



PETERS & ASSOCIATES
ENGINEERS, INC.

February 15, 2008

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

Re: P1346
Traffic Analysis Trip-Generation Comparison
Planned Development vs. Single Family
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. The comparison is for development of a retirement community (as described below) compared to the alternate of single-family development consisting of approximately 214 lots. The location of the approximate 71 acre 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:

Retirement Community

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

Cottage Homes Area

18 lots yielding 36 units (duplex / townhome style).

Single-Family / Duplex Area

47 lots for single-family development.

Independent Living Facilities

Two buildings:

- One will be 60 rooms and approximately 11 staff members
- One will be 60 rooms and approximately 15 staff members.

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. 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 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 in uses for the AM peak hour, PM peak hour and 24-hour traffic volumes expected to be generated by the alternate uses.

Retirement Community		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	36 Units	252	125	1	1	3	1
Independent Living - Single-Family	47 Lots	251	174	4	6	8	5
Independent Living - Attached	120 Units	253	242	5	2	11	10
		TOTALS:	710	17	13	30	25
TOTAL ENTERING + EXITING				30		55	

Single-Family Development		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	214 Lots	210	2,048	41	120	137	79
TOTAL ENTERING + EXITING				161		216	

Trip-Generation Comparison

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

- 24-Hour: Development of retirement community as proposed is expected to generate, on a 24-hour basis, 1,338 fewer vehicle trips (combined in and out) than development of 214 single-family lots.
- AM Peak Hour: Development of retirement community as proposed is expected to generate 131 fewer vehicle trips (combined in and out) than development of 214 single-family lots during the AM peak hour.
- PM Peak Hour: Development of retirement community as proposed is expected to generate 161 fewer vehicle trips (combined in and out) than development of 214 single-family lots during the PM peak hour.

Additional information included in this letter relates to traffic service volume for Bridger Road and Pleasant Grove Road in relation to City of Jonesboro Street Functional Classification. An estimate of additional projected traffic on each of those roads which could reasonably be expected to be associated with the development as planned has been formulated. This information is as follows:

- Bridger Road is classified as a Local Street on the City of Jonesboro Master Street Plan (MSP). It is expected that approximately 60 percent of the site-generated traffic will use Bridger Road to access the site. This calculates to approximately 426 (combined in and out) additional vehicle trips per day are projected to use Bridger Road with the site developed as proposed. If the site is

constructed as approximately 214 single-family lots, it is calculated that 1,229 (combined in and out) additional vehicle trips per day would use Bridger Road.

- Pleasant Grove Road is classified as a Local Street on the MSP. It is expected that approximately 30 percent of the site-generated traffic will use Pleasant Grove Road to access the site. This calculates to approximately 213 (combined in and out) additional vehicle trips per day are projected to use Pleasant Grove Road with the site developed as proposed. If the site is constructed as approximately 214 single-family lots, it is calculated that 614 (combined in and out) additional vehicle trips per day would use Pleasant Grove Road.
- It is expected that the remaining 10 percent of the site-generated traffic will access the site from the north and east via other vicinity roadways.

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

Sincerely,
PETERS & ASSOCIATES ENGINEERS, INC.



Ernest J. Peters, P.E.
President



2-15-2008