

EXHIBIT E

(Trip Generation and Traffic Count Report)



**BOLTON
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October 6, 2023

Jennifer Britt, EI
NCDOT Division 8 District 1
300 DOT Drive
Asheboro, NC 27205
(336)-318-4004
jlbritt@ncdot.gov

Reference: Veridian Contractors Self-Storage (VCSS)
Chatham County, North Carolina

Subject: Trip Generation & Turn Lane Warrant Analysis

Dear Ms. Britt:

This letter provides the trip generation potential for the proposed development to be located at 2649 Farrington Point Road in Chatham County, North Carolina. The proposed development is anticipated to be a self-storage facility consisting of 345 storage units for recreational vehicles (R.V.) and boats. Access to the site is proposed via one (1) full movement driveway along Farrington Point Road. Refer to the attachments for a preliminary site plan. In addition to providing the trip generation information for the site, this letter also summarizes if any turn lane warrants are met per the North Carolina Department of Transportation (NCDOT) requirements.

Trip Generation

Average daily, weekday PM, and Saturday peak hour trips for the proposed development were calculated using the ITE *Trip Generation Manual*, 11.1 Edition equations for land use code (LUC) 151 (Mini-Warehouse/Self-Storage). It should be noted that the ITE Manual does not provide trip generation information for a R.V./boat storage land use; however, the trip generation characteristics for the proposed development are similar to those of a Mini-Warehouse/Self Storage. Through coordination with NCDOT Congestion Management, it was determined that this trip generation methodology would be acceptable for the purposes of this study. Refer to **Table 1**, on the next page, for a summary of the trip generation potential for the proposed development.

Table 1: Trip Generation Summary

LAND USE (LUC)	INTENSITY	DAILY TRAFFIC (VPD)	WEEKDAY PM PEAK HOUR (VPH)		SATURDAY PEAK HOUR (VPH)	
			Entering	Exiting	Entering	Exiting
Mini-Warehouse (151)	345 storage spaces	61	4	5	5	4

As shown in Table 1, the proposed development is expected to generate approximately 61 daily trips on the roadway network during a typical 24-hour period. Of those daily trips, 9 trips (4 entering, 5 exiting) are expected to occur during the weekday PM peak hour and 9 trips (5 entering, 4 exiting) are expected to occur during the Saturday peak hour.

Per the NCDOT guidelines, a traffic impact analysis (TIA) is required if the proposed development is anticipated to generate 3,000 trips or more per day. Table 1 shows that the daily trips the proposed development is expected to generate are significantly below the NCDOT threshold. Based on coordination with the project team, the proposed development is not expected to operate at 100% capacity, but instead will operate at 80% capacity. It is likely that the trip generation potential shown in Table 1 will provide a conservative analysis.

Turn Lane Warrant Analysis

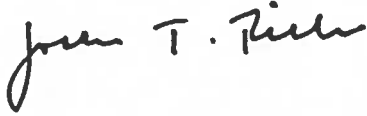
Turn lanes were considered at the proposed access driveway along Farrington Point Road based on the NCDOT *Policy on Street and Driveway Access to North Carolina Highways (Driveway Manual)* Warrant for Left and Right-Turn Lanes nomograph. For this study, it is assumed that 100% of the site traffic for the proposed development would travel to/from the north via Farrington Point Road. Based on the Driveway Manual, the site traffic generated by the proposed development is expected to be below the threshold identified in the nomograph to warrant a turn lane. It should be noted that coordination with NCDOT is ongoing to determine whether a turn-lane at the proposed site driveway will be required.

Conclusion

The proposed development located at 2649 Farrington Point Road was reviewed to determine the trip generation potential for the site as well as the need for turn lanes into the proposed access driveway. Based on the trip generation equations in the *ITE Trip Generation Manual, 11.1 Edition*, it was determined that the proposed development is under the NCDOT threshold for a TIA. Additionally, based on the Driveway Manual the site traffic generated by the proposed development is expected to be below the threshold identified in the nomograph to warrant a turn lane.

If you have any questions or concerns, please do not hesitate to contact me.

Sincerely,
Bolton & Menk, Inc.



Josh Reinke, PE
Senior Traffic Engineer



Attachments: Preliminary Site Plan



PROGRESS
11 AUG 2023

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VERIDIAN CONTRACTORS FOR:
SELF-STORAGE
2649 FARRINGTON POINT RD.
CATHAM COUNTY, NORTH CAROLINA

Drawn By: NLS
Checked By: SRN

DATE: PROGRESS

CONCEPTUAL DOCUMENTS

OVERALL LAYOUT PLAN

Job Code: VCSS

Dwg No. CC
3.0

LINE LEGEND

---	PROPERTY BOUNDARY LINE
---	ADJACENT LOT LINE
---	SETBACK LINE
---	EXISTING EASEMENTS
---	PROPOSED FENCE LINE
---	EXISTING ROW LINE
---	PROPOSED ROW LINE

UNIT COUNTS:

40' X 12'	117
30' X 12'	132
20' X 12'	86
TOTAL	345

% IMPERVIOUS COVER:
32.7%

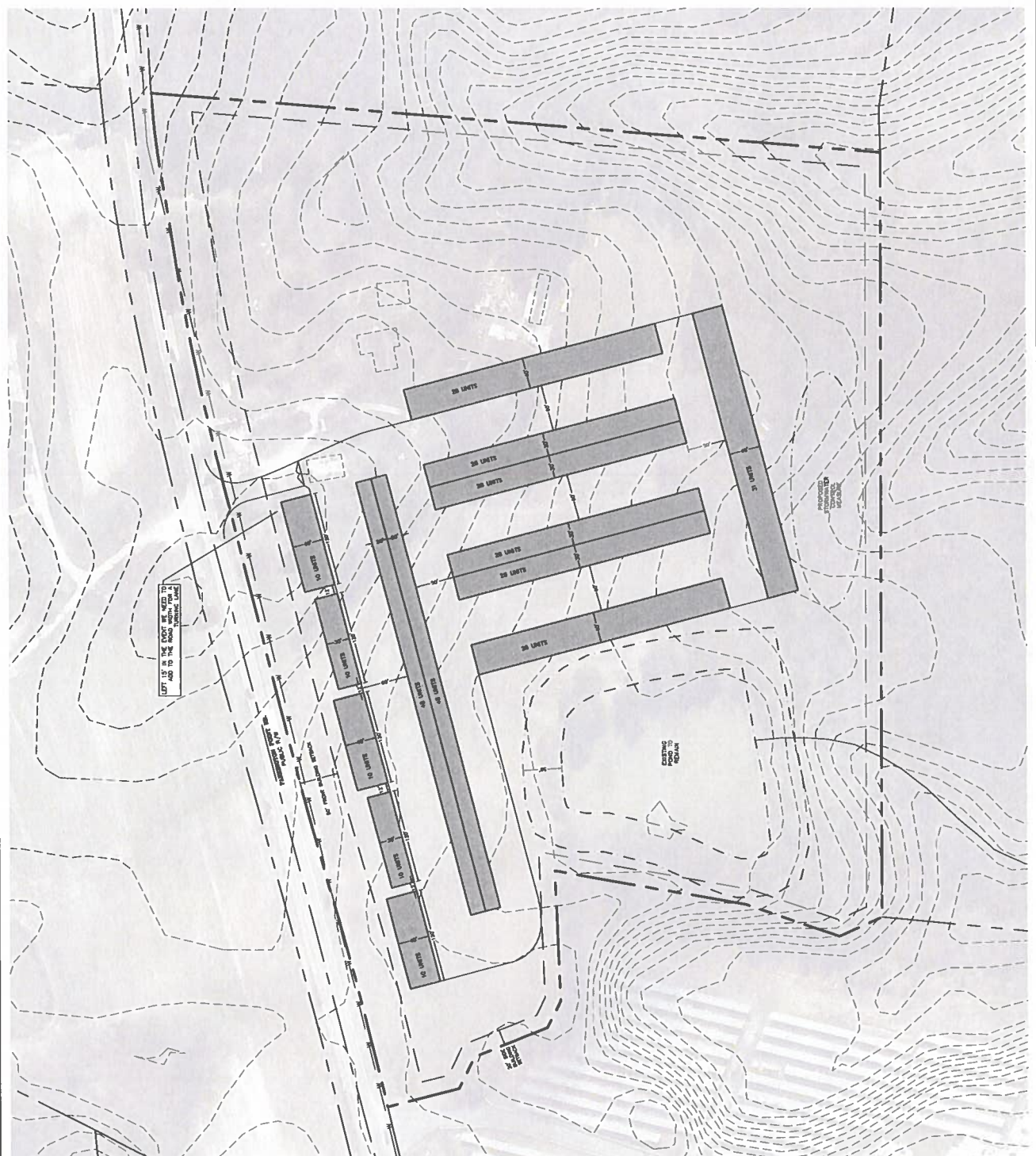
- GENERAL NOTES**
1. ALL UTILITIES AND METHODS OF CONSTRUCTION SHALL BE IN ACCORDANCE WITH CHatham COUNTY AND THE STATE OF NORTH CAROLINA STANDARDS AND SPECIFICATIONS.
 2. CONTRACTOR SHALL MAINTAIN NORTH CAROLINA ONE CALL (811) LOCATE ALL UTILITIES AND NOTIFY THE OWNER OF ANY DISCREPANCIES OR CONTACTS PRIOR TO BEGINNING CONSTRUCTION.
 3. BOUNDARY AND SURVEY INFORMATION IS TAKEN FROM A DETAIL SURVEY BY [Name]. ALL CONSTRUCTION SHALL CONFORM TO A.S.M. STANDARDS.

NORTH

RV & BOAT STORAGE CONCEPT

SCALE: 1" = 60'

Graphic scale bar showing 0, 60, 120, 180, 240 feet.



LOT 15 IN THE BLOCK BE SET ASIDE AS A LOT AND TO THE ROAD WITHIN THE PROPOSED FENCE LINE

PROPOSED IMPROVED DRAINAGE CANAL

EXISTING RETAIN WALL