A6) (LRR P, T, U)
- ☐ 5 cm Mucky Mineral (A7) (LRR P, T, U)
- ☐ Muck Presence (A8) (LRR U)
- ☐ 1 cm Muck (A9) (LRR P, T)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Coast Prairie Redox (A16) (MLRA 150A)
- ☐ Sandy Muck Mineral (S1) (LRR O, S)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Dark Surface (S7) (LRR P, S, T, U)
- ☐ Polyvalue Below Surface (S8) (LRR S, T, U)
- ☐ Thin Dark Surface (S9) (LRR S, T, U)
- ☐ Loamy Mucky Mineral (F1) (LRR O)
- ☐ Loamy Gleyed Matrix (F2)
- ☑ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)
- ☐ Marl (F10) (LRR U)
- ☐ Depleted Ochric (F11) (MLRA 151)
- ☐ Iron-Manganese Masses (F12) (LRR O, P, T)
- ☐ Umbric Surface (F13) (LRR P, T, U)
- ☐ Delta Ochric (F17) (MLRA 151)
- ☐ Reduced Vertic (F18) (MLRA 150A, 150B)
- ☐ Piedmont Floodplain Soils (F19) (MLRA 149A)
- ☐ Anomalous Bright Loamy Soils (F20) (MLRA 149A, 153C, 153D)

Indicators for Problematic Hydric Soils[3]:

- ☐ 1 cm Muck (A9) (LRR O)
- ☐ 2 cm Muck (A10) (LRR S)
- ☐ Reduced Vertic (F18) (outside MLRA 150A,B)
- ☐ Piedmont Floodplain Soils (F19) (LRR P, S, T)
- ☐ Anomalous Bright Loamy Soils (F20) (MLRA 153B)
- ☐ Red Parent Material (TF2)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes ◉ No ○

Remarks: