COUNCIL MEETING AGENDA

Pineville Meeting Hut
Tuesday, May 8, 2018
6:30 p.m.

PINEVILLE TOWN COUNCIL AGENDA
6:30 P.M. - PINEVILLE HUT MEETING FACILITY
TOWN OF PINEVILLE, NORTH CAROLINA
TUESDAY, MAY 8, 2018

1) **Call Meeting To Order:**

   a) **Pledge Allegiance to the Flag:** ***(RS)***
   b) **Moment of Silence:**

2) **Adoption of Agenda:**

3) **Approval of the Minutes from the Regular & Closed Session Council Meetings of April 10, 2018 and the Regular Work Session Meeting of April 23, 2018**

4) **Consent Agenda:**
   The following items are included: *a) Financial Report as of 04/30/18 (Richard Dixon); b) Resolution for Surplus Items (Barbara Monticello); and Tax Refund (Matt Clewis).*

5) **Public Comment:**

6) **Public Hearings:**

   A. **Public Hearing to Consider Entering into MOU with Lending Tree** *(Ryan Spitzer)* - to obtain feedback on the potential development of the Cone Mill property ***(ACTION ITEM)***.
      a. **Report from Staff and Applicant**
      b. **Open Public Hearing**
         i. **Receive public comments (directed toward Council)**
      c. **Close Public Hearing**
      d. **Council discussion and questions**
      e. **Consider adoption of the MOU**

   B. **Public Hearing for Townhome Project (Continued)** *(Travis Morgan)* Public hearing to obtain feedback on a proposed townhome community at 508 Main St. ***(ACTION ITEM).***
      a. **Report from Staff and Applicant**
      b. **Open Public Hearing**
         i. **Receive public comments (directed toward Council)**
      c. **Close Public Hearing**
      d. **Council discussion and questions**
      e. **Consider adoption of the proposed townhome community**

   C. **Public Hearing for a Single Family Residential Subdivision (Continued)** *(Travis Morgan)* Public hearing to obtain feedback on a proposed single family residential subdivision at 460 Marie Way. ***(ACTION ITEM).***
      a. **Report from Staff and Applicant**
      b. **Open Public Hearing**
         i. **Receive public comment (directed toward Council)**
      c. **Close Public Hearing**

d. **Council discussion and questions**
e. **Consider adoption of the proposed single family residential community**

D. **Public Hearing on FY2018-19 Budget** – to receive public comment on the upcoming FY2018-19 Budget ***(INFORMATIONAL).***
   a. **Report from Staff**
   b. **Open Public Hearing**
      i. **Receive Public Comment (directed toward Council)**
   c. **Close Public Hearing**
   d. **Council discussion and questions**

7) **Old Business:** ***None***

8) **New Business:**

A. **Budget Amendment** *(Richard Dixon)* – to appropriate funds for road realignment project ***(ACTION ITEM).***

B. **Staff Update:**
   1) Managers Report
   2) Calendar of Events

9) **Adjourn:**

MINUTES

Minutes from the Regular and Closed Session Meetings of April 10, 2018 and the Regular Work Session of April 23, 2018

MINUTES OF THE
TOWN COUNCIL MEETING OF THE
TOWN OF PINEVILLE, NORTH CAROLINA
TUESDAY, APRIL 10, 2018

The Town Council of the Town of Pineville met in Regular Session and Closed Session on Tuesday, April 10, 2018 at 6:30 p.m. at the Hut Meeting Facility in Pineville.

ATTENDANCE
Mayor: Jack Edwards
Mayor Pro-Tem: David Phillips
Council Members: Debbie Fowler, Melissa Davis and Joe Maxim
Town Manager: Ryan Spitzer
Planning Director: Travis Morgan
Planner: Brandon Hackney
Town Clerk: Barbara Monticello

CALL TO ORDER
The meeting was called to order by Mayor Edwards at 6:30 p.m. He welcomed those in attendance and asked those that wished to speak to sign the speaker list.

PLEDGE OF ALLEGIANCE TO THE FLAG
Town Clerk, Barbara Monticello, led the group in the Pledge of Allegiance.

MOMENT OF SILENCE
Mayor Edwards called for a moment of silence to remember Betty Osborne (passed) and her family. He also asked that everyone remember the police, fire and military personnel that serve our country.

ORDER OF BUSINESS:

Adoption of the Agenda:
Hearing no changes to the agenda, a motion was made by Mayor Pro Tem Phillips and seconded by Council Member Melissa Davis to adopt the agenda as is. There were ayes by all and the agenda was adopted as is.

Approval of the Minutes from the Regular and Closed Session Meetings of March 13, 2018 and the Regular and Closed Meetings of the Work Session of March 26, 2018.
There were a couple of corrections that needed to be made to the minutes. One correction had already been made under the ETJ Discussion, to correct a sentence that did not make sense. The section was deleted. The other correction also pertained to the ETJ Discussion and restated what Council Member Maxim had to say regarding volunteer fire departments becoming more "extinct" to better explain his thoughts on the subject. Council Member Melissa Davis moved to approve the minutes with the stated corrections. Council Member Joe Maxim seconded the motion and there were ayes by all. Motion passed 4-0.

Consent Agenda:
The following items were included: *a) Financial Report as of 3/31/18; and b) Proclamations for National Police Week, Public Works Week and Municipal Clerk's Week.* Mayor Pro Tem David Phillips moved to approve the Consent Agenda as is with Council Member Debbie Fowler seconding the motion. There were ayes by all and the Consent Agenda was approved 4-0.

PUBLIC COMMENT:

Jane Shutt – Ms. Shutt of the Pineville Neighbor's Place, gave an update on the group's activities. She thanked Pineville Electric for working closely with them to help families in need from getting their power turned off. She spoke of the many new developments going up in town but noted that many of them are too expensive for a good portion of the population and that the area is in need of reasonably priced homes. There will be a Community Partners meeting on June 14th to collaborate on ideas and the needs of the community. If anyone was interested in volunteering, she asked that they contact her for more information.

Scott Warren -- Scott Warren of the James K. Polk State Historic Site gave an update on the upcoming events: on April 21st they planned an open-hearth, hands-on cooking lesson from 10:00 a.m. until 2:00 p.m. On May 19th they will be holding the biggest fund-raising event of the year, their "Music, Dance and 'Cue" from 11:00 a.m. until 3:00 p.m. There will be beer and barbeque for sale as well as music and dancing. He encouraged all to come out and support the event.

PUBLIC HEARINGS:

A. Public Hearing for Proposed Townhome Project -- *(Travis Morgan).* Mayor Pro Tem Phillips moved to open the public hearing for a proposed townhome development on the corner of Cranford Drive and Main Street. Council Member Debbie Fowler seconded the motion and there were ayes by all to open the hearing at 6:42 p.m. Planning and Zoning Director, Travis Morgan, stated that the applicant was looking to put in a small, 20-unit townhome development on the corner of Cranford Drive and Main Street. Representatives on behalf of Kinger Homes were seeking approval to modify the minimum street frontage and buffer requirements.

Difficulties with the site made it harder to meet the minimum requirements. A display of the site plan and landscaping plan was shown. Storm water features were located at the back of the development; roads will be private as well as the trash pickup. The building materials and architectural features as well as street-scaping and sidewalk requirements were all being met. There were a few front-loaded garages shown on the plan which Mr. Morgan noted that staff preferred to see rear-loaded ones as well as all-brick facades. There were additional recommendations noted on his staff report. The floor was opened for comments.

Mr. Ray Phillips spoke first asking if residents in the neighboring areas were notified of this project. Mr. Morgan replied that all surrounding residents were sent notification. Mr. Phillips noted that he did not receive notification. He wanted to know if a fence was going to be put up. He was concerned about the storm water pond which backed up to his property. He stated that he has enough problems when it rains because his yard floods and was concerned that the storm water feature may overflow into his yard causing even more flooding. Additionally, it could become a breeding ground for mosquitoes. He added that the sewer line was located about one foot in the ground and was not big enough to accommodate more usage. He then asked if the town had considered the traffic as it was already difficult to get out on to Main Street. Mr. Morgan stated that a requirement for a fence could be added to the plan but that the project wasn't large enough to warrant a traffic study.

Mr. Larry Lock spoke on behalf of the applicant stating that Charlotte Water has serviced the lines there and that a survey of the sewer line was done showing there was an 8-inch pipe that was between 5 and 8 feet in the ground. Charlotte Water has stated that the line was big enough to accommodate this new development. He added that regulations prohibited them from having a wet pond or a dry hole for storm water purposes. They can have a rain garden or a surface sand filter but Mecklenburg County had some very strict regulations when it comes to storm water requirements and how the basins are made and what they look like. The applicant had a verbal OK from Charlotte Water but was awaiting written approval from them.

Discussion continued regarding the storm water issue and concerns of standing water. Mr. Lock stated that during construction there would be standing water but it would be treated. After the construction, however, there should be no standing water. He added that the applicant had to have an agreement with the county to control and fix any problems that arise with the storm water basin but after building is completed, it would be an HOA

responsibility. Additionally, the county had a team of inspectors that go out and inspect the BPM's each year. Conversation continued regarding the close proximity of the garbage dumpster to Mr. Phillip's property and the possibility of it smelling in the heat of the summer and if two dumpsters was sufficient for all the units. There were additional concerns about the development being very tight with the 20 units in a small area, parking getting out of hand and garbage trucks trying to maneuver in and out. A question was raised about utilities being in the reduced buffer area. Mr. Lock stated that they were hoping to use the main entrance for utilities as there were none proposed in the reduced buffer area.

Mr. Paul Sagadin addressed the issue of the size of the development, stating that they had already scaled back on the size of the community to get a better product at a good price-point. They wanted a particular style of home with the master bedroom on the first floor and the two other bedrooms on the second floor. They tried to reconfigure the plan for all units to have rear-loaded garages but with one group of them, if they did that, there would be no room to get anything in the garages. Another concern brought up was that the people in the townhomes would be able to look out of their second-story windows right down into the neighbors' yards.

Members of the audience voiced their concerns as well. Heather Burnell of the Traditions neighborhood noted that even though it was stated that there would be no parking on Cranford Drive, people were already doing it. Mr. Les Gladden of Lynwood Lane did not think there was enough parking and was concerned about the reduced, 5-ft. buffer. Hearing too many concerns, Mayor Edwards stated that the Public Hearing would be continued until some of these issues were resolved. Mayor Pro Tem David Phillips moved to continue the public hearing with Council Member Melissa Davis seconding the motion. There were ayes by all and the motion passed 4-0. Mayor Edwards suggested that Mr. Morgan get with Mr. Phillips regarding his concerns and look at the buffer situation. Mayor Pro Tem Phillips requested the elevations of the front-loaded units be sent to him.

B. Public Hearing for a Proposed Single Family Residential Subdivision *(Travis Morgan).* At 7:57 p.m. a motion was made and seconded to open the second Public Hearing. Mr. Morgan explained that the larger tract of land owned by Mr. Miller and adjacent to the industrial subdivision on Industrial Drive was being looked at for a 320 unit single family subdivision. The Public Hearing was being held for two reasons: anything over 100 units must go before the town council and because a small portion of the property in the northwest quadrant is being proposed for a re-zoning from GI (General Industrial) to RMX (Residential Mixed Use). The applicant is proposing 320 single family rowhome styled units with rear-loaded garages on 143 acres with a density of 2.3 units per acre. The area is comprised of a lot of flood plain. There will be four parking spaces per household – two in the garage and two in the driveway. Roads and alleys will be public and well as the trash service. A 100 foot area of Sugar Creek will be dedicated to the Greenway. A road connecting to Industrial Drive is planned as well, to provide a second means of exiting the development. A traffic study had been completed.

Planning & Zoning Director, Travis Morgan, reviewed the plans with the group stating that there would be as much screening as possible from the Dillenger property including fences and berms. He also understood many being concerned about traffic congestion in the area but a traffic study that had been conducted found no improvements were needed. All units will be rear-loaded, with full front porches with railings. Lots are narrow but deeper with the homes being 24 feet wide by 60 feet deep with all elevations posted on the website. The floor was turned over for public comment.

Mr. Thomas Werner representing Taktec & Wrico businesses expressed concern about the residential neighborhood butting up against the industrial park. He suggested that maybe some fencing could be put up to prevent kids from coming in to the industrial area. He noted that originally the berm was going to be six feet but if it could be higher, that would be even better, along with the fence. Council Member Melissa Davis asked Mr. Werner if he thought noise would be an issue for the people in this neighborhood. Mr. Werner replied that he did and the people in these houses would have to hear the noise especially if the company did decide to expand. Council Member Joe Maxim asked what that expansion might look like. Mr. Werner replied that there were no definite plans as yet – they wanted people to be able to do what they wanted but still be a good neighbor but after all, it is an industrial park and there is a good chance they will expand.

Mayor Pro Tem Phillips expressed that the town was creating its own problems; these issues were discussed and he didn't see any reason why we had to change it. He was against the re-zoning of the additional piece of property and stated the plan called for a "ton of houses" in that area. He did not want the town to bend over backwards for to accommodate a developer.

A number of members from the audience expressed their concerns. Mr. Charles Walsh of 416 Marie Way wanted to know who would enforce the ingress and egress issues to which Mr. Morgan suggested he call the town. He also wanted to know if the traffic report was posted online to which Mr. Morgan replied that it was. Mr. Walsh added that people from the industrial park will be cutting through the development to get to NC51 to travel back to South Carolina. Mrs. Judy Phillips asked whether the schools could handle this many more kids. Mayor Edwards replied, "no, the school system could not handle the growth". Ms. Heather Burnell asked about installing speed bumps and stop signs to prevent speeding through the neighborhood. The applicant stated that the intentionally designed the layout of the subdivision to be winding with stop signs to discourage people from cutting through.

Mayor Edwards stated the concern is trying to get out of Cranford and on to NC 51, especially if traveling north. It was dangerous and difficult at any time of day. Everyone's concern was for the traffic. A traffic light was discussed at either Cranford or Franklin but in order to do that, there would need to be a left-hand turn lane from NC51 and there was not enough R-O-W to get a turn lane configured into the road layout. There was no easy solution to the traffic concerns. Council Member Melissa Davis suggested the applicant reduce the number of homes by building larger homes on larger lots. Mayor Pro Tem Phillips agreed and stated that applicant was trying to put as many homes as possible in. The applicant responded that they were just trying to match the needs of the younger generation that wanted more walkability to and from their downtown area.

Mayor Edwards once again stated that the concerns needed to be hashed out more and asked for a motion to continue the public hearing until the following month. Council Member Joe Maxim moved to continue the Public Hearing with Council Member Melissa Davis seconding the motion. There were ayes by all to continue the hearing. Motion passed 4-0.

Mayor Edwards asked to hear the PCAA New Business item first before moving to the Old Business Splash Pad item because it was late and most of the kids had left already.

NEW BUSINESS:

A. Discussion of Funding for PCAA Field Lighting *(Ryan Spitzer).* Manager Spitzer stated that PCAA had come before the board previously requesting funding from the town to put up field lighting so their members could practice later into the evening hours. Mecklenburg County approved paying $100,000 toward the lights and they were before Council requesting $50,000 from the town. They would put in the remaining $50,000 for a total cost of $200,000 for installation of the lights. He added that our donation would come out of the Contingency Fund so that a budget amendment would not have to be done.

Council Member Melissa Davis noted that the lights had already been purchased because they were being stored in the parking lot of the Hut. She asked how PCAA was able to purchase the lights without the funding. Mr. Spitzer replied that they were able to secure a loan. She also asked about CMS not being able to commit to whether there were plans for an expansion at the school as the town had already put $300,000 into the project and she didn't want to see that money get wasted. Mr. Spitzer stated that CMS had said there were no plans for expansion. He added that the school would need to give us one year's notice if they decided to expand. Ms. Davis also stated that she was offended by Paul Boyd's comments at the January meeting and took what he said as a threat to council's seats on the board.

Several people spoke on behalf of the PCAA and demonstrated their support for the organization and the lighting project. Mr. Paul Boyd expressed his heartfelt thanks to the board for sending the letter to the county for their donation and to the town for their support and all they have done for them. He added that they would not be in front of the board for Phase III.

Mayor Pro Tem Phillips stated he has always been supportive of the PCAA but he wanted to see where the town stood with its budget before making any commitment. He also asked that in the future, PCAA go after more sponsorships from businesses. Council Member Maxim also was supportive of PCAA; he wants his kids to play with the organization but asked that they acknowledge more responsibility in funding themselves. He stated that there was a lot of frustration and some of the dialog between the town and the PCAA was not always professional. He hoped for better communications in the future and didn't want anyone walking away with the impression that PCAA was a hostile organization. Mr. Boyd was sorry for the comment he made; he didn't mean to make it sound as though it was a threat. There was a lot of frustration on everyone's part and "venom" thrown back at them from Council. Mayor Edwards called for a motion as to whether the town would donate the money or not. Mayor Pro Tem Phillips moved to allocate $50,000 to PCAA. Council Member Joe Maxim seconded the motion. Vote was three (3) in favor and one (1) opposed with Council Member Davis against the donation. Motion passed 3-1.

OLD BUSINESS: *None*

A. Approval and Vote on Splash Pad Design *(Ryan Spitzer).* Manager Spitzer stated that he was presenting the design plans for the new splash pad. He noted there would be 14 features installed initially running across the pad to include 2 spray loops, 4 geysers, 4 jet streams, bobble, frog, leaf and side winder. There will be a fence going around it and improvements to the sidewalks. Additionally, three (3) trees will need to be taken out. An additional $20,000 was put into the CIP to fund more features should they decide to add more in the future. The Splash Pad should be completed in the late summer/early fall.

   Council Member Joe Maxim asked if it would be open to general use. Mr. Spitzer replied that it would be but that it could also be rented out at certain times. No more than 100 people could be on the pad at one time. The urinals and sinks will all be automatic. In answer to Mr. Maxim's question regarding the impact on our insurance, Mr. Spitzer stated that there would not be an impact as most carriers preferred a splash pad to a swimming pool. There was a total of $722,000 from the grant money for use on both the dog park and splash pad and we will likely use all of it. A motion was made by Council Member Maxim and seconded by Council Member Davis to approve the splash pad design. There were ayes by all and the motion passed 4-0.

B. Staff Update *(Ryan Spitzer)* – Mr. Spitzer reported that we were one to two weeks out with the railroad crossing repairs. The site prep usually take a day and the repairs done the next day, weather permitting. He was scheduled to meet with an engineer before they actually come on-site to do the work.

   Mr. Spitzer continued stating that the sidewalks in front of Town Hall were poured earlier that day and that part of the parking lot would be closed again as they needed to do some boring underneath the railroad. He would be meeting with Mr. Goode on Monday to make the switch on the houses due to the Johnston Road Realignment project. Piedmont Gas still had not been out to the site yet and Town Planner, Brandon Hackney's last day was April 20th as he accepted a position in Brunswick County. Mr. Spitzer reminded Council about the 4th Monday of month for the Council Work Session. Two items for discussion will be a road abandonment on behalf of Pulte Homes and the ETJ Contract from the county.

   Mayor Edwards noted that the electric linemen received a "Certificate of Excellence" and Mayor Pro Tem Phillips shared with the group positive comments made from other Parks and Recreation departments that attended a tournament at Jack Hughes Park.

   AT 9:54 p.m. Mayor Edwards called for a short break before moving into Closed Session.

   Closed Session: *Pursuant to NCGS 143-318.11(5),* at 10:05 p.m. a motion was made and seconded to enter Closed Session. There were ayes by all and the Closed Session was opened. Mr. Andrew Trump was in attendance for the Closed Session to discuss an economic development project in the downtown area. Council provided direction to have Town Manager, Ryan Spitzer and Andrew Trump from DFI move forward with the plans discussed during the meeting.

ADJOURNMENT

At 1l:27 p.m. a motion was made and seconded to exit the Closed Session and adjourn the meeting. There were ayes by all and the meeting adjourned.

_____

Jack Edwards, Mayor

ATTEST: _____

Barbara Monticello, Town Clerk

Pineville

MINUTES OF THE TOWN COUNCIL WORK SESSION OF MONDAY, April 23, 2018

The Town Council of the Town of Pineville met in a Work Session on Monday, April 23, 2018 at 6:00 p.m. at the Pineville Communications Bldg. at 118 College St. in Pineville.

ATTENDANCE

Mayor: Jack Edwards
Mayor Pro-Tem: David Phillips
Council Members: Melissa Davis and Joe Maxim; Council Member Debbie Fowler was absent
Town Manager: Ryan Spitzer
Planning Director: Travis Morgan
Town Clerk: Barbara Monticello
Representatives from Kinger Homes and Meritage Homes

CALL TO ORDER

The meeting was called to order by Mayor Edwards at 6:05 p.m. A motion was made by Council Member Joe Maxim and seconded by Melissa Davis to open meeting. There were ayes by all and the meeting was opened.

DISCUSSION ITEMS:

A. **Discussion of Proposed Townhome Subdivision at 508 Main St.** – Planning and Zoning Director, Travis Morgan, introduced the applicants, Paul Sagadin and Andrew Polonus, who were present on behalf of Kinger Homes. A site plan was distributed to all showing the layout of the proposed community which was made of up 20 townhome units.

The applicant reviewed each of the concerns from the previous Town Council Meeting including the trash dumpster, amenities offered, relocation of the Traditions marker, HOA dues, price point for the units, parking, landscaping and buffers and BMP storm water and sewer concerns. The applicant addressed each of those concerns:

- Dumpster unit will be in an enclosed area and have a lid on it.
- There really isn't enough room for amenities but there will be "open space"
- There isn't enough space to relocate the Traditions marker but Mr. Morgan is working with Traditions to see if there is a spot that will work for it.
- HOA dues will most likely be in the high 100's to low $200's.
- The price point of the units will most likely be mid to high $200's; possibly $300.
- Applicant stated they were at 130% (over and above) what is needed; each unit will have a two-car garage, plus there will be additional spots for overflow.

Mayor Pro Tem Phillips stated that even though there were two car garages, he didn't think they could be counted as spaces as the homeowners could not be forced into using their garages. The last thing anyone wants to see is cars parking on either side of the road. The applicant didn't know how to make more parking in an already tight situation. Mr. Phillips suggested cutting down on the number of units. The applicant stressed they already had a small piece of property and had scaled back from the original plan; they could not cut it down anymore. Council Member Joe Maxim added that his HOA did mandate that people use their garages. The applicant asked that he

be sent a copy of the HOA documents so he could see how it was written in their by-laws. Mr. Morgan asked if the BMP could be removed but the applicant responded that the rules had changed on removing the BMP so they couldn't do that. Council Member Melissa Davis asked about putting a cap on rental units to which the applicant replied that most HOA's did have that requirement in their by-laws.

Mr. Sagadin continued, stating that they were still waiting on something in writing from Charlotte Water regarding the sanitary sewer line being able to accommodate additional homes. Landscaping is planned all around the entire back end by the BMP. As for what fencing would be used between the townhome units and Mr. Ray Phillips' property, Mr. Morgan stated he had a difficult time pinning him down to what he would prefer – he seemed to be more concerned with the water issue – standing water and breeding mosquitos.

Mr. Andrew Polonus spoke regarding the storm water pond saying that it was not 100% designed as yet but it would be engineered as best as it could be to do what it needed to do. The question was asked how they would ensure it would work the way it should. Town Manager, Ryan Spitzer, stated that Mecklenburg County Storm Water had inspectors that would inspect it on a regular basis to be sure it was working properly. Mr. Morgan added that Mr. Phillips was thinking that the standing water issue would be worse after the construction than before but it was actually going to be better. Mr. Spitzer asked if they had explored the possibility of an underground retention to which the applicant replied that they did check into it extensively but the storm drain was too shallow for that.

In response to a question regarding the elevations, the applicant stated that some units would be all brick while others would be a mix of brick and hardi-plank. Council Member Joe Maxim liked the idea of all-brick units because it matched the downtown esthetics but the applicant thought all brick can become too stale and wanted to use some variation on the units. He agreed, however, to work up two schematics to demonstrate the difference.

Council Member Maxim also stated he would feel more comfortable scaling back two more units to a total of 18 instead of 20. He asked that the applicant find more space for people to congregate. Mayor Pro Tem Phillips added that townhomes usually had a little more outdoor space but these had so little. The applicant stated that urban development just had less green space and that people were accustomed to having balconies.

Lastly, there was a brief discussion regarding staff's recommendation to have the sidewalks within the R-O-W. Applicant wanted to have them as part of the easement. Mr. Morgan asked what the benefit was to having them in the easement vs. the R-O-W. The applicant stated for general maintenance purposes and for total ownership but staff wanted to make it a requirement that the sidewalk be included with the R-O-W.

The applicants concluded their presentation by reviewing all the items that were addressed:

1. Location of BMP – can't do anything about
2. Removing or making unit #'s 12 and 20 narrower
3. Sidewalks in R-O-W vs. Easement
4. Benches on the corner
5. Check into HOA wording for garage usage
6. Buffers – landscaping and fence
7. Trash Concerns
8. Allow 10 feet for utilities with tall evergreens
9. Obtain official letter from Charlotte Water regarding sewer pipe

B. Discussion of Proposed Single Family Residential Subdivision at 460 Marie Way -- Mark Eisenbeis and Chris Todd were in attendance on behalf of Meritage Homes to address concerns raised at the April 10th Council Meeting. They had tried to contact the gentleman that was at the Council Meeting speaking on behalf of Wrico/Griffith to discuss the 100 foot buffer with him but they were unable to connect with him. They were hoping the owner would allow them to build the berm half on their property and half on the applicant's property. There is a 60-80 foot utility easement that no planting is permitted on nor is a fence allowed to be built on it. They were

planning on keeping a group of trees along the eastern side and may want to put a fence there but they were open to suggestions. Mayor Pro Tem David Phillips wanted to know who has the responsibility of the berm if it falls on both properties. Planning Director, Travis Morgan, stated that our ordinance did not specify who is responsible – it was more or less a first come, first serve type of situation. Mayor Pro Tem Phillips wanted something in writing that the Wrico/Griffith Company was willing to work with Meritage homes on the berm issue. Mr. Morgan suggested that if a fence were going to be built on the eastern side of the property, it would be better in front of the tree buffer.

Council Member Joe Maxim realized that buyers had some responsibility to do their due diligence on property that they purchase but asked that the applicant just be up front and transparent with buyers as to what is around them. Council Member Melissa Rogers added that she also wanted buyers to be aware of the industrial park backing up to the subdivision because she just didn't want people calling and complaining about noise.

A total of 320 single family units was planned for the community and it was of concern to some. The land is zoned RMX which, by right, could have retail, commercial, residential, grocery stores – a total of 75 different uses as permitted by the town's zoning ordinance. The applicants addressed the issue stating that 300 single family homes could actually generate lower traffic than a larger commercial establishment. Their density was lower than some of the neighboring communities especially for the size of the property. Their density was at 2.2 homes per acre. Council Member Joe Maxim noted that the Traditions neighborhood was already highly dense and the concern was more about getting in and out of the subdivision. He thought 300 homes was an impactful number and that he would be more comfortable with a figure closer to 290 units. Mayor Pro Tem Phillips asked the applicant if they were planning future expansion or if the homes would be built in phases. The applicant's plan showed five phases although there could be a 6th one.

The applicant purposely designed the layout of the development so there would be a lot of twists and turns hoping to discourage some from using the neighborhood as a cut-thru from Main St. to Industrial Dr. and vice versa. Another suggestion was to introduce stop signs at several intersections; Mr. Morgan will meet with the applicant to figure out strategic intersections to locate the stop signs. The applicant stated they were proposing a chain link fence along the route of the rail road tracks. Council Member Davis asked about the train stopping on Industrial to load and unload. Mr. Spitzer stated that a train was prohibited from blocking a road for more than 20 minutes.

The applicant asked Council if they were comfortable with the product with a price point at the high $200's to low $300's. Council was in favor of it. It was agreed that if the applicant and town worked together to promote a "silent train", its chances of being successful were better. Council Member Melissa Davis commented that with the homes only being 24 feet wide, it was going to look like a row of trailers. The applicant stated that it was like any other house except they took the garage and just put it in the back. The applicant wasn't sure what the HOA dues would be yet but the community would have full amenities, including pool, cabana and playground. That concluded their presentation.

C. **Staff Updates:** Mr. Spitzer updated the group on providing police service to the ETJ district. A five-year agreement with the county was ready to be signed with a lump sum payment of $565,000 made to the town each year for providing police services. He had a meeting planned with the county to settle the annexation agreement which they would like to pass by July 1st.

Mayor Pro Tem David Phillips stated he was concerned to have a five year agreement because of the growth the town was experiencing. He didn't think we could cover that area along with increasing areas of the town itself. None of the officers he talked to thought it was a good idea. He added that the residents were not in favor of it either and it was just not a good idea right now.

Council Member Melissa Davis noted that while that there was visibility of police in the retail areas, there was still not enough in the neighborhoods and she stated they needed to ride through more often. Mr. Spitzer assured her that if you got an additional officer, visibility would increase, not decrease. She was still not in favor of it. Nor was Mayor Pro Tem Phillips who stated that maybe if they considered doing it annually but not doing it as a five-year

contract. Mr. Spitzer stated there was no point in sitting down with the county then to sign an annexation agreement if the consensus was not in favor of policing the area. Council Member Joe Maxim was in favor of it and Council Member Debbie Fowler was absent. Mayor Pro Tem Phillips suggested Mr. Spitzer sit down with her to get her opinion on it.

Mr. Spitzer continued stating that he was working with Mr. Goode to swap properties with him (Luna House for Owee BBQ). He asked council for their thoughts on the parking that will be at the end of Johnston once the street is re-aligned. The idea was to have the parking for employees during the day but open for public use at night. There were no objections to this. Mr. Spitzer recommended that the parking behind Owee BBQ also be kept as parking, along with the lot that Luna uses. There will be parallel parking on the old Childers Lane. He will also look at opening the driveway between the Flower Diva and Owee BBQ lot. Planning Director, Travis Morgan, added that the CRTPO was still reviewing the construction drawings for the road re-alignment but once the final plans were approved, construction would move faster.

Mayor Edward made one last comment. He reminded Council that Pineville will be celebrating its 150th birthday in 5 years and it was something they might all want to think about.

ADJOURNMENT: A motion was made and seconded to adjourn the meeting at 9:09 p.m. There were ayes by all and the meeting adjourned.

_____

Jack Edwards, Mayor

ATTEST:

_____

Barbara Monticello, Town Clerk

CONSENT AGENDA ITEMS

a) *Finance Report as of 04/30/18*
b) *Resolution for Surplus Item*
c) *Tax Refund*

Town of Pineville
Budget vs. Actual
4/30/2018

	Budget	Actual	% of Budget
Revenues			
Property Tax	$ 6,301,000	$ 6,477,916	102.81%
Prepared Food Tax	610,000	678,513	111.23%
Room Occupancy	590,000	436,419	73.97%
Franchise Tax	860,000	734,251	85.38%
Sales Tax	1,122,000	1,075,305	95.84%
Storm Water	340,000	272,555	80.16%
Powell Bill	199,000	201,760	101.39%
Other	630,000	1,318,579	209.30%
Appropriated Fund Balance	570,712	570,712	100.00%
Appropriated Storm Water Fund Balance	161,125	161,125	100.00%
Total	$ 11,383,837	$ 11,927,135	104.77%
Expenditures			
Governing Board	$ 519,000	$ 392,768	75.68%
Administration	664,647	528,796	79.56%
Zoning	274,824	222,875	81.10%
Police	5,413,052	4,120,102	76.11%
Fire	1,026,200	841,172	81.97%
Public Works	610,672	476,729	78.07%
Powell Bill	199,000	112,663	56.61%
Storm Water	501,125	399,943	79.81%
Sanitation	425,000	321,055	75.54%
Recreation	455,600	331,807	72.83%
Cultural/Tourism	1,215,717	973,900	80.11%
Cemetery	4,000	3,144	78.60%
Non operating	-	203	-
Contingency	75,000	-	0.00%
Total	$ 11,383,837	$ 8,725,157	76.65%

Town Of Pineville
Johnston Road Realignment
4/30/18

	FY17	FY18	Total Project	Project Budget
Road Realignment Revenue				
DOT grant	-	-	-	1,000,000
General Fund Balance		957,000	957,000	957,000
Total Road Realignment Revenue	-	957,000	957,000	1,957,000
Road Realignment Expense				
Land/Building	-	731,228	731,228	725,000
Engineering	-	59,223	59,223	307,000
Construction	-	-	-	925,000
Total Road Realignment Expense	-	790,452	790,452	1,957,000

Town Of Pineville
Splash Pad/Dog Park
4/30/18

	FY17	FY18	Total Project	Project Budget
Cultural & Tourism Reserves	-	361,460	361,460	361,460
Part F Grant	-	-	-	361,460
Total Part F Grant Revenue	-	361,460	361,460	722,920
Part F Grant Expense 6201.7200.70	32,656	45,931	78,587	722,920
Total Part F Grant Expense	32,656	45,931	78,587	722,920

Town of Pineville
Electric Fund
4-30-2018

	Budget	Actual	% of Budget
Revenues			
Electric	13,084,266	10,124,664	77.38%
Expenditures			
Administration & Billing Support	484,066	583,501	120.54%
Purchased electricity	9,886,279	7,250,244	73.34%
Operations and Maintenance	2,496,500	2,452,864	98.25%
Transfer to Rate Stabilization Fund	217,421	217,421	100.00%
Total	13,084,266	10,504,030	80.28%

Town of Pineville
ILEC Telephone Fund
4/30/2018

	Budget	Actual	% of Budget
Revenues			
ILEC	2,147,877	2,876,023	133.90%
Expenditures			
Support, Facilities, Operations	966,545	739,567	76.52%
Customer Service	579,927	98,545	16.99%
Executive & Planning	601,405	631,322	104.97%
Total	2,147,877	1,469,434	68.41%

Town of Pineville
CLEC Telephone Fund
4/30/2018

	Budget	Actual	% of Budget
Revenues			
CLEC	1,633,100	1,441,133	88.25%
Expenditures			
Support, Facilities, Operations	1,241,156	1,506,791	121.40%
Executive & Planning	391,944	128,060	32.67%
Total	1,633,100	1,634,851	100.11%

Pineville
NORTH CAROLINA

RESOLUTION NO. 2018-05

RESOLUTION OF THE TOWN OF PINEVILLE, NORTH CAROLINA DECLARING SURPLUS ITEMS FOR SALE VIA ELECTRONIC AUCTION AND/OR DISPOSAL VIA DONATION OR RECYCLE

WHEREAS, G.S 160A-265 authorizes the Town Council to dispose of surplus property and G. S. 160A-270 (c) authorizes the sale of surplus property by means of electronic auction; and

WHEREAS, the Town Manager, along with Department Heads, have declared surplus and unusable personal property as listed in "Exhibit A";

NOW, THEREFORE BE IT RESOLVED, that the Mayor and Town Council hereby authorize the Town Manager to dispose of the listed items by utilizing the on-line internet auction services of Public Surplus and/or Gov Deals and the Town Clerk to dispose of other surplus items via donation or recycling of such items. The Town Manager and Town Clerk shall have the right to add or delete from the properties listed and any items not sold may be disposed of by any others means available, including sale at public auction, donation to non-profit organization, or destruction, whichever is deemed to be in the best interest of the Town.

Adopted this _____ day of May, 2018.

ATTEST:

SEAL:

_____
Jack Edwards, Mayor

_____
Barbara Monticello, Town Clerk

EXHIBIT "A"

Surplus Property for Auction, Donation, Recycling, Destruction, Sale

Surplus Items

QTY	DEPT.	Description	SERIAL #	HOW DISPOSED OF	EFFECTIVE DATE
1	PW	Skilsaw 5150	#H965243	Online Auction	05/08/18

Pineville
NORTH CAROLINA

Memorandum:

Date:	**4/20/2018**
To:	**Mayor Edwards and Town Council**
From:	**Matt Clewis- Finance Department**
Re:	**Tax Refund(s) According to Mecklenburg County Tax Report**

Please approve the following tax refund(s) per attached memo during the April 2018 Town Council meeting.

Total Interest Paid $0.00 Total Refund Amount $53.43

Approval _____ **Date** _____

PINEVILLE Refunds

Tax Year	2017	2017
Bill Number	0007659790-2017-2017-0000-00	0008100113-2017-2017-0000-00
Parcel #	22101761	
Source Type	REI	BUS
Adjustment #	563619	564648
Adjustment Reason	Adjustment	Duplication
Date of Adj.	9/28/2017 7:22:23 AM	10/4/2017 1:08:36 PM
Refund Recipient Name	JANUSZEWSKI, KEVIN	MR TOKYO JAPANESE RESTAURANT
Refund Address Line 1	13240 KERMIT ST	8334 PINEVILLE MATTHEWS ROAD
Refund City	PINEVILLE	CHARLOTTE
Refund State	NC	NC
Refund Zip Code	28227	28226
Refund Amount ($)	0.76	52.67
MECKLENBURG Portion Refund ($)	0.00	0.00
Police Refund ($)	0.00	0.00
Fire District		
Fire Refund ($)	0.00	0.00

Public Hearings

A. **Public Hearing to Consider MOU with Lending Tree**

B. **Public Hearing for a Proposed Townhome Project at 508 Main St.** *(Continued)*

C. **Public Hearing for Single Family Home Subdivision at 460 Marie Way** *(Continued)*

D. **Public Hearing on FY2017-18 Budget**

Memorandum

Pineville
NORTH CAROLINA

To: Mayor and Town Council

From: Ryan Spitzer

Date: 5/4/2018

Re: MOU between LendingTree and the Town of Pineville

Overview:

The Town of Pineville has been working with the Development Finance Initiative (DFI) through the UNC School of Government over the last several years to develop a development plan for the former Cone Mill Site. DFI and the Town have gone through several iterations of what they feel a successful development should incorporate. It was decided that the site should be a mixed-use development that will encourage citizens to walk down the length of the project as well as promote the walkability of the downtown area.

The Town, in conjunction with DFI, started evaluating potential developers six months ago. There was one proposal that rose to the top. This proposal was presented by LendingTree to potentially bring their corporate headquarters to the site. The plan proposes to use and rehabilitate some of the existing buildings as well as construct new buildings. The site would be a mixture of their headquarters towards the back of the 30-acre site and other uses, such as retail and commercial, as the development gets closer to Main St.

The Memorandum of Understanding (MOU) states that the Town will receive $3.5 million at the end of a successful 150-day review period by LendingTree at which time Town Council will approve a Development Plan. The 150-day review period allows LendingTree to do their due diligence on the site to make sure it is feasible for their use. During the due diligence period, LendingTree can cancel the agreement for any reason. Because of this, LendingTree will have to deposit $50,000 when the MOU is signed, at which time $10,000 becomes non-refundable. There is also two 60-day extension periods that, if taken, will require LendingTree to pay $25,000 each. These payments are non-refundable.

At the end of the due diligence period, a Development Plan will be approved by the Town Council. Once the Development Plan is approved, the Town will negotiate and enter in to a Master Development Plan with LendingTree. The Master Development Agreement is the document that will be used to construct the project. The project is anticipated to be completed in one phase due to LendingTree's need to expand their current footprint so rapidly.

Estimated Costs:

None

Attachments:

Memorandum of Understanding between LendingTree and the Town of Pineville
Media Release

Recommendation:

Approve signing of the MOU

Memorandum of Understanding between the Town of Pineville, North Carolina and LendingTree, LLC

This **Memorandum of Understanding** ("MOU") is effective as of the ____ day of May, 2018 (the "Effective Date"), by and among the Town of Pineville, NC ("Town") and LendingTree, LLC, a Delaware limited liability company, or its assigns ("LT") (Town and LT together the "Parties", each a "Party"), for the development of the Development (as defined below).

1. Purpose. It is agreed by the Parties that the purpose of this MOU is to set forth a process by which the Parties may ultimately execute a Master Development Agreement ("MDA" or "Master Development Agreement", which shall include customary purchase and sale provisions regarding LT's acquisition of the Property) regarding the proposed development of the Development. Except for the Binding Provisions as defined below, this MOU shall not be binding upon the Parties in any way; it merely reflects the present intent of each Party to (i) proceed with the further assessment of the Development and (ii) negotiate in good faith a definitive written agreement between the Town and LT (and a real estate developer selected by LT, if any) regarding development of the Development, in the form of a MDA. This MOU does not state all essential and key terms and conditions needed for the Parties to enter into a binding contract with enforceable obligations with respect to the development of the Development. Furthermore, the Town is entering into this MOU for the sole purpose of exercising its development powers granted by statute under North Carolina law, including, but not limited to, N.C.G.S. § 160A-458.3, § 158-7.1, and Part 3D of Article 19 of N.C.G.S. Chapter 160A, which authorize the Town to undertake downtown development projects, construct public infrastructure, and improve the economic development of the community. The Parties acknowledge and agree that the Development terms described in this MOU are preliminary statements of intent of the Parties and are subject to any and all necessary Town and LT approval procedures and definitive documents setting forth the complete agreement and understanding of the Parties in form and content satisfactory to the Town and LT. For clarity, the Parties acknowledge that LendingTree, Inc.'s board of directors must approve the MDA before LT can execute the same.

2. Development Description. The Town desires to create, in phases, a master mixed-use project ("Development") adjacent to and including the Cone Mill ("Mill"). The designated area for the Development represents land owned by the Town, which land is generally depicted as all the Projects of the Development on Exhibit A (the "Property"). The Town anticipates that the Development will be developed in three phases (each a "Project"), although LT is considering constructing the entire Development in one phase. LT is in the process of scheduling meetings with qualified architects to discuss the overall design of the Development. While it is intended that LT's corporate headquarters will anchor the Development, LT anticipates that complimentary retail and common area amenities (green space, etc.) will be part of the Development. Upon selection of an architect, LT will analyze the optimal mixed-use components to include in the Development. Further, LT may consider historic tax credit rehabilitation requirements when designing the Mill. It should be noted that in order to adapt the existing structures to the quality and standard that LT desires, it may involve substantial interior demolition and exterior renovation.

LT will seek to accommodate the Town in developing a plan which will include redevelopment of the Town Hall, and construction of a library. Final scope and design of this final Development will be determined during the due diligence period whereby LT can fully understand the Town's long term goals and priorities for these spaces. There will be a two-step process for the/each Project. The first step will be approval of the Development Plan (as defined in Section 3 below), and the second step is to finalize the Master Development Agreement.

3. The Development Plan. By the expiration of the Evaluation Period (as defined in Section 6), LT will provide the Town with a comprehensive Development Plan. The Town Council will, within 45 days of receipt of the Development Plan, approve of the Development Plan or request revisions. If the Development takes place in phases, then within 90 days of the issuance of a building permit for each Project, LT will update the Development Plan previously approved by the Town to include the next Project as determined by LT. As used herein, the term "Development Plan" shall mean a development plan for the Development that is generally consistent with the Town's vision and objectives, and shall include the following elements:

    a. Summary of site investigation and analysis of existing conditions

    b. Building evaluation

    c. Site and infrastructure planning

    d. Land use programming and completion of a master plan in concert with the Town's vision

    e. Preliminary plan for phased development, if phasing is desired by LT

    f. Plan for re-platting of Property boundaries

    g. Financing plan, including both public and private sources

    h. Proposed terms for transfer of entire Property to LT at one time

    i. Entitlements and permits required for the master plan

    j. Development budget estimating the total cost of the Project

    k. Detailed term sheet for the MDA

    l. LT shall complete a schematic design scheme of the Development

LT acknowledges that the design and architecture of the Development shall be subject to Town approval, which approval shall not be unreasonably withheld.

4. Infrastructure. It is understood that significant infrastructure improvements will need to be made to the Property to serve the Development, including but not limited to streets, sidewalks, curbing, public space, parking, water, sewer, and additional utilities.

5. Timing & Termination. The Parties anticipate the evolution of each Development Plan and the MDA as development of the Project(s) progress(es). The Parties shall in good faith negotiate and attempt to finalize the MDA within sixty (60) days following approval of the Development Plan. If Development is phased, upon the issuance of a building permit for each Project, LT will submit a revised Development Plan to include the next Project or Projects of the Development in accordance with the timing set forth in Section 3 above. Following the delivery of the revised Development Plan for the next Project or Projects of the Development as required pursuant to Section 3 above, the Parties shall in good faith negotiate and attempt to finalize an amendment to the MDA within sixty (60) days (unless extended by agreement of the Parties). During such sixty-day period, Town shall negotiate exclusively with LT regarding the execution of an amendment to the MDA to include the scope of the revised Development Plan (*i.e.* the new Project or Projects) and during such period Town shall not negotiate with persons other than LT regarding the development or disposition of the same Project or Projects of the Development. The process outlined in this Section shall be repeated until all the Projects have been included in the Development Plan and the MDA.

    a. Town Termination Clause. The Town may terminate this MOU if LT fails to deliver the Development Plan for any Project per the required schedule and such failure continues for 30 days following written notice from the Town to LT.

    b. LT Termination Clause. LT will have the right to terminate this MOU and following such termination LT shall have no further liability under this MOU, pursuant to the terms of the earnest money deposit as set forth in Section 15.

    c. Extension. This MOU may be extended for up to two (2) periods of sixty (60) days upon the written request of LT, pursuant to the terms of the earnest money deposit as set forth in Section 15. Any further extensions on the request of LT or Town may be granted or withheld by the other Party in its sole and absolute discretion, as set forth in a written notice from the other Party, prior to the expiration of the then current Term in accordance with the Notice provisions in Section 21.

6. Property Investigation. During the period of 150 days commencing with the date of execution of this MOU (the "Evaluation Period") LT and its consultants shall have the right to investigate title and to make such investigations, studies, and tests with respect to the Property as LT deems necessary or appropriate. If LT exercises its rights of entry under the provisions of this Section 6, the following provisions shall apply:

    a. Restoration & Liens. LT shall not damage the Property in any way in the course of conducting such studies and inspections. Promptly following any investigation or study LT shall restore as nearly as practicable the Property to its condition immediately before such activity.

    b. Liability. LT shall be completely responsible for its acts and the acts of, its agents, representatives and independent contractors. LT shall indemnify, defend and hold

Town harmless from and against any costs, damages, liabilities, losses, expenses, liens or claims (including reasonable attorney's fees) arising out of or relating to any entry on the Property by LT, its agents, employees or contractors in the course of performing any inspections, tests or inquiries. LT shall pay for all work done or studies undertaken on the Property by LT or at LT's direction. LT shall not permit liens or encumbrances to be placed against the Property for expenses incurred as a result of any work done or studies undertaken by LT or at LT direction. Notwithstanding the foregoing, LT shall not be liable (and shall not be required to indemnity, defend or hold harmless the Town) for the mere discovery of existing defects or conditions at the Property.

c. Insurance. LT shall maintain and shall assure that its contractors who enter the Property maintain general liability insurance in amounts and in form and substance adequate to insure LT, its agents, employees and contractors, from claims arising out of any entry or inspections of the Property pursuant to the provisions hereof, and LT shall provide Town with evidence of such insurance coverage prior to performing any inspections of the Property. Such liability insurance shall name Town as an additional insured and shall have liability limits of at least $1,000,000.00 per occurrence/$1,000,000.00 general aggregate.

d. Delivery of Documents by Town. Within ten (10) business days of the Effective Date, Town shall, to the extent already within the Town's possession or control, deliver the following documents to LT: title insurance policy with copies of exceptions; boundary survey; environmental site assessment; existing or proposed easements; zoning letters and zoning information; site plans, building footprints; notices from applicable governmental authorities pertaining to plans and entitlement matters; tax bills and assessment information; soil, wetlands and environmental studies (including Phase I and II and remediation plans); and such other tests, studies materials and other relevant documents in the Town's possession. In particular, all materials accumulated as a result of the Town's Consultant and DFI's work. All such deliveries shall be without representation or warranty of any kind except as otherwise provided in the MDA.

e. Delivery of Documents by LT. If LT terminates this MOU for any reason other than Town's breach, LT shall deliver to Town all surveys, site plans, site assessments, reports, studies, and similar documents commissioned or created by or on behalf of LT with respect to the Development, the Property or either or both of them. All such deliveries shall be without representation or warranty of any kind.

f. Notice of Entry. During the Evaluation Period, LT shall provide written notice to Town no later than 24 hours prior to entering onto the Property for the purpose of investigation pursuant to this Section 6.

7. Development of Civic Anchors. Both parties agree to explore suitable options for relocating the Town's Town Hall ("Town Hall") from its current location to a new location. The Town seeks to relocate as a way to support the success of the Development; as such, during the

Evaluation Period both Parties will discuss options for relocating to new space on the Project site or on another site. The Parties may negotiate a lease for the Town's existing town hall ("Existing Town Hall") at 200 Dover Street, effective on the date of closing on the Property, pursuant to terms and conditions to be agreed upon by the Parties during the Evaluation Period.

8. Mutual Cooperation.

    a. Town is responsible for cooperating with LT in the performance of its obligations hereunder. As an express limitation on the preceding sentence, nothing in this MOU will in any way estop, limit or impair the Town's exercise of any regulatory, policing, legislative, governmental or other municipal function. Town shall designate a liaison who shall be the primary point of contact for communications pertaining to this MOU. Until further notice, such designated liaison on behalf of Town is its town manager, Ryan Spitzer.

    b. LT is responsible for coordinating all work and services required by this MOU. LT shall designate a liaison who shall be the primary point of contact for communications pertaining to this MOU. Until further notice, such designated liaison on behalf of LT is Tamara Kotronis, and such other persons as LT may designate from time to time in a written notice to Town.

9. UNC-CH School of Government Contract. In accordance with the executed contract between the UNC-CH School of Government ("SOG") and the Town, attached as Exhibit C and incorporated herein by reference, LT hereby acknowledges and agrees that any MDA or other development agreement between LT and Town shall incorporate a fee as described in Exhibit C, in the amount of one percent (1%) of total development costs, to be paid by LT to the SOG and its Development Finance Initiative (DFI) for predevelopment services. Developer and Town hereby acknowledge and agree that the SOG and its Development Finance Initiative will be intended third party beneficiaries of any MDA or other development agreement.

10. Master Development Agreement. The MDA will more fully delineate the steps and responsibilities required to execute each Development Plan. It is agreed by both Parties that the MDA will cover task areas such as but not limited to:

    a. Site investigation and analysis of existing conditions

    b. Development potential

    c. Site and infrastructure planning in concert with the Town's vision

    d. Preliminary plan and timing for phased development

    e. Financing, including both public and private sources

    f. Agreement on terms for transfer of Property within Development Site

    g. Entitlements for the master plan.

The MDA will more fully delineate the steps and responsibilities required to execute the Development Plan.

11. Exclusivity. From the Effective Date, Town shall negotiate exclusively with LT regarding the creation of a Development Plan and the execution of the MDA. From the Effective Date until this MOU is succeeded by the MDA or is terminated, Town shall not negotiate with persons other than LT regarding the development or disposition of the Property.

12. Assignability. The Parties agree that the MDA will be between the Town and a single purpose development entity affiliated with LT. LT shall not transfer all or any portion of its interest in, title to, or rights or obligations under this MOU without Town's prior written consent, which consent shall not be unreasonably withheld, conditioned or delayed.

13. Transfer of Property. The Parties agree to explore the most advantageous methods of transferring and owning the Property, recognizing that both Parties have certain objectives and needs to achieve.

14. Purchase Price. LT will pay to the Town a sum of Three Million and Five-Hundred Thousand Dollars ($3,500,000.00) for the entire Property, comprising the parcels listed in Exhibit B.

15. Earnest Money. Upon the Effective Date of the MOU, LT will deposit with Chicago Title Insurance Company (at its Charlotte, NC office) pursuant to a mutually-approved escrow agreement the sum of Fifty Thousand Dollars ($50,000.00) (the "Initial Earnest Money Deposit Amount") to be applied to the Purchase Price at closing; Ten Thousand Dollars ($10,000.00) of the Initial Earnest Money shall be non-refundable upon deposit (except only in the event of the Town's default), and the remainder shall remain refundable until the expiration of the Evaluation Period. Per Section 5(c), LT may extend the Evaluation Period for up to two (2) periods of sixty (60) days each. In order to exercise each such sixty-day extension, LT shall pay to Town an additional $25,000 of earnest money, which shall be applied to the Purchase Price and shall be non-refundable upon deposit (except only in the event of the Town's default). Upon approval of the Development Plan by the Town, as set forth in Section 5, LT will make a deposit to bring the balance of LT's total deposit to $122,500 (the "Total Earnest Money Deposit Amount"). Following expiration of the Evaluation Period, the whole of the Total Earnest Money Deposit Amount shall be immediately non-refundable to LT and applied to the Purchase Price.

16. Cooperation and Information Exchange. Both parties agree to meet regularly and no less than weekly (which may be implemented by conference calls among all participants) to advise each regarding progress on any one or more of the undertakings required during the Evaluation Period. LT agrees to share with Town such information as may be developed regarding financing, marketing, land-use issues, design questions and construction of the Development.

17. Expenses. Each party will be responsible for its own expenses incurred in connection with the performance of any obligations required by this MOU. Except as otherwise provided herein, during the term of this MOU no party will be responsible for the expenses of any other party.

18. Confidentiality. Each Party agrees to maintain in confidence information regarding the Development received by that Party that is not otherwise publicly available, subject to disclosure required by any applicable law or regulation or mandates of any court. Such information may be shared with members of each Party's advisory team, including lawyers, accountants, LT developers and other consultants. Town acknowledges that LT may be providing preliminary or incomplete reports and studies as part of its undertakings hereunder, and that LT does not assume any responsibilities for the accuracy of such information. However, Developer agrees that it will share reports, studies and other investigations of the Property that it obtains from third parties to the Town without any representation or warranty of any kind. The Parties acknowledge that the information relating to the Development may be subject to disclosure under the N.C. Public Records Act, Chapter 132 of the North Carolina General Statutes, except any such information that the Town is not required or authorized to disclose pursuant to N.C.G.S. § 132-1.2. It is understood, however, that nothing in this MOU shall preclude either party from discussing the substance or any relevant details of the transaction described in this MOU with any of its attorneys, accountants, professional consultants or potential lenders, as the case may be, or prevent the holding of public Town Board meetings in compliance with applicable laws.

19. Publicity Coordination. Each Party agrees to coordinate any public statements with the other Party. LT shall not issue, or authorize any other party to issue, any media release, advertisement or other formal communication (individually and collectively) to any media outlet/platform (including, but not limited to, newspapers, radio and television stations, social media and websites) relating to the Development, unless it has received the agreement by the Town to such release or unless it is required to by law. Unless otherwise required by law or court mandate, all media releases and public announcements regarding the Development will be made by mutual consent.

20. Representations. Each Party represents to the other parties that is has all necessary authority to enter into this MOU, to execute and deliver this MOU to the other Party, and to perform its obligations hereunder.

21. Notices. Any notice, request, demand or other communication which a party is required or may desire to give the other party shall be in writing and may be delivered (1) personally, (2) by United States registered or certified mail, postage prepaid, (3) by FedEx or other reputable courier service regularly providing evidence of delivery (with charges paid by the party sending the notice), or (4) by electronic transmission (email) with evidence of delivery, to each party at the addresses set forth below. Any such notice, request, demand or other communication shall be considered given or delivered, as the case may be, on the date of delivery. Rejection or other refusal to accept or inability to deliver because of changed address of which proper notice was not given shall be deemed to be receipt of the notice, request, demand, or other communication. By giving prior written notice thereof, any party, from time to time, may change its address for notices hereunder.

    LT's notice addresses:

    LendingTree
    11115 Rushmore Drive

Charlotte, NC 28277
Attn: General Counsel

With a copy to:

Moore & Van Allen PLLC
100 N. Tryon Street, Suite 4700
Charlotte, NC 28202
Attn: Evan Bass

Town's notice address:

Town of Pineville
200 Dover Street
Pineville, NC 28134

22. Modifications. This MOU can only be modified in a writing signed by both Parties.

23. Counterparts. This MOU may be signed in counterparts; each counterpart shall be considered an original.

24. No Partnership. Nothing contained in this MOU shall be deemed or construed to create a partnership or joint venture between Town and LT, or to cause Town or LT to be responsible in any way for the debts or obligations of each other.

25. Iran Divestment Act Certification. LT certifies that, as of the date listed below, it is not on the Final Divestment List as created by the State Treasurer pursuant to N.C.G.S. §143-6A-4. In compliance with the requirements of the Iran Divestment Act and N.C.G.S. §143C-6A-5(b), LT shall not utilize in the performance of the contract any subcontractor that is identified on the Final Divestment List.

26. Enforceability of this MOU. Upon execution by the Parties of this MOU or counterparts thereof, numbered Sections 6(a), 6(b), 6(c), 11, 17, 18, 19, 20, and 21 of this MOU (collectively, the "Binding Provisions") shall constitute the legally binding and enforceable agreement of the Town and LT. Except for the Binding Provisions, the terms and conditions of this MOU shall not be binding on the Town and LT unless and until the Parties otherwise agree in writing.

[SIGNATURE PAGES FOLLOW]

IN WITNESS WHEREOF, this Memorandum of Understanding has been executed as of the date first set forth above.

TOWN:

TOWN OF PINEVILLE, NC

By: _____
Name: _____
Title: _____

IN WITNESS WHEREOF, this Memorandum of Understanding has been executed as of the date first set forth above.

LT:

LENDINGTREE, LLC,
a Delaware limited liability company

By: _____
Name: _____
Title: _____

Exhibit A
Development Site

Exhibit B
Notice Properties

The parcel list below (given by Parcel ID) represents the property which LT must provide no less than 24-hour notice prior to entry during the Evaluation Period pursuant to Section 6(f):

22105107
22105109
22105110
22105111
22105117
22105118
22107108
22106304
22107108
22106304

Exhibit C

Letter of Agreement fully executed on February 18, 2016, and amended December 14, 2017, between the Town of Pineville, North Carolina, and the University of North Carolina at Chapel Hill for its School of Government ("SOG") for services provided by the SOG's Development Finance Initiative.

[See Attached Letter].

SERVICE AGREEMENT

This service agreement ("Agreement") is between Town of the Pineville, North Carolina ("Client" or "Town"), and The University of North Carolina at Chapel Hill for its School of Government's Development Finance Initiative ("SOG") (each a "Party" and collectively "Parties").

WHEREAS, as part of its mission, the UNC School of Government provides services to local governments. The Development Finance Initiative ("DFI"), as a program of the UNC School of Government, enables local governments and their partners to accomplish their community and economic development goals by providing specialized finance and development expertise in connection with the educational mission of SOG;

WHEREAS, SOG is able to provide technical services relating to downtown redevelopment ("Project") in the area described in Schedule C ("Project Area"); and

WHEREAS, Client desires for SOG to perform such services, and doing so is consistent with the University of North Carolina at Chapel Hill's research, teaching and public service missions.

NOW, THEREFORE, in consideration of the foregoing premises and the mutual covenants set forth below, and for other good and valuable consideration the receipt of which is hereby acknowledged, Client and SOG agree as follows:

1. Scope of Services. SOG will perform the services described in the statement of work, which is attached as Schedule A (the "Services"). SOG will provide Client with Deliverables as described in Schedule A (the "Deliverables").

2. Term. The term of this Agreement will commence on the date upon which the Agreement is fully executed by both Parties (the "Effective Date") and the Services outlined in this Agreement will start on the Effective Date or soon thereafter. This Agreement shall terminate on June 30, 2026.

3. Termination. In the event either Party breaches any material terms of this Agreement, then upon sixty (60) days' written notice of such breach, the non-breaching Party may terminate if the breaching Party fails to cure such breach within the notice period. In the event of such termination by Client, SOG shall deliver to Client any unfinished or draft Deliverables prepared under this Agreement. In the event of such termination, Client agrees to pay SOG all reasonable costs and non-cancellable obligations incurred by SOG up to the date of termination, not to exceed the maximum amount specified in Section 4.

4. Payment. SOG's fee for the Services shall be paid in two parts. The first portion of the fee is $65,000 (the "Town Payment"). The Town Payment shall be due and payable upon receipt of the SOG invoices in accordance with Schedule B.

The second portion of the fee (the "Development Services Fee") shall be contingent upon the execution of one or more agreements (each a "Development Services Agreement") between Client and one or more third parties (the "Developer" or "Developers") during the term of this Agreement regarding the responsibilities of either the Client or the Developer(s) regarding any aspect of the development of the Project or any portion thereof. The Development Services Fee shall be equal to 2% of the following amount: the total projected costs of development of the Project contemplated under each such Development Services Agreement. The total projected costs of the Project shall be determined based on

the costs projected by the Developer in the most recent versions(s) of pro forma and/or other financial projections (the "Developer Financials") prepared by the Developer and delivered to Client (or lenders or investors) prior to or contemporaneously with execution of the Development Services Agreement, and in the event of any inconsistencies in the projected total costs among different versions of the Developer Financials, the version of the Developer Financials showing the greatest total costs of development of the Project shall be used to calculate the Development Services Fee. Each Developer shall pay directly to SOG the Development Services Fee attributable to that Developer's Development Services Agreement(s).

In consideration of the Services provided to Client by SOG pursuant to this Agreement and the "at risk" nature of the Development Services Fee, the Client agrees to make execution of any Development Services Agreement executed with a Developer during the term of this Agreement and the payment of the Development Services Fee by that Developer to SOG a condition of any Development Services Agreement or conveyance or lease of the Property or any portion(s) thereof to such Developer, and each such Development Services Agreement shall provide that SOG is an intended third party beneficiary of the Development Services Agreement. Client agrees to insert into any request for proposals or other solicitations regarding development of the Project the following clause (or a substantially similar clause as mutually agreed upon by Client and SOG):

> "The conveyance or lease of any portion of the property described herein (the "Property") to the selected development entity and its successors and assigns (the "Developer") shall be conditioned upon the execution of an agreement (the "Development Services Agreement") between the Town and the Developer pertaining to the responsibilities of either the Town or the Developer, or both, regarding any aspect of the development of the Property or any portion thereof (the "Project"). As part of the Development Services Agreement, the Developer shall agree to pay a fee to the Town's consultant ("SOG") and its successors and assigns for pre-development services provided to the Town, and the Development Services Agreement shall provide that SOG is an intended third party beneficiary of the Development Services Agreement. The fee shall be an amount equal to 2% of the total projected costs of development of the Project as calculated by the Developer in the most recent versions(s) of pro forma and other financial projections (the "Developer Financials") prepared by the Developer and delivered to Town or other parties prior to or contemporaneously with the execution of the Development Services Agreement, and in the event of any inconsistencies in the projected total costs among different versions of the Developer Financials, the version of the Developer Financials showing the greatest total costs of development of the Project shall be used to calculate the Development Services Fee. The Development Services Fee shall be due and payable in full to SOG no later than 30 days following execution of the Development Services Agreement. An alternative payment schedule for payment of the Development Services Fee to SOG may be developed as mutually agreed in writing by Developer and SOG; by way of illustration only, such schedule of payments could be tied to the receipt of any developer fees by Developer. Developer's obligation to pay Development Services Fee shall not be assignable by Developer to any other entity, nor shall

any assignment relieve Developer of its obligation to pay Development Services Fee, except upon written consent of SOG."

The budget for SOG's personnel, contractors, and other expenditures in order to complete the Services can be altered at SOG's discretion, according to University's policies. SOG is under no obligation to provide Client or any Developer with any kind of financial reporting, supporting documentation, or justification of expenditures made in the performance of the Project as a condition of payment.

5. Confidential Information. Any information disclosed by Client to SOG pursuant to this Agreement that Client considers confidential or proprietary ("Confidential Information") shall be disclosed in writing and marked as confidential, or if disclosed orally, shall be confirmed in writing and designated confidential within five (5) days of such disclosure. SOG agrees to use the same degree of care it uses to protect its own confidential information to maintain for a period of three (3) years the Confidential Information. SOG's obligations hereunder do not apply to: (1) information in the public domain, (2) information independently known or obtained by SOG; or (3) information required to be disclosed pursuant to applicable law or judicial order, including the North Carolina Public Records Act.

6. Ownership Rights. The Deliverables and Confidential Information shall belong solely to Client; provided, however, SOG shall be free to use the Deliverables and results from the Services for its own educational, research, and publication purposes, consistent with the obligations set forth in Section 5 above.

7. Entire Agreement. This Agreement constitutes and expresses the entire agreement of the Parties hereto with reference to the subject matter hereof, with all prior promises, undertakings, representations, agreements, understandings and arrangements relative thereto having been herein merged into this Agreement.

8. Warranties. SOG in no way guarantees the Services performed and makes no warranties, express or implied, regarding the quality of the Services or Deliverables, although all reasonable efforts will be made. Each Party waives its rights to recover from the other Party any consequential, indirect, or incidental damages (including but not limited to, loss of use, income, profits, financing, or reputation), arising out of, or relating to, this Agreement.

9. Independent Contractors. The relationship of the Client and SOG established by this Agreement is that of independent contractors, and nothing contained in this Agreement will be construed to (i) give either Party the power to direct and control the day-to-day activities of the other, (ii) constitute the Parties as partners, joint venturers, co-owners, or otherwise as participants in a joint or common undertaking, or (iii) allow a Party to create or assume any obligation on behalf of the other Party for any purpose whatsoever. Personnel of each Party shall not be considered an employee or agent of the other Party nor shall such personnel be entitled to any employee benefits including, without limitation, vacation pay, leave, retirement benefits, social security, workers compensation, disability, or unemployment benefits that may be provided to the other Party's employees. Each Party shall be exclusively responsible for compensating its personnel and subcontractors and paying all taxes, withholding payments and any other fees or payments related to its personnel and subcontractors.

10. Modification; Waivers. No waiver, amendment, or modification of any of the terms of this Agreement shall be valid unless in writing and signed by authorized representatives of both Parties. Failure by either Party to enforce any rights under this Agreement shall not be construed as a waiver of such rights nor shall a waiver by either Party in one or more instances be construed as constituting a continuing waiver or as a waiver in other instances.

11. Force Majeure. SOG shall not be liable for any failure to perform as required by this Agreement, to the extent such failure to perform is caused by any reason beyond SOG's control, or by reason of any of the following: acts of God, acts or threats of terrorism, civil disorders, severely inclement weather, disease, accidents, failure of utilities, failure of any required governmental approval, or similar occurrences.

12. Retention of Intellectual Property. It is expressly agreed that neither SOG nor the Client transfers by operation of this Agreement or shall transfer by operation of this Agreement to the other Party any patent right, trademark right, or copyright right either Party now owns in the performance of this Agreement.

13. Advertising. Client shall not use the existence of this Agreement or the name, logo, images or trademarks of The University of North Carolina at Chapel Hill, or any of its constituent schools or departments, as a part of any marketing or commercial advertising without prior written approval of SOG.

14. Counterparts. This Agreement may be executed in two or more counterparts, each of which will be deemed an original and all of which together will constitute one instrument.

15. Notices. Any notice to be given hereunder shall be in writing and shall be given by delivery in person or by depositing the notice in United States Certified Mail, Return Receipt Requested, postage prepaid, in an envelope addressed to the Parties to be notified at such Party's address as follows:

If to Client:

Haynes M. Brigman
Town Manager
Town of Pineville
P.O. Box 249
200 Dover Street
Pineville, NC 28134
Phone: (704) 889-4168
Fax: (704) 889-2293
hbrigman@pinevilledsl.net

If to SOG:

Marcia Margotta
The University of North Carolina at Chapel Hill
Knapp-Sanders Building
Campus Box 3330
Chapel Hill, NC 27599-3330
Phone: 919-962-2762
Fax: 919-962-2709
Email: margotta@sog.unc.edu

16. Governing Law. This Agreement and the rights and obligations of the Parties hereunder shall be governed by, and construed and interpreted in accordance with, the laws of the State of North Carolina.

17. Assignment. This Agreement shall not be assigned by either Party without the prior written consent of the other Party hereto. This Agreement shall be binding upon and inure to the benefit of the respective successors and permitted assigns of the Parties.

18. Survivability. Those terms that by their nature necessarily survive termination of this Agreement shall survive, including but not limited to those provisions dealing with confidentiality, intellectual property, and payment.

19. Liaisons. Haynes Brigman, shall serve as liaison for the Client for issues concerning work under this Agreement. Christy Raulli, shall serve as liaison for SOG. Their contact information is as follows:

Haynes M. Brigman
Town Manager
Town of Pineville
P.O. Box 249
200 Dover Street
Pineville, NC 28134
Phone: (704) 889-4168
Fax: (704) 889-2293
hbrigman@pinevilledsl.net

Christy Raulli
Associate Director, DFI
UNC School of Government
Knapp-Sanders Bldg., Campus Box 3330
Chapel Hill, NC 27599-3330
Phone: 919-843-7736
Fax: 919-962-2709
Email: raulli@sog.unc.edu

IN WITNESS WHEREOF, the Parties by their duly authorized officers have executed this Agreement on the dates set forth below, to be effective on the Effective Date.

TOWN OF PINEVILLE, NORTH CAROLINA

By: Haynes M. Brigman Date: 2/10/16
Name: Haynes Brigman
Title: Town Manager

UNIVERSITY OF NORTH CAROLINA'S SCHOOL OF GOVERNMENT

By: _____ Date: 2/18/16
Name: Michael R. Smith
Title: Dean

FINANCE OFFICER'S CERTIFICATION STATEMENT

This instrument has been pre-audited in the manner required by the Local Government Budget and Fiscal Control Act this the 10th day of February, 2016.

By: Robert D Dunn

Schedule A
STATEMENT OF WORK

Scope of Services. DFI will provide the following pre-development services to the Client in preparing the Project Area for revitalization:

Examine Current Conditions:

1. Visit and tour Project Area and surrounding properties;
2. Review current and historic plans, documents, and materials relevant to the Project Area;
3. Conduct a parcel analysis of the downtown to identify additional development and redevelopment opportunities and strategize the development of all sites in relation to one another;
4. Identify current parameters for development in Project Area, including zoning, brownfields, land and water features, infrastructure, and/or cultural or historic sites;
5. Establish guiding public interests and development principles in partnership with Town;

Identify Development Opportunities:

6. Evaluate redevelopment potential including market feasibility and demand drivers for different uses within Project Area including commercial, residential, mixed use and parking associated with each use;
7. Perform site constraints analysis and test fit of potential development programs in Project Area;
8. Create a development plan for the Project Area with the appropriate mix of uses, such as residential, retail, office, civic, and associated parking needs;
9. Prepare preliminary financial model for development program (i.e. development budget, operating cash flows, sources of capital, etc.) to determine financial feasibility for private partners, scale of public investment, if necessary;
10. Initiate entitlement process;

Analyze Public Involvement Options:

11. Evaluate options for financing and structuring public-private partnerships for redevelopment, if necessary, including use of development finance tools (synthetic TIF, tax credits, etc.);
12. Advise Town on selecting district designations (e.g. special assessment districts) and strategies for applying those in order to facilitate public investment, flexible partnerships and incentives to encourage private investment;

Attract Private Investment

13. Identify and recruit potential development partners, prepare investment summary, carry out due diligence of potential partners, and support Town officials in development partner selection process; and
14. Support Town in negotiation of MOU and development services agreements with development partner(s) to maximize the public benefits and minimize public investment within the parameters of financially feasible project..

The scope of services described in this section of the Agreement will hereinafter be referred to as the "Services." The Services expressly do not include activities described in Article 1 of the North Carolina General Statutes Chapter 93A which require a licensed broker to perform. In addition, the Services do not include tasks or expenses associated with site planning expertise from an architect or site prep expenses that may include but are not limited to: land survey, soil samples, and environmental testing. The Services do not include legal services and no attorney-client relationship shall be established through the performance of the Services.

Deliverables. Deliverables include presentations, summaries and other documentation intended by DFI to be delivered to Client regarding the Services.

Timeline. Estimated timeline for completing activities 1-12 is 12 months, beginning upon execution of a Letter of Agreement. This timeline is subject to change if the Town chooses to rely on in-depth technical assistance from DFI to lead public outreach during the planning process. DFI intends to help the Town attract private investment into the Project Area (activities 13-14) as quickly as possible and in a way that maximizes overall value and serves the public interests.

Schedule B
PAYMENT SCHEDULE

1. Town Payment Schedule. The Town Payment shall be due and payable upon receipt of the SOG invoices in accordance with the following schedule:

   $30,000 on March 1, 2016
   $35,000 on July 1, 2016

2. The Development Services Fee associated with each Development Services Agreement shall be paid by each Developer to SOG pursuant to Section 4 of the Agreement, "Payment."

Schedule C
PROJECT AREA

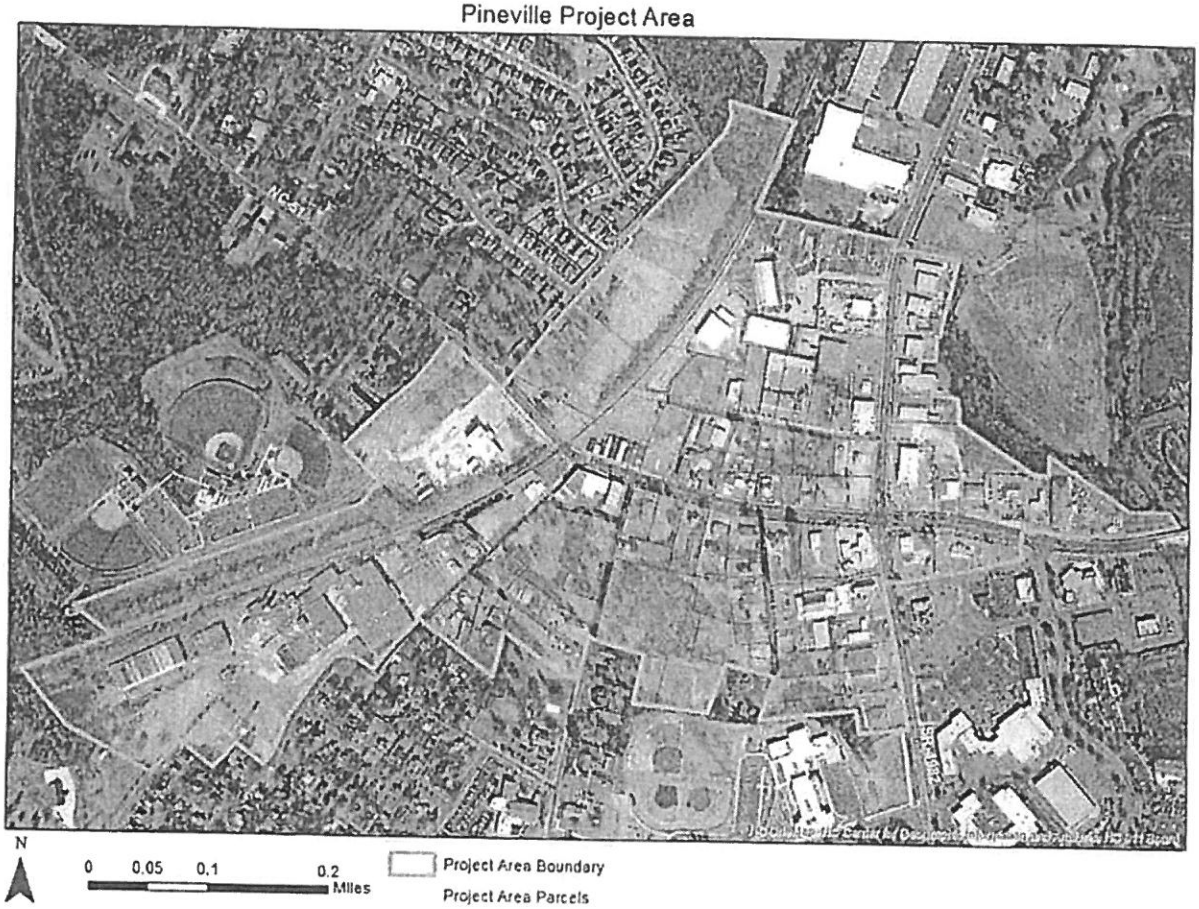
The Project Area consists of all parcels listed by property PIN Number that:

(i) are leased, owned, or placed under option by Client at any time during the term of this Agreement, and/or

(ii) become the subject of a Development Services Agreement between Client and a third party during the term of this Agreement.

20501102	20501304	20501416	22105118	22106410
20501103	20501305	20501417	22106101	22106411
20501104	20501306	20709318	22106102	22106412
20501105	20501307	20709319	22106201	22106412
20501106	20501308	20709320	22106203	22106413
20501107	20501309	20709321	22106205	22106416
20501108	20501310	20709321	22106205	22106417
20501108	20501311	20709322	22106206	22106418
20501201	20501312	20709323	22106206	22106419
20501202	20501314	20709338	22106207	22106421
20501203	20501315	20709340	22106301	22106422
20501204	20501316	20709340	22106302	22106423
20501205	20501317	20709341	22106303	22106423
20501206	20501401	20709344	22106304	22106423
20501207	20501402	20709360	22106322	22106424
20501208	20501403	20709362	22106323	22106425
20501209	20501403	20709390	22106401	22106426
20501210	20501404	20709391	22106404	22106427
20501210	20501405	20709403	22106405	22106429
20501212	20501406	20709403	22106406	22106442
20501212	20501407	20709404	22106406	22106443
20501213	20501410	22105107	22106407	22106444
20501215	20501411	22105108	22106407	22106445
20501216	20501412	22105109	22106407	22105s01
20501217	20501413	22105110	22106407	22105s02
20501301	20501414	22105111	22106408	22106C99
20501302	20501415	22105115	22106408	22106C99
20501303	20501415	22105117	22106409	22106C99

Pineville Project Area



SECOND AMENDMENT TO THE SERVICE AGREEMENT

Between the

Town of Pineville, NC ("Client")

and

THE UNIVERSITY OF NORTH CAROLINA AT CHAPEL HILL
FOR ITS SCHOOL OF GOVERNMENT

The following is an amendment ("Amendment") to the Service Agreement ("Agreement"), entered into by the Town of Pineville and the University of North Carolina at Chapel Hill for its School of Government on February 18, 2016 and amended on May 10, 2016. The purpose of this Amendment is to make the following changes to the Agreement:

1. In paragraph 4, to reflect modified scope, the term "2%" shall be replaced with "1%".

2. Schedule C PROJECT AREA is hereby amended to delete all parcels and replace them with only the following parcels:
   22105107
   22105117
   22105118
   22105109
   22105111
   22106304
   22107108

All other terms and conditions of the Agreement remain in effect and unchanged.

Town of Pineville, North Carolina

By: _____ Date: 10/31/2017
Name: Ryan Spitzer
Title: Town Manager

The University of North Carolina at Chapel Hill for its School of Government's Development Finance Initiative

By: _____ Date: 12/14/17
Name: Michael R. Smith
Title: Dean, School of Government

FINANCE OFFICER'S CERTIFICATION STATEMENT

This instrument has been pre-audited in the manner required by the Local Government Budget and Fiscal Control Act this the 31st day of October, 2017.

By: Rachel D Dixon

LendingTree Proposes Iconic Headquarters for Pineville's Historic Cone Mill

PINEVILLE, N.C. – On Tuesday, May 8, the Pineville Town Council will hear a proposal from LendingTree to redevelop the historic Cone Mill property in downtown Pineville into a mixed-use district, anchored by a new LendingTree corporate headquarters.

The Cone Mill in downtown Pineville began as the Dover Yarn Mills in 1894 and grew to employ 500 workers by the 1950s before closing in the early 1990s. LendingTree's proposal, which includes bringing several hundred jobs to downtown Pineville, will return the historic buildings and the nearly 30-acre site to its former role as an economic engine for the community. LendingTree's proposal includes the development of new restaurant and retail space to complement downtown's mix of restaurants and retailers.

LendingTree is a leading online loan marketplace with one of the largest networks of lenders in the nation. The Company was founded in the Charlotte area in 1996 and currently has over 500 area employees, many of whom already live in Pineville and surrounding communities. The Company has sought an iconic new corporate headquarters that would be conveniently located close to where employees live, while allowing them to work in a historic downtown environment with easy access to amenities like restaurants and green space. LendingTree will explore opportunities to incentivize employees to walk and bike to work at the site, as well as provide a shuttle to the Charlotte light rail. LendingTree and its employees will contribute to the continued vitality of the historic downtown, and drive demand to existing Main Street businesses.

LendingTree continues to evaluate options in its process to identify a site for its new headquarters campus in light of, and to accommodate, its rapid growth. The exploration is at varying stages in different locations in order for the company to obtain all the necessary information to make the best long-term decision. LendingTree's proposal is the result of a proactive process initiated by the Town of Pineville to attract transformative private investment to downtown. The Town of Pineville purchased the Cone Mill site in 2015 and performed an extensive pre-development process, along with the Development Finance Initiative at the UNC School of Government, to determine how to redevelop the site in a way that would contribute to the Town's larger goals for its historic downtown. The Town released a solicitation for development partners in late 2017 and invited qualified firms to respond to the Town's vision for the site. LendingTree's proposal closely aligns with the Town's vision for the site, which called

for a mix of uses, adaptive reuse of a portion of the historic mill, and an anchor use that would contribute to demand for existing downtown businesses.

The Pineville Town Council will consider the proposal and decide if they would like to adopt a memorandum of understanding (MOU) with LendingTree for the development of the project. The purpose of the MOU is to formalize the partnership with LendingTree.

If Town Council approves the MOU, LendingTree will prepare a detailed development plan that will include proposed site uses, plans for reuse of the mill buildings, and a detailed traffic impact analysis. If Town Council approves this development plan, and if LendingTree continues to view Pineville as a viable location option for its new corporate headquarters after further analysis, Town staff and LendingTree will negotiate a master development agreement.

Memorandum

Pineville
PLANNING & ZONING

To: Town Council

From: Travis Morgan

Date: 5/8/2018

Re: **Proposed Cranford Corner Townhome Project** *(Public Hearing)*

UPDATE:

After the previous public hearing and workshop meeting the applicants have made the made the following changes:

1) **Two units have been eliminated bring the total townhome to 18 down from 20.**
2) **Buffer increased to 20' minimum separation and landscaping upgraded as shown.**
3) **Additional rear corner amenity and paved gathering area added**
4) **Elevations revert to majority brick as first shown and staff recommended**

PROPOSAL:

Paul Sagadin, Larry Lockhart, and Danish Kumar on behalf of Kinger Homes, seeks your conditional approval for 20 townhomes located at 508 Main Street. The townhomes are a mix of rear-loaded along Main Street and Cranford Drive, with approximately five interior front-loaded townhomes. The applicants seek conditional site plan approval to modify the minimum street frontage and buffer requirements. The building lot frontage is 62% on Main Street rather than 75% buffer and landscaping now meet ordinance standard.

Ordinance Sections:

Lot Setbacks	
Front Setback[2]	Build-to-line from street sections
Side Setback	0 ft
Side Setback on corner lots facing a street[2]	Build-to-line from street sections
Rear Setback	0 ft
Minimum Linear Building Frontage[3]	75%

7.4.2 Screening and Buffering requirements between certain Zoning Districts

C) When a lot in a Residential District or a residential use abuts another lot, which contains a dissimilar institutional use, multi-family development or manufactured home park, screening must be provided on the lot containing the institutional use, multi-family development or manufactured home park in the form of a minimum twenty (20) foot screen/buffer.

DEVELOPMENT SUMMARY:

Location:	**508 Main Street – Western corner of Cranford Dr. and Main St.**
Zoning:	**DC – Downtown Core**
Acreage:	**2.036 acres**
Number of Units:	**~~20~~ 18 Units**
Unit Density:	**~~9.8~~ 8.9 units/acre**
Parking calcs:	**18 units x 3.25 spaces (3 bedroom require 3.25 spaces each)**

Parking Minimum:	**~~65 spaces~~ 58.5**
Parking Provided:	**~~84 spaces~~ 76**
Height:	**28' 3"**
Trash/Dumpster:	**Private dumpster location on site**

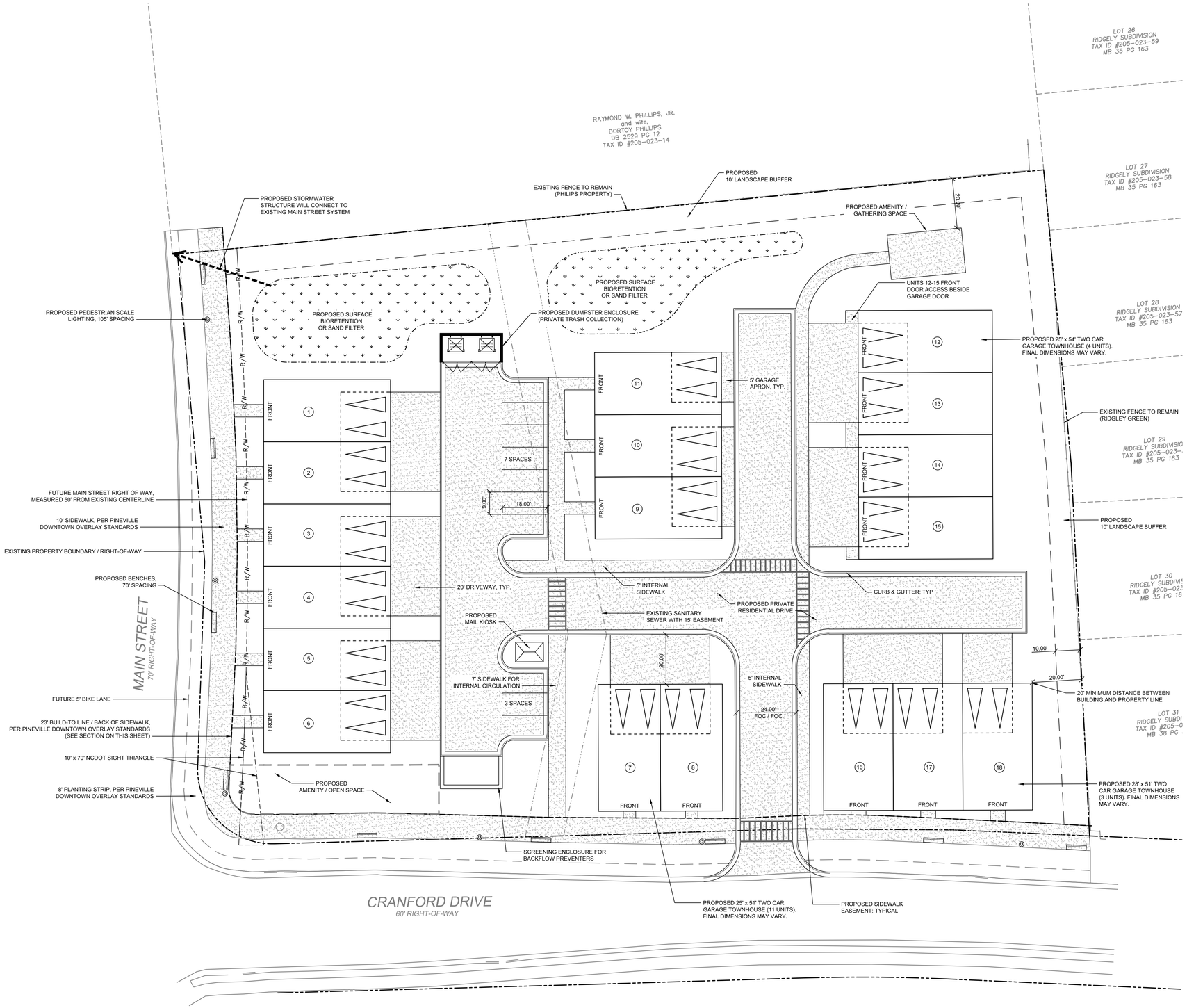
STAFF COMMENTS:

Staff has heard from previous proposals next to Ridgely Green that the residents there prefer a residential rather than a commercial or mixed-use project adjacent to them so staff has taken that into consideration. Staff notes townhomes are a much better use than a retirement home that was originally planned for the site years ago. The plan and use are consistent with the general requirements of the DC zoning district. Staff doesn't object to the reduced buffers as they are consistent with the distances between homes at Ridgely Green and Ridgely were required to have fencing already. Staff supports the proposal with the following notes:

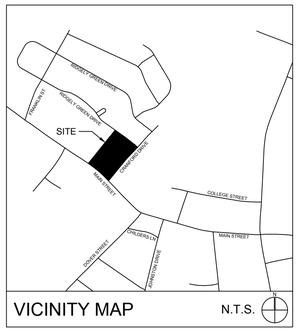
1) Staff recommends the majority brick elevations provided and as shown
2) That the dumpster enclosure be screened with brick to match as discussed prior
3) **Staff recommends additional right of way along Cranford to be dedicated to the town and along Main Street to NCDOT**

PROCEDURE:

This is the public hearing for Council to gain input from staff, public, and the applicant about the proposal. This meeting is to familiarize you with the applicant's request and to hear any public comment. This follows standard legislative approval process. There are no findings of facts needed. If you have all the information needed to make a decision, you may at your discretion close the public hearing and make a vote.



THIS IS A CONCEPTUAL SITE PLAN BASED ON LIMITED PRELIMINARY SURVEY INFORMATION, AND THEREFORE MAY NOT REFLECT FINAL SITE FEATURES.



SURVEY DISCLAIMER

BACKGROUND INFORMATION TAKEN FROM PRELIMINARY SURVEY BY METROLINA ENGINEERING & SURVEYING ASSOCIATES, DATED 8/7/17.

DEVELOPMENT SUMMARY:

TAX PARCEL ID:	205-023-15
TOTAL ACREAGE:	2.03 AC (1.92 AC WITH PROPOSED R/W)
EXISTING ZONING:	DC (DOWNTOWN CORE)
PROPOSED USE:	MULTIFAMILY TOWNHOMES
UNITS PROPOSED:	18 UNITS
DENSITY PROPOSED:	8.9 UNITS / ACRE
FRONT SETBACK:	23' BUILD-TO LINE
SIDE YARD:	0'
REAR YARD:	0'

BUFFERS:

REQUIRED BUFFER:

20' BUFFER ADJACENT TO SF RESIDENTIAL USE

PROPOSED BUFFER:

PLAN NORTH PROPERTY LINE: BUFFER REDUCED TO 0'
PLAN EAST PROPERTY LINE: BUFFER REDUCED TO 10'

PARKING:

PARKING REQUIRED: 3.25 SPACES PER 3BR UNIT (18 UNITS x 3.25 SPACES) = 58.5 SPACES REQUIRED

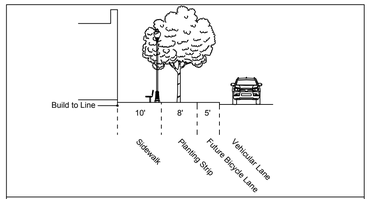
PARKING PROVIDED: 76 SPACES (4.22 SPACES PER UNIT)

MAIN STREET BUILDING FRONTAGE:

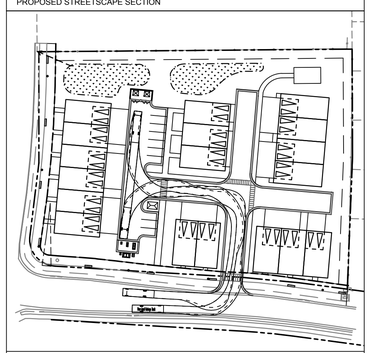
TOTAL MAIN STREET FRONTAGE: 236LF

FRONTAGE REQUIRED: 75% (177LF ALONG MAIN STREET)

FRONTAGE PROVIDED: 62% MIN (150 LF ALONG MAIN STREET)



PROPOSED STREETSCAPE SECTION



TRASH TRUCK TURNING EXHIBIT

Bloc Design
2923 S. Tryon Street, Suite 320
Charlotte, NC 28203
phone: 704-940-2883
www.bloc-nc.com

landscape architecture I planning I civil engineering

REVISIONS

NO.	DATE	DESCRIPTION
	12/21/17	CONCEPT LAYOUT 1
	1/29/18	CONCEPT LAYOUT 2
	03/09/18	CONDITIONAL ZONING SUBMITTAL
	05/02/18	CONDITIONAL ZONING RESUBMITTAL

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stamp / seal:

NORTH CAROLINA PROFESSIONAL SEAL ENGINEER LARRY LOCKHART

NOT FOR CONSTRUCTION

NC FIRM #: P-1007, C-390

KINGER HOMES
PINEVILLE MULTIFAMILY
Conditional Zoning #:

508 Main St.
Pineville, NC 28134

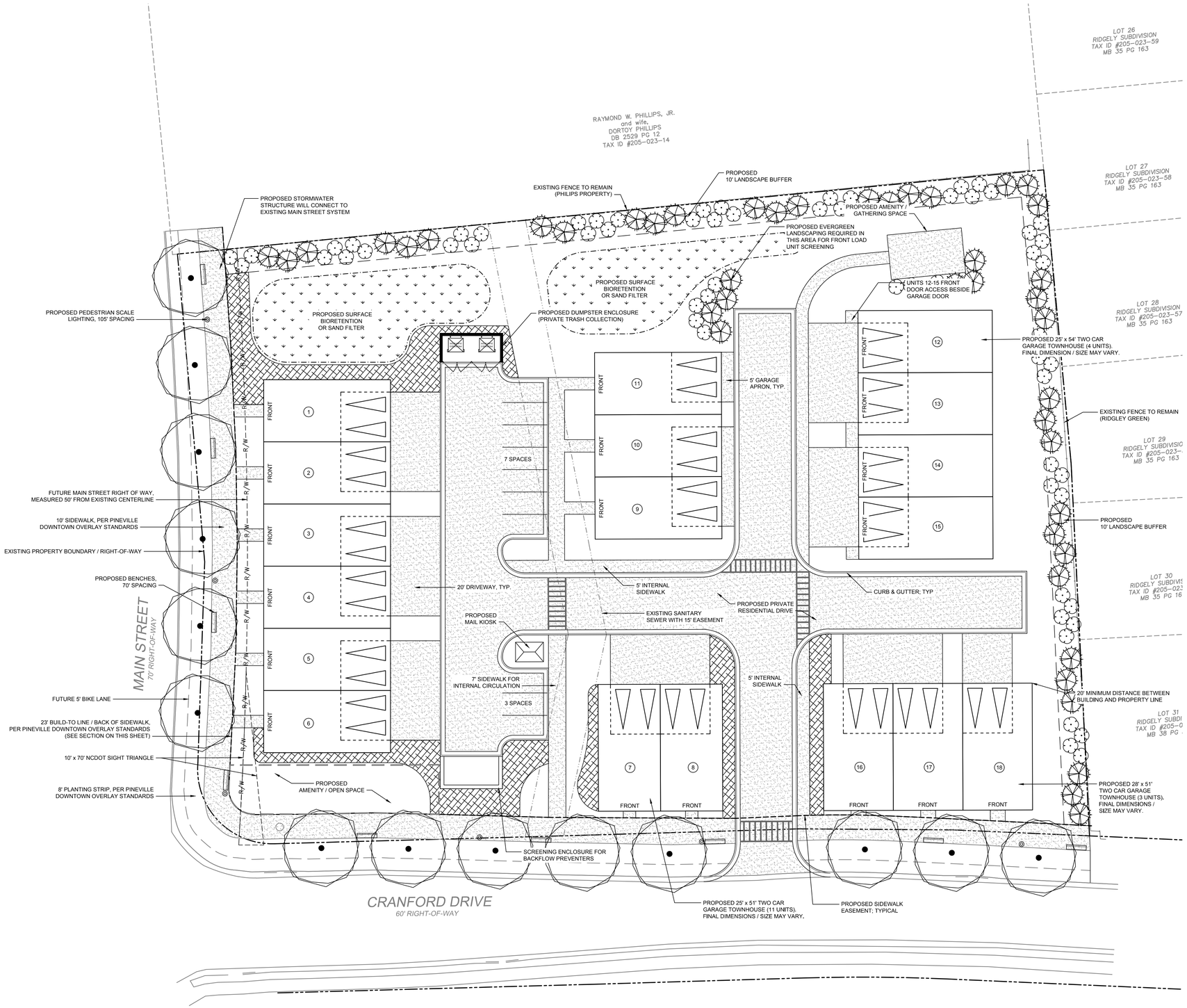
SCALE: 1"= 20'
0 10' 20' 40'

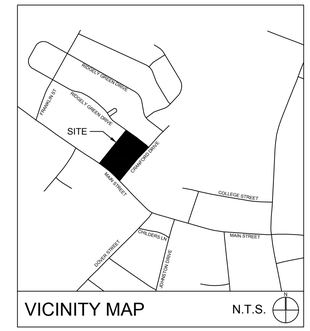
DATE: 05/03/18	MPIC: WLL
DRAWN BY: ASP	CHECKED BY: WLL
PROJECT NUMBER: 00505.00	
SCALE: 1" = 20'	

TITLE:
CONCEPTUAL SITE PLAN

SHEET NO.:
C-100

S:\Projects\00505 Kinger Homes Pineville Main St\Plans\Production DWGs\00505 - C100 - Concept Plan.dwg, 5/3/2018 8:38:47 AM, acoleman, Bloc Design





SURVEY DISCLAIMER

BACKGROUND INFORMATION TAKEN FROM PRELIMINARY SURVEY BY METROLINA ENGINEERING & SURVEYING ASSOCIATES, DATED 8/7/17.

LEGEND:

- UNDERSTORY EVERGREEN TREE
- 4' EVERGREEN SHRUB
- 6' LARGE SHRUB
- ENHANCED LANDSCAPE AREA

NOTE: FINAL LANDSCAPE MATERIALS AND BUFFER DESIGN TO BE DETERMINED

THIS IS A CONCEPTUAL SITE PLAN BASED ON LIMITED PRELIMINARY SURVEY INFORMATION, AND THEREFORE MAY NOT REFLECT FINAL SITE FEATURES.

bloc

Bloc Design
2923 S. Tryon Street, Suite 320
Charlotte, NC 28203
phone: 704-940-2883
www.bloc-nc.com

landscape architecture I planning I civil engineering

REVISIONS

NO.	DATE	DESCRIPTION
	12/21/17	CONCEPT LAYOUT 1
	1/29/18	CONCEPT LAYOUT 2
	03/09/18	CONDITIONAL ZONING SUBMITTAL
	05/02/18	CONDITIONAL ZONING RESUBMITTAL

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NC FIRM #: P-1007, C-390

KINGER HOMES
PINEVILLE MULTIFAMILY
Conditional Zoning #:

508 Main St.
Pineville, NC 28134

SCALE: 1"= 20'
0 10' 20' 40'

DATE: 05/03/18	MPIC: WLL
DRAWN BY: ASP	CHECKED BY: WLL
PROJECT NUMBER: 00505.00	
SCALE: 1" = 20'	

TITLE:
CONCEPTUAL LANDSCAPE PLAN

SHEET NO.:
L-100

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FRONT ELEVATION LOT # | FRONT ELEVATION LOT # | FRONT ELEVATION LOT # | FRONT ELEVATION LOT # | FRONT ELEVATION LOT #

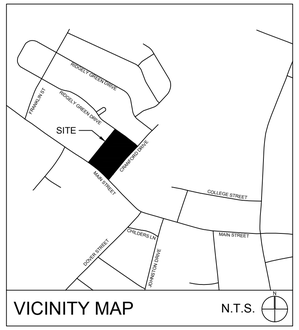
5-UNIT BUILDING FRONT ELEVATION

ARCHITECTURAL ELEVATIONS PROVIDED BY DAN PUVAK
ELEVATIONS ARE PRELIMINARY AND MAY BE SUBJECT TO CHANGE DURING FINAL DESIGN

FRONT ELEVATION LOT # | FRONT ELEVATION LOT # | FRONT ELEVATION LOT # | FRONT ELEVATION LOT # | FRONT ELEVATION LOT # | FRONT ELEVATION LOT #

6-UNIT BUILDING FRONT ELEVATION

ARCHITECTURAL ELEVATIONS PROVIDED BY DAN PUVAK
ELEVATIONS ARE PRELIMINARY AND MAY BE SUBJECT TO CHANGE DURING FINAL DESIGN



VICINITY MAP N.T.S.

SURVEY DISCLAIMER

BACKGROUND INFORMATION TAKEN FROM PRELIMINARY SURVEY BY METROLINA ENGINEERING & SURVEYING ASSOCIATES, DATED 8/7/17.

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REVISIONS

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	12/21/17	CONCEPT LAYOUT 1
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KINGER HOMES
PINEVILLE MULTIFAMILY
Conditional Zoning #:

508 Main St.
Pineville, NC 28134

SCALE: 1"= 20'
0 10' 20' 40'

DATE: 05/03/18	MPIC: WLL
DRAWN BY: ASP	CHECKED BY: WLL

PROJECT NUMBER: 00505.00

SCALE: N.T.S.

TITLE:
ARCHITECTURAL ELEVATIONS

SHEET NO.:
A-100

Memorandum

Pineville
PLANNING & ZONING

To: Town Council

From: Travis Morgan

Date: 5/8/2018

Re: **Proposed 320 unit Single-Family Subdivision** *(Public Hearing)*

UPDATE:

From last month's public hearing and workshop meeting the applicant has revised their plan to help address items of concern. Below is a summary of the changes:

1) **Unit count has been dropped to 299 homes**
2) **Center amenity area has increased to 2.5 acres (greenway area is an additional 7 acres)**
3) **Buffers adjacent to industrial to meet or exceed 100 feet (as agreed with WRICO)**
4) **Note 3i states stop signs and road narrowing/traffic calming shall be as directed by the town.**
5) **Chain link safety fencing added between homes and the railroad**
6) **5-8ft berm adjacent to WRICO, Fencing all along Dellingers, and mature landscaping and developer option fencing behind Red Clay to the Railroad.**

BACKGROUND:

Jack Miller, owner of the larger residential property behind the Traditions neighborhood and Cranford Drive has a perspective buyer seeking to develop the property as a single-family residential subdivision. Subdivisions are permitted by right in the RMX zoning district however; the ordinance requires conditional board approval for subdivisions over 100 units.

PROPOSAL:

Mark Eisenbeis on behalf or Meritage Homes seeks your approval for this subdivision. Meritage homes would like to build a 299 unit single family detached rowhome style subdivision that ties into downtown and Main Street. The townhome component has been removed. All homes are rear loaded allowing for more pedestrian friendly streets and offers 3 access points into and out of the development to help calm and disperse traffic. The proposal also requests a portion of isolated General Industrial property to the Northwest of the site be rezoned RMX to allow for homes rather than being left to develop as General Industrial.

DEVELOPMENT SUMMARY:

Location:	**460 Marie Way**
Acreage:	103.69 Miller Parcel 39.82 Industrial Parcel **143.51+/- Total Acres**
Number of Units:	**299 alley loaded lots (Up to)**
Units Per Acre:	**2.08**

Parking Minimum:	**2 per home (598 spaces)**
Parking Provided:	**4 per home. Two in driveway 2 in garage (1,196 spaces)**
Traffic/Connectivity:	**Traffic study was conducted see attached. 3 entrance points.**
Trash Service:	**Public. On public roads and alleys.**
Greenway Park:	**100' Sugar Creek area to be dedicated**
Lot Sizes:	**37' x 101' (minimum)**
Home Sizes:	**Size approx: 1883-2511 square feet owner occupied**

TRAFFIC STUDY:

Much like our previous conditional plan for the Lance warehouse off of Industrial Drive, a similar traffic impact analysis was conducted. The same 2% ambient future growth and recent approved warehouse were taken into consideration. The study found what you may already know: That during peak morning and evening rush traffic Franklin and Cranford perform poorly at a level F service meaning long wait times. No amount of improvement on either Franklin or Cranford will move traffic on Main Street faster was the summary.

The traffic study found that no improvements beyond the already shown connection to Industrial Drive to provide and alternate way out were required.

BUFFERS:

Since this proposal is adjacent to industrial development, buffers have been the longest and most revised item of discussion. The ordinance requires 100 feet of buffer between residential to industrial with landscaping of 4 large maturing trees, 4 small maturing trees, 4 evergreen trees, and 60 evergreen shrubs for every 100 linear feet of buffer area. Mature landscape area shown in green will be kept to satisfy landscape requirements.

Staff is in favor of keeping and using large landscaped areas to satisfy buffer needs where applicable such as to the Northwest of the site. Staff is in favor of berms, fencing, and select larger evergreen plantings instead of the large tree, small tree, and shrub ordinance standard shown. The conditional process allows for the customization of this buffer as the board deems appropriate.

ARCHITECTURAL REQUIREMENTS:

The applicants have been easy to work with and voluntarily submitted the attached elevations. The overall summary is the homes meet our design criteria especially with the porches and rear garage design. Staff had a few notes/clarification/specific requirements we wanted noted along with any additional council input. Below are the recommended notes.

1) Fiber cement siding (generally clapboard and occasional fiber cement shakes for accent).
2) Two types of front siding material, or full width front porch, or all brick.
3) Front facing windows shall be divided glass style with special thick enhanced trim as shown.
4) Front facing gables shall have either: a rectangular vent, a window, or 3 brackets (center top, left, right) except for 2511C type elevation.
5) Triangular front facing gable top vents prohibited.
6) All street facing porches to have railings.
7) Front porches to be minimum standard 6' deep per usual.
8) Otherwise compliant with the Residential Overlay District.

STAFF COMMENTS:

Staff notes that the site is challenging due to existing flood and drainage areas, proximity to industrial development, the railroad, and sewer easements crisscrossing the site. Staff likes the overall flow of the site, home design and rear loaded garages.

Access points:

A word about the three access points. The access onto Industrial Drive has always been planned and staff feels is

extremely vital to provide an alternate exit route away from 51/Main Street. Access to Industrial will have sidewalks on one side so as to provide decorative fencing and landscaping to shield from the wrecking service to the West. Cranford Drive has similarly been planned and improved when Traditions was built. Franklin is the third and secondary access point. Franklin has very narrow and limited right-of-way that prohibits any worthwhile improvements without taking property. Staff always supports road improvements but in this instance improvements maybe to the detriment of existing residents there and encourage the use of Franklin Street over Cranford which is the opposite of what we have planned.

STAFF RECOMMENDATION:

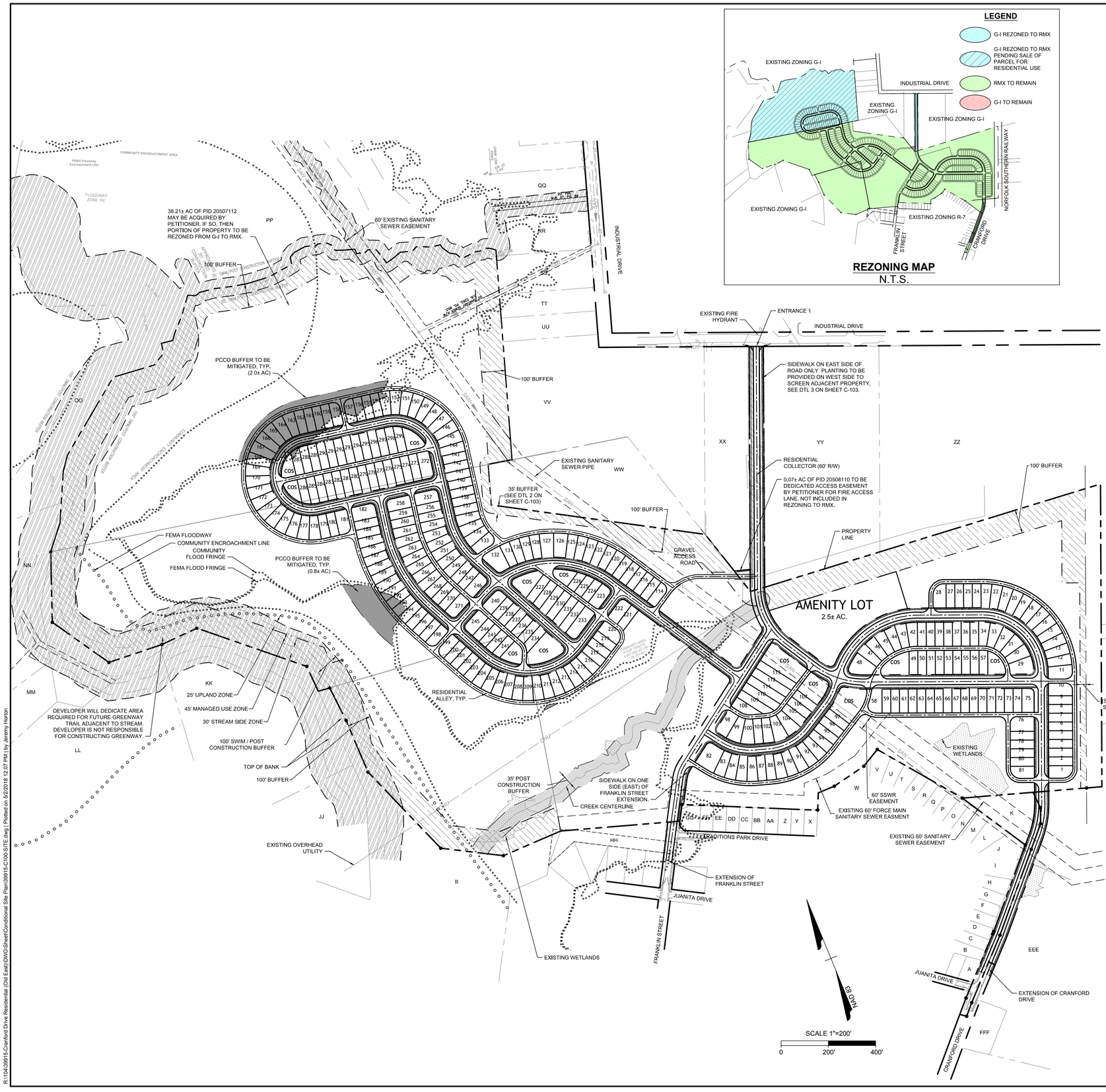
Staff recommends the proposal with the following notes:

The plan meets and is consistent with overlay and zoning requirements unless otherwise shown.

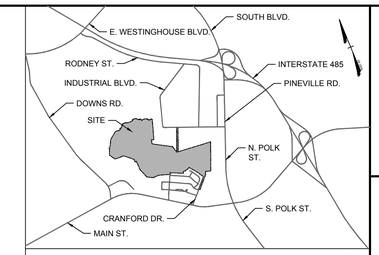
1) Council is satisfied with buffer areas.
2) All construction traffic to utilize Industrial access only. Franklin particularly to be completely blocked until construction of homes in that phase is complete.
3) Roads to be labeled and enforced 'No trucks over 2 axels unless by permit' per usual.
4) If larger trucks/equipment are a significant issue, A steel height restriction bar could be installed where needed. Typical tractor trailers are 13'-6" so a bar could be brightly colored with signage mounted at a lower height if council directed.
5) Architectural requirements stated previously are mutually agreed upon by Council and the applicant.
6) Greenway area is dedicated to Mecklenburg County.

PROCEDURE:

This is the public hearing for Council to gain input from staff, public, and the applicant about the proposal. This meeting is to familiarize you with the applicant's request and to hear any public comment. This follows standard legislative approval process. There are no findings of facts needed. If you have all the information needed to make a decision, you may at your discretion close the public hearing and make a vote.



REZONING MAP
N.T.S.



VICINITY MAP N.T.S.

LEGEND:
- LANDSCAPING BUFFER
- SWIM BUFFER
- PCCO BUFFER

SITE DATA:

PARCEL NUMBERS: 20502118, 20502387, 20508102, 20508109, PORTION OF 20508110, PORTION OF 20507112

JURISDICTION: PINEVILLE, NC

TOTAL SITE ACREAGE: 143.51± AC

EXISTING ZONING: RMX, G-I

PROPOSED ZONING: RMX, G-I

PROPOSED BUFFER MITIGATION: 2.8± AC

MAXIMUM PROPOSED IMPERVIOUS: 24%

SEE STREET TYPE MAP ON C-101.

SEE SITE DEVELOPMENT NOTES ON C-101.

ADJACENT PROPERTY OWNERS

LOT	PARCEL NUMBER	PROPERTY OWNER	PROPERTY OWNER ADDRESS	ZONING
A	20502599	DONALD E. GUNDERSON & RANDEE J. GUBDERSON	241 JUANITA DR, PINEVILLE, NC 28134	R-7
B	20502566	DULIO JAUREGUI ARONES & ANA PALOMINO	314 MARIE WAY, PINEVILLE, NC 28134	R-7
C	20502565	HARIHAR N. PATEL & KUNDEN H. PATEL	318 MARIE WAY, PINEVILLE, NC 28134	R-7
D	20502564	TRISTAN M. MCMANNIS & DANA M. MCMANNIS	322 MARIE WAY, PINEVILLE, NC 28134	R-7
E	20502563	MOHAMMED LATEEFUDDIN & DENISE P. LATEEFUDDIN	3821 CORNERWOOD LN, CHARLOTTE, NC 28211	R-7
F	20502562	HEATHER L. TUTWILER	330 MARIE WAY, PINEVILLE, NC 28134	R-7
G	20502561	HI XUONG LAM	334 MARIE WAY, PINEVILLE, NC 28134	R-7
H	20502560	JOSE L. DELEON	338 MARIE WAY, PINEVILLE, NC 28134	R-7
I	20502559	JOSEPH YARBER & SUSAN PERRY YARBAR	342 MARIE WAY, PINEVILLE, NC 28134	R-7
J	20502558	JULIO LINARES & MERCEDES Y. LINARES	346 MARIE WAY, PINEVILLE, NC 28134	R-7
K	20502387	JOHN S. MILLER FAMILY LP	202 SUNSET DR, RICHMOND, VA 23229	RMX
L	20502557	PAUL E. GRESHAM	400 MARIE WAY, PINEVILLE, NC 28134	R-7
M	20502556	ANGEL R. RODRIGUEZ & JULIE M. RODRIGUEZ	404 MARIE WAY, PINEVILLE, NC 28134	R-7
N	20502555	SYLVIA LILLIA CARO	408 MARIE WAY, PINEVILLE, NC 28134	R-7
O	20502554	CHATCHAI TAOSUWAN & FELICITAS TAOSUWAN	412 MARIE WAY, PINEVILLE, NC 28134	R-7
P	20502553	CHARLES EDWARD JR. WALSH & LISA SKIVER WALSH	416 MARIE WAY, PINEVILLE, NC 28134	R-7
Q	20502552	SHERRY BAHRAINI	420 MARIE WAY, PINEVILLE, NC 28134	R-7
R	20502551	BRIAN W. LONG	424 MARIE WAY, PINEVILLE, NC 28134	R-7
S	20502550	CARLES A. JR. HALL & PARRIS HALL	824 MARIE WAY, PINEVILLE, NC 28134	R-7
T	20502549	JOYCE D. COLES	432 MARIE WAY, PINEVILLE, NC 28134	R-7
U	20502548	JESSICA REED	436 MARIE WAY, PINEVILLE, NC 28134	R-7
V	20502547	KEVEN CHE ADAMS & ELIZABETH INGLES ADAMS	440 MARIE WAY, PINEVILLE, NC 28134	R-7
W	20502546	ASSOCIATION INC. TRADITIONS IN PINEVILLE HOMEOWNERS	PO BOX 553, PINEVILLE, NC 28134	R-7
X	20502545	NATAN FELDMAN & TERESA HICKS FELDMAN	991 TRADITIONS PARK DR, PINEVILLE, NC 28134	R-7
Y	20502544	JEAN L. TILLY & LESLIE T. WRIGHT	907 TRADITIONS PARK DR, PINEVILLE, NC 28134	R-7
Z	20502543	DONALD DALE DEACON & MARY SIERER DEACON	903 TRADITIONS PARK DR, PINEVILLE, NC 28134	R-7
AA	20502542	BOBBY E. REYNOLDS & BETTY REYNOLDS	829 TRADITIONS PARK DR, PINEVILLE, NC 28134	R-7
BB	20502541	MELISSA M. OVERTON	825 TRADITIONS PARK DR, PINEVILLE, NC 28134	R-7
CC	20502540	MARK R. MATTHEWS & BARBARA MATTHEWS	821 TRADITIONS PARK DR, PINEVILLE, NC 28134	R-7
DD	20502539	KAREN M. LOMAS	817 TRADITIONS PARK DR, PINEVILLE, NC 28134	R-7
EE	20502538	CARLOS I. ZELEYA & WENDY A. ARIETA-ZELEYA	813 TRADITIONS PARK DR, PINEVILLE, NC 28134	R-7
FF	20502537	RYAN EMORY MARSHBURN	809 TRADITIONS PARK DR, PINEVILLE, NC 28134	R-7
GG	20502536	SHAUN KNEHER	803 TRADITIONS PARK DR, PINEVILLE, NC 28134	R-7
HH	20502117	JOHN STEPHEN JR. MILLER & REBECCA B. MILLER	202 SUNSET DR, RICHMOND, VA 23229	R-12
II	20502101	COOGAN HOLDINGS LLC	800 MAIN ST, PINEVILLE, NC 28134	RMX
JJ	20503214	DEPARTMENT OF TRANSPORTATION	206 CHARTER ST, ALBEMARLE, NC 28001	G-I
KK	20503212	ROBERT E. LANIER	PO BOX 1028, PINEVILLE, NC 28134	G-I
LL	20503201	KLEVER SANTOS & FRANCISCA TULMIRA SANTOS	1422 LARKFIELD LN, PINEVILLE, NC 28210	G-I
MM	20503203	SUN HEE KIM	5722 RANDOLPH RD, CHARLOTTE, NC 28270	G-I
NN	20519108	KENNETH C. HAMMOND & DENISE H. HAMMOND	16202 MARVIN RD, CHARLOTTE, NC 28277	G-I
OO	20519103	MECKLENBURG COUNTY	600 E. 4TH ST, 11TH FLOOR, CHARLOTTE, NC 28202	G-I
PP	20507112	LAKEMONT PROPERTY INVESTORS	521 EAST MOREHEAD ST, STE 400, CHARLOTTE, NC 28202	G-I
QQ	20509426	LAKEMONT PROPERTY INVESTORS	521 EAST MOREHEAD ST, STE 400, CHARLOTTE, NC 28202	G-I
RR	20509401	JGI OF NC, INC.	6344 DOVERFILED RD, CHARLOTTE, NC 28277	G-I
SS	20509422	PAMAKA HARRIS LLC	6816 N. BALTUSROL LN, CHARLOTTE, NC 28210	G-I
TT	20509418	CHEW PROPERTIES LLC	11180 DOWNS RD, PINEVILLE, NC 28134	G-I
UU	20509420	COUZINS LLC	8500 WATERS POINT CT, CHARLOTTE, NC 28277	G-I
VV	20508113	HAROLD R/T GRIFFITHS	2717 NIAGARA LN # N, MINNEAPOLIS, MN 55447	G-I
WW	20508117	HAROLD F REV/TRUST GRIFFITHS	2717 NIAGARA LN N, PLYMOUTH, MN 55447	G-I
XX	20508110	DELLINGER INVESTMENTS LLC	10256 INDUSTRIAL DR, PINEVILLE, NC 28134	G-I
YY	20508107	10306 INDUSTRIAL LLC	PO BOX 241689, CHARLOTTE, NC 28224	G-I
ZZ	20508116	ESSENTRA PACKAGING US INC	10500 INDUSTRIAL DR, PINEVILLE, NC 28134	G-I
AAA	20508105	HARSH INVESTORS LLC	8703 KENTUCKY DERBY DR, WAXHAW, NC 28173	B-4
BBB	20508101	SCH HOLDINGS LLC	10044 STRIKE THE GOLD LN, WAXHAW, NC 28173	B-4
CCC	20508103	MARSHALL PROPERTIES THIRTEEN LLC	PO BOX 473456, CHARLOTTE, NC 28247	B-3
DDD	20501211	MIRSA 2 LLC	3452 SHARON RD, CHARLOTTE, NC 28211	B-3
EEE	20501107	TRUSTEES OF SOUTH CONGREGATION OF JEHOVA'S WITNESSES CHARLOTTE, NC	C/O GREGORY MYERS, 12128 AUTUMN WINDS LN, PINEVILLE, NC 28134	RMX
FFF	20501108	TRUSTEES OF SOUTH CONGREGATION OF JEHOVA'S WITNESSES CHARLOTTE, NC	C/O GREGORY MYERS, 12128 AUTUMN WINDS LN, PINEVILLE, NC 28134	RMX

THIS DRAWING PREPARED AT THE
CHARLOTTE OFFICE
610 East Morehead Street, Suite 250 | Charlotte, NC 28202
TEL 704.376.1073 FAX 704.376.1076 www.timmons.com

REVISION DESCRIPTION	DATE
REVISED PER TOWN OF PINEVILLE COMMENTS	04/04/2018

OLD EAST VENTURES, LLC
1763 WEST PEACHTREE AVENUE NE,
ATLANTA, GA 30306

DATE	02/08/2018
DRAWN BY	A. DALE
DESIGNED BY	J. HORTON
CHECKED BY	J. HORTON
SCALE	1" = 200'

TIMMONS GROUP YOUR VISION ACHIEVED THROUGH OURS.
NORTH CAROLINA LICENSE NO. C-1652

CRANFORD DRIVE RESIDENTIAL
PINEVILLE, NORTH CAROLINA
CONDITIONAL SITE PLAN OVERALL

JOB NO.	39915
SHEET NO.	C-100

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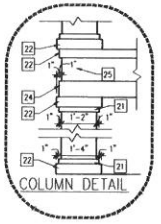
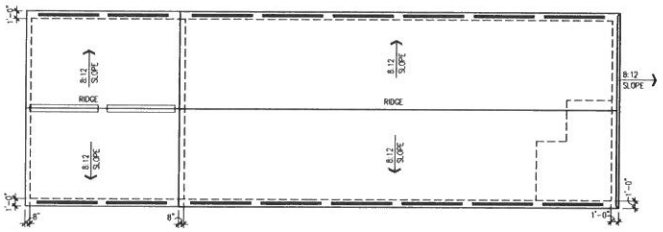
R:\104\39915 Cranford Drive Residential (Old East)\DWG\Sheet\Conditional Site Plan\39915-C100-SITE.dwg | Plotted on 5/2/2018 12:07 PM | by Jeremy Horton





Roof Plan

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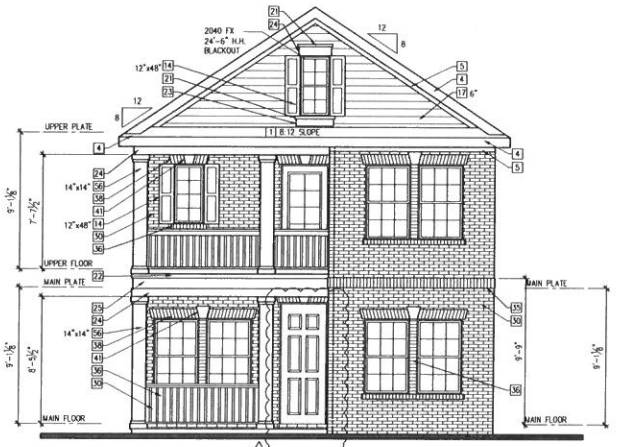

Front Elevation

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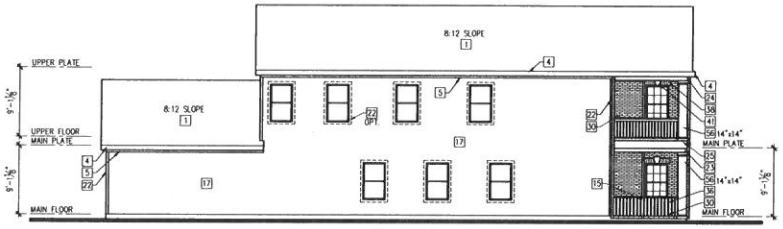

Left Elevation

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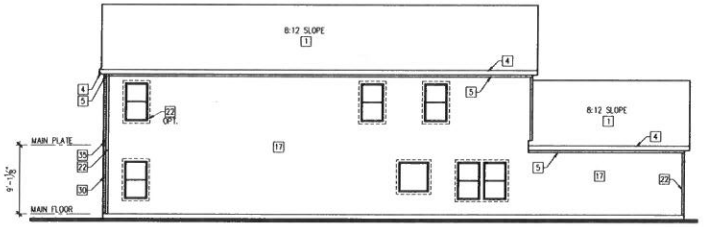
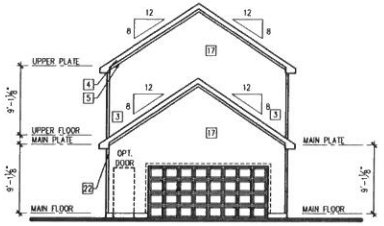


Right Elevation

0 4' 8' 16'



Rear Elevation

0 4' 8' 16'

Elevation D

CONSTRUCTION ASSEMBLIES:

1 THE FOLLOWING KEYNOTES REFERENCE THE SYMBOLS AS SHOWN ON PLANS

A. ROOF CONSTRUCTION:
ROOFING PER BUILDER SPEC ON UNDERLAYMENT ON ROOF SHEATHING ON ROOF FRAMING MEMBERS.
CEILING: ½" GYPSUM BOARD WITH INSULATION ABOVE.

B1. TYPICAL SIDING WALL CONSTRUCTION:
SIDING ON WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2x4 OR 2x6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
INTERIOR: ½" GYPSUM BOARD.

B2. TYPICAL STONE VENEER WALL CONSTR.:
ADHERED SYNTHETIC STONE VENEER (INSTALLED PER MFR'S SPECS.) OVER WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2x4 OR 2x6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
INTERIOR: ½" GYPSUM BOARD.

B3. TYPICAL BRICK WALL CONSTRUCTION:
BRICK VENEER w/ MASONRY TIES 16" o.c. HORIZONTAL & VERTICAL OVER WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2X4 OR 2X6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
INTERIOR: ½" GYPSUM BOARD

C. TYPICAL FLOOR CONSTRUCTION:
FINISHED FLOORING ON ¾" FLOOR SHEATHING ON FLOOR FRAMING AS NOTED ON STRUCTURAL DRAWINGS.
MAIN FLOOR CEILING: ½" GYPSUM BOARD.

D. CONCRETE SLAB CONSTRUCTION: CONCRETE SLAB OVER 6 MIL. POLYETHYLENE VAPOR BARRIER OVER 4" MINIMUM GRANULAR FILL.

GENERAL EXTERIOR ELEVATION NOTES:

- GRADE CONDITIONS MAY VARY FOR INDIVIDUAL SITE FROM THAT SHOWN.
- PROVIDE ROOF AND SOFFIT VENTS AS SPECIFIED BY BUILDER.
- PROVIDE GUTTERS AND DOWNSPOUTS AS SPECIFIED BY BUILDER.

FOR EXTERIOR FINISH MATERIALS: SIDING, MASONRY AND TRIM PACKAGES REFER TO BUILDER'S SPECIFICATIONS. VINYL/ PVC AND FIBER CEMENT BOARD ARE INTERCHANGEABLE PER COMMUNITY.

NOTE:
DOUBLE UNDERLAYMENT ON ALL ROOFS WITH A PITCH LESS THAN 4:12 USE CORROSION RESISTANT FLASHING AT ALL ROOF TO WALL INTERSECTIONS

ISSUE DATE: 01-15-2017
REVISIONS
05-25-2017
06-06-2017

Meritage Homes

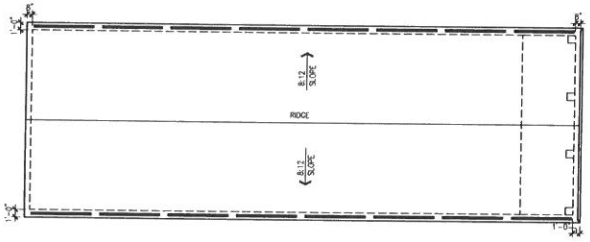
Meritage Homes
24' Single Family Product

JOB NO: SF 150542.00 PROJ MGR: CE
DRAWN: SB CHECKED: CE

ELEVATION D
EXTERIOR ELEVATIONS & ROOF PLAN

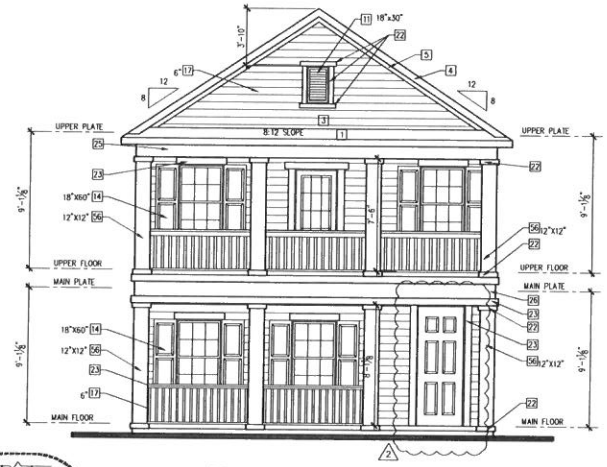
2431

A3.1D



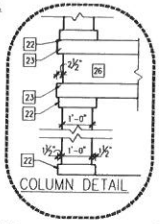
Roof Plan

0 4' 8' 16'

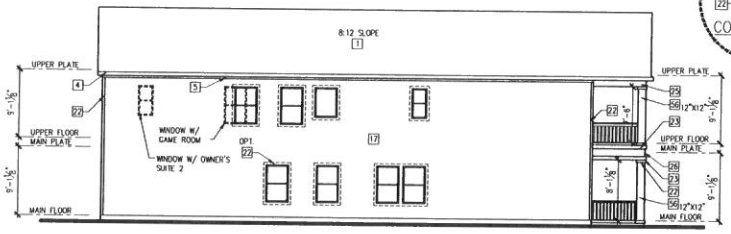


Front Elevation

0 2' 4' 8'

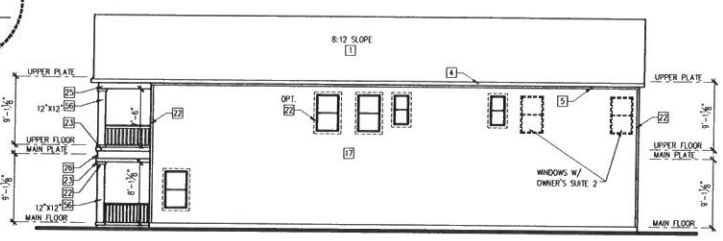


COLUMN DETAIL



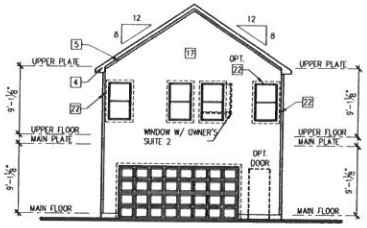
Left Elevation

0 4' 8' 16'



Right Elevation

0 4' 8' 16'



Rear Elevation

0 4' 8' 16'

Elevation A

CONSTRUCTION ASSEMBLIES:

1 THE FOLLOWING KEYNOTES REFERENCE THE SYMBOLS AS SHOWN ON PLANS

A. ROOF CONSTRUCTION: ROOFING PER BUILDER SPEC ON UNDERLAYMENT ON ROOF SHEATHING ON ROOF FRAMING MEMBERS. CEILING: ½" GYPSUM BOARD WITH INSULATION ABOVE.

B1. TYPICAL SIDING WALL CONSTRUCTION: SIDING ON WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2x4 OR 2x6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES. INTERIOR: ½" GYPSUM BOARD.

B2. TYPICAL STONE VENEER WALL CONSTR.: ADHERED SYNTHETIC STONE VENEER (INSTALLED PER MFR'S SPECS.) OVER WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2x4 OR 2x6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES. INTERIOR: ½" GYPSUM BOARD.

B3. TYPICAL BRICK WALL CONSTRUCTION: BRICK VENEER w/ MASONRY TIES 16" o.c. HORIZONTAL & VERTICAL OVER WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2X4 OR 2X6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES. INTERIOR: ½" GYPSUM BOARD

C. TYPICAL FLOOR CONSTRUCTION: FINISHED FLOORING ON ¾" FLOOR SHEATHING ON FLOOR FRAMING AS NOTED ON STRUCTURAL DRAWINGS. MAIN FLOOR CEILING: ½" GYPSUM BOARD.

D. CONCRETE SLAB CONSTRUCTION: CONCRETE SLAB OVER 6 MIL. POLYETHYLENE VAPOR BARRIER OVER 4" MINIMUM GRANULAR FILL.

GENERAL EXTERIOR ELEVATION NOTES:

- GRADE CONDITIONS MAY VARY FOR INDIVIDUAL SITE FROM THAT SHOWN.
- PROVIDE ROOF AND SOFFIT VENTS AS SPECIFIED BY BUILDER.
- PROVIDE GUTTERS AND DOWNSPOUTS AS SPECIFIED BY BUILDER.

FOR EXTERIOR FINISH MATERIALS; SIDING, MASONRY AND TRIM PACKAGES REFER TO BUILDER'S SPECIFICATIONS. VINYL/ PVC AND FIBER CEMENT BOARD ARE INTERCHANGEABLE PER COMMUNITY.

NOTE:
DOUBLE UNDERLAYMENT ON ALL ROOFS WITH A PITCH LESS THAN 4:12 USE CORROSION RESISTANT FLASHING AT ALL ROOF TO WALL INTERSECTIONS

ISSUE DATE: 01-13-2017
REVISIONS
01-31-2017
04/04/2017

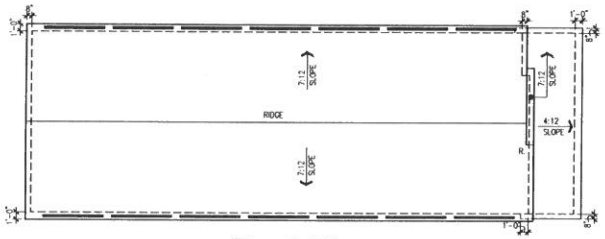
Meritage Homes

Meritage Homes
24' Single Family Product

JOB NO: SF 150542.00 PROJ MGR: CE
DRAWN: TS CHECKED: CE

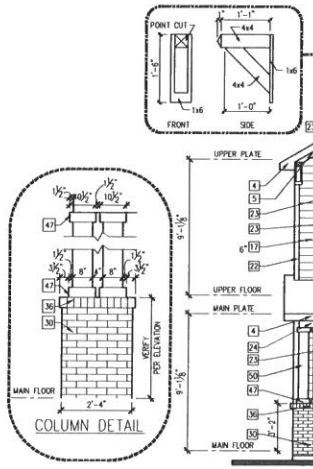
ELEVATION A
EXTERIOR ELEVATIONS & ROOF PLAN

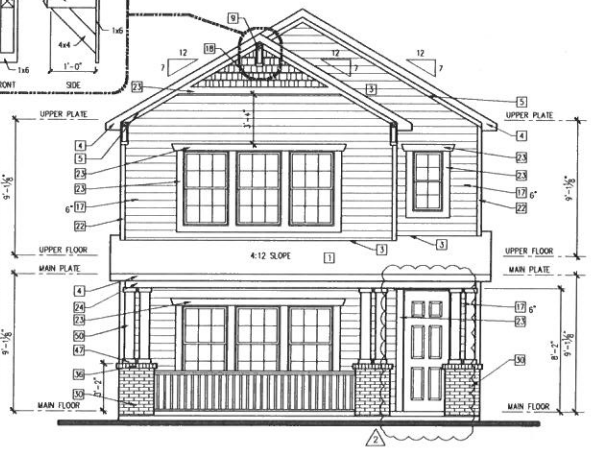
2511
A3.1A



Roof Plan

0 4' 8' 16'





Front Elevation

0 2' 4' 8'

CONSTRUCTION ASSEMBLIES:

1 THE FOLLOWING KEYNOTES REFERENCE THE SYMBOLS AS SHOWN ON PLANS

A. ROOF CONSTRUCTION:
ROOFING PER BUILDER SPEC ON UNDERLAYMENT ON ROOF SHEATHING ON ROOF FRAMING MEMBERS.
CEILING: ½" GYPSUM BOARD WITH INSULATION ABOVE.

B1. TYPICAL SIDING WALL CONSTRUCTION:
SIDING ON WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2x4 OR 2x6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
INTERIOR: ½" GYPSUM BOARD.

B2. TYPICAL STONE VENEER WALL CONSTR.:
ADHERED SYNTHETIC STONE VENEER (INSTALLED PER MFR'S SPECS.) OVER WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2x4 OR 2x6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
INTERIOR: ½" GYPSUM BOARD.

B3 TYPICAL BRICK WALL CONSTRUCTION:
BRICK VENEER w/ MASONRY TIES 16" o.c. HORIZONTAL & VERTICAL OVER WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2X4 OR 2X6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
INTERIOR: ½" GYPSUM BOARD

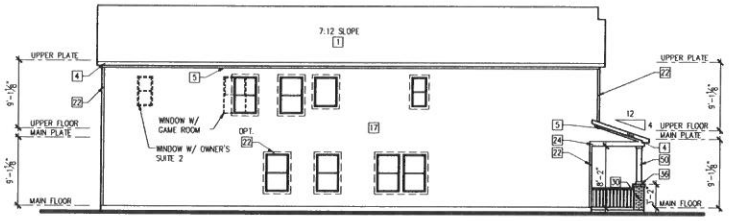
C. TYPICAL FLOOR CONSTRUCTION:
FINISHED FLOORING ON ¾" FLOOR SHEATHING ON FLOOR FRAMING AS NOTED ON STRUCTURAL DRAWINGS.
MAIN FLOOR CEILING: ½" GYPSUM BOARD.

D. CONCRETE SLAB CONSTRUCTION: CONCRETE SLAB OVER 6 MIL. POLYETHYLENE VAPOR BARRIER OVER 4" MINIMUM GRANULAR FILL.

GENERAL EXTERIOR ELEVATION NOTES:

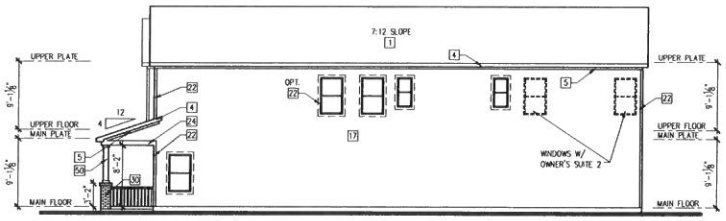
- GRADE CONDITIONS MAY VARY FOR INDIVIDUAL SITE FROM THAT SHOWN.
- PROVIDE ROOF AND SOFFIT VENTS AS SPECIFIED BY BUILDER.
- PROVIDE GUTTERS AND DOWNSPOUTS AS SPECIFIED BY BUILDER.

FOR EXTERIOR FINISH MATERIALS; SIDING, MASONRY AND TRIM PACKAGES REFER TO BUILDER'S SPECIFICATIONS.
VINYL / PVC AND FIBER CEMENT BOARD ARE INTERCHANGEABLE PER COMMUNITY.



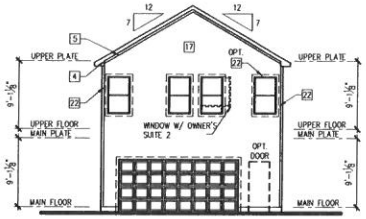
Left Elevation

0 4' 8' 16'



Right Elevation

0 4' 8' 16'



Rear Elevation

0 4' 8' 16'

Elevation B

NOTE:
DOUBLE UNDERLAYMENT ON ALL ROOFS WITH A PITCH LESS THAN 4:12 USE CORROSION RESISTANT FLASHING AT ALL ROOF TO WALL INTERSECTIONS

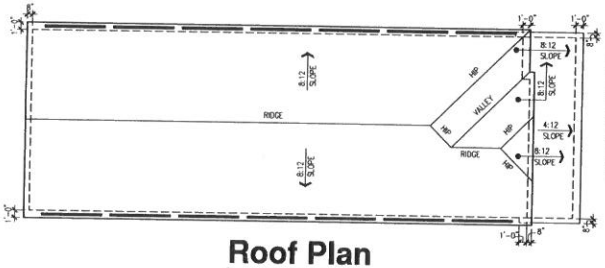
ISSUE DATE: 01-13-2017
REVISIONS
25-06-2021
06/01/2021

Meritage Homes

Meritage Homes
24' Single Family Product

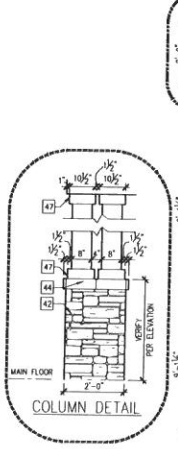
JOB NO: SF1505A2.00 PROJ MGR: CE
DRAWN: TS CHECKED: CE
ELEVATION B
EXTERIOR ELEVATIONS & ROOF PLAN

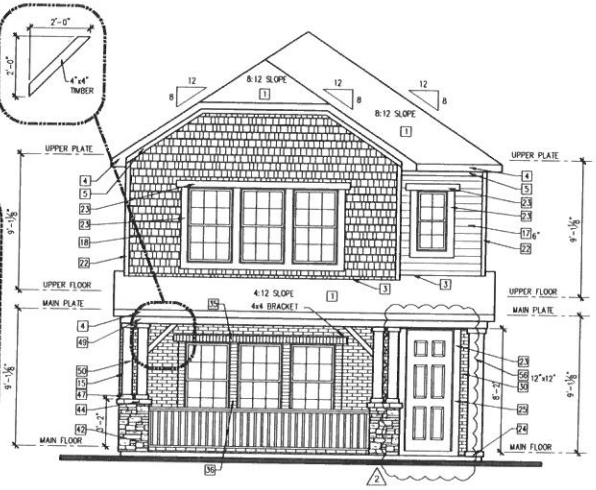
2511
A3.1B



Roof Plan

0 4' 8' 16'





Front Elevation

0 2' 4' 8'

CONSTRUCTION ASSEMBLIES:

1 THE FOLLOWING KEYNOTES REFERENCE THE SYMBOLS AS SHOWN ON PLANS

A. ROOF CONSTRUCTION:
ROOFING PER BUILDER SPEC ON UNDERLAYMENT ON ROOF SHEATHING ON ROOF FRAMING MEMBERS.
CEILING: ½" GYPSUM BOARD WITH INSULATION ABOVE.

B1. TYPICAL SIDING WALL CONSTRUCTION:
SIDING ON WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2x4 OR 2x6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
INTERIOR: ½" GYPSUM BOARD.

B2. TYPICAL STONE VENEER WALL CONSTR.:
ADHERED SYNTHETIC STONE VENEER (INSTALLED PER MFR'S SPECS.) OVER WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2x4 OR 2x6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
INTERIOR: ½" GYPSUM BOARD.

B3. TYPICAL BRICK WALL CONSTRUCTION:
BRICK VENEER w/ MASONRY TIES 16" o.c. HORIZONTAL & VERTICAL OVER WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2X4 OR 2X6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
INTERIOR: ½" GYPSUM BOARD

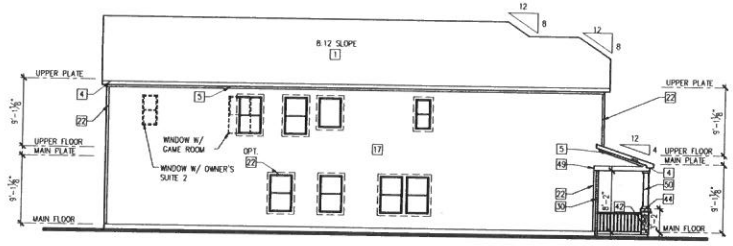
C. TYPICAL FLOOR CONSTRUCTION:
FINISHED FLOORING ON ¾" FLOOR SHEATHING ON FLOOR FRAMING AS NOTED ON STRUCTURAL DRAWINGS.
MAIN FLOOR CEILING: ½" GYPSUM BOARD.

D. CONCRETE SLAB CONSTRUCTION: CONCRETE SLAB OVER 6 MIL. POLYETHYLENE VAPOR BARRIER OVER 4" MINIMUM GRANULAR FILL.

GENERAL EXTERIOR ELEVATION NOTES:

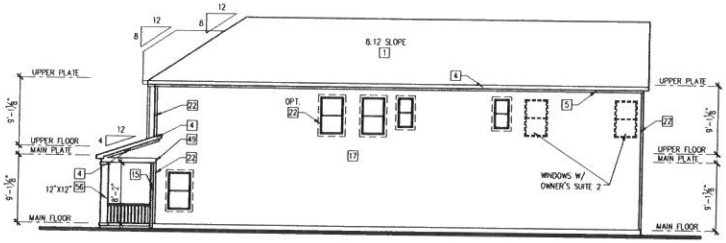
- GRADE CONDITIONS MAY VARY FOR INDIVIDUAL SITE FROM THAT SHOWN.
- PROVIDE ROOF AND SOFFIT VENTS AS SPECIFIED BY BUILDER.
- PROVIDE GUTTERS AND DOWNSPOUTS AS SPECIFIED BY BUILDER.

FOR EXTERIOR FINISH MATERIALS; SIDING, MASONRY AND TRIM PACKAGES REFER TO BUILDER'S SPECIFICATIONS.
VINYL/ PVC AND FIBER CEMENT BOARD ARE INTERCHANGEABLE PER COMMUNITY.



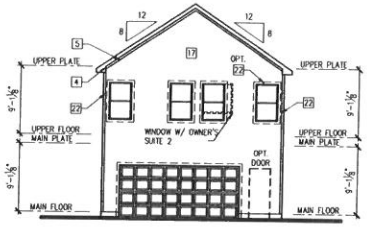
Left Elevation

0 4' 8' 16'



Right Elevation

0 4' 8' 16'



Rear Elevation

0 4' 8' 16'

Elevation C

NOTE:
DOUBLE UNDERLAYMENT ON ALL ROOFS WITH A PITCH LESS THAN 4:12 USE CORROSION RESISTANT FLASHING AT ALL ROOF TO WALL INTERSECTIONS

ISSUE DATE: 01-13-2017
REVISIONS
10-31-2017 ALL/2017

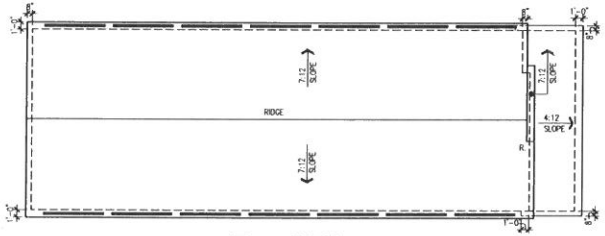
Meritage Homes

Meritage Homes
24' Single Family Product

JOB NO: SF 15/0642.00 PROJ MGR: CE
DRAWN: TB CHECKED: CE

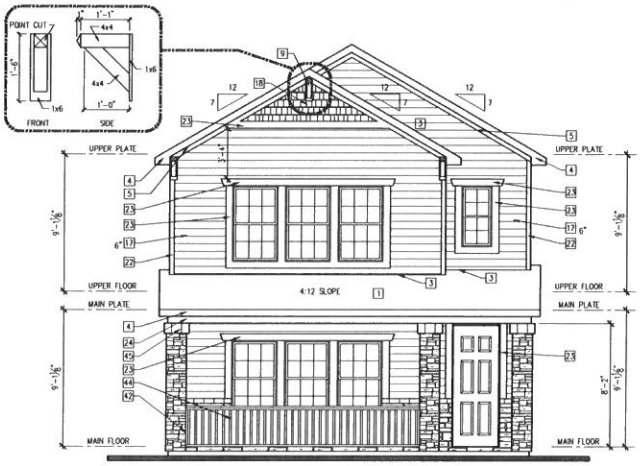
ELEVATION C
EXTERIOR ELEVATIONS & ROOF PLAN

2511
A3.1C



Roof Plan

0 4' 8' 16'



Front Elevation

0 2' 4' 8'

CONSTRUCTION ASSEMBLIES:

[1] THE FOLLOWING KEYNOTES REFERENCE THE SYMBOLS AS SHOWN ON PLANS

A. ROOF CONSTRUCTION:
ROOFING PER BUILDER SPEC ON UNDERLAYMENT ON ROOF SHEATHING ON ROOF FRAMING MEMBERS
CEILING: ½" GYPSUM BOARD WITH INSULATION ABOVE.

B1. TYPICAL SIDING WALL CONSTRUCTION:
SIDING ON WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2x4 OR 2x6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
INTERIOR: ½" GYPSUM BOARD.

B2. TYPICAL STONE VENEER WALL CONSTR.:
ADHERED SYNTHETIC STONE VENEER (INSTALLED PER MFR'S SPECS.) OVER WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2x4 OR 2x6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
INTERIOR: ½" GYPSUM BOARD.

B3. TYPICAL BRICK WALL CONSTRUCTION:
BRICK VENEER w/ MASONRY TIES 16" o.c. HORIZONTAL & VERTICAL OVER WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2X4 OR 2X6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES
INTERIOR: ½" GYPSUM BOARD

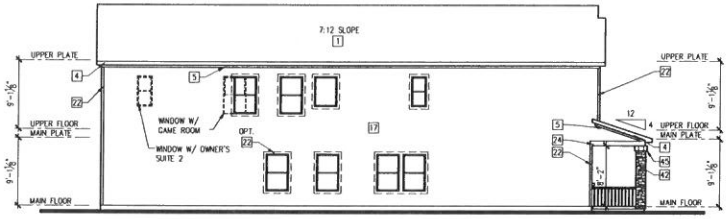
C. TYPICAL FLOOR CONSTRUCTION:
FINISHED FLOORING ON ¾" FLOOR SHEATHING ON FLOOR FRAMING AS NOTED ON STRUCTURAL DRAWINGS.
MAIN FLOOR CEILING: ½" GYPSUM BOARD

D. CONCRETE SLAB CONSTRUCTION: CONCRETE SLAB OVER 6 MIL. POLYETHYLENE VAPOR BARRIER OVER 4" MINIMUM GRANULAR FILL.

GENERAL EXTERIOR ELEVATION NOTES:

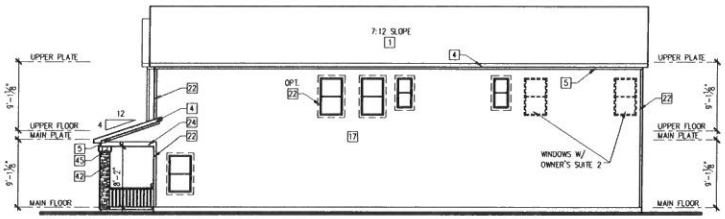
- GRADE CONDITIONS MAY VARY FOR INDIVIDUAL SITE FROM THAT SHOWN.
- PROVIDE ROOF AND SOFFIT VENTS AS SPECIFIED BY BUILDER.
- PROVIDE GUTTERS AND DOWNSPOUTS AS SPECIFIED BY BUILDER.

FOR EXTERIOR FINISH MATERIALS; SIDING, MASONRY AND TRIM PACKAGES REFER TO BUILDER'S SPECIFICATIONS.
VINYL / PVC AND FIBER CEMENT BOARD ARE INTERCHANGEABLE PER COMMUNITY.



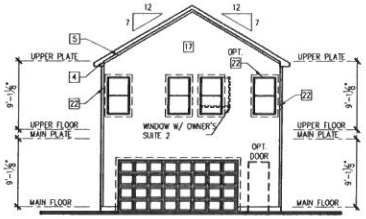
Left Elevation

0 4' 8' 16'



Right Elevation

0 4' 8' 16'



Rear Elevation

0 4' 8' 16'

Elevation E

NOTE:
DOUBLE UNDERLAYMENT ON ALL ROOFS WITH A PITCH LESS THAN 4:12 USE CORROSION RESISTANT FLASHING AT ALL ROOF TO WALL INTERSECTIONS

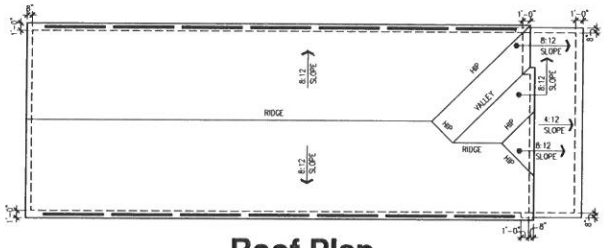
ISSUE DATE: 01-19-2017
REVISIONS
05-08-2017
06/06/2017

Meritage Homes

Meritage Homes
24' Single Family Product

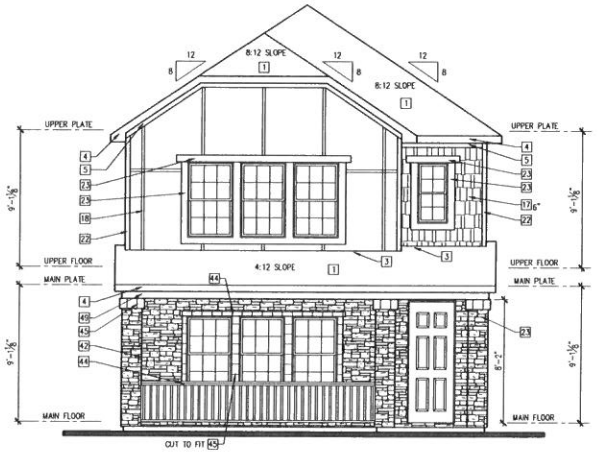
JOB NO: SF150542.00 PROJ MGR CE
DRAWN: TB CHECKED: CE
ELEVATION E
EXTERIOR ELEVATIONS & ROOF PLAN

2511
A3.1E



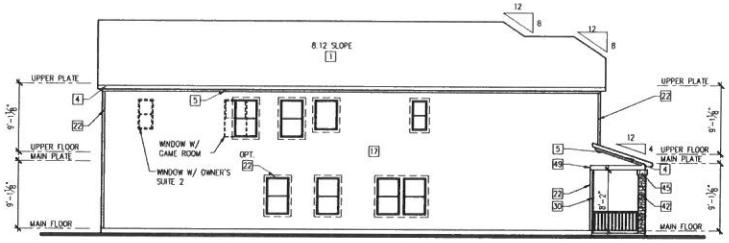
Roof Plan

0 4' 8' 16'



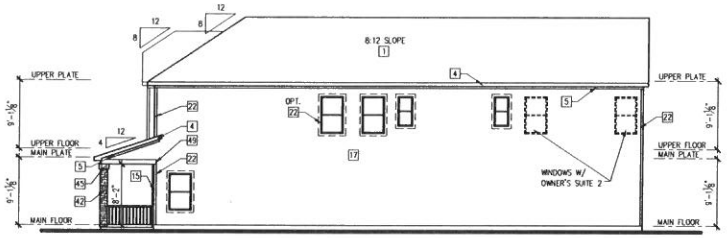
Front Elevation

0 2' 4' 8'



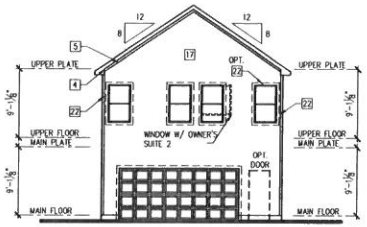
Left Elevation

0 4' 8' 16'



Right Elevation

0 4' 8' 16'



Rear Elevation

0 4' 8' 16'

Elevation F

6

CONSTRUCTION ASSEMBLIES:

1 THE FOLLOWING KEYNOTES REFERENCE THE SYMBOLS AS SHOWN ON PLANS

A. ROOF CONSTRUCTION: ROOFING PER BUILDER SPEC ON UNDERLAYMENT ON ROOF SHEATHING ON ROOF FRAMING MEMBERS. CEILING: ½" GYPSUM BOARD WITH INSULATION ABOVE.

B1. TYPICAL SIDING WALL CONSTRUCTION: SIDING ON WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2x4 OR 2x6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES. INTERIOR: ½" GYPSUM BOARD.

B2. TYPICAL STONE VENEER WALL CONSTR.: ADHERED SYNTHETIC STONE VENEER (INSTALLED PER MFR'S SPECS.) OVER WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2x4 OR 2x6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES. INTERIOR: ½" GYPSUM BOARD.

B3. TYPICAL BRICK WALL CONSTRUCTION: BRICK VENEER w/ MASONRY TIES 16" o.c. HORIZONTAL & VERTICAL OVER WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2X4 OR 2X6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES. INTERIOR: ½" GYPSUM BOARD

C. TYPICAL FLOOR CONSTRUCTION: FINISHED FLOORING ON ¾" FLOOR SHEATHING ON FLOOR FRAMING AS NOTED ON STRUCTURAL DRAWINGS. MAIN FLOOR CEILING: ½" GYPSUM BOARD.

D. CONCRETE SLAB CONSTRUCTION: CONCRETE SLAB OVER 6 MIL. POLYETHYLENE VAPOR BARRIER OVER 4" MINIMUM GRANULAR FILL.

GENERAL EXTERIOR ELEVATION NOTES:

- GRADE CONDITIONS MAY VARY FOR INDIVIDUAL SITE FROM THAT SHOWN.
- PROVIDE ROOF AND SOFFIT VENTS AS SPECIFIED BY BUILDER.
- PROVIDE GUTTERS AND DOWNSPOUTS AS SPECIFIED BY BUILDER.

FOR EXTERIOR FINISH MATERIALS: SIDING, MASONRY AND TRIM PACKAGES REFER TO BUILDER'S SPECIFICATIONS. VINYL / PVC AND FIBER CEMENT BOARD ARE INTERCHANGEABLE PER COMMUNITY.

NOTE:
DOUBLE UNDERLAYMENT ON ALL ROOFS WITH A PITCH LESS THAN 4:12 USE CORROSION RESISTANT FLASHING AT ALL ROOF TO WALL INTERSECTIONS

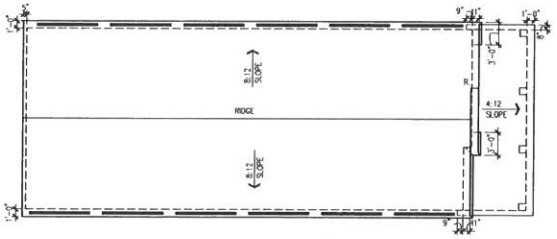
ISSUE DATE: 01-15-2017
REVISIONS
05-05-2017
06-06-2017

Meritage Homes

Meritage Homes
24' Single Family Product

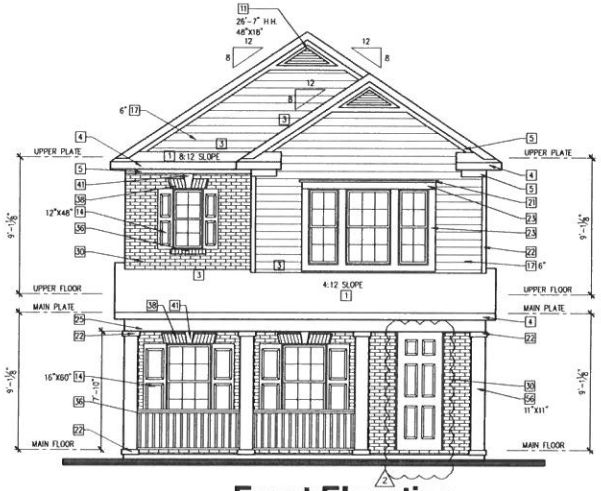
JOB NO: SF 150542.00 PROJ MGR: CE
DRAWN: TB CHECKED: CE
ELEVATION F
EXTERIOR ELEVATIONS & ROOF PLAN

2511
A3.1F



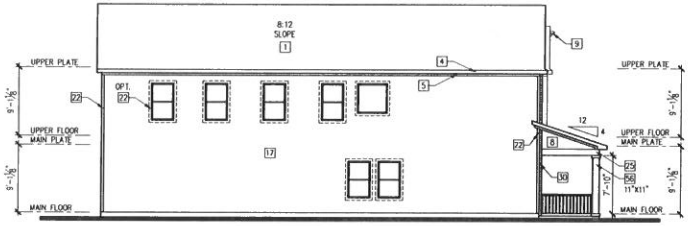
Roof Plan

0 4' 8' 16'



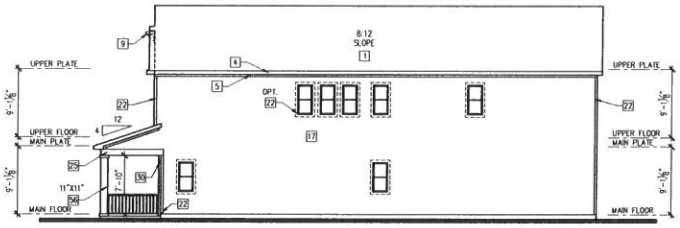
Front Elevation

0 2' 4' 8'



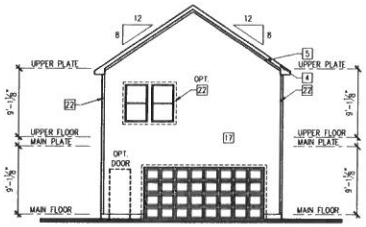
Left Elevation

0 4' 8' 16'



Right Elevation

0 4' 8' 16'



Rear Elevation

0 4' 8' 16'

CONSTRUCTION ASSEMBLIES:

1 THE FOLLOWING KEYNOTES REFERENCE THE SYMBOLS AS SHOWN ON PLANS.

A. ROOF CONSTRUCTION: ROOFING PER BUILDER SPEC ON UNDERLAYMENT ON ROOF SHEATHING ON ROOF FRAMING MEMBERS.
CEILING: ½" GYPSUM BOARD WITH INSULATION ABOVE.

B1. TYPICAL SIDING WALL CONSTRUCTION: SIDING ON WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2x4 OR 2x6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
INTERIOR: ½" GYPSUM BOARD.

B2. TYPICAL STONE VENEER WALL CONSTR.: ADHERED SYNTHETIC STONE VENEER (INSTALLED PER MFR'S SPECS.) OVER WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2x4 OR 2x6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
INTERIOR: ½" GYPSUM BOARD.

B3. TYPICAL BRICK WALL CONSTRUCTION: BRICK VENEER w/ MASONRY TIES 16" o.c. HORIZONTAL & VERTICAL OVER WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2X4 OR 2X6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
INTERIOR: ½" GYPSUM BOARD

C. TYPICAL FLOOR CONSTRUCTION: FINISHED FLOORING ON ¾" FLOOR SHEATHING ON FLOOR FRAMING AS NOTED ON STRUCTURAL DRAWINGS.
MAIN FLOOR CEILING: ½" GYPSUM BOARD.

D. CONCRETE SLAB CONSTRUCTION: CONCRETE SLAB OVER 6 MIL. POLYETHYLENE VAPOR BARRIER OVER 4" MINIMUM GRANULAR FILL.

GENERAL EXTERIOR ELEVATION NOTES:

- GRADE CONDITIONS MAY VARY FOR INDIVIDUAL SITE FROM THAT SHOWN.
- PROVIDE ROOF AND SOFFIT VENTS AS SPECIFIED BY BUILDER.
- PROVIDE GUTTERS AND DOWNSPOUTS AS SPECIFIED BY BUILDER.

FOR EXTERIOR FINISH MATERIALS; SIDING, MASONRY AND TRIM PACKAGES REFER TO BUILDER'S SPECIFICATIONS. VINYL / PVC AND FIBER CEMENT BOARD ARE INTERCHANGEABLE PER COMMUNITY.

NOTE:
DOUBLE UNDERLAYMENT ON ALL ROOFS WITH A PITCH LESS THAN 4:12 USE CORROSION RESISTANT FLASHING AT ALL ROOF TO WALL INTERSECTIONS

Elevation A

ISSUE DATE: 01-15-2017
REVISIONS
05-04-2017
06-06-2017

Meritage Homes

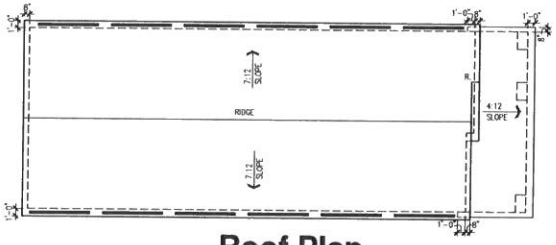
Meritage Homes
24' Single Family Product

JOB NO: SF-150542.00 PROJ MGR: CE
DRAWN: JW CHECKED: CE

ELEVATION A
EXTERIOR ELEVATIONS & ROOF PLAN

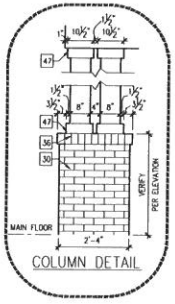
2220

A3.1A

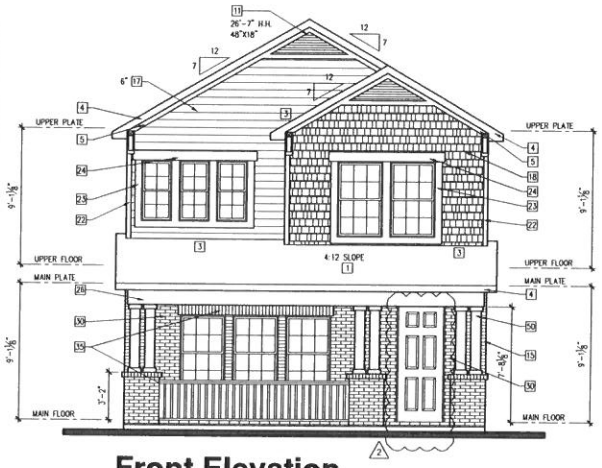


Roof Plan

0 4' 8' 16'

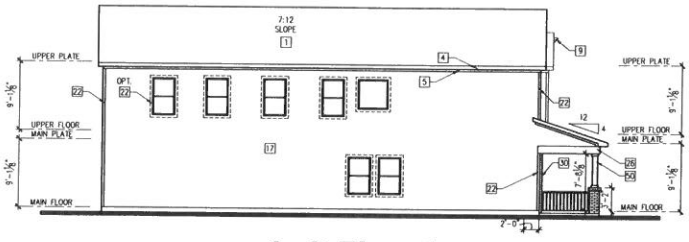


COLUMN DETAIL



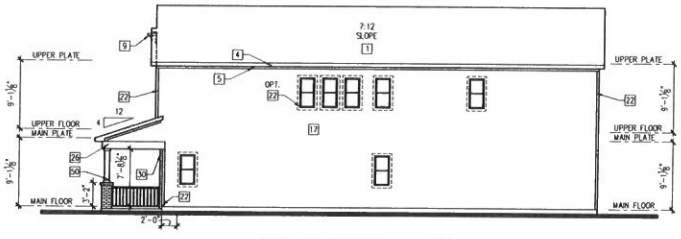
Front Elevation

0 2' 4' 8'



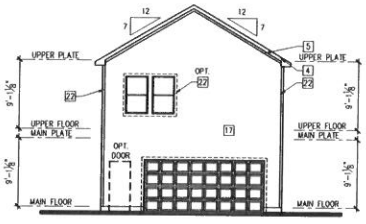
Left Elevation

0 4' 8' 16'



Right Elevation

0 4' 8' 16'



Rear Elevation

0 4' 8' 16'

Elevation B

NOTE:
DOUBLE UNDERLAYMENT ON ALL ROOFS WITH A PITCH LESS THAN 4:12 USE CORROSION RESISTANT FLASHING AT ALL ROOF TO WALL INTERSECTIONS

CONSTRUCTION ASSEMBLIES:

1 THE FOLLOWING KEYNOTES REFERENCE THE SYMBOLS AS SHOWN ON PLANS

A. ROOF CONSTRUCTION:
ROOFING PER BUILDER SPEC ON UNDERLAYMENT ON ROOF SHEATHING ON ROOF FRAMING MEMBERS.
CEILING: ½" GYPSUM BOARD WITH INSULATION ABOVE.

B1. TYPICAL SIDING WALL CONSTRUCTION:
SIDING ON WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2x4 OR 2x6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
INTERIOR: ½" GYPSUM BOARD.

B2. TYPICAL STONE VENEER WALL CONSTR.:
ADHERED SYNTHETIC STONE VENEER (INSTALLED PER MFR'S SPECS.) OVER WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2x4 OR 2x6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
INTERIOR: ½" GYPSUM BOARD.

B3. TYPICAL BRICK WALL CONSTRUCTION:
BRICK VENEER w/ MASONRY TIES 16" o.c. HORIZONTAL & VERTICAL OVER WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2X4 OR 2X6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
INTERIOR: ½" GYPSUM BOARD

C. TYPICAL FLOOR CONSTRUCTION:
FINISHED FLOORING ON ¾" FLOOR SHEATHING ON FLOOR FRAMING AS NOTED ON STRUCTURAL DRAWINGS.
MAIN FLOOR CEILING: ½" GYPSUM BOARD.

D. CONCRETE SLAB CONSTRUCTION: CONCRETE SLAB OVER 6 MIL. POLYETHYLENE VAPOR BARRIER OVER 4" MINIMUM GRANULAR FILL.

GENERAL EXTERIOR ELEVATION NOTES:

- GRADE CONDITIONS MAY VARY FOR INDIVIDUAL SITE FROM THAT SHOWN.
- PROVIDE ROOF AND SOFFIT VENTS AS SPECIFIED BY BUILDER.
- PROVIDE GUTTERS AND DOWNSPOUTS AS SPECIFIED BY BUILDER.

FOR EXTERIOR FINISH MATERIALS; SIDING, MASONRY AND TRIM PACKAGES REFER TO BUILDER'S SPECIFICATIONS.
VINYL/ PVC AND FIBER CEMENT BOARD ARE INTERCHANGEABLE PER COMMUNITY.

ISSUE DATE: 01-13-2017
REVISIONS
06-06-2017 DEVELOPER

Meritage Homes

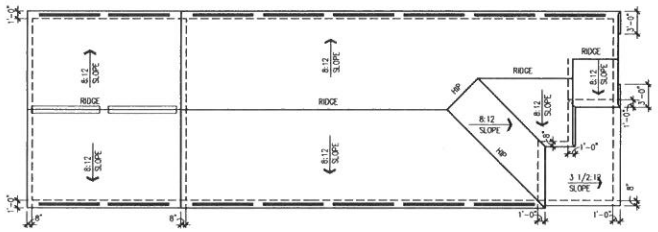
Meritage Homes
24' Single Family Product

JOB NO: SF150642.00 PROJ MGR: CE
DRAWN: TS CHECKED: CE

ELEVATION B
EXTERIOR ELEVATIONS & ROOF PLAN

2220

A3.1B



Roof Plan

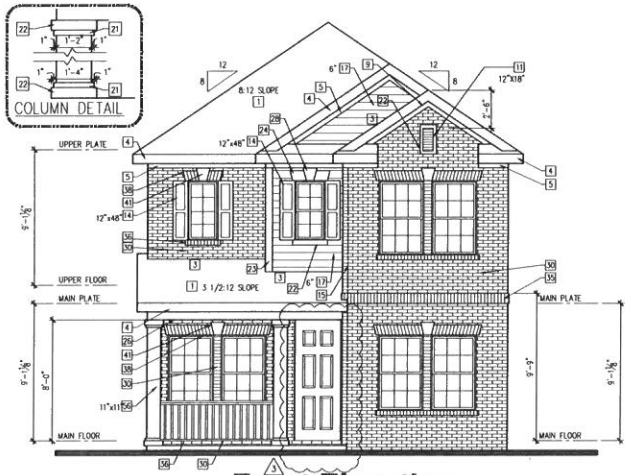
0 4' 8' 16'

ATTIC VENTILATION			
AREA 1:			
ATTIC AREA:			539 SQ.FT.
VENT RATIO:			1/300
REQUIRED VENTILATION:			259 SQ. IN.
PROPOSED VENTILATION:			262.4 SQ. IN.
VENT TYPE MFR	QUAN.	AREA:	TOTAL:
LOWER 50% ATTIC SPACE:			
CONTINUOUS SOFFIT	4	37.5 SQ.IN.	149.9 SQ. IN.
UPPER 50% ATTIC SPACE:			
RIGID ROLL VENT	9	12.5 SQ.IN.	112.5 SQ. IN.

NOTE: ATTIC AREAS WHICH USE THE 1:300 RATIO HAVE BEEN DESIGNED SO THAT 50% OF THE REQUIRED VENTILATION AREA IS PROVIDED IN THE UPPER PORTION OF THE ATTIC SPACE AND 50% IN THE LOWER PORTION.

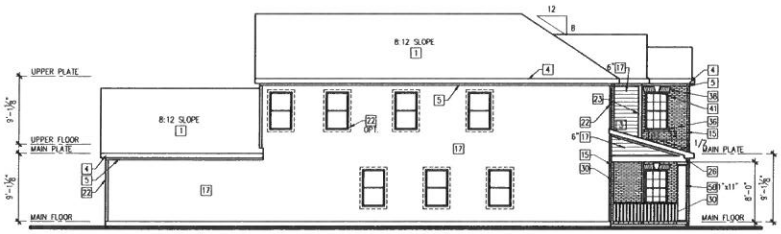
GENERAL CONTRACTOR SHALL VERIFY THE NET FREE VENTILATION OF THE VENT PRODUCT SELECTED AGAINST THOSE NOTED ABOVE. THE REQUIRED VENTILATION SHALL BE MAINTAINED. PROVIDE INSULATION STOP SUCH THAT INSULATION DOES NOT OBSTRUCT FREE AIR MOVEMENT AS REQUIRED BY THE BUILDING OFFICIAL.

ALL OVERLAP FRAMED ROOF AREAS SHALL HAVE OPENINGS BETWEEN THE ADJACENT ATTICS IN THE ROOF SHEATHING (AS ALLOWED BY THE STRUCTURAL ENGINEER) TO ALLOW PASSAGE AND ATTIC VENTILATION BETWEEN THE TWO OR ISOLATED ATTIC SPACES SHALL BE VENTED INDEPENDENTLY TO IRC/IBC REQUIREMENTS.



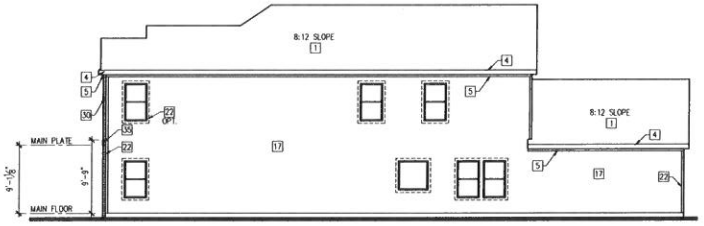
Front Elevation

0 2' 4' 8'



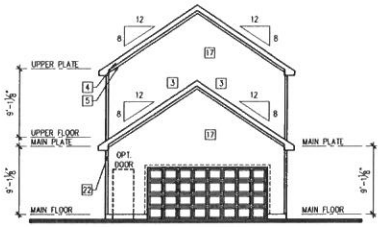
Left Elevation

0 4' 8' 16'



Right Elevation

0 4' 8' 16'



Rear Elevation

0 4' 8' 16'

Elevation A

NOTE:
DOUBLE UNDERLAYMENT ON ALL ROOFS WITH A PITCH LESS THAN 4:12 USE CORROSION RESISTANT FLASHING AT ALL ROOF TO WALL INTERSECTIONS

CONSTRUCTION ASSEMBLIES:

1 THE FOLLOWING KEYNOTE'S REFERENCE THE SYMBOLS AS SHOWN ON PLANS

A. ROOF CONSTRUCTION:
ROOFING PER BUILDER SPEC ON UNDERLAYMENT ON ROOF SHEATHING ON ROOF FRAMING MEMBERS.
CEILING: ½" GYPSUM BOARD WITH INSULATION ABOVE.

B1. TYPICAL SIDING WALL CONSTRUCTION:
SIDING ON WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2x4 OR 2x6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
INTERIOR: ½" GYPSUM BOARD.

B2. TYPICAL STONE VENEER WALL CONSTR.:
ADHERED SYNTHETIC STONE VENEER (INSTALLED PER MFR'S SPECS.) OVER WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2x4 OR 2x6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
INTERIOR: ½" GYPSUM BOARD.

B3. TYPICAL BRICK WALL CONSTRUCTION:
BRICK VENEER w/ MASONRY TIES 16" o.c. HORIZONTAL & VERTICAL OVER WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2X4 OR 2X6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
INTERIOR: ½" GYPSUM BOARD

C. TYPICAL FLOOR CONSTRUCTION:
FINISHED FLOORING ON ¾" FLOOR SHEATHING ON FLOOR FRAMING AS NOTED ON STRUCTURAL DRAWINGS.
MAIN FLOOR CEILING: ½" GYPSUM BOARD.

D. CONCRETE SLAB CONSTRUCTION: CONCRETE SLAB OVER 6 MIL. POLYETHYLENE VAPOR BARRIER OVER 4" MINIMUM GRANULAR FILL.

GENERAL EXTERIOR ELEVATION NOTES:

- GRADE CONDITIONS MAY VARY FOR INDIVIDUAL SITE FROM THAT SHOWN.
- PROVIDE ROOF AND SOFFIT VENTS AS SPECIFIED BY BUILDER.
- PROVIDE GUTTERS AND DOWNSPOUTS AS SPECIFIED BY BUILDER.

FOR EXTERIOR FINISH MATERIALS; SIDING, MASONRY AND TRIM PACKAGES REFER TO BUILDER'S SPECIFICATIONS.
VINYL/ PVC AND FIBER CEMENT BOARD ARE INTERCHANGEABLE PER COMMUNITY.

ISSUE DATE: 01-13-2017
REVISIONS
05-05-2017
06/06/2017

Meritage Homes

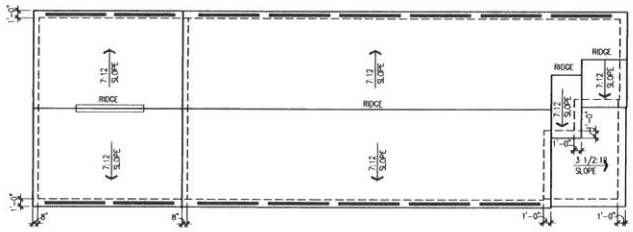
Meritage Homes
24' Single Family Product

JOB NO: SF150542.00 PROJ MGR: CE
DRAWN: TS CHECKED: CE

ELEVATION A
EXTERIOR ELEVATIONS & ROOF PLAN

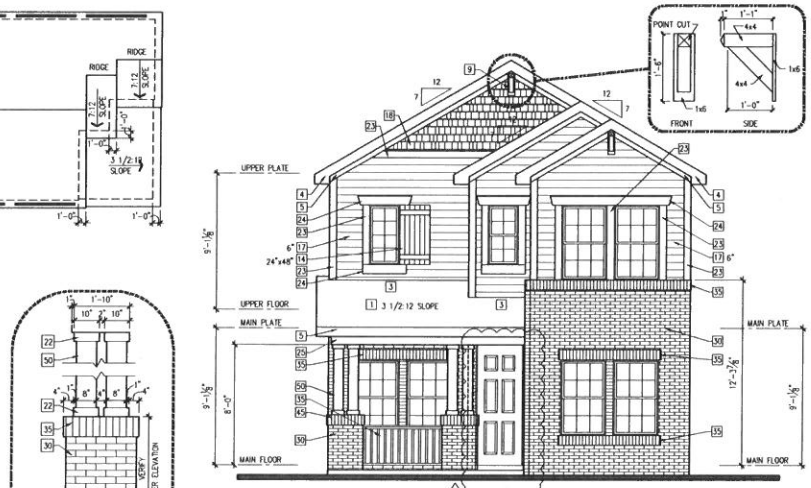
2431

A3.1A



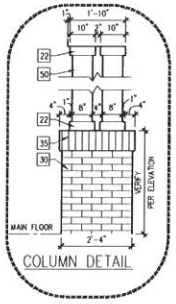
Roof Plan

0 4' 8' 16'



Front Elevation

0 2' 4' 8'



COLUMN DETAIL

CONSTRUCTION ASSEMBLIES:

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A. ROOF CONSTRUCTION:
ROOFING PER BUILDER SPEC ON UNDERLAYMENT ON ROOF SHEATHING ON ROOF FRAMING MEMBERS.
CEILING: ½" GYPSUM BOARD WITH INSULATION ABOVE.

B1. TYPICAL SIDING WALL CONSTRUCTION:
SIDING ON WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2x4 OR 2x6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
INTERIOR: ½" GYPSUM BOARD.

B2. TYPICAL STONE VENEER WALL CONSTR.:
ADHERED SYNTHETIC STONE VENEER (INSTALLED PER MFR'S SPECS.) OVER WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2x4 OR 2x6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
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B3. TYPICAL BRICK WALL CONSTRUCTION:
BRICK VENEER w/ MASONRY TIES 16" o.c. HORIZONTAL & VERTICAL OVER WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2X4 OR 2X6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
INTERIOR: ½" GYPSUM BOARD

C. TYPICAL FLOOR CONSTRUCTION:
FINISHED FLOORING ON ¾" FLOOR SHEATHING ON FLOOR FRAMING AS NOTED ON STRUCTURAL DRAWINGS.
MAIN FLOOR CEILING: ½" GYPSUM BOARD.

D. CONCRETE SLAB CONSTRUCTION: CONCRETE SLAB OVER 6 MIL. POLYETHYLENE VAPOR BARRIER OVER 4" MINIMUM GRANULAR FILL.

GENERAL EXTERIOR ELEVATION NOTES:

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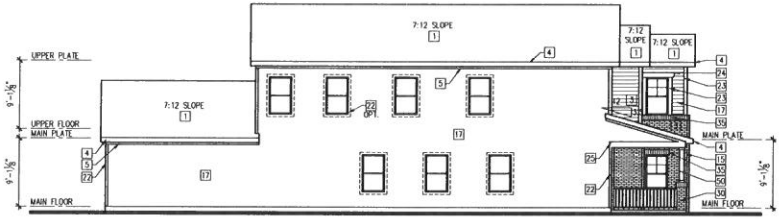
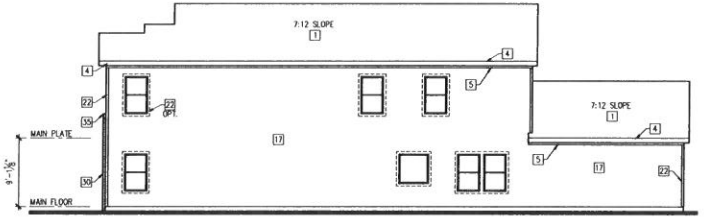


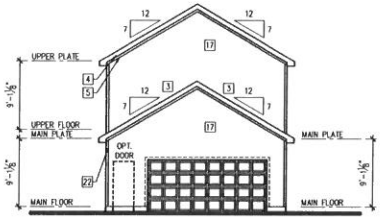
Left Elevation

0 4' 8' 16'



Right Elevation

0 4' 8' 16'



Rear Elevation

0 4' 8' 16'

Elevation B

NOTE:
DOUBLE UNDERLAYMENT ON ALL ROOFS WITH A PITCH LESS THAN 4:12 USE CORROSION RESISTANT FLASHING AT ALL ROOF TO WALL INTERSECTIONS

ISSUE DATE: 01-19-2017
REVISIONS
05-05-2017
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Meritage Homes

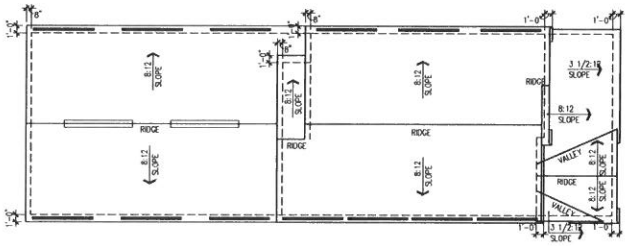
Meritage Homes
24' Single Family Product

JOB NO: SF150542.00 PROJ MGR: CE
DRAWN: TB CHECKED: CE

ELEVATION B
EXTERIOR ELEVATIONS & ROOF PLAN

2431

A3.1B



Roof Plan

0 4' 8' 16'

ATTIC VENTILATION			
AREA 1:			
ATTIC AREA:			878 SQ.FT
VENT RATIO:			1/300
REQUIRED VENTILATION:			421 SQ. IN
PROPOSED VENTILATION:			449.0 SQ. IN
VENT TYPE MFR:	QUAN:	AREA:	TOTAL
LOWER 50% ATTIC SPACE:			
CONTINUOUS SOFFIT	6	37.5 SQ.IN.	224.0 SQ. IN
UPPER 50% ATTIC SPACE:			
RIGID ROLL VENT	18	12.5 SQ.IN.	225.0 SQ. IN

NOTE: ATTIC AREAS WHICH USE THE 1:300 RATIO HAVE BEEN DESIGNED SO THAT 50% OF THE REQUIRED VENTILATION AREA IS PROVIDED IN THE UPPER PORTION OF THE ATTIC SPACE AND 50% IN THE LOWER PORTION.

GENERAL CONTRACTOR SHALL VERIFY THE NET FREE VENTILATION OF THE VENT PRODUCT SELECTED AGAINST THOSE NOTED ABOVE. THE REQUIRED VENTILATION SHALL BE MAINTAINED. PROVIDE INSULATION STOP SUCH THAT INSULATION DOES NOT OBSTRUCT FREE AIR MOVEMENT AS REQUIRED BY THE BUILDING OFFICIAL.

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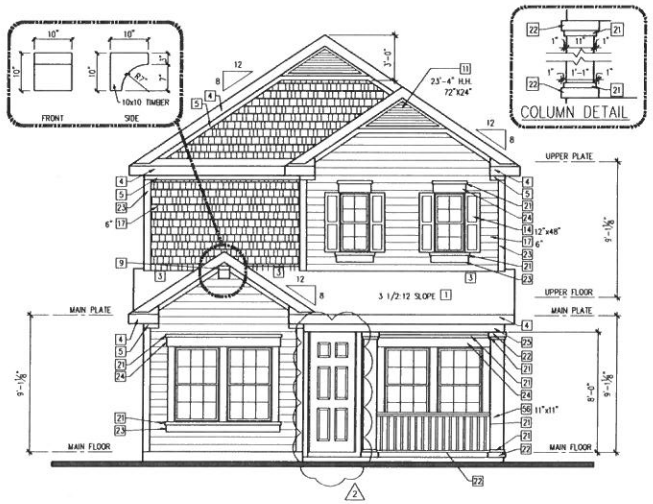

Front Elevation

0 2' 4' 8'

CONSTRUCTION ASSEMBLIES:

1 THE FOLLOWING KEYNOTES REFERENCE THE SYMBOLS AS SHOWN ON PLANS

A. ROOF CONSTRUCTION:
ROOFING PER BUILDER SPEC ON UNDERLAYMENT ON ROOF SHEATHING ON ROOF FRAMING MEMBERS.
CEILING: ½" GYPSUM BOARD WITH INSULATION ABOVE.

B1. TYPICAL SIDING WALL CONSTRUCTION:
SIDING ON WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2x4 OR 2x6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
INTERIOR: ½" GYPSUM BOARD.

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ADHERED SYNTHETIC STONE VENEER (INSTALLED PER MFR'S SPECS.) OVER WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2x4 OR 2x6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES
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C. TYPICAL FLOOR CONSTRUCTION:
FINISHED FLOORING ON ¾" FLOOR SHEATHING ON FLOOR FRAMING AS NOTED ON STRUCTURAL DRAWINGS.
MAIN FLOOR CEILING: ½" GYPSUM BOARD.

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GENERAL EXTERIOR ELEVATION NOTES:

- GRADE CONDITIONS MAY VARY FOR INDIVIDUAL SITE FROM THAT SHOWN.
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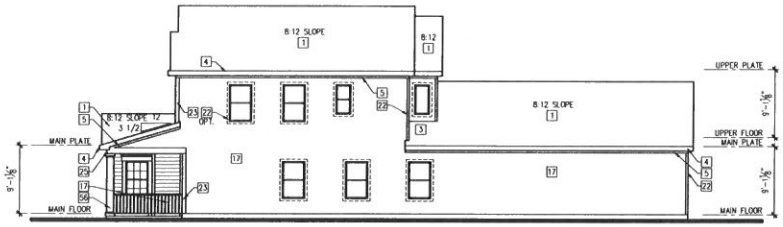
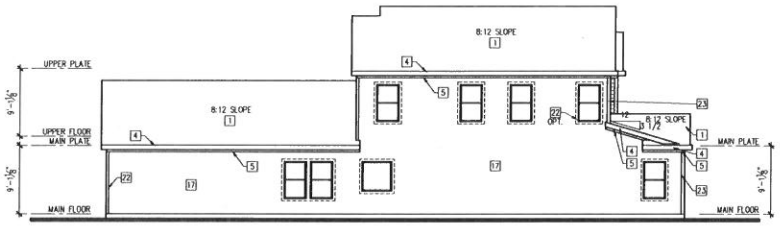


Right Elevation

0 4' 8' 16'



Left Elevation

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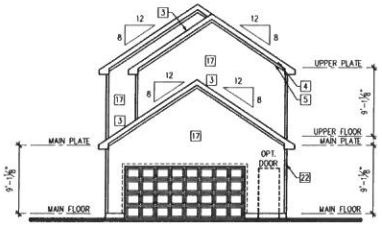


Rear Elevation

0 4' 8' 16'

Elevation A

NOTE:
DOUBLE UNDERLAYMENT ON ALL ROOFS WITH A PITCH LESS THAN 4:12 USE CORROSION RESISTANT FLASHING AT ALL ROOF TO WALL INTERSECTIONS

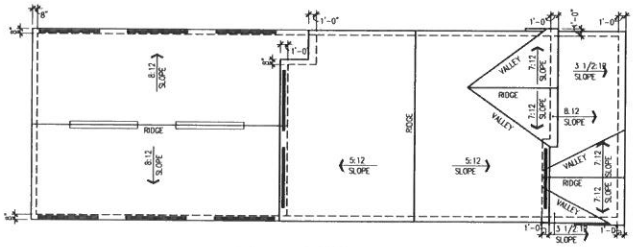
ISSUE DATE: 01-13-2017
REVISIONS
02-01-2017
04/06/2017

Meritage Homes

Meritage Homes
24' Single Family Product

JOB NO: SF 150542.00 PROJ MGR: CE
DRAWN: TS CHECKED: CE
ELEVATION A
EXTERIOR ELEVATIONS & ROOF PLAN

1979
A3.1A



Roof Plan

0 4' 8' 16'

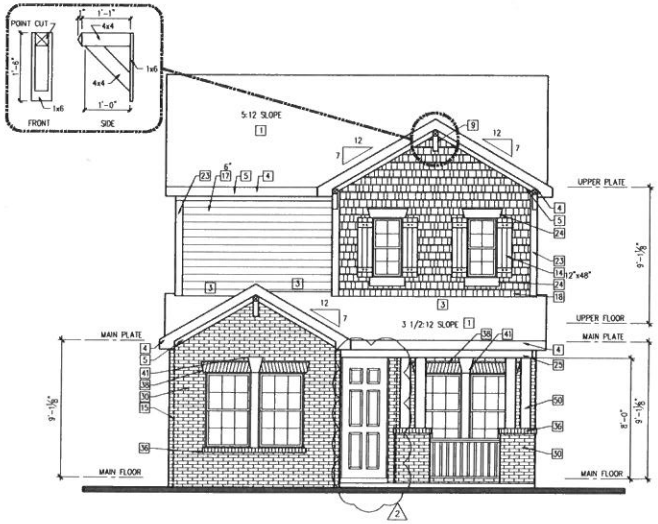
ATTIC VENTILATION			
AREA 1:			
ATTIC AREA:			878 SQ.FT.
VENT RATIO:			1:300
REQUIRED VENTILATION:			421 SQ. IN.
PROPOSED VENTILATION:			449.8 SQ. IN.
VENT TYPE MFR:	QUAN.	AREA:	TOTAL:
LOWER 50% ATTIC SPACE:			
CONTINUOUS SOFFIT	6	37.5 SQ.IN.	224.8 SQ. IN.
UPPER 50% ATTIC SPACE:			
RIGID ROLL VENT	18	12.5 SQ.IN.	225.0 SQ. IN.

NOTE: ATTIC AREAS WHICH USE THE 1:300 RATIO HAVE BEEN DESIGNED SO THAT 50% OF THE REQUIRED VENTILATION AREA IS PROVIDED IN THE UPPER PORTION OF THE ATTIC SPACE AND 50% IN THE LOWER PORTION.

GENERAL CONTRACTOR SHALL VERIFY THE NET FREE VENTILATION OF THE VENT PRODUCT SELECTED AGAINST THOSE NOTED ABOVE. THE REQUIRED VENTILATION SHALL BE MAINTAINED. PROVIDE INSULATION STOP SUCH THAT INSULATION DOES NOT OBSTRUCT FREE AIR MOVEMENT AS REQUIRED BY THE BUILDING OFFICIAL.

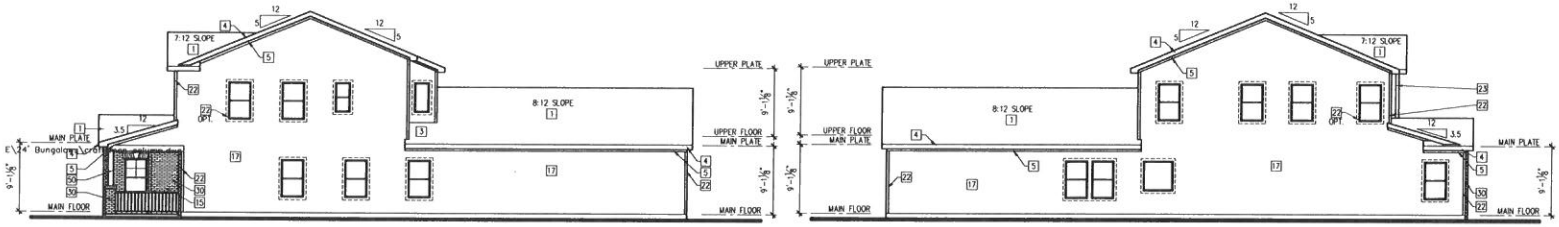
ALL OVERLAP FRAMED ROOF AREAS SHALL HAVE OPENINGS BETWEEN THE ADJACENT ATTICS IN THE ROOF SHEATHING (AS ALLOWED BY THE STRUCTURAL ENGINEER) TO ALLOW PASSAGE AND ATTIC VENTILATION BETWEEN THE TWO OR ISOLATED ATTIC SPACES SHALL BE VENTED INDEPENDENTLY TO IRC/IBC REQUIREMENTS.

Xref P:\Brook



Front Elevation

0 2' 4' 8'

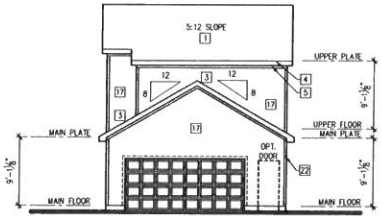


Right Elevation

0 4' 8' 16'

Left Elevation

0 4' 8' 16'



Rear Elevation

0 4' 8' 16'

Elevation B

NOTE:
DOUBLE UNDERLAYMENT ON ALL ROOFS WITH A PITCH LESS THAN 4:12 USE CORROSION RESISTANT FLASHING AT ALL ROOF TO WALL INTERSECTIONS

CONSTRUCTION ASSEMBLIES:

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ISSUE DATE: 01-13-2017
REVISIONS
05-05-2017 PLAN CHECK

Meritage Homes

Meritage Homes
24' Single Family Product

JOB NO: SF1505G2.00 PROJ MGR: CE
DRAWN: TS CHECKED: CE

ELEVATION B
EXTERIOR ELEVATIONS & ROOF PLAN

1979

A3.1B

Cranford Drive Residential Development

Traffic Impact Analysis

Pineville, North Carolina

January 25, 2018

NORTH CAROLINA PROFESSIONAL SEAL 28430 ENGINEER JEFFREY P. HOCHANADEL

1/25/18

Prepared for:

Old East Ventures, LLC

TIMMONS GROUP
YOUR VISION ACHIEVED THROUGH OURS.

Contact: Jeff Hochanadel, PE, PTOE

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www.timmons.com

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Appendix B – Accident Data

Appendix C – Traffic Signal Plans

Appendix D – Synchro / SimTraffic Analysis Outputs

1 INTRODUCTION

This report presents the findings of the traffic impact analysis for the proposed Cranford Drive Residential Development. The development will be located off Main Street, in Pineville, NC (see **Figure 1-1**) and will consist of 320 single family residential units.

Analyses were completed for the 2017 Existing traffic volumes, 2021 Background traffic volumes, and the 2021 Build traffic volumes (background + site trips). The purpose of this assessment is as follows:

1. Verify that the existing geometry provided within the study area is sufficient to accommodate the projected traffic volumes; and

2. Determine what, if any, improvements are necessary at the proposed site driveway connections to Industrial Drive and the intersections of Franklin Street / Main Street and Cranford Drive / Main Street.

The following steps were taken to determine the potential traffic impacts associated with this project:

1. Data Collection – AM (7:00 – 9:00) and PM (4:00 – 6:00) peak hour turning movement counts were collected in April 2017 at the following four (4) intersections:

   - Franklin Street / Main Street (unsignalized);
   - Cranford Drive / Main Street (unsignalized);
   - Polk Street / Main Street / Pineville-Matthews Road (signalized); and
   - Industrial Drive / Pineville Road / Polk Street (signalized).

2. Trip Generation/Future Traffic – Traffic generated by the proposed development was estimated using the 9th edition of the Institute of Transportation Engineers' *Trip Generation Manual*. Trip generation was calculated using the total number of single family residential units (320) as the independent variable, as well as the average rate (per NCDOT guidelines). Projected future traffic volumes were calculated using a 2% ambient growth rate.

3. Trip Distribution and Projections – The distribution of site-generated trips was based on the distribution of existing area traffic. It was assumed, for purposes of analysis, that projected trips would follow the same patterns as existing traffic.

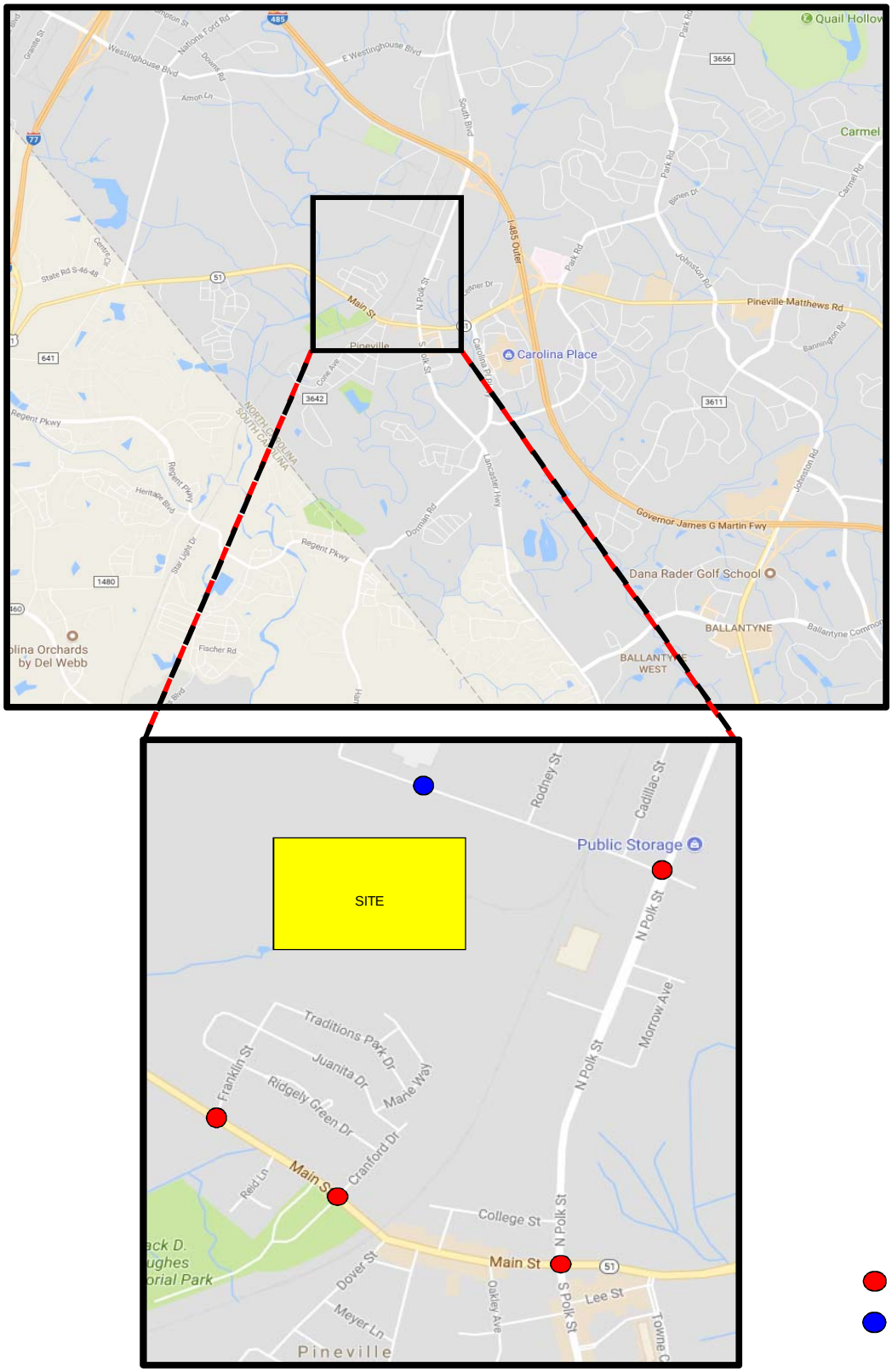
4. Traffic Capacity Analysis – Level of service analyses were performed using SYNCHRO Version 9.1 (Build 912, Rev 4) for the following intersections:

   - Franklin Street / Main Street;
   - Cranford Drive / Main Street;
   - Polk Street / Main Street / Pineville-Matthews Road;
   - Site Driveway #1 / Industrial Drive; and
   - Polk Street / Pineville Road / Industrial Drive.

5. Queuing Analysis – The 95th percentile queue lengths from the capacity analyses were analyzed at the intersections listed above.

6. Review of Proposed Improvements – Roadway improvements proposed to accommodate projected site-generated traffic were evaluated.

NOT TO SCALE



Legend

= Study Area Intersection

= Driveway Intersection

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Cranford Drive
Traffic Impact Analysis

Site Location Map

Figure

1-1

2 EXISTING INFORMATION

The proposed development will be located off Main Street west of Polk Street, in Pineville, NC, as shown on **Figure 1-1**.

2.1 STUDY LIMITS

Access to the proposed site will be provided through three connections to the outside roadway network. One northern connection will be made via Industrial Drive (Site Driveway #1). Two southern connections will be made by connecting to the existing Franklin Street and Cranford Drive roadway stubs. Site Driveway #1 will be located approximately 2,080' (C/L to C/L) west of Polk Street.

The entrances are shown graphically on **Figure 2-1** (all figures are located at the end of their respective chapter). **Figure 2-2** includes the preliminary site layout for the 320-unit development.

The study limits include the following five (5) intersections:

1. Franklin Street / Main Street
2. Cranford Drive / Main Street
3. Polk Street / Main Street / Pineville-Matthews Road
4. Site Driveway #1 / Industrial Drive
5. Polk Street / Pineville Road / Industrial Drive

2.2 EXISTING ROADWAYS

Franklin Street is a minor two-lane facility that runs approximately north-south in the project study area. The facility stretches from Main Street to just north of Traditions Park Drive, eventually ending as a roadway stub. The facility has a posted 20-mph speed limit and serves residential a development. For future project build-out, the subject development will connect to the existing Franklin Street roadway stub.

Cranford Drive is a minor two-lane facility that runs approximately north-south in the project study area. The facility stretches from Main Street to just north of Juanita Drive, eventually ending as a roadway stub. The facility has an assumed 20-mph speed limit and serves a residential development. For future project build-out, the subject development will connect to the existing Cranford Drive roadway stub.

SR 4982 (Polk Street / Pineville Road) is a four-lane facility that runs north-south, east of the project study area. The facility has a posted 45-mph speed limit and serves residential and commercial developments as well as commuter traffic. Polk Street / Pineville Road stretches from downtown Charlotte (beginning as Caldwell Street) southward to US-521 (changing names to Lancaster Highway).

NC-51 (Main Street / Pineville-Matthews Road) is a four-lane facility that runs approximately east-west, south of the project study area. The facility has a posted 45-mph speed limit and serves residential and commercial developments. Main Street / Pineville-Matthews Road stretches from US-21 in Fort Mill, SC (beginning as Rock Hill-Pineville Road) eastward to US-74 in Matthews, NC (eventually changing names to Matthews Township Parkway).

Industrial Drive is a two-lane facility that runs approximately east-west, north of the project study area. The facility has a posted 35-mph speed limit and primarily services the existing industrial park. Industrial Drive runs from Rodney Street to the northwest to Polk Street / Pineville Road to the east.

2.3 EXISTING INTERSECTIONS

Using available aerial imagery and site visits, Timmons Group compiled the existing geometry for each of the study area intersections. The existing intersection geometry is shown on **Figure 2-3** and used throughout all analyses.

Franklin Street / Main Street is an unsignalized intersection with the southbound Franklin Street approach encountering the stopped condition. The southbound Franklin Street approach includes a shared left / right-turn lane. The eastbound approach includes a shared through / left-turn lane and a single through lane. The westbound intersection approach includes a single through lane and a shared through / right-turn lane

Cranford Drive / Police Department Driveway / Main Street is an unsignalized intersection with the northbound Police Department Driveway and southbound Cranford Drive approaches encountering the stopped conditions. The northbound approach includes a single shared left / through / right-turn lane. The southbound Cranford Drive approach includes an exclusive left-turn lane and a shared through / right-turn lane. The east and westbound intersection approaches include a shared through / left-turn lane and a shared through / right-turn lane.

Polk Street / Main Street / Pineville-Matthews Road is an eight-phase signalized intersection with protected only left-turning movements for all four approaches. The northbound intersection approach includes dual left-turn lanes and a shared through / right-turn lane. The southbound intersection approach includes an exclusive left-turn lane, a shared through / left-turn lane, and an exclusive right-turn lane. The eastbound intersection approach includes an exclusive left-turn lane, a through lane, and a shared through / right-turn lane. The westbound intersection approach includes an exclusive left-turn lane, two through lanes, and an exclusive right-turn lane.

Polk Street / Pineville Road / Industrial Drive is an eight-phase signalized intersection with protected / permitted left-turn phasing for all four approaches. The north and southbound intersection approaches each include an exclusive left-turn lane, a through lane, and a shared through / right-turn lane. The east and westbound approaches each include an exclusive left-turn lane and a shared through / right-turn lane.

2.4 TRAFFIC VOLUMES

Timmons Group calculated peak hour volumes for the study area intersections using the AM (7:00 – 9:00) and PM (4:00 – 6:00) peak period turning movement counts undertaken in May / June 2017. Traffic count data is summarized in **Figure 2-4**. The complete traffic count data can be found in **Appendix A**.

2.5 AREA SAFETY REVIEW

Crash data for the past five-year period (May 2012 – April 2017) was provided by the NCDOT. Per **Table 2-1** below, the intersection of Main Street / Polk Street had the greatest number of accidents (91) followed by the intersection of Polk Street / Industrial Drive (28). The unsignalized study area intersections had less than 10 reported crashes during the analyzed period. No fatal crashes were reported for any of the study area intersections. A crash summary (provided in **Appendix B**) has been included for each of the existing study area intersections. **Table 2-1** below summarizes the number of crashes, type of crash (injury / property damage), and year of occurrence for each intersection.

Table 2-1: Crash Information

Location	2012	2013	2014	2015	2016	2017	Injury	Property Damage
Franklin Street / Main Street	1	0	0	2	1	1	0	5
Cranford Drive / Main Street	4	1	1	3	4	0	3	10
Polk Street / Main Street / Pineville-Matthews Road	9	6	12	21	34	9	11	80
Polk Street / Pineville Road / Industrial Drive	2	4	7	8	4	3	10	18

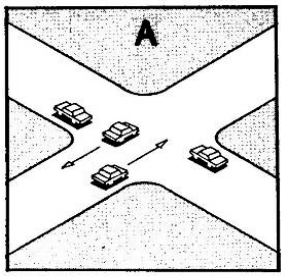
2.6 CAPACITY ANALYSIS

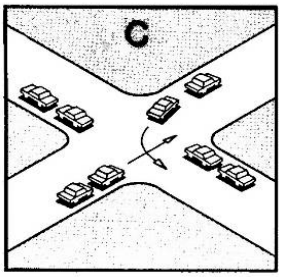
Using field observations, aerial photography, and traffic count data, traffic operations were analyzed during 2017 (existing) and 2021 (without and with the proposed development site trips).

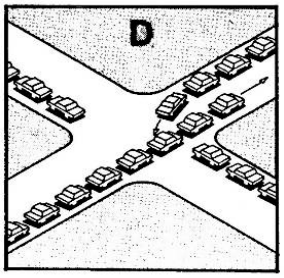
Capacity analysis allows traffic engineers to determine the impacts of traffic on the surrounding roadway network. The Transportation Research Board's (TRB) *Highway Capacity Manual* (HCM) methodologies govern how the capacity analyses are conducted and how the results are interpreted. There are six letter grades of Levels of Service (LOS) from A to F, with LOS A representing the best operating conditions and LOS F the worst operating conditions. At signalized intersections, an overall intersection LOS E is generally considered unacceptable. At unsignalized intersections, a LOS E is generally considered acceptable only if the side street encounters delay. Nevertheless, side streets typically function at a LOS F during peak traffic periods, because the traffic volumes often do not warrant a traffic signal to assist side street traffic. **Table 2-2** shows in detail how each of these levels of service are interpreted.

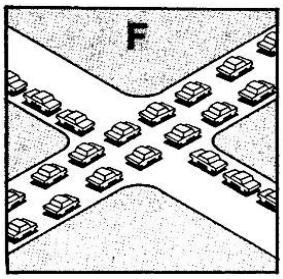
Table 2-2: Level of Service Definitions

Level of Service	Roadway Segments or Controlled Access Highways	Intersections
A	Free flow, low traffic density.	No vehicle waits longer than one signal indication.
B	Delay is not unreasonable, stable traffic flow.	On a rare occasion motorists wait through more than one signal indication.
C	Stable condition, movements somewhat restricted due to higher volumes, but not objectionable for motorists.	Intermittently drivers wait through more than one signal indication, and occasionally backups may develop behind left turning vehicles, traffic flow still stable and acceptable.
D	Movements more restricted, queues and delays may occur during short peaks, but lower demands occur often enough to permit clearing, thus preventing excessive backups.	Delays at intersections may become extensive with some, especially left-turning vehicles waiting two or more signal indications, but enough cycles with lower demand occur to permit periodic clearance, thus preventing excessive backups.
E	Actual capacity of the roadway invloves delay to all motorists due to congestion.	Very long queues may create lengthly delays, especially for left-turning vehicles.
F	Forced flow with demand volumes greater than capacity resulting in complete congestion. Volumes drop to zero in extreme cases.	Backups from locations downstream restrict or prevent movement of vehicles out of approach creating a storage ares during part or all of an hour.









SOURCE: *"A Policy on Design of Design of Urban Highways and Arterial Streets"* - AASHTO, 1973 based upon material published in *"Highway Capacity Manual"*, National Academy of Sciences, 1965.

For signalized and unsignalized intersections, level of service is defined in terms of **delay**, a measure of driver discomfort, frustration, fuel consumption and lost travel time. **Table 2-3** summarizes the delay associated with each LOS category:

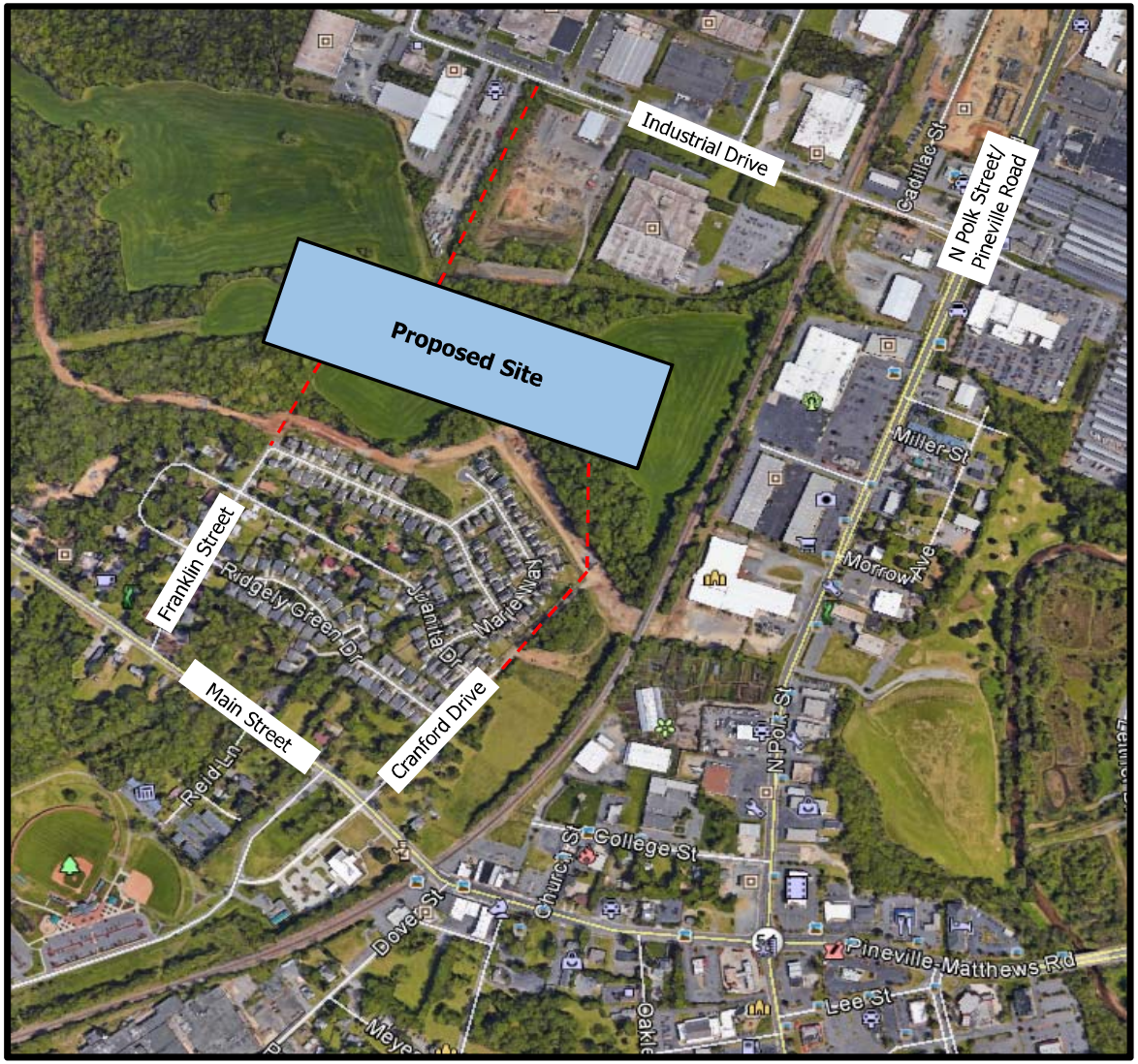
Table 2-3: Signalized and Unsignalized Intersection Level of Service Criteria

Signalized Intersections		Unsignalized Intersections	
Level of Service	Control Delay per Vehicle (sec/veh)	Level of Service	Average Control Delay (sec/veh)
A	≤ 10	A	0 to 10
B	> 10 to ≤ 20	B	> 10 to ≤ 15
C	> 20 to ≤ 35	C	> 15 to ≤ 25
D	> 35 to ≤ 55	D	> 25 to ≤ 35
E	> 55 to ≤ 80	E	> 35 to ≤ 50
F	> 80	F	> 50

Source: Exhibit 16-2 and Exhibit 17-2 from TRB's "Highway Capacity Manual 2000"

Capacity analyses were performed to assess operational conditions. Study area intersections were analyzed using SYNCHRO Version 9.1 (Build 912, Rev 4) based on Highway Capacity Manual (HCM) methodologies with the following assumptions:

- Existing grades;
- 12-foot lane widths;
- No parking activity, bus stops, or pedestrians;
- Peak hour factor (PHF) of 0.90;
- Heavy vehicle percentages 2%; and
- Optimized green splits with timing values found in the provided traffic signal plans (see **Appendix C**).



N

NOT TO SCALE

LEGEND:

- Existing Road
- Proposed Road
- Proposed Site
- Adjacent Site

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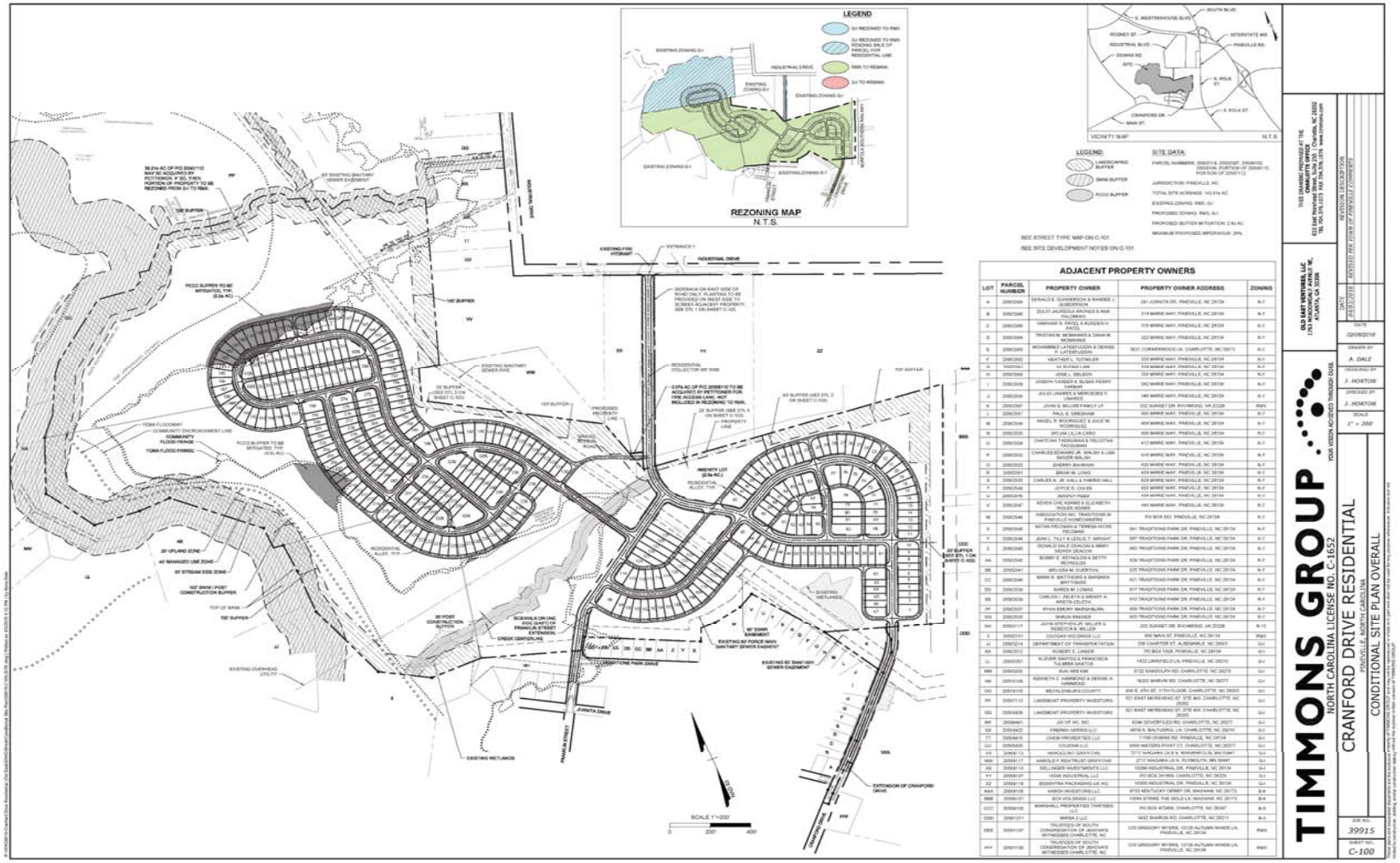
Cranford Drive
Traffic Impact Analysis
Surrounding Road Network

Figure 2-1



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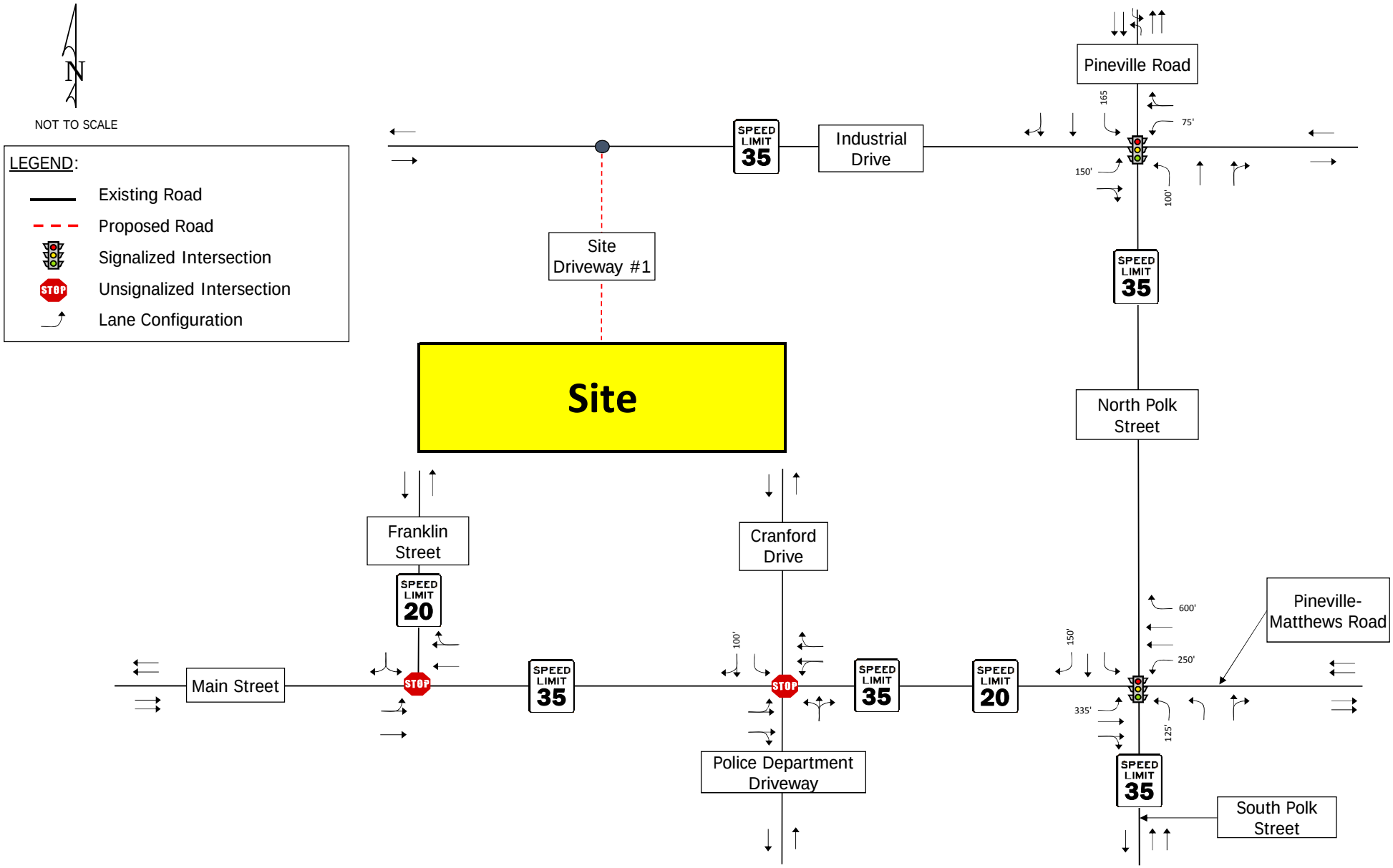
Cranford Drive
Traffic Impact Analysis
Preliminary Site Layout

Figure 2-2



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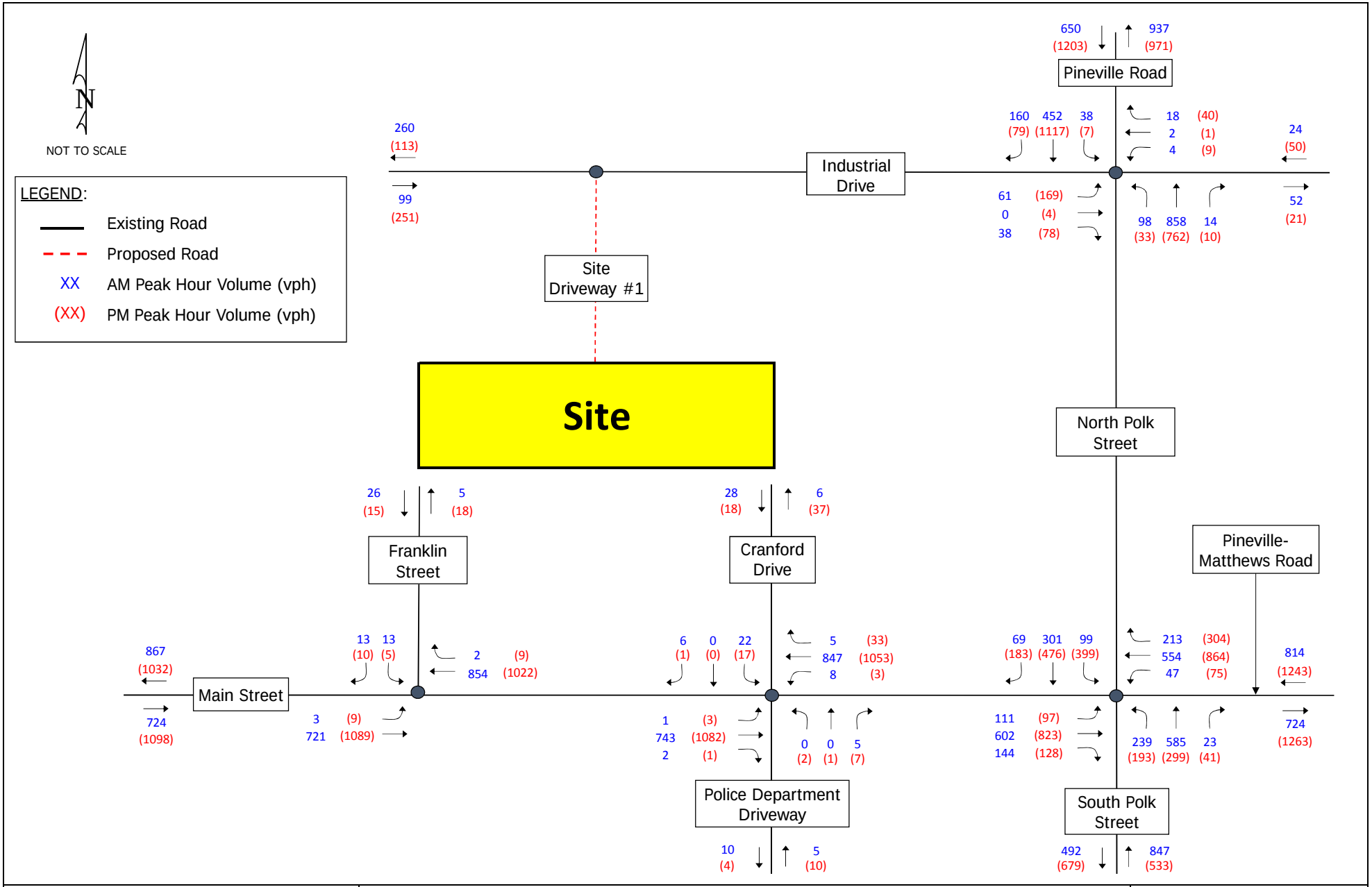
Cranford Drive
Traffic Impact Analysis
2017 Existing Lane Configuration

Figure 2-3



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Cranford Drive
Traffic Impact Analysis
2017 Existing Traffic Volumes

Figure 2-4

3 EXISTING AND BACKGROUND CONDITIONS AND ANALYSIS

3.1 2017 EXISTING ANALYSES

Table 3-1 summarizes the 2017 Existing intersection LOS, delay, and 95th percentile queue lengths based on the geometry shown on **Figure 2-3** and the 2017 Existing traffic volumes shown on **Figure 2-4**. The corresponding SYNCHRO output is included in **Appendix D**.

All unsignalized intersection movements at the intersection of Franklin Street / Main Street are currently operating at a LOS D or better during the AM and PM peak hours.

The southbound left-turn movement at the unsignalized intersection of Cranford Drive / Main Street is currently operating at a LOS F during the AM and PM peak hours. The northbound shared movement is also currently operating unacceptably (LOS E) during the PM peak hour. All other movements are currently operating at a LOS B or better during the AM and PM peak hours.

The signalized intersection of Polk Street / Main Street / Pineville-Matthews Road is currently operating at a LOS D during the AM peak hour and LOS E during the PM peak hour. During the PM peak, Synchro projects that the 95th percentile AM and PM peak hour queue lengths (147-feet during both peaks) for the northbound left-turn lane exceeds available storage (125-feet). Existing turn-lane storage is adequate to handle all remaining 95th percentile queue lengths.

The signalized intersection of Polk Street / Pineville Road / Industrial Drive is currently operating at a LOS B in the AM peak hour and LOS C during the PM peak hour. During the PM peak hour, Synchro projects that the 95th percentile queue length for the eastbound left-turn lane (171-feet) exceeds available storage (150-feet). Existing turn-lane storage is adequate to handle all remaining 95th percentile queue lengths.

Table 3-1: Intersection Level of Service, Delay and 95th Percentile Queue Summary 2017 Existing Traffic Volumes

Intersection and Type of Control	Movement and Approach	Turn Lane Storage (ft)	AM PEAK HOUR			PM PEAK HOUR		
			Delay [1] (sec/veh)	LOS [1]	95th Percentile Queue Length (ft)	Delay [1] (sec/veh)	LOS [1]	95th Percentile Queue Length (ft)
3: Main Street & Franklin Street	EB Left/Thru		0.2	A	0	0.5	A	1
	WB Thru/Right		0.0	0	0	0.0	0	0
	SB Left/Right		23.6	C	11	29.9	D	9
4: Police Department Driveway/Cranford Drive & Main Street	EB Left/Thru/Right		0.0	A	0	0.1	A	0
	WB Left/Thru/Right		0.3	A	1	0.1	A	0
	NB Left/Thru/Right		11.2	B	1	***37.3***	***E***	7
	SB Left		***51.3***	***F***	21	***126.5***	***F***	36
	SB Thru/Right	100	11.8	B	1	13.2	B	0
254: S Polk Street/N Polk Street & Main Street/Pineville-Matthews Road	EB Left	335	***76.0***	***E***	#193	***114.6***	***F***	#204
	EB Thru/Right		46.1	D	#403	***69.4***	***E***	#616
	EB Approach		49.9	D	--	***73.6***	***E***	--
	WB Left	250	***61.5***	***E***	82	***90.0***	***F***	#150
	WB Thru		44.2	D	289	***55.3***	***E***	#524
	WB Right	600	29.0	C	204	14.7	B	200
	WB Approach		41.2	D	--	47.4	D	--
	NB Dual Lefts	125	***56.5***	***E***	147	***75.7***	***E***	#147
	NB Thru/Right		54.8	D	#729	***88.7***	***F***	#518
	NB Approach		***55.3***	***E***	--	***84.0***	***F***	--
	SB Left		***85.1***	***F***	#191	***90.1***	***F***	#596
	SB Thru		32.6	C	297	41.9	D	522
	SB Right	150	16.8	B	60	20.3	C	150
	SB Approach		41.4	D	--	***56.3***	***E***	--
	Overall		47.7	D	--	***62.0***	***E***	--
966: N Polk Street/Pineville Road & Industrial Drive/Driveway	EB Left	150	19.4	B	55	32.2	C	171
	EB Thru/Right		24.1	C	48	32.1	C	107
	EB Approach		21.2	C	--	32.1	C	--
	WB Left		19.2	B	8	27.3	C	18
	WB Thru/Right	75	29.4	C	32	43.0	D	65
	WB Approach		27.9	C	--	40.2	D	--
	NB Left	100	6.9	A	43	8.4	A	21
	NB Thru/Right		11.7	B	263	11.5	B	246
	NB Approach		11.3	B	--	11.4	B	--
	SB Left	165	6.8	A	21	7.6	A	8
	SB Thru/Right		14.2	B	179	20.3	C	452
	SB Approach		13.7	B	--	20.2	C	--
	Overall		13.0	B	--	18.8	B	--

[1] *Overall intersection LOS and delay reported for signalized intersections and roundabouts only.*

† SYNCHRO does not provide level of service or delay for unsignalized movements with no conflicting volumes.

- 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

m - Volume for 95th percentile queue is metered by upstream signal.

3.2 2021 BACKGROUND TRAFFIC VOLUMES

Currently there are no approved developments in the project study area that will be fully or partially build-out by 2021. 2021 Background traffic volumes were calculated by growing 2017 existing traffic volumes yearly (to 2021) by 2% (see **Figure 3-1**).

3.3 2021 BACKGROUND ANALYSIS

Table 3-2 summarizes the 2021 Background intersection LOS, delay, and 95th percentile queue lengths based on the geometry shown in **Figure 2-3** and the 2021 Background traffic volumes shown in **Figure 3-3**. The corresponding SYNCHRO output is included in **Appendix D**.

All unsignalized intersection movements at the intersection of Franklin Street / Main Street are projected to operate at a LOS D or better during the 2021 Background AM and PM peak hours.

The southbound left-turn movement at the unsignalized intersection of Cranford Drive / Main Street is Projected to operate at a LOS F during the 2021 Background AM and PM peak hours. The northbound shared movement is also projected to operate unacceptably (LOS E) during the PM peak hour. All other movements are projected to operate at a LOS B or better during the AM and PM peak hours.

The signalized intersection of Polk Street / Main Street / Pineville-Matthews Road is projected to operate at a LOS D during the 2021 AM peak hour and LOS E during the PM peak hour. During the AM and PM peaks, Synchro projects that the 95th percentile queue length for the northbound left-turn lanes (147-feet) exceeds available storage (125-feet). Existing turn-lane storage is adequate to handle all remaining 95th percentile queue lengths.

The signalized intersection of Polk Street / Pineville Road / Industrial Drive is projected to operate at a LOS B during the 2021 Background AM and PM peak hours. During the PM peak hour, Synchro projects that the 95th percentile queue length for the eastbound left-turn lane (171-feet) exceeds available storage (150-feet). Existing turn-lane storage is adequate to handle all remaining 95th percentile queue lengths.

Table 3-2: Intersection Level of Service, Delay and 95th Percentile Queue Summary
2021 Background Traffic Volumes

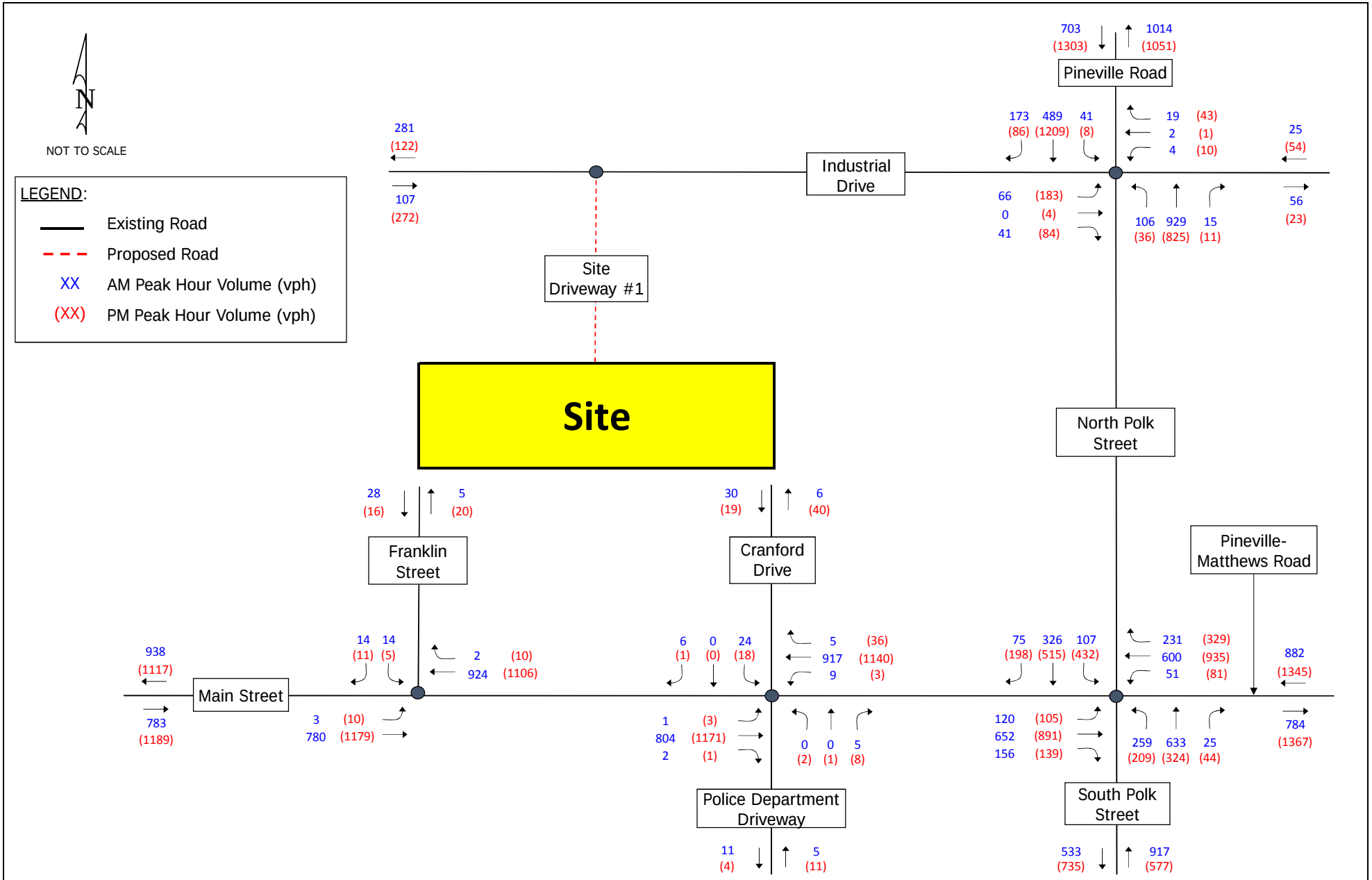
Intersection and Type of Control	Movement and Approach	Turn Lane Storage (ft)	AM PEAK HOUR			PM PEAK HOUR		
			Delay [1] (sec/veh)	LOS [1]	95th Percentile Queue Length (ft)	Delay [1] (sec/veh)	LOS [1]	95th Percentile Queue Length (ft)
3: Main Street & Franklin Street	EB Left/Thru		0.2	A	0	0.6	A	2
	WB Thru/Right		0.0	0	0	0.0	0	0
	SB Left/Right		27.5	D	15	34.9	D	11
4: Police Department Driveway/Cranford Drive & Main Street	EB Left/Thru/Right		0.0	A	0	0.2	A	0
	WB Left/Thru/Right		0.4	A	1	0.2	A	0
	NB Left/Thru/Right		11.5	B	1	***44.5***	***E***	10
	SB Left		***68.0***	***F***	31	***194.6***	***F***	48
	SB Thru/Right	100	12.2	B	1	13.8	B	0
254: S Polk Street/N Polk Street & Main Street/Pineville-Matthews Road	EB Left	335	***87.7***	***F***	#213	***126.6***	***F***	#232
	EB Thru/Right		52.8	D	#477	***80.2***	***F***	#721
	EB Approach		***57.3***	***E***	--	***84.5***	***F***	--
	WB Left	250	***65.1***	***E***	88	***109.7***	***F***	#181
	WB Thru		47.5	D	316	***64.5***	***E***	#625
	WB Right	600	30.7	C	222	15.6	B	231
	WB Approach		44.1	D	--	***55.3***	***E***	--
	NB Dual Lefts	125	***60.9***	***E***	159	***84.0***	***F***	#172
	NB Thru/Right		***61.7***	***E***	#824	***112.5***	***F***	#616
	NB Approach		***61.5***	***E***	--	***102.2***	***F***	--
	SB Left		***106.8***	***F***	#208	***110.0***	***F***	#702
	SB Thru		33.7	C	325	48.2	D	620
	SB Right	150	17.1	B	64	22.1	C	175
	SB Approach		46.6	D	--	***67.0***	***E***	--
	Overall		53.2	D	--	***72.8***	***E***	--
966: N Polk Street/Pineville Road & Industrial Drive/Driveway	EB Left	150	22.3	C	61	36.7	D	202
	EB Thru/Right		26.4	C	53	35.3	D	121
	EB Approach		23.9	C	--	36.3	D	--
	WB Left		21.0	C	9	30.5	C	21
	WB Thru/Right	75	32.0	C	34	46.5	D	75
	WB Approach		30.4	C	--	43.5	D	--
	NB Left	100	7.5	A	47	8.2	A	22
	NB Thru/Right		14.8	B	296	11.4	B	273
	NB Approach		14.0	B	--	11.3	B	--
	SB Left	165	7.0	A	22	7.2	A	8
	SB Thru/Right		15.1	B	200	21.0	C	517
	SB Approach		14.6	B	--	20.9	C	--
	Overall		15.0	B	--	19.7	B	--

[1] *Overall intersection LOS and delay reported for signalized intersections and roundabouts only.*

† SYNCHRO does not provide level of service or delay for unsignalized movements with no conflicting volumes.

- 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

m - Volume for 95th percentile queue is metered by upstream signal.



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Cranford Drive
Traffic Impact Analysis
2021 Background Traffic Volumes

Figure 3-1

4 SITE TRIP GENERATION AND DISTRIBUTION

Site trips for the Cranford Drive Residential Development were estimated based on the proposed land use supplied by the developer and subsequently distributed onto the surrounding roadway network.

4.1 TRIP GENERATION

The site-generated trips shown in **Table 4-1** are based on trip generation information provided in the 9th edition of the Institute of Transportation Engineer's (ITE's) *Trip Generation Manual* and the anticipated development of 320 single family houses. The trip generation was calculated using the proposed number of residential units as the independent variable. The provided average rate was used to help generate trips (per NCDOT standards).

Table 4-1: Trip Generation Summary

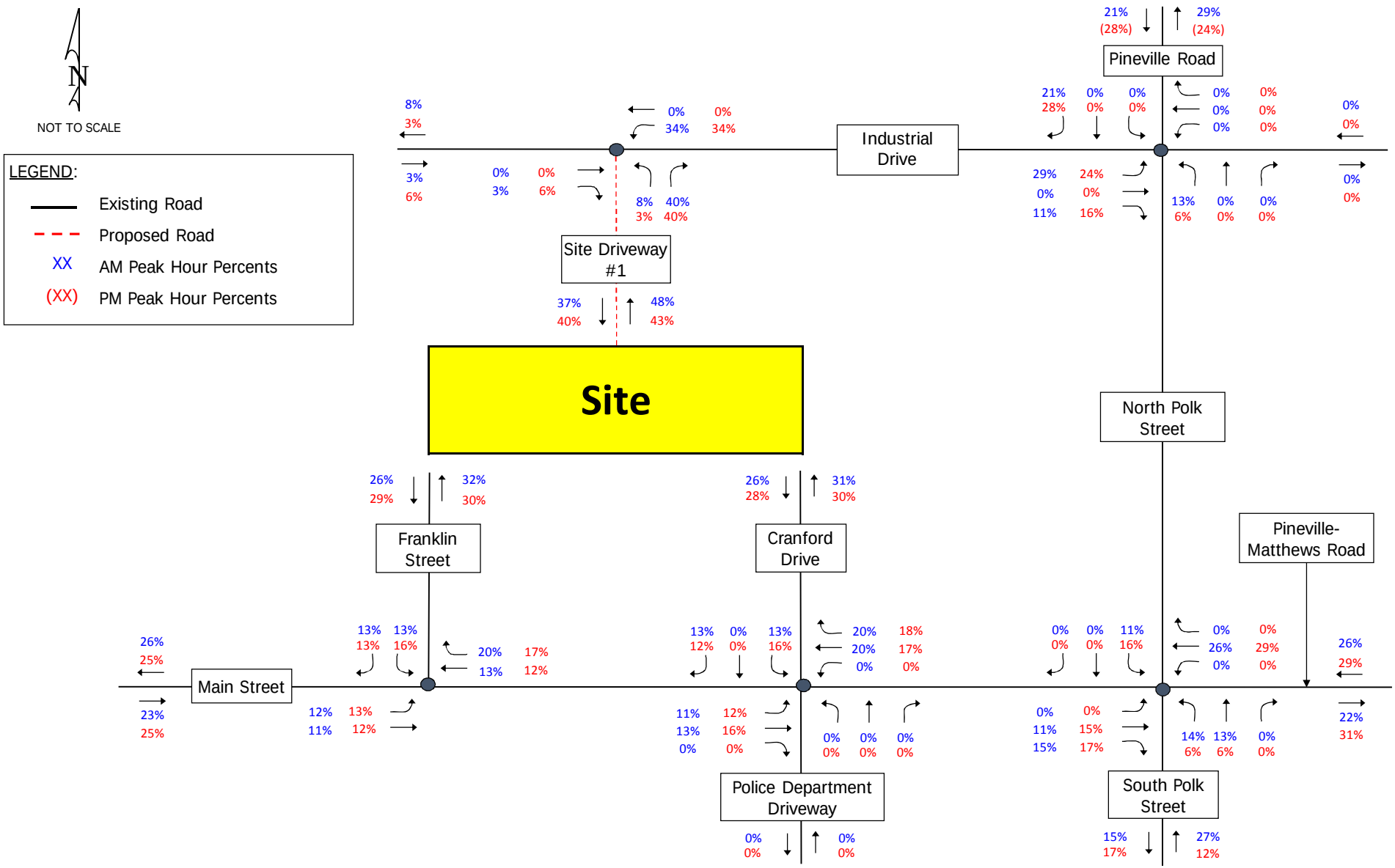
ITE Land Use Code	Independent Variable	Daily			AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
210 – Single-Family Detached Housing	320 Units	1,523	1,523	3,046	60	180	240	202	118	320

SOURCE: Institute of Transportation Engineers' *Trip Generation Manual* 9th Edition (2012)

AM peak hour trips generated totaled 60 incoming and 180 outgoing where PM peak hour trips totaled 202 incoming and 118 outgoing. Average daily traffic (ADT) volumes generated by the development totaled 3,046 vehicles per day. No reduction in trips was included due to internal capture and/or pass-by trips.

4.2 TRIP DISTRIBUTION

The directional traffic patterns, or trip distribution, of the site-generated traffic was determined using the existing AM and PM peak hour traffic characteristics. It was assumed, for purposes of this study, that all site traffic would enter and exit the study area in the same manner as the existing traffic. Area trip distribution is based on traffic counts performed by Timmons Group. Total trips into and out of the study area using Main Street, Polk Street, Pineville-Matthew Road, Industrial Drive, and Pineville Road form the basis for the percentage distribution. Distribution percentages into and out of the study area were calculated using existing traffic volumes entering and exiting the study area. The percentages were routed, via shortest path, to and from the proposed development. The distribution percentages were then applied to the generated trips to predict routes and project traffic volumes for the 2021 build-out scenario. **Figure 4-1** shows the 2021 distribution percentages and **Figure 4-2** shows the 2021 site trip distribution volumes. 2021 Build traffic volumes were determined by applying the total site trip distribution volumes to the Background traffic volumes (see **Figure 3-1**).



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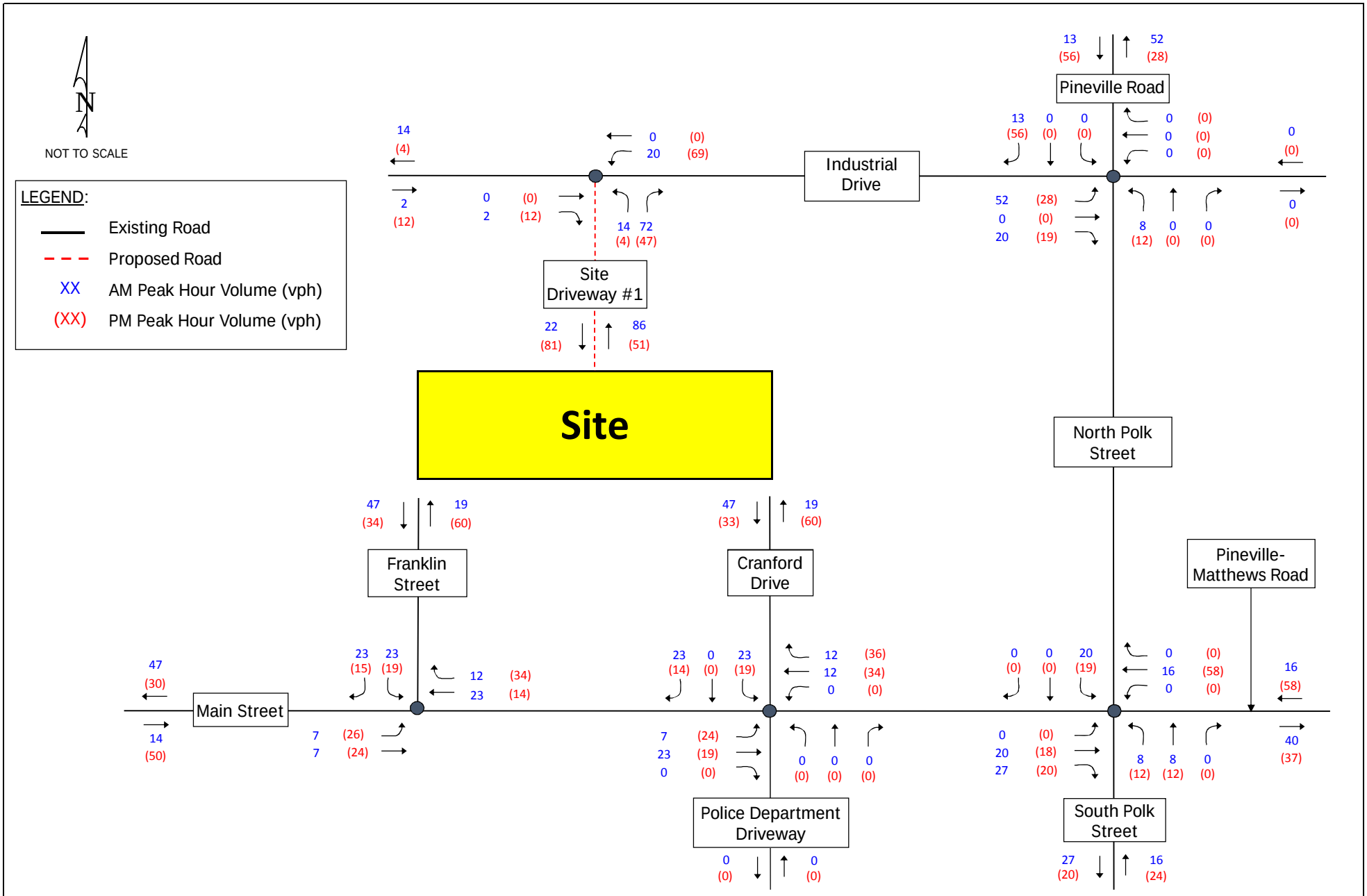
Cranford Drive
Traffic Impact Analysis
2021 Trip Distribution Percentages

Figure 4-1



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Cranford Drive
Traffic Impact Analysis
2021 Trip Distribution Volumes

Figure 4-2

5 2021 BUILD CONDITION AND ANALYSIS

To complete the 2021 Build analyses (including the proposed development), the estimated site trips were added to the 2021 Background traffic volumes. The projected total volumes, along with the existing intersection geometry, were used to complete the capacity and turn lane warrant analyses.

5.1 2021 BUILD TRAFFIC VOLUMES

The Background traffic volumes from **Figure 3-3** were added to the projected site trips from the Cranford Drive Development to generate the 2021 Build traffic volumes (background + site) shown on **Figure 5-1**.

To summarize, the 2021 Build traffic volumes shown on **Figure 5-1** contain the following:

- Existing 2017 turning movement traffic count volumes collected by Timmons Group (May/June 2017) grown exponentially for 4 years at a 2% ambient growth rate; and
- Site trips generated by the subject development.

5.2 2021 BUILD ANALYSIS

Table 5-1 summarizes the intersection LOS, delay, and 95th percentile queue lengths based on the 2021 Build traffic volumes (shown on **Figure 5-1**).

The shared southbound movement at the intersection of Franklin Street / Main Street is projected to operate unacceptably during the 2021 Build AM and PM peak hours. All other unsignalized intersection movements are projected to operate at a LOS A during the 2021 Build AM and PM peak hours. Despite the fact that the stop-controlled southbound movement is projected to operate unacceptably, no intersection improvements are recommended to mitigate delay. As shown in **Table 5-1**, queue lengths are not projected to exceed 3 vehicles during either peak hour. Additionally, projected 2021 volumes do not warrant the installation of a traffic signal.

The southbound left-turn movement at the unsignalized intersection of Cranford Drive / Main Street is Projected to operate at a LOS F during the 2021 Build AM and PM peak hours. The northbound shared movement is also projected to operate unacceptably (LOS F) during the PM peak hour. All other movements are projected to operate at a LOS B or better during the AM and PM peak hours. Despite the fact that the stop-controlled north and southbound movements are projected to operate unacceptably, no intersection improvements are recommended to mitigate delay. As shown in **Table 5-1**, queue lengths are not projected to exceed 5 vehicles during either peak hour. Additionally, projected 2021 volumes do not warrant the installation of a traffic signal.

All unsignalized intersection movements at Industrial Drive / Site Driveway #1 are projected to operate at a LOS B or better during the AM and PM peak hours. No improvements are recommended to help mitigate future capacity concern at the proposed site driveway. Although Industrial Drive is not an NCDOT owned facility, Timmons Group followed standard NCDOT practices to determine the need for an exclusive turn-lane into the proposed site. Per standard NCDOT Policy on Street and Driveway Access to North Carolina Highways Manual:

"Generally left and right turn lanes and tapers shall be considered when:

- *In accordance with G.S. 136-18(29), the average daily traffic meets or exceeds 4,000 vehicles per day on any secondary route (the average daily traffic should include both the existing traffic plus traffic generated by the proposed development)"*

With the projected AADT volumes along Industrial Drive not expecting to exceed 4,000 VPD, the construction of turn lanes is not warranted.

The signalized intersection of Polk Street / Main Street / Pineville-Matthews Road is projected to operate at a LOS E during the 2021 Build AM peak hour and LOS F during the 2021 Build PM peak hour. During both peaks, Synchro projects that the 95th percentile queue length for the northbound left-turn lanes (162-feet and 188-feet, respectively) exceeds available storage (125-feet). Synchro also projects that the 95th percentile queue length for the southbound right-turn lane (177-feet) exceeds available storage (150-feet) during the PM peak hour. Existing turn-lane storage is adequate to handle all remaining 95th percentile queue lengths.

Despite the fact that intersection is projected to operate unacceptably during both peak hours, no improvements are recommended to help mitigate capacity. Adequate right-of-way is not available in any of the four intersection quadrants to construct intersection improvements. For the intersection to operate acceptably, dual southbound left-turn lanes are needed as is an exclusive eastbound right-turn lane. Both western intersection quadrants are currently owned and in use (parking lot in the northeast intersection quadrant and gas station in the southeast intersection quadrant).

The signalized intersection of Polk Street / Pineville Road / Industrial Drive is projected to operate at a LOS C or better during the 2021 Build AM and PM peak hours. During the PM peak hour (using existing signal timings), Synchro projects that the 95th percentile queue length for the eastbound left-turn lane (235-feet) exceeds available storage (150-feet). Existing turn-lane storage is adequate to handle all remaining 95th percentile queue lengths. Because this intersection is projected to operate at acceptable levels of service during both peak hours, no improvement recommendations are necessary to help mitigate intersection congestion due to the construction of the proposed development.

Table 5-1: Intersection Level of Service, Delay and 95th Percentile Queue Summary 2021 Build Traffic Volumes

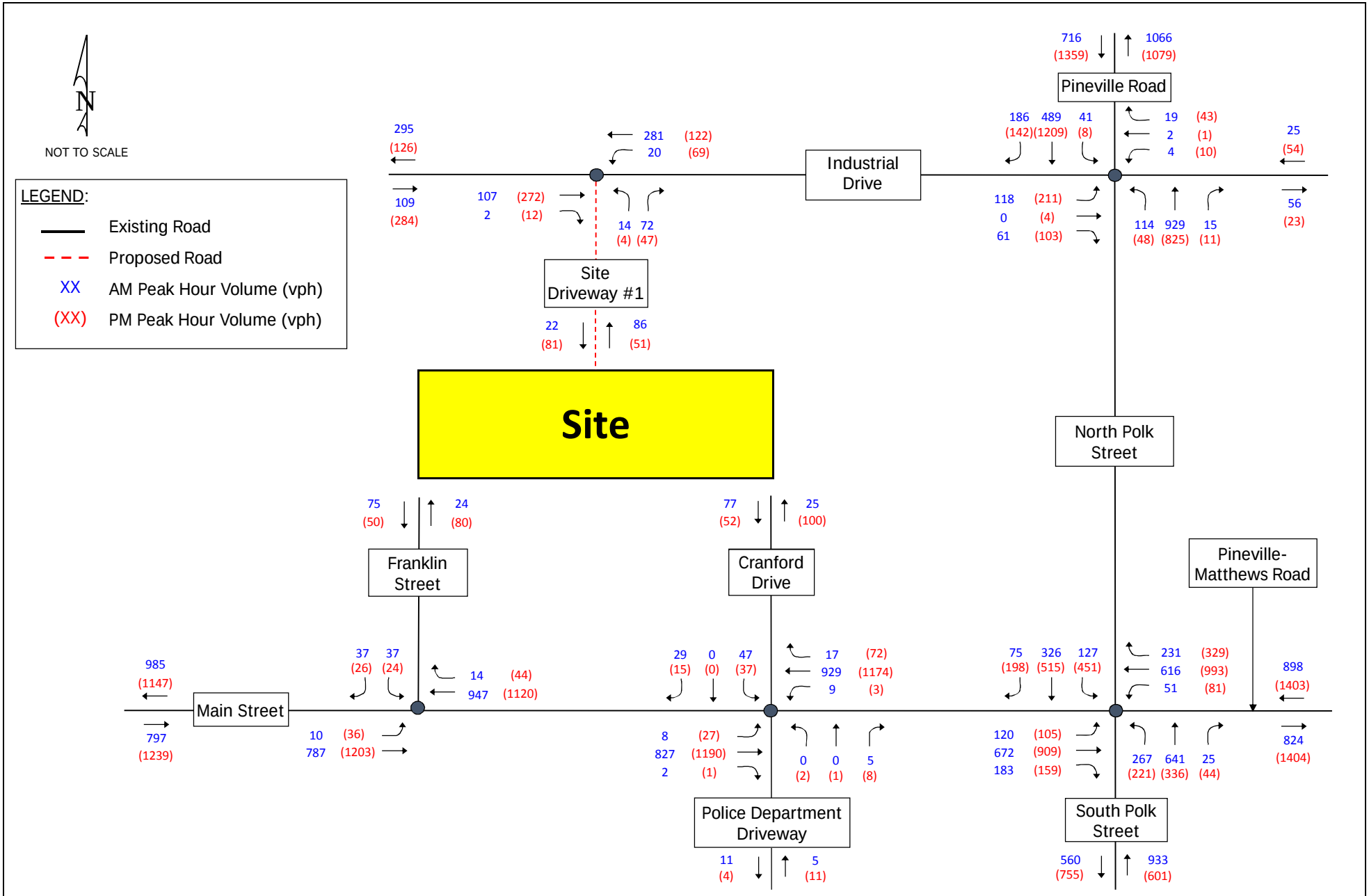
Intersection and Type of Control	Movement and Approach	Turn Lane Storage (ft)	AM PEAK HOUR			PM PEAK HOUR		
			Delay [1] (sec/veh)	LOS [1]	95th Percentile Queue Length (ft)	Delay [1] (sec/veh)	LOS [1]	95th Percentile Queue Length (ft)
3: Main Street & Franklin Street	EB Left/Thru		0.6	A	1	2.2	A	6
	WB Thru/Right		0.0	0	0	0.0	0	0
	SB Left/Right		***41.9***	***E***	55	***102.2***	***F***	76
4: Police Department Driveway/Cranford Drive & Main Street	EB Left/Thru/Right		0.4	A	1	1.8	A	5
	WB Left/Thru/Right		0.4	A	1	0.2	A	0
	NB Left/Thru/Right		11.6	B	1	***56.8***	***F***	12
	SB Left		***122.5***	***F***	79	***568.9***	***F***	122
	SB Thru/Right	100	12.7	B	5	14.7	B	3
5: Site Driveway #1 & Industrial Drive	EB Thru/Right		0.0	0	0	0.0	0	0
	WB Left/Thru		0.6	A	1	3.3	A	5
	NB Left/Right		9.9	A	10	10.6	B	7
254: S Polk Street/N Polk Street & Main Street/Pineville-Matthews Road	EB Left	335	***79.9***	***E***	#201	***156.4***	***F***	#244
	EB Thru/Right		***60.3***	***E***	#525	***91.3***	***F***	#766
	EB Approach		***62.7***	***E***	--	***97.2***	***F***	--
	WB Left	250	***65.1***	***E***	88	***109.7***	***F***	#181
	WB Thru		50.2	D	330	***70.5***	***E***	#677
	WB Right	600	30.5	C	222	15.1	B	226
	WB Approach		46.0	D	--	***59.7***	***E***	--
	NB Dual Lefts	125	***59.4***	***E***	162	***87.9***	***F***	#188
	NB Thru/Right		***70.3***	***E***	#851	***121.9***	***F***	#642
	NB Approach		***67.2***	***E***	--	***109.3***	***F***	--
	SB Left		***114.0***	***F***	#242	***124.2***	***F***	#744
	SB Thru		34.4	C	329	48.5	D	620
	SB Right	150	17.0	B	64	22.8	C	177
	SB Approach		51.1	D	--	***73.5***	***E***	--
	Overall		***57.6***	***E***	--	***80.4***	***F***	--
966: N Polk Street/Pineville Road & Industrial Drive/Driveway	EB Left	150	24.3	C	100	41.6	D	#235
	EB Thru/Right		26.8	C	72	37.7	D	144
	EB Approach		25.1	C	--	40.3	D	--
	WB Left		21.5	C	9	31.4	C	21
	WB Thru/Right	75	32.9	C	35	49.5	D	74
	WB Approach		31.2	C	--	46.2	D	--
	NB Left	100	7.9	A	51	9.3	A	28
	NB Thru/Right		15.2	B	298	11.9	B	278
	NB Approach		14.4	B	--	11.8	B	--
	SB Left	165	7.3	A	23	7.4	A	8
	SB Thru/Right		15.7	B	210	26.5	C	577
	SB Approach		15.2	B	--	26.4	C	--

[1] *Overall intersection LOS and delay reported for signalized intersections and roundabouts only.*

† SYNCHRO does not provide level of service or delay for unsignalized movements with no conflicting volumes.

- 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

m - Volume for 95th percentile queue is metered by upstream signal.



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Cranford Drive
Traffic Impact Analysis
2021 Build Traffic Volumes

Figure 5-1

6 CONCLUSIONS AND RECOMMENDATIONS

Capacity analyses were performed for 2017 Existing, 2021 Background (existing + ambient growth), and 2021 Build (background + site trips) traffic volumes

Based on the operational analyses the following is offered:

- The shared stop-controlled southbound movement at the intersection of Franklin Street / Main Street is projected to operate unacceptably during the 2021 Build AM and PM peak hours. Despite this fact, no intersection improvements are recommended to mitigate delay.

- The stop-controlled northbound shared movement is projected to operate unacceptably during the 2021 Build PM peak hour and the stop-controlled southbound left-turn movement at the unsignalized intersection of Cranford Drive / Main Street is projected to operate unacceptably during the 2021 Build AM and PM peak hours. Despite this fact, no intersection improvements are recommended to mitigate delay.

- All unsignalized intersection movements at Industrial Drive / Site Driveway #1 are projected to operate at a LOS B or better during the AM and PM peak hours. No improvements are recommended to help mitigate future capacity concern at the proposed site driveway.

- The signalized intersection of Polk Street / Main Street / Pineville-Matthews Road is projected to operate at a LOS E during the 2021 Build AM peak hour and LOS F during the 2021 Build PM peak hour. Despite this fact, no intersection improvements are recommended to mitigate delay.

- The signalized intersection of Polk Street / Pineville Road / Industrial Drive is projected to operate at a LOS C or better during the 2021 Build AM and PM peak hours. Because this intersection is projected to operate at acceptable levels of service during both peak hours, no improvement recommendations are necessary to help mitigate intersection congestion due to the construction of the proposed development.

Appendix A – Traffic Counts

Burns Service Inc.

1202 Langdon Terrace Drive
Raleigh, NC, 27615

File Name : Pineville(Franklin and Main) AM Peak
Site Code :
Start Date : 5/25/2017
Page No : 1

Groups Printed- Cars + - Trucks

	Franklin Street Southbound			Main Street Westbound			Main Street Eastbound			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	Int. Total
07:00	3	2	5	0	194	194	159	1	160	359
07:15	4	7	11	0	215	215	206	1	207	433
07:30	4	3	7	0	222	222	156	1	157	386
07:45	2	1	3	2	223	225	200	0	200	428
Total	13	13	26	2	854	856	721	3	724	1606
08:00	1	2	3	1	153	154	182	2	184	341
08:15	2	2	4	1	188	189	223	1	224	417
08:30	0	2	2	0	135	135	160	0	160	297
08:45	4	4	8	2	132	134	161	1	162	304
Total	7	10	17	4	608	612	726	4	730	1359
Grand Total	20	23	43	6	1462	1468	1447	7	1454	2965
Apprch %	46.5	53.5		0.4	99.6		99.5	0.5		
Total %	0.7	0.8	1.5	0.2	49.3	49.5	48.8	0.2	49	
Cars +	20	23	43	6	1461	1467	1444	7	1451	2961
% Cars +	100	100	100	100	99.9	99.9	99.8	100	99.8	99.9
Trucks	0	0	0	0	1	1	3	0	3	4
% Trucks	0	0	0	0	0.1	0.1	0.2	0	0.2	0.1

Burns Service Inc.

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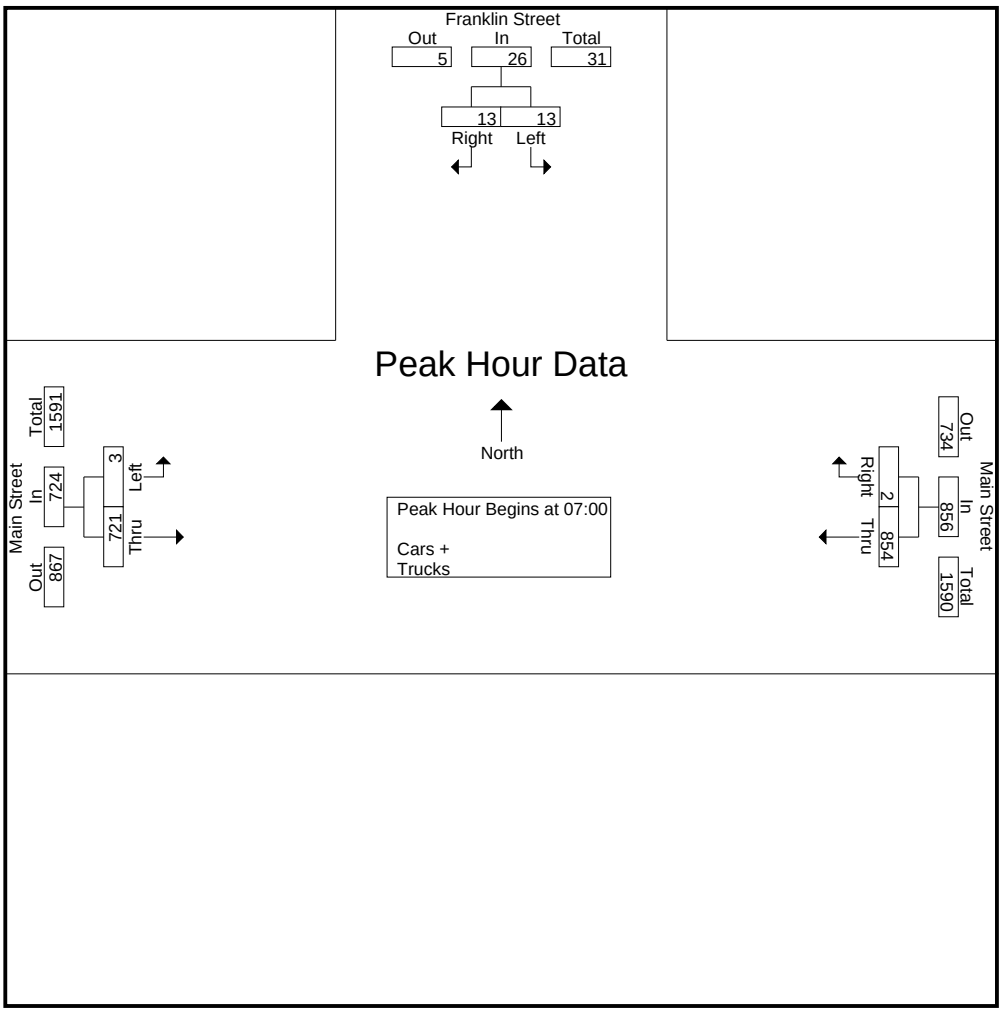
	Franklin Street Southbound			Main Street Westbound			Main Street Eastbound			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00										
07:00	3	2	5	0	194	194	159	**1**	160	359
07:15	**4**	**7**	**11**	0	215	215	**206**	1	**207**	**433**
07:30	4	3	7	0	222	222	156	1	157	386
07:45	2	1	3	**2**	**223**	**225**	200	0	200	428
Total Volume	13	13	26	2	854	856	721	3	724	1606
% App. Total	50	50		0.2	99.8		99.6	0.4		
PHF	.813	.464	.591	.250	.957	.951	.875	.750	.874	.927



Burns Service Inc.

1202 Langdon Terrace Drive
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File Name : Pineville(Franklin and Main) PM Peak
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Groups Printed- Cars + - Trucks

	Franklin Street Southbound			Main Street Westbound			Main Street Eastbound			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	Int. Total
16:00	2	2	4	1	166	167	195	4	199	370
16:15	4	1	5	2	178	180	237	2	239	424
16:30	0	1	1	4	196	200	289	2	291	492
16:45	5	2	7	1	250	251	249	2	251	509
Total	11	6	17	8	790	798	970	10	980	1795
17:00	2	1	3	3	324	327	309	3	312	642
17:15	3	1	4	1	252	253	242	2	244	501
17:30	4	1	5	5	238	243	231	4	235	483
17:45	3	2	5	1	198	199	246	5	251	455
Total	12	5	17	10	1012	1022	1028	14	1042	2081
Grand Total	23	11	34	18	1802	1820	1998	24	2022	3876
Apprch %	67.6	32.4		1	99		98.8	1.2		
Total %	0.6	0.3	0.9	0.5	46.5	47	51.5	0.6	52.2	
Cars +	23	11	34	18	1797	1815	1994	24	2018	3867
% Cars +	100	100	100	100	99.7	99.7	99.8	100	99.8	99.8
Trucks	0	0	0	0	5	5	4	0	4	9
% Trucks	0	0	0	0	0.3	0.3	0.2	0	0.2	0.2

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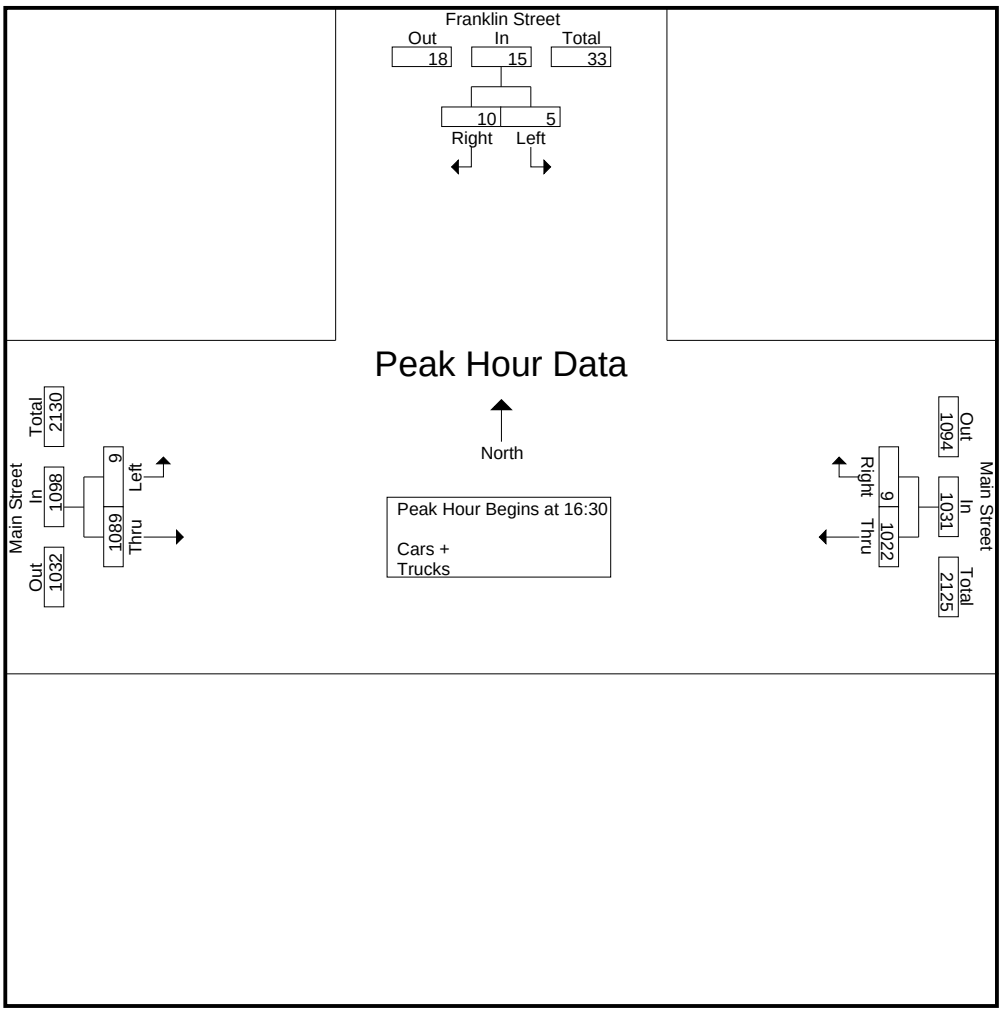
	Franklin Street Southbound			Main Street Westbound			Main Street Eastbound			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 16:30										
16:30	0	1	1	**4**	196	200	289	2	291	492
16:45	**5**	**2**	**7**	1	250	251	249	2	251	509
17:00	2	1	3	3	**324**	**327**	**309**	**3**	**312**	**642**
17:15	3	1	4	1	252	253	242	2	244	501
Total Volume	10	5	15	9	1022	1031	1089	9	1098	2144
% App. Total	66.7	33.3		0.9	99.1		99.2	0.8		
PHF	.500	.625	.536	.563	.789	.788	.881	.750	.880	.835



Burns Service Inc.

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File Name : Pineville(Cranford and Main) AM Peak
Site Code :
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Groups Printed- Cars + - Trucks

	Cranford Drive Southbound				Main Street Westbound				Cranford Drive Northbound				Main Street Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00	1	0	6	7	1	174	0	175	0	0	0	0	1	168	0	169	351
07:15	5	0	6	11	0	211	4	215	2	0	0	2	1	200	1	202	430
07:30	0	0	4	4	1	240	0	241	1	0	0	1	0	183	0	183	429
07:45	0	0	6	6	3	222	4	229	2	0	0	2	0	192	0	192	429
Total	6	0	22	28	5	847	8	860	5	0	0	5	2	743	1	746	1639
08:00	0	0	6	6	1	182	2	185	0	0	0	0	0	0	0	0	191
08:15	1	0	10	11	0	168	2	170	0	0	0	0	0	0	0	0	181
08:30	0	0	5	5	1	150	2	153	0	0	0	0	0	0	0	0	158
08:45	0	0	5	5	5	132	3	140	0	0	0	0	0	0	0	0	145
Total	1	0	26	27	7	632	9	648	0	0	0	0	0	0	0	0	675
Grand Total	7	0	48	55	12	1479	17	1508	5	0	0	5	2	743	1	746	2314
Apprch %	12.7	0	87.3		0.8	98.1	1.1		100	0	0		0.3	99.6	0.1		
Total %	0.3	0	2.1	2.4	0.5	63.9	0.7	65.2	0.2	0	0	0.2	0.1	32.1	0	32.2	
Cars +	7	0	48	55	12	1475	17	1504	5	0	0	5	2	733	1	736	2300
% Cars +	100	0	100	100	100	99.7	100	99.7	100	0	0	100	100	98.7	100	98.7	99.4
Trucks	0	0	0	0	0	4	0	4	0	0	0	0	0	10	0	10	14
% Trucks	0	0	0	0	0	0.3	0	0.3	0	0	0	0	0	1.3	0	1.3	0.6

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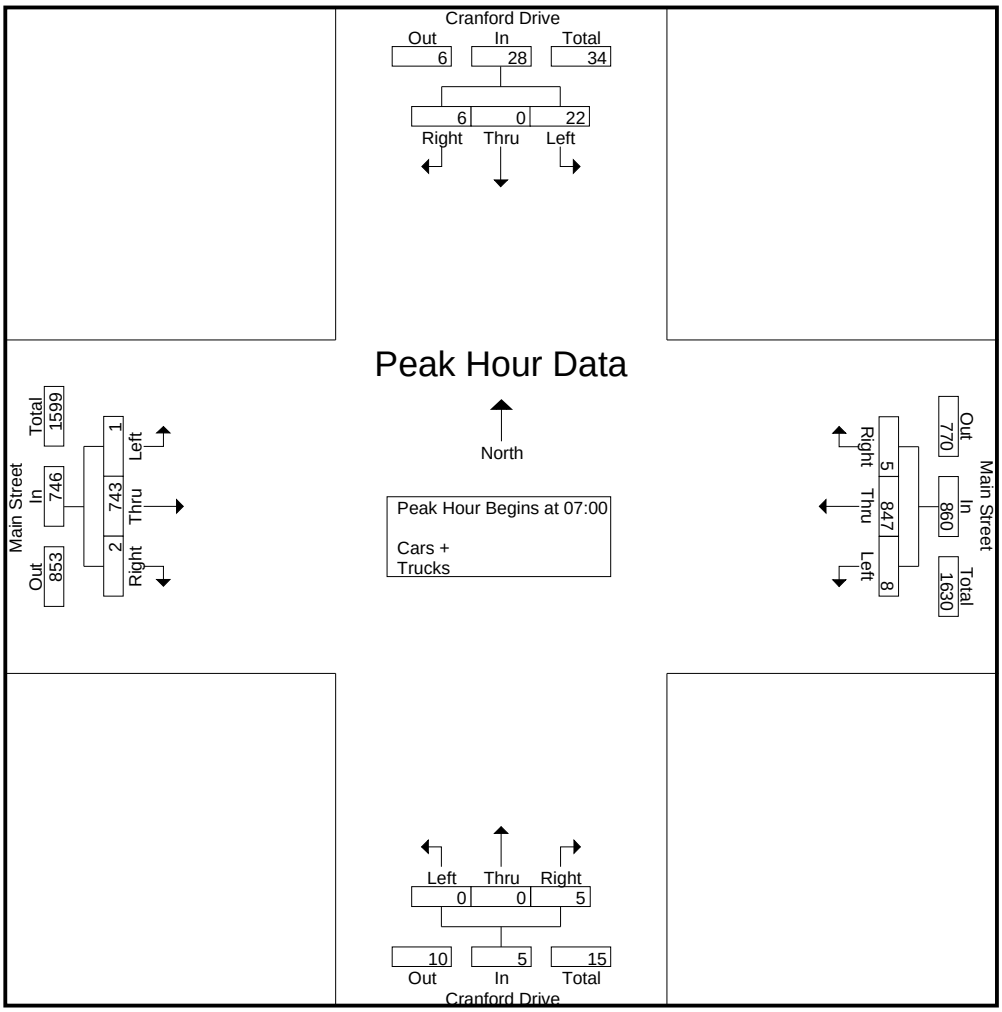
	Cranford Drive Southbound				Main Street Westbound				Cranford Drive Northbound				Main Street Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00																	
07:00	**1**	**0**	6	7	1	174	0	175	0	0	0	0	1	168	0	169	351
07:15	5	0	6	11	0	211	**4**	215	**2**	0	0	**2**	1	**200**	**1**	**202**	**430**
07:30	0	0	4	4	1	**240**	0	**241**	1	0	0	1	0	183	0	183	429
07:45	0	0	6	6	**3**	222	4	229	2	0	0	2	0	192	0	192	429
Total Volume	6	0	22	28	5	847	8	860	5	0	0	5	2	743	1	746	1639
% App. Total	21.4	0	78.6		0.6	98.5	0.9		100	0	0		0.3	99.6	0.1		
PHF	.300	.000	.917	.636	.417	.882	.500	.892	.625	.000	.000	.625	.500	.929	.250	.923	.953



Burns Service Inc.

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File Name : Pineville(Cranford and Main) PM Peak
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Groups Printed- Cars + - Trucks

	Cranford Drive Southbound				Main Street Westbound				Cranford Drive Northbound				Main Street Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
16:00	0	0	3	3	7	189	3	199	2	0	0	2	3	195	1	199	403
16:15	1	0	2	3	2	175	3	180	0	0	0	0	0	247	0	247	430
16:30	0	0	3	3	9	200	0	209	4	1	1	6	1	278	2	281	499
16:45	0	0	4	4	9	249	0	258	0	0	0	0	0	239	0	239	501
Total	1	0	12	13	27	813	6	846	6	1	1	8	4	959	3	966	1833
17:00	1	0	4	5	8	314	1	323	3	0	1	4	0	302	1	303	635
17:15	0	0	6	6	7	290	2	299	0	0	0	0	0	263	0	263	568
17:30	0	0	1	1	6	260	3	269	1	0	0	1	0	226	0	226	497
17:45	2	0	4	6	9	196	3	208	2	1	1	4	0	240	0	240	458
Total	3	0	15	18	30	1060	9	1099	6	1	2	9	0	1031	1	1032	2158
Grand Total	4	0	27	31	57	1873	15	1945	12	2	3	17	4	1990	4	1998	3991
Apprch %	12.9	0	87.1		2.9	96.3	0.8		70.6	11.8	17.6		0.2	99.6	0.2		
Total %	0.1	0	0.7	0.8	1.4	46.9	0.4	48.7	0.3	0.1	0.1	0.4	0.1	49.9	0.1	50.1	
Cars +	4	0	27	31	56	1868	15	1939	12	2	3	17	4	1986	4	1994	3981
% Cars +	100	0	100	100	98.2	99.7	100	99.7	100	100	100	100	100	99.8	100	99.8	99.7
Trucks	0	0	0	0	1	5	0	6	0	0	0	0	0	4	0	4	10
% Trucks	0	0	0	0	1.8	0.3	0	0.3	0	0	0	0	0	0.2	0	0.2	0.3

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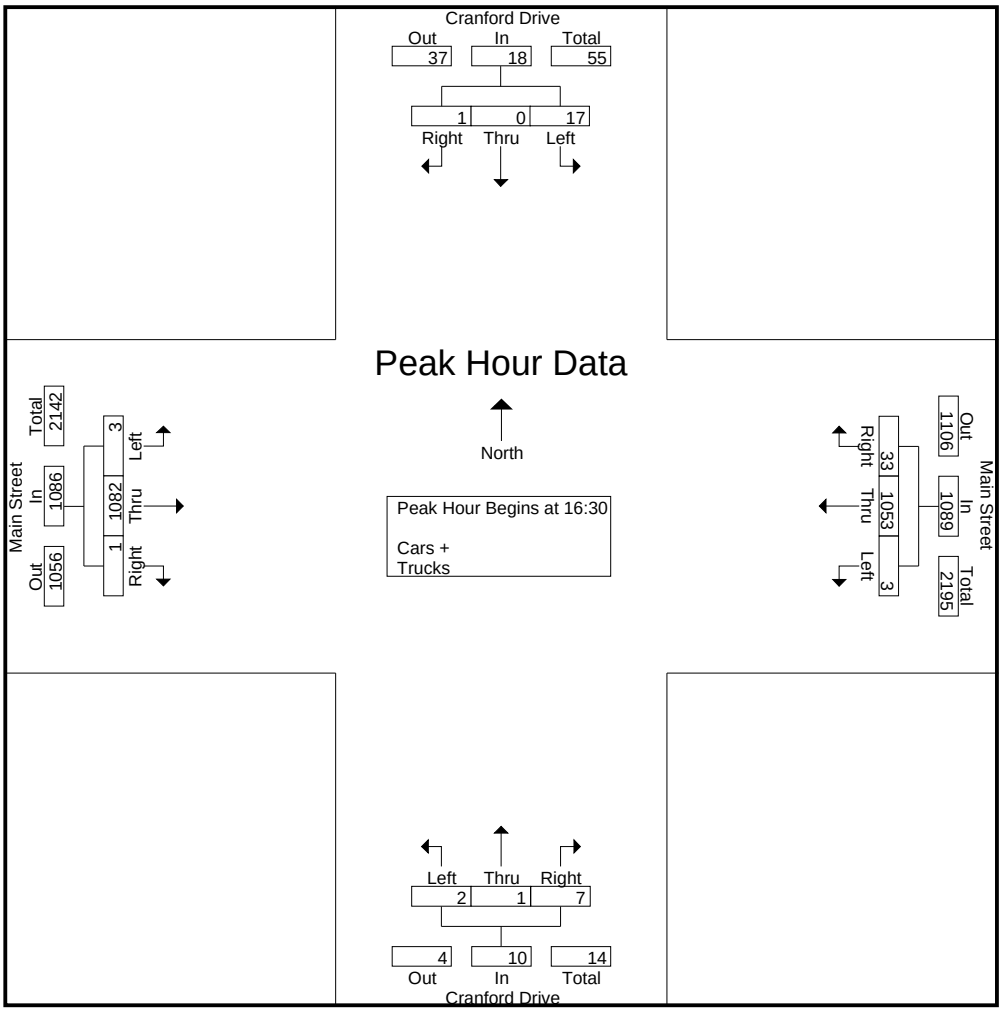
	Cranford Drive Southbound				Main Street Westbound				Cranford Drive Northbound				Main Street Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:30																	
16:30	**0**	**0**	**3**	**3**	9	200	0	209	4	1	1	**6**	**1**	278	**2**	281	499
16:45	0	0	4	4	9	249	0	258	0	0	0	0	0	239	0	239	501
17:00	**1**	0	4	5	8	**314**	1	**323**	3	0	1	4	0	**302**	1	**303**	**635**
17:15	0	0	**6**	**6**	7	290	**2**	299	0	0	0	0	0	263	0	263	568
Total Volume	1	0	17	18	33	1053	3	1089	7	1	2	10	1	1082	3	1086	2203
% App. Total	5.6	0	94.4		3	96.7	0.3		70	10	20		0.1	99.6	0.3		
PHF	.250	.000	.708	.750	.917	.838	.375	.843	.438	.250	.500	.417	.250	.896	.375	.896	.867



Burns Service Inc.

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Raleigh, NC, 27615

File Name : Pineville(Polk and Main) AM Peak
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Groups Printed- Cars + - Trucks

	Polk Street Southbound				Pineville-Mathews Road Westbound				Polk Street Northbound				Main Street Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00	10	51	19	80	28	115	19	162	5	156	46	207	14	136	26	176	625
07:15	25	75	20	120	58	157	17	232	3	160	67	230	24	149	26	199	781
07:30	13	84	26	123	43	138	12	193	9	151	57	217	36	135	34	205	738
07:45	21	67	24	112	73	159	16	248	6	155	67	228	40	155	20	215	803
Total	69	277	89	435	202	569	64	835	23	622	237	882	114	575	106	795	2947
08:00	10	75	29	114	39	100	2	141	5	119	48	172	44	163	31	238	665
08:15	19	91	25	135	40	121	9	170	3	141	52	196	35	161	27	223	724
08:30	15	56	23	94	44	87	11	142	5	122	42	169	31	143	22	196	601
08:45	27	64	28	119	36	74	8	118	6	98	47	151	27	114	36	177	565
Total	71	286	105	462	159	382	30	571	19	480	189	688	137	581	116	834	2555
Grand Total	140	563	194	897	361	951	94	1406	42	1102	426	1570	251	1156	222	1629	5502
Apprch %	15.6	62.8	21.6		25.7	67.6	6.7		2.7	70.2	27.1		15.4	71	13.6		
Total %	2.5	10.2	3.5	16.3	6.6	17.3	1.7	25.6	0.8	20	7.7	28.5	4.6	21	4	29.6	
Cars +	137	550	194	881	361	947	94	1402	42	1095	419	1556	248	1137	221	1606	5445
% Cars +	97.9	97.7	100	98.2	100	99.6	100	99.7	100	99.4	98.4	99.1	98.8	98.4	99.5	98.6	99
Trucks	3	13	0	16	0	4	0	4	0	7	7	14	3	19	1	23	57
% Trucks	2.1	2.3	0	1.8	0	0.4	0	0.3	0	0.6	1.6	0.9	1.2	1.6	0.5	1.4	1

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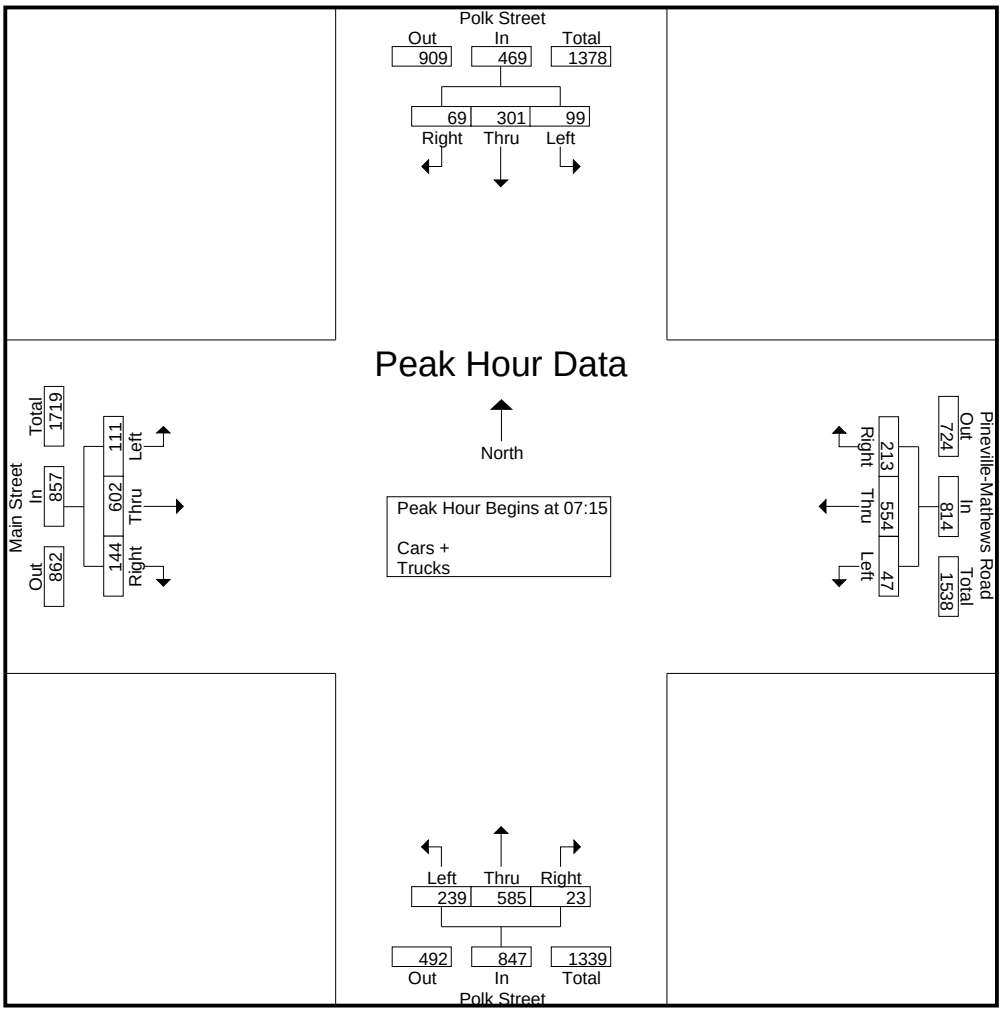
	Polk Street Southbound				Pineville-Mathews Road Westbound				Polk Street Northbound				Main Street Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15																	
07:15	25	75	20	120	58	157	17	232	3	160	67	**230**	24	149	26	199	781
07:30	13	**84**	26	**123**	43	138	12	193	**9**	151	57	217	36	135	**34**	205	738
07:45	21	67	24	112	**73**	**159**	16	**248**	6	155	67	228	40	155	20	215	**803**
08:00	10	75	**29**	114	39	100	2	141	5	119	48	172	**44**	**163**	31	**238**	665
Total Volume	69	301	99	469	213	554	47	814	23	585	239	847	144	602	111	857	2987
% App. Total	14.7	64.2	21.1		26.2	68.1	5.8		2.7	69.1	28.2		16.8	70.2	13		
PHF	.690	.896	.853	.953	.729	.871	.691	.821	.639	.914	.892	.921	.818	.923	.816	.900	.930



Burns Service Inc.

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Raleigh, NC, 27615

File Name : Pineville(Polk and Main) PM Peak
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Groups Printed- Cars + - Trucks

	Polk Street Southbound				Pneville-Mathews Road Westbound				Polk Street Northbound				Main Street Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
16:00	28	130	70	228	53	133	17	203	10	62	40	112	42	174	25	241	784
16:15	41	121	68	230	53	145	22	220	11	63	48	122	40	182	26	248	820
16:30	43	145	101	289	51	142	24	217	8	87	45	140	31	218	24	273	919
16:45	58	128	93	279	70	179	20	269	5	52	42	99	32	221	29	282	929
Total	170	524	332	1026	227	599	83	909	34	264	175	473	145	795	104	1044	3452
17:00	56	116	105	277	80	239	16	335	11	87	56	154	26	196	18	240	1006
17:15	31	113	104	248	101	207	12	320	11	92	56	159	34	215	27	276	1003
17:30	38	119	97	254	53	239	27	319	14	68	39	121	36	191	23	250	944
17:45	48	113	115	276	62	162	23	247	12	81	53	146	17	182	30	229	898
Total	173	461	421	1055	296	847	78	1221	48	328	204	580	113	784	98	995	3851
Grand Total	343	985	753	2081	523	1446	161	2130	82	592	379	1053	258	1579	202	2039	7303
Apprch %	16.5	47.3	36.2		24.6	67.9	7.6		7.8	56.2	36		12.7	77.4	9.9		
Total %	4.7	13.5	10.3	28.5	7.2	19.8	2.2	29.2	1.1	8.1	5.2	14.4	3.5	21.6	2.8	27.9	
Cars +	342	982	747	2071	520	1442	160	2122	82	587	378	1047	258	1572	202	2032	7272
% Cars +	99.7	99.7	99.2	99.5	99.4	99.7	99.4	99.6	100	99.2	99.7	99.4	100	99.6	100	99.7	99.6
Trucks	1	3	6	10	3	4	1	8	0	5	1	6	0	7	0	7	31
% Trucks	0.3	0.3	0.8	0.5	0.6	0.3	0.6	0.4	0	0.8	0.3	0.6	0	0.4	0	0.3	0.4

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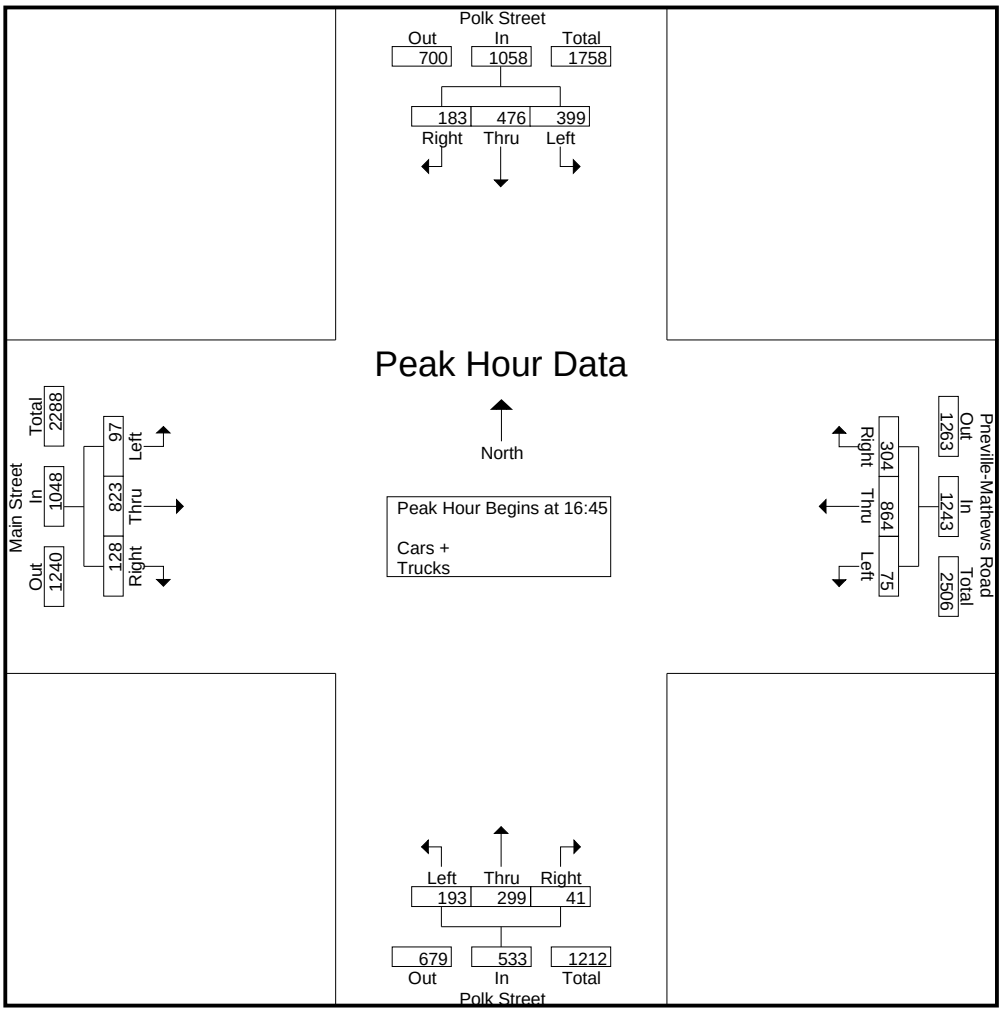
	Polk Street Southbound				Pneville-Mathews Road Westbound				Polk Street Northbound				Main Street Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	58	128	93	279	70	179	20	269	5	52	42	99	32	221	**29**	**282**	929
17:00	56	116	**105**	277	80	**239**	16	**335**	11	87	**56**	154	26	196	18	240	**1006**
17:15	31	113	104	248	**101**	207	12	320	11	**92**	56	**159**	34	215	27	276	1003
17:30	38	119	97	254	53	239	**27**	319	**14**	68	39	121	**36**	191	23	250	944
Total Volume	183	476	399	1058	304	864	75	1243	41	299	193	533	128	823	97	1048	3882
% App. Total	17.3	45	37.7		24.5	69.5	6		7.7	56.1	36.2		12.2	78.5	9.3		
PHF	.789	.930	.950	.948	.752	.904	.694	.928	.732	.813	.862	.838	.889	.931	.836	.929	.965



Burns Service Inc.

1202 Langdon Terrace Drive
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File Name : Pineville(Industrial and Polk) AM Peak
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Groups Printed- Cars + - Trucks

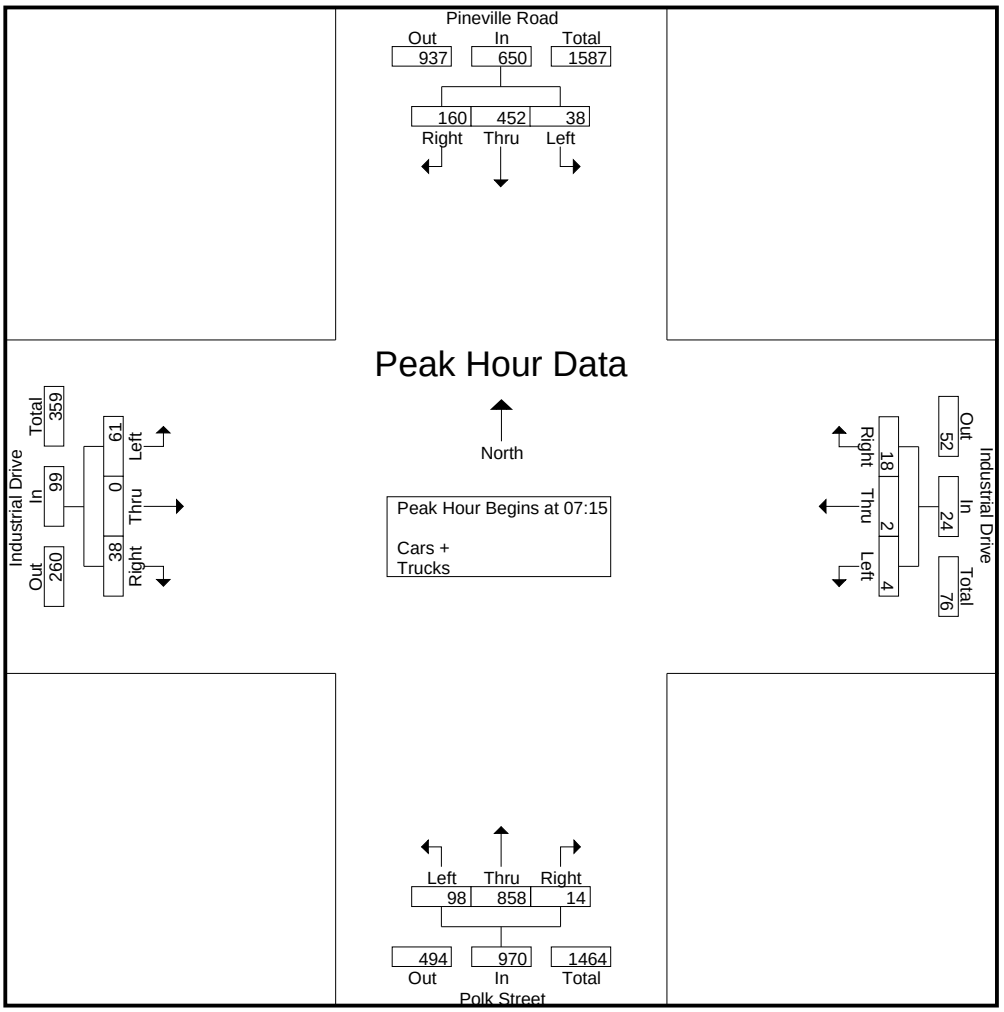
	Pineville Road Southbound				Industrial Drive Westbound				Polk Street Northbound				Industrial Drive Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00	40	66	3	109	2	0	1	3	5	160	19	184	15	1	26	42	338
07:15	38	129	11	178	10	0	1	11	4	222	36	262	10	0	12	22	473
07:30	24	93	7	124	1	1	0	2	5	219	13	237	9	0	19	28	391
07:45	51	129	16	196	3	0	2	5	4	235	34	273	6	0	14	20	494
Total	153	417	37	607	16	1	4	21	18	836	102	956	40	1	71	112	1696
08:00	47	101	4	152	4	1	1	6	1	182	15	198	13	0	16	29	385
08:15	29	150	3	182	6	1	1	8	2	210	11	223	12	1	26	39	452
08:30	13	109	8	130	2	0	0	2	2	180	15	197	4	1	15	20	349
08:45	26	132	9	167	6	1	0	7	3	138	12	153	9	6	20	35	362
Total	115	492	24	631	18	3	2	23	8	710	53	771	38	8	77	123	1548
Grand Total	268	909	61	1238	34	4	6	44	26	1546	155	1727	78	9	148	235	3244
Apprch %	21.6	73.4	4.9		77.3	9.1	13.6		1.5	89.5	9		33.2	3.8	63		
Total %	8.3	28	1.9	38.2	1	0.1	0.2	1.4	0.8	47.7	4.8	53.2	2.4	0.3	4.6	7.2	
Cars +	248	905	61	1214	33	4	6	43	26	1543	153	1722	77	9	128	214	3193
% Cars +	92.5	99.6	100	98.1	97.1	100	100	97.7	100	99.8	98.7	99.7	98.7	100	86.5	91.1	98.4
Trucks	20	4	0	24	1	0	0	1	0	3	2	5	1	0	20	21	51
% Trucks	7.5	0.4	0	1.9	2.9	0	0	2.3	0	0.2	1.3	0.3	1.3	0	13.5	8.9	1.6

Burns Service Inc.

1202 Langdon Terrace Drive
Raleigh, NC, 27615

File Name : Pineville(Industrial and Polk) AM Peak
Site Code :
Start Date : 5/25/2017
Page No : 2

	Pineville Road Southbound				Industrial Drive Westbound				Polk Street Northbound				Industrial Drive Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15																	
07:15	**38**	129	11	178	10	0	1	11	4	222	36	262	10	0	12	22	473
07:30	24	93	7	124	1	**1**	0	2	**5**	219	13	237	9	0	**19**	28	391
07:45	**51**	129	**16**	**196**	3	0	**2**	5	4	**235**	34	**273**	6	0	14	20	**494**
08:00	47	101	4	152	4	1	1	6	1	182	15	198	**13**	0	16	**29**	385
Total Volume	160	452	38	650	18	2	4	24	14	858	98	970	38	0	61	99	1743
% App. Total	24.6	69.5	5.8		75	8.3	16.7		1.4	88.5	10.1		38.4	0	61.6		
PHF	.784	.876	.594	.829	.450	.500	.500	.545	.700	.913	.681	.888	.731	.000	.803	.853	.882



Burns Service Inc.

1202 Langdon Terrace Drive
Raleigh, NC, 27615

File Name : Pineville(Industrial and Polk) PM Peak
Site Code :
Start Date : 5/25/2017
Page No : 1

Groups Printed- Cars + - Trucks

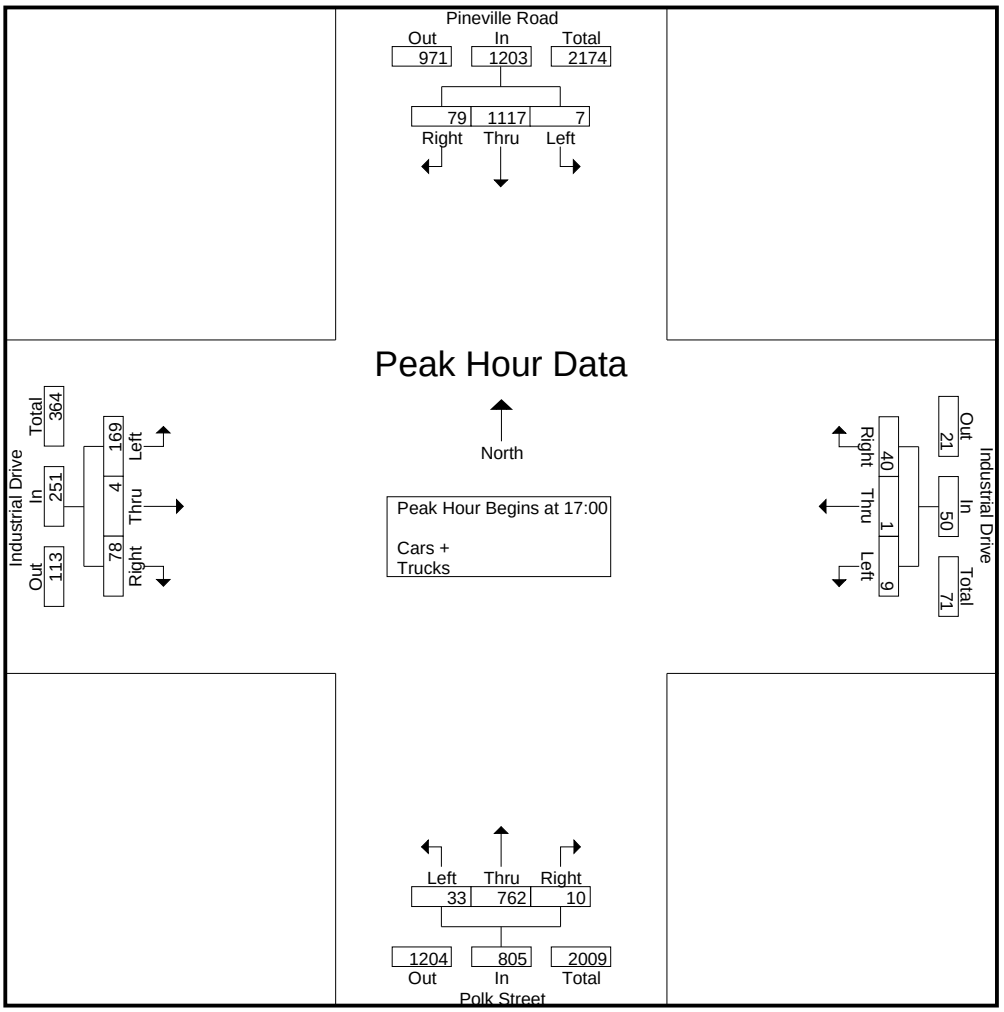
	Pineville Road Southbound				Industrial Drive Westbound				Polk Street Northbound				Industrial Drive Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
16:00	21	193	2	216	13	2	1	16	3	158	9	170	21	3	43	67	469
16:15	18	251	2	271	6	0	3	9	3	137	3	143	27	4	35	66	489
16:30	11	241	6	258	11	0	0	11	1	158	11	170	43	1	76	120	559
16:45	7	261	3	271	7	0	1	8	1	155	4	160	28	0	50	78	517
Total	57	946	13	1016	37	2	5	44	8	608	27	643	119	8	204	331	2034
17:00	20	255	2	277	13	1	4	18	2	220	8	230	31	0	59	90	615
17:15	16	277	1	294	12	0	3	15	3	213	10	226	15	3	45	63	598
17:30	24	282	3	309	11	0	0	11	2	152	9	163	19	1	49	69	552
17:45	19	303	1	323	4	0	2	6	3	177	6	186	13	0	16	29	544
Total	79	1117	7	1203	40	1	9	50	10	762	33	805	78	4	169	251	2309
Grand Total	136	2063	20	2219	77	3	14	94	18	1370	60	1448	197	12	373	582	4343
Apprch %	6.1	93	0.9		81.9	3.2	14.9		1.2	94.6	4.1		33.8	2.1	64.1		
Total %	3.1	47.5	0.5	51.1	1.8	0.1	0.3	2.2	0.4	31.5	1.4	33.3	4.5	0.3	8.6	13.4	
Cars +	125	2060	20	2205	76	3	14	93	18	1366	59	1443	196	12	363	571	4312
% Cars +	91.9	99.9	100	99.4	98.7	100	100	98.9	100	99.7	98.3	99.7	99.5	100	97.3	98.1	99.3
Trucks	11	3	0	14	1	0	0	1	0	4	1	5	1	0	10	11	31
% Trucks	8.1	0.1	0	0.6	1.3	0	0	1.1	0	0.3	1.7	0.3	0.5	0	2.7	1.9	0.7

Burns Service Inc.

1202 Langdon Terrace Drive
Raleigh, NC, 27615

File Name : Pineville(Industrial and Polk) PM Peak
Site Code :
Start Date : 5/25/2017
Page No : 2

	Pineville Road Southbound				Industrial Drive Westbound				Polk Street Northbound				Industrial Drive Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	**20**	**255**	**2**	**277**	13	1	4	18	2	**220**	8	**230**	**31**	0	**59**	**90**	**615**
17:15	16	277	1	294	12	0	3	15	**3**	213	**10**	226	15	**3**	45	63	598
17:30	**24**	282	**3**	309	11	0	0	11	2	152	9	163	19	1	49	69	552
17:45	19	**303**	1	**323**	4	0	2	6	3	177	6	186	13	0	16	29	544
Total Volume	79	1117	7	1203	40	1	9	50	10	762	33	805	78	4	169	251	2309
% App. Total	6.6	92.9	0.6		80	2	18		1.2	94.7	4.1		31.1	1.6	67.3		
PHF	.823	.922	.583	.931	.769	.250	.563	.694	.833	.866	.825	.875	.629	.333	.716	.697	.939



Appendix B – Accident Data

North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Fiche, Intersection, and Strip Reports Code Index

T - Type of Accident Codes

0 = UNKNOWN
1 = RAN OFF ROAD - RIGHT
2 = RAN OFF ROAD - LEFT
3 = RAN OFF ROAD - STRAIGHT
4 = JACKKNIFE
5 = OVERTURN/ROLLOVER
13 = OTHER NON-COLLISION
14 = PEDESTRIAN
15 = PEDALCYCLIST
16 = RR TRAIN, ENGINE
17 = ANIMAL
18 = MOVABLE OBJECT
19 = FIXED OBJECT
20 = PARKED MOTOR VEHICLE
21 = REAR END, SLOW OR STOP
22 = REAR END, TURN
23 = LEFT TURN, SAME ROADWAY
24 = LEFT TURN, DIFFERENT ROADWAYS
25 = RIGHT TURN, SAME ROADWAY
26 = RIGHT TURN, DIFFERENT ROADWAYS
27 = HEAD ON
28 = SIDESWIPE, SAME DIRECTION
29 = SIDESWIPE, OPPOSITE DIRECTION
30 = ANGLE
31 = BACKING UP
32 = OTHER COLLISION WITH VEHICLE

F - Road Feature Codes

0 = NO SPECIAL FEATURE
1 = BRIDGE
2 = BRIDGE APPROACH
3 = UNDERPASS
4 = DRIVEWAY, PUBLIC
5 = DRIVEWAY, PRIVATE
6 = ALLEY INTERSECTION
7 = FOUR-WAY INTERSECTION
8 = T-INTERSECTION
9 = Y-INTERSECTION
10 = TRAFFIC CIRCLE/ROUNDABOUT
11 = FIVE-POINT, OR MORE
12 = RELATED TO INTERSECTION
13 = NON-INTERSECTION MEDIAN CROSSING
14 = END OR BEGINNING - DIVIDED HIGHWAY
15 = OFF RAMP ENTRY
16 = OFF RAMP PROPER
17 = OFF RAMP TERMINAL ON CROSSROAD
18 = MERGE LANE BETWEEN ON AND OFF RAMP
19 = ON RAMP ENTRY
20 = ON RAMP PROPER
21 = ON RAMP TERMINAL ON CROSSROAD
22 = RAILROAD CROSSING
23 = TUNNEL
24 = SHARED-USE PATHS OR TRAILS
25 = OTHER

R - Road Condition Codes

1 = DRY
2 = WET
3 = WATER (STANDING, MOVING)
4 = ICE
5 = SNOW
6 = SLUSH
7 = SAND, MUD, DIRT, GRAVEL
8 = FUEL, OIL
9 = OTHER
10 = UNKNOWN

S - Accident Severity Codes

K = FATAL
A = A-LEVEL INJURY
B = B-LEVEL INJURY
C = C-LEVEL INJURY
O = PROPERTY DAMAGE ONLY

L - Light Condition Codes

1 = DAYLIGHT
2 = DUSK
3 = DAWN
4 = DARK - LIGHTED ROADWAY
5 = DARK - ROADWAY NOT LIGHTED
6 = DARK - UNKNOWN LIGHTING
7 = OTHER
8 = UNKNOWN

Ch - Road Character

1 = STRAIGHT, LEVEL
2 = STRAIGHT, HILLCREST
3 = STRAIGHT, GRADE
4 = STRAIGHT, BOTTOM (SAG)
5 = CURVE, LEVEL
6 = CURVE, HILLCREST
7 = CURVE, GRADE
8 = CURVE, BOTTOM (SAG)
9 = OTHER

W - Weather Condition Codes

1 = CLEAR
2 = CLOUDY
3 = RAIN
4 = SNOW
5 = FOG, SMOG, SMOKE
6 = SLEET, HAIL, FREEZING RAIN/DRIZZLE
7 = SEVERE CROSSWINDS
8 = BLOWING SAND, DIRT, SNOW
9 = OTHER

Op - Traffic Control Operating

1 = YES
2 = NO
3 = UNKNOWN

Veh Mnvr - Vehicle Maneuver Codes

1 = STOPPED IN TRAVEL LANE
2 = PARKED OUT OF TRAVEL LANES
3 = PARKED IN TRAVEL LANES
4 = GOING STRAIGHT AHEAD
5 = CHANGING LANES OR MERGING
6 = PASSING
7 = MAKING RIGHT TURN
8 = MAKING LEFT TURN
9 = MAKING U-TURN
10 = BACKING
11 = SLOWING OR STOPPING
12 = STARTING IN ROADWAY
13 = PARKING
14 = LEAVING PARKED POSITION
15 = AVOIDING OBJECT IN ROAD

Dv - Traffic Control Device

0 = NO CONTROL PRESENT
1 = STOP SIGN
2 = YIELD SIGN
3 = STOP AND GO SIGNAL
4 = FLASHING SIGNAL WITH STOP SIGN
5 = FLASHING SIGNAL WITHOUT STOP SIGN
6 = RR GATE AND FLASHER
7 = RR FLASHER
8 = RR CROSSBUCKS ONLY
9 = HUMAN CONTROL
10 = WARNING SIGN
11 = SCHOOL ZONE SIGNS
12 = FLASHING STOP AND GO SIGNAL
13 = DOUBLE YELLOW LINE, NO PASSING ZONE
14 = OTHER

Alchl/Drgs - Driver Alcohol/Drugs Suspected Status Codes

0 = NO
1 = YES - ALCOHOL, IMPAIRMENT SUSPECTED
2 = YES - ALCOHOL, NO IMPAIRMENT DETECTED
3 = YES - OTHER DRUGS, IMPAIRMENT SUSPECTED
4 = YES - OTHER DRUGS, NO IMPAIRMENT DETECTED
5 = YES - ALCOHOL AND OTHER DRUGS, IMPAIRMENT SUSPECTED
6 = YES - ALCOHOL AND OTHER DRUGS, NO IMPAIRMENT DETECTED
7 = UNKNOWN

Ped Actn - Pedestrian Action Codes

1 = ENTERING OR CROSSING SPECIFIED LOCATION
2 = WALKING, RIDING, RUNNING/JOGGING WITH TRAFFIC
3 = WALKING, RIDING, RUNNING/JOGGING AGAINST TRAFFIC
4 = WORKING
5 = PUSHING VEHICLE
6 = APPROACHING OR LEAVING VEHICLE
7 = PLAYING
8 = STANDING
9 = OTHER

Ci - Roadway Contributing Circumstances

0 = NONE (NO UNUSUAL CONDITIONS)
1 = ROAD SURFACE CONDITION
2 = DEBRIS
3 = RUT, HOLES, BUMPS
4 = WORK ZONE (CONSTRUCTION, MAINTENANCE, UTILITY)
5 = WORN TRAVEL-POLISHED SURFACE
6 = OBSTRUCTION IN ROADWAY
7 = TRAFFIC CONTROL DEVICE INOPERATIVE, NOT VISIBLE OR MISSING
8 = SHOULDERS LOW, SOFT OR HIGH
9 = NO SHOULDERS
10 = NON-HIGHWAY WORK
11 = OTHER
12 = UNKNOWN

Obj Strk - Object Struck Codes

14 = PEDESTRIAN
15 = PEDALCYCLIST
17 = ANIMAL
18 = MOVABLE OBJECT
20 = PARKED MOTOR VEHICLE
33 = TREE
34 = UTILITY POLE
35 = LUMINAIRE POLE NON-BREAKAWAY
36 = LUMINAIRE POLE BREAKAWAY
37 = OFFICIAL HIGHWAY SIGN NON-BREAKAWAY
38 = OFFICIAL HIGHWAY SIGN BREAKAWAY
39 = OVERHEAD SIGN SUPPORT
40 = COMMERCIAL SIGN
41 = GUARDRAIL END ON SHOULDER
42 = GUARDRAIL FACE ON SHOULDER
43 = GUARDRAIL END IN MEDIAN
44 = GUARDRAIL FACE IN MEDIAN
45 = SHOULDER BARRIER END
46 = SHOULDER BARRIER FACE
47 = MEDIAN BARRIER END
48 = MEDIAN BARRIER FACE
49 = BRIDGE RAIL END
50 = BRIDGE RAIL FACE
51 = OVERHEAD PART UNDERPASS
52 = PIER ON SHOULDER OF UNDERPASS
53 = PIER IN MEDIAN OF UNDERPASS
54 = ABUTMENT OF UNDERPASS
55 = TRAFFIC ISLAND CURB OR MEDIAN
56 = CATCH BASIN OR CULVERT ON SHOULDER
57 = CATCH BASIN OR CULVERT ON MEDIAN
58 = DITCH
59 = EMBANKMENT
60 = MAILBOX
61 = FENCE OR FENCE POST
62 = CONTRUCTION BARRIER
63 = CRASH CUSHION
64 = OTHER FIXED OBJECT

Unit # - Vehicle Style Codes

1 = PASSENGER CAR
2 = PICKUP
3 = LIGHT TRUCK (MINI-VAN, PANEL)
4 = SPORT UTILITY
5 = VAN
6 = COMMERCIAL BUS
7 = SCHOOL BUS
8 = ACTIVITY BUS
9 = OTHER BUS
10 = SINGLE UNIT TRUCK (2-AXLE, 6-TIRE)
11 = SINGLE UNIT TRUCK (3 OR MORE AXLES)
12 = TRUCK/TRAILER
13 = TRUCK/TRACTOR
14 = TRACTOR/SEMI-TRAILER
15 = TRACTOR/DOULBES
16 = UNKNOWN HEAVY TRUCK
17 = TAXICAB
18 = FARM EQUIPMENT
19 = FARM TRACTOR
20 = MOTORCYCLE
21 = MOPED
22 = MOTOR SCOOTER OR MOTOR BIKE
23 = PEDALCYCLE
24 = PEDESTRIAN
25 = MOTOR HOME/RECREATIONAL VEHICLE
26 = OTHER
27 = ALL TERRAIN VEHICLE (ATV)
28 = FIRETRUCK
29 = EMS VEHICLE, AMBULANCE, RESCUE SQUAD
30 = MILITARY
31 = POLICE
32 = UNKNOWN

Study Criteria Summary

County: MECKLENBURG **City:** All and Rural
Date: 05/01/2012 **to** 04/30/2017 **Study:** 41000047185
Location: NC 51 (Main St) at Cranford Drive **Crash rates contained in this analysis should not be used**

Report Details

Acc No	Crash ID	Date	Accident Type	Total Damage	Injuries F	Injuries A	Injuries B	Injuries C	Condition R	Condition L	Condition W	Road Ch	Road Ci	Trfc Ctl Dv	Trfc Ctl Op
1	103517986	07/26/2012 14:10	ANIMAL	$ 2000	0	0	0	0	1	1	1	1	0	3	1
Unit 1 : 4	Alchl/Drgs: 0	Speed: 30 MPH	Dir: W	Veh Mnvr / Ped Actn: 4	Obj Strk: 17										
2	103599564	10/04/2012 05:08	RAN OFF ROAD - RIGHT	$ 2200	0	0	0	0	2	4	3	1	0		
Unit 1 : 1	Alchl/Drgs: 1	Speed: 40 MPH	Dir: S	Veh Mnvr / Ped Actn: 4	Obj Strk: 33										
3	103599559	10/20/2012 16:29	REAR END, SLOW OR STOP	$ 2700	0	0	0	3	1	1	1	1	0		
Unit 1 : 1	Alchl/Drgs: 0	Speed: 35 MPH	Dir: W	Veh Mnvr / Ped Actn: 11	Obj Strk:										
Unit 2 : 1	Alchl/Drgs: 0	Speed: 35 MPH	Dir: W	Veh Mnvr / Ped Actn: 11	Obj Strk:										
Unit 3 : 1	Alchl/Drgs: 0	Speed: 0 MPH	Dir: W	Veh Mnvr / Ped Actn: 1	Obj Strk:										
Unit 4 : 1	Alchl/Drgs: 0	Speed: 0 MPH	Dir: W	Veh Mnvr / Ped Actn: 1	Obj Strk:										
4	103648446	12/07/2012 18:07	ANGLE	$ 2500	0	0	0	0	1	4	2	1	0	1	1
Unit 1 : 1	Alchl/Drgs: 0	Speed: 0 MPH	Dir: SE	Veh Mnvr / Ped Actn: 1	Obj Strk:										
Unit 2 : 1	Alchl/Drgs: 0	Speed: 45 MPH	Dir: NW	Veh Mnvr / Ped Actn: 4	Obj Strk:										
5	103788738	05/24/2013 12:13	LEFT TURN, DIFFERENT ROADWAYS	$ 3000	0	0	0	0	1	1	1	1	0	1	1
Unit 1 : 1	Alchl/Drgs: 0	Speed: 5 MPH	Dir: E	Veh Mnvr / Ped Actn: 8	Obj Strk:										
Unit 2 : 1	Alchl/Drgs: 0	Speed: 25 MPH	Dir: W	Veh Mnvr / Ped Actn: 4	Obj Strk:										
6	104185053	09/03/2014 15:28	FIXED OBJECT	$ 2050	0	0	0	0	1	1	1	1	3		
Unit 1 : 1	Alchl/Drgs: 0	Speed: 35 MPH	Dir: E	Veh Mnvr / Ped Actn: 4	Obj Strk: 64										
7	104440154	07/22/2015 12:54	SIDESWIPE, SAME DIRECTION	$ 600	0	0	0	0	1	1	1	1	0	0	
Unit 1 : 1	Alchl/Drgs: 0	Speed: 30 MPH	Dir: W	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 4	Alchl/Drgs: 0	Speed: 30 MPH	Dir: W	Veh Mnvr / Ped Actn: 4	Obj Strk:										
8	104447827	07/24/2015 21:09	LEFT TURN, SAME ROADWAY	$ 5500	0	0	0	0	1	2	1	1	0	0	
Unit 1 : 4	Alchl/Drgs: 0	Speed: 10 MPH	Dir: S	Veh Mnvr / Ped Actn: 9	Obj Strk:										
Unit 2 : 1	Alchl/Drgs: 0	Speed: 35 MPH	Dir: W	Veh Mnvr / Ped Actn: 4	Obj Strk:										

Acc No	Crash ID	Date	Accident Type	Total Damage	Injuries F	Injuries A	Injuries B	Injuries C	Condition R	Condition L	Condition W	Road Ch	Road Ci	Trfc Ctl Dv	Trfc Ctl Op
9	104525416	10/18/2015 19:18	SIDESWIPE, SAME DIRECTION	$ 1000	0	0	0	0	1	4	1	1	0	0	
Unit 1 : 4	Alchl/Drgs: 0	Speed: 20 MPH	Dir: W	Veh Mnvr / Ped Actn: 5	Obj Strk:										
Unit 2 : 1	Alchl/Drgs: 0	Speed: 35 MPH	Dir: W	Veh Mnvr / Ped Actn: 4	Obj Strk:										
10	104687210	03/23/2016 10:09	REAR END, SLOW OR STOP	$ 4000	0	0	0	0	1	1	1	1	0	0	
Unit 1 : 4	Alchl/Drgs: 0	Speed: 25 MPH	Dir: W	Veh Mnvr / Ped Actn: 11	Obj Strk:										
Unit 2 : 1	Alchl/Drgs: 0	Speed: 0 MPH	Dir: W	Veh Mnvr / Ped Actn: 1	Obj Strk:										
11	104777158	05/21/2016 15:00	REAR END, SLOW OR STOP	$ 1600	0	0	0	2	1	1	2	1	0	1	1
Unit 1 : 2	Alchl/Drgs: 0	Speed: 25 MPH	Dir: W	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 1	Alchl/Drgs: 0	Speed: 35 MPH	Dir: W	Veh Mnvr / Ped Actn: 11	Obj Strk:										
12	104932925	11/29/2016 07:21	REAR END, SLOW OR STOP	$ 2500	0	0	0	0	2	1	2	1	0	0	
Unit 1 : 1	Alchl/Drgs: 0	Speed: 25 MPH	Dir: W	Veh Mnvr / Ped Actn: 11	Obj Strk:										
Unit 2 : 4	Alchl/Drgs: 0	Speed: 10 MPH	Dir: W	Veh Mnvr / Ped Actn: 1	Obj Strk:										
13	104936939	12/05/2016 18:53	SIDESWIPE, SAME DIRECTION	$ 200	0	0	0	1	2	4	3	1	1	0	
Unit 1 : 4	Alchl/Drgs: 0	Speed: 15 MPH	Dir: NW	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 1	Alchl/Drgs: 0	Speed: 15 MPH	Dir: NW	Veh Mnvr / Ped Actn: 4	Obj Strk:										

Legend for Report Details:
Acc No - Accident Number
Injuries: F - Fatal, A - Class A, B - Class B, C - Class C
Condition: R - Road Surface, L - Ambient Light, W - Weather
Rd Ch - Road Character
Rd Ci - Roadway Contributing Circumstances
Trfc Ctl - Traffic Control: Dv - Device, Op - Operating
Alchl/Drgs - Alcohol Drugs Suspected
Veh Mnvr/Ped Actn - Vehicle Maneuver/Pedestrian Action
Obj Strk - Object Struck

Summary Statistics

High Level Crash Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	13	100.00
Fatal Crashes	0	0.00
Non-Fatal Injury Crashes	3	23.08
Total Injury Crashes	3	23.08
Property Damage Only Crashes	10	76.92
Night Crashes	4	30.77
Wet Crashes	3	23.08
Alcohol/Drugs Involvement Crashes	1	7.69

Crash Severity Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	13	100.00
Fatal Crashes	0	0.00
Class A Crashes	0	0.00
Class B Crashes	0	0.00
Class C Crashes	3	23.08
Property Damage Only Crashes	10	76.92

Vehicle Exposure Statistics

Annual ADT = 999999

Total Vehicle Exposure = 1826 (MEV)

Crash Rate	Crashes Per 100 Million Vehicles Entered
Total Crash Rate	0.71
Fatal Crash Rate	0.00
Non Fatal Crash Rate	0.16
Night Crash Rate	0.22
Wet Crash Rate	0.16
EPDO Rate	1.93

Miscellaneous Statistics

Severity Index =	2.71
EPDO Crash Index =	35.20
Estimated Property Damage Total = $	29850.00

Accident Type Summary

Accident Type	Number of Crashes	Percent of Total
ANGLE	1	7.69
ANIMAL	1	7.69
FIXED OBJECT	1	7.69
LEFT TURN, DIFFERENT ROADWAYS	1	7.69
LEFT TURN, SAME ROADWAY	1	7.69
RAN OFF ROAD - RIGHT	1	7.69
REAR END, SLOW OR STOP	4	30.77
SIDESWIPE, SAME DIRECTION	3	23.08

Injury Summary

Injury Type	Number of Injuries	Percent of Total
Fatal Injuries	0	0.00
Class A Injuries	0	0.00
Class B Injuries	0	0.00
Class C Injuries	6	100.00
Total Non-Fatal Injuries	6	100.00
Total Injuries	6	100.00

Monthly Summary

Month	Number of Crashes	Percent of Total
Jan	0	0.00
Feb	0	0.00
Mar	1	7.69
Apr	0	0.00
May	2	15.38
Jun	0	0.00
Jul	3	23.08
Aug	0	0.00
Sep	1	7.69
Oct	3	23.08
Nov	1	7.69
Dec	2	15.38

Daily Summary

Day	Number of Crashes	Percent of Total
Mon	1	7.69
Tue	1	7.69
Wed	3	23.08
Thu	2	15.38
Fri	3	23.08
Sat	2	15.38
Sun	1	7.69

Hourly Summary

Hour	Number of Crashes	Percent of Total
0000-0059	0	0.00
0100-0159	0	0.00
0200-0259	0	0.00
0300-0359	0	0.00
0400-0459	0	0.00
0500-0559	1	7.69
0600-0659	0	0.00
0700-0759	1	7.69
0800-0859	0	0.00
0900-0959	0	0.00
1000-1059	1	7.69
1100-1159	0	0.00
1200-1259	2	15.38
1300-1359	0	0.00
1400-1459	1	7.69
1500-1559	2	15.38
1600-1659	1	7.69
1700-1759	0	0.00
1800-1859	2	15.38
1900-1959	1	7.69
2000-2059	0	0.00
2100-2159	1	7.69
2200-2259	0	0.00
2300-2359	0	0.00

Light and Road Conditions Summary

Condition	Dry	Wet	Other	Total
Day	7	1	0	8
Dark	2	2	0	4
Other	1	0	0	1
Total	10	3	0	13

Object Struck Summary

Object Type	Times Struck	Percent of Total
ANIMAL	1	33.33
OTHER FIXED OBJECT	1	33.33
TREE	1	33.33

Vehicle Type Summary

Vehicle Type	Number Involved	Percent of Total
PASSENGER CAR	17	68.00
PICKUP	1	4.00
SPORT UTILITY	7	28.00

Yearly Totals Summary

Accident Totals

Year	Total Accidents	Fatal Accidents	Injury Accidents	Property Damage Only Accidents
2012	4	0	1	3
2013	1	0	0	1
2014	1	0	0	1
2015	3	0	0	3
2016	4	0	2	2
2017	0	0	0	0
Total	13	0	3	10

Injury Totals

Year	Fatal Injuries	Class A, B, or C Injuries
2012	0	3
2013	0	0
2014	0	0
2015	0	0
2016	0	3
2017	0	0
Total	0	6

Miscellaneous Totals

Year	Property Damage	EPDO Index
2012	$ 9400	11.40
2013	$ 3000	1.00
2014	$ 2050	1.00
2015	$ 7100	3.00
2016	$ 8300	18.80
2017	$ 0	0.00
Total	$ 29850	35.20

Type of Accident Totals

Year	Left Turn	Right Turn	Rear End	Run Off Road & Fixed Object	Angle	Side Swipe	Other
2012	0	0	1	1	1	0	1
2013	1	0	0	0	0	0	0
2014	0	0	0	1	0	0	0

Year	Left Turn	Right Turn	Rear End	Run Off Road & Fixed Object	Angle	Side Swipe	Other
2015	1	0	0	0	0	2	0
2016	0	0	3	0	0	1	0
2017	0	0	0	0	0	0	0
Total	2	0	4	2	1	3	1

Study Criteria

Study Name	Log No.	PH No.	TIP No.	K/A Cf.	B/C Cf.	ADT	ADT Route
41000047185	41000047185			76.8	8.4	999999	

Request Date	Courier Service	Phone No.	Ext.	Fax No.

County			Municipality					
Name	Code	Div.	Name	Code	Y-Line Ft.	Begin Date	End Date	Years
MECKLENBURG	60	10	All and Rural		150	05/01/2012	04/30/2017	5.00

Location Text

NC 51 (Main St) at Cranford Drive **Crash rates contained in this analysis should not be used**

Requestor

Cliff Lawson, PE
Timmons Group

Included Accidents

104936939
104185053
104932925
104687210

Excluded Accidents

103918106

Fiche Roads

Name	Code
NC 51	30000051
MAIN	50018682
ROCK HILL-PINEVILLE	50035876
PINEVILLE MATTHEWS	50024238
CRANFORD	50007267

Intersection Road Combinations

Name	Code	Code	Name
NC 51	30000051	50007267	CRANFORD
MAIN	50018682	50007267	CRANFORD
PINEVILLE MATTHEWS	50024238	50007267	CRANFORD
ROCK HILL-PINEVILLE	50035876	50007267	CRANFORD

Study Criteria Summary

County: MECKLENBURG **City:** All and Rural
Date: 5/1/2012 **to** 4/30/2017 **Study:** 41000047091
Location: NC 51 (Main St) at Franklin St. **Crash rates contained in this analysis should not be used**

Report Details

Acc No	Crash ID	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
1	103648454	12/14/2012 22:29	ANIMAL	$ 3000	0	0	0	0	1	4	1	1	0	0	
Unit	1 : 4	Alchl/Drgs: 0	Speed: 35 MPH	Dir: SE	Veh Mnvr / Ped Actn: 4				Obj Strk: 17						
2	104337756	04/03/2015 14:15	SIDESWIPE, SAME DIRECTION	$ 1600	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 4	Alchl/Drgs: 0	Speed: 35 MPH	Dir: E	Veh Mnvr / Ped Actn: 5				Obj Strk:						
Unit	2 : 1	Alchl/Drgs: 0	Speed: 35 MPH	Dir: E	Veh Mnvr / Ped Actn: 4				Obj Strk:						
3	104407868	06/11/2015 13:42	REAR END, SLOW OR STOP	$ 200	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 4	Alchl/Drgs: 0	Speed: 2 MPH	Dir: E	Veh Mnvr / Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drgs: 0	Speed: 0 MPH	Dir: E	Veh Mnvr / Ped Actn: 1				Obj Strk:						
4	104739886	05/21/2016 11:43	SIDESWIPE, SAME DIRECTION	$ 2750	0	0	0	0	1	1	2	1	0	0	
Unit	1 : 2	Alchl/Drgs: 0	Speed: 35 MPH	Dir: SE	Veh Mnvr / Ped Actn: 5				Obj Strk:						
Unit	2 : 1	Alchl/Drgs: 0	Speed: 30 MPH	Dir: SE	Veh Mnvr / Ped Actn: 4				Obj Strk:						
5	105029698	03/06/2017 15:12	SIDESWIPE, OPPOSITE DIRECTION	$ 600	0	0	0	0	1	1	2		0	0	
Unit	1 : 1	Alchl/Drgs: 7	Speed: 35 MPH	Dir: W	Veh Mnvr / Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drgs: 0	Speed: 35 MPH	Dir: E	Veh Mnvr / Ped Actn: 4				Obj Strk:						

Legend for Report Details:
Acc No - Accident Number
Injuries: F - Fatal, A - Class A, B - Class B, C - Class C
Condition: R - Road Surface, L - Ambient Light, W - Weather
Rd Ch - Road Character
Rd Ci - Roadway Contributing Circumstances
Trfc Ctl - Traffic Control: Dv - Device, Op - Operating
Alchl/Drgs - Alcohol Drugs Suspected
Veh Mnvr/Ped Actn - Vehicle Maneuver/Pedestrian Action
Obj Strk - Object Struck

Summary Statistics

High Level Crash Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	5	100.00
Fatal Crashes	0	0.00
Non-Fatal Injury Crashes	0	0.00
Total Injury Crashes	0	0.00
Property Damage Only Crashes	5	100.00
Night Crashes	1	20.00
Wet Crashes	0	0.00
Alcohol/Drugs Involvement Crashes	0	0.00

Crash Severity Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	5	100.00
Fatal Crashes	0	0.00
Class A Crashes	0	0.00
Class B Crashes	0	0.00
Class C Crashes	0	0.00
Property Damage Only Crashes	5	100.00

Vehicle Exposure Statistics

Annual ADT = 999999

Total Vehicle Exposure = 1826 (MEV)

Crash Rate	Crashes Per 100 Million Vehicles Entered
Total Crash Rate	0.27
Fatal Crash Rate	0.00
Non Fatal Crash Rate	0.00
Night Crash Rate	0.05
Wet Crash Rate	0.00
EPDO Rate	0.27

Miscellaneous Statistics

Severity Index =	1.00
EPDO Crash Index =	5.00
Estimated Property Damage Total = $	8150.00

Accident Type Summary

Accident Type	Number of Crashes	Percent of Total
ANIMAL	1	20.00
REAR END, SLOW OR STOP	1	20.00
SIDESWIPE, OPPOSITE DIRECTION	1	20.00
SIDESWIPE, SAME DIRECTION	2	40.00

Injury Summary

Injury Type	Number of Injuries	Percent of Total
Fatal Injuries	0	0.00
Class A Injuries	0	0.00
Class B Injuries	0	0.00
Class C Injuries	0	0.00
Total Non-Fatal Injuries	0	0.00
Total Injuries	0	0.00

Monthly Summary

Month	Number of Crashes	Percent of Total
Jan	0	0.00
Feb	0	0.00
Mar	1	20.00
Apr	1	20.00
May	1	20.00
Jun	1	20.00
Jul	0	0.00
Aug	0	0.00
Sep	0	0.00
Oct	0	0.00
Nov	0	0.00
Dec	1	20.00

Daily Summary

Day	Number of Crashes	Percent of Total
Mon	1	20.00
Tue	0	0.00
Wed	0	0.00
Thu	1	20.00
Fri	2	40.00
Sat	1	20.00
Sun	0	0.00

Hourly Summary

Hour	Number of Crashes	Percent of Total
0000-0059	0	0.00
0100-0159	0	0.00
0200-0259	0	0.00
0300-0359	0	0.00
0400-0459	0	0.00
0500-0559	0	0.00
0600-0659	0	0.00
0700-0759	0	0.00
0800-0859	0	0.00
0900-0959	0	0.00
1000-1059	0	0.00
1100-1159	1	20.00
1200-1259	0	0.00
1300-1359	1	20.00
1400-1459	1	20.00
1500-1559	1	20.00
1600-1659	0	0.00
1700-1759	0	0.00
1800-1859	0	0.00
1900-1959	0	0.00
2000-2059	0	0.00
2100-2159	0	0.00
2200-2259	1	20.00
2300-2359	0	0.00

Light and Road Conditions Summary

Condition	Dry	Wet	Other	Total
Day	4	0	0	4
Dark	1	0	0	1
Other	0	0	0	0
Total	5	0	0	5

Object Struck Summary

Object Type	Times Struck	Percent of Total
ANIMAL	1	100.00

Vehicle Type Summary

Vehicle Type	Number Involved	Percent of Total
PASSENGER CAR	5	55.56
PICKUP	1	11.11
SPORT UTILITY	3	33.33

Yearly Totals Summary

Accident Totals

Year	Total Accidents	Fatal Accidents	Injury Accidents	Property Damage Only Accidents
2012	1	0	0	1
2013	0	0	0	0
2014	0	0	0	0
2015	2	0	0	2
2016	1	0	0	1
2017	1	0	0	1
Total	5	0	0	5

Injury Totals

Year	Fatal Injuries	Class A, B, or C Injuries
2012	0	0
2013	0	0
2014	0	0
2015	0	0
2016	0	0
2017	0	0
Total	0	0

Miscellaneous Totals

Year	Property Damage	EPDO Index
2012	$ 3000	1.00
2013	$ 0	0.00
2014	$ 0	0.00
2015	$ 1800	2.00
2016	$ 2750	1.00
2017	$ 600	1.00
Total	$ 8150	5.00

Type of Accident Totals

Year	Left Turn	Right Turn	Rear End	Run Off Road & Fixed Object	Angle	Side Swipe	Other
2012	0	0	0	0	0	0	1
2013	0	0	0	0	0	0	0
2014	0	0	0	0	0	0	0

Year	Left Turn	Right Turn	Rear End	Run Off Road & Fixed Object	Angle	Side Swipe	Other
2015	0	0	1	0	0	1	0
2016	0	0	0	0	0	1	0
2017	0	0	0	0	0	1	0
Total	0	0	1	0	0	3	1

Study Criteria

Study Name	Log No.	PH No.	TIP No.	K/A Cf.	B/C Cf.	ADT	ADT Route
41000047091	41000047091			76.8	8.4	999999	

Request Date	Courier Service	Phone No.	Ext.	Fax No.

County			Municipality					
Name	Code	Div.	Name	Code	Y-Line Ft.	Begin Date	End Date	Years
MECKLENBURG	60	10	All and Rural		150	5/1/2012	4/30/2017	5.00

Location Text

NC 51 (Main St) at Franklin St. **Crash rates contained in this analysis should not be used**

Requestor

Cliff Lawson, PE
Timmons Group

Excluded Accidents

104551981
104642803
103814886

Fiche Roads

Name	Code
NC 51	30000051
MAIN	50018682
ROCK HILL-PINEVILLE	50035876
PINEVILLE-MATTHEWS	50024238
FRANKLIN	50011079

Intersection Road Combinations

Name	Code	Code	Name
NC 51	30000051	50011079	FRANKLIN
MAIN	50018682	50011079	FRANKLIN
ROCK HILL-PINEVILLE	50035876	50011079	FRANKLIN
PINEVILLE-MATTHEWS	50024238	50011079	FRANKLIN

Study Criteria Summary

County: MECKLENBURG **City:** All and Rural
Date: 05/01/2012 **to** 04/30/2017 **Study:** 41000047242
Location: US 521 (Polk St-Pineville Rd) at SR 3542 (Industrial Dr). **Crash rates contained in this analysis should not be used**

Report Details

Acc No	Crash ID	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
1	103473281	05/23/2012 15:13	REAR END, SLOW OR STOP	$ 2000	0	0	0	0	1	1	1	1	0	3	1
Unit 1 : 1	Alchl/Drgs: 0	Speed: 10 MPH	Dir: S	Veh Mnvr / Ped Actn: 11	Obj Strk:										
Unit 2 : 1	Alchl/Drgs: 0	Speed: 0 MPH	Dir: S	Veh Mnvr / Ped Actn: 11	Obj Strk:										
2	103600255	10/27/2012 10:30	REAR END, SLOW OR STOP	$ 11200	0	0	0	2	1	1	2	1	0	3	1
Unit 1 : 1	Alchl/Drgs: 0	Speed: 35 MPH	Dir: S	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 1	Alchl/Drgs: 0	Speed: 25 MPH	Dir: S	Veh Mnvr / Ped Actn: 11	Obj Strk: 20										
Unit 3 : 1	Alchl/Drgs: 7	Speed: 0 MPH	Dir: W	Veh Mnvr / Ped Actn: 2	Obj Strk: 20										
3	103720686	02/15/2013 22:34	ANGLE	$ 3400	0	0	0	0	1	5	1	1	0	3	1
Unit 1 : 4	Alchl/Drgs: 0	Speed: 20 MPH	Dir: S	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 10	Alchl/Drgs: 0	Speed: 15 MPH	Dir: E	Veh Mnvr / Ped Actn: 7	Obj Strk:										
4	103751319	04/29/2013 13:01	LEFT TURN, SAME ROADWAY	$ 7500	0	0	0	0	1	1	2	3	0	3	1
Unit 1 : 1	Alchl/Drgs: 0	Speed: 5 MPH	Dir: W	Veh Mnvr / Ped Actn: 8	Obj Strk:										
Unit 2 : 1	Alchl/Drgs: 0	Speed: 35 MPH	Dir: SW	Veh Mnvr / Ped Actn: 4	Obj Strk:										
5	103918119	10/17/2013 17:53	REAR END, SLOW OR STOP	$ 7000	0	0	0	2	2	1	3	1	0		
Unit 1 : 1	Alchl/Drgs: 0	Speed: 25 MPH	Dir: N	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 5	Alchl/Drgs: 0	Speed: 0 MPH	Dir: N	Veh Mnvr / Ped Actn: 1	Obj Strk:										
6	103983348	12/27/2013 17:37	REAR END, SLOW OR STOP	$ 1200	0	0	0	0	1	4	1	1	0	0	
Unit 1 : 4	Alchl/Drgs: 0	Speed: 5 MPH	Dir: N	Veh Mnvr / Ped Actn: 12	Obj Strk:										
Unit 2 : 4	Alchl/Drgs: 0	Speed: 5 MPH	Dir: N	Veh Mnvr / Ped Actn: 1	Obj Strk:										
7	104009922	02/08/2014 16:24	REAR END, SLOW OR STOP	$ 2500	0	0	0	0	1	1	1	1	0		
Unit 1 : 1	Alchl/Drgs: 0	Speed: 25 MPH	Dir: S	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 1	Alchl/Drgs: 0	Speed: 5 MPH	Dir: S	Veh Mnvr / Ped Actn: 11	Obj Strk:										
8	104028058	03/08/2014 10:22	REAR END, SLOW OR STOP	$ 3250	0	0	0	0	1	1	1	1	0	3	1
Unit 1 : 4	Alchl/Drgs: 0	Speed: 40 MPH	Dir: S	Veh Mnvr / Ped Actn: 4	Obj Strk:										

Acc No	Crash ID	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
Unit 2 : 1	Alchl/Drgs: 0	Speed: 40 MPH	Dir: S	Veh Mnvr / Ped Actn: 11	Obj Strk:										
9	104144964	07/18/2014 08:37	RIGHT TURN, SAME ROADWAY	$ 7200	0	0	0	0	1	1	1	1	0	3	1
Unit 1 : 14	Alchl/Drgs: 0	Speed: 8 MPH	Dir: N	Veh Mnvr / Ped Actn: 7	Obj Strk:										
Unit 2 : 1	Alchl/Drgs: 0	Speed: 5 MPH	Dir: N	Veh Mnvr / Ped Actn: 7	Obj Strk:										
10	104156148	08/12/2014 17:27	REAR END, SLOW OR STOP	$ 3200	0	0	0	1	1	1	1	1	0	3	1
Unit 1 : 1	Alchl/Drgs: 0	Speed: 20 MPH	Dir: N	Veh Mnvr / Ped Actn: 11	Obj Strk:										
Unit 2 : 1	Alchl/Drgs: 0	Speed: 20 MPH	Dir: N	Veh Mnvr / Ped Actn: 11	Obj Strk:										
Unit 3 : 2	Alchl/Drgs: 0	Speed: 20 MPH	Dir: N	Veh Mnvr / Ped Actn: 1	Obj Strk:										
11	104244597	11/08/2014 22:36	REAR END, SLOW OR STOP	$ 1000	0	0	0	0	1	4	1	1	0		
Unit 1 : 4	Alchl/Drgs: 1	Speed: 35 MPH	Dir: N	Veh Mnvr / Ped Actn: 11	Obj Strk:										
Unit 2 : 1	Alchl/Drgs: 0	Speed: 0 MPH	Dir: N	Veh Mnvr / Ped Actn: 1	Obj Strk:										
12	104246853	12/17/2014 17:50	ANGLE	$ 600	0	0	0	0	1	4	1	1	0	3	1
Unit 1 : 1	Alchl/Drgs: 0	Speed: 0 MPH	Dir: S	Veh Mnvr / Ped Actn: 8	Obj Strk:										
Unit 2 : 1	Alchl/Drgs: 0	Speed: 10 MPH	Dir: NW	Veh Mnvr / Ped Actn: 4	Obj Strk:										
13	104281833	12/19/2014 16:03	REAR END, SLOW OR STOP	$ 1050	0	0	0	0	1	1	1	1	0		
Unit 1 : 4	Alchl/Drgs: 0	Speed: 20 MPH	Dir: N	Veh Mnvr / Ped Actn: 11	Obj Strk:										
Unit 2 : 1	Alchl/Drgs: 0	Speed: 15 MPH	Dir: N	Veh Mnvr / Ped Actn: 1	Obj Strk:										
14	104271217	01/17/2015 19:17	RAN OFF ROAD - LEFT	$ 15100	0	0	0	1	1	4	1	1	0	0	
Unit 1 : 2	Alchl/Drgs: 0	Speed: 47 MPH	Dir: N	Veh Mnvr / Ped Actn: 5	Obj Strk: 55										
15	104298852	02/19/2015 18:42	REAR END, SLOW OR STOP	$ 1500	0	0	0	0	1	4	1	1	0	0	
Unit 1 : 1	Alchl/Drgs: 0	Speed: 15 MPH	Dir: N	Veh Mnvr / Ped Actn: 11	Obj Strk:										
Unit 2 : 1	Alchl/Drgs: 0	Speed: 10 MPH	Dir: N	Veh Mnvr / Ped Actn: 1	Obj Strk:										
16	104438671	07/18/2015 13:19	REAR END, SLOW OR STOP	$ 2000	0	0	0	0	1	1	1	1	0	0	
Unit 1 : 4	Alchl/Drgs: 7	Speed: 25 MPH	Dir: N	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 1	Alchl/Drgs: 7	Speed: 0 MPH	Dir: N	Veh Mnvr / Ped Actn: 1	Obj Strk:										
17	104441323	07/24/2015 14:37	REAR END, SLOW OR STOP	$ 2200	0	0	0	1	1	1	1	1	0	3	1
Unit 1 : 5	Alchl/Drgs: 0	Speed: 20 MPH	Dir: NW	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 4	Alchl/Drgs: 0	Speed: 0 MPH	Dir: NW	Veh Mnvr / Ped Actn: 1	Obj Strk:										

Acc No	Crash ID	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
18	104448464	07/30/2015 12:05	RAN OFF ROAD - RIGHT	$ 1805	0	0	0	1	1	1	1	1	0	5	1
Unit 1 : 2	Alchl/Drgs: 0	Speed: 35 MPH	Dir: NE	Veh Mnvr / Ped Actn: 8	Obj Strk:										
Unit 2 : 1	Alchl/Drgs: 0	Speed: 35 MPH	Dir: SW	Veh Mnvr / Ped Actn: 4	Obj Strk: 18										
19	104508930	10/05/2015 11:48	REAR END, SLOW OR STOP	$ 9500	0	0	0	1	1	1	2	1	0	3	1
Unit 1 : 5	Alchl/Drgs: 0	Speed: 30 MPH	Dir: S	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 2	Alchl/Drgs: 7	Speed: 0 MPH	Dir: S	Veh Mnvr / Ped Actn: 1	Obj Strk:										
20	104554191	11/12/2015 20:10	LEFT TURN, DIFFERENT ROADWAYS	$ 2000	0	0	0	0	1	4	1	1	0	3	1
Unit 1 : 4	Alchl/Drgs: 0	Speed: 35 MPH	Dir: N	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 1	Alchl/Drgs: 0	Speed: 15 MPH	Dir: E	Veh Mnvr / Ped Actn: 8	Obj Strk:										
21	104606113	12/04/2015 23:27	ANGLE	$ 4000	0	0	0	2	1	4	1	1	0	3	1
Unit 1 : 4	Alchl/Drgs: 0	Speed: 35 MPH	Dir: S	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 5	Alchl/Drgs: 0	Speed: 4 MPH	Dir: E	Veh Mnvr / Ped Actn: 4	Obj Strk:										
22	104630745	02/01/2016 14:20	ANGLE	$ 9000	0	0	0	1	1	1	1	3	0	3	1
Unit 1 : 1	Alchl/Drgs: 0	Speed: 35 MPH	Dir: N	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 2	Alchl/Drgs: 0	Speed: 5 MPH	Dir: W	Veh Mnvr / Ped Actn: 4	Obj Strk:										
23	104889056	10/25/2016 15:06	LEFT TURN, SAME ROADWAY	$ 9000	0	0	0	0	1	1	1	1	0	3	1
Unit 1 : 1	Alchl/Drgs: 0	Speed: 8 MPH	Dir: N	Veh Mnvr / Ped Actn: 8	Obj Strk:										
Unit 2 : 2	Alchl/Drgs: 0	Speed: 30 MPH	Dir: S	Veh Mnvr / Ped Actn: 4	Obj Strk:										
24	104912808	11/10/2016 08:31	REAR END, SLOW OR STOP	$ 3000	0	0	0	0	1	1	1	1	0	0	
Unit 1 : 1	Alchl/Drgs: 0	Speed: 15 MPH	Dir: E	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 3	Alchl/Drgs: 7	Speed: 0 MPH	Dir: E	Veh Mnvr / Ped Actn: 1	Obj Strk:										
25	104932924	11/29/2016 11:53	BACKING UP	$ 1500	0	0	0	0	2	1	2	1	0	3	1
Unit 1 : 2	Alchl/Drgs: 7	Speed: 2 MPH	Dir: N	Veh Mnvr / Ped Actn: 10	Obj Strk:										
Unit 2 : 1	Alchl/Drgs: 0	Speed: 1 MPH	Dir: S	Veh Mnvr / Ped Actn: 1	Obj Strk:										
26	104964447	01/03/2017 13:19	ANGLE	$ 1500	0	0	0	0	1	1	2	1	0	3	1
Unit 1 : 14	Alchl/Drgs: 0	Speed: 20 MPH	Dir: E	Veh Mnvr / Ped Actn: 8	Obj Strk:										
Unit 2 : 1	Alchl/Drgs: 7	Speed: 0 MPH	Dir: W	Veh Mnvr / Ped Actn: 1	Obj Strk:										

Acc No	Crash ID	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
27	105035958	03/04/2017 15:43	REAR END, SLOW OR STOP	$ 5500	0	0	0	0	1	1	1	1	0	3	1
Unit 1 : 1	Alchl/Drgs: 0	Speed: 25 MPH	Dir: N	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 2	Alchl/Drgs: 0	Speed: 0 MPH	Dir: N	Veh Mnvr / Ped Actn: 1	Obj Strk:										
28	105064867	04/11/2017 08:33	ANGLE	$ 15500	0	0	1	0	1	1	1	1	0	3	1
Unit 1 : 2	Alchl/Drgs: 0	Speed: 35 MPH	Dir: S	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 3	Alchl/Drgs: 0	Speed: 35 MPH	Dir: W	Veh Mnvr / Ped Actn: 8	Obj Strk: 20										
Unit 3 : 1	Alchl/Drgs: 7	Speed: 0 MPH	Dir: W	Veh Mnvr / Ped Actn: 2	Obj Strk: 20										
Unit 4 : 1	Alchl/Drgs: 7	Speed: 0 MPH	Dir: W	Veh Mnvr / Ped Actn: 2	Obj Strk: 20										

Legend for Report Details:

Acc No - Accident Number
Injuries: F - Fatal, A - Class A, B - Class B, C - Class C
Condition: R - Road Surface, L - Ambient Light, W - Weather
Rd Ch - Road Character
Rd Ci - Roadway Contributing Circumstances
Trfc Ctl - Traffic Control: Dv - Device, Op - Operating
Alchl/Drgs - Alcohol Drugs Suspected
Veh Mnvr/Ped Actn - Vehicle Maneuver/Pedestrian Action
Obj Strk - Object Struck

Summary Statistics

High Level Crash Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	28	100.00
Fatal Crashes	0	0.00
Non-Fatal Injury Crashes	10	35.71
Total Injury Crashes	10	35.71
Property Damage Only Crashes	18	64.29
Night Crashes	8	28.57
Wet Crashes	2	7.14
Alcohol/Drugs Involvement Crashes	1	3.57

Crash Severity Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	28	100.00
Fatal Crashes	0	0.00
Class A Crashes	0	0.00
Class B Crashes	1	3.57
Class C Crashes	9	32.14
Property Damage Only Crashes	18	64.29

Vehicle Exposure Statistics

Annual ADT = 999999

Total Vehicle Exposure = 1826 (MEV)

Crash Rate	Crashes Per 100 Million Vehicles Entered
Total Crash Rate	1.53
Fatal Crash Rate	0.00
Non Fatal Crash Rate	0.55
Night Crash Rate	0.44
Wet Crash Rate	0.11
EPDO Rate	5.59

Miscellaneous Statistics

Severity Index =	3.64
EPDO Crash Index =	102.00
Estimated Property Damage Total - $	134205.00

Accident Type Summary

Accident Type	Number of Crashes	Percent of Total
ANGLE	6	21.43
BACKING UP	1	3.57
LEFT TURN, DIFFERENT ROADWAYS	1	3.57
LEFT TURN, SAME ROADWAY	2	7.14
RAN OFF ROAD - LEFT	1	3.57
RAN OFF ROAD - RIGHT	1	3.57
REAR END, SLOW OR STOP	15	53.57
RIGHT TURN, SAME ROADWAY	1	3.57

Injury Summary

Injury Type	Number of Injuries	Percent of Total
Fatal Injuries	0	0.00
Class A Injuries	0	0.00
Class B Injuries	1	7.69
Class C Injuries	12	92.31
Total Non-Fatal Injuries	13	100.00
Total Injuries	13	100.00

Monthly Summary

Month	Number of Crashes	Percent of Total
Jan	2	7.14
Feb	4	14.29
Mar	2	7.14
Apr	2	7.14
May	1	3.57
Jun	0	0.00
Jul	4	14.29
Aug	1	3.57
Sep	0	0.00
Oct	4	14.29
Nov	4	14.29
Dec	4	14.29

Daily Summary

Day	Number of Crashes	Percent of Total
Mon	3	10.71
Tue	5	17.86
Wed	2	7.14
Thu	5	17.86
Fri	6	21.43
Sat	7	25.00
Sun	0	0.00

Hourly Summary

Hour	Number of Crashes	Percent of Total
0000-0059	0	0.00
0100-0159	0	0.00
0200-0259	0	0.00
0300-0359	0	0.00
0400-0459	0	0.00
0500-0559	0	0.00
0600-0659	0	0.00
0700-0759	0	0.00
0800-0859	3	10.71
0900-0959	0	0.00
1000-1059	2	7.14
1100-1159	2	7.14
1200-1259	1	3.57
1300-1359	3	10.71
1400-1459	2	7.14
1500-1559	3	10.71
1600-1659	2	7.14
1700-1759	4	14.29
1800-1859	1	3.57
1900-1959	1	3.57
2000-2059	1	3.57
2100-2159	0	0.00
2200-2259	2	7.14
2300-2359	1	3.57

Light and Road Conditions Summary

Condition	Dry	Wet	Other	Total
Day	18	2	0	20
Dark	8	0	0	8
Other	0	0	0	0
Total	26	2	0	28

Object Struck Summary

Object Type	Times Struck	Percent of Total
MOVABLE OBJECT	1	14.29
PARKED MOTOR VEHICLE	5	71.43
TRAFFIC ISLAND CURB OR MEDIAN	1	14.29

Vehicle Type Summary

Vehicle Type	Number Involved	Percent of Total
LIGHT TRUCK (MINI-VAN, PANEL)	2	3.39
PASSENGER CAR	31	52.54
PICKUP	9	15.25
SINGLE UNIT TRUCK (2-AXLE, 6-TIRE)	1	1.69
SPORT UTILITY	10	16.95
TRACTOR/SEMI-TRAILER	2	3.39
VAN	4	6.78

Yearly Totals Summary

Accident Totals

Year	Total Accidents	Fatal Accidents	Injury Accidents	Property Damage Only Accidents
2012	2	0	1	1
2013	4	0	1	3
2014	7	0	1	6
2015	8	0	5	3
2016	4	0	1	3
2017	3	0	1	2
Total	28	0	10	18

Injury Totals

Year	Fatal Injuries	Class A, B, or C Injuries
2012	0	2
2013	0	2
2014	0	1
2015	0	6
2016	0	1
2017	0	1
Total	0	13

Miscellaneous Totals

Year	Property Damage	EPDO Index
2012	$ 13200	9.40
2013	$ 19100	11.40
2014	$ 18800	14.40
2015	$ 38105	45.00
2016	$ 22500	11.40
2017	$ 22500	10.40
Total	$ 134205	102.00

Type of Accident Totals

Year	Left Turn	Right Turn	Rear End	Run Off Road & Fixed Object	Angle	Side Swipe	Other
2012	0	0	2	0	0	0	0
2013	1	0	2	0	1	0	0
2014	0	1	5	0	1	0	0

Year	Left Turn	Right Turn	Rear End	Run Off Road & Fixed Object	Angle	Side Swipe	Other
2015	1	0	4	2	1	0	0
2016	1	0	1	0	1	0	1
2017	0	0	1	0	2	0	0
Total	3	1	15	2	6	0	1

Study Criteria

Study Name	Log No.	PH No.	TIP No.	K/A Cf.	B/C Cf.	ADT	ADT Route
41000047242	41000047242			76.8	8.4	999999	

Request Date	Courier Service	Phone No.	Ext.	Fax No.

County Name	County Code	Div.	Municipality Name	Municipality Code	Y-Line Ft.	Begin Date	End Date	Years
MECKLENBURG	60	10	All and Rural		150	05/01/2012	04/30/2017	5.00

Location Text

US 521 (Polk St-Pineville Rd) at SR 3542 (Industrial Dr). **Crash rates contained in this analysis should not be used**

Requestor

Cliff Lawson, PE
Timmons Group

Included Accidents

103473281
105064867
104156148

Excluded Accidents

103719919
103983408
104009927
104055797
104154613
104185058
104215370
104216414
104242062
104271374
104299565
104372680
104421037

Fiche Roads

Name	Code
US 521	20000521
POLK	50024505
PINEVILLE	50024239
SOUTH	50028612
SR 3542	40003542

Fiche Roads

Name	Code
INDUSTRIAL	50014936
SR 4982	40004982

Intersection Road Combinations

Name	Code	Code	Name
US 521	20000521	40003542	SR 3542
US 521	20000521	50014936	INDUSTRIAL
PINEVILLE	50024239	40003542	SR 3542
PINEVILLE	50024239	50014936	INDUSTRIAL
POLK	50024505	40003542	SR 3542
POLK	50024505	50014936	INDUSTRIAL
SOUTH	50028612	40003542	SR 3542
SOUTH	50028612	50014936	INDUSTRIAL

Study Criteria Summary

County: MECKLENBURG **City:** All and Rural
Date: 05/01/2012 **to** 04/30/2017 **Study:** 41000047187
Location: US 521 (Polk St) at NC 51 (Main St)

Report Details

Acc No	Crash ID	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
1	103481225	05/27/2012 18:44	ANGLE	$ 4000	0	0	0	0	1	1	1	1	0	0	
Unit 1 : 1	AIchl/Drgs: 0	Speed: 1 MPH	Dir: W	Veh Mnvr / Ped Actn: 7	Obj Strk:										
Unit 2 : 1	AIchl/Drgs: 0	Speed: 30 MPH	Dir: N	Veh Mnvr / Ped Actn: 4	Obj Strk:										
2	103499528	06/05/2012 06:52	REAR END, SLOW OR STOP	$ 4250	0	0	0	0	2	1	2	3	0	0	
Unit 1 : 1	AIchl/Drgs: 0	Speed: 30 MPH	Dir: E	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 1	AIchl/Drgs: 0	Speed: 30 MPH	Dir: E	Veh Mnvr / Ped Actn: 11	Obj Strk:										
3	103499531	06/09/2012 19:18	REAR END, SLOW OR STOP	$ 2000	0	0	0	4	1	1	2	1	0	0	
Unit 1 : 4	AIchl/Drgs: 0	Speed: 10 MPH	Dir: S	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 4	AIchl/Drgs: 0	Speed: 0 MPH	Dir: S	Veh Mnvr / Ped Actn: 1	Obj Strk:										
4	103500324	06/22/2012 08:40	ANGLE	$ 5500	0	0	0	0	1	1	1	1	0	3	1
Unit 1 : 4	AIchl/Drgs: 7	Speed: 10 MPH	Dir: E	Veh Mnvr / Ped Actn: 9	Obj Strk:										
Unit 2 : 1	AIchl/Drgs: 0	Speed: 0 MPH	Dir: NE	Veh Mnvr / Ped Actn: 1	Obj Strk:										
5	103516075	07/06/2012 11:06	REAR END, SLOW OR STOP	$ 2000	0	0	0	0	1	1	1	3	0	0	
Unit 1 : 32	AIchl/Drgs: 7	Speed: 20 MPH	Dir: E	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 1	AIchl/Drgs: 0	Speed: 0 MPH	Dir: E	Veh Mnvr / Ped Actn: 1	Obj Strk:										
6	103516252	07/25/2012 06:51	REAR END, SLOW OR STOP	$ 1800	0	0	0	0	2	1	3	1	0	3	1
Unit 1 : 2	AIchl/Drgs: 0	Speed: 15 MPH	Dir: N	Veh Mnvr / Ped Actn: 11	Obj Strk:										
Unit 2 : 2	AIchl/Drgs: 0	Speed: 0 MPH	Dir: N	Veh Mnvr / Ped Actn: 1	Obj Strk:										
7	103601550	10/31/2012 11:52	ANGLE	$ 3000	0	0	0	0	1	1	1	1	0	3	1
Unit 1 : 1	AIchl/Drgs: 0	Speed: 30 MPH	Dir: W	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 10	AIchl/Drgs: 0	Speed: 25 MPH	Dir: S	Veh Mnvr / Ped Actn: 4	Obj Strk:										
8	103626358	11/19/2012 16:45	REAR END, SLOW OR STOP	$ 2100	0	0	0	0	1	1	1	1	0	0	
Unit 1 : 10	AIchl/Drgs: 0	Speed: 15 MPH	Dir: N	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 3	AIchl/Drgs: 0	Speed: 0 MPH	Dir: N	Veh Mnvr / Ped Actn: 1	Obj Strk:										

Acc No	Crash ID	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
Unit 3 : 2	AIchl/Drgs: 0	Speed: 0 MPH	Dir: N	Veh Mnvr / Ped Actn: 1	Obj Strk:										
9	103648445	12/04/2012 01:57	SIDESWIPE, SAME DIRECTION	$ 1650	0	0	0	0	1	4	1	3	0		
Unit 1 : 1	AIchl/Drgs: 0	Speed: 35 MPH	Dir: W	Veh Mnvr / Ped Actn: 5	Obj Strk:										
Unit 2 : 1	AIchl/Drgs: 0	Speed: 35 MPH	Dir: W	Veh Mnvr / Ped Actn: 4	Obj Strk:										
10	103750960	02/28/2013 16:12	REAR END, SLOW OR STOP	$ 1200	0	0	0	0	2	1	1	1	0	3	1
Unit 1 : 1	AIchl/Drgs: 0	Speed: 35 MPH	Dir: S	Veh Mnvr / Ped Actn: 11	Obj Strk:										
Unit 2 : 1	AIchl/Drgs: 0	Speed: 35 MPH	Dir: E	Veh Mnvr / Ped Actn: 1	Obj Strk:										
11	103784057	05/23/2013 14:40	REAR END, SLOW OR STOP	$ 2500	0	0	0	1	1	1	2	3	0	3	1
Unit 1 : 5	AIchl/Drgs: 0	Speed: 19 MPH	Dir: W	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 1	AIchl/Drgs: 0	Speed: 15 MPH	Dir: W	Veh Mnvr / Ped Actn: 11	Obj Strk:										
Unit 3 : 4	AIchl/Drgs: 0	Speed: 10 MPH	Dir: W	Veh Mnvr / Ped Actn: 11	Obj Strk:										
12	103825927	07/18/2013 15:40	UNKNOWN	$ 3500	0	0	0	0	1	1	1	1	0	3	1
Unit 1 : 5	AIchl/Drgs: 0	Speed: 15 MPH	Dir: W	Veh Mnvr / Ped Actn: 5	Obj Strk:										
Unit 2 : 1	AIchl/Drgs: 0	Speed: 15 MPH	Dir: W	Veh Mnvr / Ped Actn: 7	Obj Strk:										
13	103874217	09/01/2013 22:21	REAR END, SLOW OR STOP	$ 6500	0	0	0	0	1	4	2	1	0	12	1
Unit 1 : 4	AIchl/Drgs: 0	Speed: 20 MPH	Dir: N	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 2	AIchl/Drgs: 0	Speed: 0 MPH	Dir: N	Veh Mnvr / Ped Actn: 1	Obj Strk:										
14	103873600	09/15/2013 14:13	REAR END, SLOW OR STOP	$ 1000	0	0	0	0	1	1	1	1	0	0	
Unit 1 : 1	AIchl/Drgs: 0	Speed: 0 MPH	Dir: E	Veh Mnvr / Ped Actn: 12	Obj Strk:										
Unit 2 : 1	AIchl/Drgs: 0	Speed: 0 MPH	Dir: E	Veh Mnvr / Ped Actn: 1	Obj Strk:										
15	103918125	10/22/2013 11:41	ANGLE	$ 6000	0	0	0	0	1	1	2	1	0	0	
Unit 1 : 5	AIchl/Drgs: 0	Speed: 10 MPH	Dir: SE	Veh Mnvr / Ped Actn: 5	Obj Strk:										
Unit 2 : 5	AIchl/Drgs: 0	Speed: 10 MPH	Dir: S	Veh Mnvr / Ped Actn: 4	Obj Strk:										
16	103983385	01/14/2014 09:07	REAR END, SLOW OR STOP	$ 3000	0	0	0	1	2	1	3	1	0	3	1
Unit 1 : 1	AIchl/Drgs: 0	Speed: 15 MPH	Dir: N	Veh Mnvr / Ped Actn: 11	Obj Strk:										
Unit 2 : 1	AIchl/Drgs: 0	Speed: 15 MPH	Dir: N	Veh Mnvr / Ped Actn: 1	Obj Strk:										
17	104011028	01/21/2014 09:31	REAR END, SLOW OR STOP	$ 4000	0	0	0	0	1	1	1	1	0	3	1
Unit 1 : 1	AIchl/Drgs: 0	Speed: 35 MPH	Dir: S	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 32	AIchl/Drgs: 7	Speed: 30 MPH	Dir: S	Veh Mnvr / Ped Actn: 4	Obj Strk:										

Acc No	Crash ID	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
18	104002473	01/28/2014 21:09	ANGLE	$ 5000	0	0	0	0	1	4	4	1	0	3	1
Unit 1 : 1	AIchl/Drgs: 0	Speed: 35 MPH	Dir: S	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 1	AIchl/Drgs: 0	Speed: 35 MPH	Dir: W	Veh Mnvr / Ped Actn: 4	Obj Strk:										
19	104010099	02/25/2014 19:46	REAR END, SLOW OR STOP	$ 4000	0	0	0	0	1	4	1	2	0	3	1
Unit 1 : 4	AIchl/Drgs: 0	Speed: 30 MPH	Dir: N	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 4	AIchl/Drgs: 0	Speed: 30 MPH	Dir: N	Veh Mnvr / Ped Actn: 1	Obj Strk:										
20	104056820	04/19/2014 13:31	SIDESWIPE, SAME DIRECTION	$ 3000	0	0	0	0	1	1	3	3	0	3	1
Unit 1 : 1	AIchl/Drgs: 0	Speed: 10 MPH	Dir: W	Veh Mnvr / Ped Actn: 5	Obj Strk:										
Unit 2 : 4	AIchl/Drgs: 0	Speed: 10 MPH	Dir: W	Veh Mnvr / Ped Actn: 4	Obj Strk:										
21	104084261	05/09/2014 08:14	LEFT TURN, SAME ROADWAY	$ 2600	0	0	0	0	1	1	1	1	0	3	1
Unit 1 : 1	AIchl/Drgs: 0	Speed: 10 MPH	Dir: NW	Veh Mnvr / Ped Actn: 8	Obj Strk:										
Unit 2 : 4	AIchl/Drgs: 0	Speed: 10 MPH	Dir: NW	Veh Mnvr / Ped Actn: 8	Obj Strk:										
22	104154655	08/28/2014 17:08	REAR END, SLOW OR STOP	$ 1500	0	0	0	0	1	1	1	2	0	3	1
Unit 1 : 1	AIchl/Drgs: 0	Speed: 20 MPH	Dir: W	Veh Mnvr / Ped Actn: 11	Obj Strk:										
Unit 2 : 1	AIchl/Drgs: 0	Speed: 0 MPH	Dir: W	Veh Mnvr / Ped Actn: 5	Obj Strk:										
23	104185072	09/13/2014 21:02	REAR END, SLOW OR STOP	$ 1800	0	0	0	3	1	4	1	1	0	0	
Unit 1 : 5	AIchl/Drgs: 1	Speed: 38 MPH	Dir: N	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 4	AIchl/Drgs: 0	Speed: 10 MPH	Dir: N	Veh Mnvr / Ped Actn: 11	Obj Strk:										
24	104244593	11/08/2014 16:22	SIDESWIPE, SAME DIRECTION	$ 1200	0	0	0	0	1	1	1	2	0	0	
Unit 1 : 4	AIchl/Drgs: 0	Speed: 25 MPH	Dir: W	Veh Mnvr / Ped Actn: 5	Obj Strk:										
Unit 2 : 4	AIchl/Drgs: 0	Speed: 35 MPH	Dir: W	Veh Mnvr / Ped Actn: 4	Obj Strk:										
25	104206800	11/10/2014 08:56	REAR END, SLOW OR STOP	$ 300	0	0	0	1	1	1	1	1	0	0	
Unit 1 : 32	AIchl/Drgs: 7	Speed: 20 MPH	Dir: E	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 1	AIchl/Drgs: 0	Speed: 30 MPH	Dir: E	Veh Mnvr / Ped Actn: 4	Obj Strk:										
26	104246461	11/12/2014 19:20	REAR END, SLOW OR STOP	$ 1700	0	0	0	0	1	1	1	4	0	0	
Unit 1 : 1	AIchl/Drgs: 0	Speed: 15 MPH	Dir: E	Veh Mnvr / Ped Actn: 11	Obj Strk:										
Unit 2 : 4	AIchl/Drgs: 0	Speed: 10 MPH	Dir: E	Veh Mnvr / Ped Actn: 1	Obj Strk:										
Unit 3 : 1	AIchl/Drgs: 0	Speed: 0 MPH	Dir: E	Veh Mnvr / Ped Actn: 1	Obj Strk:										

Acc No	Crash ID	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
27	104229626	11/29/2014 15:01	REAR END, SLOW OR STOP	$ 600	0	0	0	0	1	1	1	3	0	0	
Unit 1 : 4	AIchl/Drgs: 0	Speed: 1 MPH	Dir: W	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 1	AIchl/Drgs: 0	Speed: 0 MPH	Dir: W	Veh Mnvr / Ped Actn: 1	Obj Strk:										
28	104270755	01/12/2015 09:27	REAR END, SLOW OR STOP	$ 250	0	0	0	0	2	1	3	1	0	3	1
Unit 1 : 5	AIchl/Drgs: 0	Speed: 10 MPH	Dir: E	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 1	AIchl/Drgs: 0	Speed: 0 MPH	Dir: E	Veh Mnvr / Ped Actn: 4	Obj Strk:										
29	104271218	01/17/2015 14:21	REAR END, SLOW OR STOP	$ 4500	0	0	0	0	1	1	1	1	0	0	
Unit 1 : 4	AIchl/Drgs: 0	Speed: 30 MPH	Dir: E	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 4	AIchl/Drgs: 0	Speed: 30 MPH	Dir: E	Veh Mnvr / Ped Actn: 1	Obj Strk:										
30	104275690	01/23/2015 22:05	ANGLE	$ 3000	0	0	0	0	2	4	3	1	0	3	1
Unit 1 : 1	AIchl/Drgs: 0	Speed: 20 MPH	Dir: W	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 4	AIchl/Drgs: 0	Speed: 5 MPH	Dir: N	Veh Mnvr / Ped Actn: 8	Obj Strk:										
31	104298846	02/18/2015 20:47	SIDESWIPE, SAME DIRECTION	$ 2000	0	0	0	0	1	4	1	1	0	0	
Unit 1 : 10	AIchl/Drgs: 0	Speed: 20 MPH	Dir: S	Veh Mnvr / Ped Actn: 5	Obj Strk:										
Unit 2 : 1	AIchl/Drgs: 0	Speed: 30 MPH	Dir: S	Veh Mnvr / Ped Actn: 4	Obj Strk:										
32	104454464	04/02/2015 18:10	SIDESWIPE, SAME DIRECTION	$ 200	0	0	0	0	1	1	1	1	0	3	1
Unit 1 : 29	AIchl/Drgs: 0	Speed: 20 MPH	Dir: E	Veh Mnvr / Ped Actn: 6	Obj Strk:										
Unit 2 : 2	AIchl/Drgs: 0	Speed: 0 MPH	Dir: E	Veh Mnvr / Ped Actn: 1	Obj Strk:										
33	104385630	05/22/2015 16:26	REAR END, SLOW OR STOP	$ 1800	0	0	0	0	1	1	1	4	0	0	
Unit 1 : 1	AIchl/Drgs: 0	Speed: 25 MPH	Dir: E	Veh Mnvr / Ped Actn: 11	Obj Strk:										
Unit 2 : 2	AIchl/Drgs: 0	Speed: 20 MPH	Dir: E	Veh Mnvr / Ped Actn: 1	Obj Strk:										
34	104408380	06/16/2015 17:30	SIDESWIPE, SAME DIRECTION	$ 200	0	0	0	0	1	1	1	1	0	3	1
Unit 1 : 10	AIchl/Drgs: 0	Speed: 5 MPH	Dir: NE	Veh Mnvr / Ped Actn: 8	Obj Strk:										
Unit 2 : 2	AIchl/Drgs: 0	Speed: 2 MPH	Dir: E	Veh Mnvr / Ped Actn: 4	Obj Strk:										
35	104421036	06/24/2015 07:24	SIDESWIPE, SAME DIRECTION	$ 0	0	0	0	0	1	1	1	1	0	3	1
Unit 1 : 10	AIchl/Drgs: 0	Speed: 5 MPH	Dir: E	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 11	AIchl/Drgs: 0	Speed: 0 MPH	Dir: E	Veh Mnvr / Ped Actn: 1	Obj Strk:										

Acc No	Crash ID	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
36	104466131	08/19/2015 18:02	SIDESWIPE, SAME DIRECTION	$ 1500	0	0	0	0	1	1	2	1	0	0	
Unit 1 : 1	AlchI/Drgs: 0	Speed: 10 MPH	Dir: N	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 10	AlchI/Drgs: 7	Speed: 0 MPH	Dir: N	Veh Mnvr / Ped Actn: 1	Obj Strk:										
37	104472809	08/28/2015 19:24	REAR END, SLOW OR STOP	$ 300	0	0	0	0	1	1	1	1	0	3	1
Unit 1 : 4	AlchI/Drgs: 0	Speed: 5 MPH	Dir: N	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 1	AlchI/Drgs: 0	Speed: 0 MPH	Dir: N	Veh Mnvr / Ped Actn: 1	Obj Strk:										
38	104490435	09/17/2015 12:25	REAR END, SLOW OR STOP	$ 850	0	0	0	0	1	1	1	3	0	3	1
Unit 1 : 1	AlchI/Drgs: 0	Speed: 5 MPH	Dir: W	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 4	AlchI/Drgs: 0	Speed: 0 MPH	Dir: W	Veh Mnvr / Ped Actn: 1	Obj Strk:										
39	104501383	09/23/2015 06:51	SIDESWIPE, SAME DIRECTION	$ 1000	0	0	0	0	1	3	2	1	0	3	1
Unit 1 : 3	AlchI/Drgs: 0	Speed: 5 MPH	Dir: NW	Veh Mnvr / Ped Actn: 8	Obj Strk:										
Unit 2 : 2	AlchI/Drgs: 0	Speed: 5 MPH	Dir: NW	Veh Mnvr / Ped Actn: 8	Obj Strk:										
40	104509315	10/06/2015 07:45	SIDESWIPE, SAME DIRECTION	$ 2300	0	0	0	0	1	1	1	3	0	0	
Unit 1 : 5	AlchI/Drgs: 0	Speed: 10 MPH	Dir: N	Veh Mnvr / Ped Actn: 5	Obj Strk:										
Unit 2 : 4	AlchI/Drgs: 0	Speed: 0 MPH	Dir: N	Veh Mnvr / Ped Actn: 1	Obj Strk:										
41	104526436	10/14/2015 18:49	REAR END, SLOW OR STOP	$ 200	0	0	0	0	1	1	1	1	0	3	1
Unit 1 : 1	AlchI/Drgs: 0	Speed: 20 MPH	Dir: E	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 4	AlchI/Drgs: 0	Speed: 20 MPH	Dir: E	Veh Mnvr / Ped Actn: 4	Obj Strk:										
42	104540778	10/28/2015 14:46	REAR END, SLOW OR STOP	$ 100	0	0	0	0	1	2	2	3	0	3	1
Unit 1 : 7	AlchI/Drgs: 0	Speed: 5 MPH	Dir: W	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 1	AlchI/Drgs: 0	Speed: 3 MPH	Dir: W	Veh Mnvr / Ped Actn: 1	Obj Strk:										
43	104548599	11/06/2015 09:52	REAR END, SLOW OR STOP	$ 0	0	0	0	0	2	2	3	3	0	0	
Unit 1 : 2	AlchI/Drgs: 0	Speed: 5 MPH	Dir: E	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 2	AlchI/Drgs: 7	Speed: 0 MPH	Dir: E	Veh Mnvr / Ped Actn: 1	Obj Strk:										
44	104544540	11/07/2015 13:10	SIDESWIPE, SAME DIRECTION	$ 1600	0	0	0	0	2	1	2	1	0	0	
Unit 1 : 4	AlchI/Drgs: 0	Speed: 15 MPH	Dir: N	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 1	AlchI/Drgs: 0	Speed: 10 MPH	Dir: N	Veh Mnvr / Ped Actn: 4	Obj Strk:										

Acc No	Crash ID	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
45	104559366	11/20/2015 15:38	REAR END, SLOW OR STOP	$ 800	0	0	0	1	1	1	1	1	0	0	
Unit 1 : 4	AlchI/Drgs: 0	Speed: 20 MPH	Dir: S	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 1	AlchI/Drgs: 0	Speed: 10 MPH	Dir: S	Veh Mnvr / Ped Actn: 1	Obj Strk:										
46	104593742	12/08/2015 14:50	REAR END, SLOW OR STOP	$ 900	0	0	0	0	1	1	1	3	0	0	
Unit 1 : 1	AlchI/Drgs: 0	Speed: 18 MPH	Dir: E	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 1	AlchI/Drgs: 0	Speed: 0 MPH	Dir: E	Veh Mnvr / Ped Actn: 1	Obj Strk:										
47	104594105	12/23/2015 15:00	ANGLE	$ 800	0	0	0	0	2	1	3	3	0	0	
Unit 1 : 1	AlchI/Drgs: 0	Speed: 30 MPH	Dir: W	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 4	AlchI/Drgs: 0	Speed: 30 MPH	Dir: W	Veh Mnvr / Ped Actn: 4	Obj Strk:										
48	104600284	12/30/2015 16:41	REAR END, SLOW OR STOP	$ 600	0	0	0	0	2	1	3	1	0	0	
Unit 1 : 5	AlchI/Drgs: 0	Speed: 5 MPH	Dir: N	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 2	AlchI/Drgs: 0	Speed: 0 MPH	Dir: N	Veh Mnvr / Ped Actn: 1	Obj Strk:										
49	104615429	01/09/2016 17:55	ANGLE	$ 4000	0	0	0	0	2	4	3	1	0	3	1
Unit 1 : 1	AlchI/Drgs: 0	Speed: 15 MPH	Dir: S	Veh Mnvr / Ped Actn: 11	Obj Strk:										
Unit 2 : 4	AlchI/Drgs: 0	Speed: 15 MPH	Dir: W	Veh Mnvr / Ped Actn: 4	Obj Strk:										
50	104649420	01/18/2016 19:44	SIDESWIPE, SAME DIRECTION	$ 2600	0	0	0	0	1	4	1	1	0	0	
Unit 1 : 2	AlchI/Drgs: 0	Speed: 30 MPH	Dir: W	Veh Mnvr / Ped Actn: 5	Obj Strk:										
Unit 2 : 1	AlchI/Drgs: 0	Speed: 30 MPH	Dir: W	Veh Mnvr / Ped Actn: 4	Obj Strk:										
51	104620125	01/20/2016 16:52	REAR END, SLOW OR STOP	$ 1300	0	0	0	0	2	1	2	4	0	3	1
Unit 1 : 4	AlchI/Drgs: 0	Speed: 8 MPH	Dir: SE	Veh Mnvr / Ped Actn: 8	Obj Strk:										
Unit 2 : 1	AlchI/Drgs: 0	Speed: 4 MPH	Dir: SE	Veh Mnvr / Ped Actn: 1	Obj Strk:										
52	104631472	02/02/2016 07:22	SIDESWIPE, SAME DIRECTION	$ 1000	0	0	0	0	2	2	5	3	0	0	
Unit 1 : 1	AlchI/Drgs: 0	Speed: 10 MPH	Dir: E	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 3	AlchI/Drgs: 0	Speed: 10 MPH	Dir: E	Veh Mnvr / Ped Actn: 4	Obj Strk:										
53	104638077	02/04/2016 10:40	SIDESWIPE, SAME DIRECTION	$ 6000	0	0	0	0	1	1	2	3	0	0	
Unit 1 : 1	AlchI/Drgs: 0	Speed: 15 MPH	Dir: E	Veh Mnvr / Ped Actn: 5	Obj Strk:										
Unit 2 : 5	AlchI/Drgs: 0	Speed: 15 MPH	Dir: E	Veh Mnvr / Ped Actn: 4	Obj Strk:										

Acc No	Crash ID	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
54	104663633	02/27/2016 22:07	REAR END, SLOW OR STOP	$ 3000	0	0	0	0	1	4	1	1	0	3	1
Unit 1 : 4	AlchI/Drgs: 0	Speed: 5 MPH	Dir: S	Veh Mnvr / Ped Actn: 12	Obj Strk:										
Unit 2 : 1	AlchI/Drgs: 0	Speed: 0 MPH	Dir: S	Veh Mnvr / Ped Actn: 1	Obj Strk:										
55	104658545	02/28/2016 11:30	SIDESWIPE, SAME DIRECTION	$ 400	0	0	0	0	1	1	1	3	0	3	1
Unit 1 : 1	AlchI/Drgs: 0	Speed: 10 MPH	Dir: S	Veh Mnvr / Ped Actn: 8	Obj Strk:										
Unit 2 : 1	AlchI/Drgs: 0	Speed: 10 MPH	Dir: S	Veh Mnvr / Ped Actn: 8	Obj Strk:										
56	104671455	03/02/2016 10:46	SIDESWIPE, SAME DIRECTION	$ 400	0	0	0	0	1	1	1	1	0	3	1
Unit 1 : 1	AlchI/Drgs: 0	Speed: 35 MPH	Dir: E	Veh Mnvr / Ped Actn: 8	Obj Strk:										
Unit 2 : 1	AlchI/Drgs: 0	Speed: 35 MPH	Dir: E	Veh Mnvr / Ped Actn: 8	Obj Strk:										
57	104673952	03/05/2016 22:05	ANGLE	$ 700	0	0	0	0	1	4	1	1	0	3	1
Unit 1 : 4	AlchI/Drgs: 0	Speed: 20 MPH	Dir: W	Veh Mnvr / Ped Actn: 7	Obj Strk:										
Unit 2 : 1	AlchI/Drgs: 0	Speed: 18 MPH	Dir: NW	Veh Mnvr / Ped Actn: 8	Obj Strk:										
58	104947222	03/18/2016 15:32	SIDESWIPE, SAME DIRECTION	$ 2800	0	0	0	0	1	1	1	3	0	0	
Unit 1 : 4	AlchI/Drgs: 0	Speed: 30 MPH	Dir: E	Veh Mnvr / Ped Actn: 8	Obj Strk:										
Unit 2 : 4	AlchI/Drgs: 0	Speed: 30 MPH	Dir: E	Veh Mnvr / Ped Actn: 8	Obj Strk:										
59	104686343	03/29/2016 06:36	RIGHT TURN, SAME ROADWAY	$ 2500	0	0	0	0	1	3	1	1	0	3	1
Unit 1 : 4	AlchI/Drgs: 0	Speed: 5 MPH	Dir: N	Veh Mnvr / Ped Actn: 7	Obj Strk:										
Unit 2 : 1	AlchI/Drgs: 0	Speed: 10 MPH	Dir: NE	Veh Mnvr / Ped Actn: 8	Obj Strk:										
60	104691068	04/02/2016 19:34	LEFT TURN, SAME ROADWAY	$ 1000	0	0	0	0	1	2	1	1	0	3	1
Unit 1 : 4	AlchI/Drgs: 0	Speed: 5 MPH	Dir: SE	Veh Mnvr / Ped Actn: 8	Obj Strk:										
Unit 2 : 4	AlchI/Drgs: 0	Speed: 5 MPH	Dir: SE	Veh Mnvr / Ped Actn: 8	Obj Strk:										
61	104697173	04/05/2016 18:08	SIDESWIPE, SAME DIRECTION	$ 400	0	0	0	0	1	1	1	1	0	3	1
Unit 1 : 4	AlchI/Drgs: 0	Speed: 8 MPH	Dir: E	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 2	AlchI/Drgs: 0	Speed: 0 MPH	Dir: E	Veh Mnvr / Ped Actn: 4	Obj Strk:										
62	104722163	05/04/2016 07:42	REAR END, SLOW OR STOP	$ 500	0	0	0	2	1	1	1	1	0	3	1
Unit 1 : 1	AlchI/Drgs: 0	Speed: 5 MPH	Dir: S	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 2	AlchI/Drgs: 0	Speed: 0 MPH	Dir: S	Veh Mnvr / Ped Actn: 1	Obj Strk:										

Acc No	Crash ID	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
63	104776908	05/26/2016 19:02	SIDESWIPE, SAME DIRECTION	$ 1350	0	0	0	0	1	1	1	1	0	3	1
Unit 1 : 4	AlchI/Drgs: 0	Speed: 20 MPH	Dir: S	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 4	AlchI/Drgs: 0	Speed: 0 MPH	Dir: S	Veh Mnvr / Ped Actn: 4	Obj Strk:										
64	104774507	06/04/2016 17:05	SIDESWIPE, SAME DIRECTION	$ 1750	0	0	0	0	1	1	1	3	0	3	1
Unit 1 : 4	AlchI/Drgs: 0	Speed: 15 MPH	Dir: E	Veh Mnvr / Ped Actn: 5	Obj Strk:										
Unit 2 : 1	AlchI/Drgs: 0	Speed: 15 MPH	Dir: E	Veh Mnvr / Ped Actn: 8	Obj Strk:										
65	104759557	06/10/2016 11:38	REAR END, SLOW OR STOP	$ 1900	0	0	0	1	1	1	1	1	0	3	1
Unit 1 : 11	AlchI/Drgs: 0	Speed: 2 MPH	Dir: E	Veh Mnvr / Ped Actn: 1	Obj Strk:										
Unit 2 : 4	AlchI/Drgs: 0	Speed: 0 MPH	Dir: E	Veh Mnvr / Ped Actn: 1	Obj Strk:										
66	104776904	06/10/2016 18:21	SIDESWIPE, SAME DIRECTION	$ 500	0	0	0	0	1	1	1	1	0	3	1
Unit 1 : 3	AlchI/Drgs: 7	Speed: 35 MPH	Dir: E	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 2	AlchI/Drgs: 0	Speed: 0 MPH	Dir: E	Veh Mnvr / Ped Actn: 1	Obj Strk:										
67	104793029	07/08/2016 18:08	LEFT TURN, SAME ROADWAY	$ 1800	0	0	0	0	1	1	1	3	0	3	1
Unit 1 : 4	AlchI/Drgs: 0	Speed: 35 MPH	Dir: SE	Veh Mnvr / Ped Actn: 8	Obj Strk:										
Unit 2 : 1	AlchI/Drgs: 0	Speed: 35 MPH	Dir: SE	Veh Mnvr / Ped Actn: 8	Obj Strk:										
68	104841593	08/10/2016 15:19	RAN OFF ROAD - RIGHT	$ 5000	0	0	0	0	2	1	3	1	0	0	
Unit 1 : 4	AlchI/Drgs: 7	Speed: 15 MPH	Dir: N	Veh Mnvr / Ped Actn: 4	Obj Strk: 33										
69	104843136	09/01/2016 12:45	LEFT TURN, SAME ROADWAY	$ 1600	0	0	0	0	1	1	1	1	0	3	1
Unit 1 : 4	AlchI/Drgs: 0	Speed: 10 MPH	Dir: S	Veh Mnvr / Ped Actn: 8	Obj Strk:										
Unit 2 : 1	AlchI/Drgs: 0	Speed: 8 MPH	Dir: S	Veh Mnvr / Ped Actn: 8	Obj Strk:										
70	104860689	09/27/2016 16:58	ANGLE	$ 1500	0	0	0	0	1	1	2	3	0	3	1
Unit 1 : 2	AlchI/Drgs: 0	Speed: 15 MPH	Dir: SE	Veh Mnvr / Ped Actn: 8	Obj Strk:										
Unit 2 : 1	AlchI/Drgs: 0	Speed: 15 MPH	Dir: SE	Veh Mnvr / Ped Actn: 8	Obj Strk:										
71	104879377	10/14/2016 08:37	REAR END, SLOW OR STOP	$ 2700	0	0	0	0	1	1	1	1	0	3	1
Unit 1 : 4	AlchI/Drgs: 0	Speed: 10 MPH	Dir: NW	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 1	AlchI/Drgs: 0	Speed: 0 MPH	Dir: NW	Veh Mnvr / Ped Actn: 1	Obj Strk:										
72	104899694	10/14/2016 10:55	SIDESWIPE, SAME DIRECTION	$ 200	0	0	0	0	1	1	1	1	0	3	1
Unit 1 : 1	AlchI/Drgs: 0	Speed: 10 MPH	Dir: S	Veh Mnvr / Ped Actn: 8	Obj Strk:										

Acc No	Crash ID	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
Unit 2 : 1	AlchI/Drgs: 7	Speed: 10 MPH	Dir: S	Veh Mnvr / Ped Actn: 8	Obj Strk:										
73	104888532	10/19/2016 18:14	REAR END, SLOW OR STOP	$ 4000	0	0	0	0	1	1	1	1	0		
Unit 1 : 4	AlchI/Drgs: 0	Speed: 10 MPH	Dir: W	Veh Mnvr / Ped Actn: 5	Obj Strk:										
Unit 2 : 1	AlchI/Drgs: 0	Speed: 1 MPH	Dir: W	Veh Mnvr / Ped Actn: 1	Obj Strk:										
74	104885684	10/20/2016 15:29	SIDESWIPE, SAME DIRECTION	$ 3000	0	0	0	0	1	1	1	1	0	0	
Unit 1 : 1	AlchI/Drgs: 0	Speed: 25 MPH	Dir: N	Veh Mnvr / Ped Actn: 5	Obj Strk:										
Unit 2 : 3	AlchI/Drgs: 0	Speed: 25 MPH	Dir: N	Veh Mnvr / Ped Actn: 4	Obj Strk:										
75	104902445	11/04/2016 08:37	ANGLE	$ 15200	0	0	0	3	1	1	1	2	0	3	1
Unit 1 : 4	AlchI/Drgs: 0	Speed: 30 MPH	Dir: E	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 1	AlchI/Drgs: 0	Speed: 0 MPH	Dir: N	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 3 : 1	AlchI/Drgs: 0	Speed: 0 MPH	Dir: W	Veh Mnvr / Ped Actn: 1	Obj Strk:										
Unit 4 : 1	AlchI/Drgs: 0	Speed: 0 MPH	Dir: W	Veh Mnvr / Ped Actn: 1	Obj Strk:										
76	104902444	11/04/2016 17:12	REAR END, SLOW OR STOP	$ 200	0	0	0	0	1	1	1	1	0	3	1
Unit 1 : 2	AlchI/Drgs: 0	Speed: 10 MPH	Dir: E	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 1	AlchI/Drgs: 0	Speed: 0 MPH	Dir: E	Veh Mnvr / Ped Actn: 1	Obj Strk:										
77	104918669	11/15/2016 15:30	SIDESWIPE, SAME DIRECTION	$ 1800	0	0	0	1	1	1	1	2	0	3	1
Unit 1 : 1	AlchI/Drgs: 0	Speed: 15 MPH	Dir: E	Veh Mnvr / Ped Actn: 5	Obj Strk:										
Unit 2 : 4	AlchI/Drgs: 0	Speed: 15 MPH	Dir: E	Veh Mnvr / Ped Actn: 4	Obj Strk:										
78	104924661	11/19/2016 09:00	ANGLE	$ 1100	0	0	0	0	1	1	1	4	0	3	1
Unit 1 : 1	AlchI/Drgs: 0	Speed: 5 MPH	Dir: SE	Veh Mnvr / Ped Actn: 8	Obj Strk:										
Unit 2 : 1	AlchI/Drgs: 0	Speed: 5 MPH	Dir: SE	Veh Mnvr / Ped Actn: 8	Obj Strk:										
79	104927864	11/28/2016 09:17	ANGLE	$ 9500	0	0	0	0	1	1	1	1	0	3	1
Unit 1 : 1	AlchI/Drgs: 0	Speed: 15 MPH	Dir: SE	Veh Mnvr / Ped Actn: 8	Obj Strk:										
Unit 2 : 1	AlchI/Drgs: 0	Speed: 5 MPH	Dir: N	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 3 : 1	AlchI/Drgs: 0	Speed: 0 MPH	Dir: W	Veh Mnvr / Ped Actn: 1	Obj Strk:										
80	104931151	11/30/2016 19:16	REAR END, SLOW OR STOP	$ 4200	0	0	0	1	2	4	3	1	0	0	
Unit 1 : 1	AlchI/Drgs: 0	Speed: 10 MPH	Dir: N	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 4	AlchI/Drgs: 0	Speed: 0 MPH	Dir: N	Veh Mnvr / Ped Actn: 1	Obj Strk:										

Acc No	Crash ID	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
81	104936938	12/01/2016 09:49	LEFT TURN, SAME ROADWAY	$ 800	0	0	0	0	1	1	1	2	0	0	
Unit 1 : 1	AlchI/Drgs: 0	Speed: 25 MPH	Dir: E	Veh Mnvr / Ped Actn: 8	Obj Strk:										
Unit 2 : 5	AlchI/Drgs: 7	Speed: 0 MPH	Dir: E	Veh Mnvr / Ped Actn: 8	Obj Strk:										
82	104949547	12/17/2016 16:40	REAR END, SLOW OR STOP	$ 1800	0	0	0	0	1	1	2	1	0	3	1
Unit 1 : 1	AlchI/Drgs: 0	Speed: 15 MPH	Dir: E	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 1	AlchI/Drgs: 0	Speed: 0 MPH	Dir: E	Veh Mnvr / Ped Actn: 1	Obj Strk:										
83	104974997	01/13/2017 09:32	SIDESWIPE, SAME DIRECTION	$ 300	0	0	0	0	1	1	1	1	0	3	1
Unit 1 : 16	AlchI/Drgs: 7	Speed: 10 MPH	Dir: E	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 29	AlchI/Drgs: 0	Speed: 0 MPH	Dir: E	Veh Mnvr / Ped Actn: 1	Obj Strk:										
84	104988492	01/27/2017 18:21	BACKING UP	$ 850	0	0	0	0	1	4	1	1	0	3	1
Unit 1 : 2	AlchI/Drgs: 0	Speed: 2 MPH	Dir: S	Veh Mnvr / Ped Actn: 10	Obj Strk:										
Unit 2 : 1	AlchI/Drgs: 0	Speed: 0 MPH	Dir: S	Veh Mnvr / Ped Actn: 1	Obj Strk:										
85	104996761	02/03/2017 20:34	SIDESWIPE, SAME DIRECTION	$ 150	0	0	0	0	1	1	1	1	0	3	1
Unit 1 : 2	AlchI/Drgs: 0	Speed: 15 MPH	Dir: E	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 2	AlchI/Drgs: 0	Speed: 0 MPH	Dir: E	Veh Mnvr / Ped Actn: 1	Obj Strk:										
86	105002620	02/08/2017 12:45	SIDESWIPE, SAME DIRECTION	$ 4000	0	0	0	0	1	1	1	1	0	3	1
Unit 1 : 3	AlchI/Drgs: 0	Speed: 5 MPH	Dir: S	Veh Mnvr / Ped Actn: 5	Obj Strk:										
Unit 2 : 4	AlchI/Drgs: 0	Speed: 15 MPH	Dir: S	Veh Mnvr / Ped Actn: 4	Obj Strk:										
87	105010012	02/15/2017 11:52	ANGLE	$ 3400	0	0	0	0	1	1	2	1	0	3	1
Unit 1 : 1	AlchI/Drgs: 0	Speed: 25 MPH	Dir: W	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 1	AlchI/Drgs: 0	Speed: 4 MPH	Dir: S	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 3 : 1	AlchI/Drgs: 0	Speed: 1 MPH	Dir: E	Veh Mnvr / Ped Actn: 1	Obj Strk:										
88	105010010	02/15/2017 14:33	SIDESWIPE, SAME DIRECTION	$ 1500	0	0	0	0	1	1	1	1	0	3	1
Unit 1 : 1	AlchI/Drgs: 0	Speed: 15 MPH	Dir: E	Veh Mnvr / Ped Actn: 5	Obj Strk:										
Unit 2 : 2	AlchI/Drgs: 0	Speed: 5 MPH	Dir: E	Veh Mnvr / Ped Actn: 4	Obj Strk:										
89	105033663	03/10/2017 10:41	REAR END, SLOW OR STOP	$ 2000	0	0	0	0	1	1	1	1	0	0	
Unit 1 : 20	AlchI/Drgs: 0	Speed: 10 MPH	Dir: N	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 2	AlchI/Drgs: 0	Speed: 5 MPH	Dir: N	Veh Mnvr / Ped Actn: 1	Obj Strk:										

Acc No	Crash ID	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
90	105067562	04/11/2017 15:44	REAR END, SLOW OR STOP	$ 4000	0	0	0	0	1	1	1	1	0	3	1
Unit 1 : 10	AlchI/Drgs: 0	Speed: 20 MPH	Dir: E	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 1	AlchI/Drgs: 0	Speed: 0 MPH	Dir: E	Veh Mnvr / Ped Actn: 1	Obj Strk:										
Unit 3 : 2	AlchI/Drgs: 0	Speed: 0 MPH	Dir: E	Veh Mnvr / Ped Actn: 1	Obj Strk:										
91	105076101	04/15/2017 15:34	REAR END, SLOW OR STOP	$ 500	0	0	0	0	1	1	1	1	0	3	2
Unit 1 : 1	AlchI/Drgs: 7	Speed: 10 MPH	Dir: S	Veh Mnvr / Ped Actn: 4	Obj Strk:										
Unit 2 : 1	AlchI/Drgs: 0	Speed: 0 MPH	Dir: S	Veh Mnvr / Ped Actn: 1	Obj Strk:										

Legend for Report Details:

Acc No - Accident Number
Injuries: F - Fatal, A - Class A, B - Class B, C - Class C
Condition: R - Road Surface, L - Ambient Light, W - Weather
Rd Ch - Road Character
Rd Ci - Roadway Contributing Circumstances
Trfc Ctl - Traffic Control: Dv - Device, Op - Operating
AlchI/Drgs - Alcohol Drugs Suspected
Veh Mnvr/Ped Actn - Vehicle Maneuver/Pedestrian Action
Obj Strk - Object Struck

Summary Statistics

High Level Crash Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	91	100.00
Fatal Crashes	0	0.00
Non-Fatal Injury Crashes	11	12.09
Total Injury Crashes	11	12.09
Property Damage Only Crashes	80	87.91
Night Crashes	13	14.29
Wet Crashes	15	16.48
Alcohol/Drugs Involvement Crashes	1	1.10

Crash Severity Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	91	100.00
Fatal Crashes	0	0.00
Class A Crashes	0	0.00
Class B Crashes	0	0.00
Class C Crashes	11	12.09
Property Damage Only Crashes	80	87.91

Vehicle Exposure Statistics

Annual ADT = 39500

Total Vehicle Exposure = 72.13 (MEV)

Crash Rate	Crashes Per 100 Million Vehicles Entered
Total Crash Rate	126.17
Fatal Crash Rate	0.00
Non Fatal Crash Rate	15.25
Night Crash Rate	18.02
Wet Crash Rate	20.80
EPDO Rate	239.02

Miscellaneous Statistics

Severity Index =	1.89
EPDO Crash Index =	172.40
Estimated Property Damage Total - $	201800.00

Accident Type Summary

Accident Type	Number of Crashes	Percent of Total
ANGLE	14	15.38
BACKING UP	1	1.10
LEFT TURN, SAME ROADWAY	5	5.49
RAN OFF ROAD - RIGHT	1	1.10
REAR END, SLOW OR STOP	40	43.96
RIGHT TURN, SAME ROADWAY	1	1.10
SIDESWIPE, SAME DIRECTION	28	30.77
UNKNOWN	1	1.10

Injury Summary

Injury Type	Number of Injuries	Percent of Total
Fatal Injuries	0	0.00
Class A Injuries	0	0.00
Class B Injuries	0	0.00
Class C Injuries	19	100.00
Total Non-Fatal Injuries	19	100.00
Total Injuries	19	100.00

Monthly Summary

Month	Number of Crashes	Percent of Total
Jan	11	12.09
Feb	11	12.09
Mar	5	5.49
Apr	6	6.59
May	6	6.59
Jun	8	8.79
Jul	4	4.40
Aug	4	4.40
Sep	7	7.69
Oct	9	9.89
Nov	14	15.38
Dec	6	6.59

Daily Summary

Day	Number of Crashes	Percent of Total
Mon	5	5.49
Tue	16	17.58
Wed	20	21.98
Thu	11	12.09
Fri	20	21.98
Sat	15	16.48
Sun	4	4.40

Hourly Summary

Hour	Number of Crashes	Percent of Total
0000-0059	0	0.00
0100-0159	1	1.10
0200-0259	0	0.00
0300-0359	0	0.00
0400-0459	0	0.00
0500-0559	0	0.00
0600-0659	4	4.40
0700-0759	4	4.40
0800-0859	5	5.49
0900-0959	8	8.79
1000-1059	4	4.40
1100-1159	6	6.59
1200-1259	3	3.30
1300-1359	2	2.20
1400-1459	6	6.59
1500-1559	10	10.99
1600-1659	8	8.79
1700-1759	5	5.49
1800-1859	9	9.89
1900-1959	8	8.79
2000-2059	2	2.20
2100-2159	2	2.20
2200-2259	4	4.40
2300-2359	0	0.00

Light and Road Conditions Summary

Condition	Dry	Wet	Other	Total
Day	62	10	0	72
Dark	10	3	0	13
Other	4	2	0	6
Total	76	15	0	91

Object Struck Summary

Object Type	Times Struck	Percent of Total
TREE	1	100.00

Vehicle Type Summary

Vehicle Type	Number Involved	Percent of Total
EMS VEHICLE, AMBULANCE, RESCUE SQUAD	2	1.06
LIGHT TRUCK (MINI-VAN, PANEL)	6	3.17
MOTORCYCLE	1	0.53
PASSENGER CAR	86	45.50
PICKUP	23	12.17
SCHOOL BUS	1	0.53
SINGLE UNIT TRUCK (2-AXLE, 6-TIRE)	7	3.70
SINGLE UNIT TRUCK (3 OR MORE AXLES)	2	1.06
SPORT UTILITY	47	24.87
UNKNOWN	3	1.59
UNKNOWN HEAVY TRUCK	1	0.53
VAN	10	5.29

Yearly Totals Summary

Accident Totals

Year	Total Accidents	Fatal Accidents	Injury Accidents	Property Damage Only Accidents
2012	9	0	1	8
2013	6	0	1	5
2014	12	0	3	9
2015	21	0	1	20
2016	34	0	5	29
2017	9	0	0	9
Total	91	0	11	80

Injury Totals

Year	Fatal Injuries	Class A, B, or C Injuries
2012	0	4
2013	0	1
2014	0	5
2015	0	1
2016	0	8
2017	0	0
Total	0	19

Miscellaneous Totals

Year	Property Damage	EPDO Index
2012	$ 26300	16.40
2013	$ 20700	13.40
2014	$ 28700	34.20
2015	$ 22900	28.40
2016	$ 86500	71.00
2017	$ 16700	9.00
Total	$ 201800	172.40

Type of Accident Totals

Year	Left Turn	Right Turn	Rear End	Run Off Road & Fixed Object	Angle	Side Swipe	Other
2012	0	0	5	0	3	1	0
2013	0	0	4	0	1	0	1
2014	1	0	8	0	1	2	0

Year	Left Turn	Right Turn	Rear End	Run Off Road & Fixed Object	Angle	Side Swipe	Other
2015	0	0	11	0	2	8	0
2016	4	1	9	1	6	13	0
2017	0	0	3	0	1	4	1
Total	5	1	40	1	14	28	2

Study Criteria

Study Name	Log No.	PH No.	TIP No.	K/A Cf.	B/C Cf.	ADT	ADT Route
41000047187	41000047187			76.9	8.4	39500	

Request Date	Courier Service	Phone No.	Ext.	Fax No.

County			Municipality					
Name	Code	Div.	Name	Code	Y-Line Ft.	Begin Date	End Date	Years
MECKLENBURG	60	10	All and Rural		150	05/01/2012	04/30/2017	5.00

Location Text	Requestor
US 521 (Polk St) at NC 51 (Main St)	Cliff Lawon, PE Timmons Group

Included Accidents

103825927
103516075
103873600
104673952
103500324
104936938
104649420
105010010
104548599
104996761
104454464
104902444
104421036
104540778
104949547
104776904
104270755
104154655
104697173
104526436
104271218
105067562
104974997
104902445
104927864
105010012
104843136

104615429
104620125
104691068
104501383
104408380
104275690
104002473
103784057
104671455
104860689
104888532
104246461
104631472
104244593
104385630
104056820
104947222
104490435
104774507
104924661
103499528
104638077
104594105
104229626
104593742
104206800
104759557
104918669
103648445
104879377
103601550
105002620
105076101
104600284
105033663
104793029
104010099
103983385
103626358
104466131
104559366

104509315
103481225
104544540
104931151
104472809
104899694
104686343
104663633
104658545
104722163
104084261
103918125
104298846
104988492
104841593
103499531
104885684
104776908
104011028
103516252
104185072
103874217
103750960

Fiche Roads

Name	Code
US 521	20000521
SR 4982	40004982
LANCASTER	50016982
POLK	50024505
PINEVILLE	50024239
NC 51	30000051
MAIN	50018682
PINEVILLE MATTHEWS	50024238
I 1	10000001

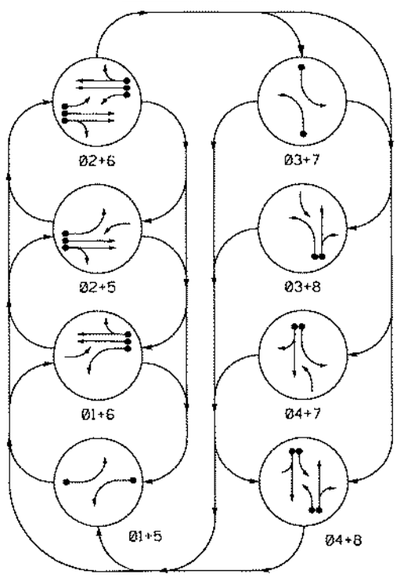
Intersection Road Combinations

Name	Code	Code	Name
I 1	10000001	20000521	US 521

Appendix C – Traffic Signal Plans

PROJECT REFERENCE NO.	SHEET NO.
N/A	Sig. 1

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

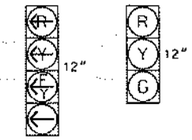
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE Ø1+5	Ø1+6	Ø2+5	Ø2+6	Ø3+7	Ø3+8	Ø4+7	Ø4+8	FLASH
11	-	-	F Y	F Y	R	R	R	R	Y
21, 22	R	R	G	G	R	R	R	R	Y
31	R	R	R	R	-	-	F Y	F Y	R
41,42	R	R	R	R	R	R	G	G	R
51	-	F Y	-	F Y	R	R	R	R	Y
61, 62	R	G	R	G	R	R	R	R	Y
71	R	R	R	R	-	F Y	-	F Y	R
81,82	R	R	R	R	R	G	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.



11 21, 22
31 41, 42
51 61, 62
71 81, 82

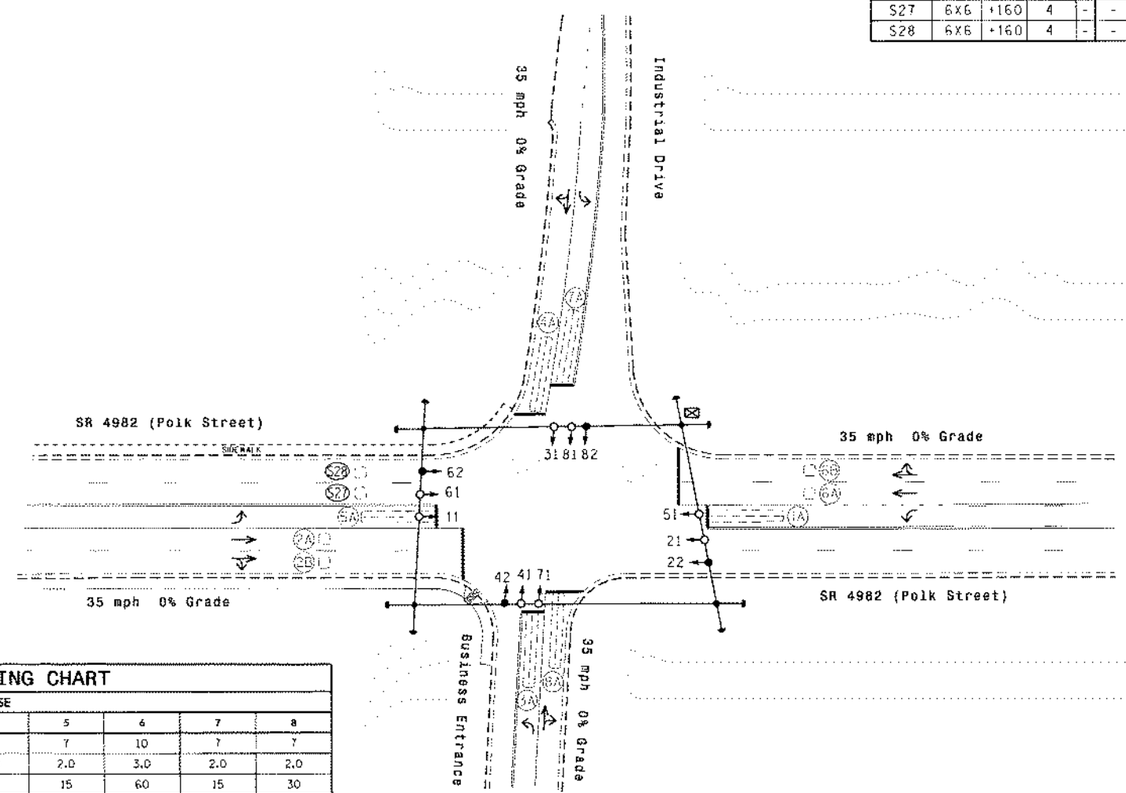
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

INDUCTIVE LOOPS					DETECTOR PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
1A	6X40	0	2-4-2	-	1	Y	Y	-	-	15	-	Y
					6	Y	Y	-	-	-	-	Y
2A	6X6	70	3	-	2	Y	Y	-	-	-	-	Y
2B	6X6	70	3	-	2	Y	Y	-	-	-	-	Y
3A	6X40	0	2-4-2	-	3	Y	Y	-	-	15		Y
					8	Y	Y	-	-	3	-	Y
4A	6X40	0	2-4-2		4	Y	Y	-	-	10	-	Y
5A	6X40	0	2-4-2	-	5	Y	Y	-	-	15	-	Y
					2	Y	Y	-	-	-	-	Y
6A	6X6	70	3	-	6	Y	Y	-	-	-	-	Y
6B	6X6	70	3	-	6	Y	Y	-		-	-	Y
7A	6X40	0	2-4-2	-	7	Y	Y	-	-	15	-	Y
					4	Y	Y	-	-	3	-	Y
8A	6X40	0	2-4-2	-	8	Y	Y	-	-	10	-	Y
S27	6X6	+160	4	-	-	-	-	-	-	-	Y	Y
S28	6X6	+160	4	-	-	-	-	-	-	-	Y	Y

8 Phase
Fully Actuated
NC 51 (Pineville-Matthews Rd./
SR 4982 (Polk Street) CLS

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 3 and/or phase 7 may be lagged.
4. Phase 3 and/or phase 7 may be lagged.
5. Reposition existing signal heads numbered # 22.42.62.& 82.
6. Set all detector units to presence mode.
7. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
8. Pavement markings are existing.
9. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
10. Closed loop system data: Controller Asset # 0966.



LEGEND

PROPOSED		EXISTING
	Traffic Signal Head	
	Modified Signal Head	N/A
	Sign	
	Pedestrian Signal Head With Push Button & Sign	
	Signal Pole with Guy	
	Signal Pole with Sidewalk Guy	
	Inductive Loop Detector	
	Controller & Cabinet	
	Junction Box	
	2-in Underground Conduit	
N/A	Right of Way	
	Directional Arrow	

OASIS 2070L TIMING CHART

FEATURE	PHASE 1	2	3	4	5	6	7	8
Min Green 1 *	7	10	7	7	7	10	7	7
Extension 1 *	2.0	3.0	2.0	2.0	2.0	3.0	2.0	2.0
Max Green 1 *	15	60	15	30	15	60	15	30
Yellow Clearance	3.0	3.8	3.0	3.8	3.0	3.8	3.0	3.8
Red Clearance	3.3	2.5	2.4	2.0	2.6	2.5	2.8	2.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-	-	-	-	-
Don't Walk 1	-	-	-	-	-	-	-	-
Seconds Per Actuation *	-	-	-	-	-	-	-	-
Max Variable Initial *	-	-	-	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-	-	-	-
Time To Reduce *	-	-	-	-	-	-	-	-
Minimum Gap	-	-	-	-	-	-	-	-
Recall Mode	-	MIN RECALL	-	-	-	MIN RECALL	-	-
Vehicle Call Memory	-	YELLOW	-	-	-	YELLOW	-	-
Dual Entry	-	-	-	ON	-	-	-	ON
Simultaneous Gap	ON	ON	ON	ON	ON	ON	ON	ON

* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

Signal Upgrade

Prepared in the Offices of
Transportation Mobility and Safety Division
Signal Design Section
750 N.Greenfield Pkwy,Garner,NC 27529

SCALE 0 40 1"=40'

SR 4982 (Polk Street) at Industrial Drive / Business Entrance

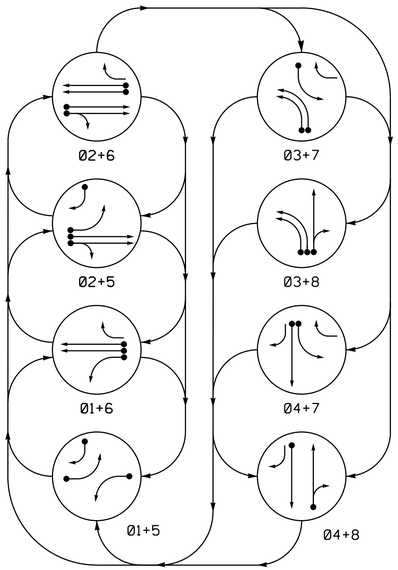
Division 10 Mecklenburg County Pineville

PLAN DATE: September 2013	REVIEWED BY: P.L.A.		
PREPARED BY: C. Pierce	REVIEWED BY:		
REVISIONS		INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 24393 ENGINEER TIMOTHY A. WILLIAMS
SIGNATURE 10/31/13 DATE
SIG. INVENTORY NO. 10-0966

PROJECT REFERENCE NO.	SHEET NO.
B-5105	Sig. 5.0

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

SIGNAL FACE I.D.

All Heads L.E.D.

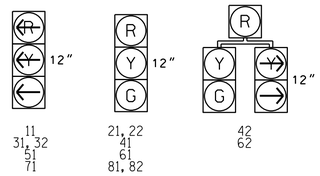


TABLE OF OPERATION

SIGNAL FACE	PHASE 01+5	01+6	02+5	02+6	03+7	03+8	04+7	04+8	FLASH
11	←	←	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~
21, 22	R	R	G	G	R	R	R	R	Y
31, 32	~~R~~	~~R~~	~~R~~	~~R~~	←	←	~~R~~	~~R~~	~~R~~
41	R	R	R	R	R	R	G	G	R
42	R/←	R	R/←	R	R	R	G	G	R
51	←	~~R~~	←	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~
61	R	G	R	G	R	R	R	R	Y
62	R	G	R	G	R/←	R	R/←	R	Y
71	~~R~~	~~R~~	~~R~~	~~R~~	←	~~R~~	←	~~R~~	~~R~~
81,82	R	R	R	R	R	G	R	G	R

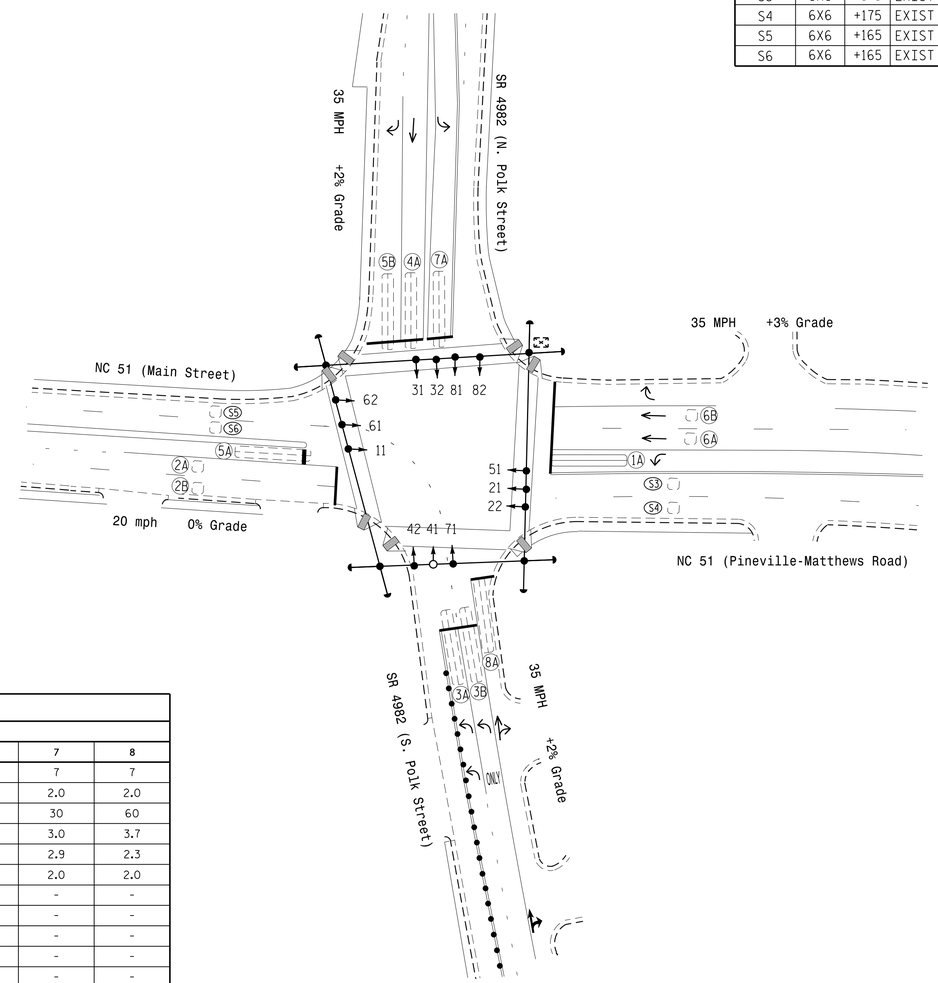
OASIS 2070 LOOP & DETECTOR INSTALLATION

INDUCTIVE LOOPS					DETECTOR PROGRAMMING						
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
1A	6X40	0	2-4-2	Y	1	Y	Y	-	-	3	-	-
2A	6X6	70	EXIST	-	2	Y	Y	-	-	-	-	-
2B	6X6	70	EXIST	-	2	Y	Y	-	-	-	-	-
3A	6X40	+10	2-4-2	-	3	Y	Y	-	-	3	-	-
3B	6X40	+10	2-4-2	-	3	Y	Y	-	-	-	-	-
4A	6X40	+5	2-4-2	-	4	Y	Y	-	-	-	-	-
5A	6X40	+5	2-4-2	-	5	Y	Y	-	-	3	-	-
5B	6X40	+5	2-4-2	-	5	Y	Y	-	-	15	-	-
6A	6X6	70	EXIST	-	6	Y	Y	-	-	-	-	-
6B	6X6	70	EXIST	-	6	Y	Y	-	-	-	-	-
7A	6X40	+5	2-4-2	-	7	Y	Y	-	-	3	-	-
8A	6X40	+5	2-4-2	-	8	Y	Y	-	-	10	-	-
S3	6X6	+175	EXIST	-	-	-	-	-	-	-	Y	-
S4	6X6	+175	EXIST	-	-	-	-	-	-	-	Y	-
S5	6X6	+165	EXIST	-	-	-	-	-	-	-	Y	-
S6	6X6	+165	EXIST	-	-	-	-	-	-	-	Y	-

8 Phase
Fully Actuated
W/Emergency Preemption
NC 51 (Pineville) CLS

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 and/or phase 5 may be lagged.
4. Phase 3 and/or phase 7 may be lagged.
5. Set all detector units to presence mode.
6. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
7. Closed loop system data: Intersection Number # 254.



OASIS 2070 TIMING CHART

FEATURE	PHASE 1	2	3	4	5	6	7	8
Min Green 1 *	7	10	7	7	7	10	7	7
Extension 1 *	2.0	3.0	2.0	2.0	2.0	3.0	2.0	2.0
Max Green 1 *	25	90	25	60	15	90	30	60
Yellow Clearance	3.0	3.0	3.0	3.7	3.0	3.7	3.0	3.7
Red Clearance	2.8	3.2	3.6	2.0	3.2	2.0	2.9	2.3
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-	-	-	-	-
Don't Walk 1	-	-	-	-	-	-	-	-
Seconds Per Actuation *	-	-	-	-	-	-	-	-
Max Variable Initial *	-	-	-	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-	-	-	-
Time To Reduce *	-	-	-	-	-	-	-	-
Minimum Gap	-	-	-	-	-	-	-	-
Recall Mode	-	MIN RECALL	-	-	-	MIN RECALL	-	-
Vehicle Call Memory	-	YELLOW	-	-	-	YELLOW	-	-
Dual Entry	-	-	-	-	-	-	-	-
Simultaneous Gap	ON	ON	ON	ON	ON	ON	ON	ON

* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

LEGEND

PROPOSED		EXISTING
	Traffic Signal Head	
	Modified Signal Head	N/A
	Sign	
	Pedestrian Signal Head	
	Signal Pole with Guy	
	Signal Pole with Sidewalk Guy	
	Inductive Loop Detector	
	Controller & Cabinet	
	Junction Box	
	2-in Underground Conduit	
N/A	Right of Way	
	Directional Arrow	
	Optical Detector	

Signal Upgrade - Final Design

Prepared in the Offices of:
Transportation Mobility and Safety Division
STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signal Design Section
750 N.Greenfield Pkwy,Garner,NC 27529

NC 51 (Main Street)/
NC 51 (Pineville-Matthews Road)
at
SR 4982 (Polk Street)
Division 10 Mecklenburg County Pineville

PLAN DATE: March 2015	REVIEWED BY:
PREPARED BY: C. Pierce	REVIEWED BY:

SCALE 0 40 1" = 40'

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 24393 ENGINEER TIMOTHY J. WILLIAMS

DocuSigned by: T. J. Williams 97AD7926E8934CA... 4/16/2015
DATE

SIG. INVENTORY NO. 10-0254

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Appendix D – Synchro Analysis Outputs

2017 Existing Traffic Volumes

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	3	721	854	2	13	13
Future Volume (Veh/h)	3	721	854	2	13	13
Sign Control		Free	Free		Stop	
Grade		0%	0%		-1%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	3	801	949	2	14	14
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	951				1356	476
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	951				1356	476
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				90	97
cM capacity (veh/h)	718				140	536

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	270	534	633	318	28
Volume Left	3	0	0	0	14
Volume Right	0	0	0	2	14
cSH	718	1700	1700	1700	222
Volume to Capacity	0.00	0.31	0.37	0.19	0.13
Queue Length 95th (ft)	0	0	0	0	11
Control Delay (s)	0.2	0.0	0.0	0.0	23.6
Lane LOS	A				C
Approach Delay (s)	0.1		0.0		23.6
Approach LOS					C

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	33.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	743	2	8	847	5	0	0	5	22	0	6
Future Volume (Veh/h)	1	743	2	8	847	5	0	0	5	22	0	6
Sign Control		Free			Free			Stop			Stop	
Grade		1%			-1%			-3%			-2%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	1	826	2	9	941	6	0	0	6	24	0	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	947			828			1324	1794	414	1383	1792	474
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	947			828			1324	1794	414	1383	1792	474
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			100	100	99	76	100	99
cM capacity (veh/h)	721			799			112	79	587	101	79	537

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	414	415	480	476	6	24	7
Volume Left	1	0	9	0	0	24	0
Volume Right	0	2	0	6	6	0	7
cSH	721	1700	799	1700	587	101	537
Volume to Capacity	0.00	0.24	0.01	0.28	0.01	0.24	0.01
Queue Length 95th (ft)	0	0	1	0	1	21	1
Control Delay (s)	0.0	0.0	0.3	0.0	11.2	51.3	11.8
Lane LOS	A		A		B	F	B
Approach Delay (s)	0.0		0.2		11.2	42.4	
Approach LOS					B	E	

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	43.7%	ICU Level of Service	A
Analysis Period (min)	15		

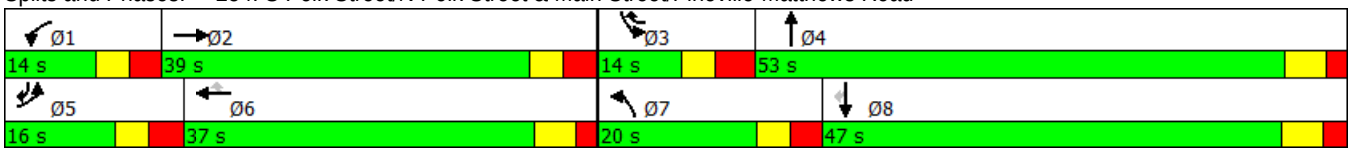
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	602	144	47	554	213	239	585	23	99	301	69
Future Volume (vph)	111	602	144	47	554	213	239	585	23	99	301	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			3%			2%			2%	
Storage Length (ft)	335		0	250		600	125		0	0		150
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt		0.971				0.850		0.994				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3437	0	1743	3486	1560	3399	1833	0	1752	1844	1567
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3437	0	1743	3486	1560	3399	1833	0	1752	1844	1567
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		20			35			35			35	
Link Distance (ft)		1846			975			1715			3430	
Travel Time (s)		62.9			19.0			33.4			66.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	123	669	160	52	616	237	266	650	26	110	334	77
Shared Lane Traffic (%)												
Lane Group Flow (vph)	123	829	0	52	616	237	266	676	0	110	334	77
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.02	1.02	1.02	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov
Protected Phases	5	2		1	6	3	7	4		3	8	5
Permitted Phases						6						8
Detector Phase	5	2		1	6	3	7	4		3	8	5
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	10.0	7.0	7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	14.0	20.0		14.0	20.0	14.0	14.0	20.0		14.0	20.0	14.0
Total Split (s)	16.0	39.0		14.0	37.0	14.0	20.0	53.0		14.0	47.0	16.0
Total Split (%)	13.3%	32.5%		11.7%	30.8%	11.7%	16.7%	44.2%		11.7%	39.2%	13.3%
Maximum Green (s)	9.8	32.8		8.2	31.3	7.4	14.1	47.3		7.4	41.0	9.8
Yellow Time (s)	3.0	3.0		3.0	3.7	3.0	3.0	3.7		3.0	3.7	3.0
All-Red Time (s)	3.2	3.2		2.8	2.0	3.6	2.9	2.0		3.6	2.3	3.2
Lost Time Adjust (s)	-1.2	-1.2		-0.8	-0.7	-1.6	-0.9	-0.7		-1.6	-1.0	-1.2
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0		2.0	3.0	2.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	Min		None	Min	None	None	None		None	None	None

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	10.6	32.6		8.6	27.2	41.4	13.3	43.7		9.2	39.6	55.3
Actuated g/C Ratio	0.10	0.29		0.08	0.25	0.37	0.12	0.39		0.08	0.36	0.50
v/c Ratio	0.73	0.82		0.39	0.72	0.41	0.66	0.94		0.76	0.51	0.10
Control Delay	76.0	46.1		61.5	44.2	29.0	56.5	54.8		85.1	32.6	16.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	76.0	46.1		61.5	44.2	29.0	56.5	54.8		85.1	32.6	16.8
LOS	E	D		E	D	C	E	D		F	C	B
Approach Delay		49.9			41.2			55.3			41.4	
Approach LOS		D			D			E			D	
Queue Length 50th (ft)	94	318		39	224	132	102	489		86	203	31
Queue Length 95th (ft)	#193	#403		82	289	204	147	#729		#191	297	60
Internal Link Dist (ft)		1766			895			1635			3350	
Turn Bay Length (ft)	335			250		600	125					150
Base Capacity (vph)	178	1070		143	1021	581	466	806		144	710	788
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.69	0.77		0.36	0.60	0.41	0.57	0.84		0.76	0.47	0.10

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 111
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 47.7 Intersection LOS: D
Intersection Capacity Utilization 81.8% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 254: S Polk Street/N Polk Street & Main Street/Pineville-Matthews Road



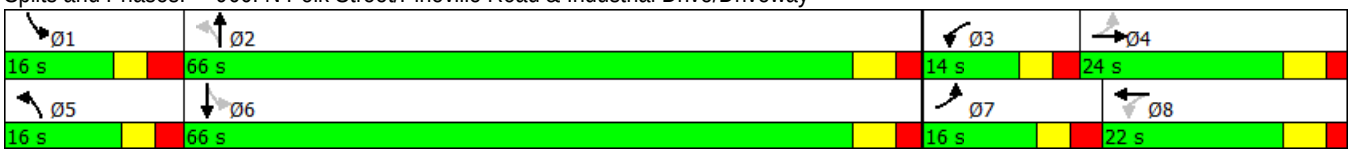
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	0	38	4	2	18	98	858	14	38	452	160
Future Volume (vph)	61	0	38	4	2	18	98	858	14	38	452	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		75	100		0	165		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.850			0.864			0.998			0.961	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1770	1609	0	1770	3532	0	1770	3401	0
Flt Permitted	0.597						0.299			0.257		
Satd. Flow (perm)	1112	1583	0	1863	1609	0	557	3532	0	479	3401	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1961			266			3430			1043	
Travel Time (s)		38.2			5.2			66.8			20.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	68	0	42	4	2	20	109	953	16	42	502	178
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	42	0	4	22	0	109	969	0	42	680	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	10.0		7.0	10.0	
Minimum Split (s)	14.0	20.0		14.0	20.0		14.0	21.0		14.0	21.0	
Total Split (s)	16.0	24.0		14.0	22.0		16.0	66.0		16.0	66.0	
Total Split (%)	13.3%	20.0%		11.7%	18.3%		13.3%	55.0%		13.3%	55.0%	
Maximum Green (s)	10.2	18.2		8.6	16.2		10.4	59.7		9.7	59.7	
Yellow Time (s)	3.0	3.8		3.0	3.8		3.0	3.8		3.0	3.8	
All-Red Time (s)	2.8	2.0		2.4	2.0		2.6	2.5		3.3	2.5	
Lost Time Adjust (s)	-0.8	-0.8		-0.4	-0.8		-0.6	-1.3		-1.3	-1.3	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	12.9	11.6		10.9	9.2		34.1	35.1		31.3	26.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.25	0.22		0.21	0.18		0.66	0.68		0.61	0.50	
v/c Ratio	0.17	0.12		0.01	0.08		0.19	0.40		0.08	0.40	
Control Delay	19.4	24.1		19.2	29.4		6.9	11.7		6.8	14.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	19.4	24.1		19.2	29.4		6.9	11.7		6.8	14.2	
LOS	B	C		B	C		A	B		A	B	
Approach Delay		21.2			27.9			11.3			13.7	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	15	9		1	5		10	57		4	76	
Queue Length 95th (ft)	55	48		8	32		43	263		21	179	
Internal Link Dist (ft)		1881			186			3350			963	
Turn Bay Length (ft)	150						100			165		
Base Capacity (vph)	506	696		440	621		677	3256		634	3135	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.13	0.06		0.01	0.04		0.16	0.30		0.07	0.22	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 51.7
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.40
Intersection Signal Delay: 13.0 Intersection LOS: B
Intersection Capacity Utilization 52.5% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 966: N Polk Street/Pineville Road & Industrial Drive/Driveway



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	9	1089	1022	9	5	10
Future Volume (Veh/h)	9	1089	1022	9	5	10
Sign Control		Free	Free		Stop	
Grade		0%	0%		-1%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	10	1210	1136	10	6	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1146				1766	573
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1146				1766	573
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				92	98
cM capacity (veh/h)	605				74	463

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	413	807	757	389	17
Volume Left	10	0	0	0	6
Volume Right	0	0	0	10	11
cSH	605	1700	1700	1700	162
Volume to Capacity	0.02	0.47	0.45	0.23	0.11
Queue Length 95th (ft)	1	0	0	0	9
Control Delay (s)	0.5	0.0	0.0	0.0	29.9
Lane LOS	A				D
Approach Delay (s)	0.2		0.0		29.9
Approach LOS					D

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	46.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	1082	1	3	1053	33	2	1	7	17	0	1
Future Volume (Veh/h)	3	1082	1	3	1053	33	2	1	7	17	0	1
Sign Control		Free			Free			Stop			Stop	
Grade		1%			-1%			-3%			-2%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	3	1202	1	3	1170	37	2	1	8	19	0	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1207			1203			1800	2422	602	1810	2404	604
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1207			1203			1800	2422	602	1810	2404	604
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			96	97	98	60	100	100
cM capacity (veh/h)	574			576			50	32	443	47	33	442

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	604	602	588	622	11	19	1
Volume Left	3	0	3	0	2	19	0
Volume Right	0	1	0	37	8	0	1
cSH	574	1700	576	1700	122	47	442
Volume to Capacity	0.01	0.35	0.01	0.37	0.09	0.40	0.00
Queue Length 95th (ft)	0	0	0	0	7	36	0
Control Delay (s)	0.1	0.0	0.1	0.0	37.3	126.5	13.2
Lane LOS	A		A		E	F	B
Approach Delay (s)	0.1		0.1		37.3	120.8	
Approach LOS					E	F	

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	42.5%	ICU Level of Service	A
Analysis Period (min)	15		

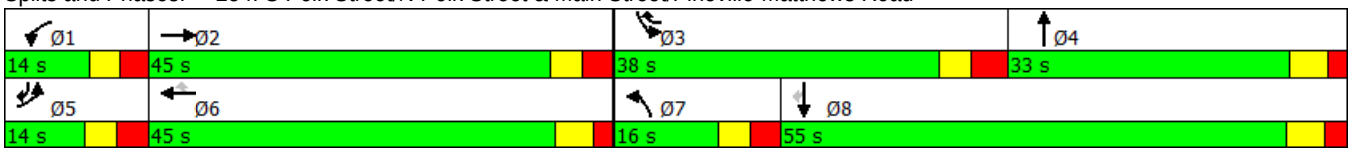
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	823	128	75	864	304	193	299	41	399	476	183
Future Volume (vph)	97	823	128	75	864	304	193	299	41	399	476	183
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			3%			2%			2%	
Storage Length (ft)	335		0	250		600	125		0	0		150
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt		0.980				0.850		0.982				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3468	0	1743	3486	1560	3399	1811	0	1752	1844	1567
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3468	0	1743	3486	1560	3399	1811	0	1752	1844	1567
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		20			35			35			35	
Link Distance (ft)		1846			975			1715			3430	
Travel Time (s)		62.9			19.0			33.4			66.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	108	914	142	83	960	338	214	332	46	443	529	203
Shared Lane Traffic (%)												
Lane Group Flow (vph)	108	1056	0	83	960	338	214	378	0	443	529	203
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.02	1.02	1.02	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov
Protected Phases	5	2		1	6	3	7	4		3	8	5
Permitted Phases						6						8
Detector Phase	5	2		1	6	3	7	4		3	8	5
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	10.0	7.0	7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	14.0	20.0		14.0	20.0	14.0	14.0	20.0		14.0	20.0	14.0
Total Split (s)	14.0	45.0		14.0	45.0	38.0	16.0	33.0		38.0	55.0	14.0
Total Split (%)	10.8%	34.6%		10.8%	34.6%	29.2%	12.3%	25.4%		29.2%	42.3%	10.8%
Maximum Green (s)	7.8	38.8		8.2	39.3	31.4	10.1	27.3		31.4	49.0	7.8
Yellow Time (s)	3.0	3.0		3.0	3.7	3.0	3.0	3.7		3.0	3.7	3.0
All-Red Time (s)	3.2	3.2		2.8	2.0	3.6	2.9	2.0		3.6	2.3	3.2
Lost Time Adjust (s)	-1.2	-1.2		-0.8	-0.7	-1.6	-0.9	-0.7		-1.6	-1.0	-1.2
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0		2.0	3.0	2.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	Min		None	Min	None	None	None		None	None	None

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	9.0	40.0		8.8	39.8	77.8	10.8	28.0		33.0	50.2	64.2
Actuated g/C Ratio	0.07	0.31		0.07	0.31	0.60	0.08	0.22		0.25	0.39	0.49
v/c Ratio	0.89	0.99		0.71	0.90	0.36	0.76	0.97		1.00	0.74	0.26
Control Delay	114.6	69.4		90.0	55.3	14.7	75.7	88.7		90.1	41.9	20.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	114.6	69.4		90.0	55.3	14.7	75.7	88.7		90.1	41.9	20.3
LOS	F	E		F	E	B	E	F		F	D	C
Approach Delay		73.6			47.4			84.0			56.3	
Approach LOS		E			D			F			E	
Queue Length 50th (ft)	92	466		70	406	138	92	319		375	381	97
Queue Length 95th (ft)	#204	#616		#150	#524	200	#147	#518		#596	522	150
Internal Link Dist (ft)		1766			895			1635			3350	
Turn Bay Length (ft)	335			250		600	125					150
Base Capacity (vph)	122	1069		120	1074	935	288	391		445	713	775
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.89	0.99		0.69	0.89	0.36	0.74	0.97		1.00	0.74	0.26

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 129.8
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 62.0 Intersection LOS: E
Intersection Capacity Utilization 89.7% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 254: S Polk Street/N Polk Street & Main Street/Pineville-Matthews Road



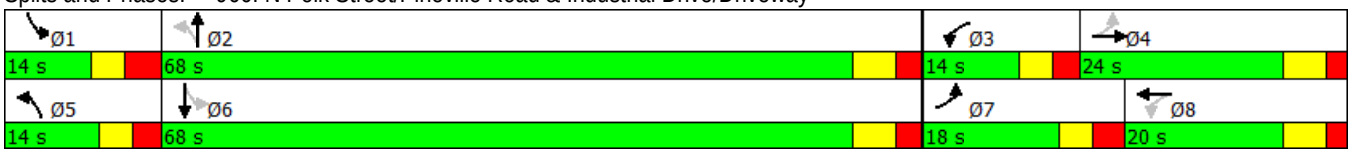
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	169	4	78	9	1	40	33	762	10	7	1117	79
Future Volume (vph)	169	4	78	9	1	40	33	762	10	7	1117	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		75	100		0	165		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.857			0.853			0.998			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1596	0	1770	1589	0	1770	3532	0	1770	3504	0
Flt Permitted	0.409			0.698			0.096			0.272		
Satd. Flow (perm)	762	1596	0	1300	1589	0	179	3532	0	507	3504	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1961			266			3430			1043	
Travel Time (s)		38.2			5.2			66.8			20.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	188	4	87	10	1	44	37	847	11	8	1241	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	188	91	0	10	45	0	37	858	0	8	1329	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	10.0		7.0	10.0	
Minimum Split (s)	14.0	20.0		14.0	20.0		14.0	21.0		14.0	21.0	
Total Split (s)	18.0	24.0		14.0	20.0		14.0	68.0		14.0	68.0	
Total Split (%)	15.0%	20.0%		11.7%	16.7%		11.7%	56.7%		11.7%	56.7%	
Maximum Green (s)	12.2	18.2		8.6	14.2		8.4	61.7		7.7	61.7	
Yellow Time (s)	3.0	3.8		3.0	3.8		3.0	3.8		3.0	3.8	
All-Red Time (s)	2.8	2.0		2.4	2.0		2.6	2.5		3.3	2.5	
Lost Time Adjust (s)	-0.8	-0.8		-0.4	-0.8		-0.6	-1.3		-1.3	-1.3	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	19.6	17.8		13.1	9.9		43.6	42.4		42.2	38.3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.26	0.24		0.17	0.13		0.58	0.56		0.56	0.51	
v/c Ratio	0.51	0.24		0.04	0.22		0.13	0.43		0.02	0.75	
Control Delay	32.2	32.1		27.3	43.0		8.4	11.5		7.6	20.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	32.2	32.1		27.3	43.0		8.4	11.5		7.6	20.3	
LOS	C	C		C	D		A	B		A	C	
Approach Delay		32.1			40.2			11.4			20.2	
Approach LOS		C			D			B			C	
Queue Length 50th (ft)	82	38		4	24		8	123		2	332	
Queue Length 95th (ft)	171	107		18	65		21	246		8	452	
Internal Link Dist (ft)		1881			186			3350			963	
Turn Bay Length (ft)	150						100			165		
Base Capacity (vph)	425	522		323	370		325	2797		461	2775	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.44	0.17		0.03	0.12		0.11	0.31		0.02	0.48	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 75.6
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 18.8 Intersection LOS: B
Intersection Capacity Utilization 57.8% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 966: N Polk Street/Pineville Road & Industrial Drive/Driveway



2021 Background Traffic Volumes

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	3	780	924	2	14	14
Future Volume (Veh/h)	3	780	924	2	14	14
Sign Control		Free	Free		Stop	
Grade		0%	0%		-1%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	3	867	1027	2	16	16
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1029				1468	514
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1029				1468	514
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				86	97
cM capacity (veh/h)	671				118	505

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	292	578	685	344	32
Volume Left	3	0	0	0	16
Volume Right	0	0	0	2	16
cSH	671	1700	1700	1700	191
Volume to Capacity	0.00	0.34	0.40	0.20	0.17
Queue Length 95th (ft)	0	0	0	0	15
Control Delay (s)	0.2	0.0	0.0	0.0	27.5
Lane LOS	A				D
Approach Delay (s)	0.1		0.0		27.5
Approach LOS					D

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	35.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	804	2	9	917	5	0	0	5	24	0	6
Future Volume (Veh/h)	1	804	2	9	917	5	0	0	5	24	0	6
Sign Control		Free			Free			Stop			Stop	
Grade		1%			-1%			-3%			-2%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	1	893	2	10	1019	6	0	0	6	27	0	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1025			895			1432	1941	448	1496	1939	512
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1025			895			1432	1941	448	1496	1939	512
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			100	100	99	67	100	99
cM capacity (veh/h)	673			754			92	64	559	83	64	507

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	448	448	520	516	6	27	7
Volume Left	1	0	10	0	0	27	0
Volume Right	0	2	0	6	6	0	7
cSH	673	1700	754	1700	559	83	507
Volume to Capacity	0.00	0.26	0.01	0.30	0.01	0.33	0.01
Queue Length 95th (ft)	0	0	1	0	1	31	1
Control Delay (s)	0.0	0.0	0.4	0.0	11.5	68.0	12.2
Lane LOS	A		A		B	F	B
Approach Delay (s)	0.0		0.2		11.5	56.5	
Approach LOS					B	F	

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	46.5%	ICU Level of Service	A
Analysis Period (min)	15		

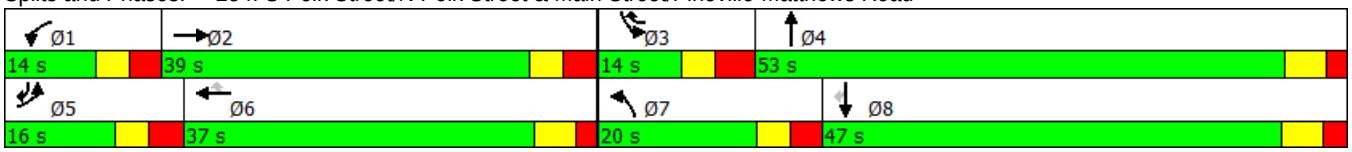
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	652	156	51	600	231	259	633	25	107	326	75
Future Volume (vph)	120	652	156	51	600	231	259	633	25	107	326	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			3%			2%			2%	
Storage Length (ft)	335		0	250		600	125		0	0		150
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt		0.971				0.850		0.994				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3437	0	1743	3486	1560	3399	1833	0	1752	1844	1567
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3437	0	1743	3486	1560	3399	1833	0	1752	1844	1567
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		20			35			35			35	
Link Distance (ft)		1846			975			1715			3430	
Travel Time (s)		62.9			19.0			33.4			66.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	133	724	173	57	667	257	288	703	28	119	362	83
Shared Lane Traffic (%)												
Lane Group Flow (vph)	133	897	0	57	667	257	288	731	0	119	362	83
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.02	1.02	1.02	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov
Protected Phases	5	2		1	6	3	7	4		3	8	5
Permitted Phases						6						8
Detector Phase	5	2		1	6	3	7	4		3	8	5
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	10.0	7.0	7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	14.0	20.0		14.0	20.0	14.0	14.0	20.0		14.0	20.0	14.0
Total Split (s)	16.0	39.0		14.0	37.0	14.0	20.0	53.0		14.0	47.0	16.0
Total Split (%)	13.3%	32.5%		11.7%	30.8%	11.7%	16.7%	44.2%		11.7%	39.2%	13.3%
Maximum Green (s)	9.8	32.8		8.2	31.3	7.4	14.1	47.3		7.4	41.0	9.8
Yellow Time (s)	3.0	3.0		3.0	3.7	3.0	3.0	3.7		3.0	3.7	3.0
All-Red Time (s)	3.2	3.2		2.8	2.0	3.6	2.9	2.0		3.6	2.3	3.2
Lost Time Adjust (s)	-1.2	-1.2		-0.8	-0.7	-1.6	-0.9	-0.7		-1.6	-1.0	-1.2
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0		2.0	3.0	2.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	Min		None	Min	None	None	None		None	None	None

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	10.8	34.2		8.5	29.1	43.1	13.8	48.1		9.0	43.3	59.1
Actuated g/C Ratio	0.09	0.29		0.07	0.25	0.37	0.12	0.41		0.08	0.37	0.50
v/c Ratio	0.81	0.89		0.45	0.77	0.45	0.72	0.97		0.89	0.53	0.10
Control Delay	87.7	52.8		65.1	47.5	30.7	60.9	61.7		106.8	33.7	17.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	87.7	52.8		65.1	47.5	30.7	60.9	61.7		106.8	33.7	17.1
LOS	F	D		E	D	C	E	E		F	C	B
Approach Delay		57.3			44.1			61.5			46.6	
Approach LOS		E			D			E			D	
Queue Length 50th (ft)	103	354		43	247	145	111	557		93	225	34
Queue Length 95th (ft)	#213	#477		88	316	222	159	#824		#208	325	64
Internal Link Dist (ft)		1766			895			1635			3350	
Turn Bay Length (ft)	335			250		600	125					150
Base Capacity (vph)	166	1004		134	954	574	436	753		134	681	793
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.80	0.89		0.43	0.70	0.45	0.66	0.97		0.89	0.53	0.10

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 117.1
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 53.2 Intersection LOS: D
Intersection Capacity Utilization 86.3% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 254: S Polk Street/N Polk Street & Main Street/Pineville-Matthews Road



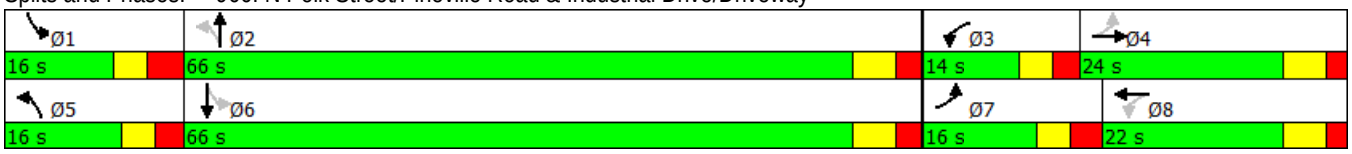
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	0	41	4	2	19	106	929	15	41	489	173
Future Volume (vph)	66	0	41	4	2	19	106	929	15	41	489	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		75	100		0	165		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.850			0.863			0.998			0.961	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1770	1608	0	1770	3532	0	1770	3401	0
Flt Permitted	0.476						0.290			0.189		
Satd. Flow (perm)	887	1583	0	1863	1608	0	540	3532	0	352	3401	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1961			266			3430			1043	
Travel Time (s)		38.2			5.2			66.8			20.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	73	0	46	4	2	21	118	1032	17	46	543	192
Shared Lane Traffic (%)												
Lane Group Flow (vph)	73	46	0	4	23	0	118	1049	0	46	735	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	10.0		7.0	10.0	
Minimum Split (s)	14.0	20.0		14.0	20.0		14.0	21.0		14.0	21.0	
Total Split (s)	16.0	24.0		14.0	22.0		16.0	66.0		16.0	66.0	
Total Split (%)	13.3%	20.0%		11.7%	18.3%		13.3%	55.0%		13.3%	55.0%	
Maximum Green (s)	10.2	18.2		8.6	16.2		10.4	59.7		9.7	59.7	
Yellow Time (s)	3.0	3.8		3.0	3.8		3.0	3.8		3.0	3.8	
All-Red Time (s)	2.8	2.0		2.4	2.0		2.6	2.5		3.3	2.5	
Lost Time Adjust (s)	-0.8	-0.8		-0.4	-0.8		-0.6	-1.3		-1.3	-1.3	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	13.1	11.6		10.7	9.0		35.2	32.7		33.8	29.2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.23	0.20		0.19	0.16		0.61	0.57		0.59	0.51	
v/c Ratio	0.21	0.14		0.01	0.09		0.22	0.52		0.10	0.43	
Control Delay	22.3	26.4		21.0	32.0		7.5	14.8		7.0	15.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	22.3	26.4		21.0	32.0		7.5	14.8		7.0	15.1	
LOS	C	C		C	C		A	B		A	B	
Approach Delay		23.9			30.4			14.0			14.6	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	20	13		1	6		10	136		4	83	
Queue Length 95th (ft)	61	53		9	34		47	296		22	200	
Internal Link Dist (ft)		1881			186			3350			963	
Turn Bay Length (ft)	150						100			165		
Base Capacity (vph)	436	608		390	540		609	3195		527	3077	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.17	0.08		0.01	0.04		0.19	0.33		0.09	0.24	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 57.6
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.52
Intersection Signal Delay: 15.0 Intersection LOS: B
Intersection Capacity Utilization 54.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 966: N Polk Street/Pineville Road & Industrial Drive/Driveway



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	1179	1106	10	5	11
Future Volume (Veh/h)	10	1179	1106	10	5	11
Sign Control		Free	Free		Stop	
Grade		0%	0%		-1%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	11	1310	1229	11	6	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1240				1912	620
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1240				1912	620
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				90	97
cM capacity (veh/h)	557				59	431

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	448	873	819	421	18
Volume Left	11	0	0	0	6
Volume Right	0	0	0	11	12
cSH	557	1700	1700	1700	138
Volume to Capacity	0.02	0.51	0.48	0.25	0.13
Queue Length 95th (ft)	2	0	0	0	11
Control Delay (s)	0.6	0.0	0.0	0.0	34.9
Lane LOS	A				D
Approach Delay (s)	0.2		0.0		34.9
Approach LOS					D

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	49.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	1171	1	3	1140	36	2	1	8	18	0	1
Future Volume (Veh/h)	3	1171	1	3	1140	36	2	1	8	18	0	1
Sign Control		Free			Free			Stop			Stop	
Grade		1%			-1%			-3%			-2%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	3	1301	1	3	1267	40	2	1	9	20	0	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1307			1302			1948	2620	651	1959	2601	654
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1307			1302			1948	2620	651	1959	2601	654
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			95	96	98	44	100	100
cM capacity (veh/h)	525			528			38	24	411	36	24	410

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	654	652	636	674	12	20	1
Volume Left	3	0	3	0	2	20	0
Volume Right	0	1	0	40	9	0	1
cSH	525	1700	528	1700	103	36	410
Volume to Capacity	0.01	0.38	0.01	0.40	0.12	0.56	0.00
Queue Length 95th (ft)	0	0	0	0	10	48	0
Control Delay (s)	0.2	0.0	0.2	0.0	44.5	194.6	13.8
Lane LOS	A		A		E	F	B
Approach Delay (s)	0.1		0.1		44.5	186.0	
Approach LOS					E	F	

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	45.4%	ICU Level of Service	A
Analysis Period (min)	15		

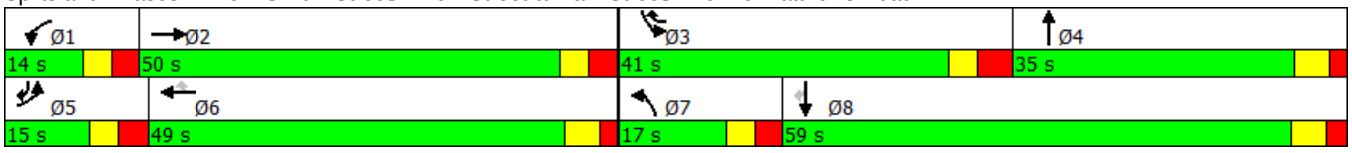
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	891	139	81	935	329	209	324	44	432	515	198
Future Volume (vph)	105	891	139	81	935	329	209	324	44	432	515	198
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			3%			2%			2%	
Storage Length (ft)	335		0	250		600	125		0	0		150
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt		0.980				0.850		0.982				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3468	0	1743	3486	1560	3399	1811	0	1752	1844	1567
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3468	0	1743	3486	1560	3399	1811	0	1752	1844	1567
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		20			35			35			35	
Link Distance (ft)		1846			975			1715			3430	
Travel Time (s)		62.9			19.0			33.4			66.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	117	990	154	90	1039	366	232	360	49	480	572	220
Shared Lane Traffic (%)												
Lane Group Flow (vph)	117	1144	0	90	1039	366	232	409	0	480	572	220
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.02	1.02	1.02	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov
Protected Phases	5	2		1	6	3	7	4		3	8	5
Permitted Phases						6						8
Detector Phase	5	2		1	6	3	7	4		3	8	5
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	10.0	7.0	7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	14.0	20.0		14.0	20.0	14.0	14.0	20.0		14.0	20.0	14.0
Total Split (s)	15.0	50.0		14.0	49.0	41.0	17.0	35.0		41.0	59.0	15.0
Total Split (%)	10.7%	35.7%		10.0%	35.0%	29.3%	12.1%	25.0%		29.3%	42.1%	10.7%
Maximum Green (s)	8.8	43.8		8.2	43.3	34.4	11.1	29.3		34.4	53.0	8.8
Yellow Time (s)	3.0	3.0		3.0	3.7	3.0	3.0	3.7		3.0	3.7	3.0
All-Red Time (s)	3.2	3.2		2.8	2.0	3.6	2.9	2.0		3.6	2.3	3.2
Lost Time Adjust (s)	-1.2	-1.2		-0.8	-0.7	-1.6	-0.9	-0.7		-1.6	-1.0	-1.2
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0		2.0	3.0	2.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	Min		None	Min	None	None	None		None	None	None

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	10.0	45.0		8.9	43.9	84.9	11.8	30.0		36.0	54.2	69.2
Actuated g/C Ratio	0.07	0.32		0.06	0.31	0.61	0.08	0.21		0.26	0.39	0.49
v/c Ratio	0.93	1.03		0.81	0.95	0.39	0.81	1.05		1.07	0.80	0.28
Control Delay	126.6	80.2		109.7	64.5	15.6	84.0	112.5		110.0	48.2	22.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	126.6	80.2		109.7	64.5	15.6	84.0	112.5		110.0	48.2	22.1
LOS	F	F		F	E	B	F	F		F	D	C
Approach Delay		84.5			55.3			102.2			67.0	
Approach LOS		F			E			F			E	
Queue Length 50th (ft)	108	~583		82	486	163	108	~406		~481	461	115
Queue Length 95th (ft)	#232	#721		#181	#625	231	#172	#616		#702	620	175
Internal Link Dist (ft)		1766			895			1635			3350	
Turn Bay Length (ft)	335			250		600	125					150
Base Capacity (vph)	126	1115		112	1096	947	291	388		450	713	774
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.93	1.03		0.80	0.95	0.39	0.80	1.05		1.07	0.80	0.28

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 139.9
Natural Cycle: 140
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.07
Intersection Signal Delay: 72.8 Intersection LOS: E
Intersection Capacity Utilization 95.2% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 254: S Polk Street/N Polk Street & Main Street/Pineville-Matthews Road

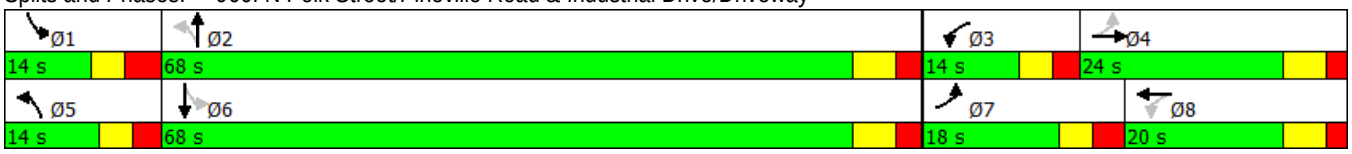


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	183	4	84	10	1	43	36	825	11	8	1209	86
Future Volume (vph)	183	4	84	10	1	43	36	825	11	8	1209	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		75	100		0	165		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.856			0.853			0.998			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1595	0	1770	1589	0	1770	3532	0	1770	3504	0
Flt Permitted	0.415			0.694			0.087			0.245		
Satd. Flow (perm)	773	1595	0	1293	1589	0	162	3532	0	456	3504	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1961			266			3430			1043	
Travel Time (s)		38.2			5.2			66.8			20.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	203	4	93	11	1	48	40	917	12	9	1343	96
Shared Lane Traffic (%)												
Lane Group Flow (vph)	203	97	0	11	49	0	40	929	0	9	1439	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	10.0		7.0	10.0	
Minimum Split (s)	14.0	20.0		14.0	20.0		14.0	21.0		14.0	21.0	
Total Split (s)	18.0	24.0		14.0	20.0		14.0	68.0		14.0	68.0	
Total Split (%)	15.0%	20.0%		11.7%	16.7%		11.7%	56.7%		11.7%	56.7%	
Maximum Green (s)	12.2	18.2		8.6	14.2		8.4	61.7		7.7	61.7	
Yellow Time (s)	3.0	3.8		3.0	3.8		3.0	3.8		3.0	3.8	
All-Red Time (s)	2.8	2.0		2.4	2.0		2.6	2.5		3.3	2.5	
Lost Time Adjust (s)	-0.8	-0.8		-0.4	-0.8		-0.6	-1.3		-1.3	-1.3	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	20.5	18.7		13.5	10.3		48.0	46.8		46.5	42.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.25	0.23		0.17	0.13		0.59	0.58		0.57	0.53	
v/c Ratio	0.56	0.26		0.04	0.24		0.14	0.46		0.02	0.78	
Control Delay	36.7	35.3		30.5	46.5		8.2	11.4		7.2	21.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	36.7	35.3		30.5	46.5		8.2	11.4		7.2	21.0	
LOS	D	D		C	D		A	B		A	C	
Approach Delay		36.3			43.5			11.3			20.9	
Approach LOS		D			D			B			C	
Queue Length 50th (ft)	99	45		5	28		9	140		2	382	
Queue Length 95th (ft)	202	121		21	75		22	273		8	517	
Internal Link Dist (ft)		1881			186			3350			963	
Turn Bay Length (ft)	150						100			165		
Base Capacity (vph)	405	497		308	350		308	2712		437	2679	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.50	0.20		0.04	0.14		0.13	0.34		0.02	0.54	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 81	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 19.7	Intersection LOS: B
Intersection Capacity Utilization 61.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 966: N Polk Street/Pineville Road & Industrial Drive/Driveway



2021 Build Traffic Volumes

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	783	941	7	31	31
Future Volume (Veh/h)	6	783	941	7	31	31
Sign Control		Free	Free		Stop	
Grade		0%	0%		-1%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	7	870	1046	8	34	34
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1054				1499	527
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1054				1499	527
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				70	93
cM capacity (veh/h)	656				112	496

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	297	580	697	357	68
Volume Left	7	0	0	0	34
Volume Right	0	0	0	8	34
cSH	656	1700	1700	1700	183
Volume to Capacity	0.01	0.34	0.41	0.21	0.37
Queue Length 95th (ft)	1	0	0	0	40
Control Delay (s)	0.4	0.0	0.0	0.0	36.0
Lane LOS	A				E
Approach Delay (s)	0.1		0.0		36.0
Approach LOS					E

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	36.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	821	2	9	922	10	0	0	5	41	0	23
Future Volume (Veh/h)	4	821	2	9	922	10	0	0	5	41	0	23
Sign Control		Free			Free			Stop			Stop	
Grade		1%			-1%			-3%			-2%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	4	912	2	10	1024	11	0	0	6	46	0	26
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1035			914			1479	1976	457	1520	1972	518
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1035			914			1479	1976	457	1520	1972	518
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			100	100	99	42	100	95
cM capacity (veh/h)	667			742			82	60	551	80	61	503

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	460	458	522	523	6	46	26
Volume Left	4	0	10	0	0	46	0
Volume Right	0	2	0	11	6	0	26
cSH	667	1700	742	1700	551	80	503
Volume to Capacity	0.01	0.27	0.01	0.31	0.01	0.58	0.05
Queue Length 95th (ft)	0	0	1	0	1	64	4
Control Delay (s)	0.2	0.0	0.4	0.0	11.6	99.6	12.5
Lane LOS	A		A		B	F	B
Approach Delay (s)	0.1		0.2		11.6	68.1	
Approach LOS					B	F	

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	47.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	107	1	9	281	10	51
Future Volume (Veh/h)	107	1	9	281	10	51
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	119	1	10	312	11	57
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			120		452	120
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			120		452	120
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		98	94
cM capacity (veh/h)			1468		562	932

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	120	322	68
Volume Left	0	10	11
Volume Right	1	0	57
cSH	1700	1468	842
Volume to Capacity	0.07	0.01	0.08
Queue Length 95th (ft)	0	1	7
Control Delay (s)	0.0	0.3	9.6
Lane LOS		A	A
Approach Delay (s)	0.0	0.3	9.6
Approach LOS			A

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	32.3%	ICU Level of Service	A
Analysis Period (min)	15		

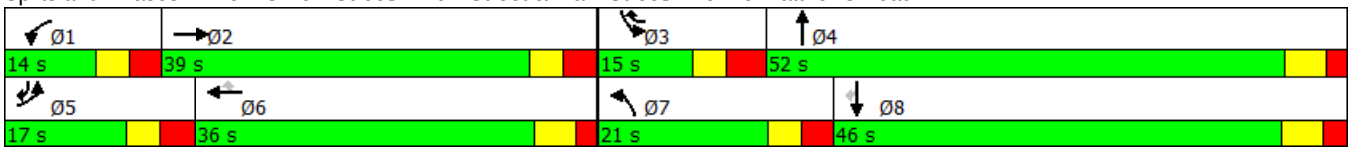
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	666	175	51	607	231	263	636	25	121	326	75
Future Volume (vph)	120	666	175	51	607	231	263	636	25	121	326	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			3%			2%			2%	
Storage Length (ft)	335		0	250		600	125		0	0		150
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt		0.969				0.850		0.994				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3429	0	1743	3486	1560	3399	1833	0	1752	1844	1567
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3429	0	1743	3486	1560	3399	1833	0	1752	1844	1567
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		20			35			35			35	
Link Distance (ft)		1846			975			1715			3430	
Travel Time (s)		62.9			19.0			33.4			66.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	133	740	194	57	674	257	292	707	28	134	362	83
Shared Lane Traffic (%)												
Lane Group Flow (vph)	133	934	0	57	674	257	292	735	0	134	362	83
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.02	1.02	1.02	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov
Protected Phases	5	2		1	6	3	7	4		3	8	5
Permitted Phases						6						8
Detector Phase	5	2		1	6	3	7	4		3	8	5
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	10.0	7.0	7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	14.0	20.0		14.0	20.0	14.0	14.0	20.0		14.0	20.0	14.0
Total Split (s)	17.0	39.0		14.0	36.0	15.0	21.0	52.0		15.0	46.0	17.0
Total Split (%)	14.2%	32.5%		11.7%	30.0%	12.5%	17.5%	43.3%		12.5%	38.3%	14.2%
Maximum Green (s)	10.8	32.8		8.2	30.3	8.4	15.1	46.3		8.4	40.0	10.8
Yellow Time (s)	3.0	3.0		3.0	3.7	3.0	3.0	3.7		3.0	3.7	3.0
All-Red Time (s)	3.2	3.2		2.8	2.0	3.6	2.9	2.0		3.6	2.3	3.2
Lost Time Adjust (s)	-1.2	-1.2		-0.8	-0.7	-1.6	-0.9	-0.7		-1.6	-1.0	-1.2
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0		2.0	3.0	2.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	Min		None	Min	None	None	None		None	None	None

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	11.5	34.1		8.5	28.3	43.4	14.4	47.1		10.0	42.8	59.3
Actuated g/C Ratio	0.10	0.29		0.07	0.24	0.37	0.12	0.40		0.09	0.37	0.51
v/c Ratio	0.77	0.93		0.45	0.80	0.44	0.70	1.00		0.89	0.54	0.10
Control Delay	80.0	57.8		65.1	49.6	30.5	59.2	68.5		104.0	34.3	16.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	80.0	57.8		65.1	49.6	30.5	59.2	68.5		104.0	34.3	16.9
LOS	E	E		E	D	C	E	E		F	C	B
Approach Delay		60.6			45.5			65.9			47.9	
Approach LOS		E			D			E			D	
Queue Length 50th (ft)	102	375		43	253	145	112	~606		105	227	34
Queue Length 95th (ft)	#201	#511		88	323	222	159	#841		#227	329	64
Internal Link Dist (ft)		1766			895			1635			3350	
Turn Bay Length (ft)	335			250		600	125					150
Base Capacity (vph)	182	999		134	925	578	466	737		150	674	801
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.73	0.93		0.43	0.73	0.44	0.63	1.00		0.89	0.54	0.10

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 117
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 56.0 Intersection LOS: E
Intersection Capacity Utilization 88.2% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 254: S Polk Street/N Polk Street & Main Street/Pineville-Matthews Road

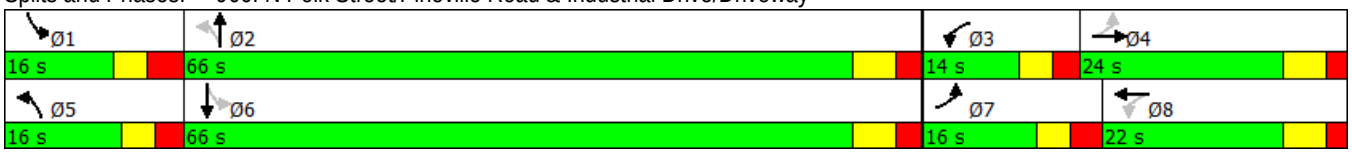


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	0	55	4	2	19	109	929	15	41	489	178
Future Volume (vph)	103	0	55	4	2	19	109	929	15	41	489	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		75	100		0	165		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.850			0.863			0.998			0.960	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1770	1608	0	1770	3532	0	1770	3398	0
Flt Permitted	0.471						0.284			0.190		
Satd. Flow (perm)	877	1583	0	1863	1608	0	529	3532	0	354	3398	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2081			266			3430			1043	
Travel Time (s)		40.5			5.2			66.8			20.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	114	0	61	4	2	21	121	1032	17	46	543	198
Shared Lane Traffic (%)												
Lane Group Flow (vph)	114	61	0	4	23	0	121	1049	0	46	741	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	10.0		7.0	10.0	
Minimum Split (s)	14.0	20.0		14.0	20.0		14.0	21.0		14.0	21.0	
Total Split (s)	16.0	24.0		14.0	22.0		16.0	66.0		16.0	66.0	
Total Split (%)	13.3%	20.0%		11.7%	18.3%		13.3%	55.0%		13.3%	55.0%	
Maximum Green (s)	10.2	18.2		8.6	16.2		10.4	59.7		9.7	59.7	
Yellow Time (s)	3.0	3.8		3.0	3.8		3.0	3.8		3.0	3.8	
All-Red Time (s)	2.8	2.0		2.4	2.0		2.6	2.5		3.3	2.5	
Lost Time Adjust (s)	-0.8	-0.8		-0.4	-0.8		-0.6	-1.3		-1.3	-1.3	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	13.7	12.2		10.7	8.9		36.1	33.4		34.5	29.9	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.23	0.21		0.18	0.15		0.61	0.57		0.58	0.51	
v/c Ratio	0.32	0.19		0.01	0.10		0.23	0.52		0.11	0.43	
Control Delay	23.8	26.7		21.2	32.8		7.7	15.1		7.2	15.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	23.8	26.7		21.2	32.8		7.7	15.1		7.2	15.5	
LOS	C	C		C	C		A	B		A	B	
Approach Delay		24.8			31.1			14.3			15.0	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	33	17		1	7		12	144		4	89	
Queue Length 95th (ft)	88	66		9	34		48	297		23	204	
Internal Link Dist (ft)		2001			186			3350			963	
Turn Bay Length (ft)	150						100			165		
Base Capacity (vph)	426	595		379	524		595	3174		518	3054	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.27	0.10		0.01	0.04		0.20	0.33		0.09	0.24	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 59	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay: 15.6	Intersection LOS: B
Intersection Capacity Utilization 56.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 966: N Polk Street/Pineville Road & Industrial Drive/Driveway



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	26	1194	1113	31	15	19
Future Volume (Veh/h)	26	1194	1113	31	15	19
Sign Control		Free	Free		Stop	
Grade		0%	0%		-1%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	29	1327	1237	34	17	21
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1271				1976	636
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1271				1976	636
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	95				67	95
cM capacity (veh/h)	542				51	421

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	471	885	825	446	38
Volume Left	29	0	0	0	17
Volume Right	0	0	0	34	21
cSH	542	1700	1700	1700	100
Volume to Capacity	0.05	0.52	0.49	0.26	0.38
Queue Length 95th (ft)	4	0	0	0	39
Control Delay (s)	1.6	0.0	0.0	0.0	61.8
Lane LOS	A				F
Approach Delay (s)	0.5		0.0		61.8
Approach LOS					F

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	61.6%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	1181	1	3	1161	58	2	1	8	28	0	8
Future Volume (Veh/h)	18	1181	1	3	1161	58	2	1	8	28	0	8
Sign Control		Free			Free			Stop			Stop	
Grade		1%			-1%			-3%			-2%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	20	1312	1	3	1290	64	2	1	9	31	0	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1354			1313			2012	2712	656	2034	2681	677
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1354			1313			2012	2712	656	2034	2681	677
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			99			94	95	98	0	100	98
cM capacity (veh/h)	504			523			33	20	408	30	21	395

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	676	657	648	709	12	31	9
Volume Left	20	0	3	0	2	31	0
Volume Right	0	1	0	64	9	0	9
cSH	504	1700	523	1700	90	30	395
Volume to Capacity	0.04	0.39	0.01	0.42	0.13	1.02	0.02
Queue Length 95th (ft)	3	0	0	0	11	86	2
Control Delay (s)	1.1	0.0	0.2	0.0	51.2	362.7	14.3
Lane LOS	A		A		F	F	B
Approach Delay (s)	0.6		0.1		51.2	284.4	
Approach LOS					F	F	

Intersection Summary			
Average Delay	4.7		
Intersection Capacity Utilization	58.3%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	272	7	41	122	2	24
Future Volume (Veh/h)	272	7	41	122	2	24
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	302	8	46	136	2	27
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			310		534	306
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			310		534	306
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		100	96
cM capacity (veh/h)			1250		488	734

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	310	182	29
Volume Left	0	46	2
Volume Right	8	0	27
cSH	1700	1250	709
Volume to Capacity	0.18	0.04	0.04
Queue Length 95th (ft)	0	3	3
Control Delay (s)	0.0	2.3	10.3
Lane LOS		A	B
Approach Delay (s)	0.0	2.3	10.3
Approach LOS			B

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	36.8%	ICU Level of Service	A
Analysis Period (min)	15		

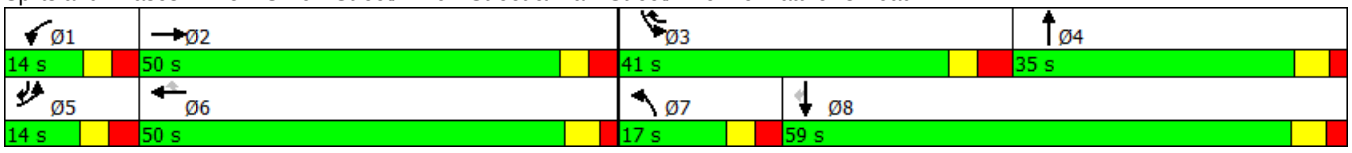
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	900	149	81	970	329	216	331	44	442	515	198
Future Volume (vph)	105	900	149	81	970	329	216	331	44	442	515	198
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			3%			2%			2%	
Storage Length (ft)	335		0	250		600	125		0	0		150
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt		0.979				0.850		0.982				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3465	0	1743	3486	1560	3399	1811	0	1752	1844	1567
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3465	0	1743	3486	1560	3399	1811	0	1752	1844	1567
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		20			35			35			35	
Link Distance (ft)		1846			975			1715			3430	
Travel Time (s)		62.9			19.0			33.4			66.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	117	1000	166	90	1078	366	240	368	49	491	572	220
Shared Lane Traffic (%)												
Lane Group Flow (vph)	117	1166	0	90	1078	366	240	417	0	491	572	220
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.02	1.02	1.02	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov
Protected Phases	5	2		1	6	3	7	4		3	8	5
Permitted Phases						6						8
Detector Phase	5	2		1	6	3	7	4		3	8	5
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	10.0	7.0	7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	14.0	20.0		14.0	20.0	14.0	14.0	20.0		14.0	20.0	14.0
Total Split (s)	14.0	50.0		14.0	50.0	41.0	17.0	35.0		41.0	59.0	14.0
Total Split (%)	10.0%	35.7%		10.0%	35.7%	29.3%	12.1%	25.0%		29.3%	42.1%	10.0%
Maximum Green (s)	7.8	43.8		8.2	44.3	34.4	11.1	29.3		34.4	53.0	7.8
Yellow Time (s)	3.0	3.0		3.0	3.7	3.0	3.0	3.7		3.0	3.7	3.0
All-Red Time (s)	3.2	3.2		2.8	2.0	3.6	2.9	2.0		3.6	2.3	3.2
Lost Time Adjust (s)	-1.2	-1.2		-0.8	-0.7	-1.6	-0.9	-0.7		-1.6	-1.0	-1.2
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0		2.0	3.0	2.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	Min		None	Min	None	None	None		None	None	None

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	9.0	45.0		8.9	44.9	85.9	11.9	30.0		36.0	54.1	68.1
Actuated g/C Ratio	0.06	0.32		0.06	0.32	0.61	0.09	0.21		0.26	0.39	0.49
v/c Ratio	1.04	1.05		0.81	0.96	0.38	0.83	1.07		1.09	0.80	0.29
Control Delay	155.8	85.8		109.7	66.1	15.1	86.2	118.0		117.1	48.3	22.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	155.8	85.8		109.7	66.1	15.1	86.2	118.0		117.1	48.3	22.8
LOS	F	F		F	E	B	F	F		F	D	C
Approach Delay		92.2			56.5			106.4			70.3	
Approach LOS		F			E			F			E	
Queue Length 50th (ft)	~114	~605		82	507	160	112	~421		~502	461	117
Queue Length 95th (ft)	#244	#745		#181	#653	226	#181	#631		#723	620	177
Internal Link Dist (ft)		1766			895			1635			3350	
Turn Bay Length (ft)	335			250		600	125					150
Base Capacity (vph)	113	1114		112	1121	958	291	388		450	712	762
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	1.04	1.05		0.80	0.96	0.38	0.82	1.07		1.09	0.80	0.29

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 139.9
Natural Cycle: 140
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.09
Intersection Signal Delay: 76.7 Intersection LOS: E
Intersection Capacity Utilization 96.7% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 254: S Polk Street/N Polk Street & Main Street/Pineville-Matthews Road

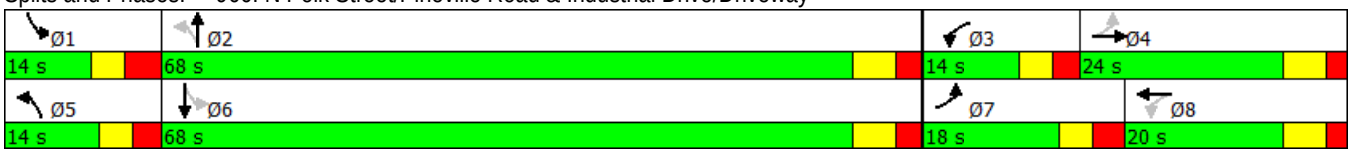


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	197	4	94	10	1	43	43	825	11	8	1209	120
Future Volume (vph)	197	4	94	10	1	43	43	825	11	8	1209	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		75	100		0	165		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.856			0.853			0.998			0.986	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1595	0	1770	1589	0	1770	3532	0	1770	3490	0
Flt Permitted	0.482			0.687			0.083			0.243		
Satd. Flow (perm)	898	1595	0	1280	1589	0	155	3532	0	453	3490	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2081			266			3430			1043	
Travel Time (s)		40.5			5.2			66.8			20.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	219	4	104	11	1	48	48	917	12	9	1343	133
Shared Lane Traffic (%)												
Lane Group Flow (vph)	219	108	0	11	49	0	48	929	0	9	1476	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	10.0		7.0	10.0	
Minimum Split (s)	14.0	20.0		14.0	20.0		14.0	21.0		14.0	21.0	
Total Split (s)	18.0	24.0		14.0	20.0		14.0	68.0		14.0	68.0	
Total Split (%)	15.0%	20.0%		11.7%	16.7%		11.7%	56.7%		11.7%	56.7%	
Maximum Green (s)	12.2	18.2		8.6	14.2		8.4	61.7		7.7	61.7	
Yellow Time (s)	3.0	3.8		3.0	3.8		3.0	3.8		3.0	3.8	
All-Red Time (s)	2.8	2.0		2.4	2.0		2.6	2.5		3.3	2.5	
Lost Time Adjust (s)	-0.8	-0.8		-0.4	-0.8		-0.6	-1.3		-1.3	-1.3	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	23.8	21.9		15.5	10.3		50.7	49.3		48.8	44.7	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.27	0.25		0.18	0.12		0.58	0.57		0.56	0.51	
v/c Ratio	0.58	0.27		0.04	0.26		0.18	0.46		0.02	0.82	
Control Delay	37.7	35.9		31.1	48.3		9.0	12.3		7.2	23.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	37.7	35.9		31.1	48.3		9.0	12.3		7.2	23.6	
LOS	D	D		C	D		A	B		A	C	
Approach Delay		37.1			45.1			12.1			23.5	
Approach LOS		D			D			B			C	
Queue Length 50th (ft)	111	51		5	29		10	140		2	401	
Queue Length 95th (ft)	219	134		21	75		25	274		8	551	
Internal Link Dist (ft)		2001			186			3350			963	
Turn Bay Length (ft)	150						100			165		
Base Capacity (vph)	418	489		315	322		287	2584		417	2520	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.52	0.22		0.03	0.15		0.17	0.36		0.02	0.59	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 86.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 21.6	Intersection LOS: C
Intersection Capacity Utilization 63.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 966: N Polk Street/Pineville Road & Industrial Drive/Driveway



Memorandum

To: Mayor and Town Council

From: Ryan Spitzer

Date: 5/7/2018

Re: Public Hearing for FY 18-19 Budget

Overview:

Over the last six months, Pineville staff members have worked to finalize the proposed 2018-2019 fiscal year budget. This year's total budget of $30,192,643 for General Fund, Restricted Fund, Telephone, Electric Fund, and Capital Improvement Plan is presented in a balanced format, with careful consideration in mind to the continuing the high service level standards the Town of Pineville wishes to provide.

This budget does not propose any tax or fee increases to the citizens of Pineville. General Fund Revenues have increased 8% over last year. This is due to staff looking at past budgets and creating a more realistic forecast of perceived collections. This 8 % increase in revenue has allowed the Town to begin and complete capital projects that were necessary as well as continue to fund the Fire Department. In fact, the Town is considering appropriating $2.2million dollars in capital expenditures without increasing taxes or acquiring additional debt. The list of capital projects includes purchasing a ladder truck for the Fire Department for $1.2 million. These significant investments in the Town are possible by departments keeping operating expenses at or below FY 17-18 levels.

Last year the Town had to cut numerous expenses within departments in order to have a balanced budget. This made departments look at expenses very closely and only present what was necessary. FY 18-19 Salary, Benefits and Operation costs through all town departments have remained level from last year. The major cost increase, besides the addition of capital projects, was health insurance. Health insurance for the town increased by 11%.

Finally, as we look forward to future years, the Town will be in a good position to meet strategic goals that are being set by Council to move Pineville forward. Next budget year will see the long-term debt for Jack Hughes Park end. This will allow Council to look at making additional investments in cultural and tourism activities. This, along with the anticipated increase in tax revenue through additional construction, reevaluation of homes, and an improving economy will allow the Town to create budgets that meet long-term and short-term Council policy and goals.

Estimated Costs:

None

Attachments:

Manager Budget Message
Budget Ordinance

Recommendation:

No action to be taken

FY 2018-2019 Budget Message

Over the last six months, Pineville staff members have worked to finalize the proposed 2018-2019 fiscal year budget. This year's total budget of $30,192,643 for General Fund, Restricted Fund, Telephone, Electric Fund, and Capital Improvement Plan is presented in a balanced format, with careful consideration in mind to the continuing the high service level standards the Town of Pineville wishes to provide.

General Fund

In developing the budget proposal for the General Fund Departments, each department was evaluated to determine priority services and expenditures, as well as evaluation of past trends in the expenditures of each department. Department level spending stayed relatively flat to last year. The major factors in the increases were because of increases in health insurance costs and the funding of capital projects. With the Town looking to not only improve itself now, but well into the future, the implementation of a Capital Improvement Plan (CIP) was started that will help the Town identify and plan for larger capital expenditures over a 5-10 year period. The Capital Improvement Plan will track significant expenditures of the Town that are not routine, have a long-term life expectancy, and are over $10,000. This will assist staff in scheduling when these types of purchases are best suited to take place. The CIP will be funded by revenues over expenditures during the budgeting process and will be prioritized based on meeting strategic goals of the Council and need. Also, it was determined in 2013 that these monies will be pooled together at the end of each year (respective of their funds) to assist in the future expenditures identified in the CIP. This last method will allow the Town to evaluate and fund larger projects without the burden being placed on the annual operating budgets of each fund every year. The major CIP projects being considered in this budget are the purchase of a Ladder Truck for $1.2 million, purchase of financial software for $84,000, continuation of the police vehicle purchase schedule, paving of Lakeview for $470,000, and $100,000 for sidewalk improvements at the Belle Johnston Center.

In addition to the creation of the Capital Improvement Plan, the Town has set up two measures that prevent against unpredictable circumstances from hurting the operating budget of the Town. Town Council, several years ago, instituted that the General Fund Reserves would be maintained at or above 40% at all times. This is a lot more than what is required by the State at 8%. Town Staff, this year, has also recommended having a contingency fund of $100,000 available for unforeseen costs that may arise.

When projecting future revenues for the Town, staff looked at the historical trend of past budgets. In years past the town has been able to put significant amounts of money in reserves due to forecasting revenues relatively low to what is actually received. This year, staff took these historical trends are forecasting $1.6 million more in revenues this fiscal year than last. However, based on projections of the current fiscal year this will still be $400,000 less than what is actually received. Staff feels this is still a conservative number based on perceived increase in real estate evaluations, increases in meals, lodging, and other taxes as well as increases in construction.

The proposed budget also contains a 3% increase in salaries for each department to be allocated based on performance of each employee. The Town is also continuously reviewing salaries to make sure they are competitive in the market. Staff is also looking at pay classifications and grades to make sure they are aligned throughout the entire organization and employees are classified equivalently across the organization.

With the Affordable Care Act, and other claim factors on the Town's Health Insurance policy, we are expecting premium increases of 11% over last year's rates. The Town is considering staying with the same healthcare provider as last year and will maintain 100% employer coverage for our employees.

The overall expenditures of the General Fund are up 8% over last year's budget. Most of this increase, about two thirds, is from the increase in capital spending. Salaries and benefits as well as debt service have both decreased by 3% since last year.

Finally, the proposed budget does not consider any increases in fees or taxes paid by residents currently for daily business needs. The budget also does not propose any new fees being created. This budget, as presented, is balanced using anticipated revenues from the Town's current fee structure.

Enterprise Funds

The Electric and Telephone Departments are operated independently from the General Fund, with no transfer of revenues between funds to offset any shortfalls in either department. With the continued introduction of fiber, Town staff is actively working to refine its delivery of this service, while staying on top of the continually changing technologies in this field. The Telephone Department will be developing marketing and discount packages to both new customers to the service, and retain existing customers. The operating budget of the Telephone Department will be similar to previous year's budget, where general operating and capital requests are funded by revenue generated by the sale of services. For capital projects, it is anticipated to pull from the reserve funds. These capital projects are to keep up with current and future demand for services because if the infrastructure is not deployed at the beginning of projects then customer uptake becomes harder and buildout becomes more expensive.

The Electric Department proposes to keep fees for service level with last year. The wholesale electric rates for the town are going to reduce by 7% from last year. This drop in wholesale rates will allow the town to begin to improve and repair the electric department infrastructure without dipping in to reserves or raising customer rates. This will be the second year that electric rates are not raised on the customer.

I would like to thank each of the Department Managers, as they have been an integral part of the budget development process. I would also like to thank our Finance Director, Mr. Richard Dixon, for his assistance with the creation of the proposed budget. As both Richard and I are newcomers to the Town

of Pineville, it was an honor for us to work through all of the intricacies and challenges of developing a budget with just a few short months here with the Town.

I would also like to thank each of the Town Council members for their direction and insight into how they envision both the short and long-term future of the Town. Your knowledge and input has been a tremendous resource for us as we worked through the development of the proposed budget. We are excited about the new details provided in this budget, and we feel confident that the Town is taking steps forward and improving upon what is truly a great place to live, work, and play.

Respectfully,

Ryan Spitzer
Town Manager
Town of Pineville

TOWN OF PINEVILLE, NORTH CAROLINA
BUDGET ORDINANCE
(Draft)

BE IT ORDAINED by the Governing Board of the Town of Pineville, North Carolina:

Section 1. The following amounts are hereby appropriated in the General Fund at the function level for the operation of the town government and its activities for the fiscal year beginning July 1, 2018, and ending June 30, 2019:

General Government	$ 1,295,448
Public Safety	7,174,061
Transportation/Public Works	1,232,569
Environmental Protection	799,674
Recreation/Cultural/Tourism	1,804,354
Contingency Appropriation	100,000
	$ 12,406,106

Section 2. It is estimated that the following revenues will be available in the General Fund for the fiscal year beginning July 1, 2018, and ending June 30, 2019:

Ad Valorem Taxes - Property	$6,476,000
Payment in Lieu of Taxes	40,000
Powell Bill Funds	201,760
Franchise Taxes	900,000
Local Option Sales Tax	1,200,000
Storm Water Funds	405,000
Room Occupancy Tax	590,000
Prepared Food Tax	625,000
U Drive It Tax	210,000
Other Revenues	853,346
Appropriated Cultural & Tourism	68,000
Appropriated General Fund – Police Restricted	166,000
Appropriated General Fund Balance	571,000
Interest on Investments	100,000
	$ 12,406,106

Section 3. The following amounts are hereby appropriated at the fund level in the Emergency Telephone System Fund for the operation of the emergency telephone operations for the fiscal year beginning July 1, 2018, and ending June 30, 2019:

Emergency System Operations & Capital Outlay	$ 187,925

Section 4. It is estimated that the following revenues will be available in the Emergency Telephone System Fund for the fiscal year beginning July 1, 2018, and ending June 30, 2019:

Emergency System Revenues	$ 141,479
Unreserved 911 Fund Balance	45,746
Interest on Investments	700
	$ 187,925

Section 5. The following amounts are hereby appropriated at the fund level in the Electric Fund for the operation of the electric utility for the fiscal year beginning July 1, 2018, and ending June 30, 2019:

Electric Operations and Capital Outlay	$ 12,984,851

Section 6. It is estimated that the following revenues will be available in the Electric Fund for the fiscal year beginning July 1, 2018, and ending June 30, 2019:

Electric Usage Charges	$12,451,408
Electric Reserves	467,443
Interest on Investments	10,000
Other Revenue	56,000
	$12,984,851

Section 7. The following amounts are hereby appropriated at the fund level in the ILEC Telephone Fund for the operation of the telephone utility for the fiscal year beginning July 1, 2018, and ending June 30, 2019:

Telephone Operations & Capital Outlay/ILEC	$ 2,615,793
Transfer to CLEC	499,357
	$ 3,115,150

Section 8. It is estimated that the following revenues will be available in the ILEC Telephone Fund for the fiscal year beginning July 1, 2018, and ending June 30, 2019:

ILEC	$ 1,554,540
Interest on investments	50,000
Telephone Reserves	1,510,610
	$ 3,115,150

Section 9. The following amounts are hereby appropriated at the fund level in the CLEC

Telephone Fund for the operation of the telephone utility for the fiscal year beginning July 1, 2018, and ending June 30, 2019:

Telephone Operations & Capital Outlay/CLEC	1,498,611

Section 10. It is estimated that the following revenues will be available in the CLEC Telephone Fund for the fiscal year beginning July 1, 2018, and ending June 30, 2019:

CLEC	$ 999,254
Transfer from ILEC	499,357
	$ 1,498,611

Section 11. The following amounts are hereby appropriated at the fund level in the Rate Stabilization Fund for the fiscal year beginning July 1, 2017, and ending June 30, 2018:

Rate Stabilization Operations	$ 4,000

Section 12. It is estimated that the following revenues will be available in the Rate Stabilization Fund for the fiscal year beginning July 1, 2017, and ending June 30, 2018:

Interest on investments	$ 4,000

Section 13. There is hereby levied a tax at the rate of thirty-eight cents ($0.38) per one hundred dollars ($100) valuation of property as listed for taxes as of January 1, 2018, for the purpose of raising the revenue listed as "Current year's taxes" in the General Fund in Section 2 of this ordinance. This rate is based on a total valuation of property for the purposes of taxation of $1,766,010,739, and an estimated rate of collection of approximately 96.5%.

Section 14. The Budget Officer and/or Finance Director are hereby authorized to transfer appropriations as contained herein under the following conditions:

a. Amounts may be transferred between line item expenditures within a function without limitation and without a report being required. These changes should not result in increases in recurring obligations such as salaries.

b. Amounts up to $50,000 may be transferred between functions, including contingency appropriations, within the same fund. An official report on such transfers must be made at the next regular meeting of the Governing Board.

c. Amounts may not be transferred between funds, except as approved by the Governing Board in the Budget Ordinance as amended.

Section 15. Copies of this Budget Ordinance shall be furnished to the Clerk to the Governing Board and to the Budget Officer and Finance Officer to be kept on file by them for their direction in the disbursement of funds.

Adopted this 12th day of June, 2018.

_____ John Edwards, Mayor

_____ Barbara Monticello, Town Clerk

Town of Pineville
Schedule of Fees

Administration

Notary – $3
Copies (8.5 x 11) – $.15 per page
Audio/Information on CD – $5
Returned Check – $25

Planning and Land Development

Sign Permit – $15
Zoning Verification – $25
Copies (8.5 x 11) – $.15 per page
Plotted Maps – $10
Standard Maps (printed from regular printer) – $3
Large Format Scans – $20/page
Subdivision Ordinance – 50 pages, $7.50
Zoning Ordinance – 234 pages, $35
Overlay District (color) – 60 pages, $30
Information on CD- $5
Returned Check- $25

Subdivision

Preliminary Plan Residential (Major) – $500 plus $5 per lot/unit
Preliminary Plan Residential (Minor) – $150 plus $5 per lot
Preliminary Plan Commercial, Mixed-Use, and All Other – $800 plus $5 per lot
Lot Recombination – $50

Final Plats

Final Residential Subdivision Plat (Major)- $150
Final Residential Subdivision Plat (Minor) – $150
Final Plat All Others – $150
Revisions to Final Plats – $50

Variances and Appeals

Subdivision Variance or Appeal – $350
Residential Variance or Appeal (Individual Homeowner) – $150
Commercial, Mixed-Use, and All Other Variance or Appeals – $350

Rezoning and Conditional Uses

Single Family Residential to Single Family Residential- $1000 plus $2.50 per property notification
RMX, Commercial, and All Other- $1000 plus $2.50 per property notification
Conditional Use Permit- $500
Conditional District (in addition to rezoning fee)- $250

Text Amendments

Text Amendments- $400

Site Plan Review

Sketch Plan Review- $0
Class I All Individual Residential Permits (where required) such as accessory structures, additions, etc. – $30
Class II Accessory Non-Residential Permits (where required) such as ATM's, dumpsters, walls, fences, etc.- $75
Class III parking lots, façade modifications, canopies, change of uses, and expansions up to 5,000 sqft.- $100
Class IV Construction and Expansion from 5,000 to 30,000 sqft.- $200 plus $10/acre
Class V Construction, Expansion, and Similar over 30,000 sqft.- $500 plus $10/acre
Re-Review Fee (3rd and subsequent reviews) – $50/hour

Utilities

Deposits

Residential (Rental only)- electric: $125
telephone: $60 per line

Business- electric: $400
telephone: $60 per line

Restaurant/Lounge- electric: $1,000
telephone: $60 per line

Reconnect Fees

Residential- electric: $50
telephone: $5

Business- electric: $200
telephone: $5

Meter Tampering- $150

Returned Check- electric: $25 telephone: $25

Copies- electric: $.15/page telephone: $.15/page

1. Electric Deposits will be returned upon Termination of Service. Telephone Deposits are returned after 1 year of uninterrupted service plus 8% interest.

2. Electric reconnect fees will be required for businesses for up to two disconnects. Upon the third disconnection, a reconnect fee and an additional deposit will be required.

3. The minimum refund will be $5.00.

Police

Report Copies – $2 per copy
Fingerprinting – $15 per card
Commercial Vehicle Permit – $25 per day (M-F)/$50 Saturday
Golf Cart Permit - $25
Returned Check – $25
Gold Exchange Permit: Fingerprinting per Employee - $38

Parks and Recreation

Hut Rental Fees (all fees include a $100 refundable deposit)

Wedding Package

Resident - $1,000, w/backyard $1,100
Non-resident - $1,200, w/backyard 1,400

Hut Weekday Rental Fees
city resident: $350
non-resident: $550

Hut Weekend Rental Fees
city resident:

5 hr= $450
8 hr= $650
extra hour= $50

non-resident:
5 hr= $650
8 hr= $800
extra hour= $75

Audio Video Rentals
Screen Only- $50
Mic. Only- $50
All A/V- $250

BJCC Rental Fees

Dining Room (M-Th mtg's only - Pineville residents only) - $15/hr.

Dining Room/Kitchen

city resident: $35/hr.
non-resident: $50/hr.

Gym

city resident: $35
non-resident: $35 – $50 for profit events

Guest Fee Open Gym- $5/day

Shelter Rental

Weekday Rental-

Small Shelters at Jack Hughes Park

city resident weekday (M-Th):
1/2 day= $10
non-resident weekday (M-Th):
1/2 day= $40

Weekend Rental-

city resident:
1/2 day = $25
all day= $50

non-resident:
1/2 day = $60
all day= $120

Medium Shelter – Lake Park

city resident weekday:

1/2 day= $15

non-resident weekday :

1/2 day= $55

Weekend Rental-

city resident: 1/2 day = $25 all day= $50

non-resident: 1/2 day = $75 all day= $125

Large Shelter – Lake Park

city resident weekday:

1/2 day= $25

non-resident weekday :

1/2 day= $75

Weekend Rental-

city resident: 1/2 day = $40 all day= $60

non-resident: 1/2 day = $100 all day= $175

Stage Rental Fee- $50/hr.

Summer Camp Fees

First child

city resident: $65/week
non-resident: $85/week

Second child

city resident: $55/week
non-resident: $70/week

After Camp Fees

city resident: $30/week
non-city resident: $40/week

Some programs and fees are based on the number of participants. All other class fees are not set rates due to instructor cost and materials.

Fall Fest Fees

Business & Art Vendors – $50 for 10'x10' space or $100 for 20'x20'
Food Vendors – $100-$500 depending on size of space required and food options

Pineville
NORTH CAROLINA

Town of Pineville
Electric Rate Rider REPS
Renewable Energy Portfolio Standards (REPS) Charge

Applicability
The Renewable Energy Portfolio Standards Charge set forth in this Rider is applicable to all customer accounts receiving electric service from the Town of Pineville ("Town"), except as provided below. These charges are collected for the expressed purpose of enabling the Town to meets its Renewable Energy Portfolio Standards compliance obligations as required by the North Carolina General Assembly in its Senate Bill 3 ratified on August 2, 2007.

Billing
Monthly electric charges for each customer account computed under the Town's applicable electric rate schedule will be increased by an amount determined by the table below:

	Monthly Charges		
Customer Type	Renewable Resources	DSM/Energy Efficiency	Total REPS Charge
Residential Account	$ 0.68	$ 0.00	$ 0.68
Commercial Account	$ 3.71	$ 0.00	$ 3.71
Industrial Account	$38.22	$ 0.00	$38.22

Exceptions
Industrial and Commercial Customer Opt-out
All industrial customers, regardless of size, and large commercial customers with usage greater than one million kWh's per year can elect not to participate in Town's demand-side management and energy efficiency measures in favor of its own implemented demand-side management and energy efficiency measures by giving appropriate written notice to the Town. In the event such customers "opt-out", they are not subject to the DSM/Energy Efficiency portion of the charges above. All customers are subject to the Renewable Resources portion of the charges above.

Auxiliary Service Accounts
The following service schedules will not be considered accounts because of the low energy use associated with them and the near certainty that customers served under these schedules already will pay a per account charge under another residential, commercial or industrial service schedule:

- Outdoor Lighting Service (metered and unmetered)
- Street and Public Lighting Service
- Traffic Signal Service
- Etc.

Sales Tax
Applicable North Carolina sales tax will be added to charges under this Rider.

Effective for service rendered after July 1, 2018.

Adopted_____.

Town of Pineville
Renewable Energy Credit Rider
Electric Rate Rider RECR-1

AVAILABILITY

This optional rate rider is available to customers on any Town of Pineville ("Town") rate schedule who operate solar photovoltaic, wind powered, or biomass-fueled generating systems, without battery storage, located and utilized at the customer's primary residence or business. To qualify for this rate rider, the customer must have complied with the Town's Interconnection Standards and have an approved Interconnection Request Form. As part of the Interconnection Request Form approval process, the Town retains the right to limit the number and size of renewable energy generating systems installed on the Town's System. The generating system that is in parallel operation with service from the Town and located on the customer's premises must be manufactured, installed, and operated in accordance with all governmental and industry standards, in accordance with all requirements of the local code official, and fully conform with the Town's applicable renewable energy interconnection interface criteria. Qualified customers must be generating energy for purposes of a "buy-all/sell-all" arrangement to receive credits under this rate rider. That is, the Town agrees to buy all and the customer agrees to sell all of the energy output and associated energy from the renewable energy resource. Customers with qualified systems may also apply for NC GreenPower credits or sell Renewable Energy Certificate ("REC") credits.

All qualifying facilities have the option to sell energy to the Town on an "as available" basis and receive energy credits based on the Variable Rates identified in this Rider for the delivered energy.

MONTHLY CREDIT

Monthly credits are paid according to the type of renewable generation.

Wind and Biomass Energy Credit ($ per kWh):

	Variable
On-peak energy*	$0.028
Off-peak energy	$0.0103

Solar Photovoltaic Energy Credit ($ Per kWh):

	Variable
All energy*	$0.0304

* These energy credits include a capacity component.

MONTHLY ENERGY
Monthly Energy shall be the total kWh of energy produced by the generating facility during the current calendar month. All energy produced by the Customer's renewable energy generating system must be delivered to the Town, since the Town does not offer net metering at this time.

ON-PEAK ENERGY
On-Peak Energy shall be the metered energy during the On-Peak Energy Period of the current calendar month, whereby the On-Peak Energy Period is defined as non-holiday weekdays from 7:00 AM to 11:00 PM EPT.

OFF-PEAK ENERGY
Off-Peak Energy shall be the Monthly Energy less the amount of energy billed as On-Peak Energy.

CONTRACT PERIOD
Prior to receiving service under this Rider, the Town and the customer shall have entered either an Interconnection Agreement or executed a Certificate of Completion (inverter-based generators less than 20 kW) and a Power Purchase Agreement which covers the special terms and conditions for the customer's requirements related to the interconnection of the customer's renewable energy generating system.

Each of these agreements shall have a minimum term of one (1) year. Either party may terminate the agreements after one year by giving at least thirty (30) days previous notice of such termination in writing.

GENERAL
Service under this Rider is subject to the provisions of the Service Regulations of the Town contained in the Town Code of Ordinances.

SPECIAL CONDITIONS
The customer's service shall be metered with two meters, one of which measures all energy provided by the Town and used by the customer, and the other measures the amount of energy generated by the customer's renewable energy generator which is provided to the Town.

In the event that the Town determines that it is necessary to install any additional equipment to protect the safety and adequacy of electric service provided to other customers, the customer shall pay for the cost of such equipment in accordance with the terms of its Power Purchase Agreement.

Effective July 1, 2018.

Adopted_____.

OLD BUSINESS

None

NEW BUSINESS

A. Budget Amendment

B. Staff Update:

1) Manager's Report

2) Calendar of Events

Memorandum

Pineville
NORTH CAROLINA

To: Mayor and Town Council

From: Richard Dixon

Date: 5/4/2018

Re: New Business Item

Attached please find the budget amendment to transfer funds for the Johnston Road Realignment capital project and the Dog Park/ Splash Pad capital project. Both capital projects were approved by Council during the August 8th meeting. The amount of the general fund transfer for the Johnston Road Realignment project is more than previously adopted. Federal administration through NCDOT has limited our grant to improvements within state roads only (right-of-way area of Main Street). Design work continues and we await CRTPO and NCDOT approval for the revised project area limited to within Main Street. Money received previously from CMC Pineville for roadway improvements should help offset general fund transfers.

TOWN OF PINEVILLE
BUDGET AMENDMENT

WHEREAS, the Governing Board of the Town of Pineville, North Carolina adopted on the 13th day of June, 2017, the Town of Pineville budget for the fiscal year beginning July 1, 2017 and ending on June 30, 2018; and

WHEREAS, it is appropriate to amend the accounts in the fund listed for the reasons stated;

NOW, THEREFORE, BE IT ORDAINED by the Governing Board of the Town of Pineville, North Carolina, that in accordance with the authority contained in G.S. 159-15, the following accounts are hereby amended as shown and that the total amounts are herewith appropriated for the purposes shown.

Johnston Road Realignment	**To**	**From**
Road Realignment Revenue	1,957,000	
General Fund Balance		1,957,000
Total	**1,957,000**	**1,957,000**

To transfer funds from general fund balance to the Johnston road realignment capital project

Spalsh Pad / Dog Park		
Spalsh Pad / Dog Park Revenue	361,460	
Cultural Tourism Reserves		361,460
Total	**361,460**	**361,460**

To transfer funds from Cultural Tourism reserves to the Splash Pad/Dog Park capital project for matching portion of Part F grant

Adopted this 8th day of May, 2018

Town of Pineville, North Carolina

_____
John Edwards, Mayor

ATTEST:

_____
Barbara Monticello
(Seal)

May 2018

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
30	1	2	3 Children's Theater @ 10:30 am @ BJCC	4	5 Community Yard Sale Lake Park 7:00 am until noon	6
7	8 Town Council Meeting @ the Hut @ 6:30 p.m.	9	10	11	12	13 Mother's Day
14 J	15 U	16 N K	17 W	18 E	19 E K Music, Dance and Que at Polk Site 11-3	20
21 NCDOT NC51 Meeting 2-3pm Morrison Reg. Lib.	22	23	24	25	26	27
28 Memorial Holiday Offices Closed *see note	29	30	31	1	2	3
4	5	6	7	8	9	10

Notes:

*4th Monday of the month falls on Memorial Day. If a work session is needed, Council will need to decide on an alternate date for that meeting.

Memorial Dedication @ 11:00 AM @ the HUT

June 2018

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
28	29	30	31	1 Rockin' & Reelin' Kick-Off 7:00 p.m. @ Lake Park	2	3
4	5	6	7	8	9	10
11	12 Town Council Meeting @ Hut @ 6:30 p.m. Adopt Budget	13	14	15	16	17
18	19	20	21	22	23	24
25 Council Work Session if Needed @ Tele/Elec @ 6:00 pm	26	27	28	29	30	1
2	3	4	5	6	7	8

Notes:

ADJOURNMENT