



PETERS & ASSOCIATES
ENGINEERS, INC.

February 18, 2008

Ms. Connie Hill
Double Hill, LLC
1420 Woodbury
Jonesboro, AR 72401

Re: P1346
Traffic Analysis Trip-Generation Comparison
Planned Development vs. Single Family within Jonesboro City Limits
Jonesboro, Arkansas

Dear Ms. Hill:

As you requested, Peters & Associates Engineers, Inc. has conducted a comparative analysis of projected traffic volumes relating to two alternate land uses for the same tract within the area of the tract that is within the Jonesboro City Limits. The comparison is for development of a retirement community (as described below) compared to the alternate of single-family development consisting of approximately 73 lots. The location of the development tract is on the north side of Peachtree Avenue, just east of Bridger Road in Jonesboro, Arkansas. The site is approximately one mile east of Pleasant Grove Road. We understand that Double Hill, LLC proposes to develop a planned development on the site consisting of the following land uses on the area of the tract within the Jonesboro city limits:

Retirement Community

60 units (30 two-bedroom units + 30 one-bedroom units) and one community building.

Cottage Homes Area

26 lots yielding 52 units (duplex / townhome style).

Single-Family / Duplex Area

4 lots for single-family development.

The Trip Generation, an Informational Report (7th Edition), 2004, published by the Institute of Transportation Engineers (ITE) and The Trip Generation Software (Version 5 by Microtrans), were utilized in calculating the magnitude of traffic volumes expected to be generated by the proposed land-uses in this comparison within the Jonesboro city limits. These are reliable sources for this information and are universally used in the traffic engineering profession.

Using the selected trip-generation rates, calculations were made as a part of this study to provide a reliable estimate of traffic volumes that can be expected to be associated with the development within the Jonesboro city limits as proposed compared to the alternate of the site developed as single-family lots. The following table, "Trip-Generation Comparison," summarizes the projected trip-generation for uses for the AM peak hour, PM peak hour and 24-hour traffic volumes expected to be generated by the alternate uses within the Jonesboro city limits.

Retirement Community within City of Jonesboro		ITE CODE	24-HOUR TWO-WAY WEEKDAY VOLUME	AM PEAK HOUR VOLUME		PM PEAK HOUR VOLUME	
PROPOSED LAND USE	APPROXIMATE SIZE			ENTER	EXIT	ENTER	EXIT
Continuing Care Retirement Community	60 Units	255	169	7	4	8	9
Independent Living - Cottage Style Homes	52 Units	252	181	2	2	4	2
Independent Living - Single-Family	4 Lots	251	15	0	0	1	0
TOTALS:			365	9	6	13	11
TOTAL ENTERING + EXITING				15		24	
Single-Family Development within City of Jonesboro		ITE CODE	24-HOUR TWO-WAY WEEKDAY VOLUME	AM PEAK HOUR VOLUME		PM PEAK HOUR VOLUME	
PROPOSED LAND USE	APPROXIMATE SIZE			ENTER	EXIT	ENTER	EXIT
Residential Single-Family Development	73 Lots	210	699	14	41	47	27
TOTAL ENTERING + EXITING				55		74	

Trip-Generation Comparison

It was found that trip-generation corresponding to the difference in the developments for the two alternate uses within the City Limits of Jonesboro are as follows:

- 24-Hour: Development of retirement community within Jonesboro city limits as proposed is expected to generate, on a 24-hour basis, 334 fewer vehicle trips (combined in and out) than development of 73 single-family lots.
- AM Peak Hour: Development of retirement community within Jonesboro city limits as proposed is expected to generate 40 fewer vehicle trips (combined in and out) than development of 73 single-family lots during the AM peak hour.
- PM Peak Hour: Development of retirement community within Jonesboro city limits as proposed is expected to generate 50 fewer vehicle trips (combined in and out) than development of 73 single-family lots during the PM peak hour.

If you have any questions or need additional information, please contact us.

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Sincerely,
PETERS & ASSOCIATES ENGINEERS, INC.



Ernest J. Peters, P.E.
President



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