Town of Rolesville, NC
Department of Planning

502 Southtown Circle
Rolesville, NC 27571
Phone: (919) 556-3506

Comments on #PSP-26-0002 - Planning & Zoning: Preliminary Subdivision Plat

Application Number: #PSP-26-0002
Application Type: Preliminary Subdivision Plat
Date: June 29, 2026
Address: 2206 Wait Ave Wake Forest NC 27587

THIS DOCUMENT IS NOT YOUR PERMIT.

The Rolesville Planning Department has reviewed your application for a Preliminary Subdivision Plat Application and has responded with a set of comments that require your attention. These comments must be addressed in full before an approval will be issued.

Reviewing this document on GovWell, our online portal, will allow you to view interactive markups on the document. If you are viewing this as a PDF or offline, a list of all comments will be provided below in this cover sheet. These comments must be acknowledged before a permit is issued.

After you have addressed all comments, please upload corrected versions of the plans by clicking here or by visiting https://app.govwell.com/record/4d7d4156-3e1d-4905-9c46-64518658df81.

Contacts

Austin Bain City of Raleigh Engineer	(919) 996-3468 austin.bain@raleighnc.gov	Updates Requested
Eddie Henderson Parks & Recreation	ehenderson@rolesvillenc.gov	Repeat Comment(s)
Elizabeth Powell Wake County Watershed Mgmt	elizabeth.powell@wake.gov	No Comment
Jacob Butler Interim Fire Chief	jbutler@rolesvillenc.gov	No Comment
Jacqueline Thompson On-Call Civil Engineer	jacqueline.thompson@bolton-menk.com	Updates Requested

Meredith Gruber Senior Planner	mgruber@rolesvillenc.gov	Updates Requested
Michael Elabarger Assistant Planning Director	melabarger@rolesvillenc.gov	Repeat Comment(s)
Michele Raby Planner II	mraby@rolesvillenc.gov	Updates Requested
Scott Miles Town Engineer PE	smiles@rolesvillenc.gov	Repeat Comment(s)
Stephen Wensman Planning Director	swensman@rolesvillenc.gov	Repeat Comment(s)
Stephen Wolf Wake County Deputy Fire Marshal	stephen.wolf@wake.gov	Repeat Comment(s)
Tanner Hayslette Planner I	thayslette@rolesvillenc.gov	Repeat Comment(s)

Comments on Plan

Reviewer feedback tied to specific locations on the plan. The number on each comment corresponds to a matching number marked on the plan page. Each comment must be resolved in GovWell.

1 ME Michael Elabarger
Assistant Planning Director

OS-1 is per the Rezoning Concept Plan the 2.457 acre Commercial piece long talked of as a self-storage use. It can't be calculated as Open Space for benefit of the residential which is all that is shown in this PSP, and then switched at some time in the future for commercial use. Also the Rezoning applicant consistently said the self-storage commercial would come first, fulfilling the NC timing of development requirement in large part from the front-end of this project. Now the way this 2.4x ac area is being treated, that seems not to be. What is the big picture of this project today?

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 1 • June 29, 2026, 2:22pm

2 ME Michael Elabarger
Assistant Planning Director

Big Picture - NC Zoning district is a mixed use district; sub-setting the subdivision of land by residential and commercial will eventually fail to comply. Why is the entire 105.619 Acres not in this PSP ?

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 1 • June 29, 2026, 1:54pm

3 ME Michael Elabarger
Assistant Planning Director

Add the LDO Section reference for what is "REQUIRED" as anything "Required" originates in the LDO.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 1 • June 29, 2026, 2:05pm

4 ME Michael Elabarger
Assistant Planning Director

Contact Wake Co GIS/911 and begin the street name selection and Lot addressing process. Every single lot needs an address; physical features within lots that will require a Permit - retaining wall, tot lot, etc. - needs an Address. Attaining addresses can't occur too early. Address points can always be modified.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 1 • June 29, 2026, 2:38pm

5 ME Michael Elabarger
Assistant Planning Director

Sht C2.00 includes a tiny diagram of a Phasing Plan - Phasing is extremely important aspect of a PSP - please make that its own sheet - the sheet Before the 'Overall prelim plat" sheet, and all sheets after the Phasing Plan should include the Phase lines/Phase # references. TY.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 1 • June 29, 2026, 1:39pm

6 ME Michael Elabarger
Assistant Planning Director

See Comments about Phasing - all of these Phasing specific data could be moved to the Phasing PLan sheet that focuses on Phasing.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 1 • June 29, 2026, 1:57pm

7 ME Michael Elabarger
Assistant Planning Director

This application is submitted under the Address of 2206 Wait; the Rezoning was for 5 separately addressed PIN's. This PSP is only for a portion of those 5 PIN's, but goes beyond the 2206 Wait Ave PIN. Clarify/Explain/add an appropriate address to the plans, and rectify the erroneous Address in Govwell.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 1 • June 29, 2026, 1:36pm

8 ME Michael Elabarger
Assistant Planning Director

The mailing address of this property is actually Wake Forest, not Rolesville. 27587 is a "Wake Forest" zip code due to the Wake Forest USPS serving this property. If the intent is to write the address, it should say "Wake Forest". It is fine to then add "Town of Rolesville Corporate Limits" because that is correct also.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 1 • June 29, 2026, 2:07pm

9 MR Michele Raby
Planner II

Please add PSP-26-0002

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 1 • June 4, 2026, 12:10pm

10 ME Michael Elabarger
Assistant Planning Director

Landscape Plans are physical improvements for installation (construction) - they are a requirement for Construction Infrastructure Drawing (CID) plan set. Preliminary subdivision needs to vet and demonstrate major spatial locations and future easements (again, spatial), not plantings. Consider removing the core landscaping details and saving for CID, or else CID will repeat those details, and confusion may occur as to which plan is to be looked at.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 1 • June 29, 2026, 3:18pm

11 AB Austin Bain
City of Raleigh Engineer

Submit to COR Energov portal. Include PSP-26-0002 in the Energov details for cross-reference purposes.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 1 • June 25, 2026, 9:33am

12 ME Michael Elabarger
Assistant Planning Director

Place revision dates right below, building Submittal/plan version dates. Suggest turning June 1 2026 into "V1" when you add the V2 date below...

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 1 • June 29, 2026, 1:36pm

13 ME Michael Elabarger
Assistant Planning Director

If you do not include the full commercial area, teh commercial area will have to comply with Tree Preservation and Open Space requirements unto itself like a separate subdivision.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 1 • June 29, 2026, 1:51pm

14 ME Michael Elabarger
Assistant Planning Director

Add the LDO Section reference for this and anything that is "REQUIRED" since "Required" means it is per the LDO.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 1 • June 29, 2026, 2:04pm

15 EP Elizabeth Powell
Wake County Watershed Mgmt

N/A for Wake County

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 1 • June 2, 2026, 4:51pm

16 ME Michael Elabarger
Assistant Planning Director

also add the date of the Conditions which is 04-26-2026

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 1 • June 29, 2026, 1:50pm

17 MG Meredith Gruber
Senior Planner

Zoning Conditions as per REZ-24-05.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 1 • June 29, 2026, 10:15am

18 JT Jacqueline Thompson
On-Call Civil Engineer

In the Site Data Table please include watershed information and if within a floodplain. If the development is within a flood plain, provide the correct flood plain insurance rate map (FIRM), panel number, and date.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 1 • June 24, 2026, 8:38am

19 ME Michael Elabarger
Assistant Planning Director

1.07 is less than 1.17 Required - ? Revise.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 1 • June 29, 2026, 2:04pm

20 ME Michael Elabarger
Assistant Planning Director

Pin x5778 - it does not appear that ALL of this is included; re-phrase to "xx acre portion of PIN ..." Is PIN1860056400 in this at all or is it just east/outside the bounds?

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 1 • June 29, 2026, 2:12pm

21 MR Michele Raby
Planner II

Pls add 2 additional prohibited uses in approved conditions d. private lodge and e. major transportation installation

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 1 • June 4, 2026, 12:13pm

22 MG Meredith Gruber
Senior Planner

Correct current zoning to NC Zoning District as per REZ-24-05.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 1 • June 29, 2026, 10:15am

23 ME Michael Elabarger
Assistant Planning Director

Please confirm that no part of this plat set was created thinking this land is zoned R&PUD which only lives in the UDO, whereas this property was rezoned to NC-CZ under the LDO.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 1 • June 29, 2026, 2:16pm

24 MR Michele Raby
Planner II

Confirm: Conditions signed on 4.27.26 #4 show max 250 dwelling units (maximum 140 attached units).
https://www.rolesvillenc.gov/sites/default/files/uploads/projects/documents/atticus-woods-final-zoning-conditions-luddy-signed.pdf

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 1 • June 4, 2026, 12:17pm

25 ME Michael Elabarger
Assistant Planning Director

"Single-family Attached (Townhomes)"

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 1 • June 29, 2026, 2:12pm

26 ME Michael Elabarger
Assistant Planning Director

at least add "Residential" to this - remember NC is a mixed use district, it contemplates and facilitates all Permitted uses which are both SFD, SFA, multifamily and many non-res uses.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 1 • June 29, 2026, 2:14pm

27 ME Michael Elabarger
Assistant Planning Director

Add "Residential" - reminder NC is a mixed use district that facilitates development of SFD, SFA, multifamily, and many non-res uses and their associated lots and buildings.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 1 • June 29, 2026, 2:17pm

28 MG Meredith Gruber
Senior Planner

Label with "NC District".

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 1 • June 29, 2026, 10:13am

29 JT Jacqueline Thompson
On-Call Civil Engineer

Please include owner, applicant, consultant contact information

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 1 • June 24, 2026, 8:39am

30 MG Meredith Gruber
Senior Planner

Please note minimum lot size.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 1 • June 29, 2026, 10:14am

31 ME Michael Elabarger
Assistant Planning Director

Why is "SFD" assumed? Revise: SFD = 50' / SFA = 20'

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 1 • June 29, 2026, 3:11pm

32 ME Michael Elabarger
Assistant Planning Director

Revise: SFD = 51' / SFA = 22'

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 1 • June 29, 2026, 3:11pm

33 ME Michael Elabarger
Assistant Planning Director

Add "Residential" - reminder that NC district allows non-res as well as SFD and SFA which are proposed in this PSP.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 1 • June 29, 2026, 2:17pm

34 ME Michael Elabarger
Assistant Planning Director

add LDO Section for reference.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 1 • June 29, 2026, 3:15pm

35 ME Michael Elabarger
Assistant Planning Director

add " Detached"

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 1 • June 29, 2026, 3:13pm

36 ME Michael Elabarger
Assistant Planning Director

Revise to Single-family Attached (townhome)

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 1 • June 29, 2026, 3:13pm

37 JT Jacqueline Thompson
On-Call Civil Engineer

Please include information on accessible parking spaces being provided

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 1 • June 24, 2026, 8:39am

38 ME Michael Elabarger
Assistant Planning Director

Revised to SFA (Townhome) Guest

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 1 • June 29, 2026, 3:14pm

39 ME Michael Elabarger
Assistant Planning Director

Please add a Total or Sum field below the Provided column. TY

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 1 • June 29, 2026, 3:15pm

40 JT Jacqueline Thompson
On-Call Civil Engineer

Per the Town's Standards Manual, a utility strip shall be provided between the back of curb and sidewalk at a width of 5' - dry utilities should be located within this space and not under the sidewalk. This comment applies to both residential collector and local streets.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 2 • June 24, 2026, 8:42am

41 JT Jacqueline Thompson
On-Call Civil Engineer

Please review the Town's Standards Manual for street section dimensions for both residential collector and local streets.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 2 • June 24, 2026, 8:42am

42 MG Meredith Gruber
Senior Planner

Please identify future amenity center site.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 3 • June 29, 2026, 10:29am

43 SW Stephen Wensman
Planning Director

Is this the 2.457-acre commercial area zoned for a storage use? Plans do not reflect this.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 3 • June 2, 2026, 4:59pm

44 JT Jacqueline Thompson
On-Call Civil Engineer

Please clarify the buffer - the LDO does not have any 20' buffers and I do not see any specific zoning conditions for this.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 3 • June 24, 2026, 8:59am

45 ME Michael Elabarger
Assistant Planning Director

This space would be a Street Buffer, not Perimeter - revise. 30' dimension is correct.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 3 • June 29, 2026, 2:23pm

46 SW Stephen Wensman
Planning Director

The plans do not identify the Town's future park property as shown on Zoning approval

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 3 • June 2, 2026, 4:57pm

47 JT Jacqueline Thompson
On-Call Civil Engineer

Please label and provide required setbacks.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 3 • June 24, 2026, 9:00am

48 SW Stephen Wensman
Planning Director

The entire preliminary plat should be shown, including commercial lots with a note stating the development of the commercial lots will be under a future Site Plan application.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 3 • June 3, 2026, 1:54pm

49 SW Stephen Wensman
Planning Director

Wetland Buffer should be outside of residential lots

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 3 • June 2, 2026, 5:01pm

50 SW Stephen Wensman
Planning Director

The Classic Way Connection is missing - does not match zoning approval

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 3 • June 2, 2026, 4:56pm

51 JT Jacqueline Thompson
On-Call Civil Engineer

Please provide existing right-of-way widths on adjacent streets

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 4 • June 24, 2026, 9:02am

52 ME Michael Elabarger
Assistant Planning Director

Show the ROW dedication for Wait Avenue. CTP has this as a 4- lane raised median divided roadway with curb gutter bike lanes and sidePATH. based on similar cross-sections described in the CTP, that is a 110' ultimate ROW. with 60' ROW existing, 1/2 of the delta (50') is a dedication of 25' ROW at least.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 5 • June 29, 2026, 2:32pm

53 ME Michael Elabarger
Assistant Planning Director

see Cover Sht comment about Phasing Plan.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 5 • June 29, 2026, 1:38pm

54 JT Jacqueline Thompson
On-Call Civil Engineer

Off-Site Improvements should be included to meet the Town's CTP.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 5 • June 24, 2026, 10:10am

55 MG Meredith Gruber
Senior Planner

What is the plan for the entirety of the site included in rezoning case REZ-24-05?

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 5 • June 29, 2026, 10:18am

56 ME Michael Elabarger
Assistant Planning Director

Identify as "future amenity center" where that is planned, just as a holder bc it helps Staff review all that is shown to be occurring around it. TY.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 5 • June 29, 2026, 2:37pm

57 MG Meredith Gruber
Senior Planner

Is site layout shown for commercial area for information only?

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 5 • June 29, 2026, 10:23am

58 MG Meredith Gruber
Senior Planner

On this page and/or on the zoomed in sheets, please add a diagram showing how townhome buildings meet setbacks/building separation.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 5 • June 29, 2026, 10:26am

59 SW Stephen Wensman
Planning Director

Riparian Buffer should be outside of individual lot area.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 6 • June 3, 2026, 2:23pm

60 JT Jacqueline Thompson
On-Call Civil Engineer

This intersection is not encouraged. See the LDO for intersection design requirements.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 9 • June 25, 2026, 9:21am

61 SW Stephen Wensman
Planning Director

Show curb and gutter on parking stalls. Show handicap accessible parking stalls as required.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 9 • June 3, 2026, 2:06pm

62 SW Stephen Wensman
Planning Director

Show Mail Kiosk location

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 9 • June 3, 2026, 2:06pm

63 JT Jacqueline Thompson
On-Call Civil Engineer

Per the LDO, Intersections should intersect as nearly as possible at right angles. No street shall intersect any other street at an angle of less than 60 degrees. Please review all intersections to improve as much as possible.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 9 • June 25, 2026, 9:20am

64 JT Jacqueline Thompson
On-Call Civil Engineer

Minimum centerline radius for local streets is 230' per the NCDOT Subdivision Standards.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 9 • June 25, 2026, 9:19am

65 SW Stephen Wensman
Planning Director

Does wall encroach on the lot area? There should be an HOA easement if so. Add note that the wall is the responsibility of the HOA.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 10 • June 3, 2026, 2:15pm

66 SW Stephen Wensman
Planning Director

This wall appears to be within zone 1 of the riparian buffer. Please refer to Neuse Buffer Rules: 15a NCAC 02b.0714

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 10 • June 3, 2026, 2:22pm

67 SW Stephen Wensman
Planning Director

Riparian buffer should be outside of lot areas to ensure they remain protected.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 10 • June 3, 2026, 2:18pm

68 SW Stephen Wolf
Wake County Deputy Fire Marshal

1. Fire Department access roads shall meet provisions of the Fire Code for emergency operations.
2. Street width shall be a minimum of 20 ft wide with an all-weather surface capable of withstanding imposed loads of fire apparatus weighing at least 80,000 lbs.
3. No vertical obstructions within 13 ft 6 inches over roadway which includes tree branches, signs or gates.
4. Grade shall meet minimum DOT standards and not exceed 10% grade.
5. Turning radius shall be sufficient to allow emergency vehicle access without stopping and repositioning.
6. Road widths where a hydrant is located shall be a minimum of 26 ft.
7. Dead end roads over 150 ft in length shall have 60 ft hammerhead turn around provided. If temporary due to phased construction, then a temporary turnaround shall be provided.
8. If entrance gate provided then immediate emergency vehicle access shall be provided.
9. Gated entrances shall have a minimum or 12 ft roadway width in each direction or if one gate then a minimum of 20 ft width.
10. Buildings over 30 ft in height above fire department access road shall have 26 ft wide access roads for aerial apparatus.
11. Fire lane marking may be required in areas near building and around hydrants to provide unobstructed access.
12. Alleys serving the front door of residence shall be name for E911 addressing and meet the same requirements as all other roads.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 10 • June 24, 2026, 2:49pm

69 SW Stephen Wensman
Planning Director

Riparian Buffer should be outside of lot area to ensure protection.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 11 • June 3, 2026, 2:27pm

70 SW Stephen Wensman
Planning Director

Retaining wall appears to be within zone 1 of the Riparian Buffer

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 11 • June 3, 2026, 2:28pm

71 SM Scott Miles
Town Engineer PE

has the process to get these wetlands mitigated begun?

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 11 • June 9, 2026, 3:52pm

72 SW Stephen Wensman
Planning Director

Retaining walls appear to be within zone 1 of the riparian buffer

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 11 • June 3, 2026, 2:28pm

73 SW Stephen Wensman
Planning Director

Road impacts riparian buffer. Will the impacts be mitigated in accordance with Neuse River rules.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 11 • June 3, 2026, 3:39pm

74 SW Stephen Wensman
Planning Director

General comment: How are these SCM's accessible from a public right of way for future cleanout

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 12 • June 3, 2026, 3:42pm

75 JT Jacqueline Thompson
On-Call Civil Engineer

For all SCMs, please provide access route and grade accordingly.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 13 • June 24, 2026, 9:05am

76 JT Jacqueline Thompson
On-Call Civil Engineer

Label proposed contours.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 13 • June 24, 2026, 9:06am

77 JT Jacqueline Thompson
On-Call Civil Engineer

Label existing contours

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 13 • June 24, 2026, 9:07am

78 JT Jacqueline Thompson
On-Call Civil Engineer

Please review intersection design to ensure contours are not developing potential low points.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 13 • June 24, 2026, 9:07am

79 JT Jacqueline Thompson
On-Call Civil Engineer

During CIDs, please plan to show driveway locations and proposed FFE. Driveways will be reviewed with CBs to ensure no CBs are within driveways.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 13 • June 24, 2026, 10:03am

80 SM Scott Miles
Town Engineer PE

all drainage easements not carrying "public water" to be private

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 14 • June 9, 2026, 3:53pm

81 JT Jacqueline Thompson
On-Call Civil Engineer

Review grading for low points without drainage.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 14 • June 24, 2026, 10:01am

82 JT Jacqueline Thompson
On-Call Civil Engineer

Adjust text/labels for legibility

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 14 • June 24, 2026, 10:00am

83 JT Jacqueline Thompson
On-Call Civil Engineer

Provide easement for culvert - Minimum width should be 20' but depth should be accounted for so all future maintenance can be maintained within easement.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 14 • June 24, 2026, 10:02am

84 JT Jacqueline Thompson
On-Call Civil Engineer

CBs cannot be located within pedestrian ramps, and need to be located far enough away to ensure curb height transitions can occur.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 14 • June 24, 2026, 10:03am

85 SW Stephen Wensman
Planning Director

Street should be shown all the way to Wait Avenue

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 15 • June 3, 2026, 3:51pm

86 JT Jacqueline Thompson
On-Call Civil Engineer

Review all CB locations to ensure they are constructable with the curb and gutter/ADA compliance. There are several located within or right at pedestrian ramps which will not be able to work.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 16 • June 24, 2026, 10:06am

87 JT Jacqueline Thompson
On-Call Civil Engineer

In CIDs, please include top and bottom of wall elevations.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 16 • June 24, 2026, 10:06am

88 JT Jacqueline Thompson
On-Call Civil Engineer

Show existing conditions to ensure widths/transitions are occurring properly, including existing grading. It appears additional survey may be needed since this is an existing roadway but contours don't reflect a road.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 17 • June 24, 2026, 10:16am

89 JT Jacqueline Thompson
On-Call Civil Engineer

Existing Sidewalks are not shown. Please show all existing conditions to ensure tie ins are correct.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 18 • June 24, 2026, 10:17am

90 SW Stephen Wensman
Planning Director

Retaining wall appears to be in Zone 1 of the riparian buffer.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 18 • June 3, 2026, 3:52pm

91 EH Eddie Henderson
Parks & Recreation

Revise to show 10' wide sidepath and label.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 19 • June 24, 2026, 11:28am

92 EH Eddie Henderson
Parks & Recreation

FYI comment - sidepath and bike lane will need to be shown along Averette Road for the future commercial development

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 19 • June 24, 2026, 11:30am

93 EH Eddie Henderson
Parks & Recreation

Revise to show greenway connecting from Elizabeth Springs to the parkland.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 19 • June 24, 2026, 11:24am

94 MR Michele Raby
Planner II

Please add sign easements where applicable

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 21 • June 5, 2026, 10:26am

95 ME Michael Elabarger
Assistant Planning Director

See LDO 6.2.2.2. for Street Buffers, which is what applies to the Wait Avenue frontage (30' wide for this 'thoroughfare') , and the frontages of all the new local public streets (10' for local streets).

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 30 • June 29, 2026, 3:21pm

96 ME Michael Elabarger
Assistant Planning Director

see LDO 6.2.3. for Mixed Use Perimeter compatibility - which is what is used for NC district.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 30 • June 29, 2026, 3:20pm

97 SW Stephen Wensman
Planning Director

Show required NCDOT improvements

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 32 • June 3, 2026, 3:58pm

98 MG Meredith Gruber
Senior Planner

These appear to be front-loaded townhomes. Verify trees will not conflict with driveways.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 34 • June 29, 2026, 10:32am

99 MG Meredith Gruber
Senior Planner

Check tree size in 10-20 years; will there be enough room between homes and branches. Consider columnar shaped trees. Also happy to brainstorm with you on this topic.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 34 • June 29, 2026, 10:36am

100 MG Meredith Gruber
Senior Planner

Please add variety/additional trees to plant list.

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 34 • June 29, 2026, 10:33am

If you do not include the full commercial area, teh commercial area will have to comply with Tree Preservation and Open Space requirements unto itself like a separate subdivision.

14 **Michael Elabarger**
Add the LDO Section reference for this and anything that is "REQUIRED" since "Required" means it is per the LDO.

15 **Elizabeth Powell**
N/A for Wake County

16 **Michael Elabarger**
also add the date of the Conditions which is 04-26-2026

17 **Meredith Gruber**
Zoning Conditions as per REZ-24-05.

18 **Jacqueline Thompson**
In the Site Data Table please include watershed information and if within a floodplain. If the development is within a flood plain, provide the correct flood plain insurance rate map (FIRM), panel number, and date.

19 **Michael Elabarger**
1.07 is less than 1.17 Required - ? Revise.

20 **Michael Elabarger**
Pin x5778 - it does not appear that ALL of this is included; re-phrase to "xx acre portion of PIN ..." Is PIN1860056400 in this at all or is it just east/outside the bounds?

21 **Michele Raby**
Pls add 2 additional prohibited uses in approved conditions d. private lodge and e. major transportation installation

22 **Meredith Gruber**
Correct current zoning to NC Zoning District as per REZ-24-05.

23 **Michael Elabarger**
Please confirm that no part of this plat set was created thinking this land is zoned R&PUD which only lives in the UDO, whereas this property was rezoned to NC-CZ under the LDO.

24 **Michele Raby**
Confirm: Conditions signed on 4.27.26 #4 show max 250 dwelling units (maximum 140 attached units). https://www.rolesvillenc.gov/sites/default/files/uploads/projects/documents/atticus-woods-final-zoning-conditions-luddy-signed.pdf

25 **Michael Elabarger**
"Single-family Attached (Townhomes)"

26 **Michael Elabarger**
at least add "Residential" to this - remember NC is a mixed use district, it contemplates and facilitates all Permitted uses which are both SFD, SFA, multifamily and many non-res uses.

27 **Michael Elabarger**
Add "Residential" - reminder NC is a mixed use district that facilitates development of SFD, SFA, multifamily, and many non-res uses and their associated lots and buildings.

28 **Meredith Gruber**
Label with "NC District".

29 **Jacqueline Thompson**
Please include owner, applicant, consultant contact information

30 **Meredith Gruber**
Please note minimum lot size.

31 **Michael Elabarger**
Why is "SFD" assumed? Revise: SFD = 50' / SFA = 20'

32 **Michael Elabarger**
Revise: SFD = 51' / SFA = 22'

33 **Michael Elabarger**
Add "Residential" - reminder that NC district allows non-res as well as SFD and SFA which are proposed in this PSP.

34 **Michael Elabarger**
add LDO Section for reference.

35 **Michael Elabarger**
add " Detached"

36 **Michael Elabarger**
Revise to Single-family Attached (townhome)

37 **Jacqueline Thompson**
Please include information on accessible parking spaces being provided

38 **Michael Elabarger**
Revised to SFA (Townhome) Guest

39 **Michael Elabarger**
Please add a Total or Sum field below the Provided column. TY

SITE PLAN NOTES

1. ALL CONSTRUCTION SHALL CONFORM TO THE LATEST TOWN OF ROLESVILLE AND/OR NCDOT STANDARDS AND SPECIFICATIONS AS APPLICABLE.
2. ALL DIMENSIONS SHOWN ON SITE PLAN ARE MEASURED TO BACK OF CURB UNLESS OTHERWISE NOTED.
3. CONTRACTOR SHALL MAINTAIN AN "AS-BUILT" SET OF DRAWINGS TO RECORD THE EXACT LOCATION OF ALL PIPING PRIOR TO CONCEALMENT. DRAWINGS SHALL BE GIVEN TO THE ENGINEER UPON COMPLETION OF THE PROJECT WITH A COPY OF THE TRANSMITTAL LETTER TO THE OWNER.
4. EXISTING IMPROVEMENTS DAMAGED DURING CONSTRUCTION SHALL BE REPLACED/RESTORED TO THEIR ORIGINAL CONDITION AND TO THE SATISFACTION OF THE OWNER, BY THE CONTRACTOR RESPONSIBLE FOR THE DAMAGE.
5. THE CONTRACTOR SHALL NOTE THAT THE DRAWINGS MAY NOT SHOW EVERY OFFSET, TRANSITION, FITTING, ETC. THAT MAY BE REQUIRED. THE CONTRACTOR SHALL INSTALL SUCH STANDARD APPURTENANCES AS REQUIRED TO CLOSELY FOLLOW THE GRADES AND ALIGNMENTS DEPICTED ON THE PLANS.
6. CONTRACTOR SHALL NOTIFY "NC811" (811) OR (1-800-632-4949) AT LEAST 3 FULL BUSINESS DAYS PRIOR TO BEGINNING CONSTRUCTION OR EXCAVATION TO HAVE EXISTING UTILITIES LOCATED. CONTRACTOR SHALL CONTACT ANY LOCAL UTILITIES THAT PROVIDE THEIR OWN LOCATOR SERVICES INDEPENDENT OF "NC811". REPORT ANY DISCREPANCIES TO THE ENGINEER IMMEDIATELY.
7. CONTRACTOR IS RESPONSIBLE FOR COORDINATING CONSTRUCTION ACTIVITIES WITH THE APPROPRIATE UTILITY COMPANIES FOR ANY REQUIRED RELOCATIONS (I.E. POWER POLES, TELEPHONE PEDESTALS, WATER METERS, ETC.).
8. ALL DIMENSIONS AND GRADES SHOWN ON THE PLANS SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY THE ENGINEER IF ANY DISCREPANCIES EXIST PRIOR TO PROCEEDING WITH CONSTRUCTION, FOR NECESSARY PLAN OR GRADE CHANGES. NO EXTRA COMPENSATION SHALL BE PAID TO CONTRACTOR FOR ANY WORK DONE DUE TO DIMENSIONS OR GRADES SHOWN INCORRECTLY ON THESE PLANS IF SUCH NOTIFICATION HAS NOT BEEN GIVEN.
9. ACCESSIBLE RAMPS SHALL BE CONSTRUCTED IN ACCORDANCE WITH NCDOT AND/OR CITY OF RALEIGH DETAILS.
10. ALL SIDEWALKS THAT CONNECT TO THE PUBLIC RIGHT-OF-WAY MUST BE ACCESSIBLE TO PERSONS WHO ARE BLIND, HAVE LOW VISION AND PEOPLE WITH MOBILITY DISABILITIES. PEDESTRIAN EXISTING ROUTES AND ALTERNATE PEDESTRIAN ROUTES DURING CONSTRUCTION WILL BE REQUIRED TO BE COMPLIANT WITH THE PUBLIC RIGHTS OF WAY ACCESSIBILITY GUIDELINES (PROWAG). 2010 ADA STANDARDS FOR ACCESSIBLE DESIGN AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
11. TYPICAL PAVEMENT SECTION DETAILS ARE SHOWN WITHIN THIS SET AND INTENDED TO BE A MINIMUM PAVEMENT SECTION REQUIREMENT. THE CURRENT GEOTECHNICAL REPORT SHALL OVER-RIDE ALL TYPICAL PAVEMENT SECTIONS SHOWN, IF THE GEOTECHNICAL ENGINEER DEEMS A HEAVIER SECTION IS REQUIRED.
12. EQUIPMENT AND PRODUCTS OTHER THAN THOSE SPECIFIED MAY BE USED PROVIDED APPROVAL HAS BEEN OBTAINED FROM THE OWNER IN WRITING PRIOR TO ORDERING OR INSTALLATION. THE CONTRACTOR SHALL WAIVE ANY CLAIM FOR ADDITIONAL COST RELATED TO SUBSTITUTION OF ALTERNATE EQUIPMENT.
13. ALL SIGNAGE ASSOCIATED WITH THE PUBLIC STREET SYSTEM SHALL ADHERE TO MUTCD STANDARDS AND SPECIFICATIONS.

STORM DRAINAGE NOTES

1. ALL STORM DRAINAGE PIPES SHOWN SHALL BE REINFORCED CONCRETE (RCP) (MINIMUM CLASS III) UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH THE GEOTECH TO VERIFY TYPE OF BEDDING REQUIRED BASED ON SOIL CONDITIONS. CONTRACTOR TO SELECT REQUIRED CLASS OF PIPE BASED ON DEPTH OF PIPE AND BEDDING PROVIDED PER THE AMERICAN CONCRETE PIPE ASSOCIATION GUIDELINES.
2. ALL STORM DRAINAGE CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE TOWN OF ROLESVILLE STANDARDS.
3. ALL CONCRETE SHALL MEET A MINIMUM 3000 PSI COMPRESSIVE STRENGTH.
4. ALL PIPE IN STORM DRAIN STRUCTURES SHALL BE STRUCK EVEN WITH INSIDE WALL.
5. ALL PIPE JOINTS SHALL BE MADE WITH PREFORMED JOINT SEALER, WHICH CONFORMS TO AASHTO SPECIFICATION M-198 FOR TYPE B FLEXIBLE PLASTIC GASKETS UNLESS OTHERWISE NOTED.
6. THE INTERIOR SURFACES OF ALL STORM DRAINAGE STRUCTURES SHALL BE POINTED UP AND SMOOTHED TO AN ACCEPTABLE STANDARD, USING MORTAR MIXED TO MANUFACTURER'S SPECIFICATIONS.
7. ALL BACKFILL SHALL BE NON-PLASTIC IN NATURE, FREE FROM ROOTS, VEGETATION MATTER, WASTE CONSTRUCTION MATERIAL OR OTHER OBJECTIONABLE MATERIAL. SAID MATERIAL SHALL BE CAPABLE OF BEING COMPACTED BY MECHANICAL MEANS AND SHALL HAVE NO TENDENCY TO FLOW OR BEHAVE IN A PLASTIC MANNER UNDER THE TAMPING BLOWS OR PROOF ROLLING.
8. MATERIALS DEEMED BY THE OWNER'S REPRESENTATIVE OR GEOTECH AS UNSUITABLE FOR BACKFILL PURPOSES SHALL BE REMOVED AND REPLACED WITH SUITABLE MATERIAL.
9. BACKFILLING OF TRENCHES SHALL BE ACCOMPLISHED IMMEDIATELY AFTER PIPE IS LAID. THE FILL AROUND THE PIPE SHALL BE THOROUGHLY COMPACTED TO 95 % OF THE MAXIMUM DRY DENSITY OBTAINABLE WITH THE STANDARD PROCTOR TEST. THE TOP EIGHT (8) INCHES SHALL BE COMPACTED TO 100 PERCENT STANDARD PROCTOR.
10. UNDER NO CIRCUMSTANCES SHALL WATER BE ALLOWED TO RISE IN UNBACKFILLED TRENCHES AFTER PIPE HAS BEEN PLACED.
11. ALL CONCRETE PIPE AND PRECAST STORM STRUCTURES SHALL MEET NCDOT STANDARDS BY MANUFACTURER.
12. CONTRACTOR SHALL BE RESPONSIBLE FOR CHECKING ALL PIPE AND STRUCTURES FOR CRACKS OR BREAKS, PRIOR TO INSTALLATION. ANY DAMAGED ITEMS SHALL NOT BE INSTALLED.

NOTES:

1. ROADS LABELED AS PUBLIC WILL BE DEDICATED AS PUBLIC ROW TO BE MAINTANED BY THE TOWN OF ROLESVILLE.
2. ROADS LABELED AS PRIVATE WILL BE DEDICATED AS PRIVATE AND BE MAINTAINED BY THE HOA.
3. GREENWAY EASEMENTS LABELED AS PUBLIC WILL BE DEDICATED AS PUBLIC AND BE MAINTAINED BY THE TOWN OF ROLESVILLE.
4. SANITARY SEWER EASEMENTS WILL BE DEDICATED AS PUBLIC EASEMENTS TO THE CITY OF RALEIGH.

RETAINING WALL NOTES

1. THE RETAINING WALL ALIGNMENT SHOWN ON THESE PLANS DEPICTS THE LOCATION OF THE FRONT FACE OF THE RETAINING WALL AT THE TOP OF THE WALL. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING RETAINING WALLS ARE NOT LOCATED IN ANY STREAM BUFFERS, AND THEIR CONSTRUCTION DOES NOT ENCROACH INTO ANY ADJACENT PROPERTIES DUE TO ANY BATTER INCORPORATED IN THE DESIGN OF THE WALLS.
2. RETAINING WALLS ARE TO BE DESIGN-BUILD PROJECTS BY THE CONTRACTOR. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN FINAL CONSTRUCTION DRAWINGS FROM A REGISTERED ENGINEER AND GAIN ALL REQUIRED PERMITS NECESSARY FOR THE CONSTRUCTION OF THE RETAINING WALLS.
3. RETAINING WALLS SHALL BE ASSUMED TO BE BACKFILLED WITH OFF-SITE BORROW MATERIAL OR PROCESSED FILL, UNLESS THE CONTRACTOR CAN PROVIDE TO THE OWNER WITH CONFIRMATION FROM THE GEOTECHNICAL ENGINEER AND THE RETAINING WALL DESIGNER, THAT READILY AVAILABLE ON-SITE SOILS CAN BE USED.
4. THE TOP AND BOTTOM OF WALL ELEVATIONS SHOWN ON THESE PLANS IDENTIFY FINISHED GRADE ELEVATIONS ONLY. THE EXTENT THAT THE RETAINING WALL WILL BE EXTENDED BELOW GRADE TO THE FOOTING OR ABOVE GRADE TO THE TOP OF THE CAP BLOCK COURSE SHALL BE IDENTIFIED ON THE RETAINING WALL CONSTRUCTION DRAWINGS.
5. ALL RETAINING WALLS OVER 30" HIGH SHALL HAVE A SAFETY FENCE (DESIGN BY OTHERS).
6. ANY TIEBACK SYSTEMS FOR THE RETAINING WALLS SHALL NOT BE ALLOWED WITHIN PUBLIC RIGHT-OF-WAY.

GRADING NOTES

1. ALL DIMENSIONS AND GRADES SHOWN ON THE PLANS SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY THE ENGINEER IF ANY DISCREPANCIES EXIST PRIOR TO PROCEEDING WITH CONSTRUCTION, FOR NECESSARY PLAN OR GRADE CHANGES. NO EXTRA COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR ANY WORK DONE DUE TO DIMENSIONS OR GRADES SHOWN INCORRECTLY ON THESE PLANS IF SUCH NOTIFICATION HAS NOT BEEN GIVEN.
2. OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) STANDARDS FOR EXCAVATIONS; FINAL RULE 29CFR PART 1926, SUBPART "P" APPLIES TO ALL EXCAVATIONS EXCEEDING FIVE (5) FEET IN DEPTH. EXCAVATION EXCEEDING TWENTY (20) FEET IN DEPTH REQUIRES THE DESIGN OF A TRENCH SAFETY SYSTEM BY A REGISTERED PROFESSIONAL ENGINEER, PROVIDED BY CONTRACTOR RESPONSIBLE FOR EXCAVATION.
3. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE TOWN OF ROLESVILLE AND/OR NCDOT STANDARDS AND SPECIFICATIONS AS APPLICABLE.
4. CONTRACTOR SHALL NOTIFY "NC811" (811) OR (1-800-632-4949) AT LEAST 3 FULL BUSINESS DAYS PRIOR TO BEGINNING CONSTRUCTION OR EXCAVATION TO HAVE EXISTING UTILITIES LOCATED. CONTRACTOR SHALL CONTACT ANY LOCAL UTILITIES THAT PROVIDE THEIR OWN LOCATOR SERVICES INDEPENDENT OF "NC811". REPORT ANY DISCREPANCIES TO THE ENGINEER IMMEDIATELY.
5. CONSTRUCTION, MAINTENANCE AND REMOVAL OF ALL EROSION CONTROL DEVICES ARE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR. TIMING OF REMOVAL SHALL BE COORDINATED WITH THE EROSION CONTROL INSPECTOR.
6. EXISTING UTILITIES AND STRUCTURES SHOWN, BOTH UNDERGROUND AND ABOVE GROUND, ARE BASED ON A FIELD SURVEY AND THE BEST AVAILABLE RECORD DRAWINGS. THE CONTRACTOR SHALL VERIFY FIELD CONDITIONS PRIOR TO BEGINNING RELATED CONSTRUCTION. ANY DISCREPANCIES SHALL BE REPORTED TO THE ENGINEER IMMEDIATELY.
7. SOIL UNDER BUILDINGS, PAVED AREAS AND WITHIN SLOPES GREATER THAN 3:1 (H:V) SHALL BE APPROVED, PLACED AND COMPACTED AS RECOMMENDED BY THE GEOTECHNICAL ENGINEER.

CITY OF RALEIGH PUBLIC UTILITIES STANDARD UTILITY NOTES (AS APPLICABLE)

1. ALL MATERIALS & CONSTRUCTION METHODS SHALL BE IN ACCORDANCE WITH CITY OF RALEIGH DESIGN STANDARDS, DETAILS & SPECIFICATIONS (REFERENCE: CORPUD HANDBOOK, CURRENT EDITION).
2. UTILITY SEPARATION REQUIREMENTS:
   a) A DISTANCE OF 100' SHALL BE MAINTAINED BETWEEN SANITARY SEWER & ANY PRIVATE OR PUBLIC WATER SUPPLY SOURCE SUCH AS AN IMPOUNDED RESERVOIR USED AS A SOURCE OF DRINKING WATER. IF ADEQUATE LATERAL SEPARATION CANNOT BE ACHIEVED, FERROUS SANITARY SEWER PIPE SHALL BE SPECIFIED & INSTALLED TO WATERLINE SPECIFICATIONS. HOWEVER, THE MINIMUM SEPARATION SHALL NOT BE LESS THAN 25' FROM A PRIVATE WELL OR 50' FROM A PUBLIC WELL.
   b) WHEN INSTALLING WATER &/OR SEWER MAINS, THE HORIZONTAL SEPARATION BETWEEN UTILITIES SHALL BE 10'. IF THIS SEPARATION CANNOT BE MAINTAINED DUE TO EXISTING CONDITIONS, THE VARIATION ALLOWED IS THE WATER MAIN IN A SEPARATE TRENCH WITH THE ELEVATION OF THE WATER MAIN AT LEAST 18" ABOVE THE TOP OF THE SEWER & MUST BE APPROVED BY THE PUBLIC UTILITIES DIRECTOR. ALL DISTANCES ARE MEASURED FROM OUTSIDE DIAMETER TO OUTSIDE DIAMETER.
   c) WHERE IT IS IMPOSSIBLE TO OBTAIN PROPER SEPARATION, OR ANYTIME A SANITARY SEWER PASSES OVER A WATERMAIN, DIP MATERIALS OR STEEL ENCASEMENT EXTENDED 10' ON EACH SIDE OF CROSSING MUST BE SPECIFIED & INSTALLED TO WATERLINE SPECIFICATIONS.
   d) 5.0' MINIMUM HORIZONTAL SEPARATION IS REQUIRED BETWEEN ALL SANITARY SEWER & STORM SEWER FACILITIES, UNLESS DIP MATERIAL IS SPECIFIED FOR SANITARY SEWER.
   e) MAINTAIN 18" MIN. VERTICAL SEPARATION AT ALL WATERMAIN & RCP STORM DRAIN CROSSINGS; MAINTAIN 18" MIN. VERTICAL SEPARATION AT ALL SANITARY SEWER & RCP STORM DRAIN CROSSINGS. WHERE ADEQUATE SEPARATIONS CANNOT BE ACHIEVED, SPECIFY DIP MATERIALS & A CONCRETE CRADLE HAVING 6" MIN. CLEARANCE (PER CORPUD DETAILS W-41 & S-49).
   f) ALL OTHER UNDERGROUND UTILITIES SHALL CROSS WATER & SEWER FACILITIES WITH 18" MIN. VERTICAL SEPARATION REQUIRED.
3. ANY NECESSARY FIELD REVISIONS ARE SUBJECT TO REVIEW & APPROVAL OF AN AMENDED PLAN &/OR PROFILE BY THE CITY OF RALEIGH PUBLIC UTILITIES DEPARTMENT PRIOR TO CONSTRUCTION.
4. DEVELOPER SHALL PROVIDE 30 DAYS ADVANCE WRITTEN NOTICE TO OWNER FOR ANY WORK REQUIRED WITHIN AN EXISTING CITY OF RALEIGH UTILITY EASEMENT TRAVERSING PRIVATE PROPERTY.
5. CONTRACTOR SHALL MAINTAIN CONTINUOUS WATER & SEWER SERVICE TO EXISTING RESIDENCES & BUSINESSES THROUGHOUT CONSTRUCTION OF PROJECT. ANY NECESSARY SERVICE INTERRUPTIONS SHALL BE PRECEDED BY A 24 HOUR ADVANCE NOTICE TO THE CITY OF RALEIGH PUBLIC UTILITIES DEPARTMENT.
6. 3.0' MINIMUM COVER IS REQUIRED ON ALL WATER MAINS & SEWER FORCEMAINS. 4.0' MINIMUM COVER IS REQUIRED ON ALL REUSE MAINS.
7. IT IS THE DEVELOPER'S RESPONSIBILITY TO ABANDON OR REMOVE EXISTING WATER & SEWER SERVICES NOT BEING USED IN REDEVELOPMENT OF A SITE UNLESS OTHERWISE DIRECTED BY THE CITY OF RALEIGH PUBLIC UTILITIES DEPARTMENT. THIS INCLUDES ABANDONING TAP AT MAIN & REMOVAL OF SERVICE FROM ROW OR EASEMENT PER CORPUD HANDBOOK PROCEDURE.
8. INSTALL 3/4" COPPER WATER SERVICES WITH METERS LOCATED AT ROW OR WITHIN A 2'X2' WATERLINE EASEMENT IMMEDIATELY ADJACENT. NOTE: IT IS THE APPLICANT'S RESPONSIBILITY TO PROPERLY SIZE THE WATER SERVICE FOR EACH CONNECTION TO PROVIDE ADEQUATE FLOW & PRESSURE.
9. INSTALL 4" PVC SEWER SERVICES @ 1.0% MINIMUM GRADE WITH CLEANOUTS LOCATED AT ROW OR EASEMENT LINE & SPACED EVERY 75 LINEAR FEET MAXIMUM.
10. PRESSURE REDUCING VALVES ARE REQUIRED ON ALL WATER SERVICES EXCEEDING 80 PSI; BACKWATER VALVES ARE REQUIRED ON ALL SANITARY SEWER SERVICES HAVING BUILDING DRAINS LOWER THAN 1.0' ABOVE THE NEXT UPSTREAM MANHOLE.
11. ALL ENVIRONMENTAL PERMITS APPLICABLE TO THE PROJECT MUST BE OBTAINED FROM NCDWQ, USACE &/OR FEMA FOR ANY RIPARIAN BUFFER, WETLAND &/OR FLOODPLAIN IMPACTS (RESPECTIVELY) PRIOR TO CONSTRUCTION.
12. NCDOT / RAILROAD ENCROACHMENT AGREEMENTS ARE REQUIRED FOR ANY UTILITY WORK (INCLUDING MAIN EXTENSIONS & SERVICE TAPS) WITHIN STATE OR RAILROAD ROW PRIOR TO CONSTRUCTION.
13. GREASE INTERCEPTOR / OIL WATER SEPARATOR SIZING CALCULATIONS & INSTALLATION SPECIFICATIONS SHALL BE APPROVED BY THE RW FOG PROGRAM COORDINATOR PRIOR TO ISSUANCE OF A UC / BLDG PERMIT. CONTACT (919) 996-4516 OR FOG@RALEIGHNC.GOV FOR MORE INFORMATION.
14. CROSS-CONNECTION CONTROL PROTECTION DEVICES ARE REQUIRED BASED ON DEGREE OF HEALTH HAZARD INVOLVED AS LISTED IN APPENDIX-B OF THE RULES GOVERNING PUBLIC WATER SYSTEMS IN NORTH CAROLINA. THESE GUIDELINES ARE THE MINIMUM REQUIREMENTS. THE DEVICES SHALL MEET AMERICAN SOCIETY OF SANITARY ENGINEERING (ASSE) STANDARDS OR BE ON THE UNIVERSITY OF SOUTHERN CALIFORNIA APPROVAL LIST. THE DEVICES SHALL BE INSTALLED AND TESTED (BOTH INITIAL AND PERIODIC TESTING THEREAFTER) IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS OR THE LOCAL CROSS-CONNECTION CONTROL PROGRAM, WHICHEVER IS MORE STRINGENT. A CERTIFICATE OF COMPLIANCE SHALL ALSO BE OBTAINED FROM THE RW CROSS-CONNECTION COORDINATOR FOR EACH DEVICE PRIOR TO ISSUANCE OF A UC / BLDG PERMIT. CONTACT (919) 996-5923 OR CROSS.CONNECTION@RALEIGHNC.GOV FOR MORE INFORMATION.
15. NOTICE FOR PROJECTS WITH REPLACED OR OVERSIZED MAINS: IF THE CITY'S REIMBURSEMENT FOR AN OVERSIZED MAIN OR URBAN MAIN REPLACEMENT PROJECT IS $250,000 OR GREATER - THE PROJECT MUST BE PUBLICLY BID

SIGNAGE NOTES

1. ALL SIGNAGE INSTALLED SHALL CONFORM TO TO STANDARDS SET FORTH BY THE LATEST PUBLISHED EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION (NCDOT) STANDARD CONSTRUCTION DRAWINGS.
2. SIGNAGE MATERIAL SHALL CONFORM TO MUTCD COLOR AND REFLECTIVITY STANDARDS AND SHALL BE HIGH INTENSITY PRISMATIC GRADE REFLECTIVE MATERIAL. STOP SIGNS SHALL BE ON A 30-INCH BY 30-INCH OCTAGONAL STOP SIGN BLANK.
3. ALL SIGNS, EXCEPT STREET MARKERS, SHALL BE MOUNTED IN A MANNER THAT THE BOTTOM OF THE SIGN IS A MINIMUM OF SEVEN FEET (7 FT) ABOVE GROUND LEVEL. STREET MARKER SIGNS SHALL BE MOUNTED OVER THE TOP OF THE STOP SIGNS ACCORDING TO THE STREET MARKER STANDARDS NUMBER 7 BELOW.
4. GROUND MOUNTED SIGN POSTS USED TO INSTALL STREET SIGNAGE SHALL BE 12 FT. LONG AND CONSTRUCTED OF 14-GAUGE GALVANIZED STEEL "U" CHANNEL POSTS OR TWO-INCH (2 IN.) GALVANIZED SQUARE STEEL TUBING. ALL "U" CHANNEL AND SQUARE SIGN POSTS SHALL HAVE 3/8-INCH HOLES DOWN THE CENTER OF THE POST DRILLED AT ONE-INCH (1 IN.) SPACING FOR THE ENTIRE LENGTH OF THE POST.
5. GROUND MOUNTED SIGN POSTS SHALL BE DRIVEN TO A MINIMUM OF 30 INCHES BELOW GROUND LEVEL. ALL POSTS SHALL BE PLUMBED AND LEVELED AS THE POST IS INSTALLED. POSTS SHALL NOT BE SET IN CONCRETE.
6. ALL STREET MARKERS (STREET NAME SIGNS) SHALL BE DESIGNED AND INSTALLED AS FOLLOWS:
   A. STREET MARKERS SHALL BE INSTALLED AT ALL STREET INTERSECTIONS AND WILL INCLUDE THE BLOCK NUMBER FOR EACH STREET.
   B. ALL SIGNAGE PROVIDED AND INSTALLED SHALL BE CONSTRUCTED FROM A 0.080 GAUGE ANODIZED ALUMINUM SIGN BLANK AND CONFORM TO STANDARD MUTCD SIGN SIZES.
   C. STREET MARKERS SHALL BE DESIGNED IN A STACKED CONFIGURATION AND LOCATED IN A MANNER FOR VIABILITY FROM ALL DIRECTIONS OF TRAVEL.
   D. STREET NAMES SHALL BE DISPLAYED USING REFLECTIVE WHITE LETTERS ON A REFLECTIVE GREEN BACKGROUND. THE STREET NAME MUST BE DISPLAYED USING A COMBINATION OF 6-INCH UPPER CASE LETTERS AND 4.5-INCH LOWER CASE LETTERS. BLOCK NUMBERS AND ABBREVIATIONS (RD., DR., ST., ETC.) SHALL UTILIZE 3-INCH LETTERS/NUMBERS. ON PRIVATE STREETS, A NOTATION OF "PRIVATE STREET" IN 3-NCH BLACK LETTERS ON A WHITE BACKGROUND MUST BE ADDED ON THE EDGE OF THE SIGN CLOSEST TO THE ROAD. SIGNS MUST NOT HAVE BORDERS.
   E. THE STREET NAME SHALL APPEAR CENTERED VERTICALLY ON THE LEFT OF THE STREET MARKER. THE BLOCK NUMBER SHALL APPEAR TO THE BOTTOM RIGHT OF THE STREET MARKER. EACH ITEM SHOULD BE SPACED TO BALANCE THE APPEARANCE OF THE STREET MARKER.
   F. THE LETTERS SHALL BE DESIGNED USING THE STANDARD HIGHWAY ALPHABET OF FHWA, SERIES B_SAE
   G. TWO SIGN BLANKS ARE REQUIRED FOR EACH STREET MARKER ASSEMBLY. EACH BLANK SHALL HAVE A STREET NAME ON BOTH SIDES. THE SIGN BLANKS SHALL BE INSTALLED IN A STACKED MANNER USING COMMERCIALLY AVAILABLE ALUMINUM MOUNTING HARDWARE. EACH ASSEMBLY SHALL CONTAIN ONE 12" LONG CROSS MOUNT FOR FLAT BLADE STREET SIGNS AND ONE 12" LONG "U" CHANNEL OR SQUARE POST BRACKET FOR FLAT BLADE STREET NAME SIGNS. STREET MARKERS FOR DIFFERENT STREETS SHALL BE PLACED AT RIGHT ANGLES. THE STREET MARKER ASSEMBLY SHALL BE MOUNTED TO THE "U" CHANNEL OR SQUARE POST OVER TOP OF THE STOP SIGNS. IF A STOP SIGN IS NOT PRESENT, OR THE STOP SIGN IS NOT AT AN APPROPRIATE LOCATION FOR STREET MARKERS, STREET MARKERS SHALL BE MOUNTED ON A SEPARATE "U" CHANNEL OR SQUARE POST AT THE APPROPRIATE LOCATION.
   H. THE LENGTH OF THE STREET MARKER IS VARIABLE DEPENDING ON THE LENGTH OF THE STREET NAME, BUT SHOULD CONFORM TO THE TABLE. THE HEIGHT OF THE STREET MARKER SHOULD BE 9-INCHES.
7. ALL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC MATERIAL.

ADJOINING PROPERTIES

1 — WAKE ELETRIC MEMBERSHIP CORP
PIN: 1850867237
D.B. 008182, PG. 02604
ZONING: R-15
LAND CLASS: STATE ASSESSED

2 — VILLAGES OF AUSTIN CREEK HOMEOWNERS ASSOCIATION
PIN: 1850856710
D.B. 017277, PG. 02713
ZONING: GR10
LAND CLASS: HOA

3 — VILLAGES OF AUSTIN CREEK HOMEOWNERS ASSOCIATION
PIN: 1850852022
D.B. 017277, PG. 02713
ZONING: GR10
LAND CLASS: HOA

4 — VILLAGES OF AUSTIN CREEK HOMEOWNERS ASSOCIATION
PIN: 1850841696
D.B. 017277, PG. 02713
ZONING: GR10
LAND CLASS: HOA

5 — LENNAR CAROLINAS LLC
PIN: 1850841551
D.B. 015377, PG. 02089
ZONING: GR10
LAND CLASS: HOA

6 — MUNOZ, WELLMAN FRANKLIN
MUNOZ, KRISTEN BRAUN
PIN: 1850843268
D.B. 019407, PG. 01343
ZONING: R&PUD
LAND CLASS: RESIDENTIAL

7 — TRIPP, MICHELE L
PIN: 1850844370
D.B. 018344, PG. 01384
ZONING: R&PUD
LAND CLASS: RESIDENTIAL

8 — BRATLEE-WHITAKER, EMILY
WHITAKER, TYLER
PIN: 1850845277
D.B. 19328, PG. 00555
ZONING: R&PUD
LAND CLASS: RESIDENTIAL

9 — BIZIEFF, MICHAEL P
BIZIEFF, VESAL
PIN: 1850846285
D.B. 019508, PG. 02570
ZONING: R&PUD
LAND CLASS: RESIDENTIAL

10 — BURGOA, CHRISTOPHER
PIN: 1850847266
D.B. 019481, PG. 01310
ZONING: R&PUD
LAND CLASS: RESIDENTIAL

11 — GIBBS, MICHAEL
GIBBS, STEFANI
PIN: 1850848247
D.B. 019509, PG. 01828
ZONING: R&PUD
LAND CLASS: RESIDENTIAL

12 — MOULTON, ALAN
MOULTON, BRYNN
PIN: 1850849227
D.B. 020025, PG. 00138
ZONING: R&PUD
LAND CLASS: RESIDENTIAL

13 — HOISETH, BRUCE CAERLY
HOISETH, MARYELLEN
PIN: 1850940208
D.B. 019366, PG. 01724
ZONING: R&PUD
LAND CLASS: RESIDENTIAL

14 — MCNEAL, BERLONDRIKA JERTORIA
PIN: 1850940289
D.B. 019342, PG. 01506
ZONING: R&PUD
LAND CLASS: RESIDENTIAL

15 — FAYAD, AKRAM
FAYAD, RANIA
PIN: 1850941279
D.B. 019368, PG. 02463
ZONING: R&PUD
LAND CLASS: RESIDENTIAL

16 — JENSEN, KENT
JENSEN, LINDA
PIN: 1850943209
D.B. 019616, PG. 01836
ZONING: R&PUD
LAND CLASS: RESIDENTIAL

17 — MILLER, THOMAS W
MILLER, BARBARA M
PIN: 1850943399
D.B. 019470, PG. 00962
ZONING: R&PUD
LAND USE: RESIDENTIAL

18 — WINFREE, CRYSTAL ROSE
WINFREE, ANDREW CLAY
PIN: 1850944298
D.B. 019425, PG. 00429
ZONING: R&PUD
LAND CLASS: RESIDENTIAL

19 — ORTALS, EDWARD J
ORTALS, EILEEN
PIN: 1850945275
D.B. 019328, PG. 01625
ZONING: R&PUD
LAND CLASS: RESIDENTIAL

20 — BAVISOTTO, DANIELLE M
BAVISOTTO, ERIC N
PIN: 1850946232
D.B. 019699, PG. 02162
ZONING: R&PUD
LAND CLASS: RESIDENTIAL

21 — ELIZABETH SPRINGS PROPERTY OWNERS ASSOCIATION INC
PIN: 1850947236
D.B. 019883, PG. 01181
ZONING: R&PUD
LAND CLASS: HOA

22 — ELIZABETH SPRINGS PROPERTY OWNERS ASSOCIATION INC
PIN: 1860041295
D.B. 019883, PG. 01181
ZONING: R&PUD
LAND CLASS: HOA

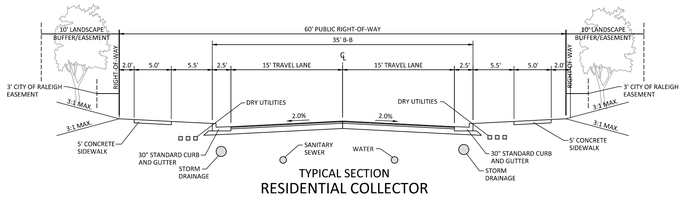
23 — THALES ACADEMY
PIN: 1860161023
D.B. 016710, PG. 02295
ZONING: HB
LAND CLASS: VACANT

24 — HENLEY, FRANK A
HENLEY, ELIZABETH V
PIN: 1860053808
D.B. 006573, PG. 00175
ZONING: HB
LAND CLASS: RESIDENTIAL

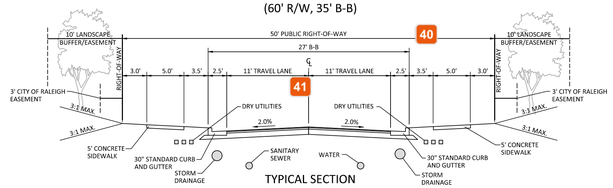
25 — DALEY, JAMES E
DALEY, MICHELLE S
PIN: 1850958998
D.B. 007096, PG. 00238
ZONING: HB
LAND CLASS: RESIDENTIAL

26 — TAB LLC
PIN: 1850965586
D.B. 019648, PG. 02204
ZONING: HD
LAND CLASS: RESIDENTIAL

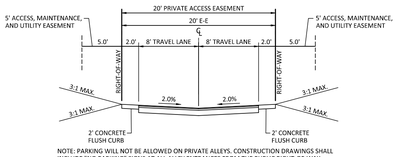
27 — TAB LLC
PIN: 1850962688
D.B. 019648, PG. 02204
ZONING: HD
LAND CLASS: RESIDENTIAL



TYPICAL SECTION
RESIDENTIAL COLLECTOR
(60' R/W, 35' B-B)

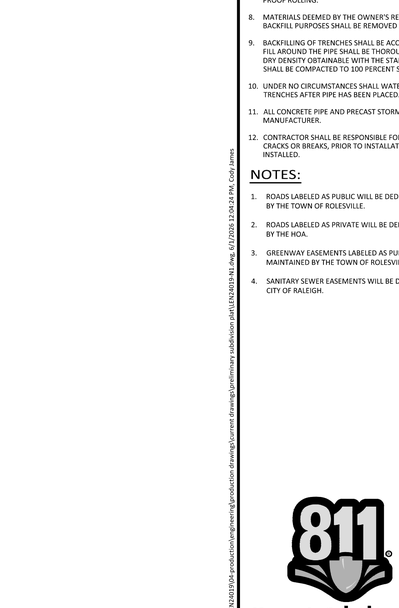


TYPICAL SECTION
LOCAL STREET
(47' R/W, 27' B-B)



NOTE: PARKING WILL NOT BE ALLOWED ON PRIVATE ALLEYS. CONSTRUCTION DRAWINGS SHALL INCLUDE "NO PARKING" SIGNS AT ALL ALLEY ENTRANCES FROM THE PUBLIC RIGHT-OF-WAY.

TYPICAL SECTION
ALLEY
(20' PRIVATE ACCESS EASEMENT, 20' E-E)



CONTRACTOR SHALL NOTIFY "NC811" (811) OR (1-800-632-4949) AT LEAST 3 FULL BUSINESS DAYS PRIOR TO BEGINNING CONSTRUCTION OR EXCAVATION TO HAVE EXISTING UTILITIES LOCATED. CONTRACTOR SHALL CONTACT ANY LOCAL UTILITIES THAT PROVIDE THEIR OWN LOCATOR SERVICES INDEPENDENT OF "NC811". REPORT ANY DISCREPANCIES TO THE ENGINEER IMMEDIATELY.

PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

McADAMS
The John R. McAdams Company, Inc.
621 Hillsborough Street
Suite 500
Raleigh, NC 27603
phone 919. 361. 5000
fax 919. 361. 2269
license number: C-0293, C-187
www.mcadamsco.com

CLIENT

LENNAR
1010 SYNC DRIVE, SUITE 600
MORRISVILLE, NORTH CAROLINA 27560
Anna Lancaster
PHONE: 919. 465. 5900

LENNAR

ATTICUS WOODS
PRELIMINARY SUBDIVISION PLAT
WAIT AVENUE
ROLESVILLE, NORTH CAROLINA 27587

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 048256 NICHOLAS D. WILLIAMSON NOT FOR CONSTRUCTION

REVISIONS

NO.	DATE
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PLAN INFORMATION

PROJECT NO.	LEN24019
FILENAME	LEN24019-N1
CHECKED BY	BJ
DRAWN BY	CJ
SCAL



SITE LEGEND

- WETLANDS
- CONTIGUOUS OPEN SPACE (CLUSTER OPTION)
- ENVIRONMENTALLY SENSITIVE/UNIQUE LANDS AND FLOODPLAINS
- ACTIVE RECREATION FEATURES
- PASSIVE RECREATION FEATURES
- STORMWATER FACILITIES
- OS-# — OPEN SPACE (OS) NUMBER

SITE LEGEND

- SIGNAGE
- POWER POLE
- TRAFFIC DIRECTIONAL ARROW
- ACC — ACCESSIBLE PARKING STALL
- VAN — VAN ACCESSIBLE PARKING STALL
- 00 — PARKING SPACE COUNT
- ACCESSIBLE RAMPS
- ACCESSIBLE ROUTE
- PHASE LINE
- PROPERTY LINE
- RIGHT-OF-WAY LINE
- LOT LINE
- CENTERLINE
- OPEN SPACE
- TC — TREE CONSERVATION
- GUARDRAIL
- HEAVY DUTY ASPHALT PAVEMENT
- WETLANDS

GRAPHIC SCALE
0 60 120
1 inch = 120 ft.

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ROLESVILLE, NORTH CAROLINA 27587

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 045287 ENGINEERING NORTH CAROLINA WILLIAM

REVISIONS

NO.	DATE
1	
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PLAN INFORMATION

PROJECT NO.	LEN24019
FILENAME	LEN24019-OS1
CHECKED BY	BJ
DRAWN BY	CJ
SCALE	1" = 120'
DATE	06. 01. 2026

SHEET

OVERALL OPEN SPACE PLAN
C0.02

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 3

42 Meredith Gruber
Please identify future amenity center site.

43 Stephen Wensman
Is this the 2.457-acre commercial area zoned for a storage use? Plans do not reflect this.

44 Jacqueline Thompson
Please clarify the buffer - the LDO does not have any 20' buffers and I do not see any specific zoning conditions for this.

45 Michael Elabarger
This space would be a Street Buffer, not Perimeter - revise. 30' dimension is correct.

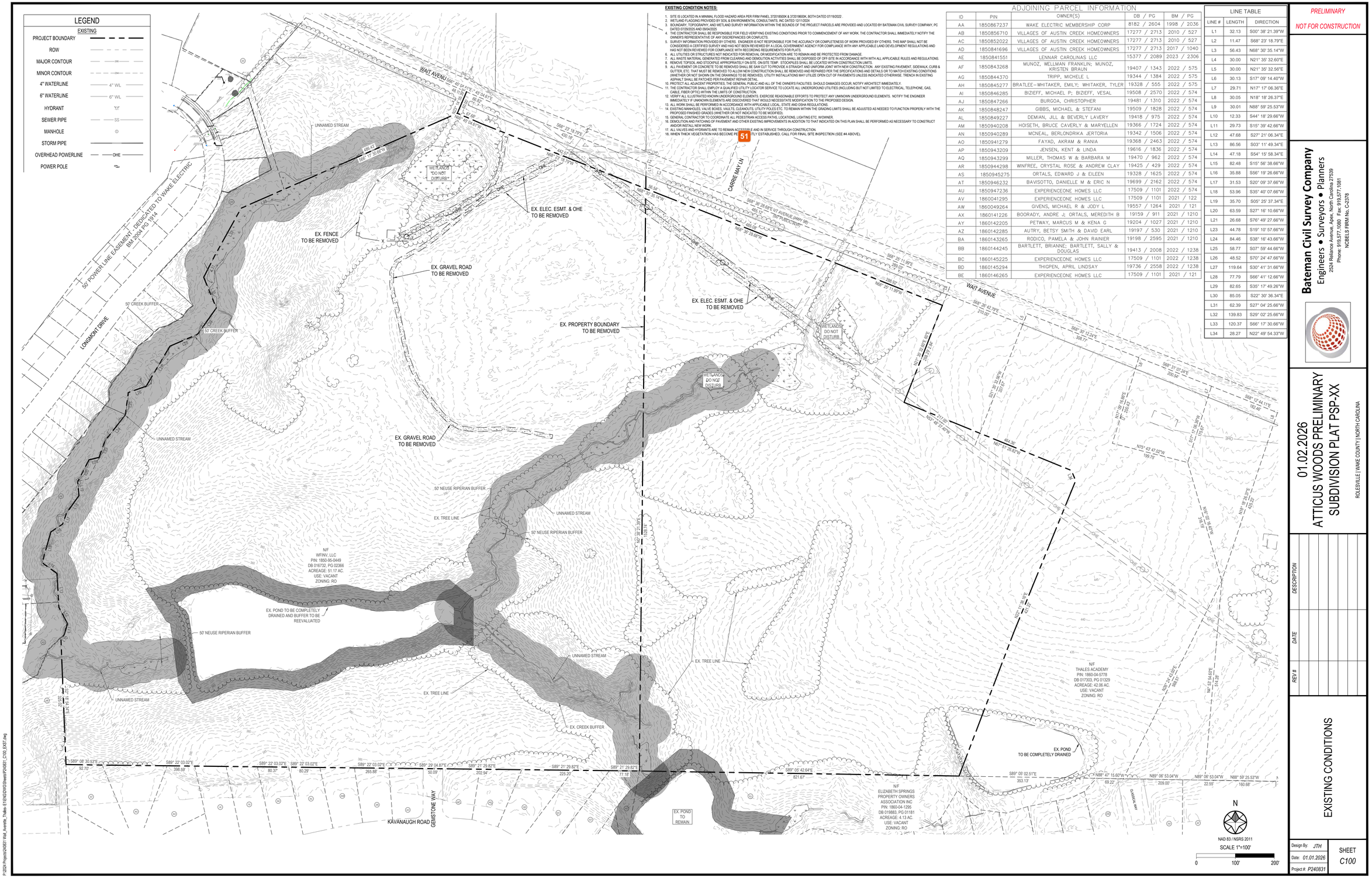
46 Stephen Wensman
The plans do not identify the Town's future park property as shown on Zoning approval

47 Jacqueline Thompson
Please label and provide required setbacks.

48 Stephen Wensman
The entire preliminary plat should be shown, including commercial lots with a note stating the development of the commercial lots will be under a future Site Plan application.

49 Stephen Wensman
Wetland Buffer should be outside of residential lots

50 Stephen Wensman
The Classic Way Connection is missing - does not match zoning approval



ADJOINING PARCEL INFORMATION

ID	PIN	OWNER(S)	DB / PG	BM / PG
AA	1850867237	WAKE ELECTRIC MEMBERSHIP CORP	8182 / 2604	1998 / 2036
AB	1850856710	VILLAGES OF AUSTIN CREEK HOMEOWNERS	17277 / 2713	2010 / 527
AC	1850852022	VILLAGES OF AUSTIN CREEK HOMEOWNERS	17277 / 2713	2010 / 527
AD	1850841696	VILLAGES OF AUSTIN CREEK HOMEOWNERS	17277 / 2713	2017 / 1040
AE	1850841551	LENNAR CAROLINAS LLC	15377 / 2089	2023 / 2306
AF	1850843268	MUNOZ, WELLMAN FRANKLIN; MUNOZ, KRISTEN BRAUN	19407 / 1343	2022 / 575
AG	1850844370	TRIPP, MICHELE L	19344 / 1384	2022 / 575
AH	1850845277	BRATLEE--WHITAKER, EMILY; WHITAKER, TYLER	19328 / 555	2022 / 575
AI	1850846285	BIZIEFF, MICHAEL P; BIZIEFF, VESAL	19508 / 2570	2022 / 574
AJ	1850847266	BURGOA, CHRISTOPHER	19481 / 1310	2022 / 574
AK	1850848247	GIBBS, MICHAEL & STEFANI	19509 / 1828	2022 / 574
AL	1850849227	DEMIAN, JILL & BEVERLY LAVERY	19418 / 975	2022 / 574
AM	1850940208	HOISETH, BRUCE CAVERLY & MARYELLEN	19366 / 1724	2022 / 574
AN	1850940289	MCNEAL, BERLONDRIKA JERTORIA	19342 / 1506	2022 / 574
AO	1850941279	FAYAD, AKRAM & RANIA	19368 / 2463	2022 / 574
AP	1850943209	JENSEN, KENT & LINDA	19616 / 1836	2022 / 574
AQ	1850943399	MILLER, THOMAS W & BARBARA M	19470 / 962	2022 / 574
AR	1850944298	WINFREE, CRYSTAL ROSE & ANDREW CLAY	19425 / 429	2022 / 574
AS	1850945275	ORTALS, EDWARD J & EILEEN	19328 / 1625	2022 / 574
AT	1850946232	BAVISOTTO, DANIELLE M & ERIC N	19699 / 2162	2022 / 574
AU	1850947236	EXPERIENCEONE HOMES LLC	17509 / 1101	2022 / 574
AV	1860041295	EXPERIENCEONE HOMES LLC	17509 / 1101	2021 / 122
AW	1860049264	GIVENS, MICHAEL R & JODY L	19557 / 1264	2021 / 121
AX	1860141226	BOORADY, ANDRE J; ORTALS, MEREDITH B	19159 / 911	2021 / 1210
AY	1860142205	PETWAY, MARCUS M & KENA G	19204 / 1027	2021 / 1210
AZ	1860142285	AUTRY, BETSY SMITH & DAVID EARL	19197 / 530	2021 / 1210
BA	1860143265	RODICO, PAMELA & JOHN RAINIER	19198 / 2595	2021 / 1210
BB	1860144245	BARTLETT, BRIANNE; BARTLETT, SALLY & DOUGLAS	19413 / 2008	2022 / 1238
BC	1860145225	EXPERIENCEONE HOMES LLC	17509 / 1101	2022 / 1238
BD	1860145294	THIOPEN, APRIL LINDSAY	19736 / 2558	2022 / 1238
BE	1860146265	EXPERIENCEONE HOMES LLC	17509 / 1101	2021 / 121

LINE TABLE

LINE #	LENGTH	DIRECTION
L1	32.13	S00° 38' 21.39"W
L2	11.47	S68° 23' 18.79"E
L3	56.43	N68° 30' 35.14"W
L4	30.00	N21° 35' 32.60"E
L5	30.00	N21° 35' 32.56"E
L6	30.13	S17° 09' 14.40"W
L7	29.71	N17° 17' 06.36"E
L8	30.05	N18° 18' 26.37"E
L9	30.01	N88° 59' 25.53"W
L10	12.33	S44° 18' 29.66"W
L11	29.73	S15° 39' 42.66"W
L12	47.68	S27° 21' 06.34"E
L13	86.56	S03° 11' 49.34"E
L14	47.18	S54° 15' 58.34"E
L15	82.48	S15° 56' 38.66"W
L16	35.88	S56° 19' 26.66"W
L17	31.53	S20° 09' 37.66"W
L18	53.96	S35° 40' 07.66"W
L19	35.70	S05° 25' 37.34"E
L20	63.59	S27° 16' 10.66"W
L21	26.68	S76° 49' 27.66"W
L23	44.78	S19° 10' 57.66"W
L24	84.46	S38° 16' 43.66"W
L25	58.77	S07° 59' 44.66"W
L26	48.52	S70° 24' 47.66"W
L27	119.64	S30° 41' 31.66"W
L28	77.79	S66° 41' 12.66"W
L29	82.65	S35° 17' 49.26"W
L30	85.05	S22° 30' 36.34"E
L31	62.39	S27° 04' 25.66"W
L32	139.83	S29° 02' 25.66"W
L33	120.37	S66° 17' 30.66"W
L34	28.27	N22° 49' 54.33"W

PRELIMINARY
NOT FOR CONSTRUCTION

Bateman Civil Survey Company
Engineers • Surveyors • Planners
2524 Reliance Avenue, Apex, North Carolina 27539
Phone: 919.577.1080 Fax: 919.577.1081
NCBELS FIRM No. C-2378

01.02.2026
ATTICUS WOODS PRELIMINARY SUBDIVISION PLAT PSP-XX
ROLESVILLE | WAKE COUNTY | NORTH CAROLINA

REV #	DATE	DESCRIPTION

EXISTING CONDITIONS

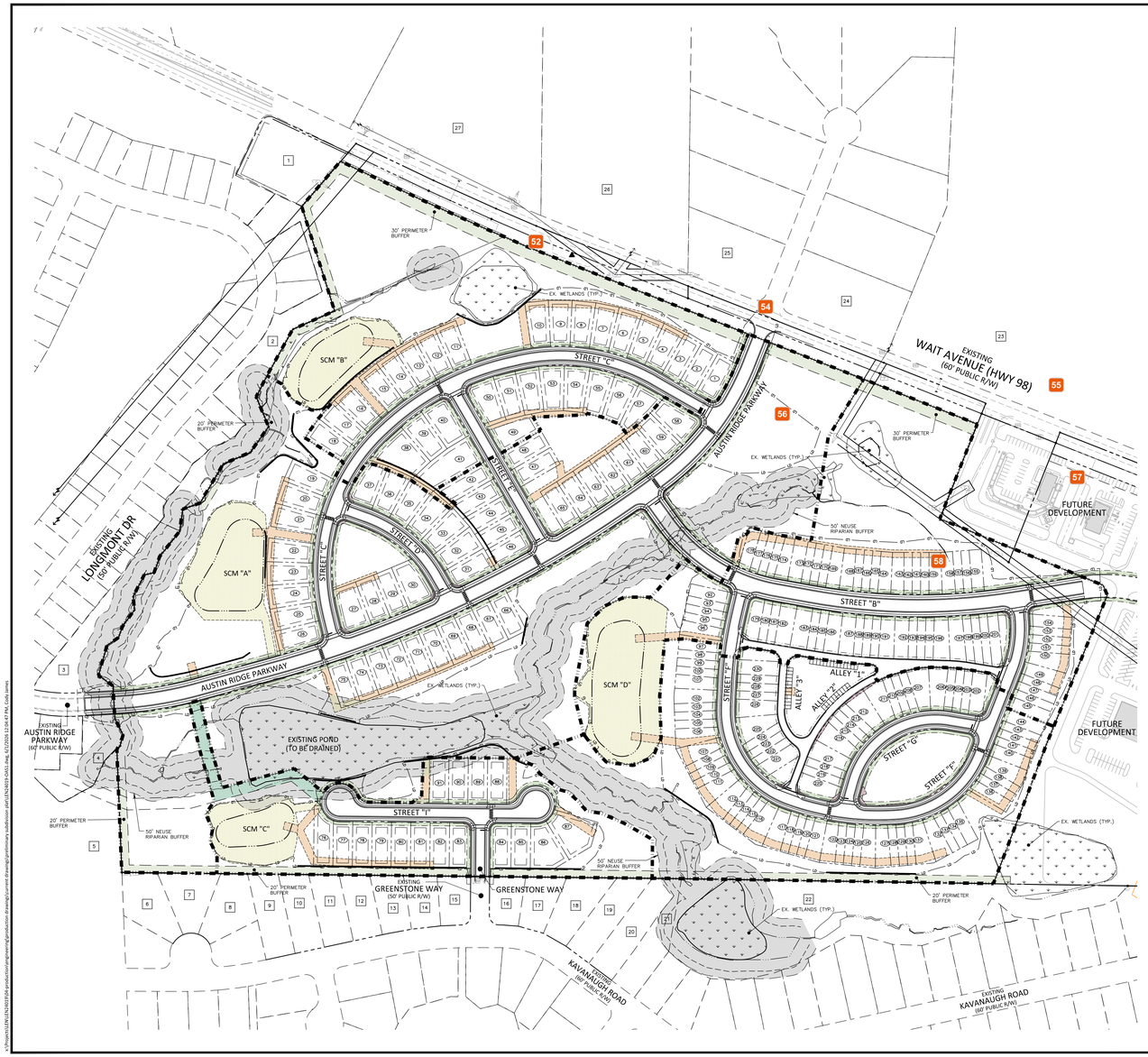
Design By: JTH
Date: 01.01.2026
Project #: P240831

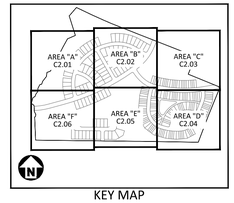
SHEET
C100

P:\2024 Projects\240831 Wall, Averette, Thaller E1\ENGDWG\Sheets\P240831_C100_EXIST.dwg

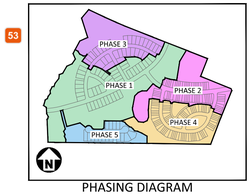
V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 4

51 **Jacqueline Thompson**
Please provide existing right-of-way widths on adjacent streets





KEY MAP



PHASING DIAGRAM

EASEMENT LEGEND

- RW — RETAINING WALL MAINTENANCE EASEMENT
- SS — SANITARY SEWER EASEMENT
- SCM — SCM ACCESS & MAINTENANCE EASEMENT
- PUSD — PUBLIC STORM DRAINAGE EASEMENT
- PRSD — PRIVATE STORM DRAINAGE EASEMENT
- WE — WATERLINE EASEMENT
- UE — CITY OF RALEIGH UTILITY EASEMENT
- TR — STREET TREE EASEMENT

SITE LEGEND

- SIGNAGE
- POWER POLE
- TRAFFIC DIRECTIONAL ARROW
- ACC — ACCESSIBLE PARKING STALL
- VAN — VAN ACCESSIBLE PARKING STALL
- PARKING SPACE COUNT
- ACCESSIBLE RAMPS
- ACCESSIBLE ROUTE
- PHASE LINE
- PROPERTY LINE
- RIGHT-OF-WAY LINE
- LOT LINE
- CENTERLINE
- OPEN SPACE
- TREE CONSERVATION
- GUARDRAIL
- HEAVY DUTY ASPHALT PAVEMENT
- WETLANDS
- PERIMETER BUFFER

GRAPHIC SCALE
0 30 60 120
1 INCH = 120 Ft.

PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

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WAIT AVENUE
ROLESVILLE, NORTH CAROLINA 27587

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 049286 JAMES D. WILLIAMSON

REVISIONS

NO.	DATE
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PLAN INFORMATION

PROJECT NO.	LEN24019
FILENAME	LEN24019-OAS1
CHECKED BY	BJ
DRAWN BY	CJ
SCALE	1" = 120'
DATE	06. 01. 2026

SHEET

OVERALL PRELIMINARY PLAT
C2.00

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 5

52 Michael Elabarger
Show the ROW dedication for Wait Avenue. CTP has this as a 4- lane raised median divided roadway with curb gutter bike lanes and sidePATH. based on similar cross-sections described in the CTP, that is a 110' ultimate ROW. with 60' ROW existing, 1/2 of the delta (50') is a dedication of 25' ROW at least.

53 Michael Elabarger
see Cover Sht comment about Phasing Plan.

54 Jacqueline Thompson
Off-Site Improvements should be included to meet the Town's CTP.

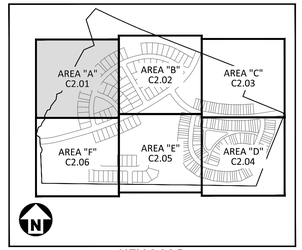
55 Meredith Gruber
What is the plan for the entirety of the site included in rezoning case REZ-24-05?

56 Michael Elabarger
Identify as "future amenity center" where that is planned, just as a holder bc it helps Staff review all that is shown to be occurring around it. TY.

57 Meredith Gruber
Is site layout shown for commercial area for information only?

58 Meredith Gruber
On this page and/or on the zoomed in sheets, please add a diagram showing how townhome buildings meet setbacks/building separation.





KEY MAP

EASEMENT LEGEND

- RW — RETAINING WALL MAINTENANCE EASEMENT
- SS — SANITARY SEWER EASEMENT
- SCM — SCM ACCESS & MAINTENANCE EASEMENT
- PuSD — PUBLIC STORM DRAINAGE EASEMENT
- PrSD — PRIVATE STORM DRAINAGE EASEMENT
- WE — WATERLINE EASEMENT
- UE — CITY OF RALEIGH UTILITY EASEMENT
- TR — STREET TREE EASEMENT

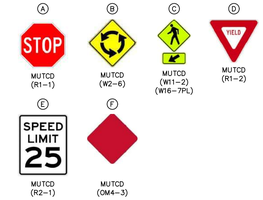
SITE LEGEND

- SIGNAGE
- POWER POLE
- TRAFFIC DIRECTIONAL ARROW
- ACC / VAN (XX) — ACCESSIBLE PARKING STALL / VAN ACCESSIBLE PARKING STALL / PARKING SPACE COUNT
- ACCESSIBLE RAMPS
- ACCESSIBLE ROUTE
- PHASE LINE
- PROPERTY LINE
- RIGHT-OF-WAY LINE
- LOT LINE
- CENTERLINE
- OS — OPEN SPACE
- TC — TREE CONSERVATION
- GUARDRAIL
- HEAVY DUTY ASPHALT PAVEMENT
- WETLANDS
- PERIMETER BUFFER

PAVEMENT MARKING LEGEND

LANE LINES/MARKINGS
T1 WHITE EDGELINE (4", 90 MIL)
T46 WHITE CROSSWALK LINE (8", 90 MIL)
T61 WHITE STOPBAR (24", 90 MIL)
T62 WHITE CROSSWALK LINE, HIGH VISIBILITY (24", 90 MIL)

ALL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC AND ARE TO BE PLACED PER NCDOT STANDARDS (REFERENCE NCDOT DETAILS 1205.01-1205.12)



GRAPHIC SCALE
0 20 40 80
1 inch = 40 ft.

PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

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NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 048250 NICHOLAS D. WILLIAMSON

REVISIONS

NO.	DATE
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PLAN INFORMATION

PROJECT NO.	LEN24019
FILENAME	LEN24019-S1
CHECKED BY	BJ
DRAWN BY	CJ
SCALE	1" = 40'
DATE	06. 01. 2026

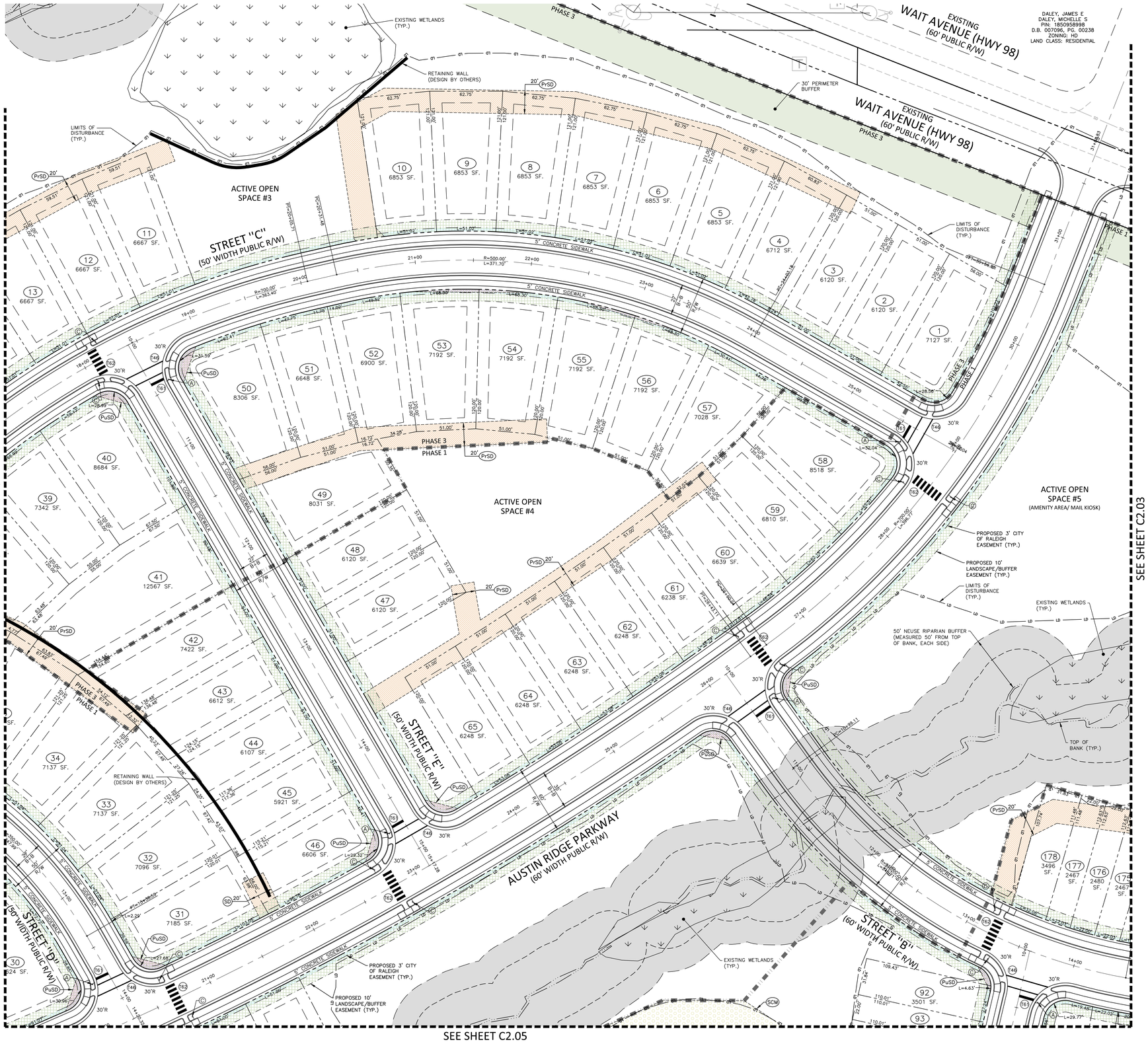
SHEET

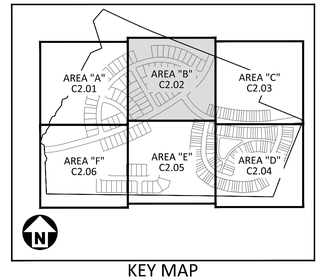
PRELIMINARY PLAT AND PAVEMENT MARKING PLAN - AREA "A"

C2.01

X:\Projects\LEN\LEN24019\04-production\engineering\production drawings\current drawings\preliminary subdivision plat\LEN24019-S1.dwg, 6/1/2026 12:05:00 PM, Cody James

59 **Stephen Wensman**
Riparian Buffer should be outside of individual lot area.





KEY MAP

EASEMENT LEGEND

- RW — RETAINING WALL MAINTENANCE EASEMENT
- SS — SANITARY SEWER EASEMENT
- SCM — SCM ACCESS & MAINTENANCE EASEMENT
- PuSD — PUBLIC STORM DRAINAGE EASEMENT
- PrSD — PRIVATE STORM DRAINAGE EASEMENT
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- TR — STREET TREE EASEMENT

SITE LEGEND

- SIGNAGE
- POWER POLE
- TRAFFIC DIRECTIONAL ARROW
- ACC VAN — ACCESSIBLE PARKING STALL
- VAN ACCESSIBLE PARKING STALL
- (XX) — PARKING SPACE COUNT
- ACCESSIBLE RAMPS
- ACCESSIBLE ROUTE
- PHASE LINE
- PROPERTY LINE
- RIGHT-OF-WAY LINE
- LOT LINE
- CENTERLINE
- OS — OPEN SPACE
- TC — TREE CONSERVATION
- GUARDRAIL
- HEAVY DUTY ASPHALT PAVEMENT
- WETLANDS
- PERIMETER BUFFER

PAVEMENT MARKING LEGEND

LANE LINES/MARKINGS

T1 WHITE EDGELINE (4", 90 MIL)
T46 WHITE CROSSWALK LINE (8", 90 MIL)
T61 WHITE STOPBAR (24", 90 MIL)
T62 WHITE CROSSWALK LINE, HIGH VISIBILITY (24", 90 MIL)

ALL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC AND ARE TO BE PLACED PER NCDOT STANDARDS (REFERENCE NCDOT DETAILS (1205.01-1205.12)

A — STOP — MUTCD (R1–1)
B — MUTCD (W2–6)
C — MUTCD (W11–2) (W16–7PL)
D — YIELD — MUTCD (R1–2)
E — SPEED LIMIT 25 — MUTCD (R2–1)
F — MUTCD (OM4–3)

GRAPHIC SCALE
0 20 40 80
1 inch = 40 ft.

PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

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MORRISVILLE, NORTH CAROLINA 27560
Anna Lancaster
PHONE: 919. 465. 5900

LENNAR

ATTICUS WOODS
PRELIMINARY SUBDIVISION PLAT
WAIT AVENUE
ROLESVILLE, NORTH CAROLINA 27587

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 048260 NICHOLAS D. WILLIAMSON — NOT FOR CONSTRUCTION

REVISIONS

NO.	DATE
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PLAN INFORMATION

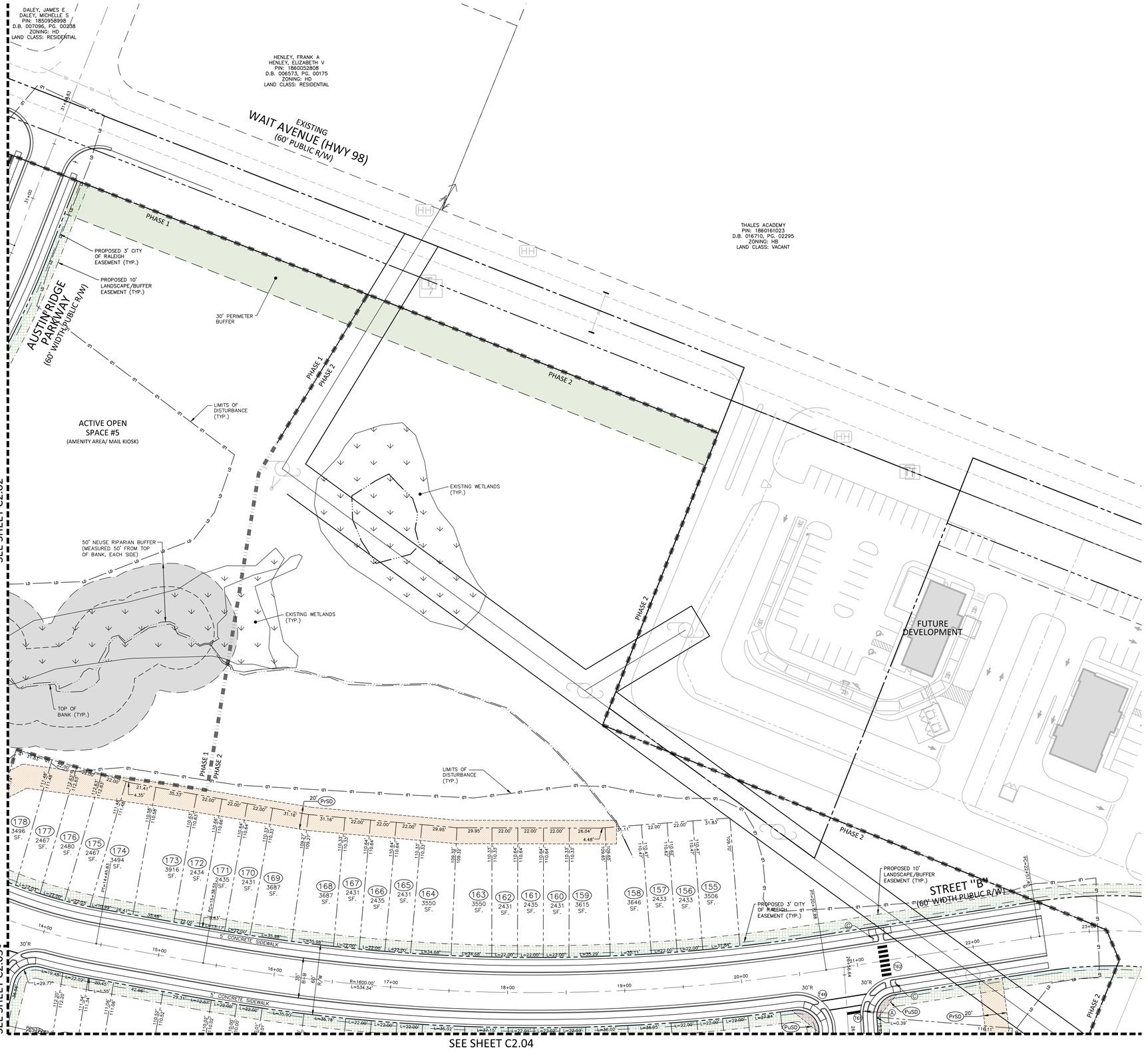
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FILENAME	LEN24019-S1
CHECKED BY	BJ
DRAWN BY	CJ
SCALE	1" = 40'
DATE	06. 01. 2026

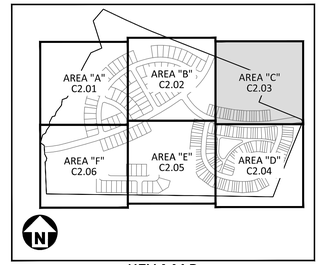
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PRELIMINARY PLAT AND PAVEMENT MARKING PLAN - AREA "B"

C2.02

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KEY MAP

EASEMENT LEGEND

- RW — RETAINING WALL MAINTENANCE EASEMENT
- SS — SANITARY SEWER EASEMENT
- SCM — SCM ACCESS & MAINTENANCE EASEMENT
- PuSD — PUBLIC STORM DRAINAGE EASEMENT
- PrSD — PRIVATE STORM DRAINAGE EASEMENT
- WE — WATERLINE EASEMENT
- UE — CITY OF RALEIGH UTILITY EASEMENT
- TR — STREET TREE EASEMENT

SITE LEGEND

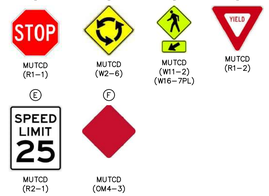
- SIGNAGE
- POWER POLE
- TRAFFIC DIRECTIONAL ARROW
- ACC / VAN — ACCESSIBLE PARKING STALL / VAN ACCESSIBLE PARKING STALL
- (XX) — PARKING SPACE COUNT
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- OS — OPEN SPACE
- TC — TREE CONSERVATION
- GUARDRAIL
- HEAVY DUTY ASPHALT PAVEMENT
- WETLANDS
- PERIMETER BUFFER

PAVEMENT MARKING LEGEND

LANE LINES/MARKINGS

T1 WHITE EDGELINE (4", 90 MIL)
T46 WHITE CROSSWALK LINE (8", 90 MIL)
T61 WHITE STOPBAR (24", 90 MIL)
T62 WHITE CROSSWALK LINE, HIGH VISIBILITY (24", 90 MIL)

ALL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC AND ARE TO BE PLACED PER NCDOT STANDARDS (REFERENCE NCDOT DETAILS (1205.01-1205.12)



GRAPHIC SCALE
0 20 40 80
1 inch = 40 ft.

PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

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Anna Lancaster
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PRELIMINARY SUBDIVISION PLAT
WAIT AVENUE
ROLESVILLE, NORTH CAROLINA 27587

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 048250 NICHOLAS D. WILLIMON — NOT FOR CONSTRUCTION

REVISIONS

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PLAN INFORMATION

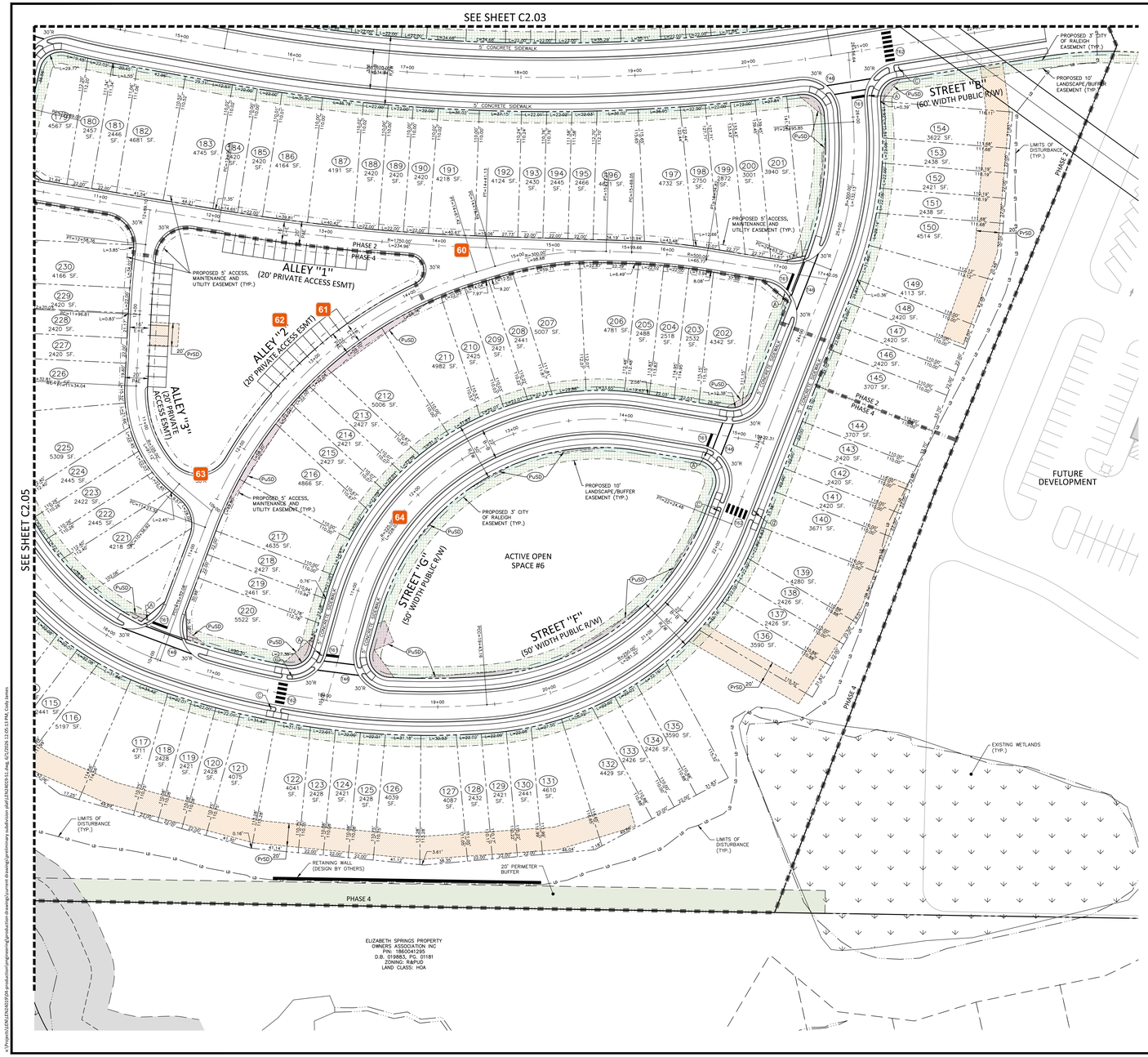
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CHECKED BY	BJ
DRAWN BY	CJ
SCALE	1" = 40'
DATE	06. 01. 2026

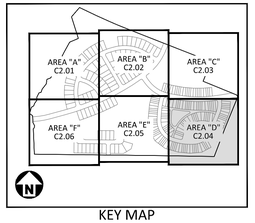
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PRELIMINARY PLAT AND PAVEMENT MARKING PLAN - AREA "C"

C2.03

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KEY MAP

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- PrSD — PRIVATE STORM DRAINAGE EASEMENT
- WE — WATERLINE EASEMENT
- UE — CITY OF RALEIGH UTILITY EASEMENT
- TR — STREET TREE EASEMENT

SITE LEGEND

- SIGNAGE
- POWER POLE
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- ACC / VAN — ACCESSIBLE PARKING STALL
- VAN ACCESSIBLE PARKING STALL
- XX — PARKING SPACE COUNT
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PAVEMENT MARKING LEGEND

LANE LINES/MARKINGS

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D — YIELD — MUTCD (R1-2)
E — SPEED LIMIT 25 — MUTCD (R2-1)
F — MUTCD (OM4-3)

GRAPHIC SCALE
0 20 40 80
1 inch = 40 ft.

PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

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ATTICUS WOODS
PRELIMINARY SUBDIVISION PLAT
WAIT AVENUE
ROLESVILLE, NORTH CAROLINA 27587

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 048290 BRADLEY D. WILLIAMS — NOT FOR CONSTRUCTION

REVISIONS

NO.	DATE
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PLAN INFORMATION

PROJECT NO.	LEN24019
FILENAME	LEN24019-S1
CHECKED BY	BJ
DRAWN BY	CJ
SCALE	1" = 40'
DATE	06. 01. 2026

SHEET

PRELIMINARY PLAT AND PAVEMENT MARKING PLAN - AREA "D"

C2.04

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 9

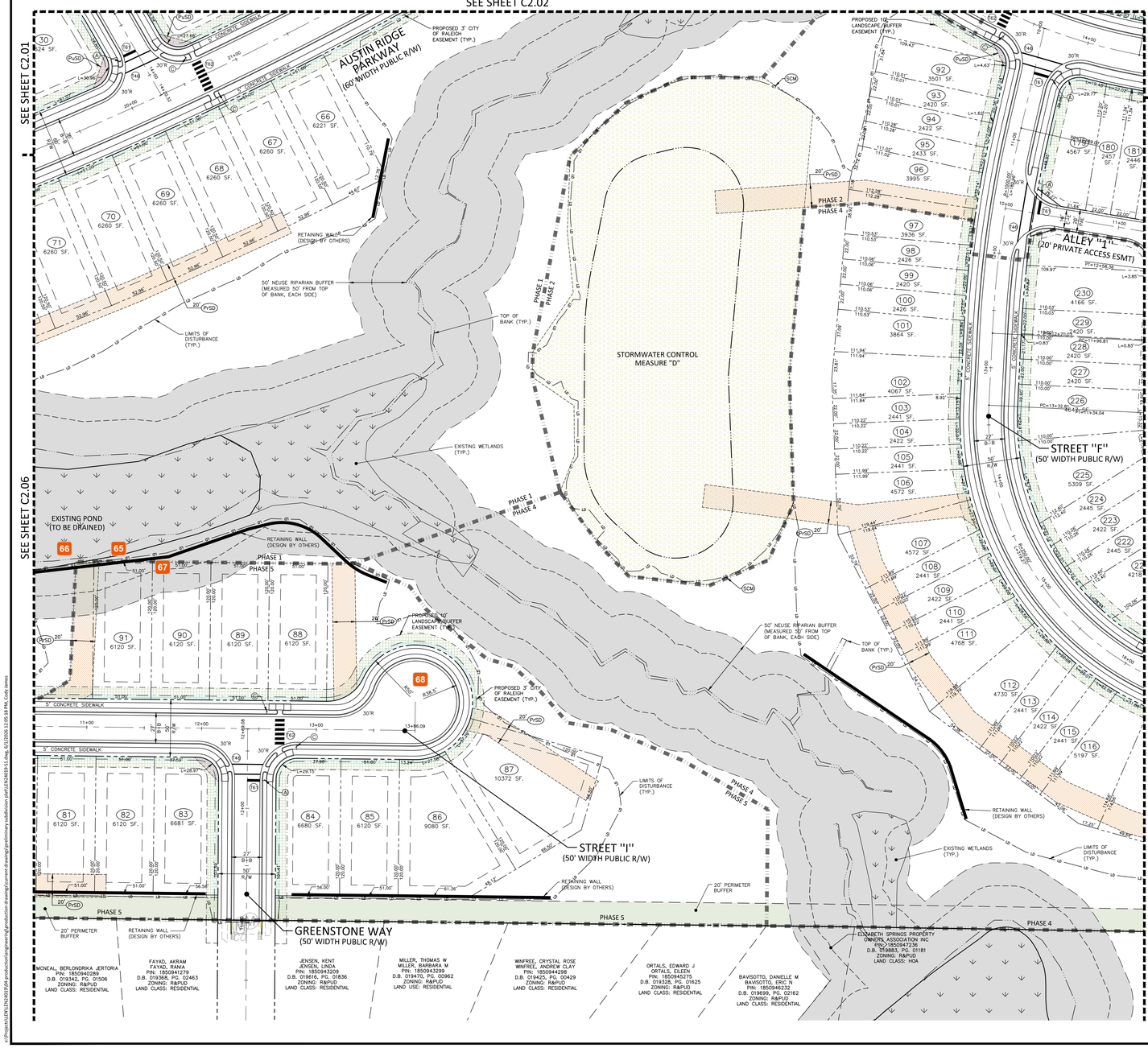
60 Jacqueline Thompson
This intersection is not encouraged. See the LDO for intersection design requirements.

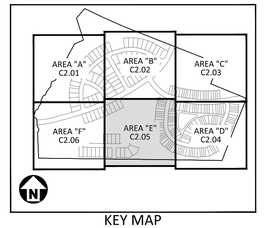
61 Stephen Wensman
Show curb and gutter on parking stalls. Show handicap accessible parking stalls as required.

62 Stephen Wensman
Show Mail Kiosk location

63 Jacqueline Thompson
Per the LDO, Intersections should intersect as nearly as possible at right angles. No street shall intersect any other street at an angle of less than 60 degrees. Please review all intersections to improve as much as possible.

64 Jacqueline Thompson
Minimum centerline radius for local streets is 230' per the NCDOT Subdivision Standards.





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- TR — STREET TREE EASEMENT

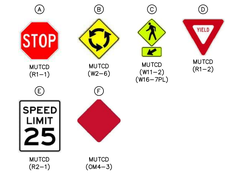
SITE LEGEND

- SIGNAGE
- POWER POLE
- TRAFFIC DIRECTIONAL ARROW
- ACC — ACCESSIBLE PARKING STALL
- VAN — VAN ACCESSIBLE PARKING STALL
- XX — PARKING SPACE COUNT
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- GUARDRAIL
- HEAVY DUTY ASPHALT PAVEMENT
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PAVEMENT MARKING LEGEND

LANE LINES/MARKINGS
T1 WHITE EDGELINE (4", 90 MIL)
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T61 WHITE STOPBAR (24", 90 MIL)
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GRAPHIC SCALE
0 20 40 80
1 inch = 40 ft.

PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

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Anna Lancaster
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LENNAR

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PRELIMINARY SUBDIVISION PLAT
WAIT AVENUE
ROLESVILLE, NORTH CAROLINA 27587

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 042586 BRIAN D. WILLIAMS — NOT RELEASED FOR CONSTRUCTION

REVISIONS

NO.	DATE
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PLAN INFORMATION

PROJECT NO.	LEN24019
FILENAME	LEN24019-S1
CHECKED BY	BJ
DRAWN BY	CJ
SCALE	1" = 40'
DATE	06. 01. 2026

SHEET

PRELIMINARY PLAT AND PAVEMENT MARKING PLAN - AREA "E"

C2.05

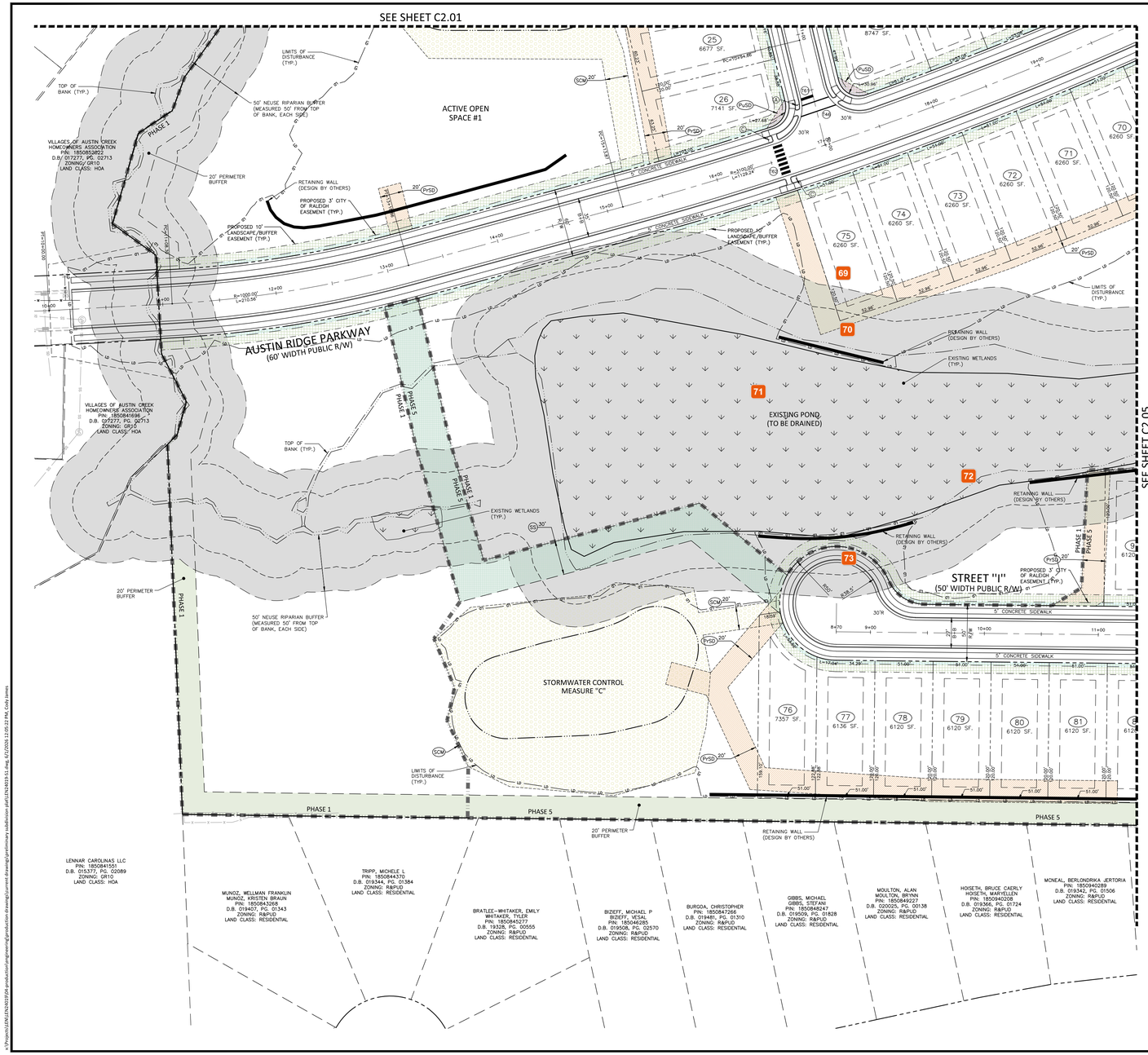
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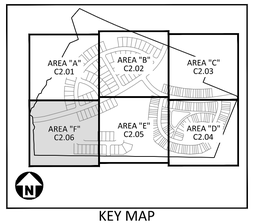
65 **Stephen Wensman**
Does wall encroach on the lot area? There should be an HOA easement if so. Add note that the wall is the responsibility of the HOA.

66 **Stephen Wensman**
This wall appears to be within zone 1 of the riparian buffer. Please refer to Neuse Buffer Rules: 15a NCAC 02b.0714

67 **Stephen Wensman**
Riparian buffer should be outside of lot areas to ensure they remain protected.

68 **Stephen Wolf**
1. Fire Department access roads shall meet provisions of the Fire Code for emergency operations.
2. Street width shall be a minimum of 20 ft wide with an all-weather surface capable of withstanding imposed loads of fire apparatus weighing at least 80,000 lbs.
3. No vertical obstructions within 13 ft 6 inches over roadway which includes tree branches, signs or gates.
4. Grade shall meet minimum DOT standards and not exceed 10% grade….





KEY MAP

EASEMENT LEGEND

- RW — RETAINING WALL MAINTENANCE EASEMENT
- SS — SANITARY SEWER EASEMENT
- SCM — SCM ACCESS & MAINTENANCE EASEMENT
- PuSD — PUBLIC STORM DRAINAGE EASEMENT
- PrSD — PRIVATE STORM DRAINAGE EASEMENT
- WE — WATERLINE EASEMENT
- UE — CITY OF RALEIGH UTILITY EASEMENT
- TR — STREET TREE EASEMENT

SITE LEGEND

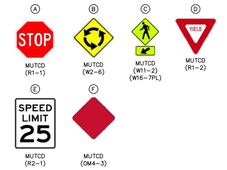
- SIGNAGE
- POWER POLE
- TRAFFIC DIRECTIONAL ARROW
- ACC — ACCESSIBLE PARKING STALL
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- XX — PARKING SPACE COUNT
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PAVEMENT MARKING LEGEND

LANE LINES/MARKINGS

T1 WHITE EDGELINE (4", 90 MIL)
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GRAPHIC SCALE
0 20 40 60
1 inch = 40 ft.

PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

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ROLESVILLE, NORTH CAROLINA 27587

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 048230 CHRISTOPHER D. WILLIMON NOT VALID WITHOUT ORIGINAL SIGNATURE

REVISIONS

NO.	DATE
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PLAN INFORMATION

PROJECT NO.	LEN24019
FILENAME	LEN24019-S1
CHECKED BY	BJ
DRAWN BY	CJ
SCALE	1" = 40'
DATE	06. 01. 2026

SHEET

PRELIMINARY PLAT AND PAVEMENT MARKING PLAN - AREA "F"

C2.06

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 11

69 Stephen Wensman
Riparian Buffer should be outside of lot area to ensure protection.

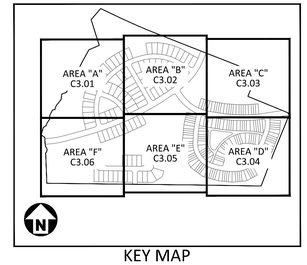
70 Stephen Wensman
Retaining wall appears to be within zone 1 of the Riparian Buffer

71 Scott Miles
has the process to get these wetlands mitigated begun?

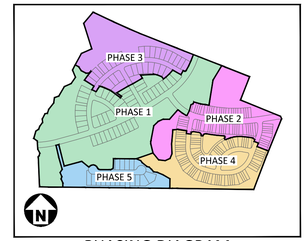
72 Stephen Wensman
Retaining walls appear to be within zone 1 of the riparian buffer

73 Stephen Wensman
Road impacts riparian buffer. Will the impacts be mitigated in accordance with Neuse River rules.





KEY MAP



PHASING DIAGRAM

EASEMENT LEGEND

- RW — RETAINING WALL MAINTENANCE EASEMENT
- SCM — SCM ACCESS & MAINTENANCE EASEMENT
- PuSD — PUBLIC STORM DRAINAGE EASEMENT
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GRADING LEGEND

- FLARED END SECTION
- ENDWALL SECTION
- CATCH BASIN
- DROP INLET
- STORM SERVICE INLET
- STORM SERVICE ROOF-DRAIN
- JUNCTION BOX
- DRAINAGE FLOW ARROW
- 250.50 / 250.00 — TOP & BOTTOM CURB ELEVATIONS
- TW=223.00 / BW=213.00 — TOP OF WALL ELEVATION / BOTTOM OF WALL ELEVATION (NOTE: BOTTOM OF WALL IS GROUND ELEVATION NOT WALL FOUNDATION)
- + 250.60 — SPOT ELEVATION
- STORM DRAINAGE
- STORM SERVICE LINE
- TD — TRENCH DRAIN
- RD — ROOF DRAIN, 6" ADS NON-PERFORATED TUBING OR EQUAL 1.0% MIN. SLOPE 3' MIN. COVER PVC SCHEDULE 40 IN TRAFFIC AREAS
- TP — TREE PROTECTION FENCE
- LD — LIMITS OF DISTURBANCE
- TP/LD — TREE PROTECTION FENCE/ LIMITS OF DISTURBANCE
- SF/TP — COMBINATION SILT FENCE/ TREE PROTECTION FENCE
- TC — TREE CONSERVATION
- WOODED AREA
- 250 — PROPOSED MAJOR CONTOUR
- 251 — PROPOSED MINOR CONTOUR
- 250 — EXISTING MAJOR CONTOUR
- 251 — EXISTING MINOR CONTOUR
- ACCESSIBLE PARKING AREA (2% MAX. SLOPE IN ALL DIRECTIONS)
- WETLANDS
- PERIMETER BUFFER



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ROLESVILLE, NORTH CAROLINA 27587

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 048250 JAMES D. WILLIAMSON — NOT FOR CONSTRUCTION

REVISIONS

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PLAN INFORMATION

PROJECT NO.	LEN24019
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CHECKED BY	BJ
DRAWN BY	CJ
SCALE	1" = 120'
DATE	06. 01. 2026

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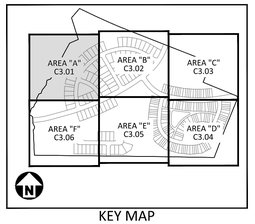
OVERALL GRADING AND STORM DRAINAGE PLAN

C3.00

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74 **Stephen Wensman**
General comment: How are these SCM's accessible from a public right of way for future cleanout





KEY MAP

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- ROOF DRAIN, 8" ADS NON-PERFORATED TUBING OR EQUAL 1.0% MIN. SLOPE 3' MIN. COVER PVC SCHEDULE 40 IN TRAFFIC AREAS
- TREE PROTECTION FENCE
- LIMITS OF DISTURBANCE
- TREE PROTECTION FENCE/ LIMITS OF DISTURBANCE
- COMBINATION SILT FENCE/ TREE PROTECTION FENCE
- TREE CONSERVATION
- WOODED AREA
- 250 — PROPOSED MAJOR CONTOUR
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- WETLANDS
- PERIMETER BUFFER

GRAPHIC SCALE
0 20 40 80
1 inch = 40 ft.

PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

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phone 919. 361. 5000
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Anna Lancaster
PHONE: 919. 465. 5900

LENNAR

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PRELIMINARY SUBDIVISION PLAT
WAIT AVENUE
ROLESVILLE, NORTH CAROLINA 27587

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 049299 BRANDON D. WILLIAMSON — NOT FOR CONSTRUCTION

REVISIONS

NO.	DATE
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PLAN INFORMATION

PROJECT NO.	LEN24019
FILENAME	LEN24019-G1
CHECKED BY	BJ
DRAWN BY	CJ
SCALE	1" = 40'
DATE	06. 01. 2026

SHEET

GRADING AND STORM DRAINAGE PLAN - AREA "A"

C3.01

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 13

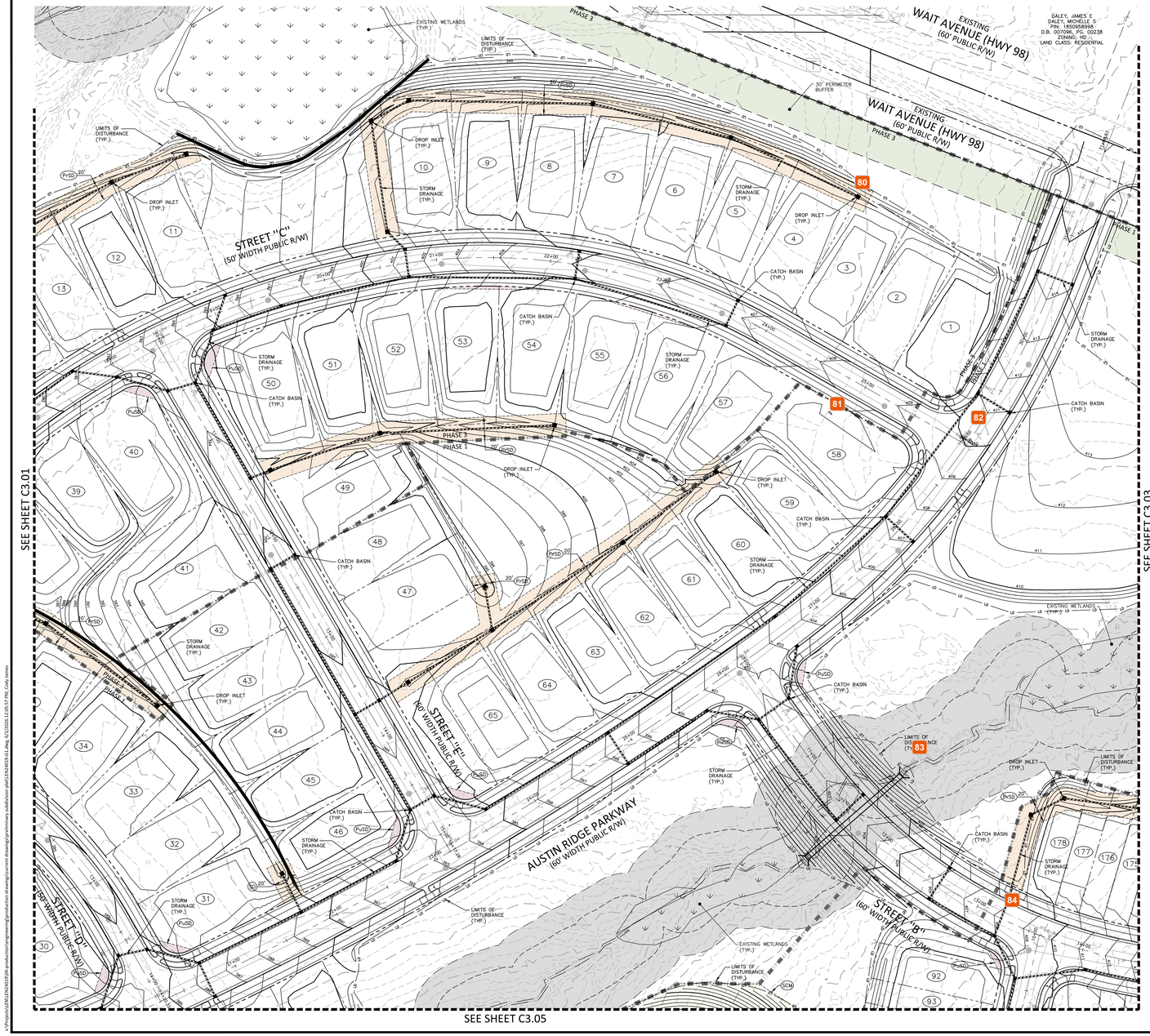
75 **Jacqueline Thompson**
For all SCMs, please provide access route and grade accordingly.

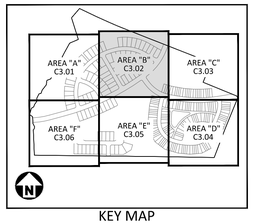
76 **Jacqueline Thompson**
Label proposed contours.

77 **Jacqueline Thompson**
Label existing contours

78 **Jacqueline Thompson**
Please review intersection design to ensure contours are not developing potential low points.

79 **Jacqueline Thompson**
During CIDs, please plan to show driveway locations and proposed FFE. Driveways will be reviewed with CBs to ensure no CBs are within driveways.





KEY MAP

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- ENDWALL SECTION
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- STORM SERVICE INLET
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- PERIMETER BUFFER

GRAPHIC SCALE
0 20 40 60
1 inch = 40 ft.

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REVISIONS

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PLAN INFORMATION

PROJECT NO.	LEN24019
FILENAME	LEN24019-G1
CHECKED BY	BJ
DRAWN BY	CJ
SCALE	1" = 40'
DATE	06. 01. 2026

SHEET

GRADING AND STORM DRAINAGE PLAN - AREA "B"

C3.02

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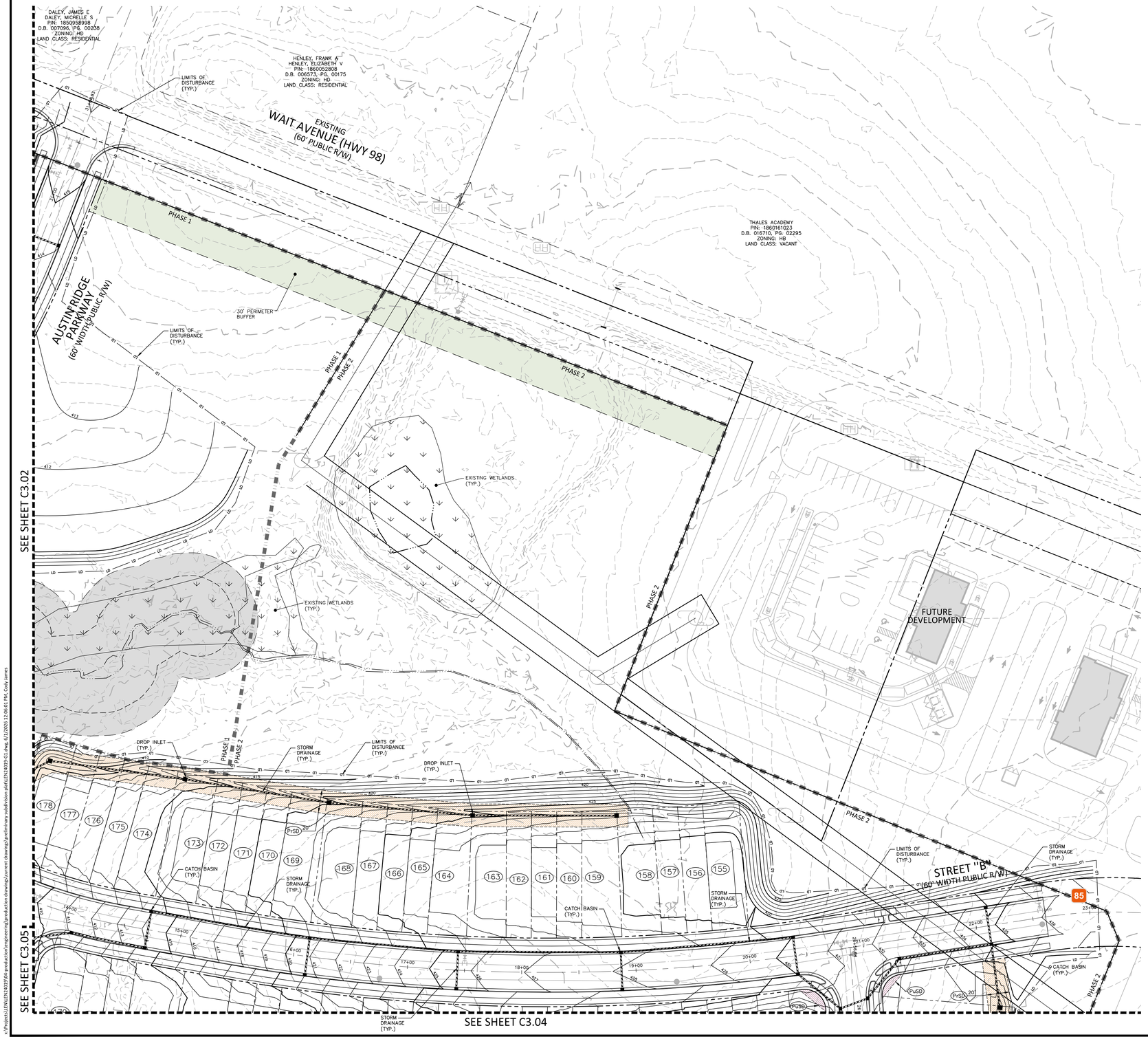
80 **Scott Miles**
all drainage easements not carrying "public water" to be private

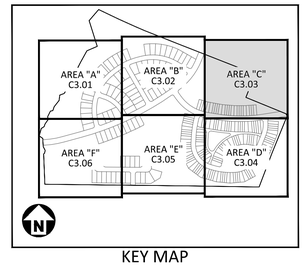
81 **Jacqueline Thompson**
Review grading for low points without drainage.

82 **Jacqueline Thompson**
Adjust text/labels for legibility

83 **Jacqueline Thompson**
Provide easement for culvert - Minimum width should be 20' but depth should be accounted for so all future maintenance can be maintained within easement.

84 **Jacqueline Thompson**
CBs cannot be located within pedestrian ramps, and need to be located far enough away to ensure curb height transitions can occur.





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GRAPHIC SCALE
0 20 40 80
1 inch = 40 ft.

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NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 048259 NICHOLAS D. WILLIAMSON

REVISIONS

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PLAN INFORMATION

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DRAWN BY	CJ
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DATE	06. 01. 2026

SHEET

GRADING AND STORM DRAINAGE PLAN - AREA "C"

C3.03

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SEE SHEET C3.03

SEE SHEET C3.05

CATCH BASIN (TYP.)

DROP INLET (TYP.)

ALLEY "1" (20' PRIVATE ACCESS ESMT)

ALLEY "2" (20' PRIVATE ACCESS ESMT)

ALLEY "3" (20' PRIVATE ACCESS ESMT)

STREET "B" (60' WIDTH PUBLIC R/W)

STREET "G" (50' WIDTH PUBLIC R/W)

STREET "F" (50' WIDTH PUBLIC R/W)

PHASE 2

PHASE 4

LIMITS OF DISTURBANCE (TYP.)

FUTURE DEVELOPMENT

EXISTING WETLANDS (TYP.)

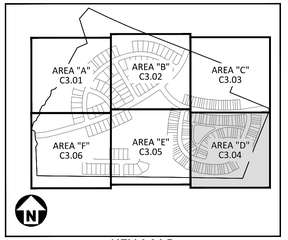
20' PERIMETER BUFFER

ELIZABETH SPRINGS PROPERTY OWNERS ASSOCIATION INC
PIN: 1860041295
D.B. 019883, PG. 01181
ZONING: R4PUD
LAND CLASS: HOA

86

87

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NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 045280 ENGINEER NOAH D. WILLIAMSON

REVISIONS

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PLAN INFORMATION

PROJECT NO.	LEN24019
FILENAME	LEN24019-G1
CHECKED BY	BJ
DRAWN BY	CJ
SCALE	1" = 40'
DATE	06. 01. 2026

SHEET

GRADING AND STORM DRAINAGE PLAN - AREA "D"

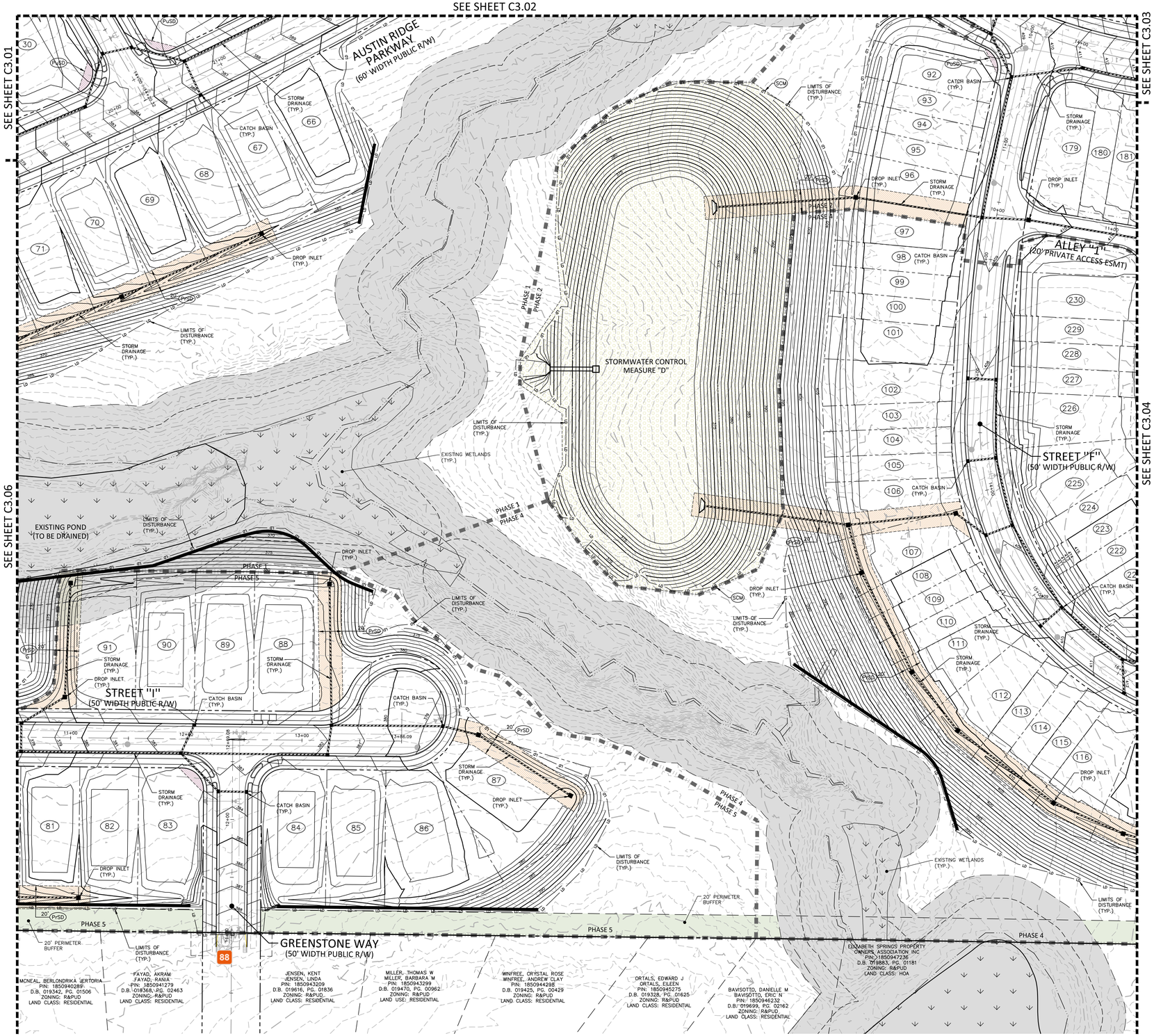
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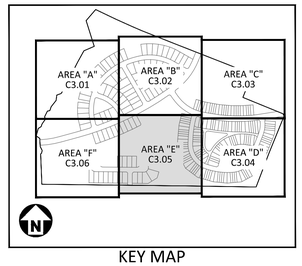
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V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 16

86 Jacqueline Thompson
Review all CB locations to ensure they are constructable with the curb and gutter/ADA compliance. There are several located within or right at pedestrian ramps which will not be able to work.

87 Jacqueline Thompson
In CIDs, please include top and bottom of wall elevations.





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NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 048250 NICHOLAS D. WILLIAMSON

REVISIONS

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PLAN INFORMATION

PROJECT NO.	LEN24019
FILENAME	LEN24019-G1
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DRAWN BY	CJ
SCALE	1" = 40'
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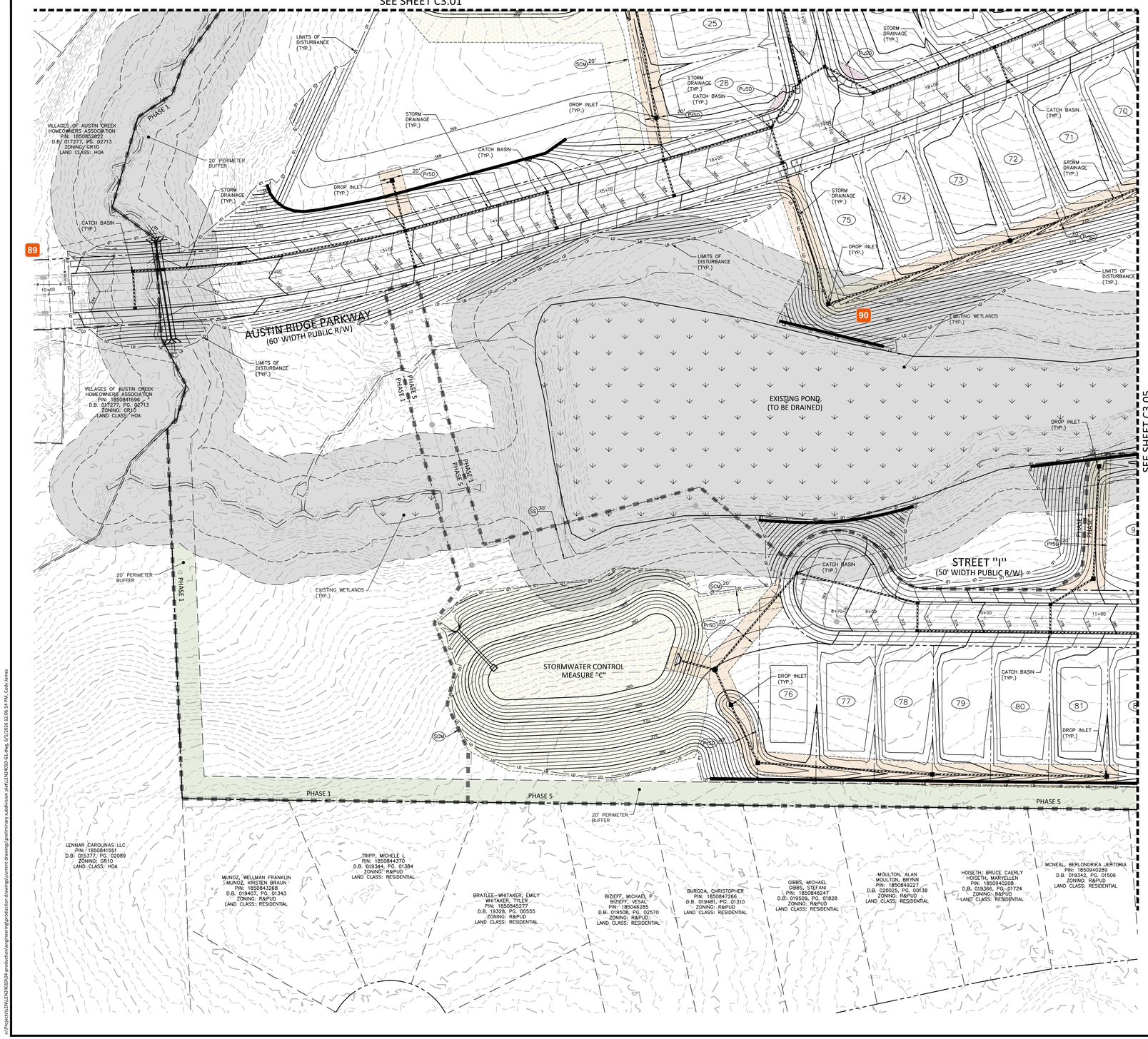
GRADING AND STORM DRAINAGE PLAN - AREA "E"

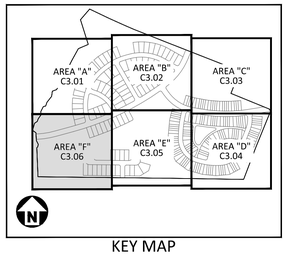
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88 **Jacqueline Thompson**
Show existing conditions to ensure widths/transitions are occurring properly, including existing grading. It appears additional survey may be needed since this is an existing roadway but contours don't reflect a road.





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NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 048256 NICHOLAS D. WILLIAMSON

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PLAN INFORMATION

PROJECT NO.	LEN24019
FILENAME	LEN24019-G1
CHECKED BY	BJ
DRAWN BY	CJ
SCALE	1" = 40'
DATE	06. 01. 2026

SHEET

GRADING AND STORM DRAINAGE PLAN - AREA "F"

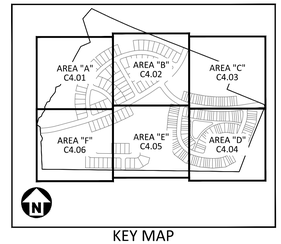
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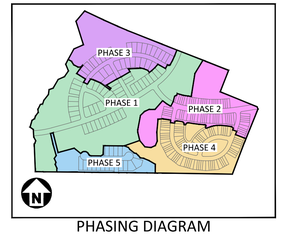
89 Jacqueline Thompson
Existing Sidewalks are not shown. Please show all existing conditions to ensure tie ins are correct.

90 Stephen Wensman
Retaining wall appears to be in Zone 1 of the riparian buffer.





KEY MAP



PHASING DIAGRAM

EASEMENT LEGEND

- SS — SANITARY SEWER EASEMENT
- WE — WATERLINE EASEMENT
- UE — CITY OF RALEIGH UTILITY EASEMENT

UTILITY LEGEND

- FIRE HYDRANT ASSEMBLY
- FIRE DEPARTMENT CONNECTION (FDC)
- WATER METER
- WATER VALVE
- PIV — POST INDICATOR VALVE
- VALVE IN MANHOLE
- METER & VAULT
- BFP — BACKFLOW PREVENTER
- REDUCER
- PLUG
- BLOW-OFF ASSEMBLY
- SANITARY SEWER MANHOLE
- SEWER CLEAN-OUT
- GREASE TRAP
- SEWER FLOW DIRECTION ARROW
- POWER POLE
- WATERLINE
- WATER SERVICE LINE
- UTILITY SLEEVE
- SANITARY SEWER
- SEWER SERVICE LINE
- FM — SEWER FORCE MAIN
- G — GAS LINE
- RCW — RECLAIMED WATER
- OU — OVERHEAD UTILITY
- UE — UNDERGROUND ELECTRIC
- T — TELEPHONE
- TC — TREE CONSERVATION
- WETLANDS
- PERIMETER BUFFER

GRAPHIC SCALE
0 30 60 120
1 inch = 120 ft.

PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

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WAIT AVENUE
ROLESVILLE, NORTH CAROLINA 27587

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 048250 NICHOLAS D. WILLIAMSON

REVISIONS

NO.	DATE
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PLAN INFORMATION

PROJECT NO.	LEN24019
FILENAME	LEN24019-OAU1
CHECKED BY	BJ
DRAWN BY	CJ
SCALE	1" = 120'
DATE	06. 01. 2026

SHEET

OVERALL UTILITY PLAN

C4.00

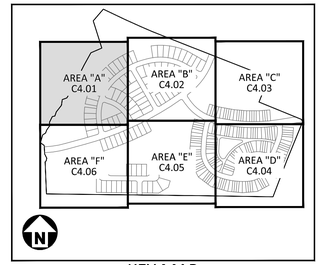
V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 19

91 Eddie Henderson
Revise to show 10' wide sidepath and label.

92 Eddie Henderson
FYI comment - sidepath and bike lane will need to be shown along Averette Road for the future commercial development

93 Eddie Henderson
Revise to show greenway connecting from Elizabeth Springs to the parkland.





KEY MAP

EASEMENT LEGEND

- SS — SANITARY SEWER EASEMENT
- WE — WATERLINE EASEMENT
- UE — CITY OF RALEIGH UTILITY EASEMENT

UTILITY LEGEND

- FIRE HYDRANT ASSEMBLY
- FIRE DEPARTMENT CONNECTION (FDC)
- WATER METER
- WATER VALVE
- POST INDICATOR VALVE
- VALVE IN MANHOLE
- METER & VAULT
- BACKFLOW PREVENTER
- REDUCER
- PLUG
- BLOW-OFF ASSEMBLY
- SANITARY SEWER MANHOLE
- SEWER CLEAN-OUT
- GREASE TRAP
- SEWER FLOW DIRECTION ARROW
- POWER POLE
- WATERLINE
- WATER SERVICE LINE
- UTILITY SLEEVE
- SANITARY SEWER
- SEWER SERVICE LINE
- SEWER FORCE MAIN
- GAS LINE
- RECLAIMED WATER
- OVERHEAD UTILITY
- UNDERGROUND ELECTRIC
- TELEPHONE
- TREE CONSERVATION
- WETLANDS
- PERIMETER BUFFER

N

GRAPHIC SCALE
0 20 40 80
1 inch = 40 ft.

PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

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Anna Lancaster
PHONE: 919. 465. 5900

LENNAR

ATTICUS WOODS
PRELIMINARY SUBDIVISION PLAT
WAIT AVENUE
ROLESVILLE, NORTH CAROLINA 27587

NORTH CAROLINA PROFESSIONAL SEAL 048260 ENGINEER NICHOLAS D. WILLIAMSON — NOT FOR CONSTRUCTION

REVISIONS

NO.	DATE
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PLAN INFORMATION

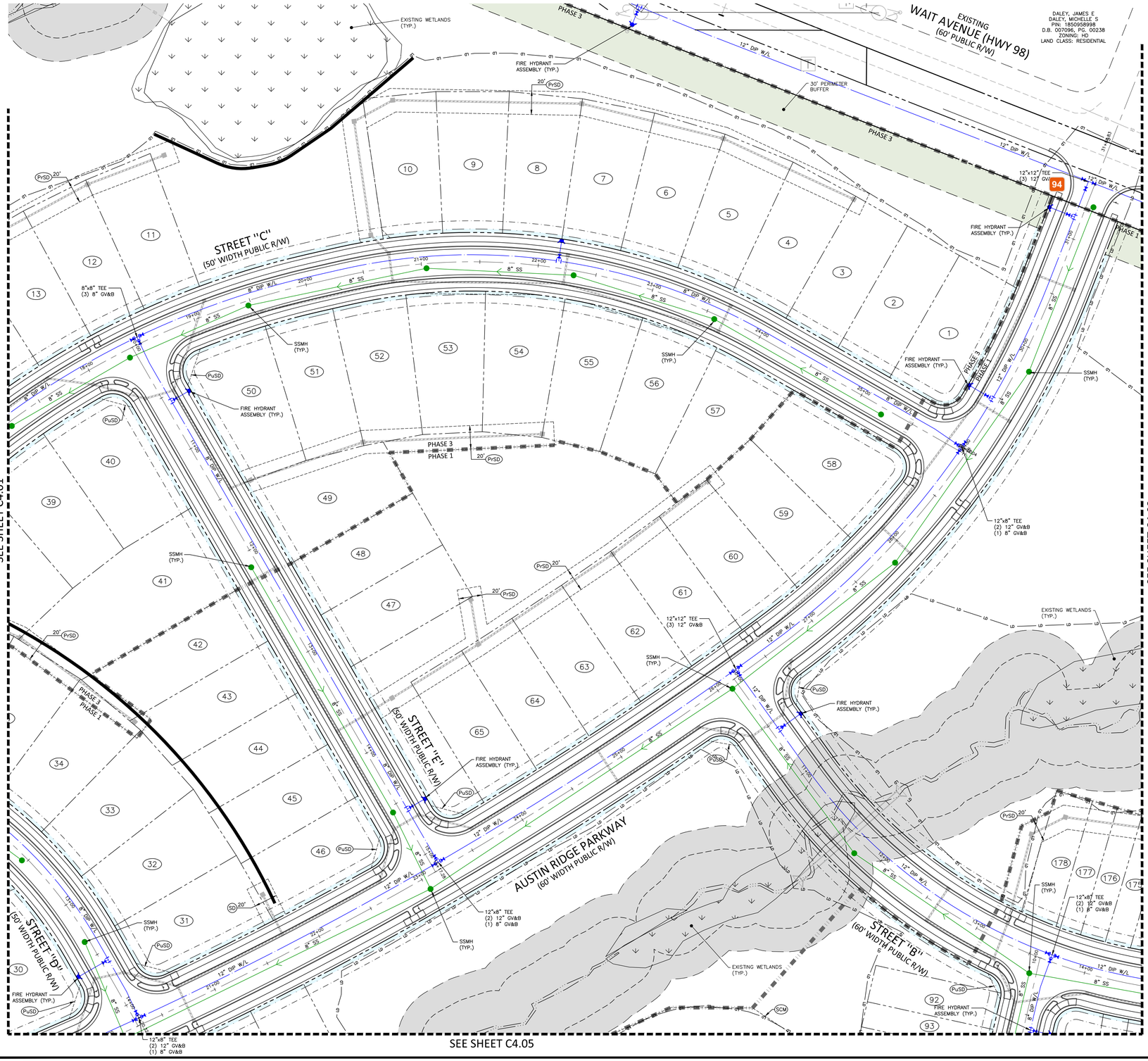
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CHECKED BY	BJ
DRAWN BY	CJ
SCALE	1" = 40'
DATE	06. 01. 2026

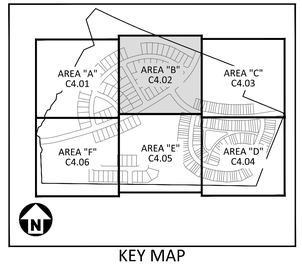
SHEET

UTILITY PLAN - AREA "A"

C4.01

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KEY MAP

EASEMENT LEGEND

- SS — SANITARY SEWER EASEMENT
- WC — WATERLINE EASEMENT
- UE — CITY OF RALEIGH UTILITY EASEMENT

UTILITY LEGEND

- FIRE HYDRANT ASSEMBLY
- FIRE DEPARTMENT CONNECTION (FDC)
- WATER METER
- WATER VALVE
- POST INDICATOR VALVE
- VALVE IN MANHOLE
- METER & VAULT
- BACKFLOW PREVENTER
- REDUCER
- PLUG
- BLOW-OFF ASSEMBLY
- SANITARY SEWER MANHOLE
- SEWER CLEAN-OUT
- GREASE TRAP
- SEWER FLOW DIRECTION ARROW
- POWER POLE
- WATERLINE
- WATER SERVICE LINE
- UTILITY SLEEVE
- SANITARY SEWER
- SEWER SERVICE LINE
- SEWER FORCE MAIN
- GAS LINE
- RECLAIMED WATER
- OVERHEAD UTILITY
- UNDERGROUND ELECTRIC
- TELEPHONE
- TREE CONSERVATION
- WETLANDS
- PERIMETER BUFFER

GRAPHIC SCALE
0 20 40 80
1 inch = 40 ft.

PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

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ATTICUS WOODS
PRELIMINARY SUBDIVISION PLAT
WAIT AVENUE
ROLESVILLE, NORTH CAROLINA 27587

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 048250 THOMAS D. WILLIAMSON

REVISIONS

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PLAN INFORMATION

PROJECT NO.	LEN24019
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CHECKED BY	BJ
DRAWN BY	CJ
SCALE	1" = 40'
DATE	06. 01. 2026

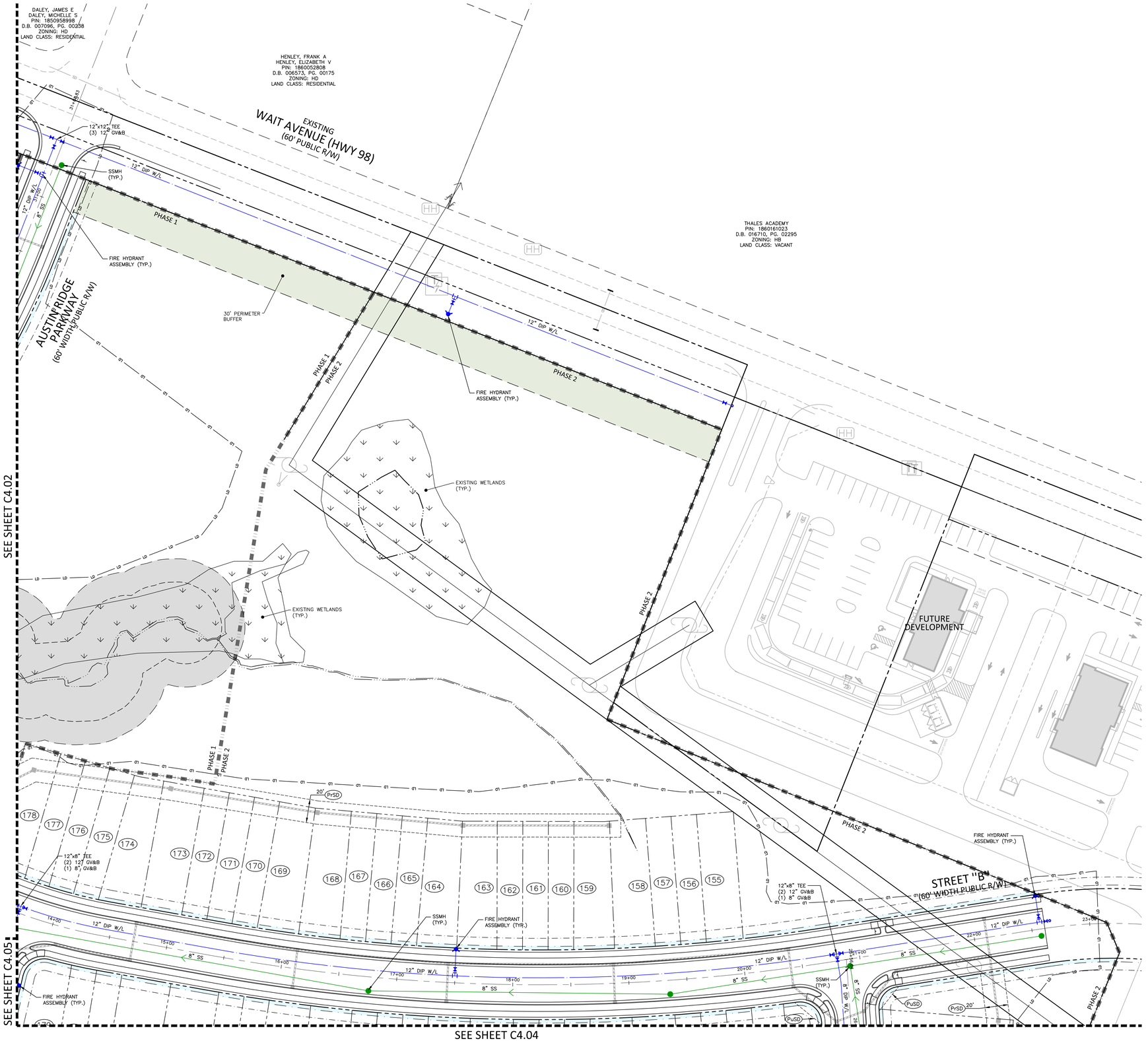
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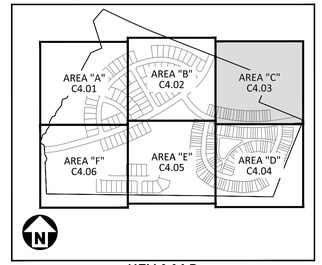
UTILITY PLAN - AREA "B"

C4.02

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94 **Michele Raby**
Please add sign easements where applicable





KEY MAP

EASEMENT LEGEND

- (SS) SANITARY SEWER EASEMENT
- (WE) WATERLINE EASEMENT
- (UE) CITY OF RALEIGH UTILITY EASEMENT

UTILITY LEGEND

- FIRE HYDRANT ASSEMBLY
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- WATER VALVE
- POST INDICATOR VALVE
- VALVE IN MANHOLE
- METER & VAULT
- BACKFLOW PREVENTER
- REDUCER
- PLUG
- BLOW-OFF ASSEMBLY
- SANITARY SEWER MANHOLE
- SEWER CLEAN-OUT
- GREASE TRAP
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- GAS LINE
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- OVERHEAD UTILITY
- UNDERGROUND ELECTRIC
- TELEPHONE
- TREE CONSERVATION
- WETLANDS
- PERIMETER BUFFER

GRAPHIC SCALE
0 20 40 80
1 inch = 40 ft.

PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

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WAIT AVENUE
ROLESVILLE, NORTH CAROLINA 27587

NORTH CAROLINA PROFESSIONAL SEAL 048280 ENGINEER NICHOLAS D. WILLIMON — NOT FOR CONSTRUCTION

REVISIONS

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PLAN INFORMATION

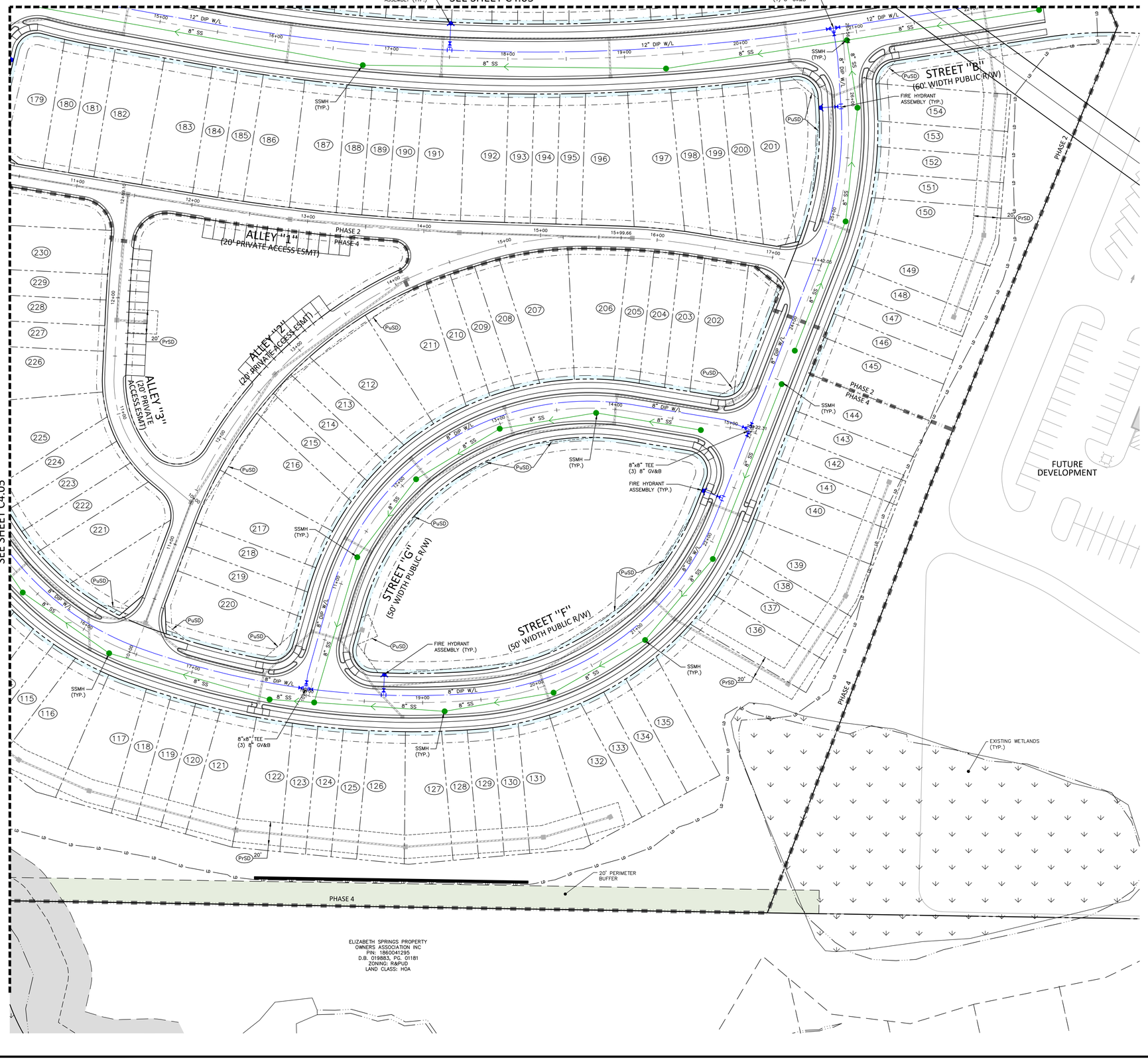
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SCALE	1" = 40'
DATE	06. 01. 2026

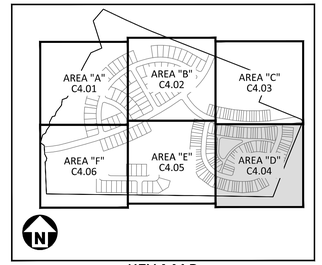
SHEET

UTILITY PLAN - AREA "C"

C4.03

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KEY MAP

EASEMENT LEGEND

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- WE — WATERLINE EASEMENT
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UTILITY LEGEND

- FIRE HYDRANT ASSEMBLY
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- VALVE IN MANHOLE
- METER & VAULT
- BACKFLOW PREVENTER
- REDUCER
- PLUG
- BLOW-OFF ASSEMBLY
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- POWER POLE
- WATERLINE
- WATER SERVICE LINE
- UTILITY SLEEVE
- SANITARY SEWER
- SEWER SERVICE LINE
- SEWER FORCE MAIN
- GAS LINE
- RECLAIMED WATER
- OVERHEAD UTILITY
- UNDERGROUND ELECTRIC
- TELEPHONE
- TREE CONSERVATION
- WETLANDS
- PERIMETER BUFFER

GRAPHIC SCALE
0 20 40 80
1 inch = 40 ft.

PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

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WAIT AVENUE
ROLESVILLE, NORTH CAROLINA 27587

NORTH CAROLINA PROFESSIONAL SEAL 042250 ENGINEER NOAH D. WILLIMON — NOT FOR CONSTRUCTION

REVISIONS

NO.	DATE
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PLAN INFORMATION

PROJECT NO.	LEN24019
FILENAME	LEN24019-U1
CHECKED BY	BJ
DRAWN BY	CJ
SCALE	1" = 40'
DATE	06. 01. 2026

SHEET

UTILITY PLAN - AREA "D"

C4.04

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SEE SHEET C4.02

SEE SHEET C4.01

SEE SHEET C4.06

SEE SHEET C4.03

SEE SHEET C4.04

AUSTIN RIDGE PARKWAY
(60' WIDTH PUBLIC R/W)

STREET "I"
(50' WIDTH PUBLIC R/W)

GREENSTONE WAY
(50' WIDTH PUBLIC R/W)

ALLEY "1"
(20' PRIVATE ACCESS ESMT)

STREET "F"
(50' WIDTH PUBLIC R/W)

FIRE HYDRANT ASSEMBLY (TYP.)

SSMH (TYP.)

12"x8" TEE
(2) 12" GV&B
(1) 8" GV&B

8"x8" TEE
(3) 8" GV&B

EXISTING WETLANDS (TYP.)

20' PERIMETER BUFFER

PHASE 1
PHASE 2
PHASE 4
PHASE 5

MCNEAL, BERLONDRIKA JERTORIA
PIN: 1850940289
D.B. 019342, PG. 01506
ZONING: R&PUD
LAND CLASS: RESIDENTIAL

FAYAD, AKRAM
FAYAD, RANIA
PIN: 1850941279
D.B. 019368, PG. 02463
ZONING: R&PUD
LAND CLASS: RESIDENTIAL

JENSEN, KENT
JENSEN, LINDA
PIN: 1850943209
D.B. 019616, PG. 01836
ZONING: R&PUD
LAND CLASS: RESIDENTIAL

MILLER, THOMAS W
MILLER, BARBARA M
PIN: 1850943299
D.B. 019470, PG. 00962
ZONING: R&PUD
LAND USE: RESIDENTIAL

WINFREE, CRYSTAL ROSE
WINFREE, ANDREW CLAY
PIN: 1850944298
D.B. 019425, PG. 00429
ZONING: R&PUD
LAND CLASS: RESIDENTIAL

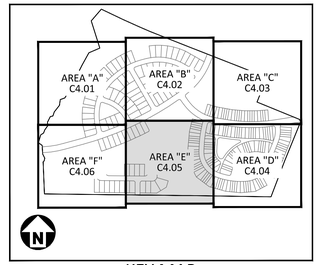
ORTALS, EDWARD J
ORTALS, EILEEN
PIN: 1850945275
D.B. 019328, PG. 01625
ZONING: R&PUD
LAND CLASS: RESIDENTIAL

BAVISOTTO, DANIELLE M
BAVISOTTO, ERIC N
PIN: 1850946232
D.B. 019699, PG. 02162
ZONING: R&PUD
LAND CLASS: RESIDENTIAL

ELIZABETH SPRINGS PROPERTY OWNERS ASSOCIATION INC
PIN:>1850947236
D.B. 019883, PG. 01181
ZONING: R&PUD
LAND CLASS: HOA

GRAPHIC SCALE
0 20 40 80
1 inch = 40 ft.

PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION



KEY MAP

EASEMENT LEGEND

- SS — SANITARY SEWER EASEMENT
- WE — WATERLINE EASEMENT
- UE — CITY OF RALEIGH UTILITY EASEMENT

UTILITY LEGEND

- FIRE HYDRANT ASSEMBLY
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- POST INDICATOR VALVE
- VALVE IN MANHOLE
- METER & VAULT
- BACKFLOW PREVENTER
- REDUCER
- PLUG
- BLOW-OFF ASSEMBLY
- SANITARY SEWER MANHOLE
- SEWER CLEAN-OUT
- GREASE TRAP
- SEWER FLOW DIRECTION ARROW
- POWER POLE
- WATERLINE
- WATER SERVICE LINE
- UTILITY SLEEVE
- SANITARY SEWER
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- SEWER FORCE MAIN
- GAS LINE
- RECLAIMED WATER
- OVERHEAD UTILITY
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ROLESVILLE, NORTH CAROLINA 27587

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 048280 ENG/INTER NICHOLAS D. WILLIAMSON

REVISIONS

NO.	DATE
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PLAN INFORMATION

PROJECT NO.	LEN24019
FILENAME	LEN24019-U1
CHECKED BY	BJ
DRAWN BY	CJ
SCALE	1" = 40'
DATE	06. 01. 2026

SHEET

UTILITY PLAN - AREA "E"

C4.05

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SEE SHEET C4.01

SEE SHEET C4.05

AUSTIN RIDGE PARKWAY
(60' WIDTH PUBLIC R/W)

STREET "I"
(50' WIDTH PUBLIC R/W)

VILLAGES OF AUSTIN CREEK HOMEOWNERS ASSOCIATION
PIN: 1850853922
D.B./ 017277, PG. 02713
ZONING: GR10
LAND CLASS: HOA

VILLAGES OF AUSTIN CREEK HOMEOWNERS ASSOCIATION
PIN: 1850841696
D.B. 017277, PG. 02713
ZONING: GR10
LAND CLASS: HOA

LENNAR CAROLINAS LLC
PIN: 1850841551
D.B. 015377, PG. 02089
ZONING: GR10
LAND CLASS: HOA

MUNOZ, WELLMAN FRANKLIN
MUNOZ, KRISTEN BRAUN
PIN: 1850843268
D.B. 019407, PG. 01343
ZONING: R&PUD
LAND CLASS: RESIDENTIAL

TRIPP, MICHELE L
PIN: 1850844370
D.B. 019344, PG. 01384
ZONING: R&PUD
LAND CLASS: RESIDENTIAL

BRATLEE-WHITAKER, EMILY
WHITAKER, TYLER
PIN: 1850845277
D.B. 19328, PG. 00555
ZONING: R&PUD
LAND CLASS: RESIDENTIAL

BIZIEFF, MICHAEL P
BIZIEFF, VESAL
PIN: 1850846285
D.B. 019508, PG. 02570
ZONING: R&PUD
LAND CLASS: RESIDENTIAL

BURGOA, CHRISTOPHER
PIN: 1850847266
D.B. 019481, PG. 01310
ZONING: R&PUD
LAND CLASS: RESIDENTIAL

GIBBS, MICHAEL
GIBBS, STEFANI
PIN: 1850848247
D.B. 019509, PG. 01828
ZONING: R&PUD
LAND CLASS: RESIDENTIAL

MOULTON, ALAN
MOULTON, BRYNN
PIN: 1850849227
D.B. 020025, PG. 00138
ZONING: R&PUD
LAND CLASS: RESIDENTIAL

HOISETH, BRUCE CAERLY
HOISETH, MARYELLEN
PIN: 1850940208
D.B. 019366, PG. 01724
ZONING: R&PUD
LAND CLASS: RESIDENTIAL

MCNEAL, BERLONDRIKA JERTORIA
PIN: 1850940289
D.B. 019342, PG. 01506
ZONING: R&PUD
LAND CLASS: RESIDENTIAL

EXISTING POND
(TO BE DRAINED)

STORMWATER CONTROL MEASURE "C"

EXISTING WETLANDS (TYP.)

FIRE HYDRANT ASSEMBLY (TYP.)

SSMH (TYP.)

12"x8" TEE
(2) 12" GV&B
(1) 8" GV&B

20' PERIMETER BUFFER

PHASE 1

PHASE 5

12" DIP W/L

8" DIP W/L

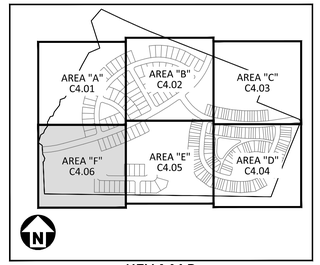
8" SS

20' PrSD

30' SS

20' SCM

PuSD



KEY MAP

EASEMENT LEGEND

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UTILITY LEGEND

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- FIRE DEPARTMENT CONNECTION (FDC)
- WATER METER
- WATER VALVE
- PIV — POST INDICATOR VALVE
- VALVE IN MANHOLE
- METER & VAULT
- BACKFLOW PREVENTER
- REDUCER
- PLUG
- BLOW-OFF ASSEMBLY
- SANITARY SEWER MANHOLE
- SEWER CLEAN-OUT
- GREASE TRAP
- SEWER FLOW DIRECTION ARROW
- POWER POLE
- WATERLINE
- WATER SERVICE LINE
- UTILITY SLEEVE
- SANITARY SEWER
- SEWER SERVICE LINE
- FM — SEWER FORCE MAIN
- G — GAS LINE
- RCW — RECLAIMED WATER
- OU — OVERHEAD UTILITY
- UE — UNDERGROUND ELECTRIC
- T — TELEPHONE
- TC — TREE CONSERVATION
- WETLANDS
- PERIMETER BUFFER

GRAPHIC SCALE
0 20 40 80
1 inch = 40 ft.

PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

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LENNAR

ATTICUS WOODS
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ROLESVILLE, NORTH CAROLINA 27587

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 048250 NICHOLAS D. WILLIAMSON NOT FOR CONSTRUCTION

REVISIONS

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PLAN INFORMATION

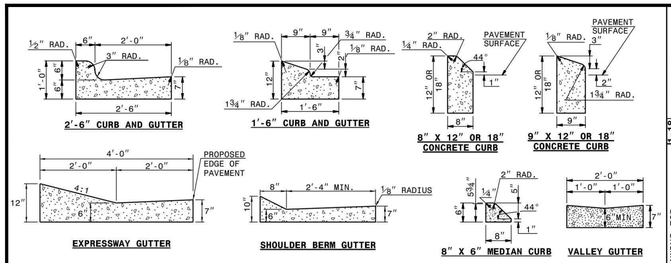
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SHEET

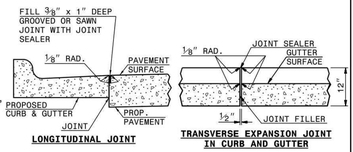
UTILITY PLAN - AREA "F"

C4.06

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GENERAL NOTES:
-PLACE CONTRACTION JOINTS AT 10' INTERVALS, EXCEPT THAT A 15' SPACING MAY BE USED WHEN A MACHINE IS USED OR WHEN SATISFACTORY SUPPORT FOR THE FACE FORM CAN BE OBTAINED WITHOUT THE USE OF TEMPLATES AT 10' INTERVALS.
-JOINT SPACING MAY BE ALTERED IF REQUIRED BY THE ENGINEER.
-CONTRACTION JOINTS MAY BE INSTALLED WITH THE USE OF TEMPLATES OR FORMED BY OTHER APPROVED METHODS.
CONSTRUCT NON-TEMPLATE FORMED JOINTS A MIN. OF 1½" DEEP.
-FILL ALL CONSTRUCTION JOINTS, EXCEPT IN 8"x6" MEDIAN CURB, WITH JOINT FILLER AND SEALER.
-SPACE EXPANSION JOINTS AT 90' INTERVALS AND ADJACENT TO ALL RIGID OBJECTS.



SECTION VIEW OF JOINTS

STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH, N.C.

1-18

ROADWAY STANDARD DRAWING FOR
CONCRETE CURB, GUTTER AND CURB & GUTTER

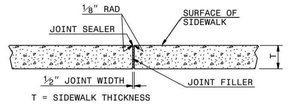
SHEET 1 OF 2
846.01

NOTES:

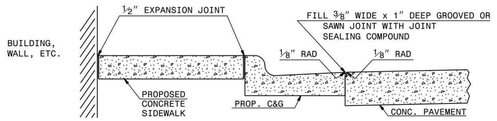
CONSTRUCT STANDARD SIDEWALK 5' WIDE AND 4" THICK UNLESS OTHERWISE DENOTED ON PLANS.

PLACE A GROOVE JOINT 1" DEEP WITH ⅛" RADII IN THE CONCRETE SIDEWALK AT 5' INTERVALS. ONE ½" EXPANSION JOINT WILL BE REQUIRED AT 50' INTERVALS. A ½" EXPANSION JOINT WILL BE REQUIRED WHERE THE SIDEWALK JOINS ANY RIGID STRUCTURE.

SEE STD. DWG. 848.05 FOR CURB RAMP LOCATION REQUIREMENTS AND CONSTRUCTION GUIDELINES.



TRANSVERSE EXPANSION JOINT IN SIDEWALK



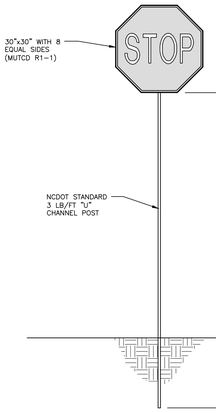
DETAILS SHOWING JOINTS IN CONCRETE SIDEWALK

STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH, N.C.

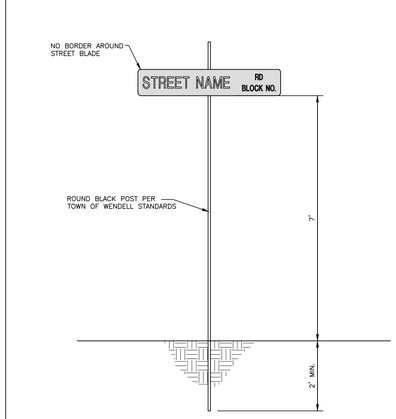
1-18

ROADWAY STANDARD DRAWING FOR
CONCRETE SIDEWALK

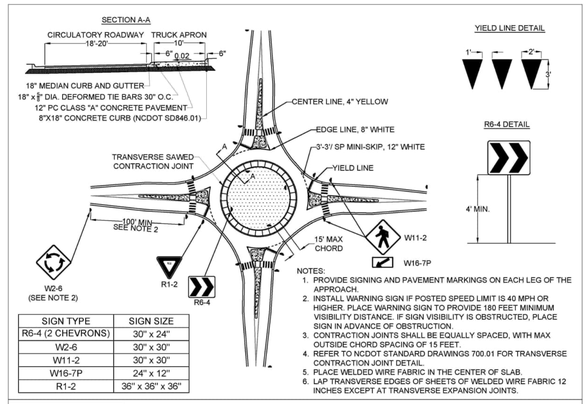
SHEET 1 OF 1
848.01



STOP SIGN DETAIL
N.T.S.



STREET SIGN DETAIL
N.T.S.

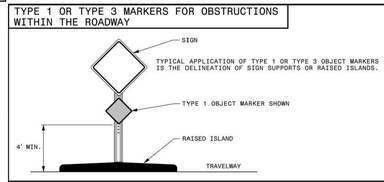


NOTES:
1. PROVIDE SIGNING AND PAVEMENT MARKINGS ON EACH LEG OF THE APPROACH.
2. INSTALL WARNING SIGN IF POSTED SPEED LIMIT IS 40 MPH OR HIGHER. PLACE WARNING SIGN TO PROVIDE 180 FEET MINIMUM VISIBILITY DISTANCE. IF SIGN VISIBILITY IS OBSTRUCTED, PLACE SIGN IN ADVANCE OF OBSTRUCTION.
3. CONTRACTION JOINTS SHALL BE EQUALLY SPACED, WITH MAX OUTSIDE CHORD SPACING OF 15 FEET.
4. REFER TO NCDOT STANDARD DRAWINGS 700.01 FOR TRANSVERSE CONTRACTION JOINT DETAIL.
5. PLACE WELDED WIRE FABRIC IN THE CENTER OF SLAB.
6. LAP TRANSVERSE EDGES OF SHEETS OF WELDED WIRE FABRIC 12 INCHES EXCEPT AT TRANSVERSE EXPANSION JOINTS.

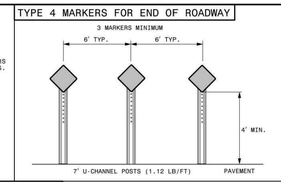
SIGN TYPE	SIGN SIZE
R6-4 (2 CHEVRONS)	30" x 24"
W2-6	30" x 30"
W11-2	30" x 30"
W16-7P	24" x 12"
R1-2	36" x 36" x 36"

SINGLE-LANE ROUNDABOUT

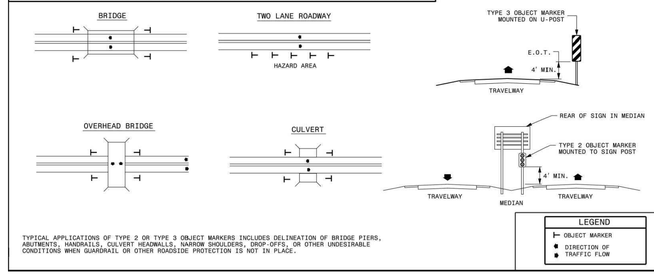
TYPE 1 OR TYPE 3 MARKERS FOR OBSTRUCTIONS WITHIN THE ROADWAY



TYPE 4 MARKERS FOR END OF ROADWAY



TYPE 2 OR TYPE 3 MARKERS FOR OBSTRUCTIONS ADJACENT TO THE ROADWAY



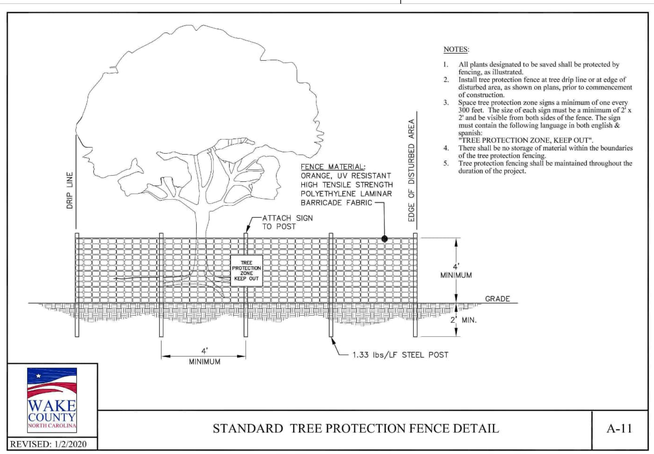
TYPICAL APPLICATIONS OF TYPE 2 OR TYPE 3 OBJECT MARKERS INCLUDES DELINEATION OF BRIDGE PIERS, ABUTMENTS, HANDRAILS, CULVERT HEADWALLS, NARROW SHOULDERS, DROP-OFFS, OR OTHER UNDESIRABLE CONDITIONS WHEN GUARDRAIL OR OTHER ROADSIDE PROTECTION IS NOT IN PLACE.

STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH, N.C.

1-18

ROADWAY STANDARD DRAWING FOR
OBJECT MARKERS
INSTALLATION

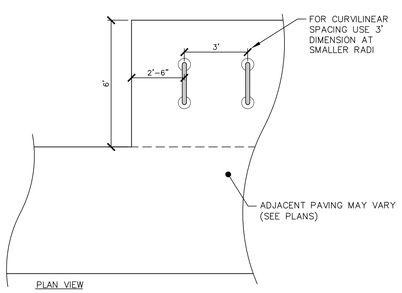
SHEET 1 OF 1
1264.02



WAKE COUNTY NORTH CAROLINA

REVISED: 1/2/2020

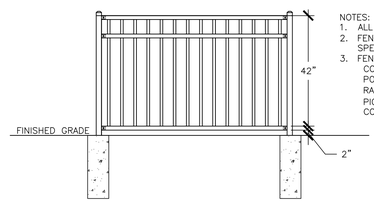
STANDARD TREE PROTECTION FENCE DETAIL | A-11



NOTES:
1. ANCHOR BIKE RACK TO CONCRETE. MOUNT PER MFR. RECOMMENDATIONS.
2. NOTIFY THE LANDSCAPE ARCHITECT OF ANY DISCREPANCIES BETWEEN PAVING TYPE AND BIKE RACK MOUNTING METHOD

BIKE RACK

SCALE: 1/4"=1'-0"



NOTES:
1. ALL FASTENERS AND HARDWARE SHALL BE S.S.
2. FENCE TO BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS.
3. FENCE DIMENSIONS (OR EQUAL)
COMMERCIAL STRENGTH ALUMINUM
POSTS: 2" X 2"
RAILS: 1" X 1" – NO EXPOSED SCREW SYSTEM
PICKETS: ¾" X 5/8" W/ 3 1⁵⁄₁₆" SPACING
COLOR: BLACK

FALL PROTECTION FENCE

SCALE: N. T. S

PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

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PRELIMINARY SUBDIVISION PLAT
WAIT AVENUE
ROLESVILLE, NORTH CAROLINA 27587

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 048250 NICHOLAS D. WILLIAMSON NOT FOR CONSTRUCTION

REVISIONS

NO.	DATE
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PLAN INFORMATION

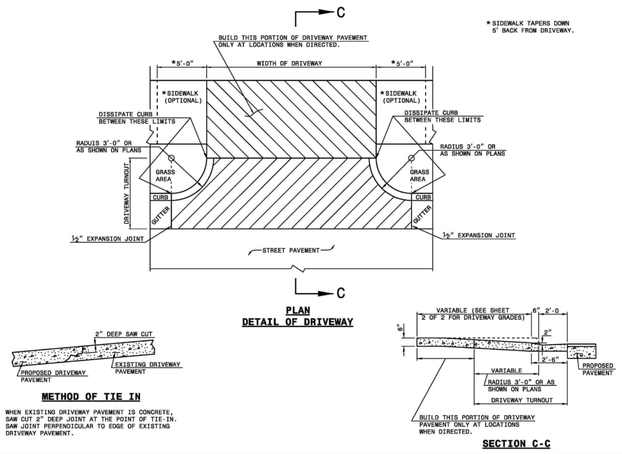
PROJECT NO.	LEN24019
FILENAME	LEN24019-D1
CHECKED BY	BJ
DRAWN BY	CJ
SCALE	N.T.S
DATE	06. 01. 2026

SHEET

SITE DETAILS

C8.00

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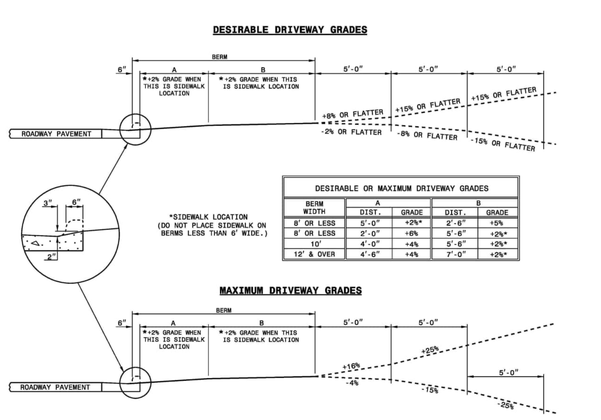


STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH, N.C.

1-24

ROADWAY STANDARD DRAWING FOR
DRIVEWAY TURNOUT
RADIUS TYPE

SHEET 1 OF 2
848.02



DESIRABLE OR MAXIMUM DRIVEWAY GRADES

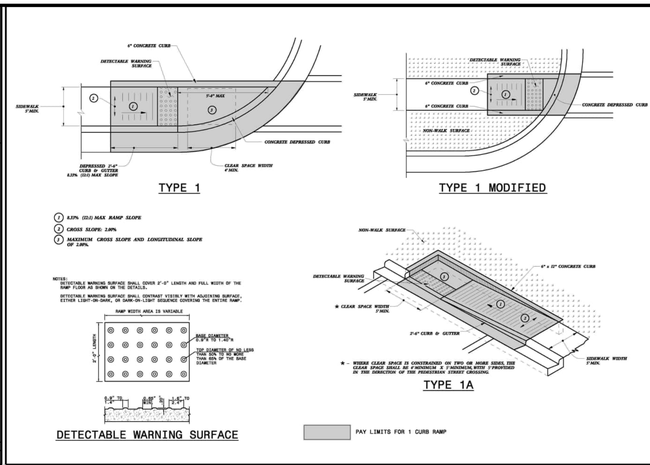
BERM WIDTH	A		B	
	DIST.	GRADE	DIST.	GRADE
8' OR LESS	5'-0"	+2%*	2'-6"	+5%
8' OR LESS	2'-0"	+8%	5'-6"	+2%*
10'	4'-0"	+4%	5'-6"	+2%*
12' & OVER	4'-6"	+4%	7'-0"	+2%*

STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH, N.C.

1-24

ROADWAY STANDARD DRAWING FOR
DRIVEWAY TURNOUT
DRIVEWAY GRADES

SHEET 2 OF 2
848.02

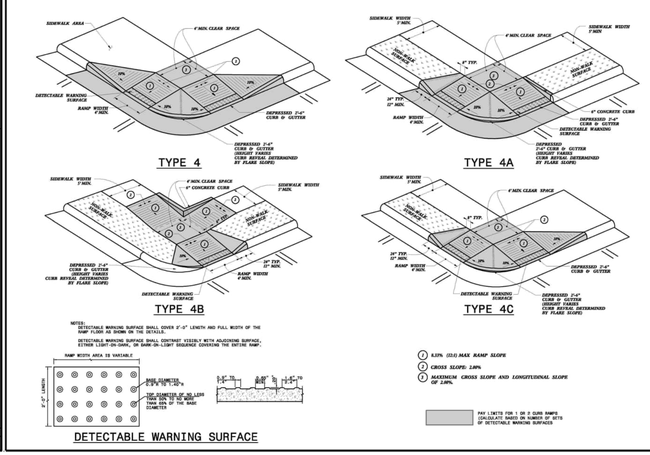


STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH, N.C.

1-24

ROADWAY STANDARD DRAWING FOR
CURB RAMP
DIRECTIONAL RAMP

SHEET 6 OF 13
848.06

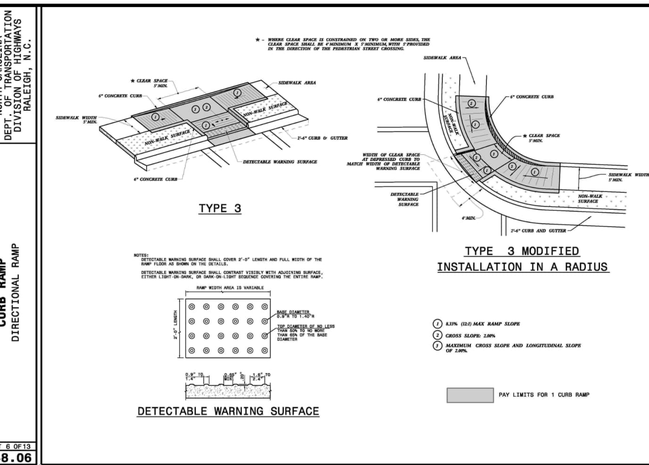


STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH, N.C.

1-24

ROADWAY STANDARD DRAWING FOR
CURB RAMP
SHARED LANDING

SHEET 10 OF 13
848.06



STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH, N.C.

1-24

ROADWAY STANDARD DRAWING FOR
CURB RAMP
PARALLEL RAMP

SHEET 9 OF 13
848.06

NOTES:

1. CONSTRUCT THE RAMP SURFACE TO BE STABLE, FIRM, AND SLIP RESISTANT. CONSTRUCT THE CURB RAMP TYPE AS SHOWN IN THE PAVEMENT MARKING PLANS OR AS DIRECTED BY THE ENGINEER.
2. LOCATE CURB RAMPS AND PLACE PEDESTRIAN CROSSWALK MARKINGS AS SHOWN IN THE PAVEMENT MARKING PLANS. WHEN FIELD ADJUSTMENTS REQUIRE MOVING CURB RAMPS OR MARKINGS AS SHOWN, CONTACT THE SIGNING AND DELINEATION UNIT OR LOCATE AS DIRECTED BY THE ENGINEER.
3. COORDINATE THE CURB RAMP AND THE PEDESTRIAN CROSSWALK MARKINGS SO A 4'x4' CLEAR SPACE AT THE BASE OF THE CURB RAMP WILL FALL WITHIN THE PEDESTRIAN CROSSWALK LINES.
4. SET BACK DISTANCE FROM INSIDE CROSSWALK MARKING TO NEAREST EDGE OF TRAVEL LANE IS 4' MINIMUM.
5. REFER TO THE PAVEMENT MARKING PLANS FOR STOP BAR LOCATIONS AT SIGNALIZED INTERSECTIONS. IF A PAVEMENT MARKING PLAN IS NOT PROVIDED, CONTACT THE SIGNAL DESIGN SECTION FOR THE STOP BAR LOCATIONS OR LOCATE AS DIRECTED BY THE ENGINEER.
6. TERMINATE PARKING A MINIMUM OF 20' FROM THE BACK OF PEDESTRIAN CROSSWALK.
7. CONSTRUCT CURB RAMPS A MINIMUM OF 4' WIDE.
8. CONSTRUCT THE RUNNING SLOPE OF THE RAMP 8.33% MAXIMUM.
9. ALLOWABLE CROSS SLOPE ON SIDEWALKS AND CURB RAMPS WILL BE 2% MAXIMUM.
10. CONSTRUCT THE SIDE FLARE SLOPE A MAXIMUM OF 10% MEASURED ALONG THE CURB LINE.
11. CONSTRUCT THE COUNTER SLOPE OF THE GUTTER OR STREET AT THE BASE OF THE CURB RAMP A MAXIMUM OF 5% AND MAINTAIN A SMOOTH TRANSITION.
12. CONSTRUCT CLEAR SPACES FOR SIDEWALK A MINIMUM OF 4'x4' WITH A MAXIMUM SLOPE OF 2% IN ANY DIRECTION. CONSTRUCT CLEAR SPACES FOR MEDIAN ISLANDS A MINIMUM OF 5'x5' WITH A MAXIMUM SLOPE OF 2% IN ANY DIRECTION. IF CONSTRAINED ON TWO OR MORE SIDES, THE THE CLEAR SPACE SHALL BE 4' MINIMUM X 5' MINIMUM, WITH 5' PROVIDED IN THE DIRECTION OF THE PEDESTRIAN STREET CROSSING.
13. TO USE A MEDIAN ISLAND AS A PEDESTRIAN REFUGE AREA, MEDIAN ISLANDS WILL BE A MINIMUM OF 6' WIDE. CONSTRUCT MEDIAN ISLANDS TO PROVIDE PASSAGE OVER OR THROUGH THE ISLAND.
14. SMALL CHANNELIZATION ISLANDS THAT CAN NOT PROVIDE A 5'X5' CLEAR SPACE AT THE TOP OF RAMPS, WILL BE CUT THROUGH LEVEL WITH THE SURFACE STREET.
15. CURB RAMPS WITH RETURNED CURBS MAY BE USED ONLY WHERE PEDESTRIANS WOULD NOT NORMALLY WALK ACROSS THE RAMP, WHERE THE ADJACENT SURFACE IS PLANTING OR OTHER NON-WALKING SURFACE, OR THE SIDE APPROACH IS SUBSTANTIALLY OBSTRUCTED.
16. PLACE A ½" EXPANSION JOINT WHERE THE CONCRETE CURB RAMP JOINS THE CURB AS SHOWN IN ROADWAY STANDARD DRAWING 848.01.
17. PLACE ALL PEDESTRIAN PUSH BUTTON ACTUATORS AND CROSSING SIGNALS AS SHOWN IN THE PLANS OR AS SHOWN IN THE MUTCD.
18. DETECTABLE WARNING SURFACES WILL COVER 2'-0" LENGTH AND FULL WIDTH OF THE RAMP FLOOR AS SHOWN ON THE DETAILS.
19. DETECTABLE WARNING SURFACES WILL CONTRAST VISIBLY WITH ADJOINING SURFACE, EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT SEQUENCE COVERING THE ENTIRE RAMP.

STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH, N.C.

1-24

ROADWAY STANDARD DRAWING FOR
CURB RAMP
NOTES

SHEET 13 OF 13
848.06

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ROLESVILLE, NORTH CAROLINA 27587



REVISIONS

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PLAN INFORMATION

PROJECT NO.	LEN24019
FILENAME	LEN24019-D1
CHECKED BY	BJ
DRAWN BY	CJ
SCALE	N.T.S
DATE	06. 01. 2026

SHEET

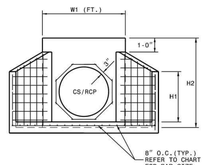
SITE DETAILS

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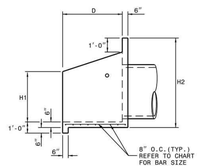
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PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 27



ELEVATION

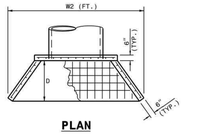


SIDE

NOTES:

* THIS PRECAST ENDWALL MAY BE USED FOR THE FOLLOWING STANDARDS: 838.01, 838.11, 838.21, 838.27, 838.33, 838.39, 838.51, 838.57, 838.63 AND 838.69.
* INSTALL PRECAST ENDWALLS WITH WINGS AND PAY FOR IN ACCORDANCE WITH SPECIFICATION SECTION 838.
* USE 4000 PSI CONCRETE.
* PROVIDE ALL REINFORCING STEEL WHICH MEETS ASTM A615 FOR GRADE 60 AND WELDED WIRE FABRIC CONFORMING TO ASTM A185 WITH 2" MIN. CLEARANCE.
* PLACE LIFT HOLES OR PINS IN ACCORDANCE WITH OSHA STANDARD 1926.704.
* PIPE TO BE GROUTED INTO HEADWALL AT JOB SITE BY CONTRACTOR
* ALL ELEMENTS PRECAST TO MEET ASTM C913.
* WELDED WIRE FABRIC MAY BE SUBSTITUTED FOR REBAR AS LONG AS THE SAME AREA OF STEEL IS PROVIDED.
* CHAMFER ALL CORNERS 1" OR HAVE A RADIUS OF 1".

NOTE: THE MINIMUM BAR SIZE SHALL BE #5 BARS AT 8" CTS.THE CONTRACTOR WILL HAVE THE OPTION TO INCREASE THIS BAR SIZE AS NEEDED.



PLAN

ENDWALL DIMENSIONS

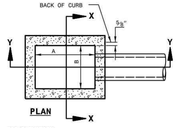
FT.	MINIMUM	MIN./MAX.	MIN./MAX.	MIN./MAX.	MIN./MAX.	MIN./MAX.
PIPE DIA.	BAR SIZE	H1(FT.)	H2(FT.)	D (FT.)	W1	W2
1.0	#5 @ 8"	1.25/2.00	2.00/3.75	1.25/1.75	3.00/3.75	5.50/6.00
1.25	#5 @ 8"	1.25/2.00	3.00/3.75	1.25/2.00	3.50/3.75	6.50/6.75
1.50	#5 @ 8"	1.25/2.00	3.00/4.25	1.50/2.50	3.50/3.75	6.50/6.75
2.0	#5 @ 8"	1.50/2.50	4.00/4.75	1.75/2.50	4.00/4.25	7.50/8.25
2.5	#5 @ 8"	2.50/3.50	4.00/6.00	2.00/3.00	4.50/5.50	10.00/11.50
3.0	#5 @ 8"	3.00/3.50	5.00/6.00	2.75/3.50	5.25/5.75	11.50/11.75
3.5	#5 @ 8"	3.25/4.50	6.00/6.75	3.25/3.50	6.00/6.75	12.00/13.25
4.0	#5 @ 8"	3.50/4.50	6.50/7.00	3.25/3.50	6.50/6.75	13.00/13.25
4.5	#5 @ 8"	4.00/5.00	6.50/8.50	3.25/4.00	7.00/9.25	13.50/15.75
5.0	#5 @ 8"	4.50/5.00	7.00/8.50	3.25/4.00	7.25/9.25	13.75/15.75
5.5	#5 @ 8"	4.50/5.00	7.50/8.50	3.25/4.00	7.25/9.25	14.00/15.75
6.0	#5 @ 8"	4.50/5.00	7.50/8.50	3.25/4.00	7.75/9.25	14.75/16.75

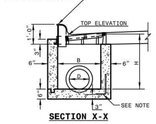
STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH, N.C.

1-18

ROADWAY STANDARD DRAWING FOR
PRECAST CONCRETE ENDWALL
FOR SINGLE 12" THRU 72" PIPE - 90° SKEW

SHEET 1 OF 1
838.80





GENERAL NOTES:

USE CLASS "B" CONCRETE THROUGHOUT.

PROVIDE ALL CATCH BASINS OVER 3'-6" IN DEPTH WITH STEPS 12" ON CENTER. USE STEPS WHICH COMPLY WITH STD. DRAWING 840.66.

OPTIONAL CONSTRUCTION - MONOLITHIC POUR, 2" KEYWAY, OR #4 BAR DOWELS AT 12" CENTERS AS DIRECTED BY THE ENGINEER.

USE FORMS FOR THE CONSTRUCTION OF THE BOTTOM SLAB.

IF REINFORCED CONCRETE PIPE IS SET IN BOTTOM SLAB OF BOX, ADD TO SLAB AS SHOWN ON STD. NO. 840.00.

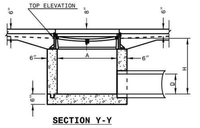
USE TYPE "E", "F" AND "G" GRATES UNLESS OTHERWISE INDICATED.

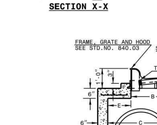
FOR 8'-0" IN HEIGHT OR LESS USE 6" WALLS AND BOTTOM SLAB. OVER 8'-0" TO 10'-0" IN HEIGHT USE 8" WALLS AND BOTTOM SLAB. ADJUST QUANTITIES ACCORDINGLY.

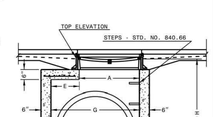
CONSTRUCT WITH PIPE CROWNS MATCHING.

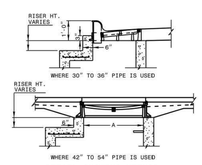
CHAMFER ALL EXPOSED CORNERS 1".

DRAWING NOT TO SCALE.

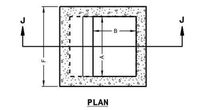


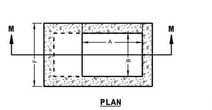






DETAIL SHOWING METHOD OF RISER CONSTRUCTION



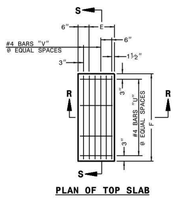


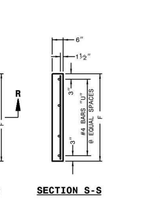
STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH, N.C.

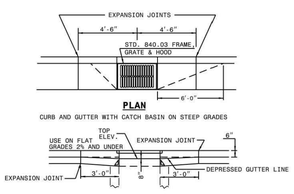
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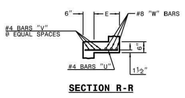
ROADWAY STANDARD DRAWING FOR
CONCRETE CATCH BASIN
12" THRU 54" PIPE

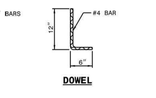
SHEET 1 OF 2
840.02

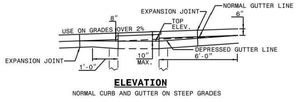












MINIMUM DIMENSIONS AND QUANTITIES FOR CONCRETE CATCH BASIN(BASED ON MIN. HEIGHT, H, WITH NO RISER) *

DIMENSIONS OF BOX AND PIPE						COVER DIMENSION		BARS-U		BARS-V		BARS-W		TOTAL	CU.YDS. CONC. IN BOX (INCLUDING 6" BOTTOM SLAB)		DEDUCTIONS ONE PIPE	
PIPE	SPAN	WIDTH	WIDTH	SPAN	MIN. HEIGHT	E	F	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	LBS.	TOP SLAB	BOTTOM SLAB	C.M.	R.C.
D	A	B	C	G	H													
12"	3'-0"	2'-2"	--	--	2'-9"	--	--	--	--	--	--	--	--	--	--	0.235	0.772	0.015	0.026
15"	3'-0"	2'-2"			3'-0"											0.235	0.829	0.023	0.036
18"	3'-0"	2'-2"			3'-3"											0.235	0.887	0.033	0.049
24"	3'-0"	2'-2"			3'-9"											0.235	1.001	0.059	0.085
30"	3'-0"	2'-2"	3'-4"		4'-3"	1'-2"	4'-0"	4	1'-5"	2	3'-9"	3	3'-9"	39	0.123	0.321	1.433	0.092	0.127
36"	3'-0"	2'-2"	3'-10"		4'-9"	1'-8"	4'-0"	4	1'-11"	3	3'-9"	3	3'-9"	43	0.161	0.358	1.714	0.132	0.178
42"	3'-0"	2'-2"		4'-5"	5'-3"	1'-5"	3'-2"	4	1'-8"	2	2'-11"	3	2'-11"	52	0.112	0.316	1.738	0.180	0.243
48"	3'-0"	2'-2"		5'-0"	5'-9"	2'-0"	3'-2"	4	2'-3"	3	2'-11"	3	2'-11"	35	0.145	0.352	2.052	0.235	0.317
54"	3'-0"	2'-2"		5'-7"	6'-3"	2'-7"	3'-2"	4	2'-10"	5	2'-11"	3	2'-11"	41	0.180	0.386	2.387	0.297	0.401

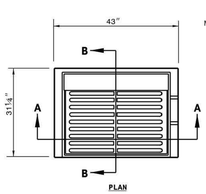
* RISER HAS .228 CUBIC YARDS OF CONCRETE PER FOOT HEIGHT

STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH, N.C.

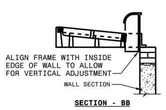
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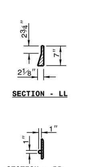
ROADWAY STANDARD DRAWING FOR
CONCRETE CATCH BASIN
12" THRU 54" PIPE

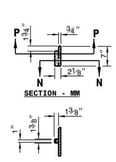
SHEET 2 OF 2
840.02

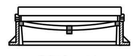


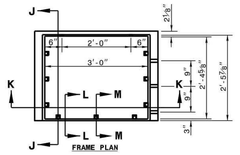
NOTE: USE TYPE "E", "F" AND "G" GRATE UNLESS OTHERWISE NOTED.

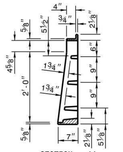


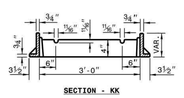


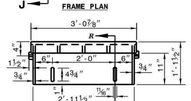


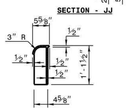

SECTION - AA











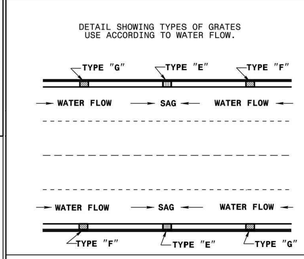
STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH, N.C.

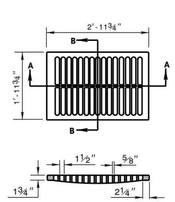
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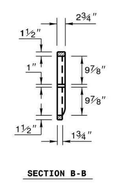
ROADWAY STANDARD DRAWING FOR
FRAME, GRATES, AND HOOD
FOR USE ON STANDARD CATCH BASIN

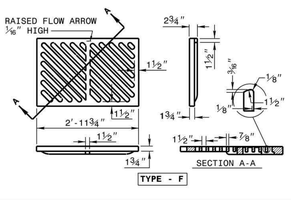
SHEET 1 OF 2
840.03

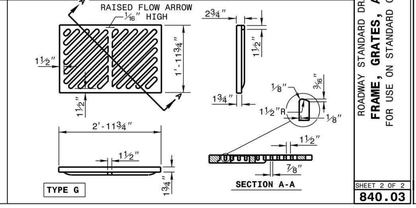
DETAIL SHOWING TYPES OF GRATES USE ACCORDING TO WATER FLOW.









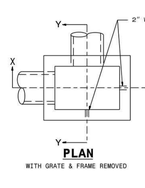


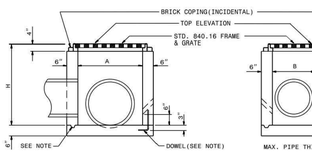
STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH, N.C.

1-18

ROADWAY STANDARD DRAWING FOR
FRAME, GRATES, AND HOOD
FOR USE ON STANDARD CATCH BASIN

SHEET 2 OF 2
840.03







GENERAL NOTES:

USE CLASS "B" CONCRETE THROUGHOUT.

PROVIDE ALL DROP INLETS OVER 3'-6" IN DEPTH WITH STEPS 12" ON CENTER. USE STEPS WHICH COMPLY WITH STD. DRAWING 840.66.

OPTIONAL CONSTRUCTION - MONOLITHIC POUR 2" KEYWAY OR #4 BAR DOWELS AT 12" CENTERS AS DIRECTED BY THE ENGINEER.

USE FORMS FOR THE CONSTRUCTION OF THE BOTTOM SLAB.

IF REINFORCED CONCRETE PIPE IS SET IN BOTTOM SLAB OF BOX, ADD TO SLAB AS SHOWN ON STD. NO. 840.00.

CONSTRUCT WITH PIPE CROWNS MATCHING.

SEE STANDARD DRAWING 840.25 FOR ATTACHMENT OF FRAMES AND GRATES NOT SHOWN.

INSTALL 2" WEEPHOLES AS DIRECTED BY THE ENGINEER.

INSTALL STONE DRAINS, OF A MINIMUM OF 1 CUBIC FOOT OF NO. 78M STONE IN A POROUS FABRIC BAG OR WRAP, AT EACH WEEP HOLE OR AS DIRECTED BY THE ENGINEER.

CHAMFER ALL EXPOSED CORNERS 1".

DRAWING NOT TO SCALE.

DIMENSIONS AND QUANTITIES FOR DROP INLET(BASED ON MIN. HEIGHT, H)

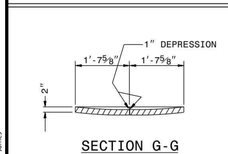
DIMENSIONS OF BOX & PIPE				CUBIC YARDS CONC. IN BOX			DEDUCTIONS FOR ONE PIPE	
PIPE	SPAN	WIDTH	MIN. HEIGHT	BOTTOM SLAB	WALL PER FT. HT.	(SOLID) (DEDUCT FOR HOLLOW WALLS)	C.M.	R.C.
D	A	B	H					
12"	3'-0"	2'-0"	2'-0"	0.222	0.222	0.592	0.015	0.026
15"	/	/	2'-3"	/	/	0.648	0.023	0.036
18"	/	/	2'-6"	/	/	0.703	0.033	0.049
24"	/	/	3'-0"	/	/	0.814	0.059	0.085
30"	3'-0"	2'-0"	3'-6"	0.222	0.222	0.925	0.092	0.127

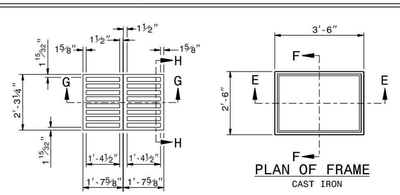
STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH, N.C.

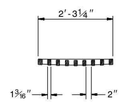
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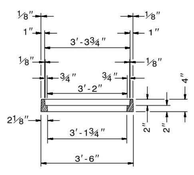
ROADWAY STANDARD DRAWING FOR
CONCRETE DROP INLET
12" THRU 30" PIPE

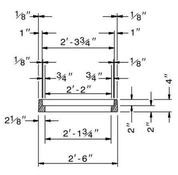
SHEET 1 OF 1
840.14











STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH, N.C.

1-18

ROADWAY STANDARD DRAWING FOR
DROP INLET FRAME AND GRATES
FOR USE WITH STD. DWG.S 840.14 AND 840.15

SHEET 1 OF 1
840.16

McADAMS
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REVISIONS

NO.	DATE
1	
2	
3	
4	
5	
6	

PLAN INFORMATION

PROJECT NO.	LEN24019
FILENAME	LEN24019-D1
CHECKED BY	BJ
DRAWN BY	CJ
SCALE	N.T.S
DATE	06. 01. 2026

SHEET

STORM DRAINAGE DETAILS

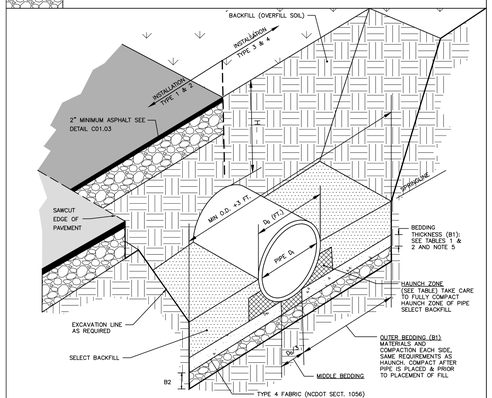
C8.02

PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

x:\Projects\LEN\LEN24019\04-production\engineering\production drawings\current drawings\preliminary subdivision plat\LEN24019-D1.dwg, 6/1/2026 12:07:19 PM, Cody.James

V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 28

H=	THE FILL HEIGHT MEASURED VERTICALLY AT ANY POINT ALONG THE PIPE FROM THE TOP OF THE EMBANKMENT AT THE POINT. DO NOT OPERATE HEAVY EQUIPMENT OVER ANY PIPE CULVERT UNTIL THE PIPE HAS BEEN PROPERLY BACKFILLED AND COVERED WITH AT LEAST 3 FEET OF APPROVED MATERIAL.
	UNDISTURBED EARTH MATERIAL
	BEDDING (MIDDLE AND OUTER): LOOSELY PLACED SELECT BACKFILL MATERIAL MEETING NCDOT CLASS II, TYPE 1 (WASHED OR UNWASHED CRUSHED STONE SCREENINGS) OR CLASS III, TYPE 1 (NCDOT 2S OR 2MS FINE AGGREGATE). LEAVE SECTION DIRECTLY BENEATH PIPE UNCOMPACTED AS PIPE SEATING AND BACKFILL WILL ACCOMPLISH COMPACTION.
	SELECT BACKFILL (BELOW SPRINGLINE): SELECT BACKFILL MATERIAL MEETING NCDOT CLASS II, TYPES 1 OR 2 OR NCDOT CLASS III, TYPES 1 OR 2
	BACKFILL: APPROVED SUITABLE LOCAL COMPACTABLE MATERIAL ABOVE SPRINGLINE OF PIPE MEETING LOCAL MUNICIPAL SPECIFICATIONS.
	ROCK FOUNDATION OR UNSUITABLE MATERIAL FOUNDATION: SELECT MATERIAL NCDOT CLASS V (#78M STONE) OR NCDOT CLASS VI (#57 STONE) FOR FOUNDATION CONDITIONING. ENCAPSULATE WITH ENGINEERING FABRIC AS DIRECTED BY THE ENGINEER: TYPE 4 SOIL STABILIZATION FABRIC (NCDOT TABLE 1056-1). OVERLAP ALL TRANSVERSE AND LONGITUDINAL JOINTS IN FABRIC AT LEAST 18 INCHES. MAINTAIN THE PIPE FOUNDATION IN A DRY CONDITION.



STORM DRAIN PIPE INSTALLATION

N.T.S.

TABLE 1
EQUIVALENT USCS[a] AND AASHTO SOIL CLASSIFICATION FOR SIDD[b] SOIL DESIGNATIONS

SIDD	USCS	NCDOT/AASHTO
GRAVELLY SAND (CATEGORY I)	SW, SP, GW, GP	–NCDOT CLASS II–TYPE 1 (CRUSHED STONE SCREENINGS), LL<30; PI≤6 –NCDOT CLASS III, TYPE 1 (2S OR 2MS), LL<30; PI≤6
SANDY SILT (CATEGORY II)	GM, SM, ALSO GC, SC WITH LESS THAN 20% PASSING #200 SIEVE	–NCDOT CLASS II TYPE 1 (CRUSHED STONE SCREENINGS) AND CLASS II, TYPE 2 (AASHTO M145 FOR A–2–4 WITH MAX PI OF 6, A–4 W/ MAX 45% PASSING #200 SIEVE AND A MAX PI OF 6) –NCDOT CLASS III, TYPE 1 (2S OR 2MS) OR CLASS III, TYPE 2 (AASHTO M145 FOR SOIL CLASSIFICATION A–1 OR A–3)
SILTY CLAY (CATEGORY III)	CL, MH, GC, SC	A5, A6

[a] UNIFOLD SOIL CLASSIFICATION SYSTEM
[b] STANDARD INSTALLATIONS DIRECT DESIGN

TABLE 2
STANDARD INSTALLATIONS SOILS AND MINIMUM COMPACTION REQUIREMENTS

INSTALLATION TYPE	BEDDING THICKNESS	OUTER BEDDING (B1) NOTE 5 (% COMPACTION/CATEGORY)	HAUNCH ZONE & SELECT BACKFILL AREA (% COMPACTION/CATEGORY)	LOCATION
TYPE 1	B1 = D1/6 (6" MIN) B2=IF ROCK FOUNDATION OR OVER UNSUITABLE FOUNDATION, 3" /FT OF 'H', 12" MIN/24" MAX	95% CATEGORY 1	90% CATEGORY 1 95% CATEGORY II	PAVED AREAS WITH 2' OR LESS BURY
TYPE 2	B1 = D1/6 (6" MIN) B2=IF ROCK FOUNDATION OR OVER UNSUITABLE FOUNDATION, 3" /FT OF 'H', 12" MIN/24" MAX	90% CATEGORY 1	85% CATEGORY 1 90% CATEGORY II	PAVED AREAS WITH GREATER THAN 2' OF BURY
TYPE 3	B1 = D1/6 (6" MIN) B2=IF ROCK FOUNDATION OR OVER UNSUITABLE FOUNDATION, 3" /FT OF 'H', 12" MIN/24" MAX	85% CATEGORY 1 90% CATEGORY II	85% CATEGORY 1 90% CATEGORY II OR 95% CATEGORY III	IN R/W OUTSIDE OF PAVEMENT
TYPE 4	B1 = D1/6 (6" MIN) B2=IF ROCK FOUNDATION OR OVER UNSUITABLE FOUNDATION, 3" /FT OF 'H', 12" MIN/24" MAX	NO COMPACTION REQUIRED, EXCEPT IF CATEGORY III, USE 85% CATEGORY III	NO COMPACTION REQUIRED, EXCEPT IF CATEGORY III, USE 85% CATEGORY III	NATURAL AREAS

NOTES:

1. COMPACTION AND SOIL SYMBOLS – I.E. "95% CATEGORY I" – REFERS TO CATEGORY I SOIL MATERIAL WITH MINIMUM STANDARD PROCTOR COMPACTION OF 95%.
2. SOIL IN THE OUTER BEDDING, HAUNCH, AND LOWER SIDE ZONES, EXCEPT UNDER THE MIDDLE ⅓ OF THE PIPE, SHALL BE COMPACTED TO AT LEAST THE SAME COMPACTION AS THE MAJORITY OF THE SOIL IN THE OVERFILL (BACKFILL) ZONE.
3. FOR TRENCHES, THE TOP ELEVATION SHALL BE NO LOWER THAN 0.1H BELOW FINISHED GRADE OR, FOR ROADWAYS, ITS TOP SHALL BE NO LOWER THAN AN ELEVATION OF 1–FOOT BELOW THE BOTTOM OF THE PAVEMENT BASE MATERIAL.
4. FOR TRENCHES, THE WIDTH SHALL BE WIDER THAN SHOWN IF REQUIRED FOR ADEQUATE SPACE TO ATTAIN THE SPECIFIED COMPACTION IN THE HAUNCH AND BEDDING ZONES.
5. COMPACT OUTER BEDDING AFTER PIPE IS PLACED AND PRIOR TO PLACEMENT OF SELECT FILL. MIDDLE BEDDING IS UNCOMPACTED.
6. OVERFILL (BACKFILL) SOILS TO BE PLACED PER STANDARD SPECIFICATION 02700 STORM DRAINAGE FOR THE APPLICABLE BACKFILL TYPE AND BURY LIMITATIONS.
7. THESE TWO TABLES WERE MODIFIED TO GENERALLY CONFORM TO THE NCDOT STANDARDS AS SHOWN IN DETAIL 300.01 RIGID PIPE IN TRENCH CONDITION.

REFERENCE SOURCES:

1. AMERICAN CONCRETE PIPE ASSOCIATION DESIGN STANDARDS.
2. 2012 NCDOT STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES AND NCDOT STANDARD DETAILS 300.01 FOR RIGID PIPE, TRENCH CONDITIONS."

STORM DRAIN PIPE INSTALLATION

FILL HEIGHT TABLE[c]

INSIDE PIPE DIAMETER DI (INCHES)	TYPE 3 (BEDDING) INSTALLATION (0.01 INCH CRACK)		TYPE 4 (BEDDING) INSTALLATION (0.01 INCH CRACK)	
	CLASS III PIPE MAXIMUM BURY H (FEET)	CLASS IV PIPE MAXIMUM BURY H (FEET)	CLASS III PIPE MAXIMUM BURY H (FEET)	CLASS IV PIPE MAXIMUM BURY H (FEET)
15	2 MIN, 12 MAX	1 MIN, 20 MAX	3 MIN, 7 MAX	2 MIN, 12 MAX
18	2 MIN, 12 MAX	1 MIN, 20 MAX	3 MIN, 7 MAX	1 MIN, 13 MAX
24	1 MIN, 12 MAX	1 MIN, 20 MAX	2 MIN, 8 MAX	1 MIN, 13 MAX
30	1 MIN, 12 MAX	1 MIN, 20 MAX	1 MIN, 8 MAX	1 MIN, 13 MAX
36	1 MIN, 12 MAX	1 MIN, 20 MAX	1 MIN, 8 MAX	1 MIN, 13 MAX
42	1 MIN, 12 MAX	1 MIN, 20 MAX	1 MIN, 8 MAX	1 MIN, 13 MAX
48	1 MIN, 12 MAX	1 MIN, 19 MAX	1 MIN, 8 MAX	1 MIN, 13 MAX
54	1 MIN, 12 MAX	1 MIN, 19 MAX	1 MIN, 8 MAX	1 MIN, 13 MAX
60	1 MIN, 12 MAX	1 MIN, 19 MAX	1 MIN, 8 MAX	1 MIN, 13 MAX
72	1 MIN, 11 MAX	1 MIN, 19 MAX	1 MIN, 7 MAX	1 MIN, 13 MAX

FILL HEIGHT TABLE BASE ON:

1. Ys = 120 PCF (BACKFILL LOAD)
2. AASHTO HL–93 LIVE LOAD
3. POSITIVE PROJECTING EMBANKMENT CONDITION (THIS GIVES CONSERVATIVE RESULTS IN COMPARISON TO TRENCH CONDITIONS)
4. PIPE = REINFORCED CONCRETE PIPE MEETING ASTM C76 (AASHTO M170), WALL C THICKNESS
5. CONCRETE PIPE SHOULD BE INSTALLED IN ACCORDANCE WITH AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS SECTION 27 OR ASTM C1479.

[c] FILL HEIGHT TABLES, THE PORTION EXCERPTED HERE, WAS DEVELOPED BY THE AMERICAN CONCRETE PIPE ASSOCIATION (ACPA) USING THE INDIRECT DESIGN METHOD IN ACCORDANCE WITH SECTION 12.10.4.3 OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATION, 4TH, 2007 WITH 2008 INTERIM.

NOTES:

1. GREATER BURY DEPTHS THAN THOSE SHOWN ABOVE ARE ACHIEVABLE BY EITHER USING TYPE 1 OR 2 INSTALLATION, USING CLASS V PIPE, CONTROLLING BACKFILL TYPE, CALCULATING DEPTH USING A TRENCH CONDITION, OR BY SPECIAL DESIGN. SEE ALSO DESIGN DATA 9 PUBLISHED BY THE ACPA FOR DESIGN METHODOLOGY.
2. IN LIEU OF CALCULATING BURY DEPTH FOR OTHER CONDITIONS, FIRST SEE "LRFD FILL HEIGHT TABLES FOR CONCRETE PIPE", LAST REVISED JULY 2009 OR LATER), PREPARED BY THE ACPA FOR OTHER BURY DEPTH POSSIBILITIES

STORM DRAIN PIPE INSTALLATION

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www.mcadamsco.com

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MORRISVILLE, NORTH CAROLINA 27560
Anna Lancaster
PHONE: 919. 465. 5900

LENNAR

ATTICUS WOODS
PRELIMINARY SUBDIVISION PLAT
WAIT AVENUE
ROLESVILLE, NORTH CAROLINA 27587

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 048260 NICHOLAS D. WILLIAMSON — NOT FOR CONSTRUCTION

REVISIONS

NO.	DATE
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PLAN INFORMATION

PROJECT NO.	LEN24019
FILENAME	LEN24019-D1
CHECKED BY	BJ
DRAWN BY	CJ
SCALE	N.T.S
DATE	06. 01. 2026

SHEET

STORM DRAINAGE DETAILS

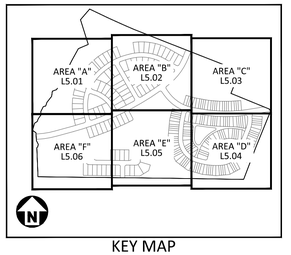
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PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

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V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 29





KEY MAP

EASEMENT LEGEND

- RW — RETAINING WALL MAINTENANCE EASEMENT
- SS — SANITARY SEWER EASEMENT
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- PuSD — PUBLIC STORM DRAINAGE EASEMENT
- PrSD — PRIVATE STORM DRAINAGE EASEMENT
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- TR — STREET TREE EASEMENT

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- SIGNAGE
- POWER POLE
- TRAFFIC DIRECTIONAL ARROW
- ACC — ACCESSIBLE PARKING STALL
- VAN — VAN ACCESSIBLE PARKING STALL
- (XX) — PARKING SPACE COUNT
- ACCESSIBLE RAMPS
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- CENTERLINE
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- TC — TREE CONSERVATION
- GUARDRAIL
- HEAVY DUTY ASPHALT PAVEMENT
- WETLANDS
- PERIMETER BUFFER
- COMPATIBILITY TRANSITION AREA BUFFER

GRAPHIC SCALE
0 30 60 120
1 inch = 120 ft.

PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

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ROLESVILLE, NORTH CAROLINA 27587

NORTH CAROLINA REGISTERED LANDSCAPE ARCHITECT 2694 JOHN RICHARD HAYTON
ELECTRONIC COPY NOT TO BE CHANGED

REVISIONS

NO.	DATE
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PLAN INFORMATION

PROJECT NO.	LEN24019
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CHECKED BY	JRH
DRAWN BY	FBW
SCALE	1" = 120'
DATE	06. 01. 2026

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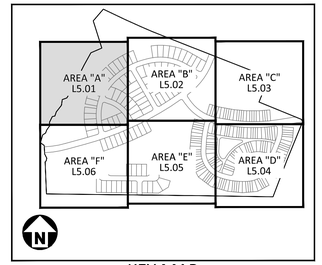
OVERALL LANDSCAPE PLAN
L5.00

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95 Michael Elabarger
See LDO 6.2.2.2. for Street Buffers, which is what applies to the Wait Avenue frontage (30' wide for this 'thoroughfare') , and the frontages of all the new local public streets (10' for local streets).

96 Michael Elabarger
see LDO 6.2.3. for Mixed Use Perimeter compatibility - which is what is used for NC district.





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- GUARDRAIL
- HEAVY DUTY ASPHALT PAVEMENT
- WETLANDS
- PERIMETER BUFFER
- COMPATIBILITY TRANSITION AREA BUFFER

PLANT SCHEDULE AREA A

SYMBOL	CODE	BOTANICAL / COMMON NAME
TREES		
	NYSY	NYSSA SYLVATICA BLACKGUM
	QUAL	QUERCUS ALBA WHITE OAK
	QUFA	QUERCUS FALCATA SOUTHERN RED OAK

N

GRAPHIC SCALE
0 20 40 80
1 inch = 40 ft.

PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

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ROLESVILLE, NORTH CAROLINA 27587

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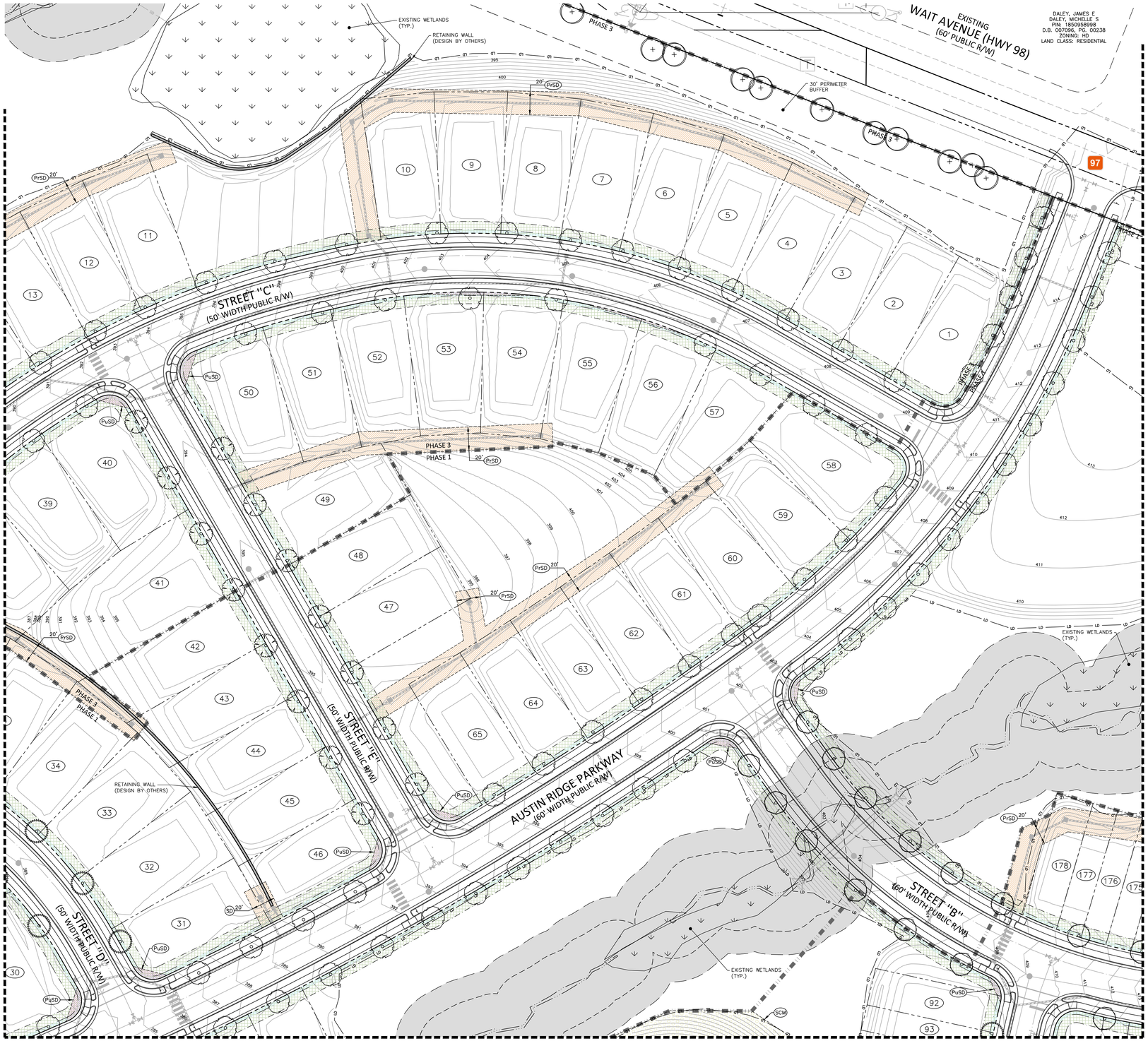
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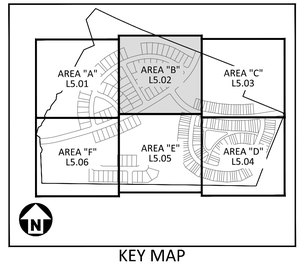
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LANDSCAPE PLAN - AREA "A"

L5.01

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- GUARDRAIL
- HEAVY DUTY ASPHALT PAVEMENT
- WETLANDS
- PERIMETER BUFFER
- COMPATIBILITY TRANSITION AREA BUFFER

PLANT SCHEDULE AREA B

SYMBOL	CODE	BOTANICAL / COMMON NAME
TREES		
	LITU	LIRIODENDRON TULIPIFERA TULIP POPLAR
	NYSY	NYSSA SYLVATICA BLACKGUM
	QUAL	QUERCUS ALBA WHITE OAK
	QUFA	QUERCUS FALCATA SOUTHERN RED OAK
	QUPA	QUERCUS PALUSTRIS PIN OAK
	QUPH	QUERCUS PHELLOS WILLOW OAK

GRAPHIC SCALE
0 20 40 80
1 inch = 40 ft.

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PLAN INFORMATION

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CHECKED BY	JRH
DRAWN BY	FBW
SCALE	1" = 40'
DATE	06. 01. 2026

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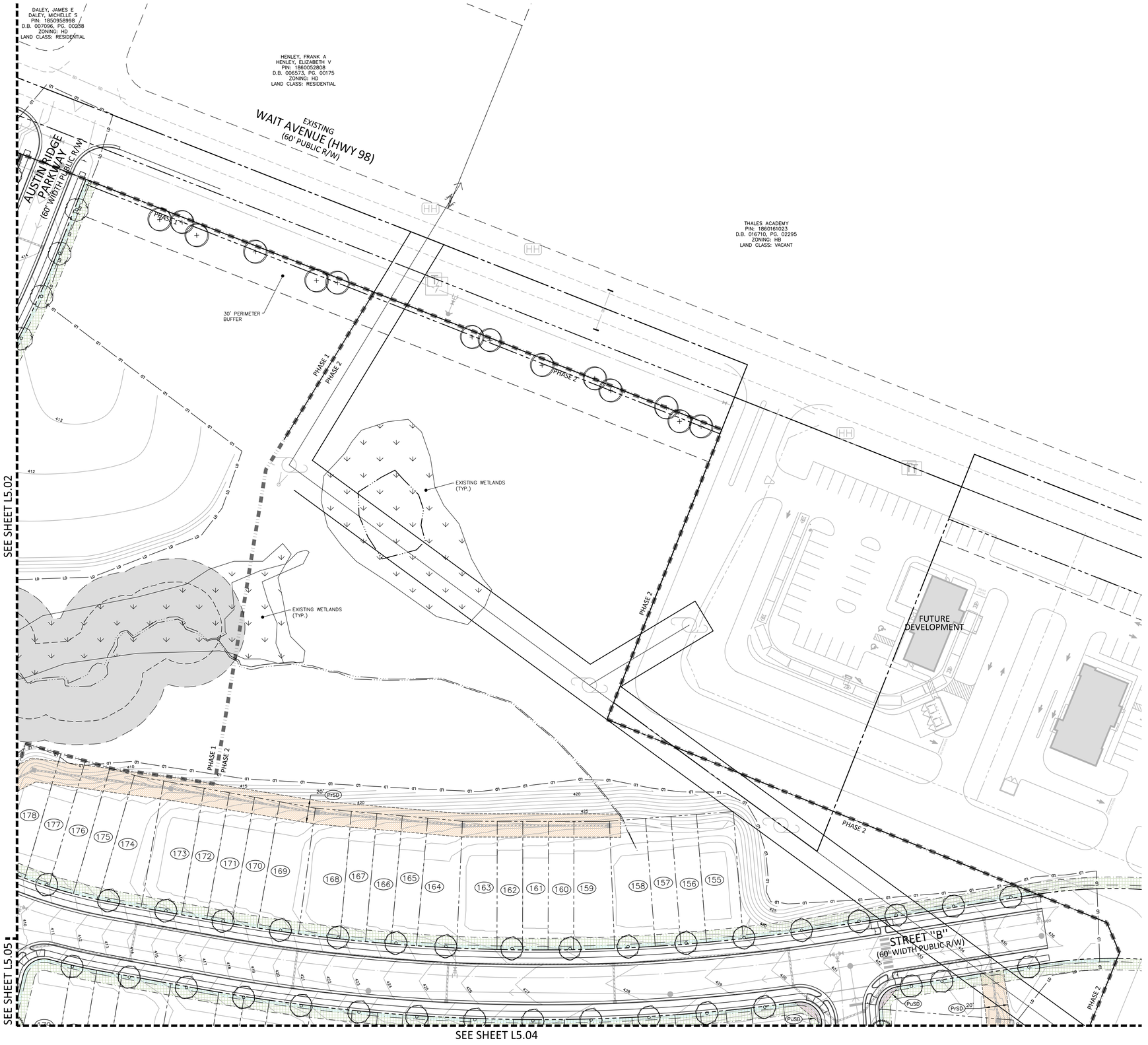
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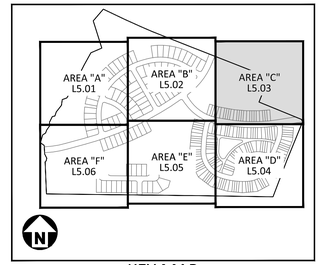
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V1_PSP_Atticus Woods_Combined Plans_Optimized.pdf · Page 32

97 Stephen Wensman
Show required NCDOT improvements





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- PERIMETER BUFFER
- COMPATIBILITY TRANSITION AREA BUFFER

PLANT SCHEDULE AREA C

SYMBOL	CODE	BOTANICAL / COMMON NAME
TREES		
	QUAL	QUERCUS ALBA WHITE OAK
	QUPA	QUERCUS PALUSTRIS PIN OAK
	QUPH	QUERCUS PHELLOS WILLOW OAK

GRAPHIC SCALE
0 20 40 80
1 inch = 40 ft.

PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

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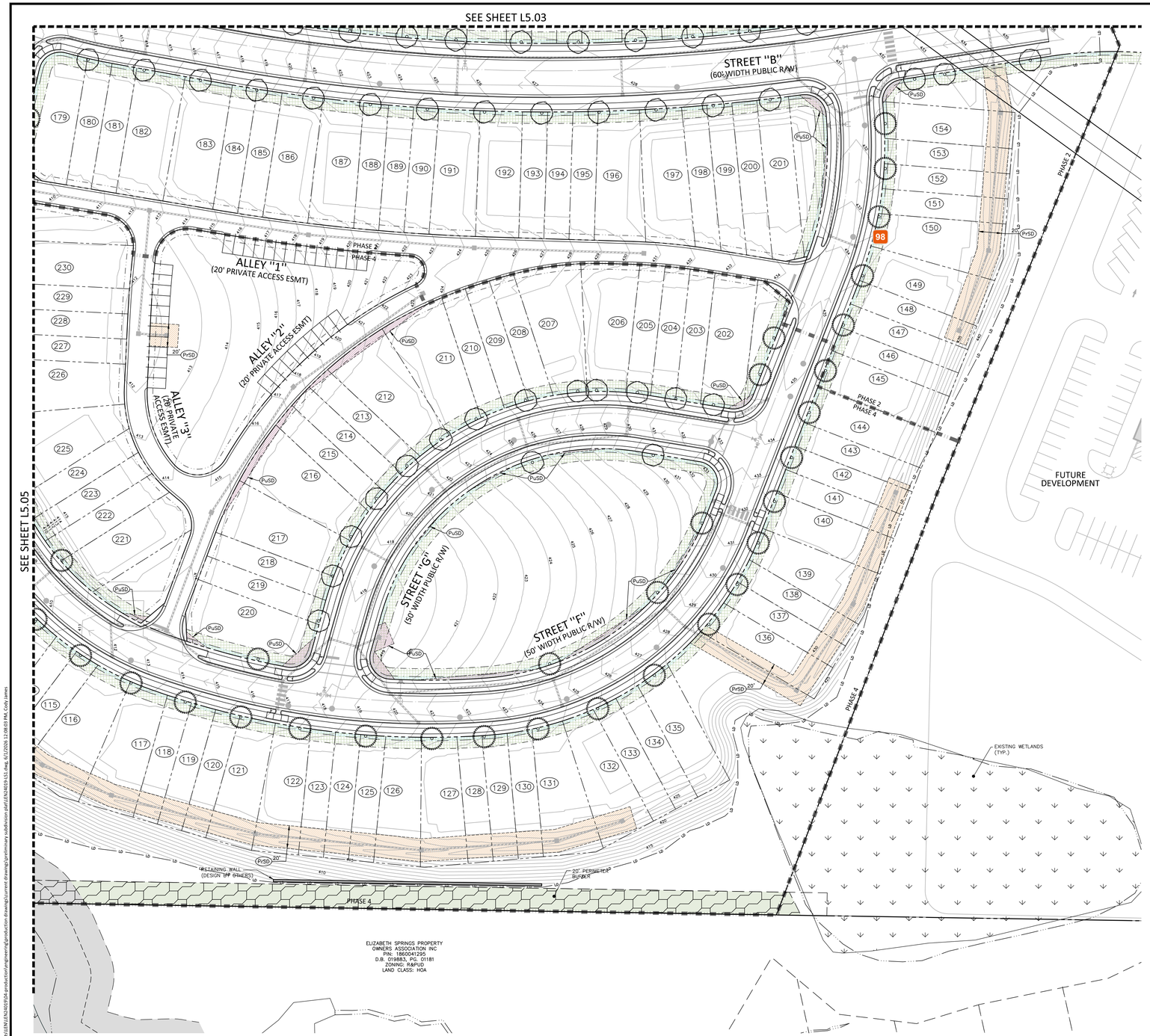
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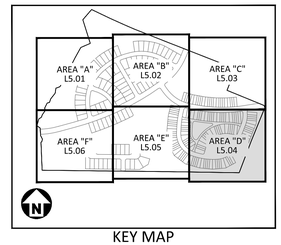
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LANDSCAPE PLAN - AREA "C"

L5.03

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KEY MAP

EASEMENT LEGEND

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- ACCESSIBLE ROUTE
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- TC — TREE CONSERVATION
- GUARDRAIL
- HEAVY DUTY ASPHALT PAVEMENT
- WETLANDS
- PERIMETER BUFFER
- COMPATIBILITY TRANSITION AREA BUFFER

PLANT SCHEDULE AREA D

SYMBOL	CODE	BOTANICAL / COMMON NAME
TREES		
o	NYSY	NYSSA SYLVATICA BLACKGUM 99
o	QUPH	QUERCUS PHELLOS WILLOW OAK 100

GRAPHIC SCALE
0 20 40 80
1 inch = 40 ft.

PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

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ROLESVILLE, NORTH CAROLINA 27587

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 25941 JOHN RICHARD HAYTON — NOT FOR CONSTRUCTION

REVISIONS

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PLAN INFORMATION

PROJECT NO.	LEN24019
FILENAME	LEN24019-LS1
CHECKED BY	JRH
DRAWN BY	FBW
SCALE	1" = 40'
DATE	06. 01. 2026

SHEET

LANDSCAPE PLAN - AREA "D"

L5.04

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98 **Meredith Gruber**
These appear to be front-loaded townhomes. Verify trees will not conflict with driveways.

99 **Meredith Gruber**
Check tree size in 10-20 years; will there be enough room between homes and branches. Consider columnar shaped trees. Also happy to brainstorm with you on this topic.

100 **Meredith Gruber**
Please add variety/additional trees to plant list.

SEE SHEET L5.02

SEE SHEET L5.01

SEE SHEET L5.06

SEE SHEET L5.03

SEE SHEET L5.04

AUSTIN RIDGE PARKWAY
(60' WIDTH PUBLIC R/W)

ALLEY "1"
(20' PRIVATE ACCESS ESMT)

STREET "F"
(50' WIDTH PUBLIC R/W)

STREET "I"
(50' WIDTH PUBLIC R/W)

GREENSTONE WAY
(50' WIDTH PUBLIC R/W)

RETAINING WALL
(DESIGN BY OTHERS)

EXISTING WETLANDS
(TYP.)

20' PERIMETER BUFFER

PHASE 1
PHASE 2
PHASE 4
PHASE 5

MCNEAL, BERLONDRIKA JERTORIA
PIN: 1850940289
D.B. 019342, PG. 01506
ZONING: R&PUD
LAND CLASS: RESIDENTIAL

FAYAD, AKRAM
FAYAD, RANIA
PIN: 1850941279
D.B. 019368, PG. 02463
ZONING: R&PUD
LAND CLASS: RESIDENTIAL

JENSEN, KENT
JENSEN, LINDA
PIN: 1850943209
D.B. 019616, PG. 01836
ZONING: R&PUD
LAND CLASS: RESIDENTIAL

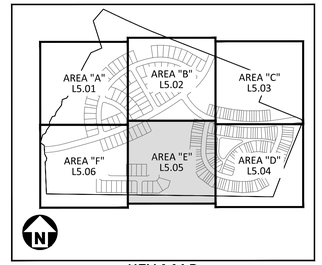
MILLER, THOMAS W
MILLER, BARBARA M
PIN: 1850943299
D.B. 019470, PG. 00962
ZONING: R&PUD
LAND USE: RESIDENTIAL

WINFREE, CRYSTAL ROSE
WINFREE, ANDREW CLAY
PIN: 1850944298
D.B. 019425, PG. 00429
ZONING: R&PUD
LAND CLASS: RESIDENTIAL

ORTALS, EDWARD J
ORTALS, EILEEN
PIN: 1850945275
D.B. 019328, PG. 01625
ZONING: R&PUD
LAND CLASS: RESIDENTIAL

BAVISOTTO, DANIELLE M
BAVISOTTO, ERIC N
PIN: 1850946232
D.B. 019699, PG. 02162
ZONING: R&PUD
LAND CLASS: RESIDENTIAL

ELIZABETH SPRINGS PROPERTY OWNERS ASSOCIATION INC
PIN: 1850947236
D.B. 019883, PG. 01181
ZONING: R&PUD
LAND CLASS: HOA



KEY MAP

EASEMENT LEGEND

RW	RETAINING WALL MAINTENANCE EASEMENT
SS	SANITARY SEWER EASEMENT
SCM	SCM ACCESS & MAINTENANCE EASEMENT
PuSD	PUBLIC STORM DRAINAGE EASEMENT
PrSD	PRIVATE STORM DRAINAGE EASEMENT
WE	WATERLINE EASEMENT
UE	CITY OF RALEIGH UTILITY EASEMENT
TR	STREET TREE EASEMENT

SITE LEGEND

	SIGNAGE
	POWER POLE
	TRAFFIC DIRECTIONAL ARROW
ACC	ACCESSIBLE PARKING STALL
VAN	VAN ACCESSIBLE PARKING STALL
XX	PARKING SPACE COUNT
	ACCESSIBLE RAMPS
	ACCESSIBLE ROUTE
	PHASE LINE
	PROPERTY LINE
	RIGHT-OF-WAY LINE
	LOT LINE
	CENTERLINE
OS	OPEN SPACE
TC	TREE CONSERVATION
	GUARDRAIL
	HEAVY DUTY ASPHALT PAVEMENT
	WETLANDS
	PERIMETER BUFFER
	COMPATIBILITY TRANSITION AREA BUFFER

PLANT SCHEDULE AREA E

SYMBOL	CODE	BOTANICAL / COMMON NAME
TREES		
	NYSY	NYSSA SYLVATICA BLACKGUM
	PLOC	PLATANUS OCCIDENTALIS AMERICAN SYCAMORE
	QUAL	QUERCUS ALBA WHITE OAK
	QUFA	QUERCUS FALCATA SOUTHERN RED OAK
	QUPH	QUERCUS PHELLOS WILLOW OAK

GRAPHIC SCALE
0 20 40 80
1 inch = 40 ft.

PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

McADAMS
The John R. McAdams Company, Inc.
621 Hillsborough Street
Suite 500
Raleigh, NC 27603
phone 919. 361. 5000
fax 919. 361. 2269
license number: C-0293, C-187

www.mcadamsco.com

CLIENT

LENNAR
1010 SYNC DRIVE, SUITE 600
MORRISVILLE, NORTH CAROLINA 27560
Anna Lancaster
PHONE: 919. 465. 5900

LENNAR

ATTICUS WOODS
PRELIMINARY SUBDIVISION PLAT
WAIT AVENUE
ROLESVILLE, NORTH CAROLINA 27587

NORTH CAROLINA REGISTERED LANDSCAPE ARCHITECT 2894 JOHN RICHARD HAYTON
NOT VALID WITHOUT ELECTRONIC SIGNATURE AND SEAL

REVISIONS

NO.	DATE
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PLAN INFORMATION

PROJECT NO.	LEN24019
FILENAME	LEN24019-LS1
CHECKED BY	JRH
DRAWN BY	FBW
SCALE	1" = 40'
DATE	06. 01. 2026

SHEET

LANDSCAPE PLAN - AREA "E"

L5.05

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SEE SHEET L5.01

SEE SHEET L5.05

AUSTIN RIDGE PARKWAY
(60' WIDTH PUBLIC R/W)

STREET "I"
(50' WIDTH PUBLIC R/W)

EXISTING POND
(TO BE DRAINED)

STORMWATER CONTROL
MEASURE "C"

VILLAGES OF AUSTIN CREEK
HOMEOWNERS ASSOCIATION
PIN: 1850853922
D.B./ 017277, PG. 02713
ZONING: GR10
LAND CLASS: HOA

VILLAGES OF AUSTIN CREEK
HOMEOWNERS ASSOCIATION
PIN: 1850841696
D.B. 017277, PG. 02713
ZONING: GR10
LAND CLASS: HOA

LENNAR CAROLINAS LLC
PIN: 1850841551
D.B. 015377, PG. 02089
ZONING: GR10
LAND CLASS: HOA

MUNOZ, WELLMAN FRANKLIN
MUNOZ, KRISTEN BRAUN
PIN: 1850843268
D.B. 019407, PG. 01343
ZONING: R&PUD
LAND CLASS: RESIDENTIAL

TRIPP, MICHELE L
PIN: 1850844370
D.B. 019344, PG. 01384
ZONING: R&PUD
LAND CLASS: RESIDENTIAL

BRATLEE-WHITAKER, EMILY
WHITAKER, TYLER
PIN: 1850845277
D.B. 19328, PG. 00555
ZONING: R&PUD
LAND CLASS: RESIDENTIAL

BIZIEFF, MICHAEL P
BIZIEFF, VESAL
PIN: 185046285
D.B. 019508, PG. 02570
ZONING: R&PUD
LAND CLASS: RESIDENTIAL

BURGOA, CHRISTOPHER
PIN: 1850847266
D.B. 019481, PG. 01310
ZONING: R&PUD
LAND CLASS: RESIDENTIAL

GIBBS, MICHAEL
GIBBS, STEFANI
PIN: 1850848247
D.B. 019509, PG. 01828
ZONING: R&PUD
LAND CLASS: RESIDENTIAL

MOULTON, ALAN
MOULTON, BRYNN
PIN: 1850849227
D.B. 020025, PG. 00138
ZONING: R&PUD
LAND CLASS: RESIDENTIAL

HOISETH, BRUCE CAERLY
HOISETH, MARYELLEN
PIN: 1850940208
D.B. 019366, PG. 01724
ZONING: R&PUD
LAND CLASS: RESIDENTIAL

MCNEAL, BERLONDRIKA JERTORIA
PIN: 1850940289
D.B. 019342, PG. 01506
ZONING: R&PUD
LAND CLASS: RESIDENTIAL

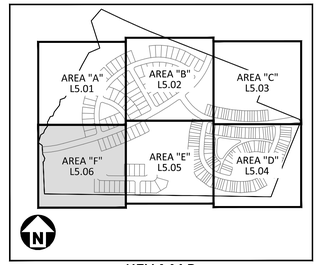
20' PERIMETER BUFFER

RETAINING WALL (DESIGN BY OTHERS)

EXISTING WETLANDS (TYP.)

PHASE 1

PHASE 5



KEY MAP

EASEMENT LEGEND

RW	RETAINING WALL MAINTENANCE EASEMENT
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PrSD	PRIVATE STORM DRAINAGE EASEMENT
WE	WATERLINE EASEMENT
UE	CITY OF RALEIGH UTILITY EASEMENT
TR	STREET TREE EASEMENT

SITE LEGEND

- SIGNAGE
- POWER POLE
- TRAFFIC DIRECTIONAL ARROW
- ACC — ACCESSIBLE PARKING STALL
- VAN — VAN ACCESSIBLE PARKING STALL
- (XX) — PARKING SPACE COUNT
- ACCESSIBLE RAMPS
- ACCESSIBLE ROUTE
- PHASE LINE
- PROPERTY LINE
- RIGHT-OF-WAY LINE
- LOT LINE
- CENTERLINE
- OS — OPEN SPACE
- TC — TREE CONSERVATION
- GUARDRAIL
- HEAVY DUTY ASPHALT PAVEMENT
- WETLANDS
- PERIMETER BUFFER
- COMPATIBILITY TRANSITION AREA BUFFER

PLANT SCHEDULE AREA F

SYMBOL	CODE	BOTANICAL / COMMON NAME
TREES		
+	PLOC	PLATANUS OCCIDENTALIS AMERICAN SYCAMORE
○	QUAL	QUERCUS ALBA WHITE OAK
○	QUFA	QUERCUS FALCATA SOUTHERN RED OAK

GRAPHIC SCALE
0 20 40 80
1 inch = 40 ft.

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NORTH CAROLINA REGISTERED LANDSCAPE ARCHITECT 2894 JOHN RICHARD HAYTON
NOT VALID WITHOUT ELECTRONIC SEAL AND ORIGINAL SIGNATURE

REVISIONS

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PLAN INFORMATION

PROJECT NO.	LEN24019
FILENAME	LEN24019-LS1
CHECKED BY	JRH
DRAWN BY	FBW
SCALE	1" = 40'
DATE	06. 01. 2026

SHEET

LANDSCAPE PLAN - AREA "F"

L5.06

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LANDSCAPE NOTES

1. MATERIALS AND METHODS OF CONSTRUCTION SHALL BE IN ACCORDANCE WITH CURRENT APPLICABLE TOWN OF ROLESVILLE AND THE STATE OF NORTH CAROLINA STANDARDS AND SPECIFICATIONS.
2. CONTRACTOR IS RESPONSIBLE FOR INSPECTING THE SITE BEFORE LANDSCAPE CONSTRUCTION AND INSTALLATION IN ORDER TO BECOME FAMILIAR WITH THE EXISTING CONDITIONS.
3. CONTRACTOR IS RESPONSIBLE FOR LOCATING UNDERGROUND UTILITIES, NEW AND PRIOR EXISTING, BEFORE BEGINNING LANDSCAPE INSTALLATION. DAMAGE TO UTILITIES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
4. THE LANDSCAPE PLAN IS FOR PLANTING PURPOSES ONLY. FOR INFORMATION REGARDING BUILDINGS, GRADING, WALLS, ETC., REFER TO ARCHITECTURE, SITE, GRADING DRAWINGS, ETC.
5. CONTRACTOR SHALL FULLY REVIEW PLANS PRIOR TO INSTALLATION AND SHALL NOTIFY LANDSCAPE ARCHITECT OF DISCREPANCIES BETWEEN THE NOTES, SPECIFICATIONS, DRAWINGS, OR SITE CONDITIONS FOR RESOLUTION PRIOR TO INSTALLATION.
6. VERIFICATION OF TOTAL PLANT QUANTITIES AS SHOWN IN THE PLANT SCHEDULE SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. DISCREPANCIES BETWEEN THE PLANT SCHEDULE AND LANDSCAPE PLAN SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT PRIOR TO SUBMITTING THE BID/PROPOSAL.
7. CONTRACTOR IS RESPONSIBLE FOR VERIFYING THAT PLANT MATERIAL IS AVAILABLE AS SPECIFIED WHEN BID/PROPOSAL IS SUBMITTED AND RESERVING / SECURING PLANT MATERIAL AS NECESSARY TO MEET THE REQUIREMENTS OF THE LANDSCAPE PLAN.
8. PLANTS TO MEET MINIMUM REQUIREMENTS AS SPECIFIED IN THE PLANT SCHEDULE. ROOT TYPE MAY BE FREELY SUBSTITUTED FOR BALLED AND BURLAPPED OR CONTAINER GROWN TREES, WITH OTHER SPECIFICATIONS REMAINING UNCHANGED. OTHER CHANGES OR SUBSTITUTIONS SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT AND GOVERNING JURISDICTION PRIOR TO PROCUREMENT OF PLANT MATERIAL.
9. DEVIATION FROM THESE PLANS MUST BE SPECIFICALLY APPROVED BY LANDSCAPE ARCHITECT. THE CONTRACTOR SHALL NOT MAKE SUBSTITUTIONS OR REVISIONS WITHOUT APPROVAL.
10. CONTRACTOR TO COORDINATE WITH LANDSCAPE ARCHITECT TO ESTABLISH THE EXTENTS OF MULCH/SEED/SOD IF NOT SPECIFICALLY SHOWN ON PLANS.
11. CONTRACTOR SHALL BE RESPONSIBLE FOR THE TESTING, AMENDING AND SPREADING OF TOPSOIL PRIOR TO PLANT INSTALLATION, SUPPLEMENTING WITH AMENDMENTS TO ADJUST PH AND FERTILITY AS NECESSARY BASED ON THE TEST RESULTS.
12. TOPSOIL SHALL BE FREE OF MATERIAL LARGER THAN 1.0 INCH IN DIAMETER OR LENGTH AND SHALL NOT CONTAIN SLAG, CINDERS, STONES, LUMPS OF SOIL, STICKS, ROOTS, TRASH, OR OTHER EXTRANEOUS MATERIAL.
13. CONTRACTOR SHALL PREPARE PLANTING BEDS BY TILLING SOIL TO A 12" DEPTH PRIOR TO INSTALLING PLANT MATERIAL. CONTRACTOR SHALL ENSURE THAT SHALLOW BEDROCK WILL NOT INHIBIT THE ROOT GROWTH OF PLANT MATERIAL. PLANTING BEDS SHALL NOT BE BACKFILLED WITH ANY MATERIAL OTHER THAN AMENDED OR IMPORTED PLANTING SOIL.
14. APPLY SOIL AMENDMENTS AND FERTILIZERS AS REQUIRED BY THE SOIL TEST RESULTS TO ACHIEVE A HEALTHY GROWING MEDIA AND MIX THOROUGHLY INTO TOP 4 INCHES OF SOIL. SPREAD PLANTING SOIL MIX TO A DEPTH OF 6 INCHES BUT NOT LESS THAN REQUIRED TO MEET FINISH GRADES AFTER NATURAL SETTLEMENT. DO NOT SPREAD IF PLANTING SOIL OR SUBGRADE IS FROZEN, MUDDY, OR EXCESSIVELY WET.
15. IF IMPORTED TOPSOIL IS REQUIRED, THE SUBGRADE SHALL BE SCARIFIED OR TILLED TO A DEPTH OF AT LEAST 6 INCHES PRIOR TO INSTALLATION OF IMPORTED TOPSOIL. FOLLOWING INSTALLATION OF IMPORTED TOPSOIL, THE TOPSOIL SHALL BE TILLED TO INTEGRATE THE SOIL PROFILES.
16. FINE GRADE PLANTING AREAS TO A SMOOTH, UNIFORM SURFACE PLANE WITH LOOSE, UNIFORMLY FINE TEXTURE. GRADE TO WITHIN PLUS OR MINUS 1/2 INCH OF FINISH ELEVATION. HAND ROLL AND RAKE, REMOVE RIDGES AND DEBRIS, AND FILL DEPRESSIONS TO MEET FINISH GRADES. LIMIT FINISHED GRADING TO AREAS THAT CAN BE PLANTED IN THE IMMEDIATE FUTURE.
17. CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE IN PLANTING AREAS.
18. AFTER TREE PLANTING HOLES HAVE BEEN DUG AND PRIOR TO INSTALLATION OF TREES, CONTRACTOR TO CONFIRM THAT WATER DRAINS OUT OF THE SOIL. USE LOWERED PLANTING HOLE DEPTH AND INSTALL ALTERNATIVE DRAINAGE AND AERATION SYSTEMS AS REQUIRED.
19. PERFORM PERCOLATION TEST FOR EACH TREE PIT. PROVIDE GRAVEL SUMP FILTER FABRIC & VENT PIPE IF DRAINAGE DOES NOT OCCUR WITHIN 24 HOURS. INCLUDE ALL SUMPS IN BASE BID. SHOULD SUMPS NOT BE NECESSARY AFTER PERCOLATION TEST, PROVIDE CHANGE ORDER DEDUCT TO OWNER.
20. IF PLANTING HOLES ARE DUG WITH A LARGE AUGER, BREAK DOWN THE SIDES OF THE HOLE WITH A SHOVEL TO ELIMINATE GLAZING AND TO CREATE THE SPECIFIED SIDE SLOPE ON THE INSIDE OF THE PLANTING HOLE.
21. CONTRACTOR SHALL KEEP AREAS OF WORK CLEAN, NEAT, AND ORDERLY. PAVED SURFACES ARE TO BE CLEANED OF SOIL AND DEBRIS AT THE CLOSE OF EACH WORKDAY.
22. LANDSCAPE MATERIAL SHALL BE WELL FORMED, VIGOROUS, GROWING SPECIMENS WITH GROWTH TYPICAL OF VARIETIES SPECIFIED AND SHALL BE FREE FROM DAMAGE, INSECTS, AND DISEASES. MATERIAL SHALL EQUAL OR SURPASS #1 QUALITY AS DEFINED IN THE CURRENT ISSUE OF "AMERICAN STANDARD FOR NURSERY STOCK" AS PUBLISHED BY THE AMERICANHORT (F.K.A. AMERICAN NURSERY & LANDSCAPE ASSOCIATION).
23. PLANT MATERIAL IS TO BE WELL ROOTED, NOT ROOT BOUND, SUCH THAT THE ROOT BALL REMAINS INTACT THROUGHOUT THE PLANTING PROCESS. DEFICIENT PLANT MATERIAL SHALL BE REJECTED BY THE LANDSCAPE ARCHITECT.
24. CONTAINER GROWN STOCK SHALL HAVE BEEN GROWN IN A CONTAINER LONG ENOUGH FOR THE ROOT SYSTEM TO HAVE DEVELOPED SUFFICIENTLY TO HOLD THE SOIL TOGETHER FIRMLY, BUT NOT SO LONG AS TO HAVE BECOME POT BOUND. CONTAINER GROWN STOCK SHALL HAVE A WELL-ESTABLISHED ROOT SYSTEM REACHING THE SIDES OF THE CONTAINER TO MAINTAIN A FIRM BALL BUT SHALL NOT HAVE EXCESSIVE ROOT GROWTH ENCIRCLING THE INSIDE OF THE CONTAINER.
25. DO NOT PRUNE TREES AND SHRUBS BEFORE DELIVERY. PROTECT BARK, BRANCHES, AND ROOT SYSTEMS FROM SUN SCALD, DRYING, SWEATING, WHIPPING, AND OTHER HANDLING AND TYING DAMAGE. DO NOT BEND OR BIND-TIE TREES OR SHRUBS IN SUCH A MANNER AS TO DESTROY THEIR NATURAL SHAPE. PROVIDE PROTECTIVE COVERING OF EXTERIOR PLANTS DURING DELIVERY.
26. DELIVER EXTERIOR PLANTS AFTER PREPARATIONS FOR PLANTING HAVE BEEN COMPLETED AND INSTALL IMMEDIATELY. IMMEDIATELY AFTER UNLOADING, STAND THE TREES UP TO REDUCE THE RISK OF SUN SCALD. PROPERLY STAGED TREES ARE STANDING, UNTIED AND SPACED. UNLESS IMMEDIATELY INSTALLED, SET EXTERIOR PLANTS AND TREES IN SHADE, PROTECT FROM WEATHER AND MECHANICAL DAMAGE, AND KEEP ROOTS MOIST.
27. PLANT MATERIAL IS TO BE CAREFULLY HANDLED BY THE ROOT BALL, NOT THE TRUNK, BRANCHES, AND/OR FOLIAGE OF THE PLANT. DO NOT DROP EXTERIOR PLANTS DURING DELIVERY AND HANDLING. MISHANDLED PLANT MATERIAL SHALL BE REJECTED BY THE LANDSCAPE ARCHITECT. PLANTS WITH BROKEN ROOT BALLS OR SUBSTANTIAL DAMAGE SHALL BE REPLACED PRIOR TO PLANTING.
28. CONTRACTOR SHALL STAKE TREE LOCATIONS FOR APPROVAL PRIOR TO INSTALLATION. CONFLICTS OR DISCREPANCIES SHALL BE FIELD ADJUSTED AND APPROVED BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. NOTIFY THE GOVERNING JURISDICTION AND OWNER'S REPRESENTATIVE OR LANDSCAPE ARCHITECT OF SIGNS, POWER LINES, OR OTHER CONFLICTS BEFORE PLANTING TREES.
29. NO TREE PLANTING SHALL OCCUR WITHIN SIGHT DISTANCE TRIANGLE AREAS INDICATED ON THE PLAN SET. CONTRACTOR SHALL STAKE THE LOCATION OF TREE PLANTING IN THE RIGHT-OF-WAY IN THE FIELD PRIOR TO INSTALLATION FOR REVIEW AND APPROVAL BY LANDSCAPE ARCHITECT AND AUTHORITIES HAVING JURISDICTION. OWNER SHALL AGREE TO MAINTAIN THE STRUCTURE OF TREE PLANTING IN THE RIGHT-OF-WAY TO ELIMINATE SIGHT DISTANCE CONFLICTS.
30. PROPOSED TREES TO BE PLANTED A MINIMUM 10 FEET FROM LIGHT POLES AS MEASURED FROM TRUNK OF THE TREE TO THE POLE.
31. PROPOSED TREES TO BE PLANTED A MINIMUM 10 FEET FROM FIRE HYDRANTS AS MEASURED FROM TRUNK OF THE TREE TO THE HYDRANT.
32. CONTRACTOR SHALL LAY OUT ON THE GROUND SHRUBS, ORNAMENTAL GRASSES, AND GROUNDCOVERS FOR APPROVAL BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. CONTRACTOR SHALL ANTICIPATE THAT SOME REARRANGEMENT OF MATERIAL WILL OCCUR.
33. SEE LANDSCAPE DETAILS FOR TREE STAKING REQUIREMENTS.
34. ALL TREE PLANTINGS SHALL BE MULCHED TO A DEPTH OF 3 INCHES AND WITH A MINIMUM 3 FOOT RADIUS FROM BASE OF TREE OR TO DRIPLINE. MULCH SHALL NOT COVER THE ROOT FLARE.
35. MULCH SHALL BE ORGANIC, FREE OF TRASH, AND MAINTAINED WEED FREE. MULCH SHALL BE APPLIED IMMEDIATELY AFTER COMPLETION OF PLANTING OPERATIONS.
36. PLANT MATERIALS ARE TO BE GUARANTEED FOR A PERIOD OF 12 MONTHS. CONTRACTOR WILL REPLACE PLANT MATERIAL WHICH REMAINS UNHEALTHY BEFORE THE EXPIRATION OF THE GUARANTEE PERIOD OR IMMEDIATELY IF SO DIRECTED BY THE OWNER'S REPRESENTATIVE OR LANDSCAPE ARCHITECT.
37. CONTRACTOR IS RESPONSIBLE FOR WATERING PLANTED AREAS THROUGHOUT THE WARRANTY PERIOD TO ENSURE PLANT ESTABLISHMENT.
38. REPAIR OR REPLACE, IN A MANNER APPROVED BY THE LANDSCAPE ARCHITECT] [OWNER'S REPRESENTATIVE, NEW TREES AND OTHER PLANTS THAT ARE DAMAGED AFTER INSTALLATION BY CONSTRUCTION OPERATIONS.
39. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MONITOR THE PROJECT DURING THE GUARANTEE PERIOD AND INFORM THE OWNER IF PROBLEMS DEVELOP WITH THE PLANT MATERIAL. CONTRACTOR SHALL REMOVE DEAD AND UNHEALTHY PLANT MATERIAL AND IMMEDIATELY REPLACE AT THE CONTRACTOR'S EXPENSE.
40. CONTRACTOR SHALL REMOVE GUYS AND STAKES AT END OF WARRANTY PERIOD OR ESTABLISHMENT.
41. LANDSCAPE WORK SHALL INCLUDE THE FURNISHING, INSTALLATION, AND WARRANTY OF ALL PLANTING MATERIALS WITHIN THE PROJECT AREA.
42. CONTRACTOR TO ENSURE PROPER STABILIZATION AND SEEDING OF THE SITE IN ACCORDANCE WITH APPLICABLE REGULATIONS.

MAINTENANCE NOTES

1. WARRANTY: INSTALLER SHALL REPAIR OR REPLACE ANY PLANTINGS THAT FAIL IN MATERIALS, WORKMANSHIP, OR GROWTH WITHIN ONE YEAR AFTER THE DATE OF SUBSTANTIAL COMPLETION. FAILURES INCLUDE, BUT ARE NOT LIMITED TO, THE FOLLOWING:
   - DEATH AND UNSATISFACTORY GROWTH, EXCEPT FOR DEFECTS RESULTING FROM LACK OF ADEQUATE MAINTENANCE, NEGLECT, ABUSE BY OWNER, OR INCIDENTS THAT ARE BEYOND CONTRACTOR'S CONTROL.
   - STRUCTURAL FAILURES INCLUDING PLANTINGS FALLING OR BLOWING OVER.
2. THE OWNERS OF PROPERTY SHALL BE RESPONSIBLE FOR ALL NATURAL AND PHYSICAL FEATURES REQUIRED BY CODE AND SHALL PRESERVE AND MAINTAIN THESE FEATURES IN HEALTHY GROWING CONDITIONS, REPLACE THEM WHEN NECESSARY, AND KEEP THE AREAS AROUND THEM FREE OF REFUSE AND DEBRIS IN A MANNER THAT PREVENTS REFUSE AND DEBRIS FROM WASHING ONTO PUBLIC RIGHTS-OF-WAY. FAILURE TO MAINTAIN ALL PLANTINGS IN ACCORDANCE WITH THIS PLAN MAY CONSTITUTE A VIOLATION OF THIS ORDINANCE AND MAY RESULT IN FINES. THE OWNER SHALL BE RESPONSIBLE FOR MAINTENANCE OF THE VEGETATION, INCLUDING BUT NOT LIMITED TO:
   - FERTILIZATION
   - PRUNING WITHIN LIMITS
   - PEST CONTROL
   - MULCHING
   - MOWING
   - PROTECTION OF THE ROOT ZONES FROM EQUIPMENT, CONSTRUCTION AND RELATED MATERIALS, ETC.
   - METHOD OF IRRIGATION
   - OTHER CONTINUING MAINTENANCE OPERATIONS

LANDSCAPE CALCULATIONS - TOWN OF ROLESVILLE

PERIMETER BUFFERS (LDO 6.2.2.1)

SUBJECT PROPERTY ZONED NEIGHBORHOOD CENTER MIXED-USE (NC), ZONING DISTRICT OF ADJACENT PROPERTIES IS NON MIXED USE AND THEREFORE A 'COMPATIBILITY TRANSITION AREA BUFFER' APPLIES. THIS INCLUDES A 10' LANDSCAPE BUFFER (1 CANOPY TREE PER 30') ALONG THE PROJECT BOUNDARY AND AN ADDITIONAL 10' 'USE RESTRICTION' JUST INSIDE THAT 10' LANDSCAPE BUFFER EQUATING TO A TOTAL BUFFER WIDTH OF 20.'

PLANT MATERIAL SHALL BE PROVIDED IN ACCORDANCE WITH THE BELOW MINIMUM STANDARDS

CANOPY TREES 1/30 LF

TOTAL PERIMETER BUFFER 4,307 LF

UPON INSTALLATION OF THE REQUIRED PERIMETER BUFFERS, THE PROJECT TEAM WILL PROMPTLY COORDINATE WITH THE TOWN OF ROLESVILLE LDA TO REVIEW BUFFER AREAS LEFT IN AN UNDISTURBED, VEGETATED CONDITION. UPON THE DECISION OF THE LDA AT THE TIME OF INSPECTIONS AND DETERMINATION AS TO THE TYPE, AMOUNT, AND EXENT OF INSTALLED BUFFERING, IF IT IS DETERMINED THAT THE EXISTING VEGETATION DOES NOT MEET PERIMETER BUFFER REQUIREMENTS, THE LDA RESERVES THE RIGHT TO REQUIRE ADDITIONAL PLANTING AND / OR FENCING.

TOTAL LINEAR FEET TO BE REPLANTED: TBD

CANOPY TREES MINIMUM 2" CALIPER, 8' HT AT TIME OF INSTALL (LDO 6.2.4.3.A)

REQUIRED:	TBD
PROVIDED:	TBD
PROVIDED SPECIES (%MIX):	AMERICAN SYCAMORE - PLATANUS OCCIDENTALIS (20%)
	PIN OAK - QUERCUS PALUSTRIS (20%)
	AMERICAN BEECH - FAGUS GRANDIFLORA (20%)
	TULIP POPLAR - LIRIODENDRON TULIPIFERA (20%)
	RED MAPLE - ACER RUBRUM (20%)

PLANT DIVERSITY (LDO 6.2.4.3)

- THERE ARE OVER 101 TREES PLANTED ON SITE
- THE MINIMUM NUMBER OF GENERA REQUIRED IS FOUR (4)
- A MAXIMUM OF 40% OF ANY ONE GENERA IS ALLOWED

TOTAL CANOPY TREES PROVIDED: 329 CANOPY TREES
MAXIMUM OF ANY GENERA ALLOWED: 132 (40%)
MAXIMUM OF ANY GENERA PROPOSED: 114

CALCULATIONS REFLECT STREET TREE QUANTITIES, FINAL CALCULATIONS TO BE PROVIDED UPON DETERMINATION OF PERIMETER BUFFER REPLANTING TOTAL LINEAR FOOTAGE.

STREET TREE CALCULATIONS

STREET 'WAIT AVENUE' (THOROUGHFARE)

TOTAL LENGTH:	1,750 LF
REQUIRED:	44 STREET TREES (1/50LF)
PROVIDED:	44

STREET 'AUSTIN RIDGE PARKWAY' (COLLECTOR)

TOTAL LENGTH:	3,723 LF
REQUIRED:	75 STREET TREES (1/50LF)
PROVIDED:	80

STREET 'B' (COLLECTOR)

TOTAL LENGTH:	2,240 LF
REQUIRED:	45 STREET TREES (1/50LF)
PROVIDED:	46

STREET 'C' (LOCAL)

TOTAL LENGTH:	2,812 LF
REQUIRED:	47 STREET TREES (1/60LF)
PROVIDED:	53

STREET 'D' (LOCAL)

TOTAL LENGTH:	653 LF
REQUIRED:	11 STREET TREES (1/60LF)
PROVIDED:	11

STREET 'E' (LOCAL)

TOTAL LENGTH:	849 LF
REQUIRED:	14 STREET TREES (1/60LF)
PROVIDED:	15

STREET 'F' (LOCAL)

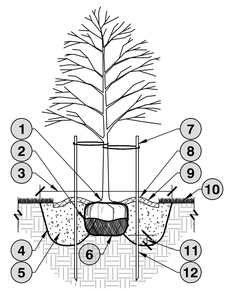
TOTAL LENGTH:	2,632 LF
REQUIRED:	44 STREET TREES (1/60LF)
PROVIDED:	44

STREET 'G' (LOCAL)

TOTAL LENGTH:	863 LF
REQUIRED:	15 STREET TREES (1/60LF)
PROVIDED:	15

PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CAL	HEIGHT
TREES					
	GLTH	21	GLEDITSIA TRIACANTHOS INERMIS 'SHADEMASTER' SHADEMASTER HONEY LOCUST	2.5" MIN	8' MIN
	LISR	80	LIQUIDAMBAR STYRACIFLUA 'ROTUNDILOBA' ROUND-LOBED SWEET GUM	2.5" MIN	8' MIN
	LITU	15	LIRIODENDRON TULIPIFERA TULIP POPLAR	2.5" MIN	8' MIN
	NYSY	55	NYSSA SYLVATICA BLACKGUM	2.5" MIN	8' MIN
	QUFA	53	QUERCUS FALCATA SOUTHERN RED OAK	2.5" MIN	8' MIN
	QUPH	61	QUERCUS PHELLOS WILLOW OAK	2.5" MIN	8' MIN
	ULAP	44	ULMUS AMERICANA 'PRINCETON' PRINCETON AMERICAN ELM	2.5" MIN	8' MIN
		329	SUBTOTAL:		



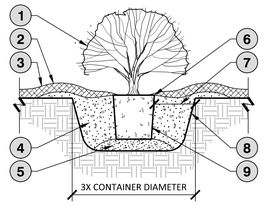
1. TRUNK FLARE AND TOP OF ROOT BALL SHOULD BE 2" ABOVE FINISHED GRADE AFTER SETTLING
2. CUT BURLAP, ROPE AND WIRE BASKET AWAY FROM TOP AND SIDES OF ROOT BALL AND REMOVE DURING BACKFILL PROCESS. IF USING CONTAINER GROWN TREES, USE FINGERS OR SMALL HAND TOOLS TO PULL ROOTS OUT OF THE OUTER LAYER OF POTTING SOIL; CUT OR PULL APART ANY ROOTS CIRCLING THE PERIMETER OF THE CONTAINER.
3. WIDTH OF PLANTING HOLE SHALL BE 3 TIMES THE ROOT BALL DIAMETER IN HIGHLY COMPACTED OR CLAY SOIL; 2 TIMES THE ROOT BALL DIAMETER MINIMUM IN ALL OTHERS
4. DIG WIDE PLANTING HOLE WITH TAPERED SIDES.
5. TO STABILIZE, COMPACT THE PLANTING SOIL MIX BACKFILL AROUND ROOT BALL; COMPACT SOIL BY SOAKING WITH WATER AND OR LIGHTLY HAND TAMPING.
6. SET ROOT BALL ON UNDISTURBED SOIL TO PREVENT SETTLING.
7. IF STAKING IS NECESSARY, USE TWO OPPOSING STAKES WITH SEPARATE FLEXIBLE TIES. REMOVE STAKING AT END OF FIRST GROWING SEASON.
8. 4" RAISED RING OF SOIL TO DIRECT WATER INTO ROOT BALL - ESPECIALLY IMPORTANT IF TOP OF ROOT BALL IS RAISED ABOVE GRADE
9. 3" BARK MULCH; DO NOT PLACE MULCH WITHIN 12" OF TREE TRUNK.
10. FINAL GRADE
11. 5"-7" DEEPER THAN ROOT BALL FOR LOWERED PLANTING HOLE AS NEEDED WITH POOR DRAINAGE
12. EXTEND STAKES INTO 24" OF UNDISTURBED SOIL.

NOTES:

1. SELECT TREES THAT HAVE: STRONG CENTRAL LEADER; CROWN WITH FULL FOLIAGE; GROWN IN HEAVY CLAY SOIL WITH DRIP IRRIGATION.
2. BEFORE INSTALLING PLANTING SOIL MIX BACKFILL AROUND ROOT BALL, SOAK HOLE TO CONFIRM WATER FILTERS THROUGH UNDISTURBED SOIL. DESIGN ALTERNATIVE DRAINAGE SYSTEM IF REQUIRED.
3. A SOIL EXPERT CAN BE CONSULTED TO HELP MODIFY AND FERTILIZE TOPSOIL TO CREATE AN ACCEPTABLE PLANTING SOIL MIX FOR THE SITE CONDITIONS AND SPECIFIC TREE SPECIES.
4. THOROUGHLY SOAK THE TREE ROOT BALL AND ADJACENT PREPARED SOIL SEVERAL TIMES DURING THE FIRST MONTH AFTER PLANTING AND DURING DRY PERIODS.

1 TREE PLANTING

SCALE: 1/4" = 1'-0"



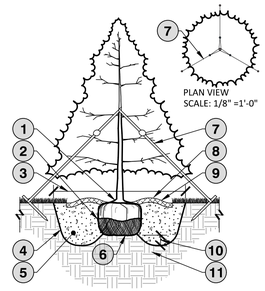
1. PRUNE PROPORTIONALLY TO COMPENSATE FOR REDUCTION OF ROOTS AND TO PROMOTE NATURAL GROWTH CHARACTER.
2. FORM 2" DEEP SAUCER
3. 3" BARK MULCH; DO NOT PLACE MULCH WITHIN 3" OF TRUNK/STEM
4. PLANTING SOIL MIX BACKFILL TO BE COMPACTED BY SOAKING WITH WATER AND OR LIGHTLY HAND TAMPED
5. PLANTING SOIL MIX TO BE TAMPED TO AVOID SETTLING
6. TOP OF ROOTBALL SHALL BE 1" HIGHER THAN ADJACENT FINISHED GRADE
7. 6" MIN. GAP BETWEEN ROOT BALL AND UNDISTURBED SOIL. WHERE THERE IS HEAVY CLAY SOIL, THE HOLE SHOULD BE 3 TIMES THE CONTAINER DIAMETER.
8. SUBSOIL BROKEN WITH PICK ON SIDES AND BOTTOM OF HOLE
9. FOR CONTAINERS, USE FINGERS OR SMALL HAND TOOLS TO PULL ROOTS OUT OF THE OUTER LAYER OF POTTING SOIL; CUT OR PULL APART ANY ROOTS CIRCLING THE PERIMETER OF THE CONTAINER. IF USING BALED AND BURLAP; CUT BURLAP, ROPE AND WIRE BASKET AWAY FROM TOP AND SIDES OF ROOT BALL AND REMOVE DURING BACKFILL PROCESS.

NOTES:

1. SELECT SHRUBS THAT MEET THE SPECIFIED HEIGHT IN THE PLANT SCHEDULE, MEASURED PER THE AMERICAN STANDARD FOR NURSERY STOCK METHODS; PEST AND DISEASE FREE; CROWN WITH FULL FOLIAGE; GROWN IN HEAVY CLAY SOIL WITH DRIP IRRIGATION.
2. BEFORE INSTALLING PLANTING SOIL MIX BACKFILL AROUND ROOT BALL, SOAK HOLE TO CONFIRM WATER FILTERS THROUGH UNDISTURBED SOIL. DESIGN ALTERNATIVE DRAINAGE SYSTEM IF REQUIRED.
3. A SOIL EXPERT CAN BE CONSULTED TO HELP MODIFY AND FERTILIZE TOPSOIL TO CREATE AN ACCEPTABLE PLANTING SOIL MIX FOR THE SITE CONDITIONS AND SPECIFIC PLANT SPECIES.
4. THOROUGHLY SOAK THE SHRUB ROOT BALLS AND ADJACENT PREPARED SOIL SEVERAL TIMES DURING THE FIRST MONTH AFTER PLANTING AND DURING DRY PERIODS.

2 SHRUB PLANTING

SCALE: 1/2" = 1'-0"



1. TRUNK FLARE AND TOP OF ROOT BALL SHOULD BE 2" ABOVE FINISHED GRADE AFTER SETTLING
2. CUT BURLAP, ROPE AND WIRE BASKET AWAY FROM TOP AND SIDES OF ROOT BALL AND REMOVE DURING BACKFILL PROCESS. IF USING CONTAINER GROWN TREES, USE FINGERS OR SMALL HAND TOOLS TO PULL ROOTS OUR OF THE OUTER LAYER OF POTTING SOIL; CUT OR PULL APART ANY ROOTS CIRCLING THE PERIMETER OF THE CONTAINER
3. WIDTH OF PLANTING HOLE SHALL BE 3 TIMES THE ROOT BALL DIAMETER IN HIGHLY COMPACTED OR CLAY SOIL; 2 TIMES THE ROOT BALL DIAMETER IN ALL OTHERS (12" MIN. OF PLANTING SOIL ON ALL SIDES)
4. DIG WIDE PLANTING HOLE WITH TAPERED SIDES
5. TO STABILIZE, COMPACT THE PLANTING SOIL MIX BACKFILL AROUND ROOT BALL; COMPACT SOIL BY SOAKING WITH WATER AND OR LIGHTLY HAND TAMPING
6. SET ROOT BALL ON UNDISTURBED SOIL TO PREVENT SETTLING AND LOOSEN SUBGRADE
7. STAKE TREES ON THREE SIDES WITH ARBORTIES AND NAIL/STAPPLE STRAPS TO 2"X2"X18" WOOD STAKE OR APPROVED EQUAL. REMOVE STAKING AT END OF SECOND GROWING SEASON.
8. 4" RAISED RING OF SOIL TO DIRECT WATER INTO ROOT BALL - ESPECIALLY IMPORTANT IF TOP OF ROOT BALL IS RAISED ABOVE GRADE
9. 3" BARK MULCH; DO NOT PLACE MULCH WITHIN 3" OF TREE TRUNK
10. 5"-7" DEEPER THAN ROOT BALL FOR LOWERED PLANTING HOLE AS NEEDED WITH POOR DRAINAGE
11. MOUNT STAKES IN UNDISTURBED SOIL AT 45 DEGREE ANGLE. LEAVE TOP 6" OF STAKE ABOVE GROUND

NOTES:

1. SELECT TREES THAT HAVE: STRONG CENTRAL LEADER; DISEASE AND PEST FREE; GROWN IN HEAVY CLAY SOIL WITH DRIP IRRIGATION.
2. PROVIDE WATER STORING CRYSTALS PER NURSERY RECOMMENDATIONS FOR PINE TREES.
3. BEFORE INSTALLING PLANTING SOIL MIX BACKFILL AROUND ROOT BALL, SOAK HOLE TO CONFIRM WATER FILTERS THROUGH UNDISTURBED SOIL. DESIGN ALTERNATIVE DRAINAGE SYSTEM IF REQUIRED.
4. A SOIL EXPERT CAN BE CONSULTED TO HELP MODIFY AND FERTILIZE TOPSOIL TO CREATE AN ACCEPTABLE PLANTING SOIL MIX FOR THE SITE CONDITIONS AND SPECIFIC TREE SPECIES.
5. THOROUGHLY SOAK THE TREE ROOT BALL AND ADJACENT PREPARED SOIL SEVERAL TIMES DURING THE FIRST MONTH AFTER PLANTING AND DURING DRY PERIODS.

3 EVERGREEN TREE PLANTING

SCALE: 1/4" = 1'-0"

PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

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Raleigh, NC 27603
phone 919. 361. 5000
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license number: C-0293, C-187
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CLIENT

LENNAR
1010 SYNC DRIVE, SUITE 600
MORRISVILLE, NORTH CAROLINA 27560
Anna Lancaster
PHONE: 919. 465. 5900

LENNAR

ATTICUS WOODS
PRELIMINARY SUBDIVISION PLAT
WAIT AVENUE
ROLESVILLE, NORTH CAROLINA 27587

NORTH CAROLINA REGISTERED LANDSCAPE ARCHITECT 2694 JOHN R. CHARD HAYTON NOT FOR CONSTRUCTION

REVISIONS

NO.	DATE
1	
2	
3	
4	
5	
6	

PLAN INFORMATION

PROJECT NO.	LEN24019
FILENAME	LEN24019-LS1
CHECKED BY	JRH
DRAWN BY	FBW
SCALE	NTS
DATE	06. 01. 2026

SHEET

LANDSCAPE NOTES

L5.07

x:\Projects\LEN\LEN24019\04-production\engineering\production drawings\current drawings\preliminary subdivision plat\LEN24019-LS1.dwg, 6/1/2026 12:08:15 PM, Cody James

OPEN SPACE BY PHASE (NC-CZ ZONING)

	PHASE 1 (PHASE AREA: 30.87 AC)	
	REQUIRED	PROPOSED
TOTAL OPEN SPACE PER PHASE (15% PHASE AREA)	4.64 AC MIN. (30.87 X 0.15)	6.68 AC
ACTIVE RECREATION FEATURES (50% TOTAL PHASE OPEN SPACE)	2.32 AC MIN. (4.64 AC X 0.50)	3.52 AC
PASSIVE RECREATION FEATURES (INCLUSIVE OF CATEGORIES LISTED BELOW)	2.32 AC MIN. (4.64 AC X 0.50)	3.16 AC
ENVIRONMENTALLY SENSITIVE/UNIQUE LANDS AND FLOODPLAINS (INCLUDES WETLANDS, PROTECTED STREAM BUFFERS, ROCK OUTCROPPINGS, AND FLOODPLAINS)	0.46 AC MAX. PASSIVE OPEN SPACE (2.32 AC X 0.20)	0.46 AC
STORMWATER FACILITIES	1.15 AC MAX. PASSIVE OPEN SPACE (2.32 AC X 0.50)	0.73 AC

	PHASE 2 (PHASE AREA: 13.27 AC)			
	REQUIRED	PROPOSED	REQUIRED (PHASE 1–2)	TOTAL (PHASE 1–2)
TOTAL OPEN SPACE PER PHASE (15% PHASE AREA)	2.00 AC MIN. (13.27 X 0.15)	2.43 AC	6.64 AC MIN.	9.11 AC
ACTIVE RECREATION FEATURES (50% TOTAL PHASE OPEN SPACE)	1.00 AC MIN. (2.00 AC X 0.50)	1.30 AC	3.32 AC MIN.	4.82 AC
PASSIVE RECREATION FEATURES (INCLUSIVE OF CATEGORIES LISTED BELOW)	1.00 AC MIN. (2.00 AC X 0.50)	1.13 AC	3.32 AC MIN.	4.29 AC
ENVIRONMENTALLY SENSITIVE/UNIQUE LANDS AND FLOODPLAINS (INCLUDES WETLANDS, PROTECTED STREAM BUFFERS, ROCK OUTCROPPINGS, AND FLOODPLAINS)	0.20 AC MAX. PASSIVE OPEN SPACE (1.00 AC X 0.20)	0.20 AC	0.66 AC MAX.	0.66 AC
STORMWATER FACILITIES	0.50 AC MAX. PASSIVE OPEN SPACE (1.00 AC X 0.50)	0.50 AC	1.65 AC MAX.	1.22 AC

	PHASE 3 (PHASE AREA: 13.58 AC)			
	REQUIRED	PROPOSED	REQUIRED (PHASE 1–3)	TOTAL (PHASE 1–3)
TOTAL OPEN SPACE PER PHASE (15% PHASE AREA)	2.04 AC MIN. (13.58 X 0.15)	1.07 AC	8.68 AC MIN.	10.18 AC
ACTIVE RECREATION FEATURES (50% TOTAL PHASE OPEN SPACE)	1.02 AC MIN. (2.04 AC X 0.50)	0.38 AC	4.34 AC MIN.	5.20 AC
PASSIVE RECREATION FEATURES (INCLUSIVE OF CATEGORIES LISTED BELOW)	1.02 AC MIN. (2.04 AC X 0.50)	0.69 AC	4.34 AC MIN.	4.98 AC
ENVIRONMENTALLY SENSITIVE/UNIQUE LANDS AND FLOODPLAINS (INCLUDES WETLANDS, PROTECTED STREAM BUFFERS, ROCK OUTCROPPINGS, AND FLOODPLAINS)	0.20 AC MAX. PASSIVE OPEN SPACE (1.02 AC X 0.20)	0.20 AC	0.86 AC MAX.	0.86 AC
STORMWATER FACILITIES	0.51 AC MAX. PASSIVE OPEN SPACE (1.02 AC X 0.50)	0.49 AC	2.16 AC MAX.	1.71 AC

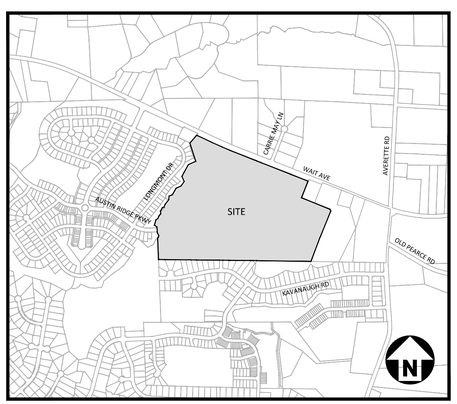
	PHASE 4 (PHASE AREA: 13.87 AC)			
	REQUIRED	PROPOSED	REQUIRED (PHASE 1–4)	TOTAL (PHASE 1–4)
TOTAL OPEN SPACE PER PHASE (15% PHASE AREA)	2.08 AC MIN. (13.87 X 0.15)	1.69 AC	10.76 AC MIN.	11.87 AC
ACTIVE RECREATION FEATURES (50% TOTAL PHASE OPEN SPACE)	1.04 AC MIN. (2.08 AC X 0.50)	0.95 AC	5.38 AC MIN.	6.15 AC
PASSIVE RECREATION FEATURES (INCLUSIVE OF CATEGORIES LISTED BELOW)	1.04 AC MIN. (2.08 AC X 0.50)	0.74 AC	5.38 AC MIN.	5.72 AC
ENVIRONMENTALLY SENSITIVE/UNIQUE LANDS AND FLOODPLAINS (INCLUDES WETLANDS, PROTECTED STREAM BUFFERS, ROCK OUTCROPPINGS, AND FLOODPLAINS)	0.21 AC MAX. PASSIVE OPEN SPACE (1.04 AC X 0.20)	0.21 AC	1.07 AC MAX.	1.07 AC
STORMWATER FACILITIES	0.52 AC MAX. PASSIVE OPEN SPACE (1.04 AC X 0.50)	0.00 AC	2.68 AC MAX.	1.71 AC

	PHASE 5 (PHASE AREA: 6.49 AC)			
	REQUIRED	PROPOSED	REQUIRED (PHASE 1–5)	TOTAL (PHASE 1–5)
TOTAL OPEN SPACE PER PHASE (15% PHASE AREA)	0.98 AC MIN. (6.49 X 0.15)	0.25 AC	11.74 AC MIN.	12.12 AC
ACTIVE RECREATION FEATURES (50% TOTAL PHASE OPEN SPACE)	0.49 AC MIN. (0.98 AC X 0.50)	0.00 AC	5.87 AC MIN.	6.15 AC
PASSIVE RECREATION FEATURES (INCLUSIVE OF CATEGORIES LISTED BELOW)	0.49 AC MIN. (0.98 AC X 0.50)	0.25 AC	5.87 AC MIN.	5.97 AC
ENVIRONMENTALLY SENSITIVE/UNIQUE LANDS AND FLOODPLAINS (INCLUDES WETLANDS, PROTECTED STREAM BUFFERS, ROCK OUTCROPPINGS, AND FLOODPLAINS)	0.10 AC MAX. PASSIVE OPEN SPACE (0.49 AC X 0.20)	0.00 AC	1.17 AC MAX.	1.07 AC
STORMWATER FACILITIES	0.25 AC MAX. PASSIVE OPEN SPACE (0.49 AC X 0.50)	0.25 AC	2.93 AC MAX.	1.96 AC

PHASING PLAT TABLE

PHASE #	RESIDENTIAL LOTS	# RESIDENTIAL LOTS (TOTAL IN PHASE)	OPEN SPACE LOTS	LINEAR FEET PUBLIC STREETS	LINEAR FEET PRIVATE ALLEYS
1	19-37, 42-48, 58-75	44	OS-1*, OS-2, OS-3*, OS-4*, OS-8*	3,560 LF	0 LF
2	92-96, 145-201	62	OS-4*, OS-8*	1,462 LF	950 LF
3	1-18, 38-41, 49-57	31	OS-1*, OS-3*	1,318 LF	0 LF
4	97-144, 202-230	77	OS-6, OS-7, OS-8*	1,722 LF	657 LF
5	76-91	16	OS-8*	683 LF	0 LF

SEE OVERALL OPEN SPACE PLAN, SHEET C0.02 FOR OPEN SPACE LOT AREAS AND PROGRAMMING BY PHASE.
* PORTION OF OPEN SPACE LOT IS IN THIS PHASE



VICINITY MAP
N.T.S.

OPEN SPACE (NC-CZ ZONING)

	REQUIRED	PROPOSED
TOTAL OPEN SPACE	11.72 AC MIN. (78.08 AC X 0.15)	12.12 AC
ACTIVE RECREATION FEATURES	5.86 AC MIN. (11.72 AC X 0.50)	6.15 AC
PASSIVE RECREATION FEATURES	5.86 AC MIN. (11.72 AC X 0.50)	5.97 AC (TOTAL PASSIVE RECREATION FEATURES AREA INCLUDES 1.07 AC ENVIRONMENTALLY SENSITIVE LANDS AND 1.96 AC STORMWATER FACILITIES AS DETAILED BELOW)
ENVIRONMENTALLY SENSITIVE/UNIQUE LANDS AND FLOODPLAINS (INCLUDES WETLANDS, PROTECTED STREAM BUFFERS, ROCK OUTCROPPINGS, AND FLOODPLAINS)	1.17 AC MAX. PASSIVE OPEN SPACE (5.86 AC X 0.20)	1.07 AC
STORMWATER FACILITIES	2.93 AC MAX. PASSIVE OPEN SPACE (5.86 AC X 0.50)	1.96 AC

OPEN SPACE (CLUSTER OPTION)

	REQUIRED	PROPOSED
TOTAL CONTIGUOUS OPEN SPACE	31.23 AC (78.08 X 0.40)	41.63 AC (CONTIGUOUS)

OPEN SPACE LOT AREAS AND PROGRAMMING

OPEN SPACE LOT #	AREA (AC) APPROXIMATE						USE DESCRIPTION
	ACTIVE RECREATION FEATURES	PASSIVE RECREATION FEATURES/OTHER	ENVIRONMENTALLY SENSITIVE/UNIQUE LANDS/FLOODPLAIN	STORMWATER FACILITIES	TOTAL OPEN SPACE LOT AREA	OPEN SPACE TYPE	
OS-1	1.34	0.00	0.20	1.22	120,225 SF (2.76 AC)	SMALL	PASSIVE OPEN SPACE; POCKET PARK
OS-2	0.52	0.00	0.00	0.00	22,795 SF (0.52 AC)	SMALL	POCKET PARK
OS-3	0.00	0.74	0.00	0.00	32,641 SF (0.75 AC)	NOT APPLICABLE	PASSIVE OPEN SPACE
OS-4	3.33	0.43	0.66	0.00	193,020 SF (4.43 AC)	MEDIUM	PASSIVE OPEN SPACE; POCKET PARK
OS-5	0.00	1.22	0.21	0.75	94,960 SF (2.18 AC)	NOT APPLICABLE	PASSIVE OPEN SPACE
OS-6	0.00	0.53	0.00	0.00	23,509 SF (0.53 AC)	NOT APPLICABLE	PASSIVE OPEN SPACE
OS-7	0.95	0.00	0.00	0.00	41,775 SF (0.95 AC)	NOT APPLICABLE	POCKET PARK

ATTICUS WOODS

WAIT AVENUE
ROLESVILLE, NORTH CAROLINA 27587

PRELIMINARY SUBDIVISION PLAT

PROJECT NUMBER: LEN24019
DATE: JUNE 1, 2026

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C0.02	OVERALL OPEN SPACE PLAN
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L5.05	LANDSCAPE PLAN - AREA "E"
L5.06	LANDSCAPE PLAN - AREA "F"
L5.07	LANDSCAPE NOTES & DETAILS

SITE DATA

PIN(S)	1850950449, 1860045778	
REID(S)	0010865, 0002811	
BOOK OF MAPS/ DEED REFERENCE	TRACT 1 (1850950449): DB. 16732 PG. 2366 BM. UNKNOWN PG. UNKNOWN TRACT 2 (1860045778): DB. 17303 PG. 01329 BM. 1989 PG. 389	
SITE AREA	78.08 AC (3,401,164 SF)	
CURRENT ZONING	R&PUD	
RIVER BASIN	NEUSE RIVER BASIN	
CURRENT USES	1850950449: VACANT 1860045778: VACANT	
PROPOSED USES	SINGLE FAMILY DETACHED, TOWNHOMES	
CURRENT IMPERVIOUS	3,176 SF (0.07 AC)	
PROPOSED IMPERVIOUS	1,266,447 SF (29.07 AC)	
VEGETATION PRESERVATION AREA	REQUIRED	78.08 AC x 10% = 7.80 AC
	PROVIDED	26.79 AC (PRESERVED)
MAX. DENSITY PER APPROVED ZONING	8.00 DU/AC	
PROPOSED DENSITY	2.94 DU/AC (230 DU/78.08 AC)	

LOT DEVELOPMENT STANDARDS

	REQUIRED (PER LDO)	PROPOSED
FRONT SETBACK	15'	15'
SIDE SETBACK	10'	10'
CORNER SETBACK	15'	15'
REAR SETBACK	10'	10'
BUILDING HEIGHT	45' (MAX)	45' (MAX)
MIN. LOT WIDTH	50' (20' ATTACHED)	51' (22' ATTACHED)

PARKING TABLE

	REQUIRED (PER LDO)	PROVIDED
DWELLING, SINGLE FAMILY	182 SPACES (2.0 X 91 DU)	182 SPACES
DWELLING, TOWNHOMES	139 SPACES (1.0 X 139 DU)	139 SPACES
TOWNHOMES GUEST PARKING	35 SPACES (0.25 X 139 DU)	36 SPACES

ZONING CONDITIONS

1. THE FOLLOWING USES OTHERWISE PERMITTED IN THE DISTRICT ARE PROHIBITED: (I) COMMERCIAL PARKING (II) FLEX INDUSTRIAL (III) FULFILLMENT CENTER.
2. IF PURSUED, SELF STORAGE, ENCLOSED WILL ONLY BE A VIABLE USE IN THE ±2.4 AC COMMERCIAL PORTION AT THE NORTHWEST CORNER OF THE PROPERTY.
3. DEVELOPER SHALL DEDICATE APPROXIMATELY 2.5 ACRES OF LAND AS TOWN PARK LAND AS INDICATED ON THE CONCEPT PLAN ACCOMPANYING THIS REZONING APPLICATION. DEVELOPER SHALL CONVEY THE LAND TO THE TOWN AT THE TIME OF RECORDING OF THE FINAL PLAT FOR THE PHASE THAT CONTAINS THE PARK LAND. ALL UNIMPROVED, DEDICATED PARK LANDS SHALL BE DEEMED ACTIVE OPEN SPACE THAT MAY BE USED TO FULFILL THE DEVELOPMENT'S ACTIVE OPEN SPACE REQUIREMENTS UNDER THE LDO. THOUGH NOT REQUIRED, ANY IMPROVEMENTS CONTRIBUTED TO THE ACTIVE PARK WILL BE INCLUDED IN A SEPARATE DEVELOPMENT AGREEMENT AND SUCH COSTS SHALL BE IDENTIFIED IN A COST ESTIMATE AS PART OF THE DEVELOPMENT AGREEMENT FOR EQUAL ACTIVE OPEN SPACE CREDIT, AS ACCEPTED BY THE TOWN COUNCIL.
4. THE PROPOSED RESIDENTIAL SUBDIVISION WILL INCLUDE A MAXIMUM OF 300 SINGLE-FAMILY AND TOWNHOME UNITS, AT AN OVERALL DENSITY OF 4 UNITS PER ACRE.
5. A 50' BUFFER WILL BE PROVIDED WHERE COMMERCIAL USE ABUTS LOTS (PIN: 1860145294, 1860145225, 1860144245, 1860143265, 1860142285, 1860142205, 1860141226, 1860049264, 1860048290, 1860048119, 1860047147, 1860046167, 1860045197). THE BUFFER IS TO BE LANDSCAPED IN ACCORDANCE WITH THE MODIFIED BUFFER DOCUMENT (EXHIBIT 1), UNLESS ENVIRONMENTAL CONDITIONS AT TIME OF APPROVED PRELIMINARY SUBDIVISION PLAT PROHIBIT GRADING OR LANDSCAPING IN THE ABOVE-MENTIONED AREA. PART OF THE SCM AS WELL AS THE ACCESS AND MAINTENANCE EASEMENT MAY OVERLAP WITH THE BUFFER AS LONG AS THE LANDSCAPING REQUIREMENTS ENCLOSED IN THE MODIFIED BUFFER DOCUMENT ARE MET.
6. A SINGLE-FAMILY DETACHED HOME SHALL BE DONATED TO A VETERAN IN PARTNERSHIP WITH OPERATION COMING HOME OR SIMILAR ORGANIZATION. THE DEVELOPER SHALL BE ENTITLED TO A WAIVER OF ALL TOWN OF ROLESVILLE FEES DUE AT THE TIME OF BUILDING PERMIT FOR THIS HOME.

MCADAMS
The John R. McAdams Company, Inc.
621 Hillsborough Street
Suite 500
Raleigh, NC 27603
phone 919. 361. 5000
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license number: C-0293, C-187

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CLIENT

LENNAR
1010 SYNC DRIVE, SUITE 600
MORRISVILLE, NORTH CAROLINA 27560
CONTACT: Anna Lancaster
PHONE: 919. 465. 5900

LENNAR

PROJECT DIRECTORY

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 048280 BRIAN D. WILLIAMSON — NOT FOR CONSTRUCTION

REVISIONS

NO.	DATE
1	
2	
3	
4	
5	
6	

PRELIMINARY SUBDIVISION PLAT FOR:
ATTICUS WOODS
WAIT AVENUE
ROLESVILLE, NORTH CAROLINA 27587
PROJECT NUMBER: LEN24019

PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

x:\Projects\LEN\LEN24019\04-production\engineering\production drawings\current drawings\preliminary subdivision plat\LEN24019-CS1.dwg, 6/1/2026 12:04:18 PM, Cody James

DRMP

TRAFFIC IMPACT ANALYSIS

FOR

WAIT AVENUE MIXED-USE

LOCATED

IN

ROLESVILLE, NC

Prepared For:

TOWN OF ROLESVILLE
P.O. BOX 250
502 SOUTHTOWN CIRCLE
ROLESVILLE, NC 27571



August 2025

DRMP Project No. 2500158

Prepared By: LK

Reviewed By: CC

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DRMP

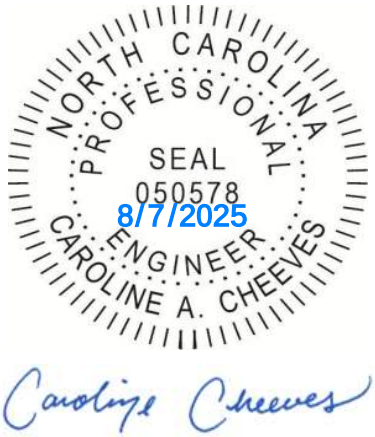
TRAFFIC IMPACT ANALYSIS

FOR

WAIT AVENUE MIXED-USE

LOCATED IN

ROLESVILLE, NC



Prepared For:

TOWN OF ROLESVILLE

P.O. BOX 250

502 SOUTHTOWN CIRCLE

ROLESVILLE, NC 27571

Prepared By:

DRMP, Inc.

License #F-1524

TRAFFIC IMPACT ANALYSIS
WAIT AVENUE MIXED-USE
Rolesville, North Carolina

EXECUTIVE SUMMARY

1. Development Overview

A Traffic Impact Analysis (TIA) was conducted for the proposed Wait Avenue Mixed-Use development in accordance with the Rolesville (Town) Unified Development Ordinance (UDO) and North Carolina Department of Transportation (NCDOT) capacity analysis guidelines. The proposed Wait Avenue Mixed-Use development to be located Rolesville, North Carolina. The proposed development, anticipated to be completed in 2031, is assumed to consist of the following land uses:

- 300 DU Single-Family Detached Housing
- 107,049 SF Mini-Warehouse
- 51,000 SF Supermarket
- 23,700 SF Strip Retail Plaza
- 2,500 SF Coffee/Donut Shop with Drive-Through Window
- 2,400 SF Drive-in Bank
- 2 Fast Casual Restaurants at 2,500 SF each
- 5,000 SF Convenience Store/Gas Station w/12 fueling positions

Site access is proposed via four driveways along Wait Avenue (NC 98), one full movement driveway along Averette Road, and one site access is proposed via the existing Austin Ridge Parkway.

2. Existing Traffic Conditions

The study area for the TIA was determined through coordination with the NCDOT and the Town and consists of the following existing intersections:

- Wait Avenue and Averette Road (Signalized)
- Wait Avenue and Austin View Road (Unsignalized)
- Wait Avenue and Carrie May Lane (Unsignalized)
- Averette Road and Old Pearce Road (Unsignalized)
- Averette Road and Kavanaugh Road (Unsignalized)

Existing peak hour traffic volumes were determined based on traffic counts conducted at the study intersection listed above, in May of 2025 by DRMP during a typical weekday AM (7:00 AM – 9:00 AM) and PM (4:00 PM – 6:00 PM) peak periods. Traffic volumes were balanced between study intersections, where appropriate.

3. Future Traffic Conditions

Through coordination with the NCDOT and the Town, it was determined that an annual growth rate of 2.5% would be used to generate 2031 projected weekday AM and PM peak hour traffic volumes. Based on coordination with NCDOT and the Town, it was determined there were no adjacent developments to consider with this study.

4. Site Trip Generation

Average weekday daily, AM peak hour, and PM peak hour trips for the proposed development were estimated using methodology contained within the ITE Trip Generation Manual, 11.1th Edition. Table E-1 provides a summary of the trip generation potential for the site.

Table E-1: Site Trip Generation

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	Weekday AM Peak Hour Trips (vph)			Weekday PM Peak Hour Trips (vph)		
			Enter	Exit	Total	Enter	Exit	Total
Mini-Warehouse (151)	107,049 SF	155	6	4	10	8	8	16
Single-Family Detached Housing (210)	300 DU	2,772	51	151	202	176	103	279
Shopping Plaza with Supermarket (821)	84,600 SF	7,924	185	114	299	369	399	768
Convenience Store/Gas Station	12 Fueling Positions (5,000 sq. ft.)	3,502	141	142	283	136	137	273
Total Trips		**14,353**	**383**	**411**	**794**	**689**	**647**	**1,336**
Internal Capture (7% AM & 10% PM)			-28	-28	-56	-69	-65	-134
Total External Trips			**355**	**383**	**738**	**620**	**582**	**1,202**
Pass-By Trips			-143	-143	-286	-220	-220	-440
Primary Trips			**212**	**240**	**452**	**400**	**362**	**762**

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To estimate traffic conditions with the site fully built-out, the total site trips were added to the 2031 no-build traffic volumes to determine the 2031 build traffic volumes. The study analyzes traffic conditions during the weekday AM and PM peak hours for the following scenarios:

- 2025 Existing Traffic Conditions
- 2031 No-Build Traffic Conditions
- 2031 Build Traffic Conditions Scenario 1 (without Median)
- 2031 Build Traffic Conditions Scenario 2 (with Median)

5. Capacity Analysis Summary

The analysis considered weekday AM and PM peak hour traffic for 2025 existing, 2032 no-build, and 2032 build conditions. Refer to Section 7 of the TIA for the capacity analysis summary performed at each study intersection.

6. Recommendations

Based on the findings of this study, specific geometric and traffic control improvements have been identified at study intersections. The improvements are summarized below and are illustrated in Figure E-1.

Wait Avenue and Averette Road

- Construct a westbound right-turn lane on Wait Avenue with 100 feet of storage and appropriate taper.
- Construct a northbound left-turn Lane on Averette Road with 300 feet of storage and appropriate taper.

Wait Avenue and Carrie May Lane/Access B

- Construct Site Access B (northbound approach) with one ingress and one egress lane.
- Construct an eastbound Wait Avenue right turn lane with 50 feet of storage and appropriate taper length.
- Construct a westbound Wait Avenue left turn lane with 125 feet of storage and appropriate taper length. (Under Scenario-1).
- Construct a westbound Wait Avenue left turn lane with 350 feet of storage and appropriate taper length. (Under Scenario-2)

- Install a traffic Signal.

Averette Road and Old Pearce Road/Access E

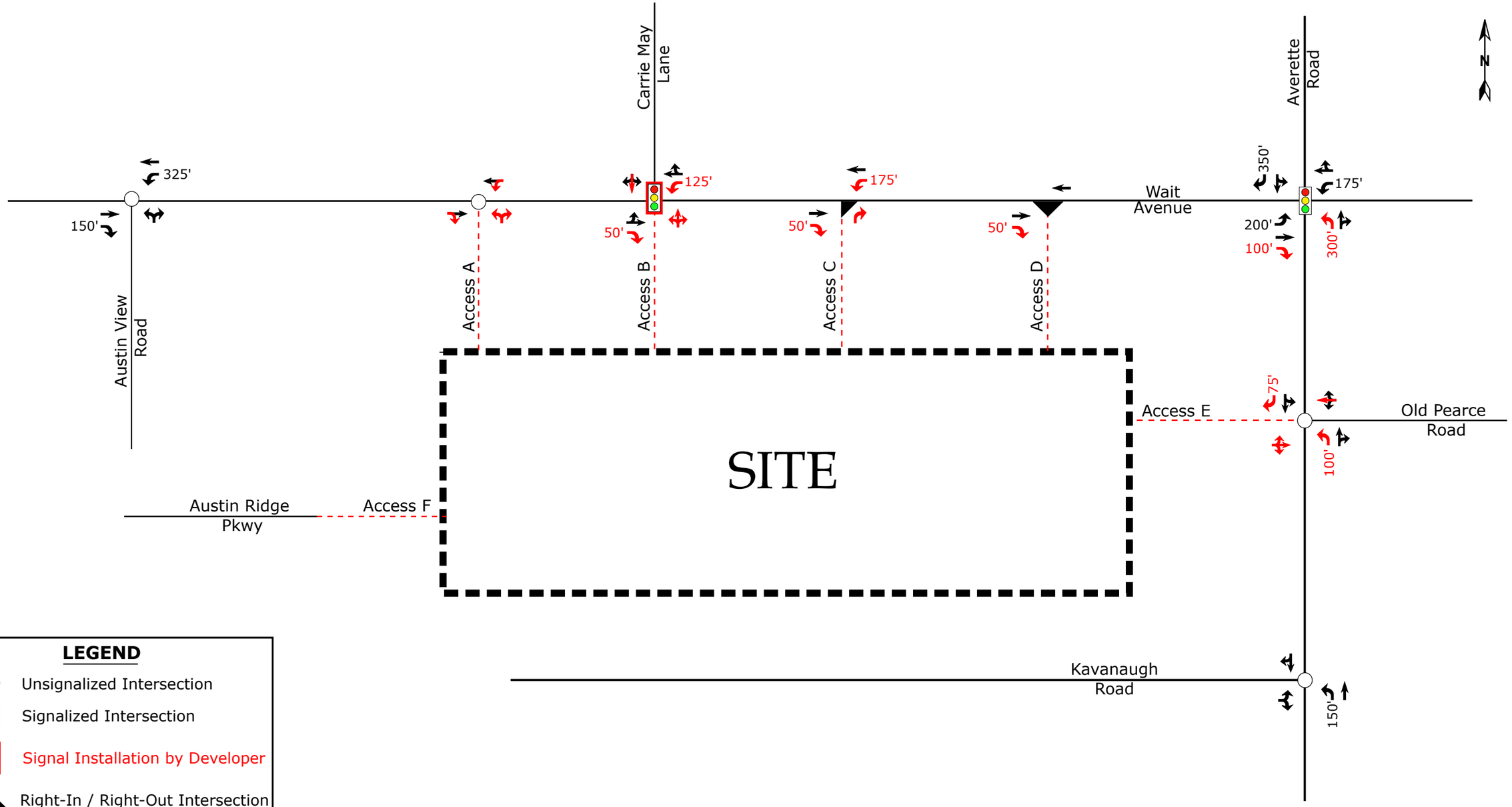
- Construct Site Access E (westbound approach) as a with one ingress and one egress lane.
- Construct a northbound Averette Road left turn lane with 100 feet of storage and appropriate taper length.
- Construct a southbound Averette Road right turn lane with 75 feet of storage and appropriate taper length.
- Provide stop control for the westbound approach.

Wait Avenue and Access C

- Construct an eastbound Wait Avenue right turn lane with 50 feet of storage and appropriate taper length.
- Construct a westbound Wait Avenue left turn lane with 175 feet of storage and appropriate taper length (Under Scenario-1).

Wait Avenue and Access D

- Construct an eastbound Wait Avenue right turn lane with 50 feet of storage and appropriate taper length.

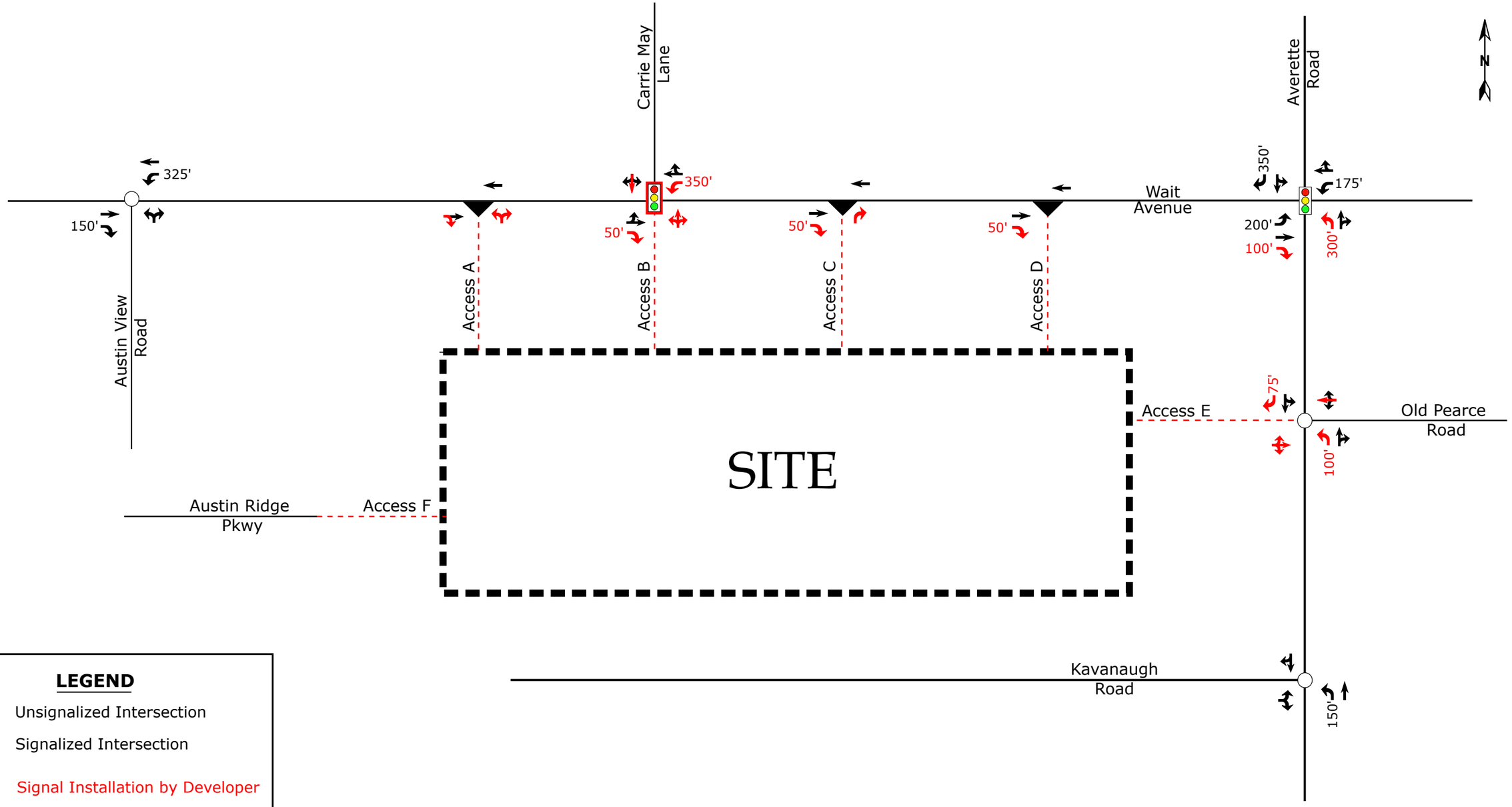


LEGEND

- Unsignalized Intersection
- Signalized Intersection
- Signal Installation by Developer
- Right-In / Right-Out Intersection
- Left-Over Intersection
- Existing Lane
- Improvement by Developer
- X' Storage (In Feet)

Note: Under Scenario 1, Access A will be considered a full-movement driveway.

DRMP	Wait Avenue Mixed-Use Rolesville, NC	Recommended Lane Configurations Scenario-1 Scale: Not to Scale | Figure E-1



LEGEND

- Unsignalized Intersection
- Signalized Intersection
- Signal Installation by Developer
- Right-In / Right-Out Intersection
- Existing Lane
- Improvement by Developer
- X' Storage (In Feet)

Note: In Scenario 2, Access A will be analyzed as a right-in/right-out access point

DRMP	Wait Avenue Mixed-Use Rolesville, NC	Recommended Lane Configurations Scenario-2 Scale: Not to Scale | Figure E-2

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WAIT AVENUE MIXED-USE

Rolesville, North Carolina

1. INTRODUCTION

The contents of this report present the findings of the Traffic Impact Analysis (TIA) conducted for the proposed Wait Avenue Mixed-Use development to be located Rolesville, North Carolina. The purpose of this study is to determine the potential impacts to the surrounding transportation system created by traffic generated by the proposed development, as well as recommend improvements to mitigate the impacts.

The proposed development, anticipated to be completed in 2031, is assumed to consist of the following uses:

- 300 DU Single-Family Detached Housing
- 107,049 SF Mini-Warehouse
- 51,000 SF Supermarket
- 23,700 SF Strip Retail Plaza
- 2,500 SF Coffee/Donut Shop with Drive-Through Window
- 2,400 SF Drive-in Bank
- 2 Fast Casual Restaurants at 2,500 SF each
- 5,000 SF Convenience Store/Gas Station w/12 fueling positions

The study analyzes traffic conditions during the weekday AM and PM peak hours for the following scenarios:

- 2025 Existing Traffic Conditions
- 2031 No-Build Traffic Conditions
- 2031 Build Traffic Conditions Scenario 1 (without Median)
- 2031 Build Traffic Conditions Scenario 2 (with Median)

1.1. Site Location and Study Area

The development is proposed to be located Rolesville, North Carolina. Refer to Figure 1 for the site location map.

The study area for the TIA was determined through coordination with the North Carolina Department of Transportation (NCDOT) and the Rolesville (Town) and consists of the following existing intersections:

- Wait Avenue and Averette Road (Signalized)
- Wait Avenue and Austin View Road (Unsignalized)
- Wait Avenue and Carrie May Lane (Unsignalized)
- Averette Road and Old Pearce Road (Unsignalized)
- Averette Road and Kavanaugh Road (Unsignalized)

1.2. Proposed Land Use and Site Access

The proposed development, anticipated to be completed in 2031, is assumed to consist of the following uses:

- 300 Single-Family Detached Housing
- 107,049 SF Mini-Warehouse
- 51,000 SF Supermarket
- 23,700 SF Strip Retail Plaza
- 2,500 SF Coffee/Donut Shop with Drive-Through Window
- 2,400 SF Drive-in Bank
- 2 Fast Casual Restaurants at 2,500 SF
- 5,000 SF Convenience Store/Gas Station

Site access is proposed via four driveways along Wait Avenue (NC 98), one full movement driveway along Averette Road, and one site access is proposed via the existing Austin Ridge Parkway. Refer to Figure 2 for a copy of the preliminary site plan.

1.3. Adjacent Land Uses

The proposed development is located in an area consisting primarily of undeveloped land, and residential development.

1.4. Existing Roadways

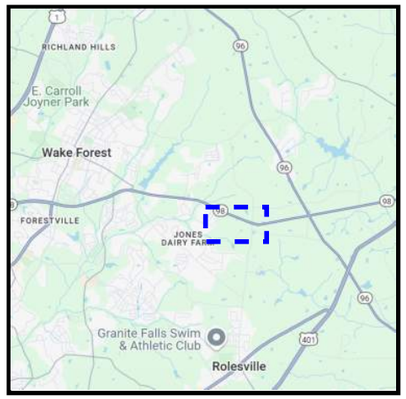
Existing lane configurations (number of traffic lanes on each intersection approach), speed limits, storage capacities, and other intersection and roadway information within the study area are shown in Figure 3. Table 1 provides a summary of this information, as well.

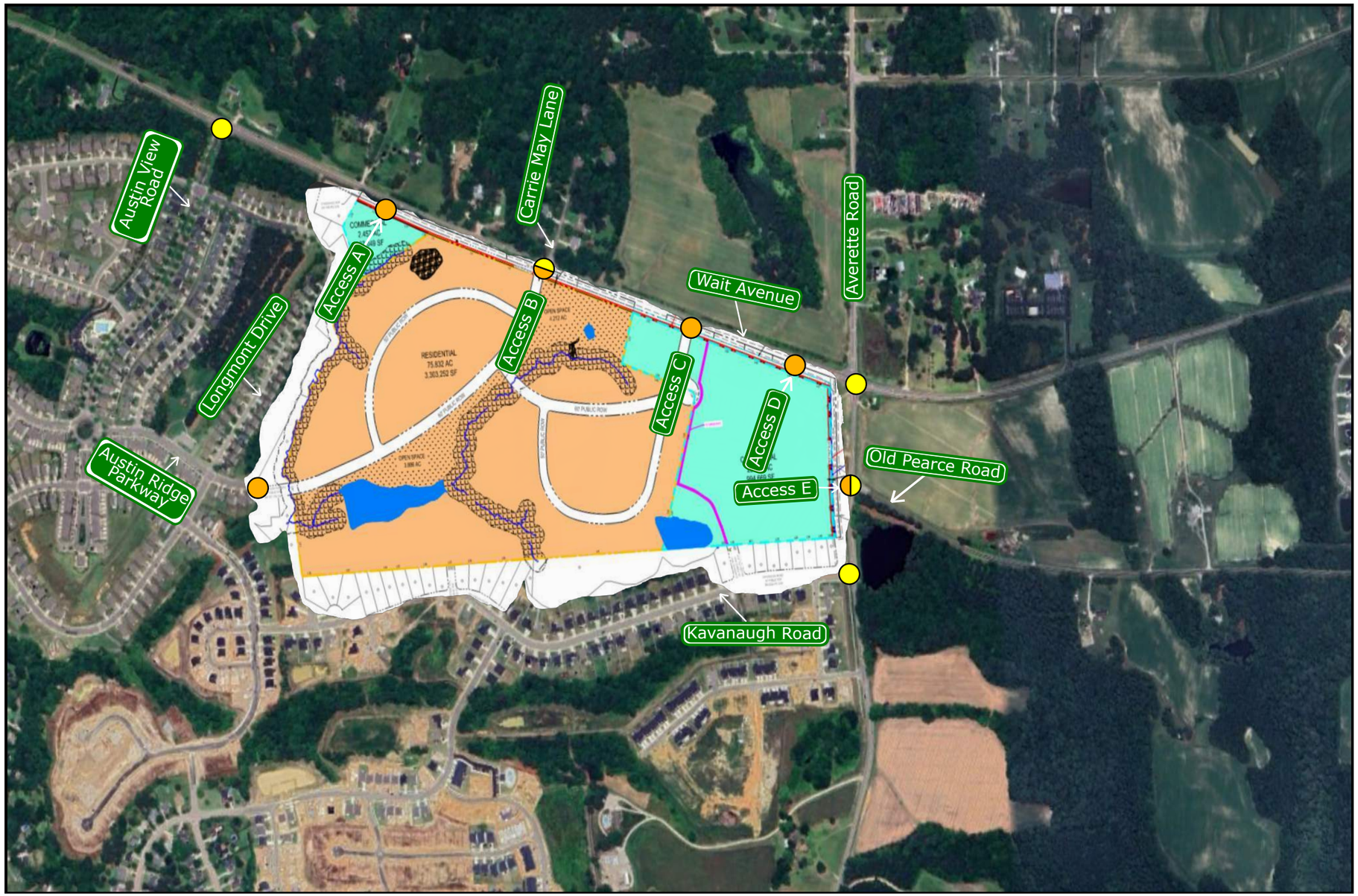
Table 1: Existing Roadway Inventory

Road Name	Route Number	Typical Cross Section	Speed Limit	AADT (vpd)
Averette Road	SR 1945	2-lane undivided	45 mph	3,600*
Wait Avenue	NC 98	2-lane undivided	45 mph	19,500**

* ADT based on the traffic counts from 2021
**ADT based on the traffic counts from 2023 and assuming the weekday PM peak hour volume is 10% of the average daily traffic.

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LEGEND

- Study Intersection
- Proposed Site Access
- Study Area

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Wait Avenue Mixed-Use
Rolesville, NC

Site Location Map

Scale: Not to Scale | Figure 1

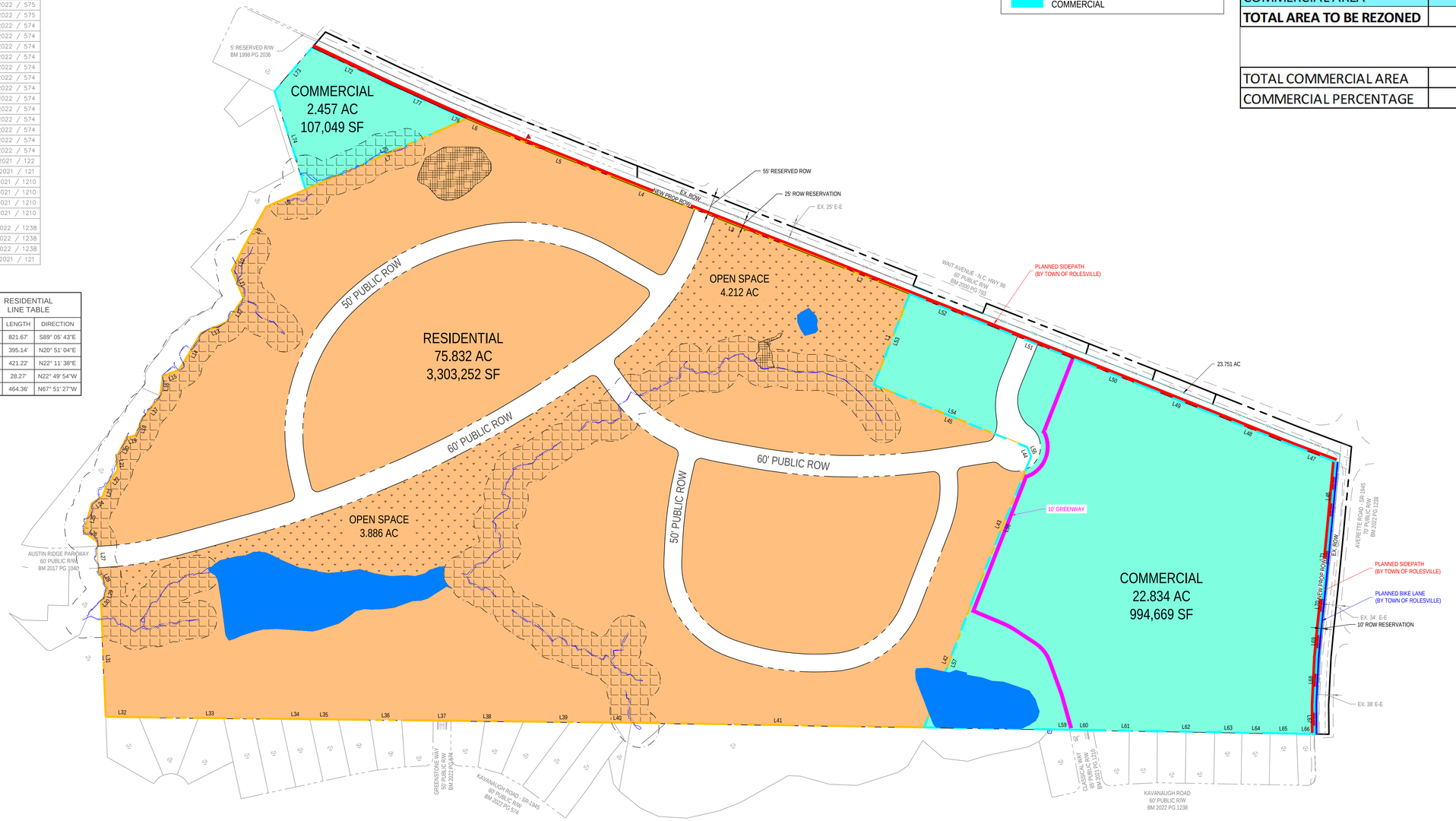
ADJOINING PARCEL INFORMATION

ID	PIN	OWNER(S)	DB / PG	BM / PG
AA	1850867237	WAKE ELECTRIC MEMBERSHIP CORP	8182 / 2604	1998 / 2036
AB	1850856710	VILLAGES OF AUSTIN CREEK HOMEOWNERS	17277 / 2713	2010 / 527
AC	1850852022	VILLAGES OF AUSTIN CREEK HOMEOWNERS	17277 / 2713	2010 / 527
AD	1850841696	VILLAGES OF AUSTIN CREEK HOMEOWNERS	17277 / 2713	2017 / 1040
AE	1850841551	LENNAR CAROLINAS LLC	15377 / 2089	2023 / 2306
AF	1850843268	MUNOZ, WELLMAN FRANKLIN; MUNOZ, KRISTEN BRAUN	19407 / 1343	2022 / 575
AG	1850844370	TRIPP, MICHELE L	19344 / 1384	2022 / 575
AH	1850845277	BRATLEE-WHITAKER, EMILY; WHITAKER, TYLER	19328 / 555	2022 / 575
AI	1850846285	BIZIEFF, MICHAEL P; BIZIEFF, VESAL	19508 / 2570	2022 / 574
AJ	1850847266	BURGOA, CHRISTOPHER	19481 / 1310	2022 / 574
AK	1850848247	GIBBS, MICHAEL & STEFANI	19509 / 1828	2022 / 574
AL	1850849227	DEMIAN, JILL & BEVERLY LAVERY	19418 / 975	2022 / 574
AM	1850940208	HOISETH, BRUCE CAVERLY & MARYELLEN	19366 / 1724	2022 / 574
AN	1850940289	MCNEAL, BERLONDRIKA JERTORIA	19342 / 1506	2022 / 574
AO	1850941279	FAYAD, AKRAM & RANIA	19368 / 2463	2022 / 574
AP	1850943209	JENSEN, KENT & LINDA	19616 / 1836	2022 / 574
AQ	1850943299	MILLER, THOMAS W & BARBARA M	19470 / 962	2022 / 574
AR	1850944298	WINFREE, CRYSTAL ROSE & ANDREW CLAY	19425 / 429	2022 / 574
AS	1850945275	ORTALS, EDWARD J & EILEEN	19328 / 1625	2022 / 574
AT	1850946232	BAVISOTTO, DANIELLE M & ERIC N	19699 / 2162	2022 / 574
AU	1850947236	EXPERIENCEONE HOMES LLC	17509 / 1101	2022 / 574
AV	1860041295	EXPERIENCEONE HOMES LLC	17509 / 1101	2021 / 122
AW	1860049264	GIVENS, MICHAEL R & JODY L	19557 / 1264	2021 / 121
AX	1860141226	BOORADY, ANDRE J; ORTALS, MEREDITH B	19159 / 911	2021 / 1210
AY	1860142205	PETWAY, MARCUS M & KENA G	19204 / 1027	2021 / 1210
AZ	1860142285	AUTRY, BETSY SMITH & DAVID EARL	19197 / 530	2021 / 1210
BA	1860143265	RODICO, PAMELA & JOHN RAINIER	19198 / 2595	2021 / 1210
BB	1860144245	BARTLETT, BRIANNE; BARTLETT, SALLY & DOUGLAS	19413 / 2008	2022 / 1238
BC	1860145225	EXPERIENCEONE HOMES LLC	17509 / 1101	2022 / 1238
BD	1860145294	THIGPEN, APRIL LINDSAY	19736 / 2558	2022 / 1238
BE	1860146265	EXPERIENCEONE HOMES LLC	17509 / 1101	2021 / 121

LEGEND:
- RESIDENTIAL SINGLE FAMILY
- OPEN SPACE
- EXISTING WETLANDS UNDISTURBED
- EXISTING ENVIRONMENTAL UNDISTURBED
- COMMERCIAL

NC RE-ZONED AREAS POST R/W RESERVATION

RESIDENTIAL AREA	75.832	AC
COMMERCIAL AREA	2.457	AC
COMMERCIAL AREA	22.834	AC
TOTAL AREA TO BE REZONED	**101.123**	**AC**
TOTAL COMMERCIAL AREA	25.291	AC
COMMERCIAL PERCENTAGE	25.01%	



RESIDENTIAL LINE TABLE

LINE #	LENGTH	DIRECTION
L1	273.29'	N21° 35' 45"E
L2	288.95'	N68° 25' 12"W
L3	485.08'	N68° 36' 29"W
L4	56.53'	N68° 30' 35"W
L5	442.49'	N68° 23' 19"W
L6	62.94'	N66° 45' 05"W
L7	493.27'	S66° 17' 31"W
L8	120.37'	S66° 17' 31"W
L9	139.83'	S29° 02' 26"W
L10	62.39'	S27° 04' 26"W
L11	85.05'	S22° 30' 36"E
L12	82.65'	S35° 17' 49"W
L13	77.79'	S66° 41' 13"W
L14	119.64'	S30° 41' 32"W
L15	48.52'	S70° 24' 48"W
L16	58.77'	S07° 59' 45"W
L17	84.46'	S38° 16' 44"W
L18	44.78'	S19° 10' 58"W
L19	26.68'	S76° 49' 28"W
L20	63.59'	S27° 16' 11"W

RESIDENTIAL LINE TABLE

LINE #	LENGTH	DIRECTION
L21	35.70'	S05° 25' 37"E
L22	53.96'	S35° 40' 08"W
L23	31.53'	S20° 09' 38"W
L24	35.88'	S56° 19' 27"W
L25	82.48'	S15° 56' 39"W
L26	47.18'	S54° 15' 58"E
L27	86.56'	S03° 11' 49"E
L28	47.68'	S27° 21' 06"E
L29	29.73'	S15° 39' 43"W
L30	12.33'	S44° 18' 30"W
L31	325.02'	S02° 18' 54"E
L32	92.70'	S89° 08' 31"E
L33	398.59'	S89° 22' 03"E
L34	80.37'	S89° 22' 03"E
L35	80.29'	S89° 22' 03"E
L36	265.88'	S89° 22' 03"E
L37	50.09'	S89° 29' 05"E
L38	202.94'	S89° 21' 30"E
L39	225.20'	S89° 21' 30"E
L40	77.18'	S89° 21' 30"E

RESIDENTIAL LINE TABLE

LINE #	LENGTH	DIRECTION
L41	821.67'	S89° 05' 43"E
L42	395.14'	N20° 51' 04"E
L43	421.22'	N22° 11' 38"E
L44	28.27'	N22° 49' 54"W
L45	464.36'	N67° 51' 27"W

COMMERCIAL LINE TABLE

LINE #	LENGTH	DIRECTION
L46	196.54'	N05° 20' 11"E
L47	133.48'	N69° 23' 18"W
L48	248.70'	N68° 22' 23"W
L49	182.39'	N68° 12' 44"W
L50	200.40'	N68° 31' 07"W
L51	308.80'	N68° 30' 12"W
L52	210.04'	N68° 26' 44"W
L53	273.29'	S21° 35' 45"W
L54	464.36'	S67° 51' 27"E
L55	28.27'	S22° 49' 54"E
L56	421.22'	S22° 11' 38"W
L57	395.14'	S20° 51' 04"W
L58	353.08'	S89° 03' 29"E
L59	69.22'	S88° 46' 48"E
L60	51.37'	S89° 20' 02"E
L61	180.15'	S89° 03' 25"E
L62	160.72'	S89° 04' 00"E
L63	76.42'	S88° 46' 32"E
L64	79.04'	S89° 02' 22"E
L65	74.04'	S88° 59' 25"E

COMMERCIAL LINE TABLE

LINE #	LENGTH	DIRECTION
L66	50.72'	S88° 59' 26"E
L67	82.97'	N00° 26' 49"W
L68	135.31'	N02° 54' 54"E
L69	80.91'	N05° 27' 34"E
L70	124.62'	N05° 58' 10"E
L71	145.41'	N05° 35' 13"E
L72	241.40'	N64° 34' 13"W
L73	161.80'	S40° 39' 22"W
L74	288.49'	S17° 27' 54"E
L75	493.27'	N66° 17' 31"E
L76	53.36'	N66° 45' 05"W
L77	181.90'	N65° 41' 26"W

REV #	DATE	DESCRIPTION
1	01.31.2025	TOR REZ COMMENTS 1: 01.06.2025

N

NAD 83 / NSRS 2011

SCALE 1"=150'

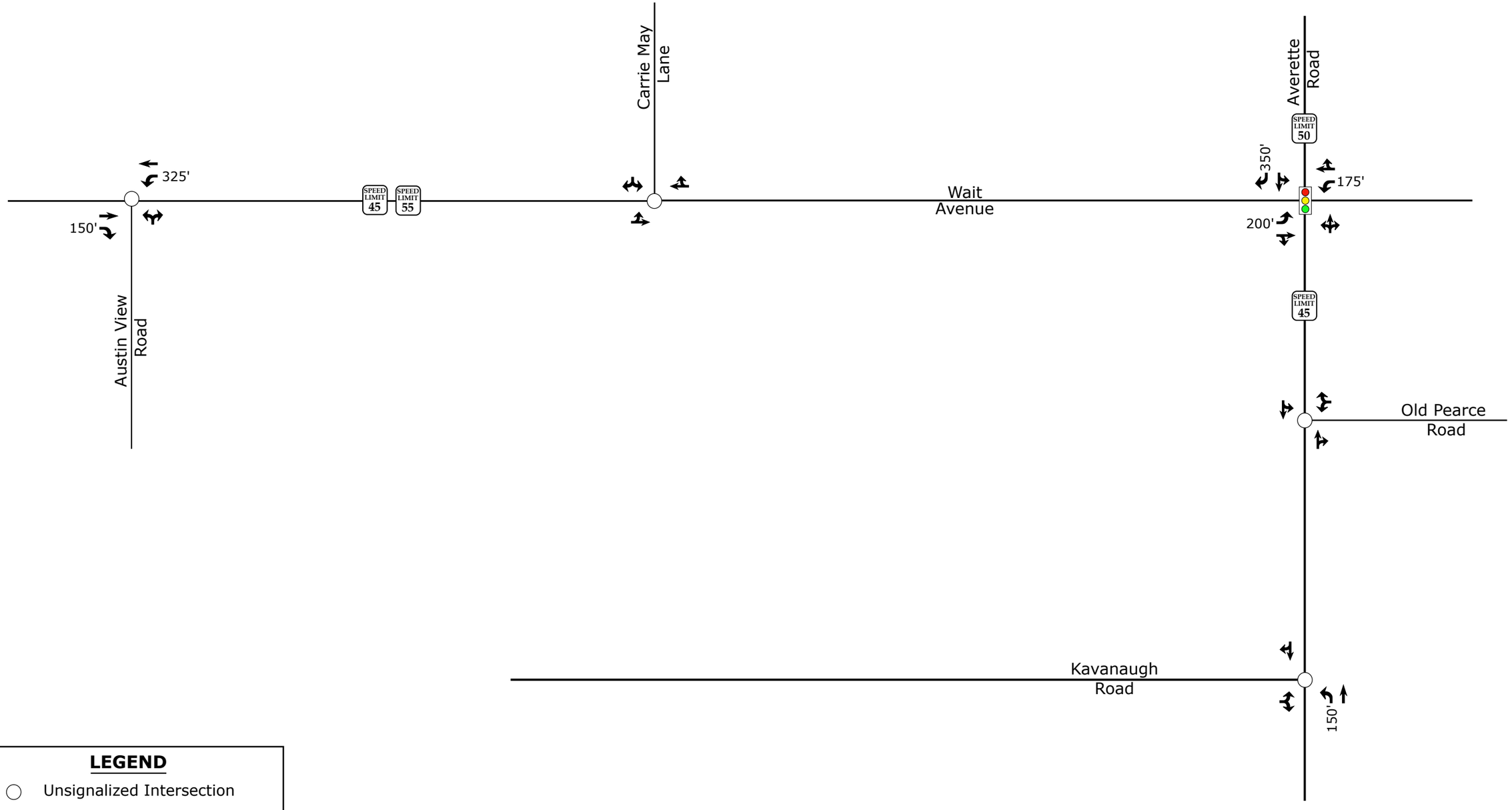
0 150' 300'

THALES/WAIT AVENUE REZONING EXHIBIT
REZ-24-05

WAKE COUNTY

BCSC BATEMAN CIVIL SURVEY COMPANY

P:\2024 Projects\24083 Wait_Avenue_Thales- E\ENGR\DWG\Sheets\PX#083_C200_SITE.dwg



LEGEND

- Unsignalized Intersection
- Signalized Intersection
- Existing Lane
- X' Storage (In Feet)
- SPEED LIMIT XX Posted Speed Limit

DRMP	Wait Avenue Mixed-Use Rolesville, NC	2025 Existing Lane Configurations Scale: Not to Scale | Figure 3

2. 2025 EXISTING PEAK HOUR CONDITIONS

2.1. 2025 Existing Peak Hour Traffic Volumes

Existing peak hour traffic volumes were determined based on traffic counts conducted at the study intersections listed below, in May of 2025 by DRMP during a typical weekday AM (7:00 AM – 9:00 AM) and PM (4:00 PM – 6:00 PM) peak periods while schools were in session:

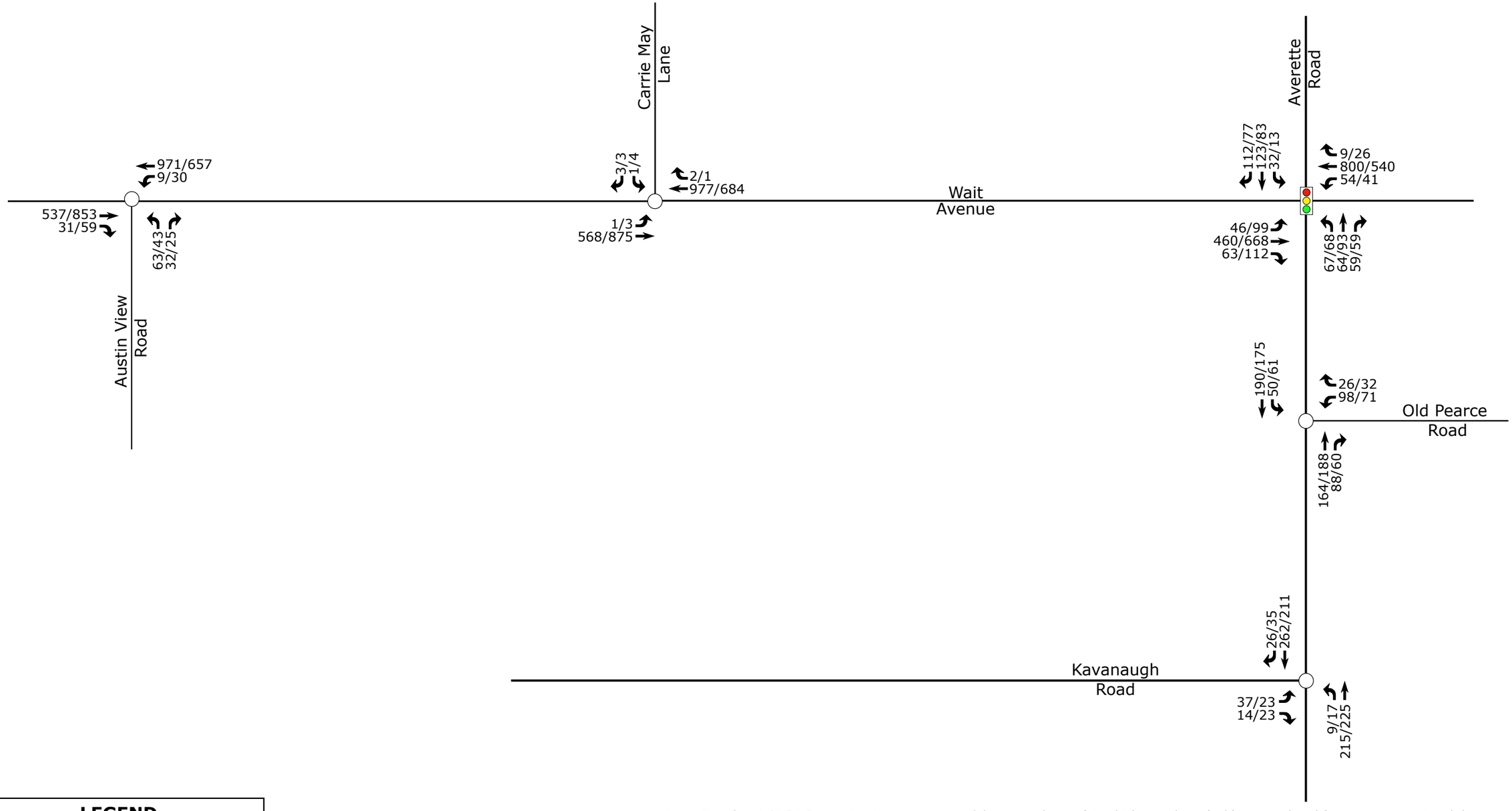
- Wait Avenue and Austin View Road (Signalized)
- Wait Avenue and Averette Road (Unsignalized)
- Averette Road and Old Pearce Road (Unsignalized)
- Averette Road and Kavanaugh Road (Unsignalized)
- Wait Avenue and Carrie May Lane (Unsignalized)

Weekday AM and PM traffic volumes were balanced between study intersections, where appropriate. Refer to Figure 4 for 2025 existing weekday AM and PM peak hour traffic volumes. A copy of the count data is located in Appendix B of this report.

2.2. Analysis of 2025 Existing Peak Hour Traffic Conditions

The 2025 existing weekday AM and PM peak hour traffic volumes were analyzed to determine the current levels of service at the study intersections under existing roadway conditions. Signal information was obtained from NCDOT and is included in Appendix C. The results of the analysis are presented in Section 7 of this report.

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LEGEND

- ○ Unsignalized Intersection
- Signalized Intersection
- X / Y → Weekday AM / PM Peak Hour Traffic

Note: Based on NCDOT Congestion Management guidelines, a volume of 4 vehicles per hour (vph) was analyzed for any movement with less than 4 vph.

DRMP	Wait Avenue Mixed-Use Rolesville, NC	2025 Existing Peak Hour Traffic
		Scale: Not to Scale / Figure 4

3. 2031 NO-BUILD PEAK HOUR CONDITIONS

In order to account for growth of traffic and subsequent traffic conditions at a future year, no-build traffic projections are needed. No-build traffic is the component of traffic due to the growth of the community and surrounding area that is anticipated to occur regardless of whether or not the proposed development is constructed. No-build traffic is comprised of existing traffic growth within the study area and additional traffic created as a result of adjacent approved developments.

3.1. Ambient Traffic Growth

Through coordination with the NCDOT and the Town, it was determined that an annual growth rate of 2.5% would be used to generate 2031 No-Build weekday AM and PM peak hour traffic volumes. Refer to Figure 5 for 2031 No-Build peak hour traffic.

3.2. Adjacent Development Traffic

Through coordination with the NCDOT and the Town, it was determined there were no adjacent developments to consider with this study.

3.3. Future Roadway Improvements

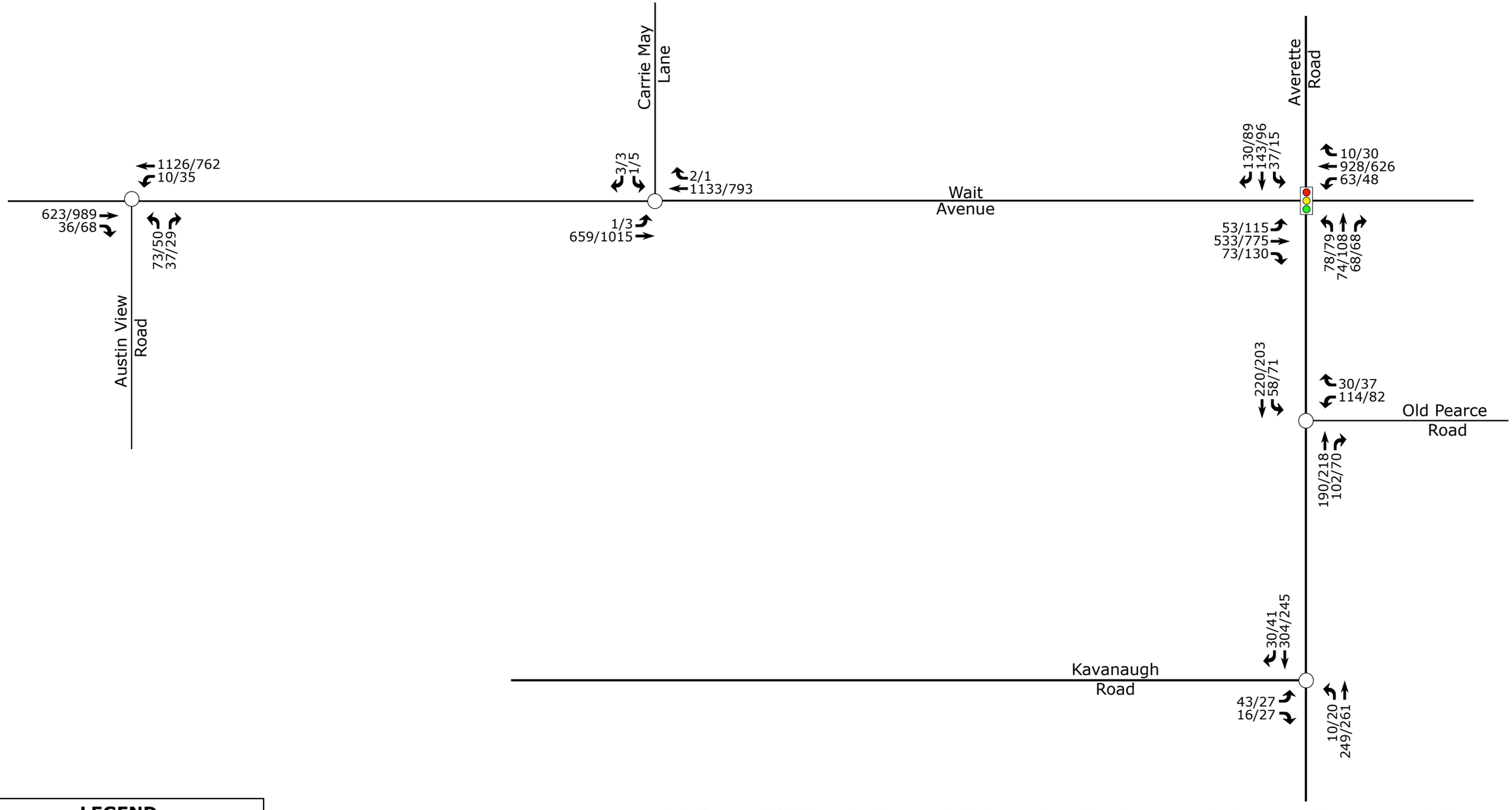
Based on coordination with the NCDOT and the Town, it was determined there were no future roadway improvements to consider with this study.

3.4. 2031 No-Build Peak Hour Traffic Volumes

The 2031 no-build traffic volumes were determined by projecting the 2025 existing peak hour traffic to the year 2031. Refer to Figure 5 for an illustration of the 2031 no-build peak hour traffic volumes at the study intersections.

3.5. Analysis of 2031 No-Build Peak Hour Traffic Conditions

The 2031 no-build AM and PM peak hour traffic volumes at the study intersections were analyzed with future geometric roadway conditions and traffic control. The analysis results are presented in Section 7 of this report.



LEGEND

- ○ Unsignalized Intersection
- Signalized Intersection
- X / Y → Weekday AM / PM Peak Hour Traffic

Note: Based on NCDOT Congestion Management guidelines, a volume of 4 vehicles per hour (vph) was analyzed for any movement with less than 4 vph.

DRMP	Wait Avenue Mixed-Use Rolesville, NC	2031 No-Build Peak Hour Traffic
		Scale: Not to Scale / Figure 5

4. SITE TRIP GENERATION AND DISTRIBUTION

4.1. Trip Generation

The proposed development is assumed to consist of 300 DU Single-family detached housing, a 107,049 s.f. mini-warehouse, a 51,000 s.f. supermarket, a 23,700 s.f. strip retail plaza, a 2,500 s.f. of coffee/donut shop with drive-through window, a 2,400 s.f. drive-in Bank, a 2 fast casual restaurants at 2,500 s.f. each and 5,000 s.f. convenience store/gas Station w/12 fueling positions. Average weekday daily, AM peak hour, and PM peak hour trips for the proposed development were estimated using methodology contained within the ITE *Trip Generation Manual*, 11.1 Edition. Table 3 provides a summary of the trip generation potential for the site.

Table 3: 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	Total	Enter	Exit	Total
Mini-Warehouse (151)	107,049 SF	155	6	4	10	8	8	16
Single-Family Detached Housing (210)	300 DU	2,772	51	151	202	176	103	279
Shopping Plaza with Supermarket (821)	84,600 SF	7,924	185	114	299	369	399	768
Convenience Store/Gas Station	12 Fueling Positions (5,000 sq. ft.)	3,502	141	142	283	136	137	273
Total Trips		**14,353**	**383**	**411**	**794**	**689**	**647**	**1,336**
Internal Capture (7% AM & 10% PM)			-28	-28	-56	-69	-65	-134
Total External Trips			**355**	**383**	**738**	**620**	**582**	**1,202**
Pass-By Trips			-143	-143	-286	-220	-220	-440
Primary Trips			**212**	**240**	**452**	**400**	**362**	**762**

It is estimated that the proposed development will generate approximately 14,353 total site trips on the roadway network during a typical 24-hour weekday period. Of the daily traffic volume, it is anticipated that 794 trips (383 entering and 411 exiting) will occur during the weekday AM peak hour and 1,336 trips (689 entering and 647 exiting) will occur during the weekday PM peak hour.

Internal capture of trips between the residential and retail uses was considered in this study. Internal capture is the consideration for trips that will be made within the site between different land uses, so the vehicle technically never leaves the internal site but can still be considered as a trip to that specific land use. Internal capture typically only considers trips between residential, office, and retail/restaurant land uses. Based on NCHRP Report 684 methodology, a weekday AM peak hour internal capture rate of 7% and a weekday PM peak hour internal capture rate of 10% was applied to the total trips. The internal capture reductions are expected to account for approximately 56 trips (28 entering and 28 exiting) during the weekday AM peak hour and 134 trips (69 entering and 65 exiting) during the weekday PM peak hour.

Pass-by trips were also taken into consideration in this study. Pass-by trips are made by the traffic already using the adjacent roadway, entering the site as an intermediate stop on their way to another destination. Pass-by percentages are applied to site trips after adjustments for internal capture. Pass-by trips are expected to account for approximately 286 trips (143 entering and 143 exiting) during the weekday AM peak hour and approximately 440 trips (220 entering and 220 exiting) during the weekday PM peak hour. It should be noted that the pass-by trips were balanced, as it is likely that these trips would enter and exit at the same hour.

The total primary site trips are the calculated site trips after the reduction for internal capture and pass-by trips. Primary site trips are expected to generate approximately 452 trips (212 entering and 240 exiting) during the weekday AM peak hour and 762 trips (400 entering and 362 exiting) during the weekday PM peak hour.

4.2. Site Trip Distribution and Assignment

Trip distribution percentages used in assigning site traffic for this development were estimated based on a combination of existing traffic patterns, population centers adjacent to the study area, and engineering judgment.

It is estimated that the residential site trips will be regionally distributed as follows:

- 35% to/from the north via Averette Road
- 35% to/from the east via Wait Avenue
- 30% to/from the west via Wait Avenue

It is estimated that the primary commercial site trips will be regionally distributed as follows:

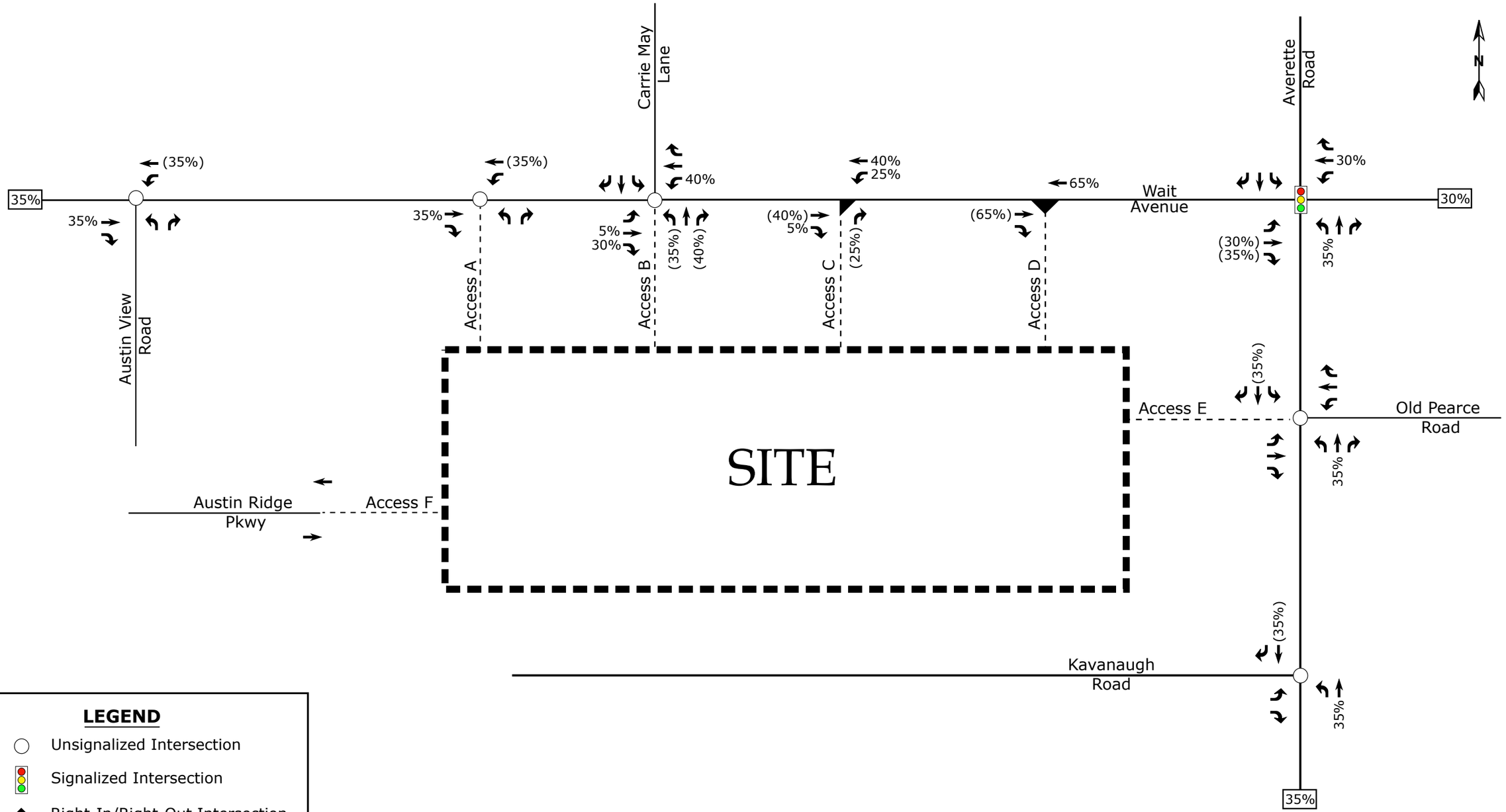
- 40% to/from the north via Averette Road
- 10% to/from the south via Averette Road
- 5% to/from the west via Old Pearce Road
- 35% to/from the east via Wait Avenue
- 5% to/from the west via Wait Avenue

The residential site trip distribution is shown in Figures 6a and 7a for Scenarios 1 and 2, and the primary commercial site trip distribution is shown in Figures 8a and 9a for Scenarios 1 and 2. Refer to Figures 6b and 7b for the residential site trip assignment, and Figures 8b and 9b for the primary commercial site trip assignment for Scenarios 1 and 2.

The pass-by site trips were distributed based on existing traffic patterns, with consideration given to the proposed driveway access and site layout. Refer to Figure 10a and 10b for the pass-by site trip distribution. Pass-by site trips are shown in Figure 11a and 11b.

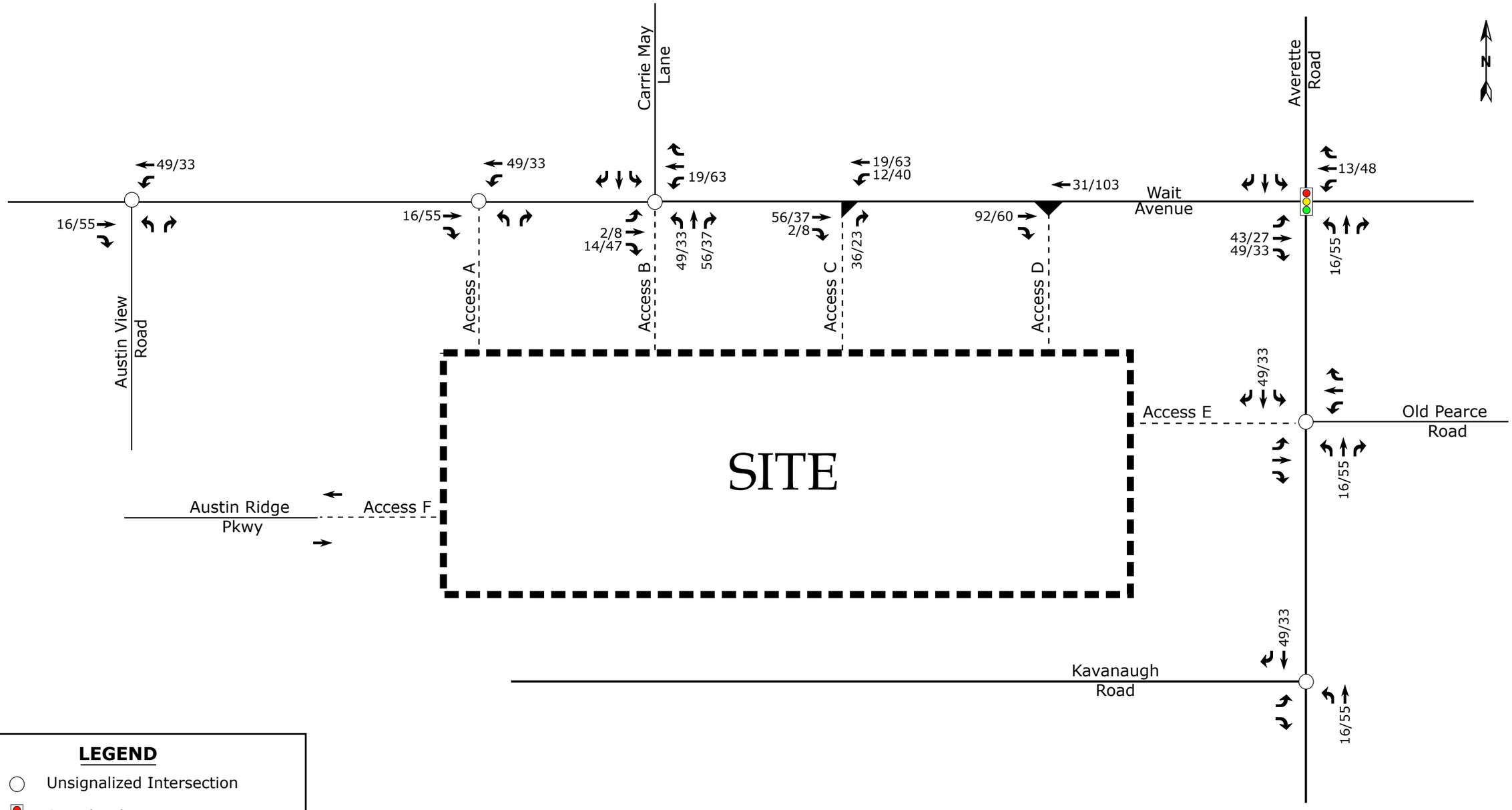
The total site trips were determined by adding the primary site trips and the pass-by site trips. Refer to Figure 12a and 12b for the total peak hour site trips for Scenario 1 and Scenario 2 at the study intersections.

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Note: Under Scenario 1, Access A will be considered a full-movement driveway.

DRMP	Wait Avenue Mixed-Use Rolesville, NC	Residential Site Trip Distribution Scenario-1 Scale: Not to Scale | Figure 6a



LEGEND

- Unsignalized Intersection
- Signalized Intersection
- Right-In/Right-Out Intersection
- Left-Over Intersection
- X / Y → Weekday AM / PM Peak Hour Site Trips

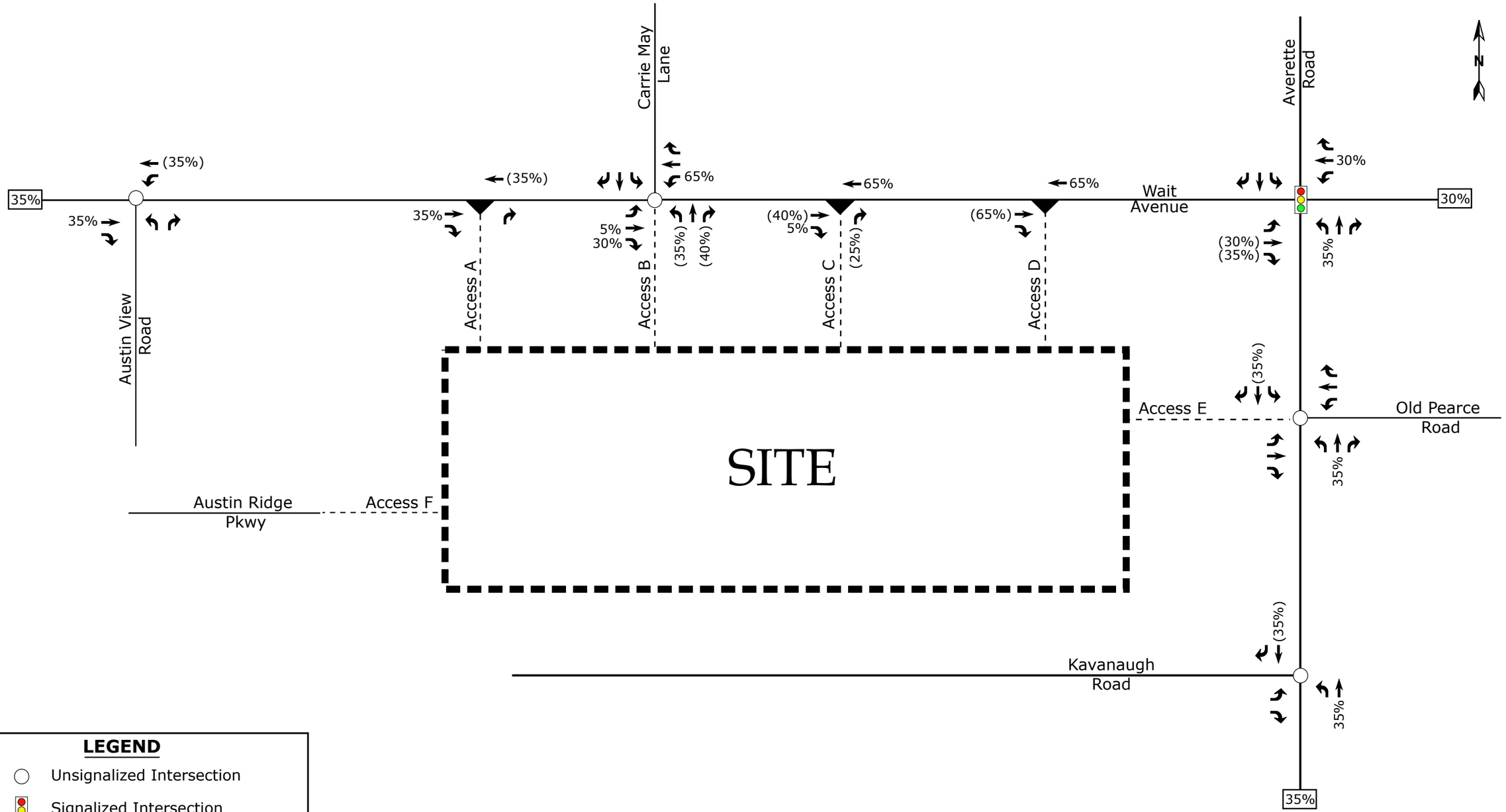
Note: Under Scenario 1, Access A will be considered a full-movement driveway.

DRMP

Wait Avenue Mixed-Use
Rolesville, NC

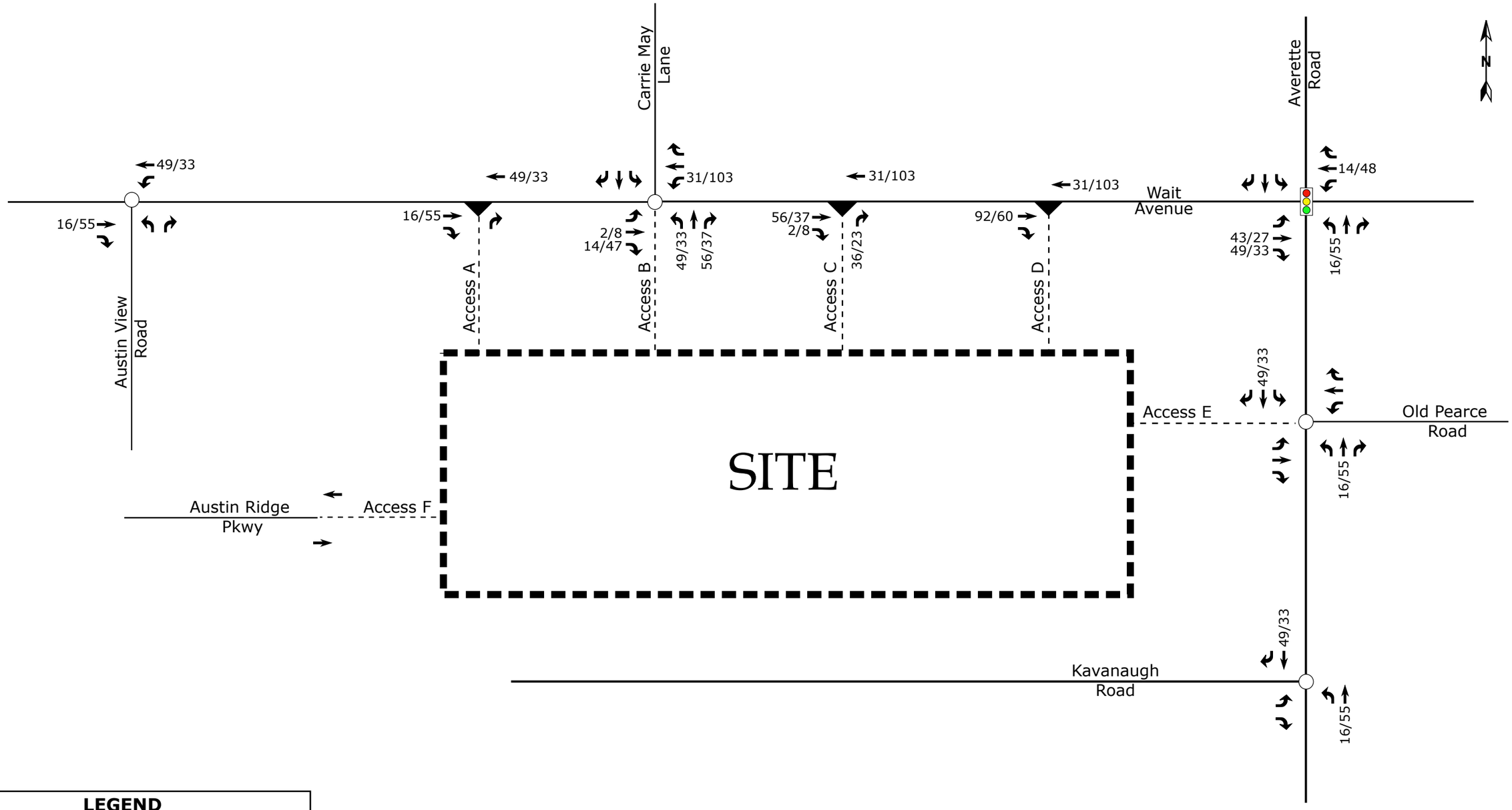
Residential Site Trip Assignment Scenario-1

Scale: Not to Scale | Figure 6b



Note: In Scenario 2, Access A will be analyzed as a right-in/right-out access point

DRMP	Wait Avenue Mixed-Use Rolesville, NC	Residential Site Trip Distribution Scenario-2
		Scale: Not to Scale / Figure 7a



LEGEND

- Unsignalized Intersection
- Signalized Intersection
- Right-In/Right-Out Intersection
- X / Y → Weekday AM / PM Peak Hour Site Trips

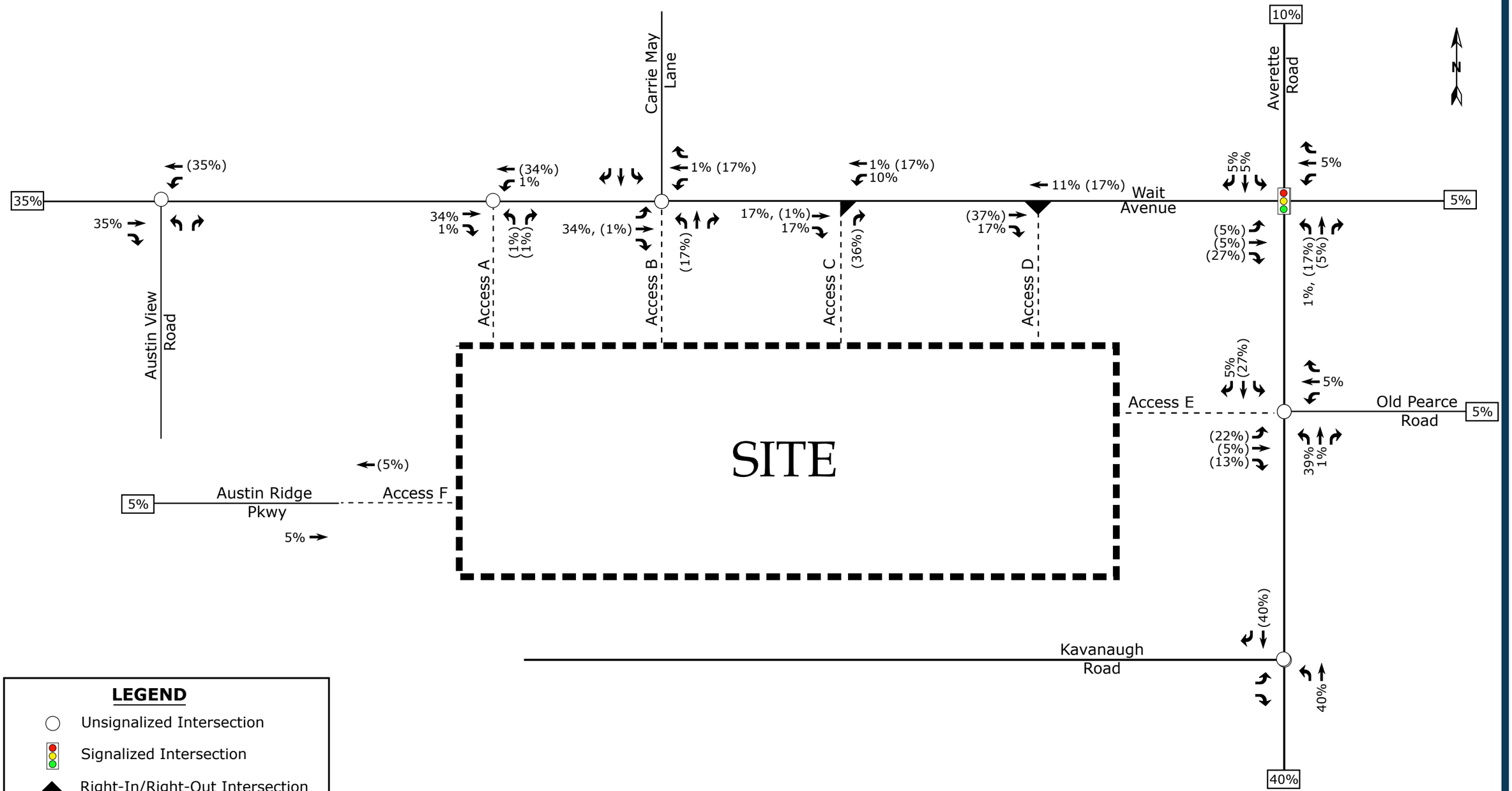
Note: In Scenario 2, Access A will be analyzed as a right-in/right-out access point

DRMP

Wait Avenue Mixed-Use
Rolesville, NC

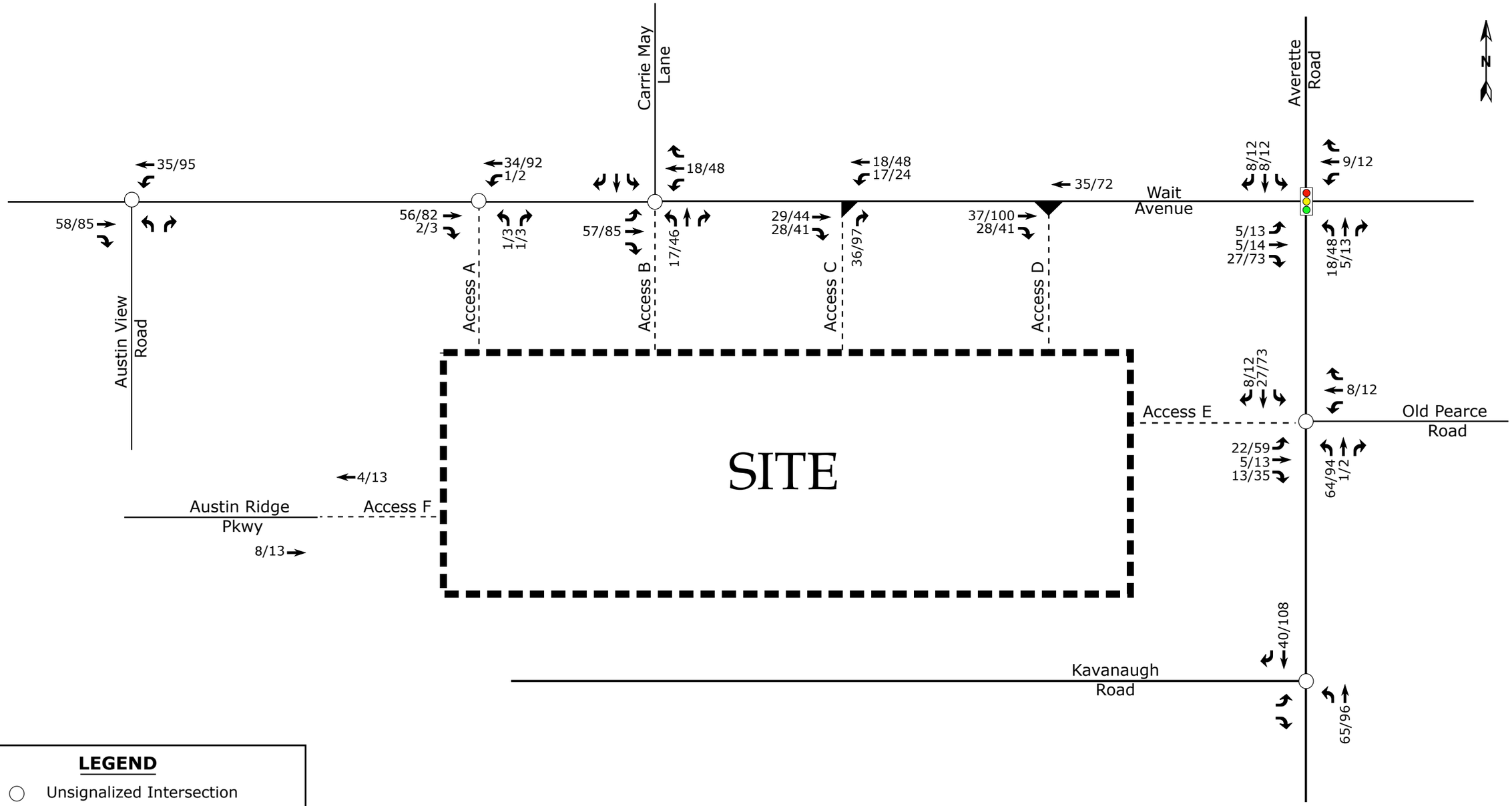
Residential Site Trip Assignment Scenario-2

Scale: Not to Scale | Figure 7b



Note: Under Scenario 1, Access A will be considered a full-movement driveway.

DRMP	Wait Avenue Mixed-Use Rolesville, NC	Commercial Site Trip Distribution Scenario-1 Scale: Not to Scale — Figure 8a



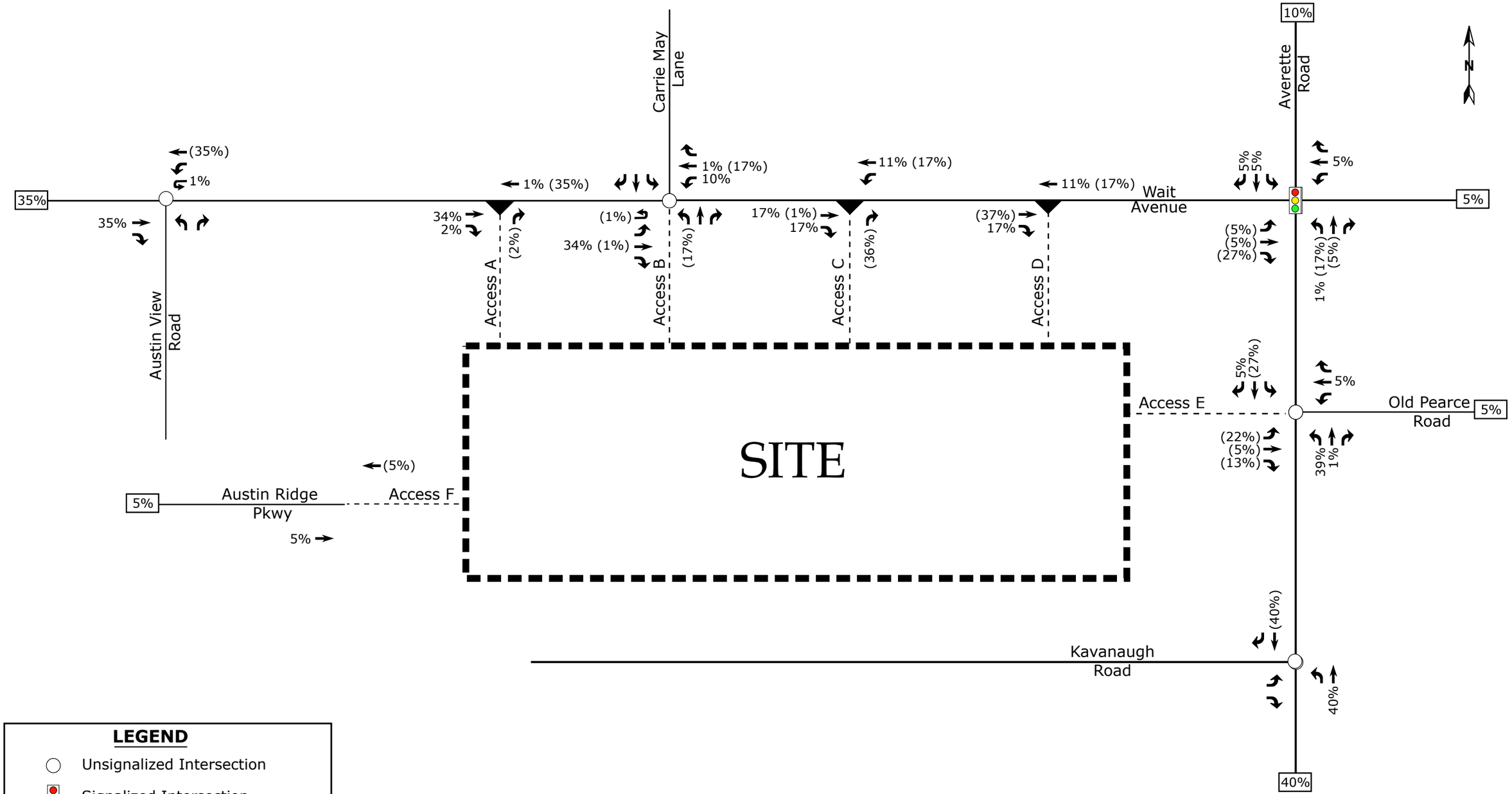
Note: Under Scenario 1, Access A will be considered a full-movement driveway.

DRMP

Wait Avenue Mixed-Use
Rolesville, NC

Commercial Site Trip Assignment Scenario-1

Scale: Not to Scale | Figure 8b

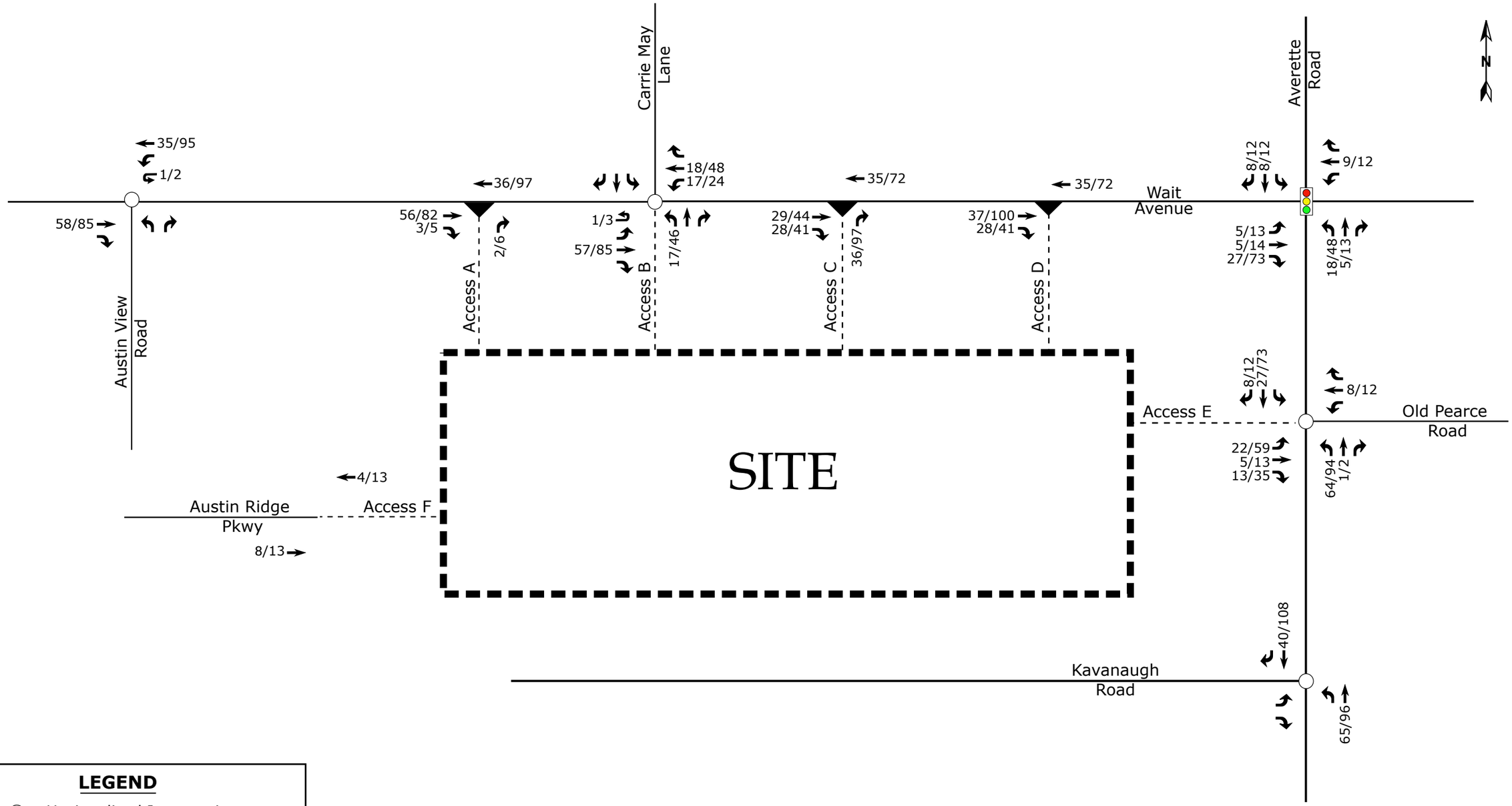


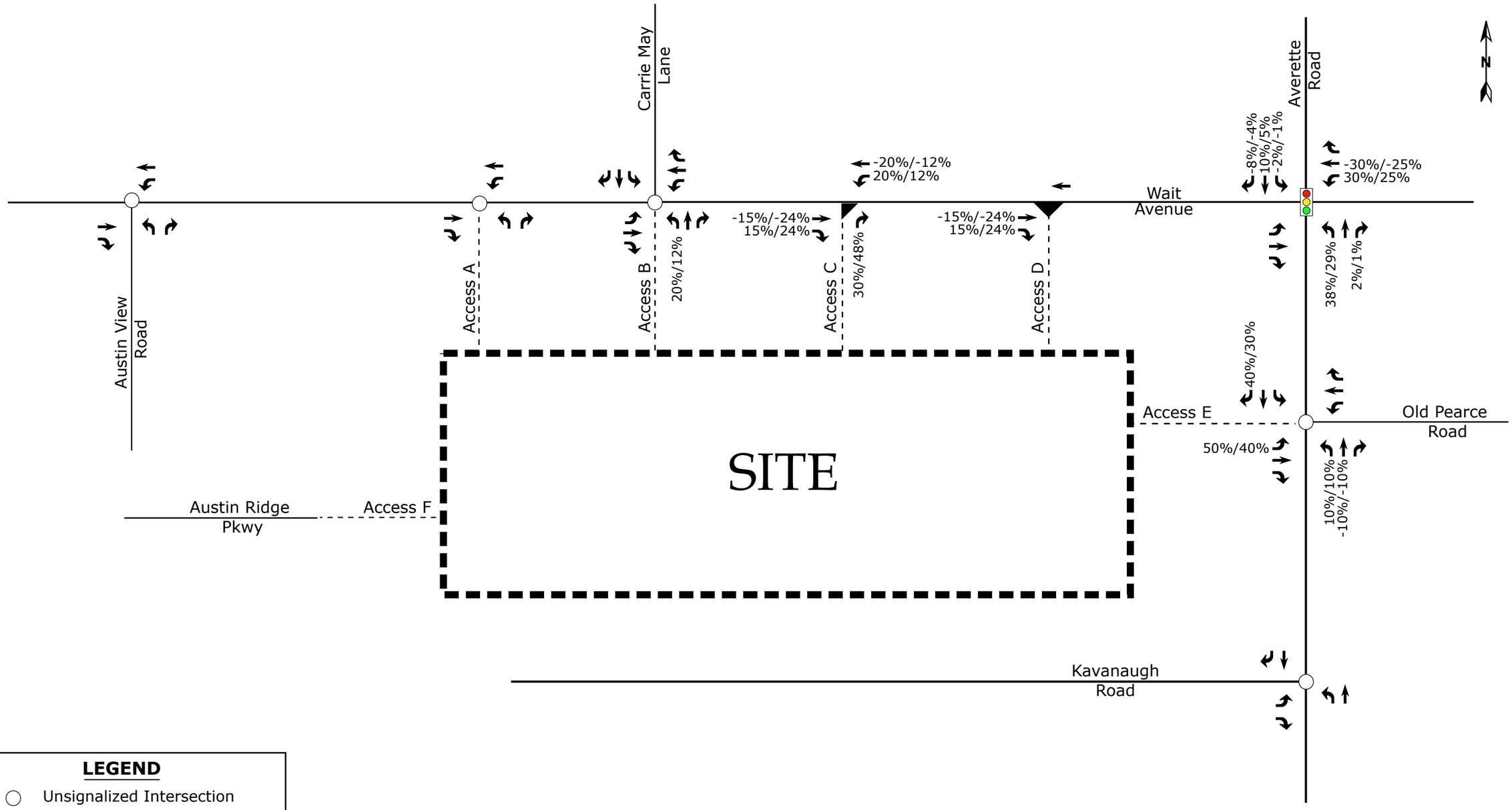
LEGEND

- Unsignalized Intersection
- Signalized Intersection
- Right-In/Right-Out Intersection
- X% → Entering Trip Distribution
- (Y%) → Exiting Trip Distribution
- XX% Regional Trip Distribution

Note: In Scenario 2, Access A will be analyzed as a right-in/right-out access point

DRMP	Wait Avenue Mixed-Use Rolesville, NC	Commercial Site Trip Distribution Scenario-2 Scale: Not to Scale — Figure 9a


N
Carrie May Lane
Averette Road
Wait Avenue
Austin View Road
Access A
Access B
Access C
Access D
Access E
Access F
Austin Ridge Pkwy
Old Pearce Road
Kavanaugh Road
SITE
35/95
1/2
58/85
36/97
56/82
3/5
2/6
1/3
57/85
18/48
17/24
17/46
35/72
29/44
28/41
36/97
37/100
28/41
35/72
8/12
8/12
9/12
5/13
5/14
27/73
18/48
5/13
8/12
27/73
8/12
22/59
5/13
13/35
64/94
1/2
4/13
8/13
40/108
65/96
LEGEND
Unsignalized Intersection
Signalized Intersection
Right-In/Right-Out Intersection
X / Y
Weekday AM / PM Peak Hour Site Trips
Note: In Scenario 2, Access A will be analyzed as a right-in/right-out access point
DRMP
Wait Avenue Mixed-Use
Rolesville, NC
Commercial Site Trip Assignment Scenario-2
Scale: Not to Scale
Figure 9b



LEGEND

- Unsignalized Intersection
- Signalized Intersection
- Right-In/Right-Out Intersection
- Left-Over Intersection
- X% / Y% → Weekday AM / PM Pass-By Trip Distribution

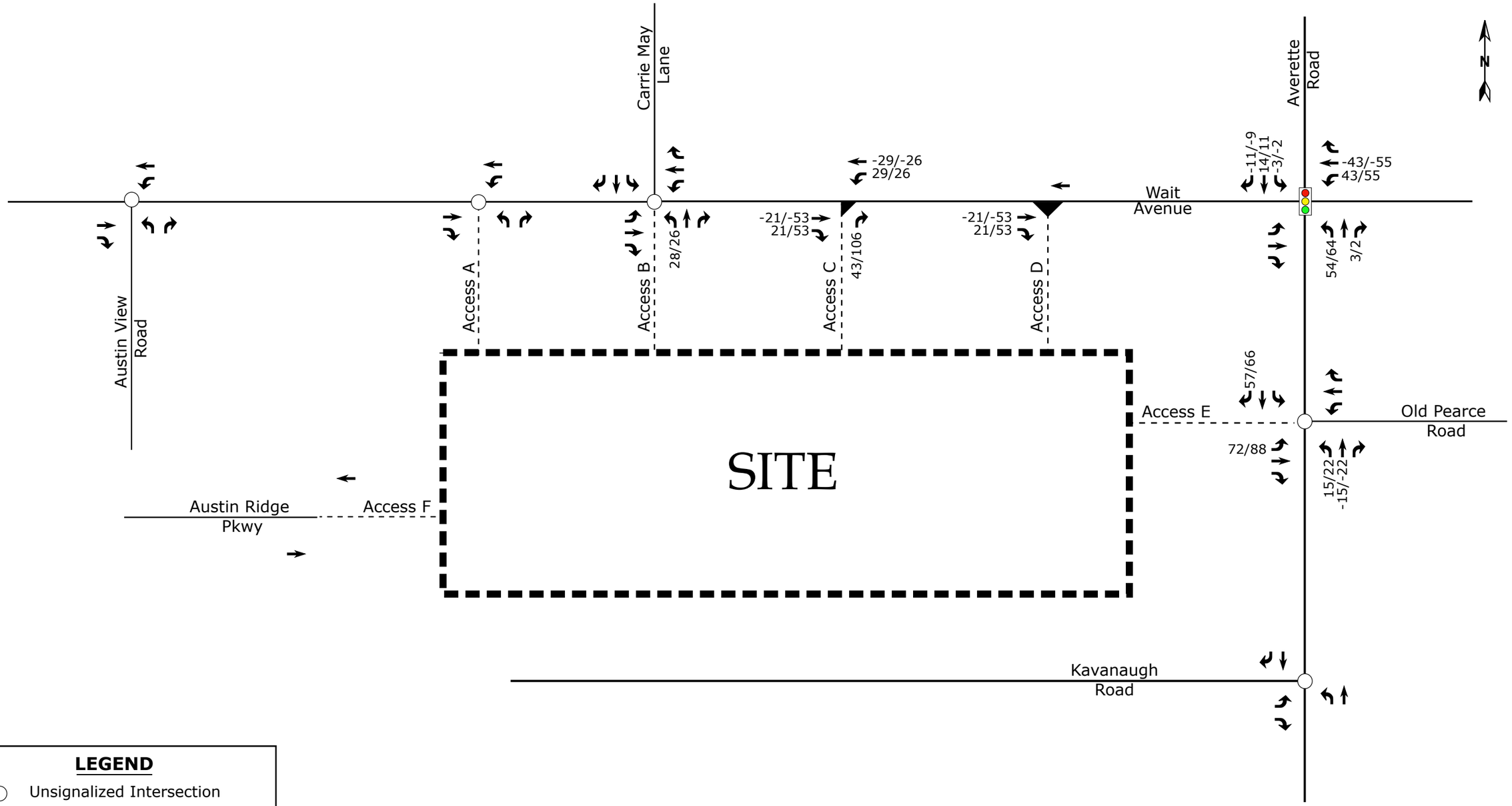
Note: Under Scenario 1, Access A will be considered a full-movement driveway.

DRMP

Wait Avenue Mixed-Use
Rolesville, NC

Pass-By Site
Trip Distribiution
Scenario-1

Scale: Not to Scale | Figure 10a



LEGEND

- Unsignalized Intersection
- Signalized Intersection
- Left-Over Intersection
- Right-In/Right-Out Intersection
- X / Y → Weekday AM / PM Peak Hour Site Pass-by Trips

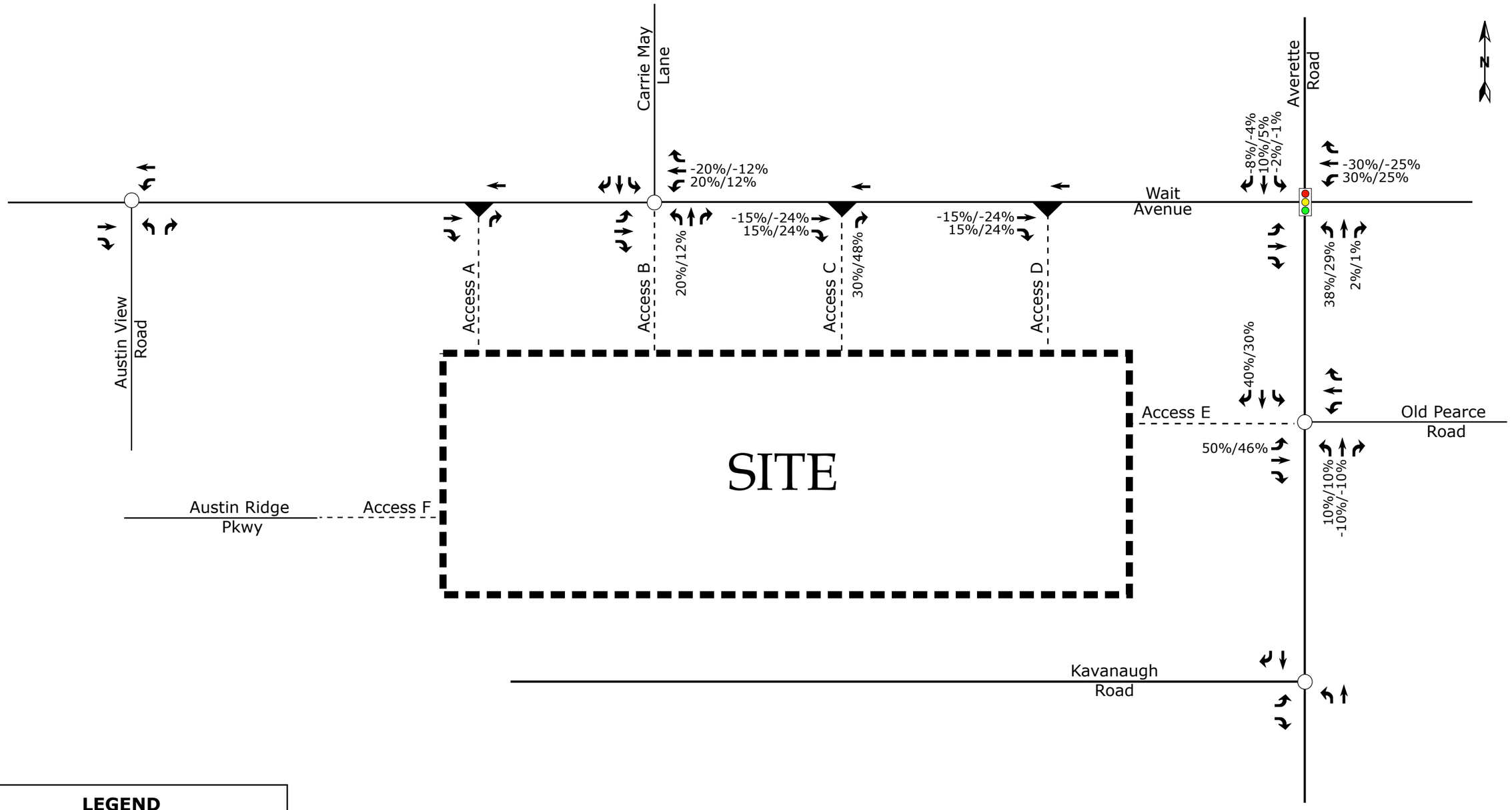
Note: Under Scenario 1, Access A will be considered a full-movement driveway.

DRMP

Wait Avenue Mixed-Use
Rolesville, NC

Pass-By Site
Trip Assignment
Scenario-1

Scale: Not to Scale | Figure 10b



LEGEND

- Unsignalized Intersection
- Signalized Intersection
- Right-In/Right-Out Intersection
- X% / Y% → Weekday AM / PM Pass-By Trip Distribution

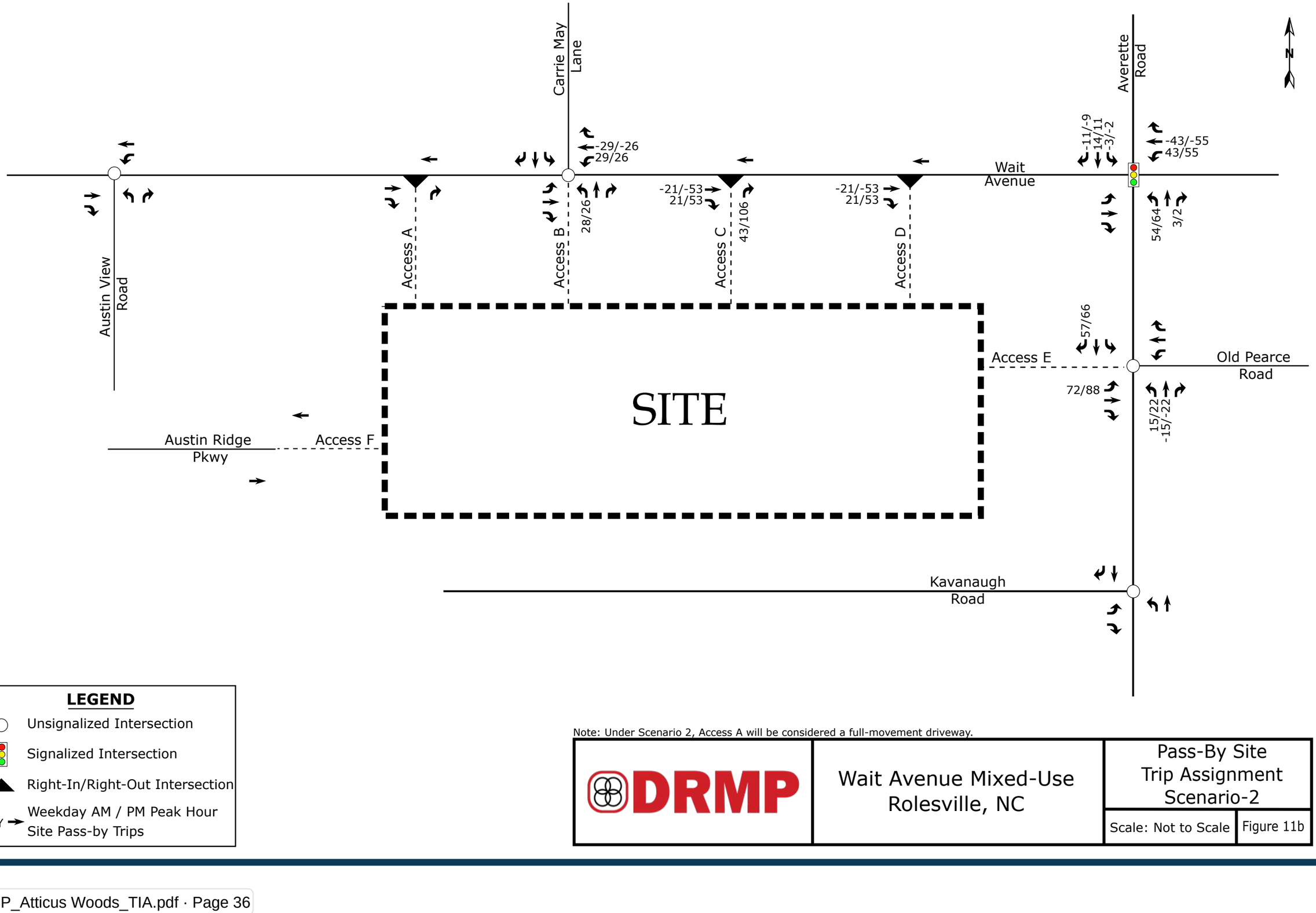
Note: Under Scenario 2, Access A will be considered a full-movement driveway.

DRMP

Wait Avenue Mixed-Use
Rolesville, NC

Pass-By Site
Trip Distribiution
Scenario-2

Scale: Not to Scale | Figure 11a



LEGEND

- Unsignalized Intersection
- Signalized Intersection
- Right-In/Right-Out Intersection
- X / Y → Weekday AM / PM Peak Hour Site Pass-by Trips

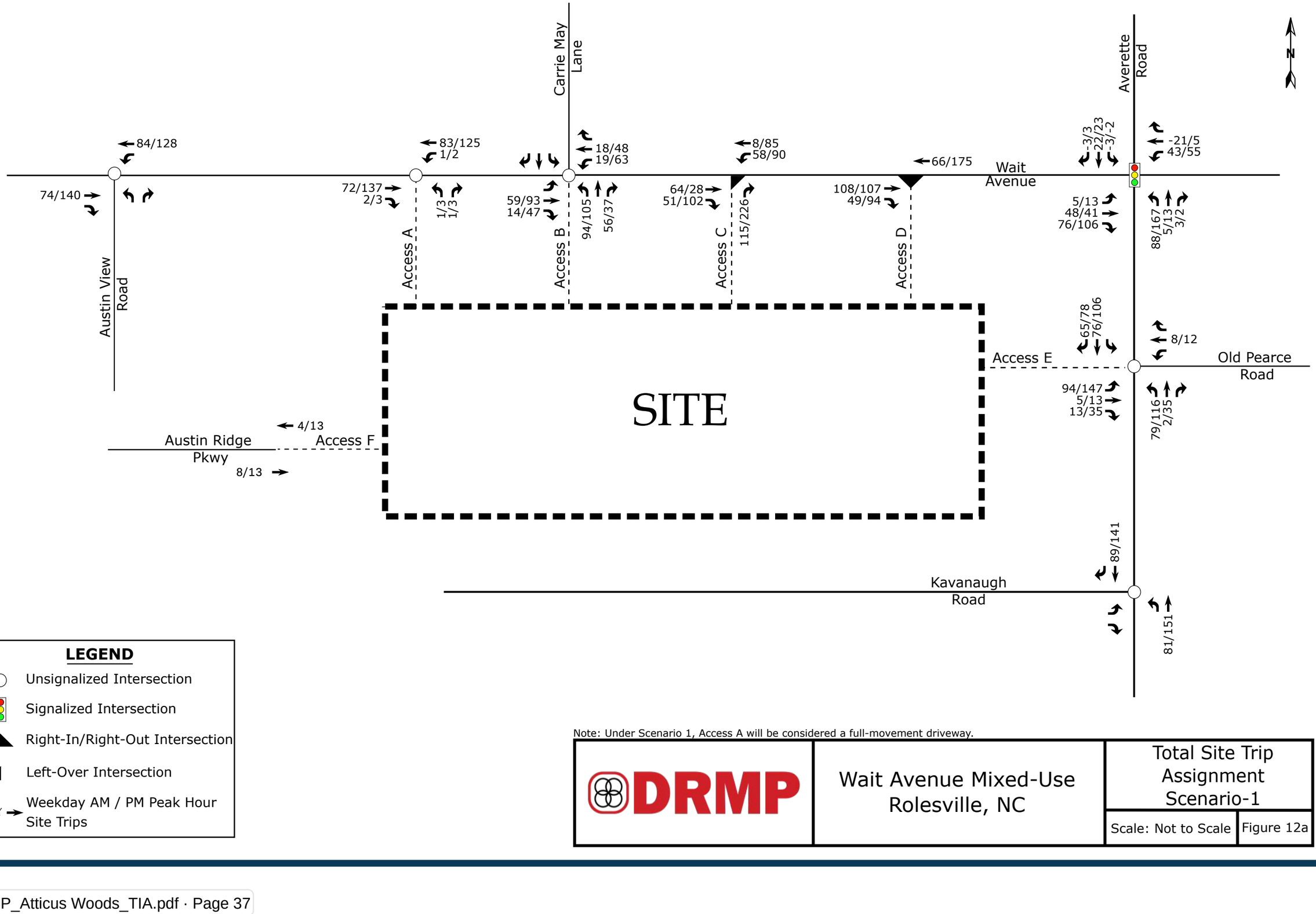
Note: Under Scenario 2, Access A will be considered a full-movement driveway.

DRMP

Wait Avenue Mixed-Use
Rolesville, NC

Pass-By Site
Trip Assignment
Scenario-2

Scale: Not to Scale | Figure 11b



LEGEND

- ○ Unsignalized Intersection
- Signalized Intersection
- Right-In/Right-Out Intersection
- Left-Over Intersection
- X / Y → Weekday AM / PM Peak Hour Site Trips

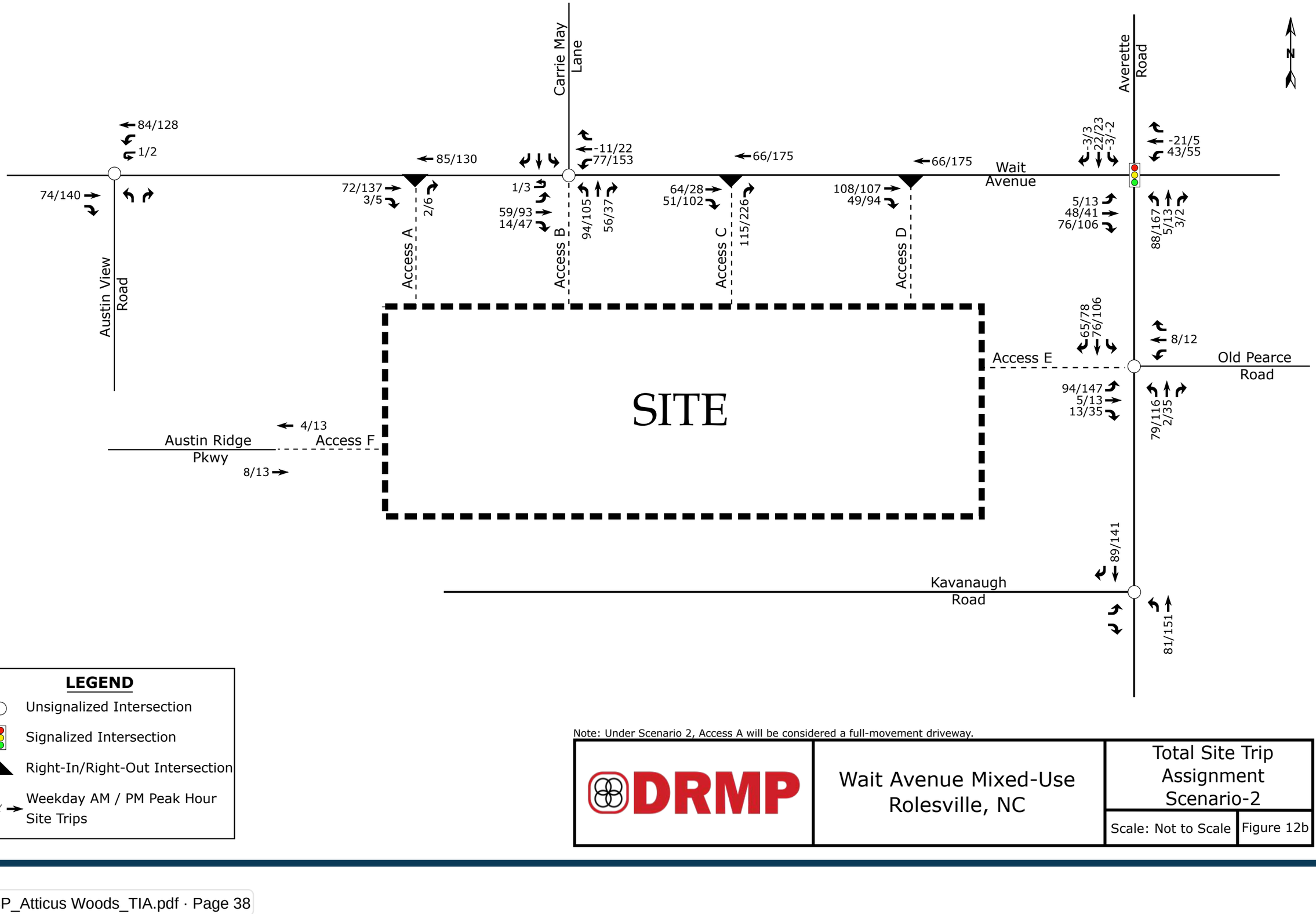
Note: Under Scenario 1, Access A will be considered a full-movement driveway.

DRMP

Wait Avenue Mixed-Use
Rolesville, NC

Total Site Trip Assignment Scenario-1

Scale: Not to Scale | Figure 12a



Note: Under Scenario 2, Access A will be considered a full-movement driveway.

DRMP

Wait Avenue Mixed-Use
Rolesville, NC

Total Site Trip Assignment Scenario-2

Scale: Not to Scale | Figure 12b

5. 2031 BUILD TRAFFIC CONDITIONS

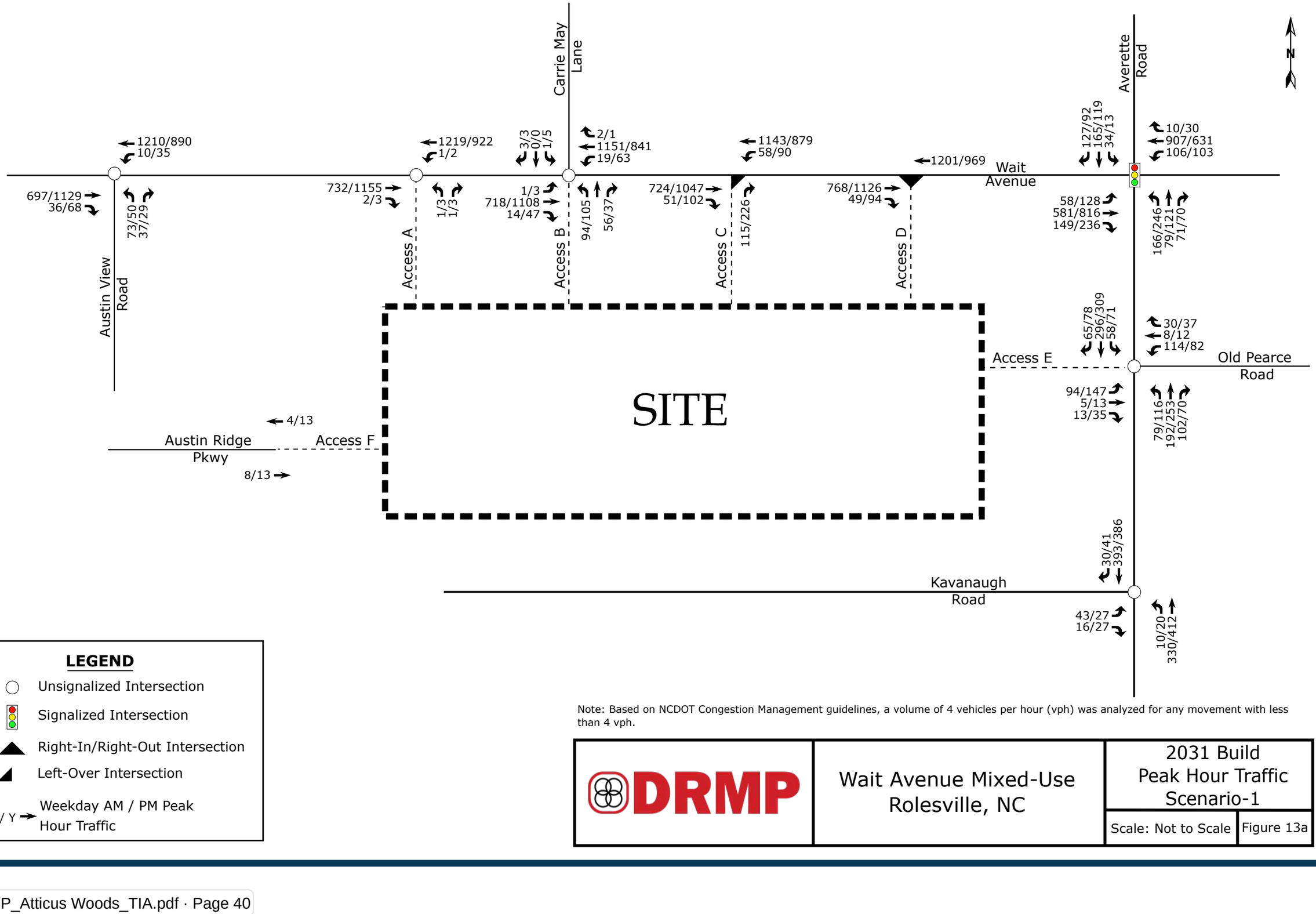
5.1. 2031 Build Peak Hour Traffic Volumes

To estimate traffic conditions with the site fully built-out, the total site trips were added to the 2031 no-build traffic volumes to determine the 2031 build traffic volumes. Refer to Figure 13a and 13b for an illustration of the 2031 build peak hour traffic volumes with the proposed site fully developed for Scenarios 1 and 2.

5.2. Analysis of 2031 Build Peak Hour Traffic Conditions

Study intersections were analyzed with the 2031 build traffic volumes using the same methodology previously discussed for existing and no-build traffic conditions. Intersections were analyzed with improvements necessary to accommodate future traffic volumes. The results of the capacity analysis for each intersection are presented in Section 7 of this report.

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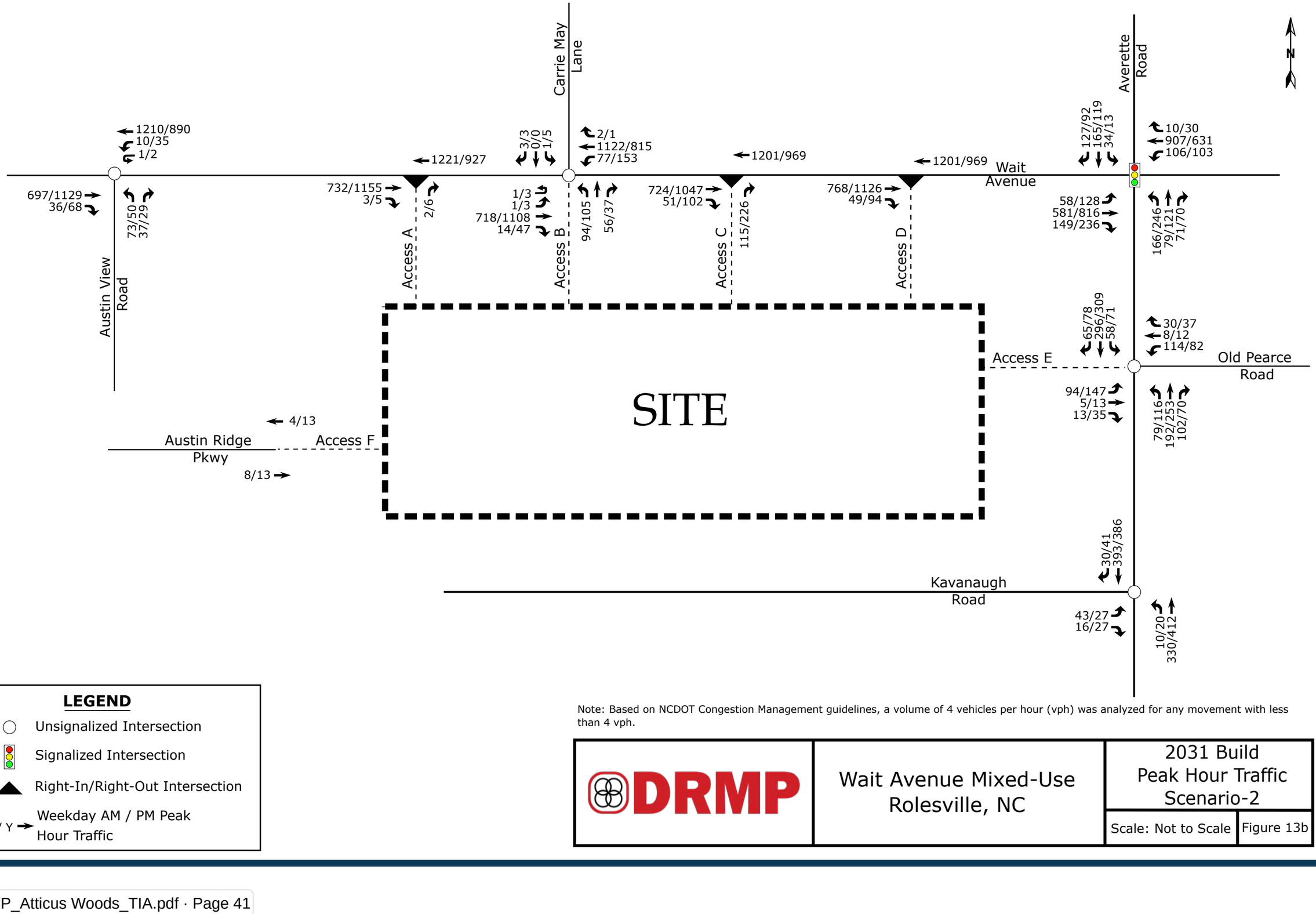


LEGEND

- Unsignalized Intersection
- Signalized Intersection
- Right-In/Right-Out Intersection
- Left-Over Intersection
- X / Y → Weekday AM / PM Peak Hour Traffic

Note: Based on NCDOT Congestion Management guidelines, a volume of 4 vehicles per hour (vph) was analyzed for any movement with less than 4 vph.

DRMP	Wait Avenue Mixed-Use Rolesville, NC	2031 Build Peak Hour Traffic Scenario-1
		Scale: Not to Scale / Figure 13a



LEGEND

- ○ Unsignalized Intersection
- Signalized Intersection
- ▲ Right-In/Right-Out Intersection
- X / Y → Weekday AM / PM Peak Hour Traffic

Note: Based on NCDOT Congestion Management guidelines, a volume of 4 vehicles per hour (vph) was analyzed for any movement with less than 4 vph.

DRMP	Wait Avenue Mixed-Use Rolesville, NC	2031 Build Peak Hour Traffic Scenario-2
		Scale: Not to Scale / Figure 13b

6. TRAFFIC ANALYSIS PROCEDURE

Study intersections were analyzed using the methodology outlined in the *Highway Capacity Manual* (HCM), 6th Edition published by the Transportation Research Board. Capacity and level of service are the design criteria for this traffic study. A computer software package, Synchro (Version 11.1), was used to complete the analyses for the study area intersections. Please note that the unsignalized capacity analysis does not provide an overall level of service for an intersection; only delay for an approach with a conflicting movement.

The HCM defines capacity as "the maximum hourly rate at which persons or vehicles can reasonably be expected to traverse a point or uniform section of a lane or roadway during a given time period under prevailing roadway, traffic, and control conditions." Level of service (LOS) is a term used to represent different driving conditions and is defined as a "qualitative measure describing operational conditions within a traffic stream, and their perception by motorists and/or passengers." Level of service varies from Level "A" representing free flow, to Level "F" where breakdown conditions are evident. Refer to Table 4 for HCM levels of service and related average control delay per vehicle for both signalized and unsignalized intersections. Control delay as defined by the HCM includes "initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay". An average control delay of 50 seconds at a signalized intersection results in LOS "D" operation at the intersection.

Table 4: Highway Capacity Manual – Levels-of-Service and Delay

UNSIGNALIZED INTERSECTION		SIGNALIZED INTERSECTION	
LEVEL OF SERVICE	AVERAGE CONTROL DELAY PER VEHICLE (SECONDS)	LEVEL OF SERVICE	AVERAGE CONTROL DELAY PER VEHICLE (SECONDS)
A	0-10	A	0-10
B	10-15	B	10-20
C	15-25	C	20-35
D	25-35	D	35-55
E	35-50	E	55-80
F	>50	F	>80

6.1. Adjustments to Analysis Guidelines

Capacity analysis at all study intersections was completed according to the NCDOT Congestion Management Guidelines.

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7. CAPACITY ANALYSIS

The following study intersections were analyzed under 2025 existing, 2031 no-build, and 2031 build traffic conditions:

- Wait Avenue and Averette Road
- Wait Avenue and Carrie May Lane / Site Access B
- Wait Avenue and Austin View Road
- Averette Road and Old Pearce Road / Site Access E
- Averette Road and Kavanaugh Road
- Wait Avenue and Site Access A
- Wait Avenue and Site Access C
- Wait Avenue and Site Access D

All proposed site driveways were analyzed under 2031 build traffic conditions. Refer to Tables 5-12 for a summary of capacity analysis results. Refer to Appendices F-J for the Synchro capacity analysis reports and SimTraffic queueing reports.

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7.1. Wait Avenue and Averette Road

Refer to the table below for a summary of the capacity analysis of the subject intersection during the analysis scenarios.

Table 5: Analysis Summary of Wait Avenue and Averette Road

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2025 Existing	EB WB NB SB	LT, TH-RT 1 LT, TH-RT 1 LT-TH-RT 1 LT-TH, 1 RT	A (10) B (17) C (31) C (25)	B (17)	B (16) B (10) C (33) C (23)	B (17)
2031 No-Build	EB WB NB SB	LT, TH-RT 1 LT, TH-RT 1 LT-TH-RT 1 LT-TH, 1 RT	C (22) D (45) F (94) D (43)	D (43)	D (39) C (24) F (82) C (34)	D (39)
2031 Build	EB WB NB SB	LT, TH-RT 1 LT, TH-RT 1 LT-TH-RT 1 LT-TH, 1 RT	D (46) D (71) F (109) C (28)	E (62)	F (138) E (59) F (175) C (27)	F (111)
2031 Build Improved	EB WB NB SB	LT, TH-RT 1 LT, 1 TH, **1 RT** **1 LT**, 1 TH-RT 1 LT-TH, 1 RT	C (31) E (56) E (77) E (79)	D (54)	D (48) D (47) E (79) E (64)	D (54)

Improvements by developer shown in bold.

1. Level of service for major-street left-turn movement.
2. Level of service for minor-street approach.

Capacity analysis indicates that the intersection is expected to operate at an overall Level of Service LOS D or better during the weekday AM and PM peak under existing and 2031-no-build conditions, at 2031 build condition the intersection is expected to operate at E during AM peak hour and LOS F during PM peak hour, showing a degradation from LOS D under no-build conditions. This decline in LOS during both the AM and PM peak hours, along with observed queuing on multiple approaches, warrants mitigation.

To address the increased delay and restore operations to no-build conditions, the following improvement is recommended under 2031 full build conditions:

- Construct a westbound right-turn lane on Wait Avenue with 100 feet of storage and appropriate taper.

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- Construct a northbound left-turn Lane on Averette Road with 300 feet of storage and appropriate taper.

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7.2. Wait Avenue and Carrie May Lane/Access B

Refer to the table below for a summary of the capacity analysis of the subject intersection during the analysis scenarios.

Table 6: Analysis Summary of Wait Avenue and Carrie May Lane/ Access B

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2025 Existing	EB WB SB	1 LT-TH 1 TH-RT 1 LT-RT	B (11)[1] -- D (32)[2]	N/A	A (9)[1] -- D (30)[2]	N/A
2031 No-Build	EB WB SB	1 LT-TH 1 TH-RT 1 LT-RT	B (12)[1] -- E (45)[2]	N/A	A (10)[1] -- E (45)[2]	N/A
2031 Build Scenario-1	EB WB **NB** SB	1 LT-TH, **1 RT** **1 LT**, 1 TH-RT **1 LT-TH-RT** 1 LT-**TH**-RT	B (12)[1] A (10)[1] F (1341)[2] F (113)[2]	N/A	A (10)[1] B (13)[1] F (2656)[2] F (241)[2]	N/A
2031 Build Improved Scenario-1 **(Signalized)**	EB WB **NB** SB	1 LT-TH, **1 RT** **1 LT**, 1 TH-RT **1 LT-TH-RT** 1 LT-**TH**-RT	B (17) C (30) E (55) C (32)	C (27)	D (38) B (12) F (86) D (47)	C (31)
2031 Build Scenario-2	EB WB **NB** SB	1 LT-TH, **1 RT** **1 LT**, 1 TH-RT **1 LT-TH-RT** 1 LT-**TH**-RT	B (12)[1] A (10)[1] F (1863)[2] F (149)[2]	N/A	A (10)[1] B (15)[1] F (4579)[2] F (511)[2]	N/A
2031 Build Improved Scenario-2 **(Signalized)**	EB WB **NB** SB	1 LT-TH, **1 RT** **1 LT**, 1 TH-RT **1 LT-TH-RT** 1 LT-**TH**-RT	C (21) C (27) D (44) C (27)	C (26)	D (48) C (28) F (88) D (39)	D (42)

Improvements by developer shown in bold.

1. Level of service for major-street left-turn movement.
2. Level of service for minor-street approach.

Capacity analysis indicates that the major street left-turn movements are expected to operate at LOS D or better during the weekday AM and PM peak hours under all traffic conditions. The minor-street approach is expected to operate at LOS F or better during the weekday AM and PM peak hours. Due to poor operations on the minor-street approach during the weekday AM and PM peak hours, a traffic signal was considered. 2031 build volumes were analyzed utilizing the criteria contained in the *Manual on Uniform Traffic*

Control Devices (MUTCD). It should be noted that a traffic signal is expected to be warranted during both weekday peak hours under 2031 build traffic conditions. warrant analysis was conducted at this intersection. Based on the signal warrant analysis results, this intersection warrants signalization.

With signalization, the intersection is expected to operate at an overall LOS C during the weekday AM and LOS D during PM peak hours under 2030 build – improved traffic conditions. No queuing issues were identified under 2030 Build Improved traffic conditions.

Along with signalizing the intersection, left turn and right turn lanes were considered based on the NCDOT *Policy on Street and Driveway Access to North Carolina Highways*. The following improvements are recommended to be constructed by the developer:

- Construct an eastbound Wait Avenue right turn lane with 50 feet of storage and appropriate taper length.
- Construct a westbound Wait Avenue left turn lane with 125 feet of storage and appropriate taper length. (Under Scenario-1).
- Construct a westbound Wait Avenue left turn lane with 350 feet of storage and appropriate taper length. (Under Scenario-2)
- Install a traffic Signal.

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7.3. Wait Avenue and Austin View Blvd

Refer to the table below for a summary of the capacity analysis of the subject intersection during the analysis scenarios.

Table 7: Analysis Summary of Wait Avenue and Austin View Blvd

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2025 Existing	EB WB NB	1 TH, 1 RT 1 LT, 1 TH 1 LT-RT	-- A (9)[1] F (87)[2]	N/A	-- A (9)[1] F (87)[2]	N/A
2031 No-Build	EB WB NB	1 TH, 1 RT 1 LT, 1 TH 1 LT-RT	-- A (9)[1] F (270)[2]	N/A	-- B (12)[1] F (200)[2]	N/A
2031 Build	EB WB NB	1 TH, 1 RT 1 LT, 1 TH 1 LT-RT	-- A (10)[1] F (429)[2]	N/A	-- B (13)[1] F (474)[2]	N/A

1. Level of service for major-street left-turn movement.
2. Level of service for minor-street approach.

Capacity analysis indicates that the major-street left-turn movements are expected to operate at LOS A during the weekday AM and PM peak hours under all traffic conditions. The minor-street approach is expected to operate at LOS F or better during the weekday AM and PM peak hours. Poor levels of service and higher delays are not uncommon for an unsignalized minor-street approach during the weekday peak hours when mainline volumes are heaviest. Due to the minimal impacts caused by the proposed development, no improvements are recommended by the developer. A signal warrant analysis was conducted based on Warrants 1, 2, and 3 in the Manual on Uniform Traffic Control Devices (MUTCD); however, none of the warrants were satisfied.

The Austin Creek development has several road connections and is expected to also connect to the proposed development. Should vehicles experience significant delay at this intersection, there are alternative routes available, including a new signal via the proposed development.

7.4. Averette Road and Old Pearce Road / Access E

Refer to the table below for a summary of the capacity analysis of the subject intersection during the analysis scenarios.

Table 8: Analysis Summary of Averette Road and Old Pearce Road / Access E

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2025 Existing	WB NB SB	1 LT-RT 1 TH-RT 1 LT-TH	B (15)[2] -- A (8)[1]	N/A	B (14)[2] -- A (8)[1]	N/A
2031 No-Build	WB NB SB	1 LT-RT 1 TH-RT 1 LT-TH	C (17)[2] -- A (8)[1]	N/A	C (16)[2] -- A (8)[1]	N/A
2031 Build	**EB** WB NB SB	**1 LT-TH-RT** 1 LT-**TH**-RT **1 LT**, 1 TH-RT 1 LT-TH, **1 RT**	E (39)[1] E (49)[1] A (8)[2] A (8)[2]	N/A	F (221)[1] F (82)[1] A (9)[2] A (8)[2]	N/A

Improvements by developer shown in bold.
1. Level of service for major-street left-turn movement.
2. Level of service for minor-street approach.

Capacity analysis indicates that the major-street left-turn movements are expected to operate at LOS A during the weekday AM and PM peak hours under all traffic conditions. The minor-street approach is expected to operate at LOS F or better during the weekday AM and PM peak hours. Poor levels of service and higher delays are not uncommon for an unsignalized minor-street approach during the weekday peak hours when mainline volumes are heaviest. Due to the minimal impacts caused by the proposed development, no improvements are recommended by the developer.

Although minor-street queues were observed to spill back due to heavy volumes on the major-street. The improvements recommended at Wait Avenue and Averette Road are expected mitigated this issue. As a result, no queuing issues were identified under the 2031 build – improved conditions

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Left turn and right turn lanes were considered based on the NCDOT *Policy on Street and Driveway Access to North Carolina Highways*. The following improvements are recommended to be constructed by the developer:

- Construct a northbound Averette Road left turn lane with 100 feet of storage and appropriate taper length.
- Construct a southbound Averette Road right turn lane with 75 feet of storage and appropriate taper length.

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7.5. Averette Road and Kavanaugh Road

Refer to the table below for a summary of the capacity analysis of the subject intersection during the analysis scenarios.

Table 9: Analysis Summary of Averette Road and Kavanaugh Road

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2025 Existing	EB NB SB	1 LT-RT 1 LT, TH 1 TH-RT	B (13)[2] A (8)[1] --	N/A	B (12)[2] A (8)[1] --	N/A
2031 No-Build	EB NB SB	1 LT-RT 1 LT, TH 1 TH-RT	B (14)[2] A (8)[1] --	N/A	B (12)[2] A (8)[1] --	N/A
2031 Build	EB NB SB	1 LT-RT 1 LT, TH 1 TH-RT	C (17)[2] A (8)[1] --	N/A	C (16)[2] A (8)[1] --	N/A

1. Level of service for major-street left-turn movement.
2. Level of service for minor-street approach.

Capacity analysis indicates that the major street left turn movements and minor street approaches are expected to operate at LOS C or better during the weekday AM and PM peak hours under all traffic conditions. No queuing issues were identified. No improvements are recommended by the developer. No queuing issues were identified. No improvements are recommended by the developer.

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7.6. Wait Avenue and Access A

Refer to the table below for a summary of the capacity analysis of the subject intersection during the analysis scenarios.

Table 10: Analysis Summary of Wait Avenue and Access A

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2031 Build Scenario-1 (Full Movement)	EB WB NB	1 TH-RT 1 LT-TH 1 RT-LT	-- A (10)[1] F (51)[2]	N/A	-- B (12)[1] F (66)[2]	N/A
2031 Build Scenario-2 (RIRO)	EB WB NB	1 TH-RT 1 TH 1 RT	-- -- B (15)[2]	N/A	-- -- C (24)[2]	N/A

1. Level of service for major-street left-turn movement.
2. Level of service for minor-street approach.

Capacity analysis indicates that the major-street left-turn movements are expected to operate at LOS A during weekday AM and LOS B PM peak hour under 2031 build (Scenario-1). Poor levels of service and higher delays are not uncommon for an unsignalized minor-street approach during the weekday peak hours when mainline volumes are heaviest. Due to the minimal impacts caused by the proposed development, no improvements are recommended by the developer.

Under the 2031 build (Scenario-2) and minor street approach is expected to operate at LOS B during the weekday AM and LOS C PM peak hours under 2031 build (Scenario-2). No queuing issues were identified. No improvements are recommended by the developer.

Left turn and right turn lanes were considered based on the NCDOT *Policy on Street and Driveway Access to North Carolina Highways*. No turn lanes are warranted at Access A under full buildout of the development.

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7.7. Wait Avenue and Access C

Refer to the table below for a summary of the capacity analysis of the subject intersection during the analysis scenarios.

Table 11: Analysis Summary of Wait Avenue and Access C

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2031 Build Scenario-1 (left-over)	EB WB NB	1 TH, 1 RT 1 LT, 1 TH 1 RT	-- B (10)[1] C (19)[2]	N/A	-- B (13)[1] F (120)[2]	N/A
2031 Build Scenario-2 (RIRO)	EB WB NB	1 TH, 1 RT 1 TH 1 RT	-- -- C (19)[2]	N/A	-- -- F (120)[2]	N/A

1. Level of service for major-street left-turn movement.
2. Level of service for minor-street approach.

Capacity analysis indicates that under Scenario-1 the major-street left-turn movements are expected to operate at LOS B during the weekday AM and PM peak hour. The minor-street approach is expected to operate at LOS F or better during the weekday AM and PM peak hours. Poor levels of service and higher delays are not uncommon for an unsignalized minor-street approach during the weekday peak hours when mainline volumes are heaviest.

Left turn and right turn lanes were considered based on the NCDOT *Policy on Street and Driveway Access to North Carolina Highways*. The following improvements are recommended to be constructed by the developer:

- Construct an eastbound Wait Avenue right turn lane with 50 feet of storage and appropriate taper length.
- Construct a westbound Wait Avenue left turn lane with 175 feet of storage and appropriate taper length (Under Scenario-1).

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Gaps in the roadway network along Wait Avenue are expected due to the proposed traffic signal. Should vehicles at this intersection experience significant delay exiting, there are several alternative routes via the connectivity provided by the site.

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7.8. Wait Avenue and Access D

Refer to the table below for a summary of the capacity analysis of the subject intersection during the analysis scenarios.

Table 12: Analysis Summary of Wait Avenue and Access D

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2031 Build	EB WB	1 TH, 1 RT 1 TH	-- --	C	-- --	B

Capacity analysis indicates that Overall intersection is expected to operate at LOS C during the weekday AM and LOS B PM peak hours under all traffic conditions. No queuing issues were identified. Right turn lanes were considered based on the NCDOT *Policy on Street and Driveway Access to North Carolina Highways*. The following improvements are recommended to be constructed by the developer:

- Construct an eastbound Wait Avenue right turn lane with 50 feet of storage and appropriate taper length.

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8. CONCLUSIONS

This Traffic Impact Analysis was conducted to determine the potential traffic impacts of the Wait Avenue Mixed-Use development to be located in Rolesville, North Carolina. The proposed development, anticipated to be completed in 2031, is assumed to consist of the following land uses:

- 300 DU Single-Family Detached Housing
- 107,049 SF Mini-Warehouse
- 51,000 SF Supermarket
- 23,700 SF Strip Retail Plaza
- 2,500 SF Coffee/Donut Shop with Drive-Through Window
- 2,400 SF Drive-in Bank
- 2 Fast Casual Restaurants at 2,500 SF each
- 5,000 SF Convenience Store/Gas Station w/12 fueling positions

Site access is proposed via four driveways along Wait Avenue (NC 98), one full-movement driveway along Averette Road, and one site access is proposed via the existing Austin Ridge Parkway.

The study analyzes traffic conditions during the weekday AM and PM peak hours for the following scenarios:

- 2025 Existing Traffic Conditions
- 2031 No-Build Traffic Conditions
- 2031 Build Traffic Conditions Scenario 1 (without Median)
- 2031 Build Traffic Conditions Scenario 2 (with Median)

Trip Generation

Primary site trips are expected to generate approximately 452 trips (212 entering and 240 exiting) during the weekday AM peak hour and 762 trips (400 entering and 362 exiting) during the weekday PM peak hour.

Adjustments to Analysis Guidelines

Capacity analysis at all study intersections was completed according to NCDOT Congestion Management Guidelines. Refer to section 6.1 of this report for a detailed description of any adjustments to these guidelines made throughout the analysis.

9. RECOMMENDATIONS

Based on the findings of this study, specific geometric improvements have been identified and are recommended to accommodate future traffic conditions. See a more detailed description of the recommended improvements below. Refer to Figure 14a and 14b for an illustration of the recommended lane configuration for the proposed development.

Wait Avenue and Averette Road

- Construct a westbound right-turn lane on Wait Avenue with 100 feet of storage and appropriate taper.
- Construct a northbound left-turn Lane on Averette Road with 300 feet of storage and appropriate taper.

Wait Avenue and Carrie May Lane/Access B

- Construct Site Access B (northbound approach) with one ingress and one egress lane.
- Construct an eastbound Wait Avenue right turn lane with 50 feet of storage and appropriate taper length.
- Construct a westbound Wait Avenue left turn lane with 125 feet of storage and appropriate taper length. (Under Scenario-1).
- Construct a westbound Wait Avenue left turn lane with 350 feet of storage and appropriate taper length. (Under Scenario-2)
- Install a traffic Signal.

Averette Road and Old Pearce Road/Access E

- Construct Site Access E (westbound approach) as a with one ingress and one egress lane.
- Construct a northbound Averette Road Left turn lane with 100 feet of storage and appropriate taper length.
- Construct a southbound Averette Road left turn lane with 125 feet of storage and appropriate taper length.
- Provide stop control for the westbound approach.

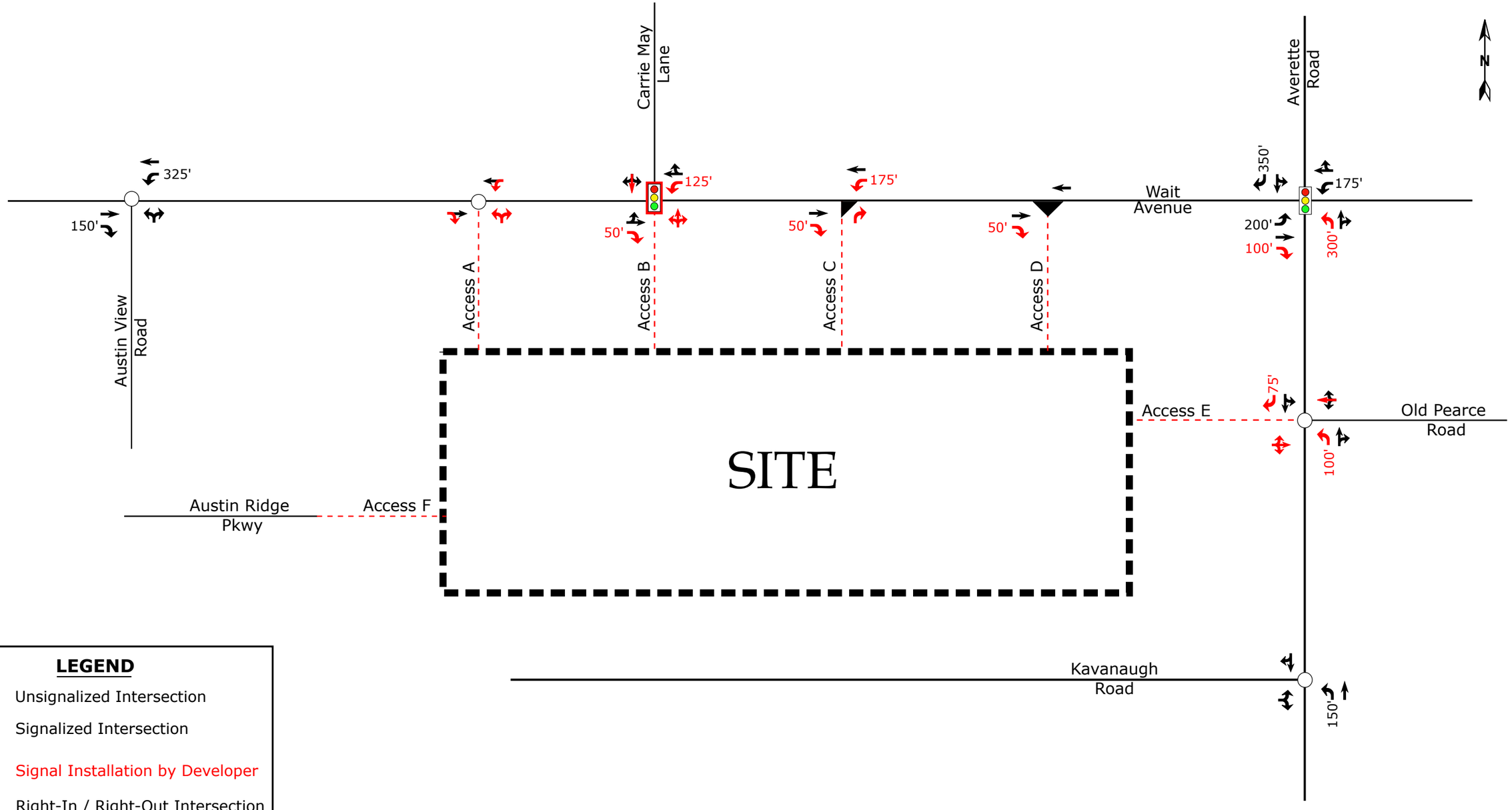
Wait Avenue and Access C

- Construct an eastbound Wait Avenue right turn lane with 50 feet of storage and appropriate taper length.
- Construct a westbound Wait Avenue left turn lane with 175 feet of storage and appropriate taper length. (Under Scenario-1).

Wait Avenue and Access D

- Construct an eastbound Wait Avenue right turn lane with 50 feet of storage and appropriate taper length.

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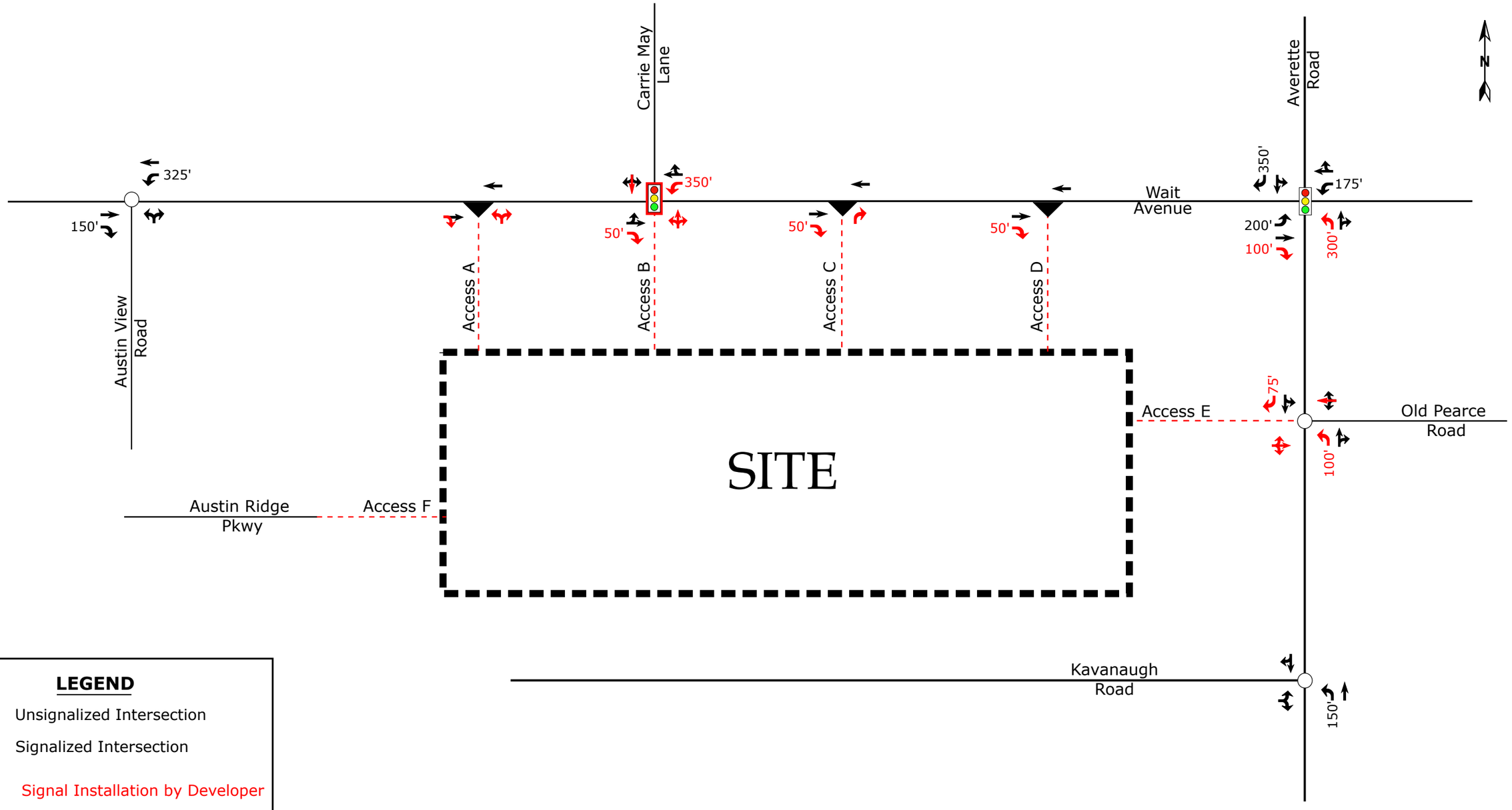


LEGEND

- Unsignalized Intersection
- Signalized Intersection
- Signal Installation by Developer
- Right-In / Right-Out Intersection
- Left-Over Intersection
- Existing Lane
- Improvement by Developer
- X' Storage (In Feet)

Note: Under Scenario 1, Access A will be considered a full-movement driveway.

DRMP	Wait Avenue Mixed-Use Rolesville, NC	Recommended Lane Configurations Scenario-1	
		Scale: Not to Scale	Figure 14a



LEGEND

- Unsignalized Intersection
- Signalized Intersection
- Signal Installation by Developer
- Right-In / Right-Out Intersection
- Existing Lane
- Improvement by Developer
- X' Storage (In Feet)

Note: In Scenario 2, Access A will be analyzed as a right-in/right-out access point

DRMP	Wait Avenue Mixed-Use Rolesville, NC	Recommended Lane Configurations Scenario-2 Scale: Not to Scale | Figure 14b

TECHNICAL APPENDIX

APPENDIX A

SCOPING DOCUMENTATION

DRMP

June 24, 2025

Daniel Boulware, PE
NCDOT Division 5 – District 1
4009 District Drive
Raleigh, NC 27607
P: 919-814-6115
dboulware@ncdot.gov

Reference: Wait Avenue Mixed-Use - Rolesville, NC

Subject:Memorandum of Understanding for TIA Report

Dear Daniel:

The following is a Memorandum of Understanding (MOU) outlining the proposed scope of work and assumptions related to the Traffic Impact Analysis (TIA) for the proposed Wait Avenue Mixed-Use development, to be located south of Wait Avenue and west of Averette Road in Rolesville, North Carolina. This MOU reflects the assumptions outlined during initial coordination between DRMP, Inc., the Town of Rolesville (Town), and the development team. Refer to the attached site location map.

Access to the site is provided via four driveways along Wait Avenue (NC 98), one full-movement driveway along Averette Road, and one site access is proposed via the existing Austin Ridge Parkway. Refer to the attached site plan.

The proposed development, expected to be completed by the year 2031, is assumed to consist of the following land uses:

- 300 DU Single-Family Detached Housing
- 107,049 SF Mini-Warehouse
- 51,000 SF Supermarket
- 23,700 SF Strip Retail Plaza
- 2,500 SF Coffee/Donut Shop with Drive-Through Window
- 2,400 SF Drive-in Bank
- 2 Fast Casual Restaurants at 2,500 SF each
- 5,000 SF Convenience Store/Gas Station w/12 fueling positions

Study Area

The study area is proposed to consist of the following intersections:

- Wait Avenue and Austin View Road
- Wait Avenue and Averette Road
- Averette Road and Old Pearce Road / Site Access E
- Averette Road and Kavanaugh Road
- Wait Avenue and Carrie May Lane / Site Access B
- Wait Avenue and Site Access A
- Wait Avenue and Site Access C
- Wait Avenue and Site Access D

Background Traffic Volumes

Traffic volumes will be estimated by projecting 2025 existing traffic volumes to the year 2031 using an annual growth rate. The attached historical AADT data from NCDOT indicates a growth rate of 3.8% in the study area.

DRMP recommends using a background growth rate of 2.5% per year based on engineering judgement. Several factors were considered when making this judgment. The area has seen high growth in the last 8 to 12 years. (3.8% per year). There are several approved developments in the area that are nearly built out which likely accounts for much of the historical growth. The proposed development will contribute to future growth in the area. A 2% growth rate is common in most places. Using a growth rate of 2.5% should account for future growth without over estimating. No trips from unbuilt portions of approved developments are recommended to be added to the 2.5% background traffic growth.

Future Roadway Improvements

No future roadway improvements were identified within the study area to consider under future traffic conditions.

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Trip Generation

Average weekday daily, AM peak hour, and PM peak hour trips for the proposed development were estimated using methodology contained within the ITE *Trip Generation Manual*, 11th Edition. Several land uses were combined into the Shopping Plaza land use. Refer to Table 1 for a summary of the proposed site trip generation for full buildout of the proposed development. Internal Capture spreadsheets are attached. Pass-by Trips will be limited to 10% of the adjacent street traffic.

The internal capture calculations deviate from NCDOT Capacity Analysis Guidelines. The guidelines state that the walking distance should be the *maximum* distance between land uses. Internal capture for the PM peak hour was calculated based on the *average* walking distance; approximately 2,000 feet. NCHRP Report 684 states that the walking distance should be the average of the distances between land uses. Using the average distance resulted in an internal capture rate of 14% for the PM peak hour. The AM peak hour internal capture is typically less than the PM peak hour. An internal capture rate of 7% was chosen for the AM peak hour (half of the PM rate to remain).

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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	Total	Enter	Exit	Total
Mini-Warehouse (151)	107,049 SF	155	6	4	10	8	8	16
Single-Family Detached Housing (210)	300 DU	2,772	51	151	202	176	103	279
Shopping Plaza with Supermarket (821)	84,600 SF	7,924	185	114	299	369	399	768
Convenience Store/Gas Station	12 Fueling Positions (5,000 sq. ft.)	3,502	141	142	283	136	137	273
Total Trips		**14,353**	**383**	**411**	**794**	**689**	**647**	**1,336**
Internal Capture (7% AM & 10% PM)			-28	-28	-56	-69	-65	-134
Total External Trips			**355**	**383**	**738**	**620**	**582**	**1,202**
Pass-By Trips			-143	-143	-286	-220	-220	-440
Primary Trips			**212**	**240**	**452**	**400**	**362**	**762**

Trip Distribution and Assignment

Site trips are distributed based on existing traffic patterns, population centers, and engineering judgment. Refer to the attached residential and commercial site trip distribution figures.

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Analysis Scenarios

All capacity analyses will be performed utilizing Synchro (Version 11). All study intersections will be analyzed during the weekday AM and PM peak hours under the following traffic scenarios:

- 2025 Existing
- 2031 No-Build
- 2031 Build Scenario 1 (without Median)
- 2031 Build Scenario 2 (with Median)
- 2031 Build with Improvements

Report

The TIA report will be prepared based on Town and NCDOT requirements. The internal capture calculations deviate from NCDOT Capacity Analysis Guidelines, but are expected to provide more realistic results.

If you find this memorandum of understanding acceptable, please let me know so that we may include it in the TIA report. If you have any questions or concerns, please do not hesitate to contact me.

Sincerely,



Andrew Eagle, PE, PTOE
Senior Traffic Analysis Project Manager
DRMP, Inc.

Attachments: Site Location Map
Site Plan
Growth Rate
Internal Capture Spreadsheets
Residential Site Trip Distribution
Commercial Site Trip Distribution
Pass-By Site Trip Distribution

Cc: Meredith Gruber (Town of Rolesville)

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