



May 23, 2025

Steve Macko
Azure Development LLC
10534 Arnold Palmer Drive
Raleigh, NC 27617
steve.macko14@gmail.com

Reference: Trip Generation Letter - Jones Dairy Road Residential

Dear Mr. Macko:

This letter provides trip generation calculations for the proposed Jones Dairy Road Residential development in Rolesville. The proposed development will include residential units with an estimated density of approximately 8 single-family homes and 70 townhomes. This property is near the Preserve at Jones Dairy residential development that is currently under construction.

Average weekday daily, AM peak hour, and PM peak hour trips for the proposed residential development were calculated using the ITE *Trip Generation Manual*, 11th Edition. Refer to Table 1 for the development's trip generation.

Table 1: Trip Generation Summary

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	Weekday AM Peak Hour Trips (vph)		Weekday PM Peak Hour Trips (vph)	
			Enter	Exit	Enter	Exit
Single Family Detached (210)	8 Units	75	1	5	5	3
Singe Family Attached (215)	70 Units	483	8	23	22	16
Total Trips		558	9	28	27	19

The development is expected to generate 558 daily trips, 37 AM peak hour trips, and 46 PM peak hour trips on a typical weekday. Trip rates were used for the single-family detached homes since the density is lower than any of the ITE data points for this use.

Conclusions

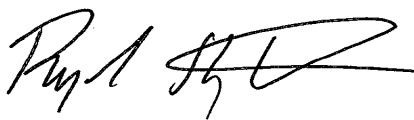
The Town of Rolesville's code indicates that a Traffic Impact Analysis (TIA) would be needed for a development that generates at least 500 daily trips or 50 peak hour trips. The development's trip generation slightly exceeds the daily trip generation threshold of 500 trips, but the development is under the Town's peak hour trip threshold of 50 trips.

The Town can provide a waiver of the TIA requirement. A TIA analyzes peak hour traffic conditions to evaluate development impacts. Since the development would generate less than the Town's peak hour trip threshold, the development would not be expected to have a significant impact on the surrounding transportation infrastructure. A request for a waiver of the TIA is reasonable for this development.

Development plans will be reviewed by Town staff and multiple departments/agencies through the Town's Technical Review Committee process. In addition, the development must obtain a driveway permit from the NCDOT to access the public road system. These review processes will evaluate detailed development plans and allow agencies to request specific information and/or transportation improvements.

Please let me know if any additional information is needed or if there are questions.

Sincerely,



Rynal Stephenson, P.E.
Chief Traffic Analysis Engineer
DRMP, Inc.



Corporate License #F-1524