



AGENDA

CALL TO ORDER

Pledge Allegiance to the Flag (ES)

Moment of Silence

ADOPTION OF AGENDA

APPROVAL OF THE MINUTES

1. Approval of the Minutes of the January 14, 2025 Town Council meeting, the January 14, 2025 Closed Session (Sealed), and the January 27, 2025 Work Session.

AWARDS AND RECOGNITION

2. Proclamation for Carolina Sporting Arms

BOARD UPDATES

3. Downtown Merchants (*Sara Longstreet*)
4. Pineville Library (*Cameron Smith*)

CONSENT AGENDA

5. Resolution 2025-02 in Support of HB 24 to Restore Authority to Local Government to Initiate Downzoning

PUBLIC COMMENT

PUBLIC HEARING

6. Dorman Road Development (*Travis Morgan*)
7. Industrial Warehouse (*Travis Morgan*)

OLD BUSINESS

NEW BUSINESS

8. Dorman Road Development (Travis Morgan) - ***ACTION ITEM***
9. Industrial Warehouse (Travis Morgan) - ***ACTION ITEM***
- [10.](#) Pay Plan Policies (*Linda Gaddy*) - ***ACTION ITEM***
- [11.](#) Award for Purchase of Underground Cables (David Lucore) - ***ACTION ITEM***

MANAGER'S REPORT

MONTHLY STAFF REPORTS

- [12.](#) Public Works
- HR
- PCS
- Parks & Rec
- PD
- Planning & Zoning

CALENDARS FOR COUNCIL

- [13.](#) March

CLOSED SESSION

ADJOURN

If you require any type of reasonable accommodation as a result of physical, sensory, or mental disability in order to participate in this meeting, please contact Lisa Snyder, Clerk of Council, at 704-889-2291 or lsnyder@pinevillenc.gov. Three days' notice is required.



TOWN COUNCIL REGULAR MEETING
TOWN HALL COUNCIL CHAMBERS
TUESDAY, JANUARY 14, 2025, AT 6:30 PM

MINUTES

CALL TO ORDER

Mayor David Phillips called the meeting to order @ 6:30 pm.

Mayor: David Phillips

Mayor Pro Tem: Ed Samaha

Council Members: Amelia Stinson-Wesley, Chris McDonough, Danielle Moore

Town Manager: Ryan Spitzer

Town Clerk: Lisa Snyder

Town Attorney: Janelle Lyons

PLEDGE ALLEGIANCE TO THE FLAG

Mayor David Phillips led everyone in the Pledge of Allegiance.

MOMENT OF SILENCE

Mayor David Phillips asked for a moment of silence for three life-long Pineville residents who passed away in the past month, Glenn Stewart, Bobby Howington, and Bill Phillips, and keep them in your prayers and thoughts, and also our first responders, police officers and firefighters, as well.

ADOPTION OF AGENDA

Mayor Phillips announced that we need to add one item to the Agenda which is a Closed Session regarding a personnel matter pursuant to NCGS 143-318-11 (6). Mayor Pro Tem Samaha made a motion to adopt the agenda with said adjustment and a second was made by Council Member Moore. All ayes. (**Approved 4-0**).

APPROVAL OF MINUTES

The Minutes of the Closed Session on November 25, 2024, and Town Council meeting on December 10, 2024, were submitted for approval. Mayor Pro Tem Samaha moved to approve the minutes as presented with a second made by Council Member Stinson-Wesley. All Ayes. (**Approved 4-0**)

AWARDS AND RECOGNITION

Sergeant Corey Copley introduced our newest Police Officer, Tyler Griswold, and his parents. He comes to us from Flint, Michigan. New Police Officer Griswold was sworn in by Mayor Phillips.

BOARD REPORT

There were no Board Reports.

CONSENT AGENDA

There were no Consent Agenda items.

PUBLIC COMMENT

There were no public comments.

PUBLIC HEARING

There was no Public Hearing.

OLD BUSINESS

There was no old business.

NEW BUSINESS

Board Appointments and Reappointments (Lisa Snyder). Town Clerk Snyder shared the list of board appointments that need reviewed and approval. A new application was received from Pineville resident, Dusty Gilvin, to the Board of Adjustment opening. Pineville resident, Nick Gallo, applied for the newly created board, Public Transit Advisory Committee.

Mayoral appointments include Centralina (COG) (Amelia Stinson-Wesley), CRTPO (Amelia Stinson-Wesley), Electricities (Ryan Spitzer with David Phillips as the alternate), MTC (David Phillips), Municipal Education Advisory (Ed Samaha), and Public Transit Advisory (Nick Gallo)

Planning Board member Dusty Gilvin was reappointed until January 1, 2027.

Board of Adjustment (Jim Knowles, Thomas White, Justin Musick) were reappointed until January 1, 2027. Dusty Gilvin was approved as the newest BOA member with his term expiring January 1, 2028.

There were no changes to the Telephone Board members or terms.

Council Member Stinson-Wesley would like to have an Airport Roundtable representative attend a future meeting to provide any updates pertaining to the airport and allow residents to express any concerns to them. In addition, she asked about the booklet that Town Clerk Snyder created that outlines the requirements of all our boards/committees. Town Clerk Snyder replied that the booklets will be available at all council meetings and in the lobby of Town Hall for anyone who would like a copy.

Pro Tem Samaha moved to approve the reappointments and to approve the applications of Dusty Gilvin and Nick Gallo with a second provided by Council Member Moore. (**Approved 4-0**)

Employee Handbook Update (Linda Gaddy). HR Director, Linda Gaddy, advised that a new state statute (NCGS 143-805) was adopted that requires local governments to add new definitions and restrictions on the use of pornography on government networks. A review and adoption of the revised Personnel Policies Handbook is needed to comply with the new law requirements. Ms. Gaddy will discuss the update with all employees and obtain signed handbook acknowledgments. Council Member Moore moved to approve the Employee Handbook update with a second made by Mayor Pro Tem Samaha. All ayes. (**Approved 4-0**)

Resolution 2025-01 Appointing Town Attorney (Ryan Spitzer). Town Manager Spitzer advised that each year, as part of the Town Charter, Council is required to appoint a Town Attorney. Council Member McDonough moved to approve Resolution 2025-01 with Janelle Lyons serving as our Town Attorney, for one year, followed by Council Member Moore providing a second. All ayes. (**Approved 4-0**)

MANAGER'S REPORT

Town Manager Spitzer gave a brief update on the McCullough bridge. The engineers approved the redesign so they won't have to remove the piers. Johnston Road is working on the underground on phase II and they are currently reviewing detours for the traffic in this area while additional work is being done in that area.

CLOSED SESSION

Mayor Pro Tem Samaha made a motion to go into Closed Session followed by a second made by Council Member Stinson-Wesley. Pursuant to NCGS 143-318.11 (6), a personnel matter.

Council Member Stinson-Wesley made a motion to leave Closed Session with a second provided by Council Member Moore. All ayes.

ADJOURNMENT

Mayor Pro Tem Samaha made a motion to adjourn followed by a second made by Council Member McDonough. All ayes. The meeting was adjourned at 7:20 pm.

David Phillips, Mayor

ATTEST: _____
Lisa Snyder, Town Clerk



**WORK SESSION MINUTES
MONDAY, JANUARY 27, 2025 @ 6:00 PM
TOWN HALL COUNCIL CHAMBERS**

The Town Council of the Town of Pineville, NC, met in a Work Session on Monday, January 27, 2025 @ 6:02 p.m.

ATTENDANCE

Mayor: David Phillips
Mayor Pro Tem: Ed Samaha
Council Members: Amelia Stinson-Wesley, Chris McDonough, Danielle Moore
Town Manager: Ryan Spitzer
Town Clerk: Lisa Snyder
Finance Director: Chris Tucker
Planning Director: Travis Morgan
HR Director: Linda Gaddy

CALL TO ORDER

Mayor David Phillips called the meeting to order at 6:02 p.m.

DISCUSSION ITEMS:

Text Amendment for Owner-occupied homes (Travis Morgan). Mr. Morgan reviewed the text amendment to the Pineville Ordinance for owner-occupied homes. He added that Michael Stumpf is requesting Council's consideration for a text amendment to revise the Ordinance owner-occupied restrictions for secondary dwelling units (also known as mother-in-law suites or accessory dwelling units). The Planning Board expressed concern over having both primary and accessory dwellings being for rent and recommended that Council also discuss this with legal counsel about possible options and legal compliance that was available.

Mr. Morgan noted that we received the town attorney's letter late today, so the Planning Board has not seen it yet. It looks like it would not be in the Town's best interest to pursue this. Town Manager Spitzer advised that Council can rule on the information in the text and that the Planning Board deferred legal counsel to Council. They did, however, recommend a change to the text, modifying the letter "f."

Mr. Morgan summarized that another meeting and a public hearing are still needed. Council Member Stinson-Wesley would like to hear from the legislature/league and hear what our town attorney's thoughts are on this matter.

Industrial Conditional Zoning Permit (Travis Morgan). Planning Director Morgan advised that the applicant is Turner Fortin, on behalf of Iconic Equities. He is seeking consideration and approval for a new warehouse within the prior 2018 conditional zoning Industrial subdivision. It is a new 194,382 square foot warehouse on Lot 4. This is the last remaining unbuilt parcel in that subdivision. The prior subdivision plan had a traffic study and road improvements

consisting of additional turn lane stacking from North Polk back westward to the railroad tracks. Updates were included and appear to be within the scope of the prior traffic study. Turner Fortin, the applicant, indicated that the majority of the traffic would be headed toward Westinghouse and minimal traffic through the town. A public hearing will need to be scheduled prior to any vote by council.

New Employee Handbook Pay Policies (Linda Gaddy). Ms. Gaddy gave a presentation to Council on the new pay plans that were approved based upon the compensation study that was recently conducted. Policies surrounding the new plans and the changes need to be revised to match within the handbook. We have two basic types of plans for three types of staff: General employees, sworn police officers and firefighters.

Lower end of pay ranges have increased and are now very competitive with the surrounding areas. The Pay Policy Review will have to be added to the bottom of the Police Pay Plan where they are used to seeing them listed and changed in the appropriate sections of the Employee Handbook. Her department will incorporate the policy changes into the Employee Handbook text before the February 2025 Council meeting. New policies will take effect on March 5th along with the new pay plans. Council will vote at the February meeting.

Finance Report for FY25 and FY26 Budget Calendar (Chris Tucker). Mr. Tucker presented the Finance Report for FY25, second quarter. Council will receive a quarterly financial report showing year-to-date revenues and expenditures and comparing each amount to the budget, as amended.

Scheduling of the budget meetings was discussed among Council. Each year, to kick off the budget process, staff should present a budget calendar to lay out the timeline for the Council's budget engagements. They are to send their availability to Chris and Ryan so dates can be confirmed. Mr. Tucker will be bringing in Davenport, once again, to talk to Council.

Coyotes' discussion. Mayor Phillips said that he has received concerns from residents about coyotes in the area. They have been sent to Wildlife Commission to address. There was general discussion on what to do about this in the future if the problem increases.

Parking on Town Roads discussion. Mr. Morgan wanted to check in with Council regarding the Town's on street parking and the Town Code. He added that there are narrow road issues and wide road issues. Some roads have curb and gutter. Council Member Stinson-Wesley asked about staggered parking on collector roads. Town Manager Spitzer noted that all new developments have cut outs.

Council Member Moore moved to adjourn the Work Session followed by a second made by Council Member McDonough. All ayes.

The Mayor adjourned the meeting at 8:20 pm.

David Phillips, Mayor

ATTEST:

Lisa Snyder, Town Clerk



**A Proclamation of the Town of Pineville, NC
From the Office of Mayor David Phillips**

WHEREAS, David Drummond, owner of Carolina Sporting Arms, has provided significant free services to the Pineville Police Department since 2015, greatly enhancing the department's ability to serve our community; and

WHEREAS, the Pineville Police Department has utilized Carolina Sporting Arms' 5,000 square foot indoor shooting range for the qualification of new police applicants; and

WHEREAS, the Pineville Police Department has also used Carolina Sporting Arms' indoor shooting range for the annual qualification of police officers; and

WHEREAS, the Training Division of the Pineville Police Department has benefited from Carolina Sporting Arms' indoor shooting range as a site for combat shooting training; and

WHEREAS, the Training Division of the Pineville Police Department has used the range for transitioning to new weapon systems; and

WHEREAS, Carolina Sporting Arms has been a trusted vendor for weapon acquisitions for the Pineville Police Department; and

WHEREAS, for the past nine years, Carolina Sporting Arms has demonstrated goodwill towards the Pineville Police Department, the Town of Pineville, and the community we serve.

NOW, THEREFORE, I, Mayor David Phillips, Mayor of the Town of Pineville, North Carolina, do hereby recognize **Carolina Sporting Arms** for their selfless service and exemplary partnership with the Pineville Police Department, and for helping to build a stronger, safer, and more vibrant town for all residents.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Great Seal of Pineville to be affixed this ____ day of _____ in the year of our Lord two thousand and twenty-five.

Mayor David Phillips



TOWN OF PINEVILLE
RESOLUTION 2025-02 IN SUPPORT OF HB24
AN ACT TO RESTORE THE AUTHORITY FOR LOCAL GOVERNMENTS TO INITIATE DOWNZONING

WHEREAS, the North Carolina General Assembly will be considering House Bill 24, which provides for Section 3K.1 of State Law 2024-57 to be repealed; and

WHEREAS, provisions within this legislation would be supportive of local municipal governments to make their own zoning decisions based on the will of the voters that elected them;

WHEREAS, Session Law 2024-57 “AN ACT TO MAKE MODIFICATIONS TO AND PROVIDE ADDITIONAL APPROPRIATIONS FOR DISASTER RECOVERIES; TO MAKE TECHNICAL, CLARIFYING, AND OTHER MODIFICATIONS TO THE CURRENT OPERATIONS APPROPRIATIONS ACT OF 2023; AND TO MAKE VARIOUS CHANGES TO THE LAW”, became law on the 11th of December 2024, notwithstanding the objections of the Governor; and

WHEREAS, Subpart III-K, Section 3K.1 of State Law 2024-57 reads “NO LOCAL GOVERNMENT INITIATED DOWNZONING WITHOUT CONSENT OF THE AFFECTED PROPERTY OWNER”; and

WHEREAS, the passage of Session Law 2024-57 will severely affect the Town’s authority to adopt zoning text amendments and regulations related to residential zoning districts. The new law allows an override of the will of a governing board; and

WHEREAS, all North Carolina local governments continue to face challenges presented by growth and development. Each local government’s zoning authority has historically provided a means to balance those challenges with the needs of the community based upon the will of the citizens as determined through elections. The downzoning provisions of SL 2024-57 effectively freeze local government zoning and greatly diminish the role of local government granted by the Constitution of the State of North Carolina to manage growth and change consistent with the needs of its jurisdiction

NOW, THEREFORE, BE IT RESOLVED that the TOWN OF PINEVILLE Town Council requests that the elected representatives for the Town of Pineville in Mecklenburg County who serve in the North Carolina General Assembly secure the passage of the proposed House Bill 24 To Restore the Authority for Local Governments to Initiate Downzoning.

Adopted this the 11th day of February 2025.

Mayor David Phillips

Attest:

Town Clerk Lisa Snyder

PUBLIC HEARING

Pineville PLANNING & ZONING

To: Town Council

From: Travis Morgan

Date: 2/11/2025

Re: Blue Heel Dorman Road Townhomes (*Public Hearing/Action Item*)

REQUEST:

Blue Heel Development seeks your consideration on a site plan specific conditional rezoning. The proposal seeks to rezone the Melinda Earnheart property from R-44 to RMX(CD) to allow for 75 townhome units.

UPDATE:

Street trees added street lights shall be required. Note architectural standards. Recommend note about widow grids and arrangement. Roll out trash containers stored in the garage eliminate one parking space in the garage. Updated paved open space path and two amenities noted. Revegetated 20 foot buffer along some of the property boundary has been added. Construction town specifications added. NCDOT and Dorman Rd improvement lanes added as shown. NCDOT comment was stated as:

"We heard back from NCDOT and they stated that a left turn lane with 100' storage, 50' decel and appropriate taper is to be provided into the proposed access. A 3-lane section is to be constructed from the approach of Huntley Glen Dr and the approach from the Carolina Sportsplex drive to avoid a "hourglass" effect pending R/W investigation. They also requested a 100' internal stem protection, which we currently meet."

DEVELOPMENT SUMMARY:

Parcel number:	22110102
Acreage:	+/-15.28
Units:	75
Density:	4.91 units/acre
Min. Parking:	244 (3.25/unit)
Parking Provided:	252 spaces (150 spaces 2per driveway, 75 spaces 1per garage, and 27 onstreet)
Trash:	Public rollouts

STAFF COMMENT:

Plan progresses with added information. Recommended additional building notes such as porch railings and window grids as shown in the renderings. Also recommended is for Townhouse only use since RMX allows for other uses. Plan is recommended with these notes and final approval with NCDOT, fire, and trash turn radius review. Plan is found to be consistent with adopted plans such as the comprehensive plan regarding housing, open space, and walkability.

ACTION:

This the public hearing to hear the request and updates to the plans and gain community input. This follows regular legislative process, consideration and consistency determination to adopted plans and goals. A public hearing is needed before any final vote.

Community Location

Item 6.



Community Vision

Item 6.

DEVELOPMENT DATA:

DEVELOPER: BLUE HEEL DEVELOPMENT
9606 BAILEY ROAD, STE 265
CORNELIUS, NC 28031
CONTACT: MATT GALLAGHER
PHONE NUMBER: 704-634-5140
EMAIL: MATT@BLUEHEELDEVELOPMENT.COM

DESIGN ENGINEER: W.K. DICKSON - EDWIN SUDDRETH, P.E.
1213 W. MOREHEAD ST., SUITE 300
CHARLOTTE, NC. 28208
PHONE NUMBER: (704) 334-5348
ESUDDRETH@WKDICKSON.COM

PARCEL #: 22110102
EXISTING ZONING: R-44
PROPOSED ZONING: RMX

PARCEL ACREAGE: ≈ 15.28 AC

PROP. 21' WIDE SF ATTACHED : 75 UNITS
PROPOSED DENSITY: 4.91 D.U.A

TOWNHOME BUILDING SEPARATION: 10' MINIMUM
BUILDING HEIGHT: 3 STORY MAX.
MINIMUM LOT AREA: 1550 SQ. FT.

OPEN SPACE AREA:
ACTIVE OPEN SPACE AREA REQUIRED: ≈ 1.53 AC. (10.0%)
ACTIVE OPEN SPACE AREA PROVIDED: ≈ 1.53 AC. (10.0%)

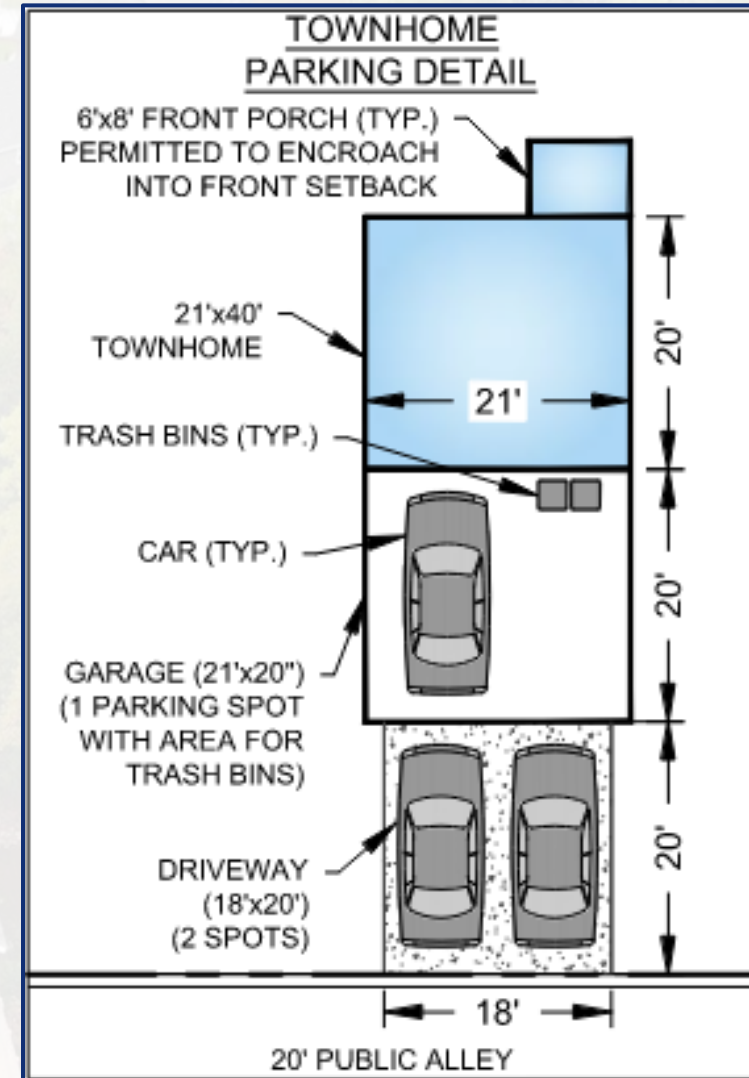
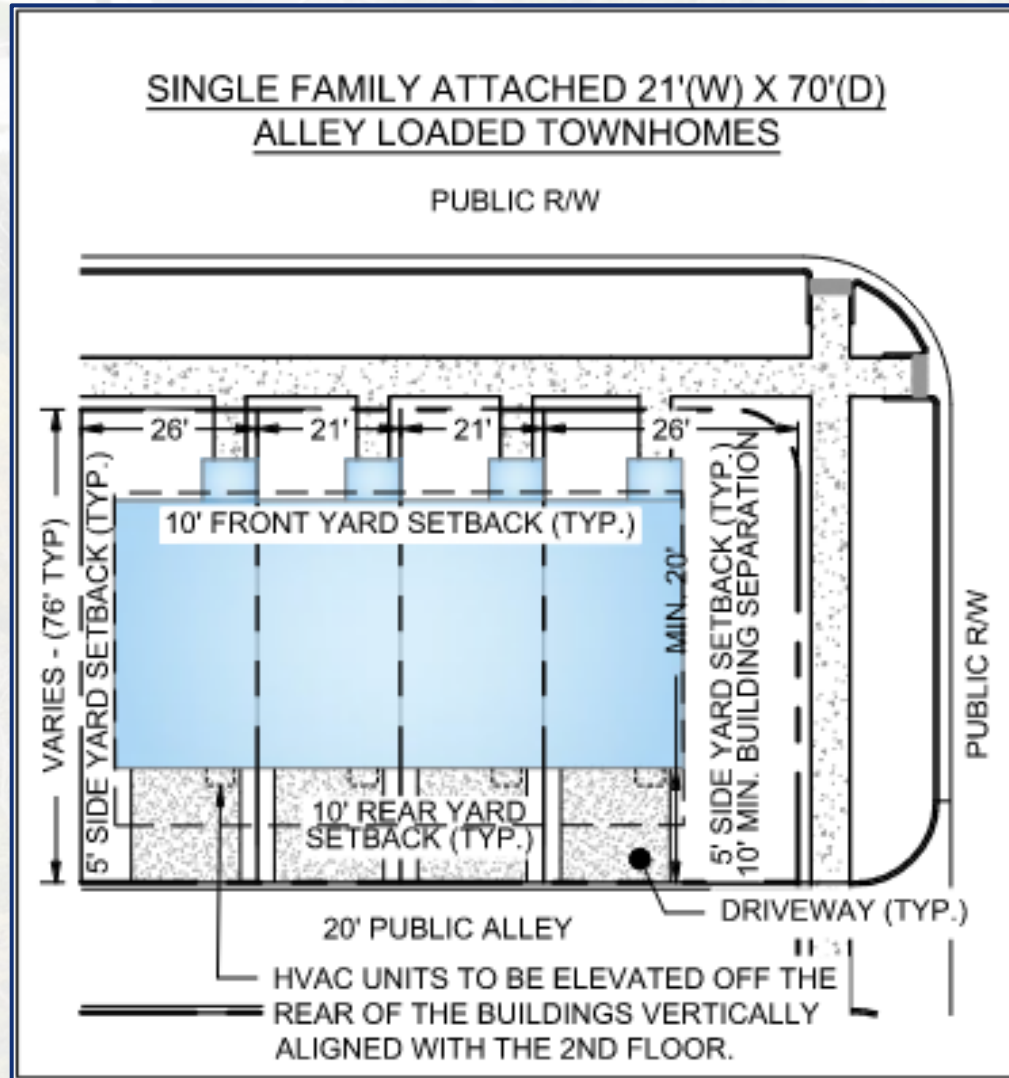
PARKING REQUIREMENTS:
MIN. PARKING REQUIRED: 244 SPACES (3.25 SPACES/UNIT)
PARKING PROVIDED: 252 SPACES (3.36 SPACES/UNIT)
- 150 SPACES (2 SPACE/UNIT - SFA DRIVEWAY)
- 75 SPACES (1 SPACE/UNIT - SFA GARAGE)
- 27 ON-STREET SPACES

WASTE COLLECTION:
SFA WASTE & RECYCLING PROVIDED: HANDLED BY PUBLIC ROLL OUT BINS



Dimensional Standards

Item 6.



Elevations

ELEVATIONS ARE REPRESENTATIONAL ONLY
AND ARE NOT FINAL DESIGNS. FINAL HOME
ELEVATION DESIGNS ARE SUBJECT TO CHANGE.

Item 6.



Elevations

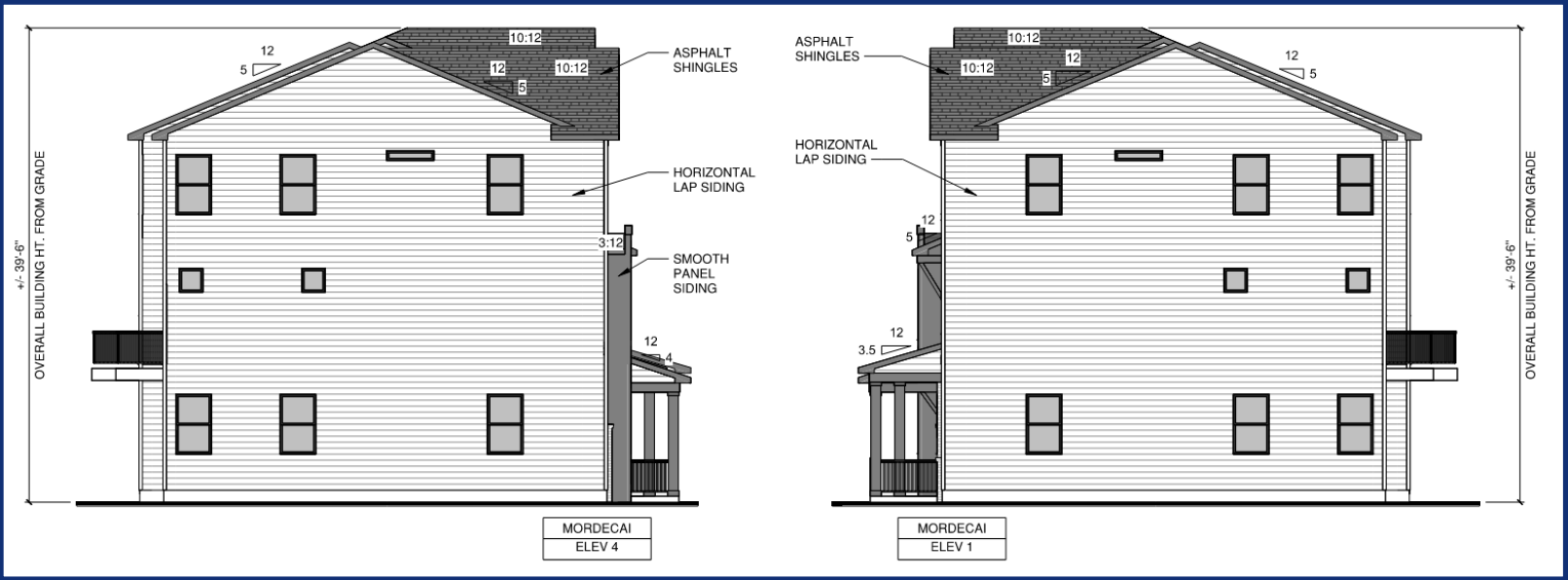
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Elevations

ELEVATIONS ARE REPRESENTATIONAL ONLY
AND ARE NOT FINAL DESIGNS. FINAL HO
ELEVATION DESIGNS ARE SUBJECT TO CHANGE.

Item 6.



CLIENT:

blue heel
DEVELOPMENT

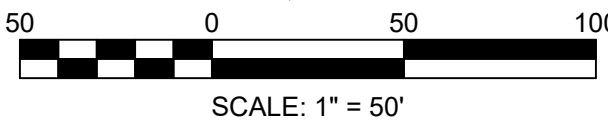
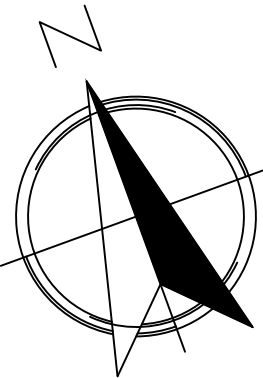
PROJECT:

Towne Living at Pineville

SHEET TITLE:

Concept Plan

SEAL:



PROJ. MGR.:	ETS
DESIGN BY:	ETS
DRAWN BY:	JCR
PROJ. DATE:	SEPT 2024
DRAWING NUMBER:	20240209.00.WK

1.0

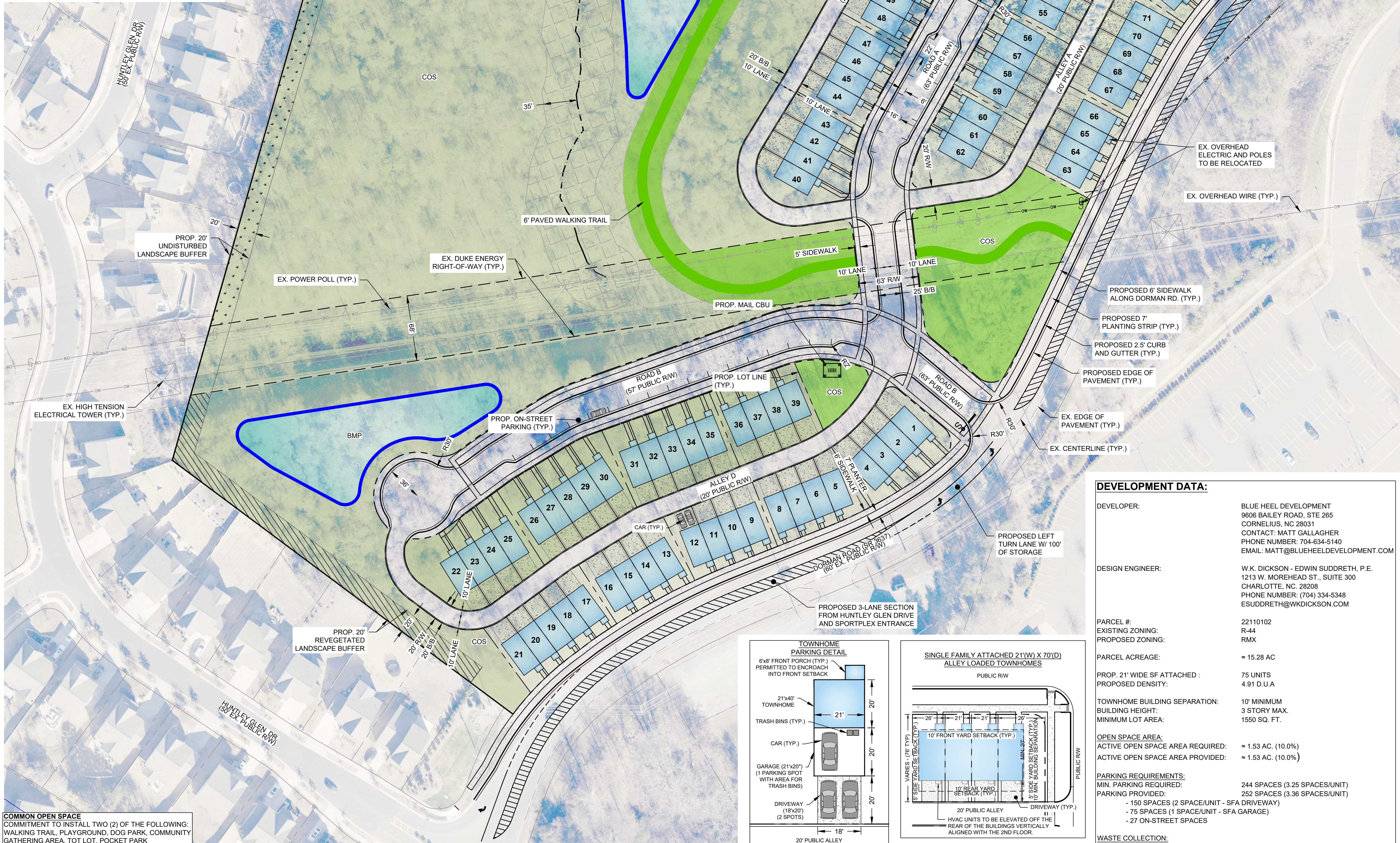
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REVISION:	DATE:	COMMENT:

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VICINITY MAP
N.T.S.



COMMON OPEN SPACE
COMMITMENT TO INSTALL TWO (2) OF THE FOLLOWING:
WALKING TRAIL, PLAYGROUND, DOG PARK, COMMUNITY
GATHERING AREA, TOT LOT, POCKET PARK

CLIENT:



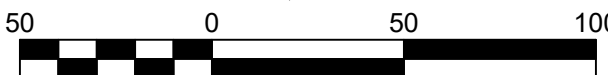
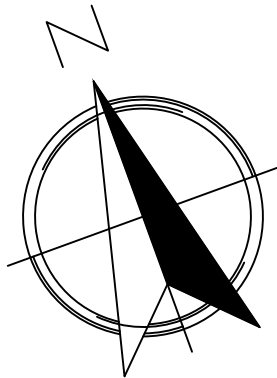
PROJECT:

Towne Living at Pineville

SHEET TITLE:

Landscaping Plan

SEAL:



SCALE: 1" = 50'

PROJ. MGR.:	ETS
DESIGN BY:	ETS
DRAWN BY:	JCR
PROJ. DATE:	SEPT 2024
DRAWING NUMBER:	20240209.00.CL

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COMMON OPEN SPACE
COMMITMENT TO INSTALL TWO (2) OF THE FOLLOWING:
WALKING TRAIL, PLAYGROUND, DOG PARK, COMMUNITY
GATHERING AREA, TOT LOT, POCKET PARK

CLIENT:



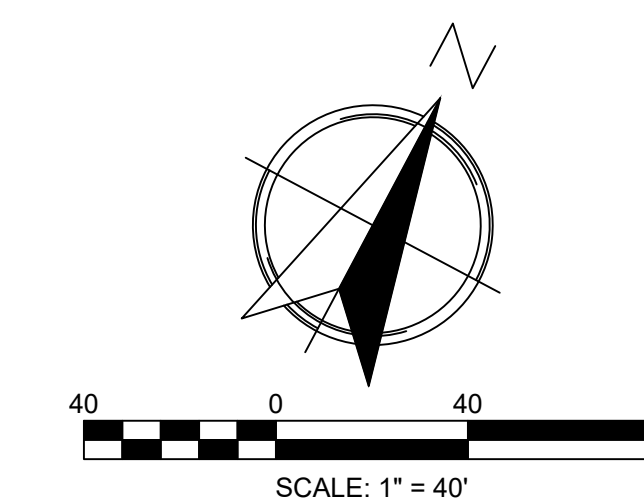
PROJECT

Towne Living at Pineville

SHEET TITLE:

Fire Apparatus Turning Movements

SEAM -



PROJ. MGR.:	ETS
DESIGN BY:	ETS
DRAWN BY:	JCR
PROJ. DATE:	SEPT 2024
DRAWING NUMBER:	20240209.00.WK

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REVISED:	
DATE:	COMMENT:

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CLIENT:



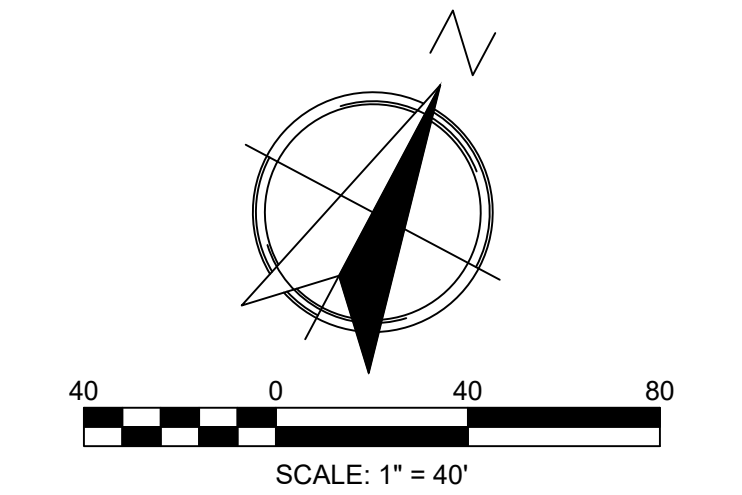
PROJECT:

Towne Living at Pineville

SHEET TITLE:

Refuse Truck Turning Movements

SEAL:



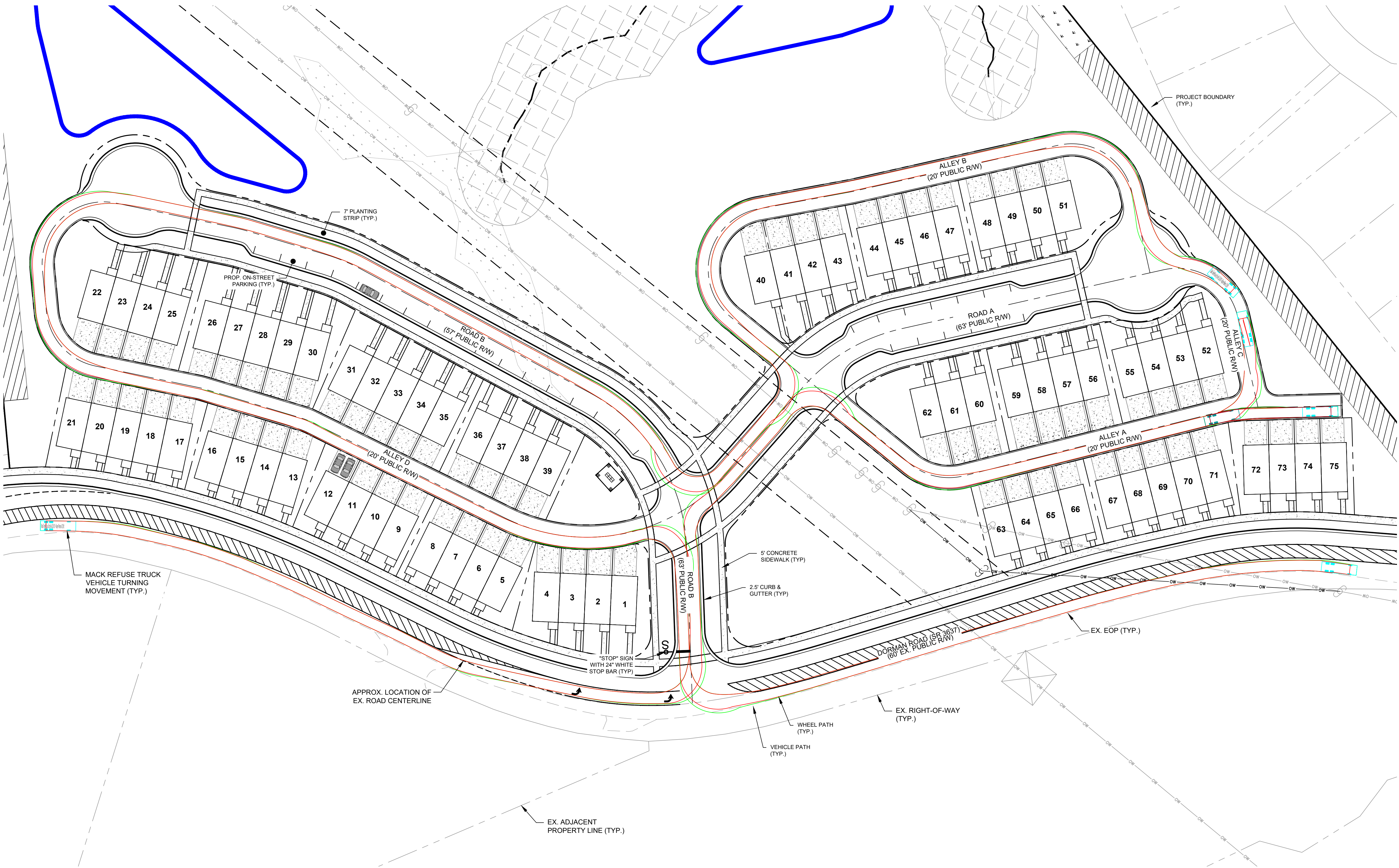
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DESIGN BY:	ETS
DRAWN BY:	JCR
PROJ. DATE:	SEPT 2024
DRAWING NUMBER:	20240209.00.WK

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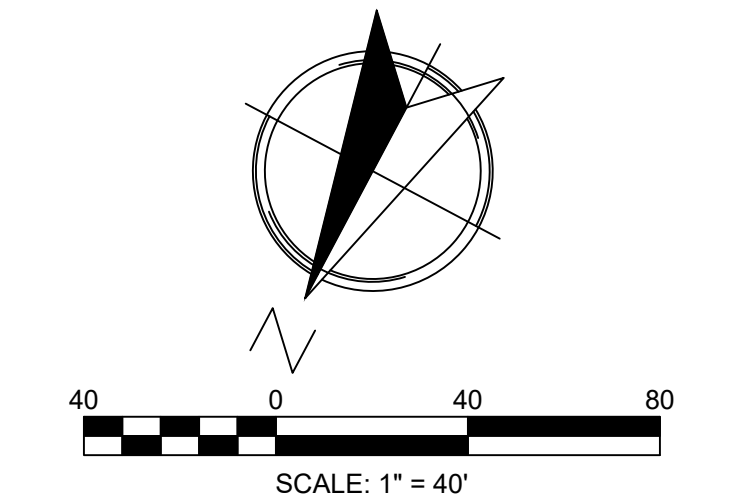
PROJECT:

Towne Living at Pineville

SHEET TITLE:

ISD Plan & Profile

SEAL:



PROJ. MGR.:	ETS
DESIGN BY:	ETS
DRAWN BY:	JCR
PROJ. DATE:	SEPT 2024
DRAWING NUMBER:	20240209.00.WK

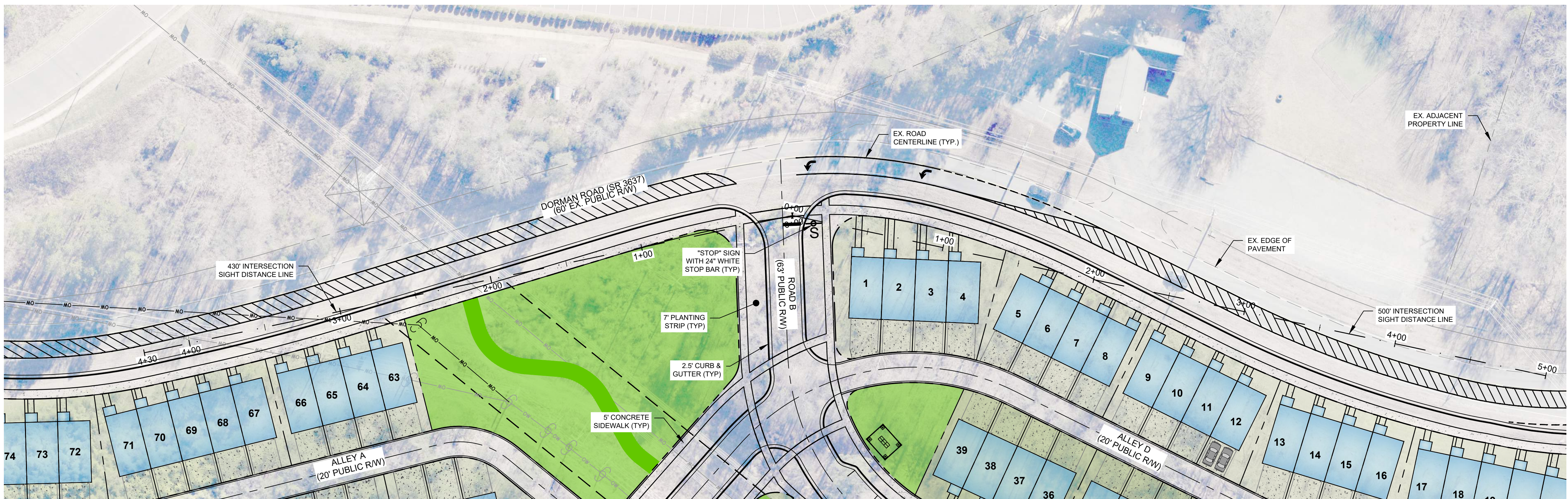
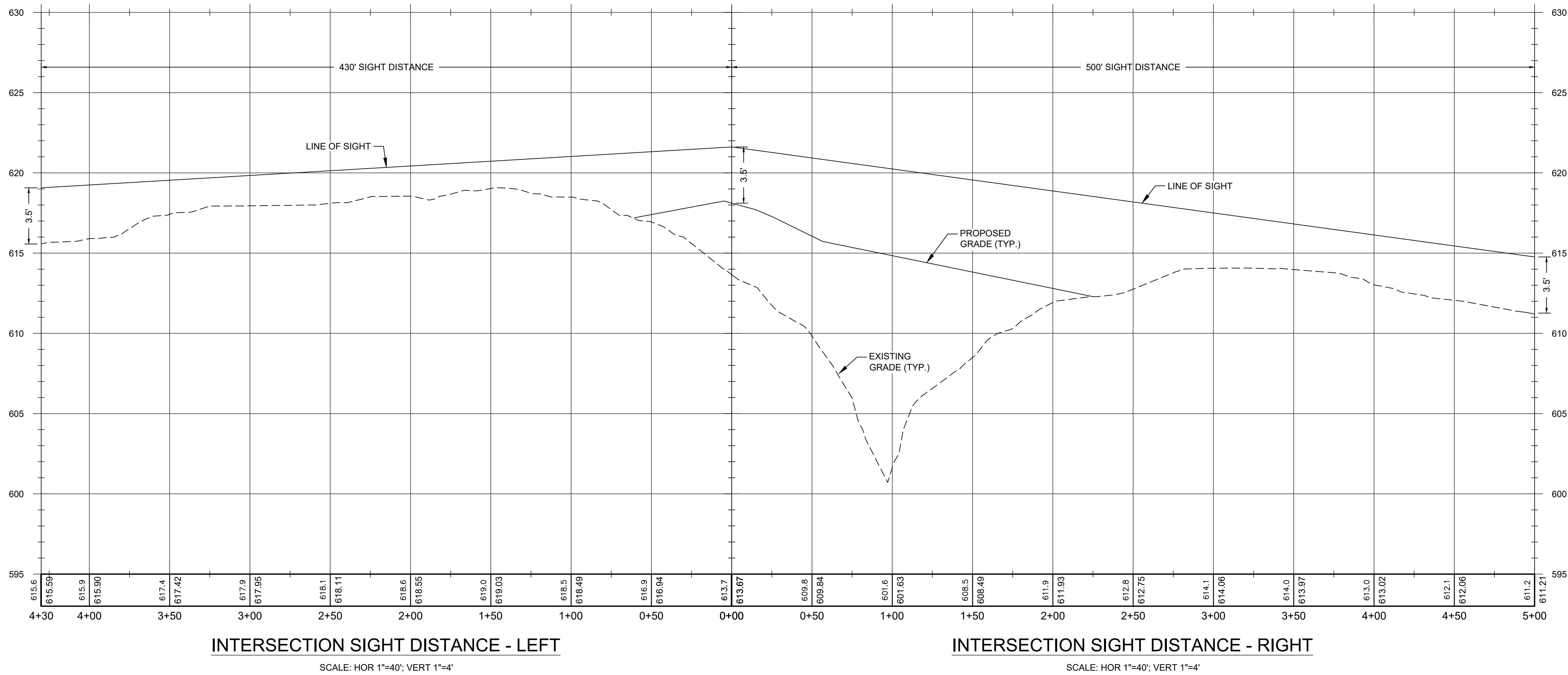
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POSTED SPEED:
40 MPH
DESIGN SPEED:
45 MPH



Towne Living at Pineville

Notes & Details

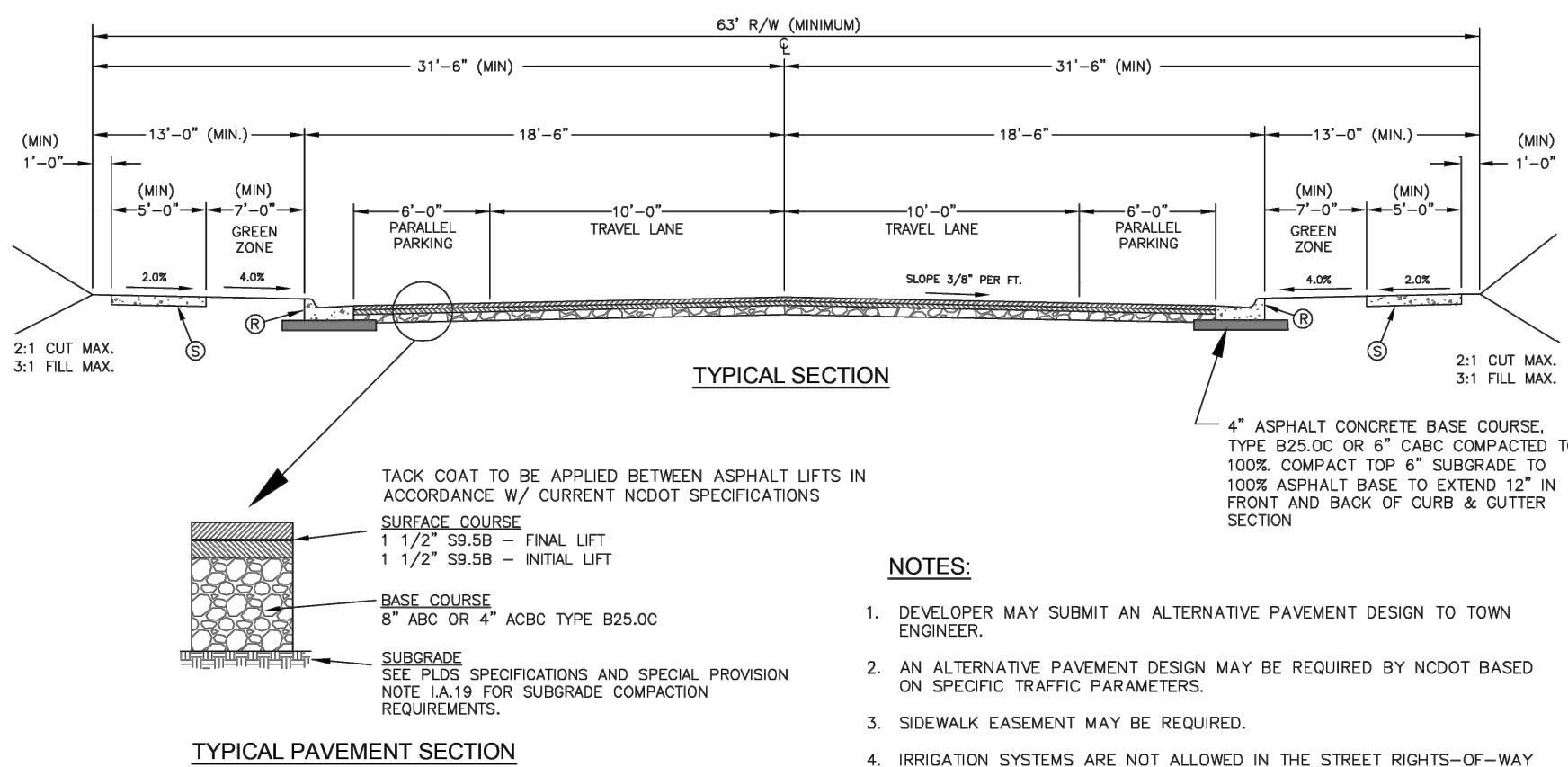
PROJ. MGR.:	ETS
DESIGN BY:	ETS
DRAWN BY:	DSE
PROJ. DATE:	SEPT 2024
DRAWING NUMBER:	20240209.00.CL

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WKD PROJ. NO.

REVISED:	
DATE:	COMMENT:

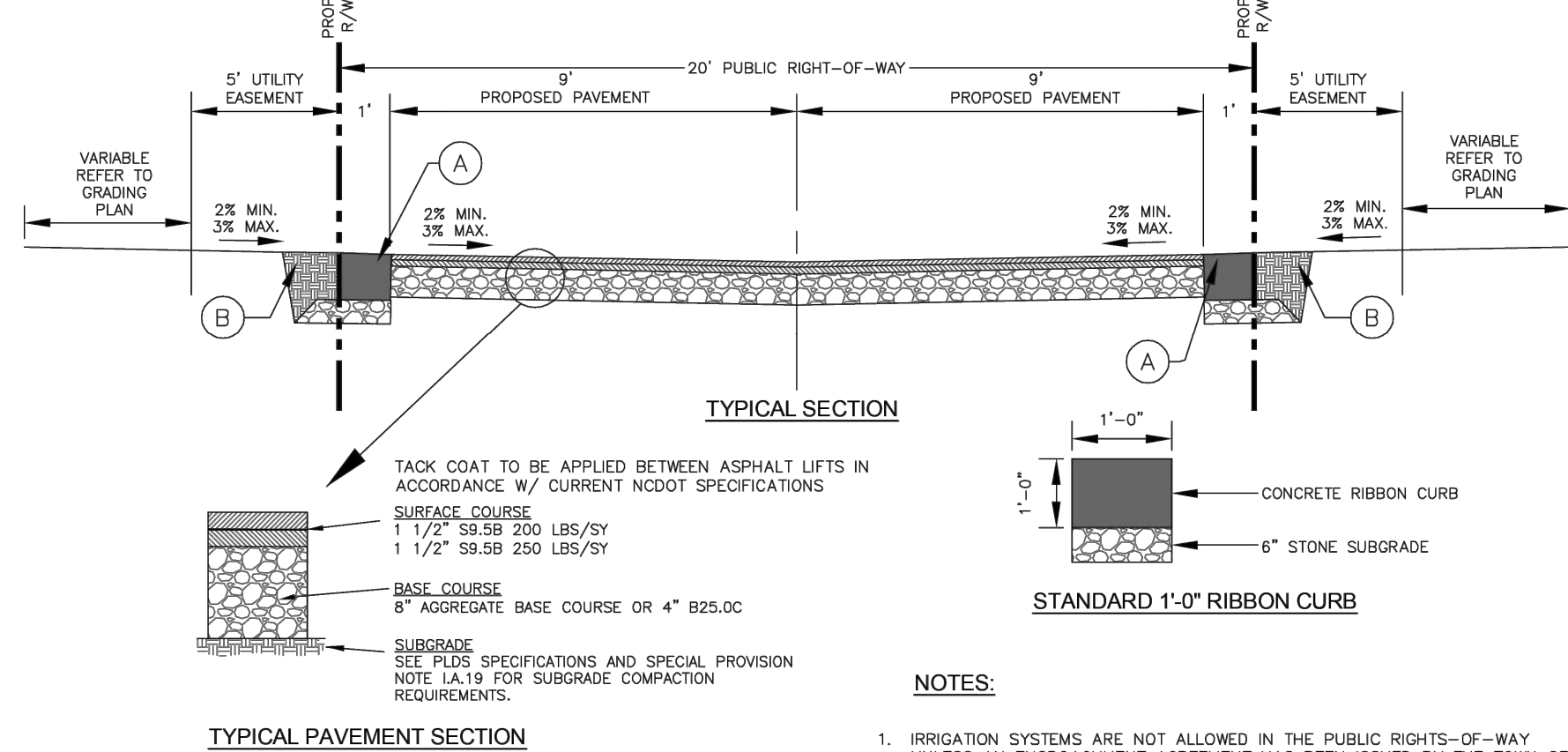
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KEY

- (R) 2'-6" CURB AND GUTTER
(S) 4" CONCRETE SIDEWALK, 6" AT ALL DRIVEWAYS.
INSTALL DRIVEWAY APRONS W/ GEOGRID 1100 TENSILE (MIN) &
COMPACT SUBGRADE TO 100% STANDARD PROCTOR.
SEE PLDS SPECIFICATIONS AND SPECIAL PROVISIONS NOTE I.F.
FOR BASE REQUIREMENTS.

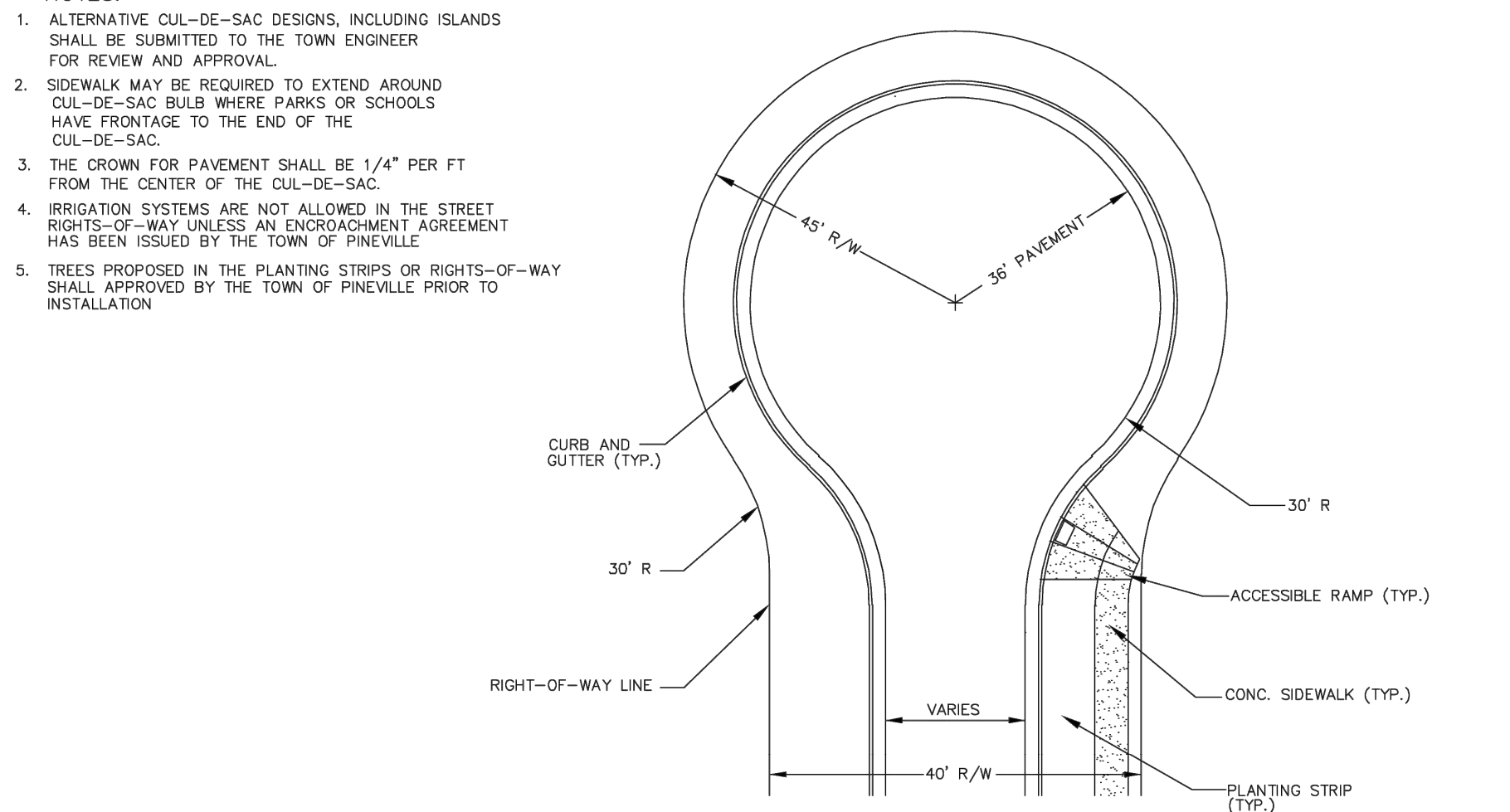
NOT TO SCALE



KEY


- (A) 1'-0" CONCRETE RIBBON CURE
(B) COMPACTED EARTH MATERIAL

NOT TO SCALE

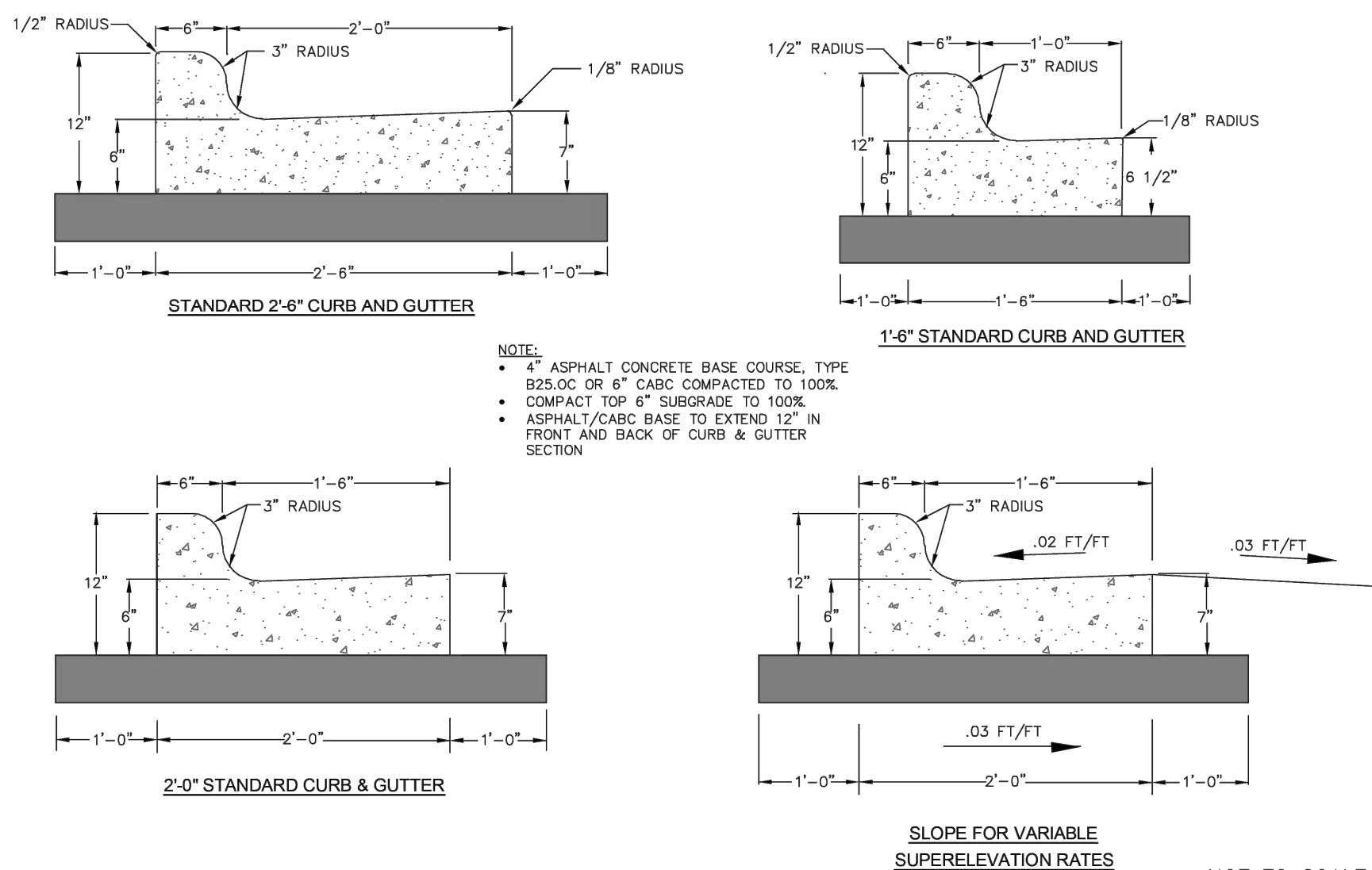


NOT TO SCALE

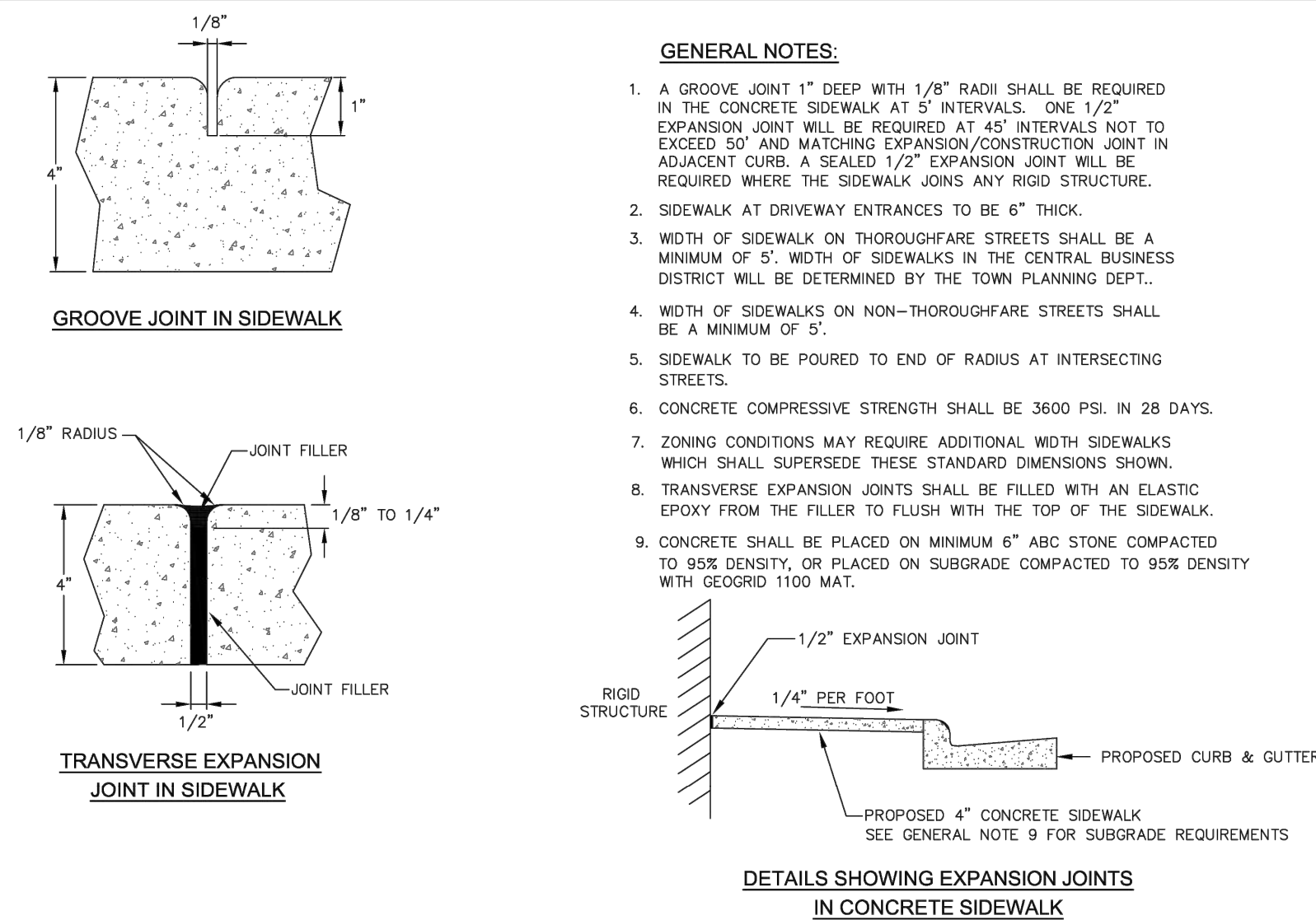
	TOWN OF PINEVILLE LAND DEVELOPMENT STANDARDS	LOCAL RESIDENTIAL STREET PARKING ON BOTH SIDES OF STREET	REV. DATE
			2/28/23
			STD. NO. REV.
			10.06B 7

	TOWN OF PINEVILLE LAND DEVELOPMENT STANDARDS	STANDARD ALLEY 20' PUBLIC RIGHT-OF-WAY	REV. DATE
			2/28/23
			STD. NO. REV.
			10.11D 7

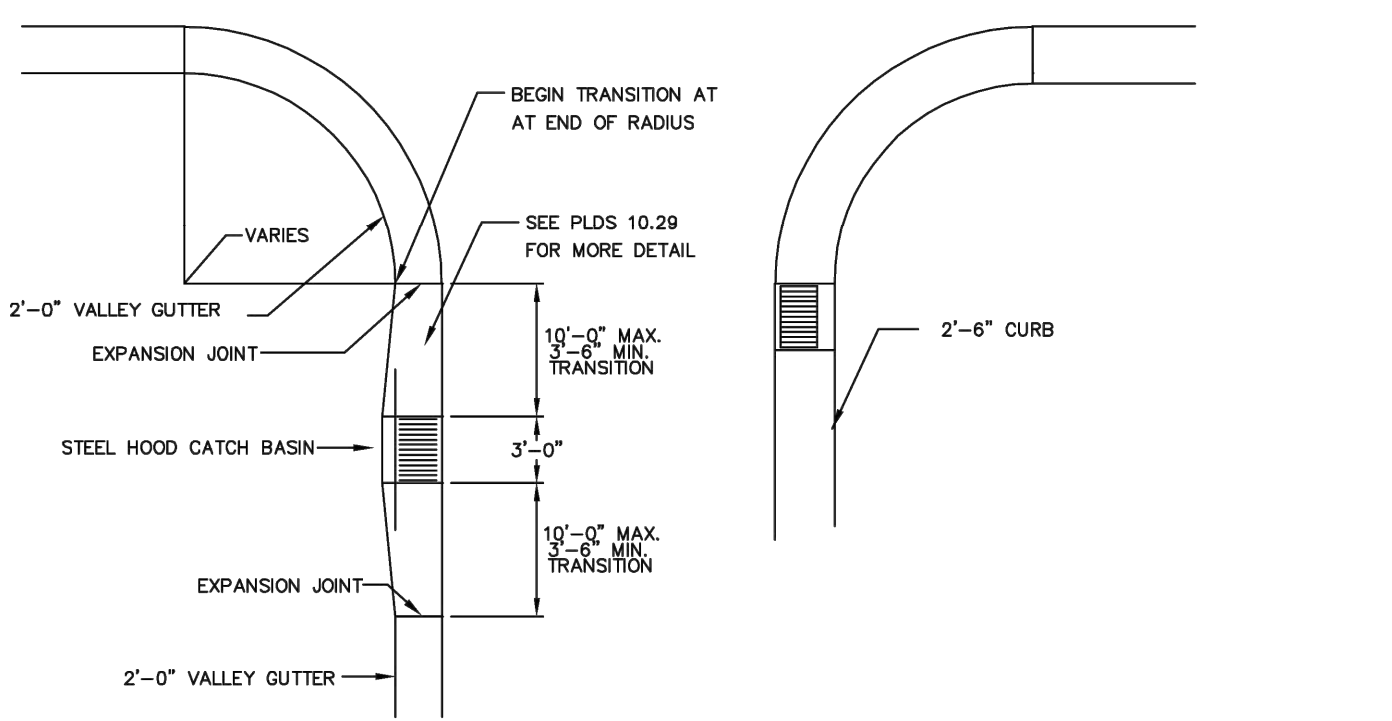
	TOWN OF PINEVILLE LAND DEVELOPMENT STANDARDS	RESIDENTIAL CUL-DE-SAC	REV. DATE
			8/1/19
			SID. NO. REV.
			10.14 3



NOT TO SCALE



NOT TO SCALE



NOTE:

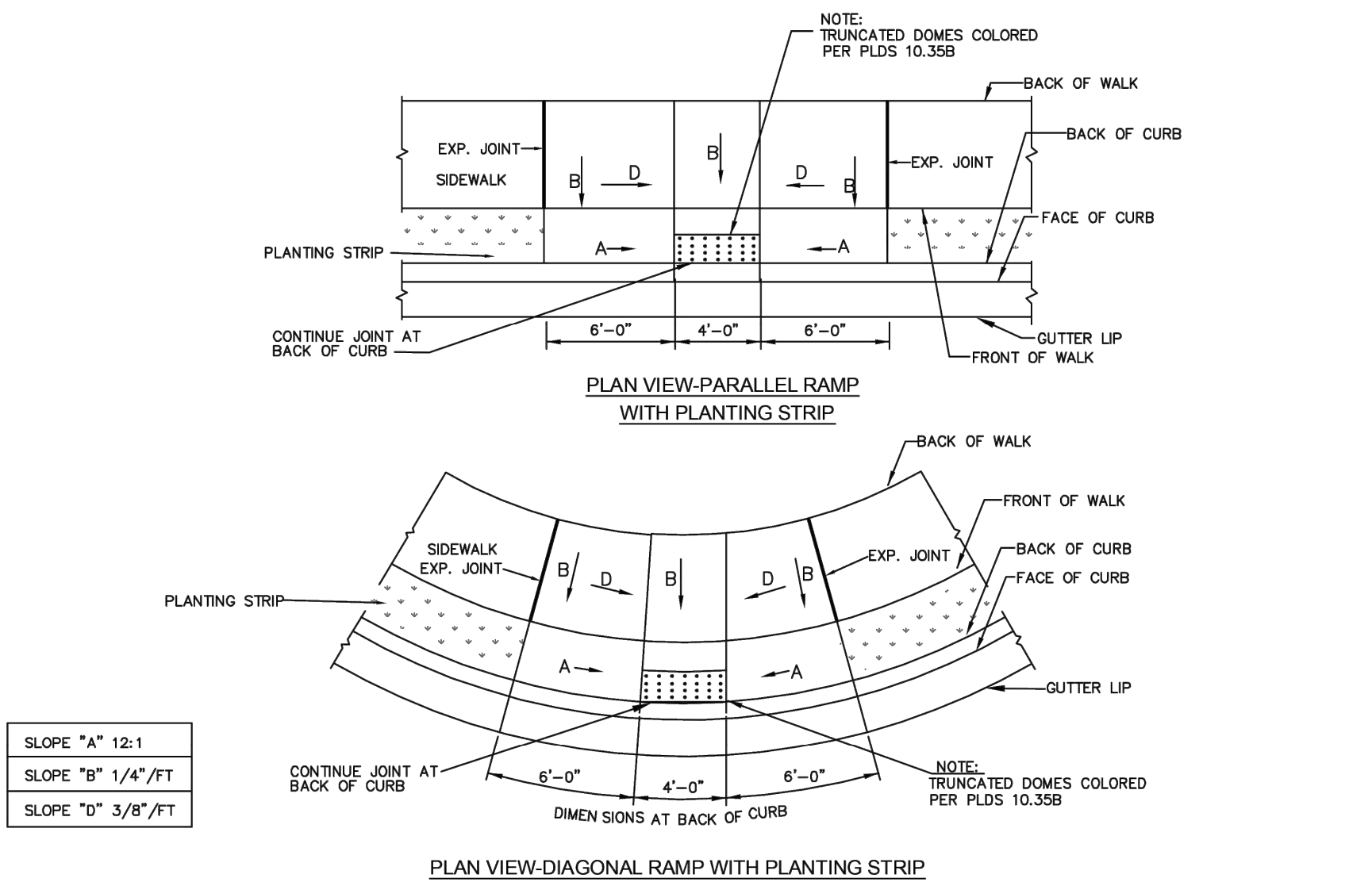
1. WHERE 2'-6" CURB AND GUTTER IS USED, CATCH BASINS MAY BE LOCATED AT END OF RADIUS.
2. RADIUS AT INTERSECTION MAY VARY.

NOT TO SCALE

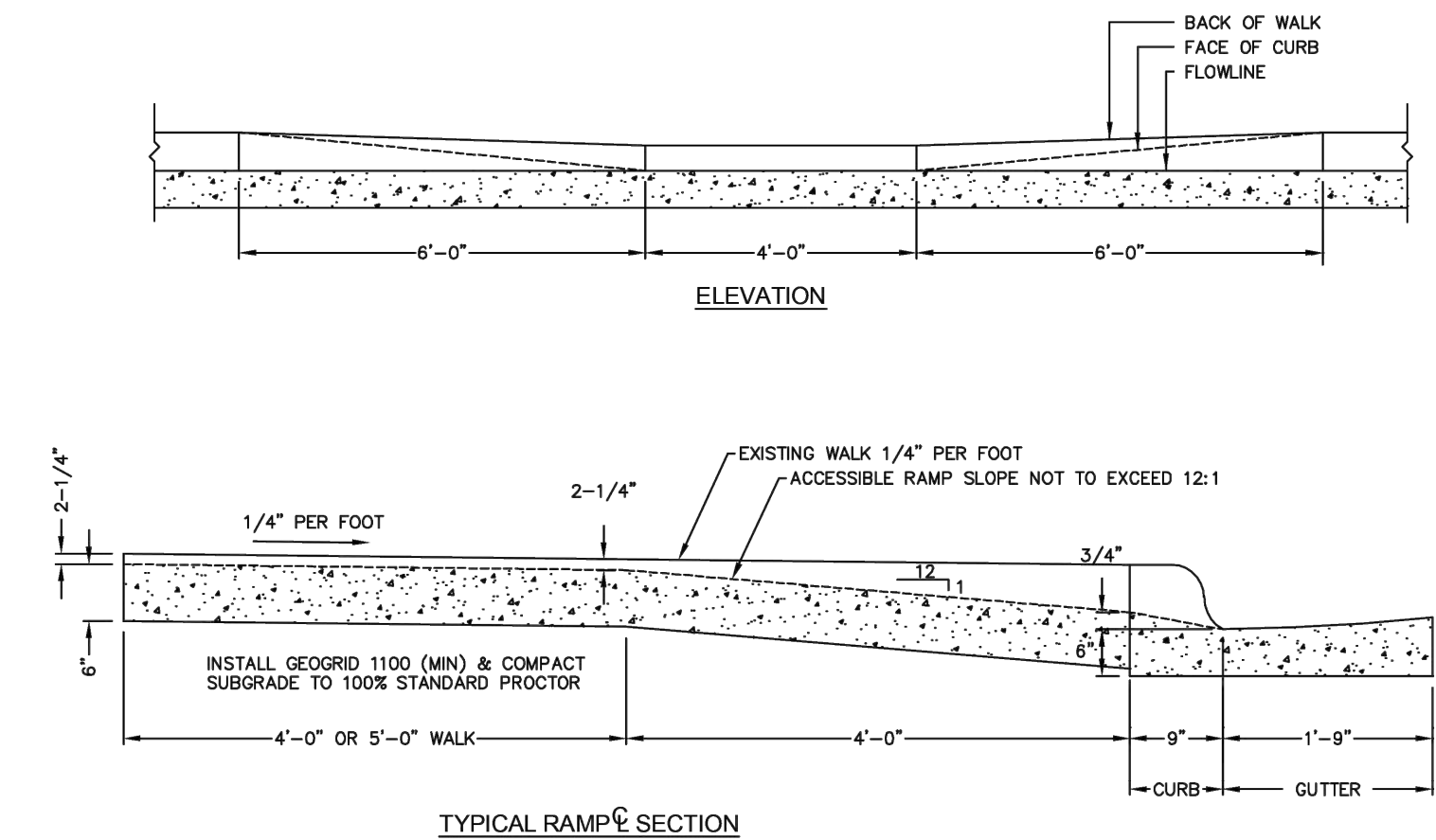
	TOWN OF PINEVILLE LAND DEVELOPMENT STANDARDS	STANDARD CURB AND GUTTER	REV. DATE
			2/28/23
			STD. NO. REV.
			10.17A 7

	TOWN OF PINEVILLE LAND DEVELOPMENT STANDARDS	CONCRETE SIDEWALKS	REV. DATE	
			2/29/20	
			STD. NO.	REV.
			10.22	4

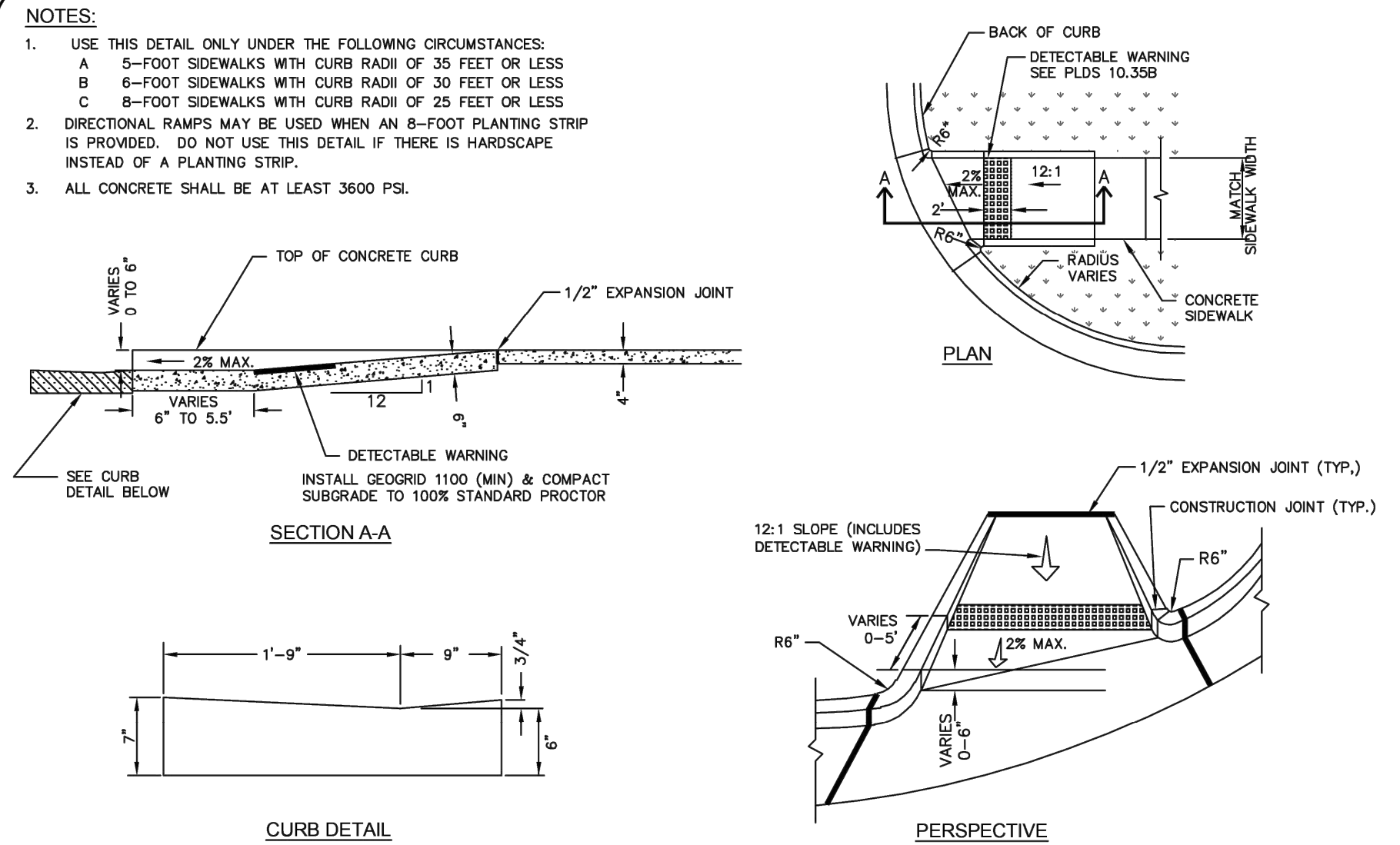
	TOWN OF PINEVILLE LAND DEVELOPMENT STANDARDS	CATCH BASIN PLACEMENT AT INTERSECTIONS	REV. DATE
			STD. NO. REV. 10.30



NOT TO SCALE




NOT TO SCALE



NOT TO SCALE

	TOWN OF PINEVILLE LAND DEVELOPMENT STANDARDS	ACCESSIBLE RAMP STANDARD WITH PLANTING STRIP (2'-6" CURB AND GUTTER)	REV. DATE
			STD. NO. REV. 10.31A

	TOWN OF PINEVILLE LAND DEVELOPMENT STANDARDS	ACCESSIBLE RAMP SECTIONS WITH PLANTING STRIP (2'-6" CURB AND GUTTER)	REV. DATE
			STD. NO. REV. 10-318 1

	TOWN OF PINEVILLE LAND DEVELOPMENT STANDARDS	DIRECTIONAL ACCESSIBLE RAMP WITH SMALL/MEDIUM CURB RADII	REV. DATE
			STD. NO. REV. 10-40A 1

CLIENT:



PROJECT:

Towne Living at Pineville

SHEET TITLE:

Notes & Details

SEAL:

PROJ. MGR.:	ETS
DESIGN BY:	ETS
DRAWN BY:	DSE
PROJ. DATE:	SEPT 2024
DRAWING NUMBER:	20240209.00.CL

1.6

WKD PROJ. NO.:

REVISED:	
DATE:	COMMENT:

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CONCRETE SIDEWALK

PARKING SPACE (TYP.)

7" (MIN)

6" HIGH CURB (GUTTER NOT SHOWN)

PARKING ON ONE SIDE OF A SIDEWALK

SIDEWALK ADJACENT TO HEAD-IN OR BACK-IN PARKING SHALL BE AT LEAST 7 FEET WIDE

CONCRETE SIDEWALK

PARKING SPACE (TYP.)

9" (MIN)

6" HIGH CURB (TYP.) (GUTTER NOT SHOWN)

PARKING ON BOTH SIDES OF A SIDEWALK

SIDEWALK BETWEEN TWO ROWS OF HEAD-IN OR BACK-IN PARKING SHALL BE AT LEAST 9 FEET WIDE

NOTES:

1. REVERSE CURVES NOT NECESSARY IF ADEQUATE DRAINAGE CAN BE PROVIDED THAT WILL ENSURE THAT SEDIMENT, WATER, DEBRIS, ETC., DOES NOT COLLECT IN 90-DEGREE CORNERS.

2. PARALLEL ACCESSIBLE SPACES AND LOADING ZONES TO BE REVIEWED ON A CASE-BY-CASE BASIS.

3. FOR PARKING BAYS THAT ARE 8 FEET IN WIDTH OR GREATER, THE PAVEMENT MARKINGS SHALL BE SET AT ONE (1) FOOT LESS THAN THE STALL WIDTH.

4. GREATER SEPARATION FROM INTERVENING STREETS THAN THE DISTANCES PROVIDED BELOW MAY BE REQUIRED AT THE TOWN ENGINEER'S DISCRETION.

5. POSTIVE DRAINAGE SHALL BE PROVIDED EITHER BY INSTALLATION OF APPROPRIATE DRAINAGE STRUCTURES OR SLOPE PARKING AREA TO STREET FLOW LINE. SLOPING PARKING AREA TO STREET FLOW LINE ONLY PERMITTED IF ROAD GRADE IS GREATER THAN 2%.

6. IF A BIKE LANE IS REQUIRED ADJACENT TO PARALLEL PARKING, THE MINIMUM WIDTH OF BIKE LANE IS 6'.

2'-6" STANDARD CURB & GUTTER

PROVIDE CATCH BASIN OR SLOPE PARKING AREA TOWARD STREET FLOW LINE

PC

PT

PC

PT

EDGE OF TRAVEL LANE

MEASURE DISTANCE TO NEXT INTERVENING STREET OR ACCESSIBLE RAMP FROM THIS POINT. (SEE MATRIX BELOW)

STREET

22' MIN.

MINIMUM

7'

PARALLEL-PARKING PAVEMENT MARKINGS PER MUTCD, TYP

MINIMUM DISTANCE TO NEXT INTERVENING STREET

22' MIN.

PARALLEL PARKING BAY LOCATED ON

DRIVEWAY	LOCAL/ COLLECTOR	TH'FARE	
LOCAL/COLLECTOR	20'	20'	20'
THOROUGHFARE	20'	20'	50'

ADDITIONAL PARKING BAYS AND REVERSE CURVES AS APPROPRIATE.

NOTES:

1. A 2-FOOT-WIDE PLANTING STRIP LOCATED AT THE BACK OF CURB CAN BE USED IN LIEU OF 2 FEET OF SIDEWALK WIDTH.

2. PARKING AT ANY ANGLE OTHER THAN PARALLEL SHALL BE SUBJECT TO THIS STANDARD.

3. IF MONOLITHIC CURB & SIDEWALK IS USED, ADD 6" TO ALL DIMENSIONS (1" IF PARKING ON BOTH SIDES).

4. WHEELSTOPS SHALL ONLY BE USED IN LIEU OF 2 FEET OF SIDEWALK WITH THE APPROVAL OF THE TOWN AND WHEN EXISTING CONDITIONS PREVENT CONSTRUCTION OF A 7-FOOT/9-FOOT SIDEWALK. WHEELSTOPS SHALL BE 6" HIGH, MADE OUT OF 3600-PSI REINFORCED CONCRETE, AND ANCHORED WITH #5 OR GREATER REBAR (2" MINIMUM LENGTH). REBAR HOLES SHALL BE GROUTED UPON INSTALLATION. WHEELSTOPS SHALL BE PLACED AT 2 FEET FROM THE EDGE OF SIDEWALK OR OBSTRUCTION.

NOT TO SCALE

Pineville

AMERICAN INFRASTRUCTURE

TOWN OF PINEVILLE
LAND DEVELOPMENT
STANDARDS

PARKING STANDARDS, CONT.

2/29/20

STD. NO.

REV

50.09B

4

Parcel Table	
PARCEL #	SQ. FT.
22	4,023
23	1,926
24	1,927
25	2,499
26	2,497
27	1,923
28	1,923
29	1,923
30	2,644
31	2,373
32	1,804
33	1,788
34	1,773
35	2,195
36	2,172
37	1,720
38	1,704
39	2,055
40	3,118
41	2,040
42	1,841
43	2,092
44	1,988
45	1,596
46	1,596

Parcel Table	
PARCEL #	SQ. FT.
47	1,976
48	1,976
49	1,596
50	1,596
51	3,465
52	2,827
53	1,665
54	1,608
55	2,148
56	2,189
57	1,762
58	1,772
59	2,208
60	2,224
61	1,807
62	3,740
63	2,015
64	1,606
65	1,598
66	1,977
67	1,975
68	1,594
69	1,603
70	1,628
71	2,226

Parcel Table	
PARCEL #	SQ. FT.
72	2,231
73	1,624
74	1,608
75	1,998

Architectural Commitments for the Towne Living at Pineville

A varied color palette shall be utilized on homes throughout the subdivision for siding and shall include varied trim, shutter, and accent colors complementing the siding color. Where varied siding and trim, shutter, and accent colors are not provided on an individual dwelling, a minimum of three varied materials shall be provided.

In addition, community commitments will include:

- No Vinyl Siding allowed
- When 100% Hardie Plank (or Hardie equivalent) siding is used then at least two different types of Hardie siding to be employed
 - Decorative trim – including vertical siding/board and batten style
 - Decorative shakes
 - Horizontal siding
- Stone and Brick water table or accents on front of the home
- All elevations of the homes that front on a right-of-way shall have usable front porches with dimensions that are a minimum of 6' deep and 6' wide. Majority of homes in any given building shall have a 6' deep by 8' wide porches.
 - Porches to include railings
- Garages to include:
 - Carriage style hardware
- Rear elevations to include a private deck or porch

Detailed design shall be provided by using at least three (3) of the following architectural features on front elevations:

- Dormers
- Gables
- Porches
- Cupolas or towers
- Pillars or Posts
- Eaves (minimum 6 inch projection)
- Window Trim (minimum 4 inches wide)
- Bay Windows
- Balconies
- Metal roof accents
- Decorative patterns on exterior finish (e.g. scales/shingles, wainscoting, ornamentation, and similar features)
- Decorative cornices and roof lines (for flat roofs)

PUBLIC HEARING

Pineville PLANNING & ZONING

To: Town Council

From: Travis Morgan

Date: 2/11/2025

Re: **Iconic Equities Warehouse Conditional Zoning Request** (*Public Hearing/Action Item*)

PROPOSAL:

Turner Fortin on behalf of Iconic Equities seeks your consideration and approval for a new warehouse withing the prior 2018 conditional zoning industrial subdivision. Request is for a new 194,382 square foot warehouse on Lot 4 (the last remaining unbuilt parcel) in the subdivision.

BACKGROUND and INFORMATION:

This proposal seeks to update the prior March 2018 conditional zoning approved plan lead by the Lance warehouse and industrial subdivision located along Pineville Distribution Street. Conditional approval is needed for users over 100,000 square feet. Lance warehouse was the only large warehouse in the prior approval.

General site information:

Address: 10203 Pineville Distribution Street
 Tax Parcel: 20507120
 Property Acres: 15 acres
 Square Feet: 194,382 square foot warehouse and distribution (no manufacturing)
 Parking Min: (stated 50 spaces) 1 space per 4000 sqft of warehouse plus 1 per 350 office
 Parking Provided: 185

Traffic Study:

Previous subdivision plan had a traffic study and road improvements consisting of additional turn lane stacking from North Polk back Westward to the railroad tracks. Sealed transportation engineer analysis update is included and notes traffic generation from the development to be within the scope of the prior traffic study.

STAFF COMMENTS:

The overall proposal seems consistent the original subdivision approval. The property is a flag shape with a long driveway and property line is approximately 1,400 linear feet to the closest house in Preston Park though mature forest and big Sugar Creek floodplain area. Upon completion of this lot Pineville Distribution Street can be completed/inspected and turned over to the Town and greenway area can be dedicated. Recommended discussion on sidewalk going into the property, rounding up permitted square feet to 200,000sqft., and possible contribution to median or similar to prevent tractor trailers from entering Preston Park. Proposal is recommended and staff finds consistent with adopted plans.

PROCEDURE:

This is a standard legislative process public hearing for public comment on the proposal. You may vote on the proposal after the close of the public hearing, or you may vote to continue the public meeting into the future.

Office Use Only:

Application #:

Payment Method: Cash ☐ Check ☐ Credit Card ☐ Amount \$ _____ Date Paid _____

Zoning Application

~~Application will not be considered until all required submittal components listed have been completed~~

Applicant's Name: Iconic Equities attn: Turner Fortin Phone: 404.863.9931

Applicant's Mailing Address: 1508 Bay Road, Unit 1105, Miami Beach, FL 33139

Property Information:

Property Location: 10203 Pineville Distribution St, Pineville, NC 28134

Property Owner's Mailing Address: 11062 Winnetka Ave, Chatsworth, CA 91311

Property Owner Name: Concord California Associates, LLC (Rishi Kapadia) Phone: 818.230.7609

Tax Map and Parcel Number: 20507120 Existing Zoning: G-1

Which are you applying (Check all that apply):

Rezoning by Right ☐ Conditional Zoning ☒ Conditional Rezoning ☐ Text Amendment ☐

Fill out section(s) that apply:

Rezoning by Right:

Proposed Rezoning Designation _____

Conditional Zoning:

Proposed Conditional Use Industrial

Acreage 15.0 Square Feet 194,382 Approximate Height 44 # of Rooms N/A

Parking Spaces Required 50 Parking Spaces Provided 185 ****Please Attach Site Specific Conditional Plan**

Conditional Rezoning:

Proposed Conditional Rezoning Designation _____

Text Amendment:

Section _____ Reason _____

Proposed Text Change (Attach if needed) _____

I do hereby certify that all information which I have provided for this application is, to the best of my knowledge, correct.

Turner Fortin
Signature of Applicant

Rishi Kapadia
Signature of Property Owner (If not Applicant)

12/11/2024
Date

12/11/2024
Date

Signature of Town Official

Date



December 9th, 2024

Turner Fortin
Director of Acquisitions & Development
Iconic Equities
Mobile 404-863-9931
1508 Bay Road
Unit 1105
Miami Beach, FL 33139

RE: Pineville Industrial Lot 4 Trip Generation Memorandum

Dear Mr. Fortin,

This trip generation memorandum is a supplement to the Pineville Industrial Development TIA (completed by Timmons Group sealed 01/12/2018). The purpose of this memorandum is to determine if the current proposed build-out (up to and including Lot 4) exceeds trip generation values assumed in the TIA.

Per the approved TIA, Phase 1 of the subject development included 510,000 square feet (SF) of warehousing. Additionally, Phase 2 of the subject development included 340,000 SF of general light industrial.

Lot 4 will consist of 194,382 SF of general light industrial. Per aerial imagery, 510,000 SF of warehousing and 97,406 SF of general light industrial has already been constructed. Following the construction of Lot 4, the Pineville Industrial Development will consist of 510,000 SF of warehousing and 291,788 SF of general light industrial.

Table 1 summarizes the Pineville Industrial trip generation as outlined in the TIA.

Table 1: Pineville Industrial TIA Phases I – II Trip Generation Summary

ITE Land Use Code	Size	ADT	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
510 – Warehousing	510,000 SF	1,816	121	32	153	41	122	163
110 – General Light Industrial	340,000 SF	2,438	274	37	311	39	289	328
Total:		4,254	395	69	464	80	411	491

SOURCE: Pineville Industrial TIA (completed by Timmons Group sealed 01/12/2018)

Table 2 summarizes the cumulative Pineville Industrial trip generation (including Lot 4). These values were determined by applying the projected percent buildouts to the assumed TIA trip generation shown in **Table 1**.

Table 2: Pineville Industrial Lot 4 Trip Generation Summary

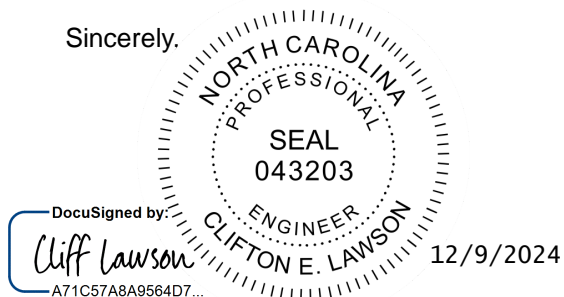
ITE Land Use Code	Size	% Buildout	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
510 – Warehousing	510,000 SF	100%	1,816	121	32	153	41	122	163
110 – General Light Industrial	291,788 SF	86%	2,097	236	31	267	34	248	282
Total:			3,913	357	63	420	75	370	445



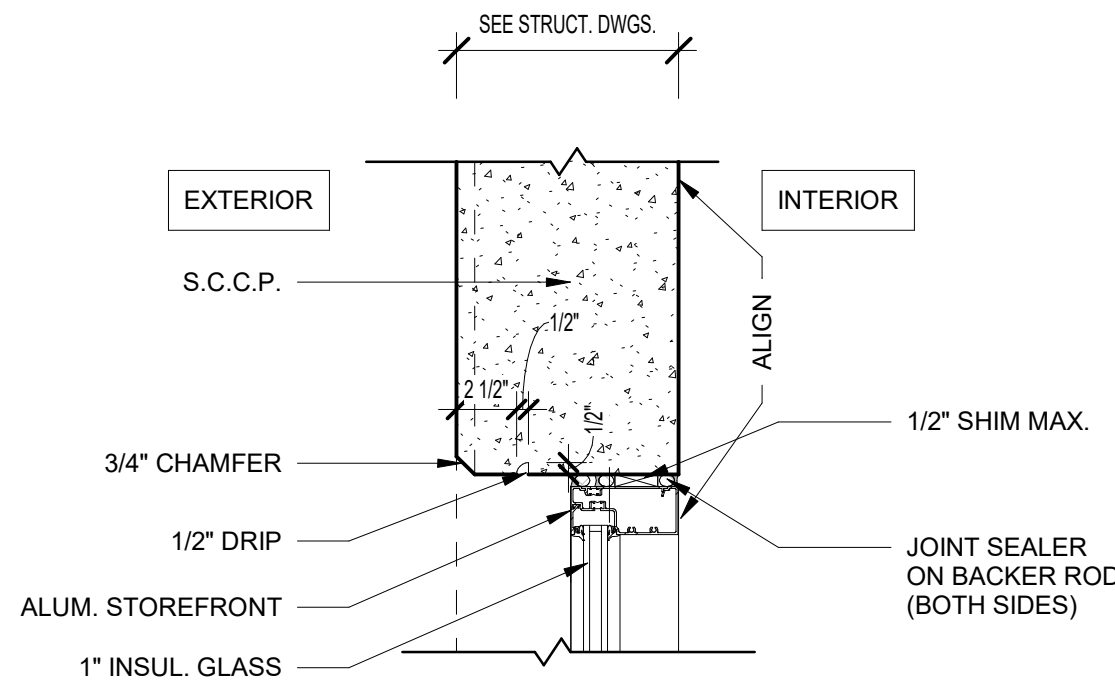
As shown in **Tables 1 & 2**, with the construction of Lot 4, trips are not projected to exceed trip generation values assumed in the Pineville Industrial Development TIA. Therefore, no TIA update is required due to the development's construction.

Should you have any questions regarding this memorandum, do not hesitate to contact me.

Sincerely,

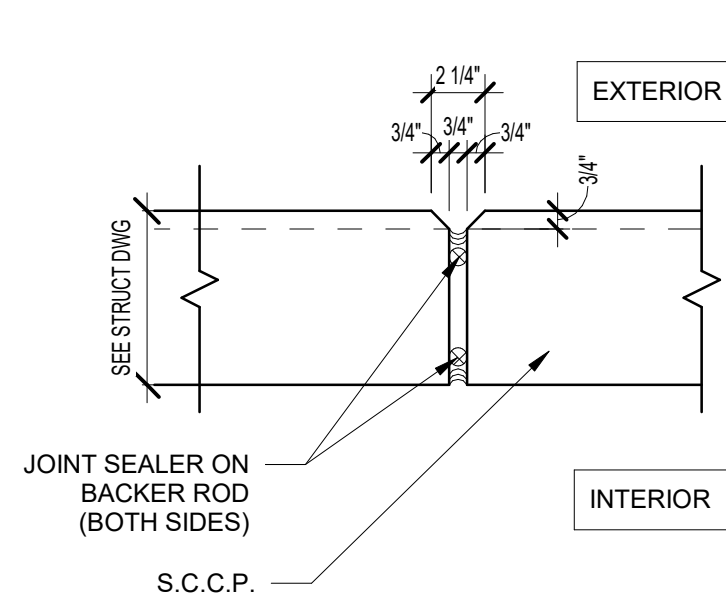


Cliff Lawson, PE, PTOE
Senior Project Manager | Transportation



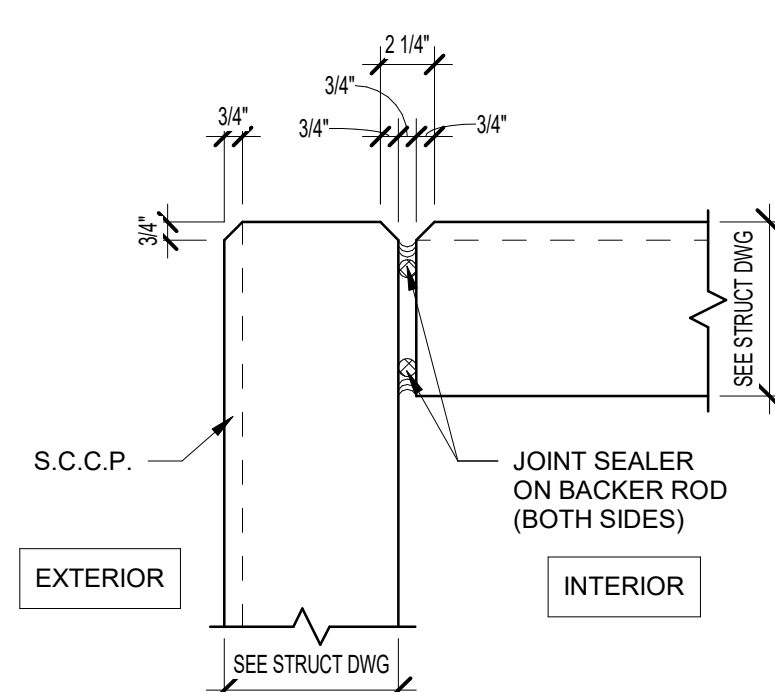
5 TYPICAL S.C.C.P. / SF DETAIL

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



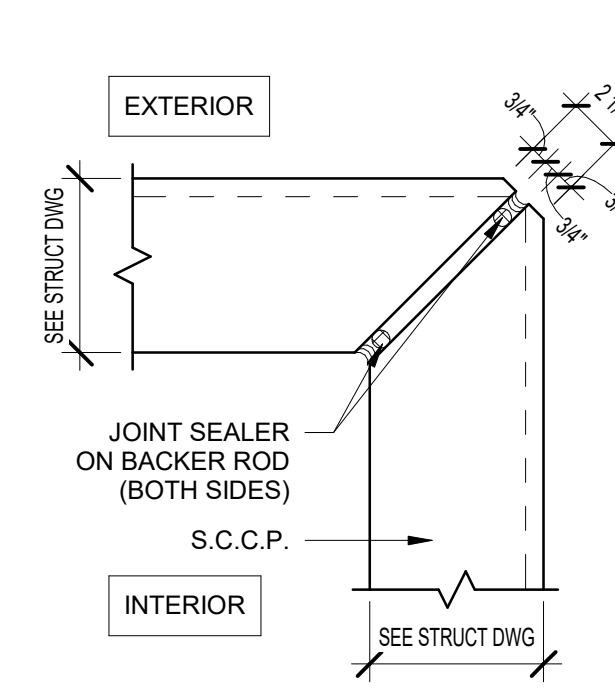
4 TYPICAL S.C.C.P. JOINT DETAIL

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



3 TYPICAL S.C.C.P. CORNER DETAIL

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



2 TYP. S.C.C.P. MITERED CORNER

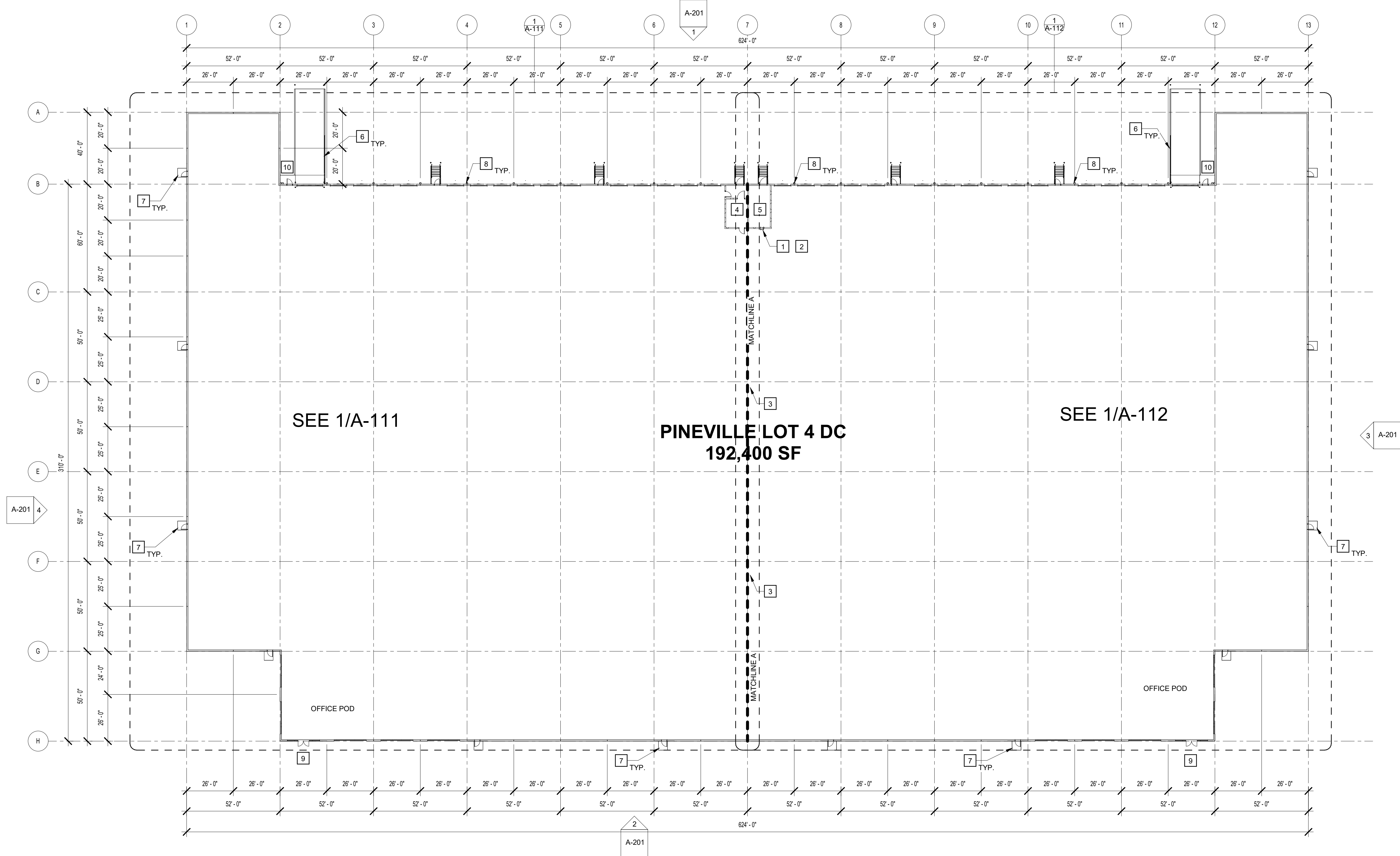
SCALE: 1 1/2" = 1'-0"

KEYNOTES

- 1 ACCESS LADDER TO CONCRETE ROOF OF ELECTRICAL ROOM - SEE ENLARGED PLANS.
- 2 3'-0" X 3'-0" ROOF HATCH WITH ACCESS LADDER FROM CONCRETE ROOF AT ELECTRICAL ROOF BELOW. G.C. TO COORDINATE WITH STRUCTURE, PAINTED SAFETY YELLOW - SEE ENLARGED PLANS AND ROOF PLAN.
- 3 BRACING DOWN TO 14' A.F.F. - SEE STRUCTURAL
- 4 ELECTRICAL ROOM - 1 HOUR RATED
- 5 FIRE PUMP ROOM - 1 HOUR RATED
- 6 RAMP GUARDRAIL - SEE DETAILS 4, 12 & 13 ON A-401
- 7 5' X 5' CONCRETE PAD, SLOPE AWAY FROM BUILDING AT 1/4" PER FT. MAX.
- 8 9" X 9" 24 GAUGE METAL DOWNSPOUTS WITH KYNAR FINISH
- 9 RECESSED CAN LIGHT IN SOFFIT ABOVE
- 10 DOUBLE DOWNSPOUT TO BE CONNECTED TO HUB DRAIN AND PIPED UNDER RAMP AND DAYLIGHTED ON TRUCK COURT. PROVIDE BIRD SCREEN AT RAMP WALL OPENING.

GENERAL NOTES

1. BUILDING TO BE 32' CLEAR JUST PAST THE FIRST COLUMN LINE IN FROM THE DOCK WALL.
2. SLAB CONTROL JOINTS TO BE SAWCUT AND NOT TO EXCEED 15' - 0" ON CENTER. SEE STRUCTURAL DRAWINGS FOR FLOOR SLAB CONTROL JOINTS. EPOXY JOINT FILLER - USE MM80 A TWO COMPONENT, HEAVY DUTY SEMI-RIGID EPOXY JOINT FILLER DESIGNED TO FILL AND PROTECT CONTRACTION AND CONSTRUCTION JOINTS. USE IN ENTIRE FACILITY/SPEED BAY FLOORS ONLY.
3. SLAB CONSTRUCTION JOINTS TO HAVE SMOOTH DOWELS AT 24" O.C. OR STEEL DIAMOND PLATES - SEE STRUCTURAL DRAWINGS. CAULK AROUND COLUMN DIAMOND/SLEEVE.
4. SLAB WILL BE CURED WITH A WATER-BASED DISSIPATIVE CURING COMPOUND AND WILL RECEIVE TWO COATS OF ASHFORD FORMULA FLOOR HARDENER.
5. SLAB ON GRADE WILL BE PRE-TREATED WITH TERMITICIDE.
6. 10-MIL CLASS 'A' VAPOR BARRIER TO BE PROVIDED BELOW THE SLAB ON GRADE THROUGHOUT. ALL SEAMS AND PENETRATIONS TO BE SEALED AND TAPED.
7. 6" THICK UNREINFORCED, 4,000 PSI CONCRETE SLAB BEARING ON 8" GAB OR 10" SOIL CEMENT. VERIFY SUB-GRADE WITH GEOTECH REPORT. SLAB TO RECEIVE HARD TROWEL FINISH AND LASER SCREED SHALL BE UTILIZED TO ATTAIN MINIMUM LOCAL & OVERALL SLAB TOLERANCE OF FF 40/PL 30.
8. PROVIDE A ESFR SPRINKLER SYSTEM THROUGHOUT.
9. PROVIDE PORTABLE FIRE EXTINGUISHERS OF THE QUANTITY AND AT THE LOCATIONS AS INDICATED OR AS REQUIRED BY THE AUTHORITY HAVING JURISDICTION. EXTINGUISHERS SHALL BE EQUAL TO J.L. INDUSTRIES COSMIC 10E, 10 POUND, 4A-60BC, TO BE COORDINATED WITH OWNERS LAYOUT.
10. METAL ROOF DECK SHALL BE 1-1/2" TYPE "B" WIDE RIB DECKING SHOP PRIMED WHITE ON THE UNDERSIDE/INSIDE FACE - SEE STRUCTURAL DRAWINGS.
11. RACKING, FLOOR STORAGE AND EQUIPMENT BY OTHERS.
12. SEE ELEVATIONS FOR GLASS SCHEDULE.
13. ALL BOLLARDS TO BE PAINTED SAFETY YELLOW. (PROVIDE BOLLARDS AT ALL DRIVE-IN OVERHEAD DOOR JAMBS, FIRE PROTECTION RISERS, ELECTRICAL TRANSFORMERS AND EXPOSED ELECTRICAL PANELS).
14. ALL BOLLARDS SHALL BE 6" O.D. SCHEDULE 80 STEEL PIPE SET MINIMUM 2'-0" DEEP IN 2'-0" DIAMETER CONCRETE FOOTING WITH PIPE EXTENDED 4'-0" ABOVE PAVING OR FLOOR. FILL PIPE WITH CONCRETE AND CAP WITH PRECAST CONCRETE DOME TOP - FOOTING TO BE IN SONOTUBE.
15. ROOF ASSEMBLY: SINGLE PLY 45 MIL. WHITE TPO MEMBRANE SYSTEM MECHANICALLY FASTENED OVER R-15 ROOF INSULATION OVER 1-1/2" METAL DECK. 10-YEAR NDL WARRANTY. R-25 OVER OFFICE AREA.
16. ALL STAIRS AND RAILINGS TO BE GALVANIZED. ALL MISC. STEEL TO BE HD GALVANIZED FOR EXTERIOR APPLICATIONS. SHOP DE-BURR UNDERSIDE OF HANDRAILS. USE GALVANIZED PAINT TO TOUCH-UP FIELD WELDING AND SCRATCHES.
17. ALL SITE CAST CONCRETE PANEL WIDTHS ARE TO CENTERLINE OF CONCRETE PANEL VERTICAL JOINT U.N.O.
18. ALL TILT WALL PANELS SHALL BE CAULKED TO FULL HEIGHT, BOTH SIDES, WITH MASTERSEAL NP-2 POLYURETHANE SEALANT OR EQUAL WITH BACKER ROD BEHIND THE CAULK.
19. (EXTERIOR) ALL S.C.C.P. SHALL RECEIVE A TEXTURED ACRYLIC COATING SIMILAR TO SHERWIN WILLIAMS ULTRACRETE (MEDIUM TEXTURE) WITH ACCENT STRIPING. SEE ELEVATIONS.
20. (INTERIOR) ALL S.C.C.P. PANELS WILL BE HARD TROWEL FINISHED WITH CAPPED PICK AND BRACE POINTS. G.C. TO PROVIDE PRICING TO PAINT INTERIOR WALLS WITH ONE COAT OF LATEX PAINT - SW 7006 EXTRA WHITE.
21. PERSONNEL DOORS AND MISC. METALS SHALL RECEIVE ONE (1) PRIMER COAT AND ONE (1) FINISH COAT OF ENAMEL PROVIDE FIRE DEPARTMENT ACCESS SIGNAGE PER DETAIL 9/A.002 AT EACH PERSONNEL DOOR.
22. TEST AND CONFIRM COMPLIANCE WITH THE INTERNATIONAL FIRE CODE SECTION 510 FOR EMERGENCY RESPONDER RADIO COVERAGE. IF REQUIRED BY TEST, PROVIDE AND INSTALL AN APPROVED SYSTEM BY A FCC LICENSED RADIO CONTRACTOR.



1 OVERALL FLOOR PLAN

SCALE: 1" = 30'-0"



PINEVILLE DC - LOT 4

PINEVILLE, NC

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Print Record

09 DECEMBER 2024 DESIGN REVIEW

Revisions

Issue Date

12/09/2024

Sheet Title

OVERALL FLOOR PLAN

Sheet No.

A-101

NOT ISSUED FOR CONSTRUCTION



PINEVILLE, NC

09 DECEMBER 2024

Revisions

Issue Date	Job No.
12/09/2024	pineville-lot4

Sheet Title

Sheet No. _____

NOT ISSUED FOR CONSTRUCTION

GLASS SCHEDULE

A	1" INSULATED INNER PANE 1/4" OUTER PANE 1/4" INNER PANE HEAT STRENGTHENED OUTER PANE HEAT STRENGTHENED FABRICATOR: GUARDIAN GLASS STYLE: SUNGUARD SN 68 COLOR: GRAY-CLEAR	B	1" INSULATED INNER PANE 1/4" OUTER PANE 1/4" INNER PANE TEMPERED OUTER PANE TEMPERED FABRICATOR: GUARDIAN GLASS STYLE: SUNGUARD SN 68 COLOR: GRAY-CLEAR	C	1" INSULATED INNER PANE 1/4" OUTER PANE 1/4" INNER PANE TEMPERED OUTER PANE TEMPERED FABRICATOR: GUARDIAN GLASS STYLE: SUNGUARD SN 68 WITH DECO HT COLOR: GRAY-CLEAR
	COATINGS: Low-E ON #2 SURFACE U-VALUE: .29 SHGC: .25		COATINGS: Low-E ON #2 SURFACE U-VALUE: .29 SHGC: .25		COATINGS: Low-E ON #2 SURFACE WITH #4 SURFACE BLACK SPANDREL U-VALUE: - SHGC: -

NOTE: PROJECTS LOCATED WITHIN A MILE OF THE COASTAL MEAN HIGH WATER LINE AND HAVE DESIGN WIND SPEEDS OVER 130 MPH ARE TO BE CONSIDERED WIND-BORNE DEBRIS REGIONS. PROVIDE IMPACT RATED GLASS IN WIND-BORNE DEBRIS REGIONS. G.C. TO CONFIRM.

EXTERIOR FINISH SCHEDULE

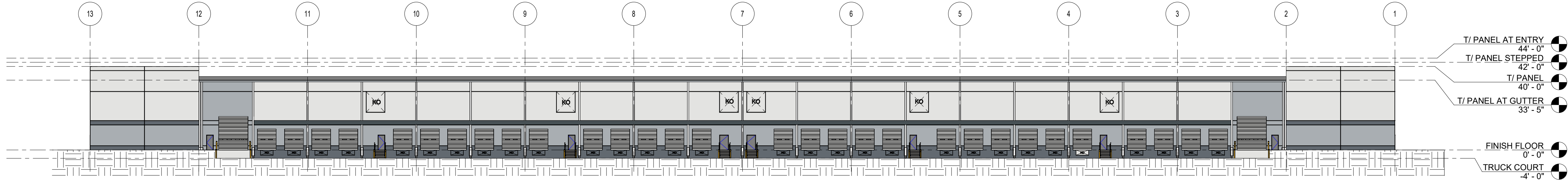
101	EXTERIOR TEXTURE COATING: PAINTED CONCRETE SHERWIN WILLIAMS ULTRACRETE OR EQUAL MEDIUM TEXTURE. COLOR: TBD	COLOR LEGEND SEE ELEVATION	106	JOINT SEALER: ALUM. STOREFRONT TREMCO DYMERIC 240FC OR EQUAL COLOR: ANODIZED ALUMINUM
102	EXTERIOR TEXTURE COATING: PAINTED CONCRETE SHERWIN WILLIAMS ULTRACRETE OR EQUAL MEDIUM TEXTURE. COLOR: TBD	COLOR LEGEND SEE ELEVATION	107	JOINT SEALER: S.C.P. JOINTS MASTERSEAL NP-2 POLYURETHANE OR EQUAL COLOR: TBD
103	EXTERIOR TEXTURE COATING: PAINTED CONCRETE SHERWIN WILLIAMS ULTRACRETE OR EQUAL MEDIUM TEXTURE. COLOR: TBD	COLOR LEGEND SEE ELEVATION	108	EXPOSED METAL DOORS & FRAMES COLOR: PAINTED TO MATCH 102
104	PRE-FINISHED METAL GRAVEL STOP, GUTTER, COPING, AND DOWNSPOUTS COLOR: PAC-CLAD - TBD		109	PRE-ENGINEERED METAL CANOPY COLOR: TBD
105	ALUMINUM STOREFRONT/CURTAIN WALL AS MANUFACTURED BY KAWNEER COLOR: CLEAR ANODIZED		110	PRE-ENGINEERED BULLNOSE CANOPY COLOR: PAC-CLAD - TBD

GENERAL NOTES

- ALL GLASS TO BE TYPE "A" U.N.O. ALL GLASS IN DOORS TO BE TEMPERED.
- ALL GLASS WITHIN 2' OF DOOR SWING TO BE TEMPERED.
- KAWNEER TRI-FAB 451 BASIS OF DESIGN FOR STOREFRONT.
- STOREFRONT SYSTEMS TO BE DESIGNED TO MEET ALL LOCAL AND DESIGN LOADS. SEE STRUCTURAL DRAWINGS FOR DESIGN LOAD REQUIREMENTS.
- EXTERIOR WALL PACKS ARE INCLUDED - SEE ELECTRICAL DRAWINGS FOR LOCATIONS.
- REVEALS SHALL WRAP EXPOSED PANEL EDGES AND EXPOSED BACK SIDES U.N.O.

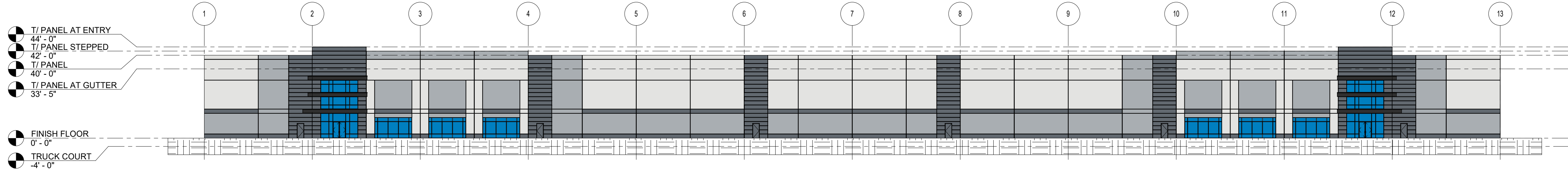
KEYNOTES

- E1 CONCRETE SERVICE RAMP, SEE 12/A-401
- E2 STAIR AND GUARDRAIL, TYP. SEE 6/A-401, 8/A-401, 10/A-401
- E3 DOCK BUMPER - SEE WALL SECTIONS
- E4 PIPE DOWNSPOUTS THRU RAMP TO TRUCK COURT.
PROVIDE BIRD SCREEN AT RAMP WALL
- E5 LOUVER - SEE MECHANICAL DRAWINGS
- E6 LED WALL PACK - SEE ELECTRICAL DRAWINGS



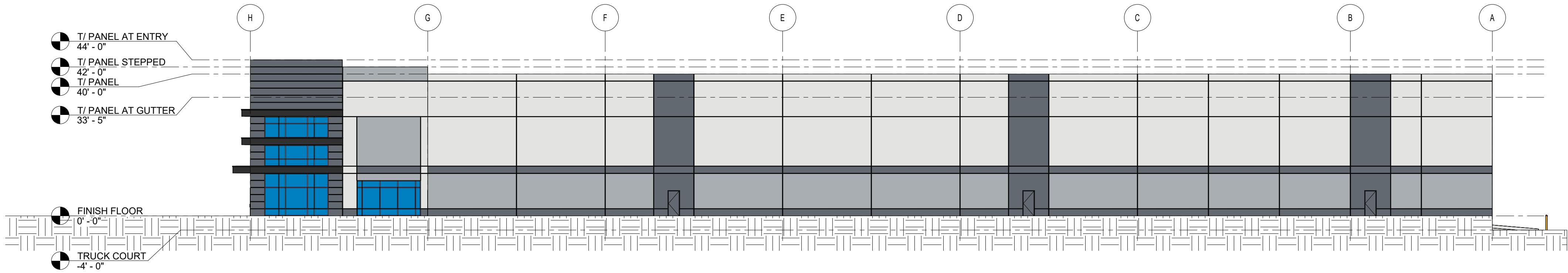
1 OVERALL NORTH ELEVATION

SCALE: 1" = 30'-0"



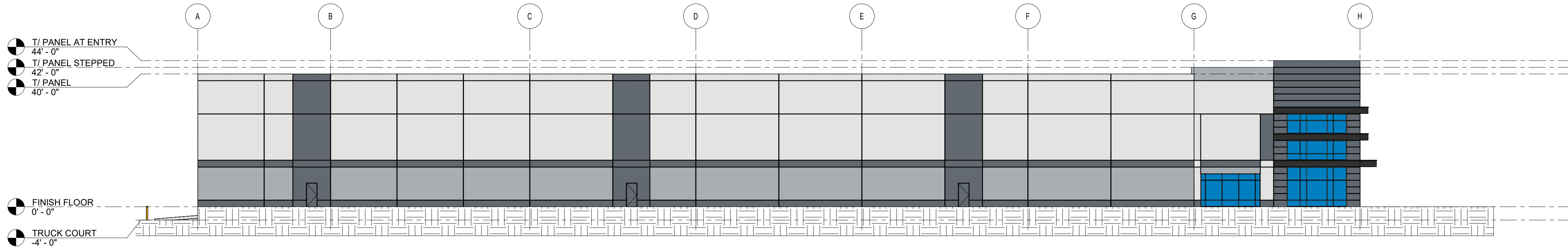
2 OVERALL SOUTH ELEVATION

SCALE: 1" = 30'-0"



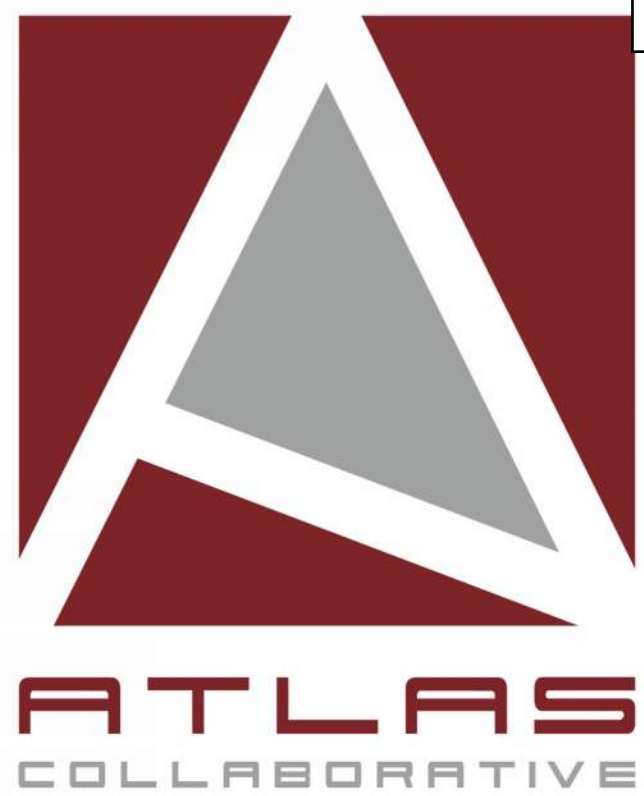
3 OVERALL EAST ELEVATION

SCALE: 1" = 20'-0"



4 OVERALL WEST ELEVATION

SCALE: 1" = 20'-0"



PINEVILLE DC - LOT 4

PINEVILLE, NC

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Print Record

09 DECEMBER 2024 DESIGN REVIEW

Revisions

Issue Date
12/09/2024

Job No.
pineville-lot4

Sheet Title

EXTERIOR ELEVATIONS

Sheet No.

A-201

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POWER
DUKE ENERGY
1-800-777-9898

TELEPHONE
BELL SOUTH TELECOMMUNICATIONS
1-888-737-6500

WATER & SEWER
CHAR-MECK. UTILITY DEPT. (CMUD)
(704) 336-2364 WATER
(704) 337-6064 SEWER

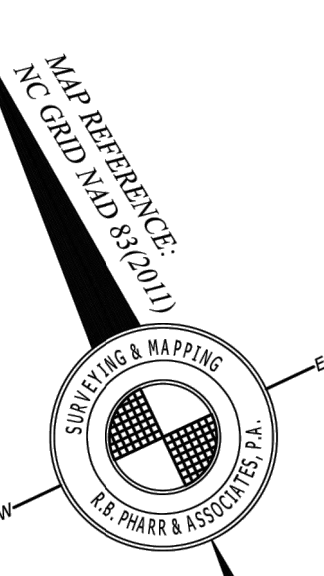
GAS
PIEDMONT NATURAL GAS CO.
1-800-752-7504

CABLE TELEVISION
TIME WARNER CABLE
1-800-892-2253



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BIN-PDS, LLC
D.B. 32850, PG. 865
Tract 1, M.B. 65, PG. 302
PIN: 205-071-18

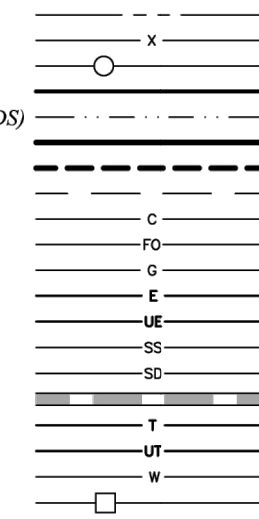


NOTES:

1. THIS PLAT IS NOT FOR RECORDATION AS PER G.S. 47-39 AS AMENDED.
2. ALL CORNERS MONUMENTED AS SHOWN.
3. NO RECOVERABLE NGS MONUMENT LOCATED WITHIN 2,000 FEET OF SUBJECT PROPERTY.
4. THE LOCATION OF UNDERGROUND UTILITIES SHOWN ON THIS MAP IS APPROXIMATE, BASED ON INFORMATION PROVIDED BY OTHERS OR BY FIELD LOCATION. UTILITY LOCATIONS AS SHOWN HEREON ARE INTENDED FOR PLANNING ONLY. ACTUAL LOCATION, SIZE, OR DEPTH OF LINE SHOULD BE VERIFIED WITH THE INDIVIDUAL UTILITY COMPANY BEFORE CONSTRUCTION.
5. ELEVATIONS BASED ON N.G.S. MONUMENT "LOWES", ELEVATION = 630.58 FEET, NAVD 88.
6. BROKEN LINES UNLESS THEY HAVE A METES AND BOUNDS DESCRIPTION, INDICATE PROPERTY LINES NOT SURVEYED.
7. THIS OFF-SITE RIGHT-OF-WAY SHOWN HEREON IS FOR ILLUSTRATIVE PURPOSES ONLY. THE UNDERSIGNED CERTIFIES ONLY TO THE RIGHT-OF-WAYS SURVEYED, AND DOES NOT CERTIFY TO THE RIGHT OF WAY WIDTH OF ANY ADJACENT PROPERTIES.
8. THIS SURVEY WAS PERFORMED WITHOUT BENEFIT OF A TITLE COMMITMENT REPORT. R.B. PHARR & ASSOCIATES, P.A. DOES NOT CLAIM THAT ALL MATTERS OF RECORD WHICH MAY OR MAY NOT AFFECT THE SUBJECT PROPERTY ARE SHOWN HEREON.
9. THE PURPOSE OF THIS MAP IS TO SHOW TOPOGRAPHIC AND PHYSICAL IMPROVEMENTS ONLY. NO BOUNDARY SURVEY WAS COMPLETED OR CERTIFIED TO AT THE DATE OF THIS SURVEY. ALL BOUNDARY INFORMATION SHOWN HEREON IS PER MAP BOOK 65, PAGE 794 (R.B. PHARR & ASSOCIATES JOB NOS. 88717 & 89393).
10. ALL TOPOGRAPHIC AND PHYSICAL IMPROVEMENTS AS SHOWN HEREON ARE BASED ON A SURVEY BY R.B. PHARR & ASSOCIATES DATED OCTOBER 8, 2017 (JOB NO. 87009).

LINE LEGEND:

EASEMENT
FENCE
GUARD RAIL
PROPERTY LINE (PER RECORDS)
ADJACENT PROPERTY LINE (PER RECORDS)
RIGHT-OF-WAY
RIGHT-OF-WAY (NOT SURVEYED)
SETBACK
CABLE TV LINE
FIBER OPTIC LINE
GAS LINE
POWER LINE
POWER LINE (UNDERGROUND)
SANITARY SEWER PIPE
STORM DRAIN PIPE
STORM DRAIN PIPE > 12"
TELEPHONE LINE
TELEPHONE LINE (UNDERGROUND)
WATER LINE
WOOD FENCE



ZONING:

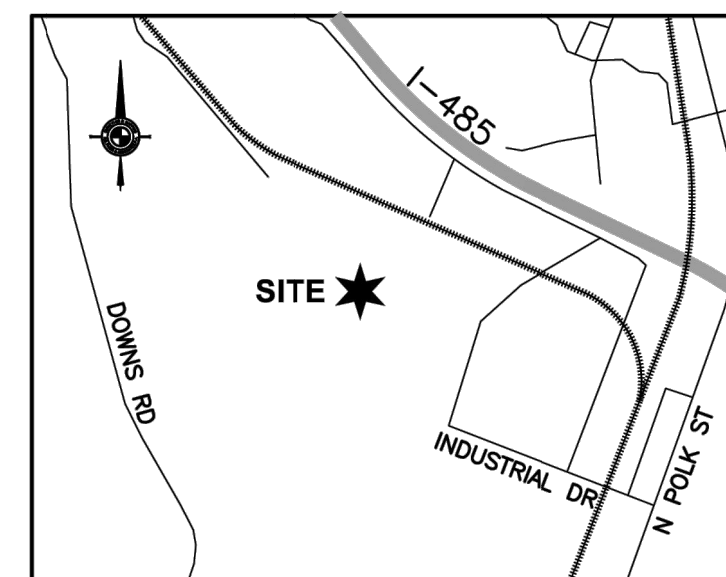
SUBJECT PROPERTY ZONED: G-1 (GENERAL INDUSTRIAL DISTRICT)

TO BE DEVELOPED IN ACCORDANCE TO APPROVED CONDITIONAL PLAN 3.8.18

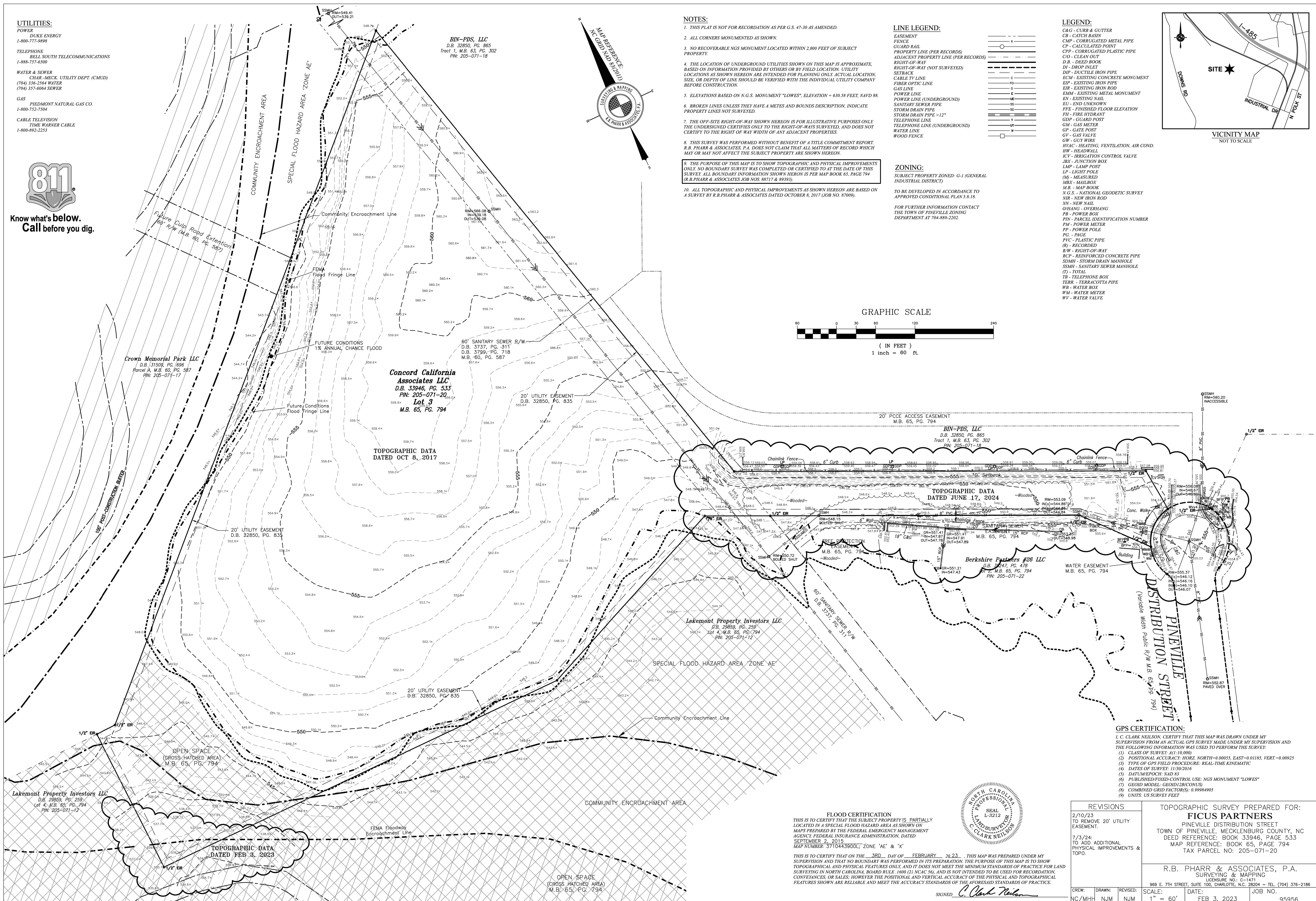
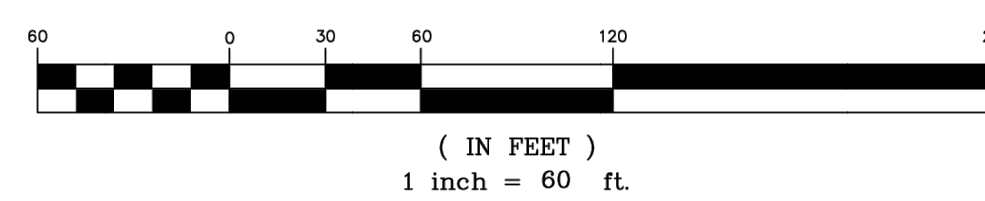
FOR FURTHER INFORMATION CONTACT THE TOWN OF PINEVILLE ZONING DEPARTMENT AT 704-889-2202.

LEGEND:

C&G - CURB & GUTTER
CB - CATCH BASIN
CMP - CORRUGATED METAL PIPE
CP - CALCULATED POINT
CPP - CORRUGATED PLASTIC PIPE
CO - CLEAN OUT
D.B. - DEED BOOK
DI - DROP INLET
DIP - DUCTILE IRON PIPE
ECM - EXISTING CONCRETE MONUMENT
EI - EXISTING IRON PIPE
EIR - EXISTING IRON ROD
EMM - EXISTING METAL MONUMENT
EN - EXISTING NAIL
EU - END UNKNOWN
FFE - FINISHED FLOOR ELEVATION
FH - FIRE HYDRANT
GDM - GUARD POST
GM - GAS METER
GP - GATE POST
GP - GATE POST
GPF - GAS VALVE
GW - GUT WIRE
HVAC - HEATING, VENTILATION, AIR COND.
HW - HEADWALL
KY - IRRIGATION CONTROL VALVE
JBX - JUNCTION BOX
LMP - LAMP POST
LP - LIGHT POLE
M - MEASURED
MBX - MANHOLE
M.B. - MAP BOOK
N.G.S. - NATIONAL GEODETIC SURVEY
NIR - NEW IRON ROD
NN - NEW NAIL
OHANG - OVERHANG
PB - POWER BOX
PIN - PARCEL IDENTIFICATION NUMBER
PM - POWER METER
PP - POWER POLE
PG - PAGE
PVC - PLASTIC PIPE
R - RECORDED
R/W - RIGHT-OF-WAY
RCP - REINFORCED CONCRETE PIPE
SDMH - STORM DRAIN MANHOLE
SSMH - SANITARY SEWER MANHOLE
T - TOTAL
TB - TELEPHONE BOX
TER - TERRACOTTA PIPE
WB - WATER BOX
WM - WATER METER
WV - WATER VALVE

VICINITY MAP
NOT TO SCALE

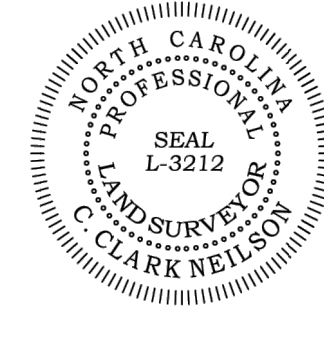
GRAPHIC SCALE



GPS CERTIFICATION:

I, C. CLARK NELSON, CERTIFY THAT THIS MAP WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL GPS SURVEY MADE UNDER MY SUPERVISION AND THE FOLLOWING INFORMATION WAS USED TO PERFORM THE SURVEY:

- (1) CLASS OF SURVEY: 4(1) (10.000)
- (2) POSITIONAL ACCURACY: HORIZ. NORTH=0.0005, EAST=0.0185, VERT=0.00925
- (3) TYPE OF GPS FIELD PROCEDURE: REAL-TIME KINEMATIC
- (4) DATES OF SURVEY: 11/08/2018
- (5) DATUM/EPOCH: NAD 83
- (6) PUBLISHED/PIECED-CONTROL USE: NGS MONUMENT "LOWES"
- (7) GEOD. MODEL: GEOD12BC(US)
- (8) COMBINED GRID FACTORS: 0.99984905
- (9) UNITS: US SURVEY FEET



FLOOD CERTIFICATION

THIS IS TO CERTIFY THAT THE SUBJECT PROPERTY IS PARTIALLY LOCATED IN A SPECIAL FLOOD HAZARD AREA AS SHOWN ON MAPS PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, FEDERAL INSURANCE ADMINISTRATION, DATED SEPTEMBER 2, 2015.

MAP NUMBER: 3710443800C; ZONE: 'AE' & 'X'

THIS IS TO CERTIFY THAT ON THE 3RD DAY OF FEBRUARY, 2023, THIS MAP WAS PREPARED UNDER MY SUPERVISION AND THAT NO BOUNDARY SURVEY WAS COMPLETED OR CERTIFIED TO AT THE DATE OF THIS SURVEY. THE PURPOSE OF THIS MAP IS TO SHOW TOPOGRAPHIC AND PHYSICAL FEATURES ONLY, AND IT DOES NOT MEET THE MINIMUM STANDARDS OF PRACTICE FOR LAND SURVEYING IN NORTH CAROLINA, BOARD RULE 1606 (21 NCAC 36), AND IS NOT INTENDED TO BE USED FOR RECORDATION, CONVEYANCES, OR SALES. HOWEVER, THE POSITIONAL AND PRACTICAL ACCURACY OF THE PHYSICAL AND TOPOGRAPHICAL FEATURES SHOWN ARE RELIABLE AND MEET THE ACCURACY STANDARDS OF THE AFORESAID STANDARDS OF PRACTICE.

SIGNED: *C. Clark Nelson*

REVISIONS

2/10/23
TO REMOVE 20' UTILITY EASEMENT.

7/3/24:
TO ADD ADDITIONAL PHYSICAL IMPROVEMENTS & TOPO.

TOPOGRAPHIC SURVEY PREPARED FOR:

FICUS PARTNERS
PINEVILLE DISTRIBUTION STREET
TOWN OF PINEVILLE, MECKLENBURG COUNTY, NC
DEED REFERENCE: BOOK 33946, PAGE 533
MAP REFERENCE: BOOK 65, PAGE 794
TAX PARCEL NO.: 205-071-20

R.B. PHARR & ASSOCIATES, P.A.

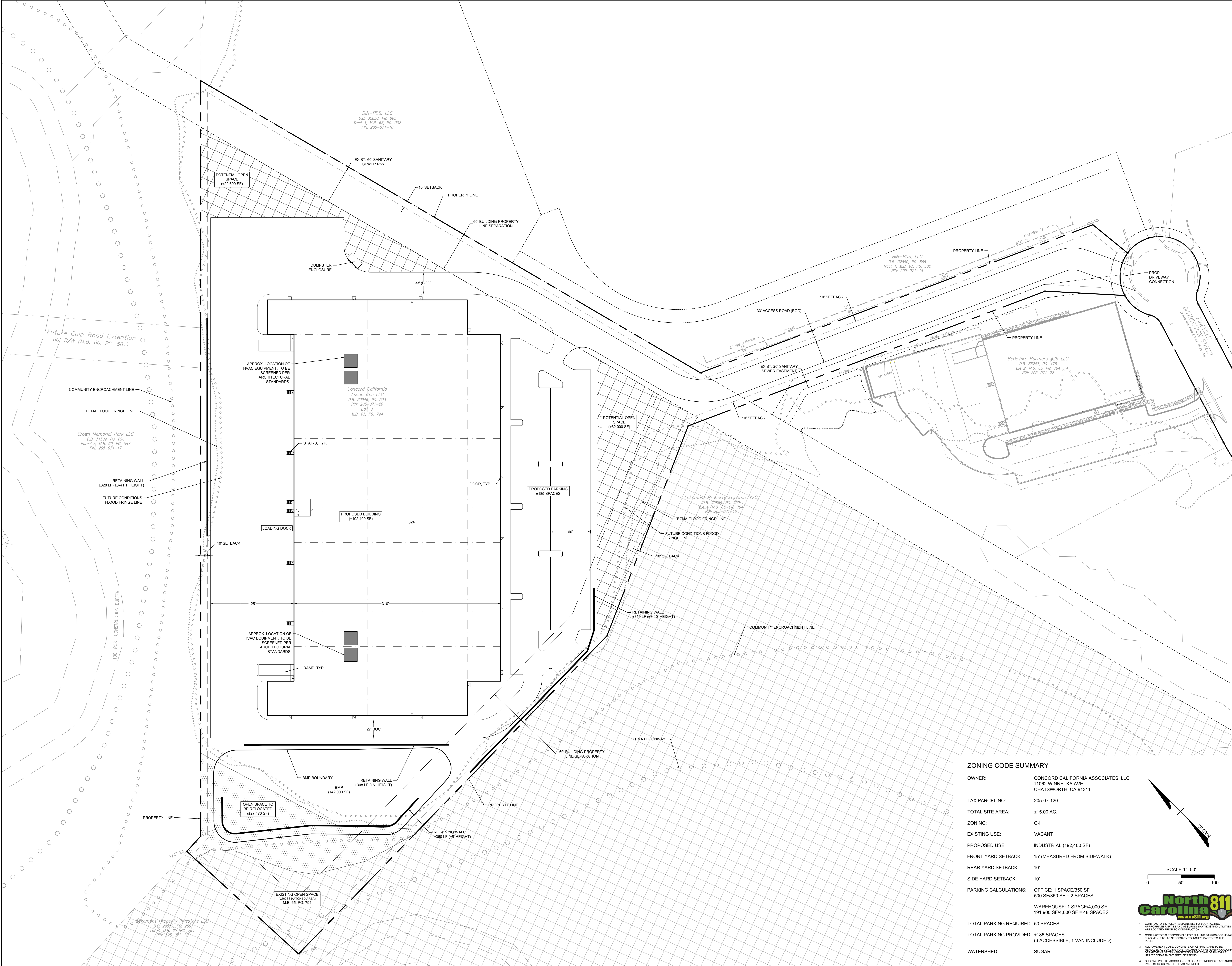
SURVEYING & MAPPING
LICENSE NO.: C-1471
989 E. 7TH STREET, SUITE 100, CHARLOTTE, N.C. 28204 • TEL. (704) 376-2186

CREW: NC/MHH
DRAWN: NJM
REVISED: NJM

SCALE: 1" = 60'
DATE: FEB 3, 2023
JOB NO.: 95956

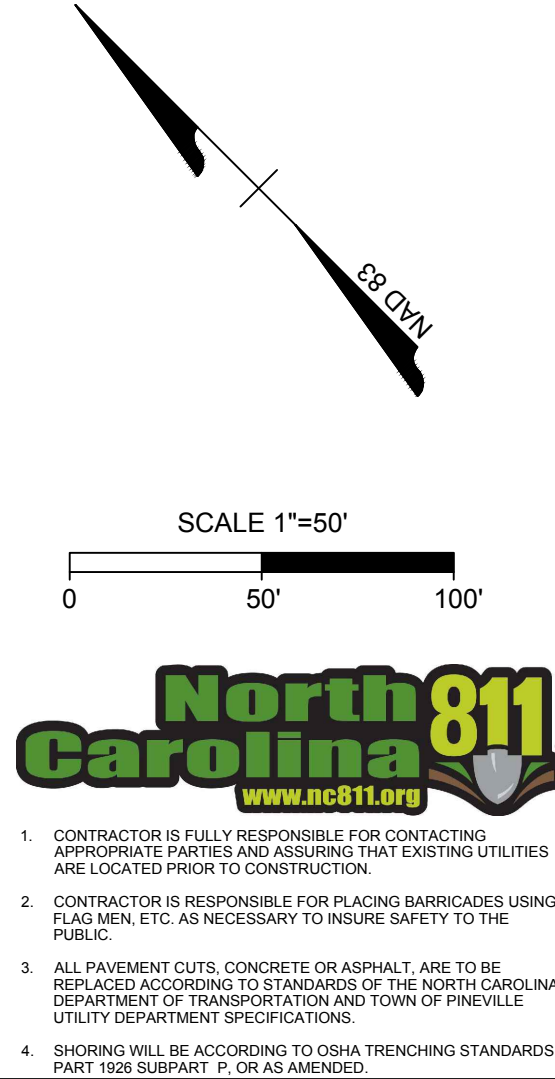
PLOTTED: 2/10/23
C:\CARLSON\PROJECTS\05105956\DWG\05956.DWG

timmons.com/gis/30010470628/Printouts/Lot4/IconicEquities/DWG/SheetCD/ConditionalZoning/70628-C-165-SITE.dwg | Printed on: 12/18/2024 9:58 AM | by Andrew Allison



ZONING CODE SUMMARY

OWNER:	CONCORD CALIFORNIA ASSOCIATES, LLC 11062 WINNETKA AVE CHATSWORTH, CA 91311
TAX PARCEL NO:	205-07-120
TOTAL SITE AREA:	±15.00 AC.
ZONING:	G-1
EXISTING USE:	VACANT
PROPOSED USE:	INDUSTRIAL (192,400 SF)
FRONT YARD SETBACK:	15' (MEASURED FROM SIDEWALK)
REAR YARD SETBACK:	10'
SIDE YARD SETBACK:	10'
PARKING CALCULATIONS:	OFFICE: 1 SPACE/350 SF 500 SF/350 SF = 2 SPACES WAREHOUSE: 1 SPACE/4,000 SF 191,900 SF/4,000 SF = 48 SPACES
TOTAL PARKING REQUIRED:	50 SPACES
TOTAL PARKING PROVIDED:	±185 SPACES (6 ACCESSIBLE, 1 VAN INCLUDED)
WATERSHED:	SUGAR



- CONTRACTOR IS FULLY RESPONSIBLE FOR CONTACTING APPROPRIATE PARTIES AND ASSURING THAT EXISTING UTILITIES ARE LOCATED PRIOR TO CONSTRUCTION.
- CONTRACTOR IS RESPONSIBLE FOR PLACING BARRICADES USING PLUM MEN ETC. AS NECESSARY TO MAINTAIN SAFETY TO THE PUBLIC.
- ALL PERMITS MUST BE OBTAINED PRIOR TO ANY WORK. ALL PERMITS MUST BE OBTAINED PRIOR TO ANY WORK. ALL PERMITS MUST BE OBTAINED PRIOR TO ANY WORK.
- SHOWN WILL BE ACCORDING TO OWN RECORDING STANDARDS PART 108 SUBPART F, OR AS AMENDED.

THIS DRAWING PREPARED AT THE
CHARLOTTE OFFICE
610 E. Morehead Street, Suite 250 | Charlotte, NC 28302
TEL 704.602.8600 FAX 704.376.1076 www.timmons.com
North Carolina License No. C-1652

ICONIC EQUITIES
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Miami Beach, FL 33139

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TIMMONS GROUP
NORTH CAROLINA LICENSE NO. C-1652

PINEVILLE, NORTH CAROLINA

CONDITIONAL ZONING SITE PLAN

DATE
12/18/2024

DRAWN BY
E. SCANLON

DESIGNED BY
E. SCANLON

CHECKED BY
A. ALLISON

SCALE
1" = 50'

JOB NO.
70628

SHEET NO.
C-100

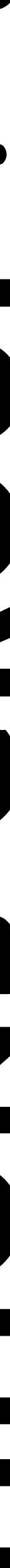
REVISION DESCRIPTION

NOT FOR CONSTRUCTION

Item 7



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The logo for Timmons Group features the company name in a bold, sans-serif font, with a stylized graphic of several dots of varying sizes arranged in a curved path to the right.

PINEVILLE DISTRIBUTION STREET - LOT 4

PINEVILLE, NORTH CAROLINA
LANDSCAPE PLAN

JOB NO.
70628

SHEET NO.
L-100

REVISION DESCRIPTION

REVISION DESCRIPTION

DATE	12/18/2024
DRAWN BY	E. SCANLON
DESIGNED BY	E. SCANLON
CHECKED BY	A. ALLISON
SCALE	1" = 50'

PINEVILLE DISTRIBUTION STREET - LOT 4


PINEVILLE, NORTH CAROLINA

LANDSCAPE PLAN

JOB NO.
70628

SHEET NO.
L-100

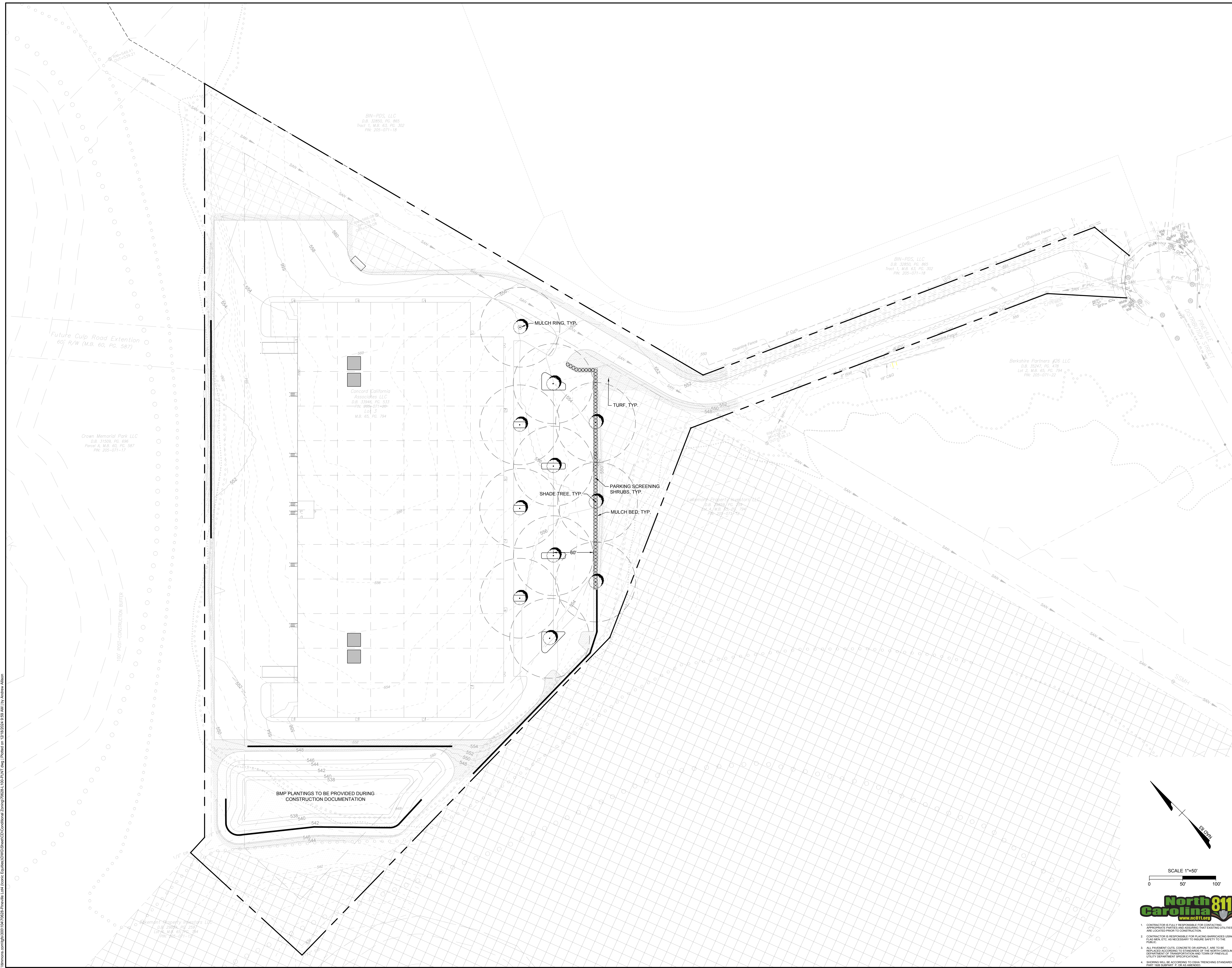
SCALE 1"=50'



A horizontal scale bar with a white left half and a black right half. It is marked with '0' at the left end, '50'' at the midpoint, and '100'' at the right end.





1. CONTRACTOR IS FULLY RESPONSIBLE FOR CONTACTING APPROPRIATE PARTIES AND ASSURING THAT EXISTING UTILITIES ARE LOCATED PRIOR TO CONSTRUCTION.
2. CONTRACTOR IS RESPONSIBLE FOR PLACING BARRICADES USING FLAG MEN, ETC. AS NECESSARY TO INSURE SAFETY TO THE PUBLIC.
3. ALL PAVEMENT CUTS, CONCRETE OR ASPHALT, ARE TO BE REPLACED ACCORDING TO STANDARDS OF THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION AND TOWN OF PINEVILLE UTILITY DEPARTMENT SPECIFICATIONS.
4. SHORING WILL BE ACCORDING TO OSHA TRENCHING STANDARD PART 1926 SUBPART P, OR AS AMENDED.





ICT 4

E-101P



Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
property line		0.3 fc	0.9 fc	0.0 fc	N/A	N/A
PARKING		1.5 fc	3.4 fc	0.5 fc	6.8:1	3.0:1

Symbol	Label	QTY	Manufacturer	Catalog	Description	Number Lamps	Lamp Output	LLF	Input Power
	A	6	Lithonia Lighting	DSX2 LED P4 40K 70CRI T3M	D-Series Size 2 Area Luminaire P4 Performance Package 4000K CCT 70 CRI Type 3 Medium	1	35040	0.94	272.65
	B	3	Lithonia Lighting	DSX2 LED P5 40K 70CRI TFTM	D-Series Size 2 Area Luminaire P5 Performance Package 4000K CCT 70 CRI Forward Throw	1	41069	0.94	326.58
	C	3	Lithonia Lighting	DSX2 LED P3 40K 70CRI TFTM	D-Series Size 2 Area Luminaire P3 Performance Package 4000K CCT 70 CRI Forward Throw	1	30068	0.94	219.4
	D	1	Lithonia Lighting	DSX2 LED P4 40K 70CRI TFTM	D-Series Size 2 Area Luminaire P4 Performance Package 4000K CCT 70 CRI Forward Throw	1	35808	0.94	272.65
	E	2	Lithonia Lighting	DSX2 LED P1 40K 70CRI T3M	D-Series Size 2 Area Luminaire P1 Performance Package 4000K CCT 70 CRI Type 3 Medium	1	19480	0.94	134.5
	G	2	Lithonia Lighting	DSX2 LED P3 40K 70CRI T2M HS	D-Series Size 2 Area Luminaire P3 Performance Package 4000K CCT 70 CRI Type 2 Medium House-side Shield	1	25236	0.94	219.4011
	F	5	Lithonia Lighting	DSX2 LED P1 40K 70CRI T2M HS	D-Series Size 2 Area Luminaire P1 Performance Package 4000K CCT 70 CRI Type 2 Medium House-side Shield	1	16708	0.94	134.5029

Pineville Industrial Development

Traffic Impact Analysis

Pineville, North Carolina

January 12, 2018



Prepared for:

MPV Properties, LLC

TIMMONS GROUP

YOUR VISION ACHIEVED THROUGH OURS.



Contact: Cliff Lawson, PE, PTOE

5410 Trinity Road, Suite 102 • Raleigh, NC 27607
(919) 866-4951 phone • (919) 859-5663 fax
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FIGURE 4-2: 2019 PHASE I TRIP DISTRIBUTION VOLUMES

FIGURE 4-3: 2024 PHASE I TRIP DISTRIBUTION VOLUMES

FIGURE 5-1: 2019 PHASE I BUILD TRAFFIC VOLUMES

FIGURE 5-2: 2024 PHASE I BUILD TRAFFIC VOLUMES

APPENDICES

Appendix A – Traffic Counts

Appendix B – Accident Data

Appendix C – Traffic Signal Plans

Appendix D – Synchro / SimTraffic Analysis Outputs

Appendix E – Approved Developments

1 INTRODUCTION

This report presents the findings of the traffic impact analysis for the proposed Pineville Industrial Development (Phases I and II). The development will be located off Industrial Drive, in Pineville, NC (see **Figure 1-1**) and will consist of a 510,000 square-foot (SF) warehousing building to be constructed in 2019 as part of Phase I and a 340,000 SF industrial building to be constructed in 2024 as part of Phase II.

Analyses were completed for the 2017 Existing traffic volumes and the 2019 and 2024 (Phases I & II) Background and 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 connection to Industrial Drive, the intersections of Industrial Drive / Pineville Road / Polk Street and Industrial Drive / Rodney Street, as well as the two railroad crossings of Industrial Drive.

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

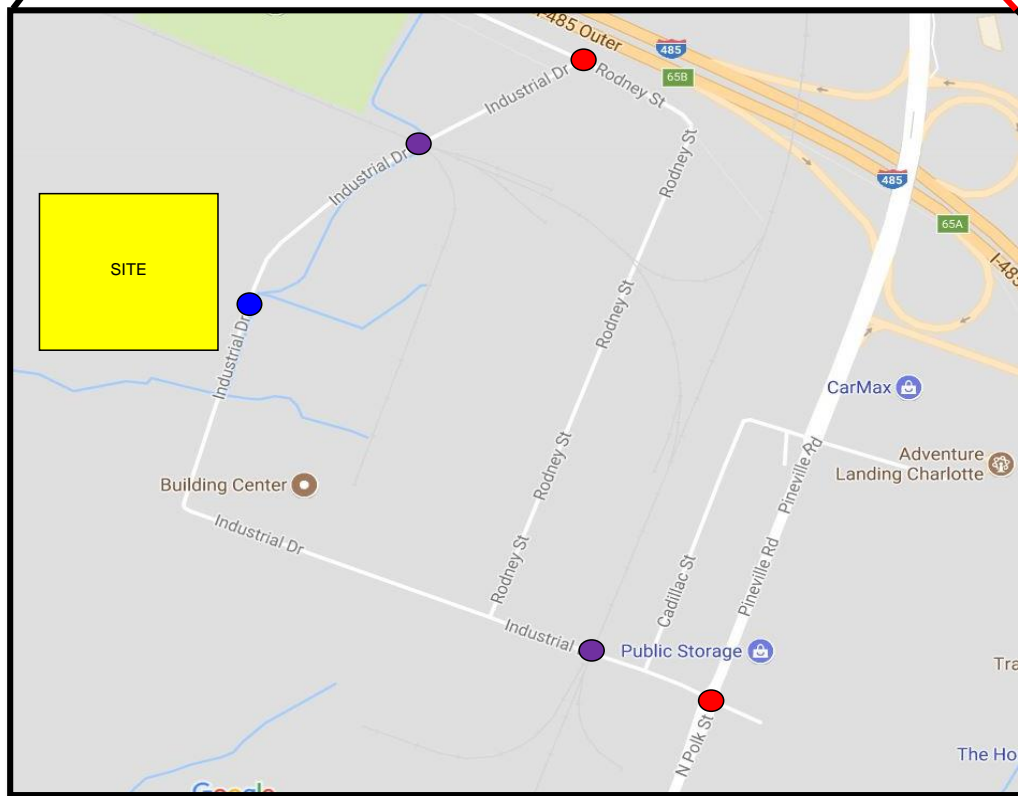
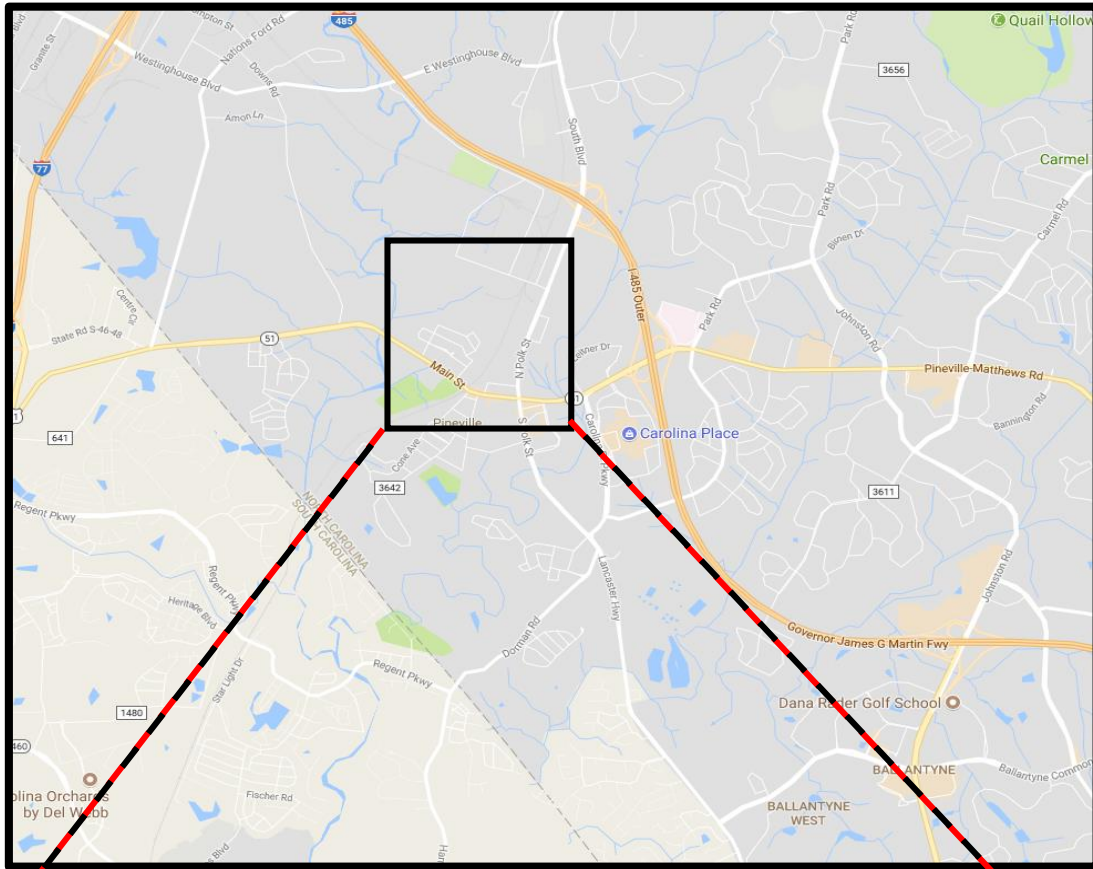
1. Data Collection – AM (7:00 – 9:00) and PM (4:00 – 6:00) peak hour turning movement counts were collected in May and October 2017 at the following four (4) intersections / crossings:
 - Industrial Drive / Pineville Road / Polk Street (signalized);
 - Industrial Drive / Rodney Street (unsignalized);
 - Industrial Drive / Northern Railroad Crossing* (unsignalized); and
 - Industrial Drive / Southern Railroad Crossing*(signalized);
- *Railroad Crossings of Industrial Drive.
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 square footage (510,000 SF & 340,000 SF respectively) as the independent variable, as well as the average rate and the equation (per NCDOT guidelines). Projected future traffic volumes were calculated using a 2% ambient growth rate and site trips from the adjacent residential development
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:
 - Industrial Drive / Pineville Road / Polk Street;
 - Industrial Drive / Rodney Street; and
 - Site Driveway #1 / Industrial Drive.

Additionally, queue lengths along industrial drive were observed / recorded to determine if there were any impacts to the two railroad crossings with 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 / railroad crossing improvements proposed to accommodate projected site-generated traffic were evaluated (if applicable).



NOT TO SCALE



Legend

- = Study Area Intersection
- = Driveway Intersection
- = Railroad Crossing

2 EXISTING INFORMATION

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

2.1 STUDY LIMITS

Access to the proposed site will be provided through one site driveway connection to the outside roadway network made via Industrial Drive (Site Driveway #1). Site Driveway #1 will be located approximately 2,500' (C/L to C/L) south of Rodney Street, approximately 1,650' (C/L to C/L) south of the northern railroad crossing, and approximately 2,715' (C/L to C/L) northwest of the southern railroad crossing. The northern railroad crossing is located approximately 875' (C/L to C/L) south of Rodney Street. Finally, the southern railroad crossing is located approximately 600' (C/L to C/L) west of Pineville Road / Polk Street.

The proposed entrance is 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 industrial development.

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

1. Industrial Drive / Pineville Road / Polk Street
2. Industrial Drive / Rodney Street
3. Industrial Drive / Southern Railroad Crossing*
4. Industrial Drive / Northern Railroad Crossing*
5. Site Driveway #1 / Industrial Drive

*Existing railroad crossing of Industrial Drive.

2.2 EXISTING ROADWAYS

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).

Industrial Drive is a two-lane facility that runs approximately north-south in front of the proposed site before turning east-west to intersect Pineville Road / Polk Street. 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.

Rodney Street is a two-lane facility that runs approximated east-west, north of the project study area. The facility has a posted 35-mph speed limit and primarily services the existing industrial park. Rodney Street runs from Industrial Drive in the south to E Westinghouse Boulevard in the northwest.

2.3 EXISTING INTERSECTIONS / RAILROAD CROSSINGS

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.

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.

Industrial Drive / Rodney Street is an unsignalized T-intersection with the northbound Industrial Drive approach encountering the stopped condition. The northbound approach consists of a shared left / right-turn lane. The eastbound approach consists of a shared through / right-turn lane. The westbound approach consists of a shared left-turn / through lane.

Industrial Drive / Northern Railroad Crossing is an unsignalized crossing including cross-buck signage denoting the crossing. At the crossing, Industrial Drive consists of a two-lane roadway section.

Industrial Drive / Southern Railroad Crossing is a signalized crossing including overhead flashers, gates, and cross-buck signage. At the crossing, Industrial Drive consists of a two-lane roadway section.

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 and October 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 (2012 –2017) was provided by the NCDOT. Per **Table 2-1** below, the intersection of Industrial Drive / Pineville Road / Polk Street had 18 reported accidents. Crash data for the intersection of Industrial Drive / Rodney Street, was provided in December and showed only one accident occurring in 2005. No fatal crashes were reported at the intersection of Polk Street / Pineville Road / Industrial Drive or Industrial / Rodney Street. A crash summary (provided in **Appendix B**) has been included in **Table 2-1** below summarizing the number of crashes, type of crash (injury / property damage), and year of occurrence.

Table 2-1: Crash Information

Location	2012	2013	2014	2015	2016	2017	Injury	Property Damage
Polk Street / Pineville Road / Industrial Drive	2	4	7	8	4	3	10	18
Industrial Drive / Rodney Street	0	0	0	1	0	0	0	1

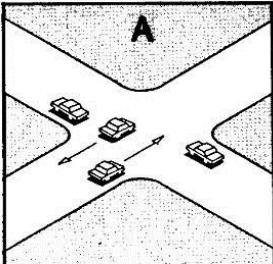
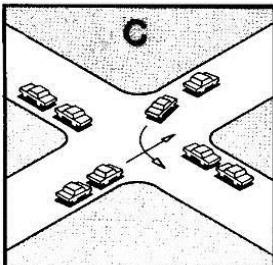
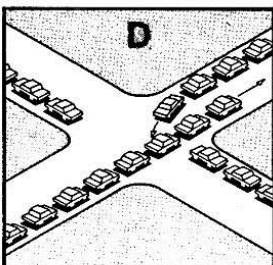
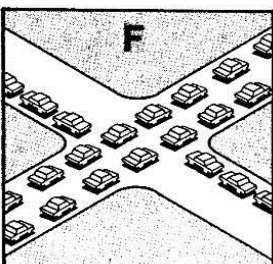
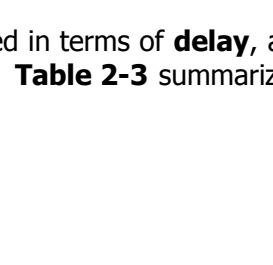
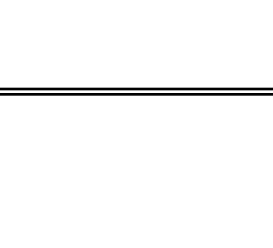
2.6 CAPACITY ANALYSIS

Using field observations, aerial photography, and traffic count data, traffic operations were analyzed during 2017 (existing) and 2019 / 2024 (without and with the proposed development site trips for Phases I & II).

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 involves delay to all motorists due to congestion.	Very long queues may create lengthy 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 area 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

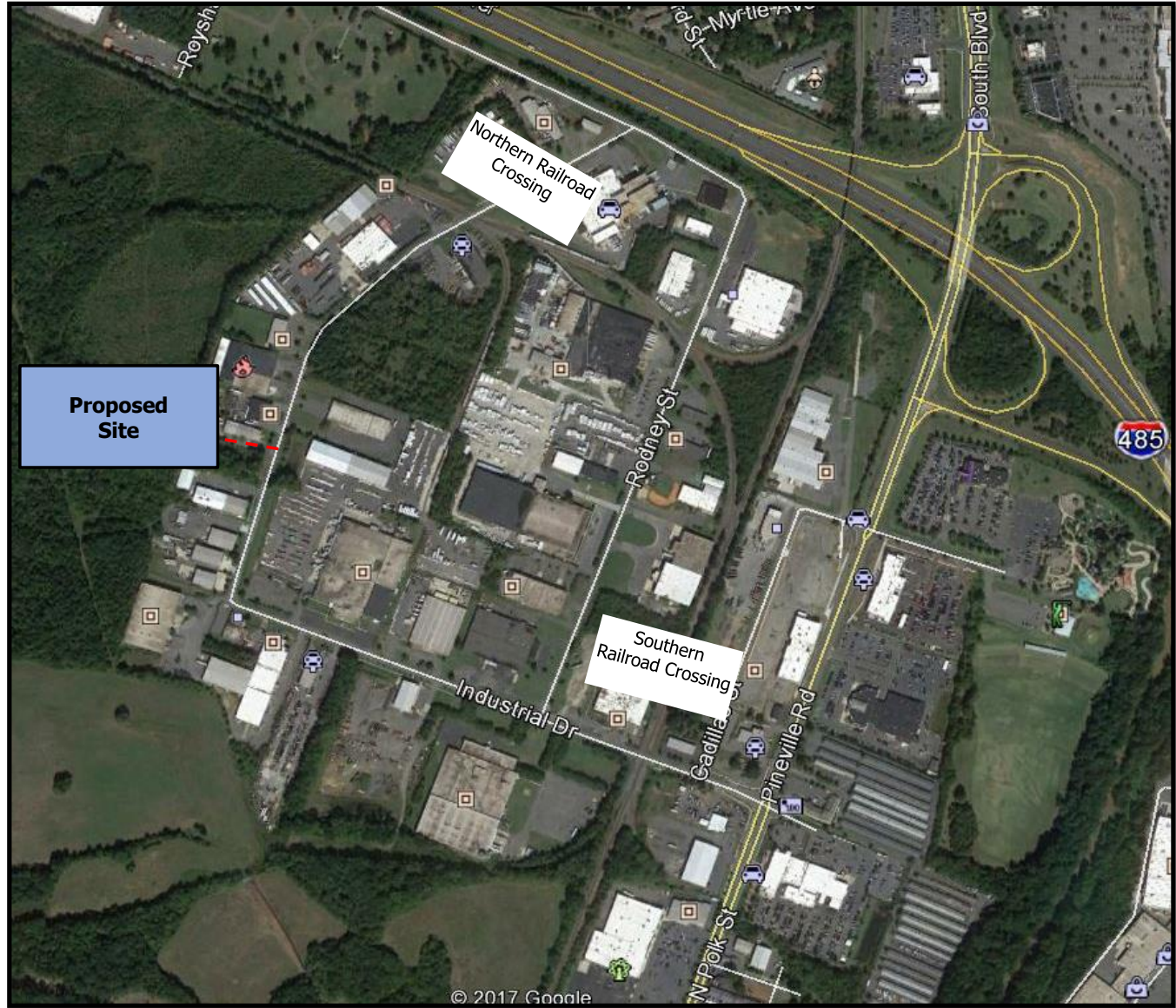
Source: Exhibit 16-2 and Exhibit 17-2 from TRB's "Highway Capacity Manual 2000"

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
- Existing green splits with timing values found in the provided traffic signal plans (see **Appendix C**).



NOT TO SCALE



LEGEND:

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



SITE PLAN




Industrial Drive - June 23, 2017



0 400 800 Feet

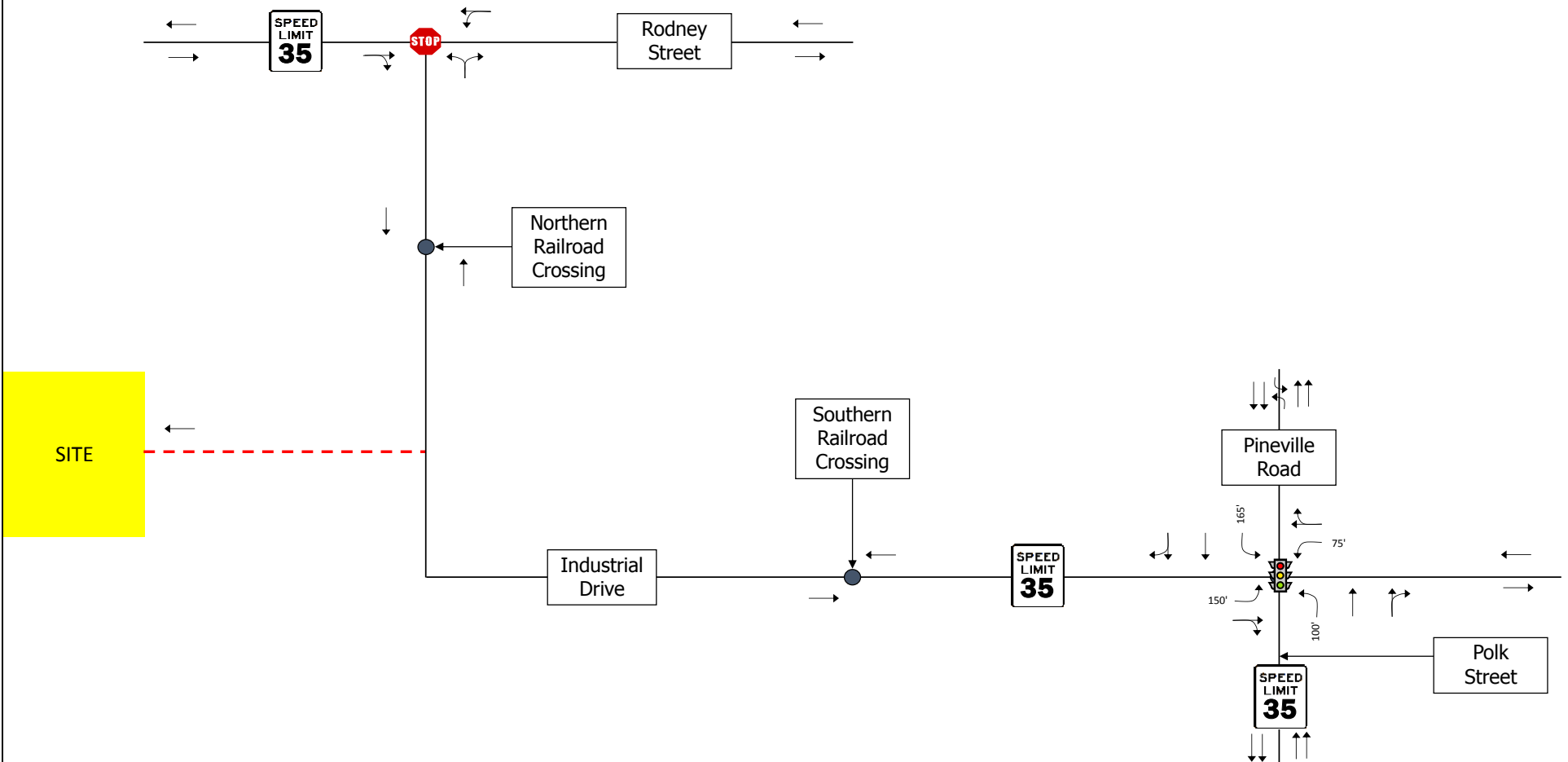


LEGEND:

- Existing Road
- - - Proposed Road
-  Signalized Intersection
-  Unsignalized Intersection
-  Lane Configuration

Item 7.

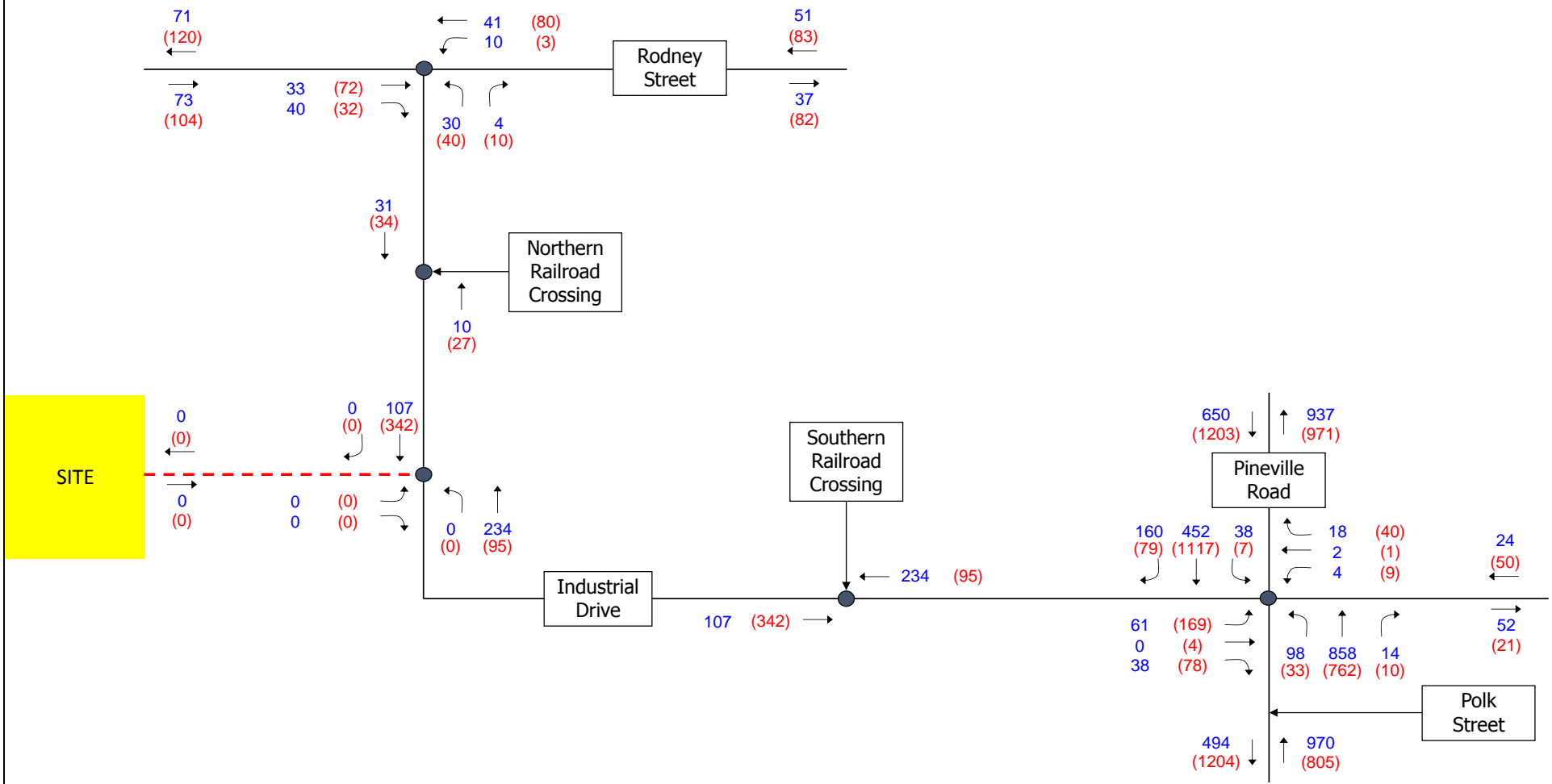
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NOT TO SCALE

LEGEND:

- Existing Road
- Proposed Road
- XX AM Peak Hour Volume (vph)
- (XX) PM Peak Hour Volume (vph)



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**.

The signalized intersection of Polk Street / Pineville Road / Industrial Drive is currently operating at a LOS B during both the AM and PM peak hours. During the PM peak hour, Synchro projects that the 95th percentile queue length for the eastbound left-turn lane (170-feet) exceeds available storage (150-feet). Existing turn-lane storage is adequate to handle all remaining 95th percentile queue lengths.

All unsignalized intersection movements at the intersection of Industrial Drive / Rodney Street are currently operating at a LOS A during the AM and PM peak hours.

**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)
1. Polk Street / Pineville Road (N-S) at Industrial Drive (E-W) Signalized	EB Left	150	19.4	B	55	33.2	C	170
	EB Thru/Right		24.1	C	48	32.1	C	106
	<i>EB Approach</i>		21.2	C	--	32.9	C	--
	WB Left	75	19.2	B	8	27.1	C	18
	WB Thru/Right		29.4	C	32	41.3	D	63
	<i>WB Approach</i>		27.9	C	--	38.7	D	--
	NB Left	100	6.9	A	43	7.9	A	20
	NB Thru/Right		11.7	B	263	11.0	B	242
	<i>NB Approach</i>		11.3	B	--	10.9	B	--
	SB Left	165	6.8	A	21	7.1	A	7
	SB Thru/Right		14.2	B	179	19.7	B	444
	<i>SB Approach</i>		13.7	B	--	19.6	B	--
	Overall		13.0	B	--	18.4	B	--
2. Industrial Drive (N-S) at Rodney Street (E-W) Unsignalized	EB Thru/Right		0.0	A	0	0.0	A	0
	<i>EB Approach</i>		†	†	--	†	†	--
	WB Left/Thru		1.5	A	1	0.3	A	0
	<i>WB Approach</i>		†	†	--	†	†	--
	NB Left/Right		9.3	A	3	9.7	A	5
	<i>NB Approach</i>		†	†	--	†	†	--

† 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 is one approved development in the project study area that will be partially or fully built-out by 2019 and 2024, respectively: Cranford Drive Residential Development (see **Appendix E**). Listed below is the approved development, site trip distribution assumptions, and proposed offsite improvements.

- Cranford Drive Residential Development
 - TIA completed by Timmons Group (sealed 8/25/17)
 - Located off Main Street in Pineville, NC
 - Assumed to be fully constructed prior to the Pineville Industrial Development*
 - 170 detached single-family residential units and 155 townhomes – Land Use Codes (LUC) 210 and 230
 - One site driveway connection to Industrial Drive
 - Trip distribution found in existing TIA
 - No assumed offsite improvements

*The build analysis year for the Cranford Drive Residential TIA was 2021; however, to provide a more conservative analysis, it was assumed the development would be fully constructed prior to 2019.

Projected and distributed trips from the approved development (see **Appendix E**) were totaled and are shown in **Figure 3-1**. These trips were added to the 2019 ambient volumes (existing traffic volumes multiplied by a 2% growth factor – found in TIAs for adjacent studies) to determine the 2019 Phase I Background traffic volumes (see **Figure 3-2**). Similarly, approved development trips were added to the 2024 ambient volumes and 2019 Phase I Trip Distribution traffic volumes (see **Figure 4-1**) to determine the 2024 Phase II Background traffic volumes (see **Figure 3-3**).

3.3 2021 BACKGROUND ANALYSIS

Table 3-2a summarizes the 2019 Phase I Background intersection LOS, delay, and 95th percentile queue lengths based on the geometry shown in **Figure 2-3** and the 2019 Phase I Background traffic volumes shown in **Figure 3-2**. The corresponding SYNCHRO output is included in **Appendix D**.

The signalized intersection of Polk Street / Pineville Road / Industrial Drive is projected to operate at a LOS B during the 2019 Phase I Background 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 (238-feet) will exceed available storage (150-feet). Existing turn-lane storage is adequate to handle all remaining 95th percentile queue lengths.

All unsignalized intersection movements at the intersection of Industrial Drive / Rodney Street are projected to operate at a LOS A during the 2019 Phase I Background AM and PM peak hours.

**Table 3-2a: Intersection Level of Service, Delay and 95th Percentile Queue Summary
2019 Phase I 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)
1. Polk Street / Pineville Road (N-S) at Industrial Drive (E-W) Signalized	EB Left	150	23.1	C	89	43.3	D	#238
	EB Thru/Right		26.0	C	67	37.2	D	133
	<i>EB Approach</i>		24.1	C	--	41.3	D	--
	WB Left	75	20.5	C	9	29.9	C	20
	WB Thru/Right		32.0	C	34	45.1	D	71
	<i>WB Approach</i>		30.3	C	--	42.5	D	--
	NB Left	100	7.8	A	48	8.2	A	26
	NB Thru/Right		15.1	B	282	10.6	B	261
	<i>NB Approach</i>		14.3	B	--	10.4	B	--
	SB Left	165	7.3	A	22	7.1	A	8
	SB Thru/Right		15.6	B	196	22.7	C	527
	<i>SB Approach</i>		15.1	B	--	22.6	C	--
	Overall		15.7	B	--	21.1	C	--
2. Industrial Drive (N-S) at Rodney Street (E-W) Unsignalized	EB Thru/Right		0.0	A	0	0.0	A	0
	<i>EB Approach</i>		†	†	--	†	†	--
	WB Left/Thru		1.4	A	1	0.3	A	0
	<i>WB Approach</i>		†	†	--	†	†	--
	NB Left/Right		9.4	A	5	9.8	A	6
	<i>NB Approach</i>		†	†	--	†	†	--

† 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.

Table 3-2b summarizes the 2024 Phase II Background intersection LOS, delay, and 95th percentile queue lengths based on the geometry shown in **Figure 2-3** and the 2024 Phase II Background traffic volumes shown in **Figure 3-3**. The corresponding SYNCHRO output is included in **Appendix D**.

The signalized intersection of Polk Street / Pineville Road / Industrial Drive is projected to operate at a LOS B during the 2024 Phase II Background 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 (279-feet) will exceed available storage (150-feet). Existing turn-lane storage is adequate to handle all remaining 95th percentile queue lengths.

All unsignalized intersection movements at the intersection of Industrial Drive / Rodney Street are projected to operate at a LOS B or better during the 2019 Phase II Background AM and PM peak hours.

All unsignalized intersection movements at the intersection of Industrial Drive / Site Driveway #1 are projected to operate at a LOS B or better during the 2024 Phase II Background AM and PM peak hours.

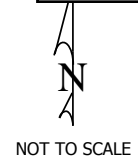
**Table 3-2b: Intersection Level of Service, Delay and 95th Percentile Queue Summary
2024 Phase II Background Traffic Volumes**

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)
1. Polk Street / Pineville Road (N-S) at Industrial Drive (E-W) Signalized	EB Left	150	28.0	C	117	64.5	E	#279
	EB Thru/Right		29.2	C	84	44.3	D	248
	<i>EB Approach</i>		28.4	C	--	56.5	E	--
	WB Left	75	23.0	C	12	32.9	C	21
	WB Thru/Right		34.6	C	37	50.6	D	76
	<i>WB Approach</i>		32.4	C	--	47.5	D	--
	NB Left	100	10.8	B	81	10.3	B	38
	NB Thru/Right		16.3	B	331	11.4	B	300
	<i>NB Approach</i>		15.4	B	--	11.3	B	--
	SB Left	165	7.7	A	24	7.0	A	8
	SB Thru/Right		20.3	C	248	27.5	C	674
	<i>SB Approach</i>		19.6	B	--	27.4	C	--
	Overall		18.3	B	--	26.9	C	--
2. Industrial Drive (N-S) at Rodney Street (E-W) Unsignalized	EB Thru/Right		0.0	A	0	0.0	A	0
	<i>EB Approach</i>		†	†	--	†	†	--
	WB Left/Thru		1.9	A	1	0.4	A	0
	<i>WB Approach</i>		†	†	--	†	†	--
	NB Left/Right		9.6	A	6	10.1	B	8
	<i>NB Approach</i>		†	†	--	†	†	--
3. Industrial Drive (N-S) at Site Driveway #1 (E-W) Unsignalized	EB Thru/Right		9.5	A	3	13.0	B	22
	<i>EB Approach</i>		†	†	--	†	†	--
	NB Left/Thru		2.8	A	7	2.3	A	3
	<i>NB Approach</i>		†	†	--	†	†	--
	SB Thru/Right		0.0	A	0	0.0	A	0
	<i>SB Approach</i>		†	†	--	†	†	--

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

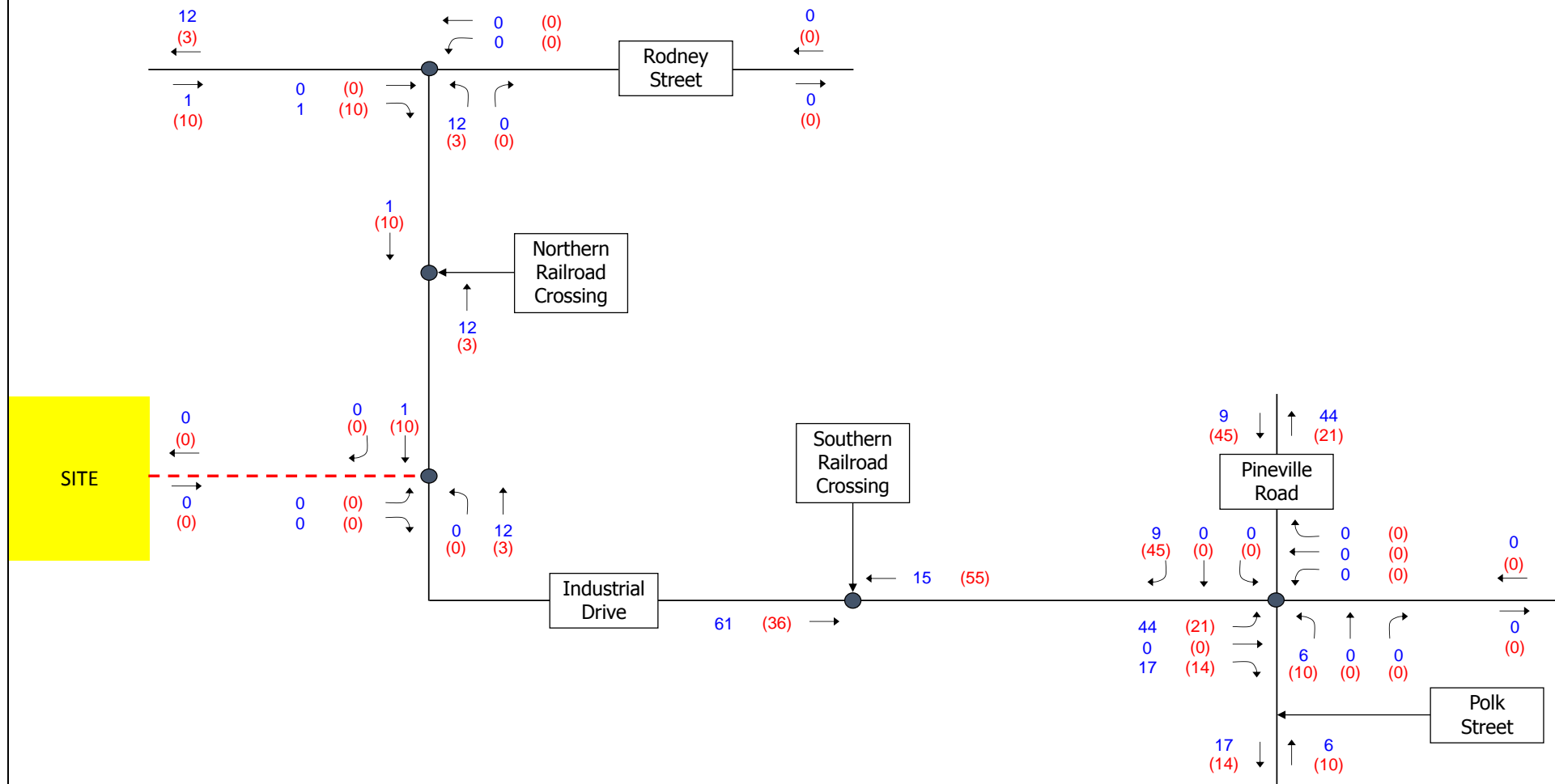
- 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

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



LEGEND:

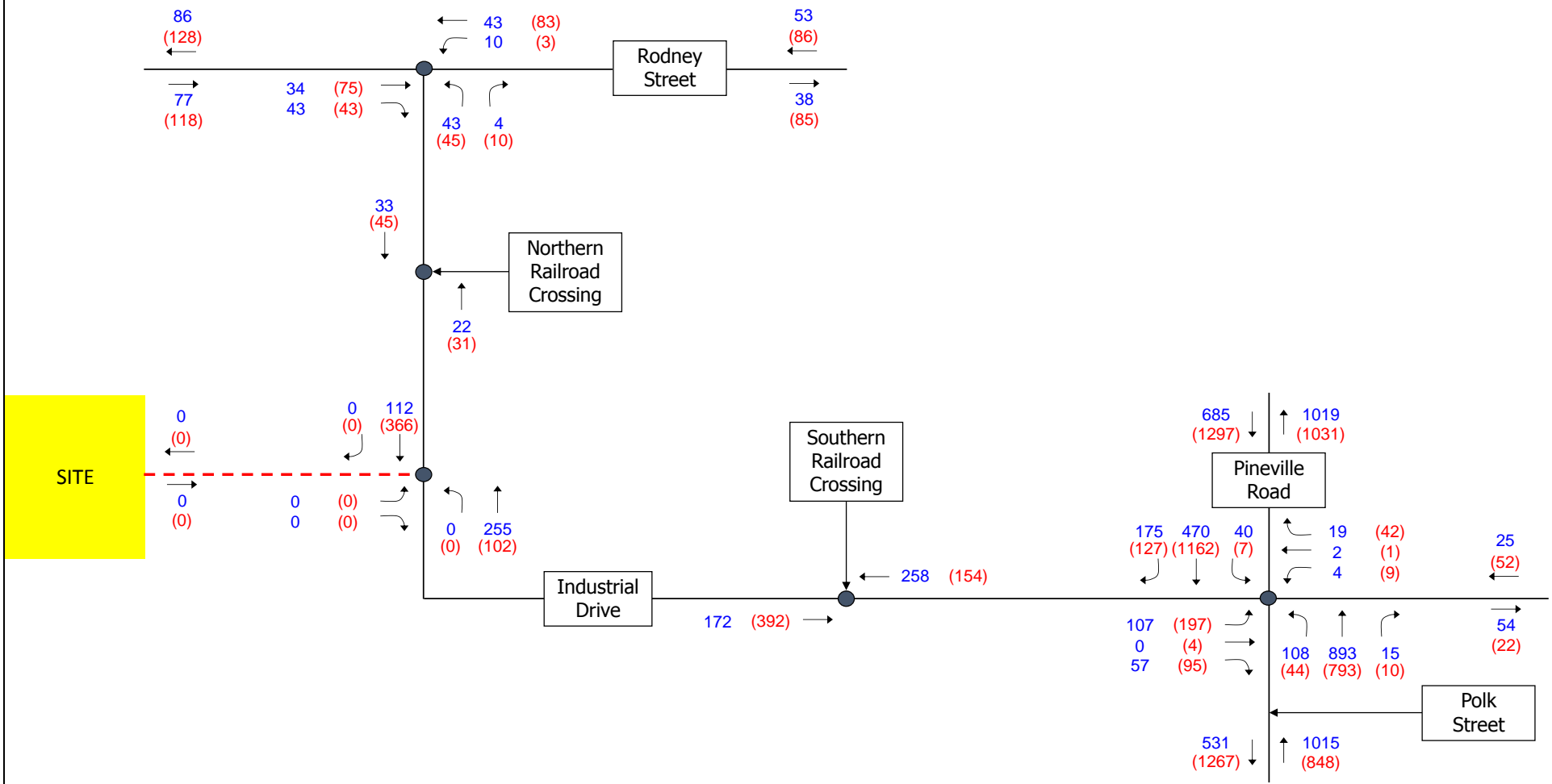
- Existing Road
- Proposed Road
- XX AM Peak Hour Volume (vph)
- (XX) PM Peak Hour Volume (vph)



NOT TO SCALE

LEGEND:

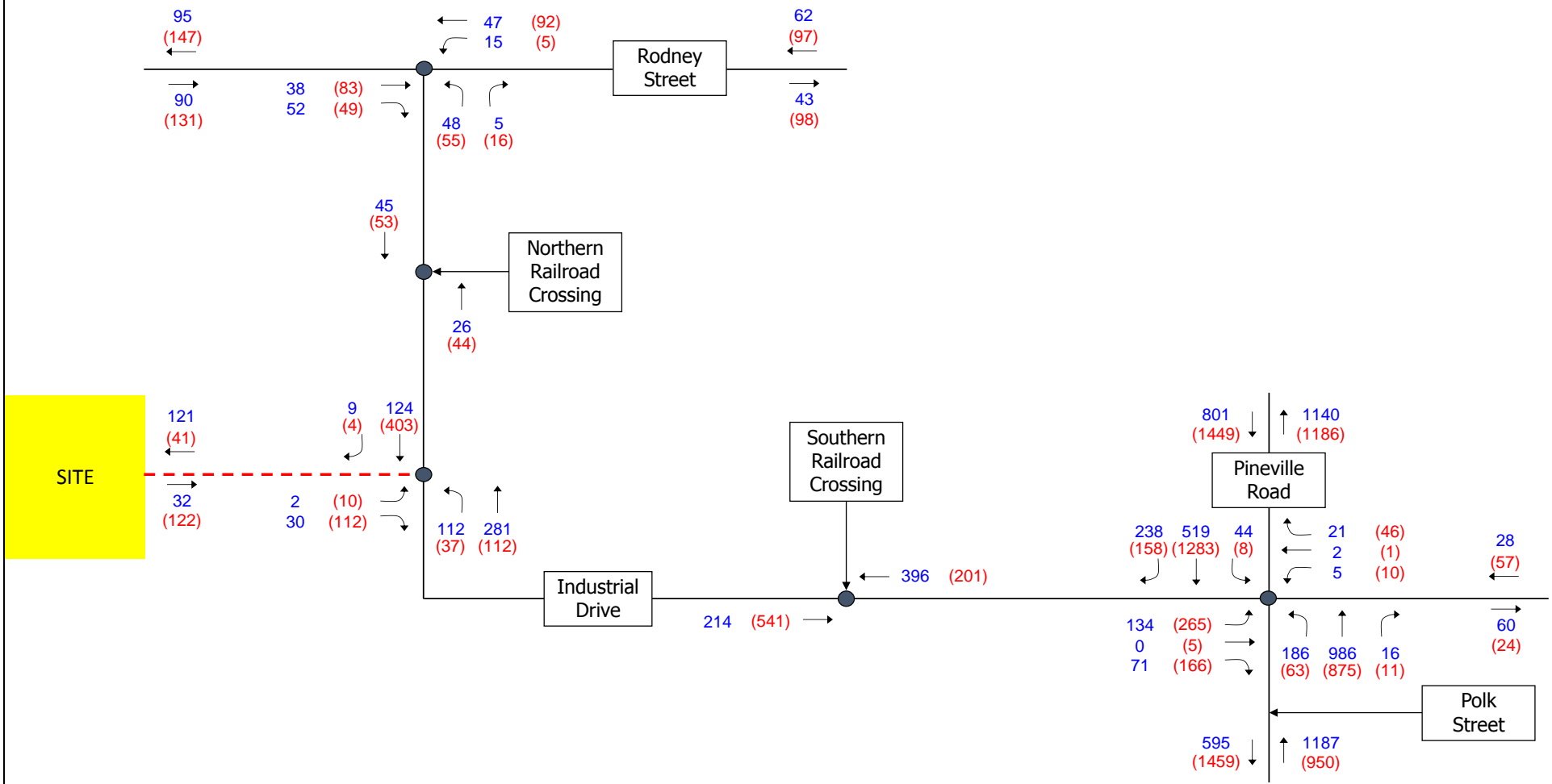
- Existing Road
- Proposed Road
- XX AM Peak Hour Volume (vph)
- (XX) PM Peak Hour Volume (vph)





LEGEND:

- Existing Road
- Proposed Road
- XX AM Peak Hour Volume (vph)
- (XX) PM Peak Hour Volume (vph)



**Pineville Industrial Development
Traffic Impact Analysis**
2024 Phsae II Background Traffic Volumes

Figure 3-3

4 SITE TRIP GENERATION AND DISTRIBUTION

Site trips for the Pineville Industrial Development were estimated based on the proposed land use supplied by the developer and subsequently distributed onto the surrounding roadway network for each phase of construction.

4.1 TRIP GENERATION

The traffic generation potential of the proposed development was determined using the *ITE Trip Generation Manual* (Institute of Transportation Engineers, 9th Edition, 2012). **Tables 4-1a** and **4-1b** below list the ITE Land Use Code (LUC) and independent variable used for the development during Phase I and Phase II. Trip generation values were calculated using the total square footage (510,000 SF & 340,000 SF respectively) as the independent variable as well as the average rate and the equation (per NCDOT guidelines).

Table 4-1a: Phase I 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
510 – Warehousing	510,000 SF	908	908	1,816	121	32	153	41	122	163

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

Phase I AM peak hour trips generated totaled 121 incoming and 32 outgoing where PM peak hour trips totaled 41 incoming and 122 outgoing. Average daily traffic (ADT) volumes generated by the development totaled 1,816 vehicles per day. No reduction in trips was included due to internal capture and/or pass-by trips.

Table 4-2b: Phase II 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
510 – Warehousing	510,000 SF	908	908	1,816	121	32	153	41	122	163
110 – General Light Industrial	340,000 SF	1219	1219	2,438	274	37	311	39	289	328
Total:		2,127	2,127	4,254	395	69	464	80	411	491

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

Phase II AM peak hour trips generated totaled 395 incoming and 69 outgoing where PM peak hour trips totaled 80 incoming and 411 outgoing. Average daily traffic (ADT) volumes generated by the development totaled 4,254 vehicles per day. No reduction in trips was included due to internal capture and/or pass-by trips.

4.2 TRIP DISTRIBUTION

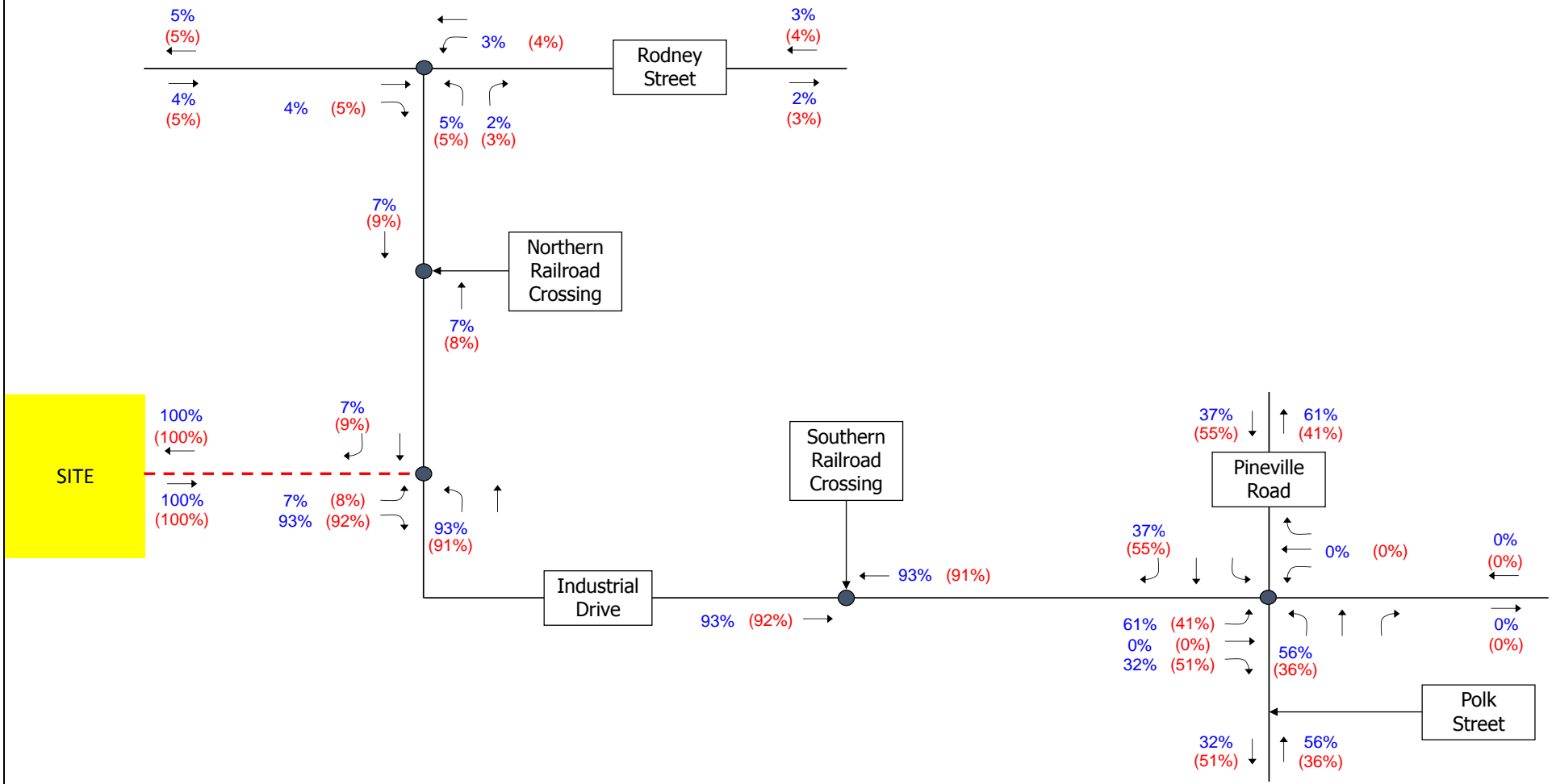
The directional traffic patterns, or trip distribution, of the site-generated traffic was determined using the existing AM and PM peak hour traffic characteristics. It was assumed, for purposes of this study, that all site traffic would enter and exit the study area in the same manner as the existing traffic. Area trip distribution is based on traffic counts performed by Timmons Group. Total trips into and out of the study area using Rodney Street, Industrial Drive, Polk Street, 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 2019 Phase I and 2024 Phase II build-

out scenarios. **Figure 4-1** shows the trip distribution percentages and **Figures 4-2** and **4-3** show the 2019 and 2024 Phases I and II site trip distribution volumes, respectively. 2019 Phase I Build traffic volumes were determined by applying the Phase I site trip distribution volumes to the 2019 Phase I Background traffic volumes (see **Figure 3-2**). Similarly, 2024 Phase II Build traffic volumes were determined by applying the Phase II site trip distribution volumes to the 2024 Phase II Background traffic volumes (see **Figure 3-3**).



LEGEND:

- Existing Road
- Proposed Road
- XX AM Peak Hour Percents
- (XX) PM Peak Hour Percents

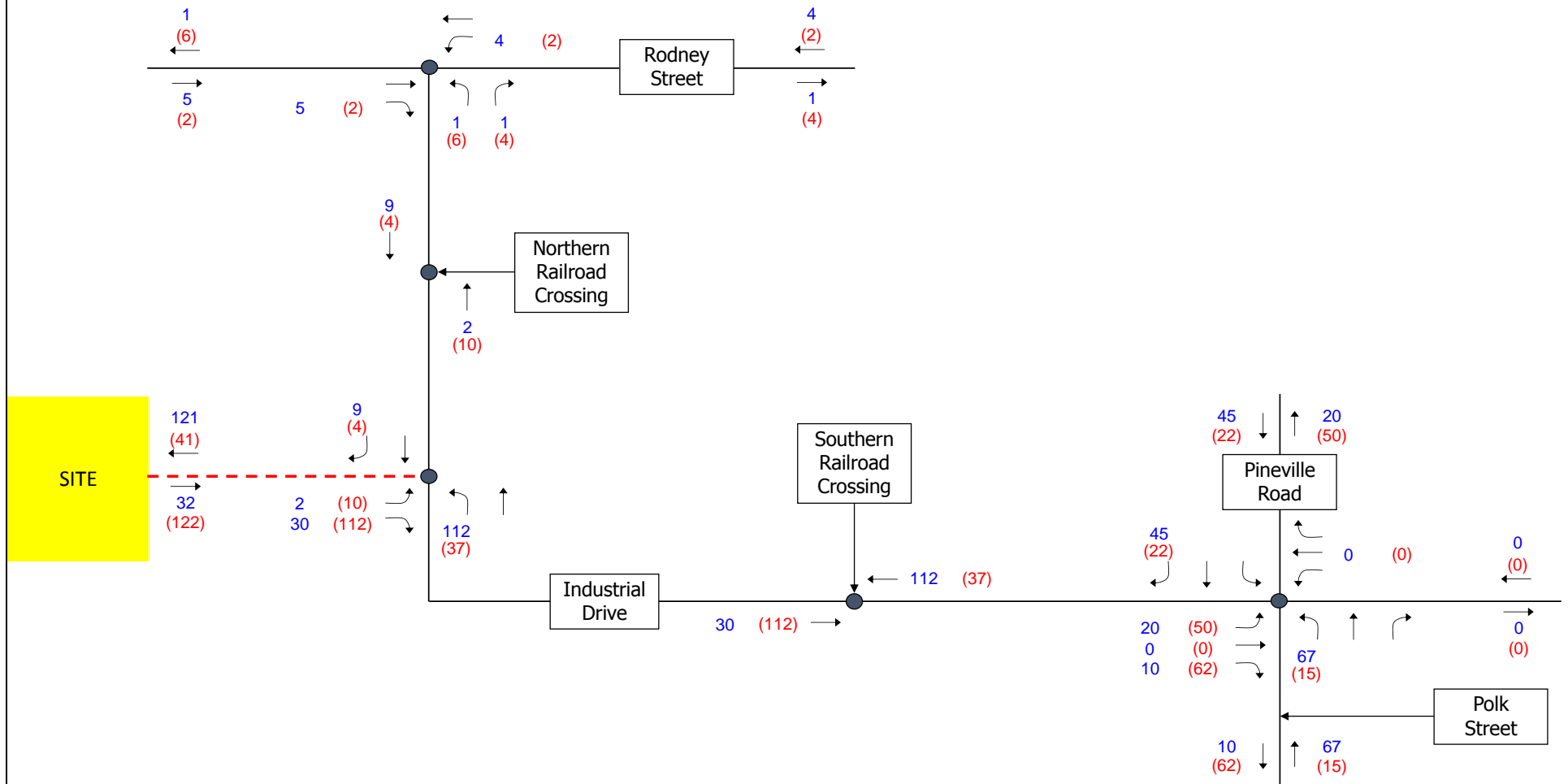


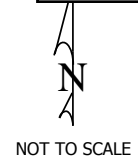
LEGEND:

- Existing Road
- - - Proposed Road
- XX AM Peak Hour Volume (vph)
- (XX) PM Peak Hour Volume (vph)

Item 7.

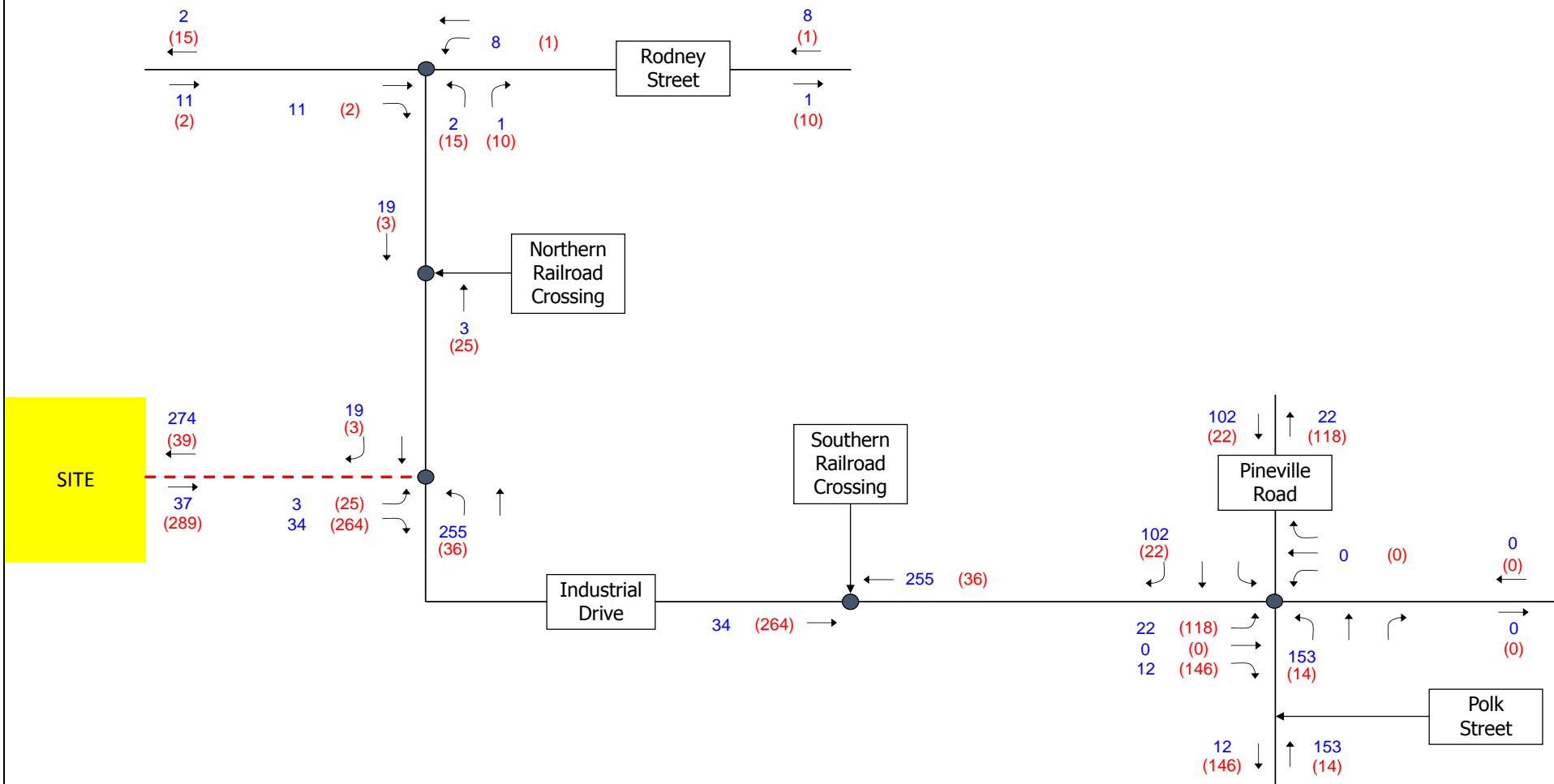
NOT TO SCALE





LEGEND:

- Existing Road
- Proposed Road
- XX AM Peak Hour Volume (vph)
- (XX) PM Peak Hour Volume (vph)



5 PHASE I & II BUILD CONDITION AND ANALYSIS

To complete the 2019 Phase I and 2024 Phase II Build analyses (including the proposed development), the estimated site trips were added to the 2019 Phase I and 2024 Phase II Background traffic volumes, respectively. The projected total volumes, along with the existing intersection geometry, were used to complete the capacity and turn lane warrant analyses.

5.1 PHASE I & II BUILD TRAFFIC VOLUMES

The 2019 Phase I Background traffic volumes from **Figure 3-2** were added to the Phase I projected site trips from the Pineville Industrial Development (**Figure 4-2**) to generate the 2019 Phase I Build traffic volumes (background + site) shown on **Figure 5-1**. Similarly, the 2024 Phase II Background traffic volumes from **Figure 3-3** were added to the Phase II projected site trips (**Figure 4-3**) to generate the 2024 Phase II Build traffic volumes shown on **Figure 5-2**.

5.2 PHASE I & II BUILD ANALYSIS

Table 5-1a summarizes the 2019 Phase I Build intersection LOS, delay, and 95th percentile queue lengths based on 2019 Phase I Build traffic volumes (shown on **Figure 5-1**).

The signalized intersection of Polk Street / Pineville Road / Industrial Drive is projected to operate at a LOS B during the 2019 Phase I Build 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 (267-feet) will exceed 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 Phase I of the proposed development.

All unsignalized intersection movements at the intersection of Industrial Drive / Rodney Street are projected to operate at a LOS A during the 2019 Phase I Build AM and PM peak hours. Because all intersection movements are 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 Phase I of the proposed development.

All unsignalized intersection movements at the intersection of Industrial Drive / Site Driveway #1 are projected to operate at a LOS A during the 2019 Phase I Build AM and PM peak hours. No improvements are recommended to help mitigate future capacity concern at the proposed site driveway due to the construction of Phase I of the proposed development. 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.

**Table 5-1a: Intersection Level of Service, Delay and 95th Percentile Queue Summary
2019 Phase I 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)
1. Polk Street / Pineville Road (N-S) at Industrial Drive (E-W) Signalized	EB Left	150	24.1	C	104	53.3	D	#267
	EB Thru/Right		26.3	C	76	41.5	D	#224
	<i>EB Approach</i>		24.8	C	--	48.6	D	--
	WB Left	75	20.8	C	9	30.7	C	20
	WB Thru/Right		32.0	C	34	46.2	D	72
	<i>WB Approach</i>		30.3	C	--	43.5	D	--
	NB Left	100	9.4	A	76	8.9	A	33
	NB Thru/Right		15.2	B	286	10.7	B	265
	<i>NB Approach</i>		14.3	B	--	10.5	B	--
	SB Left	165	7.5	A	22	7.1	A	8
	SB Thru/Right		19.2	B	220	24.3	C	571
	<i>SB Approach</i>		18.5	B	--	24.3	C	--
	Overall		17.0	B	--	23.9	C	--
2. Industrial Drive (N-S) at Rodney Street (E-W) Unsignalized	EB Thru/Right		0.0	A	0	0.0	A	0
	<i>EB Approach</i>		†	†	--	†	†	--
	WB Left/Thru		1.9	A	1	0.5	A	0
	<i>WB Approach</i>		†	†	--	†	†	--
	NB Left/Right		9.5	A	5	9.9	A	8
	<i>NB Approach</i>		†	†	--	†	†	--
3. Industrial Drive (N-S) at Site Driveway #1 (E-W) Unsignalized	EB Thru/Right		9.4	A	3	12.4	B	21
	<i>EB Approach</i>		†	†	--	†	†	--
	NB Left/Thru		2.9	A	7	2.4	A	3
	<i>NB Approach</i>		†	†	--	†	†	--
	SB Thru/Right		0.0	A	0	0.0	A	0
	<i>SB Approach</i>		†	†	--	†	†	--

† 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.

Table 5-1b summarizes the 2024 Phase II Build intersection LOS, delay, and 95th percentile queue lengths based on 2024 Phase II Build traffic volumes (shown on **Figure 5-2**).

The signalized intersection of Polk Street / Pineville Road / Industrial Drive is projected to operate at a LOS C during the 2024 Phase II Build AM peak hour and LOS D during the PM peak hour. During the PM peak hour, Synchro projects that the 95th percentile queue length for the eastbound left-turn lane (508-feet) will exceed available storage (150-feet). Additionally, Synchro projects that the 95th percentile queue length for the northbound left-turn lane (363-feet) will exceed available storage (100-feet) during the AM peak hour. 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 Phase II of the proposed development.

All unsignalized intersection movements at the intersection of Industrial Drive / Rodney Street are projected to operate at a LOS B or better during the 2024 Phase II Build AM and PM peak hours. Because all intersection movements are 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 Phase II of the proposed development.

All unsignalized intersection movements at the intersection of Industrial Drive / Site Driveway #1 are projected to operate at a LOS D or better during the 2024 Phase II Build AM and PM peak hours. No improvements are recommended to help mitigate future capacity concern at the proposed site driveway due to the construction of Phase II of the proposed development. 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.

**Table 5-2b: Intersection Level of Service, Delay and 95th Percentile Queue Summary
2024 Phase II 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)
1. Polk Street / Pineville Road (N-S) at Industrial Drive (E-W) Signalized	EB Left	150	30.9	C	136	142.8	F	#508
	EB Thru/Right		30.3	C	96	73.9	E	#546
	<i>EB Approach</i>		30.7	C	--	111.6	F	--
	WB Left	75	23.2	C	12	33.6	C	21
	WB Thru/Right		34.9	C	37	52.2	D	76
	<i>WB Approach</i>		32.6	C	--	49.0	D	--
	NB Left	100	46.7	D	#363	14.5	B	57
	NB Thru/Right		16.0	B	338	11.6	B	300
	<i>NB Approach</i>		23.8	C	--	11.9	B	--
	SB Left	165	7.8	A	25	7.0	A	8
	SB Thru/Right		22.8	C	301	29.7	C	#697
	<i>SB Approach</i>		22.1	C	--	29.6	C	--
	Overall		23.9	C	--	42.6	D	--
2. Industrial Drive (N-S) at Rodney Street (E-W) Unsignalized	EB Thru/Right		0.0	A	0	0.0	A	0
	<i>EB Approach</i>		†	†	--	†	†	--
	WB Left/Thru		2.6	A	1	0.5	A	0
	<i>WB Approach</i>		†	†	--	†	†	--
	NB Left/Right		9.8	A	6	10.3	B	12
	<i>NB Approach</i>		†	†	--	†	†	--
3. Industrial Drive (N-S) at Site Driveway #1 (E-W) Unsignalized	EB Thru/Right		11.7	B	11	31.5	D	193
	<i>EB Approach</i>		†	†	--	†	†	--
	NB Left/Thru		6.2	A	30	3.8	A	6
	<i>NB Approach</i>		†	†	--	†	†	--
	SB Thru/Right		0.0	A	0	0.0	A	0
	<i>SB Approach</i>		†	†	--	†	†	--

† 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.

5.3 RAILROAD CROSSING

Due to the proximity of multiple railroad crossings (along Industrial Drive) to the proposed site, Timmons Group evaluated the need for any crossing improvements due to the construction of the proposed site. Currently, there are two railroad crossings within close proximity of the proposed development.

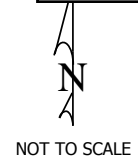
As mentioned earlier in the document, the unsignalized northern railroad crossing includes cross-buck signage for north and southbound drivers to denote the existing crossing. The signalized southern railroad crossing includes overhead flashers, gates, and cross-buck signage for east and westbound drivers to denote the existing crossing. Site Driveway #1 will be located approximately 1,650' (C/L to C/L) south of the northern railroad crossing and approximately 2,715' (C/L to C/L) northwest of the southern railroad crossing. The northern railroad crossing is located approximately 875' (C/L to C/L) south of Rodney Street. Finally, the southern railroad crossing is located approximately 600' (C/L to C/L) west Pineville Road / Polk Street.

Per **Tables 5-1a** and **5-1b**, Synchro projects that the following:

- Site Driveway #1 / Industrial Drive
 - Shared northbound left-turn / through movement 95th percentile queue length projected not to exceed 6-feet during any peak hour for Phases I and II.
 - Shared southbound through / right-turn movement 95th percentile queue length projected to be 0-feet during both peak hours for Phases I and II.
- Industrial Drive / Rodney
 - Shared northbound left/right-turn movement 95th percentile queue length projected not to exceed 12-feet during any peak hour for Phases I and II.
- Industrial Drive / Pineville Road / Polk Street
 - Exclusive eastbound left-turn movement 95th percentile queue length projected not to exceed 508-feet during any peak hour for Phases I and II.
 - Shared eastbound through / right-turn movement 95th percentile queue length projected not to exceed 546-feet during any peak hour for Phases I and II.

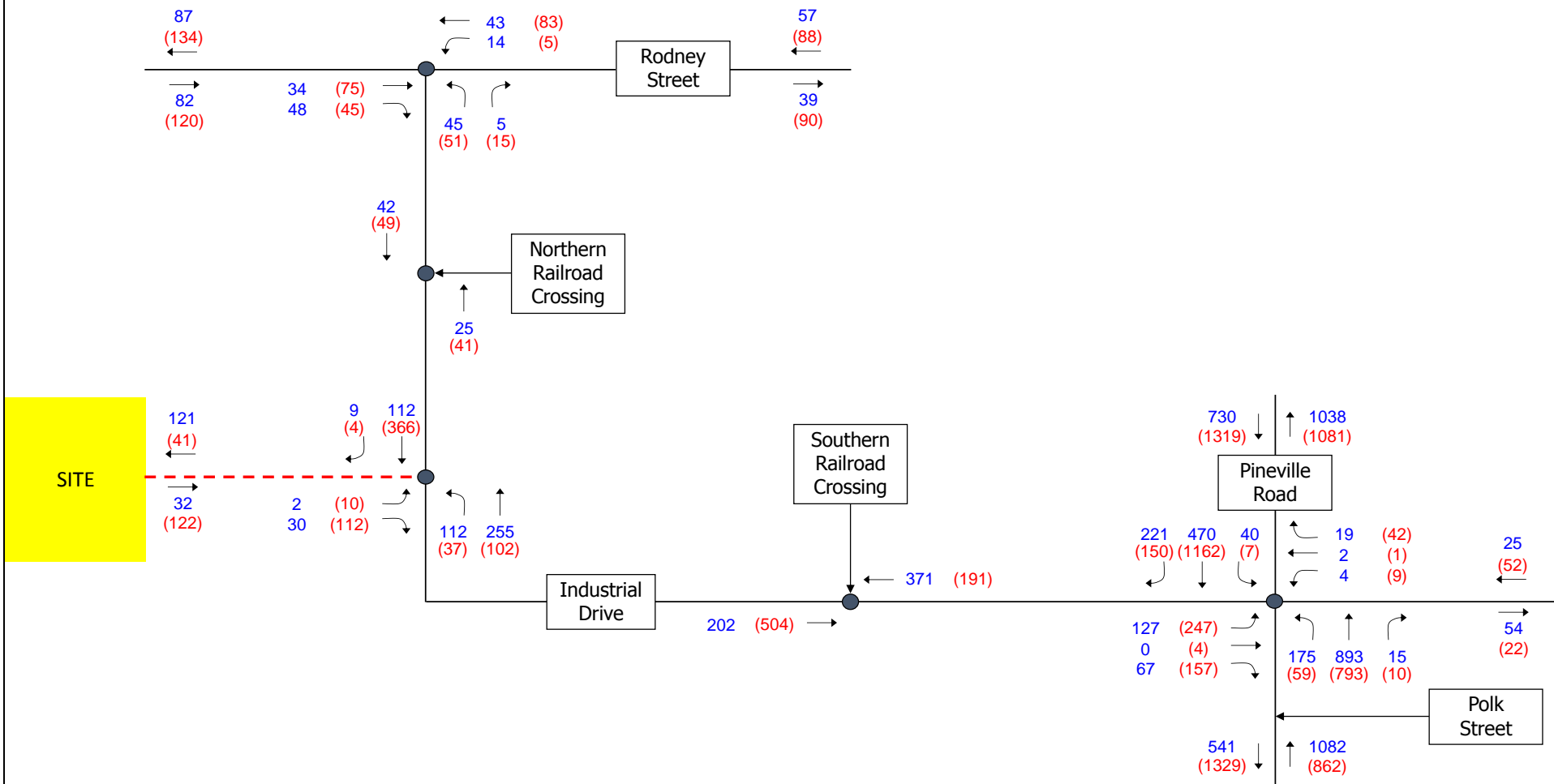
Even though the queuing adjacent to the northern railroad crossing is expected to be minimal (northbound queues at Rodney Street or southbound queues at Site Driveway #1), it is recommended that stop bars be repainted and additional warning signs be placed at the existing crossing to help mitigate any potential safety concerns due to the construction of the proposed development.

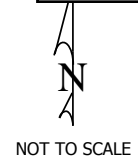
Because Synchro projects that eastbound vehicles could (potentially) spillback (from Pineville Road / Polk Street) to the southern railroad crossing, it is recommended that stop bars be repainted and additional warning signs be placed at the existing crossing to help mitigate any potential safety concerns due to the construction of the proposed development. As mentioned earlier, the southern railroad crossing currently has significant enhancements (overhead flashing, crossing gates, etc.). Following the improvements mentioned above, adequate protection should exist for both vehicles and trains to allow for the crossing to operate safely and efficiently.



LEGEND:

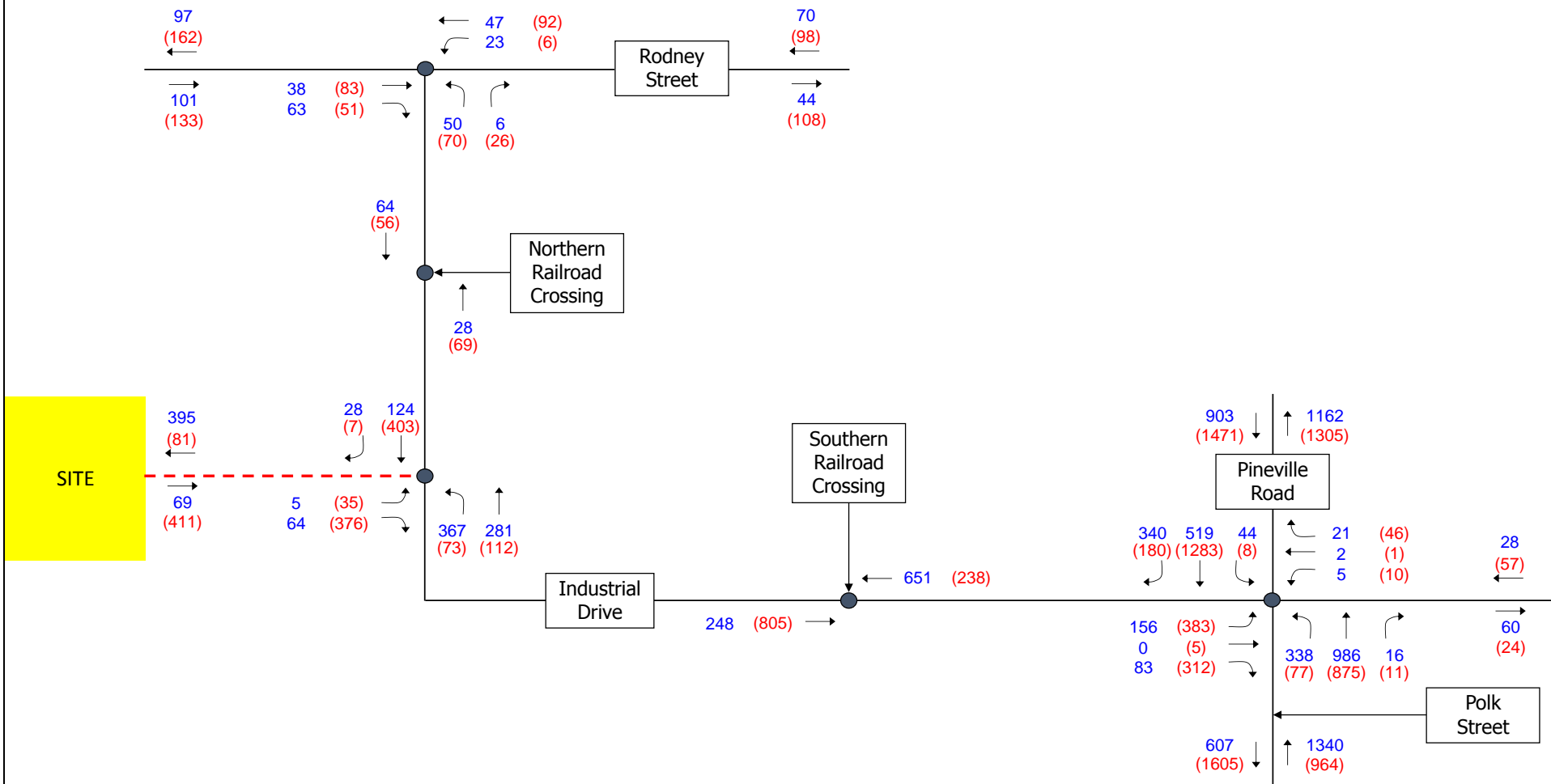
- Existing Road
- Proposed Road
- XX AM Peak Hour Volume (vph)
- (XX) PM Peak Hour Volume (vph)





LEGEND:

- Existing Road
- Proposed Road
- XX AM Peak Hour Volume (vph)
- (XX) PM Peak Hour Volume (vph)



6 CONCLUSIONS AND RECOMMENDATIONS

Capacity analyses were performed for 2017 Existing, 2019 Phase I Background (existing + ambient growth + approved development trips), 2024 Phase II Background (existing + ambient growth + Phase I site trips + approved development trips), 2019 Phase I Build (Phase I Background + site trips), and 2024 Phase II Build (Phase II Background + site trips) traffic volumes.

Based on the operational analyses the following is offered:

- The signalized intersection of Polk Street / Pineville Road / Industrial Drive is projected to operate at a LOS D or better during the 2019 Phase I and 2024 Phase II Build AM and PM peak hours. No improvements are recommended to help mitigate future capacity concern at the proposed site driveway.
- All unsignalized intersection movements at the intersection of Industrial Drive / Rodney Street are projected to operate at a LOS B or better during the 2019 Phase I and 2024 Phase II Build AM and PM peak hours. No improvements are recommended to help mitigate future capacity concern at the proposed site driveway.
- All unsignalized intersection movements at Industrial Drive / Site Driveway #1 are projected to operate at a LOS D or better during the 2019 Phase I and 2024 Phase II AM and PM peak hours. No improvements are recommended to help mitigate future capacity concern at the proposed site driveway.
- Queuing is not projected to affect operations at the Industrial Drive / Northern Railroad crossing.
- Queueing is projected to affect operations at Industrial Drive / Southern Railroad crossing.

In closing, the following improvements are recommended in conjunction with the construction of the proposed development:

- Industrial Drive / Northern Railroad Crossing:
 - Installation of stop bars (Phase I); and
 - Installation of additional warning signage (Phase I).
- Industrial Drive / Southern Railroad Crossing:
 - Installation of stop bars (Phase I); and
 - Installation of additional warning signage (Phase I).

Appendix A – Traffic Counts

Burns Service Inc.

1202 Langdon Terrace Drive
Raleigh, NC, 27615

Item 7.

File Name : Pineville(Industrial and Polk) AM 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
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

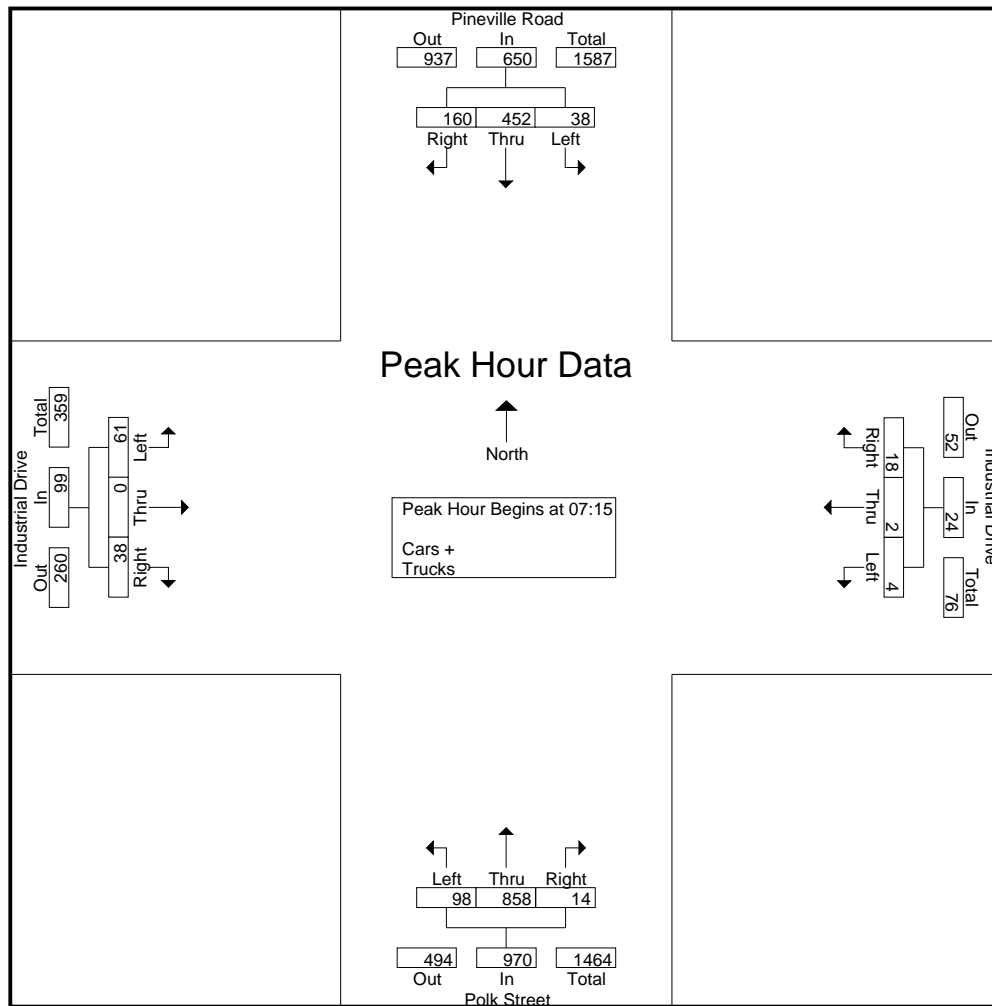
Burns Service Inc.

1202 Langdon Terrace Drive
Raleigh, NC, 27615

Item 7.

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

Item 7.

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

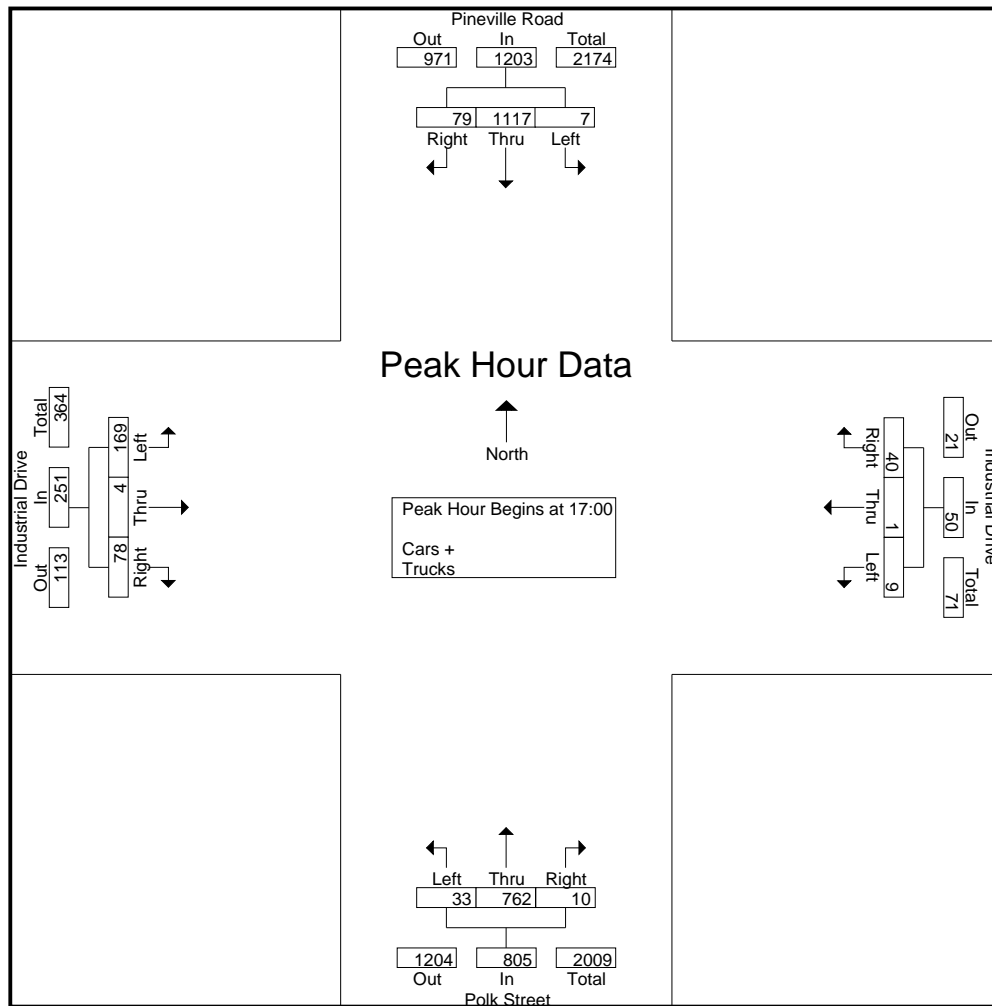
Burns Service Inc.

1202 Langdon Terrace Drive
Raleigh, NC, 27615

Item 7.

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



Burns Service Inc.

1202Langdon Terrace Drive
Indian Trail, NC, 28079

Item 7.

File Name : Pineville(Industrial N and Rodney)AM Peak

Site Code :

Start Date : 10/24/2017

Page No : 1

Groups Printed- Cars + - Trucks

	Rodney Street Westbound			Industrial Drive North Northbound			Rodney Street Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
07:00	8	4	12	2	2	4	15	4	19	35
07:15	11	2	13	1	0	1	5	10	15	29
07:30	11	0	11	0	25	25	14	8	22	58
07:45	11	4	15	1	3	4	6	11	17	36
Total	41	10	51	4	30	34	40	33	73	158
08:00	5	6	11	0	2	2	11	3	14	27
08:15	5	3	8	0	5	5	8	10	18	31
08:30	8	2	10	1	0	1	12	5	17	28
08:45	4	4	8	1	5	6	3	9	12	26
Total	22	15	37	2	12	14	34	27	61	112
Grand Total	63	25	88	6	42	48	74	60	134	270
Apprch %	71.6	28.4		12.5	87.5		55.2	44.8		
Total %	23.3	9.3	32.6	2.2	15.6	17.8	27.4	22.2	49.6	
Cars +	61	24	85	5	40	45	71	57	128	258
% Cars +	96.8	96	96.6	83.3	95.2	93.8	95.9	95	95.5	95.6
Trucks	2	1	3	1	2	3	3	3	6	12
% Trucks	3.2	4	3.4	16.7	4.8	6.2	4.1	5	4.5	4.4

Burns Service Inc.

1202 Langdon Terrace Drive
Indian Trail, NC, 28079

Item 7.

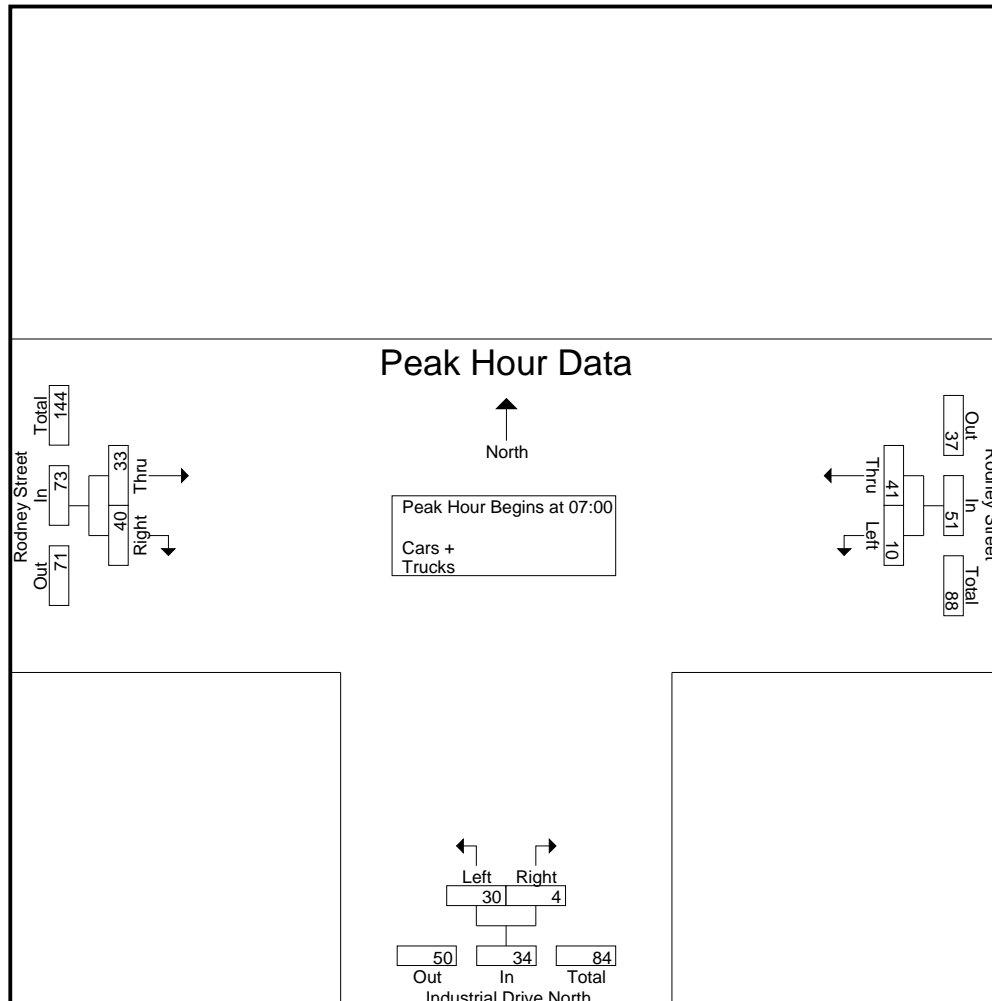
File Name : Pineville(Industrial N and Rodney)AM Peak

Site Code :

Start Date : 10/24/2017

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	Rodney Street Westbound			Industrial Drive North Northbound			Rodney Street Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	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	8	4	12	2	2	4	15	4	19	35
07:15	11	2	13	1	0	1	5	10	15	29
07:30	11	0	11	0	25	25	14	8	22	58
07:45	11	4	15	1	3	4	6	11	17	36
Total Volume	41	10	51	4	30	34	40	33	73	158
% App. Total	80.4	19.6		11.8	88.2		54.8	45.2		
PHF	.932	.625	.850	.500	.300	.340	.667	.750	.830	.681



Burns Service Inc.

1202Langdon Terrace Drive
Indian Trail, NC, 28079

Item 7.

File Name : Pineville(Industrial N and Rodney)PM Peak

Site Code :

Start Date : 10/24/2017

Page No : 1

Groups Printed- Cars + - Trucks

	Rodney Street Westbound			Industrial Drive North Northbound			Rodney Street Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
16:00	23	4	27	7	5	12	3	10	13	52
16:15	8	3	11	5	7	12	6	12	18	41
16:30	37	1	38	3	8	11	5	15	20	69
16:45	12	1	13	4	15	19	5	15	20	52
Total	80	9	89	19	35	54	19	52	71	214
17:00	18	0	18	1	6	7	13	23	36	61
17:15	13	1	14	2	11	13	9	19	28	55
17:30	6	1	7	0	9	9	5	13	18	34
17:45	8	1	9	0	3	3	4	12	16	28
Total	45	3	48	3	29	32	31	67	98	178
Grand Total	125	12	137	22	64	86	50	119	169	392
Apprch %	91.2	8.8		25.6	74.4		29.6	70.4		
Total %	31.9	3.1	34.9	5.6	16.3	21.9	12.8	30.4	43.1	
Cars +	124	11	135	22	61	83	41	115	156	374
% Cars +	99.2	91.7	98.5	100	95.3	96.5	82	96.6	92.3	95.4
Trucks	1	1	2	0	3	3	9	4	13	18
% Trucks	0.8	8.3	1.5	0	4.7	3.5	18	3.4	7.7	4.6

Burns Service Inc.

1202Langdon Terrace Drive
Indian Trail, NC, 28079

Item 7.

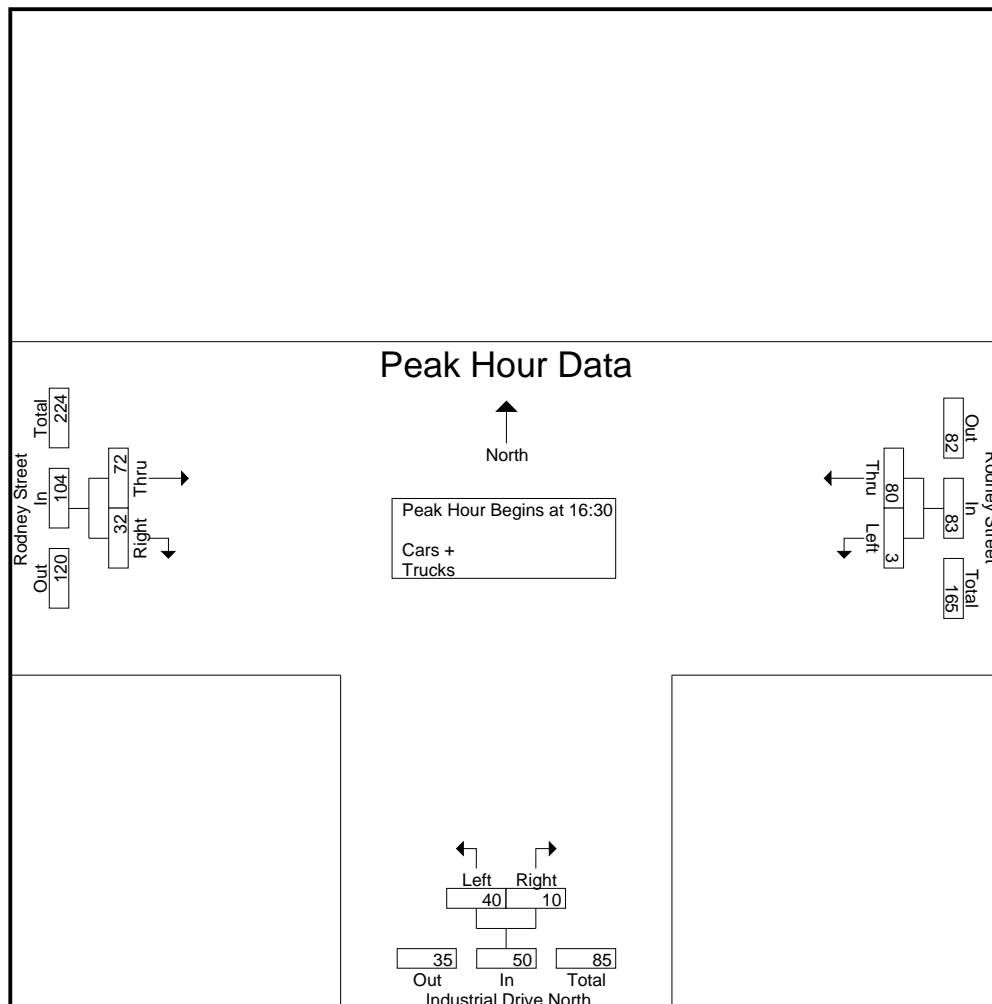
File Name : Pineville(Industrial N and Rodney)PM Peak

Site Code :

Start Date : 10/24/2017

Page No : 2

	Rodney Street Westbound			Industrial Drive North Northbound			Rodney Street Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	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	37	1	38	3	8	11	5	15	20	69
16:45	12	1	13	4	15	19	5	15	20	52
17:00	18	0	18	1	6	7	13	23	36	61
17:15	13	1	14	2	11	13	9	19	28	55
Total Volume	80	3	83	10	40	50	32	72	104	237
% App. Total	96.4	3.6		20	80		30.8	69.2		
PHF	.541	.750	.546	.625	.667	.658	.615	.783	.722	.859



Burns Service Inc.

1202Langdon Terrace Drive
Indian Trail, NC, 28079

Item 7.

File Name : Pineville(Industrial Northern RR Crossing)AM Peak

Site Code :

Start Date : 10/24/2017

Page No : 1

Groups Printed- Cars + - Trucks

	Industrial Drive South Southbound		Industrial Drive North Northbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
07:00	9	9	5	5	14
07:15	8	8	0	0	8
07:30	11	11	2	2	13
07:45	3	3	3	3	6
Total	31	31	10	10	41
08:00	11	11	1	1	12
08:15	5	5	5	5	10
08:30	8	8	1	1	9
08:45	7	7	3	3	10
Total	31	31	10	10	41
Grand Total	62	62	20	20	82
Apprch %	100		100		
Total %	75.6	75.6	24.4	24.4	
Cars +	60	60	18	18	78
% Cars +	96.8	96.8	90	90	95.1
Trucks	2	2	2	2	4
% Trucks	3.2	3.2	10	10	4.9

Burns Service Inc.

1202Langdon Terrace Drive
Indian Trail, NC, 28079

Item 7.

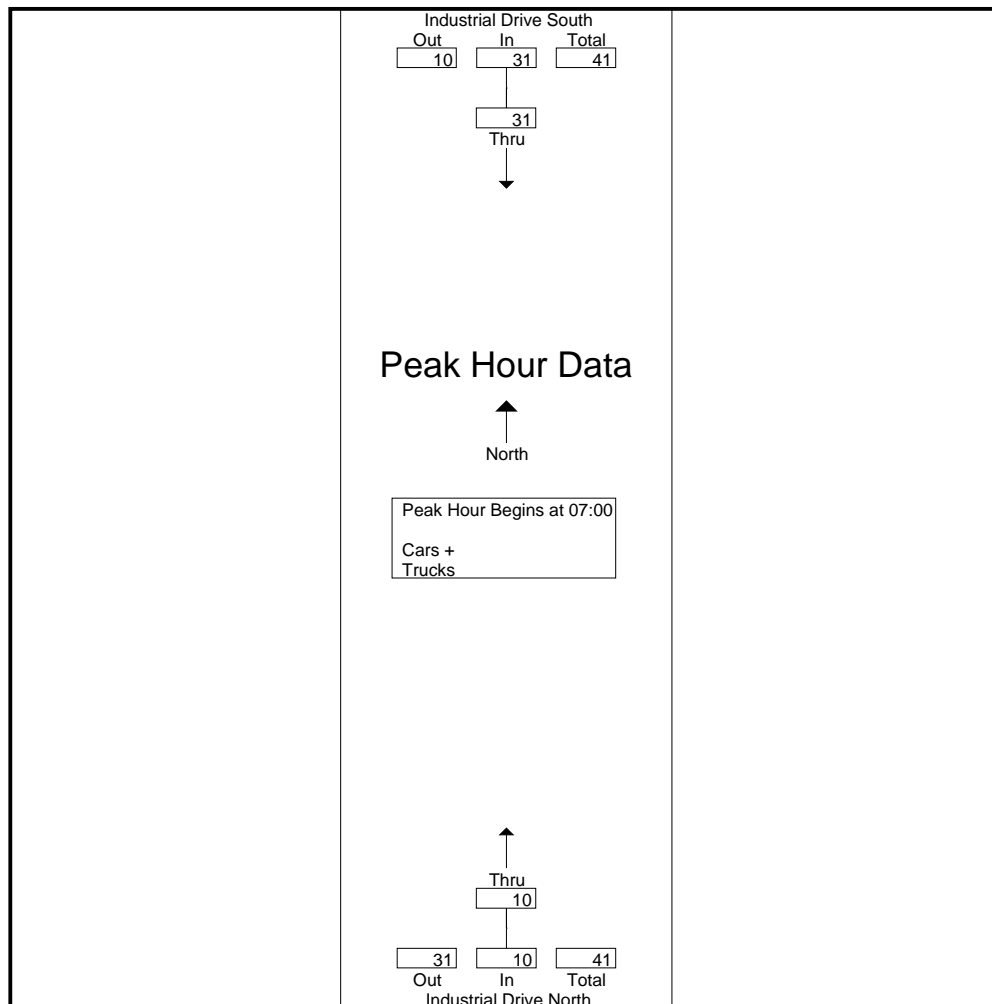
File Name : Pineville(Industrial Northern RR Crossing)AM Peak

Site Code :

Start Date : 10/24/2017

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	Industrial Drive South Southbound		Industrial Drive North Northbound		
Start Time	Thru	App. Total	Thru	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	9	9	5	5	14
07:15	8	8	0	0	8
07:30	11	11	2	2	13
07:45	3	3	3	3	6
Total Volume	31	31	10	10	41
% App. Total	100		100		
PHF	.705	.705	.500	.500	.732



Burns Service Inc.

1202Langdon Terrace Drive
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Item 7.

File Name : Pineville(Industrial Northern RR Crossing)PM Peak

Site Code :

Start Date : 10/24/2017

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Groups Printed- Cars + - Trucks

	Industrial Drive South Southbound		Industrial Drive North Northbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
16:00	0	0	0	0	0
16:15	3	3	4	4	7
16:30	2	2	2	2	4
16:45	6	6	10	10	16
Total	11	11	16	16	27
17:00	14	14	2	2	16
17:15	9	9	5	5	14
17:30	5	5	10	10	15
17:45	2	2	2	2	4
Total	30	30	19	19	49
Grand Total	41	41	35	35	76
Apprch %	100		100		
Total %	53.9	53.9	46.1	46.1	
Cars +	34	34	35	35	69
% Cars +	82.9	82.9	100	100	90.8
Trucks	7	7	0	0	7
% Trucks	17.1	17.1	0	0	9.2

Burns Service Inc.

1202Langdon Terrace Drive
Indian Trail, NC, 28079

Item 7.

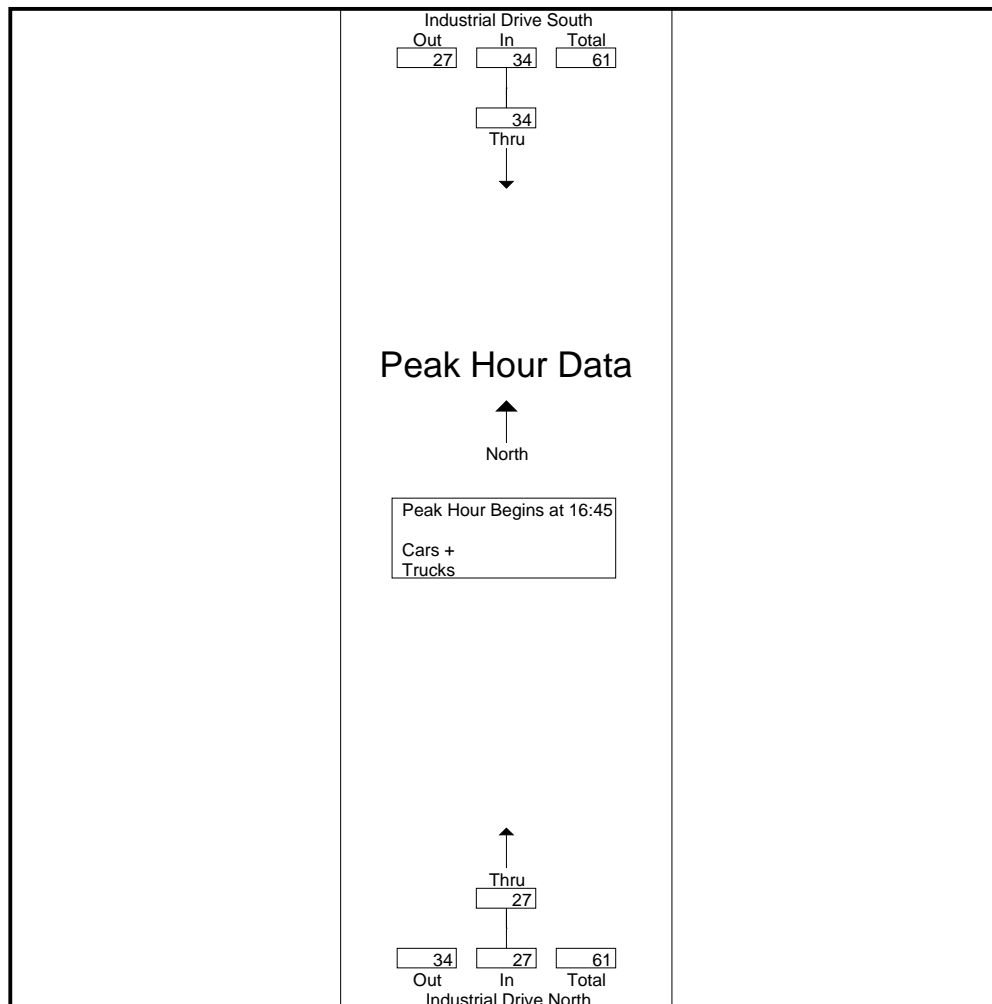
File Name : Pineville(Industrial Northern RR Crossing)PM Peak

Site Code :

Start Date : 10/24/2017

Page No : 2

	Industrial Drive South Southbound		Industrial Drive North Northbound		
Start Time	Thru	App. Total	Thru	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	6	6	10	10	16
17:00	14	14	2	2	16
17:15	9	9	5	5	14
17:30	5	5	10	10	15
Total Volume	34	34	27	27	61
% App. Total	100		100		
PHF	.607	.607	.675	.675	.953



Burns Service Inc.

1202Langdon Terrace Drive
Indian Trail, NC, 28079

Item 7.

File Name : Pineville(Industrial Southern RR Crossing)AM Peak

Site Code :

Start Date : 10/24/2017

Page No : 1

Groups Printed- Cars + - Trucks

	Industrial Southern railroad Westbound		Industrial Southern railroad Eastbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
07:00	63	63	38	38	101
07:15	54	54	28	28	82
07:30	48	48	17	17	65
07:45	69	69	24	24	93
Total	234	234	107	107	341
08:00	66	66	19	19	85
08:15	54	54	20	20	74
08:30	36	36	30	30	66
08:45	34	34	25	25	59
Total	190	190	94	94	284
Grand Total	424	424	201	201	625
Apprch %	100		100		
Total %	67.8	67.8	32.2	32.2	
Cars +	402	402	184	184	586
% Cars +	94.8	94.8	91.5	91.5	93.8
Trucks	22	22	17	17	39
% Trucks	5.2	5.2	8.5	8.5	6.2

Burns Service Inc.

1202Langdon Terrace Drive
Indian Trail, NC, 28079

Item 7.

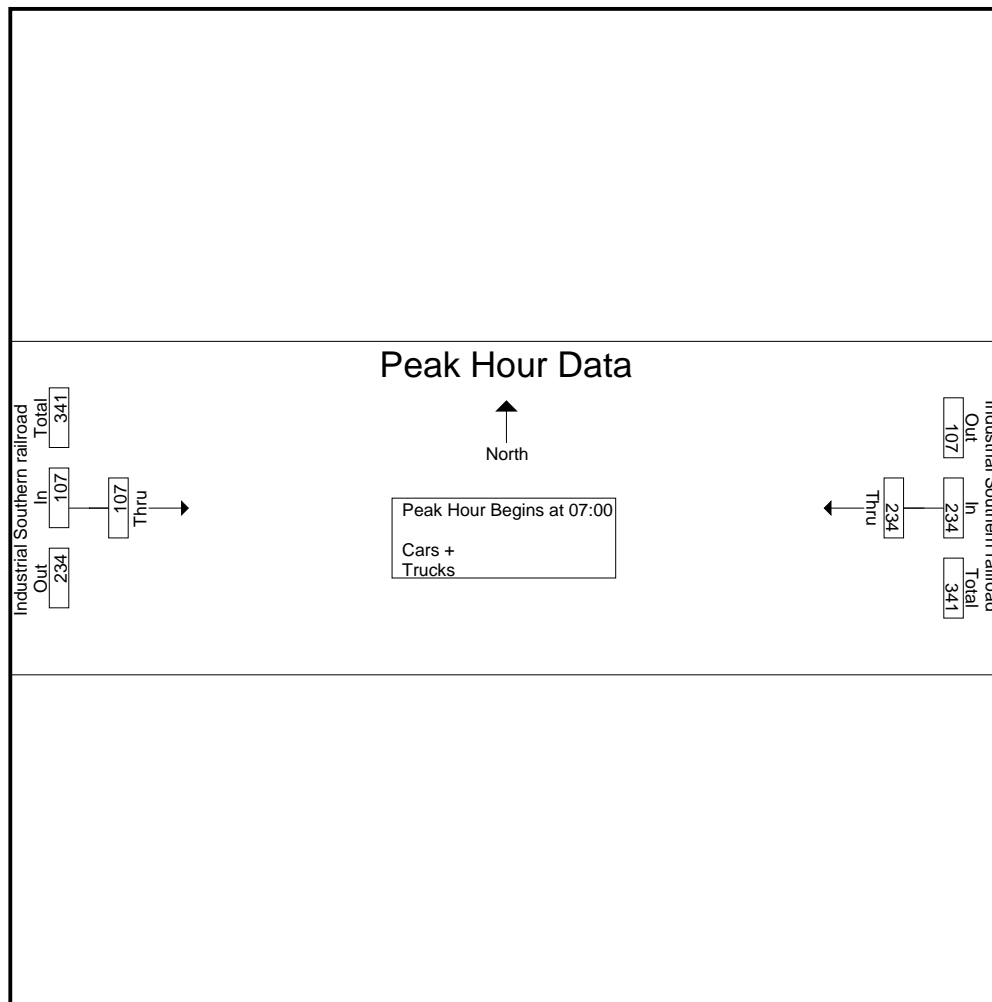
File Name : Pineville(Industrial Southern RR Crossing)AM Peak

Site Code :

Start Date : 10/24/2017

Page No : 2

	Industrial Southern railroad Westbound		Industrial Southern railroad Eastbound		
Start Time	Thru	App. Total	Thru	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	63	63	38	38	101
07:15	54	54	28	28	82
07:30	48	48	17	17	65
07:45	69	69	24	24	93
Total Volume	234	234	107	107	341
% App. Total	100		100		
PHF	.848	.848	.704	.704	.844



Burns Service Inc.

1202Langdon Terrace Drive
Indian Trail, NC, 28079

Item 7.

File Name : Pineville(Industrial Southern RR Crossing)PM Peak

Site Code :

Start Date : 10/24/2017

Page No : 1

Groups Printed- Cars + - Trucks

	Industrial Southern railroad Westbound		Industrial Southern railroad Eastbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
16:00	28	28	96	96	124
16:15	24	24	66	66	90
16:30	23	23	114	114	137
16:45	20	20	66	66	86
Total	95	95	342	342	437
17:00	23	23	96	96	119
17:15	22	22	66	66	88
17:30	19	19	38	38	57
17:45	21	21	44	44	65
Total	85	85	244	244	329
Grand Total	180	180	586	586	766
Apprch %	100		100		
Total %	23.5	23.5	76.5	76.5	
Cars +	158	158	564	564	722
% Cars +	87.8	87.8	96.2	96.2	94.3
Trucks	22	22	22	22	44
% Trucks	12.2	12.2	3.8	3.8	5.7

Burns Service Inc.

1202Langdon Terrace Drive
Indian Trail, NC, 28079

Item 7.

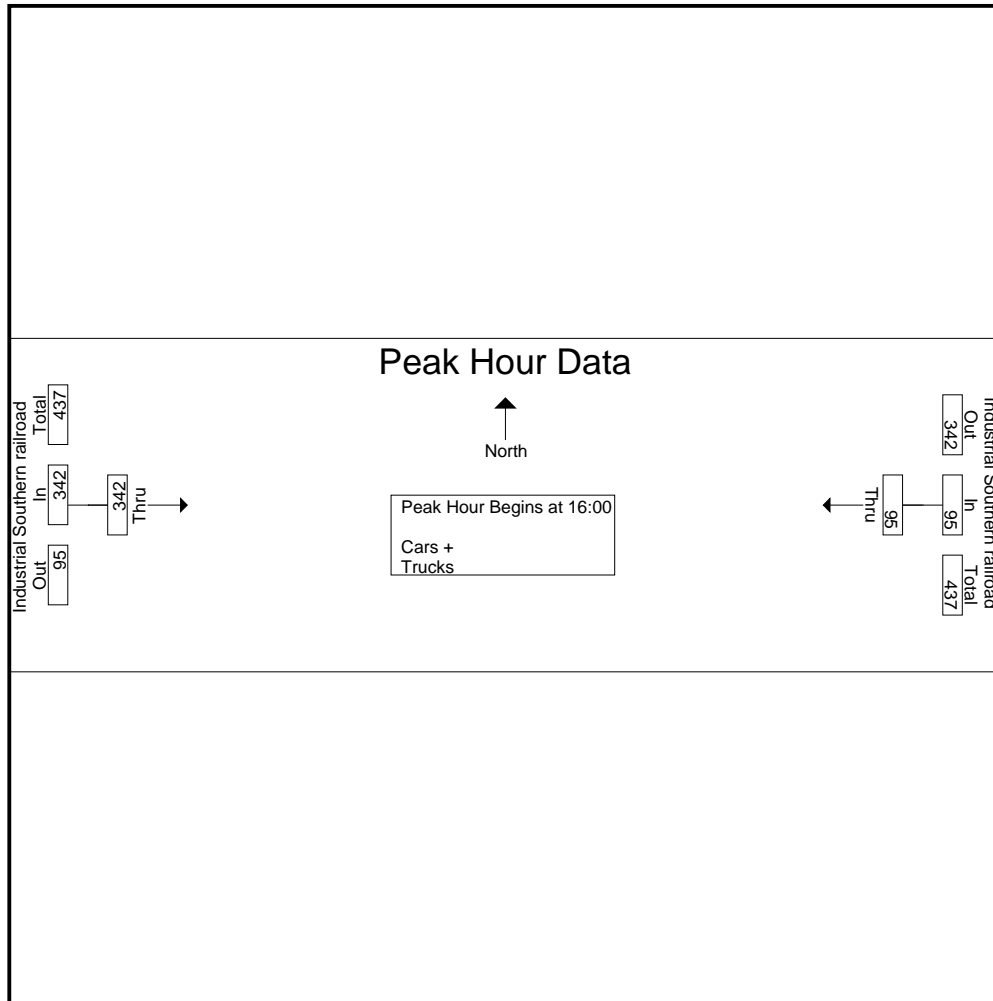
File Name : Pineville(Industrial Southern RR Crossing)PM Peak

Site Code :

Start Date : 10/24/2017

Page No : 2

	Industrial Southern railroad Westbound		Industrial Southern railroad Eastbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 16:00					
16:00	28	28	96	96	124
16:15	24	24	66	66	90
16:30	23	23	114	114	137
16:45	20	20	66	66	86
Total Volume	95	95	342	342	437
% App. Total	100		100		
PHF	.848	.848	.750	.750	.797



Appendix B – Accident Data

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

Item 7.

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/ROUNDAABOUT
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

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

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

S - Accident Severity Codes

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

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

Op - Traffic Control Operating

1 = YES
2 = NO
3 = UNKNOWN

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

Item 7.

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

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

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

North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report

Study Criteria Summary

County: MECKLENBURG City: All and Rural
Date: 05/01/2012 to 04/30/2017 Study: 41000047242
Location: US 521 (Peik 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	Condition	Road	Trfc Ctl
					F A B C	R L W Ch Cl	Dv Op	
1	103473281	05/23/2012 15:13	REAR END, SLOW OR STOP	\$ 2000	0 0 0 0	1 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	103720586	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: S	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	103963348	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:			

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Acc No	Crash ID	Date	Accident Type	Total Damage	Injuries	Condition	Road	Trfc Ctl
					F A B C	R L W Ch Cl	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:			

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Acc No	Crash ID	Date	Accident Type	Total Damage	Injuries	Condition	Road	Trfc Ctl
					F A B C	R L W Ch Cl	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	104438871	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: 0	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:			

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Acc No	Crash ID	Date	Accident Type	Total Damage	Injuries	Condition	Road	Trfc Ctl
					F A B C	R L W Ch Cl	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 Cl - 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

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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

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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

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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

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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

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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

Run Off Road &							
Year	Left Turn	Right Turn	Rear End	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

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Run Off Road &

Year	Left Turn	Right Turn	Rear End	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

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Study Criteria

Study Name	Log No.	PH No.	TIP No.	K/A Cf.	B/C Cf.	ADT	ADT Route	
41000047242	41000047242			75.8	8.4	999999		
Request Date	Courier Service	Phone No.	Ext.	Fax No.				
County		Municipality						
Name	Code	Div.	Name	Code	Y-Line Fl.	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-Pineville Rd) at SR 3542 (Industrial Dr). **Crash rates contained in this analysis should not be used**				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

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Study Criteria Summary

County: MECKLENBURG City: All and Rural
Date: 11/1/2012 to 10/31/2017 Study: 41000050292
Location: Industrial Dr at Rodney St

Summary Statistics

High Level Crash Summary

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

Report Details

Acc No	Crash ID	Date	Accident Type	Total Damage	Injuries			Condition			Road			Trfc Ctl
F	A	B	C	R	L	W	Ch	Ci	Dv	Op				
1	104283821	02/02/2015 08:26	RAN OFF ROAD - RIGHT	\$ 100	0	0	0	0	2	1	2	3	0	0
Unit	1 : 14	Alchl/Drugs:	0	Speed:	1 MPH	Dir:	NE	Veh Mnvr / Ped Actn:	7	Obj Strk:	40			

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/Drugs - Alcohol/Drugs Suspected
Veh Mnvr/Ped Actn - Vehicle Maneuver/Pedestrian Action
Obj Strk - Object Struck

Crash Severity Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	1	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	1	100.00

Vehicle Exposure Statistics

Annual ADT = 3300

Total Vehicle Exposure = 6.03 (MEV)

Crash Rate	Crashes Per 100 Million Vehicles Entered
Total Crash Rate	16.60
Fatal Crash Rate	0.00
Non Fatal Crash Rate	0.00
Night Crash Rate	0.00
Wet Crash Rate	16.60
EPDO Rate	16.60

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Miscellaneous Statistics

Severity Index = 1.00
EPDO Crash Index = 1.00
Estimated Property Damage Total = \$ 100.00

Accident Type Summary

Accident Type	Number of Crashes	Percent of Total
RAN OFF ROAD - RIGHT	1	100.00

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

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Intersection Analysis Report

Monthly Summary

Month	Number of Crashes	Percent of Total
Jan	0	0.00
Feb	1	100.00
Mar	0	0.00
Apr	0	0.00
May	0	0.00
Jun	0	0.00
Jul	0	0.00
Aug	0	0.00
Sep	0	0.00
Oct	0	0.00
Nov	0	0.00
Dec	0	0.00

Daily Summary

Day	Number of Crashes	Percent of Total
Mon	1	100.00
Tue	0	0.00
Wed	0	0.00
Thu	0	0.00
Fri	0	0.00
Sat	0	0.00
Sun	0	0.00

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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	1	100.00
0900-0959	0	0.00
1000-1059	0	0.00
1100-1159	0	0.00
1200-1259	0	0.00
1300-1359	0	0.00
1400-1459	0	0.00
1500-1559	0	0.00
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	0	0.00
2300-2359	0	0.00

12/06/2017

-5-

North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report

Light and Road Conditions Summary

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

Object Struck Summary

Object Type	Times Struck	Percent of Total
COMMERCIAL SIGN	1	100.00

Vehicle Type Summary

Vehicle Type	Number Involved	Percent of Total
TRACTOR/SEMI-TRAILER	1	100.00

12/06/2017

-6-

North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report

Yearly Totals Summary

Accident Totals

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

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	\$ 0	0.00
2013	\$ 0	0.00
2014	\$ 0	0.00
2015	\$ 100	1.00
2016	\$ 0	0.00
2017	\$ 0	0.00
Total	\$ 100	1.00

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	0
2013	0	0	0	0	0	0	0
2014	0	0	0	0	0	0	0

12/06/2017

-7-

North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report

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

12/06/2017

100

Item 7.

North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report

Item 7.

Study Criteria

Study Name	Log No.	PH No.	TIP No.	K/A Cf.	B/C Cf.	ADT	ADT Route
41000050292	41000050292			76.8	8.4	3300	

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	11/1/2012	10/31/2017	5.00

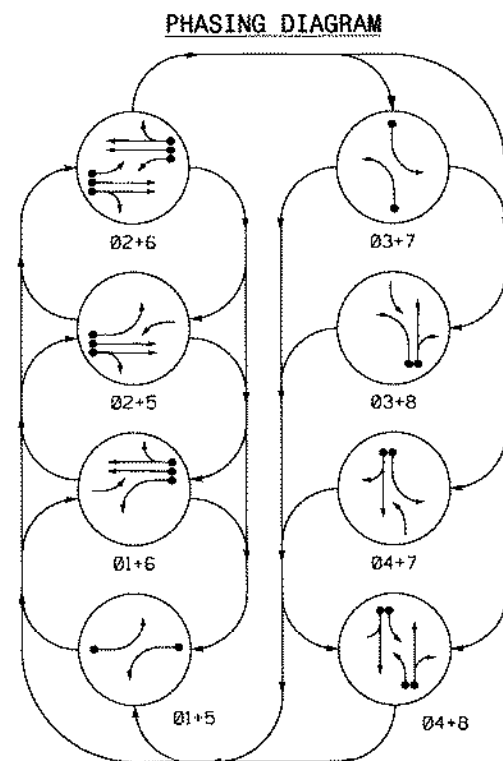
Location Text	Requestor
Industrial Dr at Rodney St	

Excluded Accidents
105035691
104501387
104185059
104155626
104009919
103926165

Fiche Roads	
Name	Code
RODNEY	50026333
INDUSTRIAL	50014936
SR 5436	40005436

Intersection Road Combinations			
Name	Code	Code	Name
RODNEY	50026333	50014936	INDUSTRIAL

Appendix C – Traffic Signal Plans



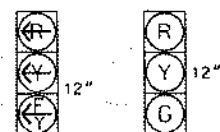
PHASING DIAGRAM DETECTION LEGEND

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

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

SIGNAL FACE I.D.

All Heads L.E.D.



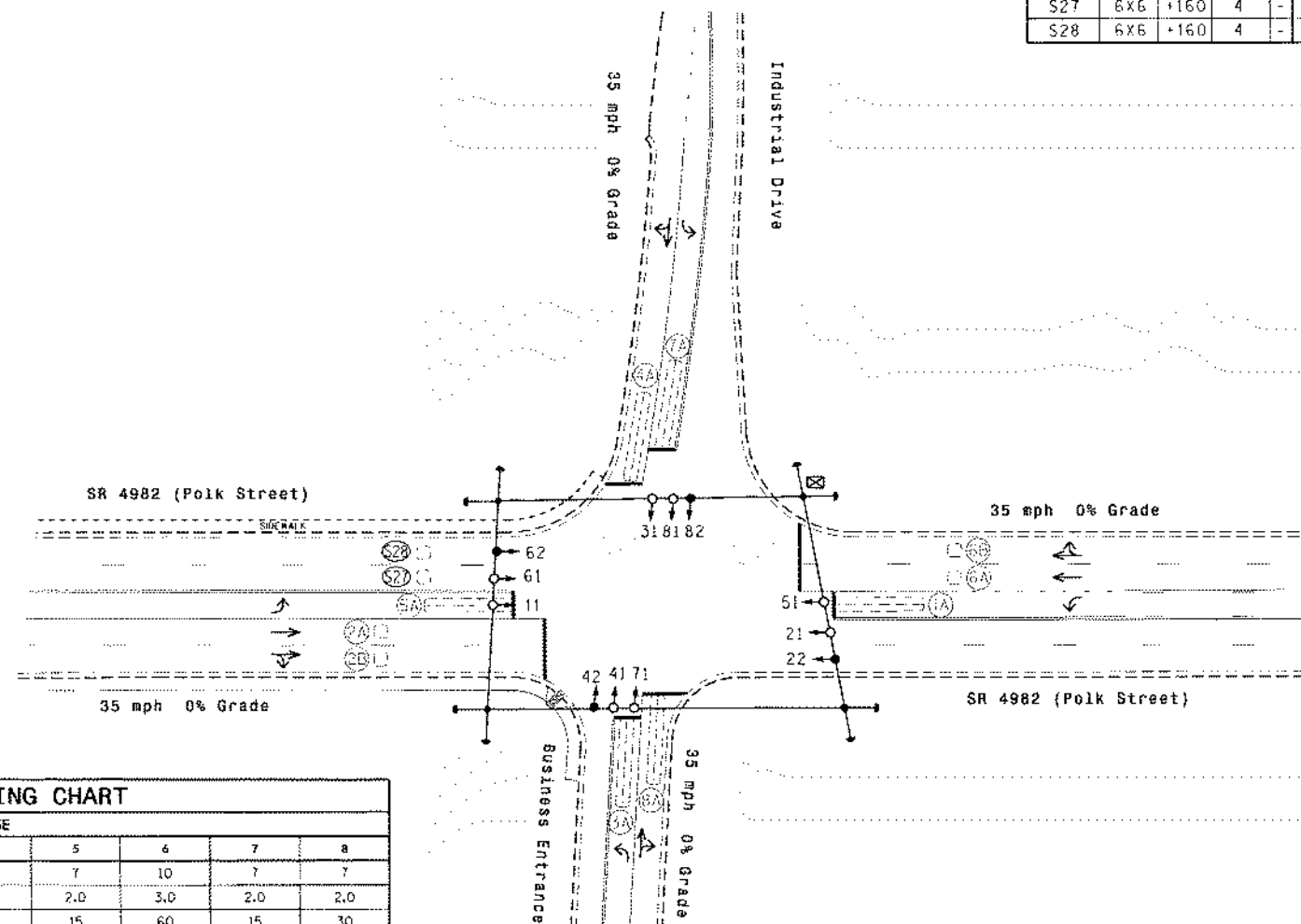
11 21, 22
31 41, 42
51 61, 62
71 81, 82

OASIS 2070 LOOP & DETECTOR INSTALLATION CHART									
INDUCTIVE LOOPS					DETECTOR PROGRAMMING				
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	STRETCH TIME	DELAY TIME
1A	6X40	0	2-4-2	-	1	Y	Y	-	15
2A	6X6	70	3	-	6	Y	Y	-	-
2B	6X6	70	3	-	2	Y	Y	-	-
3A	6X40	0	2-4-2	-	3	Y	Y	-	15
4A	6X40	0	2-4-2	-	4	Y	Y	-	10
5A	6X40	0	2-4-2	-	5	Y	Y	-	15
6A	6X6	70	3	-	6	Y	Y	-	-
6B	6X6	70	3	-	6	Y	Y	-	-
7A	6X40	0	2-4-2	-	7	Y	Y	-	15
8A	6X40	0	2-4-2	-	8	Y	Y	-	10
S27	6X6	+160	4	-	-	-	-	-	-
S28	6X6	+160	4	-	-	-	-	-	-

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

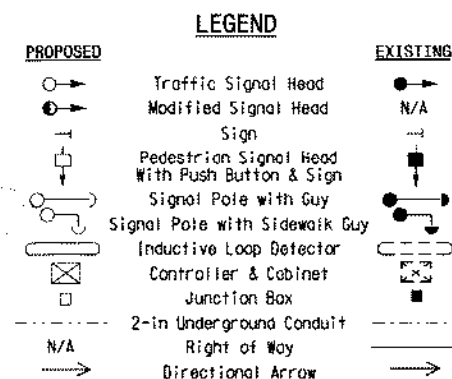
NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 3 and/or phase 7 may be lagged.
- Phase 3 and/or phase 7 may be lagged.
- Reposition existing signal heads numbered # 22, 42, 62, & 82.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Pavement markings are existing.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- Closed loop system data: Controller Asset # 0966.



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	-	-	-	WTK 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 Office of
Transportation Mobility and Safety
State of North Carolina
Signal Design Section

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

Division 10 Wecklenburg County Pineville
PLAN DATE: September 2013 REVIEWED BY: P.L.A.
PREPARED BY: C. Pierce REVIEWED BY:
REVISIONS
SCALE 0 40
1"=40'

SEAL
NORTH CAROLINA
PROFESSIONAL
SEAL
24393
ENGINEER
TIMOTHY L. LIMS
103
SIG. INVENTORY NO. 10-0966





















Appendix D – Synchro Analysis Outputs

2017 Existing Traffic Volumes

Pineville Industrial TIA

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













11/03/2017

												
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			1652			1043	
Travel Time (s)		38.2			5.2			32.2			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 Effect Green (s)	12.9	11.6		10.9	9.2		34.1	35.1		31.3	26.0	

Pineville Industrial TIA

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

11/03/2017

												
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			1572			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

 Ø1	 Ø2	 Ø3	 Ø4
16 s	66 s	14 s	24 s
 Ø5	 Ø6	 Ø7	 Ø8
16 s	66 s	16 s	22 s

Pineville Industrial TIA
1: Industrial Drive & Rodney Street






















11/03/2017

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶			↷	↶	
Traffic Volume (veh/h)	33	40	10	41	30	4
Future Volume (Veh/h)	33	40	10	41	30	4
Sign Control	Free			Free	Stop	
Grade	2%			-1%	5%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	37	44	11	46	33	4
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			81		127	59
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			81		127	59
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		96	100
cM capacity (veh/h)			1517		861	1007
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	81	57	37			
Volume Left	0	11	33			
Volume Right	44	0	4			
cSH	1700	1517	875			
Volume to Capacity	0.05	0.01	0.04			
Queue Length 95th (ft)	0	1	3			
Control Delay (s)	0.0	1.5	9.3			
Lane LOS		A	A			
Approach Delay (s)	0.0	1.5	9.3			
Approach LOS			A			
Intersection Summary						
Average Delay			2.4			
Intersection Capacity Utilization			19.4%	ICU Level of Service		A
Analysis Period (min)			15			

Pineville Industrial TIA

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

11/03/2017

												
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	0.414			0.698			0.098			0.273		
Satd. Flow (perm)	771	1596	0	1300	1589	0	183	3532	0	509	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			1652			1043	
Travel Time (s)		38.2			5.2			32.2			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)	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 Effect Green (s)	18.5	16.9		13.2	10.0		42.9	41.8		41.5	37.5	













2017 Existing PM Peak Hour
Timmons Group

Synchro 9 Report
Page 1

Pineville Industrial TIA

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

11/03/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.25	0.23		0.18	0.14		0.58	0.57		0.56	0.51	
v/c Ratio	0.54	0.25		0.03	0.21		0.12	0.43		0.02	0.75	
Control Delay	33.2	32.1		27.1	41.3		7.9	11.0		7.1	19.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	33.2	32.1		27.1	41.3		7.9	11.0		7.1	19.7	
LOS	C	C		C	D		A	B		A	B	
Approach Delay		32.9			38.7			10.9			19.6	
Approach LOS		C			D			B			B	
Queue Length 50th (ft)	80	37		4	23		7	115		2	316	
Queue Length 95th (ft)	170	106		18	63		20	242		7	444	
Internal Link Dist (ft)		1881			186			1572			963	
Turn Bay Length (ft)	150						100			165		
Base Capacity (vph)	376	517		331	425		382	2795		513	2773	
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	0.18		0.03	0.11		0.10	0.31		0.02	0.48	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 73.9

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 18.4









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

 Ø1	 Ø2	 Ø3	 Ø4
16 s	66 s	14 s	24 s
 Ø5	 Ø6	 Ø7	 Ø8
16 s	66 s	16 s	22 s

Pineville Industrial TIA
1: Industrial Drive & Rodney Street

11/03/2017






















						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	72	32	3	80	40	10
Future Volume (Veh/h)	72	32	3	80	40	10
Sign Control	Free			Free	Stop	
Grade	2%			-1%	5%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	80	36	3	89	44	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			116		193	98
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			116		193	98
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		94	99
cM capacity (veh/h)			1473		794	958
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	116	92	55			
Volume Left	0	3	44			
Volume Right	36	0	11			
cSH	1700	1473	822			
Volume to Capacity	0.07	0.00	0.07			
Queue Length 95th (ft)	0	0	5			
Control Delay (s)	0.0	0.3	9.7			
Lane LOS		A	A			
Approach Delay (s)	0.0	0.3	9.7			
Approach LOS			A			
Intersection Summary						
Average Delay			2.1			
Intersection Capacity Utilization			16.6%	ICU Level of Service		A
Analysis Period (min)			15			

2019 Phase I Background Traffic Volumes

Pineville Industrial TIA

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













11/03/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	107	0	57	4	2	19	108	893	15	40	470	175
Future Volume (vph)	107	0	57	4	2	19	108	893	15	40	470	175
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			0.997			0.959	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1770	1608	0	1770	3529	0	1770	3394	0
Flt Permitted	0.471						0.294			0.202		
Satd. Flow (perm)	877	1583	0	1863	1608	0	548	3529	0	376	3394	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1961			266			1652			1043	
Travel Time (s)		38.2			5.2			32.2			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)	119	0	63	4	2	21	120	992	17	44	522	194
Shared Lane Traffic (%)												
Lane Group Flow (vph)	119	63	0	4	23	0	120	1009	0	44	716	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 Effect Green (s)	13.8	12.2		10.7	8.9		34.8	32.3		33.4	28.8	

Pineville Industrial TIA

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

11/03/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.24	0.21		0.19	0.15		0.60	0.56		0.58	0.50	
v/c Ratio	0.33	0.19		0.01	0.09		0.23	0.51		0.10	0.42	
Control Delay	23.1	26.0		20.5	32.0		7.8	15.1		7.3	15.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	23.1	26.0		20.5	32.0		7.8	15.1		7.3	15.6	
LOS	C	C		C	C		A	B		A	B	
Approach Delay		24.1			30.3			14.3			15.1	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	34	18		1	6		12	137		4	85	
Queue Length 95th (ft)	89	67		9	34		48	282		22	196	
Internal Link Dist (ft)		1881			186			1572			963	
Turn Bay Length (ft)	150						100			165		
Base Capacity (vph)	436	609		387	536		604	3197		531	3075	
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	0.32		0.08	0.23	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 57.8

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.51

Intersection Signal Delay: 15.7









Intersection LOS: B

Intersection Capacity Utilization 56.1%

ICU Level of Service B










Analysis Period (min) 15

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

 Ø1	 Ø2	 Ø3	 Ø4
16 s	66 s	14 s	24 s
 Ø5	 Ø6	 Ø7	 Ø8
16 s	66 s	16 s	22 s

Pineville Industrial TIA
1: Industrial Drive & Rodney Street






















11/03/2017

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	34	43	10	43	43	4
Future Volume (Veh/h)	34	43	10	43	43	4
Sign Control	Free			Free	Stop	
Grade	2%			-1%	5%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	38	48	11	48	48	4
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			86		132	62
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			86		132	62
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		94	100
cM capacity (veh/h)			1510		855	1003
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	86	59	52			
Volume Left	0	11	48			
Volume Right	48	0	4			
cSH	1700	1510	865			
Volume to Capacity	0.05	0.01	0.06			
Queue Length 95th (ft)	0	1	5			
Control Delay (s)	0.0	1.4	9.4			
Lane LOS		A	A			
Approach Delay (s)	0.0	1.4	9.4			
Approach LOS			A			
Intersection Summary						
Average Delay			2.9			
Intersection Capacity Utilization			19.5%	ICU Level of Service		A
Analysis Period (min)			15			

Pineville Industrial TIA

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













11/03/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	197	4	95	9	1	42	44	793	10	7	1162	127
Future Volume (vph)	197	4	95	9	1	42	44	793	10	7	1162	127
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		0.855			0.853			0.998			0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1593	0	1770	1589	0	1770	3532	0	1770	3486	0
Flt Permitted	0.431			0.686			0.082			0.278		
Satd. Flow (perm)	803	1593	0	1278	1589	0	153	3532	0	518	3486	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1961			266			1652			1043	
Travel Time (s)		38.2			5.2			32.2			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	106	10	1	47	49	881	11	8	1291	141
Shared Lane Traffic (%)												
Lane Group Flow (vph)	219	110	0	10	48	0	49	892	0	8	1432	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 Effect Green (s)	19.4	17.8		13.8	10.5		51.0	49.7		48.2	42.1	

Pineville Industrial TIA

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

11/03/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.23	0.21		0.17	0.13		0.62	0.60		0.58	0.51	
v/c Ratio	0.67	0.32		0.04	0.24		0.18	0.42		0.02	0.81	
Control Delay	43.3	37.2		29.9	45.1		8.2	10.6		7.1	22.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	43.3	37.2		29.9	45.1		8.2	10.6		7.1	22.7	
LOS	D	D		C	D		A	B		A	C	
Approach Delay		41.3			42.5			10.4			22.6	
Approach LOS		D			D			B			C	
Queue Length 50th (ft)	105	50		4	26		10	123		2	363	
Queue Length 95th (ft)	#238	133		20	71		26	261		8	527	
Internal Link Dist (ft)		1881			186			1572			963	
Turn Bay Length (ft)	150						100			165		
Base Capacity (vph)	346	466		304	380		345	2611		507	2555	
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	0.63	0.24		0.03	0.13		0.14	0.34		0.02	0.56	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 82.9

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 21.1

Intersection LOS: C

Intersection Capacity Utilization 62.5%









ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.










Queue shown is maximum after two cycles.

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

 Ø1	 Ø2	 Ø3	 Ø4
16 s	66 s	14 s	24 s
 Ø5	 Ø6	 Ø7	 Ø8
16 s	66 s	16 s	22 s

Pineville Industrial TIA
1: Industrial Drive & Rodney Street

11/03/2017






















						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	75	43	3	83	45	10
Future Volume (Veh/h)	75	43	3	83	45	10
Sign Control	Free			Free	Stop	
Grade	2%			-1%	5%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	83	48	3	92	50	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			131		205	107
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			131		205	107
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		94	99
cM capacity (veh/h)			1454		781	947
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	131	95	61			
Volume Left	0	3	50			
Volume Right	48	0	11			
cSH	1700	1454	807			
Volume to Capacity	0.08	0.00	0.08			
Queue Length 95th (ft)	0	0	6			
Control Delay (s)	0.0	0.3	9.8			
Lane LOS		A	A			
Approach Delay (s)	0.0	0.3	9.8			
Approach LOS			A			
Intersection Summary						
Average Delay			2.2			
Intersection Capacity Utilization			16.8%	ICU Level of Service		A
Analysis Period (min)			15			

2024 Phase II Background Traffic Volumes

Pineville Industrial TIA

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













11/03/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	134	0	71	5	2	21	186	986	16	44	519	238
Future Volume (vph)	134	0	71	5	2	21	186	986	16	44	519	238
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			0.862			0.998			0.953	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1770	1606	0	1770	3532	0	1770	3373	0
Flt Permitted	0.449						0.186			0.178		
Satd. Flow (perm)	836	1583	0	1863	1606	0	346	3532	0	332	3373	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1961			266			1652			1043	
Travel Time (s)		38.2			5.2			32.2			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)	149	0	79	6	2	23	207	1096	18	49	577	264
Shared Lane Traffic (%)												
Lane Group Flow (vph)	149	79	0	6	25	0	207	1114	0	49	841	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 Effect Green (s)	14.5	12.9		10.7	8.7		39.0	33.5		33.6	24.7	

Pineville Industrial TIA

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

11/03/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.22	0.20		0.16	0.13		0.59	0.51		0.51	0.38	
v/c Ratio	0.45	0.26		0.02	0.12		0.48	0.62		0.13	0.66	
Control Delay	28.0	29.2		23.0	34.6		10.8	16.3		7.7	20.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	28.0	29.2		23.0	34.6		10.8	16.3		7.7	20.3	
LOS	C	C		C	C		B	B		A	C	
Approach Delay		28.4			32.4			15.4			19.6	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	53	27		2	9		24	168		5	123	
Queue Length 95th (ft)	117	84		12	37		81	331		24	248	
Internal Link Dist (ft)		1881			186			1572			963	
Turn Bay Length (ft)	150						100			165		
Base Capacity (vph)	370	511		338	447		462	3095		443	2956	
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	0.40	0.15		0.02	0.06		0.45	0.36		0.11	0.28	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 65.8

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 18.3









Intersection LOS: B

Intersection Capacity Utilization 60.2%

ICU Level of Service B

Analysis Period (min) 15

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

 Ø1	 Ø2	 Ø3	 Ø4
16 s	66 s	14 s	24 s
 Ø5	 Ø6	 Ø7	 Ø8
16 s	66 s	16 s	22 s

Pineville Industrial TIA
1: Industrial Drive & Rodney Street










11/03/2017

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶			↶	↶	
Traffic Volume (veh/h)	38	52	15	47	48	5
Future Volume (Veh/h)	38	52	15	47	48	5
Sign Control	Free			Free	Stop	
Grade	2%			-1%	5%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	42	58	17	52	53	6
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			100		157	71
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			100		157	71
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		94	99
cM capacity (veh/h)			1493		824	991
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	100	69	59			
Volume Left	0	17	53			
Volume Right	58	0	6			
cSH	1700	1493	839			
Volume to Capacity	0.06	0.01	0.07			
Queue Length 95th (ft)	0	1	6			
Control Delay (s)	0.0	1.9	9.6			
Lane LOS		A	A			
Approach Delay (s)	0.0	1.9	9.6			
Approach LOS			A			
Intersection Summary						
Average Delay		3.1				
Intersection Capacity Utilization		20.0%	ICU Level of Service	A		
Analysis Period (min)		15				

Pineville Industrial TIA

3: Industrial Drive & Site Driveway #1






















11/03/2017

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	30	112	281	124	9
Future Volume (Veh/h)	2	30	112	281	124	9
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	2	33	124	312	138	10
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	703	143	148			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	703	143	148			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	96	91			
cM capacity (veh/h)	369	905	1434			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	35	436	148			
Volume Left	2	124	0			
Volume Right	33	0	10			
cSH	835	1434	1700			
Volume to Capacity	0.04	0.09	0.09			
Queue Length 95th (ft)	3	7	0			
Control Delay (s)	9.5	2.8	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.5	2.8	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		2.5				
Intersection Capacity Utilization		41.4%		ICU Level of Service		A
Analysis Period (min)		15				

Pineville Industrial TIA

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













11/03/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	265	5	166	10	1	46	63	875	11	8	1283	158
Future Volume (vph)	265	5	166	10	1	46	63	875	11	8	1283	158
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		0.855			0.853			0.998			0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1593	0	1770	1589	0	1770	3532	0	1770	3483	0
Flt Permitted	0.488			0.638			0.070			0.242		
Satd. Flow (perm)	909	1593	0	1188	1589	0	130	3532	0	451	3483	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1961			266			1652			1043	
Travel Time (s)		38.2			5.2			32.2			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)	294	6	184	11	1	51	70	972	12	9	1426	176
Shared Lane Traffic (%)												
Lane Group Flow (vph)	294	190	0	11	52	0	70	984	0	9	1602	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 Effect Green (s)	23.1	21.3		15.7	10.6		59.5	57.7		55.7	49.7	

Pineville Industrial TIA

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

11/03/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.24	0.23		0.17	0.11		0.63	0.61		0.59	0.53	
v/c Ratio	0.88	0.53		0.04	0.29		0.28	0.46		0.02	0.87	
Control Delay	64.5	44.3		32.9	50.6		10.3	11.4		7.0	27.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	64.5	44.3		32.9	50.6		10.3	11.4		7.0	27.5	
LOS	E	D		C	D		B	B		A	C	
Approach Delay		56.5			47.5			11.3			27.4	
Approach LOS		E			D			B			C	
Queue Length 50th (ft)	175	107		6	33		15	143		2	458	
Queue Length 95th (ft)	#279	#248		21	76		38	300		8	674	
Internal Link Dist (ft)		1881			186			1572			963	
Turn Bay Length (ft)	150						100			165		
Base Capacity (vph)	335	415		282	321		296	2490		448	2304	
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	0.88	0.46		0.04	0.16		0.24	0.40		0.02	0.70	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 94.4

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 26.9

Intersection LOS: C

Intersection Capacity Utilization 80.2%









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

 Ø1	 Ø2	 Ø3	 Ø4
16 s	66 s	14 s	24 s
 Ø5	 Ø6	 Ø7	 Ø8
16 s	66 s	16 s	22 s

Pineville Industrial TIA
1: Industrial Drive & Rodney Street










11/03/2017

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	83	49	5	92	55	16
Future Volume (Veh/h)	83	49	5	92	55	16
Sign Control	Free			Free	Stop	
Grade	2%			-1%	5%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	92	54	6	102	61	18
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			146		233	119
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			146		233	119
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		92	98
cM capacity (veh/h)			1436		752	933
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	146	108	79			
Volume Left	0	6	61			
Volume Right	54	0	18			
cSH	1700	1436	786			
Volume to Capacity	0.09	0.00	0.10			
Queue Length 95th (ft)	0	0	8			
Control Delay (s)	0.0	0.4	10.1			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.4	10.1			
Approach LOS			B			
Intersection Summary						
Average Delay			2.5			
Intersection Capacity Utilization			19.6%	ICU Level of Service		A
Analysis Period (min)			15			

Pineville Industrial TIA

3: Industrial Drive & Site Driveway #1

11/03/2017






















						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	112	37	112	403	4
Future Volume (Veh/h)	10	112	37	112	403	4
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	11	124	41	124	448	4
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	656	450	452			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	656	450	452			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	80	96			
cM capacity (veh/h)	414	609	1109			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	135	165	452			
Volume Left	11	41	0			
Volume Right	124	0	4			
cSH	587	1109	1700			
Volume to Capacity	0.23	0.04	0.27			
Queue Length 95th (ft)	22	3	0			
Control Delay (s)	13.0	2.3	0.0			
Lane LOS	B	A				
Approach Delay (s)	13.0	2.3	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay		2.8				
Intersection Capacity Utilization		46.9%		ICU Level of Service		A
Analysis Period (min)		15				

2019 Phase I Build Traffic Volumes

Pineville Industrial TIA

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













11/03/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	127	0	67	4	2	19	175	893	15	40	470	221
Future Volume (vph)	127	0	67	4	2	19	175	893	15	40	470	221
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			0.997			0.952	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1770	1608	0	1770	3529	0	1770	3369	0
Flt Permitted	0.465						0.215			0.232		
Satd. Flow (perm)	866	1583	0	1863	1608	0	400	3529	0	432	3369	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1961			266			1652			1043	
Travel Time (s)		38.2			5.2			32.2			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)	141	0	74	4	2	21	194	992	17	44	522	246
Shared Lane Traffic (%)												
Lane Group Flow (vph)	141	74	0	4	23	0	194	1009	0	44	768	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 Effect Green (s)	14.3	12.8		10.9	9.1		36.1	33.0		31.3	21.7	

Pineville Industrial TIA

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

11/03/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.24	0.22		0.19	0.16		0.61	0.56		0.53	0.37	
v/c Ratio	0.38	0.22		0.01	0.09		0.40	0.51		0.10	0.62	
Control Delay	24.1	26.3		20.8	32.0		9.4	15.2		7.5	19.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	24.1	26.3		20.8	32.0		9.4	15.2		7.5	19.2	
LOS	C	C		C	C		A	B		A	B	
Approach Delay		24.8			30.3			14.3			18.5	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	41	21		1	7		22	142		5	102	
Queue Length 95th (ft)	104	76		9	34		76	286		22	220	
Internal Link Dist (ft)		1881			186			1572			963	
Turn Bay Length (ft)	150						100			165		
Base Capacity (vph)	434	606		388	533		543	3188		539	3043	
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	0.32	0.12		0.01	0.04		0.36	0.32		0.08	0.25	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 58.7

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.62

Intersection Signal Delay: 17.0









Intersection LOS: B

Intersection Capacity Utilization 57.2%

ICU Level of Service B

Analysis Period (min) 15

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

 Ø1	 Ø2	 Ø3	 Ø4
16 s	66 s	14 s	24 s
 Ø5	 Ø6	 Ø7	 Ø8
16 s	66 s	16 s	22 s

Pineville Industrial TIA
1: Industrial Drive & Rodney Street










11/03/2017

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↱	↱	
Traffic Volume (veh/h)	34	48	14	43	45	5
Future Volume (Veh/h)	34	48	14	43	45	5
Sign Control	Free			Free	Stop	
Grade	2%			-1%	5%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	38	53	16	48	50	6
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			91		144	64
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			91		144	64
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		94	99
cM capacity (veh/h)			1504		839	1000
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	91	64	56			
Volume Left	0	16	50			
Volume Right	53	0	6			
cSH	1700	1504	853			
Volume to Capacity	0.05	0.01	0.07			
Queue Length 95th (ft)	0	1	5			
Control Delay (s)	0.0	1.9	9.5			
Lane LOS		A	A			
Approach Delay (s)	0.0	1.9	9.5			
Approach LOS			A			
Intersection Summary						
Average Delay		3.1				
Intersection Capacity Utilization		19.7%	ICU Level of Service	A		
Analysis Period (min)		15				

Pineville Industrial TIA

3: Industrial Drive & Site Driveway #1





















11/03/2017

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	30	112	255	112	9
Future Volume (Veh/h)	2	30	112	255	112	9
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	2	33	124	283	124	10
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	660	129	134			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	660	129	134			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	96	91			
cM capacity (veh/h)	391	921	1451			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	35	407	134			
Volume Left	2	124	0			
Volume Right	33	0	10			
cSH	855	1451	1700			
Volume to Capacity	0.04	0.09	0.08			
Queue Length 95th (ft)	3	7	0			
Control Delay (s)	9.4	2.9	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.4	2.9	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		2.6				
Intersection Capacity Utilization		39.4%		ICU Level of Service		A
Analysis Period (min)		15				

Pineville Industrial TIA

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













11/03/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	247	4	157	9	1	42	59	793	10	7	1162	150
Future Volume (vph)	247	4	157	9	1	42	59	793	10	7	1162	150
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		0.853			0.853			0.998			0.983	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1589	0	1770	1589	0	1770	3532	0	1770	3479	0
Flt Permitted	0.435			0.645			0.079			0.280		
Satd. Flow (perm)	810	1589	0	1201	1589	0	147	3532	0	522	3479	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1961			266			1652			1043	
Travel Time (s)		38.2			5.2			32.2			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)	274	4	174	10	1	47	66	881	11	8	1291	167
Shared Lane Traffic (%)												
Lane Group Flow (vph)	274	178	0	10	48	0	66	892	0	8	1458	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 Effect Green (s)	20.6	19.1		13.9	10.4		53.1	51.5		49.4	43.3	

Pineville Industrial TIA

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

11/03/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.24	0.22		0.16	0.12		0.62	0.60		0.58	0.51	
v/c Ratio	0.81	0.50		0.04	0.25		0.24	0.42		0.02	0.83	
Control Delay	53.3	41.5		30.7	46.2		8.9	10.7		7.1	24.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	53.3	41.5		30.7	46.2		8.9	10.7		7.1	24.3	
LOS	D	D		C	D		A	B		A	C	
Approach Delay		48.6			43.5			10.5			24.3	
Approach LOS		D			D			B			C	
Queue Length 50th (ft)	140	87		4	27		13	123		2	380	
Queue Length 95th (ft)	#267	#224		20	72		33	265		8	571	
Internal Link Dist (ft)		1881			186			1572			963	
Turn Bay Length (ft)	150						100			165		
Base Capacity (vph)	340	441		288	360		328	2588		495	2501	
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	0.81	0.40		0.03	0.13		0.20	0.34		0.02	0.58	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 85.7

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 23.9

Intersection LOS: C

Intersection Capacity Utilization 75.6%









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

 Ø1	 Ø2	 Ø3	 Ø4
16 s	66 s	14 s	24 s
 Ø5	 Ø6	 Ø7	 Ø8
16 s	66 s	16 s	22 s

Pineville Industrial TIA

1: Industrial Drive & Rodney Street










11/03/2017

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↱	↱	
Traffic Volume (veh/h)	75	45	5	83	51	15
Future Volume (Veh/h)	75	45	5	83	51	15
Sign Control	Free			Free	Stop	
Grade	2%			-1%	5%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	83	50	6	92	57	17
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			133		212	108
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			133		212	108
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		93	98
cM capacity (veh/h)			1452		773	946
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	133	98	74			
Volume Left	0	6	57			
Volume Right	50	0	17			
cSH	1700	1452	807			
Volume to Capacity	0.08	0.00	0.09			
Queue Length 95th (ft)	0	0	8			
Control Delay (s)	0.0	0.5	9.9			
Lane LOS		A	A			
Approach Delay (s)	0.0	0.5	9.9			
Approach LOS			A			
Intersection Summary						
Average Delay		2.6				
Intersection Capacity Utilization		18.9%	ICU Level of Service	A		
Analysis Period (min)		15				

Pineville Industrial TIA

3: Industrial Drive & Site Driveway #1

11/03/2017






















						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	112	37	102	366	4
Future Volume (Veh/h)	10	112	37	102	366	4
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	11	124	41	113	407	4
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	604	409	411			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	604	409	411			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	81	96			
cM capacity (veh/h)	445	642	1148			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	135	154	411			
Volume Left	11	41	0			
Volume Right	124	0	4			
cSH	620	1148	1700			
Volume to Capacity	0.22	0.04	0.24			
Queue Length 95th (ft)	21	3	0			
Control Delay (s)	12.4	2.4	0.0			
Lane LOS	B	A				
Approach Delay (s)	12.4	2.4	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay		2.9				
Intersection Capacity Utilization		44.4%		ICU Level of Service		A
Analysis Period (min)		15				

2024 Phase II Build Traffic Volumes

Pineville Industrial TIA

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













11/03/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	156	0	83	5	2	21	338	986	16	44	519	340
Future Volume (vph)	156	0	83	5	2	21	338	986	16	44	519	340
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			0.862			0.998			0.941	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1770	1606	0	1770	3532	0	1770	3330	0
Flt Permitted	0.435						0.141			0.191		
Satd. Flow (perm)	810	1583	0	1863	1606	0	263	3532	0	356	3330	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1961			266			1652			1043	
Travel Time (s)		38.2			5.2			32.2			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)	173	0	92	6	2	23	376	1096	18	49	577	378
Shared Lane Traffic (%)												
Lane Group Flow (vph)	173	92	0	6	25	0	376	1114	0	49	955	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 Effect Green (s)	14.8	13.2		10.8	8.7		42.2	36.3		35.3	26.6	

Pineville Industrial TIA

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

11/03/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.21	0.19		0.16	0.13		0.61	0.53		0.51	0.39	
v/c Ratio	0.54	0.30		0.02	0.12		0.91	0.60		0.14	0.75	
Control Delay	30.9	30.3		23.2	34.9		46.7	16.0		7.8	22.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	30.9	30.3		23.2	34.9		46.7	16.0		7.8	22.8	
LOS	C	C		C	C		D	B		A	C	
Approach Delay		30.7			32.6			23.8			22.1	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	64	33		2	9		88	168		5	151	
Queue Length 95th (ft)	136	96		12	37		#363	338		25	301	
Internal Link Dist (ft)		1881			186			1572			963	
Turn Bay Length (ft)	150						100			165		
Base Capacity (vph)	348	478		324	416		414	3073		434	2897	
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	0.19		0.02	0.06		0.91	0.36		0.11	0.33	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 69

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 23.9

Intersection LOS: C

Intersection Capacity Utilization 71.8%









ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

 Ø1	 Ø2	 Ø3	 Ø4
16 s	66 s	14 s	24 s
 Ø5	 Ø6	 Ø7	 Ø8
16 s	66 s	16 s	22 s

Pineville Industrial TIA
1: Industrial Drive & Rodney Street










11/03/2017

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶			↶	↶	
Traffic Volume (veh/h)	38	63	23	47	50	6
Future Volume (Veh/h)	38	63	23	47	50	6
Sign Control	Free			Free	Stop	
Grade	2%			-1%	5%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	42	70	26	52	56	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			112		181	77
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			112		181	77
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		93	99
cM capacity (veh/h)			1478		794	984
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	112	78	63			
Volume Left	0	26	56			
Volume Right	70	0	7			
cSH	1700	1478	811			
Volume to Capacity	0.07	0.02	0.08			
Queue Length 95th (ft)	0	1	6			
Control Delay (s)	0.0	2.6	9.8			
Lane LOS		A	A			
Approach Delay (s)	0.0	2.6	9.8			
Approach LOS			A			
Intersection Summary						
Average Delay			3.2			
Intersection Capacity Utilization			20.4%	ICU Level of Service		A
Analysis Period (min)			15			

Pineville Industrial TIA

3: Industrial Drive & Site Driveway #1






















11/03/2017

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	64	367	281	124	28
Future Volume (Veh/h)	5	64	367	281	124	28
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	6	71	408	312	138	31
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	1282	154	169			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1282	154	169			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	92	71			
cM capacity (veh/h)	130	892	1409			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	77	720	169			
Volume Left	6	408	0			
Volume Right	71	0	31			
cSH	612	1409	1700			
Volume to Capacity	0.13	0.29	0.10			
Queue Length 95th (ft)	11	30	0			
Control Delay (s)	11.7	6.2	0.0			
Lane LOS	B	A				
Approach Delay (s)	11.7	6.2	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay		5.5				
Intersection Capacity Utilization		57.6%		ICU Level of Service		B
Analysis Period (min)		15				

Pineville Industrial TIA

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













11/03/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	383	5	312	10	1	46	77	875	11	8	1283	180
Future Volume (vph)	383	5	312	10	1	46	77	875	11	8	1283	180
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		0.853			0.853			0.998			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1589	0	1770	1589	0	1770	3532	0	1770	3476	0
Flt Permitted	0.494			0.400			0.067			0.242		
Satd. Flow (perm)	920	1589	0	745	1589	0	125	3532	0	451	3476	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1961			266			1652			1043	
Travel Time (s)		38.2			5.2			32.2			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)	426	6	347	11	1	51	86	972	12	9	1426	200
Shared Lane Traffic (%)												
Lane Group Flow (vph)	426	353	0	11	52	0	86	984	0	9	1626	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 Effect Green (s)	25.4	23.5		15.4	10.2		62.0	60.1		57.6	51.5	

Pineville Industrial TIA

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

11/03/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.26	0.24		0.16	0.10		0.63	0.61		0.58	0.52	
v/c Ratio	1.18	0.93		0.06	0.32		0.36	0.46		0.02	0.89	
Control Delay	142.8	73.9		33.6	52.2		14.5	11.6		7.0	29.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	142.8	73.9		33.6	52.2		14.5	11.6		7.0	29.7	
LOS	F	E		C	D		B	B		A	C	
Approach Delay		111.6			49.0			11.9			29.6	
Approach LOS		F			D			B			C	
Queue Length 50th (ft)	~390	238		6	34		18	143		2	483	
Queue Length 95th (ft)	#508	#546		21	76		57	300		8	#697	
Internal Link Dist (ft)		1881			186			1572			963	
Turn Bay Length (ft)	150						100			165		
Base Capacity (vph)	360	378		229	291		273	2500		429	2269	
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	1.18	0.93		0.05	0.18		0.32	0.39		0.02	0.72	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 98.6

Natural Cycle: 110

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.18

Intersection Signal Delay: 42.6

Intersection LOS: D

Intersection Capacity Utilization 87.4%

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

 Ø1	 Ø2	 Ø3	 Ø4
16 s	66 s	14 s	24 s
 Ø5	 Ø6	 Ø7	 Ø8
16 s	66 s	16 s	22 s

Pineville Industrial TIA

1: Industrial Drive & Rodney Street










11/03/2017

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶			↶	↶	
Traffic Volume (veh/h)	83	51	6	92	70	26
Future Volume (Veh/h)	83	51	6	92	70	26
Sign Control	Free			Free	Stop	
Grade	2%			-1%	5%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	92	57	7	102	78	29
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			149		236	120
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			149		236	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 %			100		90	97
cM capacity (veh/h)			1432		748	931
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	149	109	107			
Volume Left	0	7	78			
Volume Right	57	0	29			
cSH	1700	1432	790			
Volume to Capacity	0.09	0.00	0.14			
Queue Length 95th (ft)	0	0	12			
Control Delay (s)	0.0	0.5	10.3			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.5	10.3			
Approach LOS			B			
Intersection Summary						
Average Delay			3.2			
Intersection Capacity Utilization			21.9%	ICU Level of Service		A
Analysis Period (min)			15			

Pineville Industrial TIA

3: Industrial Drive & Site Driveway #1

11/03/2017

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	35	376	73	112	403	7
Future Volume (Veh/h)	35	376	73	112	403	7
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	39	418	81	124	448	8
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	738	452	456			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	738	452	456			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	89	31	93			
cM capacity (veh/h)	357	608	1105			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	457	205	456			
Volume Left	39	81	0			
Volume Right	418	0	8			
cSH	573	1105	1700			
Volume to Capacity	0.80	0.07	0.27			
Queue Length 95th (ft)	193	6	0			
Control Delay (s)	31.5	3.8	0.0			
Lane LOS	D	A				
Approach Delay (s)	31.5	3.8	0.0			
Approach LOS	D					
Intersection Summary						
Average Delay		13.6				
Intersection Capacity Utilization		66.7%		ICU Level of Service		C
Analysis Period (min)		15				

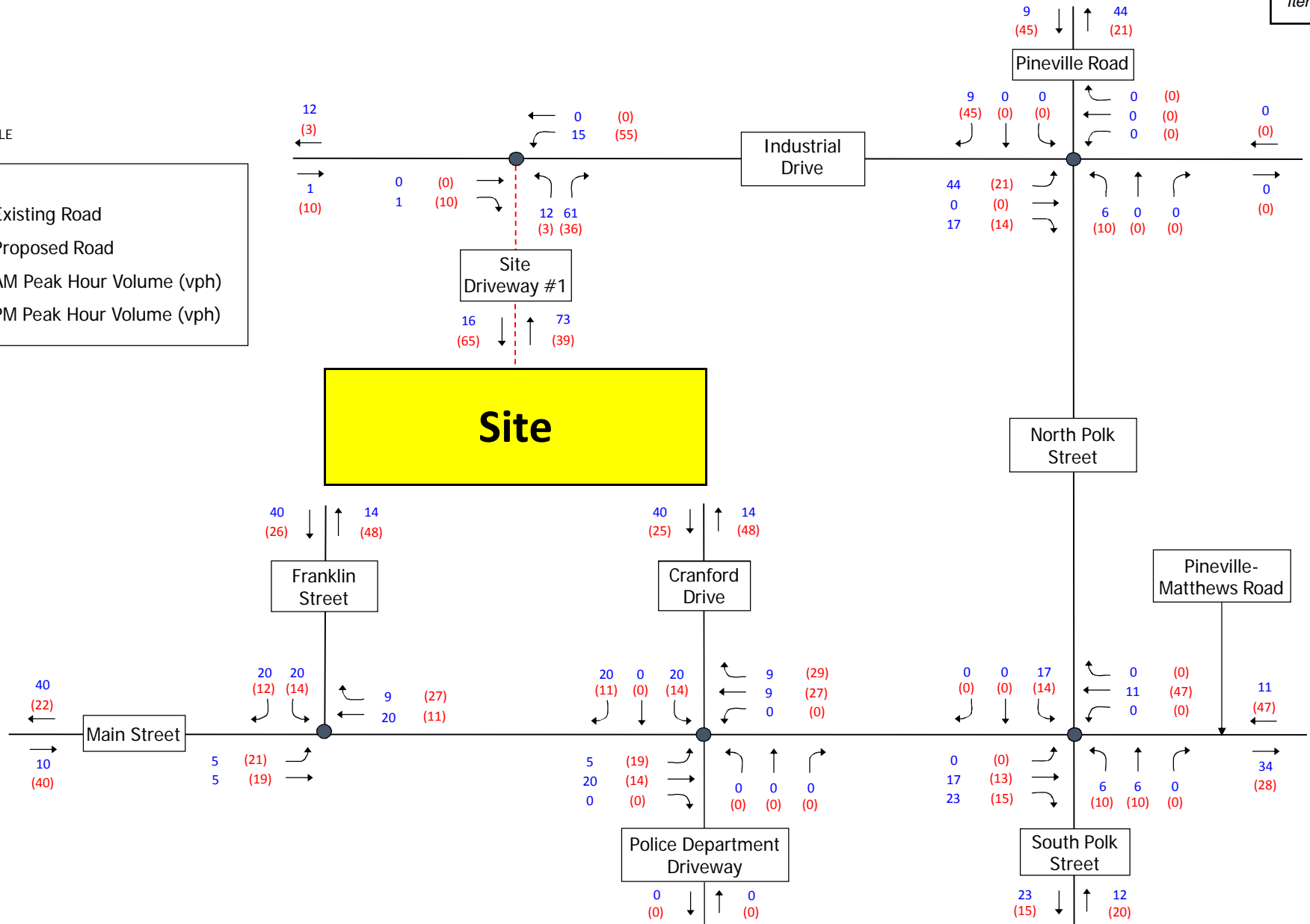
Appendix E – Approved Developments



NOT TO SCALE

LEGEND:

- Existing Road
- - - Proposed Road
- XX AM Peak Hour Volume (vph)
- (XX) PM Peak Hour Volume (vph)



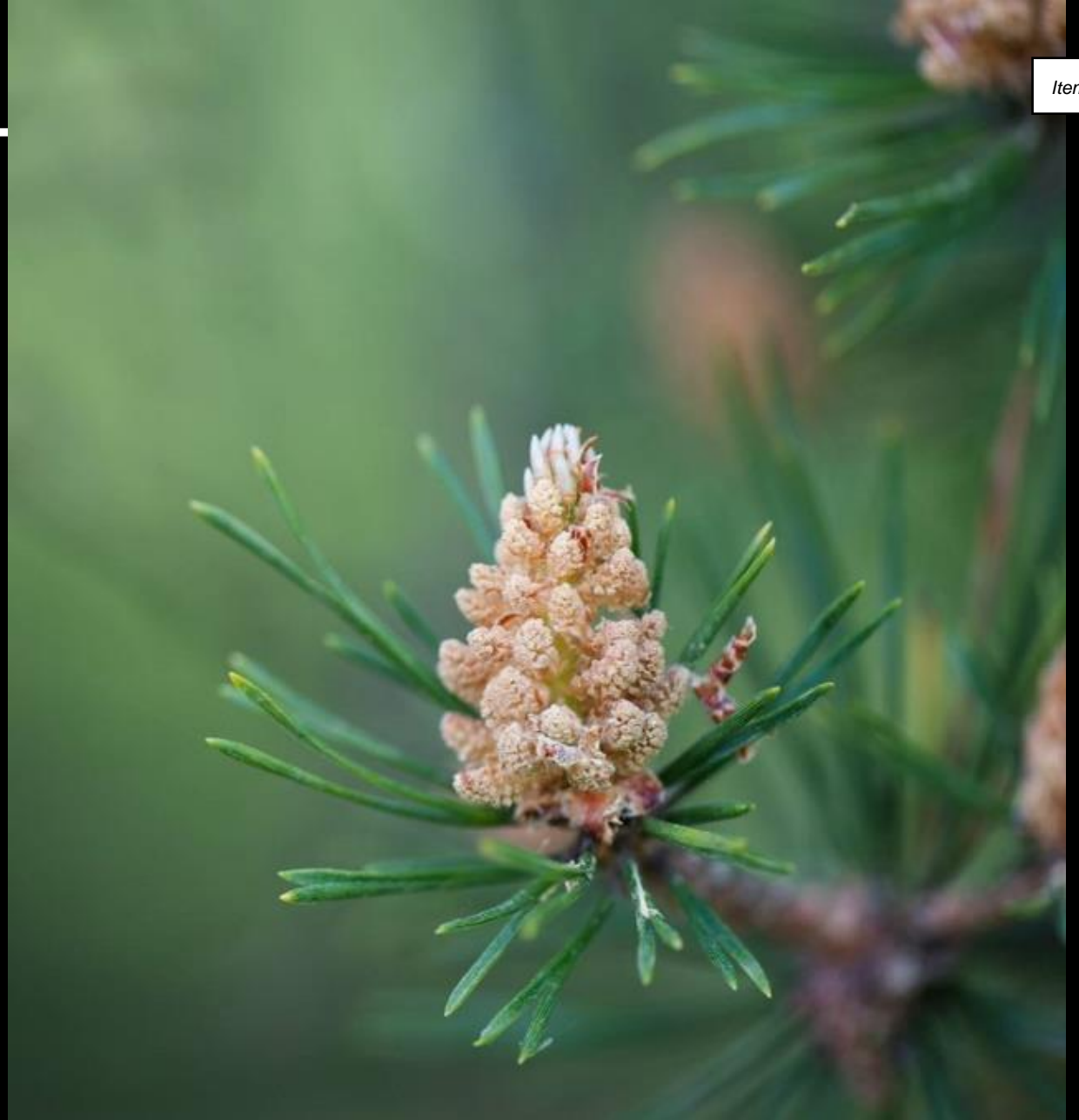


TOWN COUNCIL AGENDA ITEM

MEETING DATE: 02/11/2025

Agenda Title/Category:	New Employee Handbook Pay Policies			
Staff Contact/Presenter:	Linda Gaddy			
Meets Strategic Initiative or Approved Plan:	Yes	No	If yes, list:	
		X		
Background:	New pay plan designs were approved based on the compensation study just conducted. Pay Policy revisions have been revised to match.			
Discussion:	Approval of the proposed policy changes in that were presented at the last workshop meeting.			
Fiscal impact:	Within budget, these changes do not increase costs, and one reduces costs			
Attachments:	1. PowerPoint summary of policy changes and final classification and pay plans 2. Employee Handbook page updated 3. Grid of Compensation Policies 2025 4. Classification and Pay plans			
Recommended Motion to be made by Council:	Approval of Employee Handbook pay policy changes and final pay plans			

COMPENSATION 2025 POLICY CHANGES & PLANS



COMPENSATION PLAN 3.5.2025



TOWN OF PINEVILLE'S EMPLOYEE HANDBOOK

PROMOTION EFFECTS ON SALARY RATE

Promotions: Employees shall receive a pay increase to recognize and compensate the employee for their knowledge, skills and ability and their increased responsibility and duties. With the exception of Sworn Officers and Firefighters, when there is opportunity for promotion, the pay increase is a minimum of 5% or the minimum of that pay grade, whichever is greater. The increase should be between five(5) and 10% for most promotions, based on a 5% increase per pay grade increase, and consistent with internal equity. All increases must be approved by Human Resources and Town Manager.

Promoted employees will complete a promotion introductory period of 6 months, but no pay increase is due at this time. They will be included in the next annual review date. For Sworn Officers, the employee's new anniversary date will be one year from the date of promotion. For Sworn Officers and Firefighters, the incumbent will move to the step in the new grade that aligns with the promotion. From Police Officer to Corporal is one step lower on the new grade. For Officer to Sergeant two steps lower on the new grade. Other moves follow a similar pattern dependent on how many grades they are moving up. If the increase is less than the minimum salary for the new position, the incumbent will move to Step 1 of the new grade. In no event, however, shall the new salary exceed the maximum rate of the new salary range.

Police Officer to Detective and Detective to Police Officer considered Lateral move. Move to same Step on new Grade.

Demotions: Demotion is the movement of an employee from one position to a position in a class assigned to a lower salary range. An employee being demoted, must show promise of performing satisfactorily in another position. When an employee is demoted to a position for which they are qualified for other than for disciplinary or performance-based reasons, the employee will be placed at a pay-rate within the new pay grade based on knowledge, skills and ability as related to the new position and equitable to others within the same classification. If the current salary is within the new range, the employee's salary may be retained at the previous rate if appropriate. If the demotion is the result of discipline or the demotion is from a position with supervisory or leadership responsibilities, the salary shall be decreased at minimum 5% or to the midpoint of the new range and no merit increase will be granted for twelve months. In no event, however, shall the new salary exceed the maximum rate of the new salary range.

Revised pay plan plans have been finalized and the policies and procedures surrounding compensation have been evaluated and revised to match the new pay structures.

The policy changes which were shared with you at the Work Session have been incorporated into the Employee Handbook policies on p. 13.

The major change was that the 6-month introductory period pay increases are no longer needed. That section was deleted. The next section on promotion was revised and updated.

PAY POLICY REVIEW

Policies for Compensation 2025

	CURRENT	NEW
Pay premiums		
Premiums for certs	Police sworn: One step for Intermediate Law Enforcement Certificate, two steps for Advanced (or only one additional step if already received credit for Intermediate)	\$1250/yr Intermediate \$2500/yr Advanced Law *if credit already given only \$1250 will be added granted every year at a
Premiums for educ	General: none Police sworn: Two steps for Associates Degree, two more or 4 total for bachelors degree	General: none Police sworn: 5% for A 10% for Bachelors* *if credit already given 5% for a total of 10%
Premiums for language	5% for general employees, 2 steps for Police Officers	5% premium for one la premium for Police Of
	CURRENT	NEW
Promotion Practices	<i>includes 6 month introductory period</i>	
General	5% to 10% unless moving greater than 2 grades considered on an individual basis	5% to 10% unless mov grades considered on and consistent with in shoud genreally be at grade movement.
	Incumbent is promoted to a higher grade, they receive the equivalent of a 7.5% increase and placed into the corresponding	Move to the new grad Officer to Corporal, 1 to Sergeant. Other mo

In your packet is a workbook of Incentive Pay, Hiring and Promotion practices outlining the old vs. the new recommended polices.

Some only apply to the Police Sworn officers who receive additional premium pay for certifications and degree on top of their base pay (their Step).

INCENTIVE PREMIUMS

	CURRENT	NEW	Grandfather in?	Handbook Policy
Pay premiums				
Premiums for certs	Police sworn: One step for Intermediate Law Enforcement Certificate, two steps for Advanced (or only one additional step if already received credit for Intermediate)	\$1250/yr Intermediate Law Certificate \$2500/yr Advanced Law Certificate* *if credit already given for Intermediate, only \$1250 will be added for total \$2500 granted every year at annual review	Yes 14 people	Add: flat amount awarded once per year at annual evaluation
Premiums for educ	General: none Police sworn: Two steps for Associates Degree, two more or 4 total for bachelors degree	General: none Police sworn: 5% for Associates 10% for Bachelors* *if credit already given for Associates, only 5% for a total of 10%	N/A	in each paycheck Add: Sworn officers will receive a premium for Associates or Bachelors degrees completed added to their Grade/Step pay rate.
Premiums for language	5% for general employees, 2 steps for Police Officers	5% premium for one language only, 5% premium for Police Officers	N/A	in each paycheck

PROMOTION PRACTICES

	CURRENT	NEW	Grandfather ? Handbook Policy	
Promotion Practices	includes 6 month introductory period			
General	5% to 10% unless moving greater than 2 grades considered on an individual basis	5% to 10% unless moving more than 2 grades considered on an individual basis, and consistent with internal equity ** should generally be at 5% increase for each grade movement.	N/A	NEW EMPLOYEE INTRODUCTORY PAY INCREASES p12 Delete NA. Add: Promotion evaluation at 6 mons w/out pay increase. Annual eval is next Aug..
Police	Incumbent is promoted to a higher grade, they receive the equivalent of a 7.5% increase and placed into the corresponding step of the new grade. If the 7.5% increase is less than the minimum salary for the new position, the incumbent will move to Step 1 of the new grade. At the completion of the introductory period in the new position, he/she is eligible for another one step increase (for a total max increase of 10% at the conclusion of the introductory process). *Police Officer to Detective and Detective to Police Officer considered Lateral Move and will move to the corresponding step to keep the same pay.	Move to the new grade one step lower for Officer to Corporal, 2 steps lower for Officer to Sergeant. Other moves follow similar pattern dependent on how many grades they are moving up. If the increase is less than the minimum salary for the new position, the incumbent will move to Step 1 of the new grade. *Police Officer to Detective and Detective to Police Officer considered Lateral move. Move to same Step on new Grade. **A six-month introductory period will apply to promotions. A performance evaluation will be conducted at six months in the new position, but no pay increase is granted.	N/A	EFFECTS ON SALARY RATE p 12 Promotion Evaluation conducted at 6 months without pay increase. Annual eval date is one year from last annual review date with eligibility to move one step with acceptable performance review score.

PROMOTION PRACTICES

	CURRENT	NEW	Grandfather ?	Handbook Policy
Promotion Practices	includes 6 month introductory period			
Fire	At the completion of the introductory period in the new position, he/she is eligible for another one step increase (for a total max increase of 10% at the conclusion of the introductory process).	**A six-month introductory period will apply to promotions. A performance evaluation will be conducted at six months in the new position, but no pay increase is granted.	N/A	Annual evaluation will be conducted at 12 months with eligible for a one-step increase with acceptable evaluation score.

HIRING PRACTICES

	CURRENT	NEW	Grandfather in?	Handbook Policy
Hiring Guidelines				
General	Approx 2.5% per year of prior directly relevant experience up to the mid-point	Approx 2.5% per year of prior directly relevant experience up to the mid-point. Above mid-point will need justification and prior approval by Town Manager	N/A	New: Add to hiring practices. Initial 6 month evaluation without a pay increase.
Police	Step 1 No experience &/or no Degree Step 3 Two (2) years of experience &/or Associate Degree Step 5 Four (4) years of experience &/or Bachelor's Degree Five(5)+ years of experience evaluated on a case-by-case basis	Step 1 No sworn experience &/or no Degree Step 3 Two (2) years of experience Step 5 Four (4) years of experience Five(5)+ years of experience evaluated on a case-by-case basis. Possesses an education degree and/or Law Enforcement Certificate=additional premium pay.	N/A	Anniversary date for evals is 12 months from sworn in date. No eval at 6 months. All officers have an FTO period. Completing FTO will replace 6 month eval.
	none	Probationary Officer: (new) Less than one year sworn exper. completing initial Field Training usually for 4 to 6 months. During this time they are accompanied by and are receiving field training from experienced trainers in order to become an independent Police Officer.	N/A	Pay rate is 5% below Step 1 Police Officer. At completion of FTO will promote to Police Officer Step 1. Anniversary date for evals is 12 months from sworn in date. No eval at 6 months.

HIRING PRACTICES

	CURRENT	NEW	Grandfather in?	Handbook Policy
Hiring Guidelines				
Fire	Start at Step 1, Upon successful completion of a six (6) month introductory period, incumbents will be eligible to receive a one (1) step increase	Start at Step 1, Upon successful completion of a twelve (12) month introductory period, incumbents will be eligible to receive a one (1) step increase with acceptable performance review score. Consideration for above Step 1 may be given for many years of experience in a tight hiring market with approval of Town Manager.	N/A	At bottom of published Fire pay plan

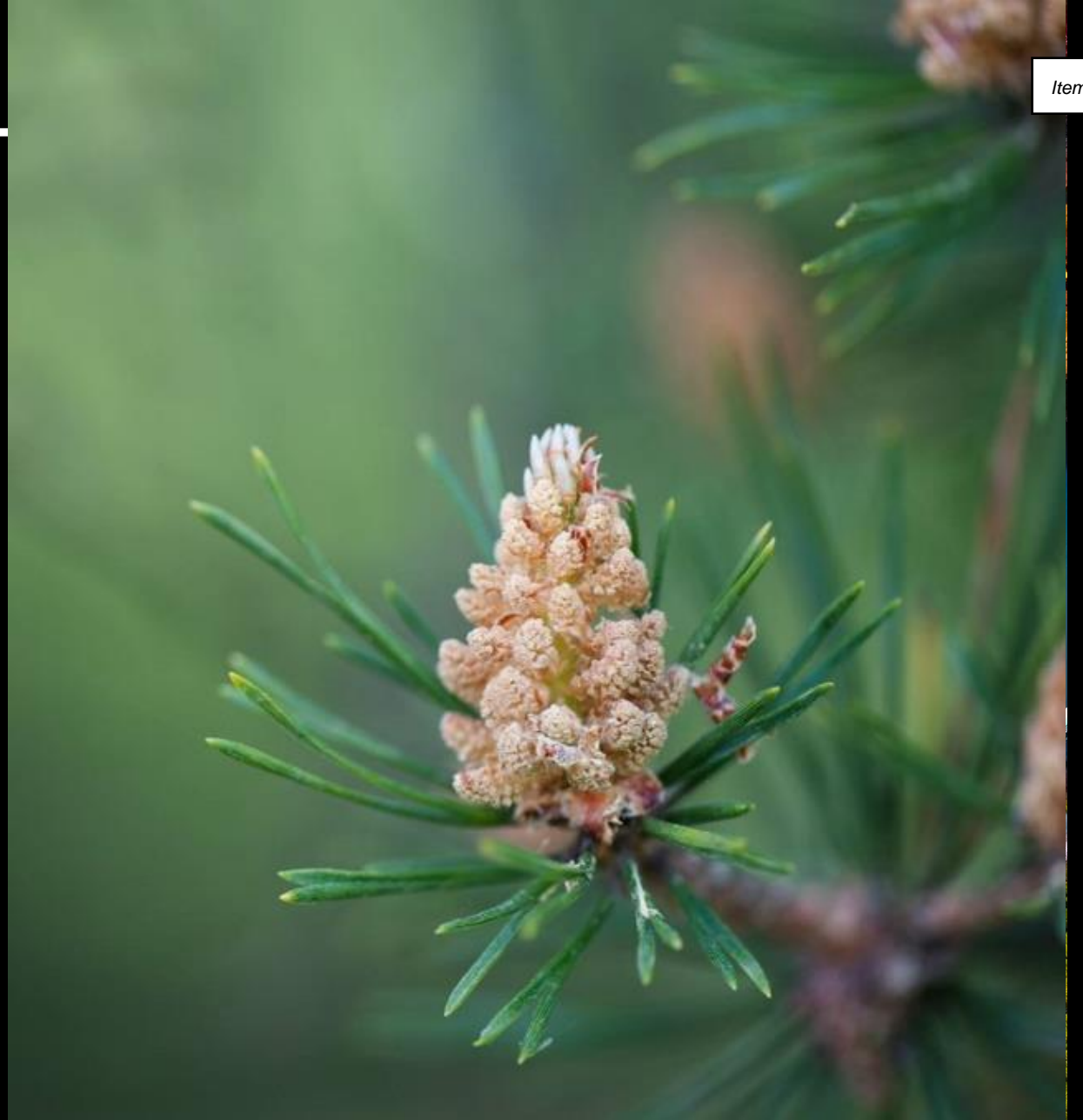
PAY POLICY TRANSITION TO NEW PLANS

The policy revisions need to be approved.

New policies will take effect on March 5th along with the new pay plans.

PAY PLANS

Item 10.



Town of Pineville Classification & Pay Plan

Effective March 5, 2025

Grade	Project Title	FLSA Status	Min	Mid	Max	Grade	Project Title	FLSA Status	Min	Mid	Max
14	Customer Service Representative	NE	\$43,285	\$49,778	\$56,271	20	Assistant Telecommunications Supervisor	NE	\$55,589	\$66,707	\$77,825
14	Maintenance Technician	NE	\$43,285	\$49,778	\$56,271	20	Community Outreach Specialist	NE	\$55,589	\$66,707	\$77,825
14	Park Maintenance Technician I	NE	\$43,285	\$49,778	\$56,271	20	Parks Maintenance Supervisor	NE	\$55,589	\$66,707	\$77,825
14	Storm Water Technician	NE	\$43,285	\$49,778	\$56,271	20	Public Works Supervisor	NE	\$55,589	\$66,707	\$77,825
14	911 Telecommunicator	NE	\$43,285	\$49,778	\$56,271	20	Senior Systems Technician/Assistant Supervisor	NE	\$55,589	\$66,707	\$77,825
14	Admin Assistant/Receptionist	NE	\$43,285	\$49,778	\$56,271						
						21	Building Maintenance Supervisor	NE	\$58,368	\$70,042	\$81,715
15	Administrative Assistant	NE	\$45,450	\$52,267	\$59,085	21	Crime Analyst	NE	\$58,368	\$70,042	\$81,715
15	Equipment Operator	NE	\$45,450	\$52,267	\$59,085	21	Records & Accreditation Manager	NE	\$58,368	\$70,042	\$81,715
15	Senior Customer Service Representative	NE	\$45,450	\$52,267	\$59,085						
15	Senior Storm Water Technician	NE	\$45,450	\$52,267	\$59,085	22	Community Relations & Communications Specialist	NE	\$61,287	\$73,544	\$85,802
15	Parks Maintenance Technician II	NE	\$45,450	\$52,267	\$59,085	22	Accountant	Exempt	\$61,287	\$73,544	\$85,802
15	911 Telecommunicator II	NE	\$45,450	\$52,267	\$59,085						
						23	Central Office Database Technician	NE	\$64,351	\$77,221	\$90,091
16	Accounting Technician II	NE	\$47,722	\$54,880	\$62,039	23	Network Database Technician	NE	\$64,351	\$77,221	\$90,091
16	Administrative Technician	NE	\$47,722	\$54,880	\$62,039	23	Systems Technician Supervisor	NE	\$64,351	\$77,221	\$90,091
16	Billing & Collections Coordinator	NE	\$47,722	\$54,880	\$62,039						
16	Property & Evidence Technician	NE	\$47,722	\$54,880	\$62,039	24	Telecommunications Supervisor 911	Exempt	\$67,568	\$81,082	\$94,595
16	Senior Parks Maintenance Technician	NE	\$47,722	\$54,880	\$62,039						
16	Building Maintenance Technician	NE	\$47,722	\$54,880	\$62,039	25	Town Clerk	Exempt	\$70,947	\$85,136	\$99,326
16	911 Telecommunicator III	NE	\$47,722	\$54,880	\$62,039						
						30	Human Resource Director	Exempt	\$94,593	\$118,241	\$141,890
17	Human Resource Assistant	NE	\$50,108	\$57,624	\$65,140	30	Parks & Recreation Director	Exempt	\$94,593	\$118,241	\$141,890
17	Fleet Manager	NE	\$50,108	\$57,624	\$65,140	30	Public Works Director	Exempt	\$94,593	\$118,241	\$141,890
17	Code Enforcement Officer	NE	\$50,108	\$57,624	\$65,140						
17	911 Senior Telecommunicator	NE	\$50,108	\$57,624	\$65,140	31	Finance Director	Exempt	\$102,160	\$127,700	\$153,240
						31	Planning Director	Exempt	\$102,160	\$127,700	\$153,240
18	Athletic Coordinator	NE	\$50,421	\$60,505	\$70,589	31	Telephone/Utility Director	Exempt	\$102,160	\$127,700	\$153,240
18	Programs/Events Coordinator	NE	\$50,421	\$60,505	\$70,589						
18	Special Events Coordinator	NE	\$50,421	\$60,505	\$70,589	33	Assistant Town Manager	Exempt	\$119,949	\$148,949	\$178,739
18	Systems Technician	NE	\$50,421	\$60,505	\$70,589						
						36	Town Manager	Exempt	\$150,106	\$187,633	\$225,159

POLICE PAY PLAN

Town of Pineville Police Classification & Step Pay Plan

Effective March 5, 2025

Grade	Position		1	2	3	4	5	6	7	8	9	10	11											
	BLET	\$18.00																						
	Probationary	\$55,556.55																						
	40	\$26.71																						
	42	\$25.44																						
PO1	Police Officer		\$58,334.38	\$59,792.74	\$61,287.56	\$62,819.75	\$64,390.24	\$66,000.00	\$67,650.00	\$69,341.25	\$71,074.78	\$72,851.65	\$74,672.94											
	42	\$26.71	\$27.38	\$28.06	\$28.76	\$29.48	\$30.22	\$30.98	\$31.75	\$32.54	\$33.36	\$34.19												
PO2	Detective		\$60,667.76	\$62,184.45	\$63,739.06	\$65,332.54	\$66,965.85	\$68,640.00	\$70,356.00	\$72,114.90	\$73,917.77	\$75,765.72	\$77,659.86											
	40	\$29.17	\$29.90	\$30.64	\$31.41	\$32.20	\$33.00	\$33.83	\$34.67	\$35.54	\$36.43	\$37.34												
PO3	Corporal		\$64,914.50	\$66,537.36	\$68,200.80	\$69,905.82	\$71,653.46	\$73,444.80	\$75,280.92	\$77,162.94	\$79,092.02	\$81,069.32	\$83,096.05											
	40	\$31.21	\$31.99	\$32.79	\$33.61	\$34.45	\$35.31	\$36.19	\$37.10	\$38.03	\$38.98	\$39.95												
	42	\$29.72	\$30.47	\$31.23	\$32.01	\$32.81	\$33.63	\$34.47	\$35.33	\$36.21	\$37.12	\$38.05												
PO4	Sergeant		\$72,704.24	\$74,521.85	\$76,384.89	\$78,294.52	\$80,251.88	\$82,258.18	\$84,314.63	\$86,422.50	\$88,583.06	\$90,797.64	\$93,067.58											
	40	\$34.95	\$35.83	\$36.72	\$37.64	\$38.58	\$39.55	\$40.54	\$41.55	\$42.59	\$43.65	\$44.74												
	42	\$33.29	\$34.12	\$34.97	\$35.85	\$36.75	\$37.66	\$38.61	\$39.57	\$40.56	\$41.57	\$42.61												
PO5	Lieutenant		\$82,155.79	\$84,209.69	\$86,314.93	\$88,472.80	\$90,684.62	\$92,951.74	\$95,275.53	\$97,657.42	\$100,098.86	\$102,601.33	\$105,166.36											
PO6	Police Captain		\$94,068.38	\$96,420.09	\$98,830.59	\$101,301.36	\$103,833.89	\$106,429.74	\$109,090.48	\$111,817.75	\$114,613.19	\$117,478.52	\$120,415.48											
PO7	Police Chief		\$122,103.62	\$125,766.72	\$129,539.73	\$133,425.92	\$137,428.69	\$141,551.56	\$145,798.10	\$150,172.05	\$154,677.21	\$159,317.52	\$164,097.05											
New Hire Guidelines			Promotion Guidelines					** Police Officer to Detective and Detective to Police Officer is considered a lateral move. Will move to same step on new grade.																
Step 1	No sworn experience		Move to the step in the new grade that aligns with the promotion. From Police Officer to Corporal is one step lower on the new grade. For Officer to Sergeant two steps lower on the new grade. Other moves follow a similar pattern dependent on how may grades they are moving up. If the increase is less than the minimum salary for the new position, the incumbent will move to Step 1 of the new grade.																					
Step 3	Two (2) years of experience																							
Step 5	Four (4) years of experience																							
*	Premium pay for Associates or Bachelors degree, and Intermediate or Advanced Law certificate, will be added to step pay rate																							

FIRE PAY PLAN

Town of Pineville Fire Classification & Pay Plan																
Effective 3/5/2025																
Position	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10	Step 11	Step 12	Step 13	Step 14	Step 15
Firefighter Driver	20	\$58,317.17	\$59,775.10	\$61,269.48	\$62,801.21	\$64,371.25	\$65,980.53	\$67,630.04	\$69,320.79	\$71,053.81	\$72,830.16	\$74,650.91	\$76,517.18	\$78,430.11	\$80,390.86	\$82,400.64
HOURLY (For HR Only)		\$ 19.64	\$ 20.13	\$ 20.63	\$ 21.15	\$ 21.67	\$ 22.22	\$ 22.77	\$ 23.34	\$ 23.92	\$ 24.52	\$ 25.13	\$ 25.76	\$ 26.41	\$ 27.07	\$ 27.74
Introductory Period Upon successful completion of a twelve (12) month introductory period, incumbents will be eligible to receive a one (1) step increase																

Policies for Compensation 2025

		CURRENT	NEW	Grandfather in?	Handook Policy
Pay premiums					
Premiums for certs		Police sworn: One step for Intermeditate Law Enforcement Certificate, two steps for Advanced (or only one additonal step if already received credit for Intermediate)	\$1250/yr Intermediate Law Certificate \$2500/yr Advanced Law Certificate* *if credit already given for Intermediate, only \$1250 will be added for total \$2500 <i>granted every year at annual review</i>	Yes 14 people	<i>Add: flat amount awarded once per year at annual evaluation</i>
Premiums for educ		General: none Police sworn: Two steps for Associates Degree, two more or 4 total for bachleors degree	General: none Police sworn: 5% for Associates 10% for Bachelors* *if credit already given for Associates, only 5% for a total of 10%	N/A	<i>in each paycheck Add: Sworn officers will receive a premium for Associates or Bachelors degrees completed added to their Grade/Step pay rate.</i>
Premiums for language		5% for general employees, 2 steps for Police Officers	5% premium for one language only, 5% premium for Police Officers	N/A	<i>in each paycheck</i>
Promotion Practices		<i>includes 6 month introductory period</i>			
General		5% to 10% unless moving greater than 2 grades considered on an individual basis	5% to 10% unless moving more than 2 grades considered on an individual basis, and consistent with internal equity** shoud genreally be at 5% increase for each grade movement.	N/A	NEW EMPLOYEE INTRODUCTORY PAY INCREASES p12 Delete N/A. Add: Promotion evaluation at 6 months without pay increase. Annual eval date is next Aug..
Police		Incumbent is promoted to a higher grade, they receive the equivalent of a 7.5% increase and placed into the corresponding step of the new grade. If the 7.5% increase is less than the minimum salary for the new position, the incumbent will move to Step 1 of the new grade. At the completion of the introductory period in the new position, he/she is eligible for another one step increase (for a total max increase of 10% at the conclusion of the introductory process). <i>*Police Officer to Detective and Detective to Police Officer considered Lateral Move and will move to the corresponding step to keep the same pay.</i>	Move to the new grade one step lower for Officer to Corporal, 1 step lower for Officer to Sergeant. Other moves follow similiar pattern dependent on how many grades they are moving up. If the increase is less than the minimum salary for the new position, the incumbent will move to Step 1 of the new grade. <i>*Police Officer to Detective and Detective to Police Officer considered Lateral move. Move to same Step on new Grade.</i> **A six-month introductory period will apply to promotions. A performance evaluation will be conducted at six months in the new positon, but no pay increase is granted.	N/A	EFFECTS ON SALARY RATE p 12 Promotion Evaluation conducted at 6 months without pay increase. Annual eval date is one year from sworn in date with elgibility to move one step with acceptable performance review score.
Fire		At the completion of the introductory period in the new position, he/she is eligible for another one step increase (for a total max increase of 10% at the conclusion of the introductory process).	**A six-month introductory period will apply to promotions. A performance evaluation will be conducted at six months in the new positon, but no pay increase is granted.	N/A	Annual evaluation will be conducted at 12 months with eligible for a one-step increase with acceptable evaluation score.

Hiring Guidelines					
General		Approx 2.5% per year of prior directly relevant experience up to the mid-point	Approx 2.5% per year of prior directly relevant experience up to the mid-point. Above mid-point will need justification and prior approval by Town Manager	N/A	New: Add to hiring practices. Intial 6 month evaultion without a pay increase.
Police		Step 1 No experience &/or no Degree Step 3 Two (2) years of experience &/or Associate Degree Step 5 Four (4) years of experience &/or Bachelor's Degree Five(5)+ years of experience evaluated on a case-by-case basis	Step 1 No sworn experience &/or no Degree Step 3 Two (2) years of experience Step 5 Four (4) years of experience Five(5)+ years of experience evaluated on a case-by-case basis. Possesses an education degree and/or Law Enforcement Certificate=additional premium pay.	N/A	Anniversary date for evals is 12 months from sworn in date. No eval at 6 months.
		none	Probationary Officer: (new) Less than one year sworn exper. completing initial Field Training usually for 4 to 6 months. During this time they are accompanied by and are receiving field training from experienced trainers in order to become an independent Police Officer.	N/A	Pay rate is 5% below Step 1 Police Officer. At completion of FTO will promote to Police Officer Step 1. Anniversary date for evals is 12 months from sworn in date. No eval at 6 months.
Fire		Start at Step 1, Upon successful completion of a six (6) month introductory period, incumbents will be eligible to receive a one (1) step increase	Start at Step 1, Upon successful completion of a twelve 12) month introductory period, incumbents will be eligible to receive a one (1) step increase with acceptable performace review score	N/A	At bottom of published Fire pay plan

TOWN OF PINEVILLE'S EMPLOYEE HANDBOOK

COMPENSATION

ADMINISTRATION AND MAINTENANCE

The Town Manager, assisted by the Human Resources Director, shall be responsible for the administration and the maintenance of the pay plan. All employees covered by the pay shall be paid at a rate within the salary range established for the respective position classification, with the exception of employees in trainee status or employees whose existing salaries are above the maximum rate established for their respective classes when transitioning to a new salary plan. Those employees shall have their salaries maintained at that salary level with no increases until such time as the employees' salary range (in the new salary plan) is increased above the employees' current salary.

The pay plan is intended to provide equitable compensation for all positions, reflecting differences in the duties and responsibilities, the comparable rates of pay for positions in the public sector, changes in cost of living, and the financial conditions of the Town along with other factors. Periodically, at the direction of the Town Manager, the Human Resources Director will contract with an outside source to conduct comparative compensation studies of all factors affecting the level of salary ranges and make minor adjustments in the positions to salary grades as deemed necessary. When major adjustments affect a number of positions or a general adjustment is needed to re-align the salary structure, the Town Manager shall recommend such changes to the Town Council for consideration.

STARTING SALARIES

Persons hired for a position approved in the position classification plan, shall be compensated at up to the midpoint of the salary range based on their experience within the respective classification in which they are employed; however on the recommendation of the Department Head and the Human Resources Director and the written approval of the Town Manager, exceptionally well qualified applicants may be employed above the midpoint of the established minimum salary.

TRAINEE/APPRENTICE DESIGNATION

An applicant or current employee will be classified as "TRAINEE/APPRENTICE" status if the applicant shows promise of success in a position, but does not meet all of the requirements for the position under consideration; or Town employees, who do not meet all of the requirements for a position. A training plan must be established for employees in trainee/apprentice status by their Department Head to ensure they successfully meet all the requirements of the position in a reasonable period of time. An employee in trainee/apprentice status shall be regarded as an introductory employee and compensation shall not be more than ten percent below the minimum salary established for the position for which the employee is being trained.

If the trainee/apprentice does not successfully complete the requirements by the determined date they may be transferred, demoted, or dismissed. If the trainee has successfully completed all the requirements, the employee shall be paid at least the minimum rate established for the position following the trainee period.

TOWN OF PINEVILLE'S EMPLOYEE HANDBOOK

PROMOTION EFFECTS ON SALARY RATE

Promotions: Employees shall receive a pay increase to recognize and compensate the employee for their knowledge, skills and ability and their increased responsibility and duties. With the exception of Sworn Officers and Firefighters, when there is opportunity for promotion, the pay increase is a minimum of 5% or the minimum of that pay grade, whichever is greater. The increase should be between five(5) and 10% for most promotions, based on a 5% increase per pay grade increase, and consistent with internal equity. All increases must be approved by Human Resources and Town Manager.

Promoted employees will complete a promotion introductory period of 6 months, but no pay increase is due at this time. They will be included in the next annual review date. For Sworn Officers, the employee's new anniversary date will be one year from the date of promotion. For Sworn Officers and Firefighters, the incumbent will move to the step in the new grade that aligns with the promotion. From Police Officer to Corporal is one step lower on the new grade. For Officer to Sergeant two steps lower on the new grade. Other moves follow a similar pattern dependent on how many grades they are moving up. If the increase is less than the minimum salary for the new position, the incumbent will move to Step 1 of the new grade. In no event, however, shall the new salary exceed the maximum rate of the new salary range.

Police Officer to Detective and Detective to Police Officer considered Lateral move. Move to same Step on new Grade.

Demotions: Demotion is the movement of an employee from one position to a position in a class assigned to a lower salary range. An employee being demoted, must show promise of performing satisfactorily in another position. When an employee is demoted to a position for which they are qualified for other than for disciplinary or performance-based reasons, the employee will be placed at a pay-rate within the new pay grade based on knowledge, skills and ability as related to the new position and equitable to others within the same classification. If the current salary is within the new range, the employee's salary may be retained at the previous rate if appropriate. If the demotion is the result of discipline or the demotion is from a position with supervisory or leadership responsibilities, the salary shall be decreased at minimum 5% or to the midpoint of the new range and no merit increase will be granted for twelve months. In no event, however, shall the new salary exceed the maximum rate of the new salary range.

Transfers: The salary of an employee reassigned to a position in the same class or to a position in a different class within the same salary range shall not be changed as a result of the transfer.

Reclassification: The Town Manager may reclassify an employee's position to a higher salary range if there is a significant change in the knowledge, skills, abilities, and responsibilities required. The employee may be eligible for a salary increase commensurate with the reclassification if recommended by the Department Head and the Human Resources Director and approved by the Town Manager.

If the Town Manager determines the position shall be reclassified to a lower salary range, the employee's salary shall remain the same. The only exception where an employee's actual salary will be affected as a result of a lower classification is if the employee's salary is above the maximum salary for the new range, the employee shall have their salary adjusted to the maximum salary of the new salary range.

Town of Pineville Classification & Pay Plan

Effective March 5, 2025

Grade	Project Title	FLSA Status	Min	Mid	Max
14	Customer Service Representative	NE	\$43,285	\$49,778	\$56,271
14	Maintenance Technician	NE	\$43,285	\$49,778	\$56,271
14	Park Maintenance Technician I	NE	\$43,285	\$49,778	\$56,271
14	Storm Water Technician	NE	\$43,285	\$49,778	\$56,271
14	911 Telecommunicator	NE	\$43,285	\$49,778	\$56,271
14	Admin Assistant/Receptionist	NE	\$43,285	\$49,778	\$56,271
15	Administrative Assistant	NE	\$45,450	\$52,267	\$59,085
15	Equipment Operator	NE	\$45,450	\$52,267	\$59,085
15	Senior Customer Service Representative	NE	\$45,450	\$52,267	\$59,085
15	Senior Storm Water Technician	NE	\$45,450	\$52,267	\$59,085
15	Parks Maintenance Technician II	NE	\$45,450	\$52,267	\$59,085
15	911 Telecommunicator II	NE	\$45,450	\$52,267	\$59,085
16	Accounting Technician II	NE	\$47,722	\$54,880	\$62,039
16	Administrative Technician	NE	\$47,722	\$54,880	\$62,039
16	Billing & Collections Coordinator	NE	\$47,722	\$54,880	\$62,039
16	Property & Evidence Technician	NE	\$47,722	\$54,880	\$62,039
16	Senior Parks Maintenance Technician	NE	\$47,722	\$54,880	\$62,039
16	Building Maintenance Technician	NE	\$47,722	\$54,880	\$62,039
16	911 Telecommunicator III	NE	\$47,722	\$54,880	\$62,039
17	Human Resource Assistant	NE	\$50,108	\$57,624	\$65,140
17	Fleet Manager	NE	\$50,108	\$57,624	\$65,140
17	Code Enforcement Officer	NE	\$50,108	\$57,624	\$65,140
17	911 Senior Telecommunicator	NE	\$50,108	\$57,624	\$65,140
18	Athletic Coordinator	NE	\$50,421	\$60,505	\$70,589
18	Programs/Events Coordinator	NE	\$50,421	\$60,505	\$70,589
18	Special Events Coordinator	NE	\$50,421	\$60,505	\$70,589
18	Systems Technician	NE	\$50,421	\$60,505	\$70,589
20	Assistant Telecommunications Supervisor	NE	\$55,589	\$66,707	\$77,825
20	Community Outreach Specialist	NE	\$55,589	\$66,707	\$77,825
20	Parks Maintenance Supervisor	NE	\$55,589	\$66,707	\$77,825
20	Public Works Supervisor	NE	\$55,589	\$66,707	\$77,825
20	Senior Systems Technician/Assistant Supervisor	NE	\$55,589	\$66,707	\$77,825
21	Building Maintenance Supervisor	NE	\$58,368	\$70,042	\$81,715
21	Crime Analyst	NE	\$58,368	\$70,042	\$81,715
21	Records & Accreditation Manager	NE	\$58,368	\$70,042	\$81,715
22	Community Relations & Communications Specialist	NE	\$61,287	\$73,544	\$85,802
22	Accountant	Exempt	\$61,287	\$73,544	\$85,802
23	Central Office Database Technician	NE	\$64,351	\$77,221	\$90,091
23	Network Database Technician	NE	\$64,351	\$77,221	\$90,091
23	Systems Technician Supervisor	NE	\$64,351	\$77,221	\$90,091
24	Telecommunications Supervisor 911	Exempt	\$67,568	\$81,082	\$94,595
25	Town Clerk	Exempt	\$70,947	\$85,136	\$99,326
30	Human Resource Director	Exempt	\$94,593	\$118,241	\$141,890
30	Parks & Recreation Director	Exempt	\$94,593	\$118,241	\$141,890
30	Public Works Director	Exempt	\$94,593	\$118,241	\$141,890
31	Finance Director	Exempt	\$102,160	\$127,700	\$153,240
31	Planning Director	Exempt	\$102,160	\$127,700	\$153,240
31	Telephone/Utility Director	Exempt	\$102,160	\$127,700	\$153,240
33	Assistant Town Manager	Exempt	\$119,949	\$148,949	\$178,739
36	Town Manager	Exempt	\$150,106	\$187,633	\$225,159

Town of Pineville Police Classification & Step Pay Plan

Effective March 5, 2025

Grade	Position		1	2	3	4	5	6	7	8	9	10	11
	BLET	\$18.00											
	Probationary	\$55,417.66											
	40	\$26.64											
	42	\$25.37											
PO1	Police Officer		\$58,334.38	\$59,792.74	\$61,287.56	\$62,819.75	\$64,390.24	\$66,000.00	\$67,650.00	\$69,341.25	\$71,074.78	\$72,851.65	\$74,672.94
	42	\$26.71	\$27.38	\$28.06	\$28.76	\$29.48	\$30.22	\$30.98	\$31.75	\$32.54	\$33.36	\$34.19	
PO2	Detective		\$60,667.76	\$62,184.45	\$63,739.06	\$65,332.54	\$66,965.85	\$68,640.00	\$70,356.00	\$72,114.90	\$73,917.77	\$75,765.72	\$77,659.86
	40	\$29.17	\$29.90	\$30.64	\$31.41	\$32.20	\$33.00	\$33.83	\$34.67	\$35.54	\$36.43	\$37.34	
PO3	Corporal		\$64,914.50	\$66,537.36	\$68,200.80	\$69,905.82	\$71,653.46	\$73,444.80	\$75,280.92	\$77,162.94	\$79,092.02	\$81,069.32	\$83,096.05
	40	\$31.21	\$31.99	\$32.79	\$33.61	\$34.45	\$35.31	\$36.19	\$37.10	\$38.03	\$38.98	\$39.95	
	42	\$29.72	\$30.47	\$31.23	\$32.01	\$32.81	\$33.63	\$34.47	\$35.33	\$36.21	\$37.12	\$38.05	
PO4	Sergeant		\$72,704.24	\$74,521.85	\$76,384.89	\$78,294.52	\$80,251.88	\$82,258.18	\$84,314.63	\$86,422.50	\$88,583.06	\$90,797.64	\$93,067.58
	40	\$34.95	\$35.83	\$36.72	\$37.64	\$38.58	\$39.55	\$40.54	\$41.55	\$42.59	\$43.65	\$44.74	
	42	\$33.29	\$34.12	\$34.97	\$35.85	\$36.75	\$37.66	\$38.61	\$39.57	\$40.56	\$41.57	\$42.61	
PO5	Lieutenant		\$82,155.79	\$84,209.69	\$86,314.93	\$88,472.80	\$90,684.62	\$92,951.74	\$95,275.53	\$97,657.42	\$100,098.86	\$102,601.33	\$105,166.36
PO6	Police Captain		\$94,068.38	\$96,420.09	\$98,830.59	\$101,301.36	\$103,833.89	\$106,429.74	\$109,090.48	\$111,817.75	\$114,613.19	\$117,478.52	\$120,415.48
PO7	Police Chief		\$122,103.62	\$125,766.72	\$129,539.73	\$133,425.92	\$137,428.69	\$141,551.56	\$145,798.10	\$150,172.05	\$154,677.21	\$159,317.52	\$164,097.05

Add Policies - Hiring and promotion

Town of Pineville Fire Classification & Pay Plan
Effective 3/5/2025

Position	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10	Step 11	Step 12	Step 13	Step 14	Step 15
Firefighter Driver	20	\$ 58,317.17	\$ 59,775.10	\$ 61,269.48	\$ 62,801.21	\$ 64,371.25	\$ 65,980.53	\$ 67,630.04	\$ 69,320.79	\$ 71,053.81	\$ 72,830.16	\$ 74,650.91	\$ 76,517.18	\$ 78,430.11	\$ 80,390.86	\$ 82,400.64
HOURLY (For HR Only)		\$ 19.64	\$ 20.13	\$ 20.63	\$ 21.15	\$ 21.67	\$ 22.22	\$ 22.77	\$ 23.34	\$ 23.92	\$ 24.52	\$ 25.13	\$ 25.76	\$ 26.41	\$ 27.07	\$ 27.74

Introductory Period
Upon successful completion of a twelve (12) month introductory period, incumbents will be eligible to receive a one (1) step increase



TOWN COUNCIL AGENDA ITEM

MEETING DATE: February 11, 2025

Agenda - Title/Category:	Award Purchase of Underground Cables for Miller Farm Subdivision			
Staff Contact/Presenter:	David Lucore			
Meets Strategic Initiative or Approved Plan:	Yes	No	If yes, list:	System Expansion
	X			
Background:	Formal Bids were solicited for the underground cables needed for the Miller Farm subdivision.			
Discussion:	Four companies submitted bids with the lowest cost bid supplied by Border States.			
Fiscal impact:	\$212,640.00			
Attachments:	Formal Bid Summary			
Recommended Motion to be made by Council:	Approve the purchase of underground cables for the Miller Farm subdivision.			

Formal Bid Summary Town of Pineville, NC					
Underground Distribution Cable		Bid Opening:	1/28/2025 @ 2:00 PM		
		Location:	505 Main St, Pineville, NC 28134		
Bid Opening Location:			505 Main Street, Pineville, NC 28134		
	Item	American Wire Group	WESCO	Border States Kerite	Border States Prysmian
1	15 kV, 750 AL, STR, JCN, 1/3 N, 220 mil				
	Cost/Foot	NO BID	\$ 13.21	\$ 11.18	\$ 11.08
	QTY		9,000	15,000	10,000
	Total Cost		\$ 118,890	\$ 167,700	\$ 110,800
	Delivery		20-22 Weeks	20 Weeks	20 Weeks
2	15 kV, 1/0 AL, SOL, JCN, Full N 220 Mil				
	Cost/Foot	NO BID	\$ 3.92	3.62	4.26
	QTY		19,500	20,000	20,000
	Total Cost		\$ 76,440.00	\$ 72,400.00	\$ 85,200.00
	Delivery		1-2 Weeks	10-12 Weeks	20 Weeks
3	600V, CONVERSE, 2/0 AL TPX, URD				
	Cost/Foot	1.32	1.38	1.28	1.28
	QTY	22500	23000	23000	23000
	Total Cost	\$ 29,700.00	\$ 31,740.00	\$ 29,440.00	\$ 29,440.00
	Delivery	1 Week	1-2 Weeks	STOCK	STOCK
4	600V, WESLEYAN, 350 AL TPX, URD				
	Cost/Foot	3.1	2.99	3.07	3.07
	QTY	10000	10000	10000	10000
	Total Cost	\$ 31,000.00	\$ 29,900.00	\$ 30,700.00	\$ 30,700.00
	Delivery	1 Week	1-2 Weeks	STOCK	STOCK
		Border States			\$ 212,640.00
		WESCO	\$ 29,900.00		



Department Update

PUBLIC WORKS

To: Town Council

From: Chip Hill

Date: February 1, 2025

Re: Public Works Updates

Johnston Drive Alignment: The contractor has worked primarily on storm water drainage systems in January in phase 2. Three masonry drainage structures were completed in January, with the connecting concrete pipe run between them. The contractor plans to continue working on the drainage structures outside of the roadway until February 17th, when the road closure will allow the water & drainage work in the roadway. Town staff is working with Charlotte Water personnel to limit disturbances of service to business and residences in the vicinity. The Town engineer is working on the final draft of the detour map. When it is completed and approved it will be posted on the Town website.

Main Street Crosswalks: The Town staff had a meeting with town engineers regarding cabinet placement and directional drilling alignment. Some changes are needed. Constructional documents revisions to NCDOT are ongoing. A request was made for the soft digs cost for locating underground utilities.

Sidewalks on S Polk: A total of 40cy have been placed in total for sidewalk. Precast storm water structures have been delivered and are in the process of being installed.

Huntley Glen: Most interior work is completed. True Homes was directed to complete design for the front sidewalk running adjacent to Dorman Road and submit to Mecklenburg County.

Huntley Glen Townhouses: Video was completed. We are waiting for the engineer's storm drain assessment report.

Parkway Crossing: Pipe repairs are underway and could last 6 months due to the amount of pipe repairs that are needed. We may start looking at phasing external markups and repairs as we get closer to spring.

Preston Park: Prefinal complete. Developer instructed they will need to petition town separately for the alleys to be taken over. All ADA ramps will need to be compliant with the most up to date ramp standards.

McCullough: The developer is organizing the storm drain video footage to submit to the Town and county in the appropriate form.

Miller Farms: Verified and confirmed that densities were taken on pipe install. Densities are good and pipe install will continue. This project is on track and progressing as a normal project. The developer is coming with an engineered soils profile, due to the moisture content of the soils. This will have to be reviewed and approved prior to implementation.

Chadwick Park: Video has been approved. As-Builts approved. The prefinal walk has been completed and the site marked up. ADA ramps will need to meet the latest requirements. Alleys have been deemed to be taken over by the Town so those will need to be installed per the plan, with repairs. Developer will need to petition the Town for those, in person, and separate from the roadways. They can start making repairs to all items on the prefinal, just no top lift of asphalt.

Coventry: Pipe certification letter and report sent. Still waiting on the roadway certification. They are working on the water line and NCDOT entrances.

Carolina Logistics Park: As-builts are approved. Working on getting the final video in correct format. Once that is all approved Prefinal will be done. The section of sidewalk along Downs Road is not complete.

*see attached spreadsheet for permits pending/issued

PERMITS ISSUED/PENDING**COMPANY****Fiscal Year 2025****LOCATION****STATUS****PERMIT NO**

Ashley Northup/AT&T	625 Eagleton Downs	Issued	PW20240812EAGLETONDOWNS625
Zach Pellicone/Charlotte Water	10112 Industrial Drive	Issued	PW20240807INDUSTRIAL10112
Paul Tatsis/PNG	307 College Street	Issued	PW20240729COLLEGE307
Ashley Northup/AT&T	10810 Park Crossing Dr	Issued	PW20240806PARKCROSSING10810
O'brien Walls/Charlotte Water	109 N Polk Street	Issued	PW20240731NPOLK109
AT&T/SourceOne/Rosita Villavicencio	12026 Carolina Logistics Drive	Issued	PW20241011CAROLINALOGISTICS12026
AT&T/Ashley Northup	10901 Downs Rd	Canceled	
Charlotte Water/Samuel Yuhas	10496 Park Road	Issued	PW20241008PARKROAD10496
Charlotte Water/Samuel Yuhas	12031 Lancaster Hwy/Carolina Place	Issued	PW20241010LANCASTERHWY12031
AT&T/SourceOne/Rosita Villavicencio	12020 Carolina Logistics Drive	Issued	PW20241017CAROLINALOGISTICS12020
Spectrum/STS Cable Services/Tracey Kendall	11925 Carolina Logistics Drive	Issued	PW20241024CAROLINALOGISTICS11925
AT&T/SourceOne/Rosita Villavicencio	10230 Pineville Distribution/Industrial Dr	Issued	PW20250130PINEVILLEDISTRIBUTIONST10230
Spectrum/ACP Fiber Services/Ryan McCumber	Miller Road	Issued	PW20250115MILLER
Charlotte Water/Cirilo Saba	265 Eden Circle/Cone Avenue	Pending	



Human Resources

Linda Gaddy, PHR SHRM-CP MSHR
lgaddy@pinevillenc.gov
(704) 889-2362

To: Ryan Spitzer, Town Manager
Members of the Town Council

From: Linda Gaddy

Date: 2/5/2025

Re: Human Resources Monthly Report

Ryan,

Enclosed is the Human Resources Department Monthly Report for the month of January 2025.

New Hires:

Logan Hulst, rehire Police Officer

Resignation/Termination:

Elginn Britt, Police Officer

Retirements:

none

Transfers:

none

Promotions:

none

Current Openings:

Police Officer: 2 openings for lateral hires

B.L.E.T. trainees, 2 sponsored currently

911 Telecommunicator, 1 opening, accepting applications, reviewing

Departmental Update:

Employee Appreciation and events:

Another round of submissions deemed eligible for “Caught in the Act” awards were recognized in the newsletter and awarded certificates and a lunch voucher. A committee screened entries for those staff recognized by their peers for going above and beyond or for giving exemplary service to each other or to the public.

Safety:

Three minor incidents to report this month due to both preventable and non-preventable normal police officer operations, most resulted in minor property damage.

Annual online safety training courses have been assigned to all employees to be completed in February, along with annual anti-harassment prevention training.

Annual First Aid/CPR/AED class is scheduled and live trainings on safe equipment operation are coming up in March/April.

Recruiting:

We are still seeking experienced Police Officers, B.L.E.T. police trainees, and one more 911 Telecommunicator now that we have a trainer available again. All other departments are fully staffed.

Police Promotions:

The promotional process for Police Corporal is almost completed. Three candidates applied for two open positions (one for later in the year). Assessment center exercises were completed in January. Chief's interviews are in progress. Candidates that score acceptable and are recommended for promotion by their current supervisor will be ready for promotion at any time in the next year should an additional position for a Corporal come open.

Compensation Study:

Baker Tilly consultants completed a compensation study for the entire Town. The Baker Tilly team has presented their final report, and recommendations to leaders and to Council. They have also presented the final report to employees. The recommended scenarios and options have been approved and have moved to the planning and execution stage. Policies and procedures surrounding the changes to compensation plans have been evaluated for any needed revisions and are ready to present to managers. Final classification and pay plans have been reviewed again internally and will be published very soon. Internal staff have been trained in maintenance of the pay structures. New pay plans are effective March 5, 2025.

Performance Management:

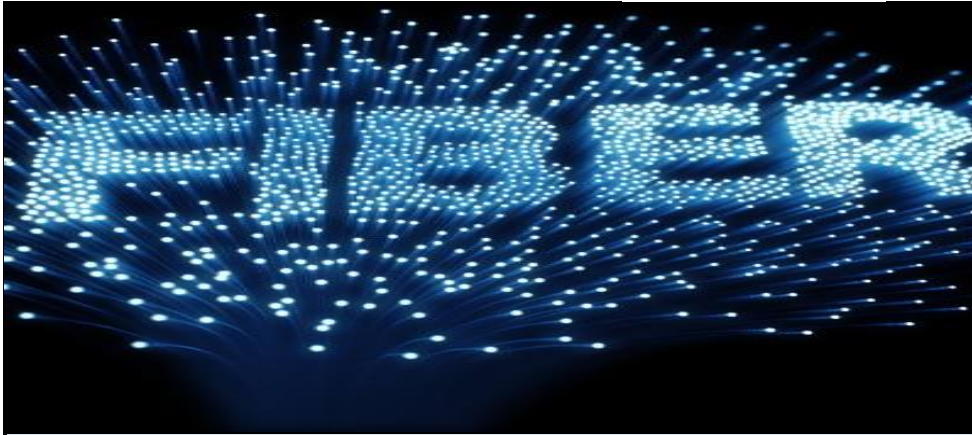
Supervisors are conducting mid-year performance check-ins with their staff reviewing progress toward goals and performance for the first half of the year.



PINEVILLE COMMUNICATION SYSTEMS

INTERNET RESULTS FOR MONTH ENDING 01-31-2025

REVENUE AREA	MONTH ENDING 11-30-2024	INSTALLS SOLD AND COMPLETED IN DEC.	DISCONNECTS TAKEN AND EXECUTED IN DEC.	MONTH ENDING 12-31-2024	INSTALLS SOLD AND COMPLETED IN JAN.	DISCONNECTS TAKEN AND EXECUTED IN JAN.	MONTH ENDING 01-31-2025	SOLD IN JAN ON SCHEDULE FOR INSTALLATION AFTER BILLING OR IN FEB	TOTAL INTERNET FOR MONTH ENDING 01-31-2025	TOTAL AS OF 01-31-2025
ILEC	593	4	-5	592	7	-11	588	0	588	588
CLEC	637	7	-8	636	10	-7	639	0	639	639
TOTAL	1230	11	-13	1228	17	-18	1227	0	1227	1227



100M to 1 GIG SPEED OFFERING TAKE RATE TO DATE

INTERNET RESULTS FOR MONTH ENDING 01-31- 2025	Dec-24	Jan-25	SERVICE AREA	RES OR BUS	SPEED	NET GROWTH/LOSS FROM PREVIOUS MONTH	
	216	214	CLEC	RES	300M		
	85	88	CLEC	RES	600M		
	202	200	CLEC	RES	1 GIG		
	6	7	CLEC	BUS	100M	1	
	8	8	CLEC	BUS	1 GIG		
	3	3	CLEC	BUS	200M	0	
	3	4	CLEC	BUS	400M		
	33	32	ILEC	BUS	100M	-1	
	5	5	ILEC	BUS	200M	0	
	8	7	ILEC	BUS	400M	-1	
	26	26	ILEC	BUS	1 GIG	0	
	139	136	ILEC	RES	1 GIG	-3	
	235	233	ILEC	RES	300M	-2	
	49	52	ILEC	RES	600M	3	
TOTAL	1018	1015				-3	
1227							
<i>82% of our Internet subscribers now subscriber to 100M or higher</i>							



LINE COUNT AS OF 01-31-2025

LINE COUNT FOR MONTH ENDING 01-31-2025	LINE COUNT MONTH ENDING 12-31-2024	LINE COUNT MONTH ENDING 01-25-2025	
BUS	36	36	0
RES	85	83	-2
CLEC SUBTOTAL	121	119	-2
ILEC LINE COUNT	LINE COUNT MONTH ENDING 12-31-2024	LINE COUNT MONTH ENDING 01-25-2025	
BUS	285	283	-2
RES	102	99	-3
	387	382	-5
COMBINED LINE COUNT	508	501	-7

Parks and Recreation Department Update

January 2025

Our Senior Field Trip visited the NC Music Hall of Fame in Kannapolis on January 21st. 10 seniors enjoyed a morning learning about NC music. Youth basketball continued practice and games in January. Pineville Elementary and the Belle Johnston Center are filled on Saturdays with boys and girls shooting, dribbling, passing and competing. It is a true joy to watch these children have fun and enjoy the game of basketball. Shi had a fun game day with our Senior Nutrition program. Seniors engaged in multiple fun activities to lighten their day. We are preparing for our youth soccer and baseball season at Jack Hughes. The maintenance team is preparing our fields to be in great shape for all who participate. We are excited that our newest Pineville program, girls youth volleyball will begin in March. 39, hopefully lucky winners enjoyed Bingo Night on Friday, January 17th. We also had a winter Grab n' Go for kids for kids in January – 86 kids received a goodie bag 😊



Parks and Recreation Department Update

January 2025



Parks and Recreation Department Update

January 2025

General Programming – Belle Johnston

Pickleball: Open Pickleball times are Mondays and Friday from 9am-12pm and Wednesdays from 1:30pm-4:30pm. 50 participants

Asap Pickleball – Thursday at 9am – 16 participants

Karate: They hold classes on Wednesdays. 25 participants

Pre School Open Gym – Wednesday morning from 9a – 12p – 15 participants

National Pie Day – January 23 - 67 participants

Fitness Dance – Wednesdays at 3pm - 15 participants

Paint Class – January 13 - 9 participants

Sound Bath Meditation Class — 9 participants

Field Trip – January 21 - NC Music Hall of Fame – January 18 – 10 participants

Family Bingo Night – January 17 – 39 participants

January Winter Grab n Go – January 15 – 82 participants

Senior Game Day – January 24th – 25 participants

Youth Basketball – January – 245 participants

Cookie Decorating Class – January 23 – 9 participants

Lake Park

Bootcamp with Lia – Bootcamp meets 5:45am – 6:45am M/W/F in Lake Park. 60 participated

Tai Chi – Saturdays – 11 participants

The Hut

Senior Fit – Senior Fit takes place at the Hut M – Thursdays. 192 participants

Yoga – 102 participants

Cardio Funk: Lem holds class on Tuesdays at 6:30pm. 12 participants

Parks and Recreation Department Update

January 2025

Facility Rentals

Facility Rentals

The Hut: 1 Rentals

The BJCC Dining Room: 3 Rentals

The BJCC Gym: 0 rental

Large Shelter: 0 Rentals

Medium Shelter: 1 Rentals

Tot Lot at Lake Park: 0 Rentals

Shelter 1 at JH: 0 Rentals

Shelter 2 at JH: 0 Rentals

Shelter 3 at JH: 0 Rental

Jack Hughes

Jack Hughes Special Events

No tournaments or events in January.

Baseball Field Usage

No field usage in January.

Multipurpose Field Usage

No field usage in January.

Park Maintenance Update

Lake Park/Belle

Daily park check

Monthly building inspection

Remove Christmas decorations |

Blow walkways, shelters and playgrounds as needed

Hut

Cut as needed

Trash removal as needed

Monthly building inspection

Parks and Recreation Department Update

January 2025

Cemetery

Blew leaves as needed
Limb removal as needed
Daily check

Dog park

Removed limbs as needed
Blew entrance as needed
Cut up fallen tree

Jack Hughes

Daily park check
Monthly building inspections
Cut fields as needed
Safety classes
Monroe CEU training for spray license
Equipment maintenance as needed
Cut out base lines on sod field 2
Applied turface fields 1,2,4
Put out fertilizer all 4 fields
Repaired L screens all fields
Pressure washed stadium backstop and dug outs
Pressure washed field 1 dug outs
Repaired foul pole field 2

Town Hall/PD

Removed Christmas tree
Daily check and trash removal
Fountain deicing
Repaired solenoid on fountain

Social Media

Facebook

Post Reach: 3,867	Post Engagements: 181	
New Page Likes: +23	Total Page Likes: 4,998	Total Page Followers: 6,178

Instagram

New Followers: +29	Total Followers: 3,020
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PINEVILLE POLICE DEPARTMENT

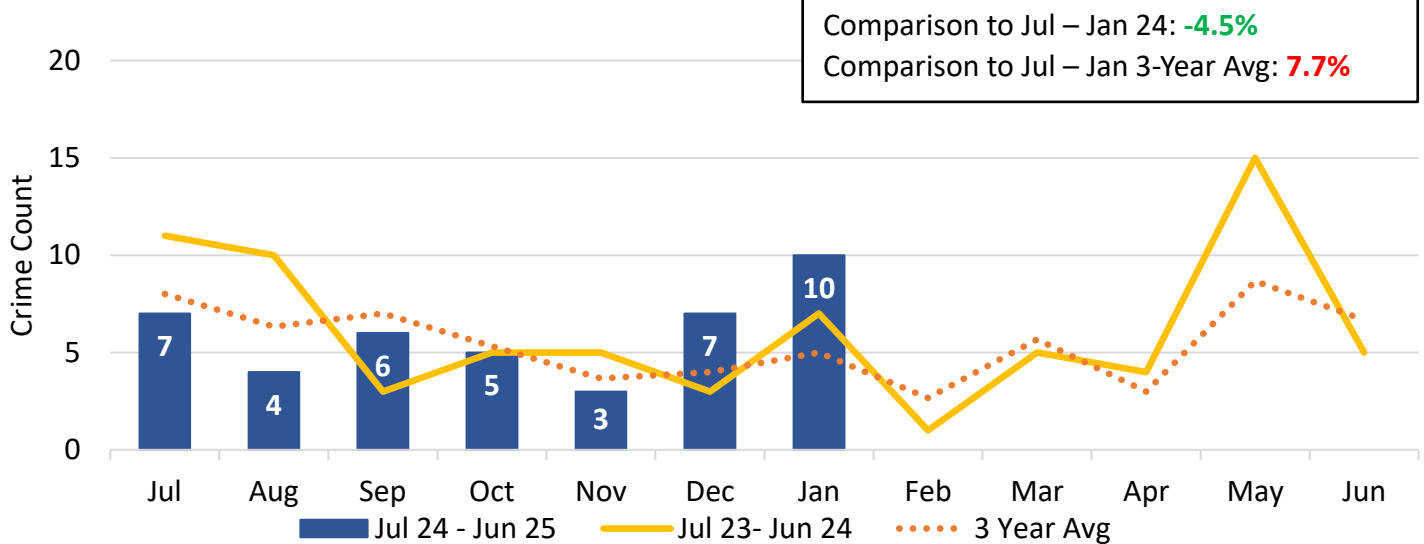
MONTHLY REPORT

January 2025

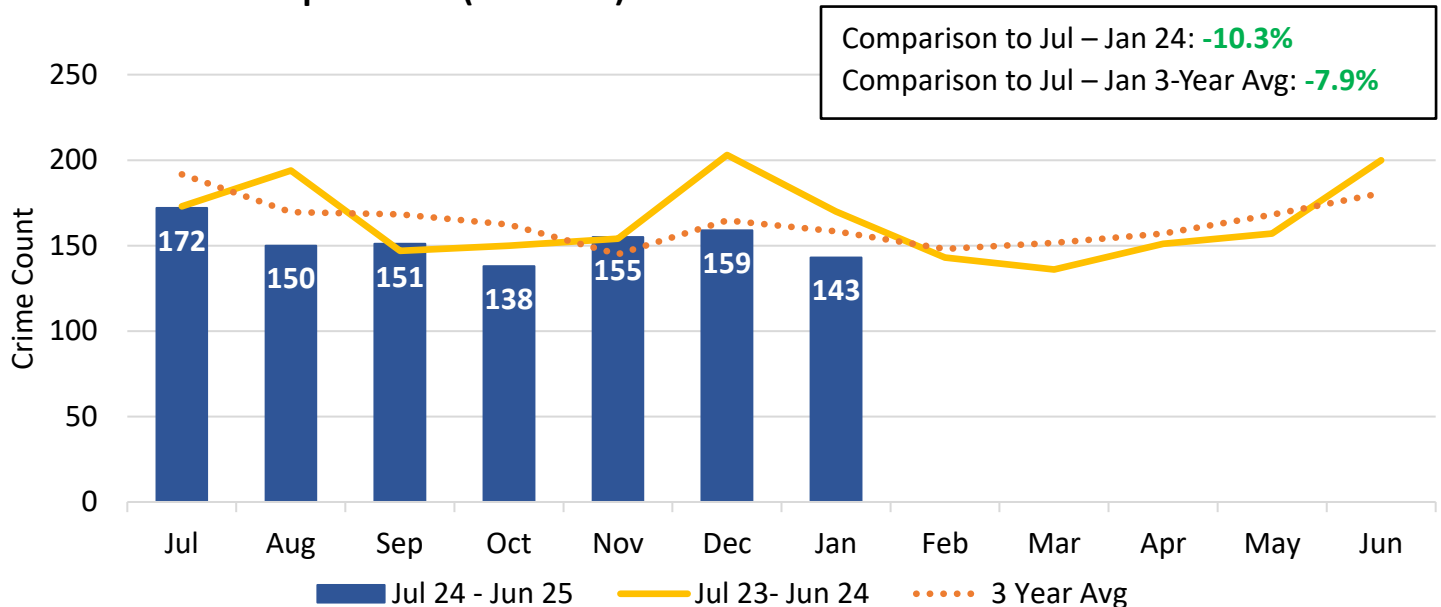
Crime Goals

Below is the evaluation of the police department's crime goals. Goals are measured for 12 months based on the fiscal year. For the year of July 2024 – June 2025, the goal is to reduce violent crime and reduce all crime by 5%.

Goal #1: Violent Crime



Goal #2: Group A Crime (All Crime)



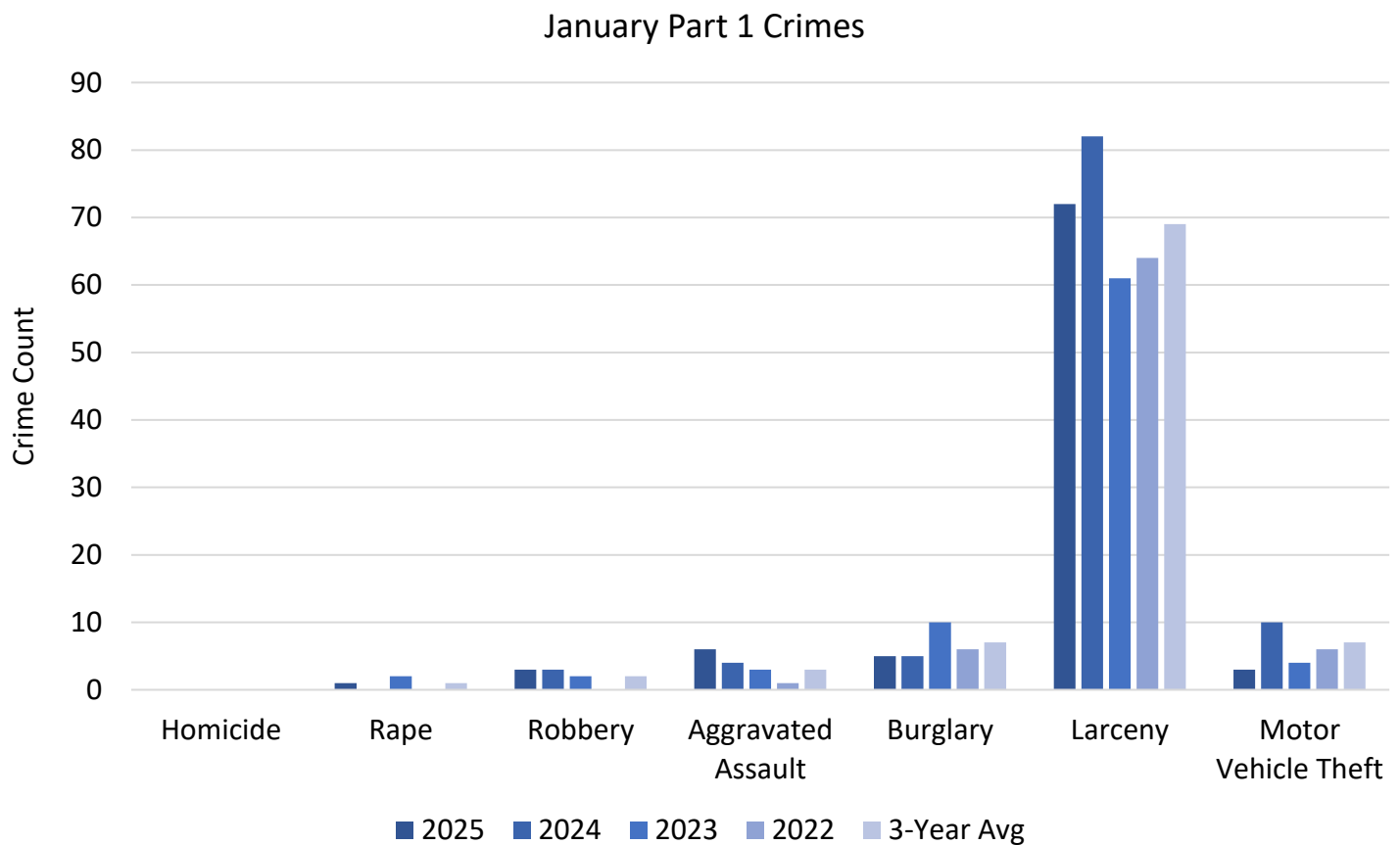
* data is subject to change; unfounded removed

Monthly Crime Statistics

Below is a table and bar graph of the counts for Part 1 Crimes in January. For comparison, the same is shown for the past 3 years. The average of the 3 years was calculated.

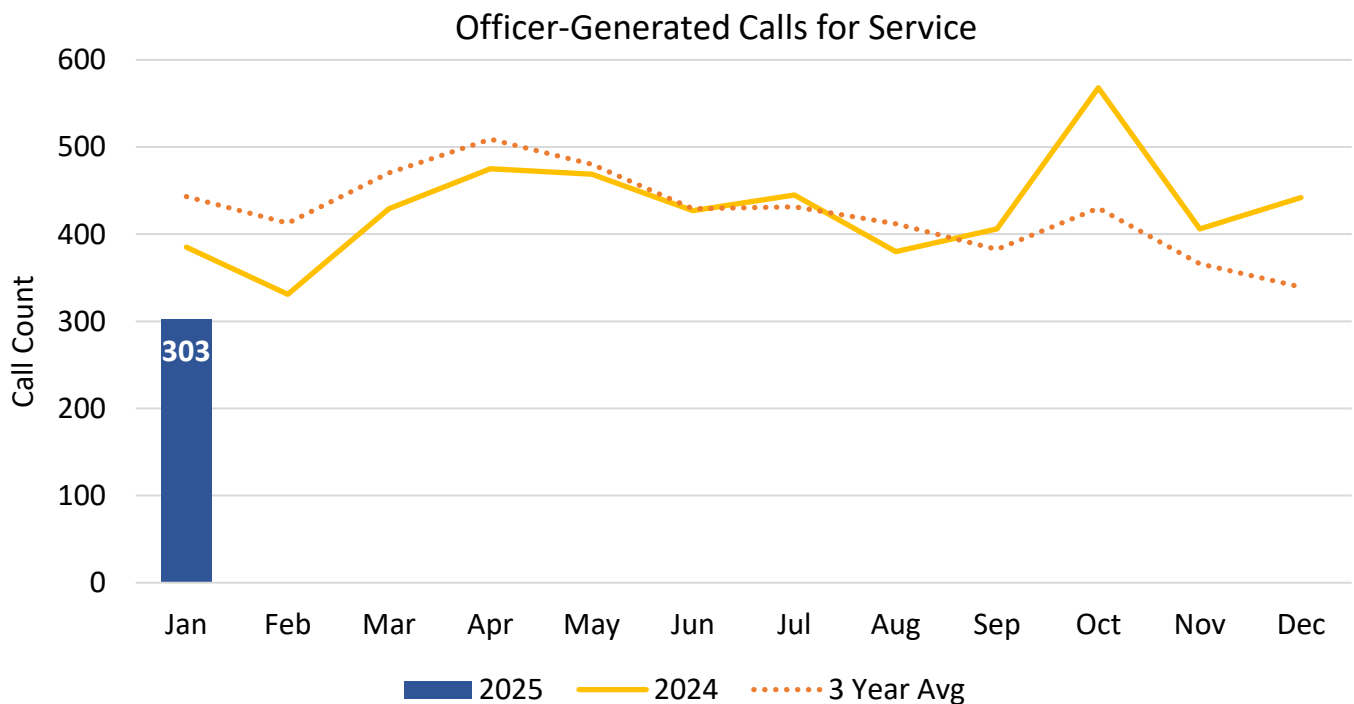
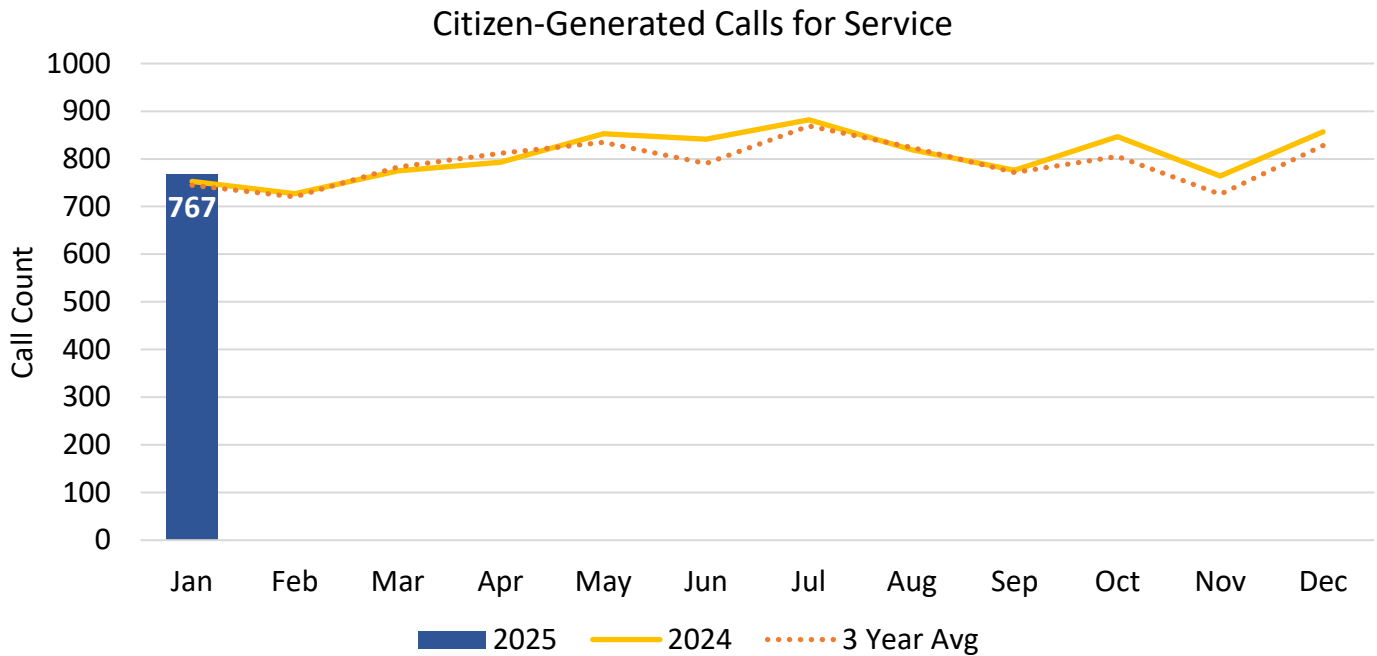
January Crime Statistics Part 1 Offenses						
	2025	2024	2023	2022	3-Year Average (2022-2024)	ETJ
Homicide	0	0	0	0	0	0
Rape	1	0	2	0	1	0
Robbery	3	3	2	0	2	0
Aggravated Assault	6	4	3	1	3	2
Burglary	5	5	10	6	7	0
Larceny	72	82	61	64	69	1
Motor Vehicle Theft	3	10	4	6	7	0

* ETJ statistics included in total number of offenses

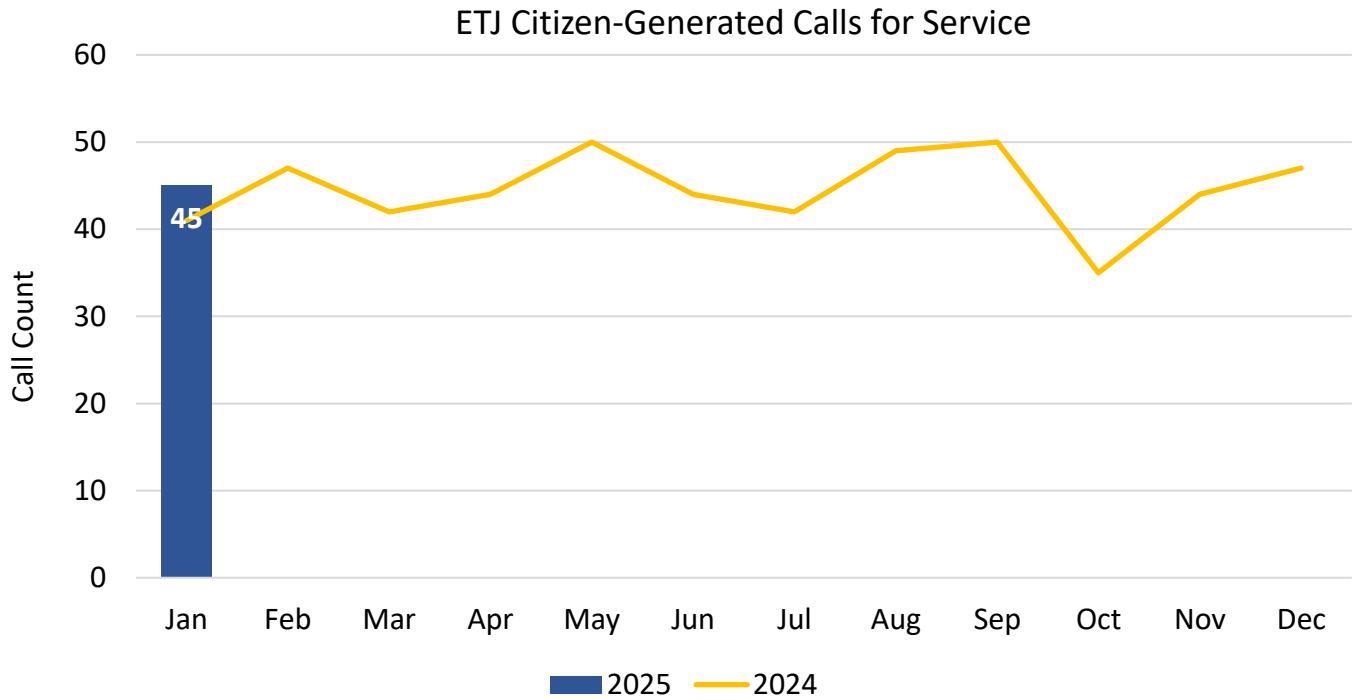


Calls for Service

The graphs below display the number of calls for service in comparison to previous months, year, and 3-year average. The first graph is citizen-generated calls. The second graph is officer-generated calls. The third graph is the ETJ.



*zone checks and foot patrols removed



January Traffic Enforcement

Traffic Enforcement Type and Dispositions

Enforcement	Count
Traffic Stop	155
Citation Issued	47
Warning	86
Report Taken	4

*Officer-generated traffic stops; unfounded removed

Locations of Traffic Enforcement

Street Name	Count
PINEVILLE-MATTHEWS RD	36
MAIN ST	30
POLK ST	17
CAROLINA PLACE PKY	16
PARK RD	9
TOWNE CENTRE BLVD	6
ROCK HILL-PINEVILLE RD	4
JOHNSTON DR	4
LANCASTER HWY	3
DOVER ST	3

DOWNS CIR	3
COLLEGE ST	2
REID LN	2
CRANFORD DR	2
I-485 INNER HWY	2
LEE ST	2
PINEVILLE RD	2
SOUTH BLVD	2
PARK CEDAR DR	1
RODNEY ST	1
INDUSTRIAL DR	1
CHURCH ST	1
JACK HUGHES LN	1
BLUE HERON	1
FRANKLIN ST	1
LOWRY ST	1
EDEN CIR	1
CENTRUM PKY	1
Grand Total	155

*based on location of stop in CAD

January Community Engagement

- Walk about Alley 51
- In service Training
- Training on generations in reference to recruiting
- Meeting with Harrison United Methodist Church
- Town Safety Meeting
- Assisted with Cpl. Assessment
- Worked on shooting call
- Budget Meeting
- Special Olympics Conference
- Yoga event with HSS
- Harrison Church event
- PD Social Media work
- Liaison with apartment complexes, hotels and HOA's
- Car Seat Checks

Department Update

Pineville PLANNING & ZONING

To: Town Council

From: Travis Morgan

Date: 2/11/2025

Re: Town Planning Updates

PLANNING:

Miller Farm: First plat of lots in the works along with the traffic signal install operational in the upcoming future.

Sportsplex: Vogue Tower is interested in renewing talks for a communication tower for better signal in the area

CODE ENFORCEMENT:

<p>Prohibited Parking: 11715 Carolina place</p> <p>ADU/Accessory Structures: 1005 cone</p> <p>Community Appearance/Junk Vehicle: 123 boatwright 1111 Cone 1106 cone 408 fisher st 10860 park 100 Mallard 235 Eden 252 Eden 236 Eden 333 Cranford 10860 Park Rd 11715 carolina place 1106 Cone Av 286 Eden Cir 945 Pelican Bay Dr 10520 Park Rd</p> <p>Improved Surfaces: 409 Johnston Dr 907 Lakeview Dr 315 College</p>	<p>Trash Can: 11957 Stratfield 11837 Stratfield 11825 Stratfield 400 Mallard</p> <p>Unsecured Building: 403 Dover St</p> <p>Minimum Housing: 423 Cone 1108 Cone</p> <p>POD: 823 Windage Wy</p>	<p>Parking on the lawn: 301 park lake ct 130 Olive 918 Lakeview 229 Eden Cir</p> <p>Zoning Violation: 10724 Pineville Rd</p> <p>Signs: 332 Cranford 8500 P-M 10222 Johnston Rd 9540 Rodney 618 N Polk 10019 Plum Creek 136 Main</p> <p>Dumpster: 10860 Park Rd 323 Main St 8706 Pineville-Matthews</p>
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March

2025

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
2	3	4	5 Possible Budget Meeting with Davenport Advisors	6	7	8 Clocks forward at midnight
9	10	11 Town Council 6:30 pm	12 Possible Budget Meeting with Davenport Advisors	13	14	15
16	17	18	19	20 CATS meeting 5:30 pm Town Hall	21	22
23	24 Work Session 6:00 pm	25	26	27	28	29
30	31					

